WKE

Dec 08, 2020

PROJECT ID: 2783-05-70/71

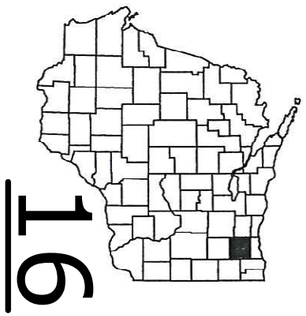
WITH: N/A

COUNTY: WAUKESHA

ORDER OF SHEETS

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

TOTAL SHEETS = 738



16

N

DESIGN DESIGNATION

A.A.D.T.	2021	=	16,900
A.A.D.T.	2041	=	18,900
D.H.V.	2041	=	1,750
D.D.		=	59/41
T:		=	3.8
DESIGN SPEED		=	40 MPH
ESALS		=	1,100,000

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
WETLAND AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS — CAUTION
UNDERGROUND UTILITIES
GAS — (SIZE) G
SANITARY SEWER — (SIZE) SAN
STORM SEWER — (SIZE) SS
WATER — (SIZE) W
ELECTRIC — E
TELEPHONE — T
FIBER OPTIC — FO
CABLE TELEVISION — TV
FORCE MAIN — FM
MANHOLE — MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE — HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE — (TYPE)
CURB STOP — CS
EXISTING CULVERT — (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CALHOUN ROAD
CTH M TO STH 190
LOCAL STREET
WAUKESHA COUNTY

STATE PROJECT NUMBER
2783-05-70

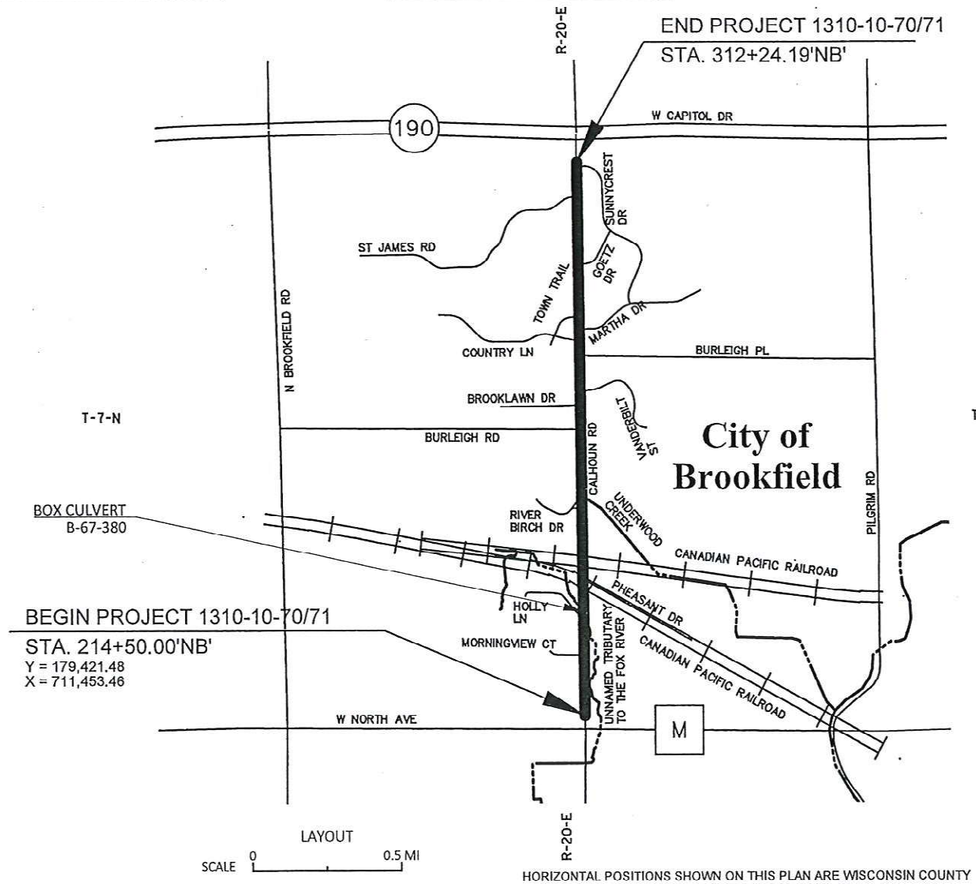
CALHOUN ROAD
CTH M TO STH 190
LOCAL STREET
WAUKESHA COUNTY

STATE PROJECT NUMBER
2783-05-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2783-05-70	WISC 2021034	1
2783-05-71		

PROJECT DESCRIPTIONS:

2783-05-70: CALHOUN ROAD, ROADWAY AND BOX CULVERT ITEMS
2783-05-71: CALHOUN ROAD, SANITARY AND WATER MAIN ITEMS



LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.851 MI.

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

ALL ELEVATIONS ON THIS PLAN ARE REFERENCE TO NAVD 88 (2012) IN US SURVEY FEET.

ACCEPTED FOR
CITY of BROOKFIELD
Jeffrey M. Chase (Printed Name) Jeffrey M. Chase (Signature)
7-22-20 (Date) City Engineer (Title of Official)

ORIGINAL PLANS PREPARED BY
raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN BRAD E. SEVERSON 39758 APPLETON WI PROFESSIONAL ENGINEER

7/22/2020 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith (NAV/SMZ)
Designer	raSmith (BES/DGW)
Project Manager	KATHLEEN KRAMER
Regional Examiner	
Regional Supervisor	JEFF BOHEN

APPROVED FOR THE SECRETARY
DATE: Kathleen Kramer Digitally signed by Kathleen Kramer Date: 2020.07.22 16:57:31 -05'00' (Signature)

E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/17/2020 6:27 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

2

STANDARD ABBREVIATIONS

AC	ACRE
ADJ	ADJUST
AH	AHEAD
AEW	APRON ENDWALL
ASPH	ASPHALTIC
ADT	AVERAGE DAILY TRAFFIC
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
CB	CATCH BASIN
C/L	CONSTRUCTION LINE
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CE	COMMERCIAL ENTRANCE
CMP	CORRUGATED METAL PIPE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DWF	DETECTABLE WARNING FIELD
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EX	EXISTING
FPS	FEET PER SECOND
FL	FLOW LINE
FT	FOOT
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
INL	INLET
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE OR PIN
LF	LINEAR FOOT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
MGAL	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NOM	NOMINAL
NC	NORMAL CROWN
Y	NORTH GRID COORDINATE
OD	OUTSIDE DIAMETER
PACS	PIPE ARCH CORRUGATED STEEL
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
R/W	RIGHT-OF-WAY
SEC	SECTION
SHLDR	SHOULDER
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T	TOWN
T%	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VERT	VERTICAL
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
YD	YARD

GENERAL NOTES

1 THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

2 NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

3 CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE LINE UNLESS OTHERWISE NOTED. CURB AND GUTTER STATIONS, OFFSETS, AND RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

4 RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAT FOURTEEN (14) CALENDAR DAYS, SEE THOSE AREAS WITH TEMPORARY SEED.

5 STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEE THE STOCKPILE WITH TEMPORARY SEED.

6 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE EROSION CONTROL DEVICE IS NO LONGER REQUIRED.

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

BORING LOG SUMMARY
(APPROXIMATE LOCATIONS)

BORING NUMBER	STATION*	OFFSET*
R-1	216+93	43' LT
R-2	219+89	15' RT
R-3	224+39	36' LT
R-4	228+51	13' RT
R-5	232+72	18' RT
R-6	236+24	35' LT
R-7	240+60	34' LT
R-8	244+77	22' RT
R-9	248+99	42' LT
R-10	271+18	35' LT
R-11	275+57	14' RT
R-12	280+60	35' LT
R-13	284+99	12' RT
R-14	289+64	30' LT
R-15	293+93	18' RT
R-16	297+99	40' LT
R-17	302+19	15' RT
R-18	305+73	43' LT
R-19	310+03	16' RT

*BASED ON THE CALHOUN NB C/L

ORDER OF SECTION 2 SHEETS

Project Overview
Typical Sections
Construction Details
Removal Plans
Paving Details
Curb Ramp Details
Contour Maps
Erosion Control
Storm Sewer
Stormwater Ponds
Utility Plans
Permanent Signing
Traffic Signals
Pavement Marking
Traffic Control/Staging
Detour Plan
Alignment Plan

2

2

UTILITIES & RAILROADS

WE ENERGIES GAS OPERATIONS
MR. JACOB SPENCER
S13 W33800 STH 18
DELAFIELD, WI 53018
(262) 968-7009
JACOB.SPENCER@WE-ENERGIES.COM

WE ENERGIES ELECTRIC
MR. GARY JOHNSON
1222 S. PINE STREET
BURLINGTON, WI 53105
(414) 651-4020
GARY.JOHNSON1@WECENERGYGROUP.COM

CANADIAN PACIFIC RAILWAY
MR. JIM KRIEGER
120 SOUTH 6TH STREET
MINNEAPOLIS, MN 55402

ROGERS COMMUNICATION CANADA INC
MR. JON GRUENKE
4804 N 40TH STREET
SHEBOYGAN, WI 53083
(920) 889-9831
JGRUENKE@GABES.COM

CITY OF BROOKFIELD WATER
MR. MARTIN MOYER
19700 RIVERVIEW DRIVE
BROOKFIELD, WI 53045
(262) 796-6717

AT&T WISCONSIN
MR. TOM CROWLEY
2005 PEWAUKEE ROAD
WAUKESHA, WI 53188
(262) 896-7427
TC1657@ATT.COM

CHARTER COMMUNICATIONS
MR. BEAU ABUYA
1320 N. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
(414) 758-9241

LEVEL3/CENTURYLINK
MR. BRAHIM GADDOUR
3235 INTERTECH DRIVE, SUITE 600
BROOKFIELD, WI 53045
(414) 704-1026

MIDWEST FIBER NETWORK
MR. CORY SCHMUKI
6070 N FLINT ROAD
GLENDALE, WI 53209
(414) 459-3561
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

CITY OF BROOKFIELD WASTEWATER
MR. RICK WENZEL
2125 ENTERPRISE AVENUE
BROOKFIELD, WI 53045

DESIGN CONSULTANT

raSmith
MR. BRAD SEVERSON
100 WEST LAWRENCE STREET, SUITE 412
APPLETON, WI 54911
(920) 843-5738
BRAD.SEVERSON@RASMITH.COM

WISCONSIN DNR

DNR SERVICE CENTER
MR. CRAIG WEBSTER
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262) 574-2141
CRAIG.WEBSTER@WISCONSIN.GOV

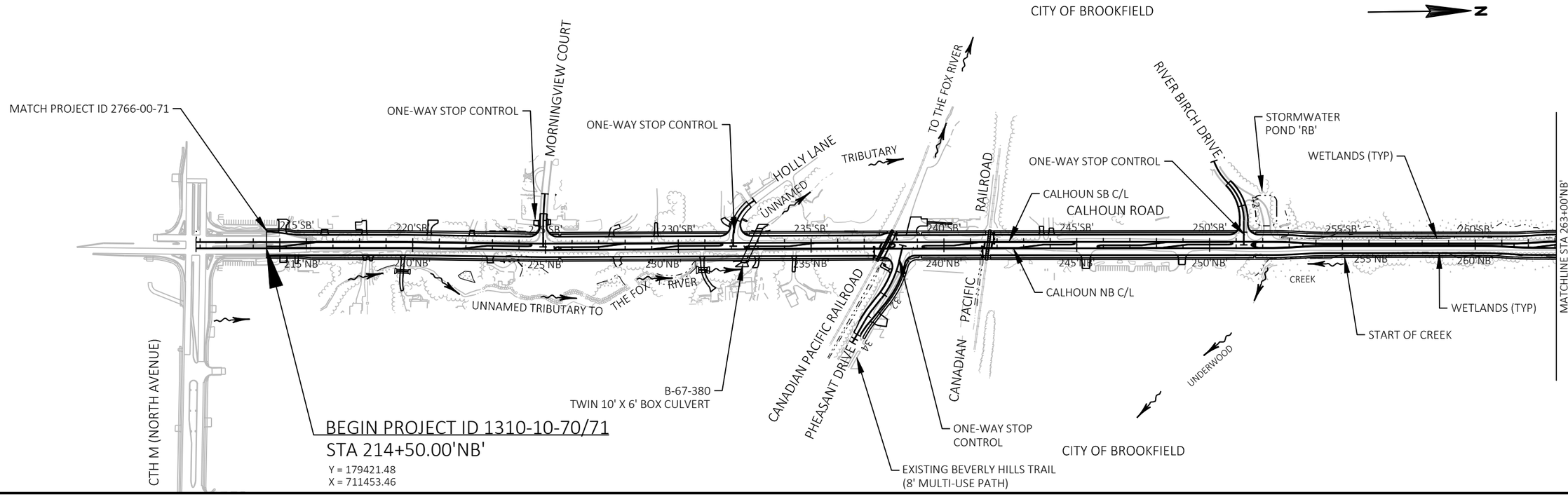
CITY OF BROOKFIELD

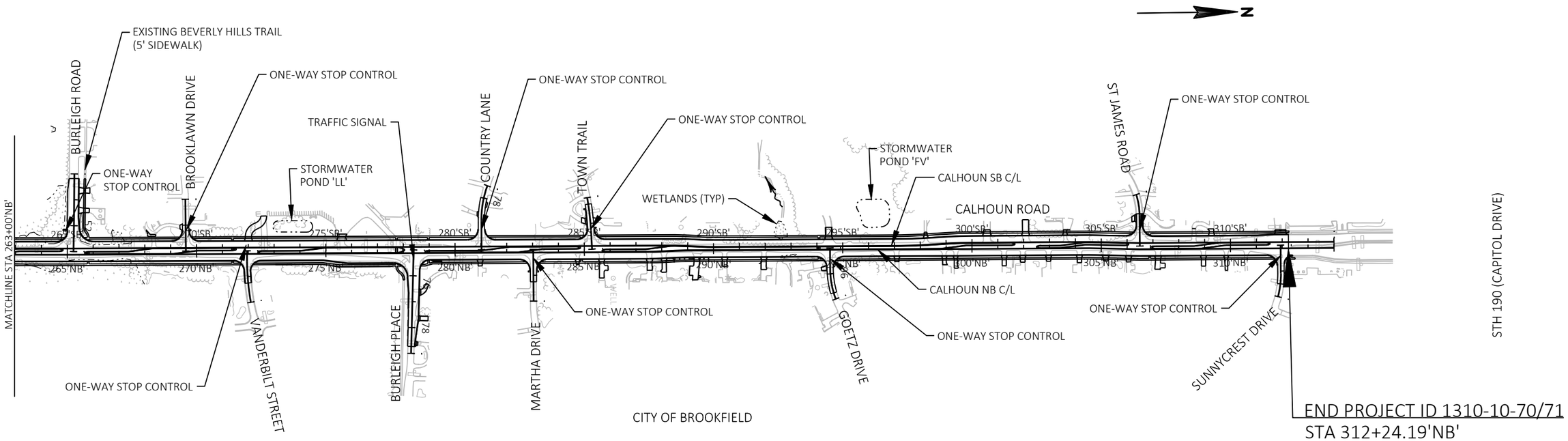
CITY ENGINEER
MR. JEFF CHASE
2000 N. CALHOUN ROAD
BROOKFIELD, WI 53005
(262) 787-3524
CHASE@CI.BROOKFIELD.WI.US

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

JOHN WASHBURN
SOUTHEATERN WISCONSIN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA, WI 53187-1607
OFFICE: (262) 547-6721
CELL: (262) 953-4295
FAX: (262) 547-1103
JWASHBURN@SEWRPC.ORG

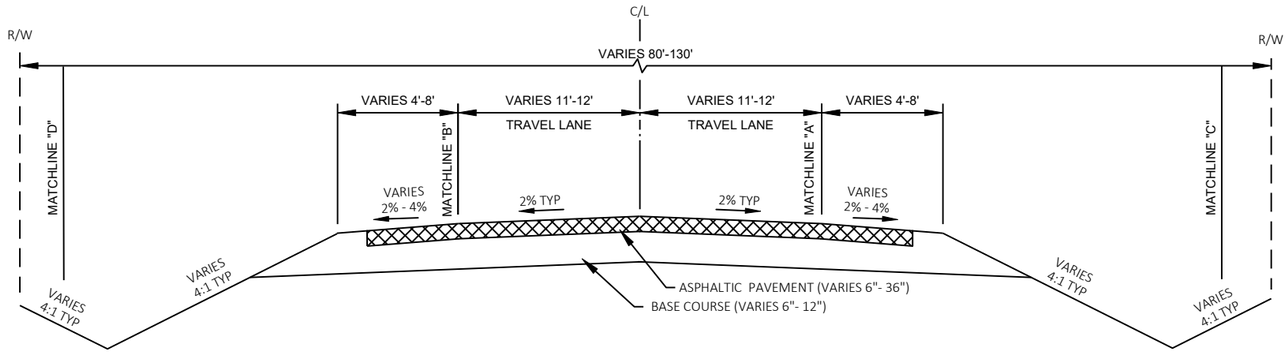
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com



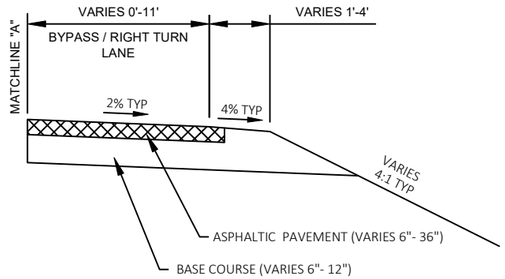


PROJECT NO: 2783-05-70/71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PROJECT OVERVIEW	SCALE, FEET 0 200 400	SHEET 4	E

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LAYOUT NAME - 020201-PO - PLAN 1 IN 400 FT
PLOT DATE : 7/29/2020 4:54 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

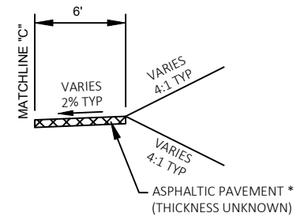


TYPICAL EXISTING SECTION
CALHOUN ROAD
STA 214+50 - STA 312+24



BYPASS / RIGHT TURN LANE DETAIL

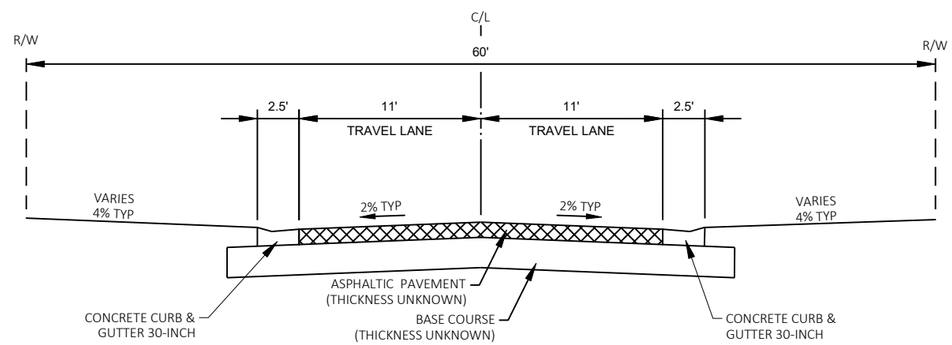
MATCH LINE "B" IS A MIRROR IMAGE
STA 243+54 - STA 250+05 LT
STA 243+76 - STA 244+92 RT
STA 247+58 - STA 248+60 RT
STA 250+27 - STA 253+76 RT
STA 263+28 - STA 267+30 RT
STA 275+37 - STA 277+95 RT
STA 277+52 - STA 277+99 LT



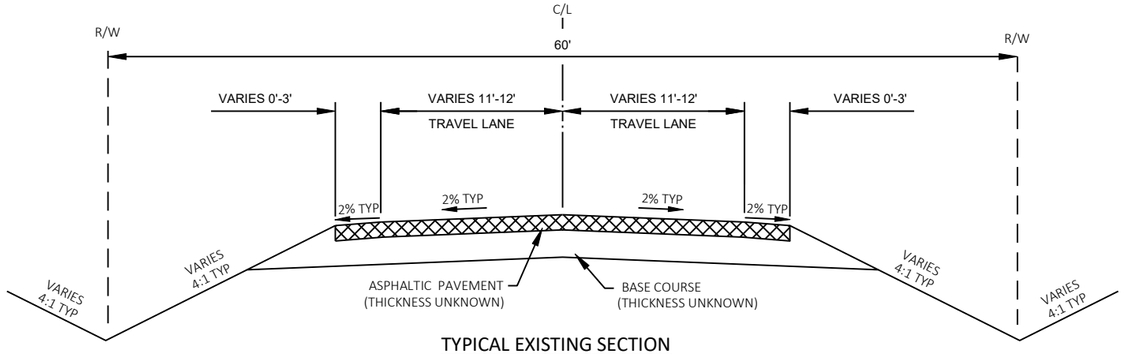
SIDEWALK DETAIL

MATCH LINE "D" IS A MIRROR IMAGE
STA 242+38 - STA 250+97 RT
STA 267+96 - STA 278+01 RT
STA 306+68 - STA 311+10 LT
STA 311+10 - STA 312+54 LT

*CONCRETE SIDEWALK FROM
STA 311+10 - STA 312+54 LT

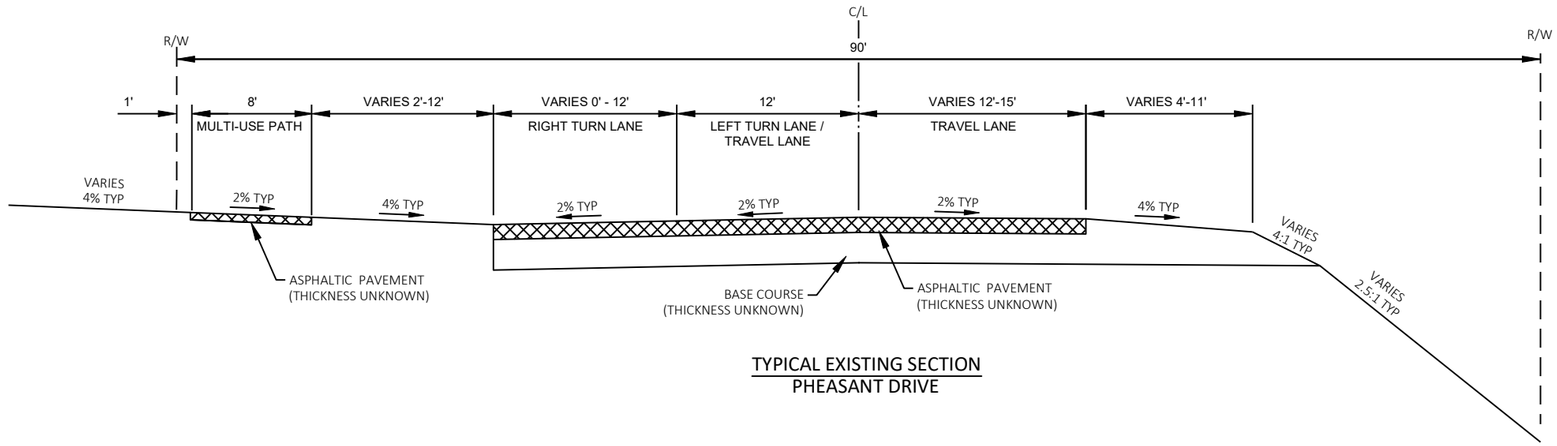


TYPICAL EXISTING SECTION
SIDE ROADS
MORNINGVIEW COURT
VANDERBILT STREET
ST JAMES ROAD

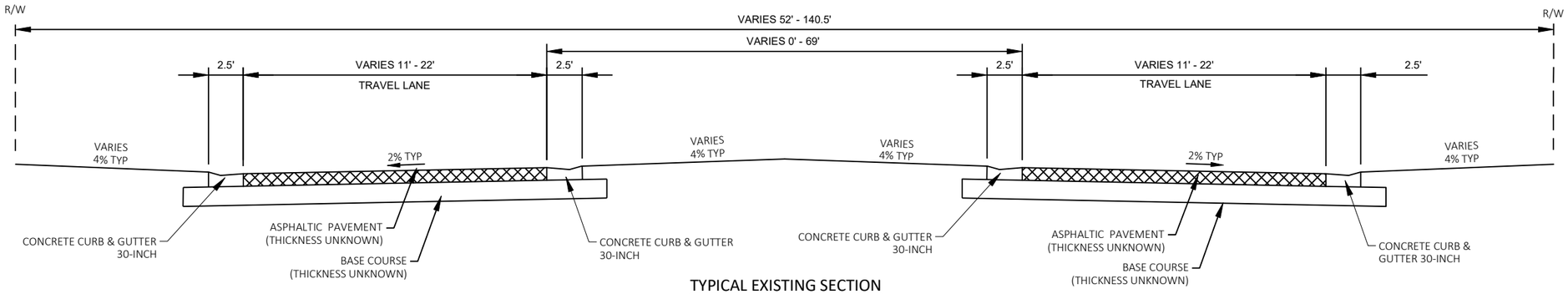


TYPICAL EXISTING SECTION
SIDE ROADS

HOLLY LANE
BROOKLAWN DRIVE
COUNTRY LANE
MARTHA DRIVE
TOWN TRAIL
GOETZ DRIVE
SUNNY CREST DRIVE



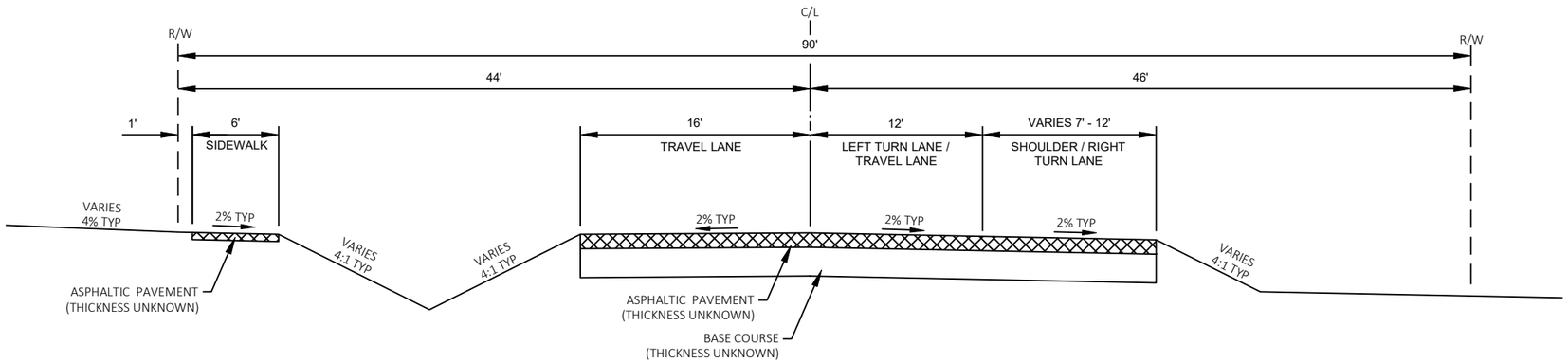
TYPICAL EXISTING SECTION
PHEASANT DRIVE



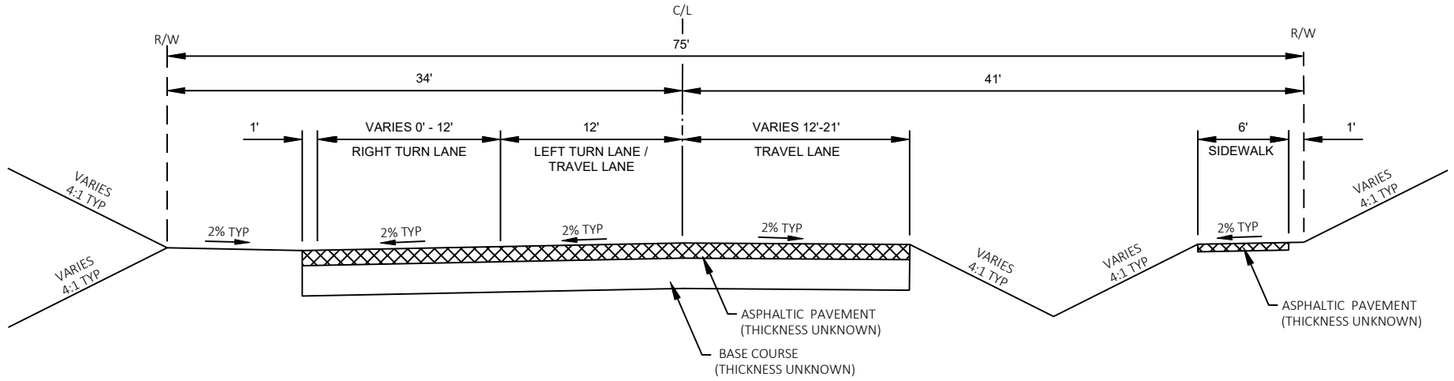
TYPICAL EXISTING SECTION
RIVER BIRCH DRIVE

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TYPICAL EXISTING SECTIONS	SHEET 6	E

2

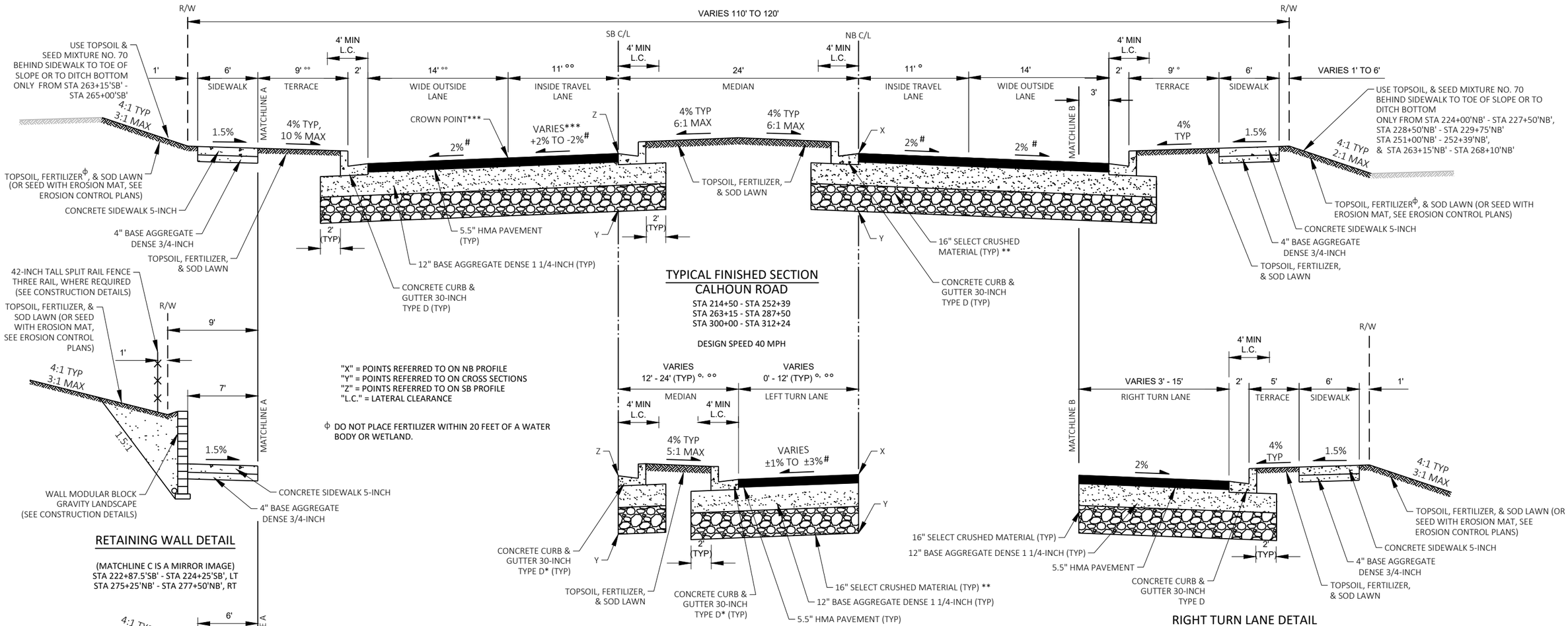


TYPICAL EXISTING SECTION
BURLEIGH ROAD



TYPICAL EXISTING SECTION
BURLEIGH PLACE

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TYPICAL EXISTING SECTIONS	SHEET 7	E



HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
5.5-INCH	ONE 2.0" UPPER LAYER ONE 3.5" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S

° NB WIDTHS VARY AS FOLLOWS:

INSIDE TRAVEL LANE
STA 214+50'NB' - STA 215+00'NB', VARIES 12' TO 11'
STA 311+75'NB' - STA 312+24'NB', VARIES 11' TO 12'

MEDIAN
STA 214+50'NB' - STA 215+41'NB', VARIES 8' TO 12'
STA 277+72'NB' - STA 282+14'NB', VARIES 10' TO 24'

TERRACE
STA 215+69'NB' - STA 216+18'NB', VARIES 4' TO 9'

°° SB WIDTHS VARY AS FOLLOWS:

INSIDE TRAVEL LANE
STA 214+50'SB' - STA 215+08'SB', 12'
STA 215+08'SB' - STA 216+36'SB', VARIES 12' TO 11'
STA 311+06'SB' - STA 311+56'SB', VARIES 11' TO 12'
STA 311+56'SB' - STA 312+24'SB', 12'

WIDE OUTSIDE LANE
STA 311+06'SB' - STA 311+56'SB', VARIES 14' TO 16'
STA 311+56'SB' - STA 312+24'SB', 16'

MEDIAN
STA 275+05'SB' - STA 278+98'SB', VARIES 24' TO 10'

TERRACE
STA 214+63'SB' - STA 215+63'SB', VARIES 3.5' TO 9'
STA 311+06'SB' - STA 311+56'SB', VARIES 9' TO 6'
STA 311+56'SB' - STA 312+24'SB', 6'

LEFT TURN LANE
STA 214+50'SB' - STA 216+36'SB', VARIES 0' TO 15'
STA 277+72'SB' - STA 282+14'SB', VARIES 0' TO 14'

* CONCRETE CURB & GUTTER 18-INCH TYPE D FROM
STA 214+50'NB' - STA 215+17'NB' AND
STA 214+50'SB' - STA 215+08'SB'

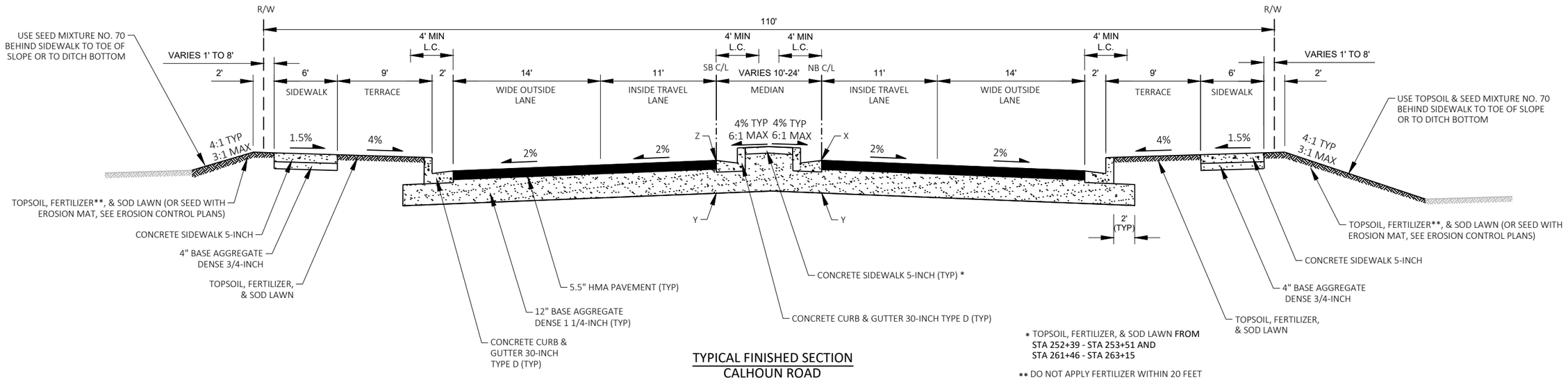
** NO SELECT CRUSHED MATERIAL LAYER FROM
STA 252+00 - STA 252+39 AND
STA 263+15 - STA 268+50

12" SELECT CRUSHED MATERIAL FROM
STA 300+00 - STA 312+24

*** SB LANES CROWNED FROM
STA 214+50 TO STA 237+50

SEE PAVING DETAILS FOR ADDITIONAL PAVEMENT WARPING INFORMATION AT INTERSECTIONS, RAILROADS, AND PROJECT MATCH POINTS

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 8	E



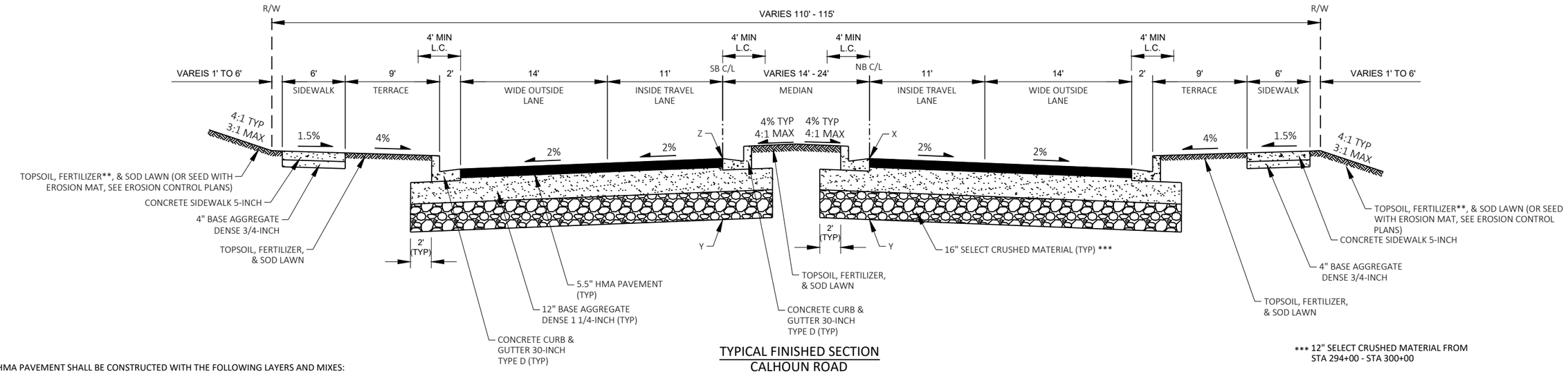
TYPICAL FINISHED SECTION
CALHOUN ROAD
STA 252+39 - STA 263+15

DESIGN SPEED 40 MPH

* TOPSOIL, FERTILIZER, & SOD LAWN FROM STA 252+39 - STA 253+51 AND STA 261+46 - STA 263+15

** DO NOT APPLY FERTILIZER WITHIN 20 FEET OF A WATER BODY OR WETLAND

"X" = POINTS REFERRED TO ON NB PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS
"Z" = POINTS REFERRED TO ON SB PROFILE
"L.C." = LATERAL CLEARANCE



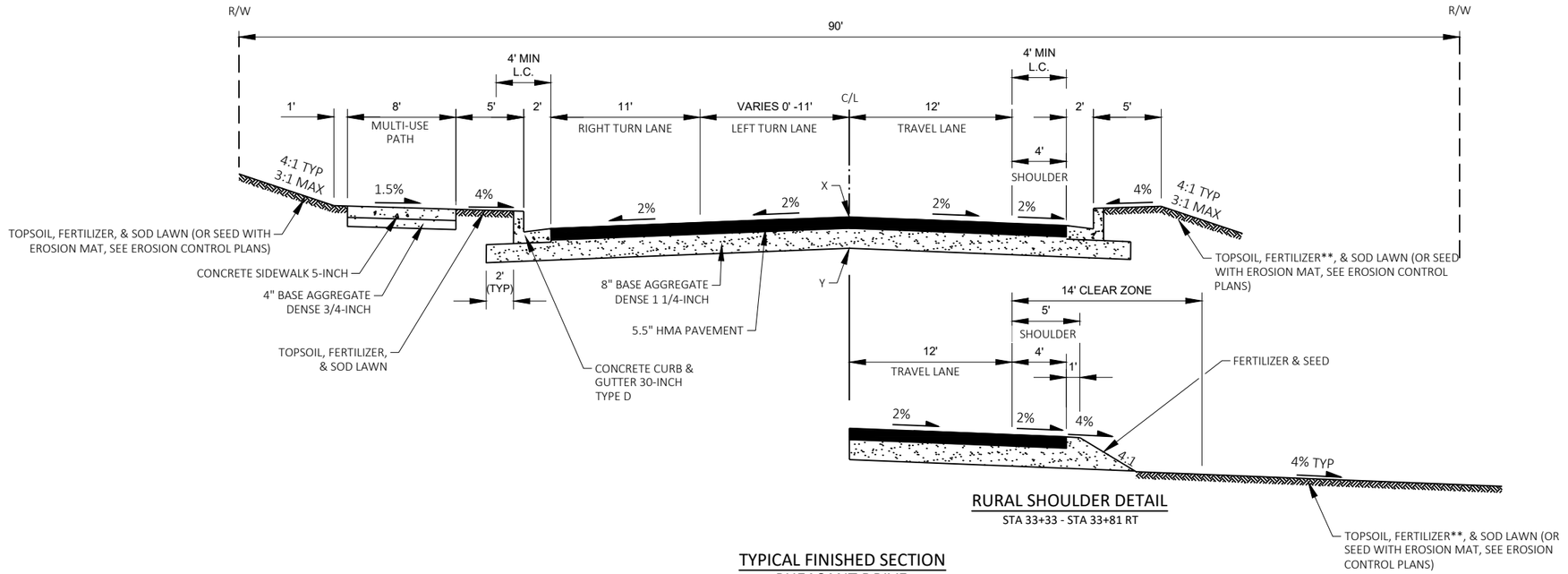
TYPICAL FINISHED SECTION
CALHOUN ROAD
STA 287+50 - STA 300+00

DESIGN SPEED 40 MPH

*** 12" SELECT CRUSHED MATERIAL FROM STA 294+00 - STA 300+00

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
5.5-INCH	ONE 2.0" UPPER LAYER ONE 3.5" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S



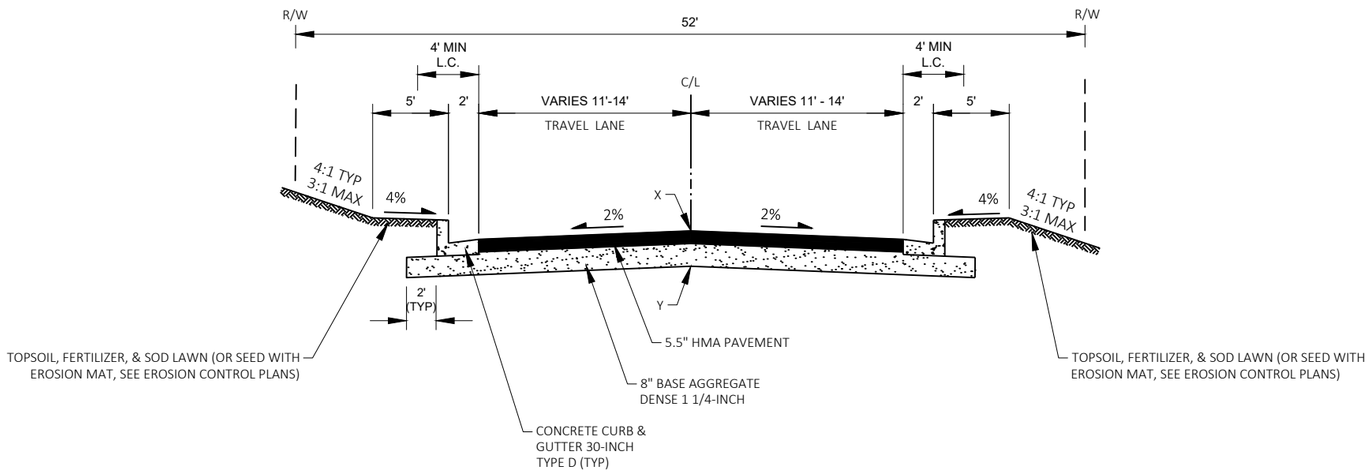
TYPICAL FINISHED SECTION
PHEASANT DRIVE
STA 31+02 - STA 33+81

DESIGN SPEED 30 MPH

RURAL SHOULDER DETAIL
STA 33+33 - STA 33+81 RT

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS
"L.C." = LATERAL CLEARANCE

** DO NOT APPLY FERTILIZER WITHIN 20 FEET OF A WATER BODY OR WETLAND



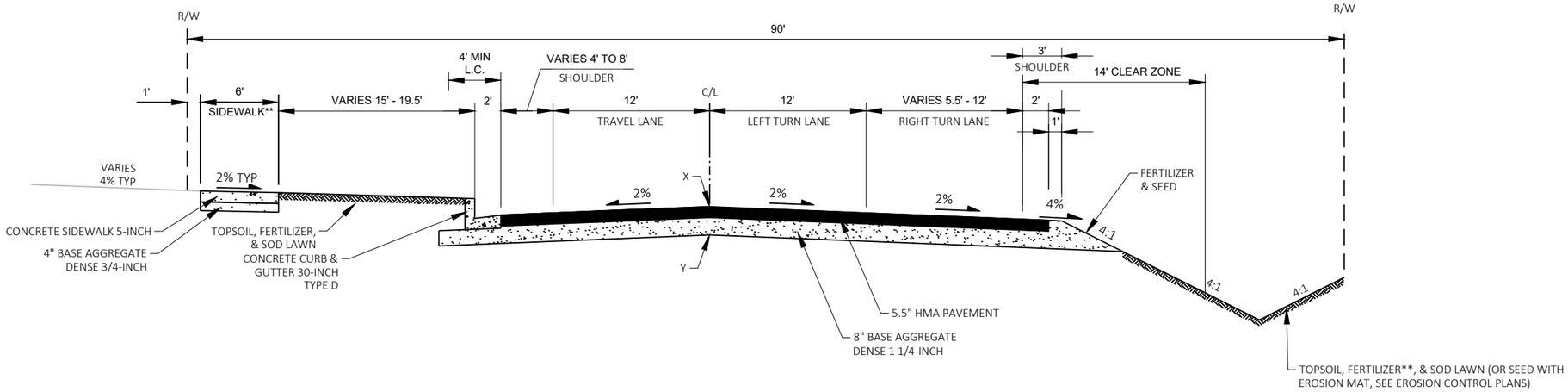
TYPICAL FINISHED SECTION
RIVER BIRCH DRIVE
STA 41+00 - STA 42+69

DESIGN SPEED 30 MPH

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
5.5-INCH	ONE 2.0" UPPER LAYER ONE 3.5" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 10	E

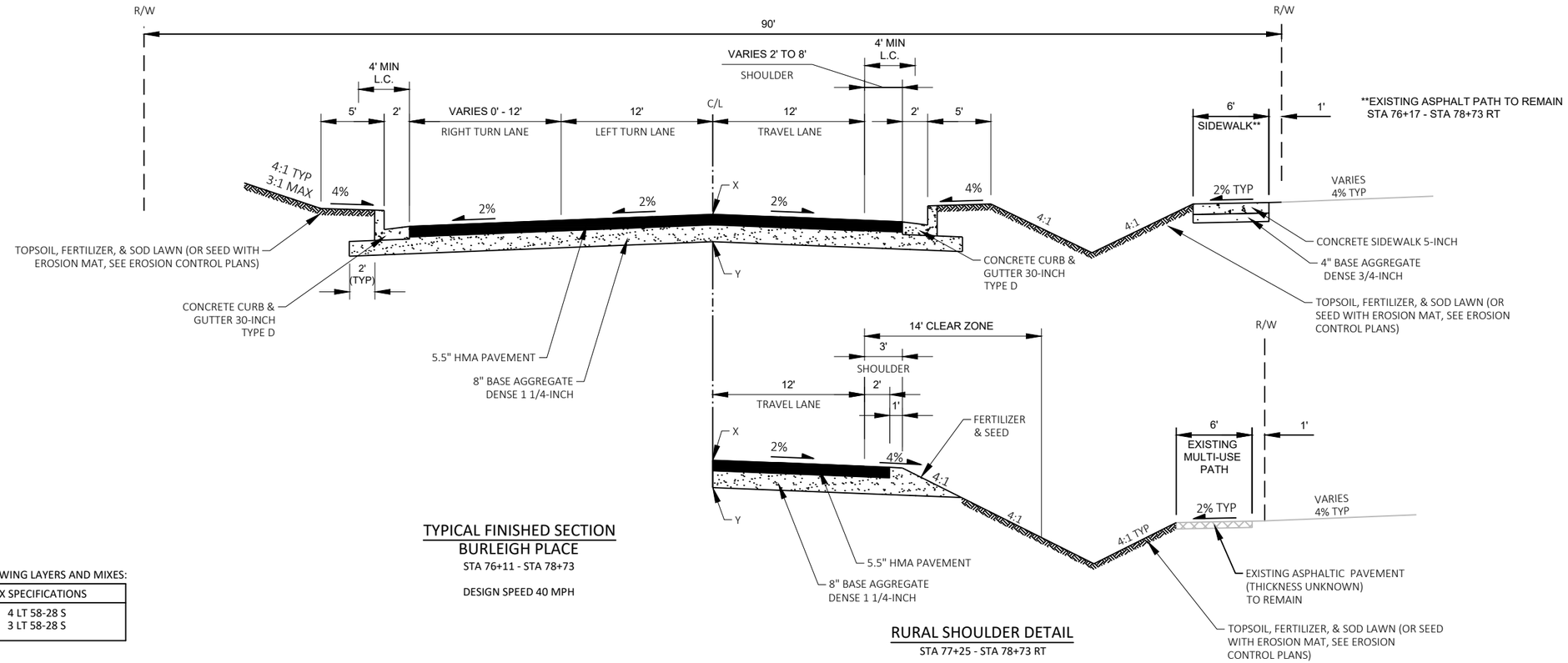


TYPICAL FINISHED SECTION
BURLEIGH ROAD
STA 50+18 - STA 52+07

DESIGN SPEED 40 MPH

** DO NOT APPLY FERTILIZER WITHIN 20 FEET
OF A WATER BODY OR WETLAND

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS
"L.C." = LATERAL CLEARANCE



TYPICAL FINISHED SECTION
BURLEIGH PLACE
STA 76+11 - STA 78+73

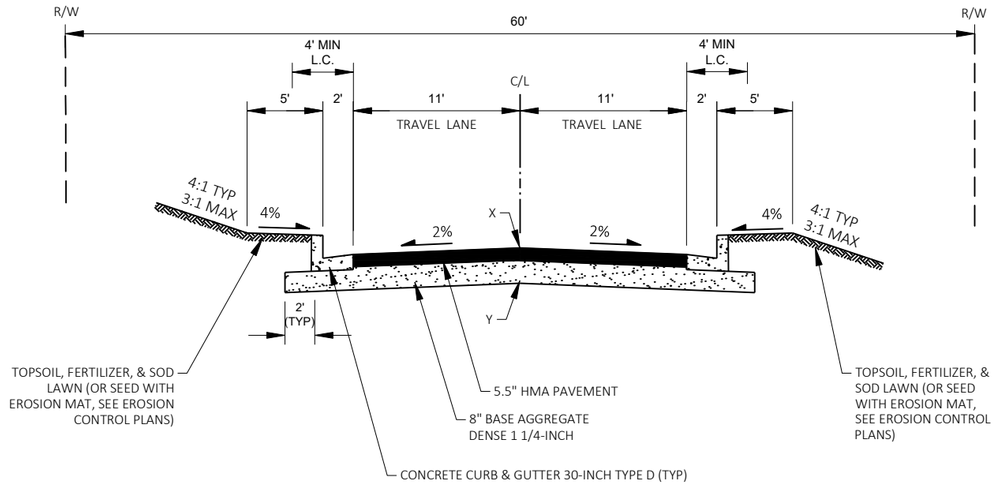
DESIGN SPEED 40 MPH

RURAL SHOULDER DETAIL
STA 77+25 - STA 78+73 RT

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
5.5-INCH	ONE 2.0" UPPER LAYER ONE 3.5" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TYPICAL FINISHED SECTIONS	SHEET 11	E

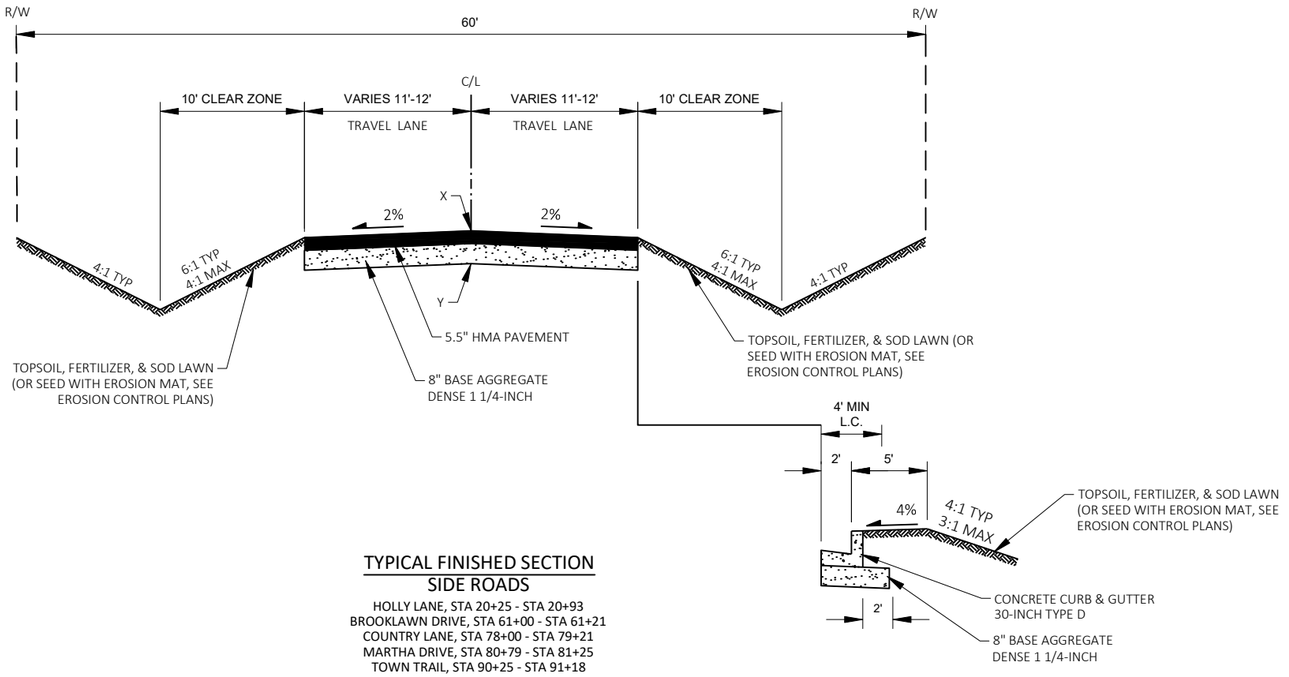


TYPICAL FINISHED SECTION
SIDE ROADS

MORNINGVIEW COURT, STA 10+75 - STA 11+20
VANDERBILT STREET, STA 70+81 - STA 71+25
ST JAMES ROAD, STA 100+75 - STA 101+19

DESIGN SPEED 30 MPH

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS
"L.C." = LATERAL CLEARANCE



TYPICAL FINISHED SECTION
SIDE ROADS

HOLLY LANE, STA 20+25 - STA 20+93
BROOKLAWN DRIVE, STA 61+00 - STA 61+21
COUNTRY LANE, STA 78+00 - STA 79+21
MARTHA DRIVE, STA 80+79 - STA 81+25
TOWN TRAIL, STA 90+25 - STA 91+18
GOETZ DRIVE, STA 95+74 - STA 96+75
SUNNYCREST DRIVE, STA 110+79 - STA 111+50

DESIGN SPEED 30 MPH

CURB AND GUTTER DETAIL
TOWN TRAIL, STA 90+50 - STA 91+18 RT

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
5.5-INCH	ONE 2.0" UPPER LAYER ONE 3.5" LOWER LAYER	4 LT 58-28 S 3 LT 58-28 S

2

NOTES:

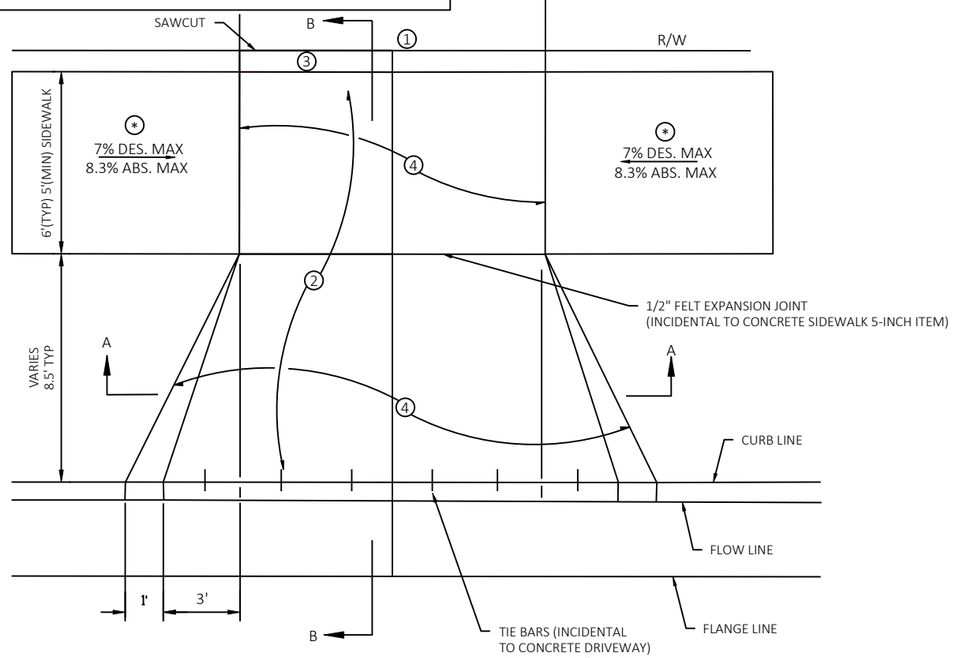
1. DRIVEWAY WIDTHS:
   COMMERCIAL 35' MAX 12' MIN
   NON-COMMERCIAL 24' MAX 12' MIN

2. ALL DRIVEWAY APPROACHES SHALL BE 7"
   CONCRETE ON 6" BASE AGGREGATE DENSE 1 1/4-INCH,
   UNLESS NOTED OTHERWISE ON PAVING DETAILS.

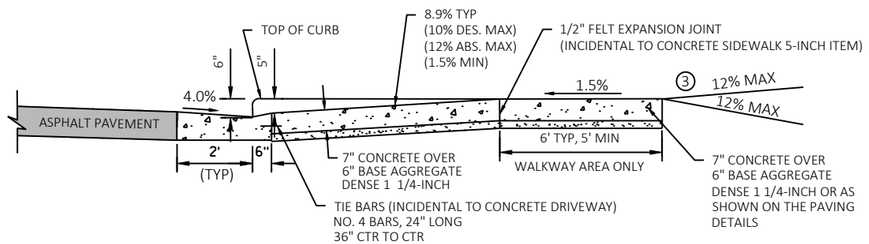
3. DRIVEWAY SURFACE BEYOND SIDEWALK SHALL
   BE REPLACED IN-KIND WITH A MINIMUM SECTION OF:
   3" ASPHALTIC SURFACE DRIVEWAYS OVER 4" BASE AGGREGATE DENSE 1 1/4-INCH
   OR
   CONCRETE DRIVEWAY 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
   OR
   CONCRETE DRIVEWAY HES 7-INCH OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
   OR
   6" BASE AGGREGATE DENSE 3/4-INCH.

4. PAY LIMITS OF CONCRETE DRIVEWAY 7-INCH AND CONCRETE DRIVEWAY HES 7-INCH

(*) INCREASE LONGITUDINAL SIDEWALK SLOPE TO DEPRESS SIDEWALK AT DRIVEWAY APRONS ONLY AT LOCATIONS SHOWN IN PAVING DETAILS



PLAN VIEW

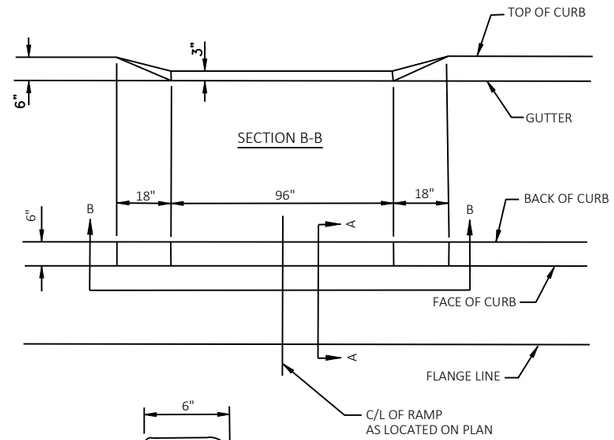


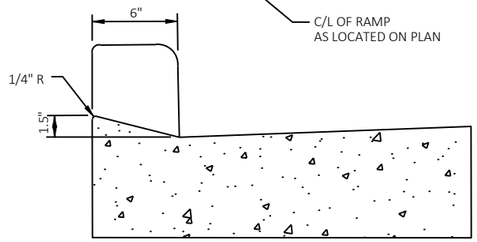
SECTION B-B



SECTION A-A

URBAN CONCRETE DRIVEWAY DETAIL

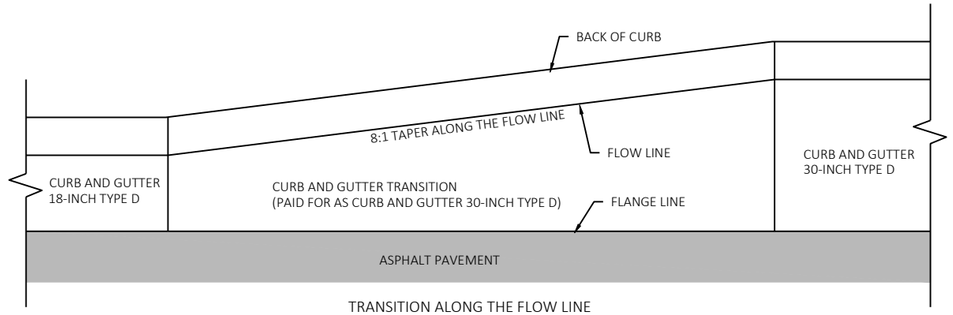




SECTION A-A

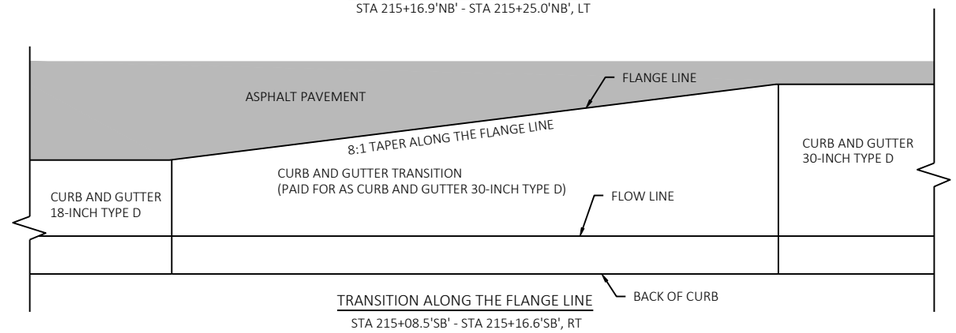
MAINTENANCE OPENING

(LOCATIONS SHOWN ON PAVING DETAILS)



TRANSITION ALONG THE FLOW LINE

STA 215+16.9'NB' - STA 215+25.0'NB', LT

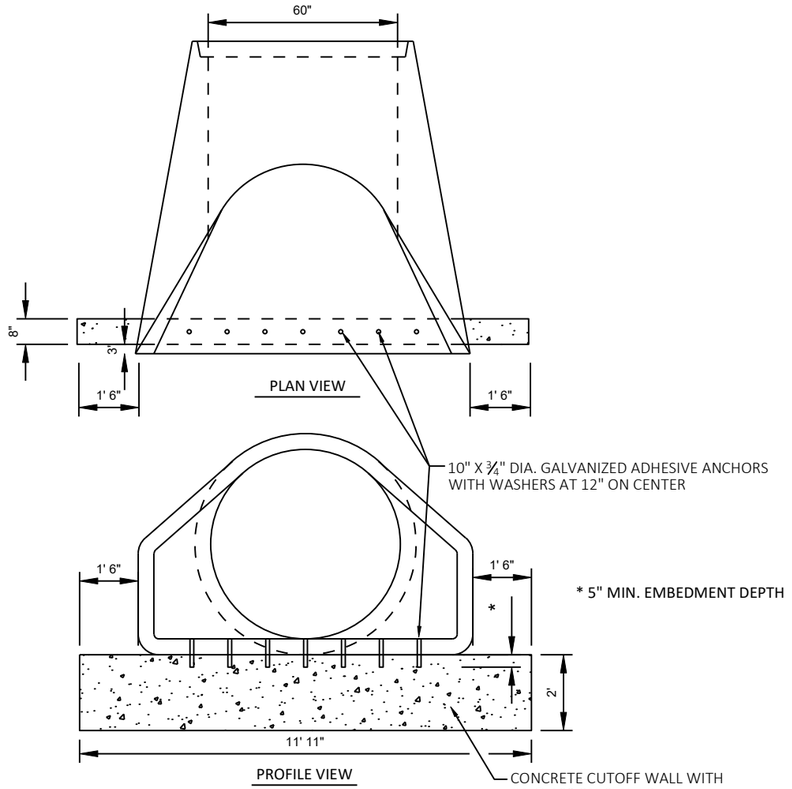


TRANSITION ALONG THE FLANGE LINE

STA 215+08.5'SB' - STA 215+16.6'SB', RT

CURB & GUTTER TRANSITIONS

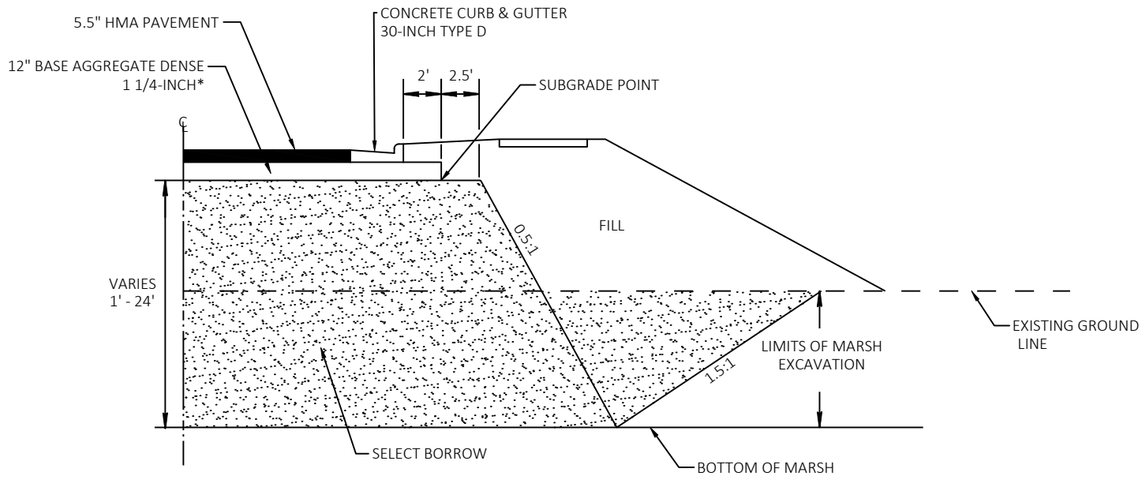
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 13	E



* 5" MIN. EMBEDMENT DEPTH

CONCRETE CUT OFF WALL

STRUCTURE 51AEW

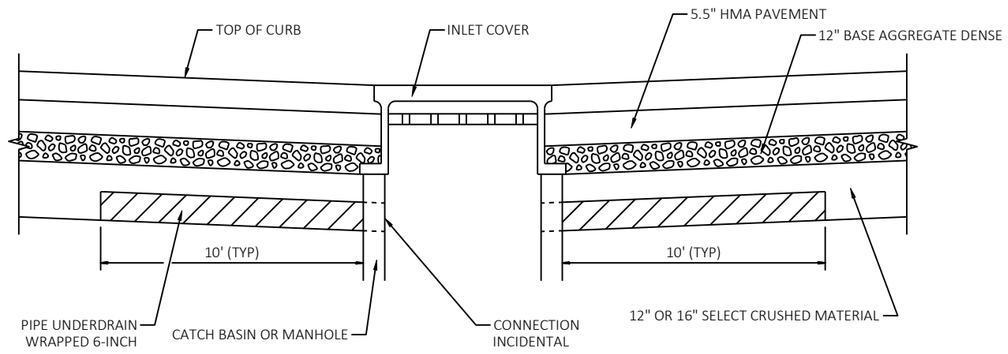


* 8" BASE AGGREGATE DENSE 1 1/4-INCH ON
BURLEIGH ROAD, STA 50+18 - STA 52+07

CROSS SECTION VIEW

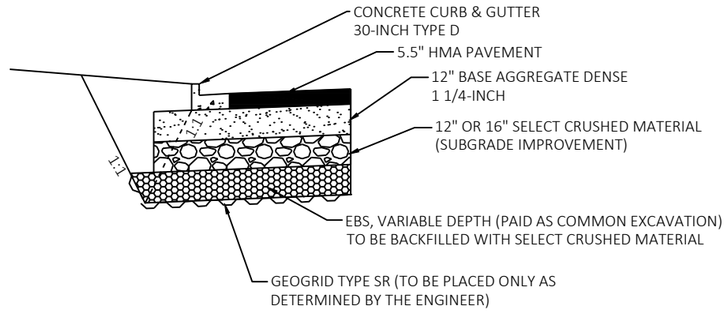
TYPICAL MARSH EXCAVATION

CALHOUN ROAD, STA 252+00 - STA 268+50
BURLEIGH ROAD, STA 50+18 - STA 52+25



PIPE UNDERDRAIN DETAIL

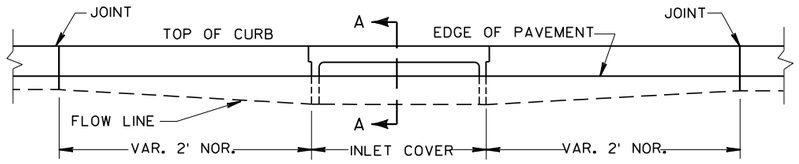
TO BE PLACED AT CATCH BASINS IN
ROADWAY LOW POINTS OR EBS AREAS



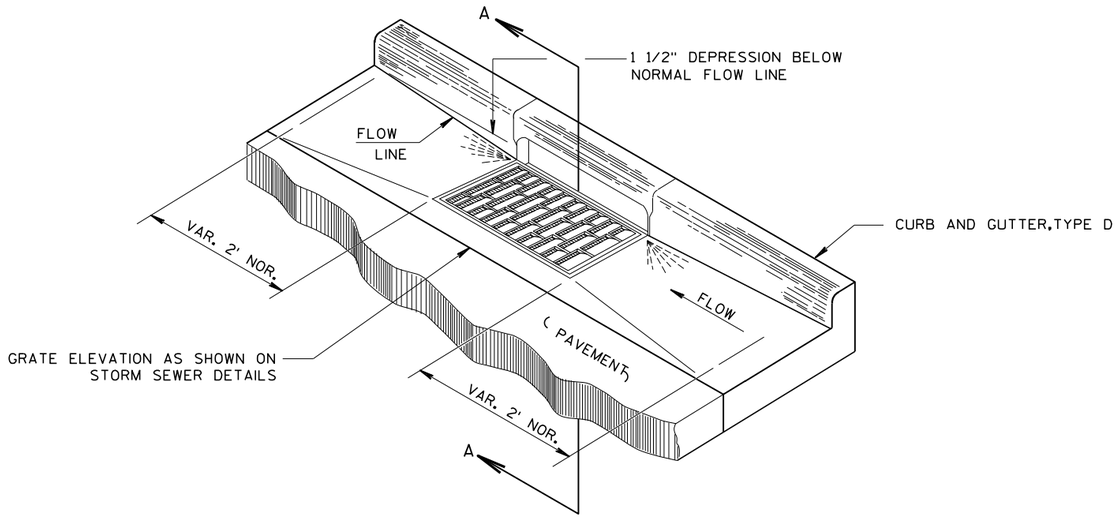
EXCAVATION BELOW SUBGRADE (EBS) & GEOGRID

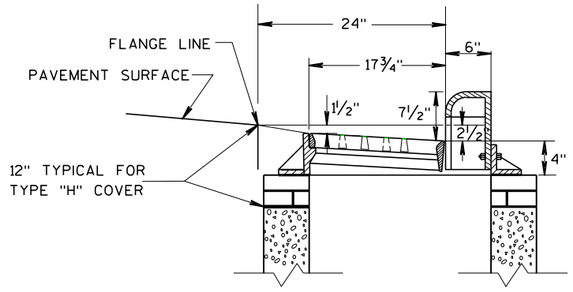
FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 14	E



ELEVATION

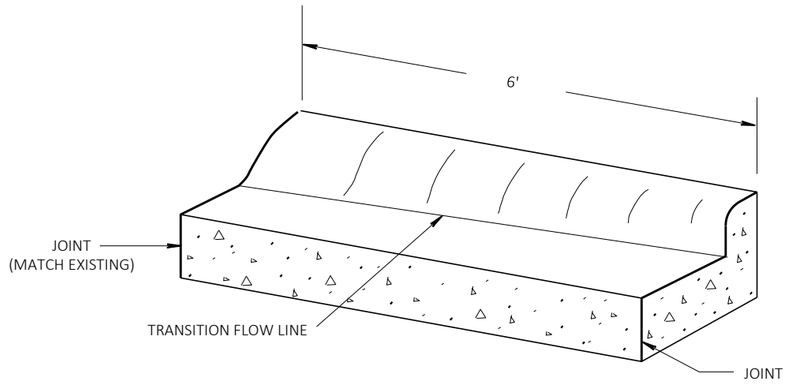




SECTION A-A

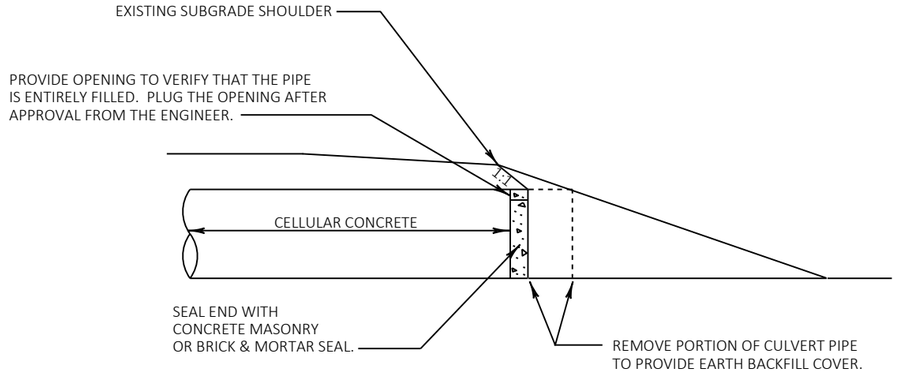
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)



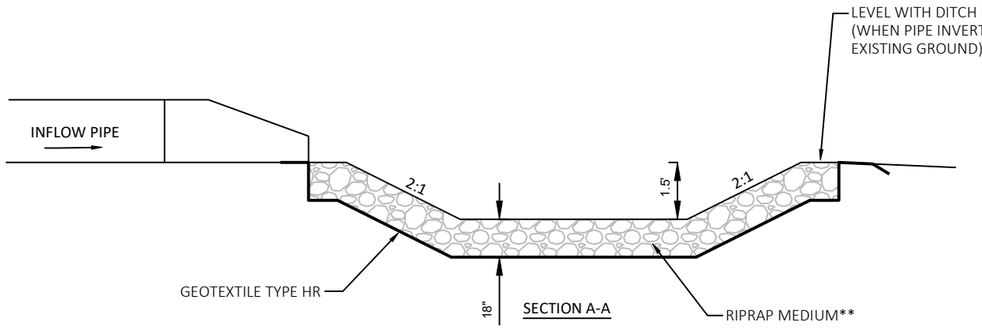
CURB & GUTTER TRANSITION DETAIL

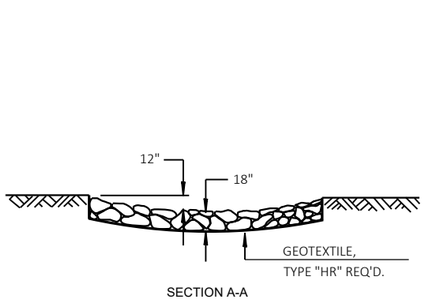
EXISTING 30" CURB & GUTTER TO 30" TYPE "D" CURB & GUTTER
(TO BE MEASURED & PAID FOR AS 30" CONCRETE CURB & GUTTER TYPE D)



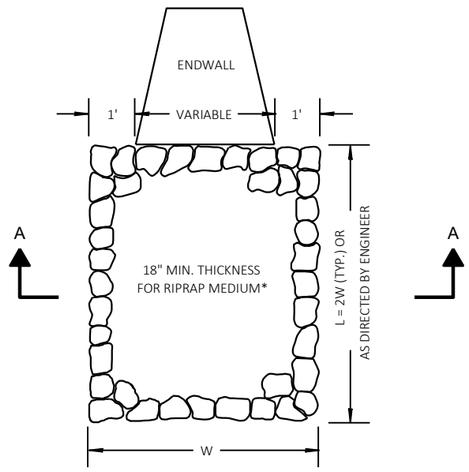
ABANDONING SEWER DETAIL

232+64 LT
232+71 LT
(WEST HALF OF TEMPORARY 48" CULVERT PIPES)



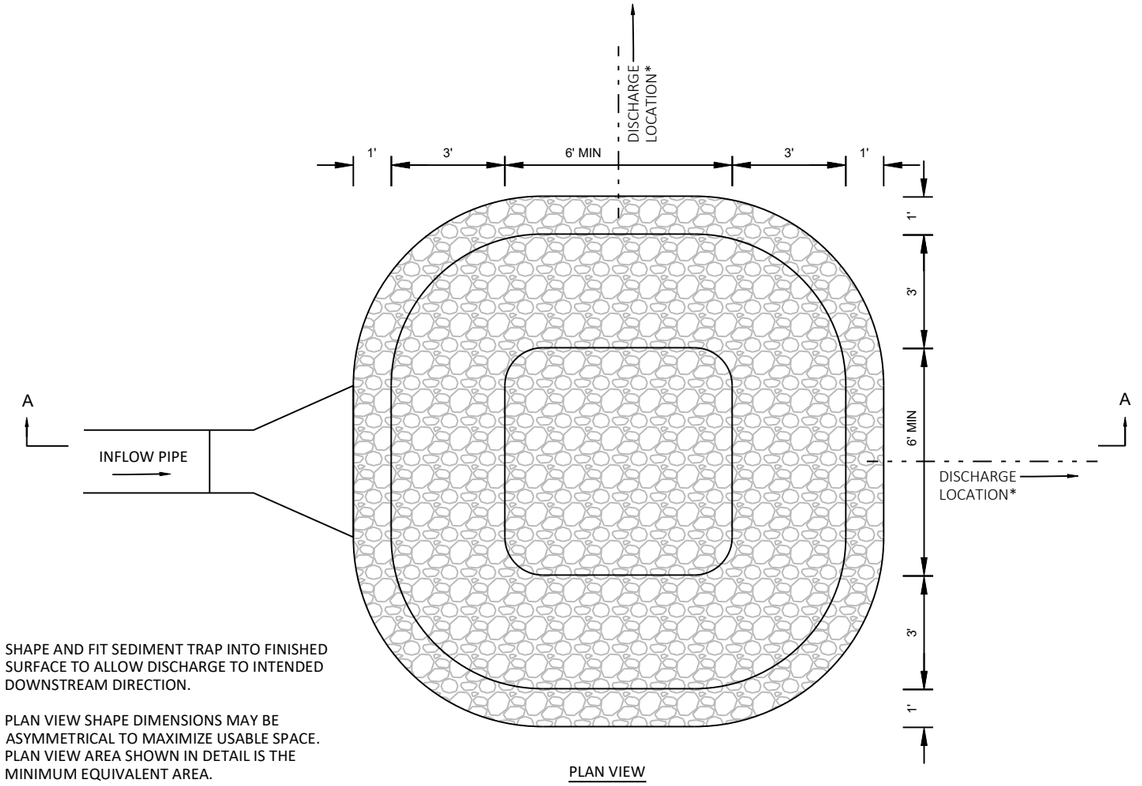


* FIELD STONE RIPRAP MEDIUM AT THESE LOCATIONS



RIPRAP MEDIUM* TREATMENT AT CULVERTS

238+45 LT*
241+40 RT
241+60 LT
241+75 RT
242+00 LT
251+75 LT
252+80 LT
259+35 LT
273+85 LT
274+65 LT
292+60 RT
295+90 LT
296+55 LT



* SHAPE AND FIT SEDIMENT TRAP INTO FINISHED SURFACE TO ALLOW DISCHARGE TO INTENDED DOWNSTREAM DIRECTION.

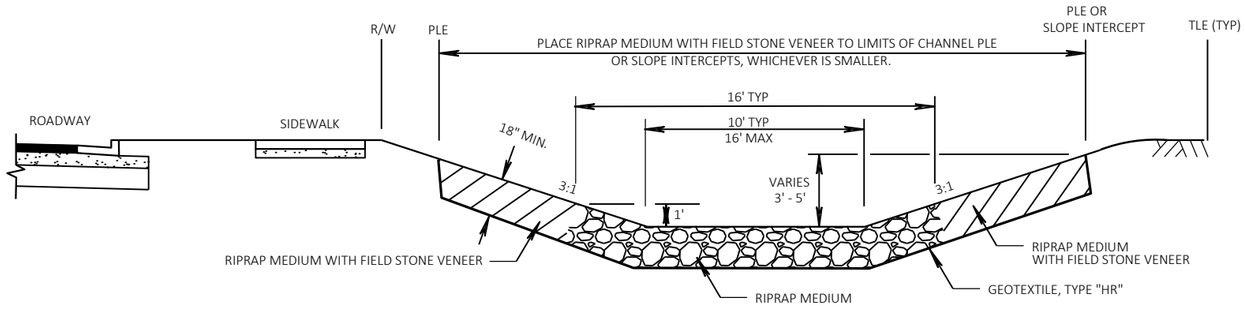
PLAN VIEW SHAPE DIMENSIONS MAY BE ASYMMETRICAL TO MAXIMIZE USABLE SPACE. PLAN VIEW AREA SHOWN IN DETAIL IS THE MINIMUM EQUIVALENT AREA.

** RIPRAP MEDIUM WITH FIELD STONE VENEER AT THESE LOCATIONS

PLAN VIEW

OUTLET PIPE SEDIMENT TRAP DETAIL

(NOT TO SCALE)
220+00 RT**
232+65 LT**
255+09 RT
257+50 RT
266+00 RT
267+95 RT
292+90 LT



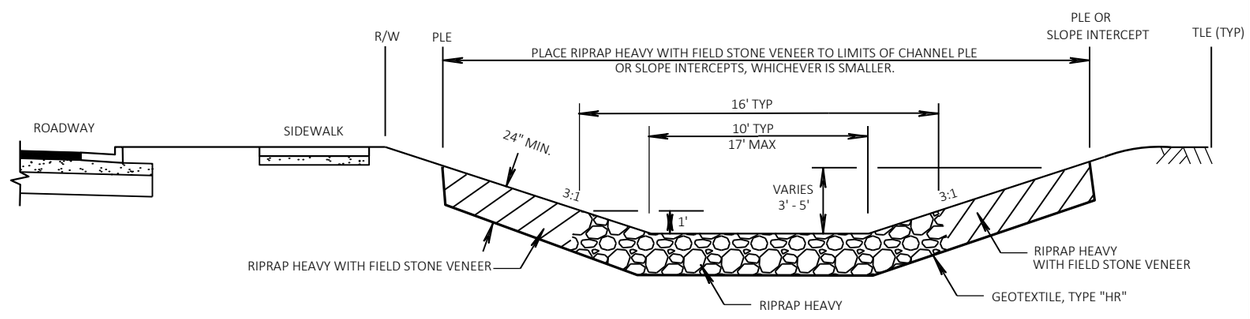
DETAIL FOR CHANNEL WITH RIPRAP MEDIUM, RIPRAP MEDIUM WITH FIELD STONE VENEER, AND GEOTEXTILE

STA 219+00'NB' - STA 220+75'NB', RT
STA 230+50'NB' - STA 232+00'NB', RT
STA 233+50'SB' - STA 233+80'SB', LT

RUNOFF COEFFICIENT TABLE

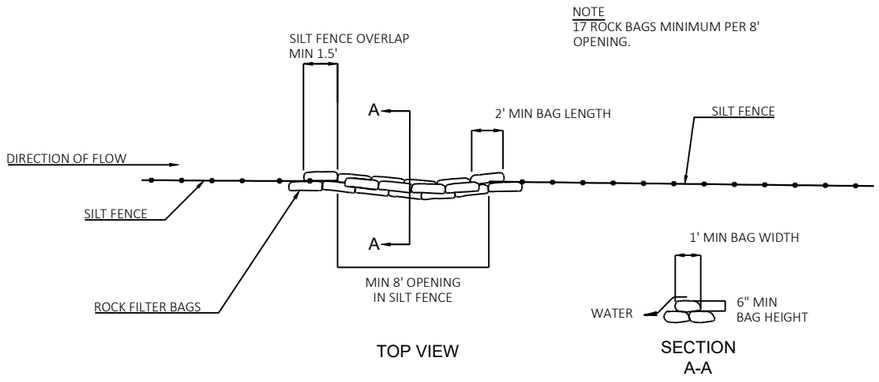
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .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 = 42.207 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 35.049 ACRES



DETAIL FOR CHANNEL WITH RIPRAP HEAVY, RIPRAP HEAVY WITH FIELD STONE VENEER, AND GEOTEXTILE

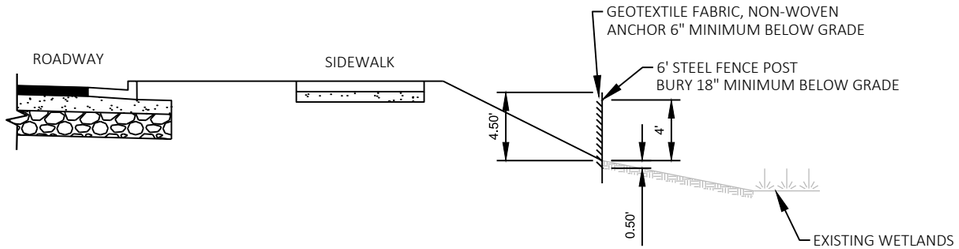
STA 232+00'NB' - STA 232+60'NB', RT
STA 232+75'SB' - STA 233+50'SB', LT



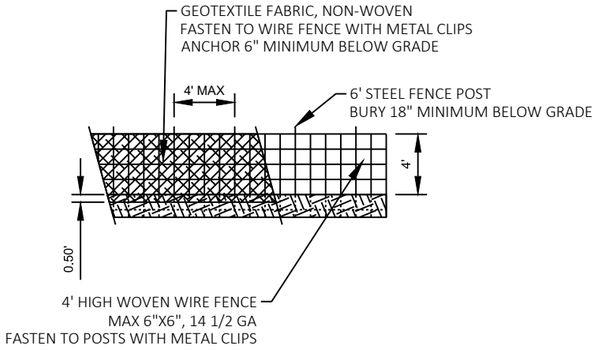
ROCK BAGS USED FOR SILT FENCE RELIEF

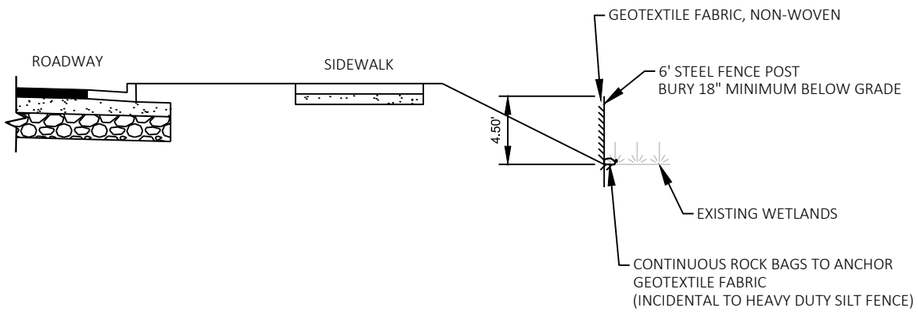
NOTES:

1. SEE STANDARD DETAIL DRAWING "SILT FENCE" FOR TRENCH, ANCHOR, AND BACKFILL DETAILS.
2. FASTEN GEOTEXTILE FABRIC TO THE ROADWAY SIDE OF THE FENCE.
3. THROUGH WETLAND AREAS ANCHOR THE HEAVY DUTY SILT FENCE TO THE EXISTING GROUND WITH ROCK BAGS LAID END TO END WITH NO GAPS. ANCHORING IS INCIDENTAL TO HEAVY DUTY SILT FENCE.

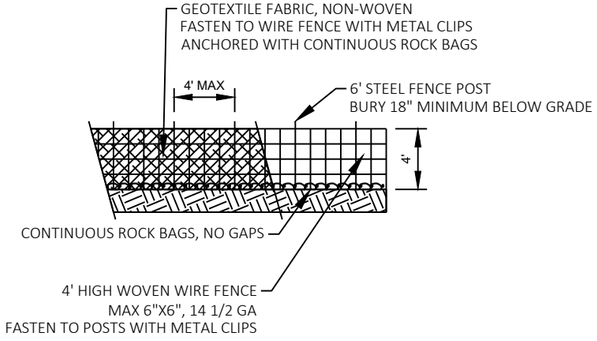


UPLAND OF WETLANDS



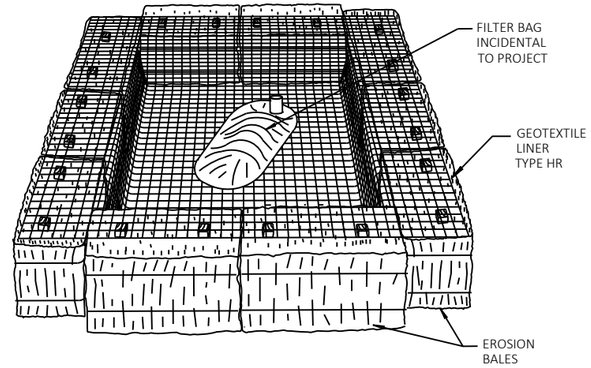


THROUGH WETLANDS



HEAVY DUTY SILT FENCE

SEE PLANS FOR LOCATIONS



NOTE:

GEOTEXTILE AND EROSION BALES
WILL BE PAID UNDER THE ITEMS
"GEOTEXTILE TYPE HR" AND "EROSION BALES"

TEMPORARY SETTLING BASIN

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

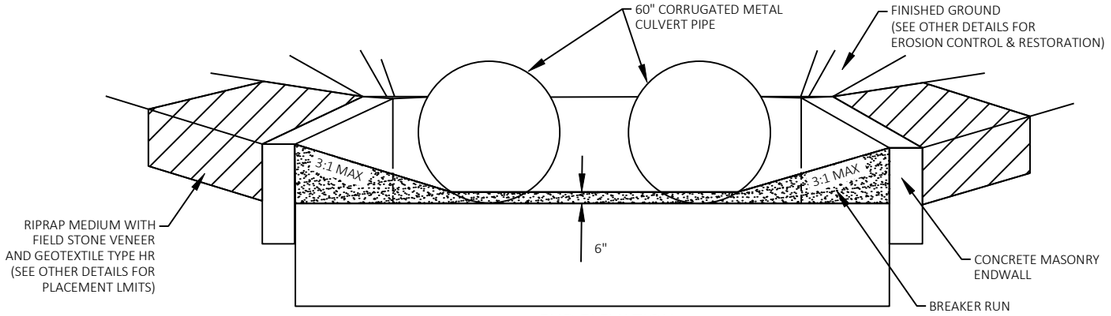
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

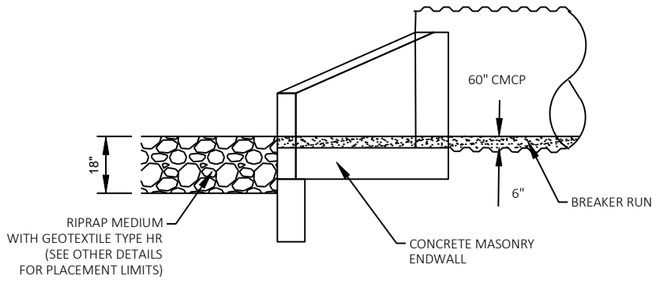
SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

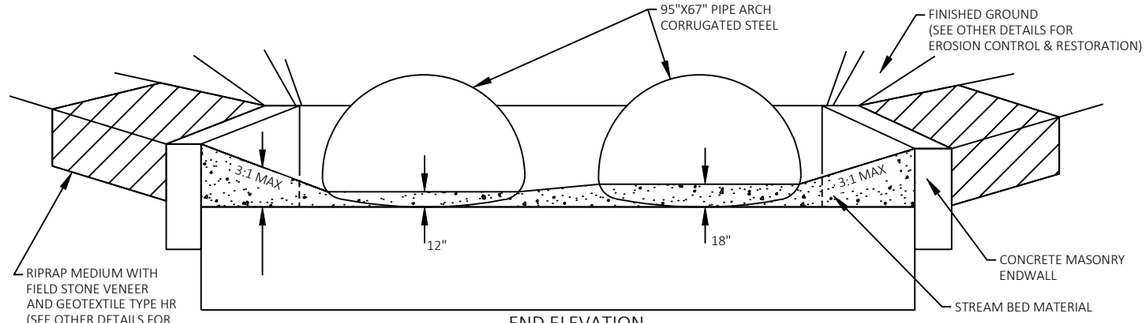


END ELEVATION
(LOOKING NORTH)

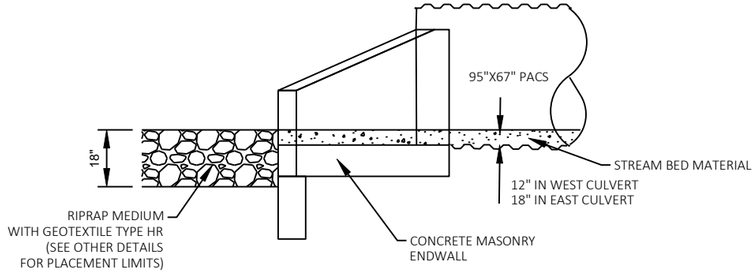


SIDE ELEVATION

CULVERT PIPE FILL DETAIL - TWIN 60" CMCP
DRIVEWAY STA 219+63'NB'
(NOT TO SCALE)

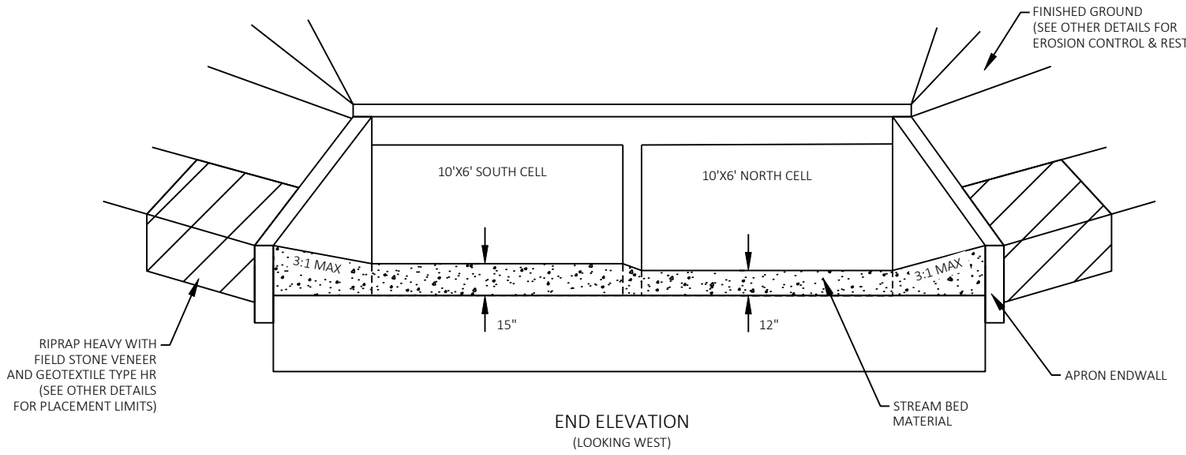


END ELEVATION
(LOOKING NORTH)

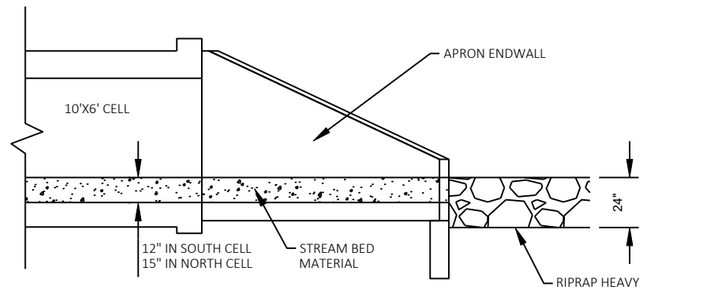


SIDE ELEVATION

CULVERT PIPE FILL DETAIL - TWIN 95"X67" PACS
DRIVEWAY STA 230+90'NB'
(NOT TO SCALE)



END ELEVATION
(LOOKING WEST)

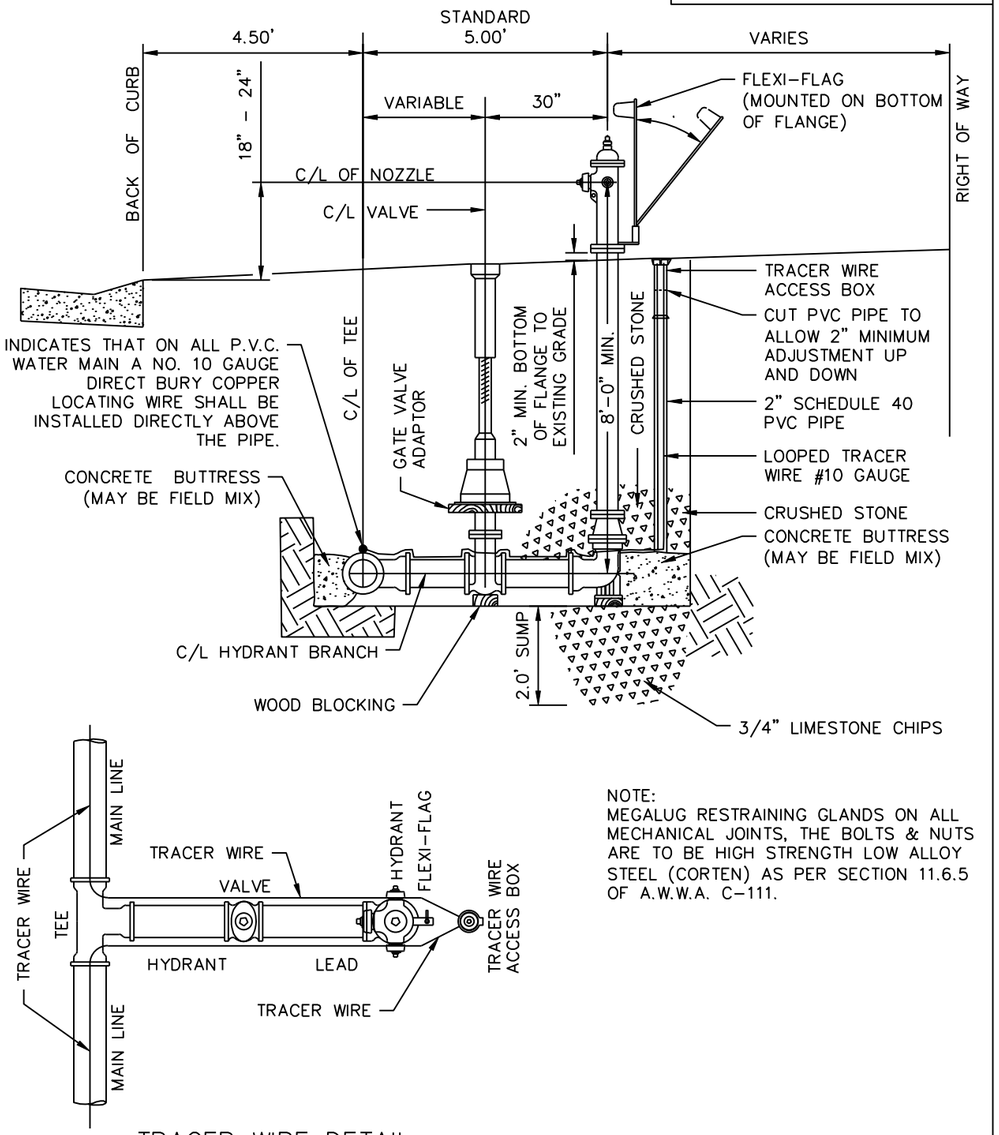


SIDE ELEVATION
(LOOKING NORTH)

BOX CULVERT FILL DETAIL - TWIN 10'X6' BOX CULVERT
B-67-380
(NOT TO SCALE)

2

PLATE NO. BRK. 009



NOTE:
MEGALUG RESTRAINING GLANDS ON ALL MECHANICAL JOINTS, THE BOLTS & NUTS ARE TO BE HIGH STRENGTH LOW ALLOY STEEL (CORTEN) AS PER SECTION 11.6.5 OF A.W.W.A. C-111.

TRACER WIRE DETAIL

NOT TO SCALE

REVISED: 9/21/05
REVISED: 8/23/95

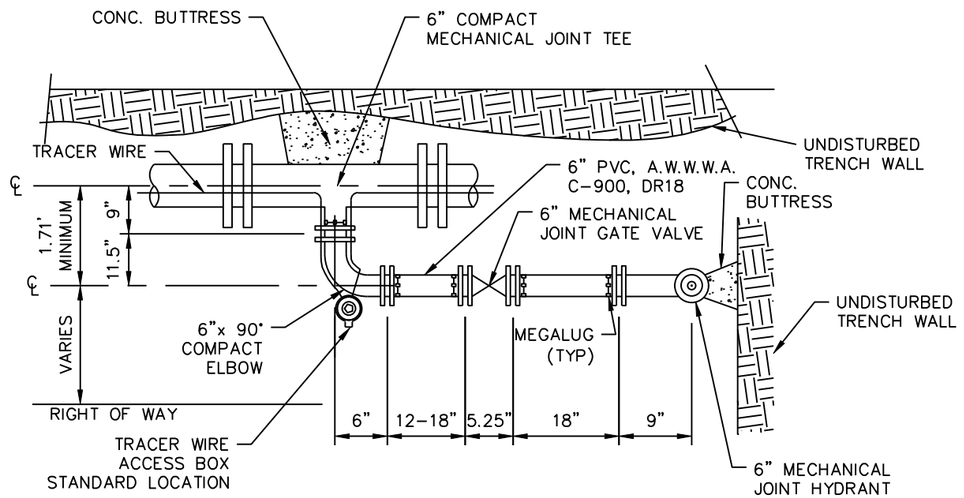
CITY OF BROOKFIELD

TYPICAL HYDRANT SETTING "A"

STANDARD DETAIL NOT TO SCALE

J:\Drafting Standards\dwg\REVISED DETAILS\PLATE09 HYD.SETTING.dwg

PLATE NO. BRK. 009A



NOTE :
MEGALUG RESTRAINING GLANDS ON ALL MECHANICAL JOINTS , THE BOLTS & NUTS ARE TO BE HIGH STRENGTH LOW ALLOY STEEL (CORTEN) AS PER SECTION 11.6.5 OF A.W.W.A. C-111.

HYDRANT NOZZLE TO BE ROTATED TO FACE STREET.

REVISED: 9/21/05
REVISED: 6/26/02

CITY OF BROOKFIELD

ALTERNATE TIGHT SIDE HYDRANT SETTING "B"

STANDARD DETAIL NOT TO SCALE

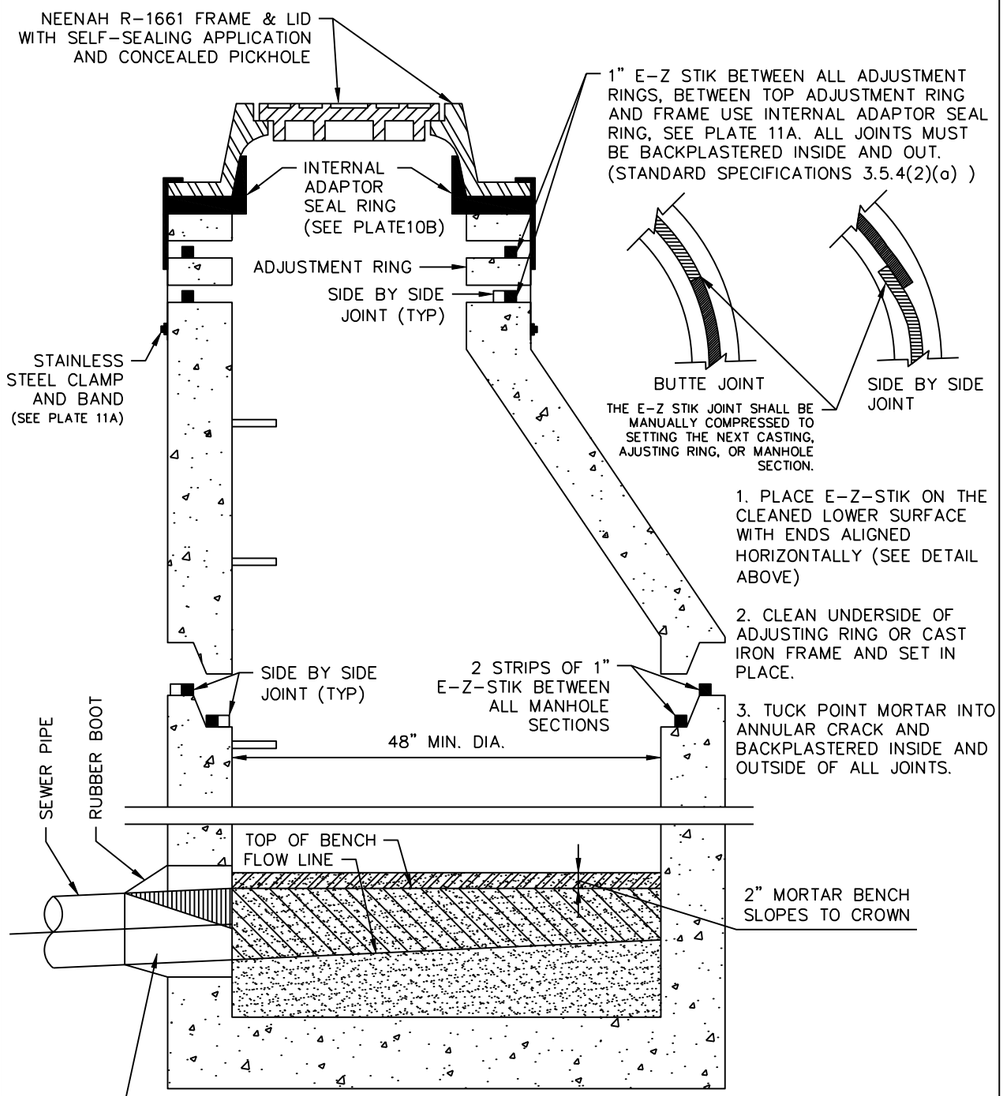
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2

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 20	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/29/2020 4:56 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : Custom

PLATE NO. BRK. 011



REVISED: 9/21/05
REVISED: 4/14/04

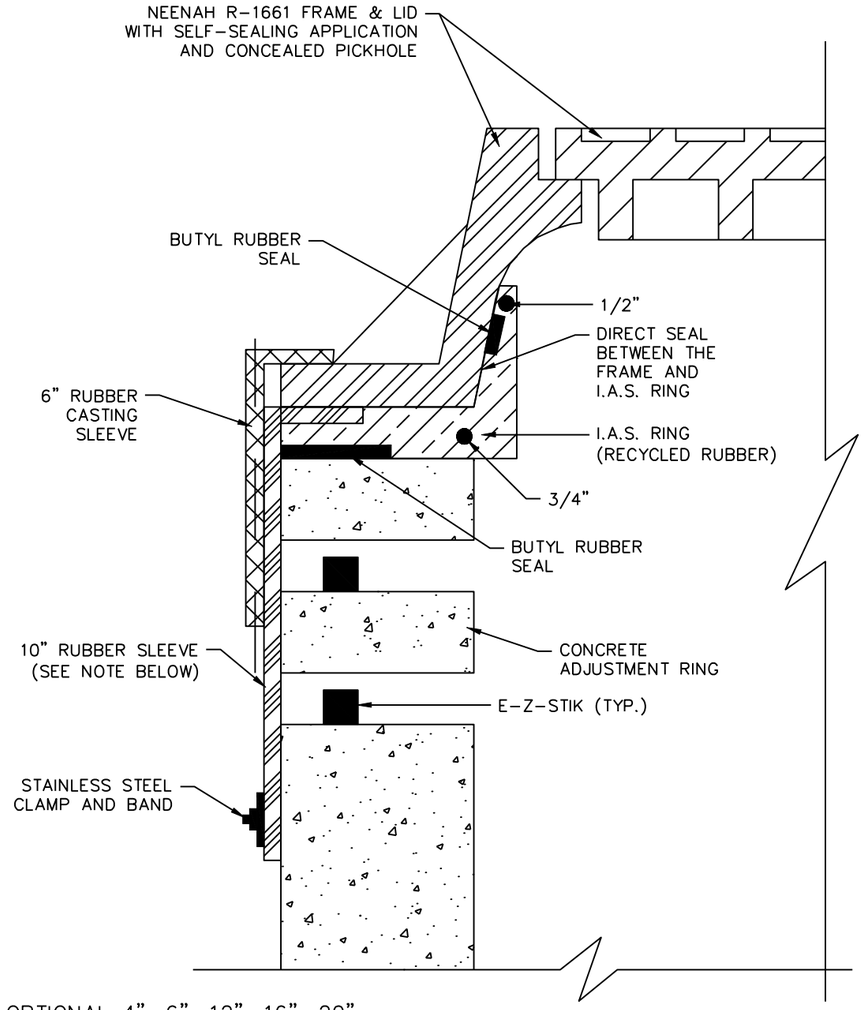
J:\Drafting Standards\dwg\REVISED DETAILS\PLATE11 SAN. MH.dwg

CITY OF BROOKFIELD

SANITARY MANHOLE

STANDARD DETAIL — NOT TO SCALE

PLATE NO. BRK. 011A



OPTIONAL 4", 6", 12", 16", 20", 22" RUBBER SLEEVE LENGTHS

DATE: 1/16/03

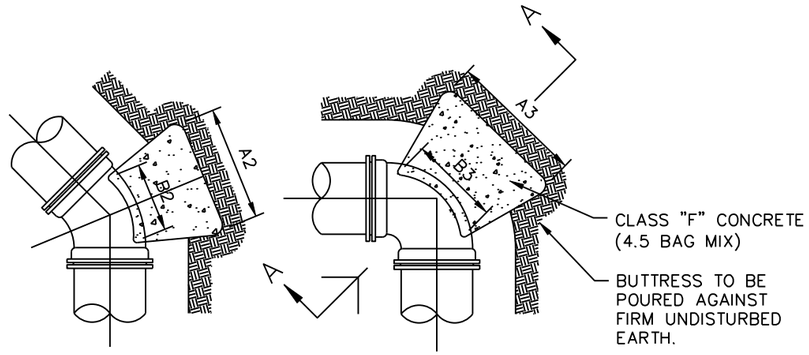
J:\Drafting Standards\dwg\REVISED DETAILS\PLATE11A I.A.S. RING.dwg

CITY OF BROOKFIELD

INTERNAL ADAPTOR SEAL RING (I.A.S. RING)

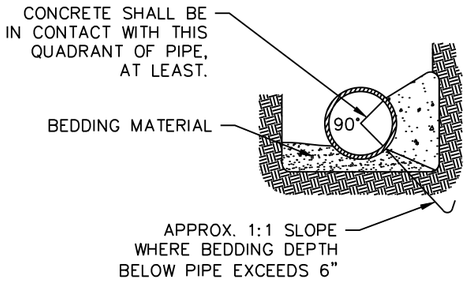
STANDARD DETAIL — NOT TO SCALE

PLATE NO. BRK. 013



PLAN 45° BEND

PLAN 90° BEND



DIMENSION A2, A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH M.J. BOLTS

SECTION A–A

PIPE	22 1/2° BENDS		45° BENDS		90° BENDS	
SIZE	A1	B1	A2	B2	A3	B3
6"	1–'0"	1–'0"	1–'0"	1–'0"	1–'4"	1–'2"
8"	1'–0"	1'–0"	1'–4"	1'–2"	1'–10"	1'–6"
12"	1'–4"	1'–4"	1'–10"	1'–10"	2'–8"	2'–3"
16"	1'–10"	1'–8"	2'–6"	2'–4"	3'–10"	2'–10"
20"	2'–4"	2'–0"	3'–3"	2'–10"	5'–0"	3'–4"
24"	2'–10"	2'–4"	4'–0"	3'–3"	6'–4"	3'–10"
30"	3'–6"	3'–0"	5'–4"	3'–10"	8'–0"	4'–8"

REVISED: 9/21/05
DATE: 5/14/02

CITY OF BROOKFIELD

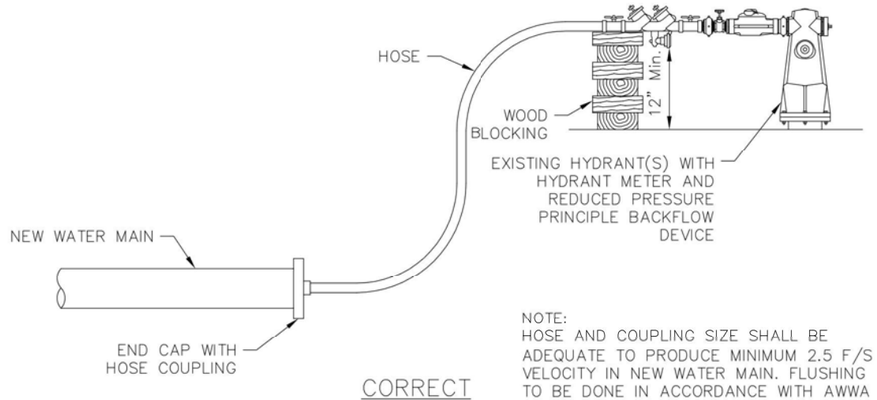
THRUST BLOCK DETAIL

STANDARD DETAIL — NOT TO SCALE

J:\Drafting Standards\dwg\REVISED DETAILS\PLATE13 THRUST BLOCK.dwg

CITY OF BROOKFIELD

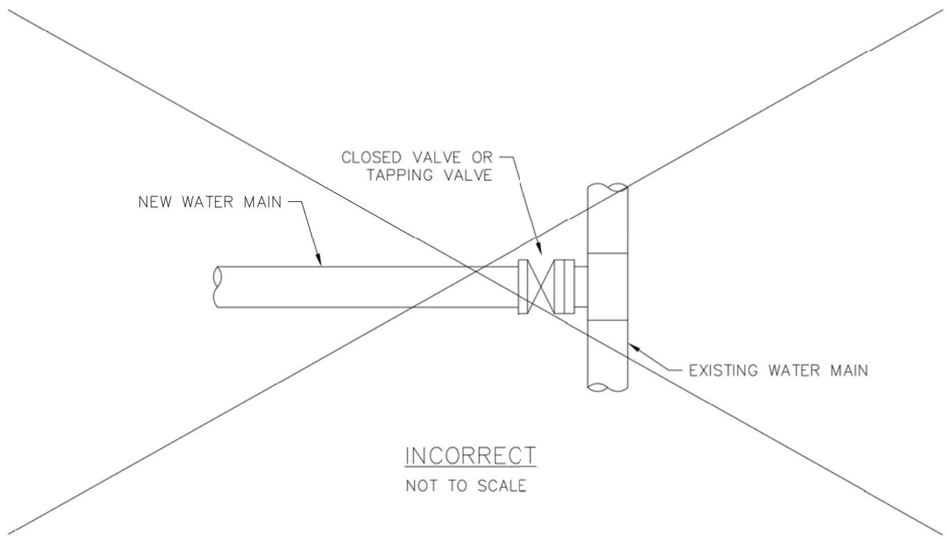
PHYSICAL SEPARATION OF NEW WATER MAIN FROM EXISTING SYSTEM FOR FLUSHING/TESTING



CORRECT

NOT TO SCALE

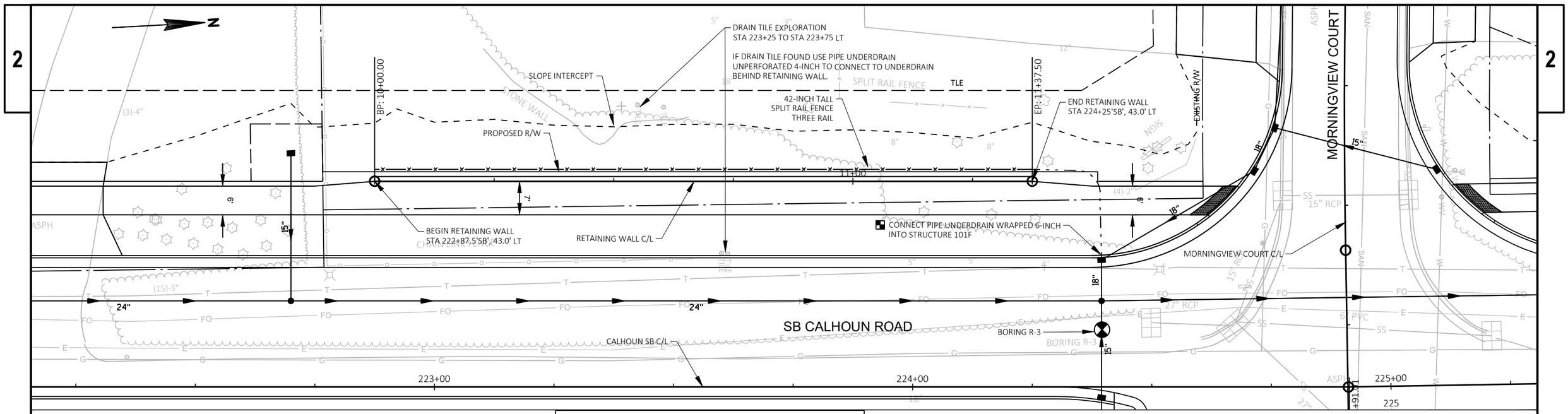
NOTE:
HOSE AND COUPLING SIZE SHALL BE ADEQUATE TO PRODUCE MINIMUM 2.5 F/S VELOCITY IN NEW WATER MAIN. FLUSHING TO BE DONE IN ACCORDANCE WITH AWWA STANDARD C–651 SECTION 4.4.3.2.



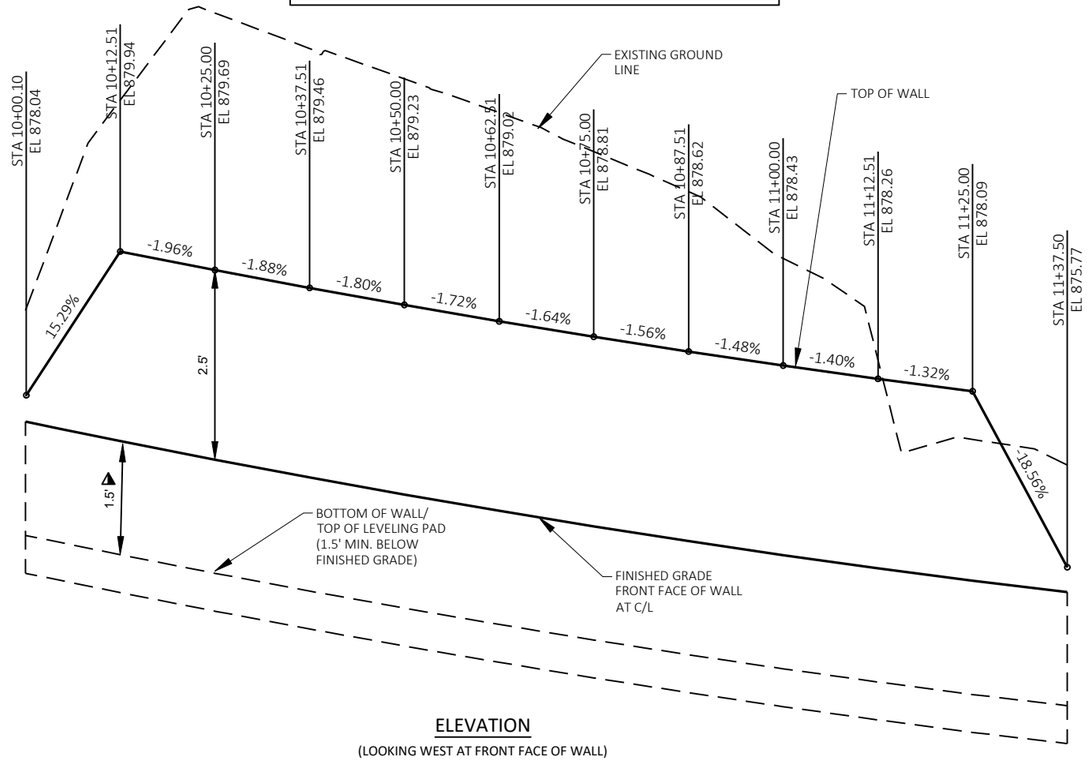
INCORRECT

NOT TO SCALE

J:\LIBBY\CAD\FLUSHDTL.dwg Shari Libby February 15, 2018



WALL MODULAR BLOCK GRAVITY LANDSCAPE
STA 223+50 LT



ELEVATION
(LOOKING WEST AT FRONT FACE OF WALL)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

THE PLAN QUANTITY FOR THE BID ITEM WALL MODULAR BLOCK GRAVITY LANDSCAPE IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT 1.5 FEET BELOW FINISHED GRADE.

DESIGNER NOTES

- STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION.
- MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1.5' MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.
- PIPE UNDERDRAIN WRAPPED 6-INCH. CONNECT TO INLET LOCATION SHOWN ON PLAN. SLOPE PIPE UNDERDRAIN WRAPPED 6-INCH AT 0.5% MINIMUM. CONNECTION TO INLET IS INCIDENTAL TO PIPE UNDERDRAIN WRAPPED 6-INCH.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 23	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021002-cd - 01
PLOT DATE : 7/29/2020 4:57 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

2

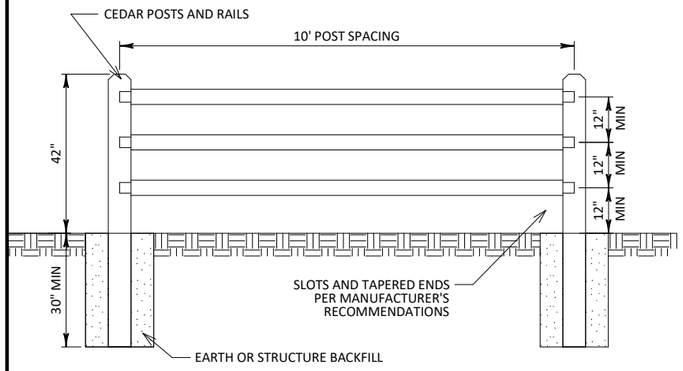
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

THE PLAN QUANTITY FOR THE BID ITEM WALL MODULAR BLOCK GRAVITY LANDSCAPE IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT 1.5 FEET BELOW FINISHED GRADE.

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FENCE SPLIT RAIL THREE RAIL DETAIL

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY LANDSCAPE."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.

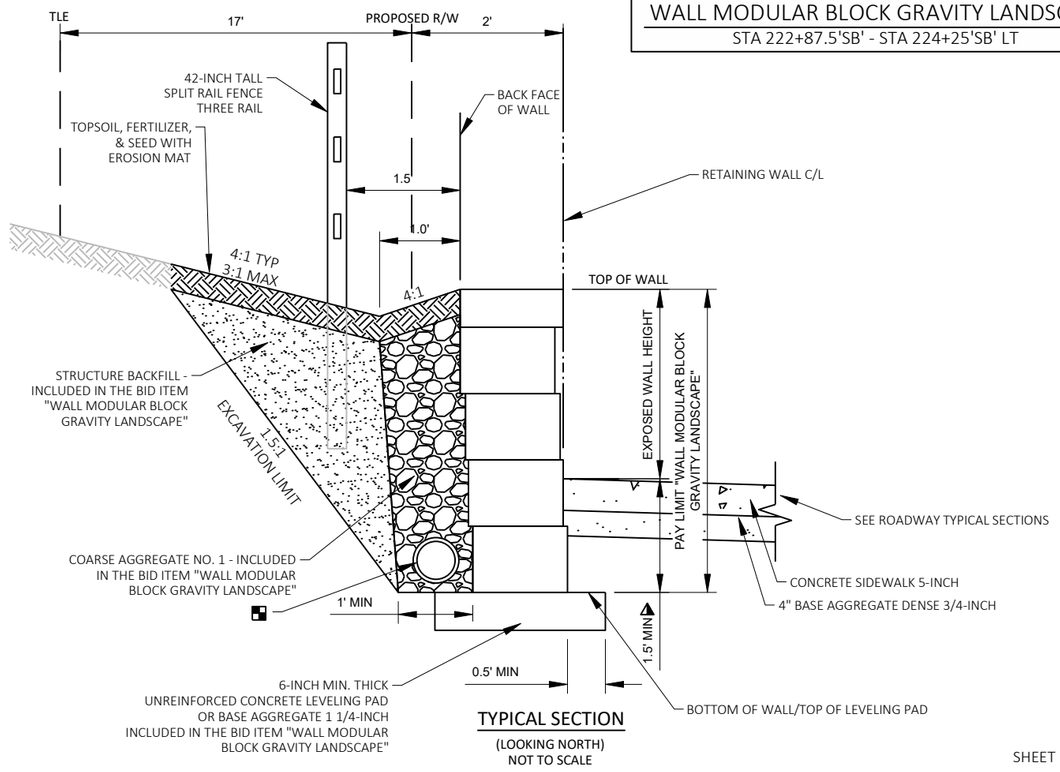
THE RETAINING WALL IS TO BE DESIGNED TO THE ELEVATIONS GIVEN ON THIS SHEET.

EXACT ELEVATIONS AND LOCATIONS OF HEIGHT TRANSITIONS ALONG THE WALL SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE WALL SYSTEM CHOSEN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

WALL MODULAR BLOCK GRAVITY LANDSCAPE

STA 222+87.5'SB' - STA 224+25'SB' LT



TYPICAL SECTION

(LOOKING NORTH)
NOT TO SCALE

SHEET 2 OF 2

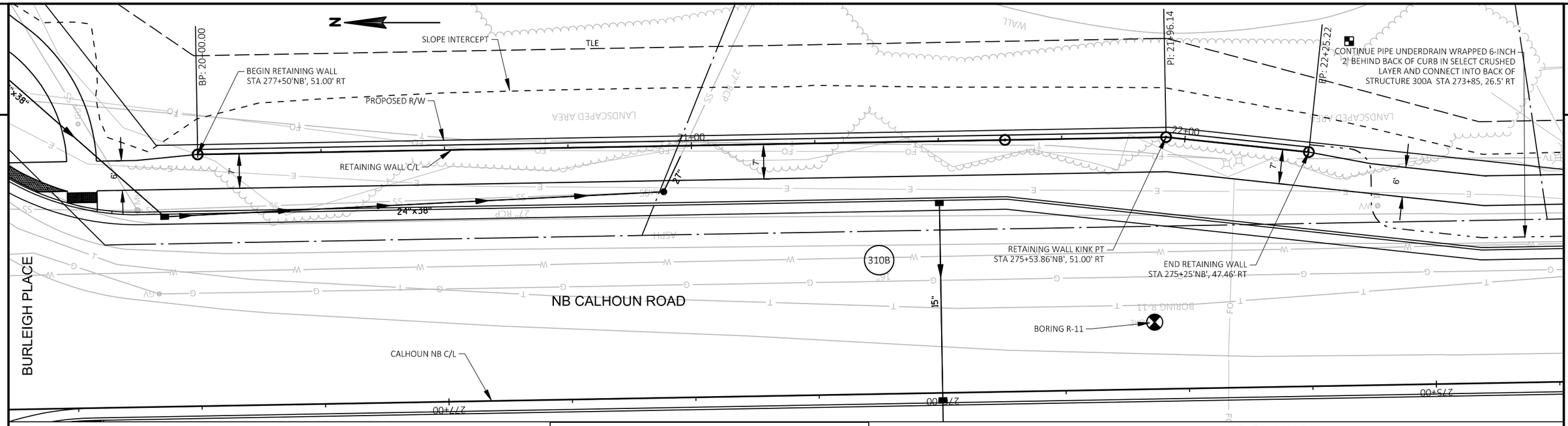
BORING NO. & LOCATION: R-3	TEST BORING LOG	GILES ENGINEERING ASSOCIATES, INC.
SURFACE ELEVATION: 872.95 feet	PROPOSED CALHOUN ROAD IMPROVEMENTS	
COMPLETION DATE: 05/15/17	NORTH AVENUE TO CAPITOL DRIVE BROOKFIELD, WISCONSIN WISDOT ID: 2783-05-00	
FIELD REP: CHARLES RENS	PROJECT NO: 1G-1704018	

MATERIAL DESCRIPTION	Depth (ft)	Elevation	Sample No. & Type	N	Q_u (tsf)	Q_p (tsf)	Q_s (tsf)	W (%)	PID	NOTES
6"± Asphalt Concrete	0.5									
6"± Base Course: Light Gray-Brown Gravel, some Sand, trace to little Silt (Crushed Stone) - Damp			1-SS	6		3.3		17		
Fill: Dark Brown and Brown lean Clay, trace to little Sand and Gravel, trace Organic Matter - Moist		870	2-SS	8		1.8		23		
Light Gray lean Clay, little Sand and Gravel - Moist	5									
Yellow-Brown and Gray-Brown Silty Clay, little Sand and Gravel - Moist to Wet		865	3-SS	26		2.5		9		(a)
			4-SS	9						(a)
Boring Terminated at about 10 feet (EL. 862.95')	10									

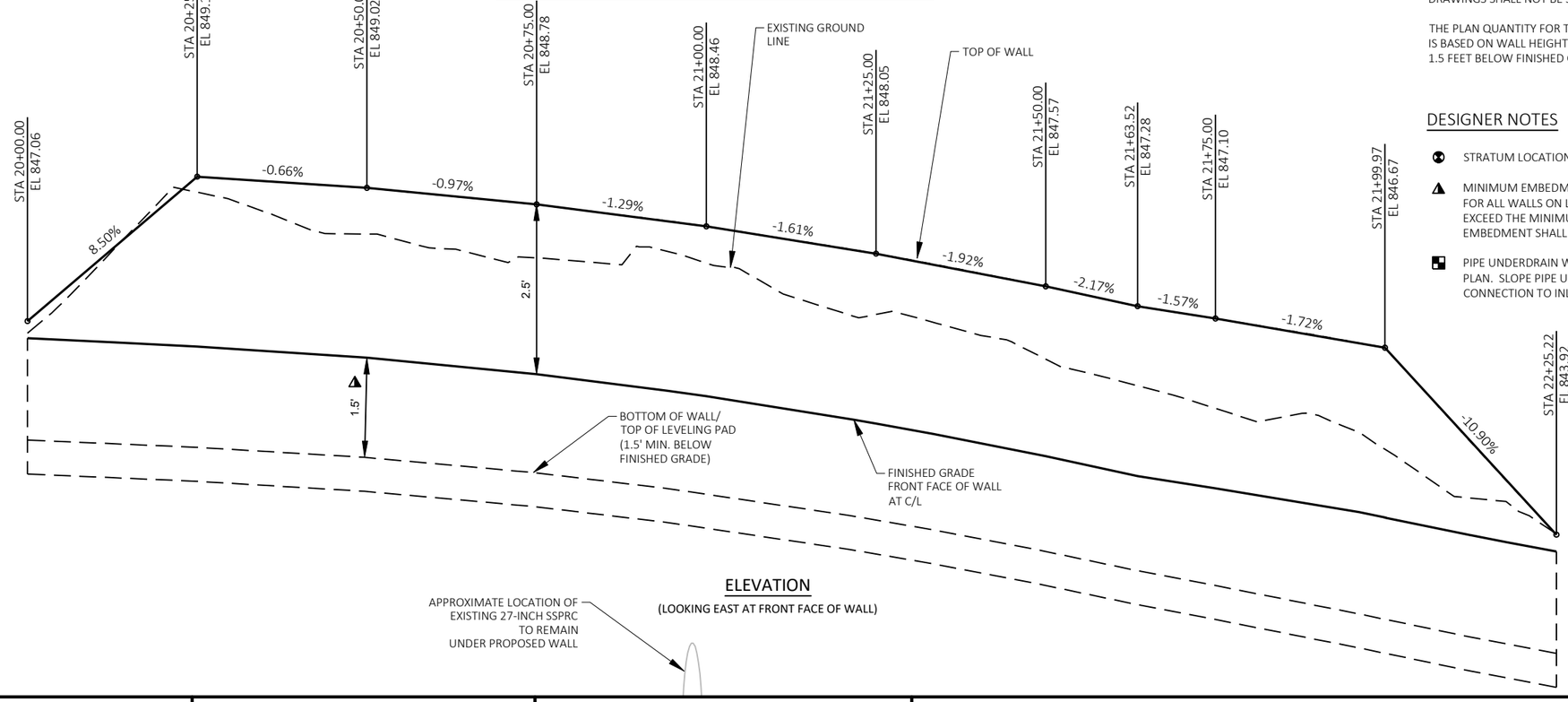
GILES LOG REPORT 1G1704018.GPJ GILES.GDT 7/2/17

Water Observation Data	Remarks:
Water Encountered During Drilling: 9 ft.	(a) Poor Sample Recovery
Water Level At End of Drilling:	
Cave Depth At End of Drilling:	
Water Level After __ Hours: __ ft.	
Cave Depth After __ Hours: __ ft.	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.



WALL MODULAR BLOCK GRAVITY LANDSCAPE
STA 276+50 RT



ELEVATION
(LOOKING EAST AT FRONT FACE OF WALL)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

THE PLAN QUANTITY FOR THE BID ITEM WALL MODULAR BLOCK GRAVITY LANDSCAPE IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT 1.5 FEET BELOW FINISHED GRADE.

DESIGNER NOTES

- STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION.
- MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1.5' MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.
- PIPE UNDERDRAIN WRAPPED 6-INCH. CONNECT TO INLET LOCATION SHOWN ON PLAN. SLOPE PIPE UNDERDRAIN WRAPPED 6-INCH AT 0.5% MINIMUM. CONNECTION TO INLET IS INCIDENTAL TO PIPE UNDERDRAIN WRAPPED 6-INCH.

SHEET 1 OF 2

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 25	E

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

THE PLAN QUANTITY FOR THE BID ITEM WALL MODULAR BLOCK GRAVITY LANDSCAPE IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT 1.5 FEET BELOW FINISHED GRADE.

DESIGNER NOTES

- STRATUM LOCATIONS & SOIL DESCRIPTIONS AT EACH BORING LOCATION.
- MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1.5' MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENTS BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.
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DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY LANDSCAPE."

PLANS, ELEVATIONS, AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.

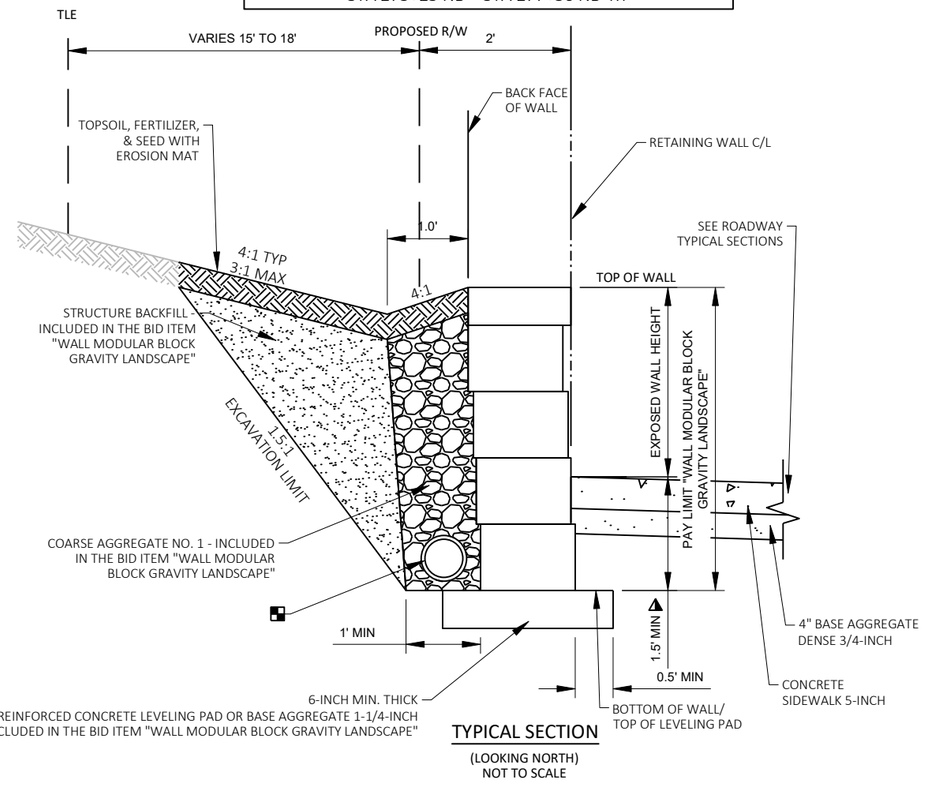
THE RETAINING WALL IS TO BE DESIGNED TO THE ELEVATIONS GIVEN ON THIS SHEET.

EXACT ELEVATIONS AND LOCATIONS OF HEIGHT TRANSITIONS ALONG THE WALL SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE WALL SYSTEM CHOSEN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN.

WALL MODULAR BLOCK GRAVITY LANDSCAPE

STA 275+25'NB' - STA 277+50'NB' RT



TYPICAL SECTION

(LOOKING NORTH)
NOT TO SCALE

SHEET 2 OF 2

BORING NO. & LOCATION: R-11
SURFACE ELEVATION: 841.93 feet
COMPLETION DATE: 05/08/17
FIELD REP: CHARLES RENS

TEST BORING LOG

PROPOSED CALHOUN ROAD IMPROVEMENTS

NORTH AVENUE TO CAPITOL DRIVE
BROOKFIELD, WISCONSIN
WISDOT ID: 2783-05-00

PROJECT NO: 1G-1704018

GILES ENGINEERING ASSOCIATES, INC.

MATERIAL DESCRIPTION	Depth (ft)	Elevation	Sample No. & Type	N	Q_u (tsf)	Q_p (tsf)	Q_s (tsf)	W (%)	PID	NOTES
10"± Topsoil										
Fill: Gray and Brown Silty fine to coarse Sand, little Gravel - Moist to Wet		840	1-SS	4						
Fill: Brown and Dark Brown lean Clay, little to some Sand and Gravel - Moist			2-SS	5						(a)
Brown to Gray-Brown lean Clay, trace Sand - Damp	5	835	3-SS	8		4.5		10		
Gray Silty Clay, little Sand and Gravel - Moist			4-SS	10		2.0		12		
Boring Terminated at about 10 feet (EL. 831.93')	10									

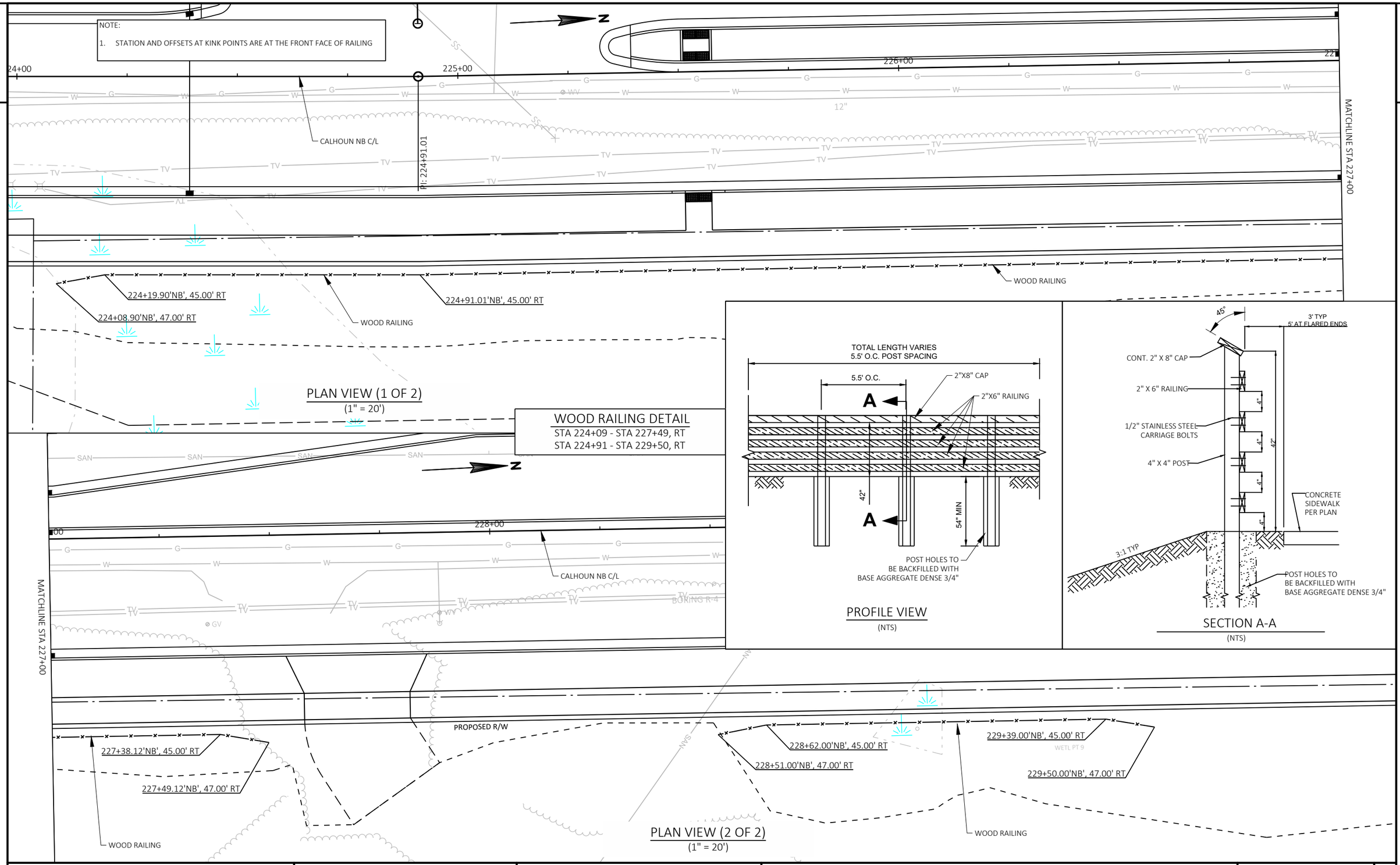
Water Observation Data	Remarks:
Water Encountered During Drilling: 2 ft.	(a) Poor Sample Recovery
Water Level At End of Drilling:	
Cave Depth At End of Drilling:	
Water Level After __ Hours: __ ft.	
Cave Depth After __ Hours: __ ft.	

Changes in strata indicated by the lines are approximate boundary between soil types. The actual transition may be gradual and may vary considerably between test borings. Location of test boring is shown on the Boring Location Plan.

GILES LOG REPORT 1G1704018.GPJ GILES.GDT 7/2/17

NOTE:

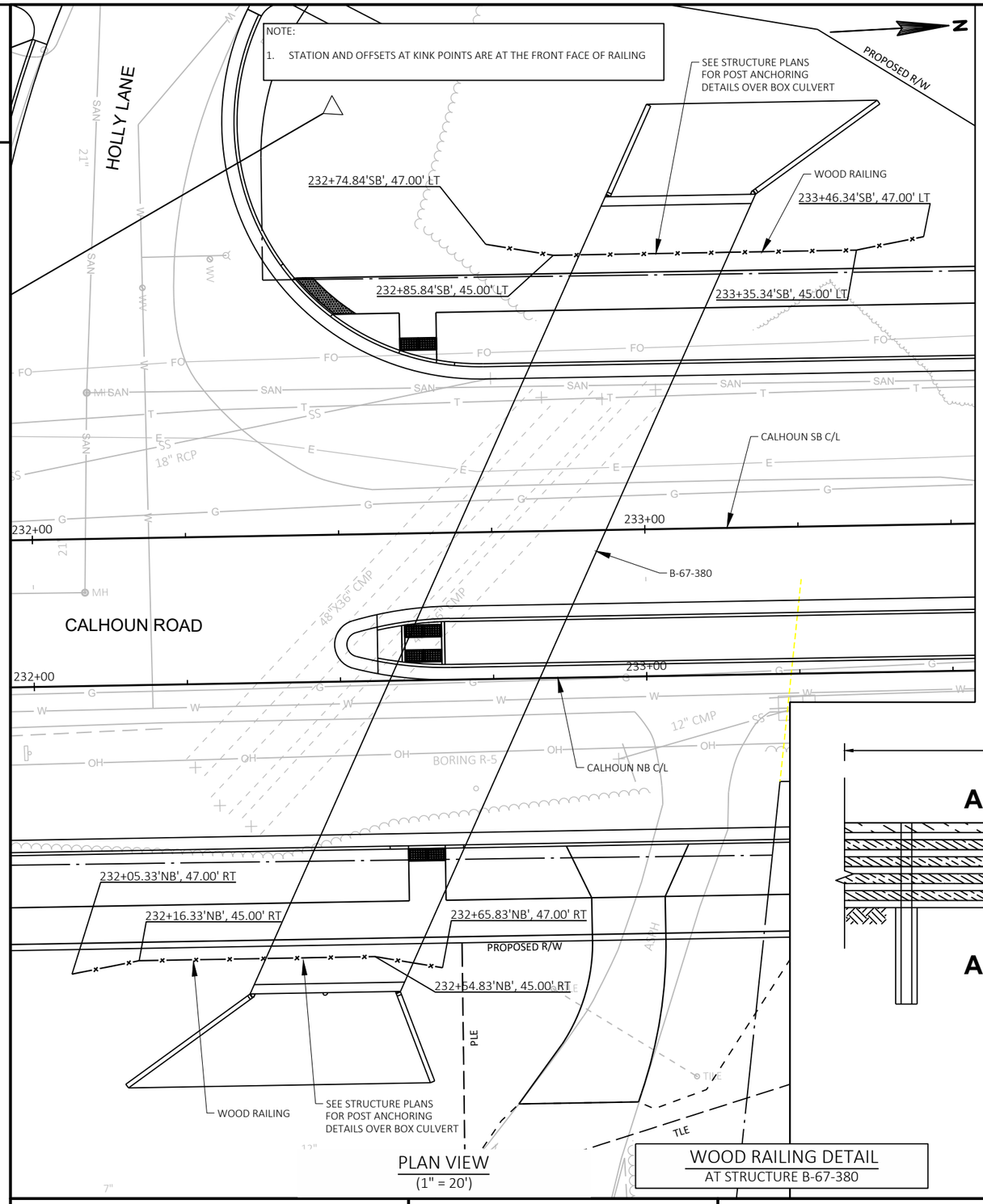
1. STATION AND OFFSETS AT KINK POINTS ARE AT THE FRONT FACE OF RAILING



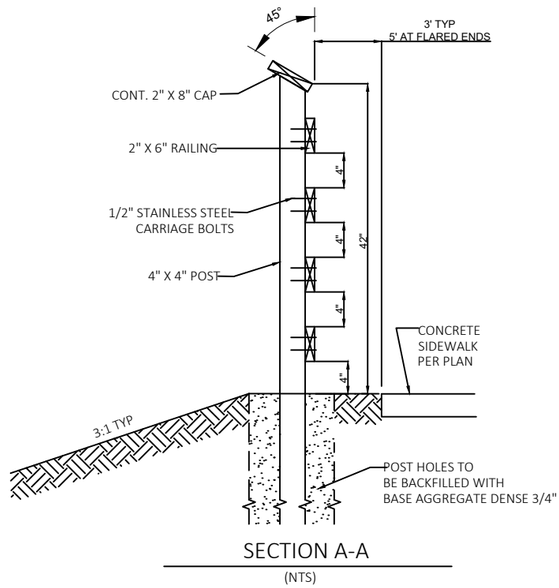
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 27	E

NOTE:

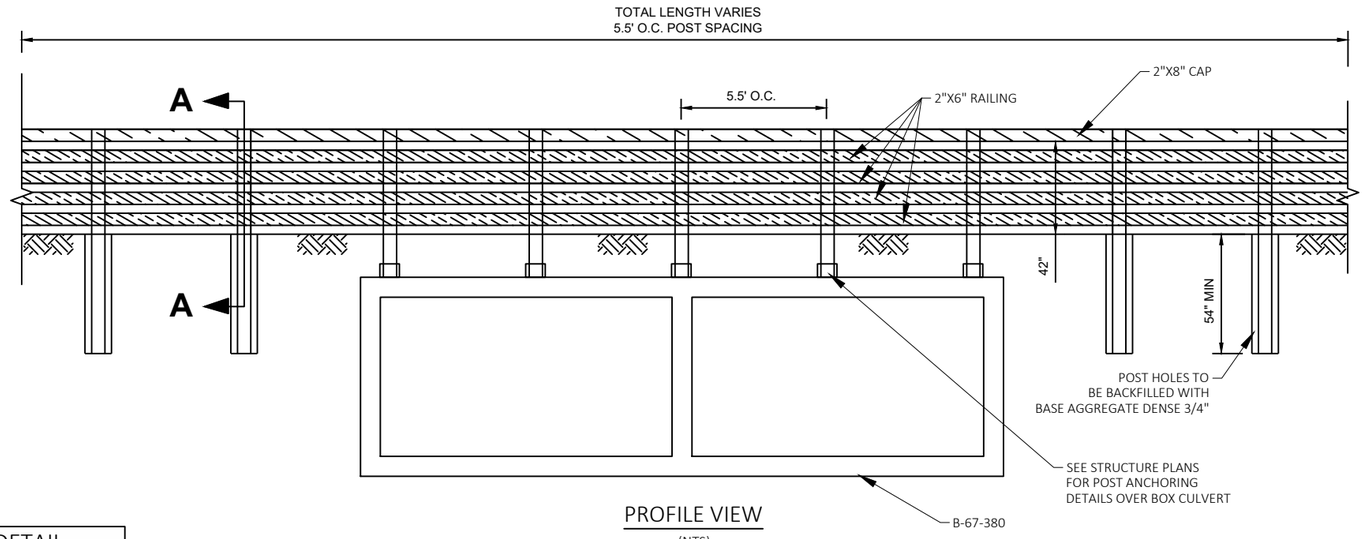
1. STATION AND OFFSETS AT KINK POINTS ARE AT THE FRONT FACE OF RAILING



PLAN VIEW
(1" = 20')



SECTION A-A
(NTS)



PROFILE VIEW
(NTS)

WOOD RAILING DETAIL
AT STRUCTURE B-67-380

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS	SHEET 28	E

NOTES:

- BOTH THE TEMPORARY DIVERSION PIPES AND PERMANENT BOX CULVERT SHALL CONSTRUCTED IN STAGES TO ALLOW LOCAL ACCESS ON CALHOUN ROAD AT ALL TIMES. SEE TRAFFIC CONTROL/STAGING PLANS FOR CONSTRUCTION SEQUENCE.

INTERIM SLOPE INTERCEPT TO ALLOW FOR TEMPORARY STREAM RELOCATION

TEMPORARY BERM TO ALLOW FOR BOX CULVERT CONSTRUCTION

TWIN TEMPORARY CULVERT PIPES 48-INCH DESIGNED FOR Q2 FLOW = 175 CFS

TEMPORARY STREAM BYPASS CHANNEL TO ALLOW FOR BOX CULVERT CONSTRUCTION

HOLLY LANE

POTENTIAL TEMPORARY SETTLING BASIN LOCATION. (SEE OTHER DETAILS)

FINAL SLOPE INTERCEPT

FINAL SLOPE INTERCEPT

TLE

PROPOSED R/W

PLE

36"

24"

30"

24"

CALHOUN ROAD

230+00'SB' 231+00'SB' 232+00'SB' 233+00'SB' 234+00'SB' 235+00'SB'

230+00 231+00 232+00 233+00 234+00 235+00

REMOVE EXISTING CULVERT PIPES

B-67-380
SEE STRUCTURE PLANS

PROPOSED R/W

SLOPE INTERCEPT

TWIN 95"X67" PIPE ARCH CORRUGATED STEEL (SEE OTHER DETAILS FOR INSTALLATION AND TEMPORARY WATER DIVERSION)

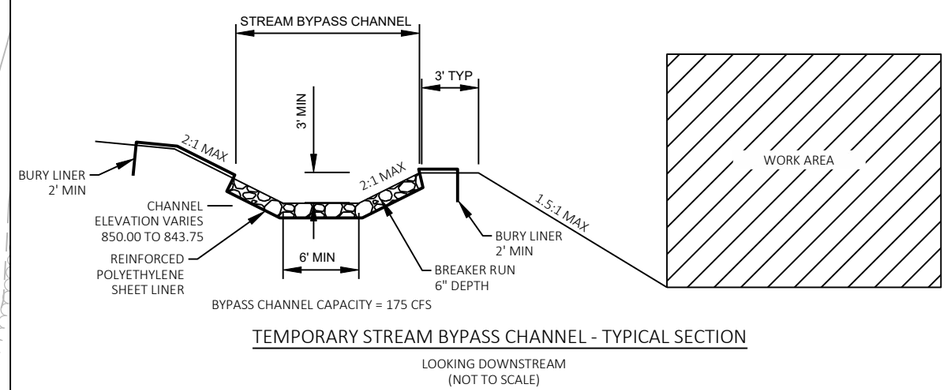
ALTERNATE LOCATION FOR TEMPORARY STREAM BYPASS CHANNEL IF PROPOSED DRIVEWAY CULVERTS ARE COMPLETE

TEMPORARY STREAM BYPASS CHANNEL

TEMPORARY BERM TO ALLOW FOR CULVERT CONSTRUCTION

TWIN TEMPORARY CULVERT PIPES 48-INCH DESIGNED FOR Q2 FLOW = 175 CFS

POTENTIAL TEMPORARY SETTLING BASIN LOCATION. (SEE OTHER DETAILS)



BYPASS CHANNEL CAPACITY = 175 CFS

TEMPORARY STREAM BYPASS CHANNEL - TYPICAL SECTION

LOOKING DOWNSTREAM
(NOT TO SCALE)

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - TEMPORARY WATER DIVERSION - B-67-380	SHEET 29	E

2

+19.2'NB'
0.0'RT

TEMPORARY DRIVEWAY
CENTER LINE

219+00'NB'

CALHOUN ROAD

220+00'NB'

+07.2'NB'
9.5'RT

+31.3 'NB'
9.7'RT

MAINTAIN EXISTING
DRIVEWAY ACCESS

+13.2'NB'
25.2'RT

+25.2 'NB'
25.4'RT

CONSTRUCT TEMPORARY
DRIVEWAY ACCESS

PROP R/W

APPROXIMATE
TEMPORARY DRIVEWAY
SLOPE INTERCEPT

12'

MAINTAIN DRAINAGE
THROUGH EXISTING WEST
CUVLERT PIPE AT A MINIMUM

PLE

57"X38" CMP

+19.2 'NB'
77.9'RT

FINAL SLOPE
INTERCEPT

36' R

TEMPORARY CULVERT PIPE 48-INCH
DESIGNED FOR Q2 FLOW = 45 CFS
(MINIMUM 1' OF COVER REQUIRED)

PLE

+26.9'NB'
100.2'RT

DRIVEWAY
219+63 'NB'

N

+50.3'NB'
129.9'RT

FINAL SLOPE INTERCEPT

TLE

+52.1'NB'
132.3'RT

TLE

12' TYP

2:1 MAX

2:1 MAX

6" BASE AGGREGATE
DENSE 1 1/4-INCH

TEMPORARY DRIVEWAY - TYPICAL SECTION

(NOT TO SCALE)

DRIVEWAY 219+63'NB' TEMPORARY WATER DIVERSION
(DETAIL 1 OF 4)

219+00'NB'

CALHOUN ROAD

220+00'NB'

MOVE ACCESS TO
TEMPORARY DRIVEWAY

PROP R/W

MAINTAIN DRAINAGE
THROUGH EXISTING WEST
CUVLERT PIPE AT A MINIMUM

PLE

57"X38" CMP

FINAL SLOPE
INTERCEPT

MAINTAIN DRAINAGE THROUGH
TEMPORARY CULVERT
PIPE 48-INCH

INSTALL TWIN 60" CMPS
AND BACKFILL TO A MINIMUM
OF 1' ABOVE PIPES
(APPROXIMATE EXCAVATION
LIMIT SHOWN)

PLE

DRIVEWAY
219+63 'NB'

N

FINAL SLOPE INTERCEPT

TLE

TLE

DRIVEWAY 219+63'NB' TEMPORARY WATER DIVERSION
(DETAIL 2 OF 4)

2

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - TEMPORARY WATER DIVERSION - DRIVEWAY 219+63'NB'	SHEET 30	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 00

PLOT DATE : 7/29/2020 5:01 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

219+00'NB'

CALHOUN ROAD

220+00'NB'

SAN SAN SAN SAN MH SAN SAN

W W W W W W W

SS SS SS SS G G G G E E E E

TV TV TV TV TV TV TV

BORING R-2

MOVE ACCESS BACK TO ORIGINAL/FINAL DRIVEWAY LOCATION

PROP R/W

WETL PT 1

REMOVE TEMPORARY DRIVEWAY AND TEMPORARY CULVERT PIPE

MAINTAIN DRAINAGE IN EXISTING CHANNEL LOCATION

ASPH

MAINTAIN DRAINAGE THROUGH EXISTING WEST CUVLERT PIPE AT A MINIMUM

PLE

57"X38" CMP

57"X38" CMP

WETL PT 2

FINAL SLOPE INTERCEPT

CONSTRUCT CONCRETE MASONRY ENDWALL AND FINAL CHANNEL

PLE

CONSTRUCT CONCRETE MASONRY ENDWALL AND FINAL CHANNEL

N

DRIVEWAY 219+63 'NB'

FINAL SLOPE INTERCEPT

TLE

TLE

CONC

DRIVEWAY 219+63'NB' TEMPORARY WATER DIVERSION
(DETAIL 3 OF 4)

2

219+00'NB'

CALHOUN ROAD

220+00'NB'

SAN SAN SAN SAN MH SAN SAN

W W W W W W W

SS SS SS SS G G G G E E E E

TV TV TV TV TV TV TV

BORING R-2

MAINTAIN ACCESS IN ORIGINAL/FINAL DRIVEWAY LOCATION (EXCEPT DURING REMOVAL OF EXISTING CULVERTS)

PROP R/W

REMOVE EXISTING CULVERT PIPES AND BACKFILL WITHIN A SINGLE WORKING DAY

COORDINATE WITH RESIDENT A MINIMUM OF 24 HOURS AHEAD OF CLOSURE

ASPH

PLE

57"X38" CMP

57"X38" CMP

WETL PT 2

FINAL SLOPE INTERCEPT

DIVERT WATER TO FINAL CHANNEL LOCATION

PLE

N

DRIVEWAY 219+63 'NB'

FINAL SLOPE INTERCEPT

TLE

TLE

CONC

DRIVEWAY 219+63'NB' TEMPORARY WATER DIVERSION
(DETAIL 4 OF 4)

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - TEMPORARY WATER DIVERSION - DRIVEWAY 219+63'NB'	SHEET 31	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2020 5:02 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

CALHOUN ROAD

+27.4'NB'
0.0'RT

TEMPORARY DRIVEWAY
CENTER LINE

231+00'NB'

MAINTAIN EXISTING
DRIVEWAY ACCESS

+15.4'NB'
6.9'RT

+39.4 'NB'
6.6'RT

+33.4 'NB'
28.8'RT

MAINTAIN DRAINAGE
THROUGH EXISTING
CUVLERT PIPES

+21.4'NB'
28.7'RT

CONSTRUCT TEMPORARY
DRIVEWAY ACCESS

12'

TWIN TEMPORARY CULVERT PIPES 48-INCH
DESIGNED FOR Q2 FLOW = 175 CFS
(MINIMUM 1' OF COVER REQUIRED)

PROP R/W

2.8'X4.5' CMP

2.8'X4.5' CMP

PLE

APPROXIMATE
TEMPORARY DRIVEWAY
SLOPE INTERCEPT

+27.4'NB'
65.5'RT

APPROXIMATE
TEMPORARY DRIVEWAY
SLOPE INTERCEPT

105' R

+22.2'NB'
98.3'RT

PLE

TLE

+20.9 'NB'
102.2'RT

TEMPORARY STREAM
BYPASS CHANNEL
AND CULVERTS
(SEE OTHER DETAILS)

DRIVEWAY
230+90'NB'

50' R

FINAL SLOPE INTERCEPT

FINAL SLOPE INTERCEPT

+19.0 'NB'
125.3'RT

+28.8 'NB'
148.3'RT

N

12' TYP

2:1 MAX

2:1 MAX

6" BASE AGGREGATE
DENSE 1 1/4-INCH

TEMPORARY DRIVEWAY - TYPICAL SECTION

(NOT TO SCALE)

STONE WALL

WOOD FENCE

TLE

DRIVEWAY 230+90'NB' TEMPORARY WATER DIVERSION
(DETAIL 1 OF 4)

CALHOUN ROAD

231+00'NB'

MOVE ACCESS TO
TEMPORARY DRIVEWAY

MAINTAIN DRAINAGE
THROUGH EXISTING
CUVLERT PIPES

MAINTAIN DRAINAGE THROUGH
TEMPORARY CULVERT PIPES

INSTALL TWIN 95" X 67"
PIPE ARCH CORRUGATED
STEEL AND BACKFILL TO A
MINIMUM OF 1' ABOVE PIPES
(APPROXIMATE EXCAVATION
LIMIT SHOWN)

PROP R/W

2.8'X4.5' CMP

2.8'X4.5' CMP

PLE

PLE

TLE

TEMPORARY STREAM
BYPASS CHANNEL
AND CULVERTS
(SEE OTHER DETAILS)

DRIVEWAY
230+90'NB'

FINAL SLOPE INTERCEPT

FINAL SLOPE INTERCEPT

N

STONE WALL

WOOD FENCE

TLE

DRIVEWAY 230+90'NB' TEMPORARY WATER DIVERSION
(DETAIL 2 OF 4)

2

CALHOUN ROAD

231+00'NB'

MOVE ACCESS BACK TO ORIGINAL/FINAL DRIVEWAY LOCATION

MAINTAIN DRAINAGE THROUGH EXISTING CUVLERT PIPES

REMOVE TEMPORARY DRIVEWAY AND TEMPORARY CULVERT PIPES

RESTORE DRAINAGE IN TEMPORARY STREAM BYPASS CHANNEL (SEE OTHER DETAILS)

PROP R/W

CONSTRUCT CONCRETE MASONRY ENDWALL AND FINAL CHANNEL)

PLE

TLE

TEMPORARY STREAM BYPASS CHANNEL AND CULVERTS (SEE OTHER DETAILS)

FINAL SLOPE INTERCEPT

FINAL SLOPE INTERCEPT

DRIVEWAY 230+90'NB'

N

2.8'X4.5' CMP

2.8'X4.5' CMP

12"

8"

38"

30"

ASPH

OH

GUY

W

G

TV

STONE WALL

WOOD FENCE

DRIVEWAY 230+90'NB' TEMPORARY WATER DIVERSION
(DETAIL 3 OF 4)

CALHOUN ROAD

231+00'NB'

MAINTAIN ACCESS IN ORIGINAL/FINAL DRIVEWAY LOCATION (EXCEPT DURING REMOVAL OF EXISTING PIPES)

REMOVE EXISTING PIPES AND BACKFILL WITHIN A SINGLE WORKING DAY

COORDINATE WITH RESIDENT A MINIMUM OF 24 HOURS AHEAD OF CLOSURE

PROP R/W

PLE

DIVERT WATER TO FINAL CHANNEL LOCATION

DIVERT WATER TO FINAL CHANNEL LOCATION OR INTO TEMPORARY CULVERT PIPES PIPES

TLE

FINAL SLOPE INTERCEPT

FINAL SLOPE INTERCEPT

DRIVEWAY 230+90'NB'

N

2.8'X4.5' CMP

2.8'X4.5' CMP

12"

8"

38"

30"

ASPH

OH

GUY

W

G

TV

STONE WALL

WOOD FENCE

DRIVEWAY 230+90'NB' TEMPORARY WATER DIVERSION
(DETAIL 4 OF 4)

2

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION DETAILS - TEMPORARY WATER DIVERSION - DRIVEWAY 230+90'NB'	SHEET 33	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021004-CD.DWG
LAYOUT NAME - 03

PLOT DATE : 7/29/2020 5:04 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

STORM PIPES AND STRUCTURES REMOVED BY OTHERS PRIOR TO PROJECT

REMOVE STONE RETAINING WALL (INCIDENTAL TO EXCAVATION COMMON)

+91.2 -109.0'LT

+25.3 -109.5'LT

+37.9 -101.2'LT

SA

LIGHT POLES TO BE REMOVED BY OTHERS

LIGHT POLE REMOVED BY OTHERS PRIOR TO PROJECT

STORM PIPES AND STRUCTURES REMOVED BY OTHERS PRIOR TO PROJECT

SC

STORM PIPE AND STRUCTURE REMOVED BY OTHERS PRIOR TO PROJECT

SAVE TREE

+99.9 52.9'RT

+26.0 52.9'RT

+57.1 57.0'RT

+68.8 57.0'RT

STORM PIPE AND STRUCTURE REMOVED BY OTHERS PRIOR TO PROJECT

LIGHT POLE TO BE REMOVED BY OTHERS

LIGHT POLE TO BE REMOVED BY OTHERS

+57.2 -71.0'LT

+80.2 -71.0'LT

SAVE TREE

+09.1 -103.8'LT

+25.5 -104.3'LT

REMOVING FENCE

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

214'SB' 215'SB' 216'SB' 217'SB' 218'SB' 219'SB' 220

214'NB' 215'NB' 216'NB' 217'NB' 218'NB' 219'NB' 220

MATCHLINE STA 220+00.00

+13.8 44.5'RT

+26.0 44.5'RT

+55.6 160.7'RT

+65.7 157.8'RT

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

SHEET 1 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 34	E

2

N

MATCHLINE STA 220+00.00

MATCHLINE STA 225+75.00

CALHOUN ROAD

MORNINGVIEW COURT

CALHOUN SB C/L

CALHOUN NB C/L

221'SB' 222'SB' 223'SB' 224'SB' 225'SB'

221'NB' 222'NB' 223'NB' 224'NB' 225'NB'

+56.2 -107.2'LT — SC

+94.3 -107.6'LT

+14.9 -71.0'LT — SA

+31.3 -71.0'LT

REMOVING FENCE

EXISTING STONE RETAINING WALL TO REMAIN

REMOVING COMMERCIAL SIGN (PAID AS EXCAVATION COMMON)

SAVE TREES

+55.0 -111.3'LT — SA

+54.8 -93.6'LT

EXISTING BLOCK RETAINING WALL TO REMAIN

+19.5 -113.9'LT

+18.9 -95.8'LT — SC

REMOVING PRIVATE LIGHTS & REMOVING CONCRETE BASES

+80.6 50.5'RT

+105.9 50.5'RT

SAVE TREE

DRAIN TILE EXPLORATION STA 223+00 TO STA 224+00 RT (PRIVATE DRAIN TILE)

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

SHEET 2 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 35	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 2
PLOT DATE : 9/25/2020 8:43 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

EXISTING BLOCK RETAINING WALL TO REMAIN

REMOVE STONE RETAINING WALL (INCIDENTAL TO EXCAVATION COMMON)

EXISTING CONCRETE PILLARS TO REMAIN

+77.6
-95.9'LT
SC

+82.0
-82.5'LT

+11.8
-101.0'LT

SA

+21.8
-101.0'LT

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

MATCHLINE STA 225+75.00

MATCHLINE STA 231+50.00

226'SB' 227'SB' 228'SB' 229'SB' 230'SB' 231'SB'

226'NB' 227'NB' 228'NB' 229'NB' 230'NB' 231'NB'

BLDG
CONC
BASKETBALL HOOP
LANDSCAPED AREA
RETAINING WALL
STONE WALL
ASPH
RIPRAP
MH
SAN
TV
GV
CONC

+21.3
159.6'RT
SA
+40.6
144.8'RT

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 36	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 3
PLOT DATE : 9/23/2020 9:35 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

HOLLY LANE

+61.8 113.6LT

+75.9 119.8LT

SAVE TREES

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

MATCHLINE STA 231+50.00

MATCHLINE STA 237+25.00

232'SB' 233'SB' 234'SB' 235'SB' 236'SB' 237'SB'

232'NB' 233'NB' 234'NB' 235'NB' 236'NB' 237'NB'

+77.9 69.5RT

+97.4 69.5RT

+28.0 85.2RT

+38.7 85.9RT

REMOVE TIMBER WALL (INCIDENTAL TO EXCAVATION COMMON)

LANDSCAPED AREA

BASKETBALL HOOP

CONC

ASPH

BLDG

STEPS

DECK

WOOD FENCE

PROPANE TANK

SHEET 7 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 37	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 4

PLOT DATE : 7/29/2020 5:06 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

CANADIAN PACIFIC RAILROAD

+74.9 @119.3'LT

+14.9 -119.1'LT

SA

XXXX XXXX XXXX

EXISTING FLAG POLE TO REMAIN

WINDOW WELL

SC

LANDSCAPED AREA

BLDG

CONC

SAVE TREES

REMOVING FENCE

ASPH

WALL

LANDSCAPED AREA

CONC VAULT

MH

CABC

AC PAD

SPLIT RAIL FENCE

FENCE

CALHOUN SB C/L

239'SB'

238'SB'

240'SB'

241'SB'

242'SB'

243

CALHOUN ROAD

238'NB'

239'NB'

240'NB'

241'NB'

242'NB'

243

CALHOUN NB C/L

MATCHLINE STA 237+25.00

MATCHLINE STA 243+00.00

PHEASANT DRIVE

3+00

PHEASANT DRIVE C/L

MATCHLINE STA 31+50

LANDSCAPED AREA

TRANS PAD

ASPH

SIGN

CANADIAN PACIFIC RAILROAD

COMM VAULT

TRANS PAD

LANDSCAPED AREA

15" CMP

GUY POLE

TV

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- XXXXXXX SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

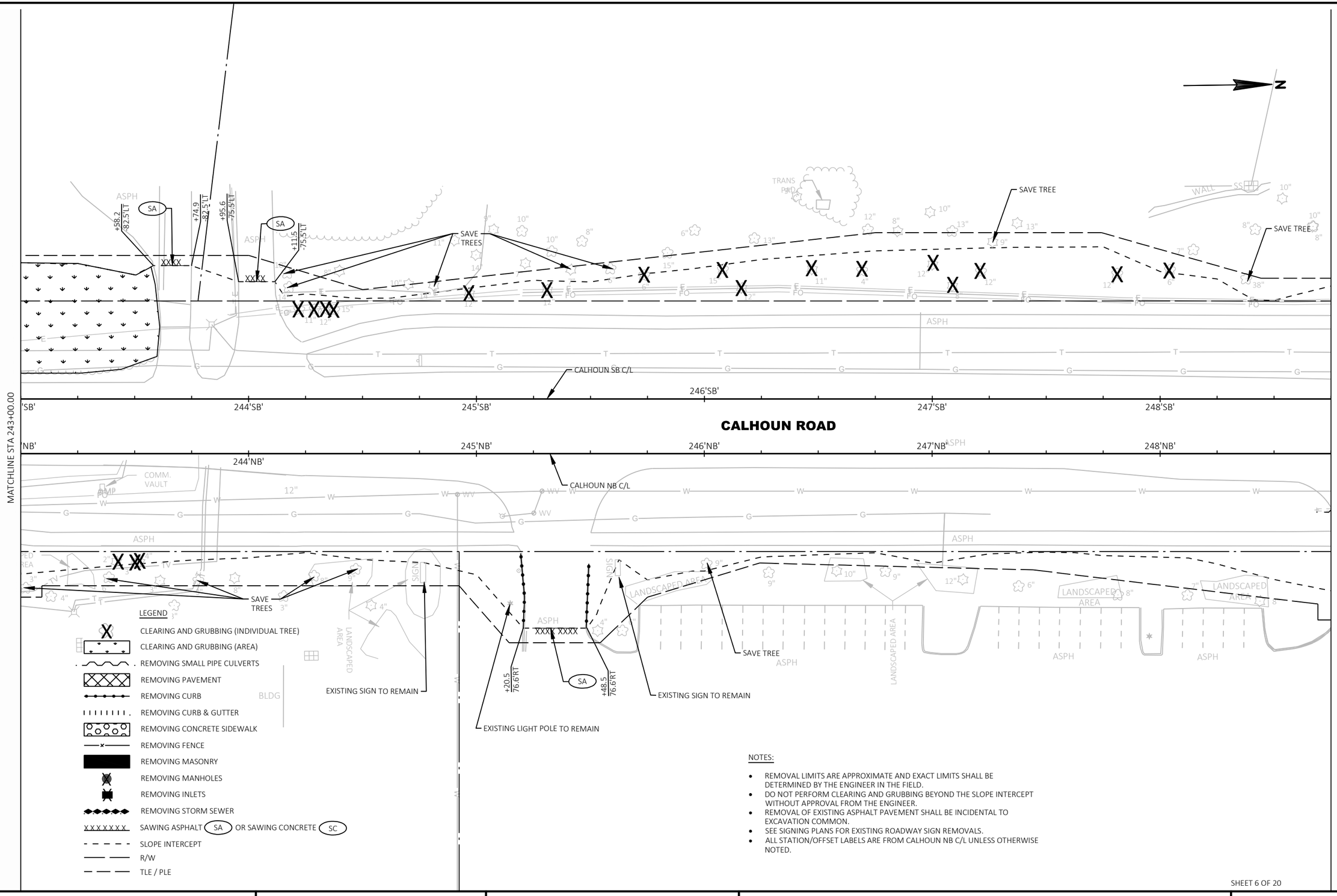
SHEET 5 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 38	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 5

PLOT DATE : 7/29/2020 5:07 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

SHEET 6 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 39	E

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
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RIVER BIRCH DRIVE

42+00

43+00

LIGHTS POLE TO BE REMOVED BY OTHERS

SIGN AND LIGHTS TO BE REMOVED BY OTHERS

REMOVING FENCE & REMOVING MASONRY

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

249'SB' 250'SB' 251'SB' 252'SB' 253'SB' 254'SB'

249'NB' 250'NB' 251'NB' 252'NB' 253'NB' 254'NB'

MATCHLINE STA 248+75.00

MATCHLINE STA 254+50.00

+83.9 61.9 RT

+07.3 61.7 RT

EXISTING LIGHT POLE TO REMAIN

LANDSCAPED AREA

N

SHEET 7 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 40	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 7

PLOT DATE : 7/29/2020 5:08 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 254+50.00

MATCHLINE STA 260+25.00

N

CALHOUN SB C/L

CALHOUN NB C/L

255'SB'
255'NB'
256'SB'
256'NB'
257'SB'
257'NB'
CALHOUN ROAD
258'SB'
258'NB'
259'SB'
259'NB'
260'SB'
260'NB'

ASPH

15" RCP

18" RCP

30" RCP

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- XXXXXXX SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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SHEET 8 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 41	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 8

PLOT DATE : 7/29/2020 5:08 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

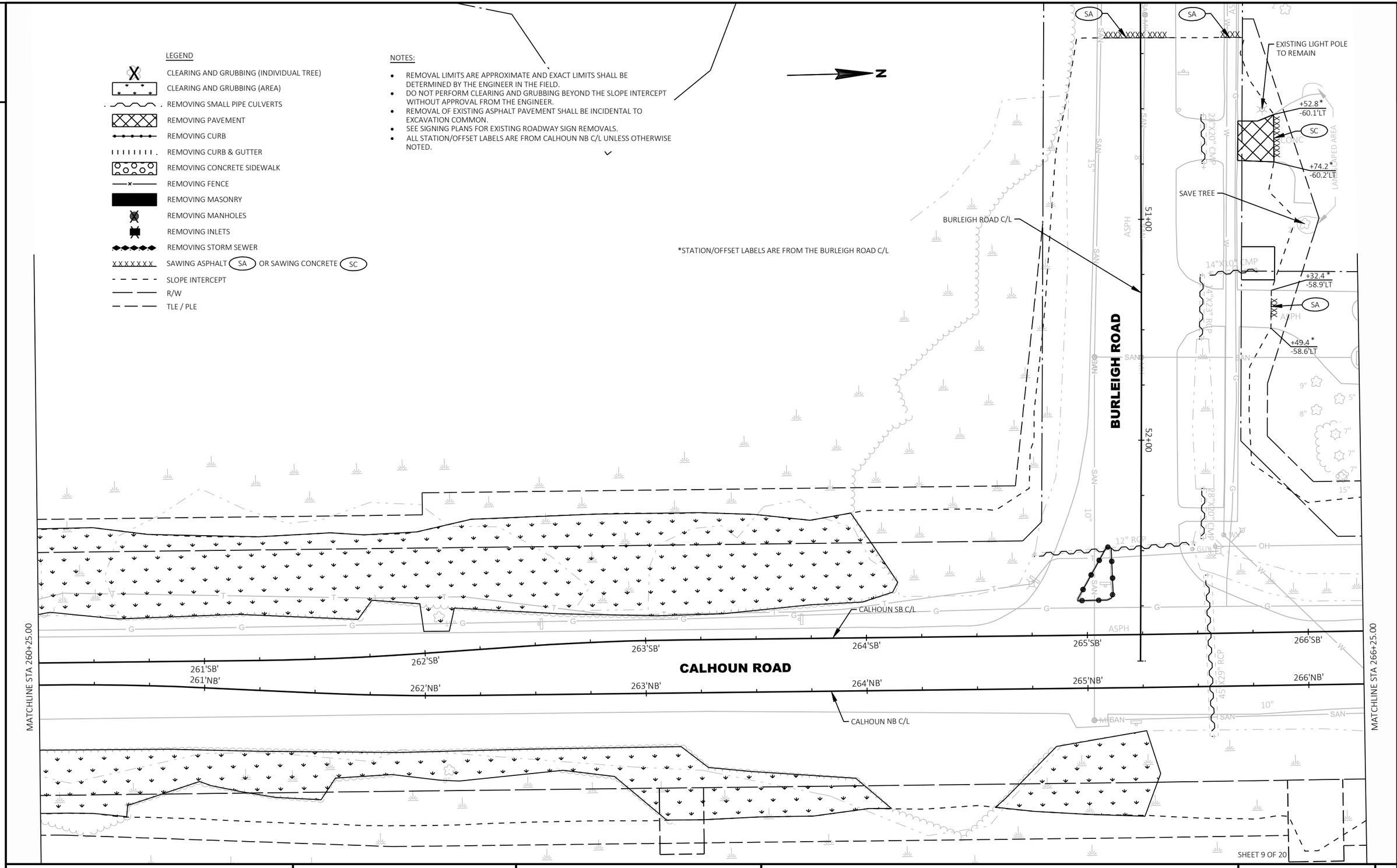
LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

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- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

*STATION/OFFSET LABELS ARE FROM THE BURLEIGH ROAD C/L

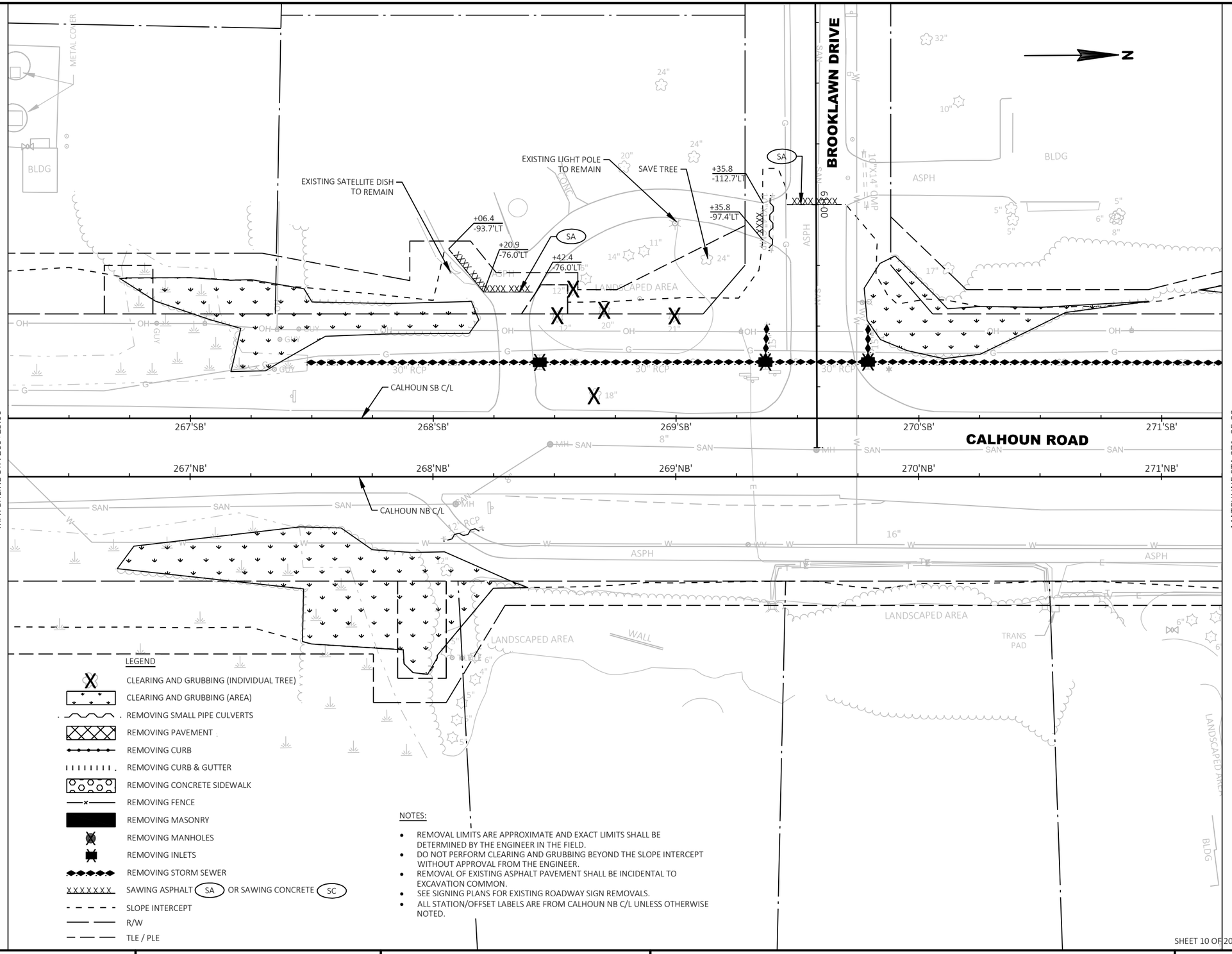


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 42	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 9

PLOT DATE : 7/29/2020 5:09 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
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- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

SHEET 10 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 43	E

2

SA

+48.9
-145.6'LT

+71.1
-146.0'LT

XXXX XXXX

LIGHT POLE TO BE REMOVED BY OTHERS

REMOVE STONE RETAINING WALL (PAID AS EXCAVATION COMMON)

EXISTING SIGN TO REMAIN

SA

+44.4
-74.9'LT

+82.2
-74.9'LT

XXXX XXXX XXXX

CALHOUN SB C/L

CALHOUN ROAD

272'SB' 273'SB' 274'SB' 275'SB' 276'SB' 277

272'NB' 273'NB' 274'NB' 275'NB' 276'NB' 277

CALHOUN NB C/L

MATCHLINE STA 271+25.00

MATCHLINE STA 277+00.00

SAVE TREES

EXISTING SIGN AND LIGHTS TO REMAIN

SA

VANDERBILT STREET

71+00

EXISTING BLOCK RETAINING WALL TO REMAIN

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

SHEET 11 OF 20

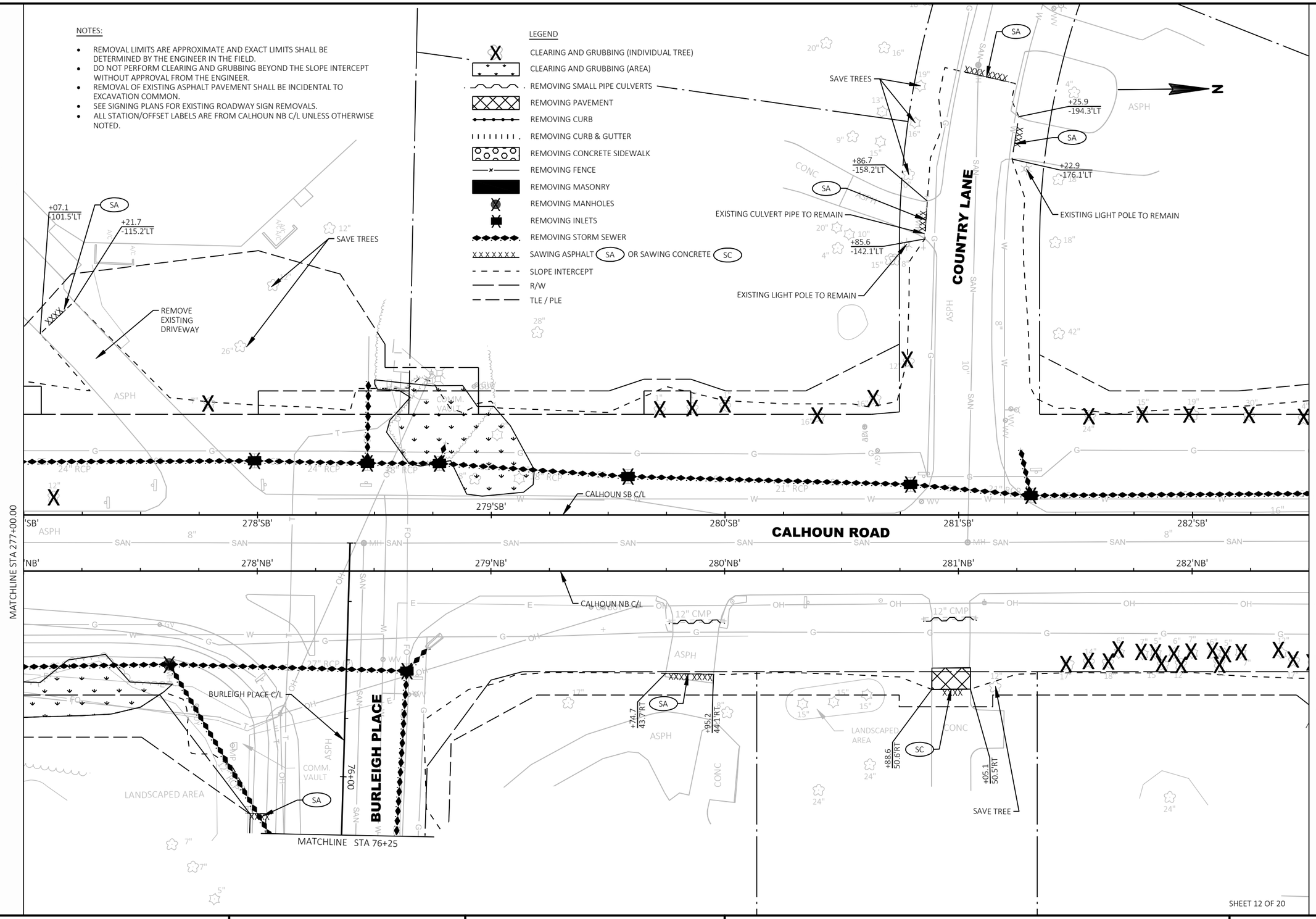
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 44	E

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
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- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE



SHEET 12 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 45	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2020 5:10 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

MATCHLINE STA 282+50.00

MATCHLINE STA 288+25.00

TOWN TRAIL

CALHOUN ROAD

MARTHA DRIVE

+89.7 -134.3'LT

+89.3 -114.5'LT

+47.0 -131.6'LT

+50.2 -115.0'LT

REMOVE COMMERCIAL SIGN REMOVING MASONRY

SAVE TREES

SAVE TREE

DRAIN TILE EXPLORATION (PIPE MAY CONTAIN PRIVATE SUMP PUMP CONNECTION)

CALHOUN SB C/L

CALHOUN NB C/L

REMOVED BY OTHERS

REMOVING FENCE

SPLIT RAIL FENCE

EXISTING LIGHT POLE TO REMAIN

EXISTING BLOCK RETAINING WALL TO REMAIN

+58.0 99.7'RT

+75.9 99.7'RT

+42.9 70.5'RT

+61.2 70.6'RT

+91.9 74.9'RT

+96.7 80.3'RT

+13.2 80.3'RT

283'SB' 284'SB' 285'SB' 286'SB' 287'SB' 288'SB'

283'NB' 284'NB' 285'NB' 286'NB' 287'NB' 288'NB'

91+00

SHEET 13 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 46	E

NOTES:

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- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
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- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

MATCHLINE STA 288+25.00

MATCHLINE STA 293+75.00

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

289'SB' 289'NB' 290'SB' 290'NB' 291'SB' 291'NB' 292'SB' 292'NB' 293'SB' 293'NB'

SAVE TREE

SAVE TREE

LANDSCAPED AREA

GRUBBING ONLY
STA 293+35 - 294+20

REMOVING FENCE

DRAIN TILE EXPLORATION

DRAIN TILE EXPLORATION

SAVE TREE

SAVE TREE

SA

+34.6 61.4'RT

+51.5 61.3'RT

SC

+18.0 113.7'RT

SC

+39.2 113.3'RT

SAVE TREES

DRAIN TILE EXPLORATION

SC

+83.1 74.9'RT

+03.1 75.3'RT

+05.9 69.7'RT

EXISTING BLOCK RETAINING WALL TO REMAIN

REMOVE STONE RETAINING WALL (INCIDENTAL TO EXCAVATION COMMON)

SHEET 14 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 47	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 14

PLOT DATE : 7/29/2020 5:11 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

CLEARING AND GRUBBING
(1 INDIVIDUAL TREE - 14" DIA
STA 296+34'NB', 231.7' LT)

GRUBBING ONLY

GRUBBING ONLY
STA 293+35 - 294+20

SAVE TREE

SA

+15.6
-65.2'LT

+25.4
-65.7'LT

CALHOUN SB C/L

CALHOUN ROAD

294'SB'
294'NB'

295'SB'
295'NB'

296'SB'
296'NB'

297'SB'
297'NB'

298'SB'
298'NB'

299'SB'
299'NB'

CALHOUN NB C/L

REMOVING PRIVATE LIGHTS &
REMOVING CONCRETE BASES

+16.0
68.3'RT

SC

+17.9
80.2'RT

REMOVING PRIVATE LIGHT &
REMOVING CONCRETE BASE

GOETZ DRIVE

+01.1
47.7'RT

+17.0
47.7'RT

+85.8
60.6'RT

+04.7
60.6'RT

MATCHLINE STA 293+75.00

MATCHLINE STA 299+25.00

NOTES:

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- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

SHEET 15 OF 20

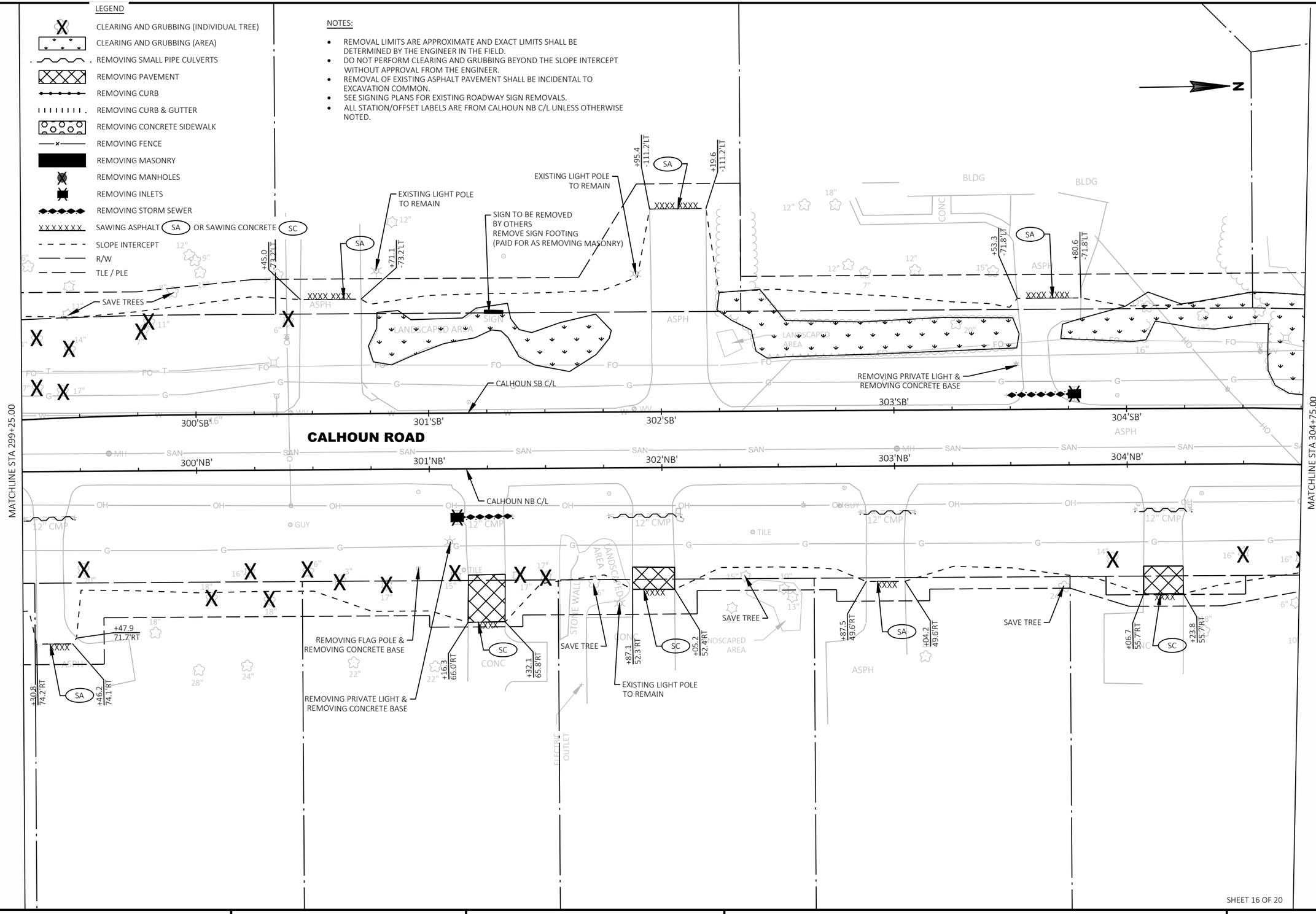
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 48	E

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

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- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
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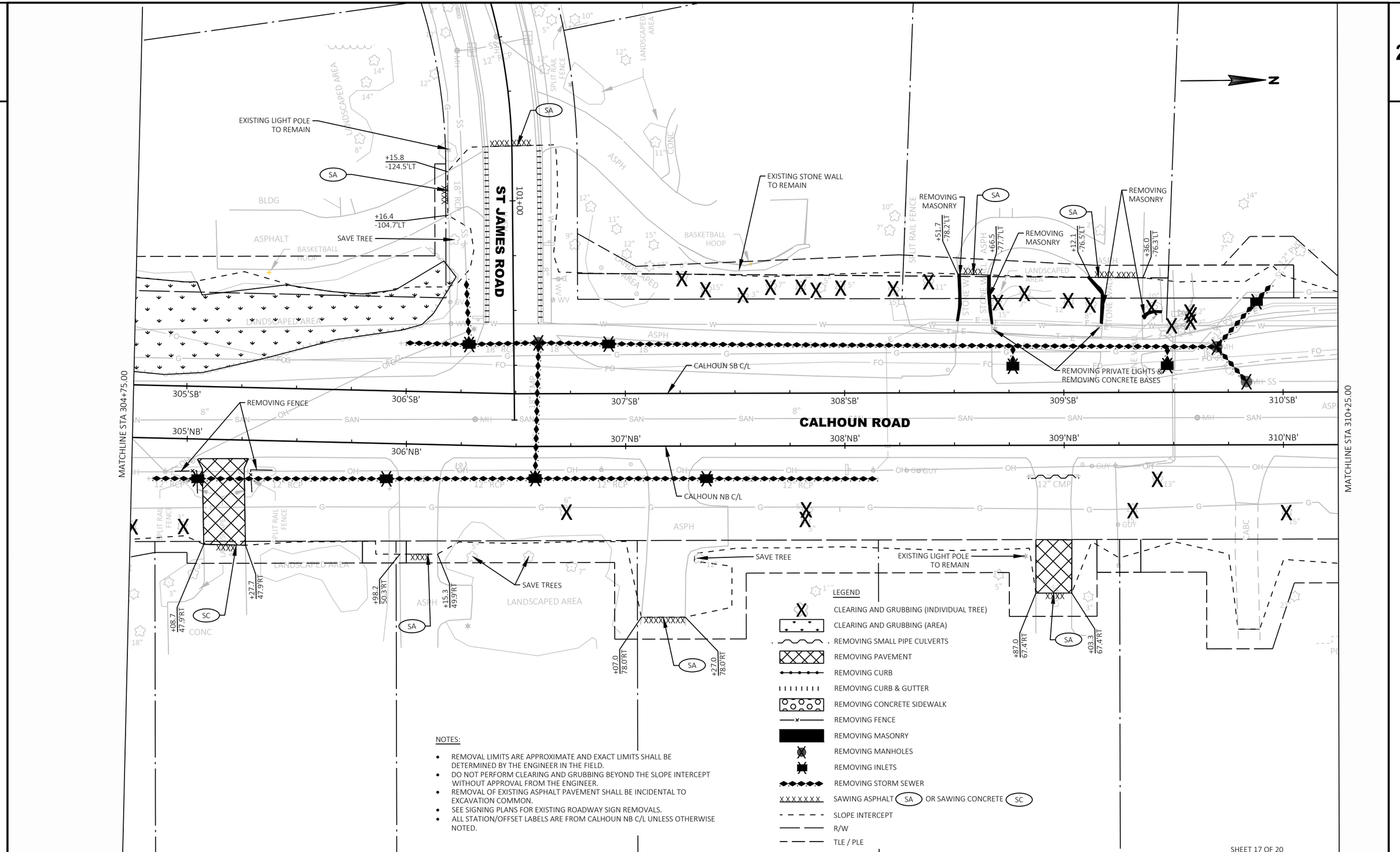


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 49	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 16

PLOT DATE : 9/25/2020 8:48 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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SHEET 17 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 50	E

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

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- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

N

MATCHLINE STA 310+25.00

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

311'SB' 312'SB' 313'SB' 314'SB'

311'NB' 312'NB' 313'NB' 314'NB'

EXISTING LIGHT POLE TO REMAIN

EXISTING SIGN TO REMAIN

EXISTING INLET TO REMAIN

EXISTING INLET TO REMAIN

+74.7 -71.3'LT

+12.3 -71.3'LT

+11.8 97.3'RT

+11.2 119.1'RT

SUNNYCREST DRIVE

LANDSCAPED AREA

SHEET 18 OF 20

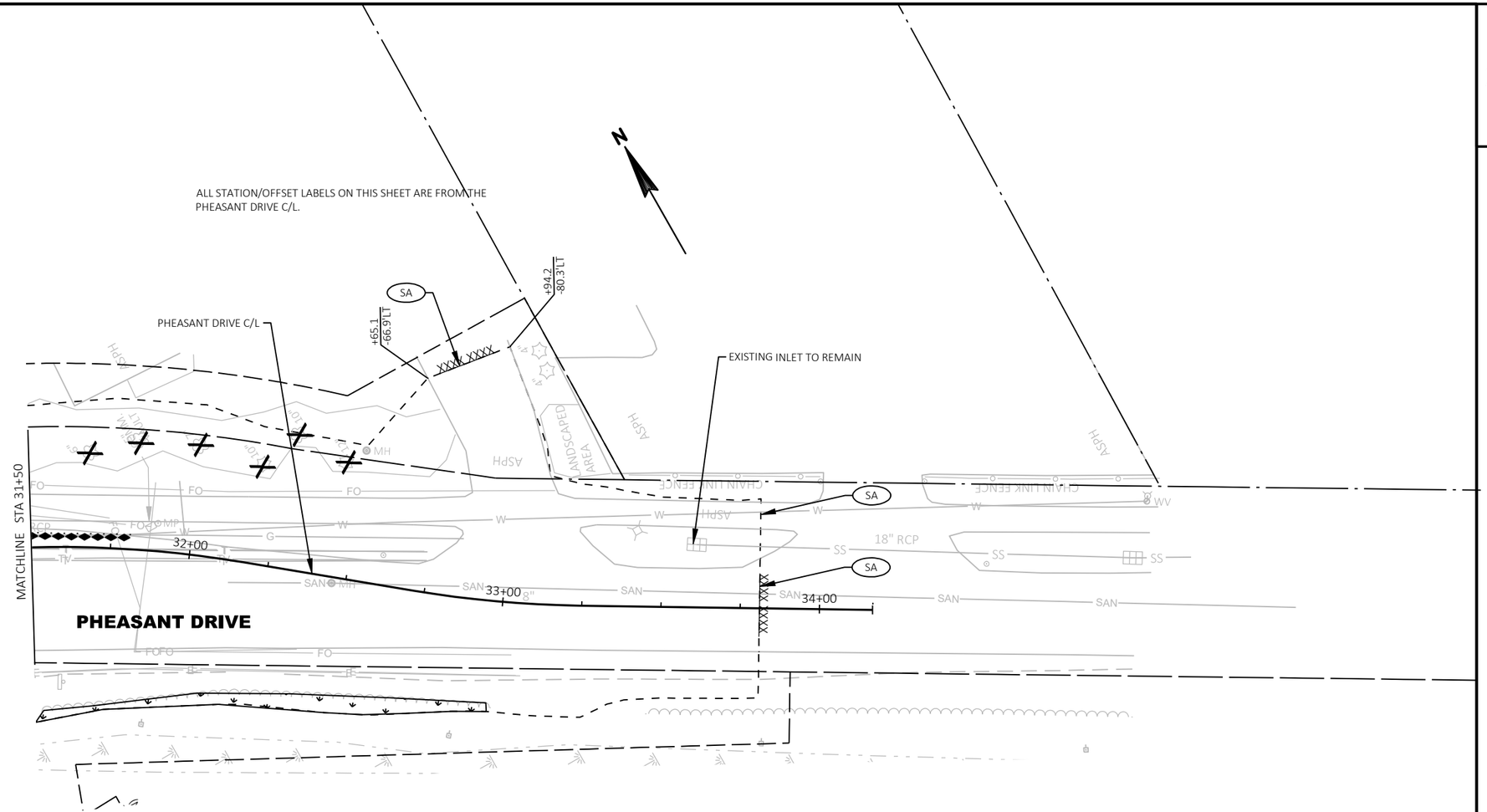
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 51	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - 18

PLOT DATE : 7/29/2020 5:13 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE PHEASANT DRIVE C/L.



LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- XXXXXXX SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

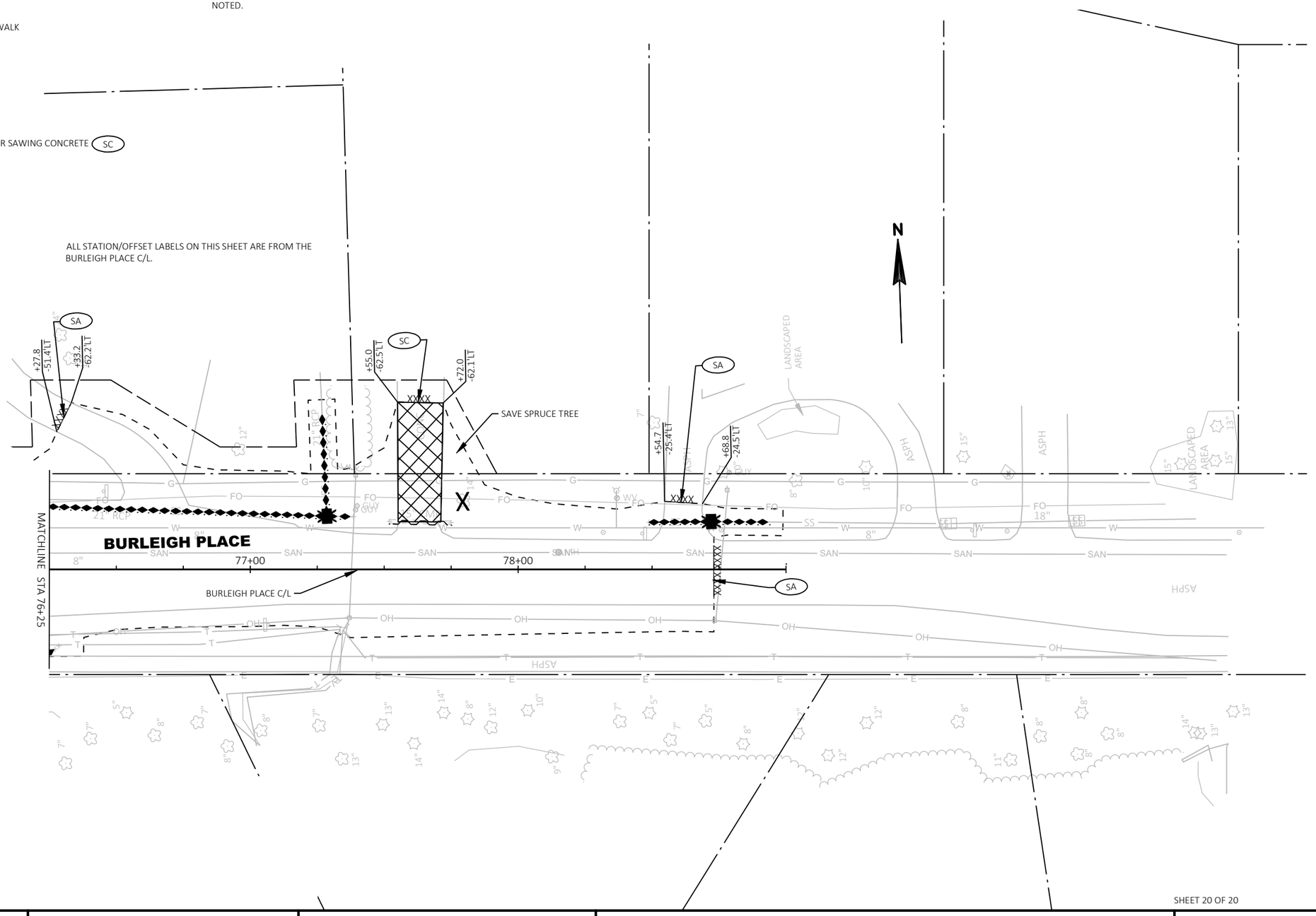
LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING PAVEMENT
- REMOVING CURB
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING FENCE
- REMOVING MASONRY
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- SAWING ASPHALT (SA) OR SAWING CONCRETE (SC)
- SLOPE INTERCEPT
- R/W
- TLE / PLE

NOTES:

- REMOVAL LIMITS ARE APPROXIMATE AND EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- DO NOT PERFORM CLEARING AND GRUBBING BEYOND THE SLOPE INTERCEPT WITHOUT APPROVAL FROM THE ENGINEER.
- REMOVAL OF EXISTING ASPHALT PAVEMENT SHALL BE INCIDENTAL TO EXCAVATION COMMON.
- SEE SIGNING PLANS FOR EXISTING ROADWAY SIGN REMOVALS.
- ALL STATION/OFFSET LABELS ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE BURLEIGH PLACE C/L.



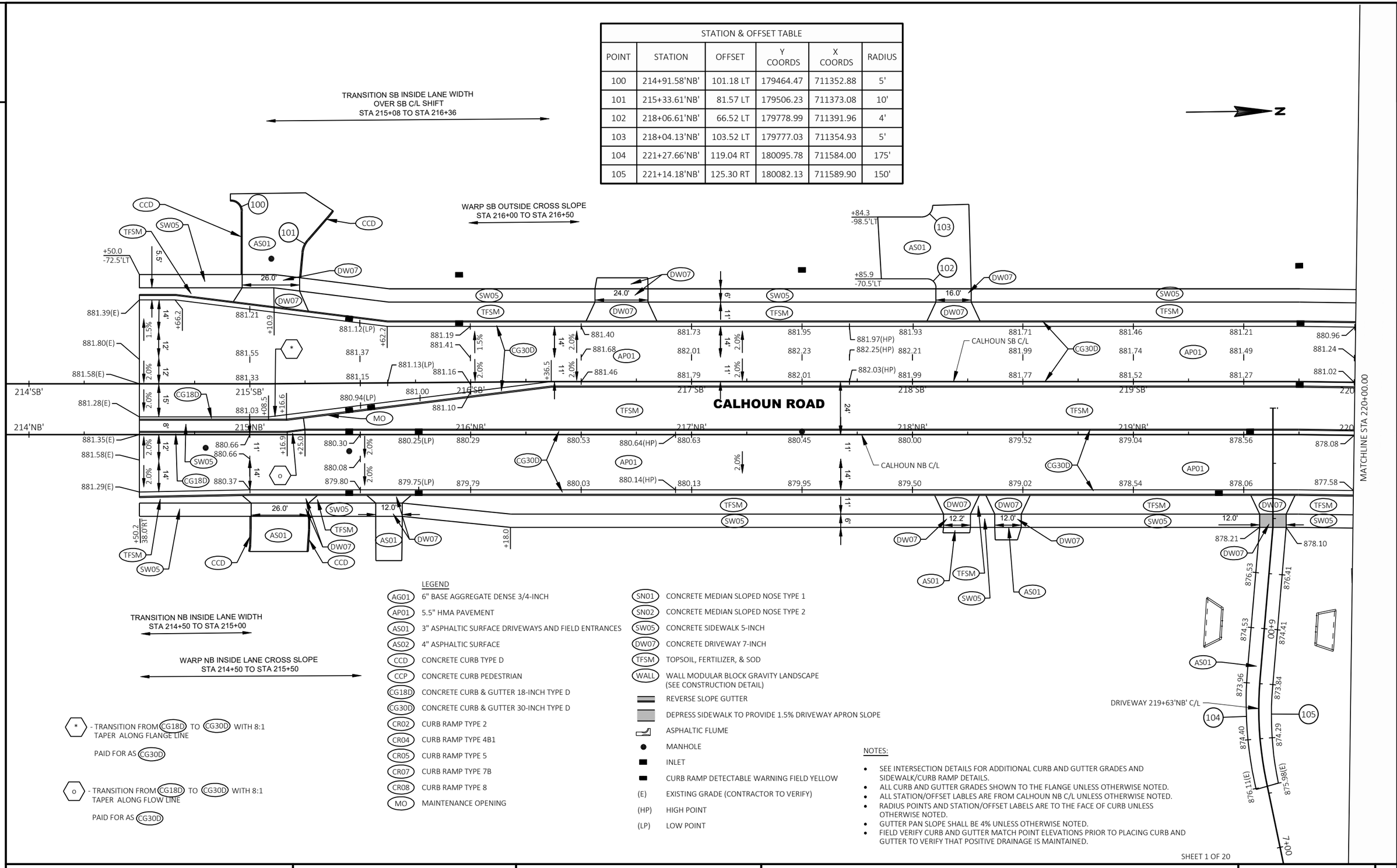
SHEET 20 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	REMOVAL PLANS	SHEET 53	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021050-RM.DWG
LAYOUT NAME - Burleigh Place

PLOT DATE : 7/29/2020 5:14 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
100	214+91.58'NB'	101.18 LT	179464.47	711352.88	5'
101	215+33.61'NB'	81.57 LT	179506.23	711373.08	10'
102	218+06.61'NB'	66.52 LT	179778.99	711391.96	4'
103	218+04.13'NB'	103.52 LT	179777.03	711354.93	5'
104	221+27.66'NB'	119.04 RT	180095.78	711584.00	175'
105	221+14.18'NB'	125.30 RT	180082.13	711589.90	150'



TRANSITION NB INSIDE LANE WIDTH
STA 214+50 TO STA 215+00

WARP NB INSIDE LANE CROSS SLOPE
STA 214+50 TO STA 215+50

(*) - TRANSITION FROM CG18D TO CG30D WITH 8:1 TAPER ALONG FLANGE LINE

PAID FOR AS CG30D

(o) - TRANSITION FROM CG18D TO CG30D WITH 8:1 TAPER ALONG FLOW LINE

PAID FOR AS CG30D

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

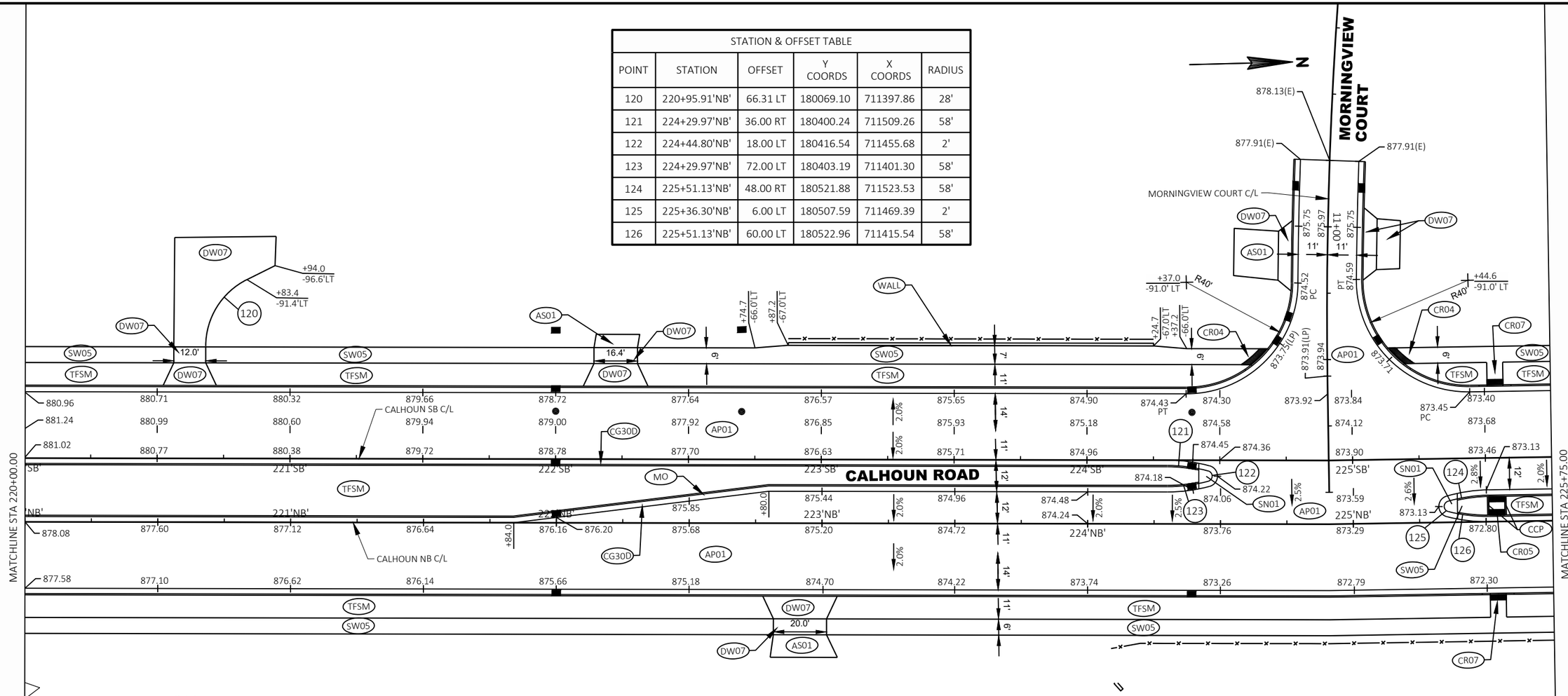
NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

SHEET 1 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 54	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
120	220+95.91'NB'	66.31 LT	180069.10	711397.86	28'
121	224+29.97'NB'	36.00 RT	180400.24	711509.26	58'
122	224+44.80'NB'	18.00 LT	180416.54	711455.68	2'
123	224+29.97'NB'	72.00 LT	180403.19	711401.30	58'
124	225+51.13'NB'	48.00 RT	180521.88	711523.53	58'
125	225+36.30'NB'	6.00 LT	180507.59	711469.39	2'
126	225+51.13'NB'	60.00 LT	180522.96	711415.54	58'



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

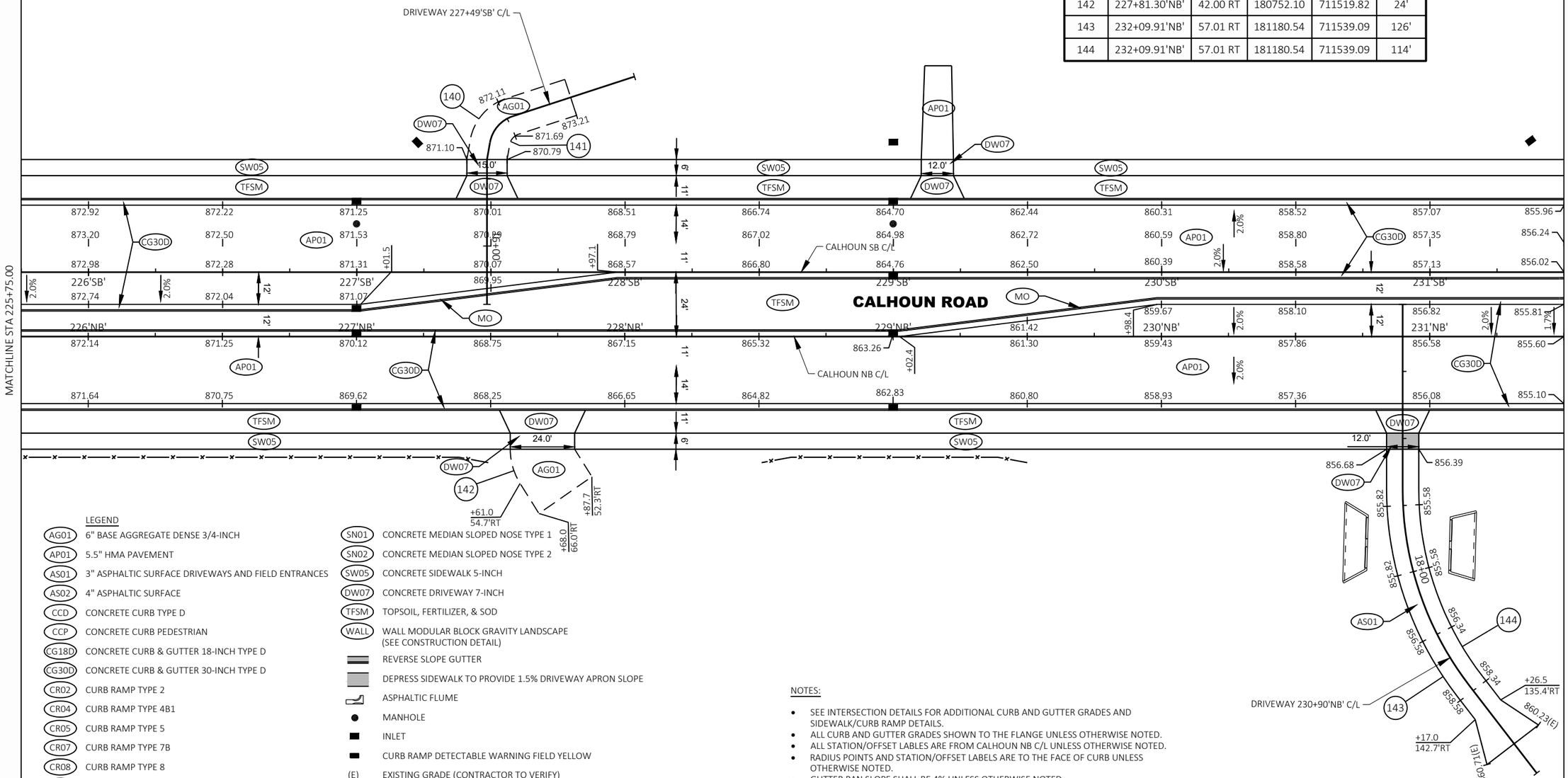
NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

SHEET 2 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 55	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
140	227+62.08'NB'	69.75 LT	180734.00	711407.88	20'
141	227+62.00'NB'	70.68 LT	180733.92	711406.96	5'
142	227+81.30'NB'	42.00 RT	180752.10	711519.82	24'
143	232+09.91'NB'	57.01 RT	181180.54	711539.09	126'
144	232+09.91'NB'	57.01 RT	181180.54	711539.09	114'



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

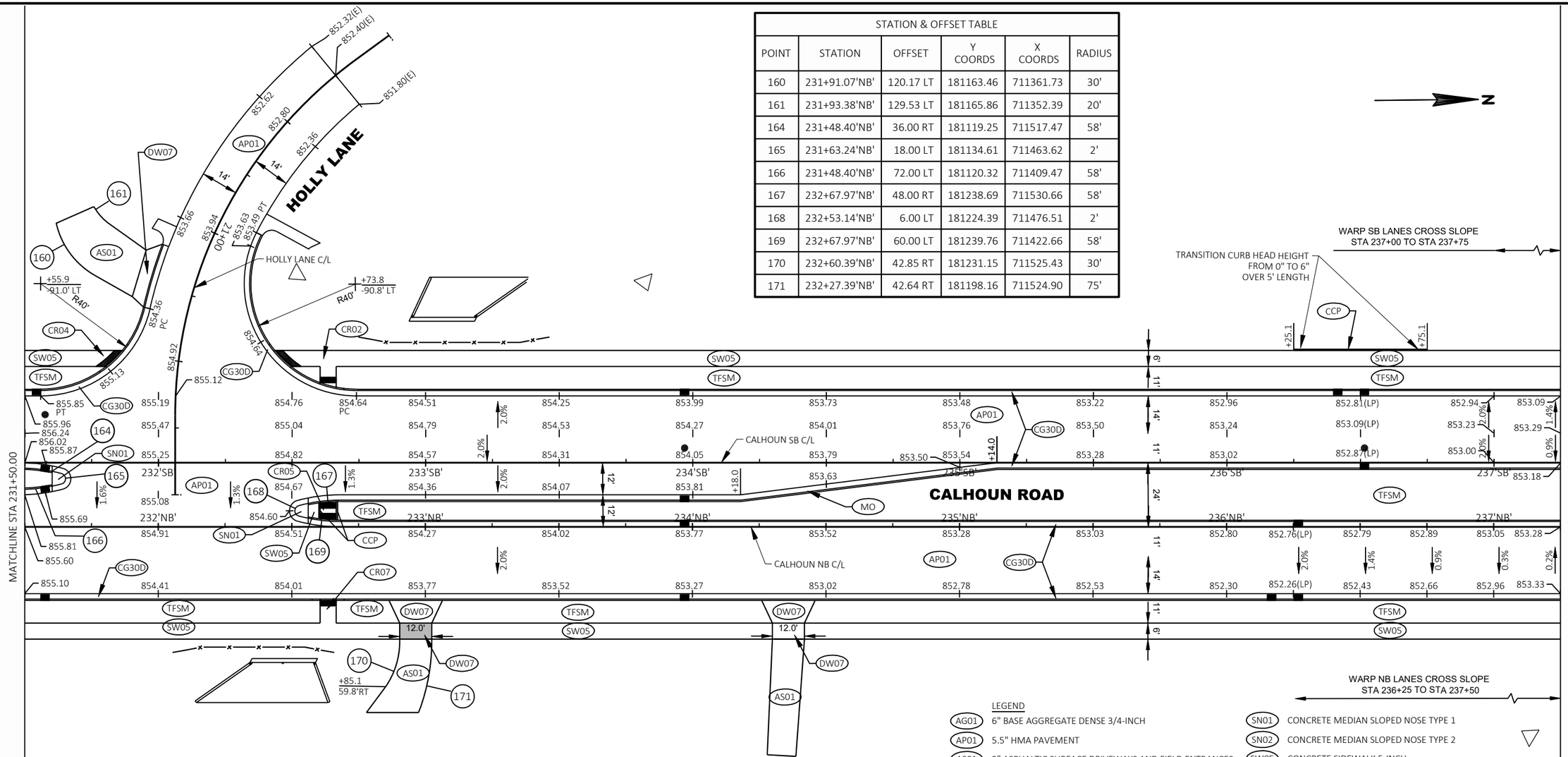
NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

SHEET 3 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 56	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
160	231+91.07'NB'	120.17 LT	181163.46	711361.73	30'
161	231+93.38'NB'	129.53 LT	181165.86	711352.39	20'
164	231+48.40'NB'	36.00 RT	181119.25	711517.47	58'
165	231+63.24'NB'	18.00 LT	181134.61	711463.62	2'
166	231+48.40'NB'	72.00 LT	181120.32	711409.47	58'
167	232+67.97'NB'	48.00 RT	181238.69	711530.66	58'
168	232+53.14'NB'	6.00 LT	181224.39	711476.51	2'
169	232+67.97'NB'	60.00 LT	181239.76	711422.66	58'
170	232+60.39'NB'	42.85 RT	181231.15	711525.43	30'
171	232+27.39'NB'	42.64 RT	181198.16	711524.90	75'



NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
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- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)

REVERSE SLOPE GUTTER
DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
ASPHALTIC FLUME
MANHOLE
INLET
CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E) EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP) HIGH POINT
(LP) LOW POINT

SHEET 4 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 57	E

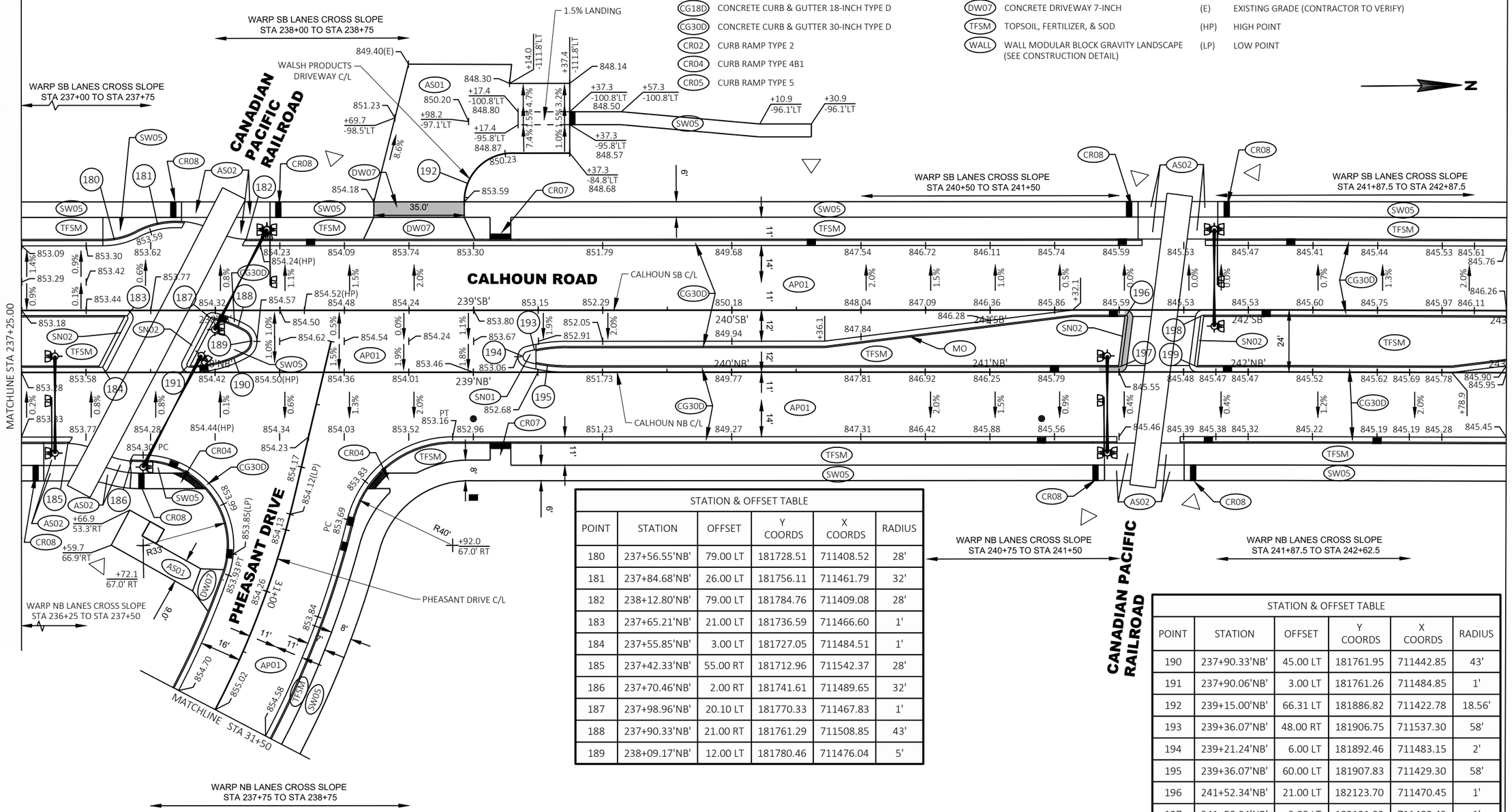
NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
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LEGEND

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CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)

REVERSE SLOPE GUTTER
DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
ASPHALTIC FLUME
MANHOLE
INLET
CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E) EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP) HIGH POINT
(LP) LOW POINT



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
180	237+56.55'NB'	79.00 LT	181728.51	711408.52	28'
181	237+84.68'NB'	26.00 LT	181756.11	711461.79	32'
182	238+12.80'NB'	79.00 LT	181784.76	711409.08	28'
183	237+65.21'NB'	21.00 LT	181736.59	711466.60	1'
184	237+55.85'NB'	3.00 LT	181727.05	711484.51	1'
185	237+42.33'NB'	55.00 RT	181712.96	711542.37	28'
186	237+70.46'NB'	2.00 RT	181741.61	711489.65	32'
187	237+98.96'NB'	20.10 LT	181770.33	711467.83	1'
188	237+90.33'NB'	21.00 RT	181761.29	711508.85	43'
189	238+09.17'NB'	12.00 LT	181780.46	711476.04	5'

STATION & OFFSET TABLE

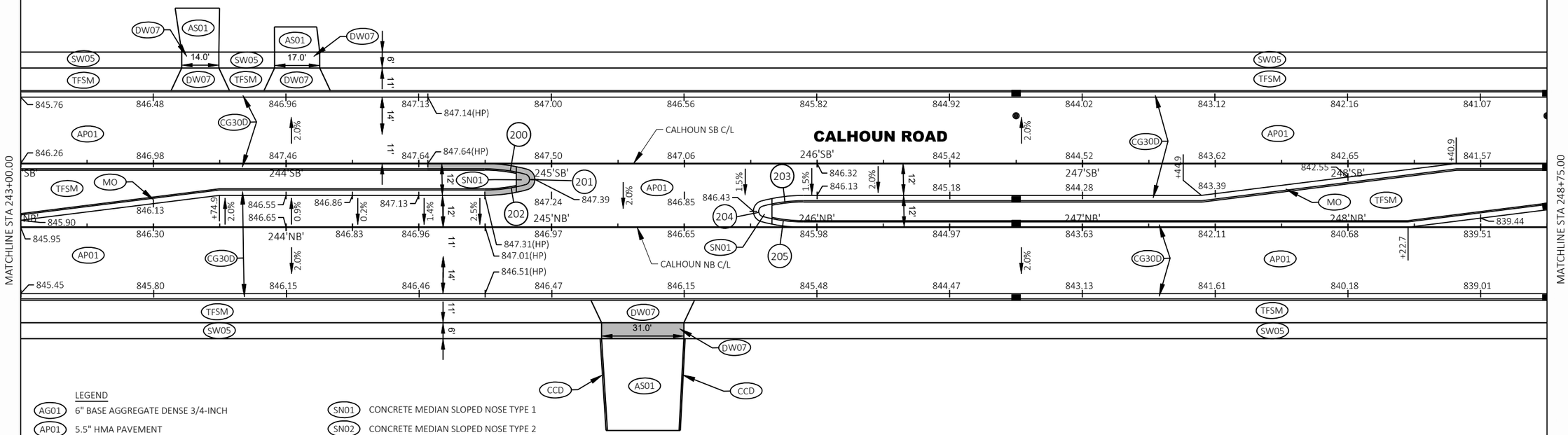
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
190	237+90.33'NB'	45.00 LT	181761.95	711442.85	43'
191	237+90.06'NB'	3.00 LT	181761.26	711484.85	1'
192	239+15.00'NB'	66.31 LT	181886.82	711422.78	18.56'
193	239+36.07'NB'	48.00 RT	181906.75	711537.30	58'
194	239+21.24'NB'	6.00 LT	181892.46	711483.15	2'
195	239+36.07'NB'	60.00 LT	181907.83	711429.30	58'
196	241+52.34'NB'	21.00 LT	182123.70	711470.45	1'
197	241+50.04'NB'	3.00 LT	182121.22	711488.42	1'
198	241+82.59'NB'	21.00 LT	182153.95	711470.75	1'
199	241+80.28'NB'	3.00 LT	182151.46	711488.72	1'

SHEET 5 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 58 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 5
PLOT DATE : 7/31/2020 8:11 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
200	244+74.86'NB'	36.00 RT	182445.50	711531.57	58'
201	244+89.69'NB'	18.00 LT	182461.05	711477.77	2'
202	244+74.86'NB'	72.00 LT	182446.95	711423.57	58'
203	245+94.86'NB'	48.00 RT	182565.33	711545.18	58'
204	245+80.03'NB'	6.00 LT	182551.22	711490.98	2'
205	245+94.86'NB'	60.00 LT	182566.78	711437.18	58'



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

2

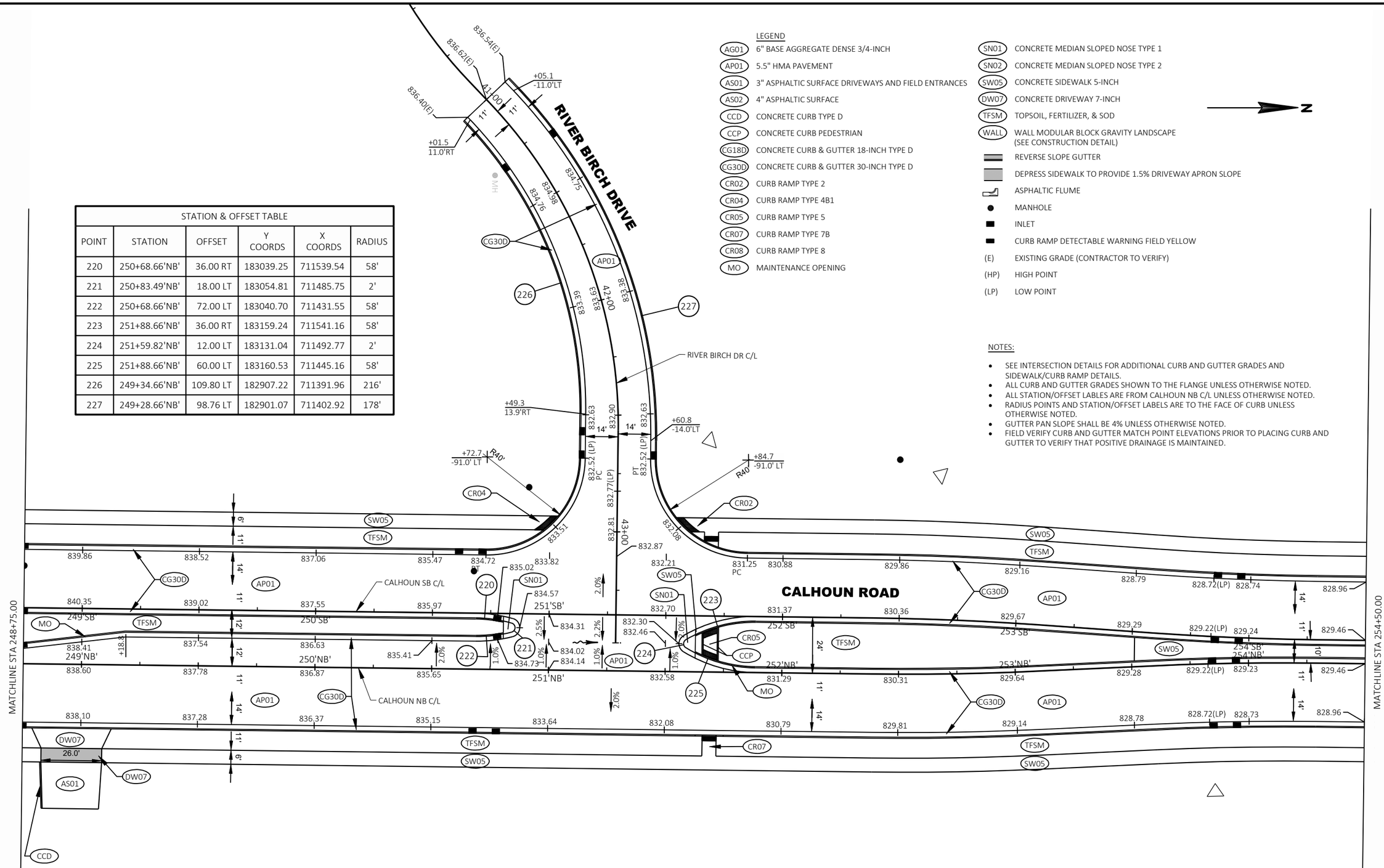
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
220	250+68.66'NB'	36.00 RT	183039.25	711539.54	58'
221	250+83.49'NB'	18.00 LT	183054.81	711485.75	2'
222	250+68.66'NB'	72.00 LT	183040.70	711431.55	58'
223	251+88.66'NB'	36.00 RT	183159.24	711541.16	58'
224	251+59.82'NB'	12.00 LT	183131.04	711492.77	2'
225	251+88.66'NB'	60.00 LT	183160.53	711445.16	58'
226	249+34.66'NB'	109.80 LT	182907.22	711391.96	216'
227	249+28.66'NB'	98.76 LT	182901.07	711402.92	178'

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.



SHEET 7 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 60	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 7

PLOT DATE : 7/29/2020 5:16 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

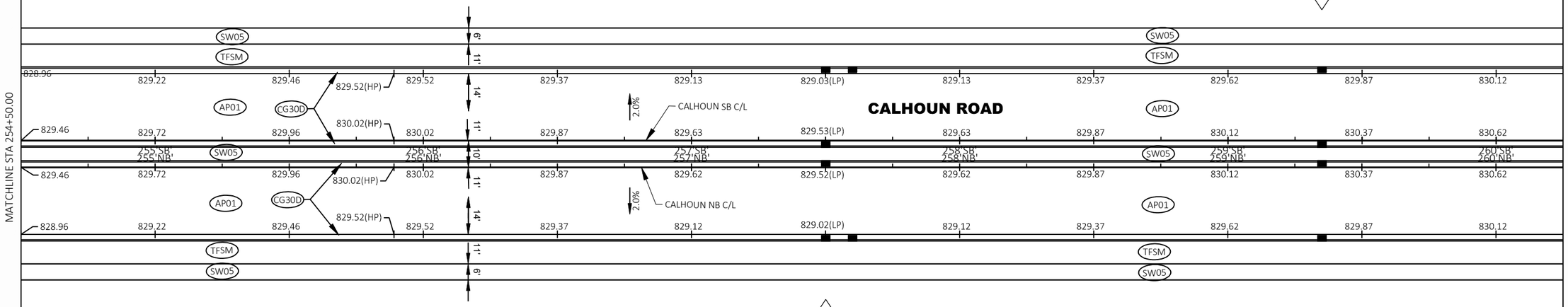
LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

N



SHEET 8 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 61	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 8

PLOT DATE : 7/29/2020 5:17 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

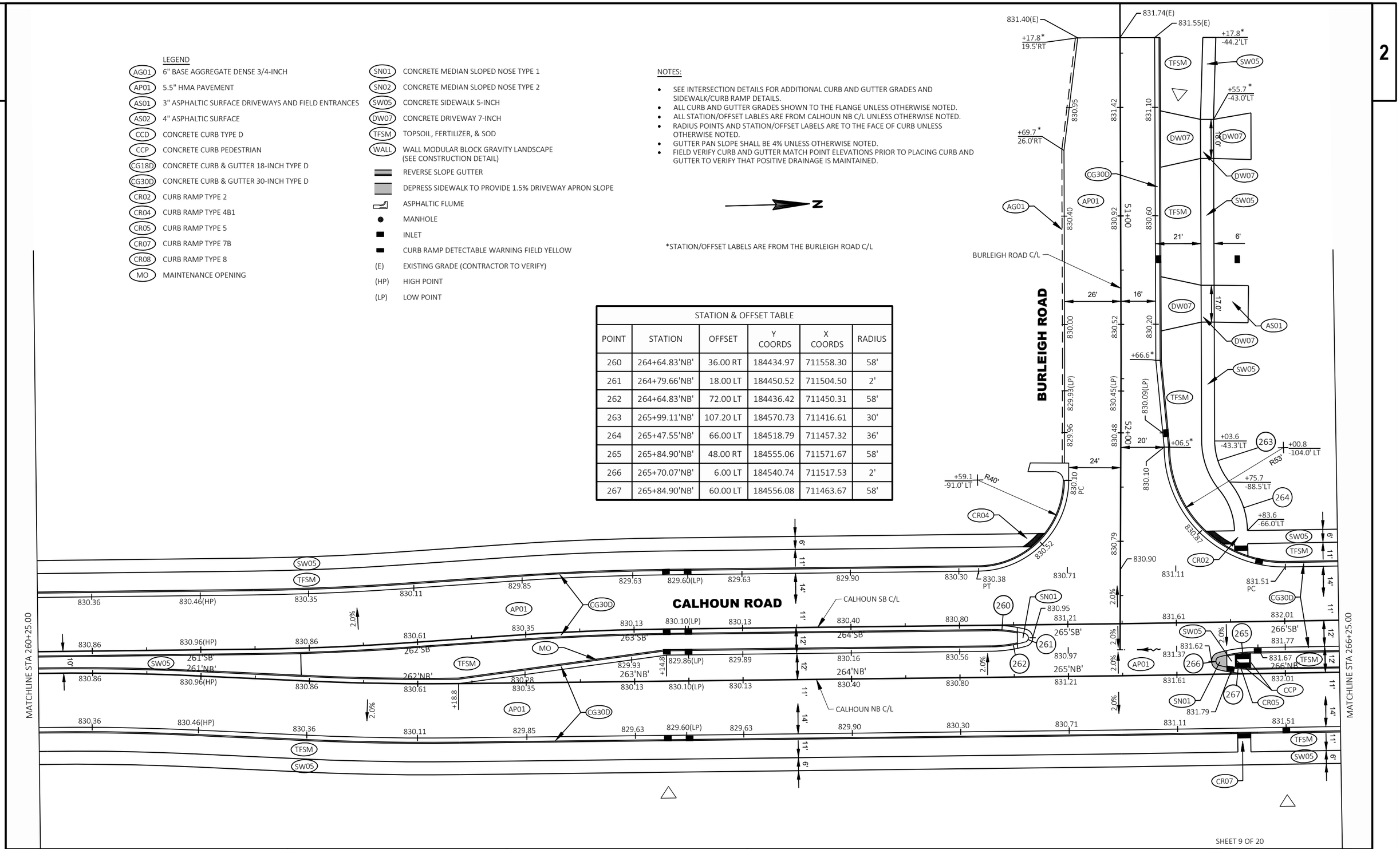
- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

N

*STATION/OFFSET LABELS ARE FROM THE BURLEIGH ROAD C/L

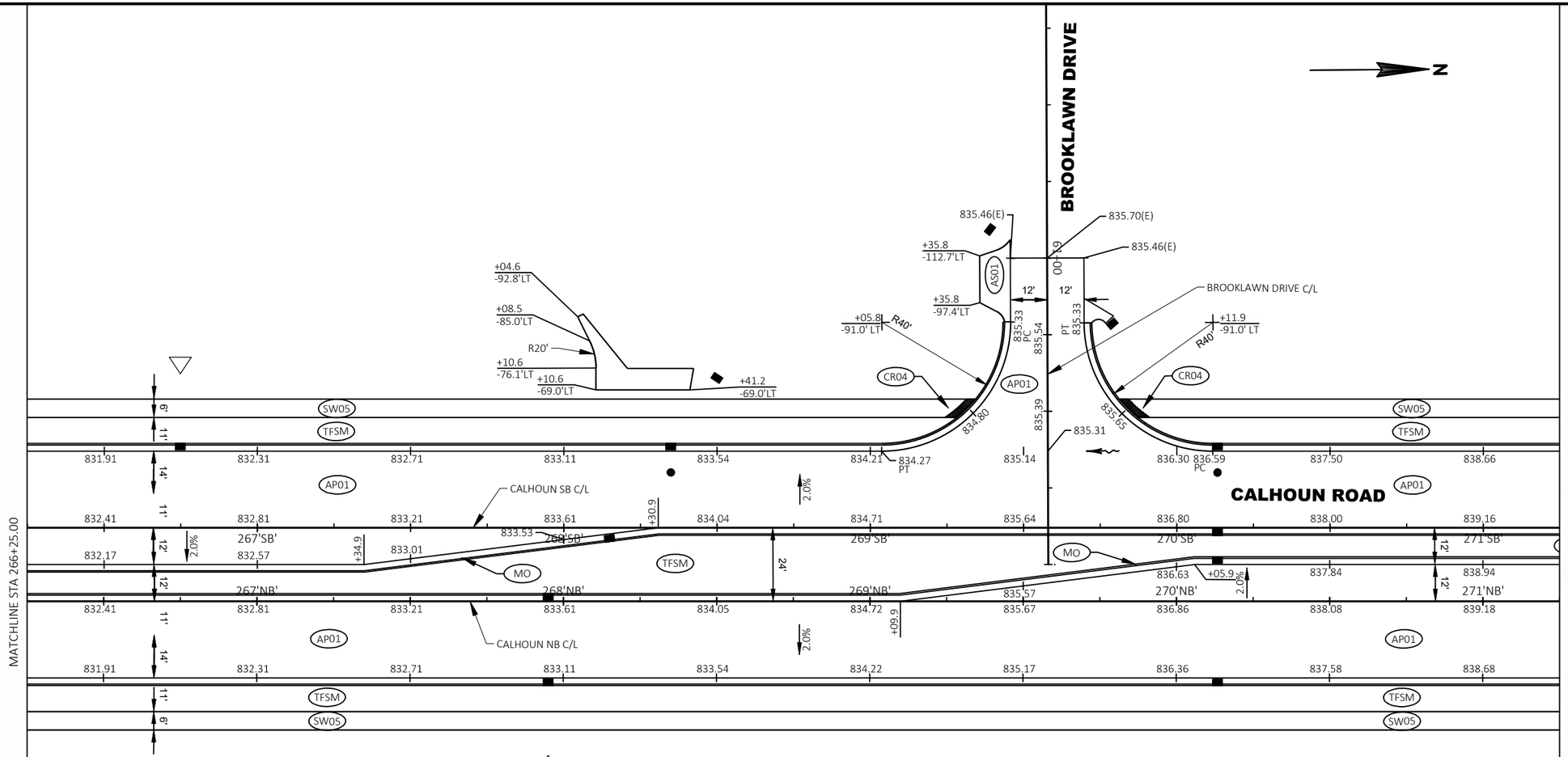
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
260	264+64.83'NB'	36.00 RT	184434.97	711558.30	58'
261	264+79.66'NB'	18.00 LT	184450.52	711504.50	2'
262	264+64.83'NB'	72.00 LT	184436.42	711450.31	58'
263	265+99.11'NB'	107.20 LT	184570.73	711416.61	30'
264	265+47.55'NB'	66.00 LT	184518.79	711457.32	36'
265	265+84.90'NB'	48.00 RT	184555.06	711571.67	58'
266	265+70.07'NB'	6.00 LT	184540.74	711517.53	2'
267	265+84.90'NB'	60.00 LT	184556.08	711463.67	58'



SHEET 9 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 62	E



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

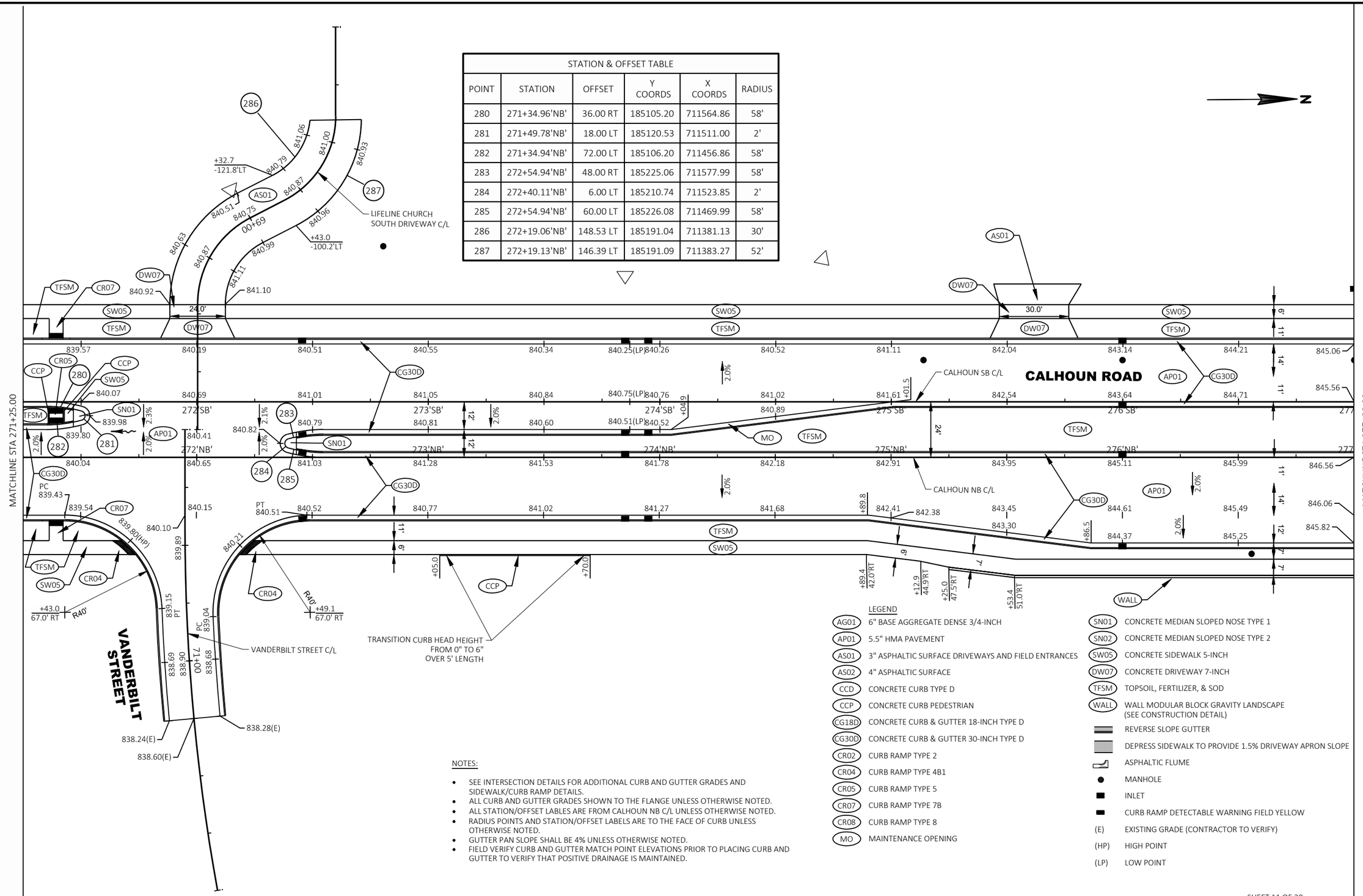
- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

SHEET 10 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 63	E

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
280	271+34.96'NB'	36.00 RT	185105.20	711564.86	58'
281	271+49.78'NB'	18.00 LT	185120.53	711511.00	2'
282	271+34.94'NB'	72.00 LT	185106.20	711456.86	58'
283	272+54.94'NB'	48.00 RT	185225.06	711577.99	58'
284	272+40.11'NB'	6.00 LT	185210.74	711523.85	2'
285	272+54.94'NB'	60.00 LT	185226.08	711469.99	58'
286	272+19.06'NB'	148.53 LT	185191.04	711381.13	30'
287	272+19.13'NB'	146.39 LT	185191.09	711383.27	52'



NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

SHEET 11 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 64	E

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH	CR07	CURB RAMP TYPE 7B
AP01	5.5" HMA PAVEMENT	CR08	CURB RAMP TYPE 8
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	MO	MAINTENANCE OPENING
AS02	4" ASPHALTIC SURFACE	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CCD	CONCRETE CURB TYPE D	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN	SW05	CONCRETE SIDEWALK 5-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	DW07	CONCRETE DRIVEWAY 7-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	TFSM	TOPSOIL, FERTILIZER, & SOD
CR02	CURB RAMP TYPE 2	WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
CR04	CURB RAMP TYPE 4B1		
CR05	CURB RAMP TYPE 5		

REVERSE SLOPE GUTTER

DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE

ASPHALTIC FLUME

MANHOLE

INLET

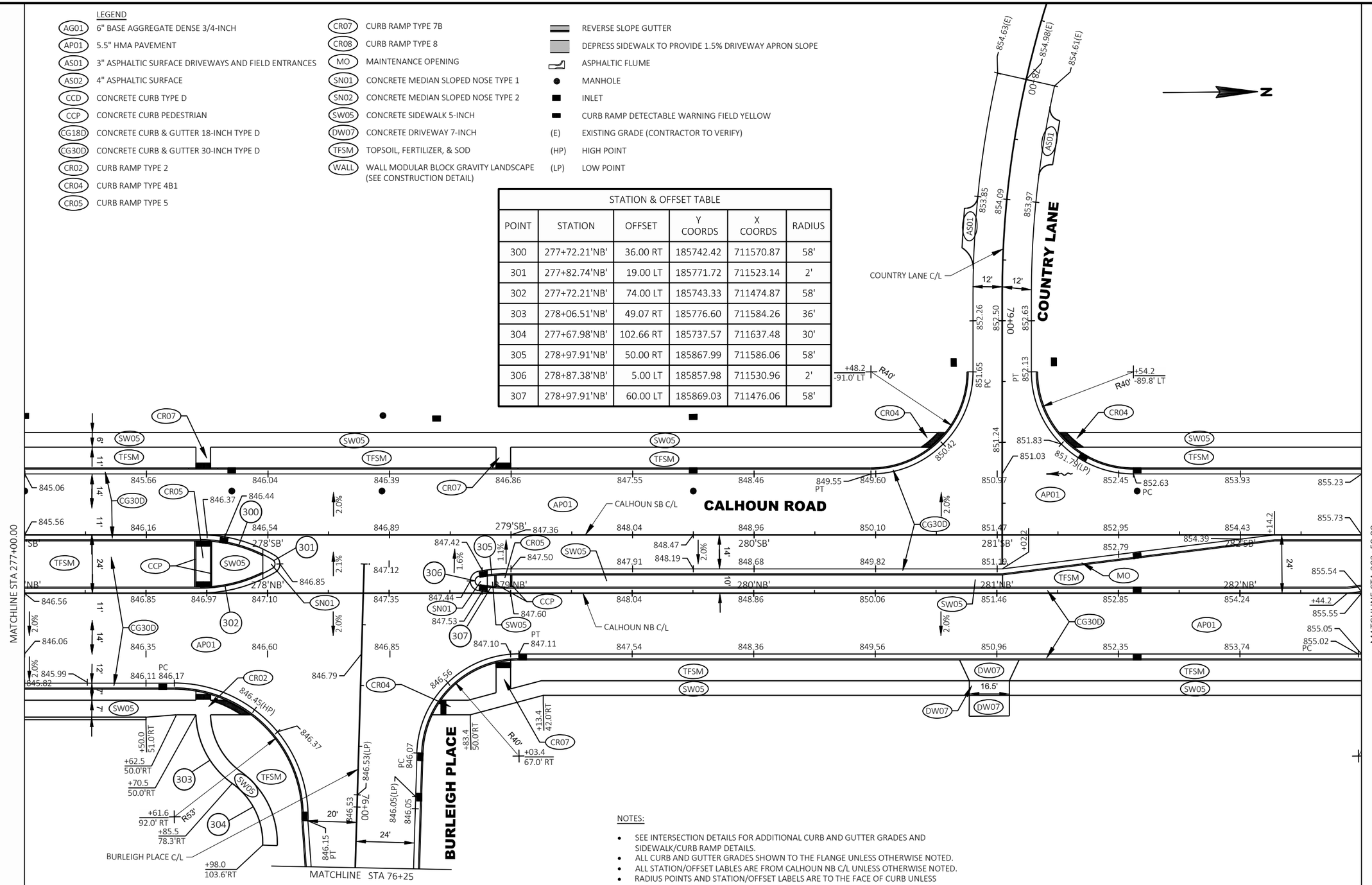
CURB RAMP DETECTABLE WARNING FIELD YELLOW

(E) EXISTING GRADE (CONTRACTOR TO VERIFY)

(HP) HIGH POINT

(LP) LOW POINT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
300	277+72.21'NB'	36.00 RT	185742.42	711570.87	58'
301	277+82.74'NB'	19.00 LT	185771.72	711523.14	2'
302	277+72.21'NB'	74.00 LT	185743.33	711474.87	58'
303	278+06.51'NB'	49.07 RT	185776.60	711584.26	36'
304	277+67.98'NB'	102.66 RT	185737.57	711637.48	30'
305	278+97.91'NB'	50.00 RT	185867.99	711586.06	58'
306	278+87.38'NB'	5.00 LT	185857.98	711530.96	2'
307	278+97.91'NB'	60.00 LT	185869.03	711476.06	58'



NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

SHEET 12 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2020 5:18 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
320	284+66.52'NB'	36.00 RT	186436.71	711577.42	58'
321	284+81.35'NB'	18.00 LT	186452.04	711523.56	2'
322	284+66.52'NB'	72.00 LT	186437.72	711469.42	58'
323	285+87.32'NB'	48.00 RT	186557.38	711590.56	58'
324	285+72.49'NB'	6.00 LT	186543.06	711536.42	2'
325	285+87.32'NB'	60.00 LT	186558.40	711482.56	58'
326	285+83.34'NB'	44.50 RT	186553.44	711587.02	7.5'
327	285+83.20'NB'	77.75 RT	186552.98	711620.27	7.5'

*STATION LABEL IS FROM THE TOWN TRAIL C/L

TOWN TRAIL

TOWN TRAIL C/L

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

MARTHA DRIVE

MARTHA DRIVE C/L

MATCHLINE STA 282+50.00

MATCHLINE STA 288+25.00

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
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PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 66	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 13
PLOT DATE : 7/29/2020 5:18 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

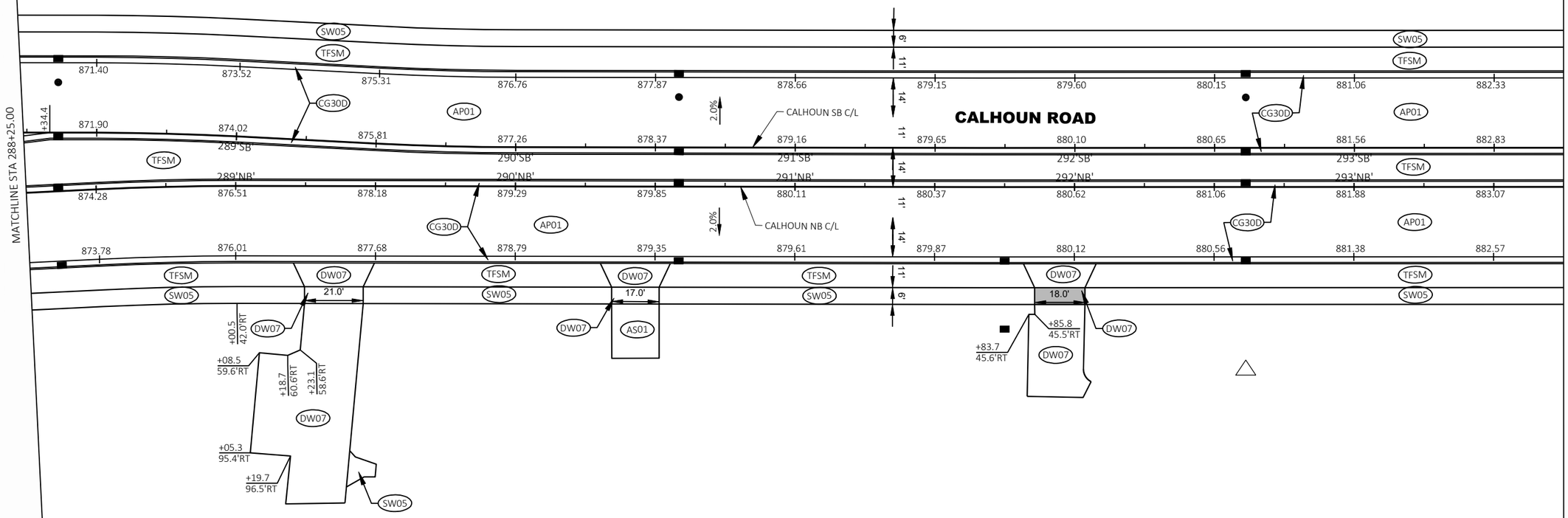
NOTES:

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- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
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- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

LEGEND

- AG01 6" BASE AGGREGATE DENSE 3/4-INCH
- AP01 5.5" HMA PAVEMENT
- AS01 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS02 4" ASPHALTIC SURFACE
- CCD CONCRETE CURB TYPE D
- CCP CONCRETE CURB PEDESTRIAN
- CG18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CR02 CURB RAMP TYPE 2
- CR04 CURB RAMP TYPE 4B1
- CR05 CURB RAMP TYPE 5
- CR07 CURB RAMP TYPE 7B
- CR08 CURB RAMP TYPE 8
- MO MAINTENANCE OPENING
- SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW05 CONCRETE SIDEWALK 5-INCH
- DW07 CONCRETE DRIVEWAY 7-INCH
- TFSM TOPSOIL, FERTILIZER, & SOD
- WALL WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
- REVERSE SLOPE GUTTER
- DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
- ASPHALTIC FLUME
- MANHOLE
- INLET
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- (E) EXISTING GRADE (CONTRACTOR TO VERIFY)
- (HP) HIGH POINT
- (LP) LOW POINT

N



SHEET 14 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 67	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 14

PLOT DATE : 7/29/2020 5:18 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

- SEE INTERSECTION DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES AND SIDEWALK/CURB RAMP DETAILS.
- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
- ALL STATION/OFFSET LABLES ARE FROM CALHOUN NB C/L UNLESS OTHERWISE NOTED.
- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)

REVERSE SLOPE GUTTER

DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE

ASPHALTIC FLUME

MANHOLE

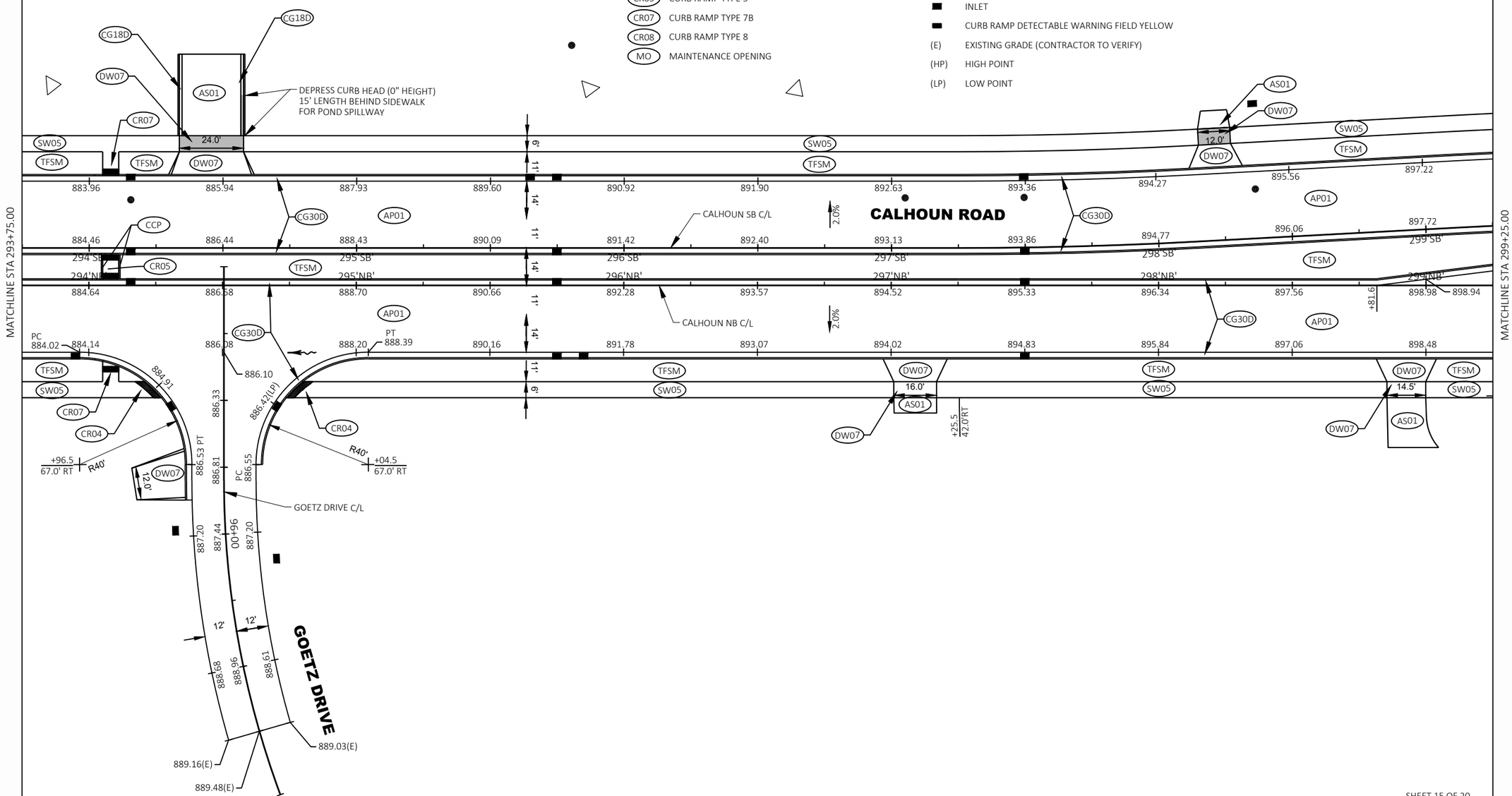
INLET

CURB RAMP DETECTABLE WARNING FIELD YELLOW

(E) EXISTING GRADE (CONTRACTOR TO VERIFY)

(HP) HIGH POINT

(LP) LOW POINT



SHEET 15 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 68	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 15

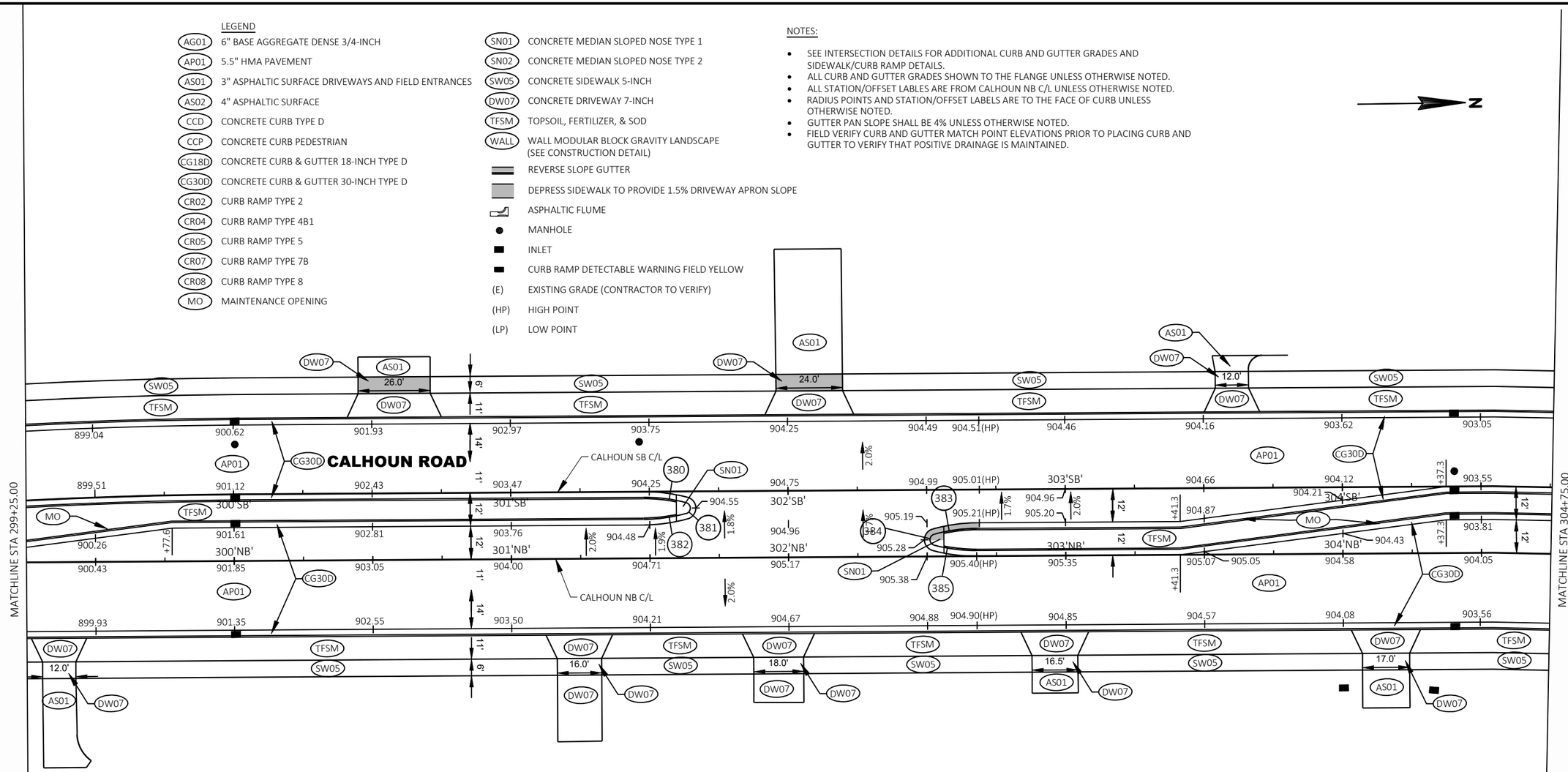
PLOT DATE : 7/31/2020 7:36 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

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- ALL CURB AND GUTTER GRADES SHOWN TO THE FLANGE UNLESS OTHERWISE NOTED.
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- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.



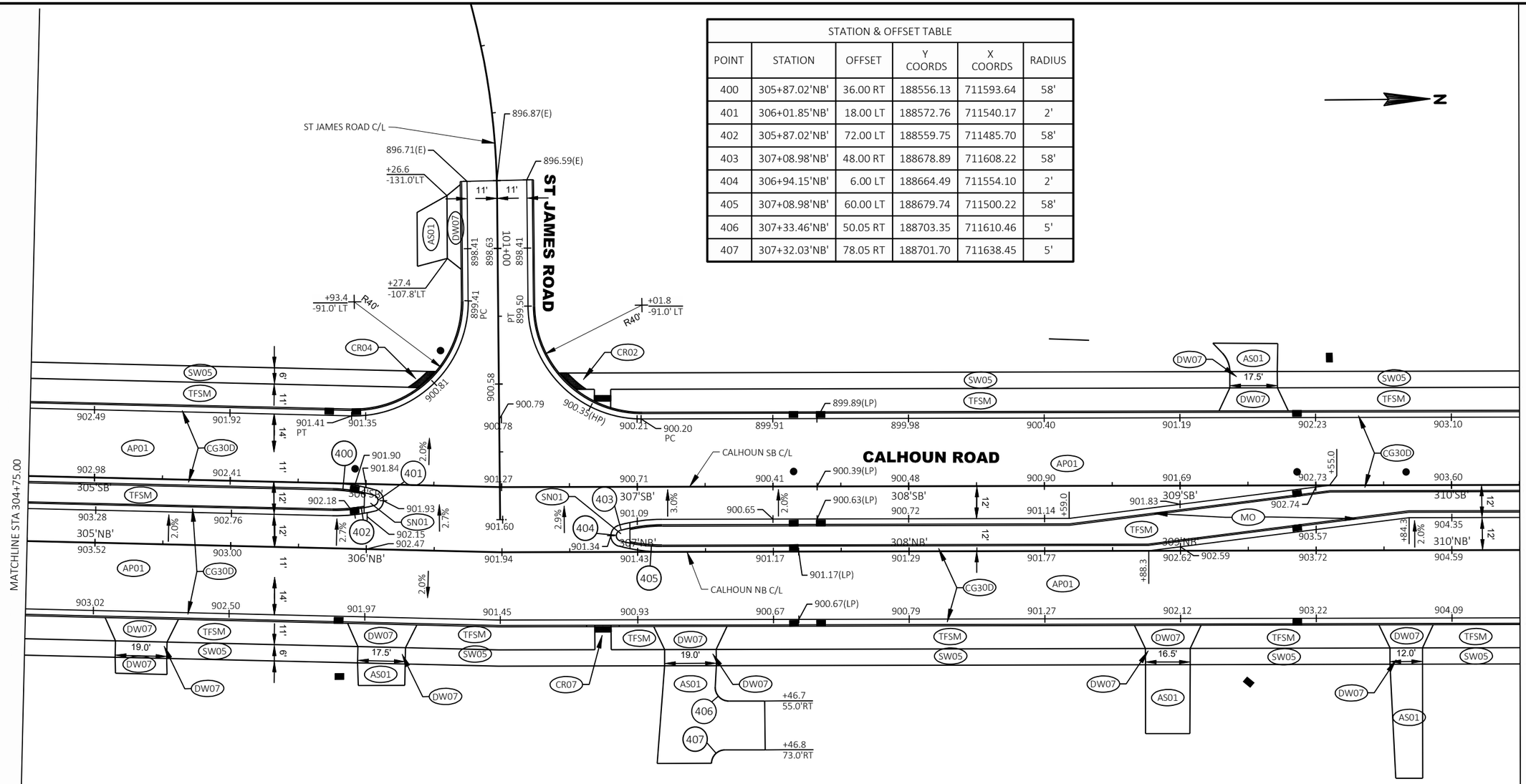
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
380	301+47.79'NB'	36.00 RT	188117.91	711586.78	58'
381	301+62.62'NB'	18.00 LT	188133.17	711532.90	2'
382	301+47.79'NB'	72.00 LT	188118.76	711478.79	58'
383	302+67.87'NB'	48.00 RT	188237.90	711599.73	58'
384	302+53.04'NB'	6.00 LT	188223.49	711545.61	2'
385	302+67.87'NB'	60.00 LT	188238.75	711491.73	58'

SHEET 16 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 69	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 16
PLOT DATE : 7/29/2020 5:19 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
400	305+87.02'NB'	36.00 RT	188556.13	711593.64	58'
401	306+01.85'NB'	18.00 LT	188572.76	711540.17	2'
402	305+87.02'NB'	72.00 LT	188559.75	711485.70	58'
403	307+08.98'NB'	48.00 RT	188678.89	711608.22	58'
404	306+94.15'NB'	6.00 LT	188664.49	711554.10	2'
405	307+08.98'NB'	60.00 LT	188679.74	711500.22	58'
406	307+33.46'NB'	50.05 RT	188703.35	711610.46	5'
407	307+32.03'NB'	78.05 RT	188701.70	711638.45	5'



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH	CR07	CURB RAMP TYPE 7B
AP01	5.5" HMA PAVEMENT	CR08	CURB RAMP TYPE 8
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	MO	MAINTENANCE OPENING
AS02	4" ASPHALTIC SURFACE	SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CCD	CONCRETE CURB TYPE D	SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN	SW05	CONCRETE SIDEWALK 5-INCH
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	DW07	CONCRETE DRIVEWAY 7-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	TFSM	TOPSOIL, FERTILIZER, & SOD
CR02	CURB RAMP TYPE 2	WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
CR04	CURB RAMP TYPE 4B1		
CR05	CURB RAMP TYPE 5		

REVERSE SLOPE GUTTER

DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE

ASPHALTIC FLUME

MANHOLE

INLET

CURB RAMP DETECTABLE WARNING FIELD YELLOW

(E) EXISTING GRADE (CONTRACTOR TO VERIFY)

(HP) HIGH POINT

(LP) LOW POINT

NOTES:

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- RADIUS POINTS AND STATION/OFFSET LABELS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- GUTTER PAN SLOPE SHALL BE 4% UNLESS OTHERWISE NOTED.
- FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 70	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 17
PLOT DATE : 7/29/2020 5:19 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

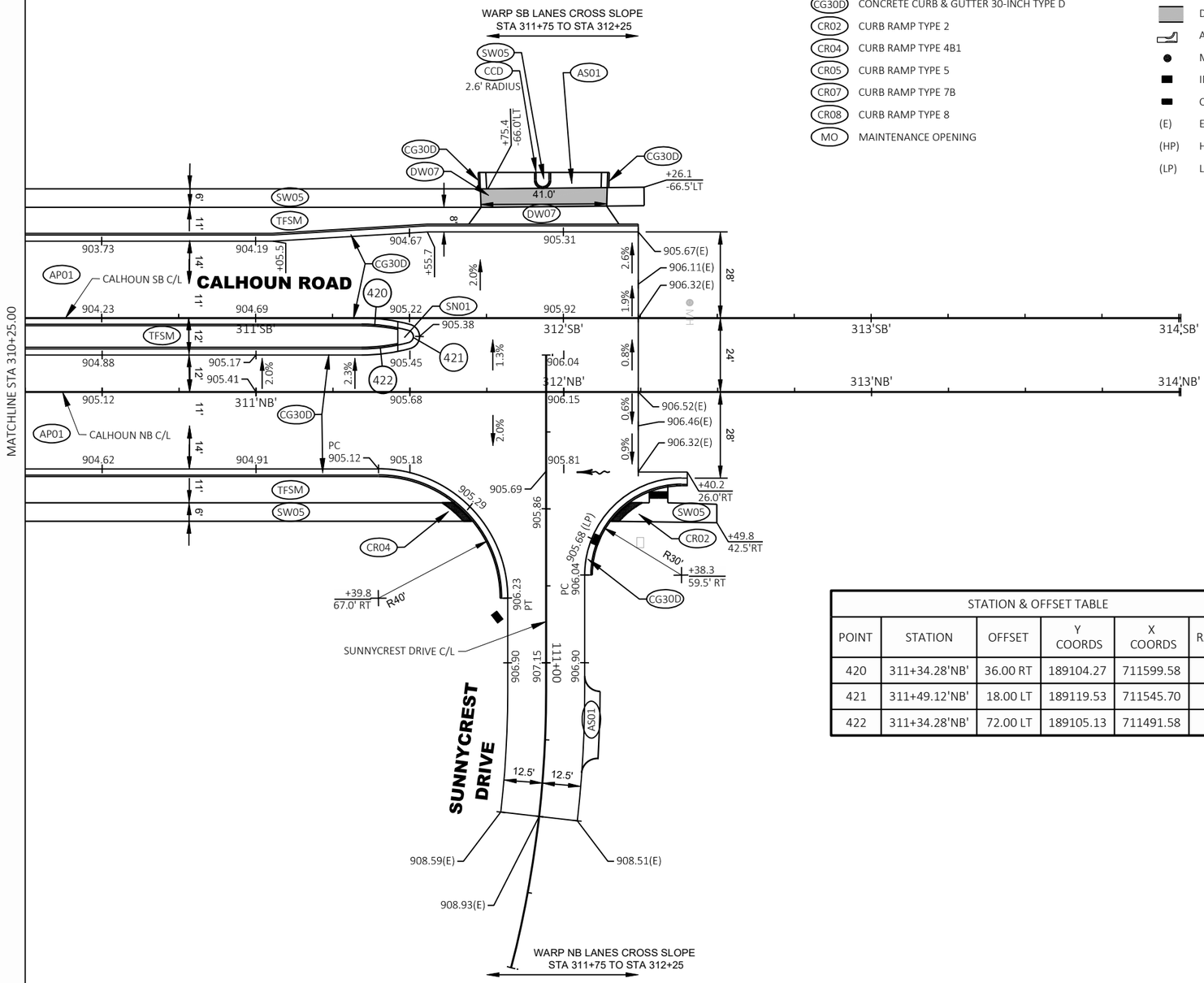
NOTES:

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LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
CR07	CURB RAMP TYPE 7B
CR08	CURB RAMP TYPE 8
MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

N



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
420	311+34.28'NB'	36.00 RT	189104.27	711599.58	58'
421	311+49.12'NB'	18.00 LT	189119.53	711545.70	2'
422	311+34.28'NB'	72.00 LT	189105.13	711491.58	58'

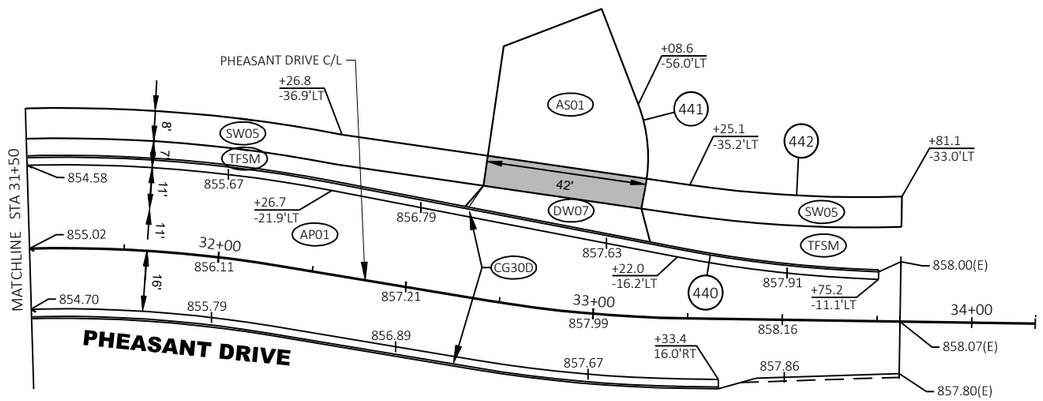
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVING DETAILS	SHEET 71	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 18
PLOT DATE : 7/29/2020 5:19 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE PHEASANT DRIVE C/L.

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
440	33+81.08	350.00 LT	181940.92	711986.39	339'
441	32+68.11	37.40 LT	181729.51	711737.43	40'
442	33+65.64	351.67 LT	181950.19	711973.94	319.04'



LEGEND

AG01	6" BASE AGGREGATE DENSE 3/4-INCH
AP01	5.5" HMA PAVEMENT
AS01	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS02	4" ASPHALTIC SURFACE
CCD	CONCRETE CURB TYPE D
CCP	CONCRETE CURB PEDESTRIAN
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CR02	CURB RAMP TYPE 2
CR04	CURB RAMP TYPE 4B1
CR05	CURB RAMP TYPE 5
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MO	MAINTENANCE OPENING
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW05	CONCRETE SIDEWALK 5-INCH
DW07	CONCRETE DRIVEWAY 7-INCH
TFSM	TOPSOIL, FERTILIZER, & SOD
WALL	WALL MODULAR BLOCK GRAVITY LANDSCAPE (SEE CONSTRUCTION DETAIL)
	REVERSE SLOPE GUTTER
	DEPRESS SIDEWALK TO PROVIDE 1.5% DRIVEWAY APRON SLOPE
	ASPHALTIC FLUME
	MANHOLE
	INLET
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
(E)	EXISTING GRADE (CONTRACTOR TO VERIFY)
(HP)	HIGH POINT
(LP)	LOW POINT

NOTES:

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LEGEND

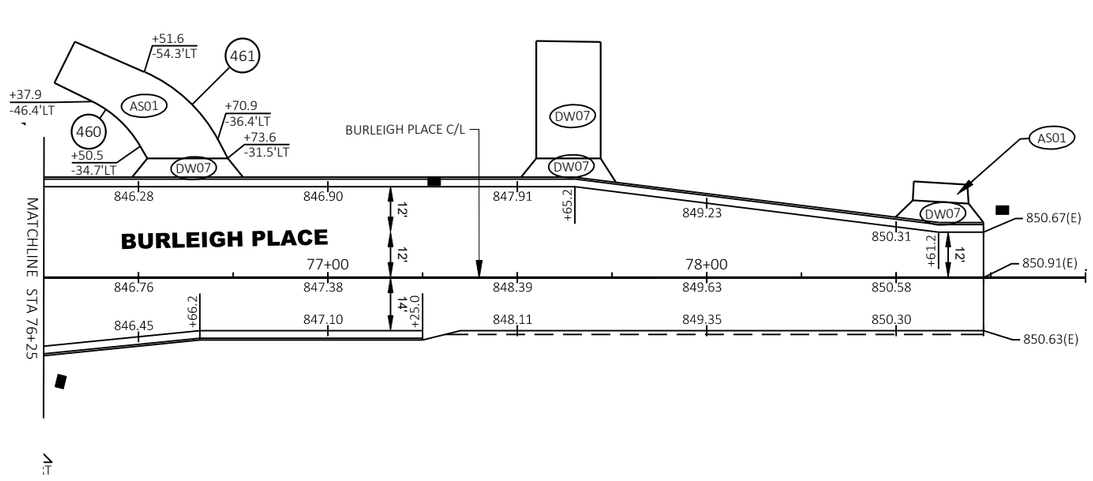
AG01	6" BASE AGGREGATE DENSE 3/4-INCH
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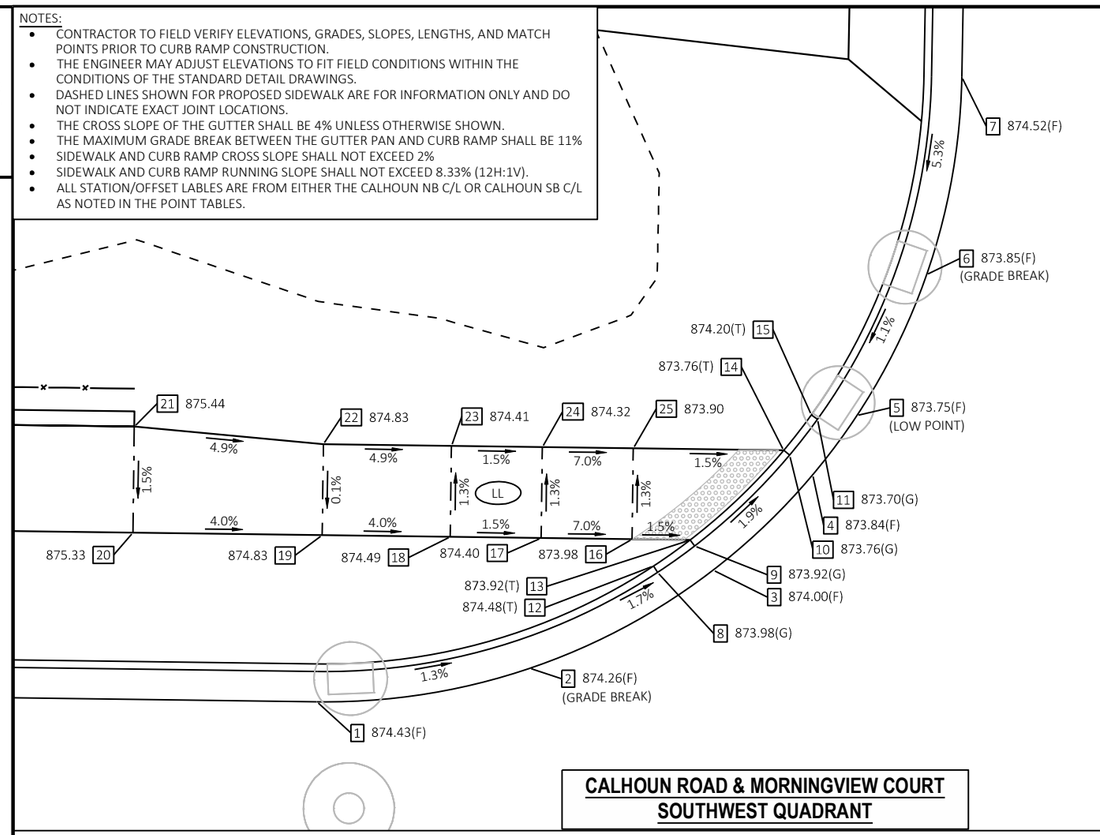
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
460	76+24.60	19.55 LT	185825.08	711648.77	30'
461	76+35.73	17.55 LT	185822.65	711659.82	40'

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE BURLEIGH PLACE C/L.

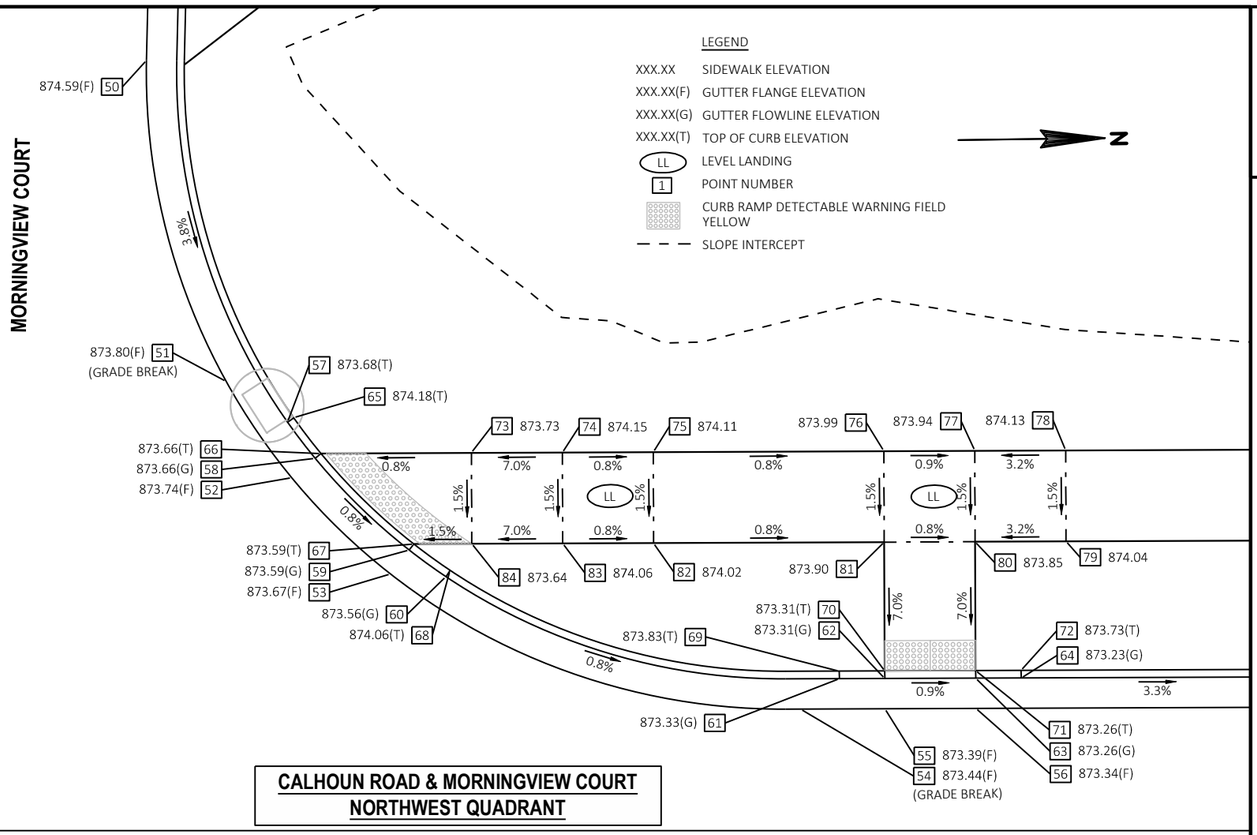


NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CALHOUN ROAD & MORNINGVIEW COURT SOUTHWEST QUADRANT



CALHOUN ROAD & MORNINGVIEW COURT NORTHWEST QUADRANT

CR-Morningview-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	224+37.29 'SB'	25.00' LT	874.43	180409.56	711424.48
2	224+51.28 'SB'	27.40' LT	874.26	180423.61	711422.46
3	224+63.32 'SB'	34.04' LT	874.00	180435.82	711416.15
4	224+69.81 'SB'	40.42' LT	873.84	180442.48	711409.95
5	224+72.66 'SB'	44.35' LT	873.75	180445.44	711406.10
6	224+77.13 'SB'	53.71' LT	873.85	180450.17	711396.87
7	224+79.29 'SB'	66.78' LT	874.52	180452.68	711383.86
8	224+59.66 'SB'	33.84' LT	873.98	180432.16	711416.25
9	224+62.08 'SB'	35.61' LT	873.92	180434.63	711414.55
10	224+68.26 'SB'	41.68' LT	873.76	180440.97	711408.65
11	224+70.07 'SB'	44.08' LT	873.70	180442.85	711406.31
12	224+59.38 'SB'	34.25' LT	874.48	180431.89	711415.83
13	224+61.77 'SB'	36.00' LT	873.92	180434.33	711414.15
14	224+67.87 'SB'	42.00' LT	873.76	180440.59	711408.32
15	224+69.66 'SB'	44.36' LT	874.20	180442.44	711406.01
16	224+57.94 'SB'	36.00' LT	873.98	180430.50	711414.05
17	224+51.94 'SB'	36.00' LT	874.40	180424.51	711413.88
18	224+45.94 'SB'	36.00' LT	874.49	180418.51	711413.72
19	224+37.49 'SB'	36.00' LT	874.83	180410.06	711413.49
20	224+25.00 'SB'	36.00' LT	875.33	180397.57	711413.15

CR-Morningview-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21	224+25.00 'SB'	43.00' LT	875.44	180397.77	711406.15
22	224+37.49 'SB'	42.00' LT	874.83	180410.23	711407.49
23	224+45.94 'SB'	42.00' LT	874.41	180418.67	711407.72
24	224+51.94 'SB'	42.00' LT	874.32	180424.67	711407.88
25	224+57.94 'SB'	42.00' LT	873.90	180430.67	711408.05

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	9.93'	17.8 SF	8.56'

CR-Morningview-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
50	225+02.48 'SB'	67.99' LT	874.59	180474.72	711383.07
51	225+07.66 'SB'	46.78' LT	873.80	180479.69	711404.33
52	225+11.95 'SB'	40.42' LT	873.74	180483.92	711410.73
53	225+18.44 'SB'	34.04' LT	873.67	180490.34	711417.17
54	225+45.47 'SB'	25.00' LT	873.44	180517.28	711426.48
55	225+51.04 'SB'	25.00' LT	873.39	180522.85	711426.54
56	225+57.03 'SB'	25.00' LT	873.34	180528.85	711426.60
57	225+11.69 'SB'	44.08' LT	873.68	180483.69	711407.07
58	225+13.50 'SB'	41.68' LT	873.66	180485.48	711409.48
59	225+19.68 'SB'	35.61' LT	873.59	180491.60	711415.62
60	225+22.10 'SB'	33.84' LT	873.56	180494.00	711417.41
61	225+48.03 'SB'	27.00' LT	873.33	180519.87	711424.51
62	225+51.03 'SB'	27.00' LT	873.31	180522.87	711424.54
63	225+57.03 'SB'	27.00' LT	873.26	180528.87	711424.60
64	225+60.03 'SB'	27.00' LT	873.23	180531.87	711424.63
65	225+12.10 'SB'	44.36' LT	874.18	180484.11	711406.79
66	225+13.89 'SB'	42.00' LT	873.66	180485.87	711409.17
67	225+19.99 'SB'	36.00' LT	873.59	180491.91	711415.23
68	225+22.38 'SB'	34.25' LT	874.06	180494.29	711417.00
69	225+48.03 'SB'	27.50' LT	873.83	180519.87	711424.01

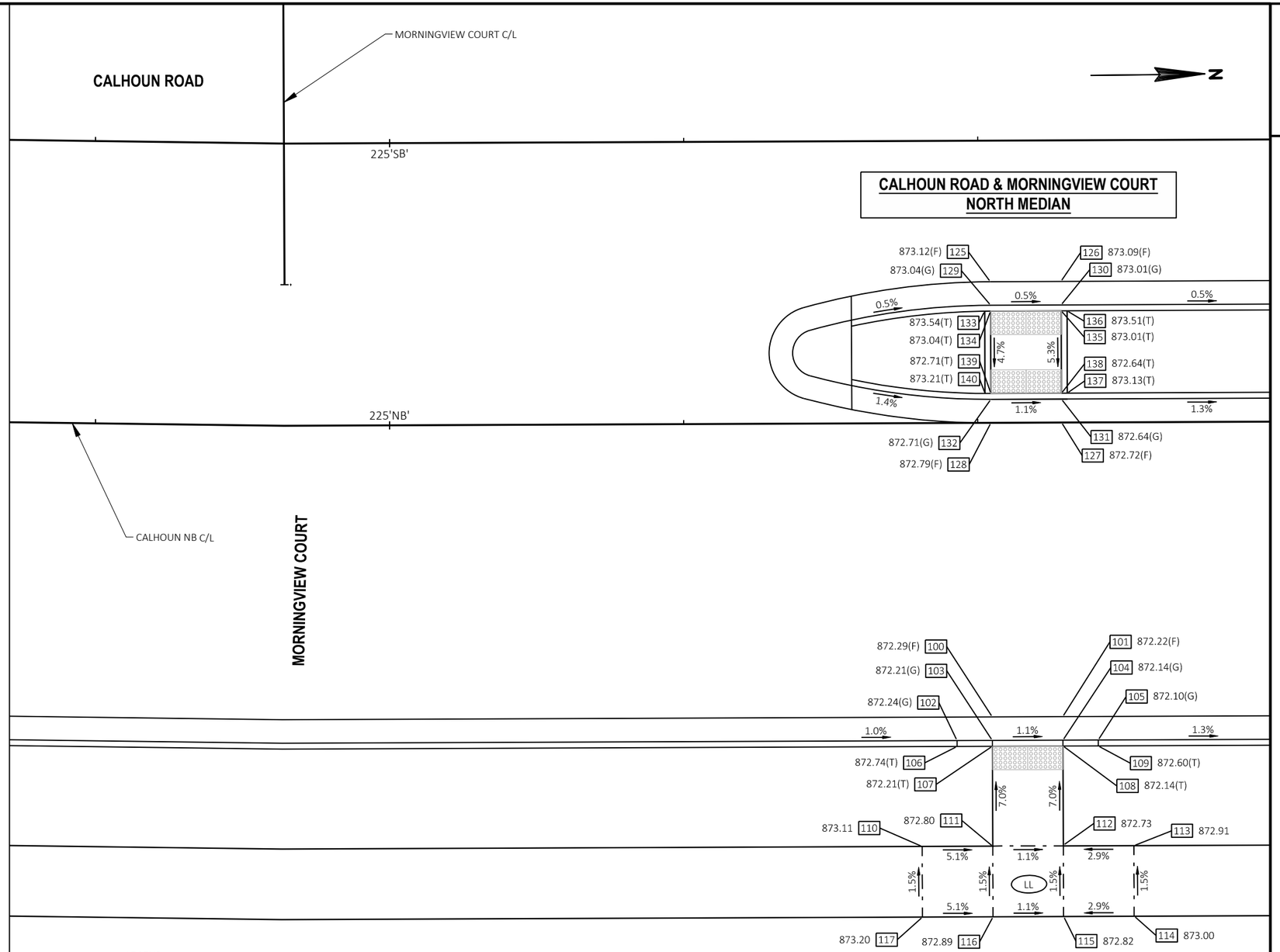
CR-Morningview-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
70	225+51.03 'SB'	27.50' LT	873.31	180522.87	711424.04
71	225+57.03 'SB'	27.50' LT	873.26	180528.87	711424.10
72	225+60.03 'SB'	27.50' LT	873.73	180531.87	711424.13
73	225+23.81 'SB'	42.00' LT	873.73	180495.80	711409.27
74	225+29.81 'SB'	42.00' LT	874.15	180501.80	711409.33
75	225+35.81 'SB'	42.00' LT	874.11	180507.80	711409.39
76	225+51.03 'SB'	42.00' LT	873.99	180523.02	711409.54
77	225+57.03 'SB'	42.00' LT	873.94	180529.01	711409.60
78	225+63.03 'SB'	42.00' LT	874.13	180535.01	711409.66
79	225+63.03 'SB'	36.00' LT	874.04	180534.95	711415.66
80	225+57.03 'SB'	36.00' LT	873.85	180528.96	711415.60
81	225+51.03 'SB'	36.00' LT	873.90	180522.96	711415.54
82	225+35.81 'SB'	36.00' LT	874.02	180507.74	711415.38
83	225+29.81 'SB'	36.00' LT	874.06	180501.74	711415.33
84	225+23.81 'SB'	36.00' LT	873.64	180495.74	711415.27

NOTES:

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- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

CR-Morningview-Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
125	225+51.13 'NB'	12.00' LT	873.12	180522.48	711463.53
126	225+57.13 'NB'	12.00' LT	873.09	180528.48	711463.59
127	225+57.13 'NB'	0.00'	872.72	180528.36	711475.59
128	225+51.13 'NB'	0.00'	872.79	180522.36	711475.53
129	225+51.13 'NB'	10.00' LT	873.04	180522.46	711465.53
130	225+57.13 'NB'	10.00' LT	873.01	180528.46	711465.59
131	225+57.13 'NB'	2.00' LT	872.64	180528.38	711473.59
132	225+51.13 'NB'	2.00' LT	872.71	180522.38	711473.53
133	225+50.63 'NB'	9.50' LT	873.54	180521.95	711466.03
134	225+51.13 'NB'	9.50' LT	873.04	180522.45	711466.03
135	225+57.13 'NB'	9.50' LT	873.01	180528.45	711466.09
136	225+57.63 'NB'	9.50' LT	873.51	180528.95	711466.10
137	225+57.63 'NB'	2.50' LT	873.13	180528.88	711473.10
138	225+57.13 'NB'	2.50' LT	872.64	180528.38	711473.09
139	225+51.13 'NB'	2.50' LT	872.71	180522.38	711473.03
140	225+50.63 'NB'	2.50' LT	873.21	180521.88	711473.03

CR-Morningview-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	225+51.13 'NB'	25.00' RT	872.29	180522.11	711500.53
101	225+57.13 'NB'	25.00' RT	872.22	180528.11	711500.59
102	225+48.13 'NB'	27.00' RT	872.24	180519.09	711502.50
103	225+51.13 'NB'	27.00' RT	872.21	180522.09	711502.53
104	225+57.13 'NB'	27.00' RT	872.14	180528.09	711502.59
105	225+60.13 'NB'	27.00' RT	872.10	180531.09	711502.62
106	225+48.13 'NB'	27.50' RT	872.74	180519.09	711503.00
107	225+51.13 'NB'	27.50' RT	872.21	180522.09	711503.03
108	225+57.13 'NB'	27.50' RT	872.14	180528.09	711503.09
109	225+60.13 'NB'	27.50' RT	872.60	180531.09	711503.12
110	225+45.13 'NB'	36.00' RT	873.11	180516.00	711511.47
111	225+51.13 'NB'	36.00' RT	872.80	180522.00	711511.53
112	225+57.13 'NB'	35.94' RT	872.73	180528.00	711511.53
113	225+63.13 'NB'	36.00' RT	872.91	180534.00	711511.65
114	225+63.13 'NB'	42.00' RT	873.00	180533.94	711517.65
115	225+57.13 'NB'	42.00' RT	872.82	180527.94	711517.59
116	225+51.13 'NB'	42.00' RT	872.89	180521.94	711517.53
117	225+45.13 'NB'	42.00' RT	873.20	180515.94	711517.47



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 75	E

NOTES:
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- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
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LEGEND
- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) GUTTER FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- LL LEVEL LANDING
- 1 POINT NUMBER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT

N

CALHOUN ROAD & HOLLY LANE SOUTHWEST QUADRANT

156 854.36(F)
855.34(T) 164
854.91(G) 159
854.91(T) 163
855.06 172
160 854.84(G)
155 854.96(F) (GRADE BREAK)
154 854.99(F)
169 856.84
855.57 170
855.48 171
162 855.05(T)
158 855.05(G)
153 855.13(F) (GRADE BREAK)
168 856.75
855.62 167
855.53 166
855.11 165
855.64(T) 161
855.14(G) 157
151 855.62(F) (GRADE BREAK)
150 855.85(F)
855.13(F) 152 (GRADE BREAK)
3.6%
3.4%
1.9%
7.8%
7.0%
1.5%
0.7%
LL

CALHOUN ROAD

HOLLY LANE

21+00

HOLLY LANE C/L

232'SB'

CALHOUN ROAD & HOLLY LANE NORTHEAST QUADRANT

853.49(F) 200
213 855.13(T)
214 854.71(T)
854.63(G) 207
854.71(G) 208
854.79(F) 202 (HIGH POINT)
219 854.82
220 855.14
221 855.13
222 855.48
854.67(T) 215
854.67(G) 209
854.75(F) 203
226 854.73
855.05 225
224 855.04
223 855.39
127 854.62
217 854.59(T)
218 855.08(T)
854.62(T) 216
854.62(G) 210
854.70(F) 204
854.59(G) 211
854.67(F) 205
854.58(G) 212
854.64(F) 206
2.8%
0.4%
1.1%
4.5%
0.0%
4.1%
7.0%
0.5%
LL

6" CURB HEAD HEIGHT & 6' LENGTH CURB HEAD TAPERS BETWEEN RAMPS

CALHOUN SB C/L

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02 W
PLOT DATE : 7/29/2020 5:22 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

NOTES:

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RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	9.93'	17.8 SF	8.56'

CALHOUN ROAD & HOLLY LANE SOUTHWEST QUADRANT

CR-Holly-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	231+55.84 'SB'	25.00' LT	855.85	181127.62	711432.55
151	231+68.24 'SB'	26.87' LT	855.62	181140.04	711430.80
152	231+81.67 'SB'	33.88' LT	855.13	181153.54	711423.92
153	231+81.87 'SB'	34.04' LT	855.13	181153.74	711423.77
154	231+88.36 'SB'	40.42' LT	854.99	181160.29	711417.45
155	231+89.59 'SB'	42.00' LT	854.96	181161.54	711415.88
156	231+96.78 'SB'	57.61' LT	854.36	181168.88	711400.35
157	231+78.21 'SB'	33.84' LT	855.14	181150.08	711423.93
158	231+80.63 'SB'	35.61' LT	855.05	181152.52	711422.19
159	231+86.81 'SB'	41.68' LT	854.91	181158.76	711416.17
160	231+88.62 'SB'	44.07' LT	854.84	181160.59	711413.80
161	231+77.93 'SB'	34.25' LT	855.64	181149.80	711423.51
162	231+80.32 'SB'	36.00' LT	855.05	181152.21	711421.79
163	231+86.42 'SB'	42.00' LT	854.91	181158.37	711415.85
164	231+88.21 'SB'	44.36' LT	855.34	181160.18	711413.51
165	231+76.49 'SB'	36.00' LT	855.11	181148.38	711421.75
166	231+70.49 'SB'	36.00' LT	855.53	181142.38	711421.69
167	231+64.49 'SB'	36.00' LT	855.62	181136.38	711421.63
168	231+48.21 'SB'	36.00' LT	856.75	181120.10	711421.47
169	231+48.21 'SB'	42.00' LT	856.84	181120.16	711415.47
170	231+64.49 'SB'	42.00' LT	855.57	181136.44	711415.63
171	231+70.49 'SB'	42.00' LT	855.48	181142.44	711415.69
172	231+76.49 'SB'	42.00' LT	855.06	181148.44	711415.75

CALHOUN ROAD & HOLLY LANE NORTHEAST QUADRANT

CR-Holly-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
127	232+66.52 'SB'	29.90' LT	854.62	181238.35	711428.74
200	232+36.65 'SB'	86.04' LT	853.49	181209.04	711372.31
202	232+41.57 'SB'	40.42' LT	854.79	181213.50	711417.98
203	232+48.06 'SB'	34.04' LT	854.75	181219.93	711424.43
204	232+59.66 'SB'	27.55' LT	854.70	181231.47	711431.02
205	232+66.04 'SB'	25.78' LT	854.67	181237.83	711432.86
206	232+74.09 'SB'	25.00' LT	854.64	181245.86	711433.72
207	232+41.31 'SB'	44.08' LT	854.63	181213.28	711414.32
208	232+43.12 'SB'	41.68' LT	854.71	181215.06	711416.73
209	232+49.30 'SB'	35.61' LT	854.67	181221.18	711422.87
210	232+60.35 'SB'	29.43' LT	854.62	181232.17	711429.15
211	232+66.43 'SB'	27.74' LT	854.59	181238.23	711430.91
212	232+69.39 'SB'	27.28' LT	854.58	181241.19	711431.40
213	232+41.72 'SB'	44.36' LT	855.13	181213.69	711414.04
214	232+43.51 'SB'	42.00' LT	854.71	181215.45	711416.42
215	232+49.61 'SB'	36.00' LT	854.67	181221.50	711422.48
216	232+60.52 'SB'	29.90' LT	854.62	181232.35	711428.68
217	232+66.52 'SB'	28.23' LT	854.59	181238.33	711430.42
218	232+69.45 'SB'	27.77' LT	855.08	181241.25	711430.90
219	232+53.43 'SB'	42.00' LT	854.82	181225.38	711416.52
220	232+60.52 'SB'	42.00' LT	855.14	181232.47	711416.59
221	232+66.52 'SB'	42.00' LT	855.13	181238.47	711416.65
222	232+75.00 'SB'	42.00' LT	855.48	181246.95	711416.73
223	232+75.00 'SB'	36.00' LT	855.39	181246.89	711422.73
224	232+66.52 'SB'	36.00' LT	855.04	181238.41	711422.65

CR-Holly-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
225	232+60.52 'SB'	36.00' LT	855.05	181232.41	711422.59
226	232+53.43 'SB'	36.00' LT	854.73	181225.32	711422.52

2

NOTES:

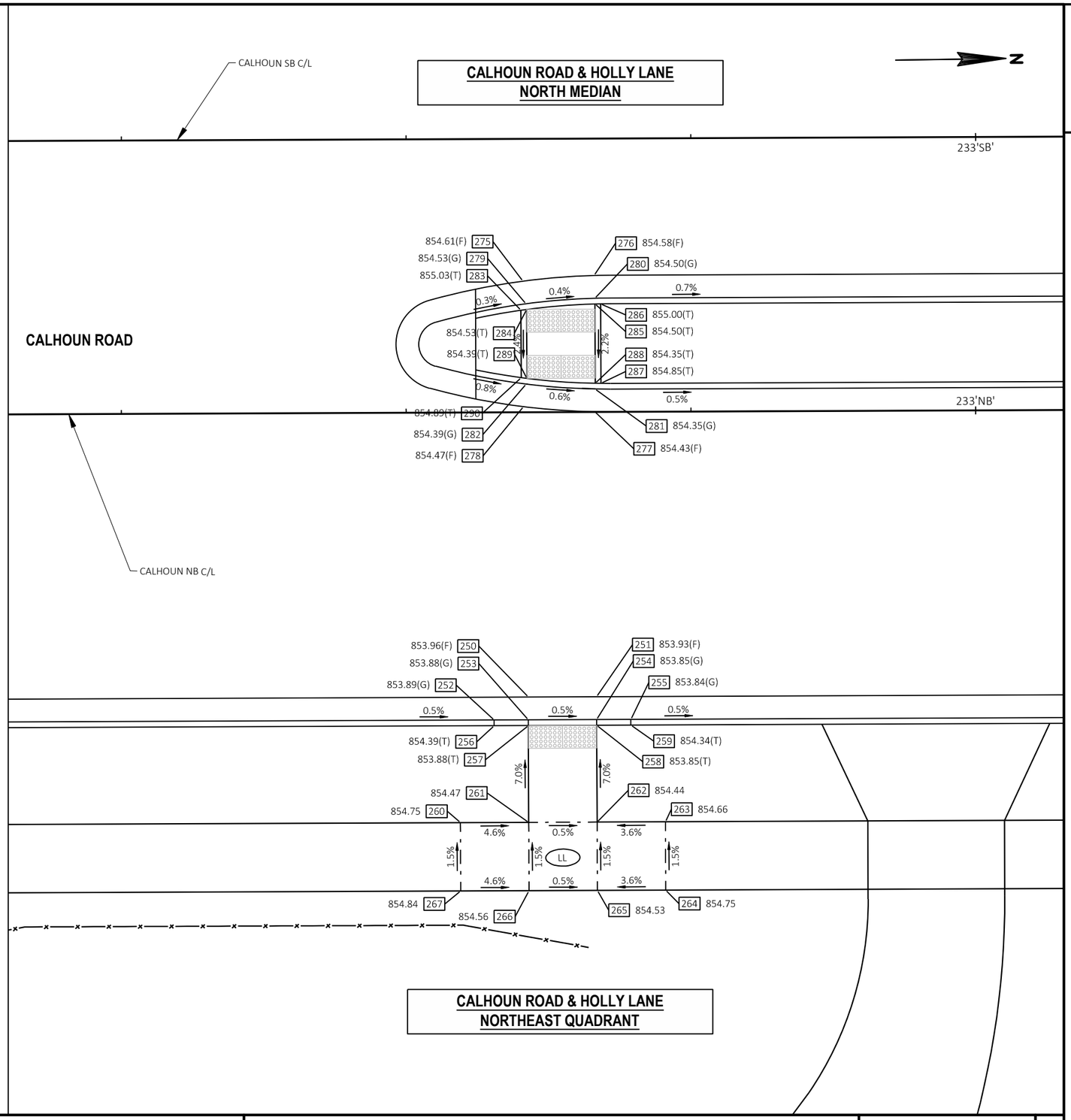
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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

CR-Holly-Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
275	232+60.30 'NB'	11.51' LT	854.61	181231.61	711471.07
276	232+66.56 'NB'	11.98' LT	854.58	181237.87	711470.66
277	232+66.56 'NB'	0.02' LT	854.43	181237.75	711482.63
278	232+60.30 'NB'	0.49' LT	854.47	181231.50	711482.09
279	232+60.55 'NB'	9.52' LT	854.53	181231.84	711473.06
280	232+66.61 'NB'	9.98' LT	854.50	181237.90	711472.66
281	232+66.61 'NB'	2.02' LT	854.35	181237.82	711480.63
282	232+60.55 'NB'	2.48' LT	854.39	181231.77	711480.11
283	232+60.12 'NB'	8.96' LT	855.03	181231.40	711473.62
284	232+60.62 'NB'	9.03' LT	854.53	181231.90	711473.56
285	232+66.62 'NB'	9.48' LT	854.50	181237.91	711473.16
286	232+67.12 'NB'	9.49' LT	855.00	181238.41	711473.16
287	232+67.12 'NB'	2.51' LT	854.85	181238.34	711480.14
288	232+66.62 'NB'	2.52' LT	854.35	181237.84	711480.13
289	232+60.62 'NB'	2.97' LT	854.39	181231.84	711479.61
290	232+60.12 'NB'	3.04' LT	854.89	181231.34	711479.54

CR-Holly-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	232+60.62 'NB'	25.00' RT	853.96	181231.56	711507.58
251	232+66.62 'NB'	25.00' RT	853.93	181237.56	711507.64
252	232+57.62 'NB'	27.00' RT	853.89	181228.54	711509.55
253	232+60.62 'NB'	27.00' RT	853.88	181231.54	711509.58
254	232+66.62 'NB'	27.00' RT	853.85	181237.54	711509.64
255	232+69.62 'NB'	27.00' RT	853.84	181240.54	711509.67
256	232+57.62 'NB'	27.50' RT	854.39	181228.54	711510.05
257	232+60.62 'NB'	27.50' RT	853.88	181231.54	711510.08
258	232+66.62 'NB'	27.50' RT	853.85	181237.54	711510.14
259	232+69.62 'NB'	27.50' RT	854.34	181240.54	711510.17
260	232+54.62 'NB'	36.00' RT	854.75	181225.45	711518.52
261	232+60.62 'NB'	36.00' RT	854.47	181231.45	711518.58
262	232+66.62 'NB'	36.00' RT	854.44	181237.45	711518.64
263	232+72.62 'NB'	36.00' RT	854.66	181243.45	711518.70
264	232+72.62 'NB'	42.00' RT	854.75	181243.39	711524.70
265	232+66.62 'NB'	42.00' RT	854.53	181237.39	711524.64
266	232+60.62 'NB'	42.00' RT	854.56	181231.39	711524.58
267	232+54.62 'NB'	42.00' RT	854.84	181225.39	711524.52



2

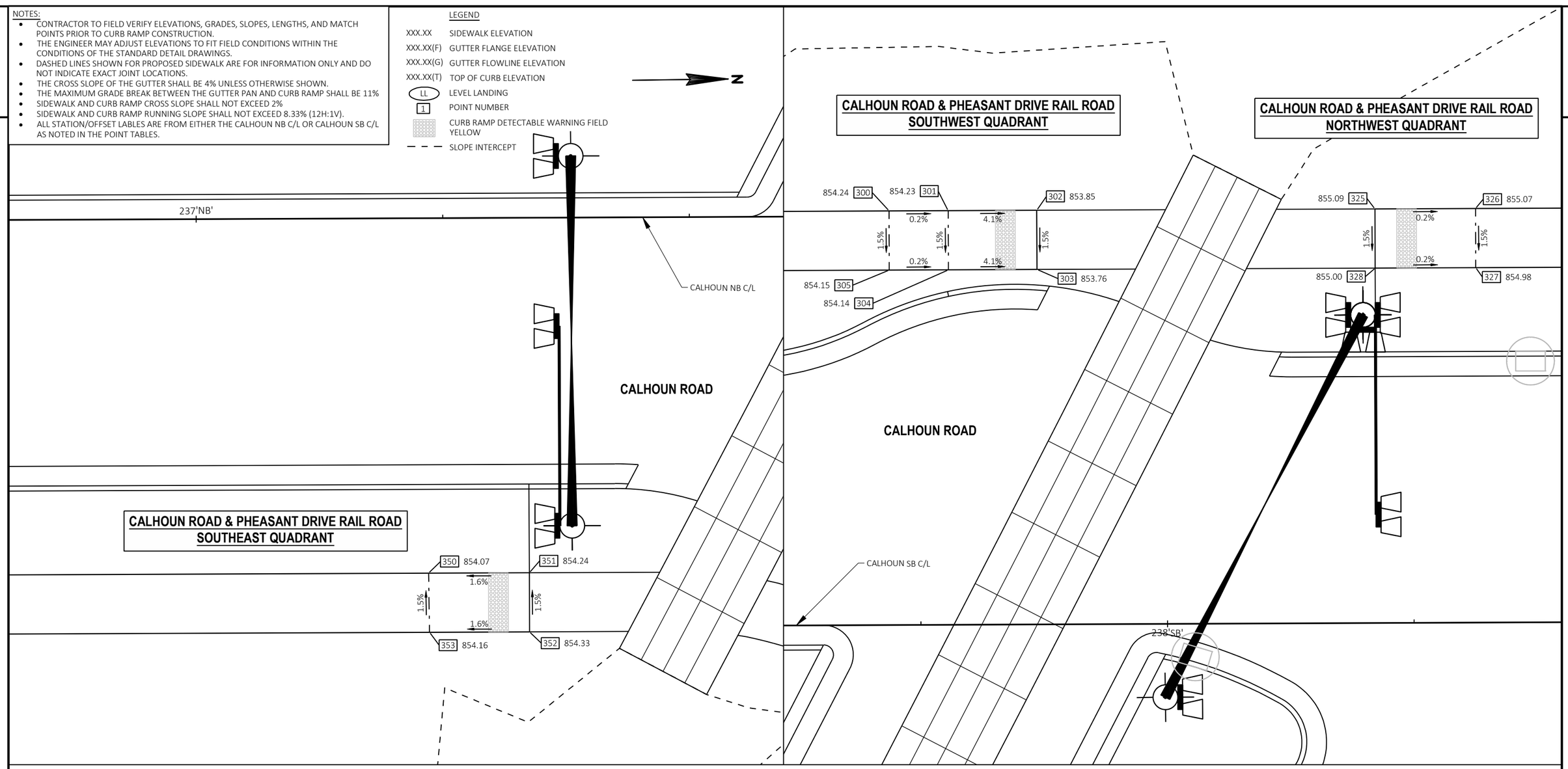
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 78	E

NOTES:

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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT



CR-Southern Railroad-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	237+23.42 'NB'	36.00' RT	854.07	181694.23	711523.18
351	237+33.62 'NB'	36.00' RT	854.24	181704.44	711523.28
352	237+33.62 'NB'	42.00' RT	854.33	181704.38	711529.28
353	237+23.48 'NB'	42.00' RT	854.16	181694.23	711529.18

CR-Southern Railroad-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	237+71.94 'SB'	42.00' LT	854.24	181743.86	711421.67
301	237+77.94 'SB'	42.00' LT	854.23	181749.86	711421.73
302	237+86.92 'SB'	42.00' LT	853.85	181758.84	711421.82
303	237+86.92 'SB'	36.00' LT	853.76	181758.78	711427.82
304	237+77.94 'SB'	36.00' LT	854.14	181749.80	711427.73
305	237+71.94 'SB'	36.00' LT	854.15	181743.80	711427.67

CR-Southern Railroad-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
325	238+21.20 'SB'	42.00' LT	855.09	181793.12	711422.16
326	238+31.40 'SB'	42.00' LT	855.07	181803.32	711422.26
327	238+31.40 'SB'	36.00' LT	854.98	181803.26	711428.26
328	238+21.20 'SB'	36.00' LT	855.00	181793.06	711428.16

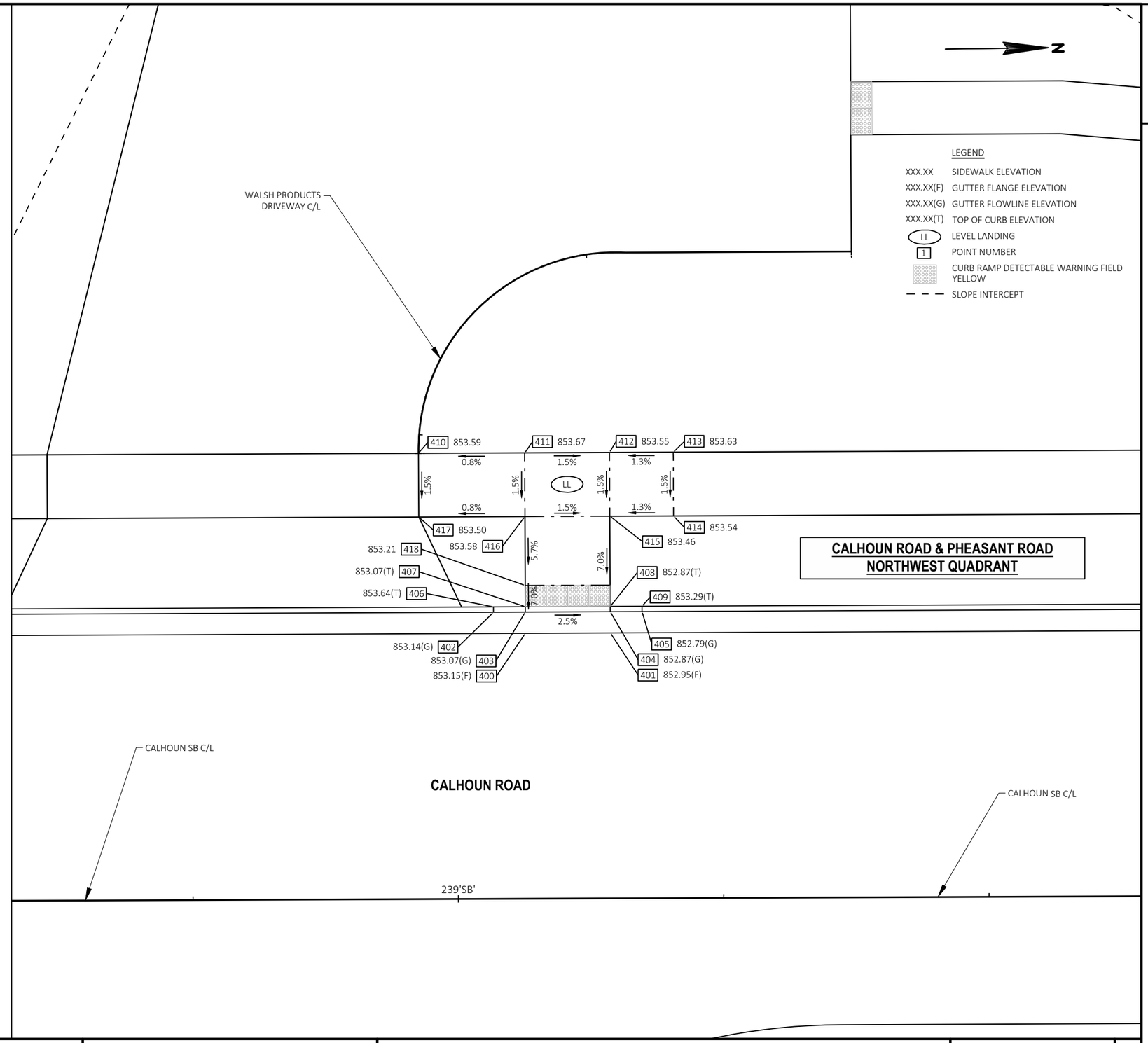
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 79	E

2

NOTES:

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- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
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CR-Pheasant-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	239+06.41 'SB'	25.00' LT	853.15	181878.15	711440.01
401	239+14.41 'SB'	25.00' LT	852.95	181886.15	711440.09
402	239+03.41 'SB'	27.00' LT	853.14	181875.17	711437.98
403	239+06.41 'SB'	27.00' LT	853.07	181878.17	711438.01
404	239+14.41 'SB'	27.00' LT	852.87	181886.17	711438.09
405	239+17.41 'SB'	27.00' LT	852.79	181889.17	711438.12
406	239+03.41 'SB'	27.50' LT	853.64	181875.18	711437.48
407	239+06.41 'SB'	27.50' LT	853.07	181878.18	711437.51
408	239+14.41 'SB'	27.50' LT	852.87	181886.17	711437.59
409	239+17.41 'SB'	27.50' LT	853.29	181889.17	711437.62
410	238+96.41 'SB'	42.00' LT	853.59	181868.32	711422.91
411	239+06.41 'SB'	42.00' LT	853.67	181878.32	711423.01
412	239+14.41 'SB'	42.00' LT	853.55	181886.32	711423.09
413	239+20.41 'SB'	42.00' LT	853.63	181892.32	711423.15
414	239+20.41 'SB'	36.00' LT	853.54	181892.26	711429.15
415	239+14.41 'SB'	36.00' LT	853.46	181886.26	711429.09
416	239+06.41 'SB'	36.00' LT	853.58	181878.26	711429.01
417	238+96.41 'SB'	36.00' LT	853.50	181868.26	711428.91
418	239+06.41 'SB'	29.50' LT	853.21	181878.20	711435.51



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 80	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03 W
PLOT DATE : 7/29/2020 5:24 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

CR-Southern Railroad-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
376	237+68.28 'NB'	31.92' RT	854.25	181739.13	711519.55
377	237+89.90 'NB'	36.85' RT	854.15	181760.70	711524.69
378	237+97.89 'NB'	43.31' RT	854.07	181768.63	711531.23
379	237+86.23 'NB'	37.17' RT	854.10	181757.03	711524.97
380	237+88.88 'NB'	38.57' RT	854.07	181759.67	711526.40
381	237+96.42 'NB'	44.66' RT	853.99	181767.15	711532.57
382	237+98.35 'NB'	46.96' RT	853.96	181769.05	711534.89
383	237+86.02 'NB'	37.62' RT	854.60	181756.82	711525.42
384	237+88.63 'NB'	39.00' RT	854.07	181759.41	711526.83
385	237+96.05 'NB'	45.00' RT	853.99	181766.77	711532.90
386	237+97.95 'NB'	47.26' RT	854.46	181768.65	711535.19
387	237+67.48 'NB'	38.88' RT	854.35	181738.27	711526.50
388	237+77.58 'NB'	39.00' RT	854.54	181748.36	711526.72
389	237+83.58 'NB'	39.00' RT	854.15	181754.36	711526.78
390	237+83.58 'NB'	45.00' RT	854.18	181754.30	711532.78
391	237+77.58 'NB'	45.00' RT	854.60	181748.30	711532.72
392	237+67.00 'NB'	44.86' RT	854.43	181737.73	711532.48
393	237+72.46 'NB'	45.00' RT	854.67	181743.18	711532.67
394	237+72.46 'NB'	39.00' RT	854.58	181743.24	711526.67

CR-Pheasant-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	238+51.17 'NB'	56.98' RT	853.69	181821.77	711545.43
451	238+57.08 'NB'	43.61' RT	853.85	181827.81	711532.12
453	238+62.34 'NB'	37.23' RT	853.73	181833.13	711525.79
454	238+88.36 'NB'	25.15' RT	853.24	181859.28	711513.98
455	238+91.96 'NB'	25.00' RT	853.16	181862.88	711513.86
456	239+06.50 'NB'	25.00' RT	852.78	181877.41	711514.00
457	239+14.50 'NB'	25.00' RT	852.53	181885.41	711514.08
458	238+57.16 'NB'	47.27' RT	853.73	181827.86	711535.79
459	238+58.74 'NB'	44.72' RT	853.77	181829.46	711533.25
460	238+63.75 'NB'	38.65' RT	853.65	181834.53	711527.22
461	238+65.95 'NB'	36.61' RT	853.59	181836.75	711525.21
462	239+03.50 'NB'	27.00' RT	852.78	181874.40	711515.97
463	239+06.50 'NB'	27.00' RT	852.70	181877.40	711516.00
464	239+14.50 'NB'	27.00' RT	852.45	181885.39	711516.08
465	239+17.50 'NB'	27.00' RT	852.36	181888.39	711516.11
466	238+57.60 'NB'	47.52' RT	854.23	181828.29	711536.04
467	238+59.15 'NB'	45.00' RT	853.77	181829.87	711533.53
468	238+64.10 'NB'	39.00' RT	853.65	181834.88	711527.58
469	238+66.28 'NB'	36.99' RT	854.09	181837.07	711525.59
470	239+03.50 'NB'	27.50' RT	853.28	181874.39	711516.47
471	239+06.50 'NB'	27.50' RT	852.70	181877.39	711516.50

CR-Pheasant-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
472	239+14.50 'NB'	27.50' RT	852.45	181885.39	711516.58
473	239+17.50 'NB'	27.50' RT	852.86	181888.39	711516.61
474	238+67.67 'NB'	46.54' RT	853.81	181838.37	711535.15
475	238+67.67 'NB'	45.00' RT	853.79	181838.39	711533.62
476	238+67.67 'NB'	39.00' RT	853.70	181838.45	711527.62
477	238+78.05 'NB'	39.00' RT	853.86	181848.83	711527.72
478	238+98.50 'NB'	34.00' RT	853.59	181869.33	711522.92
479	239+06.50 'NB'	34.00' RT	853.03	181877.33	711523.00
480	239+06.50 'NB'	29.50' RT	852.84	181877.37	711518.50
481	239+14.50 'NB'	29.50' RT	852.59	181885.37	711518.58
482	239+14.50 'NB'	34.00' RT	852.91	181885.33	711523.08
483	239+14.50 'NB'	36.00' RT	852.94	181885.31	711525.08
484	239+20.50 'NB'	36.00' RT	853.10	181891.30	711525.14
485	239+20.50 'NB'	42.00' RT	853.19	181891.25	711531.14
486	239+14.50 'NB'	42.00' RT	853.03	181885.25	711531.08
487	239+06.50 'NB'	42.00' RT	853.15	181877.25	711531.00
488	238+98.50 'NB'	42.00' RT	853.71	181869.25	711530.92
489	238+81.76 'NB'	46.09' RT	853.98	181852.46	711534.85
490	238+73.26 'NB'	52.26' RT	853.93	181843.91	711540.93

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	32.5'	12.47'	20.7 SF	9.54'
NORTHEAST	39.5'	8.24'	16.0 SF	7.78'

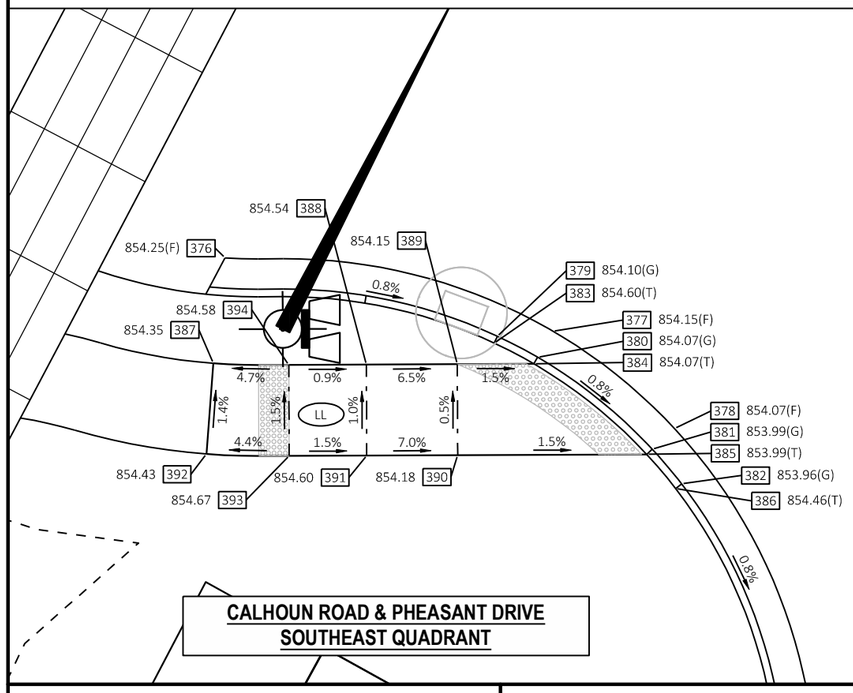
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LEGEND

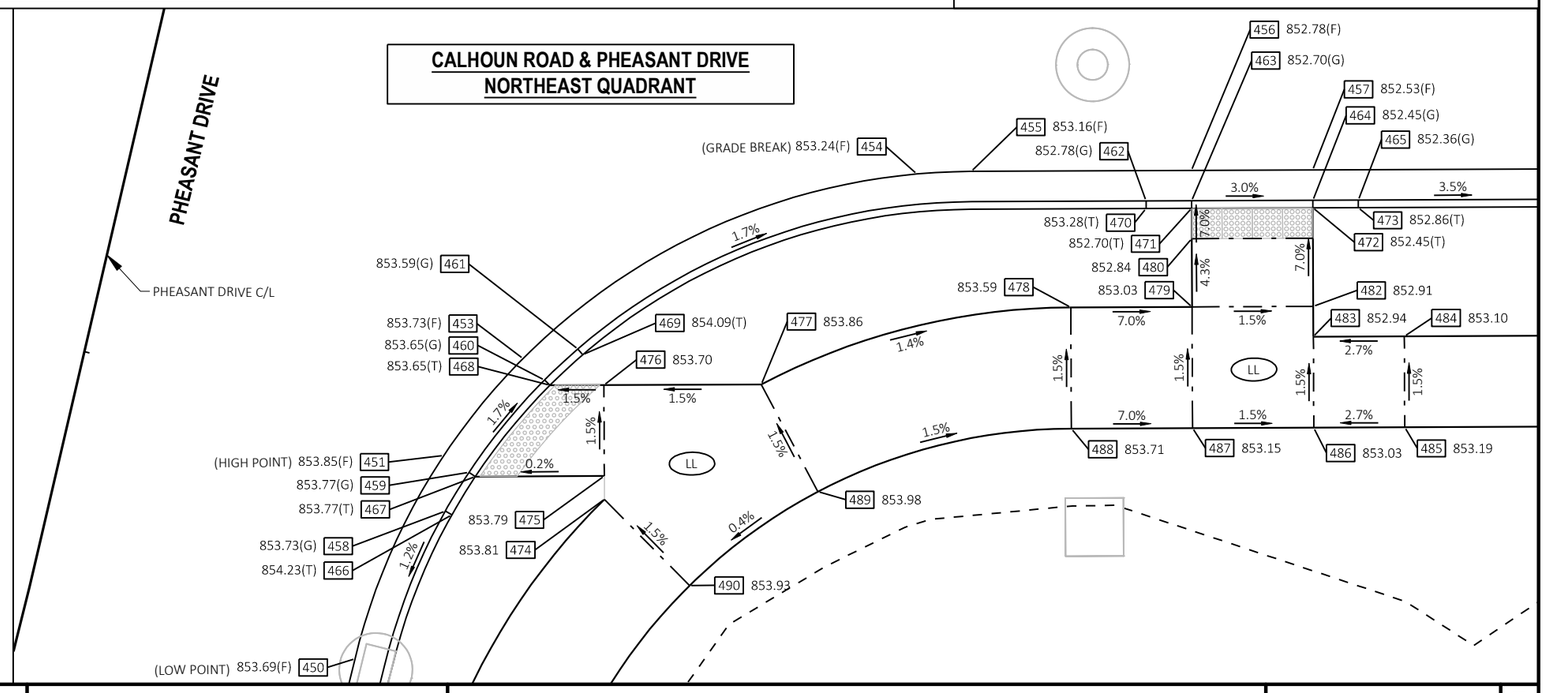
- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) GUTTER FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- (LL) LEVEL LANDING
- [1] POINT NUMBER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- — — — SLOPE INTERCEPT

NOTES:

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CALHOUN ROAD & PHEASANT DRIVE
SOUTHEAST QUADRANT



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 81	E

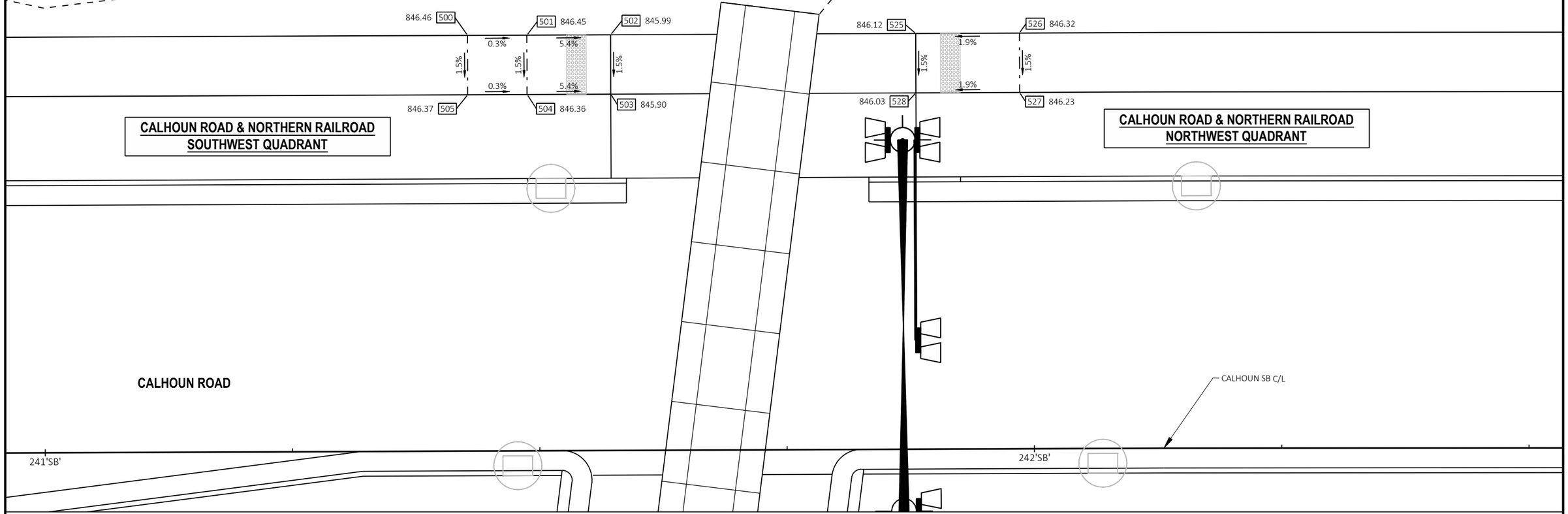
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LEGEND

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XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

N



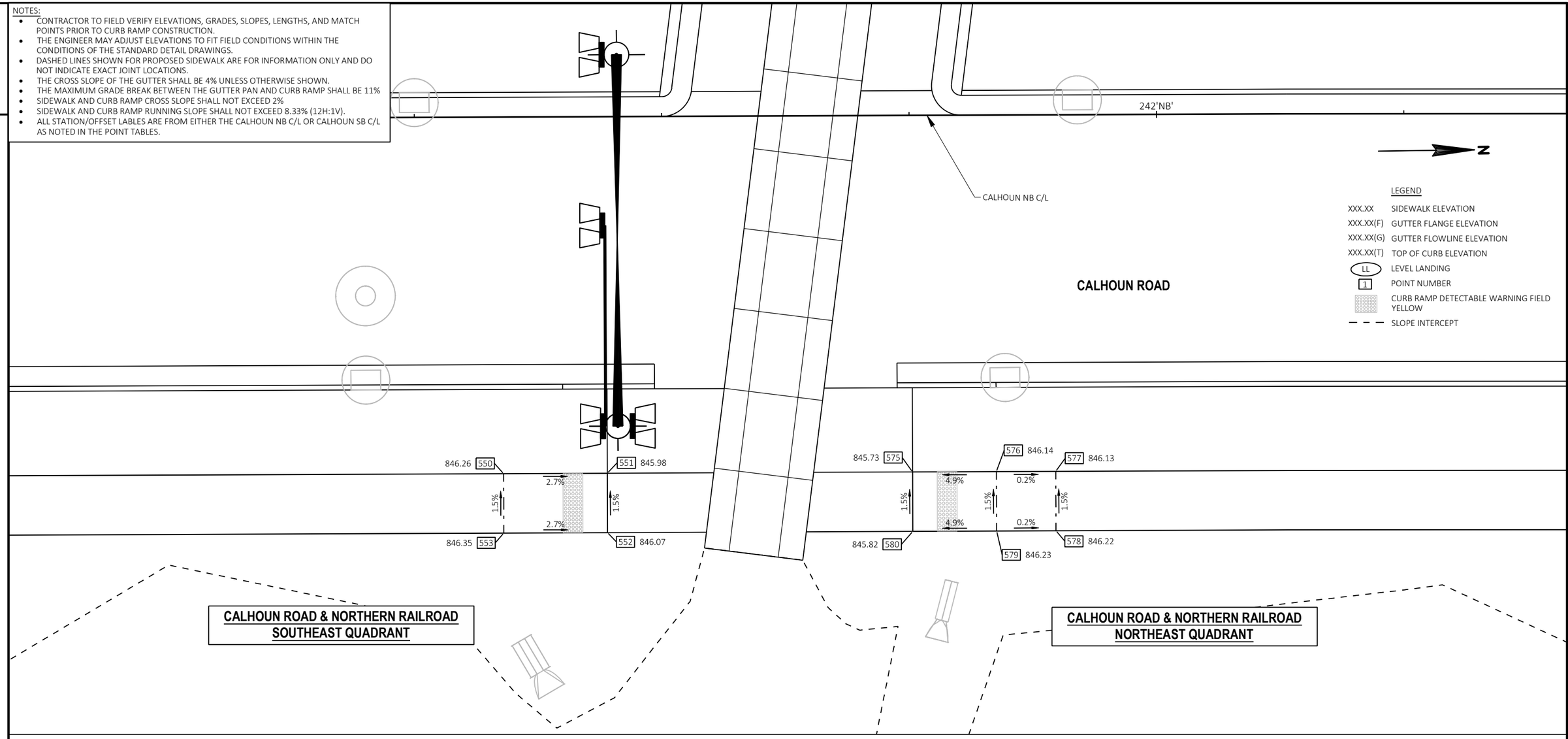
CR-Northern Railroad-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	241+42.86 'SB'	42.00' LT	846.46	182114.76	711425.36
501	241+48.86 'SB'	42.00' LT	846.45	182120.76	711425.42
502	241+57.32 'SB'	42.00' LT	845.99	182129.22	711425.50
503	241+57.32 'SB'	36.00' LT	845.90	182129.16	711431.50
504	241+48.86 'SB'	36.00' LT	846.36	182120.70	711431.42
505	241+42.86 'SB'	36.00' LT	846.37	182114.70	711431.36

CR-Northern Railroad-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
525	241+88.17 'SB'	42.00' LT	846.12	182160.07	711425.81
526	241+98.65 'SB'	42.00' LT	846.32	182170.55	711425.91
527	241+98.65 'SB'	36.00' LT	846.23	182170.49	711431.91
528	241+88.17 'SB'	36.00' LT	846.03	182160.01	711431.81

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 82	E

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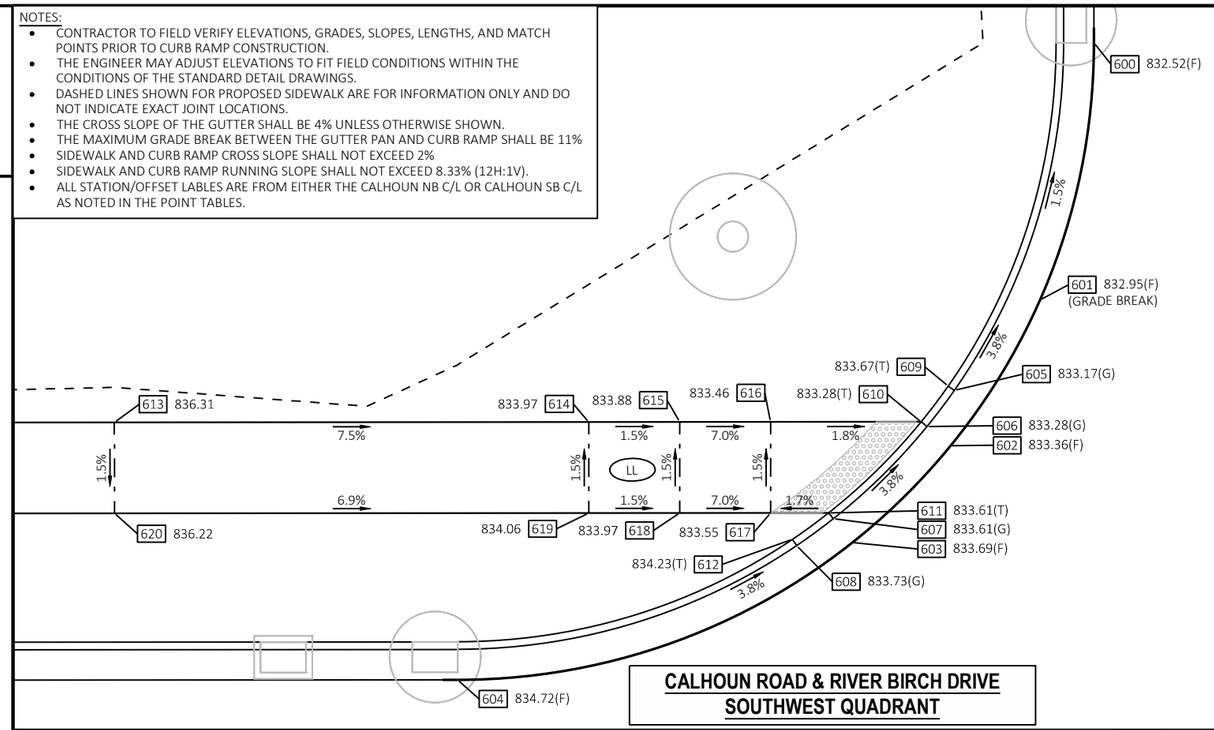


CR-Northern Railroad-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	241+33.88 'NB'	36.00' RT	846.26	182104.68	711527.26
551	241+44.36 'NB'	36.00' RT	845.98	182115.16	711527.37
552	241+44.36 'NB'	42.00' RT	846.07	182115.10	711533.37
553	241+33.88 'NB'	42.00' RT	846.35	182104.62	711533.26

CR-Northern Railroad-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
575	241+75.21 'NB'	36.00' RT	845.73	182146.00	711527.67
576	241+83.68 'NB'	36.00' RT	846.14	182154.47	711527.76
577	241+89.68 'NB'	36.00' RT	846.13	182160.47	711527.82
578	241+89.68 'NB'	42.00' RT	846.22	182160.41	711533.82
579	241+83.68 'NB'	42.00' RT	846.23	182154.41	711533.76
580	241+75.21 'NB'	42.00' RT	845.82	182145.94	711533.67

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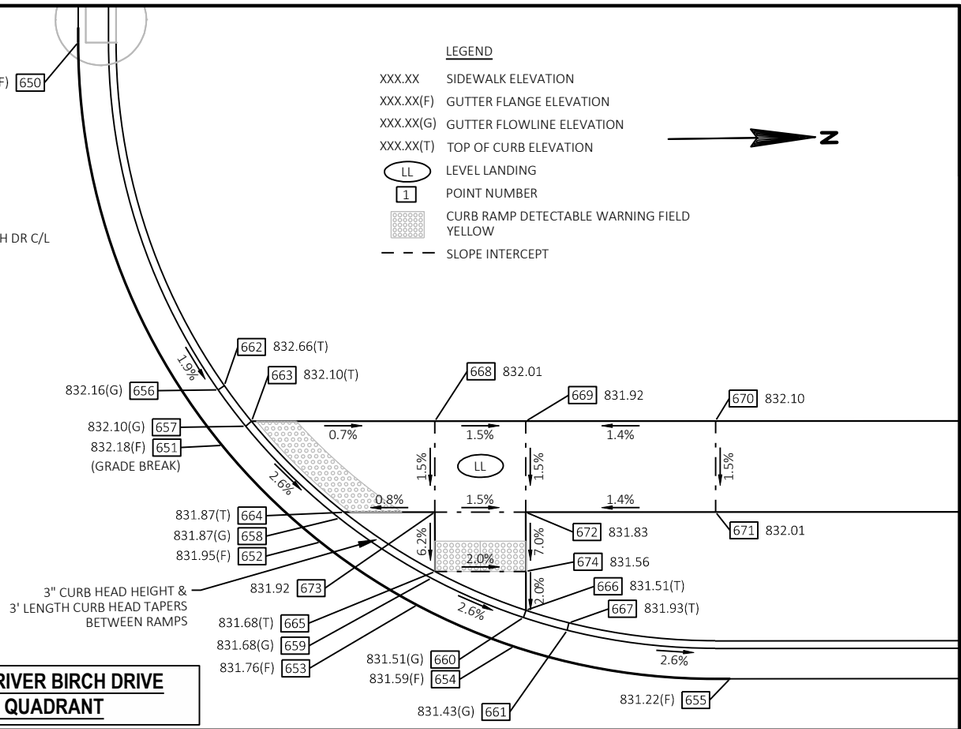


CALHOUN ROAD & RIVER BIRCH DRIVE SOUTHWEST QUADRANT

RIVER BIRCH DRIVE

RIVER BIRCH DR C/L

43+00



CALHOUN ROAD & RIVER BIRCH DRIVE NORTHWEST QUADRANT

CR-RiverBirch-SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	251+14.65 'SB'	67.00' LT	832.52	183086.95	711413.17
601	251+11.06 'SB'	50.02' LT	832.95	183083.14	711430.11
602	251+05.17 'SB'	40.42' LT	833.36	183077.11	711439.62
603	250+98.68 'SB'	34.04' LT	833.69	183070.54	711445.92
604	250+72.65 'SB'	25.00' LT	834.72	183044.39	711454.60
605	251+05.43 'SB'	44.08' LT	833.17	183077.42	711435.97
606	251+03.62 'SB'	41.68' LT	833.28	183075.58	711438.34
607	250+97.44 'SB'	35.61' LT	833.61	183069.32	711444.33
608	250+95.02 'SB'	33.84' LT	833.73	183066.88	711446.07
609	251+05.02 'SB'	44.36' LT	833.67	183077.02	711435.68
610	251+03.23 'SB'	42.00' LT	833.28	183075.20	711438.02
611	250+97.13 'SB'	36.00' LT	833.61	183069.02	711443.93
612	250+94.74 'SB'	34.25' LT	834.23	183066.60	711445.65
613	250+50.00 'SB'	42.00' LT	836.31	183021.97	711437.30
614	250+81.31 'SB'	42.00' LT	833.97	183053.27	711437.72
615	250+87.31 'SB'	42.00' LT	833.88	183059.27	711437.80
616	250+93.31 'SB'	42.00' LT	833.46	183065.27	711437.88
617	250+93.31 'SB'	36.00' LT	833.55	183065.19	711443.88
618	250+87.31 'SB'	36.00' LT	833.97	183059.19	711443.80
619	250+81.31 'SB'	36.00' LT	834.06	183053.19	711443.72
620	250+50.00 'SB'	36.00' LT	836.22	183021.89	711443.30

CR-RiverBirch-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
650	251+42.65 'SB'	67.00' LT	832.52	183114.95	711413.55
651	251+52.14 'SB'	40.41' LT	832.18	183124.08	711440.26
652	251+58.62 'SB'	34.04' LT	831.95	183130.48	711446.72
653	251+65.00 'SB'	29.88' LT	831.76	183136.80	711450.97
654	251+71.38 'SB'	27.15' LT	831.59	183143.14	711453.78
655	251+85.65 'SB'	25.00' LT	831.22	183157.38	711456.12
656	251+51.87 'SB'	44.08' LT	832.16	183123.86	711436.59
657	251+53.68 'SB'	41.68' LT	832.10	183125.64	711439.01
658	251+59.86 'SB'	35.61' LT	831.87	183131.74	711445.17
659	251+65.94 'SB'	31.65' LT	831.68	183137.76	711449.21
660	251+72.01 'SB'	29.05' LT	831.51	183143.80	711451.89
661	251+74.89 'SB'	28.21' LT	831.43	183146.67	711452.77
662	251+52.28 'SB'	44.36' LT	832.66	183124.28	711436.31
663	251+54.07 'SB'	42.00' LT	832.10	183126.03	711438.70
664	251+60.17 'SB'	36.00' LT	831.87	183132.05	711444.78
665	251+66.17 'SB'	32.09' LT	831.68	183138.00	711448.77
666	251+72.17 'SB'	29.52' LT	831.51	183143.96	711451.42
667	251+75.02 'SB'	28.69' LT	831.93	183146.80	711452.29
668	251+66.17 'SB'	42.00' LT	832.01	183138.13	711438.86
669	251+72.17 'SB'	42.00' LT	831.92	183144.13	711438.94
670	251+84.69 'SB'	42.00' LT	832.10	183156.65	711439.11
671	251+84.69 'SB'	36.00' LT	832.01	183156.57	711445.11
672	251+72.17 'SB'	36.00' LT	831.83	183144.05	711444.94
673	251+66.17 'SB'	36.00' LT	831.92	183138.05	711444.86
674	251+72.17 'SB'	32.09' LT	831.56	183144.00	711448.85

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	12.10'	17.8 SF	8.56'

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 84	E

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

RADIAL WARNING FIELD PANEL LAYOUT TABLE

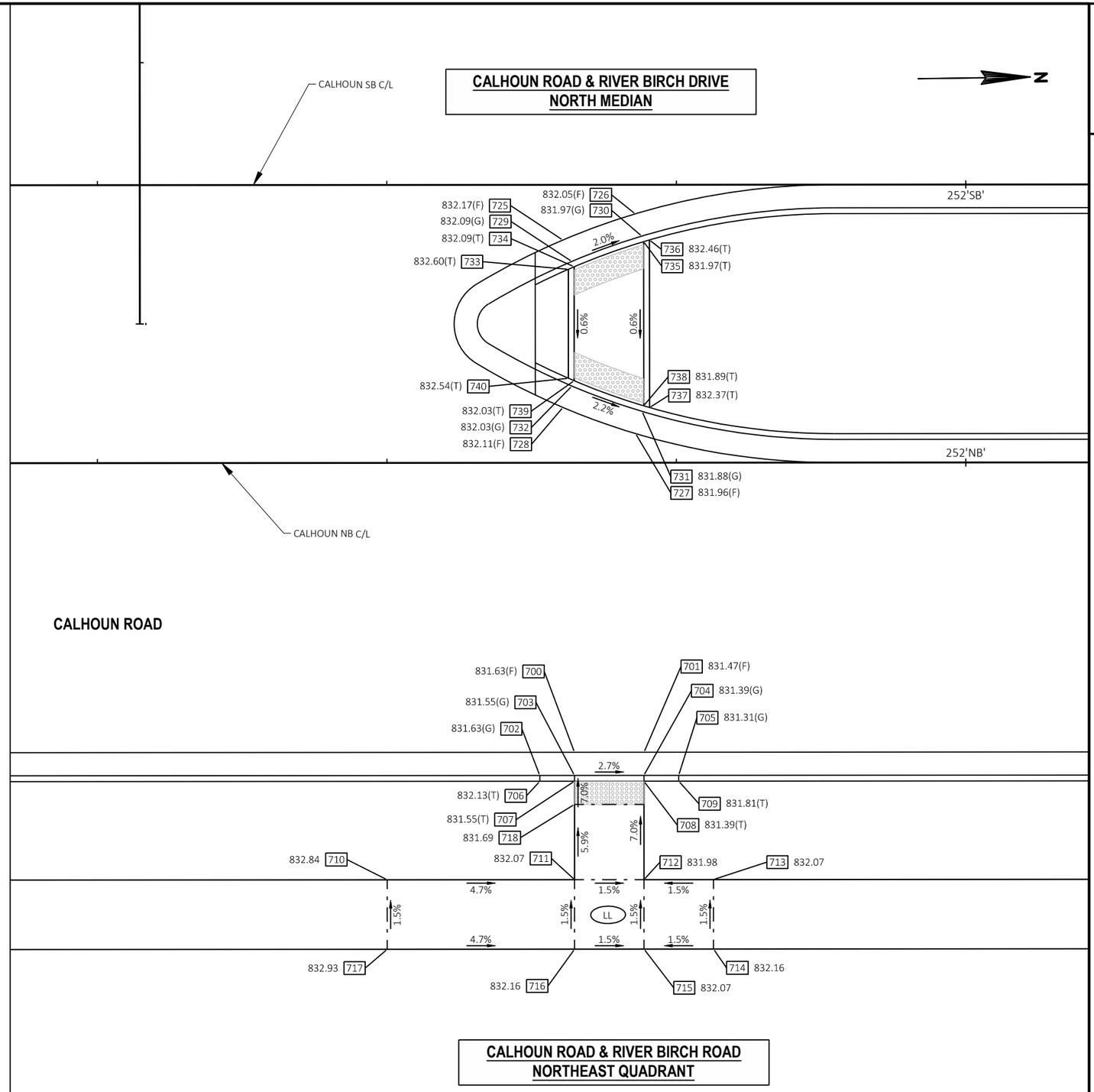
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
MEDIAN (W)	57.5'	4.62'	12.8 SF	6.38'
MEDIAN (E)	57.5'	4.62'	12.8 SF	6.38'

CR-RiverBirch-Median

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
725	251+65.21 'NB'	19.22' LT	832.17	183136.53	711485.62
726	251+71.47 'NB'	21.48' LT	832.05	183142.82	711483.45
727	251+71.47 'NB'	2.52' LT	831.96	183142.56	711502.41
728	251+65.21 'NB'	4.78' LT	832.11	183136.33	711500.07
729	251+65.99 'NB'	17.38' LT	832.09	183137.28	711487.47
730	251+72.03 'NB'	19.57' LT	831.97	183143.36	711485.37
731	251+72.04 'NB'	4.43' LT	831.88	183143.16	711500.50
732	251+65.99 'NB'	6.62' LT	832.03	183137.14	711498.24
733	251+65.68 'NB'	16.71' LT	832.60	183136.97	711488.14
734	251+66.18 'NB'	16.92' LT	832.09	183137.47	711487.93
735	251+72.18 'NB'	19.09' LT	831.97	183143.50	711485.85
736	251+72.68 'NB'	19.23' LT	832.46	183144.00	711485.71
737	251+72.68 'NB'	4.77' LT	832.37	183143.81	711500.18
738	251+72.18 'NB'	4.91' LT	831.89	183143.31	711500.02
739	251+66.18 'NB'	7.08' LT	832.03	183137.34	711497.78
740	251+65.68 'NB'	7.29' LT	832.54	183136.84	711497.56

CR-RiverBirch-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	251+66.18 'NB'	25.00' RT	831.63	183136.91	711529.85
701	251+72.18 'NB'	25.00' RT	831.47	183142.91	711529.93
702	251+63.18 'NB'	27.00' RT	831.63	183133.88	711531.81
703	251+66.18 'NB'	27.00' RT	831.55	183136.88	711531.85
704	251+72.18 'NB'	27.00' RT	831.39	183142.88	711531.93
705	251+75.18 'NB'	27.00' RT	831.31	183145.88	711531.97
706	251+63.18 'NB'	27.50' RT	832.13	183133.88	711532.31
707	251+66.18 'NB'	27.50' RT	831.55	183136.88	711532.35
708	251+72.18 'NB'	27.50' RT	831.39	183142.88	711532.43
709	251+75.18 'NB'	27.50' RT	831.81	183145.88	711532.47
710	251+50.00 'NB'	36.00' RT	832.84	183120.58	711540.64
711	251+66.18 'NB'	36.00' RT	832.07	183136.76	711540.85
712	251+72.18 'NB'	36.00' RT	831.98	183142.76	711540.93
713	251+78.18 'NB'	36.00' RT	832.07	183148.76	711541.01
714	251+78.18 'NB'	42.00' RT	832.16	183148.68	711547.01
715	251+72.18 'NB'	42.00' RT	832.07	183142.68	711546.93
716	251+66.18 'NB'	42.00' RT	832.16	183136.68	711546.85
717	251+50.00 'NB'	42.00' RT	832.93	183120.50	711546.63
718	251+66.18 'NB'	29.50' RT	831.69	183136.85	711534.35

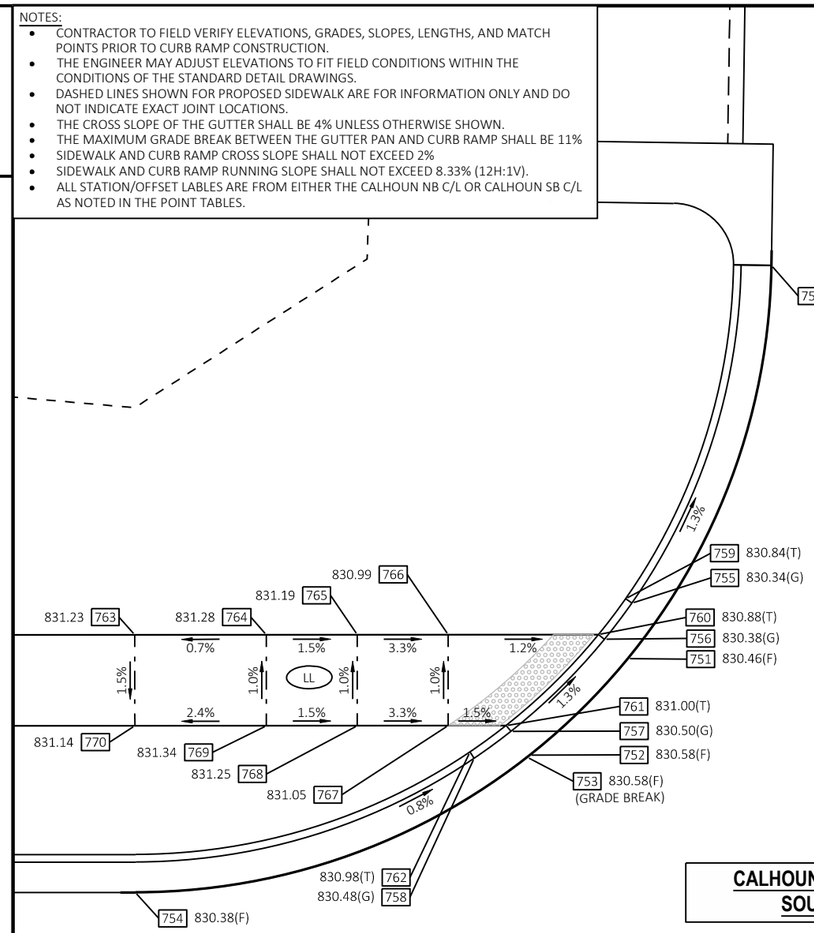


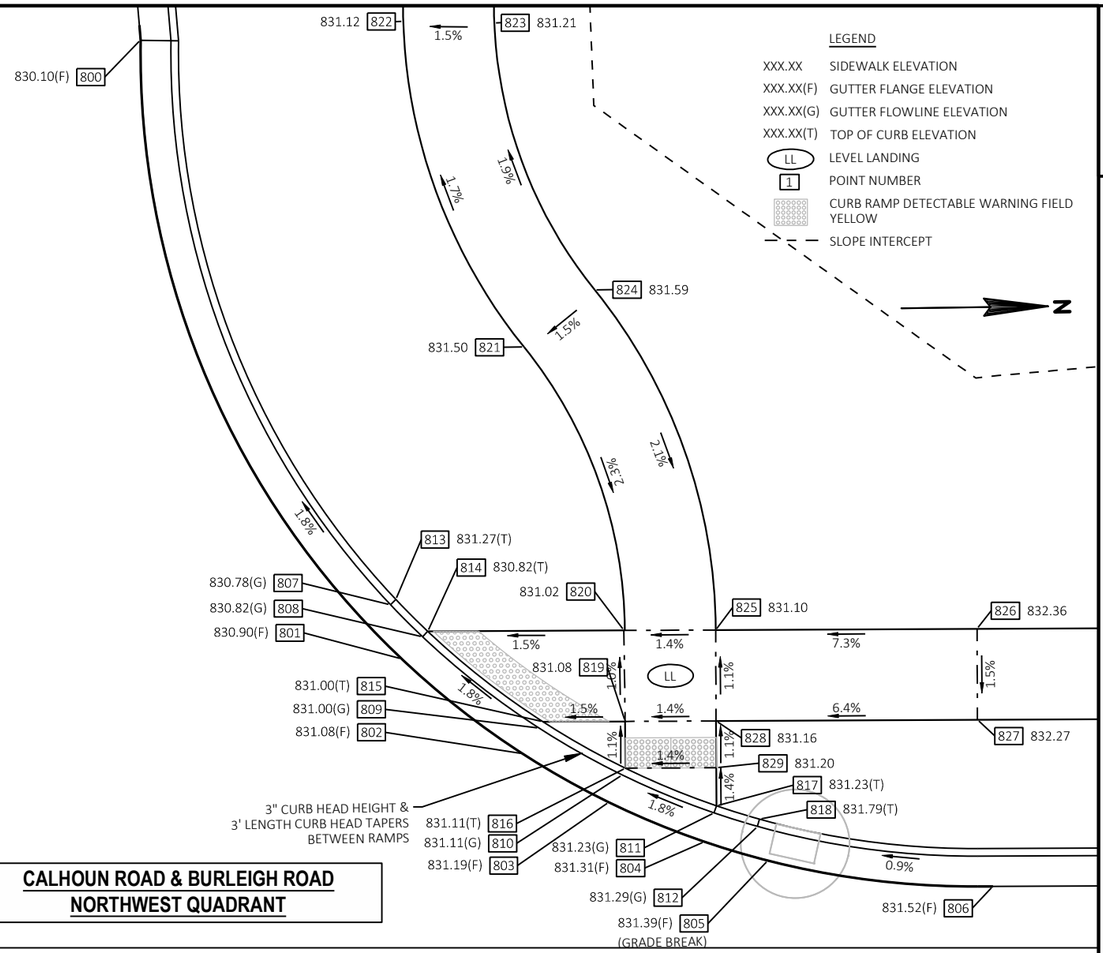
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 85	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04 E
PLOT DATE : 7/29/2020 5:27 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

CALHOUN ROAD & BURLEIGH ROAD
SOUTHWEST QUADRANT

CALHOUN ROAD & BURLEIGH ROAD
NORTHWEST QUADRANT

CR-Burleigh-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
750	265+01.12 'SB'	66.34' LT	830.10	184472.95	711432.46
751	264+91.64 'SB'	40.42' LT	830.46	184463.13	711458.25
752	264+85.15 'SB'	34.04' LT	830.58	184456.56	711464.54
753	264+84.98 'SB'	33.91' LT	830.58	184456.39	711464.67
754	264+59.11 'SB'	25.00' LT	830.38	184430.40	711473.23
755	264+91.90 'SB'	44.08' LT	830.34	184463.44	711454.60
756	264+90.09 'SB'	41.68' LT	830.38	184461.60	711456.96
757	264+83.91 'SB'	35.61' LT	830.50	184455.34	711462.96
758	264+81.49 'SB'	33.84' LT	830.48	184452.89	711464.69
759	264+91.49 'SB'	44.36' LT	830.84	184463.03	711454.30
760	264+89.70 'SB'	42.00' LT	830.88	184461.21	711456.64
761	264+83.60 'SB'	36.00' LT	831.00	184455.03	711462.56
762	264+81.21 'SB'	34.25' LT	830.98	184452.62	711464.27
763	264+59.09 'SB'	42.00' LT	831.23	184430.61	711456.23
764	264+67.77 'SB'	42.00' LT	831.28	184439.29	711456.35

CR-Burleigh-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
765	264+73.77 'SB'	42.00' LT	831.19	184445.29	711456.43
766	264+79.77 'SB'	42.00' LT	830.99	184451.29	711456.51
767	264+79.77 'SB'	36.00' LT	831.05	184451.21	711462.51
768	264+73.77 'SB'	36.00' LT	831.25	184445.21	711462.43
769	264+67.77 'SB'	36.00' LT	831.34	184439.21	711462.35
770	264+59.09 'SB'	36.00' LT	831.14	184430.53	711462.23

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	52.5'	12.95'	20.2 SF	8.56'

CR-Burleigh-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	265+45.68 'SB'	81.10' LT	830.10	184517.39	711418.21
801	265+62.72 'SB'	40.19' LT	830.90	184534.04	711459.28
802	265+70.66 'SB'	33.90' LT	831.08	184541.93	711465.64
803	265+76.34 'SB'	30.67' LT	831.19	184547.57	711468.92
804	265+82.63 'SB'	28.04' LT	831.31	184553.83	711471.61
805	265+86.81 'SB'	26.77' LT	831.39	184558.01	711472.92
806	266+01.66 'SB'	25.00' LT	831.52	184572.84	711474.83
807	265+61.99 'SB'	43.77' LT	830.78	184533.34	711455.69
808	265+64.10 'SB'	41.64' LT	830.82	184535.43	711457.84
809	265+71.76 'SB'	35.58' LT	831.00	184543.03	711463.97
810	265+77.23 'SB'	32.47' LT	831.11	184548.47	711467.14
811	265+83.28 'SB'	29.93' LT	831.23	184554.51	711469.73
812	265+86.14 'SB'	29.03' LT	831.29	184557.36	711470.66
813	265+62.35 'SB'	44.11' LT	831.27	184533.71	711455.35
814	265+64.44 'SB'	42.00' LT	830.82	184535.78	711457.48
815	265+72.03 'SB'	36.00' LT	831.00	184543.31	711463.55

CR-Burleigh-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
816	265+77.45 'SB'	32.91' LT	831.11	184548.70	711466.69
817	265+83.45 'SB'	30.40' LT	831.23	184554.68	711469.26
818	265+86.28 'SB'	29.51' LT	831.79	184557.50	711470.18
819	265+77.45 'SB'	36.00' LT	831.08	184548.73	711463.60
820	265+77.39 'SB'	42.00' LT	831.02	184548.73	711457.60
821	265+70.88 'SB'	60.73' LT	831.50	184542.40	711438.82
822	265+63.02 'SB'	82.25' LT	831.12	184534.74	711417.23
823	265+69.02 'SB'	82.13' LT	831.21	184540.73	711417.40
824	265+75.57 'SB'	64.47' LT	831.59	184547.12	711435.11
825	265+83.45 'SB'	42.00' LT	831.10	184554.79	711457.66
826	266+00.69 'SB'	42.00' LT	832.36	184572.03	711457.82
827	266+00.69 'SB'	36.00' LT	832.27	184571.97	711463.82
828	265+83.45 'SB'	36.00' LT	831.16	184554.73	711463.66
829	265+83.45 'SB'	32.91' LT	831.20	184554.70	711466.75

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NOTES:

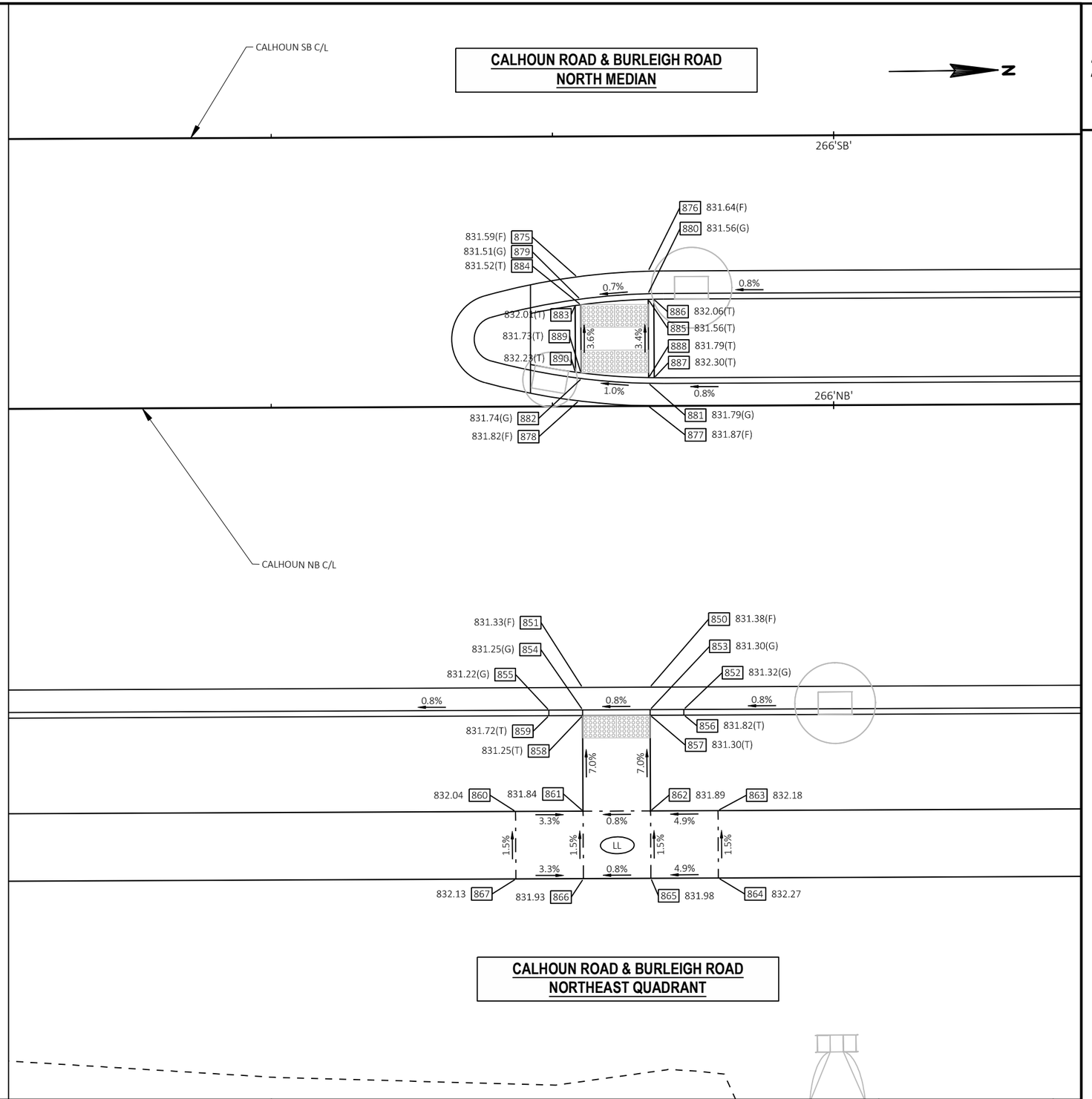
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- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
— — —	SLOPE INTERCEPT

CR-Burleigh-Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
875	265+77.23 'NB'	11.51' LT	831.59	184547.95	711512.09
876	265+83.55 'NB'	12.00' LT	831.64	184554.28	711511.66
877	265+83.50 'NB'	0.02' LT	831.87	184554.10	711523.64
878	265+77.34 'NB'	0.48' LT	831.82	184547.95	711523.12
879	265+77.49 'NB'	9.52' LT	831.51	184548.19	711514.08
880	265+83.54 'NB'	9.98' LT	831.56	184554.24	711513.68
881	265+83.54 'NB'	2.02' LT	831.79	184554.17	711521.64
882	265+77.59 'NB'	2.46' LT	831.74	184548.22	711521.14
883	265+77.05 'NB'	8.96' LT	832.01	184547.75	711514.64
884	265+77.55 'NB'	9.03' LT	831.52	184548.25	711514.57
885	265+83.55 'NB'	9.48' LT	831.56	184554.25	711514.18
886	265+84.05 'NB'	9.49' LT	832.06	184554.75	711514.17
887	265+84.05 'NB'	2.51' LT	832.30	184554.69	711521.16
888	265+83.55 'NB'	2.52' LT	831.79	184554.19	711521.14
889	265+77.55 'NB'	2.97' LT	831.73	184548.19	711520.63
890	265+77.05 'NB'	3.04' LT	832.23	184547.69	711520.56

CR-Burleigh-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
850	265+83.55 'NB'	25.00' RT	831.38	184553.93	711548.66
851	265+77.55 'NB'	25.00' RT	831.33	184547.93	711548.60
852	265+86.55 'NB'	27.00' RT	831.32	184556.91	711550.69
853	265+83.55 'NB'	27.00' RT	831.30	184553.91	711550.66
854	265+77.55 'NB'	27.00' RT	831.25	184547.91	711550.60
855	265+74.55 'NB'	27.00' RT	831.22	184544.91	711550.57
856	265+86.55 'NB'	27.50' RT	831.82	184556.90	711551.19
857	265+83.55 'NB'	27.50' RT	831.30	184553.90	711551.16
858	265+77.55 'NB'	27.50' RT	831.25	184547.90	711551.10
859	265+74.55 'NB'	27.50' RT	831.72	184544.90	711551.07
860	265+71.55 'NB'	36.00' RT	832.04	184541.82	711559.54
861	265+77.55 'NB'	36.00' RT	831.84	184547.82	711559.60
862	265+83.55 'NB'	36.00' RT	831.89	184553.82	711559.66
863	265+89.55 'NB'	36.00' RT	832.18	184559.82	711559.71
864	265+89.55 'NB'	42.00' RT	832.27	184559.77	711565.71
865	265+83.55 'NB'	42.00' RT	831.98	184553.77	711565.66
866	265+77.55 'NB'	42.00' RT	831.93	184547.77	711565.60
867	265+71.55 'NB'	42.00' RT	832.13	184541.77	711565.54

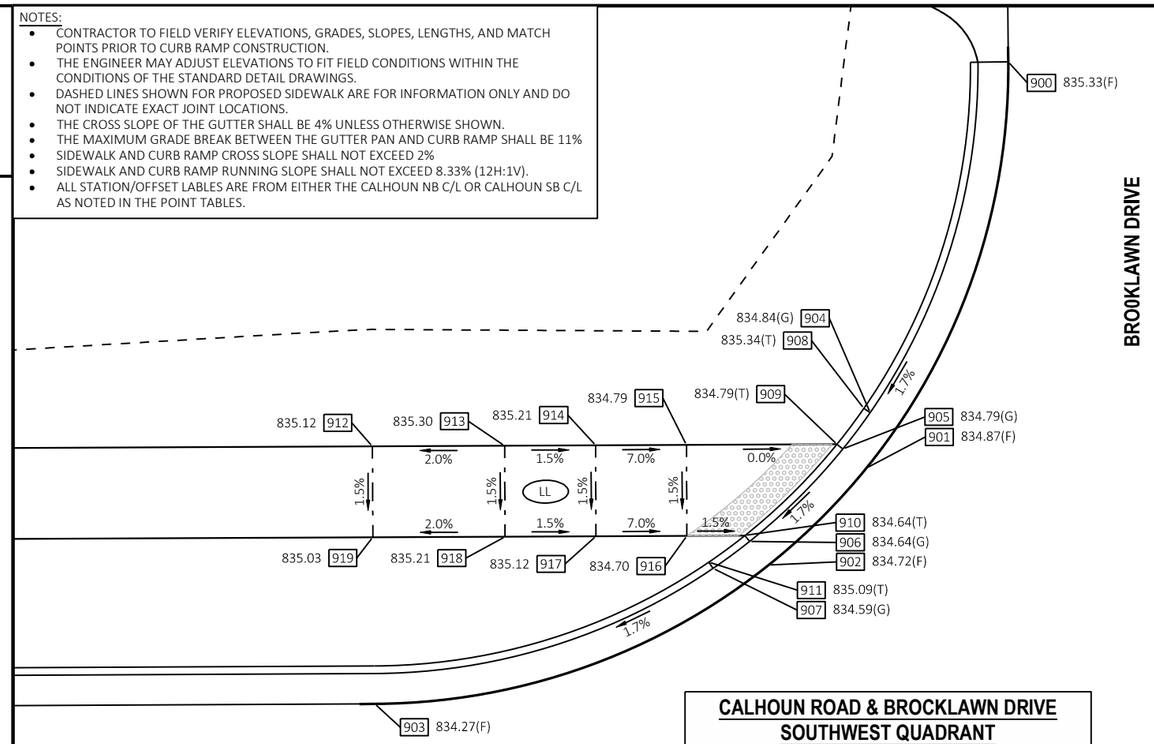


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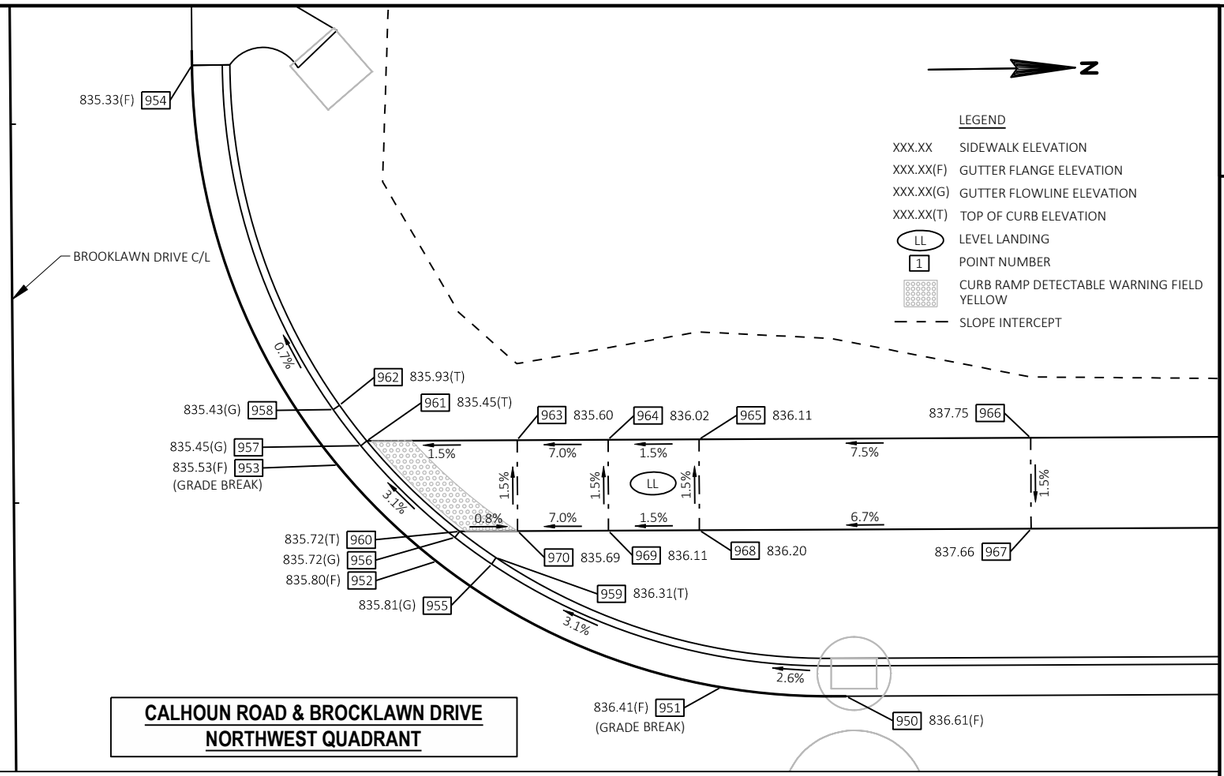
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 87	E

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CALHOUN ROAD & BROCKLAWN DRIVE SOUTHWEST QUADRANT



CALHOUN ROAD & BROCKLAWN DRIVE NORTHWEST QUADRANT

CR-Brooklawn-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	269+45.76 'SB'	67.17' LT	835.33	184917.32	711435.91
901	269+36.28 'SB'	40.42' LT	834.87	184907.59	711462.57
902	269+29.79 'SB'	34.04' LT	834.72	184901.04	711468.89
903	269+03.76 'SB'	25.00' LT	834.27	184874.93	711477.68
904	269+36.54 'SB'	44.08' LT	834.84	184907.88	711458.92
905	269+34.73 'SB'	41.68' LT	834.79	184906.05	711461.29
906	269+28.55 'SB'	35.61' LT	834.64	184899.82	711467.31
907	269+26.13 'SB'	33.84' LT	834.59	184897.38	711469.06
908	269+36.13 'SB'	44.36' LT	835.34	184907.48	711458.63
909	269+34.35 'SB'	42.00' LT	834.79	184905.67	711460.97
910	269+28.24 'SB'	36.00' LT	834.64	184899.51	711466.91
911	269+25.85 'SB'	34.25' LT	835.09	184897.10	711468.64
912	269+03.69 'SB'	42.00' LT	835.12	184875.02	711460.68
913	269+12.42 'SB'	42.00' LT	835.30	184883.74	711460.77
914	269+18.42 'SB'	42.00' LT	835.21	184889.74	711460.82
915	269+24.42 'SB'	42.00' LT	834.79	184895.74	711460.88
916	269+24.42 'SB'	36.00' LT	834.70	184895.68	711466.88
917	269+18.42 'SB'	36.00' LT	835.12	184889.68	711466.82
918	269+12.42 'SB'	36.00' LT	835.21	184883.68	711466.76
919	269+03.69 'SB'	36.00' LT	835.03	184874.96	711466.68

CR-Brooklawn-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
950	270+12.76 'SB'	25.00' LT	836.61	184983.92	711478.71
951	270+04.49 'SB'	25.63' LT	836.41	184975.66	711478.00
952	269+85.74 'SB'	34.04' LT	835.80	184956.98	711469.42
953	269+79.25 'SB'	40.42' LT	835.53	184950.55	711462.98
954	269+69.76 'SB'	66.83' LT	835.33	184941.32	711436.47
955	269+89.40 'SB'	33.84' LT	835.81	184960.64	711469.65
956	269+86.98 'SB'	35.61' LT	835.72	184958.23	711467.86
957	269+80.80 'SB'	41.68' LT	835.45	184952.11	711461.73
958	269+78.99 'SB'	44.08' LT	835.43	184950.33	711459.32
959	269+89.68 'SB'	34.25' LT	836.31	184960.92	711469.24
960	269+87.28 'SB'	36.00' LT	835.72	184958.55	711467.47
961	269+81.18 'SB'	42.00' LT	835.45	184952.50	711461.41
962	269+79.40 'SB'	44.36' LT	835.93	184950.74	711459.04
963	269+91.11 'SB'	42.00' LT	835.60	184962.43	711461.51
964	269+97.11 'SB'	42.00' LT	836.02	184968.43	711461.56
965	270+03.11 'SB'	42.00' LT	836.11	184974.43	711461.62
966	270+25.00 'SB'	42.00' LT	837.75	184996.32	711461.83
967	270+25.00 'SB'	36.00' LT	837.66	184996.26	711467.83
968	270+03.11 'SB'	36.00' LT	836.20	184974.37	711467.62
969	269+97.11 'SB'	36.00' LT	836.11	184968.37	711467.56
970	269+91.11 'SB'	36.00' LT	835.69	184962.37	711467.51

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	9.93'	17.8 SF	8.56'

2

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

CR-LifeLineChurch-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	271+42.21 'SB'	25.00' LT	839.45	185113.36	711479.93
1001	271+36.21 'SB'	25.00' LT	839.35	185107.36	711479.88
1002	271+45.19 'SB'	27.00' LT	839.41	185116.36	711477.96
1003	271+42.19 'SB'	27.00' LT	839.37	185113.36	711477.93
1004	271+36.19 'SB'	27.00' LT	839.27	185107.36	711477.88
1005	271+33.19 'SB'	27.00' LT	839.22	185104.36	711477.85
1006	271+45.19 'SB'	27.50' LT	839.91	185116.37	711477.46
1007	271+42.19 'SB'	27.50' LT	839.37	185113.37	711477.43
1008	271+36.19 'SB'	27.50' LT	839.27	185107.37	711477.38
1009	271+33.19 'SB'	27.50' LT	839.72	185104.37	711477.35
1010	271+30.19 'SB'	42.00' LT	840.09	185101.51	711462.82
1011	271+36.19 'SB'	42.00' LT	839.95	185107.51	711462.88
1012	271+42.19 'SB'	42.00' LT	840.05	185113.51	711462.93
1013	271+48.19 'SB'	42.00' LT	840.39	185119.50	711462.99
1014	271+48.19 'SB'	36.00' LT	840.30	185119.45	711468.99
1015	271+42.19 'SB'	36.00' LT	839.96	185113.45	711468.93
1016	271+36.19 'SB'	36.00' LT	839.86	185107.45	711468.88
1017	271+30.19 'SB'	36.00' LT	840.00	185101.45	711468.82

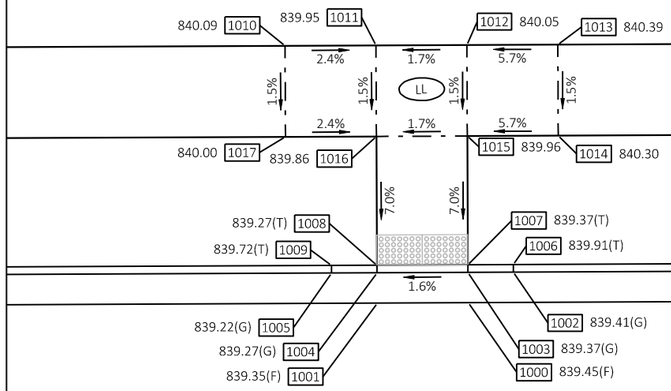
CR-LifelineChurch-Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1125	271+36.25 'SB'	0.02' RT	839.85	185107.17	711504.89
1126	271+42.51 'SB'	0.49' RT	839.94	185113.42	711505.43
1127	271+42.51 'SB'	11.51' RT	839.70	185113.32	711516.44
1128	271+36.25 'SB'	11.98' RT	839.59	185107.06	711516.86
1129	271+36.20 'SB'	2.02' RT	839.77	185107.10	711506.89
1130	271+42.26 'SB'	2.48' RT	839.86	185113.15	711507.41
1131	271+42.26 'SB'	9.52' RT	839.62	185113.08	711514.45
1132	271+36.20 'SB'	9.98' RT	839.51	185107.03	711514.86
1133	271+35.69 'SB'	2.52' RT	840.26	185106.59	711507.39
1134	271+36.19 'SB'	2.52' RT	839.77	185107.09	711507.39
1135	271+42.19 'SB'	2.97' RT	839.86	185113.08	711507.90
1136	271+42.69 'SB'	3.04' RT	840.37	185113.58	711507.97
1137	271+42.69 'SB'	8.96' RT	840.13	185113.52	711513.90
1138	271+42.19 'SB'	9.03' RT	839.62	185113.02	711513.96
1139	271+36.19 'SB'	9.48' RT	839.51	185107.02	711514.36
1140	271+35.69 'SB'	9.48' RT	840.00	185106.52	711514.35

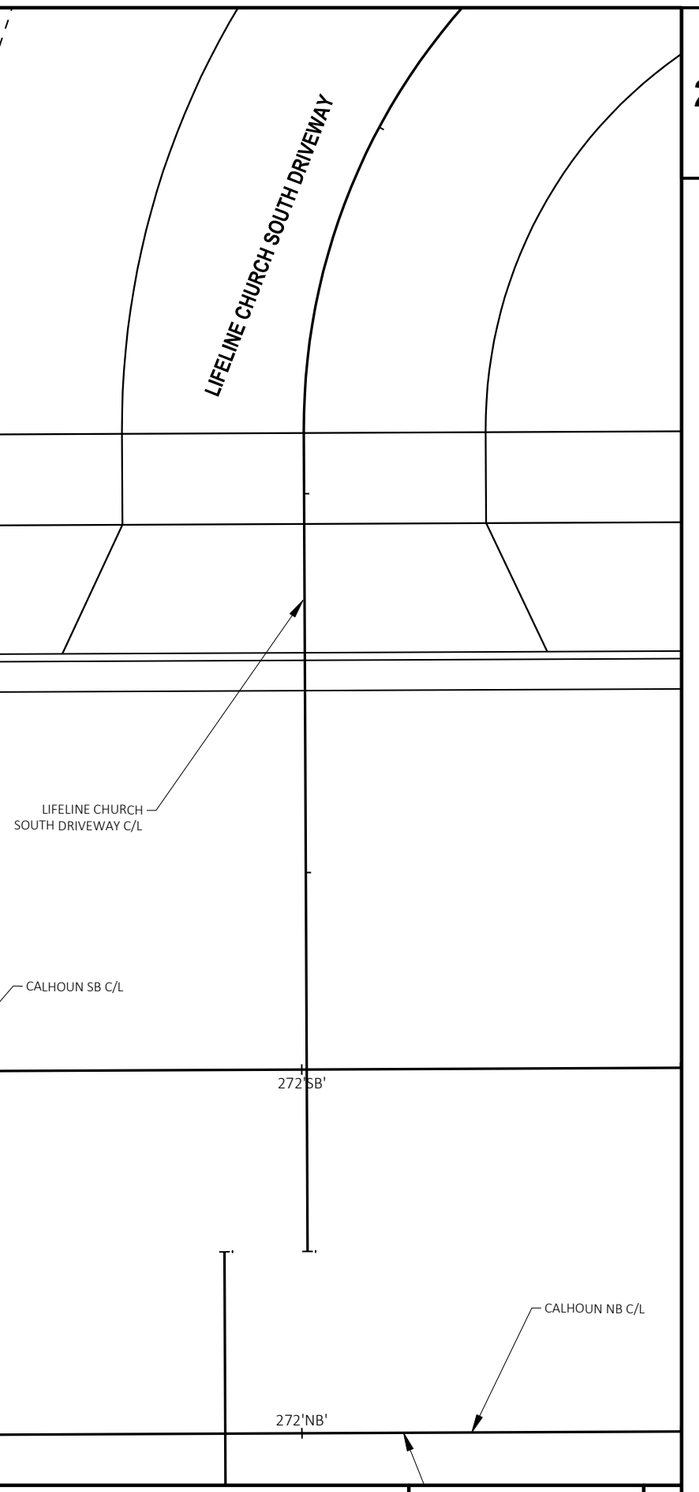
LEGEND

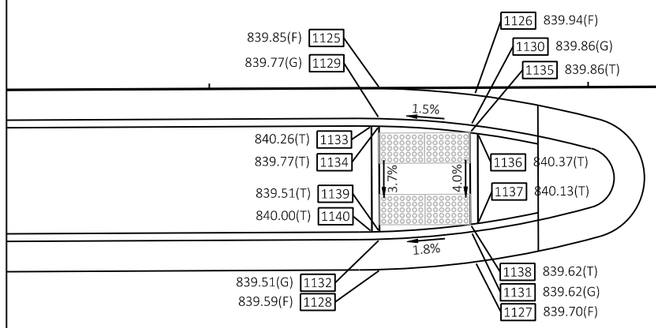
XXX.XX SIDEWALK ELEVATION
XXX.XX(F) GUTTER FLANGE ELEVATION
XXX.XX(G) GUTTER FLOWLINE ELEVATION
XXX.XX(T) TOP OF CURB ELEVATION
LL LEVEL LANDING
1 POINT NUMBER
CURB RAMP DETECTABLE WARNING FIELD YELLOW
SLOPE INTERCEPT

N

CALHOUN ROAD & LIFELINE CHURCH SOUTH DRIVEWAY SOUTHWEST QUADRANT







CALHOUN ROAD & LIFELINE CHURCH SOUTH DRIVEWAY SOUTH MEDIAN

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 89	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 07 W
PLOT DATE : 7/29/2020 5:29 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

N

CALHOUN ROAD

839.33(F) 1050
839.25(G) 1056
839.20(G) 1055
1051 839.42(F)
1057 839.34(G)
1058 839.39(G)
839.71(G) 1059
840.21(T) 1067
839.70(T) 1063
839.25(T) 1064
1066 839.89(T)
1065 839.34(T)
1052 839.83(F) (HIGH POINT)
1060 839.75(G)
1068 839.75(T)
839.85 1075
839.79 1076
839.99 1071
839.84 1072
1073 839.94
1074 839.90
1053 839.75(F) (GRADE BREAK)
1061 839.67(G)
1062 839.60(G)
840.08 1082
839.93 1081
1080 840.03
1079 839.97
1078 839.88
1077 839.82
839.67(T) 1069
840.10(T) 1070
1054 839.15(F)

1.7% 1.6% 1.5% 7.0% 7.0% 2.5% 1.6% 0.6% 0.6% 1.0% 1.0% 0.9% 1.5% 1.5% 1.5% 1.1% 0.5% 0.5% 2.5% 1.6% 1.0% 1.0% 1.0% 1.5% 2.3%

CALHOUN ROAD & VANDERBILT STREET
SOUTHEAST QUADRANT

VANDERBILT STREET

CALHOUN NB C/L
272'NB'
CALHOUN NB C/L

VANDERBILT STREET C/L

(GRADE BREAK) 840.49(F) 1103
1104 840.53(F)
840.22(G) 1108
840.27(F) 1102
840.19(G) 1107
840.19(T) 1111
1112 840.72(T)
1113 840.21
1114 840.63
1115 840.72
1116 841.29
(GRADE BREAK) 840.18(F) 1101
840.10(G) 1106
839.98(G) 1105
1120 840.24
1119 840.66
1118 840.75
1117 841.38
1110 840.10(T)
1109 840.48(T)
839.04(F) 1100

1.1% 0.5% 1.0% 0.7% 7.0% 1.5% 5.8% 0.5% 0.5% 0.5% 1.5% 1.5% 7.0% 1.5% 6.4% 3.9%

CALHOUN ROAD & VANDERBILT STREET
NORTHEAST QUADRANT

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 90 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 07 E
PLOT DATE : 7/29/2020 5:29 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
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CALHOUN ROAD & VANDERBILT STREET SOUTHEAST QUADRANT

CR-Vanderbilt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1050	271+36.28 'NB'	25.00' RT	839.33	185106.63	711553.87
1051	271+42.30 'NB'	25.00' RT	839.42	185112.65	711553.93
1052	271+69.05 'NB'	34.04' RT	839.83	185139.31	711563.22
1053	271+75.53 'NB'	40.42' RT	839.75	185145.73	711569.66
1054	271+84.98 'NB'	65.35' RT	839.15	185154.95	711594.68
1055	271+33.30 'NB'	27.00' RT	839.20	185103.63	711555.84
1056	271+36.30 'NB'	27.00' RT	839.25	185106.63	711555.87
1057	271+42.30 'NB'	27.00' RT	839.34	185112.63	711555.93
1058	271+45.30 'NB'	27.07' RT	839.39	185115.63	711556.02
1059	271+65.38 'NB'	33.84' RT	839.71	185135.65	711562.98
1060	271+67.81 'NB'	35.61' RT	839.75	185138.05	711564.78
1061	271+73.99 'NB'	41.68' RT	839.67	185144.17	711570.91
1062	271+75.80 'NB'	44.08' RT	839.60	185145.96	711573.32
1063	271+33.30 'NB'	27.50' RT	839.70	185103.62	711556.34
1064	271+36.30 'NB'	27.50' RT	839.25	185106.62	711556.37
1065	271+42.30 'NB'	27.50' RT	839.34	185112.62	711556.43
1066	271+45.27 'NB'	27.56' RT	839.89	185115.59	711556.52
1067	271+65.10 'NB'	34.25' RT	840.21	185135.36	711563.40
1068	271+67.50 'NB'	36.00' RT	839.75	185137.74	711565.17
1069	271+73.60 'NB'	42.00' RT	839.67	185143.78	711571.22
1070	271+75.39 'NB'	44.36' RT	840.10	185145.55	711573.60

CR-Vanderbilt-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1071	271+30.30 'NB'	36.00' RT	839.99	185100.54	711564.81
1072	271+36.30 'NB'	36.00' RT	839.84	185106.54	711564.87
1073	271+42.30 'NB'	36.00' RT	839.94	185112.54	711564.93
1074	271+48.30 'NB'	36.00' RT	839.90	185118.54	711564.98
1075	271+57.67 'NB'	36.00' RT	839.85	185127.91	711565.07
1076	271+63.67 'NB'	36.00' RT	839.79	185133.91	711565.13
1077	271+63.67 'NB'	42.00' RT	839.82	185133.86	711571.13
1078	271+57.67 'NB'	42.00' RT	839.88	185127.86	711571.07
1079	271+48.30 'NB'	42.00' RT	839.97	185118.49	711570.98
1080	271+42.30 'NB'	42.00' RT	840.03	185112.49	711570.93
1081	271+36.30 'NB'	42.00' RT	839.93	185106.49	711570.87
1082	271+30.30 'NB'	42.00' RT	840.08	185100.49	711570.81

CALHOUN ROAD & VANDERBILT STREET NORTHEAST QUADRANT

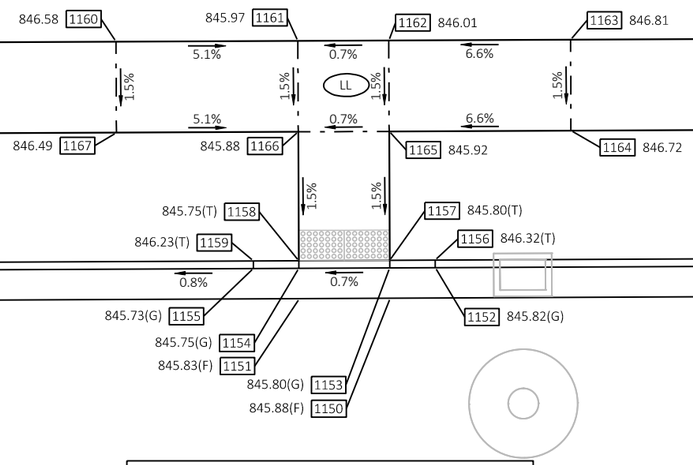
CR-Vanderbilt-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	272+07.10 'NB'	68.86' RT	839.04	185177.03	711598.40
1101	272+16.54 'NB'	40.42' RT	840.18	185186.74	711570.05
1102	272+23.03 'NB'	34.04' RT	840.27	185193.29	711563.73
1103	272+43.71 'NB'	25.34' RT	840.49	185214.05	711555.23
1104	272+50.06 'NB'	25.00' RT	840.53	185220.40	711554.95
1105	272+16.28 'NB'	44.08' RT	839.98	185186.44	711573.70
1106	272+18.09 'NB'	41.68' RT	840.10	185188.28	711571.33
1107	272+24.27 'NB'	35.61' RT	840.19	185194.51	711565.31
1108	272+26.69 'NB'	33.84' RT	840.22	185196.95	711563.56
1109	272+16.69 'NB'	44.36' RT	840.48	185186.85	711573.99
1110	272+18.48 'NB'	42.00' RT	840.10	185188.66	711571.65
1111	272+24.58 'NB'	36.00' RT	840.19	185194.82	711565.70
1112	272+26.97 'NB'	34.25' RT	840.72	185197.23	711563.98
1113	272+28.41 'NB'	36.00' RT	840.21	185198.65	711565.74
1114	272+34.41 'NB'	36.00' RT	840.63	185204.65	711565.80
1115	272+40.41 'NB'	36.00' RT	840.72	185210.65	711565.85
1116	272+50.10 'NB'	36.00' RT	841.29	185220.34	711565.95
1117	272+50.10 'NB'	42.00' RT	841.38	185220.28	711571.94
1118	272+40.41 'NB'	42.00' RT	840.75	185210.59	711571.85
1119	272+34.41 'NB'	42.00' RT	840.66	185204.59	711571.80
1120	272+28.41 'NB'	42.00' RT	840.24	185198.59	711571.74

RADIAL WARNING FIELD PANEL LAYOUT TABLE

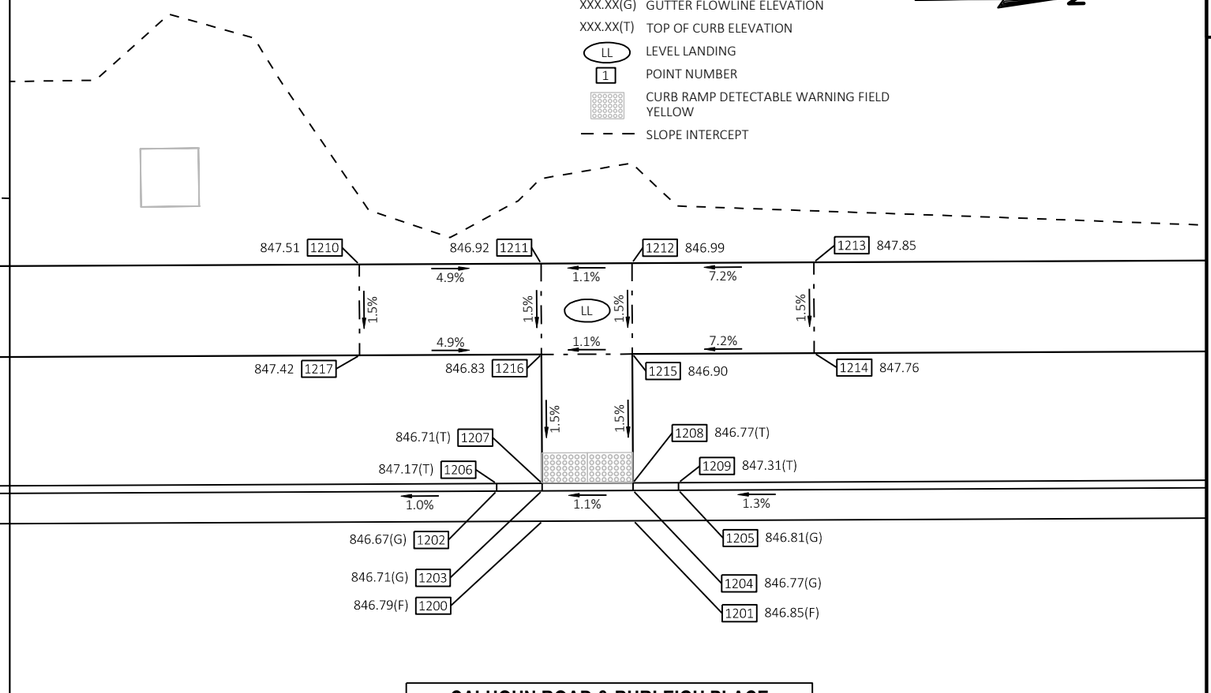
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	39.5'	9.93'	17.8 SF	8.56'
NORTHEAST	39.5'	9.93'	17.8 SF	8.56'

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
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- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CALHOUN ROAD & BURLEIGH PLACE
SOUTHWEST QUADRANT



CALHOUN ROAD & BURLEIGH PLACE
NORTHWEST QUADRANT

CR-BurleighPlace-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1150	277+76.42 'SB'	25.00' LT	845.88	185747.55	711485.91
1151	277+70.42 'SB'	25.00' LT	845.83	185741.55	711485.86
1152	277+79.40 'SB'	27.00' LT	845.82	185750.54	711483.94
1153	277+76.40 'SB'	27.00' LT	845.80	185747.54	711483.91
1154	277+70.40 'SB'	27.00' LT	845.75	185741.54	711483.86
1155	277+67.40 'SB'	27.00' LT	845.73	185738.54	711483.83
1156	277+79.40 'SB'	27.50' LT	846.32	185750.55	711483.44
1157	277+76.40 'SB'	27.50' LT	845.80	185747.55	711483.41
1158	277+70.40 'SB'	27.50' LT	845.75	185741.55	711483.36
1159	277+67.40 'SB'	27.50' LT	846.23	185738.55	711483.33
1160	277+58.40 'SB'	42.00' LT	846.58	185729.69	711468.75
1161	277+70.40 'SB'	42.00' LT	845.97	185741.69	711468.86
1162	277+76.40 'SB'	42.00' LT	846.01	185747.69	711468.92
1163	277+88.40 'SB'	42.00' LT	846.81	185759.69	711469.03
1164	277+88.40 'SB'	36.00' LT	846.72	185759.62	711475.03
1165	277+76.40 'SB'	36.00' LT	845.92	185747.63	711474.92
1166	277+70.40 'SB'	36.00' LT	845.88	185741.63	711474.86
1167	277+58.40 'SB'	36.00' LT	846.49	185729.63	711474.75

CR-BurleighPlace-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	278+93.88 'NB'	25.00' LT	846.79	185865.00	711487.02
1201	278+99.88 'NB'	25.00' LT	846.85	185871.00	711487.08
1202	278+90.86 'NB'	27.00' LT	846.67	185862.00	711484.99
1203	278+93.86 'NB'	27.00' LT	846.71	185865.00	711485.02
1204	278+99.86 'NB'	27.00' LT	846.77	185871.00	711485.08
1205	279+02.86 'NB'	27.00' LT	846.81	185874.00	711485.11
1206	278+90.86 'NB'	27.50' LT	847.17	185862.01	711484.49
1207	278+93.86 'NB'	27.50' LT	846.71	185865.01	711484.52
1208	278+99.86 'NB'	27.50' LT	846.77	185871.01	711484.58
1209	279+02.86 'NB'	27.50' LT	847.31	185874.01	711484.61
1210	278+81.86 'NB'	42.00' LT	847.51	185853.15	711469.91
1211	278+93.86 'NB'	42.00' LT	846.92	185865.14	711470.02
1212	278+99.86 'NB'	42.00' LT	846.99	185871.14	711470.08
1213	279+11.86 'NB'	42.00' LT	847.85	185883.14	711470.19
1214	279+11.86 'NB'	36.00' LT	847.76	185883.09	711476.19
1215	278+99.86 'NB'	36.00' LT	846.90	185871.09	711476.08
1216	278+93.86 'NB'	36.00' LT	846.83	185865.09	711476.02
1217	278+81.86 'NB'	36.00' LT	847.42	185853.09	711475.91

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 92	E

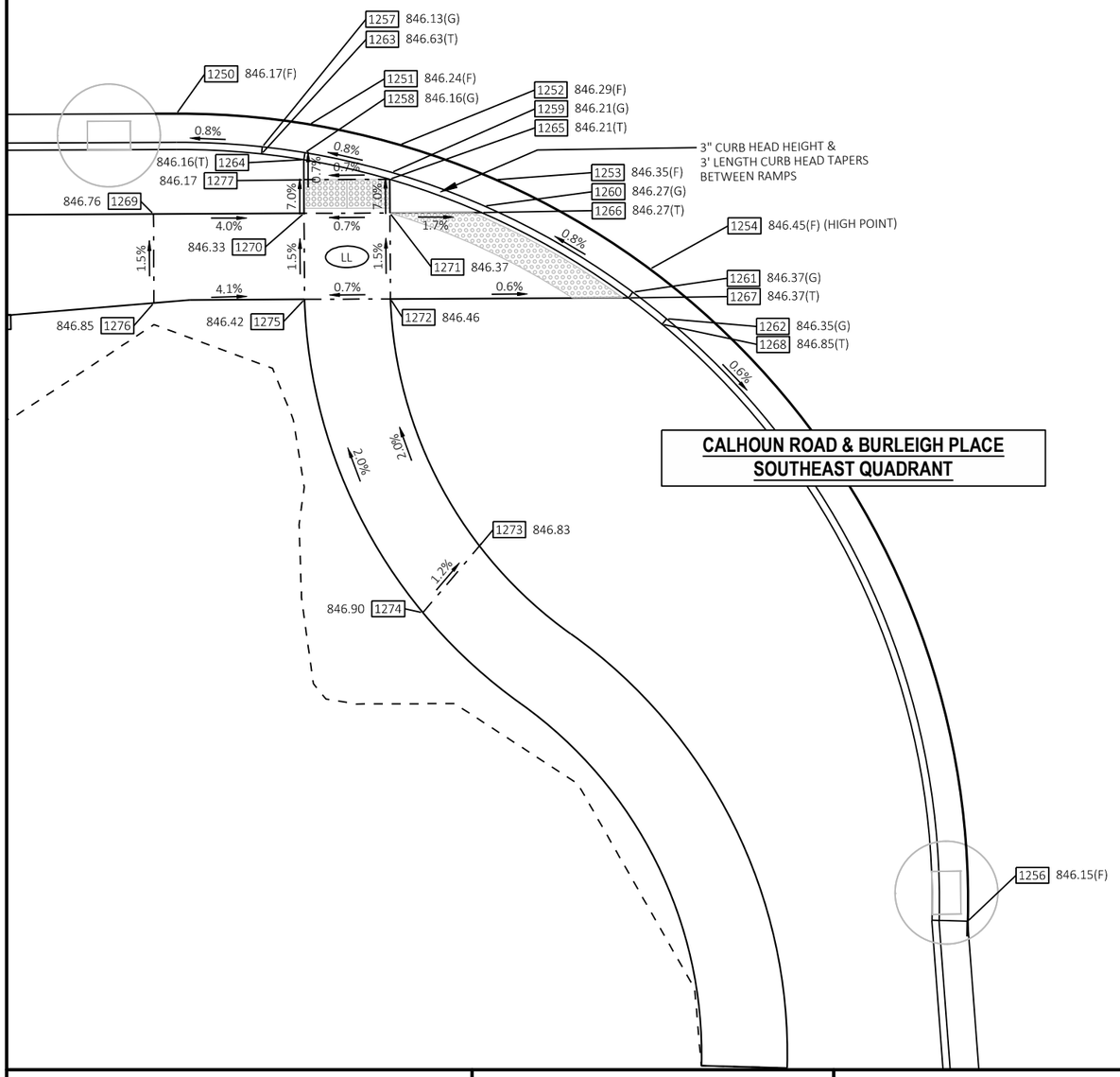
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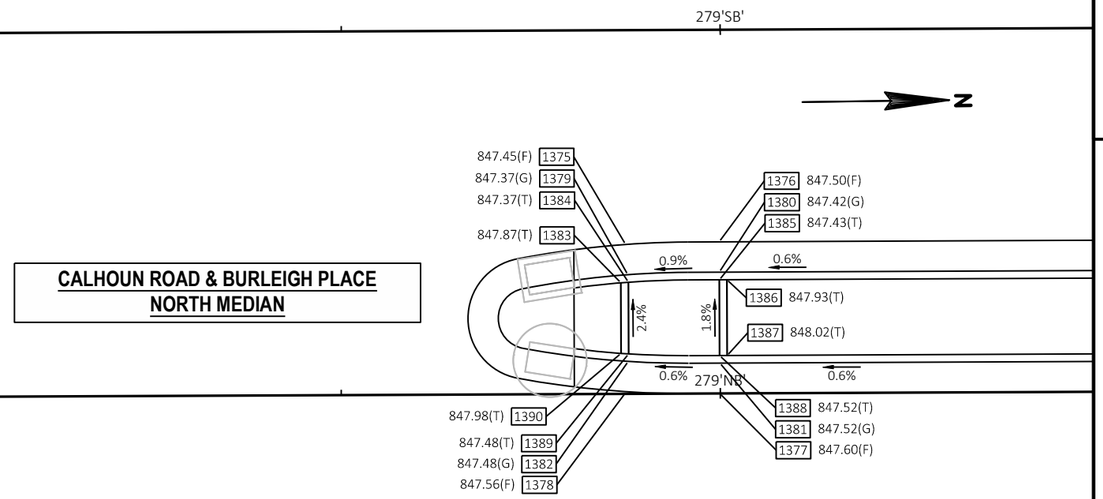
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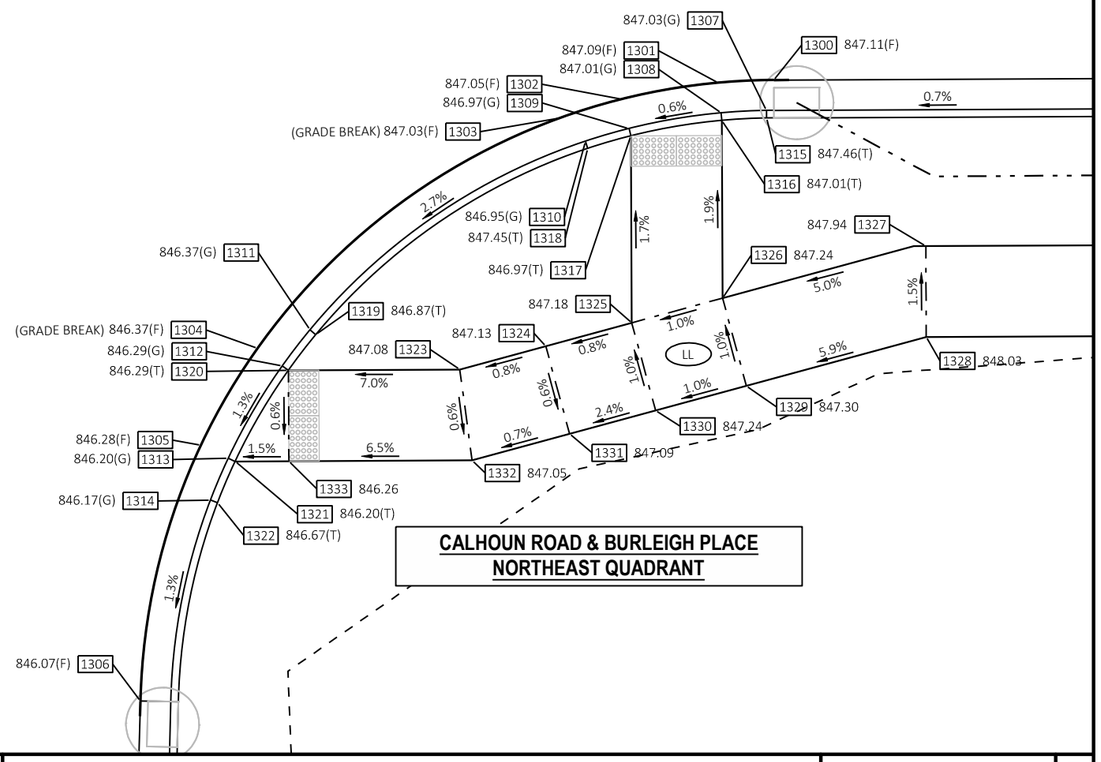
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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
— — —	SLOPE INTERCEPT







PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 93	E

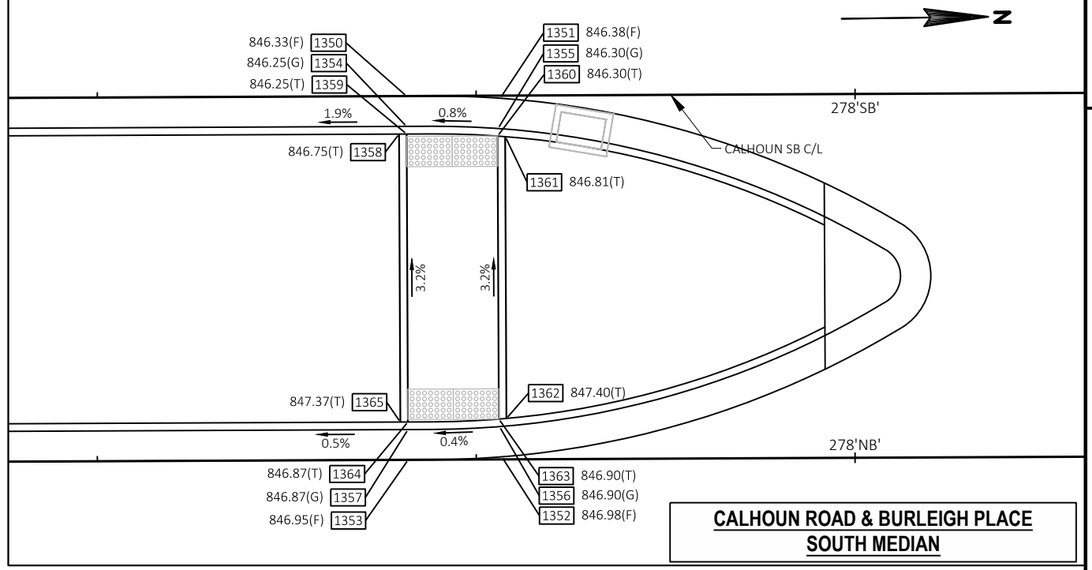
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NOTES:

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LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
– – –	SLOPE INTERCEPT



CR-BurleighPlace-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1250	277+61.64 'NB'	37.00' RT	846.17	185731.85	711571.77
1251	277+70.93 'NB'	37.79' RT	846.24	185741.13	711572.65
1252	277+77.22 'NB'	39.25' RT	846.29	185747.40	711574.17
1253	277+83.92 'NB'	41.71' RT	846.35	185754.08	711576.69
1254	277+94.64 'NB'	48.00' RT	846.45	185764.74	711583.08
1256	278+16.62 'NB'	93.60' RT	846.15	185786.29	711628.88
1257	277+67.62 'NB'	39.34' RT	846.13	185737.81	711574.17
1258	277+70.59 'NB'	39.76' RT	846.16	185740.77	711574.62
1259	277+76.65 'NB'	41.17' RT	846.21	185746.82	711576.08
1260	277+83.11 'NB'	43.54' RT	846.27	185753.25	711578.52
1261	277+93.44 'NB'	49.60' RT	846.37	185763.53	711584.67
1262	277+95.79 'NB'	51.47' RT	846.35	185765.86	711586.56
1263	277+67.57 'NB'	39.84' RT	846.63	185737.75	711574.66
1264	277+70.51 'NB'	40.25' RT	846.16	185740.68	711575.11
1265	277+76.51 'NB'	41.65' RT	846.21	185746.67	711576.56
1266	277+82.91 'NB'	44.00' RT	846.27	185753.05	711578.97
1267	277+93.14 'NB'	50.00' RT	846.37	185763.22	711585.07
1268	277+95.47 'NB'	51.85' RT	846.85	185765.53	711586.94
1269	277+60.00 'NB'	44.00' RT	846.76	185730.14	711578.75
1270	277+70.51 'NB'	44.00' RT	846.33	185740.65	711578.85
1271	277+76.51 'NB'	44.00' RT	846.37	185746.65	711578.91
1272	277+76.52 'NB'	50.00' RT	846.46	185746.61	711584.91
1273	277+82.65 'NB'	67.26' RT	846.83	185752.57	711602.22
1274	277+78.68 'NB'	71.90' RT	846.90	185748.55	711606.83
1275	277+70.52 'NB'	50.00' RT	846.42	185740.60	711584.85
1276	277+60.00 'NB'	50.20' RT	846.85	185730.08	711584.95
1277	277+70.51 'NB'	41.65' RT	846.17	185740.67	711576.50

CR-BurleighPlace-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	279+03.42 'NB'	25.00' RT	847.11	185873.73	711561.11
1301	278+99.75 'NB'	25.16' RT	847.09	185870.07	711561.23
1302	278+93.37 'NB'	26.22' RT	847.05	185863.68	711562.23
1303	278+89.31 'NB'	27.44' RT	847.03	185859.60	711563.42
1304	278+69.27 'NB'	42.54' RT	846.37	185839.42	711578.33
1305	278+65.51 'NB'	48.92' RT	846.28	185835.60	711584.67
1306	278+61.44 'NB'	65.77' RT	846.07	185831.37	711601.48
1307	279+02.92 'NB'	27.00' RT	847.03	185873.22	711563.11
1308	278+99.93 'NB'	27.15' RT	847.01	185870.22	711563.23
1309	278+93.85 'NB'	28.16' RT	846.97	185864.14	711564.18
1310	278+90.97 'NB'	28.99' RT	846.95	185861.25	711564.98
1311	278+72.73 'NB'	41.34' RT	846.37	185842.90	711577.16
1312	278+70.90 'NB'	43.71' RT	846.29	185841.04	711579.51
1313	278+67.31 'NB'	49.78' RT	846.20	185837.39	711585.55
1314	278+66.12 'NB'	52.54' RT	846.17	185836.18	711588.29
1315	279+02.93 'NB'	27.50' RT	847.46	185873.22	711563.61
1316	278+99.97 'NB'	27.65' RT	847.01	185870.26	711563.73
1317	278+93.97 'NB'	28.65' RT	846.97	185864.25	711564.67
1318	278+91.12 'NB'	29.46' RT	847.45	185861.40	711565.45
1319	278+73.12 'NB'	41.66' RT	846.87	185843.28	711577.48
1320	278+71.30 'NB'	44.00' RT	846.29	185841.44	711579.80
1321	278+67.76 'NB'	50.00' RT	846.20	185837.84	711585.77
1322	278+66.59 'NB'	52.72' RT	846.67	185836.64	711588.48
1323	278+82.61 'NB'	44.00' RT	847.08	185852.75	711579.91
1324	278+88.29 'NB'	42.49' RT	847.13	185858.44	711578.45
1325	278+93.97 'NB'	40.97' RT	847.18	185864.14	711576.99
1326	278+99.97 'NB'	39.37' RT	847.24	185870.15	711575.45
1327	279+13.40 'NB'	36.00' RT	847.94	185883.61	711572.20
1328	279+13.40 'NB'	42.00' RT	848.03	185883.55	711578.20
1329	279+01.52 'NB'	45.17' RT	847.30	185871.64	711581.26
1330	278+95.52 'NB'	46.77' RT	847.24	185865.63	711582.80
1331	278+89.84 'NB'	48.28' RT	847.09	185859.93	711584.26
1332	278+83.40 'NB'	50.00' RT	847.05	185853.48	711585.92
1333	278+71.30 'NB'	50.00' RT	846.26	185841.38	711585.80

CR-BurleighPlace-NorthMedian					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1375	278+93.80 'NB'	9.86' LT	847.45	185864.44	711526.16
1376	278+99.97 'NB'	10.00' LT	847.50	185870.62	711526.08
1377	278+99.97 'NB'	0.00'	847.60	185870.52	711536.08
1378	278+93.80 'NB'	0.14' LT	847.56	185864.35	711535.88
1379	278+93.94 'NB'	7.86' LT	847.37	185864.56	711528.16
1380	278+99.97 'NB'	8.00' LT	847.42	185870.60	711528.08
1381	278+99.98 'NB'	2.00' LT	847.52	185870.55	711534.08
1382	278+93.94 'NB'	2.14' LT	847.48	185864.51	711533.88
1383	278+93.47 'NB'	7.33' LT	847.87	185864.09	711528.69
1384	278+93.97 'NB'	7.36' LT	847.37	185864.59	711528.66
1385	278+99.97 'NB'	7.50' LT	847.43	185870.59	711528.58
1386	279+00.47 'NB'	7.50' LT	847.93	185871.09	711528.58
1387	279+00.47 'NB'	2.50' LT	848.02	185871.05	711533.58
1388	278+99.97 'NB'	2.50' LT	847.52	185870.55	711533.58
1389	278+93.97 'NB'	2.64' LT	847.48	185864.55	711533.38
1390	278+93.47 'NB'	2.67' LT	847.98	185864.05	711533.34

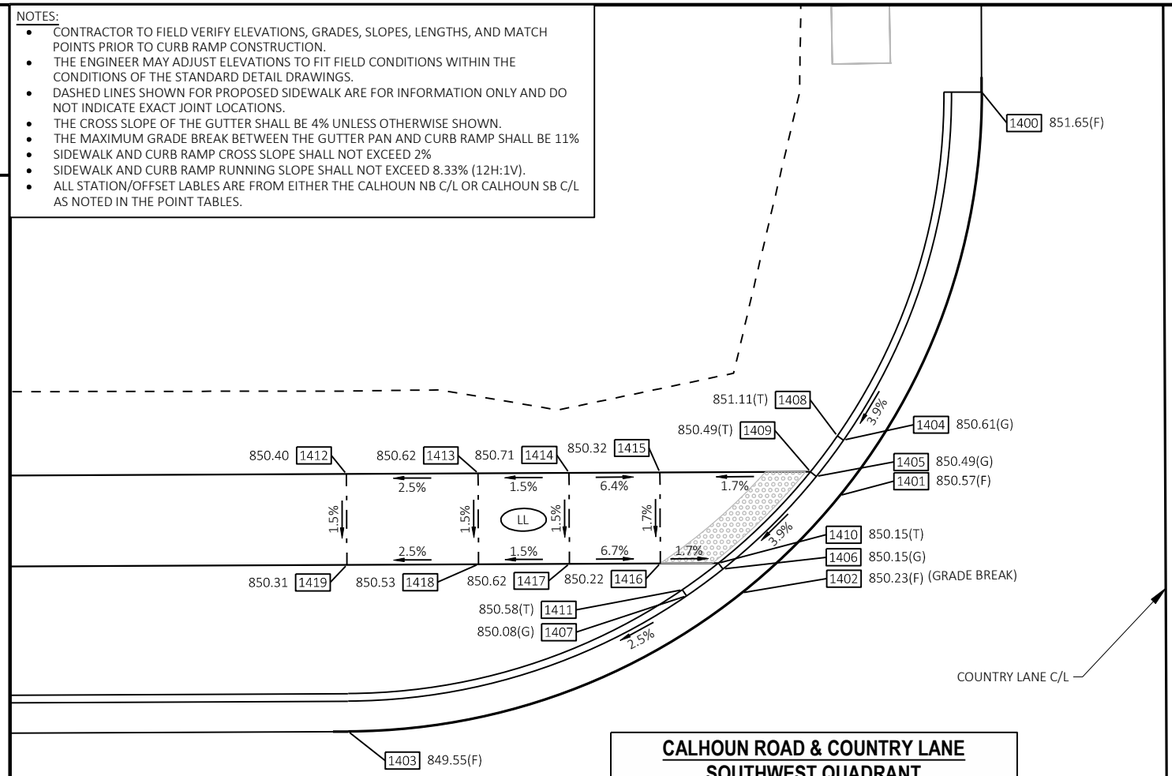
CR-BurleighPlace-SouthMedian					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1350	277+70.40 'SB'	0.00' RT	846.33	185741.29	711510.86
1351	277+76.59 'SB'	0.17' RT	846.38	185747.48	711511.08
1352	277+76.59 'SB'	23.83' RT	846.98	185747.25	711534.75
1353	277+70.40 'SB'	24.00' RT	846.95	185741.06	711534.86
1354	277+70.40 'SB'	2.00' RT	846.25	185741.27	711512.86
1355	277+76.44 'SB'	2.16' RT	846.30	185747.31	711513.08
1356	277+76.44 'SB'	21.84' RT	846.90	185747.12	711532.75
1357	277+70.40 'SB'	22.00' RT	846.87	185741.08	711532.86
1358	277+69.90 'SB'	2.50' RT	846.75	185740.77	711513.35
1359	277+70.40 'SB'	2.50' RT	846.25	185741.27	711513.36
1360	277+76.40 'SB'	2.66' RT	846.30	185747.26	711513.58
1361	277+76.90 'SB'	2.70' RT	846.81	185747.76	711513.62
1362	277+76.90 'SB'	21.30' RT	847.40	185747.59	711532.22
1363	277+76.40 'SB'	21.34' RT	846.90	185747.09	711532.25
1364	277+70.40 'SB'	21.50' RT	846.87	185741.09	711532.36
1365	277+69.89 'SB'	21.50' RT	847.37	185740.58	711532.35

RADIAL WARNING FIELD PANEL LAYOUT TABLE

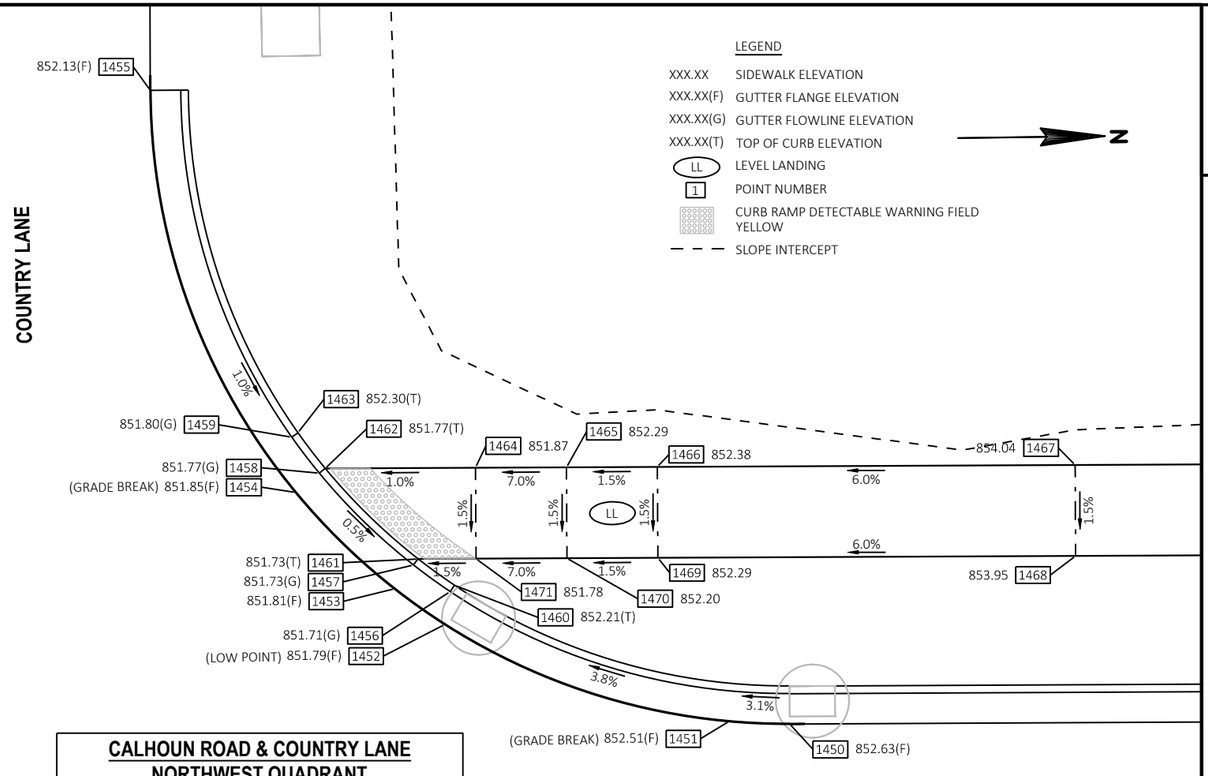
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	52.5'	16.62'	26.0 SF	11.86'

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CALHOUN ROAD & COUNTRY LANE SOUTHWEST QUADRANT



CALHOUN ROAD & COUNTRY LANE NORTHWEST QUADRANT

CR-Country-SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1400	280+90.08 'SB'	67.00' LT	851.65	186061.58	711446.88
1401	280+80.60 'SB'	40.42' LT	850.57	186051.85	711473.37
1402	280+74.11 'SB'	34.04' LT	850.23	186045.30	711479.69
1403	280+48.08 'SB'	25.00' LT	849.55	186019.19	711488.48
1404	280+80.86 'SB'	44.08' LT	850.61	186052.15	711469.71
1405	280+79.05 'SB'	41.68' LT	850.49	186050.32	711472.09
1406	280+72.87 'SB'	35.61' LT	850.15	186044.08	711478.10
1407	280+70.45 'SB'	33.84' LT	850.08	186041.64	711479.85
1408	280+80.45 'SB'	44.36' LT	851.11	186051.74	711469.42
1409	280+78.66 'SB'	42.00' LT	850.49	186049.93	711471.77
1410	280+72.56 'SB'	36.00' LT	850.15	186043.77	711477.71
1411	280+70.17 'SB'	34.25' LT	850.58	186041.36	711479.43
1412	280+48.04 'SB'	42.00' LT	850.40	186019.32	711471.48
1413	280+56.73 'SB'	42.00' LT	850.62	186028.00	711471.56
1414	280+62.73 'SB'	42.00' LT	850.71	186034.00	711471.62
1415	280+68.73 'SB'	42.00' LT	850.32	186040.00	711471.67
1416	280+68.73 'SB'	36.00' LT	850.22	186039.95	711477.67
1417	280+62.73 'SB'	36.00' LT	850.62	186033.95	711477.62
1418	280+56.73 'SB'	36.00' LT	850.53	186027.95	711477.56
1419	280+48.04 'SB'	36.00' LT	850.31	186019.26	711477.48

CR-Country-NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1450	281+56.08 'SB'	25.00' LT	852.63	186127.19	711489.50
1451	281+52.08 'SB'	25.19' LT	852.51	186123.19	711489.27
1452	281+33.36 'SB'	31.68' LT	851.79	186104.53	711482.61
1453	281+30.05 'SB'	34.04' LT	851.81	186101.24	711480.21
1454	281+23.56 'SB'	40.42' LT	851.85	186094.82	711473.77
1455	281+14.08 'SB'	67.00' LT	852.13	186085.58	711447.10
1456	281+33.71 'SB'	33.84' LT	851.71	186104.90	711480.45
1457	281+31.29 'SB'	35.61' LT	851.73	186102.50	711478.66
1458	281+25.11 'SB'	41.68' LT	851.77	186096.38	711472.52
1459	281+23.30 'SB'	44.08' LT	851.80	186094.59	711470.11
1460	281+33.99 'SB'	34.25' LT	852.21	186105.19	711480.04
1461	281+31.60 'SB'	36.00' LT	851.73	186102.81	711478.27
1462	281+25.50 'SB'	42.00' LT	851.77	186096.77	711472.21
1463	281+23.71 'SB'	44.36' LT	852.30	186095.00	711469.83
1464	281+35.42 'SB'	42.00' LT	851.87	186106.69	711472.30
1465	281+41.42 'SB'	42.00' LT	852.29	186112.69	711472.36
1466	281+47.42 'SB'	42.00' LT	852.38	186118.69	711472.42
1467	281+74.99 'SB'	42.00' LT	854.04	186146.26	711472.68
1468	281+74.99 'SB'	36.00' LT	853.95	186146.20	711478.68
1469	281+47.42 'SB'	36.00' LT	852.29	186118.64	711478.42
1470	281+41.42 'SB'	36.00' LT	852.20	186112.64	711478.36
1471	281+35.42 'SB'	36.00' LT	851.78	186106.64	711478.30

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	9.93'	17.8 SF	8.56'

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 95	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09 W
PLOT DATE : 7/29/2020 5:32 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	39.5'	9.93'	17.8 SF	8.56'
NORTHEAST	39.5'	9.93'	17.8 SF	8.56'

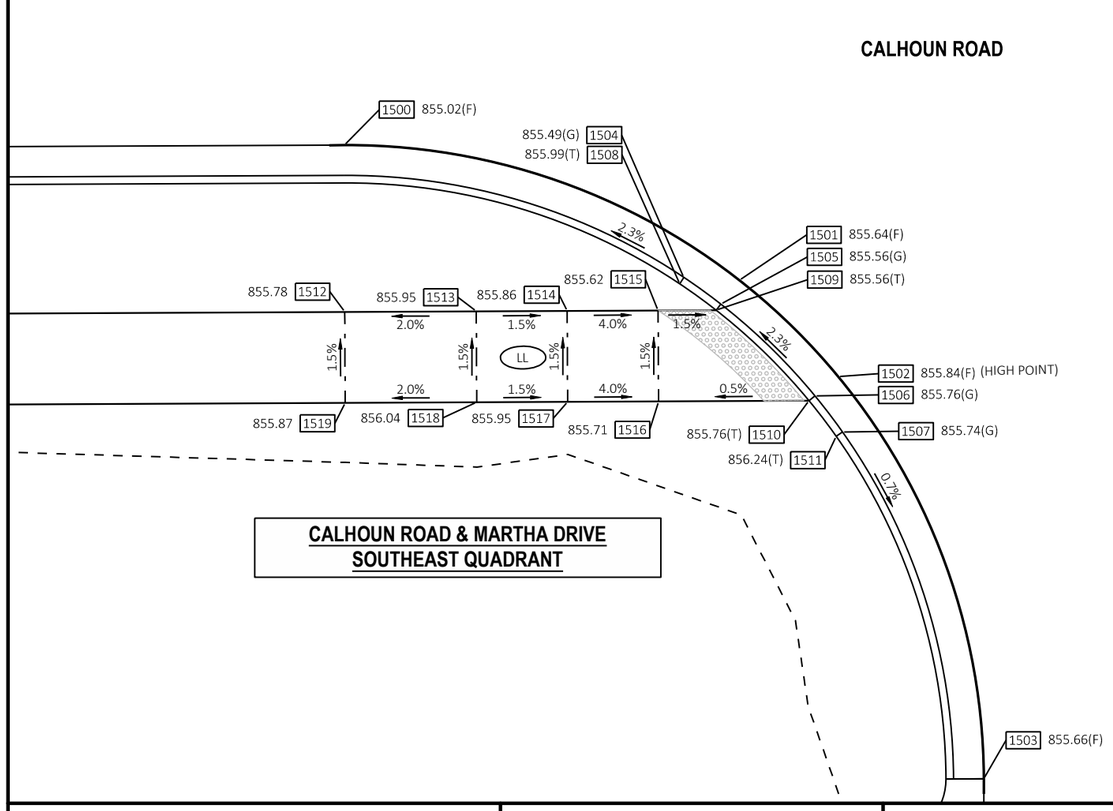
CR-Martha-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1500	282+48.72 'NB'	25.00' RT	855.02	186219.02	711564.37
1501	282+74.75 'NB'	34.04' RT	855.64	186244.96	711573.65
1502	282+81.24 'NB'	40.42' RT	855.84	186251.39	711580.09
1503	282+90.72 'NB'	67.00' RT	855.66	186260.62	711606.76
1504	282+71.09 'NB'	33.84' RT	855.49	186241.30	711573.42
1505	282+73.51 'NB'	35.61' RT	855.56	186243.71	711575.21
1506	282+79.69 'NB'	41.68' RT	855.76	186249.83	711581.34
1507	282+81.50 'NB'	44.08' RT	855.74	186251.62	711583.75
1508	282+70.81 'NB'	34.25' RT	855.99	186241.02	711573.83
1509	282+73.20 'NB'	36.00' RT	855.56	186243.40	711575.60
1510	282+79.31 'NB'	42.00' RT	855.76	186249.44	711581.65
1511	282+81.09 'NB'	44.36' RT	856.24	186251.21	711584.03
1512	282+48.70 'NB'	36.00' RT	855.78	186218.89	711575.37
1513	282+57.38 'NB'	36.00' RT	855.95	186227.57	711575.45
1514	282+63.38 'NB'	36.00' RT	855.86	186233.57	711575.50
1515	282+69.38 'NB'	36.00' RT	855.62	186239.57	711575.56
1516	282+69.38 'NB'	42.00' RT	855.71	186239.51	711581.56
1517	282+63.38 'NB'	42.00' RT	855.95	186233.51	711581.50
1518	282+57.38 'NB'	42.00' RT	856.04	186227.51	711581.45
1519	282+48.70 'NB'	42.00' RT	855.87	186218.84	711581.37

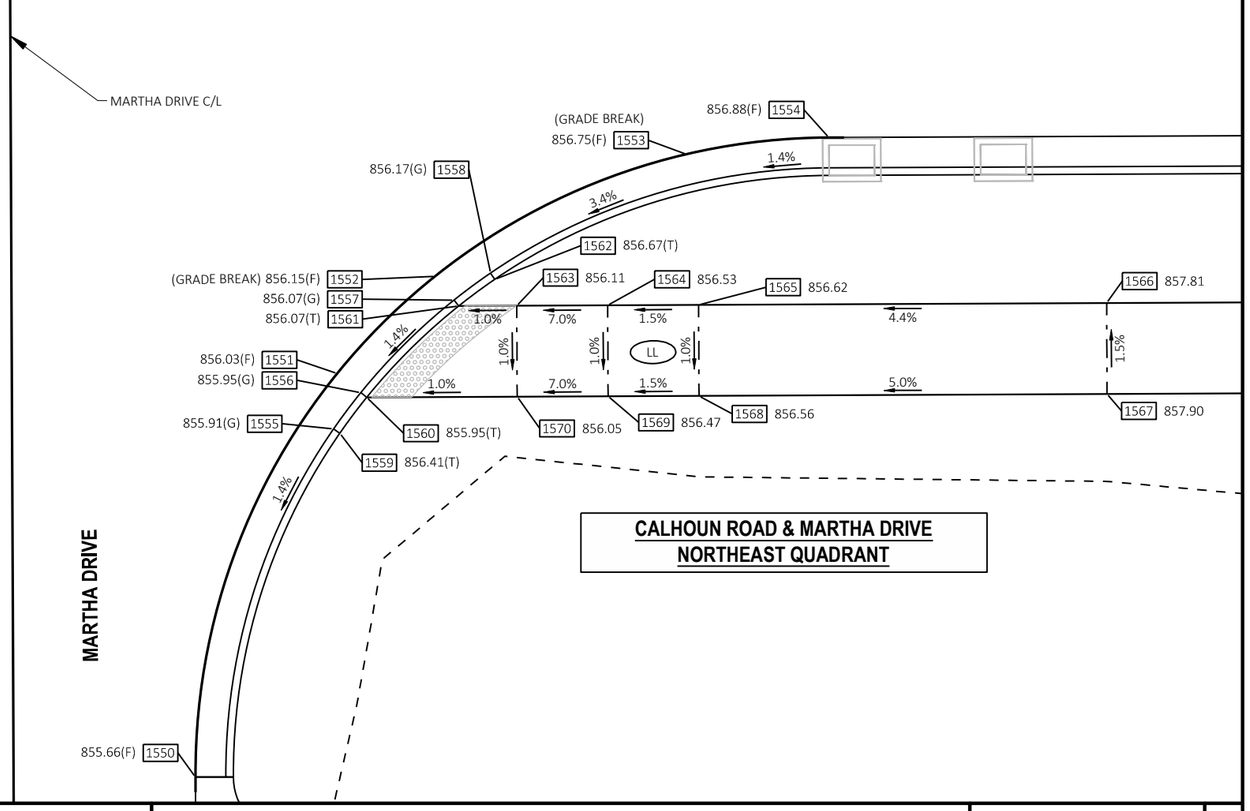
CR-Martha-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1550	283+14.72 'NB'	67.00' RT	855.66	186284.62	711606.98
1551	283+24.21 'NB'	40.42' RT	856.03	186294.36	711580.50
1552	283+30.69 'NB'	34.04' RT	856.15	186300.90	711574.18
1553	283+47.32 'NB'	26.07' RT	856.75	186317.61	711566.36
1554	283+56.73 'NB'	25.00' RT	856.88	186327.02	711565.38
1555	283+23.94 'NB'	44.08' RT	855.91	186294.06	711584.15
1556	283+25.75 'NB'	41.68' RT	855.95	186295.89	711581.78
1557	283+31.93 'NB'	35.61' RT	856.07	186302.13	711575.76
1558	283+34.36 'NB'	33.84' RT	856.17	186304.57	711574.01
1559	283+24.35 'NB'	44.36' RT	856.41	186294.47	711584.44
1560	283+26.14 'NB'	42.00' RT	855.95	186296.28	711582.10
1561	283+32.24 'NB'	36.00' RT	856.07	186302.43	711576.15
1562	283+34.64 'NB'	34.25' RT	856.67	186304.84	711574.43
1563	283+36.07 'NB'	36.00' RT	856.11	186306.26	711576.19
1564	283+42.07 'NB'	36.00' RT	856.53	186312.26	711576.25
1565	283+48.07 'NB'	36.00' RT	856.62	186318.26	711576.30
1566	283+75.00 'NB'	36.00' RT	857.81	186345.19	711576.56
1567	283+75.00 'NB'	42.00' RT	857.90	186345.13	711582.56
1568	283+48.07 'NB'	42.00' RT	856.56	186318.20	711582.30
1569	283+42.07 'NB'	42.00' RT	856.47	186312.20	711582.25
1570	283+36.07 'NB'	42.00' RT	856.05	186306.20	711582.19

LEGEND

- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) GUTTER FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- (LL) LEVEL LANDING
- [1] POINT NUMBER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT

N

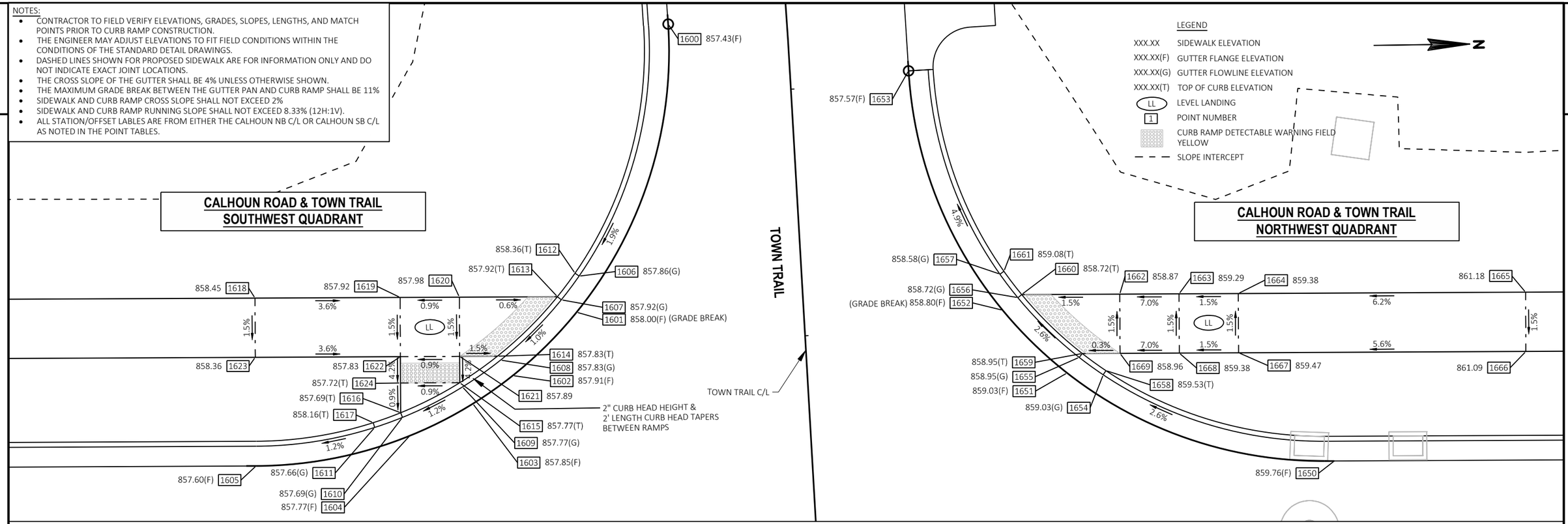




PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 96	E

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CR-TownTrail-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1600	285+13.31 'SB'	69.54' LT	857.43	186484.82	711448.33
1601	285+03.90 'SB'	40.42' LT	858.00	186475.14	711477.36
1602	284+97.41 'SB'	34.04' LT	857.91	186468.59	711483.68
1603	284+93.34 'SB'	31.20' LT	857.85	186464.49	711486.48
1604	284+86.96 'SB'	28.00' LT	857.77	186458.08	711489.62
1605	284+71.38 'SB'	25.00' LT	857.60	186442.48	711492.47
1606	285+04.16 'SB'	44.08' LT	857.86	186475.43	711473.71
1607	285+02.35 'SB'	41.68' LT	857.92	186473.60	711476.08
1608	284+96.17 'SB'	35.61' LT	857.83	186467.36	711482.10
1609	284+92.30 'SB'	32.90' LT	857.77	186463.46	711484.76
1610	284+86.22 'SB'	29.85' LT	857.69	186457.36	711487.76
1611	284+83.40 'SB'	28.85' LT	857.66	186454.53	711488.74
1612	285+03.75 'SB'	44.36' LT	858.36	186475.03	711473.42
1613	285+01.96 'SB'	42.00' LT	857.92	186473.22	711475.76
1614	284+95.86 'SB'	36.00' LT	857.83	186467.06	711481.70
1615	284+92.04 'SB'	33.33' LT	857.77	186463.21	711484.34
1616	284+86.04 'SB'	30.32' LT	857.69	186457.18	711487.29
1617	284+83.25 'SB'	29.32' LT	858.16	186454.38	711488.26
1618	284+71.34 'SB'	42.00' LT	858.45	186442.60	711475.47
1619	284+86.04 'SB'	42.00' LT	857.92	186457.29	711475.61

CR-TownTrail-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1620	284+92.04 'SB'	42.00' LT	857.98	186463.29	711475.67
1621	284+92.04 'SB'	36.00' LT	857.89	186463.23	711481.67
1622	284+86.04 'SB'	36.00' LT	857.83	186457.23	711481.61
1623	284+71.34 'SB'	36.00' LT	858.36	186442.54	711481.47
1624	284+86.04 'SB'	33.33' LT	857.72	186457.21	711484.28

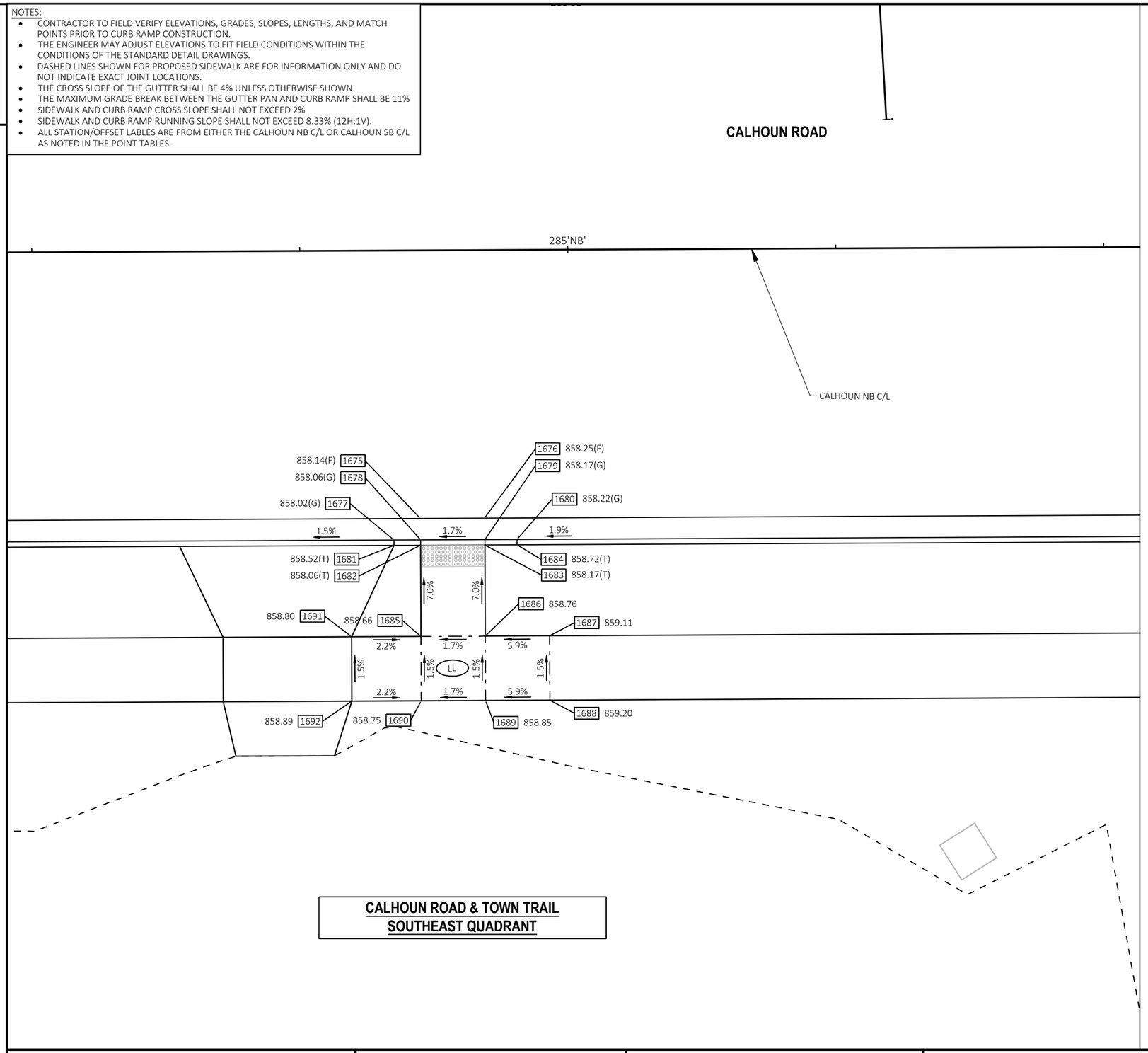
RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	9.93'	17.8 SF	8.56'

CR-TownTrail-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1650	285+80.56 'SB'	25.00' LT	859.76	186551.65	711493.50
1651	285+53.53 'SB'	34.04' LT	859.03	186524.71	711484.21
1652	285+47.04 'SB'	40.42' LT	858.80	186518.28	711477.77
1653	285+37.62 'SB'	64.70' LT	857.57	186509.09	711453.40
1654	285+57.19 'SB'	33.84' LT	859.03	186528.37	711484.44
1655	285+54.77 'SB'	35.61' LT	858.95	186525.96	711482.65
1656	285+48.59 'SB'	41.68' LT	858.72	186519.84	711476.52
1657	285+46.78 'SB'	44.08' LT	858.58	186518.05	711474.11
1658	285+57.47 'SB'	34.25' LT	859.53	186528.65	711484.03
1659	285+55.08 'SB'	36.00' LT	858.95	186526.28	711482.26
1660	285+48.98 'SB'	42.00' LT	858.72	186520.23	711476.20
1661	285+47.19 'SB'	44.36' LT	859.08	186518.47	711473.83
1662	285+58.91 'SB'	42.00' LT	858.87	186530.16	711476.30
1663	285+64.91 'SB'	42.00' LT	859.29	186536.16	711476.35
1664	285+70.91 'SB'	42.00' LT	859.38	186542.16	711476.41
1665	286+00.00 'SB'	42.00' LT	861.18	186571.25	711476.68
1666	286+00.00 'SB'	36.00' LT	861.09	186571.19	711482.68
1667	285+70.91 'SB'	36.00' LT	859.47	186542.10	711482.41
1668	285+64.91 'SB'	36.00' LT	859.38	186536.10	711482.35
1669	285+58.91 'SB'	36.00' LT	858.96	186530.10	711482.30

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CALHOUN ROAD & TOWN TRAIL
SOUTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

N

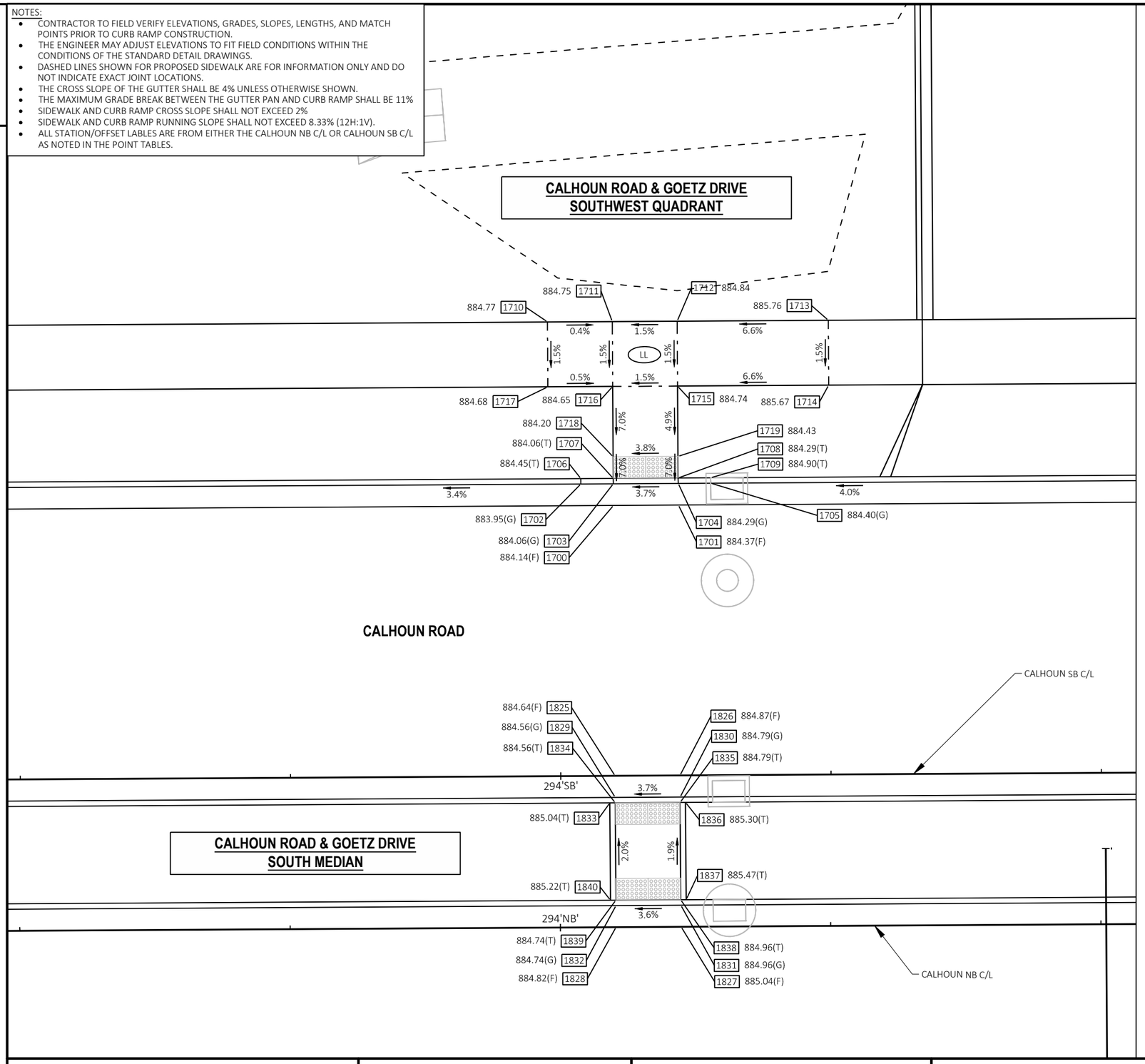
CR-TownTrail-SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1675	284+86.14 'NB'	25.00' RT	858.14	186456.43	711566.61
1676	284+92.12 'NB'	25.00' RT	858.25	186462.41	711566.66
1677	284+83.67 'NB'	27.00' RT	858.02	186453.94	711568.58
1678	284+86.14 'NB'	27.00' RT	858.06	186456.41	711568.61
1679	284+92.14 'NB'	27.00' RT	858.17	186462.41	711568.66
1680	284+95.14 'NB'	27.00' RT	858.22	186465.41	711568.69
1681	284+83.67 'NB'	27.50' RT	858.52	186453.94	711569.08
1682	284+86.14 'NB'	27.50' RT	858.06	186456.41	711569.11
1683	284+92.14 'NB'	27.50' RT	858.17	186462.41	711569.16
1684	284+95.14 'NB'	27.50' RT	858.72	186465.41	711569.19
1685	284+86.14 'NB'	36.00' RT	858.66	186456.33	711577.61
1686	284+92.14 'NB'	36.00' RT	858.76	186462.33	711577.66
1687	284+98.14 'NB'	36.00' RT	859.11	186468.33	711577.72
1688	284+98.14 'NB'	42.00' RT	859.20	186468.27	711583.72
1689	284+92.14 'NB'	42.00' RT	858.85	186462.27	711583.66
1690	284+86.14 'NB'	42.00' RT	858.75	186456.27	711583.61
1691	284+79.67 'NB'	36.00' RT	858.80	186449.86	711577.54
1692	284+79.67 'NB'	42.00' RT	858.89	186449.80	711583.54

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 98	E

NOTES:

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- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	GUTTER FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
LL	LEVEL LANDING
1	POINT NUMBER
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT

N

CR-Goetz-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1700	294+05.04 'SB'	25.00' LT	884.14	187375.90	711505.91
1701	294+11.02 'SB'	25.00' LT	884.37	187381.88	711505.96
1702	294+02.02 'SB'	27.00' LT	883.95	187372.90	711503.89
1703	294+05.02 'SB'	27.00' LT	884.06	187375.90	711503.91
1704	294+11.02 'SB'	27.00' LT	884.29	187381.90	711503.96
1705	294+14.02 'SB'	27.00' LT	884.40	187384.90	711503.98
1706	294+02.02 'SB'	27.50' LT	884.45	187372.90	711503.39
1707	294+05.02 'SB'	27.50' LT	884.06	187375.90	711503.41
1708	294+11.02 'SB'	27.50' LT	884.29	187381.90	711503.46
1709	294+14.02 'SB'	27.50' LT	884.90	187384.90	711503.48
1710	293+99.02 'SB'	42.00' LT	884.77	187370.02	711488.87
1711	294+05.02 'SB'	42.00' LT	884.75	187376.02	711488.91
1712	294+11.02 'SB'	42.00' LT	884.84	187382.02	711488.96
1713	294+25.00 'SB'	42.00' LT	885.76	187396.00	711489.07
1714	294+25.00 'SB'	36.00' LT	885.67	187395.95	711495.07
1715	294+11.02 'SB'	36.00' LT	884.74	187381.97	711494.96
1716	294+05.02 'SB'	36.00' LT	884.65	187375.97	711494.91
1717	293+99.02 'SB'	36.00' LT	884.68	187369.97	711494.87
1718	294+05.02 'SB'	29.50' LT	884.20	187375.92	711501.41
1719	294+11.02 'SB'	29.50' LT	884.43	187381.92	711501.46

CR-Goetz-Median					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1825	294+05.02 'SB'	0.00' RT	884.64	187375.69	711530.91
1826	294+11.02 'SB'	0.00' RT	884.87	187381.69	711530.96
1827	294+11.04 'SB'	14.00' RT	885.04	187381.60	711544.96
1828	294+05.02 'SB'	14.00' RT	884.82	187375.58	711544.91
1829	294+05.02 'SB'	2.00' RT	884.56	187375.67	711532.91
1830	294+11.02 'SB'	2.00' RT	884.79	187381.67	711532.96
1831	294+11.02 'SB'	12.00' RT	884.96	187381.60	711542.96
1832	294+05.02 'SB'	12.00' RT	884.74	187375.60	711542.91
1833	294+04.52 'SB'	2.50' RT	885.04	187375.17	711533.41
1834	294+05.02 'SB'	2.50' RT	884.56	187375.67	711533.41
1835	294+11.02 'SB'	2.50' RT	884.79	187381.67	711533.46
1836	294+11.52 'SB'	2.50' RT	885.30	187382.17	711533.46
1837	294+11.52 'SB'	11.50' RT	885.47	187382.10	711542.46
1838	294+11.02 'SB'	11.50' RT	884.96	187381.60	711542.46
1839	294+05.02 'SB'	11.50' RT	884.74	187375.60	711542.41
1840	294+04.52 'SB'	11.50' RT	885.22	187375.10	711542.41

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 99	E

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

CR-Goetz-SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1770	294+11.15 'NB'	36.00' RT	884.76	187381.29	711580.96
1771	294+17.15 'NB'	36.00' RT	884.74	187387.29	711581.01
1772	294+17.15 'NB'	42.00' RT	884.83	187387.24	711587.01
1773	294+11.15 'NB'	42.00' RT	884.85	187381.24	711586.96
1774	294+05.15 'NB'	42.00' RT	884.76	187375.24	711586.91
1775	293+96.39 'NB'	42.00' RT	884.86	187366.49	711586.84
1776	294+05.15 'NB'	30.32' RT	884.27	187375.34	711575.23

CR-Goetz-SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1750	293+96.49 'NB'	25.00' RT	884.02	187366.73	711569.84
1751	294+05.70 'NB'	26.02' RT	884.31	187375.92	711570.94
1752	294+12.08 'NB'	28.00' RT	884.48	187382.28	711572.96
1753	294+22.52 'NB'	34.04' RT	884.78	187392.68	711579.09
1754	294+29.01 'NB'	40.42' RT	885.01	187399.12	711585.52
1755	294+38.49 'NB'	67.00' RT	886.53	187408.39	711612.17
1756	294+02.31 'NB'	27.42' RT	884.14	187372.52	711572.31
1757	294+05.26 'NB'	27.97' RT	884.23	187375.47	711572.88
1758	294+11.33 'NB'	29.85' RT	884.40	187381.53	711574.81
1759	294+21.28 'NB'	35.61' RT	884.70	187391.43	711580.65
1760	294+27.46 'NB'	41.68' RT	884.93	187397.56	711586.77
1761	294+29.27 'NB'	44.08' RT	885.10	187399.35	711589.18
1762	294+02.24 'NB'	27.92' RT	884.64	187372.44	711572.81
1763	294+05.15 'NB'	28.46' RT	884.23	187375.35	711573.37
1764	294+11.15 'NB'	30.32' RT	884.40	187381.34	711575.28
1765	294+20.97 'NB'	36.00' RT	884.70	187391.12	711581.04
1766	294+27.08 'NB'	42.00' RT	884.93	187397.17	711587.08
1767	294+28.86 'NB'	44.36' RT	885.60	187398.94	711589.46
1768	293+96.39 'NB'	36.00' RT	884.77	187366.53	711580.84
1769	294+05.15 'NB'	36.00' RT	884.67	187375.29	711580.91

CR-Goetz-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1800	294+62.49 'NB'	67.00' RT	886.55	187432.39	711612.36
1801	294+69.16 'NB'	44.30' RT	886.42	187439.24	711589.71
1802	294+71.98 'NB'	40.42' RT	886.54	187442.08	711585.86
1803	294+78.47 'NB'	34.04' RT	886.76	187448.62	711579.53
1804	294+96.35 'NB'	25.80' RT	888.04	187466.57	711571.43
1805	295+04.49 'NB'	25.00' RT	888.39	187474.72	711570.70
1806	294+71.72 'NB'	44.08' RT	886.38	187441.79	711589.51
1807	294+73.53 'NB'	41.68' RT	886.46	187443.62	711587.13
1808	294+79.70 'NB'	35.61' RT	886.68	187449.85	711581.11
1809	294+82.13 'NB'	33.84' RT	886.89	187452.29	711579.36
1810	294+72.13 'NB'	44.36' RT	886.88	187442.20	711589.80
1811	294+73.91 'NB'	42.00' RT	886.46	187444.01	711587.45
1812	294+80.01 'NB'	36.00' RT	886.68	187450.16	711581.50
1813	294+82.41 'NB'	34.25' RT	887.39	187452.56	711579.78
1814	294+83.84 'NB'	36.00' RT	886.64	187453.98	711581.53
1815	294+89.84 'NB'	36.00' RT	887.14	187459.98	711581.58
1816	294+95.84 'NB'	36.00' RT	887.23	187465.98	711581.63
1817	295+25.00 'NB'	36.00' RT	889.98	187495.14	711581.86
1818	295+25.00 'NB'	42.00' RT	890.07	187495.09	711587.86
1819	294+95.84 'NB'	42.00' RT	887.20	187465.94	711587.63

LEGEND

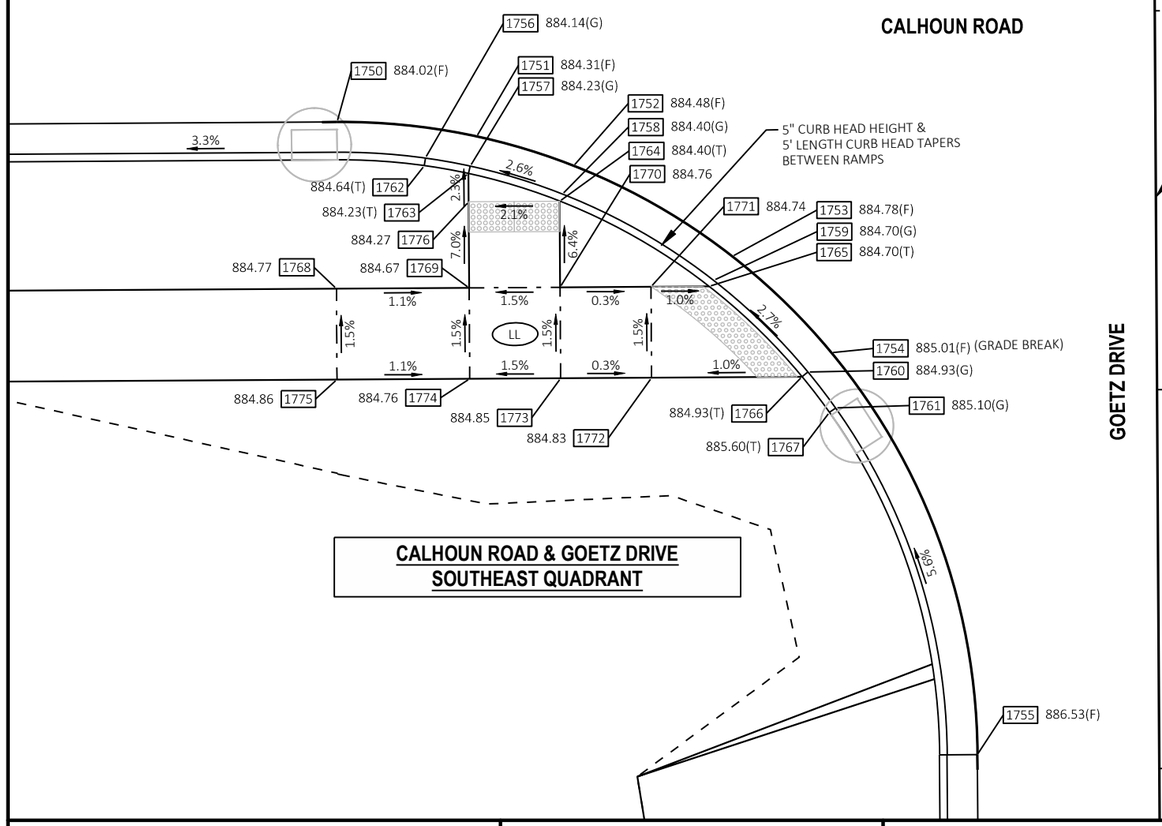
- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) GUTTER FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- LL LEVEL LANDING
- 1 POINT NUMBER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT

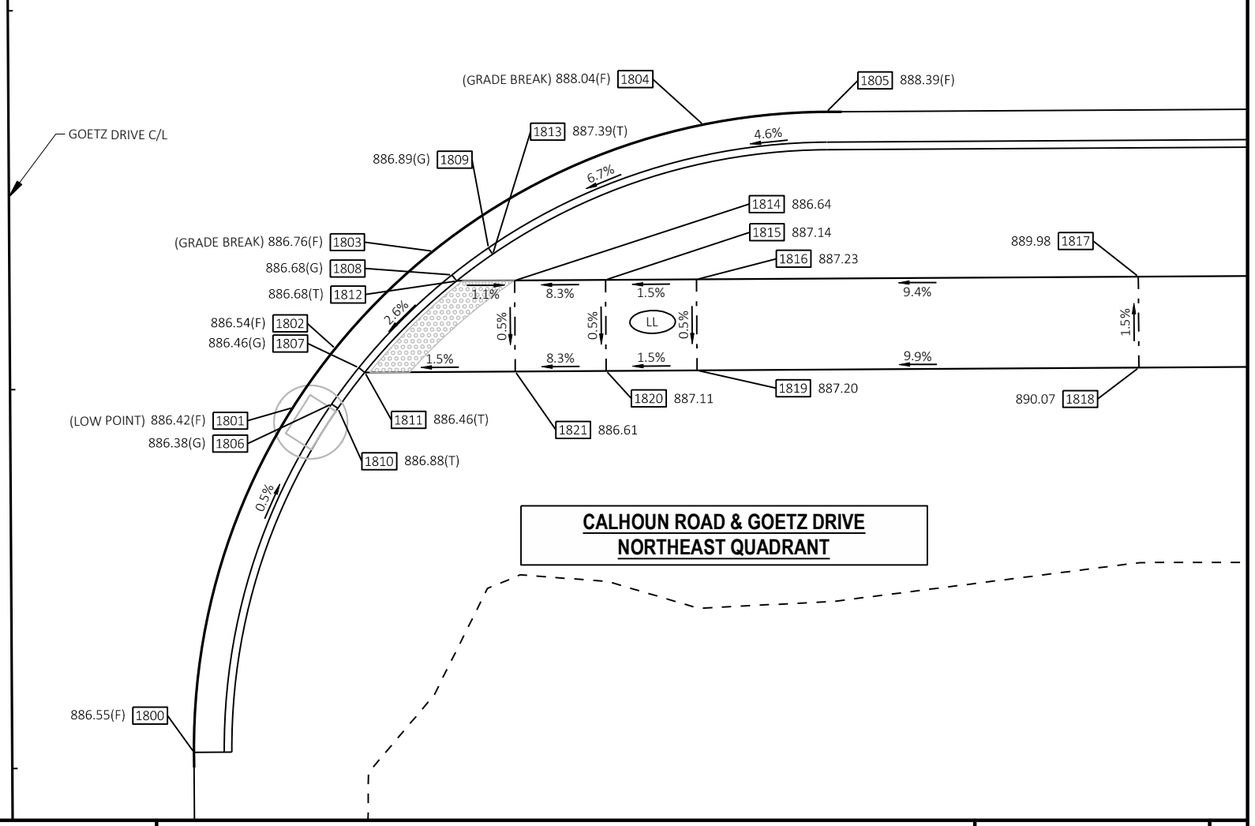
CR-Goetz-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1820	294+89.84 'NB'	42.00' RT	887.11	187459.94	711587.58
1821	294+83.84 'NB'	42.00' RT	886.61	187453.94	711587.53

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	39.5'	9.93'	17.8 SF	8.56'
NORTHEAST	39.5'	9.93'	17.8 SF	8.56'

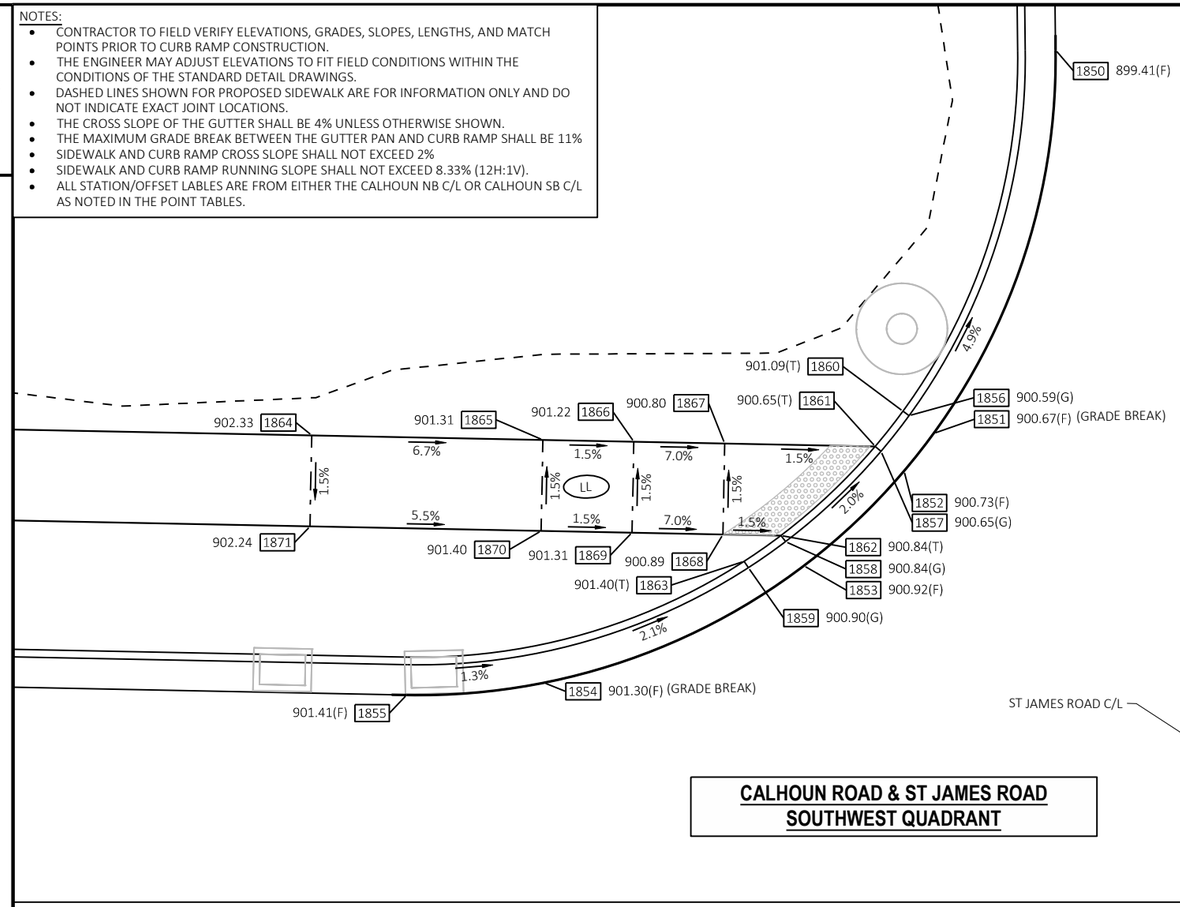




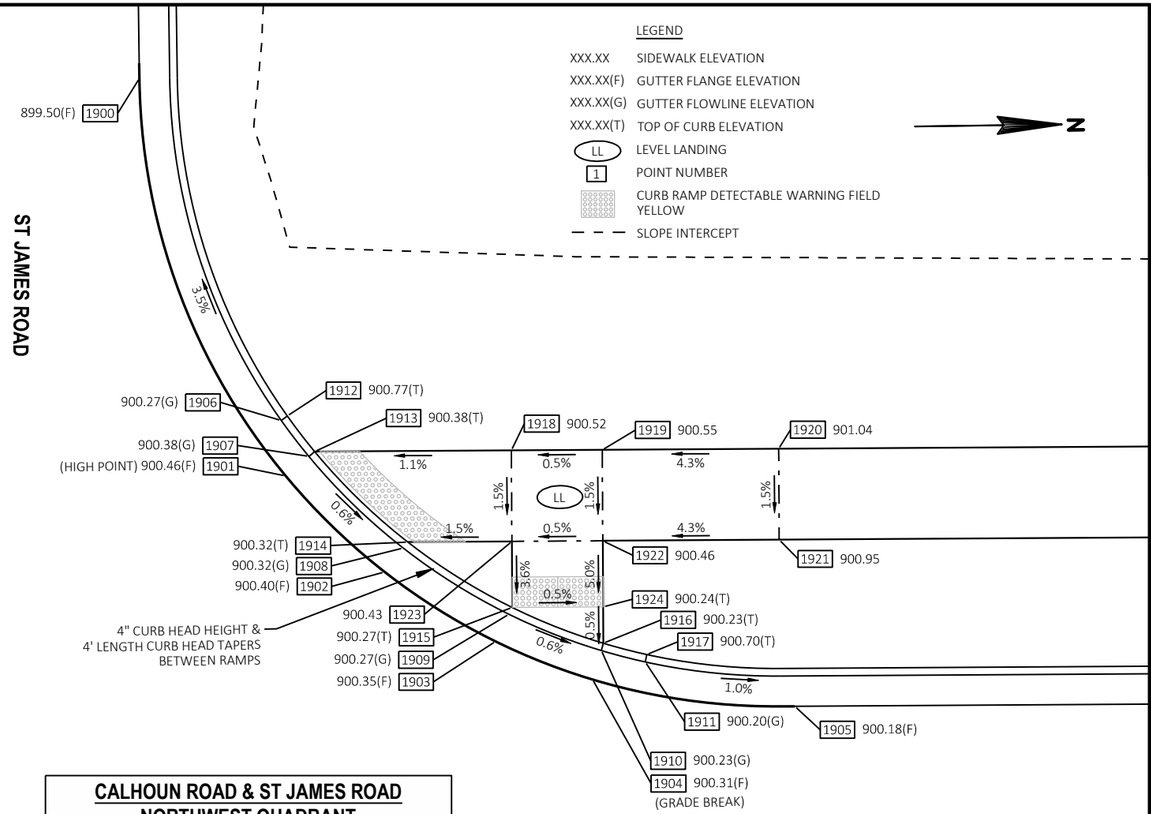
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 100	E

2

NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
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- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.



CALHOUN ROAD & ST JAMES ROAD
SOUTHWEST QUADRANT



CALHOUN ROAD & ST JAMES ROAD
NORTHWEST QUADRANT

CR-StJames-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1865	306+02.76 'SB'	42.00' LT	901.31	188574.58	711492.20
1866	306+08.76 'SB'	42.00' LT	901.22	188580.57	711492.40
1867	306+14.76 'SB'	42.00' LT	900.80	188586.57	711492.60
1868	306+14.76 'SB'	36.00' LT	900.89	188586.37	711498.60
1869	306+08.76 'SB'	36.00' LT	901.31	188580.37	711498.40
1870	306+02.76 'SB'	36.00' LT	901.40	188574.38	711498.20
1871	305+87.50 'SB'	36.00' LT	902.24	188559.12	711497.69

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	39.5'	9.93'	17.8 SF	8.56'
NORTHWEST	39.5'	12.97'	17.8 SF	8.56'

CR-StJames-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1850	306+36.09 'SB'	68.38' LT	899.41	188608.77	711466.96
1851	306+28.53 'SB'	42.93' LT	900.67	188600.36	711492.14
1852	306+26.63 'SB'	40.42' LT	900.73	188598.38	711494.58
1853	306+20.14 'SB'	34.04' LT	900.92	188591.68	711500.74
1854	306+03.14 'SB'	25.98' LT	901.30	188574.42	711508.22
1855	305+94.11 'SB'	25.00' LT	901.41	188565.36	711508.90
1856	306+26.89 'SB'	44.08' LT	900.59	188598.76	711490.94
1857	306+25.08 'SB'	41.68' LT	900.65	188596.87	711493.27
1858	306+18.90 'SB'	35.61' LT	900.84	188590.49	711499.13
1859	306+16.48 'SB'	33.84' LT	900.90	188588.01	711500.82
1860	306+26.48 'SB'	44.36' LT	901.09	188598.36	711490.64
1861	306+24.69 'SB'	42.00' LT	900.65	188596.49	711492.94
1862	306+18.59 'SB'	36.00' LT	900.84	188590.19	711498.73
1863	306+16.20 'SB'	34.25' LT	901.40	188587.74	711500.40
1864	305+87.50 'SB'	42.00' LT	902.33	188559.32	711491.69

CR-StJames-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1900	306+59.86 'SB'	66.70' LT	899.50	188630.77	711469.13
1901	306+69.34 'SB'	40.42' LT	900.46	188640.04	711495.49
1902	306+75.83 'SB'	34.04' LT	900.40	188646.48	711501.92
1903	306+83.14 'SB'	29.40' LT	900.35	188653.75	711506.61
1904	306+89.52 'SB'	26.85' LT	900.31	188660.11	711509.21
1905	307+02.86 'SB'	25.00' LT	900.18	188673.43	711511.17
1906	306+69.08 'SB'	44.08' LT	900.27	188639.81	711491.83
1907	306+70.89 'SB'	41.68' LT	900.38	188641.60	711494.24
1908	306+77.07 'SB'	35.61' LT	900.32	188647.73	711500.36
1909	306+84.03 'SB'	31.19' LT	900.27	188654.65	711504.83
1910	306+90.10 'SB'	28.77' LT	900.23	188660.71	711507.30
1911	306+93.00 'SB'	27.99' LT	900.20	188663.60	711508.10
1912	306+69.49 'SB'	44.36' LT	900.77	188640.22	711491.55
1913	306+71.28 'SB'	42.00' LT	900.38	188641.99	711493.92
1914	306+77.38 'SB'	36.00' LT	900.32	188648.04	711499.97

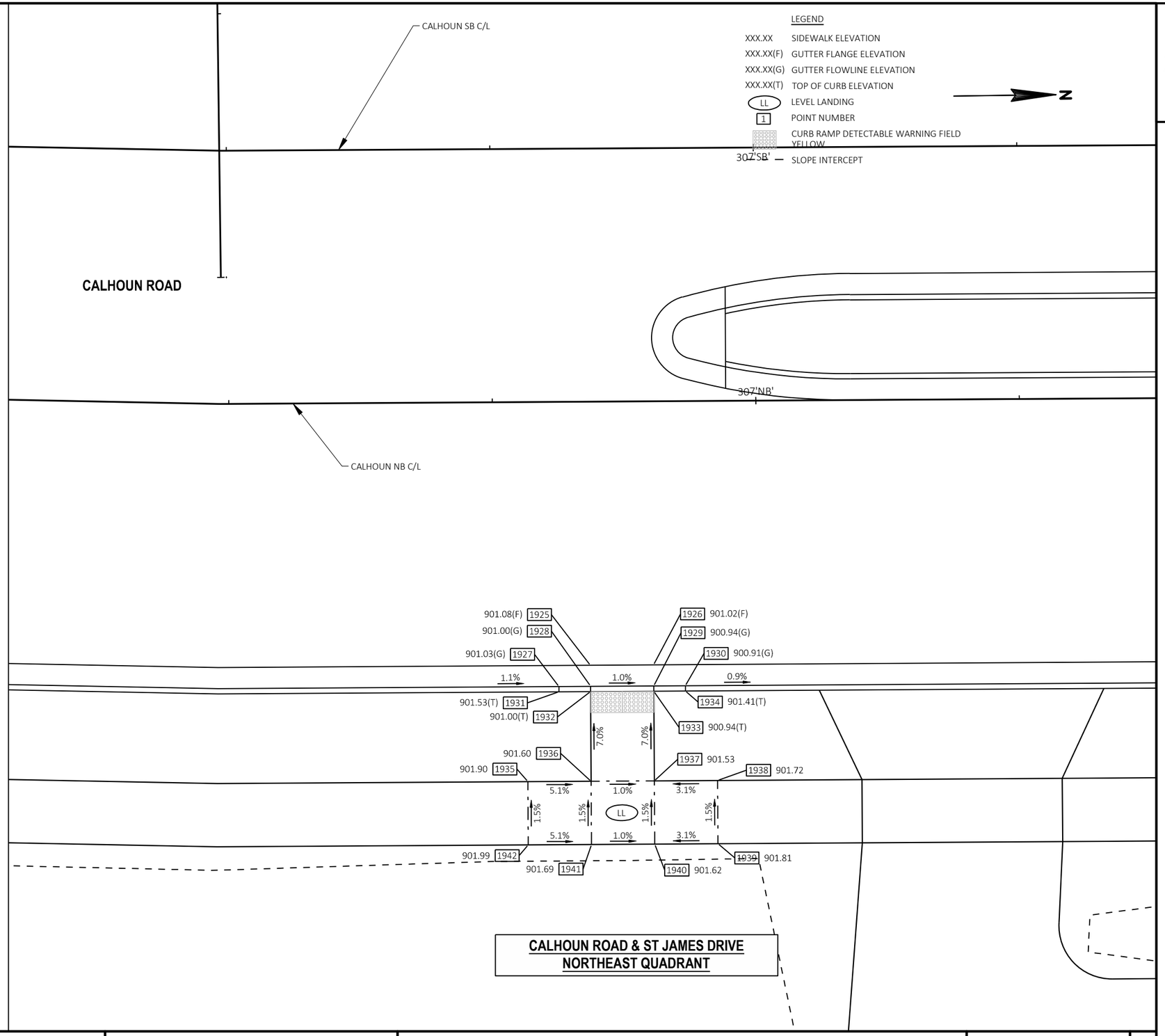
CR-StJames-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1915	306+84.25 'SB'	31.64' LT	900.27	188654.88	711504.38
1916	306+90.25 'SB'	29.24' LT	900.23	188660.86	711506.83
1917	306+93.11 'SB'	28.48' LT	900.70	188663.71	711507.61
1918	306+84.25 'SB'	42.00' LT	900.52	188654.96	711494.02
1919	306+90.25 'SB'	42.00' LT	900.55	188660.96	711494.07
1920	307+01.89 'SB'	42.00' LT	901.04	188672.60	711494.16
1921	307+01.89 'SB'	36.00' LT	900.95	188672.56	711500.16
1922	306+90.25 'SB'	36.00' LT	900.46	188660.91	711500.07
1923	306+84.25 'SB'	36.00' LT	900.43	188654.91	711500.02
1924	306+90.25 'SB'	31.64' LT	900.24	188660.88	711504.43

2

NOTES:

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- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
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CR-StJames-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1925	306+84.15 'NB'	25.00' RT	901.08	188654.24	711585.02
1926	306+90.15 'NB'	25.00' RT	901.02	188660.24	711585.07
1927	306+81.15 'NB'	27.00' RT	901.03	188651.22	711587.00
1928	306+84.15 'NB'	26.98' RT	901.00	188654.22	711587.00
1929	306+90.15 'NB'	27.00' RT	900.94	188660.22	711587.07
1930	306+93.15 'NB'	27.00' RT	900.91	188663.22	711587.09
1931	306+81.15 'NB'	27.50' RT	901.53	188651.22	711587.50
1932	306+84.15 'NB'	27.50' RT	901.00	188654.22	711587.52
1933	306+90.15 'NB'	27.50' RT	900.94	188660.22	711587.57
1934	306+93.15 'NB'	27.50' RT	901.41	188663.22	711587.59
1935	306+78.15 'NB'	36.00' RT	901.90	188648.15	711595.97
1936	306+84.15 'NB'	36.00' RT	901.60	188654.15	711596.02
1937	306+90.15 'NB'	36.00' RT	901.53	188660.15	711596.07
1938	306+96.15 'NB'	36.00' RT	901.72	188666.15	711596.12
1939	306+96.15 'NB'	42.00' RT	901.81	188666.11	711602.12
1940	306+90.15 'NB'	42.00' RT	901.62	188660.11	711602.07
1941	306+84.15 'NB'	42.00' RT	901.69	188654.11	711602.02
1942	306+78.15 'NB'	42.00' RT	901.99	188648.11	711601.97



2

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET 102	E

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
- THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
- THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
- SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
- SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
- ALL STATION/OFFSET LABLES ARE FROM EITHER THE CALHOUN NB C/L OR CALHOUN SB C/L AS NOTED IN THE POINT TABLES.

CR-Sunnycrest-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1966	311+48.44 'NB'	42.00' RT	905.84	189118.38	711605.69
1967	311+39.75 'NB'	42.00' RT	905.97	189109.69	711605.62

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	39.5'	9.93'	17.8 SF	8.56'
NORTHEAST	29.0'	12.57'	18.3 SF	8.58'

CR-Sunnycrest-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1924 (1)	311+39.78 'NB'	25.00' RT	905.12	189109.86	711588.62
1924 (2)	311+81.78 'NB'	67.00' RT	906.23	189151.52	711630.95
1950	311+65.81 'NB'	34.04' RT	905.26	189135.81	711597.87
1951	311+72.30 'NB'	40.42' RT	905.31	189142.25	711604.30
1952	311+62.15 'NB'	33.84' RT	905.17	189132.16	711597.64
1953	311+64.57 'NB'	35.61' RT	905.18	189134.56	711599.43
1954	311+70.75 'NB'	41.68' RT	905.23	189140.69	711605.55
1955	311+72.56 'NB'	44.08' RT	905.33	189142.49	711607.96
1956	311+61.87 'NB'	34.25' RT	905.67	189131.87	711598.05
1957	311+64.26 'NB'	36.00' RT	905.18	189134.25	711599.82
1958	311+70.37 'NB'	42.00' RT	905.23	189140.30	711605.87
1959	311+72.15 'NB'	44.36' RT	905.83	189142.07	711608.24
1960	311+39.75 'NB'	36.00' RT	905.88	189109.74	711599.62
1961	311+48.44 'NB'	36.00' RT	905.75	189118.42	711599.69
1962	311+54.44 'NB'	36.00' RT	905.66	189124.42	711599.74
1963	311+60.44 'NB'	36.00' RT	905.24	189130.42	711599.79
1964	311+60.44 'NB'	42.00' RT	905.33	189130.38	711605.79
1965	311+54.44 'NB'	42.00' RT	905.75	189124.38	711605.74

CR-Sunnycrest-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1975	312+06.78 'NB'	59.50' RT	906.04	189176.58	711623.65
1976	312+09.69 'NB'	46.29' RT	905.63	189179.59	711610.47
1977	312+13.17 'NB'	40.49' RT	905.71	189183.12	711604.70
1978	312+19.83 'NB'	33.97' RT	905.81	189189.83	711598.23
1979	312+26.92 'NB'	30.12' RT	906.18	189196.95	711594.43
1980	312+33.44 'NB'	28.38' RT	906.22	189203.48	711592.74
1981	312+40.18 'NB'	28.00' RT	0.00	189210.22	711592.42
1982	312+13.08 'NB'	44.18' RT	905.59	189183.00	711608.38
1983	312+14.76 'NB'	41.70' RT	905.63	189184.70	711605.91
1984	312+21.00 'NB'	35.59' RT	905.73	189190.99	711599.86
1985	312+27.64 'NB'	31.99' RT	906.10	189197.66	711596.31
1986	312+33.74 'NB'	30.35' RT	906.14	189203.77	711594.72
1987	312+36.73 'NB'	30.04' RT	906.17	189206.76	711594.43
1988	312+13.50 'NB'	44.44' RT	906.09	189183.42	711608.64
1989	312+15.16 'NB'	42.00' RT	906.13	189185.10	711606.22
1990	312+21.29 'NB'	36.00' RT	906.23	189191.28	711600.27
1991	312+27.82 'NB'	32.45' RT	906.10	189197.83	711596.77
1992	312+33.82 'NB'	30.85' RT	906.14	189203.85	711595.21

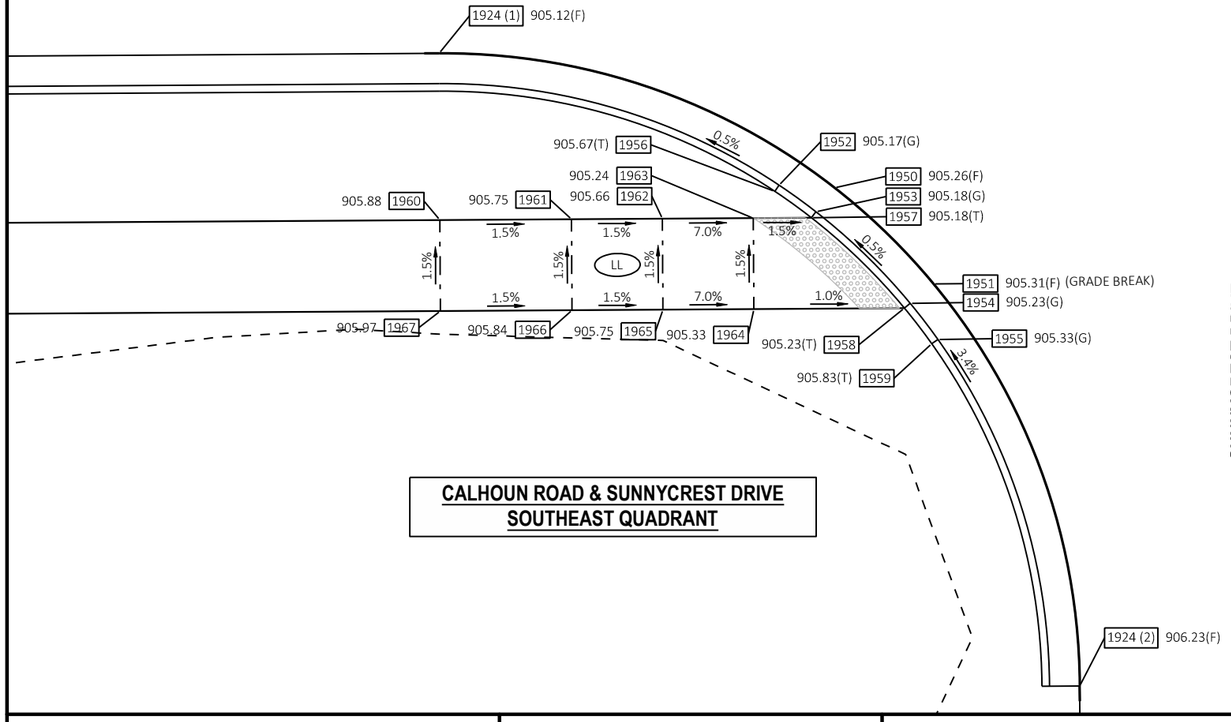
LEGEND

- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) GUTTER FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- (LL) LEVEL LANDING
- [1] POINT NUMBER
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT

N

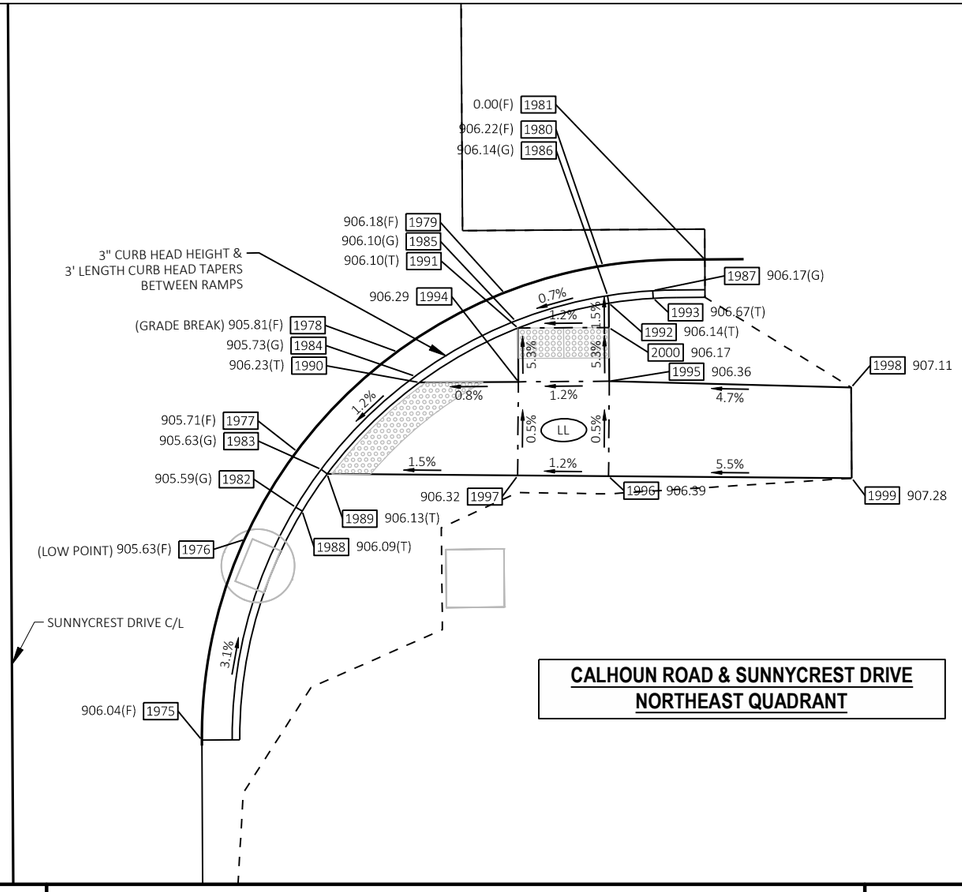
CR-Sunnycrest-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1993	312+36.75 'NB'	30.54' RT	906.67	189206.78	711594.93
1994	312+27.82 'NB'	36.00' RT	906.29	189197.81	711600.32
1995	312+33.82 'NB'	36.00' RT	906.36	189203.80	711600.37
1996	312+33.73 'NB'	42.27' RT	906.39	189203.67	711606.63
1997	312+27.73 'NB'	42.18' RT	906.32	189197.67	711606.50
1998	312+49.78 'NB'	36.50' RT	907.11	189219.76	711600.99
1999	312+49.78 'NB'	42.50' RT	907.28	189219.71	711606.99
2000	312+33.82 'NB'	32.45' RT	906.17	189203.83	711596.82

CALHOUN ROAD



CALHOUN ROAD & SUNNYCREST DRIVE
SOUTHEAST QUADRANT

SUNNYCREST DRIVE



CALHOUN ROAD & SUNNYCREST DRIVE
NORTHEAST QUADRANT

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CURB RAMP DETAILS	SHEET	E

2

N

CALHOUN ROAD

217+00'SB' 218+00'SB' 219+00'SB' 220+00'SB' 221+00'SB' 222+00'SB' 223+00'SB'

220

217+00'NB' 218+00'NB' 219+00'NB' 220+00'NB' 221+00'NB' 222+00'NB' 223+00'NB'

878 876 874 872 870 868 866

TWIN 60" CULVERT PIPES
CORRUGATED STEEL
WITH CONCRETE
MASONRY ENDWALLS

DRIVEWAY
219+63 'NB'

BLDG STEPS CONC STONE WALL DECK WETL PT 4 WOOD FENCE ASPH BRICK WALL CURB & GUTTER

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONTOUR MAP: DRIVEWAY 219+63'NB'	SHEET 104	E

2

2

HOLLY LANE

CALHOUN ROAD

B-67-380

TWIN 95"X67"
PIPE ARCH CORRUGATED
STEEL

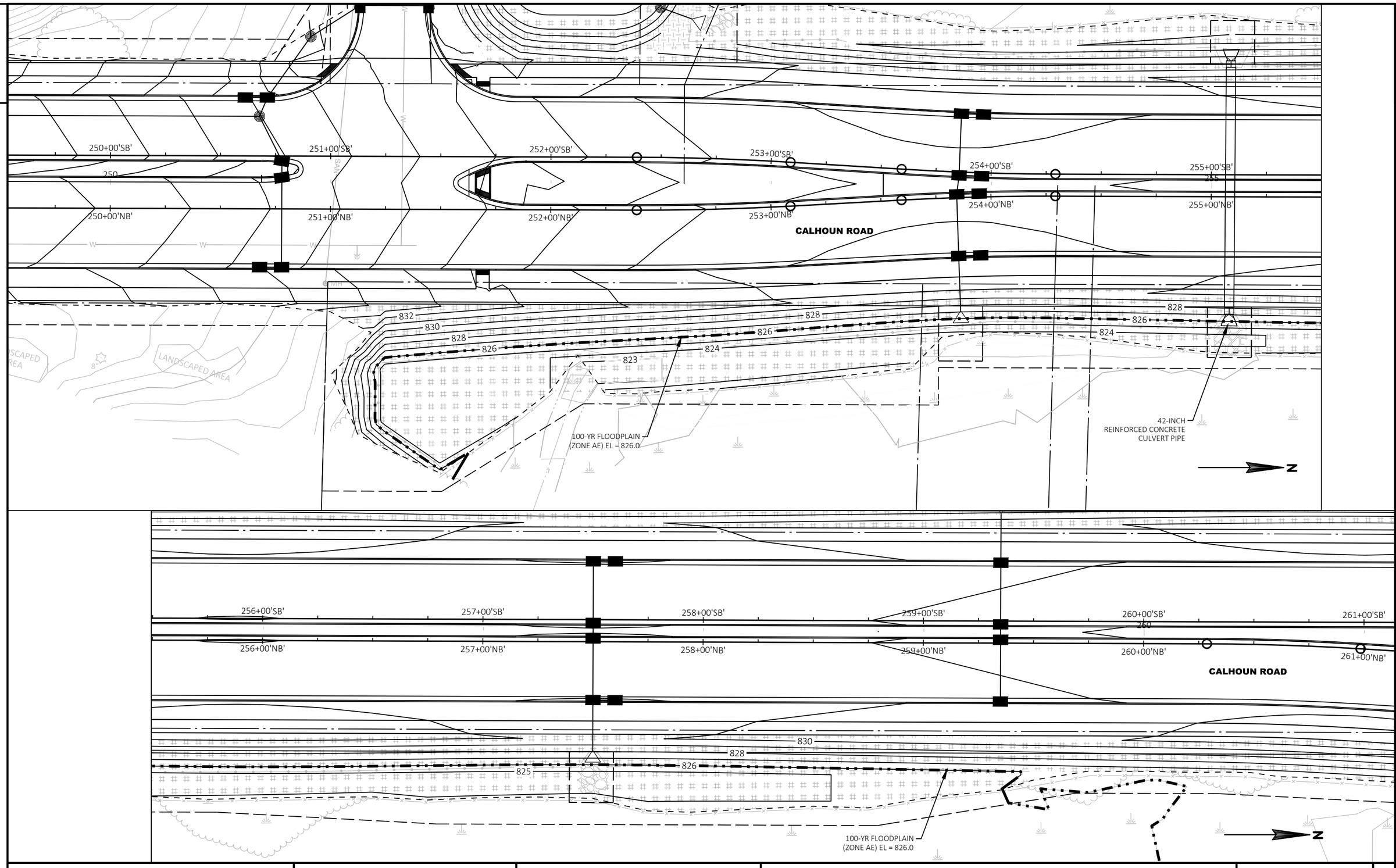
229+00'SB' 230+00'SB' 231+00'SB' 232+00'SB' 233+00'SB' 234+00'SB'

229+00'NB' 230+00'NB' 231+00'NB' 232+00'NB' 233+00'NB' 234+00'NB'

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONTOUR MAP: B-67-380 & STREAM BANK RE-GRADING	SHEET	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021601-CM.DWG
LAYOUT NAME - 1
PLOT DATE : 9/22/2020 7:27 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



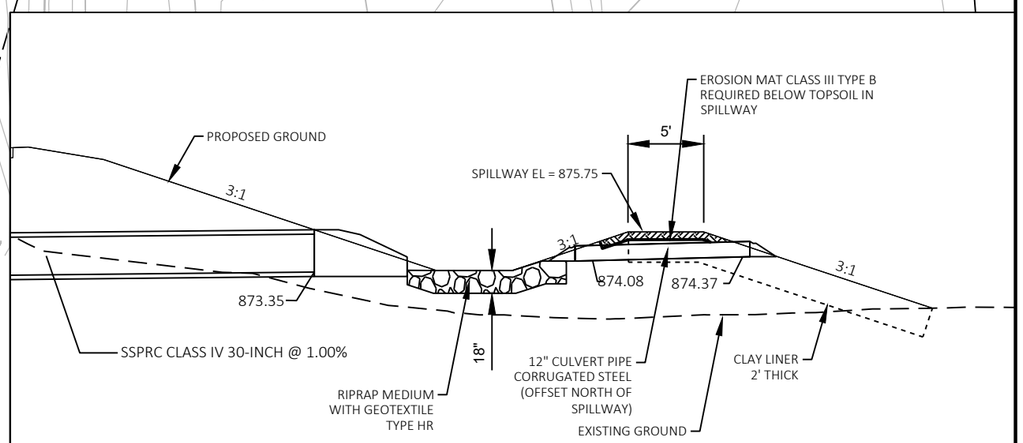
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONTOUR MAP: FLOODPLAIN AREA	SHEET 106	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021601-CM.DWG
LAYOUT NAME - 2

PLOT DATE : 9/22/2020 7:29 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

292+00'SB'
293+00'SB'
294+00'SB'
292+00'NB'
293+00'NB'
294+00'NB'
882
880
878
876
874
872
877
12-INCH CULVERT PIPE CORRUGATED STEEL
5' WIDE SPILLWAY EL = 875.75
TIMBER WALL
CONC
WALL
ASPH
LANDSCAPED AREA
N



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONTOUR MAP: EXISTING POND (GOETZ DRIVE)	SHEET 107	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\021601-CM.DWG
LAYOUT NAME - 3
PLOT DATE : 9/22/2020 7:31 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- RIPRAP MEDIUM W/ FIELD STONE VENEER (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B SHALL BE PLACED OVER ALL AREAS OF EROSION MAT CLASS III, TYPE B.
- ALL AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE TOPSOIL, FERTILIZER , AND SOD LAWN UNLESS OTHERWISE NOTED.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

215'SB' 215

216'SB'

217 SB

218 SB

219 SB

220'SB' 220

215'NB'

216'NB'

217'NB'

218'NB'

219'NB'

220'NB'

MATCHLINE STA 220+20

BREAKER RUN IN BOTTOM OF CORRUGATED METAL CULVERT PIPES (SEE CONSTRUCTION DETAILS)

CONCRETE MASONRY CUTOFF WALL SEE CONSTRUCTION DETAIL

OUTLET PIPE SEDIMENT TRAP SEE CONSTRUCTION DETAIL

10' TYP.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 108	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 1

PLOT DATE : 9/22/2020 6:56 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

MATCHLINE STA 220+20

MATCHLINE STA 225+75

CALHOUN ROAD

MORNINGVIEW COURT

CALHOUN SB C/L

CALHOUN NB C/L

221 SB'

222 SB'

223 SB'

224 SB'

225 SB'

221'NB'

223'NB'

224'NB'

225'NB'

16' TYP

HEAVY DUTY SILT FENCE - THROUGH WETLAND (SEE CONSTRUCTION DETAILS)

DO NOT TRENCH SILT FENCE. LAY ON EXISTING GROUND AND PLACE CONTINUOUS ROCK BAGS TO ANCHOR GEOTEXTILE FABRIC. (ROCK BAGS TO BE PAID SEPARATELY)

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- RIPRAP MEDIUM W/ FIELD STONE VENEER (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 109	E

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- RIPRAP MEDIUM W/ FIELD STONE VENEER (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

MATCHLINE STA 225+75

MATCHLINE STA 231+50

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

DO NOT TRENCH SILT FENCE.
LAY ON EXISTING GROUND AND PLACE CONTINUOUS ROCK BAGS TO ANCHOR GEOTEXTILE FABRIC.
(ROCK BAGS TO BE PAID SEPARATELY)

DO NOT TRENCH SILT FENCE.
LAY ON EXISTING GROUND AND PLACE CONTINUOUS ROCK BAGS TO ANCHOR GEOTEXTILE FABRIC.
(ROCK BAGS TO BE PAID SEPARATELY)

HEAVY DUTY SILT FENCE - THROUGH WETLAND
(SEE CONSTRUCTION DETAILS)

STREAM BED MEDIUM IN BOTTOM OF PIPE ARCH CORRUGATED STEEL
(SEE CONSTRUCTION DETAILS)

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 110	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 3

PLOT DATE : 9/22/2020 6:57 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

OUTLET PIPE SEDIMENT TRAP
SEE CONSTRUCTION DETAIL

SEE CONSTRUCTION DETAILS
FOR ADDITIONAL TEMPORARY DIVERSION
AND TEMPORARY EROSION CONTROL
REQUIRED FOR BOX CULVERT INSTALLATION

STREAM BED MEDIUM IN
BOTTOM OF BOX CULVERT
(SEE CONSTRUCTION DETAILS)

RIPRAP HEAVY

RIPRAP HEAVY W/
FIELD STONE VENEER

RIPRAP HEAVY W/
FIELD STONE
VENEER

CALHOUN SB C/L

CALHOUN NB C/L

HOLLY LANE

CALHOUN ROAD

MATCHLINE STA 231+50

MATCHLINE STA 237+25

232'SB' 233'SB' 234'SB' 235'SB' 236'SB' 237'SB'

232'NB' 233'NB' 234'NB' 235'NB' 236'NB' 237'NB'

STREAM BED MEDIUM IN
BOTTOM OF BOX CULVERT
(SEE CONSTRUCTION DETAILS)

16' TYP.

RIPRAP HEAVY

RIPRAP HEAVY W/
FIELD STONE VENEER

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- RIPRAP MEDIUM W/ FIELD STONE VENEER (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- A B C D INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 111	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 4
PLOT DATE : 9/22/2020 6:58 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

CANADIAN PACIFIC RAILROAD

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

PHEASANT DRIVE

PHEASANT DRIVE C/L

MATCHLINE STA 237+25

MATCHLINE STA 31+50

MATCHLINE STA 243+00

239'SB'

240'SB'

241'SB'

239'NB'

240'NB'

241'NB'

242'NB'

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 112 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 5

PLOT DATE : 9/22/2020 6:58 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

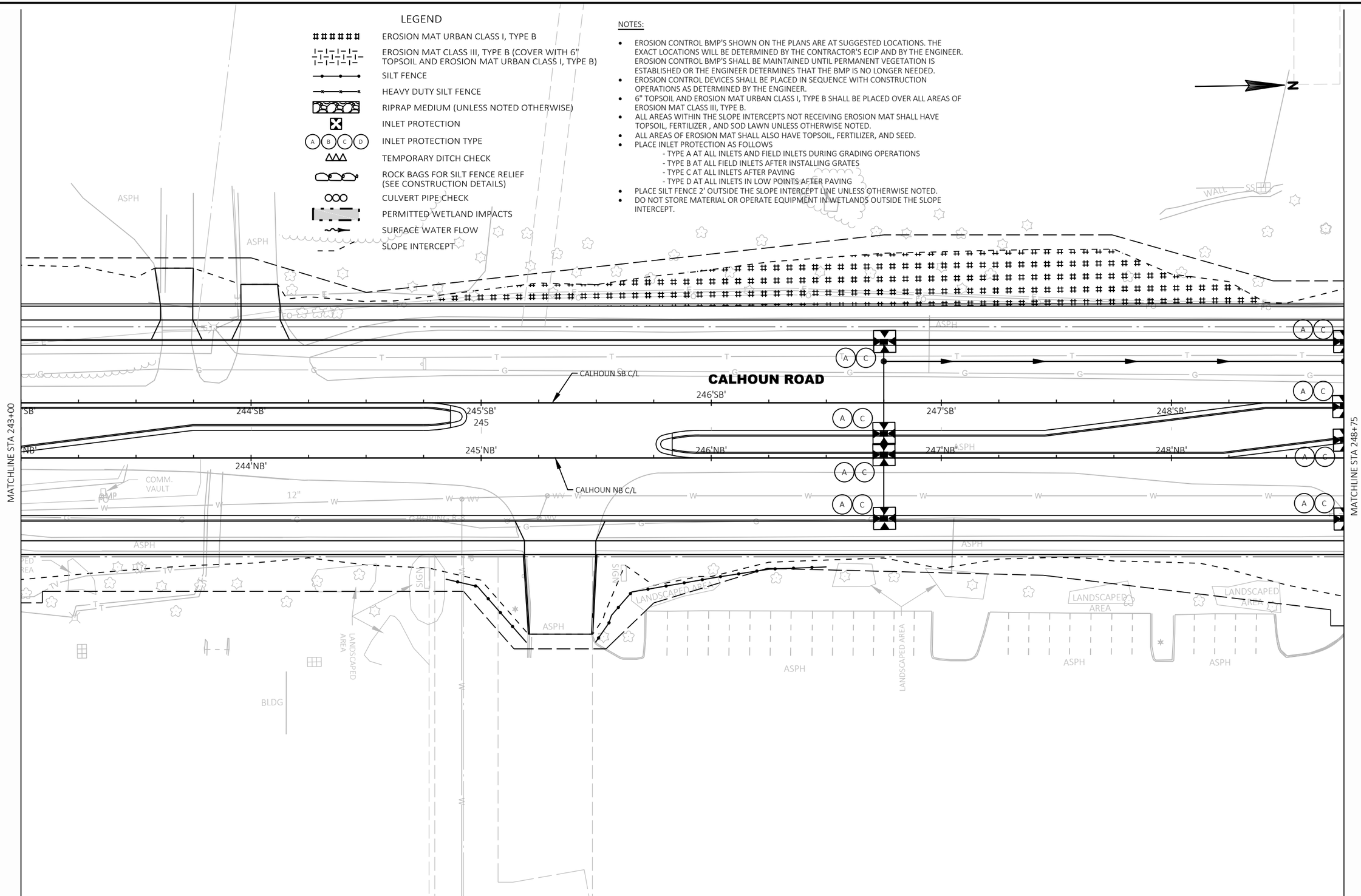
2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- A B C D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 113	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 6

PLOT DATE : 9/22/2020 6:59 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- A B C D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
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- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

RIVER BIRCH DRIVE

POND 'RB'

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

EROSION MAT CLASS III TYPE B
REQUIRED IN POND EMERGENCY SPILLWAY
(SEE STORMWATER POND DETAILS)

PLACE SILT FENCE 3' UP THE PROPOSED FORESLOPE (1' ABOVE PROPOSED DITCH BOTTOM) AFTER ROADWAY FILL IS IN PLACE

PLACE SILT FENCE 3' UP THE PROPOSED FORESLOPE (1' ABOVE PROPOSED DITCH BOTTOM) AFTER ROADWAY FILL IS IN PLACE

REMOVE HEAVY DUTY SILT FENCE STA 253+70 TO STA 255+00 AFTER MARSH EXCAVATION IS COMPLETE

MATCHLINE STA 248+75

MATCHLINE STA 254+50

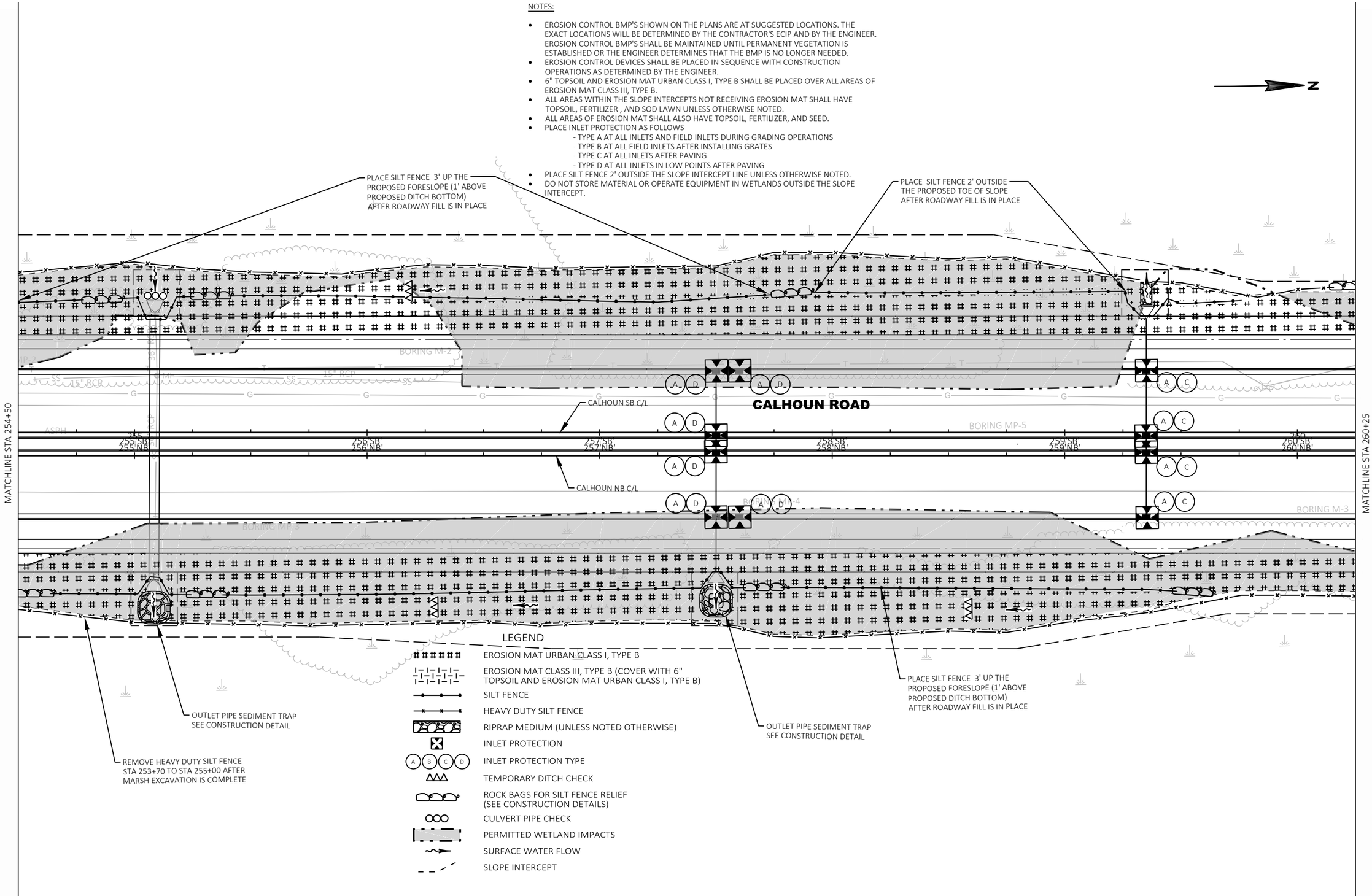
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 7

PLOT DATE : 9/22/2020 6:59 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B SHALL BE PLACED OVER ALL AREAS OF EROSION MAT CLASS III, TYPE B.
- ALL AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE TOPSOIL, FERTILIZER , AND SOD LAWN UNLESS OTHERWISE NOTED.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



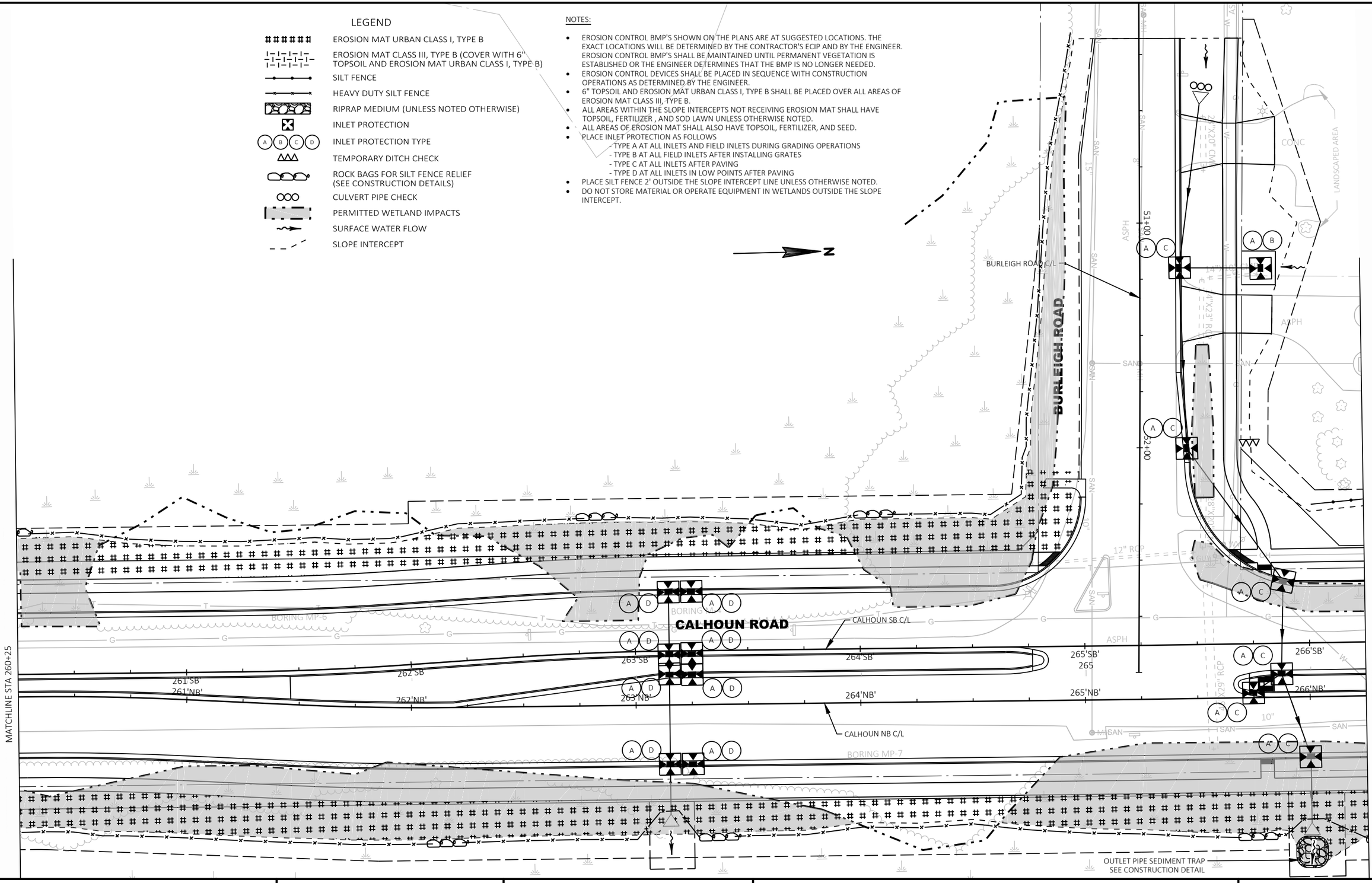
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 115	E

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.



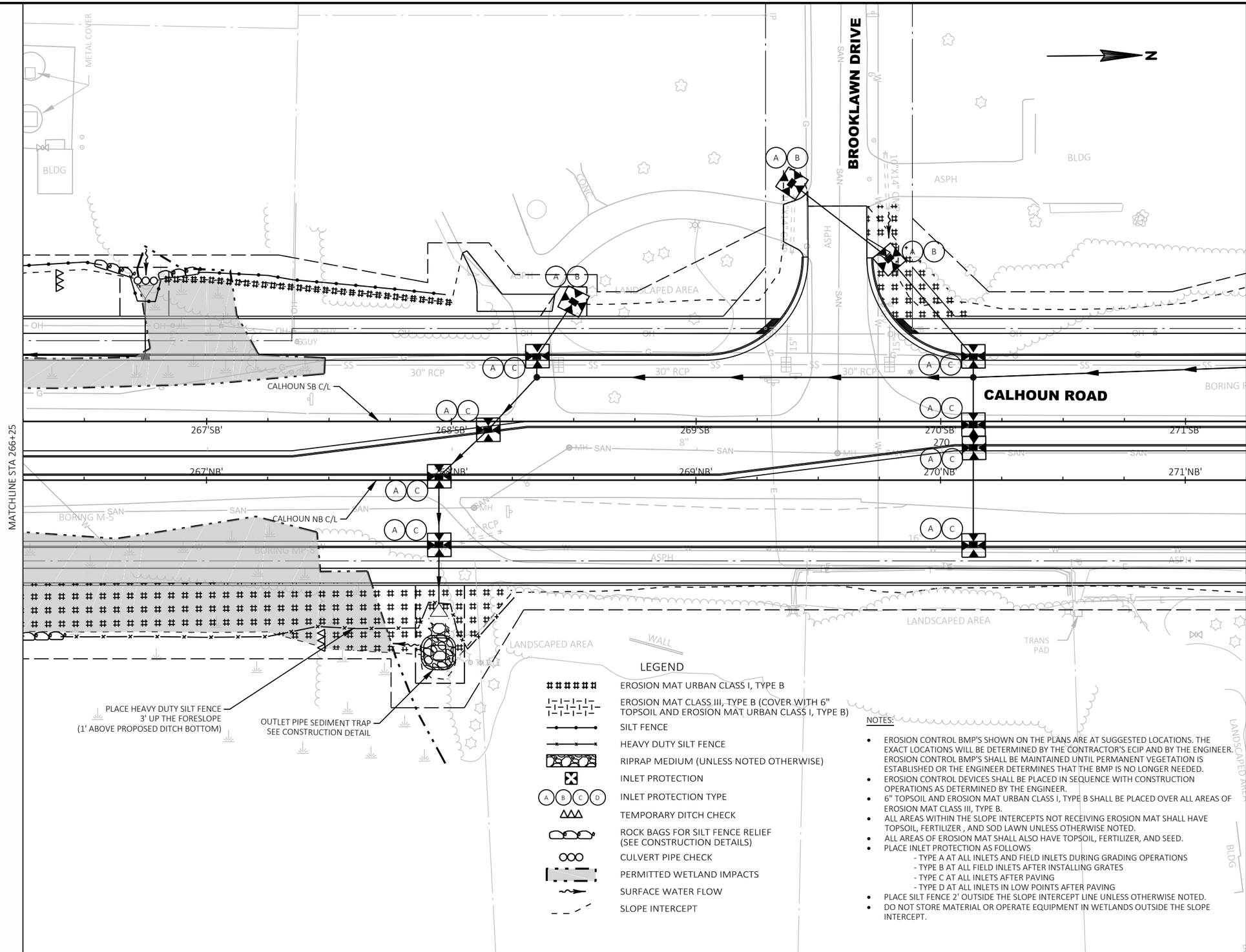
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 116 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 9

PLOT DATE : 9/22/2020 7:00 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

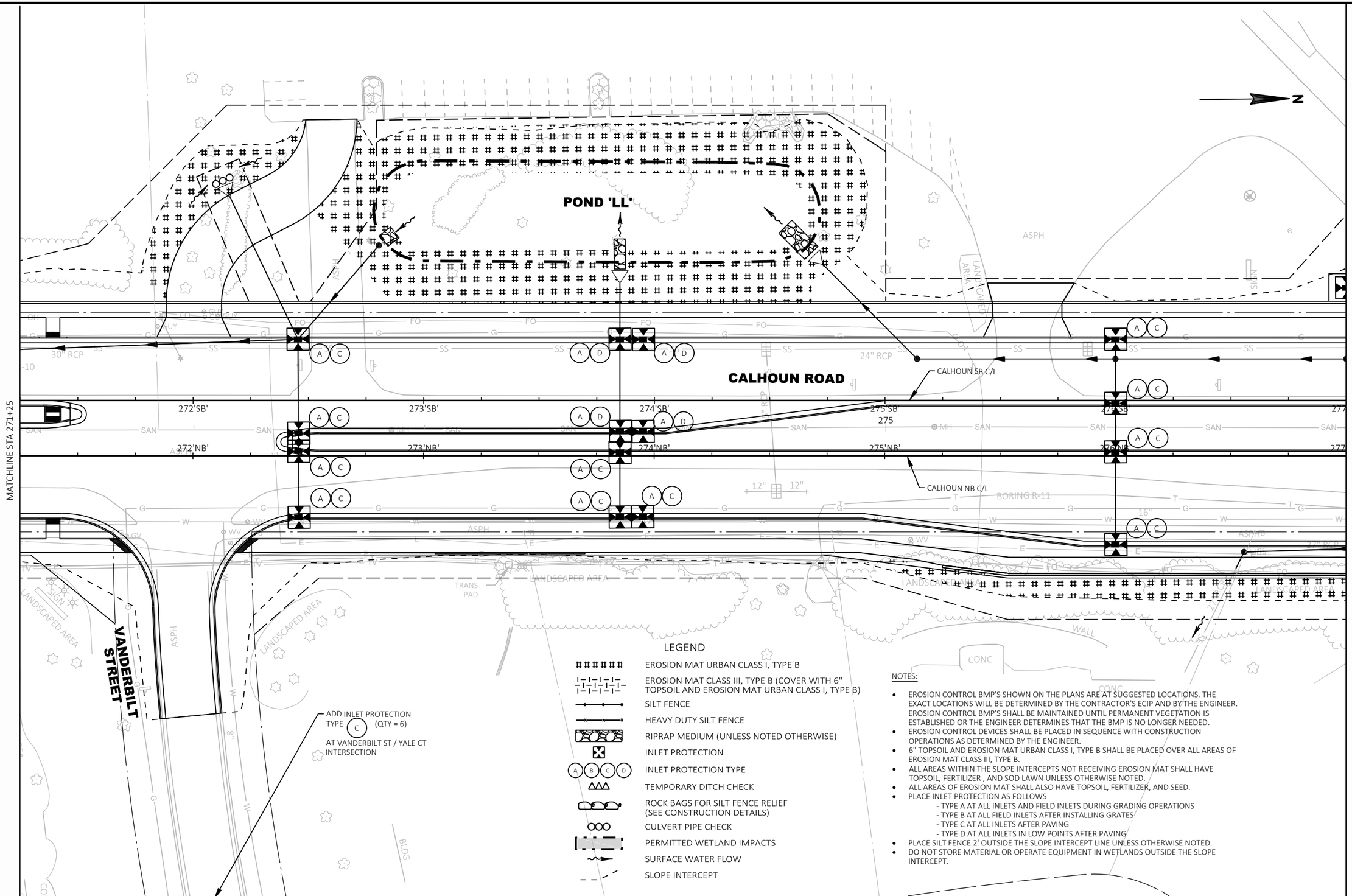
- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A, B, C, D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 117	E

2



NOTES:

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PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 118	E

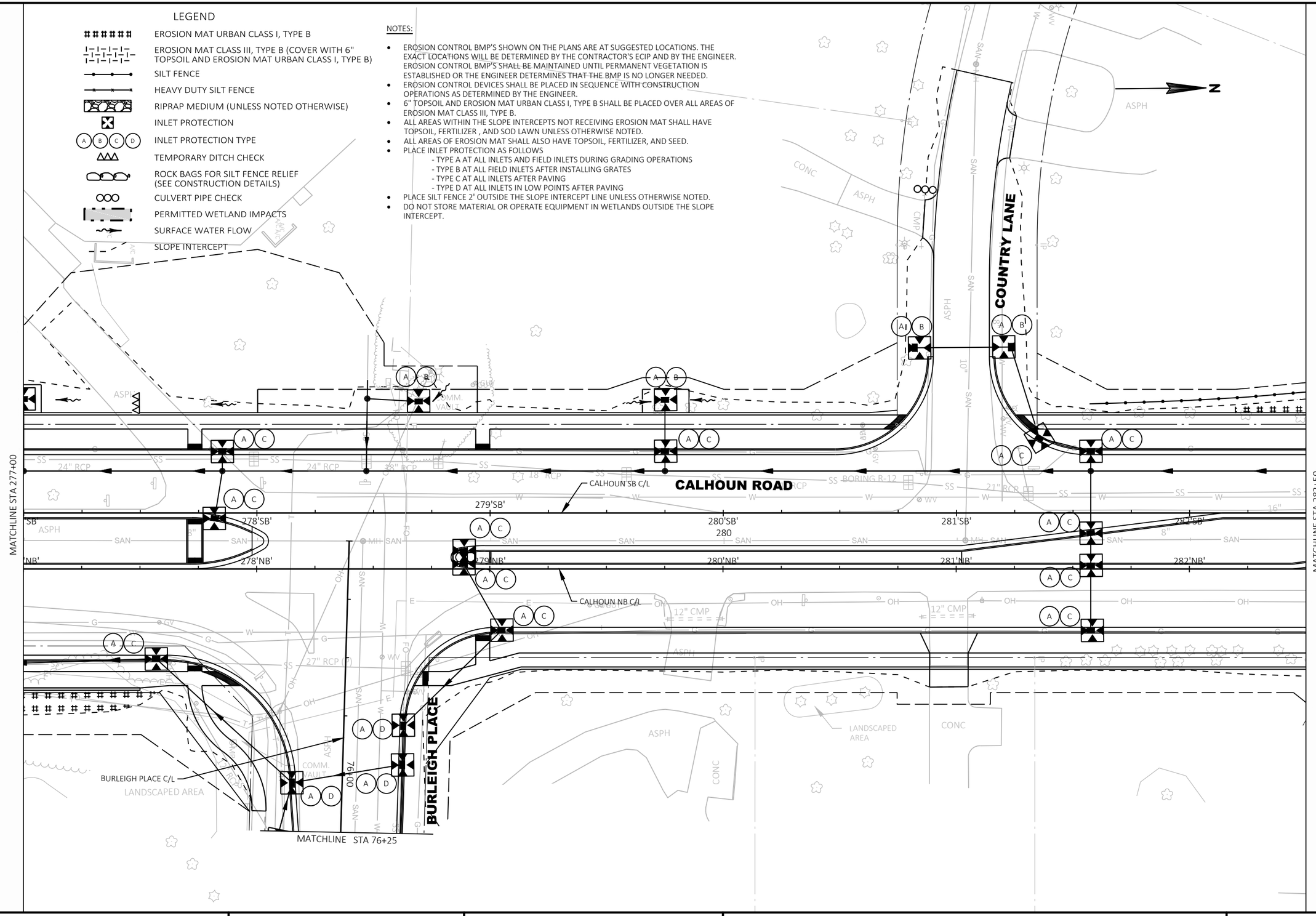
2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

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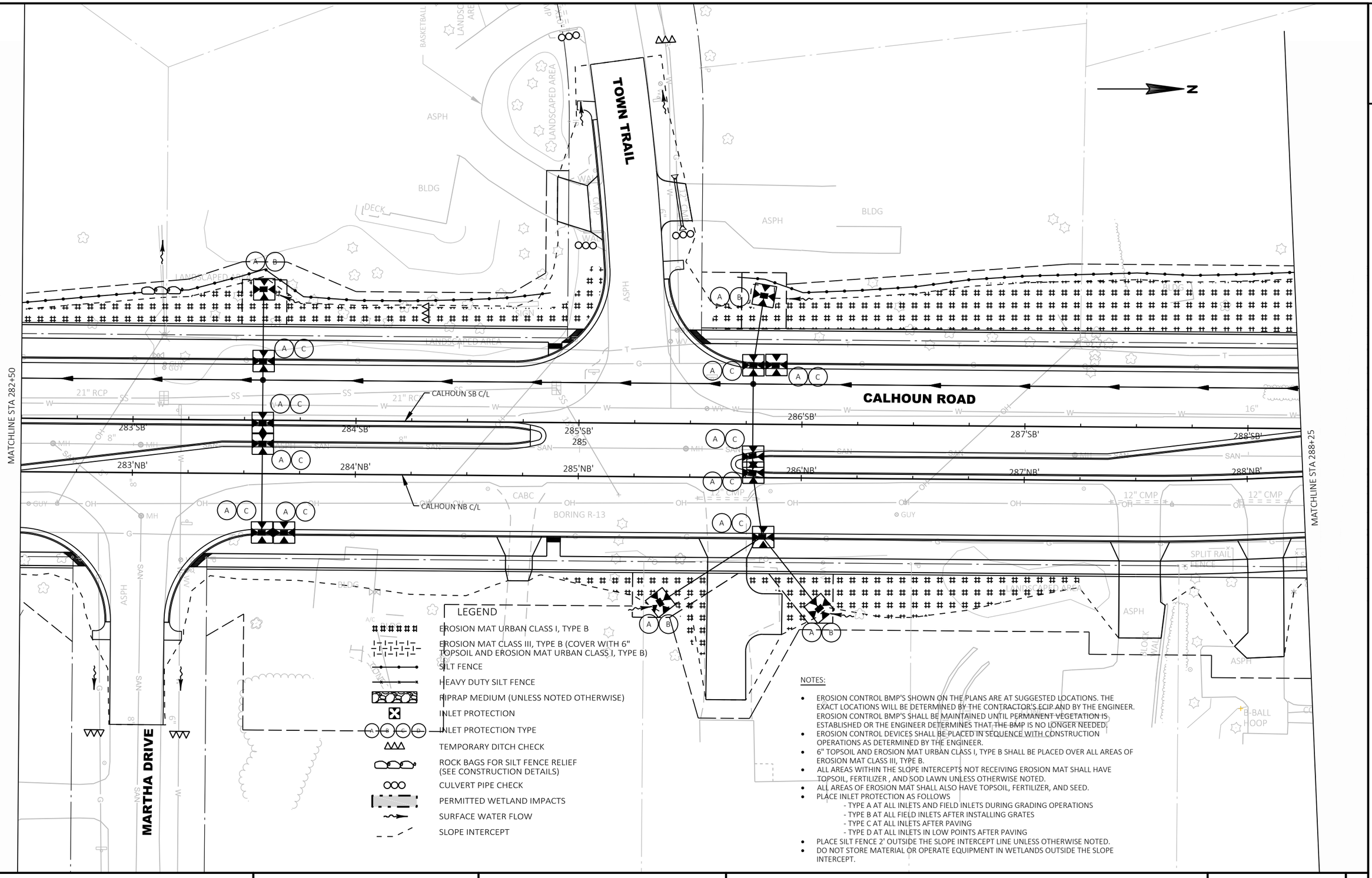
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 119	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 9/22/2020 7:02 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A / B / C / D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

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PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 120	E

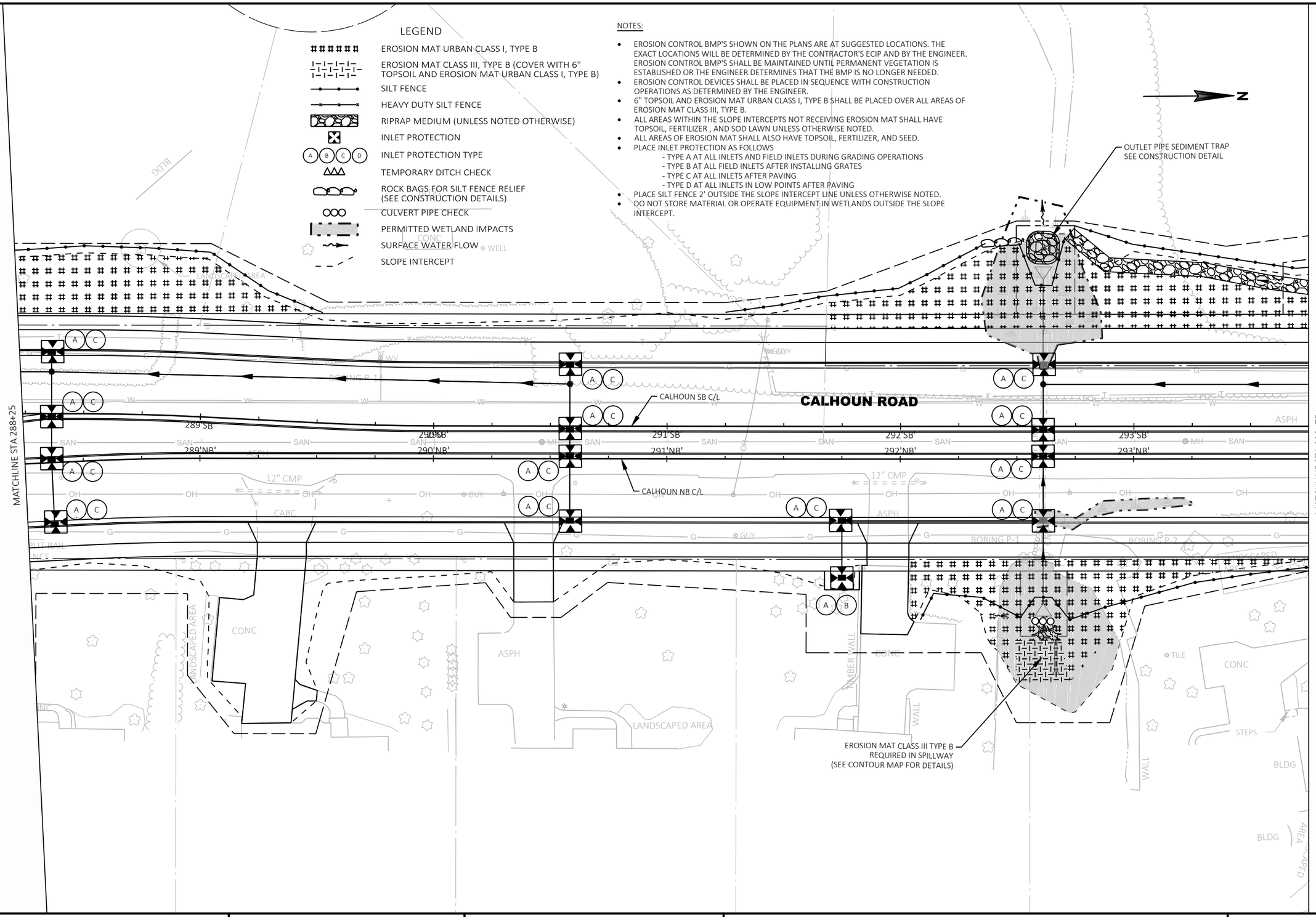
2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A, B, C, D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

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PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 121	E

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- (A) (B) (C) (D) INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

N

NOTES:

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POND 'FV'

EROSION MAT CLASS III TYPE B REQUIRED IN POND EMERGENCY SPILLWAY (SEE STORMWATER POND DETAILS)

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

GOETZ DRIVE

MATCHLINE STA 293+75

MATCHLINE STA 299+25

294'SB 294'NB' 295'SB 295'NB' 296'SB 296'NB' 297'SB 297'NB' 298'SB 298'NB' 299'SB 299'NB'

ASPH CABC BLDG LANDSCAPED AREA BORING B-16 12" CMP 18" CMP 8" WELL CONC WALL

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

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N

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

MATCHLINE STA 299+25

MATCHLINE STA 304+75

300'SB 301'SB 302'SB 303'SB 304'SB

300'NB 301'NB 302'NB 303'NB 304'NB

BORING R-17

BORINGS S-Z

ASPH CONC LANDSCAPED AREA SIGN BLDG STONE WALL WINDOW WELL ELECTRIC OUTLET MH SAN OH GUY 12" CMP FO T G W WV

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 123	E

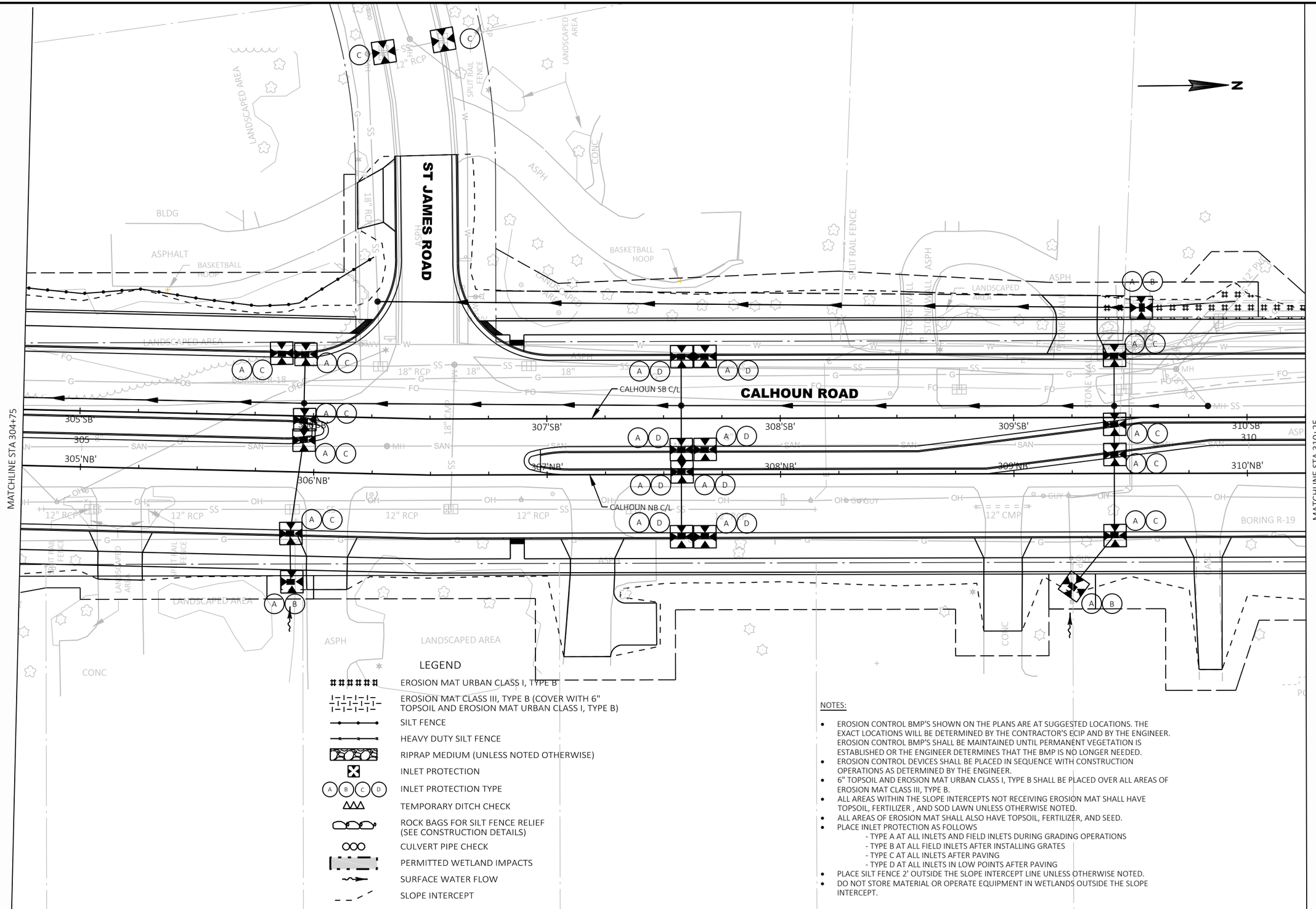
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 16

PLOT DATE : 9/22/2020 7:03 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A, B, C, D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

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  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
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PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 124	E

2

LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- INLET PROTECTION TYPE (A B C D)
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B SHALL BE PLACED OVER ALL AREAS OF EROSION MAT CLASS III, TYPE B.
- ALL AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE TOPSOIL, FERTILIZER , AND SOD LAWN UNLESS OTHERWISE NOTED.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

N

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

SUNNYCREST DRIVE

MATCHLINE STA 310+25

311'SB' 312'SB' 313'SB' 314'SB'

311'NB' 312'NB' 313'NB' 314'NB'

315

18" PVC SS

18" RCP SS

12" RCP SS

8" SAN

ASPH

CONC

LANDSCAPED AREA

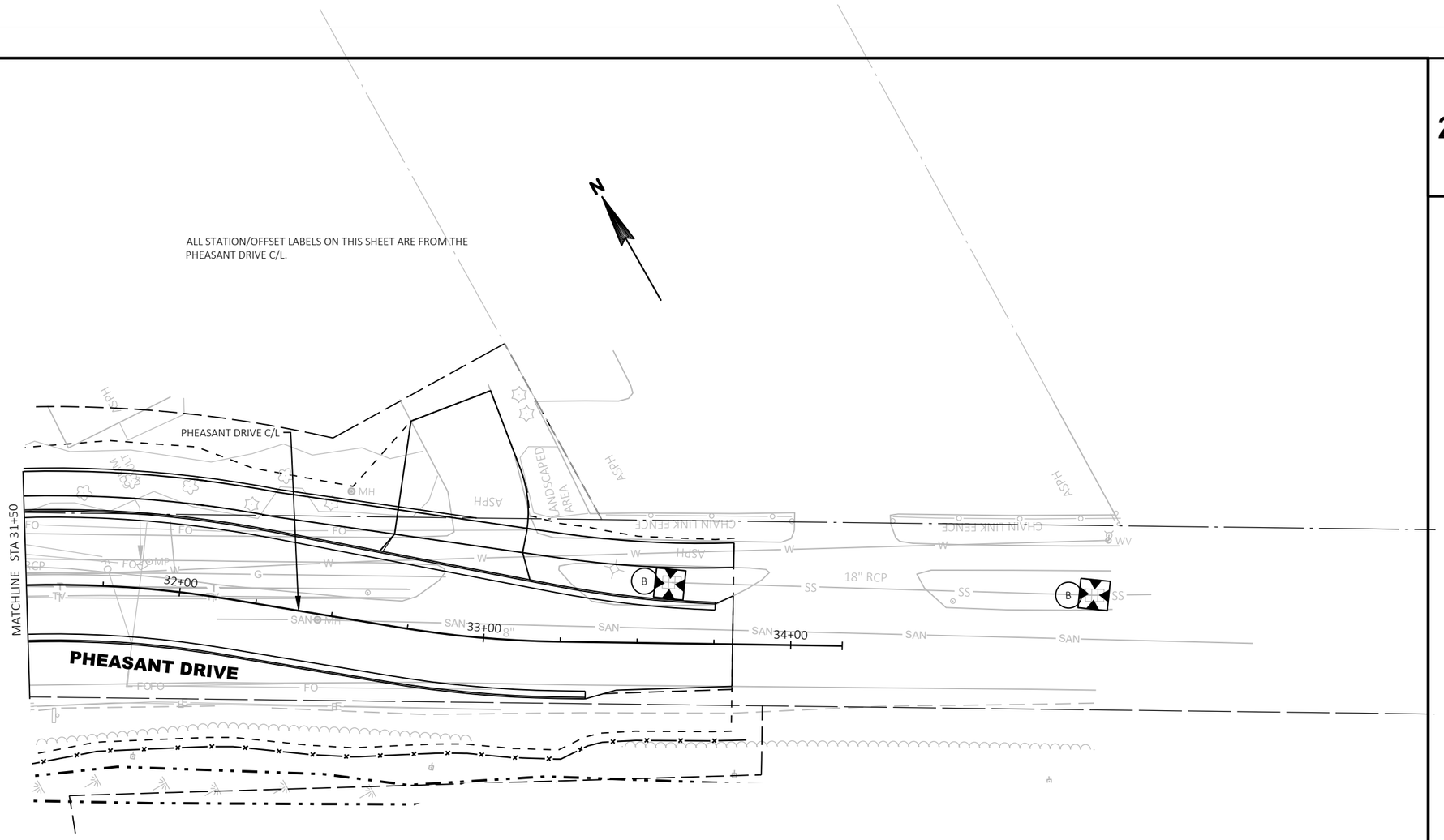
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 125	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 18

PLOT DATE : 9/22/2020 7:04 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE PHEASANT DRIVE C/L.



LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- A B C D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B SHALL BE PLACED OVER ALL AREAS OF EROSION MAT CLASS III, TYPE B.
- ALL AREAS WITHIN THE SLOPE INTERCEPTS NOT RECEIVING EROSION MAT SHALL HAVE TOPSOIL, FERTILIZER , AND SOD LAWN UNLESS OTHERWISE NOTED.
- ALL AREAS OF EROSION MAT SHALL ALSO HAVE TOPSOIL, FERTILIZER, AND SEED.
- PLACE INLET PROTECTION AS FOLLOWS
  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 126	E

2

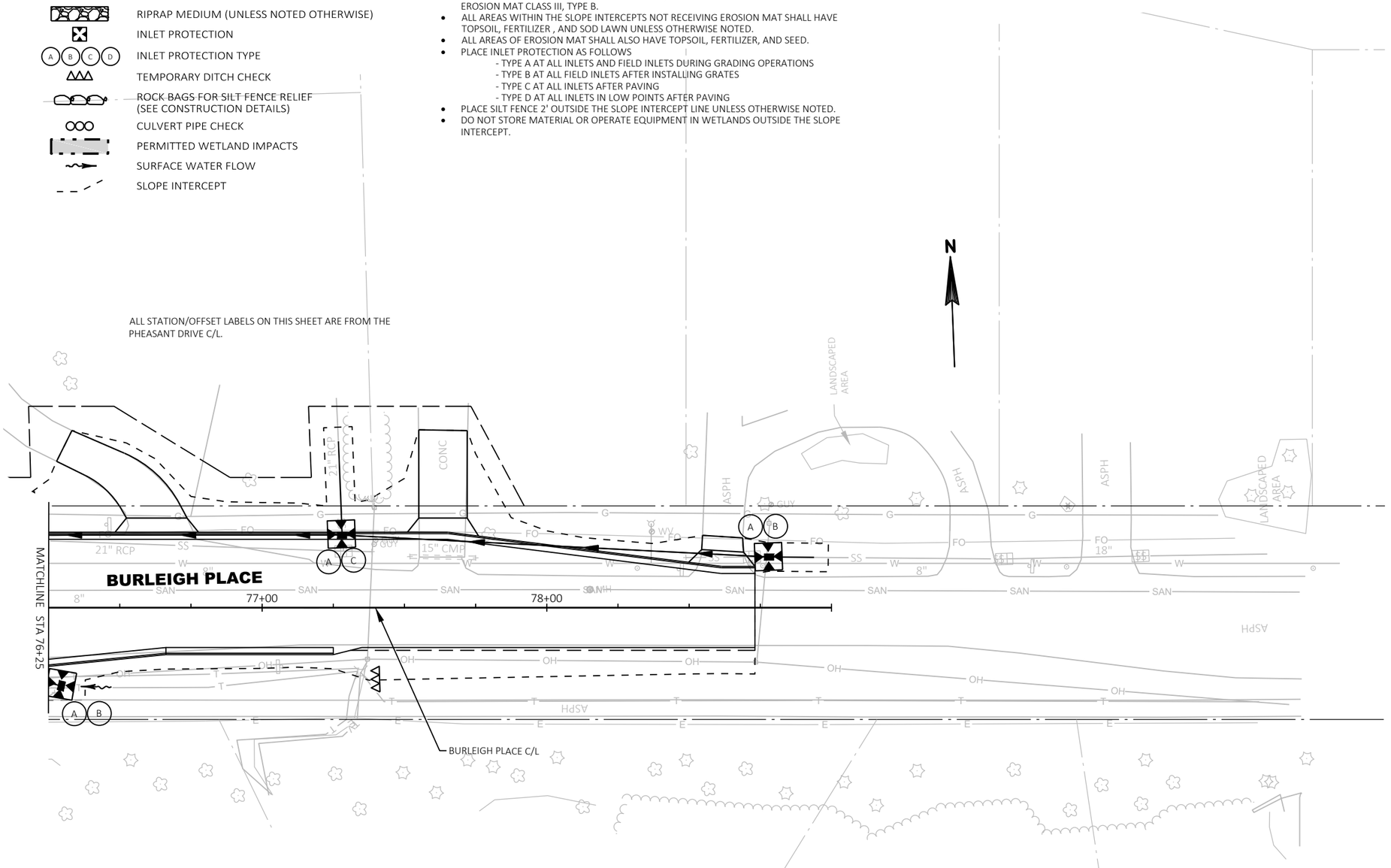
LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- EROSION MAT CLASS III, TYPE B (COVER WITH 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B)
- SILT FENCE
- HEAVY DUTY SILT FENCE
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- INLET PROTECTION
- A B C D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- ROCK BAGS FOR SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)
- CULVERT PIPE CHECK
- PERMITTED WETLAND IMPACTS
- SURFACE WATER FLOW
- SLOPE INTERCEPT

NOTES:

- EROSION CONTROL BMP'S SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER NEEDED.
- EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS AS DETERMINED BY THE ENGINEER.
- 6" TOPSOIL AND EROSION MAT URBAN CLASS I, TYPE B SHALL BE PLACED OVER ALL AREAS OF EROSION MAT CLASS III, TYPE B.
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  - TYPE A AT ALL INLETS AND FIELD INLETS DURING GRADING OPERATIONS
  - TYPE B AT ALL FIELD INLETS AFTER INSTALLING GRATES
  - TYPE C AT ALL INLETS AFTER PAVING
  - TYPE D AT ALL INLETS IN LOW POINTS AFTER PAVING
- PLACE SILT FENCE 2' OUTSIDE THE SLOPE INTERCEPT LINE UNLESS OTHERWISE NOTED.
- DO NOT STORE MATERIAL OR OPERATE EQUIPMENT IN WETLANDS OUTSIDE THE SLOPE INTERCEPT.

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE PHEASANT DRIVE C/L.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	EROSION CONTROL	SHEET 127	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Burleigh Place

PLOT DATE : 9/22/2020 7:05 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

STORM SEWER GENERAL NOTES:

- ALL STA/OFFSET ARE MEASURED FROM THE CALHOUN NB C/L, UNLESS OTHERWISE NOTED.
- ALL STA/OFFSET ARE MEASURED TO THE CENTER OF STRUCTURE.
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR CATCH BASINS.
- RIM ELEVATIONS ARE GIVEN AT THE CENTER OF STRUCTURE FOR MANHOLES AND MEDIAN INLETS.
- PIPE LENGTHS REPRESENT THE LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- THE SUMP DEPTH OF ALL CATCH BASINS SHALL BE 2', UNLESS OTHERWISE NOTED.
- VERIFY THE EXISTING STORM SEWER CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO ORDERING OR INSTALLING THE PROPOSED STORM SEWER.
- UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. SANITARY LATERALS AND WATER LATERALS SHOWN ARE FROM CITY OF BROOKFIELD GIS AND ARE NOT FIELD VERIFIED. VERIFY ALL LOCATIONS IN THE FIELD.

LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS OF 6' - 10'+ BELOW EXISTING GRADE WITHIN PROJECT LIMITS
- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS OF 1' - 6' BELOW EXISTING GRADE WITHIN PROJECT LIMITS

STA 215+10, 79.6' LT
RECONSTRUCTING MANHOLE 47A

ADJUSTING INLET COVERS

STA 214+22, 6.0' RT
EXISTING MANHOLE TO REMAIN 47EX

ADJUSTING INLET COVERS

CONNECT TO EXISTING STORM SEWER

STA 214+80, 6.0' RT
MANHOLES 8-J-S 48

STA 215+45, 7.5' RT
MANHOLES 8-J-S 49

STA 215+45, 11.1' LT
CATCH BASINS 4-H 49E

STA 215+45, 52.7' LT
CATCH BASINS 4-H 49C

STA 215+45, 26.5' RT
CATCH BASINS 2x3-H 49I

STA 215+55, 12.3' LT
CATCH BASINS 2x3-H 49D

STA 215+45, 1.5' LT
CATCH BASINS 2x3-H 49G

STA 215+95, 72.4' LT
INLETS MEDIAN 1G-MS-A 49A

STA 215+95, 50.5' LT
CATCH BASINS 4-H 49B

STA 215+76, 1.5' LT
CATCH BASINS 2x3-H 49F

STA 215+76, 26.5' RT
CATCH BASINS 2x3-H 49H

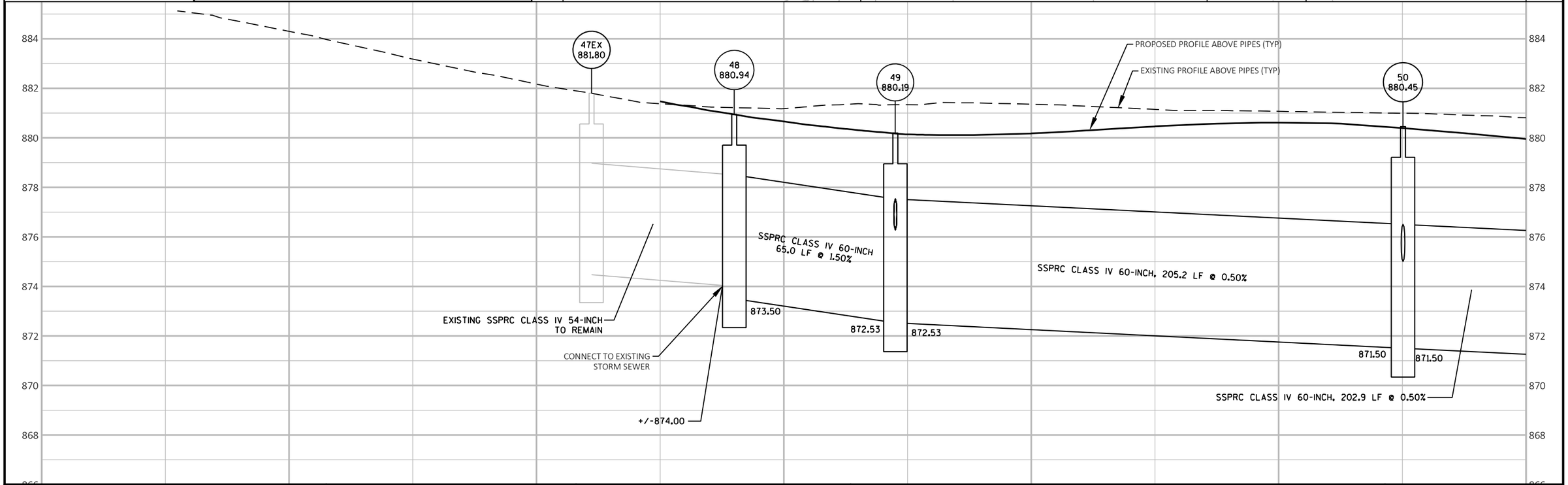
STA 217+50, 74.6' LT
INLETS MEDIAN 1G-MS-A 50A

STA 217+50, 1.4' LT
MANHOLES 8-H 50

CALHOUN ROAD

MATCHLINE STA 218+00

SHEET 1 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 1
PLOT DATE : 7/29/2020 5:56 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

STA 215+10, 79.6' LT
RECONSTRUCTING MANHOLE 47A

ADJUSTING INLET COVERS

STA 214+22, 6.0' RT
EXISTING MANHOLE TO REMAIN 47EX

ADJUSTING INLET COVERS

CONNECT TO EXISTING STORM SEWER

STA 214+80, 6.0' RT
MANHOLES 8-J-S 48

STA 215+45, 7.5' RT
MANHOLES 8-J-S 49

STA 215+45, 52.7' LT
CATCH BASINS 4-H 49C

STA 215+95, 72.4' LT
INLETS MEDIAN 1G-MS-A 49A

STA 215+95, 50.5' LT
CATCH BASINS 4-H 49B

STA 215+55, 12.3' LT
CATCH BASINS 2x3-H 49D

STA 215+45, 11.1' LT
CATCH BASINS 4-H 49E

STA 215+45, 1.5' LT
CATCH BASINS 2x3-H 49G

STA 215+76, 1.5' LT
CATCH BASINS 2x3-H 49F

STA 215+45, 26.5' RT
CATCH BASINS 2x3-H 49I

STA 215+76, 26.5' RT
CATCH BASINS 2x3-H 49H

STA 217+50, 74.6' LT
INLETS MEDIAN 1G-MS-A 50A

STA 217+50, 1.4' LT
MANHOLES 8-H 50

CALHOUN ROAD

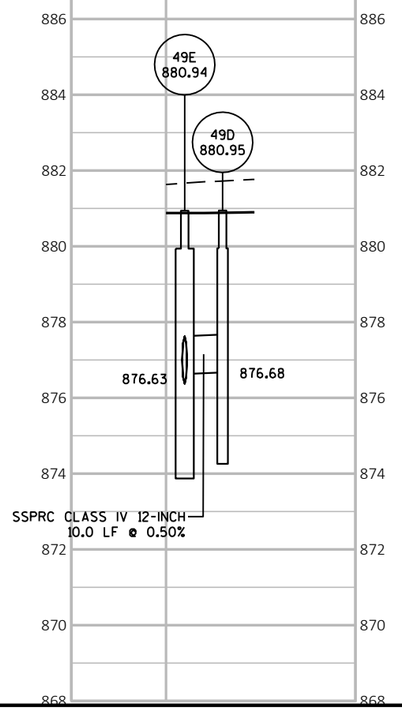
MATCHLINE STA 218+00

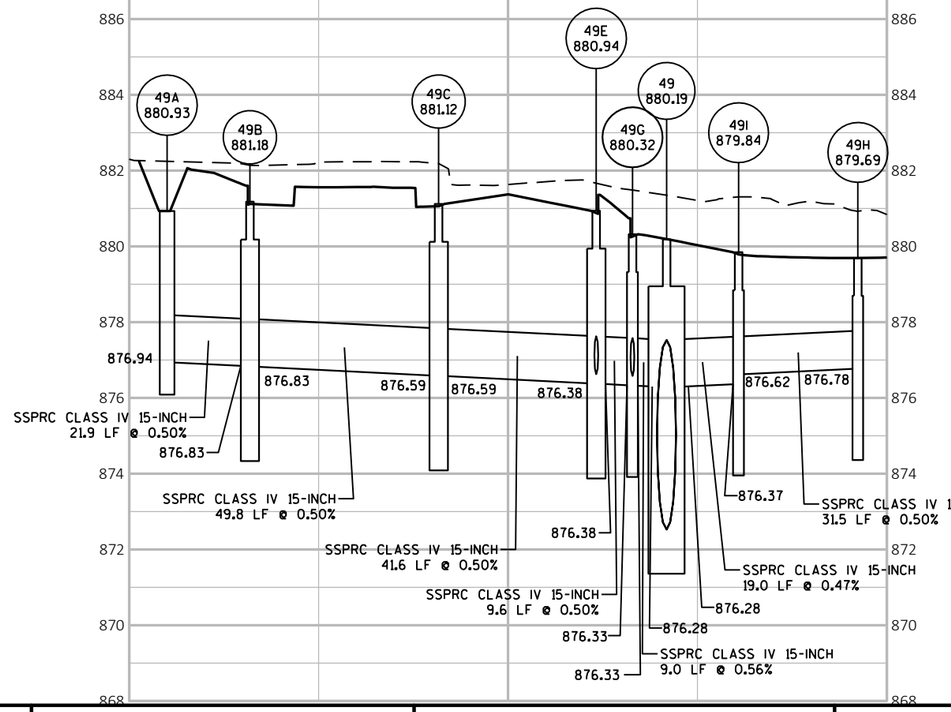
212+00'SB' 213+00'SB' 214+00'SB' 215+00'SB' 216+00'SB' 217+00'SB'

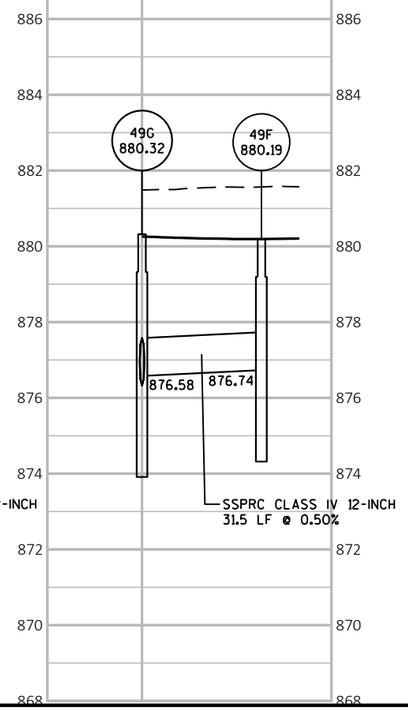
212+00 213+00 214+00 215+00 216+00 217+00

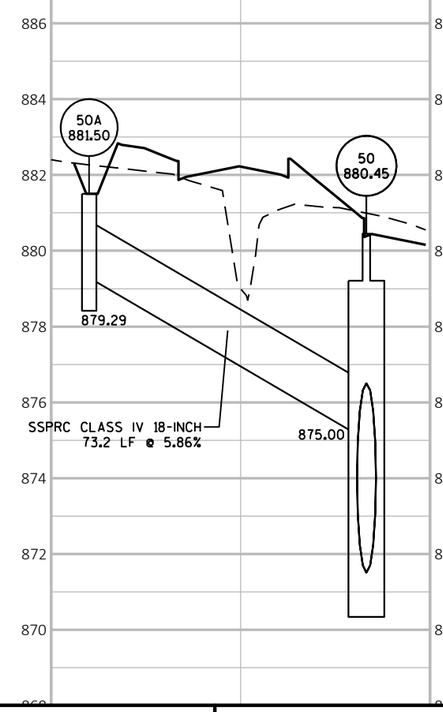
LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 2 OF 37









PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 129 E

2

51A STA 219+75, 76.5' LT
INLETS MEDIAN 1G-MS-A

51B STA 219+75, 50.5' LT
CATCH BASINS 4-H

51C STA 219+75, 22.5' LT
CATCH BASINS 4-H

STA 222+00, 72.5' LT
INLETS MEDIAN 1G-MS-A 99A

STA 222+00, 50.5' LT
CATCH BASINS 4-H 99B

STA 222+70, 72.9' LT
INLETS MEDIAN 1G-MS-A 100A

DRAIN TILE EXPLORATION
STA 223+25 TO STA 223+75 LT

PIPE UNDERDRAIN UNPERFORATED 4-INCH
CONNECT EXISTING DRAINS (IF FOUND)
TO PIPE UNDERDRAIN BEHIND
RETAINING WALL

99 STA 222+00, 42.0' LT
MANHOLES 4-J-S

100 STA 222+70, 42.0' LT
MANHOLES 4-J-S

STA 222+00, 22.5' LT
CATCH BASINS 4-H 99E

STA 222+00, 3.5' LT
CATCH BASINS 4-H 99D

STA 222+00, 26.5' RT
CATCH BASINS 4-H 99C

STA 219+53, 1.5' LT
MANHOLES 8-H 51

STA 219+39, 26.5' RT
CATCH BASINS 4-H 51D

51AEW STA 220+00, 60.3' RT
APRON ENDWALLS FOR CPRC 60-INCH
AND CONCRETE CUTOFF WALL

TWIN 60-INCH
CULVERT PIPE
CORRUGATED STEEL

DRAIN TILE EXPLORATION
STA 223+00 TO STA 224+00 RT

PIPE UNDERDRAIN UNPERFORATED 4-INCH
CONNECT EXISTING ROOF DRAINS (IF FOUND)
AND DISCHARGE TO THE NORTH

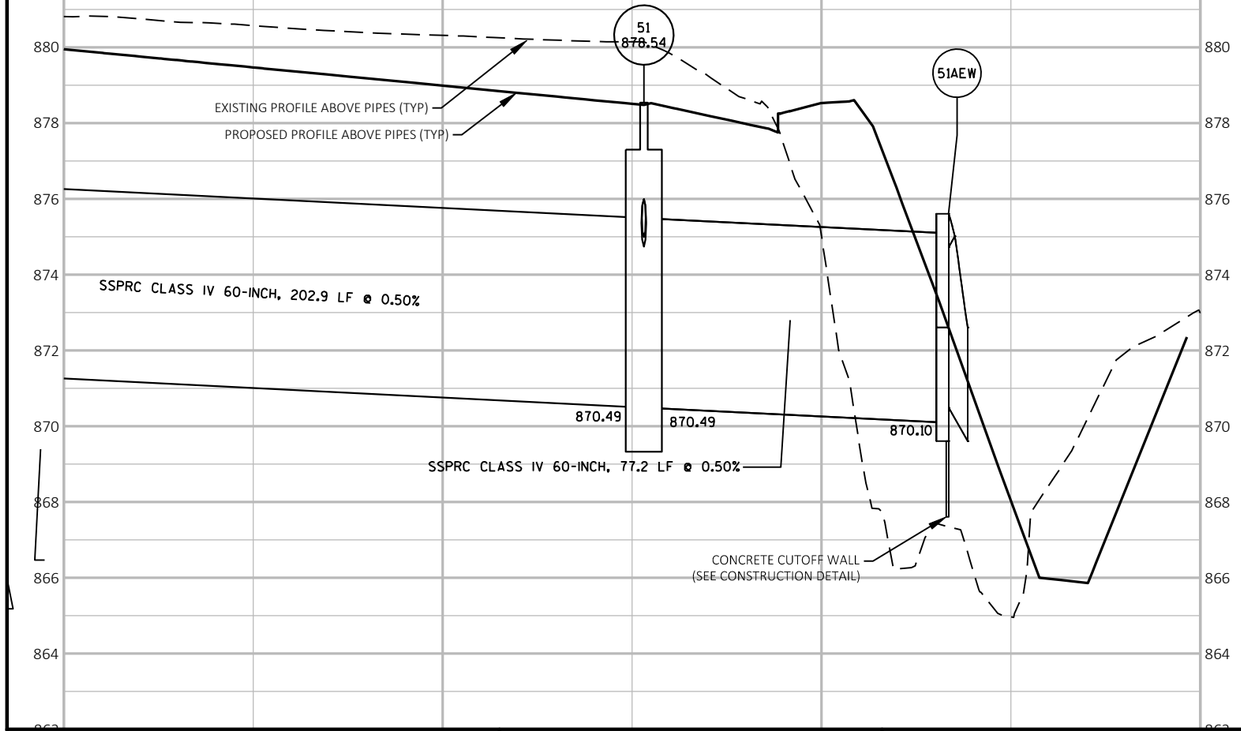
CALHOUN ROAD

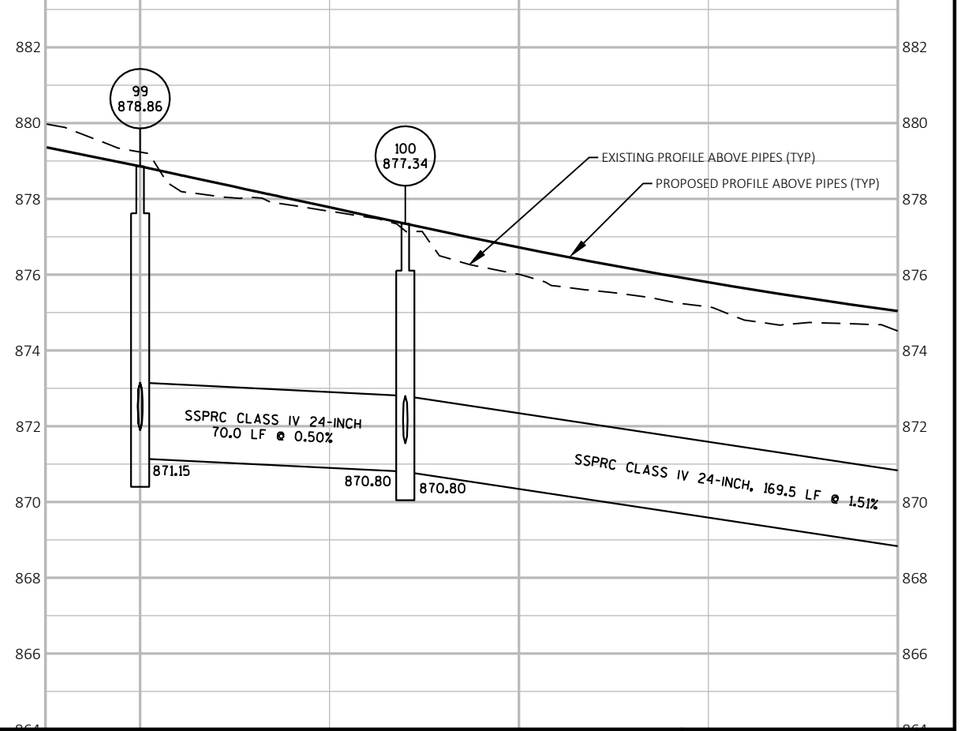
MATCHLINE STA 218+00

MATCHLINE STA 224+00

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 3 OF 37



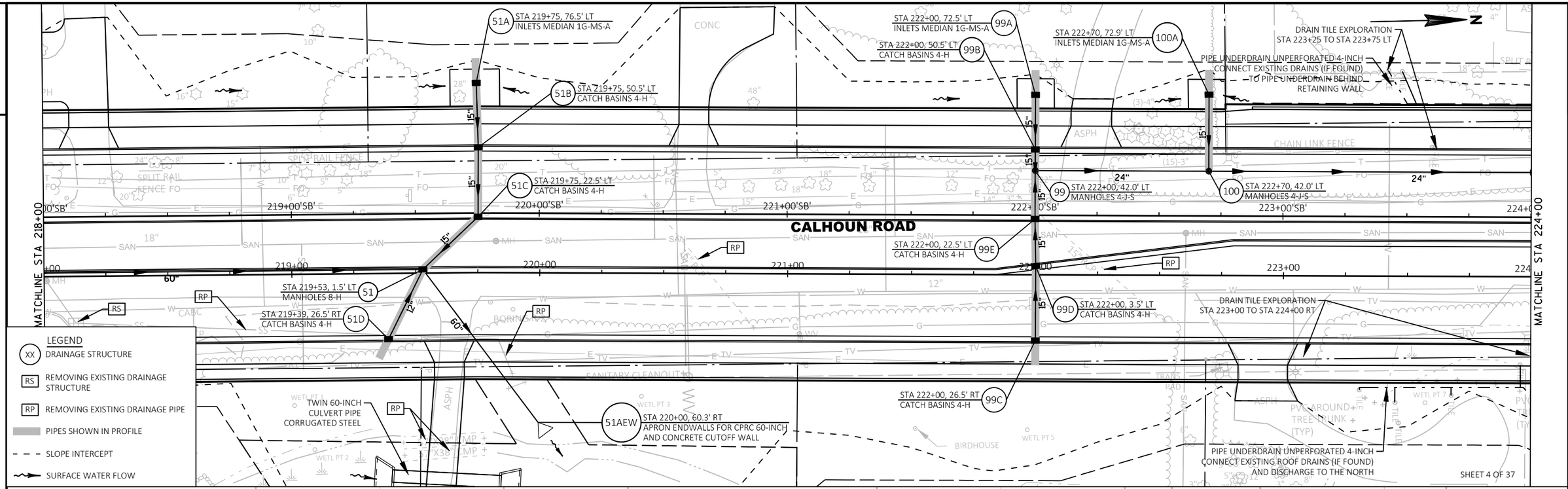


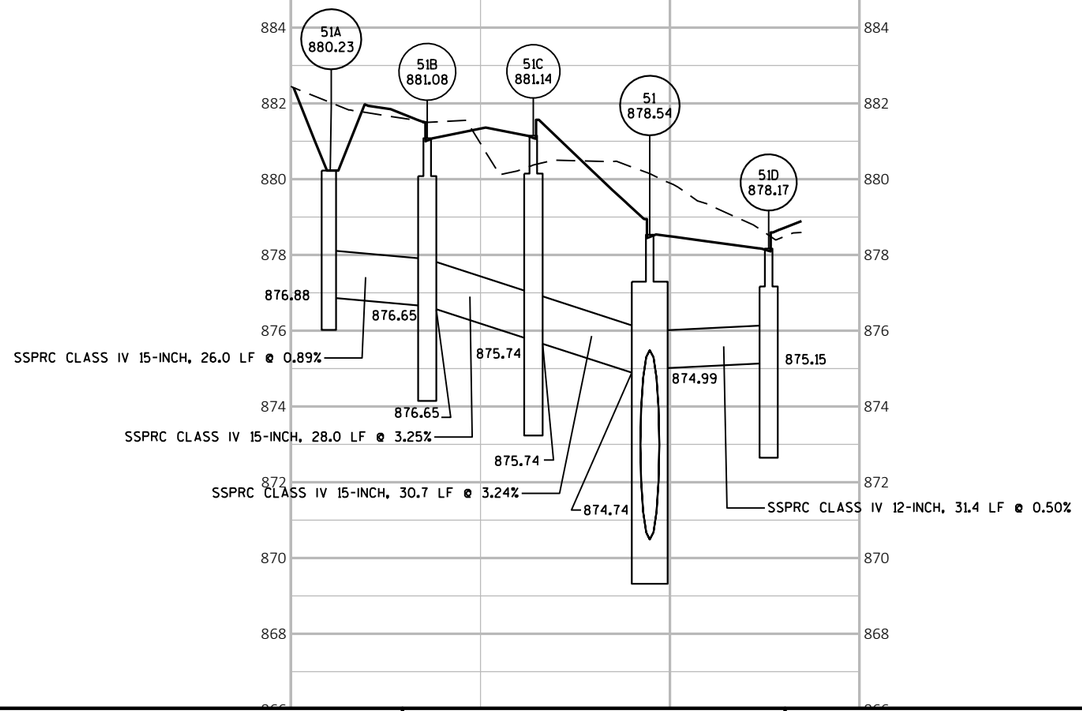
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 130 E

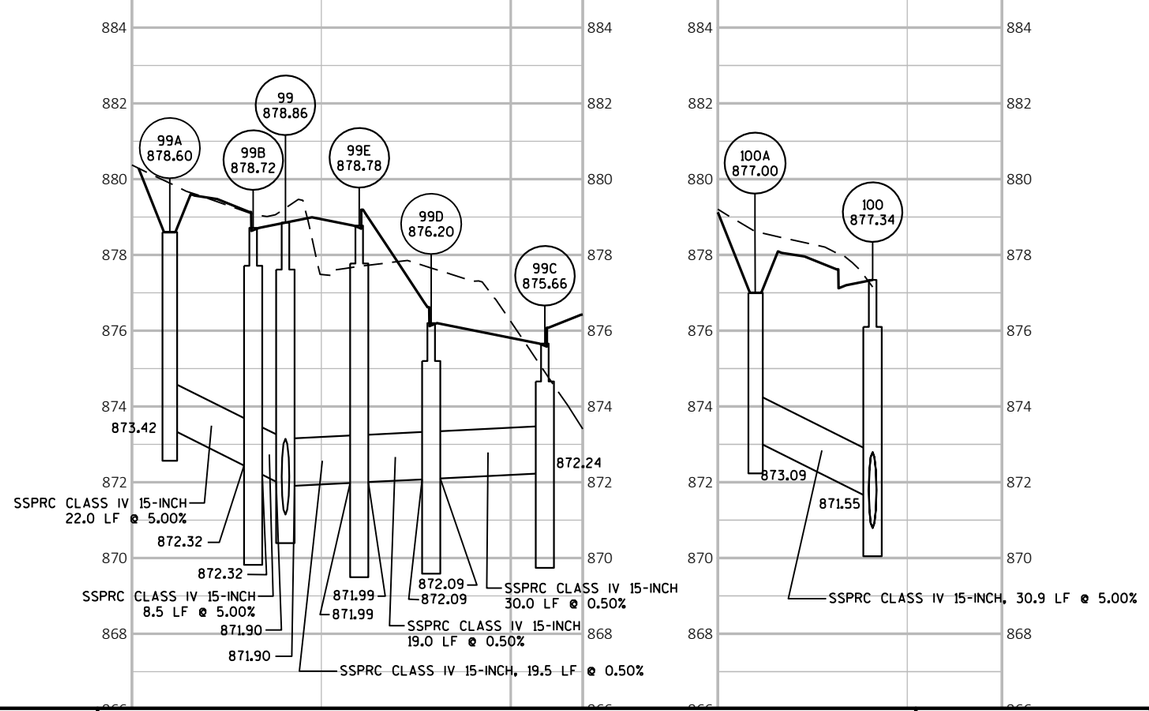
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 2

PLOT DATE : 7/29/2020 5:59 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2







PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 131	E

CONNECT EXISTING 6-INCH PVC

CONNECT EXISTING 6-INCH PVC

MORNING-VIEW COURT

CALHOUN ROAD

MATCHLINE STA 224+00

MATCHLINE STA 230+00

101B STA 224+78, 127.4' LT CATCH BASINS 4-H

101A STA 225+05, 126.4' LT CATCH BASINS 4-H

101D STA 224+75, 78.2' LT CATCH BASINS 4-H

101C STA 225+10, 69.2' LT CATCH BASINS 4-H

101E STA 224+71, 69.2' LT CATCH BASINS 4-H

CONNECT 6-INCH PIPE UNDERDRAIN FROM RETAINING WALL

RETAINING WALL

101F STA 224+39, 50.6' LT CATCH BASINS 4-H

101 STA 224+39, 42.0' LT MANHOLES 5-J-S

101I STA 224+39, 21.8' LT CATCH BASINS 4-H

101H STA 224+39, 14.2' LT CATCH BASINS 4-H

101G STA 224+39, 26.5' RT CATCH BASINS 4-H

PIPE UNDERDRAIN UNPERFORATED 4-INCH WITH REINFORCED CONCRETE AEW (APPROXIMATE LOCATION)

STA 227+23, 72.4' LT INLETS MEDIAN 1G-MS-A 102A

STA 227+00, 50.5' LT CATCH BASINS 4-H 102B

102 STA 227+00, 42.0' LT MANHOLES 5-J-S

STA 227+00, 10.5' LT CATCH BASINS 4-H 102E

102D STA 227+00, 1.5' LT CATCH BASINS 4-H

102C STA 227+00, 26.5' RT CATCH BASINS 4-H

103A STA 229+00, 72.5' LT INLETS MEDIAN 1G-MS-A

103B STA 229+00, 50.5' LT CATCH BASINS 4-H

103 STA 229+00, 42.0' LT MANHOLES 5-J-S

STA 229+00, 22.5' LT CATCH BASINS 4-H 103E

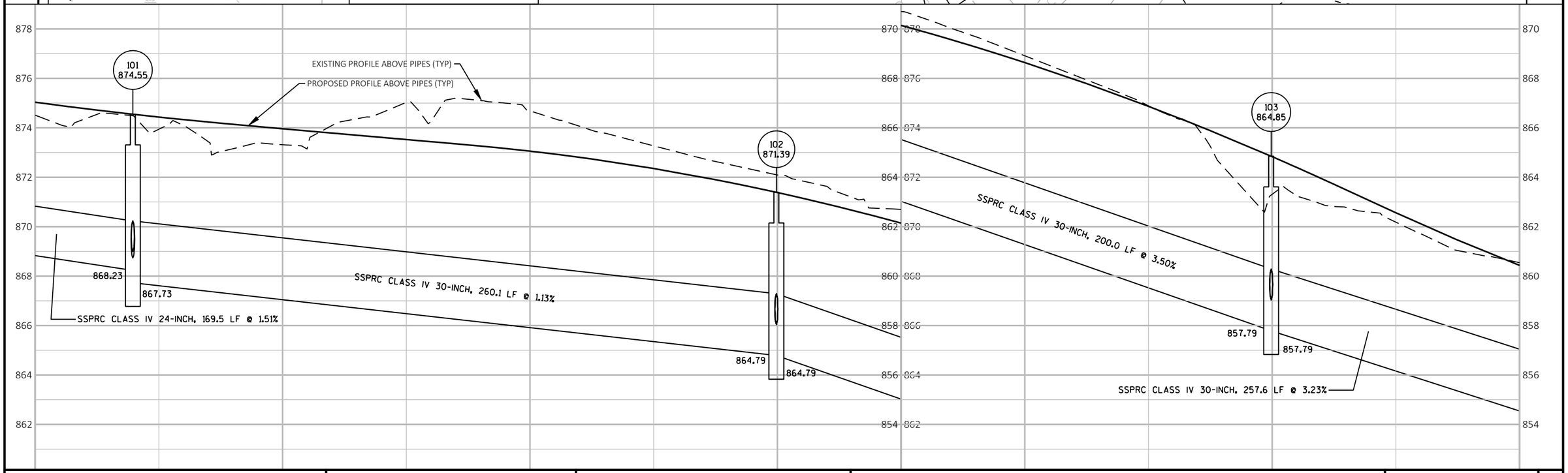
103D STA 229+00, 1.5' LT CATCH BASINS 4-H

103C STA 229+00, 26.5' RT CATCH BASINS 4-H

LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 5 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 132 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 3

PLOT DATE : 9/22/2020 7:57 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CONNECT EXISTING 6-INCH PVC

CONNECT EXISTING 6-INCH PVC

MORNING-VIEW COURT

STA 224+78, 127.4' LT CATCH BASINS 4-H — 101B

STA 225+05, 126.4' LT CATCH BASINS 4-H — 101A

STA 224+75, 78.2' LT CATCH BASINS 4-H — 101D

STA 225+10, 69.2' LT CATCH BASINS 4-H — 101C

STA 224+71, 69.2' LT CATCH BASINS 4-H — 101E

CONNECT 6-INCH PIPE UNDERDRAIN FROM RETAINING WALL

STA 224+39, 50.6' LT CATCH BASINS 4-H — 101F

STA 224+39, 42.0' LT MANHOLES 5-J-S — 101

STA 224+39, 21.8' LT CATCH BASINS 4-H — 101I

STA 224+39, 14.2' LT CATCH BASINS 4-H — 101H

STA 224+39, 26.5' RT CATCH BASINS 4-H — 101G

PIPE UNDERDRAIN UNPERFORATED 4-INCH WITH REINFORCED CONCRETE AEW (APPROXIMATE LOCATION)

STA 227+23, 72.4' LT INLETS MEDIAN 1G-MS-A — 102A

STA 227+00, 50.5' LT CATCH BASINS 4-H — 102B

STA 227+00, 42.0' LT MANHOLES 5-J-S — 102

STA 227+00, 10.5' LT CATCH BASINS 4-H — 102E

STA 227+00, 1.5' LT CATCH BASINS 4-H — 102D

STA 227+00, 26.5' RT CATCH BASINS 4-H — 102C

CALHOUN ROAD

STA 229+00, 72.5' LT INLETS MEDIAN 1G-MS-A — 103A

STA 229+00, 50.5' LT CATCH BASINS 4-H — 103B

STA 229+00, 42.0' LT MANHOLES 5-J-S — 103

STA 229+00, 22.5' LT CATCH BASINS 4-H — 103E

STA 229+00, 1.5' LT CATCH BASINS 4-H — 103D

STA 229+00, 26.5' RT CATCH BASINS 4-H — 103C

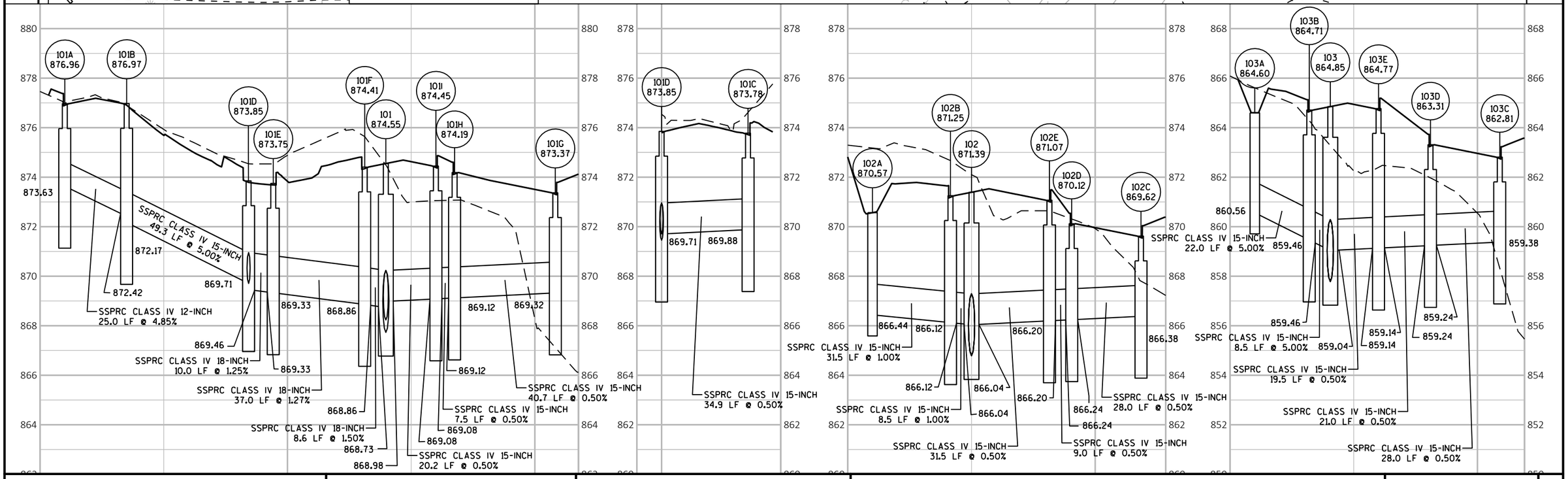
MATCHLINE STA 224+00

MATCHLINE STA 230+00

LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 6 OF 37

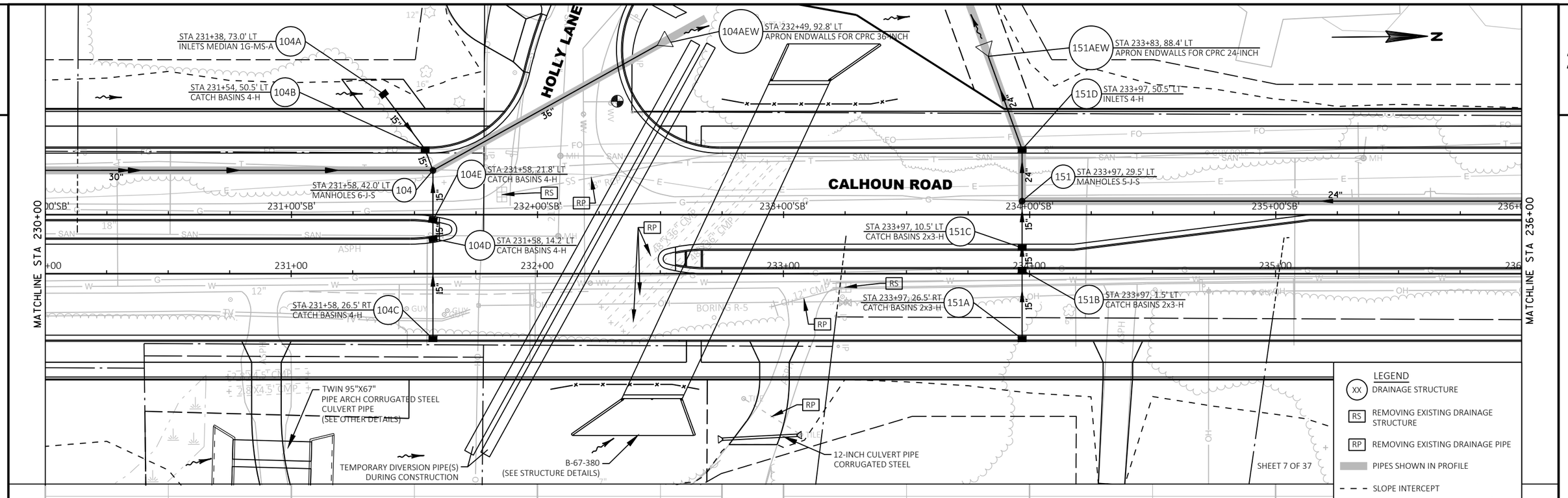


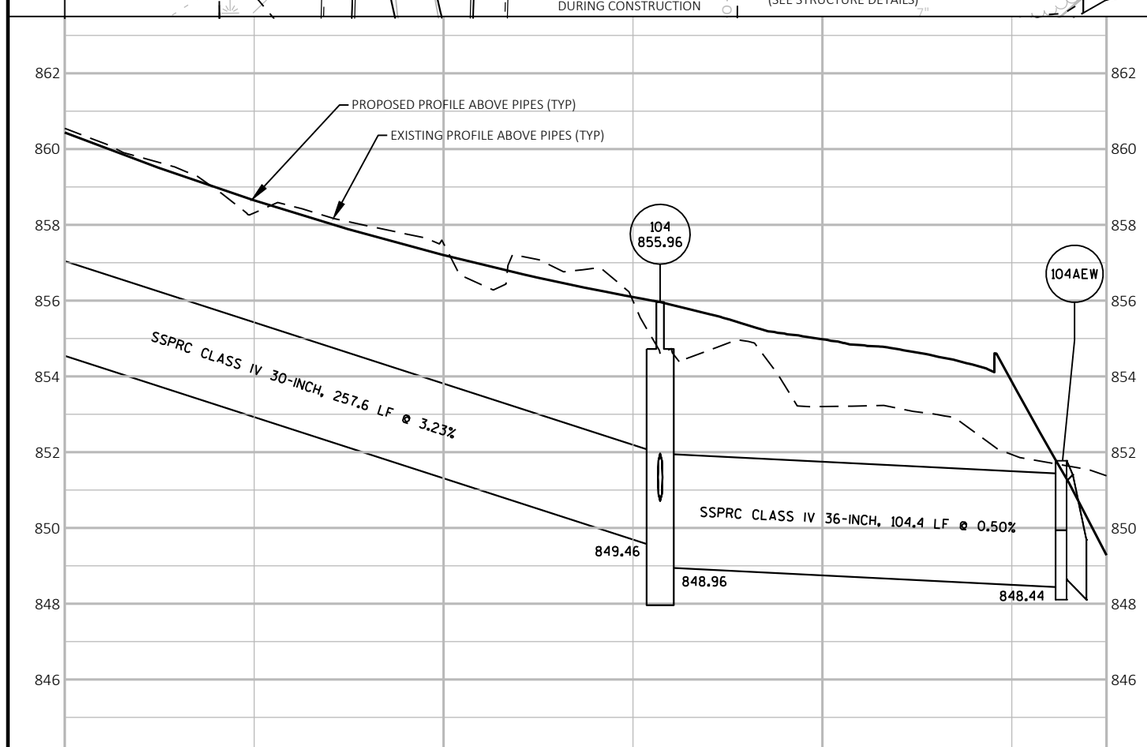
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 133 E

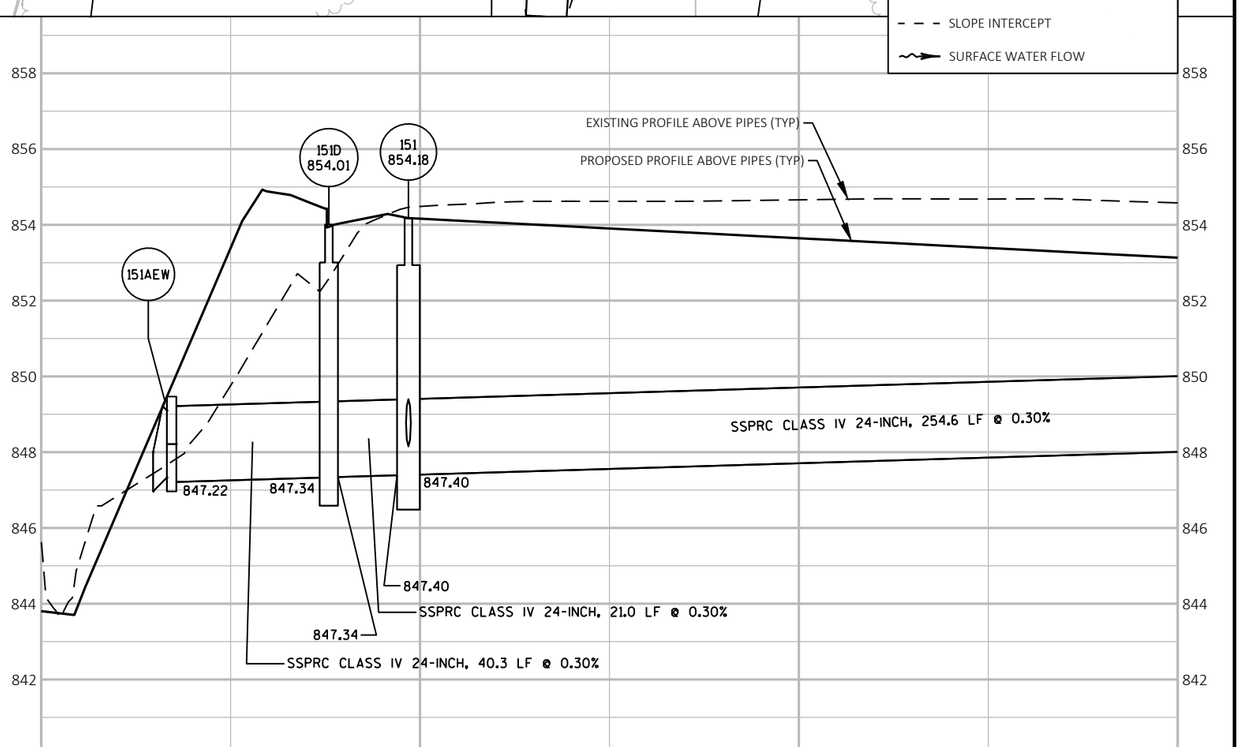
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 3a

PLOT DATE : 9/22/2020 7:58 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

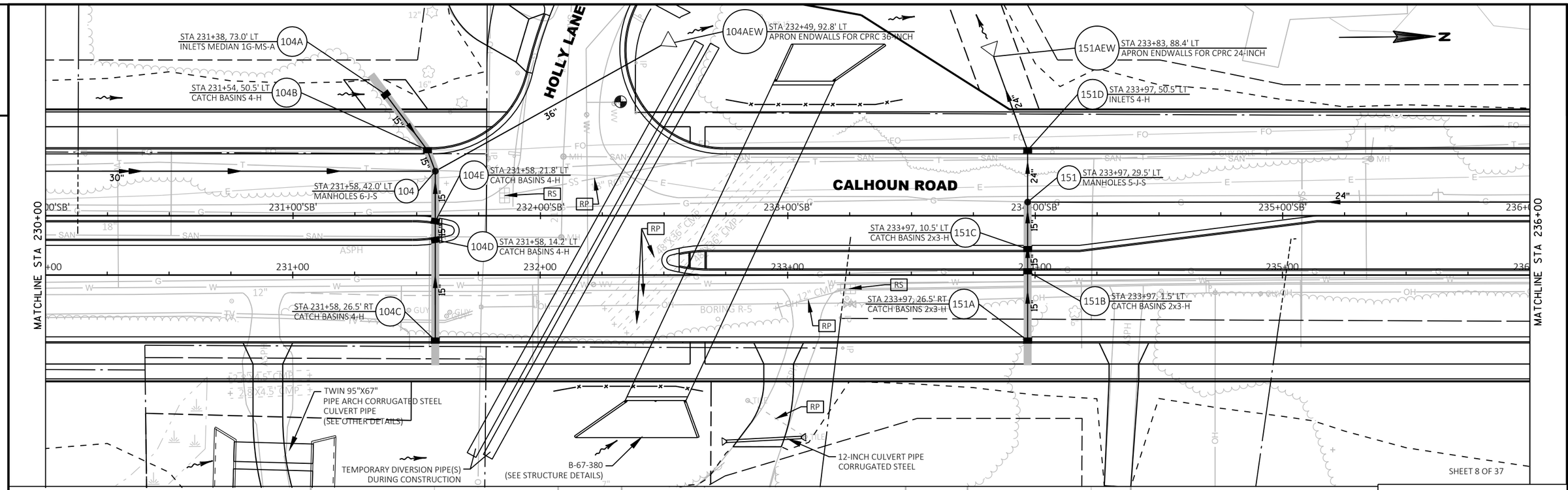
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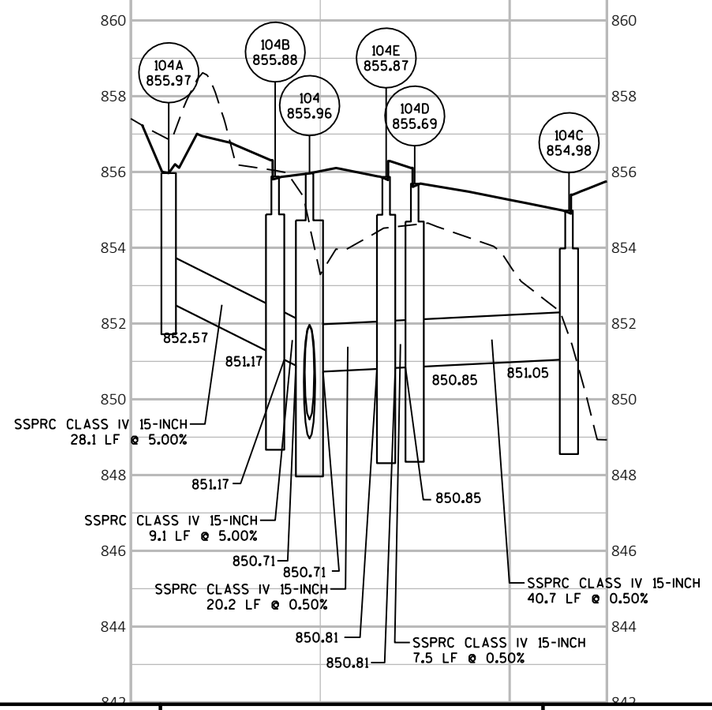


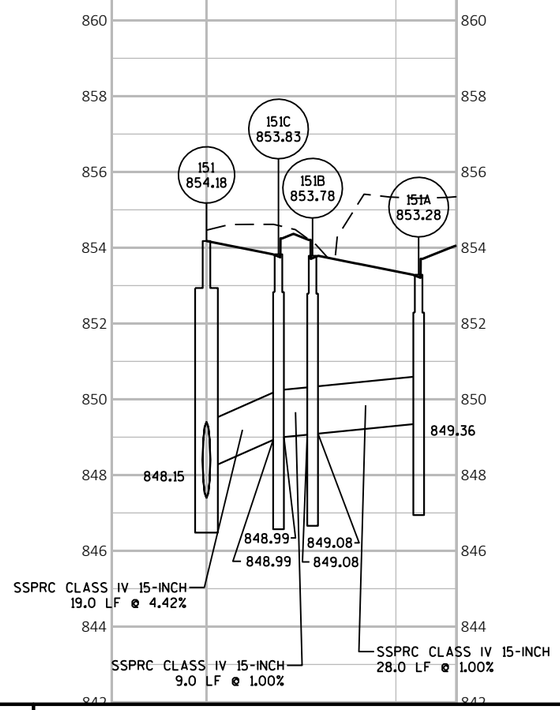




PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 134 E







LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 4a
PLOT DATE : 9/22/2020 8:01 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

150A STA 236+42, 50.5' LT
CATCH BASINS 2x3-H

150B STA 236+52, 50.5' LT
CATCH BASINS 2x3-H

150 STA 236+52, 29.5' LT
MANHOLES 4-J-S

150F STA 236+52, 22.5' LT
CATCH BASINS 4-H

150E STA 236+27, 1.5' LT
CATCH BASINS 4-H

150D STA 236+27, 26.5' RT
CATCH BASINS 4-H

150C STA 236+17, 26.5' RT
CATCH BASINS 2x3-H

STA 237+10, 76.3' RT
APRON ENDWALLS FOR CPRC 15-INCH
150AEW

STA 237+57, 71.9' RT
APRON ENDWALLS FOR CPRC 15-INCH
152AEW1

152AEW2 STA 238+45, 79.6' LT
APRON ENDWALLS FOR CPRC 15-INCH

152E STA 238+37, 50.5' LT
CATCH BASINS 4-H

152D STA 238+03, 20.6' LT
CATCH BASINS 4-H

152C STA 237+96, 1.8' LT
CATCH BASINS 4-H

152B STA 237+84, 35.6' RT
CATCH BASINS 5-H

152A STA 238+05, 70.2' RT
CATCH BASINS 4-H

153 STA 239+00, 18.0' RT
MANHOLES 4-J-S

153C STA 239+00, 48.5' RT
INLETS MEDIAN 1G-MS-A

153B STA 238+53, 57.7' RT
CATCH BASINS 4-H

153A STA 238+50, 67.4' RT
CATCH BASINS 4-H

155AEW STA 240+31, 77.0' LT
APRON ENDWALLS FOR CPRC 12-INCH

STA 241+57, 71.9' LT
APRON ENDWALLS FOR CPRC 15-INCH
156AEW

STA 240+31, 50.5' LT
CATCH BASINS 4-H
155A

STA 241+51, 50.5' LT
CATCH BASINS 4-H
156B

STA 241+25, 1.5' LT
CATCH BASINS 4-H
154A

STA 241+48, 22.5' LT
CATCH BASINS 4-H
156A

STA 241+20, 18.0' RT
MANHOLES 5-J-S
154

STA 241+20, 26.5' RT
INLETS 4-H
154B

STA 241+36, 52.8' RT
APRON ENDWALLS FOR CPRCHE 14x23-INCH
154AEW

CALHOUN ROAD

PHEASANT DRIVE

MATCHLINE STA 236+00

MATCHLINE STA 241+75

236+00.00

237+00'SB'

238+00'SB'

239+00'SB'

240+00'SB'

241+00'SB'

14"X23"

SHEET 9 OF 37

LEGEND

XX DRAINAGE STRUCTURE

RS REMOVING EXISTING DRAINAGE STRUCTURE

RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW

150
852.98

848.16

SSPRC CLASS IV 24-INCH, 254.6 LF @ 0.30%

153B
853.68

153A
853.69

153C
852.90

153
853.10

PROPOSED PROFILE ABOVE PIPES (TYP)

EXISTING PROFILE ABOVE PIPES (TYP)

850.06

849.76

850.01

849.03

849.03

848.31

848.31

SSPRC CLASS IV 12-INCH, 10.0 LF @ 0.50%

SSPRC CLASS IV 15-INCH, 48.3 LF @ 1.50%

SSPRC CLASS IV 15-INCH, 30.5 LF @ 2.36%

SSPRCHE CLASS HE-IV 14X23-INCH, 220.0 LF @ 2.95%

154
845.69

154B
845.63

154AEW

841.82

841.64

841.82

SSPRCHE CLASS HE-IV 14X23-INCH, 8.5 LF @ 0.49%

841.78

841.78

SSPRCHE CLASS HE-IV 14X23-INCH, 30.6 LF @ 0.44%

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 136	E

150A STA 236+42, 50.5' LT
CATCH BASINS 2x3-H

150B STA 236+52, 50.5' LT
CATCH BASINS 2x3-H

150 STA 236+52, 29.5' LT
MANHOLES 4-J-S

150F STA 236+52, 22.5' LT
CATCH BASINS 4-H

150E STA 236+27, 1.5' LT
CATCH BASINS 4-H

150D STA 236+27, 26.5' RT
CATCH BASINS 4-H

150C STA 236+17, 26.5' RT
CATCH BASINS 2x3-H

STA 237+10, 76.3' RT
APRON ENDWALLS FOR CPRC 15-INCH
150AEW

STA 237+57, 71.9' RT
APRON ENDWALLS FOR CPRC 15-INCH
152AEW1

152AEW2 STA 238+45, 79.6' LT
APRON ENDWALLS FOR CPRC 15-INCH

152E STA 238+37, 50.5' LT
CATCH BASINS 4-H

152D STA 238+03, 20.6' LT
CATCH BASINS 4-H

152C STA 237+96, 1.8' LT
CATCH BASINS 4-H

152B STA 237+84, 35.6' RT
CATCH BASINS 5-H

152A STA 238+05, 70.2' RT
CATCH BASINS 4-H

153A STA 238+50, 67.4' RT
CATCH BASINS 4-H

153 STA 239+00, 18.0' RT
MANHOLES 4-J-S

153B STA 238+53, 57.7' RT
CATCH BASINS 4-H

153C STA 239+00, 48.5' RT
INLETS MEDIAN 1G-MS-A

155AEW STA 240+31, 77.0' LT
APRON ENDWALLS FOR CPRC 12-INCH

STA 241+57, 71.9' LT
APRON ENDWALLS FOR CPRC 15-INCH
156AEW

STA 240+31, 50.5' LT
CATCH BASINS 4-H
155A

STA 241+51, 50.5' LT
CATCH BASINS 4-H
156B

STA 241+25, 1.5' LT
CATCH BASINS 4-H
154A

STA 241+48, 22.5' LT
CATCH BASINS 4-H
156A

STA 241+20, 18.0' RT
MANHOLES 5-J-S
154

STA 241+20, 26.5' RT
INLETS 4-H
154B

STA 241+36, 52.8' RT
APRON ENDWALLS FOR CPRCHE 14x23-INCH
154AEW

CALHOUN ROAD

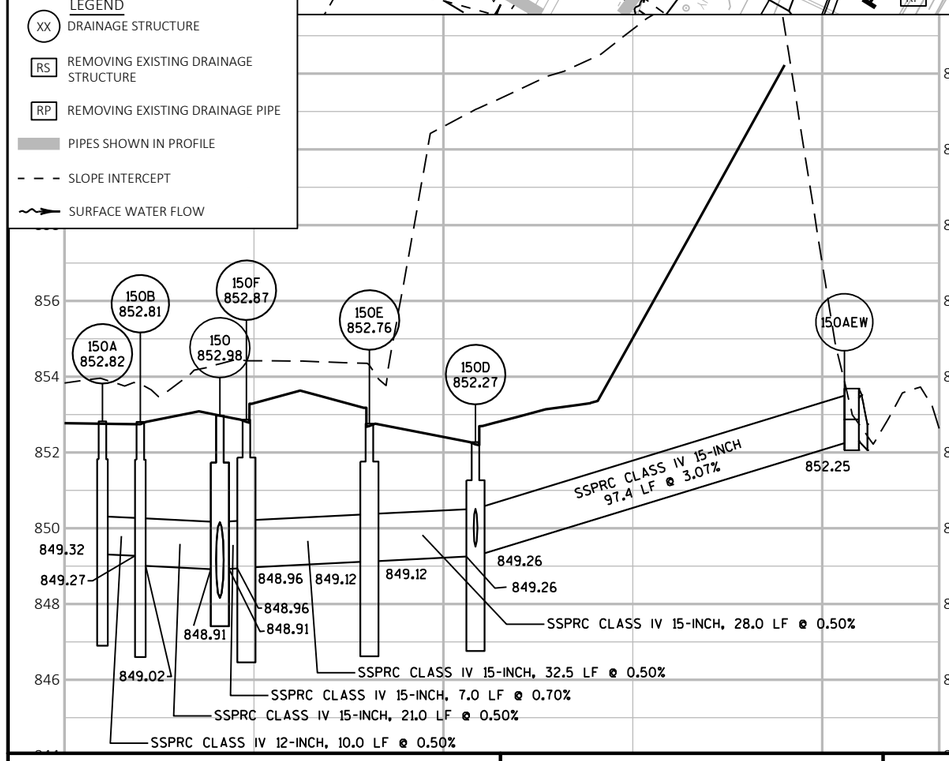
PHEASANT DRIVE

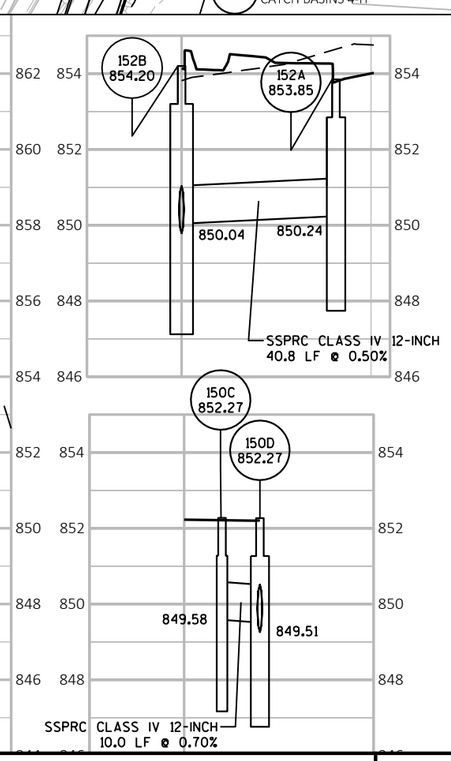
MATCHLINE STA 236+00

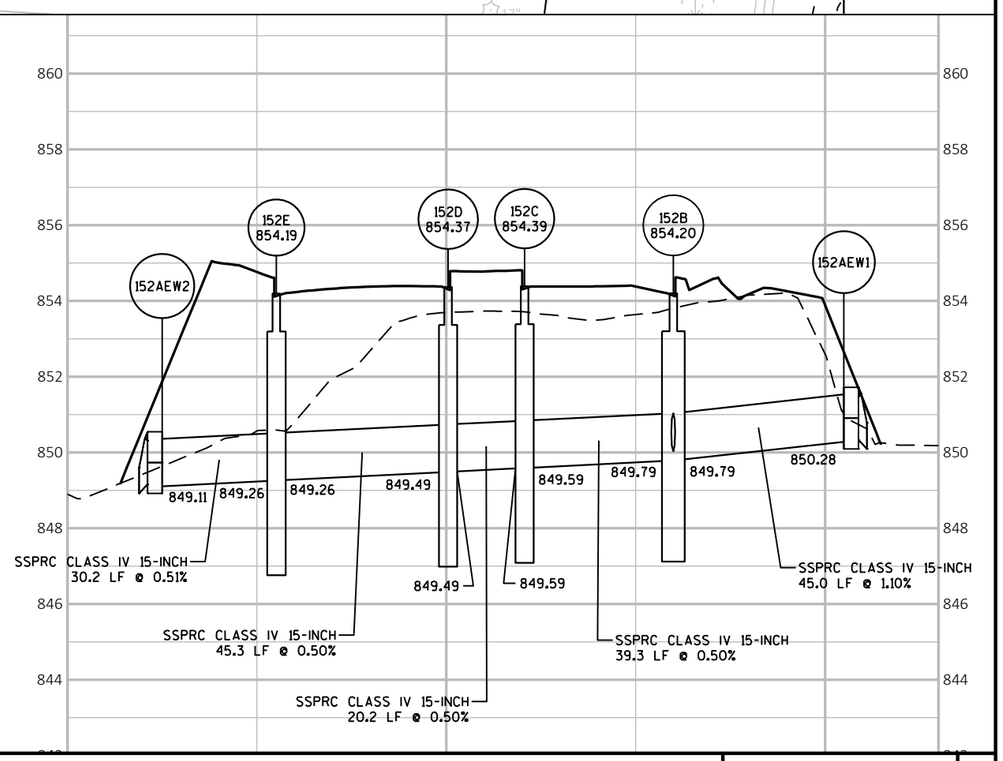
MATCHLINE STA 241+75

SHEET 10 OF 87

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW







PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 137	E

150A STA 236+42, 50.5' LT
CATCH BASINS 2x3-H

150B STA 236+52, 50.5' LT
CATCH BASINS 2x3-H

150 STA 236+52, 29.5' LT
MANHOLES 4-J-S

150F STA 236+52, 22.5' LT
CATCH BASINS 4-H

150E STA 236+27, 1.5' LT
CATCH BASINS 4-H

150D STA 236+27, 26.5' RT
CATCH BASINS 4-H

150C STA 236+17, 26.5' RT
CATCH BASINS 2x3-H

STA 237+10, 76.3' RT
APRON ENDWALLS FOR CPRC 15-INCH
150AEW

STA 237+57, 71.9' RT
APRON ENDWALLS FOR CPRC 15-INCH
152AEW1

152AEW2 STA 238+45, 79.6' LT
APRON ENDWALLS FOR CPRC 15-INCH

152E STA 238+37, 50.5' LT
CATCH BASINS 4-H

152D STA 238+03, 20.6' LT
CATCH BASINS 4-H

152C STA 237+96, 1.8' LT
CATCH BASINS 4-H

152B STA 237+84, 35.6' RT
CATCH BASINS 5-H

152A STA 238+05, 70.2' RT
CATCH BASINS 4-H

153 STA 239+00, 18.0' RT
MANHOLES 4-J-S

153C STA 239+00, 48.5' RT
INLETS MEDIAN 1G-MS-A

153B STA 238+53, 57.7' RT
CATCH BASINS 4-H

153A STA 238+50, 67.4' RT
CATCH BASINS 4-H

155AEW STA 240+31, 77.0' LT
APRON ENDWALLS FOR CPRC 12-INCH

STA 241+57, 71.9' LT
APRON ENDWALLS FOR CPRC 15-INCH
156AEW

STA 240+31, 50.5' LT
CATCH BASINS 4-H
155A

STA 241+51, 50.5' LT
CATCH BASINS 4-H
156B

STA 241+25, 1.5' LT
CATCH BASINS 4-H
154A

STA 241+48, 22.5' LT
CATCH BASINS 4-H
156A

STA 241+20, 18.0' RT
MANHOLES 5-J-S
154

STA 241+20, 26.5' RT
INLETS 4-H
154B

STA 241+36, 52.8' RT
APRON ENDWALLS FOR CPRCHE 14x23-INCH
154AEW

CALHOUN ROAD

PHEASANT DRIVE

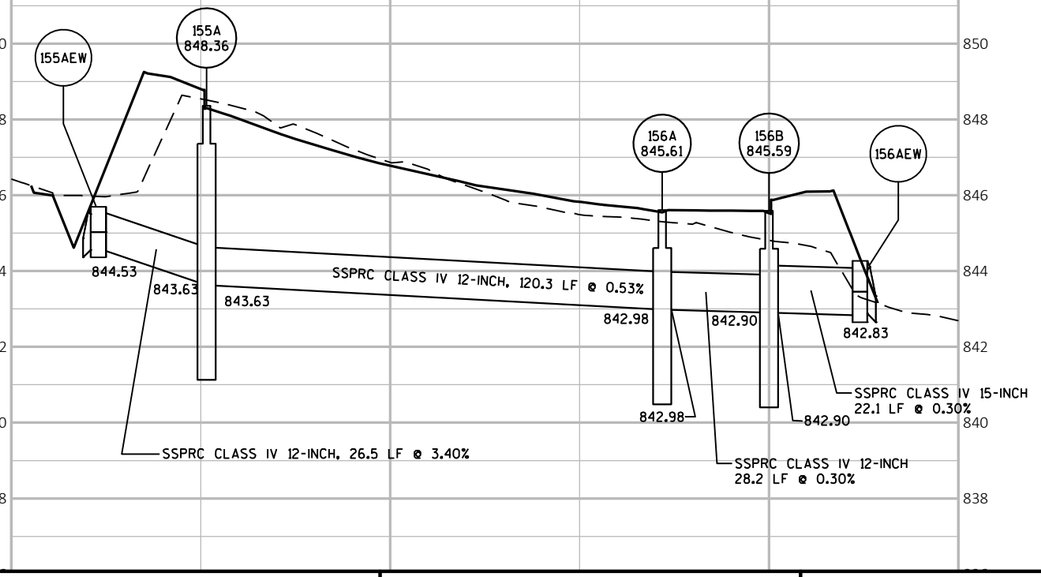
MATCHLINE STA 236+00

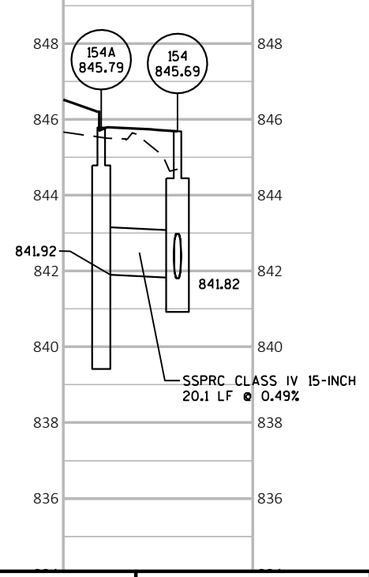
MATCHLINE STA 241+75

14"X23"

SHEET 11 OF 37

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 138	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 5b

PLOT DATE : 7/29/2020 6:08 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 241+75

MATCHLINE STA 247+87.5

157AEW STA 242+04, 74.0' LT
APRON ENDWALLS FOR CPRC 12-INCH

157B STA 242+16, 50.5' LT
CATCH BASINS 4-H

157A STA 242+07, 22.5' LT
CATCH BASINS 4-H

158A STA 241+92, 1.5' LT
CATCH BASINS 4-H

158B STA 242+50, 26.5' RT
INLETS 2x3-H

158C STA 241+85, 26.5' RT
INLETS 4-H

158AEW STA 241+79, 47.1' RT
APRON ENDWALLS FOR CPRC 12-INCH

200A STA 246+75, 50.5' LT
CATCH BASINS 2x3-H

200 STA 246+75, 42.0' LT
MANHOLES 4-J-S

200D STA 246+75, 10.5' LT
CATCH BASINS 2x3-H

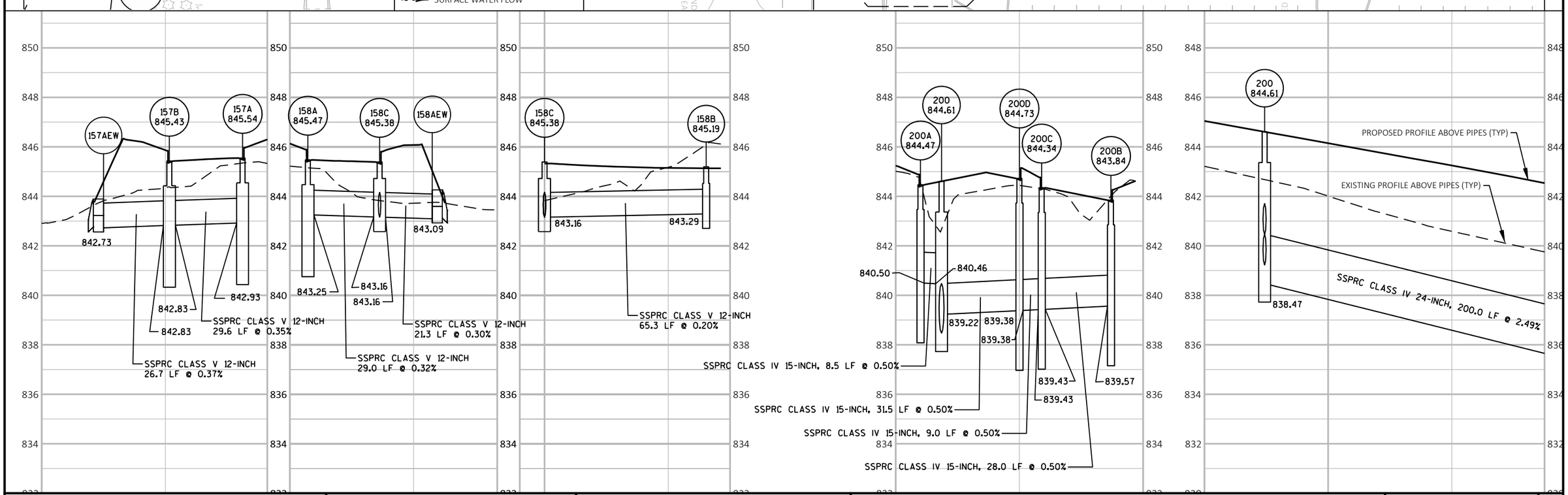
200C STA 246+75, 1.5' LT
CATCH BASINS 2x3-H

200B STA 246+75, 26.5' RT
CATCH BASINS 2x3-H

CALHOUN ROAD

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 12 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 139	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 6

PLOT DATE : 7/29/2020 6:09 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 248+00

MATCHLINE STA 254+00

201A STA 248+75, 50.5' LT CATCH BASINS 2x3-H

201 STA 248+75, 42.0' LT MANHOLES 4-J-S

201D STA 248+75, 22.5' LT CATCH BASINS 2x3-H

201C STA 248+75, 8.1' LT CATCH BASINS 2x3-H

201B STA 248+75, 26.5' RT CATCH BASINS 2x3-H

STA 251+13, 102.5' LT CATCH BASINS 2x3-H 206A

STA 251+13, 92.5' LT CATCH BASINS 5-H 206

STA 250+91, 78.2' LT MANHOLES 7-J-S 205

STA 250+61, 50.5' LT CATCH BASINS 2x3-H 203A

STA 250+78, 21.8' LT CATCH BASINS 4-H 202C

STA 250+78, 14.2' LT CATCH BASINS 2x3-H 202B

STA 250+78, 26.5' RT CATCH BASINS 2x3-H 202A

STA 250+68, 26.5' RT CATCH BASINS 2x3-H 202D

BIRCH DRIVE

RIVER

STA 250+71, 50.5' LT CATCH BASINS 5-H 203

STA 250+68, 42.0' LT MANHOLES 5-J-S 202

207AEW STA 251+65, 98.1' LT APRON ENDWALLS FOR CPRC 30-INCH

PROPOSED POND 'RB'

207 STA 251+44, 92.5' LT CATCH BASINS 5-H

STA 252+51, 91.9' LT 8-FT DIA POND OUTLET CONTROL STRUCTURE

P1 OUT

19"X30"

CALHOUN ROAD

P1 AEW STA 252+66, 86.6' LT APRON ENDWALLS FOR CPRCHE 19x30-INCH

STA 253+97, 37.4' LT CATCH BASINS 4-H 250A

STA 253+88, 38.0' LT CATCH BASINS 4-H 250B

STA 253+96, 9.4' LT CATCH BASINS 4-H 250C

STA 253+86, 10.1' LT CATCH BASINS 4-H 250D

STA 253+84, 1.5' LT CATCH BASINS 4-H 250F

STA 253+95, 1.5' LT CATCH BASINS 4-H 250E

STA 253+84, 26.5' RT CATCH BASINS 4-H 250H

STA 253+84, 51.4' RT APRON ENDWALLS FOR CPRC 15-INCH 250AEW

STA 253+95, 26.5' RT CATCH BASINS4-H 250G

248+00'SB' 249+00'SB' 250+00'SB' 251+00'SB' 252+00'SB' 253+00'SB'

248+00 249+00 250+00 251+00 252+00 253+00

LEGEND

XX DRAINAGE STRUCTURE

RS REMOVING EXISTING DRAINAGE STRUCTURE

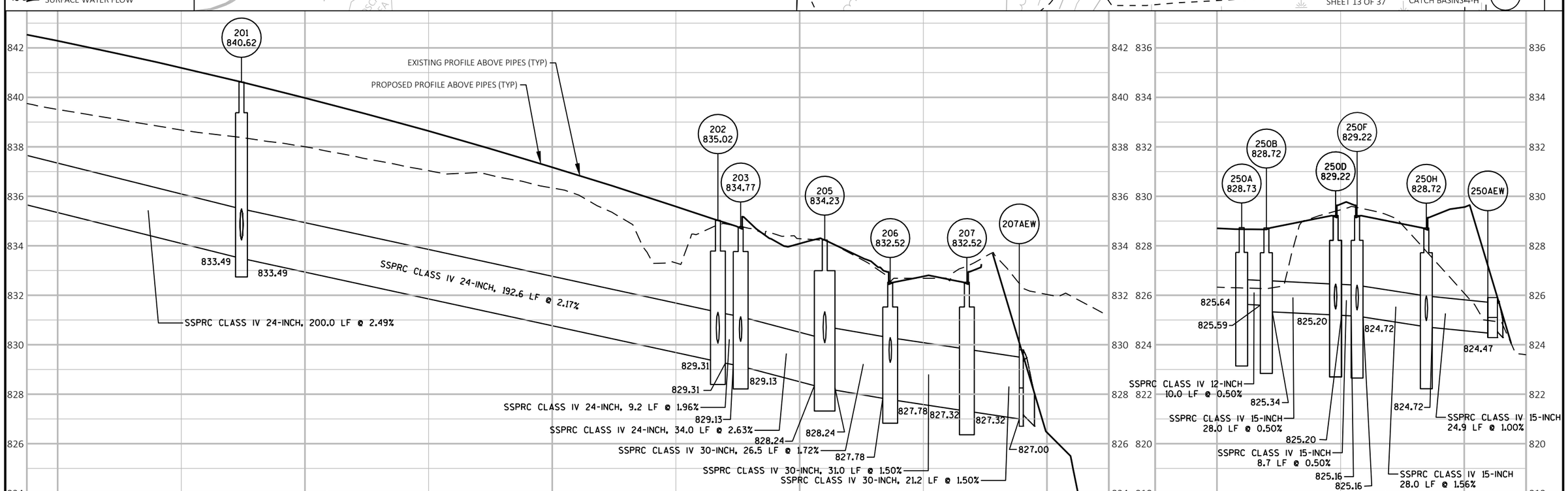
RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW

SHEET 13 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 140 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 7

PLOT DATE : 7/29/2020 6:10 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCHLINE STA 248+00

MATCHLINE STA 254+00

201A STA 248+75, 50.5' LT CATCH BASINS 2x3-H

201 STA 248+75, 42.0' LT MANHOLES 4-J-S

201D STA 248+75, 22.5' LT CATCH BASINS 2x3-H

201C STA 248+75, 8.1' LT CATCH BASINS 2x3-H

201B STA 248+75, 26.5' RT CATCH BASINS 2x3-H

206A STA 251+13, 102.5' LT CATCH BASINS 2x3-H

206 STA 251+13, 92.5' LT CATCH BASINS 5-H

205 STA 250+91, 78.2' LT MANHOLES 7-J-S

203A STA 250+61, 50.5' LT CATCH BASINS 2x3-H

203 STA 250+71, 50.5' LT CATCH BASINS 5-H

202C STA 250+78, 21.8' LT CATCH BASINS 4-H

202 STA 250+68, 42.0' LT MANHOLES 5-J-S

202B STA 250+78, 14.2' LT CATCH BASINS 2x3-H

202A STA 250+78, 26.5' RT CATCH BASINS 2x3-H

202D STA 250+68, 26.5' RT CATCH BASINS 2x3-H

RIVER BIRCH DRIVE

CALHOUN ROAD

207AEW STA 251+65, 98.1' LT APRON ENDWALLS FOR CPRC 30-INCH

207 STA 251+44, 92.5' LT CATCH BASINS 5-H

P1 OUT STA 252+51, 91.9' LT 8-FT DIA POND OUTLET CONTROL STRUCTURE

PROPOSED POND 'RB'

19"X30" CPCP

P1 AEW STA 252+66, 86.6' LT APRON ENDWALLS FOR CPRCHE 19x30-INCH

250A STA 253+97, 37.4' LT CATCH BASINS 4-H

250B STA 253+88, 38.0' LT CATCH BASINS 4-H

250C STA 253+96, 9.4' LT CATCH BASINS 4-H

250D STA 253+86, 10.1' LT CATCH BASINS 4-H

250F STA 253+84, 1.5' LT CATCH BASINS 4-H

250E STA 253+95, 1.5' LT CATCH BASINS 4-H

250H STA 253+84, 26.5' RT CATCH BASINS 4-H

250AEW STA 253+84, 51.4' RT APRON ENDWALLS FOR CPRC 15-INCH

250G STA 253+95, 26.5' RT CATCH BASINS 4-H

LEGEND

XX DRAINAGE STRUCTURE

RS REMOVING EXISTING DRAINAGE STRUCTURE

RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW

SHEET 14 OF 37

201 840.62
201A 840.48
201D 840.98
201C 838.89
201B 838.53
834.66
834.24
834.24
834.34
834.34
834.41
834.41
834.58
SSPRC CLASS IV 15-INCH 8.5 LF @ 5.00%
SSPRC CLASS IV 15-INCH 19.5 LF @ 0.50%
SSPRC CLASS IV 15-INCH 14.4 LF @ 0.50%
SSPRC CLASS IV 15-INCH 34.6 LF @ 0.50%

202C 835.02
202 835.02
202B 834.73
202A 834.34
202D 834.64
830.06
830.17
830.17
830.21
830.21
830.41
830.66
830.76
SSPRC CLASS IV 15-INCH 22.7 LF @ 0.47%
SSPRC CLASS IV 15-INCH 7.5 LF @ 0.50%
SSPRC CLASS IV 15-INCH 40.7 LF @ 0.50%
SSPRC CLASS IV 12-INCH 10.0 LF @ 1.00%

P1 OUT 828.70
P1 AEW
826.44
826.50
SSPRCHE CLASS HE-IV 19X30-INCH 15.0 LF @ 0.40%

250D 829.22
250C 829.23
825.45
825.50
SSPRC CLASS IV 12-INCH 10.2 LF @ 0.50%

203A 835.10
203 834.77
830.13
830.23
SSPRC CLASS IV 12-INCH 10.0 LF @ 1.00%

250F 829.22
250E 829.23
825.40
825.46
SSPRC CLASS IV 12-INCH 10.2 LF @ 0.50%

250G 828.73
250H 828.72
824.97
825.02
SSPRC CLASS IV 12-INCH 10.0 LF @ 0.50%

206A 832.57
206 832.52
829.28
829.38
SSPRC CLASS IV 12-INCH 10.0 LF @ 1.00%

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 141 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 7a

PLOT DATE : 7/29/2020 6:11 PM

PLOT BY : WHITEFOOT, DANIEL

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

PROPOSED
POND 'RB'

CALHOUN ROAD

RIVER
BIRCH
DRIVE

STA 250+99, 230.1' LT
CATCH BASINS 2x3-H
204A

STA 250+79, 214.9' LT
CATCH BASINS 2x3-H
204B

EXISTING PIPE
TO REMAIN

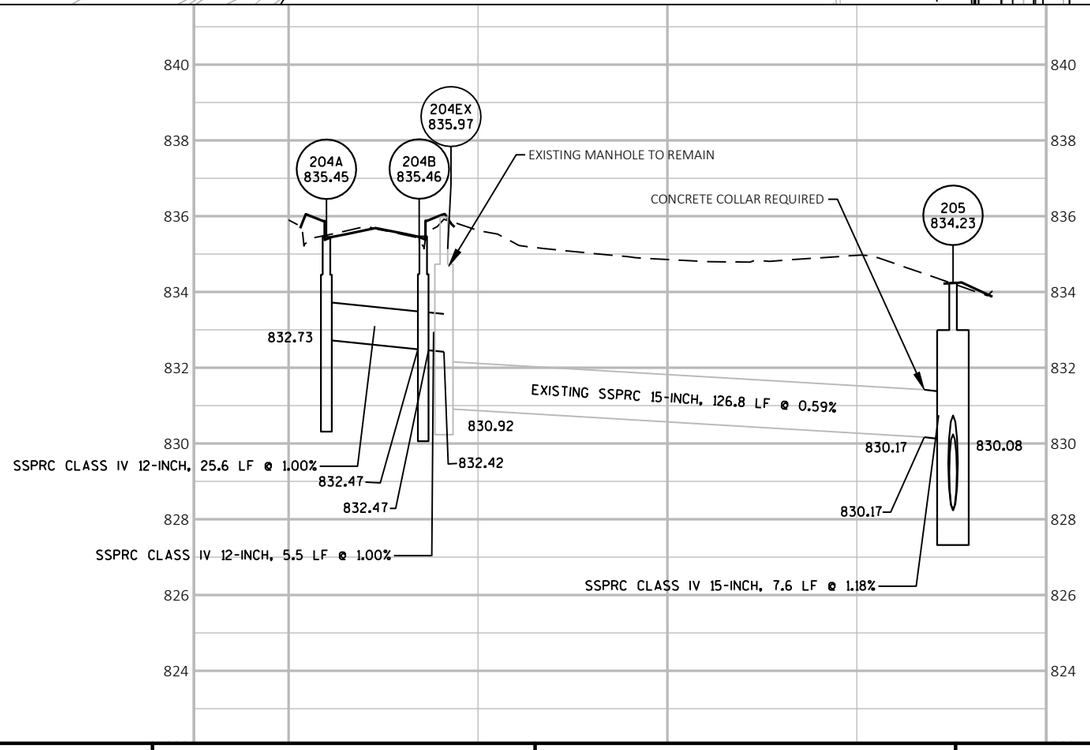
204EX
STA 250+75, 211.6' LT
EXISTING MANHOLE TO REMAIN

252+00'SB'
252+00
251+00'SB'
251+00

N

LEGEND
- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 15 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 142	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 7b

PLOT DATE : 7/29/2020 6:13 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 254+00

BORING MP-2 · BORING MP-2 · BORING MP-5 · BORING MP-3 · BORING MP-4

15" RCP · 24" RCP

RP · RS · RP · RP · RP

255+00'SB' · 256+00'SB' · CALHOUN ROAD · 258+00'SB' · 259+00'SB' · 260+00'SB'

255+00 · 256+00 · 257+00 · 258+00 · 259+00 · 260

42-INCH CULVERT PIPE
REINFORCED CONCRETE

251B STA 257+50, 36.5' LT CATCH BASINS 4-H

251A STA 257+60, 36.5' LT CATCH BASINS 4-H

STA 259+35, 58.8' LT APRON ENDWALLS FOR CPRC 15-INCH — 252AEW

252D STA 259+35, 36.5' LT CATCH BASINS 4-H

251C STA 257+50, 8.5' LT CATCH BASINS 4-H

252C STA 259+35, 8.5' LT CATCH BASINS 4-H

251D STA 257+50, 1.5' LT CATCH BASINS 4-H

252B STA 259+35, 1.5' LT CATCH BASINS 4-H

STA 257+50, 26.5' RT CATCH BASINS 4-H — 251F

251E STA 257+60, 26.5' RT CATCH BASINS 4-H

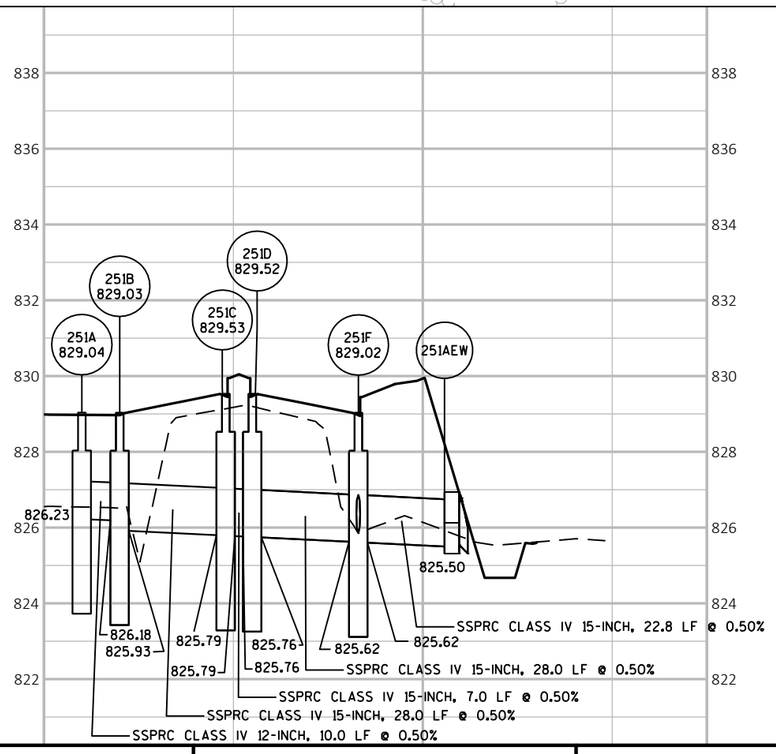
251AEW STA 257+50, 49.3' RT APRON ENDWALLS FOR CPRC 15-INCH

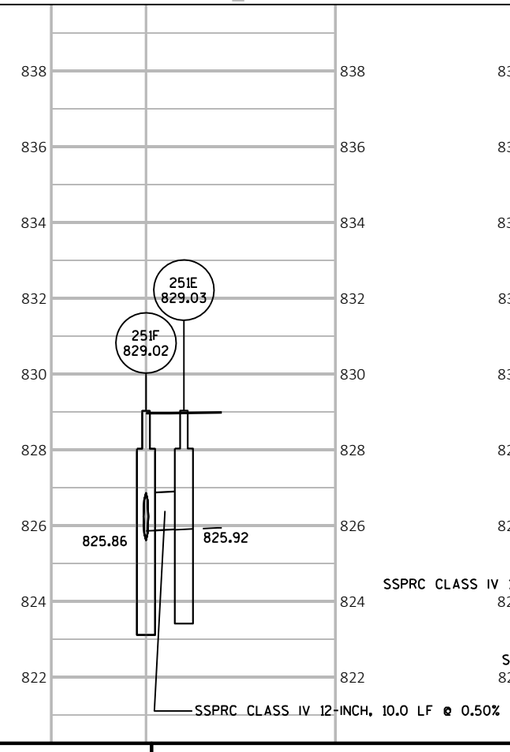
252A STA 259+35, 26.5' RT CATCH BASINS 4-H

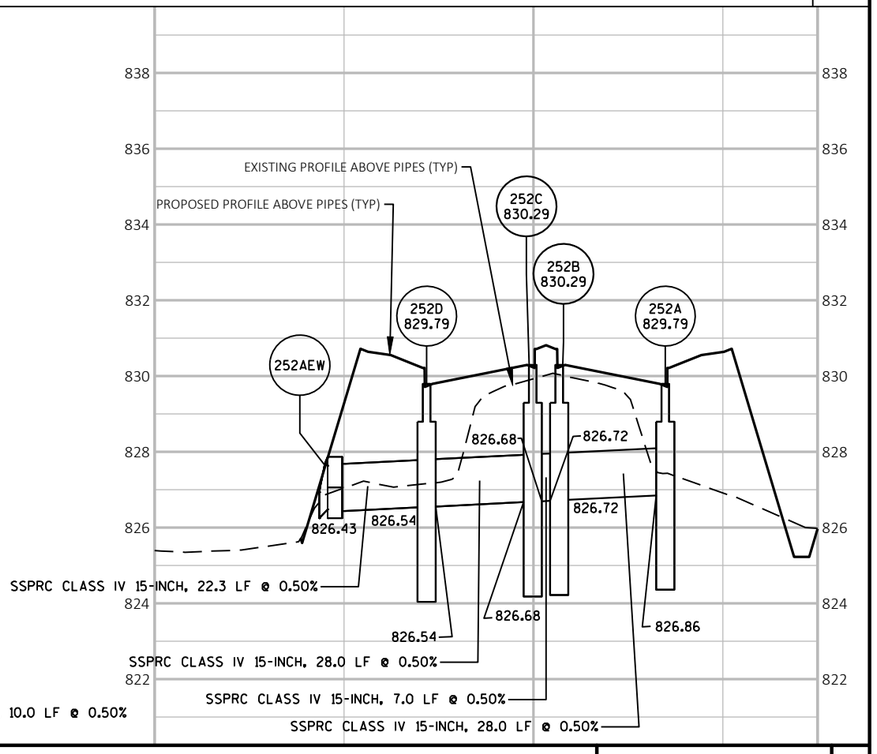
SHEET 16 OF 37

LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW







PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 143	E

2

N

253B STA 263+15, 50.5' LT CATCH BASINS 4-H

253A STA 263+25, 50.5' LT CATCH BASINS 4-H

253D STA 263+15, 22.5' LT CATCH BASINS 4-H

253C STA 263+25, 22.5' LT CATCH BASINS 4-H

CALHOUN ROAD

BURLEIGH ROAD

253E STA 263+25, 13.5' LT CATCH BASINS 4-H

253F STA 263+15, 13.5' LT CATCH BASINS 4-H

253G STA 263+25, 26.5' RT CATCH BASINS 4-H

253H STA 263+15, 26.5' RT CATCH BASINS 4-H

253AEW STA 263+15, 48.6' RT APRON ENDWALLS FOR CPRC 18-INCH

STA 265+89, 51.9' LT CATCH BASINS 6-H 268

STA 265+75, 2.4' LT CATCH BASINS 4-H 269A

STA 266+75, 74.3' LT APRON ENDWALLS FOR CPRC 15-INCH 268AEW

268A STA 266+75, 50.5' LT CATCH BASINS 4-H

269 STA 265+87, 10.5' LT CATCH BASINS 6-H

270 STA 266+00, 26.5' RT CATCH BASINS 6-H

270AEW STA 266+00, 56.0' RT APRON ENDWALLS FOR CPRCHE 24x38-INCH

262+00'SB' 263+00'SB' 264+00'SB' 265+00'SB' 266+00'SB' 267+00'SB'

262+00 263+00 264+00 265+00 266+00 267+00

LEGEND

XX DRAINAGE STRUCTURE

RS REMOVING EXISTING DRAINAGE STRUCTURE

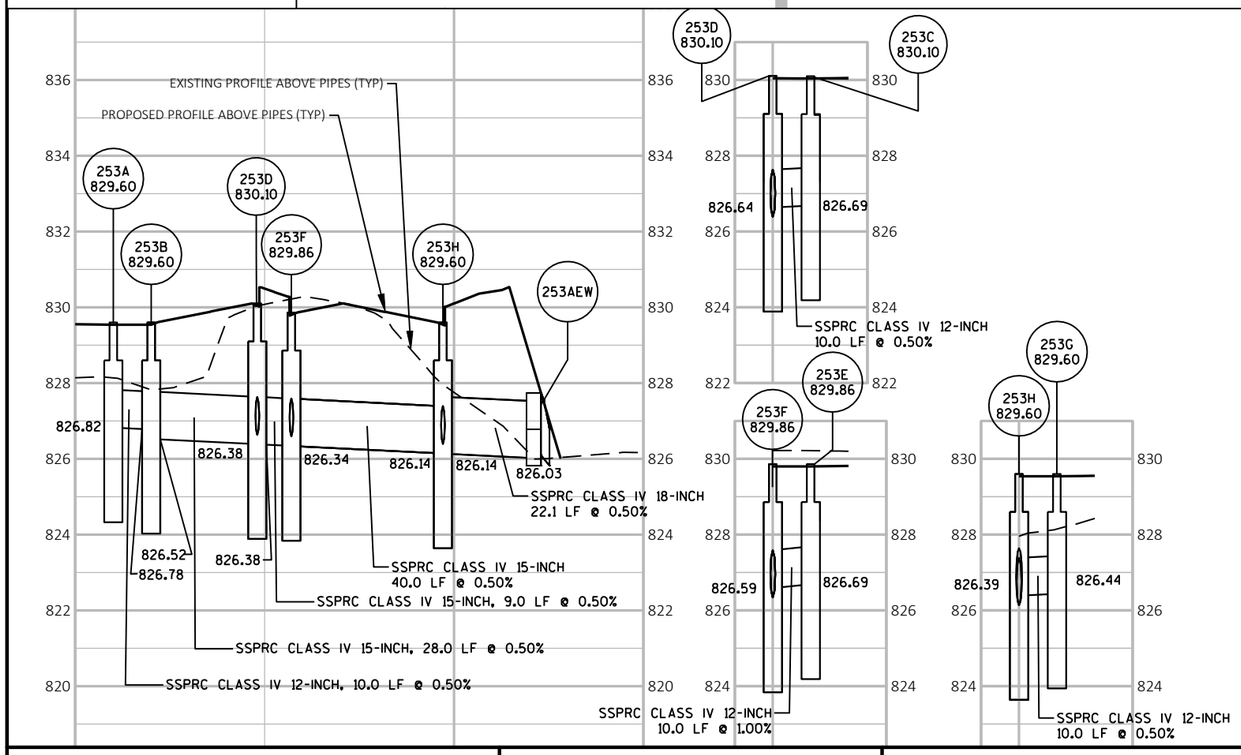
RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW

SHEET 17 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 144	E

STA 265+81, 191.2' LT
INLETS MEDIAN 1G-MS-A
266A

STA 265+55, 264.5' LT
APRON ENDWALLS FOR CPRCHE 24x38-INCH
266AEW

STA 265+45, 191.7' LT
CATCH BASINS 6-H
266

STA 265+47, 111.5' LT
CATCH BASINS 6-H
267

STA 265+89, 51.9' LT
CATCH BASINS 6-H
268

STA 265+75, 2.4' LT
CATCH BASINS 4-H
269A

STA 265+87, 10.5' LT
CATCH BASINS 6-H
269

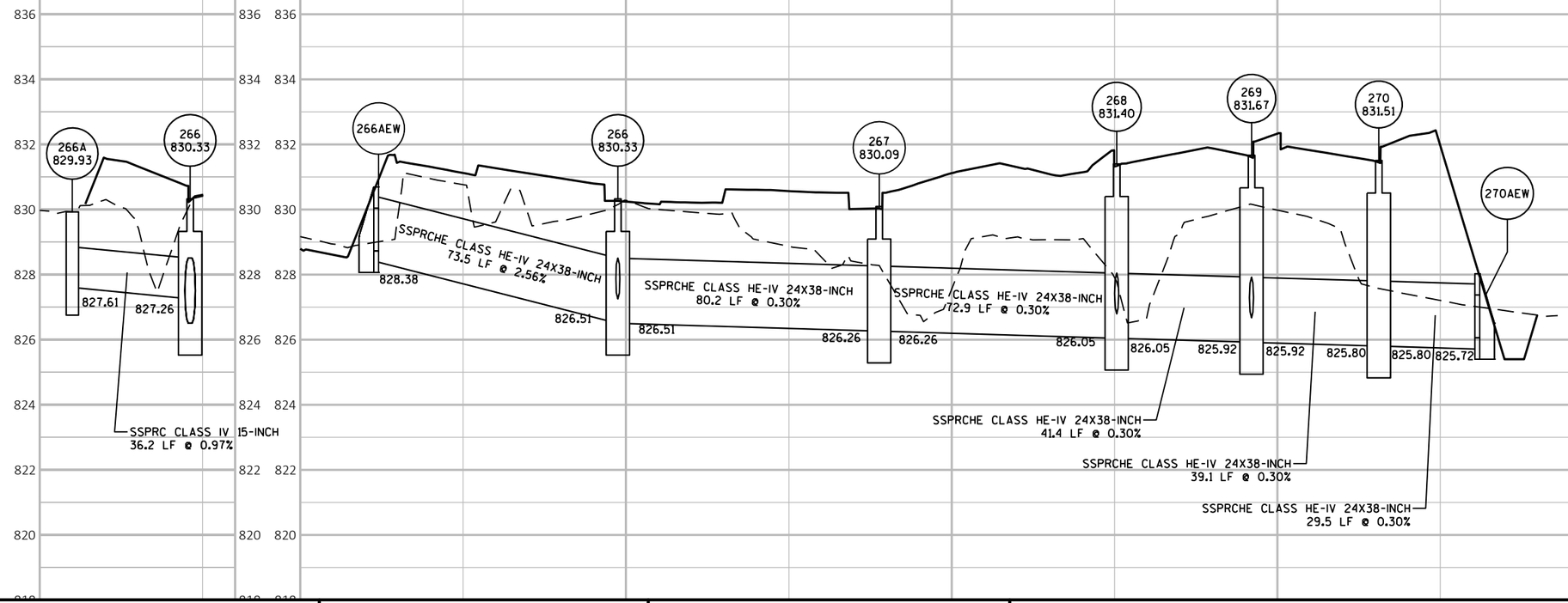
STA 266+00, 26.5' RT
CATCH BASINS 6-H
270

STA 266+00, 56.0' RT
APRON ENDWALLS FOR CPRCHE 24x38-INCH
270AEW

24"X38"
15"
RP
BURLEIGH ROAD
265+00'SB
265+00
266+00'SB
266+80
N

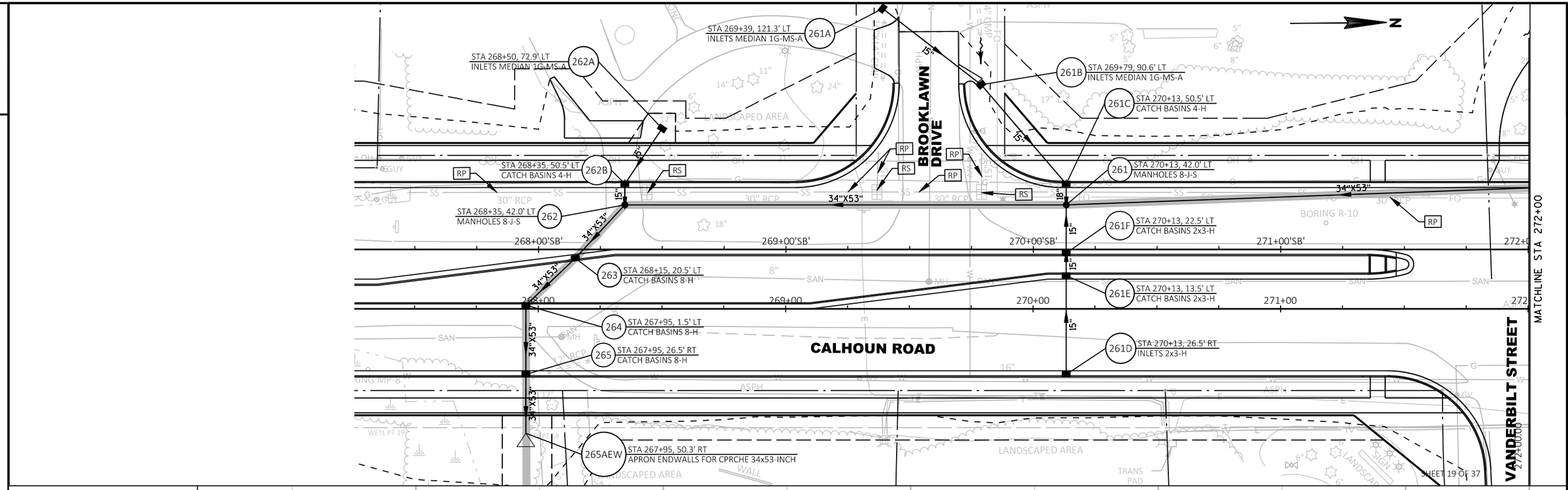
LEGEND
XX DRAINAGE STRUCTURE
RS REMOVING EXISTING DRAINAGE STRUCTURE
RP REMOVING EXISTING DRAINAGE PIPE
PIPES SHOWN IN PROFILE
SLOPE INTERCEPT
SURFACE WATER FLOW

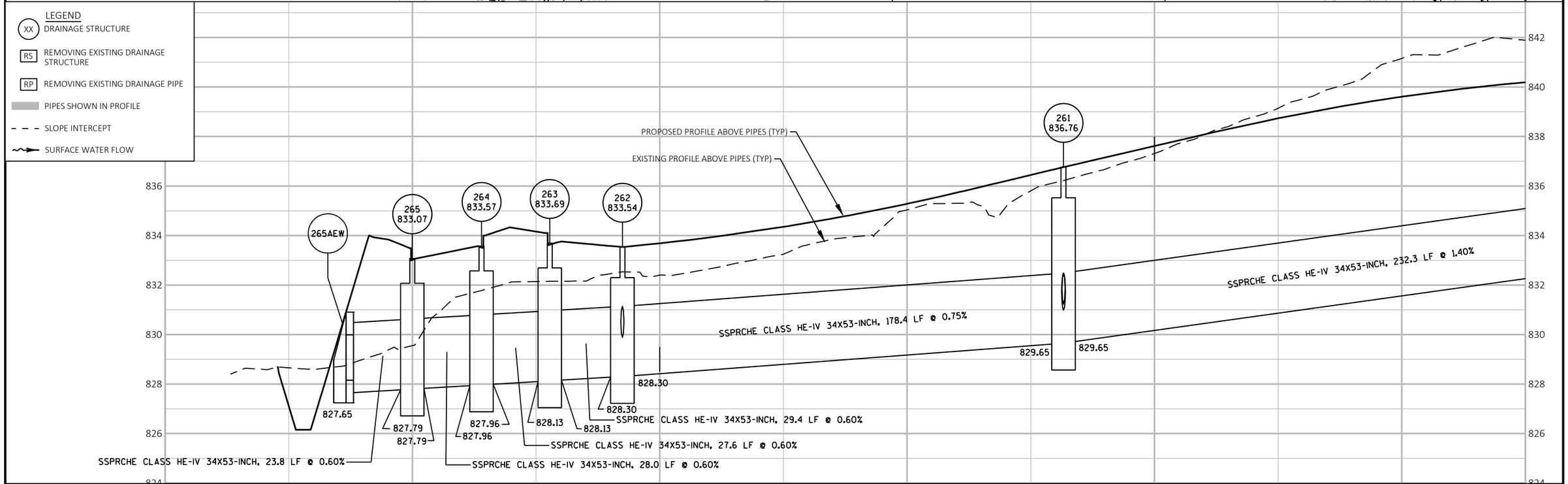
SHEET 18 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 145	E

2



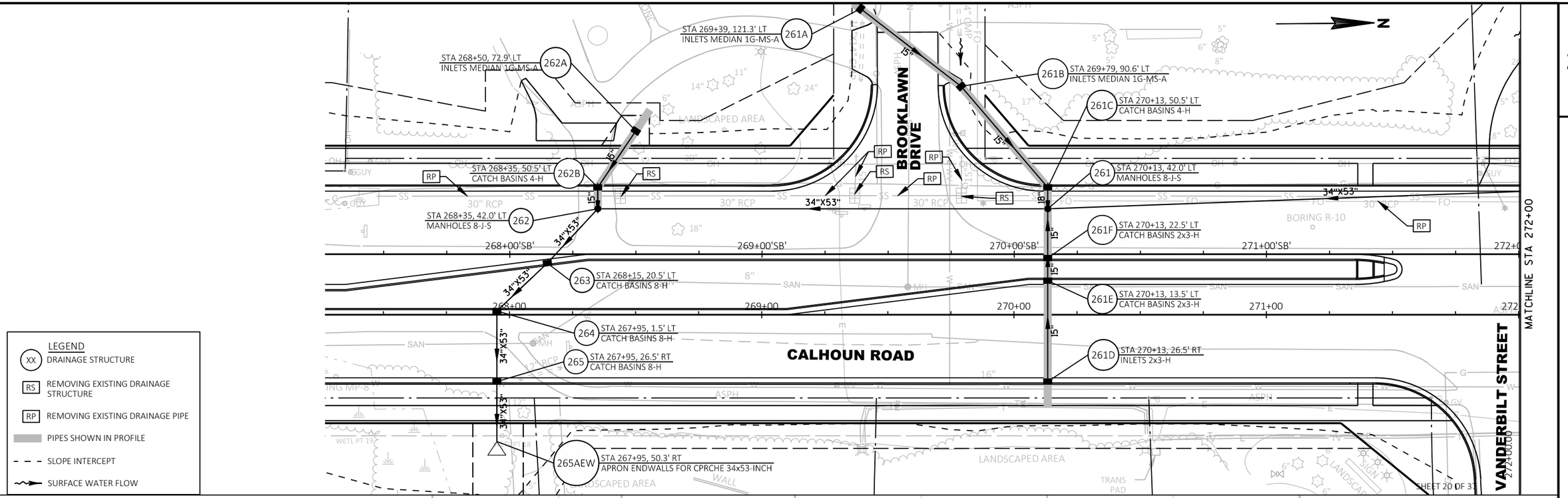


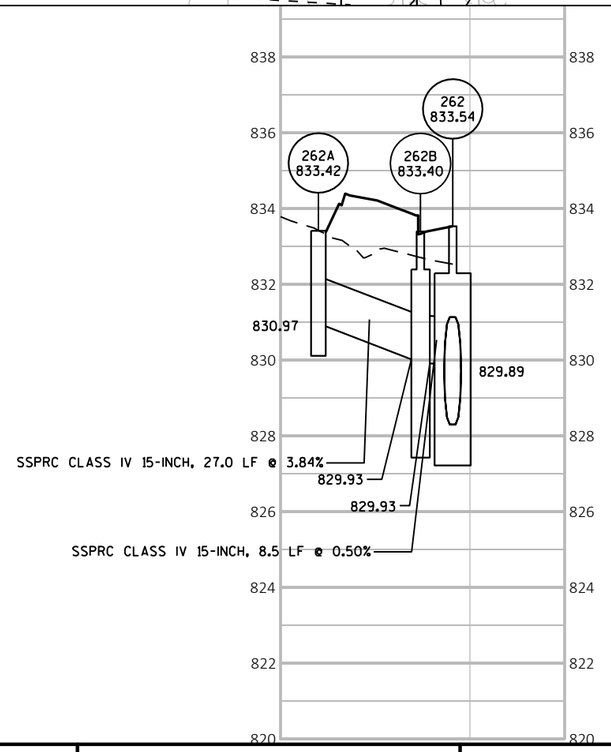
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET	E

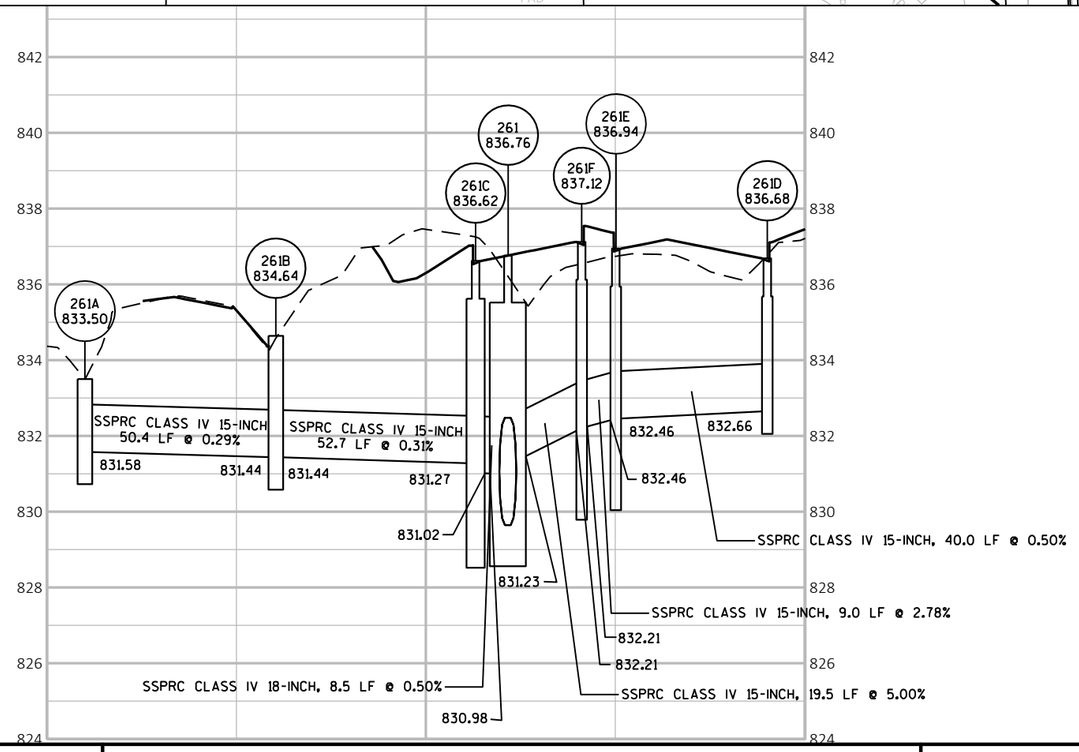
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/29/2020 6:17 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2







PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 147	E

2

260AEW STA 272+26, 112.2' LT
APRON ENDWALLS FOR CPRC 15-INCH

PROPOSED
POND 'LL'

300AEW STA 273+85, 74.9' LT
APRON ENDWALLS FOR CPRC 15-INCH

311AEW STA 274+73, 83.0' LT
APRON ENDWALLS FOR CPRCHE 29x45-INCH

STA 276+00, 50.5' LT
CATCH BASINS 2x3-H 310A

STA 277+00, 72.8' LT
INLETS MEDIAN 1G-MS-A 309A

STA 276+00, 42.0' LT
MANHOLES 6-J-S 310

STA 277+00, 42.0' LT
MANHOLES 6-J-S 309

P2 OUT STA 272+81, 91.2' LT
7-FT DIA POND OUTLET CONTROL STRUCTURE

300F STA 273+85, 50.5' LT
CATCH BASINS 2x3-H

STA 277+85, 50.5' LT
CATCH BASINS 2x3-H 308A

34"X53"

15"

12"

300E STA 273+95, 50.5' LT
CATCH BASINS 2x3-H

RP

RS

29"X45"

260 STA 272+46, 50.5' LT
CATCH BASINS 8-H

311 STA 275+14, 42.0' LT
MANHOLES 6-J-S

310D STA 276+00, 22.5' LT
CATCH BASINS 2x3-H

STA 277+85, 42.0' LT
MANHOLES 6-J-S 308

MATCHLINE STA 272+00

MATCHLINE STA 278+00

273+00'SB'

274+00'SB'

275+00'SB'

276+00'SB'

277+00'SB'

260C STA 272+46, 9.8' LT
CATCH BASINS 2x3-H

STA 273+85, 10.5' LT
CATCH BASINS 2x3-H 300D

300C STA 273+95, 10.5' LT
CATCH BASINS 2x3-H

STA 277+82, 21.7' LT
CATCH BASINS 2x3-H 308B

273+00

274+00

275+00

276+00

277+00

260B STA 272+46, 2.2' LT
CATCH BASINS 2x3-H

STA 273+85, 1.5' LT
CATCH BASINS 2x3-H 300B

300G STA 273+95, 26.5' RT
INLETS 2x3-H

STA 273+85, 26.5' RT
INLETS 2x3-H 300A

310C STA 276+00, 1.5' LT
CATCH BASINS 2x3-H

310B STA 276+00, 38.5' RT
CATCH BASINS 2x3-H

VANDERBILT STREET

CALHOUN ROAD

260A STA 272+46, 26.6' RT
INLETS 2x3-H

CONNECT 6-INCH PIPE
UNDERDRAIN FROM
RETAINING WALL

CONNECT TO EXISTING STORM SEWER

EXISTING PIPE TO REMAIN

SHEET 21 OF 37

LEGEND

XX DRAINAGE STRUCTURE

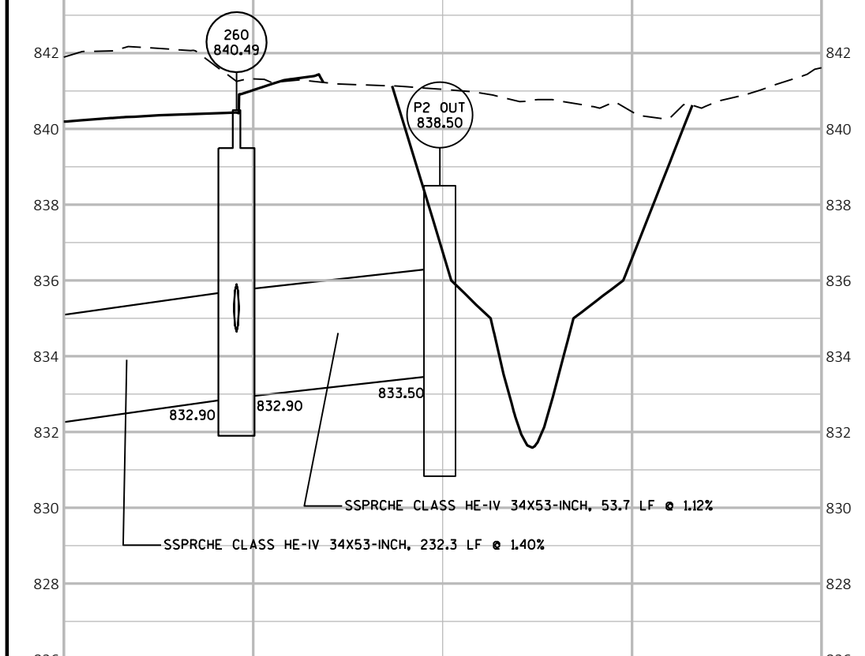
RS REMOVING EXISTING DRAINAGE STRUCTURE

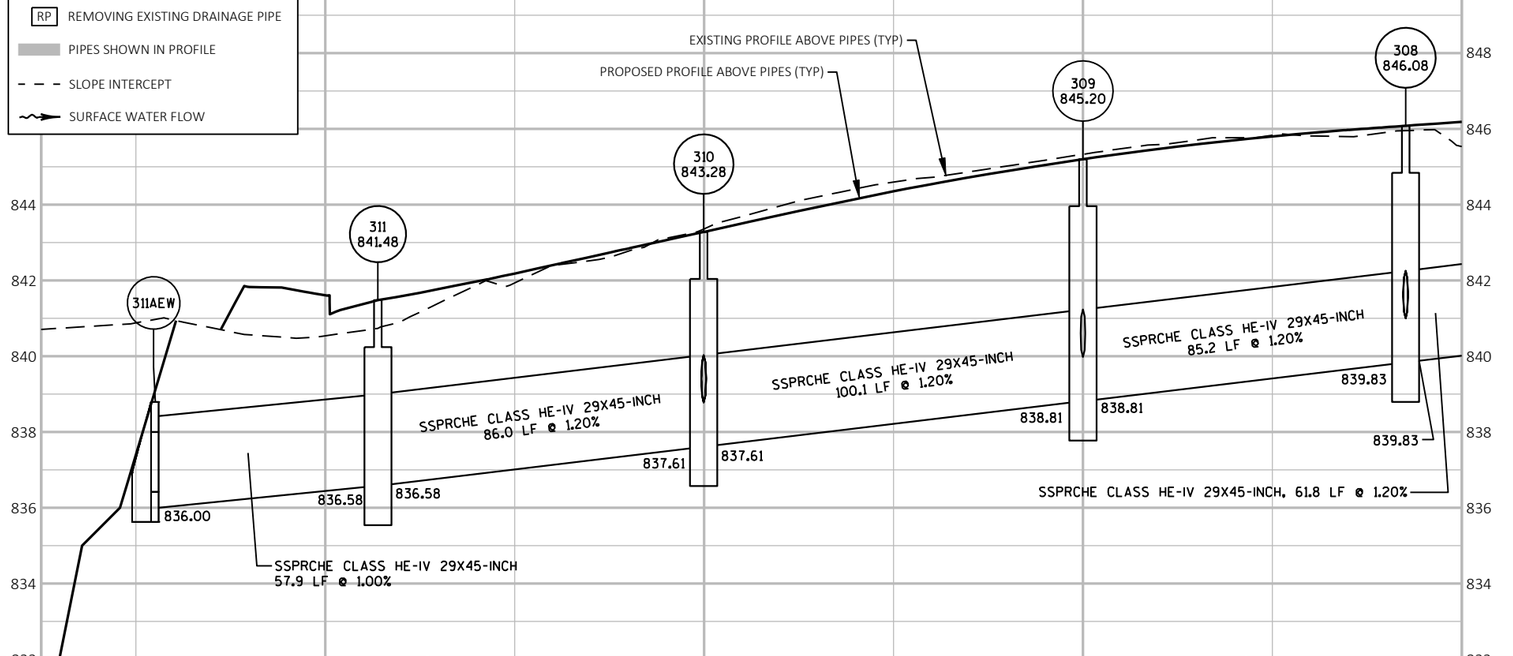
RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 148 E

2

PROPOSED POND 'LL'

260AEW STA 272+26, 112.2' LT
APRON ENDWALLS FOR CPRC 15-INCH

300AEW STA 273+85, 74.9' LT
APRON ENDWALLS FOR CPRC 15-INCH

311AEW STA 274+73, 83.0' LT
APRON ENDWALLS FOR CPRCHE 29x45-INCH

P2 OUT STA 272+81, 91.2' LT
7-FT DIA POND OUTLET CONTROL STRUCTURE

260 STA 272+46, 50.5' LT
CATCH BASINS 8-H

260B STA 272+46, 2.2' LT
CATCH BASINS 2x3-H

260C STA 272+46, 9.8' LT
CATCH BASINS 2x3-H

260A STA 272+46, 26.6' RT
INLETS 2x3-H

300F STA 273+85, 50.5' LT
CATCH BASINS 2x3-H

300E STA 273+95, 50.5' LT
CATCH BASINS 2x3-H

300D STA 273+85, 10.5' LT
CATCH BASINS 2x3-H

300C STA 273+95, 10.5' LT
CATCH BASINS 2x3-H

300B STA 273+85, 1.5' LT
CATCH BASINS 2x3-H

300A STA 273+85, 26.5' RT
INLETS 2x3-H

300G STA 273+95, 26.5' RT
INLETS 2x3-H

311 STA 275+14, 42.0' LT
MANHOLES 6-J-S

310A STA 276+00, 50.5' LT
CATCH BASINS 2x3-H

310 STA 276+00, 42.0' LT
MANHOLES 6-J-S

310D STA 276+00, 22.5' LT
CATCH BASINS 2x3-H

310C STA 276+00, 1.5' LT
CATCH BASINS 2x3-H

310B STA 276+00, 38.5' RT
CATCH BASINS 2x3-H

309A STA 277+00, 72.8' LT
INLETS MEDIAN 1G-MS-A

309 STA 277+00, 42.0' LT
MANHOLES 6-J-S

308A STA 277+85, 50.5' LT
CATCH BASINS 2x3-H

308 STA 277+85, 42.0' LT
MANHOLES 6-J-S

308B STA 277+82, 21.7' LT
CATCH BASINS 2x3-H

MATCHLINE STA 272+00

MATCHLINE STA 278+00

VANDERBILT STREET

CALHOUN ROAD

CONNECT 6-INCH PIPE UNDERDRAIN FROM RETAINING

CONNECT TO EXISTING STORM SEWER

EXISTING PIPE TO REMAIN

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

260AEW 839.68
260 840.49
260B 840.98
260C 840.77
260A 840.50
838.24
834.65
834.65
835.86
835.86
835.93
835.93
836.22
SSPRC CLASS IV 15-INCH 68.4 LF @ 5.26%
SSPRC CLASS IV 15-INCH, 40.7 LF @ 2.97%
SSPRC CLASS IV 15-INCH, 7.5 LF @ 1.00%
SSPRC CLASS IV 15-INCH, 28.9 LF @ 1.00%

300AEW
300F 840.25
300B 841.70
300D 840.51
300A 841.20
836.40
836.58
836.58
836.78
836.78
836.82
836.82
837.21
836.96
837.31
SSPRC CLASS IV 15-INCH 24.4 LF @ 0.70%
SSPRC CLASS IV 15-INCH 40.0 LF @ 0.50%
SSPRC CLASS IV 15-INCH 9.0 LF @ 0.50%
SSPRC CLASS IV 15-INCH 28.0 LF @ 0.50%
SSPRC CLASS IV 12-INCH 10.0 LF @ 1.00%

300F 840.25
300E 840.25
836.82
836.92
SSPRC CLASS IV 12-INCH 10.0 LF @ 1.00%

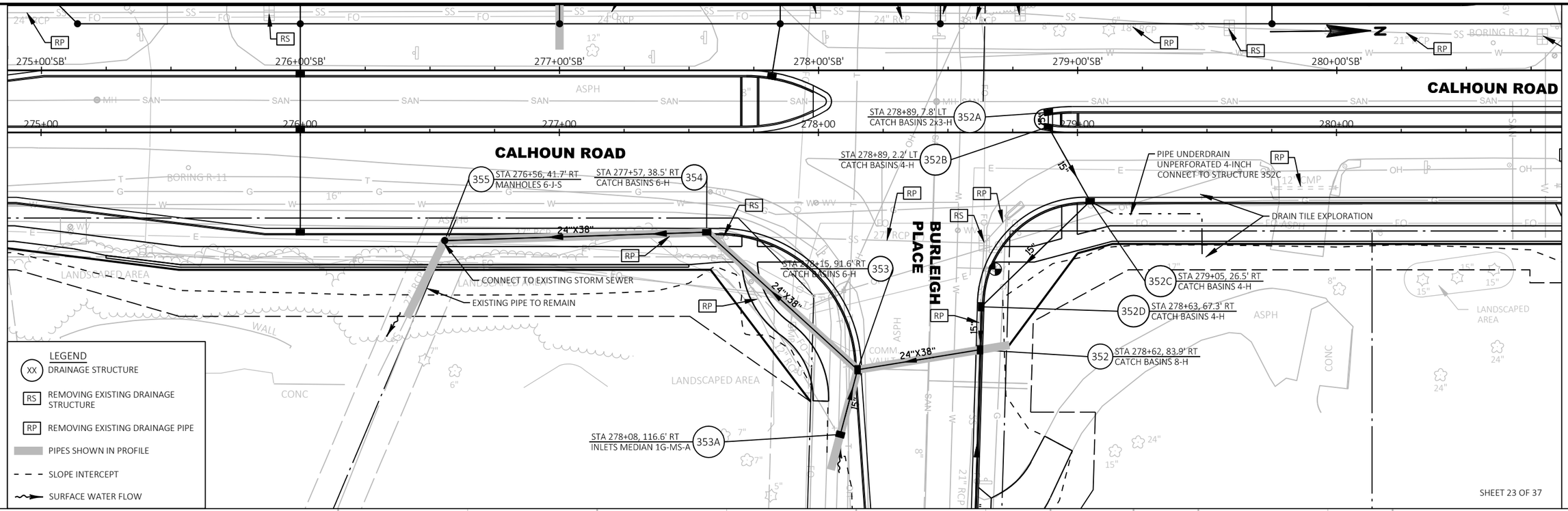
300G 841.25
300C 840.51
300D 840.51
837.02
837.08
SSPRC CLASS IV 12-INCH 10.0 LF @ 0.50%

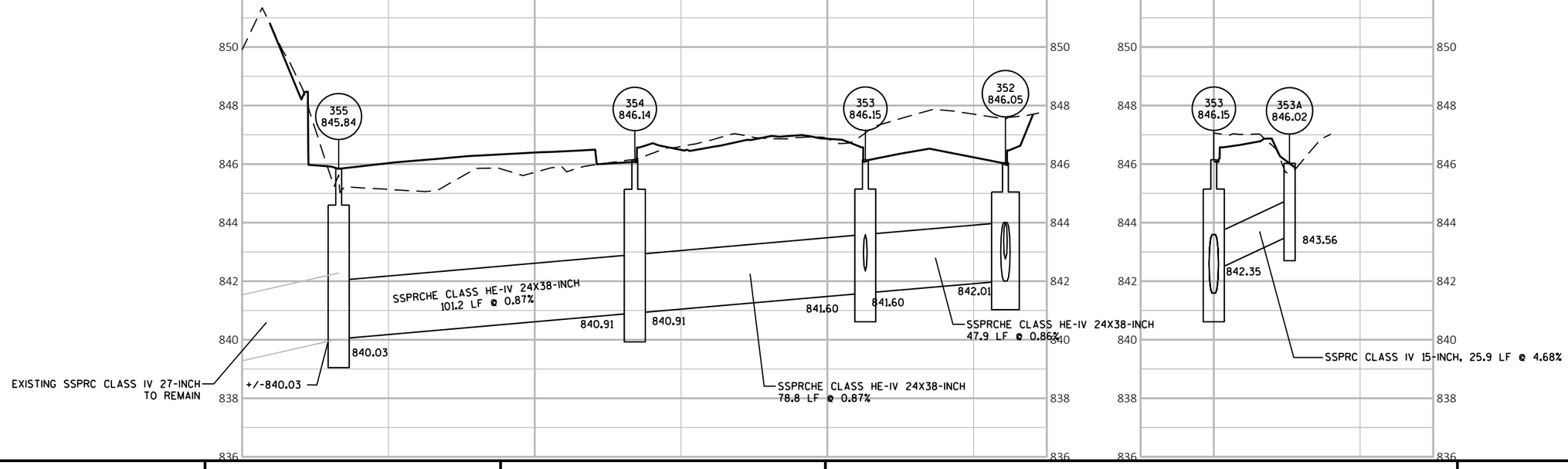
310A 843.14
310 843.28
310D 843.64
310C 845.11
310B 844.37
839.01
838.78
838.78
838.97
839.18
839.18
839.58
SSPRC CLASS IV 15-INCH 8.5 LF @ 2.77%
SSPRC CLASS IV 15-INCH 19.5 LF @ 1.00%
SSPRC CLASS IV 15-INCH 21.0 LF @ 1.00%
SSPRC CLASS IV 15-INCH 40.0 LF @ 1.00%
SSPRC CLASS IV 15-INCH, 30.8 LF @ 7.96%

308A 845.94
308 846.08
308B 846.44
841.09
841.00
841.00
841.21
842.43
309A 844.87
309 845.20
SSPRC CLASS IV 15-INCH 20.6 LF @ 1.00%
SSPRC CLASS IV 15-INCH 8.5 LF @ 1.00%
SSPRC CLASS IV 15-INCH 30.8 LF @ 7.96%
839.98

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 149 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 11a
PLOT DATE : 7/29/2020 6:21 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 150	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 11b
PLOT DATE : 7/29/2020 6:22 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

352C STA 279+05, 26.5' RT
CATCH BASINS 4-H

352D STA 278+63, 67.3' RT
CATCH BASINS 4-H

352 STA 278+62, 83.9' RT
CATCH BASINS 8-H

352A STA 278+89, 7.8' LT
CATCH BASINS 2x8-H

352B STA 278+89, 2.2' LT
CATCH BASINS 4-H

353 STA 278+15, 91.6' RT
CATCH BASINS 6-H

354 STA 277+57, 38.5' RT
CATCH BASINS 6-H

353A STA 278+08, 116.6' RT
INLETS MEDIAN 1G-MS-A

351 STA 278+59, 216.8' RT
CATCH BASINS 6-H

350 STA 278+46, 366.5' RT
INLETS MEDIAN 1G-MS-A

BURLEIGH PLACE

279+00'SB'

278+00'SB'

278+00

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 24 OF 37

EXISTING SSPRC 21-INCH TO REMAIN

CONCRETE COLLAR REQUIRED

352B 847.53

352A 847.42

352C 847.12

352D 846.07

352 846.05

351 847.42

350 850.79

CONCRETE COLLAR REQUIRED

EXISTING SSPRC 15-INCH TO REMAIN

SSPRC CLASS IV 21-INCH 32.9 LF @ 9.37%

846.79

843.70

843.46

843.43

843.43

843.27

843.27

842.98

842.01

842.76

842.98

843.45

843.95

847.73

847.98

849.16

SSPRC CLASS IV 15-INCH 33.0 LF @ 0.50%

SSPRC CLASS IV 15-INCH, 5.6 LF @ 0.50%

SSPRC CLASS IV 15-INCH, 58.6 LF @ 0.50%

SSPRCHE CLASS HE-IV 24X38-INCH, 132.9 LF @ 1.08%

SSPRC CLASS IV 15-INCH, 16.6 LF @ 1.30%

SSPRC CLASS IV 18-INCH, 150.2 LF @ 2.51%

SSPRC CLASS IV 15-INCH, 15.8 LF @ 7.49%

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 151	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 11c
PLOT DATE : 7/29/2020 6:23 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

CONNECT TO EXISTING STORM SYSTEM

307B STA 278+47, 73.0' LT MANHOLES 4-J-S

307A STA 278+70, 71.8' LT INLETS MEDIAN 1G-MS-A

STA 279+75, 72.5' LT INLETS MEDIAN 1G-MS-A 306A

306B STA 279+75, 50.5' LT CATCH BASINS 2x3-H

STA 280+82, 94.8' LT INLETS MEDIAN 1G-MS-A 305A

305B STA 281+23, 95.1' LT INLETS MEDIAN 1G-MS-A

305C STA 281+36, 56.1' LT CATCH BASINS 4-H

305D STA 281+58, 50.5' LT CATCH BASINS 4-H

PIPE UNDERDRAIN UNPERFORATED 4-INCH
CONNECT PRIVATE SUMP PUMP (IF FOUND) TO STRUCTURE 304A

STA 283+58, 82.7' LT INLETS MEDIAN 1G-MS-A 304A

STA 283+58, 50.5' LT CATCH BASINS 2x3-H 304B

305 STA 281+58, 42.0' LT MANHOLES 5-J-S

STA 283+58, 42.0' LT MANHOLES 5-J-S 304

307 STA 278+47, 42.0' LT MANHOLES 6-J-S

306 STA 279+75, 42.0' LT MANHOLES 5-J-S

305G STA 281+58, 15.4' LT CATCH BASINS 2x3-H

STA 283+58, 22.5' LT CATCH BASINS 2x3-H 304E

305F STA 281+58, 1.5' LT CATCH BASINS 2x3-H

STA 283+58, 13.5' LT CATCH BASINS 2x3-H 304D

305E STA 281+58, 26.5' RT CATCH BASINS 2x3-H

STA 283+58, 26.5' RT CATCH BASINS 2x3-H 304C

STA 283+68, 26.5' RT CATCH BASINS 2x3-H 304F

COUNTRY LANE

CALHOUN ROAD

BURLEIGH PLACE

MARTHA DRIVE

MATCHLINE STA 278+00

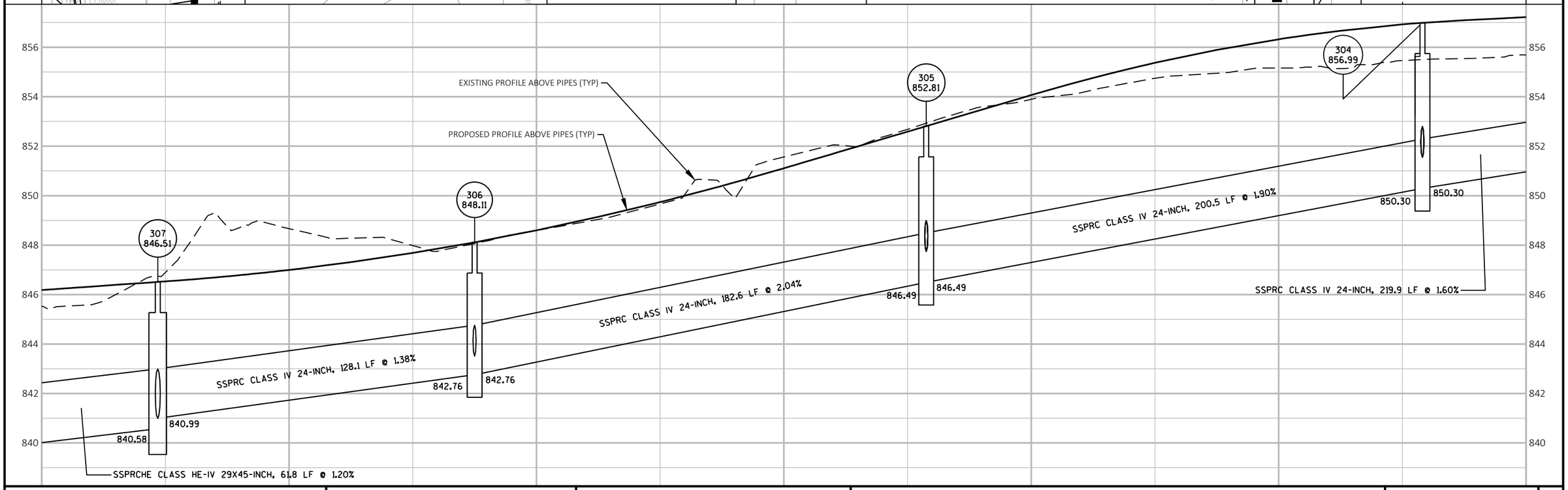
MATCHLINE STA 284+00

279+00'SB' 280+00'SB' 281+00'SB' 282+00'SB' 283+00'SB'

DRAIN TILE EXPLORATION (PIPE MAY CONTAIN PRIVATE SUMP PUMP CONNECTION)

SHEET 25 OF 37

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 152	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2020 6:24 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CONNECT TO EXISTING STORM SYSTEM

307B STA 278+47, 73.0' LT MANHOLES 4-J-S

STA 279+75, 72.5' LT INLETS MEDIAN 1G-MS-A 306A

307A STA 278+70, 71.8' LT INLETS MEDIAN 1G-MS-A

306B STA 279+75, 50.5' LT CATCH BASINS 2x3-H

STA 280+82, 94.8' LT INLETS MEDIAN 1G-MS-A 305A

305B STA 281+23, 95.1' LT INLETS MEDIAN 1G-MS-A

305C STA 281+36, 56.1' LT CATCH BASINS 4-H

305D STA 281+58, 50.5' LT CATCH BASINS 4-H

PIPE UNDERDRAIN UNPERFORATED 4-INCH
CONNECT PRIVATE SUMP PUMP (IF FOUND)
TO STRUCTURE 304A

STA 283+58, 82.7' LT INLETS MEDIAN 1G-MS-A 304A

STA 283+58, 50.5' LT CATCH BASINS 2x3-H 304B

COUNTRY LANE

305 STA 281+58, 42.0' LT MANHOLES 5-J-S

STA 283+58, 42.0' LT MANHOLES 5-J-S 304

307 STA 278+47, 42.0' LT MANHOLES 6-J-S

306 STA 279+75, 42.0' LT MANHOLES 5-J-S

305G STA 281+58, 15.4' LT CATCH BASINS 2x3-H

STA 283+58, 22.5' LT CATCH BASINS 2x3-H 304E

279+00'SB' 280+00'SB' 281+00'SB' 282+00'SB' 283+00'SB' 284+00'SB'

CALHOUN ROAD

279+00 280+00 281+00 282+00 283+00 284

MATCHLINE STA 278+00

MATCHLINE STA 284+00

305F STA 281+58, 1.5' LT CATCH BASINS 2x3-H

STA 283+58, 13.5' LT CATCH BASINS 2x3-H 304D

305E STA 281+58, 26.5' RT CATCH BASINS 2x3-H

STA 283+58, 26.5' RT CATCH BASINS 2x3-H 304C

STA 283+68, 26.5' RT CATCH BASINS 2x3-H 304F

BURLEIGH PLACE

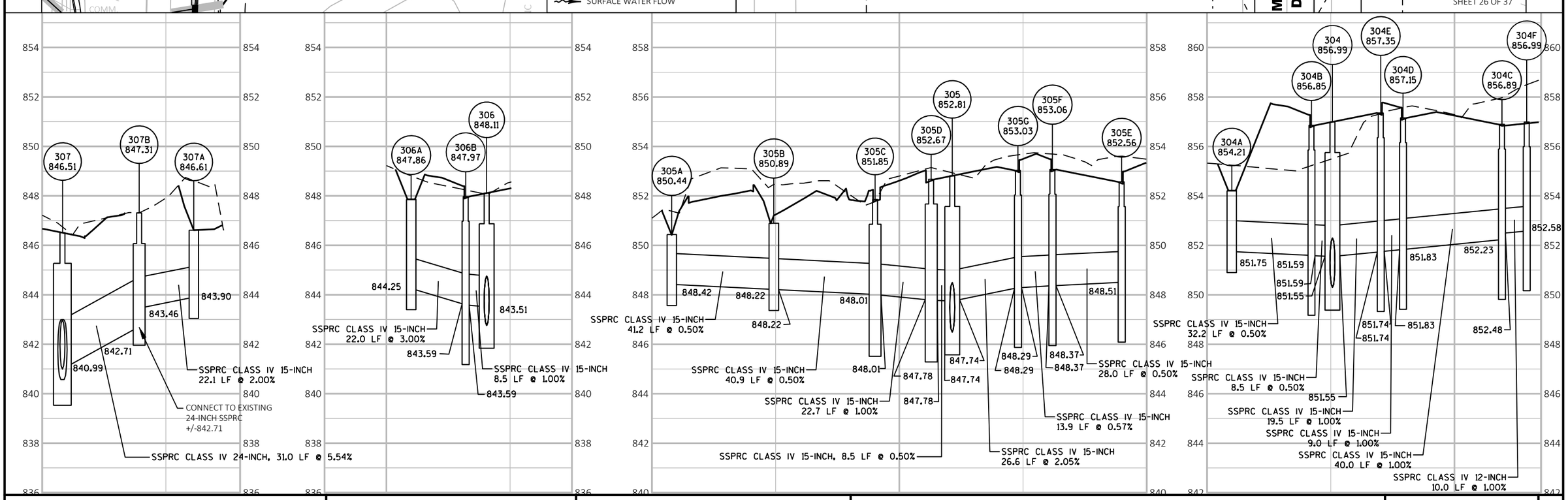
MARTHA DRIVE

DRAIN TILE EXPLORATION
(PIPE MAY CONTAIN PRIVATE
SUMP PUMP CONNECTION)

LEGEND
XX DRAINAGE STRUCTURE
RS REMOVING EXISTING DRAINAGE STRUCTURE
RP REMOVING EXISTING DRAINAGE PIPE
PIPES SHOWN IN PROFILE
SLOPE INTERCEPT
SURFACE WATER FLOW

N

SHEET 26 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 153	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 12a

PLOT DATE : 7/29/2020 6:25 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

303A STA 285+83, 81.7' LT
INLETS MEDIAN 1G-MS-A

303B STA 285+78, 50.5' LT
CATCH BASINS 2x3-H

303H STA 285+88, 50.5' LT
CATCH BASINS 2x3-H

303 STA 285+78, 42.0' LT
MANHOLES 5-J-S

303E STA 285+78, 9.8' LT
CATCH BASINS 2x3-H

303D STA 285+78, 2.2' LT
CATCH BASINS 2x3-H

303C STA 285+83, 26.5' RT
CATCH BASINS 4-H

303F STA 285+37, 56.3' RT
INLETS MEDIAN 1G-MS-A

303G STA 286+09, 58.5' RT
INLETS MEDIAN 1G-MS-A

302A STA 288+39, 47.4' LT
CATCH BASINS 2x3-H

302 STA 288+38, 38.9' LT
MANHOLES 5-J-S

302D STA 288+37, 19.4' LT
CATCH BASINS 2x3-H

302C STA 288+36, 1.5' LT
CATCH BASINS 2x3-H

302B STA 288+36, 26.5' RT
CATCH BASINS 2x3-H

TOWN TRAIL

CALHOUN ROAD

MATCHLINE STA 284+00

MATCHLINE STA 290+00

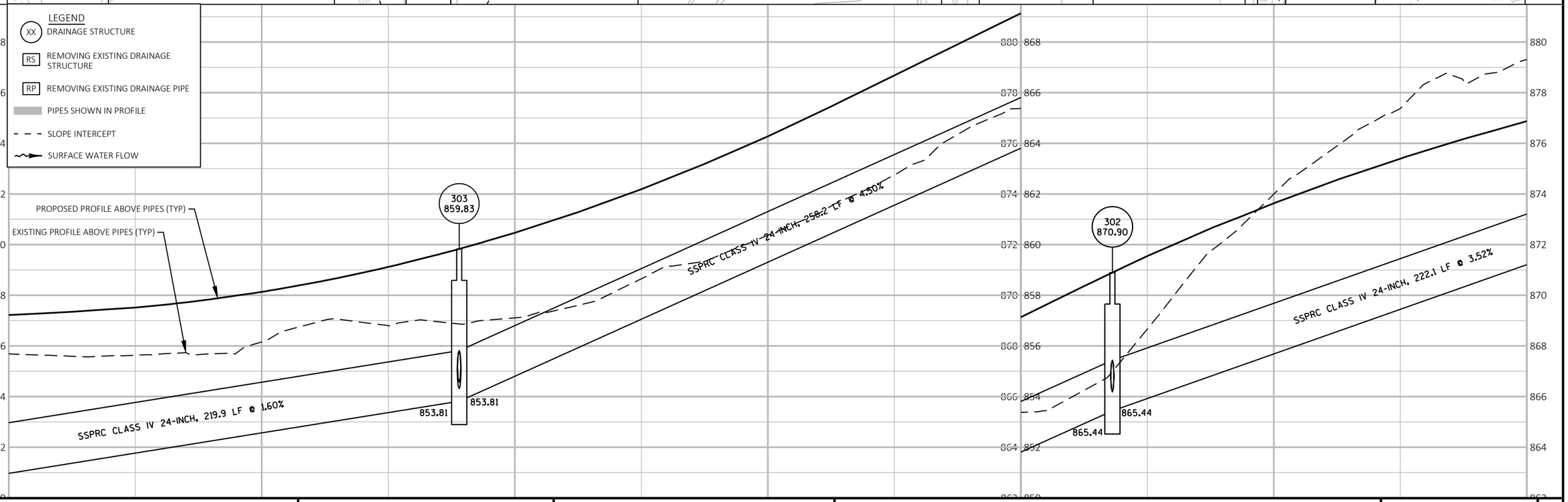
PIPE UNDERDRAIN UNPERFORATED 4-INCH
CONNECT EXISTING ROOF DRAINS TO CATCH BASIN

DRAIN TILE EXPLORATION

DRAIN TILE EXPLORATION

SHEET 27 OF 37

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

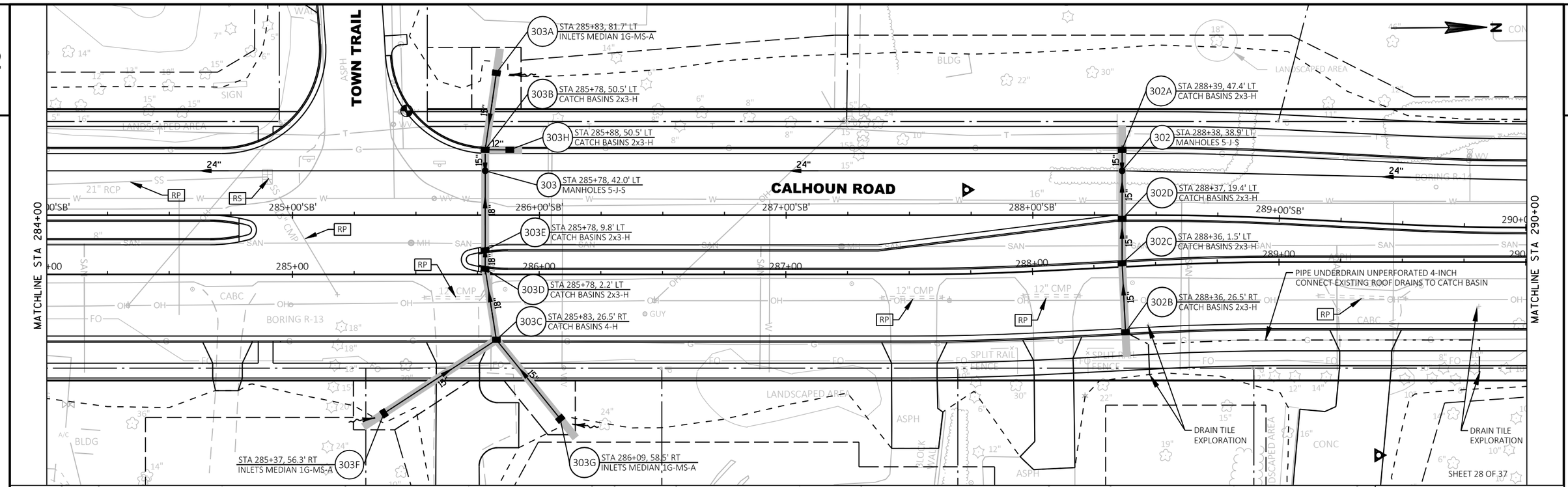


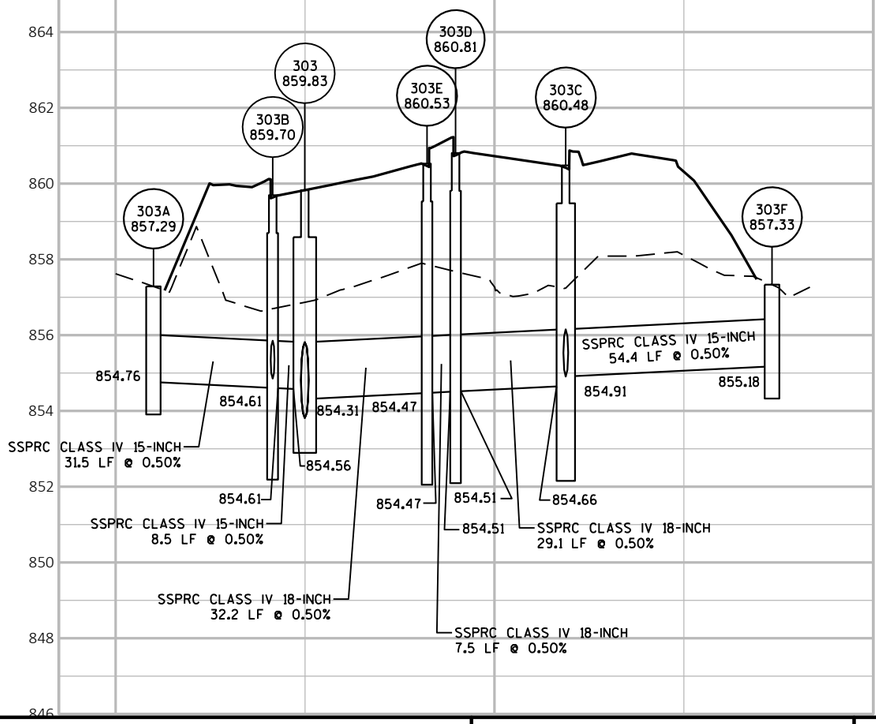
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 154	E

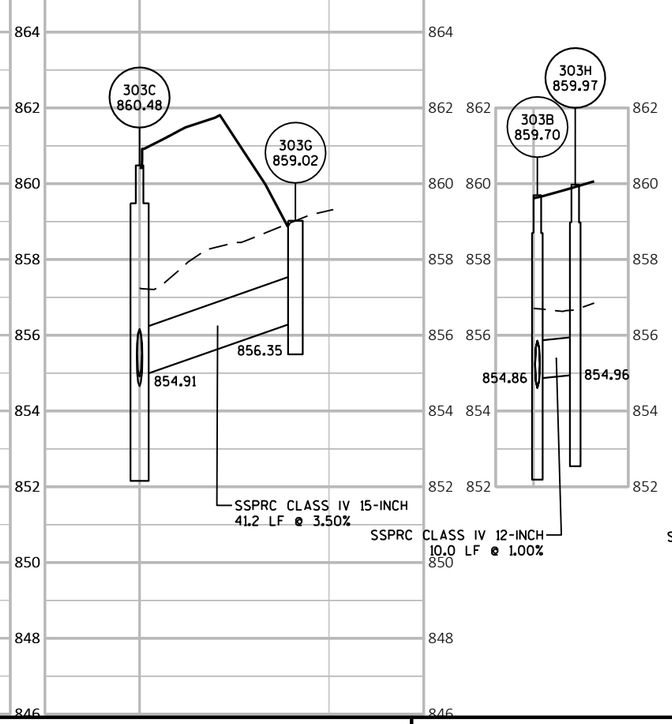
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 13

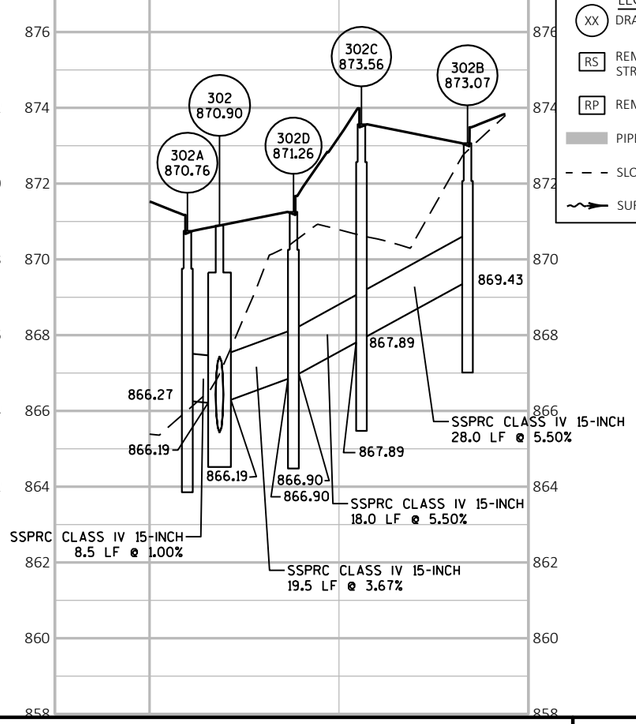
PLOT DATE : 7/29/2020 6:26 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2









LEGEND

- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 155	E

2

LEGEND
- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 290+00

MATCHLINE STA 296+00

CALHOUN ROAD

GOETZ DRIVE

PROPOSED POND 'FV'

301A STA 290+58, 40.5' LT CATCH BASINS 2x3-H

301 STA 290+58, 32.0' LT MANHOLES 5-J-S

301D STA 290+58, 12.5' LT CATCH BASINS 2x3-H

301C STA 290+58, 1.5' LT CATCH BASINS 2x3-H

301B STA 290+58, 26.5' RT CATCH BASINS 2x3-H

356B STA 291+75, 26.5' RT CATCH BASINS 4-H

356A STA 291+75, 50.8' RT INLETS MEDIAN 1G-MS-A

PIPE UNDERDRAIN UNPERFORATED 4-INCH CONNECT EXISTING WALL DRAIN TO MEDIAN INLET

DRAIN TILE EXPLORATION

358AEW2 STA 292+61, 76.9' LT APRON ENDWALLS FOR CPRC 30-INCH

358D STA 292+61, 40.5' LT CATCH BASINS 5-H

358 STA 292+61, 32.0' LT MANHOLES 6-J-S

358C STA 292+61, 12.5' LT CATCH BASINS 5-H

358B STA 292+61, 1.5' LT CATCH BASINS 5-H

358A STA 292+61, 26.5' RT CATCH BASINS 5-H

358AEW1 STA 292+61, 61.9' RT APRON ENDWALLS FOR CPRC 30-INCH

12-INCH CULVERT PIPE CORRUGATED STEEL (SEE OTHER DETAILS)

P3 AEW STA 293+90, 75.2' LT APRON ENDWALLS FOR CPRC 48-INCH

STA 294+16, 40.5' LT CATCH BASINS 2x3-H 357A

STA 294+16, 32.0' LT MANHOLES 4-J-S 357

STA 294+16, 12.5' LT CATCH BASINS 2x3-H 357H

357G STA 294+16, 1.5' LT CATCH BASINS 4-H

357F STA 293+95, 26.5' RT CATCH BASINS 4-H

STA 294+31, 45.3' RT CATCH BASINS 4-H 357E

STA 294+32, 91.7' RT INLETS MEDIAN 1G-MS-A 357D

STA 295+81, 89.8' LT 7-FT DIA POND OUTLET CONTROL STRUCTURE P3 OUT

STA 295+86, 70.2' LT APRON ENDWALLS FOR CPRC 15-INCH 409AEW

STA 295+65, 40.5' LT CATCH BASINS 2x3-H 409F

STA 295+75, 40.5' LT CATCH BASINS 5-H 409D

STA 295+75, 12.5' LT CATCH BASINS 2x3-H 409C

STA 295+75, 1.5' LT CATCH BASINS 2x3-H 409B

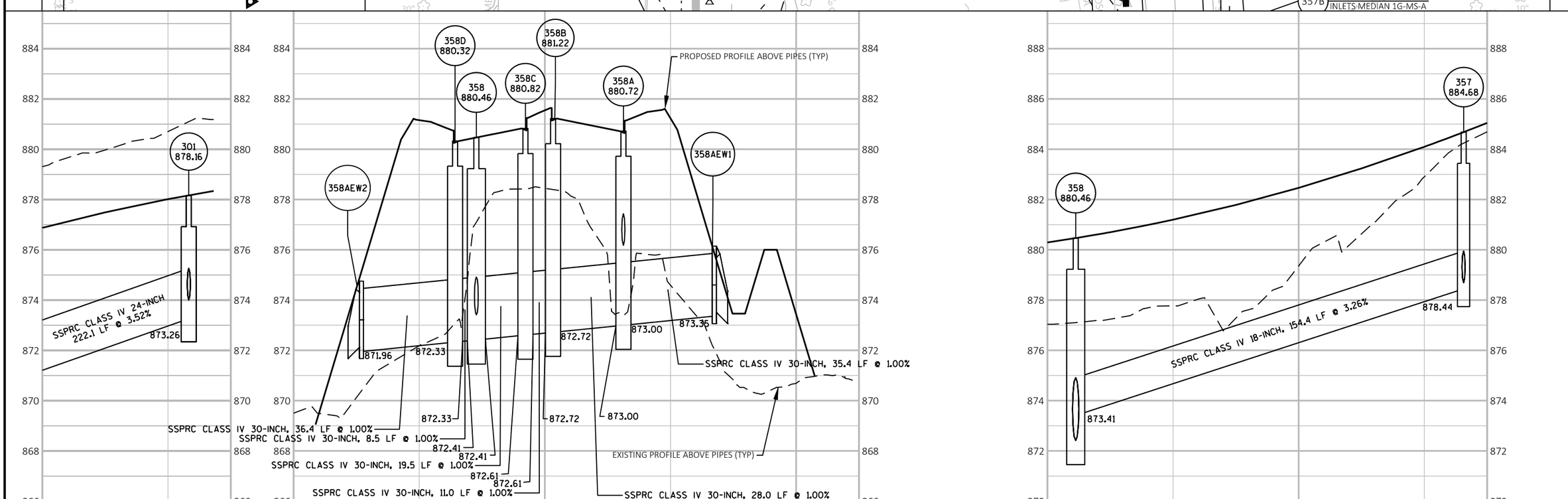
STA 295+75, 26.5' RT CATCH BASINS 2x3-H 409A

STA 295+85, 26.5' RT CATCH BASINS 2x3-H 409E

357C STA 294+70, 45.3' RT INLETS 4-H

357B STA 294+70, 102.2' RT INLETS MEDIAN 1G-MS-A

SHEET 29 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 156	E

2

LEGEND
- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 290+00

MATCHLINE STA 296+00

CALHOUN ROAD

GOETZ DRIVE

301A STA 290+58, 40.5' LT CATCH BASINS 2x3-H

301 STA 290+58, 32.0' LT MANHOLES 5-J-S

301D STA 290+58, 12.5' LT CATCH BASINS 2x3-H

301C STA 290+58, 1.5' LT CATCH BASINS 2x3-H

301B STA 290+58, 26.5' RT CATCH BASINS 2x3-H

356B STA 291+75, 26.5' RT CATCH BASINS 4-H

356A STA 291+75, 50.8' RT INLETS MEDIAN 1G-MS-A

PIPE UNDERDRAIN UNPERFORATED 4-INCH CONNECT EXISTING WALL DRAIN TO MEDIAN INLET

DRAIN TILE EXPLORATION

358AEW2 APRON ENDWALLS FOR CPRC 30-INCH

358D STA 292+61, 40.5' LT CATCH BASINS 5-H

358 STA 292+61, 32.0' LT MANHOLES 6-J-S

358C STA 292+61, 12.5' LT CATCH BASINS 5-H

358B STA 292+61, 1.5' LT CATCH BASINS 5-H

358A STA 292+61, 26.5' RT CATCH BASINS 5-H

358AEW1 STA 292+61, 61.9' RT APRON ENDWALLS FOR CPRC 30-INCH

12-INCH CULVERT PIPE CORRUGATED STEEL (SEE OTHER DETAILS)

STA 294+16, 40.5' LT CATCH BASINS 2x3-H 357A

STA 294+16, 32.0' LT MANHOLES 4-J-S 357

STA 294+16, 12.5' LT CATCH BASINS 2x3-H 357H

357G STA 294+16, 1.5' LT CATCH BASINS 4-H

357F STA 293+95, 26.5' RT CATCH BASINS 4-H

STA 294+31, 45.3' RT CATCH BASINS 4-H 357E

STA 294+32, 91.7' RT INLETS MEDIAN 1G-MS-A 357D

STA 295+81, 89.8' LT 7-FT DIA POND OUTLET CONTROL STRUCTURE P3 OUT

STA 295+86, 70.2' LT APRON ENDWALLS FOR CPRC 15-INCH 409AEW

STA 295+65, 40.5' LT CATCH BASINS 2x3-H 409F

STA 295+75, 40.5' LT CATCH BASINS 5-H 409D

STA 295+75, 12.5' LT CATCH BASINS 2x3-H 409C

STA 295+75, 1.5' LT CATCH BASINS 2x3-H 409B

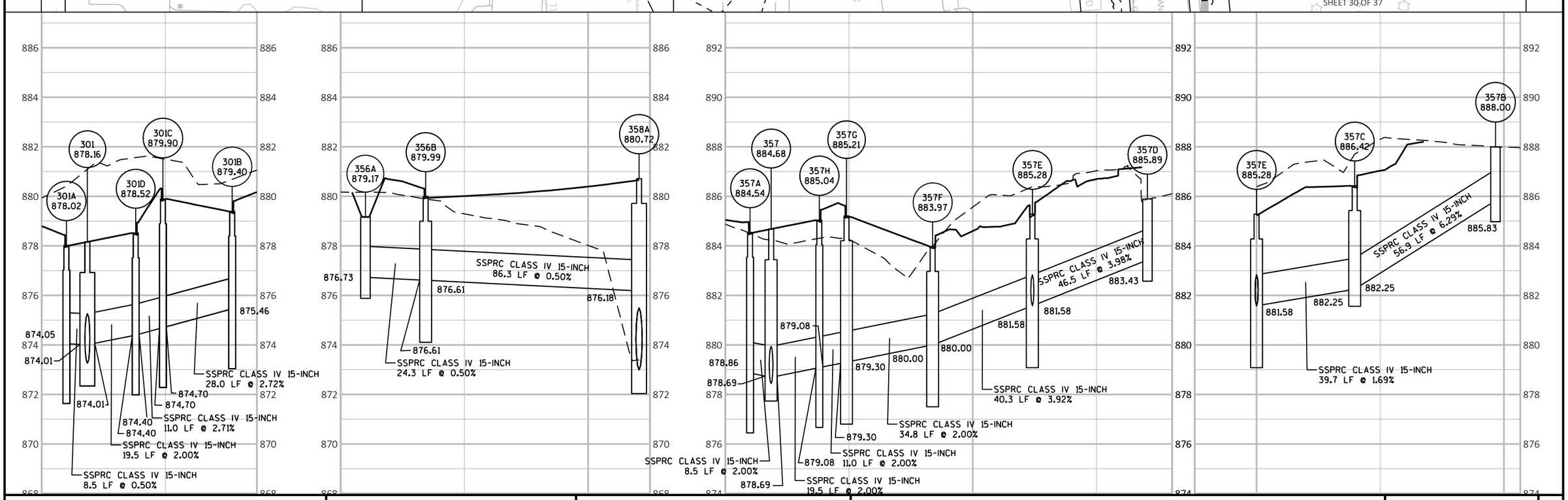
STA 295+75, 26.5' RT CATCH BASINS 2x3-H 409A

357C STA 294+70, 45.3' RT INLETS 4-H

STA 295+85, 26.5' RT CATCH BASINS 2x3-H 409E

357B STA 294+70, 102.2' RT INLETS MEDIAN 1G-MS-A

SHEET 30 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 157	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 14a
PLOT DATE : 7/29/2020 6:30 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 290+00

MATCHLINE STA 296+00

CALHOUN ROAD

GOETZ DRIVE

PROPOSED POND 'FV'

301A STA 290+58, 40.5' LT CATCH BASINS 2x3-H

301 STA 290+58, 32.0' LT MANHOLES 5-J-S

301D STA 290+58, 12.5' LT CATCH BASINS 2x3-H

301C STA 290+58, 1.5' LT CATCH BASINS 2x3-H

301B STA 290+58, 26.5' RT CATCH BASINS 2x3-H

356B STA 291+75, 26.5' RT CATCH BASINS 4-H

356A STA 291+75, 50.8' RT INLETS MEDIAN 1G-MS-A

PIPE UNDERDRAIN UNPERFORATED 4-INCH CONNECT EXISTING WALL DRAIN TO MEDIAN INLET

DRAIN TILE EXPLORATION

358AEW2 STA 292+61, 76.9' LT APRON ENDWALLS FOR CPRC 30-INCH

358D STA 292+61, 40.5' LT CATCH BASINS 5-H

358 STA 292+61, 32.0' LT MANHOLES 6-J-S

358C STA 292+61, 12.5' LT CATCH BASINS 5-H

358B STA 292+61, 1.5' LT CATCH BASINS 5-H

358A STA 292+61, 26.5' RT CATCH BASINS 5-H

358AEW1 STA 292+61, 61.9' RT APRON ENDWALLS FOR CPRC 30-INCH

12-INCH CULVERT PIPE CORRUGATED STEEL (SEE OTHER DETAILS)

P3 AEW STA 293+90, 75.2' LT APRON ENDWALLS FOR CPRC 48-INCH

357A STA 294+16, 40.5' LT CATCH BASINS 2x3-H

357 STA 294+16, 32.0' LT MANHOLES 4-J-S

357H STA 294+16, 12.5' LT CATCH BASINS 2x3-H

357G STA 294+16, 1.5' LT CATCH BASINS 4-H

357F STA 293+95, 26.5' RT CATCH BASINS 4-H

357E STA 294+31, 45.3' RT CATCH BASINS 4-H

357D STA 294+32, 91.7' RT INLETS MEDIAN 1G-MS-A

357C STA 294+70, 45.3' RT INLETS 4-H

357B STA 294+70, 102.2' RT INLETS MEDIAN 1G-MS-A

P3 OUT STA 295+81, 89.8' LT 7-FT DIA POND OUTLET CONTROL STRUCTURE

409AEW STA 295+86, 70.2' LT APRON ENDWALLS FOR CPRC 15-INCH

409F STA 295+65, 40.5' LT CATCH BASINS 2x3-H

409D STA 295+75, 40.5' LT CATCH BASINS 5-H

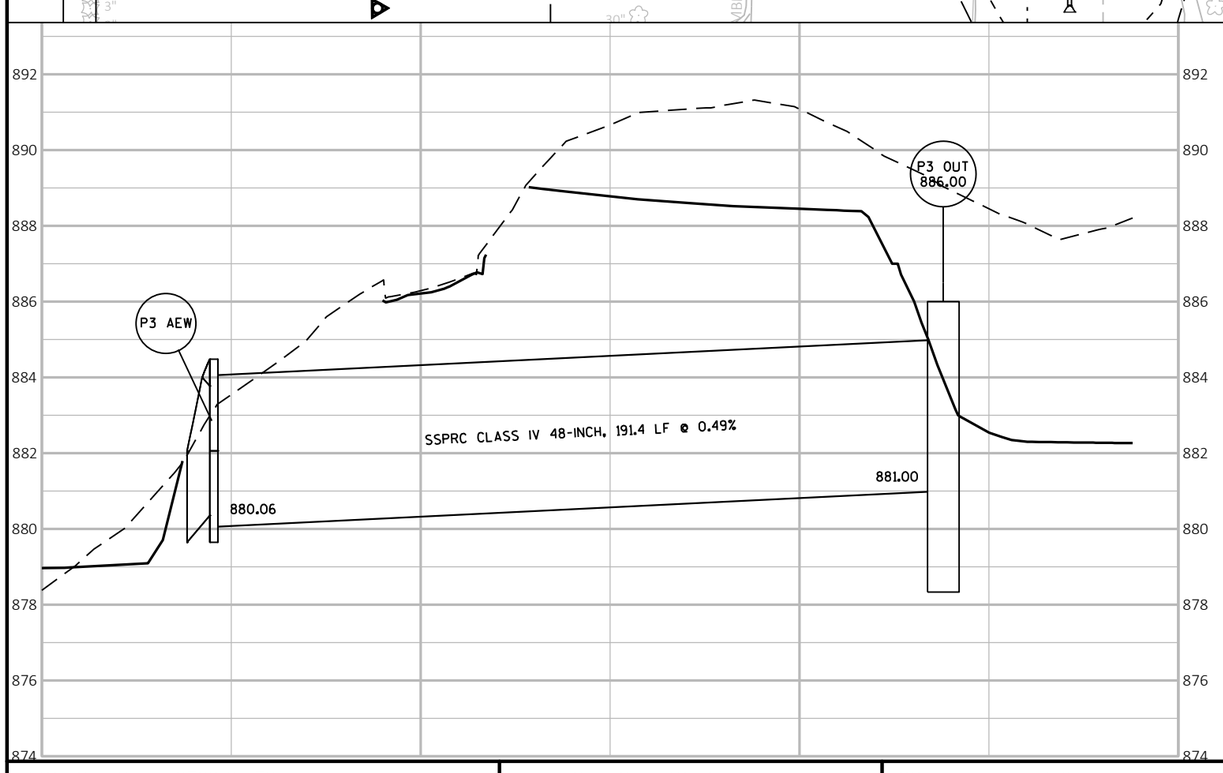
409C STA 295+75, 12.5' LT CATCH BASINS 2x3-H

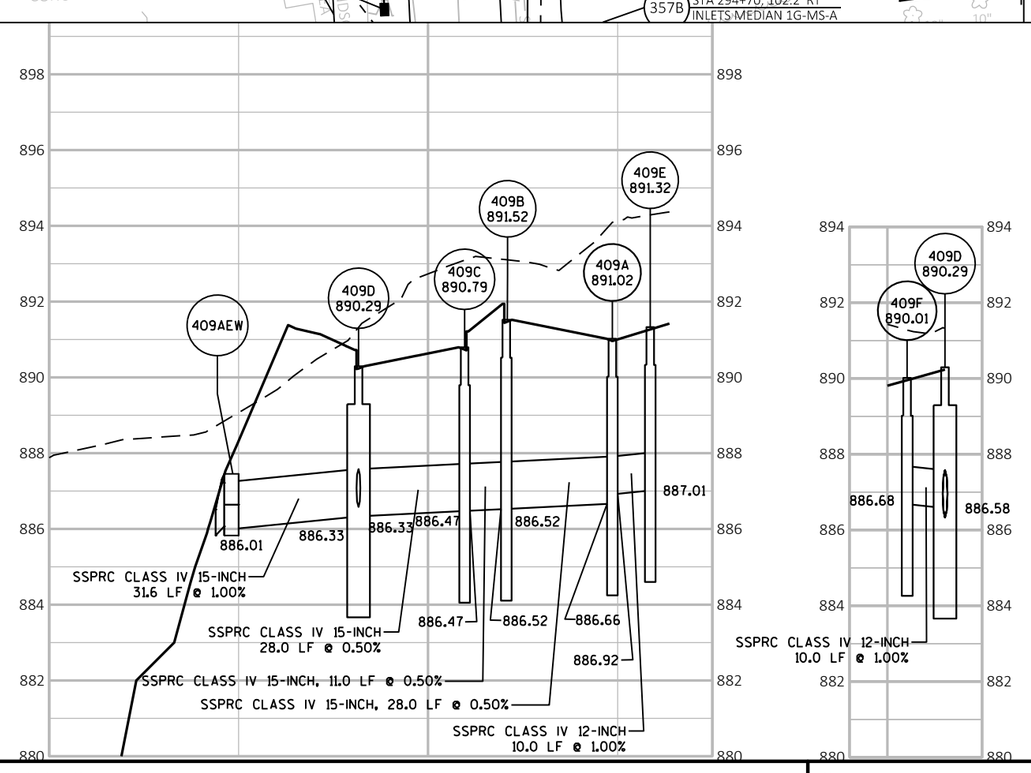
409B STA 295+75, 1.5' LT CATCH BASINS 2x3-H

409A STA 295+75, 26.5' RT CATCH BASINS 2x3-H

409E STA 295+85, 26.5' RT CATCH BASINS 2x3-H

SHEET 31 OF 37





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 14b
PLOT DATE : 7/29/2020 6:31 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

PROPOSED POND 'FV'

408AEW STA 296+67, 70.7' LT
APRON ENDWALLS FOR CPRC 30-INCH

406A STA 298+35, 68.0' LT
INLETS MEDIAN 1G-MS-A

405A STA 300+00, 50.5' LT
CATCH BASINS 2x3-H

407A STA 297+50, 40.7' LT
CATCH BASINS 2x3-H

CALHOUN ROAD

STA 297+05, 32.7' LT
MANHOLES 6-J-S (408)

STA 297+50, 32.9' LT
MANHOLES 5-J-S (407)

STA 298+36, 36.0' LT
MANHOLES 5-J-S (406)

STA 300+00, 42.0' LT
MANHOLES 5-J-S (405)

STA 301+46, 42.0' LT
MANHOLES 5-J-S (404)

407D STA 297+50, 12.7' LT
CATCH BASINS 2x3-H

407C STA 297+50, 1.5' LT
CATCH BASINS 2x3-H

405D STA 300+00, 22.5' LT
CATCH BASINS 2x3-H

405C STA 300+00, 13.5' LT
CATCH BASINS 2x3-H

407B STA 297+50, 26.5' RT
CATCH BASINS 2x3-H

405B STA 300+00, 26.5' RT
CATCH BASINS 2x3-H

MATCHLINE STA 296+00

MATCHLINE STA 302+00

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 32 OF 37

EXISTING PROFILE ABOVE PIPES (TYP)

PROPOSED PROFILE ABOVE PIPES (TYP)

408AEW
408 892.83
407 893.48
406 895.32
405 900.77
404 903.84

886.63
887.32
887.32
887.99
887.99
889.29
889.29
891.67
891.67
892.40
892.40

SSPRC CLASS IV 30-INCH, 53.9 LF @ 1.29%

SSPRC CLASS IV 30-INCH, 44.5 LF @ 1.50%

SSPRC CLASS IV 30-INCH, 86.5 LF @ 1.50%

SSPRC CLASS IV 30-INCH, 164.4 LF @ 1.45%

SSPRC CLASS IV 36-INCH, 145.8 LF @ 0.50%

SSPRC CLASS IV 36-INCH, 294.3 LF @ 0.50%

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 159 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/29/2020 6:32 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

PROPOSED
POND 'FV'

408AEW STA 296+67, 70.7' LT
APRON ENDWALLS FOR CPRC 30-INCH

406A STA 298+35, 68.0' LT
INLETS MEDIAN 1G-MS-A

405A STA 300+00, 50.5' LT
CATCH BASINS 2x3-H

407A STA 297+50, 40.7' LT
CATCH BASINS 2x3-H

CALHOUN ROAD

408 STA 297+05, 32.7' LT
MANHOLES 6-J-S

407 STA 297+50, 32.9' LT
MANHOLES 5-J-S

406 STA 298+36, 36.0' LT
MANHOLES 5-J-S

405 STA 300+00, 42.0' LT
MANHOLES 5-J-S

404 STA 301+46, 42.0' LT
MANHOLES 5-J-S

407D STA 297+50, 12.7' LT
CATCH BASINS 2x3-H

407C STA 297+50, 1.5' LT
CATCH BASINS 2x3-H

405D STA 300+00, 22.5' LT
CATCH BASINS 2x3-H

405C STA 300+00, 13.5' LT
CATCH BASINS 2x3-H

407B STA 297+50, 26.5' RT
CATCH BASINS 2x3-H

405B STA 300+00, 26.5' RT
CATCH BASINS 2x3-H

MATCHLINE STA 296+00

MATCHLINE STA 302+00

297+00'SB'

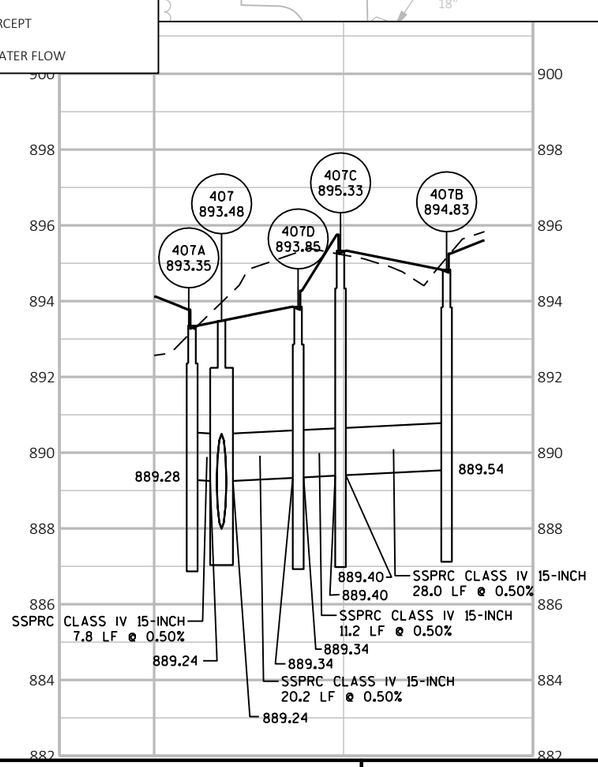
298+00'SB'

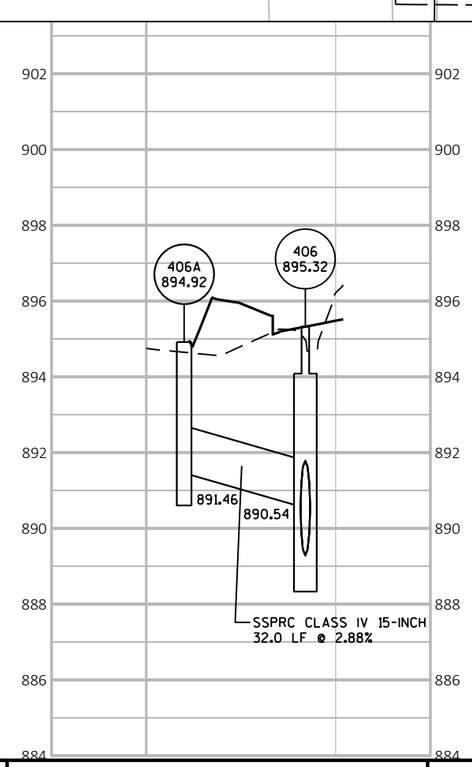
299+00'SB'

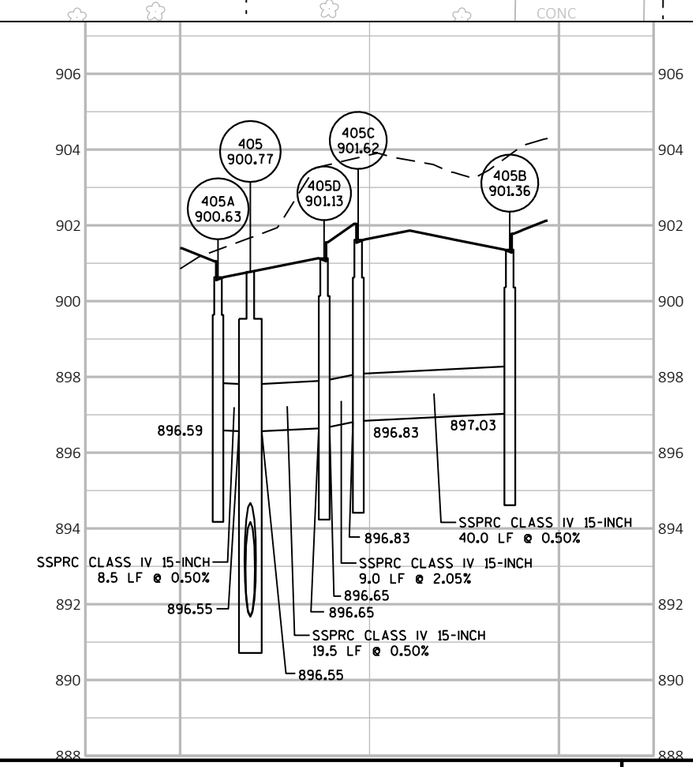
301+00'SB'

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 33 OF 37







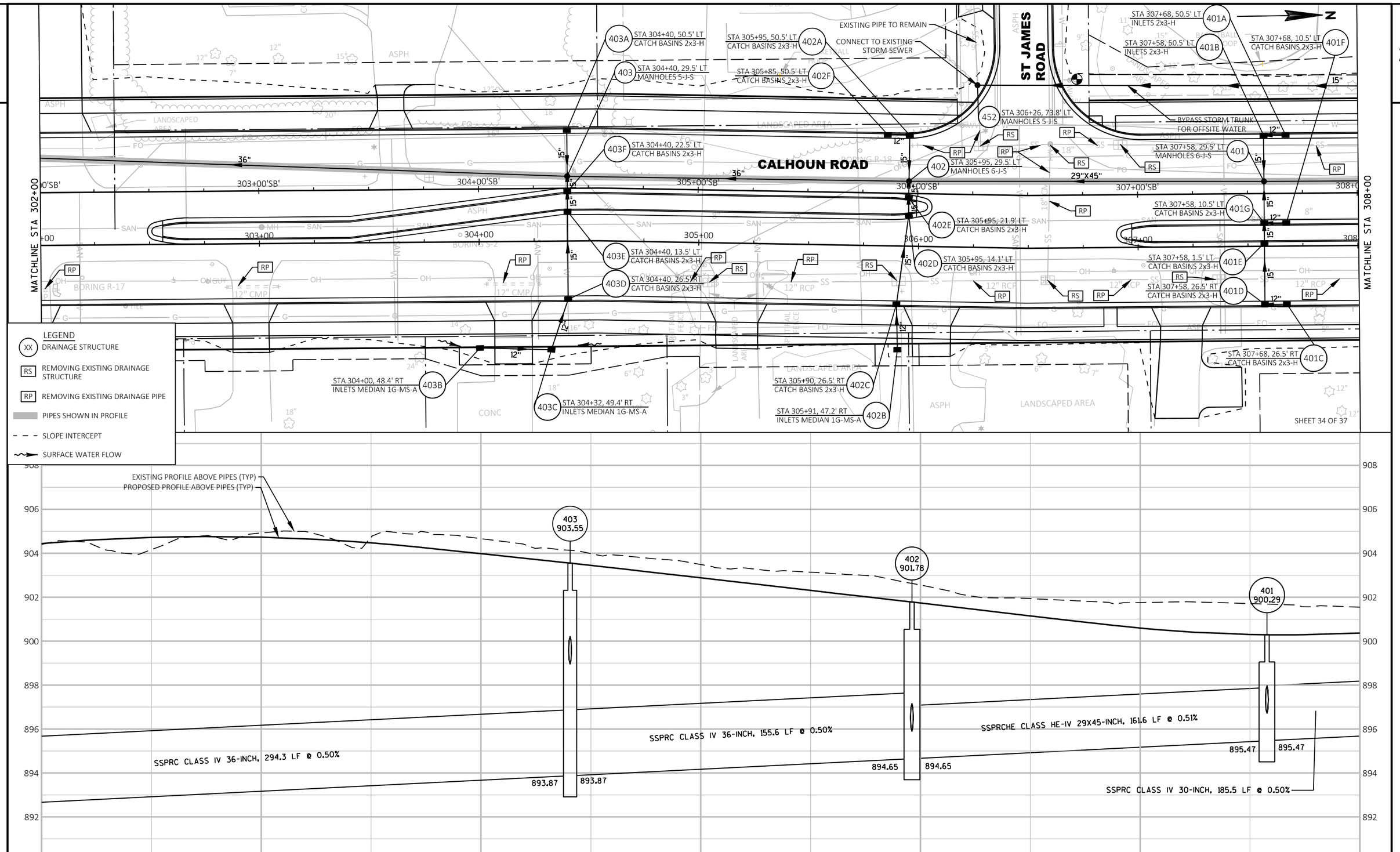
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 160	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 15a

PLOT DATE : 7/29/2020 6:33 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2



LEGEND

- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 161 E

2

MATCHLINE STA 302+00

MATCHLINE STA 308+00

CALHOUN ROAD

ST JAMES ROAD

403A STA 304+40, 50.5' LT CATCH BASINS 2x3-H

403 STA 304+40, 29.5' LT MANHOLES 5-J-S

403F STA 304+40, 22.5' LT CATCH BASINS 2x3-H

403E STA 304+40, 13.5' LT CATCH BASINS 2x3-H

403D STA 304+40, 26.5' RT CATCH BASINS 2x3-H

403B STA 304+00, 48.4' RT INLETS MEDIAN 1G-MS-A

403C STA 304+32, 49.4' RT INLETS MEDIAN 1G-MS-A

402A STA 305+95, 50.5' LT CATCH BASINS 2x3-H

402F STA 305+85, 50.5' LT CATCH BASINS 2x3-H

EXISTING PIPE TO REMAIN

CONNECT TO EXISTING STORM SEWER

452 STA 306+26, 73.8' LT MANHOLES 5-J-S

402 STA 305+95, 29.5' LT MANHOLES 6-J-S

402E STA 305+95, 21.9' LT CATCH BASINS 2x3-H

402D STA 305+95, 14.1' LT CATCH BASINS 2x3-H

402C STA 305+90, 26.5' RT CATCH BASINS 2x3-H

402B STA 305+91, 47.2' RT INLETS MEDIAN 1G-MS-A

401A STA 307+68, 50.5' LT INLETS 2x3-H

401B STA 307+58, 50.5' LT INLETS 2x3-H

401F STA 307+68, 10.5' LT CATCH BASINS 2x3-H

BYPASS STORM TRUNK FOR OFFSITE WATER

401 STA 307+58, 29.5' LT MANHOLES 6-J-S

401G STA 307+58, 10.5' LT CATCH BASINS 2x3-H

401E STA 307+58, 1.5' LT CATCH BASINS 2x3-H

401D STA 307+58, 26.5' RT CATCH BASINS 2x3-H

401C STA 307+68, 26.5' RT CATCH BASINS 2x3-H

LEGEND

XX DRAINAGE STRUCTURE

RS REMOVING EXISTING DRAINAGE STRUCTURE

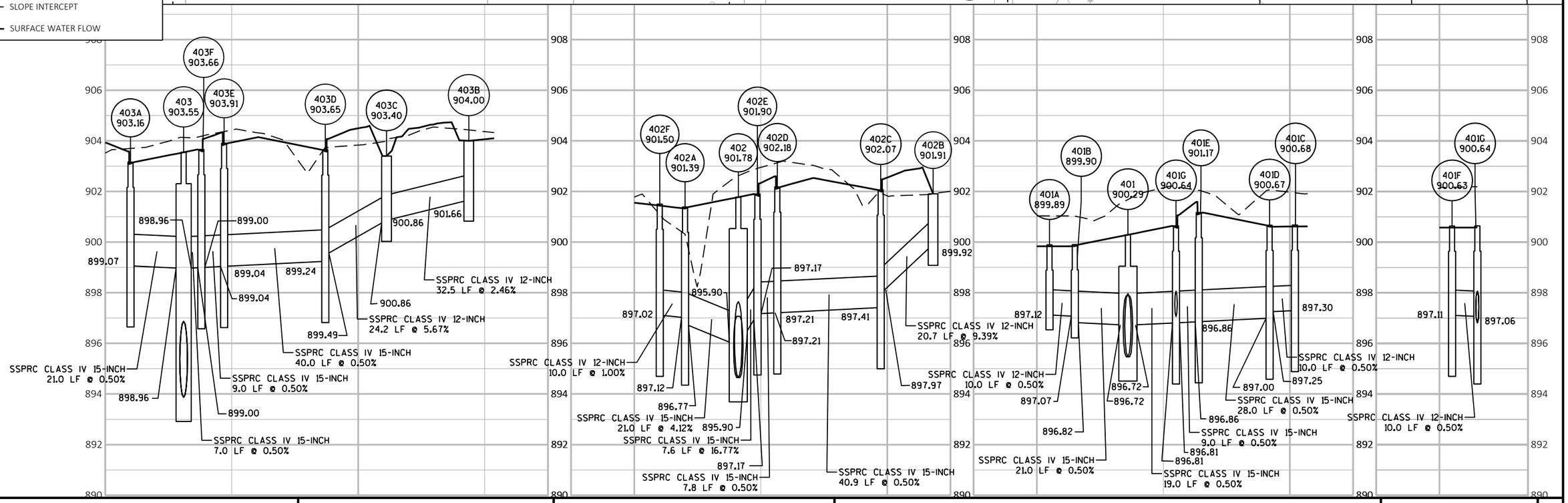
RP REMOVING EXISTING DRAINAGE PIPE

PIPES SHOWN IN PROFILE

SLOPE INTERCEPT

SURFACE WATER FLOW

SHEET 35 OF 37



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 162	E

2

EXISTING PRIVATE POND

MATCHLINE STA 308+00

314+00.00

451 STA 309+55, 71.1' LT
INLETS MEDIAN 1G-MS-A

BYPASS STORM TRUNK FOR OFFSITE WATER

EXISTING PIPE TO REMAIN

STA 309+95, 73.8' LT
CONNECT TO EXISTING STORM SEWER
(CONCRETE COLLAR REQUIRED)

EXISTING INLET TO REMAIN

N

CALHOUN ROAD

EXISTING PIPE TO REMAIN

400A STA 309+43, 50.5' LT
INLETS 2x3-H

400 STA 309+43, 29.0' LT
MANHOLES 5-J-S

399 STA 309+83, 28.9' LT
MANHOLES 4-J-S

CONNECT TO EXISTING STORM

400D STA 309+43, 21.0' LT
CATCH BASINS 2x3-H

400C STA 309+43, 8.3' LT
CATCH BASINS 2x3-H

400E STA 309+25, 48.5' RT
INLETS MEDIAN 1G-MS-A

400B STA 309+43, 26.5' RT
CATCH BASINS 4-H

398B STA 312+11, 48.0' RT
CATCH BASINS 4-H

SUNNYCREST DRIVE

EXISTING INLET TO REMAIN

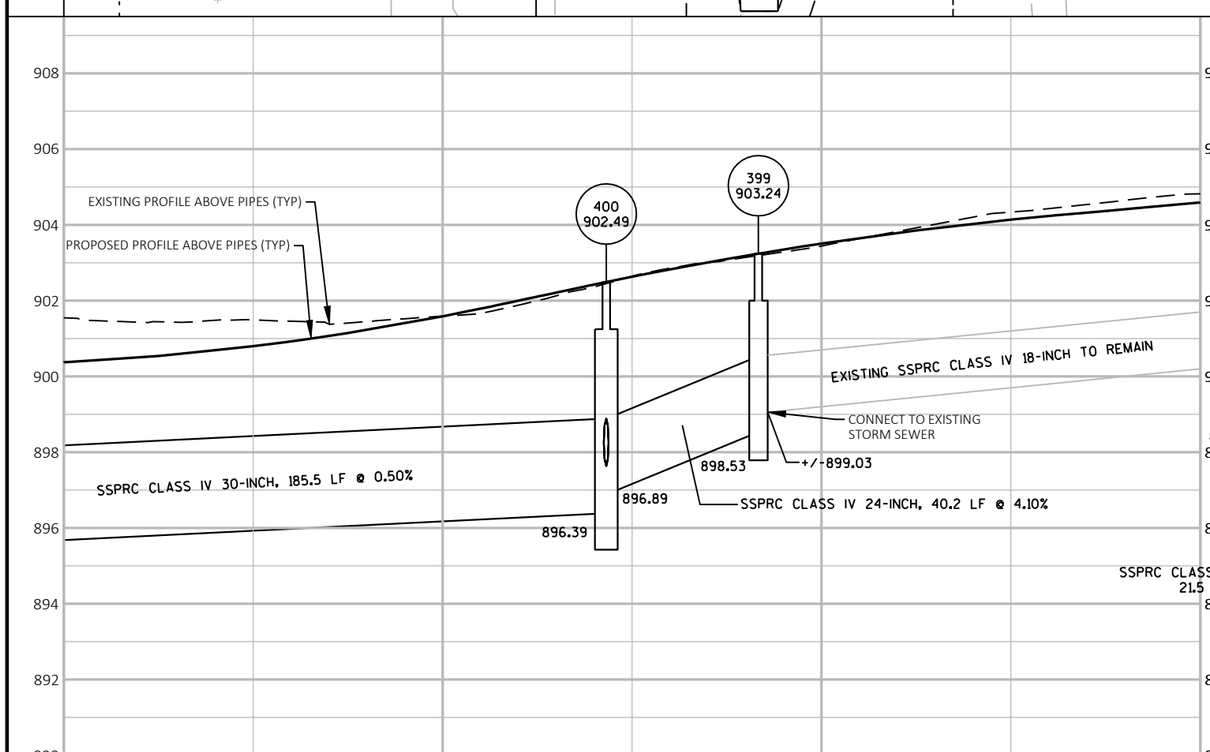
EXISTING PIPE TO REMAIN

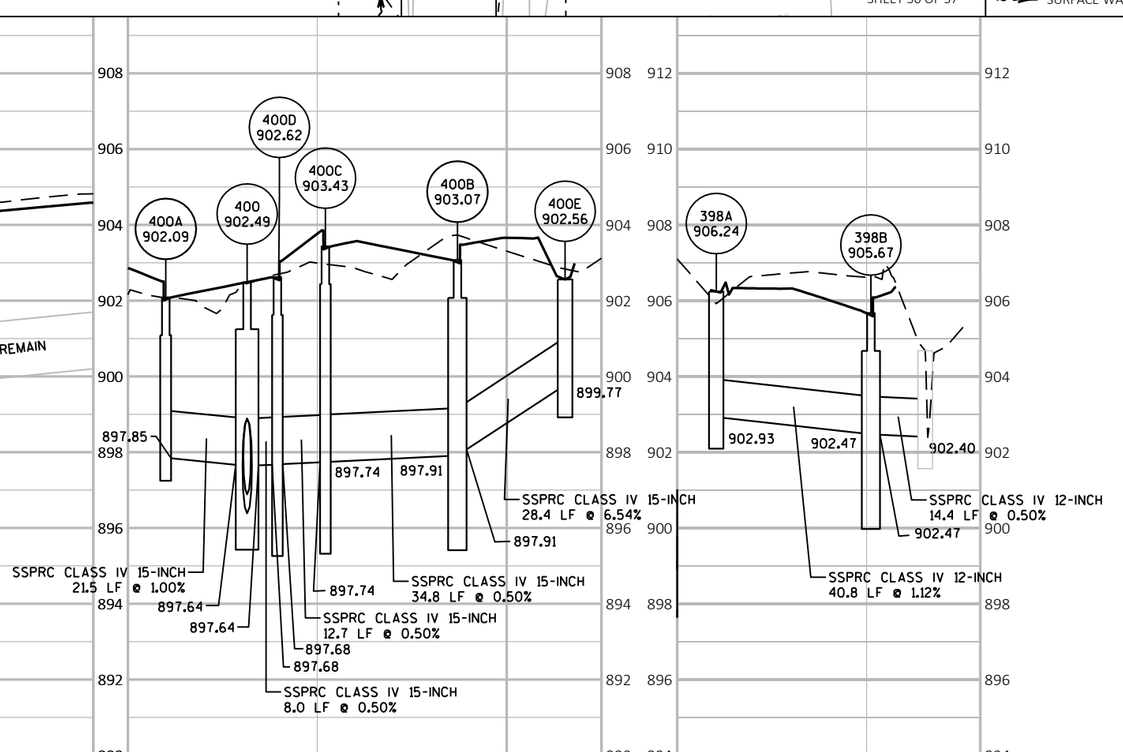
CONNECT TO EXISTING INLET

398A STA 311+78, 73.1' RT
INLETS MEDIAN 1G-MS-A

LEGEND
- XX DRAINAGE STRUCTURE
- RS REMOVING EXISTING DRAINAGE STRUCTURE
- RP REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

SHEET 36 OF 37





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 163	E

2

N

ST JAMES ROAD

CALHOUN ROAD

EXISTING PRIVATE POND

EXISTING PIPE TO REMAIN

CONNECT TO EXISTING STORM SEWER

STA 305+95, 50.5' LT
CATCH BASINS 2x3-H
402A

STA 305+85, 50.5' LT
CATCH BASINS 2x3-H
402F

STA 306+26, 73.8' LT
MANHOLES 5-J-S
452

STA 305+95, 29.5' LT
MANHOLES 6-J-S
402

STA 305+95, 21.9' LT
CATCH BASINS 2x3-H
402E

STA 305+95, 14.1' LT
CATCH BASINS 2x3-H
402D

STA 307+68, 50.5' LT
INLETS 2x3-H
401A

STA 307+58, 50.5' LT
INLETS 2x3-H
401B

STA 307+68, 10.5' LT
CATCH BASINS 2x3-H
401F

BYPASS STORM TRUNK
FOR OFFSITE WATER

STA 307+58, 29.5' LT
MANHOLES 6-J-S
401

STA 307+58, 10.5' LT
CATCH BASINS 2x3-H
401G

STA 307+58, 1.5' LT
CATCH BASINS 2x3-H
401E

STA 307+58, 26.5' RT
CATCH BASINS 2x3-H
401D

STA 309+43, 50.5' LT
INLETS 2x3-H
400A

STA 309+25, 48.5' RT
INLETS MEDIAN 1G-MS-A
400E

STA 309+55, 71.1' LT
INLETS MEDIAN 1G-MS-A
451

BYPASS STORM TRUNK
FOR OFFSITE WATER

STA 309+95, 73.8' LT
CONNECT TO EXISTING STORM SEWER
(CONCRETE COLLAR REQUIRED)

STA 309+43, 29.0' LT
MANHOLES 5-J-S
400

STA 309+83, 28.9' LT
MANHOLES 4-J-S
399

CONNECT TO EXISTING STORM

STA 309+43, 21.0' LT
CATCH BASINS 2x3-H
400D

STA 309+43, 8.3' LT
CATCH BASINS 2x3-H
400C

STA 309+43, 26.5' RT
CATCH BASINS 4-H
400B

SHEET 37 OF 37

29"X45"

30"

24"

306+00'SB'

307+00'SB'

308+00'SB'

309+00'SB'

310+00'SB'

306+00

307+00

308+00

309+00

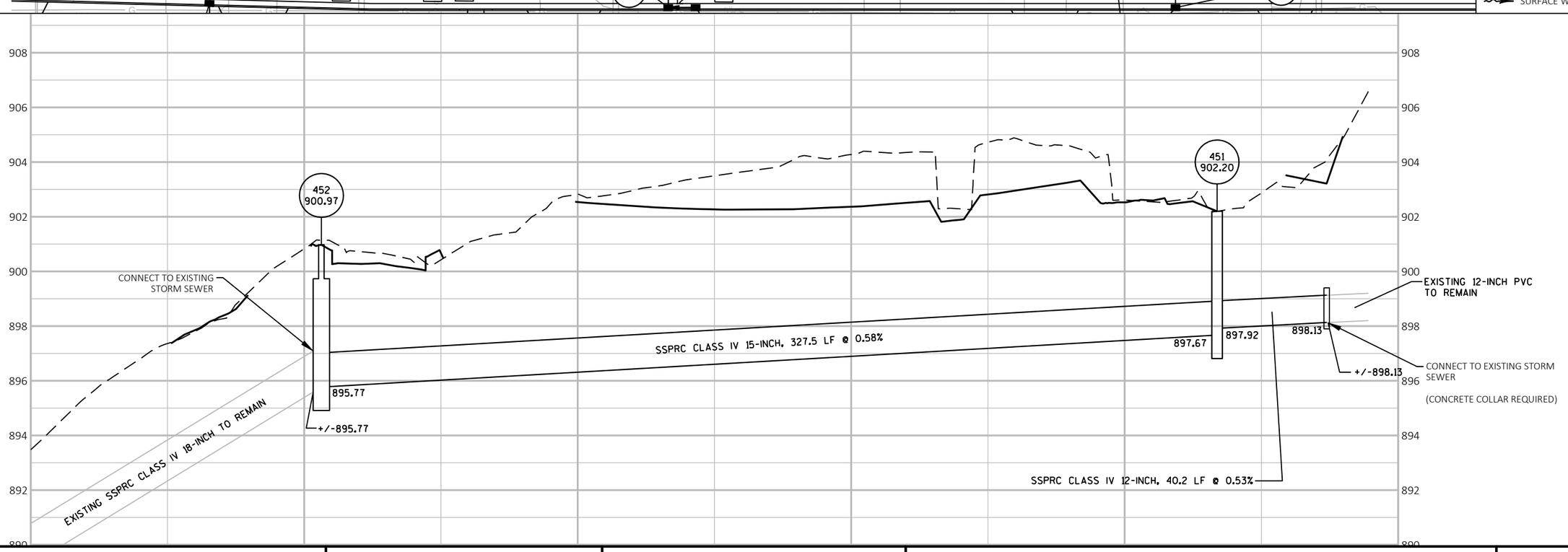
310+00

12" RCP

12" CMP

LEGEND

- XX — DRAINAGE STRUCTURE
- RS — REMOVING EXISTING DRAINAGE STRUCTURE
- RP — REMOVING EXISTING DRAINAGE PIPE
- PIPES SHOWN IN PROFILE
- SLOPE INTERCEPT
- SURFACE WATER FLOW

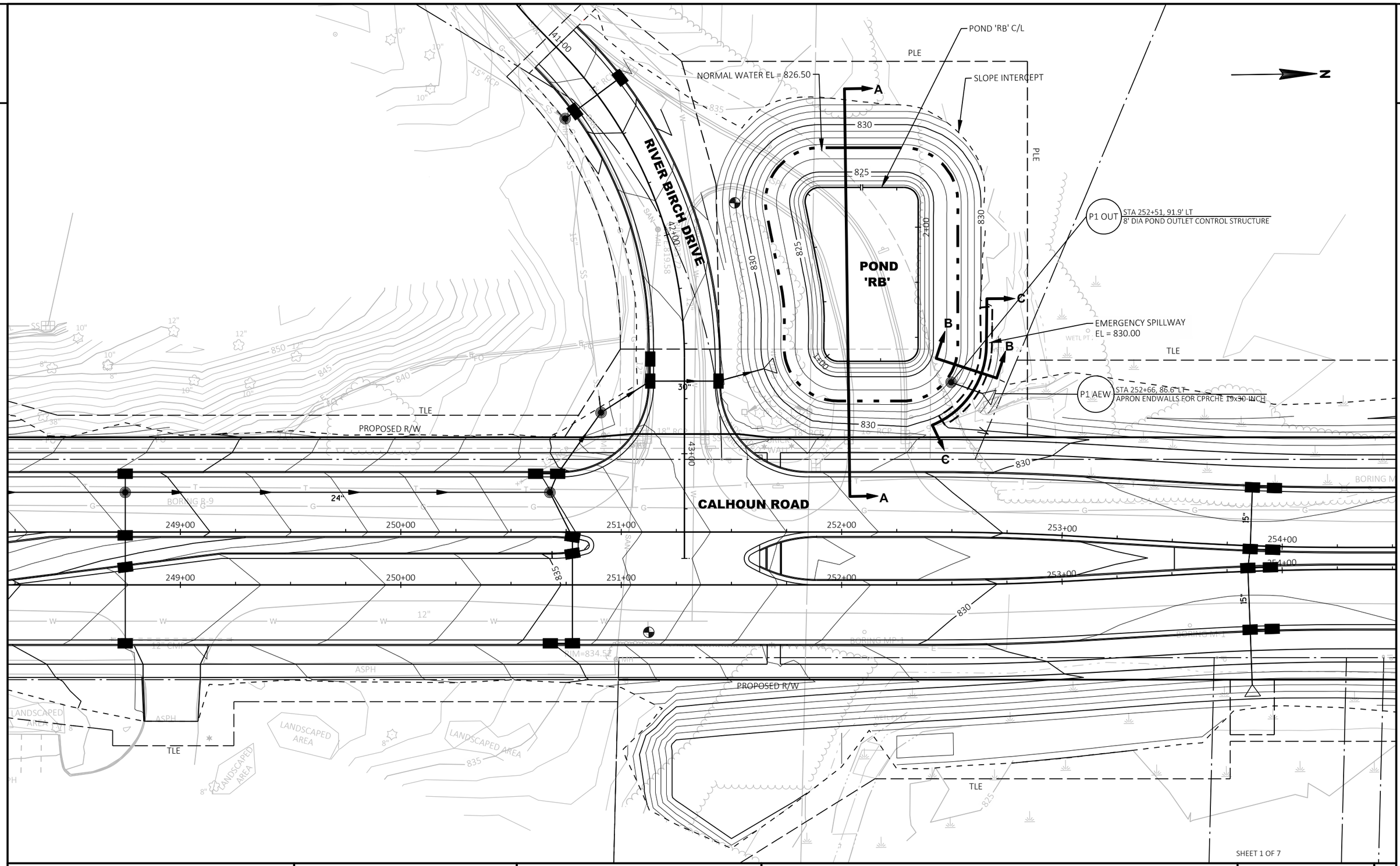


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORM SEWER	SHEET 164	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 17a

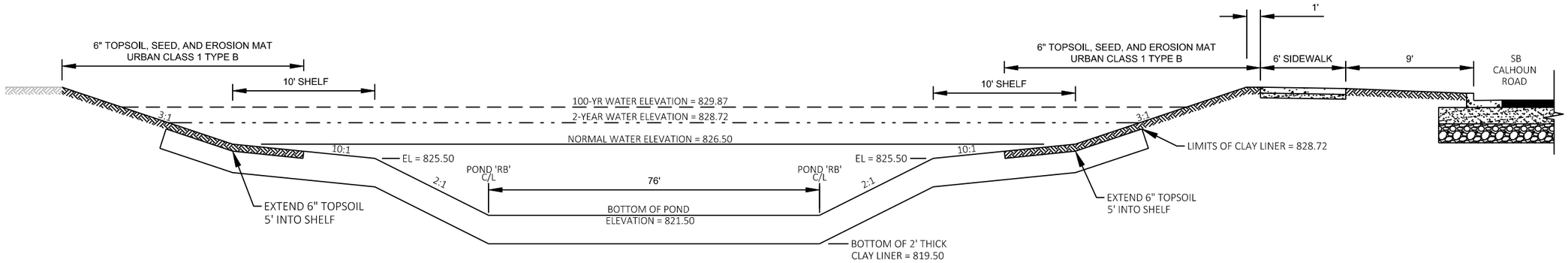
PLOT DATE : 7/29/2020 6:38 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

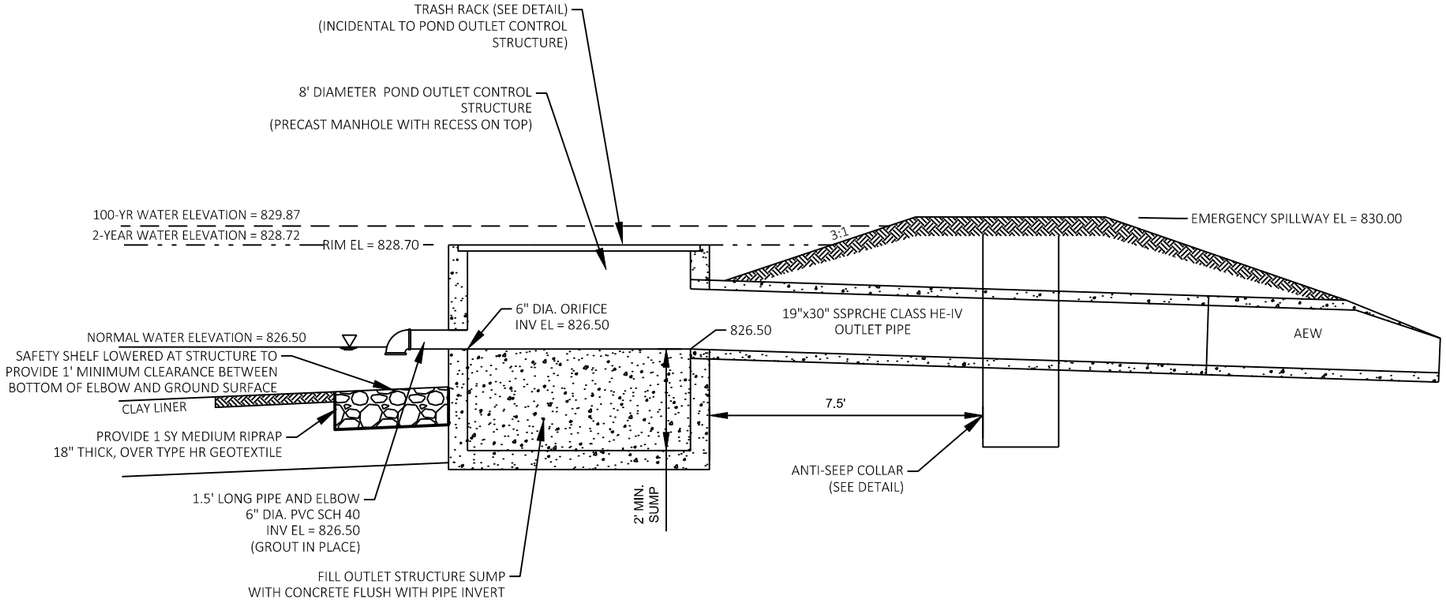


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'RB'	SHEET 165	E

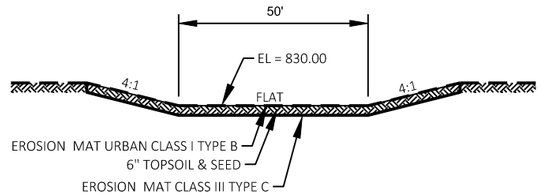
2



POND 'RB' SECTION A-A
N.T.S.



POND 'RB' SECTION B-B
P1 - 8' DIAMETER POND OUTLET CONTROL STRUCTURE
N.T.S.



WET POND SECTION C-C
EMERGENCY SPILLWAY
N.T.S.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'RB'	SHEET 166	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022901-SW.DWG
LAYOUT NAME - 022901-sw-2A
PLOT DATE : 7/29/2020 6:39 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

STA 272+81, 91.2' LT
7' DIA POND OUTLET CONTROL STRUCTURE

P2 OUT

NORMAL WATER EL = 836.00

POND 'LL' C/L

SLOPE INTERCEPT

POND 'LL'

EMERGENCY SPILLWAY
EL = 841.15

34"x53"

29"x45"

PROPOSED R/W

EXISTING R/W

TLE

PLE

CALHOUN ROAD

VANDERBILT STR

BORING R-10

BORING R-11

RIM=839.95

RIM=841.66

TRANS PAD

LANDSCAPED AREA

ASPH

CONC

WALL

SIGN

BLDG

71+00

271+00

272+00

273+00

274+00

275+00

276+00

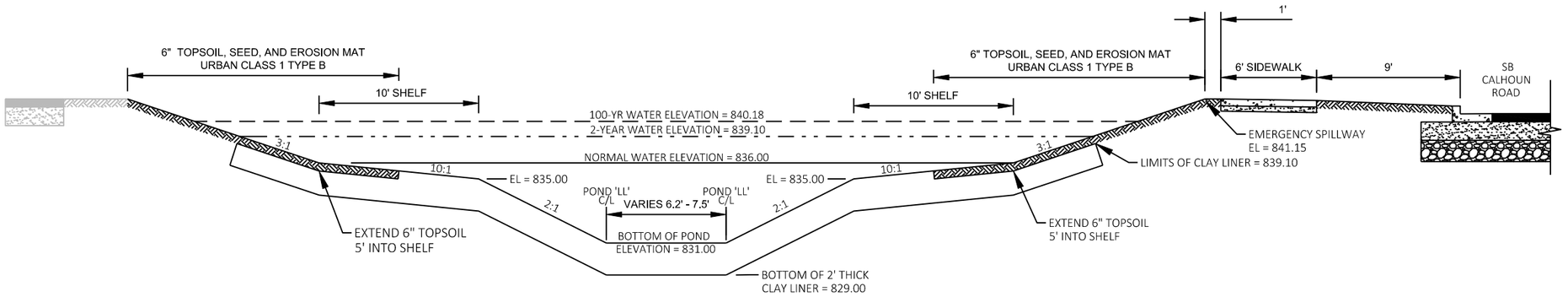
SHEET 3 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'LL'	SHEET 167	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022901-SW.DWG
LAYOUT NAME - 022901-sw-3

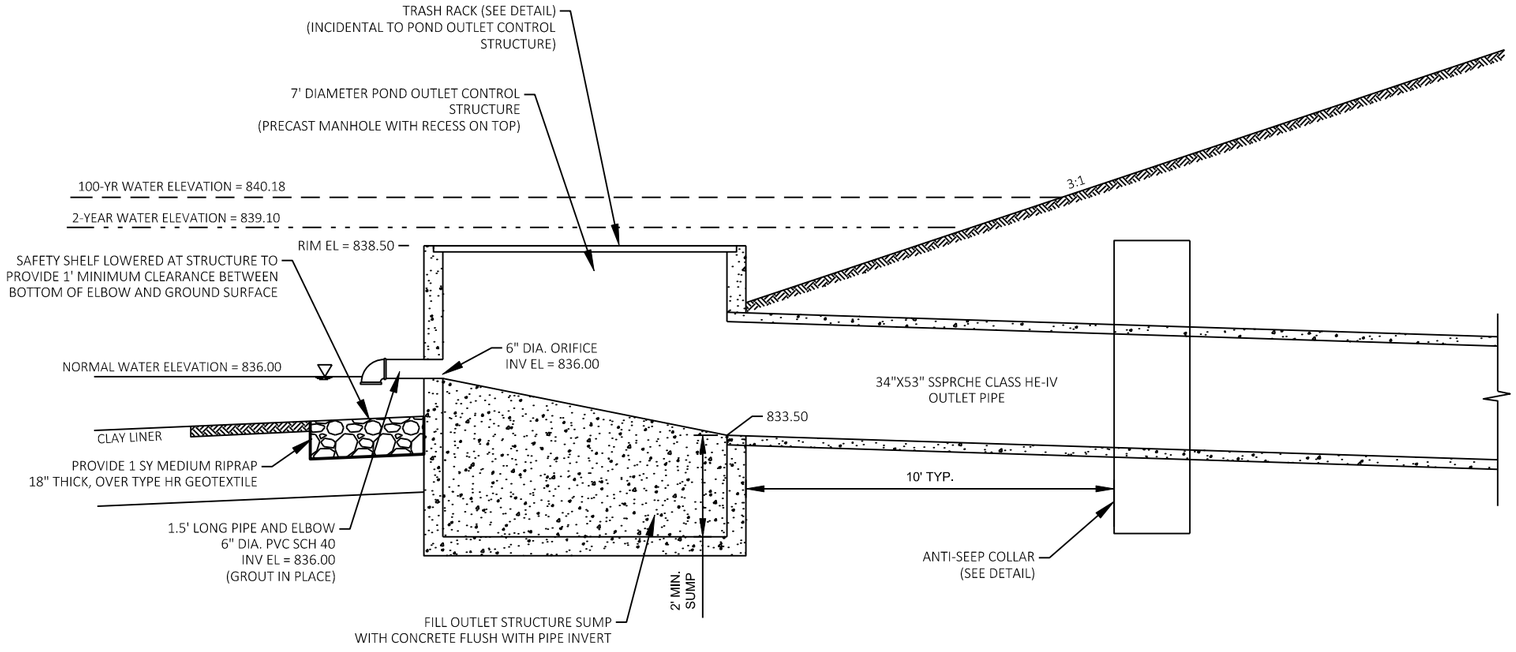
PLOT DATE : 7/29/2020 6:40 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



POND 'LL' SECTION A-A

N.T.S.



POND 'LL' SECTION B-B

P2 - 7' DIAMETER POND OUTLET CONTROL STRUCTURE

N.T.S.

2

POND 'FV' C/L

TOP OF BERM
EL = 888.00

A

PLE

SLOPE INTERCEPT

POND 'FV'

NORMAL WATER EL = 883.00

STA 295+81, 89.8' LT
7' DIA POND OUTLET CONTROL STRUCTURE
P3 OUT

STA 293+90, 75.2' LT
APRON ENDWALLS FOR CPRC 48-INCH
P3 AEW

EMERGENCY SPILLWAY
EL = 887.00

TLE

PLE

C

B

PROPOSED R/W

CALHOUN ROAD

GOETZ DRIVE

BP: 95+00.00

PC: 95+80.00

BORING R-15

BORING R-2

BORING R-16

LANDSCAPED AREA

WALL

CONC

ASPH

BLDG

CABC

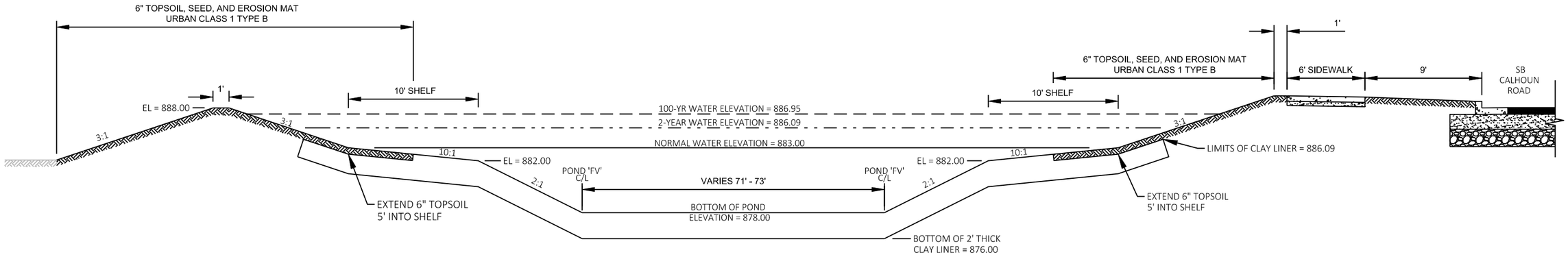
N

SHEET 5 OF 7

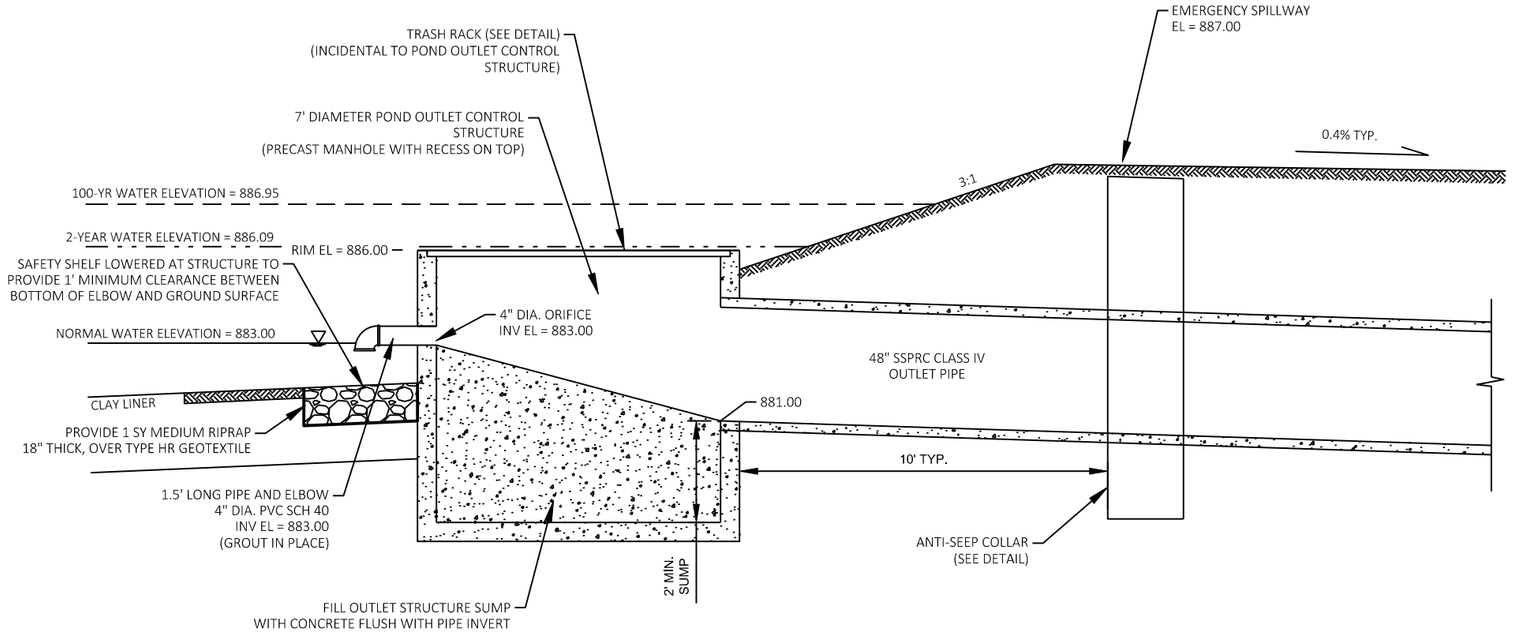
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'FV'	SHEET 169	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022901-SW.DWG
LAYOUT NAME - 022901-sw-4

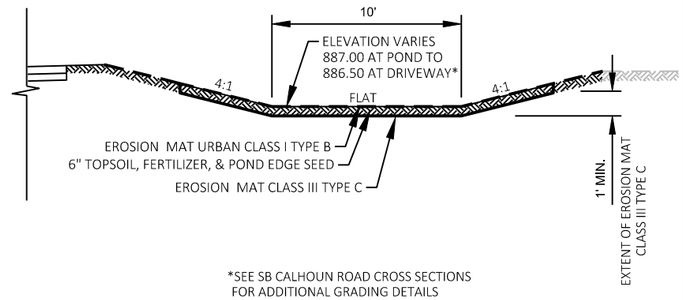
PLOT DATE : 7/29/2020 6:41 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT



POND 'FV' SECTION A-A
N.T.S.



POND 'FV' SECTION B-B
P3 - 7' DIAMETER POND OUTLET CONTROL STRUCTURE
N.T.S.

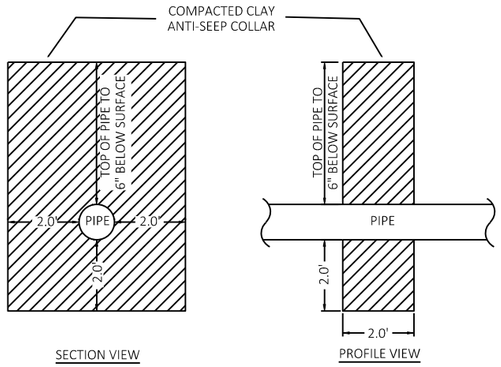


*SEE SB CALHOUN ROAD CROSS SECTIONS FOR ADDITIONAL GRADING DETAILS

WET POND SECTION C-C
EMERGENCY SPILLWAY
N.T.S.

SHEET 6 OF 7

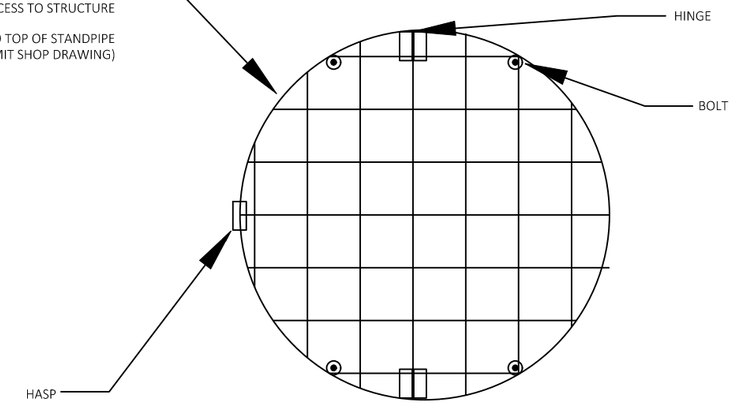
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'FV'	SHEET 170	E



ANTI-SEEP COLLAR DETAIL
NTS

CONSTRUCT HINGED/LOCKABLE GALVANIZED STEEL TRASH RACK WITH #4 BARS @ 6" O.C. TO ALLOW ACCESS TO STRUCTURE

SIZE TO FIT AND BOLT ON TO TOP OF STANDPIPE (SUBMIT SHOP DRAWING)



TRASH RACK DETAIL

SHEET 7 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	STORMWATER PONDS - POND 'FV'	SHEET 171	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\022901-SW.DWG
LAYOUT NAME - 022901-sw-Details
PLOT DATE : 7/29/2020 6:41 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

2365
TRUMP

2385
STEGGEMAN INVESTMENTS, LLC

N

214+00'SB' 215+00'SB' 216+00'SB' 217+00'SB' 218+00'SB' 219+00'SB' 220+0

CALHOUN ROAD

214+00'NB' 215+00'NB' 216+00'NB' 217+00'NB' 218+00'NB' 219+00'NB' 220+0

CALHOUN SB C/L

CALHOUN NB C/L

MATCHLINE STA 220+00.00

INSULATE SERVICE

2400
THOMPSON

2380
WEGNER

SHEET 1 OF 20

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 172	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 1

PLOT DATE : 7/29/2020 6:43 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2415
HAROLD

2435
WANG/LI

17235
RAMACHANDRAN

N

MORNINGVIEW COURT

MORNINGVIEW CT C/L

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

INSULATE SERVICE

MATCHLINE STA 220+00.00

MATCHLINE STA 225+75.00

221+00'SB'

222+00'SB'

223+00'SB'

224+00'SB'

225+00'SB'

221+00'NB'

222+00'NB'

223+00'NB'

224+00'NB'

225+00'NB'

PROPOSED R/W

BIRDHOUSE

2420
CUMMINGS

2460
SCHELLINGER/KALATA

2530
BPN PROPERTIES LLC

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 2 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 173	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 2

PLOT DATE : 9/22/2020 8:23 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

17230
PRUDLOW

2535
TOLDT

2555
SCHLEIF

PETERSON

N

BLDG

BLDG

CONC

BASKETBALL HOOP

LANDSCAPED AREA

RETAINING WALL

CONC

LANDSCAPED AREA

TLE

PLE

PLE

PLE

PROPOSED R/W

STONE WALL

STONE WALL

CALHOUN SB C/L

CALHOUN ROAD

MATCHLINE STA 225+75.00

226+00'SB'

227+00'SB'

228+00'SB'

229+00'SB'

230+00'SB'

231+00'SB'

MATCHLINE STA 231+50.00

226+00'NB'

227+00'NB'

228+00'NB'

229+00'NB'

230+00'NB'

231+00'NB'

CALHOUN NB C/L

PROPOSED R/W

PLE

PLE

TLE

RIPRAP

2530
BPN PROPERTIES LLC

2570
WEGNER

STONE WALL

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WM0C	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 3 OF 20

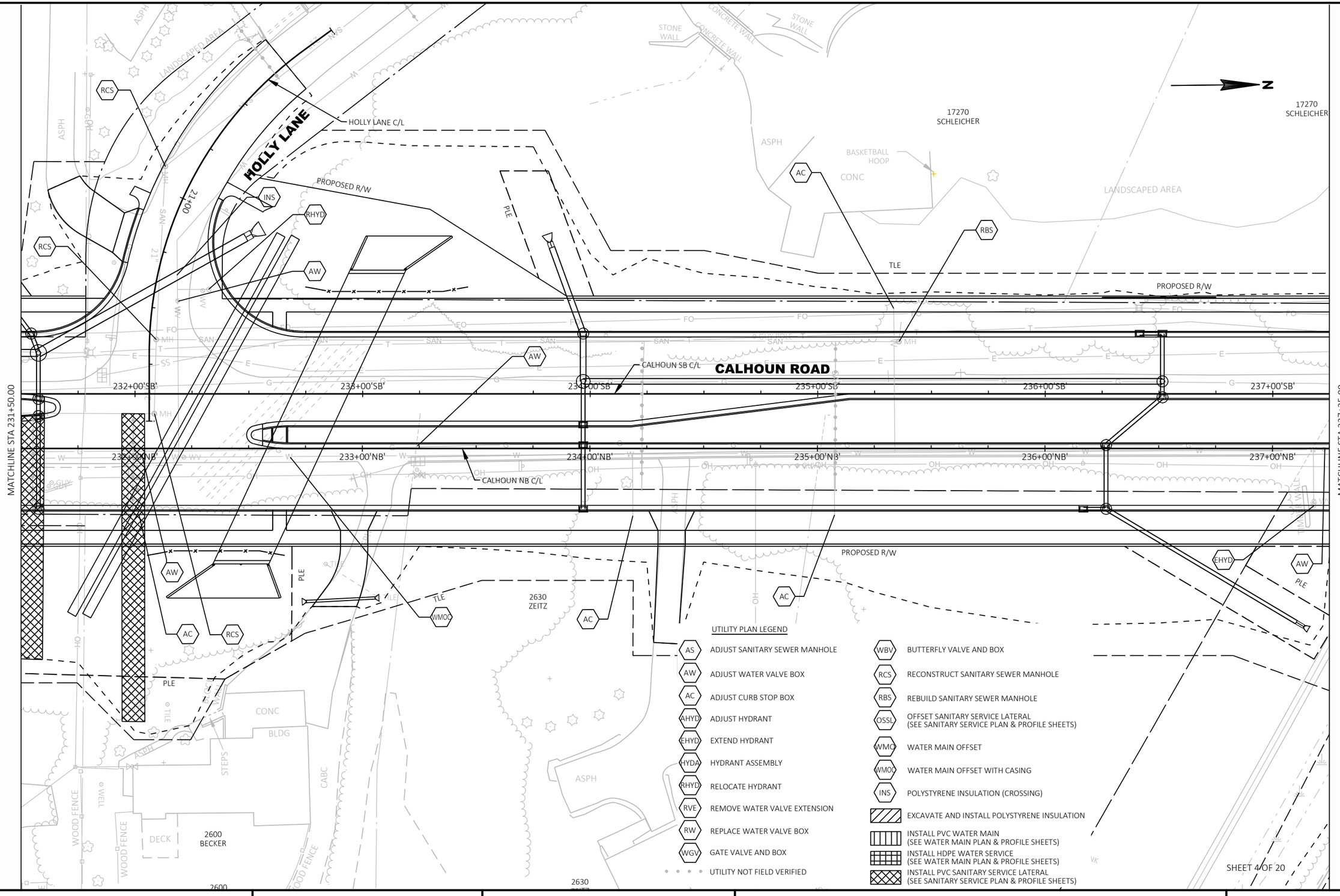
PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 174	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 3

PLOT DATE : 9/22/2020 8:23 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOO	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 4 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 175	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 4
PLOT DATE : 7/29/2020 6:45 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

CANADIAN PACIFIC RAILROAD

2735
THE TREIBER GROUP LLC

WINDOW WELL

LANDSCAPED AREA

BLDG

CONC

WALL

ASPH

TLE

PLE

CALHOUN ROAD

2775
BROOKFIELD CATV, INC

AC

PROPOSED R/W

CONVM VAULT

CABC

TRANS PAD

SPLIT RAIL FENCE

CALHOUN SB C/L

238+00'SB'

239+00'SB'

240+00'SB'

241+00'SB'

242+00'SB'

243+

238+00'NB'

239+00'NB'

240+00'NB'

241+00'NB'

242+00'NB'

243+0

CALHOUN NB C/L

MATCHLINE STA 237+25.00

MATCHLINE STA 243+00.00

PHEASANT DRIVE

PHEASANT DR C/L

17150
TESCH COURT INVESTMENT GROUP LLC

MATCHLINE STA 31+50

AW

RVE

AHYD

INS

RW

LANDSCAPED AREA

2800
CTR PARTNERSHIP LP

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 5 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 176	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 5

PLOT DATE : 7/29/2020 6:45 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2775
BROOKFIELD CATV, INC

17285
WILLOW BROOK COURT LLC

N

AC

ASPH

TRANS PAD

WALL

SS

TLE

CALHOUN ROAD

CALHOUN SB C/L

MATCHLINE STA 243+00.00

244+00'SB' 245+00'SB' 246+00'SB' 247+00'SB' 248+00'SB'

244+00'NB' 245+00'NB' 246+00'NB' 247+00'NB' 248+00'NB'

MATCHLINE STA 248+75.00

AW

CALHOUN NB C/L

COMM. VAULT

EMP

SIGN

EXISTING R/W

LANDSCAPED AREA

RHYD

BLDG

2800
CTR PARTNERSHIP LP

2810
CENTER ICE LLC

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

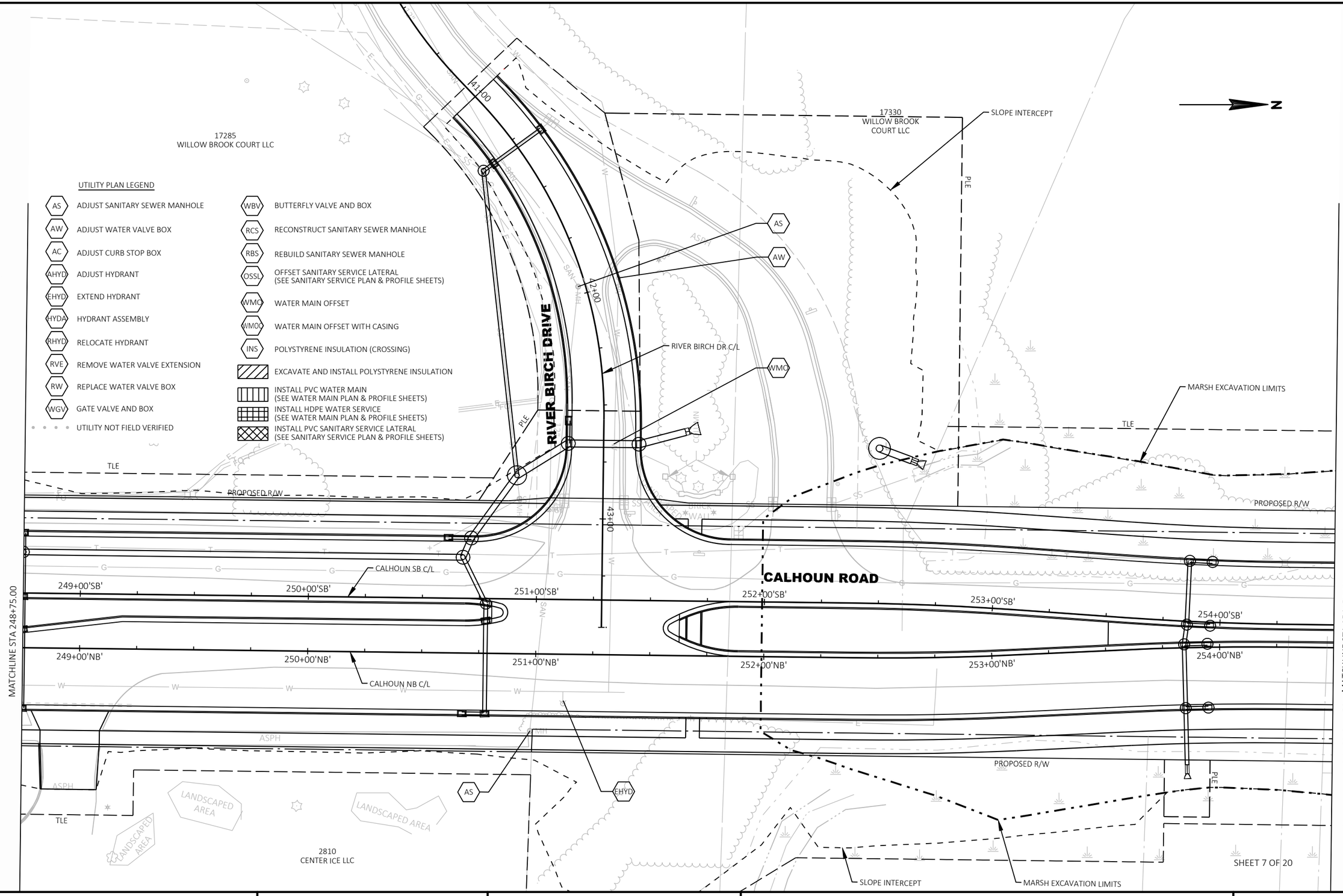
SHEET 6 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 177	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 6

PLOT DATE : 7/29/2020 6:46 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WM00	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 7 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 178	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 7

PLOT DATE : 7/29/2020 6:46 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

NO UTILITY WORK THIS SHEET

N

SLOPE INTERCEPT

TLE

PLE

MARSH EXCAVATION LIMITS

PROPOSED R/W

PLE

MATCHLINE STA 254+50.00

MATCHLINE STA 260+25.00

CALHOUN SB C/L

CALHOUN ROAD

255+00'SB' 256+00'SB' 257+00'SB' 258+00'SB' 259+00'SB' 260+00'SB'

255+00'NB' 256+00'NB' 257+00'NB' 258+00'NB' 259+00'NB' 260+00'NB'

CALHOUN NB C/L

PLE

PLE

TLE

SLOPE INTERCEPT

MARSH EXCAVATION LIMITS

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 8 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 179	E

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

NOTE:
INSTALLATION OF PVC WATERMAIN FROM BURLEIGH RD STA 51+75 TO CALHOUN RD STA 267+50 SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY ENGINEER BASED ON THE ACTUAL MARSH EXCAVATION LIMITS AND FIELD CONDITIONS.

N

BURLEIGH ROAD

BURLEIGH RD C/L

BURLEIGH RD STA 51+75 (WM STA 19+32 FROM PLAN & PROFILE SHEET)

51+00

52+00

AC

AS

AW

RBS

INS

AW

RHYD

INS

CONC

TLE

LANDSCAPED AREA

PLE

ASPH

MARSH EXCAVATION LIMITS

SLOPE INTERCEPT

TLE

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

261+00'SB'

262+00'SB'

263+00'SB'

264+00'SB'

265+00'SB'

266+00'SB'

261+00'NB'

262+00'NB'

263+00'NB'

264+00'NB'

265+00'NB'

266+00'NB'

MATCHLINE STA 260+25.00

MATCHLINE STA 266+25.00

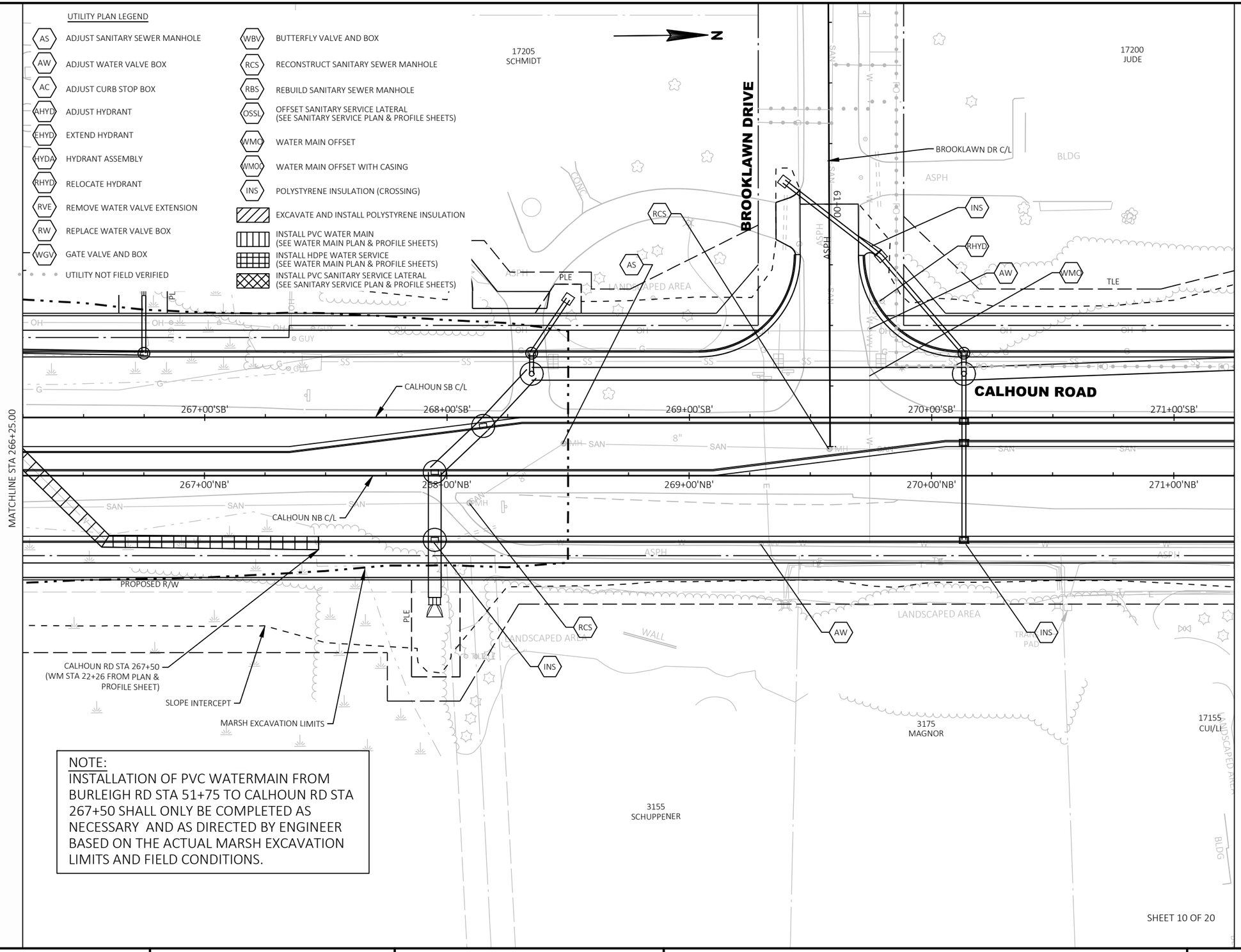
RCS

PLE

SHEET 9 OF 20

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)



NOTE:
INSTALLATION OF PVC WATERMAIN FROM BURLEIGH RD STA 51+75 TO CALHOUN RD STA 267+50 SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY ENGINEER BASED ON THE ACTUAL MARSH EXCAVATION LIMITS AND FIELD CONDITIONS.

SHEET 10 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 181	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 10
PLOT DATE : 7/29/2020 6:48 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 271+25.00

MATCHLINE STA 277+00.00

CALHOUN ROAD

272+00'SB' 273+00'SB' 274+00'SB' 275+00'SB' 276+00'SB'

272+00'NB' 273+00'NB' 274+00'NB' 275+00'NB' 276+00'NB'

CALHOUN SB C/L

CALHOUN NB C/L

VANDERBILT STREET

VANDERBILT STREET C/L

71+00

PROPOSED R/W

TLE

PLE

WALL

ASPH

LANDSCAPED AREA

TRANS PAD

BLDG

CONC

3255 KRISHNAN

17160 AREF

RCS

INS

AW

RW

RHYD

EHYD

UTILITY PLAN LEGEND

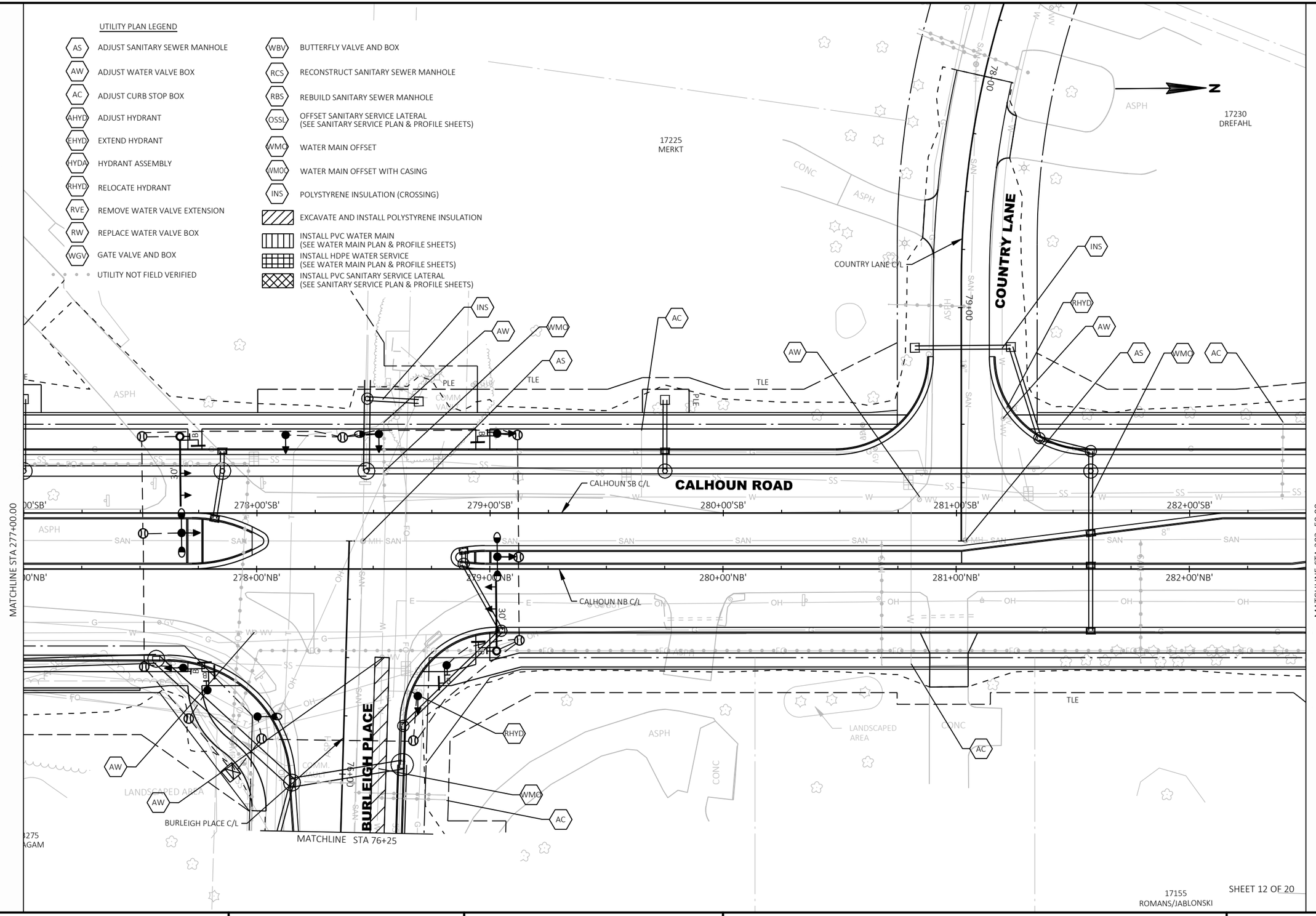
AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WM00	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 11 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 182	E

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMO — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)



SHEET 12 OF 20

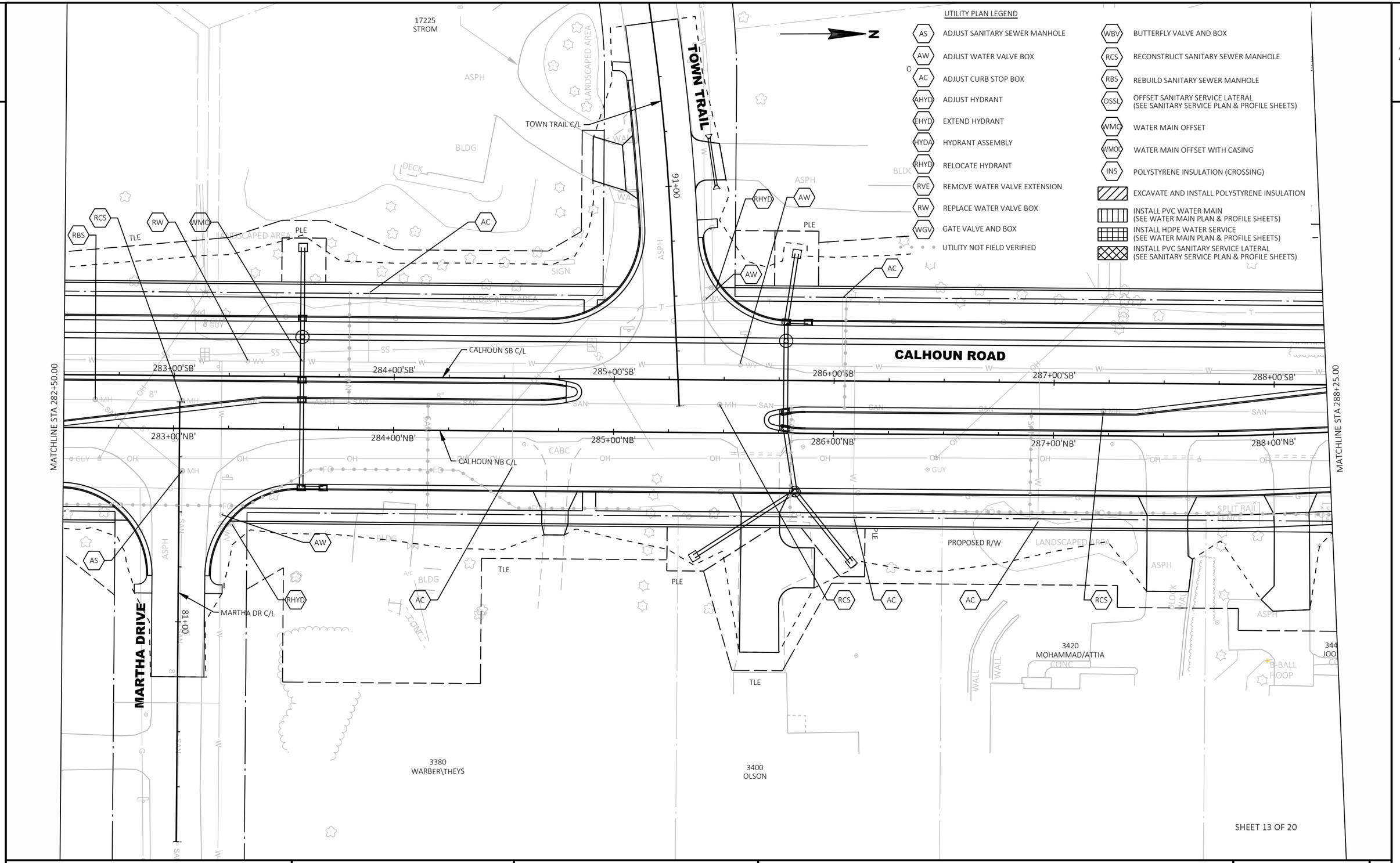
PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 183 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2020 6:49 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 184	E

2

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

289+00'SB' 290+00'SB' 291+00'SB' 292+00'SB' 293+00'SB'

289+00'NB' 290+00'NB' 291+00'NB' 292+00'NB' 293+00'NB'

MATCHLINE STA 288+25.00

MATCHLINE STA 293+75.00

17225 ROHR

3460 RETTINGER

3480 MAGLIO

3510 PROTASIEWICZ/ DOMANSKI

3520 FARNIA

SHEET 14 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 185	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 14

PLOT DATE : 7/29/2020 6:50 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

13780
SCHOOL DISTRICT OF ELMBROOK

3625
SIKH RELIGIOUS SOCIETY OF WI

N

MATCHLINE STA 293+75.00

MATCHLINE STA 299+25.00

CALHOUN ROAD

GOETZ DRIVE

CALHOUN SB C/L

CALHOUN NB C/L

GOETZ DR C/L

PROPOSED R/W

294+00'SB' 295+00'SB' 296+00'SB' 297+00'SB' 298+00'SB' 299+00'SB'

294+00'NB' 295+00'NB' 296+00'NB' 297+00'NB' 298+00'NB' 299+00'NB'

96+00

TLE PLE ASPH CONC WALL BLDG WELL TIMBER LANDSCAPED AREA WINDOW WELL

WMO AW RHYD AC RCS WGV WSO AS

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

3640
LINK

SHEET 15 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 186	E

2

3675
SIKH RELIGIOUS
SOCIETY OF WI

3675
SIKH RELIGIOUS
SOCIETY OF WI

3725
SIKH RELIGIOUS SOCIETY OF WI

N

(SEE WATER MAIN PLAN & PROFILE SHEETS) RVE RW

(INSULATE BETWEEN BOTTOM OF RELOCATED HYDRANT LEAD AND TOP OF STORM SEWER) INS

RW

WMO

TLE

HYDA

WBV

WMO

AC

BLDG

CONC

WMO

EHYD

ASPH

TLE

PROPOSED R/W

SIGN

ASPH

LANDSCAPED AREA

LANDSCAPED AREA

CALHOUN ROAD

CALHOUN SB C/L

300+00'SB'

301+00'SB'

302+00'SB'

303+00'SB'

304+00'SB'

MATCHLINE STA 299+25.00

MH SAN SAN SAN SAN SAN SAN MH SAN SAN SAN SAN

300+00'NB'

301+00'NB'

302+00'NB'

303+00'NB'

304+00'NB'

CALHOUN NB C/L

OH OH OH OH OH OH OH OH OH OH

GUY GUY

G G G G G G G G G G G G G G G G G G G G

MH

STONE WALL

ENDANGERED TREE

CONC

ASPH

AS

AC

LANDSCAPED AREA

ASPH

AS

AC

CONC

AC

PLE

MATCHLINE STA 304+75.00

UTILITY PLAN LEGEND

AS	ADJUST SANITARY SEWER MANHOLE
AW	ADJUST WATER VALVE BOX
AC	ADJUST CURB STOP BOX
AHYD	ADJUST HYDRANT
EHYD	EXTEND HYDRANT
HYDA	HYDRANT ASSEMBLY
RHYD	RELOCATE HYDRANT
RVE	REMOVE WATER VALVE EXTENSION
RW	REPLACE WATER VALVE BOX
WGV	GATE VALVE AND BOX
	UTILITY NOT FIELD VERIFIED
WBV	BUTTERFLY VALVE AND BOX
RCS	RECONSTRUCT SANITARY SEWER MANHOLE
RBS	REBUILD SANITARY SEWER MANHOLE
OSSL	OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
WMO	WATER MAIN OFFSET
WMOC	WATER MAIN OFFSET WITH CASING
INS	POLYSTYRENE INSULATION (CROSSING)
	EXCAVATE AND INSTALL POLYSTYRENE INSULATION
	INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
	INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

3660
LITSHEIM

3700
KNOCH

3720
VAN SLIEDRECHT

3740
BURSEK

SHEET 16 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 187	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 16
PLOT DATE : 7/29/2020 6:51 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
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- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
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- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

N

17235 LAWRENCE

17230 MCANDREW

ST JAMES ROAD

ST JAMES RD C/L

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

MATCHLINE STA 304+75.00

MATCHLINE STA 310+25.00

305+00'SB' 306+00'SB' 307+00'SB' 308+00'SB' 309+00'SB' 310+00'SB'

305+00'NB' 306+00'NB' 307+00'NB' 308+00'NB' 309+00'NB' 310+00'NB'

101+00

3760 SCHROT/ HAUBOLDT

3780 HOFMAN

3800 HEBEL

3820 GUARISCO

SHEET 17 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 188	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 17

PLOT DATE : 7/29/2020 6:51 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
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- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

N

AW EHYD AW RW

TLE

EXISTING R/W

CALHOUN SB C/L

CALHOUN ROAD

311+00'SB' 312+00'SB' 313+00'SB' 314+00'SB'

311+00'NB' 312+00'NB' 313+00'NB' 314+00'NB'

MATCHLINE STA 310+25.00

CALHOUN NB C/L

PROPOSED R/W

AS

SUNNYCREST DR C/L

111+00

INS

AW

AC

SUNNYCREST DRIVE

EXISTING R/W

LANDSCAPED AREA

3920
RAWSON

17165
TOMTER

3840
GEBHARDT

ASPH

CONC

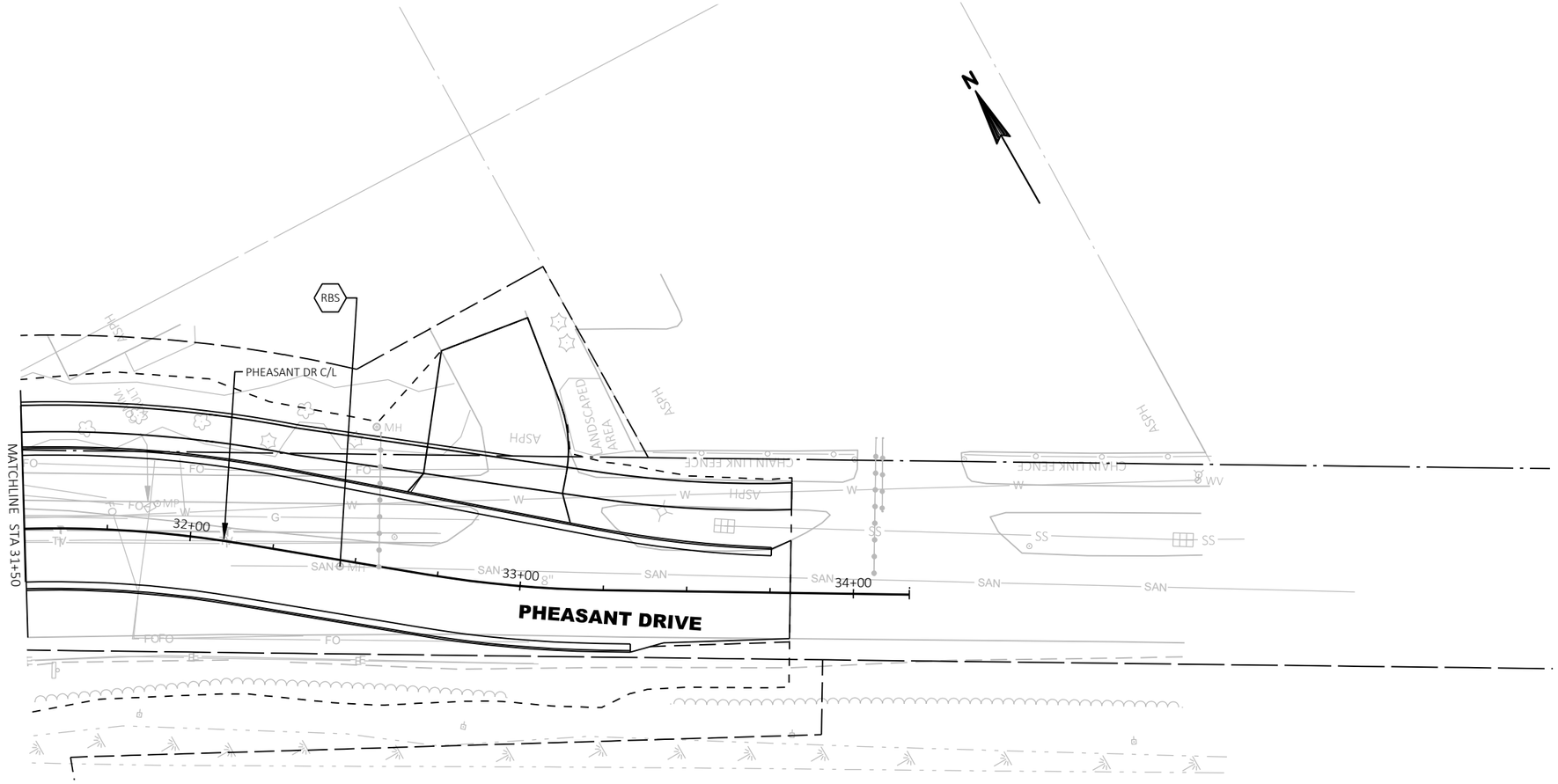
SHEET 18 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 189	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - 18

PLOT DATE : 7/29/2020 6:52 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



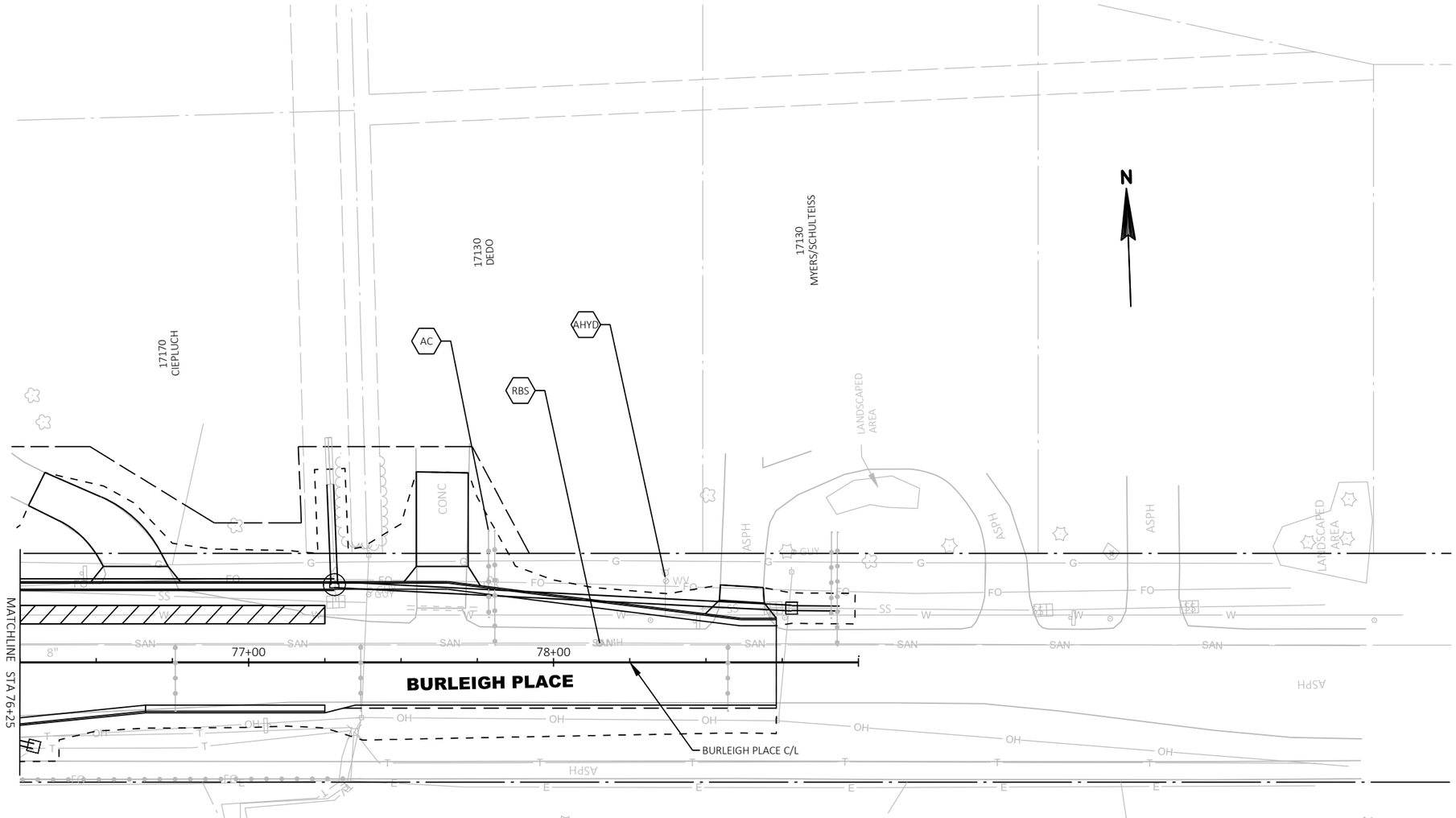
UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
- HYDA — HYDRANT ASSEMBLY
- RHYD — RELOCATE HYDRANT
- RVE — REMOVE WATER VALVE EXTENSION
- RW — REPLACE WATER VALVE BOX
- WGV — GATE VALVE AND BOX
- UTILITY NOT FIELD VERIFIED
- WBV — BUTTERFLY VALVE AND BOX
- RCS — RECONSTRUCT SANITARY SEWER MANHOLE
- RBS — REBUILD SANITARY SEWER MANHOLE
- OSSL — OFFSET SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)
- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
- INS — POLYSTYRENE INSULATION (CROSSING)
- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 190	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023101-UP.DWG
LAYOUT NAME - Pheasant Dr
PLOT DATE : 7/29/2020 6:52 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

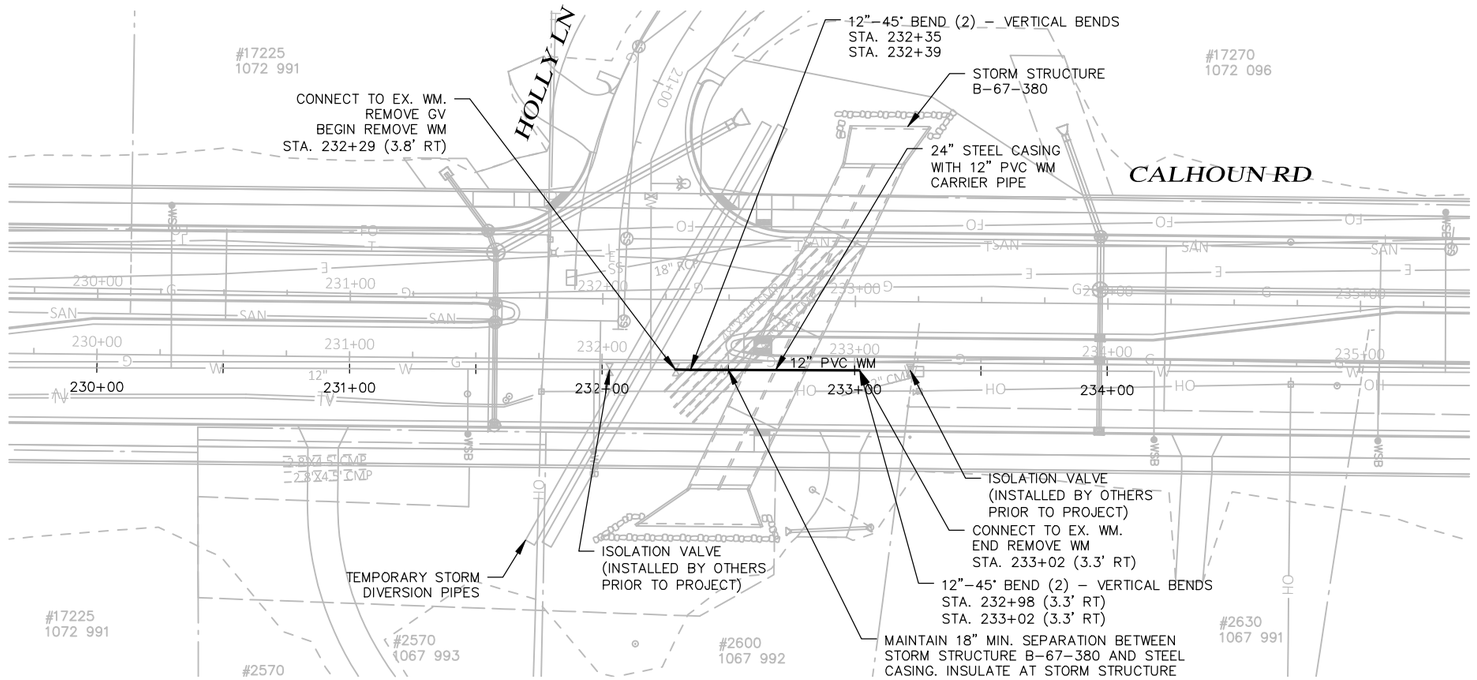


UTILITY PLAN LEGEND

- AS — ADJUST SANITARY SEWER MANHOLE
- AW — ADJUST WATER VALVE BOX
- AC — ADJUST CURB STOP BOX
- AHYD — ADJUST HYDRANT
- EHYD — EXTEND HYDRANT
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- WGV — GATE VALVE AND BOX
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- RBS — REBUILD SANITARY SEWER MANHOLE
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- WMO — WATER MAIN OFFSET
- WMOC — WATER MAIN OFFSET WITH CASING
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- EXCAVATE AND INSTALL POLYSTYRENE INSULATION
- INSTALL PVC WATER MAIN (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL HDPE WATER SERVICE (SEE WATER MAIN PLAN & PROFILE SHEETS)
- INSTALL PVC SANITARY SERVICE LATERAL (SEE SANITARY SERVICE PLAN & PROFILE SHEETS)

SHEET 20 OF 20

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY PLANS	SHEET 191	E



NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING WATER MAIN UNDER BOTH THE TEMPORARY STORM DIVERSION PIPES AND STRUCTURE B-67-380 BEFORE PERFORMING THE WORK.

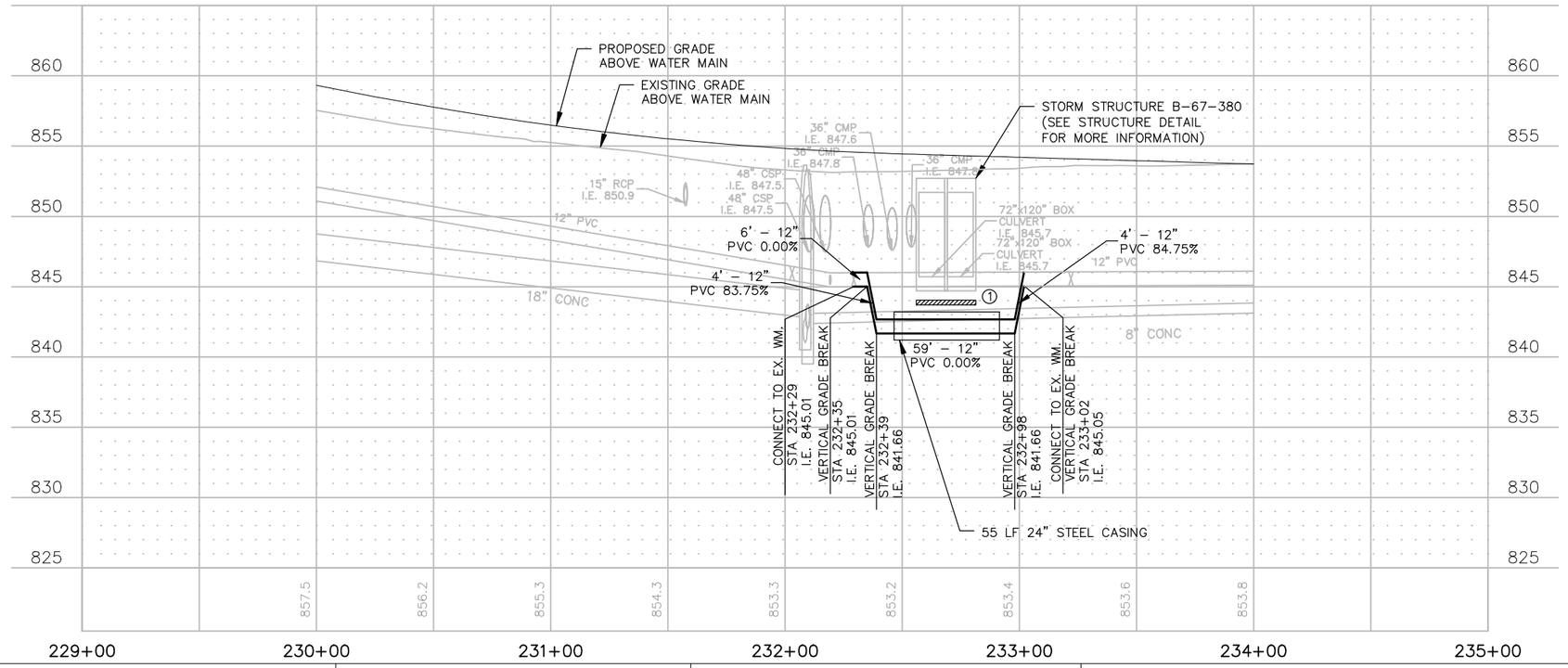
2. MAINTAIN 18" MIN. SEPARATION BETWEEN THE STORM STRUCTURE B-67-380 AND STEEL CASING. INSULATE AT STORM STRUCTURE CROSSING (SEE DETAIL).

3. FOR MORE STRUCTURE RELATED INFORMATION, SEE THE TEMPORARY WATER DIVERSION AND STRUCTURE B-67-380 DETAILS.

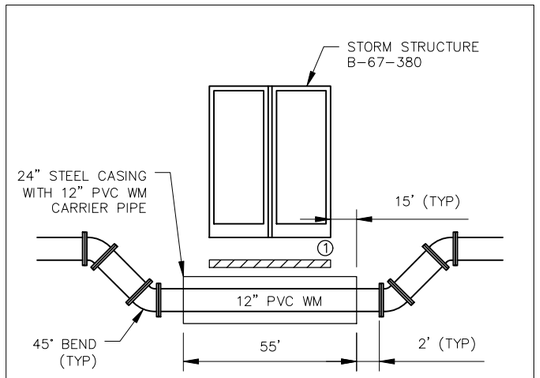
4. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM OF 24 HOURS BEFORE ANY DISRUPTION IN WATER SERVICE.

CALHOUN RD

0 60
Scale in feet



① MAINTAIN 18" MIN. SEPARATION BETWEEN STORM STRUCTURE B-67-380 AND STEEL CASING. INSULATE AT STORM STRUCTURE CROSSING (SEE DETAIL).



TYPICAL WATER MAIN LOWERING
(STRUCTURE B-67-380)

① MAINTAIN 18" MIN. SEPARATION BETWEEN STORM STRUCTURE B-67-380 AND STEEL CASING. INSULATE AT STORM STRUCTURE CROSSING.

J:\Projects\2021\Calhoun Road CTH M to STH 190\Submittals\2020-03-04 WM CONFLICTS.dwg Shari Libby July 28, 2020

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY RELOCATION PLANS	SHEET 192	E

FILE NAME : J:\PROJECTS\2021\CALHOUN ROAD CTH M TO STH 190\SUBMITTALS\2020-03-04 WM CONFLICTS.DWG PLOT DATE : 7/28/2020 8:31 AM PLOT BY : SHARI LIBBY PLOT NAME :

2

SEE LEFT

SEE RIGHT

#17280
1044 196

#17240
1044 195

NO ADDRESS
1069 210

NO ADDRESS
1047 142

CONNECT TO EX. WM.
16" BV & BOX
BEGIN REMOVE/ABANDON WM
STA. 19+32
SEE NOTES

ISOLATION VALVE

16"–45° BEND
STA. 20+00

16" PVC WM

16"x6" TEE
6" GV & BOX
10 LF 6" PVC
HYDRANT
HYD NOZZLE EL 828.64±
STA. 19+52

MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM CROSSING AND WATER MAIN. INSULATE AT STORM CROSSING.

BURLEIGH RD

CALHOUN RD

THE WATER MAIN REPLACEMENT WORK FROM STA. 19+32 TO 22+96 SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY THE ENGINEER BASED ON THE ACTUAL MARSH EXCAVATION LIMITS AND FILED CONDITIONS.

REMOVE HYDRANT
STA. 20+04

MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM CROSSING AND WATER MAIN. INSULATE AT STORM CROSSING.

16"–45° BEND
STA. 21+36

NOTE: ISOLATION VALVE LOCATED AT INTERSECTION OF CALHOUN RD AND BROOKLAWN DR.

CONNECT TO EX. WM.
END REMOVE/ABANDON WM
STA. 22+26
SEE NOTES

CALHOUN RD

N

0 60
Scale in feet

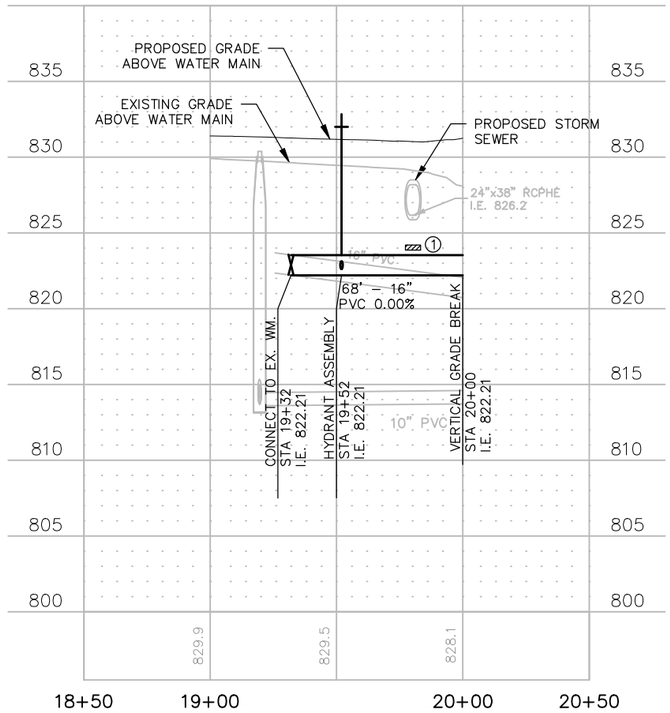
0 60
Scale in feet

NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING WATER MAIN. CONNECT TO EXISTING WATER MAIN FOLLOWING SUCCESSFUL PRESSURE TEST AND SAFE WATER SAMPLES.

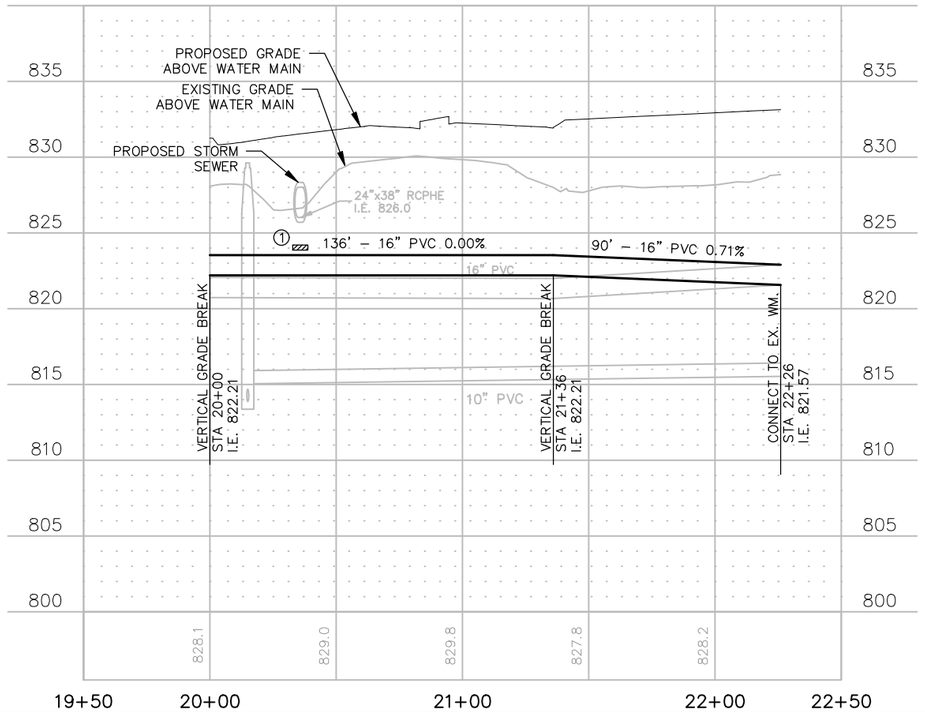
2. THIS WORK SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY THE ENGINEER BASED ON THE ACTUAL MARSH EXCAVATION LIMITS AND FIELD CONDITIONS.

3. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM OF 24 HOURS BEFORE ANY DISRUPTION IN WATER SERVICE.

① MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM SEWER CROSSING AND WATER MAIN. INSULATE AT STORM SEWER CROSSING.



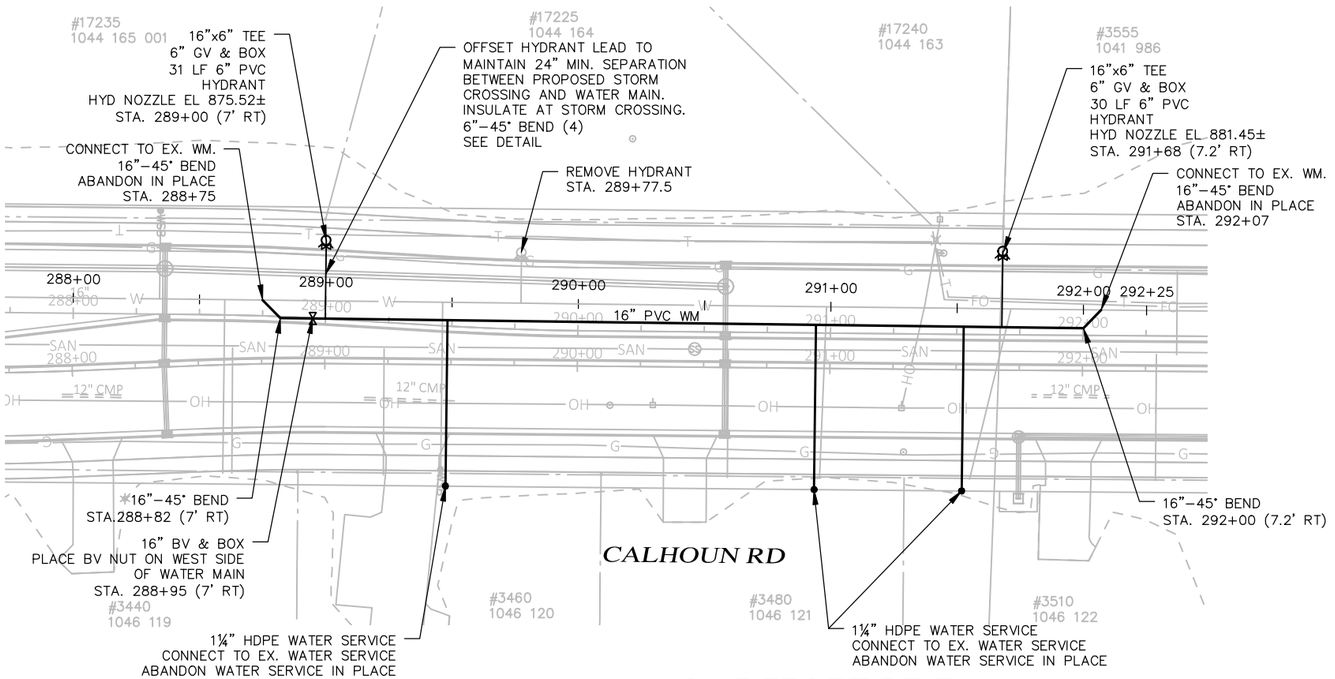
① MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM SEWER CROSSING AND WATER MAIN. INSULATE AT STORM SEWER CROSSING.



J:\Projects\2021\Calhoun Road CTH M to STH 190\Submittals\2020-03-04 WM CONFLICTS.dwg Shari Libby July 28, 2020

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY RELOCATION PLANS	SHEET 193	E

FILE NAME : J:\PROJECTS\2021\CALHOUN ROAD CTH M TO STH 190\SUBMITTALS\2020-03-04 WM CONFLICTS.DWG PLOT DATE : 7/28/2020 8:31 AM PLOT BY : SHARI LIBBY PLOT NAME :



CALHOUN RD

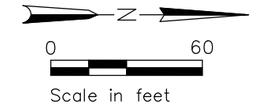
NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING WATER MAIN. CONNECT TO EXISTING WATER MAIN FOLLOWING SUCCESSFUL PRESSURE TEST AND SAFE WATER SAMPLES.

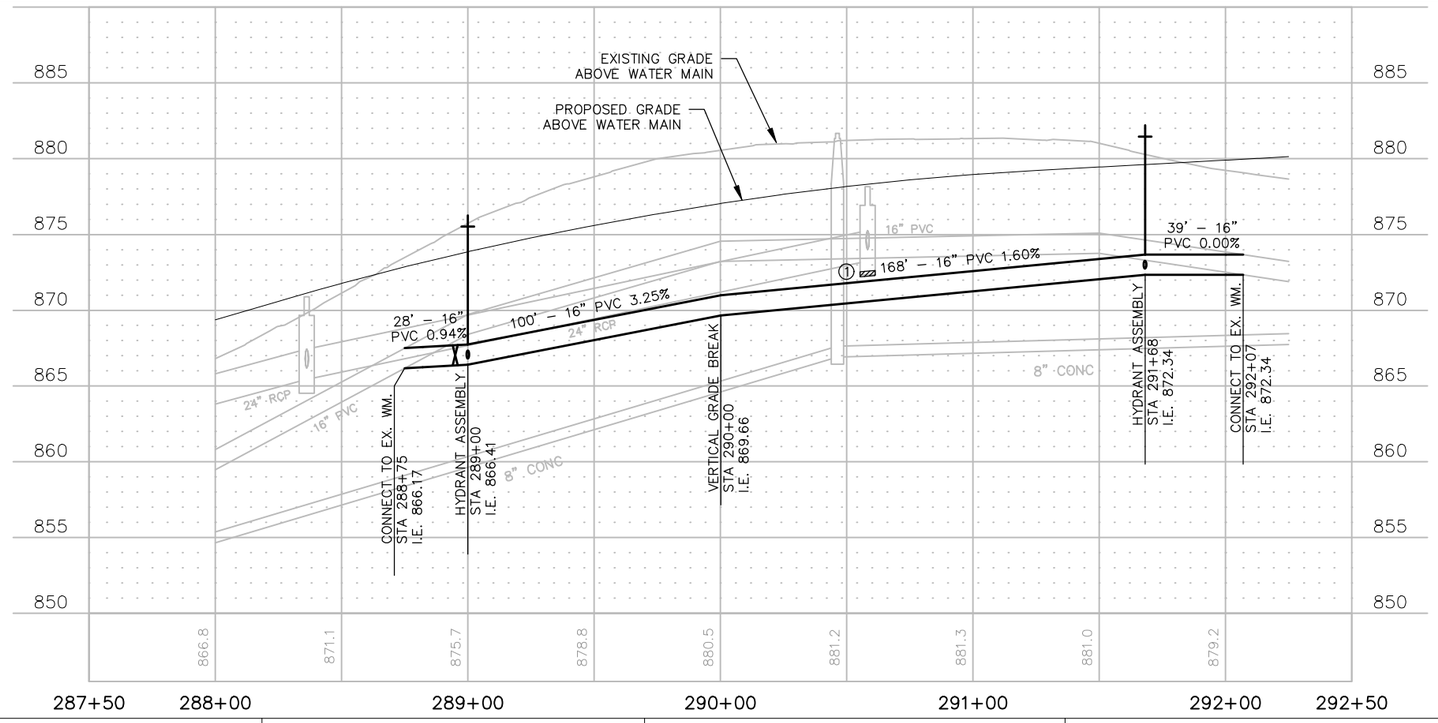
2. THIS WORK SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

3. PROPOSED WATER MAIN SHALL BE INSTALLED SUCH THAT THE EXISTING WATER MAIN REMAINS IN SERVICE THROUGHOUT THE PROJECT UNTIL ABANDONED.

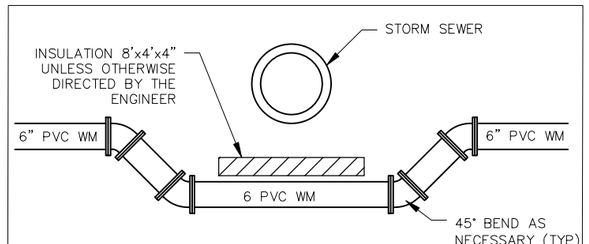
4. ALL EXISTING HYDRANTS SHALL BE PROTECTED AND SHALL REMAIN IN SERVICE UNLESS APPROVED BY THE ENGINEER, UNTIL THE EXISTING WATER MAIN IS ABANDONED.

5. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM 24 HOURS BEFORE ANY DISRUPTION IN WATER SERVICE.



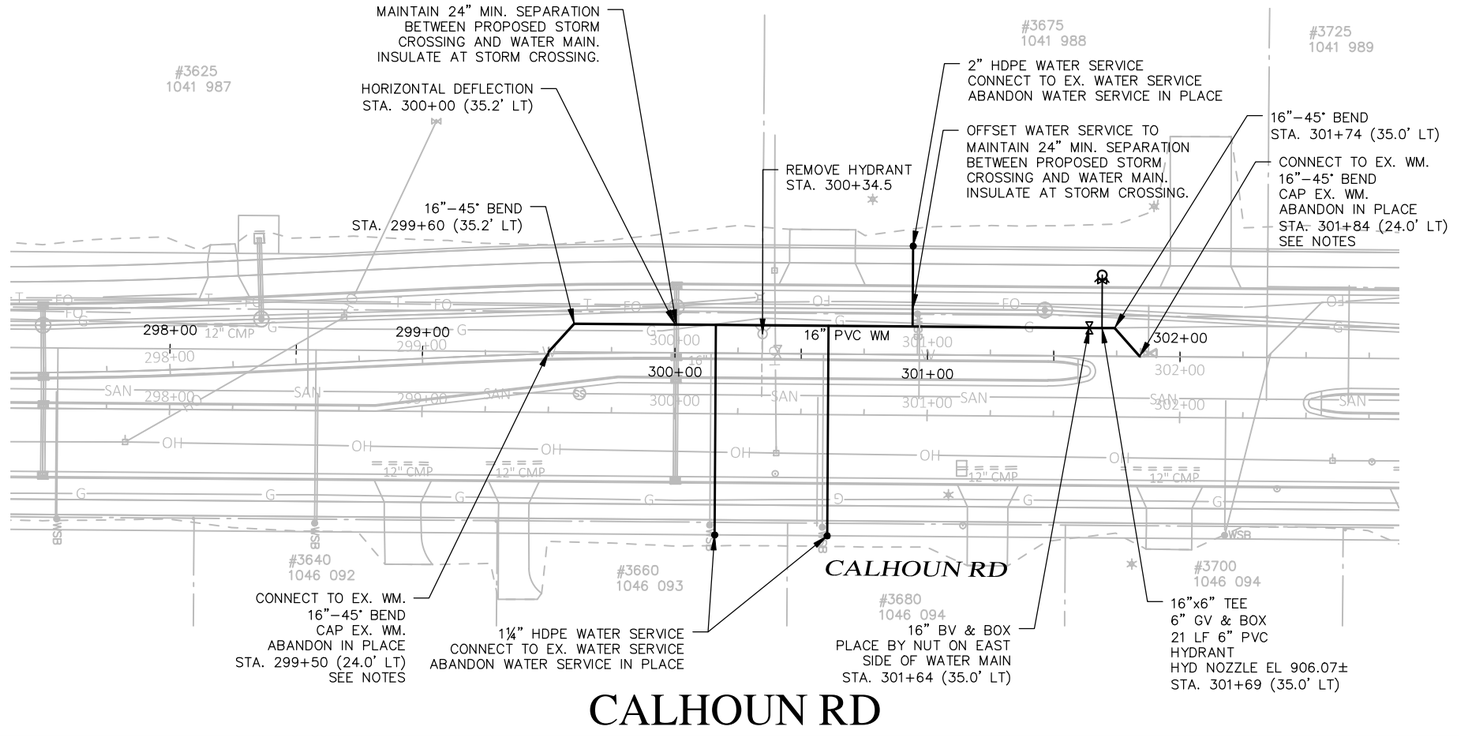


① MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM SEWER CROSSING AND WATER MAIN. INSULATE AT STORM SEWER CROSSING.



TYPICAL HYDRANT LEAD OFFSET

STA. 289+00
NOT TO SCALE



CALHOUN RD

NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING WATER MAIN. CONNECT TO EXISTING WATER MAIN FOLLOWING SUCCESSFUL PRESSURE TEST AND SAFE WATER SAMPLES.

2. THIS WORK SHALL ONLY BE COMPLETED AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

3. PROPOSED WATER MAIN SHALL BE INSTALLED SUCH THAT THE EXISTING WATER MAIN REMAIN IN SERVICE THROUGHOUT THE PROJECT UNTIL ABANDONED.

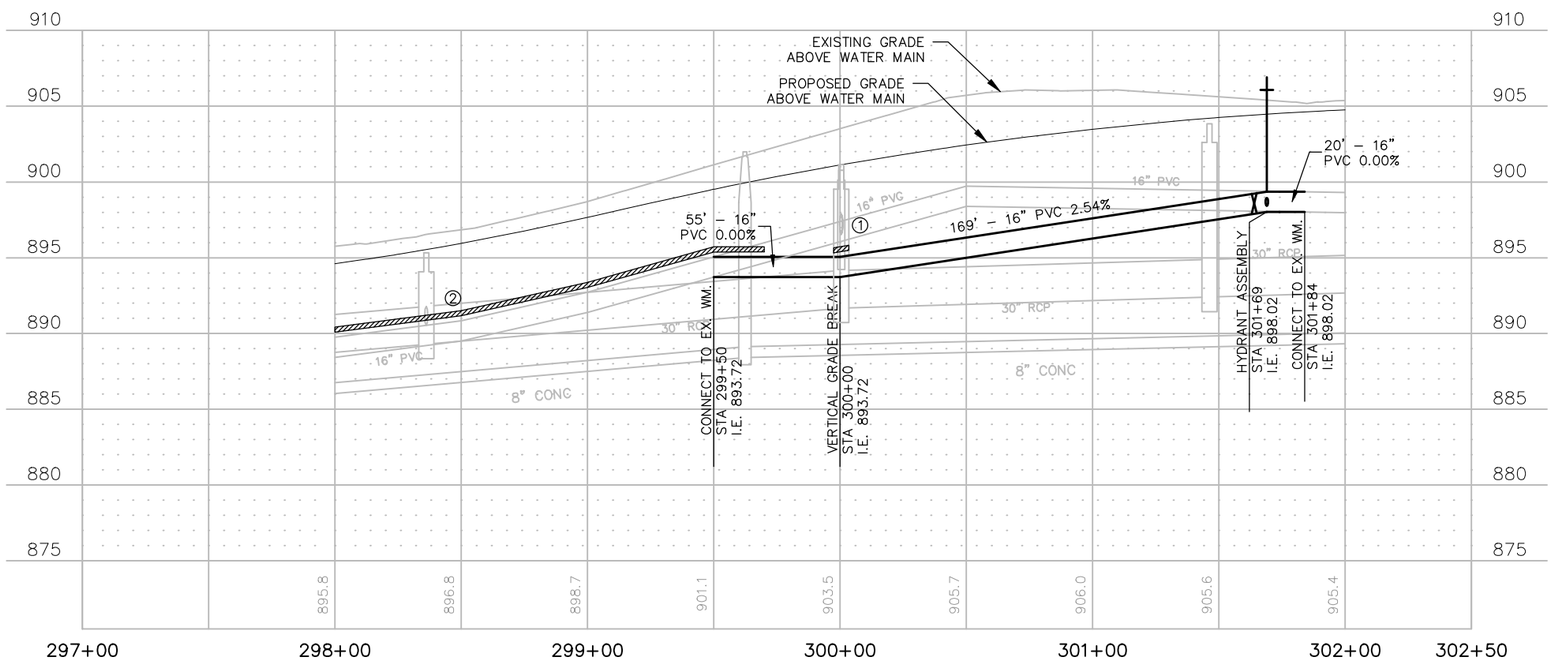
4. ALL EXISTING HYDRANTS SHALL BE PROTECTED AND SHALL REMAIN IN SERVICE UNLESS APPROVED BY THE ENGINEER, UNTIL THE EXISTING WATER MAIN IS ABANDONED.

5. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM 24 HOURS BEFORE ANY DISRUPTION IN WATER SERVICE

N

0 60

Scale in feet



① MAINTAIN 24" MIN. SEPARATION BETWEEN PROPOSED STORM SEWER CROSSING AND WATER MAIN. INSULATE AT STORM SEWER CROSSING.

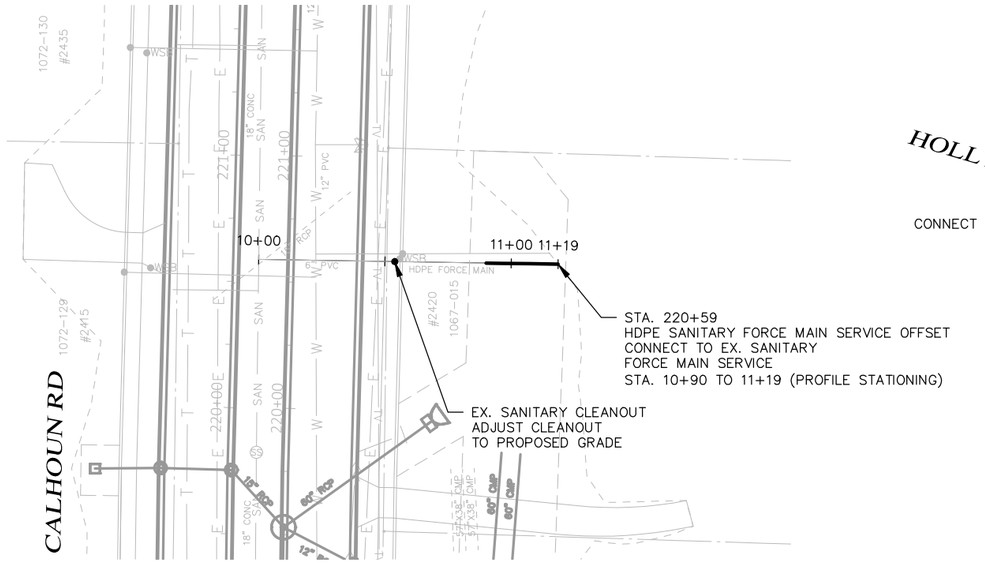
② INSULATE ABOVE WATER MAIN. SEE DETAIL.

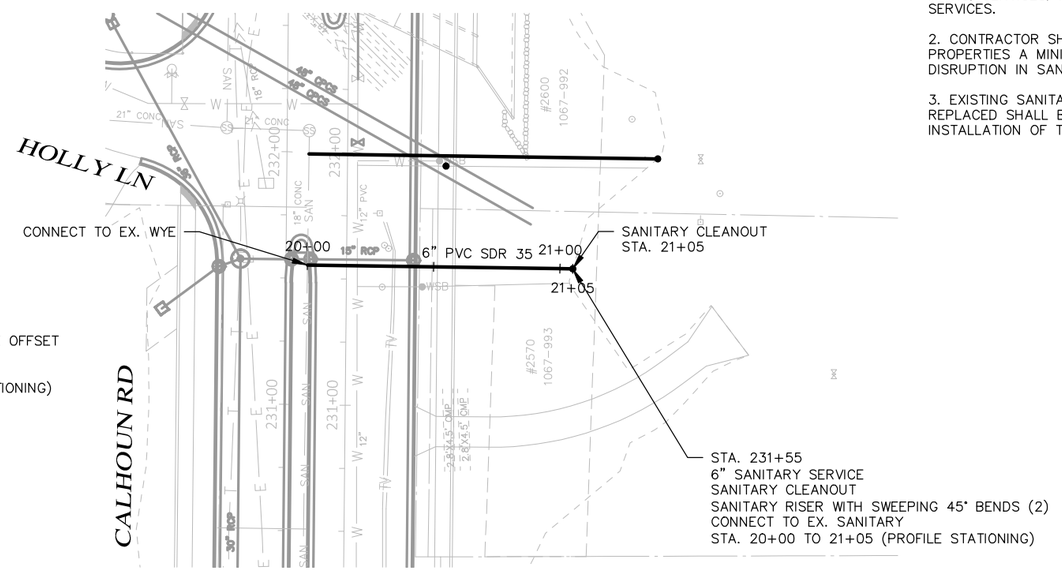
J:\Projects\2021\Calhoun Road CTH M to STH 190\Submittals\2020-03-04 WM CONFLICTS.dwg Shari Libby July 28, 2020

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	UTILITY RELOCATION PLANS	SHEET 195	E

FILE NAME : J:\PROJECTS\2021\CALHOUN ROAD CTH M TO STH 190\SUBMITTALS\2020-03-04 WM CONFLICTS.DWG PLOT DATE : 7/28/2020 8:32 AM PLOT BY : SHARI LIBBY PLOT NAME :

WISDOT/CADDS SHEET 42

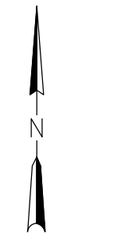




NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING SANITARY AND WATER MAINS, SERVICES, AND SANITARY FORCE MAIN SERVICES.

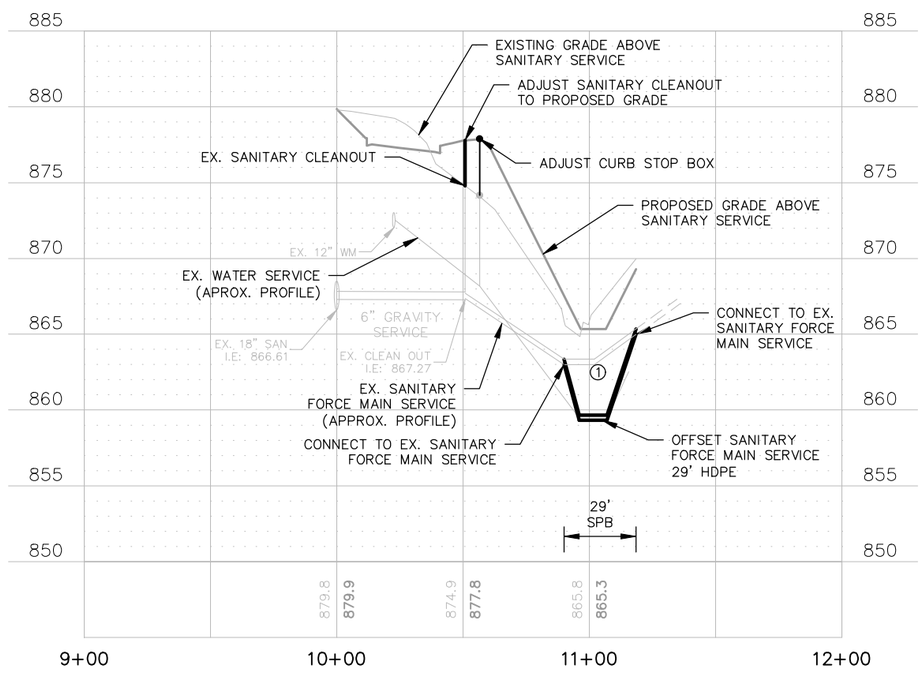
2. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM 24 HOURS BEFORE AND DISRUPTION IN SANITARY SERVICE.

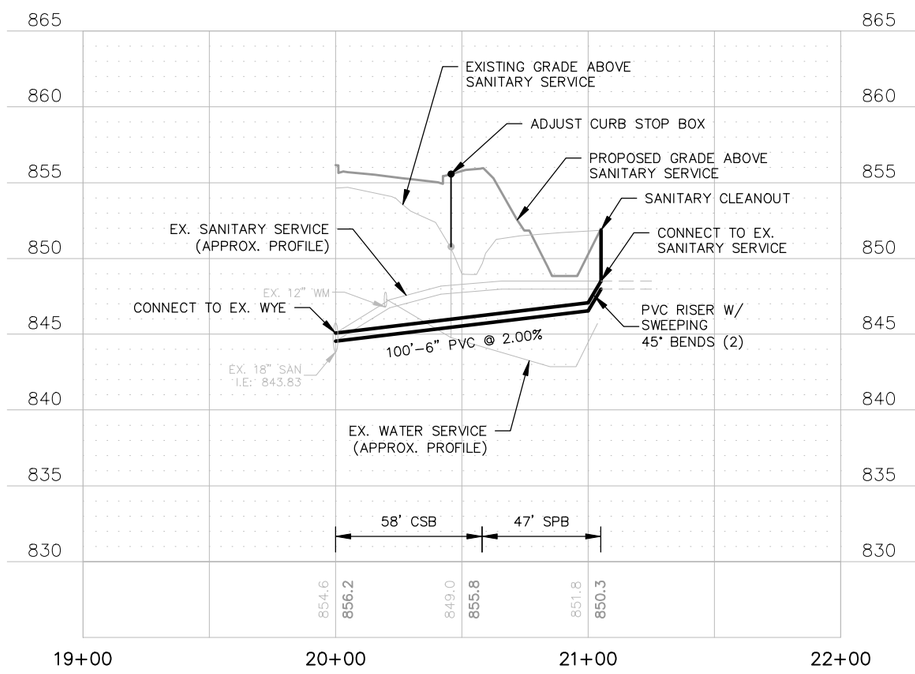
3. EXISTING SANITARY SERVICE PIPING BEING REPLACED SHALL BE REMOVED DURING INSTALLATION OF THE NEW SANITARY SERVICE.



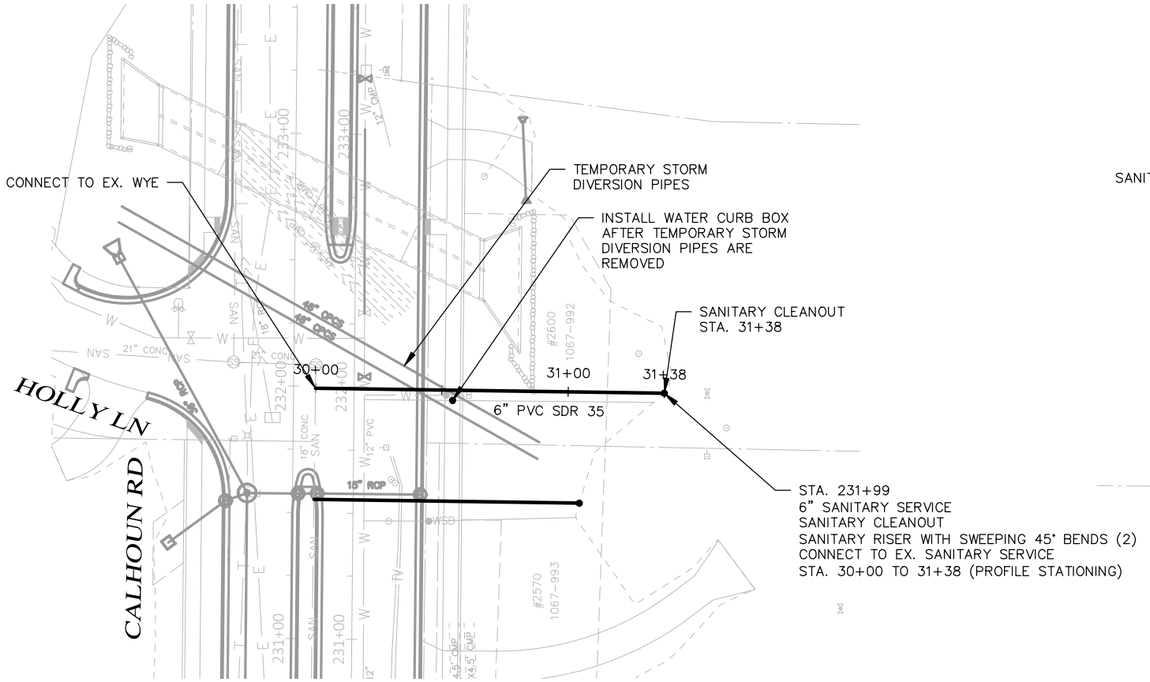
0 60
Scale in feet

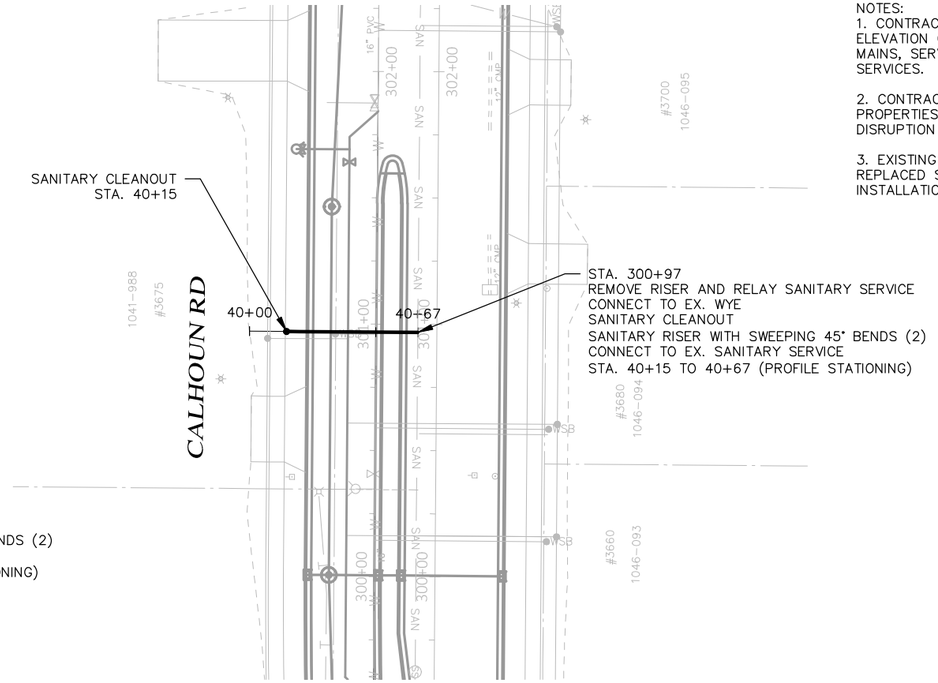
CALHOUN RD





① MAINTAIN 6' MIN. SEPARATION BETWEEN FUTURE DITCH BOTTOM AND SANITARY FORCE MAIN SERVICE

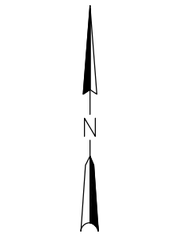




NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING SANITARY AND WATER MAINS, SERVICES, AND SANITARY FORCE MAIN SERVICES.

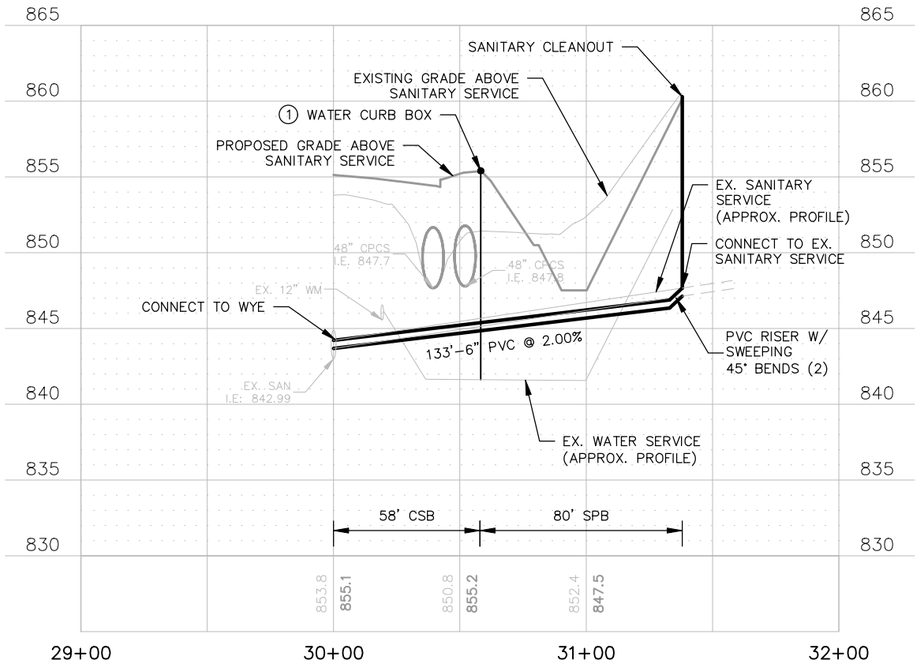
2. CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTIES A MINIMUM 24 HOURS BEFORE AND DISRUPTION IN SANITARY SERVICE.

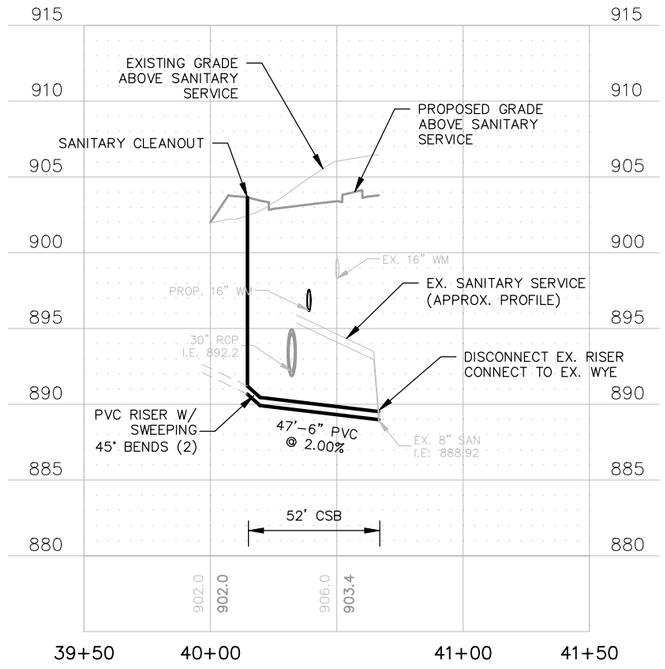
3. EXISTING SANITARY SERVICE PIPING BEING REPLACED SHALL BE REMOVED DURING INSTALLATION OF THE NEW SANITARY SERVICE.

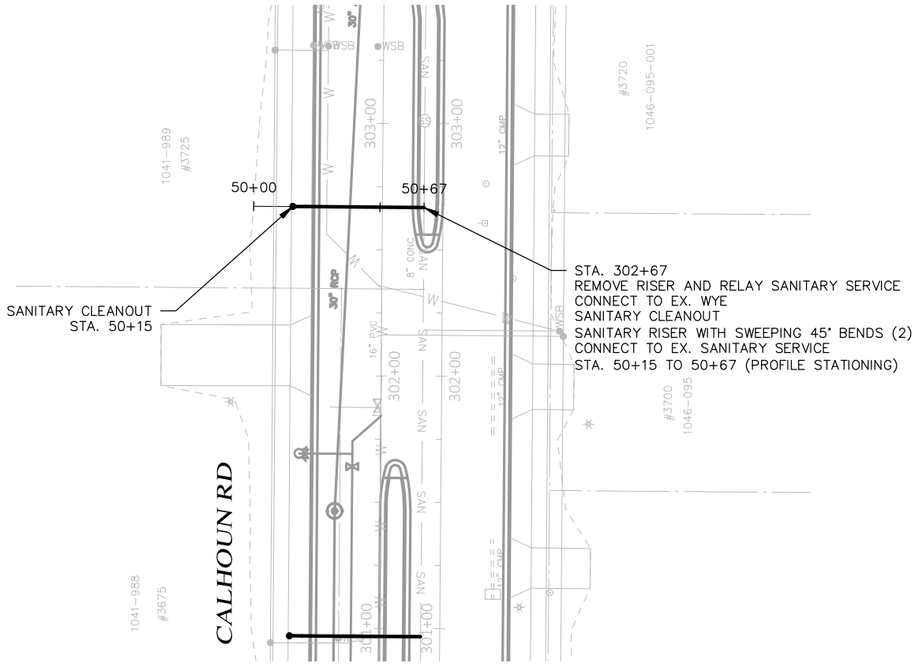


CALHOUN RD

① INSTALL WATER CURB STOP BOX AFTER TEMPORARY DIVERSION PIPES ARE REMOVED.



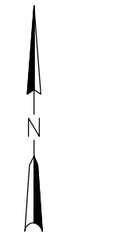




NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING SANITARY AND WATER MAINS, SERVICES, AND SANITARY FORCE MAIN SERVICES.

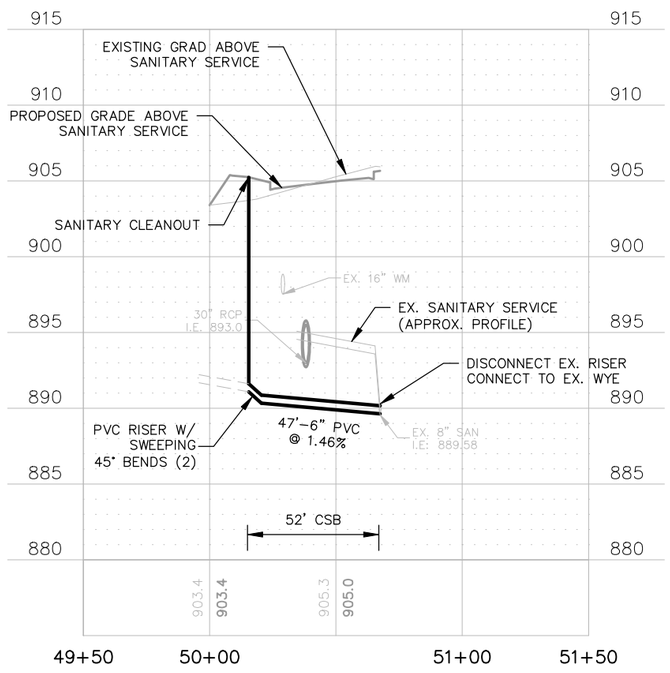
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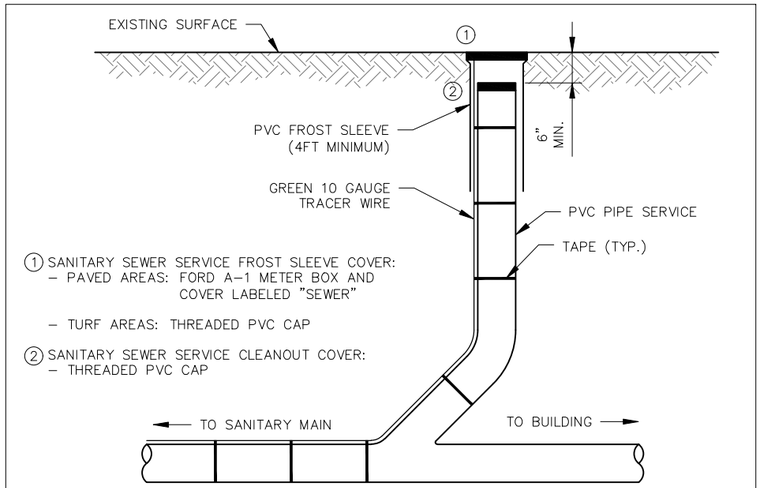
3. EXISTING SANITARY SERVICE PIPING BEING REPLACED SHALL BE REMOVED DURING INSTALLATION OF THE NEW SANITARY SERVICE.



0 60
Scale in feet

CALHOUN RD





1. CLEANOUTS SHALL BE INSTALLED UPSTREAM OF VERTICAL BENDS AND/OR DEFLECTIONS.

2. BRING GREEN TRACER WIRE OF 10 GAUGE TO SURFACE WITH CLEANOUT FIRMLY ATTACHED TRACER WIRE TO PIPE WITH TAPE.

3. TOP OF CLEANOUT SHALL BE A MIN. OF 6" BELOW SURFACE. FROST SLEEVE SHALL BE BROUGHT TO SURFACE AND CAPPED ACCORDINGLY.

SANITARY SEWER SERVICE CLEANOUT
NOT TO SCALE

2

N

ESTR

R1-1

1-1 ONE WAY R6-2R 24"X30"

1-3 BEGIN RIGHT TURN LANE R3-20R 24"X36"

1-5 BEGIN LEFT TURN LANE R3-20L 24"X36"

R1-5

1-2 ONE WAY R6-2R 24"X30"

R1-2

SPEED LIMIT 35 R1-3

SPEED LIMIT 35 R2-1 24"X30"

1-4

R1-4

ASPH

CONC

BLDG

LANDSCAPED AREA

STONE WALL

SPLIT RAIL FENCE

CABC

RUBBER

BLOCK WALL

WOOD FENCE

CONC WALL

STEPS

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

214'SB' 215'SB' 216'SB' 217'SB' 218'SB' 219'SB' 220

214'NB' 215'NB' 216'NB' 217'NB' 218'NB' 219'NB' 220

MATCHLINE STA 220+00.00

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

NOTES:

- ALL EXISTING SIGNS TO BE REMOVED SHALL BE RETURNED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045.
- EXISTING SIGNS NOT SHOWN AS REMOVALS SHALL REMAIN.
- ALL POSTS AT PROPOSED STOP SIGNS SHALL EXTEND A MINIMUM OF 6 INCHES ABOVE THE TOP OF THE SIGN FOR FUTURE STREET SIGNS TO BE INSTALLED BY OTHERS.

SHEET 1 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 199	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 1

PLOT DATE : 7/29/2020 6:54 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE STA 220+00.00

MATCHLINE STA 225+75.00

CALHOUN ROAD

MORNINGVIEW COURT

CALHOUN SB C/L

CALHOUN NB C/L

221'SB' 222'SB' 223'SB' 224'SB' 225'SB'

221'NB' 222'NB' 223'NB' 224'NB' 225'NB'

2-9 SPEED LIMIT 35 R2-1 24"X30"

2-2 STOP R1-1 30"X30"

2-3 SPEED LIMIT 25 R2-1 24"X30"

2-7 2-8 W11-2 30"X30" W16-7L 24"X12"

R2-2 N CALHOUN RD

R2-3 MORNINGVIEW CT

R2-4 STOP

R2-5 SPEED LIMIT 25

R2-1 RIGHT LANE PEDS ONLY

R4-7 24"X30" 2-1

R4-7 24"X30" 2-4

W11-2 30"X30" W16-7L 24"X12" 2-5 2-6

BIRDHOUSE

BLDG

ASPH

CONC

STEPS

STONE WALL

SPLIT RAIL FENCE

CHAIN LINK FENCE

SIS

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
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- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

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SHEET 2 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 200	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 2
PLOT DATE : 9/22/2020 8:26 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

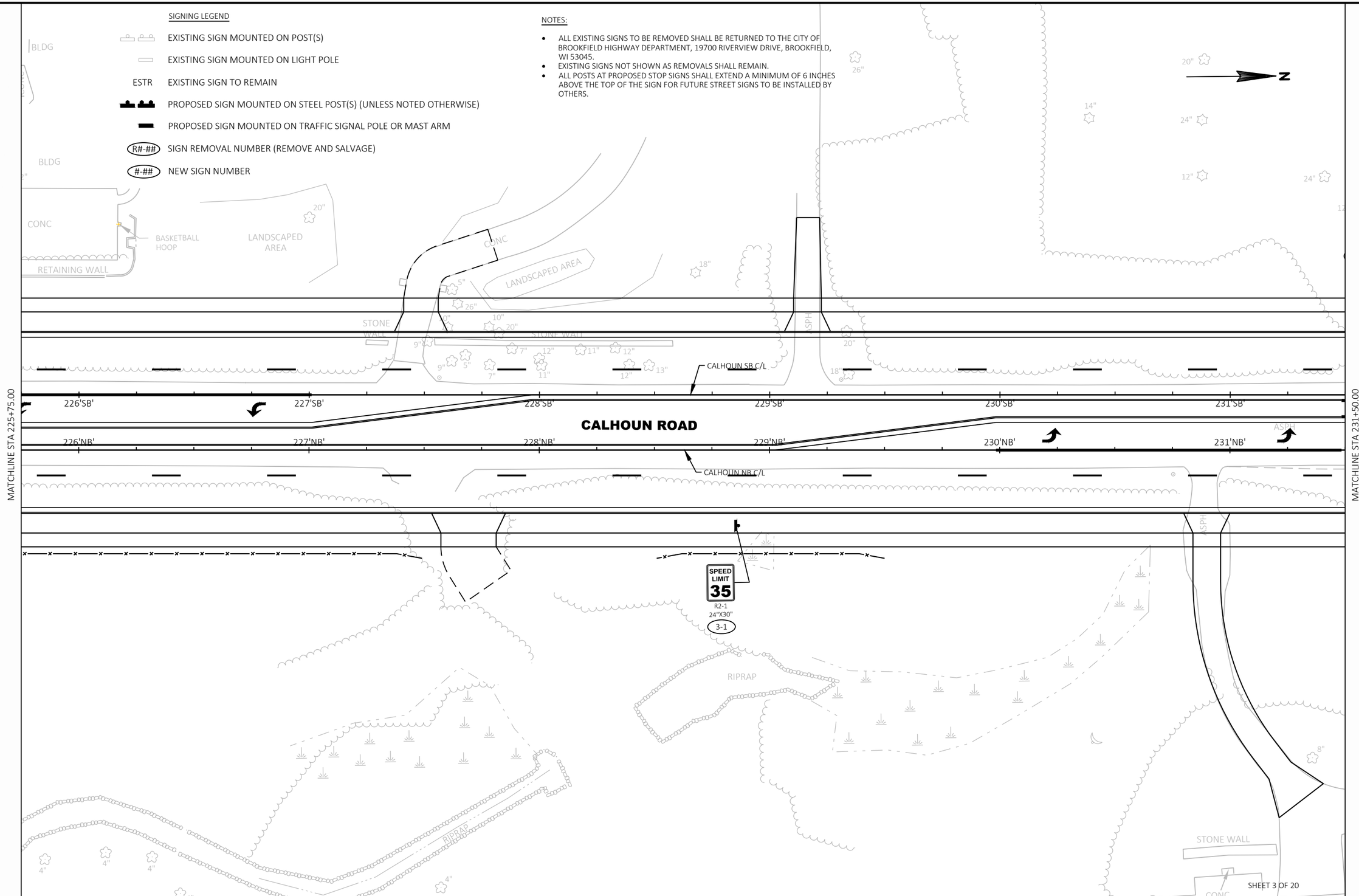
2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## NEW SIGN NUMBER

NOTES:

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SHEET 3 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 201 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 3

PLOT DATE : 9/22/2020 8:26 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

NOTES:

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SIGNING LEGEND

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- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

MATCHLINE STA 231+50.00

MATCHLINE STA 237+25.00

HOLLY LANE

R4-1 HOLLY LA
R4-2 N CALHOUN RD
R4-3 STOP
4-2 STOP R1-1 30"X30"

SPEED LIMIT 25 R2-1 24"X30" 4-3

W11-2 30"X30" 4-11
W16-7L 24"X12" 4-12

SPEED LIMIT 25 R4-4
PLEASE DRIVE SLOWLY WE ♡ OUR CHILDREN R4-5

CALHOUN ROAD

CALHOUN SB C/L

232'SB' 233'SB' 234'SB' 235'SB' 236'SB' 237'SB'

232'NB' 233'NB' 234'NB' 235'NB' 236'NB' 237'NB'

CALHOUN NB C/L

SPEED LIMIT 35 R2-1 24"X30" 4-7

R4-7 24"X30" 4-1
R4-7 24"X30" 4-4

W11-2 30"X30" 4-9
W16-7L 24"X12" 4-10

R4-6

CAUTION SCHOOL BUSES ENTERING AND LEAVING R4-7

W10-1 36"X36" 4-5 4-6

WRONG WAY R5-1A 36"X24" 4-8

SIGNS 4-6 & 4-8 TO BE MOUNTED ON WOOD POST.

SHEET 4 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 202	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 4

PLOT DATE : 7/29/2020 6:55 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

NOTES:

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CANADIAN PACIFIC RAILROAD

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

PHEASANT DRIVE

PHEASANT DRIVE C/L

N CALHOUN RD

PHEASANT DR

MATCHLINE STA 237+25.00

MATCHLINE STA 31+50

MATCHLINE STA 243+00.00

239'SB

240'SB'

241'SB'

242'SB'

239'NB

240'NB'

241'NB'

242'NB'

5-1 R4-7 24"X30"

R5-1 DO NOT STOP ON TRACKS

5-5 W11-2 30"X30"

5-6 W16-7L 24"X12"

R5-6 ROUGH CROSSING

5-10

5-11 W10-1 36"X36"

R5-7

R5-8 DO NOT STOP ON TRACKS

R5-5

W10-1 36"X36" 5-9

W11-2 30"X30"

W16-7L 24"X12" 5-3 5-4

W10-1 36"X36"

R4-7 24"X30" 5-7 5-8

SIGNS 5-7 & 5-8 TO BE MOUNTED ON WOOD POST.

DO NOT ENTER R5-1 30"X30" 5-12

STOP R1-1 30"X30" 5-2

R5-2 R5-3 R5-4

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## NEW SIGN NUMBER

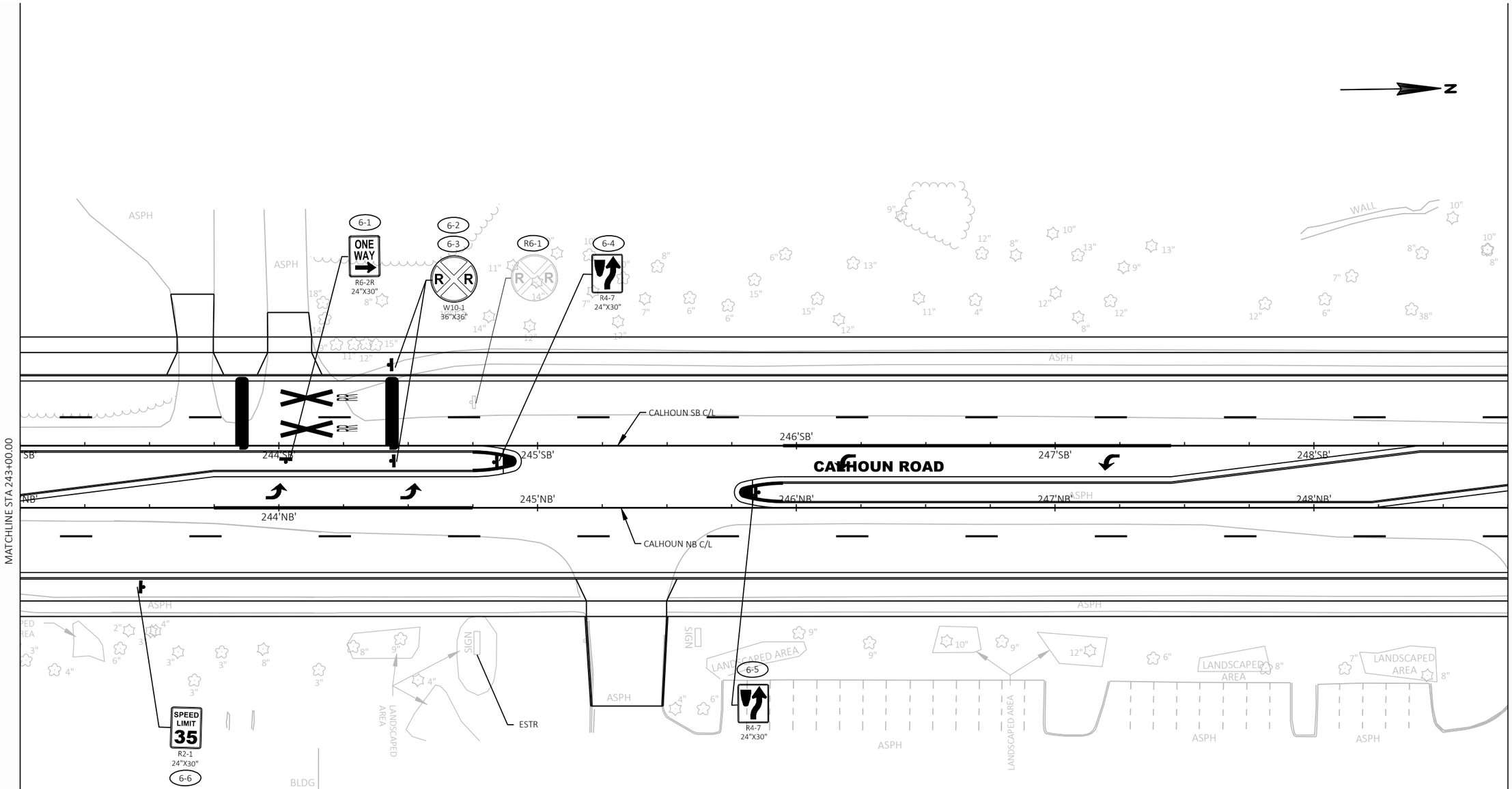
SHEET 5 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 203	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 5

PLOT DATE : 7/29/2020 6:55 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

NOTES:

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SHEET 6 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 204	E

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
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RIVER BIRCH DRIVE

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

MATCHLINE STA 248+75.00

MATCHLINE STA 254+50.00

SIGN TO BE REMOVED BY OTHERS

7-1 ONE WAY R6-2R 24"X30"

7-11 SPEED LIMIT 35 R2-1 24"X30"

7-3 STOP R1-1 30"X30"

R7-2 STOP

R7-1 DO NOT ENTER

7-4 SPEED LIMIT 15 R2-1 24"X30"

R7-4 R7-5 DO NOT ENTER

R7-6 SPEED LIMIT 15

R7-3 DO NOT ENTER

7-8 7-9 W11-2 30"X30" W16-7L 24"X12"

N CALHOUN RD R7-7

RIVER BIRCH DR R7-8

R7-9

R4-7 24"X30" 7-2

R4-7 24"X30" 7-5

W11-2 30"X30" W16-7L 24"X12" 7-6 7-7

SPEED LIMIT 35 R2-1 24"X30" 7-10

ASPH

BRICK WALL

LANDSCAPED AREA

SHEET 7 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 205	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 7
PLOT DATE : 7/29/2020 6:56 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

NO SIGNS ON THIS SHEET

MATCHLINE STA 254+50.00

MATCHLINE STA 260+25.00

CALHOUN SB C/L

CALHOUN ROAD

CALHOUN NB C/L

ASPH

255'SB'
255'NB'

256'SB'
256'NB'

257'SB'
257'NB'

258'SB'
258'NB'

259'SB'
259'NB'

260'SB'
260'NB'

12"

5"

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
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- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
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SHEET 8 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 206	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 8

PLOT DATE : 7/29/2020 6:56 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

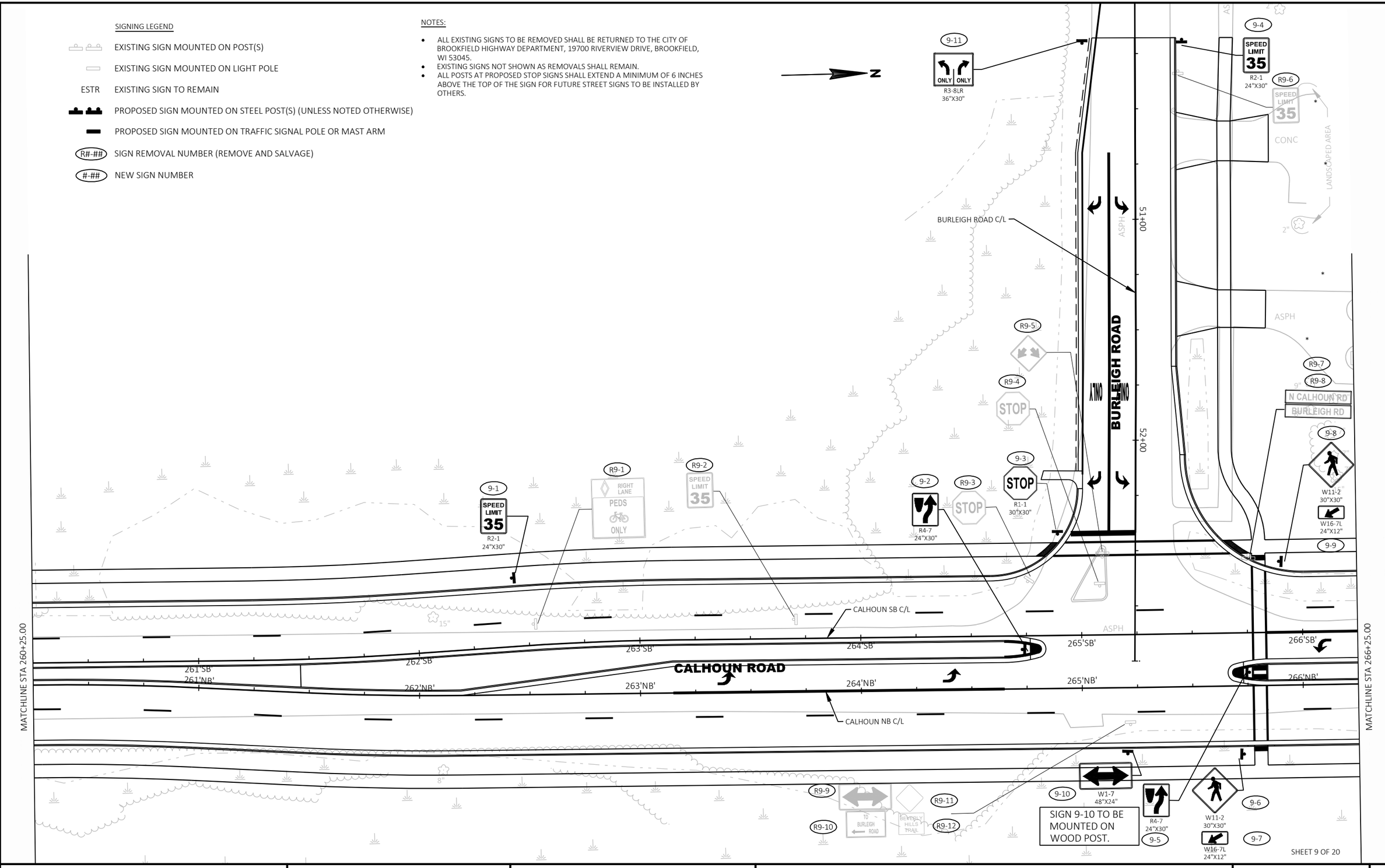
2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

NOTES:

- ALL EXISTING SIGNS TO BE REMOVED SHALL BE RETURNED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045.
- EXISTING SIGNS NOT SHOWN AS REMOVALS SHALL REMAIN.
- ALL POSTS AT PROPOSED STOP SIGNS SHALL EXTEND A MINIMUM OF 6 INCHES ABOVE THE TOP OF THE SIGN FOR FUTURE STREET SIGNS TO BE INSTALLED BY OTHERS.

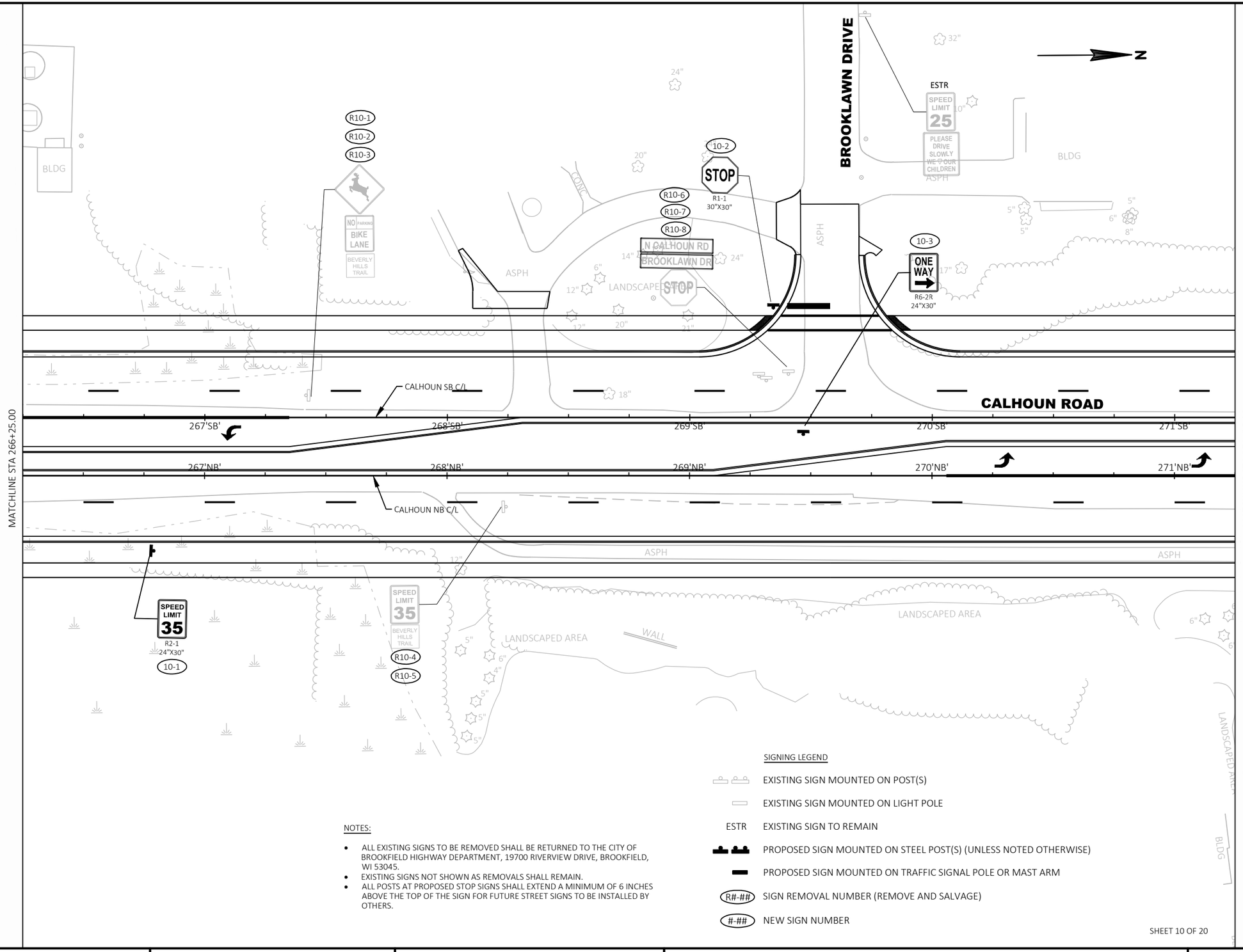


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 207	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 9

PLOT DATE : 7/29/2020 6:57 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



NOTES:

- ALL EXISTING SIGNS TO BE REMOVED SHALL BE RETURNED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045.
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SIGNING LEGEND

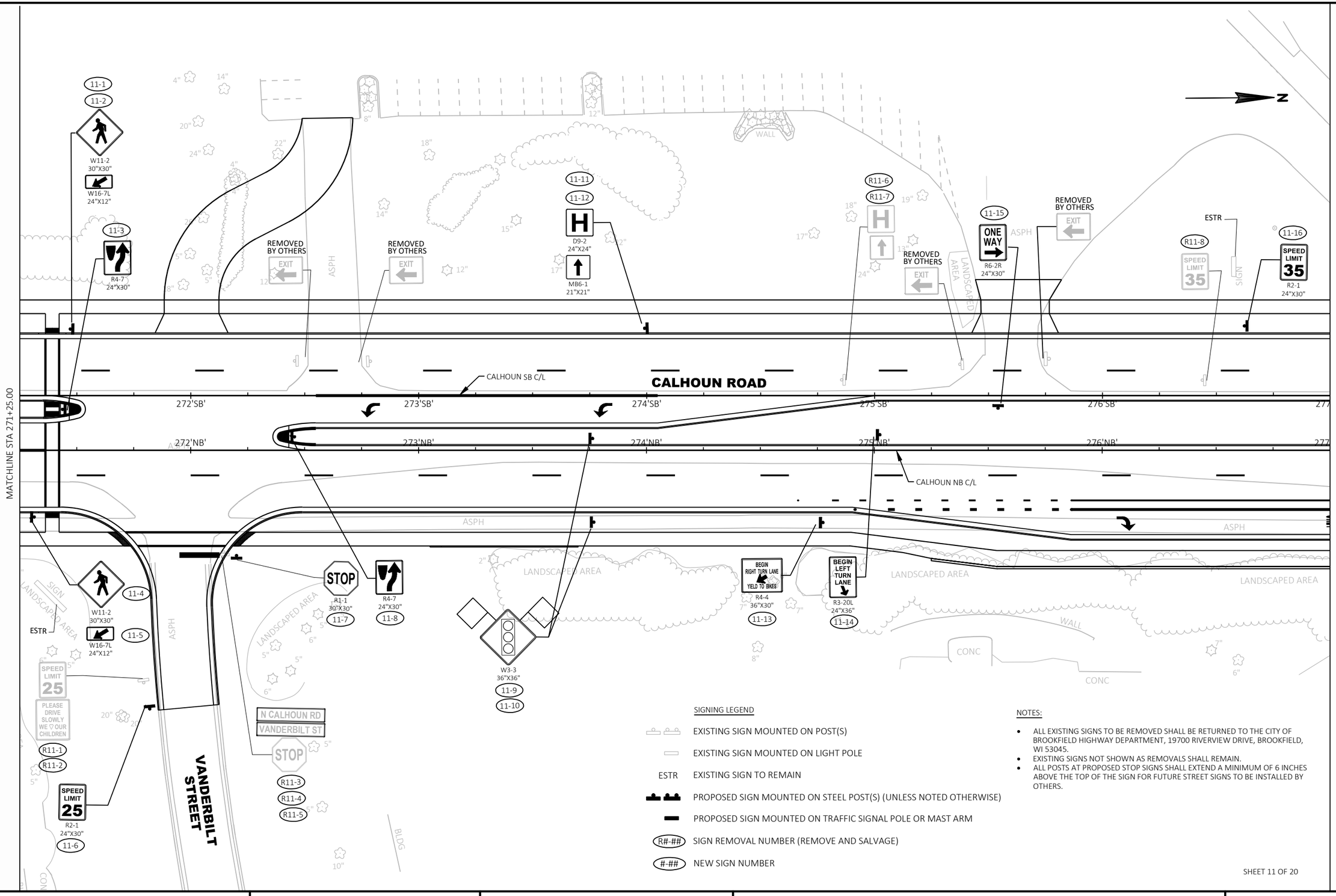
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN
- PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
- PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

SHEET 10 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 208	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 10
PLOT DATE : 7/29/2020 6:57 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
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- #-## — NEW SIGN NUMBER

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SHEET 11 OF 20

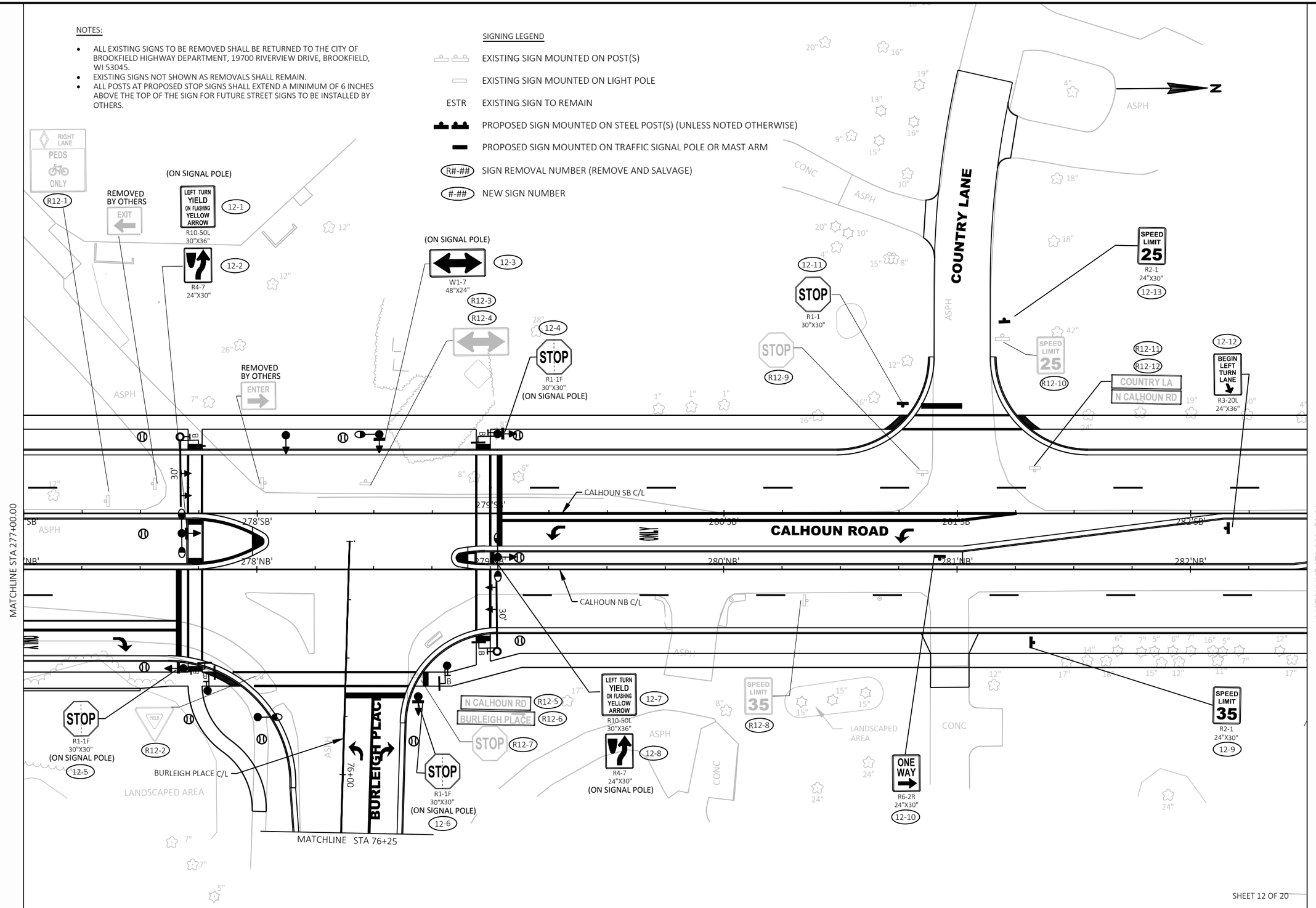
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 209	E

NOTES:

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SIGNING LEGEND

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- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER



SHEET 12 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 210	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/29/2020 6:58 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:

- ALL EXISTING SIGNS TO BE REMOVED SHALL BE RETURNED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045.
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- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

N

13-3, 13-4 — W3-3 36"X36"

R13-1 — RIGHT LANE PEDS ONLY

13-5 — R4-7 24"X30" — ESTR SIGN

R13-5 — STOP

13-6 — STOP R1-1 30"X30"

SPEED LIMIT 25 R2-1 24"X30" — 13-7

R13-6, R13-7 — SPEED LIMIT 25 — PLEASE DRIVE SLOWLY WE ♡ OUR CHILDREN

TOWN TRAIL

R13-8, R13-9 — TOWN TRAIL / N CALHOUN RD

13-10 — W11-2 30"X30" — W16-7L 24"X12" — 13-11

R13-10, R13-11 — RIGHT LANE PEDS ONLY — NO PARKING BIKE LANE

13-9 — SPEED LIMIT 35 R2-1 24"X30"

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

283'SB' 284'SB' 285'SB' 286'SB' 287'SB' 288'SB'

283'NB' 284'NB' 285'NB' 286'NB' 287'NB' 288'NB'

MATCHLINE STA 282+50.00

MATCHLINE STA 288+25.00

13-1 — R6-2R 24"X30" — ONE WAY

ESTR — SPEED LIMIT 25

13-2 — R1-1 30"X30" — STOP

MARTHA DR / N CALHOUN RD

R13-2, R13-3, R13-4 — STOP

MARTHA DRIVE

13-12 — W11-2 30"X30"

13-13 — W16-7L 24"X12"

13-8 — R4-7 24"X30"

LANDSCAPED AREA, ASPH, BLDG, CONC, WALL, SPLIT RAIL FENCE, B-BALL HOOP, BLOCK WALL

SHEET 13 OF 20

2

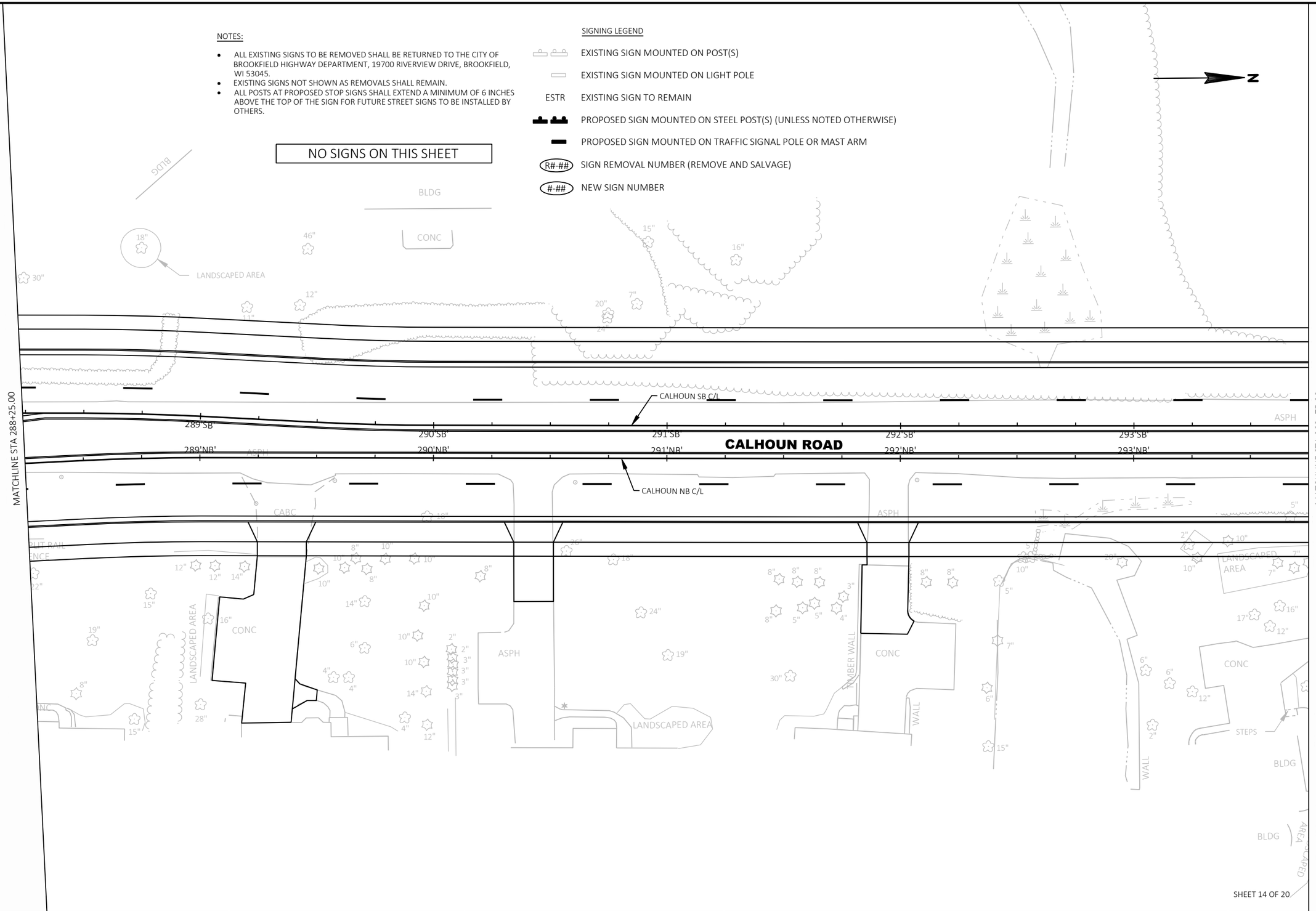
NOTES:

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NO SIGNS ON THIS SHEET

SIGNING LEGEND

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- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER



SHEET 14 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 212	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/29/2020 6:59 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
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N

MATCHLINE STA 293+75.00

MATCHLINE STA 299+25.00

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

294'SB 295'SB 296'SB 297'SB 298'SB 299'SB

294'NB 295'NB 296'NB 297'NB 298'NB 299'NB

15-3 / 15-4 — W11-2 30"X30" / W16-7L 24"X12"

15-6 / 15-7 — ONE WAY R6-2R 24"X30"

15-10 — SPEED LIMIT 35 R2-1 24"X30"

15-1 — W11-2 30"X30" / W16-7L 24"X12"

15-2 — R15-1 — R15-2 — SPEED LIMIT 25 — PLEASE DRIVE SLOWLY WE ♡ OUR CHILDREN

15-5 — SPEED LIMIT 25 R2-1 24"X30"

GOETZ DR

N CALHOUN RD

GOETZ DRIVE

STOP R1-1 30"X30" — 15-8 — R15-3 — R15-4 — R15-5

SPEED LIMIT 35 R2-1 24"X30" — 15-9

ASPH

CONC

LANDSCAPED AREA

TIMBER WALL

BLDG

WINDOW WELL

SHEET 15 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 213	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/29/2020 6:59 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

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- R#-## — SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
- #-## — NEW SIGN NUMBER

N

16-1
ONE WAY
R6-2R
24"X30"

REMOVED BY OTHERS

16-2
R4-7
24"X30"

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

300'SB' 301'SB' 302'SB' 303'SB' 304'SB'

300'NB' 301'NB' 302'NB' 303'NB' 304'NB'

MATCHLINE STA 299+25.00

MATCHLINE STA 304+75.00

ASPH

CONC

BLDG

LANDSCAPED AREA

STONE WALL

16-3
R4-7
24"X30"

SHEET 16 OF 20

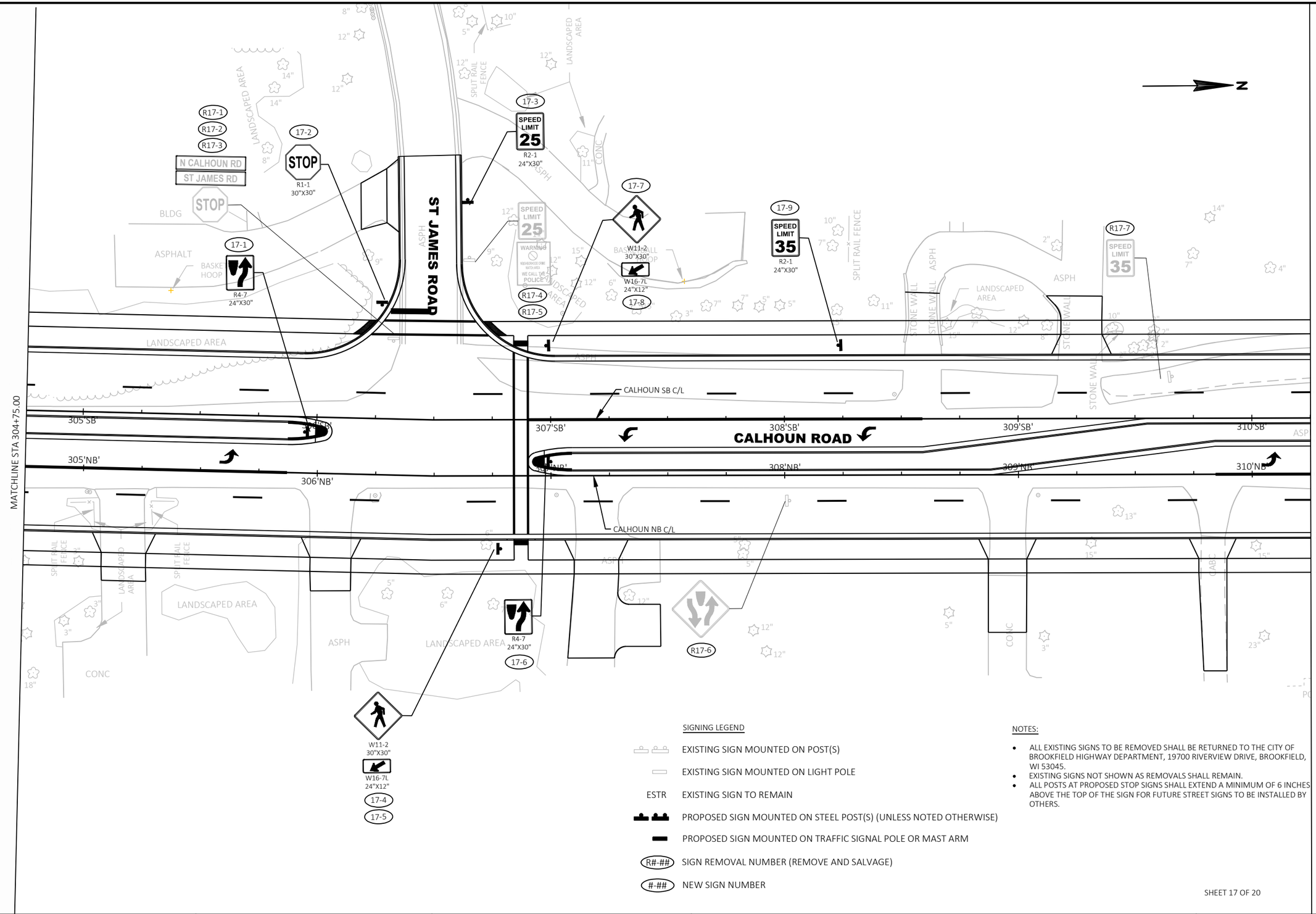
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 214	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/29/2020 7:00 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



SIGNING LEGEND

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- EXISTING SIGN MOUNTED ON LIGHT POLE
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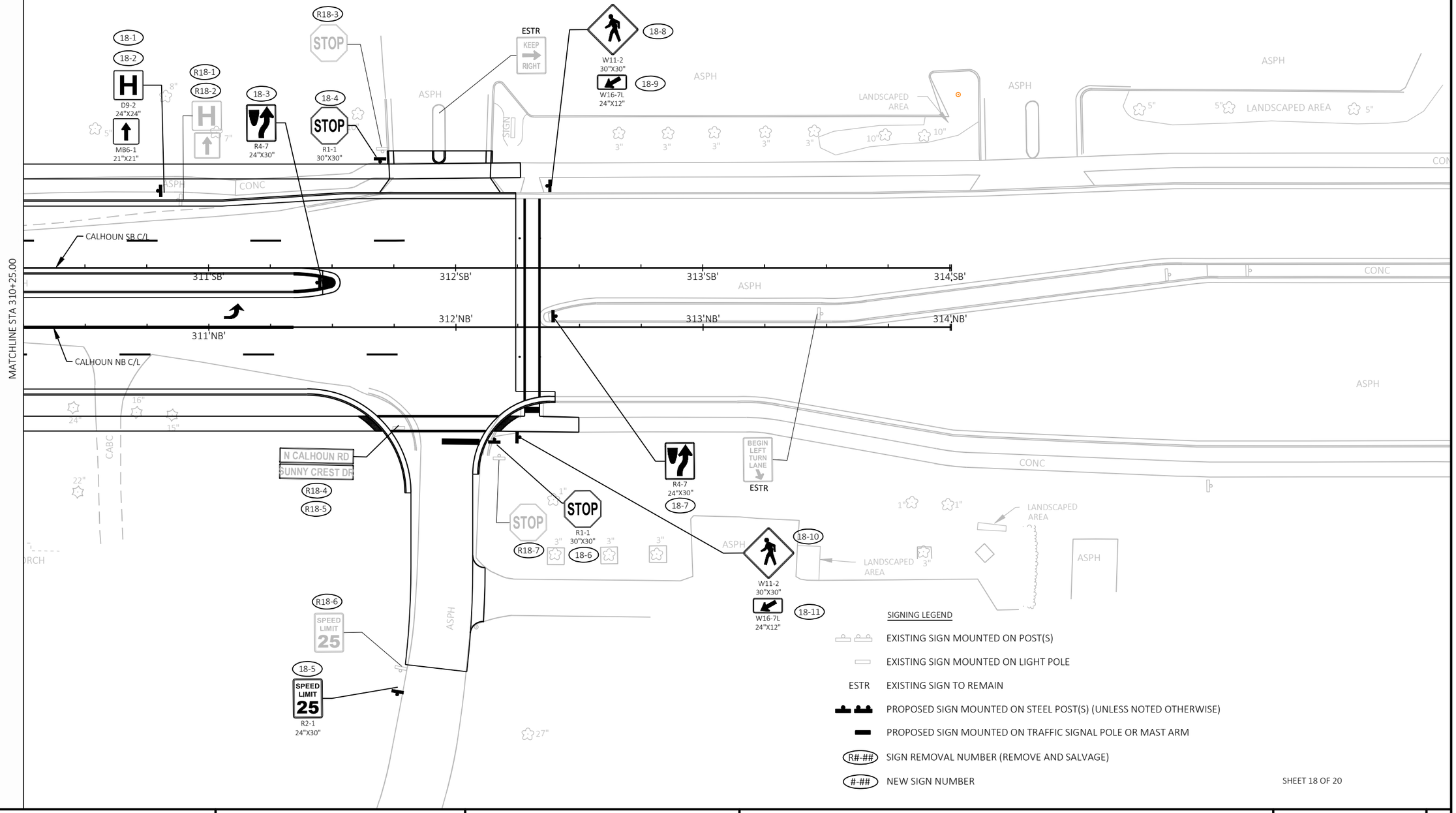
SHEET 17 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 215	E

2

NOTES:

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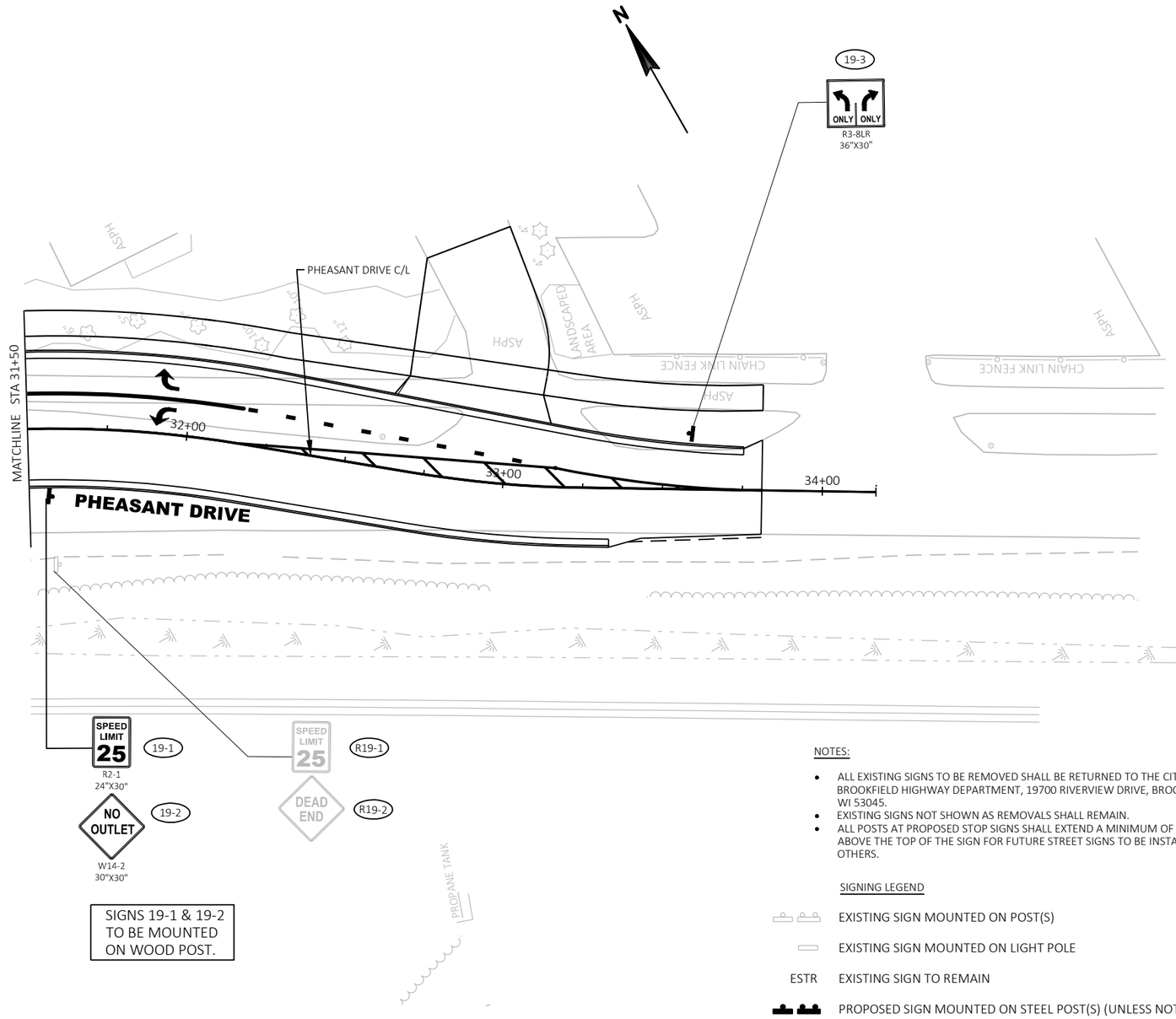
SHEET 18 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 216	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/29/2020 7:01 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



SIGNS 19-1 & 19-2 TO BE MOUNTED ON WOOD POST.

NOTES:

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SIGNING LEGEND

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	EXISTING SIGN MOUNTED ON LIGHT POLE
ESTR	EXISTING SIGN TO REMAIN
	PROPOSED SIGN MOUNTED ON STEEL POST(S) (UNLESS NOTED OTHERWISE)
	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
R#-##	SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
#-##	NEW SIGN NUMBER

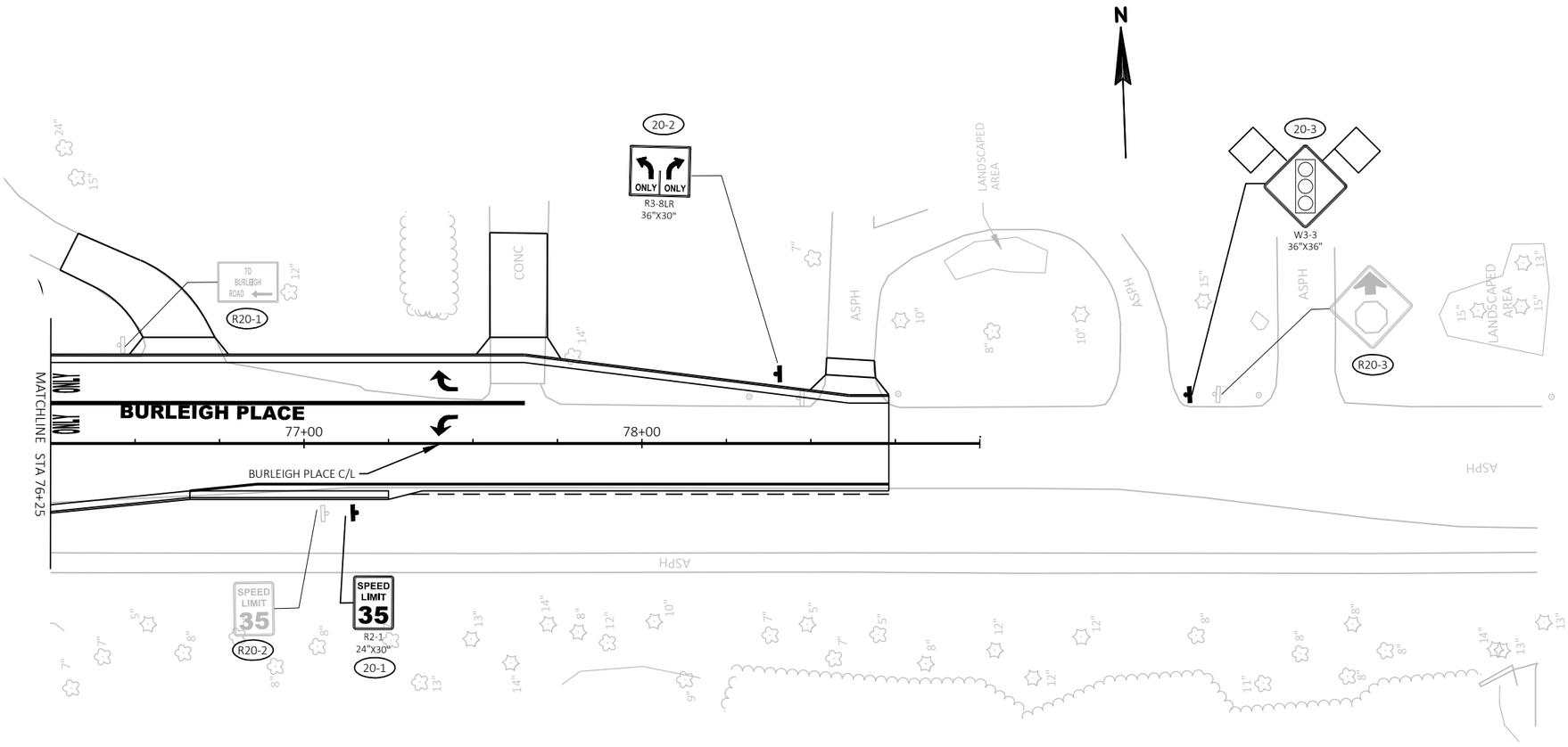
2

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	PROPOSED SIGN MOUNTED ON TRAFFIC SIGNAL POLE OR MAST ARM
R#-##	SIGN REMOVAL NUMBER (REMOVE AND SALVAGE)
#-##	NEW SIGN NUMBER



SHEET 20 OF 20

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PERMANENT SIGNING	SHEET 218	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - Burleigh Place

PLOT DATE : 7/29/2020 7:01 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 42"

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
3. THE CONDUIT EMBEDDED IN A TYPE 10 CONCRETE BASE SHALL BE 3" CONDUIT.
4. ALL LUMINAIRES SHOWN ARE LED C.
5. SB6 INCLUDES EMPTY LUMINAIRE ARM FOR CAMERA PLACEMENT.
6. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.
7. SEE SIGNING PLAN FOR SIGNS TO BE MOUNTED ON SIGNAL EQUIPMENT.
8. VIDEO ZONES SHOWN ARE APPROXIMATE. VIDEO DETECTION ZONES TO BE PROGRAMMED IN THE FIELD.

CALHOUN ROAD

BURLEIGH PLACE

SPEED LIMIT = 35 MPH

250' TO NEAR RIGHT SIGNAL

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- DON'T WALK INDICATOR 16" / WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD

TRAFFIC CONTROL SIGNAL
CALHOUN ROAD & BURLEIGH PLACE
CITY OF BROOKFIELD
WAUKESHA COUNTY

SIGNAL NO.

CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

CITY CONTACT: JEFF CHASE
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 219	E

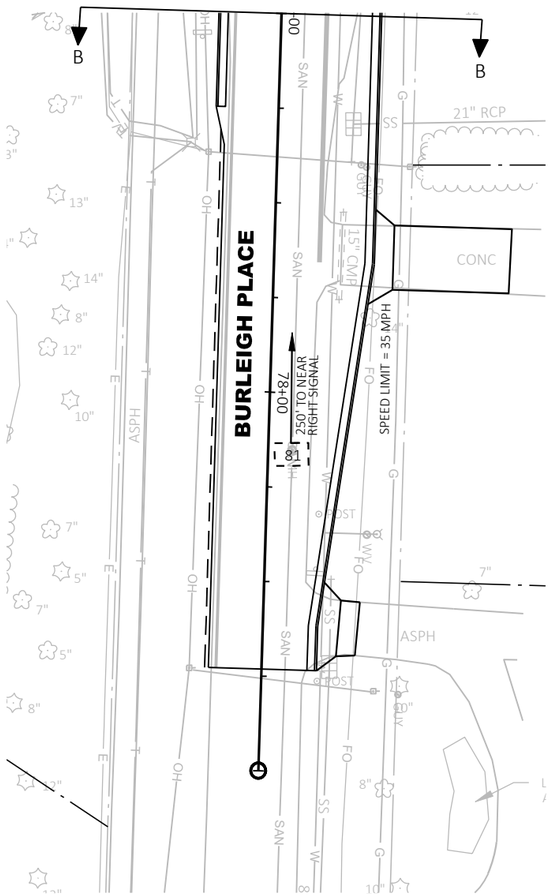
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201-SP - S-PLAN 1 IN 40 FT

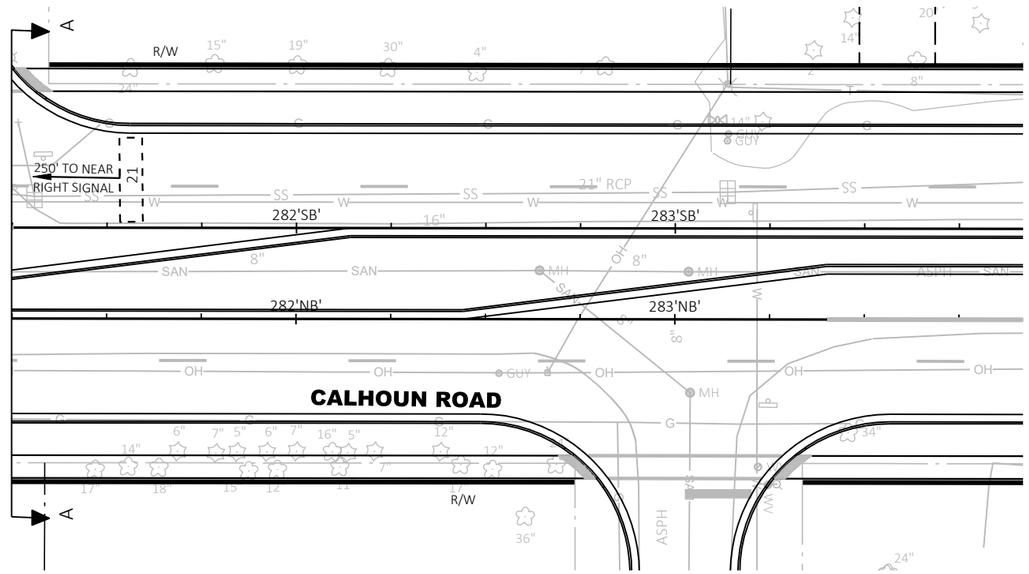
PLOT DATE : 7/8/2020 10:30 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N





TRAFFIC CONTROL SIGNAL
CALHOUN ROAD & BURLEIGH PLACE
CITY OF BROOKFIELD
WAUKESHA COUNTY

SIGNAL NO.

CABINET TYPE: TS2
CONTROLLER TYPE: EPAC

CITY CONTACT: JEFF CHASE
DESIGNED BY: raSmith
REVISED BY:

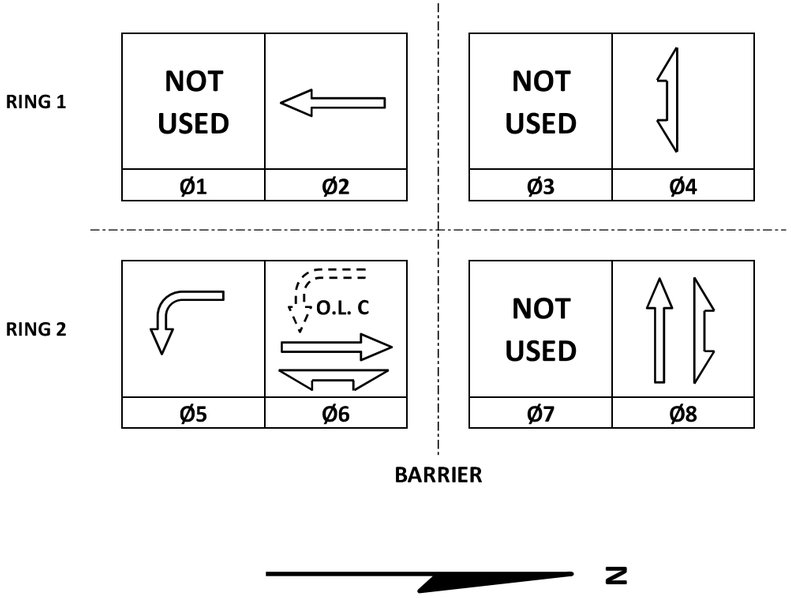
PAGE 2 OF 3

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC SIGNAL PLAN	SHEET 220	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201-SP - S-PLAN 1 IN 40 FT (2)

PLOT DATE : 6/30/2020 8:45 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4		
Ø5	7,8	R ←
Ø6	1,2,3	R
Ø7		
Ø8	9,10,11	R
Ø2P		
Ø4P	16,17	
Ø6P	14,15	
Ø8P	12,13	
OLA		
OLB		
OLC	7,8	-
OLD		



CONTROLLER LOGIC

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	D
MOVEMENT	←	⇄	↑
PHASE	2+5	6+2	8

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 8, CONTROLLER SHALL RETURN TO PHASE 8.

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

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

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	51	61	81	83			
ASSIGNED PHASE	2	5	6	8	8			
OPERATION MODE	VEH	VEH	VEH	VEH	VEH			
SWITCH		6						
EXTEND	X		X	X				
DELAY					X			

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)				82				
ASSIGNED PHASE				8				
OPERATION MODE				VEH				
SWITCH								
EXTEND								
DELAY								

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

CALHOUN ROAD & BURLEIGH PLACE
CITY OF BROOKFIELD
WAUKESHA COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: 8/2020 PAGE NO. 3 OF 3

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	SEQUENCE OF OPERATIONS	SHEET NO: 221	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

PROJECT ID:	**2783-05-70**
INTERSECTION:	**Calhoun Road & Burleigh Place**

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE	8/1/20

CB1 TO	JUMPER	# OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	FUTURE APS
				RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1		7	15								BLK	BLU		
			BUTTON										WHT/BLK	
SB2		12	1	RED	ORG	GRN								
			16								BLK	BLU		
			BUTTON										WHT/BLK	
SB3		12	8				RED	ORG	GRN	BLK/WHT				
SB4		12	5	RED	ORG	GRN								
			6	RED	ORG	GRN								
			17								BLK	BLU		
			BUTTON										WHT/BLK	
SB5		7	10	RED	ORG	GRN								
SB6		7	11	RED	ORG	GRN								
SB7		12	4	RED	ORG	GRN								
			12								BLK	BLU		
			BUTTON										WHT/BLK	
SB8		12	7				RED	ORG	GRN	BLK/WHT				
SB9		12	2	RED	ORG	GRN								
			3	RED	ORG	GRN								
			13								BLK	BLU		
			BUTTON										WHT/BLK	
SB10		7	14								BLK	BLU		
			BUTTON										WHT/BLK	
SB11		7	9	RED	ORG	GRN								

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP	
FROM	**TO**
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP	
FROM	**TO**
PB1	SB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB5
PB6	SB7
PB7	SB8
PB8	SB9
PB9	SB11
PB10	SB12

LIGHTING UF 10 AWG W/GROUND	
FROM	**TO**
CB1	SB3
SB3	SB6
CB1	SB12
SB12	SB8

EMERGENCY VEHICLE PREEMPTION (EVP) CABLE	
FROM	**TO**
CB1	HEAD A (SB4)
CB1	HEAD B (SB9)
CB1	HEAD D (SB6)

VIDEO DETECTION CABLE	
FROM	**TO**
CB1	V1 (SB3)
CB1	V2 (SB6)
CB1	V3 (SB8)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications.
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

N

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

12W - 10' SPACING

8W

AR2

4LN

+08.5
-21.0'LT
2' RADIUS

14'
12'
12'
4'
11'
11'
14'
11'
14'
166.2'

214'SB' 215'SB' 216'SB' 217'SB' 218'SB' 219'SB' 220

214'NB' 215'NB' 216'NB' 217'NB' 218'NB' 219'NB' 220

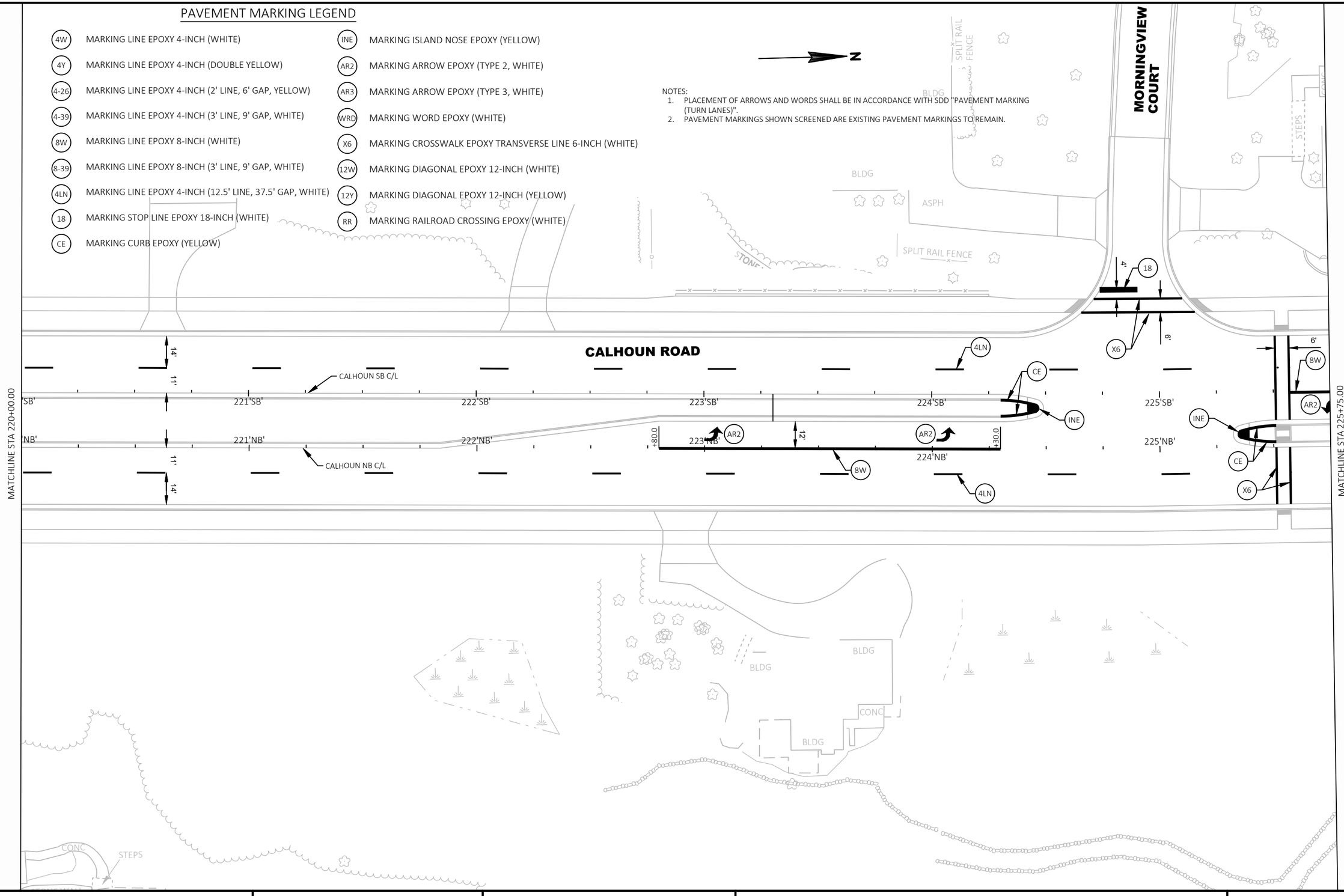
MATCHLINE STA 220+00.00

ASPH
CONC
BLDG
CABC
CURB
BLOCK WALL
WOOD FENCE
CONC WALL
STEPS

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	RR	MARKING RAILROAD CROSSING EPOXY (WHITE)
CE	MARKING CURB EPOXY (YELLOW)		

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



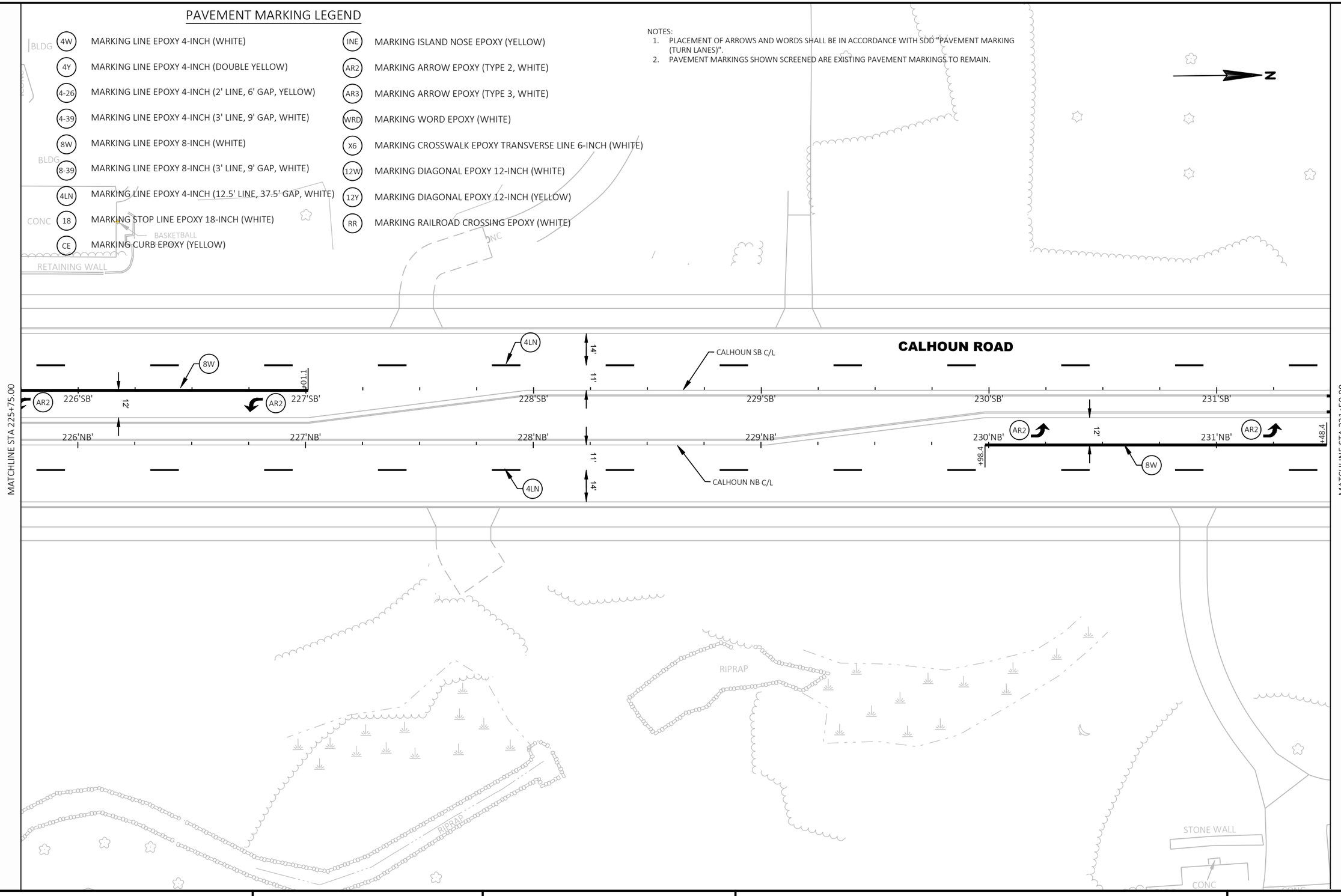
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 224 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 2
PLOT DATE : 7/29/2020 7:04 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 225 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 3
PLOT DATE : 7/29/2020 7:05 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	RR	MARKING RAILROAD CROSSING EPOXY (WHITE)
CE	MARKING CURB EPOXY (YELLOW)		

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

HOLLY LANE

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

MATCHLINE STA 231+50.00

MATCHLINE STA 237+25.00

232'SB' 233'SB' 234'SB' 235'SB' 236'SB' 237'SB'

232'NB' 233'NB' 234'NB' 235'NB' 236'NB' 237'NB'

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 4

PLOT DATE : 7/29/2020 7:06 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

CANADIAN PACIFIC RAILROAD

CALHOUN ROAD

PHEASANT DRIVE

CALHOUN SB C/L

CALHOUN NB C/L

PHEASANT DRIVE C/L

MATCHLINE STA 237+25.00

MATCHLINE STA 243+00.00

MATCHLINE STA 31+50

WINDOW WELL

BLDG

CONC

WALL

SIGN

ASPH

+17.4 -100.8'LT

+17.4 -95.8'LT

4Y - SINGLE

+64.7 -46.0'LT

+04.6 -46.0'LT

10' SPACING - 12W 4W

+50.5 22.0'RT

+90.4 22.0'RT

+34.6 28.8'RT

CE

4-26

R45'

X6

18

AR2

4Y

8W

4LN

INE

239'SB

239'NB

240'SB'

240'NB'

241'SB'

241'NB'

242'SB'

242'NB'

243

12'

14'

11'

4'

6'

31+00

PAVEMENT MARKING LEGEND

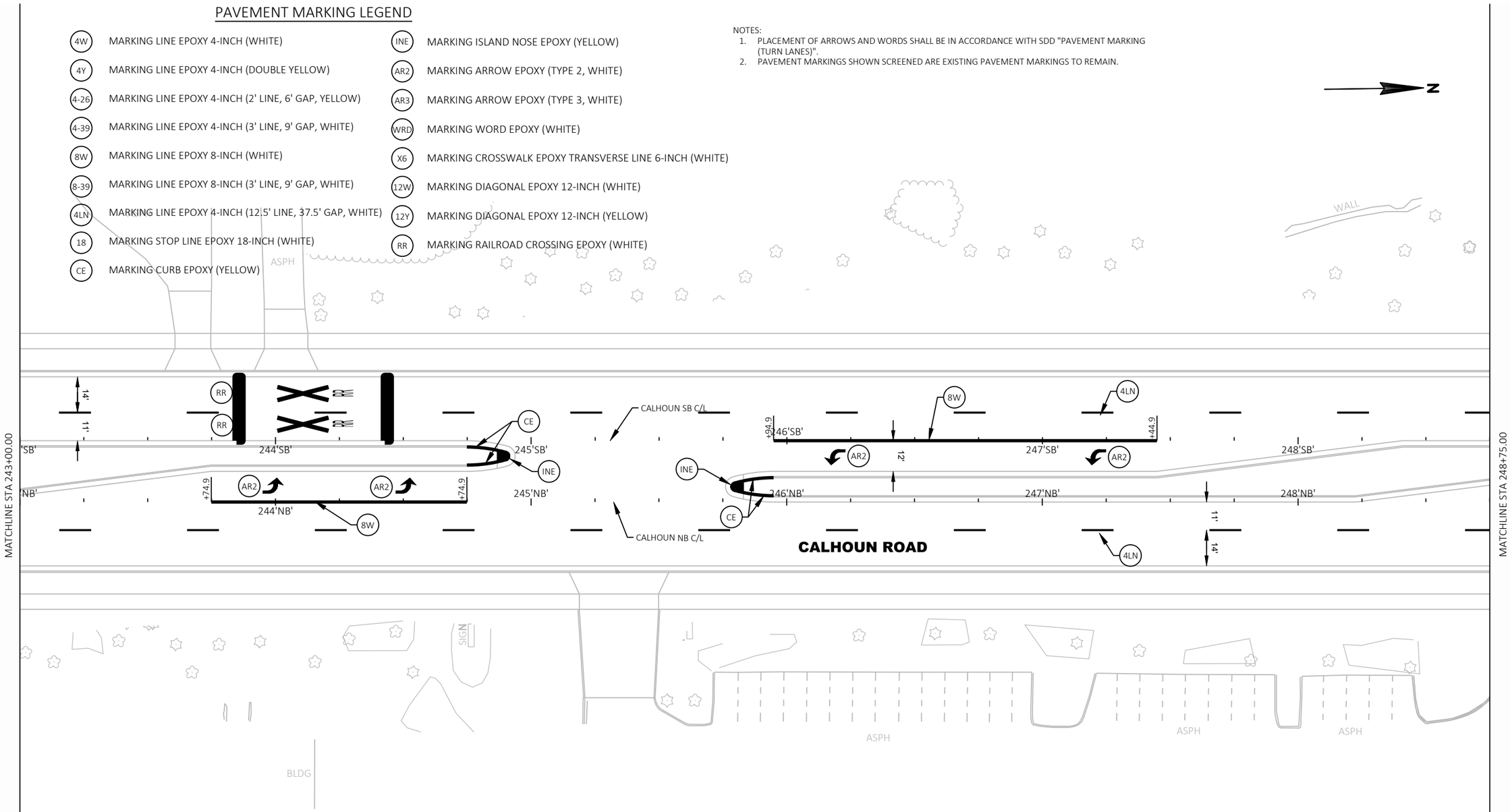
4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 227	E

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



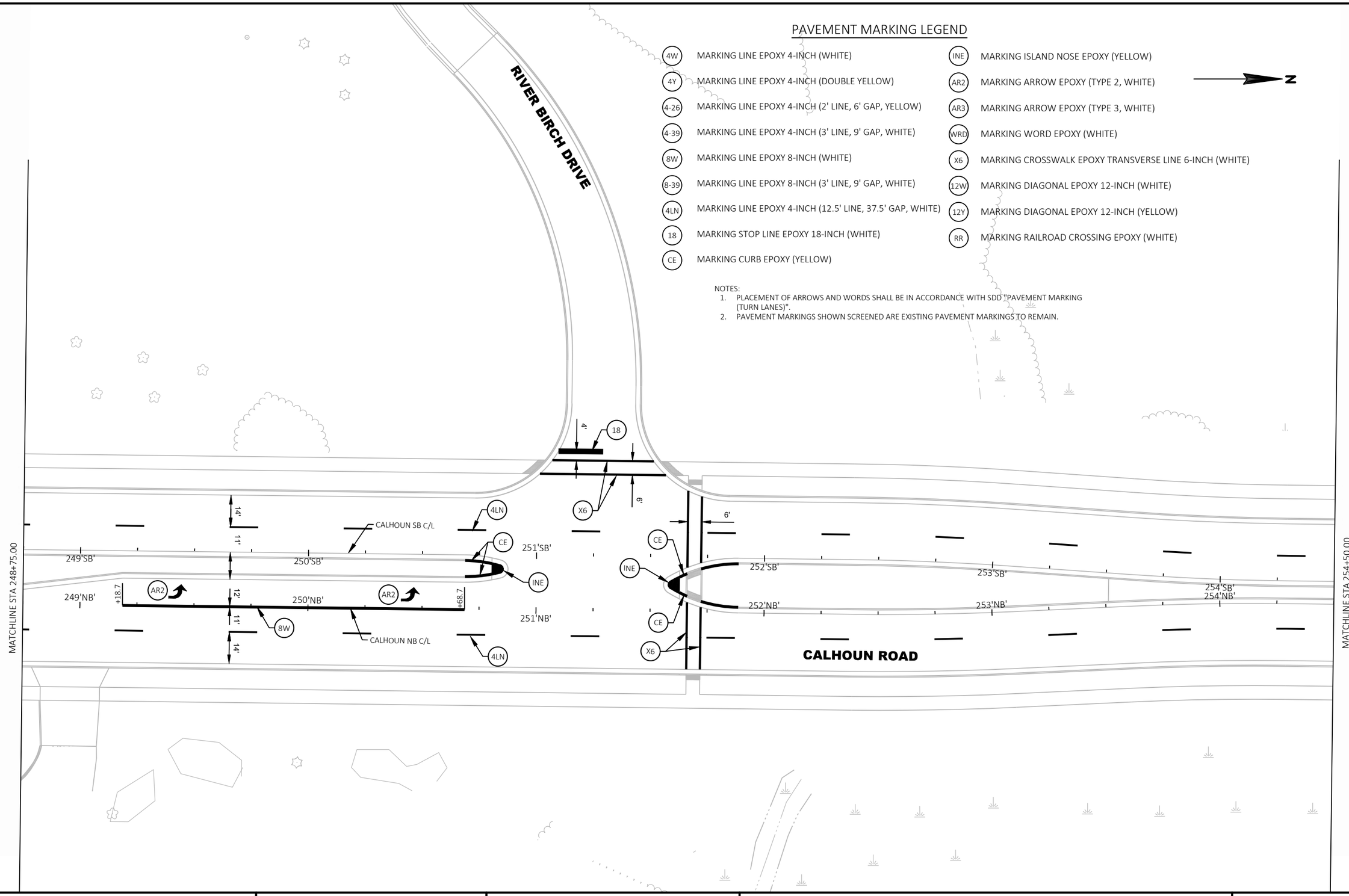
2

PAVEMENT MARKING LEGEND

- 4W — MARKING LINE EPOXY 4-INCH (WHITE)
- 4Y — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4-26 — MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
- 4-39 — MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- 8W — MARKING LINE EPOXY 8-INCH (WHITE)
- 8-39 — MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- CE — MARKING CURB EPOXY (YELLOW)
- INE — MARKING ISLAND NOSE EPOXY (YELLOW)
- AR2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- AR3 — MARKING ARROW EPOXY (TYPE 3, WHITE)
- WRD — MARKING WORD EPOXY (WHITE)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12W — MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- RR — MARKING RAILROAD CROSSING EPOXY (WHITE)

N

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 229	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 7
PLOT DATE : 7/29/2020 7:08 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

N

MATCHLINE STA 254+50.00

CALHOUN ROAD

4LN

CALHOUN SB C/L

255'SB'
255'NB'

256'SB'
256'NB'

257'SB'
257'NB'

258'SB'
258'NB'

259'SB'
259'NB'

260'SB'
260'NB'

14'
11'
11'
14'

CALHOUN NB C/L

4LN

MATCHLINE STA 260+25.00

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 230 E

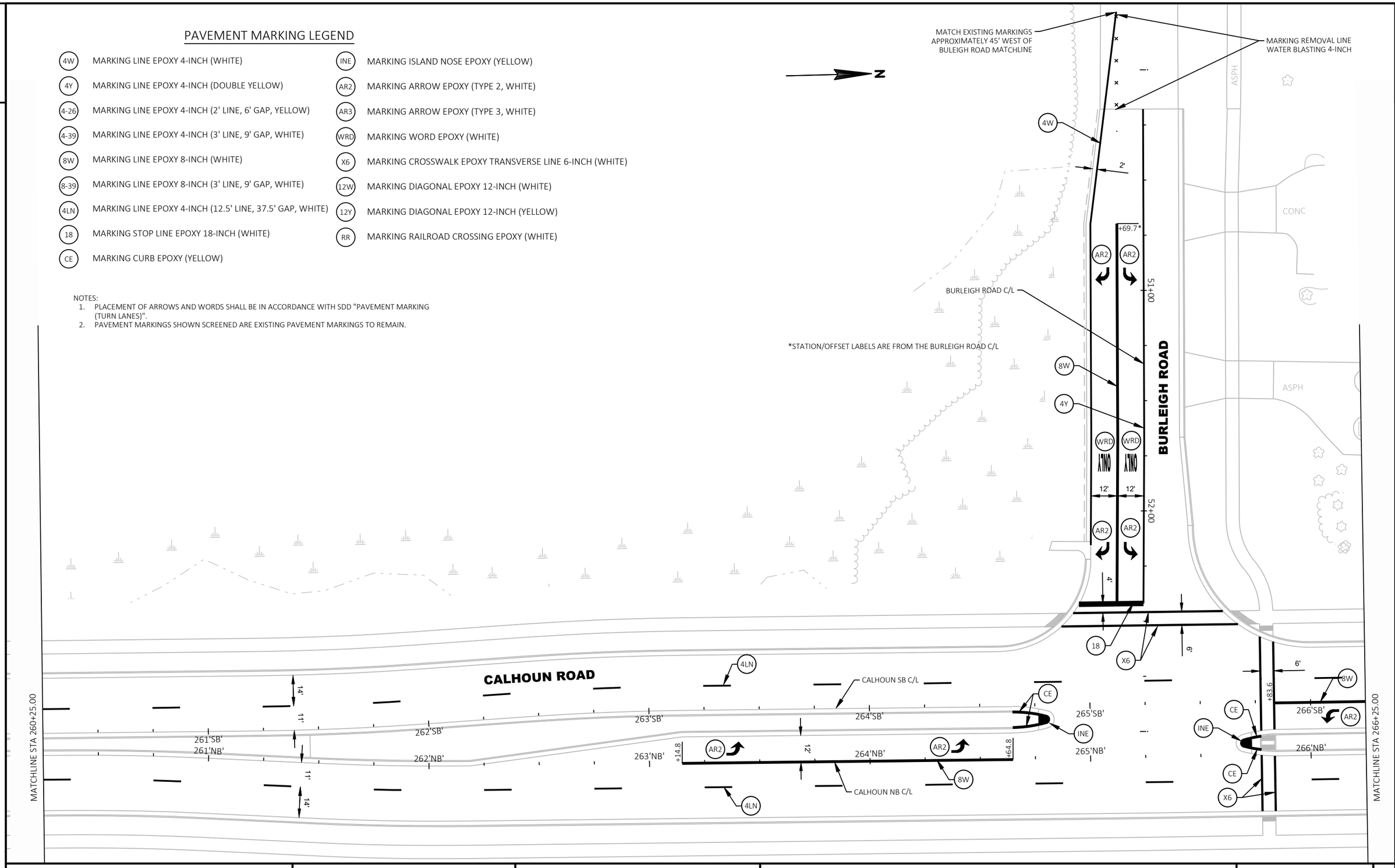
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 8

PLOT DATE : 7/29/2020 7:08 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

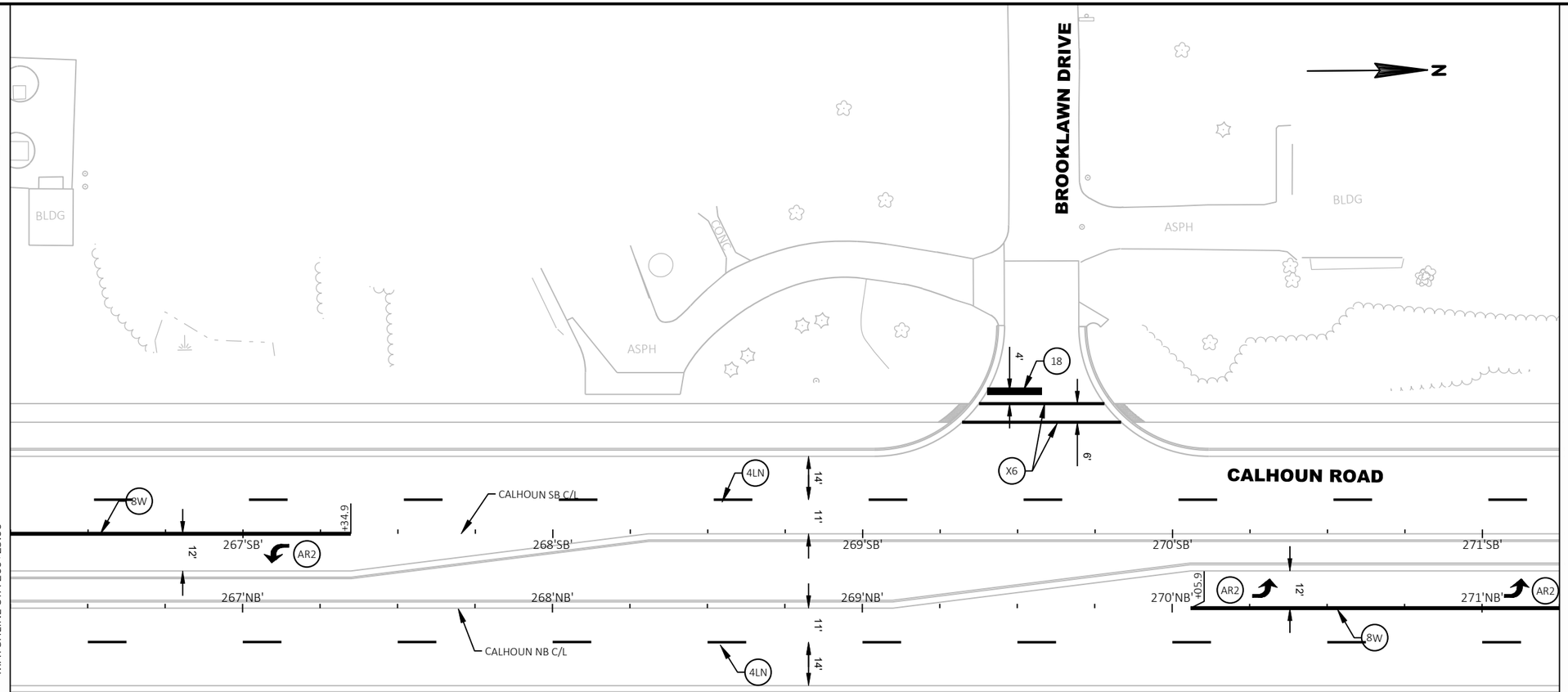
NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

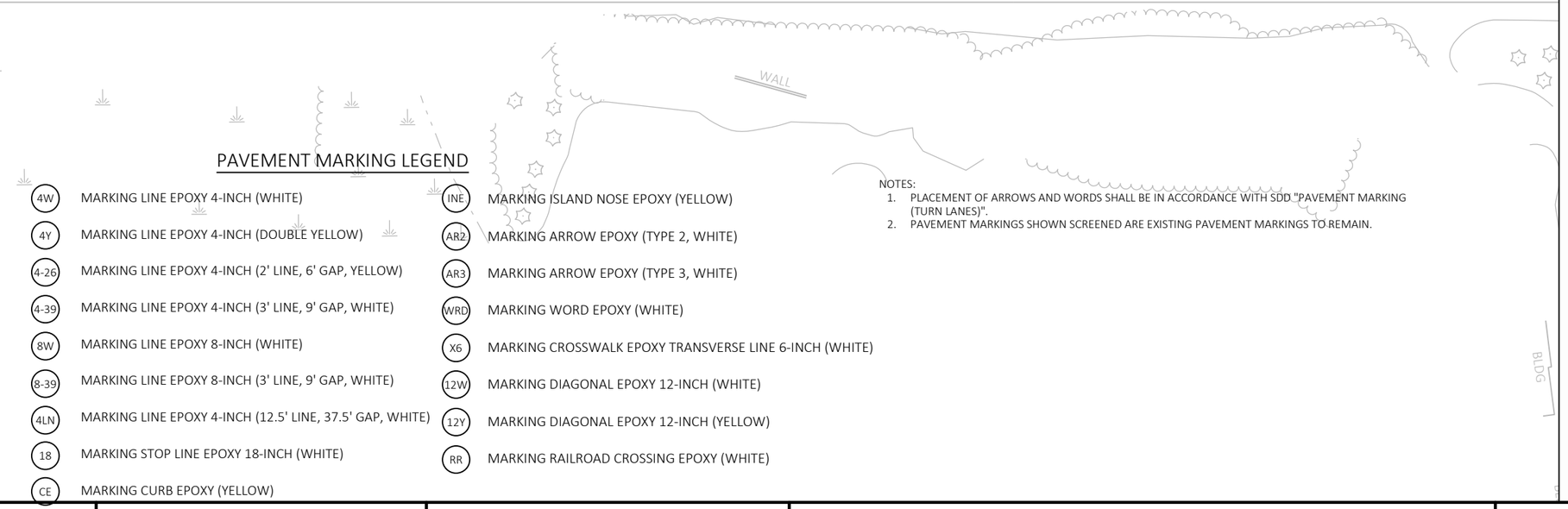


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 231	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 9
PLOT DATE : 7/29/2020 7:09 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





PAVEMENT MARKING LEGEND

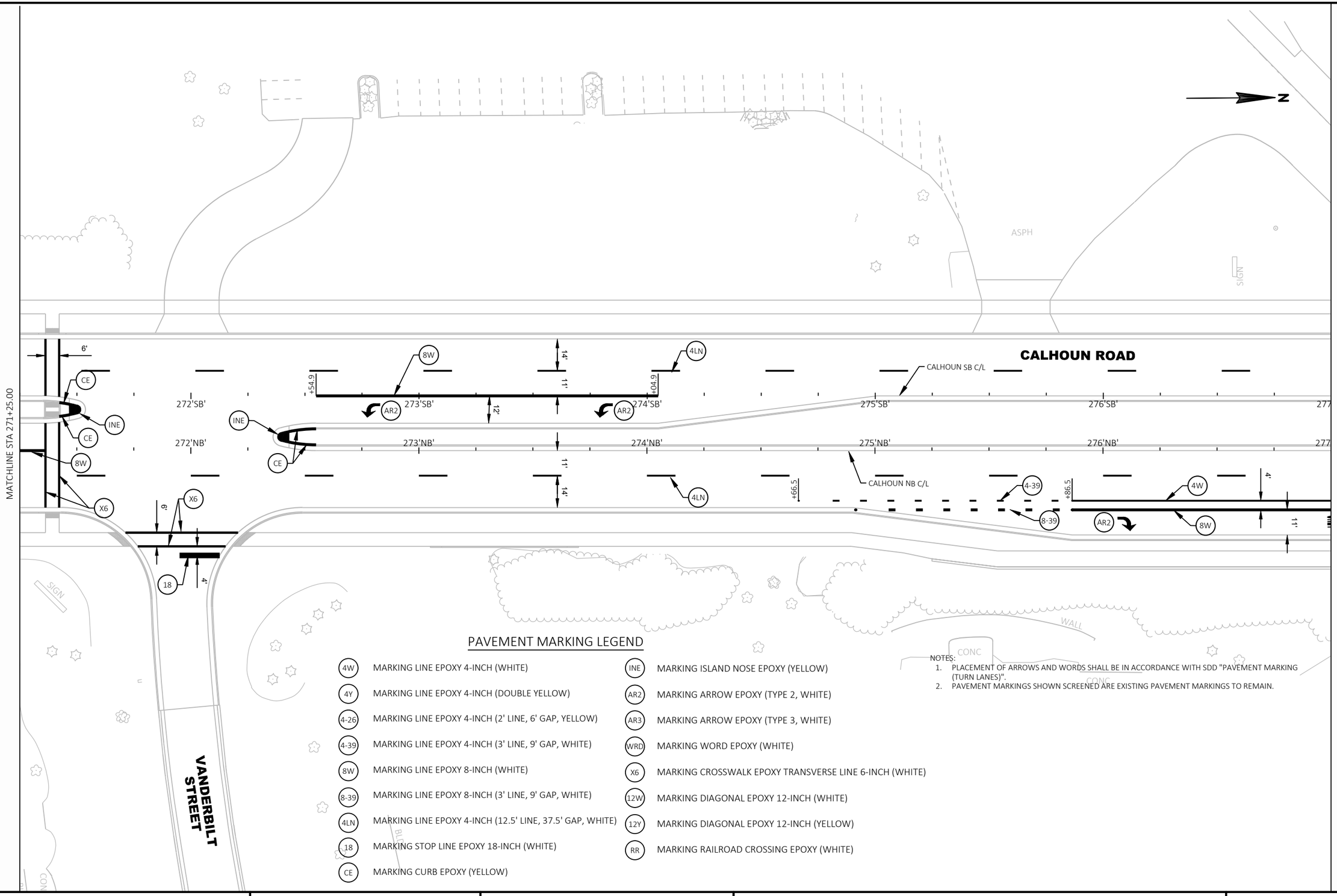
4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 232 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 10
PLOT DATE : 7/29/2020 7:10 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

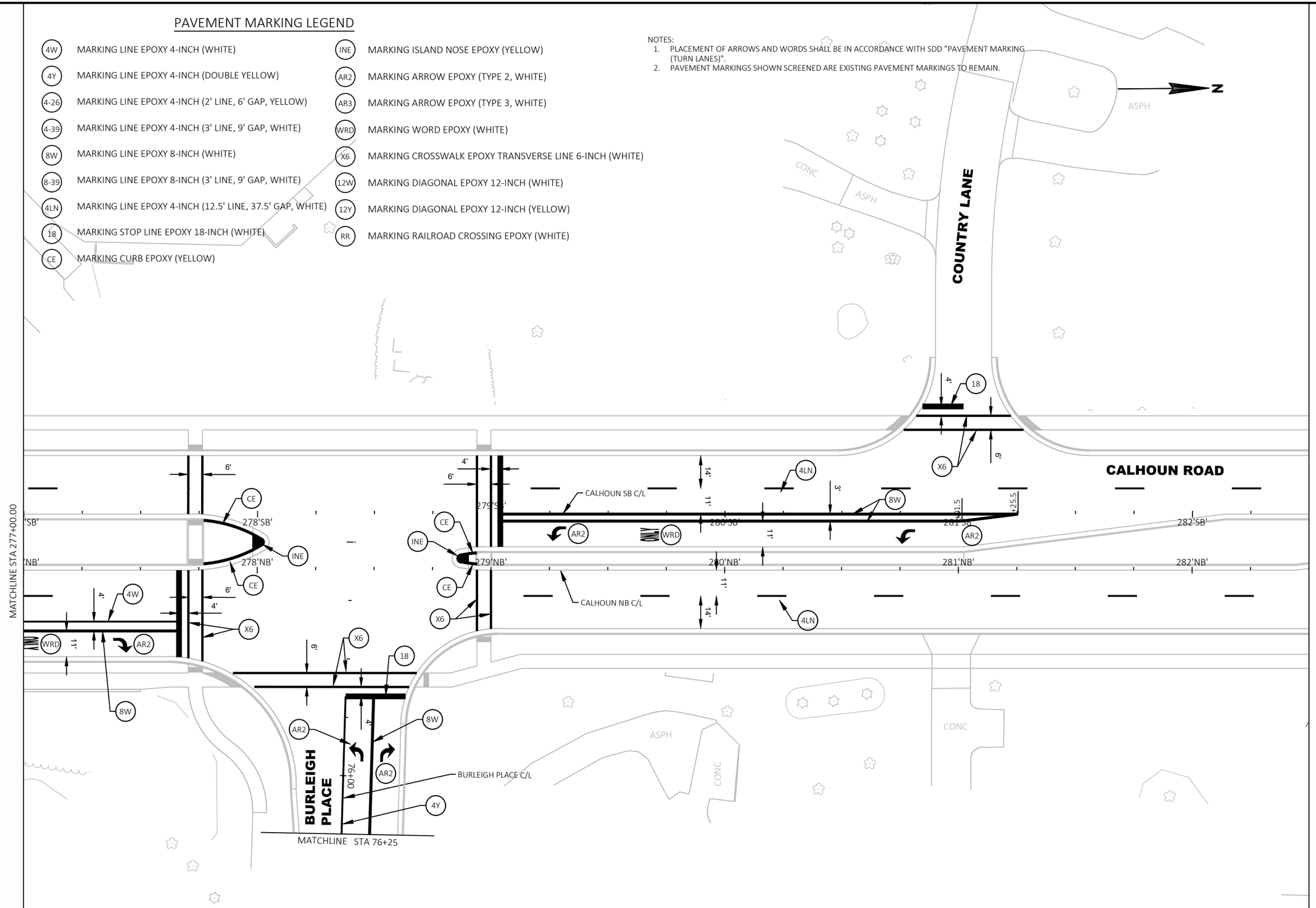
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 233	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11
PLOT DATE : 7/29/2020 7:10 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 234	E

2

2

TOWN TRAIL

CALHOUN ROAD

MARTHA DRIVE

MATCHLINE STA 282+50.00

MATCHLINE STA 288+25.00

CALHOUN SB C/L

CALHOUN NB C/L

283'SB'

284'SB'

285'SB'

283'NB'

284'NB'

285'NB'

286'SB'

287'SB'

288'SB'

286'NB'

287'NB'

288'NB'

+40.2

+87.3

+37.3

14'

11'

12'

6'

4'

ASPH

BLDG

DECK

WALL

B-BALL HOOP

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

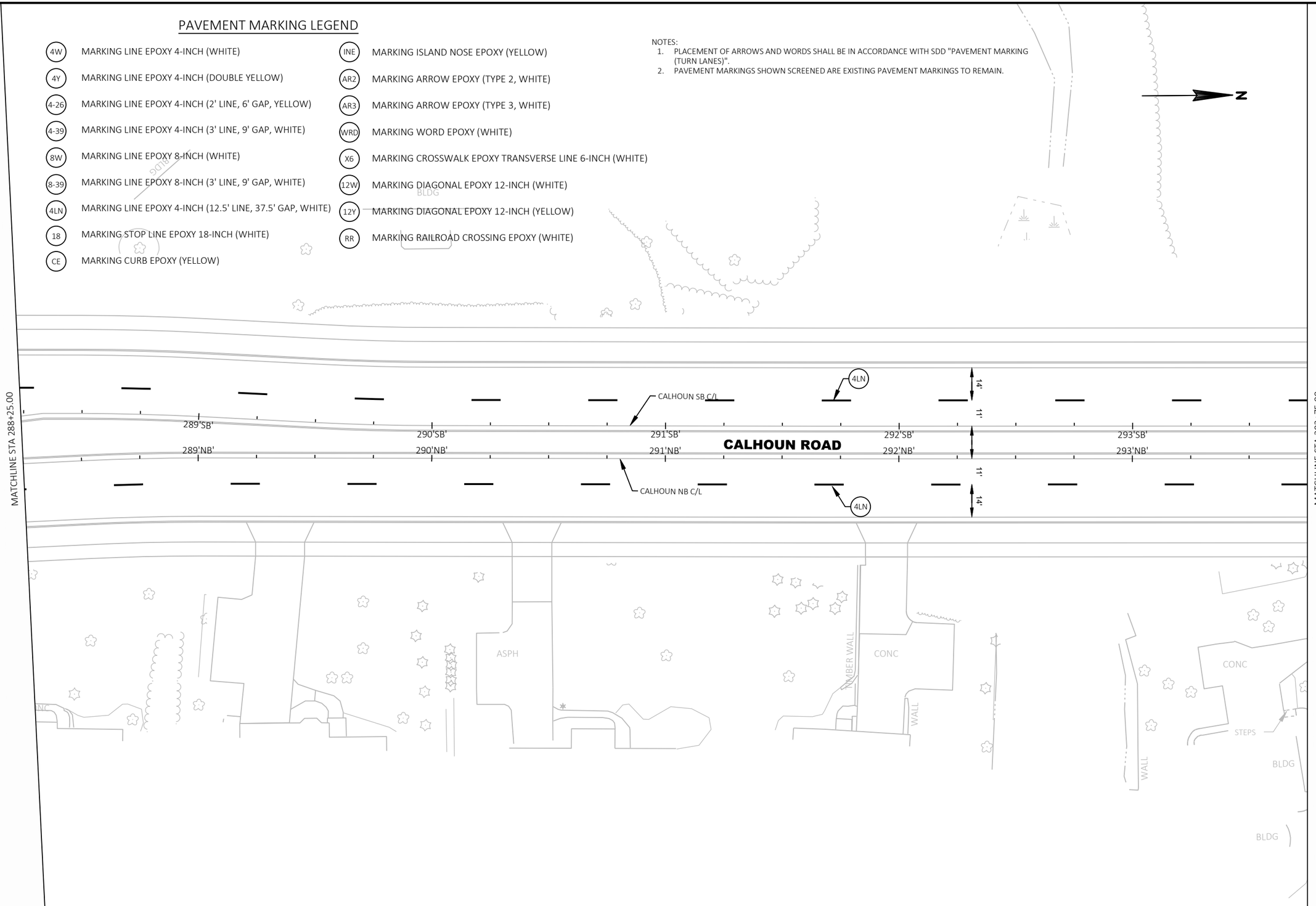
NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 235	E

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



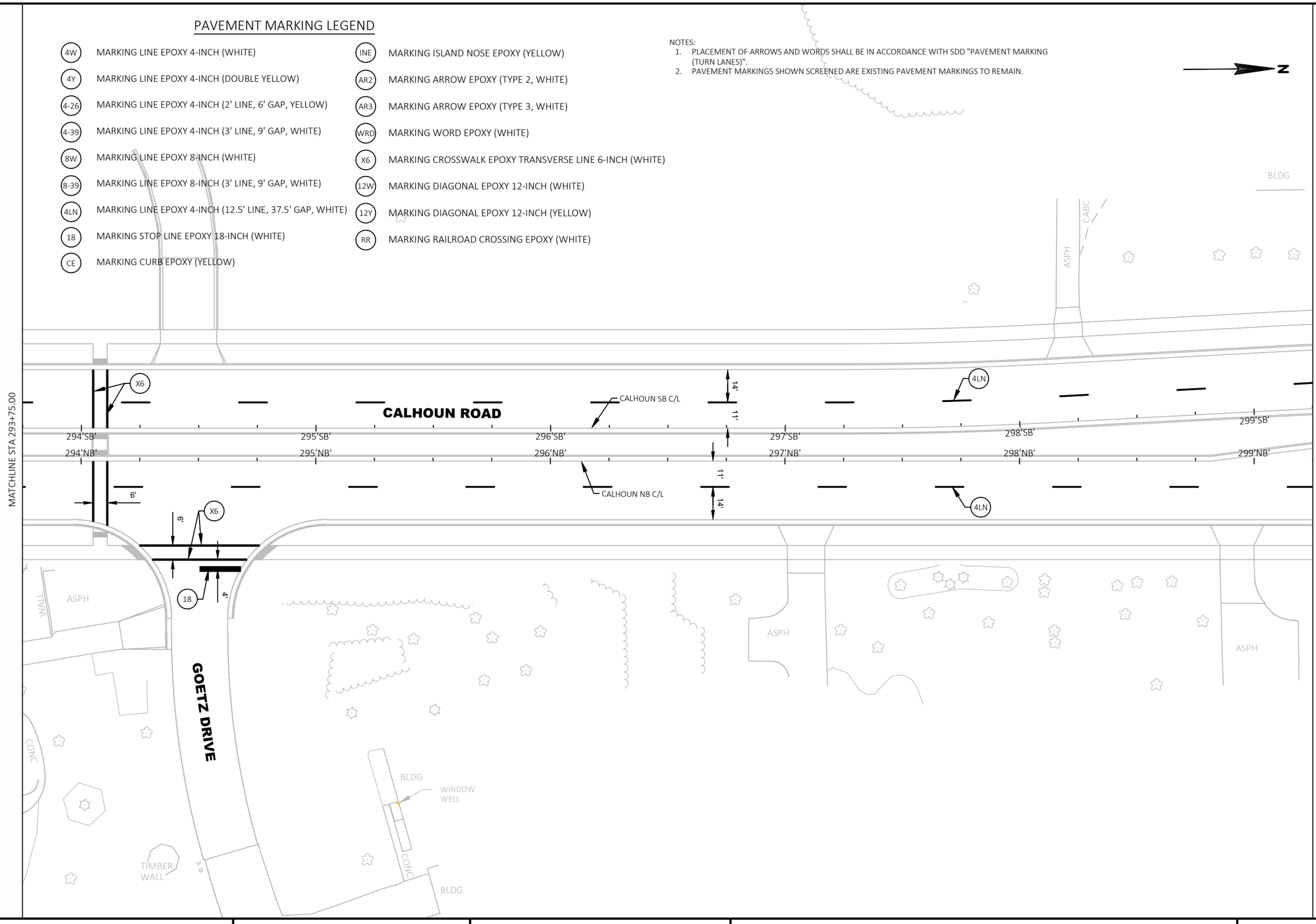
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 236 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 14
PLOT DATE : 7/29/2020 7:12 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

- (4W) MARKING LINE EPOXY 4-INCH (WHITE)
- (4Y) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (4-26) MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
- (4-39) MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
- (8W) MARKING LINE EPOXY 8-INCH (WHITE)
- (8-39) MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
- (4LN) MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (18) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (CE) MARKING CURB EPOXY (YELLOW)
- (INE) MARKING ISLAND NOSE EPOXY (YELLOW)
- (AR2) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (AR3) MARKING ARROW EPOXY (TYPE 3, WHITE)
- (WRD) MARKING WORD EPOXY (WHITE)
- (X6) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (12W) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (12Y) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (RR) MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 237	E

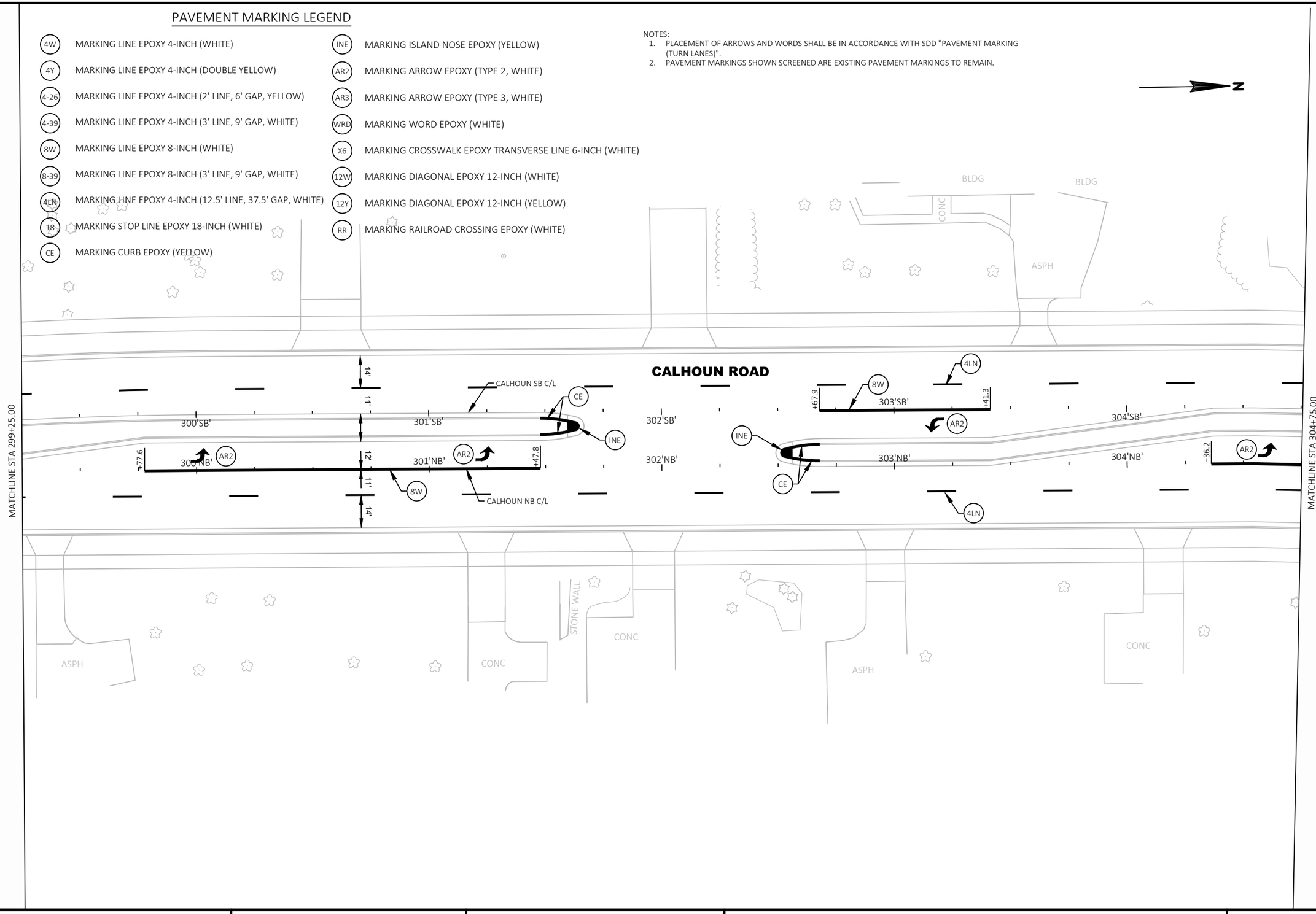
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 15

PLOT DATE : 7/29/2020 7:13 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

PAVEMENT MARKING LEGEND

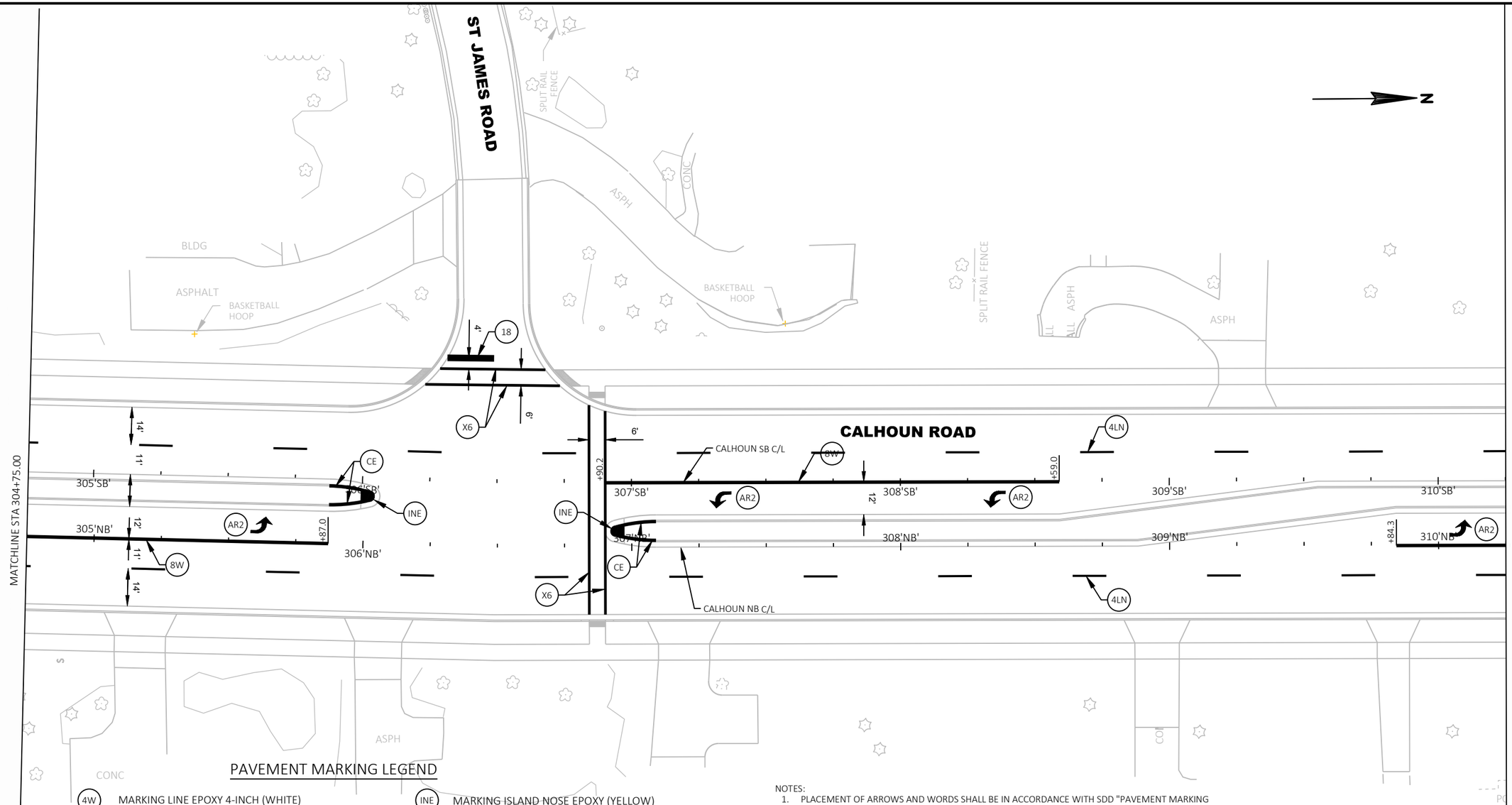
4W	MARKING LINE EPOXY 4-INCH (WHITE)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	RR	MARKING RAILROAD CROSSING EPOXY (WHITE)
CE	MARKING CURB EPOXY (YELLOW)		

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 238	E

2



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)	INE	MARKING ISLAND NOSE EPOXY (YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)	AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)	AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)	WRD	MARKING WORD EPOXY (WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)	X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)	12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)	12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)	RR	MARKING RAILROAD CROSSING EPOXY (WHITE)
CE	MARKING CURB EPOXY (YELLOW)		

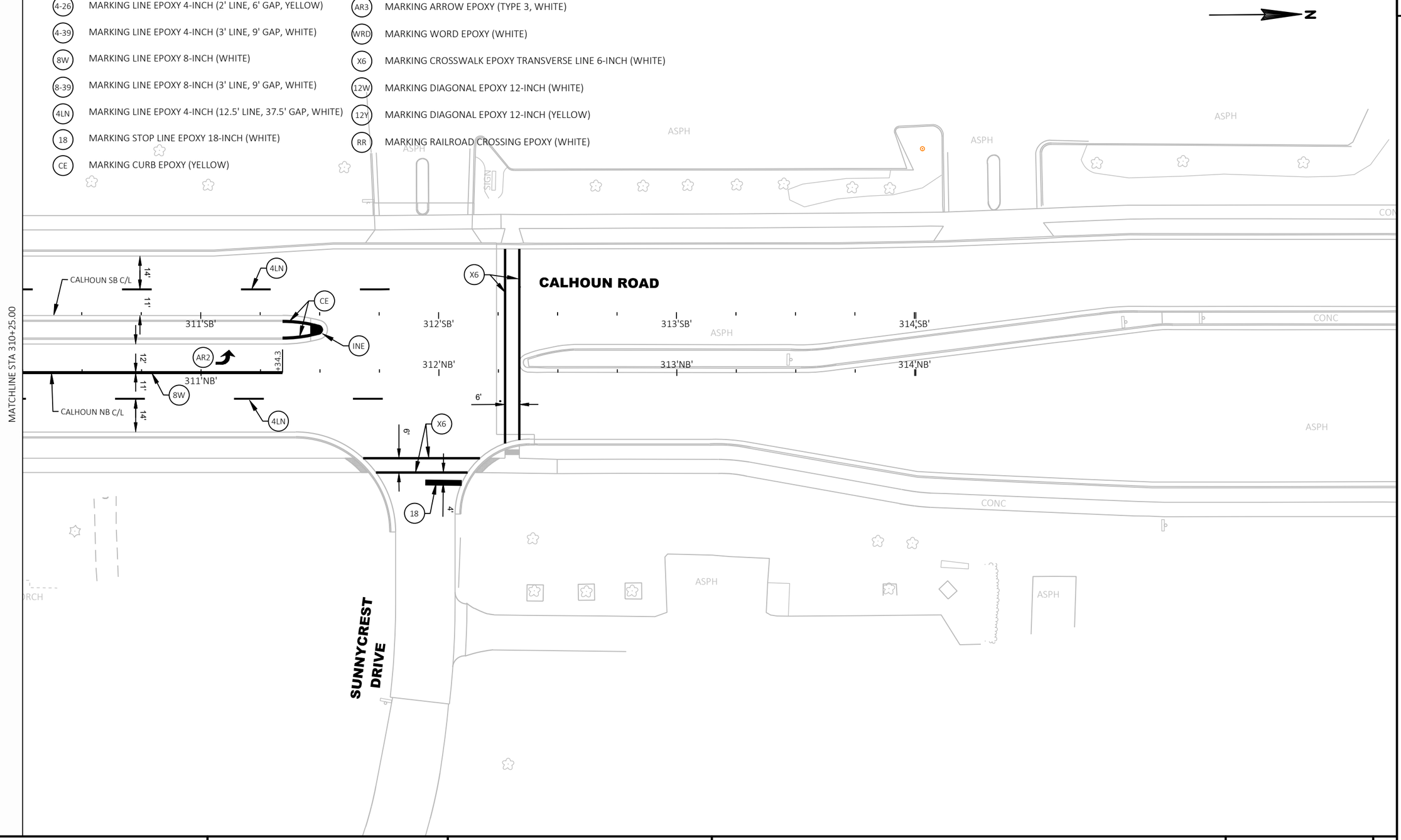
NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 239	E

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

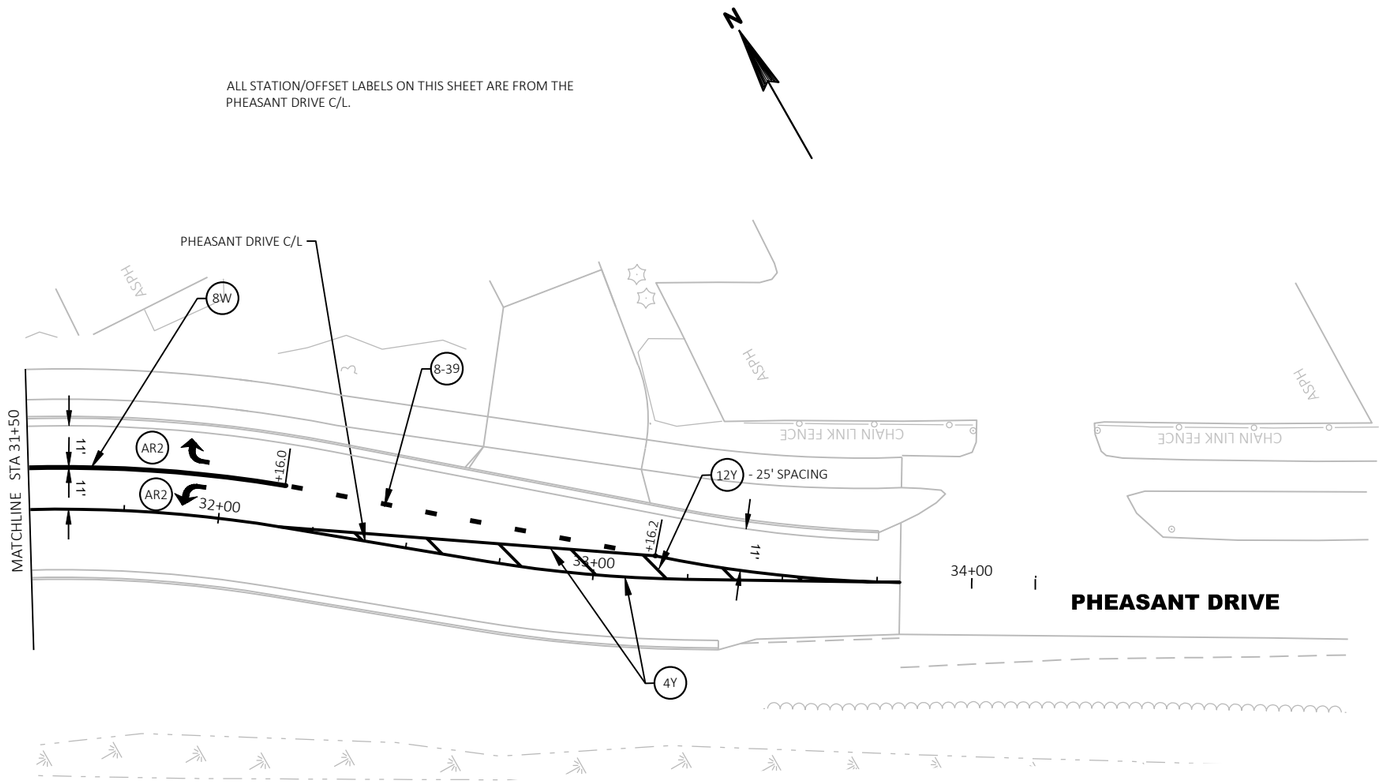


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 240	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 18
PLOT DATE : 7/29/2020 7:15 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE PHEASANT DRIVE C/L.



PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

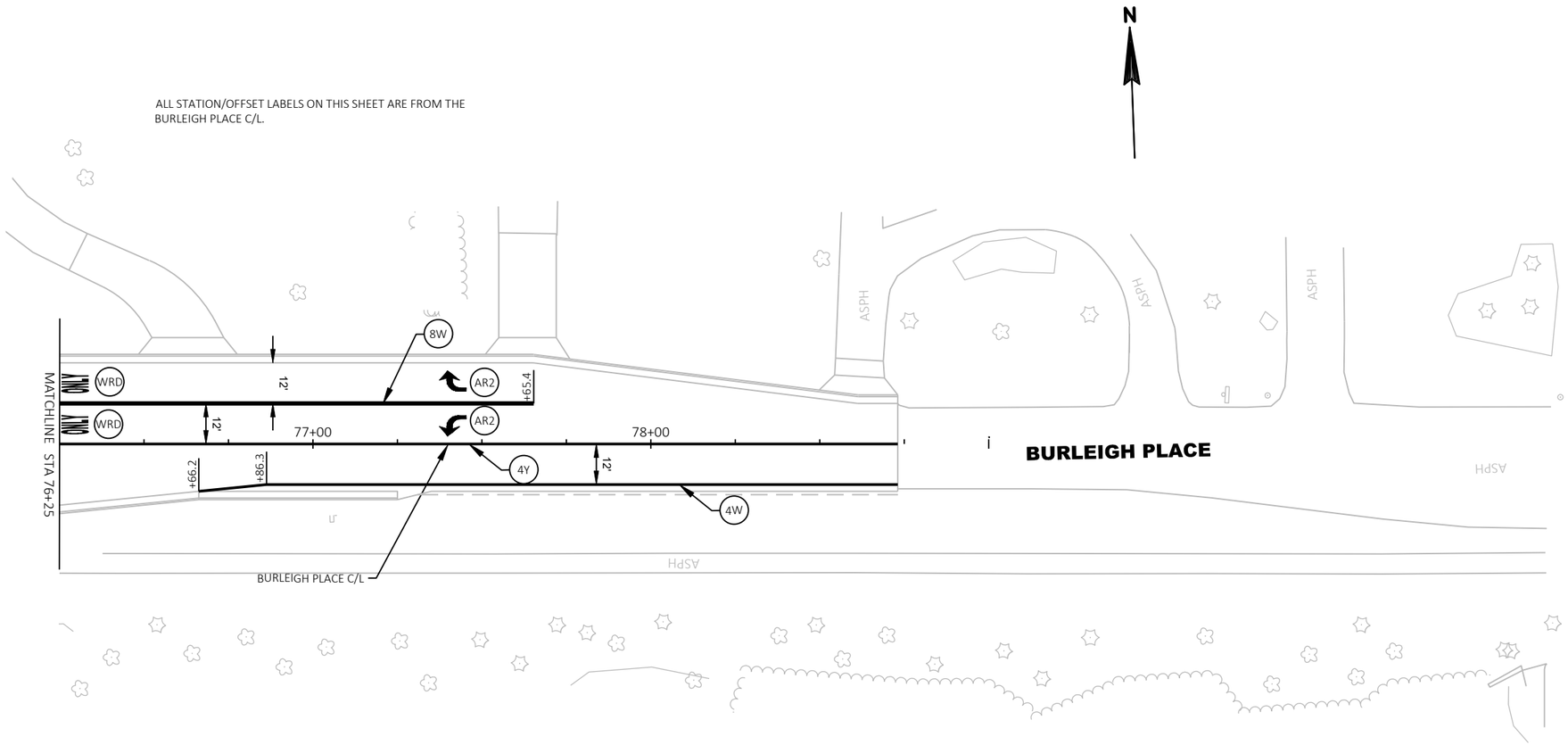
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PAVEMENT MARKING	SHEET 241	E

PAVEMENT MARKING LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4Y	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4-26	MARKING LINE EPOXY 4-INCH (2' LINE, 6' GAP, YELLOW)
4-39	MARKING LINE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
8-39	MARKING LINE EPOXY 8-INCH (3' LINE, 9' GAP, WHITE)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
AR3	MARKING ARROW EPOXY (TYPE 3, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12W	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RR	MARKING RAILROAD CROSSING EPOXY (WHITE)

NOTES:
1. PLACEMENT OF ARROWS AND WORDS SHALL BE IN ACCORDANCE WITH SDD "PAVEMENT MARKING (TURN LANES)".
2. PAVEMENT MARKINGS SHOWN SCREENED ARE EXISTING PAVEMENT MARKINGS TO REMAIN.

ALL STATION/OFFSET LABELS ON THIS SHEET ARE FROM THE BURLEIGH PLACE C/L.



2

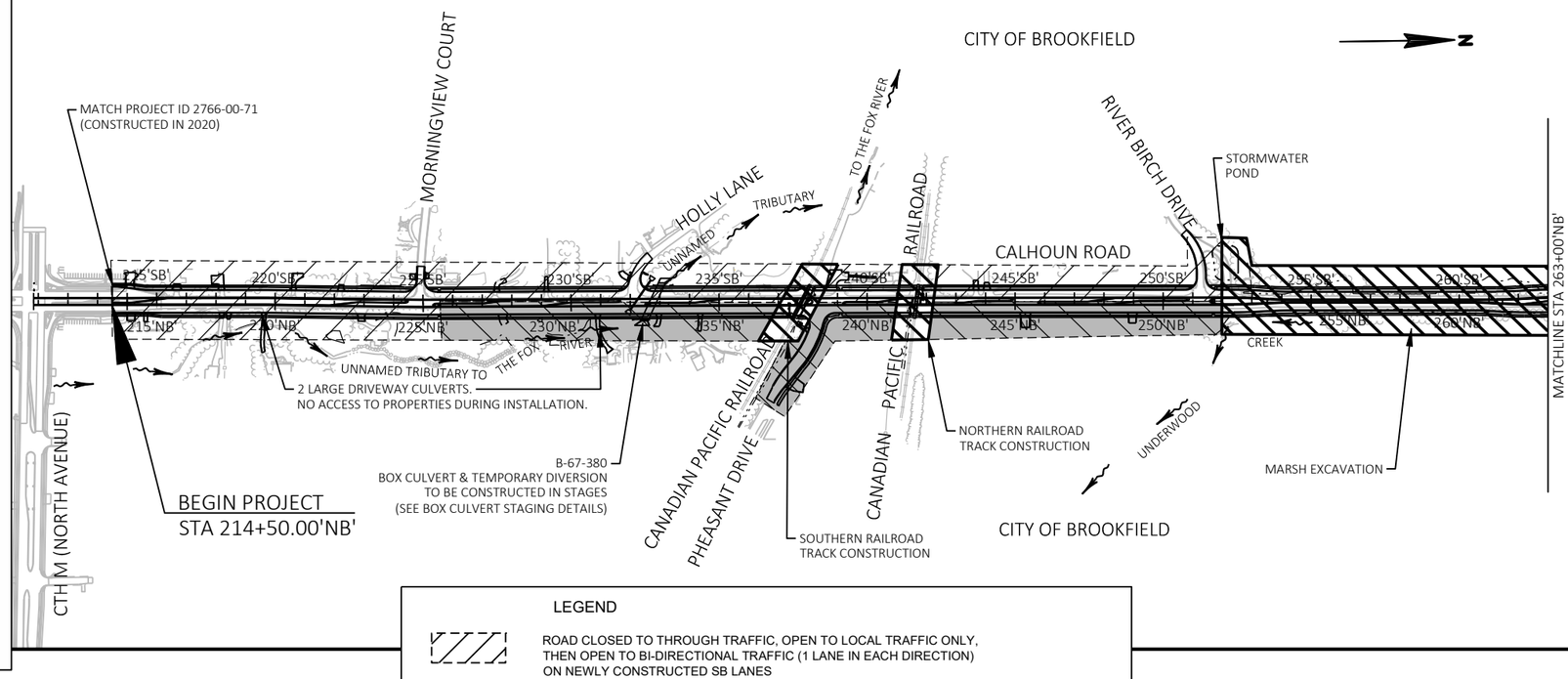
CONSTRUCTION STAGING SUMMARY

STAGE 1
- CLOSE CALHOUN ROAD TO THROUGH TRAFFIC FROM NORTH AVENUE TO CAPITOL DRIVE.
- CALHOUN ROAD SHALL REMAIN OPEN TO LOCAL ACCESS AND EMERGENCY SERVICES ONLY. AN ACCESS ROAD SHALL BE PROVIDED THROUGH THE ENTIRE PROJECT LIMITS, EXCEPT IN AREAS OF FULL CLOSURE. THE ACCESS ROAD SHALL HAVE A MINIMUM WIDTH OF 16' AND SHALL BE ON EXISTING PAVEMENT, COMPACTED BASE AGGREGATE/GRAVEL, FINAL PAVEMENT, OR ANY COMBINATION OF THOSE ITEMS.
- COMPLETE THE SOUTHBOUND ROADWAY. COMPLETE THE NORTHBOUND ROADWAY FROM THE SOUTH PROJECT LIMIT TO MORNINGVIEW COURT AND FROM ST JAMES ROAD TO THE NORTH PROJECT LIMIT.
- COORDINATE/COMPLETE TEMPORARY RAILROAD GATES FOR STAGE 2 NB TRAFFIC (SEE STAGE 2 DETAILS).
- THREE SEPARATE FULL ROADWAY CLOSURES REQUIRED TO COMPLETE THE FOLLOWING WORK ITEMS:
  - SOUTHERN RAILROAD TRACK CONSTRUCTION
  - NORTHERN RAILROAD TRACK CONSTRUCTION
  - MARSH EXCAVATION
- NO TWO FULL ROADWAY CLOSURES SHALL OCCUR AT THE SAME TIME.

STAGE 2
- NEWLY CONSTRUCTED SOUTHBOUND LANES SHALL BE OPENED TO BI-DIRECTIONAL TRAFFIC (1 LANE IN EACH DIRECTION)FROM NORTH AVENUE TO CAPITOL DRIVE.
- TEMPORARY RAILROAD GATES FOR NB TRAFFIC SHALL BE IN PLACE AT BOTH RAILROAD CROSSINGS PRIOR TO OPENING TO BI-DIRECTIONAL TRAFFIC.
- COMPLETE REMAINDER OF NB CALHOUN ROAD AND SIDE ROADS. COMPLETE FINAL PAVEMENT MARKINGS PRIOR TO STAGE 3.

STAGE 3
- OPEN COMPLETED ROADWAY TO FINAL TRAFFIC CONFIGURATIONS. CLOSE LEFT TURN LANES BETWEEN BETWEEN ST JAMES ROAD AND SUNNYCREST DRIVE AND REMOVE TEMPORARY MEDIAN CROSSOVER
- COMPLETE FINAL RESTORATION. IF SINGLE LANE CLOSURES ARE REQUIRED, ALL TRAFFIC CONTROL SHALL FOLLOW SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON FREEWAY/EXPRESSWAY".

GENERAL NOTES
- REFER TO THE DETAILED TRAFFIC CONTROL PLAN AND DETOUR PLAN FOR ADDITIONAL INFORMATION
- ACCESS TO PHEASANT DRIVE AND MORNINGVIEW DRIVE FROM CALHOUN ROAD SHALL BE MAINTAINED AT ALL TIMES DURING THE PROJECT.
- BOX CULVERT CONSTRUCTION AND INSTALLATION OF TEMPORARY DIVERSION PIPE(S) SHALL BE STAGED TO ALLOW TRAFFIC OVER THE WATERWAY CROSSING AT ALL TIMES. SEE DETAILED TRAFFIC CONTROL PLANS AND STRUCTURE PLANS FOR ADDITIONAL INFORMATION.

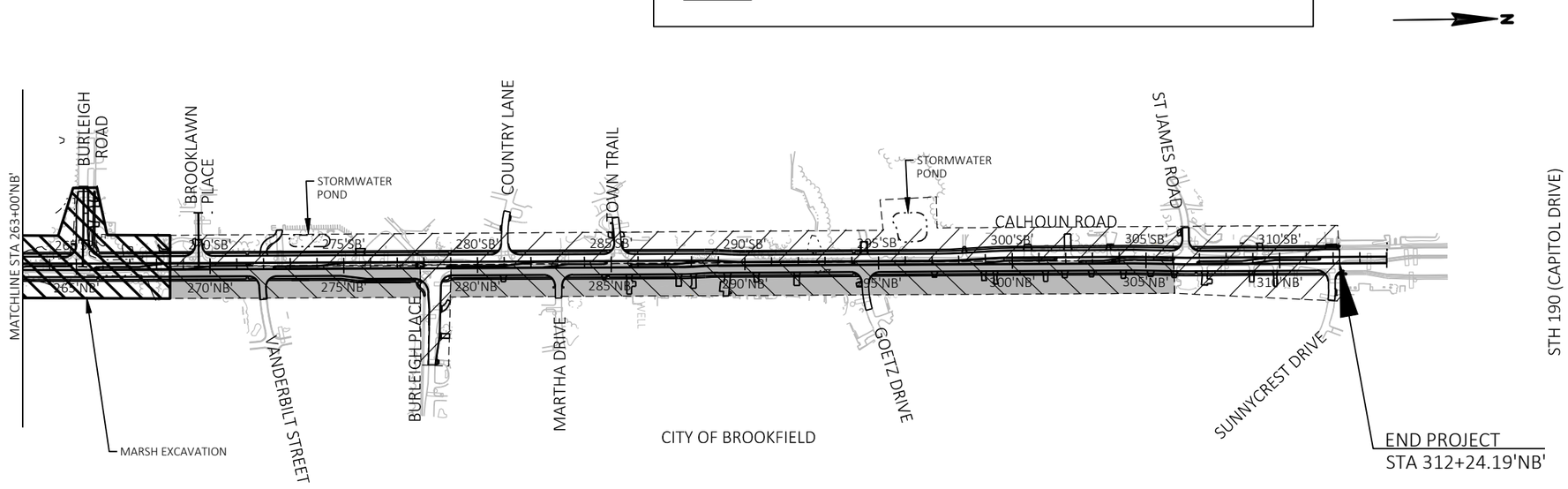


LEGEND

ROAD CLOSED TO THROUGH TRAFFIC, OPEN TO LOCAL TRAFFIC ONLY, THEN OPEN TO BI-DIRECTIONAL TRAFFIC (1 LANE IN EACH DIRECTION) ON NEWLY CONSTRUCTED SB LANES

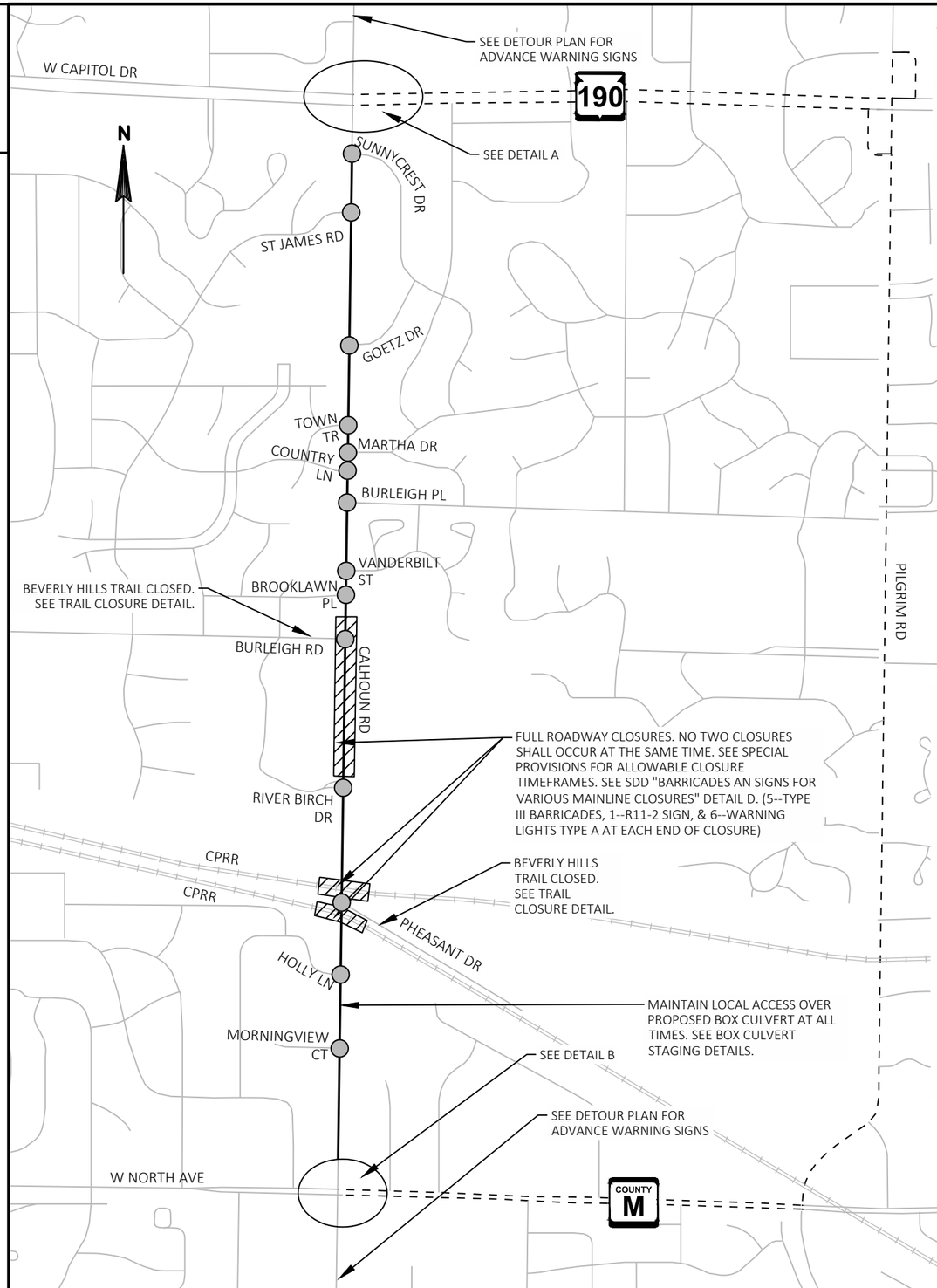
ROAD CLOSED TO THROUGH TRAFFIC, OPEN TO LOCAL TRAFFIC ONLY (ENTIRE PROJECT DURATION)

SEPARATE FULL ROADWAY CLOSURES (NO TWO CLOSURES SHALL OCCUR AT THE SAME TIME - SEE SPECIAL PROVISIONS FOR ALLOWABLE CLOSURE TIMEFRAMES)



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	CONSTRUCTION STAGING OVERVIEW	SHEET 243	E

2



STAGE 1 GENERAL NOTES

- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- ALL SIGNS, TEMPORARY OR EXISTING, IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK/CLOSED AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION.
- CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.

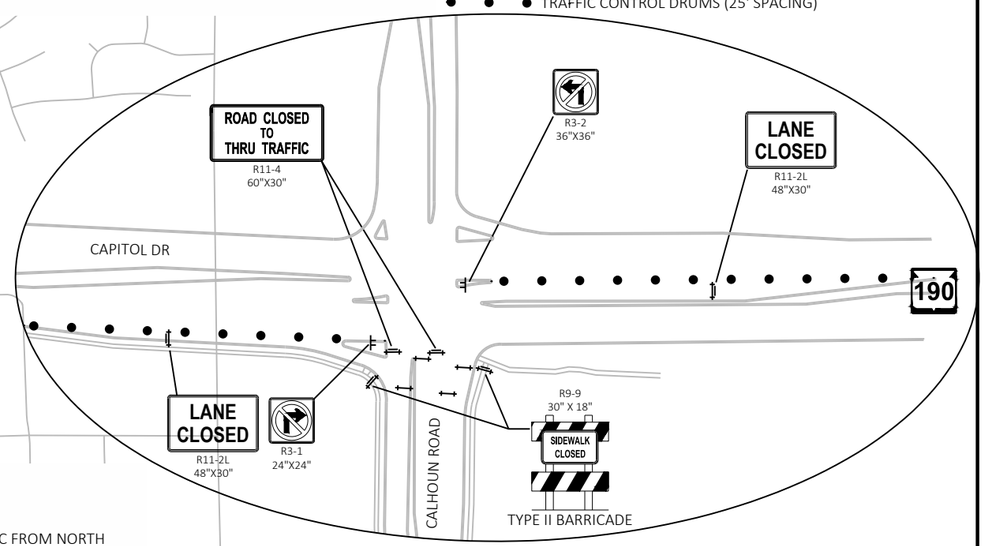
LEGEND

- PROJECT LIMITS
- DETOUR ROUTE (SEE DETOUR PLANS)
- SIGN MOUNTED ON PERMANENT SUPPORT
- SIGN MOUNTED ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN (WITH TWO WARNING LIGHTS TYPE A)
- SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" - DETAIL 4 (2--TYPE III BARRICADES, 1--R11-4 SIGN, 1--W20-3A SIGN, & 4--WARNING LIGHTS TYPE A AT EACH INTERSECTION)
- TRAFFIC CONTROL DRUMS (25' SPACING)

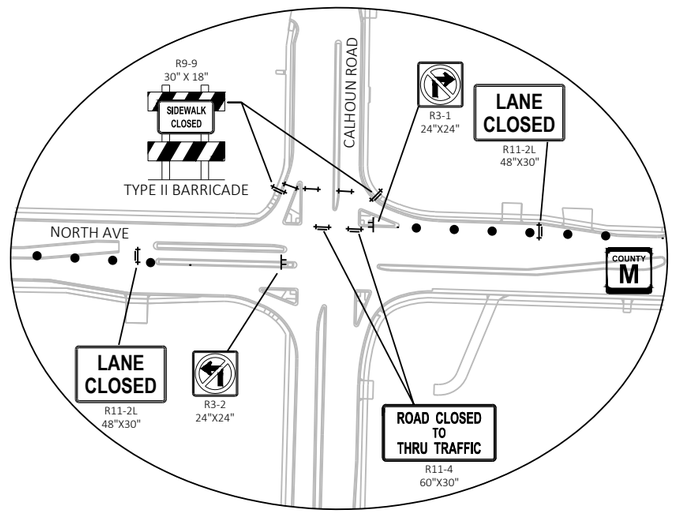
CONSTRUCTION STAGING SUMMARY

STAGE 1

- CLOSE CALHOUN ROAD TO THROUGH TRAFFIC FROM NORTH AVENUE TO CAPITOL DRIVE.
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- COORDINATE/COMPLETE TEMPORARY RAILROAD GATES FOR STAGE 2 NB TRAFFIC (SEE STAGE 2 DETAILS).
- THREE SEPARATE FULL ROADWAY CLOSURES REQUIRED TO COMPLETE THE FOLLOWING WORK ITEMS:
  - SOUTHERN RAILROAD TRACK CONSTRUCTION
  - NORTHERN RAILROAD TRACK CONSTRUCTION
  - MARSH EXCAVATION
- NO TWO FULL ROADWAY CLOSURES SHALL OCCUR AT THE SAME TIME.



DETAIL A



DETAIL B

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 1	SHEET 244	E

TRAFFIC CONTROL LEGEND

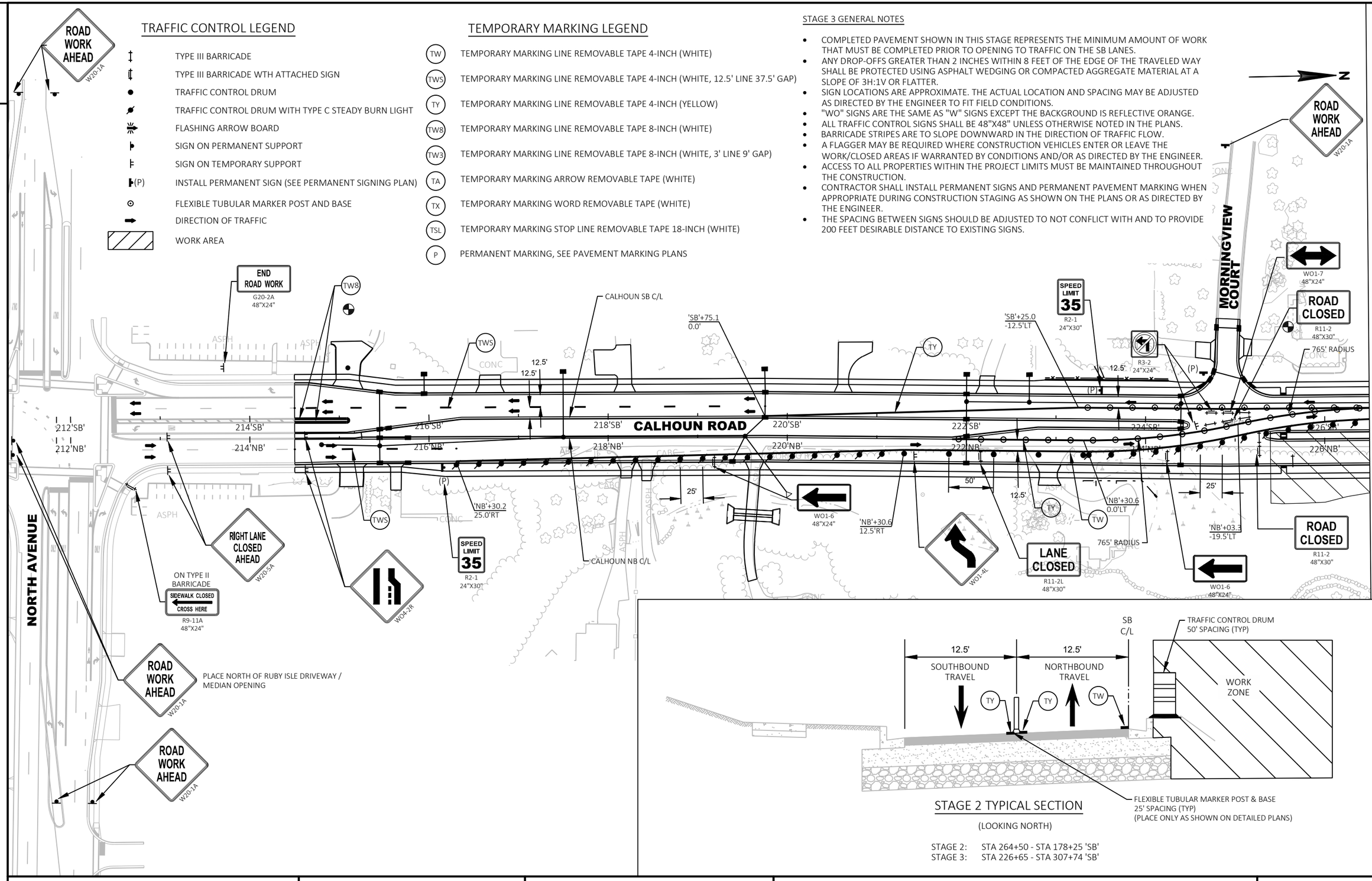
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

TEMPORARY MARKING LEGEND

- TW TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- TWS TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' LINE 37.5' GAP)
- TY TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- TW8 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
- TW3 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' LINE 9' GAP)
- TA TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- TX TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- TSL TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- P PERMANENT MARKING, SEE PAVEMENT MARKING PLANS

STAGE 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK/CLOSED AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION.
- CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.



STAGE 2 TYPICAL SECTION

(LOOKING NORTH)

STAGE 2: STA 264+50 - STA 178+25 'SB'
STAGE 3: STA 226+65 - STA 307+74 'SB'

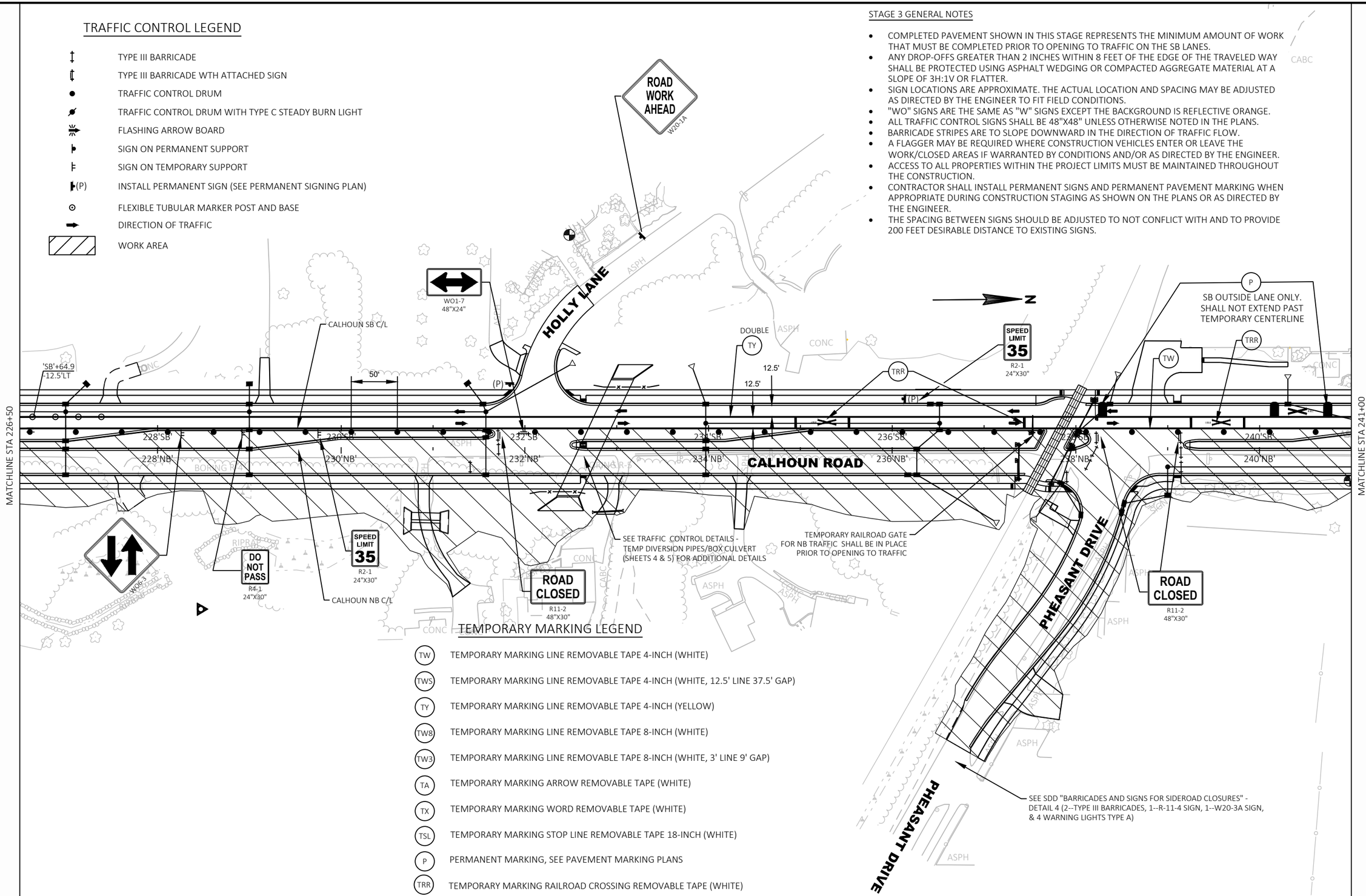
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 245	E

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

STAGE 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
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TEMPORARY MARKING LEGEND

- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (TWS) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' LINE 37.5' GAP)
- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
- (TW3) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' LINE 9' GAP)
- (TA) TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS
- (TRR) TEMPORARY MARKING RAILROAD CROSSING REMOVABLE TAPE (WHITE)

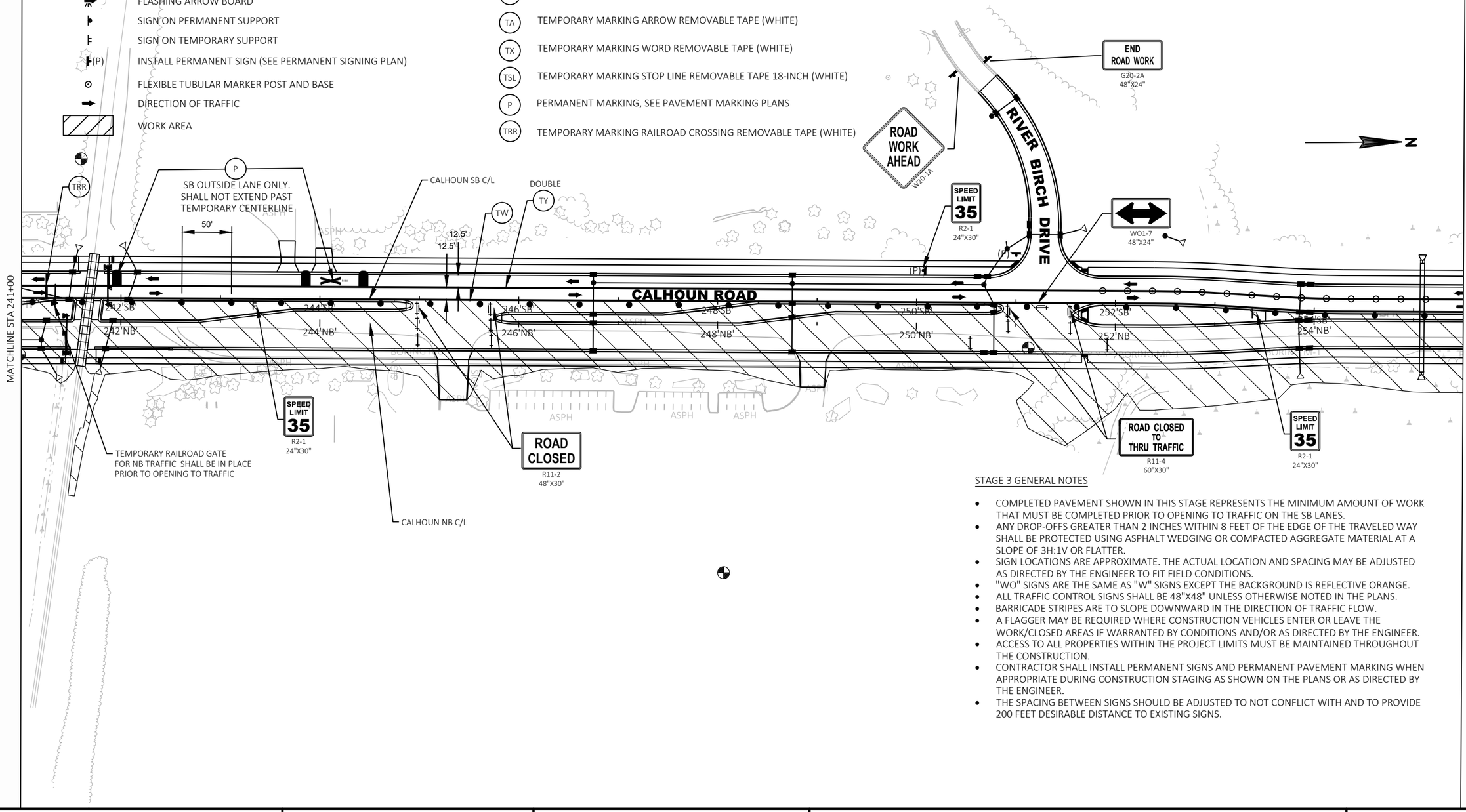
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 246	E

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

TEMPORARY MARKING LEGEND

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- (TW3) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' LINE 9' GAP)
- (TA) TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS
- (TRR) TEMPORARY MARKING RAILROAD CROSSING REMOVABLE TAPE (WHITE)



STAGE 3 GENERAL NOTES

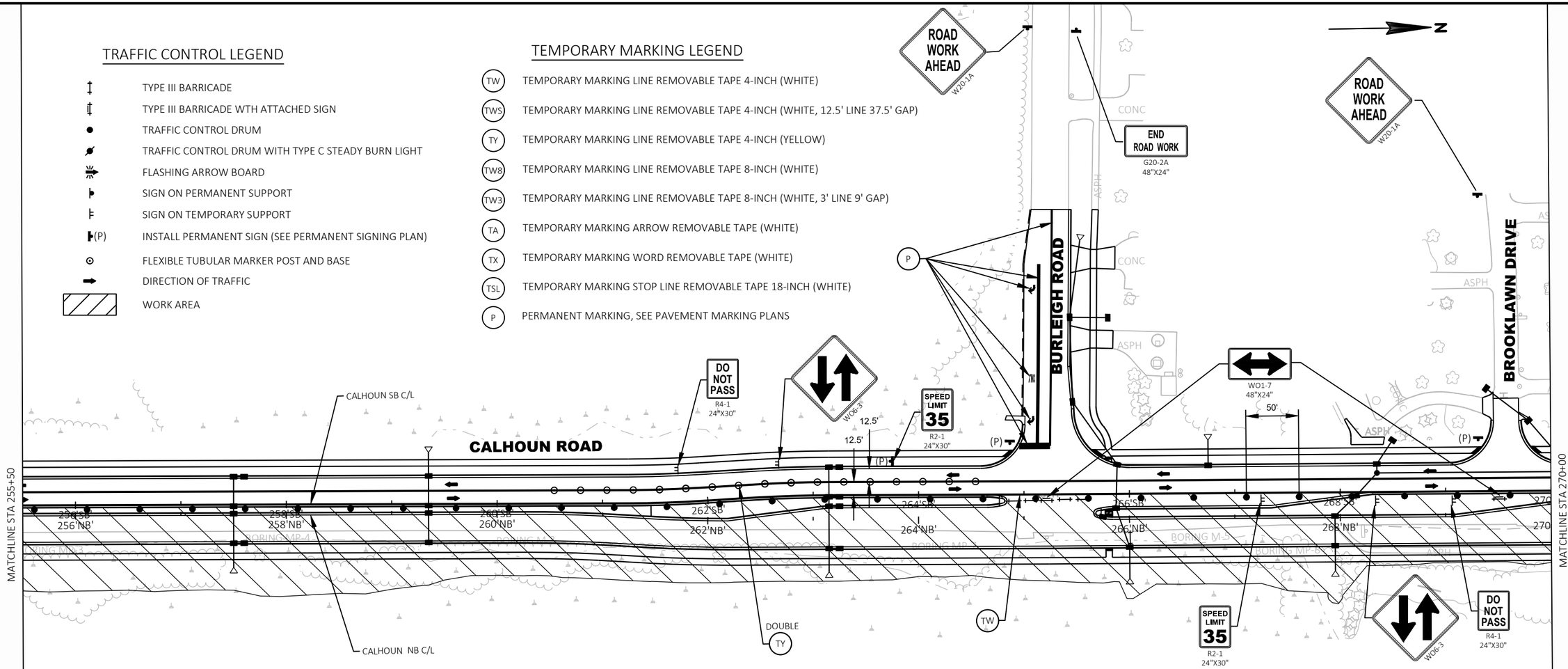
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- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
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TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

TEMPORARY MARKING LEGEND

- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (TWS) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' LINE 37.5' GAP)
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- (TW3) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' LINE 9' GAP)
- (TA) TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS



STAGE 2 & 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
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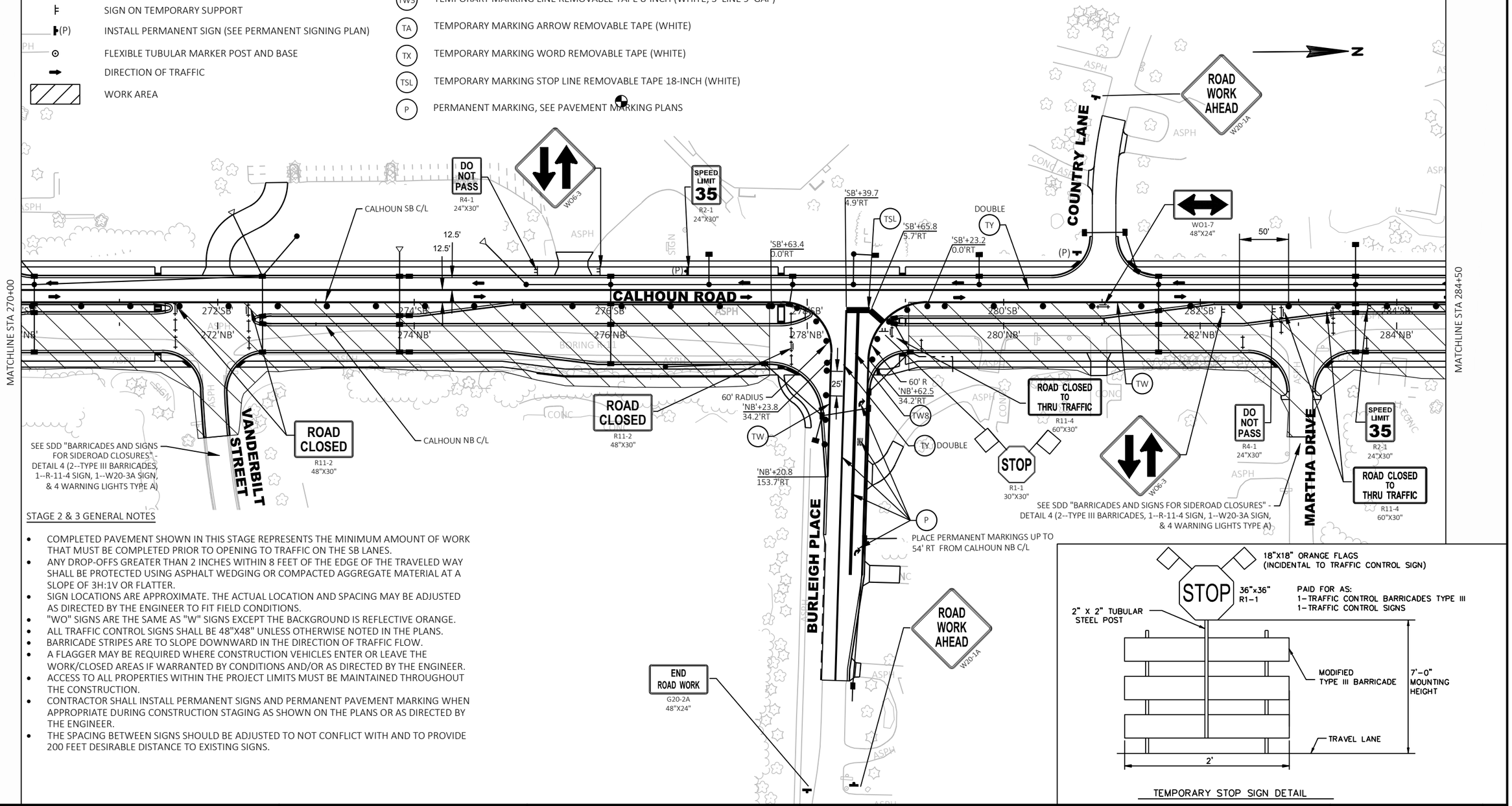
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 248	E

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
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- DIRECTION OF TRAFFIC
- WORK AREA

TEMPORARY MARKING LEGEND

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- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS



STAGE 2 & 3 GENERAL NOTES

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- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
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TEMPORARY STOP SIGN DETAIL

TRAFFIC CONTROL LEGEND

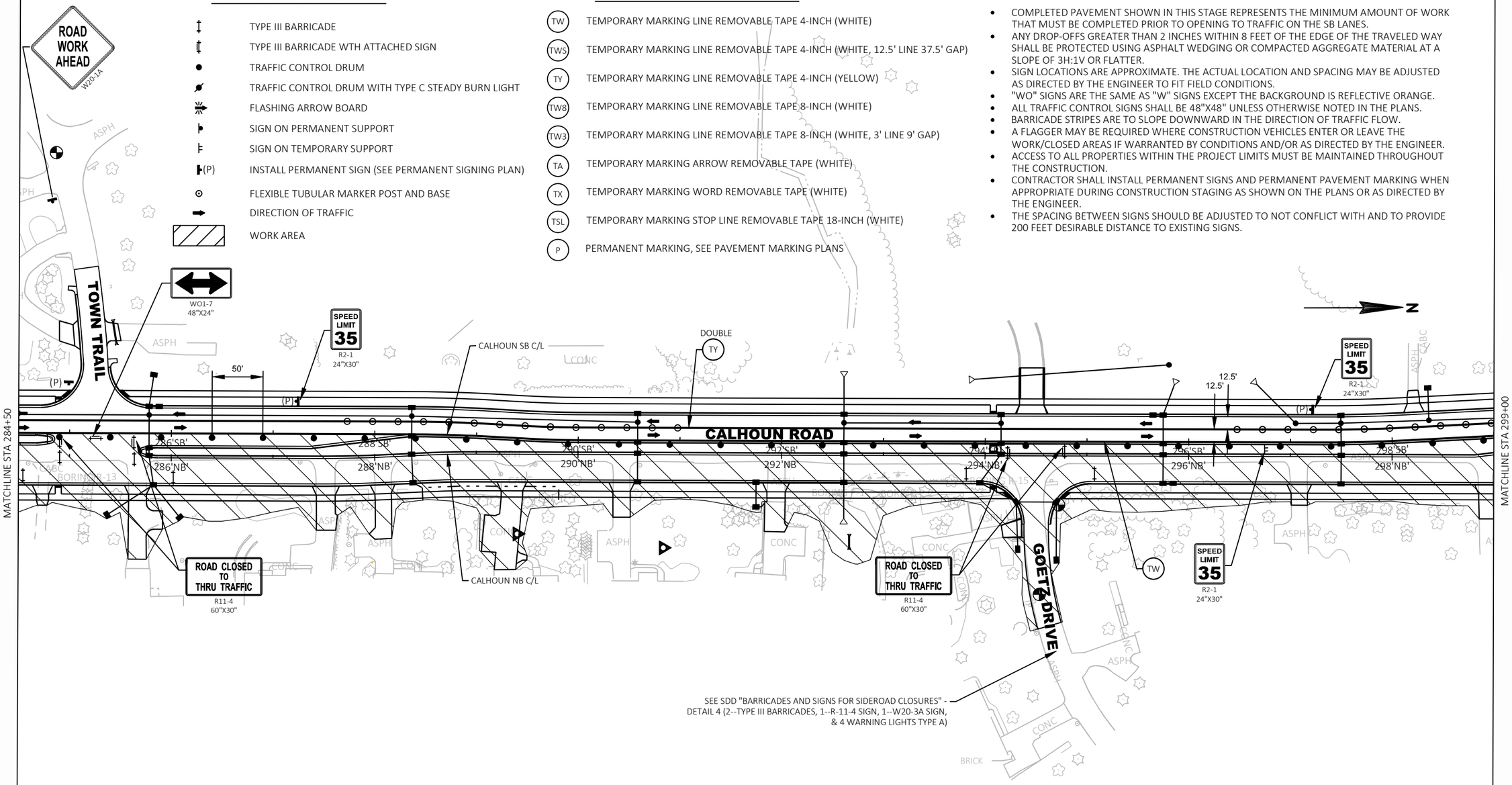
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

TEMPORARY MARKING LEGEND

- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
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- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS

STAGE 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK/CLOSED AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION.
- CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 250	E

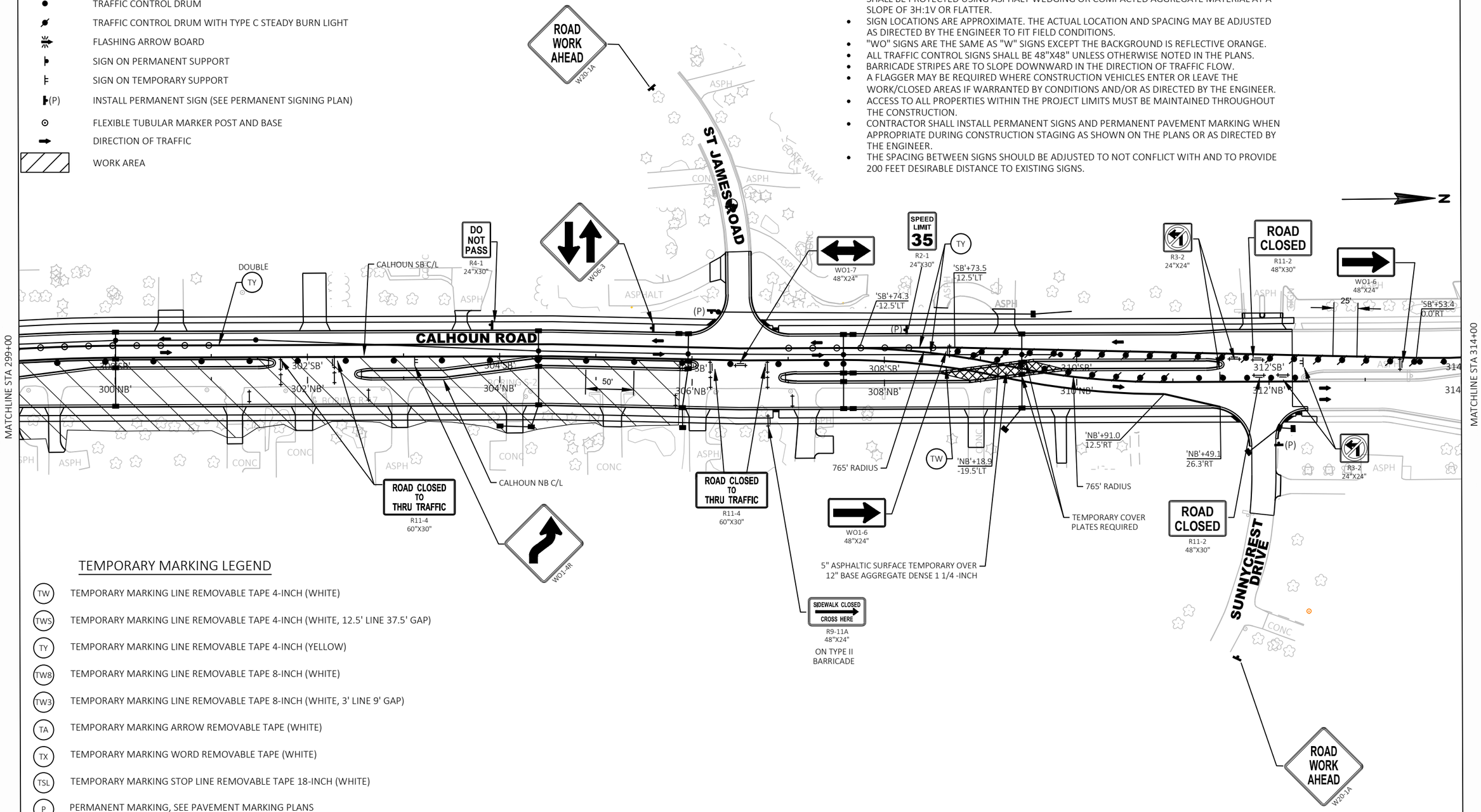
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025030-TC.DWG
LAYOUT NAME - 6
PLOT DATE : 7/29/2020 7:21 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA

STAGE 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK/CLOSED AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION.
- CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.



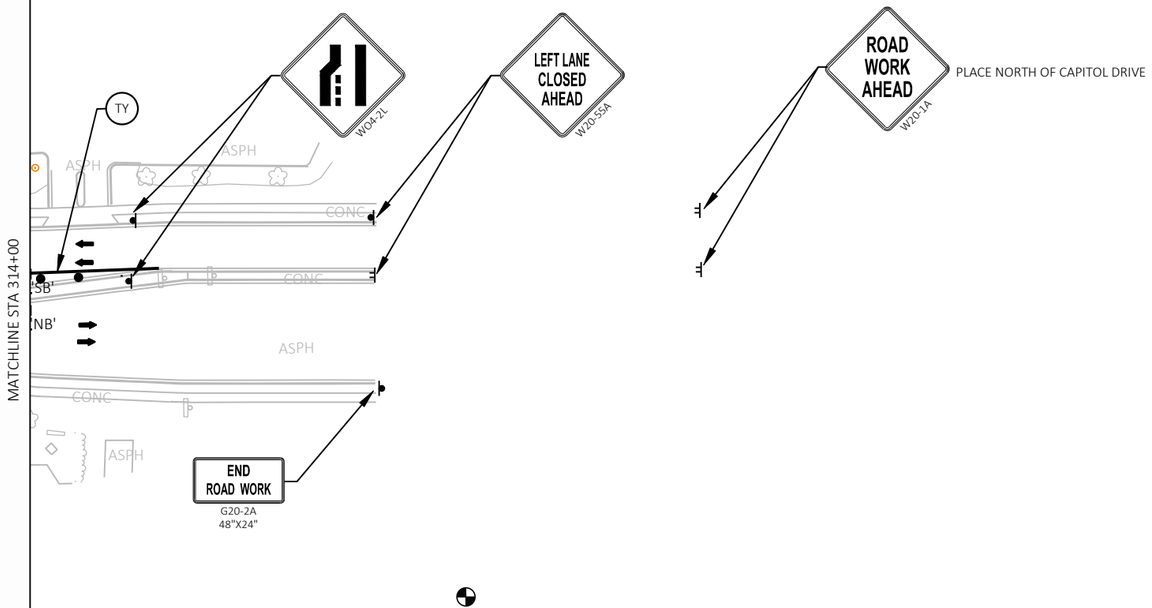
TEMPORARY MARKING LEGEND

- (TW) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (TWS) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE, 12.5' LINE 37.5' GAP)
- (TY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (TW8) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
- (TW3) TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, 3' LINE 9' GAP)
- (TA) TEMPORARY MARKING ARROW REMOVABLE TAPE (WHITE)
- (TX) TEMPORARY MARKING WORD REMOVABLE TAPE (WHITE)
- (TSL) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
- (P) PERMANENT MARKING, SEE PAVEMENT MARKING PLANS

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 251	E

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DIRECTION OF TRAFFIC
- WORK AREA



STAGE 3 GENERAL NOTES

- COMPLETED PAVEMENT SHOWN IN THIS STAGE REPRESENTS THE MINIMUM AMOUNT OF WORK THAT MUST BE COMPLETED PRIOR TO OPENING TO TRAFFIC ON THE SB LANES.
- ANY DROP-OFFS GREATER THAN 2 INCHES WITHIN 8 FEET OF THE EDGE OF THE TRAVELED WAY SHALL BE PROTECTED USING ASPHALT WEDGING OR COMPACTED AGGREGATE MATERIAL AT A SLOPE OF 3H:1V OR FLATTER.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE THE WORK/CLOSED AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION.
- CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.

2

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 2	SHEET 252	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025030-TC.DWG
LAYOUT NAME - 8
PLOT DATE : 7/29/2020 7:22 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

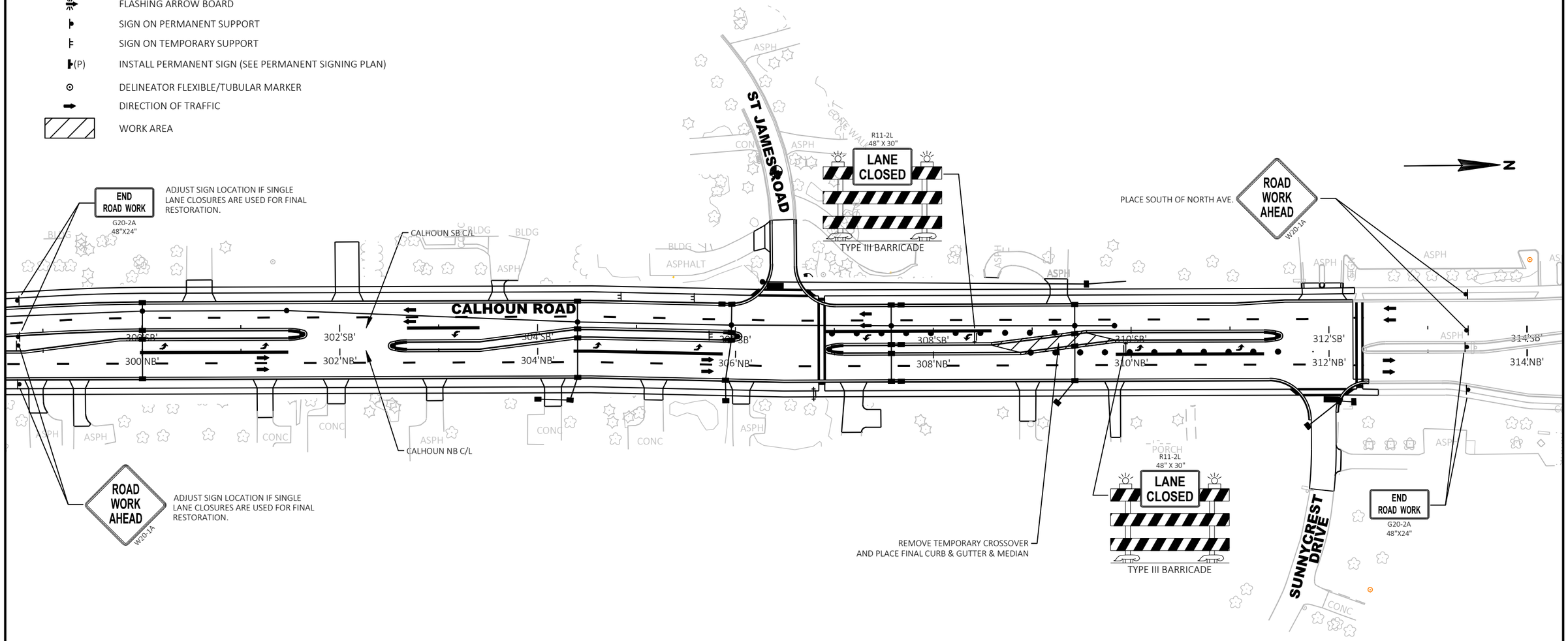
2

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- (P) INSTALL PERMANENT SIGN (SEE PERMANENT SIGNING PLAN)
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

STAGE 4 GENERAL NOTES

- OPEN COMPLETED ROADWAY TO FINAL TRAFFIC CONFIGURATIONS. ALL FINAL PAVEMENT MARKINGS AND SIGNING SHALL BE INSTALLED PRIOR TO OPENING THE ROADWAY.
- CLOSE LEFT TURN LANES BETWEEN BETWEEN ST JAMES ROAD AND SUNNYCREST DRIVE AND REMOVE TEMPORARY MEDIAN CROSSOVER AND PLACE FINAL CURB & GUTTER AND MEDIAN.
- COMPLETE FINAL RESTORATION. IF SINGLE LANE CLOSURES ARE REQUIRED, ALL TRAFFIC CONTROL SHALL FOLLOW SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON FREEWAY/EXPRESSWAY".



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL - STAGE 3	SHEET 253	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025040-TC.DWG
LAYOUT NAME - 7

PLOT DATE : 7/29/2020 7:23 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

INSTALL DOWNSTREAM END OF TEMPORARY DIVERSION PIPES AND TEMPORARY DITCH/BERM AT DOWNSTREAM END OF PERMANENT BOX CULVERT (SEE CONSTRUCTION DETAILS)

BRIDGE OUT
R11-2B
48"X30"

BRIDGE OUT
R11-2B
48"X30"

HOLLY LANE

CALHOUN ROAD

SEE STAGE 1 TRAFFIC CONTROL DETAILS

SEE STAGE 1 TRAFFIC CONTROL DETAILS

MAINTAIN DRAINAGE DOWNSTREAM OF EXISTING CULVERTS

PROVIDE A MINIMUM 16' TOTAL WIDTH ACCESS ROAD FOR LOCAL TRAFFIC ON EXISTING PAVEMENT OR TEMPORARY GRAVEL

MAINTAIN DRAINAGE BETWEEN EXISTING CULVERTS

TLE
PLE
R/W
230+00'SB'
231+00'SB'
232+00'SB'
233+00'SB'
234+00'SB'
235+00'SB'
230+00
231+00
232+00
233+00
234+00
235+00
16'
BORING R-5
STONE WALL
CONCRETE WALL
ASPH
BASKETBALL HOOP
CONC
BLDG
STEPS
DECK
WOOD FENCE
GAS METER
CABC

SHEET 1 OF 5

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TEMP DIVERSION PIPES/BOX CULVERT	SHEET 254 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2020 7:24 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

HOLLY LANE

CALHOUN ROAD

DIVERT WATER INTO TEMPORARY CHANNEL AROUND DOWNSTREAM END OF PROPOSED BOX CULVERT

TEMPORARY GRAVEL WIDENING AS NECESSARY TO PROVIDE A MINIMUM 16' TOTAL WIDTH ACCESS ROAD FOR LOCAL TRAFFIC

TEMPORARY GRAVEL WIDENING AS NECESSARY TO PROVIDE A MINIMUM 16' TOTAL WIDTH ACCESS ROAD FOR LOCAL TRAFFIC

SEE STAGE 1 TRAFFIC CONTROL DETAILS

SEE STAGE 1 TRAFFIC CONTROL DETAILS

BRIDGE OUT
R11-2B
48"X30"

BRIDGE OUT
R11-2B
48"X30"

INSTALL UPSTREAM END OF TEMPORARY DIVERSION PIPES AND TEMPORARY STREAM RELOCATION

DIVERT WATER INTO TEMPORARY CHANNEL FROM EXISTING DRIVEWAY CULVERT TO TEMPORARY DIVERSION PIPES

TEMPORARILY DIVERT WATER AROUND WORK ZONE TO EXISTING PIPES. DIVERT TO TEMPORARY DIVERSION PIPES AFTER THEY ARE COMPLETE.

WO24-1R

WO24-1L

230+00'SB' 231+00'SB' 232+00'SB' 233+00'SB' 234+00'SB' 235+00'SB'

230+00 231+00 232+00 233+00 234+00 235+00

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TEMP DIVERSION PIPES/BOX CULVERT	SHEET 255 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2020 7:24 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA - BOX CULVERT & TEMPORARY DRAINAGE
- WORK AREA - ROADWAY (SEE ADDITIONAL TRAFFIC CONTROL DETAILS)
- DIRECTION OF TRAFFIC

BRIDGE OUT
R11-2B
48"X30"

HOLLY LANE

CALHOUN ROAD

MAINTAIN WATER IN TEMPORARY CHANNEL
AROUND DOWNSTREAM END OF
PROPOSED BOX CULVERT

INSTALL DOWNSTREAM END OF B-67-380
(APPROXIMATE EXCAVATION LIMITS SHOWN)

BRIDGE OUT
R11-2B
48"X30"

W01-6
48"X24"

W01-6
48"X24"

W02-1L

W02-1R

SEE STAGE 1 TRAFFIC
CONTROL DETAILS

SEE STAGE 1 TRAFFIC
CONTROL DETAILS

TEMPORARY SHORING
SEE STRUCTURE PLANS

TEMPORARY GRAVEL WIDENING AS NECESSARY
TO PROVIDE A MINIMUM 16' TOTAL WIDTH
ACCESS ROAD FOR LOCAL TRAFFIC

MAINTAIN WATER IN TEMPORARY CHANNEL
FROM EXISTING DRIVEWAY CULVERT TO
TEMPORARY DIVERSION PIPES

W05-52L
12"X36"

+14.87'NB'
5.4'RT

+62.73'NB'
19.9'RT

+43.77'NB'
18.9'LT

+97.92'NB'
1.5'RT

230+00'SB'
231+00'SB'
232+00'SB'
233+00'SB'
234+00'SB'
235+00'SB'

230+00
231+00
232+00
233+00
234+00
235+00

TLE
PLE
R/W

SHEET 3 OF 5

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TEMP DIVERSION PIPES/BOX CULVERT	SHEET 256	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2020 7:25 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA - BOX CULVERT AND TEMPORARY DRAINAGE
- WORK AREA - ROADWAY (SEE ADDITIONAL TRAFFIC CONTROL DETAILS)
- DIRECTION OF TRAFFIC

HOLLY LANE

CALHOUN ROAD

MAINTAIN WATER IN TEMPORARY CHANNEL AROUND DOWNSTREAM END OF PROPOSED BOX CULVERT

SEE STAGE 2 TRAFFIC CONTROL DETAILS

SEE STAGE 2 TRAFFIC CONTROL DETAILS

'SB'+75.00 1.00'RT

+77.78'SB' 15.0'RT

+86.86'SB' 1.0'RT

'SB'+14.00 4.91'RT

WO5-52R 12"X36"

BRIDGE OUT R11-2B 48"X30"

BRIDGE OUT R11-2B 48"X30"

SEE CONSTRUCTION DETAILS FOR INSTALLATION OF NEW CULVERT PIPES

MAINTAIN WATER IN TEMPORARY CHANNEL FROM EXISTING DRIVEWAY CULVERT TO TEMPORARY DIVERSION PIPES

INSTALL UPSTREAM END OF B-67-380 (APPROXIMATE EXCAVATION LIMITS SHOWN)

SHEET 4 OF 5

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TEMP DIVERSION PIPES/BOX CULVERT	SHEET 257	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/29/2020 7:26 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA - BOX CULVERT & TEMPORARY DRAINAGE
- WORK AREA - ROADWAY (SEE ADDITIONAL TRAFFIC CONTROL DETAILS)
- DIRECTION OF TRAFFIC

HOLLY LANE

CALHOUN ROAD

230+00 231+00 232+00 233+00 234+00 235+00

230+00'SB' 231+00'SB' 232+00'SB' 233+00'SB' 234+00'SB' 235+00'SB'

ABANDON TEMPORARY DIVERSION PIPES UNDER COMPLETED CALHOUN SB ROADWAY

REMOVE TEMPORARY DITCH/BERM AND COMPLETE FINAL STREAM GRADING

SEE STAGE 2 TRAFFIC CONTROL DETAILS

SEE STAGE 2 TRAFFIC CONTROL DETAILS

REMOVE TEMPORARY DIVERSION PIPES UNDER CALHOUN N3 ROADWAY

REMOVE TEMPORARY CHANNEL

SEE CONSTRUCTION DETAILS FOR REMOVAL OF EXISTING CULVERT PIPES

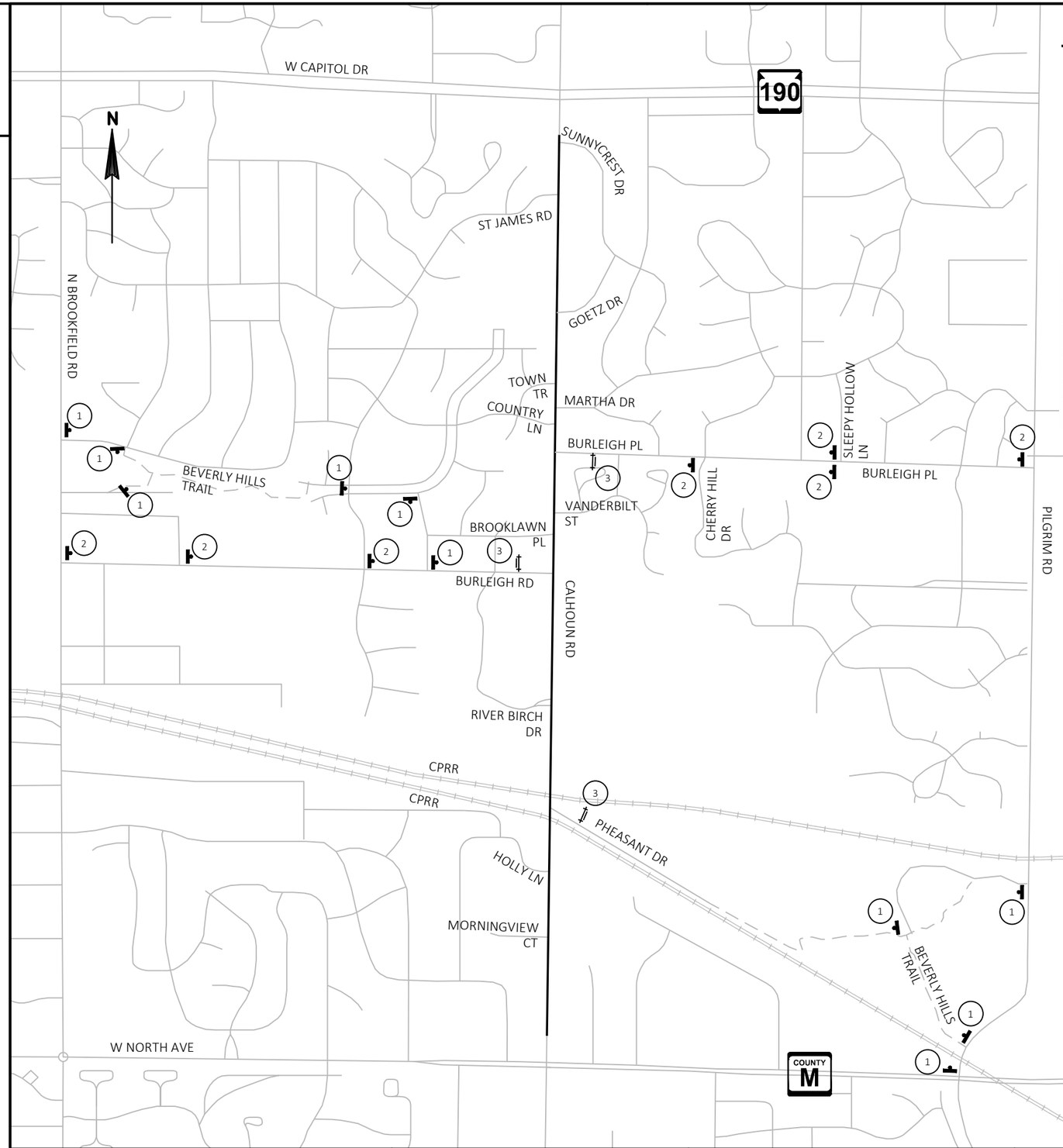
COMPLETE FINAL STREAM GRADING AND DIVERT WATER THROUGH BOX CULVERT

SHEET 5 OF 5

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TEMP DIVERSION PIPES/BOX CULVERT	SHEET 258	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\025105-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2020 7:27 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

- PROJECT LIMITS
- SIGN MOUNTED ON PERMANENT SUPPORT
- TYPE 2 BARRICADE WITH ATTACHED SIGN
- (xx) SIGN NUMBER

TRAIL CLOSURE GENERAL NOTES

- TRAIL CLOSURE SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT, UNTIL SUBSTANTIAL COMPLETION OF THE ROADWAY.
- SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- ALL SIGNS, TEMPORARY OR EXISTING, IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.
- BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE 200 FEET DESIRABLE DISTANCE TO EXISTING SIGNS.

1

TRAIL CLOSED
AT CALHOUN RD
USE ALT ROUTE

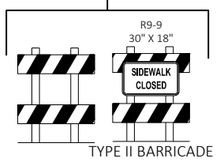
42" X 24"
(SEE TEMPORARY SIGN DETAILS)

2

PATH CLOSED
AT CALHOUN RD
USE ALT ROUTE

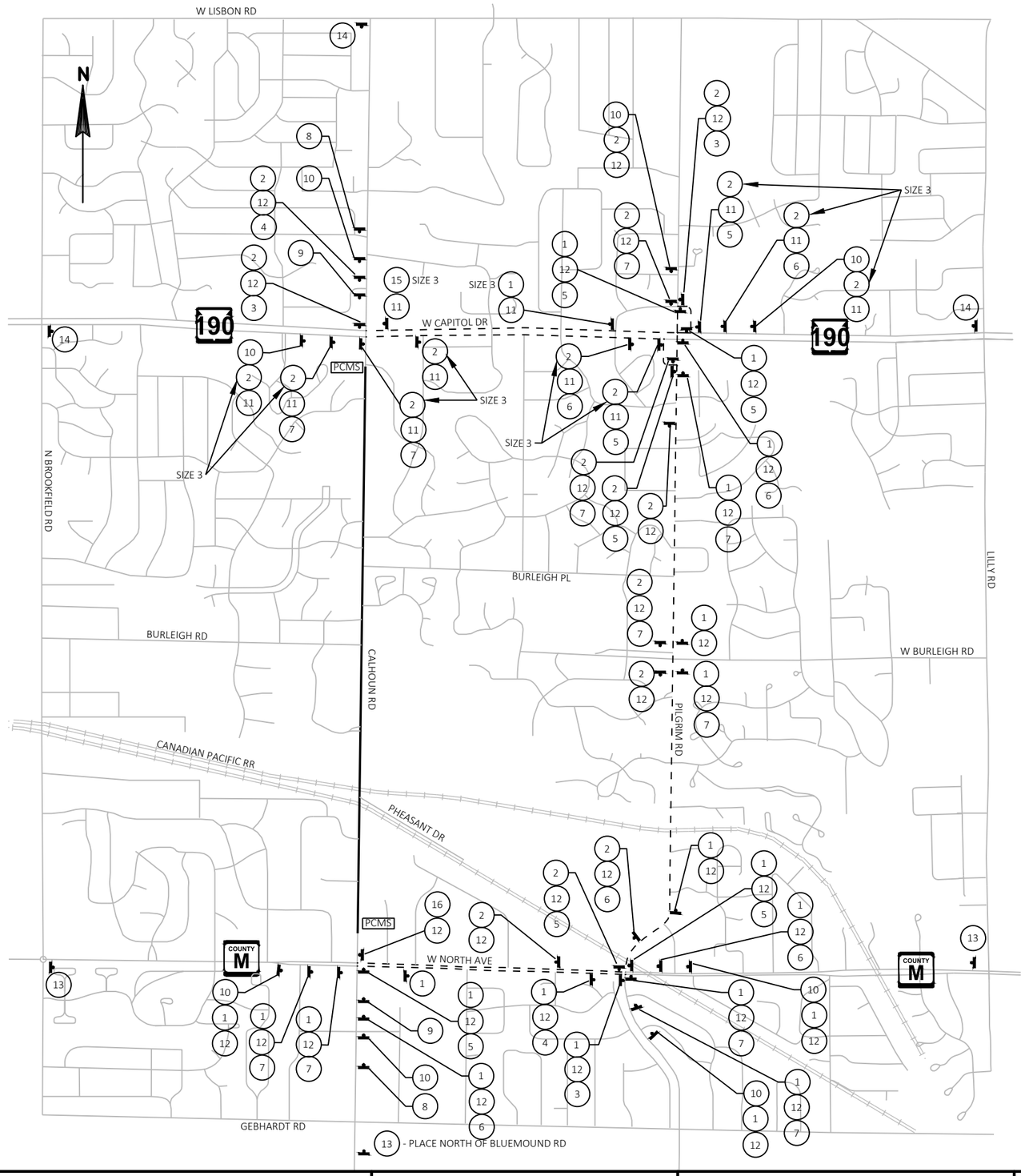
42" X 24"
(SEE TEMPORARY SIGN DETAILS)

3



TYPE II BARRICADE

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	TRAFFIC CONTROL DETAILS - TRAIL CLOSURE DETAIL	SHEET 259	E



LEGEND

- PROJECT LIMITS
- DETOUR ROUTE
- SIGN MOUNTED ON PERMANENT SUPPORT
- TYPE 3 BARRICADE WITH ATTACHED SIGN
- PCMS — TRAFFIC CONTROL SIGNS PCMS
- (xx) — SIGN NUMBER

GENERAL NOTES:

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS.
3. THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS NOTED OTHERWISE.
6. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.
7. PLACE TRAFFIC CONTROL SIGNS PCMS 10 CALENDAR DAYS PRIOR TO START OF DETOUR.
8. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNS AND TRAFFIC CONTROL DEVICES.

1 — DETOUR (M4-8, 24"X12") / NORTH (M3-1, 24"X12")

2 — DETOUR (M4-8, 24"X12") / SOUTH (M3-3, 24"X12")

3 — DETOUR (M4-9L, 30"X24")

4 — DETOUR (M4-59L, 30"X30")

5 — DETOUR (M4-9R, 30"X24")

6 — DETOUR (M4-59R, 30"X30")

7 — MO6-1, 21"X21"

8 — ROAD CLOSED AHEAD (W20-3A)

9 — ROAD CLOSED 500 FT (W20-3D)

10 — DETOUR AHEAD (W20-2A)

11 — CALHOUN RD, 48" X 30" (SEE TEMPORARY SIGN DETAILS)

12 — CALHOUN RD, 36" X 24" (SEE TEMPORARY SIGN DETAILS)

13 — CALHOUN RD CLOSED AT NORTH AVE USE ALT ROUTE, 84" X 36" (SEE TEMPORARY SIGN DETAILS)

14 — CALHOUN RD CLOSED AT CAPITOL DR USE ALT ROUTE, 108" X 48" (SEE TEMPORARY SIGN DETAILS)

15 — END DETOUR (M4-8A, 24"X18") / NORTH (M3-1, 24"X12")

16 — END DETOUR (M4-8A, 24"X18") / SOUTH (M3-3, 24"X12")

PCMS MESSAGE SHALL READ:

1ST FRAME	2ND FRAME
CALHOUN ROAD CLOSURE	BEGINS MM/DD

ALL SIGNS SHALL BE SIZE 2S UNLESS OTHERWISE NOTED

SIGN	SIZE 2S	SIZE 3
M3-1,3	24"x12"	36"x18"
M4-8	24"x18"	36"x18"
M4-8A	24"x18"	36"x18"
M4-9	30"x24"	30"x24"
M4-59	30"X30"	30"X30"
MO6-1	21"x21"	30"x30"

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	DETOUR PLAN - CALHOUN ROAD	SHEET	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001

PLOT DATE : 9/22/2020 9:36 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : Custom

2

2

N

Y = 179220.069
X = 708779.052

T 7 N
R 20 E
21 16
21 16

2659.44'
S88° 37' 02"E

Y = 179155.886
X = 711437.714

T 7 N
R 20 E
21 16
22 15

MORNINGVIEW COURT C/L
PI STA = 10+79.76
Y = 180463.661
X = 711342.587
DELTA = 5°24'27"
D = 3°23'32"
T = 79.76'
L = 159.41'
R = 1689.00'
PC STA = 10+00.00
PT STA = 11+59.41

MORNINGVIEW COURT

BP: 10+00.00
Y = 180471.966
X = 711263.258

MORNINGVIEW COURT C/L

CALHOUN SB C/L

57
880.130
CP MAG IN ASPH
Y = 180027.772
X = 711436.102

S89° 25' 50"E
40.59'

14
872.932
CP MAG IN ASPH
Y = 180430.353
X = 711444.207

PI: 224+91.12
Y = 180462.688
X = 711450.939

PT: 11+59.41

BP: 211+84.18
Y = 179156.012
X = 711426.732

BP: 211+84.18
Y = 179155.688
X = 711449.730

PI: 215+08.46
Y = 179480.256
X = 711431.289

PI: 216+36.46
Y = 179608.248
X = 711432.087

BP: 5+00.00
Y = 179934.782
X = 711448.677

PI: 219+75.08
Y = 179946.843
X = 711436.846

212'SB'
N0° 48' 18"E
324.28'
214'SB'
N0° 48' 18"E
127.99'
216'SB'
N0° 21' 27"E
338.63'
218'SB'
220'SB'
N1° 33' 54"E
516.04'
222'SB'
224'SB'
N0° 34' 10"E
1721.96'
226

212'NB'
N0° 48' 18"E
790.74'
214'NB'
216'NB'
218'NB'
220'NB'
N1° 33' 54"E
516.09'
222'NB'
224'NB'
226

23'

CALHOUN ROAD

24'

S89° 11' 42"E
54.00'

S0° 48' 19"W
2661.37'

EP: 12+00.00
Y = 180462.465
X = 711462.937

PI: 5+54.00
Y = 179934.023
X = 711502.672

PI: 219+74.92
Y = 179946.346
X = 711460.841

PI: 224+91.01
Y = 180462.241
X = 711474.936

1
887.024
CP FENO
Y = 179073.874
X = 711478.222

2
880.844
CP MAG IN ASPH
Y = 179673.513
X = 711466.465

CALHOUN NB C/L

DRIVEWAY 219+63'NB' C/L

S84° 19' 43"E
68.62'

PC: 6+22.62

N0° 34' 10"E
1722.13'

MATCHLINE STA 226+00

DRIVEWAY 219+63'NB' C/L
PI STA = 6+46.02
Y = 179924.930
X = 711594.244
DELTA = 16°36'05"
D = 35°43'20"
T = 23.40'
L = 46.47'
R = 160.39'
PC STA = 6+22.62
PT STA = 6+69.09

PT: 6+69.09

N79° 04' 12"E
53.04'

DRIVEWAY 219+63'NB'

Y = 179936.982
X = 711643.714

EP: 7+22.13

2663.82'
S88° 10' 41"E

T 7 N
R 20 E
22 15
22 15

Y = 179071.189
X = 714100.189

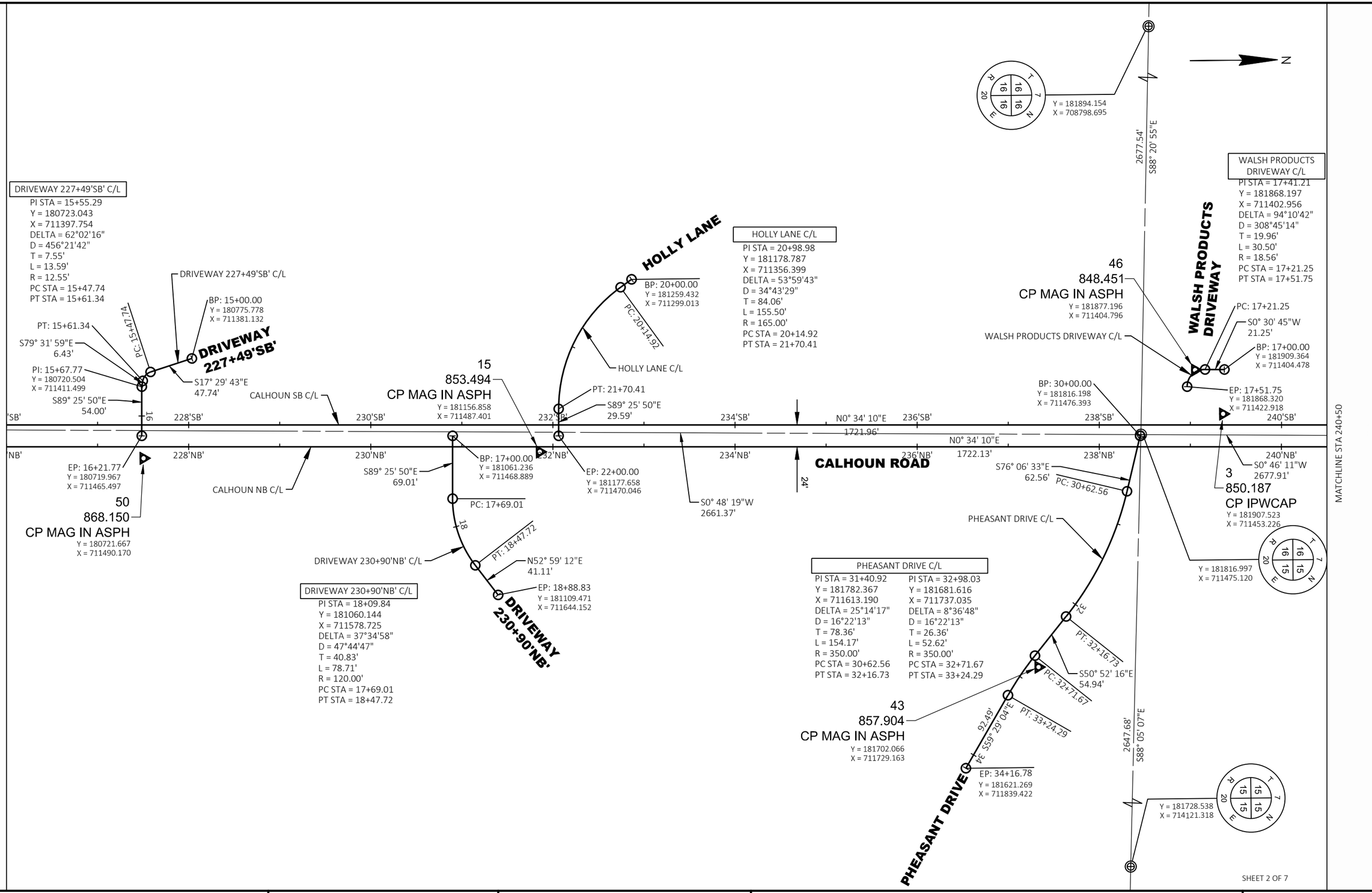
SHEET 1 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 261	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 1

PLOT DATE : 7/29/2020 7:28 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 262	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 2
PLOT DATE : 7/29/2020 7:28 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

RIVER BIRCH DRIVE

RIVER BIRCH DRIVE C/L	
PI STA = 40+45.24	PI STA = 41+83.40
Y = 183006.195	Y = 183102.205
X = 711218.709	X = 711320.056
DELTA = 25°00'19"	DELTA = 44°13'14"
D = 28°05'10"	D = 28°38'52"
T = 45.24'	T = 81.25'
L = 89.03'	L = 154.36'
R = 204.00'	R = 200.00'
PC STA = 40+00.00	PC STA = 41+02.15
PT STA = 40+89.03	PT STA = 42+56.50

CALHOUN SB C/L	
PI STA = 252+73.93	PI STA = 253+94.26
Y = -1760189.378	Y = 183365.216
X = 685370.473	X = 711500.918
DELTA = 3°20'03"	DELTA = 3°20'06"
D = 4°46'29"	D = 4°46'29"
T = 34.93'	T = 34.93'
L = 69.83'	L = 69.85'
R = 1200.00'	R = 1200.00'
PC STA = 252+39.00	PC STA = 253+59.33
PT STA = 253+08.84	PT STA = 254+29.18

BP: 40+00.00
Y = 182991.882
X = 711175.797

PT: 40+89.03
PC: 41+02.15

N46° 32' 57"E
13.11'

BP: 0+00.00
Y = 183182.005
X = 711325.074

EP: 2+40.45
Y = 183183.005
X = 711325.087

S0° 46' 10"W
18.60'

S0° 46' 10"W
18.68'

PT: 2+21.77

PC: 0+18.60

N79° 34' 13"E
33.91'

PT: 0+30.08

PC: 2+11.55

POND 'RB' C/L

RIVER BIRCH DRIVE C/L

POND 'RB'

N89° 10' 47"W
65.90'

PC: 0+63.99
PT: 0+84.23

S88° 39' 07"E
11.19'

PT: 1+45.65

N0° 46' 12"E
695.34'

N4° 06' 14"E
50.50'

6
835.820
CP IPWCAP
Y = 183042.266
X = 711401.687

PT: 42+56.50

PC: 0+95.42
PT: 1+05.70

N0° 46' 10"E
29.75'

PC: 1+35.45

91.06'

S89° 13' 49"E

42

42

42

2

2

N

BURLEIGH ROAD

BROOKLAWN DRIVE

CALHOUN ROAD

MATCHLINE STA 255+00

MATCHLINE STA 270+00

CALHOUN SB C/L	
PI STA = 261+59.43	PI STA = 262+79.76
Y = 0.000	Y = 0.000
X = 0.000	X = 0.000
DELTA = 3°20'04"	DELTA = 3°20'04"
D = 4°46'29"	D = 4°46'29"
T = 34.93'	T = 34.93'
L = 69.84'	L = 69.84'
R = 1200.00'	R = 1200.00'
PC STA = 261+24.50	PC STA = 262+44.83
PT STA = 261+94.34	PT STA = 263+14.67

CALHOUN NB C/L	
PI STA = 260+63.61	PI STA = 261+83.93
Y = 184034.518	Y = 184154.555
X = 711509.913	X = 711518.527
DELTA = 3°20'04"	DELTA = 3°20'04"
D = 4°46'29"	D = 4°46'29"
T = 34.93'	T = 34.93'
L = 69.84'	L = 69.84'
R = 1200.00'	R = 1200.00'
PC STA = 260+28.68	PC STA = 261+49.00
PT STA = 260+98.52	PT STA = 262+18.84

Y = 184573.510
X = 708816.378

2695.87'
S88° 19' 27"E

BP: 50+00.00
Y = 184502.170
X = 711211.193

166.94'
S88° 45' 27"E

BURLEIGH ROAD C/L

8
830.013
CP MAG IN ASPH
Y = 184540.127
X = 711359.257

PI: 51+66.94
Y = 184498.550
X = 711378.095

BP: 60+00.00
Y = 184929.984
X = 711315.196

200.00'
S89° 41' 11"E

BROOKLAWN DRIVE C/L

PI: 269+58.08
Y = 184929.002
X = 711503.194

25'
133.06'
S88° 19' 45"E

PI: 265+23.86
Y = 184494.807
X = 711499.098

EP: 53+00.00
Y = 184494.670
X = 711511.097

N2° 33' 52"W
50.49'

CALHOUN SB C/L

S0° 46' 11"W
2677.91'

N0° 46' 12"E
695.34'

PC: 261+24.50

PT: 261+94.34

PC: 262+44.83

PT: 263+14.67

256'SB'
256'NB'
258'SB'
258'NB'
260'SB'
260'NB'
262'SB'
262'NB'
264'SB'
264'NB'
266'SB'
266'NB'
268'SB'
268'NB'
270

N0° 46' 12"E
209.20'

N0° 46' 12"E
305.08'

N0° 32' 26"E
434.21'

N0° 32' 26"E
434.26'

10'

24'

CALHOUN NB C/L

N0° 46' 12"E
599.50'

PC: 260+28.68

PT: 260+98.52

PC: 261+49.00

PT: 262+18.84

N4° 06' 16"E
50.49'

7
828.778
CP IPWCAP
Y = 184405.502
X = 711544.999

PI: 265+23.92
Y = 184494.533
X = 711523.096

S0° 32' 26"W
2643.02'

EP: 62+00.00
Y = 184928.889
X = 711515.193

PI: 269+58.18
Y = 184928.776
X = 711527.193

N0° 32' 26"E
1892.20'

N0° 32' 26"E
1792.20'

Y = 184494.670
X = 711511.097

2654.44'
S87° 46' 11"E

Y = 184391.366
X = 714163.524

SHEET 4 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 264	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 4

PLOT DATE : 7/29/2020 7:28 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

LIFELINE CHURCH SOUTH DRIVEWAY C/L	
PI STA = 68+63.53	PI STA = 69+25.47
Y = 185231.755	Y = 185171.880
X = 711407.580	X = 711437.731
DELTA = 62°43'51"	DELTA = 62°43'51"
D = 139°44'45"	D = 136°25'07"
T = 24.99'	T = 25.60'
L = 44.89'	L = 45.98'
R = 41.00'	R = 42.00'
PC STA = 68+38.53	PC STA = 68+99.87
PT STA = 68+83.42	PT STA = 69+45.85

POND 'LL' C/L			
PI STA = 1+28.66	PI STA = 1+34.65	PI STA = 2+90.66	PI STA = 2+95.91
Y = 185268.009	Y = 185267.900	Y = 185425.392	Y = 185425.325
X = 711420.419	X = 711427.918	X = 711429.462	X = 711423.356
DELTA = 90°00'00"	DELTA = 90°00'00"	DELTA = 90°00'00"	DELTA = 87°06'59"
D = 1637°01'20"	D = 1637°01'20"	D = 2864°47'20"	D = 2864°47'20"
T = 3.50'	T = 3.50'	T = 2.00'	T = 1.90'
L = 5.50'	L = 5.50'	L = 3.14'	L = 3.04'
R = 3.50'	R = 3.50'	R = 2.00'	R = 2.00'
PC STA = 1+25.16	PC STA = 1+31.15	PC STA = 2+88.66	PC STA = 2+94.01
PT STA = 1+30.65	PT STA = 1+36.65	PT STA = 2+91.80	PT STA = 2+97.05

COUNTRY LANE C/L
PI STA = 78+20.19
Y = 186074.549
X = 711344.769
DELTA = 19°54'20"
D = 14°19'26"
T = 70.19'
L = 138.97'
R = 400.00'
PC STA = 77+50.00
PT STA = 78+88.97

LIFELINE CHURCH SOUTH DRIVEWAY

BP: 68+00.00
Y = 185232.355
X = 711344.056

S89° 27' 34"E
38.53'

PC: 68+38.53

PT: 68+83.42

S26° 43' 43"E
16.44'

PC: 68+99.87

S89° 10' 19"E
0.50'

LIFELINE CHURCH
SOUTH DRIVEWAY C/L

PT: 69+45.85

EP: 70+00.00
Y = 185171.127
X = 711517.479

S89° 27' 34"E
54.15'

POND 'LL'

BP: 0+00.00
Y = 185396.651
X = 711422.278

EP: 3+22.84
Y = 185397.651
X = 711422.267

PT: 1+30.65
PC: 1+25.16
POND 'LL' C/L
S0° 49' 41"W
125.16'

PT: 2+97.05

PC: 2+94.01

S89° 22' 09"W
2.20'

PT: 2+91.80

N0° 49' 41"E
125.25'

PI: 2+61.90
Y = 185396.638
X = 711429.779

PC: 1+31.15

PT: 1+36.65

PC: 2+88.66

CALHOUN SB C/L

COUNTRY LANE

BP: 77+50.00
Y = 186099.068
X = 711279.000

78

COUNTRY LANE C/L

7586
853.535
CP MAG IN ASPH
Y = 186085.836
X = 711409.924

PT: 78+88.97

111.03'
S89° 27' 34"E

BP: 80+00.00
Y = 186273.377
X = 711527.877

CALHOUN ROAD

MATCHLINE STA 270+00

MATCHLINE STA 285+00

272'SB' 274'SB' 276'SB' 278'SB' 280'SB' 282'SB' 284'SB'

N0° 32' 26"E
1892.20'

N0° 32' 26"E
1792.20'

272'NB' 274'NB' 276'NB' 278'NB' 280'NB' 282'NB' 284'NB'

BP: 70+00.00
Y = 185165.633
X = 711517.427

PC: 70+42.07

S89° 27' 34"E
42.07'

S0° 32' 26"W
2643.02'

24'

CALHOUN NB C/L

9
847.571
CP MAG IN ASPH
Y = 185791.049
X = 711550.091

BP: 75+00.00
Y = 185810.371
X = 711523.509

EP: 80+00.00
Y = 186072.839
X = 711525.985

200.00'
S89° 27' 12"E

MARTHA DRIVE C/L

EP: 82+00.00
Y = 186271.469
X = 711727.868

MARTHA DRIVE

VANDERBILT STREET C/L

VANDERBILT STREET C/L
PI STA = 71+21.24
Y = 185164.489
X = 711638.666
DELTA = 10°13'28"
D = 6°28'27"
T = 79.18'
L = 157.93'
R = 885.00'
PC STA = 70+42.07
PT STA = 72+00.00

EP: 72+00.00
Y = 185177.808
X = 711716.714

VANDERBILT STREET

BURLEIGH PLACE C/L

76

400.00'
S87° 46' 47"E

78

BURLEIGH PLACE

EP: 79+00.00
Y = 185794.875
X = 711923.209

SHEET 5 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 265	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 5

PLOT DATE : 7/29/2020 7:28 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCHLINE STA 285+00

MATCHLINE STA 300+25

23812
855.404
CP MAG IN ASPH
Y = 186484.492
X = 711260.280

TOWN TRAIL

TOWN TRAIL C/L
PI STA = 90+78.18
Y = 186495.120
X = 711408.247
DELTA = 5°05'35"
D = 5°19'47"
T = 47.81'
L = 95.56'
R = 1075.00'
PC STA = 90+30.37
PT STA = 91+25.92

BP: 90+00.00
Y = 186484.809
X = 711330.754

N82° 25' 16"E
30.37'

PC: 90+30.37

TOWN TRAIL C/L

N87° 30' 51"E
74.08'

PT: 91+25.92

10
856.939
CP IPWCAP
Y = 186526.752
X = 711503.135

N0° 32' 26"E
1892.20'

CALHOUN SB C/L

CALHOUN SB C/L	
PI STA = 288+75.25	PI STA = 289+75.42
Y = 0.000	Y = 0.000
X = 0.000	X = 0.000
DELTA = 2°51'38"	DELTA = 2°51'38"
D = 5°43'46"	D = 5°43'46"
T = 24.97'	T = 24.97'
L = 49.93'	L = 49.93'
R = 1000.00'	R = 1000.00'
PC STA = 288+50.28	PC STA = 289+50.45
PT STA = 289+00.20	PT STA = 290+00.38

PC: 288+50.28
PT: 289+00.20
PC: 289+50.45
PT: 290+00.38

N3° 24' 04"E
50.25'

CALHOUN ROAD

286'SB'
288'SB'
290'SB'
292'SB'
294'SB'
296'SB'
298'SB'
300'SB'

286'NB'
288'NB'
290'NB'
292'NB'
294'NB'
296'NB'
298'NB'
300'NB'

EP: 92+00.00
Y = 186500.407
X = 711530.019

24'

N0° 32' 26"E
1792.20'

CALHOUN NB C/L

PC: 287+50.38
PT: 288+00.31
PC: 288+50.56
PT: 289+00.49

N2° 19' 12"W
50.25'

16
880.841
CP IPWCAP
Y = 186992.439
X = 711553.180

Y = 187137.574
X = 711536.030

PI: 291+66.96
Y = 187137.635
X = 711529.030

PI: 291+67.08
Y = 187137.513
X = 711543.030

S0° 32' 26"W
2643.02'

S0° 27' 11"W
2668.70'

14'

N0° 27' 11"E
1287.20'

N0° 27' 11"E
558.39'

2751.93'
S88° 08' 57"E

Y = 187226.455
X = 708785.538

POND 'FV' C/L				
PI STA = 2+46.12	PI STA = 1+81.00	PI STA = 1+13.80	PI STA = 0+70.60	PI STA = 0+45.00
Y = 187634.659	Y = 187634.654	Y = 187564.379	Y = 187556.553	Y = 187537.609
X = 711369.874	X = 711440.637	X = 711444.538	X = 711401.832	X = 711370.954
DELTA = 90°38'29"	DELTA = 86°49'06"	DELTA = 82°47'35"	DELTA = 21°08'39"	DELTA = 120°53'29"
D = 286°28'44"	D = 381°58'19"	D = 572°57'28"	D = 114°35'30"	D = 763°56'37"
T = 20.23'	T = 14.19'	T = 8.82'	T = 9.33'	T = 13.23'
L = 31.64'	L = 22.73'	L = 14.45'	L = 18.45'	L = 15.82'
R = 20.00'	R = 15.00'	R = 10.00'	R = 50.00'	R = 7.50'
PC STA = 2+25.89	PC STA = 1+66.81	PC STA = 1+04.99	PC STA = 0+61.26	PC STA = 0+31.77
PT STA = 2+57.53	PT STA = 1+89.54	PT STA = 1+19.44	PT STA = 0+79.72	PT STA = 0+47.60

BP: 0+00.00
Y = 187582.606
X = 711370.453

EP: 2+88.36
Y = 187583.606
X = 711370.442

S0° 38' 15"E
31.77'

S0° 38' 15"E
30.83'

PC: 0+31.77
PT: 2+57.53

POND 'FV' C/L

PT: 0+47.60

N58° 28' 16"E
13.67'

PC: 2+25.89

N89° 59' 45"W
36.35'

POND
'FV'

PC: 0+61.26

PT: 0+79.72

PT: 1+89.54

N79° 36' 55"E
25.27'

PC: 1+04.99

PC: 1+66.81

N3° 10' 40"W
47.38'

PT: 1+19.44

CALHOUN SB C/L	
PI STA = 297+69.53	PI STA = 299+56.40
Y = 0.000	Y = 0.000
X = 0.000	X = 0.000
DELTA = 3°04'02"	DELTA = 3°04'02"
D = 3°28'21"	D = 3°28'21"
T = 44.18'	T = 44.18'
L = 88.33'	L = 88.33'
R = 1650.00'	R = 1650.00'
PC STA = 297+25.35	PC STA = 299+12.22
PT STA = 298+13.68	PT STA = 300+00.55

PC: 297+25.35
PT: 298+13.68
PC: 299+12.22
PT: 300+00.55

N2° 36' 51"W
98.54'

N0° 27' 11"E
454.13'

BP: 95+00.00
Y = 187420.977
X = 711538.271

S89° 32' 49"E
80.00'

11
890.870
CP MAG IN ASPH
Y = 187487.893
X = 711519.588

PC: 95+80.00

96

GOETZ DRIVE C/L

GOETZ DRIVE C/L
PI STA = 96+40.64
Y = 187419.865
X = 711678.904
DELTA = 20°19'55"
D = 16°56'36"
T = 60.64'
L = 120.00'
R = 338.16'
PC STA = 95+80.00
PT STA = 97+00.00

EP: 97+00.00
Y = 187440.485
X = 711735.928

GOETZ DRIVE

22944
890.669
CP MAG IN ASPH
Y = 187485.398
X = 711801.530

CALHOUN NB C/L	
PI STA = 287+75.35	PI STA = 288+75.53
Y = 186745.864	Y = 186845.969
X = 711544.335	X = 711540.279
DELTA = 2°51'38"	DELTA = 2°51'38"
D = 5°43'46"	D = 5°43'46"
T = 24.97'	T = 24.97'
L = 49.93'	L = 49.93'
R = 1000.00'	R = 1000.00'
PC STA = 287+50.38	PC STA = 288+50.56
PT STA = 288+00.31	PT STA = 289+00.49

N87° 47' 01"W
2658.87'

Y = 187034.751
X = 714192.914

SHEET 6 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 266	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 6
PLOT DATE : 7/29/2020 7:28 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA 300+25

CALHOUN ROAD

302'SB' N0° 27' 11"E 454.13' 304'SB' N1° 55' 23"E 194.89' 306'SB' S89° 57' 18"E 120.32' 308'SB' N0° 27' 11"E 750.98' 310'SB' N0° 27' 11"E 751.28' 312'SB' 314'SB'

302'NB' N0° 27' 11"E 1287.20' 304'NB' N1° 55' 23"E 194.89' 306'NB' 308'NB' 310'NB' N0° 27' 11"E 751.28' 312'NB' 314'NB'

2668.70' S0° 27' 11"W

PI: 304+54.68
Y = 188425.172
X = 711529.209

PI: 304+54.28
Y = 188424.674
X = 711553.206

PI: 306+49.57
Y = 188619.954
X = 711535.749

PI: 306+49.17
Y = 188619.456
X = 711559.746

EP: 102+00.00
Y = 188619.705
X = 711547.748

BP: 110+00.00
Y = 189164.649
X = 711552.056

EP: 314+00.55
Y = 189370.906
X = 711541.686

EP: 314+00.45
Y = 189370.716
X = 711565.686

23
883.606
CP MAG IN ASPH
Y = 188557.092
X = 711235.170

18
899.162
CP MAG IN ASPH
Y = 188609.779
X = 711456.339

19
894.693
CP MAG IN ASPH
Y = 188628.878
X = 711396.120

22
899.362
CP MAG IN ASPH
Y = 188709.933
X = 711463.000

12
901.131
CP MAG IN ASPH
Y = 188641.782
X = 711508.707

24'

ST JAMES ROAD

BP: 100+00.00
Y = 188608.399
X = 711348.849

PT: 100+79.68

ST JAMES ROAD C/L
PI STA = 100+40.12
Y = 188619.831
X = 711387.306
DELTA = 16°36'03"
D = 20°50'05"
T = 40.12'
L = 79.68'
R = 275.00'
PC STA = 100+00.00
PT STA = 100+79.68

T 7 4 3 11 10 9 R 20 E

Y = 189806.187
X = 711557.128

109.28' S89° 32' 49"E

SUNNYCREST DRIVE

PC: 111+09.28

EP: 112+00.00
Y = 189151.706
X = 711751.003

SUNNYCREST DRIVE C/L
PI STA = 111+54.88
Y = 189163.425
X = 711706.934
DELTA = 14°26'17"
D = 15°54'56"
T = 45.60'
L = 90.72'
R = 360.00'
PC STA = 111+09.28
PT STA = 112+00.00

SHEET 7 OF 7

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	ALIGNMENT PLAN	SHEET 267	E

					2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	201.0105	Clearing	STA	160.000	160.000	
0004	201.0120	Clearing	ID	64.000	64.000	
0006	201.0205	Grubbing	STA	162.000	162.000	
0008	201.0220	Grubbing	ID	64.000	64.000	
0010	203.0100	Removing Small Pipe Culverts	EACH	42.000	42.000	
0012	204.0100	Removing Concrete Pavement	SY	1,099.000	1,099.000	
0014	204.0130	Removing Curb	LF	294.000	294.000	
0016	204.0150	Removing Curb & Gutter	LF	2,110.000	2,110.000	
0018	204.0155	Removing Concrete Sidewalk	SY	331.000	331.000	
0020	204.0170	Removing Fence	LF	315.000	315.000	
0022	204.0185	Removing Masonry	CY	27.000	27.000	
0024	204.0195	Removing Concrete Bases	EACH	9.000	9.000	
0026	204.0210	Removing Manholes	EACH	9.000	9.000	
0028	204.0220	Removing Inlets	EACH	46.000	46.000	
0030	204.0245	Removing Storm Sewer (size) 01. 6-Inch	LF	181.000	181.000	
0032	204.0245	Removing Storm Sewer (size) 02. 8-Inch	LF	49.000	49.000	
0034	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	1,300.000	1,300.000	
0036	204.0245	Removing Storm Sewer (size) 04. 15-Inch	LF	581.000	581.000	
0038	204.0245	Removing Storm Sewer (size) 05. 18-Inch	LF	986.000	986.000	
0040	204.0245	Removing Storm Sewer (size) 06. 21-Inch	LF	783.000	783.000	
0042	204.0245	Removing Storm Sewer (size) 07. 24-Inch	LF	434.000	434.000	
0044	204.0245	Removing Storm Sewer (size) 08. 27-Inch	LF	311.000	311.000	
0046	204.0245	Removing Storm Sewer (size) 09. 30-Inch	LF	701.000	701.000	
0048	204.0245	Removing Storm Sewer (size) 10. 36-Inch	LF	88.000	88.000	
0050	204.0245	Removing Storm Sewer (size) 11. 54-Inch	LF	531.000	531.000	
0052	204.0291.S	Abandoning Sewer	CY	86.000	86.000	
0054	204.9060.S	Removing (item description) 01. Flag Pole	EACH	1.000	1.000	
0056	204.9060.S	Removing (item description) 02. Private Light	EACH	8.000	8.000	
0058	205.0100	Excavation Common	CY	103,665.000	103,665.000	
0060	205.0400	Excavation Marsh	CY	93,659.000	93,659.000	
0062	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	263.500	263.500	
0064	206.2000	Excavation for Structures Culverts (structure) 01. B-67-380	LS	1.000	1.000	
0066	208.1100	Select Borrow	CY	140,489.000	140,489.000	
0068	210.2500	Backfill Structure Type B	TON	2,405.000	2,405.000	
0070	213.0100	Finishing Roadway (project) 01. 2783-05-70	EACH	1.000	1.000	
0072	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,359.000	3,359.000	
0074	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	75,187.000	75,187.000	
0076	311.0110	Breaker Run	TON	436.000	436.000	

				2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0078	312.0110	Select Crushed Material	TON	75,254.000	75,254.000	
0080	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	84.000	84.000	
0082	416.0170	Concrete Driveway 7-Inch	SY	2,595.000	2,595.000	
0084	416.0610	Drilled Tie Bars	EACH	61.000	61.000	
0086	450.4000	HMA Cold Weather Paving	TON	2,396.000	2,396.000	
0088	455.0605	Tack Coat	GAL	5,076.000	5,076.000	
0090	460.2000	Incentive Density HMA Pavement	DOL	15,260.000	15,260.000	
0092	460.5223	HMA Pavement 3 LT 58-28 S	TON	15,100.000	15,100.000	
0094	460.5224	HMA Pavement 4 LT 58-28 S	TON	8,730.000	8,730.000	
0096	465.0105	Asphaltic Surface	TON	16.000	16.000	
0098	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	585.000	585.000	
0100	465.0125	Asphaltic Surface Temporary	TON	50.000	50.000	
0102	465.0315	Asphaltic Flumes	SY	52.000	52.000	
0104	504.0100	Concrete Masonry Culverts	CY	389.000	389.000	
0106	504.0900	Concrete Masonry Endwalls	CY	31.000	31.000	
0108	505.0400	Bar Steel Reinforcement HS Structures	LB	43,440.000	43,440.000	
0110	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	2,160.000	2,160.000	
0112	511.1200	Temporary Shoring (structure) 01. B-67-380	SF	322.000	322.000	
0114	516.0500	Rubberized Membrane Waterproofing	SY	39.000	39.000	
0116	520.2048	Culvert Pipe Temporary 48-Inch	LF	473.000	473.000	
0118	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000	
0120	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	6.000	6.000	
0122	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	63.000	63.000	
0124	521.3160	Culvert Pipe Corrugated Steel 60-Inch	LF	88.000	88.000	
0126	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	109.000	109.000	
0128	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	3.000	3.000	
0130	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	11.000	11.000	
0132	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000	
0134	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000	
0136	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000	
0138	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000	
0140	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000	
0142	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	1.000	1.000	

				2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0144	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	1.000	1.000	
0146	522.2614	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	1.000	1.000	
0148	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	1.000	1.000	
0150	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000	
0152	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	1.000	1.000	
0154	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	1.000	1.000	
0156	601.0110	Concrete Curb Type D	LF	190.000	190.000	
0158	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	157.000	157.000	
0160	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	38,755.000	38,755.000	
0162	601.0600	Concrete Curb Pedestrian	LF	261.000	261.000	
0164	602.0410	Concrete Sidewalk 5-Inch	SF	117,944.000	117,944.000	
0166	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	546.000	546.000	
0168	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	485.000	485.000	
0170	603.8000	Concrete Barrier Temporary Precast Delivered	LF	237.500	237.500	
0172	603.8125	Concrete Barrier Temporary Precast Installed	LF	475.000	475.000	
0174	606.0200	Riprap Medium	CY	415.000	415.000	
0176	606.0300	Riprap Heavy	CY	125.000	125.000	
0178	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	818.000	818.000	
0180	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	4,817.000	4,817.000	
0182	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	533.000	533.000	
0184	608.0421	Storm Sewer Pipe Reinforced Concrete Class IV 21-Inch	LF	33.000	33.000	
0186	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	2,263.000	2,263.000	
0188	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	1,470.000	1,470.000	
0190	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	700.000	700.000	
0192	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	191.000	191.000	
0194	608.0460	Storm Sewer Pipe Reinforced Concrete Class IV 60-Inch	LF	550.000	550.000	
0196	608.0512	Storm Sewer Pipe Reinforced Concrete Class V 12-Inch	LF	172.000	172.000	

				2783-05-70	2783-05-71	
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0198	608.2414	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	259.000	259.000	
0200	608.2419	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	15.000	15.000	
0202	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	697.000	697.000	
0204	608.2429	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	553.000	553.000	
0206	608.2434	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	573.000	573.000	
0208	611.0420	Reconstructing Manholes	EACH	1.000	1.000	
0210	611.0535	Manhole Covers Type J-Special	EACH	47.000	47.000	
0212	611.0624	Inlet Covers Type H	EACH	218.000	218.000	
0214	611.0645	Inlet Covers Type MS-A	EACH	34.000	34.000	
0216	611.1004	Catch Basins 4-FT Diameter	EACH	91.000	91.000	
0218	611.1005	Catch Basins 5-FT Diameter	EACH	8.000	8.000	
0220	611.1006	Catch Basins 6-FT Diameter	EACH	8.000	8.000	
0222	611.1230	Catch Basins 2x3-FT	EACH	94.000	94.000	
0224	611.2004	Manholes 4-FT Diameter	EACH	9.000	9.000	
0226	611.2005	Manholes 5-FT Diameter	EACH	19.000	19.000	
0228	611.2006	Manholes 6-FT Diameter	EACH	12.000	12.000	
0230	611.2008	Manholes 8-FT Diameter	EACH	6.000	6.000	
0232	611.3004	Inlets 4-FT Diameter	EACH	4.000	4.000	
0234	611.3230	Inlets 2x3-FT	EACH	8.000	8.000	
0236	611.3901	Inlets Median 1 Grate	EACH	34.000	34.000	
0238	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000	
0240	611.8120.S	Cover Plates Temporary	EACH	2.000	2.000	
0242	612.0204	Pipe Underdrain Unperforated 4-Inch	LF	940.000	940.000	
0244	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,120.000	1,120.000	
0246	612.0700	Drain Tile Exploration	LF	760.000	760.000	
0248	612.0804	Apron Endwalls for Underdrain Reinforced Concrete 4-Inch	EACH	1.000	1.000	
0250	619.1000	Mobilization	EACH	1.000	0.930	0.070
0252	620.0300	Concrete Median Sloped Nose	SF	1,474.000	1,474.000	
0254	624.0100	Water	MGAL	1,702.000	1,702.000	
0256	625.0100	Topsoil	SY	67,650.000	67,650.000	
0258	627.0200	Mulching	SY	119,260.000	119,260.000	
0260	628.1104	Erosion Bales	EACH	385.000	385.000	
0262	628.1504	Silt Fence	LF	7,200.000	7,200.000	
0264	628.1520	Silt Fence Maintenance	LF	12,135.000	12,135.000	
0266	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000	

					2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0268	628.1910	Mobilizations Emergency Erosion Control	EACH	10.000	10.000	
0270	628.2008	Erosion Mat Urban Class I Type B	SY	28,840.000	28,840.000	
0272	628.2033	Erosion Mat Class III Type B	SY	1,590.000	1,590.000	
0274	628.6510	Soil Stabilizer Type B	ACRE	14.000	14.000	
0276	628.7005	Inlet Protection Type A	EACH	319.000	319.000	
0278	628.7010	Inlet Protection Type B	EACH	50.000	50.000	
0280	628.7015	Inlet Protection Type C	EACH	219.000	219.000	
0282	628.7020	Inlet Protection Type D	EACH	84.000	84.000	
0284	628.7504	Temporary Ditch Checks	LF	419.000	419.000	
0286	628.7555	Culvert Pipe Checks	EACH	42.000	42.000	
0288	628.7560	Tracking Pads	EACH	11.000	11.000	
0290	628.7570	Rock Bags	EACH	915.000	915.000	
0292	629.0210	Fertilizer Type B	CWT	145.000	145.000	
0294	630.0140	Seeding Mixture No. 40	LB	385.000	385.000	
0296	630.0170	Seeding Mixture No. 70	LB	37.000	37.000	
0298	630.0200	Seeding Temporary	LB	1,248.000	1,248.000	
0300	630.0300	Seeding Borrow Pit	LB	2,640.000	2,640.000	
0302	630.0500	Seed Water	MGAL	1,531.000	1,531.000	
0304	631.0300	Sod Water	MGAL	1,087.000	1,087.000	
0306	631.1000	Sod Lawn	SY	42,100.000	42,100.000	
0308	633.5200	Markers Culvert End	EACH	14.000	14.000	
0310	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	1.000	1.000	
0312	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000	
0314	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000	
0316	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	86.000	86.000	
0318	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	28.000	28.000	
0320	637.2210	Signs Type II Reflective H	SF	509.810	509.810	
0322	637.2215	Signs Type II Reflective H Folding	SF	22.380	22.380	
0324	637.2230	Signs Type II Reflective F	SF	288.810	288.810	
0326	638.2602	Removing Signs Type II	EACH	118.000	118.000	
0328	638.3000	Removing Small Sign Supports	EACH	68.000	68.000	
0330	640.1303.S	Pond Liner Clay	CY	3,318.000	3,318.000	
0332	642.5401	Field Office Type D	EACH	1.000	1.000	
0334	643.0300	Traffic Control Drums	DAY	102,872.000	102,872.000	
0336	643.0410	Traffic Control Barricades Type II	DAY	2,339.000	2,339.000	
0338	643.0420	Traffic Control Barricades Type III	DAY	35,709.000	35,709.000	
0340	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	154.000	154.000	
0342	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	154.000	154.000	
0344	643.0705	Traffic Control Warning Lights Type A	DAY	67,991.000	67,991.000	
0346	643.0715	Traffic Control Warning Lights Type C	DAY	8,850.000	8,850.000	

					2783-05-70	2783-05-71
Line	Item	Item Description	Unit	Total	Qty	Qty
0348	643.0900	Traffic Control Signs	DAY	46,207.000	46,207.000	
0350	643.0920	Traffic Control Covering Signs Type II	EACH	40.000	40.000	
0352	643.1000	Traffic Control Signs Fixed Message	SF	604.000	604.000	
0354	643.1050	Traffic Control Signs PCMS	DAY	20.000	20.000	
0356	643.5000	Traffic Control	EACH	1.000	1.000	
0358	645.0105	Geotextile Type C	SY	582.000	582.000	
0360	645.0120	Geotextile Type HR	SY	3,970.000	3,970.000	
0362	645.0220	Geogrid Type SR	SY	3,100.000	3,100.000	
0364	646.1020	Marking Line Epoxy 4-Inch	LF	1,766.000	1,766.000	
0366	646.3020	Marking Line Epoxy 8-Inch	LF	1,025.000	1,025.000	
0368	646.5020	Marking Arrow Epoxy	EACH	54.000	54.000	
0370	646.5120	Marking Word Epoxy	EACH	6.000	6.000	
0372	646.5320	Marking Railroad Crossings Epoxy	EACH	8.000	8.000	
0374	646.6120	Marking Stop Line Epoxy 18-Inch	LF	350.000	350.000	
0376	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	5,293.000	5,293.000	
0378	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	3,063.000	3,063.000	
0380	646.7120	Marking Diagonal Epoxy 12-Inch	LF	77.000	77.000	
0382	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	3,067.000	3,067.000	
0384	646.8120	Marking Curb Epoxy	LF	573.000	573.000	
0386	646.8220	Marking Island Nose Epoxy	EACH	25.000	25.000	
0388	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	44.000	44.000	
0390	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	28,452.000	28,452.000	
0392	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	193.000	193.000	
0394	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	43.000	43.000	
0396	650.4000	Construction Staking Storm Sewer	EACH	331.000	331.000	
0398	650.4500	Construction Staking Subgrade	LF	21,101.000	21,101.000	
0400	650.5000	Construction Staking Base	LF	21,101.000	21,101.000	
0402	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	39,363.000	39,363.000	
0404	650.6000	Construction Staking Pipe Culverts	EACH	13.000	13.000	
0406	650.6500	Construction Staking Structure Layout (structure) 01. B-67-380	LS	1.000	1.000	
0408	650.9000	Construction Staking Curb Ramps	EACH	59.000	59.000	
0410	650.9910	Construction Staking Supplemental Control (project) 01. 2783-05-70	LS	1.000	1.000	
0412	650.9920	Construction Staking Slope Stakes	LF	21,101.000	21,101.000	
0414	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	170.000	170.000	
0416	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,177.000	1,177.000	
0418	653.0140	Pull Boxes Steel 24x42-Inch	EACH	10.000	10.000	
0420	654.0101	Concrete Bases Type 1	EACH	6.000	6.000	
0422	654.0102	Concrete Bases Type 2	EACH	3.000	3.000	

				2783-05-70	2783-05-71
Line	Item	Item Description	Unit	Total	Qty	Qty
0424	654.0105	Concrete Bases Type 5	EACH	1.000	1.000	
0426	654.0110	Concrete Bases Type 10	EACH	2.000	2.000	
0428	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000	
0430	655.0230	Cable Traffic Signal 5-14 AWG	LF	382.000	382.000	
0432	655.0240	Cable Traffic Signal 7-14 AWG	LF	1,137.000	1,137.000	
0434	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,306.000	1,306.000	
0436	655.0320	Cable Type UF 2-10 AWG Grounded	LF	677.000	677.000	
0438	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,458.000	1,458.000	
0440	655.0610	Electrical Wire Lighting 12 AWG	LF	702.000	702.000	
0442	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Calhoun Rd & Burleigh Pl	LS	1.000	1.000	
0444	657.0100	Pedestal Bases	EACH	6.000	6.000	
0446	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	4.000	4.000	
0448	657.0310	Poles Type 3	EACH	3.000	3.000	
0450	657.0322	Poles Type 5-Aluminum	EACH	1.000	1.000	
0452	657.0345	Poles Type 9	EACH	2.000	2.000	
0454	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	4.000	4.000	
0456	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	2.000	2.000	
0458	657.0530	Monotube Arms 30-FT	EACH	2.000	2.000	
0460	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	5.000	5.000	
0462	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	1.000	1.000	
0464	658.0173	Traffic Signal Face 3S 12-Inch	EACH	9.000	9.000	
0466	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000	
0468	658.0416	Pedestrian Signal Face 16-Inch	EACH	6.000	6.000	
0470	658.0500	Pedestrian Push Buttons	EACH	6.000	6.000	
0472	658.5069	Signal Mounting Hardware (location) 01. Calhoun Rd & Burleigh Pl	LS	1.000	1.000	
0474	659.1125	Luminaires Utility LED C	EACH	5.000	5.000	
0476	690.0150	Sawing Asphalt	LF	1,657.000	1,657.000	
0478	690.0250	Sawing Concrete	LF	324.000	324.000	
0480	715.0502	Incentive Strength Concrete Structures	DOL	2,334.000	2,334.000	
0482	740.0440	Incentive IRI Ride	DOL	14,810.000	14,810.000	
0484	801.0117	Railroad Flagging Reimbursement	DOL	28,000.000	28,000.000	
0486	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,400.000	1,400.000	
0488	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	17,280.000	17,280.000	
0490	SPV.0035	Special 01. Stream Bed Medium	CY	201.000	201.000	
0492	SPV.0035	Special 02. Riprap Medium with Field Stone Veneer	CY	350.000	350.000	
0494	SPV.0035	Special 03. Riprap Heavy with Field Stone Veneer	CY	215.000	215.000	
0496	SPV.0060	Special 01. Concrete Cutoff Wall	EACH	1.000	1.000	
0498	SPV.0060	Special 02. Catch Basins 8-FT Diameter	EACH	5.000	5.000	

					2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0500	SPV.0060	Special 03. Pond Outlet Control Structure 7-FT Diameter	EACH	2.000	2.000	
0502	SPV.0060	Special 04. Pond Outlet Control Structure 8-FT Diameter	EACH	1.000	1.000	
0504	SPV.0060	Special 05. Clay Anti-Seep Collar	EACH	4.000	4.000	
0506	SPV.0060	Special 06. Construction Staking Pond Layout	EACH	3.000	3.000	
0508	SPV.0060	Special 07. Traffic Signal Controller and Cabinet	EACH	1.000	1.000	
0510	SPV.0060	Special 08. Remove Water Valve Extension	EACH	2.000		2.000
0512	SPV.0060	Special 09. Replace Water Valve Box	EACH	5.000		5.000
0514	SPV.0060	Special 10. 6-Inch Gate Valve and Box	EACH	1.000		1.000
0516	SPV.0060	Special 11. 12-Inch Gate Valve and Box	EACH	1.000		1.000
0518	SPV.0060	Special 12. 16-Inch Butterfly Valve and Box	EACH	1.000		1.000
0520	SPV.0060	Special 14. 6-Inch Water Main Offset	EACH	4.000		4.000
0522	SPV.0060	Special 15. 8-Inch Water Main Offset	EACH	1.000		1.000
0524	SPV.0060	Special 16. 12-Inch Water Main Offset	EACH	5.000		5.000
0526	SPV.0060	Special 17. 12-Inch Water Main Offset with 24-Inch Steel Casing	EACH	1.000		1.000
0528	SPV.0060	Special 18. 16-Inch Water Main Offset	EACH	10.000		10.000
0530	SPV.0060	Special 19. Adjust Hydrant	EACH	2.000		2.000
0532	SPV.0060	Special 20. Extend Hydrant	EACH	8.000		8.000
0534	SPV.0060	Special 21. Relocate Hydrant	EACH	13.000		13.000
0536	SPV.0060	Special 22. Hydrant Assembly	EACH	3.000		3.000
0538	SPV.0060	Special 23. Adjust Water Valve Box	EACH	33.000		33.000
0540	SPV.0060	Special 24. Adjust Curb Stop Box	EACH	49.000		49.000
0542	SPV.0060	Special 25. Meter Box Cover	EACH	6.000		6.000
0544	SPV.0060	Special 26. Adjust Sanitary Sewer Manhole	EACH	16.000		16.000
0546	SPV.0060	Special 27. Reconstruct Sanitary Sewer Manhole	EACH	16.000		16.000
0548	SPV.0060	Special 28. Sanitary Sewer Manhole Frame and Casting	EACH	6.000		6.000
0550	SPV.0060	Special 29. Sanitary Sewer Manhole Seal	EACH	40.000		40.000
0552	SPV.0060	Special 30. Utility Line Opening	EACH	12.000	12.000	
0554	SPV.0060	Special 31. Temporary Marking Railroad Crossing Removable Tape	EACH	2.000	2.000	
0556	SPV.0060	Special 32. Section Corner Monuments	EACH	3.000	3.000	
0558	SPV.0060	Special 33. Remove, Temporary Relocate, and Permanent Relocate Mailbox	EACH	48.000	48.000	
0560	SPV.0060	Special 34. 1.25-Inch Water Service Connection	EACH	5.000		5.000
0562	SPV.0060	Special 35. 2-Inch Water Service Connection	EACH	1.000		1.000
0564	SPV.0060	Special 36. Water Curb Stop Box	EACH	1.000		1.000
0566	SPV.0060	Special 37. Sanitary Sewer Service Cleanout	EACH	4.000		4.000
0568	SPV.0060	Special 38. Adjust Sanitary Sewer Service Cleanout	EACH	31.000		31.000
0570	SPV.0060	Special 39. Sanitary Force Main Service Offset	EACH	1.000		1.000

					2783-05-70	2783-05-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0572	SPV.0060	Special 40. 6-Inch Sanitary Service Connection	EACH	4.000		4.000
0574	SPV.0090	Special 01. Fence Split Rail Three Rail	LF	138.000	138.000	
0576	SPV.0090	Special 02. Silt Fence Heavy Duty	LF	4,960.000	4,960.000	
0578	SPV.0090	Special 03. Pipe Arch Corrugated Steel 95x67-Inch	LF	64.000	64.000	
0580	SPV.0090	Special 04. 1.25-Inch HDPE Water Service	LF	362.000		362.000
0582	SPV.0090	Special 05. 2-Inch HDPE Water Service	LF	32.000		32.000
0584	SPV.0090	Special 06. 6-Inch PVC Water Main	LF	338.000		338.000
0586	SPV.0090	Special 07. 16-Inch PVC Water Main	LF	860.000		860.000
0588	SPV.0090	Special 08. Excavate and Install Polystyrene Insulation	LF	1,933.000		1,933.000
0590	SPV.0090	Special 09. 6-Inch PVC SDR 35	LF	346.000		346.000
0592	SPV.0090	Special 10. Wood Railing	LF	572.000	572.000	
0594	SPV.0105	Special 01. Temporary Water Diversion B-67-380	LS	1.000	1.000	
0596	SPV.0105	Special 02. Emergency Vehicle Preemption System Calhoun Rd & Burleigh Pl	LS	1.000	1.000	
0598	SPV.0105	Special 03. Video Vehicle Detection System Calhoun Rd & Burleigh Pl	LS	1.000	1.000	
0600	SPV.0105	Special 04. Construction Staking Water Main	LS	1.000		1.000
0602	SPV.0105	Special 05. Construction Staking Sanitary Sewer	LS	1.000		1.000
0604	SPV.0165	Special 01. Wall Modular Block Gravity Landscape, Sta. 223+50 LT	SF	520.000	520.000	
0606	SPV.0165	Special 02. Wall Modular Block Gravity Landscape, Sta. 276+50 RT	SF	840.000	840.000	
0608	SPV.0170	Special 01. Proof Rolling	STA	108.000	108.000	
0610	SPV.0180	Special 01. Reinforced Polyethylene Sheeting	SY	185.000	185.000	
0612	SPV.0180	Special 02. Polystyrene Insulation	SY	160.200		160.200
0614	SPV.0200	Special 01. Rebuild Sanitary Sewer Manhole	VF	53.400		53.400

ALL ITEMS ON THIS SHEET CATEGORY 0010

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REMOVING PIPE CULVERTS

STATION (MIDPOINT OF PIPE)	LOCATION (LT/RT)	203.0100 REMOVING SMALL PIPE CULVERTS EACH	SIZE/LENGTH*
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)			
219+61	RT	1	57"x38" PACS/32 LF
219+61	RT	1	57"x38" PACS/32LF
220+64	LT	1	15" RCP/69 LF
222+22	LT	1	15" RCP/77 LF
229+17	LT	1	15" RCP/69 LF
230+91	RT	1	54"x34" PACS/33 LF
230+91	RT	1	54"x34" PACS/32 LF
232+56	LT	1	48"x36" PACS/83 LF
232+62	LT	1	48"x36" PACS/91 LF
232+69	LT	1	48"x36" PACS/97 LF
232+95	RT	1	12" PVC/27 LF
242+56	RT	1	15" CMP/30 LF
248+96	RT	1	12" CMP/54 LF
265+13	LT	1	12" RCP/73 LF
265+53	LT	1	28"x20" PACS/23 LF
265+55	LT	1	29"x45" HERCP/73 LF
268+13	RT	1	12" RCP/17 LF
279+88	RT	1	12" CMP/24 LF
280+96	RT	1	12" CMP/22 LF
285+67	RT	1	12" CMP/27 LF
287+51	RT	1	12" CMP/25 LF
288+07	RT	1	12" CMP/23 LF
289+34	RT	1	12" CMP/36 LF
291+95	RT	1	12" CMP/31 LF
292+61	RT	1	10" CMP/14 LF
292+62	LT	1	30" CMP/60 LF
297+08	RT	1	12" CMP/22 LF
298+22	LT	1	12" CMP/22 LF
298+92	RT	1	12" CMP/22 LF
299+37	RT	1	12" CMP/22 LF
301+92	RT	1	12" CMP/31 LF
302+97	RT	1	12" CMP/24 LF
304+15	RT	1	12" CMP/24 LF
308+95	RT	1	12" CMP/23 LF

CLEARING & GRUBBING (ID)

STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
NB - CALHOUN ROAD			
238+80	RT	6	6
242+80	RT	3	3
242+81	RT	3	3
242+87	RT	3	3
243+43	RT	2	2
243+50	RT	3	3
243+52	RT	4	4
291+66	RT	8	8
306+73	RT	6	6
307+82	RT	5	5
307+83	RT	5	5
SB - CALHOUN ROAD			
214+93	LT	10	10
248+04	LT	6	6
	TOTAL 0010	64	64

REMOVING PIPE CULVERTS (CONTINUED)

STATION (MIDPOINT OF PIPE)	LOCATION (LT/RT)	203.0100 REMOVING SMALL PIPE CULVERTS EACH	SIZE/LENGTH*
BURLEIGH ROAD			
50+64	LT	1	28"x20" PACS/22 LF
51+25	LT	1	14"x23" HERCP/21 LF
51+40	LT	1	14"x10" PACS/29 LF
BROOKLAWN DRIVE			
61+08	RT	1	10"x14" PACS/23' LF
BURLEIGH PLACE			
77+63	LT	1	15" CMP/23 LF
TOWN TRAIL			
90+90	RT	1	CMP/23 LF
90+90	LT	1	12" CMP/21 LF
GOETZ DRIVE			
95+60	RT	1	12" CMP/74 LF
	TOTAL 0010	42	

*FOR INFORMATION ONLY

CLEARING & GRUBBING (STA)

STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
NB - CALHOUN ROAD					
215+00	-	238+00	RT	23	23
239+00	-	241+00	RT	2	2
251+00	-	253+00	RT	2	2
254+00	-	269+00	RT	15	15
275+00	-	278+00	RT	3	3
281+00	-	284+00	RT	3	3
285+00	-	291+00	RT	6	6
292+00	-	297+00	RT	5	5
299+00	-	302+00	RT	3	3
303+00	-	305+00	RT	2	2
309+00	-	311+00	RT	2	2
SB - CALHOUN ROAD					
215+00	-	248+00	LT	33	33
249+00	-	265+00	LT	16	16
266+00	-	275+00	LT	9	9
277+00	-	294+00	LT	17	17
294+00	-	295+00	LT	--	1
295+00	-	296+00	LT	1	1
296+00	-	297+00	LT	---	1
297+00	-	310+00	LT	13	13
PHEASANT DRIVE					
31+00	-	33+00	LT	2	2
RIVER BIRCH DRIVE					
41+00	-	43+00	LT	2	2
BURLEIGH PLACE					
77+00	-	78+00	LT	1	1
			TOTAL 0010	160	162

ALL ITEMS ON THIS SHEET CATEGORY 0010

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REMOVING CONCRETE ITEMS

STATION	TO	STATION	LOCATION (LT/RT)	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)							
214+50	-	214+67	LT	---	---	---	10
214+50	-	214+96	LT	---	---	---	32
214+50	-	215+58	RT	---	---	---	72
214+50	-	214+71	LT/RT	---	---	46	---
214+50	-	214+98	LT	---	---	55	---
214+50	-	215+35	RT	---	---	90	---
214+91	-	214+96	LT	---	41	---	---
215+00	-	215+01	RT	---	8	---	---
215+21	-	216+25	LT	---	---	112	---
215+23	-	215+38	LT	---	43	---	---
215+25	-	215+78	LT	---	---	---	35
215+26	-	215+26	RT	---	7	---	---
216+57	-	216+80	LT	57	---	---	---
220+54	-	220+94	LT	158	---	---	---
224+60	-	224+79	LT	---	---	68	---
225+03	-	225+20	LT	---	---	66	---
227+37	-	227+82	LT	108	---	---	---
233+20	-	237+04	RT	---	---	385	---
237+72	-	237+80	RT	5	---	---	---
239+27	-	239+50	LT	---	23	---	---
239+36	-	240+46	LT	---	---	---	95
241+84	-	241+91	RT	7	---	---	---
244+33		244+39	LT	6	---	---	---
245+19	-	245+20	RT	---	33	---	---
245+48	-	245+49	RT	---	29	---	---
248+82	-	248+84	RT	---	22	---	---
249+07	-	249+09	RT	---	20	---	---
251+09	-	251+15	LT	---	---	38	---
251+36	-	251+40	LT	---	---	38	---
264+96	-	265+12	LT	---	68	---	---
271+84	-	271+88	RT	---	---	21	---
272+06	-	272+10	RT	---	---	19	---
280+89	-	281+05	RT	17	---	---	---
289+05	-	289+46	RT	227	---	---	---
289+40	-	289+50	RT	---	---	---	9
291+83	-	292+06	RT	67	---	---	---
301+16	-	301+32	RT	25	---	---	---
301+87	-	302+05	RT	20	---	---	---
304+07	-	304+24	RT	23	---	---	---
305+05	-	305+28	RT	85	---	---	---
306+36	-	306+36	LT	---	---	36	---
306+60	-	306+60	LT	---	---	37	---
308+87	-	309+03	RT	45	---	---	---
311+11	-	311+75	LT	---	---	---	43
311+40	-	312+24	LT	---	---	85	---
311+64	-	311+86	RT	---	---	36	---
311+69	-	312+19	LT	57	---	---	---
311+90	-	311+95	LT	3	---	---	---
312+11	-	312+40	RT	---	---	42	---
312+15		312+27	LT	---	---	---	8
312+16	-	312+50	RT	---	---	---	27

REMOVING CONCRETE ITEMS (CONTINUED)

STATION	TO	STATION	LOCATION (LT/RT)	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
MORNINGVIEW COURT							
10+95	-	11+17	LT	30	---	---	---
10+75	-	11+20	RT	---	---	45	---
10+75	-	11+20	LT	---	---	45	---
RIVER BIRCH DRIVE							
41+00	-	42+69	RT	---	---	160	---
41+00	-	42+94	LT	---	---	257	---
41+87	-	42+99	LT	---	---	251	---
BURLEIGH ROAD							
50+53	-	50+74	LT	35	---	---	---
VANDERBILT STREET							
70+81	-	71+25	RT	---	---	45	---
70+81	-	71+25	LT	---	---	43	---
BURLEIGH PLACE							
77+55	-	77+72	LT	82	---	---	---
GOETZ DRIVE							
95+68	-	95+90	RT	42	---	---	---
ST JAMES ROAD							
100+75	-	101+19	RT	---	---	45	---
100+75	-	101+19	LT	---	---	45	---
			TOTAL 0010	1,099	294	2,110	331

REMOVING MISCELLANEOUS

STATION	TO	STATION	LOCATION (LT/RT)	204.0170 REMOVING FENCE LF	204.0185 REMOVING MASONRY CY
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)					
218+38	-	218+49	LT	12	---
219+03	-	219+24	LT	21	---
222+77	-	223+54	LT	106	---
238+46	-	238+91	LT	51	---
239+25	-	239+38	LT	18	---
251+54	-	251+62	LT	11	2
251+62	-	251+80	LT	---	7
251+80	-	251+86	LT	10	1
284+68	-	284+82	LT	---	4
287+82	-	287+93	RT	22	---
288+21	-	288+32	RT	22	---
301+24	-	301+32	LT	---	2
304+95	-	305+05	RT	21	---
305+29	-	305+39	RT	21	---
308+51	-	308+67	LT	---	6
309+10	-	309+45	LT	---	5
			TOTAL 0010	315	27

REMOVING POLES

STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S.01 REMOVING FLAG POLE EACH	204.9060.S.02 REMOVING PRIVATE LIGHT EACH
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)				
223+05	39' RT	1	---	1
293+84	45' RT	1	---	1
294+16	41' RT	1	---	1
294+25	86' RT	1	---	1
300+95	43' RT	1	1	---
301+09	31' RT	1	---	1
303+53	43' LT	1	---	1
308+68	53' LT	1	---	1
309+16	54' LT	1	---	1
	TOTAL 0010	9	1	8

ALL ITEMS ON THIS SHEET CATEGORY 0010

REMOVING STORM SEWER

STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 6-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 8-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 12-INCH) LF	204.0245.04 REMOVING STORM SEWER (SIZE) (04. 15-INCH) LF	204.0245.05 REMOVING STORM SEWER (SIZE) (05. 18-INCH) LF	204.0245.06 REMOVING STORM SEWER (SIZE) (06. 21-INCH) LF	204.0245.07 REMOVING STORM SEWER (SIZE) (07. 24-INCH) LF	204.0245.08 REMOVING STORM SEWER (SIZE) (08. 27-INCH) LF	204.0245.09 REMOVING STORM SEWER (SIZE) (09. 30-INCH) LF	204.0245.10 REMOVING STORM SEWER (SIZE) (10. 36-INCH) LF	204.0245.11 REMOVING STORM SEWER (SIZE) (11. 54-INCH) LF	PIPE TYPE
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)															
214+77	-	216+81	RT	---	---	---	---	---	---	---	---	---	---	205	RCP
215+10	-	215+40	LT	---	30	---	---	---	---	---	---	---	---	---	HDPE
215+86	-	216+54	LT	---	---	---	---	68	---	---	---	---	---	---	RCP
216+53	-	216+80	LT/RT	---	---	48	---	---	---	---	---	---	---	---	RCP
216+81	-	218+01	RT	---	---	---	---	---	---	---	---	---	---	120	RCP
217+54	-	218+00	LT/RT	---	---	---	---	58	---	---	---	---	---	---	RCP
218+00	-	218+12	RT	---	---	---	---	---	---	---	---	---	---	21	RCP
218+13	-	219+83	RT	---	---	---	---	---	---	---	---	---	---	170	RCP
219+83	-	219+88	RT	---	---	---	---	---	---	---	---	---	---	15	RCP
224+49	-	224+67	LT	---	---	---	---	---	---	---	18	---	---	---	RCP
224+67	-	225+21	RT	---	---	---	---	---	---	---	76	---	---	---	RCP
224+67	-	225+21	LT	54	---	---	---	---	---	---	---	---	---	---	PVC
224+68	-	224+78	LT	---	---	---	29	---	---	---	---	---	---	---	RCP
224+77	-	225+04	LT	---	---	---	27	---	---	---	---	---	---	---	RCP
224+78	-	224+79	LT	64	---	---	---	---	---	---	---	---	---	---	PVC
225+05	-	225+06	LT	63	---	---	---	---	---	---	---	---	---	---	PVC
231+62	-	231+85	LT	---	---	---	---	24	---	---	---	---	---	---	RCP
231+86	-	232+76	LT	---	---	---	---	92	---	---	---	---	---	---	RCP
232+95	-	233+25	RT	---	---	31	---	---	---	---	---	---	---	---	CMP
237+88	-	238+47	RT	---	---	118	---	---	---	---	---	---	---	---	RCP
238+47	-	238+86	RT	---	---	94	---	---	---	---	---	---	---	---	RCP
238+85	-	239+37	RT	---	---	53	---	---	---	---	---	---	---	---	RCP
250+55	-	250+93	LT	---	---	---	43	---	---	---	---	---	---	---	RCP
250+75	-	250+80	LT	---	---	6	---	---	---	---	---	---	---	---	RCP
250+80	-	251+05	LT	---	---	32	---	---	---	---	---	---	---	---	RCP
250+91	-	250+93	LT	---	---	---	18	---	---	---	---	---	---	---	RCP
250+92	-	251+12	LT	---	---	---	20	---	---	---	---	---	---	---	RCP
251+12	-	252+29	LT	---	---	---	---	118	---	---	---	---	---	---	RCP
251+89	-	252+04	LT	---	---	20	---	---	---	---	---	---	---	---	RCP
252+29	-	252+64	LT	---	---	---	---	---	36	---	---	---	---	---	RCP
254+57	-	256+40	LT	---	---	---	184	---	---	---	---	---	---	---	RCP
255+08	-	255+09	LT	---	---	---	---	---	---	---	---	---	88	---	RCP
267+48	-	274+49	LT	---	---	---	---	---	---	---	---	701	---	---	RCP
269+38	-	269+38	LT	---	---	---	16	---	---	---	---	---	---	---	RCP
269+80	-	269+80	LT	---	---	---	16	---	---	---	---	---	---	---	RCP
274+40	-	274+53	RT	---	---	---	13	---	---	---	---	---	---	---	RCP
274+49	-	278+47	LT	---	---	---	---	---	---	399	---	---	---	---	RCP
274+50	-	274+54	LT	---	---	---	62	---	---	---	---	---	---	---	RCP
274+53	-	274+66	RT	---	---	---	13	---	---	---	---	---	---	---	RCP
276+53	-	276+57	RT	---	---	---	---	---	---	---	8	---	---	---	RCP
276+56	-	278+64	RT	---	---	---	---	---	---	---	209	---	---	---	RCP
277+62	-	278+05	RT	---	---	87	---	---	---	---	---	---	---	---	RCP
278+45	-	278+46	RT	---	---	---	45	---	---	---	---	---	---	---	RCP
278+46	-	278+47	LT	---	---	---	---	---	---	35	---	---	---	---	RCP
278+47	-	278+78	LT	---	---	---	---	31	---	---	---	---	---	---	RCP
278+51	-	278+52	RT	---	---	---	10	---	---	---	---	---	---	---	RCP
278+52	-	278+63	RT	---	---	---	---	---	175	---	---	---	---	---	RCP
278+53	-	278+91	RT	---	---	---	---	---	39	---	---	---	---	---	RCP
278+65	-	278+74	RT	---	---	14	---	---	---	---	---	---	---	---	RCP
278+78	-	279+59	LT	---	---	---	---	81	---	---	---	---	---	---	RCP

3

REMOVING STORM SEWER (CONTINUED)

STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 6-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 8-INCH) LF	204.0245.03 REMOVING STORM SEWER (SIZE) (03. 12-INCH) LF	204.0245.04 REMOVING STORM SEWER (SIZE) (04. 15-INCH) LF	204.0245.05 REMOVING STORM SEWER (SIZE) (05. 18-INCH) LF	204.0245.06 REMOVING STORM SEWER (SIZE) (06. 21-INCH) LF	204.0245.07 REMOVING STORM SEWER (SIZE) (07. 24-INCH) LF	204.0245.08 REMOVING STORM SEWER (SIZE) (08. 27-INCH) LF	204.0245.09 REMOVING STORM SEWER (SIZE) (09. 30-INCH) LF	204.0245.10 REMOVING STORM SEWER (SIZE) (10. 36-INCH) LF	204.0245.11 REMOVING STORM SEWER (SIZE) (11. 54-INCH) LF	REMARKS
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)															
278+79	-	278+81	LT	---	---	---	---	10	---	---	---	---	---	---	RCP
279+59	-	280+79	LT	---	---	---	---	---	121	---	---	---	---	---	RCP
280+79	-	281+31	LT	---	---	---	---	---	52	---	---	---	---	---	RCP
281+26	-	281+30	LT	---	---	20	---	---	---	---	---	---	---	---	RCP
281+31	-	283+14	LT	---	---	---	---	---	183	---	---	---	---	---	RCP
283+14	-	284+90	LT	---	---	---	---	---	177	---	---	---	---	---	RCP
284+89	-	285+17	LT/RT	---	---	---	56	---	---	---	---	---	---	---	CMP
294+19	-	294+66	RT	---	---	---	---	49	---	---	---	---	---	---	RCP
294+67	-	294+78	RT	---	---	18	---	---	---	---	---	---	---	---	RCP
294+67	-	294+71	RT	---	---	69	---	---	---	---	---	---	---	---	RCP
294+78	-	296+67	RT	---	---	189	---	---	---	---	---	---	---	---	RCP
301+12	-	301+36	RT	---	---	24	---	---	---	---	---	---	---	---	CMP
303+48	-	303+77	LT	---	---	30	---	---	---	---	---	---	---	---	CMP
304+85	-	308+15	RT	---	---	331	---	---	---	---	---	---	---	---	RCP
305+99	-	306+28	LT	---	---	---	29	---	---	---	---	---	---	---	RCP
306+27	-	306+29	LT	---	---	---	---	30	---	---	---	---	---	---	RCP
306+28	-	306+60	LT	---	---	---	---	32	---	---	---	---	---	---	RCP
306+60	-	306+61	LT	---	---	---	---	62	---	---	---	---	---	---	CMP
306+60	-	309+70	LT	---	---	---	---	310	---	---	---	---	---	---	RCP
308+76	-	308+76	LT	---	10	---	---	---	---	---	---	---	---	---	HDPE
309+46	-	309+46	LT	---	9	---	---	---	---	---	---	---	---	---	HDPE
309+69	-	309+82	LT	---	---	---	---	21	---	---	---	---	---	---	RCP
309+70	-	309+95	LT	---	---	38	---	---	---	---	---	---	---	---	RCP
311+64	-	312+42	RT	---	---	78	---	---	---	---	---	---	---	---	RCP
			TOTAL 0010	181	49	1,300	581	986	783	434	311	701	88	531	

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

REMOVING STORM STRUCTURES

STATION	LOCATION (LT/RT)	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)			
215+40	LT	---	1
216+54	LT	---	1
216+81	RT	1	---
218+01	RT	1	---
218+13	RT	---	1
224+50	LT	---	1
224+67	LT	---	1
224+77	LT	---	1
225+04	LT	---	1
225+21	LT	---	1
231+86	LT	---	1
233+24	RT	---	1
238+85	RT	---	1
250+79	LT	---	1
250+92	LT	1	---
251+04	LT	---	1
251+12	LT	---	1
251+38	LT	---	1
251+88	LT	---	1
252+03	LT	---	1
252+29	LT	---	1
255+10	LT	1	---
268+44	LT	---	1
269+37	LT	---	1
269+79	LT	---	1
274+49	LT	---	1
274+53	RT	---	1
275+88	LT	---	1
276+56	RT	1	---
277+62	RT	1	---

REMOVING STORM STRUCTURES (CONTINUED)

STATION	LOCATION (LT/RT)	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
CALHOUN ROAD (ALL MEASUREMENTS FROM THE 'NB' C/L)			
277+99	LT	---	1
278+47	LT	---	1
278+64	RT	---	1
278+78	LT	---	1
279+59	LT	---	1
280+79	LT	---	1
281+31	LT	---	1
283+14	LT	---	1
284+90	LT	---	1
294+66	RT	---	1
294+78	RT	---	1
301+12	RT	---	1
303+78	LT	---	1
305+05	RT	---	1
305+91	RT	---	1
306+28	LT	---	1
306+59	RT	---	1
306+60	LT	1	---
306+92	LT	---	1
307+37	RT	---	1
308+77	LT	---	1
309+47	LT	---	1
309+70	LT	1	---
309+83	LT	1	---
309+88	LT	---	1
	TOTAL 0010	9	46

HAZMAT

STATION	TO	STATION	LOCATION	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
NB - CALHOUN ROAD				
214+50	-	215+00	NB C/L TO PROJECT LIMITS RIGHT 1 TO 6 FEET BELOW GRADE	255
SB - CALHOUN ROAD				
214+50	-	215+15	SB C/L TO PROJECT LIMITS LEFT 6 TO 10 FEET BELOW GRADE	8.5
			TOTAL 0010	263.5

ALL ITEMS ON THIS SHEET CATEGORY 0010

EARTHWORK SUMMARY

Division	From/To Station	Location	205.0100 Common Excavation (CY) (1)		Contaminated Soil (CY)	Salvaged/Unusable Pavement Material (CY)	Available Material (CY)	205.0500 Marsh Excavation (CY)	Expanded Marsh Backfill 208.1100 Select Borrow (CY)	Expanded EBS Backfill (CY)	EBS Backfill * 312.0110 Select Crushed Material (TON)	Unexpanded Fill (CY)	Expanded Fill (CY)	Mass Ordinate +/- (CY)	Waste (CY)	Comment:
			Cut (2)	Undistributed EBS Excavation (3)	(4)		(5)	(6)	(7) Factor 1.50	(8) Factor 1.10	(8) Factor (TONS/CY) 1.90		(9) Factor 1.10	(10)	(11)	
ROADWAY																
	214+50 - 312+24	CALHOUN ROAD NB	40,170	4,017	150	4,082	35,938	44,997	67,496	4,419	8,396	15,572	17,130	18,808	67,823	
	214+50 - 312+24	CALHOUN ROAD SB	35,491	3,549	5	3,815	31,671	45,734	68,601	3,904	7,417	12,441	13,685	17,987	67,270	
	5+75 - 6+72	PRIVATE DRIVEWAY 219+63'NB'	208	21	0	32	176	0	0	23	44	129	142	34	55	
	10+75 - 11+25	MORNINGVIEW COURT	119	12	0	28	91	0	0	13	25	1	1	90	102	
	15+25 - 15+50	PRIVATE DRIVEWAY 227+46'SB'	10	1	0	22	-12	0	0	1	2	0	0	-12	1	
	17+75 - 18+75	PRIVATE DRIVEWAY 230+90'NB'	290	29	0	41	249	0	0	32	61	24	27	222	251	
	20+25 - 21+25	HOLLY LANE	190	19	0	32	158	0	0	21	40	16	18	140	159	
	17+00 - 17+50	COMMERCIAL DRIVEWAY - WALSH PRODUCTS	5	0	0	5	0	0	0	0	0	88	97	-97	0	SEE NOTE 12
	30+50 - 33+81	PHEASANT DRIVE	1,339	134	0	201	1,138	0	0	147	280	42	47	1,092	1,226	
	41+00 - 42+75	RIVER BIRCH DRIVE	1,499	150	0	175	1,325	0	0	165	314	7	7	1,317	1,467	
	50+18 - 52+25	BURLEIGH ROAD	341	34	0	139	203	2,928	4,391	37	71	364	400	-197	2,962	SEE NOTE 12
	61+00 - 61+25	BROOKLAWN DRIVE	57	6	0	14	44	0	0	7	13	0	0	43	49	
	70+75 - 71+25	VANDERBILT STREET	79	8	0	21	58	0	0	9	17	7	7	51	59	
	68+41 - 69+25	COMMERCIAL DRIVEWAY - LIFELINE CHURCH SOUTH	466	47	0	40	427	0	0	52	98	0	0	427	474	
	75+75 - 78+73.1	BURLEIGH PLACE	1,517	152	0	178	1,340	0	0	167	318	0	0	1,339	1,491	
	78+00 - 79+25	COUNTRY LANE	256	26	0	53	202	0	0	29	54	1	1	201	227	
	80+75 - 81+25	MARTHA DRIVE	87	9	0	22	65	0	0	10	19	2	2	63	72	
	90+25 - 91+25	TOWN TRAIL	111	11	0	45	66	0	0	12	23	24	26	40	51	
	95+75 - 96+75	GOETZ DRIVE	141	14	0	50	91	0	0	15	29	3	3	88	102	
	100+75 - 101+25	ST JAMES ROAD	93	9	0	23	70	0	0	10	19	4	5	65	74	
	110+75 - 111+50	SUNNYCREST DRIVE	111	11	0	32	79	0	0	12	23	0	0	79	90	
ROADWAY SUBTOTAL			82,581	8,259	155	9,049	73,377	93,659	140,489	9,085	17,261	28,724	31,597	41,781	144,005	
STORMWATER PONDS																
	0+00 - 2+40	POND 'RB'	3,489	0	0	0	3,489	0	0	0	0	5	6	3,484	3,484	
	0+00 - 2+40	POND 'RB' - CLAY LINER	848	0	0	0	848	0	0	0	0	0	0	848	848	SEE NOTE 13
	0+00 - 3+23	POND 'LL'	2,462	0	0	0	2,462	0	0	0	0	19	21	2,441	2,441	
	0+00 - 3+23	POND 'LL' - CLAY LINER	914	0	0	0	914	0	0	0	0	0	0	914	914	SEE NOTE 13
	0+00 - 2+88	POND 'FV'	3,614	0	0	0	3,614	0	0	0	0	850	935	2,679	2,679	
	0+00 - 2+88	POND 'FV' - CLAY LINER	1,169	0	0	0	1,169	0	0	0	0	0	0	1,169	1,169	SEE NOTE 13
STORMWATER PONDS SUBTOTAL			12,496	0	0	0	12,496	0	0	0	0	874	961	11,535	11,535	
TEMPORARY DRIVEWAY ACCESS - INSTALLATION AND REMOVAL																
		TEMPORARY PRIVATE DRIVEWAY 219+63'NB'	167	0	0	0	167	0	0	0	0	0	0	167	167	SEE NOTE 14
		TEMPORARY PRIVATE DRIVEWAY 230+90'NB'	162	0	0	0	162	0	0	0	0	0	0	162	162	SEE NOTE 14
TEMPORARY DRIVEWAY ACCESS SUBTOTAL			329	0	0	0	329	0	0	0	0	0	0	329	329	
Grand Total			95,406	8,259	155	9,049	85,873	93,659	140,489	9,085	17,261	29,598	32,558	53,315	155,540	
TOTALS			**103,665**					**93,659**	**140,489**		**17,261**					

Notes:

(1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100

(2) Salvaged/Unsuable Pavement Material is included in Cut.

(3) EBS Excavation is Undistributed and to be used at the discretion of the engineer. All EBS material is to be wasted offsite. EBS Excavation to be backfilled with Select Crushed Material, Item number 312.0110

(4) Contaminated Soil quantities are included in the Cut since they are part of the avereage end area calculations shown on the Earthwork Data sheets. Bid items related to contaminated soil are shown elsewhere.

(5) Available Material = Cut - Salvaged/Unusuable Pavement Material - Contaminated Soil

(6) Marsh Excavation, Item number 205.0500. All Marsh material is to be wasted offsite and is to be filled with Select Borrow material, Item 208.1100.

(7) Expanded Marsh Backfill - Marsh Backfill Factor = 1.5 - This is to be filled with Select Borrow material, Item 208.1100

(8) Expanded EBS Backfill - EBS Backfill Factor = 1.1 - This is to be filled with Select Crushed Material, Item 312.0110

(9) Expanded Fill Factor = 1.1. Expanded Fill = Unexpanded Fill * Fill Factor

(10) The Mass Ordinate + or - Qty calculated for the roadway segment. Plus quantity indicates an excess of material within the roadway segment. Minus indicates a shortage of material within the roadway segment.

(11) Waste = Mass Ordinate (if positive value) + EBS Excavation + Marsh Excavation

(12) Use other available material from within the division.

(13) Quantities on these rows are for excavation to the bottom of the 2-foot Pond Clay Liner. Additional items related to backfill for Pond Clay Liner shown elsewhere.

(14) Quantities on these rows are for excavation required to install and remove temporary driveways shown in staged culvert installation details.

*Additional quantities shown elsewhere.

ALL ITEMS ON THIS SHEET CATEGORY 0010

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BASE AGGREGATE ITEMS

STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	** 312.0110 SELECT CRUSHED MATERIAL TON
NB - CALHOUN ROAD					
214+50	-	226+50	203	3,875	4,133
226+50	-	241+00	239	5,079	5,401
241+00	-	252+00	176	3,798	4,089
252+00	-	256+00	89	1,159	---
256+00	-	268+50	251	3,899	---
268+50	-	271+00	43	892	982
271+00	-	286+00	263	5,863	6,664
286+00	-	294+00	124	2,539	2,553
294+00	-	301+00	105	2,390	1,931
301+00	-	312+24	164	4,215	3,376
SB-CALHOUN ROAD	-				
214+50	-	226+50	183	4,222	4,444
226+50	-	241+00	245	5,332	5,663
241+00	-	252+00	170	3,761	4,101
252+00	-	256+00	88	1,159	---
256+00	-	268+50	250	4,210	---
268+50	-	271+00	34	882	972
271+00	-	286+00	231	5,540	5,975
286+00	-	294+00	137	2,507	2,761
294+00	-	301+00	112	2,081	1,676
301+00	-	312+24	168	4,140	3,272

BASE AGGREGATE ITEMS (CONTINUED)

STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	** 312.0110 SELECT CRUSHED MATERIAL TON
MORNINGVIEW COURT					
10+75	-	11+20	---	104	---
HOLLY LANE					
20+25	-	20+93	---	143	---
PHEASANT DRIVE					
31+02	-	33+81	56	792	---
RIVER BIRCH DRIVE					
41+00	-	42+69	---	324	---
BURLEIGH ROAD					
50+18	-	52+07	27	615	---
BROOKLAWN DRIVE					
61+00	-	61+21	---	45	---
VANDERBILT STREET					
70+81	-	71+25	---	77	---
BURLEIGH PLACE					
76+11	-	78+73	1	724	---
COUNTRY LANE					
78+00	-	79+21	---	233	---
MARTHA DRIVE					
80+79	-	81+25	---	87	---
TOWN TRAIL					
90+25	-	91+18	---	188	---
GOETZ DRIVE					
95+74	-	96+75	---	203	---
ST JAMES ROAD					
100+75	-	101+19	---	91	---
SUNNYCREST DRIVE					
110+79	-	111+50	---	138	---
		TOTAL 0010	3,359	71,307	57,993

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE - "TEMPORARY PAVEMENT ITEMS"

QMP BASE AGGREGATE

LOCATION	371.2000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION EACH
PROJECT ID 2783-05-70	84
TOTAL 0010	84

DRILLED TIE BARS

LOCATION	416.0610 DRILLED TIE BARS EACH
CALHOUN ROAD - SOUTH TIE-IN	8
DWY - STA 215+09 LT	2
DWY - STA 215+14 RT	2
MORNINGVIEW COURT	4
DWY - STA 245+34 RT	2
DWY - STA 248+96 RT	1
RIVER BIRCH DRIVE	4
BURLEIGH ROAD	2
VANDERBILT STREET	4
BURLEIGH PLACE	2
DWY - STA 294+45 LT	4
ST JAMES ROAD	4
DWY - STA 312+00 LT	6
CALHOUN ROAD - NORTH TIE-IN	4
UNDISTRUBUTED	12
TOTAL 0010	61

*USE 2 TIE BARS AT EXISTING CURB & GUTTER TIE LOCATIONS.
USE 1 TIE BAR AT EXISTING CURB HEAD (NO GUTTER) TIE LOCATIONS.

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

ASPHALT ITEMS

STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY
NB - CALHOUN ROAD									
214+50	-	226+50	---	263	780	450	---	46	---
226+50	-	241+00	405	349	1,030	590	4	58	---
241+00	-	252+00	308	264	780	450	4	31	---
252+00	-	256+00	93	78	230	140	---	---	---
256+00	-	268+50	318	272	810	460	---	---	---
268+50	-	271+00	75	64	190	110	---	---	---
271+00	-	286+00	500	429	1,270	730	---	28	---
286+00	-	294+00	183	156	460	270	---	31	---
294+00	-	301+00	193	164	490	280	---	16	---
301+00	-	312+24	177	302	900	510	---	48	---

SB-CALHOUN RO/	-								---
214+50	-	226+50	---	287	850	490	---	52	---
226+50	-	241+00	---	369	1,090	630	4	79	---
241+00	-	252+00	---	264	780	450	4	9	---
252+00	-	256+00	---	78	230	140	---	---	---
256+00	-	268+50	---	299	890	510	---	---	---
268+50	-	271+00	---	67	200	120	---	---	---
271+00	-	286+00	---	398	1,180	680	---	56	---
286+00	-	294+00	---	173	510	300	---	---	---
294+00	-	301+00	---	137	410	230	---	19	---
301+00	-	312+24	---	291	860	490	---	31	---

ASPHALT ITEMS (CONTINUED)

STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY
MORNINGVIEW COURT									
10+75	-	11+20	---	8	30	20	---	6	---
HOLLY LANE									
20+25	-	20+93	---	15	50	30	---	---	16
PHEASANT DRIVE									
31+02	-	33+81	93	78	230	140	---	34	---
RIVER BIRCH DRIVE									
41+00	-	42+69	---	33	100	60	---	---	---
BURLEIGH ROAD									
50+18	-	52+07	---	61	180	110	---	6	10
BROOKLAWN DRIVE									
61+00	-	61+21	---	4	20	10	---	5	5
VANDERBILT STREET									
70+81	-	71+25	13	8	30	20	---	---	---
BURLEIGH PLACE									
76+11	-	78+73	---	74	220	130	---	14	---
COUNTRY LANE									
78+00	-	79+21	---	23	70	40	---	5	---
MARTHA DRIVE									
80+79	-	81+25	13	9	30	20	---	---	10
TOWN TRAIL									
90+25	-	91+18	---	18	60	30	---	6	11
GOETZ DRIVE									
95+74	-	96+75	25	19	60	40	---	---	---
ST JAMES ROAD									
100+75	-	101+19	---	8	30	20	---	5	---
SUNNYCREST DRIVE									
110+79	-	111+50	---	14	50	30	---	---	---
		TOTAL 0010	2,396	5,076	15,100	8,730	16	585	52

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ALL ITEMS ON THIS SHEET CATEGORY 0010

3

TEMPORARY BASE AGGREGATE AND TEMPORARY PAVEMENT ITEMS

LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	611.8120.S COVER PLATES TEMPORARY EACH
STAGE 1/2			
TEMPORARY DWY 219+63'NB'	65	---	---
TEMPORARY DWY 230+90'NB'	60	---	---
TEMPORARY PROPERTY ACCESS	1,980	---	---
BOX CULVERT STAGING	950	---	---
DROP-OFF PROTECTION** (STAGE 2)	710	---	---
STAGE 3			
NB TRAFFIC CROSSOVER (STA 308+59 - STA 309+84)	115	50	2
TOTAL 0010	3,880	50	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE - "AGGREGATE ITEMS"
**DROP-OFF PROTECTION AS DEFINED IN STANDARD SPECIFICATION 104.6.1.2.3

TEMPORARY CULVERT PIPES

INLET STATION*	INLET OFFSET*	INLET ELEV	DISCHARGE STATION*	DISCHARGE OFFSET*	DISCHARGE ELEV	SLOPE FT/FT	204.0291.S ABANDONING SEWER CY	520.2048 CULVERT PIPE TEMPORARY 48-INCH LF	** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
DRIVEWAY 219+63'NB'									
219+04	77.9' RT	868.75	219+36	70.0' RT	868.14	0.0185	---	33	1
DRIVEWAY 230+90'NB'									
231+13	40.1' RT	850.01	231+38	56.3' RT	849.07	0.0313	---	30	1
231+13	47.6' RT	850.01	231+38	56.3' RT	849.07	0.0313	---	30	1
NB-CALHOUN ROAD									
231+72	72.8' RT	848.13	232+64	93.9' LT	847.18	0.0050	43	190	1
231+79	73.5' RT	848.13	232+71	92.8' LT	847.18	0.0050	43	190	1
						TOTAL 0010	86	473	5

*ALL STATION AND OFFSETS ARE FROM THE CALHOUN NB C/L. ALL LOCATIONS ARE APPROXIMATE BASED ON DESIGNED TEMPORARY DRAINAGE.
**ADDITIONAL QUANTITIES SHOWN ELSEWHERE - SEE "CULVERT PIPES AND ENDWALLS"

3

CULVERT PIPES AND ENDWALLS

INLET STATION*	INLET OFFSET*	INLET ELEV	DISCHARGE STATION*	DISCHARGE OFFSET*	DISCHARGE ELEV	SLOPE FT/FT	504.0900 CONCRETE MASONRY ENDWALLS CY	521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH LF	521.3160 CULVERT PIPE CORRUGATED STEEL 60-INCH LF	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	** 633.5200 MARKERS CULVERT END EACH	*** 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	SPV.0090.03 PIPE ARCH CORRUGATED STEEL 95X67-INCH LF	MINIMUM METAL PIPE THICKNESS IN
DRIVEWAY 219+63'NB'																
5+96	20.0' RT	867.00	5+95	24.0' LT	866.10	0.0205	13	---	---	44	---	---	---	1	---	0.138
6+03	19.9' RT	867.00	6+02.03	24.1' LT	866.10	0.0205		---	---	44	---	---	---	1	---	0.138
DRIVEWAY 230+90'NB'																
17+82	14.5' RT	848.08	17+87	17.2' LT	847.97	0.0034	18	---	---	---	---	---	---	1	32	0.109
17+91	16.4' RT	848.08	17+99	14.7' LT	847.97	0.0034		---	---	---	---	---	---	1	32	0.109
NB-CALHOUN ROAD*																
233+06	65.7' RT	852.00	232+75	67.3' RT	850.50	0.0495	---	2	30	---	---	---	---	1	---	0.064
255+09	58.8' LT	823.82	255+09	50.4'RT	823.28	0.0050	---	---	---	---	109	2	2	1	---	---
292+67	90.6' RT	874.37	292+67	79.1' RT	874.08	0.0251	---	2	12	---	---	---	---	1	---	0.064
TOWN TRAIL*																
285+46	112.6' LT	854.64	285+42	133.7' LT	854.54	0.0050	---	2	21	---	---	---	---	1	---	0.064
						TOTAL 0010	31	6	63	88	109	2	2	8	64	

*STATION AND OFFSETS ARE FROM THE CALHOUN NB C/L
**ADDITIONAL QUANTITIES SHOWN ELSEWHERE - SEE "STORM SEWER APRON ENDWALLS"
***ADDITIONAL QUANTITIES SHOWN ELSEWHERE - SEE "TEMPORARY CULVERT PIPES"

ALL ITEMS ON THIS SHEET CATEGORY 0010

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3

STORM SEWER APRON ENDWALLS

			522.1012	522.1015	522.1018	522.1024	522.1030	522.1036	522.1048	522.1060	522.2614	522.2619	522.2624	522.2629	522.2634	* 633.5200	** 650.4000	SPV.0060.01
			APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE								APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONAL							
STRUCTURE	STATION	OFFSET	12-INCH EACH	15-INCH EACH	18-INCH EACH	24-INCH EACH	30-INCH EACH	36-INCH EACH	48-INCH EACH	60-INCH EACH	14X23-INCH EACH	19X30-INCH EACH	24X38-INCH EACH	29X45-INCH EACH	34X53-INCH EACH	MARKERS CULVERT END EACH	CONSTRUCTION STAKING STORM SEWER EACH	CONCRETE CUTOFF WALL EACH
51AEW	219+99.51	60.3' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	1
104AEW	232+48.77	92.8' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
150AEW	237+10.46	76.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
151AEW	233+83.29	88.4' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
152AEW1	237+57.15	71.9' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
152AEW2	238+44.80	79.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
154AEW	241+35.62	52.8' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
155AEW	240+30.89	77' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
156AEW	241+56.71	71.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
157AEW	242+04.08	74' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
158AEW	241+79.11	47.1' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
207AEW	251+64.58	98.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	1	---
250AEW	253+84.47	51.4' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---
251AEW	257+50.07	49.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---
252AEW	259+35.07	58.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---
253AEW	263+15.00	48.6' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	1	---
260AEW	272+16.08	112.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
265AEW	267+95.00	50.3' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	1	1	---
266AEW	265+54.72	264.5' LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	---
268AEW	266+75.00	74.3' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
270AEW	266+00.00	56' RT	---	---	---	---	---	---	---	---	---	---	1	---	---	1	1	---
300AEW	273+85.15	74.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---
311AEW	274+73.12	83' LT	---	---	---	---	---	---	---	---	---	---	---	1	---	1	1	---
358AEW1	292+61.26	61.9' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
358AEW2	292+61.28	76.9' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
408AEW	296+66.97	70.7' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	1	---
409AEW	295+85.81	70.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	1	---
P1 AEW	252+65.72	86.6' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	1	1	---
P3 AEW	293+89.63	75.2' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
		TOTAL 0010	3	11	1	1	4	1	1	1	1	1	2	1	1	12	29	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE - SEE "CULVERT PIPES AND ENDWALLS"

**ADDITIONAL QUANTITIES LISTED ELSEWHERE - SEE "STORM SEWER STRUCTURES"

ALL ITEMS ON THIS SHEET CATEGORY 0010

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CONCRETE ITEMS

STATION	TO	STATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY	601.0110 CONCRETE CURB TYPE D LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
NB - CALHOUN ROAD											
214+50	-	226+50	149	16	67	2,240	7	7,120	24	---	53
226+50	-	241+00	112	---	---	2,650	7	8,410	64	---	276
241+00	-	252+00	100	90	---	1,970	12	6,180	36	13	254
252+00	-	256+00	---	---	---	800	---	3,110	---	---	---
256+00	-	268+50	---	---	---	2,410	7	8,840	24	---	53
268+50	-	271+00	---	---	---	510	---	1,500	---	---	---
271+00	-	286+00	102	---	---	2,780	96	9,260	84	97	156
286+00	-	294+00	464	---	---	1,600	---	4,340	---	---	---
294+00	-	301+00	80	---	---	1,420	9	3,690	24	36	---
301+00	-	312+24	154	---	---	2,010	---	5,770	24	36	105
SB-CALHOUN ROAD											
214+50	-	226+50	293	72	59	2,270	7	6,440	24	36	53
226+50	-	241+00	124	---	---	2,670	57	8,600	74	36	53
241+00	-	252+00	58	---	---	1,990	12	5,970	36	49	105
252+00	-	256+00	---	---	---	800	---	3,070	---	---	---
256+00	-	268+50	---	---	---	2,410	7	8,790	24	38	53
268+50	-	271+00	---	---	---	520	---	1,190	---	36	---
271+00	-	286+00	95	---	---	2,740	31	8,120	72	72	156
286+00	-	294+00	---	---	---	1,610	---	4,800	---	---	---
294+00	-	301+00	69	---	31	1,400	9	3,920	24	---	---
301+00	-	312+24	354	12	---	2,010	---	5,920	12	36	157

ALL ITEMS ON THIS SHEET CATEGORY 0010

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CONCRETE ITEMS (CONTINUED)

STATION	TO	STATION	416.0170 CONCRETE DRIVEWAY 7-INCH SY	601.0110 CONCRETE CURB TYPE D LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
MORNINGVIEW COURT	-										
10+75	-	11+20	44	---	---	90	---	---	---	---	---
HOLLY LANE	-										
20+25	-	20+93	---	---	---	---	---	---	---	---	---
PHEASANT DRIVE	-										
31+02	-	33+81	87	---	---	508	---	1,947	---	---	---
RIVER BIRCH DRIVE	-										
41+00	-	42+69	---	---	---	337	---	---	---	---	---
BURLEIGH ROAD	-										
50+18	-	52+07	150	---	---	189	---	924	---	---	---
BROOKLAWN DRIVE	-										
61+00	-	61+21	---	---	---	---	---	---	---	---	---
VANDERBILT STREET	-										
70+81	-	71+25	---	---	---	276	---	---	---	---	---
BURLEIGH PLACE	-										
76+11	-	78+73	96	---	---	377	---	33	---	---	---
COUNTRY LANE	-										
78+00	-	79+21	---	---	---	---	---	---	---	---	---
MARTHA DRIVE	-										
80+79	-	81+25	---	---	---	---	---	---	---	---	---
TOWN TRAIL	-										
90+25	-	91+18	14	---	---	67	---	---	---	---	---
GOETZ DRIVE	-										
95+74	-	96+75	34	---	---	13	---	---	---	---	---
ST JAMES ROAD	-										
100+75	-	101+19	16	---	---	88	---	---	---	---	---
SUNNYCREST DRIVE	-										
110+79	-	111+50	---	---	---	---	---	---	---	---	---
		TOTAL 0010	2,595	190	157	38,755	261	117,944	546	485	1,474

CONCRETE BARRIER TEMPORARY

STATION	TO	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	REMARKS
NB - CALHOUN ROAD					
232+15	-	234+44	237.5	237.5	B-67-380 STAGE 1 CONSTRUCTION
SB - CALHOUN ROAD					
231+78	-	234+14	---	237.5	B-67-380 STAGE 2 CONSTRUCTION
		TOTAL 0010	237.5	475.0	

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STORM SEWER PIPES GENERAL NOTES (SHALL APPLY TO ALL STORM SEWER PIPES TABLES)

- PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ALL ITEMS ON THIS SHEET CATEGORY 0010

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	STORM SEWER PIPES 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
48	-	49	873.50	872.53	0.0150	---	---	---	---	---	---	---	---	---	65	---	---	---	---	---	---
49	-	50	872.53	871.50	0.0050	---	---	---	---	---	---	---	---	---	205	---	---	---	---	---	---
49A	-	49B	876.94	876.83	0.0050	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
49B	-	49C	876.83	876.59	0.0050	---	---	50	---	---	---	---	---	---	---	---	---	---	---	---	---
49C	-	49E	876.59	876.38	0.0050	---	---	42	---	---	---	---	---	---	---	---	---	---	---	---	---
49D	-	49E	876.68	876.63	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49E	-	49G	876.38	876.33	0.0050	---	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---
49F	-	49G	876.74	876.58	0.0050	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49G	-	49	876.33	876.28	0.0056	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
49H	-	49I	876.78	876.62	0.0050	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---
49I	-	49	876.37	876.28	0.0047	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
50	-	51	871.50	870.49	0.0050	---	---	---	---	---	---	---	---	---	203	---	---	---	---	---	---
50A	-	50	879.29	875.00	0.0586	---	---	---	73	---	---	---	---	---	---	---	---	---	---	---	---
51	-	51AEW	870.49	870.10	0.0050	---	---	---	---	---	---	---	---	---	77	---	---	---	---	---	---
51A	-	51B	876.88	876.65	0.0089	---	---	26	---	---	---	---	---	---	---	---	---	---	---	---	---
51B	-	51C	876.65	875.74	0.0325	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
51C	-	51	875.74	874.74	0.0324	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
51D	-	51	875.15	874.99	0.0050	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---
99	-	100	871.15	870.80	0.0050	---	---	---	---	---	70	---	---	---	---	---	---	---	---	---	---
99A	-	99B	873.42	872.32	0.0500	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
99B	-	99	872.32	871.90	0.0500	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
99C	-	99D	872.24	872.09	0.0050	---	---	30	---	---	---	---	---	---	---	---	---	---	---	---	---
99D	-	99E	872.09	871.99	0.0050	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
99E	-	99	871.99	871.90	0.0050	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
100	-	101	870.80	868.23	0.0151	---	---	---	---	---	169	---	---	---	---	---	---	---	---	---	---
100A	-	100	873.09	871.55	0.0500	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
101	-	102	867.73	864.79	0.0113	---	---	---	---	---	---	260	---	---	---	---	---	---	---	---	---
101A	-	101B	873.63	872.42	0.0485	---	25	---	---	---	---	---	---	---	---	---	---	---	---	---	---
101B	-	101D	872.17	869.71	0.0500	---	---	49	---	---	---	---	---	---	---	---	---	---	---	---	---
101C	-	101D	869.88	869.71	0.0050	---	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---
101D	-	101E	869.46	869.33	0.0125	---	---	---	10	---	---	---	---	---	---	---	---	---	---	---	---
101E	-	101F	869.33	868.86	0.0127	---	---	---	37	---	---	---	---	---	---	---	---	---	---	---	---
101F	-	101	868.86	868.73	0.0150	---	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---
101G	-	101H	869.32	869.12	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
101H	-	101I	869.12	869.08	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
101I	-	101	869.08	868.98	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
102	-	103	864.79	857.79	0.0350	---	---	---	---	---	---	200	---	---	---	---	---	---	---	---	---
102A	-	102B	866.44	866.12	0.0100	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---	---
102B	-	102	866.12	866.04	0.0100	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
102C	-	102D	866.38	866.24	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	0	128	588	129	0	239	460	0	0	550	0	0	0	0	0	0

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER PIPES (CONTINUED)

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
102D	-	102E	866.24	866.20	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
102E	-	102	866.20	866.04	0.0050	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
103	-	104	857.79	849.46	0.0323	---	---	---	---	---	---	258	---	---	---	---	---	---	---	---	---
103A	-	103B	860.56	859.46	0.0500	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
103B	-	103	859.46	859.04	0.0500	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
103C	-	103D	859.38	859.24	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
103D	-	103E	859.24	859.14	0.0050	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
103E	-	103	859.14	859.04	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
104	-	104AEW	848.96	848.44	0.0050	---	---	---	---	---	---	---	104	---	---	---	---	---	---	---	---
104A	-	104B	852.57	851.17	0.0500	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
104B	-	104	851.17	850.71	0.0500	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
104C	-	104D	851.05	850.85	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
104D	-	104E	850.85	850.81	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
104E	-	104	850.81	850.71	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
150	-	151	848.16	847.40	0.0030	---	---	---	---	---	255	---	---	---	---	---	---	---	---	---	---
150A	-	150B	849.32	849.27	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
150AEW	-	150D	852.25	849.26	0.0307	---	---	97	---	---	---	---	---	---	---	---	---	---	---	---	---
150B	-	150	849.02	848.91	0.0050	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
150C	-	150D	849.58	849.51	0.0070	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
150D	-	150E	849.26	849.12	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
150E	-	150F	849.12	848.96	0.0050	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---	---
150F	-	150	848.96	848.91	0.0070	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---
151	-	151D	847.40	847.34	0.0030	---	---	---	---	---	21	---	---	---	---	---	---	---	---	---	---
151A	-	151B	849.36	849.08	0.0100	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
151B	-	151C	849.08	848.99	0.0100	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
151C	-	151	848.99	848.15	0.0442	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
151D	-	151AEW	847.34	847.22	0.0030	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---
152A	-	152B	850.24	850.04	0.0050	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---	---
152AEW1	-	152B	850.28	849.79	0.0110	---	---	45	---	---	---	---	---	---	---	---	---	---	---	---	---
152B	-	152C	849.79	849.59	0.0050	---	---	39	---	---	---	---	---	---	---	---	---	---	---	---	---
152C	-	152D	849.59	849.49	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
152D	-	152E	849.49	849.26	0.0050	---	---	45	---	---	---	---	---	---	---	---	---	---	---	---	---
152E	-	152AEW2	849.26	849.11	0.0051	---	---	30	---	---	---	---	---	---	---	---	---	---	---	---	---
153	-	154	848.31	841.82	0.0295	---	---	---	---	---	---	---	---	---	---	---	220	---	---	---	---
153A	-	153B	850.06	850.01	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
153B	-	153C	849.76	849.03	0.0150	---	---	48	---	---	---	---	---	---	---	---	---	---	---	---	---
153C	-	153	849.03	848.31	0.0236	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
154	-	154B	841.82	841.78	0.0049	---	---	---	---	---	---	---	---	---	---	---	8	---	---	---	---
154A	-	154	841.92	841.82	0.0049	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
154B	-	154AEW	841.78	841.64	0.0044	---	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---
155A	-	156A	843.63	842.98	0.0053	---	120	---	---	---	---	---	---	---	---	---	---	---	---	---	---
155AEW	-	155A	844.53	843.63	0.0340	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---
156A	-	156B	842.98	842.90	0.0030	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---	---
156B	-	156AEW	842.90	842.83	0.0030	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
157A	-	157B	842.93	842.83	0.0035	---	---	---	---	---	---	---	---	---	---	30	---	---	---	---	---
157B	-	157AEW	842.83	842.73	0.0037	---	---	---	---	---	---	---	---	---	---	27	---	---	---	---	---
158A	-	158C	843.25	843.16	0.0032	---	---	---	---	---	---	---	---	---	---	29	---	---	---	---	---
158B	-	158C	843.29	843.16	0.0020	---	---	---	---	---	---	---	---	---	---	65	---	---	---	---	---
158C	-	158AEW	843.16	843.09	0.0030	---	---	---	---	---	---	---	---	---	---	21	---	---	---	---	---
200	-	201	838.47	833.49	0.0249	---	---	---	---	---	200	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	0	246	786	0	0	516	258	104	0	0	172	259	0	0	0	0

ALL ITEMS ON THIS SHEET CATEGORY 0010

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	STORM SEWER PIPES (CONTINUED) 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
200A	-	200	840.50	840.46	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
200B	-	200C	839.57	839.43	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
200C	-	200D	839.43	839.38	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
200D	-	200	839.38	839.22	0.0050	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
201	-	202	833.49	829.31	0.0217	---	---	---	---	---	188	---	---	---	---	---	---	---	---	---	---
201A	-	201	834.66	834.24	0.0500	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
201B	-	201C	834.58	834.41	0.0050	---	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---
201C	-	201D	834.41	834.34	0.0050	---	---	14	---	---	---	---	---	---	---	---	---	---	---	---	---
201D	-	201	834.34	834.24	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
202	-	203	829.31	829.13	0.0196	---	---	---	---	---	12	---	---	---	---	---	---	---	---	---	---
202D	-	202A	830.76	830.66	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
202A	-	202B	830.41	830.21	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
202B	-	202C	830.21	830.17	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
202C	-	202	830.17	830.06	0.0047	---	---	25	---	---	---	---	---	---	---	---	---	---	---	---	---
203A		203	830.23	830.13	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
203	-	205	829.13	828.24	0.0263	---	---	---	---	---	34	---	---	---	---	---	---	---	---	---	---
204A	-	204B	832.73	832.47	0.0100	---	26	---	---	---	---	---	---	---	---	---	---	---	---	---	---
204B	-	204EX	832.47	832.42	0.0100	---	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---
EXIST PIPE	-	205	830.17	830.08	0.0118	1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
205	-	206	828.24	827.78	0.0172	---	---	---	---	---	---	27	---	---	---	---	---	---	---	---	---
206	-	207	827.78	827.32	0.0150	---	---	---	---	---	---	31	---	---	---	---	---	---	---	---	---
206A	-	206	829.38	829.28	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
207	-	207AEW	827.32	827.00	0.0150	---	---	---	---	---	---	21	---	---	---	---	---	---	---	---	---
250A	-	250B	825.64	825.59	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
250B	-	250D	825.34	825.20	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
250C	-	250D	825.50	825.45	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
250D	-	250F	825.20	825.16	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
250E	-	250F	825.46	825.40	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
250F	-	250H	825.16	824.72	0.0156	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
250G	-	250H	825.02	824.97	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
250H	-	250AEW	824.72	824.47	0.0100	---	---	25	---	---	---	---	---	---	---	---	---	---	---	---	---
251A	-	251B	826.23	826.18	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
251B	-	251C	825.93	825.79	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
251C	-	251D	825.79	825.76	0.0050	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---
251D	-	251F	825.76	825.62	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
251E	-	251F	825.92	825.86	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
251F	-	251AEW	825.62	825.50	0.0050	---	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---
252A	-	252B	826.86	826.72	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
252B	-	252C	826.72	826.68	0.0050	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---
252C	-	252D	826.68	826.54	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
252D	-	252AEW	826.54	826.43	0.0050	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
253A	-	253B	826.82	826.78	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
253B	-	253D	826.52	826.38	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
253C	-	253D	826.69	826.64	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
253D	-	253F	826.38	826.34	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
253E	-	253F	826.69	826.59	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
253F	-	253H	826.34	826.14	0.0050	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
253G	-	253H	826.44	826.39	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
253H	-	253AEW	826.14	826.03	0.0050	---	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---
269	-	270	825.92	825.80	0.0030	---	---	---	---	---	---	---	---	---	---	---	---	---	---	39	---	---
					SUBTOTAL	1	161	573	22	0	234	79	0	0	0	0	0	0	39	0	0

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER PIPES (CONTINUED)

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
260	-	261	832.90	829.65	0.0140	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	232
260A	-	260B	836.22	835.93	0.0100	---	---	29	---	---	---	---	---	---	---	---	---	---	---	---	---
260AEW	-	260	838.24	834.65	0.0526	---	---	68	---	---	---	---	---	---	---	---	---	---	---	---	---
260B	-	260C	835.93	835.86	0.0100	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
260C	-	260	835.86	834.65	0.0297	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
261	-	262	829.65	828.30	0.0075	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	178
261A	-	261B	831.58	831.44	0.0029	---	---	50	---	---	---	---	---	---	---	---	---	---	---	---	---
261B	-	261C	831.44	831.27	0.0031	---	---	53	---	---	---	---	---	---	---	---	---	---	---	---	---
261C	-	261	831.02	830.98	0.0050	---	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---
261D	-	261E	832.66	832.46	0.0050	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
261E	-	261F	832.46	832.21	0.0278	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
261F	-	261	832.21	831.23	0.0500	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
262	-	263	828.30	828.13	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	29
262A	-	262B	830.97	829.93	0.0384	---	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---
262B	-	262	829.93	829.89	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
263	-	264	828.13	827.96	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	28
264	-	265	827.96	827.79	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	28
265	-	265AEW	827.79	827.65	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	24
266	-	267	826.51	826.26	0.0030	---	---	---	---	---	---	---	---	---	---	---	---	---	80	---	---
266A	-	266	827.61	827.26	0.0097	---	---	36	---	---	---	---	---	---	---	---	---	---	---	---	---
266AEW	-	266	828.38	826.51	0.0256	---	---	---	---	---	---	---	---	---	---	---	---	---	73	---	---
267	-	268	826.26	826.05	0.0030	---	---	---	---	---	---	---	---	---	---	---	---	---	73	---	---
268	-	269	826.05	825.92	0.0030	---	---	---	---	---	---	---	---	---	---	---	---	---	41	---	---
268A	-	268	828.21	826.80	0.0164	---	---	86	---	---	---	---	---	---	---	---	---	---	---	---	---
268AEW	-	268A	828.45	828.21	0.0100	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---
269A	-	269	827.85	826.67	0.0782	---	---	15	---	---	---	---	---	---	---	---	---	---	---	---	---
270	-	270AEW	825.80	825.72	0.0030	---	---	---	---	---	---	---	---	---	---	---	---	---	30	---	---
300A	-	300B	836.96	836.82	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
300B	-	300D	836.82	836.78	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
300C	-	300D	837.08	837.02	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
300D	-	300F	836.78	836.58	0.0050	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
300E	-	300F	836.92	836.82	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
300F	-	300AEW	836.58	836.40	0.0070	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---
300G	-	300A	837.31	837.21	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
301	-	302	873.26	865.44	0.0352	---	---	---	---	---	222	---	---	---	---	---	---	---	---	---	---
301A	-	301	874.05	874.01	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
301B	-	301C	875.46	874.70	0.0272	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
301C	-	301D	874.70	874.40	0.0271	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---
301D	-	301	874.40	874.01	0.0200	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
302	-	303	865.44	853.81	0.0450	---	---	---	---	---	258	---	---	---	---	---	---	---	---	---	---
302A	-	302	866.27	866.19	0.0010	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
302B	-	302C	869.43	867.89	0.0550	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
302C	-	302D	867.89	866.90	0.0550	---	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---
302D	-	302	866.90	866.19	0.0367	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
303	-	304	853.81	850.30	0.0160	---	---	---	---	---	220	---	---	---	---	---	---	---	---	---	---
303A	-	303B	854.76	854.61	0.0050	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
303B	-	303	854.61	854.56	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
303C	-	303D	854.66	854.51	0.0050	---	---	---	29	---	---	---	---	---	---	---	---	---	---	---	---
303D	-	303E	854.51	854.47	0.0050	---	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---
303E	-	303	854.47	854.31	0.0050	---	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	0	30	798	78	0	700	0	0	0	0	0	0	0	297	0	519

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER PIPES (CONTINUED)

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
303F	-	303C	855.18	854.91	0.0050	---	---	54	---	---	---	---	---	---	---	---	---	---	---	---	---
303G	-	303C	856.35	854.91	0.0350	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
303H	-	303B	854.96	854.86	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
304	-	305	850.30	846.49	0.0190	---	---	---	---	---	201	---	---	---	---	---	---	---	---	---	---
304A	-	304B	851.75	851.59	0.0050	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---	---
304B	-	304	851.59	851.55	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
304C	-	304D	852.23	851.83	0.0100	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
304D	-	304E	851.83	851.74	0.0100	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
304E	-	304	851.74	851.55	0.0010	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
304F	-	304C	852.58	852.48	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
305	-	306	846.49	842.76	0.0204	---	---	---	---	---	183	---	---	---	---	---	---	---	---	---	---
305A	-	305B	848.42	848.22	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
305B	-	305C	848.22	848.01	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
305C	-	305D	848.01	847.78	0.0100	---	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---
305D	-	305	847.78	847.74	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
305E	-	305F	848.51	848.37	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
305F	-	305G	848.37	848.29	0.0057	---	---	14	---	---	---	---	---	---	---	---	---	---	---	---	---
305G	-	305	848.29	847.74	0.0205	---	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---
306	-	307	842.76	840.99	0.0138	---	---	---	---	---	128	---	---	---	---	---	---	---	---	---	---
306A	-	306B	844.25	843.59	0.0300	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
306B	-	306	843.59	843.51	0.0100	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
307	-	308	840.58	839.83	0.0120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	62	---
307A	-	307B	843.90	843.46	0.0200	---	---	34	---	---	---	---	---	---	---	---	---	---	---	---	---
307B	-	307	842.71	840.99	0.0555	---	---	---	---	---	22	---	---	---	---	---	---	---	---	---	---
308	-	309	839.83	838.81	0.0120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	85	---
308A	-	308	841.09	841.00	0.0100	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
308B	-	308	841.21	841.00	0.0100	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
309	-	310	838.81	837.61	0.0120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	100	---
309A	-	309	842.43	839.98	0.0796	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---
310	-	311	837.61	836.58	0.0120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	86	---
310A	-	310	839.01	838.78	0.0277	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
310B	-	310C	839.58	839.18	0.0100	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
310C	-	310D	839.18	838.97	0.0100	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
310D	-	310	838.97	838.78	0.0100	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
311	-	311AEW	836.58	836.00	0.0100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	58	---
EXIST PIPE	-	350	849.16	847.98	0.0749	1	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---
350	-	351	847.73	843.95	0.0251	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---	---
EXIST PIPE	-	351	846.79	843.70	0.0937	1	---	---	---	33	---	---	---	---	---	---	---	---	---	---	---
351	-	352	843.45	842.01	0.0108	---	---	---	---	---	---	---	---	---	---	---	---	---	---	133	---
352	-	353	842.01	841.60	0.0086	---	---	---	---	---	---	---	---	---	---	---	---	---	---	48	---
352A	-	352B	843.46	843.43	0.0050	---	---	6	---	---	---	---	---	---	---	---	---	---	---	---	---
352B	-	352C	843.43	843.27	0.0050	---	---	33	---	---	---	---	---	---	---	---	---	---	---	---	---
352C	-	352D	843.27	842.98	0.0050	---	---	59	---	---	---	---	---	---	---	---	---	---	---	---	---
352D	-	352	842.98	842.76	0.0130	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---
353	-	354	841.60	840.91	0.0087	---	---	---	---	---	---	---	---	---	---	---	---	---	---	79	---
353A	-	353	843.56	842.35	0.0468	---	---	26	---	---	---	---	---	---	---	---	---	---	---	---	---
354	-	355	840.91	840.03	0.0087	---	---	---	---	---	---	---	---	---	---	---	---	---	---	101	---
356A	-	356B	876.73	876.61	0.0050	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---
356B	-	358A	876.61	876.18	0.0050	---	---	86	---	---	---	---	---	---	---	---	---	---	---	---	---
357	-	358	878.44	873.41	0.0326	---	---	---	154	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	2	20	871	304	33	534	0	0	0	0	0	0	0	361	391	0

ALL ITEMS ON THIS SHEET CATEGORY 0010

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	STORM SEWER PIPES (CONTINUED) 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
357A	-	357	878.86	878.69	0.0200	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
357B	-	357C	885.83	882.25	0.0629	---	---	57	---	---	---	---	---	---	---	---	---	---	---	---	---
357C	-	357E	882.25	881.58	0.0169	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
357D	-	357E	883.43	881.58	0.0398	---	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---
357E	-	357F	881.58	880.00	0.0392	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
357F	-	357G	880.00	879.30	0.0200	---	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---
357G	-	357H	879.30	879.08	0.0200	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---
357H	-	357	879.08	878.69	0.0200	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
358	-	358D	872.41	872.33	0.0100	---	---	---	---	---	---	9	---	---	---	---	---	---	---	---	---
358A	-	358B	873.00	872.72	0.0100	---	---	---	---	---	---	28	---	---	---	---	---	---	---	---	---
358AEW1	-	358A	873.35	873.00	0.0100	---	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---
358B	-	358C	872.72	872.61	0.0100	---	---	---	---	---	---	11	---	---	---	---	---	---	---	---	---
358C	-	358	872.61	872.41	0.0100	---	---	---	---	---	---	20	---	---	---	---	---	---	---	---	---
358D	-	358AEW2	872.33	871.96	0.0100	---	---	---	---	---	---	36	---	---	---	---	---	---	---	---	---
398A	-	398B	902.93	902.47	0.0112	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---	---
398B	-	EXIST STR	902.47	902.40	0.0050	---	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---
399	-	400	898.53	896.89	0.0410	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---
400	-	401	896.39	895.47	0.0050	---	---	---	---	---	---	185	---	---	---	---	---	---	---	---	---
400A	-	400	897.85	897.64	0.0100	---	---	22	---	---	---	---	---	---	---	---	---	---	---	---	---
400B	-	400C	897.91	897.74	0.0050	---	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---
400C	-	400D	897.74	897.68	0.0050	---	---	13	---	---	---	---	---	---	---	---	---	---	---	---	---
400D	-	400	897.68	897.64	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
400E	-	400B	899.77	897.91	0.0654	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
401	-	402	895.47	894.65	0.0051	---	---	---	---	---	---	---	---	---	---	---	---	---	---	162	---
401A	-	401B	897.12	897.07	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
401B	-	401	896.82	896.72	0.0050	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
401C	-	401D	897.30	897.25	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
401D	-	401E	897.00	896.86	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
401E	-	401G	896.86	896.81	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
401F	-	401G	897.11	897.06	0.0050	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
401G	-	401	896.81	896.72	0.0050	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---
402	-	403	894.65	893.87	0.0050	---	---	---	---	---	---	---	156	---	---	---	---	---	---	---	---
402A	-	402	896.77	895.90	0.0412	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
402B	-	402C	899.92	897.97	0.0939	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	---
402C	-	402D	897.41	897.21	0.0050	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---
402D	-	402E	897.21	897.17	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
402E	-	402	897.17	895.90	0.1677	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
402F	-	402A	897.12	897.02	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
403	-	404	893.87	892.40	0.0050	---	---	---	---	---	---	---	294	---	---	---	---	---	---	---	---
403A	-	403	899.07	898.96	0.0050	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---
403B	-	403C	901.66	900.86	0.0246	---	33	---	---	---	---	---	---	---	---	---	---	---	---	---	---
403C	-	403D	900.86	899.49	0.0567	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---
403D	-	403E	899.24	899.04	0.0050	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
403E	-	403F	899.04	899.00	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
403F	-	403	899.00	898.96	0.0050	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---
404	-	405	892.40	891.67	0.0050	---	---	---	---	---	---	---	146	---	---	---	---	---	---	---	---
405	-	406	891.67	889.29	0.0145	---	---	---	---	---	---	164	---	---	---	---	---	---	---	---	---
405A	-	405	896.59	896.55	0.0050	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
405B	-	405C	897.03	896.83	0.0050	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---
405C	-	405D	896.83	896.65	0.0205	---	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	0	173	655	0	0	40	488	596	0	0	0	0	0	0	162	0

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

3

STORM SEWER PIPES (CONTINUED)

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0421 21-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	608.0460 60-INCH LF	608.0512 STORM SEWER PIPE REINFORCED CONCRETE CLASS V 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2419 19X30-INCH LF	608.2424 24X38-INCH LF	608.2429 29X45-INCH LF	608.2434 34X53-INCH LF
405D	-	405	896.65	896.55	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
406	-	407	889.29	887.99	0.0150	---	---	---	---	---	---	87	---	---	---	---	---	---	---	---	---
406A	-	406	891.46	890.54	0.0288	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---	---
407	-	408	887.99	887.32	0.0150	---	---	---	---	---	---	44	---	---	---	---	---	---	---	---	---
407A	-	407	889.28	889.24	0.0050	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---
407B	-	407C	889.54	889.40	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
407C	-	407D	889.40	889.34	0.0050	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---
407D	-	407	889.34	889.24	0.0050	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---
408	-	408AEW	887.32	886.63	0.0129	---	---	---	---	---	---	54	---	---	---	---	---	---	---	---	---
409A	-	409B	886.66	886.52	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
409B	-	409C	886.52	886.47	0.0050	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---
409C	-	409D	886.47	886.33	0.0050	---	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---
409D	-	409AEW	886.33	886.01	0.0100	---	---	32	---	---	---	---	---	---	---	---	---	---	---	---	---
409E	-	409A	887.02	886.92	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
409F	-	409D	886.68	886.58	0.0100	---	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---
EXIST PIPE		451	898.13	897.92	0.0053	1	40	---	---	---	---	---	---	---	---	---	---	---	---	---	---
451	-	452	897.67	895.77	0.0058	---	---	328	---	---	---	---	---	---	---	---	---	---	---	---	---
P1 OUT	-	P1 AEW	826.50	826.44	0.0040	---	---	---	---	---	---	---	---	---	---	---	---	15	---	---	---
P2 OUT	-	260	833.50	832.90	0.0112	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	54
P3 OUT	-	P3 AEW	881.00	880.06	0.0049	---	---	---	---	---	---	---	---	191	---	---	---	---	---	---	---
					SUBTOTAL	1	60	546	0	0	0	185	0	191	0	0	0	15	0	0	54
					TOTAL 0010	**4**	**818**	**4,817**	**533**	**33**	**2,263**	**1,470**	**700**	**191**	**550**	**172**	**259**	**15**	**697**	**553**	**573**

STORM SEWER STRUCTURE GENERAL NOTES (SHALL APPLY TO ALL STORM SEWER STRUCTURE TABLES)

- ALL STATIONS AND OFFSETS ARE FROM THE CALHOUN NB C/L AND ARE TO CENTER OF STRUCTURE
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT THE CENTER OF STRUCTURE FOR ALL OTHER STRUCTURES, UNLESS OTHE
- FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE
- DEPTH FOR STRUCTURES WITH SUMPS = RIM ELEV - INVERT ELEVATION - COVER HEIGHT - ADJUSTMENT
- DEPTH FOR STRUCTURES WITHOUT SUMPS = RIM ELEV - INVERT ELEVATION - COVER HEIGHT - ADJUSTMENT + LOWEST PIPE THICKNESS

ADJUSTMENTS

CATCH BASINS, INLETS, & MANHOLES = 6 INCHES, UNLESS OTHERWISE NOTED
MEDIAN INLETS = NO ADJUSTMENT

COVER HEIGHTS

MANHOLE COVERS TYPE J-SPECIAL = 9 INCHES
INLET COVERS TYPE H = 6 INCHES
INLET COVERS TYPE MS-A = 0 INCHES

CATCH BASIN SUMP DEPTHS

2 FEET, UNLESS OTHERWISE NOTED

CONCRETE PIPE THICKNESSES

12-INCH DIA = 2 INCHES
15-INCH DIA = 2.25 INCHES
18-INCH DIA = 2.5 INCHES
21-INCH DIA = 2.75 INCHES
24-INCH DIA = 3 INCHES
27-INCH DIA = 3.25 INCHES
30-INCH DIA = 3.5 INCHES
36-INCH DIA = 4 INCHES
60-INCH DIA = 6 INCHES

14X23-INCH HE = 2.25 INCHES
24X38-INCH HE = 3.75 INCHES
29+45-INCH HE = 4.5 INCHES
34X53-INCH HE = 5 INCHES

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

NOTE 1 - 2'X3' OPENING REQUIRED ON MANHOLE
NOTE 2 - 2 INCH ADJUSTMENT ONLY
NOTE 3 - NO SLOPE MEDIAN GRATE
NOTE 4 - 6:1 MEDIAN GRATE SLOPE - RIM ELEVATION IS GIVEN AT THE LOW SIDE GRATE ELEVATION
NOTE 5 - 6" UNDERDRAIN OPENING REQUIRED IN SOUTH SIDE OF STRUCTURE
NOTE 6 - 6" UNDERDRAIN OPENING REQUIRED IN NORTH SIDE OF STRUCTURE
NOTE 7 - 6" UNDERDRAIN OPENING REQUIRED IN WEST SIDE OF STRUCTURE
NOTE 8 - 6" UNDERDRAIN OPENING REQUIRED IN EAST SIDE OF STRUCTURE
NOTE 9 - TWO 6" UNDERDRAIN OPENINGS REQUIRED IN SOUTH AND NORTH SIDES OF STRUCTURE
NOTE 10 - TWO 6" UNDERDRAIN OPENINGS REQUIRED IN WEST AND EAST SIDES OF STRUCTURE

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
EXIST INLET	214+65.71	27' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
EXIST INLET	214+65.46	0.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
EXIST INLET	214+65.41	7.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
EXIST INLET	214+64.91	62' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
47A	215+09.72	79.6' LT	882.52	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
48	214+80.00	6' RT	880.94	873.50	6.70	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
49	215+45.00	7.5' RT	880.19	872.53	6.92	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
49A	215+94.77	72.4' LT	880.93	876.94	4.18	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
49B	215+94.77	50.5' LT	881.18	874.83	5.34	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
49C	215+45.00	52.7' LT	881.12	874.59	5.54	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
49D	215+54.92	12.3' LT	880.95	874.68	5.27	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
49E	215+45.00	11.1' LT	880.94	874.38	5.56	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
49F	215+76.49	1.5' LT	880.19	874.74	4.46	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
49G	215+45.00	1.5' LT	880.32	874.33	4.99	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
49H	215+76.49	26.5' RT	879.69	874.78	3.92	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
49I	215+45.00	26.5' RT	879.84	874.37	4.47	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
50	217+50.00	1.4' LT	880.45	871.50	8.20	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	SEE NOTE 1
50A	217+50.00	74.6' LT	881.50	879.29	2.42	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
51	219+52.86	1.5' LT	878.54	870.49	7.30	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	SEE NOTE 1
51A	219+74.92	76.5' LT	880.23	876.88	3.54	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
51B	219+75.00	50.5' LT	881.08	874.65	5.44	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
51C	219+75.00	22.5' LT	881.14	873.74	6.41	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
51D	219+38.72	26.5' RT	878.17	873.15	4.02	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
99	221+99.68	42' LT	878.86	871.15	6.72	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
99A	221+99.68	72.5' LT	878.60	873.42	5.36	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
99B	221+99.68	50.5' LT	878.72	870.32	7.39	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
99C	222+00.00	26.5' RT	875.66	870.24	4.42	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
99D	222+00.00	3.5' LT	876.20	870.09	5.11	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
99E	221+99.68	22.5' LT	878.78	869.99	7.78	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
100	222+69.68	42' LT	877.34	870.80	5.56	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
100A	222+69.68	72.9' LT	877.00	873.09	4.10	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
101	224+39.17	42' LT	874.55	867.73	5.87	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
101A	225+05.21	126.4' LT	876.96	871.63	4.33	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 7
101B	224+78.02	127.4' LT	876.97	870.17	5.80	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 7
101C	225+10.44	69.2' LT	873.78	867.88	4.90	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
					SUBTOTAL	1	8	18	5	13	0	0	0	5	2	1	0	4	0	0	5	4	0	0	80	31	

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
101D	224+75.39	78.2' LT	873.85	867.46	5.39	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
101E	224+71.09	69.2' LT	873.75	867.33	5.41	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
101F	224+39.17	50.6' LT	874.41	866.86	6.55	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	SEE NOTE 7
101G	224+39.17	26.5' RT	873.37	867.32	5.04	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
101H	224+39.17	14.2' LT	874.19	867.12	6.06	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
101I	224+39.17	21.8' LT	874.45	867.08	6.37	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
102	227+00.00	42' LT	871.39	864.79	5.65	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
102A	227+22.71	72.4' LT	870.57	866.44	4.31	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
102B	227+00.00	50.5' LT	871.25	864.12	6.13	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
102C	227+00.00	26.5' RT	869.62	864.38	4.24	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
102D	227+00.00	1.5' LT	870.12	864.24	4.88	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
102E	227+00.00	10.5' LT	871.07	864.20	5.87	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
103	229+00.01	42' LT	864.85	857.79	6.11	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
103A	229+00.09	72.5' LT	864.60	860.56	4.23	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
103B	229+00.00	50.5' LT	864.71	857.46	6.25	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
103C	229+00.00	26.5' RT	862.81	857.38	4.43	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
103D	229+00.00	1.5' LT	863.31	857.24	5.07	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
103E	229+00.00	22.5' LT	864.77	857.14	6.63	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
104	231+57.60	42' LT	855.96	848.96	6.09	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
104A	231+37.59	73' LT	855.97	852.57	3.59	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	SEE NOTE 3
104B	231+54.43	50.5' LT	855.88	849.17	5.71	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
104C	231+57.60	26.5' RT	854.98	849.05	4.93	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
104D	231+57.60	14.2' LT	855.69	848.85	5.84	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
104E	231+57.60	21.8' LT	855.87	848.81	6.06	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
150	236+51.58	29.5' LT	852.98	848.16	3.82	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
150A	236+41.58	50.5' LT	852.82	847.32	4.50	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
150B	236+51.58	50.5' LT	852.81	847.02	4.79	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
150C	236+16.81	26.5' RT	852.27	847.58	3.69	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
150D	236+26.81	26.5' RT	852.27	847.26	4.01	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
150E	236+26.81	1.5' LT	852.76	847.12	4.64	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
150F	236+51.58	22.5' LT	852.87	846.96	4.91	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
151	233+97.02	29.5' LT	854.18	847.40	5.79	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
151A	233+97.02	26.5' RT	853.28	847.36	4.93	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
151B	233+97.02	1.5' LT	853.78	847.08	5.71	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
151C	233+97.02	10.5' LT	853.83	846.99	5.84	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
151D	233+97.02	50.5' LT	854.01	847.34	5.92	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
152A	238+05.48	70.2' RT	853.85	848.24	4.61	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	20	1	SEE NOTE 10
152B	237+83.87	35.6' RT	854.20	847.79	5.41	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
152C	237+95.63	1.8' LT	854.39	847.59	5.80	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
152D	238+02.89	20.6' LT	854.37	847.49	5.88	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
152E	238+37.00	50.5' LT	854.19	847.26	5.93	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
153	239+00.00	18' RT	853.10	848.31	3.73	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
153A	238+50.01	67.4' RT	853.69	848.06	4.63	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 8
153B	238+52.54	57.7' RT	853.68	847.76	4.93	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 7
153C	239+00.00	48.5' RT	852.90	849.03	4.05	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
154	241+20.00	18' RT	845.69	841.82	2.86	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
154A	241+25.00	1.5' LT	845.79	839.92	4.87	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
154B	241+20.00	26.5' RT	845.63	841.78	3.08	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	20	1	SEE NOTE 9
155A	240+30.89	50.5' LT	848.36	841.63	5.74	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
156A	241+47.86	22.5' LT	845.61	840.98	3.63	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
156B	241+51.32	50.5' LT	845.59	840.90	3.69	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	20	1	SEE NOTE 9
157A	242+07.00	22.5' LT	845.54	840.93	3.61	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
157B	242+16.39	50.5' LT	845.43	840.83	3.60	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	20	1	SEE NOTE 9
158A	241+92.01	1.5' LT	845.47	841.25	3.22	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
158B	242+50.00	26.5' RT	845.19	843.29	1.40	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	1	SEE NOTE 6
		SUBTOTAL				0	7	44	4	34	1	0	0	6	2	4	1	0	2	1	4	0	0	0	150	55	

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
158C	241+84.58	26.5' RT	845.38	843.16	1.73	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	10	1	SEE NOTE 5
200	246+75.00	42' LT	844.61	838.47	5.14	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
200A	246+75.00	50.5' LT	844.47	838.50	4.97	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
200B	246+75.00	26.5' RT	843.84	837.57	5.28	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
200C	246+75.00	1.5' LT	844.34	837.43	5.92	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
200D	246+75.00	10.5' LT	844.73	837.38	6.35	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
201	248+75.00	42' LT	840.62	833.49	6.14	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
201A	248+75.00	50.5' LT	840.48	832.66	6.81	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
201B	248+75.00	26.5' RT	838.53	832.58	4.95	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
201C	248+75.00	8.1' LT	838.89	832.41	5.49	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
201D	248+75.00	22.5' LT	840.98	832.34	7.64	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
202	250+62.64	42' LT	835.19	829.31	4.89	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
202A	250+77.86	26.5' RT	834.34	828.41	4.93	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
202B	250+77.86	14.2' LT	834.73	828.21	5.53	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
202C	250+77.86	21.8' LT	835.02	828.17	5.85	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
202D	250+67.86	26.5' RT	834.65	828.76	4.89	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
203	250+71.16	50.5' LT	834.77	829.13	4.89	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
203A	250+61.15	50.5' LT	835.10	828.23	5.87	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
204A	250+99.48	230.1' LT	835.45	830.73	3.72	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
204B	250+78.96	214.9' LT	835.47	830.47	3.99	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
205	250+90.83	78.2' LT	834.23	828.24	5.01	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
206	251+13.16	92.5' LT	832.70	827.78	4.21	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	NO SUMP. SEE NOTE 8
206A	251+13.16	102.5' LT	832.57	827.38	4.19	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 7
207	251+44.16	92.5' LT	832.70	827.32	4.67	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	20	1	NO SUMP. SEE NOTE 10
250A	253+97.48	37.4' LT	828.73	823.64	4.09	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
250B	253+87.81	38' LT	828.72	823.34	4.38	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
250C	253+95.97	9.4' LT	829.23	823.50	4.73	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
250D	253+85.85	10.1' LT	829.22	823.20	5.02	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
250E	253+94.68	1.5' LT	829.23	823.46	4.77	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
250F	253+84.47	1.5' LT	829.22	823.16	5.06	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
250G	253+94.68	26.5' RT	828.73	823.02	4.71	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
250H	253+84.47	26.5' RT	828.72	822.72	5.00	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
251A	257+60.07	36.5' LT	829.04	824.23	3.81	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
251B	257+50.07	36.5' LT	829.03	823.93	4.10	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
251C	257+50.07	8.5' LT	829.53	823.79	4.74	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
251D	257+50.07	1.5' LT	829.52	823.76	4.77	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
251E	257+60.07	26.5' RT	829.03	823.92	4.12	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
251F	257+50.07	26.5' RT	829.02	823.61	4.41	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
252A	259+35.07	26.5' RT	829.79	824.86	3.93	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
252B	259+35.07	1.5' LT	830.29	824.72	4.57	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
252C	259+35.07	8.5' LT	830.29	824.69	4.61	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
252D	259+35.07	36.5' LT	829.79	824.55	4.25	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
253A	263+25.00	50.5' LT	829.60	824.82	3.77	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
253B	263+15.00	50.5' LT	829.60	824.52	4.08	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
253C	263+25.00	22.5' LT	830.10	824.69	4.41	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
253D	263+15.00	22.5' LT	830.10	824.39	4.72	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
253E	263+25.00	13.5' LT	829.86	824.69	4.17	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
253F	263+15.00	13.5' LT	829.86	824.34	4.52	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
253G	263+25.00	26.5' RT	829.60	824.44	4.16	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
253H	263+15.00	26.5' RT	829.60	824.14	4.46	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
260	272+45.55	50.5' LT	840.49	832.90	7.01	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
260A	272+45.74	26.6' RT	840.50	836.22	3.47	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	
260B	272+45.74	2.2' LT	840.98	833.93	6.05	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
260C	272+45.74	9.8' LT	840.77	833.86	5.92	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	
261	270+13.37	42' LT	836.76	829.65	6.29	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
				SUBTOTAL		0	5	50	0	28	2	0	1	17	2	1	1	1	1	1	0	0	0	0	190	55	

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
261A	269+39.15	121.3'LT	833.50	831.58	2.10	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
261B	269+79.05	90.6'LT	834.64	831.44	3.39	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
261C	270+13.37	50.5'LT	836.62	829.02	6.60	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
261D	270+13.37	26.5'RT	836.68	832.66	3.21	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
261E	270+13.37	13.5'LT	836.94	830.46	5.49	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
261F	270+13.37	22.5'LT	837.12	830.21	5.92	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
262	268+35.00	42'LT	833.54	828.30	4.41	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
262A	268+50.05	72.9'LT	833.42	830.97	2.64	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
262B	268+35.00	50.5'LT	833.40	827.93	4.47	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
263	268+15.00	20.5'LT	833.69	828.13	4.98	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
264	267+95.00	1.5'LT	833.57	827.96	5.02	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
265	267+95.00	26.5'RT	833.07	827.79	4.70	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
266	265+44.64	191.7'LT	830.33	826.51	3.13	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
266A	265+80.81	191.2'LT	829.93	827.61	2.51	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
267	265+46.78	111.5'LT	830.09	826.26	3.14	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	10	1	NO SUMP. SEE NOTE 8
268	265+88.73	51.9'LT	831.40	826.05	4.66	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
268A	266+75.00	50.5'LT	832.11	826.21	4.90	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
269	265+87.40	10.5'LT	831.67	825.92	5.06	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
269A	265+74.79	2.4'LT	831.78	825.85	4.94	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
270	266+00.00	26.5'RT	831.51	825.80	5.02	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
300A	273+85.15	26.5'RT	841.20	836.96	3.43	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	SEE NOTE 8
300B	273+85.15	1.5'LT	841.70	834.82	5.88	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
300C	273+95.15	10.5'LT	840.51	835.08	4.44	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
300D	273+85.15	10.5'LT	840.51	834.78	4.73	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
300E	273+95.15	50.5'LT	840.25	834.92	4.33	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6
300F	273+85.15	50.5'LT	840.25	834.57	4.67	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5
300G	273+95.15	26.5'RT	841.25	837.31	3.11	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
301	290+58.46	32'LT	878.16	873.26	3.91	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
301A	290+58.46	40.5'LT	878.02	872.05	4.97	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
301B	290+58.46	26.5'RT	879.40	873.46	4.94	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
301C	290+58.46	1.5'LT	879.90	872.70	6.20	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
301D	290+58.46	12.5'LT	878.52	872.40	5.12	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
302	288+38.32	38.9'LT	870.90	865.44	4.47	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
302A	288+38.74	47.4'LT	870.76	864.27	5.49	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
302B	288+36.45	26.5'RT	873.07	867.43	4.64	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 8
302C	288+36.45	1.5'LT	873.56	865.89	6.68	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
302D	288+37.35	19.4'LT	871.26	864.90	5.35	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
303	285+78.12	42'LT	859.83	853.81	5.03	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
303A	285+82.67	81.7'LT	857.29	854.76	2.71	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
303B	285+78.12	50.5'LT	859.70	852.61	6.09	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
303C	285+82.67	26.5'RT	860.48	852.66	6.82	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
303D	285+78.12	2.2'LT	860.81	852.51	7.30	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
303E	285+78.12	9.8'LT	860.53	852.47	7.05	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
303F	285+37.10	56.3'RT	857.33	855.18	2.34	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
303G	286+08.57	58.5'RT	859.02	856.35	2.86	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
303H	285+88.12	50.5'LT	859.97	852.96	6.01	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
304	283+58.22	42'LT	856.99	850.30	5.71	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
304A	283+58.21	82.7'LT	854.21	851.75	2.65	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTES 3 & 6
304B	283+58.22	50.5'LT	856.85	849.59	6.26	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
304C	283+58.22	26.5'RT	856.89	850.23	5.66	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
304D	283+58.22	13.5'LT	857.15	849.83	6.32	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
304E	283+58.22	22.5'LT	857.35	849.74	6.61	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
304F	283+68.22	26.5'RT	856.99	850.58	5.41	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
305	281+57.69	42'LT	852.81	846.49	5.33	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
305A	280+82.24	94.8'LT	850.44	848.42	2.20	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
		SUBTOTAL				0	6	40	9	5	0	5	3	24	0	5	0	1	0	3	9	0	0	0	60	55	

3

3

PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | MISCELLANEOUS QUANTITIES | SHEET NO: 299 E

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
305B	281+23.46	95.1'LT	850.89	848.22	2.86	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 4
305C	281+35.68	56.1'LT	851.85	846.01	4.84	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
305D	281+57.69	50.5'LT	852.67	845.78	5.89	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
305E	281+57.69	26.5'RT	852.56	846.51	5.06	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
305F	281+57.69	1.5'LT	853.06	846.37	5.70	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
305G	281+57.69	15.4'LT	853.03	846.29	5.74	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
306	279+75.10	42'LT	848.11	842.76	4.36	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
306A	279+75.11	72.5'LT	847.86	844.25	3.79	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
306B	279+75.10	50.5'LT	847.97	841.59	5.38	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
307	278+47.05	42'LT	846.51	840.58	5.07	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
307A	278+69.50	71.8'LT	846.61	844.18	2.62	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
307B	278+47.44	73'LT	847.31	842.71	3.60	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
308	277+85.28	42'LT	846.08	839.83	5.38	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
308A	277+85.28	50.5'LT	845.94	839.09	5.85	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
308B	277+82.02	21.7'LT	846.44	839.21	6.23	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
309	277+00.11	42'LT	845.20	838.81	5.52	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
309A	277+00.11	72.8'LT	844.87	842.43	2.62	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
310	276+00.00	42'LT	843.28	837.61	4.80	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
310A	276+00.00	50.5'LT	843.14	837.01	5.13	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
310B	276+00.00	38.5'RT	844.37	837.58	5.79	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
310C	276+00.00	1.5'LT	845.11	837.18	6.93	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
310D	276+00.00	22.5'LT	843.64	836.97	5.67	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
311	275+14.01	42'LT	841.48	836.58	4.03	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
350	278+46.43	366.5'RT	850.79	847.73	3.27	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
351	278+58.51	216.8'RT	847.42	843.45	3.28	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
352	278+62.40	83.9'RT	846.05	842.01	3.35	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
352A	278+88.78	7.8'LT	847.42	841.46	4.96	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
352B	278+88.78	2.2'LT	847.53	841.43	5.09	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
352C	279+04.92	26.5'RT	847.12	841.27	4.85	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	SEE NOTE 6
352D	278+62.89	67.3'RT	846.07	840.98	4.09	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 7
353	278+15.14	91.6'RT	846.15	841.60	3.86	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	10	1	NO SUMP. SEE NOTE 7
353A	278+08.48	116.6'RT	846.02	843.56	2.66	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
354	277+56.91	38.5'RT	846.14	840.91	4.54	---	---	1	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
355	276+55.76	41.7'RT	845.84	840.03	4.88	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
356A	291+75.00	50.8'RT	879.17	876.73	2.62	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTES 3 & 6
356B	291+75.00	26.5'RT	879.99	874.61	4.38	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
357	294+15.65	32'LT	884.68	878.44	5.20	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
357A	294+15.65	40.5'LT	884.54	876.86	6.67	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
357B	294+70.17	102.2'RT	888.00	885.83	2.35	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
357C	294+70.32	45.3'RT	886.42	882.25	3.36	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
357D	294+32.40	91.7'RT	885.89	883.43	2.65	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
357E	294+30.67	45.3'RT	885.28	879.58	4.70	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
357F	293+94.99	26.5'RT	883.97	878.00	4.97	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
357G	294+15.65	1.5'LT	885.21	877.30	6.90	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
357H	294+15.65	12.5'LT	885.04	877.08	6.95	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
358	292+61.26	32'LT	880.46	872.41	7.10	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
358A	292+61.26	26.5'RT	880.72	873.00	7.01	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
358B	292+61.26	1.5'LT	881.22	872.72	7.79	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
358C	292+61.26	12.5'LT	880.82	872.61	7.50	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
358D	292+61.26	40.5'LT	880.32	872.33	7.28	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	NO SUMP
398A	311+78.37	73.1'RT	906.24	902.93	3.48	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	SEE NOTE 3
398B	312+10.56	48'RT	905.67	900.47	4.20	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
399	309+83.16	28.9'LT	903.24	898.53	3.71	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
400	309+43.00	29'LT	902.49	896.39	5.15	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
400A	309+43.00	50.5'LT	902.09	897.85	3.42	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	
		SUBTOTAL	0	12	33	10	10	4	3	1	13	3	2	7	0	1	1	10	0	0	0	20	55		

3 3

ALL ITEMS ON THIS SHEET CATEGORY 0010

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	611.0420 RECONST MANHOLES EACH	611.0535 MH COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0645 INLET COVERS TYPE MS-A EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	SPV.0060.02 CATCH BASINS 8-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MH 4-FT DIAMETER EACH	611.2005 MH 5-FT DIAMETER EACH	611.2006 MH 6-FT DIAMETER EACH	611.2008 MH 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 POND OUTLET CONTROL STRUCTURE 7-FT DIAMETER EACH	SPV.0060.04 POND OUTLET CONTROL STRUCTURE 8-FT DIAMETER EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
400B	309+43.00	26.5'RT	903.07	895.91	6.16	---	---	1	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
400C	309+43.00	8.3'LT	903.43	895.74	6.69	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
400D	309+43.00	21'LT	902.62	895.68	5.94	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
400E	309+25.00	48.5'RT	902.56	899.77	2.98	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
401	307+57.50	29.5'LT	900.29	895.47	3.87	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
401A	307+67.50	50.5'LT	899.89	897.12	1.94	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	10	1	SEE NOTE 6	
401B	307+57.50	50.5'LT	899.90	896.82	2.27	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	10	1	SEE NOTE 5	
401C	307+67.50	26.5'RT	900.68	895.30	4.38	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6	
401D	307+57.50	26.5'RT	900.67	895.00	4.67	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5	
401E	307+57.50	1.5'LT	901.17	894.86	5.31	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
401F	307+67.50	10.5'LT	900.63	895.11	4.52	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 6	
401G	307+57.50	10.5'LT	900.64	894.81	4.83	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	10	1	SEE NOTE 5	
402	305+95.16	29.5'LT	901.78	894.65	6.18	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
402A	305+95.16	50.5'LT	901.39	894.77	5.62	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
402B	305+91.21	47.2'RT	901.91	899.92	2.16	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
402C	305+90.40	26.5'RT	902.07	895.41	5.66	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
402D	305+95.31	14.1'LT	902.18	895.21	5.97	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
402E	305+95.16	21.9'LT	901.90	895.17	5.73	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
402F	305+85.16	50.5'LT	901.50	895.12	5.38	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
403	304+40.32	29.5'LT	903.55	893.87	8.73	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
403A	304+40.32	50.5'LT	903.16	897.07	5.09	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
403B	304+00.00	48.4'RT	904.00	901.66	2.50	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
403C	304+32.50	49.4'RT	903.40	900.86	2.70	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
403D	304+40.32	26.5'RT	903.65	897.24	5.41	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
403E	304+40.32	13.5'LT	903.91	897.04	5.87	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
403F	304+40.32	22.5'LT	903.66	897.00	5.66	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
404	301+46.29	42'LT	903.84	892.40	10.49	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
405	300+00.45	42'LT	900.77	891.67	8.15	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
405A	300+00.45	50.5'LT	900.63	894.59	5.04	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
405B	300+00.45	26.5'RT	901.36	895.03	5.33	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
405C	300+00.45	13.5'LT	901.62	894.83	5.79	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
405D	300+00.45	22.5'LT	901.13	894.65	5.49	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
406	298+36.16	36'LT	895.32	889.29	5.09	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
406A	298+35.00	68'LT	894.92	891.46	3.64	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
407	297+49.70	32.9'LT	893.48	887.99	4.54	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
407A	297+49.58	40.7'LT	893.35	887.28	5.07	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
407B	297+50.00	26.5'RT	894.83	887.54	6.30	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
407C	297+50.00	1.5'LT	895.33	887.40	6.94	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
407D	297+50.00	12.7'LT	893.85	887.34	5.51	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
408	297+05.20	32.7'LT	892.83	887.32	4.56	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
409A	295+75.00	26.5'RT	891.02	884.66	5.35	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
409B	295+75.00	1.5'LT	891.52	884.52	5.99	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
409C	295+75.00	12.5'LT	890.79	884.47	5.32	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
409D	295+75.00	40.5'LT	890.29	884.33	4.96	---	---	1	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
409E	295+85.00	26.5'RT	891.32	885.02	5.30	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
409F	295+65.00	40.5'LT	890.01	884.68	4.33	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	
451	309+54.98	71.1'LT	902.20	897.67	4.72	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	SEE NOTE 3
452	306+25.58	73.8'LT	900.97	895.77	4.15	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
P1 OUT	252+50.53	91.9'LT	828.70	824.50	4.20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	----	1	---	1	2'SUMP
P2 OUT	272+80.58	91.2'LT	838.50	831.50	7.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	2'SUMP
P3 OUT	295+80.52	89.8'LT	886.00	879.00	7.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	2'SUMP
				SUBTOTAL		0	9	33	6	1	1	0	0	29	0	6	3	0	0	2	6	0	2	1	60	51	
				TOTAL 0010		**1**	**47**	**218**	**34**	**91**	**8**	**8**	**5**	**94**	**9**	**19**	**12**	**6**	**4**	**8**	**34**	**4**	**2**	**1**	**560**	**302**	

PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | MISCELLANEOUS QUANTITIES | SHEET NO: 301 E

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

UNDERDRAIN ITEMS

STATION	TO	STATION	LOCATION	612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	612.0804 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 4-INCH EACH	REMARKS
NB-CALHOUN ROAD							
223+00	-	224+00	RT	50	50	1	
279+05	-	279+50	RT	65	25	---	CONNECT UNDERDRAIN TO STR 352C. SEE STORM SEWER STRUCTURE TABLES.
288+36	-	289+81	RT	175	50	---	
291+75	-	291+80	RT	15	15	---	CONNECT UNDERDRAIN TO STR 356A. SEE STORM SEWER STRUCTURE TABLES.
SB-CALHOUN ROAD							
223+25	-	225+75	LT	105	80	---	CONNECT TO UNDERDRAIN BEHIND RETAINING WALL
283+50	-	283+75	LT	30	40	---	CONNECT UNDERDRAIN TO STR 304A. SEE STORM SEWER STRUCTURE TABLES.
UNDISTRIBUTED							
				500	500	---	
			TOTAL 0010	940	760	1	

MONUMENTS

STATION	LOCATION	SPV.0060.32 SECTION CORNER MONUMENTS EACH
CALHOUN ROAD*		
PI STA 238+45.58* W 1/4 COR OF SEC 15-7-20 E 1/4 COR OF SEC 16-7-20	CONCRETE MONUMENT WITH BRASS CAP	1
PI STA 265+23.50* SE COR OF SEC 9-7-20 SW COR OF SEC 10-7-20 NW COR OF SEC 15-7-20 NE COR OF SEC 16-7-20	CONCRETE MONUMENT WITH BRASS CAP	1
PI STA 291+66.52* E 1/4 COR OF SEC 9-7-20 W 1/4 COR OF SEC 10-7-20	CONCRETE MONUMENT WITH BRASS CAP	1
	TOTAL 0010	3

*STATION AND OFFSETS ARE FROM THE R/W PLAT R/L

WATER

USE	624.0100 WATER MGAL
CALHOUN ROAD	
EXCAVATION/DUST CONTROL	208
BASE AGGREGATE COMPACTION	1,494
TOTAL 0010	1,702

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

EROSION CONTROL ITEMS

STATION	TO	STATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	SPV.0035.02 RIPRAP MEDIUM WITH FIELD STONE VENEER CY	SPV.0035.03 RIPRAP HEAVY WITH FIELD STONE VENEER CY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	SPV.0090.02 SILT FENCE HEAVY DUTY LF	628.1520 SILT FENCE MAINTENANCE LF	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2033 EROSION MAT CLASS III TYPE B SY	628.6510 SOIL STABILIZER TYPE B ACRE	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	645.0120 GEOTEXTILE TYPE HR SY
CALHOUN ROAD																						
214+50	-	220+20	60	---	90	---	---	---	---	---	1,220	---	---	16	5	11	8	12	---	1	---	350
220+20	-	225+75	55	---	70	---	---	190	290	475	1,680	340	---	15	2	11	2	12	---	---	90	270
225+75	-	231+50	75	---	85	---	---	350	305	655	1,850	545	---	11	3	8	---	60	---	---	240	350
231+50	-	237+25	65	125	105	215	---	345	---	345	1,415	---	---	14	---	8	6	---	5	---	---	1,005
237+25	-	243+00	15	---	---	---	---	455	50	500	465	---	---	18	1	7	10	72	3	---	---	55
243+00	-	248+75	---	---	---	---	---	160	---	160	670	---	---	8	---	8	---	---	---	---	---	---
248+75	-	254+50	15	---	---	---	---	565	515	1,075	3,060	70	---	19	---	9	10	21	---	1	40	50
254+50	-	260+25	25	---	---	---	---	975	1,145	2,115	3,245	---	---	10	---	4	6	44	7	---	160	70
260+25	-	266+25	10	---	---	---	---	25	1,205	1,230	1,920	---	---	15	1	6	8	12	7	1	100	30
266+25	-	271+25	15	---	---	---	---	135	220	355	685	---	---	11	3	8	---	23	2	1	60	40
271+25	-	277+00	15	---	---	---	---	---	---	---	1,595	---	---	16	1	17	4	---	2	---	---	50
277+00	-	282+50	---	---	---	---	---	95	---	95	355	---	---	20	5	12	3	---	1	---	---	---
282+50	-	288+25	---	---	---	---	---	480	---	480	1,180	---	---	14	4	10	---	45	3	---	20	---
288+25	-	293+75	50	---	---	---	---	595	---	595	1,275	45	---	15	1	14	---	---	2	---	20	155
293+75	-	299+25	15	---	---	---	---	730	---	730	2,295	270	---	19	3	16	---	15	---	---	---	55
299+25	-	304+75	---	---	---	---	---	500	---	500	10	---	---	10	2	8	---	---	---	---	---	---
304+75	-	310+25	---	---	---	---	---	160	---	160	85	---	---	19	3	11	7	---	---	---	---	---
310+25	-	312+40	---	---	---	---	---	---	---	---	65	---	---	2	3	5	---	---	---	1	---	---
PHEASANT DRIVE																						
31+50	-	33+81	---	---	---	---	---	---	235	235	---	---	---	---	2	---	---	---	---	---	---	---
BURLEIGH PLACE																						
76+25	-	78+73	---	---	---	---	---	---	---	---	---	---	---	2	1	1	---	18	---	1	---	---
TEMPORARY SETTLING BASINS																						
			---	---	---	---	305	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	695
UNDISTRIBUTED																						
			---	---	---	---	80	1,440	995	2,430	5,770	320	14	65	10	45	20	85	10	5	185	795
		TOTAL 0010	415	125	350	215	385	7,200	4,960	12,135	28,840	1,590	14	319	50	219	84	419	42	11	915	3,970

MOBILIZATION EROSION CONTROL

PROJECT ID	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
2783-05-70	10	10
TOTAL 0010	10	10

3

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET NO: 303	E

ALL ITEMS ON THIS SHEET CATEGORY 0010

RESTORATION ITEMS

STATION	TO	STATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B* CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
CALHOUN ROAD												
214+50	-	220+20	3,260	---	4	22	---	44	---	64	46	2,050
220+20	-	225+75	3,780	---	4	27	2	51	---	84	44	1,940
225+75	-	231+50	4,250	---	5	29	2	58	---	96	48	2,130
231+50	-	237+25	4,140	---	4	26	---	56	---	79	62	2,720
237+25	-	243+00	3,460	---	4	9	---	47	---	50	68	2,990
243+00	-	248+75	2,760	---	3	13	---	38	---	46	47	2,090
248+75	-	254+50	5,210	---	5	34	5	71	---	128	49	2,160
254+50	-	260+25	4,580	---	5	19	8	62	---	125	30	1,340
260+25	-	266+25	4,340	210	5	1	8	59	---	97	50	2,220
266+25	-	271+25	2,620	---	3	5	2	36	---	45	44	1,930
271+25	-	277+00	3,680	---	4	29	---	50	---	78	47	2,090
277+00	-	282+50	2,330	---	3	7	---	32	---	35	45	1,980
282+50	-	288+25	3,240	---	4	22	---	44	---	63	47	2,060
288+25	-	293+75	3,390	---	4	23	---	46	---	67	48	2,110
293+75	-	299+25	4,330	---	5	34	---	59	---	91	56	2,480
299+25	-	304+75	2,030	---	2	1	---	28	---	23	46	2,020
304+75	-	310+25	2,140	---	3	2	---	29	---	26	47	2,060
310+25	-	312+40	580	---	1	2	---	8	---	8	12	520
PHEASANT DRIVE												
31+50	-	33+81	840	---	1	---	---	12	---	10	19	840
BURLEIGH PLACE												
76+25	-	78+73	540	---	1	---	---	8	---	6	12	540
WASTE SITE			---	46,320	30	---	---	---	1,260	---	---	---
SELECT BORROW PIT			---	42,040	27	---	---	---	1,140	---	---	---
UNDISTRIBUTED			6,150	30,690	18	80	10	410	240	310	220	3,830
		TOTAL 0010	67,650	119,260	145	385	37	1,248	2,640	1,531	1,087	42,100

*DO NOT APPLY FERTILIZER WITHIN 20 FEET OF A WATER BODY OR WETLAND.

POND LINER CLAY

LOCATION	* CLAY LINER EXCAVATION (CY)	** EXPANDED CLAY LINER BACKFILL (CY)	640.1303.S POND LINER CLAY CY	SPV.0060.05 SPECIAL (05. CLAY ANTI-SEEP COLLAR) EACH
POND 'RB' CLAY LINER	848	933	933	1
POND 'LL' CLAY LINER	914	1005	1,005	1
POND 'FV' CLAY LINER	1169	1286	1,286	1
EXISTING POND (STA 292+35 - STA 293+00)	85	94	94	1
		TOTAL 0010	3,318	4

*FOR INFORMATION ONLY. SEE EARTHWORK SUMMARY FOR ASSOCIATED BID ITEMS. NO EXCAVATION REQUIRED FOR EXISTING POND CLAY LINER.

**EXPANSION FACTOR = 1.1

FIELD OFFICE

LOCATION	642.5401 FIELD OFFICE TYPE D EACH
PROJECT 2783-05-70	1
TOTAL 0010	1

GEOGRID

LOCATION	645.0220 GEOGRID TYPE SR SY	REMARKS
UNDISTRIBUTED	3,100	TO BE PLACED AS DIRECTED BY THE ENGINEER
TOTAL 0010	3,100	

REMOVING SIGNS

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	* 638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R1-1	1 OF 20	R4-7	LIGHT POLE	1	---	KEEP RIGHT
R1-2	1 OF 20	W6-2	---	1	1	DIVIDED HIGHWAY ENDS SYMBOL
R1-3	1 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R1-4	1 OF 20	W11-3	---	1	1	DEER CROSSING
R1-5	1 OF 20	W6-1	---	1	1	DIVIDED HIGHWAY AHEAD SYMBOL
R2-1	2 OF 20	---	---	1	1	DIAMOND SYMBOL / RIGHT LANE / PEDS / BIKE SYMBOL / ONLY
R2-2	2 OF 20	---	---	1	1	N CALHOUN RD
R2-3	2 OF 20	---	R2-2	1	---	MORNINGVIEW CT
R2-4	2 OF 20	R1-1	R2-2	1	---	STOP
R2-5	2 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R4-1	4 OF 20	---	---	1	1	HOLLY LN
R4-2	4 OF 20	---	R4-1	1	---	N CALHOUN RD
R4-3	4 OF 20	R1-1	R4-1	1	---	STOP
R4-4	4 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R4-5	4 OF 20	---	R4-4	1	---	PLEASE DRIVE SLOWLY WE LOVE OUR CHILDREN
R4-6	4 OF 20	W10-1	---	1	1	RAILROAD CROSSING
R4-7	4 OF 20	---	---	1	1	CAUTION SCHOOL BUSES ENTERING AND LEAVING
R5-1	5 OF 20	R8-8	---	1	1	DO NOT STOP ON TRACKS
R5-2	5 OF 20	---	---	1	1	N CALHOUN RD
R5-3	5 OF 20	---	R5-2	1	---	PHEASANT DR
R5-4	5 OF 20	R1-1	R5-2	1	---	STOP
R5-5	5 OF 20	W10-1	---	1	1	RAILROAD CROSSING
R5-6	5 OF 20	W10-15	---	1	1	ROUGH CROSSING
R5-7	5 OF 20	W10-1	---	1	1	RAILROAD CROSSING
R5-8	5 OF 20	R8-8	---	1	1	DO NOT STOP ON TRACKS
R6-1	6 OF 20	W10-1	---	1	1	RAILROAD CROSSING
R7-1	7 OF 20	R5-1	---	1	1	DO NOT ENTER
R7-2	7 OF 20	R1-1	R7-1	1	---	STOP
R7-3	7 OF 20	R5-1	---	1	1	DO NOT ENTER
R7-4	7 OF 20	R5-1	---	1	1	DO NOT ENTER
R7-5	7 OF 20	R5-1	---	1	1	DO NOT ENTER
R7-6	7 OF 20	R2-1	---	1	1	SPEED LIMIT 15 MPH
R7-7	7 OF 20	---	---	1	1	N CALHOUN RD
R7-8	7 OF 20	---	R7-7	1	---	RIVER BIRCH DR
R7-9	7 OF 20	R4-7	R7-7	1	---	KEEP RIGHT
R9-1	9 OF 20	---	---	1	1	DIAMOND SYMBOL / RIGHT LANE / PEDS / BIKE SYMBOL / ONLY
R9-2	9 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R9-3	9 OF 20	R1-1	---	1	1	STOP
R9-4	9 OF 20	R1-1	---	1	1	STOP
R9-5	9 OF 20	W12-1	---	1	1	DOUBLE ARROW
R9-6	9 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R9-7	9 OF 20	---	---	1	1	N CALHOUN RD
R9-8	9 OF 20	---	R9-7	1	---	BURLEIGH RD
R9-9	9 OF 20	W1-7	---	1	1	NIGHT ARROW (DOUBLE)
R9-10	9 OF 20	---	R9-9	1	---	TO BURLEIGH ROAD
R9-11	9 OF 20	OM4-3	R9-9	1	---	TYPE 4 OBJECT MARKER
R9-12	9 OF 20	---	R9-9	1	---	BEVERLY HILLS TRAIL
R10-1	10 OF 20	W11-3	---	1	1	DEER CROSSING
R10-2	10 OF 20	R7-9	R10-1	1	---	NO PARKING BIKE LANE
R10-3	10 OF 20	---	R10-1	1	---	BEVERLY HILLS TRAIL
SUBTOTAL				**50**	**33**	

*SIGNS SHALL BE DELIVERED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045

REMOVING SIGNS (CONT.)

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	* 638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R10-4	10 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R10-5	10 OF 20	---	R10-4	1	---	BEVERLY HILLS TRAIL
R10-6	10 OF 20	---	---	1	1	N CALHOUN RD
R10-7	10 OF 20	---	R10-6	1	---	BROOKLAWN DR
R10-8	10 OF 20	R1-1	R10-6	1	---	STOP
R11-1	11 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R11-2	11 OF 20	---	R11-1	1	---	PLEASE DRIVE SLOWLY WE LOVE OUR CHILDREN
R11-3	11 OF 20	---	---	1	1	N CALHOUN RD
R11-4	11 OF 20	---	R11-3	1	---	VANDERBILT ST
R11-5	11 OF 20	R1-1	R11-3	1	---	STOP
R11-6	11 OF 20	D9-2	---	1	1	HOSPITAL
R11-7	11 OF 20	M6-3	R11-6	1	---	DIRECTIONAL ARROW - AHEAD (BLUE)
R11-8	11 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R12-1	12 OF 20	---	---	1	1	DIAMOND SYMBOL / RIGHT LANE / PEDS / BIKE SYMBOL / ONLY
R12-2	12 OF 20	R1-2	---	1	1	YIELD
R12-3	12 OF 20	W1-7	---	1	1	NIGHT ARROW (DOUBLE)
R12-4	12 OF 20	OM1-1	R12-3	1	---	TYPE 1 OBJECT MARKER
R12-5	12 OF 20	---	---	1	1	N CALHOUN RD
R12-6	12 OF 20	---	R12-5	1	---	BURLEIGH PL
R12-7	12 OF 20	R1-1	R12-5	1	---	STOP
R12-8	12 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R12-9	12 OF 20	R1-1	---	1	1	STOP
R12-10	12 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R12-11	12 OF 20	---	---	1	1	COUNTRY LN
R12-12	12 OF 20	---	---	1	---	N CALHOUN RD
R13-1	13 OF 20	---	---	1	1	DIAMOND SYMBOL / RIGHT LANE / PEDS / BIKE SYMBOL / ONLY
R13-2	13 OF 20	---	---	1	1	MARTHA DR
R13-3	13 OF 20	---	R13-2	1	---	N CALHOUN RD
R13-4	13 OF 20	R1-1	R13-2	1	---	STOP
R13-5	13 OF 20	R1-1	---	1	1	STOP
R13-6	13 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R13-7	13 OF 20	---	R13-6	1	---	PLEASE DRIVE SLOWLY WE LOVE OUR CHILDREN
R13-8	13 OF 20	---	---	1	1	TOWN TRAIL
R13-9	13 OF 20	---	R13-8	1	---	N CALHOUN RD
R13-10	13 OF 20	---	---	1	1	DIAMOND SYMBOL / RIGHT LANE / PEDS / BIKE SYMBOL / ONLY
R13-11	13 OF 20	R7-9	R13-10	1	---	NO PARKING BIKE LANE
R15-1	15 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R15-2	15 OF 20	---	R15-1	1	---	PLEASE DRIVE SLOWLY WE LOVE OUR CHILDREN
R15-3	15 OF 20	---	---	1	1	GOETZ DR
R15-4	15 OF 20	---	R15-3	1	---	N CALHOUN RD
R15-5	15 OF 20	R1-1	R15-3	1	---	STOP
R17-1	17 OF 20	---	---	1	1	N CALHOUN RD
R17-2	17 OF 20	---	R17-1	1	---	ST JAMES RD
R17-3	17 OF 20	R1-1	R17-1	1	---	STOP
R17-4	17 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R17-5	17 OF 20	---	R17-4	1	---	NEIGHBORHOOD WATCH
R17-6	17 OF 20	W6-1	---	1	1	DIVIDED HIGHWAY AHEAD SYMBOL
R17-7	17 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R18-1	18 OF 20	D9-2	---	1	1	HOSPITAL
R18-2	18 OF 20	M6-3	R18-1	1	---	DIRECTIONAL ARROW - AHEAD (BLUE)
SUBTOTAL				**50**	**27**	

*SIGNS SHALL BE DELIVERED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045

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REMOVING SIGNS (CONT.)

SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	* 638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
R18-3	18 OF 20	R1-1	---	1	1	STOP
R18-4	18 OF 20	---	---	1	1	N CALHOUN RD
R18-5	18 OF 20	---	R18-4	1	---	SUNNY CREST DR
R18-6	18 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R18-7	18 OF 20	R1-1	---	1	1	STOP
R19-1	19 OF 20	R2-1	---	1	1	SPEED LIMIT 25 MPH
R19-2	19 OF 20	W14-1	R19-1	1	---	DEAD END
R20-1	20 OF 20	---	---	1	1	TO BURLEIGH ROAD
R20-2	20 OF 20	R2-1	---	1	1	SPEED LIMIT 35 MPH
R20-3	20 OF 20	W3-1	---	1	1	STOP AHEAD
SUBTOTAL				**18**	**8**	
PROJECT TOTAL				**118**	**68**	

*SIGNS SHALL BE DELIVERED TO THE CITY OF BROOKFIELD HIGHWAY DEPARTMENT, 19700 RIVERVIEW DRIVE, BROOKFIELD, WI 53045

ALL ITEMS ON THIS SHEET CATEGORY 0010

PERMANENT SIGNING

SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN. X H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
1-1	R6-2R	1 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
1-2	R6-2R	1 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
1-3	R3-20R	1 OF 20	2S	24 X 36	6	---	---	---	---	---	---	1	---	BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW	---
1-4	R2-1	1 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
1-5	R3-20L	1 OF 20	2S	24 X 36	6	---	---	---	---	---	---	1	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	---
2-1	R4-7	2 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
2-2	R1-1	2 OF 20	2S	30 X 30	7.46	---	---	---	---	---	---	1	---	STOP	---
2-3	R2-1	2 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
2-4	R4-7	2 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
2-5	W11-2	2 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
2-6	W16-7L	2 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	2-5	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
2-7	W11-2	2 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
2-8	W16-7L	2 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	2-7	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
2-9	R2-1	2 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
3-1	R2-1	3 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
4-1	R4-7	4 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
4-2	R1-1	4 OF 20	2S	30 X 30	7.46	---	---	---	---	---	---	1	---	STOP	---
4-3	R2-1	4 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
4-4	R4-7	4 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
4-5	W10-1	4 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
4-6	W10-1	4 OF 20	2S	36 X 36	---	---	7.07	---	1	---	---	---	---	RAILROAD CROSSING	---
4-7	R2-1	4 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
4-8	R5-1A	4 OF 20	2S	36 X 24	6	---	---	---	---	---	---	---	4-6 (BACK)	WRONG WAY	---
4-9	W11-2	4 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
4-10	W16-7L	4 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	4-9	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
4-11	W11-2	4 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
4-12	W16-7L	4 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	4-11	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
5-1	R4-7	5 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
5-2	R1-1	5 OF 20	2S	30 X 30	7.46	---	---	---	---	---	---	1	---	STOP	---
5-3	W11-2	5 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
5-4	W16-7L	5 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	5-3	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
5-5	W11-2	5 OF 20	2S	30 X 30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
5-6	W16-7L	5 OF 20	2S	24 X 12	---	---	2	---	---	---	---	---	5-5	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
5-7	W10-1	5 OF 20	2S	36 X 36	---	---	7.07	---	1	---	---	---	---	RAILROAD CROSSING	---
5-8	R4-7	5 OF 20	2S	24 X 30	5	---	---	---	---	---	---	---	5-7	KEEP RIGHT	---
5-9	W10-1	5 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
5-10	W10-1	5 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
5-11	W10-1	5 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
5-12	R5-1	5 OF 20	2S	30 X 30	6.25	---	---	---	---	---	1	---	---	DO NOT ENTER	---
6-1	R6-2R	6 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
6-2	W10-1	6 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
6-3	W10-1	6 OF 20	2S	36 X 36	---	---	7.07	---	---	---	---	1	---	RAILROAD CROSSING	---
6-4	R4-7	6 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
6-5	R4-7	6 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
6-6	R2-1	6 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
7-1	R6-2R	7 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
7-2	R4-7	7 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
7-3	R1-1	7 OF 20	2S	30 X 30	7.46	---	---	---	---	---	---	1	---	STOP	---
7-4	R2-1	7 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	15 MPH
7-5	R4-7	7 OF 20	2S	24 X 30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
SUBTOTAL					**164.09**	**0**	**106.06**	**0**	**2**	**0**	**28**	**12**			

ALL ITEMS ON THIS SHEET CATEGORY 0010

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE		SIGN SIZE	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
7-6	W11-2	7 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
7-7	W16-7L	7 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	7-6	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
7-8	W11-2	7 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
7-9	W16-7L	7 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	7-8	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
7-10	R2-1	7 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
7-11	R2-1	7 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
9-1	R2-1	9 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
9-2	R4-7	9 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
9-3	R1-1	9 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
9-4	R2-1	9 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
9-5	R4-7	9 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
9-6	W11-2	9 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-7	W16-7L	9 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	9-6	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
9-8	W11-2	9 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
9-9	W16-7L	9 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	9-8	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
9-10	W1-7	9 OF 20	2S	48	X	24	---	---	8	1	---	---	---	---	---	NIGHT ARROW (DOUBLE)	---
9-11	R3-8LR	9 OF 20	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	LEFT ONLY, RIGHT ONLY	---
10-1	R2-1	10 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
10-2	R1-1	10 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
10-3	R6-2R	10 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
11-1	W11-2	11 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
11-2	W16-7L	11 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	11-1	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
11-3	R4-7	11 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
11-4	W11-2	11 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
11-5	W16-7L	11 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	11-4	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
11-6	R2-1	11 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
11-7	R1-1	11 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
11-8	R4-7	11 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
11-9	W3-3	11 OF 20	2S	36	X	36	---	---	9	---	---	---	---	1	---	SIGNAL AHEAD	18X18-IN TEMP FLAGS INCIDENTAL TO SIGN ITEM
11-10	W3-3	11 OF 20	2S	36	X	36	---	---	9	---	---	---	---	1	---	SIGNAL AHEAD	18X18-IN TEMP FLAGS INCIDENTAL TO SIGN ITEM
11-11	D9-2	11 OF 20	2S	24	X	24	4	---	---	---	---	---	1	---	---	HOSPITAL	---
11-12	MB6-1	11 OF 20	2S	21	X	21	3.06	---	---	---	---	---	---	---	11-11	ARROW - RIGHT, LEFT, OR AHEAD	---
11-13	R4-4	11 OF 20	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	BEGIN RIGHT TURN LANE - YIELD TO BIKES	---
11-14	R3-20L	11 OF 20	2S	24	X	36	6	---	---	---	---	---	---	1	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	---
11-15	R6-2R	11 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
11-16	R2-1	11 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
12-1	R10-50L	12 OF 20	2S	30	X	36	7.5	---	---	---	---	---	---	---	---	LEFT TURN YIELD ON FLASHING YELLOW ARROW	ON SIGNAL POLE
12-2	R4-7	12 OF 20	2S	24	X	30	5	---	---	---	---	---	---	---	---	KEEP RIGHT	ON SIGNAL POLE
12-3	W1-7	12 OF 20	2S	48	X	24	---	---	8	---	---	---	---	---	---	NIGHT ARROW (DOUBLE)	ON SIGNAL POLE
12-4	R1-1F	12 OF 20	2S	30	X	30	---	7.46	---	---	---	---	---	---	---	STOP (FOLDING)	ON SIGNAL POLE
12-5	R1-1F	12 OF 20	2S	30	X	30	---	7.46	---	---	---	---	---	---	---	STOP (FOLDING)	ON SIGNAL POLE
12-6	R1-1F	12 OF 20	2S	30	X	30	---	7.46	---	---	---	---	---	---	---	STOP (FOLDING)	ON SIGNAL POLE
12-7	R10-50L	12 OF 20	2S	30	X	36	7.5	---	---	---	---	---	---	---	---	LEFT TURN YIELD ON FLASHING YELLOW ARROW	ON SIGNAL POLE
12-8	R4-7	12 OF 20	2S	24	X	30	5	---	---	---	---	---	---	---	---	KEEP RIGHT	ON SIGNAL POLE
12-9	R2-1	12 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
12-10	R6-2R	12 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
12-11	R1-1	12 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
12-12	R3-20L	12 OF 20	2S	24	X	36	6	---	---	---	---	---	---	1	---	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	---
12-13	R2-1	12 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
13-1	R6-2R	13 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
SUBTOTAL							**173.9**	**22.38**	**83.5**	**1**	**0**	**0**	**26**	**8**			

ALL ITEMS ON THIS SHEET CATEGORY 0010

PERMANENT SIGNING (CONT.)

SIGN #	SIGN CODE		SIGN SIZE	SIGN SIZE W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
13-2	R1-1	13 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
13-3	W3-3	13 OF 20	2S	36	X	36	---	---	9	---	---	---	---	1	---	SIGNAL AHEAD	18X18-IN TEMP FLAGS INCIDENTAL TO SIGN ITEM
13-4	W3-3	13 OF 20	2S	36	X	36	---	---	9	---	---	---	---	1	---	SIGNAL AHEAD	18X18-IN TEMP FLAGS INCIDENTAL TO SIGN ITEM
13-5	R4-7	13 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
13-6	R1-1	13 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
13-7	R2-1	13 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
13-8	R4-7	13 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
13-9	R2-1	13 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
13-10	W11-2	13 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
13-11	W16-7L	13 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	13-10	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
13-12	W11-2	13 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
13-13	W16-7L	13 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	13-12	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
15-1	W11-2	15 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
15-2	W16-7L	15 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	15-1	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
15-3	W11-2	15 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
15-4	W16-7L	15 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	15-3	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
15-5	R2-1	15 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
15-6	R6-2R	15 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
15-7	R6-2R	15 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
15-8	R1-1	15 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
15-9	R2-1	15 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
15-10	R2-1	15 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
16-1	R6-2R	16 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	ONE WAY RIGHT ARROW	---
16-2	R4-7	16 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
16-3	R4-7	16 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
17-1	R4-7	17 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
17-2	R1-1	17 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
17-3	R2-1	17 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
17-4	W11-2	17 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
17-5	W16-7L	17 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	17-4	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
17-6	R4-7	17 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
17-7	W11-2	17 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
17-8	W16-7L	17 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	17-7	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
17-9	R2-1	17 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
18-1	D9-2	18 OF 20	2S	24	X	24	4	---	---	---	---	---	1	---	---	HOSPITAL	---
18-2	MB6-1	18 OF 20	2S	21	X	21	3.06	---	---	---	---	---	---	---	18-1	ARROW - RIGHT, LEFT, OR AHEAD	---
18-3	R4-7	18 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
18-4	R1-1	18 OF 20	2S	30	X	30	7.46	---	---	---	---	---	1	---	---	STOP	---
18-5	R2-1	18 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	25 MPH
18-6	R1-1	18 OF 20	2S	30	X	30	7.46	---	---	---	---	---	---	1	---	STOP	---
18-7	R4-7	18 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	KEEP RIGHT	---
18-8	W11-2	18 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
18-9	W16-7L	18 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	18-8	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
18-10	W11-2	18 OF 20	2S	30	X	30	---	---	6.25	---	---	---	1	---	---	PEDESTRIAN CROSSING SYMBOL	---
18-11	W16-7L	18 OF 20	2S	24	X	12	---	---	2	---	---	---	---	---	18-10	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	---
19-1	R2-1	19 OF 20	2S	24	X	30	5	---	---	---	---	1	---	---	---	SPEED LIMIT ___ MPH	25 MPH
19-2	W14-2	19 OF 20	2S	30	X	30	---	---	6.25	---	---	---	---	---	19-1	NO OUTLET	---
19-3	R3-8LR	19 OF 20	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	LEFT ONLY, RIGHT ONLY	---
20-1	R2-1	20 OF 20	2S	24	X	30	5	---	---	---	---	---	1	---	---	SPEED LIMIT ___ MPH	35 MPH
20-2	R3-8LR	20 OF 20	2S	36	X	30	7.5	---	---	---	---	---	1	---	---	LEFT ONLY, RIGHT ONLY	---
SUBTOTAL							**171.82**	**0**	**90.25**	**0**	**0**	**1**	**32**	**7**			
PROJECT TOTAL							**509.81**	**22.38**	**288.81**	**1**	**2**	**1**	**86**	**28**			

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

3

TRAFFIC CONTROL ITEMS

	ESTIMATED DURATION* DAYS	LOCATION	643.0300 TRAFFIC CONTROL DRUMS EACH*	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH*	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH*	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH*	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH*	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS EACH*	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH*	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.5000 TRAFFIC CONTROL EACH
STAGE 1	179																				
		CALHOUN ROAD	63	11,277	4	716	71	12,709	---	---	120	21,480	25	4,475	71	12,709	---	---	---	---	---
		LOCAL ACCESS ROAD	392	70,168	---	---	84	15,036	---	---	168	30,072	---	---	---	---	---	---	---	---	---
STAGE 2	42																				
		CALHOUN ROAD	280	11,760	2	84	112	4,704	140	140	212	8,904	85	3,570	109	4,578	---	---	---	---	---
STAGE 3	7																				
		CALHOUN ROAD	21	147	---	---	2	14	---	---	4	28	---	---	10	70	---	---	2	20	---
DETOUR ROUTE (STAGE 1)	179								---	---											---
		VARIOUS	8	168	---	---	---	---	---	---	---	---	---	---	134	23,986	20	485	---	---	---
TRAIL CLOSURE (STAGES 1 &2)	221																				---
		VARIOUS	---	---	6	1,326	---	---	---	---	6	1,326	---	---	3	663	---	119	---	---	---
UNDISTRIBUTED	---																				---
		---		9,352		213		3,246	14	14		6,181		805		4,201	20	---	---	---	---
		TOTAL 0010		102,872		2,339		35,709	154	154		67,991		8,850		46,207	40	604		20	1

*FOR INFORMATION ONLY.

ALL ITEMS ON THIS SHEET CATEGORY 0010

PAVEMENT MARKING

STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5320 MARKING RAILROAD CROSSINGS EPOXY (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH (YELLOW) LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH (WHITE) LF	646.6468 COLD WEATHER MARKING EPOXY 8-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF
CALHOUN ROAD																		
214+50	-	220+00	---	69	35	1	---	---	---	---	207	104	---	13	---	---	---	---
220+00	-	225+75	---	72	42	3	---	---	17	---	216	126	---	---	215	48	2	---
225+75	-	231+50	---	72	70	3	---	---	---	---	216	208	---	---	---	---	---	---
231+50	-	237+25	---	72	38	2	---	2	17	---	216	113	---	---	236	34	2	---
237+25	-	243+00	42	113	48	4	---	4	24	126	339	144	---	28	272	91	4	---
243+00	-	248+75	---	72	63	4	---	2	---	---	216	188	---	---	---	48	2	---
248+75	-	254+50	---	72	38	2	---	---	20	---	216	113	---	---	217	64	2	---
254+50	-	260+25	---	75	---	---	---	---	---	---	225	---	---	---	---	---	---	---
260+25	-	266+25	112	137	91	7	2	---	29	336	411	271	---	---	282	34	2	44
266+25	-	271+25	---	63	62	3	---	---	18	---	188	186	---	---	92	---	---	---
271+25	-	277+00	---	107	75	3	---	---	18	---	321	224	---	---	212	34	2	---
277+00	-	282+50	30	69	150	5	2	---	120	89	205	450	---	---	521	52	2	---
282+50	-	288+25	---	72	80	4	---	---	36	---	216	240	---	---	343	48	2	---
288+25	-	293+75	---	69	---	---	---	---	---	---	207	---	---	---	---	---	---	---
293+75	-	299+25	---	69	---	---	---	---	18	---	207	---	---	---	195	---	---	---
299+25	-	304+75	---	69	66	4	---	---	---	---	207	198	---	---	---	48	2	---
304+75	-	310+25	---	69	80	4	---	---	18	---	207	240	---	---	243	48	2	---
310+25	-	312+40	---	27	28	1	---	---	15	---	81	83	---	---	239	24	1	---
PHEASANT DRIVE	-																	
31+50	-	33+81	100	---	24	2	---	---	---	299	---	70	36	---	---	---	---	---
BURLEIGH PLACE	-																	
76+25	-	78+73	62	52	35	2	2	---	---	186	156	105	---	---	---	---	---	---
		SUBTOTALS	346	1,420	1,025	54	6	8	350	1,036	4,257	3,063	36	41	3,067	573	25	44
		TOTAL 0010	1,766		1,025	54	6	8	350	5,293		3,063	77		3,067	573	25	44

TEMPORARY MARKING

	STATION	TO	STATION	LOCATION	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	SPV.0060.31 TEMPORARY MARKING RAILROAD CROSSING REMOVABLE TAPE EACH
STAGE 2									
0010	214+50	-	313+54	CALHOUN ROAD	9,872	18,580	193	43	2
				SUBTOTAL	9,872	18,580	193	43	2
				TOTAL 0010	28,452		193	43	2

ALL ITEMS ON THIS SHEET CATEGORY 0010

CONSTRUCTION STAKING

STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 2783-05-70) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0060.06 CONSTRUCTION STAKING POND LAYOUT EACH
NB - CALHOUN ROAD									
214+50	-	226+50	1,200	1,200	2,330	2	---	1,200	---
226+50	-	241+00	1,450	1,450	2,657	6	---	1,450	---
241+00	-	252+00	1,100	1,100	2,072	4	---	1,100	---
252+00	-	256+00	400	400	800	---	---	400	---
256+00	-	268+50	1,250	1,250	2,417	2	---	1,250	---
268+50	-	271+00	250	250	510	---	---	250	---
271+00	-	286+00	1,500	1,500	2,876	9	---	1,500	---
286+00	-	294+00	800	800	1,600	---	---	800	---
294+00	-	301+00	700	700	1,429	3	---	700	---
301+00	-	312+24	1,124	1,124	2,010	3	---	1,124	---
SB-CALHOUN ROAD	-								
214+50	-	226+50	1,200	1,200	2,408	3	---	1,200	---
226+50	-	241+00	1,450	1,450	2,727	5	---	1,450	---
241+00	-	252+00	1,100	1,100	2,002	4	---	1,100	---
252+00	-	256+00	400	400	800	---	---	400	1
256+00	-	268+50	1,250	1,250	2,417	2	---	1,250	---
268+50	-	271+00	250	250	520	2	---	250	---
271+00	-	286+00	1,500	1,500	2,771	11	---	1,500	1
286+00	-	294+00	800	800	1,610	---	---	800	---
294+00	-	301+00	700	700	1,440	1	---	700	1
301+00	-	312+24	1,124	1,124	2,022	2	---	1,124	---

CONSTRUCTION STAKING (CONTINUED)

STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 2783-05-70) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0060.06 CONSTRUCTION STAKING POND LAYOUT EACH
MORNINGVIEW COURT									
10+75	-	11+20	45	45	90	---	---	45	---
HOLLY LANE									
20+25	-	20+93	68	68	---	---	---	68	---
PHEASANT DRIVE									
31+02	-	33+81	279	279	508	---	---	279	---
RIVER BIRCH DRIVE									
41+00	-	42+69	169	169	337	---	---	169	---
BURLEIGH ROAD									
50+18	-	52+07	189	189	189	---	---	189	---
BROOKLAWN DRIVE									
61+00	-	61+21	21	21	---	---	---	21	---
VANDERBILT STREET									
70+81	-	71+25	44	44	276	---	---	44	---
BURLEIGH PLACE									
76+11	-	78+73	262	262	377	---	---	262	---
COUNTRY LANE									
78+00	-	79+21	121	121	---	---	---	121	---
MARTHA DRIVE									
80+79	-	81+25	46	46	---	---	---	46	---
TOWN TRAIL									
90+25	-	91+18	93	93	67	---	---	93	---
GOETZ DRIVE									
95+74	-	96+75	101	101	13	---	---	101	---
ST JAMES ROAD									
100+75	-	101+19	44	44	88	---	---	44	---
SUNNYCREST DRIVE									
110+79	-	111+50	71	71	---	---	---	71	---
		TOTAL 0010	21,101	21,101	39,363	59	1	21,101	3

3

CONDUIT ITEMS

LOCATION	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF.
CALHOUN RD & BURLEIGH PL	CB1	PB1	--	84
	PB1	SB1	14	--
	PB1	PB2	--	58
	PB2	SB2	17	--
	PB2	PB3	--	122
	PB3	SB3	17	--
	PB3	PB4	--	76
	PB4	SB4	--	16
	PB4	PB5	--	172
	PB5	SB5	25	--
	PB5	SB6	16	--
	PB5	PB6	--	152
	PB6	SB7	9	--
	PB6	PB7	--	104
	PB7	SB8	9	--
	PB7	PB8	--	72
	PB8	SB9	--	11
	PB8	SB10	34	--
	PB8	PB9	--	126
	PB9	SB11	19	--
	PB9	PB10	--	130
	PB10	SB12	10	--
	PB10	CB1	--	54
	INTERSECTION TOTAL		170	1177

ELECTRICAL SERVICE METER BREAKER PEDESTAL

LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CALHOUN RD & BURLEIGH PL) L.S.
CALHOUN RD & BURLEIGH PL	1
TOTAL	1

PULL BOXES

LOCATION	PULL BOX NO.	ALIGNMENT	STATION	OFFSET	653.0140 PULL BOXES STEEL 24" x 42" EACH
CALHOUN RD & BURLEIGH PI	PB1	CALHOUN-NB	277+71	64' RT	1
	PB2	CALHOUN-NB	277+52	42' RT	1
	PB3	CALHOUN-SB	277+51	9' RT	1
	PB4	CALHOUN-SB	277+51	33' LT	1
	PB5	CALHOUN-SB	278+37	32' LT	1
	PB6	CALHOUN-SB	279+12	36' LT	1
	PB7	CALHOUN-NB	279+12	5' LT	1
	PB8	CALHOUN-NB	279+13	31' RT	1
	PB9	BURLEIGH-PL	75+85	30' LT	1
	PB10	BURLEIGH-PL	75+86	35' RT	1
INTERSECTION TOTAL					10

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 TRAFFIC SIGNAL MOUNTING HARDWARE (CALHOUN RD & BURLEIGH PL) L.S.
CALHOUN RD & BURLEIGH PL	1
TOTAL	1

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO:

3

SIGNAL BASES AND POLES

LOCATION	SIG. BASE NO.	657.0100 PEDESTAL BASE EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 INCH EACH	657.0310 POLES TYPE 3 EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0345 POLES TYPE 9 EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
CALHOUN RD & BURLEIGH PI	SB1	1	--	--	--	--	--	1	--	--	--	1	--
	SB2	1	--	--	--	--	1	--	--	--	--	1	--
	SB3	--	1	1	--	--	--	--	--	2	--	--	2
	SB4	--	--	--	--	1	--	--	1	--	--	1	--
	SB5	1	--	--	--	--	1	--	--	--	--	--	--
	SB6	--	1	1	--	--	--	--	--	1	--	--	--
	SB7	1	--	--	--	--	1	--	--	--	--	1	--
	SB8	--	1	1	--	--	--	--	--	2	--	--	2
	SB9	--	--	--	--	1	--	--	1	--	--	1	--
	SB10	1	--	--	--	--	--	1	--	--	--	1	--
	SB11	1	--	--	--	--	1	--	--	--	--	--	--
	SB12	--	1	--	1	--	--	--	--	--	1	--	1
INTERSECTION TOTAL		6	4	3	1	2	4	2	2	5	1	6	5

3

CONCRETE BASES

LOCATION	SIGNAL BASE NO.	ALIGNMENT	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0105 CONCRETE BASES TYPE 5 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	654.0217 CONCRETE CONTROL CABINET BASE TYPE 9 SPECIAL EACH
CALHOUN RD & BURLEIGH PI	CB1	CALHOUN-NB	277+90	87' RT	--	--		--	1
	SB1	CALHOUN-NB	277+79	52' RT	1	--	--	--	--
	SB2	CALHOUN-NB	277+68	42' RT	1	--	--	--	--
	SB3	CALHOUN-SB	277+68	9' RT	--	1	--	--	--
	SB4	CALHOUN-SB	277+67	33' LT	--	--	--	1	--
	SB5	CALHOUN-SB	278+12	33' LT	1	--	--	--	--
	SB6	CALHOUN-SB	278+52	34' LT	--	1	--	--	--
	SB7	CALHOUN-SB	279+03	34' LT	1	--	--	--	--
	SB8	CALHOUN-NB	279+03	5' LT	--	1	--	--	--
	SB9	CALHOUN-NB	279+03	35' RT	--	--	--	1	--
	SB10	CALHOUN-NB	278+82	41' RT	1	--	--	--	--
	SB11	CALHOUN-NB	278+69	54' RT	1	--	--	--	--
	SB12	CALHOUN-NB	278+00	63' RT	--	--	1	--	--
INTERSECTION TOTAL					6	3	1	2	1

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO:

3

TRAFFIC SIGNAL CABLE

LOCATION	LOC.	TO	LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	(INCIDENTAL)+ VIDEO DETECTION CABLE L.F.
CALHOUN RD & BURLEIGH PL	CB1		SB1	--	59	--	--	59	--	--	--	--
	CB1		SB2	--	--	105	--	--	--	--	--	--
	CB1		SB3	--	–	182	182	--	--	--	--	222
	CB1		SB4	--	–	233	--	--	--	--	288	--
	CB1		SB5	--	304	--	--	--	--	--	--	--
	CB1		SB6	--	342	--	--	--	--	--	382	382
	CB1		SB7	--	--	325	--	--	--	--	--	--
	CB1		SB8	--	--	255	--	--	--	--	--	295
	CB1		SB9	--	–	206	--	--	--	--	246	--
	CB1		SB10	--	231	--	--	--	--	--	--	--
	CB1		SB11	--	135	--	--	--	--	--	--	--
	CB1		SB12	--	--	--	41	--	--	--	--	--
	SB1		SB2	--	--	--	--	89	--	--	--	--
	SB2		SB3	--	--	--	--	125	--	--	--	--
	SB3		SB4	--	--	--	--	100	--	--	--	--
	SB3		SB6	--	--	--	208	--	--	--	--	--
	SB4		SB5	--	--	--	--	119	--	--	--	--
	SB5		SB6	--	--	--	--	79	--	--	--	--
	SB6		SB7	--	--	--	--	199	--	--	--	--
	SB7		SB8	--	--	--	--	100	--	--	--	--
	SB8		SB9	--	--	--	--	84	--	--	--	--
	SB8		SB12	--	--	--	246	--	--	--	--	--
	SB9		SB10	--	--	--	--	61	--	--	--	--
	SB10		SB11	--	--	--	--	154	--	--	--	--
	PB1		SB1	--	--	--	--	30	--	--	--	--
	PB2		SB2	--	--	--	--	32	--	--	--	--
	PB3		SB3	--	--	--	--	32	--	--	--	--
	PB4		SB4	--	--	--	--	32	--	--	--	--
	PB5		SB5	--	--	--	--	30	--	--	--	--
	PB6		SB7	--	--	--	--	23	--	--	--	--
	PB7		SB8	--	--	--	--	24	--	--	--	--
	PB8		SB9	--	--	--	--	26	--	--	--	--
	PB9		SB11	--	--	--	--	35	--	--	--	--
	PB10		SB12	--	--	--	--	25	--	--	--	--

(CONTINUED ON NEXT PAGE)

+VIDEO DETECTION CABLE IS MEASURED FROM CB1 TO THE VIDEO DETECTION CAMERA.

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO:

TRAFFIC SIGNAL CABLE **(CONTINUED FROM PREVIOUS PAGE)**

LOCATION	LOC.	TO LOC.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF.	655.0320 CABLE TYPE UF 2-10 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	(INCIDENTAL) LOOP DETECTOR LEAD-IN CABLE L.F.	(INCIDENTAL) TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.	(INCIDENTAL)+ VIDEO DETECTION CABLE L.F.
CALHOUN RD & BURLEIGH PL	SB1	HEAD 15	15	--	--	--	--	--	--	--	--
	SB1	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB2	HEAD 1	19	--	--	--	--	--	--	--	--
	SB2	HEAD 16	15	--	--	--	--	--	--	--	--
	SB2	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB3	HEAD 8	--	22	--	--	--	--	--	--	--
	SB3	LUMINAIRE	--	--	--	--	--	234	--	--	--
	SB4	HEAD 5	55	--	--	--	--	--	--	--	--
	SB4	HEAD 6	55	--	--	--	--	--	--	--	--
	SB4	HEAD 17	15	--	--	--	--	--	--	--	--
	SB4	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB5	HEAD 10	15	--	--	--	--	--	--	--	--
	SB6	HEAD 11	--	22	--	--	--	--	--	--	--
	SB6	LUMINAIRE	--	--	--	--	--	117	--	--	--
	SB7	HEAD 4	19	--	--	--	--	--	--	--	--
	SB7	HEAD 12	15	--	--	--	--	--	--	--	--
	SB7	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB8	HEAD 7	--	22	--	--	--	--	--	--	--
	SB8	LUMINAIRE	--	--	--	--	--	234	--	--	--
	SB9	HEAD 2	55	--	--	--	--	--	--	--	--
	SB9	HEAD 3	55	--	--	--	--	--	--	--	--
	SB9	HEAD 13	15	--	--	--	--	--	--	--	--
	SB9	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB10	HEAD 14	15	--	--	--	--	--	--	--	--
	SB10	PUSH BUTTON	--	--	--	--	--	--	6	--	--
	SB11	HEAD 9	19	--	--	--	--	--	--	--	--
	SB12	LUMINAIRE	--	--	--	--	--	117	--	--	--
INTERSECTION TOTAL			382	1137	1306	677	1458	702	36	916	899

+VIDEO DETECTION CABLE IS MEASURED FROM CB1 TO THE VIDEO DETECTION CAMERA.

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO:

SIGNAL FACES

LOCATION	SIG. BASE NO.	SIG. HEAD NO.	TYPE OF MOUNT	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	* BCKPLT 3-SEC. EACH	* BCKPLT 4-SEC. EACH	* LED RED BALL EACH	* LED YELLOW BALL EACH	* LED GREEN BALL EACH	* LED RED ARROW EACH	* LED YELLOW ARROW EACH	* LED GREEN ARROW EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	** PEDESTRIAN COUNTDOWN TIMER 16" EACH
CALHOUN RD & BURLEIGH PI	SB1	15	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB2	1	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB2	16	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB3	8	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB4	5	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB4	6	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB4	17	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB5	10	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB6	11	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB7	4	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB7	12	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB8	7	POST MOUNT VERTICAL	--	1	--	1	--	--	--	1	2	1	--	--
	SB9	2	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB9	3	MONOTUBE ARM MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
	SB9	13	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB10	14	PEDESTRIAN	--	--	--	--	--	--	--	--	--	--	1	1
	SB11	9	POST MOUNT VERTICAL	1	--	1	--	1	1	1	--	--	--	--	--
INTERSECTION TOTAL				9	2	9	2	9	9	9	2	4	2	6	6

*INCIDENTAL TO ITEM 658.0173 OR 658.0174
**INCIDENTAL TO ITEM 658.0416

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO:

3

TRAFFIC SIGNAL CONTROLLER AND CABINET

LOCATION	SPV.0060.07 TRAFFIC SIGNAL CONTROLLER AND CABINET (CALHOUN RD & BURLEIGH PL) EACH
CALHOUN RD & BURLEIGH PL	1
TOTAL	1

EMERGENCY VEHICLE PREEMPTION SYSTEM CALHOUN RD & BURLEIGH PL

LOCATION	SPV.0105.02 EMERGENCY VEHICLE PREEMPTION SYSTEM (CALHOUN RD & BURLEIGH PL) L.S.
CALHOUN RD & BURLEIGH PL	1
TOTAL	1

3

VIDEO VEHICLE DETECTION SYSTEM CALHOUN RD & BURLEIGH PL

LOCATION	SPV.0105.03 VIDEO VEHICLE DETECTION SYSTEM (CALHOUN RD & BURLEIGH PL) L.S.
CALHOUN RD & BURLEIGH PL	1
TOTAL	1

CALHOUN RD & BURLEIGH PLACE

SIGNAL NO: PAGE 6 OF 6

ALL ITEMS ON THIS SHEET CATEGORY 0010 UNLESS OTHERWISE NOTED

3

SAWING

STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CALHOUN ROAD				
214+50	-	220+00	232	13
220+00	-	225+75	82	61
225+75	-	231+50	37	14
231+50	-	237+25	72	---
237+25	-	243+00	37	11
243+00	-	248+75	59	---
248+75	-	254+50	46	5
254+50	-	260+25	---	---
260+25	-	266+25	59	22
266+25	-	271+25	84	---
271+25	-	277+00	82	5
277+00	-	282+50	109	17
282+50	-	288+25	137	---
288+25	-	293+75	17	52
293+75	-	299+25	68	12
299+25	-	304+75	113	46
304+75	-	310+25	132	24
310+25	-	312+40	173	25
PHEASANT DRIVE	-			
31+50	-	33+81	66	---
BURLEIGH PLACE	-			
76+25	-	78+73	52	17
		TOTAL 0010	1,657	324

CATEGORY 0010 & CATEGORY 0020

STREAM BED MEDIUM

CATEGORY	STATION	TO	STATION	LOCATION	* 311.0110 BREAKER RUN TON	SPV.0035.01 STREAM BED MEDIUM CY	REMARKS
0010	219+40	-	219+85	TWIN 60" CMP CULVERTS	24	---	6" DEPTH IN CULVERTS 12" DEPTH IN WEST CULVERT
0010	230+76	-	231+08	TWIN 95"X67" PACS CULVERTS	---	42	18" DEPTH IN EAST CULVERT
				TOTAL 0010	24	42	
0020		-		BOX CULVERT B-67-380	---	159	15" DEPTH IN SOUTH CELL 12" DEPTH IN NORTH CELL
				TOTAL 0020	0	159	
				PROJECT TOTAL	**24**	**201**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE - SEE "TEMPORARY WATER DIVERSION" AND STRUCTURE PLANS

3

RAILROAD FLAGGING

LOCATION	801.0117 RAILROAD FLAGGING REIMBURSEMENT DOL
SOUTHERN CANADIAN PACIFIC RAILROAD CROSSING	14,000
NORTHERN CANADIAN PACIFIC RAILROAD CROSSING	14,000
TOTAL 0010	28,000

UTILITY LINE OPENING

LOCATION	STATION	OFFSET	SPV.0060.30 UTILITY LINE OPENING EACH
SB-CALHOUN ROAD	222+00'SB'	41' LT	1
SB-CALHOUN ROAD	222+70'SB'	41' LT	1
UNDISTRIBUTED	--	---	10
		TOTAL 0010	12

MAILBOXES

LOCATION	SPV.0060.33 REMOVE, TEMPORARY RELOCATE, AND PERMANENT RELOCATE MAILBOX EACH
NB CALHOUN ROAD	27
SB CALHOUN ROAD	10
MORNINGVIEW COURT	2
HOLLY LANE	1
PHEASANT DRIVE	2
BURLEIGH ROAD	1
BURLEIGH PLACE	2
COUNTRY LANE	1
TOWN TRAIL	1
SUNNYCREST DRIVE	1
TOTAL 0010	48

ALL ITEMS ON THIS SHEET CATEGORY 0010 UNLESS OTHERWISE NOTED

3

RETAINING WALLS

STATION	TO	STATION	LOCATION	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	SPV.0090.01 FENCE SPLIT RAIL THREE RAIL LF	SPV.0165.01 WALL MODULAR BLOCK GRAVITY LANDSCAPE, STA. 223+50 LT SF	SPV.0165.02 WALL MODULAR BLOCK GRAVITY LANDSCAPE, STA. 276+50 RT SF	REMARKS
222+87.5	-	224+25.0	SB CALHOUN, LT	170	138	520	---	CONNECT PIPE UNDERDRAIN TO STR 101F. SEE STORM SEWER STRUCTURE TABLES.
275+25	-	277+50	NB CALHOUN, RT	390	---	---	840	CONNECT PIPE UNDERDRAIN TO STR 300A. SEE STORM SEWER STRUCTURE TABLES.
			TOTAL 0010	560	138	520	840	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE - "STORM SEWER STRUCTURES"

WOOD RAILING

STATION	TO	STATION	LOCATION	SPV.0090.10 WOOD RAILING LF
224+08.90'NB'	-	227+49.12'NB'	NB CALHOUN, RT	341.0
228+51.00'NB'	-	229+50.00'NB'	NB CALHOUN, RT	99.0
232+05.33'NB'	-	232+65.83'NB'	NB CALHOUN, RT	60.5
232+74.84'SB'	-	233+46.34'SB'	SB CALHOUN, LT	71.5
			TOTAL 0010	572.0

PROOF ROLLING

LOCATION	STATION	TO	STATION	SPV.0170.01 PROOF ROLLING STA
NB CALHOUN ROAD	214+50	-	312+24	98
SB CALHOUN ROAD	214+50	-	312+24	98
PHEASANT DRIVE	31+02	-	33+81	3
RIVER BIRCH DRIVE	41+00	-	42+69	2
BURLEIGH PLACE	50+18	-	52+07	2
BURLEIGH ROAD	76+11	-	78+73	3
			TOTAL 0010	108

CATEGORY 0020

TEMP WATER DIVERSION

CATEGORY	LOCATION	* 311.0110 BREAKER RUN TON	SPV.0105.01 TEMPORARY WATER DIVERSION B-67-380 LS	SPV.0180.01 REINFORCED POLYETHYLENE SHEETING SY
0020	B-67-380	62	1	185
	TOTAL 0020	62	1	185

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE - SEE "STREAM BED MEDIUM" AND STRUCTURE PLANS

ALL ITEMS ON THIS SHEET CATEGORY 0010

WATER MAIN CROSSING CONFLICTS

LOCATION				WATER MAIN OFFSET					POLYSTYRENE INSULATION	REMARKS
No.	STATION	OFFSET (FT) LT	OFFSET (FT) RT	SPV.0060.14 6-INCH DIA. EA	SPV.0060.15 8-INCH DIA. EA	SPV.0060.16 12-INCH DIA. EA	SPV.0060.18 16-INCH DIA. EA	SPV.0060.17 12-INCH DIA. WITH 24-INCH STEEL CASING EA	SPV.0180.02 4-INCH THICKNESS SY	
1	215+45		18.8			1			3.56	1.13' SEPARATION
2	219+46		11.8						3.56	1.71' SEPARATION
3	219+62		11.5			1			3.56	NO SEPARATION
4	222+00		6.5			1			3.56	0.8' SEPARATION
5	11+43	20.5							3.56	MORNING VIEW CT - 1.54' SEPARATION
6	229+00		6.0						3.56	3.72' SEPARATION
7	21+34	8.5							3.56	HOLLY LN - 2.63' SEPARATION
8	232+69		3.9					1	28.48	BOX CULVERT, OFFSET WITH CASING (SEE DETAIL SHEET)
9	239+00		24.8						3.56	3.76' SEPARATION
10	241+20		25.8						3.56	2.72' SEPARATION
11	242+50		26.5						3.56	3.32' SEPARATION
12	248+75		16.4			1			3.56	1.32' SEPARATION
13	42+67	4.7				1			3.56	RIVER BIRCH DR - 1.09' SEPARATION
14	52+23	37.8							3.56	BURLEIGH RD - 3.06' SEPARATION
15	267+95		27.0						3.56	4.27' SEPARATION
16	269+74.5	42.0					1		3.56	.03' SEPARATION
17	270+13.4		27.0						3.56	1.71' SEPARATION
18	272+45.7		27.0						3.56	2.12' SEPARATION
19	273+85		27.0						3.56	2.98' SEPARATION
20	278+55.5	73.0							3.56	6-INCH SERVICE - 1.85' SEPARATION
21	278+55.5	42.0		1					3.56	6-INCH SERVICE - NO SEPARATION
22	75+97	15.6			1				3.56	BURLEIGH PL - 0.23' SEPARATION
23	79+17	17.5							3.56	COUNTRY LN - 1.73' SEPARATION
24	281+57.7	29.0					1		3.56	1.14' SEPARATION
25	283+58	29.0					1		3.56	1.08' SEPARATION
26	289+00	35.6		1					3.56	PROPOSED HYDRANT LEAD - NO SEPARATION
27	290+58.5	24.0							3.56	INSULATE BETWEEN RELOCATED WATER MAIN AND PROPOSED STORM
28	292+61	24.0					1		3.56	0.20' SEPARATION
29	294+15.6	24.0					1		3.56	0.78' SEPARATION
30	95+52	16.0		1					3.56	GOETZ DR - 1.09' SEPARATION
31	95+55	19.8		1					3.56	GOETZ DR, HYDRANT LEAD - 0.56' SEPARATION
32	295+75	24.0					1		3.56	NO SEPARATION
33	297+49.8	24.0					1		3.56	0.39' SEPARATION
34	300+00	24.0					1		3.56	NO SEPARATION
35	302+47.8	37.7					1		3.56	NO SEPARATION
36	304+40.3	46.0					1		3.56	1.33' SEPARATION
37	101+38	17.3							3.56	ST. JAMES RD - 1.72' SEPARATION
38	110+60	213.0							3.56	SUNNYCREST DR - 1.71' SEPARATION
TOTALS				**4**	**1**	**5**	**10**	**1**	**160.20**	

ALL ITEMS ON THIS SHEET CATEGORY 0010

3

3

WATER MAIN INSULATION & REPLACEMENTS

LOCATION					EXCAVATE AND INSTALL POLYSTYRENE INSULATION SPV.0090.08 4-INCH THICKNESS LF	PVC WATER MAIN SPV.0090.07 16-INCH DIA. LF	REMARKS
No.	BEGIN STATION	END STATION	OFFSET (FT) BEGIN	OFFSET (FT) END			
1	215+00	216+00	19.6' RT	17.8' RT	100		
2	218+50	222+50	13.4' RT	6.0' RT	400		
3	218+61	218+61	13.2' RT	40.0' RT	27		INSULATE 1.25" WATER SERVICE
4	218+88	218+88	13.2' RT	12.0' LT	25		INSULATE 1.25" WATER SERVICE
5	221+39	221+39	8.0' RT	12.0' LT	20		INSULATE 1.25" WATER SERVICE
6	243+00	244+50	24.8' RT	18.6' RT	150		
7	19+32	22+26	38.0' LT	24.6' LT		294	BURLEIGH RD, WM ALIGNMENT STATIONING (SEE PLAN AND PROFILE SHEET) COMPLETED ONLY AS NECESSARY BASED ON MARSH EXCAVATION LIMITS
8	288+75	292+07	25.2' LT	24.1' LT		332	REMOVE/ABANDON EXISTING WM
9	294+75	299+70	24.0' LT	24.0' LT	495		
10	299+50	301+84	24.0' LT	24.0' LT		234	
11	301+20	302+25	35.2' LT	24.0' LT	105		
12	301+87	301+87	67.0' LT	24.0 LT	43		INSULATE 6" WATER SERVICE
13	303+75	305+50	46.0' LT	48.5' LT	175		
14	308+29	308+29	55.0' LT	37.6' RT	93		INSULATE 1.25" WATER SERVICE
15	75+00	78+00	15.6' LT	15.6' LT	300		BURLEIGH PL
				TOTALS	**1933**	**860**	

ALL ITEMS ON THIS SHEET CATEGORY 0010

HYDRANT RELOCATIONS

No.	LOCATION EXIST. STATION	LOCATION PROP. STATION	OFFSET (FT) LT	OFFSET (FT) RT	NOZZEL ELEV.	ADJUST HYDRANT SPV.0060.19 EA	EXTEND HYDRANT SPV.0060.20 EA	RELOCATE HYDRANT SPV.0060.21 EA	HYDRANT ASSEMBLY SPV.0060.22 EA	PVC WATER MAIN SPV.0090.06 6-INCH DIA. LF	REMARKS
1	217+12.5			25.8			1				
		217+12.5		30.8	881.78					15	
2	221+05			26.3			1				
		221+05		30.3	877.10					23	
3	11+43.2		24.5					1			MORINGVIEW CT
		11+38	25.7		877.10					5	
4	227+88			20.7			1				
		227+88		30.7	867.81					24	
5	21+37		23.3					1			HOLLY LN
		20+73	21.1		853.28					5	
6	237+18			25.1			1				
		237+18		30.5	854.37					30	
7	240+97.4			32.7		1					
		240+97.4		32.7	848.94						
8	245+11.3			27.5				1			
		245+11.3		33.5	847.46					17	
9	251+12			21.7			1				
		251+12		30.2	835.28					14	
10	52+40.6		45.9					1			BURLEIGH RD
		19+52	28.0		832.28					10	BURLEIGH RD, WM STATIONING (SEE WM PLAN AND PROFILE SHEET)
11	61+40		21.6					1			BROOKLAWN DR
		61+32	21.5		836.07					5	
12	70+54		23.5					1			VANDERBILT ST
		70+64	25.4		840.79					5	
13	275+11			38.5			1				
		275+11		35.0	844.68					7	
14	75+64		30.0					1			BURLEIGH PL
		75+87	38.5		849.21					23	
15	78+36.5		29.4			1					BURLEIGH PL
		78+36.5	29.4		852.01						
16	79+43		22.7					1			COUNTRY LN
		79+34	22.5		853.69					5	
17	80+55.5		24.2					1			MARTHA DR
		80+62	24.0		857.32					5	
18	91+47		18.9					1			TOWN TRL
		91+35	23.0		857.49					10	
19	289+77.4		44.7						1		
		289+00	48.8		875.52					31	HYDRANT LEAD TO BE OFFSET (SEE WM OFFSET TAB FOR INFORMATION)
20									1		NO EXISTING HYDRANT, HYDRANT ADDED TO PROJECT
		291+68	47.0		881.45					30	HYDRANT LEAD TO BE OFFSET (SEE WM OFFSET TAB FOR INFORMATION)
21	95+55		21.4					1			GOETZ DR
		95+60	25.0		890.52					9	HYDRANT LEAD TO BE OFFSET (SEE WM OFFSET TAB FOR INFORMATION)
22	297+10		32.0					1			
		296+70	47.0		892.19					23	
23	300+34		31.6						1		
		301+69	56.1		906.07					21	
24	304+56		50.7				1				
		304+56	55.7		904.50					10	
25	101+35.6		23.1					1			ST. JAMES RD
		101+32	23.0		901.85					6	
26	311+65		59.2				1				
		311+65	57.0		906.49					5	
				TOTALS		**2**	**8**	**13**	**3**	**338**	

ALL ITEMS ON THIS SHEET CATEGORY 0010

VALVE BOX ADJUST & REPLACEMENTS

LOCATION				ADJUST WATER VALVE BOX SPV.0060.23 EA	METER BOX COVER SPV.0060.25 EA	REPLACE WATER VALVE BOX SPV.0060.09 EA	REMOVE WATER VALVE EXTENSION SPV.0060.08 EA	GATE VALVE & BOX		BUTTERFLY VALVE & BOX	REMARKS
								SPV.0060.10 6-INCH EA	SPV.0060.11 12-INCH EA	SPV.0060.12 16-INCH EA	
No.	STATION	OFFSET (FT) LT	OFFSET (FT) RT								
1	217+22.5		15.6	1							
2	225+24		4.1	1							
3	11+48.5	20.3		1							MORNINGVIEW CT
4	228+59.5		8.6	1							VALVE IS IN EASEMENT
5	232+03		3.9	1							
6	233+22		3.7	1							
7	21+45.4	10.6		1							HOLLY LN
8	237+22.5		0.0	1							
9	30+40.9	20.6		1							PHEASANT DR
10	240+03.8		27.8	1			1				SERVICE VALVE
11	241+01		27.5	1							FIELD ADJUST CURB AND GUTTER AS NECESSARY TO AVOID VALVE BOX IN CURB
12	242+15		25.1			1					
13	244+91.6		17.9	1							
14	245+28.7		16.4	1							
15	41+97.6	14.8		1							RIVER BIRCH DR
16	19+32	38.0		1							BURLEIGH RD, WM STATIONING (SEE WM PLAN AND PROFILE SHEET)
17	51+75	38.0		1							BURLEIGH RD
18	269+29.8		28.0	1							
19	61+52	16.5		1							BROOKLAWN DR
20	70+45.1	18.3				1					VANDERBILT ST
21	272+23.7		28.7	1							
22	278+01		27.0	1							
23	75+49.3	15.6		1							BURLEIGH PL
24	278+56	56.0		1							SERVICE VALVE
25	280+84	29.7		1							
26	79+47.5	17.9		1							COUNTRY LN
27	283+34.7	29.0				1					
28	80+51	19.3		1							MARTHA DR
29	91+51.7	13.7		1							TOWN TRL
30	285+57.5	30.8		1							
31	288+95		17.6						1		
32	294+78.5	24.0		1							
33	96+65	16.0						1			GOETZ DR, REPLACE WITH WATER MAIN OFFSET
34	301+64	35.2								1	
35	301+88	25.3				1	1				SERVICE VALVE
36	306+17.4	50.2		1							
37	101+45.3	18.0		1							ST. JAMES RD
38	311+58.5	53.4		1							
39	311+71.5	57.2		1							SERVICE VALVE
40	312+15.7	51.8				1					
40	111+01.2	21.3		1							SUNNYCREST DR
41	UNDISTRIBUTED				6						*UNDISTRIBUTED QUANTITY
TOTALS				**33**	**6**	**5**	**2**	**1**	**1**	**1**	

*Quantity to be used by the Engineer when the undistrubuted items are encountered

PROJECT NO: 2783-05-71	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET NO: 325 E

ALL ITEMS ON THIS SHEET CATEGORY 0010

CURB STOP ADJUSTMENTS AND SERVICE REPLACEMENTS

LOCATION				ADJUST CURB STOP BOX	WATER CURB STOP BOX	1.25-INCH WATER SERVICE CONNECTION	2-INCH WATER SERVICE CONNECTION	1.25-INCH HDPE WATER SERVICE	2-INCH HDPE WATER SERVICE	REMARKS
No.	STATION	OFFSET (FT)		SPV.0060.24	SPV.0060.36	SPV.0060.34	SPV.0060.35	SPV.0090.04	SPV.0090.05	
		LT	RT	EA	EA	EA	EA	LF	LF	
1	215+84		37.7	1						
2	217+33	53.3		1						
3	217+81		40.2	1						
4	218+61		40.0	1						
5	218+88	52.2		1						
6	220+54	56.6		1						
7	220+60		41.9	1						
8	221+39	60.4		1						
9	223+04		33.7	1						
10	223+42.5	61.2		1						
11	226+35.5	61.8		1						
12	227+93.5	58.0		1						
13	229+27	60.4		1						
14	230+29	59.3		1						
15	231+47		30.1	1						
16	231+97		36.4		1					
17	234+19		29.6	1						
18	235+07.5		29.2	1						
19	235+33.5	61.5		1						
20	241+18	55.3		1						
21	243+61	71.9		1						
22	50+38.5	47.4		1						BURLEIGH RD
23	76+09.5	44.2		1						BURLEIGH PL
24	77+78.5	43.2		1						BURLEIGH PL
25	279+65	59.3		1						
26	280+80.5		40.6	1						
27	282+40	62.8		1						
28	283+88.5	63.2		1						
29	284+54		16.4	1						
30	286+04	62.0		1						
31	286+09		37.8	1						
32	286+93		39.7	1						
33	288+37.5	62.0		1						
34	288+58		42.9	1						
35	289+46		41.5			1		66		
36	290+96		43.5			1		65		
37	291+56		43.3			1		65		
38	96+51	26.8		1						GOETZ DR
39	96+59		33.4	1						GOETZ DR
40	297+55.5		43.7	1						
41	298+58		44.6	1						
42	299+23	39.7		1						
43	300+14		44.1			1		83		
44	300+59		44.6			1		83		
45	300+96	40.1					1		32	
46	302+18		46.5	1						
47	303+30.5	51.8		1						
48	303+61.5		43.3	1						
49	304+40		42.7	1						
50	305+75		37.8	1						
51	306+46		36.5	1						
52	307+39.5		39.6	1						
53	307+76	57.7		1						
54	308+29		37.6	1						
55	308+66.7	52.0		1						
56	111+32	28.6		1						SUNNYCREST DR
TOTALS				**49**	**1**	**5**	**1**	**362**	**32**	

ALL ITEMS ON THIS SHEET CATEGORY 0010

SANITARY MANHOLE ADJUSTMENTS

LOCATION				ADJUST SANITARY SEWER MANHOLE SPV.0060.26	RECONSTRUCT SANITARY SEWER MANHOLE SPV.0060.27	SANITARY SEWER MANHOLE FRAME & CASTING SPV.0060.28	REBUILD SANITARY SEWER MANHOLE SPV.0200.01	SANITARY SEWER MANHOLE SEAL SPV.0060.29	REMARKS
No.	STATION	OFFSET (FT) LT	OFFSET (FT) RT	EA	EA	EA	VF	EA	
1	214+52.6	12.5		1				1	SN15-005
2	217+17.1	10.9		1				1	SN15-006
3	219+82.3	12.7		1				1	SN5-007
4	222+60.6	17.0			1			1	SN15-012
5	224+93	18.3			1			1	SN15-013A
6	225+91.8	19.2		1				1	SN15-013
7	228+91	16.8					11.6	1	SN15-014
8	232+08.5	15.2			1			1	SN15-015
9	21+64	2.9			1			1	SN16-051A, HOLLY LA
10	20+91.1		13.1		1			1	SN16-051, HOLLY LA
11	235+35.7	46.9					5.9	1	SN16-051B
12	32+45.7		1.9					1	SN15-101, PHEASANT DR
13	250+98		33.8	1				1	SN16-280
14	41+96.4		3.2	1				1	SN16-267, RIVER BIRCH DR
15	265+03		14.6		1			1	SN10-083
16	51+62.5		0.1				7.8	1	SN09-227A, BURLEIGH RD
17	51+62.3		21.3	1				1	SN16-271, BURLEIGH RD
18	268+09		11.2		1			1	SN10-082
19	268+48	13.3		1				1	SN10-081
20	269+57.8	11.0			1			1	SN10-080
21	272+86	11.2			1			1	SN10-079, STAKE CURB PRIOR TO CONE PLACEMENT
22	275+21.5	12.6			1			1	SN09-078
23	278+45.6	12.0		1				1	SN10-077
24	78+15	6.4					6.5	1	SN10-076, BURLEIGH PL
25	281+04	12.3		1				1	SN10-068
26	282+64.3	12.8					7.3	1	SN10-067A
27	283+03.7	12.5			1			1	SN10-067
28	283+04		19.3	1				1	SN10-066A
29	285+48.1	12.8			1			1	SN10-019
30	287+22.6	11.3			1			1	SN10-018, STAKE CURB PRIOR TO CONE PLACEMENT
31	290+46.4	7.1			1			1	SN10-017
32	293+22	7.6			1			1	SN10-016
33	294+48	7.6			1			1	SN10-015
34	96+43.8		2.9	1				1	SN10-014, GOETZ DR
35	296+23	7.7					6.6	1	SN10-010
36	299+62.3	7.5		1				1	SN10-009
37	303+01	7.5		1				1	SN10-008
38	306+31	11.9					7.7	1	SN10-007
39	309+60.7	12.4		1				1	SN10-006
40	311+94.6	12.6		1				1	SN10-005
41	UNDISTRIBUTED					6			*UNDISTRIBUTED QUANTITY
			TOTALS	**16**	**16**	**6**	**53.4**	**40**	

*Quantity to be used by the Engineer when the undistrubuted items are encountered

3

SANITARY SERVICE REPLACEMENTS

LOCATION				SANITARY FORCE MAIN SERVICE OFFSET SPV.0060.39 EA	6-INCH SANITARY SERVICE CONNECTION SPV.0060.40 EA	ADJUST SANITARY SEWER SERVICE CLEANOUT SPV.0060.38 EA	SANITARY SEWER CLEANOUT SPV.0060.37 EA	6-INCH PVC SDR 35 SPV.0090.09 LF	REMARKS
No.	ROADWAY STATION	SERVICE ALIGNMENT STATION BEGIN	SERVICE ALIGNMENT STATION END						
1	220+59	10+90	11+19	1		1		29	2420 CALHOUN RD, SEE PLAN AND PROFILE SHEET
2	UNDISTRIBUTED					30			*UNDISTRIBUTED QUANTITY
3	231+55	20+00	21+05		1		1	105	2570 CALHOUN RD, SEE PLAN AND PROFILE SHEET
4	231+99	30+00	31+08		1		1	108	2600 CALHOUN RD, SEE PLAN AND PROFILE SHEET
5	300+97	40+15	40+67		1		1	52	3675 CALHOUN RD, SEE PLAN AND PROFILE SHEET
6	302+67	50+15	50+67		1		1	52	3725 CALHOUN RD, SEE PLAN AND PROFILE SHEET
TOTALS				**1**	**4**	**31**	**4**	**346**	

*Quantity to be used by the Engineer when the undistrubuted items are encountered

3

CONSTRUCTION STAKING WATER MAIN AND SANITARY SEWER

LOCATION	SPV.0105.04 CONSTRUCTION STAKING WATER MAIN LS	SPV.0105.05 CONSTRUCTION STAKING SANITARY SEWER LS
CALHOUN ROAD	1	1
TOTAL 0010	1	1

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
FOUND R/W POST
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

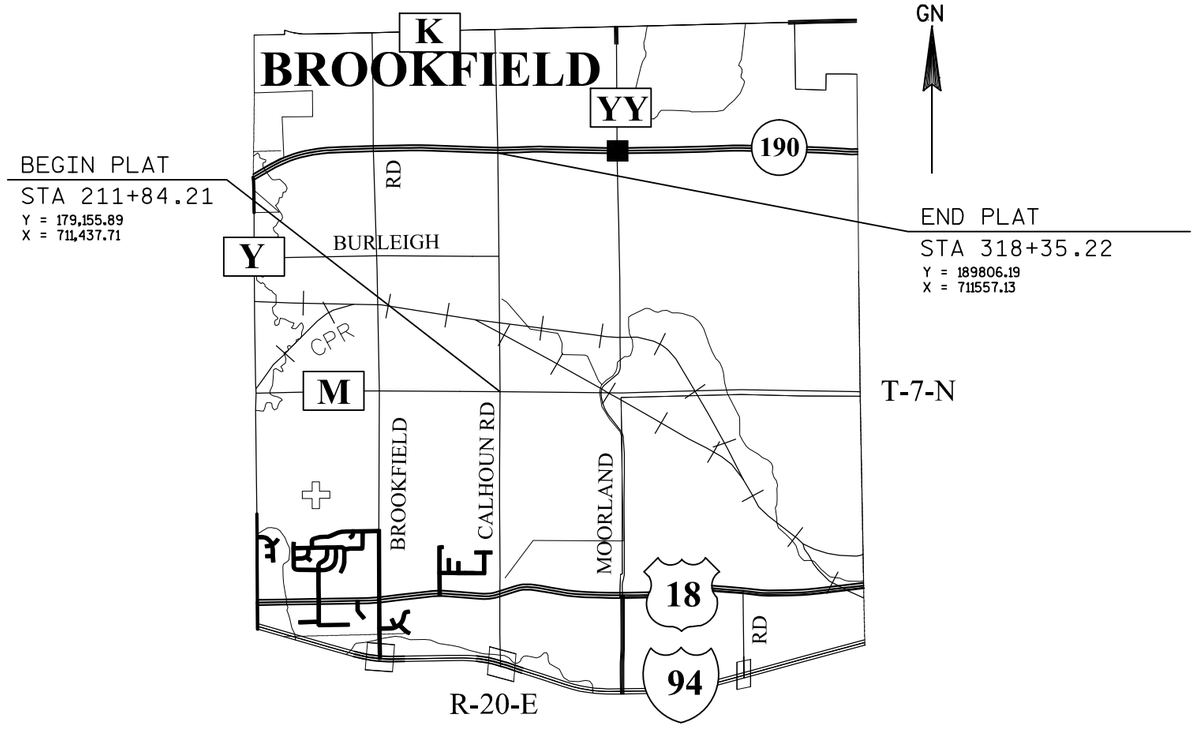
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		
GUY ANCHOR		
ELECTRIC TOWER		
GAS VALVE	GV	

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
SAN — SANITARY SEWER
SS — STORM SEWER



LAYOUT
NO SCALE

TOTAL NET LENGTH OF CENTERLINE = 2.0 MI.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WAUKESHA COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF BROOKFIELD.

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".

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE CITY OF BROOKFIELD.

R/W PROJECT NUMBER 2783-05-00	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.1	12

PLAT OF RIGHT OF WAY REQUIRED FOR

CALHOUN ROAD

NORTH AVENUE TO CAPITOL DRIVE

CALHOUN ROAD — WAUKESHA CO.

CONSTRUCTION NO. 2783-05-70

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.rasmithnational.com

WISCONSIN
SHANE M. ZODROW
S-2869
GREENDALE
WI
LAND SURVEYOR

DATE: 07/19/19
LAND SURVEYOR

REVISION DATE
2/20/2020 (2)

CITY OF BROOKFIELD

APPROVED FOR CITY OF BROOKFIELD:
DATE: 7-22-19
(Signature)

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF KENOSHA.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1 (2)	4.5	NORCAL 17280, LLC.	FEE, TLE	3.185	0.016	-	0.016	3.169	0.144	-	1 (2)
2	4.5	DOROTHY TRUMP	FEE, PLE, TLE	0.867	0.086	-	0.086	0.781	0.059	0.008	2
3	4.5	STEGGEMAN INVESTMENTS, LLC.	FEE, TLE	0.881	0.087	-	0.087	0.794	0.131	-	3
4	4.5	JOHN G. HAROLD	FEE, PLE, TLE	0.884	0.085	-	0.085	0.799	0.123	0.007	4
5	4.5	HONGFENG WANG & LU LI	FEE, PLE, TLE	0.883	0.076	-	0.076	0.807	0.075	0.008	5
6	4.5	NEERAJA & ARVIND RAMACHANDRAN	FEE, TLE	0.617	0.028	-	0.028	0.589	0.083	-	6
7 (2)	4.5	BEACON 17100, LLC.	TLE	1.656	-	-	-	1.656	0.047	-	7 (2)
8	4.5	PAUL TREICHEL	FEE, TLE	0.952	0.014	-	0.014	0.938	0.057	-	8
9	4.5	KIRK K. WEGNER	FEE, TLE	0.646	0.014	-	0.014	0.632	0.028	-	9
10	4.5	LEONARD G. & KARINA THOMPSON	FEE, PLE, TLE	0.635	0.014	-	0.014	0.621	0.083	0.053	10
11	4.5	NORMAN A. & LUANN CUMMINGS	FEE, PLE, TLE	0.804	0.020	-	0.020	0.784	0.167	0.147	11
12	4.5	CATHERINE & BARRY DUNCAN	FEE, TLE	1.145	0.030	-	0.030	1.115	0.141	-	12
13	4.5	JEROME J. SCHELLINGER AND JANE M. KALATA	FEE, TLE	0.550	0.030	-	0.030	0.520	0.078	-	13
14	4.6	WILLIAM PRUDLOW LIVING TRUST	FEE, PLE, TLE	0.705	0.017	-	0.017	0.688	0.103	0.005	14
15	4.6	HELMUT & BARBARA TOLDT	FEE, TLE	0.548	0.014	-	0.014	0.534	0.100	-	15
16	4.6	ELMER G. & MARION L. SCHLEIF	FEE, PLE, TLE	1.910	0.058	0.114	0.172	1.738	0.083	0.005	16
17	4.6	PETERSON JOINT REVOCABLE TRUST	FEE, PLE, TLE	2.041	0.067	0.125	0.192	1.849	0.092	0.007	17
18 (2)	4.6	CHRISTINE M. & SAMUEL A. UBL	TLE	0.580	-	-	-	0.580	0.002	-	18 (2)
19	4.6	WILLIAM T. JR. & TRACY L. SCHLEICHER	FEE, PLE, TLE	1.900	0.136	-	0.136	1.764	0.166	0.026	19
20	4.6	WILLIAM T. JR. & TRACY L. SCHLEICHER	FEE, TLE	0.737	0.010	-	0.010	0.727	0.038	-	20
21	4.6	BPN PROPERTIES, LLC.	FEE, TLE	10.047	0.085	-	0.085	9.962	0.685	-	21
22	4.6	WAYNE D. & CAROLE J. WEGNER	FEE, PLE, TLE	0.839	0.029	0.016	0.045	0.794	0.127	0.137	22
23	4.6	TROY BECKER	FEE, PLE, TLE	1.892	0.044	-	0.044	1.848	0.065	0.115	23
24	4.6	MARILYN E. ZEITZ	FEE, TLE	2.184	0.102	0.135	0.237	1.947	0.120	-	24
25	4.6	MARILYN E. ZEITZ	FEE, PLE, TLE	1.319	0.113	0.163	0.276	1.043	0.189	0.017	25
26	4.7	SOO LINE RAILROAD COMPANY (CANADIAN PACIFIC)	TLE, PLE, HE	VAST	0.218(HE)	0.324	0.542(HE)	VAST	0.779	0.114	26
27	4.7	THE TREIBER GROUP, LLC.	FEE, PLE, TLE	4.624	0.060	-	0.060	4.564	0.209	0.011	27
28	4.7	BROOKFIELD CATV, INC.	FEE, TLE	0.873	0.035	-	0.035	0.838	0.069	-	28
29	4.7 & 4.8	WILLOW BROOK COURT, LLC.	FEE, PLE, TLE	5.998	0.178	-	0.178	5.820	0.348	0.050	29
30	4.7	TESCH COURT INVESTMENT GRP, LLC.	FEE, TLE	1.770	0.122	-	0.122	1.648	0.264	-	30
31	4.7	CTR PARTNERSHIP, LP	TLE	3.217	-	-	-	3.217	0.108	-	31
32	4.7	CENTER ICE, LLC.	TLE	9.680	-	-	-	9.680	0.219	-	32
33	4.8	WILLOW BROOK GREENS, LLC.	FEE, PLE, TLE	VAST	0.027	-	0.027	VAST	0.120	0.551	33
34	4.8 & 4.9	CITY OF BROOKFIELD	FEE, PLE, TLE	VAST	0.673	-	0.673	VAST	1.961	0.115	34
35	4.9	CITY OF BROOKFIELD	FEE, PLE, TLE	0.485	0.060	-	0.060	0.425	0.102	0.010	35
36	4.9	RICHARD & KAREN SCHMIDT	FEE, PLE, TLE	0.556	0.026	-	0.026	0.530	0.084	0.004	36
37	4.9	ROBERT L. SR & EVELYN A. JUDE	FEE, TLE	0.611	0.026	-	0.026	0.585	0.080	-	37
38 (2)	4.9	MILWAUKEE GOSPEL TABERNACLE & LIFE CHURCH	FEE, PLE, TLE	9.625	0.078	0.780	0.858	8.767	0.419	0.462	38 (2)
39	4.9	MATTHEW & HILA SCHUPPENER	FEE, TLE	0.546	0.031	-	0.031	0.515	0.037	-	39
40	4.9	THOMAS & MARY MAGNOR	FEE, TLE	0.582	0.025	-	0.025	0.557	0.025	-	40
41	4.9	WEIGUO CUI & HONGMEI LI	FEE, TLE	0.604	0.038	-	0.038	0.566	0.019	-	41
42	4.9	AHMAD T. AREF	FEE, TLE	0.602	0.027	-	0.027	0.575	0.036	-	42
43	4.9	ARTHUR SMITH & TERRY GARDNER-SMITH	FEE, TLE	0.495	0.031	-	0.031	0.464	0.030	-	43
44	4.9	SUNIL K. & DIPTI G. KRISHNAN	FEE, TLE	0.496	0.074	-	0.074	0.422	0.060	-	44
45	4.9	SHEKHAR A. DAGAM	FEE, TLE	0.655	0.079	-	0.079	0.576	0.057	-	45
46	4.10	JEFFRY A. & MARY KAY MERKT	FEE, PLE, TLE	0.680	0.024	-	0.024	0.656	0.057	0.012	46
47	4.10	RICHARD S. & GENIENE DREFAHL	FEE, TLE	0.648	0.021	-	0.021	0.627	0.057	-	47
48	4.10	DENNIS A. STROM REVOCABLE TRUST	FEE, PLE, TLE	0.615	0.021	-	0.021	0.594	0.084	0.009	48
49	4.10	DANNY J. & LISA A. O MALLEY	FEE, PLE, TLE	0.517	0.020	-	0.020	0.497	0.086	0.011	49
50	4.10	FREDRIC L. III & TAMMY EHRETT	FEE, TLE	0.643	0.020	-	0.020	0.623	0.124	-	50
51	4.10	ELLEN M. ROHR	FEE, TLE	0.473	0.027	-	0.027	0.446	0.040	-	51
52	4.10	SCOTT L. & MICHELLE MUTCHELKNAUS	FEE, TLE	0.575	0.004	-	0.004	0.571	0.007	-	52
53	4.10	CRAIG T. DEDO	TLE	0.550	-	-	-	0.550	0.036	-	53
54	4.10	DAVID J. & ANNE K. CIEPLUCH	FEE, TLE	0.658	0.030	-	0.030	0.628	0.108	-	54
55 (2)	4.10	ANTON J. & JOANN M. CIZEL	FEE, TLE	0.516	0.014	-	0.014	0.502	0.032	-	55 (2)

REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 N/A N/A	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.2
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET: E

FILE NAME:S/5166925/DWG/27830500/PLAT/SPP title.DWG

SCHEDULE OF LANDS & INTERESTS REQUIRED CONTINUED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE CITY OF KENOSHA.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES			TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	P.L.E. PERM. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
56	4.10	NICHOAS ROMANS AND LIZA JABLONSKI	FEE, TLE	0.624	0.016	-	0.016	0.608	0.040	-	56
57	4.10	JOHN A. WARBER & THERESE M. THEYS	FEE, PLE, TLE	0.849	0.022	-	0.022	0.827	0.187	0.002	57
58	4.10	STELLA E. OLSON	FEE, PLE, TLE	0.538	0.014	-	0.014	0.524	0.082	0.022	58
59	4.10	KARTHIK MURALI	FEE, TLE	0.522	0.014	-	0.014	0.508	0.078	-	59
60	4.10	TERENCE J. JOOST	FEE, TLE	0.527	0.014	-	0.014	0.513	0.072	-	60
61	4.10	NIKOLAUS P. RETTINGER	FEE, TLE	0.532	0.014	-	0.014	0.518	0.107	-	61
62 (2)	4.10	GINA M. & KEITH A. LOPPNOW	FEE, TLE	0.567	0.014	-	0.014	0.553	0.029	-	62 (2)
63	4.10 & 4.11	KATHLEEN M PROTASIEWICZ & DAVID E DOMANSKI	FEE, PLE, TLE	0.711	0.014	-	0.014	0.697	0.087	0.006	63
64	4.11	ELMBROOK SCHOOL DISTRICT	FEE, PLE, TLE	6.715	0.273	0.410	0.683	6.032	0.154	0.921	64
65	4.11	SIKH RELIGIOUS SOCIETY OF WI	FEE, PLE, TLE	5.000	0.179	0.247	0.426	4.574	0.097	0.006	65
66	4.11	SIKH RELIGIOUS SOCIETY OF WI	FEE, TLE	5.844	0.124	0.151	0.275	5.569	0.121	-	66
67	4.11	SIKH RELIGIOUS SOCIETY OF WI	FEE, TLE	1.033	0.076	-	0.076	0.957	0.076	-	67
68	4.11	KHOSROW FARNIA	FEE, PLE, TLE	0.633	0.019	-	0.019	0.614	0.084	0.010	68
69	4.11	JARED D. LEMCKE	FEE, TLE	0.696	0.021	-	0.021	0.675	0.056	-	69
70	4.11	EDGAR L. JR. & DARLENE J. NORMAN	FEE, TLE	0.508	0.017	-	0.017	0.491	0.018	-	70
71	4.11	JAMES H. LINK	FEE, TLE	0.522	0.014	-	0.014	0.508	0.036	-	71
72	4.11	CLYDE E. LITSHEIM LIVING TRUST	FEE, TLE	0.601	0.013	-	0.013	0.588	0.053	-	72
73	4.11	GENE G. & IRENE BRUNNER	FEE, TLE	0.595	0.013	-	0.013	0.582	0.042	-	73
74	4.11	GERALD W. & JOYCE M. KNOCH	FEE, TLE	0.519	0.013	-	0.013	0.506	0.026	-	74
75	4.11	RITA J. & EDUARD VANSLIEDRECHT	FEE, TLE	0.469	0.013	-	0.013	0.456	0.017	-	75
76	4.11	STEVEN J. BURSEK	FEE, PLE, TLE	0.478	0.013	-	0.013	0.465	0.015	0.011	76
77	4.12	CHARLES O. & GLORIA M. LAWRENCE	FEE, TLE	0.506	0.049	-	0.049	0.457	0.069	-	77
78	4.12	PATRICK F. & SARAH E. MCANDREW	FEE, PLE, TLE	0.519	0.034	-	0.034	0.485	0.025	0.038	78
79	4.12	IGNAZIO & MARIA REINA	FEE, PLE, TLE	0.583	0.028	-	0.028	0.555	0.019	0.027	79
80	4.12	STEWART M. WANGARD ET AL	TLE, PLE	9.787	-	-	-	9.787	0.074	0.020	80
81	4.12	JONATHAN R. HAUBOLDT & ROBIN J. SCHROT	FEE, PLE, TLE	0.473	0.013	-	0.013	0.460	0.020	0.004	81
82	4.12	FREDERIC HOFMAN JOINT REVOCABLE TRUST	FEE, PLE, TLE	0.483	0.013	-	0.013	0.470	0.032	0.001	82
83	4.12	KEVIN GRANT	FEE, TLE	0.466	0.013	-	0.013	0.453	0.072	-	83
84	4.12	DON & APRIL GUARISCO	FEE, PLE, TLE	0.483	0.013	-	0.013	0.470	0.053	0.004	84
85	4.12	JOHN M. & CAROLYN GEBHARDT	FEE, PLE, TLE	1.030	0.028	-	0.028	1.002	0.126	0.003	85
86	4.9	JUNAID KALIA AND AISEH RAZZAK	PLE, TLE	0.481	-	-	-	0.481	0.055	0.004	86
101	4.5,4.6,4.7,4.8,4.9,4.10,4.11,4.12	WE ENERGIES-ELECTRIC	RELEASE OF RIGHTS								
102	4.5,4.6,4.7,4.8,4.9,4.10,4.11,4.12	AT&T WISCONSIN	RELEASE OF RIGHTS								
103	4.5,4.6,4.7,4.8,4.9	CITY OF BROOKFIELD	RELEASE OF RIGHTS								
104	4.5,4.7,4.9	TIME WARNER CABLE	RELEASE OF RIGHTS								
105	4.6,4.7,4.8,4.12	WE ENERGIES - GAS	RELEASE OF RIGHTS								
106	4.11	MIDWEST FIBER NETWORK	RELEASE OF RIGHTS								

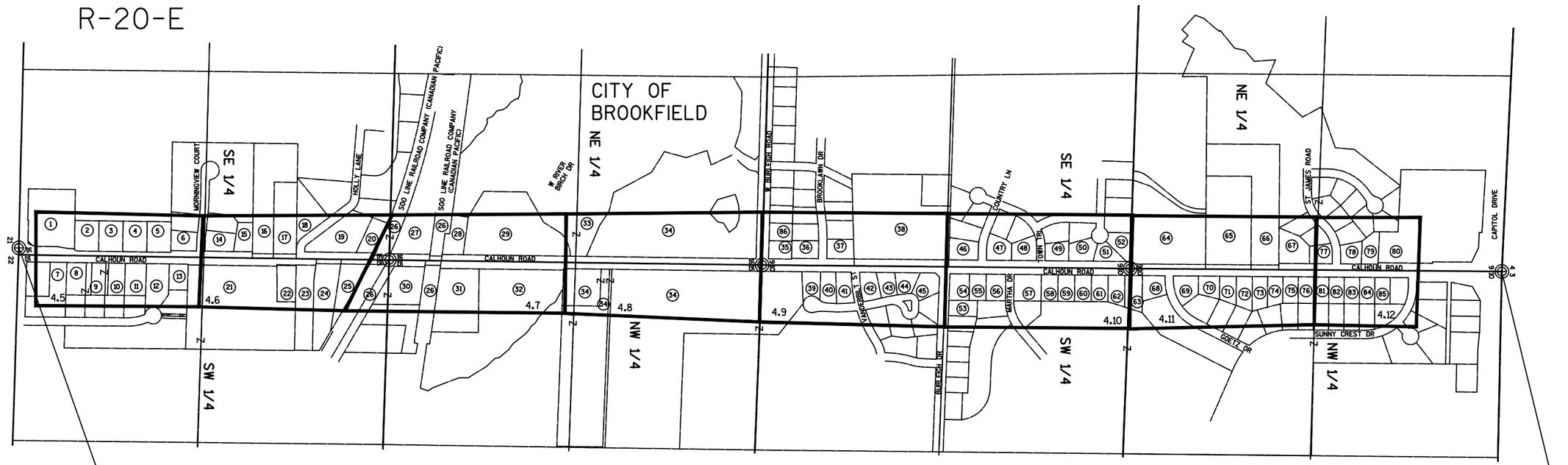
REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 N/A N/A	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.3
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:

E

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T-7-N
R-20-E

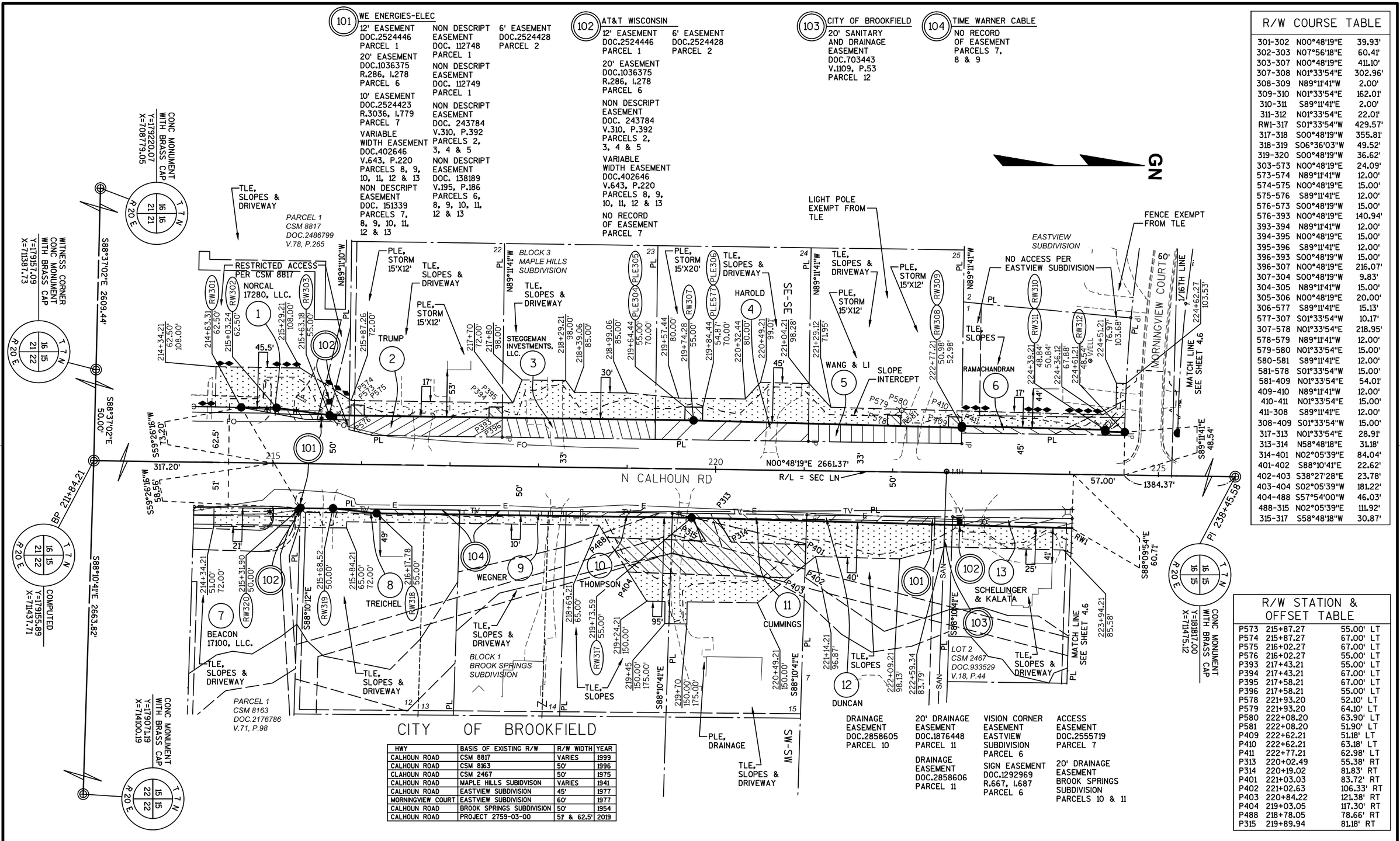


BEGIN PLAT
STA 211+84.21
Y = 179,155.89
X = 711,437.71

END PLAT
STA 318+35.22
Y = 189806.19
X = 711557.13

REVISION DATE: 2/20/2020 (NC)	DATE: 07/19/2019	SCALE, FEET 0 N/A N/A	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.4	
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:	E

FILE NAME:S/5166925/DWG/27830500/PLAT/SPP title.DWG



HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 8817	VARIES	1999
CALHOUN ROAD	CSM 8163	50'	1996
CLAHOUN ROAD	CSM 2467	50'	1975
CALHOUN ROAD	MAPLE HILLS SUBIDVISON	VARIES	1941
CALHOUN ROAD	EASTVIEW SUBDIVISION	45'	1977
MORNINGVIEW COURT	EASTVIEW SUBDIVISION	60'	1977
CALHOUN ROAD	BROOK SPRINGS SUBDIVISION	50'	1954
CALHOUN ROAD	PROJECT 2759-03-00	51' & 62.5'	2019

R/W COURSE TABLE

301-302	N00°48'19"E	39.93'
302-303	N07°56'18"E	60.41'
303-307	N00°48'19"E	411.10'
307-308	N01°33'54"E	302.96'
308-309	N89°11'41"W	2.00'
309-310	N01°33'54"E	162.01'
310-311	S89°11'41"E	2.00'
311-312	N01°33'54"E	22.01'
RW1-317	S01°33'54"W	429.57'
317-318	S00°48'19"W	355.81'
318-319	S06°36'03"W	49.52'
319-320	S00°48'19"W	36.62'
303-573	N00°48'19"E	24.09'
573-574	N89°11'41"W	12.00'
574-575	N00°48'19"E	15.00'
575-576	S89°11'41"E	12.00'
576-573	S00°48'19"W	15.00'
576-393	N00°48'19"E	140.94'
393-394	N89°11'41"W	12.00'
394-395	N00°48'19"E	15.00'
395-396	S89°11'41"E	12.00'
396-393	S00°48'19"W	15.00'
396-307	N00°48'19"E	216.07'
307-304	S00°48'19"W	9.83'
304-305	N89°11'41"W	15.00'
305-306	N00°48'19"E	20.00'
306-577	S89°11'41"E	15.13'
577-307	S01°33'54"W	10.17'
307-578	N01°33'54"E	218.95'
578-579	N89°11'41"W	12.00'
579-580	N01°33'54"E	15.00'
580-581	S89°11'41"E	12.00'
581-578	S01°33'54"W	15.00'
581-409	N01°33'54"E	54.01'
409-410	N89°11'41"W	12.00'
410-411	N01°33'54"E	15.00'
411-308	S89°11'41"E	12.00'
308-409	S01°33'54"W	15.00'
317-313	N01°33'54"E	28.91'
313-314	N58°48'18"E	31.18'
314-401	N02°05'39"E	84.04'
401-402	S88°10'41"E	22.62'
402-403	S38°27'28"E	23.78'
403-404	S02°05'39"W	181.22'
404-488	S57°54'00"W	46.03'
488-315	N02°05'39"E	111.92'
315-317	S58°48'18"W	30.87'

R/W STATION & OFFSET TABLE

P573	215+87.27	55.00' LT
P574	215+87.27	67.00' LT
P575	216+02.27	67.00' LT
P576	216+02.27	55.00' LT
P393	217+43.21	55.00' LT
P394	217+43.21	67.00' LT
P395	217+58.21	67.00' LT
P396	217+58.21	55.00' LT
P578	221+93.20	52.10' LT
P579	221+93.20	64.10' LT
P580	222+08.20	63.90' LT
P581	222+08.20	51.90' LT
P409	222+62.21	51.18' LT
P410	222+62.21	63.18' LT
P411	222+77.21	62.98' LT
P313	220+02.49	55.38' RT
P314	220+19.02	81.83' RT
P401	221+03.03	83.72' RT
P402	221+02.63	106.33' RT
P403	220+84.22	121.38' RT
P404	219+03.05	117.30' RT
P488	218+78.05	78.66' RT
P315	219+89.94	81.18' RT

REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.5
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:

VISION CORNER EASEMENT CSM 6538 DOC.1672922 PARCEL 19

DRAINAGE EASEMENT DOC.2858612 PARCEL 19

ROAD RESERVATION EASEMENT DOC.662335 PARCEL 22

NON DESCRIPT DRIVEWAY AGREEMENT DOC.529042 V.857, P.448 AND DOC.533299 V.865, P.382 PARCELS 24 & 25

VISION CORNER EASEMENT EASTVIEW SUBDIVISION PARCEL 14

DRAINAGE EASEMENT DOC.2858610 PARCEL 23

DRAINAGE EASEMENT DOC.2858609 PARCEL 22

40' DRAINAGE EASEMENT DOC.3537396 PARCEL 21

R/W STATION & OFFSET TABLE		
P582	227+05.28	49.03' LT
P583	227+17.69	61.08' LT
P584	227+28.84	61.12' LT
P585	227+27.22	49.12' LT
P586	228+90.00	49.79' LT
P587	228+90.00	61.79' LT
P588	229+08.00	61.86' LT
P589	229+08.00	49.86' LT
P323	231+29.26	50.77' LT
P324	231+20.23	62.73' LT
P325	231+45.21	62.84' LT
P326	231+54.24	50.87' LT
P590	233+77.24	59.48' LT
P591	233+59.89	106.72' LT
P592	233+81.16	106.81' LT
P593	234+01.34	51.89' LT
P423	230+40.71	72.51' RT
P424	231+48.00	74.96' RT
P425	231+48.00	59.15' RT

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
333-RL1	58.29'	4724.74'	S65°21'37"E	58.29'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 3110	78'	1977
CALHOUN ROAD	CSM 6538	100'	1991
HOLLY LANE	CSM 6538	60'	1991
MORNINGVIEW COURT	EASTVIEW SUBDIVISION	60'	1977
CALHOUN ROAD	EASTVIEW SUBDIVISION	45'	1977

R/W COURSE TABLE		
312-322	N01°04'05"E	60.00'
322-329	N00°34'10"E	656.88'
329-328	N89°11'41"W	19.04'
328-330	N22°42'12"W	83.11'
330-331	N10°57'52"E	76.11'
331-332	N33°00'45"E	71.10'
332-333	N00°34'10"E	359.54'
334-339	S00°34'10"W	1202.33'
339-RW1	S01°33'54"W	87.65'
322-582	N00°34'10"E	184.06'
582-583	N43°20'55"W	17.30'
583-584	N00°34'10"E	11.16'
584-585	S81°29'00"E	12.12'
585-582	S00°34'10"W	21.94'
585-586	N00°34'10"E	162.78'
586-587	N89°11'41"W	12.00'
587-588	N00°34'10"E	18.00'
588-589	S89°11'41"E	12.00'
589-586	S00°34'10"W	18.00'
589-323	N00°34'10"E	221.26'

R/W COURSE TABLE		
323-324	S53°45'05"W	14.99'
324-325	N00°34'10"E	24.98'
325-326	N53°45'05"E	14.99'
326-323	S00°34'10"W	24.98'
326-329	N00°34'10"E	23.84'
332-590	S33°00'45"W	14.33'
590-591	S70°37'47"W	50.33'
591-592	N00°34'10"E	21.28'
592-593	N70°37'47"E	58.51'
593-332	S00°34'10"W	11.97'
334-PLE1	S59°38'11"E	29.68'
PLE1-416	S31°21'02"W	50.33'
416-334	N00°34'10"E	57.99'
334-335	S00°34'10"W	423.87'
335-336	S89°11'41"E	41.57'
336-337	S29°08'37"E	33.76'
337-338	S02°06'47"W	198.63'
338-423	S89°50'42"W	40.03'

R/W COURSE TABLE		
423-424	N02°06'47"E	107.32'
424-425	N89°11'41"W	15.81'
425-335	N00°34'10"E	121.21'
425-339	S00°34'10"W	657.24'

CITY OF BROOKFIELD

WITNESS CORNER CONC MONUMENT WITH BRASS CAP Y=179157.09 X=711387.73

S88°37'02"E 2609.44'

CONC MONUMENT WITH BRASS CAP Y=179220.07 X=708779.05

S88°37'02"E 50.00'

N89°11'41"W 48.54'

BP 211+84.21

COMPUTED Y=179156.89 X=711347.17

MATCH LINE SEE SHEET 4.5

MORNINGVIEW COURT

16TH LINE

NO ACCESS PER EASTVIEW SUBDIVISION

WALL EXEMPT FROM TLE

EASTVIEW SUBDIVISION

PARCEL 1 CSM 3110 DOC.1022363 V.23, P.146

PLE, STORM

TLE, SLOPES & DRIVEWAY

PRUDLOW LIVING TRUST

TOLDT

PETERSON JOINT REVOCABLE TRUST

SCHLEIF

UNPLATTED LANDS

PARCEL B CSM 1549 DOC.812487

PARCEL 1 CSM 6538 DOC.1672922 V.54, P.156

PARCEL B CSM 465966

HOLLY LANE

NO ACCESS PER CSM 6538

PLE, CULVERT

SCHLEICHER JR.

MATCH LINE SEE SHEET 4.7

CONC MONUMENT WITH BRASS CAP Y=181817.00 X=711475.12

PI 238+45.58

N89°11'41"W

N89°29'00"W

N65°09'02"W

N89°50'42"E

N00°48'19"E 2661.37' R/L = SEC LN

N88°09'54"W 60.71'

1220.00'

57.00'

N CALHOUN RD

120.23'

S59°38'11"E 65.42'

RL1

PLE1

MS-SW

MS-NW

SAN

MH

WELL

FO

PL

dl

UBL

RW312 48.54'

RW322 48.27'

RW339 61.86'

RW329 50.97'

RW330 103.16'

RW331 89.74'

RW332 51.84'

RW333 53.32'

RW334 56.91'

EW328 70.01'

PLE338 112.54'

PLE337 117.07'

PLE335 100.22'

PLE336 96.90'

PLE416 57.15'

224+61.21	225+21.60	225+49.21	226+79.21	227+39.20
48.54'	80.00'	68.38'	68.92'	86.17'
227+79.20	228+94.18	229+04.21	229+29.21	229+49.21
86.33'	68.00'	89.85'	89.95'	70.03'
231+50	231+55	231+78.08	231+78.08	231+86.25
70.86'	110.00'	50.97'	70.01'	110.00'
232+54.30	232+81.46	233+79.62	233+29.21	234+08.71
103.16'	124.29'	124.69'	89.74'	71.92'
233+89.37	234+50	235+00	237+35	237+48.91
51.84'	72.09'	62.30'	63.26' 76.26'	53.32'

224+24.21	224+90.76	228+54.21	229+25	230+41.24
97.13'	61.86'	95.36' 185.36'	105.07' 185.07'	104.59'
230+41.38	230+56.27	231+12.67	231+44.21	231+75
112.54'	112.88'	179.30'	119.17' 179.17'	119.04'
232+00	232+25	232+39.96	232+69.21	232+74.96
143.94'	143.84'	117.07'	58.65' 100.22'	96.90'
233+52.54	234+19.21			
73.31'	73.04' 106.04'			

225	230	235	1220.00'	57.00'
55'	45'	33'	50'	45'
41'	20'	37'	45'	33'
15'	48'	79'	35'	125'

14	15	16	17	18
19	20	21	22	23
24 ZEITZ	25 ZEITZ	101	102	103

TLE, SLOPES & DRIVEWAY

TLE, SLOPES

PLE, DRAINAGE

PLE, CULVERT

SLOPE INTERCEPT

BPN PROPERTIES, LLC.

WEGNER

BECKER

SCHLEICHER JR.

ZEITZ

UNPLATTED LANDS

P582	P583	P584	P585	P586
P587	P588	P589	P590	P591
P592	P593	P423	P424	P425

101 WE ENERGIES-ELEC

20' EASEMENT DOC.1036377 R.286, I.283 PARCEL 14

NON DESCRIPT EASEMENT DOC. 138189 V.195, P.186 PARCELS 14, 15, 16, 17 & 21

NON DESCRIPT EASEMENT DOC. 215129 PARCEL 22

NON DESCRIPT EASEMENT DOC. 221771 PARCEL 22

NO RECORD OF EASEMENT PARCEL 20

NON DESCRIPT EASEMENT DOC. 221772 PARCEL 23

NON DESCRIPT EASEMENT DOC. 361548 V.566, P.415 PARCEL 23

NON DESCRIPT EASEMENT DOC. 215029 PARCEL 21

NON DESCRIPT EASEMENT DOC. 361545 V.566, P.409 PARCEL 24

NON DESCRIPT EASEMENT DOC. 404875 V.646, P.255 PARCEL 24

NON DESCRIPT EASEMENT DOC. 361547 V.566, P.413 PARCEL 25

NON DESCRIPT EASEMENT DOC. 151339 PARCEL 21

102 AT&T WISCONSIN

20' EASEMENT DOC.1036377 R.286, I.283 PARCEL 14

NON DESCRIPT EASEMENT DOC. 1038110 R.288, I.651 PARCEL 18

NO RECORD OF EASEMENT PARCEL 17

103 CITY OF BROOKFIELD

40' EASEMENT DOC.3566435 PARCEL 21

NO RECORD OF EASEMENT PARCEL 20

105 WE ENERGIES - GAS

12' EASEMENT DOC.3772909 PARCEL 21

REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.6
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET: E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP100.DWG

6' BIKE PATH EASEMENT CSM 10998 DOC.3943667 PARCEL 31

5' BIKE PATH EASEMENT CSM 7139 DOC.1869318 PARCEL 29

ACCESS EASEMENT CSM 10998 DOC.3943667 PARCELS 31 & 32

NON DESCRIPT ACCESS EASEMENT DOC.3948298 PARCELS 31 & 32

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
374-375	168.80'	388.00'	S61°55'37"E	167.47'
RL1-333	58.29'	4724.74'	N65°21'37"W	58.29'
478-479	16.34'	44.00'	S11°12'34"W	16.25'
382-479	9.28'	44.00'	S15°48'27"W	9.26'

105 WE ENERGIES - GAS
NON DESCRIPT EASEMENT DOC.1893537 R.1809, I.5 PARCEL 29
NO RECORD OF EASEMENT PARCEL 26

104 TIME WARNER CABLE
NO RECORD OF EASEMENT PARCEL 31

CITY OF BROOKFIELD

N CALHOUN RD

W RIVER BIRCH DR

PHEASANT DRIVE

SOO LINE RAILROAD COMPANY (CANADIAN PACIFIC)

UNPLATTED LANDS

LOT 1 CSM 4493 DOC.1249368

LOT 2 CSM 10998 DOC.3943667 V.107, P.194

PARCEL 1 CSM 7139 DOC.1869318

PARCEL 2 CSM 7139 DOC.1869318

LOT 1 CSM 10998 DOC.3943667 V.107, P.194

BP 211+84.21

PI 238+45.58

PI 265+23.50

NO ACCESS PER CSM 7139

PLE, CULVERT

PLE, CULVERT 20'X23'

PLE, CULVERT 20'X25'

PLE, CULVERT 22'X20'

BLDG EXEMPT FROM TLE

TLE, SLOPES

TLE, SLOPES & DRIVEWAY

TREIBER GROUP, LLC.

BROOKFIELD CATV, INC.

WILLOW BROOK COURT, LLC.

PLE, STORM & SIDEWALK

CTR PARTNERSHIP, LP

CENTER ICE, LLC.

TESCH COURT INVESTMENT GRP, LLC.

SLOPE INTERCEPT

LIGHT POLE EXEMPT FROM TLE

SIGN EXEMPT FROM TLE

MATCH LINE SEE SHEET 4.6

MATCH LINE SEE SHEET 4.8

NO RECORD OF EASEMENT PARCEL 26

COMPUTED Y=179155.89 X=714317.71

CONCRETE MON WITH BRASS CAP Y=181817.00 X=714175.12

CONCRETE MON WITH BRASS CAP X=718794.15

WITNESS CORNER CONC MONUMENT WITH BRASS CAP Y=181712.27 X=714121.19

COMPUTED Y=181728.54 X=714121.32

CONC MONUMENT WITH BRASS CAP Y=184494.67 X=715151.10

N00°48'19"E 2661.37'

N00°46'11"E 2677.91'

R/L = SEC LN

N00°46'11"E 0.42' 1423.53'

S89°13'47"E 56.09'

S87°48'15"E 55.02'

N59°38'11"W 65.42'

N00°27'20"E 16.27'

SE-NE

SE-NW

MS-MW

MW-SW

R/W STATION & OFFSET TABLE		
H478	237+70.59	59.59' RT
H479	237+54.61	56.66' RT
P340	238+30.73	53.66' LT
P341	238+40.55	90.99' LT
P342	238+59.95	85.89' LT
P343	238+51.46	53.74' LT
P350	241+46.21	54.77' LT
P351	241+46.21	79.77' LT
P352	241+66.21	79.82' LT
P353	241+66.21	54.82' LT
P354	241+96.20	54.91' LT
P355	241+82.85	79.87' LT
P356	242+05.50	79.94' LT
P357	242+18.85	54.98' LT
P363	241+88.21	55.09' RT
P364	241+88.21	75.09' RT
P365	241+66.21	75.16' RT
P366	241+66.21	55.16' RT
P367	241+41.49	55.25' RT
P368	241+54.39	76.83' RT
P369	241+37.22	87.09' RT
P370	241+18.24	55.33' RT
P295	237+94.29	81.16' RT
P379	237+84.03	64.89' RT
P380	237+57.18	101.85' RT
P381	237+41.00	90.10' RT
P382	237+63.55	59.05' RT
P383	236+88.31	65.33' RT
P384	237+28.71	89.17' RT
P385	237+18.55	106.40' RT

101 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT DOC.474977 V.707, P.334 PARCEL 27
10' EASEMENT DOC.1066848 R.325, I.702 PARCEL 27
17'X20' EASEMENT DOC.1695100 R.1397, I.68 PARCEL 28
20' EASEMENT DOC.1949853 R.1902, I.591 PARCEL 28
12' EASEMENT DOC.2306659 PARCEL 31
NON DESCRIPT EASEMENT DOC.580183 V.936, P.194 PARCEL 30
NON DESCRIPT EASEMENT DOC.361544 V.566, P.407 PARCELS 31 & 32
NON DESCRIPT EASEMENT DOC.221772 PARCEL 30
NON DESCRIPT EASEMENT DOC.361546 V.566, P.411 PARCEL 30
NO RECORD OF EASEMENT PARCELS 26 & 29

103 CITY OF BROOKFIELD
WATERMAIN AND SANITARY SEWER EASEMENT CSM 7139 DOC.1869318 PARCEL 29
30' WATERMAIN EASEMENT CSM 10998 DOC.3943667 AND DOC.3947167 PARCELS 31 & 32
NON DESCRIPT EASEMENT DOC.3948297 PARCELS 31 & 32
NO RECORD OF EASEMENT PARCELS 26 & 30

102 AT&T WISCONSIN
20' EASEMENT DOC.1949853 R.1902, I.591 PARCEL 28
40' EASEMENT DOC.1486876 R.1013, I.111 PARCEL 28
10' EASEMENT DOC.1607498 R.227, I.618 PARCEL 29
12' EASEMENT DOC.2306659 PARCEL 31
NON DESCRIPT EASEMENT DOC.580183 V.936, P.194 PARCEL 30
NO RECORD OF EASEMENT PARCEL 26

R/W COURSE TABLE									
333-344	N00°34'10"E	109.01'	344-345	N00°34'10"E	161.26'	363-364	S89°13'49"E	20.00'
344-349	N00°34'10"E	281.75'	345-346	N89°13'49"W	23.00'	364-365	S00°34'17"W	22.00'
349-358	N00°36'13"E	86.90'	346-347	N00°34'10"E	20.00'	365-366	N89°13'49"W	20.00'
358-518	N00°46'11"E	860.56'	347-348	S89°13'49"E	23.00'	366-363	N00°34'17"E	22.00'
518-RW2	N04°14'41"W	12.44'	348-345	S00°34'10"W	20.00'	366-367	S00°34'17"W	24.72'
361-362	S00°46'11"W	885.55'	348-349	N00°34'10"E	100.49'	367-368	N59°54'14"E	25.14'
362-371	S00°34'17"W	111.82'	349-350	N00°36'13"E	6.51'	368-369	S30°05'46"E	20.00'
371-372	S00°34'10"W	142.01'	350-351	N89°13'49"W	25.00'	369-370	S59°54'14"W	37.00'
372-373	S09°53'22"E	76.32'	351-352	N00°36'13"E	20.00'	370-367	N00°34'17"E	23.25'
373-374	S31°13'49"E	22.89'	352-353	S89°13'49"E	25.00'	370-371	S00°34'17"W	17.02'
375-376	S52°06'03"E	65.14'	353-350	S00°36'13"W	20.00'	378-295	S59°38'11"E	24.96'
376-RW10	S30°21'49"W	60.00'	353-354	N00°36'13"E	29.99'	295-379	S58°33'52"W	19.23'
RW10-378	N59°38'11"W	222.91'	354-355	S62°37'57"W	28.31'	379-380	S53°11'39"E	45.68'
378-478	S00°34'10"W	36.02'	355-356	N00°36'13"E	22.65'	380-381	S36°48'21"W	20.00'
479-334	S00°34'10"W	61.53'	356-357	N62°37'57"E	28.31'	381-382	N53°11'39"W	38.37'
333-340	N00°34'10"E	81.82'	357-354	S00°36'13"W	22.65'	334-383	S59°38'11"E	9.68'
340-341	N74°26'57"W	38.61'	357-358	N00°36'13"E	7.75'	383-384	N31°21'02"E	46.92'
341-342	N15°33'03"E	20.00'	518-359	S00°46'11"W	12.95'	384-385	S58°38'58"E	20.00'
342-343	S74°26'57"E	33.25'	359-360	N56°52'50"W	47.35'	385-PLE1	S31°21'02"W	46.57'
343-340	S00°34'10"W	20.70'	360-RW2	S89°13'47"E	38.91'	PLE1-383	N59°38'11"W	20.00'
343-344	N00°34'10"E	6.48'	362-363	S00°34'17"W	24.83'			

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 4493	45'	1984
CALHOUN ROAD	CSM 7139	45'	1993
CALHOUN ROAD	CSM 10998	100'	2012

GN

REVISION DATE: 2/20/2020 (NC)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.7
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET: 335 E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP100.DWG

2783-05-00 - 4.7

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 1979	45'	1969
CALHOUN ROAD	CSM 7140	90'	1995
BURLEIGH ROAD	CSM 7140	90'	1995
CALHOUN ROAD	SANFORD PLACE SUBDIVISION	90'	1991

5' BIKE PATH EASEMENT STANFORD PLACE SUBDIVISION PARCEL 34

INGRESS AND EGRESS EASEMENT CSM 7139 DOC.1869318 AND DOC.1874342 R.1769, I.1105 PARCELS 29 & 33

50' VISION CORNER EASEMENT CSM 7139 DOC.1869318 PARCELS 29 & 33

5' BIKE PATH EASEMENT CSM 7139 DOC.1869318 PARCELS 29, 33 & 34

CONC MONUMENT WITH BRASS CAP Y=184573.15 X=708896.38

CITY OF BROOKFIELD

W BURLEIGH RD

N CALHOUN RD

SEC LN=S88°19'27"E 2695.87'

S88°19'27"E 62.79'

N01°40'33"E 45.00'

N00°46'11"E 2677.91'

R/L = SEC LN

S87°46'11"E 55.02'

S87°46'11"E 2654.44'

MATCH LINE SEE SHEET 4.7

MATCH LINE SEE SHEET 4.9

PARCEL 2 CSM 7139 DOC.1869318

OUTLOT 1 CSM 7140 DOC.1869319 V.2, P.158

OUTLOT 1 STANFORD PLACE SUBDIVISION

PARCEL B CSM 1979 DOC.745805 V.7, P.134

PARCEL A CSM 1979 DOC.745805 V.7, P.134

WILLOW BROOK CONDOMINIUM

WILLOW BROOK GREENS, LLC.

WILLOW BROOK COURT, LLC.

CITY OF BROOKFIELD

CONC MONUMENT WITH BRASS CAP Y=184391.37 X=714163.52

CONC MONUMENT WITH BRASS CAP Y=184494.67 X=711511.10

CONC MONUMENT WITH BRASS CAP Y=181817.00 X=711751.12

PI 526+61.37

PI 265+23.50

TLE, SLOPES & DRIVEWAY

TLE, SLOPES

TLE, FLOODPLAIN COMPENSATION

PLE, DRAINAGE

PLE, CULVERT 20'X20'

PLE, CULVERT 20'X25'

PLE, CULVERT 20'X23'

PLE, CULVERT 20'X30'

SLOPE INTERCEPT

SE-NE

NE-NE

MN-MS

MN-MN

1/16TH LINE Z

N66°29'40"W

S00°46'11"W 0.42'

N89°13'47"W 56.09'

N87°48'15"W 55.02'

S87°48'15"E

S87°46'22"E

1253.96'

R/W COURSE TABLE		
RW2-492	N04°14'41"W	4.73'
492-493	N00°46'11"E	48.68'
493-494	N07°13'09"E	13.35'
494-417	N00°46'11"E	1304.67'
417-418	N43°46'46"W	12.10'
RW3-361	S00°46'11"W	1423.50'
RW2-360	N89°13'47"W	38.91'
360-387	N00°46'11"E	44.94'
387-388	S89°36'19"W	74.94'
388-389	S75°05'51"W	57.80'
389-390	N00°46'11"E	156.86'
390-392	S89°13'49"E	170.57'
392-494	S00°46'11"W	118.01'
392-397	N00°46'11"E	215.00'
397-398	N89°13'49"W	20.00'
398-399	N00°46'11"E	20.00'
399-400	S89°13'49"E	20.00'
400-397	S00°46'11"W	20.00'
400-405	N00°46'11"E	405.00'
405-406	N89°13'49"W	20.00'
406-407	N00°46'11"E	20.00'
407-408	S89°13'49"E	20.00'
408-405	S00°46'11"W	20.00'
408-417	N00°46'11"E	526.66'
RW3-419	S00°46'11"W	197.10'
419-420	S89°13'49"E	30.00'
420-421	S00°46'11"W	20.00'
421-422	N89°13'49"W	30.00'
422-419	N00°46'11"E	20.00'
422-431	S00°46'11"W	545.79'
431-432	S89°13'49"E	23.00'
432-433	S00°46'11"W	20.00'
433-434	N89°13'49"W	23.00'
434-431	N00°46'11"E	20.00'
434-435	S00°46'11"W	221.00'
435-436	S89°13'49"E	23.00'
436-437	S00°46'11"W	20.00'
437-438	N89°13'49"W	23.00'
438-435	N00°46'11"E	20.00'
438-440	S00°46'11"W	102.00'
440-441	S89°13'49"E	25.00'
441-442	S00°46'11"W	20.00'
442-443	N89°13'49"W	25.00'
443-440	N00°46'11"E	20.00'
443-361	S00°46'11"W	277.62'

R/W STATION & OFFSET TABLE		
493	251+52.93	56.50' LT
494	251+66.20	55.00' LT

101 WE ENERGIES - ELECTRIC

15' EASEMENT DOC.1894080 PARCEL 34

NON DESCRIPT EASEMENT DOC.138189 V.195, P.186334 PARCEL 34

NON DESCRIPT EASEMENT DOC.155326 PARCEL 34

NO RECORD OF EASEMENT PARCEL 29

102 AT&T WISCONSIN

10' EASEMENT DOC.1607498 R.227, I.618 PARCEL 29

15' EASEMENT DOC.1894080 PARCEL 34

NO RECORD OF EASEMENT PARCEL 33

103 CITY OF BROOKFIELD

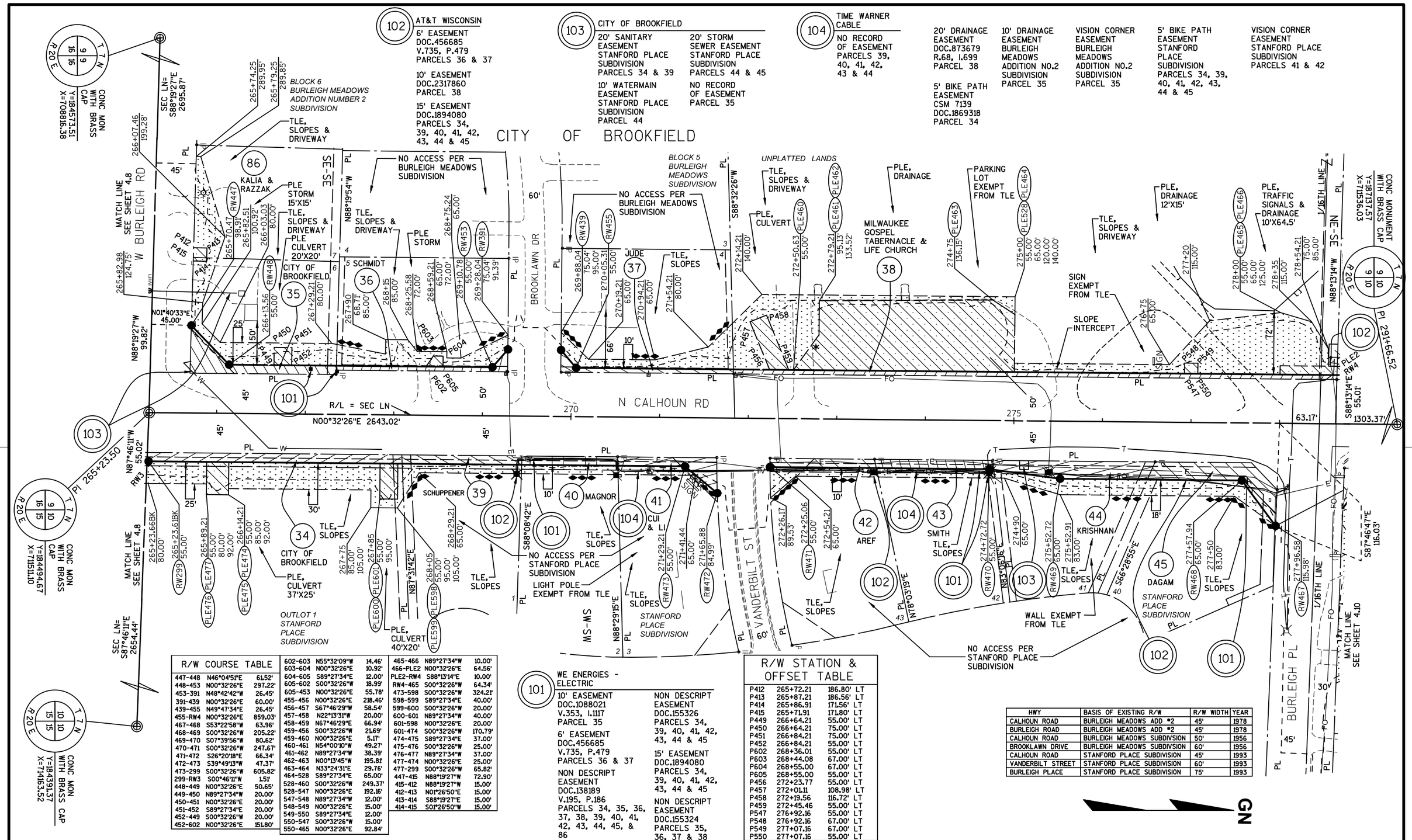
WATERMAIN AND SANITARY SEWER EASEMENT CSM 7139 DOC.1869318 PARCELS 29 & 33

105 WE ENERGIES - GAS

NON DESCRIPT EASEMENT DOC.1893537 R.1809, I.5 PARCELS 29 & 33

REVISION DATE: 2/20/2020 (NC)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.8
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET: E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP100.DWG



R/W COURSE TABLE		
447-448	N46°04'51"E	61.52'
448-453	N00°32'26"E	297.22'
453-391	N48°42'42"W	26.45'
391-439	N00°32'26"E	60.00'
439-455	N49°47'34"E	26.45'
455-RW4	N00°32'26"E	859.03'
467-468	S53°22'58"W	63.96'
468-469	S00°32'26"W	205.22'
469-470	S07°39'56"W	80.62'
470-471	S00°32'26"W	247.67'
471-472	S26°20'18"E	66.34'
472-473	S39°49'13"W	47.37'
473-299	S00°32'26"W	605.82'
299-RW3	S00°46'11"W	1.51'
448-449	N00°32'26"E	50.65'
449-450	N89°27'34"W	20.00'
450-451	N00°32'26"E	20.00'
451-452	S89°27'34"E	20.00'
452-449	S00°32'26"W	20.00'
452-602	N00°32'26"E	151.80'

602-603	N55°32'09"W	14.46'
603-604	N00°32'26"E	10.92'
604-605	S89°27'34"E	12.00'
605-602	S00°32'26"W	18.99'
605-453	N00°32'26"E	55.78'
455-456	N00°32'26"E	218.46'
456-457	S67°46'29"W	58.54'
457-458	N22°13'31"W	20.00'
458-459	N67°46'29"E	66.94'
459-456	S00°32'26"W	21.69'
459-460	N00°32'26"E	5.17'
460-461	N54°00'10"W	49.27'
461-462	N89°27'34"W	38.39'
462-463	N00°13'45"W	195.81'
463-464	N33°24'31"E	29.76'
464-528	S89°27'34"E	65.00'
528-460	S00°32'26"W	249.37'
528-547	N00°32'26"E	192.16'
547-548	N89°27'34"W	12.00'
548-549	N00°32'26"E	15.00'
549-550	S89°27'34"E	12.00'
550-547	S00°32'26"W	15.00'
550-465	N00°32'26"E	92.84'

465-466	N89°27'34"W	10.00'
466-PLE2	N00°32'26"E	64.56'
PLE2-RW4	S88°13'14"E	10.00'
RW4-465	S00°32'26"W	64.34'
473-598	S00°32'26"W	324.21'
598-599	S89°27'34"E	40.00'
599-600	S00°32'26"W	20.00'
600-601	N89°27'34"W	40.00'
601-598	N00°32'26"E	20.00'
601-474	S00°32'26"W	170.79'
474-475	S89°27'34"E	37.00'
475-476	S00°32'26"W	25.00'
476-477	N89°27'34"W	37.00'
477-474	N00°32'26"E	25.00'
477-299	S00°32'26"W	65.82'
447-415	N88°19'27"W	72.90'
415-412	N88°19'27"W	15.00'
412-413	N01°26'50"E	15.00'
413-414	S88°19'27"E	15.00'
414-415	S01°26'50"W	15.00'

R/W STATION & OFFSET TABLE		
P412	265+72.21	186.80' LT
P413	265+87.21	186.56' LT
P414	265+86.91	171.56' LT
P415	265+71.91	171.80' LT
P449	266+64.21	55.00' LT
P450	266+64.21	75.00' LT
P451	266+84.21	75.00' LT
P452	266+84.21	55.00' LT
P602	268+36.01	55.00' LT
P603	268+44.08	67.00' LT
P604	268+55.00	67.00' LT
P605	268+55.00	55.00' LT
P456	272+23.77	55.00' LT
P457	272+01.11	108.98' LT
P458	272+19.56	116.72' LT
P459	272+45.46	55.00' LT
P547	276+92.16	55.00' LT
P548	276+92.16	67.00' LT
P549	277+07.16	67.00' LT
P550	277+07.16	55.00' LT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	BURLEIGH MEADOWS ADD #2	45'	1978
BURLEIGH ROAD	BURLEIGH MEADOWS ADD #2	45'	1978
CALHOUN ROAD	BURLEIGH MEADOWS SUBDIVISION	50'	1956
BROOKLAWN DRIVE	BURLEIGH MEADOWS SUBDIVISION	60'	1956
CALHOUN ROAD	STANFORD PLACE SUBDIVISION	45'	1993
VANDERBILT STREET	STANFORD PLACE SUBDIVISION	60'	1993
BURLEIGH PLACE	STANFORD PLACE SUBDIVISION	75'	1993

REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.9
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:

E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP200.DWG

20' DRAINAGE EASEMENT SUNNYCREST SUBDIVISION PARCEL 54

NON DESCRIPT SIGN EASEMENT DOC.685531 V.1083, P.563 PARCEL 48

GN

CONC MONUMENT WITH BRASS CAP Y=184494.67 X=715111.10

CONC MONUMENT WITH BRASS CAP Y=187226.46 X=708785.54

CONC MONUMENT WITH BRASS CAP Y=187137.57 X=711535.03

CITY OF BROOKFIELD

COUNTRY LN

TOWN TRL

MARTHA DR

N CALHOUN RD

BURLEIGH PL

BLOCK 12 TOWN AND COUNTRY SUBDIVISION

BLOCK 11 TOWN AND COUNTRY SUBDIVISION

BLOCK 9 TOWN AND COUNTRY SUBDIVISION

BLOCK 8 SUNNY CREST SUBDIVISION

BLOCK 4 SUNNY CREST SUBDIVISION

LOT 2 CSM 11415 DOC. 4192334 V.113, P.185

PI 265+23.50

1276.48'

63.17'

N88°13'14"W 55.01'

N87°46'47"W 116.03'

S88°13'14"E

N00°32'26"E 2643.02'

R/L = SEC LN

S88°08'57"E 2751.93'

N88°08'57"W

MATCH LINE SEE SHEET 4.11

S87°47'01"E 55.02'

PI 291+66.52

S00°32'48"W

MATCH LINE SEE SHEET 4.9

SEC LN= S87°47'01"E 2658.87'

MATCH LINE SEE SHEET 4.11

S89°27'12"E

S44°33'48"W

N75°01'24"W

PLE, STORM & TRAFFIC SIGNALS 30'X10'

PLE, STORM 20'X10'

TLE, SLOPES

TLE, SLOPES & DRIVEWAY

PLE, DRAINAGE 20'X20'

STROM REVOCABLE TRUST

PLE, DRAINAGE 20'X25'

MERKT 46

DREFAHL 47

MALLEY 49

EHRETT 50

SLOPE INTERCEPT

ROHR 51

MUTCHELKNAUS 52

DEDO 53

CIEPLUCH 54

KONRATH 55

ROMANS & JABLONSKI 56

WARBER & THEYS 57

OLSON 58

MURALI 59

JOOST 60

RETTINGER & 61

LOPPNOW 62

PROTASIEWICZ & DOMANSKI 63

TLE, SLOPES, BUILDING DEMOLITION & DRIVEWAY

PLE, CULVERT

HOUSE EXEMPT FROM TLE

BUILDING EXEMPT FROM TLE

WELL

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	TOWN AND COUNTRY SUBDIVISION	100'	1955
COUNTRY LANE	TOWN AND COUNTRY SUBDIVISION	60'	1955
TOWN TRAIL	TOWN AND COUNTRY SUBDIVISION	60'	1955
CALHOUN ROAD	SUNNY CREST SUBDIVISION	100'	1955
MARTHA DRIVE	SUNNY CREST SUBDIVISION	60'	1955
BURLEIGH PLACE	STANFORD PLACE SUBDIVISION	75'	1993

R/W COURSE TABLE

RW4-546	N00°32'26"E	198.01'
546-480	N04°28'26"W	11.94'
480-481	N01°32'12"E	60.01'
481-482	N00°32'26"E	360.00'
482-483	N00°32'26"E	60.00'
483-491	N00°32'26"E	612.24'
491-RW5	N00°27'11"E	1.30'
RW6-503	S00°32'26"W	831.63'
503-504	S00°32'26"W	60.00'
504-505	S00°32'26"W	360.20'
505-506	S14°23'27"E	14.02'
506-507	S52°56'31"E	45.91'
507-467	S14°36'03"E	78.35'
RW4-PLE2	N88°13'14"W	10.00'
PLE2-555	N00°32'26"E	29.65'
555-556	S89°27'34"E	10.00'
556-RW4	S00°32'26"W	29.87'

556-551	N00°32'26"E	70.79'
551-552	N89°27'34"W	10.00'
552-553	N00°32'26"E	20.00'
553-554	S89°27'34"E	10.00'
554-551	S00°32'26"W	20.00'
554-546	N00°32'26"E	77.35'
481-557	N00°32'26"E	213.97'
557-558	N89°27'34"W	20.00'
558-559	N00°32'26"E	20.00'
559-560	S89°27'34"E	20.00'
560-557	S00°32'26"W	20.00'
560-482	N00°32'26"E	126.02'
483-484	N00°32'26"E	17.98'
484-485	N89°27'34"W	25.00'
485-486	N00°32'26"E	20.00'
486-487	S89°27'34"E	25.00'
487-484	S00°32'26"W	20.00'
487-491	N00°32'26"E	574.27'
RW6-495	S00°32'26"W	550.70'
495-496	S89°27'34"E	22.00'
496-497	S00°32'26"W	11.11'
497-498	S51°32'42"W	28.31'
498-495	N00°32'26"E	28.92'
498-499	S00°32'26"W	13.68'
499-500	S32°38'03"E	36.55'
500-501	S00°32'26"W	16.73'
501-502	N89°27'12"W	20.00'
502-499	N00°32'26"E	47.32'
502-503	S00°32'26"W	191.00'

R/W STATION & OFFSET TABLE

P551	279+65.00	55.00' LT
P552	279+65.00	65.00' LT
P553	279+85.00	65.00' LT
P554	279+85.00	55.00' LT
P557	283+48.21	55.00' LT
P558	283+48.21	75.00' LT
P559	283+68.21	75.00' LT
P560	283+68.21	55.00' LT

101 WE ENERGIES - ELECTRIC

VARIABLE WIDTH EASEMENT DOC.424821 V.682, P.26 PARCELS 46, 47, 48, 49, 50, 51 & 52

NON DESCRIPT EASEMENT DOC.138189 V.195, P.186 PARCEL 46, 47, 48, 49, 50, 51 & 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62 & 63

VARIABLE WIDTH EASEMENT DOC.421352 V.676, P.23 PARCELS 53, 54

NON DESCRIPT EASEMENT DOC.155323 PARCELS 53, 54, 55, 56, 57, 58, 59, 60, 61, 62 & 63

NON DESCRIPT EASEMENT DOC.155325 PARCELS 53, 54, 55, 56, 57, 58, 59, 60, 61, 62 & 63

NON DESCRIPT EASEMENT DOC.139542 PARCELS 53, 54, 55, 56, 57, 58, 59, 60, 61, 62 & 63

102 AT&T WISCONSIN

VARIABLE WIDTH EASEMENT DOC.424821 V.682, P.26 PARCELS 46, 47, 48, 49, 50, 51 & 52

VARIABLE WIDTH EASEMENT DOC.421352 V.676, P.23 PARCELS 53, 54

NO RECORD OF EASEMENT PARCEL 58

REVISION DATE: 2/20/2020 (2)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.10
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:

CONC MONUMENT WITH BRASS CAP Y=187226.46 X=708785.54

CONC MONUMENT WITH BRASS CAP Y=187137.57 X=711536.03

CONC MONUMENT WITH BRASS CAP Y=187606.19 X=711557.13

CONC MONUMENT WITH BRASS CAP Y=187034.75 X=714194.19

T 7 N R 20 E

MATCH LINE SEE SHEET 4.10 SEC LN= S88°08'57"E 2751.93'

MATCH LINE SEE SHEET 4.10 SEC LN= S87°47'01"E 2658.87'

MATCH LINE SEE SHEET 4.12

MATCH LINE SEE SHEET 4.12

20' DRAINAGE EASEMENT SUNNY CREST SUBDIVISION PARCEL 68

CITY OF BROOKFIELD

UNPLATTED LANDS

PARCEL 1 CSM 3467 DOC.1073393 V.26, P.179

SIKH RELIGIOUS SOCIETY OF WI

ELMBROOK SCHOOL DISTRICT

PLE, CULVERT 25'X38'

PLE, DRAINAGE

TLE, SLOPES

PLE, DRAINAGE 16'X15'

TLE, SLOPES & DRIVEWAY

SE-NE

SIGN

N89°32'49"W

S45°27'11"W

PI 291+66.52

N87°47'01"W 55.02'

N88°08'57"W 55.02'

RW5

RW6

RW7

RW8

EP 318+35.22

S89°32'49"E 60.00'

S89°32'49"E 55.00'

30.76'

1350.67'

N00°27'11"E 2668.70'

R/L = SEC LN

50' N CALHOUN RD

295

300

33'

45'

49'

55'

50'

15'

5'

10'

20'

35'

60'

SLOPE INTERCEPT

WELL

GOETZ DRIVE

BLOCK 4 SUNNY CREST SUBDIVISION

BLOCK 3 SUNNY CREST SUBDIVISION

MN-MS

LIGHT POLE EXEMPT FROM TLE

PROTASIEWICZ & DOMANSKI

FARNIA

LEMCKE

LINK

NORMAN

LITSHEIM LIVING TRUST

BRUNNER

KNOCH

VANSLIEDRECHT

BURSEK

PLE, DRAINAGE 15'X8'

PLE, CULVERT 20'X28'

PLE, DRAINAGE 60'X8'

TLE, SLOPES & DRIVEWAY

TLE, SLOPES

101	WE ENERGIES - ELECTRIC	
	12' EASEMENT DOC.614516 V.984, P.331 PARCEL 66	NON DESCRIPT EASEMENT DOC.155323 PARCELS 63, 68, 69, 70, 71, 72, 73, 74, 75 & 76
	NON DESCRIPT EASEMENT DOC.138189 V.195, P.186 PARCELS 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75 & 76	NON DESCRIPT EASEMENT DOC.155325 PARCELS 63, 68, 69, 70, 71, 72, 73, 74, 75 & 76
	NON DESCRIPT EASEMENT DOC.139542 PARCELS 63, 68, 69, 70, 71, 72, 73, 74, 75 & 76	NON DESCRIPT EASEMENT DOC.540571 V.876, P.345 PARCEL 68
	5' EASEMENT DOC.421352 V.676, P.23 PARCELS 70 & 71	

102	AT&T WISCONSIN	
	12' EASEMENT DOC.614516 V.984, P.331 PARCEL 66	5' EASEMENT DOC.421352 V.676, P.23 PARCELS 70 & 71
	NON DESCRIPT EASEMENT DOC.540571 V.876, P.345 PARCEL 68	NO RECORD OF EASEMENT PARCELS 64, 65 & 67
	NON DESCRIPT EASEMENT DOC.1292654 R.667, I.18 PARCEL 69	

106	MIDWEST FIBER NETWORK	
	NO RECORD OF EASEMENT PARCEL 64	

R/W STATION & OFFSET TABLE

P561	304+50.00	55.00' RT
P562	304+50.00	63.00' RT
P563	303+90.00	63.00' RT
P564	303+90.00	55.00' RT
P594	291+82.00	55.00' RT
P595	291+82.00	63.00' RT
P596	291+67.00	63.00' RT
P597	291+67.00	55.00' RT

R/W COURSE TABLE

RW5-519	N00°27'11"E	693.39'
519-524	N02°36'51"W	48.12'
525-RW7	N00°27'11"E	453.90'
RW8-529	S00°27'11"W	1006.62'
529-530	S00°27'11"W	60.00'
530-535	S00°27'11"W	251.45'
535-RW6	S00°32'26"W	1.65'
RW5-508	N00°27'11"E	81.35'
508-509	N89°32'49"W	38.00'
509-510	N00°27'11"E	25.00'
510-511	S89°32'49"E	38.00'
511-508	S00°27'11"W	25.00'
511-512	N00°27'11"E	89.27'
512-513	N89°32'49"W	22.19'
513-514	N06°44'23"W	162.00'
514-515	N89°32'49"W	142.52'
515-516	N00°27'11"E	183.58'
516-517	S89°32'49"E	185.00'
517-512	S00°27'11"W	344.31'
517-520	N00°27'11"E	118.42'
520-521	N89°32'49"W	15.00'
521-522	N00°27'11"E	16.00'
522-523	S89°32'49"E	15.00'
523-520	S00°27'11"W	16.00'
523-519	N00°27'11"E	19.04'
RW8-561	S00°27'11"W	34.55'
561-562	S89°32'49"E	8.00'
562-563	S00°27'11"W	60.00'
563-564	N89°32'49"W	8.00'
564-561	N00°27'11"E	60.00'
564-529	S00°27'11"W	912.07'
530-531	S00°27'11"W	147.00'
531-532	S89°32'49"E	28.00'
532-533	S00°27'11"W	20.00'
533-534	N89°32'49"W	28.00'
534-531	N00°27'11"E	20.00'
534-594	S00°27'11"W	68.93'
594-595	S89°32'49"E	8.00'
595-596	S00°27'11"W	15.00'
596-597	N89°32'49"W	8.00'
597-594	N00°27'11"E	15.00'
597-535	S00°27'11"W	0.52'

R/W CURVE TABLE

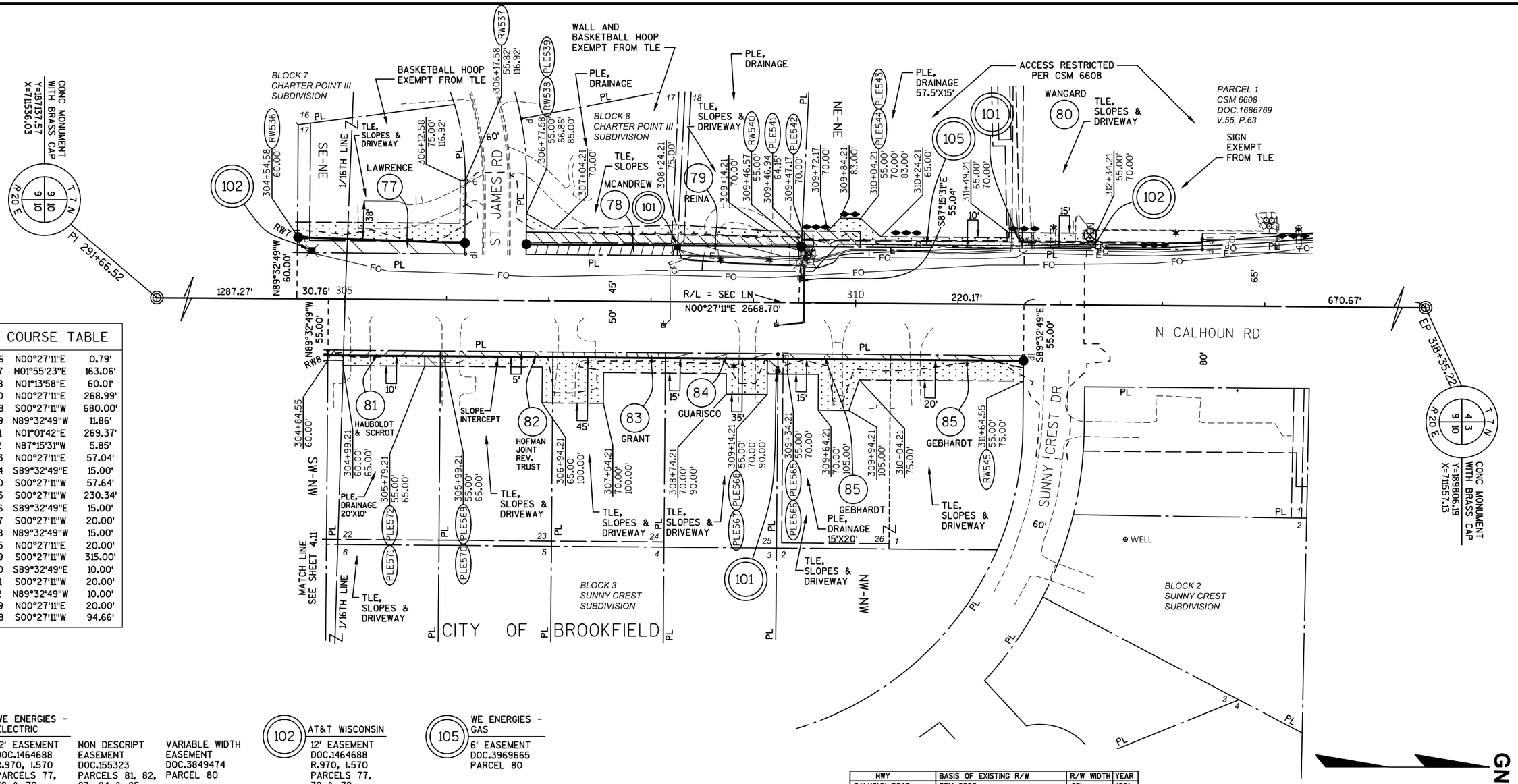
CURVE	LENGTH	RADIUS	BEARING	CHORD
524-525	90.63'	1693.00'	N01°04'50"W	90.62'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 3467	110'	1978
CALHOUN ROAD	SUNNY CREST SUBDIVISION	50'	1955
GOETZ DRIVE	SUNNY CREST SUBDIVISION	60'	1955

GN

REVISION DATE: 2/20/2020 (NC)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.11
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET: 339 E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP200.DWG



R/W COURSE TABLE

RW7-536	N00°27'11"E	0.79'
536-537	N01°55'23"E	163.06'
537-538	N01°13'58"E	60.01'
538-540	N00°27'11"E	268.99'
545-RW8	S00°27'11"W	680.00'
538-539	N89°32'49"W	11.86'
539-541	N01°01'42"E	269.37'
541-542	N87°15'31"W	5.85'
542-543	N00°27'11"E	57.04'
543-544	S89°32'49"E	15.00'
544-540	S00°27'11"W	57.64'
545-565	S00°27'11"W	230.34'
565-566	S89°32'49"E	15.00'
566-567	S00°27'11"W	20.00'
567-568	N89°32'49"W	15.00'
568-565	N00°27'11"E	20.00'
568-569	S00°27'11"W	315.00'
569-570	S89°32'49"E	10.00'
570-571	S00°27'11"W	20.00'
571-572	N89°32'49"W	10.00'
572-569	N00°27'11"E	20.00'
572-RW8	S00°27'11"W	94.66'

101 WE ENERGIES - ELECTRIC

12' EASEMENT
DOC.1464688
R.970, I.570
PARCELS 77, 78 & 79

NON DESCRIPT EASEMENT
DOC.138189
V.195, P.186
PARCELS 77, 78 & 79, 80, 81, 82, 83, 84 & 85

NON DESCRIPT EASEMENT
DOC.139542
PARCEL 77, 78 & 79, 80, 81, 82, 83, 84 & 85

NON DESCRIPT EASEMENT
DOC.155323
PARCELS 81, 82, 83, 84 & 85

NON DESCRIPT EASEMENT
DOC.155325
PARCELS 81, 82, 83, 84 & 85

5' EASEMENT
DOC.421352
V.676, P.23
PARCEL 85

10' EASEMENT
DOC.847953
R.37, I.96
PARCEL 80

VARIABLE WIDTH EASEMENT
DOC.3849474
PARCEL 80

102 AT&T WISCONSIN

12' EASEMENT
DOC.1464688
R.970, I.570
PARCELS 77, 78 & 79

5' EASEMENT
DOC.421352
V.676, P.23
PARCEL 85

NO RECORD OF EASEMENT
PARCEL 80

105 WE ENERGIES - GAS

6' EASEMENT
DOC.3969665
PARCEL 80

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CALHOUN ROAD	CSM 6608	65'	1991
CALHOUN ROAD	SUNNY CREST SUBDIVISION	50'	1955
SUNNY CREST DRIVE	SUNNY CREST SUBDIVISION	60'	1955
CALHOUN ROAD	CHARTER POINT III SUBDIVISION	45'	1987
ST JAMES ROAD	CHARTER POINT III SUBDIVISION	60'	1987

REVISION DATE: 2/20/2020 (NC)	DATE: 07/19/2019	SCALE, FEET 0 50 100	HWY: CALHOUN ROAD	STATE R/W PROJECT NUMBER: 2783-05-00	PLAT SHEET: 4.12	
	GRID FACTOR: N/A		COUNTY: WAUKESHA	CONSTRUCTION PROJECT NUMBER: 2783-05-70	PS&E SHEET:	E

FILE NAME:S/5166925/DWG/27830500/PLAT/TPP200.DWG

LEGEND

- SLOPE INTERCEPT
- SURFACE WATER FLOW
- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS OF 6' - 10'+ BELOW EXISTING GRADE WITHIN PROJECT LIMITS
- APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS OF 1' - 6' BELOW EXISTING GRADE WITHIN PROJECT LIMITS

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1014	NW FLANGE BOLT OF HYDRANT ON THE NORTHWEST CORNER OF THE CALHOUN ROAD AND MORNINGVIEW COURT INTERSECTION, Y=180488.0, X=711406.5	877.61
38945	SE CORNER OF FIRST STEP TO HOUSE AT 17230 MORNINGVIEW COURT, Y=180532.6, X=711348.1	880.17

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1002	NW FLANGE BOLT OF HYDRANT ON THE EAST SIDE OF CALHOUN ROAD, APPROXIMATELY 500 FEET OF NORTH AVENUE, Y=179683.9, X=711482.9	882.60
38946	SET CHISELED BOX IN THE NE END OF CONCRETE RETAINING WALL NEAR THE NE CORNER OF BUILDING AT 17280 NORTH AVENUE, Y=179484.3, X=711309.4	886.80

BEGIN PROJECT
STA 214+50.00'NB'
(MATCH PROJECT ID 2766-00-71 PROFILE)
Y = 179421.48
X = 711453.46

MATCH PROJECT ID 2766-00-71

CALHOUN ROAD

NORTH AVENUE

MORNINGVIEW COURT

MATCHLINE STA 226+50.00

SB PROFILE

NB PROFILE

PROJECT ID 2766-00-71 PROPOSED PROFILE ALONG SB R/L

PROJECT ID 2766-00-71 PROPOSED PROFILE ALONG NB R/L

EXISTING SB PROFILE ELEVATION
FINISHED SB PROFILE ELEVATION

EXISTING NB PROFILE ELEVATION
FINISHED NB PROFILE ELEVATION

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD

SHEET 341 E

LEGEND

- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 226+50.00

MATCHLINE STA 241+00.00

HOLLY LANE

CANADIAN PACIFIC RAILROAD

CALHOUN ROAD

PHEASANT DRIVE

2535 TOLDT

2555 SCHLEIF

17225 PETERSON

17270 SCHLEICHER

2735 THE TREIBER GROUP LLC

2530 BPN PROPERTIES LLC

2570 WEGNER

2600 BECKER

2630 ZEITZ

2660 ZEITZ

17150 TESCH COURT INVESTMENT GROUP LLC

BM 38944

BM 1015

BM 1003

STA 232+81.39 'SB' STRUCTURE B-67-380 REQUIRED TWIN CELL 10' X 6' BOX CULVERT SKEW 25° LHF

UNNAMED TRIBUTARY TO FOX RIVER

RECONSTRUCT CROSSING (DONE BY OTHERS)

STREAM REALIGNMENT (SEE CONTOUR MAPS)

SLOPE INTERCEPT

PROP R/W

CALHOUN SB C/L

CALHOUN NB C/L

PROPOSED R/W

TWIN 95"X67" CULVERTS PIPE ARCH CORRUGATED STEEL WITH CONCRETE MASONRY ENDWALLS (SEE CONSTRUCTION DETAILS)

12-INCH CULVERT PIPE CORRUGATED STEEL 26 LF

WETLAND BOUNDARY (TYP)

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1015	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE HOLLY LANE AND CALHOUN ROAD INTERSECTION, Y=181204.4, X=711412.2	854.60
1003	NW FLANGE BOLT OF HYDRANT ON THE EAST SIDE OF CALHOUN ROAD, APPROXIMATELY 275 FEET NORTH OF PHEASANT DRIVE, Y=182068.9, X=711523.9	849.64
38944	SE CORNER OF FIRST STEP TO HOUSE AT 17255 HOLLY LANE, Y=181222.0, X=711247.8	858.35

NB PROFILE

VPI STA 227+00.00 VPI EL 871.37

VPT STA 228+62.50 VPT EL 864.82

VCL = 300.00

K = 84.92

-4.03%

VPC STA 229+50.00 VPC EL 861.30

VCL = 325.00

K = 105.93

FINISHED NB PROFILE

VPT STA 232+50.00 VPT EL 854.51

-0.50%

VPI STA 231+00.00 VPI EL 855.26

EXISTING NB PROFILE

STA 232+81.39 'SB' STRUCTURE B-67-380 REQUIRED TWIN CELL 10' X 6' BOX CULVERT SKEW 25° LHF

STREAM PROFILE

EXISTING NB PROFILE ELEVATION

FINISHED NB PROFILE ELEVATION

VPC STA 235+80.91 VPC EL 852.87

LP STA 236+26.81 LP EL 852.76

VPI STA 236+73.41 VPI EL 852.42

VCL = 185.00

K = 92.73

VPT STA 237+65.91 VPT EL 853.80

STA 237+77.20 EL 854.17

VPC STA 237+77.21 VPC EL 854.17

1.50%

1.50%

3.20%

HP STA 238+21.50 HP EL 854.50

VPI STA 238+57.21 VPI EL 855.37

VCL = 160.00

K = 29.53

VPT STA 239+37.21 VPT EL 852.23

-3.92%

VCL = 107.50

K = 28.91

VPC STA 240+52.22 VPC EL 847.72

871.58 871.25 870.26 870.12 868.62 868.75 866.62 867.15 864.33 865.32 861.89 863.31 859.67 861.30 857.77 859.43 856.46 857.86 855.44 856.58 854.45 855.60 853.49 854.91 853.28 854.51 853.52 854.27 853.75 854.02 854.03 853.77 854.32 853.52 854.36 853.28 854.34 853.03 854.24 852.80 853.92 852.79 853.73 853.05 853.59 853.58 853.61 854.42 852.60 854.36 851.51 853.46 850.31 851.73 849.07 849.77 847.47 847.81 845.97 846.25

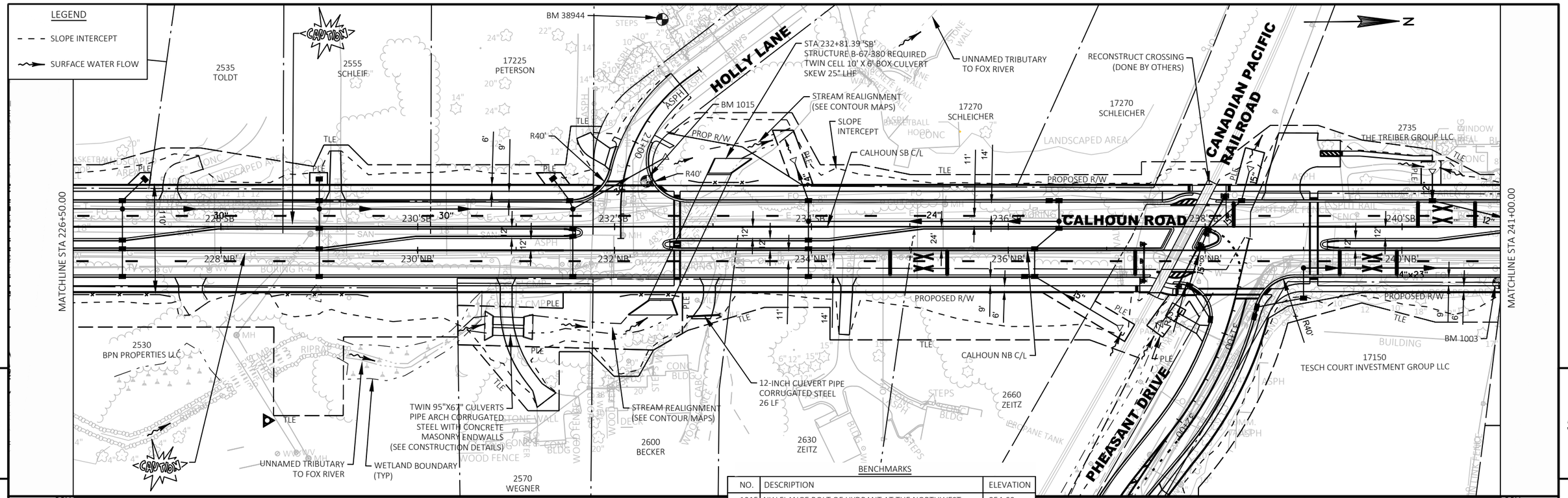
227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - NORTHBOUND	SHEET 342 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 2

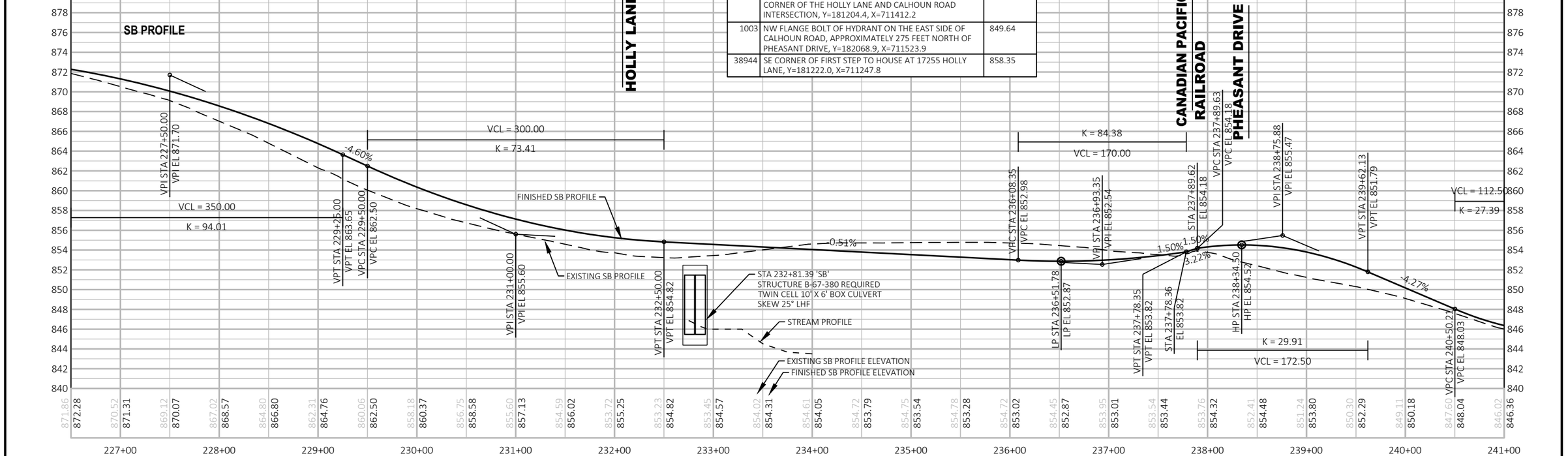
PLOT DATE : 9/22/2020 10:21 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

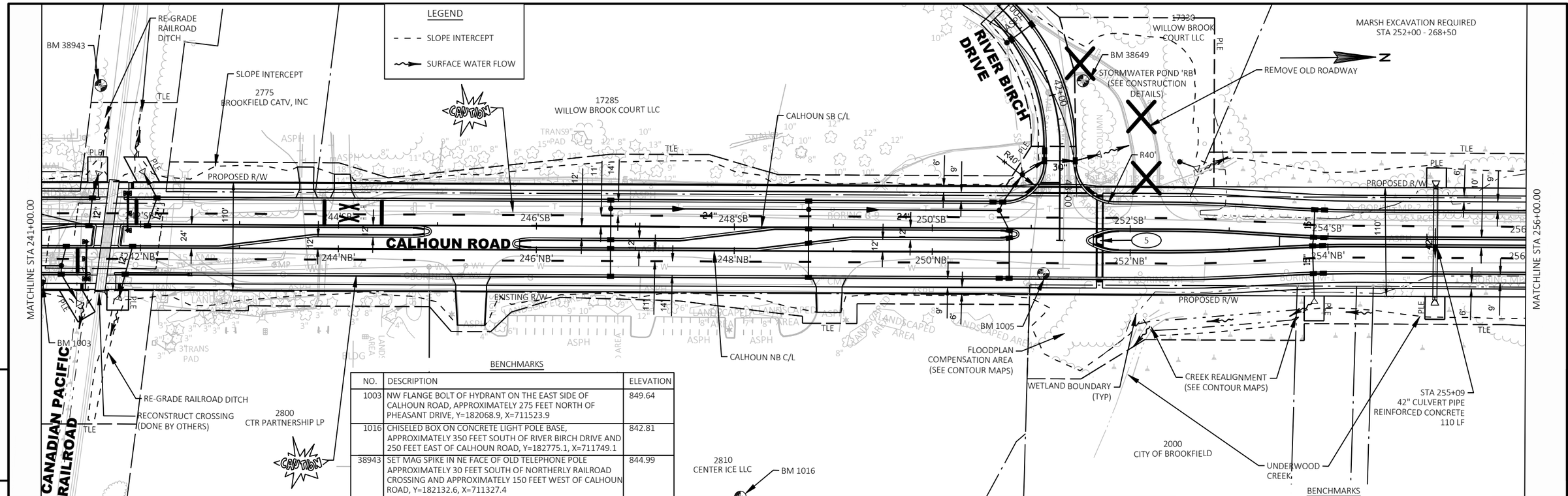


BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1015	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE HOLLY LANE AND CALHOUN ROAD INTERSECTION, Y=181204.4, X=711412.2	854.60
1003	NW FLANGE BOLT OF HYDRANT ON THE EAST SIDE OF CALHOUN ROAD, APPROXIMATELY 275 FEET NORTH OF PHEASANT DRIVE, Y=182068.9, X=711523.9	849.64
38944	SE CORNER OF FIRST STEP TO HOUSE AT 17255 HOLLY LANE, Y=181222.0, X=711247.8	858.35



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - SOUTHBOUND	SHEET 343	E

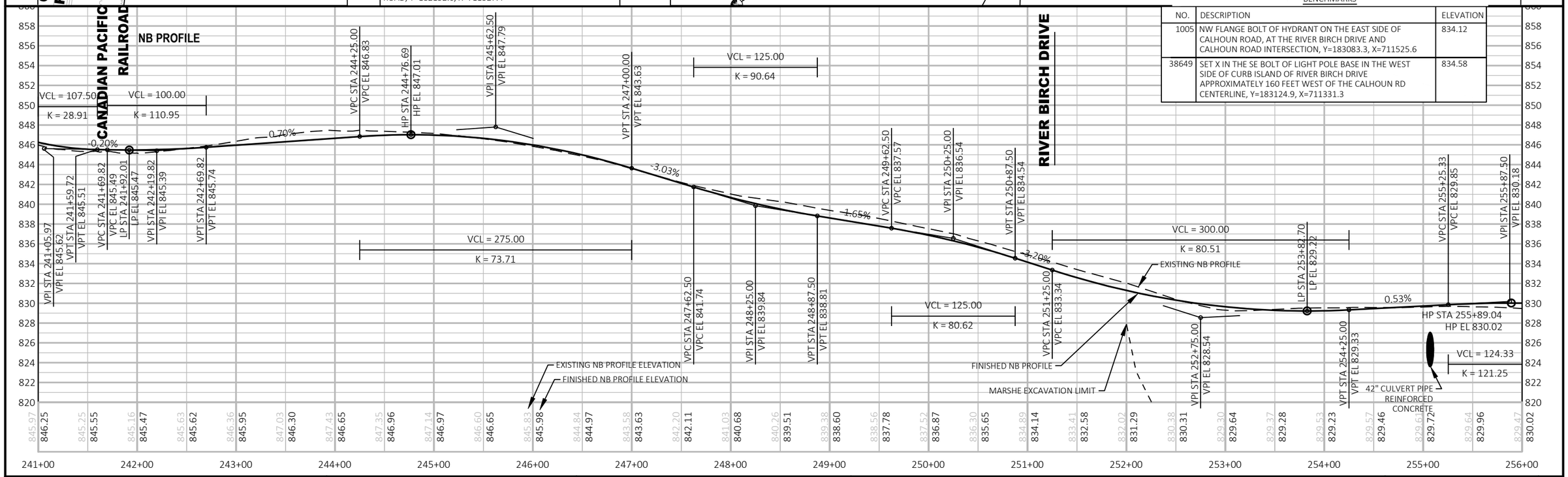


BENCHMARKS

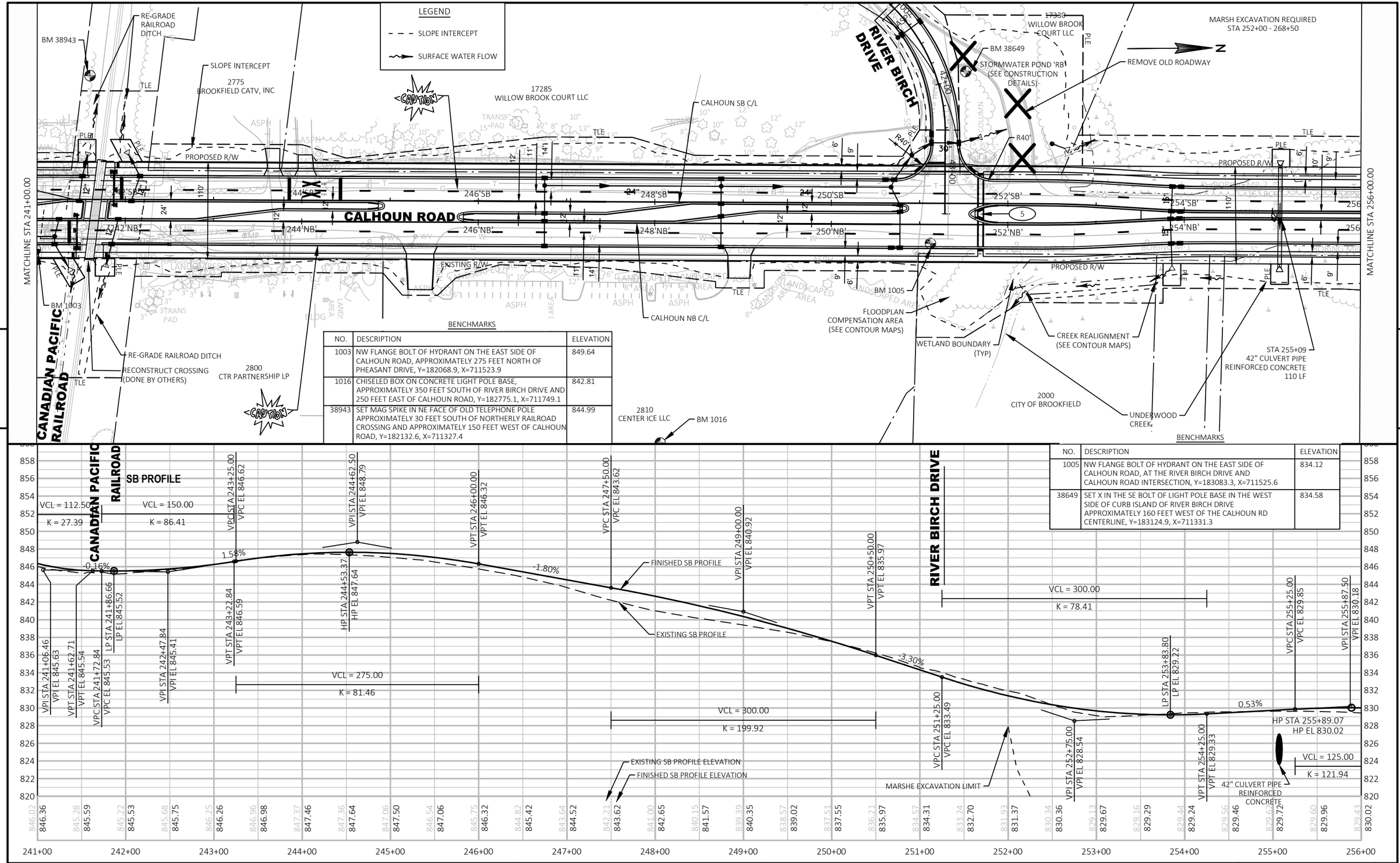
NO.	DESCRIPTION	ELEVATION
1003	NW FLANGE BOLT OF HYDRANT ON THE EAST SIDE OF CALHOUN ROAD, APPROXIMATELY 275 FEET NORTH OF PHEASANT DRIVE, Y=182068.9, X=711523.9	849.64
1016	CHISELED BOX ON CONCRETE LIGHT POLE BASE, APPROXIMATELY 350 FEET SOUTH OF RIVER BIRCH DRIVE AND 250 FEET EAST OF CALHOUN ROAD, Y=182775.1, X=711749.1	842.81
38943	SET MAG SPIKE IN NE FACE OF OLD TELEPHONE POLE APPROXIMATELY 30 FEET SOUTH OF NORTHERLY RAILROAD CROSSING AND APPROXIMATELY 150 FEET WEST OF CALHOUN ROAD, Y=182132.6, X=711327.4	844.99

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1005	NW FLANGE BOLT OF HYDRANT ON THE EAST SIDE OF CALHOUN ROAD, AT THE RIVER BIRCH DRIVE AND CALHOUN ROAD INTERSECTION, Y=183083.3, X=711525.6	834.12
38649	SET X IN THE SE BOLT OF LIGHT POLE BASE IN THE WEST SIDE OF CURB ISLAND OF RIVER BIRCH DRIVE APPROXIMATELY 160 FEET WEST OF THE CALHOUN RD CENTERLINE, Y=183124.9, X=711331.3	834.58



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - NORTHBOUND	SHEET 344 E



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - SOUTHBOUND	SHEET 345 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 3 (SB)
PLOT DATE : 7/29/2020 7:33 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

LEGEND

- SLOPE INTERCEPT
- SURFACE WATER FLOW

CAUTION

2000
CITY OF BROOKFIELD

MARSH EXCAVATION REQUIRED
STA 252+00 - 268+50

SLOPE INTERCEPT

MATCHLINE STA 256+00.00

PROPOSED R/W

TLE

PLE

6'

9'

15"

110'

258'SB'

260'SB'

262'SB'

264'SB'

258'NB'

260'NB'

262'NB'

264'NB'

CALHOUN ROAD

CALHOUN SB C/L

CALHOUN NB C/L

BURLEIGH ROAD

R40'

S1°00'

19"x30"

52+00

BM 1007

REMOVE ACCESS

17205
SCHMIDT

17200
JUDE

BROOKLAWN DRIVE

00+19

R40'

266'SB'

268'SB'

270'SB'

266'NB'

268'NB'

270'NB'

34"x53"

PROPOSED R/W

LANDSCAPED AREA

TRANS PAD

MATCHLINE STA 271+00.00

FLOODPLAIN
COMPENSATION AREA
STA 255+09 - STA 259+35 RT

WETLAND BOUNDARY
(TYP)

2000
CITY OF BROOKFIELD

3175
MAGNOR

3155
SCHUPPENER

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1007	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE CALHOUN ROAD AND BURLEIGH ROAD INTERSECTION, Y=184542.7, X=711453.3	831.32
1008	NW FLANGE BOLT OF HYDRANT BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE BURLEIGH ROAD AND MARIE STREET INTERSECTION, Y=184563.0, X=710826.8	835.51

SB PROFILE

VPT STA 256+50.00 VPT EL 829.87
VPC STA 256+87.50 VPC EL 829.68
VPT STA 258+12.50 VPT EL 829.68
VPI STA 257+50.00 VPI EL 829.37
VCL = 125.00
K = 125.04
VCL = 125.00
K = 121.94
-0.50%
LP STA 257+49.98
LP EL 829.53
0.50%
VPC STA 260+37.50 VPC EL 830.81
HP STA 260+99.26 HP EL 830.96
VPI STA 261+00.00 VPI EL 831.12
VPT STA 261+62.50 VPT EL 830.80
VCL = 125.00
K = 123.52
-0.51%
VPC STA 262+75.00 VPC EL 830.22
VPI STA 263+37.50 VPI EL 829.90
VPT STA 264+00.00 VPT EL 830.40
VCL = 125.00
K = 95.15
LP STA 263+23.72
LP EL 830.10
BURLEIGH ROAD
0.80%
VPC STA 268+25.00 VPC EL 833.81
VPI STA 269+00.00 VPI EL 834.41
VPT STA 269+75.00 VPT EL 836.21
VCL = 150.00
K = 94.29
BROOKLAWN DRIVE
2.39%
VPC STA 270+75.00 VPC EL 838.60
VCL = 250.00
K = 86.43
FINISHED SB PROFILE
MARSH EXCAVATION LIMIT
EXISTING SB PROFILE ELEVATION
FINISHED SB PROFILE ELEVATION
EXISTING SB PROFILE

829.43 830.02 | 829.17 829.87 | 829.02 829.63 | 829.11 829.53 | 829.19 829.63 | 829.26 829.87 | 829.59 830.12 | 829.96 830.37 | 830.12 830.62 | 830.08 830.86 | 830.14 830.96 | 830.18 830.86 | 830.10 830.61 | 830.02 830.35 | 829.98 830.13 | 829.97 830.13 | 829.99 830.40 | 829.80 830.80 | 830.08 831.21 | 829.91 831.61 | 829.74 832.01 | 829.81 832.41 | 830.27 832.81 | 831.07 833.21 | 831.85 833.61 | 832.54 834.04 | 833.71 834.71 | 835.19 835.64 | 836.19 836.80 | 837.04 838.00 | 837.97 839.16

256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00

NB PROFILE

VPT STA 256+49.67 VPT EL 829.87
VPC STA 256+87.50 VPC EL 829.68
VPT STA 258+12.50 VPT EL 829.68
LP STA 257+50.00 LP EL 829.52
VPI STA 257+50.00 VPI EL 829.37
VCL = 125.00
K = 125.00
VCL = 124.33
K = 121.25
-0.50%
0.50%
VPC STA 260+37.50 VPC EL 830.81
HP STA 260+99.26 HP EL 830.96
VPI STA 261+00.00 VPI EL 831.12
VPT STA 261+62.50 VPT EL 830.80
VCL = 125.00
K = 123.53
-0.51%
VPC STA 262+75.00 VPC EL 830.22
VPI STA 263+37.50 VPI EL 829.90
VPT STA 264+00.00 VPT EL 830.40
VCL = 125.00
K = 95.16
LP STA 263+23.71
LP EL 830.10
BURLEIGH ROAD
0.80%
VPC STA 268+25.00 VPC EL 833.81
VPI STA 269+00.00 VPI EL 834.41
VPT STA 269+75.00 VPT EL 836.25
VCL = 150.00
K = 91.27
BROOKLAWN DRIVE
2.45%
VPC STA 270+50.00 VPC EL 838.08
VCL = 200.00
K = 102.82
FINISHED NB PROFILE
MARSH EXCAVATION LIMIT
EXISTING NB PROFILE ELEVATION
FINISHED NB PROFILE ELEVATION
EXISTING NB PROFILE

829.47 830.02 | 829.22 829.87 | 829.07 829.62 | 829.16 829.52 | 829.23 829.62 | 829.33 829.87 | 829.77 830.12 | 830.08 830.37 | 830.18 830.62 | 830.12 830.86 | 830.14 830.96 | 830.17 830.86 | 830.12 830.61 | 830.10 830.35 | 830.09 830.13 | 830.07 830.13 | 829.99 830.40 | 829.99 830.80 | 830.06 831.21 | 830.05 831.61 | 829.90 832.01 | 829.86 832.41 | 830.26 832.81 | 831.09 833.21 | 831.80 833.61 | 832.68 834.05 | 833.84 834.72 | 835.19 835.67 | 836.47 836.86 | 837.23 838.08 | 838.05 839.18

256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD	SHEET 346 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 4

PLOT DATE : 7/29/2020 7:34 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 271+00.00

MATCHLINE STA 286+00.00

5

5

3285
MILWAUKEE GOSPEL TABERNACLE

BM 1018

CAUTION

RELOCATE ACCESS

REMOVE ACCESS

CONNECT TO EXISTING
STORM SEWER

17225
MERKT

17230
DREFAHL

17225
STROM

COUNTRY LANE

TOWN TRAIL

BM 1010

CALHOUN SB C/L

STORMWATER POND 'LL'
(SEE CONSTRUCTION DETAILS)

PROPOSED R/W

34"x53"

29"x45"

24"x38"

272 SB

274 SB

276 SB

278 SB

280 SB

282 SB

284 SB

272 NB

274 NB

276 NB

278 NB

280 NB

282 NB

284 NB

CALHOUN ROAD

PC: 70+42.07

SLOPE INTERCEPT

CONNECT TO EXISTING
STORM SYSTEM

WALL MODULAR BLOCK
GRAVITY LANDSCAPE
STA 275+25'NB' - STA 277+50'NB'
(SEE CONSTRUCTION DETAIL)

BM 1009

CALHOUN NB C/L

REMOVED BY OTHERS

17155
CUI/LI

17160
AREF

3245
SMITH/
GARDNER-SMITH

3255
KRISHNAN

3275
DAGAM

17170
CIEPLUCH

3340
CIZEL

17155
ROMANS/JABLONSKI

3380
WARBER\THEYS

3400
OLSON

VANDERBILT STREET

BURLEIGH PLACE

MARTHA DRIVE

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1009	NW FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE BURLEIGH PLACE AND CALHOUN ROAD INTERSECTION, Y=185838.3, X=711588.5	849.15
1010	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE TOWN TRAIL AND CALHOUN ROAD INTERSECTION. Y=186517.4, X=711475.9	858.21
1018	CHISELED BOX ON CONCRETE LIGHT POLE BASE, APPROXIMATELY 200 FEET SOUTH OF BURLEIGH PLACE AND 200 FEET WEST OF CALHOUN ROAD. Y=185583.6, X=711305.0	848.83

NB PROFILE

VPI STA 271+50.00
VPI EL 840.53

VPT STA 272+50.00
VPT EL 841.03

VCL = 200.00
K = 102.82

0.50%

VPC STA 274+00.00
VPC EL 841.78

VCL = 150.00
K = 79.04

VPI STA 274+75.00
VPI EL 842.15

2.40%

VPC STA 275+75.00
VPC EL 844.55

VPT STA 275+50.00
VPT EL 843.95

VCL = 150.00
K = 79.04

VPI STA 276+50.00
VPI EL 846.35

VPT STA 277+25.00
VPT EL 846.72

EXISTING NB PROFILE

FINISHED NB PROFILE

0.50%

VPC STA 279+00.00
VPC EL 847.60

VPI STA 279+75.00
VPI EL 847.97

VPT STA 280+50.00
VPT EL 850.06

2.79%

VCL = 150.00
K = 65.59

VPC STA 282+12.50
VPC EL 854.59

VCL = 175.00
K = 84.29

VPI STA 283+00.00
VPI EL 857.03

VPT STA 283+87.50
VPT EL 857.65

0.71%

VCL = 350.00
K = 64.11

VPC STA 284+25.00
VPC EL 857.92

VPI STA 286+00.00
VPI EL 859.19

EXISTING NB PROFILE ELEVATION

FINISHED NB PROFILE ELEVATION

838.05 839.18 | 839.01 840.04 | 839.69 840.65 | 839.90 841.03 | 839.87 841.28 | 839.66 841.53 | 839.44 841.78 | 839.55 842.18 | 840.80 842.91 | 842.37 843.95 | 843.53 845.11 | 844.37 845.99 | 845.04 846.56 | 845.70 846.85 | 846.62 847.10 | 847.51 847.35 | 847.92 847.60 | 848.56 848.04 | 849.12 848.86 | 850.16 850.06 | 851.78 851.46 | 853.42 852.85 | 855.03 854.24 | 856.26 855.55 | 857.07 856.57 | 857.43 857.30 | 857.46 857.74 | 857.37 858.14 | 857.31 858.89 | 857.46 860.02 | 857.89 861.55

271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00 286+00

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - NORTHBOUND	SHEET 347 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 5

PLOT DATE : 7/31/2020 8:51 AM

PLOT BY : WHITEFOOT, DANIEL

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

- SLOPE INTERCEPT
- SURFACE WATER FLOW

MATCHLINE STA 271+00.00

MATCHLINE STA 286+00.00

3285 MILWAUKEE GOSPEL TABERNACLE

BM 1018

CAUTION

RELOCATE ACCESS

REMOVE ACCESS

CONNECT TO EXISTING STORM SEWER

STORMWATER POND 'LL' (SEE CONSTRUCTION DETAILS)

PROPOSED R/W

CALHOUN SB C/L

CALHOUN NB C/L

CALHOUN ROAD

SLOPE INTERCEPT

PROPOSED R/W

BM 1009

CONNECT TO EXISTING STORM SYSTEM

WALL MODULAR BLOCK GRAVITY LANDSCAPE STA 275+25'NB' - STA 277+50'NB' (SEE CONSTRUCTION DETAIL)

BM 1010

REMOVED BY OTHERS

17225 MERKT

17230 DREFAHL

17225 STROM

17155 CUI/LI

17160 AREF

3245 SMITH/ GARDNER-SMITH

3255 KRISHNAN

3275 DAGAM

3280

17170 CIEPLUCH

3340 CIZEL

17155 ROMANS/JABLONSKI

3380 WARBER\THEYS

3400 OLSON

VANDERBILT STREET

BURLEIGH PLACE

COUNTRY LANE

MARTHA DRIVE

TOWN TRAIL

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1009	NW FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE BURLEIGH PLACE AND CALHOUN ROAD INTERSECTION, Y=185838.3, X=711588.5	849.15
1010	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE TOWN TRAIL AND CALHOUN ROAD INTERSECTION. Y=186517.4, X=711475.9	858.21
1018	CHISELED BOX ON CONCRETE LIGHT POLE BASE, APPROXIMATELY 200 FEET SOUTH OF BURLEIGH PLACE AND 200 FEET WEST OF CALHOUN ROAD. Y=185583.6, X=711305.0	848.83

VANDERBILT STREET SB PROFILE

VPI STA 272+00.00
VPI EL 841.59

HP STA 272+81.79
HP EL 841.07

VPT STA 273+25.00
VPT EL 840.96

LP STA 273+87.03
LP EL 840.75

VPC STA 273+50.00
VPC EL 840.84

VPI STA 274+50.00
VPI EL 840.34

VPT STA 275+50.00
VPT EL 842.54

VPC STA 276+25.00
VPC EL 844.19

VPI STA 277+00.00
VPI EL 845.84

VPT STA 277+75.00
VPT EL 846.37

VPC STA 278+50.00
VPC EL 846.89

VPI STA 279+75.00
VPI EL 847.77

VPT STA 281+00.00
VPT EL 851.47

VPC STA 282+00.00
VPC EL 854.43

VPI STA 282+87.50
VPI EL 857.02

VPT STA 283+75.00
VPT EL 857.46

VPC STA 284+25.00
VPC EL 857.71

VPI STA 285+75.00
VPI EL 858.46

VCL = 250.00
K = 86.43

VCL = 200.00
K = 74.05

VCL = 150.00
K = 99.95

VCL = 250.00
K = 110.59

VCL = 175.00
K = 71.12

VCL = 300.00
K = 68.11

0.50%
2.20%
0.70%
2.96%
0.50%

EXISTING SB PROFILE

FINISHED SB PROFILE

EXISTING SB PROFILE ELEVATION

FINISHED SB PROFILE ELEVATION

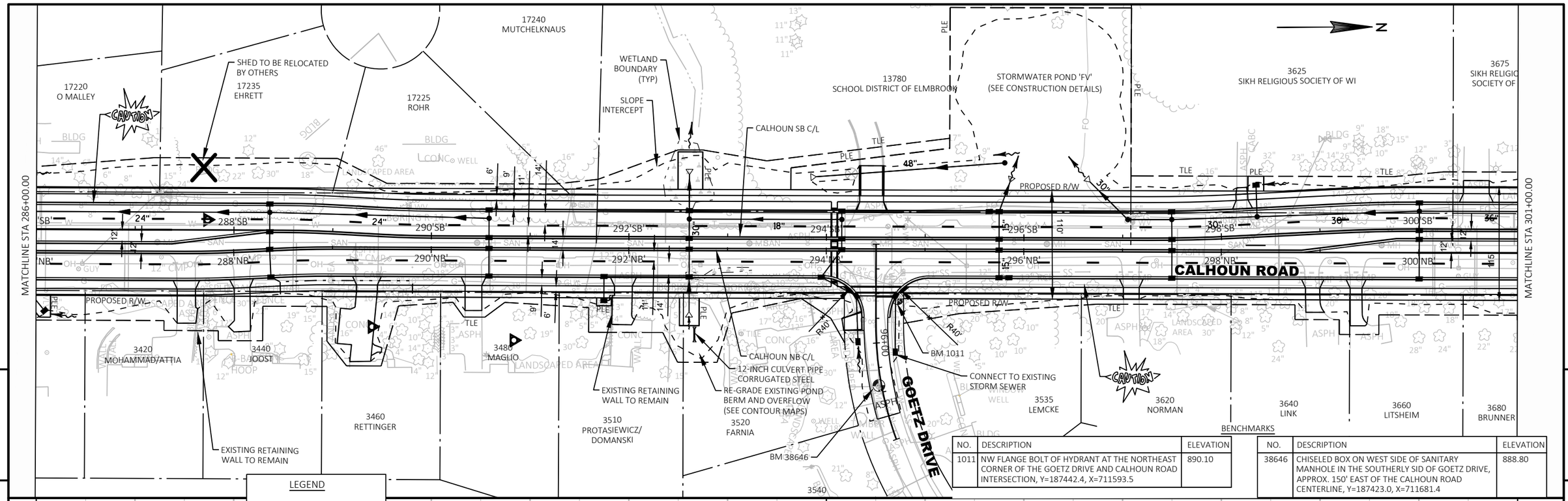
271+00	272+00	273+00	274+00	275+00	276+00	277+00	278+00	279+00	280+00	281+00	282+00	283+00	284+00	285+00	286+00
837.97	839.16	838.85	840.07	839.56	840.69	839.88	841.01	839.80	841.05	839.56	840.84	839.38	840.76	839.44	841.02	840.71	841.61	842.17	842.54	843.16	843.64	844.09	844.71	844.86	845.56	845.56	846.16	846.21	846.54	847.29	846.89	847.86	847.36	848.27	848.04	849.00	848.96	850.06	850.10	851.56	851.47	853.21	852.95	854.85	854.43	856.12	855.73	856.86	856.69	857.24	857.29	857.34	857.58	857.16	857.88	857.17	858.49	857.34	859.48	857.75	860.83

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - SOUTHBOUND	SHEET 348 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 5 (SB)

PLOT DATE : 7/31/2020 8:52 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCHMARKS

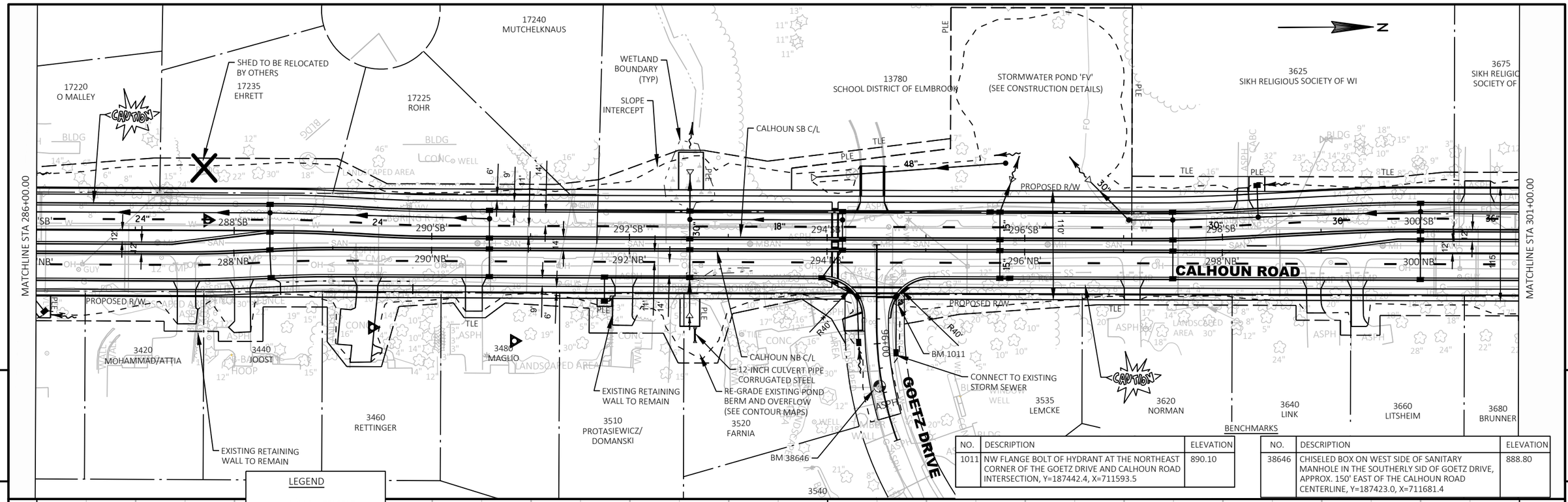
NO.	DESCRIPTION	ELEVATION
1011	NW FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE GOETZ DRIVE AND CALHOUN ROAD INTERSECTION, Y=187442.4, X=711593.5	890.10

NO.	DESCRIPTION	ELEVATION
38646	CHISELED BOX ON WEST SIDE OF SANITARY MANHOLE IN THE SOUTHERLY SID OF GOETZ DRIVE, APPROX. 150' EAST OF THE CALHOUN ROAD CENTERLINE, Y=187423.0, X=711681.4	888.80

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - NORTHBOUND	SHEET 349 E

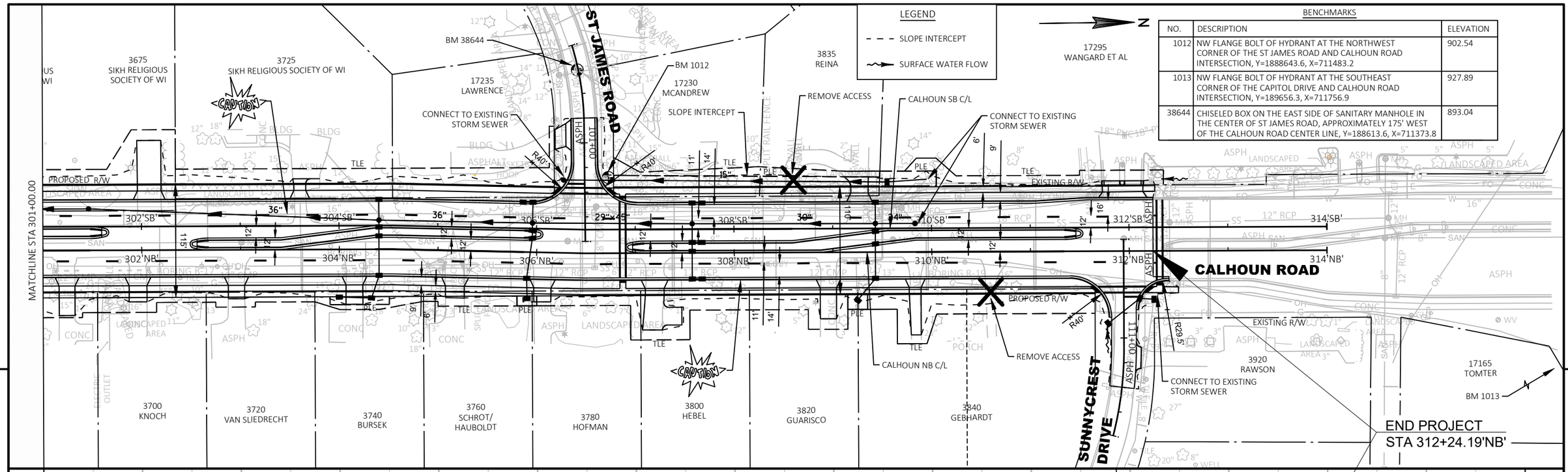
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 6

PLOT DATE : 7/31/2020 8:53 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT



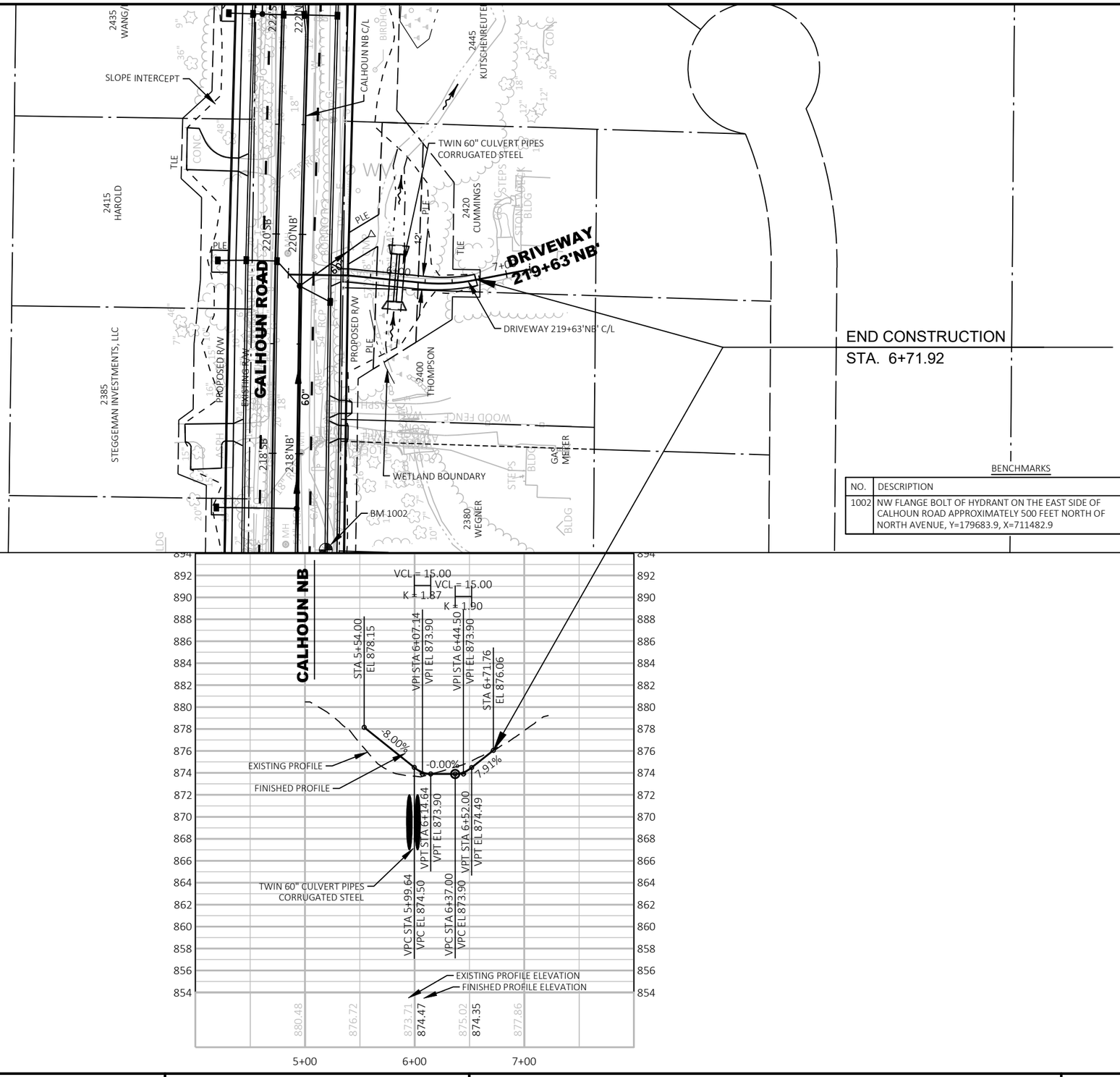
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD - SOUTHBOUND	SHEET 350 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 6 (SB)
PLOT DATE : 7/31/2020 8:53 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: CALHOUN ROAD	SHEET 351 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 7
PLOT DATE : 7/29/2020 7:37 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

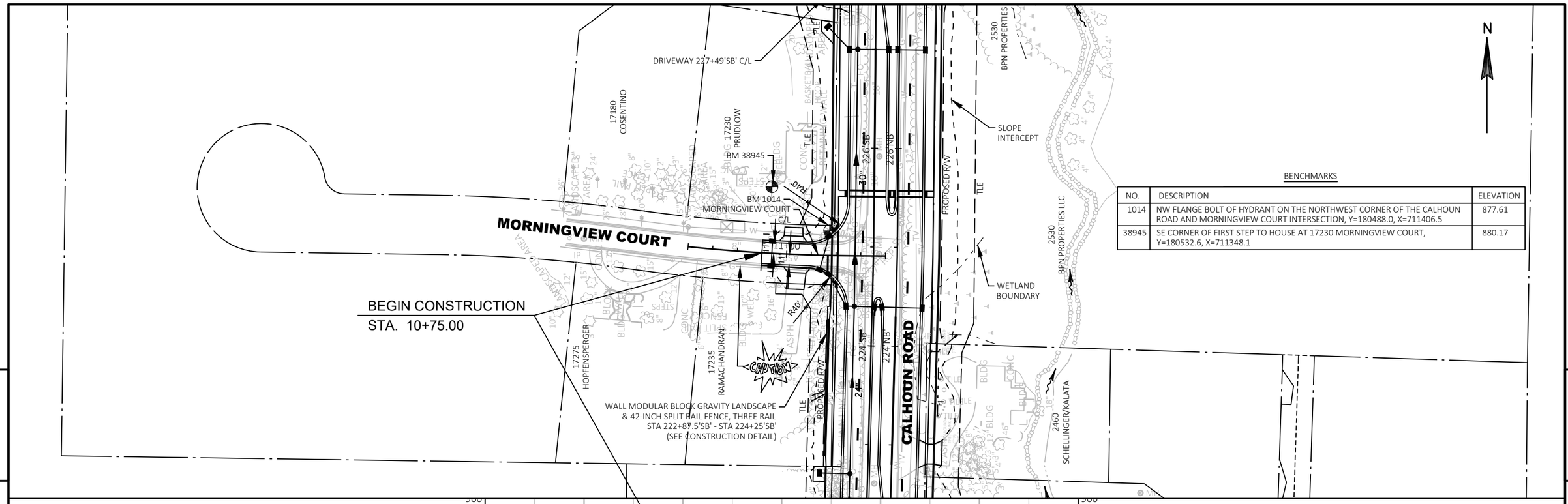


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: DRIVEWAY 219+63'NB'	SHEET 352	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 1A-Dwy219

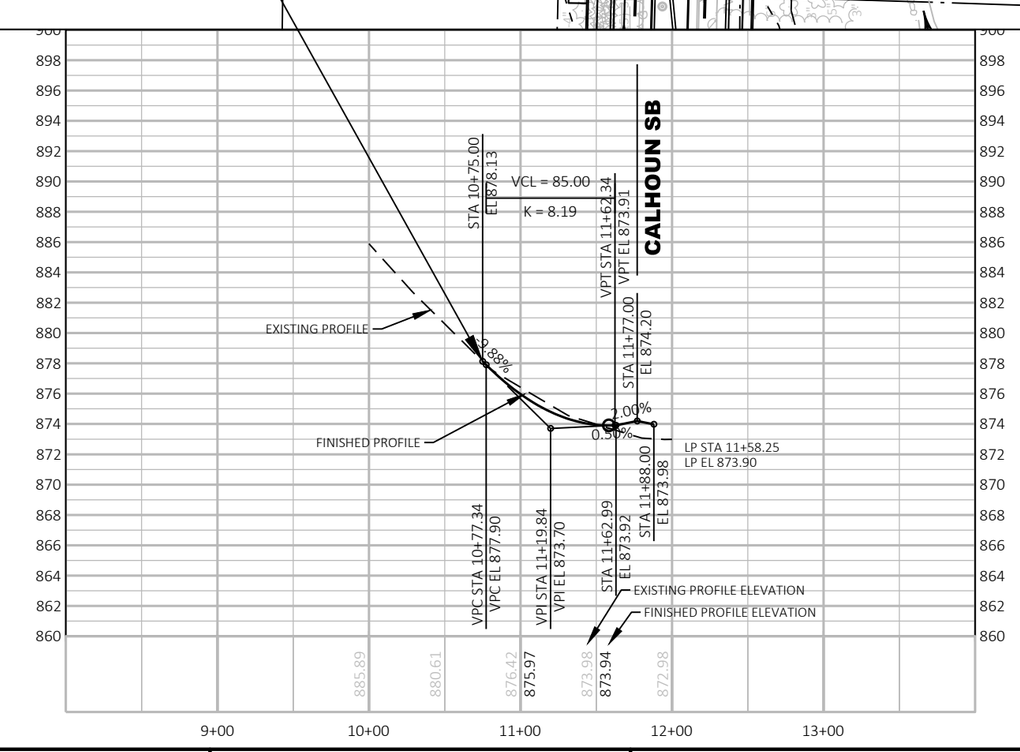
PLOT DATE : 7/29/2020 7:39 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCHMARKS

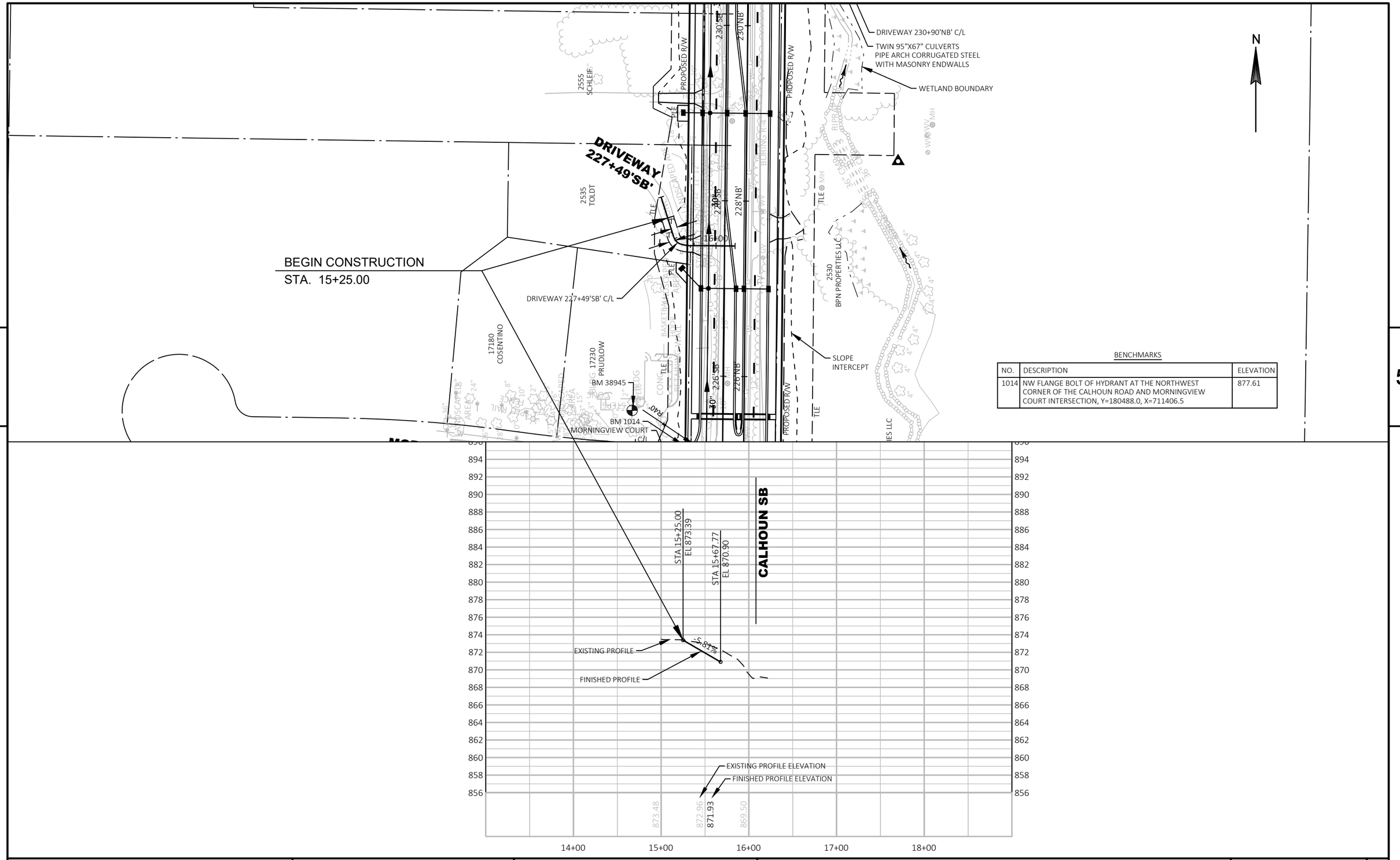
NO.	DESCRIPTION	ELEVATION
1014	NW FLANGE BOLT OF HYDRANT ON THE NORTHWEST CORNER OF THE CALHOUN ROAD AND MORNINGVIEW COURT INTERSECTION, Y=180488.0, X=711406.5	877.61
38945	SE CORNER OF FIRST STEP TO HOUSE AT 17230 MORNINGVIEW COURT, Y=180532.6, X=711348.1	880.17



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: MORNINGVIEW COURT	SHEET 353	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 1B-Morningview
PLOT DATE : 9/23/2020 10:03 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCHMARKS

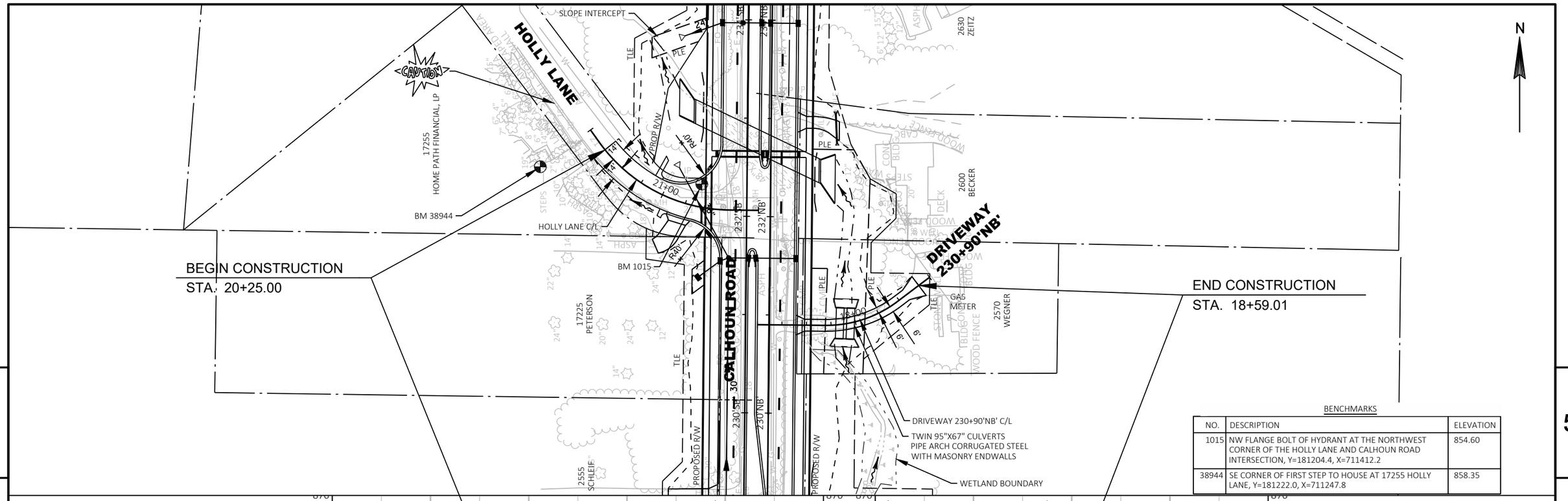
NO.	DESCRIPTION	ELEVATION
1014	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE CALHOUN ROAD AND MORNINGVIEW COURT INTERSECTION, Y=180488.0, X=711406.5	877.61

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: DRIVEWAY - 227+49'SB'	SHEET 354	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 1C-Dwy227

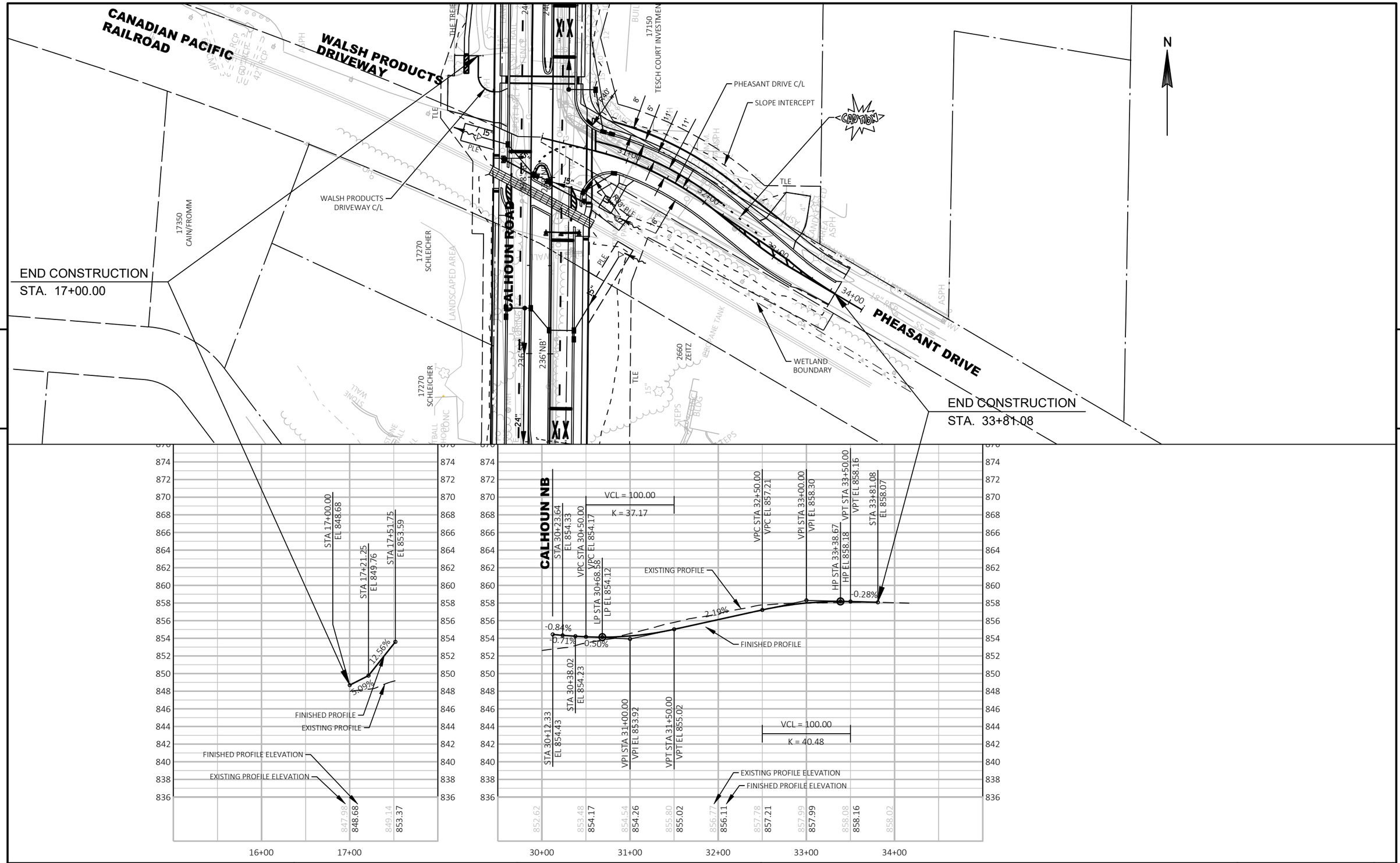
PLOT DATE : 9/23/2020 10:04 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: HOLLY LANE & DRIVEWAY 230+90'NB'	SHEET 355	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 2-Holly
PLOT DATE : 9/23/2020 10:04 AM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

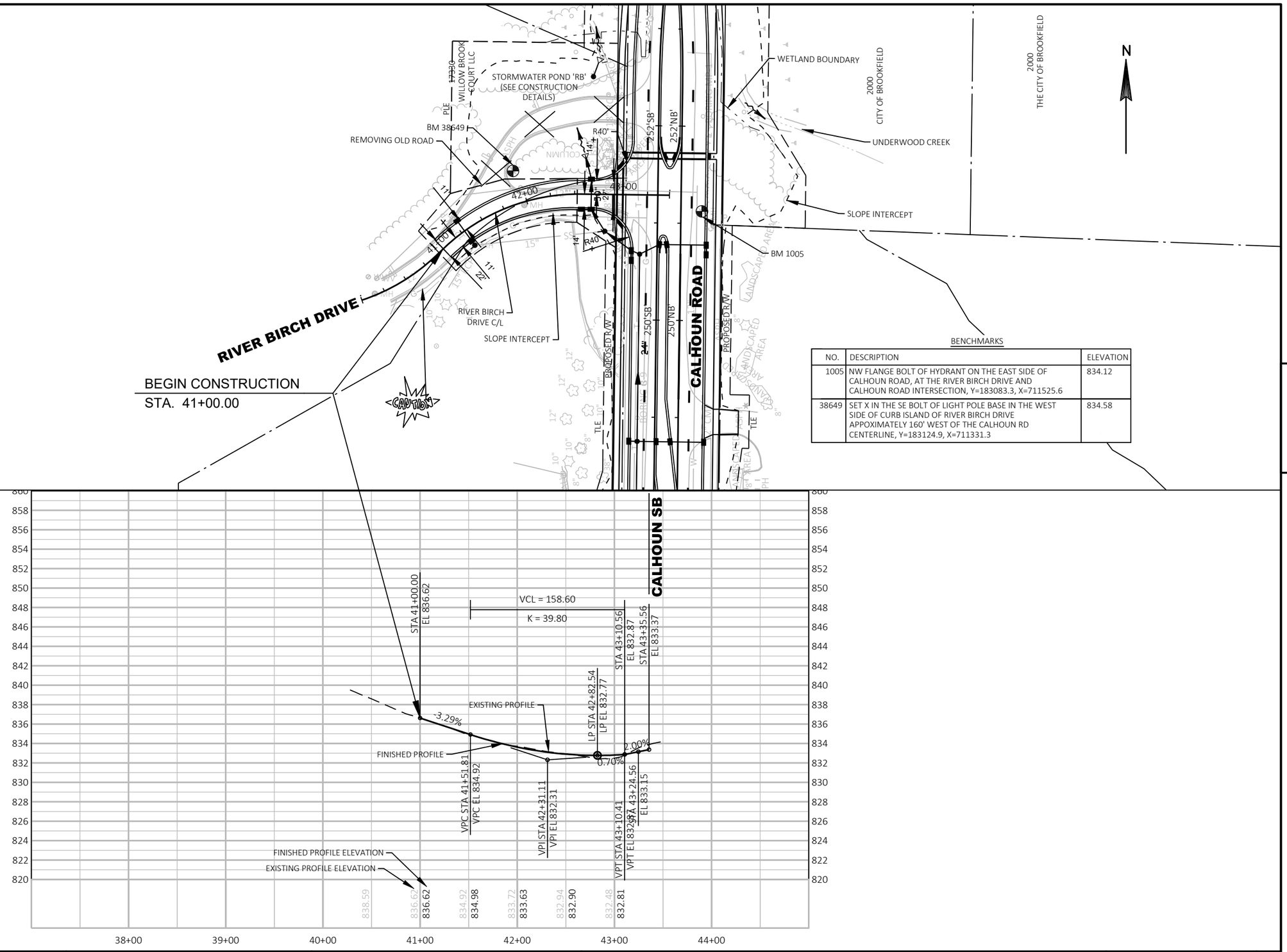


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: PHEASANT DRIVE & WALSH PRODUCTS DRIVEWAY	SHEET 356 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 3-Pheasant

PLOT DATE : 7/29/2020 7:41 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

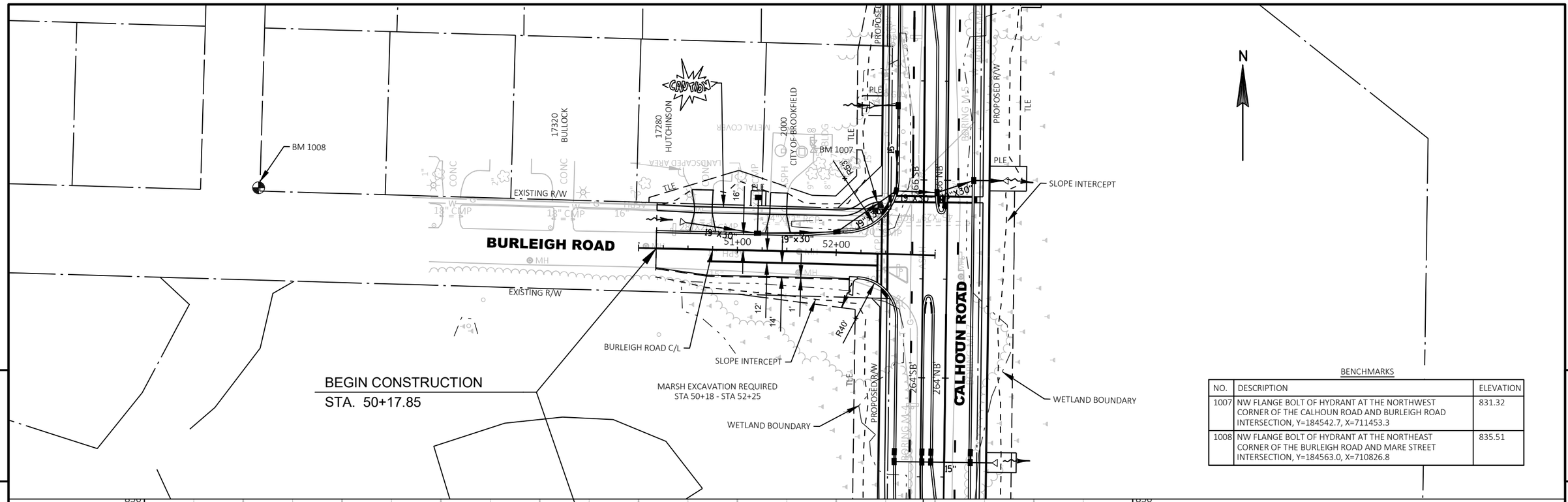


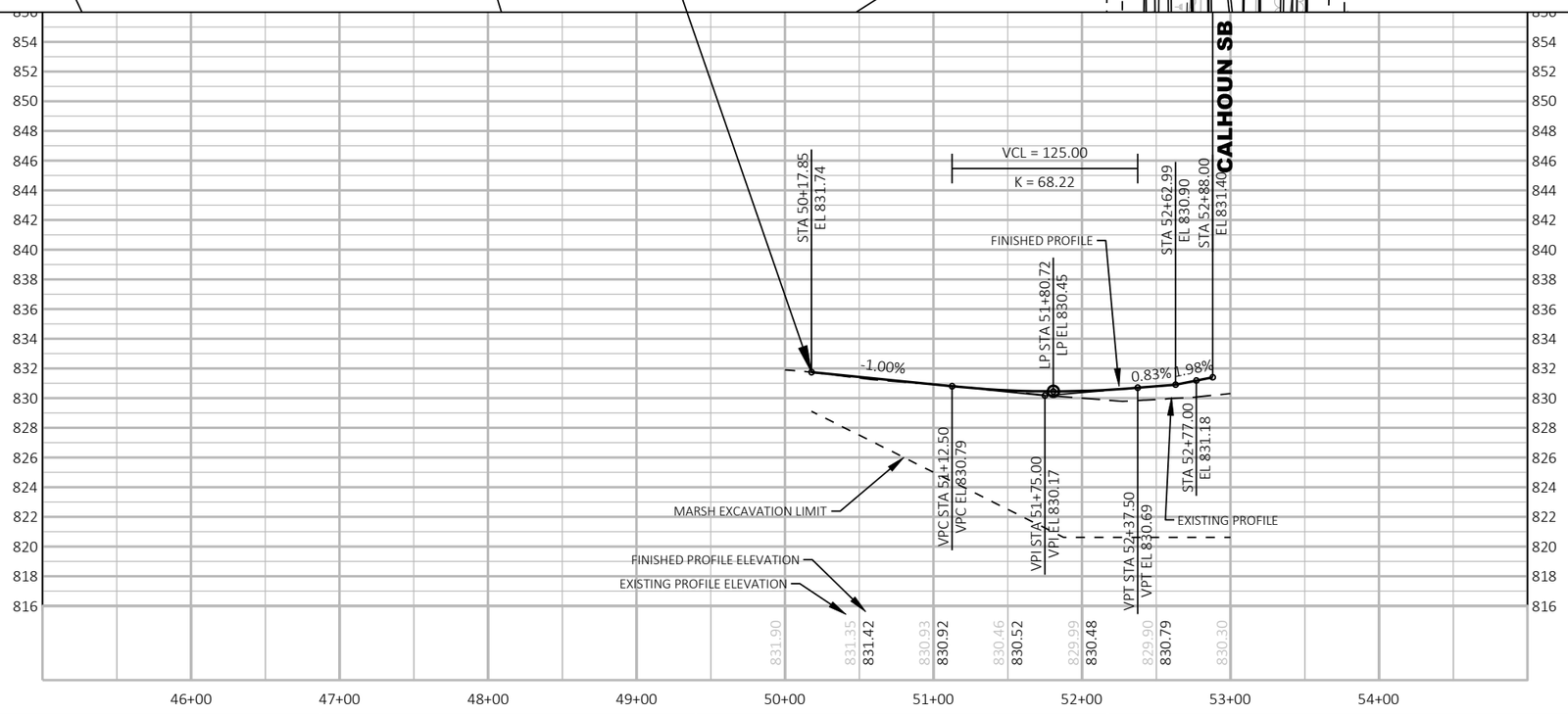
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: RIVER BIRCH DRIVE	SHEET 357 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 4-RiverBirch

PLOT DATE : 7/29/2020 7:42 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

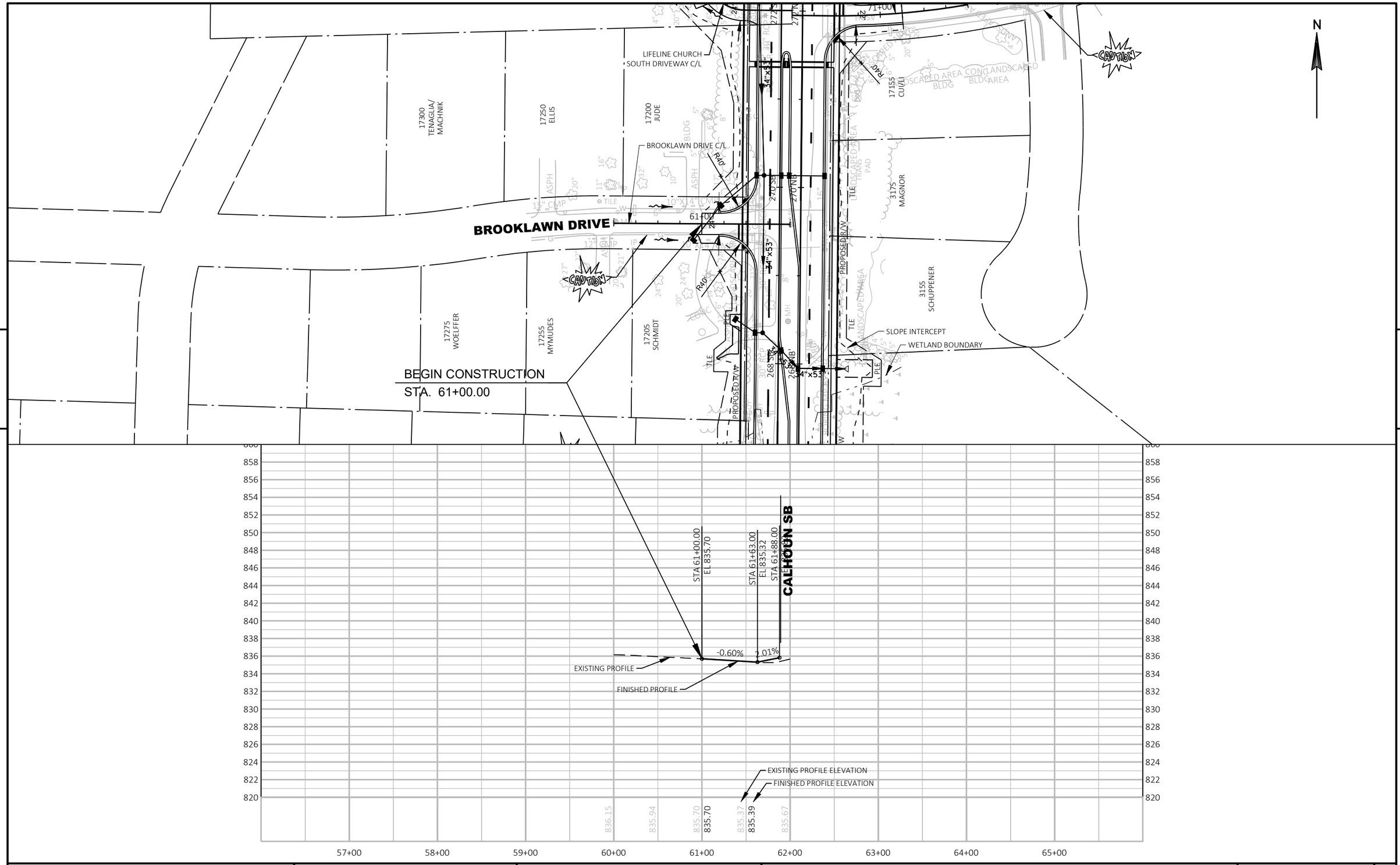
WISDOT/CADDS SHEET 44





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: BURLEIGH ROAD	SHEET 358 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 5-BurleighRoad
PLOT DATE : 7/29/2020 7:42 PM
PLOT BY : WHITEFOOT, DANIEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

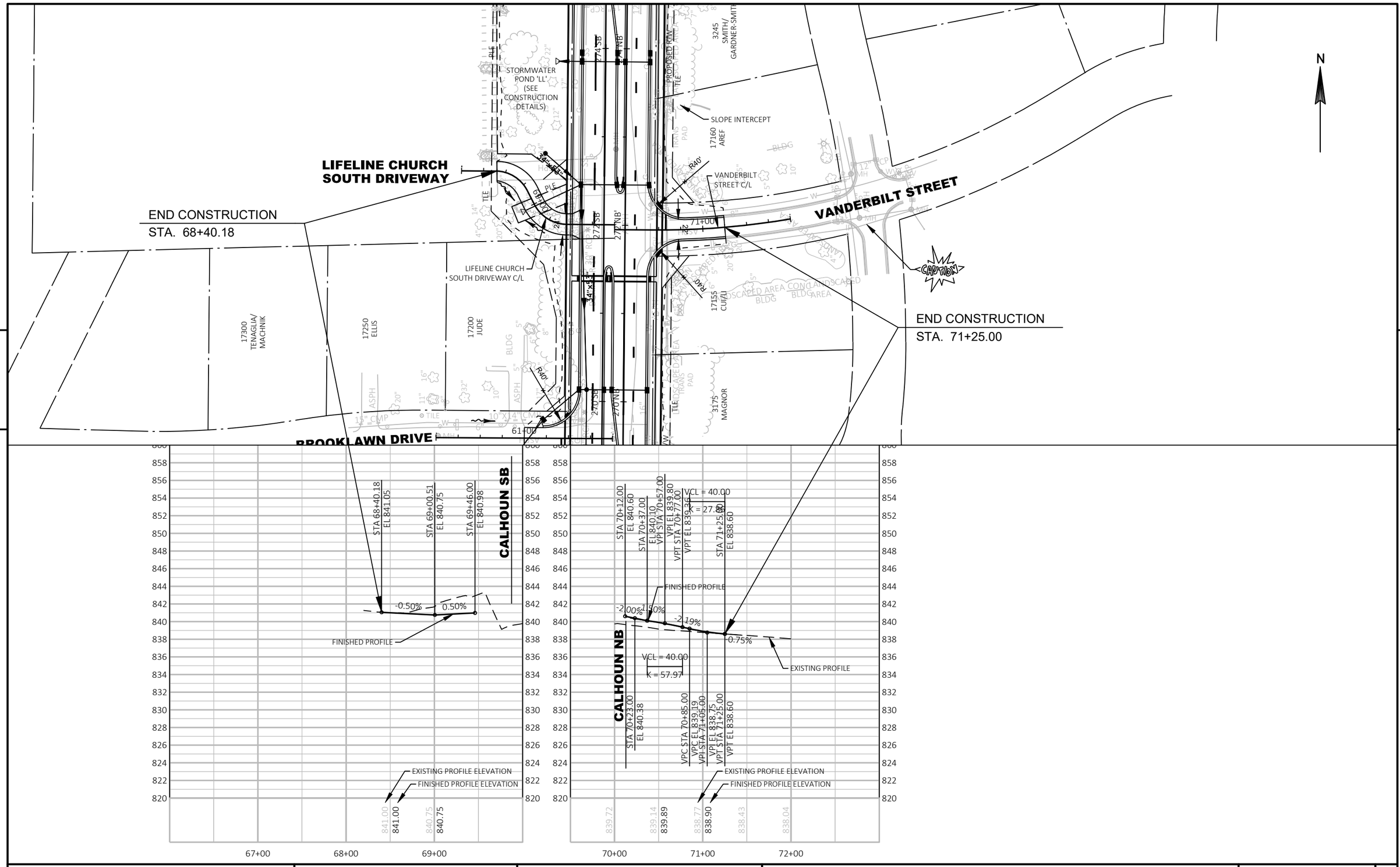


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: BROOKLAWN DRIVE	SHEET 359 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 6-Brooklawn

PLOT DATE : 7/29/2020 7:43 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

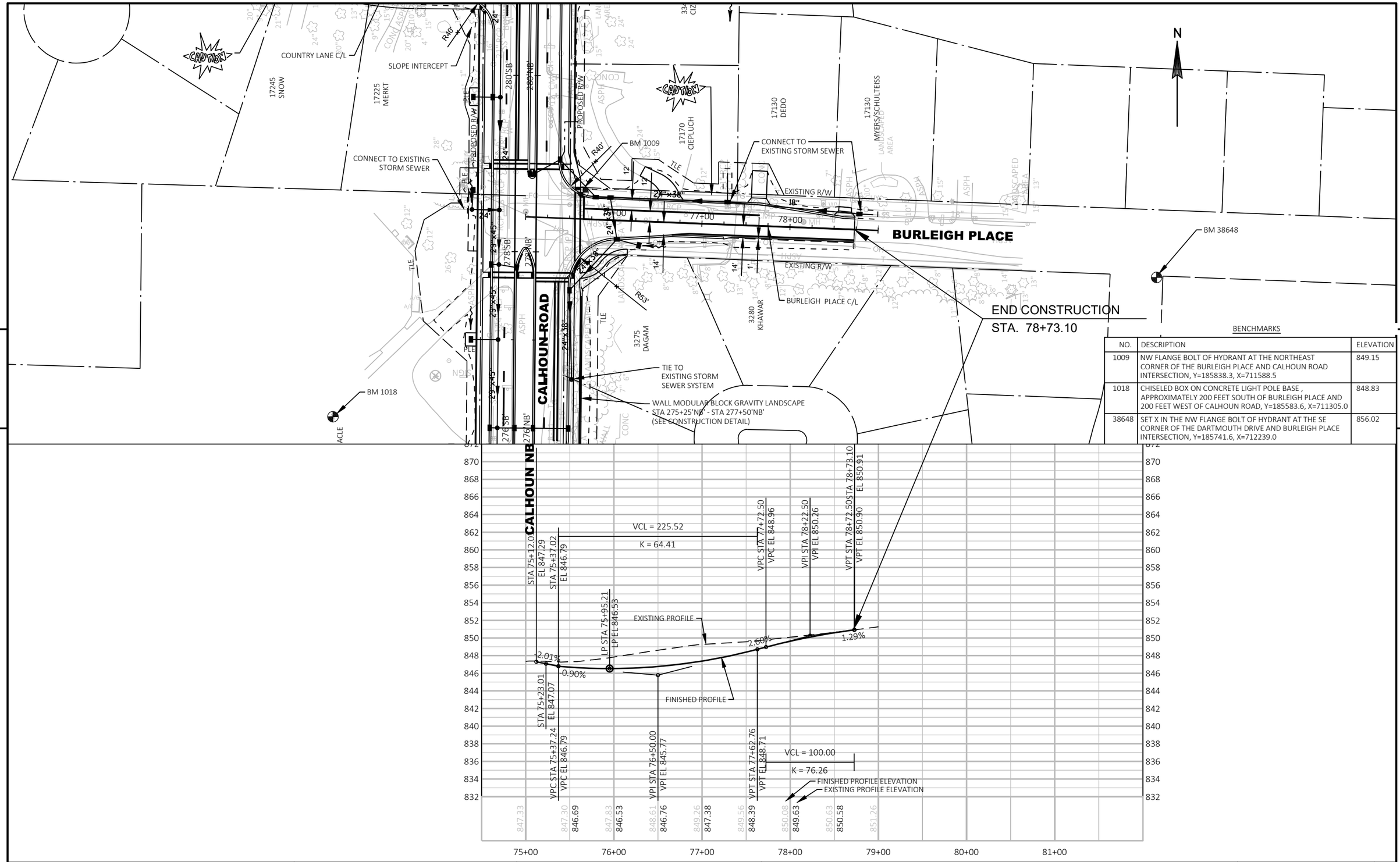


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: VANDERBILT STREET & LIFELINE CHURCH SOUTH DRIVEWAY	SHEET 360	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 7-Vanderbilt

PLOT DATE : 7/29/2020 7:44 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

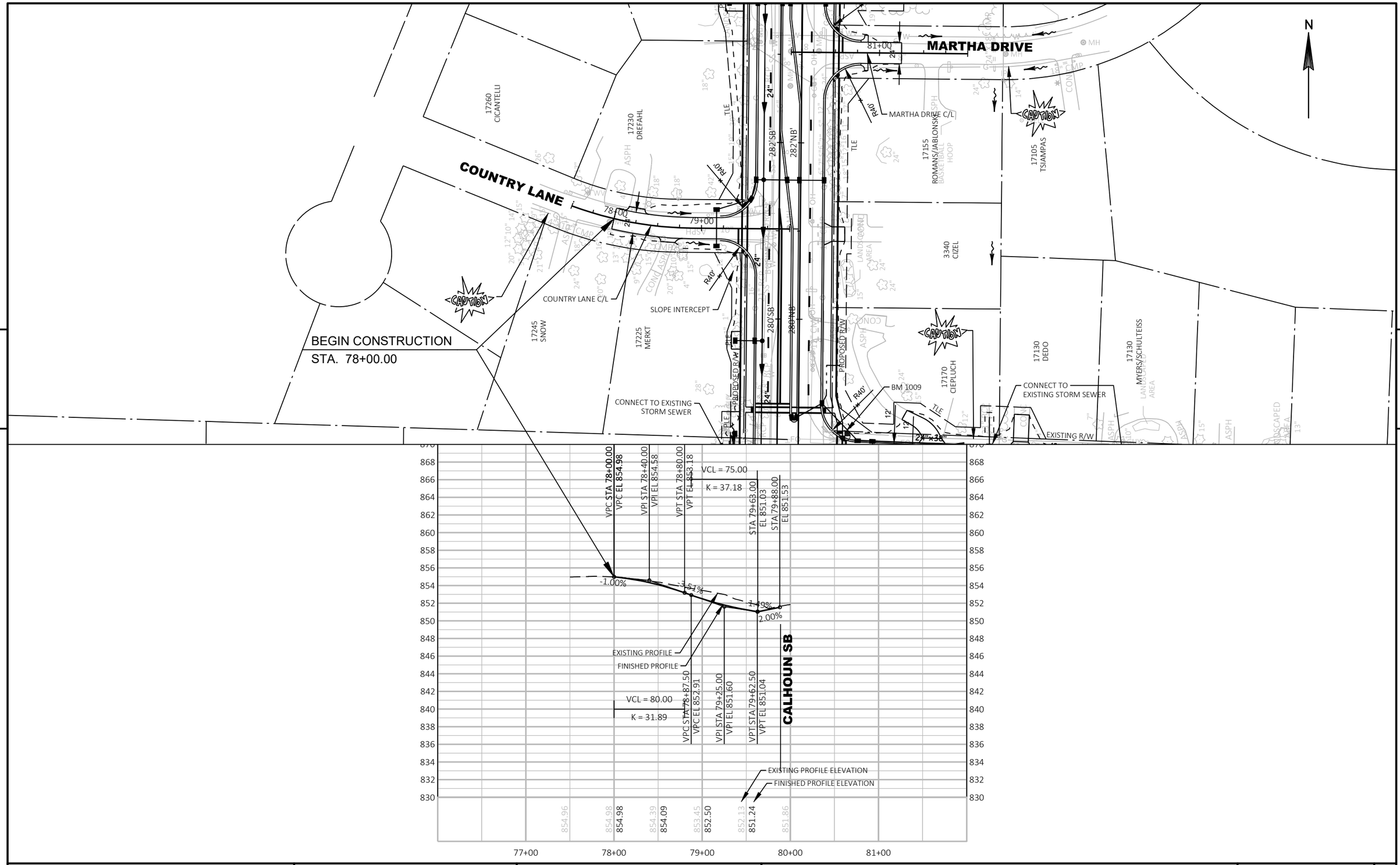


BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1009	NW FLANGE BOLT OF HYDRANT AT THE NORTHEAST CORNER OF THE BURLEIGH PLACE AND CALHOUN ROAD INTERSECTION, Y=185838.3, X=711588.5	849.15
1018	CHISELED BOX ON CONCRETE LIGHT POLE BASE , APPROXIMATELY 200 FEET SOUTH OF BURLEIGH PLACE AND 200 FEET WEST OF CALHOUN ROAD, Y=185583.6, X=711305.0	848.83
38648	SET X IN THE NW FLANGE BOLT OF HYDRANT AT THE SE CORNER OF THE DARTMOUTH DRIVE AND BURLEIGH PLACE INTERSECTION, Y=185741.6, X=712239.0	856.02

PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: BURLEIGH PLACE	SHEET 361 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 8-BurleighPlace
PLOT DATE : 7/29/2020 7:44 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

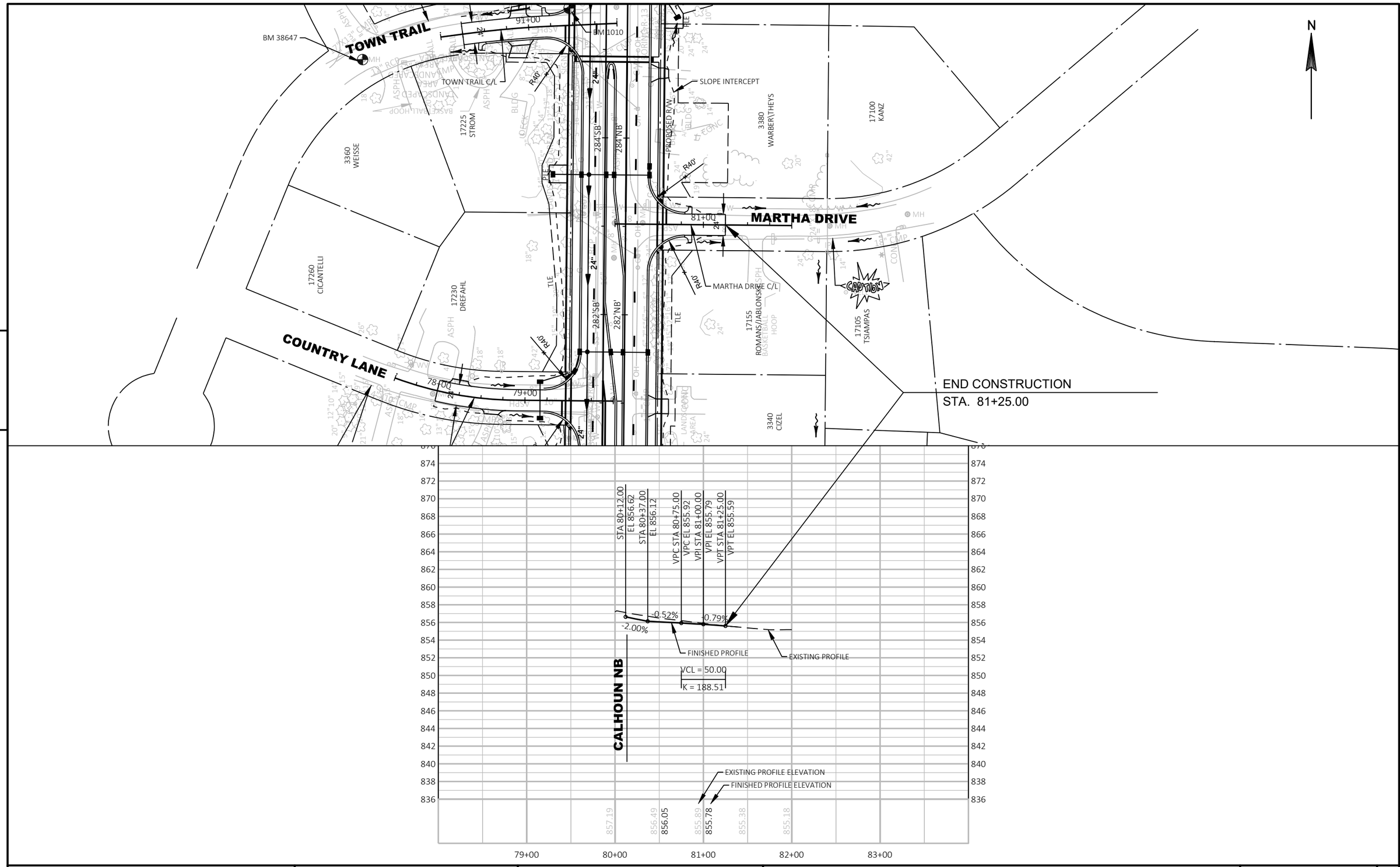


PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: COUNTRY LANE	SHEET 362	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 9-Country

PLOT DATE : 7/29/2020 7:45 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: MARTHA DRIVE	SHEET 363 E

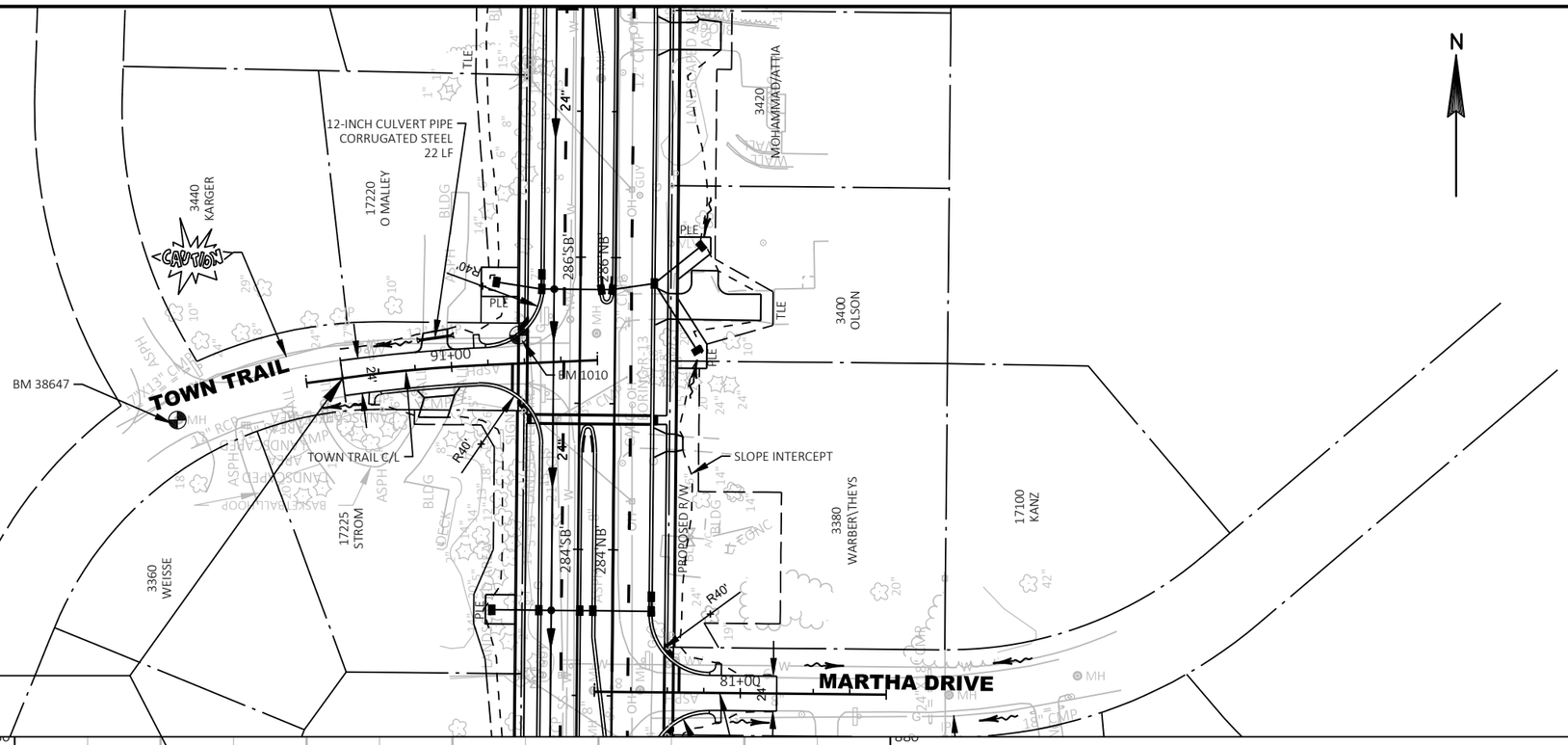
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 10-Martha

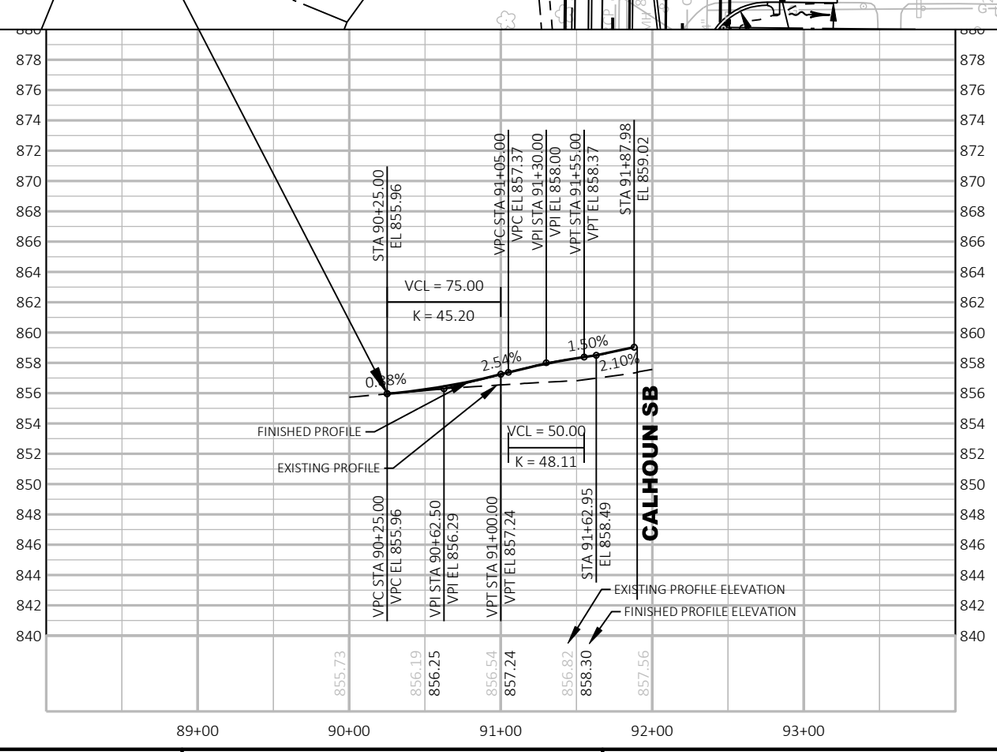
PLOT DATE : 7/29/2020 7:45 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	DESCRIPTION	ELEVATION
1010	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE TOWN TRAIL AND CALHOUN ROAD INTERSECTION, Y=186517.4, X=711475.9	858.21
38647	CHISELED X ON WEST SIDE OF SANITARY MANHOLE AT THE INTERSECTION OF AVALON DRIVE AND TOWN TRAIL, Y=186459.3, X=711242.2	855.15

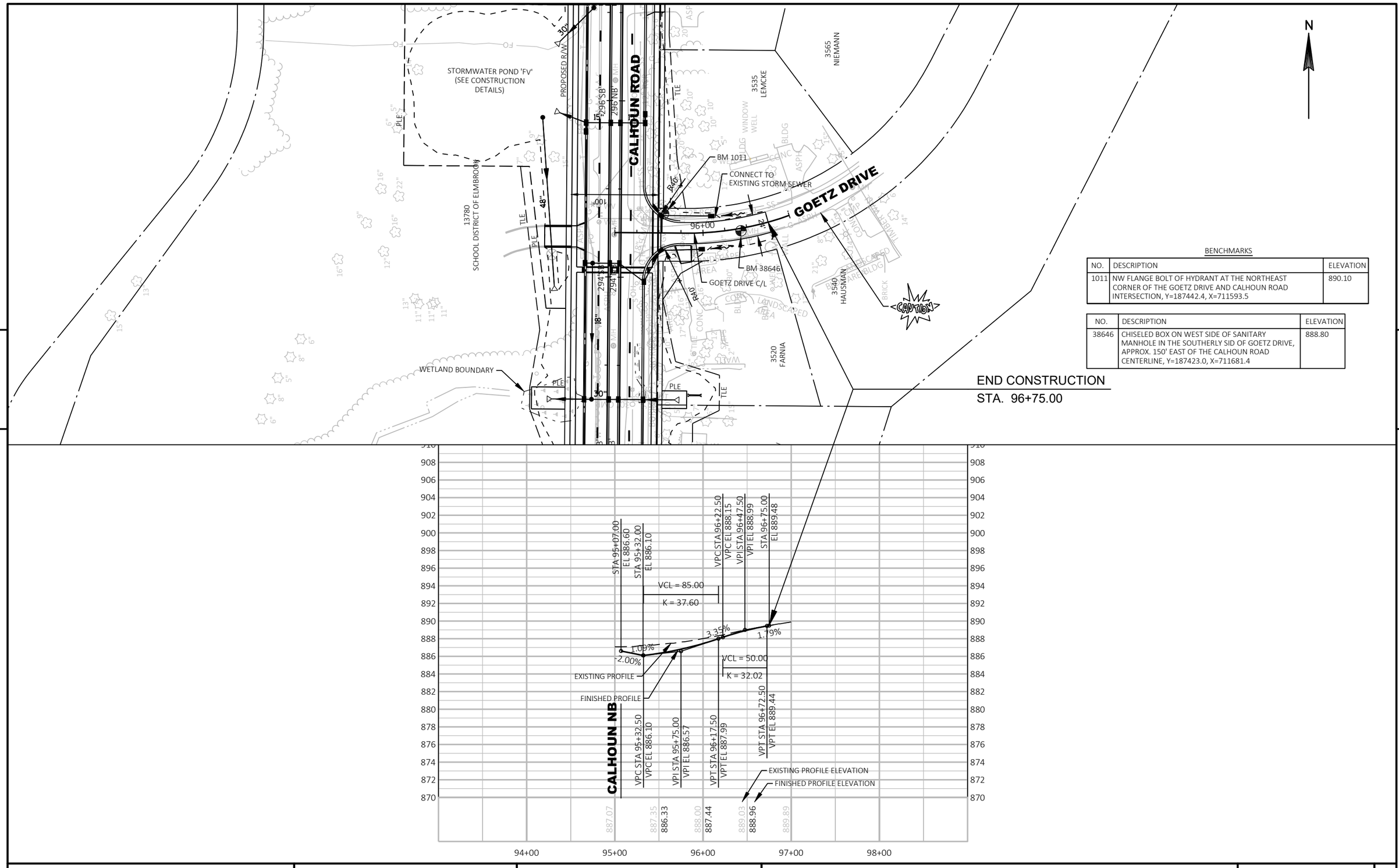




PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: TOWN TRAIL	SHEET 364	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 11-Town
PLOT DATE : 7/29/2020 7:46 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

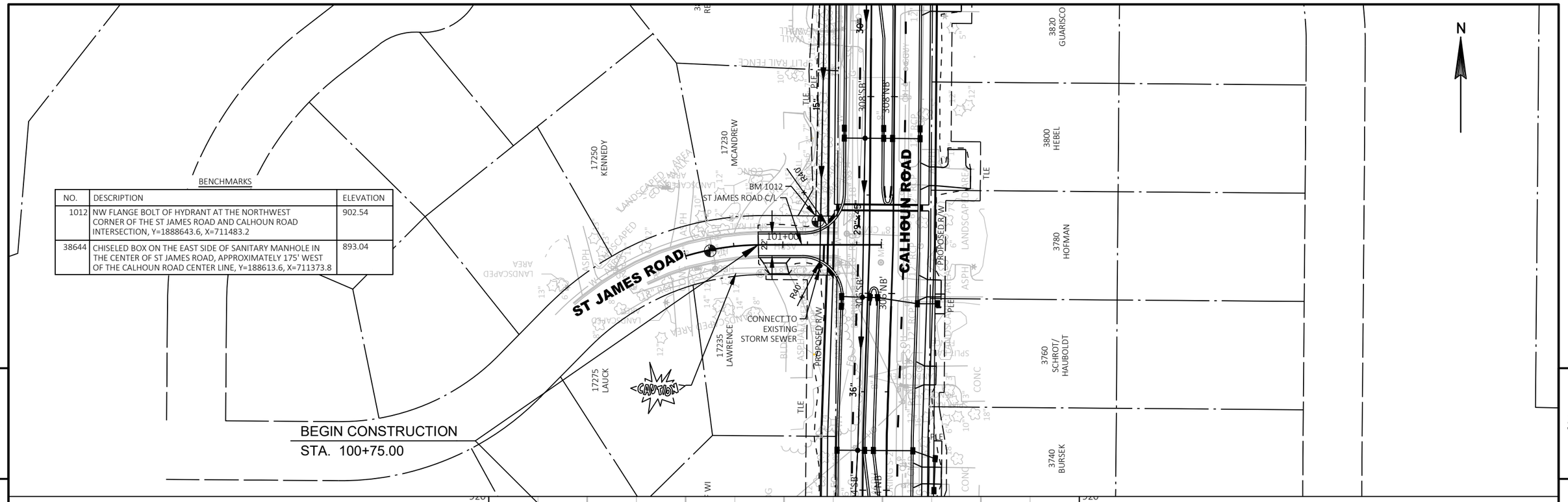
PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: GOETZ DRIVE	SHEET 365	E

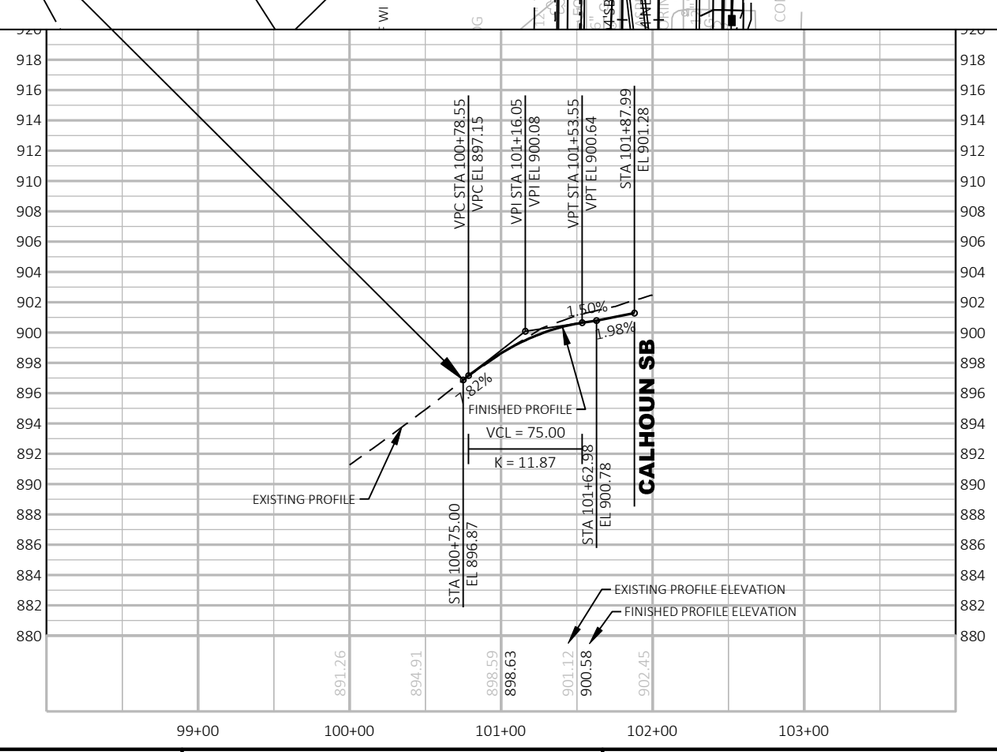
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 12-Goetz

PLOT DATE : 7/29/2020 7:47 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

BENCHMARKS

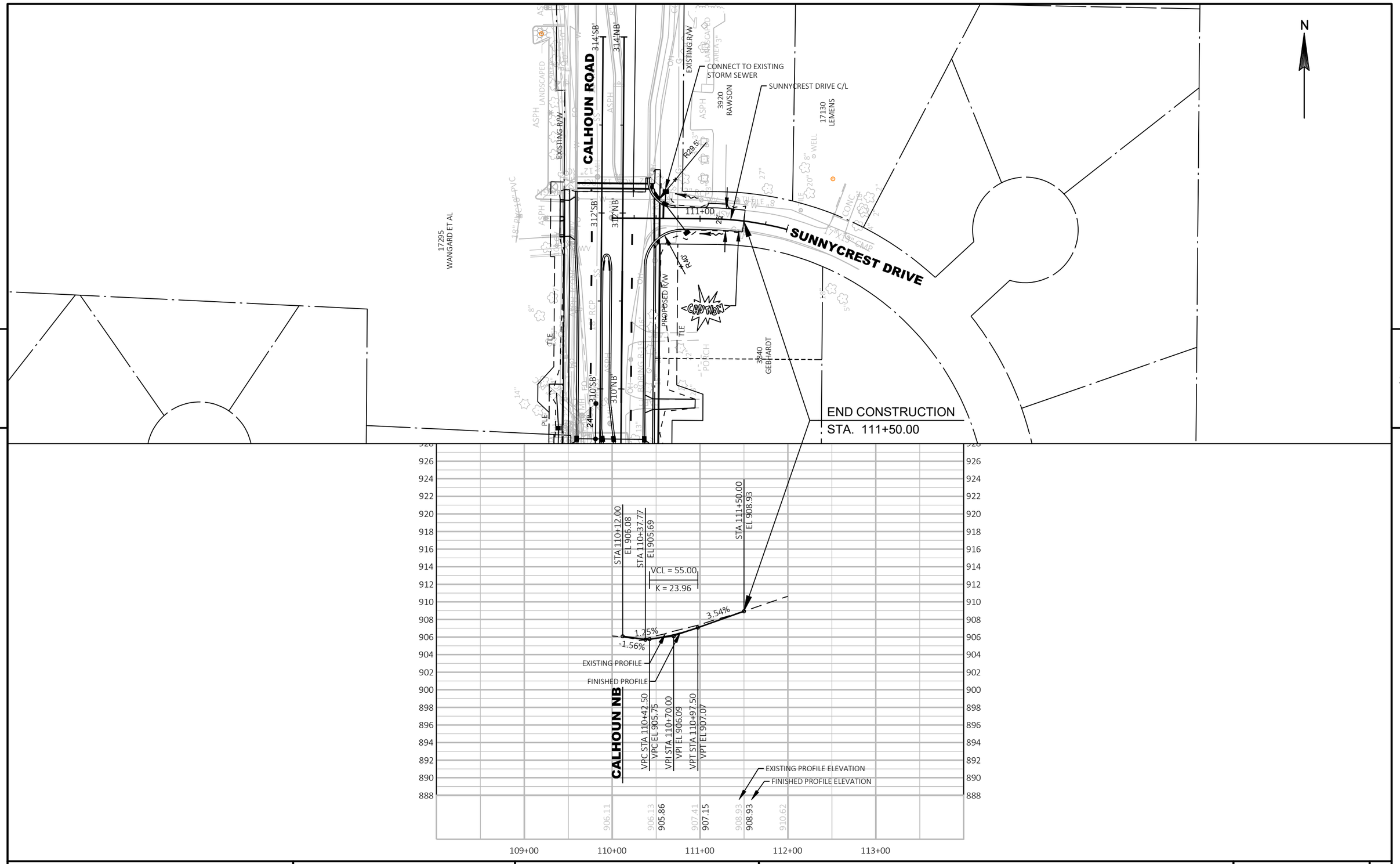
NO.	DESCRIPTION	ELEVATION
1012	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE ST JAMES ROAD AND CALHOUN ROAD INTERSECTION, Y=1888643.6, X=711483.2	902.54
38644	CHISELED BOX ON THE EAST SIDE OF SANITARY MANHOLE IN THE CENTER OF ST JAMES ROAD, APPROXIMATELY 175' WEST OF THE CALHOUN ROAD CENTER LINE, Y=188613.6, X=711373.8	893.04





PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: ST JAMES ROAD	SHEET 366 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 13-StJames
PLOT DATE : 7/29/2020 7:47 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 2783-05-70	HWY: CALHOUN ROAD	COUNTY: WAUKESHA	PLAN AND PROFILE: SUNNYCREST DRIVE	SHEET 367	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 14-Sunnycrest

PLOT DATE : 7/29/2020 7:48 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

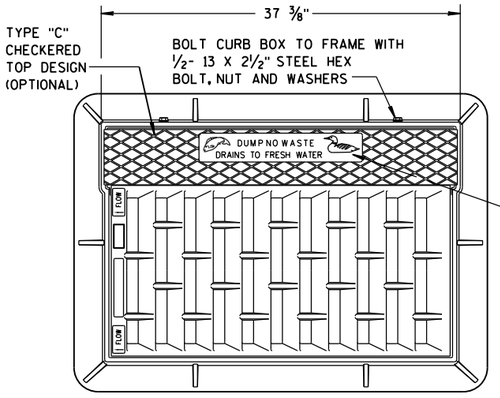
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
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
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
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
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-08A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C19-02	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-11A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

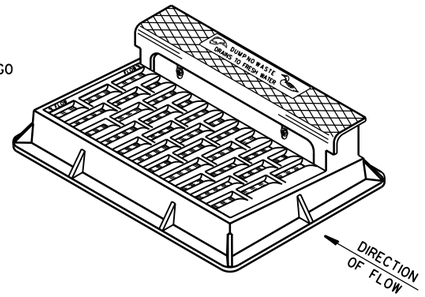
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Standard Detail Drawing List

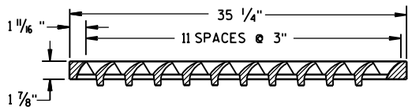
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C29-07A	BICYCLE LANE MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

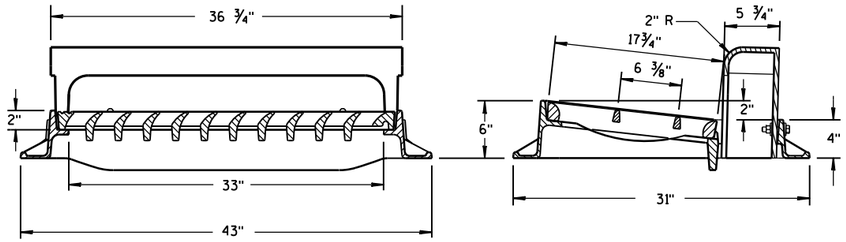


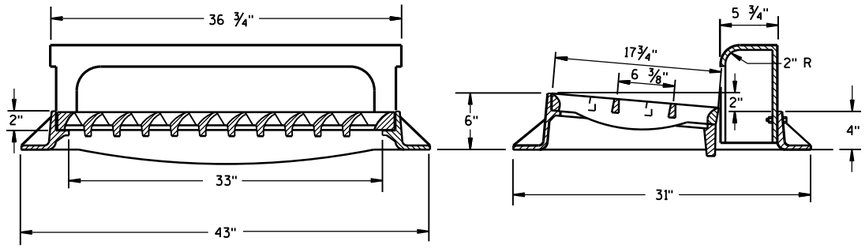
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

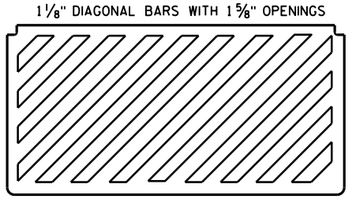






TYPE "H"

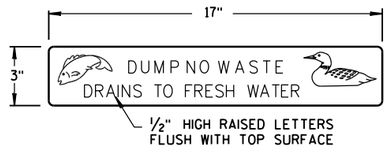
NOTE: EITHER CASTING IS ACCEPTABLE



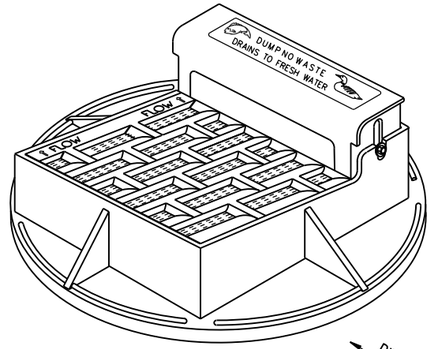
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

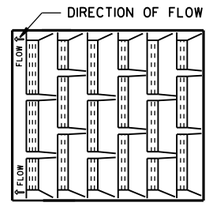
NOTE:
GRATE IS REVERSIBLE.

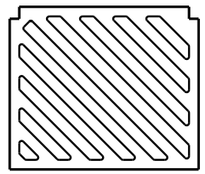
GENERAL NOTES

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

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

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

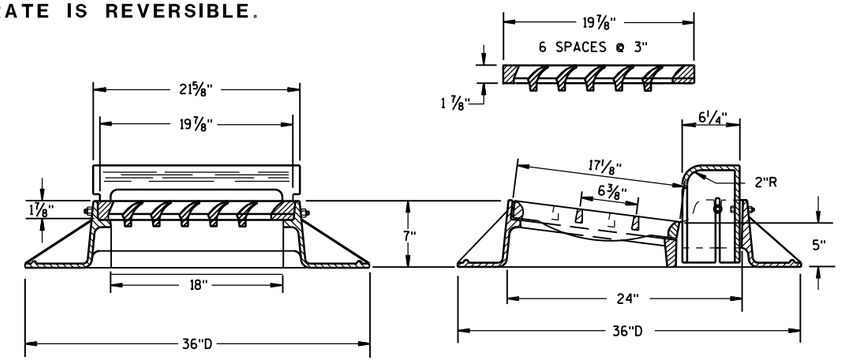




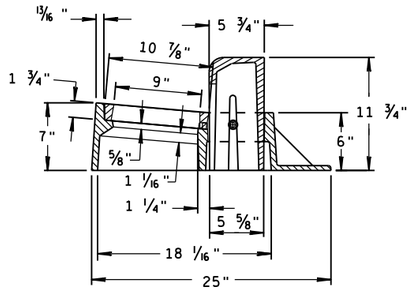
SPECIAL GRATE FOR TYPE "A" COVER

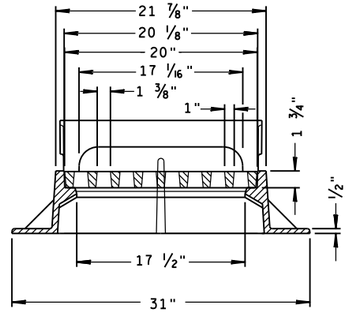
(MEASURES 19 3/4" X 17" X 1 7/8")

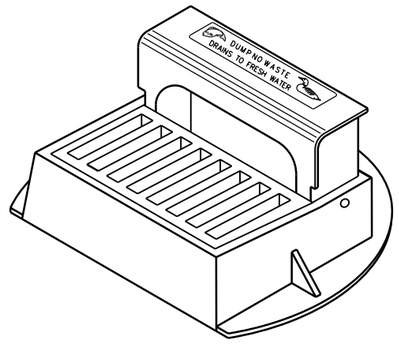
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

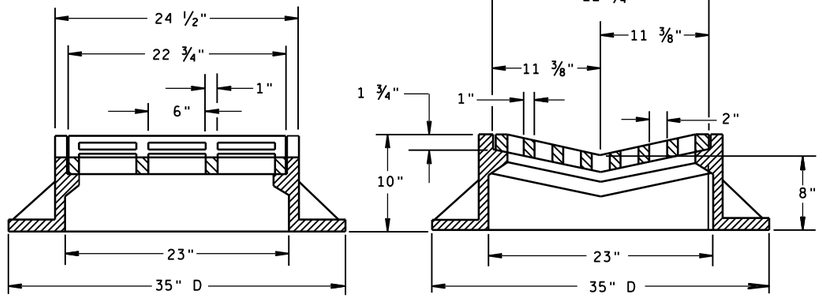
INLET COVERS
TYPE A, H, A-S, H-S & Z

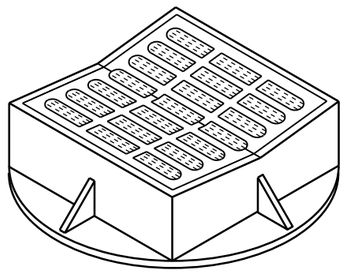
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

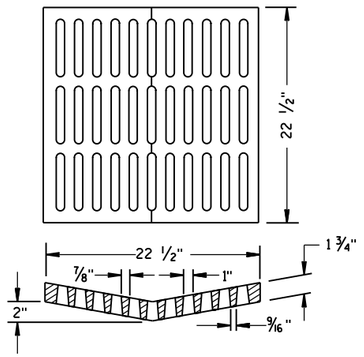
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S.D.D. 8 A 5-19a



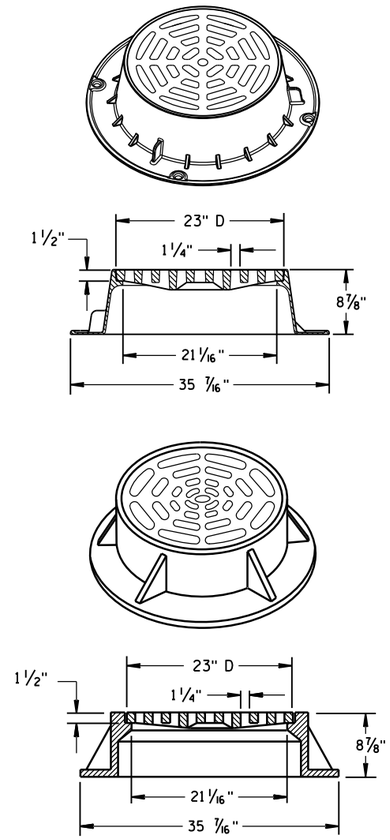


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

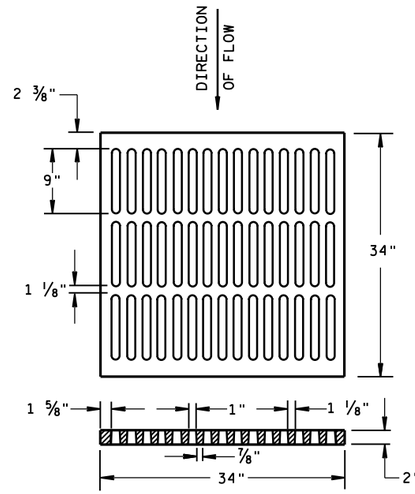
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

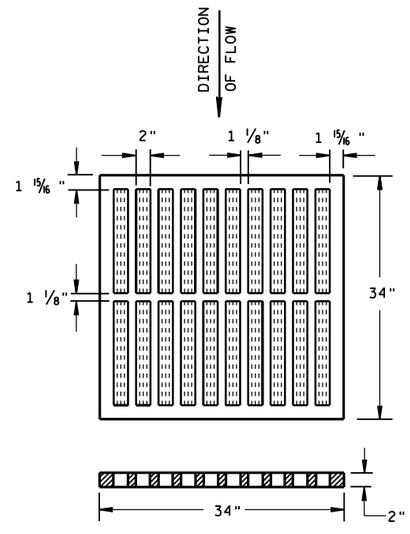
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



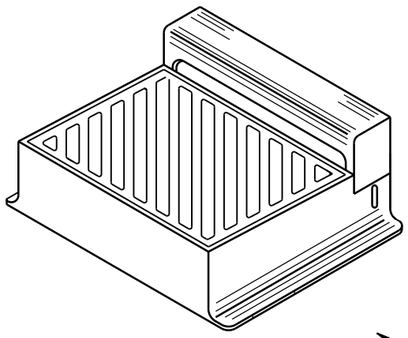
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

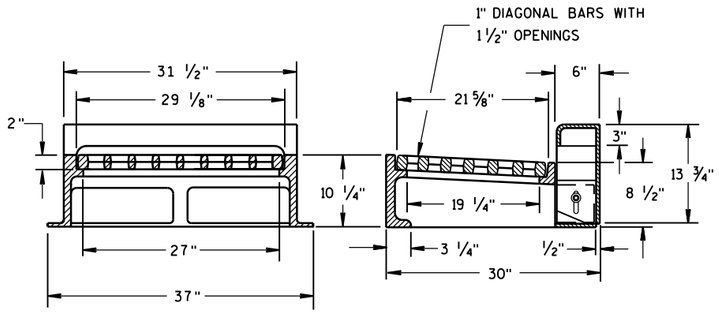


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

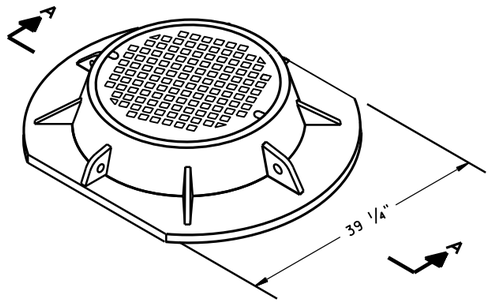
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

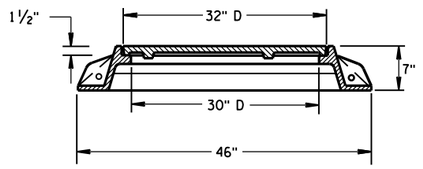
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

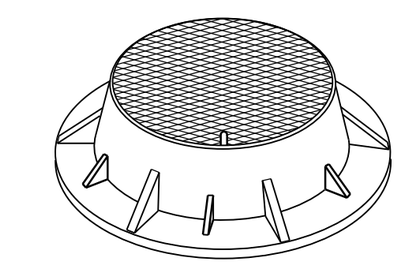
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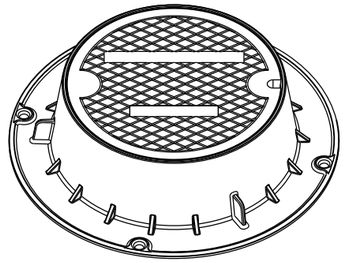
S.D.D. 8 A 5-19b

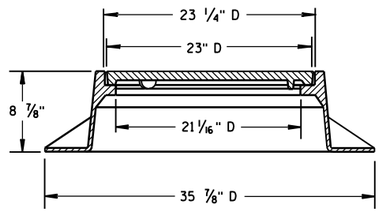


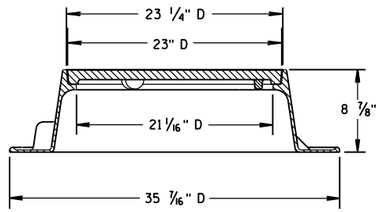


SECTION A-A
TYPE "K"









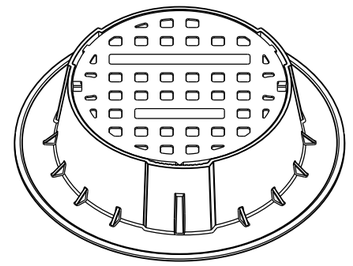
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

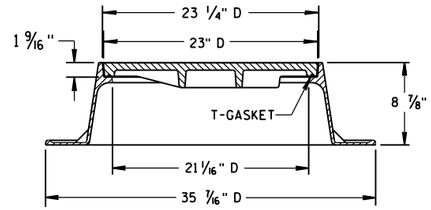
GENERAL NOTES

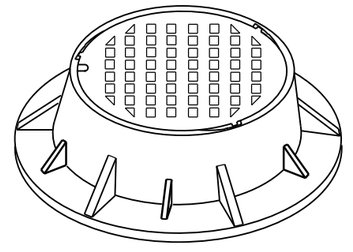
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

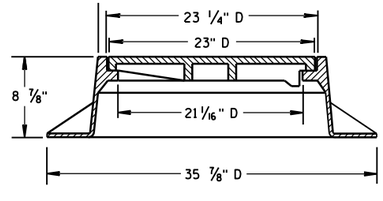
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

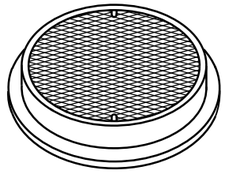


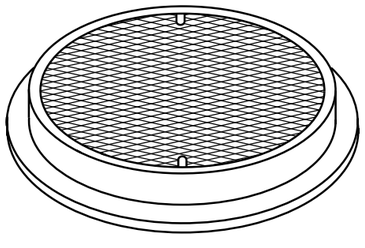


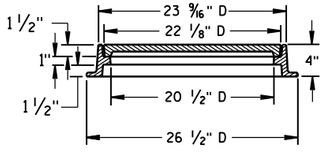




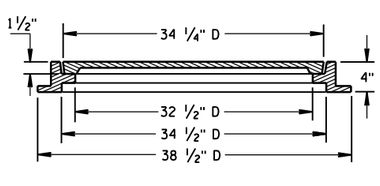
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



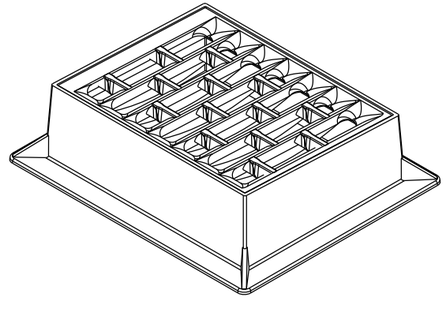


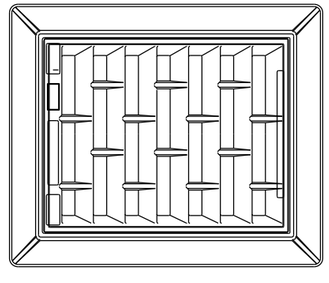


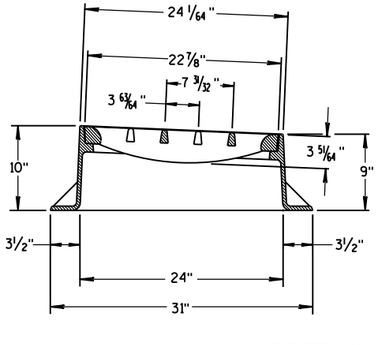
TYPE "L"

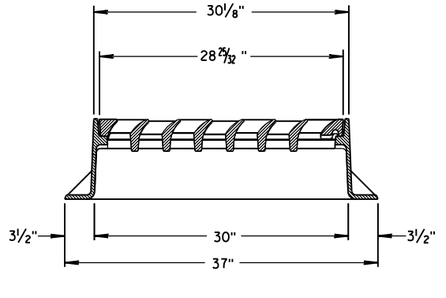


TYPE "M"









INLET COVER TYPE "BW"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

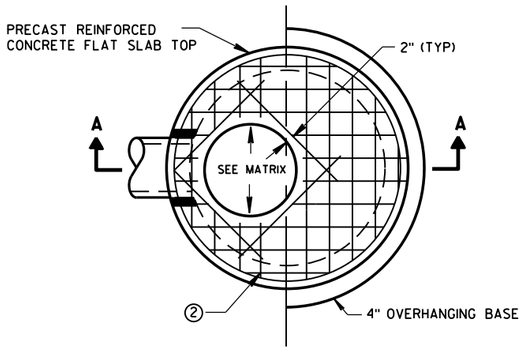
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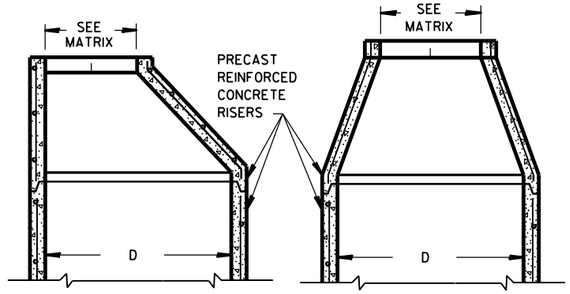
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S.D.D. 8 A 5-19d

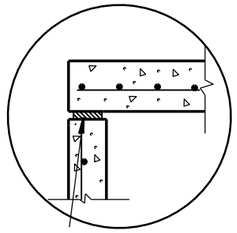


PLAN VIEW CIRCULAR OPENING

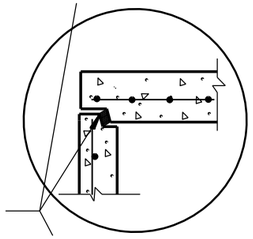


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

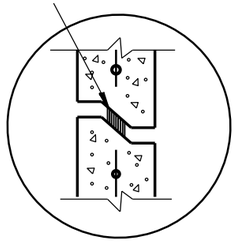
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

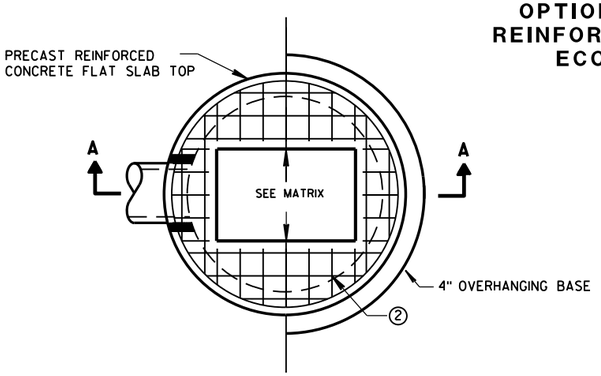


TOP WITH TONGUE AND GROOVE JOINT

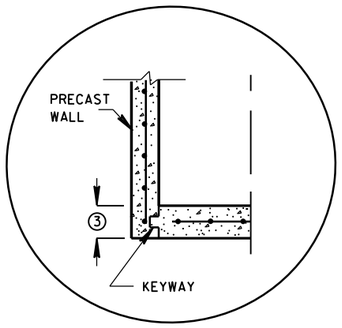


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

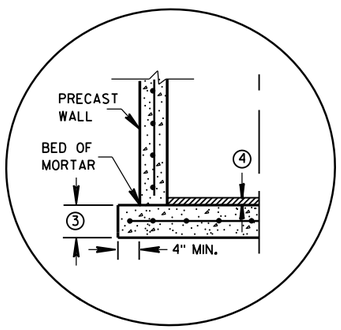


PLAN VIEW RECTANGULAR OPENING



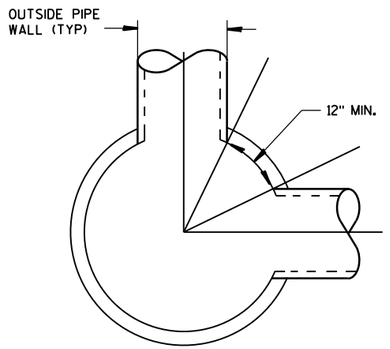
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

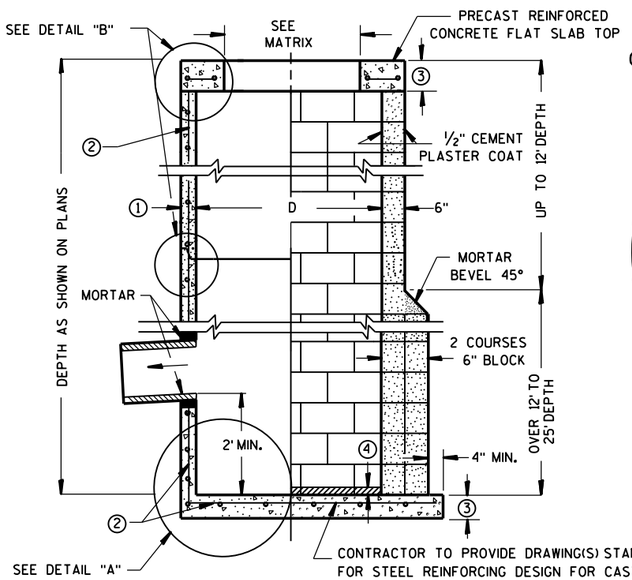


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

GENERAL NOTES

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

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 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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE 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 1/2 INCH 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.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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 AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS 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".

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

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

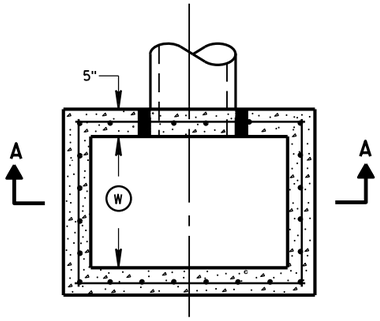
PIPE MATRIX

CATCH BASIN 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	30

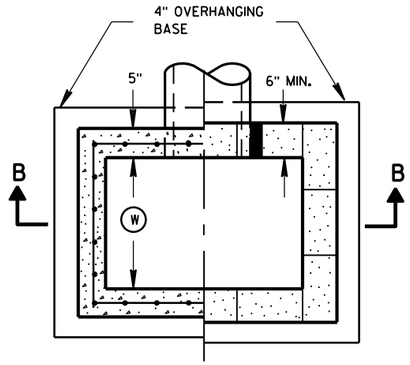
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

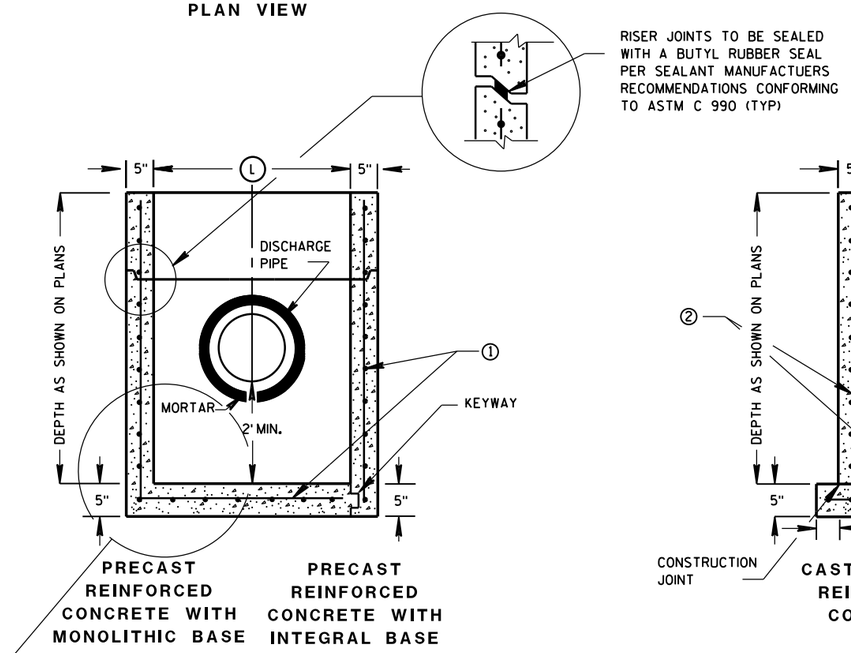
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVI...
FHWA



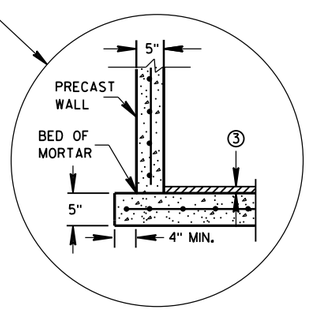
PLAN VIEW



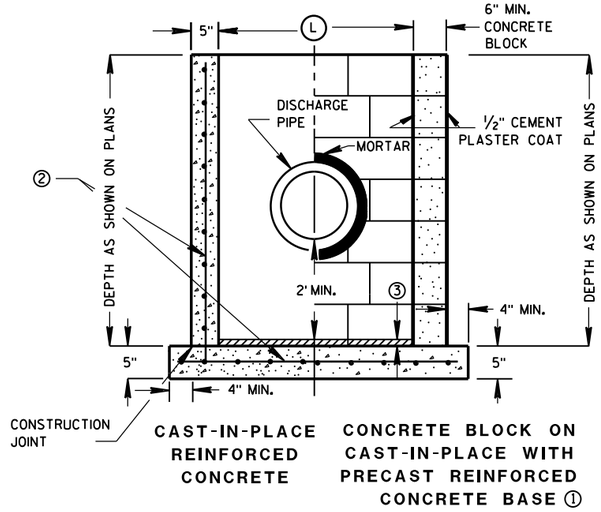
PLAN VIEW



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.

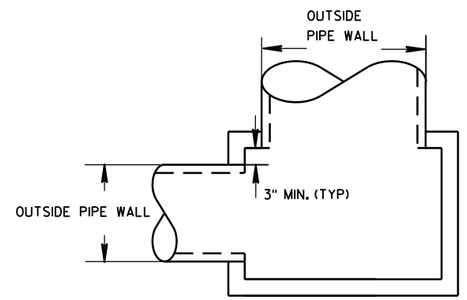
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

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

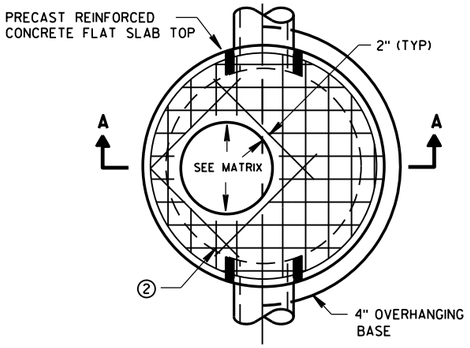
CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

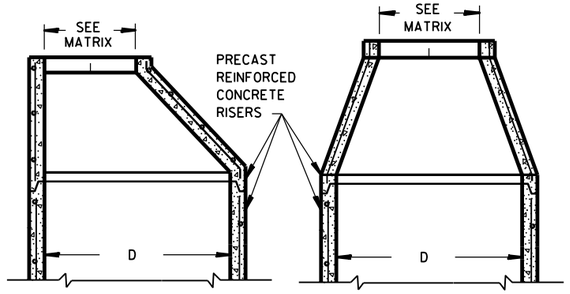
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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S.D.D. 8 A 9-2

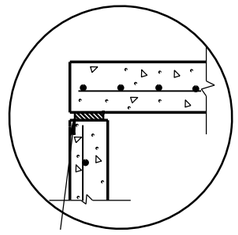


PLAN VIEW CIRCULAR OPENING

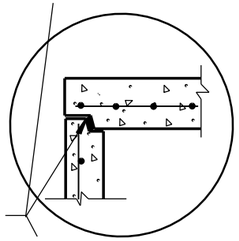


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

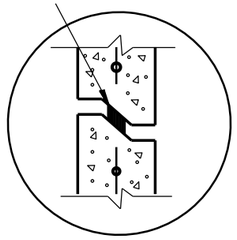


TOP WITH PLAIN END JOINT



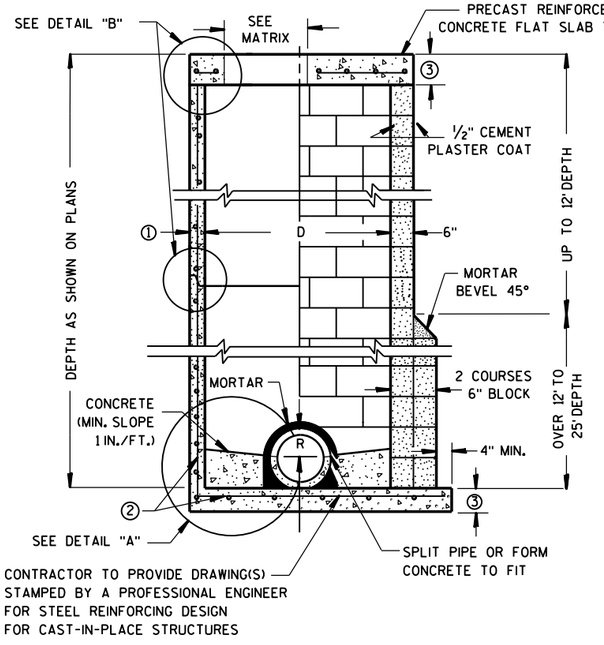
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



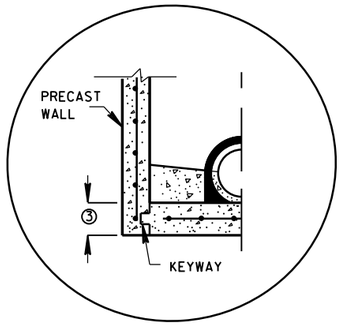
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

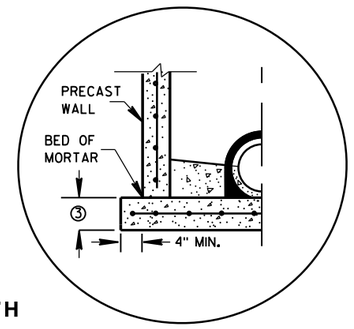


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

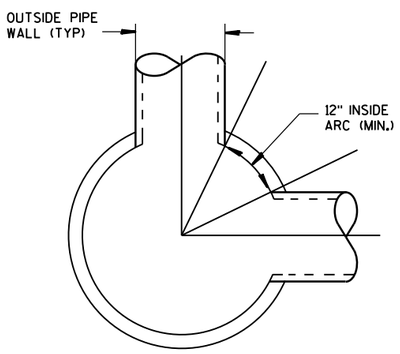


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

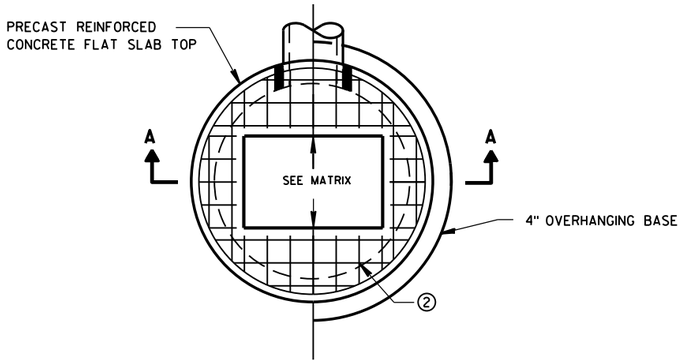
APPROVED

Sept., 2016
DATE

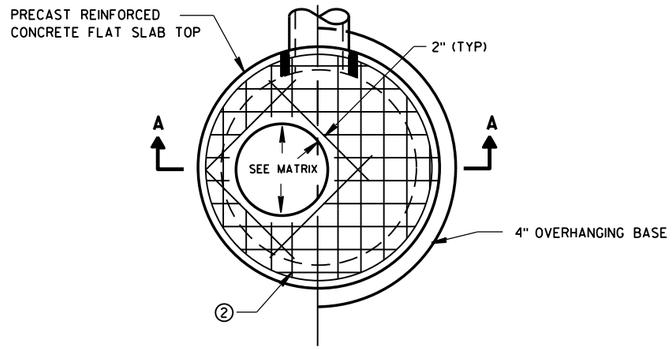
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

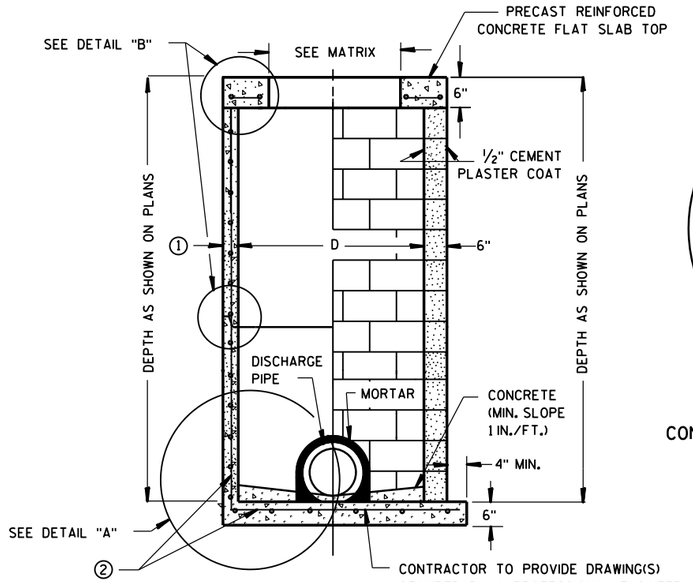
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

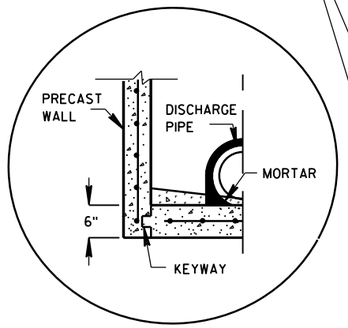


SECTION A-A

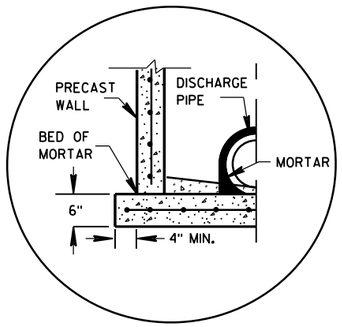
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

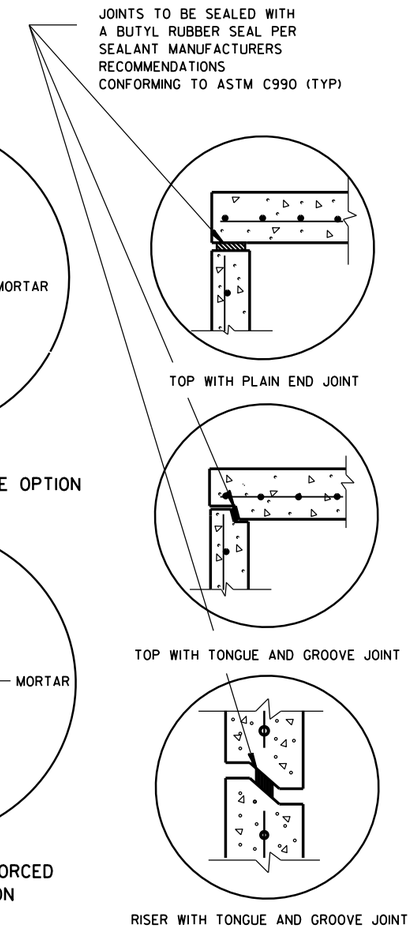


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

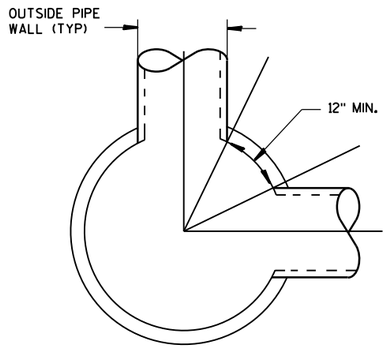
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

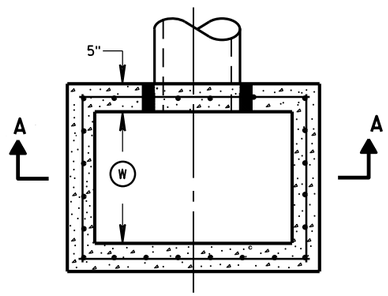
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

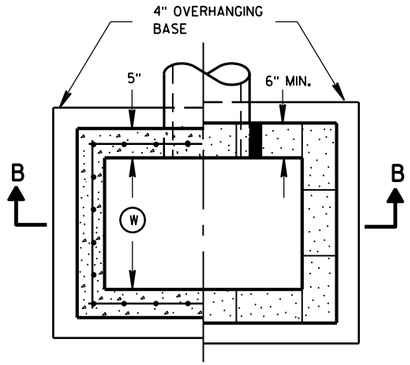
INLETS 3-FT AND 4-FT DIAMETER

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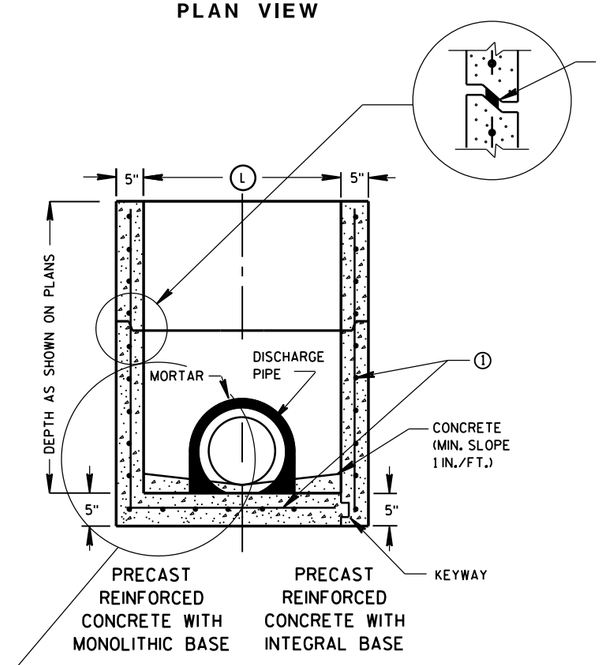
S.D.D. 8 C 6-2



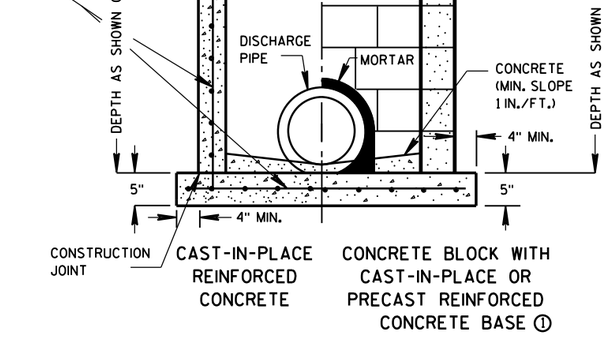
PLAN VIEW



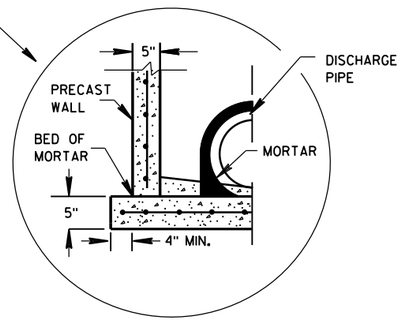
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

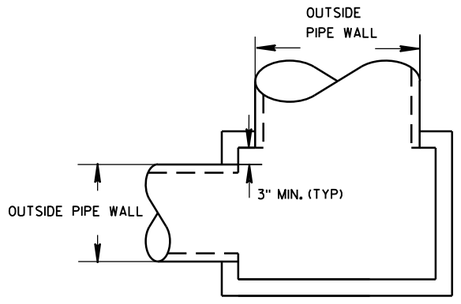
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

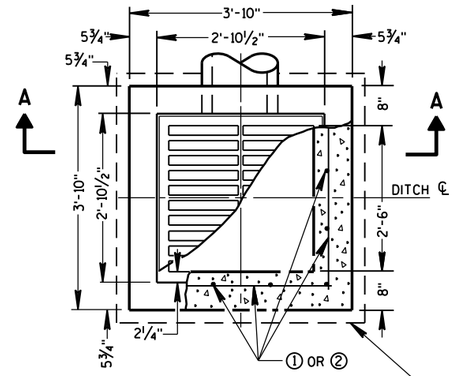
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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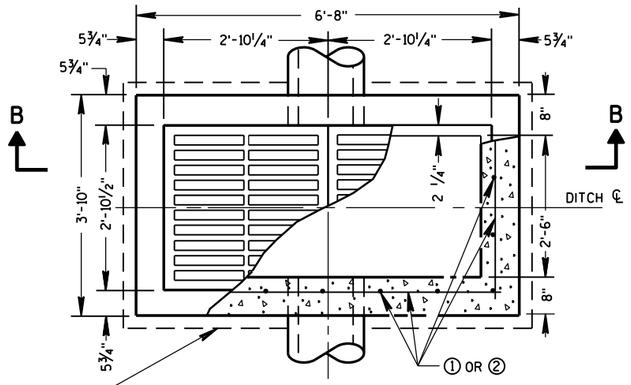
S.D.D. 8 C 7-2

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S.D.D. 8 C 7-2

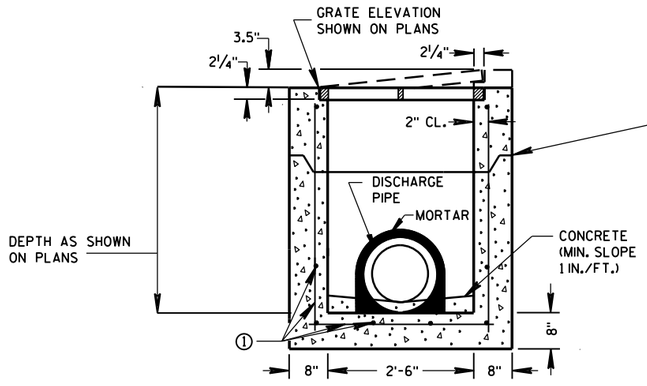


PLAN VIEW

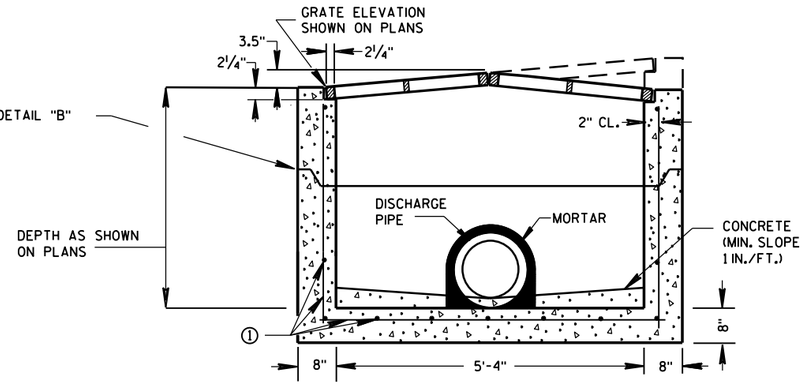


PLAN VIEW

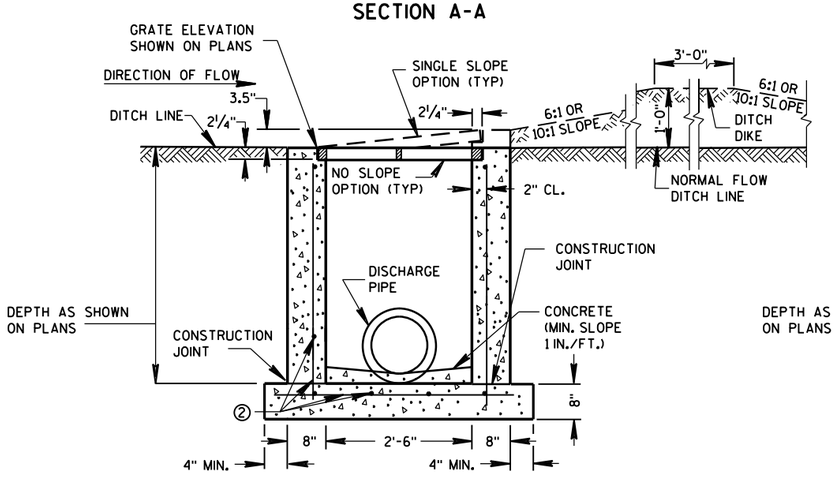
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



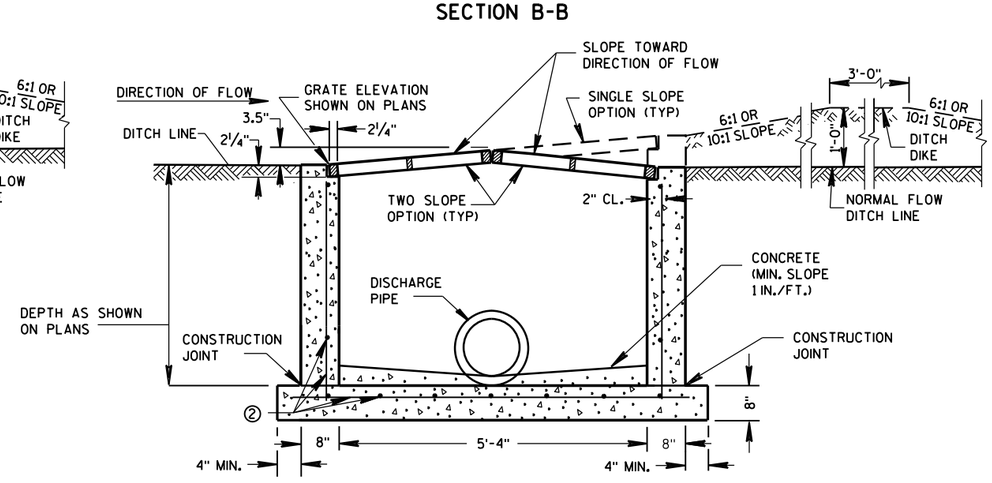
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

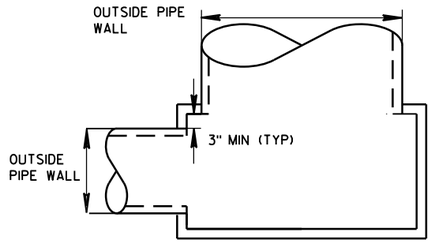
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

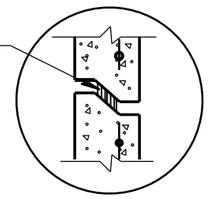
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

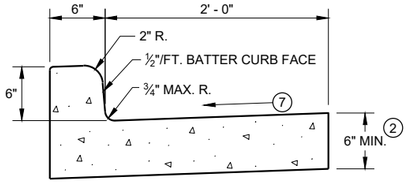
APPROVED
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FHWA

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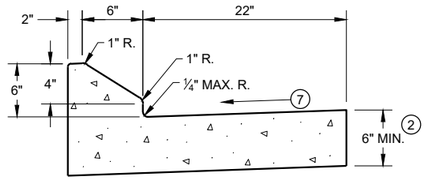
S.D.D. 8 C 8-2

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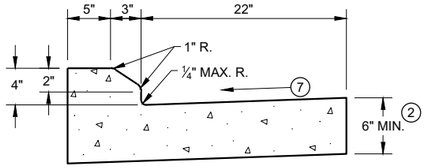
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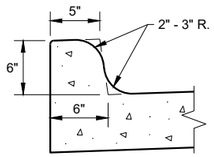
TYPES A[1] & D



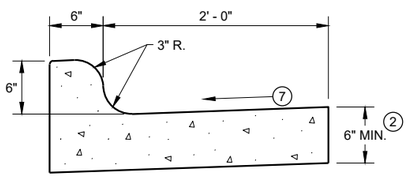
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

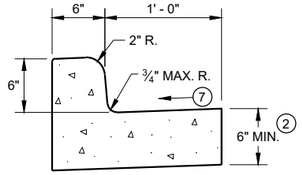


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



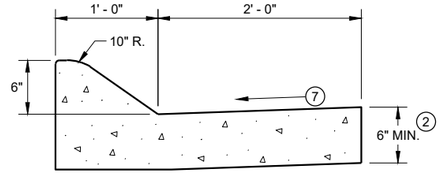
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

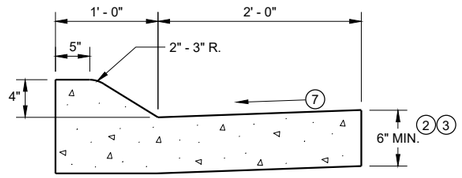


TYPES A[1] & D

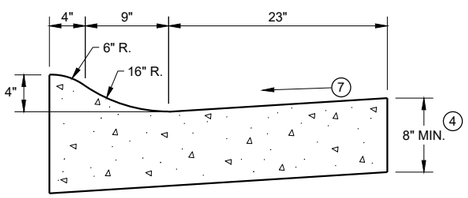
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



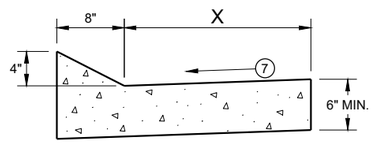
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

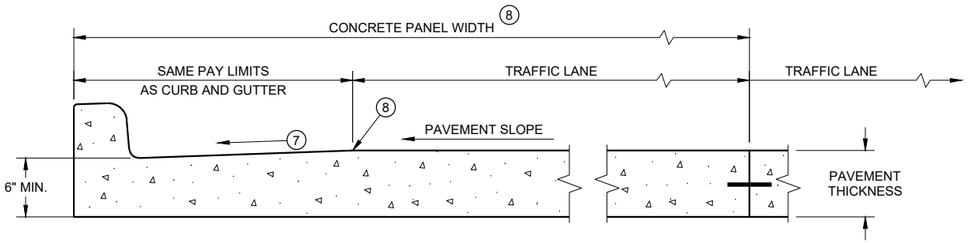


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

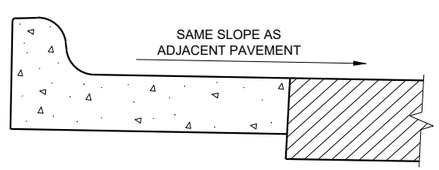
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION 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 AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

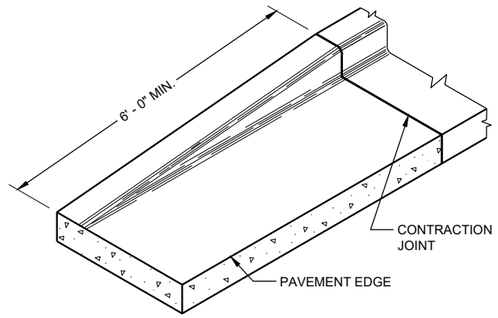
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

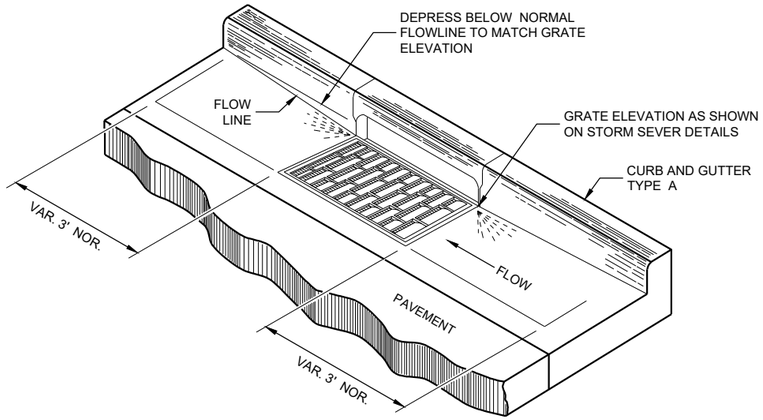
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

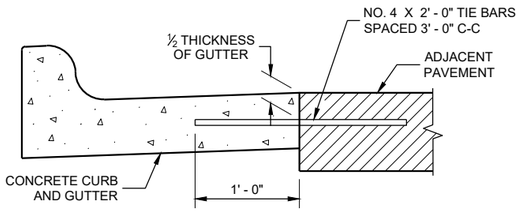
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

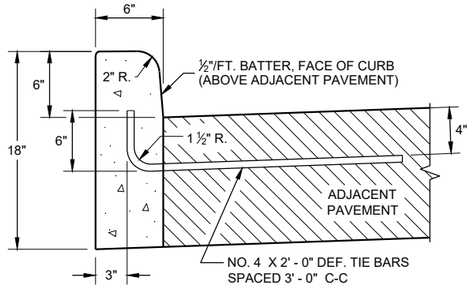
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

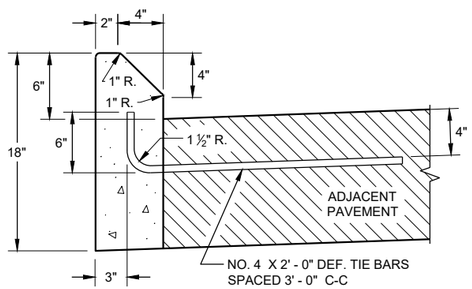
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

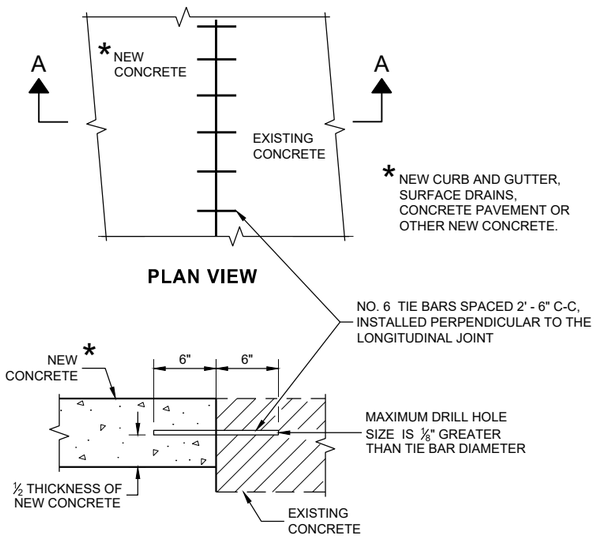


TYPES A (1) & D



TYPES G (1) & J

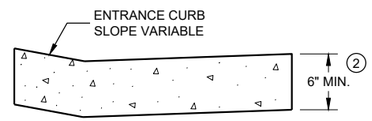
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

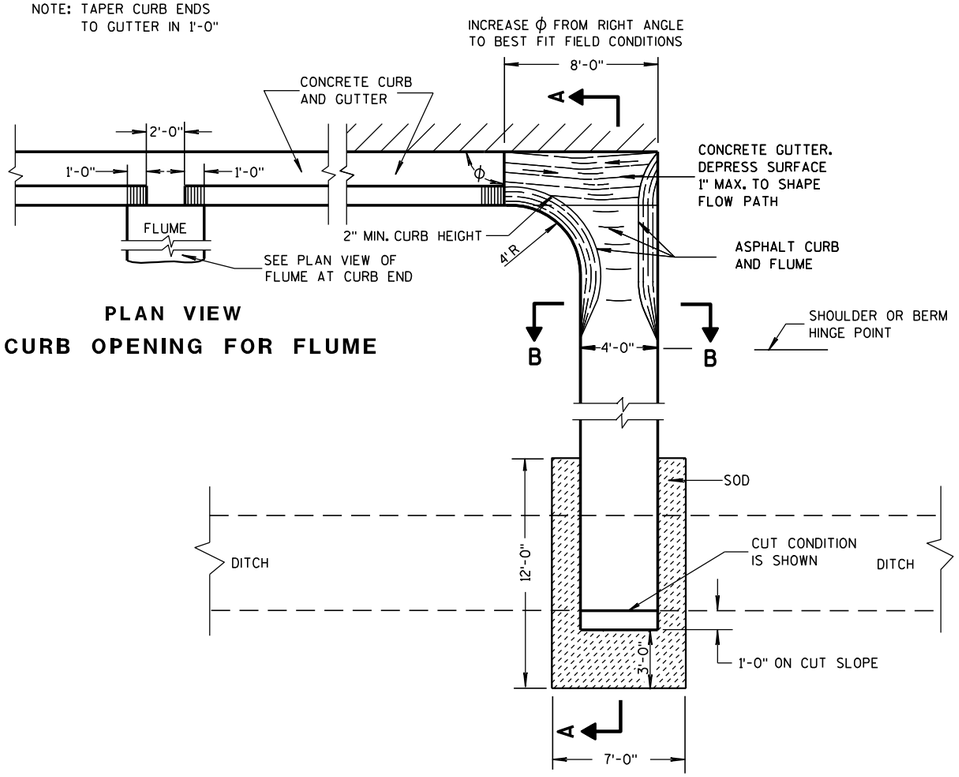
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

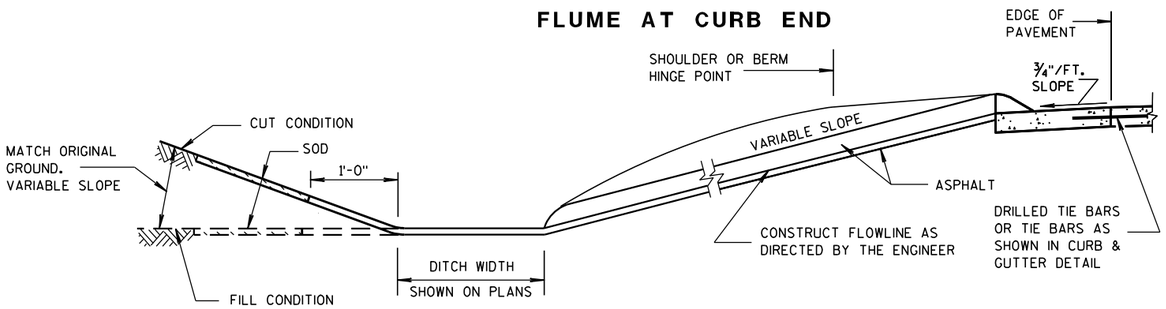
SDD08D01 - 21b

ASPHALTIC FLUME

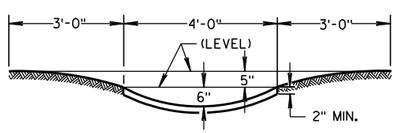


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

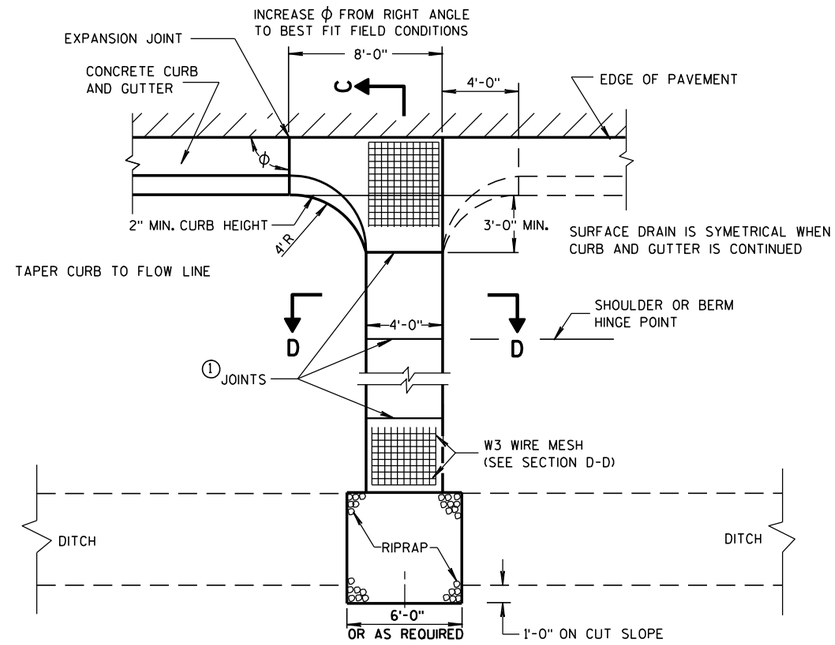
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

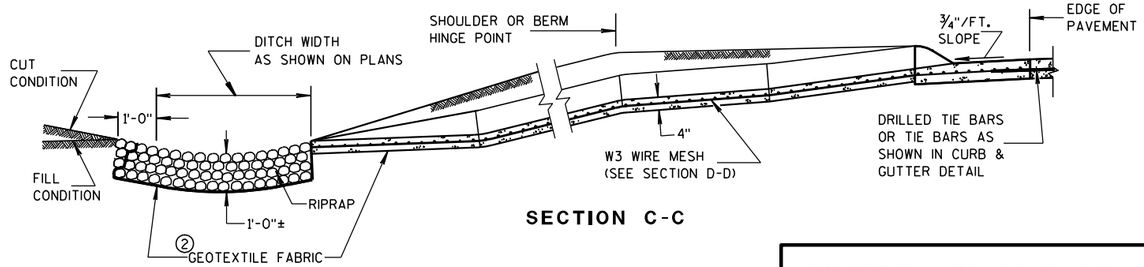
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

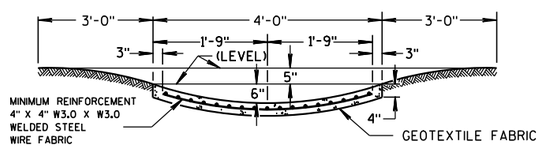
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

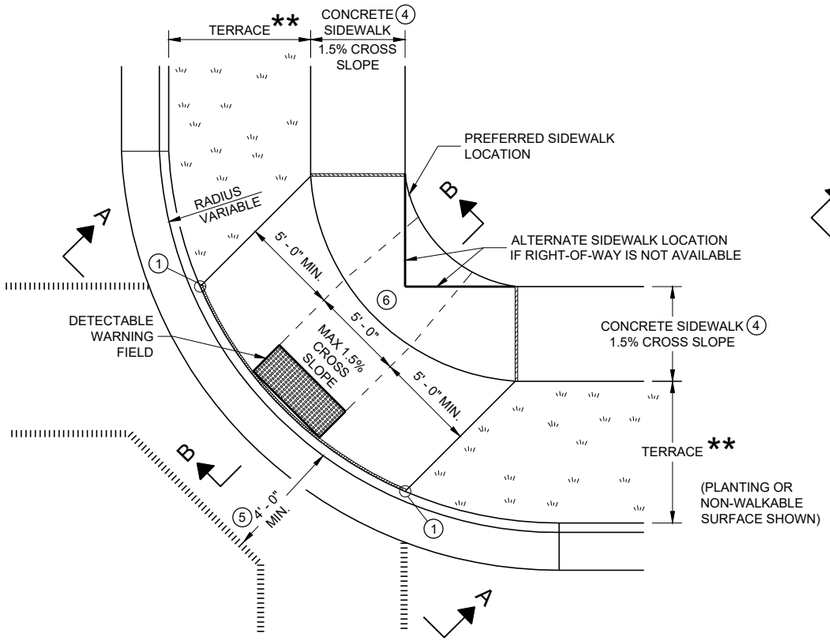
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
381
MENT
FHWA

6

S.D.D. 8 D 4-5

6

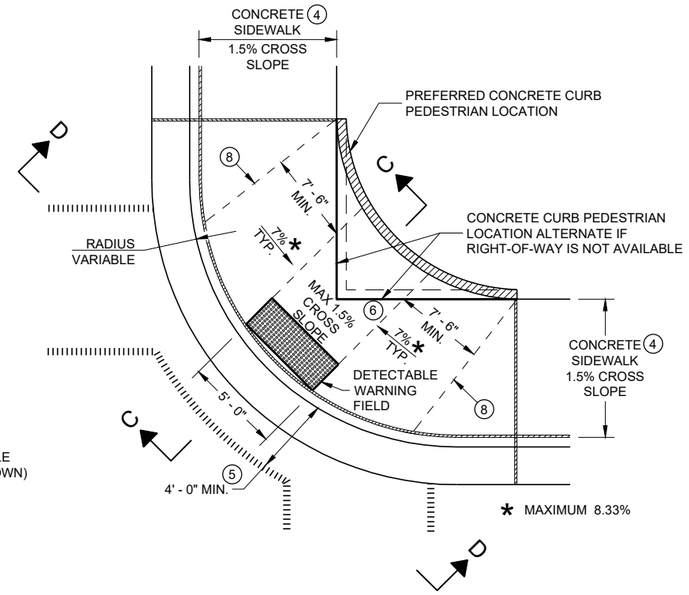
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

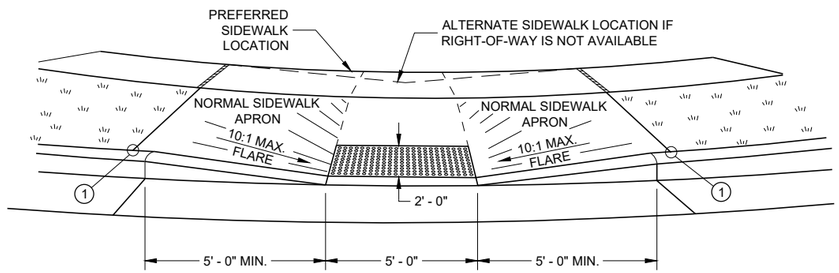
(CENTER OF CORNER RADIUS)



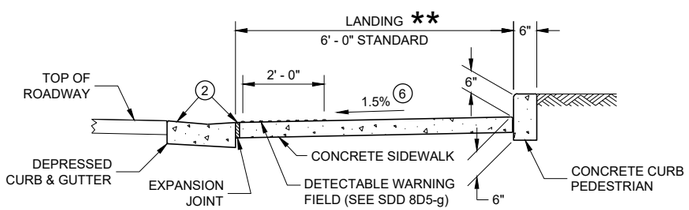
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

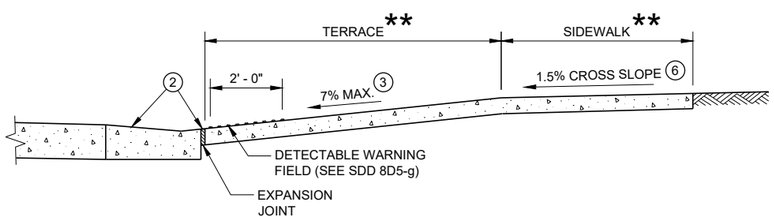


VIEW A - A FOR TYPE 1

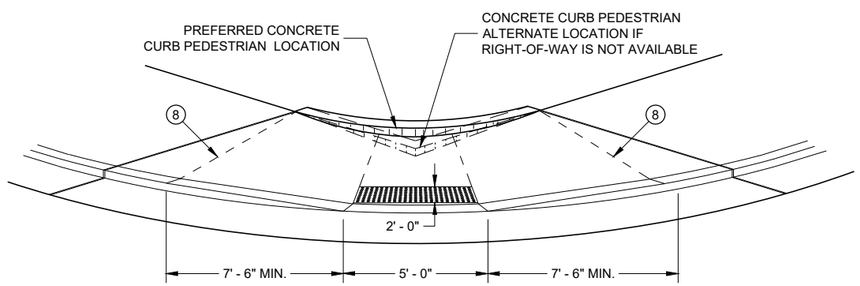


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

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 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED 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 LINEAR 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 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) MAXIMUM 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

LEGEND

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

CURB RAMPS
TYPE 1 AND 1-A

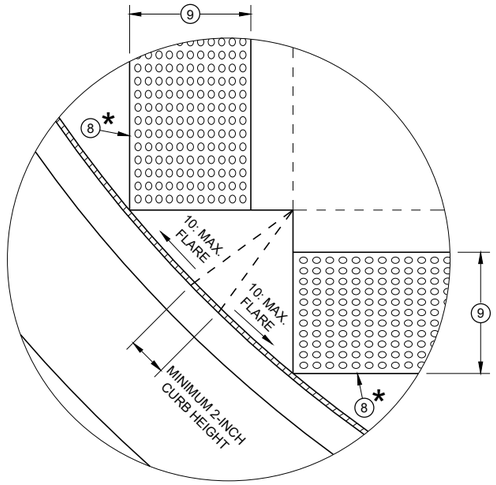
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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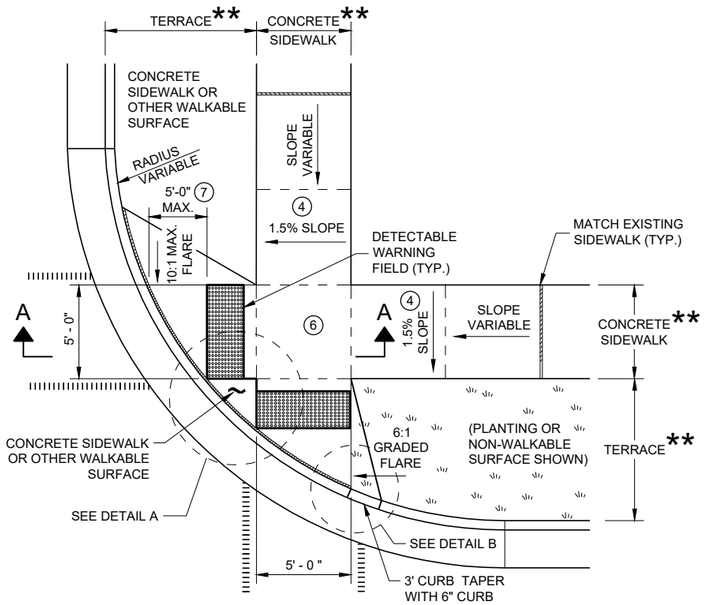
SDD 08D05 - 20a

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SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

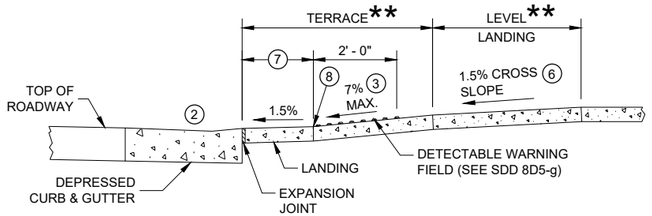
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

(7) WHEN 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.

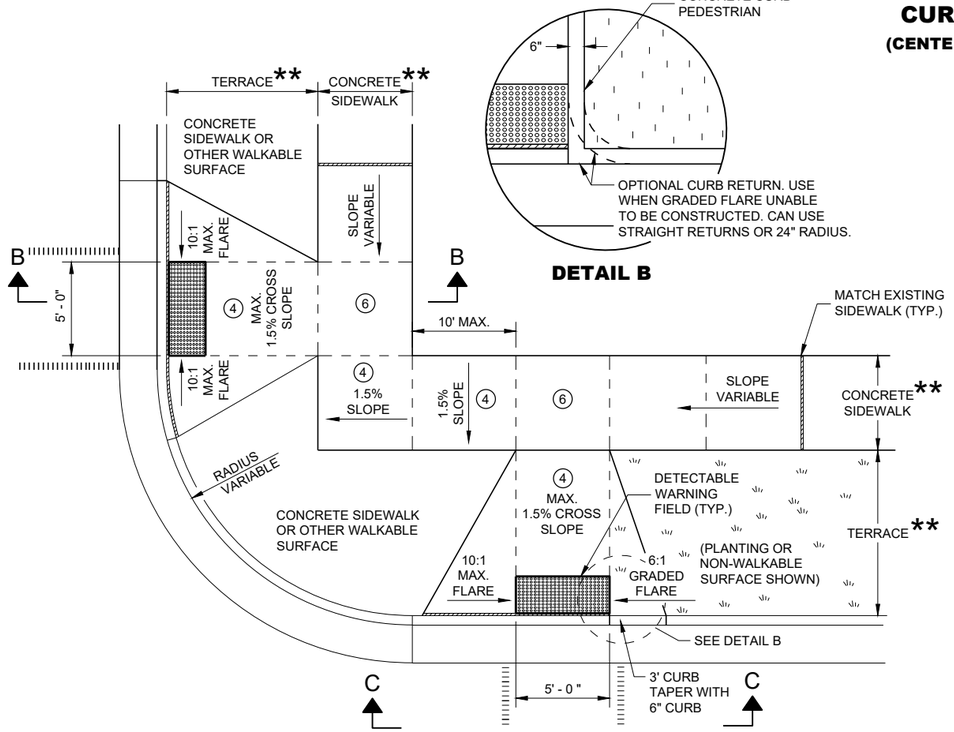
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

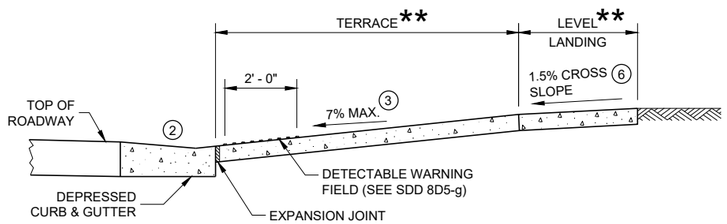
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

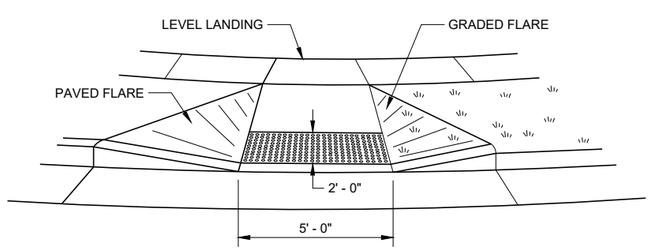


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

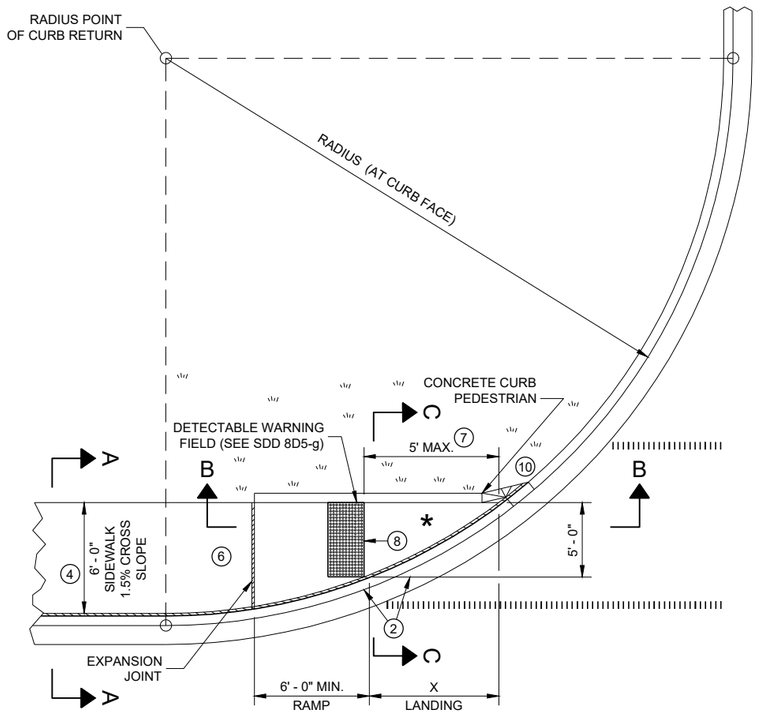
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

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SDD 08D05 - 20b

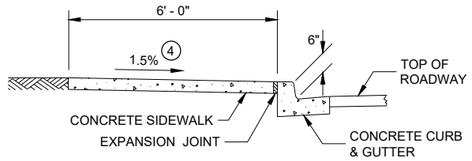


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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.

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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 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.

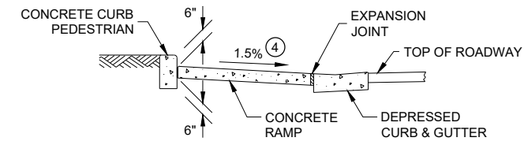
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

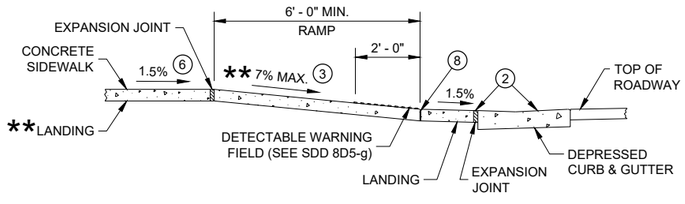
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



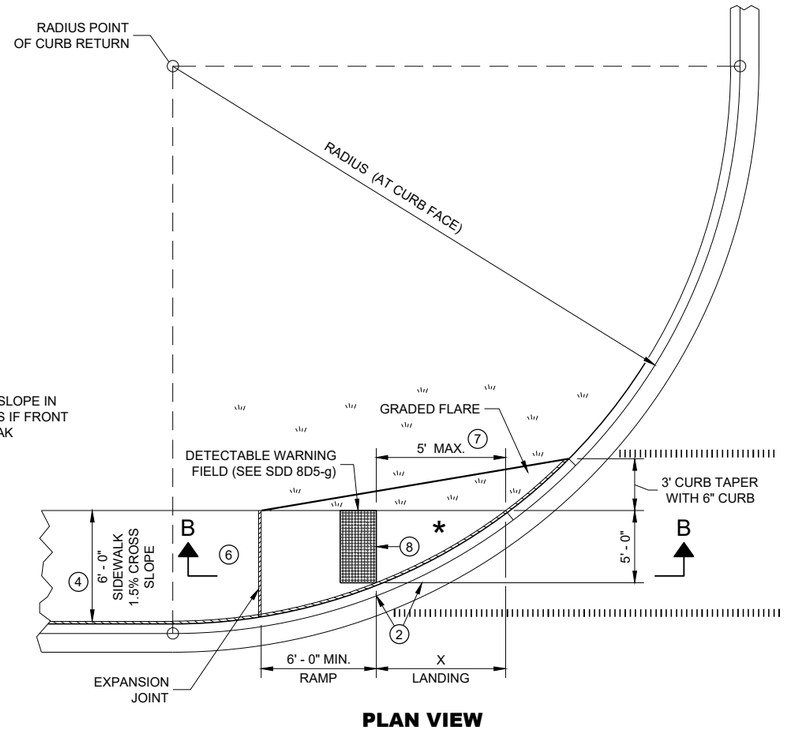
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

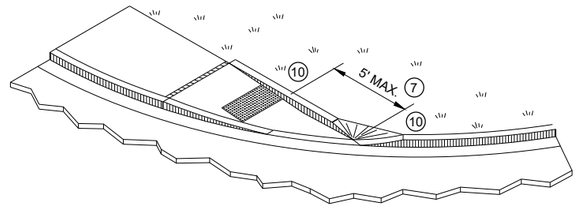
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

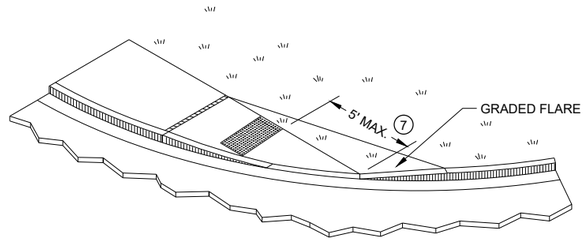


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



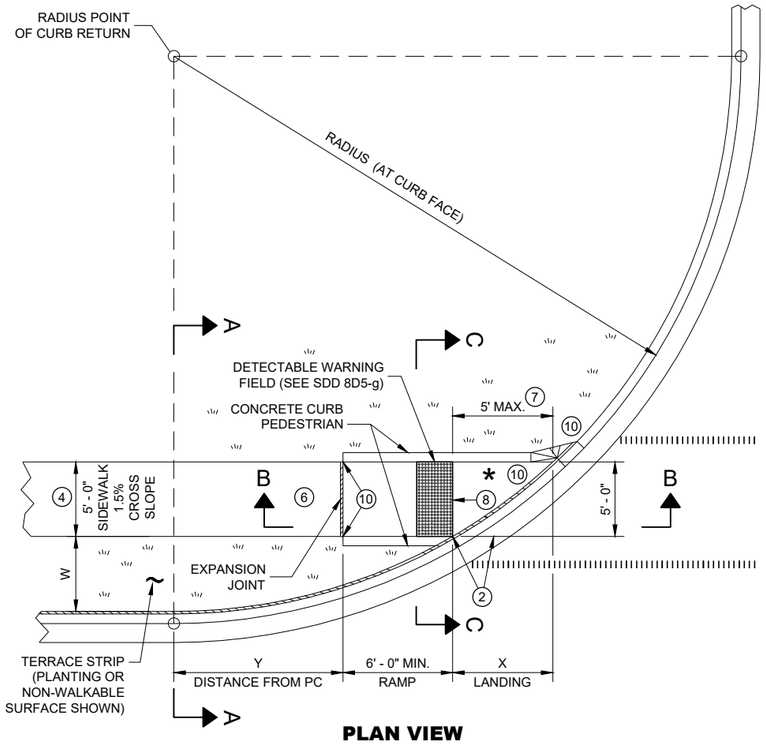
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

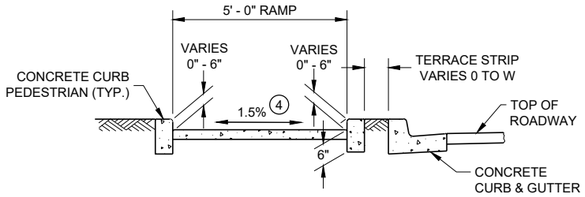


PLAN VIEW

CURB RAMP 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' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

LEGEND

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

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

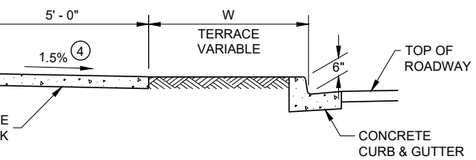
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

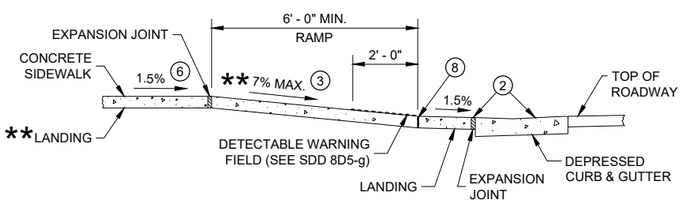
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

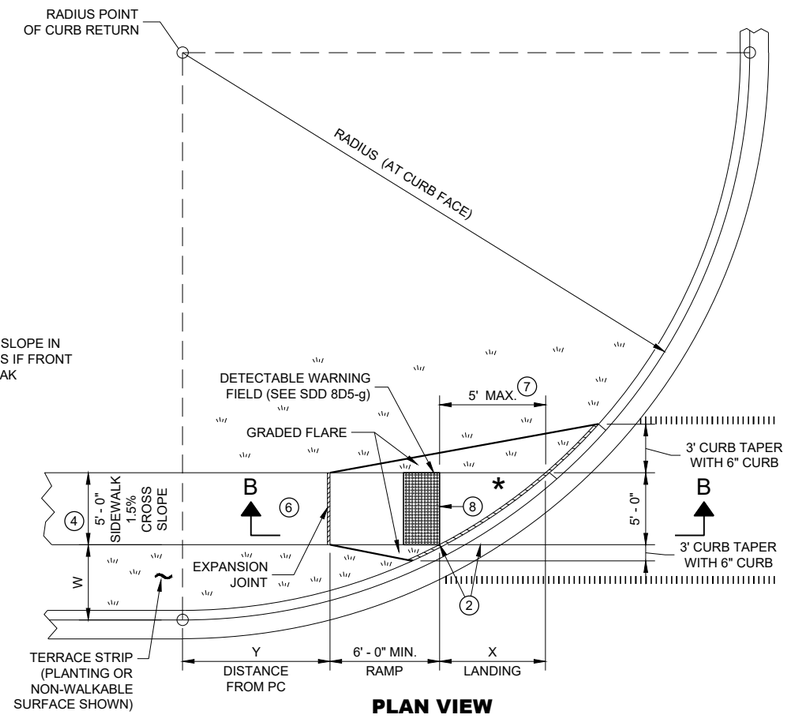


SECTION A - A FOR TYPE 4B



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

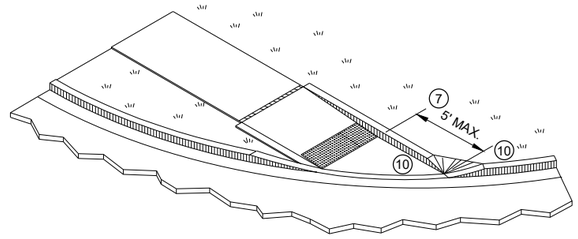
SECTION B - B FOR TYPE 4B AND TYPE 4B1



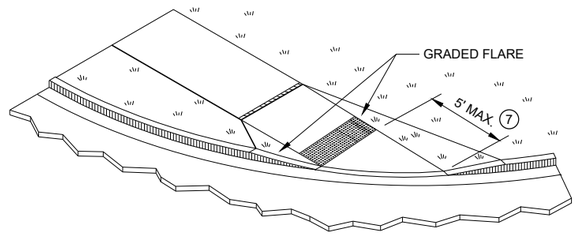
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



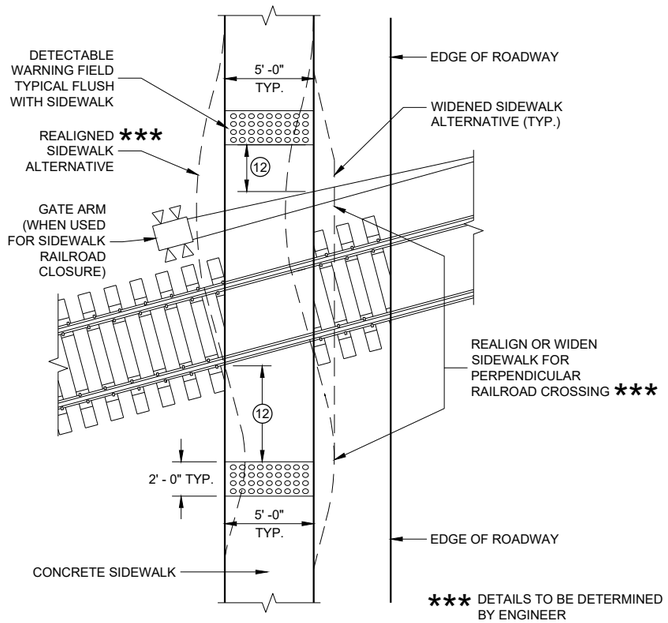
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

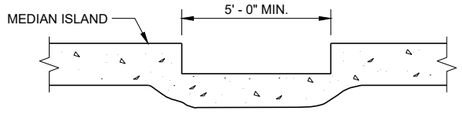
6

SDD 08D05 - 20d

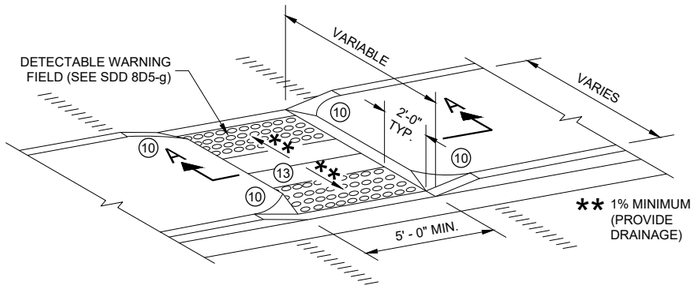


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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.

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 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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

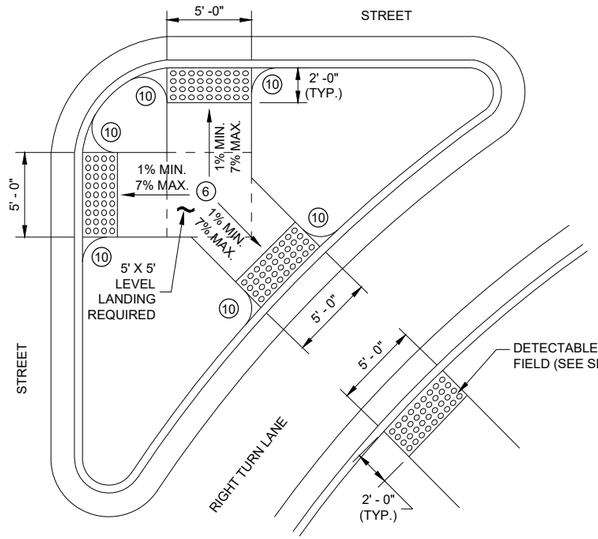
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

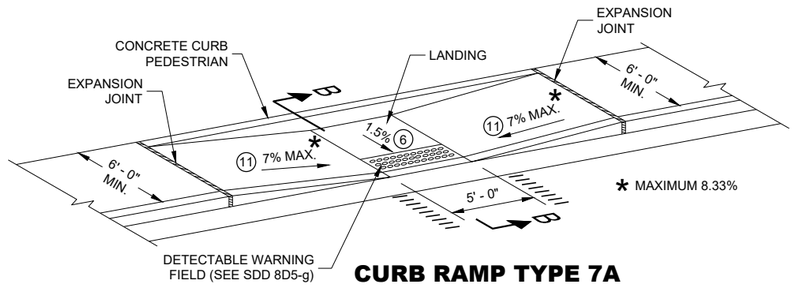
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

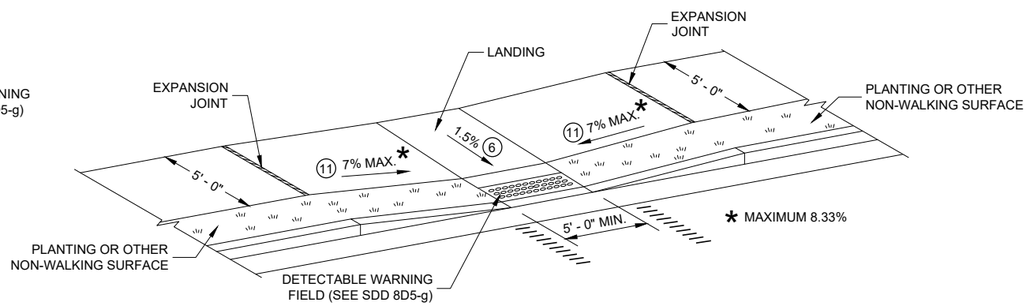
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

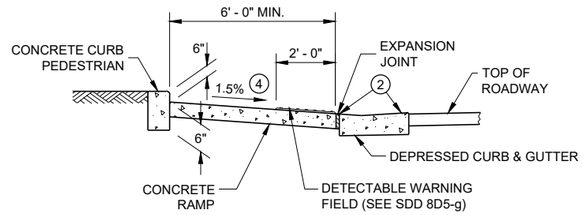
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

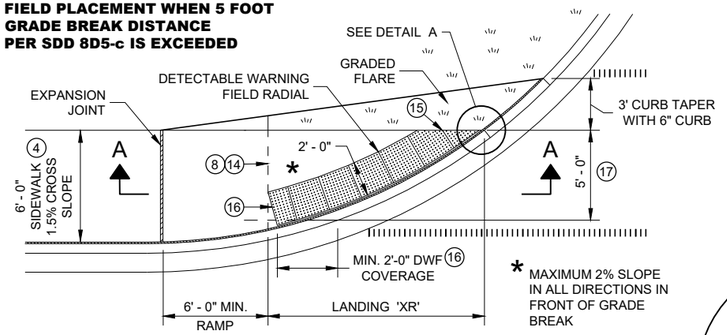
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

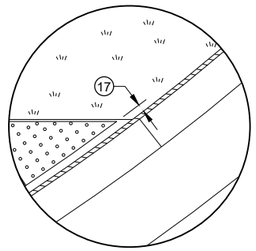
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



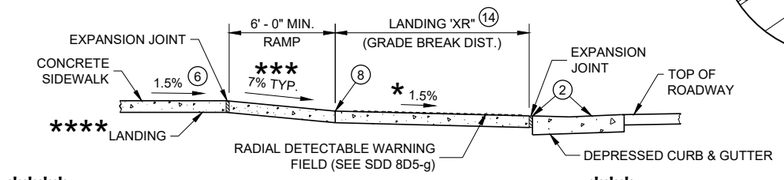
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

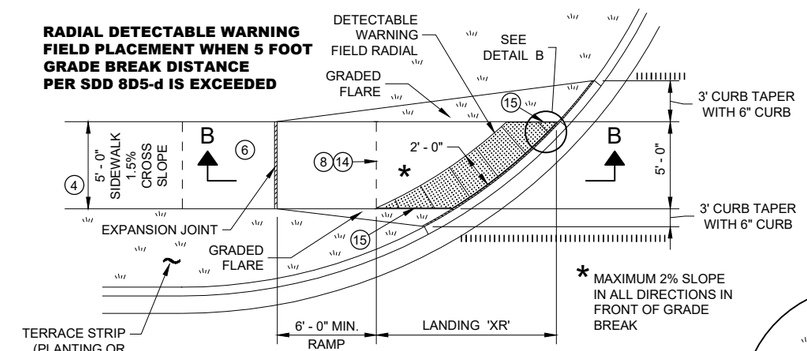


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

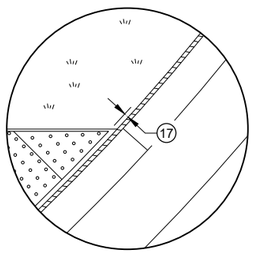
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



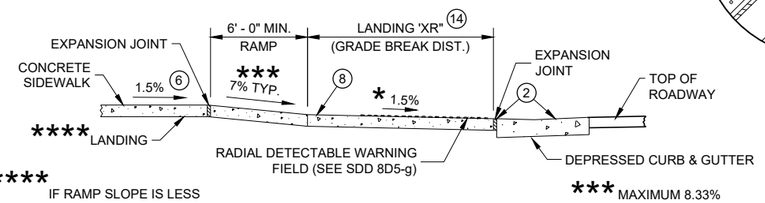
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

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.

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

(3) AN 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 BY 5 FEET.

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

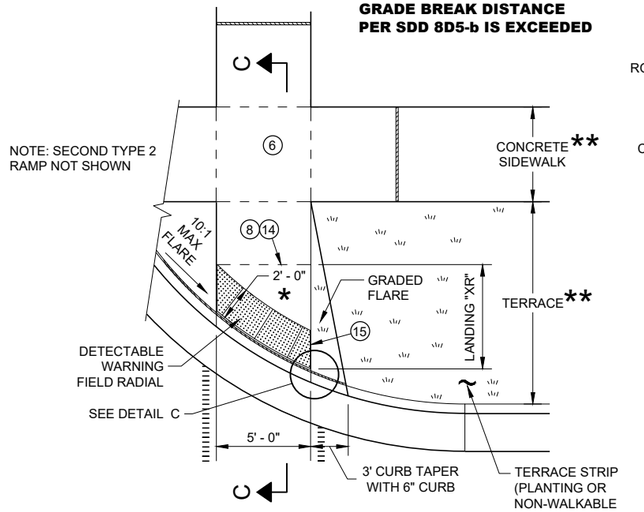
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

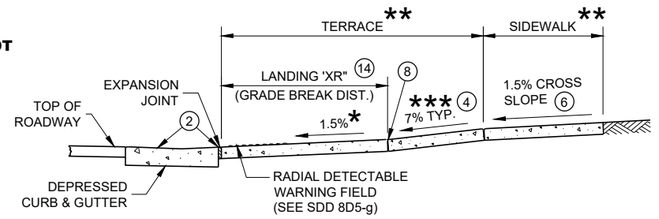


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

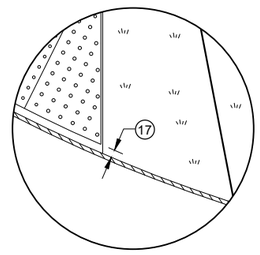


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

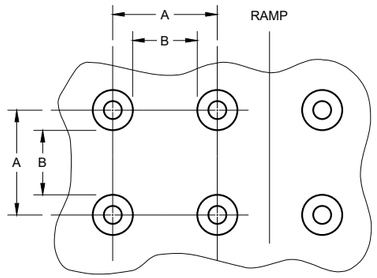
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

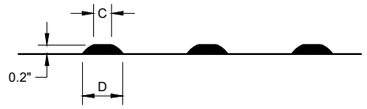
SDD 08D05 - 20f

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

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

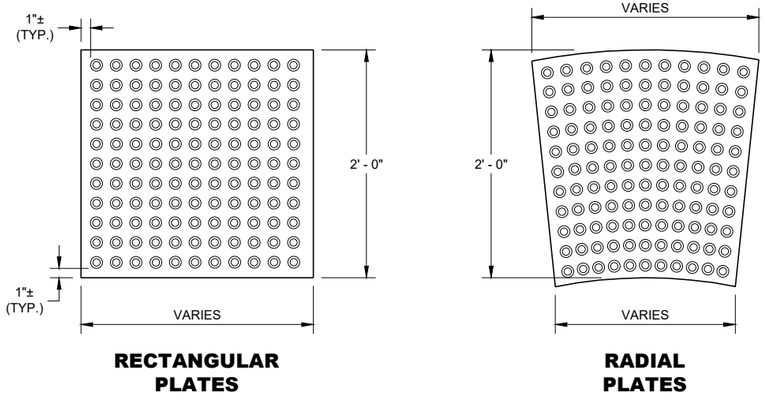


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

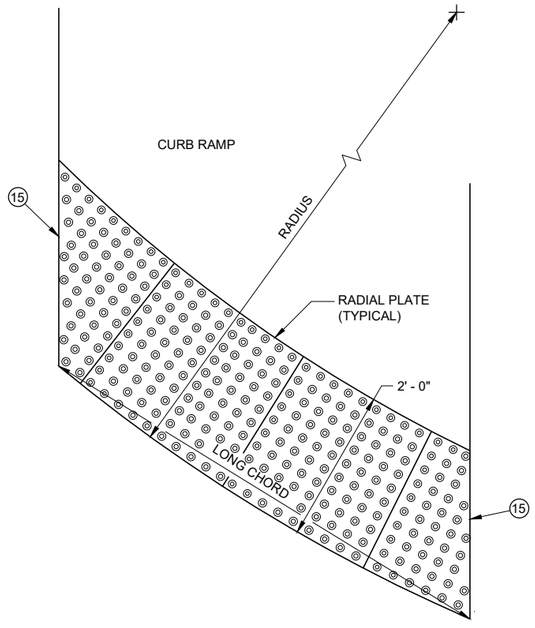
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

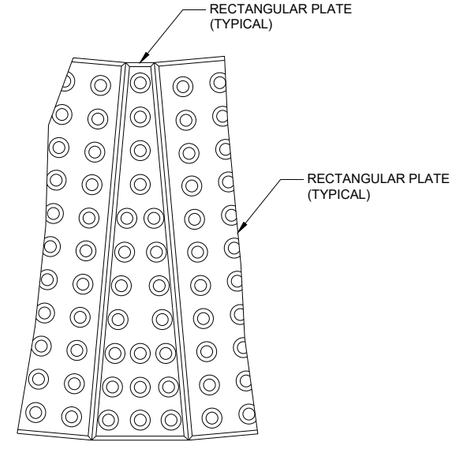
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

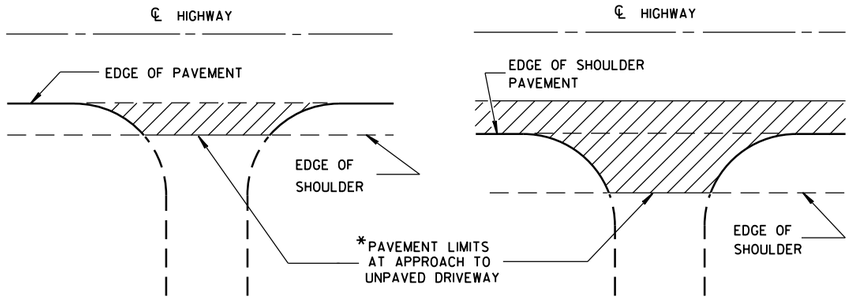
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

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SDD 08D05 - 20g

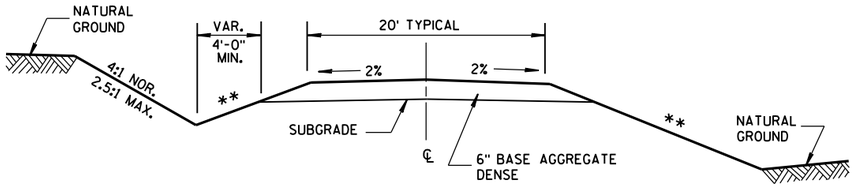


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB & GUTTER OR SIDEWALK)

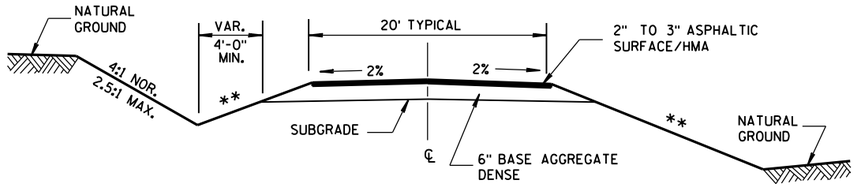


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

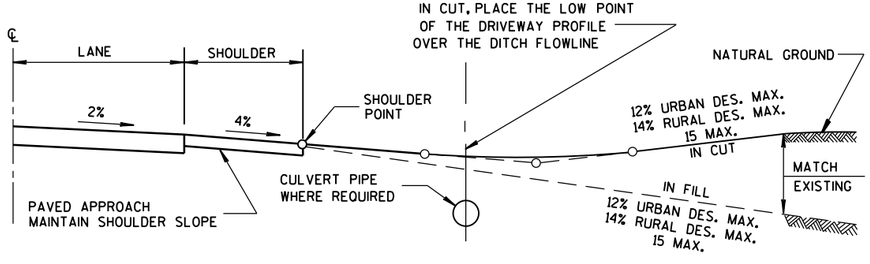
** SLOPE CAN VARY WITH SPEED. SEE 11-45-2.6.2.

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥35 TO <60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE



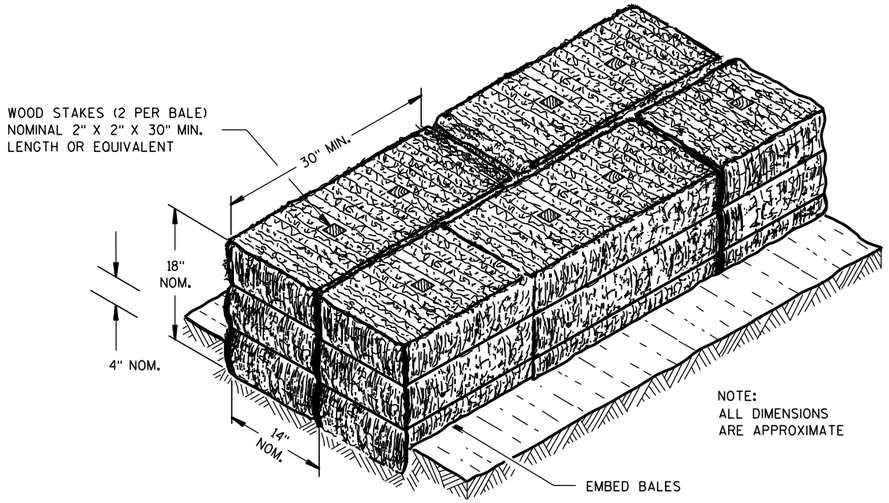
TYPICAL DRIVEWAY PROFILES

DRIVEWAYS WITHOUT CURB & GUTTER

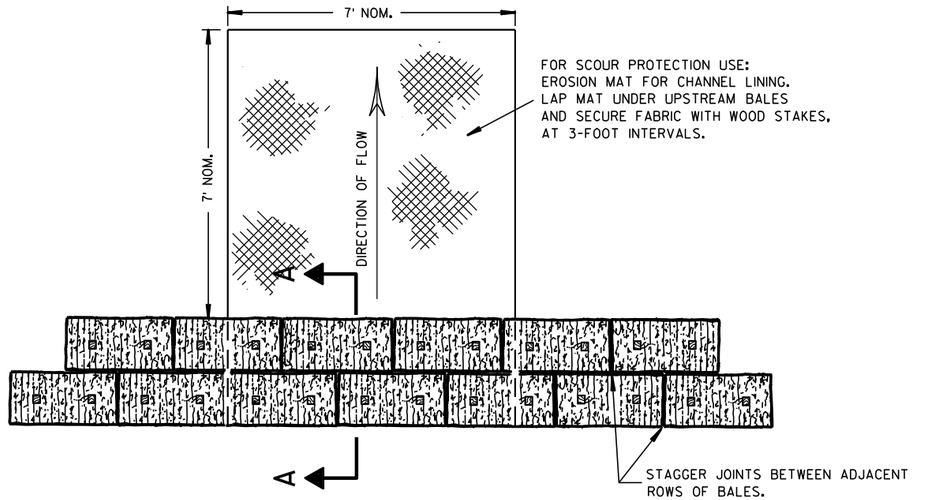
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS UNIT SUPERV
FHWA

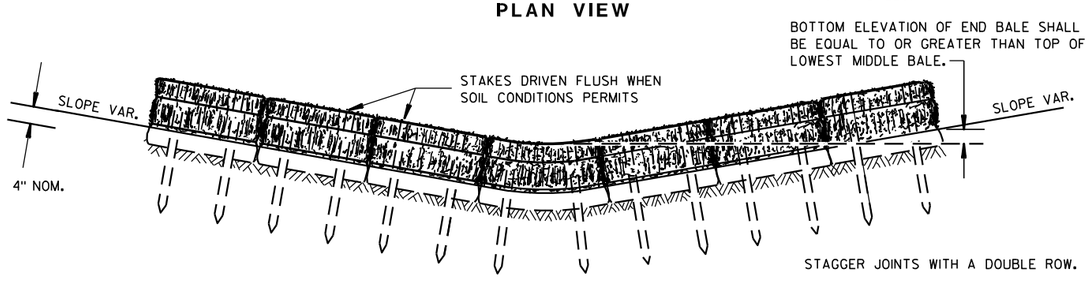
6 S.D.D. 8 D 21-1



SECTION A-A



PLAN VIEW



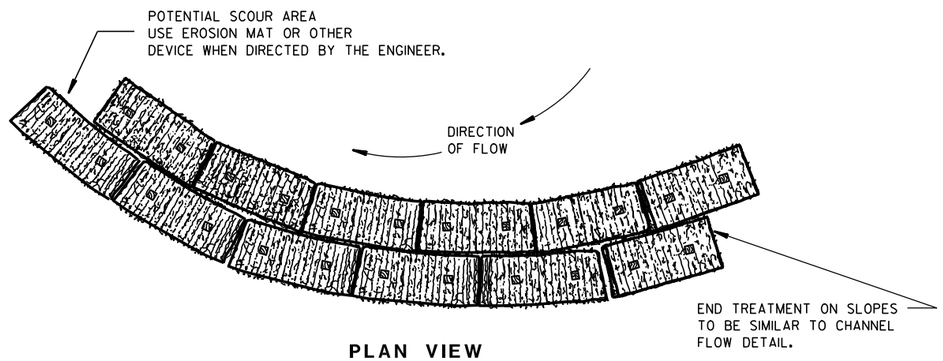
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

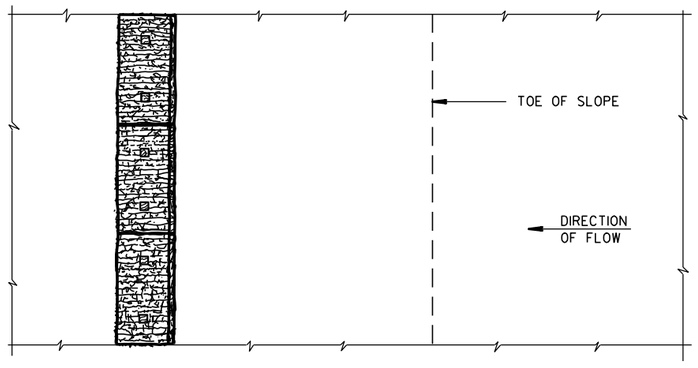
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

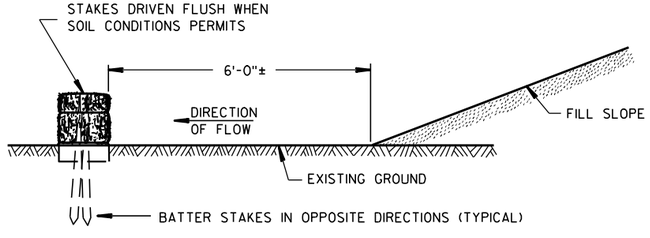


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

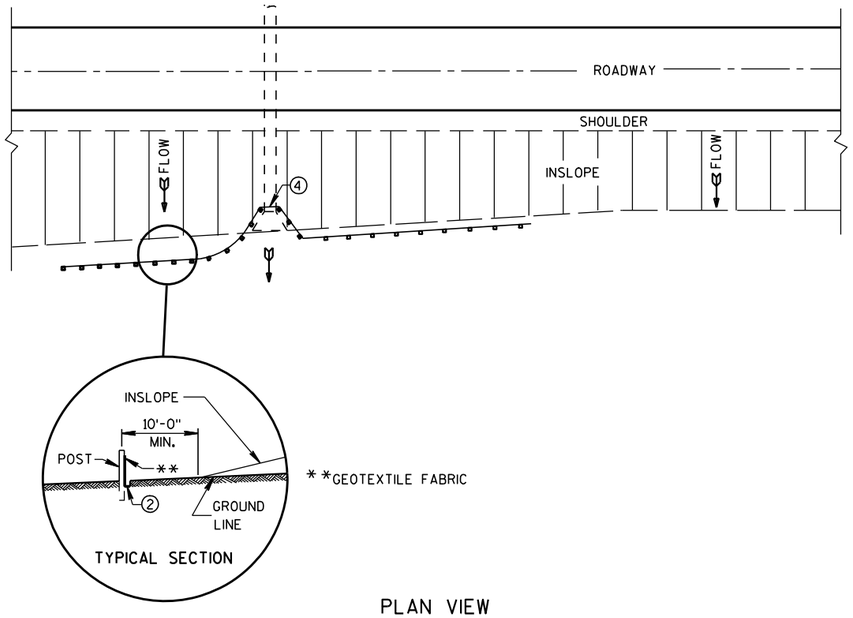
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

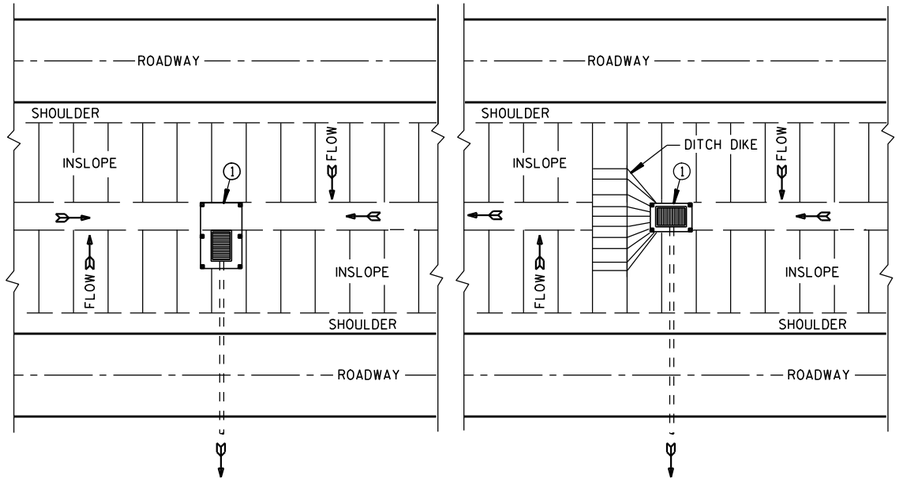
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



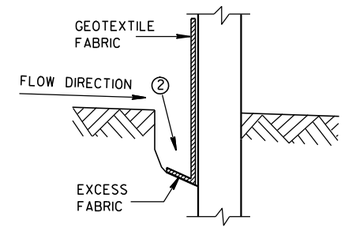
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

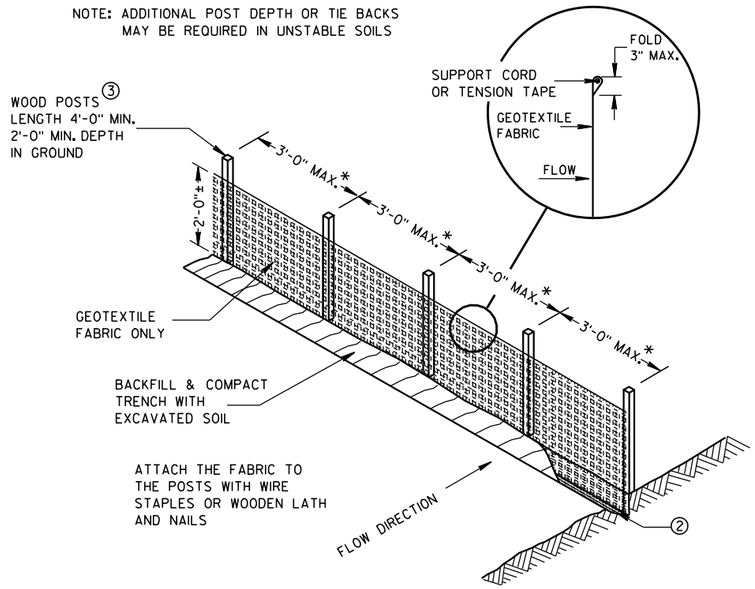
GENERAL NOTES

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

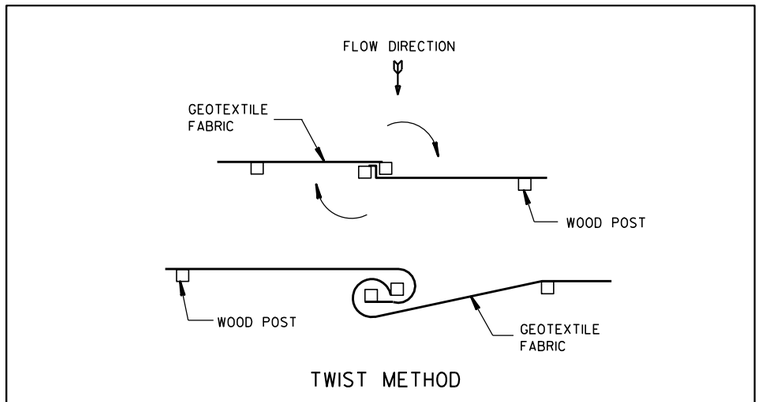
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



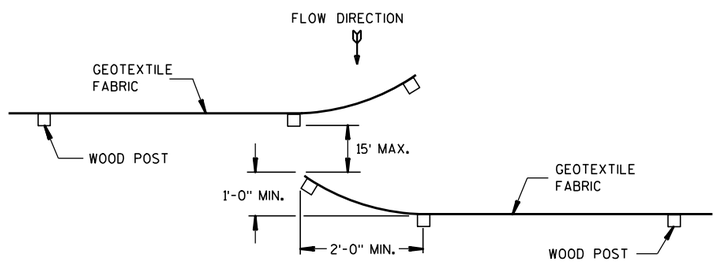
TRENCH DETAIL



SILT FENCE

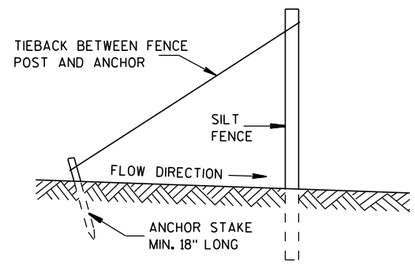


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

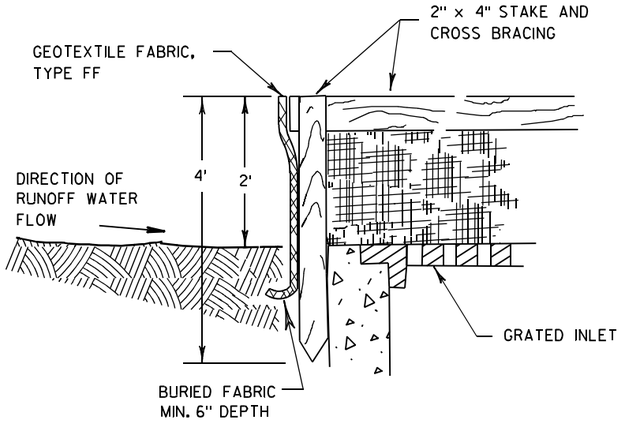
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

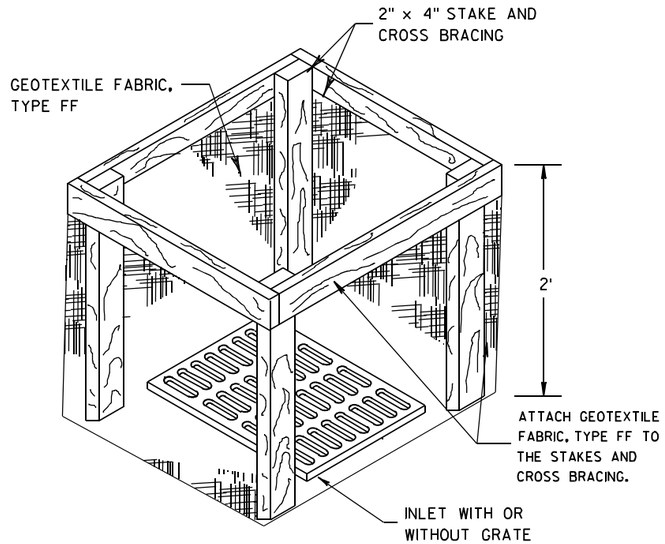
6

S.D.D. 8 E 9-6

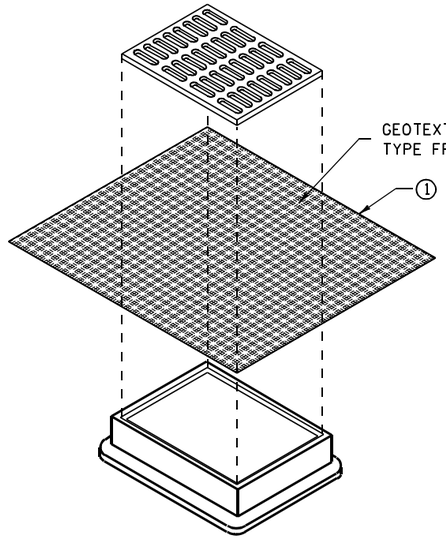
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S.D.D. 8 E 9-6



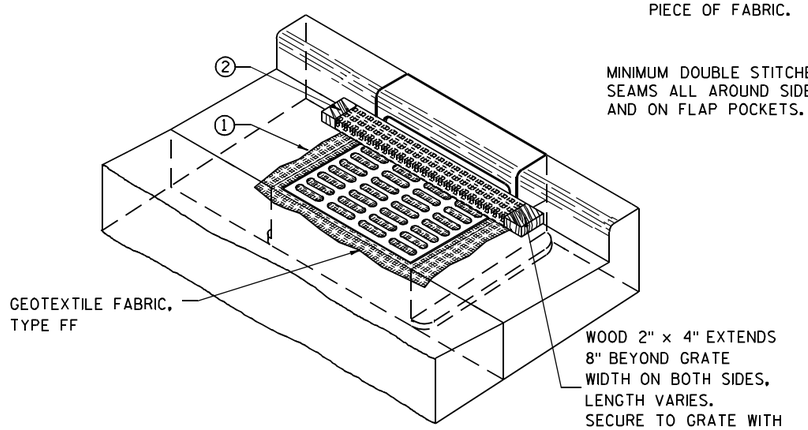


INLET PROTECTION, TYPE A

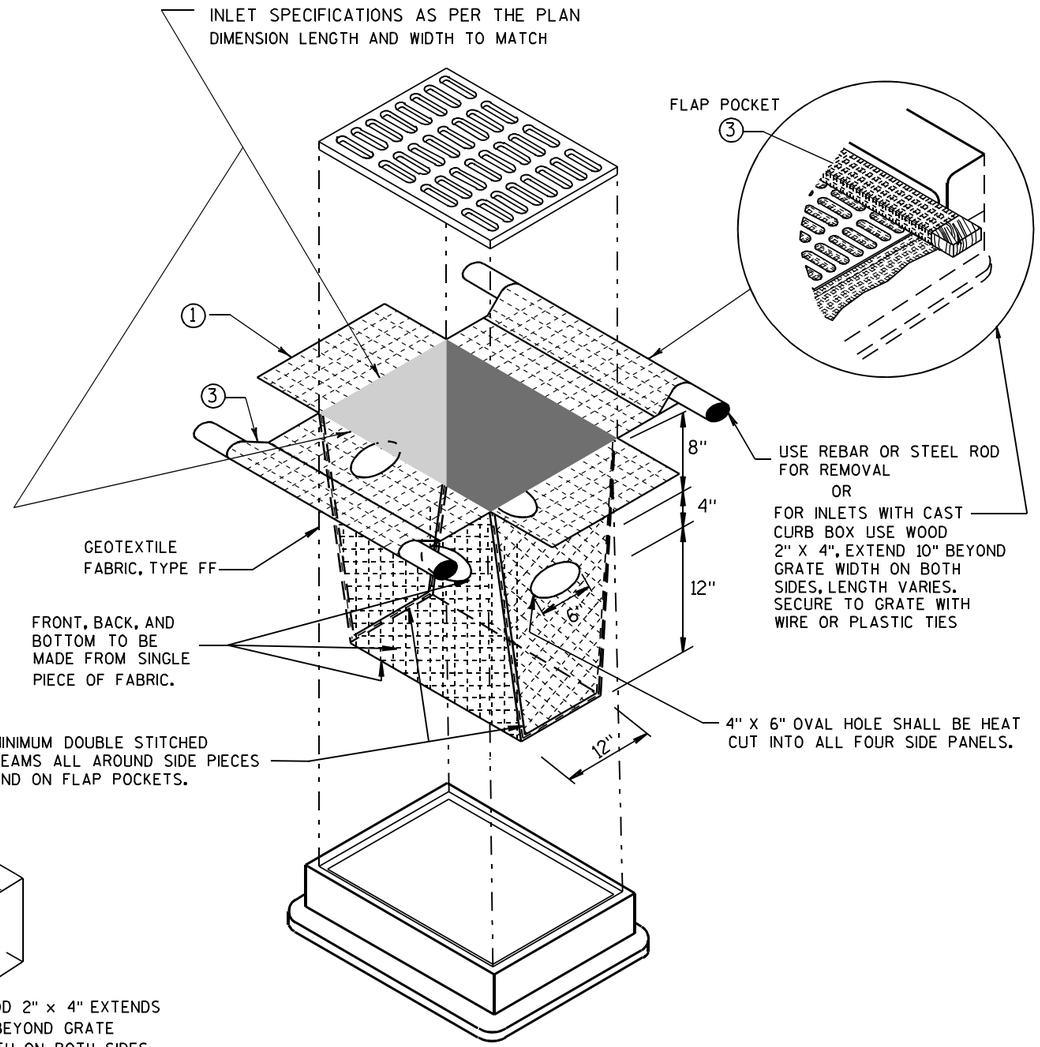


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

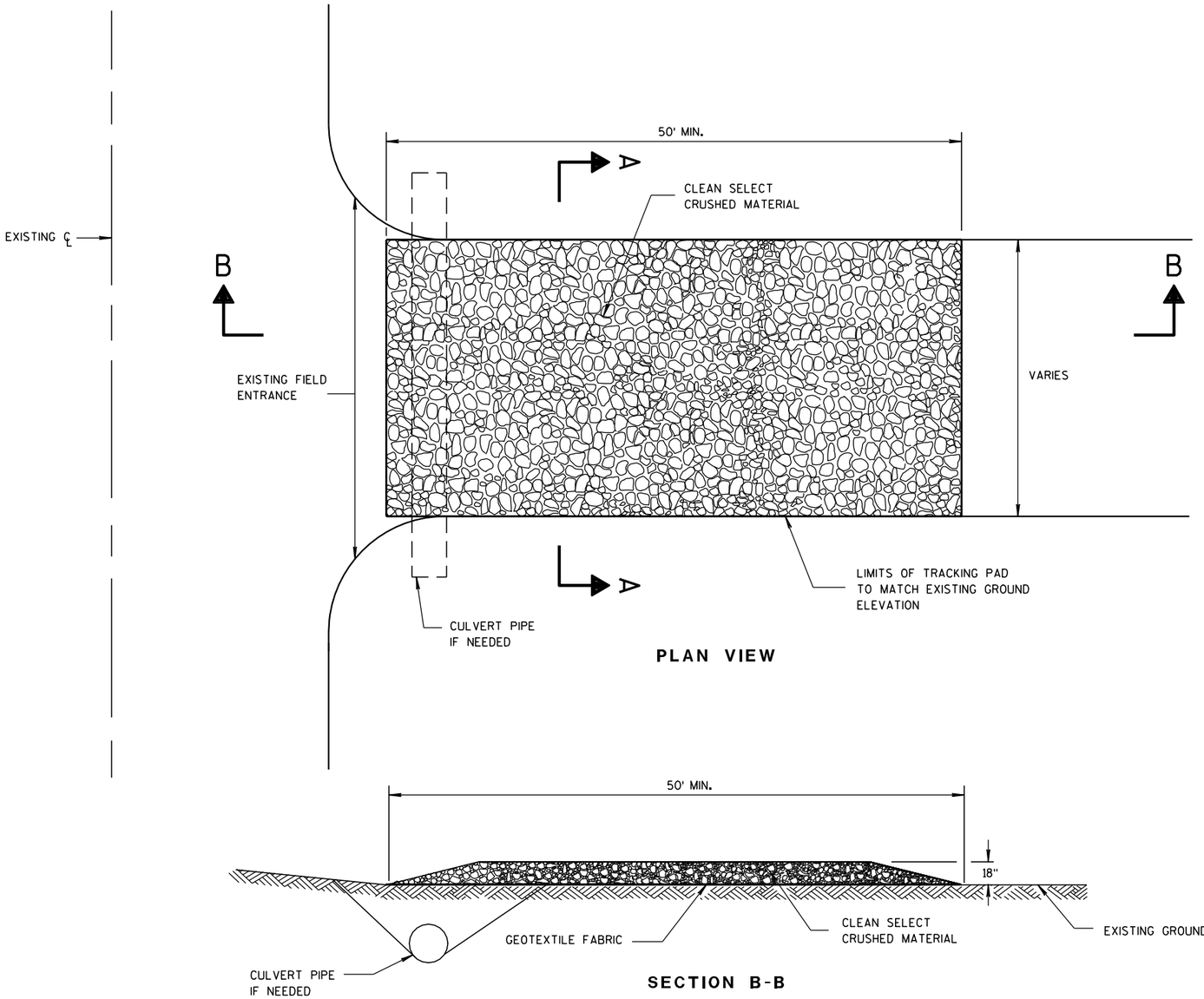
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

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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.

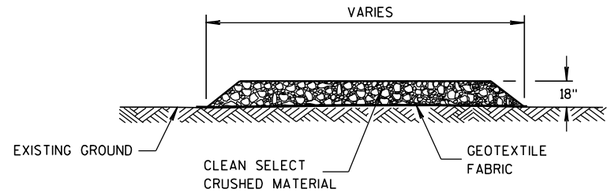
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

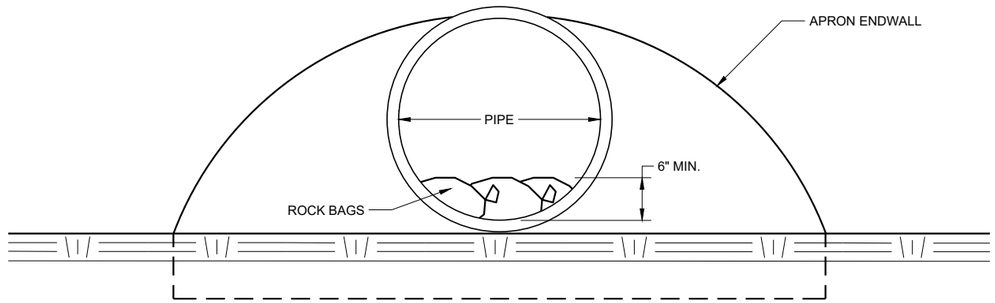
APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

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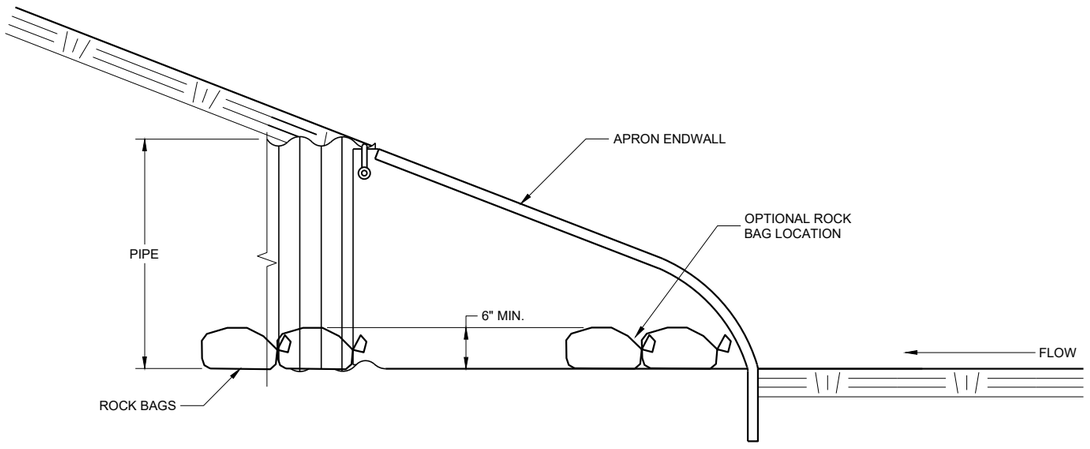
S.D.D. 8 E 14-1

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S.D.D. 8 E 14-1



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

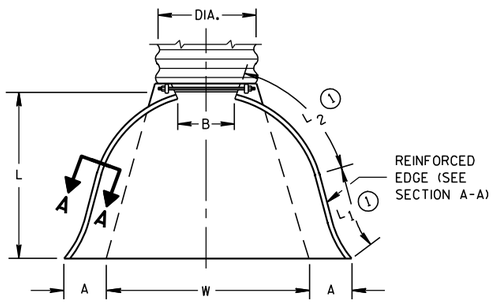
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

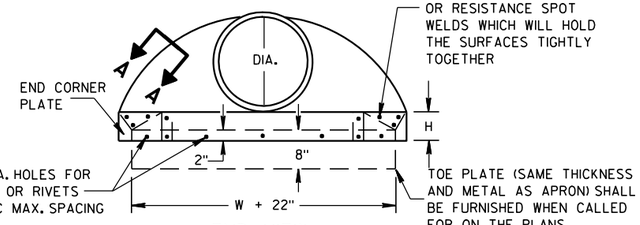
REINFORCED CONCRETE APRON ENDWALLS

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

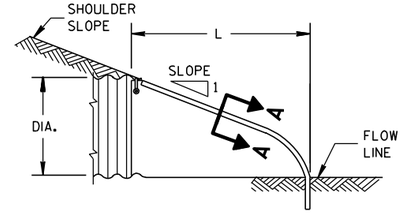
*MINIMUM
**MAXIMUM



PLAN VIEW

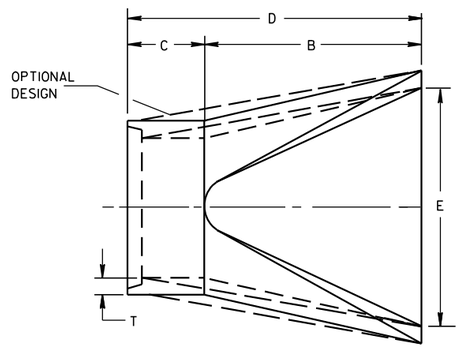


END VIEW

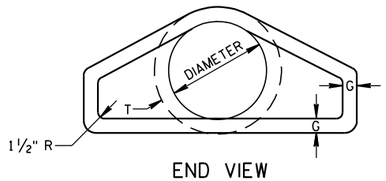


SIDE ELEVATION

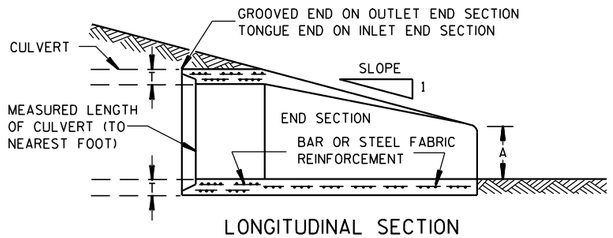
METAL ENDWALLS



PLAN

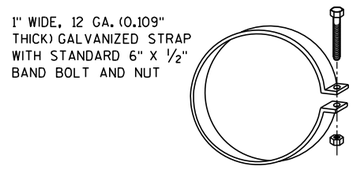


END VIEW



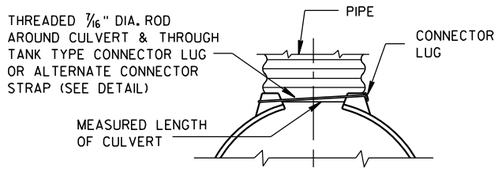
LONGITUDINAL SECTION

CONCRETE ENDWALLS

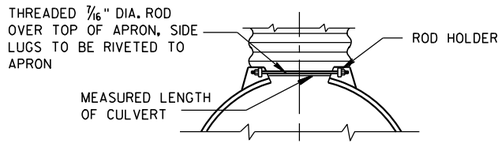


ALTERNATE FOR TYPE 1 CONNECTION

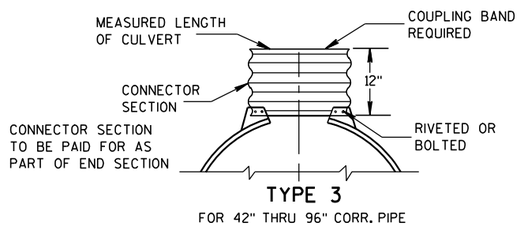
END SECTION CONNECTOR STRAP



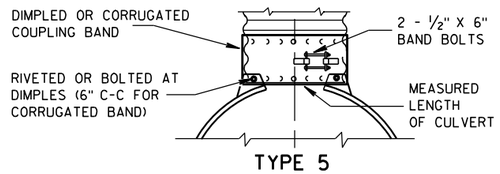
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

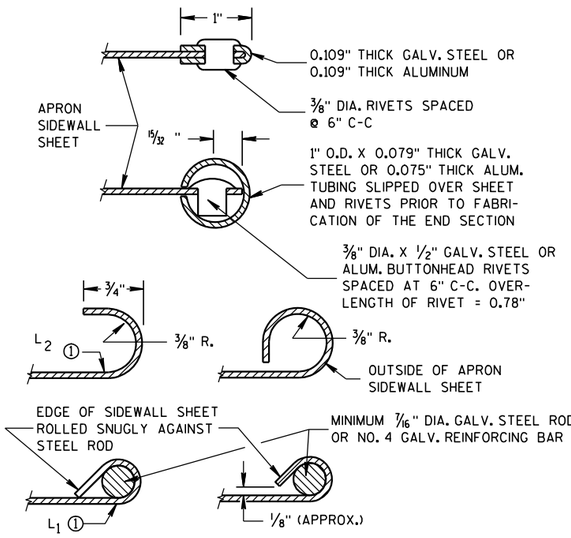
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

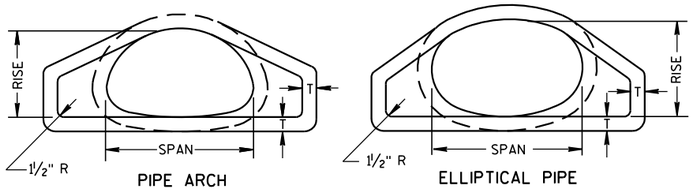
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

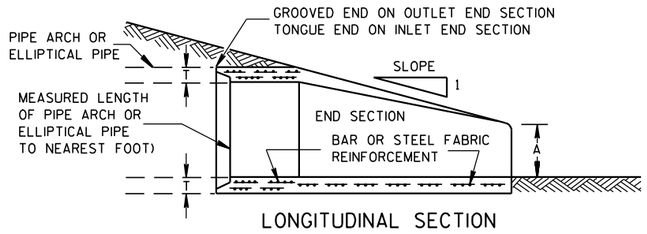
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith 395
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

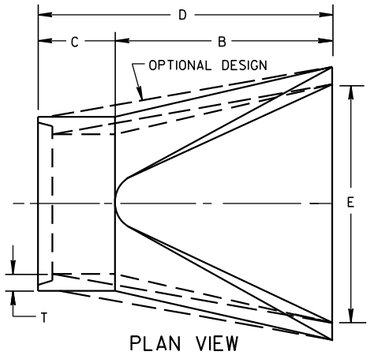
6
S.D.D. 8 F 1-11



END VIEW

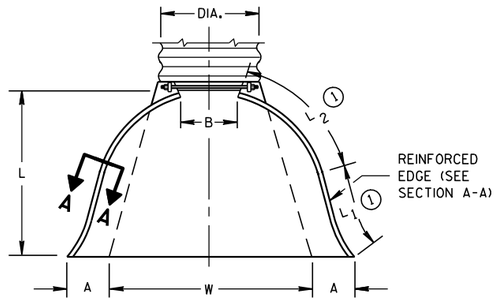


LONGITUDINAL SECTION

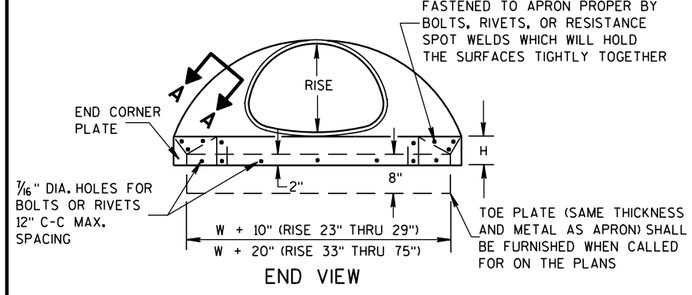


PLAN VIEW

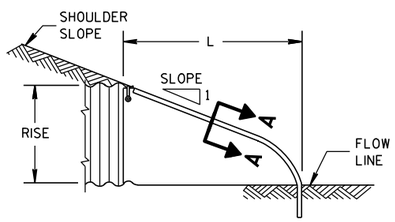
CONCRETE ENDWALLS



PLAN VIEW

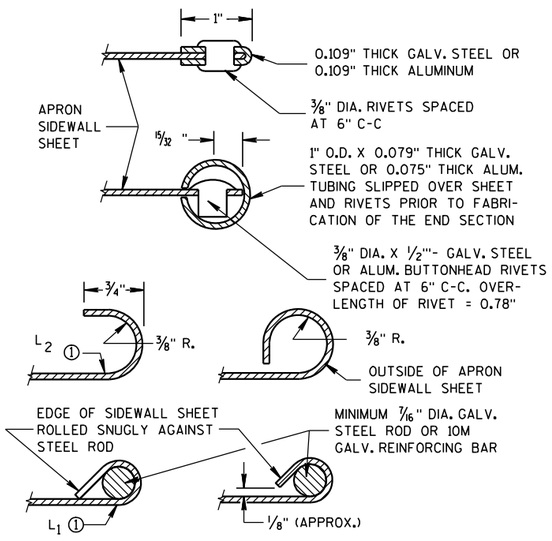


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

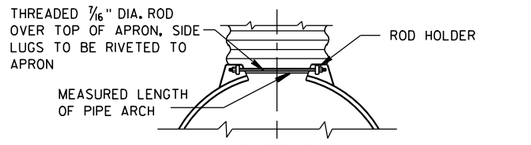
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

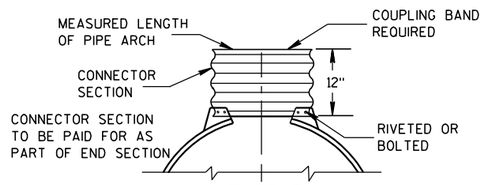
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



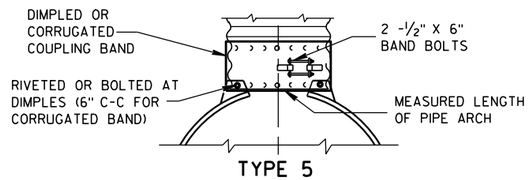
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

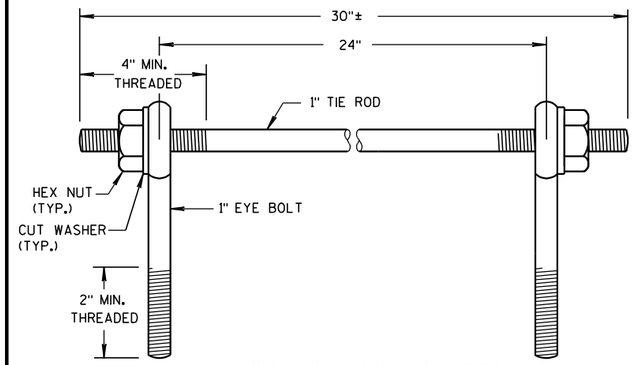
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

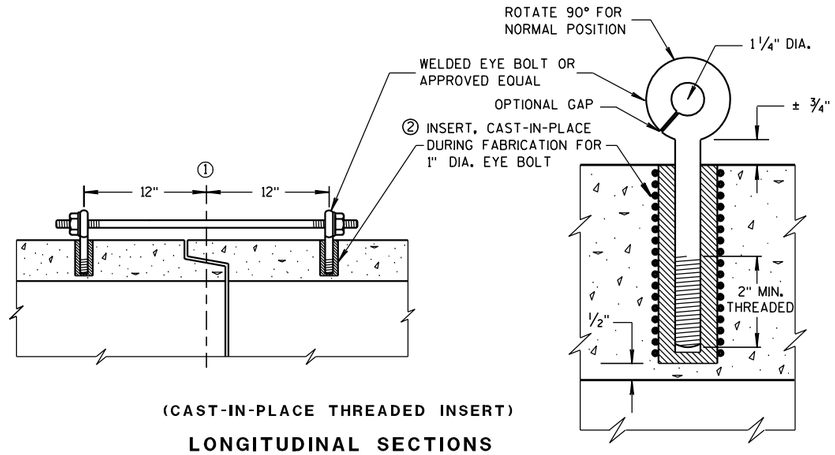
FHWA

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S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

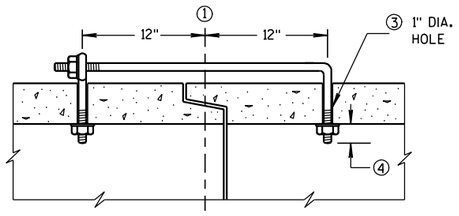
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

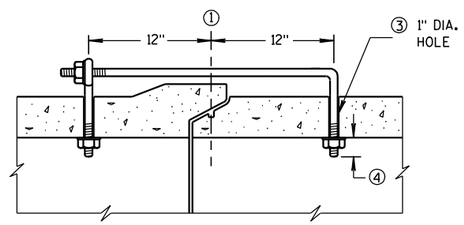
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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



(TONGUE & GROOVE PIPE)

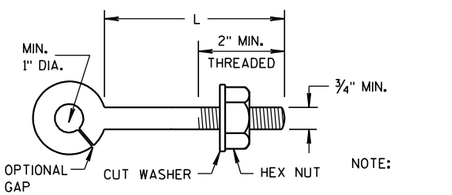


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

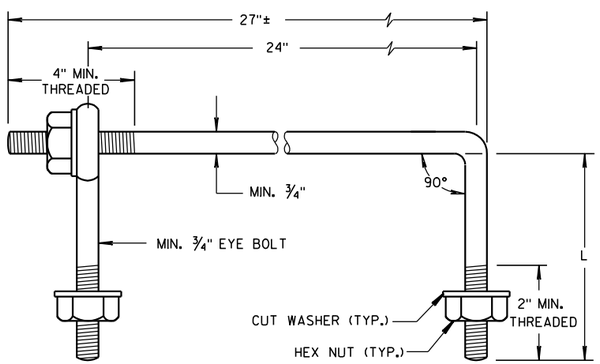
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

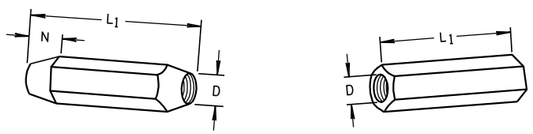
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

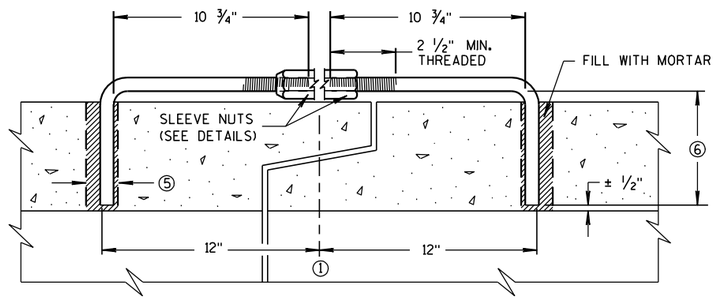
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

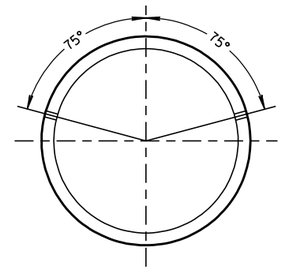
SLEEVE NUTS



LONGITUDINAL SECTION

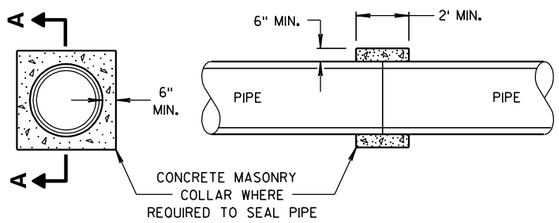
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
397
FHWA

6

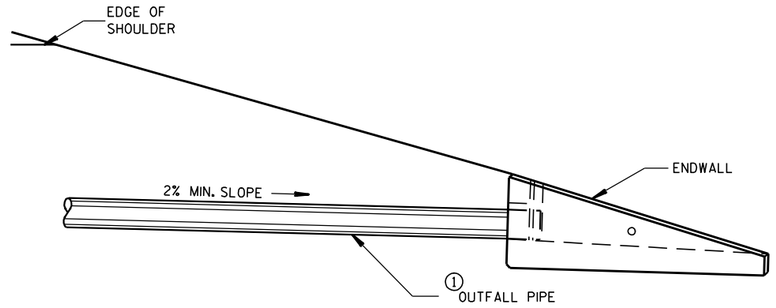
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

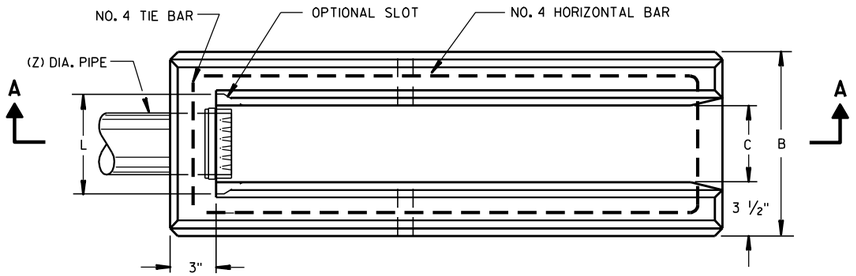
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

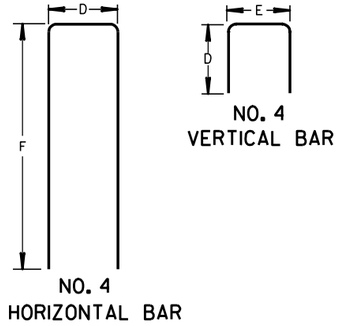
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

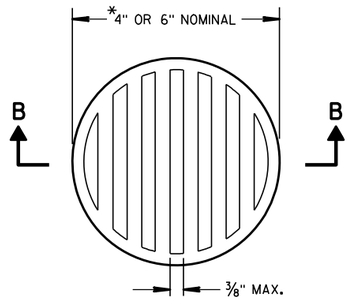
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



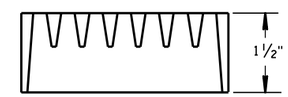
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



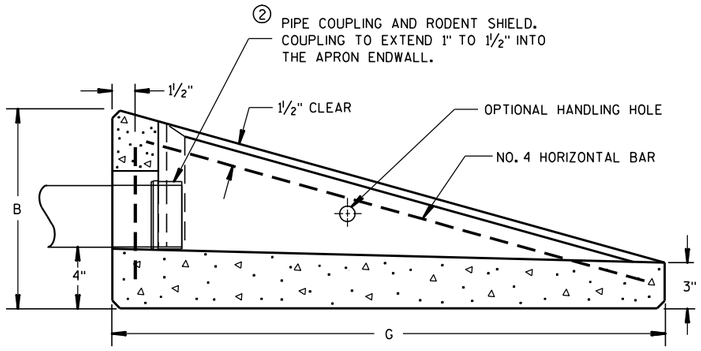
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



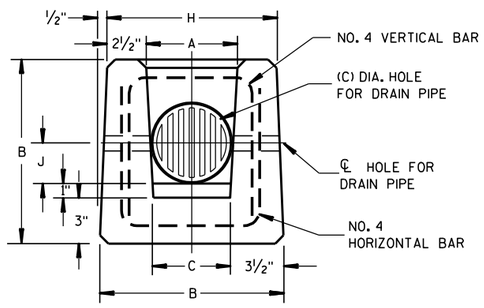
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

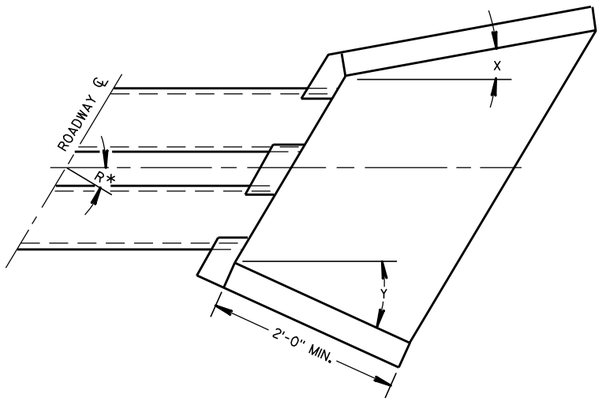
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

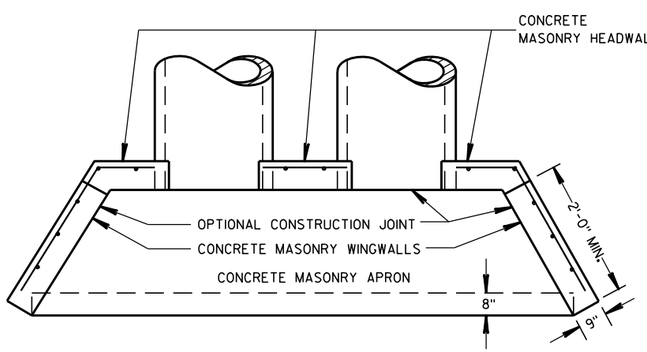
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

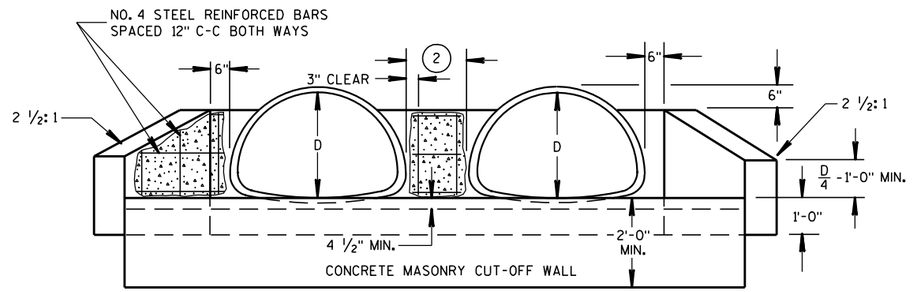
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



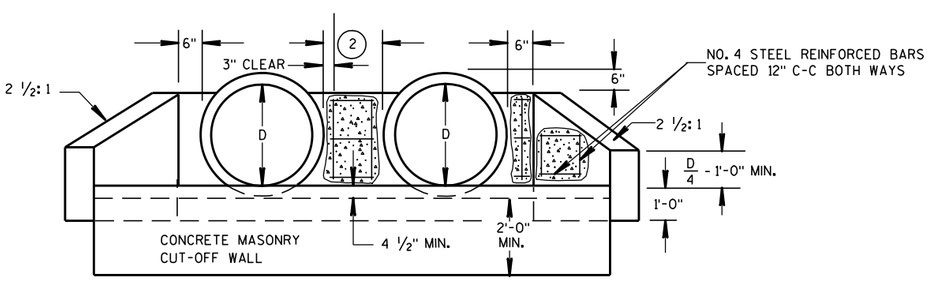
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



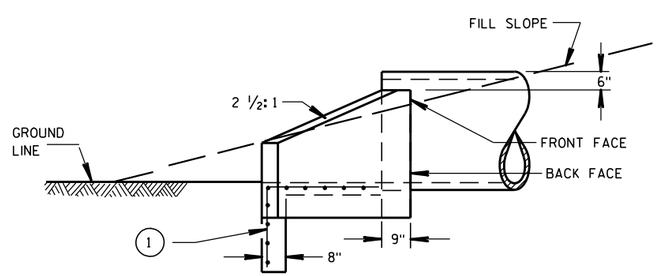
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

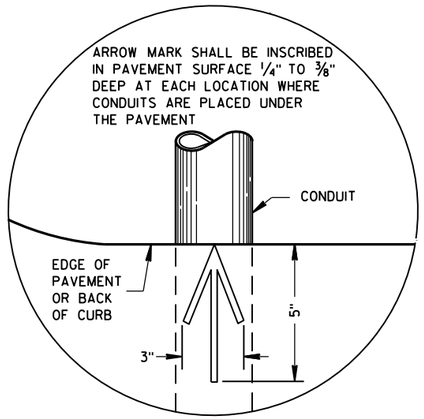
9/14/98 DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

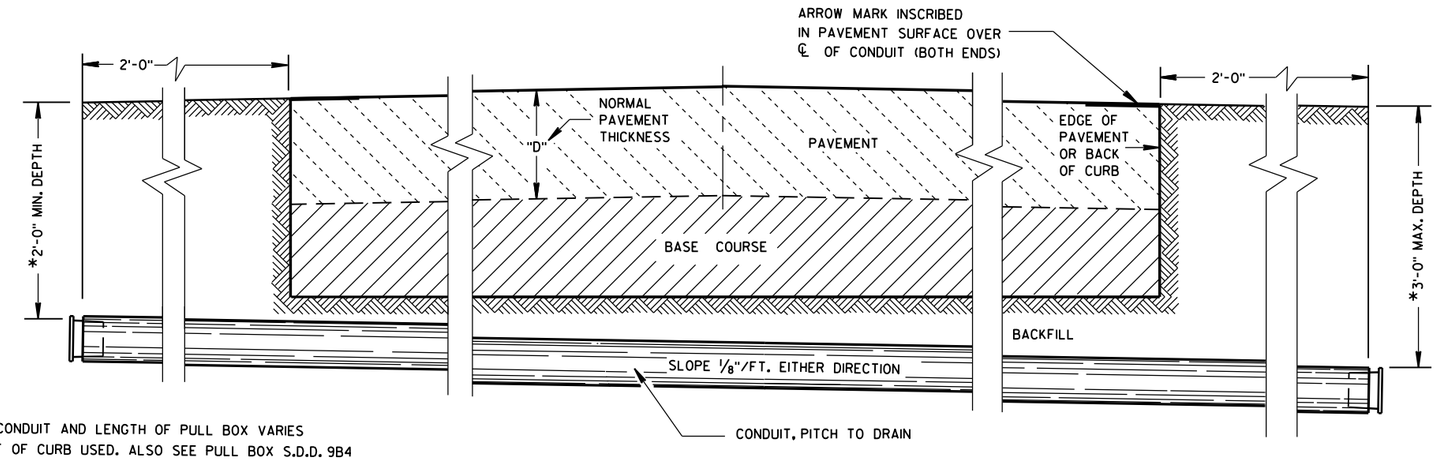
6

S.D.D. 8 F 10-1



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

6

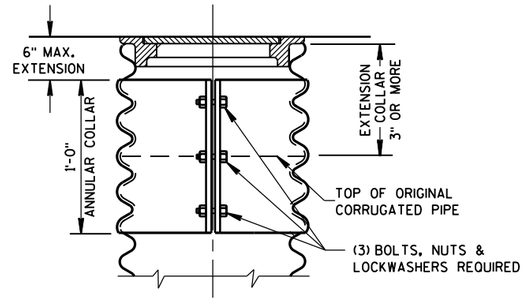
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

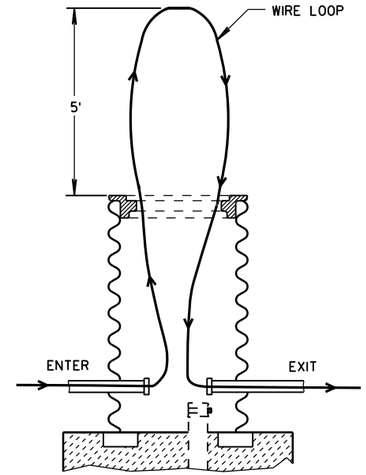
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	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.

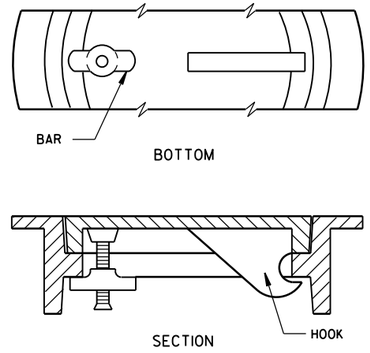
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

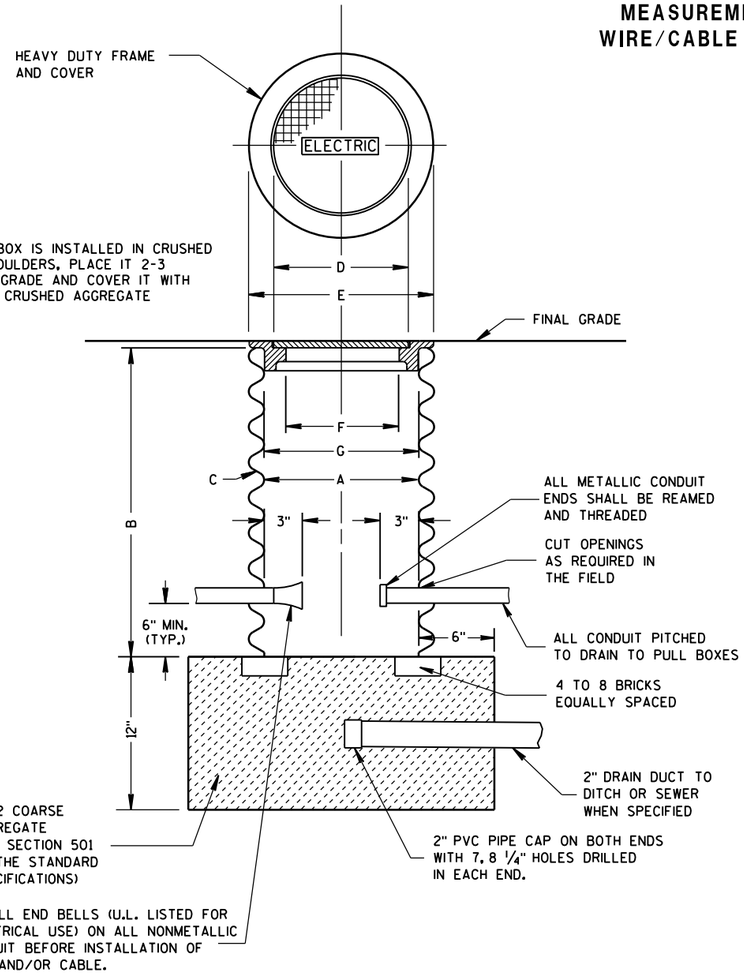


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



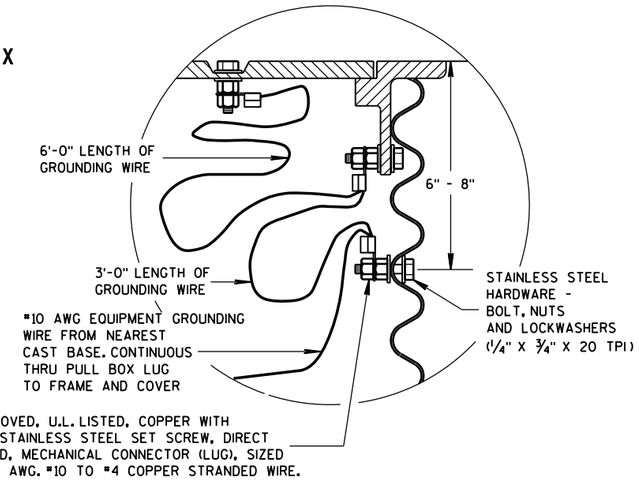
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

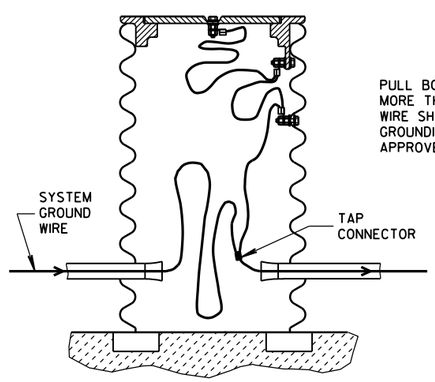


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

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

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

PULL BOX

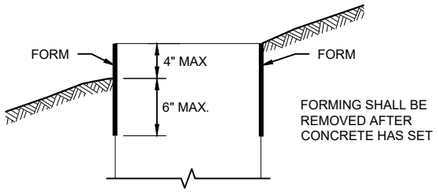
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 401
FHWA

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

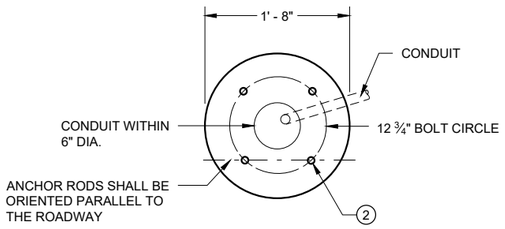
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

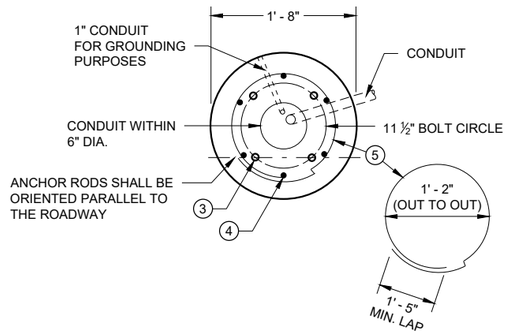
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

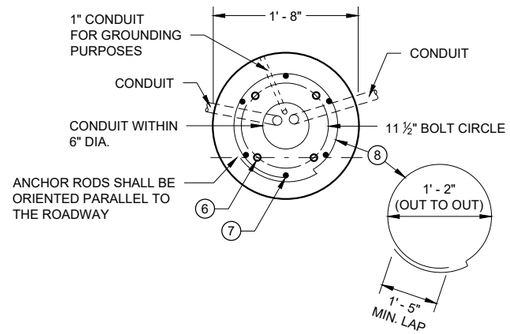
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

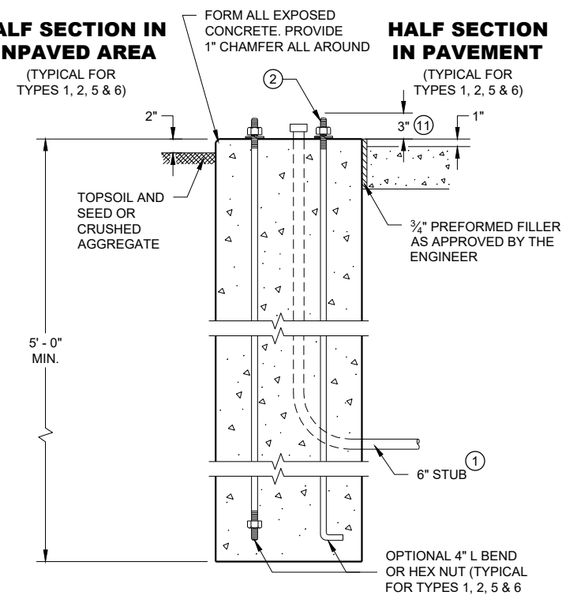
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

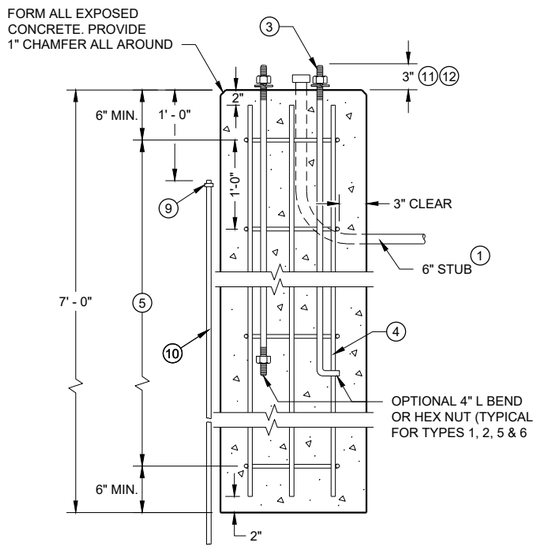
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

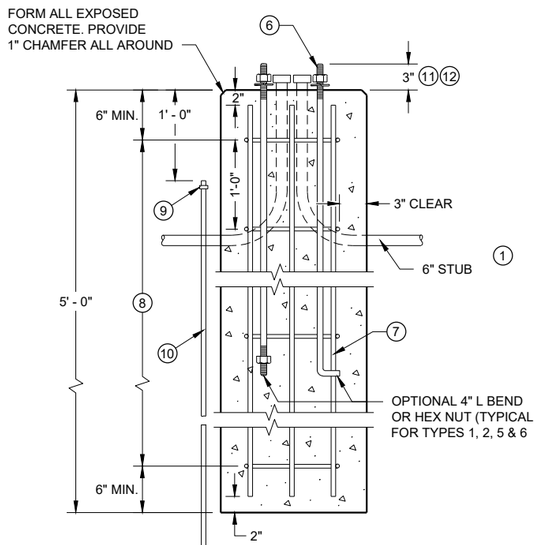
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGI
402
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

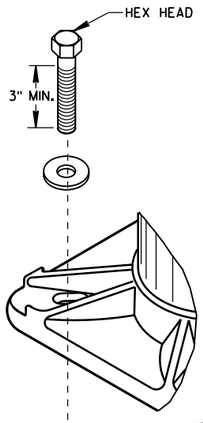
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

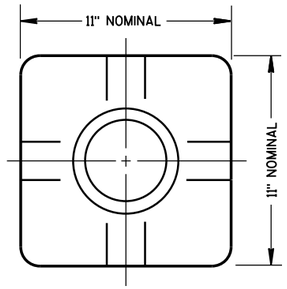
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

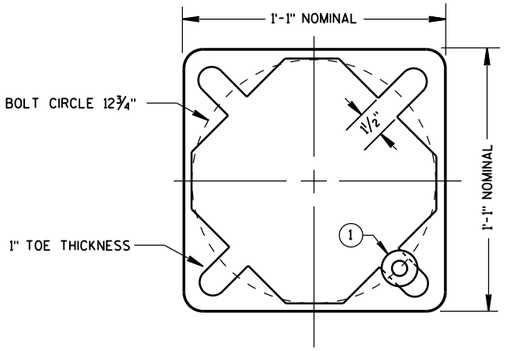
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

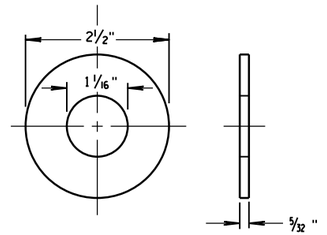




TOP VIEW
(PEDESTAL BASE)

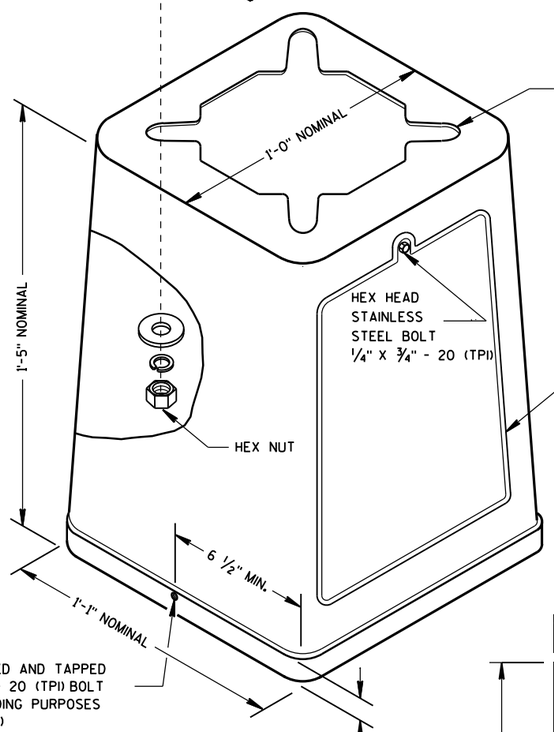


BOTTOM VIEW
(PEDESTAL BASE)

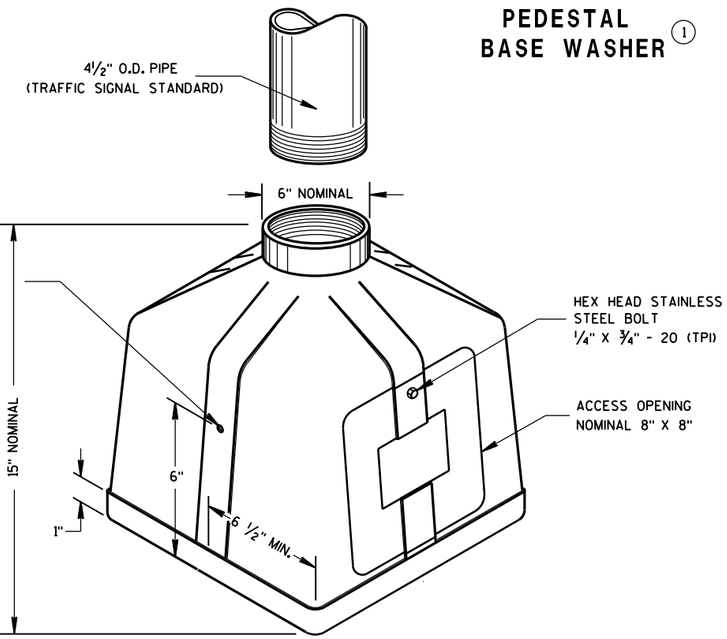


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

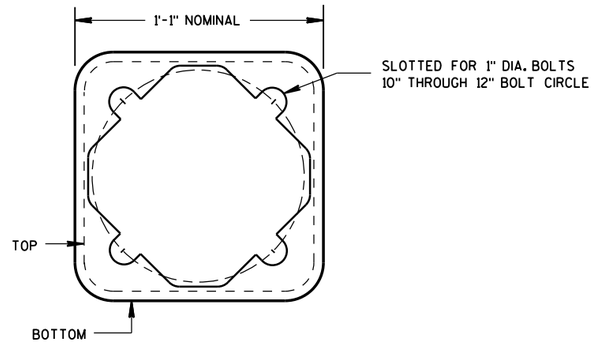


ISOMETRIC VIEW

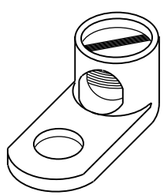


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

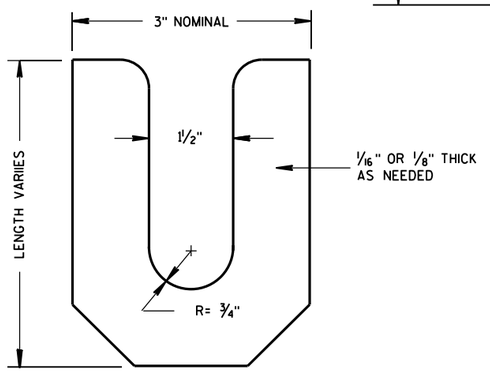


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

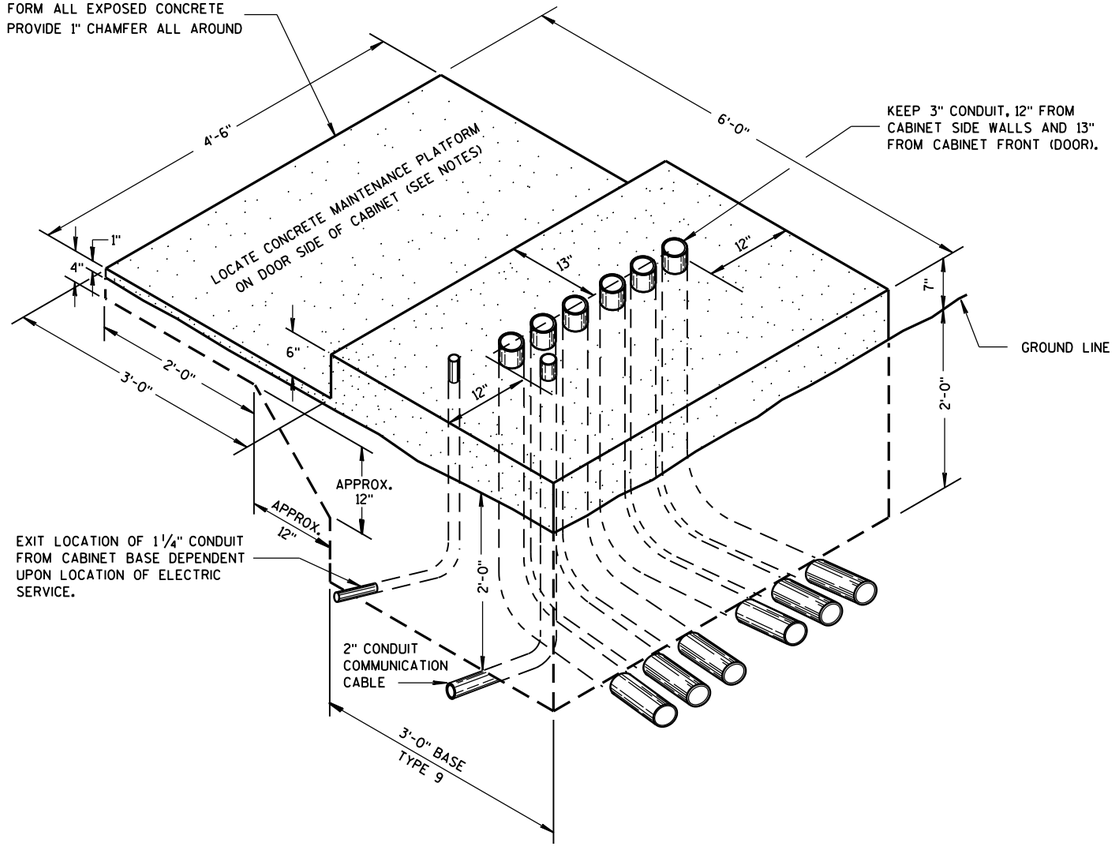
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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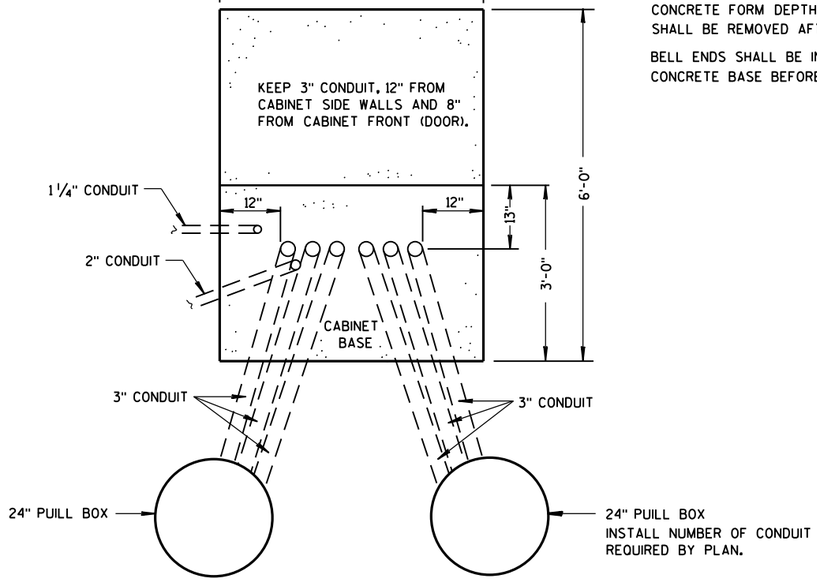
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

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

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 404
FHWA

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

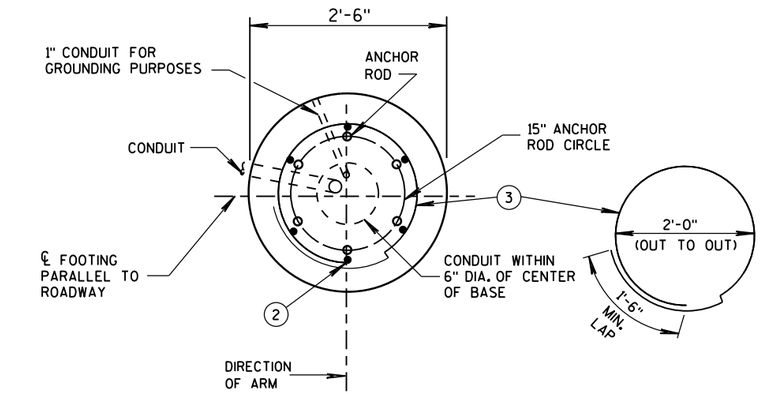
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

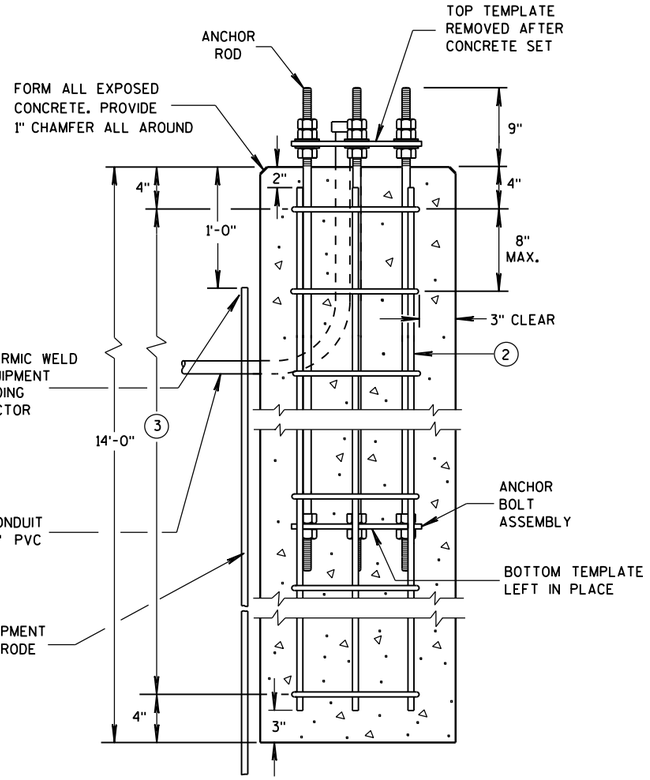
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

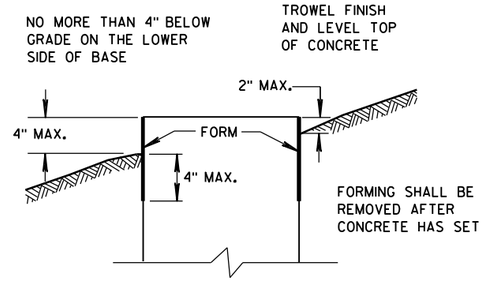




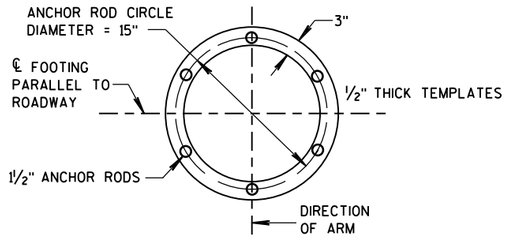
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

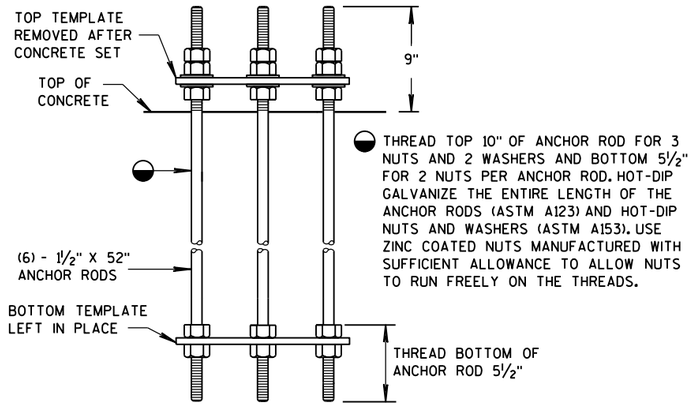
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

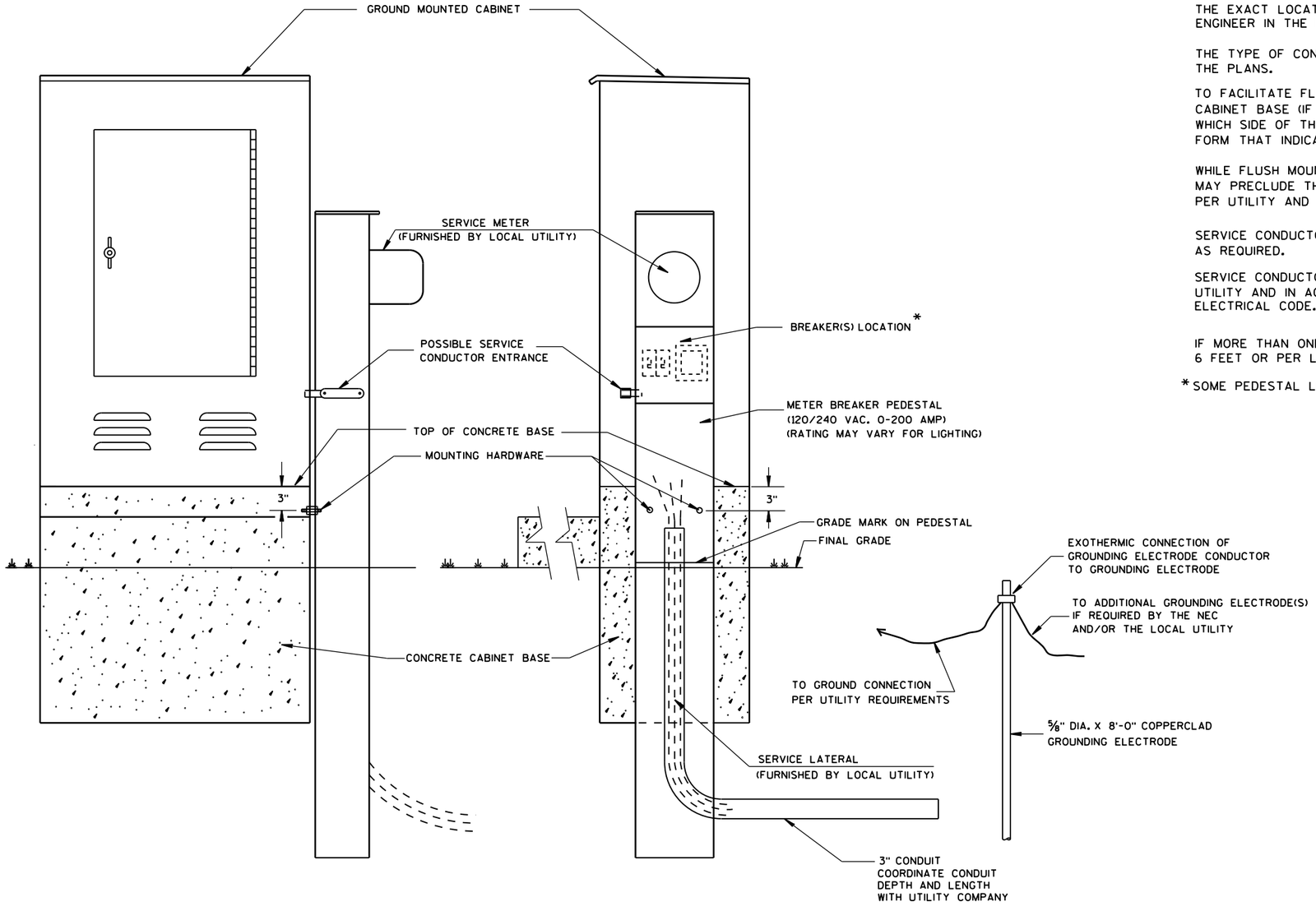
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 11-10



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

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

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

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

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

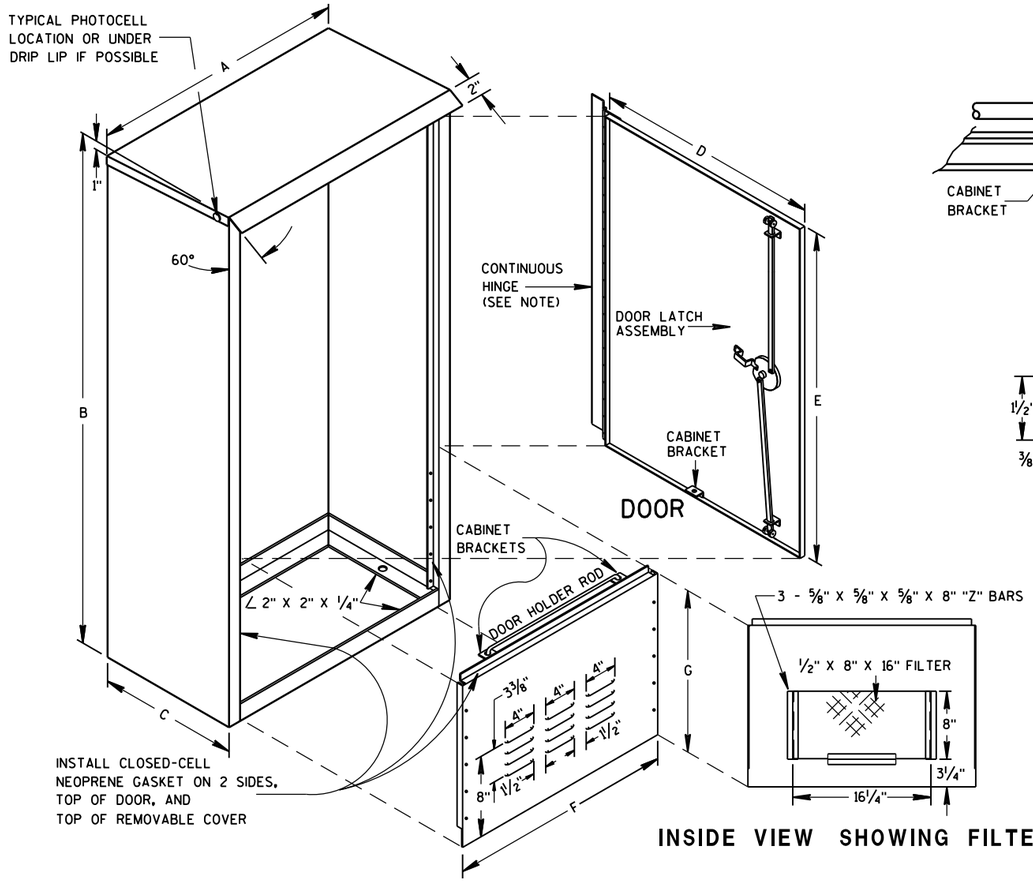
*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

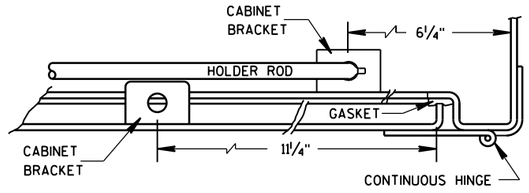
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 D 1-5

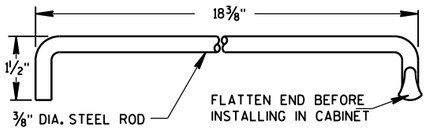


INSIDE VIEW SHOWING FILTER

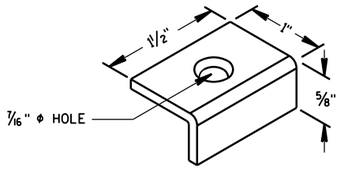
REMOVABLE COVER



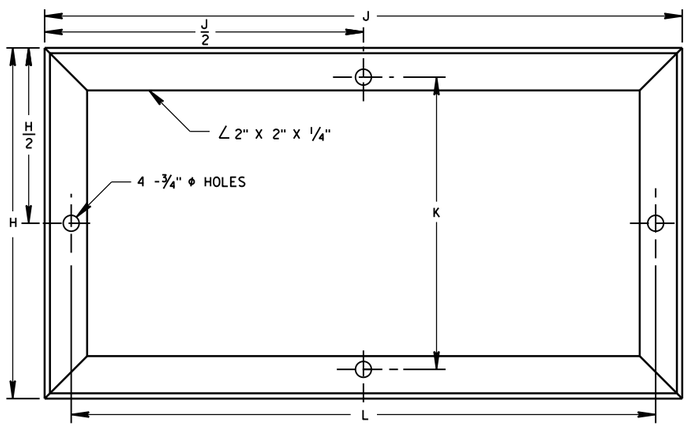
HINGE & DOOR HOLDER



HOLDER ROD



CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

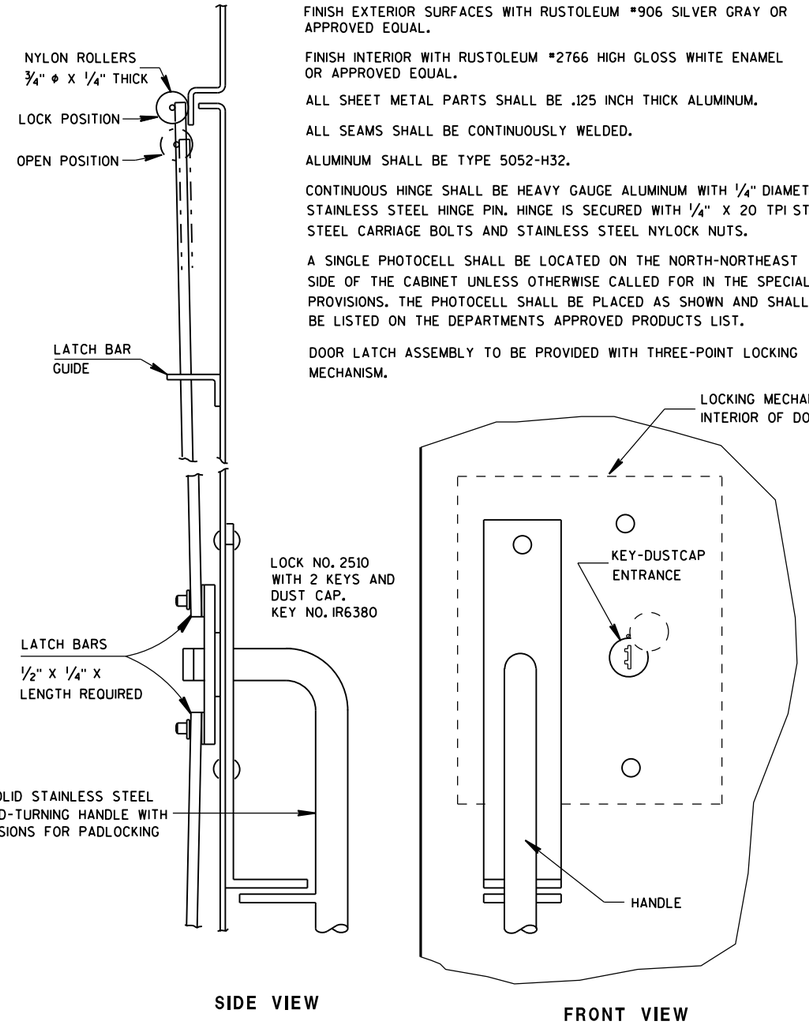
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

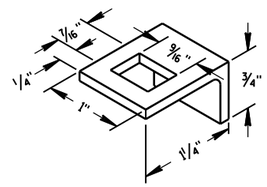
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

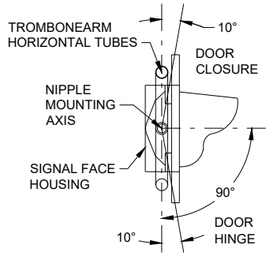
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 407
FHWA

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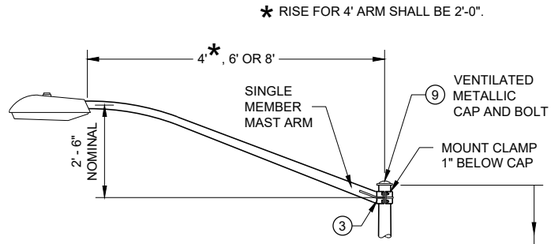
S.D.D. 9 D 2-3

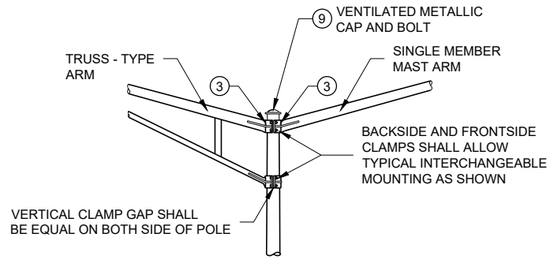
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S.D.D. 9 D 2-3

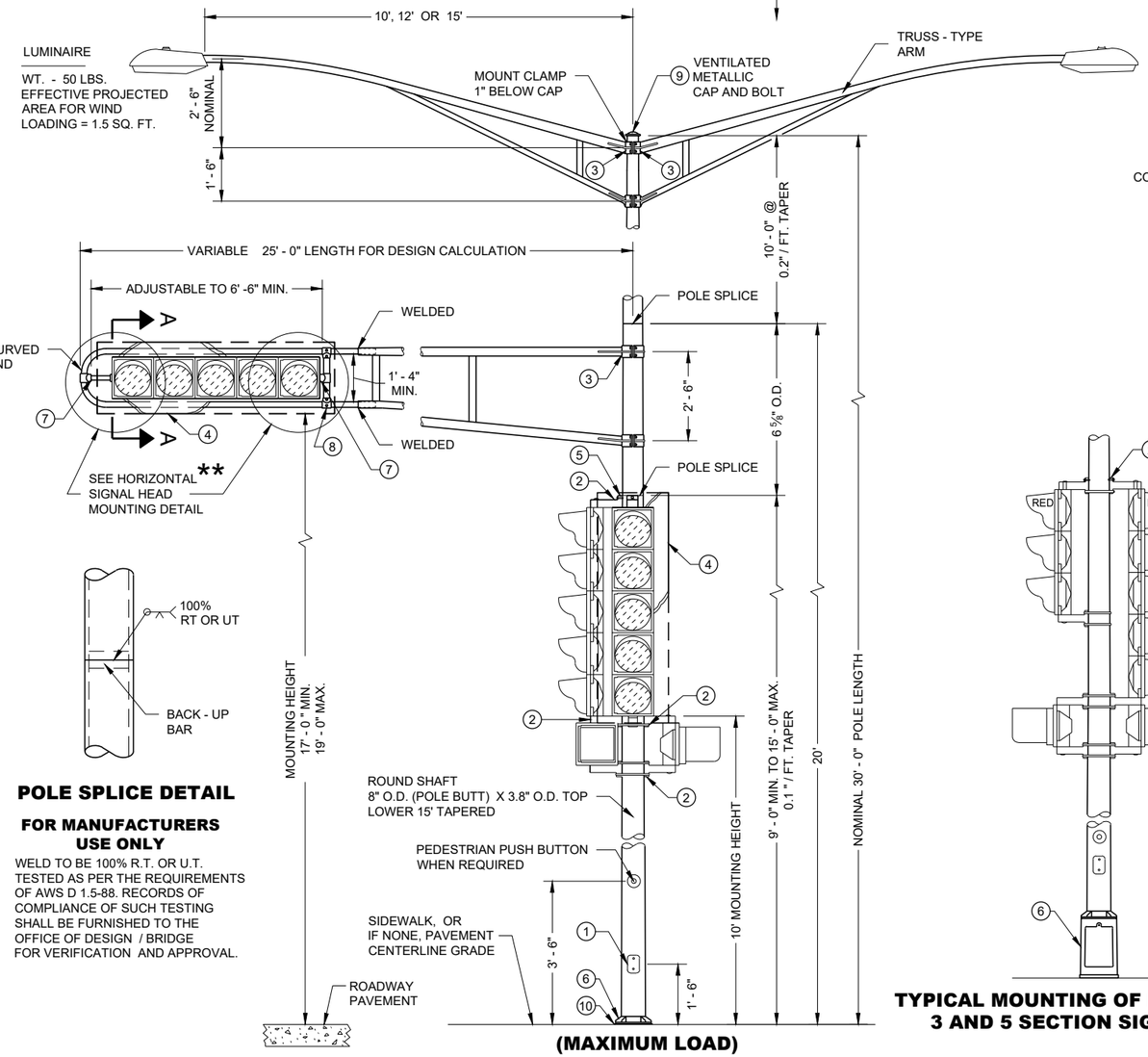


SECTION A-A

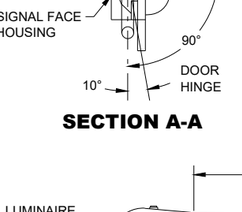




INTERCHANGEABLE MOUNTING DETAIL



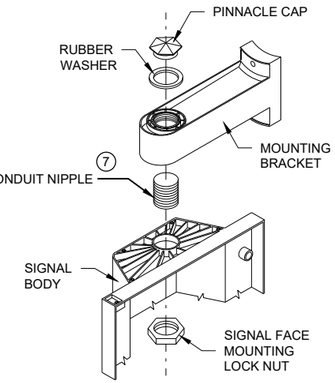
(MAXIMUM LOAD)



POLE SPLICE DETAIL

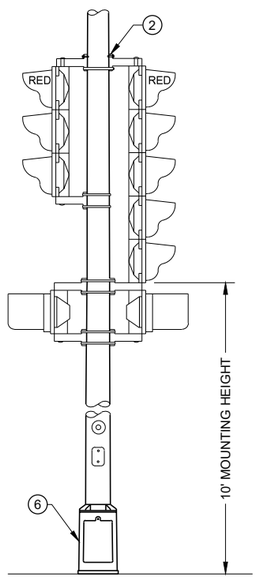
FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.

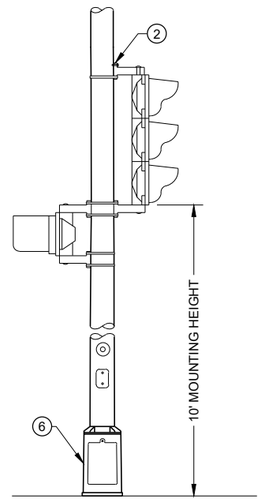


SIGNAL FACE MOUNTING DETAIL

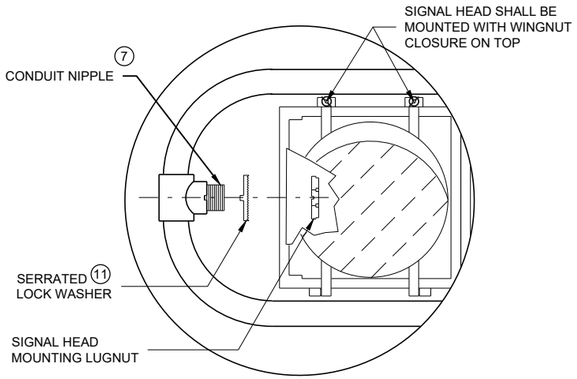
(BANDED)



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

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

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

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

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

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

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

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

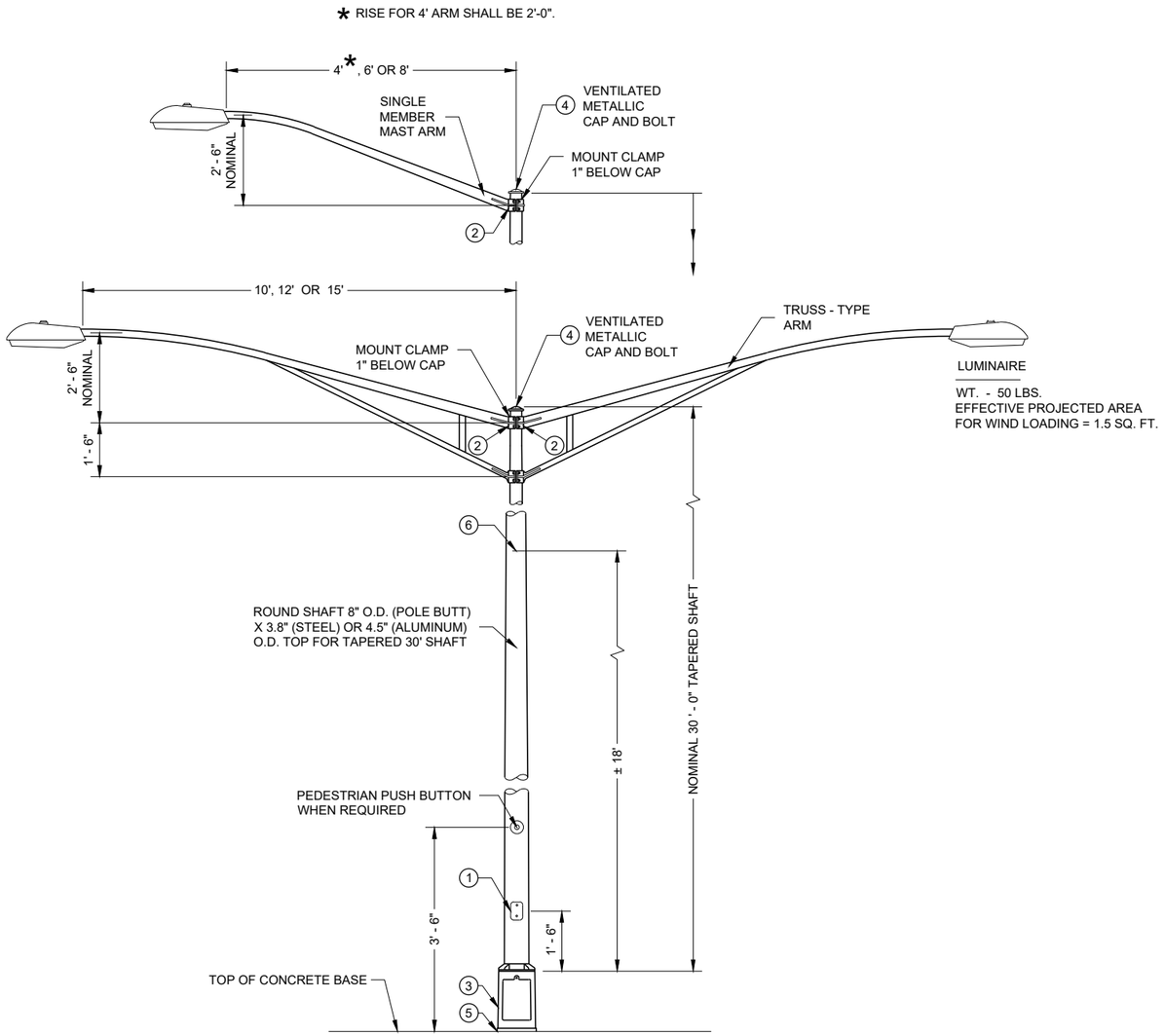
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09E01 - 15b
SDD 09E01 - 15b



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

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

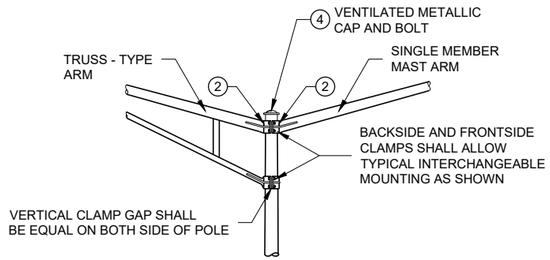
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

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

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

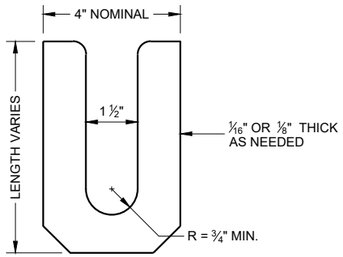


INTERCHANGEABLE MOUNTING DETAIL

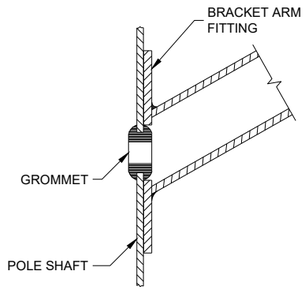
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

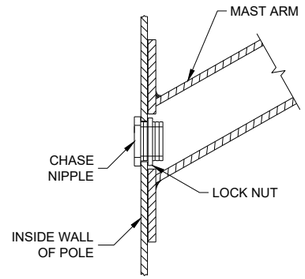
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

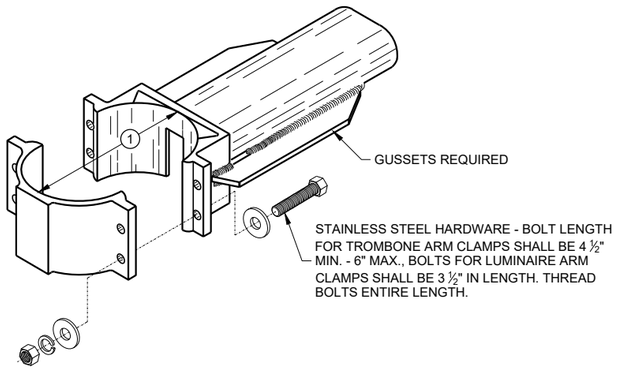
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

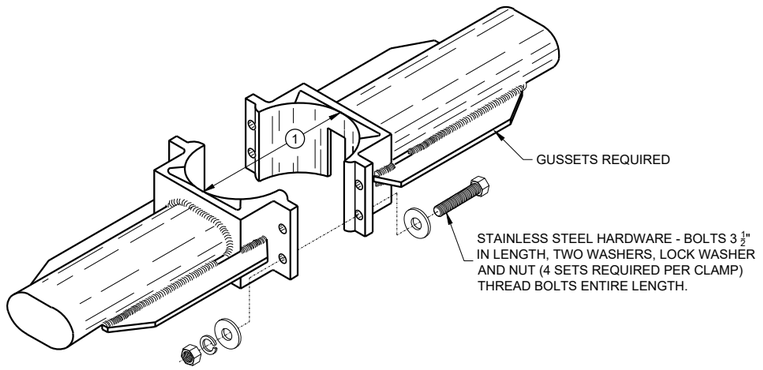
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

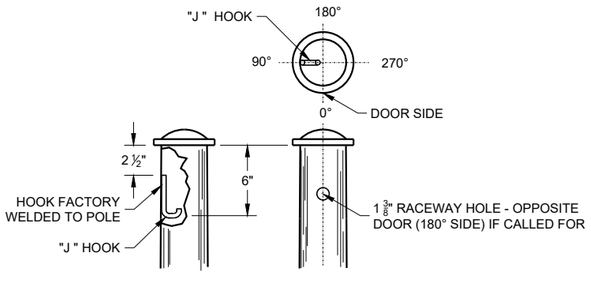
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



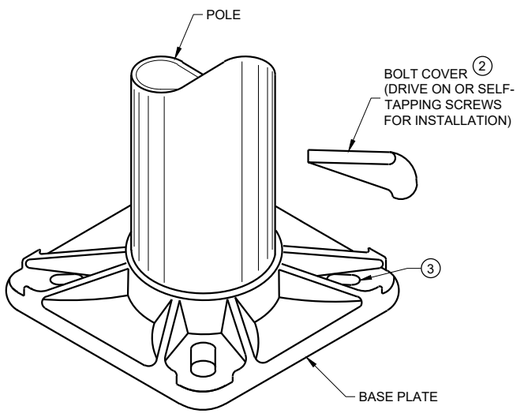
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



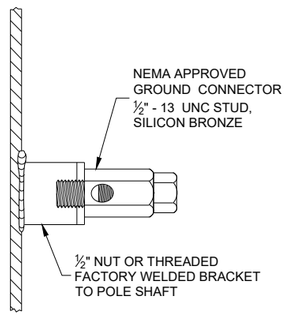
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

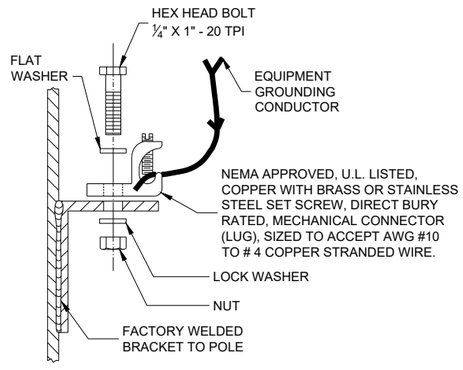


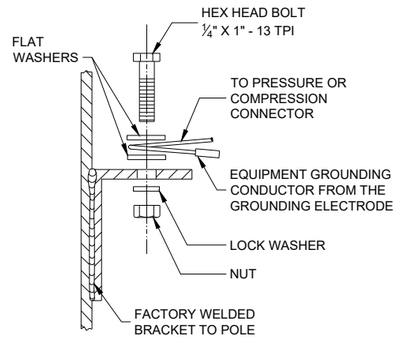
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 410

FHWA

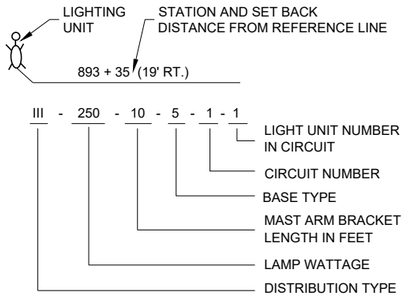
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SDD 09A01 - 15g

GENERAL NOTES

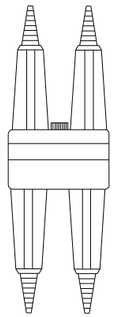
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

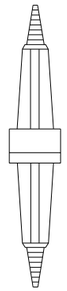
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



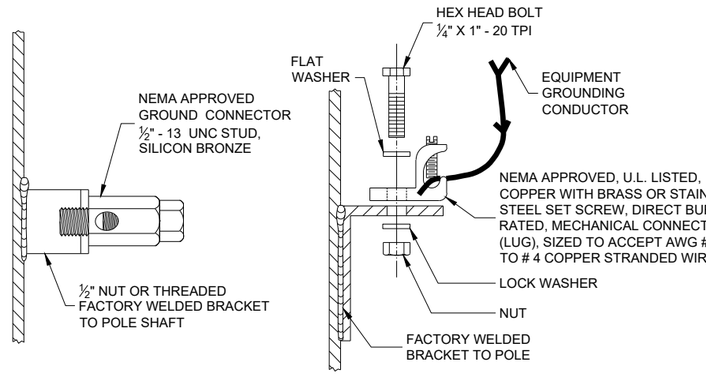
LIGHTING UNIT CODE
(TYPICAL)



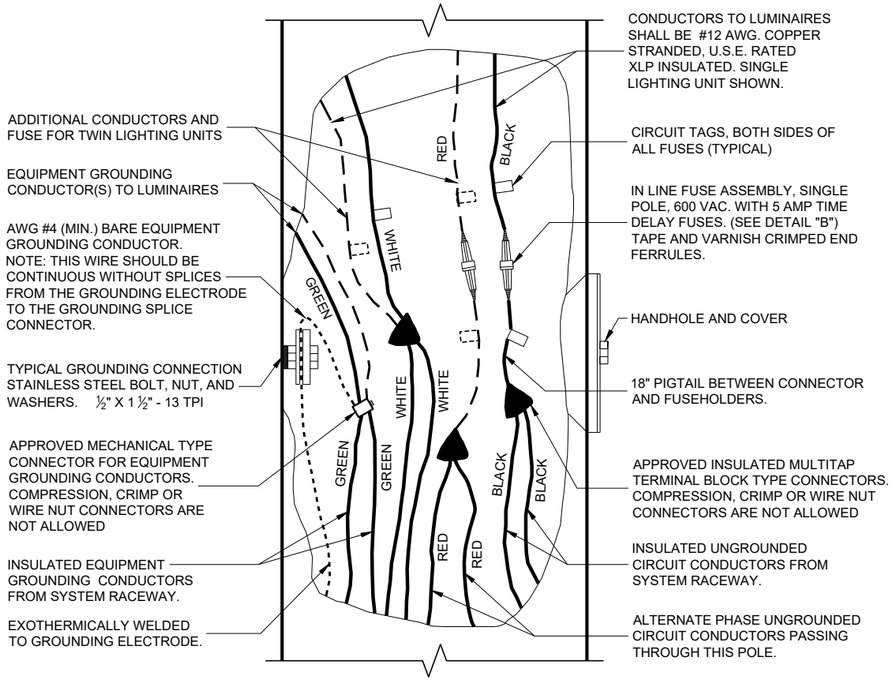
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



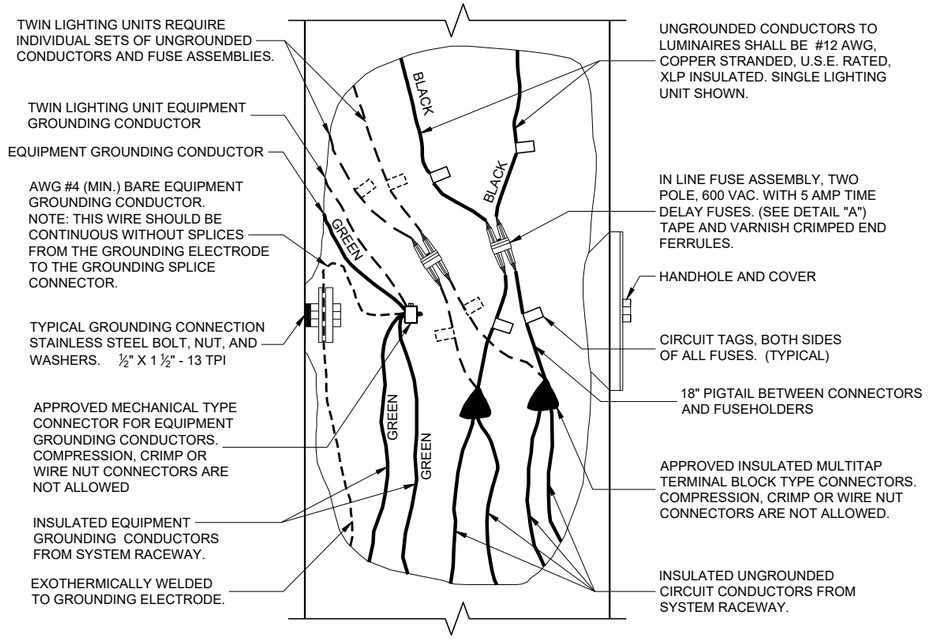
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 411

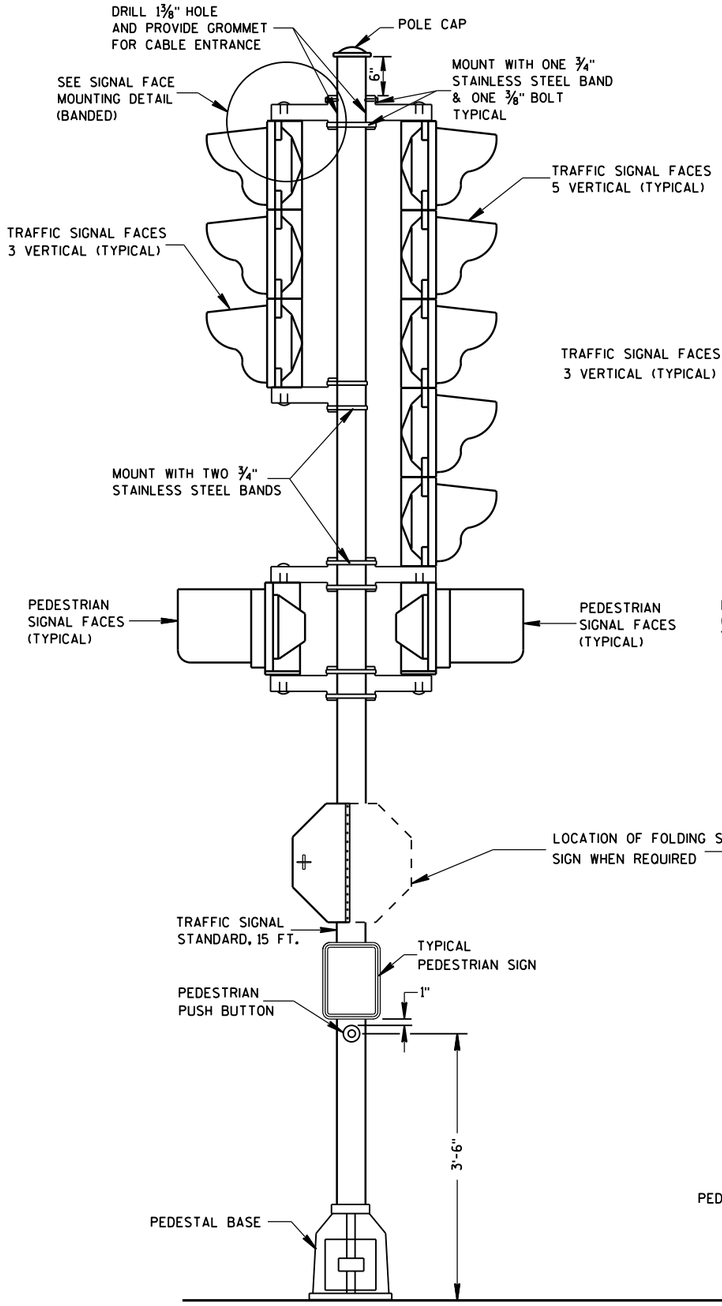
FHWA

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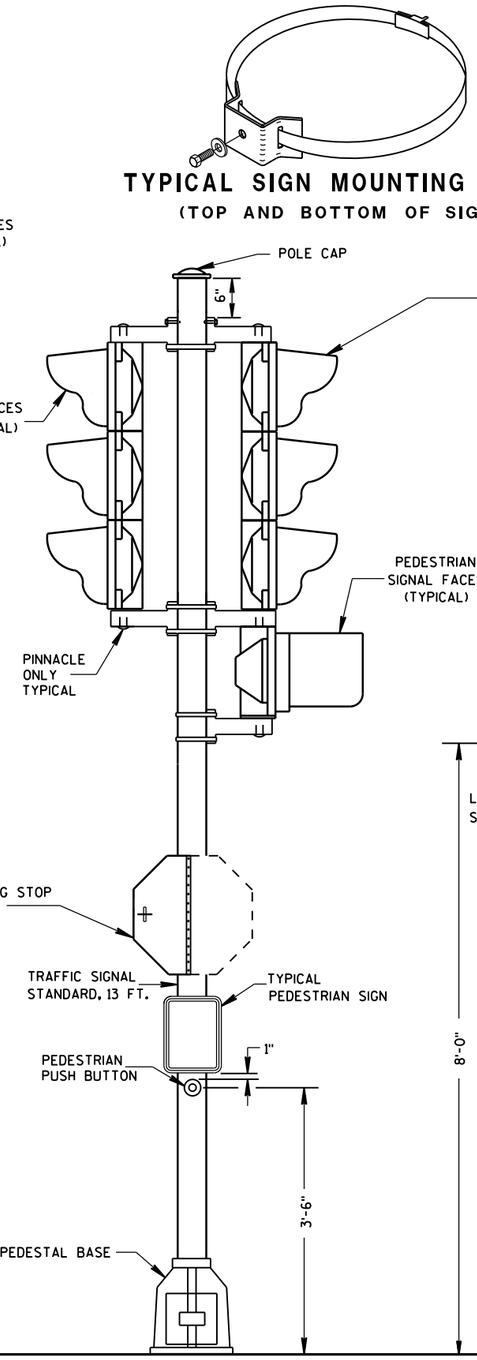
SDD 09E03 - 06

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SDD 09E03 - 06

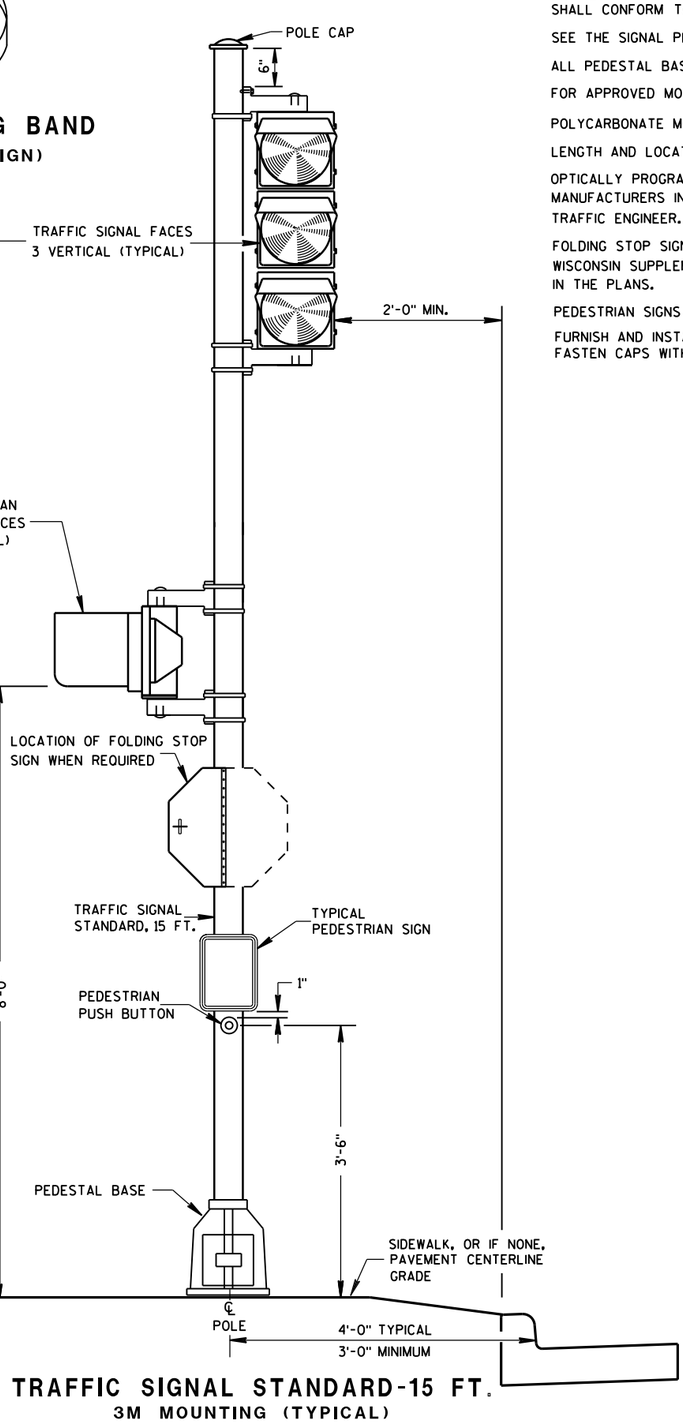


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

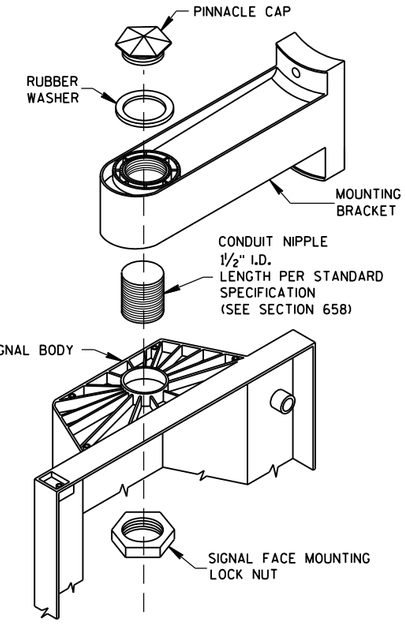
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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



SIGNAL FACE MOUNTING DETAIL
(BANDED)

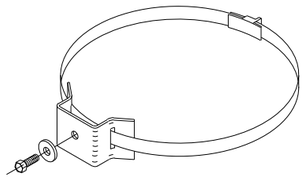
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

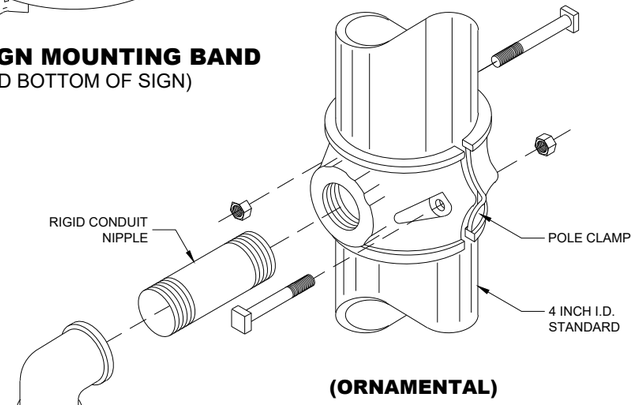
APPROVED
2/28/2013 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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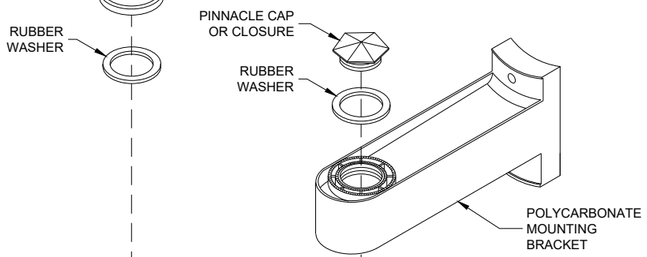
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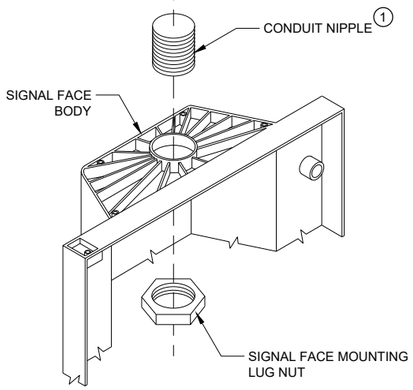
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



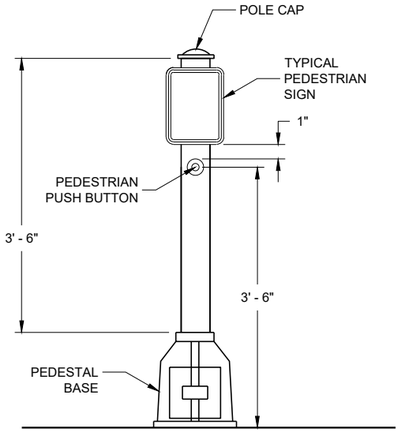
(ORNAMENTAL)



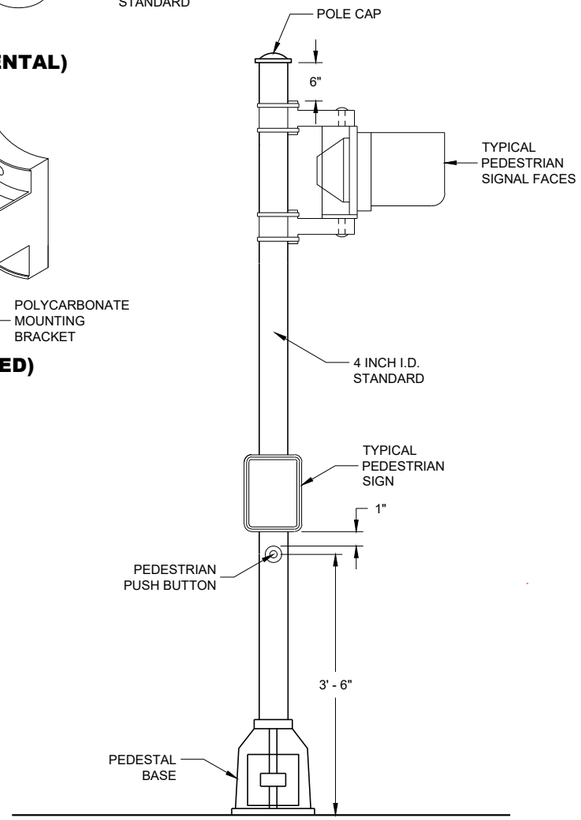
(BANDED)



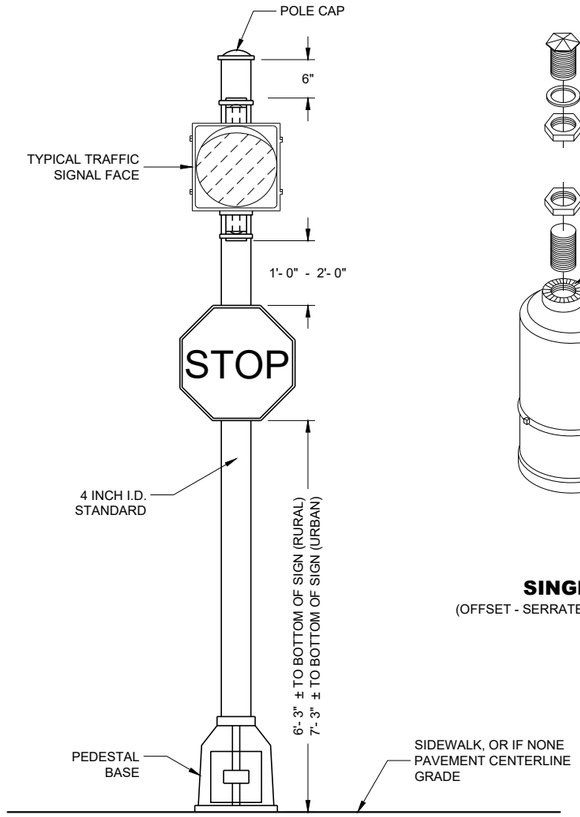
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

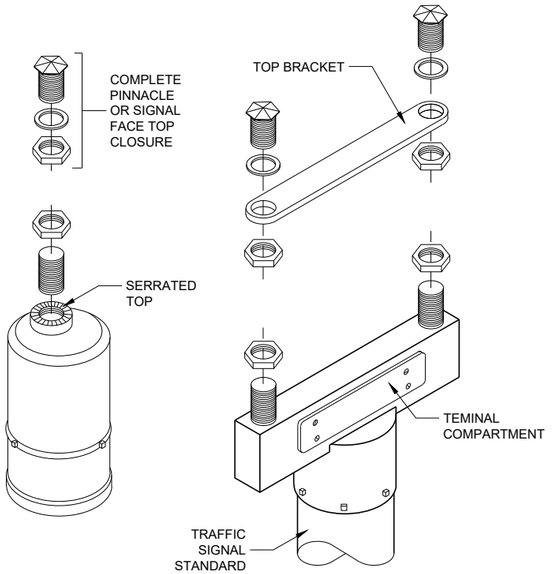
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

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

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 413

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30'-0" MAX.

8'-0" *

15'-0" MAX.

SEE ARM CONNECTION DETAIL

SIGN 18" X 108"

**

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

25'-6" MAXIMUM MOUNTING HEIGHT

17'-6" MINIMUM MOUNTING HEIGHT

ROADWAY PAVEMENT

R4-7
24" x 30"

19'-0"

10'-0"

FOLDING STOP SIGN
30" x 30"

POLE: (.14"/FT. TAPER)
1 PIECE (NO WELDED POLE SECTIONS)
POLE BUTT DIA. = 11.50"

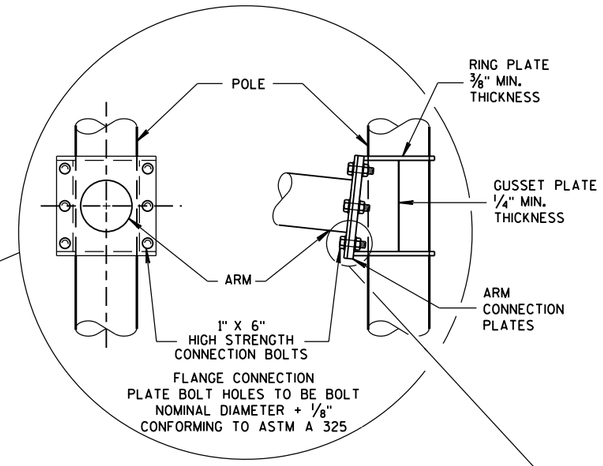
PEDESTRIAN PUSH BUTTON

TYPICAL PEDESTRIAN SIGN

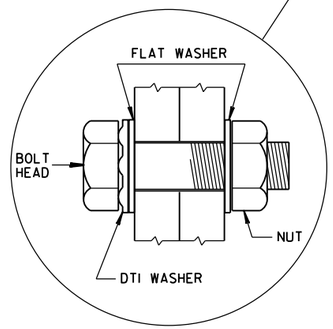
ANCHOR RODS:
FY=55 KSI
ASTM F1554 GR 55
ROD CIRCLE = 15"
ANCHOR ROD DIAM. 1½"
GALVANIZED. (6 ANCHOR RODS)

3'-6"

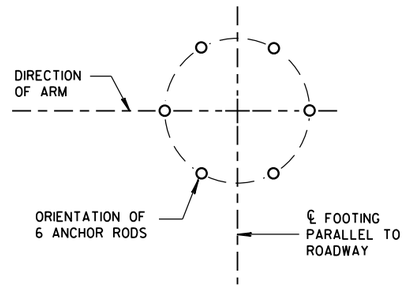
MAXIMUM BASE PLATE THICKNESS = 2½"



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May, 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

S.D.D. 9 E 8-8a

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

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

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

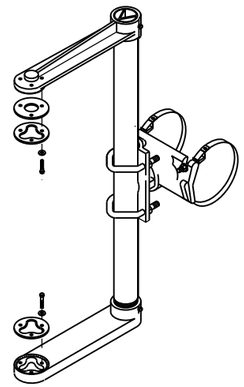
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

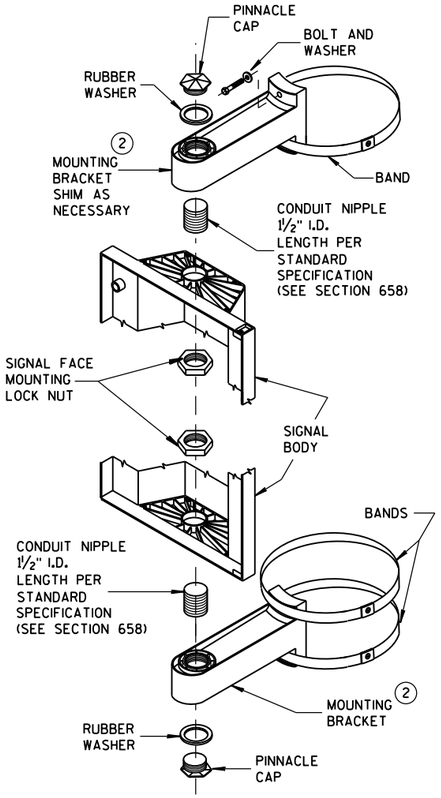
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

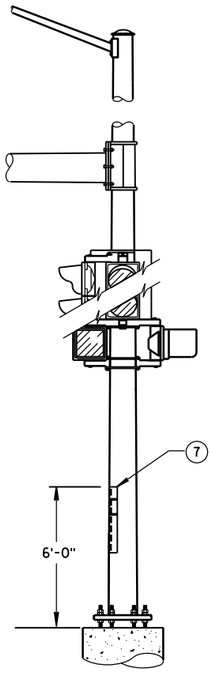


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

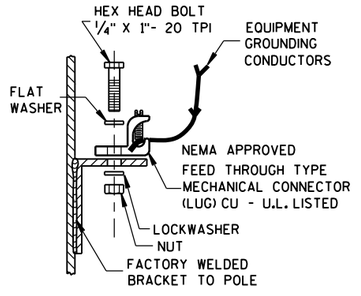
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

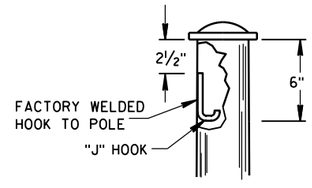


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



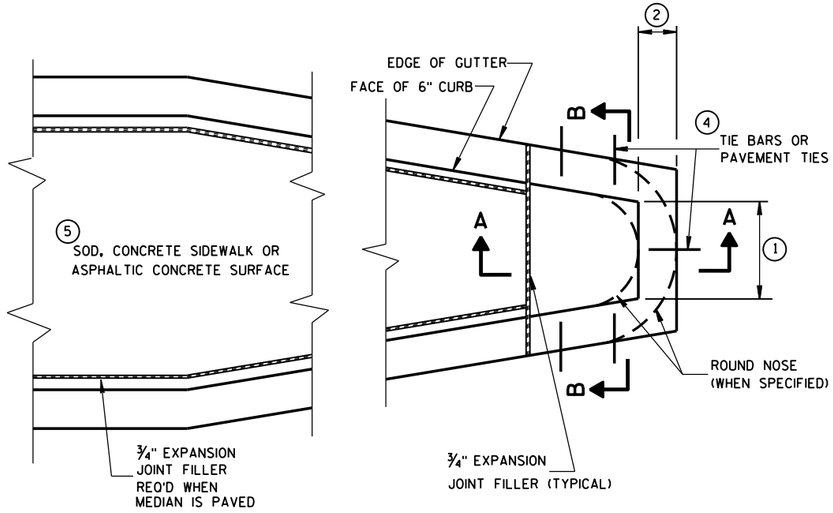
"J" HOOK WIRE SUPPORT (6)

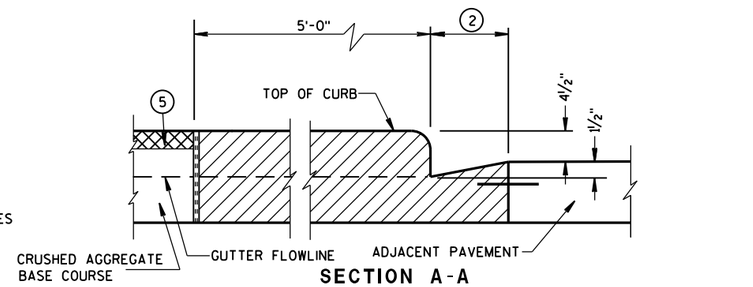
GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

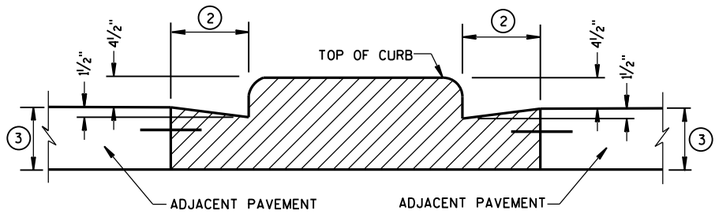
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 E 8-8e







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

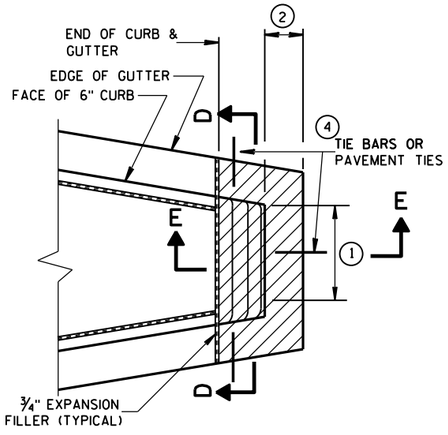
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

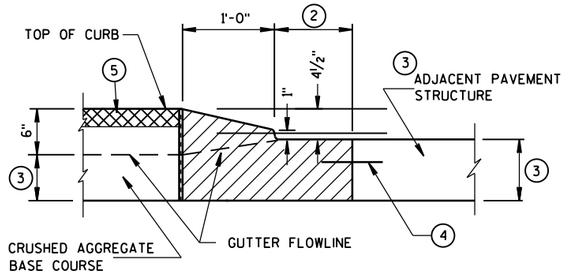
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

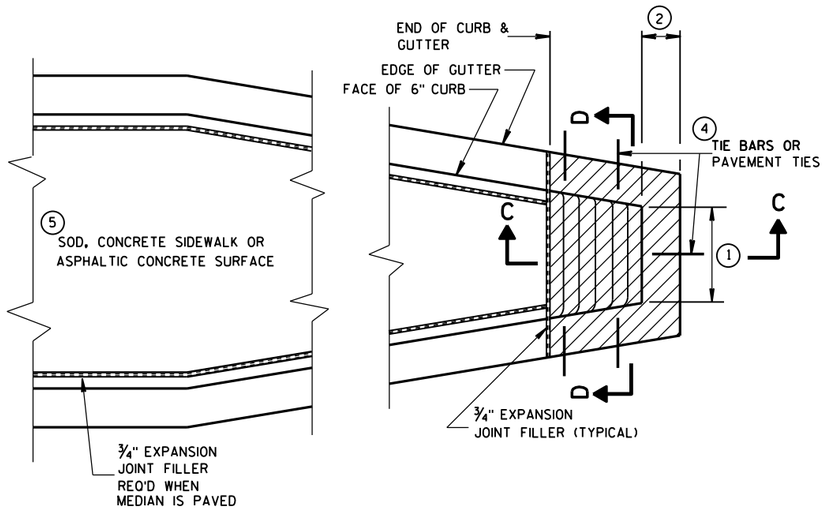
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

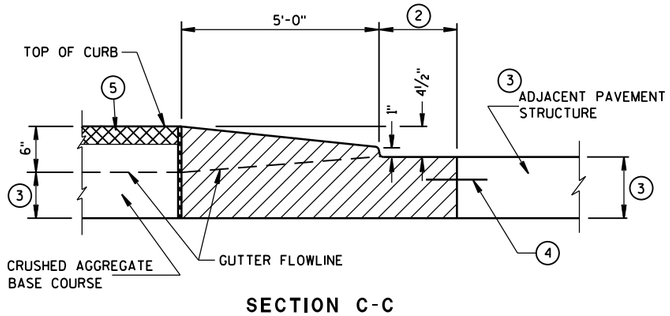
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



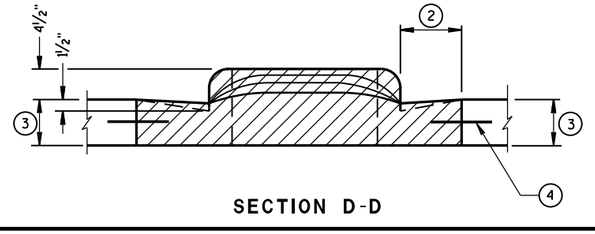


CONCRETE MEDIAN SLOPED NOSE TYPE 2





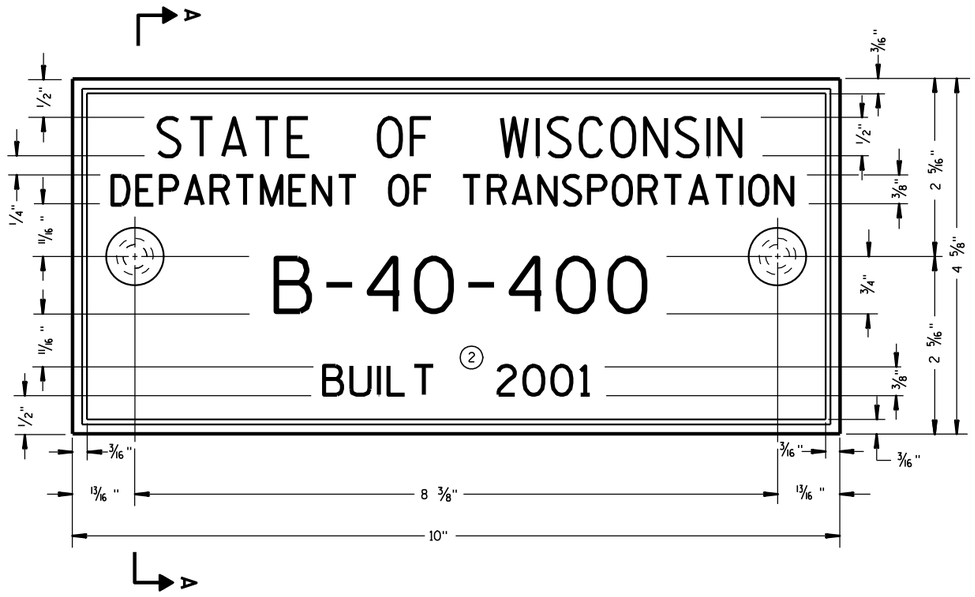
CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

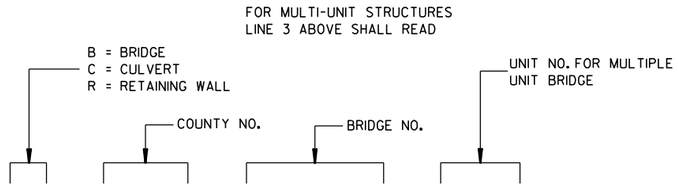
S.D.D. 11 B 2-2

6



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

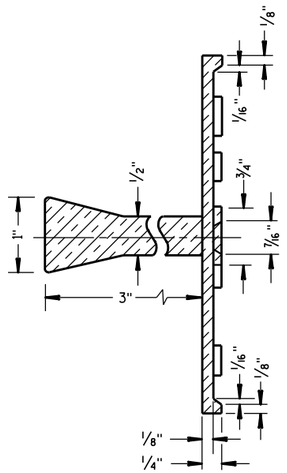
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

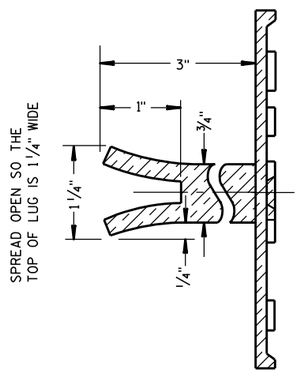
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

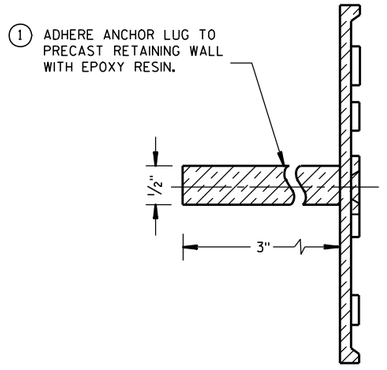
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

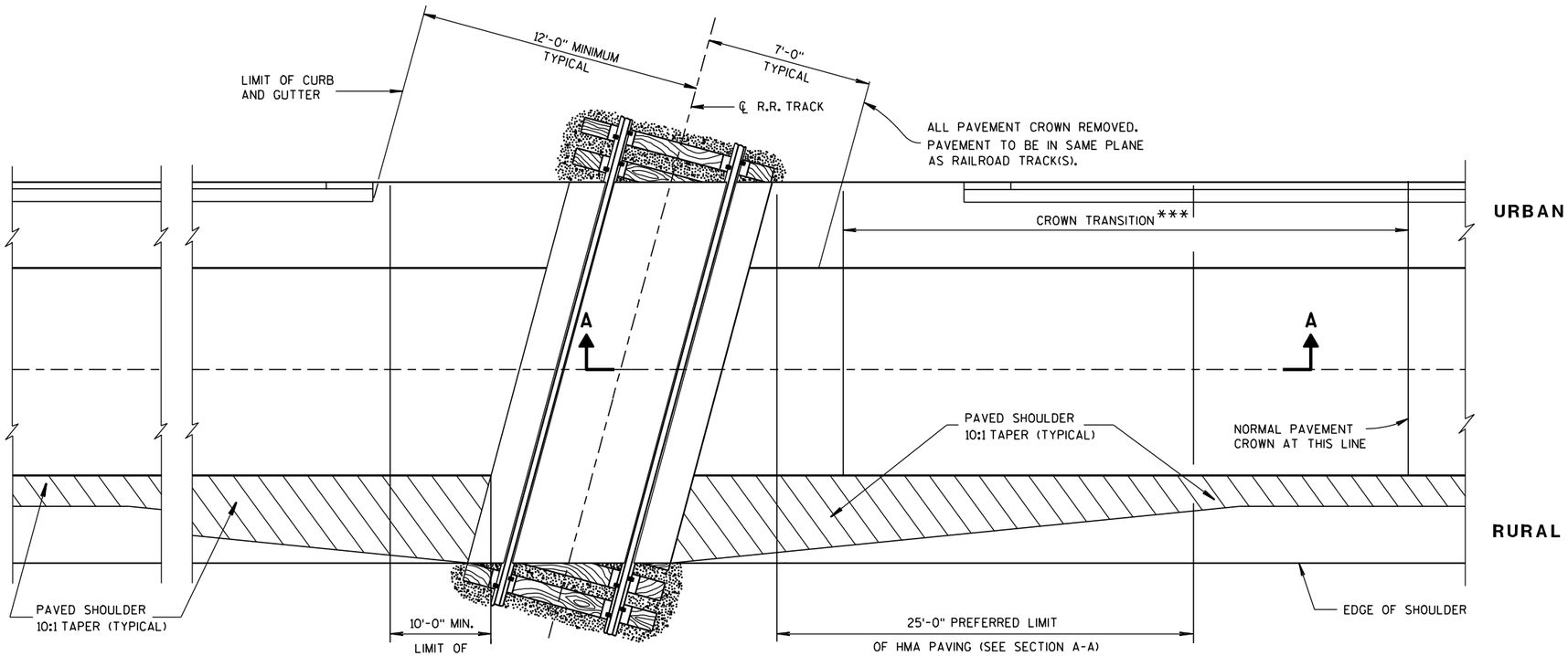
APPROVED

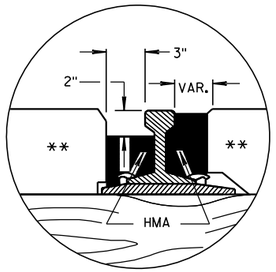
3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 12 A 3-10





DETAIL B

HMA FLANGEWAY AND FIELD FILLERS

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

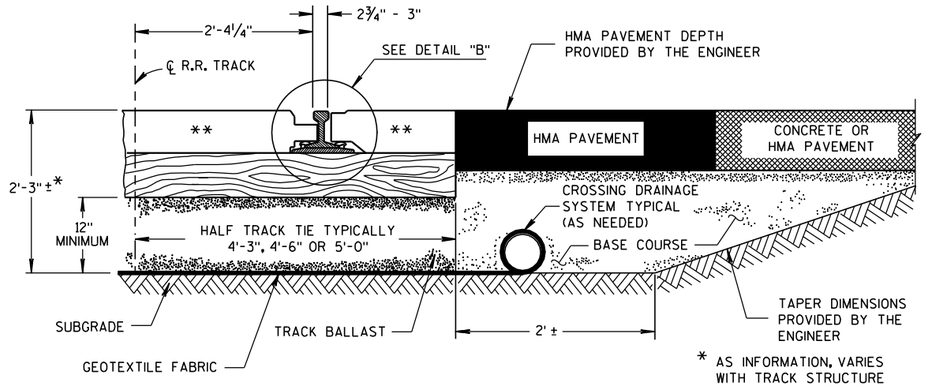
HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

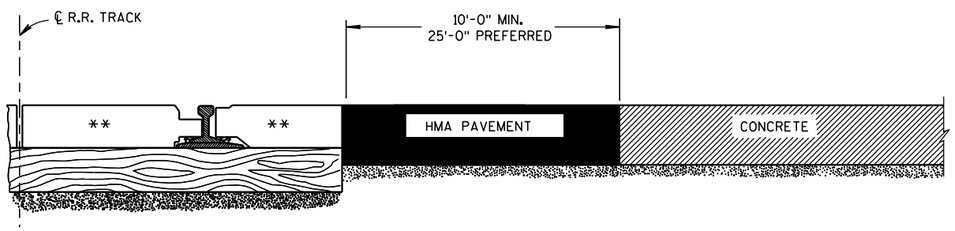
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.



TYPICAL HALF SECTION



SECTION A-A

CONCRETE PAVEMENT APPROACH



SECTION A-A

HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

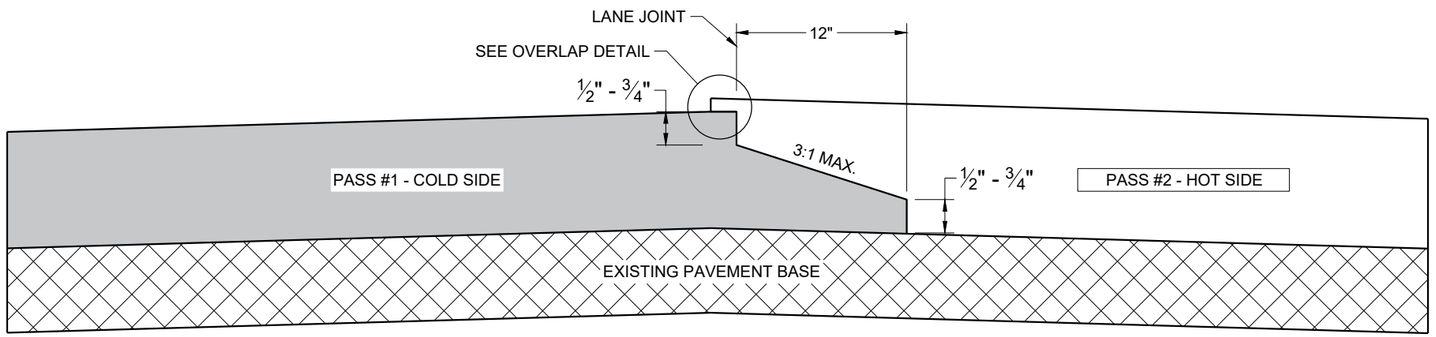
PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

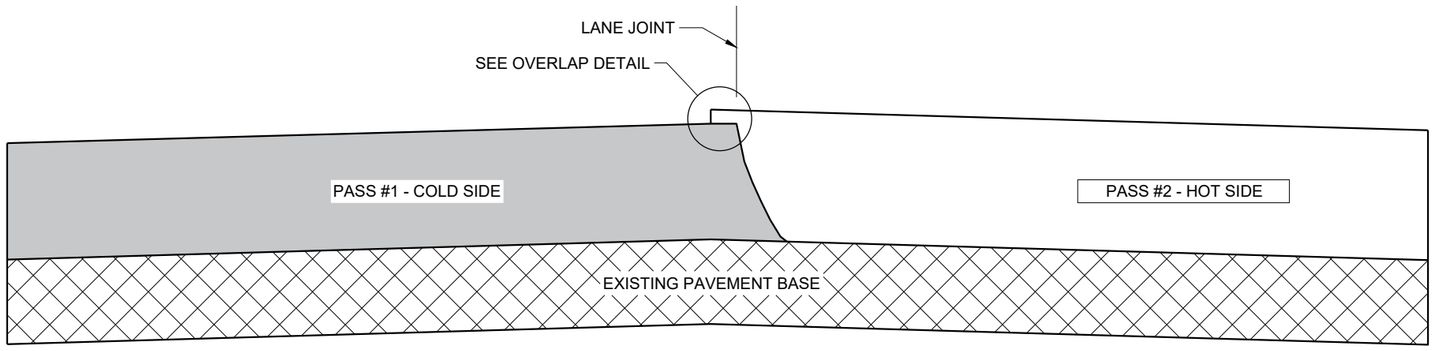
APPROVED
8-28-09 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HAI CTION
FHWA

6

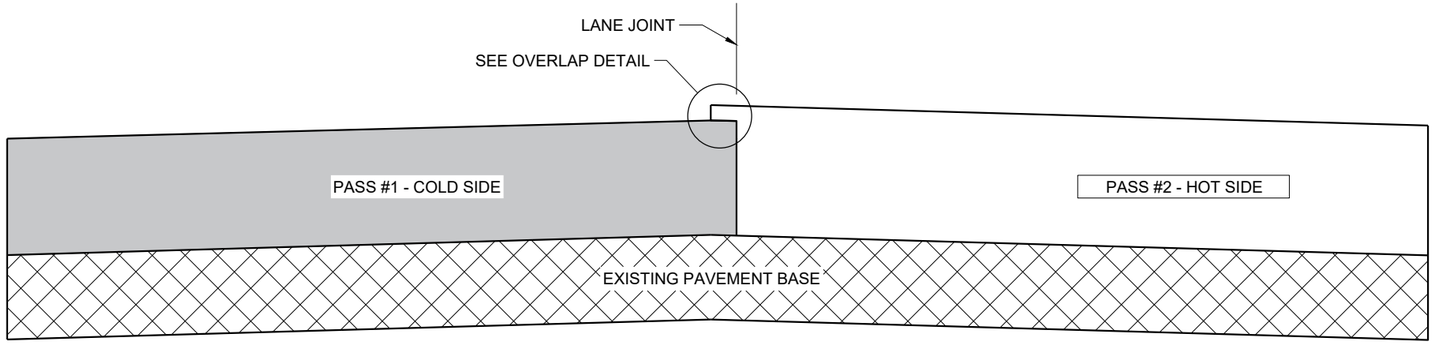
S.D.D. 13 B 1-10



TYPICAL PAVEMENT CROSS SECTION
OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

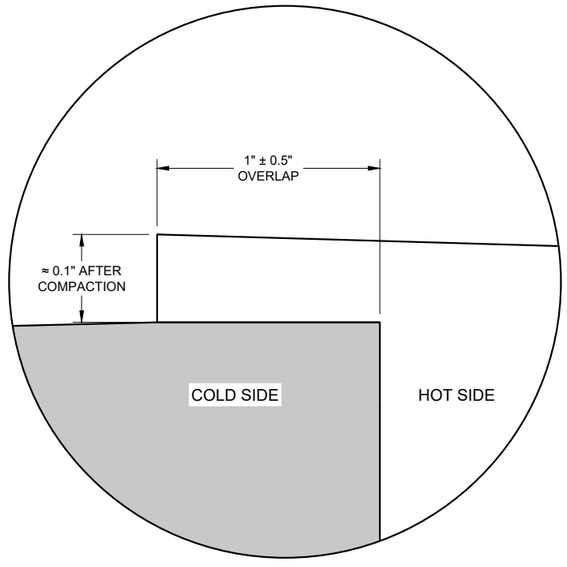
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

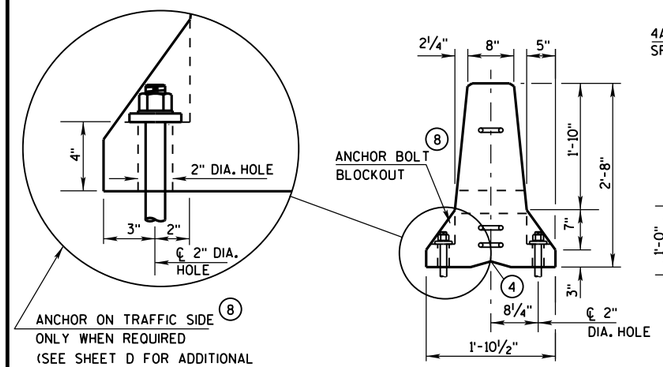
APPROVED
February 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

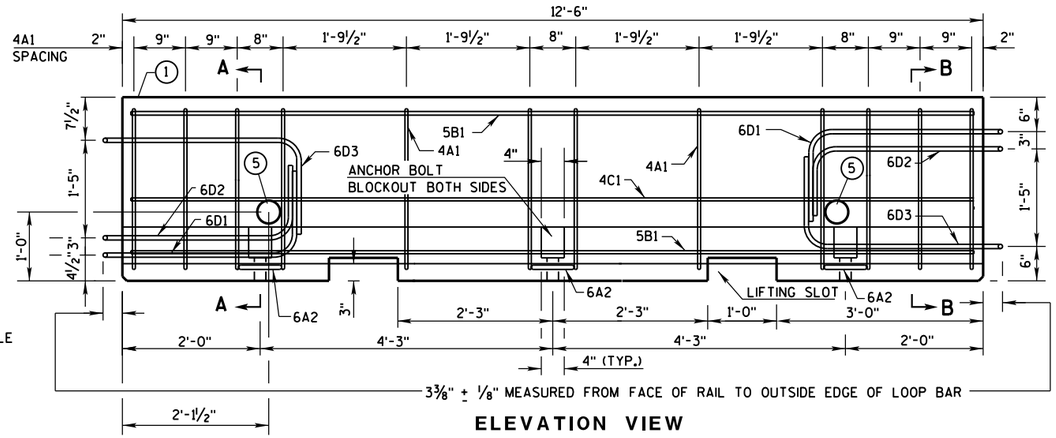
FHWA

6

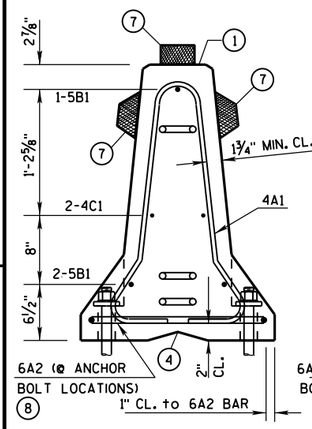
SDD 13C19 - 02



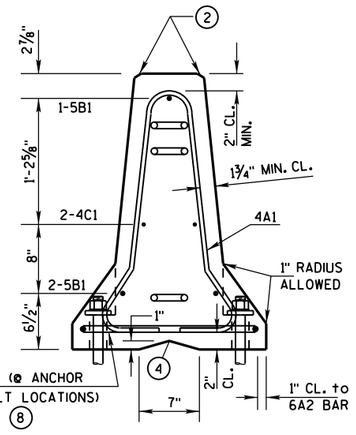
END VIEW



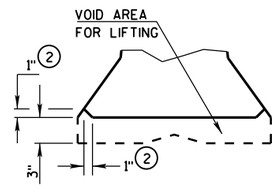
ELEVATION VIEW



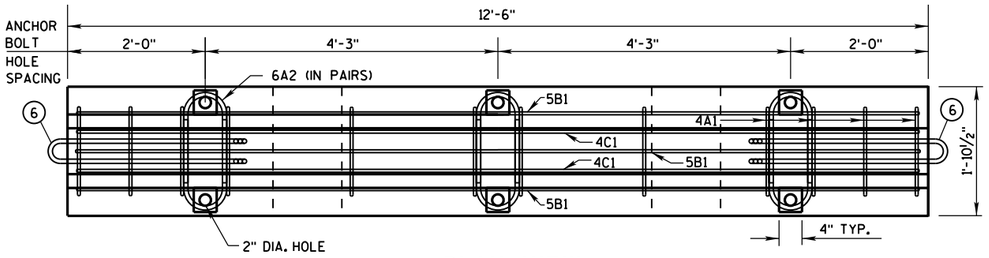
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

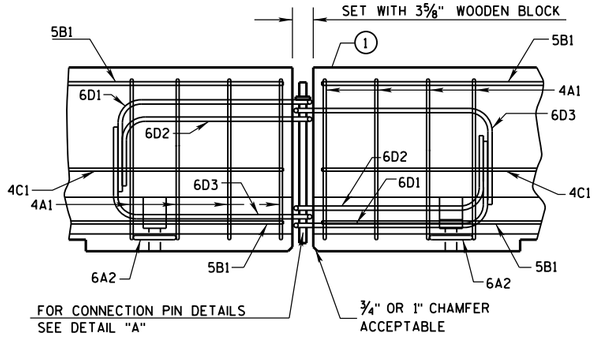


DETAIL "B"
LIFTING SLOT DETAIL

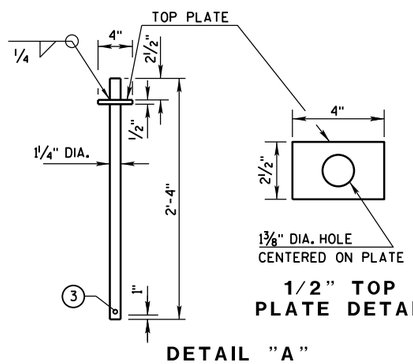


PLAN VIEW

DETAILS OF BARRIER SECTION

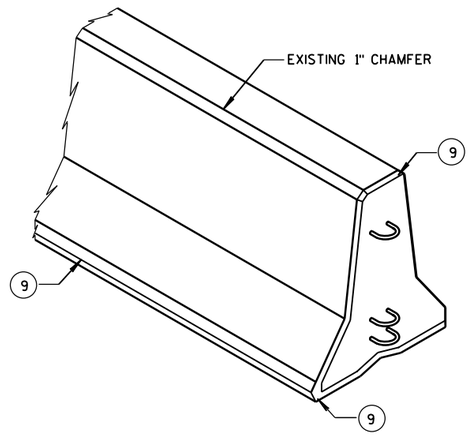


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

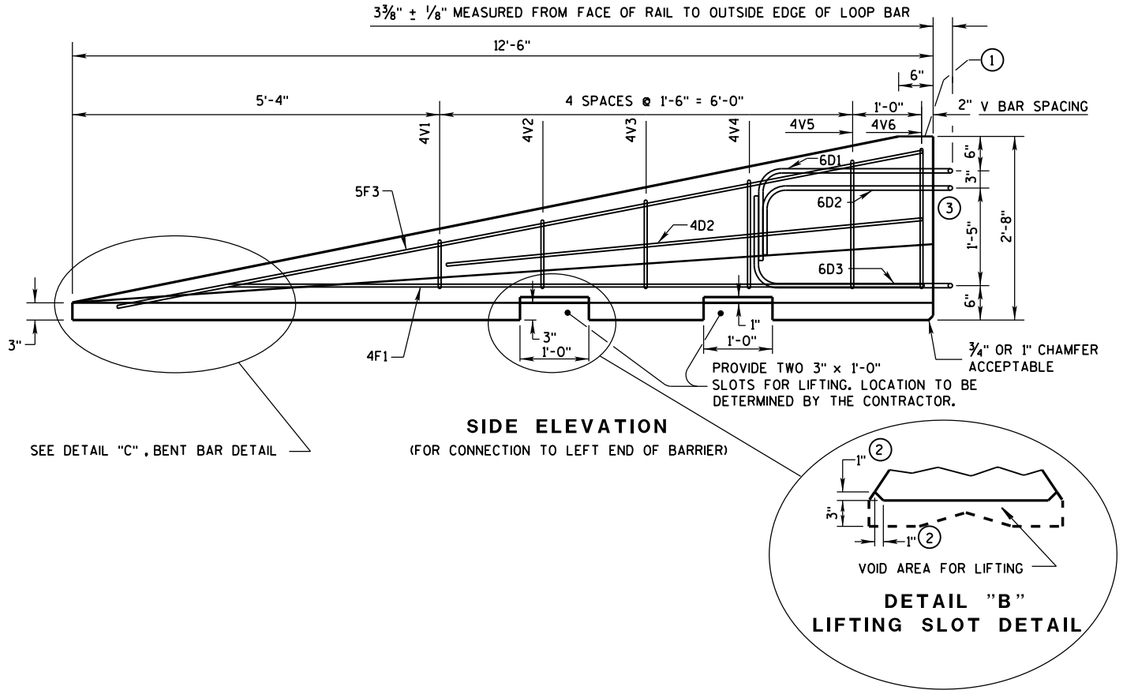
f'c = 4,000 psi

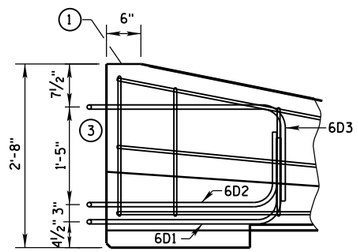
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

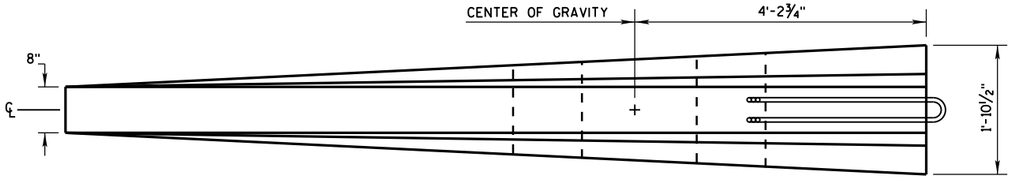
S.D.D. 14 B 7-15a

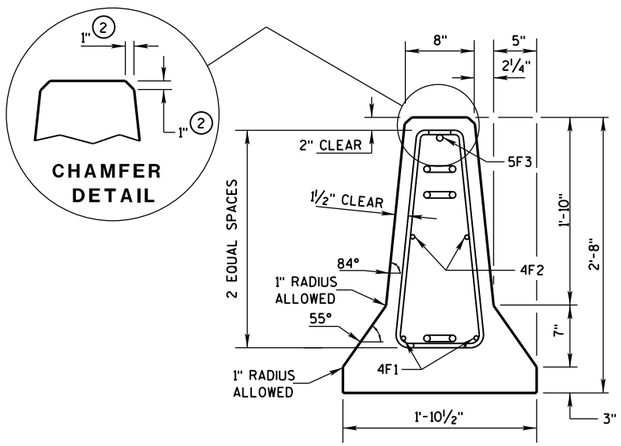


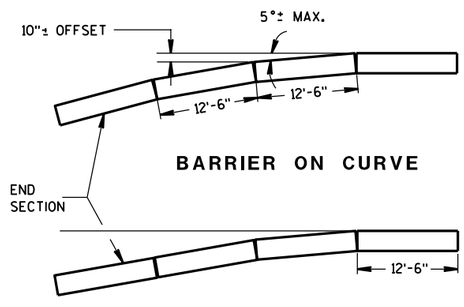


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

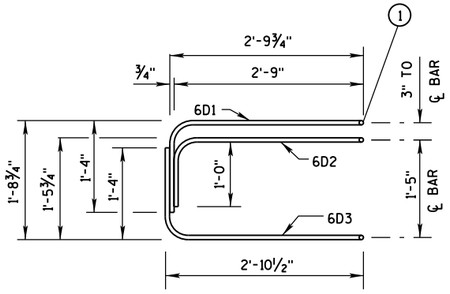
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15b

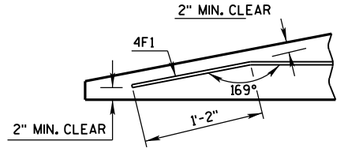
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

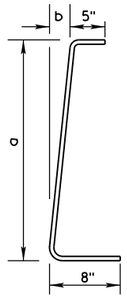
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

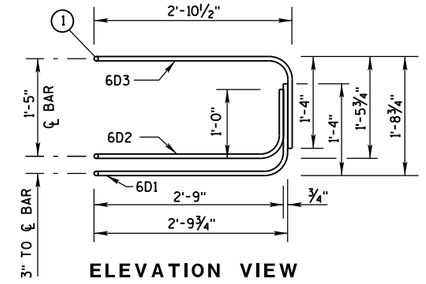
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

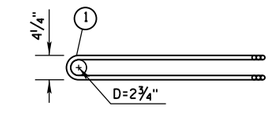
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

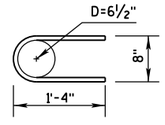
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



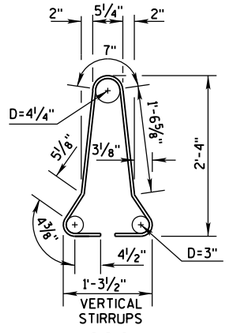
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

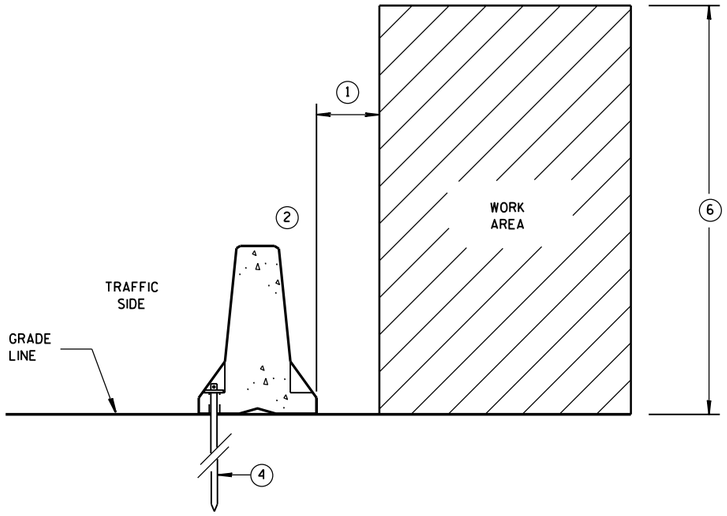
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

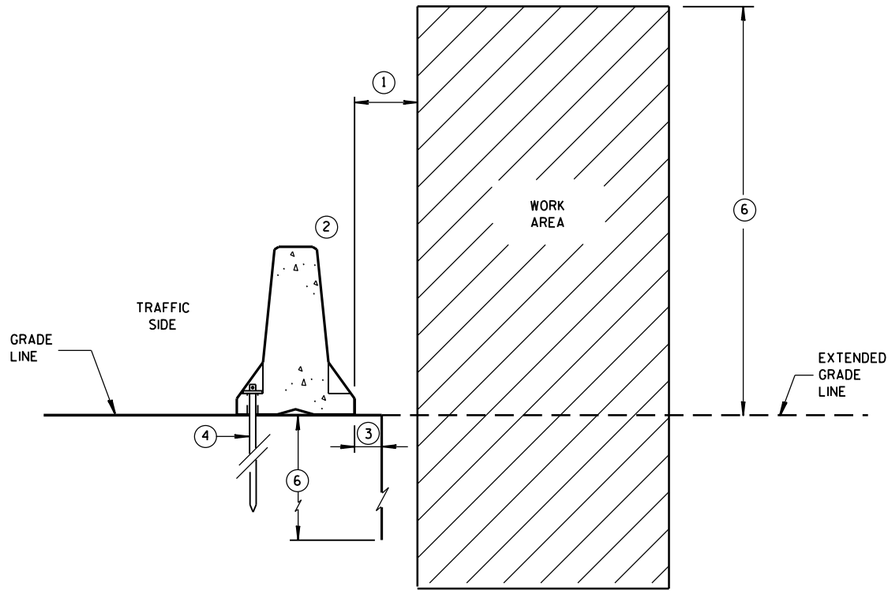
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

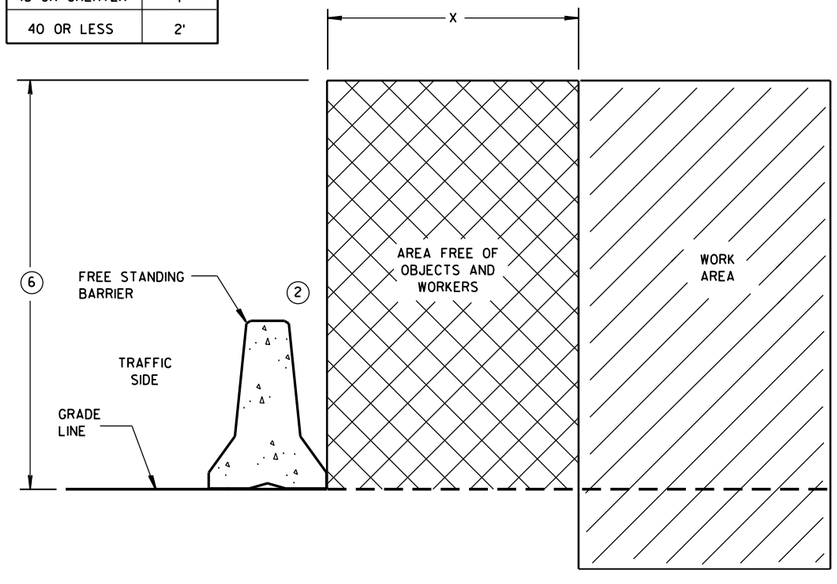


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

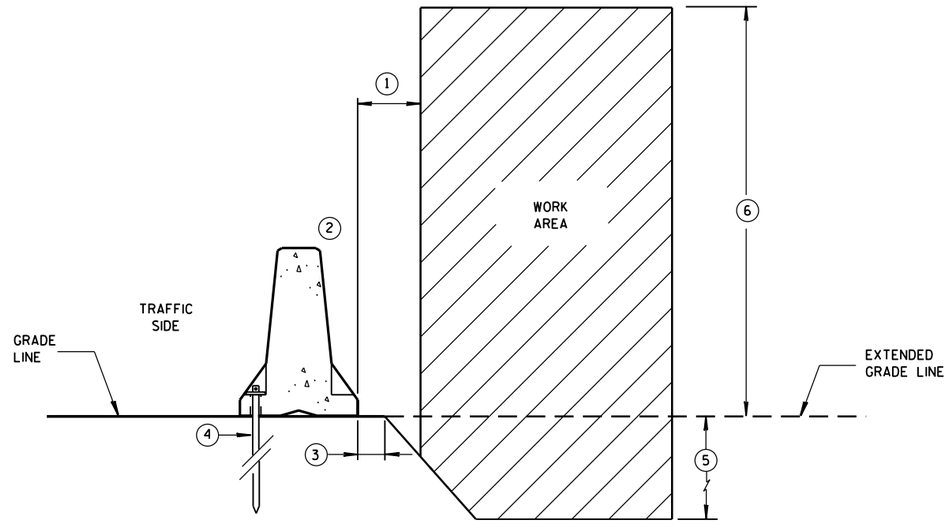
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



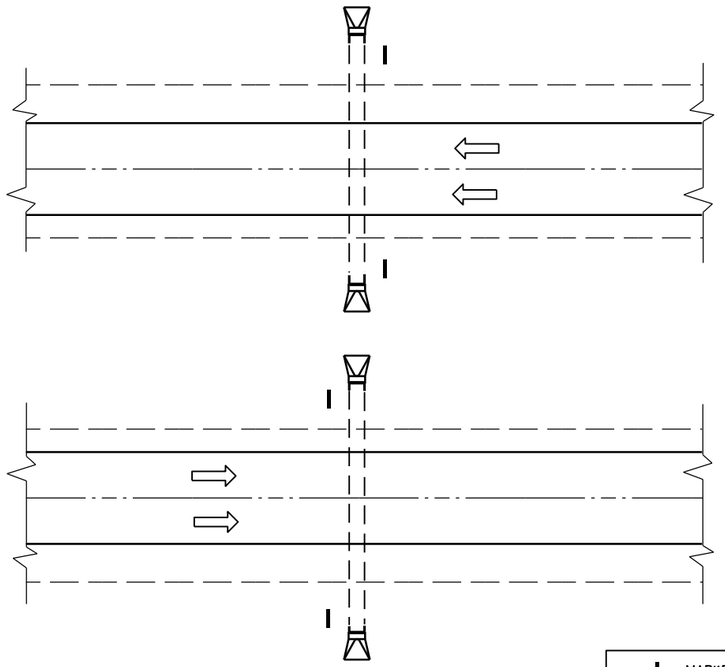
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

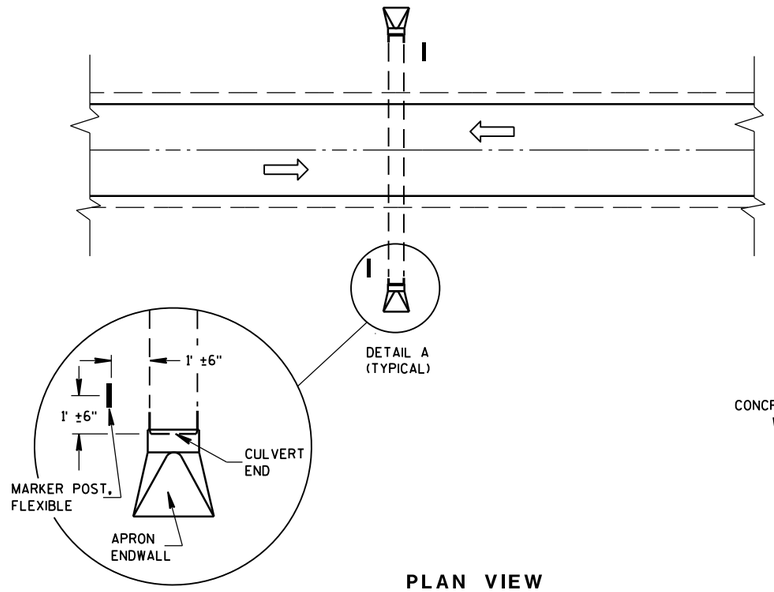
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S.D.D. 14 B 7-15e



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

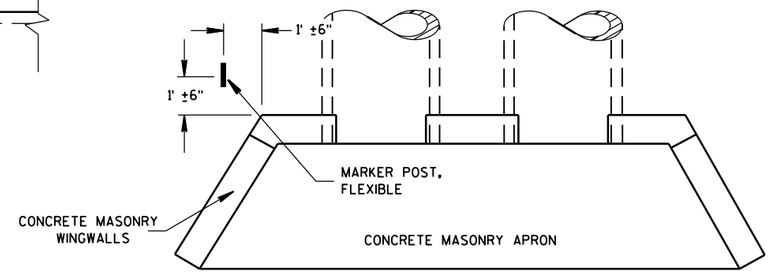
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

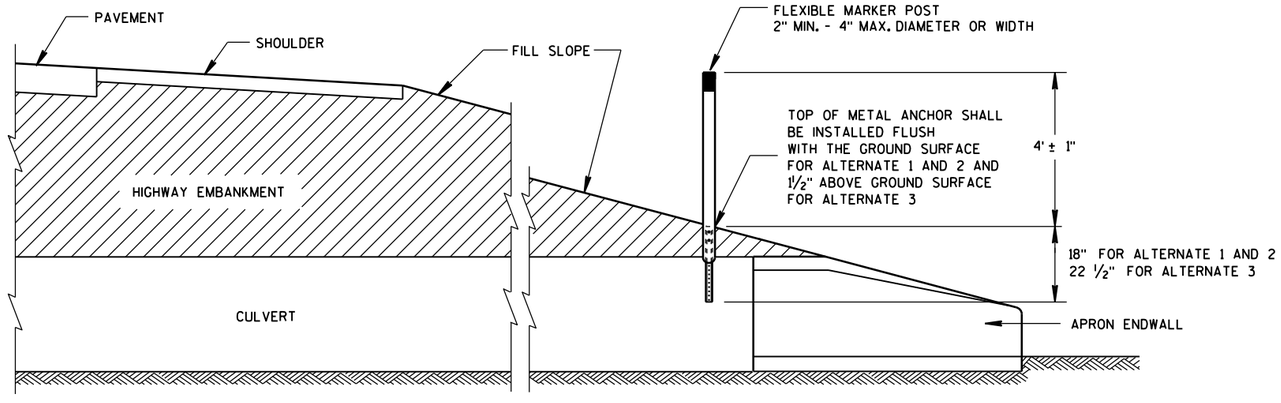
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

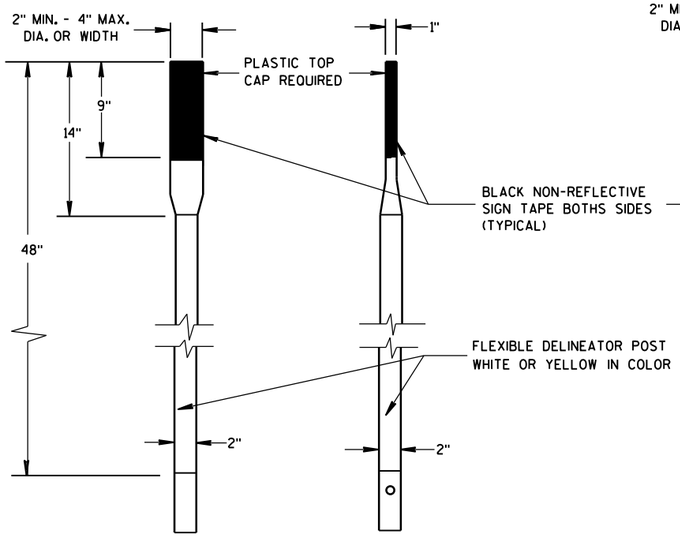
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

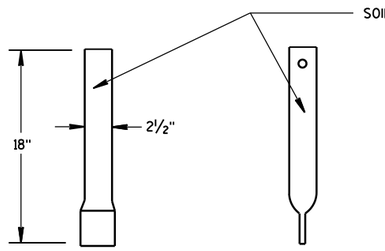
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S.D.D. 15 A 3-2a

6

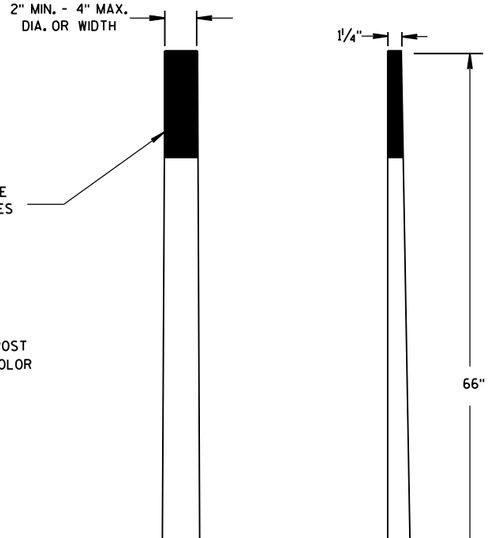
S.D.D. 15 A 3-2a





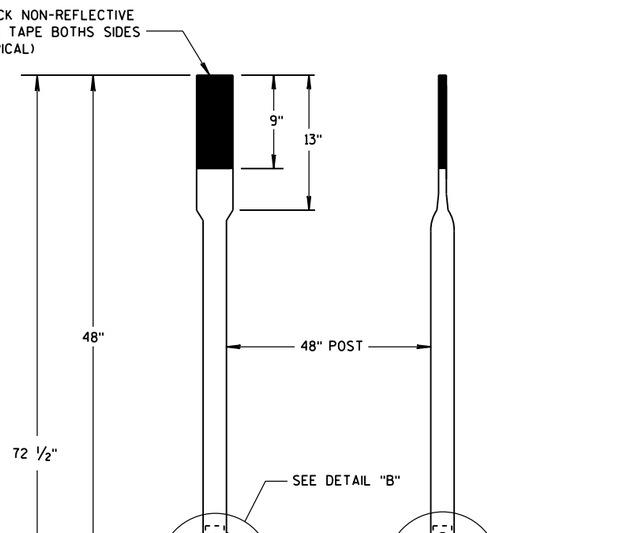
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

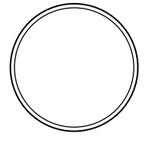
ALTERNATE 2



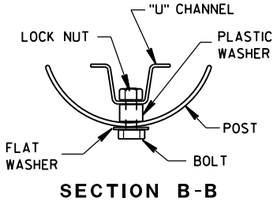
FRONT VIEW SIDE VIEW

ALTERNATE 3

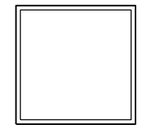
FLEXIBLE MARKER POSTS



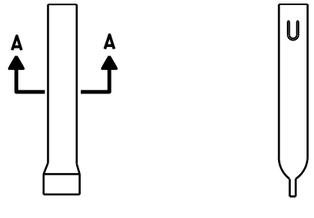
SECTION A-A



SECTION B-B

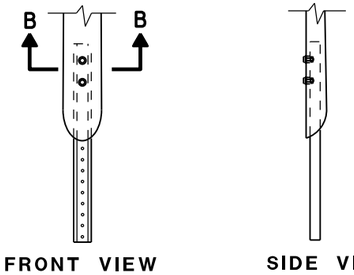


SECTION C-C



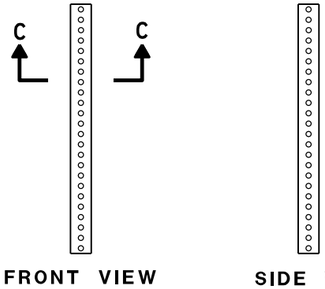
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

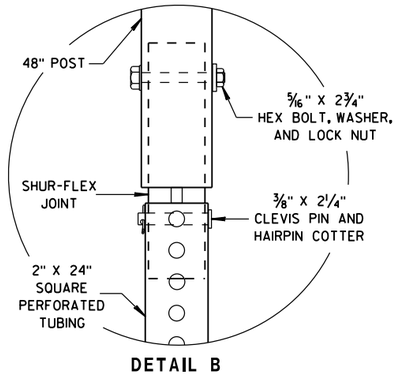
ALTERNATE 2



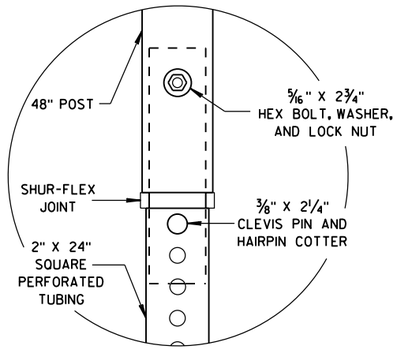
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

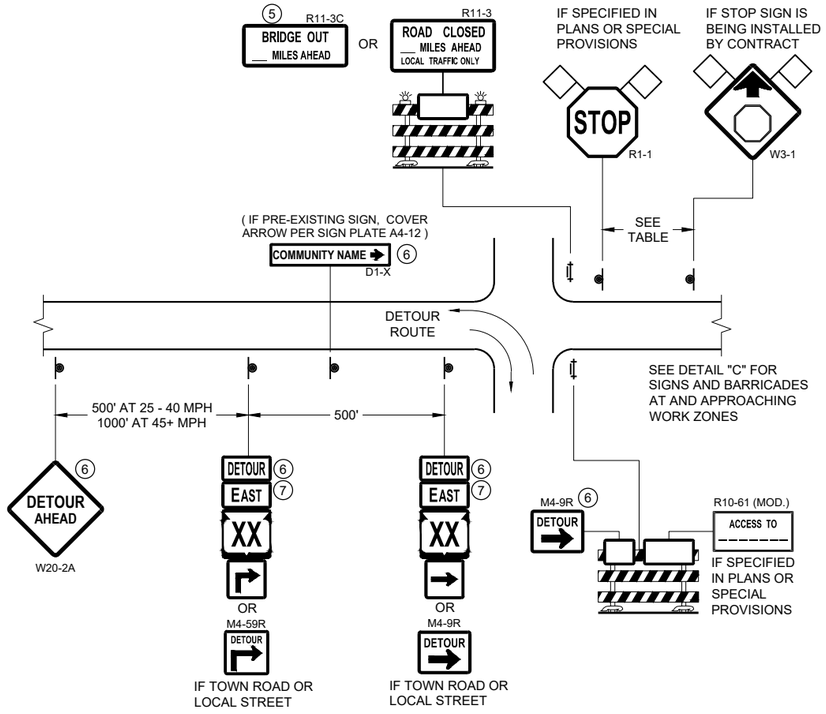
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
425
IGN
FHWA

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S.D.D. 15 A 3-2b

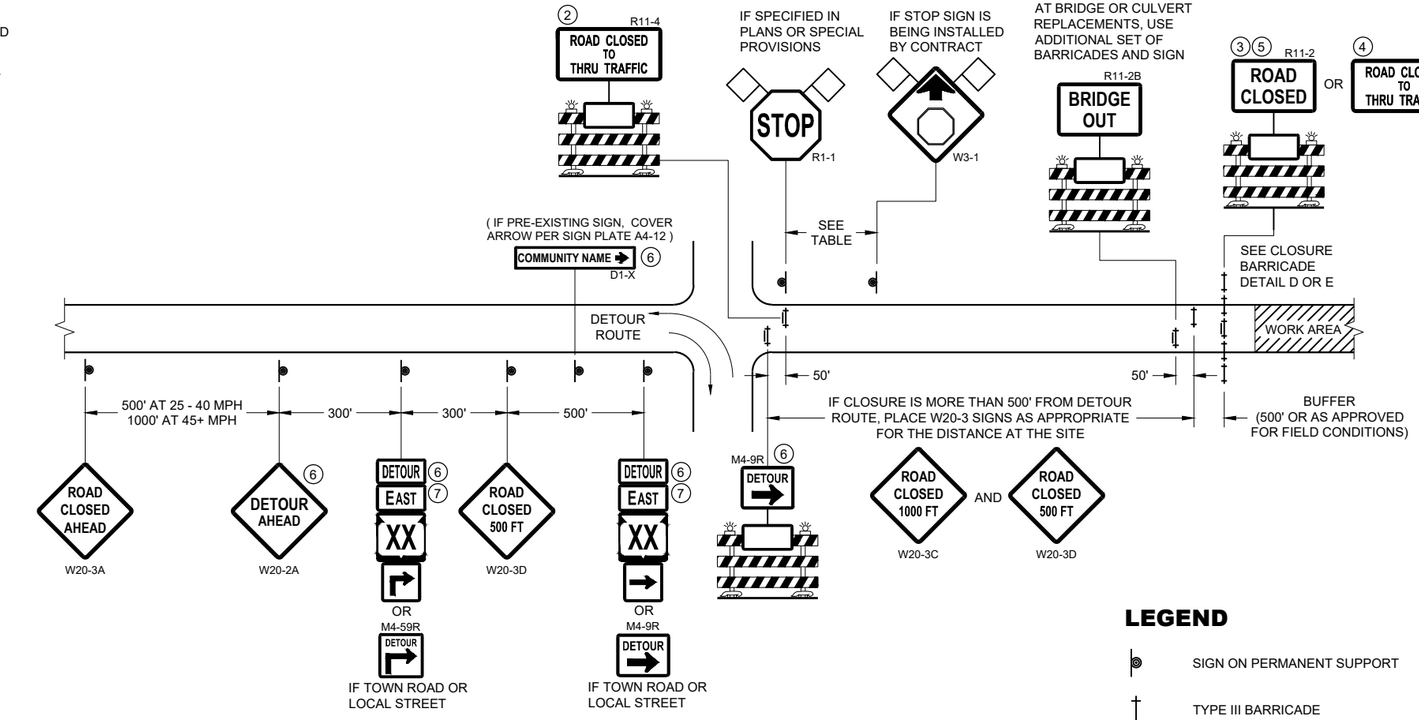
6

S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



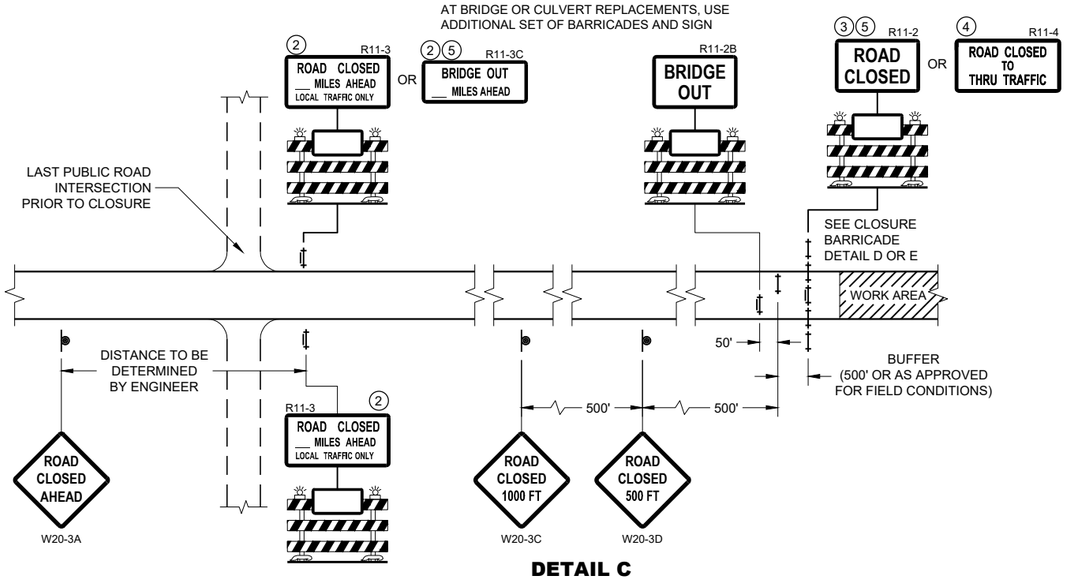
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

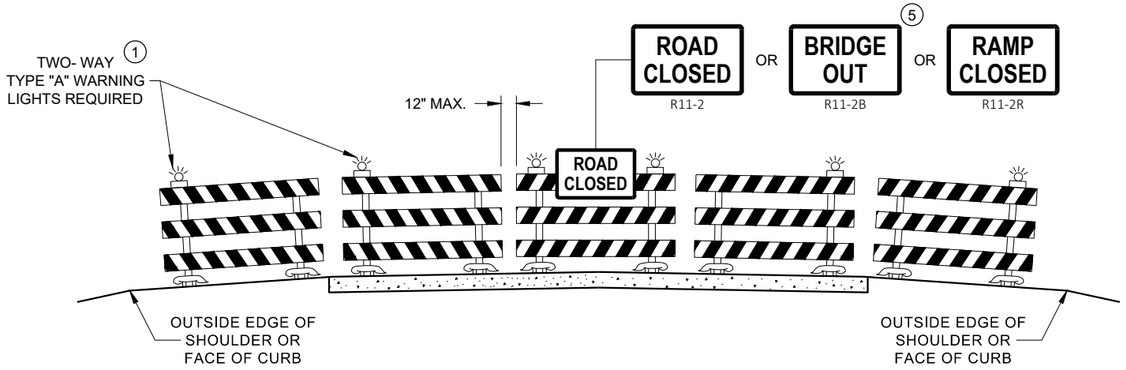
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

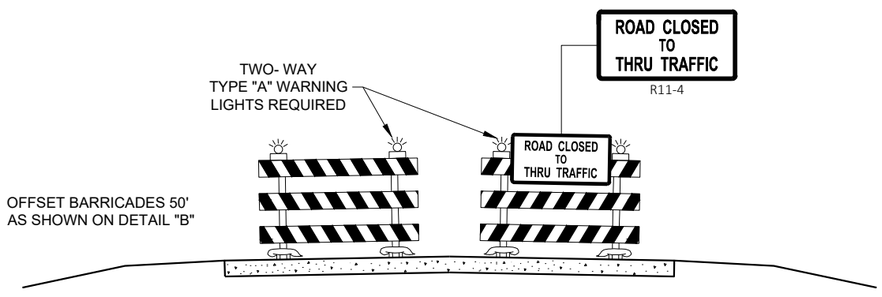
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SDD 15C02 - 08a

SDD 15C02 - 08a



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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL 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 SHALL, 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" (36" X 18" 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)
- MO5 - 1 AND MO6 - 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 AN 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 ROAD 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 VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

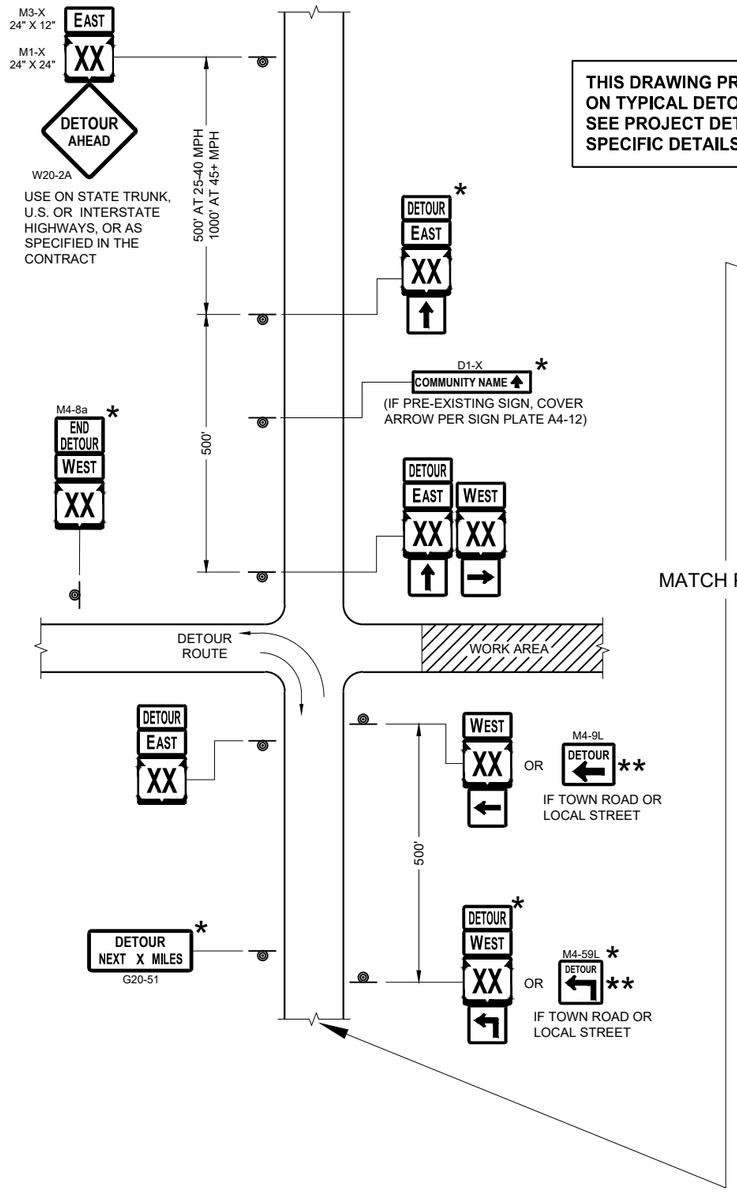
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

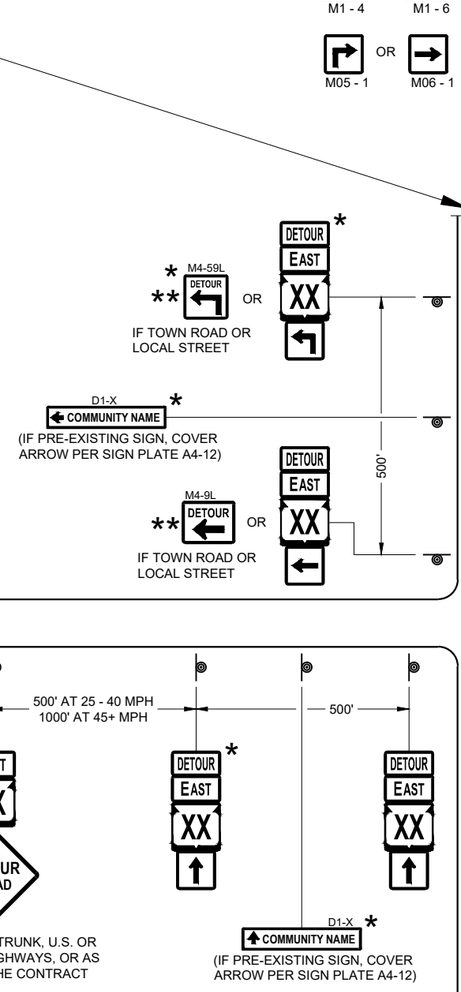
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

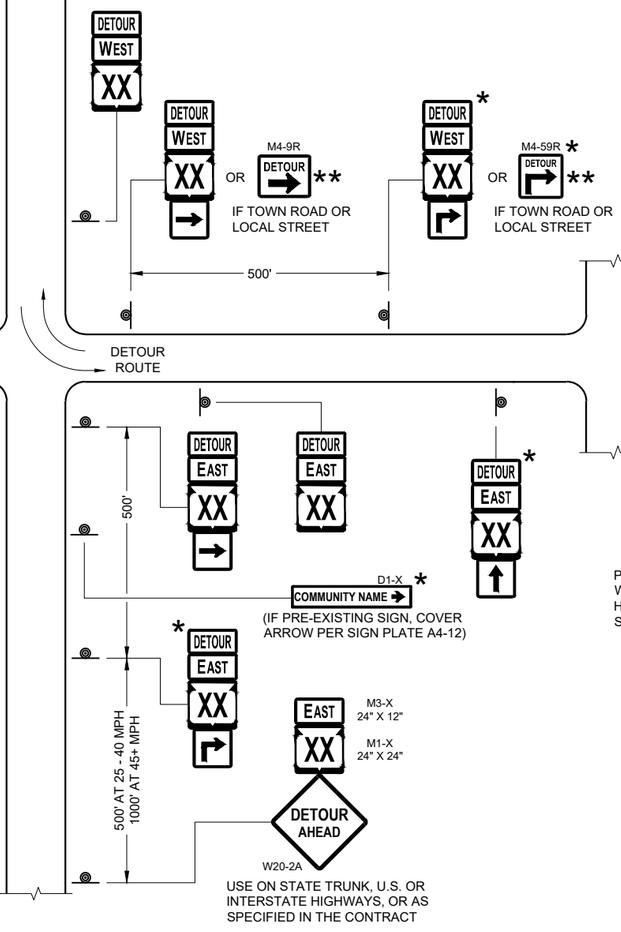
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

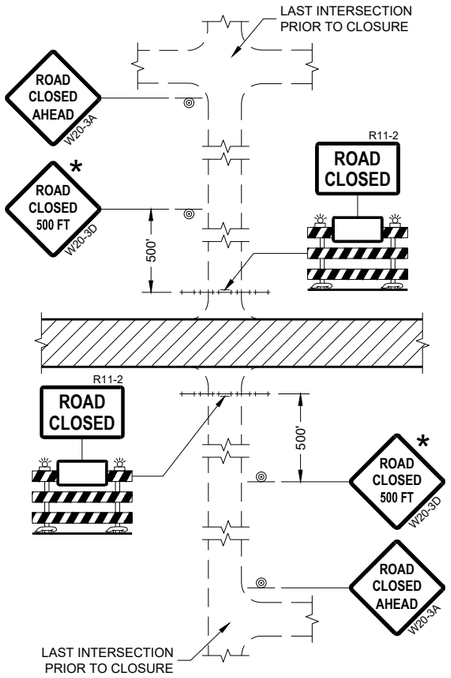
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

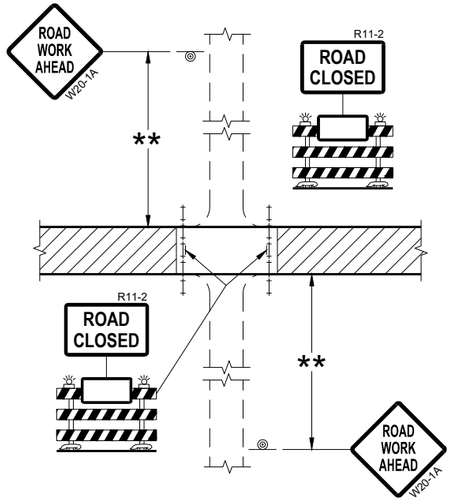
FHWA

6

SDD 15C02 - 08c



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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 (500 FEET DESIRABLE) 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 REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

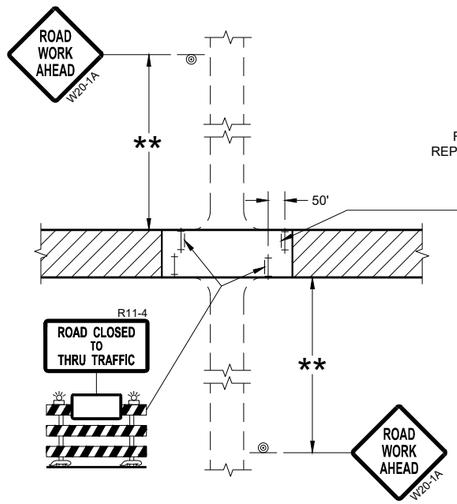
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

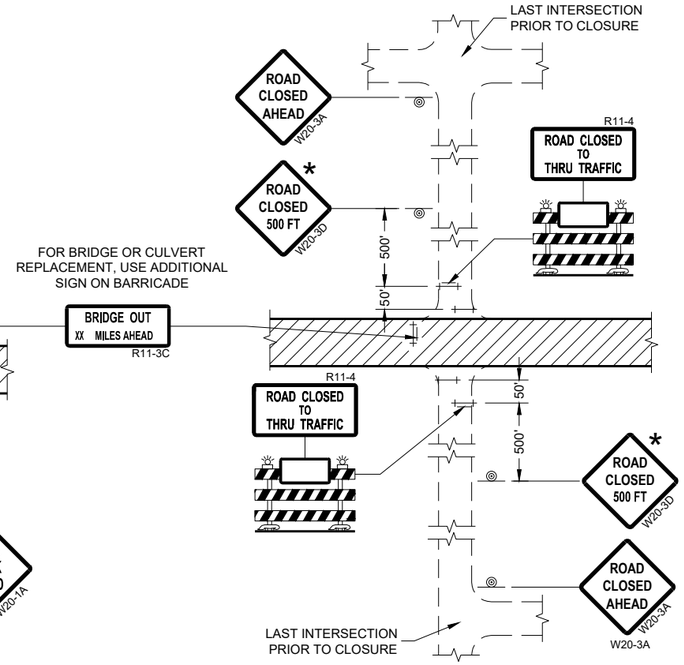
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

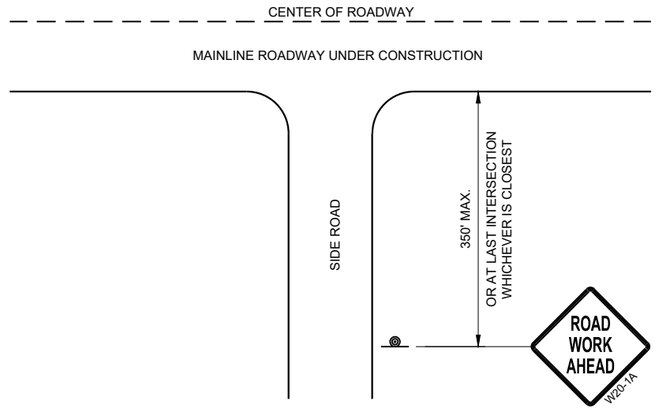
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 REESTABLISHED.

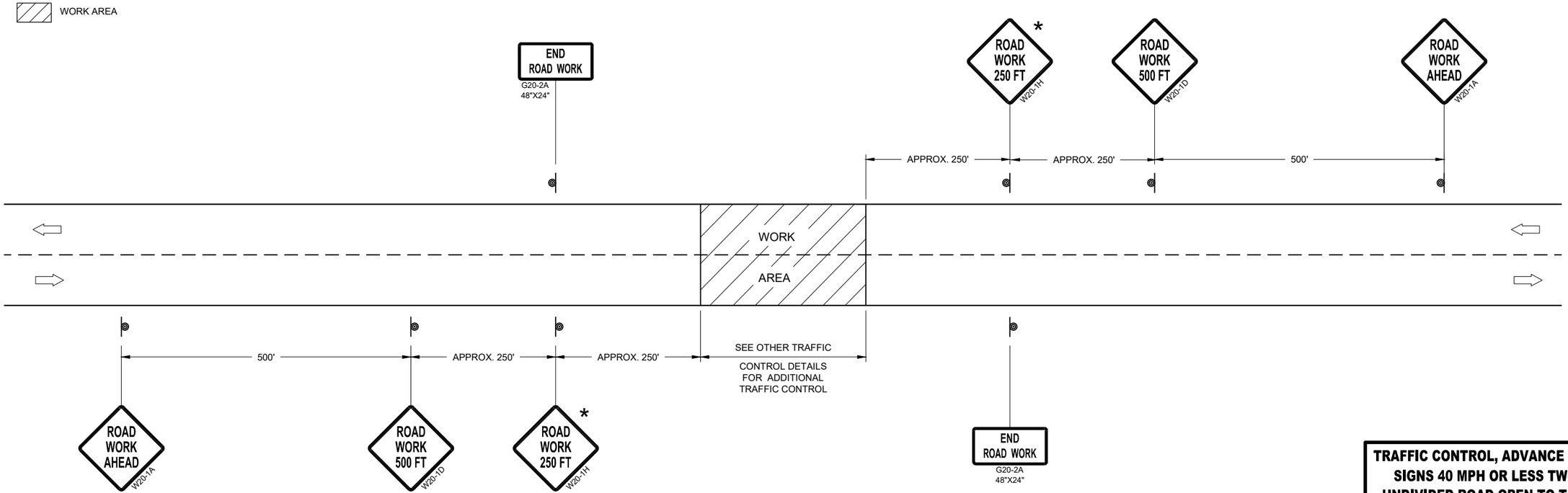
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

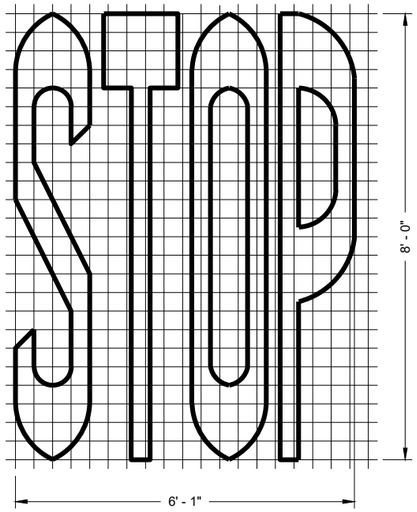
APPROVED
July 2018
DATE

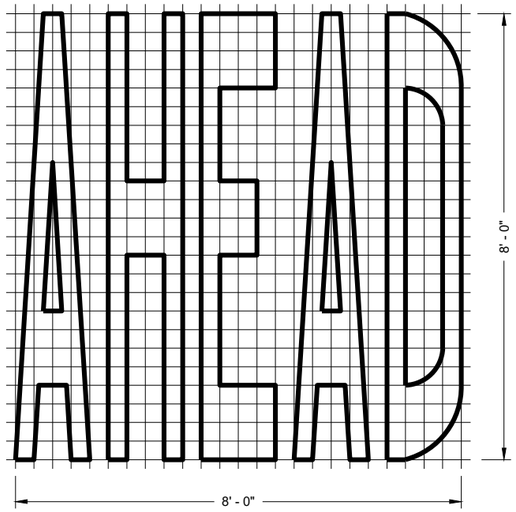
/S/ Andrew Heidtke
WORK ZONE ENGINEE

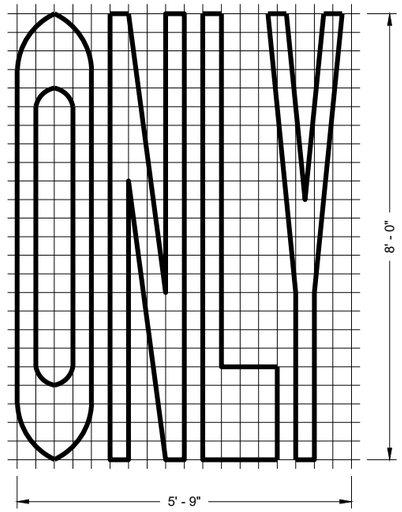
FHWA

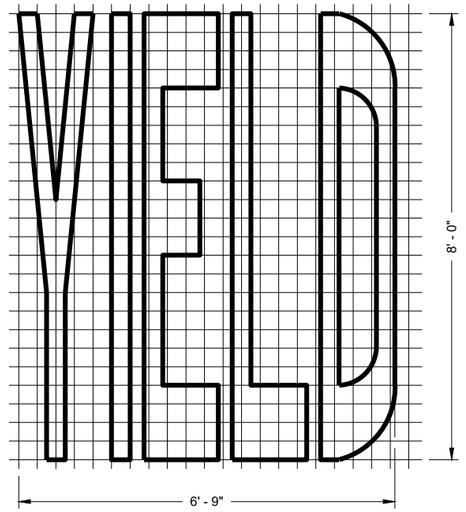
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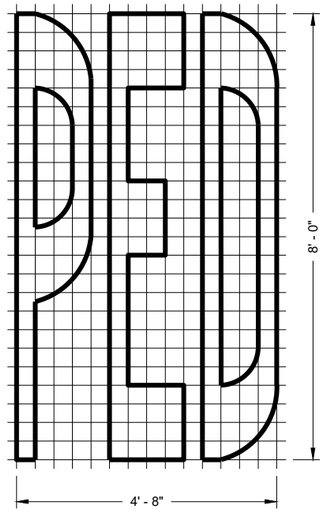
SDD 15C05 - 05

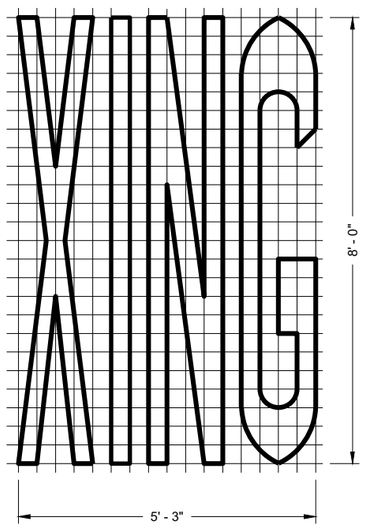


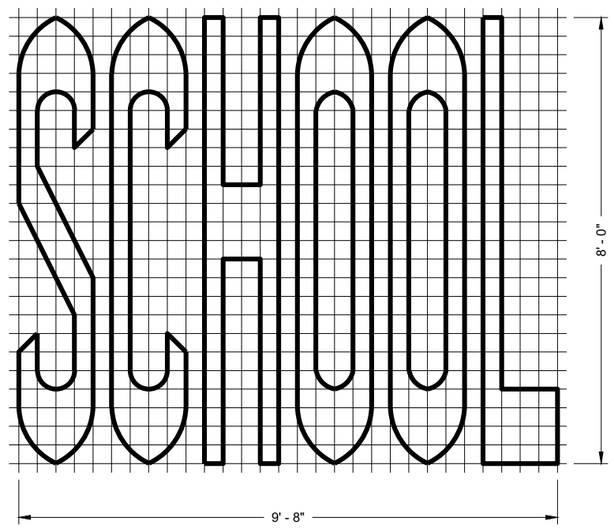




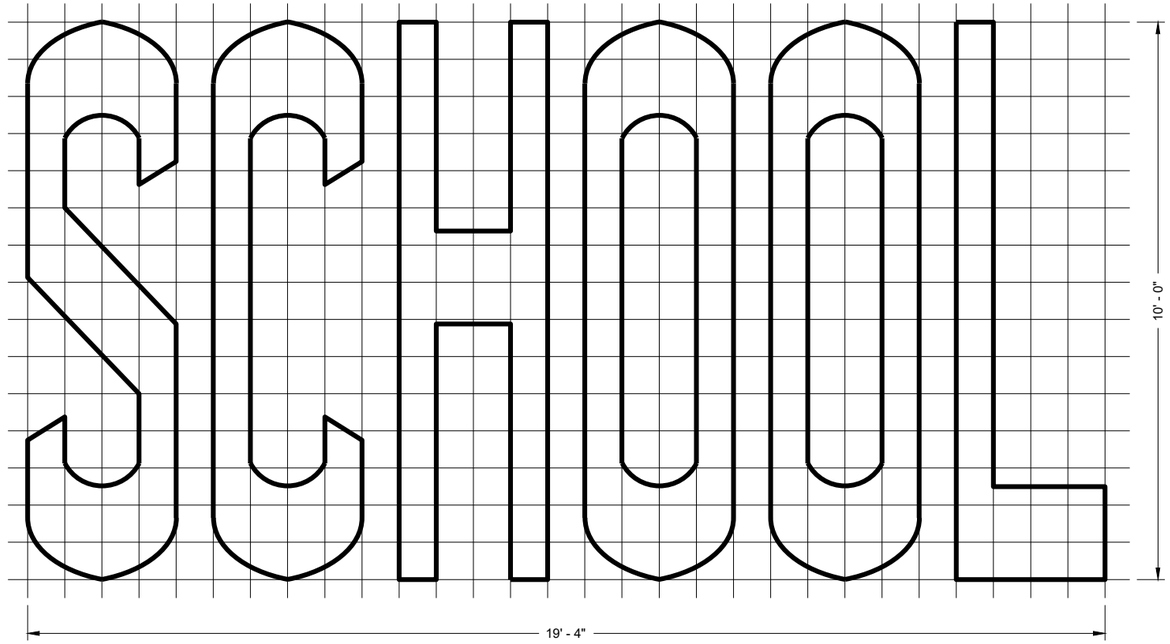








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

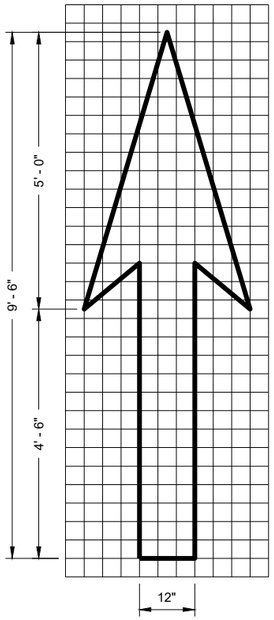
SDD 15C07 - 15b

6

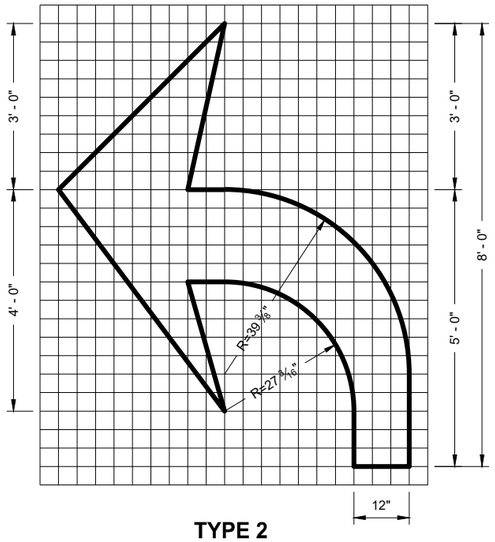
SDD 15C07 - 15b

GENERAL NOTES

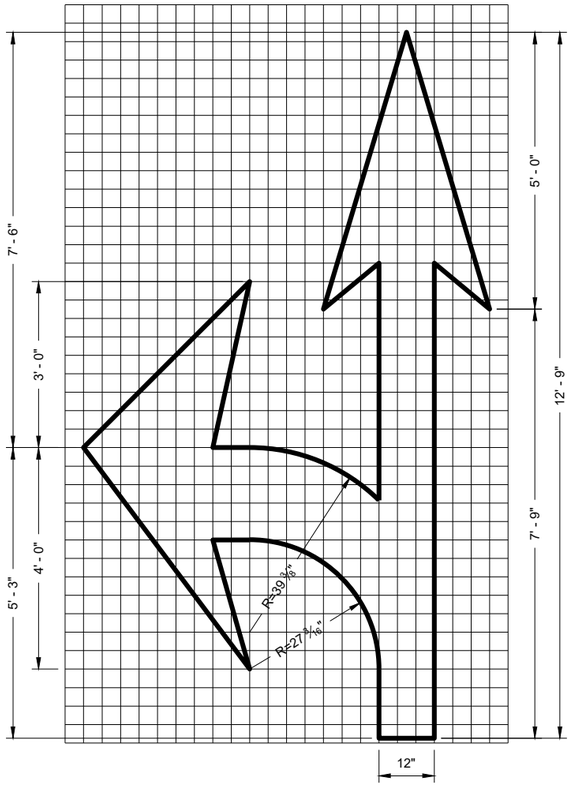
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



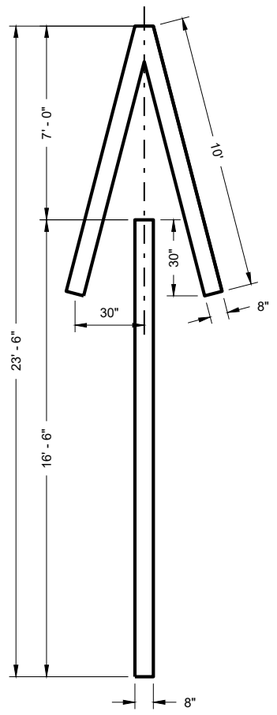
TYPE 1



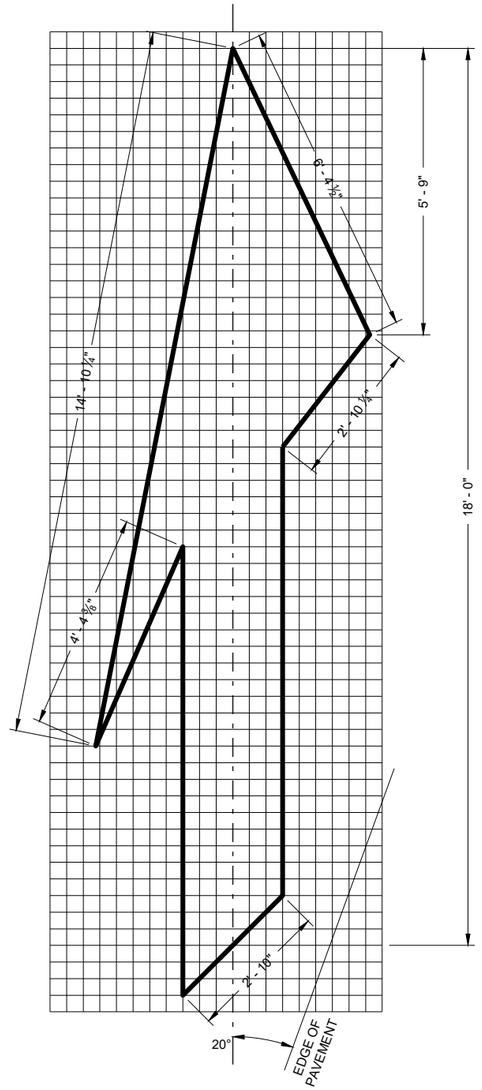
TYPE 2



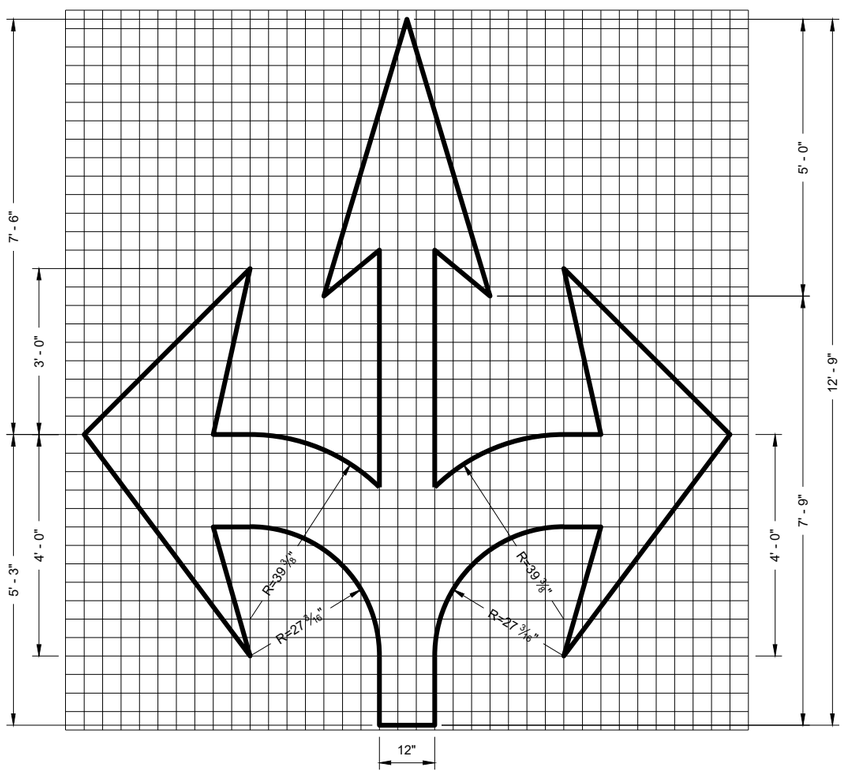
TYPE 3



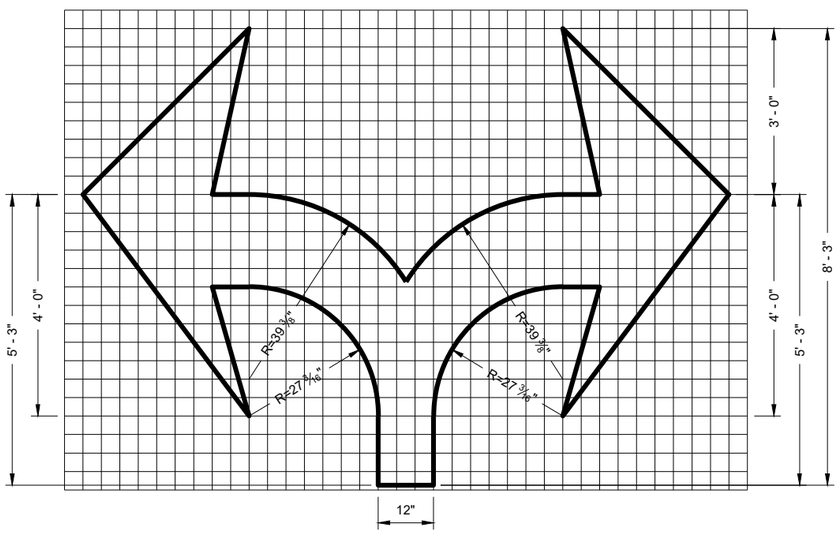
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

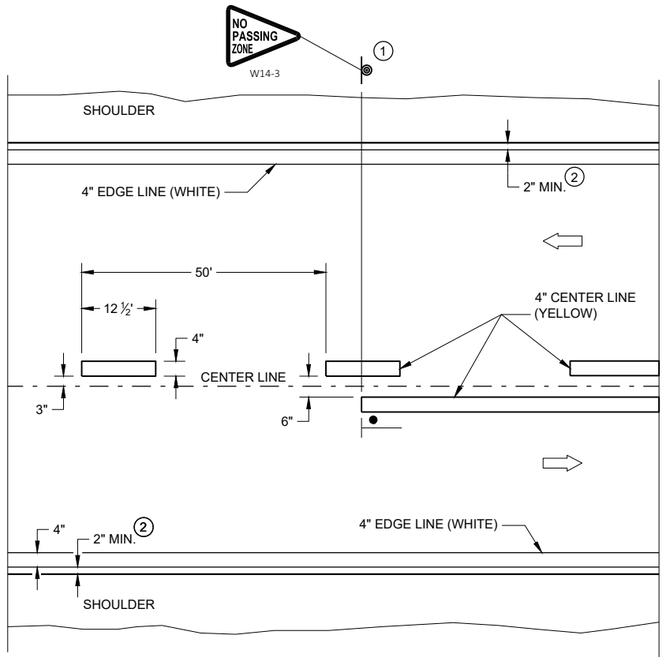
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

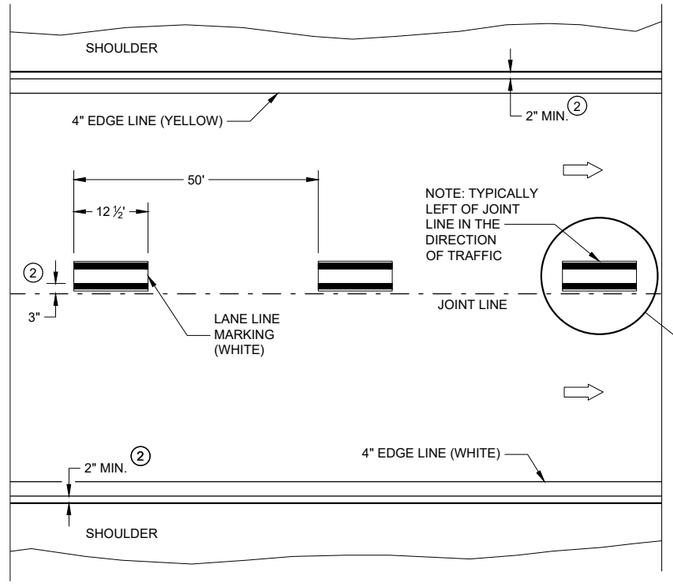
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

6
SDD15C07 - 15c

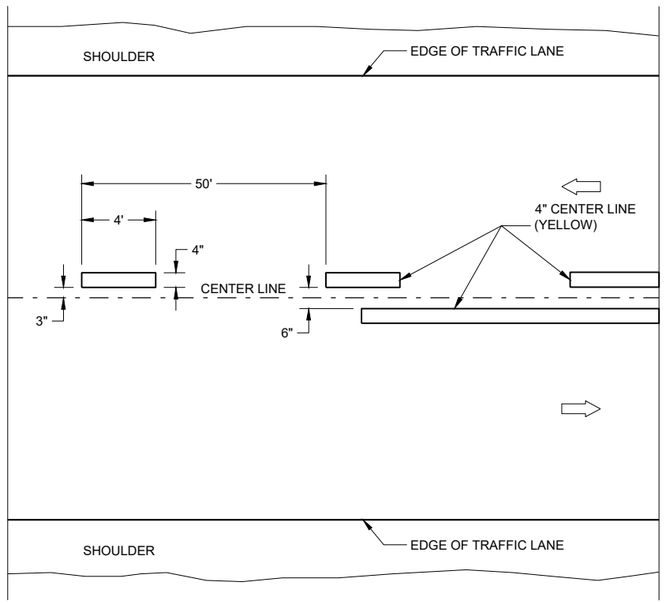


TWO WAY TRAFFIC

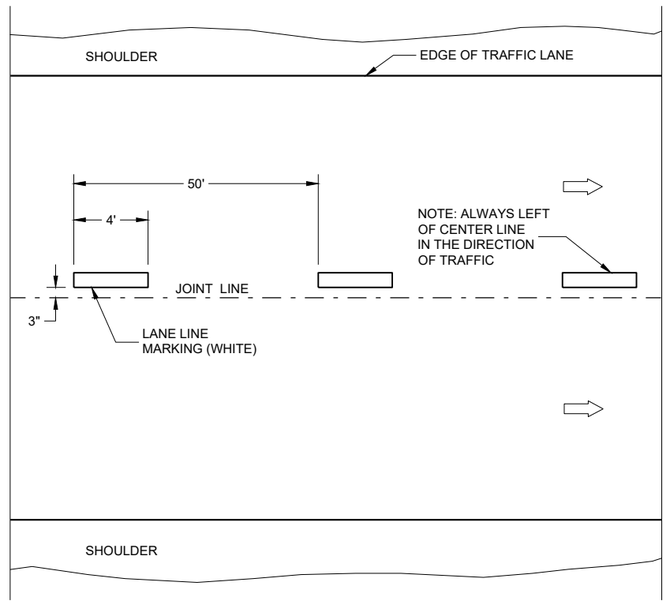


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

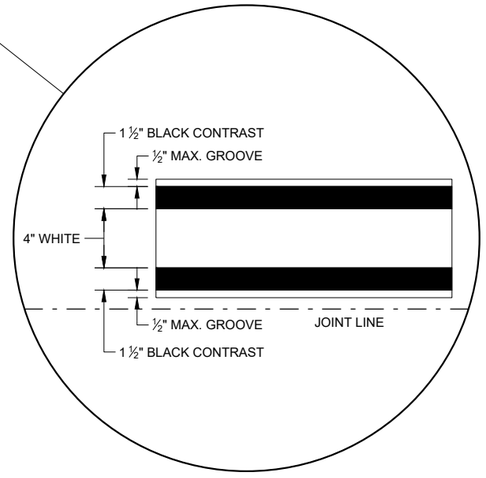
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

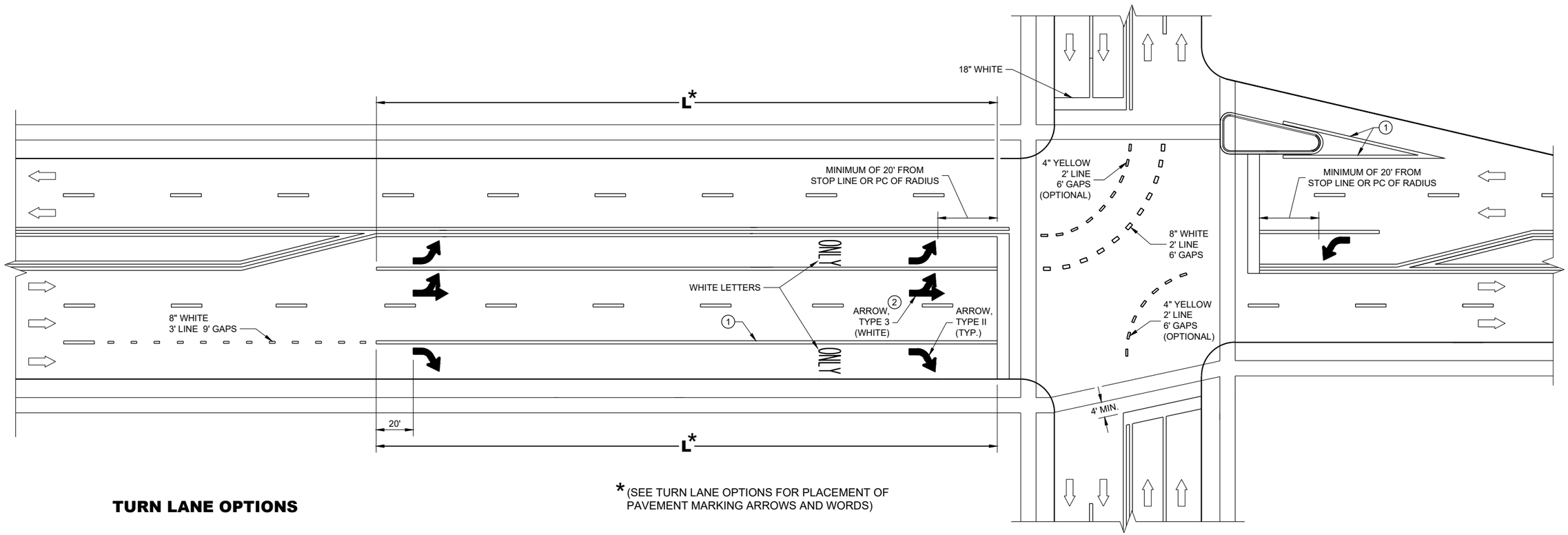
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 20a

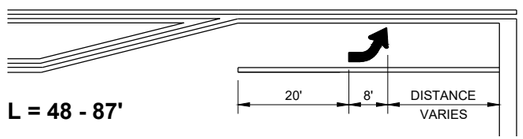
SDD 15C08 - 20a



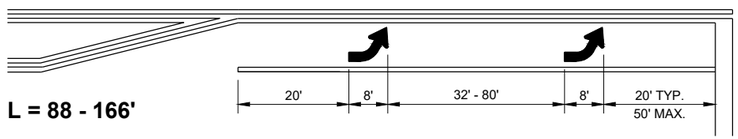
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

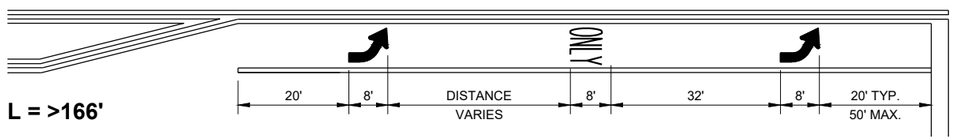
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

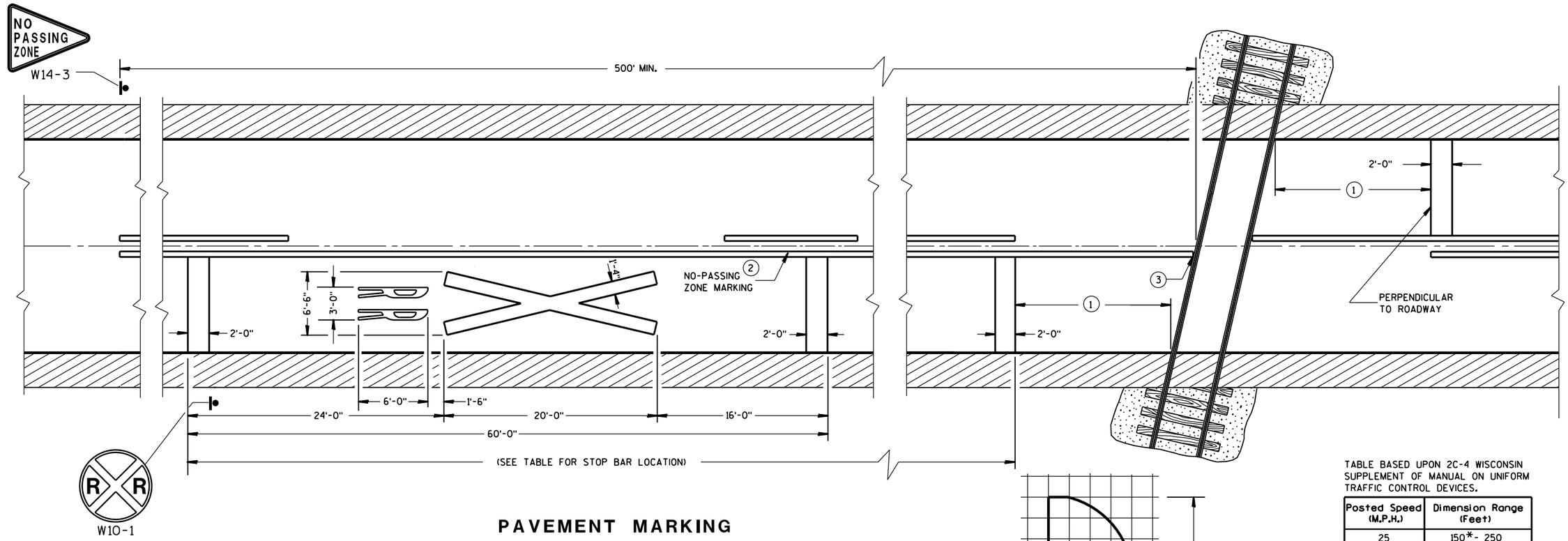
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08 - 20c

6

SDD 15C08 - 20c



PAVEMENT MARKING

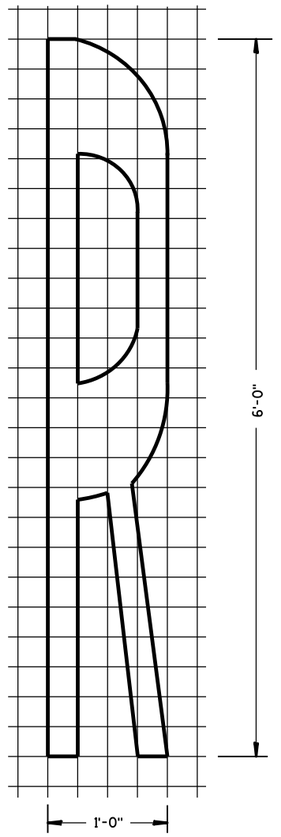


TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

RETRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAI[illegible]GINEER

FHWA

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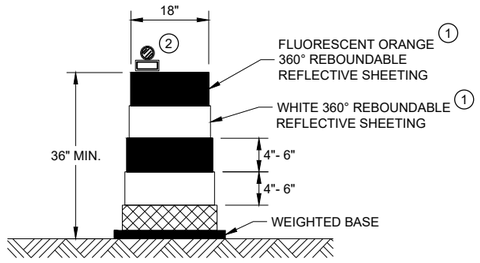
S.D.D. 15 C 9-11a

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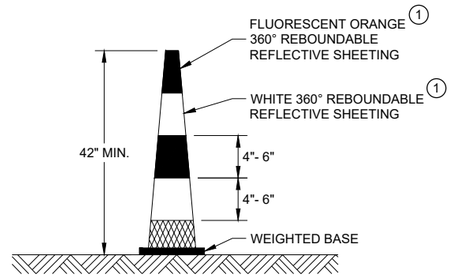
S.D.D. 15 C 9-11a

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.

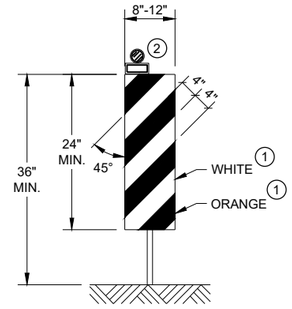


DRUM



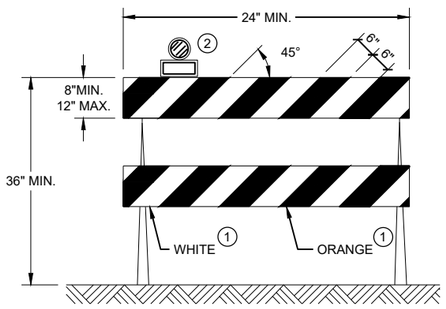
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



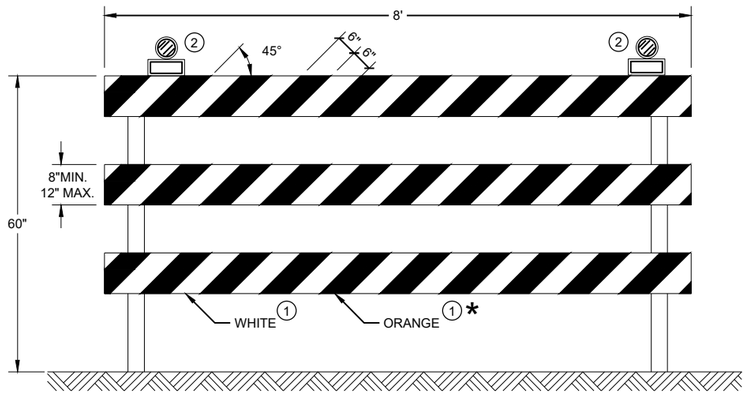
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III 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 ENGINEE

FHWA

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SDD 15C11 - 07b

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SDD 15C11 - 07b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

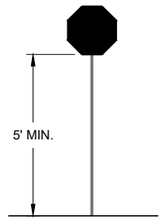
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

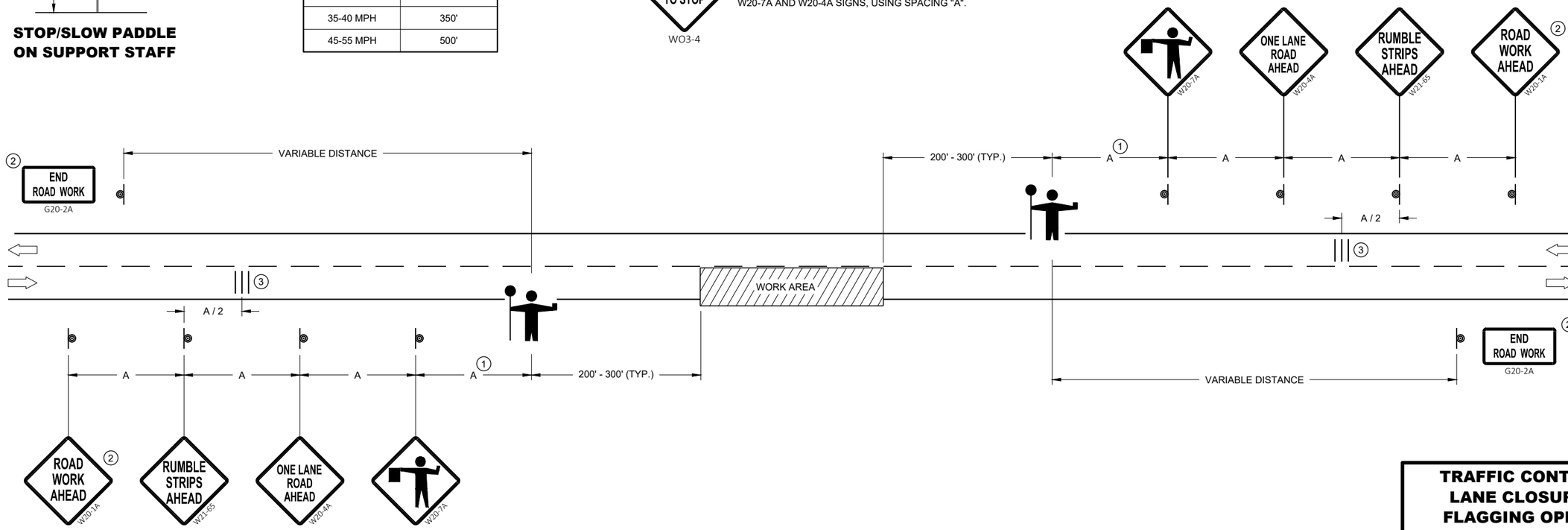
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

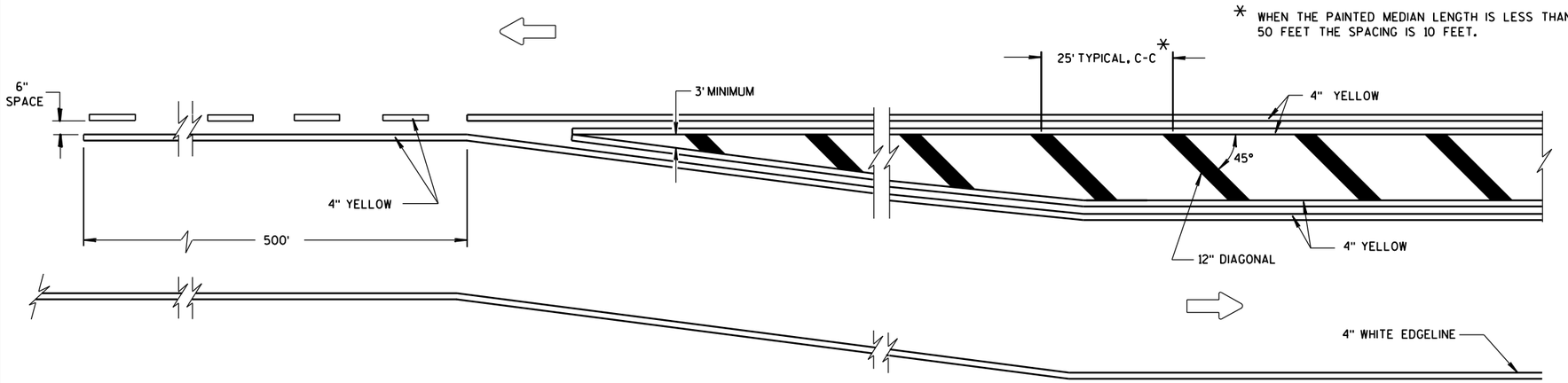
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 07

SDD 15C12 - 07

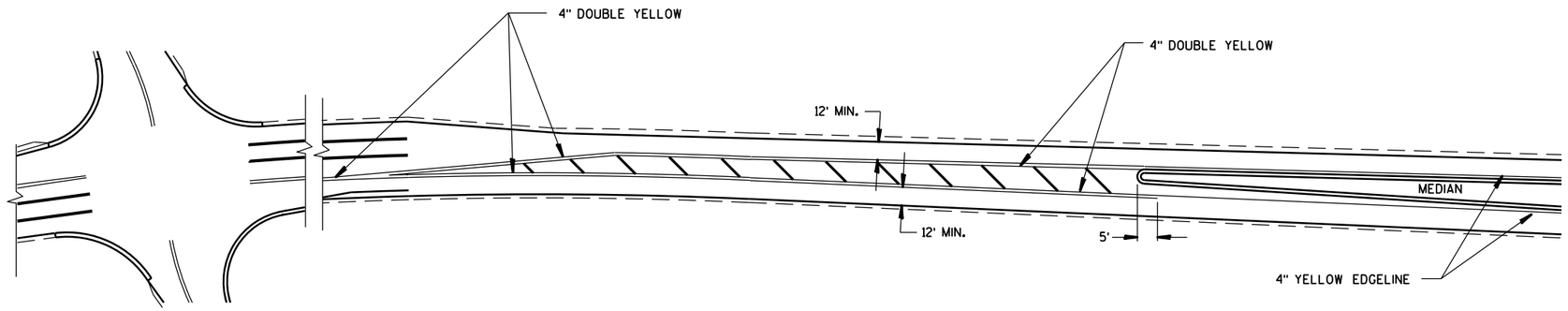


MEDIAN ISLAND DETAIL

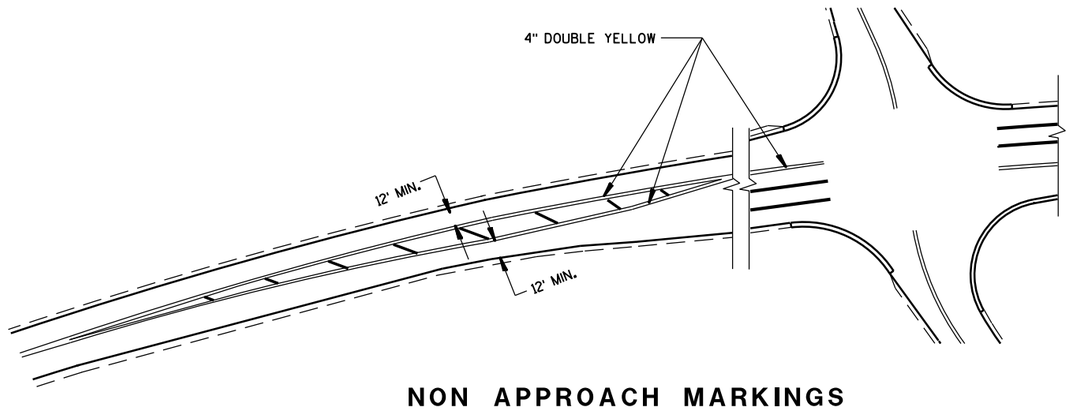
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

6

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S.D.D. 15 C 18-4

S.D.D. 15 C 18-4

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARK[illegible]EER

FHWA

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

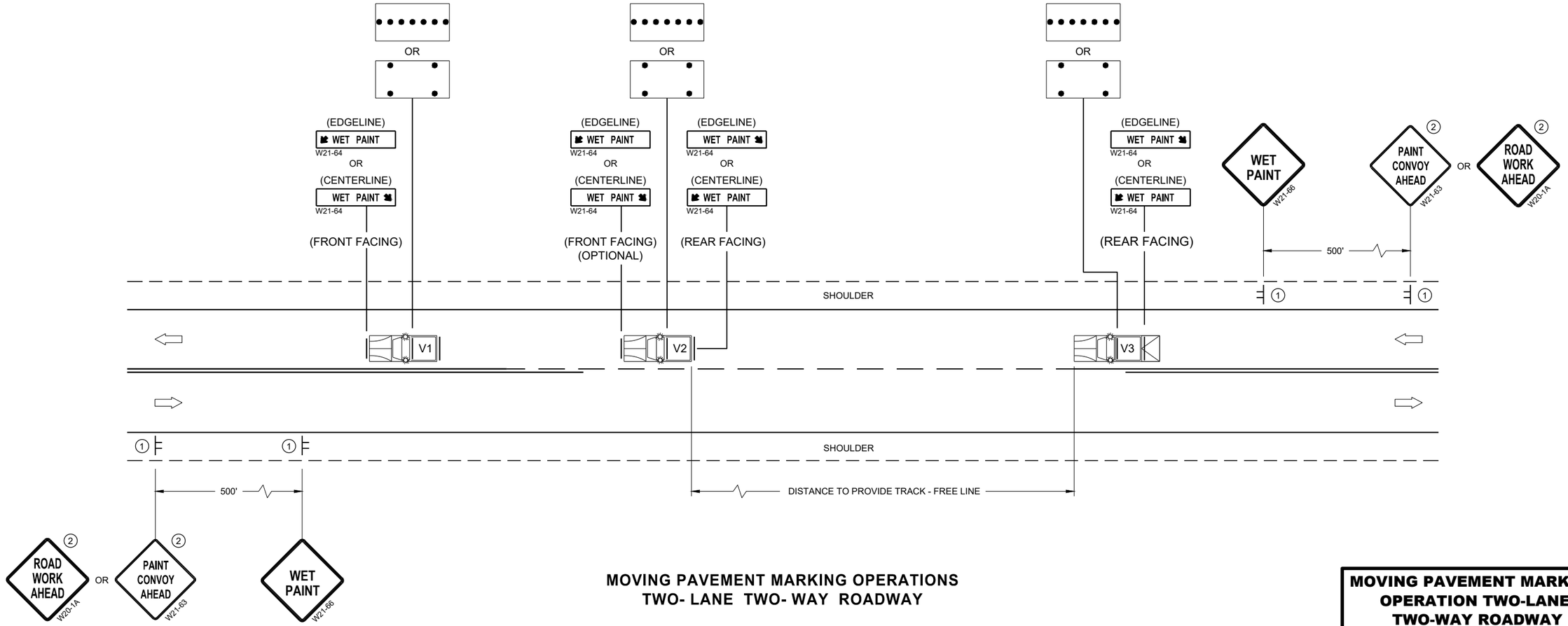
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

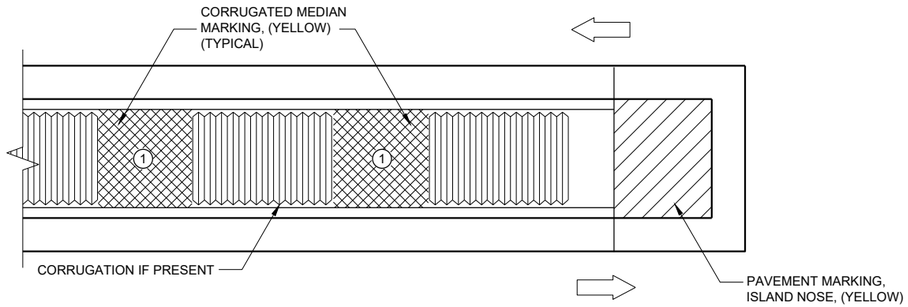
FHWA

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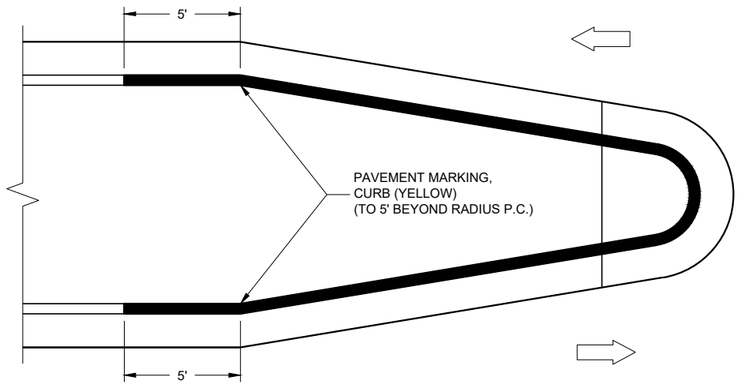
SDD 15C19 - 06a

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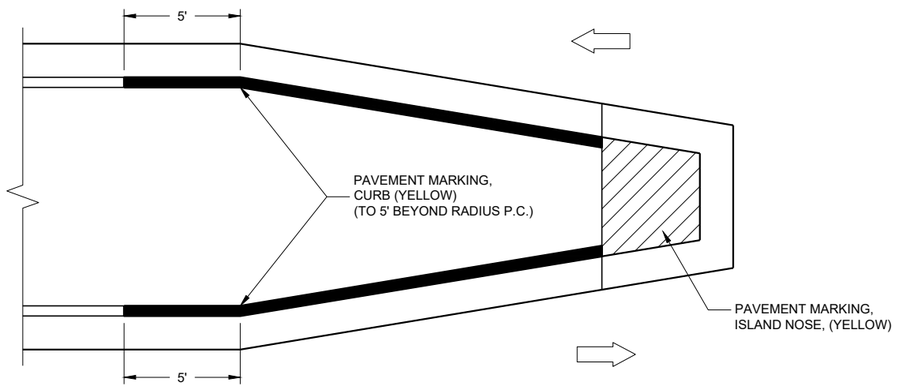
SDD 15C19 - 06a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE

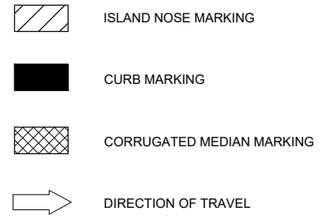


MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



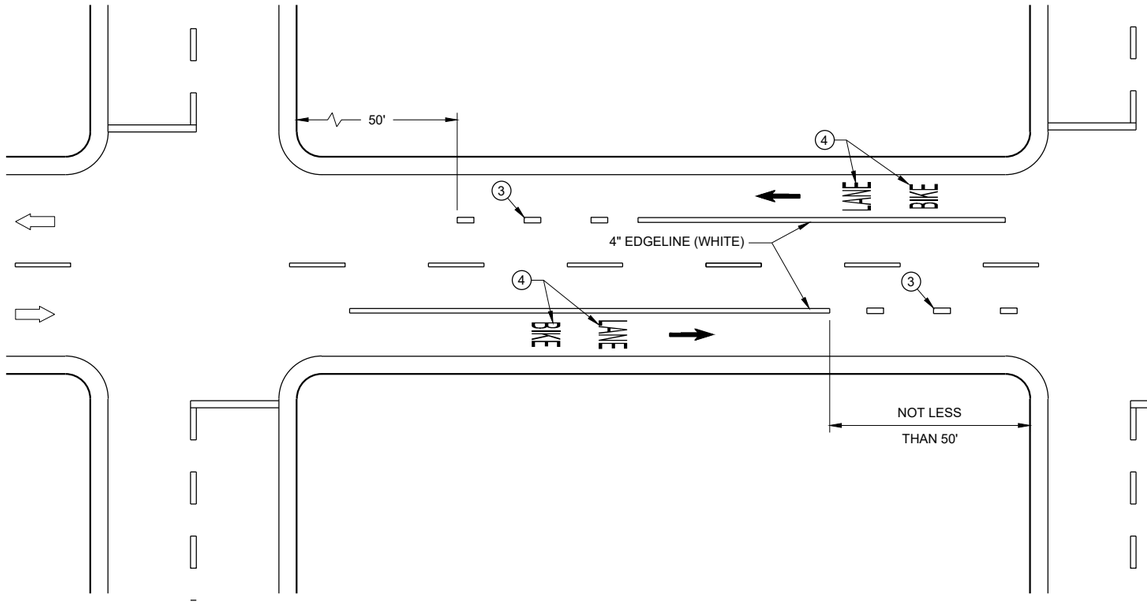
PAVEMENT MARKINGS
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

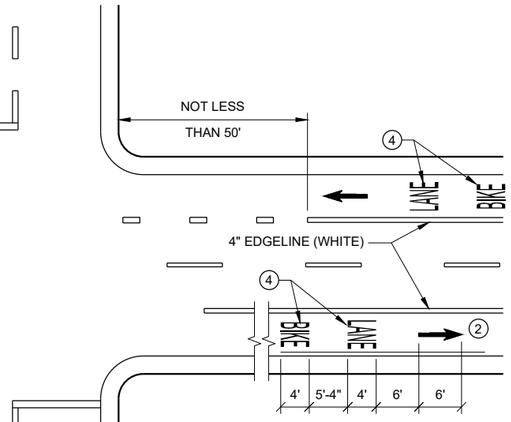
APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER
FHWA

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SDD15C27 - 03b



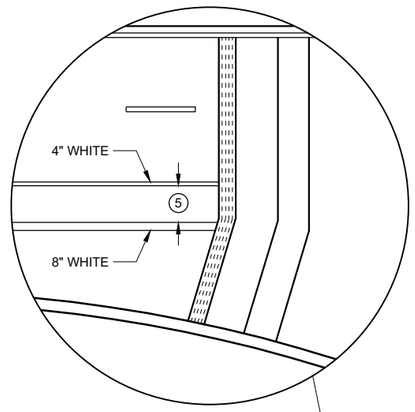
DESIGNATED BIKE LANE - NO PARKING



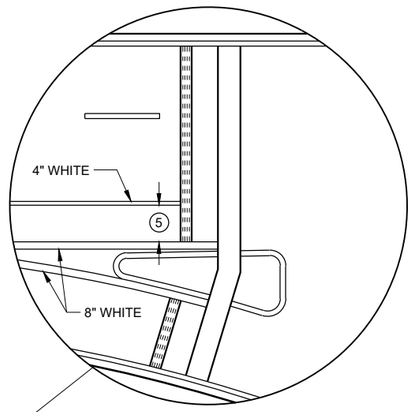
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

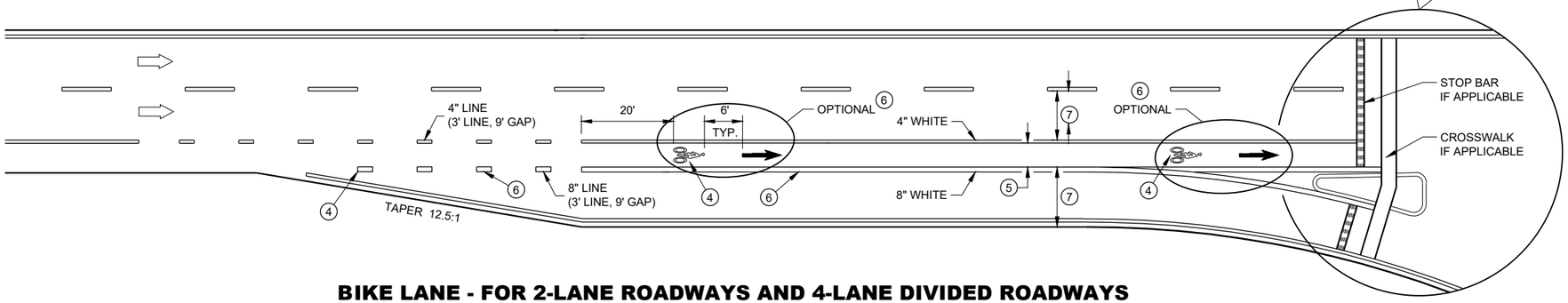
DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



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

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2020
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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SDD 15C29 - 07a

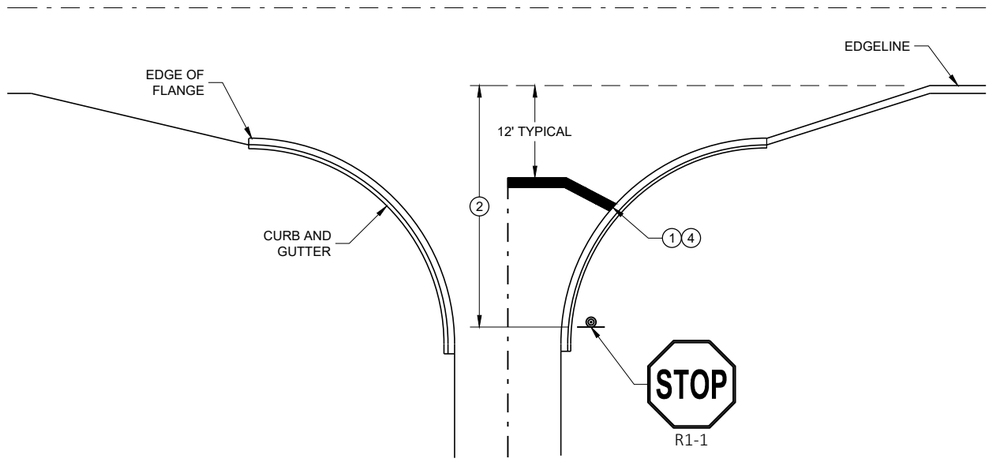
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SDD 15C29 - 07a

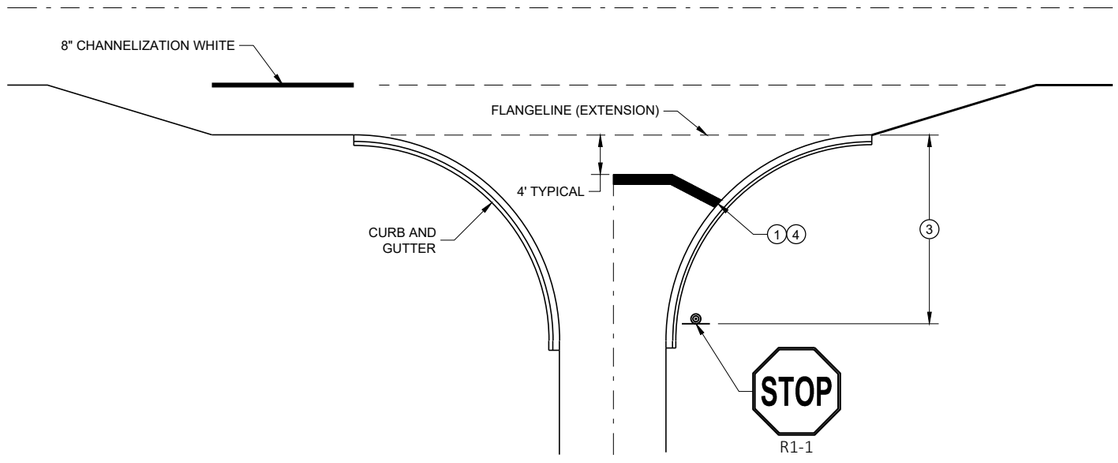
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

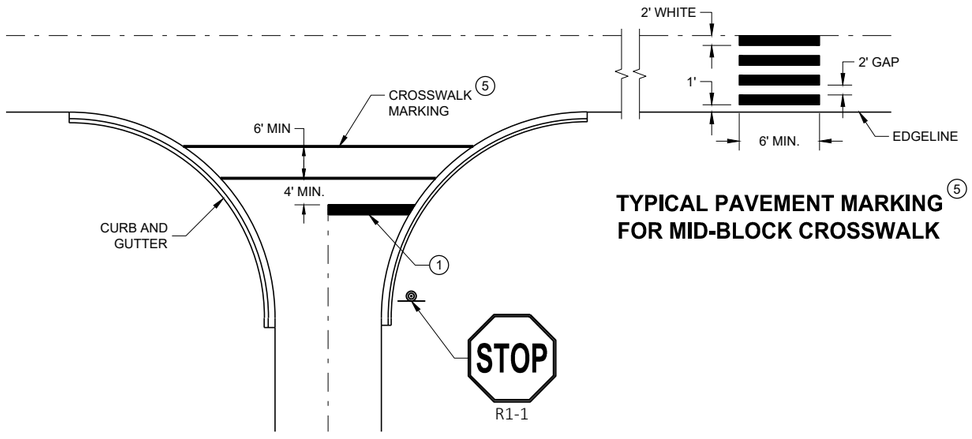
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

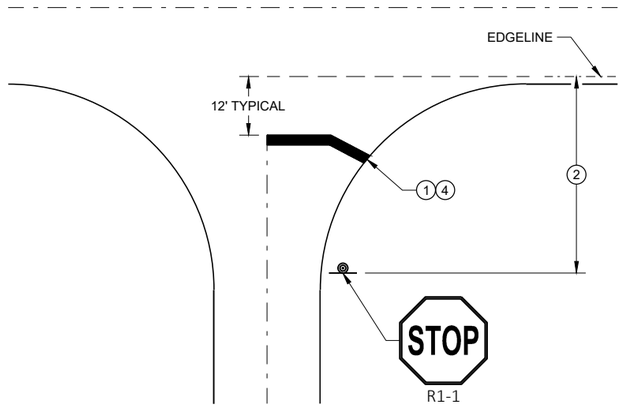


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

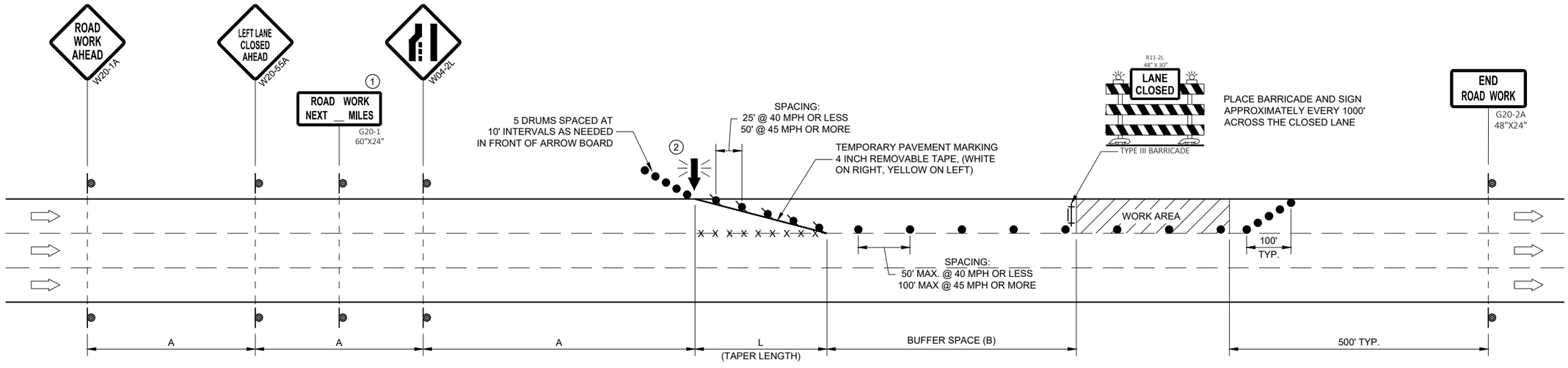
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

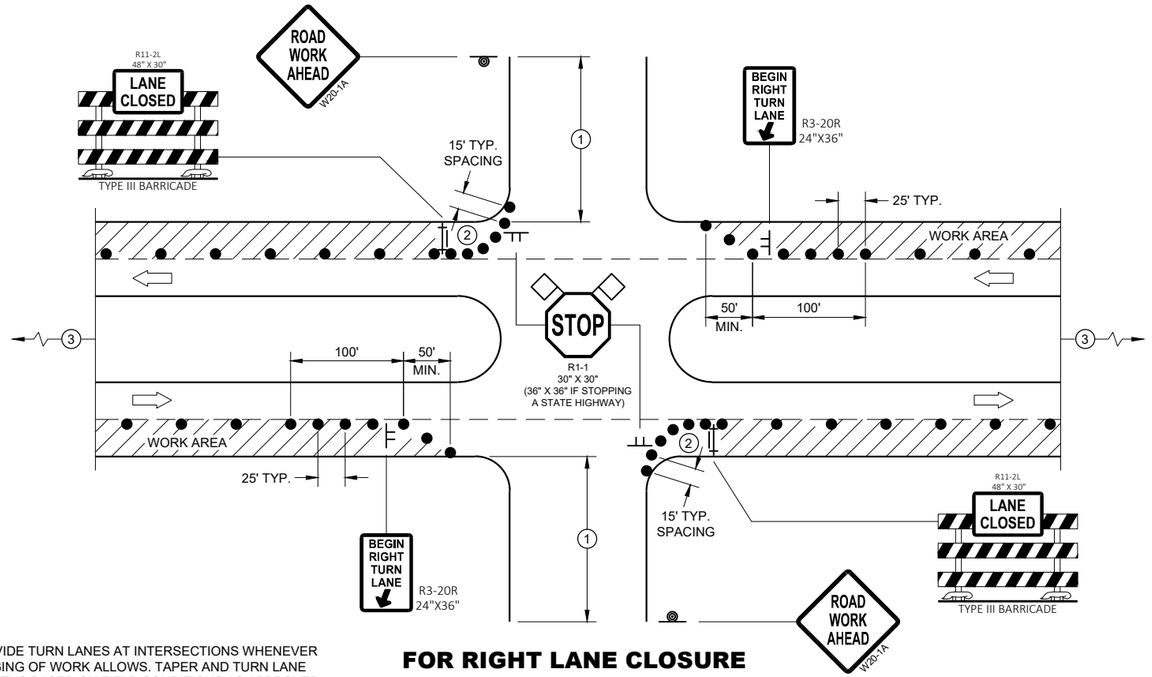
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD15D20 - 05a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

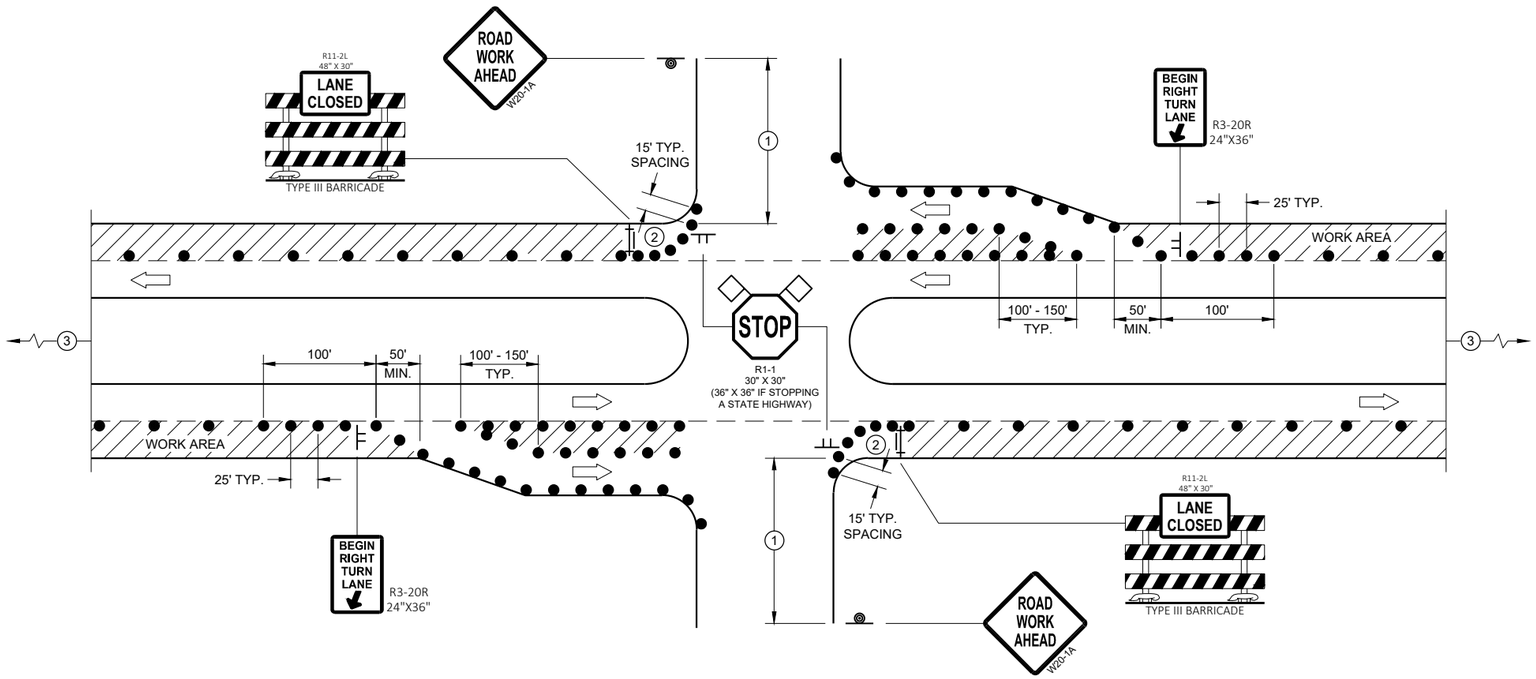
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

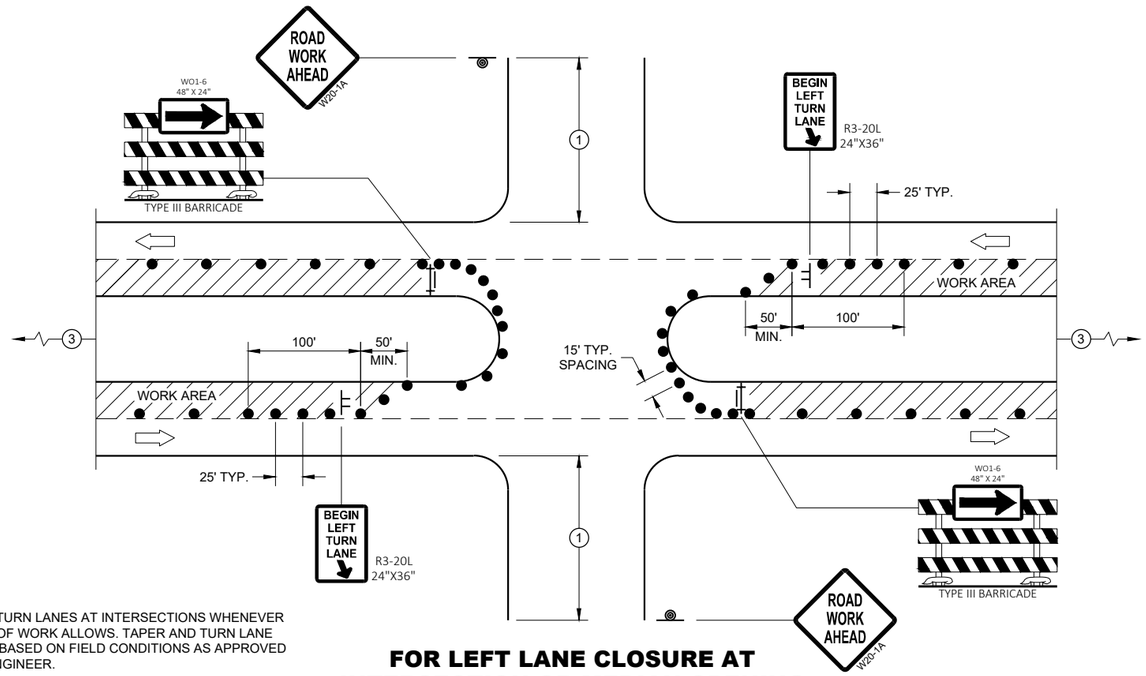
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

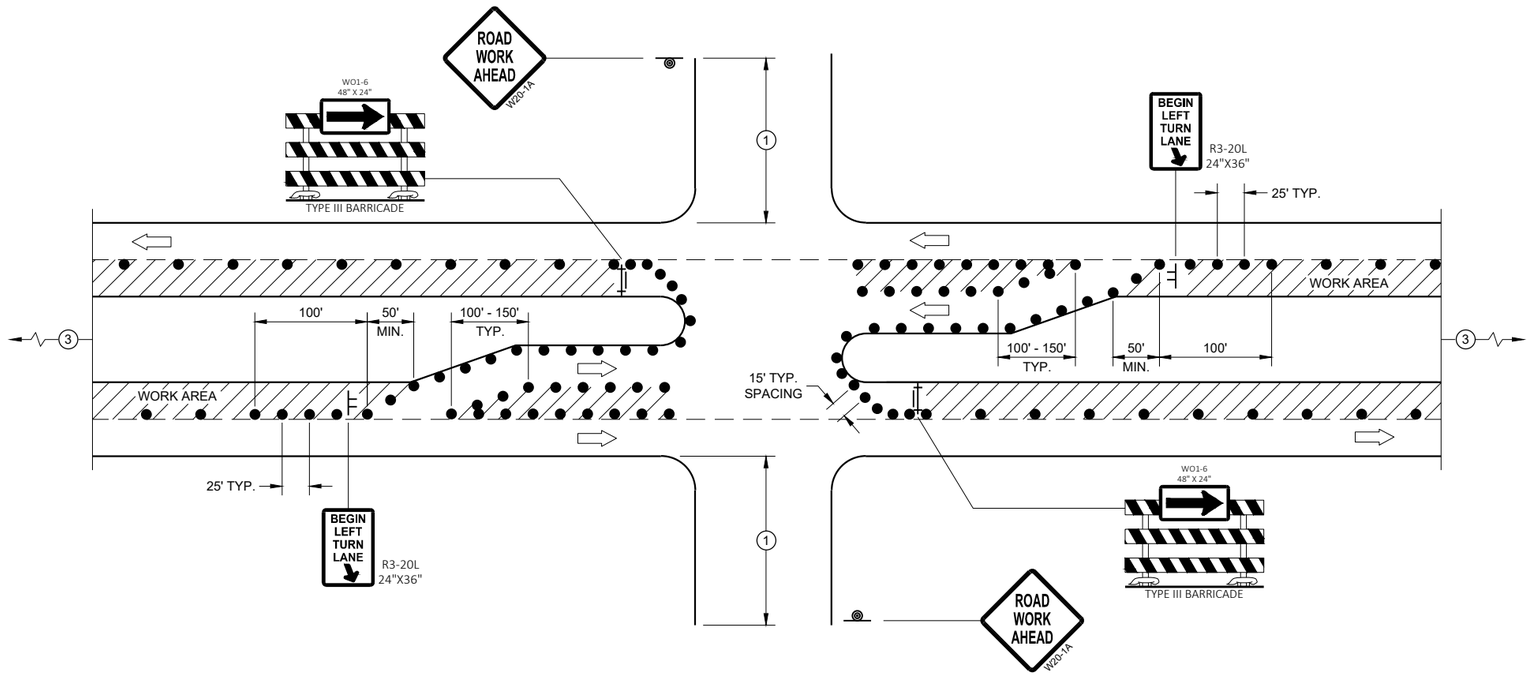
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15D21 - 06b

SDD 15D21 - 06b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

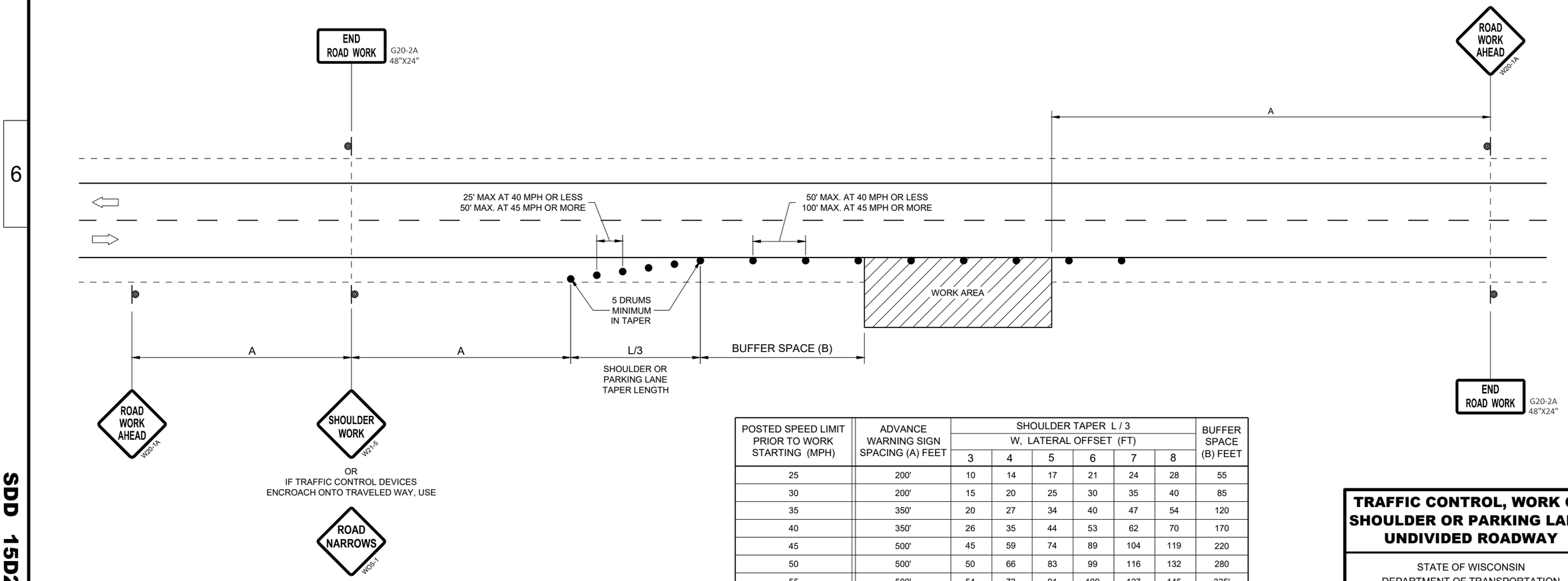
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

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

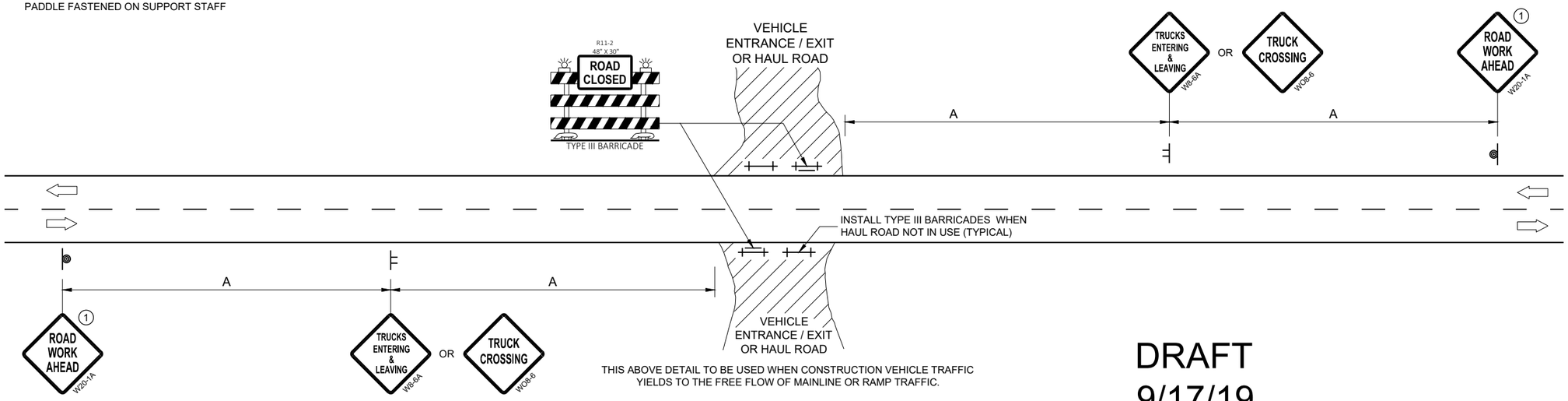
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

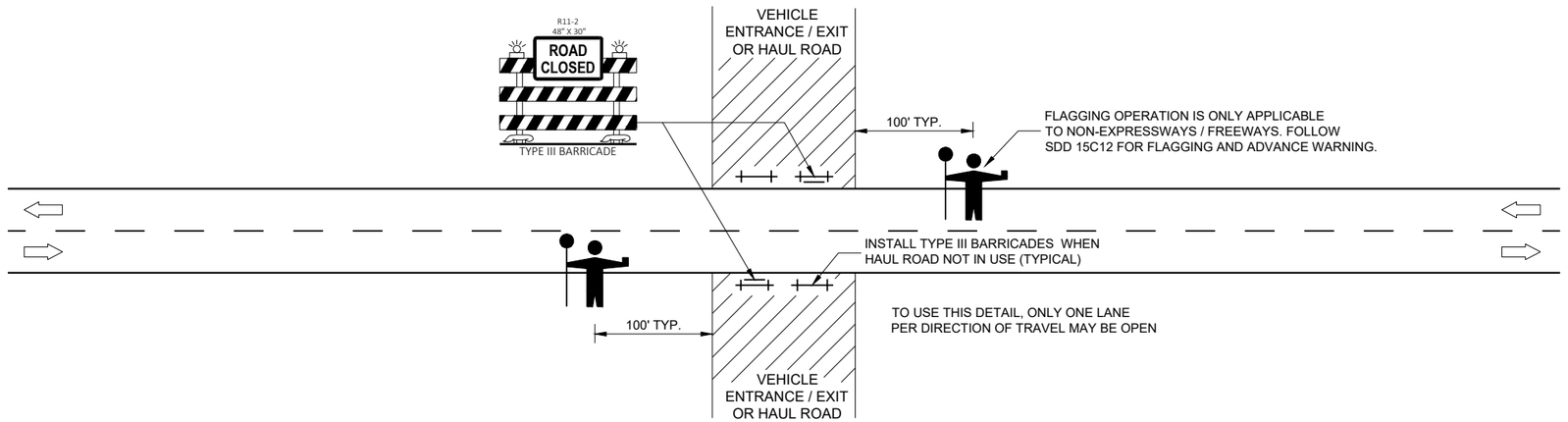
PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.

DRAFT
9/17/19



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 447

FHWA

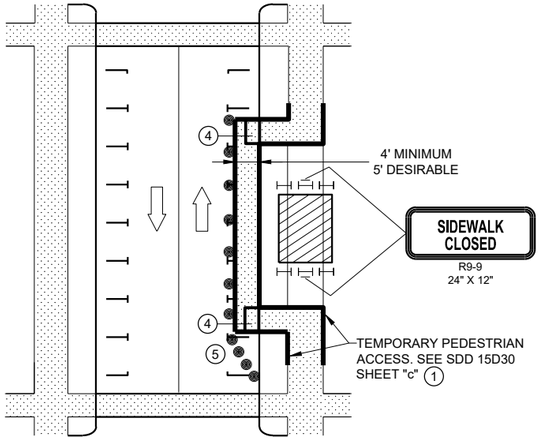
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SDD 15D29 - 06

6

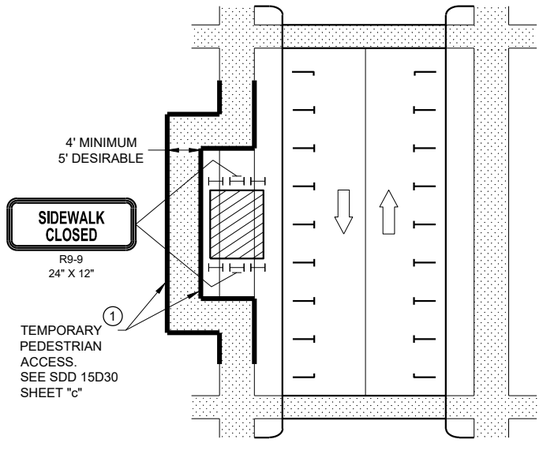
SDD 15D29 - 06

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

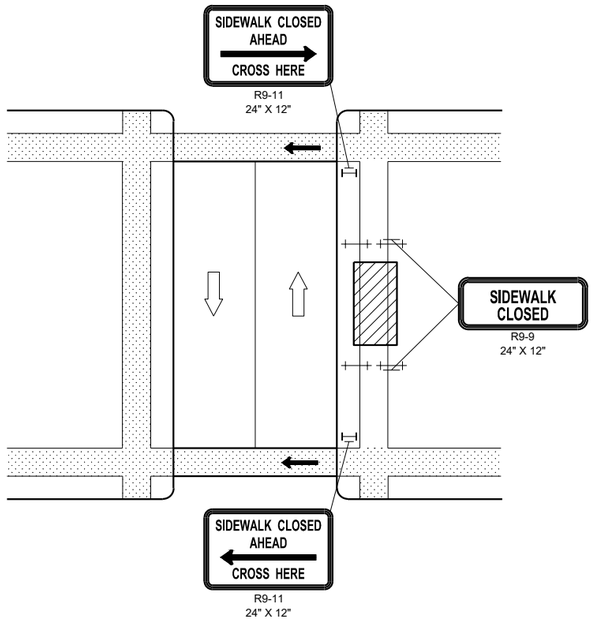


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

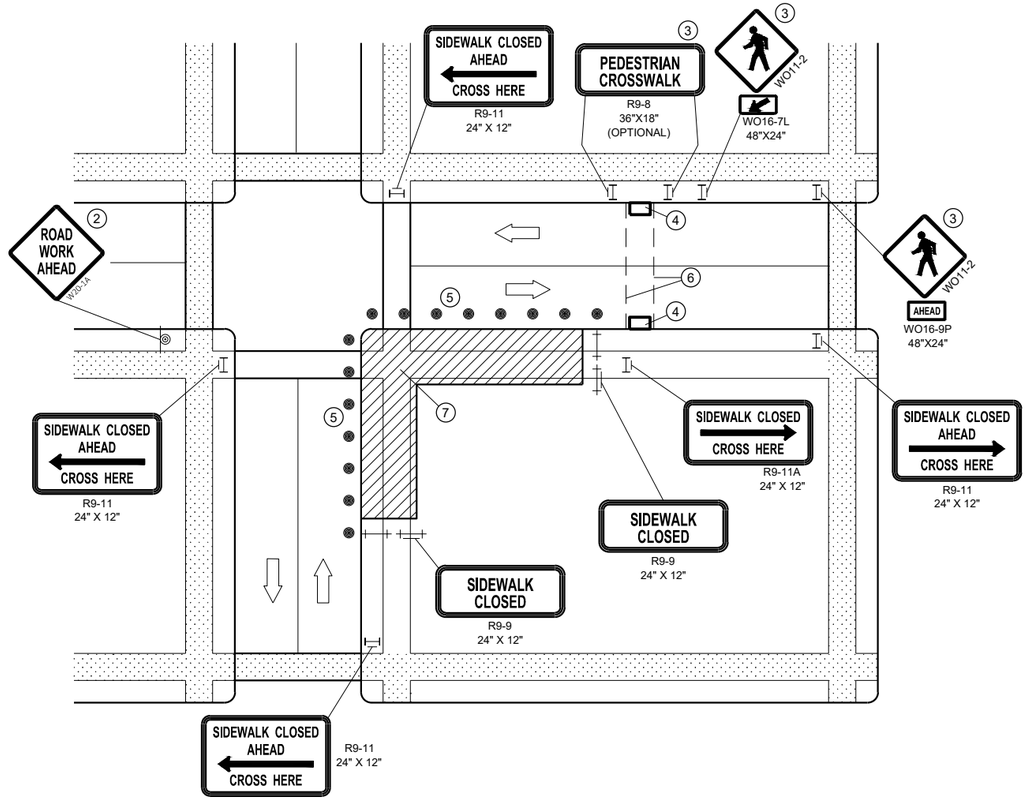
NOTE: LAYOUT SAME AS ABOVE.



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 NIGHTIME 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 BETWEEK 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 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

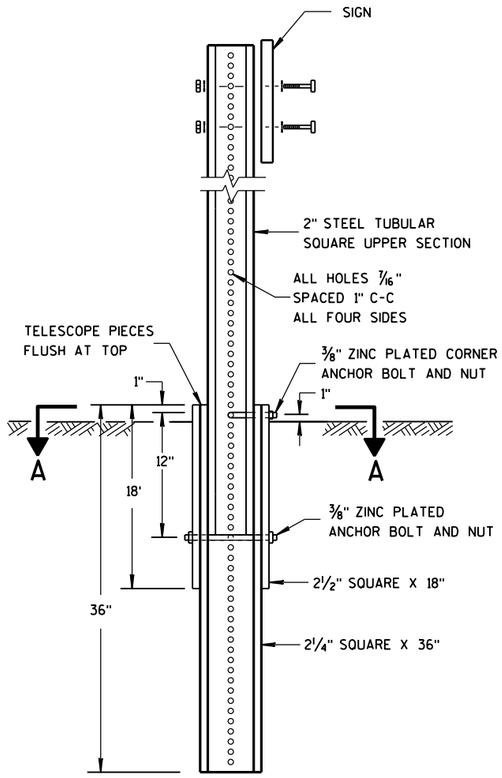
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

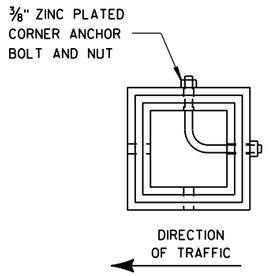
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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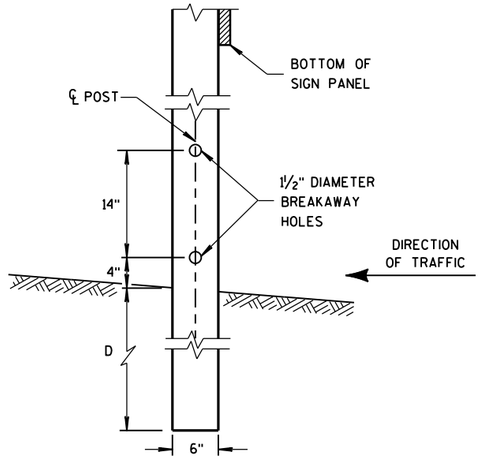
SDD15D30 - 06a



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



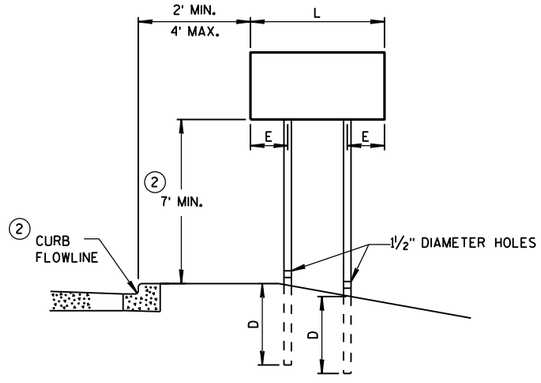
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

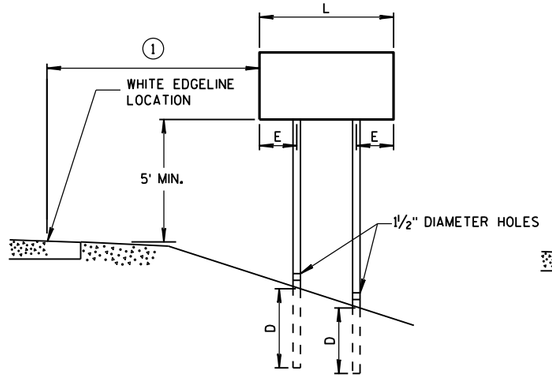
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

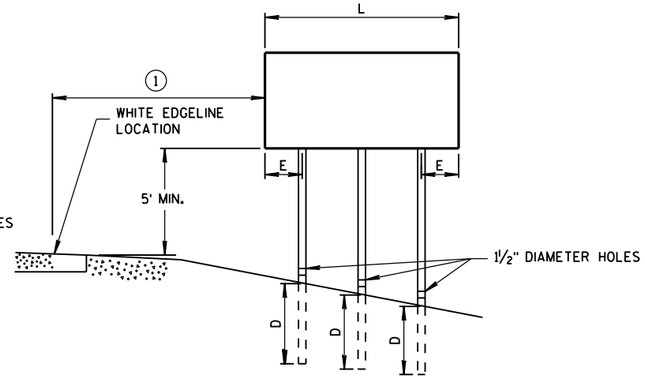
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK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

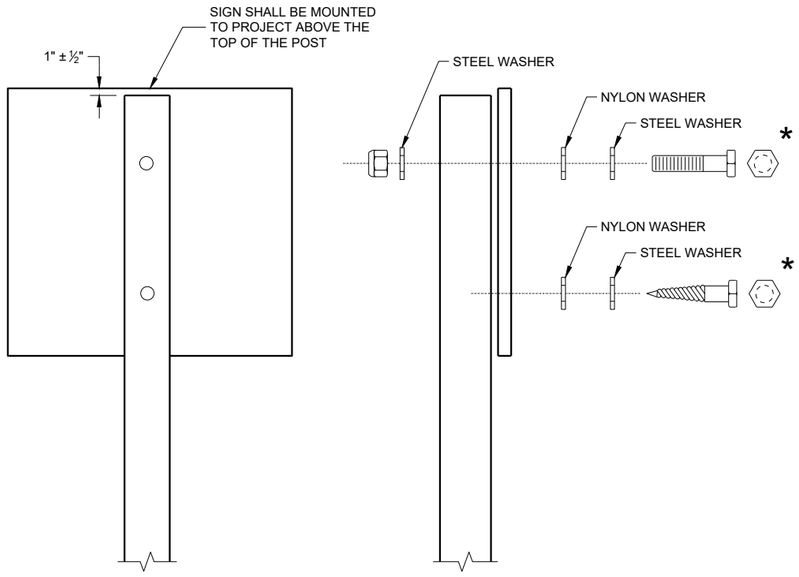
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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



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 POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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SDD 15D38 - 02b

SDD15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR SHIFTING RIGHT LANE - REVERSE FOR SHIFTING LEFT LANE.

ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

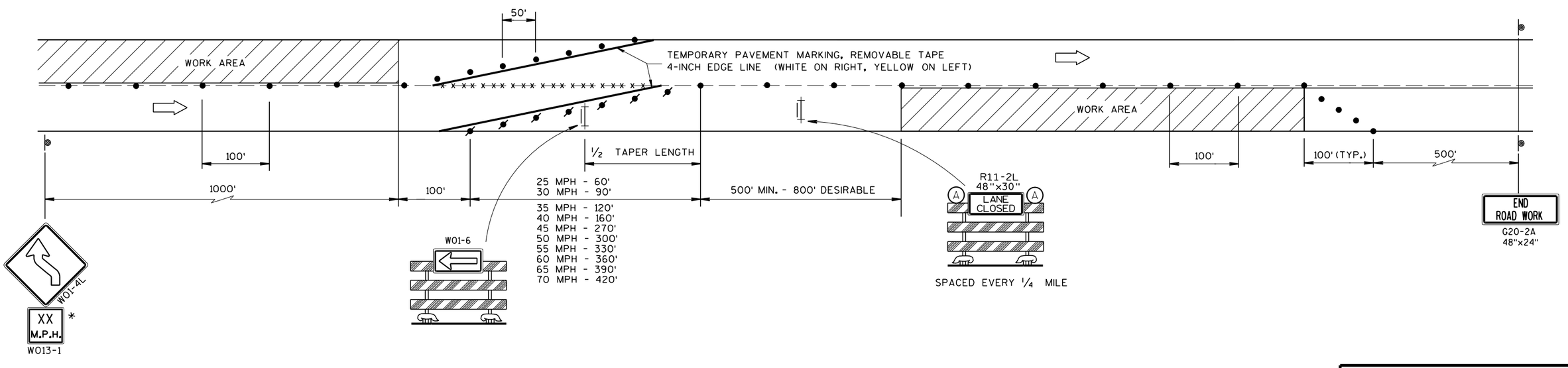
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

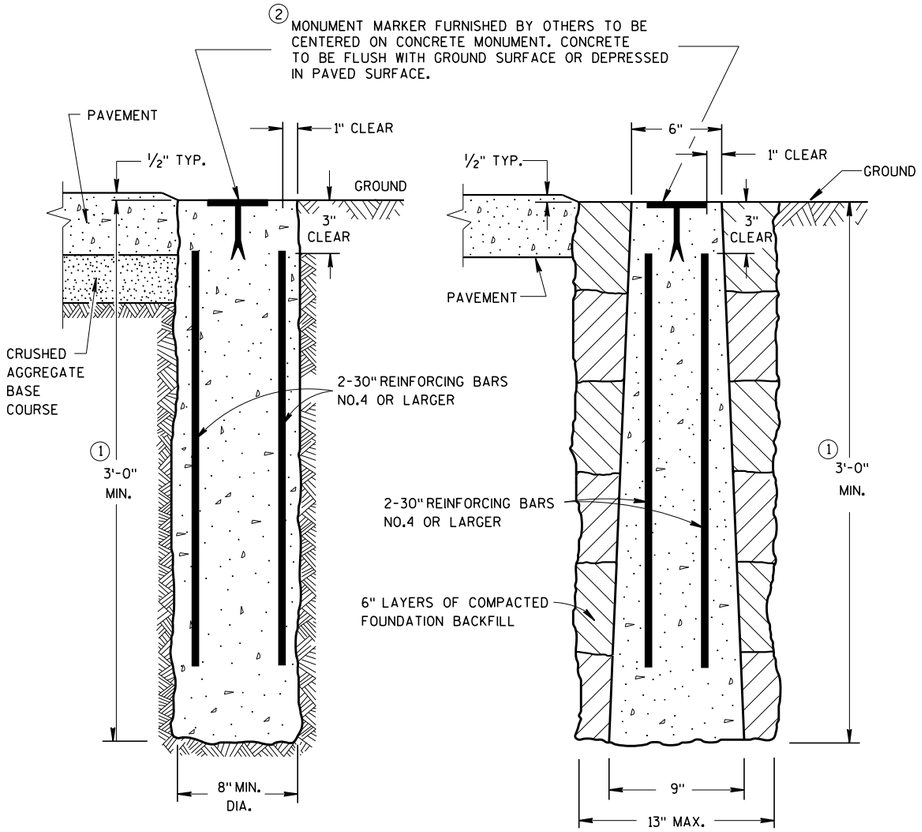
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
FHWA

/S/ Andrew I
WORK ZONE E

6

S.D.D. 15 D 40-1

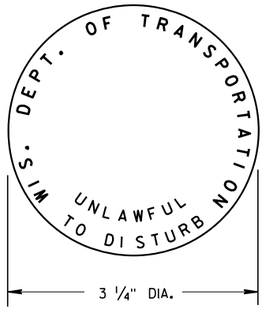


CAST-IN-PLACE

PRECAST

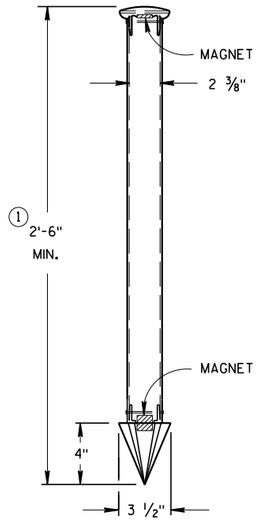
CONCRETE MONUMENTS

TYPE A



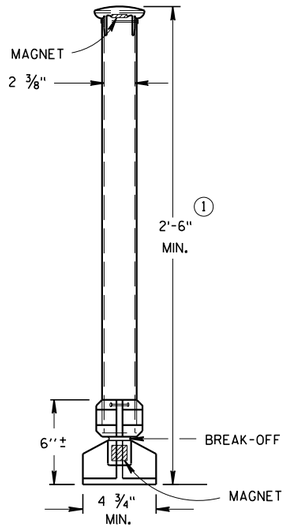
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

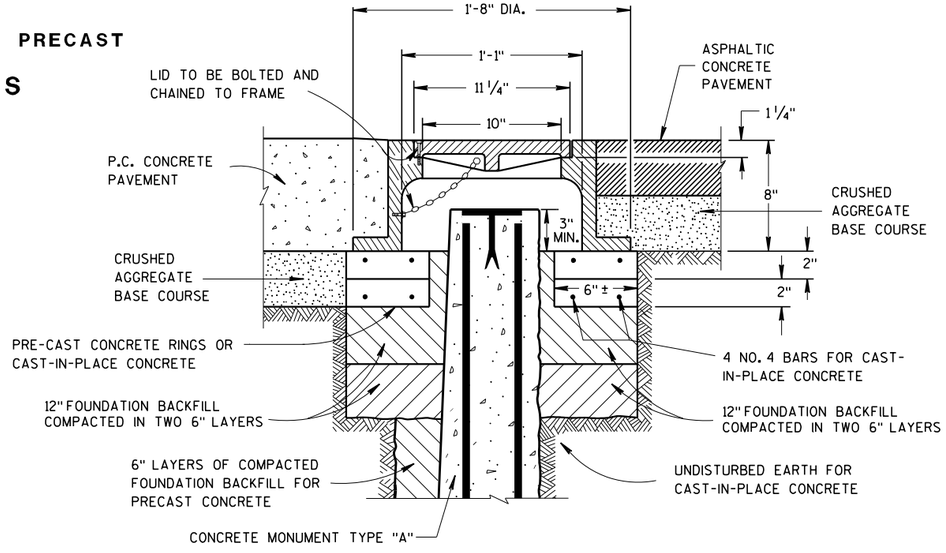
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

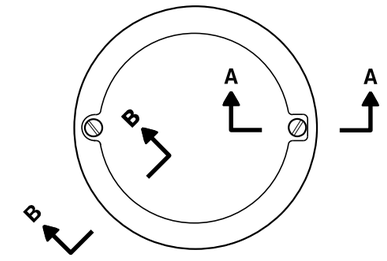
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

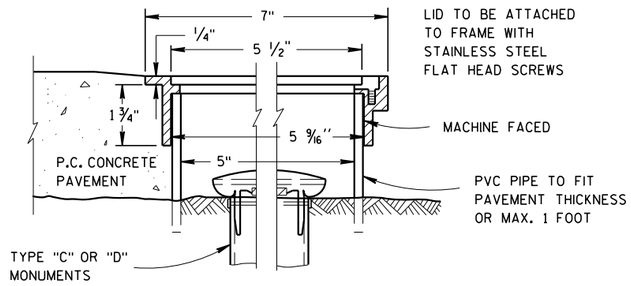
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. [illegible] — CHIEF SURVEYING AND M[illegible]NEER
FHWA

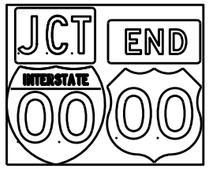
6

S.D.D. 16 A 1-7

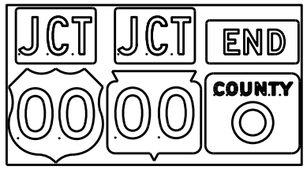
TYPICAL ASSEMBLIES



J1-1



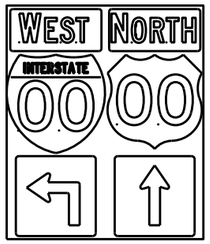
J1-2



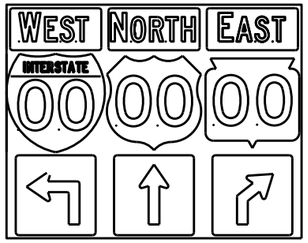
J1-3



J2-1



J2-2

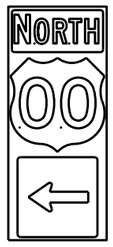


J2-3

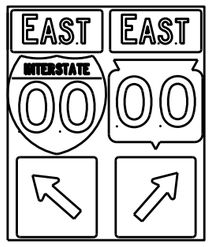


JV

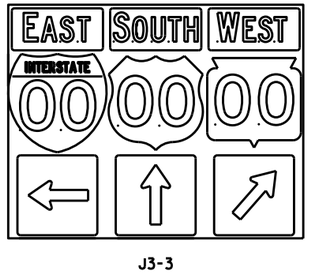
(Typical Vertical J-Assembly
See Note 10 and 11)



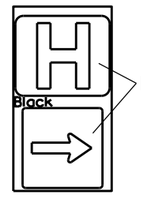
J3-1



J3-2



J3-3

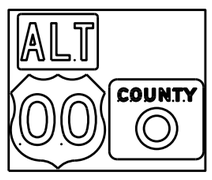


Blue Background

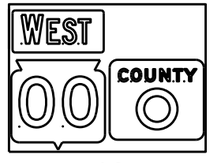
JH-1



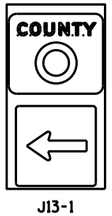
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

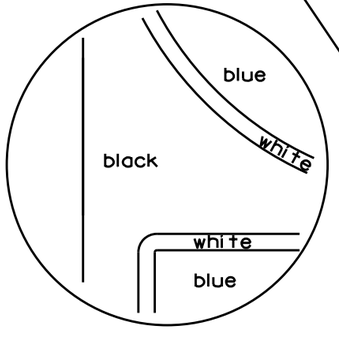


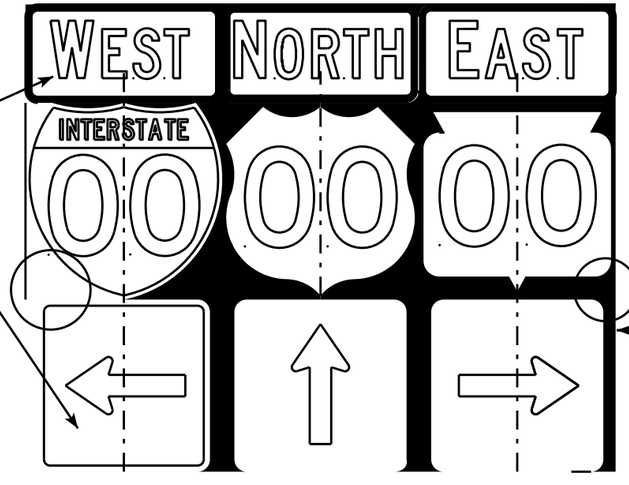
J23-1

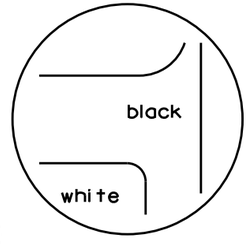


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

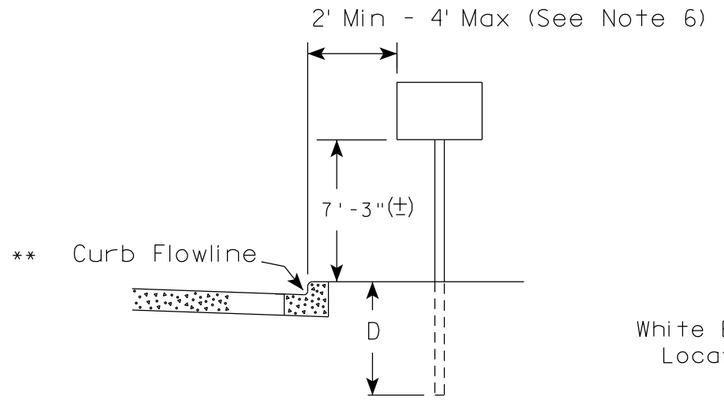
DATE 2/06/14 PL A2-1S.8

PROJECT NO: | SHEET NO: E

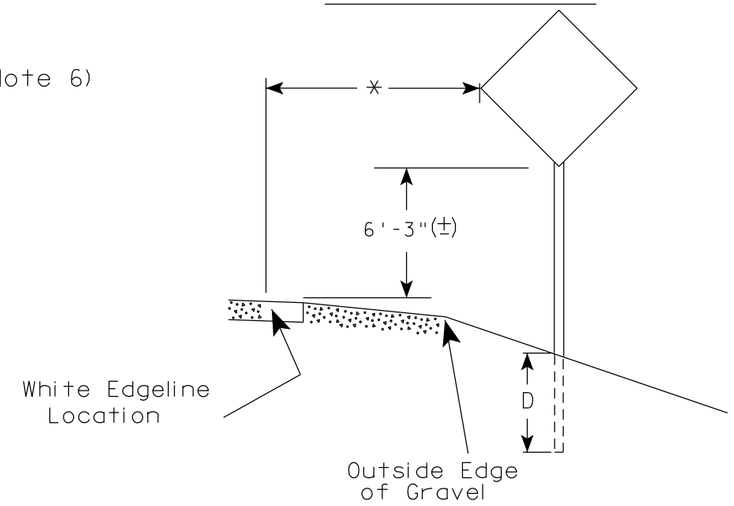
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

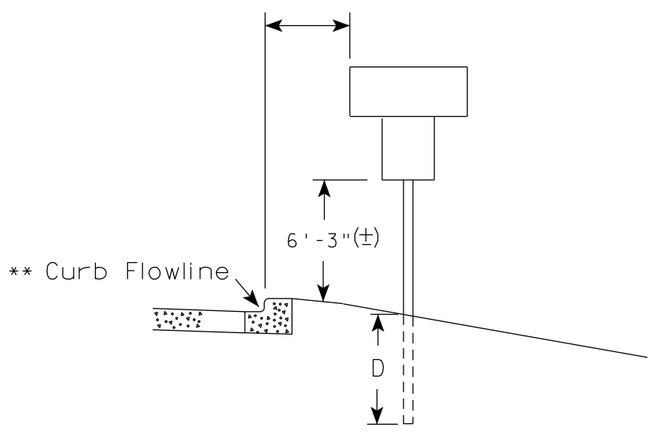
WISDOT/CADDS SHEET 42

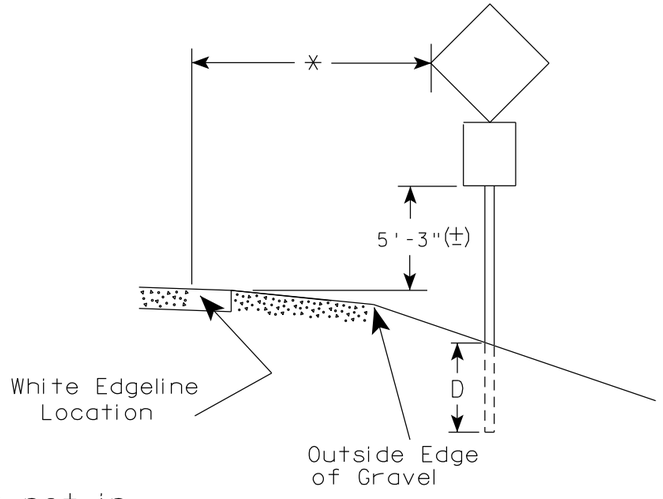
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) 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" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

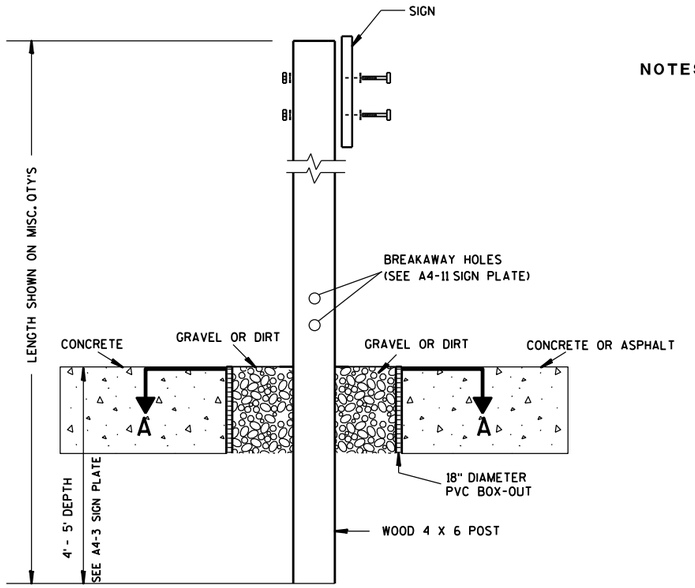
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

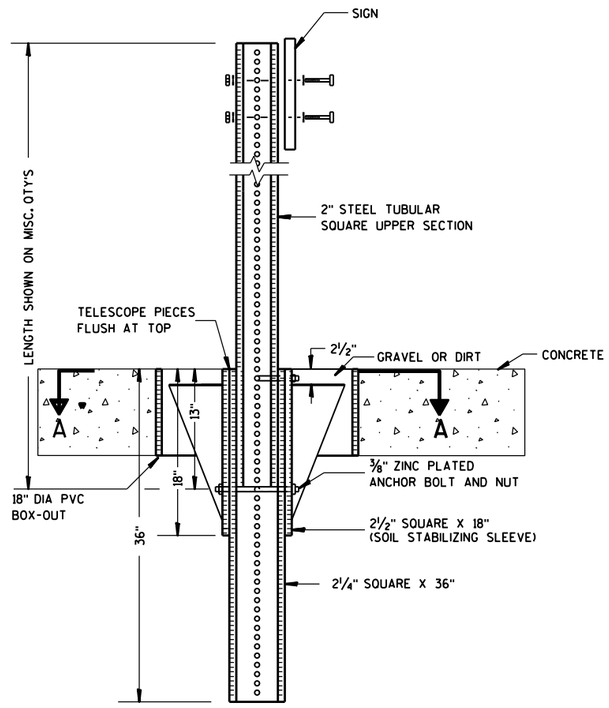
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 454	E



ELEVATION VIEW

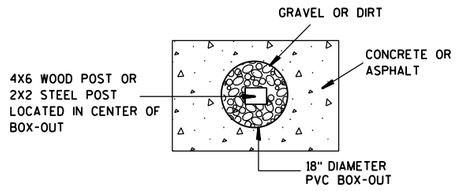
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

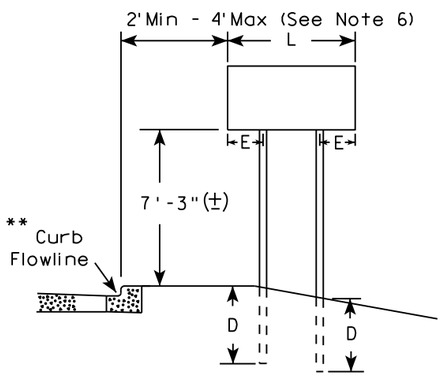
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

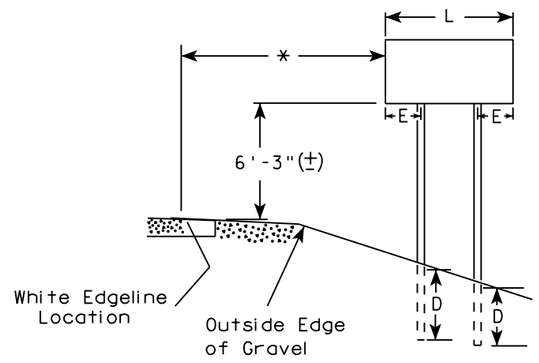
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

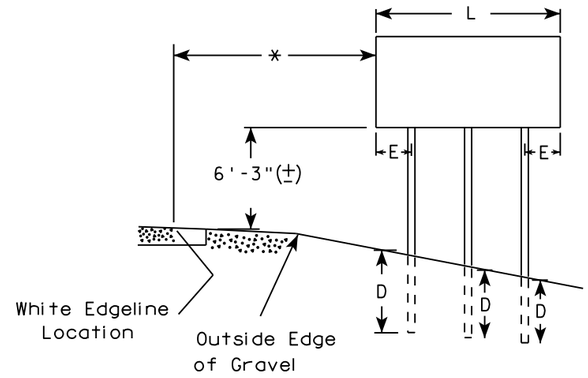
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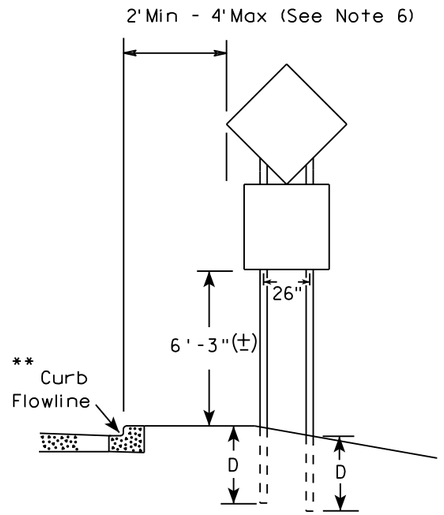
URBAN AREA



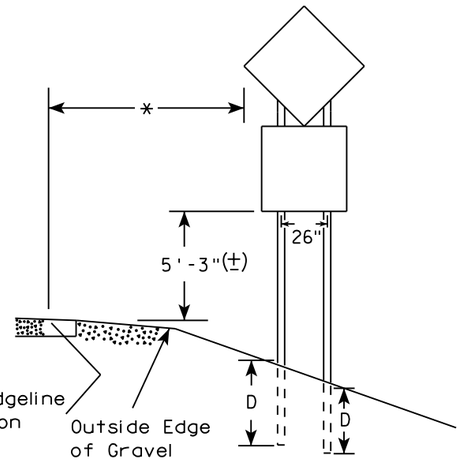
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

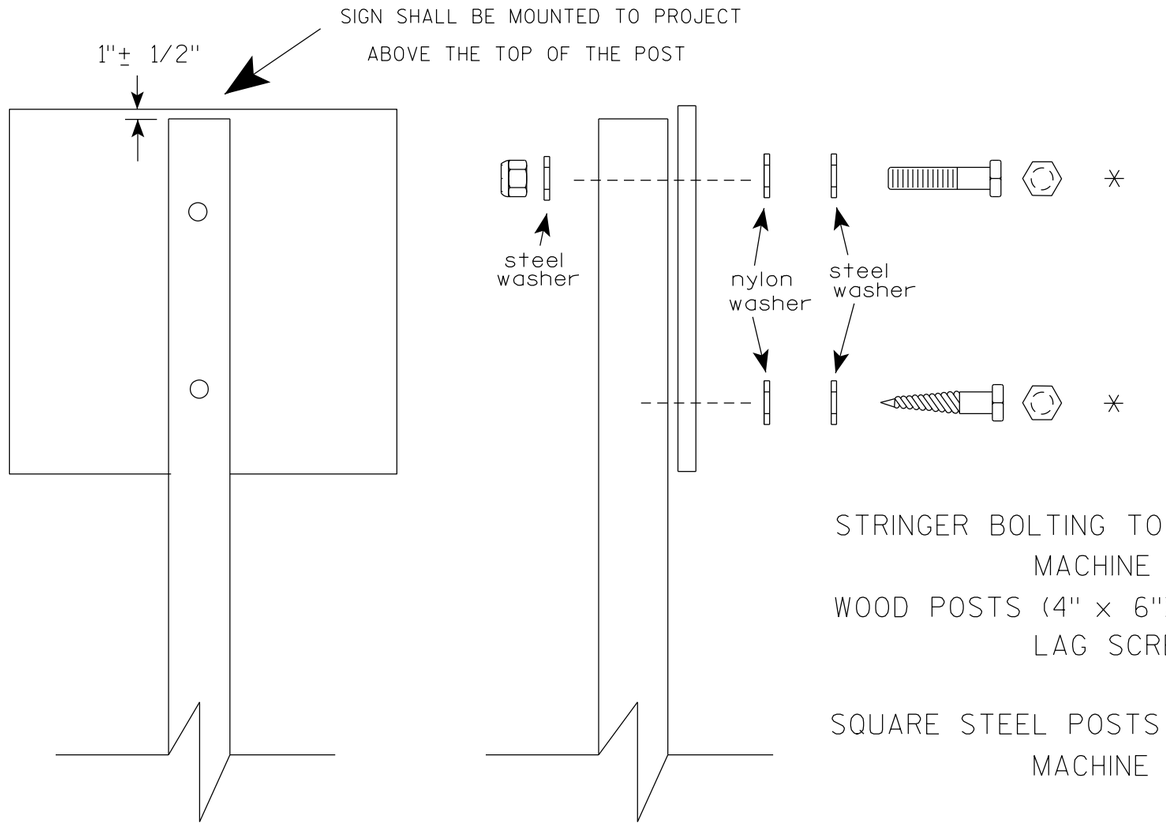
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 456	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 457 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

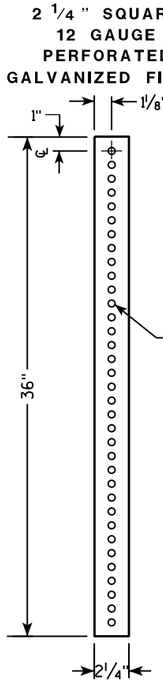
WISDOT/CADDS SHEET 42

7

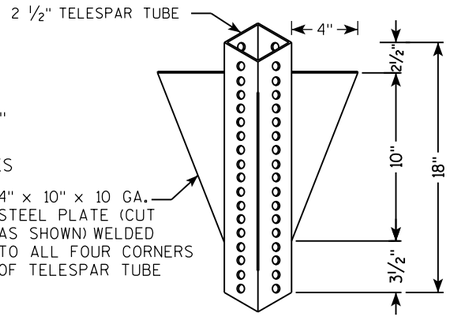
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

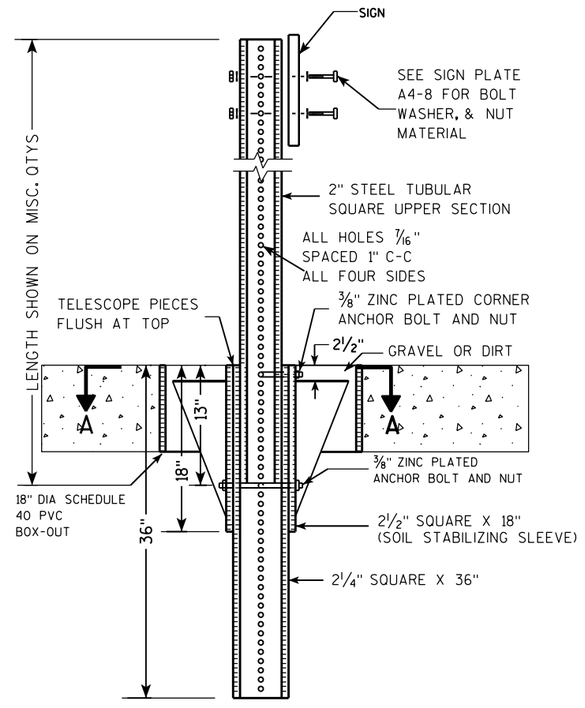
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



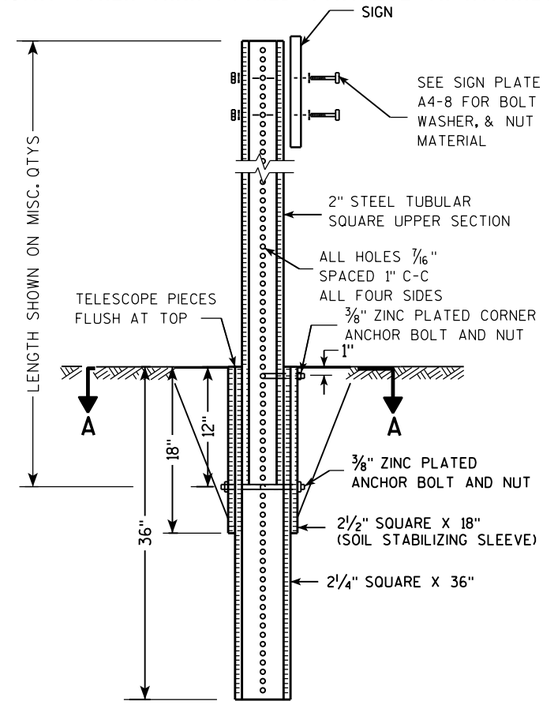
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

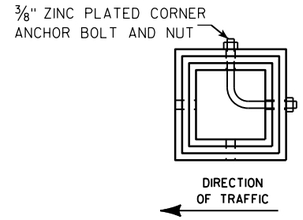


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

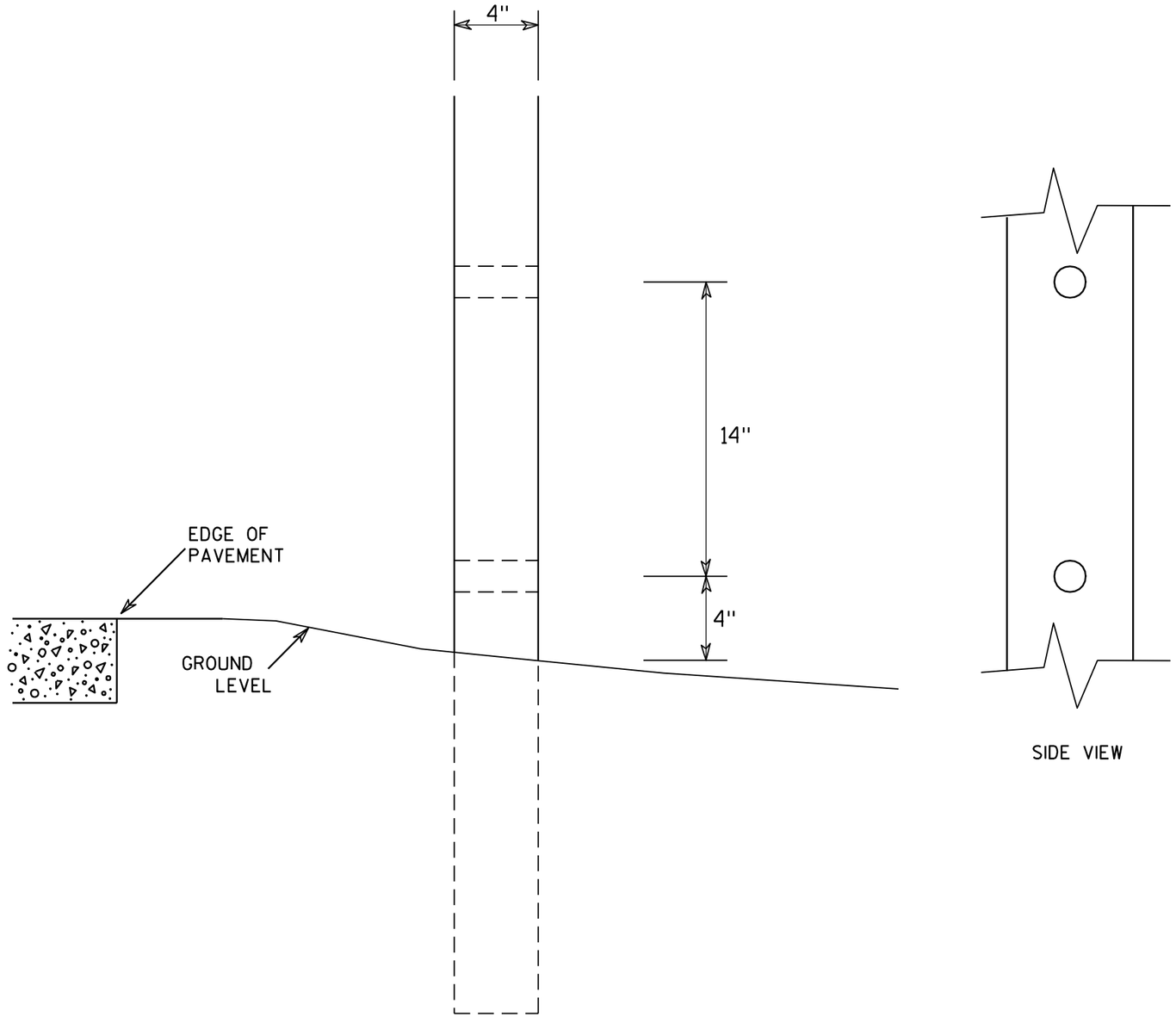
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 458 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

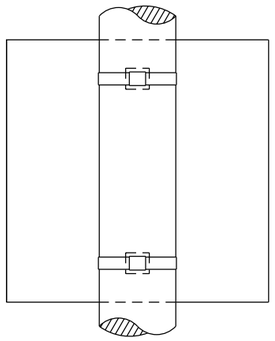
APPROVED Chester J Spang for State Traffic Engineer

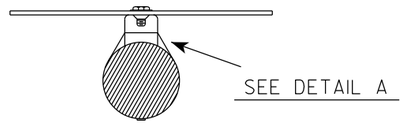
DATE 3/27/97 PLATE NO. A4-11.2

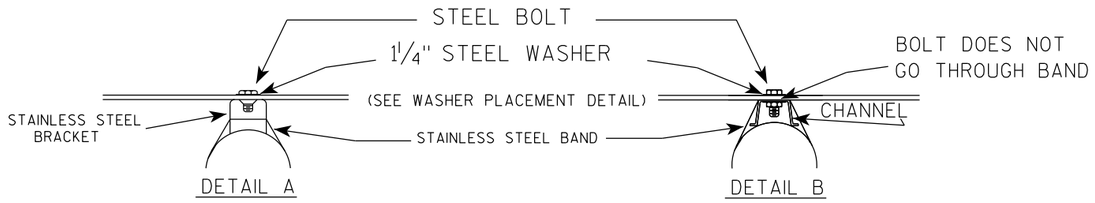
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 459	E

BANDING

SINGLE SIGN



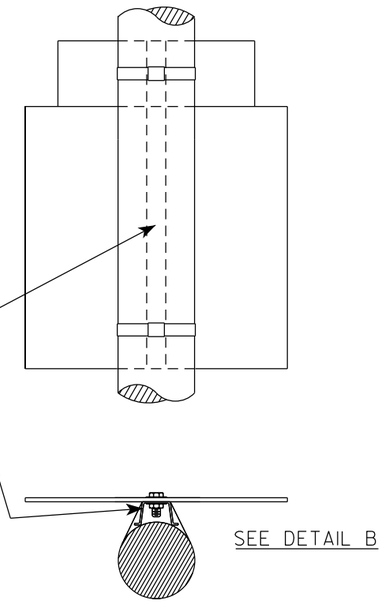




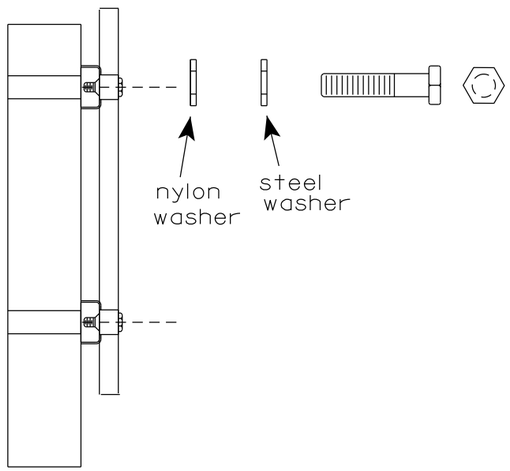
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

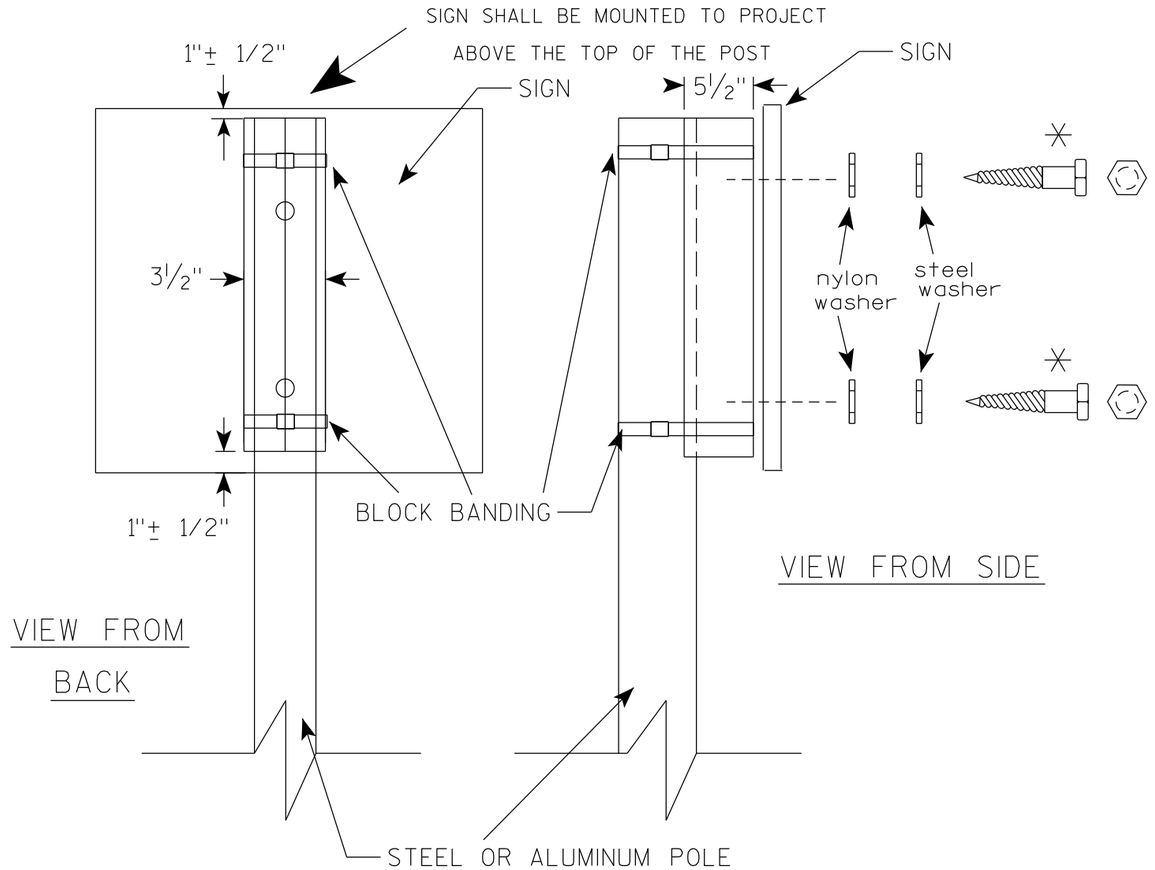
DATE 6/10/19 PLATE NO. A5-9.4

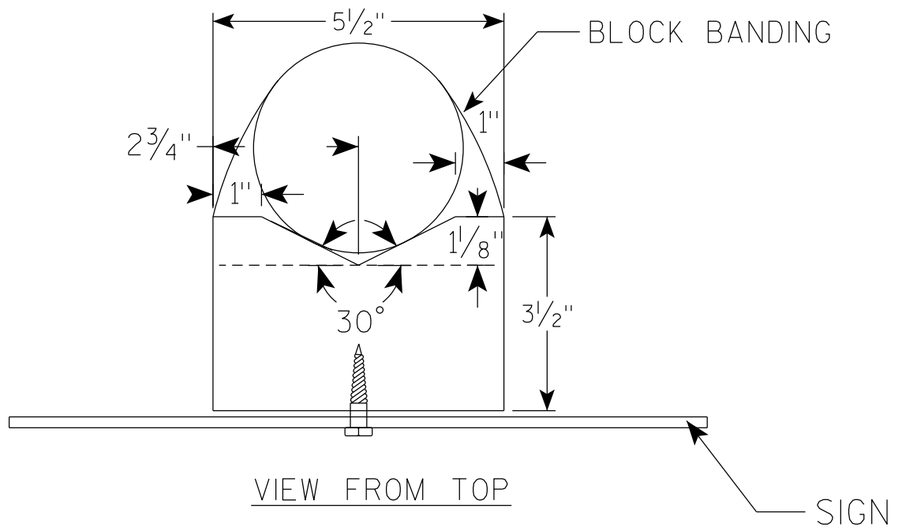
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 460	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





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
   b. 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"

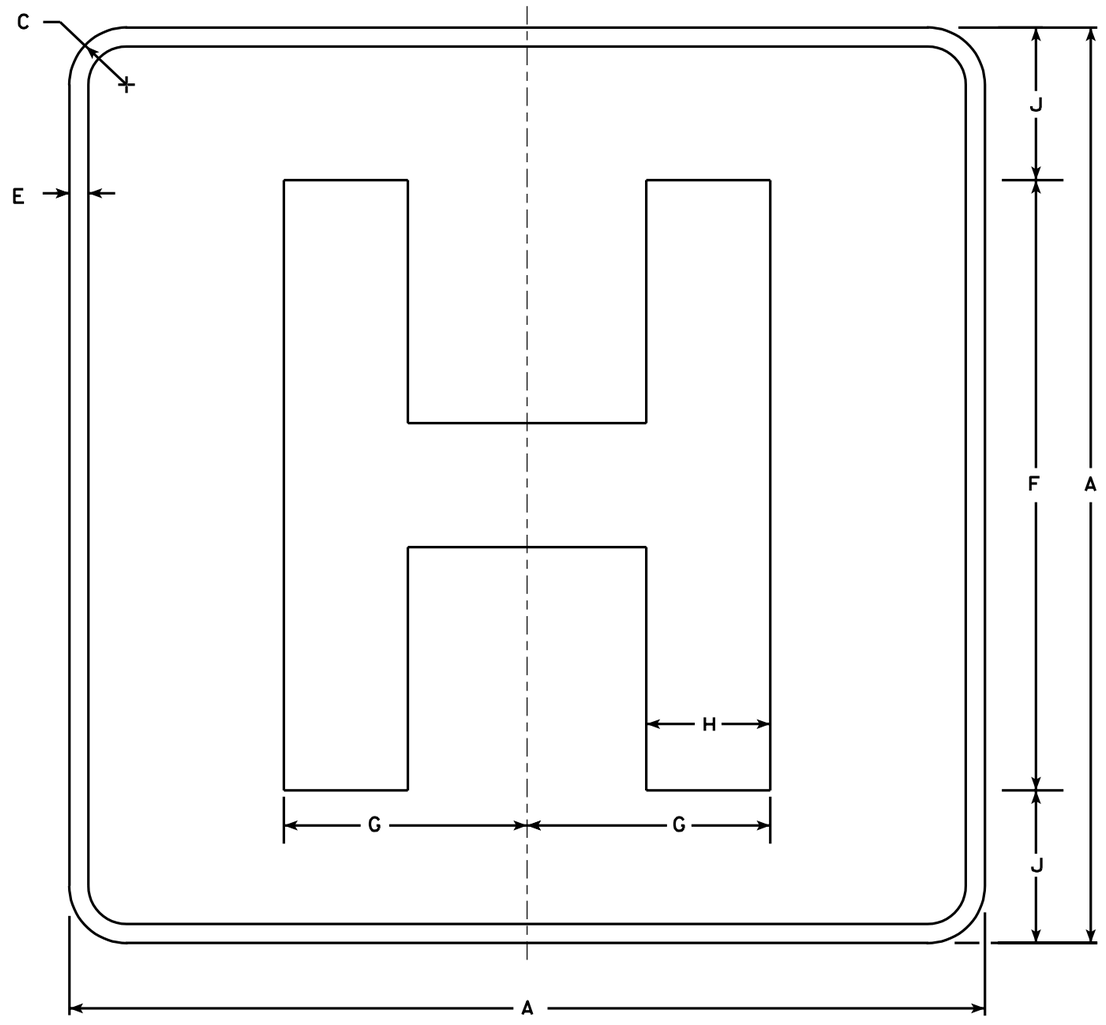
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 461	E



D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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		1 1/8		1/2	12	4 3/4	2 3/8		3																	4.0
2	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

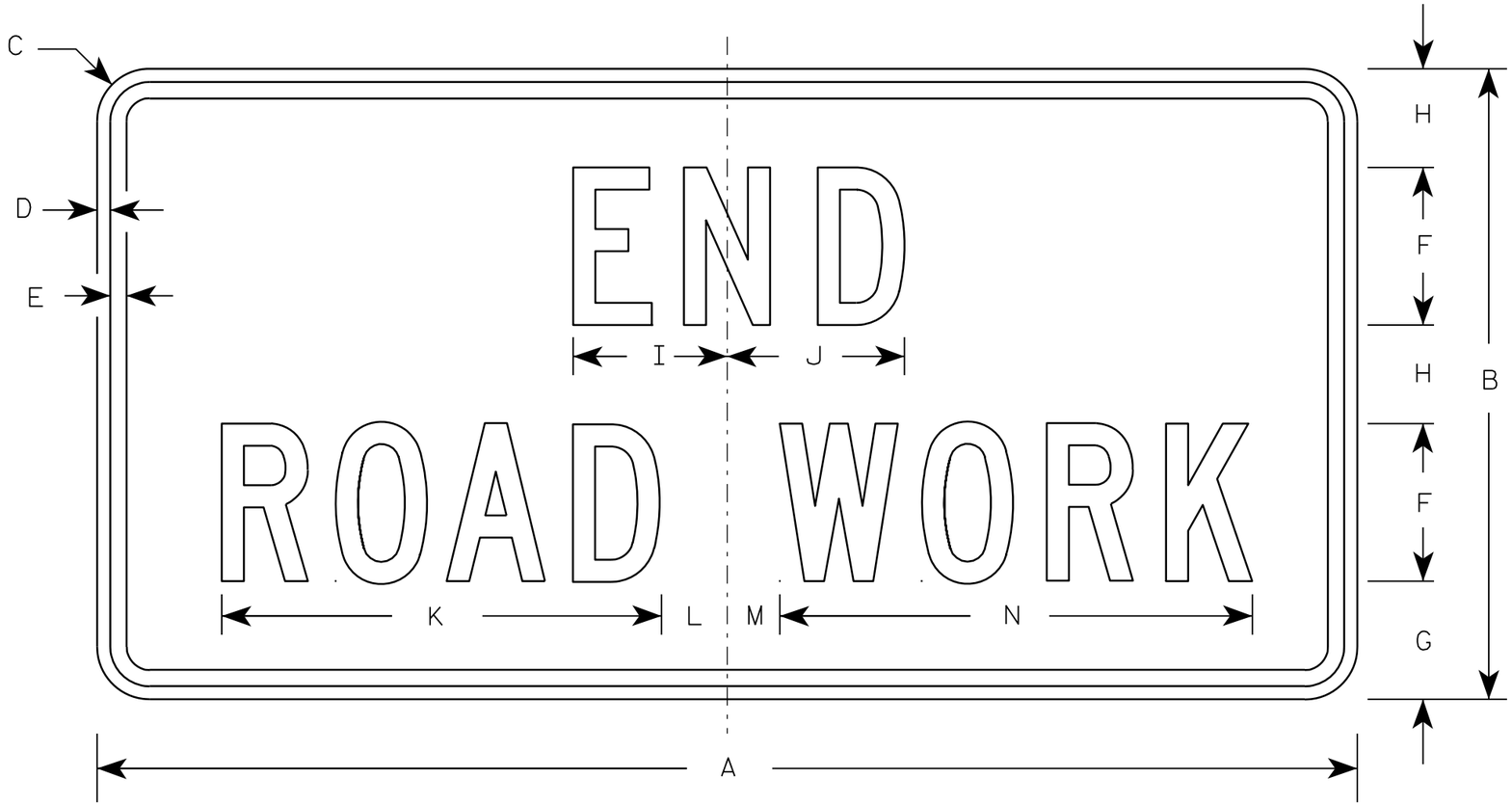
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 462 E



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

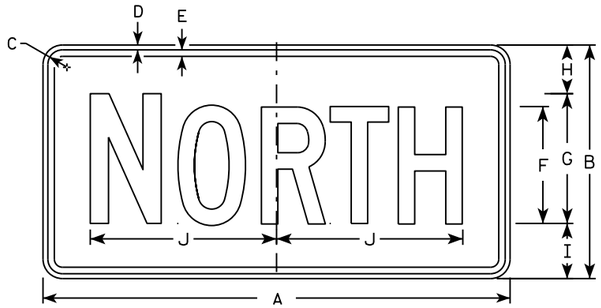
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

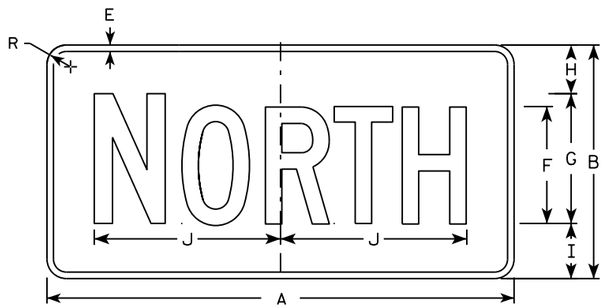
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 463	E



M3-1
MM3-1
MP3-1



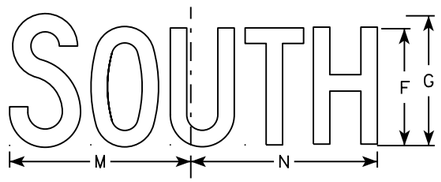
MB3-1
MK3-1
MN3-1



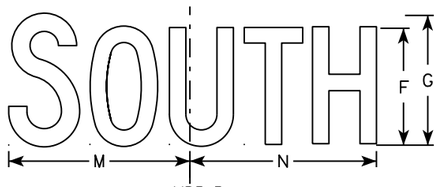
M3-2
MM3-2
MP3-2



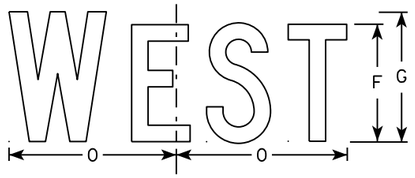
MB3-2
MK3-2
MN3-2



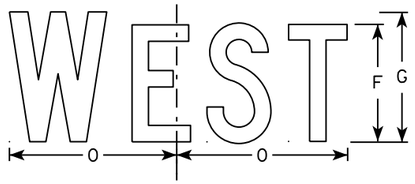
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

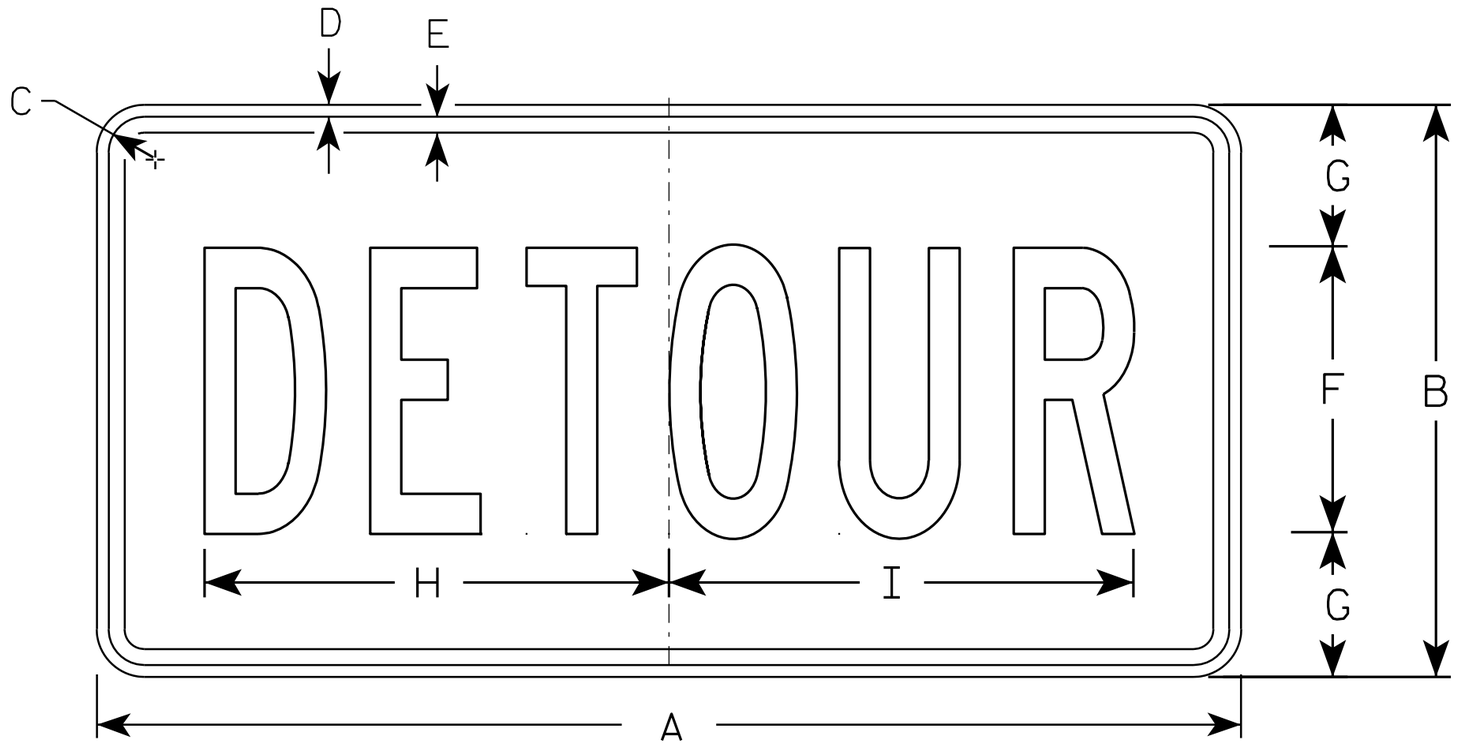
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

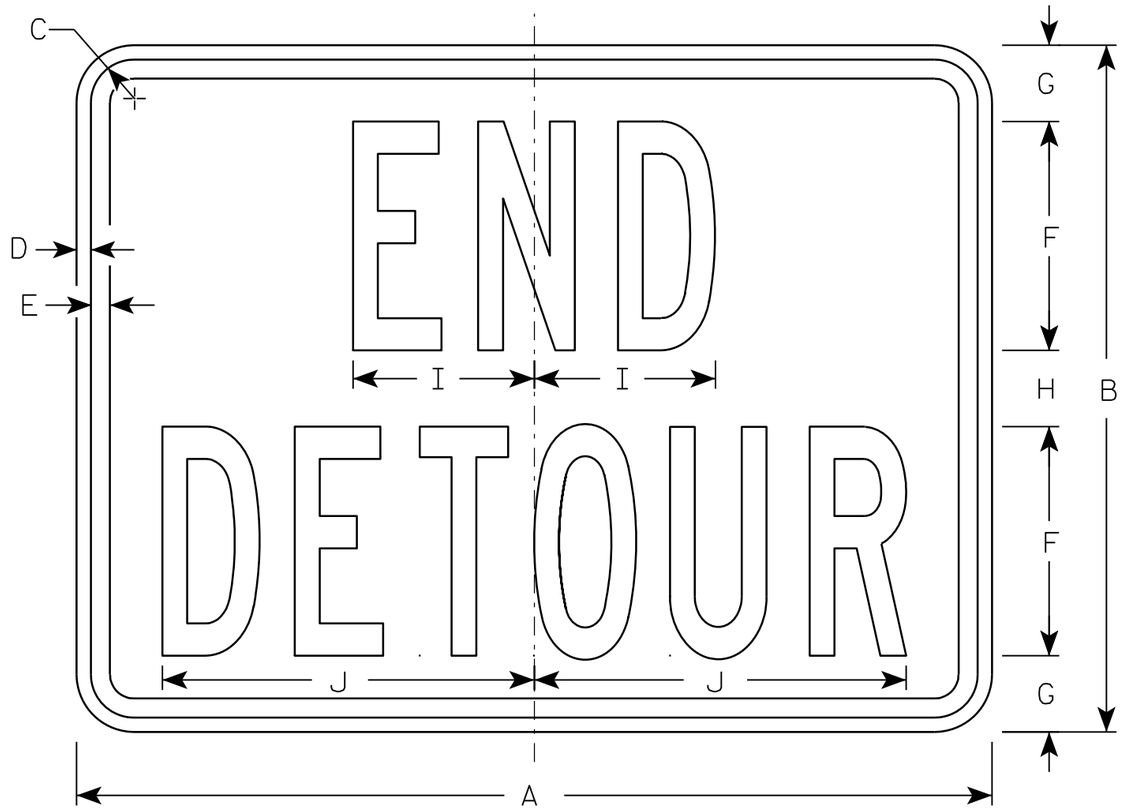
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

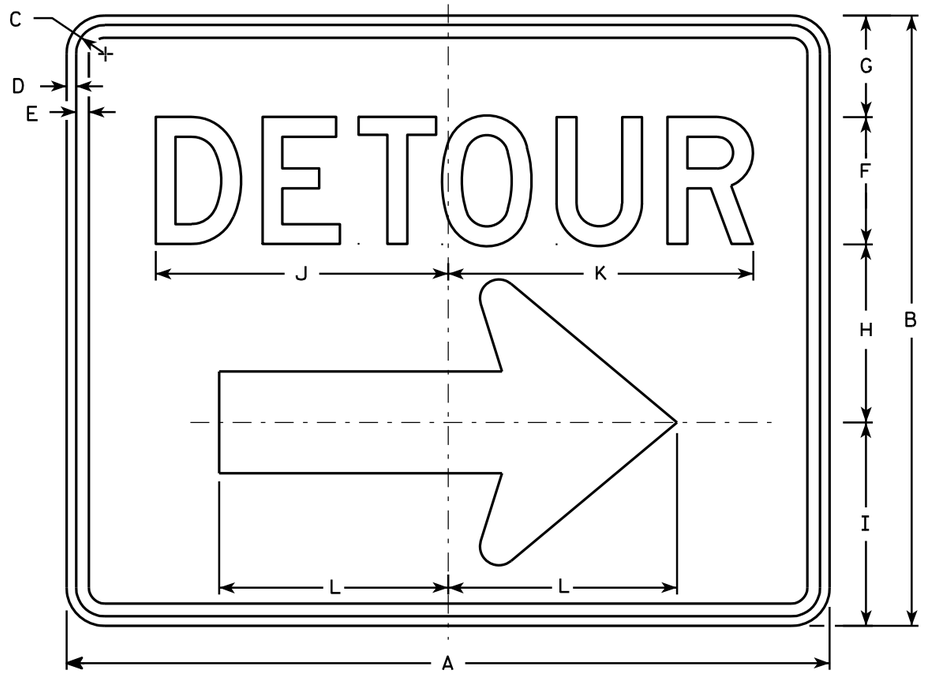
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

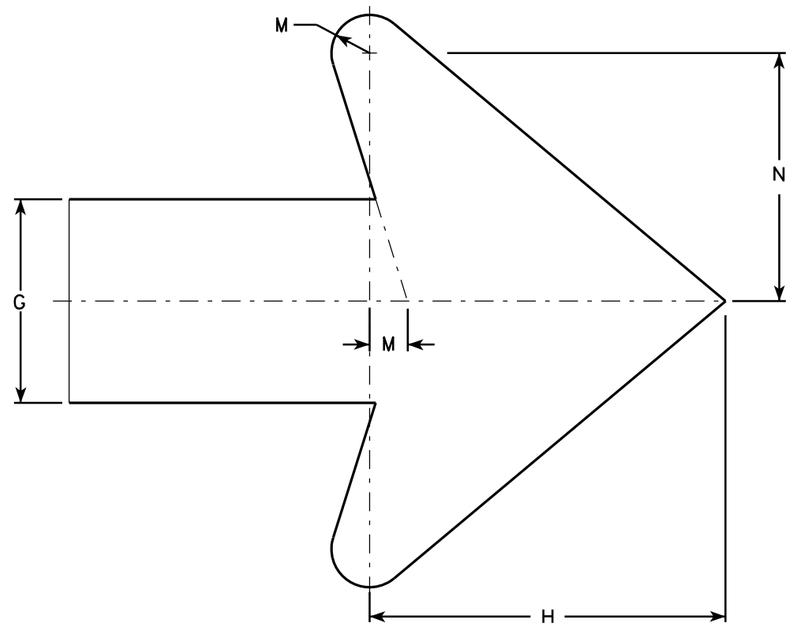
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 466	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

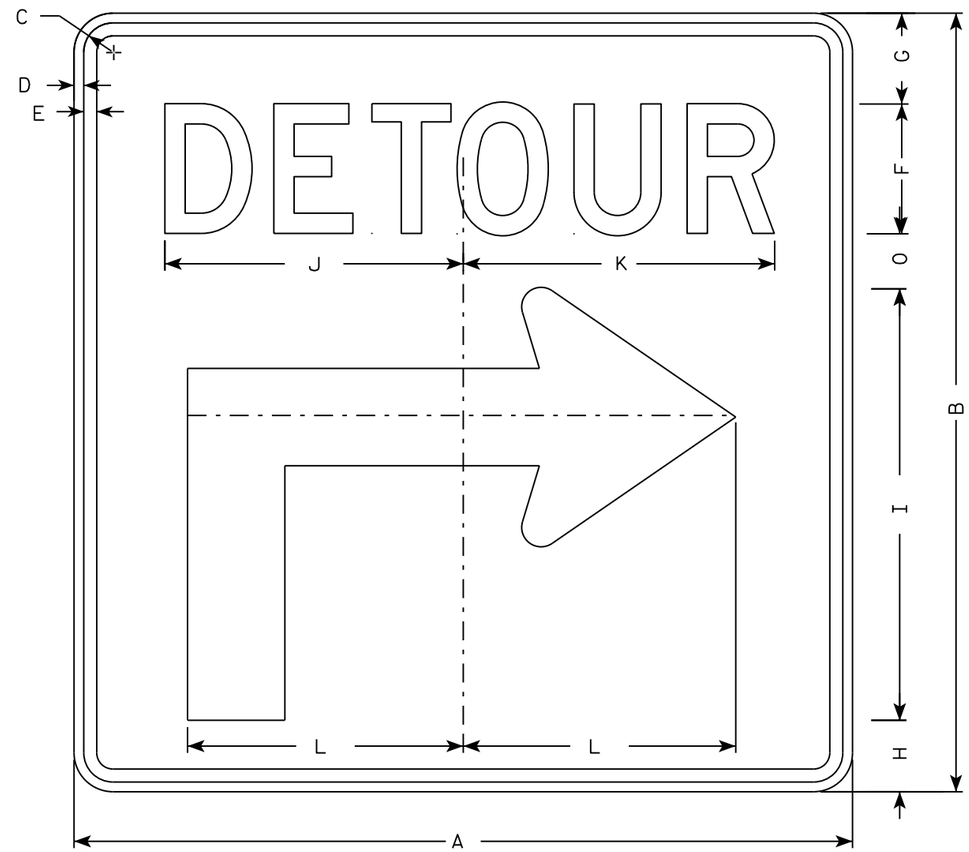
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

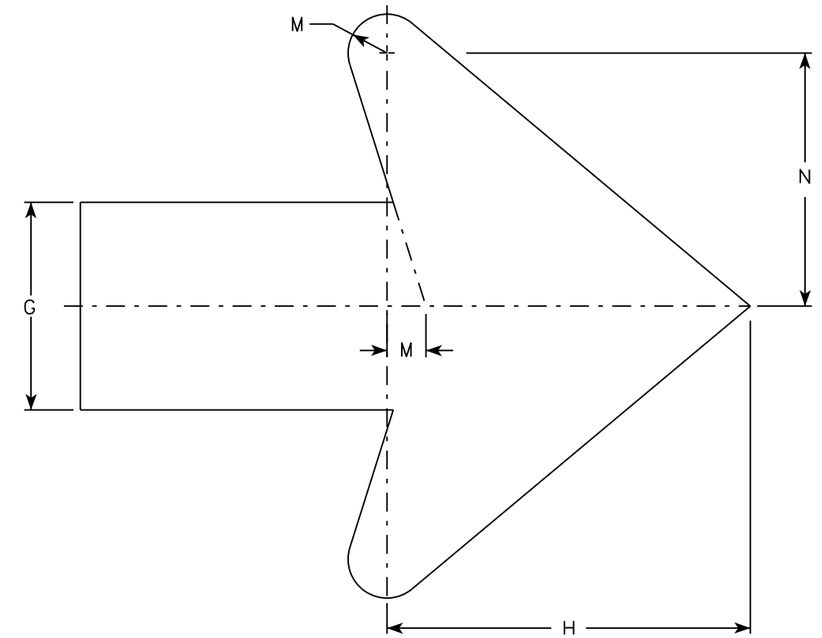
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 467 | E



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN
M4-59 L&R

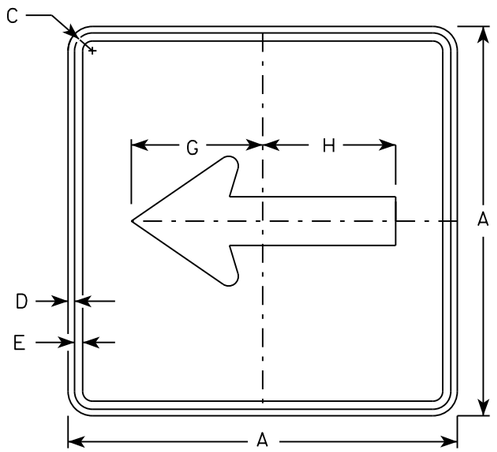
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

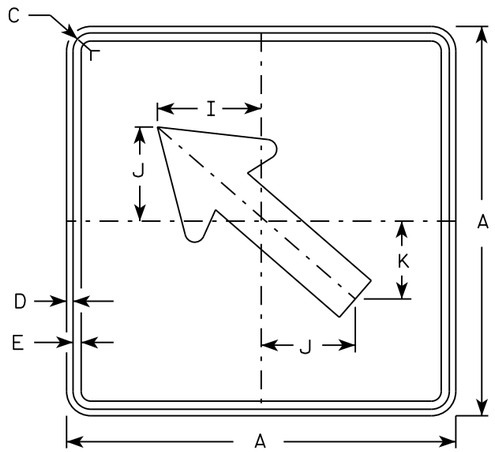
DATE 11/10/15 PLATE No. M4-59.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M459.DGN PLOT DATE : 01-DEC-2015 18:05 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



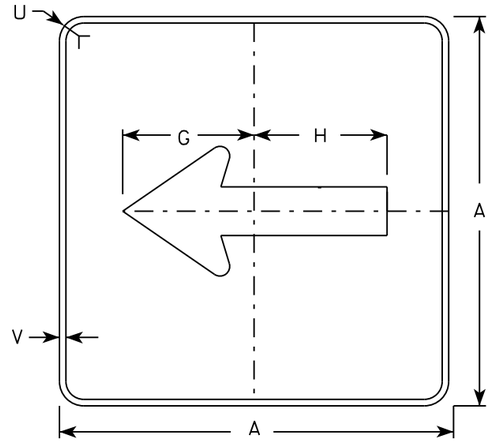
M6-1
MM6-1
MO6-1
MP6-1



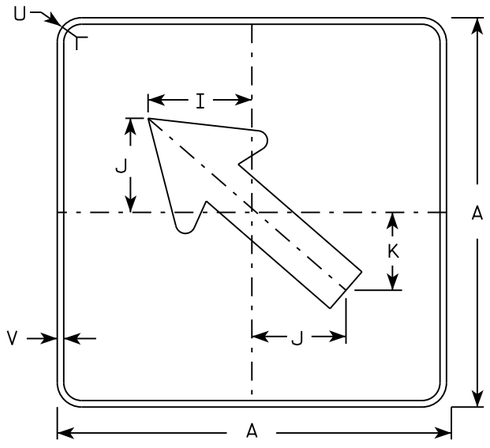
M6-2
MM6-2
MO6-2
MP6-2

NOTES

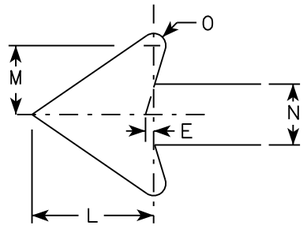
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

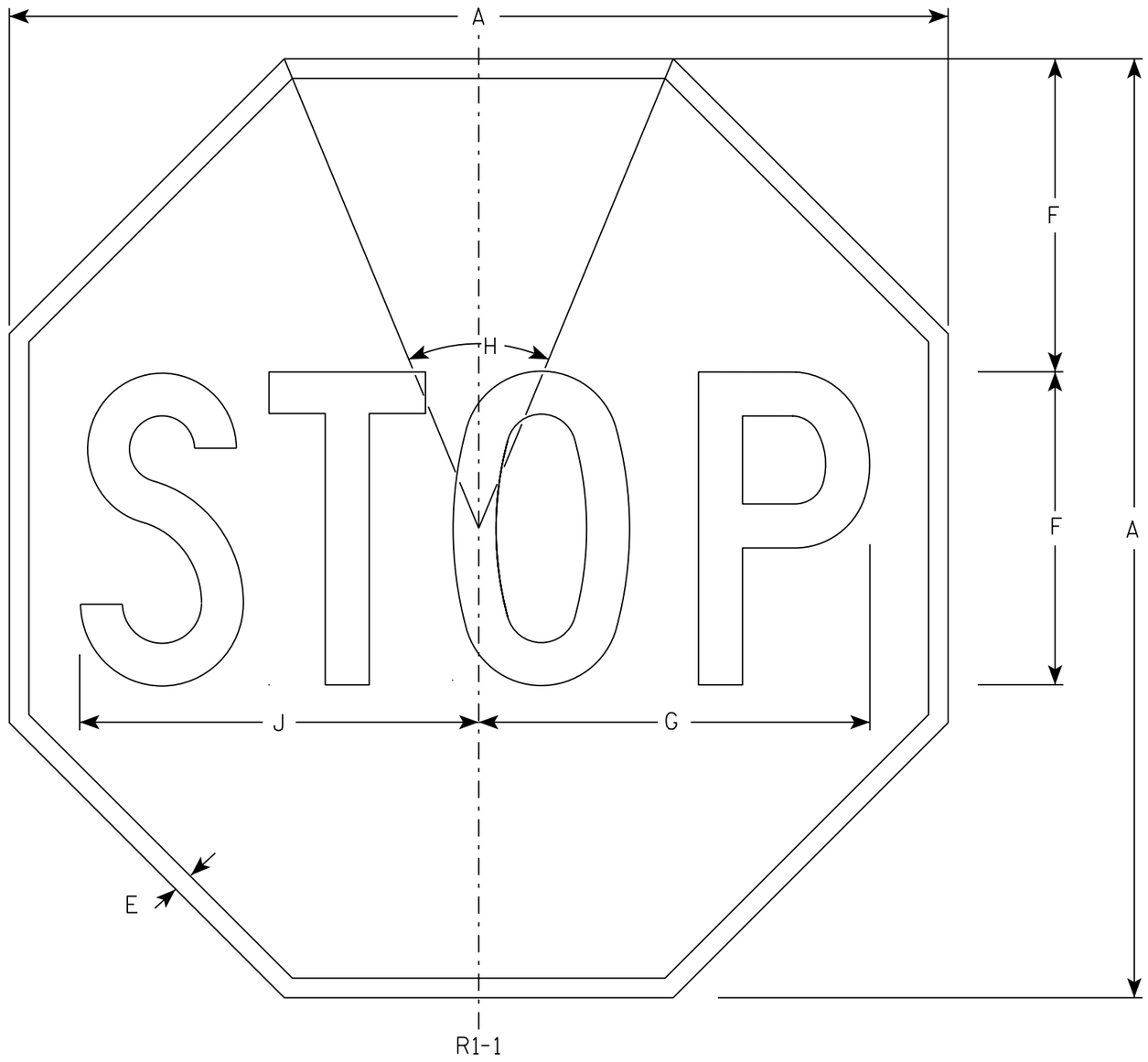
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 469 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

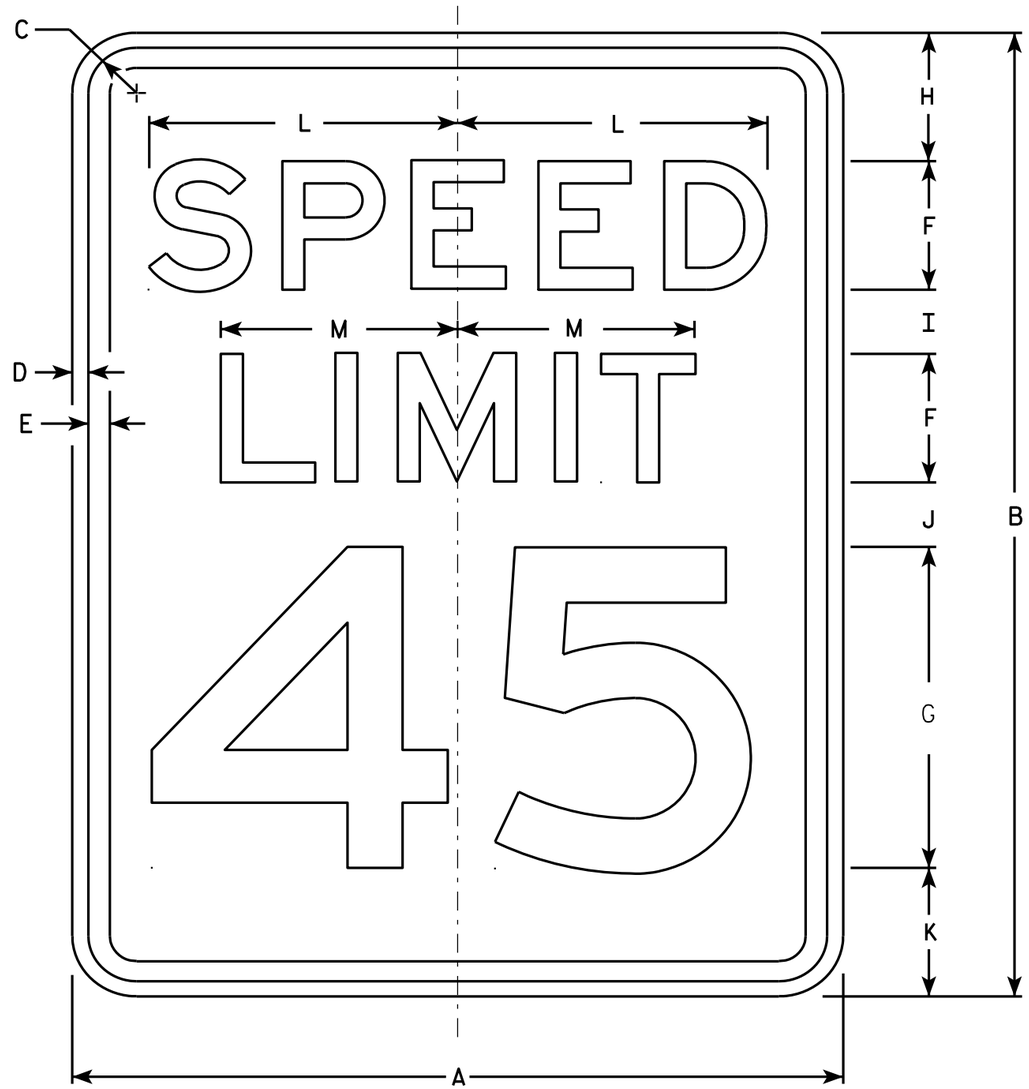
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 470	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

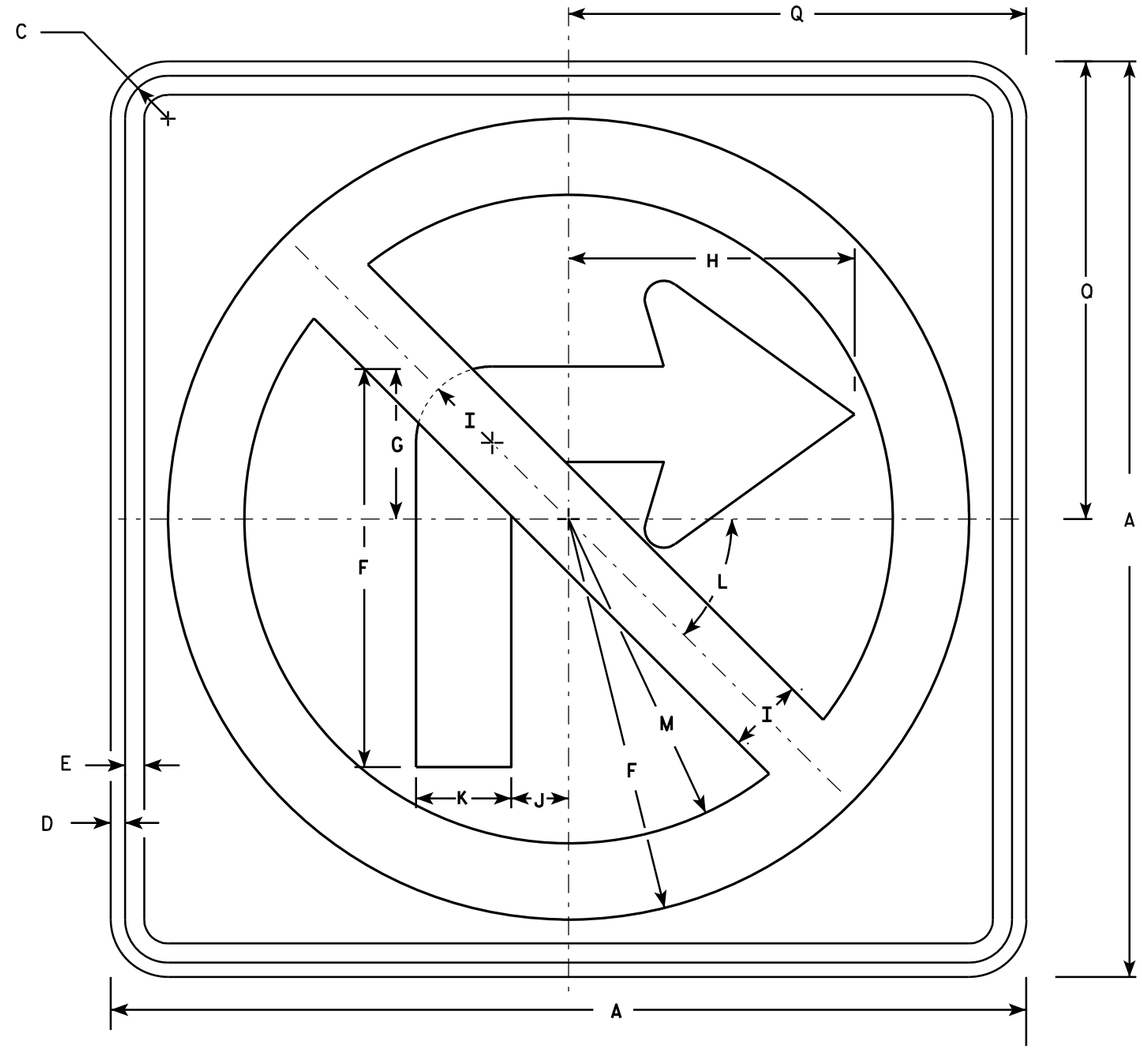
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

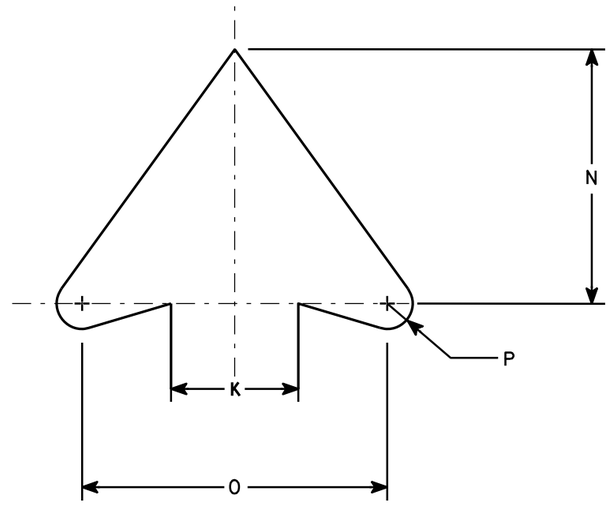
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 471	E



R3-1

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 - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

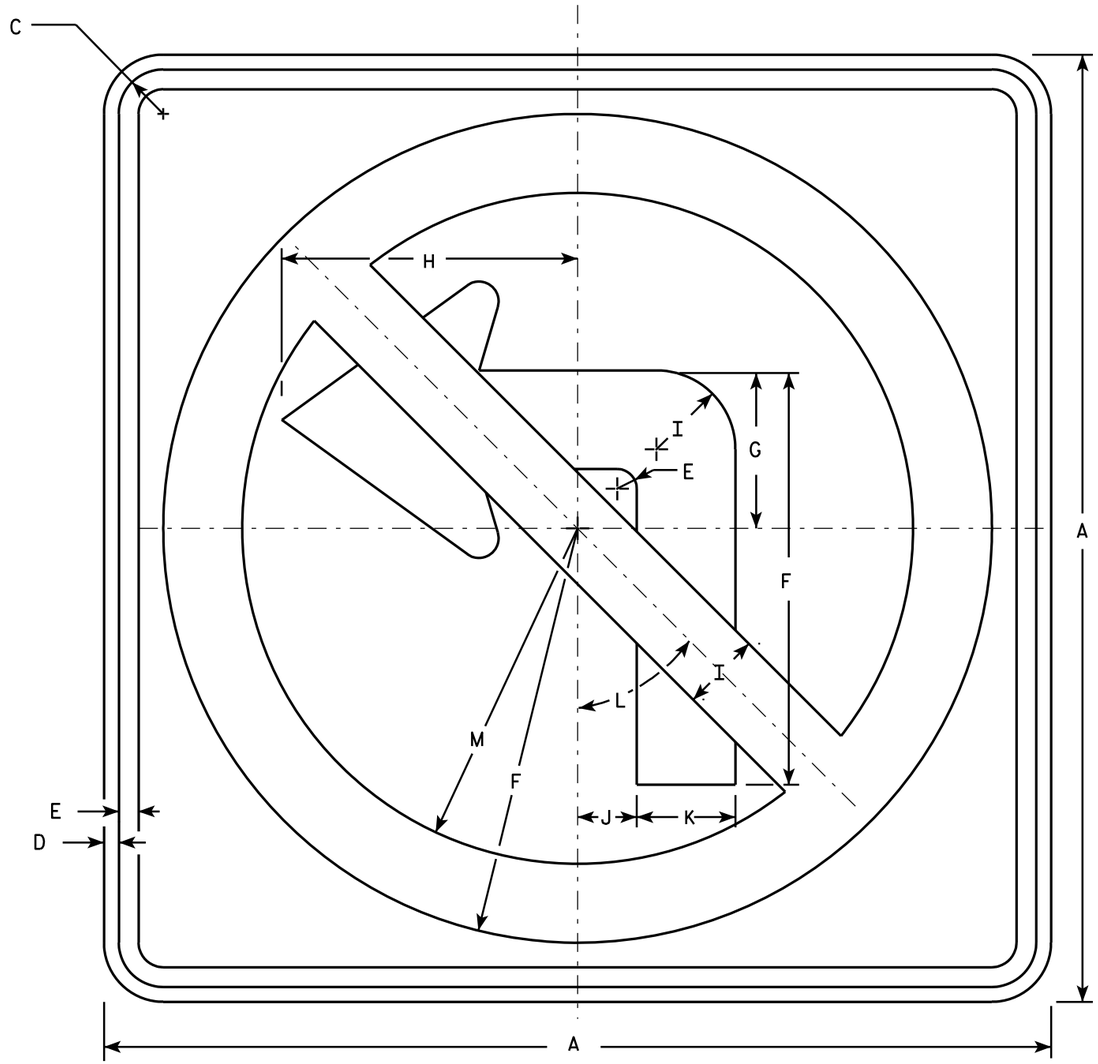
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

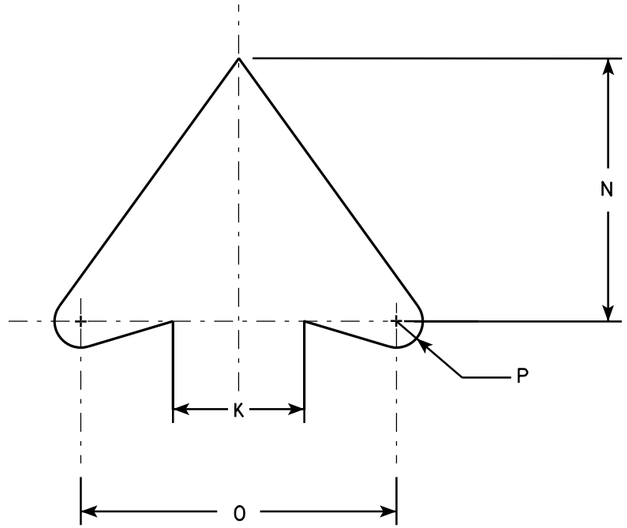
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 472	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

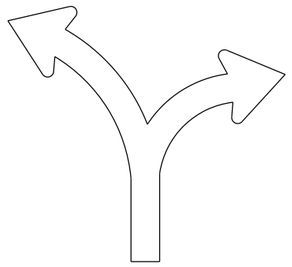
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 473	E

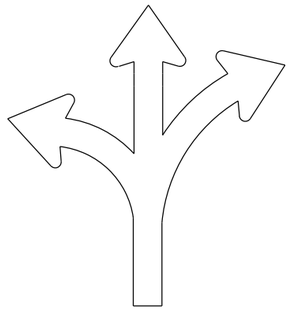


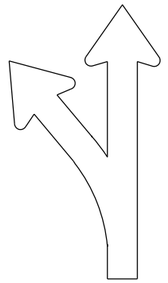
(A)

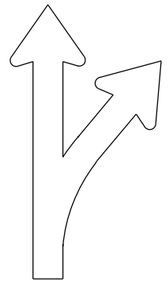


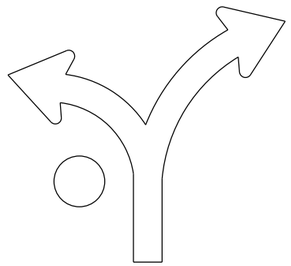
(B)

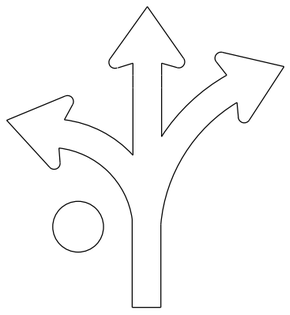

(C)

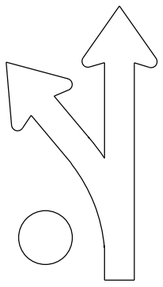

(D)


(E)


(F)

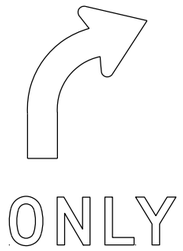

(G)


(H)

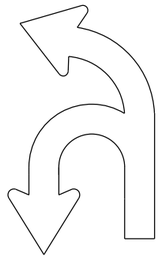

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

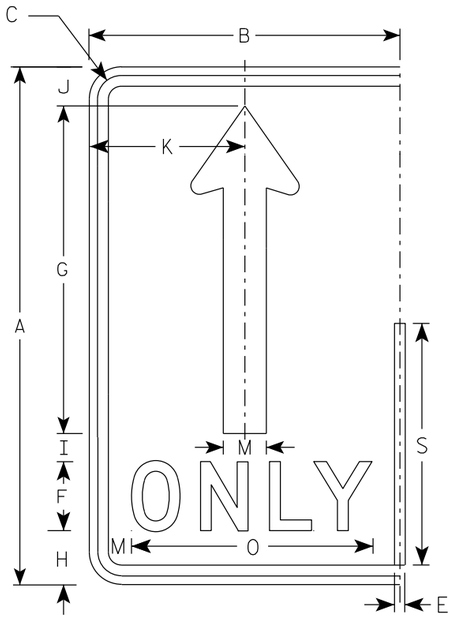
7

PROJECT NO:

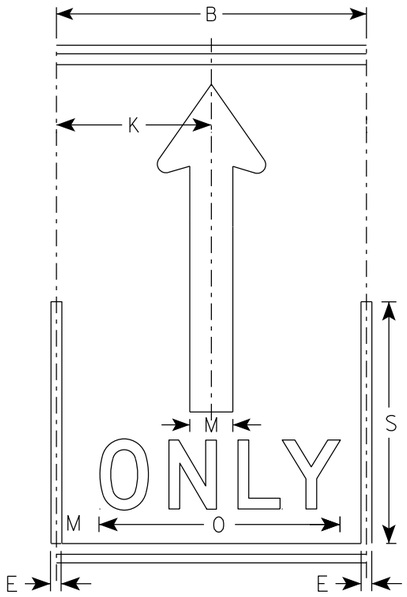
SHEET NO: 474 E

NOTES

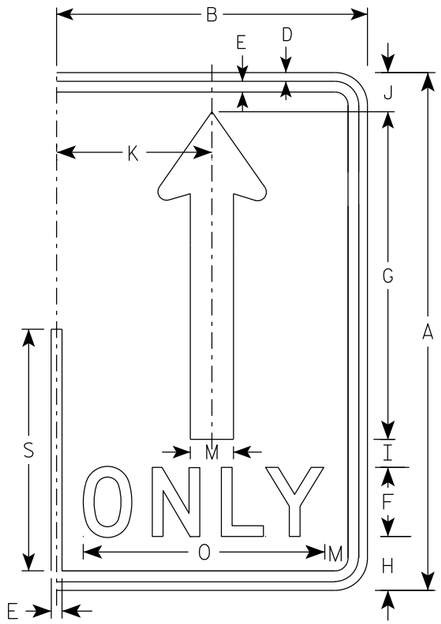
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



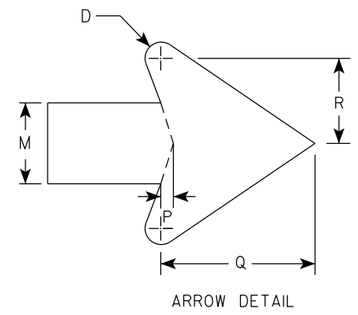
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

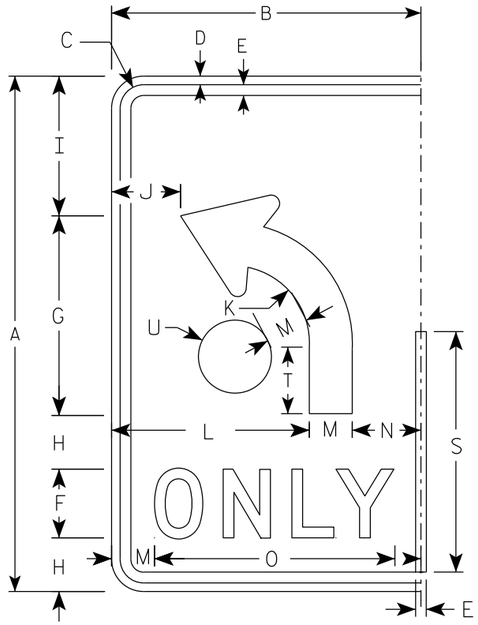
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

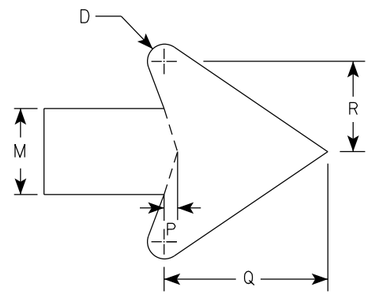
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 475 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(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																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

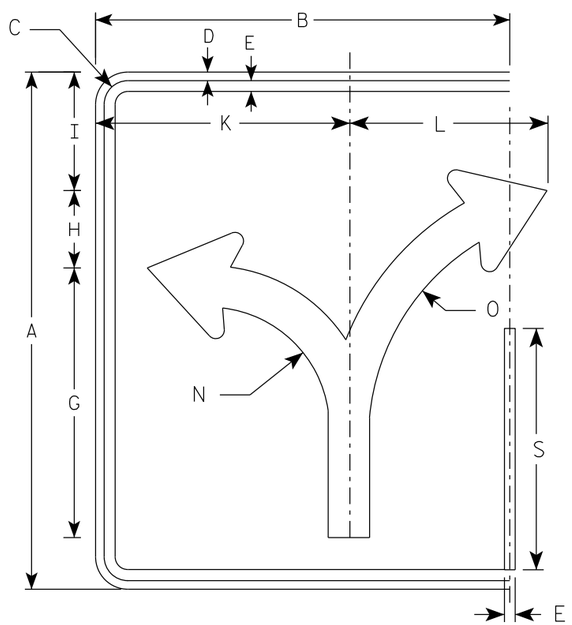
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

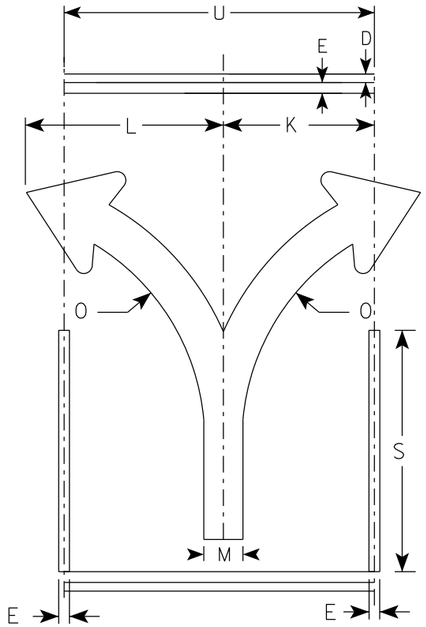
SHEET NO: 476 E

NOTES

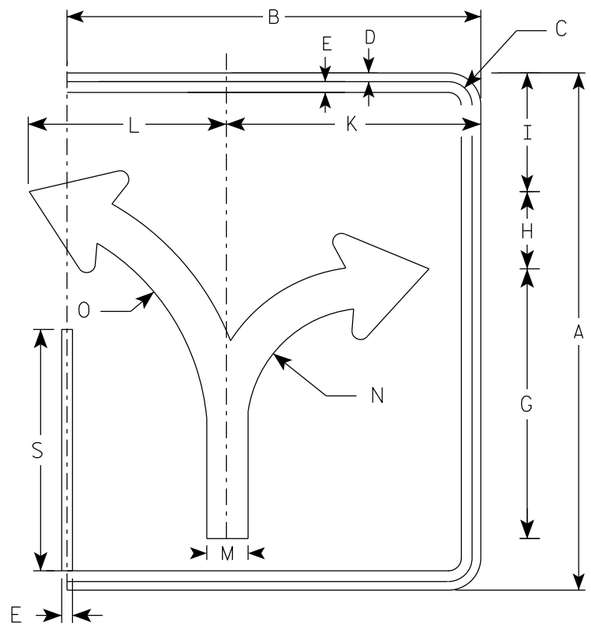
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



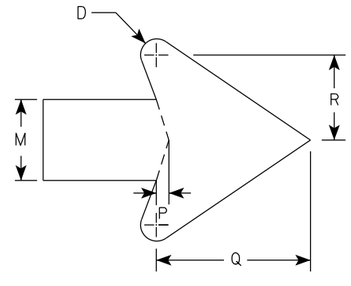
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

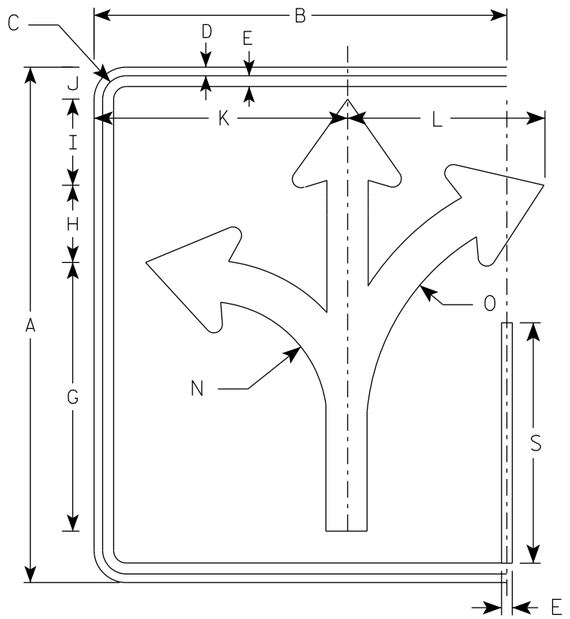
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

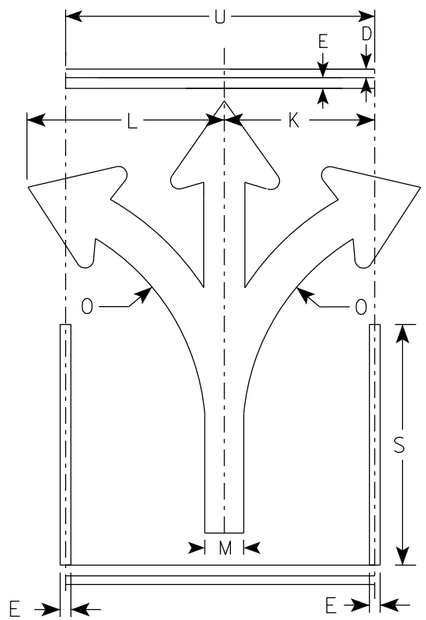
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 477 | E

NOTES

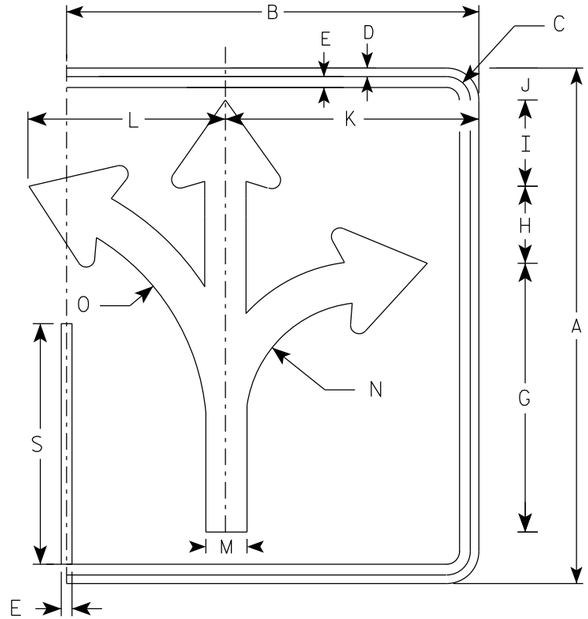
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



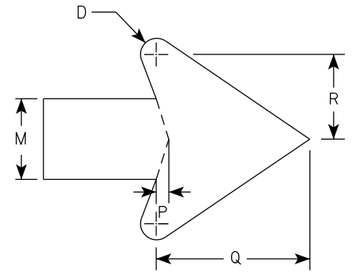
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

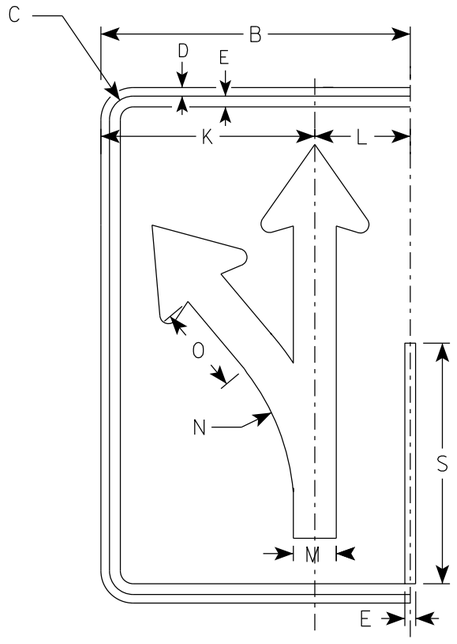
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 478 | E

7

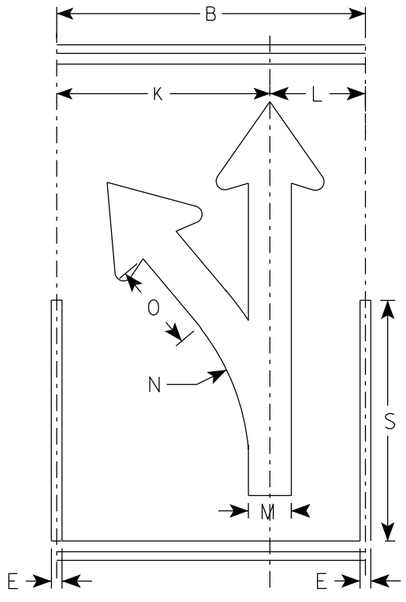
7

NOTES

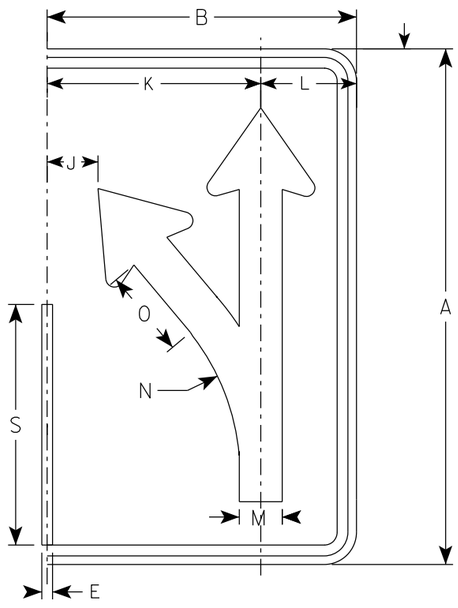
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



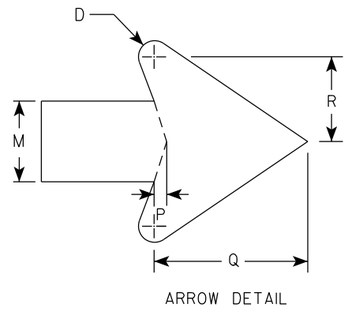
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

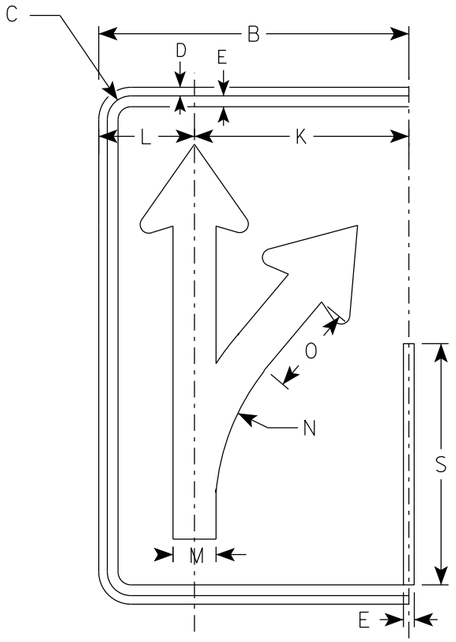
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

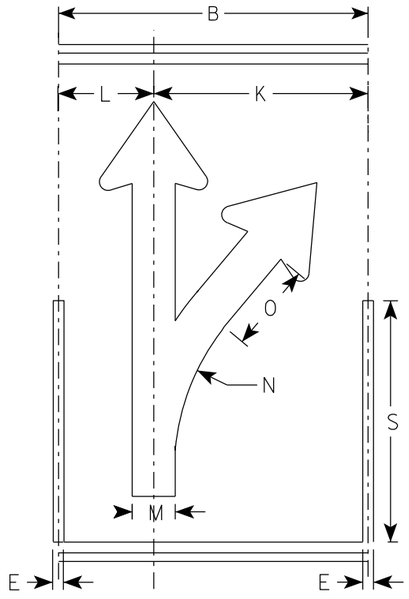
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 479 | E

NOTES

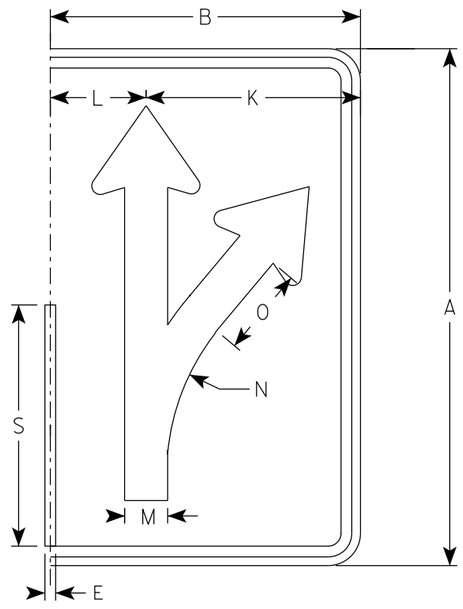
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



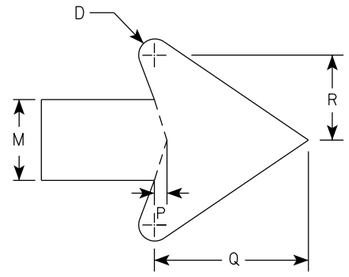
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

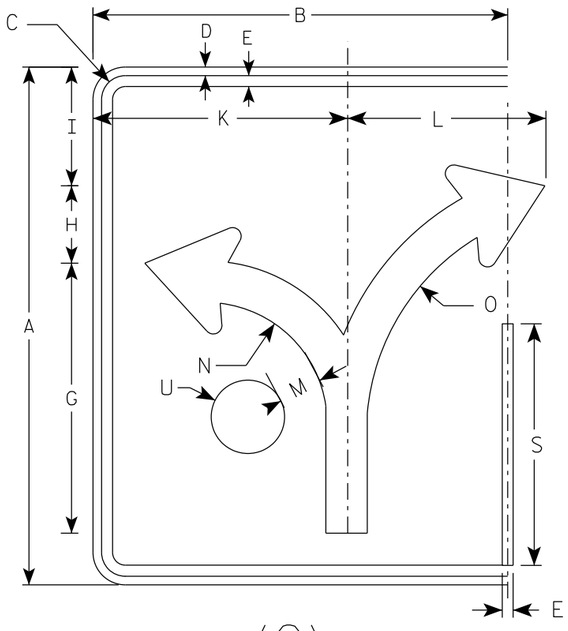
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

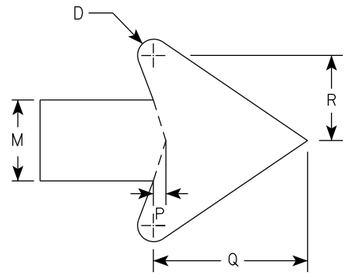
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 480 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

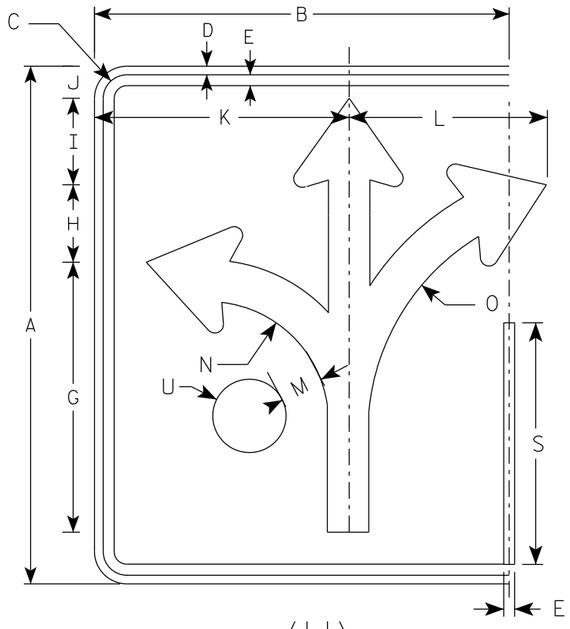
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

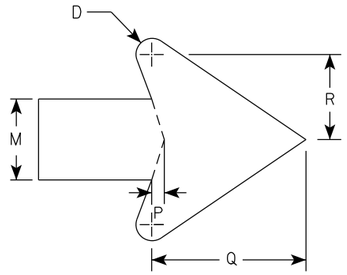
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 481 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

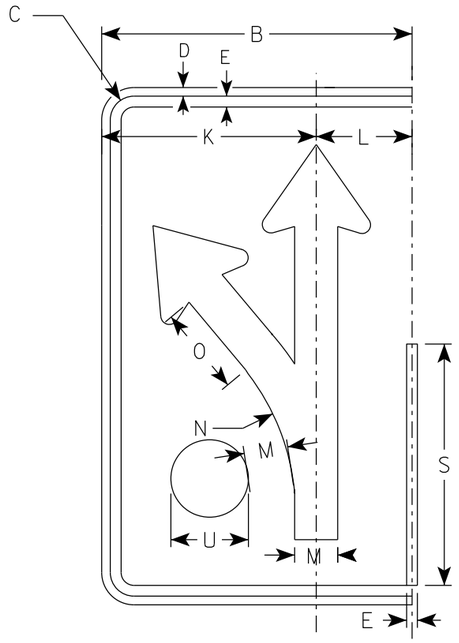
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

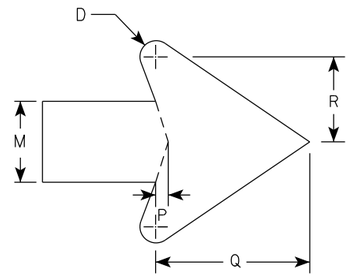
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 482	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

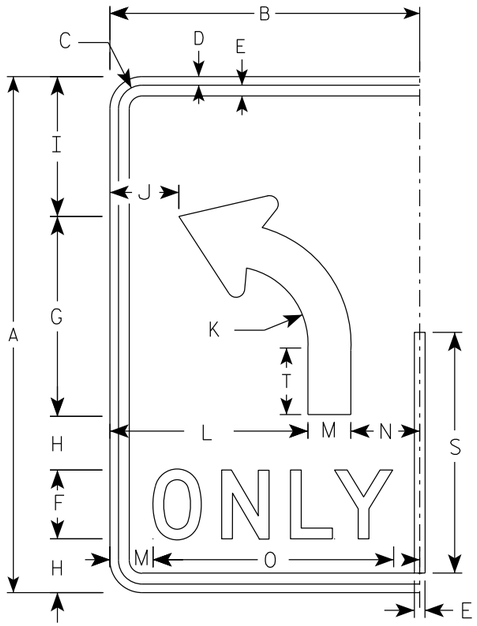
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

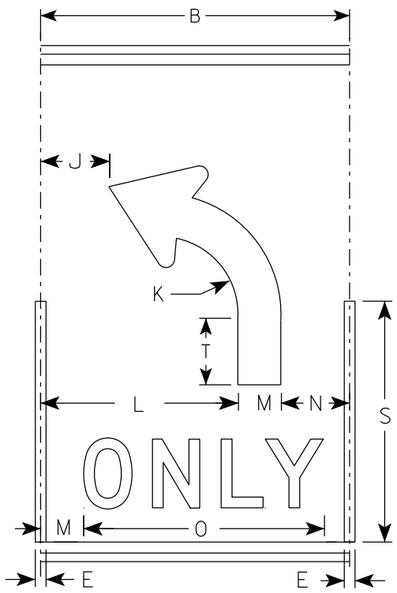
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 483 | E

NOTES

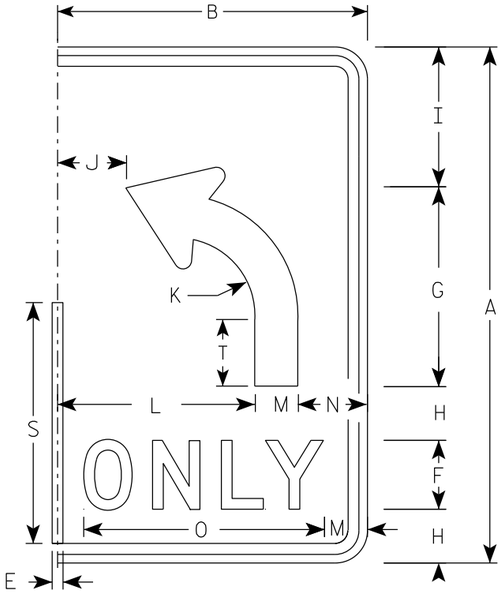
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



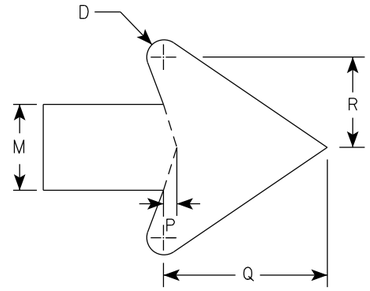
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

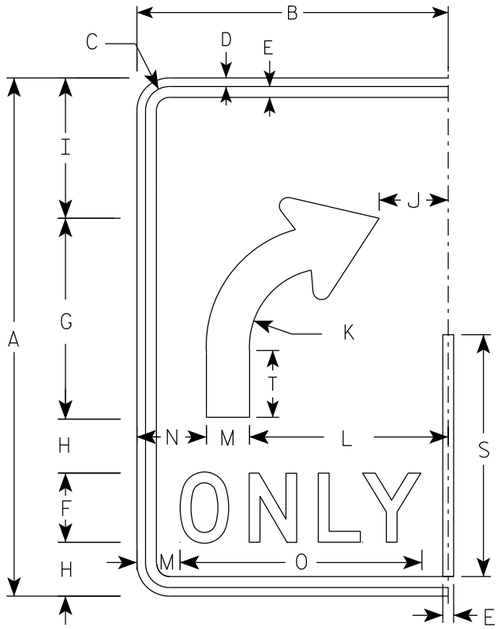
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

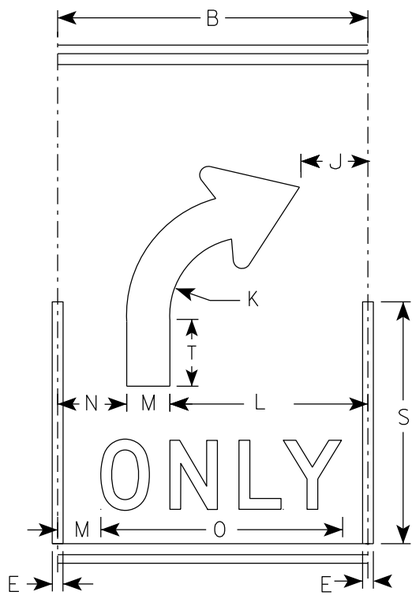
SHEET NO: 484 E

NOTES

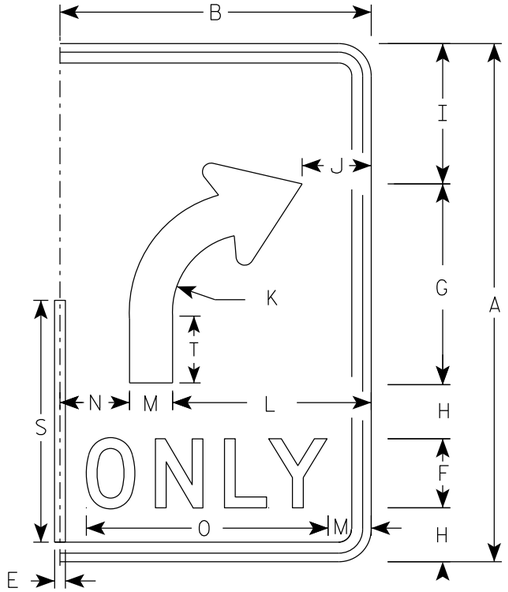
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



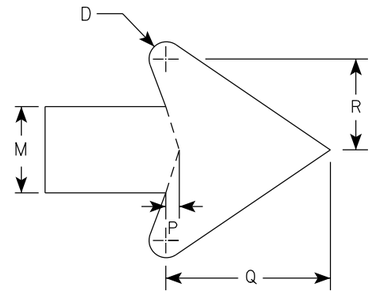
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

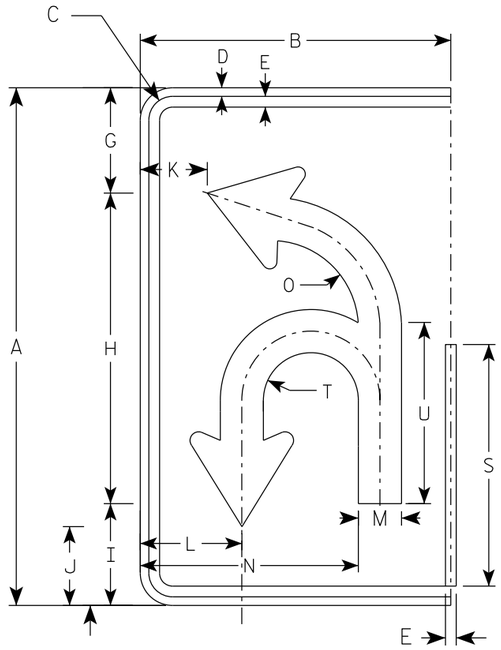
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

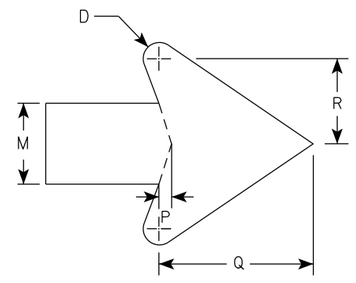
SHEET NO: 485 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

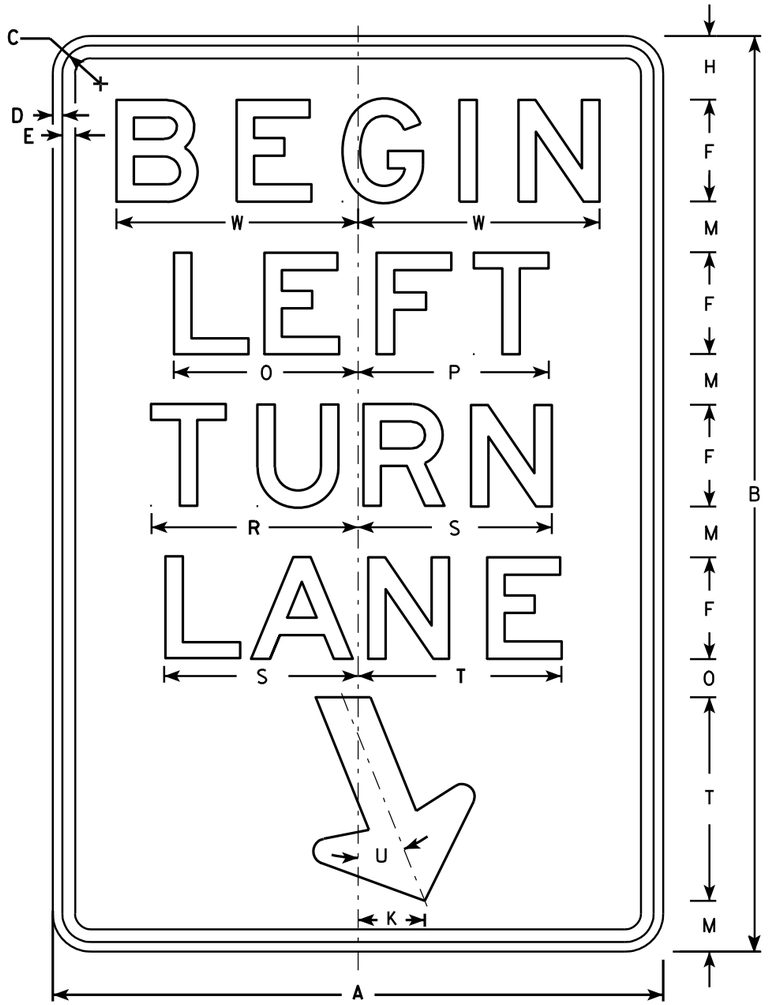
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

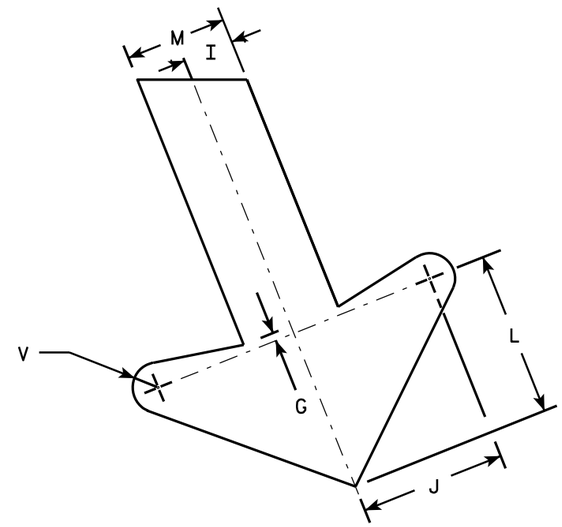
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 486 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

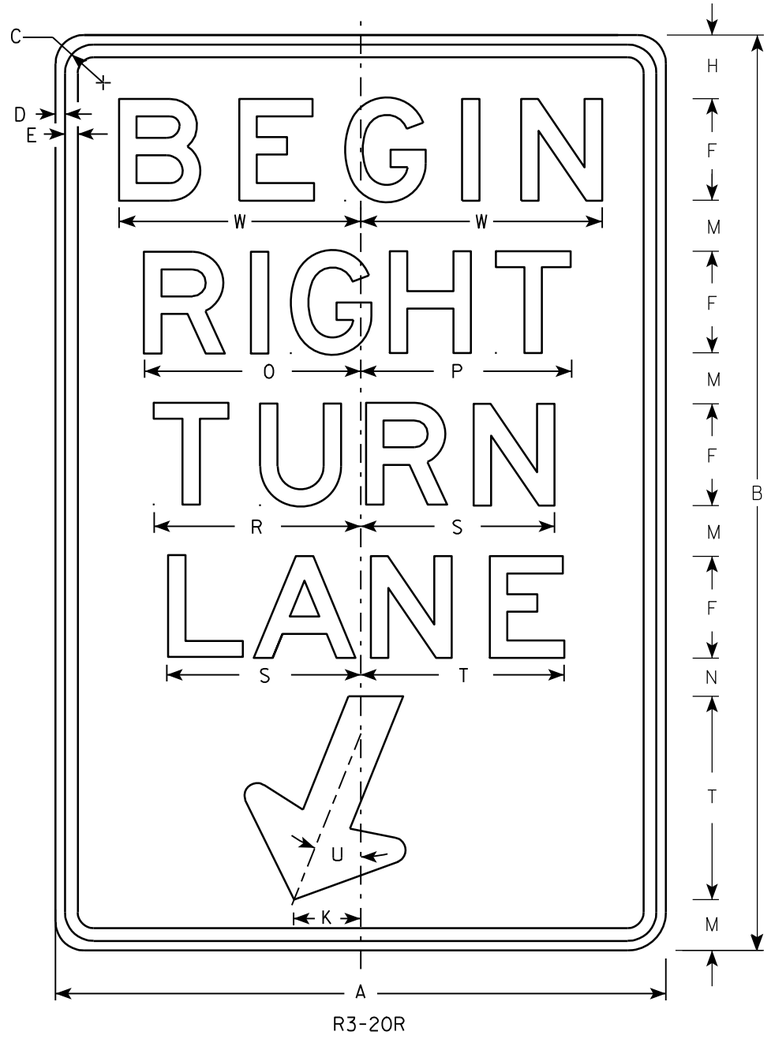
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

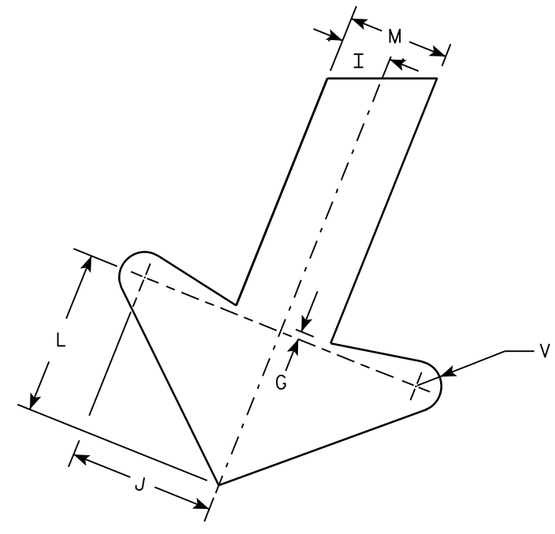
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 487 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

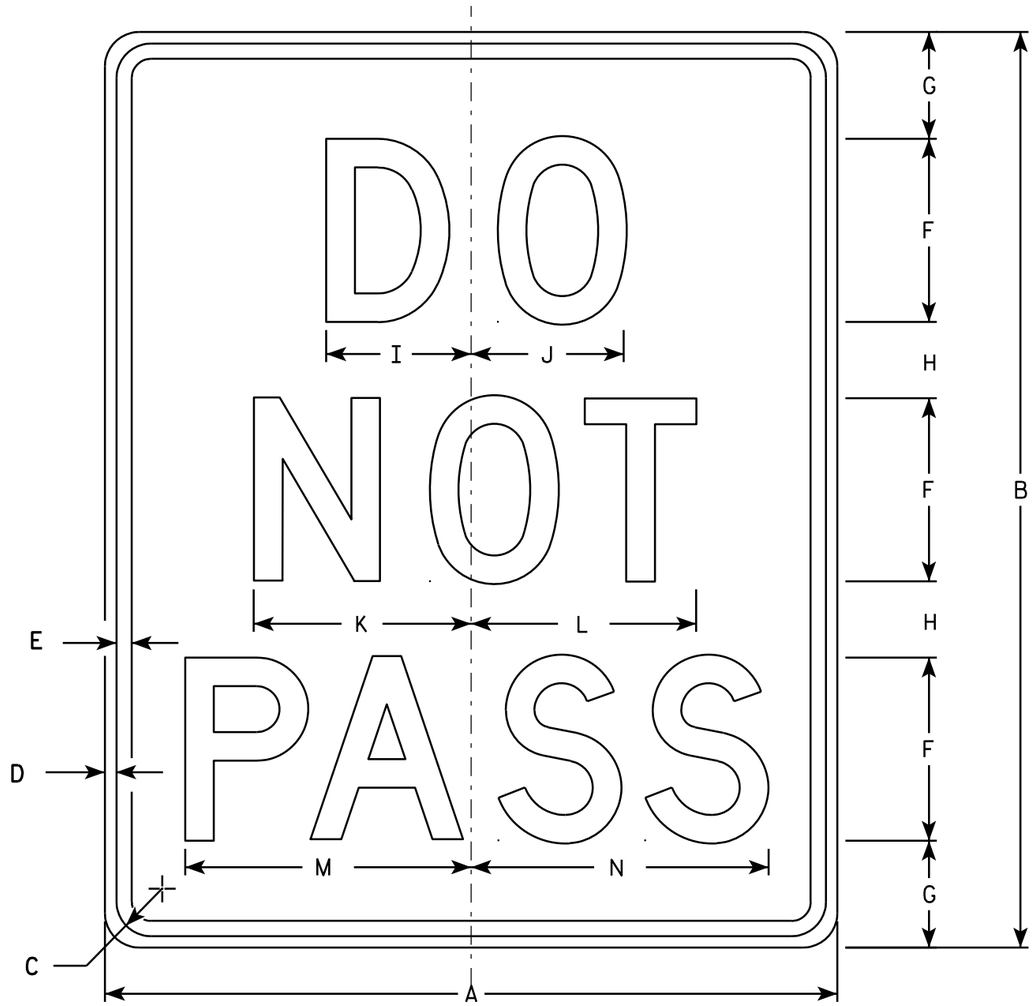
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 488 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320R.DGN PLOT DATE : 15-OCT-2010 14:59 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42



R4-1

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

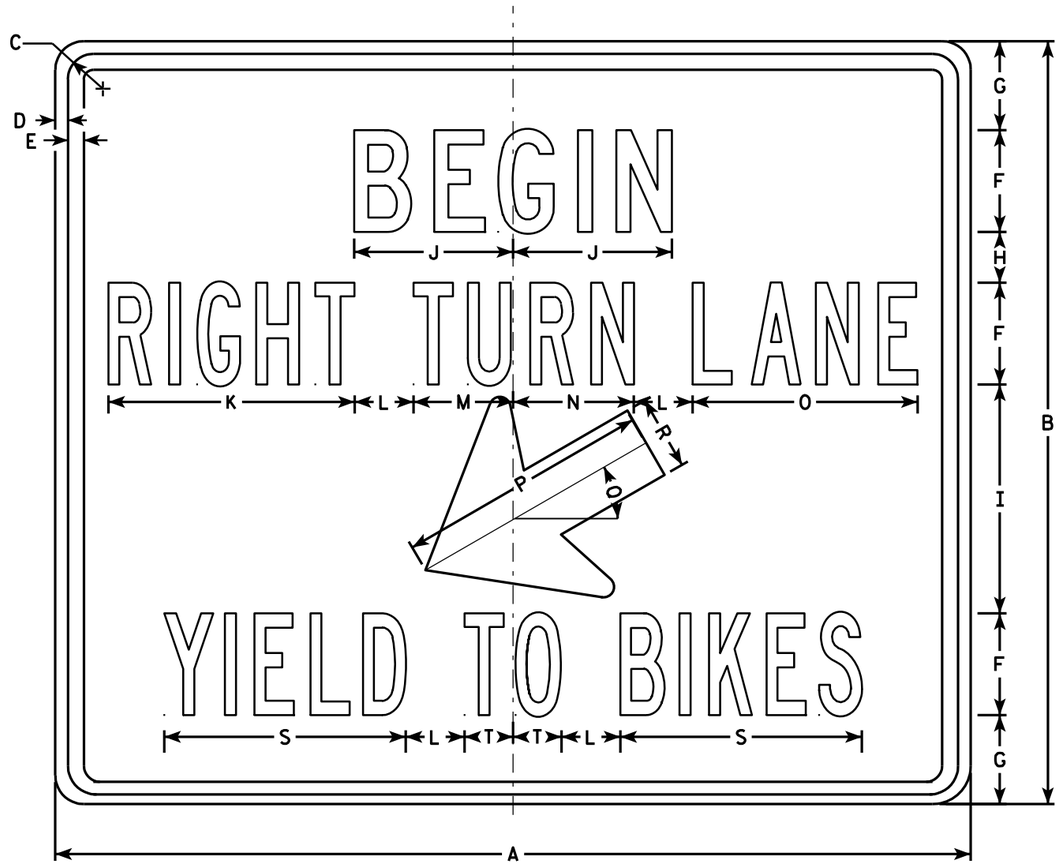
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 489 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R41.DGN PLOT DATE : 25-MAR-2011 13:24 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.965868:1.000000

WISDOT/CADDS SHEET 42

7

7



R4-4

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 - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

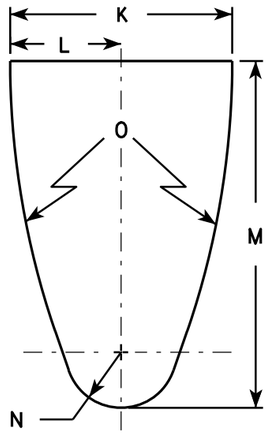
STANDARD SIGN
R4-4

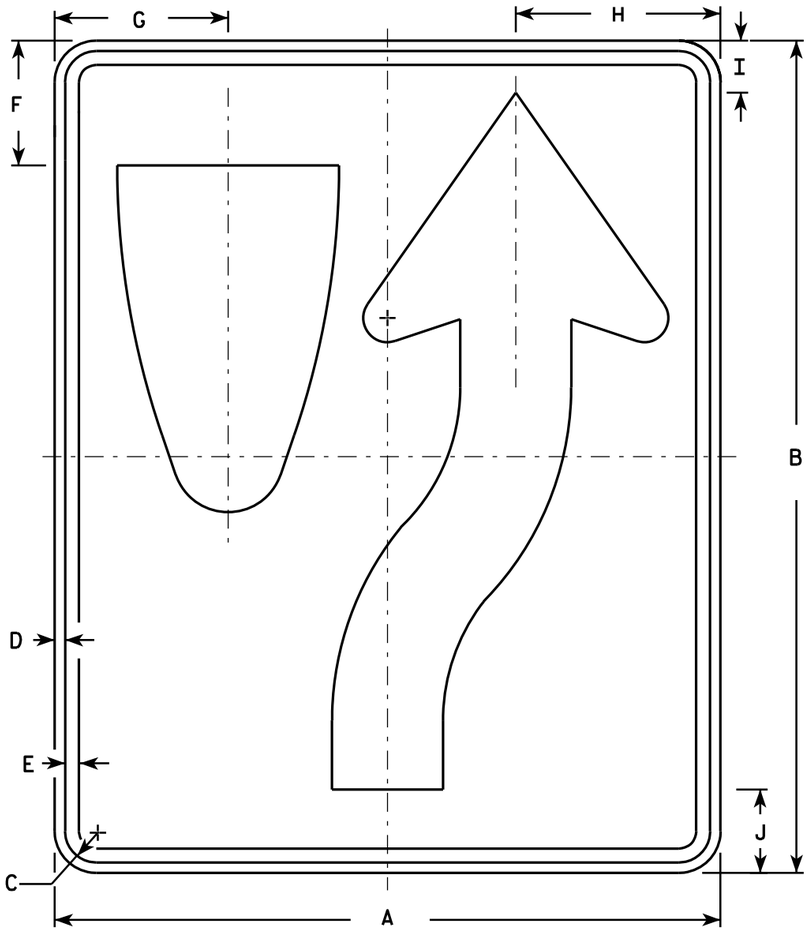
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 490 | E

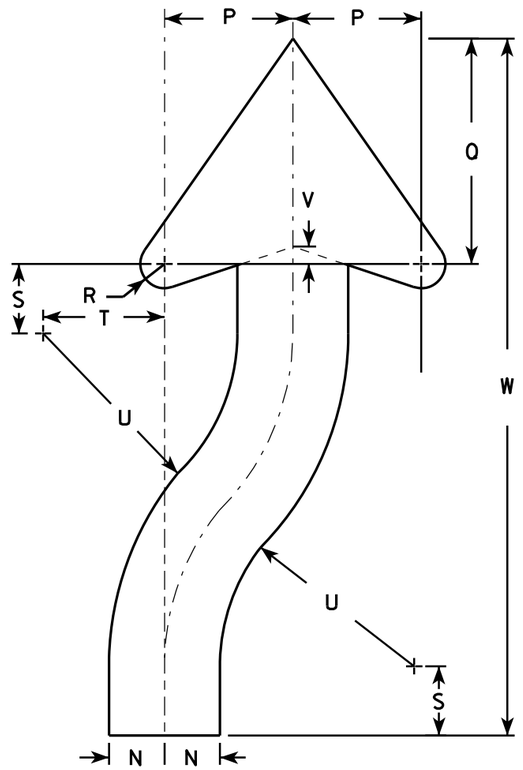




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

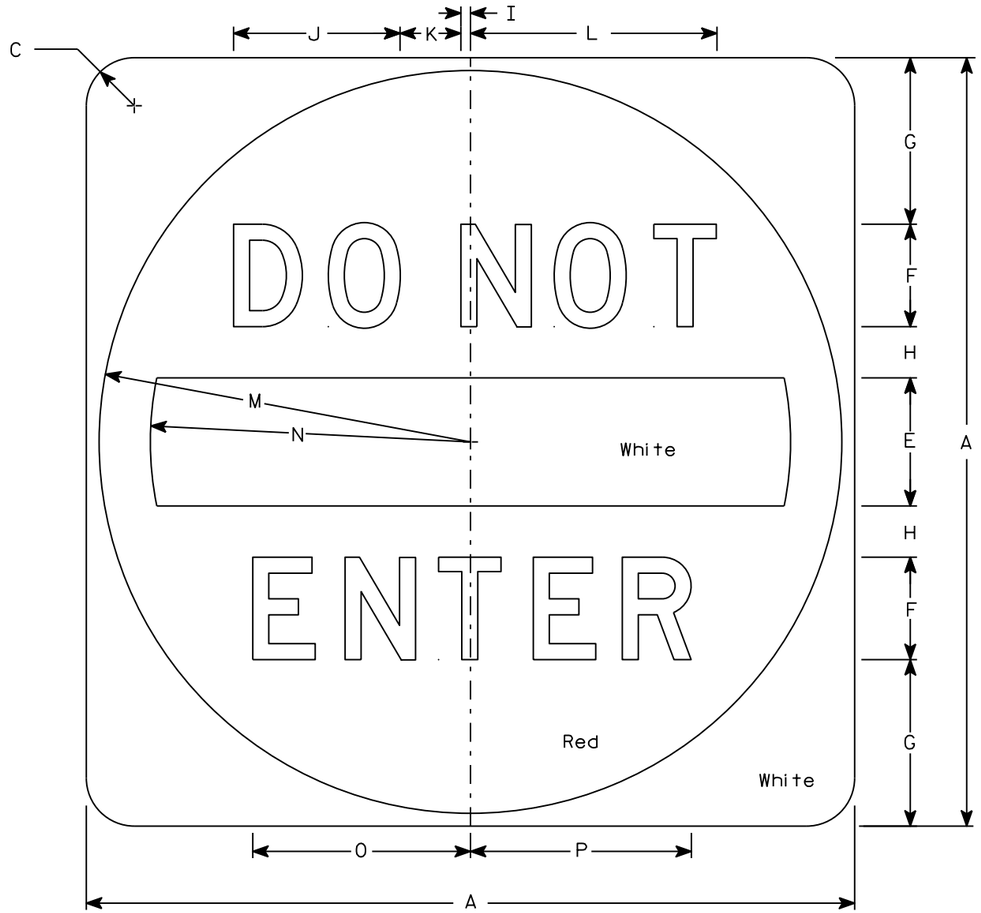
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 491	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

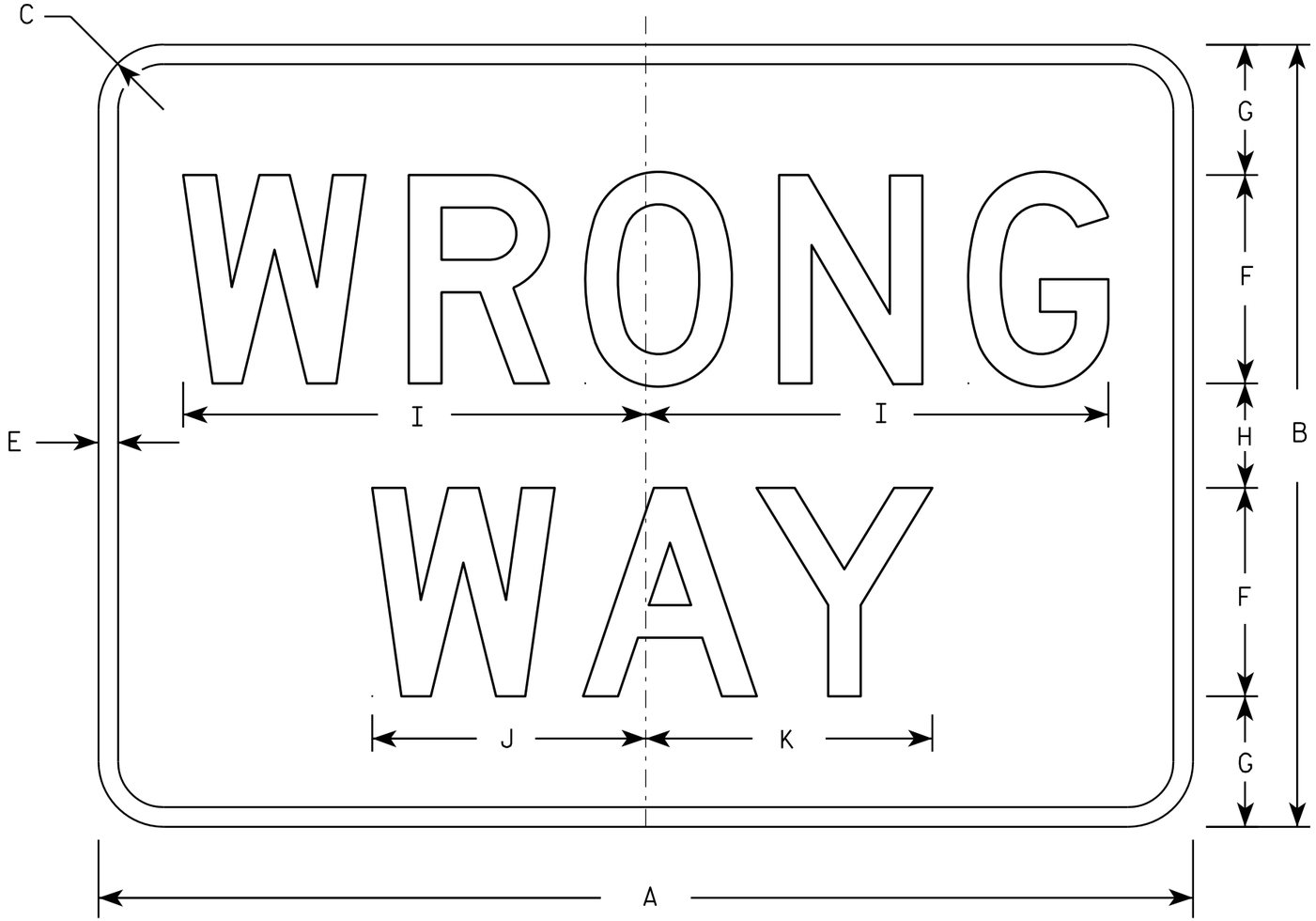
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 492 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

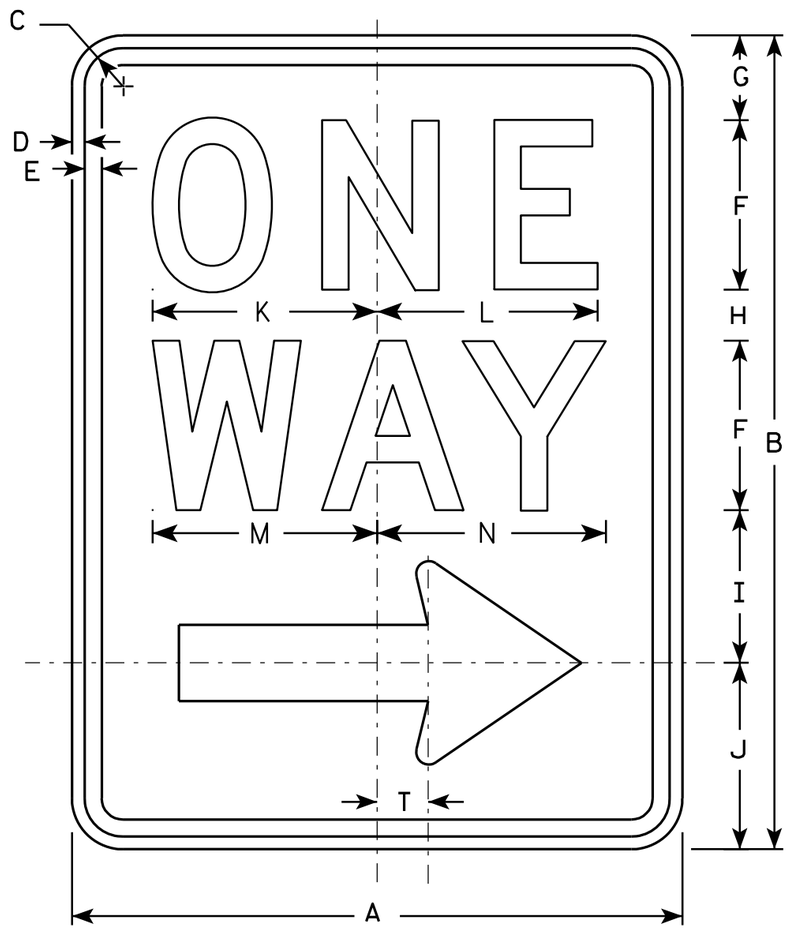
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 493	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R51A.DGN PLOT DATE : 17-DEC-2010 12:42 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.462457:1.000000

WISDOT/CADDS SHEET 42

7

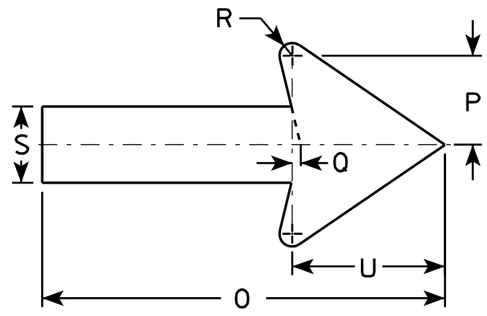
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

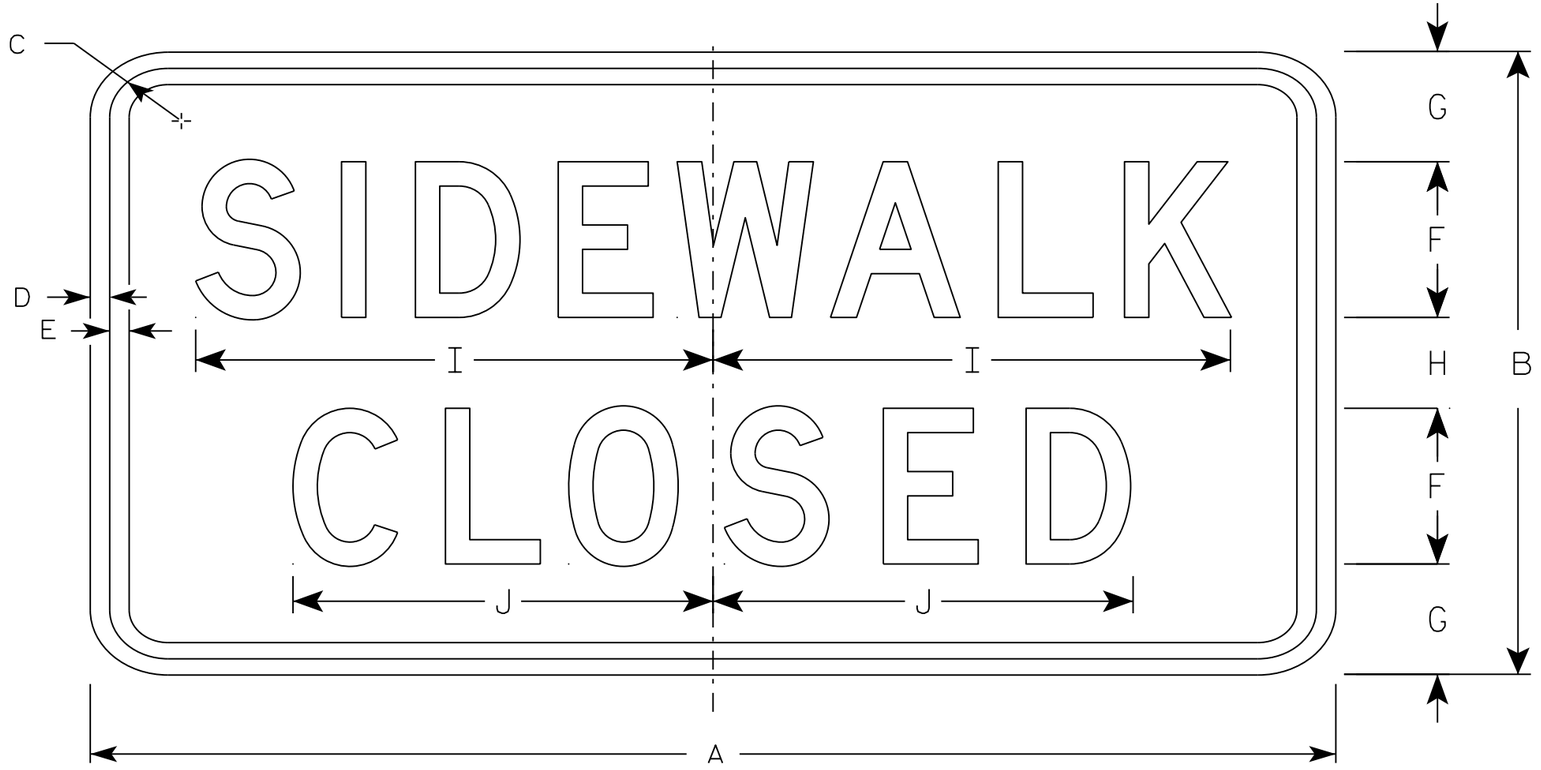
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 494	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

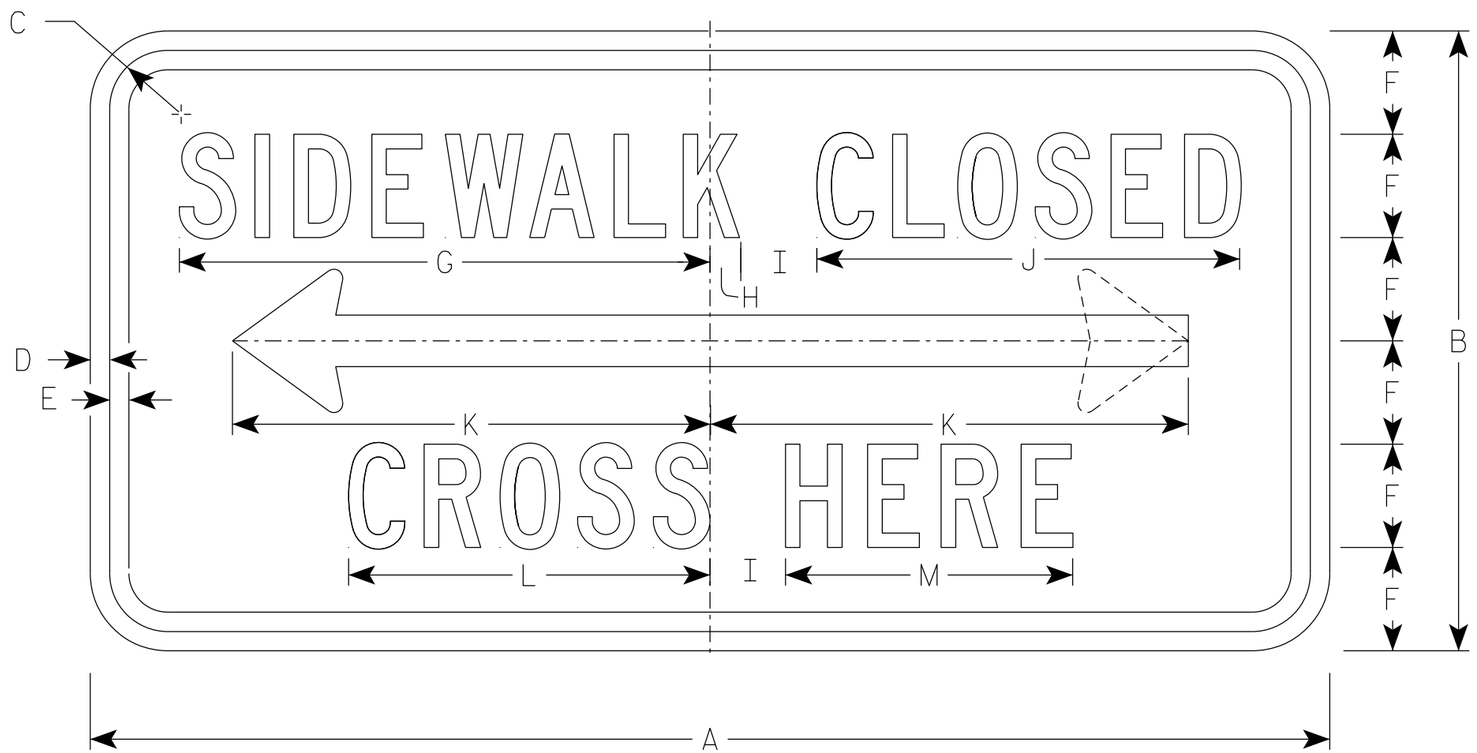
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 495 R9-9.6

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

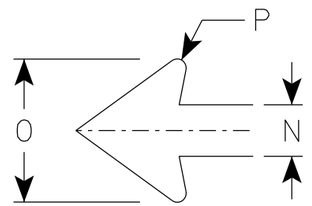
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11A

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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	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 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

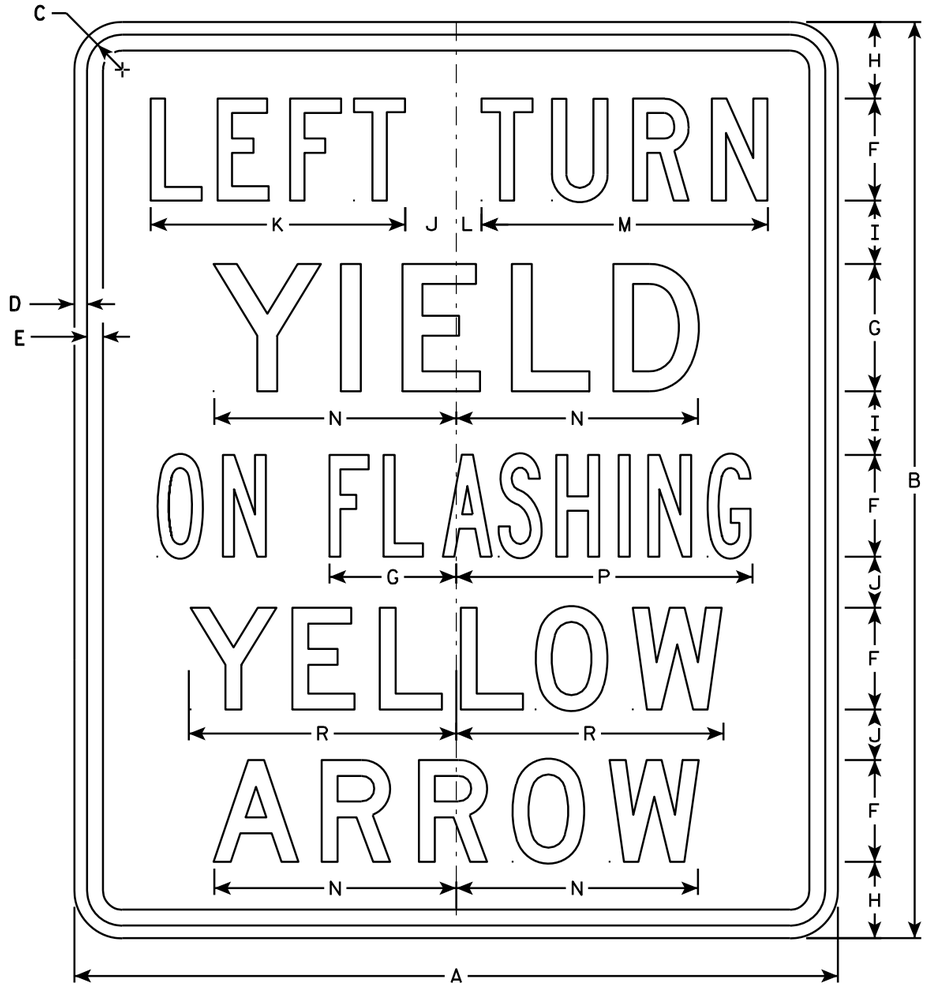
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-11A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 496 | E

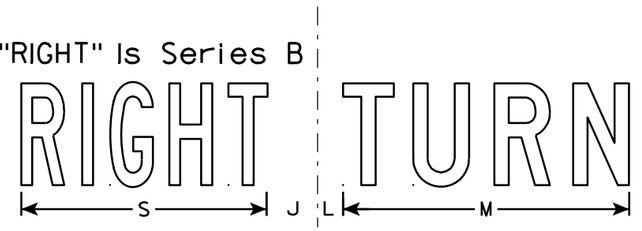


R10-50L

NOTES

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

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

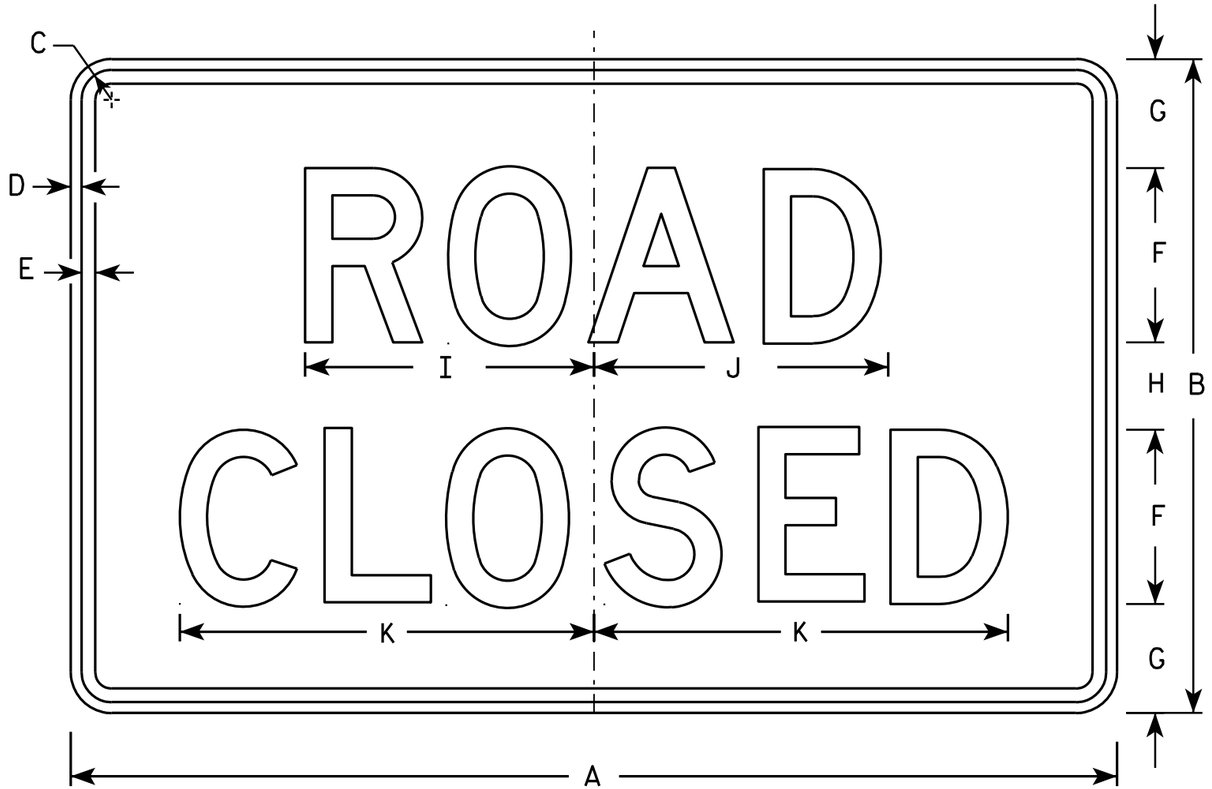
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

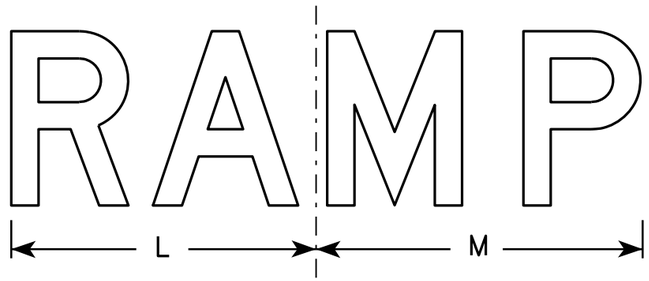
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 497	E



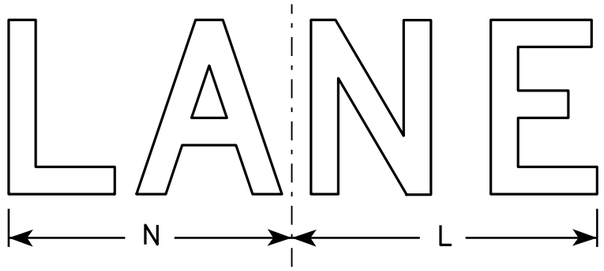
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

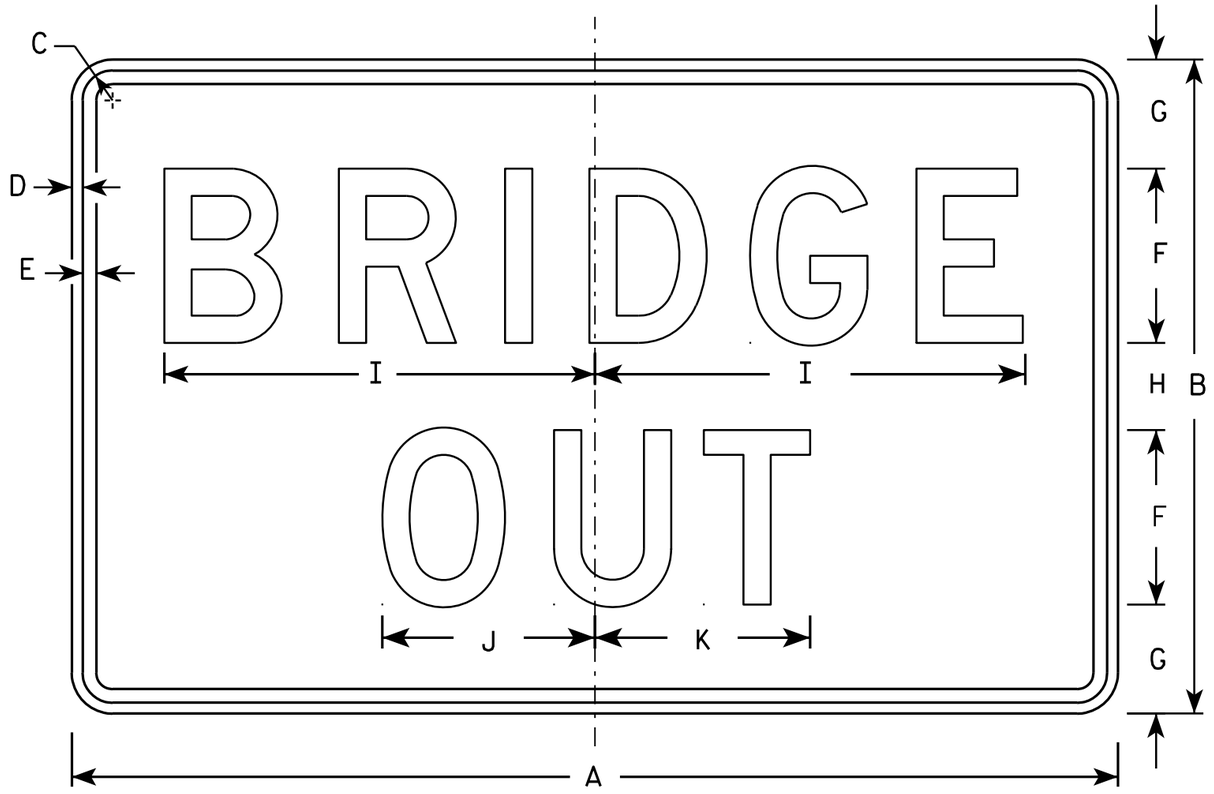
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 498	E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2B.2

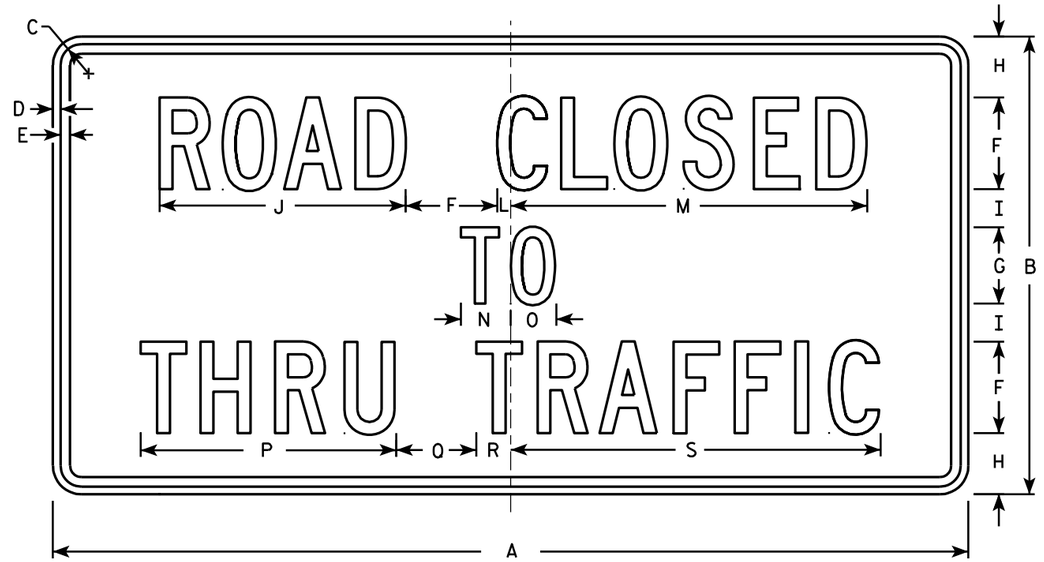
PROJECT NO:

SHEET NO: 499 E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112B.DGN PLOT DATE : 01-APR-2011 14:23 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42



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																											

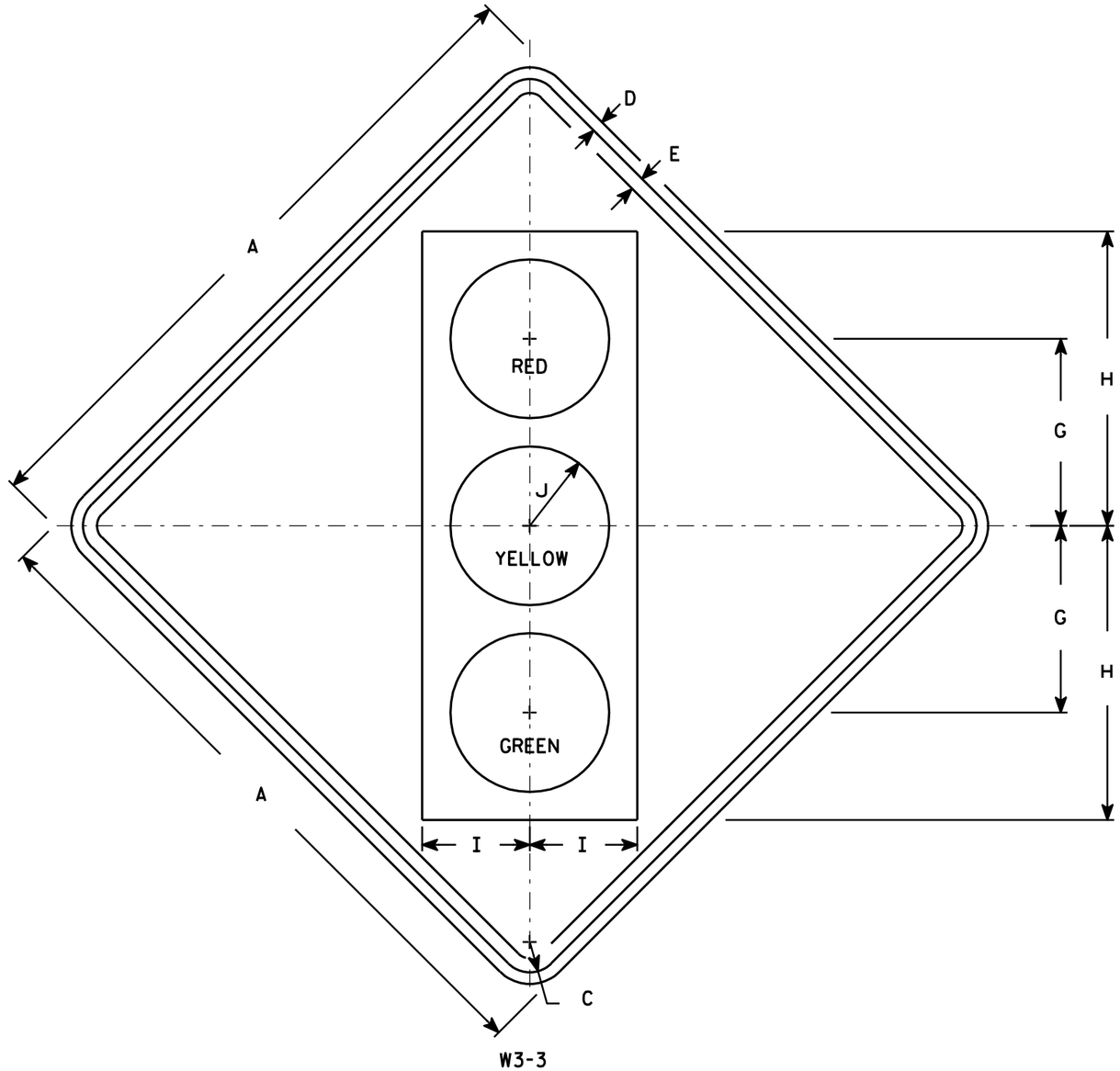
STANDARD SIGN
R11 - 4

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: 500 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

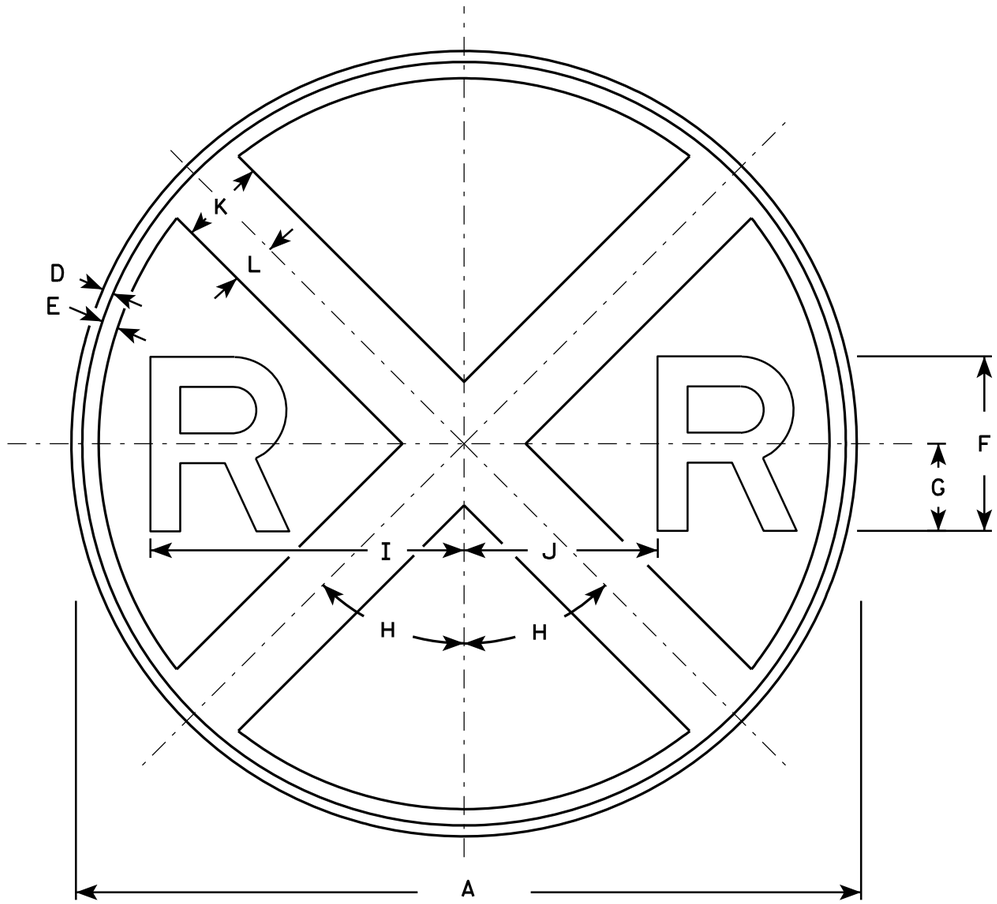
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 501 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000

WISDOT/CADDS SHEET 42

7

7



W10-1

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
   Message - Black
3. Message Series - E

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			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

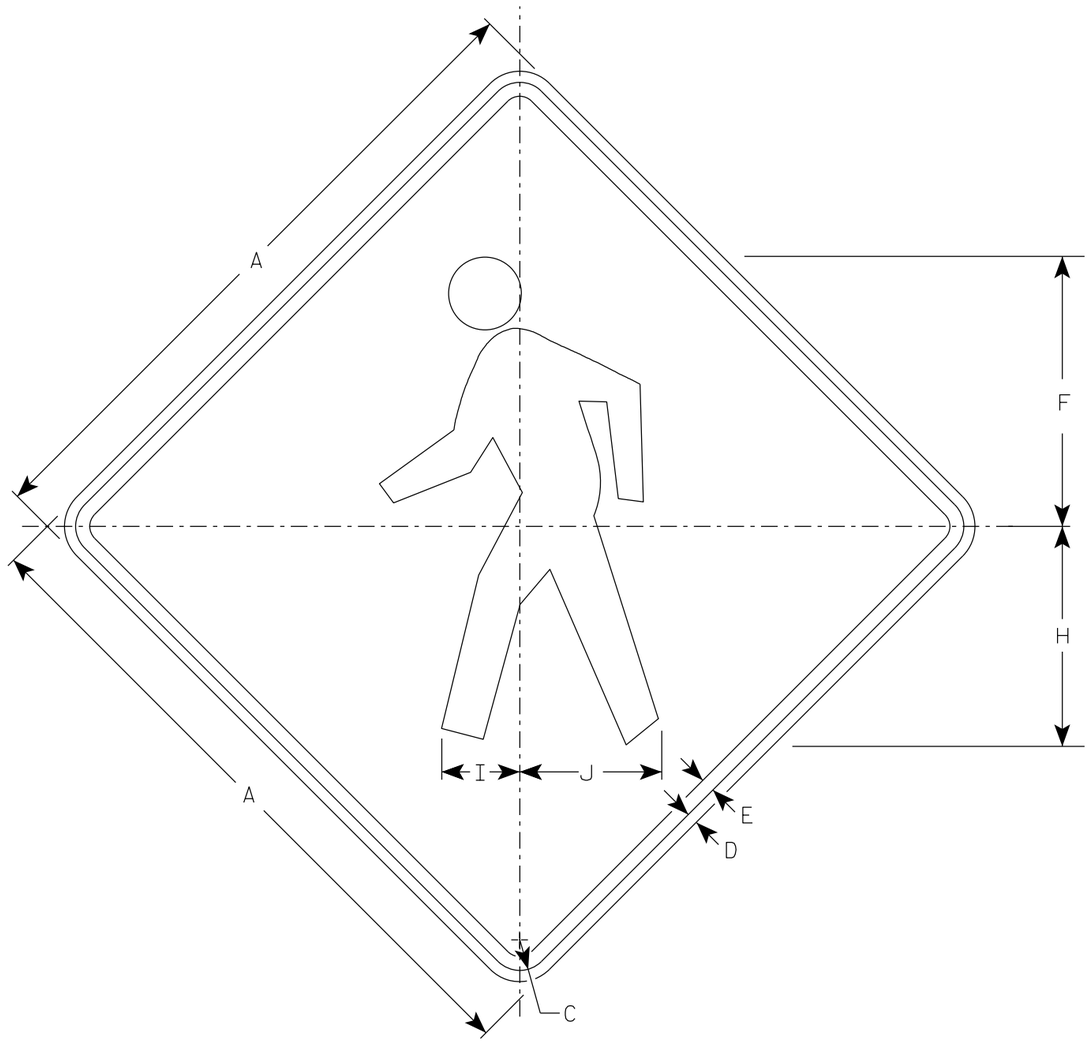
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/13/13 PLATE NO. W10-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 502	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

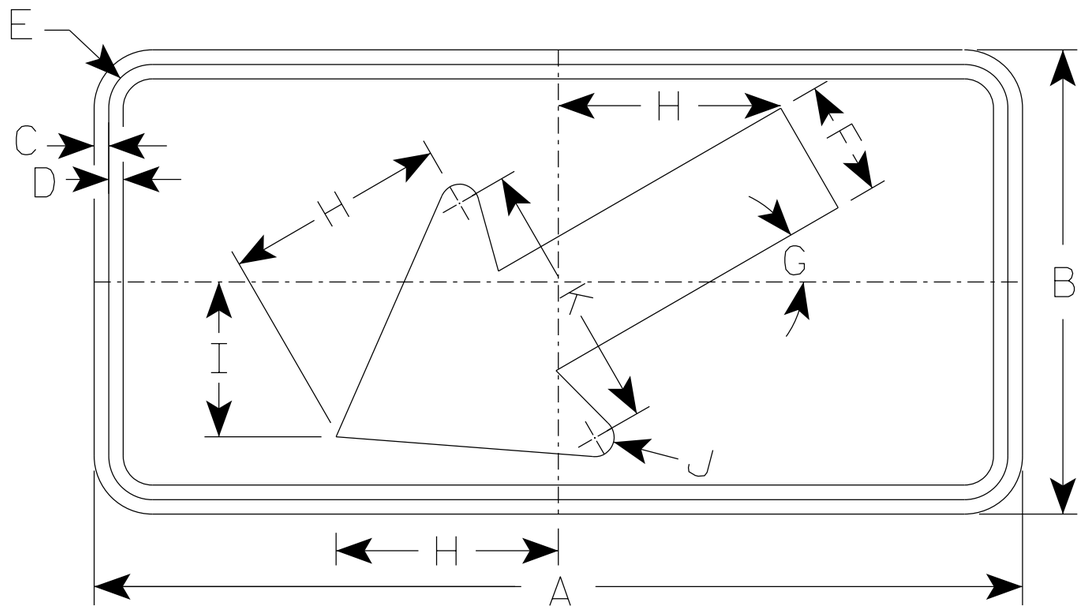
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 503	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L
   except the arrow is reversed along the vertical centerline.



W16-7L

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
*	2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
*	4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
	5																											

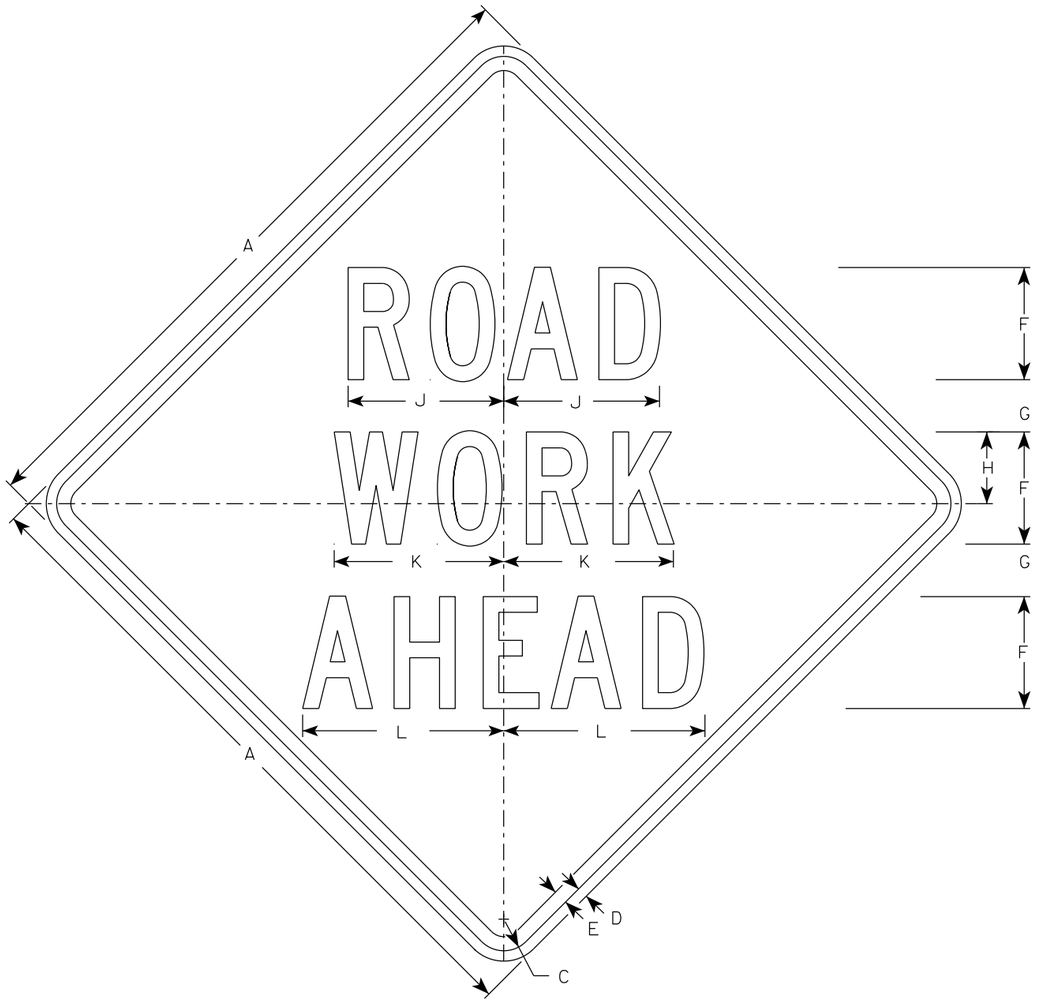
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

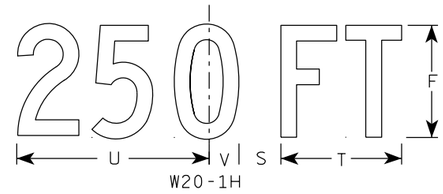
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/25/2020 PLATE NO. W16-7.7

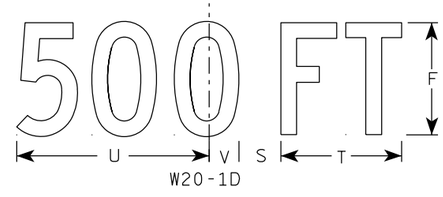
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 504 E



W20-1A



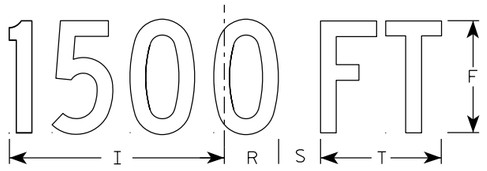
W20-1H



W20-1D



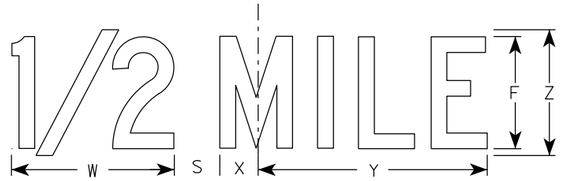
W20-1C



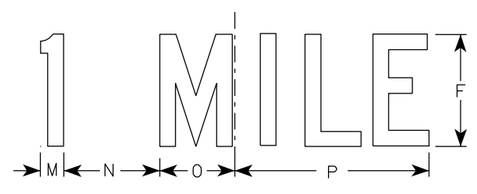
W20-1B

NOTES

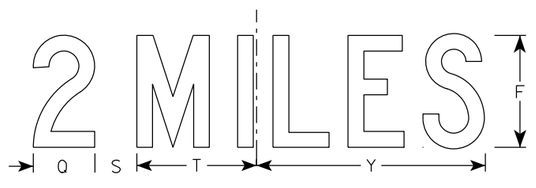
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	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	3 1/4	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, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

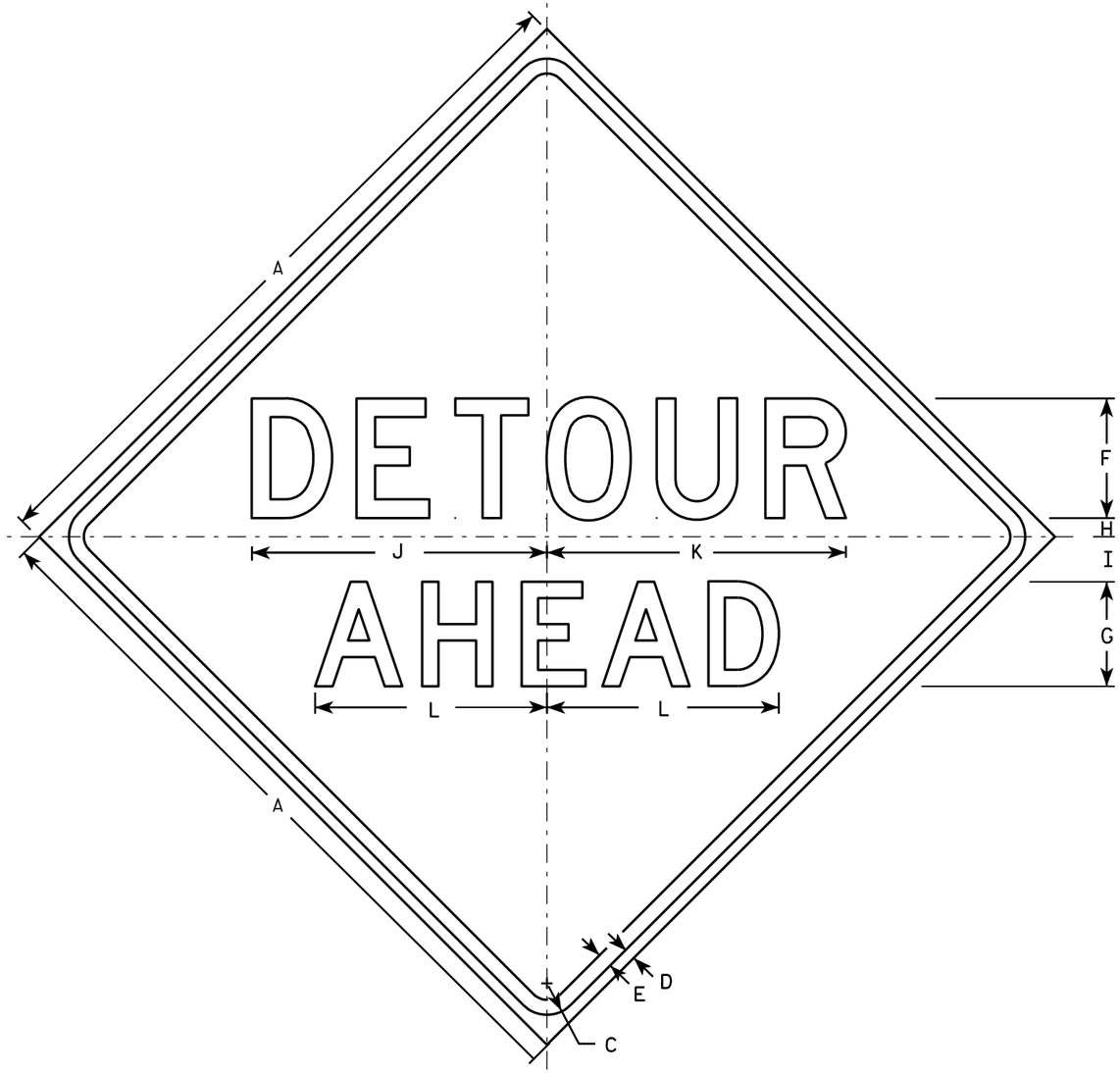
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

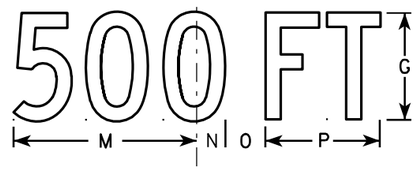
WISDOT/CADDS SHEET 42

7

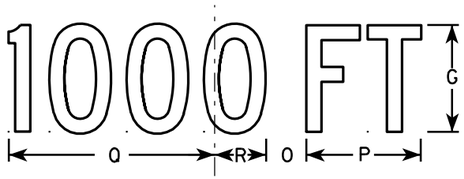
7



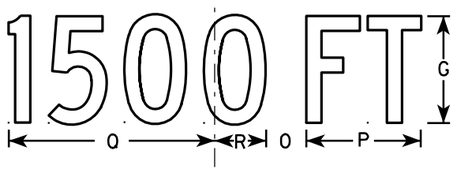
W20-2A



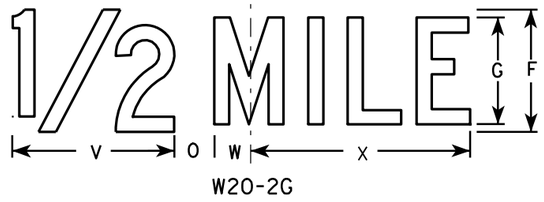
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

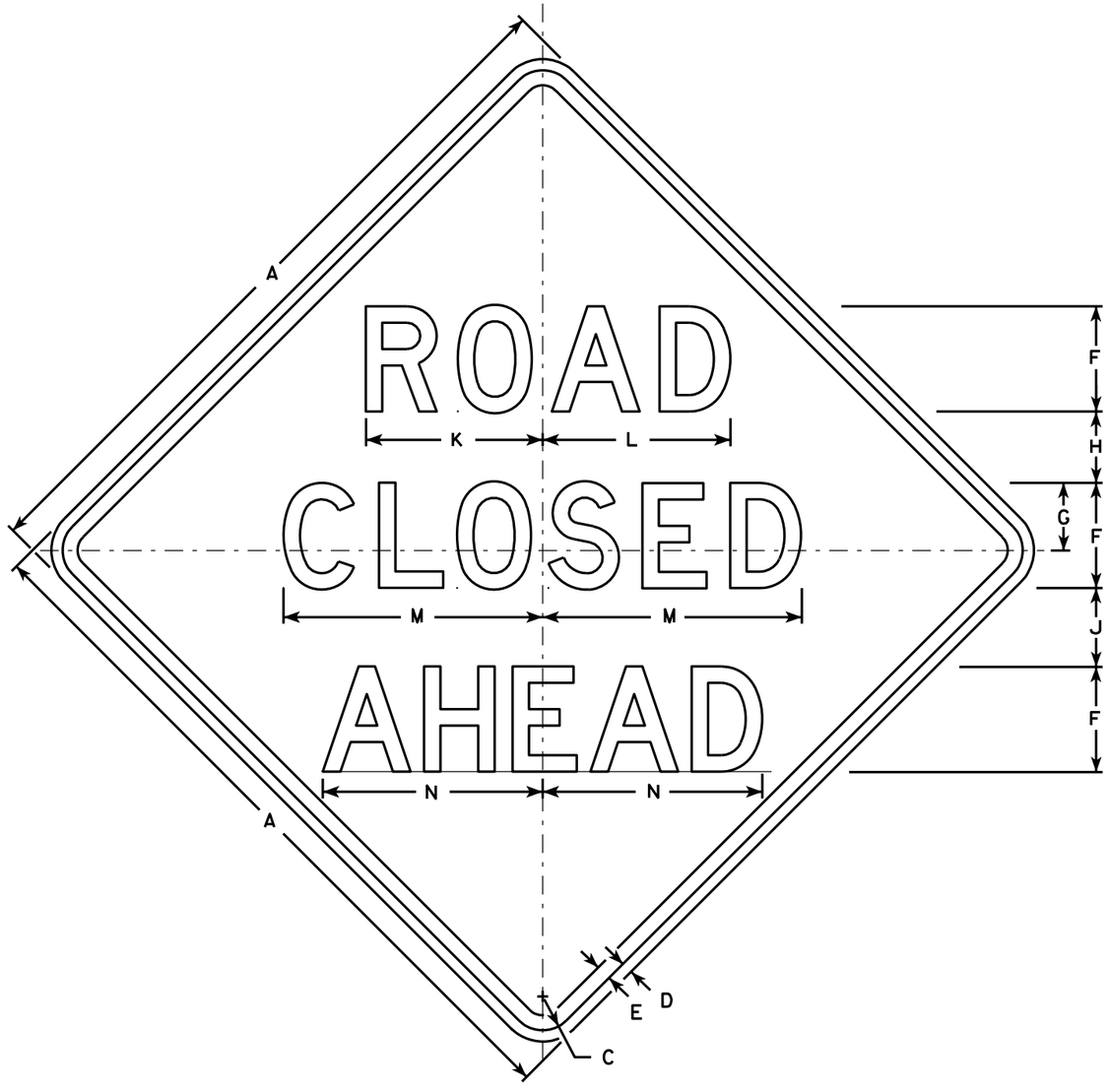
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

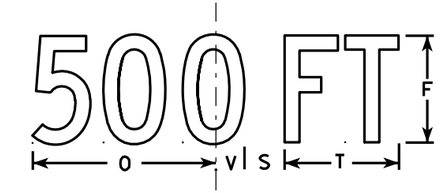
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

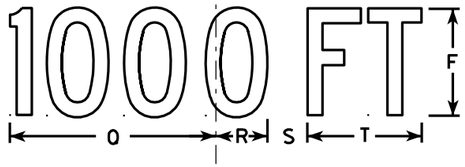
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 506	E



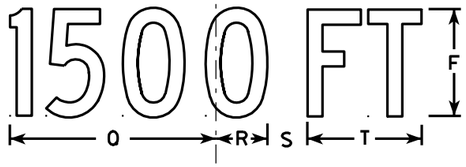
W20-3A



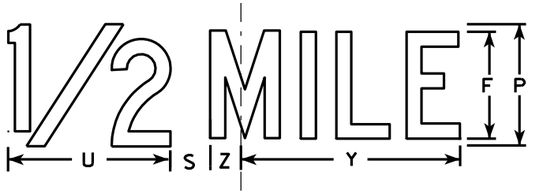
W20-3D



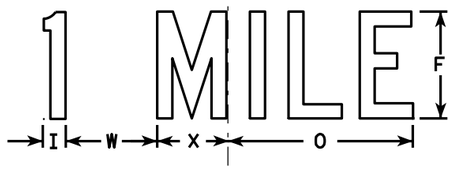
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

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

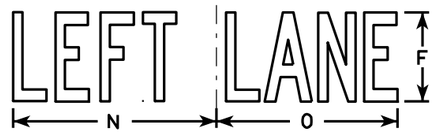
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 507 | E

7

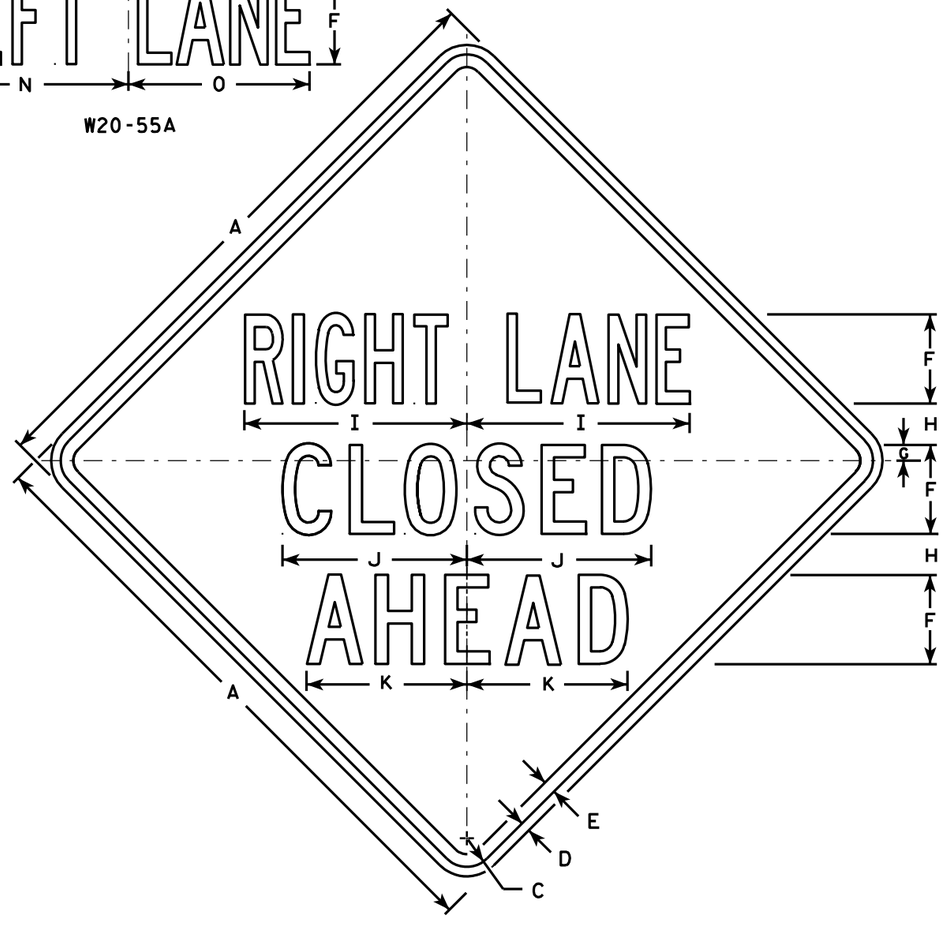
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



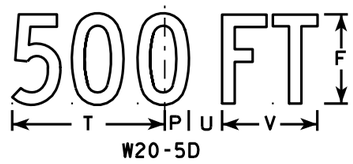
W20-56A



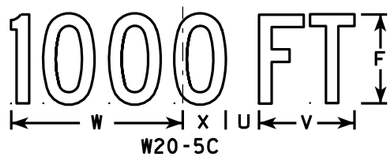
W20-55A



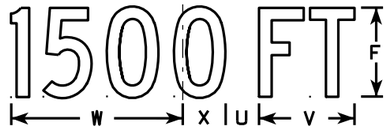
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

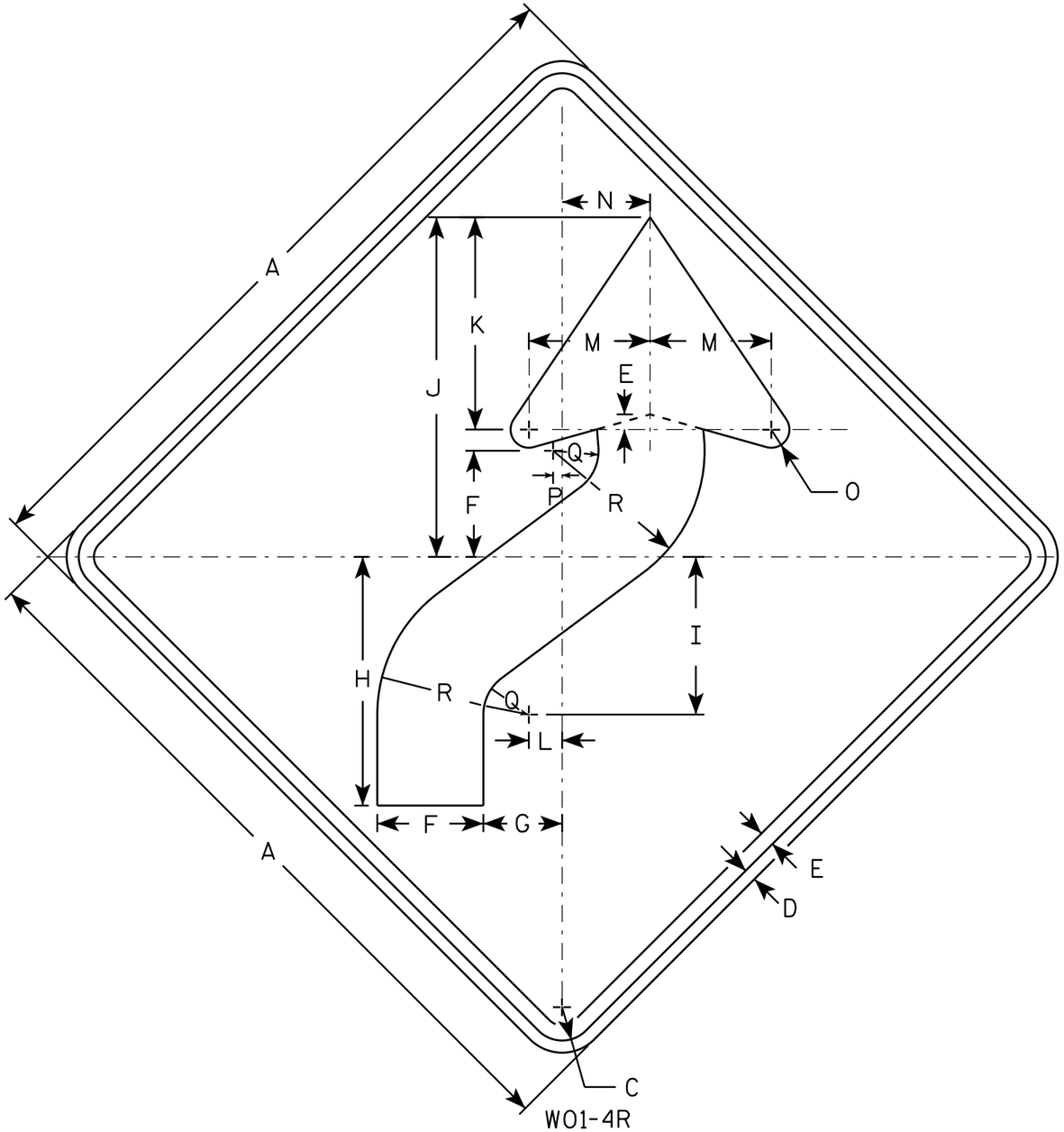
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 508 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

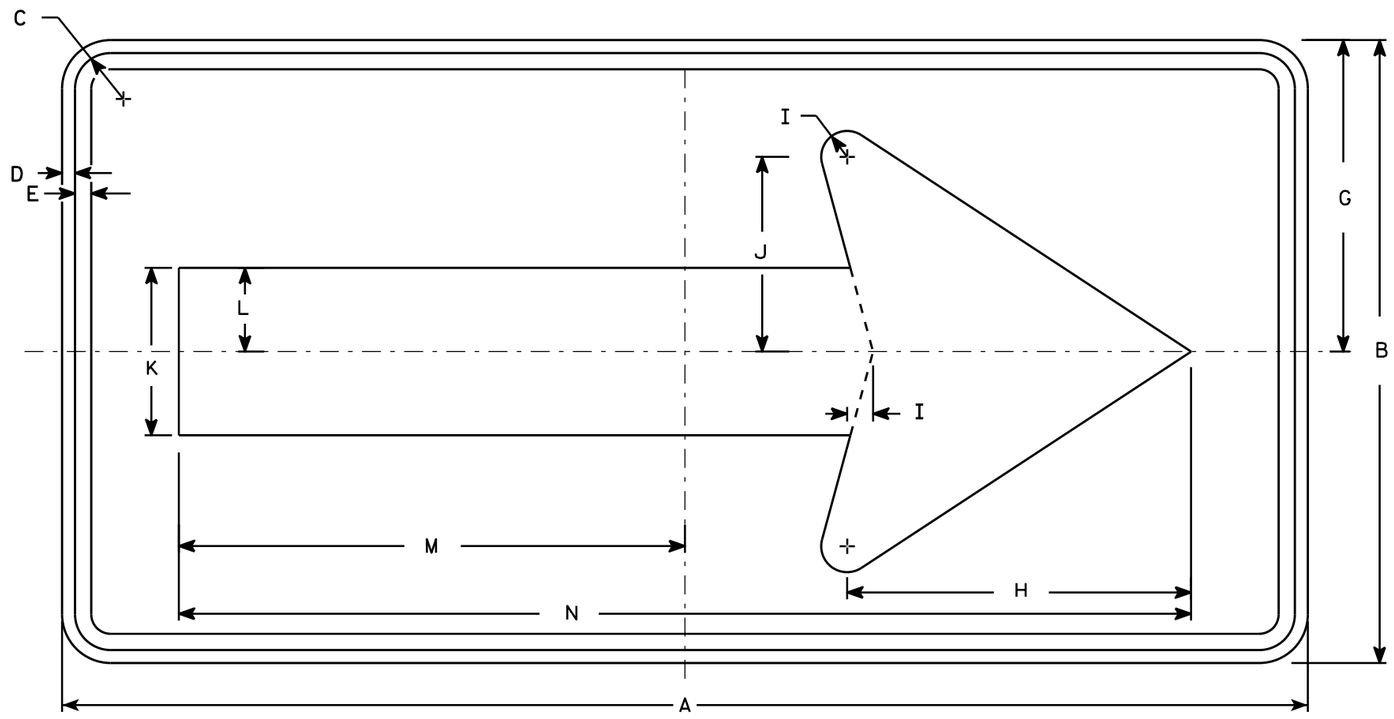
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000 WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

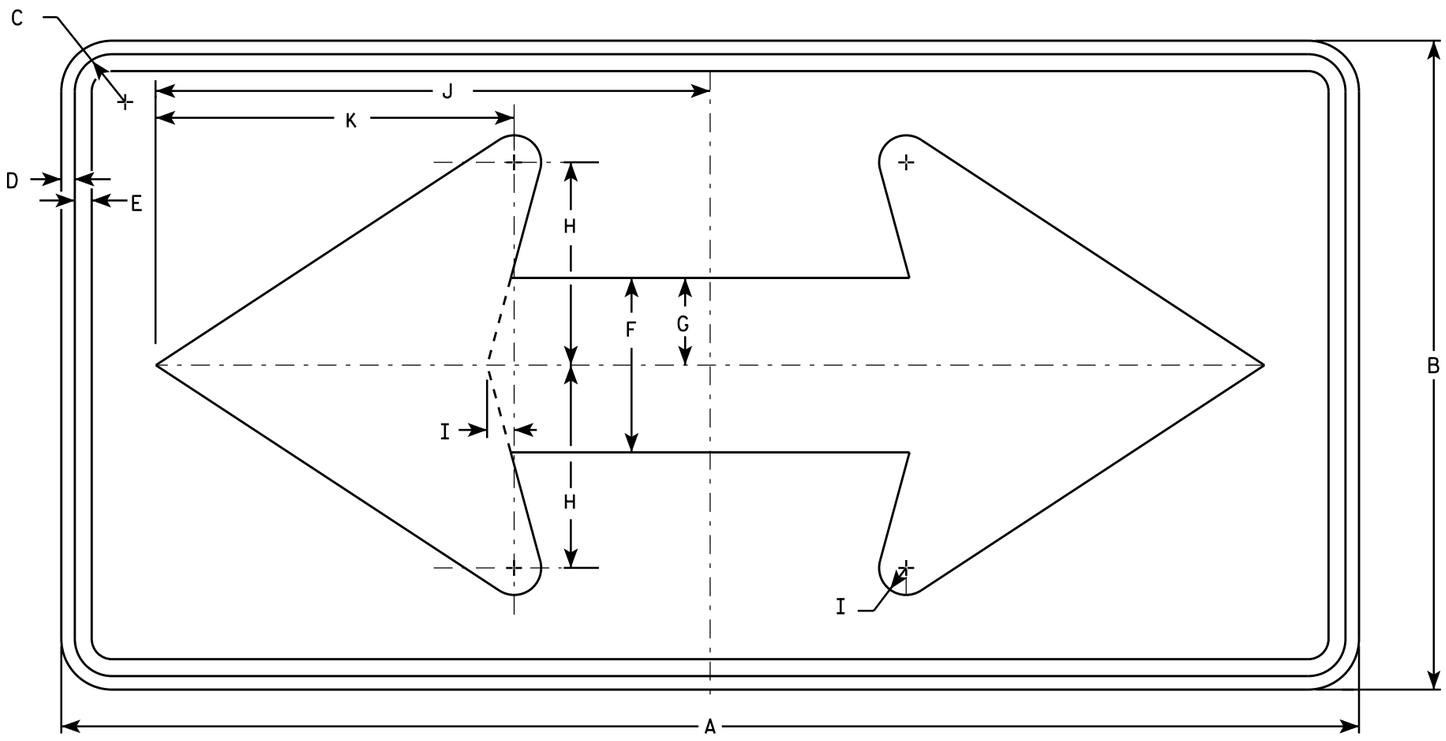
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

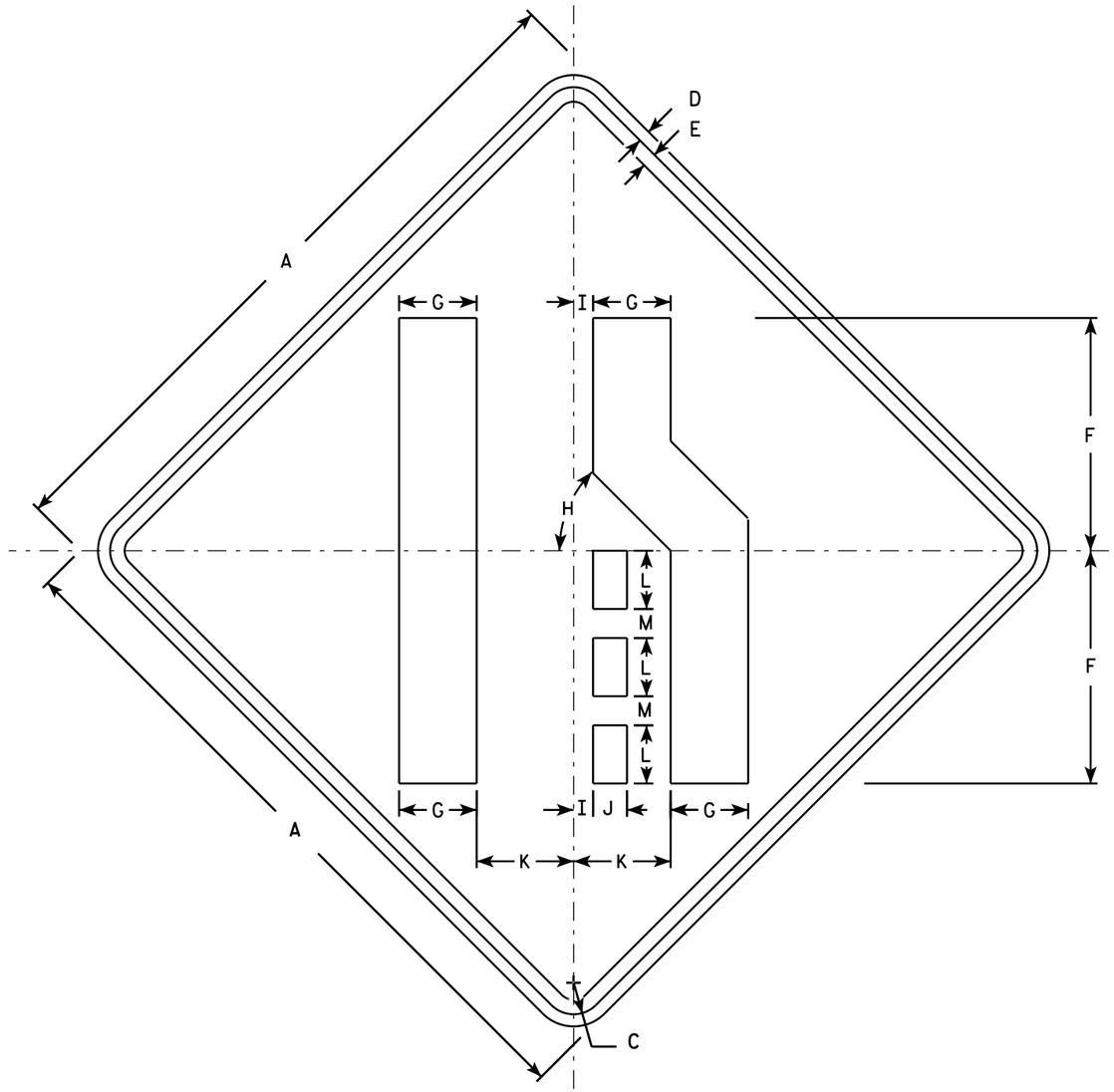
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1511 W01-7.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000 WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

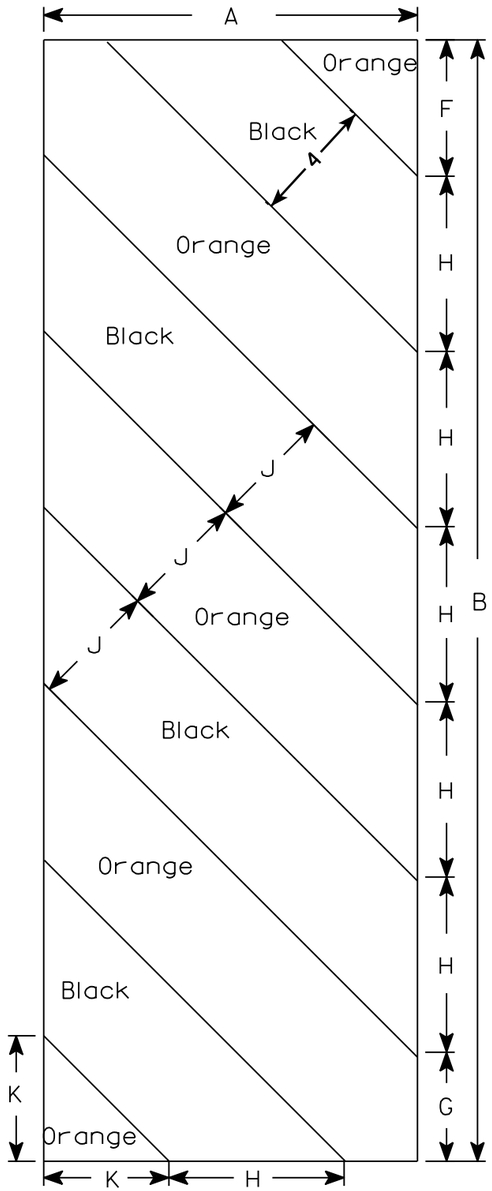
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

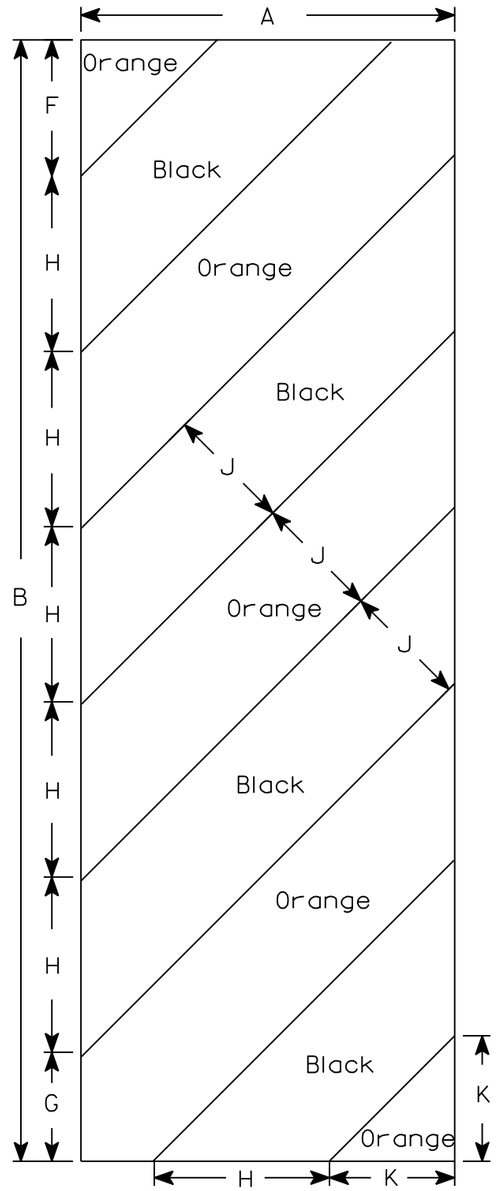
DATE 11/20/13 PLATE 512 W04-2.1

PROJECT NO:

SHEET NO: E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W05-52L & W05-52R

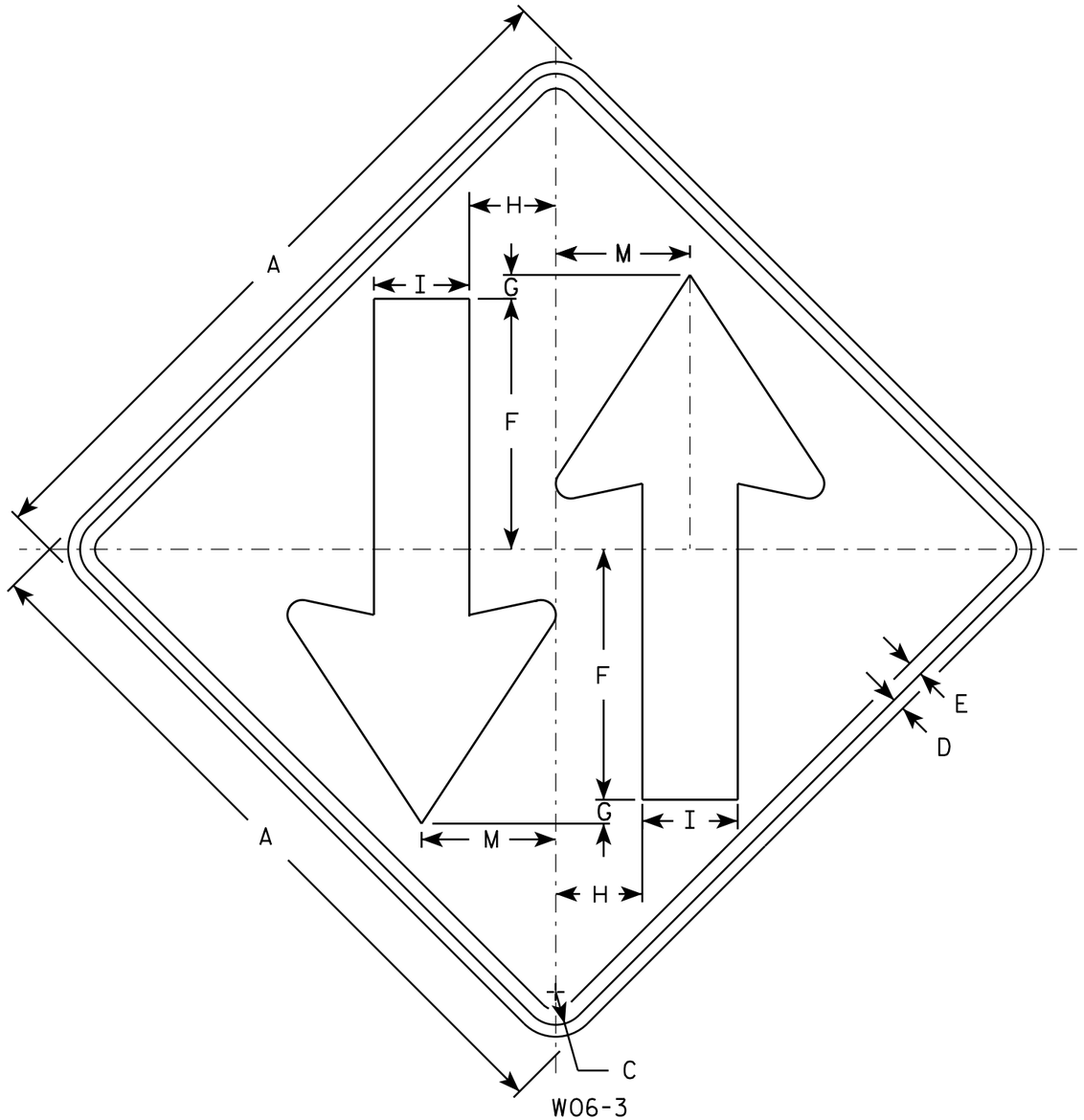
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE No. W05-52.1

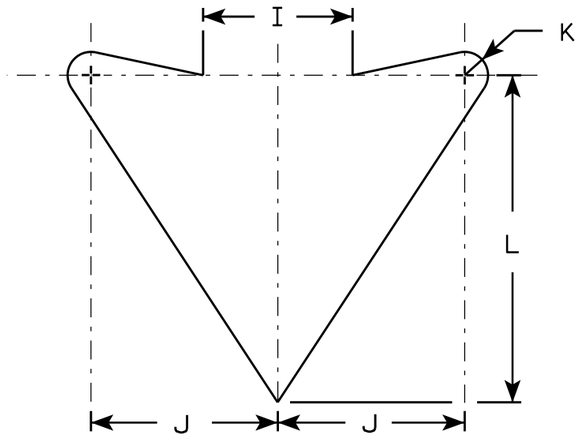
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0552.DGN PLOT DATE : 28-FEB-2014 11:39 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.864607:1.000000 WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

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

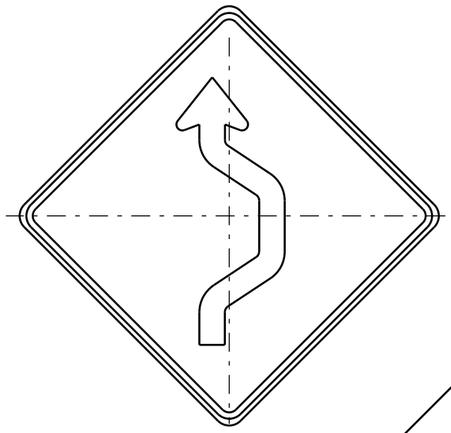
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

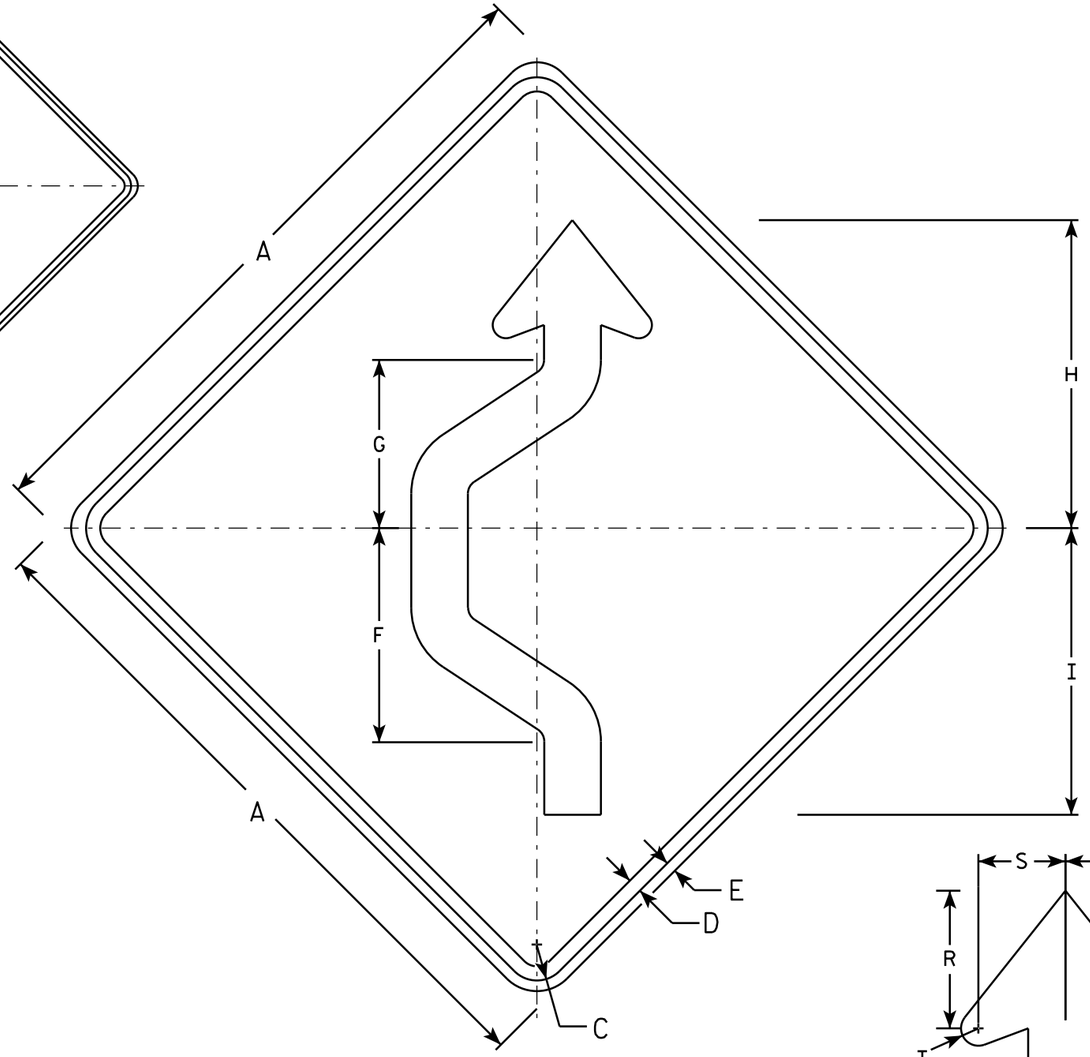
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 514 W06-3.1

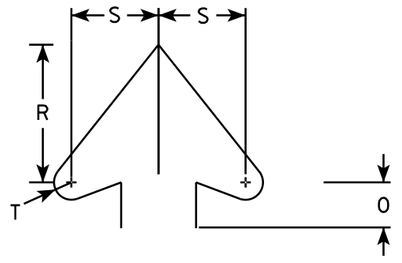
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W024-1R



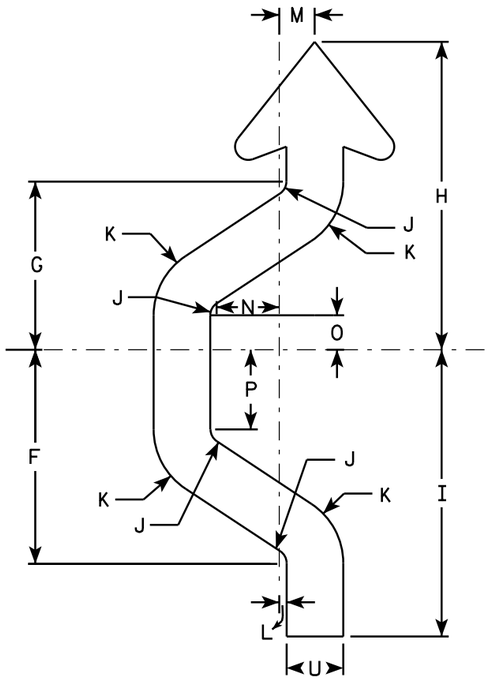
W024-1L



Arrowhead Detail

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9
2S	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
2M	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
3	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
4	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16
5	48		2 1/4	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

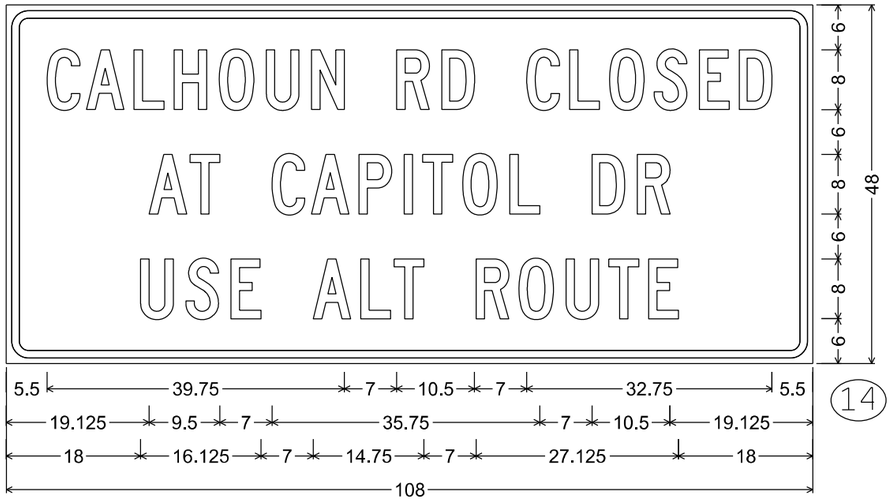
DATE 9/25/2013 PLATE NO. W024-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

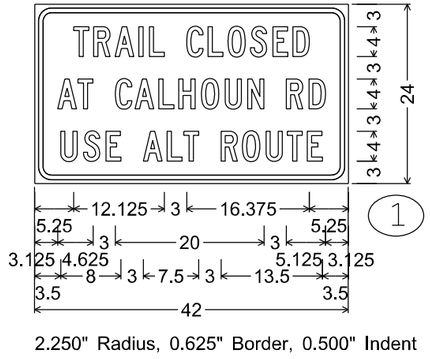
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WISDOT/CADDS SHEET 42

NOTES

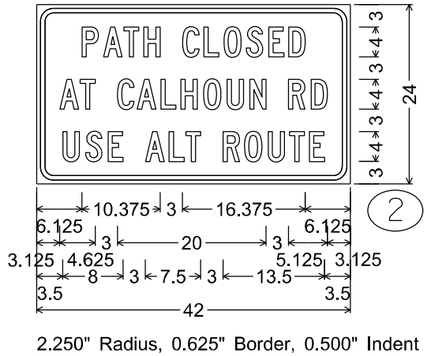
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2. Color:
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   Message - Black
3. Message Series - C



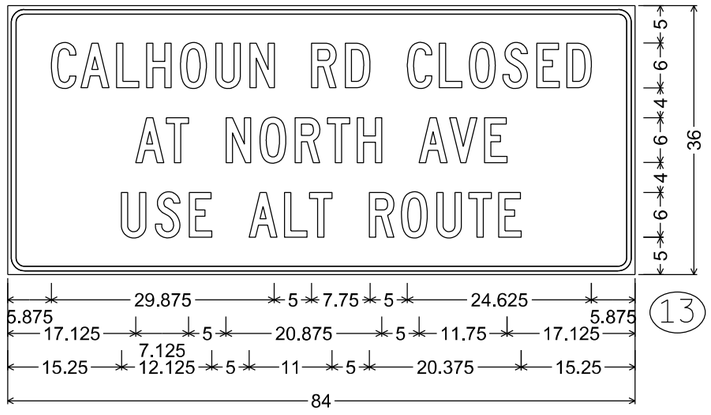
3.000" Radius, 1.000" Border, 0.750" Indent



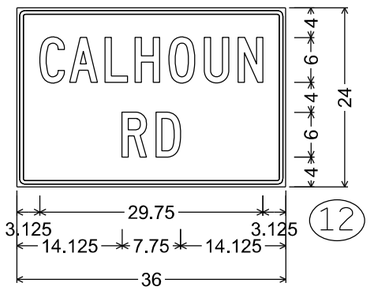
2.250" Radius, 0.625" Border, 0.500" Indent



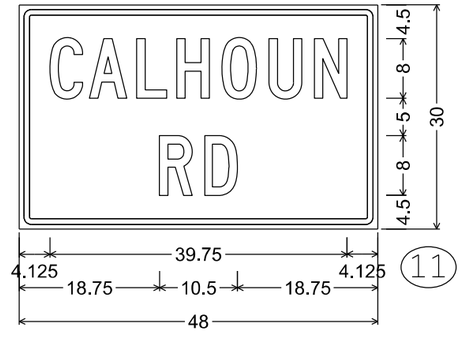
2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent



1.125" Radius, 0.500" Border, 0.375" Indent



1.625" Radius, 0.750" Border, 0.625" Indent

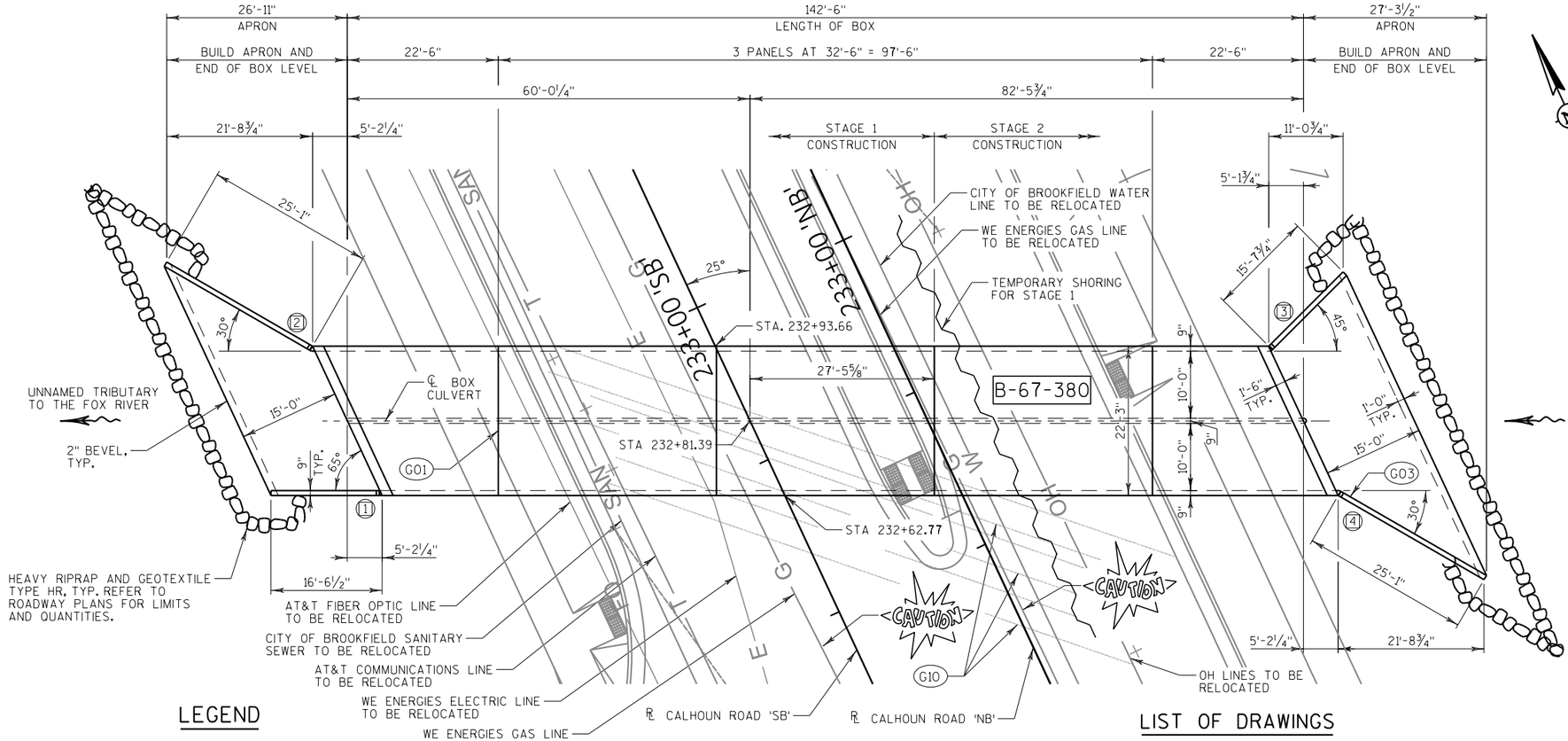
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PROJECT NO: 2783-05-70	HWY: CALHOUN RD	COUNTY: WAUKESHA	TEMPORARY SIGNING	SHEET NO: 516	E

STATE PROJECT NUMBER

2783-05-70

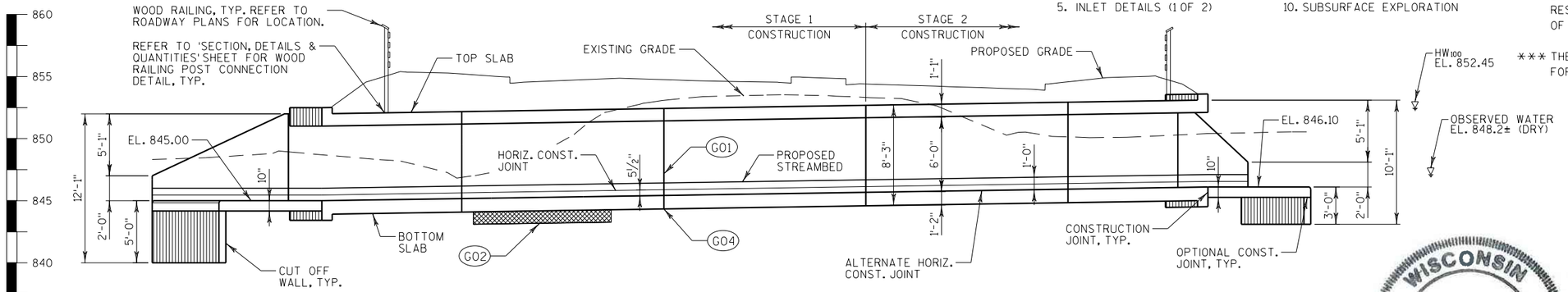


LEGEND

(1) - INDICATES WING NUMBER

PLAN

(TWO CELL CONCRETE BOX CULVERT)



OUTLET — SECTION — INLET

(INTERIOR WALL NOT SHOWN)

LIST OF DRAWINGS

1. GENERAL PLAN
2. SECTION, DETAILS & QUANTITIES
3. BOX DETAILS (1 OF 2)
4. BOX DETAILS (2 OF 2)
5. INLET DETAILS (1 OF 2)
6. INLET DETAILS (2 OF 2)
7. OUTLET DETAILS (1 OF 2)
8. OUTLET DETAILS (2 OF 2)
9. BILL OF BARS
10. SUBSURFACE EXPLORATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF= 1.18
OPERATING RATING FACTOR: RF= 1.53
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 255 KIPS
EARTH LOAD: DESIGNED FOR 1.0 TO 2.5 FT. OF FILL.

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'c = 3,500 P.S.I

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 610 C.F.S.
VELOCITY = 8.7 F.P.S
HW_{100} = EL. 852.45
WATERWAY AREA = 69.7 SQ. FT.
DRAINAGE AREA = 0.55 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 175 C.F.S.
VELOCITY = 5.7 F.P.S
HW_2 = EL. 851.03

TRAFFIC VOLUME

CALHOUN ROAD

A.D.T. = 18,900 (2041)
R.D.S. = 40 M.P.H.

FOUNDATION DATA

BOX CULVERT BARREL AND APRONS TO BE SUPPORTED ON SOIL WITH A REQUIRED FACTORED BEARING RESISTANCE OF 3,645 PSF***. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE BARREL BOTTOM SLAB AND THE APRON SLABS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1015	232+32.5'NB' 69.9'LT.	NW FLANGE BOLT OF HYDRANT AT THE NORTHWEST CORNER OF THE HOLLY LANE AND CALHOUN ROAD INTERSECTION	854.60

NOTES

(G01) VERTICAL CONSTRUCTION JOINT WITH 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP SLAB. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

(G02) UNDERCUT 1'-0". EXCAVATION FOR UNDERCUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE GEOTEXTILE TYPE C, AND BACKFILL WITH 'BREAKER RUN'. EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

(G03) NAME PLATE LOCATION. SEE DETAIL 'NAME PLATE LOCATION WING 4' ON 'INLET DETAILS (1 OF 2)' SHEET.

(G04) IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY PROVIDE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING.

(G10) EXISTING CMP CULVERT PIPES TO BE REMOVED. REFER TO ROADWAY PLANS FOR REMOVAL DETAILS AND BID ITEM.

WISCONSIN
SCOTT J. GINAL
E-38680
PORT WASHINGTON, WI
PROFESSIONAL ENGINEER
7/30/2020

STRUCTURE DESIGN CONTACTS:
AARON BONK (608) 261-0261
SCOTT GINAL (262) 317-3344

NO.	DATE	REVISION	BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/05/20
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-67-380

CALHOUN ROAD OVER UNNAMED TRIBUTARY TO THE FOX RIVER

COUNTY	TOWN/CITY/~~VILLAGE~~
WAUKESHA	BROOKFIELD

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	PRF	DESIGN CK'D.	SJG	DRAWN BY	PFP	PLANS CK'D.	SJG

GENERAL PLAN

SHEET 1 OF 10
517

8

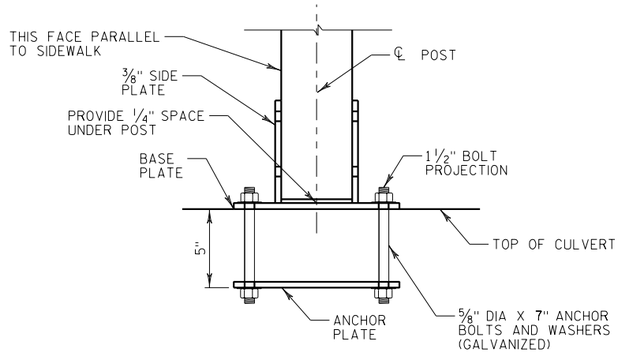
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STATE PROJECT NUMBER

2783-05-70

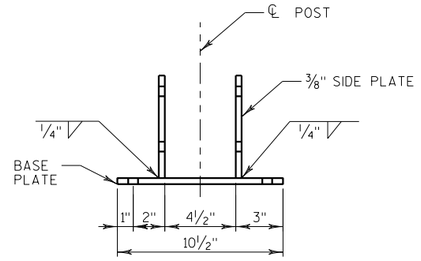
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-67-380	LS	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	2,405
311.0110	BREAKER RUN	TON	350
504.0100	CONCRETE MASONRY CULVERTS	CY	389
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	43,440
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,160
511.1200	TEMPORARY SHORING B-67-380	SF	322
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	39
645.0105	GEOTEXTILE TYPE C	SY	582
	NON-BID ITEMS		
	FILLER	SIZE	¾"

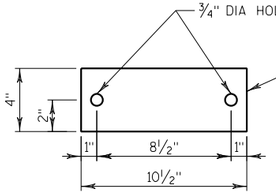


WOOD RAILING POST CONNECTION

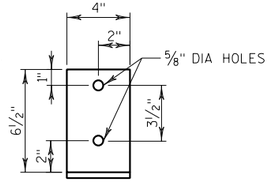
☆ NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



POST BRACKET ASSEMBLY



ANCHOR PLATE AND BASE PLATE



SIDE PLATE DETAIL

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-67-380" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

WITHIN THE LENGTH OF THE BOX ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

REMOVAL OF THE EXISTING CULVERT PIPES IS INCLUDED IN THE ROADWAY PLAN BID ITEMS.

REFER TO ROADWAY CONSTRUCTION DETAILS FOR TEMPORARY DIVERSION DETAILS INCLUDING TEMPORARY PIPES, CHANNEL, STREAM RELOCATION, GRADING, AND DEWATERING. BID ITEMS AND QUANTITIES ARE INCLUDED IN THE ROADWAY PLANS.

REFER TO ROADWAY PLANS FOR TRAFFIC CONTROL PLANS AND STAGED CONTRUCTION DETAILS.

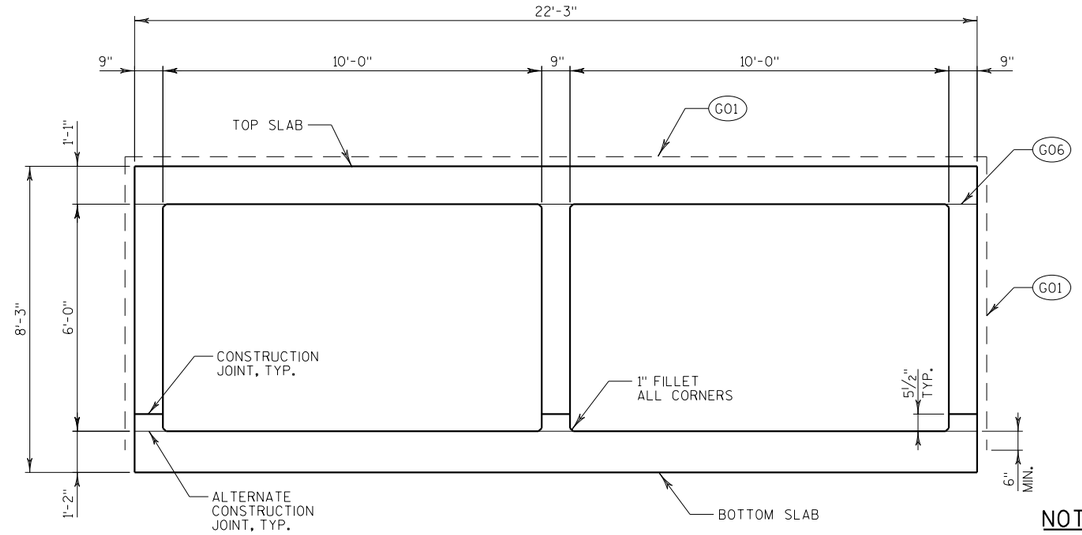
REFER TO ROADWAY PLANS FOR BID ITEM AND QUANTITY OF STREAMBED MATERIAL INSIDE THE BOX CULVERT.

REFER TO ROADWAY PLANS FOR WOOD RAILING LOCATION AND INSTALLATION. WOOD RAILING LAYOUT BY THE ENGINEER IN THE FIELD.

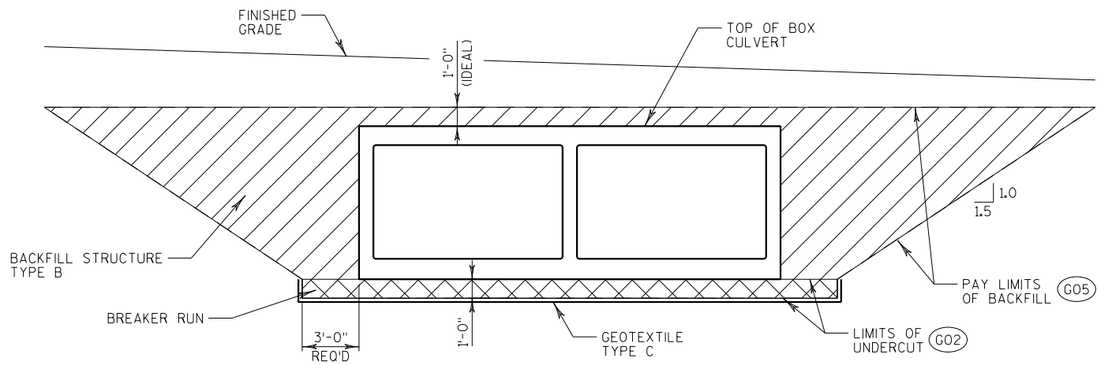
WOOD RAILING POST CONNECTION DETAIL INCLUDING POST, HARDWARE, BRACKET ASSEMBLY AND ANCHOR PLATE INCIDENTAL TO THE BID ITEM 'WOOD RAILING'. REFER TO ROADWAY PLANS FOR BID ITEM AND QUANTITIES. HARDWARE AND POST BRACKETS TO BE GALVANIZED AFTER WELDING AND DRILLING.

THE EMBEDDED ANCHOR PLATE AND ANCHOR BOLTS ARE SUPPLIED BY THE RAILING FABRICATOR AND INSTALLED BY THE MASONRY CONTRACTOR. STEEL PLATES SHALL BE ASTM A709, GRADE 36.

☆ ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE. ADHESIVE ANCHORS SHALL CONFORM TO SECTIONS 502.2.12 AND 502.3.14 OF THE STANDARD SPECIFICATIONS.



TYPICAL SECTION THRU BOX



BACKFILL PAY LIMITS

NOTES

G01 VERTICAL CONSTRUCTION JOINT WITH 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP SLAB. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

G02 UNDERCUT 1'-0". EXCAVATION FOR UNDERCUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE GEOTEXTILE TYPE C AND BACKFILL WITH 'BREAKER RUN'. EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

G05 BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

G06 OPTIONAL CONSTRUCTION JOINT. OMIT 1" 'FILLET IF OPTIONAL CONSTRUCTION JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

SECTION, DETAILS & QUANTITIES

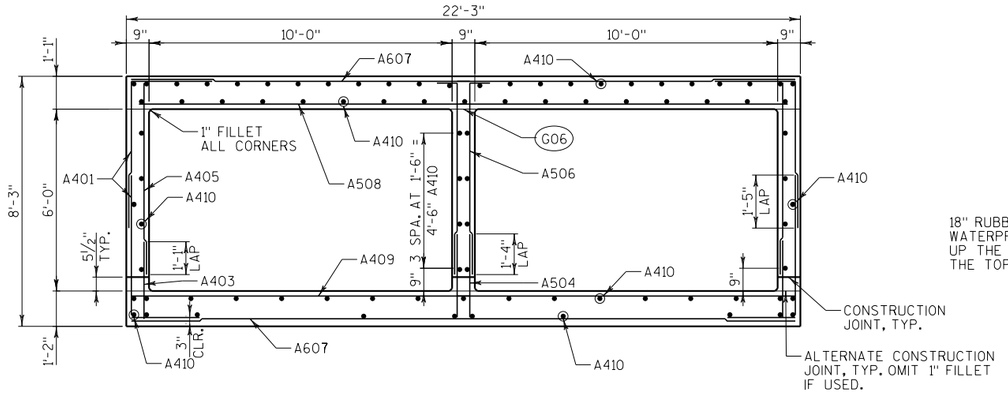
SHEET 2 OF 10
518

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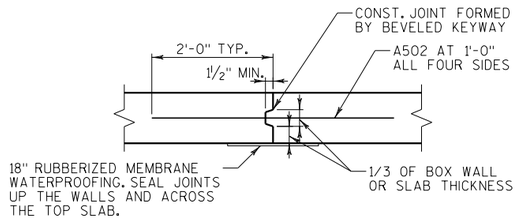
STATE PROJECT NUMBER

2783-05-70



TYPICAL SECTION THRU BOX - INTERIOR PANEL

ALL LONGITUDINAL REINFORCING NOT OTHERWISE LABELED ARE A410 BARS.



VERTICAL CONSTRUCTION JOINT

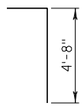
IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. A502 BARS AT 1-0" REQUIRED.

BILL OF BARS - BARREL (INTERIOR PANELS)

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		588	7'-7"	X		TOP AND BOTTOM SLAB CORNERS
A502		120	4'-0"			VERTICAL CONSTRUCTION JOINT DOWELS
A403		150	2'-7"			EXT. WALL INSIDE VERTICAL DOWEL
A504		150	2'-10"			INT. WALL VERTICAL DOWEL
A405		150	6'-3"			EXT. WALL INSIDE VERTICAL
A506		150	7'-2"	X		INT. WALL VERTICAL
A607		294	21'-11"			TOP & BOT. SLAB OUTSIDE TRANSVERSE
A508		147	21'-11"			TOP SLAB INSIDE TRANSVERSE
A409		147	21'-11"			BOT. SLAB INSIDE TRANSVERSE
A410		258	32'-2"			WALL AND SLAB LONGITUDINAL

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

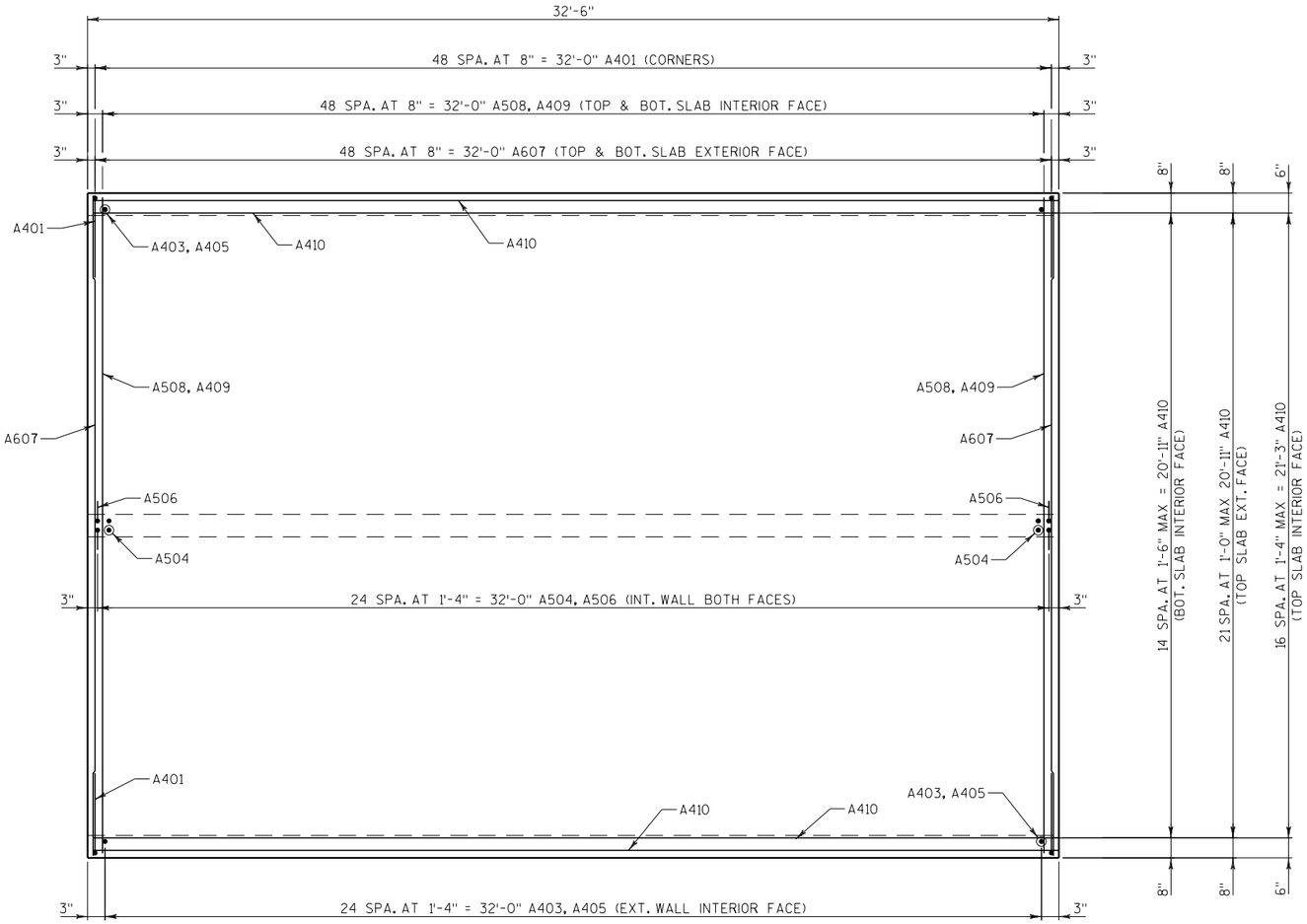
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



A401



A506



PLAN TYPICAL INTERIOR PANEL

NOTES

(G06) OPTIONAL CONSTRUCTION JOINT. OMIT 1" 'FILLET IF OPTIONAL CONSTRUCTION JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

BOX DETAILS (1 OF 2)

SHEET 3 OF 10

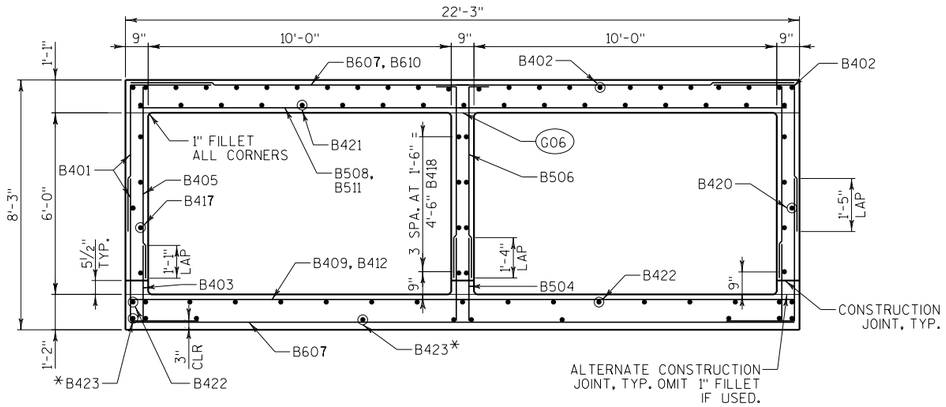
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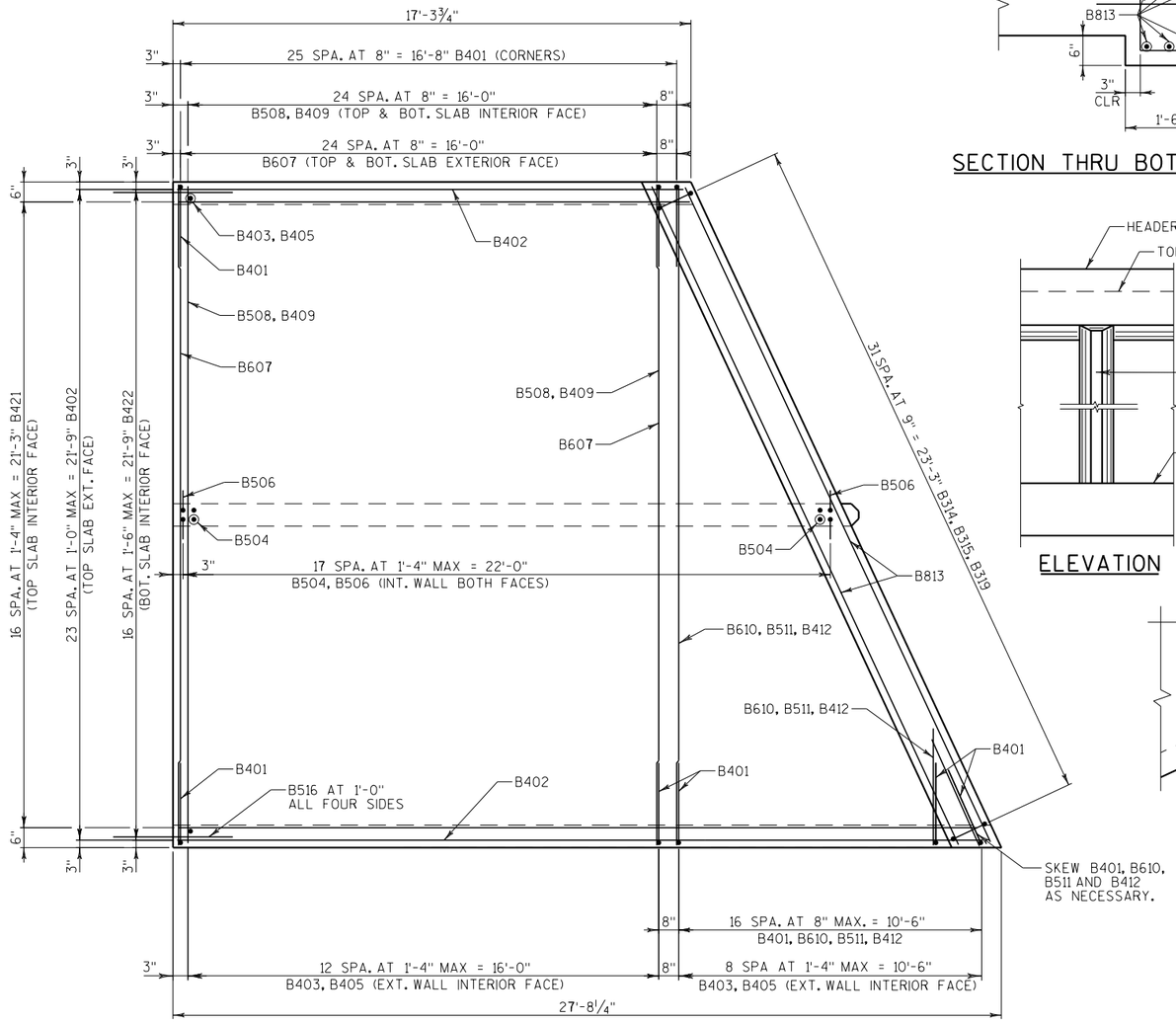
STATE PROJECT NUMBER

2783-05-70



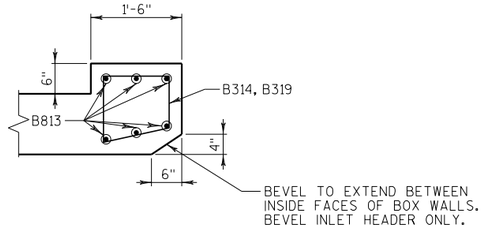
TYPICAL SECTION THRU BOX - EXTERIOR PANEL

*CUT B423 BARS TO LENGTH IN THE FIELD.

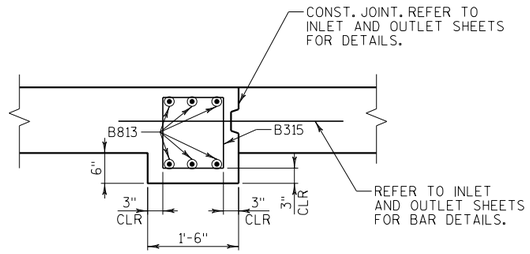


PLAN EXTERIOR PANEL

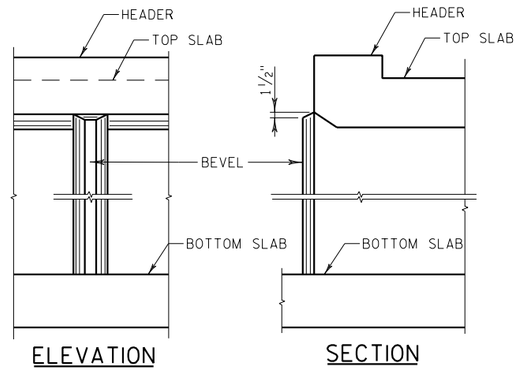
(INLET PANEL SHOWN, OUTLET SIMILAR)



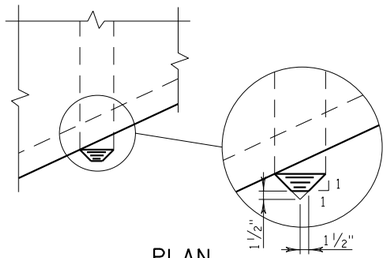
SECTION THRU TOP SLAB HEADER



SECTION THRU BOTTOM SLAB HEADER



ELEVATION SECTION



PLAN

INLET NOSE DETAILS

BILL OF BARS - BARREL (EXTERIOR PANEL)

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		272	7'-7"	X		TOP & BOT. SLAB CORNERS
B402		48	22'-2"		Ⓧ	TOP SLAB OUTSIDE - LONGITUDINAL
B403		70	2'-7"			EXTERIOR WALL VERTICAL DOWEL
B504		72	2'-10"			INTERIOR WALL VERTICAL DOWEL
B405		70	6'-3"			EXT. WALL INSIDE VERTICAL
B506		72	7'-2"	X		INT. WALL VERTICAL
B607		100	21'-11"			TOP & BOT. SLAB OUTSIDE TRANSVERSE
B508		50	21'-11"			TOP SLAB INSIDE TRANSVERSE
B409		50	21'-11"			BOT. SLAB INSIDE TRANSVERSE
B610		68	12'-6"		Ⓧ	TOP & BOT. SLAB TRANS. - END SECTION
B511		34	12'-6"		Ⓧ	TOP SLAB INSIDE TRANS. - END SECTION
B412		34	12'-6"		Ⓧ	BOT. SLAB INSIDE TRANS. - END SECTION
B813		24	24'-2"			LONGITUDINAL BAR - HEADER
B314		32	5'-0"	X		TRANSVERSE HOOP - INLET TOP HEADER
B315		64	4'-11"	X		TRANSVERSE HOOP - BOTTOM HEADER
B516		120	4'-0"			HORIZONTAL DOWEL - EXTERIOR TO INTERIOR PANEL
B417		10	16'-11"			EXTERIOR WALL - LONGITUDINAL
B418		16	22'-2"			INTERIOR WALL - LONGITUDINAL
B319		32	5'-3"	X		TRANSVERSE HOOP - OUTLET TOP HEADER
B420		10	27'-4"			EXTERIOR WALL - LONGITUDINAL
B421		34	22'-2"		Ⓧ	TOP SLAB INSIDE - LONGITUDINAL
B422		34	22'-2"		Ⓧ	BOTTOM SLAB INSIDE - LONGITUDINAL
B423		20	27'-4"			BOTTOM SLAB OUTSIDE - LONGITUDINAL

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

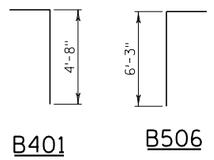
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

Ⓧ THE LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE 'BAR SERIES TABLE' FOR ACTUAL LENGTHS.

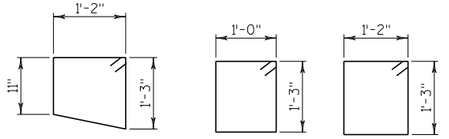
BAR SERIES TABLE - BARREL

BAR MARK	NO. REQ'D.	LENGTH
B402	2 SERIES OF 24	16'-11" TO 27'-4"
B610	4 SERIES OF 17	3'-0" TO 21'-11"
B511	2 SERIES OF 17	3'-0" TO 21'-11"
B412	2 SERIES OF 17	3'-0" TO 21'-11"
B421	2 SERIES OF 17	16'-11" TO 27'-4"
B422	2 SERIES OF 17	16'-11" TO 27'-4"

BUNDLE AND TAG EACH SERIES SEPARATELY.



B401 B506



B314 B315 B319

NOTES

G06 OPTIONAL CONSTRUCTION JOINT. OMIT 1" FILLET IF OPTIONAL CONSTRUCTION JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

BOX DETAILS
(2 OF 2)

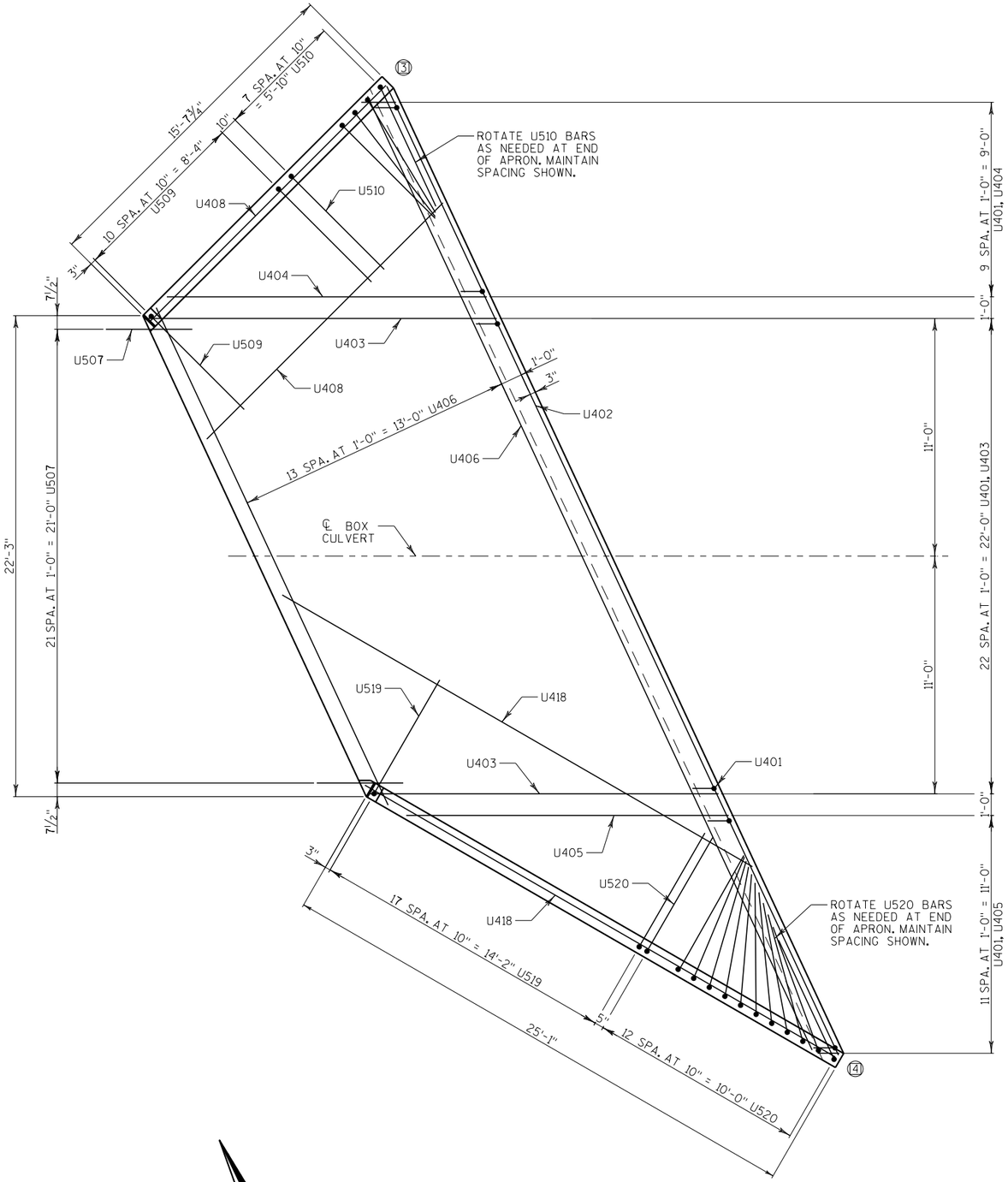
SHEET 4 OF 10
520

8

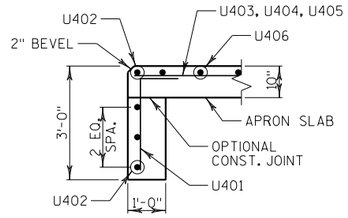
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STATE PROJECT NUMBER

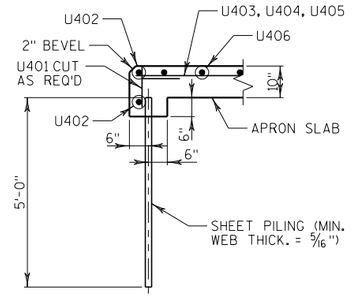
2783-05-70



INLET APRON REINFORCEMENT PLAN

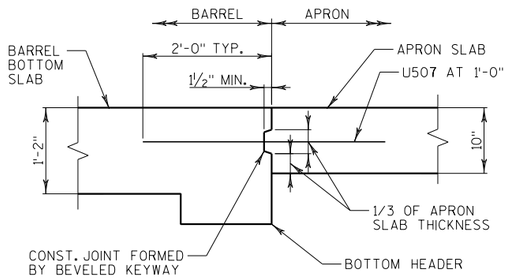


INLET CUT-OFF WALL



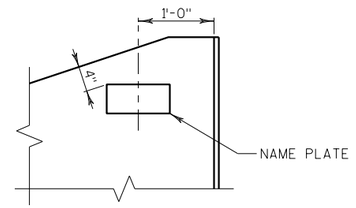
ALTERNATE CUT-OFF WALL

THE ABOVE ALTERNATE MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT-OFF WALL. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALL.



INLET APRON CONNECTION DETAIL

IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. U507 BARS AT 1-0" REQUIRED.



NAME PLATE LOCATION
WING 4

(LOOKING AT FRONT FACE)

LEGEND

⬡ - INDICATES WING NUMBER

F.F. = FRONT FACE

B.F. = BACK FACE

E.F. = EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

INLET DETAILS (1 OF 2)

SHEET 5 OF 10

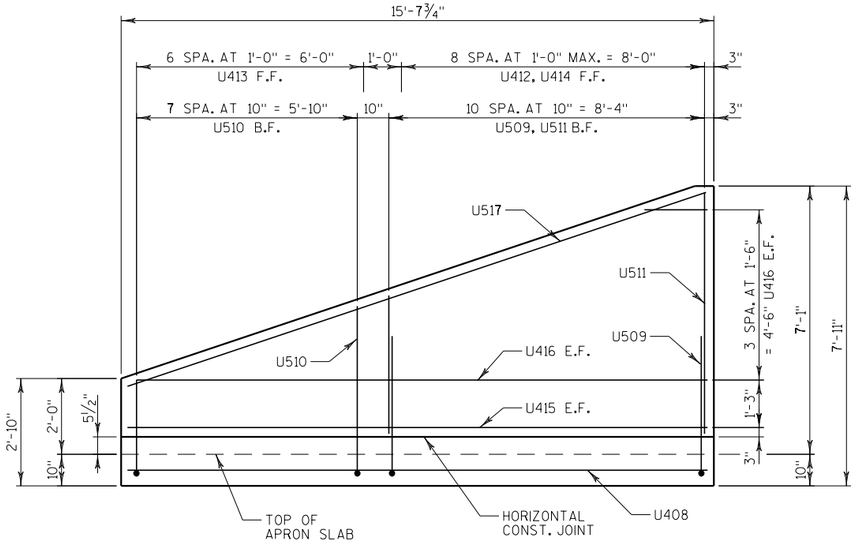
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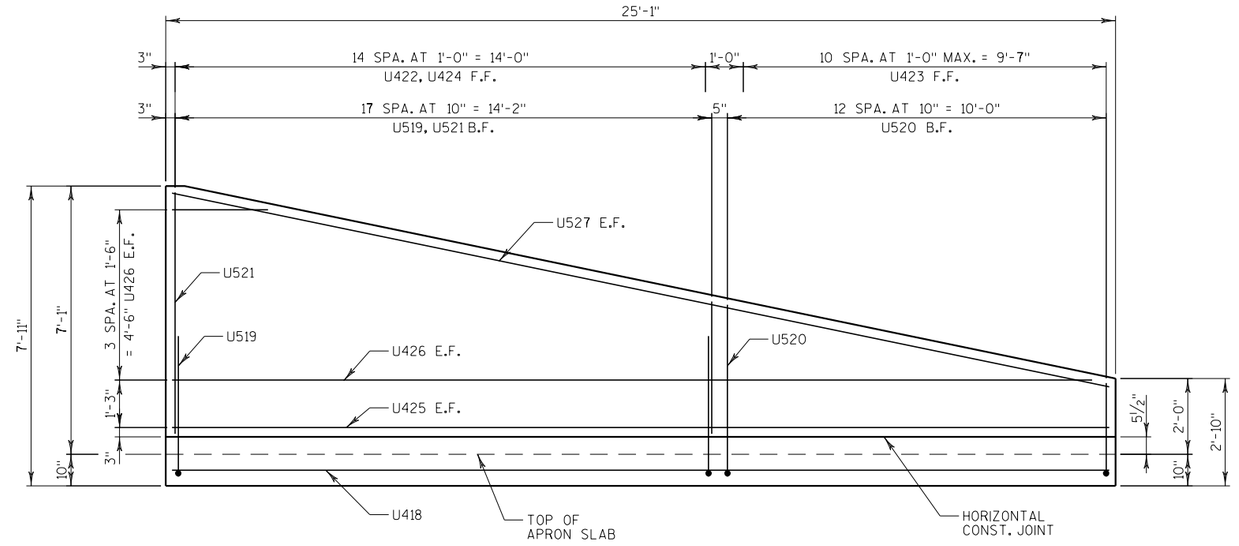
STATE PROJECT NUMBER

2783-05-70



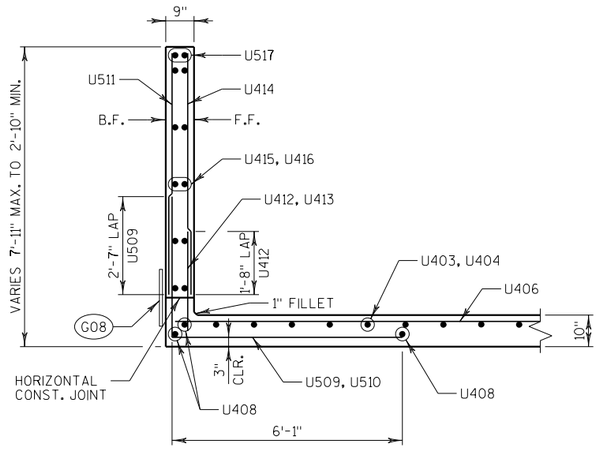
WING 3 ELEVATION

(BACK FACE REINFORCEMENT SHOWN)

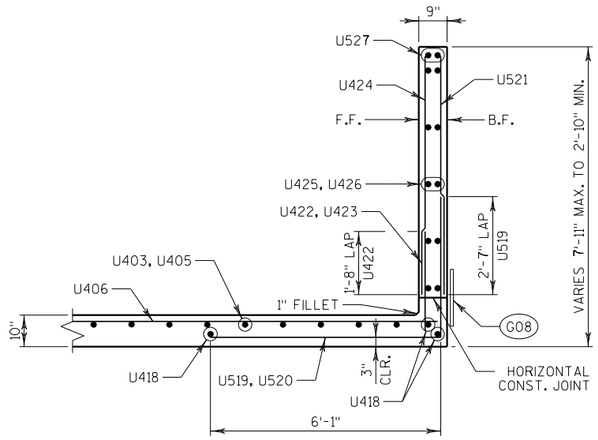


WING 4 ELEVATION

(BACK FACE REINFORCEMENT SHOWN)



WING 3 SECTION



WING 4 SECTION

NOTES

(G08) 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZONTAL CONSTRUCTION JOINT IN WING.

LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

E.F. = EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

INLET DETAILS (2 OF 2)

SHEET 6 OF 10

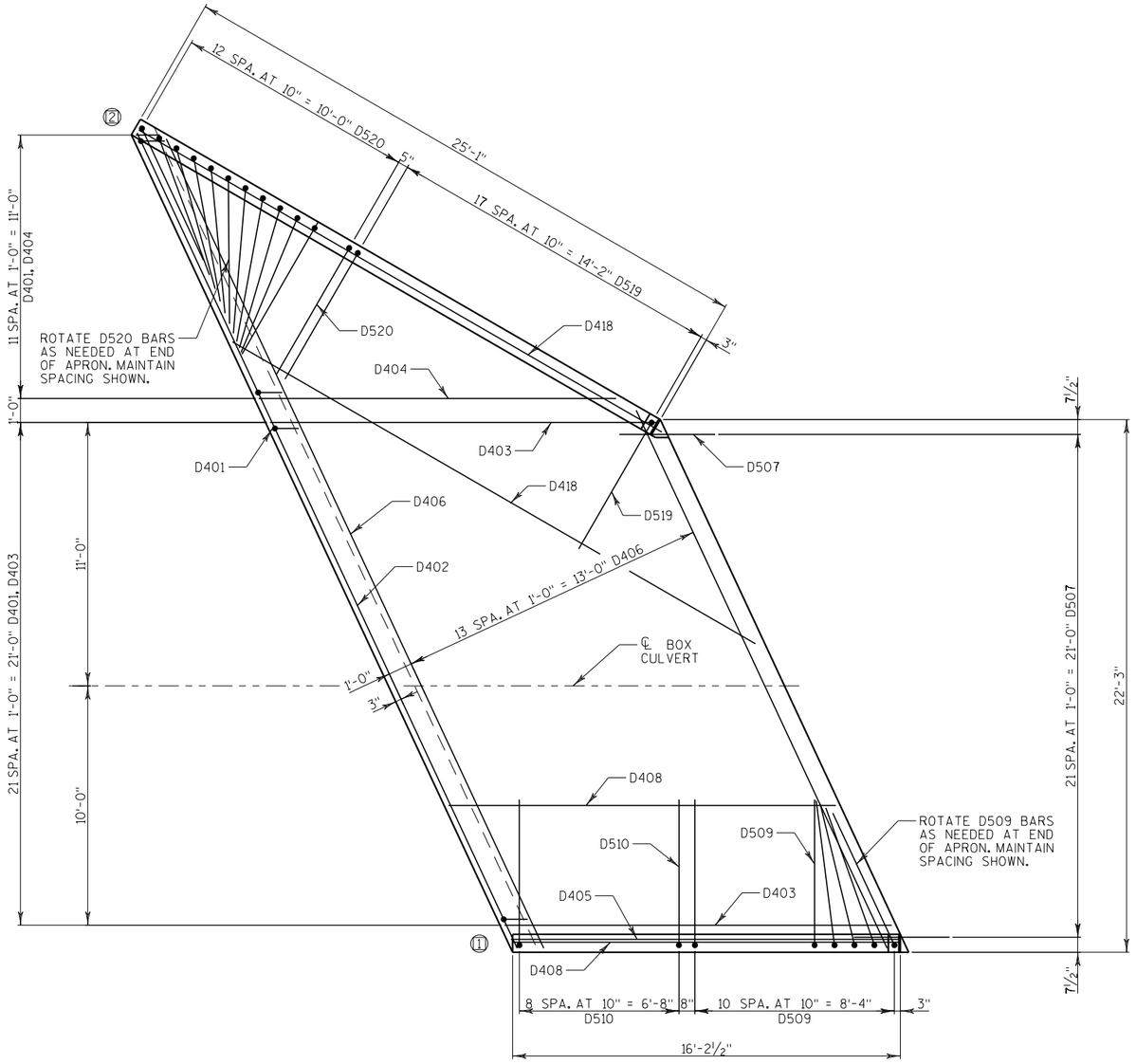
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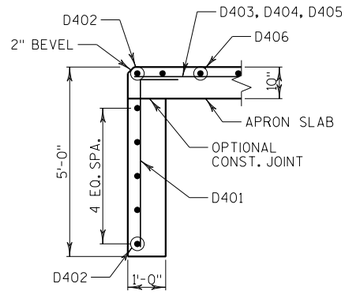
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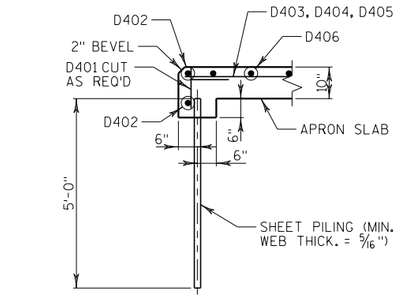
2783-05-70



OUTLET APRON REINFORCEMENT PLAN

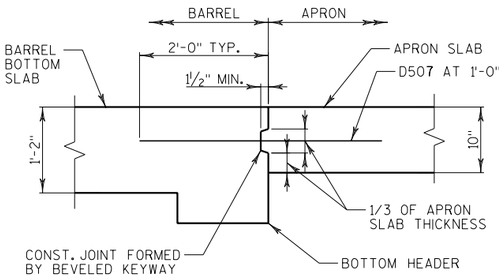


OUTLET CUT-OFF WALL



ALTERNATE CUT-OFF WALL

THE ABOVE ALTERNATE MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT-OFF WALL. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALL.



OUTLET APRON CONNECTION DETAIL

IN LIEU OF CONSTRUCTION JOINTS IN THE BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. D507 BARS AT 1-0" REQUIRED.

LEGEND

(11) - INDICATES WING NUMBER

F.F. = FRONT FACE

B.F. = BACK FACE

E.F. = EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

OUTLET DETAILS (1 OF 2)

SHEET 7 OF 10

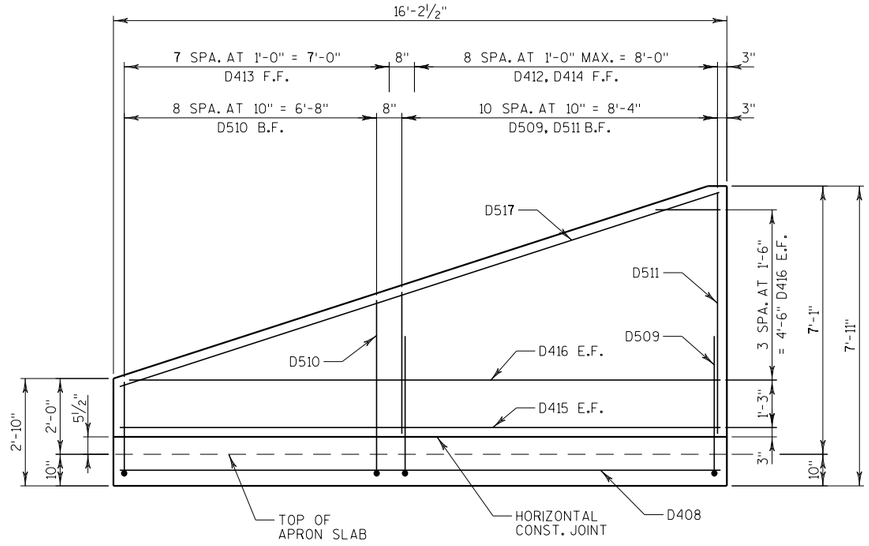
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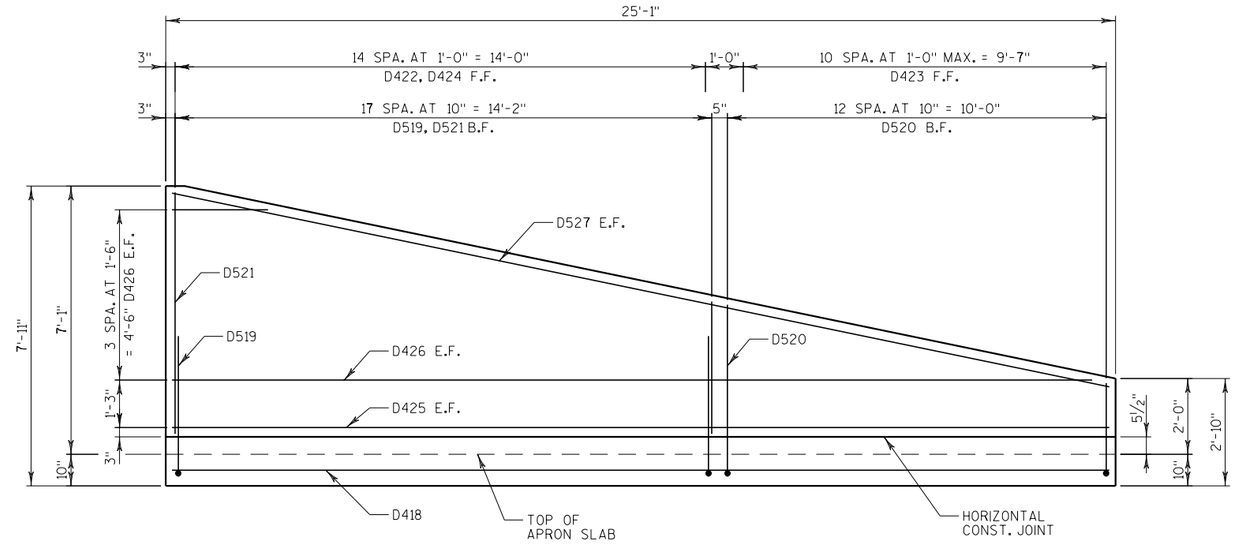
STATE PROJECT NUMBER

2783-05-70



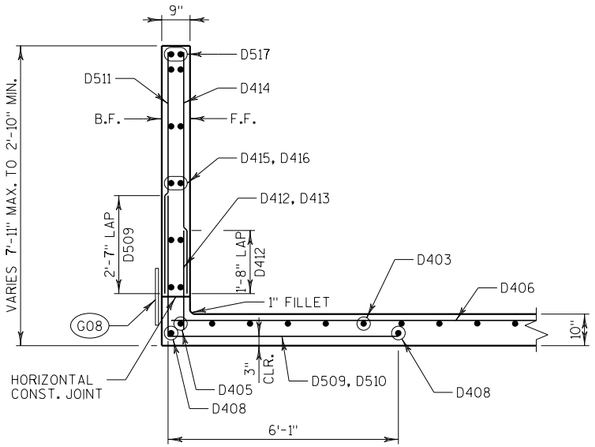
WING 1 ELEVATION

(BACK FACE REINFORCEMENT SHOWN)

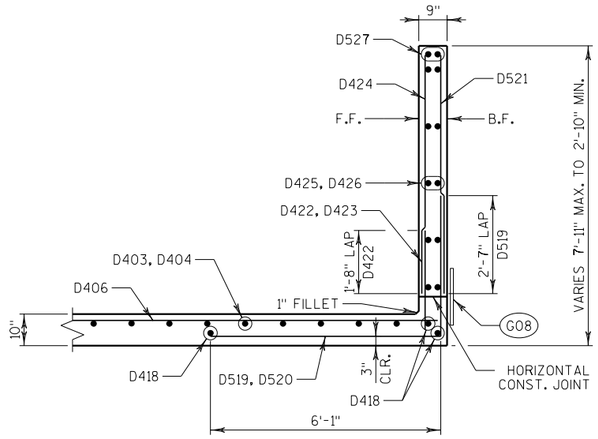


WING 2 ELEVATION

(BACK FACE REINFORCEMENT SHOWN)



WING 1 SECTION



WING 2 SECTION

NOTES

(G08) 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZONTAL CONSTRUCTION JOINT IN WING.

LEGEND

F.F. = FRONT FACE

B.F. = BACK FACE

E.F. = EACH FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

OUTLET DETAILS (2 OF 2)

SHEET 8 OF 10

524

8

8

STATE PROJECT NUMBER
2783-05-70

BILL OF BARS - INLET

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		45	3'-6"	X		CUT-OFF WALL VERTICAL
U402		4	49'-5"			CUT-OFF WALL HORIZONTAL
U403		23	16'-1"			APRON SLAB LONGITUDINAL TOP
U404		10	8'-2"		Ⓧ	APRON SLAB LONGITUDINAL TOP
U405		12	8'-0"		Ⓧ	APRON SLAB LONGITUDINAL TOP
U406		14	37'-0"		Ⓧ	APRON SLAB TRANSVERSE TOP
U507		22	4'-0"			APRON AND BARREL SLAB CONST. JOINT DOWEL
U408		3	15'-5"			WING 3 APRON SLAB HORIZONTAL
U509	X	11	9'-9"	X		WING 3 STEM VERTICAL BACK FACE
U510	X	8	9'-6"	X	Ⓧ	WING 3 STEM VERTICAL BACK FACE
U511	X	11	5'-0"		Ⓧ	WING 3 STEM VERTICAL BACK FACE
U412	X	9	2'-10"			WING 3 STEM VERTICAL FRONT FACE
U413	X	7	3'-6"		Ⓧ	WING 3 STEM VERTICAL FRONT FACE
U414	X	9	5'-0"		Ⓧ	WING 3 STEM VERTICAL FRONT FACE
U415	X	2	15'-3"			WING 3 STEM HORIZONTAL EACH FACE
U416	X	8	8'-4"		Ⓧ	WING 3 STEM HORIZONTAL EACH FACE
U517	X	2	16'-0"			WING 3 STEM HORIZONTAL TOP EACH FACE
U418		3	25'-1"			WING 4 APRON SLAB HORIZONTAL
U519	X	18	9'-9"	X		WING 4 STEM VERTICAL BACK FACE
U520	X	13	9'-6"	X	Ⓧ	WING 4 STEM VERTICAL BACK FACE
U521	X	18	4'-11"		Ⓧ	WING 4 STEM VERTICAL BACK FACE
U422	X	15	2'-10"			WING 4 STEM VERTICAL FRONT FACE
U423	X	11	3'-5"		Ⓧ	WING 4 STEM VERTICAL FRONT FACE
U424	X	15	4'-11"		Ⓧ	WING 4 STEM VERTICAL FRONT FACE
U425	X	2	24'-8"			WING 4 STEM HORIZONTAL EACH FACE
U426	X	8	13'-4"		Ⓧ	WING 4 STEM HORIZONTAL EACH FACE
U527	X	2	25'-2"			WING 4 STEM HORIZONTAL TOP EACH FACE

BILL OF BARS - OUTLET

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
D401		34	5'-6"	X		CUT-OFF WALL VERTICAL
D402		6	37'-6"			CUT-OFF WALL HORIZONTAL
D403		22	16'-1"			APRON SLAB LONGITUDINAL TOP
D404		12	8'-0"		Ⓧ	APRON SLAB LONGITUDINAL TOP
D405		1	16'-2"			APRON SLAB LONGITUDINAL TOP
D406		14	31'-0"		Ⓧ	APRON SLAB TRANSVERSE TOP
D507		22	4'-0"			APRON AND BARREL SLAB CONST. JOINT DOWEL
D408		2	16'-2"			WING 1 APRON SLAB HORIZONTAL
D509	X	11	9'-9"	X		WING 1 STEM VERTICAL BACK FACE
D510	X	9	9'-7"	X	Ⓧ	WING 1 STEM VERTICAL BACK FACE
D511	X	11	5'-0"		Ⓧ	WING 1 STEM VERTICAL BACK FACE
D412	X	9	2'-10"			WING 1 STEM VERTICAL FRONT FACE
D413	X	7	3'-7"		Ⓧ	WING 1 STEM VERTICAL FRONT FACE
D414	X	9	5'-1"		Ⓧ	WING 1 STEM VERTICAL FRONT FACE
D415	X	2	15'-10"			WING 1 STEM HORIZONTAL EACH FACE
D416	X	8	8'-7"		Ⓧ	WING 1 STEM HORIZONTAL EACH FACE
D517	X	2	16'-7"			WING 1 STEM HORIZONTAL TOP EACH FACE
D418		3	25'-1"			WING 2 APRON SLAB HORIZONTAL
D519	X	18	9'-9"	X		WING 2 STEM VERTICAL BACK FACE
D520	X	13	9'-6"	X	Ⓧ	WING 2 STEM VERTICAL BACK FACE
D521	X	18	4'-11"		Ⓧ	WING 2 STEM VERTICAL BACK FACE
D422	X	15	2'-10"			WING 2 STEM VERTICAL FRONT FACE
D423	X	11	3'-5"		Ⓧ	WING 2 STEM VERTICAL FRONT FACE
D424	X	15	4'-11"		Ⓧ	WING 2 STEM VERTICAL FRONT FACE
D425	X	2	24'-8"			WING 2 STEM HORIZONTAL EACH FACE
D426	X	8	13'-4"		Ⓧ	WING 2 STEM HORIZONTAL EACH FACE
D527	X	2	25'-2"			WING 2 STEM HORIZONTAL TOP EACH FACE

BAR SERIES TABLE - INLET

BAR MARK	NO. REQ'D.	LENGTH
U404	1 SERIES OF 10	1'-7" TO 14'-9"
U405	1 SERIES OF 12	1'-0" TO 14'-11"
U406	1 SERIES OF 14	25'-4" TO 48'-8"
U510	1 SERIES OF 8	8'-6" TO 10'-5"
U511	1 SERIES OF 11	3'-7" TO 6'-4"
U413	1 SERIES OF 7	2'-6" TO 4'-6"
U414	1 SERIES OF 9	3'-8" TO 6'-4"
U416	2 SERIES OF 4	1'-7" TO 15'-0"
U520	1 SERIES OF 13	8'-5" TO 10'-6"
U521	1 SERIES OF 18	3'-5" TO 6'-4"
U423	1 SERIES OF 11	2'-5" TO 4'-5"
U424	1 SERIES OF 15	3'-6" TO 6'-4"
U426	2 SERIES OF 4	2'-5" TO 24'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

BAR SERIES TABLE - OUTLET

BAR MARK	NO. REQ'D.	LENGTH
D404	1 SERIES OF 12	1'-0" TO 14'-11"
D406	1 SERIES OF 14	24'-9" TO 37'-3"
D510	1 SERIES OF 9	8'-6" TO 10'-7"
D511	1 SERIES OF 11	3'-8" TO 6'-4"
D413	1 SERIES OF 7	2'-6" TO 4'-8"
D414	1 SERIES OF 9	3'-10" TO 6'-4"
D416	2 SERIES OF 4	1'-7" TO 15'-6"
D520	1 SERIES OF 13	8'-5" TO 10'-6"
D521	1 SERIES OF 18	3'-5" TO 6'-4"
D423	1 SERIES OF 11	2'-5" TO 4'-5"
D424	1 SERIES OF 15	3'-6" TO 6'-4"
D426	2 SERIES OF 4	2'-5" TO 24'-2"

BUNDLE AND TAG EACH SERIES SEPARATELY.

NOTES

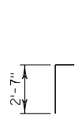
THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

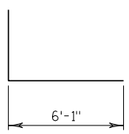
Ⓧ LENGTH SHOWN FOR BARS IN SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE 'BAR SERIES TABLE' FOR ACTUAL LENGTHS.

◐ 3/4" FILLER TO EXTEND FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WING.

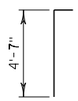
▲ 18" RUBBERIZED MEMBRANE WATERPROOFING TO EXTEND FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WALL. (FLUSH WITH FACE OF CONCRETE)



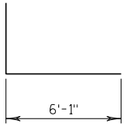
U401



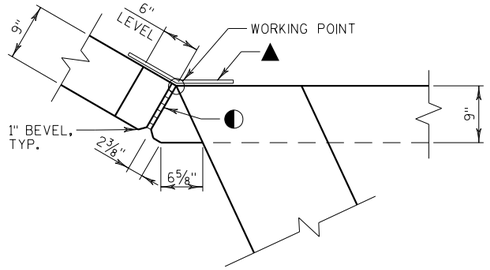
U509, U510, U519, U520



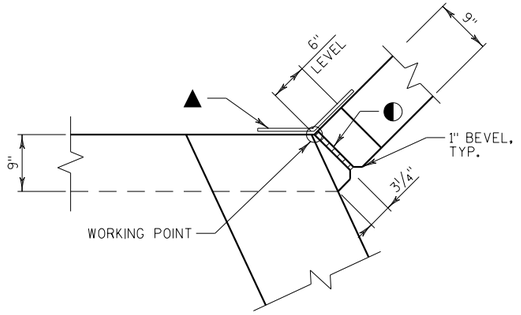
D401



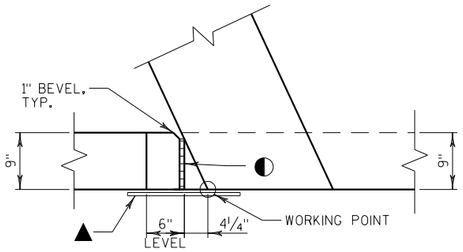
D509, D510, D519, D520



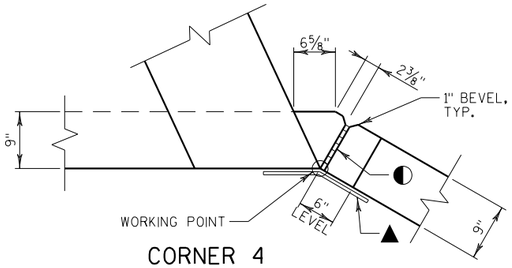
CORNER 2



CORNER 3



CORNER 1



CORNER 4

CORNER DETAILS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PRF | PLANS CK'D. SJG

BILL OF BARS

SHEET 9 OF 10
525

8

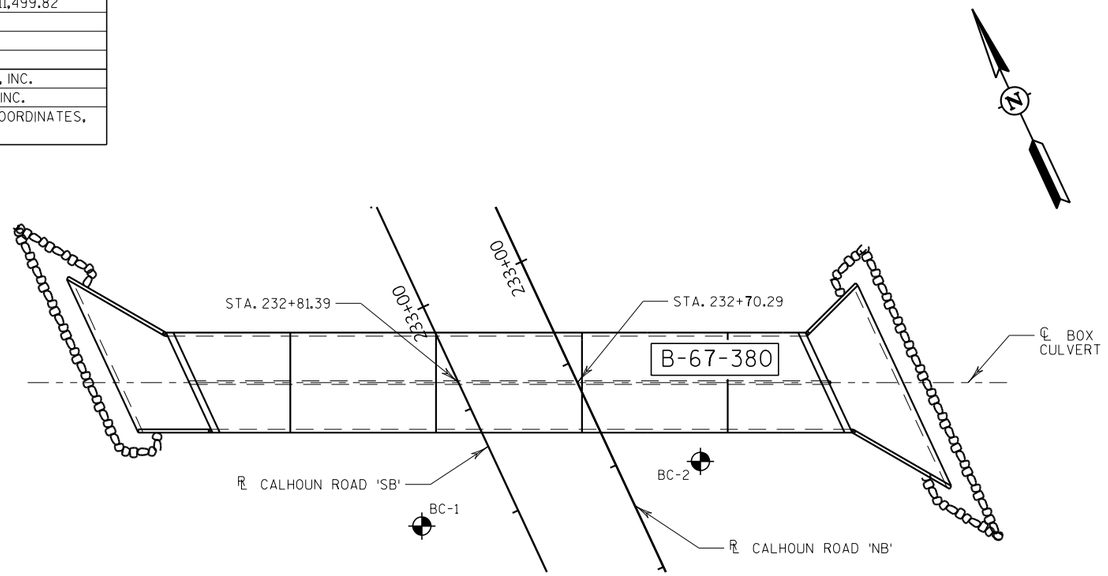
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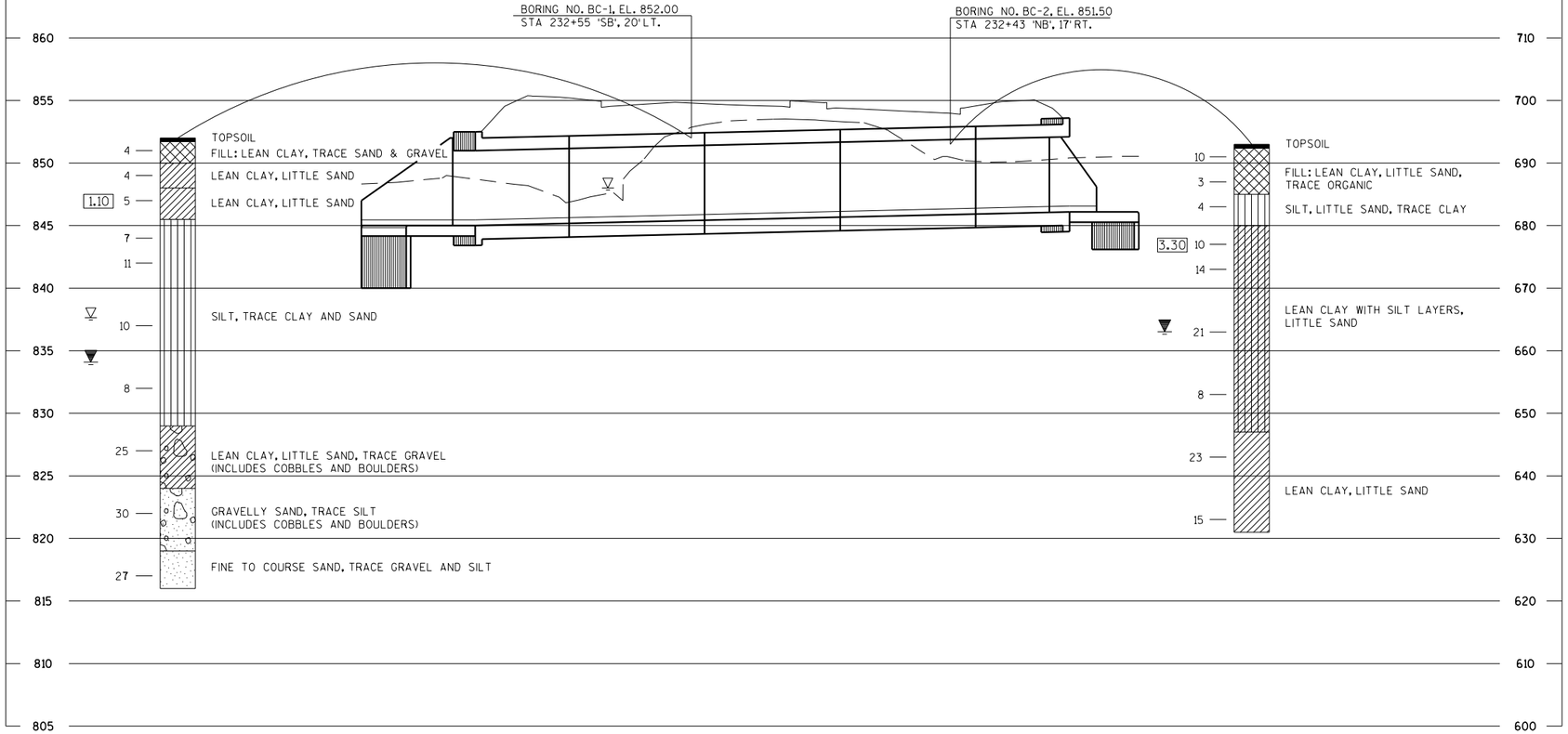
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BC-1	AUGUST 27, 2018	181,227.65	711,437.62
BC-2	AUGUST 27, 2018	181,198.88	711,499.82

BORINGS COMPLETED BY: GILES ENGINEERING ASSOCIATES, INC.

REPORT COMPLETED BY: GILES ENGINEERING ASSOCIATES, INC.

ALL COORDINATES REFERENCED TO WISCONSIN COUNTY COORDINATES, WAUKESHA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET





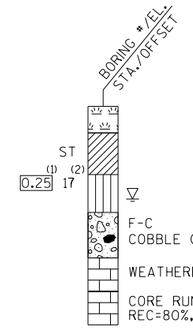
STATE PROJECT NUMBER

2783-05-70

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-67-380

DRAWN BY PFP | PLANS CK'D. SJG

SUBSURFACE EXPLORATION

SHEET 10 OF 10

526

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ROADWAY DIVISION - CALHOUN ROAD NB

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Expanded Marsh Backfill 1.50	Mass Ordinate
214+50	0.00	101.29	0.00	0.00	0	0	0	0	0	0	0
215+00	50.00	145.28	0.03	0.00	228	0	0	228	0	0	228
215+50	50.00	157.08	0.00	0.00	280	0	0	508	0	0	508
216+00	50.00	149.42	0.00	0.00	284	0	0	792	0	0	792
216+50	50.00	122.00	0.00	0.00	251	0	0	1,043	0	0	1,043
217+00	50.00	105.49	4.33	0.00	211	4	0	1,254	4	0	1,250
217+50	50.00	111.01	5.27	0.00	200	9	0	1,454	14	0	1,440
218+00	50.00	127.08	0.65	0.00	220	5	0	1,675	20	0	1,655
218+50	50.00	144.41	0.12	0.00	251	1	0	1,926	21	0	1,905
219+00	50.00	172.51	6.94	0.00	293	7	0	2,220	28	0	2,191
219+50	50.00	127.51	88.80	0.00	278	89	0	2,498	126	0	2,372
220+00	50.00	218.07	256.38	0.00	320	320	0	2,818	477	0	2,340
220+50	50.00	194.79	148.87	0.00	382	375	0	3,200	890	0	2,310
221+00	50.00	137.68	66.15	0.00	308	199	0	3,508	1,109	0	2,399
221+50	50.00	129.59	68.05	0.00	247	124	0	3,755	1,246	0	2,509
222+00	50.00	128.41	109.04	0.00	239	164	0	3,994	1,426	0	2,568
222+50	50.00	127.20	59.42	0.00	237	156	0	4,231	1,598	0	2,633
223+00	50.00	180.12	1.30	0.00	285	56	0	4,515	1,660	0	2,856
223+50	50.00	59.52	184.81	0.00	222	172	0	4,737	1,849	0	2,888
224+00	50.00	41.27	158.22	0.00	93	318	0	4,830	2,199	0	2,632
224+50	50.00	35.62	218.14	0.00	71	348	0	4,902	2,582	0	2,320
224+90.26	40.26	43.43	221.24	0.00	59	328	0	4,961	2,942	0	2,018
225+00	9.74	42.59	210.81	0.00	16	78	0	4,976	3,028	0	1,948
225+50	50.00	39.97	189.72	0.00	76	371	0	5,053	3,436	0	1,617
226+00	50.00	61.34	101.43	0.00	94	270	0	5,146	3,732	0	1,414
226+50	50.00	72.91	66.18	0.00	124	155	0	5,271	3,903	0	1,368
227+00	50.00	75.60	57.01	0.00	138	114	0	5,408	4,029	0	1,380
227+50	50.00	85.04	32.10	0.00	149	83	0	5,557	4,119	0	1,438
228+00	50.00	59.28	26.86	0.00	134	55	0	5,691	4,179	0	1,511
228+50	50.00	61.36	19.80	0.00	112	43	0	5,802	4,227	0	1,575
229+00	50.00	24.02	226.21	0.00	79	228	0	5,881	4,477	0	1,404
229+50	50.00	25.76	224.01	0.00	46	417	0	5,927	4,936	0	991
230+00	50.00	33.47	203.12	0.00	55	395	0	5,982	5,371	0	611
230+50	50.00	50.36	158.85	0.00	78	335	0	6,060	5,740	0	320
231+00	50.00	60.08	56.39	0.00	102	199	0	6,162	5,959	0	203
231+50	50.00	107.11	138.31	0.00	155	180	0	6,317	6,157	0	160
232+00	50.00	198.06	129.06	0.00	283	248	0	6,599	6,430	0	170
232+50	50.00	135.91	97.09	0.00	309	209	0	6,909	6,660	0	249
233+00.09	50.09	59.72	20.88	0.00	181	109	0	7,090	6,780	0	310
233+50	49.91	140.05	1.10	0.00	185	20	0	7,275	6,803	0	472
234+00	50.00	168.58	0.00	0.00	286	1	0	7,561	6,804	0	757
234+50	50.00	217.44	0.00	0.00	357	0	0	7,918	6,804	0	1,114
235+00	50.00	290.01	0.00	0.00	470	0	0	8,388	6,804	0	1,584
235+50	50.00	457.86	0.00	0.00	692	0	0	9,080	6,804	0	2,277
236+00	50.00	568.06	0.00	0.00	950	0	0	10,030	6,804	0	3,226

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ROADWAY DIVISION - CALHOUN ROAD NB (CONTINUED)

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
		Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
236+50	50.00	572.52	0.00	0.00	1,056	0	0	11,086	6,804	0	4,283
237+00	50.00	489.10	0.00	0.00	983	0	0	12,069	6,804	0	5,266
237+50	50.00	82.68	6.41	0.00	529	6	0	12,599	6,810	0	5,788
238+00	50.00	198.85	0.00	0.00	261	6	0	12,859	6,817	0	6,043
238+36.15	36.15	73.10	0.00	0.00	182	0	0	13,042	6,817	0	6,225
238+50	13.85	68.20	0.00	0.00	36	0	0	13,078	6,817	0	6,261
239+00	50.00	44.87	13.31	0.00	105	12	0	13,182	6,830	0	6,352
239+50	50.00	52.23	4.89	0.00	90	17	0	13,272	6,849	0	6,423
240+00	50.00	105.22	1.76	0.00	146	6	0	13,418	6,856	0	6,562
240+50	50.00	158.77	2.43	0.00	244	4	0	13,663	6,860	0	6,803
241+00	50.00	97.96	5.11	0.00	238	7	0	13,900	6,868	0	7,033
241+50.09	50.09	85.15	42.26	0.00	170	44	0	14,070	6,916	0	7,154
242+00	49.91	70.65	35.27	0.00	144	72	0	14,214	6,995	0	7,219
242+50	50.00	128.09	4.84	0.00	184	37	0	14,398	7,036	0	7,362
243+00	50.00	146.29	1.72	0.00	254	6	0	14,652	7,042	0	7,610
243+50	50.00	186.17	0.08	0.00	308	2	0	14,960	7,044	0	7,916
244+00	50.00	187.77	0.00	0.00	346	0	0	15,306	7,044	0	8,262
244+50	50.00	152.28	1.64	0.00	315	2	0	15,621	7,046	0	8,575
245+00	50.00	119.54	15.54	0.00	252	16	0	15,873	7,063	0	8,809
245+50	50.00	115.51	4.61	0.00	218	19	0	16,090	7,084	0	9,006
246+00	50.00	84.84	9.06	0.00	186	13	0	16,276	7,098	0	9,178
246+50	50.00	86.83	2.21	0.00	159	10	0	16,435	7,109	0	9,326
247+00	50.00	88.73	1.93	0.00	163	4	0	16,597	7,114	0	9,484
247+50	50.00	93.60	1.36	0.00	169	3	0	16,766	7,117	0	9,649
248+00	50.00	97.50	4.24	0.00	177	5	0	16,943	7,123	0	9,821
248+50	50.00	110.38	13.35	0.00	192	16	0	17,136	7,141	0	9,995
249+00	50.00	176.53	0.19	0.00	266	13	0	17,401	7,154	0	10,247
249+50	50.00	154.57	0.27	0.00	307	0	0	17,708	7,155	0	10,553
250+00	50.00	154.98	0.00	0.00	287	0	0	17,995	7,155	0	10,839
250+50	50.00	153.05	0.00	0.00	285	0	0	18,280	7,155	0	11,125
251+00	50.00	128.45	3.45	0.00	261	3	0	18,540	7,159	0	11,382
251+25	25.00	340.31	42.98	0.00	217	21	0	18,757	7,182	0	11,575
251+28.66	3.66	334.16	45.59	0.00	46	6	0	18,803	7,189	0	11,614
251+50	21.34	303.92	49.67	0.00	252	38	0	19,055	7,230	0	11,825
252+00	50.00	59.85	105.82	88.87	337	144	82	19,392	7,389	123	12,004
252+50	50.00	58.76	132.60	759.09	110	221	785	19,502	7,632	1,301	11,870
253+00	50.00	40.34	115.38	1415.96	92	230	2,014	19,594	7,884	4,322	11,710
253+50	50.00	43.13	81.63	1202.90	77	182	2,425	19,671	8,085	7,959	11,586
254+00	50.00	47.43	68.20	971.97	84	139	2,014	19,755	8,237	10,980	11,518
254+50	50.00	35.35	91.73	1086.10	77	148	1,906	19,832	8,400	13,838	11,431
255+00	50.00	28.54	131.15	1269.85	59	206	2,181	19,891	8,627	17,111	11,263
255+50	50.00	32.19	108.29	1108.76	56	222	2,202	19,947	8,871	20,414	11,076
256+00	50.00	30.52	107.79	1101.96	58	200	2,047	20,005	9,091	23,485	10,914
256+50	50.00	27.14	106.39	1236.50	53	198	2,165	20,058	9,309	26,733	10,749
257+00	50.00	28.85	102.14	1202.53	52	193	2,258	20,110	9,522	30,120	10,588

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PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | EARTHWORK DATA | SHEET NO: 528 | E

FILE NAME : T:\1112700\cadd\Civil3D\22501200\SheetsPlan\090101_EW.ppt PLOT DATE : 9/22/2020 10:40 AM PLOT BY : PLOT NAME : 090101_EW PLOT SCALE : 1.000000:1.000000

WISDOT / CADDS SHEET 42

ROADWAY DIVISION - CALHOUN ROAD NB (CONTINUED)

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
		Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
257+50	50.00	34.04	85.59	1250.46	58	174	2,271	20,168	9,713	33,527	10,455
258+00	50.00	36.07	91.78	1496.55	65	164	2,544	20,233	9,894	37,342	10,340
258+50	50.00	31.20	90.84	1398.21	62	169	2,680	20,296	10,080	41,363	10,216
259+00	50.00	29.85	88.54	1259.98	57	166	2,461	20,352	10,262	45,055	10,090
259+50	50.00	26.63	73.85	923.80	52	150	2,022	20,404	10,428	48,088	9,977
260+00	50.00	24.69	75.71	591.48	48	138	1,403	20,452	10,580	50,192	9,872
260+50	50.00	16.63	84.84	401.90	38	149	920	20,490	10,744	51,572	9,747
261+00	50.00	12.70	95.59	340.80	27	167	688	20,517	10,927	52,604	9,590
261+50	50.00	13.48	90.98	341.19	24	173	631	20,542	11,117	53,551	9,424
262+00	50.00	15.73	118.43	306.13	27	194	599	20,569	11,331	54,450	9,238
262+50	50.00	26.84	88.06	324.98	39	191	584	20,608	11,541	55,326	9,067
263+00	50.00	49.07	71.51	315.51	70	148	593	20,678	11,703	56,216	8,975
263+50	50.00	57.36	52.58	428.19	99	115	689	20,777	11,830	57,249	8,947
264+00	50.00	47.19	39.14	692.24	97	85	1,037	20,874	11,923	58,805	8,950
264+50	50.00	25.13	44.68	629.65	67	78	1,224	20,941	12,009	60,641	8,932
265+00	50.00	8.68	91.68	472.83	31	126	1,021	20,972	12,148	62,172	8,824
265+50	50.00	1.97	152.86	397.95	10	226	806	20,982	12,397	63,382	8,585
266+00	50.00	15.12	157.24	336.22	16	287	680	20,998	12,712	64,401	8,285
266+50	50.00	0.00	183.54	290.58	14	316	580	21,012	13,060	65,272	7,952
267+00	50.00	0.00	190.80	245.77	0	347	497	21,012	13,441	66,017	7,571
267+50	50.00	0.92	181.79	196.96	1	345	410	21,013	13,820	66,632	7,192
268+00	50.00	17.78	124.43	133.42	17	284	306	21,030	14,132	67,090	6,898
268+50	50.00	9.37	27.71	79.30	25	141	197	21,055	14,287	67,386	6,768
269+00	50.00	60.85	16.05	0.00	65	41	73	21,120	14,332	67,496	6,788
269+50	50.00	91.15	7.61	0.00	141	22	0	21,261	14,356	67,496	6,905
270+00	50.00	115.57	2.51	0.00	191	9	0	21,452	14,366	67,496	7,086
270+50	50.00	102.06	4.71	0.00	202	7	0	21,654	14,373	67,496	7,280
271+00	50.00	86.39	7.32	0.00	174	11	0	21,828	14,386	67,496	7,442
271+50	50.00	96.74	8.26	0.00	170	14	0	21,998	14,402	67,496	7,596
271+94.94	44.94	154.03	0.00	0.00	209	7	0	22,206	14,409	67,496	7,797
272+00.1	5.16	148.12	0.00	0.00	29	0	0	22,235	14,409	67,496	7,826
272+50	49.90	67.65	9.98	0.00	199	9	0	22,435	14,419	67,496	8,015
273+00	50.00	55.00	10.34	0.00	114	19	0	22,548	14,440	67,496	8,108
273+50	50.00	38.70	13.27	0.00	87	22	0	22,635	14,464	67,496	8,171
274+00	50.00	15.15	23.01	0.00	50	34	0	22,685	14,501	67,496	8,184
274+50	50.00	5.77	45.46	0.00	19	63	0	22,704	14,571	67,496	8,134
275+00	50.00	15.79	44.25	0.00	20	83	0	22,724	14,662	67,496	8,062
275+50	50.00	66.84	19.76	0.00	77	59	0	22,801	14,727	67,496	8,073
276+00	50.00	91.91	12.66	0.00	147	30	0	22,948	14,760	67,496	8,187
276+50	50.00	101.99	13.39	0.00	180	24	0	23,127	14,787	67,496	8,340
277+00	50.00	108.10	11.95	0.00	195	23	0	23,322	14,813	67,496	8,509
277+50	50.00	101.79	10.10	0.00	194	20	0	23,516	14,835	67,496	8,681
278+00	50.00	188.19	0.00	0.00	268	9	0	23,785	14,845	67,496	8,939
278+38.62	38.62	246.39	0.00	0.00	311	0	0	24,095	14,845	67,496	9,250
278+50	11.38	246.78	0.00	0.00	104	0	0	24,199	14,845	67,496	9,354

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ROADWAY DIVISION - CALHOUN ROAD NB (CONTINUED)

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
		Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
279+00	50.00	116.15	0.00	0.00	336	0	0	24,535	14,845	67,496	9,690
279+50	50.00	110.05	0.01	0.00	209	0	0	24,745	14,845	67,496	9,899
280+00	50.00	106.90	0.81	0.00	201	1	0	24,946	14,846	67,496	10,099
280+50	50.00	107.02	0.07	0.00	198	1	0	25,144	14,847	67,496	10,297
281+00	50.00	131.40	0.00	0.00	221	0	0	25,365	14,847	67,496	10,517
281+50	50.00	125.56	0.00	0.00	238	0	0	25,602	14,847	67,496	10,755
282+00	50.00	124.04	0.31	0.00	231	0	0	25,834	14,848	67,496	10,986
282+50	50.00	119.03	5.68	0.00	225	6	0	26,059	14,854	67,496	11,205
283+00	50.00	242.59	0.29	0.00	335	6	0	26,393	14,860	67,496	11,534
283+02.73	2.73	246.35	0.32	0.00	25	0	0	26,418	14,860	67,496	11,558
283+50	47.27	170.33	0.18	0.00	365	0	0	26,783	14,860	67,496	11,923
284+00	50.00	201.34	1.37	0.00	344	1	0	27,127	14,862	67,496	12,265
284+50	50.00	192.14	1.26	0.00	364	2	0	27,491	14,864	67,496	12,627
285+00	50.00	44.24	23.81	0.00	219	23	0	27,710	14,890	67,496	12,820
285+50	50.00	8.63	58.35	0.00	49	76	0	27,759	14,974	67,496	12,786
286+00	50.00	0.00	115.78	0.00	8	161	0	27,767	15,151	67,496	12,616
286+50	50.00	0.00	171.48	0.00	0	266	0	27,767	15,444	67,496	12,324
287+00	50.00	0.00	137.45	0.00	0	286	0	27,767	15,758	67,496	12,009
287+50	50.00	1.14	91.34	0.00	1	212	0	27,768	15,991	67,496	11,777
288+00	50.00	56.32	35.87	0.00	53	118	0	27,821	16,121	67,496	11,701
288+06.61	6.61	49.88	32.68	0.00	13	8	0	27,834	16,130	67,496	11,704
288+50	43.39	44.31	10.96	0.00	76	35	0	27,910	16,169	67,496	11,742
289+00	50.00	135.23	0.13	0.00	166	10	0	28,076	16,180	67,496	11,896
289+50	50.00	208.44	0.01	0.00	318	0	0	28,395	16,180	67,496	12,215
290+00	50.00	191.28	0.00	0.00	370	0	0	28,765	16,180	67,496	12,585
290+50	50.00	205.36	0.00	0.00	367	0	0	29,132	16,180	67,496	12,952
291+00	50.00	140.18	0.00	0.00	320	0	0	29,452	16,180	67,496	13,272
291+50	50.00	107.02	3.45	0.00	229	3	0	29,681	16,184	67,496	13,497
292+00	50.00	61.40	35.49	0.00	156	36	0	29,837	16,223	67,496	13,613
292+50	50.00	2.53	251.46	0.00	59	266	0	29,896	16,516	67,496	13,380
293+00	50.00	0.00	113.87	0.00	2	338	0	29,898	16,888	67,496	13,011
293+50	50.00	8.07	26.00	0.00	7	130	0	29,906	17,030	67,496	12,876
294+00	50.00	70.57	0.36	0.00	73	24	0	29,979	17,057	67,496	12,922
294+50	50.00	241.10	0.04	0.00	289	0	0	30,267	17,057	67,496	13,210
295+00	50.00	228.96	0.00	0.00	435	0	0	30,702	17,057	67,496	13,645
295+50	50.00	222.07	0.00	0.00	418	0	0	31,120	17,057	67,496	14,063
296+00	50.00	183.18	0.00	0.00	375	0	0	31,495	17,057	67,496	14,438
296+50	50.00	148.15	0.00	0.00	307	0	0	31,802	17,057	67,496	14,745
297+00	50.00	112.60	0.00	0.00	241	0	0	32,043	17,057	67,496	14,986
297+50	50.00	87.59	0.06	0.00	185	0	0	32,229	17,057	67,496	15,171
298+00	50.00	79.75	0.96	0.00	155	1	0	32,384	17,058	67,496	15,325
298+50	50.00	100.42	0.63	0.00	167	1	0	32,551	17,060	67,496	15,491
299+00	50.00	144.81	0.00	0.00	227	1	0	32,778	17,061	67,496	15,717
299+50	50.00	187.75	0.00	0.00	308	0	0	33,086	17,061	67,496	16,025
300+00	50.00	252.98	0.00	0.00	408	0	0	33,494	17,061	67,496	16,433

ROADWAY DIVISION - CALHOUN ROAD NB (CONTINUED)

STATION	Distance	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Fill	Marsh Exc	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
300+50	50.00	295.41	0.00	0.00	508	0	0	34,001	17,061	67,496	16,941
301+00	50.00	290.30	0.00	0.00	542	0	0	34,544	17,061	67,496	17,483
301+50	50.00	206.83	0.00	0.00	460	0	0	35,004	17,061	67,496	17,943
302+00	50.00	152.69	0.00	0.00	333	0	0	35,337	17,061	67,496	18,276
302+50	50.00	96.13	0.00	0.00	230	0	0	35,567	17,061	67,496	18,507
303+00	50.00	125.95	0.00	0.00	206	0	0	35,773	17,061	67,496	18,712
303+50	50.00	92.05	1.88	0.00	202	2	0	35,975	17,063	67,496	18,912
304+00	50.00	107.29	4.38	0.00	185	6	0	36,159	17,069	67,496	19,090
304+50	50.00	117.19	2.62	0.00	208	6	0	36,367	17,076	67,496	19,291
305+00	50.00	134.71	2.14	0.00	233	4	0	36,600	17,081	67,496	19,519
305+50	50.00	164.89	0.00	0.00	277	2	0	36,878	17,083	67,496	19,795
306+00	50.00	160.94	0.11	0.00	302	0	0	37,180	17,083	67,496	20,096
306+50	50.00	104.18	4.62	0.00	245	4	0	37,425	17,088	67,496	20,337
307+00	50.00	115.07	0.16	0.00	203	4	0	37,628	17,093	67,496	20,535
307+50	50.00	127.22	0.00	0.00	224	0	0	37,852	17,093	67,496	20,759
308+00	50.00	117.82	0.00	0.00	227	0	0	38,079	17,093	67,496	20,986
308+50	50.00	106.74	0.00	0.00	208	0	0	38,287	17,093	67,496	21,194
309+00	50.00	124.00	1.51	0.00	214	1	0	38,501	17,095	67,496	21,406
309+50	50.00	105.17	2.12	0.00	212	3	0	38,713	17,098	67,496	21,615
310+00	50.00	155.01	1.17	0.00	241	3	0	38,954	17,102	67,496	21,852
310+50	50.00	171.81	0.55	0.00	303	2	0	39,257	17,103	67,496	22,153
311+00	50.00	112.20	0.43	0.00	263	1	0	39,520	17,104	67,496	22,415
311+50	50.00	108.94	12.77	0.00	205	12	0	39,724	17,118	67,496	22,606
311+94.24	44.24	195.79	0.00	0.00	250	10	0	39,974	17,129	67,496	22,845
311+99.9	5.66	204.06	0.00	0.00	42	0	0	40,016	17,129	67,496	22,886
312+24.19	24.30	138.70	0.32	0.00	154	0	0	40,170	17,130	67,496	23,040
				TOTAL	40,170	15,572	44,997				

ROADWAY DIMSION - CALHOUN ROAD SB

STATION	Distance	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Fill	Marsh Exc	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
214+50	0.00	177.07	0.00	0.00	0	0	0	0	0	0	0
215+00	50.00	236.68	0.00	0.00	383	0	0	383	0	0	383
215+50	50.00	182.24	0.00	0.00	388	0	0	771	0	0	771
216+00	50.00	149.88	0.00	0.00	308	0	0	1,079	0	0	1,079
216+50	50.00	99.50	2.11	0.00	231	2	0	1,309	2	0	1,307
217+00	50.00	89.93	4.84	0.00	175	6	0	1,485	9	0	1,476
217+50	50.00	65.31	12.39	0.00	144	16	0	1,629	27	0	1,602
218+00	50.00	70.34	26.72	0.00	126	36	0	1,754	67	0	1,688
218+50	50.00	69.61	11.24	0.00	130	35	0	1,884	105	0	1,778
219+00	50.00	79.05	10.34	0.00	138	20	0	2,021	127	0	1,894
219+50	50.00	87.86	6.95	0.00	155	16	0	2,176	145	0	2,031
220+00	50.00	103.29	1.65	0.00	177	8	0	2,353	154	0	2,199
220+50	50.00	117.15	3.47	0.00	204	5	0	2,557	159	0	2,398
221+00	50.00	104.85	19.57	0.00	206	21	0	2,763	182	0	2,580
221+50	50.00	112.72	7.51	0.00	201	25	0	2,964	210	0	2,754
222+00	50.00	97.85	4.38	0.00	195	11	0	3,159	222	0	2,937
222+50	50.00	96.11	2.13	0.00	180	6	0	3,339	229	0	3,110
223+00	50.00	157.30	1.63	0.00	235	3	0	3,573	232	0	3,341
223+50	50.00	165.71	2.34	0.00	299	4	0	3,872	236	0	3,636
224+00	50.00	122.32	2.68	0.00	267	5	0	4,139	242	0	3,897
224+50	50.00	119.74	0.00	0.00	224	2	0	4,363	244	0	4,119
224+90.58	40.58	181.67	0.00	0.00	227	0	0	4,590	244	0	4,345
225+00	9.42	181.05	0.00	0.00	63	0	0	4,653	244	0	4,409
225+50	50.00	187.30	0.00	0.00	341	0	0	4,994	244	0	4,750
226+00	50.00	192.07	0.19	0.00	351	0	0	5,345	245	0	5,101
226+50	50.00	170.04	0.38	0.00	335	1	0	5,681	245	0	5,435
227+00	50.00	171.94	0.92	0.00	317	1	0	5,997	246	0	5,751
227+50	50.00	165.15	4.45	0.00	312	5	0	6,309	252	0	6,057
228+00	50.00	100.35	10.85	0.00	246	14	0	6,555	267	0	6,288
228+50	50.00	78.77	14.04	0.00	166	23	0	6,721	293	0	6,428
229+00	50.00	42.23	20.39	0.00	112	32	0	6,833	328	0	6,505
229+50	50.00	62.87	13.50	0.00	97	31	0	6,930	362	0	6,568
230+00	50.00	73.27	3.31	0.00	126	16	0	7,056	380	0	6,677
230+50	50.00	87.75	2.87	0.00	149	6	0	7,205	386	0	6,820
231+00	50.00	95.21	2.51	0.00	169	5	0	7,375	391	0	6,984
231+50	50.00	92.66	2.43	0.00	174	5	0	7,549	396	0	7,152
232+00	50.00	90.54	0.00	0.00	170	2	0	7,718	399	0	7,320
232+06.41	6.41	88.27	0.00	0.00	21	0	0	7,740	399	0	7,341
232+50	43.59	81.28	26.89	0.00	137	22	0	7,877	423	0	7,454
233+00	50.00	155.36	201.36	0.00	219	211	0	8,096	655	0	7,440
233+50	50.00	123.06	201.12	0.00	258	373	0	8,353	1,065	0	7,288
234+00	50.00	132.68	39.31	0.00	237	223	0	8,590	1,310	0	7,280
234+50	50.00	161.71	0.15	0.00	273	37	0	8,863	1,350	0	7,513
235+00	50.00	128.41	6.68	0.00	269	6	0	9,131	1,357	0	7,774
235+50	50.00	141.71	0.18	0.00	250	6	0	9,382	1,364	0	8,017

ROADWAY DIMISION - CALHOUN ROAD SB (CONTINUED)

STATION	Distance	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Fill	Marsh Exc	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
236+00	50.00	132.06	6.22	0.00	253	6	0	9,635	1,371	0	8,264
236+50	50.00	146.88	0.47	0.00	258	6	0	9,893	1,377	0	8,516
237+00	50.00	112.05	6.32	0.00	240	6	0	10,133	1,384	0	8,749
237+50	50.00	72.40	47.29	0.00	171	50	0	10,304	1,439	0	8,865
238+00	50.00	100.89	17.07	0.00	160	60	0	10,464	1,505	0	8,960
238+50	50.00	29.82	80.26	0.00	121	90	0	10,585	1,604	0	8,982
239+00	50.00	6.00	87.86	0.00	33	156	0	10,618	1,775	0	8,844
239+50	50.00	42.35	95.63	0.00	45	170	0	10,663	1,962	0	8,701
240+00	50.00	95.33	53.58	0.00	127	138	0	10,791	2,114	0	8,677
240+50	50.00	123.64	24.47	0.00	203	72	0	10,993	2,193	0	8,800
241+00	50.00	107.42	7.11	0.00	214	29	0	11,207	2,225	0	8,982
241+50	50.00	77.42	30.75	0.00	171	35	0	11,379	2,264	0	9,115
242+00	50.00	71.98	44.83	0.00	138	70	0	11,517	2,341	0	9,176
242+50	50.00	101.13	5.78	0.00	160	47	0	11,677	2,393	0	9,285
243+00	50.00	230.73	0.69	0.00	307	6	0	11,984	2,399	0	9,585
243+50	50.00	170.29	0.14	0.00	371	1	0	12,356	2,400	0	9,956
244+00	50.00	130.69	0.12	0.00	279	0	0	12,635	2,400	0	10,234
244+50	50.00	102.03	0.59	0.00	215	1	0	12,850	2,401	0	10,449
245+00	50.00	105.43	0.00	0.00	192	1	0	13,042	2,402	0	10,641
245+50	50.00	102.56	0.24	0.00	193	0	0	13,235	2,402	0	10,833
246+00	50.00	125.01	0.85	0.00	211	1	0	13,445	2,403	0	11,043
246+50	50.00	129.75	0.88	0.00	236	2	0	13,681	2,405	0	11,277
247+00	50.00	115.74	3.97	0.00	227	4	0	13,909	2,410	0	11,499
247+50	50.00	88.03	8.32	0.00	189	11	0	14,097	2,422	0	11,675
248+00	50.00	50.02	13.48	0.00	128	20	0	14,225	2,444	0	11,781
248+50	50.00	42.04	14.28	0.00	85	26	0	14,310	2,473	0	11,838
249+00	50.00	56.35	12.55	0.00	91	25	0	14,401	2,500	0	11,902
249+50	50.00	70.18	8.56	0.00	117	20	0	14,519	2,521	0	11,997
250+00	50.00	87.93	1.94	0.00	146	10	0	14,665	2,532	0	12,133
250+50	50.00	69.23	5.36	0.00	146	7	0	14,810	2,540	0	12,271
251+00	50.00	176.51	0.00	0.00	228	5	0	15,038	2,545	0	12,493
251+28.65	28.65	209.18	0.00	0.00	205	0	0	15,243	2,545	0	12,698
251+50	21.35	232.69	0.00	0.00	175	0	0	15,417	2,545	0	12,872
252+00	50.00	60.88	14.98	98.65	272	14	91	15,689	2,560	137	13,129
252+50	50.00	41.09	15.11	853.17	94	28	881	15,784	2,591	1,459	13,193
253+00	50.00	14.26	84.43	1473.47	51	92	2,154	15,835	2,692	4,690	13,143
253+50	50.00	22.63	79.74	1221.83	34	152	2,496	15,869	2,859	8,434	13,010
254+00	50.00	32.64	75.47	972.40	51	144	2,032	15,920	3,018	11,481	12,903
254+50	50.00	33.16	95.85	1093.29	61	159	1,913	15,981	3,192	14,350	12,789
255+00	50.00	28.09	65.59	1347.22	57	149	2,260	16,038	3,356	17,740	12,681
255+50	50.00	28.15	91.63	1131.27	52	146	2,295	16,090	3,517	21,182	12,573
256+00	50.00	26.93	82.38	1134.78	51	161	2,098	16,141	3,694	24,330	12,447
256+50	50.00	15.67	122.30	1228.88	39	190	2,189	16,180	3,902	27,613	12,278
257+00	50.00	16.54	109.64	1202.99	30	215	2,252	16,210	4,139	30,990	12,072
257+50	50.00	19.94	96.38	1247.07	34	191	2,269	16,244	4,348	34,393	11,896

ROADWAY DIVISION - CALHOUN ROAD SB (CONTINUED)

		AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			
STATION	Distance	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
258+00	50.00	19.23	100.99	1494.01	36	183	2,538	16,280	4,549	38,200	11,731
258+50	50.00	15.66	113.45	1380.02	32	199	2,661	16,313	4,768	42,192	11,545
259+00	50.00	16.06	144.25	1206.57	29	239	2,395	16,342	5,030	45,784	11,312
259+50	50.00	18.61	67.43	936.90	32	196	1,985	16,374	5,246	48,761	11,128
260+00	50.00	17.71	91.32	580.19	34	147	1,405	16,408	5,408	50,868	11,000
260+50	50.00	12.36	159.15	344.52	28	232	856	16,435	5,663	52,153	10,773
261+00	50.00	11.23	78.59	350.09	22	220	643	16,457	5,905	53,117	10,552
261+50	50.00	13.54	79.80	345.41	23	147	644	16,480	6,066	54,083	10,414
262+00	50.00	16.49	79.38	325.29	28	147	621	16,508	6,228	55,015	10,280
262+50	50.00	14.63	85.44	285.08	29	153	565	16,537	6,396	55,863	10,141
263+00	50.00	15.71	125.31	208.41	28	195	457	16,565	6,611	56,548	9,954
263+50	50.00	18.18	45.47	338.66	31	158	507	16,596	6,785	57,308	9,812
264+00	50.00	13.83	86.49	518.11	30	122	793	16,626	6,919	58,498	9,707
264+50	50.00	6.01	114.81	444.77	18	186	892	16,644	7,124	59,835	9,520
265+00	50.00	43.76	0.00	647.04	46	106	1,011	16,690	7,241	61,352	9,449
265+24.57	24.57	42.86	0.00	645.35	39	0	588	16,730	7,241	62,234	9,489
265+50	25.43	1.14	49.77	584.90	21	23	579	16,751	7,267	63,103	9,484
266+00	50.00	1.67	120.62	460.39	3	158	968	16,753	7,440	64,554	9,313
266+50	50.00	3.45	145.95	394.91	5	247	792	16,758	7,712	65,742	9,046
267+00	50.00	0.00	169.95	333.18	3	292	674	16,761	8,034	66,754	8,727
267+50	50.00	0.00	94.33	296.98	0	245	583	16,761	8,303	67,629	8,458
268+00	50.00	3.38	40.43	199.05	3	125	459	16,764	8,440	68,318	8,324
268+50	50.00	4.24	35.30	2.48	7	70	187	16,771	8,517	68,598	8,254
269+00	50.00	58.70	36.71	0.00	58	67	2	16,830	8,591	68,601	8,239
269+50	50.00	179.35	3.71	0.00	220	37	0	17,050	8,632	68,601	8,418
269+57.93	7.93	178.75	2.89	0.00	53	1	0	17,103	8,633	68,601	8,470
270+00	42.07	106.75	1.54	0.00	222	3	0	17,325	8,637	68,601	8,688
270+50	50.00	86.73	1.82	0.00	179	3	0	17,504	8,640	68,601	8,864
271+00	50.00	112.79	2.17	0.00	185	4	0	17,689	8,644	68,601	9,045
271+50	50.00	174.54	0.00	0.00	266	2	0	17,955	8,646	68,601	9,309
272+00	50.00	206.81	0.00	0.00	353	0	0	18,308	8,646	68,601	9,662
272+50	50.00	111.00	0.24	0.00	294	0	0	18,602	8,647	68,601	9,956
273+00	50.00	95.64	5.34	0.00	191	5	0	18,794	8,652	68,601	10,141
273+50	50.00	87.68	6.80	0.00	170	11	0	18,963	8,665	68,601	10,299
274+00	50.00	75.74	17.41	0.00	151	22	0	19,115	8,689	68,601	10,425
274+50	50.00	38.83	36.60	0.00	106	50	0	19,221	8,744	68,601	10,476
275+00	50.00	64.28	24.99	0.00	95	57	0	19,316	8,807	68,601	10,509
275+50	50.00	97.59	8.88	0.00	150	31	0	19,466	8,842	68,601	10,625
276+00	50.00	96.31	8.22	0.00	180	16	0	19,646	8,859	68,601	10,787
276+50	50.00	101.89	9.57	0.00	184	16	0	19,829	8,877	68,601	10,952
277+00	50.00	108.31	9.58	0.00	195	18	0	20,024	8,897	68,601	11,127
277+50	50.00	96.39	8.75	0.00	190	17	0	20,213	8,915	68,601	11,298
278+00	50.00	96.61	10.97	0.00	179	18	0	20,392	8,935	68,601	11,457
278+37.6	37.60	123.27	3.30	0.00	153	10	0	20,545	8,946	68,601	11,599
278+50	12.40	141.55	0.00	0.00	61	1	0	20,606	8,947	68,601	11,659

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PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | EARTHWORK DATA | SHEET NO: 534 E

FILE NAME : T:\1112700\cadd\Civil3D\22501200\SheetsPlan\090101_EW.ppt PLOT DATE : 7/30/2020 9:40 AM PLOT BY : PLOT NAME : 090101_EW PLOT SCALE : 1.000000:1.000000

WISDOT / CADDS SHEET 42

ROADWAY DIMISION - CALHOUN ROAD SB (CONTINUED)

STATION	Distance	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Fill	Marsh Exc	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
279+00	50.00	210.75	0.00	0.00	326	0	0	20,932	8,947	68,601	11,985
279+50	50.00	161.02	0.00	0.00	344	0	0	21,276	8,947	68,601	12,329
280+00	50.00	144.64	5.71	0.00	283	5	0	21,559	8,953	68,601	12,606
280+50	50.00	138.01	13.18	0.00	262	17	0	21,821	8,972	68,601	12,849
281+00	50.00	279.73	0.00	0.00	387	12	0	22,208	8,986	68,601	13,222
281+02.08	2.08	279.19	0.00	0.00	22	0	0	22,229	8,986	68,601	13,244
281+50	47.92	147.48	0.00	0.00	379	0	0	22,608	8,986	68,601	13,622
282+00	50.00	102.19	4.79	0.00	231	4	0	22,839	8,991	68,601	13,849
282+50	50.00	84.87	20.44	0.00	173	23	0	23,012	9,016	68,601	13,996
283+00	50.00	71.39	40.08	0.00	145	56	0	23,157	9,078	68,601	14,079
283+50	50.00	66.07	45.87	0.00	127	80	0	23,284	9,165	68,601	14,119
284+00	50.00	60.49	32.59	0.00	117	73	0	23,402	9,245	68,601	14,156
284+50	50.00	48.48	38.77	0.00	101	66	0	23,503	9,318	68,601	14,185
285+00	50.00	54.26	36.94	0.00	95	70	0	23,598	9,395	68,601	14,203
285+27.71	27.71	96.60	0.00	0.00	77	19	0	23,675	9,416	68,601	14,259
285+50	22.29	24.89	32.44	0.00	50	13	0	23,725	9,431	68,601	14,295
286+00	50.00	0.00	85.28	0.00	23	109	0	23,748	9,551	68,601	14,198
286+50	50.00	0.00	136.75	0.00	0	206	0	23,748	9,777	68,601	13,972
287+00	50.00	0.00	181.40	0.00	0	295	0	23,748	10,101	68,601	13,647
287+50	50.00	0.00	172.75	0.00	0	328	0	23,748	10,461	68,601	13,287
288+00	50.00	7.11	181.25	0.00	7	328	0	23,755	10,822	68,601	12,933
288+50	50.00	38.61	177.13	0.00	42	332	0	23,797	11,187	68,601	12,610
289+00	50.00	135.09	79.87	0.00	161	238	0	23,958	11,449	68,601	12,509
289+50	50.00	204.44	0.27	0.00	314	74	0	24,272	11,530	68,601	12,742
290+00	50.00	221.78	0.01	0.00	395	0	0	24,667	11,531	68,601	13,136
290+50	50.00	216.68	0.00	0.00	406	0	0	25,073	11,531	68,601	13,542
291+00	50.00	220.05	0.00	0.00	404	0	0	25,477	11,531	68,601	13,947
291+50	50.00	219.91	0.00	0.00	407	0	0	25,885	11,531	68,601	14,354
292+00	50.00	66.78	60.48	0.00	265	56	0	26,150	11,592	68,601	14,558
292+50	50.00	11.39	326.18	0.00	72	358	0	26,223	11,986	68,601	14,236
293+00	50.00	12.25	216.31	0.00	22	502	0	26,245	12,539	68,601	13,706
293+50	50.00	12.18	108.50	0.00	23	301	0	26,267	12,870	68,601	13,398
294+00	50.00	43.87	21.38	0.00	52	120	0	26,319	13,002	68,601	13,317
294+44.74	44.74	118.78	0.75	0.00	135	18	0	26,454	13,022	68,601	13,432
294+50	5.26	124.12	0.05	0.00	24	0	0	26,477	13,022	68,601	13,455
295+00	50.00	286.31	0.00	0.00	380	0	0	26,857	13,022	68,601	13,835
295+50	50.00	285.38	0.00	0.00	529	0	0	27,387	13,022	68,601	14,365
296+00	50.00	127.79	19.87	0.00	383	18	0	27,769	13,042	68,601	14,727
296+50	50.00	106.74	31.19	0.00	217	47	0	27,987	13,094	68,601	14,892
297+00	50.00	116.18	27.39	0.00	206	54	0	28,193	13,154	68,601	15,039
297+50	50.00	112.78	22.40	0.00	212	46	0	28,405	13,205	68,601	15,200
298+00	50.00	99.28	24.67	0.00	196	44	0	28,601	13,253	68,601	15,349
298+50	50.00	89.18	24.38	0.00	175	45	0	28,776	13,303	68,601	15,473
299+00	50.00	88.33	14.09	0.00	164	36	0	28,940	13,342	68,601	15,598
299+50	50.00	129.94	0.02	0.00	202	13	0	29,142	13,356	68,601	15,786

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PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | EARTHWORK DATA | SHEET NO: 535 | E

FILE NAME : T:\1112700\cadd\Civil3D\22501200\SheetsPlan\090101_EW.ppt PLOT DATE : 7/30/2020 9:40 AM PLOT BY : PLOT NAME : 090101_EW PLOT SCALE : 1.000000:1.000000

WISDOT / CADDS SHEET 42

ROADWAY DIMSION - CALHOUN ROAD SB (CONTINUED)

STATION	Distance	AREA (SF) Cut	Fill	Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Fill	Marsh Exc	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.10	Expanded Marsh Backfill 1.50	Mass Ordinate
300+00	50.00	132.62	5.03	0.00	243	5	0	29,385	13,361	68,601	16,024
300+50	50.00	207.04	0.00	0.00	315	5	0	29,700	13,366	68,601	16,333
301+00	50.00	136.76	19.18	0.00	318	18	0	30,018	13,386	68,601	16,632
301+50	50.00	101.66	29.33	0.00	221	45	0	30,239	13,435	68,601	16,804
302+00	50.00	119.58	12.42	0.00	205	39	0	30,444	13,478	68,601	16,966
302+50	50.00	113.34	30.62	0.00	216	40	0	30,660	13,522	68,601	17,138
303+00	50.00	127.41	13.02	0.00	223	40	0	30,882	13,566	68,601	17,316
303+50	50.00	138.13	0.94	0.00	246	13	0	31,128	13,580	68,601	17,548
304+00	50.00	138.61	0.00	0.00	256	1	0	31,385	13,581	68,601	17,803
304+50	50.00	100.00	8.47	0.00	221	8	0	31,605	13,590	68,601	18,015
305+00	50.00	126.86	1.46	0.00	210	9	0	31,816	13,600	68,601	18,215
305+50	50.00	124.13	0.76	0.00	232	2	0	32,048	13,602	68,601	18,446
306+00	50.00	110.36	0.00	0.00	217	1	0	32,265	13,603	68,601	18,662
306+50	50.00	230.39	0.00	0.00	316	0	0	32,581	13,603	68,601	18,977
307+00	50.00	173.06	0.25	0.00	374	0	0	32,954	13,603	68,601	19,351
307+50	50.00	206.69	0.00	0.00	352	0	0	33,306	13,604	68,601	19,702
308+00	50.00	212.05	0.00	0.00	388	0	0	33,693	13,604	68,601	20,090
308+50	50.00	199.43	0.00	0.00	381	0	0	34,074	13,604	68,601	20,471
309+00	50.00	145.99	0.60	0.00	320	1	0	34,394	13,604	68,601	20,790
309+50	50.00	76.00	7.51	0.00	206	8	0	34,600	13,613	68,601	20,987
310+00	50.00	73.42	14.28	0.00	138	20	0	34,738	13,635	68,601	21,103
310+50	50.00	81.19	8.93	0.00	143	21	0	34,881	13,658	68,601	21,223
311+00	50.00	84.96	5.13	0.00	154	13	0	35,035	13,673	68,601	21,363
311+50	50.00	90.35	1.58	0.00	162	6	0	35,198	13,680	68,601	21,518
312+00	50.00	116.18	0.22	0.00	191	2	0	35,389	13,681	68,601	21,707
312+24.29	24.29	111.58	6.47	0.00	102	3	0	35,491	13,685	68,601	21,807
				TOTAL	35,491	12,441	45,734				

ROADWAY DIMSION - PRIVATE DRIVEWAY 219+63'NB'

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
05+75	0.00	12.31	253.46	0	0	0	0	0
06+00	25.00	127.82	8.30	65	121	65	133	-68
06+50	50.00	16.54	0.00	134	8	199	142	57
06+71.7	21.70	6.24	0.00	9	0	208	142	66
		TOTAL		208	129			

ROADWAY DIMSION - MORNINGVIEW COURT

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
10+75.1	0.00	35.61	1.11	0	0	0	0	0
11+00	24.90	47.29	0.15	38	1	38	1	38
11+25	25.00	127.99	0.05	81	0	119	1	119
		TOTAL		119	1			

ROADWAY DIMSION - PRIVATE DRIVEWAY 227+46'SB'

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
15+25	0.00	0.39	0.37	0	0	0	0	0
15+50	25.00	21.91	0.00	10	0	10	0	10
		TOTAL		10	0			

ROADWAY DIMSION - PRIVATE DRIVEWAY 230+90'NB'

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
17+75	0.00	7.87	49.38	0	0	0	0	0
18+00	25.00	195.25	0.17	94	23	94	25	69
18+25	25.00	73.54	0.00	124	0	218	25	193
18+50	25.00	31.67	1.38	49	1	267	26	241
18+75	25.00	17.55	0.00	23	1	290	27	263
		TOTAL		290	24			

ROADWAY DIMSION - HOLLY LANE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
20+25	0.00	32.98	0.00	0	0	0	0	0
20+50	25.00	26.82	1.53	28	1	28	1	27
21+00	50.00	81.41	2.00	100	3	128	4	124
21+25	25.00	53.03	23.91	62	12	190	18	173
		TOTAL		190	16			

ROADWAY DIMSION - COMMERCIAL DRIVEWAY - WALSH PRODUCTS

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
17+00	0.00	1.40	1.32	0	0	0	0	0
17+25	25.00	4.19	16.62	3	8	3	9	-7
17+50	25.00	0.00	155.64	2	80	5	97	-92
		TOTAL		5	88			

ROADWAY DIMSION - PHEASANT DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
30+50	0.00	130.70	11.05	0	0	0	0	0
31+00	50.00	92.26	11.96	206	21	206	23	183
31+50	50.00	170.36	0.00	243	11	450	36	414
32+00	50.00	155.38	0.00	302	0	751	36	716
32+50	50.00	113.16	0.09	249	0	1,000	36	964
33+00	50.00	74.88	3.63	174	3	1,174	39	1,134
33+50	50.00	46.09	1.65	112	5	1,286	45	1,241
33+81.08	31.08	46.51	1.06	53	2	1,339	47	1,293
		TOTAL		1,339	42			

ROADWAY DIMSION - RIVER BIRCH DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Mass Ordinate
41+00	0.00	36.47	0.92	0	0	0	0	0
41+50	50.00	38.34	2.36	69	3	69	3	66
42+00	50.00	415.60	0.55	420	3	490	6	483
42+50	50.00	356.66	0.19	715	1	1,205	7	1,198
42+75	25.00	279.86	0.00	295	0	1,499	7	1,492
		TOTAL		1,499	7			

ROADWAY DIVISION - BURLEIGH ROAD

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Expanded Marsh Backfill 1.50	Cumulative Vol (CY) Reduced Marsh in Fill 1.00	Cumulative Vol (CY) Mass Ordinate
50+17.85	0.00	52.01	3.00	66.90	0	0	0	0	0	0	0	0
50+50	32.15	46.19	46.32	142.02	58	29	124	58	32	187	124	26
51+00	50.00	50.00	63.71	283.88	89	102	394	148	144	778	519	3
51+50	50.00	48.98	35.11	471.40	92	92	699	239	245	1,827	1,218	-6
52+00	50.00	27.23	61.85	638.95	71	90	1,028	310	344	3,369	2,246	-34
52+25	25.00	41.01	48.64	832.93	32	51	681	341	400	4,391	2,928	-59
				TOTAL	341	364	2,928					

ROADWAY DIVISION - BROOKLAWN DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
61+00	0.00	27.10	0.71	0	0	0	0	0
61+25	25.00	96.64	0.00	57	0	57	0	57
			TOTAL	57	0			

ROADWAY DIVISION - VANDERBILT STREET

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
70+75	0.00	75.20	6.08	0	0	0	0	0
71+00	25.00	29.90	3.65	49	5	49	5	44
71+25	25.00	36.29	0.69	31	2	79	7	72
			TOTAL	79	7			

ROADWAY DIVISION - COMMERCIAL DRIVEWAY - LIFELINE CHURCH SOUTH

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
68+41.02	0.00	15.33	0.00	0	0	0	0	0
68+50	8.98	274.31	0.02	48	0	48	0	48
68+99.87	49.87	89.28	0.00	336	0	384	0	384
69+25	25.13	87.32	0.00	82	0	466	0	466
			TOTAL	466	0			

ROADWAY DIVISION - BURLEIGH PLACE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
75+75	0.00	273.90	0.00	0	0	0	0	0
76+00	25.00	242.62	0.09	239	0	239	0	239
76+50	50.00	179.92	0.00	391	0	630	0	630
77+00	50.00	149.65	0.00	305	0	936	0	935
77+50	50.00	123.66	0.00	253	0	1,189	0	1,188
78+00	50.00	72.84	0.00	182	0	1,371	0	1,370
78+50	50.00	46.08	0.11	110	0	1,481	0	1,480
78+73.1	23.10	40.02	0.07	37	0	1,517	0	1,517
			TOTAL	1,517	0			

ROADWAY DIMSION - COUNTRY LANE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
78+00.01	0.00	26.97	0.72	0	0	0	0	0
78+50	49.99	38.60	0.00	61	1	61	1	60
79+00	50.00	65.56	0.00	96	0	157	1	156
79+25	25.00	146.99	0.00	98	0	256	1	255
		TOTAL		256	1			

ROADWAY DIMSION - GOETZ DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
95+75	0.00	76.55	0.03	0	0	0	0	0
96+00	25.00	39.15	0.02	54	0	54	0	54
96+50	50.00	27.44	1.87	62	2	115	2	113
96+75	25.00	27.18	1.14	25	1	141	3	137
			TOTAL	141	3			

ROADWAY DIMSION - MARTHA DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
80+75	0.00	101.60	3.82	0	0	0	0	0
81+00	25.00	29.13	0.05	61	2	61	2	59
81+25	25.00	27.14	0.07	26	0	87	2	85
		TOTAL		87	2			

ROADWAY DIMSION - ST JAMES ROAD

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
100+75	0.00	35.57	3.03	0	0	0	0	0
101+00	25.00	35.93	3.01	33	3	33	3	30
101+25	25.00	93.94	0.11	60	1	93	5	89
			TOTAL	93	4			

ROADWAY DIMSION - TOWN TRAIL

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
90+25	0.00	32.08	0.00	0	0	0	0	0
90+50	25.00	31.65	3.96	30	2	30	2	27
91+00	50.00	19.06	1.42	47	5	76	7	69
91+25	25.00	54.61	34.73	34	17	111	26	85
		TOTAL		111	24			

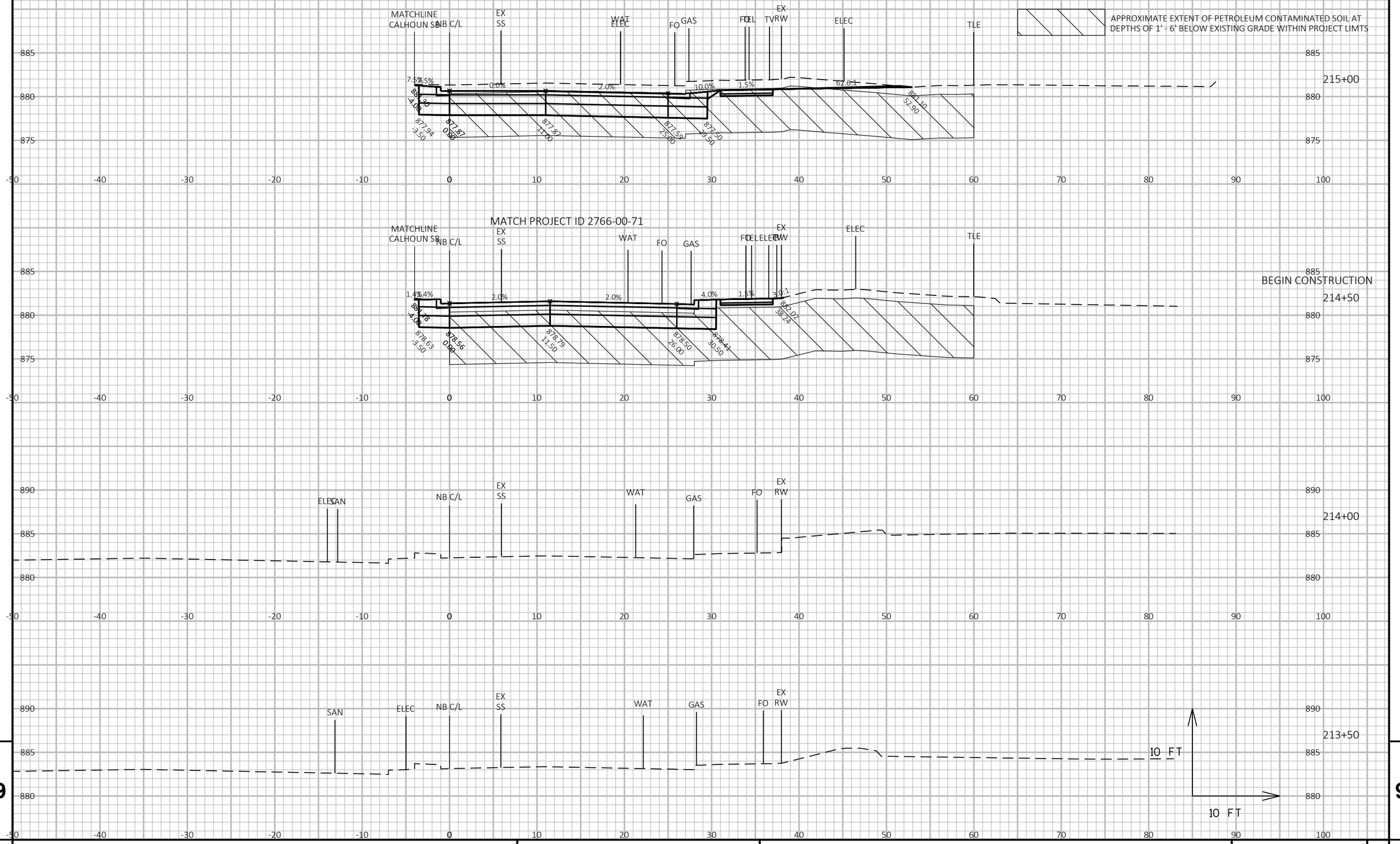
ROADWAY DIMSION - SUNNYCREST DRIVE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Expanded Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.10	Cumulative Vol (CY) Mass Ordinate
110+75	0.00	85.93	0.26	0	0	0	0	0
111+00	25.00	32.75	0.01	55	0	55	0	55
111+50	50.00	28.28	0.07	57	0	111	0	111
			TOTAL	111	0			

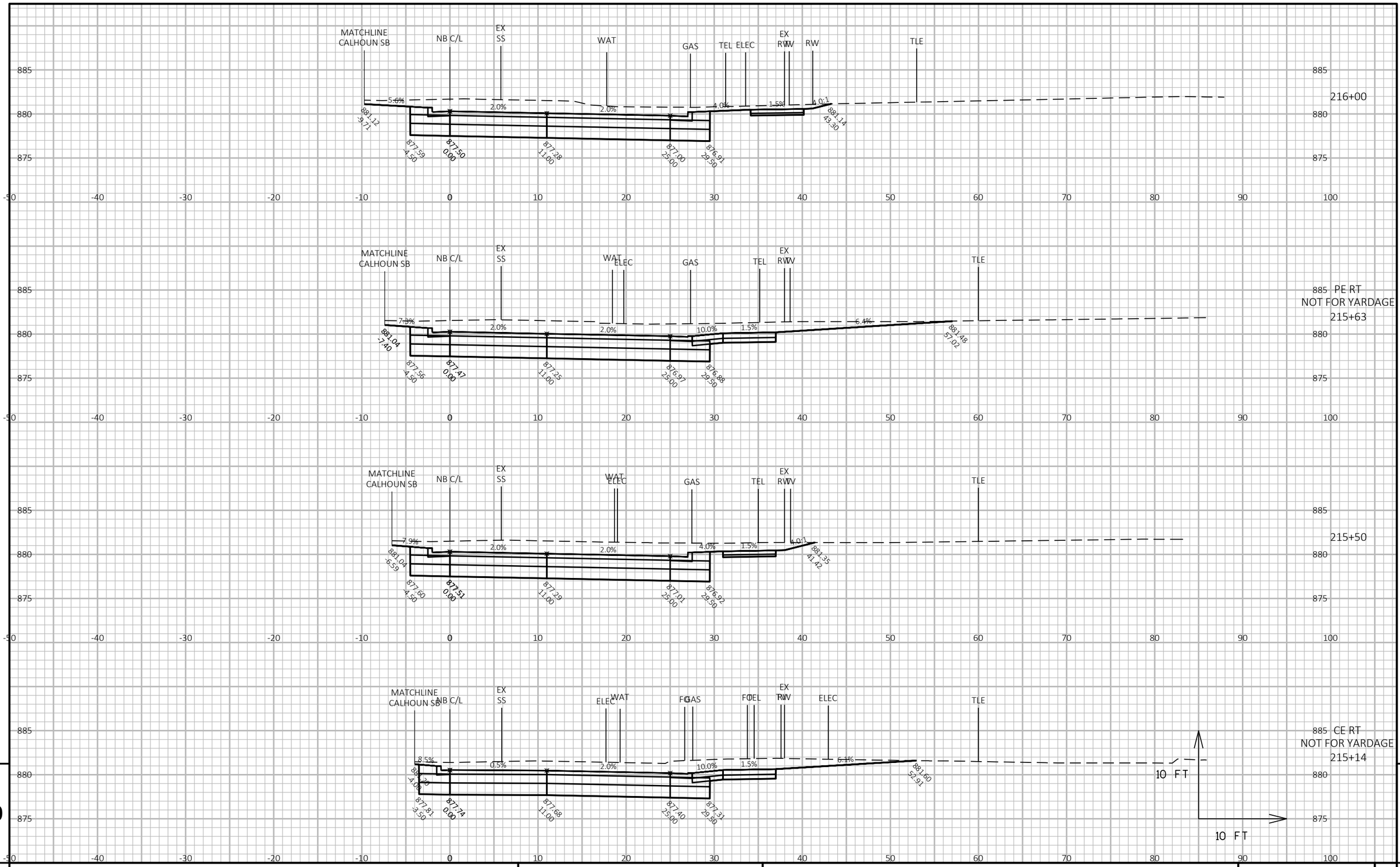
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PROJECT NO: 2783-05-70 | HWY: CALHOUN ROAD | COUNTY: WAUKESHA | EARTHWORK DATA | SHEET NO: 539 E



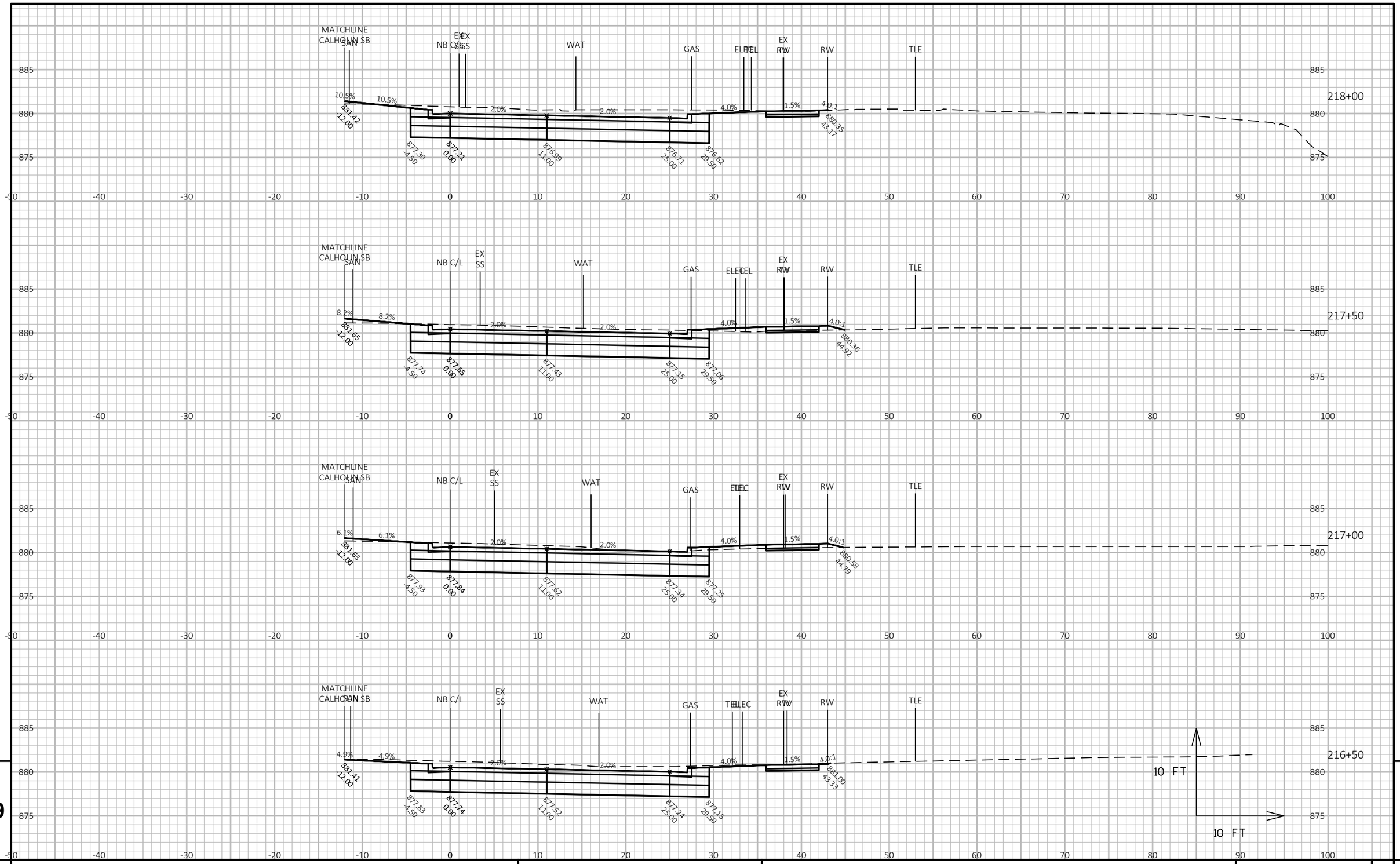
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 540	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 541	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



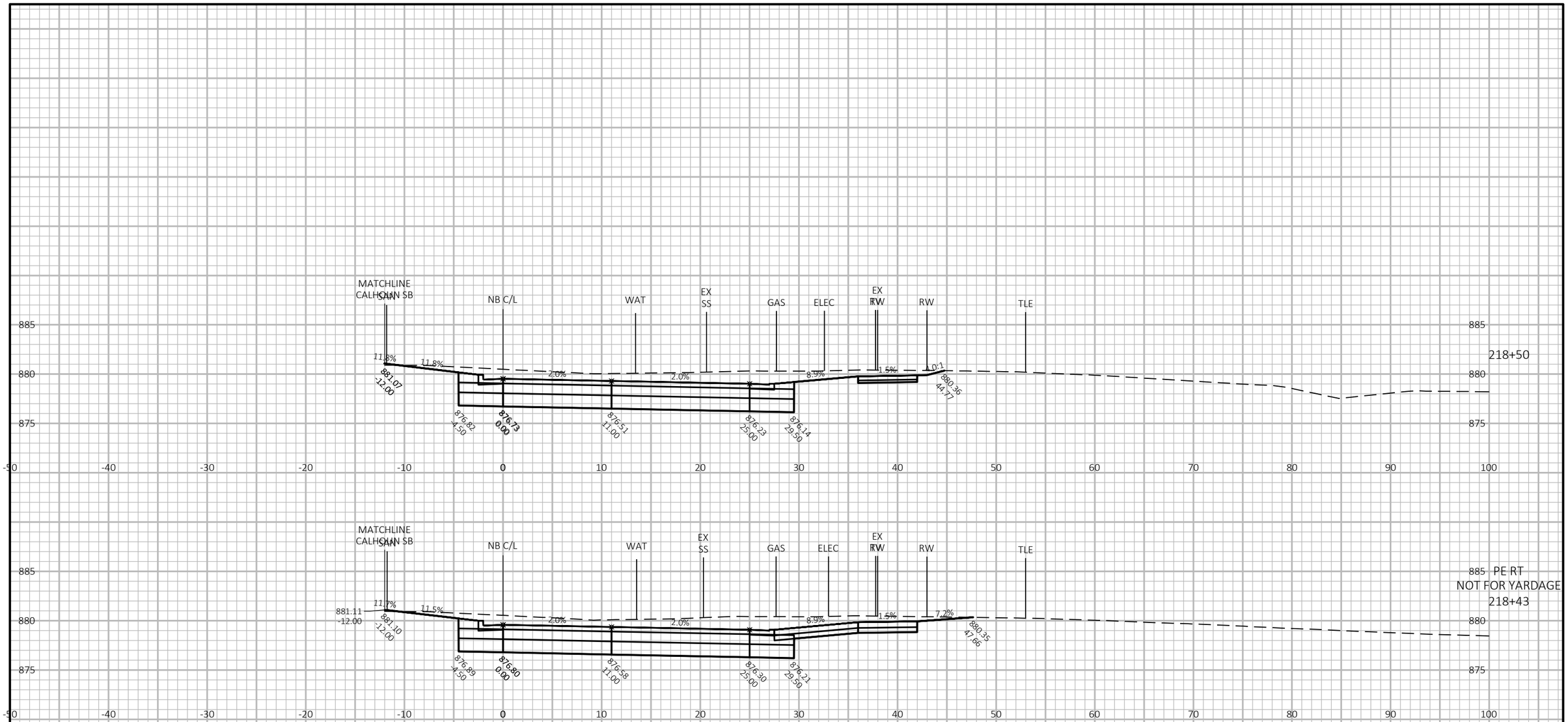
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 542	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

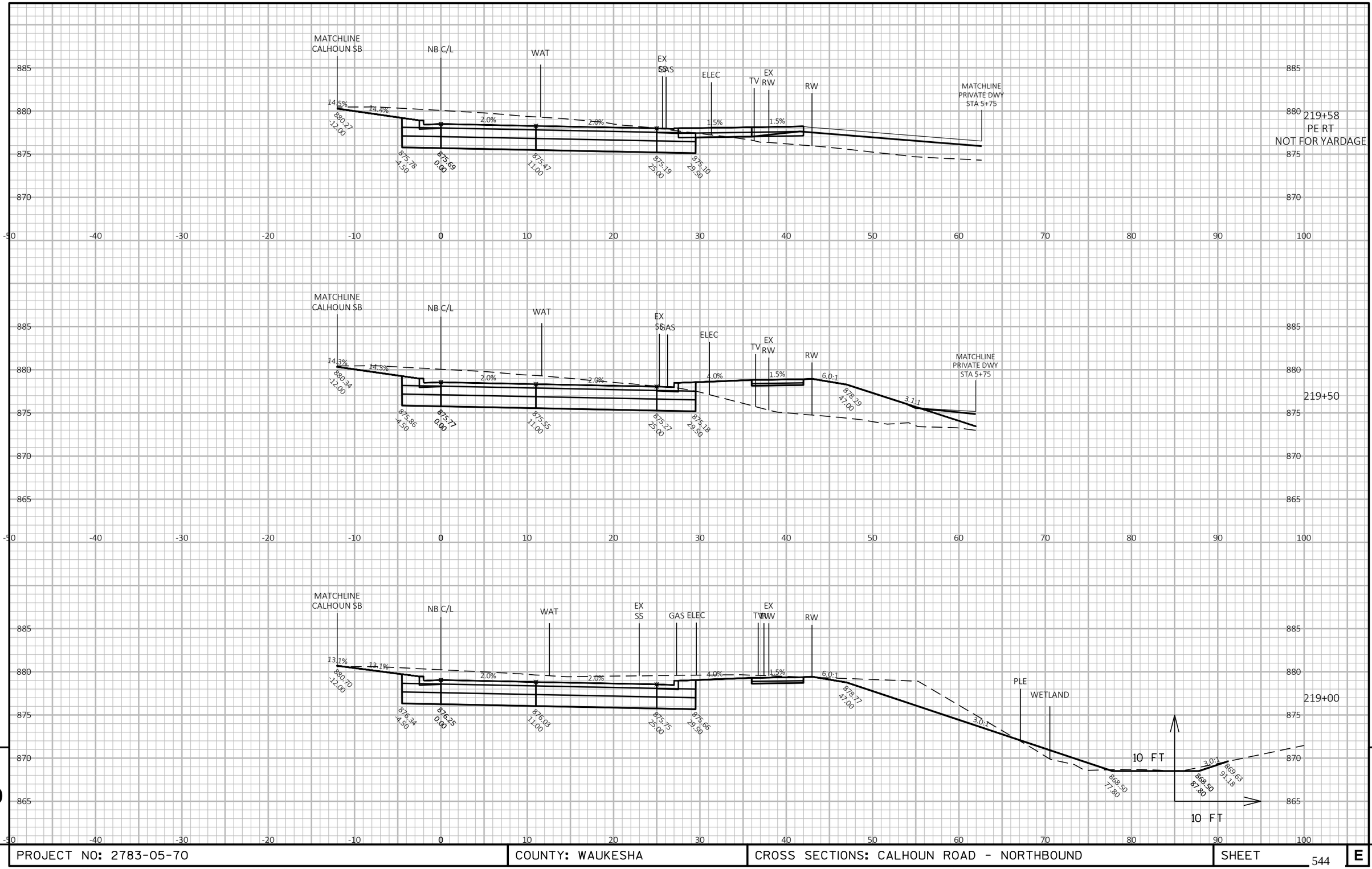
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 543 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

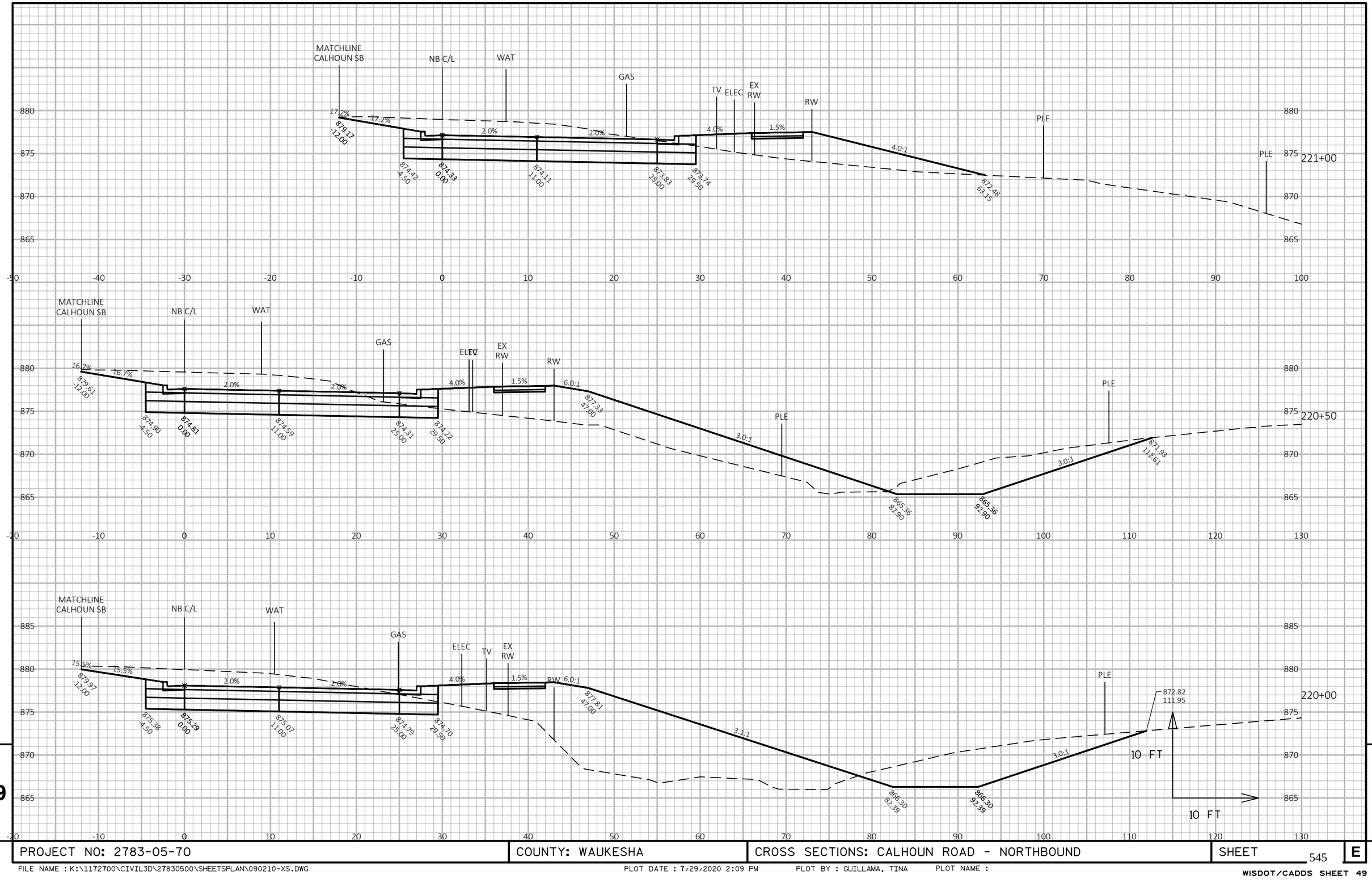
WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 544 E



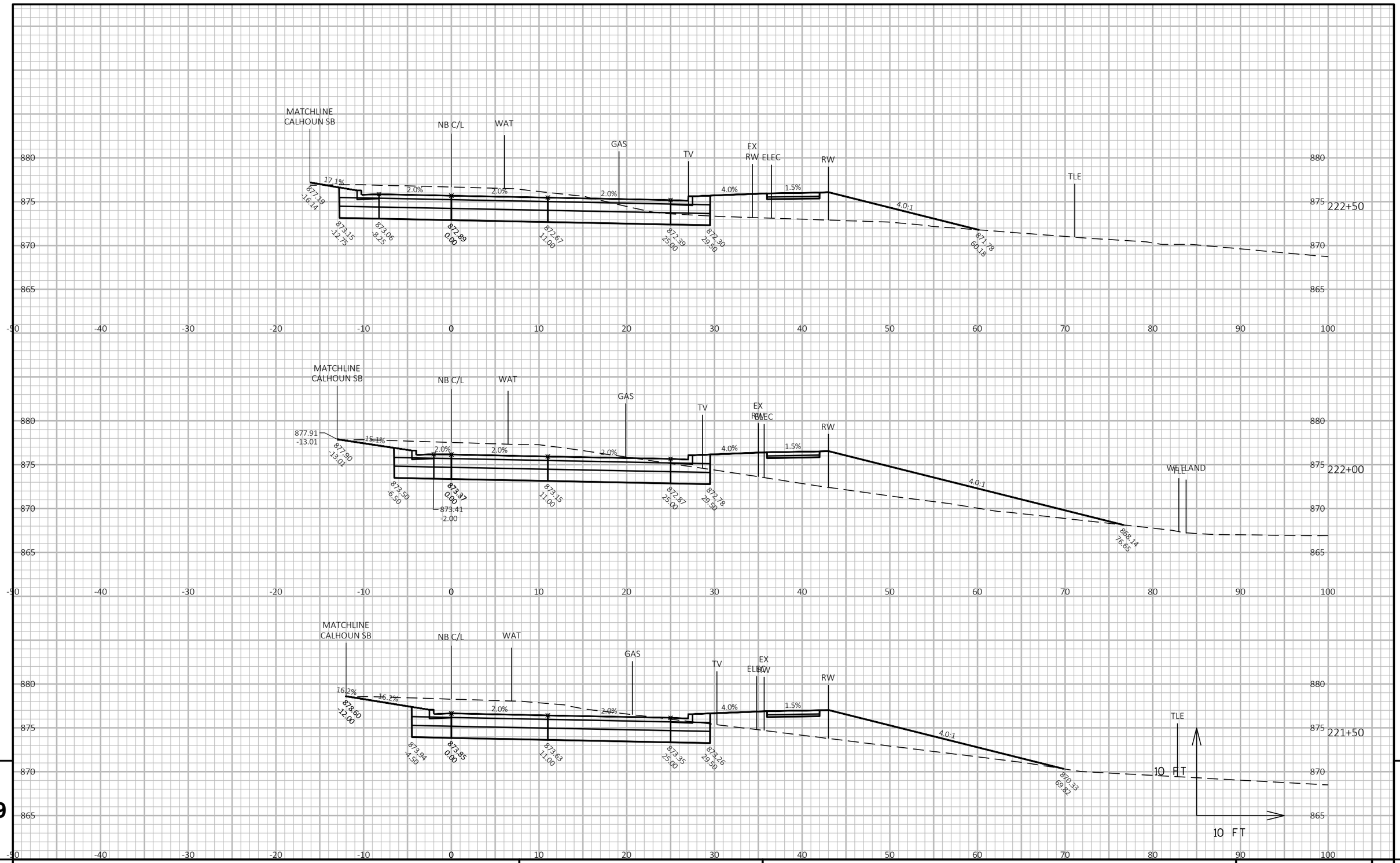
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 545	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

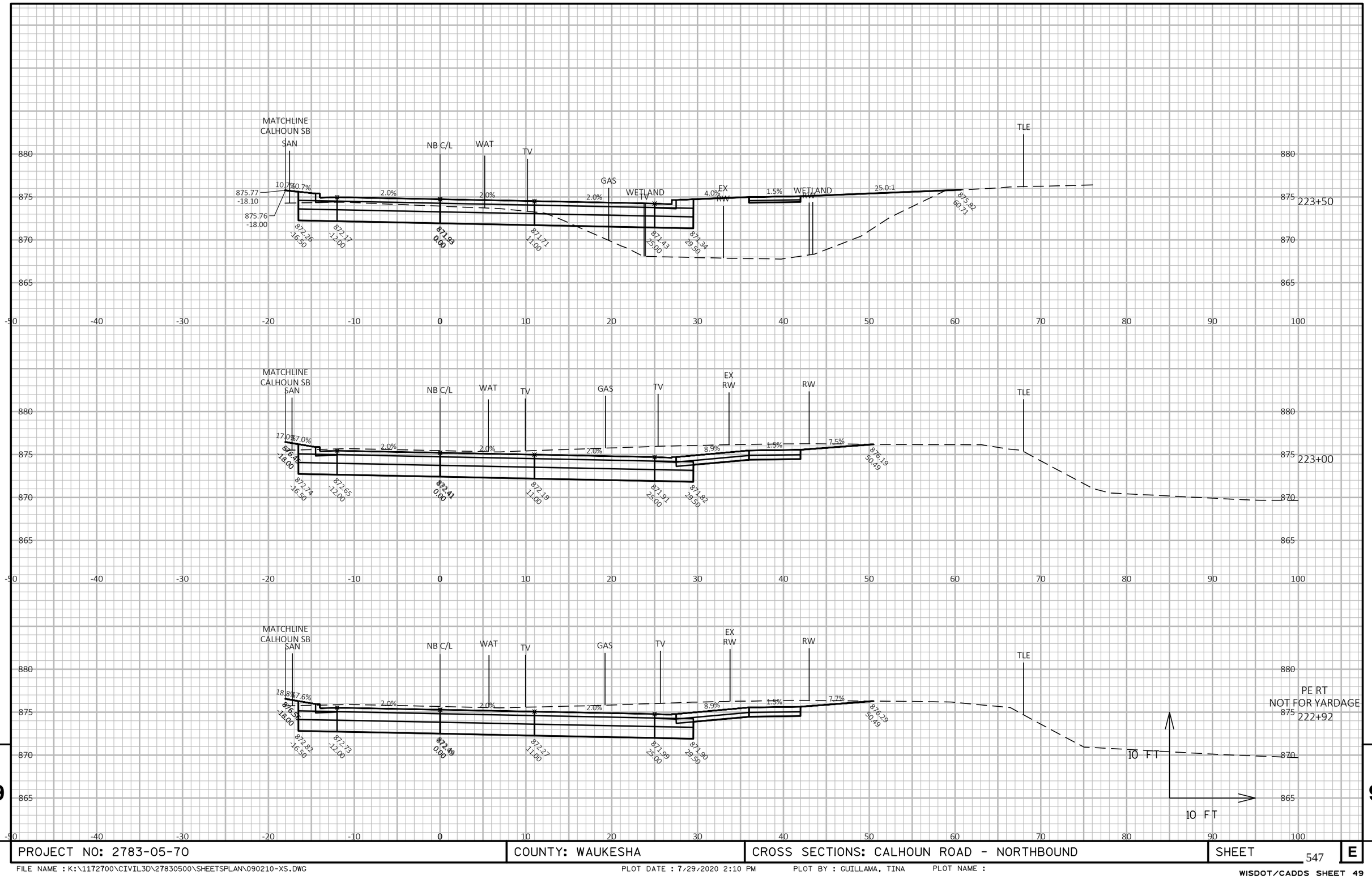


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 546	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:10 PM PLOT BY : GUILLAMA, TINA PLOT NAME :



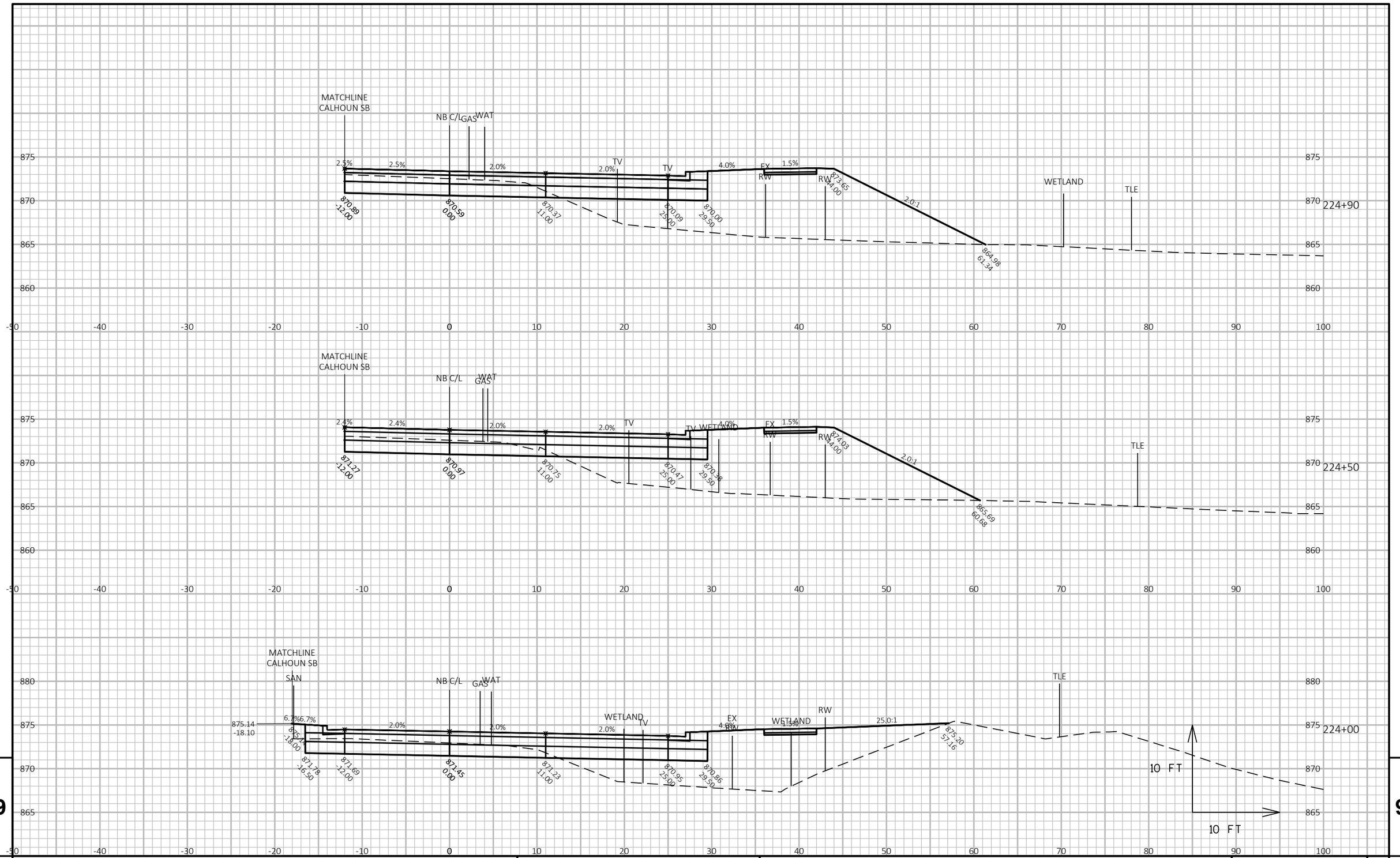
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 547	E

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WISDOT/CADDS SHEET 49



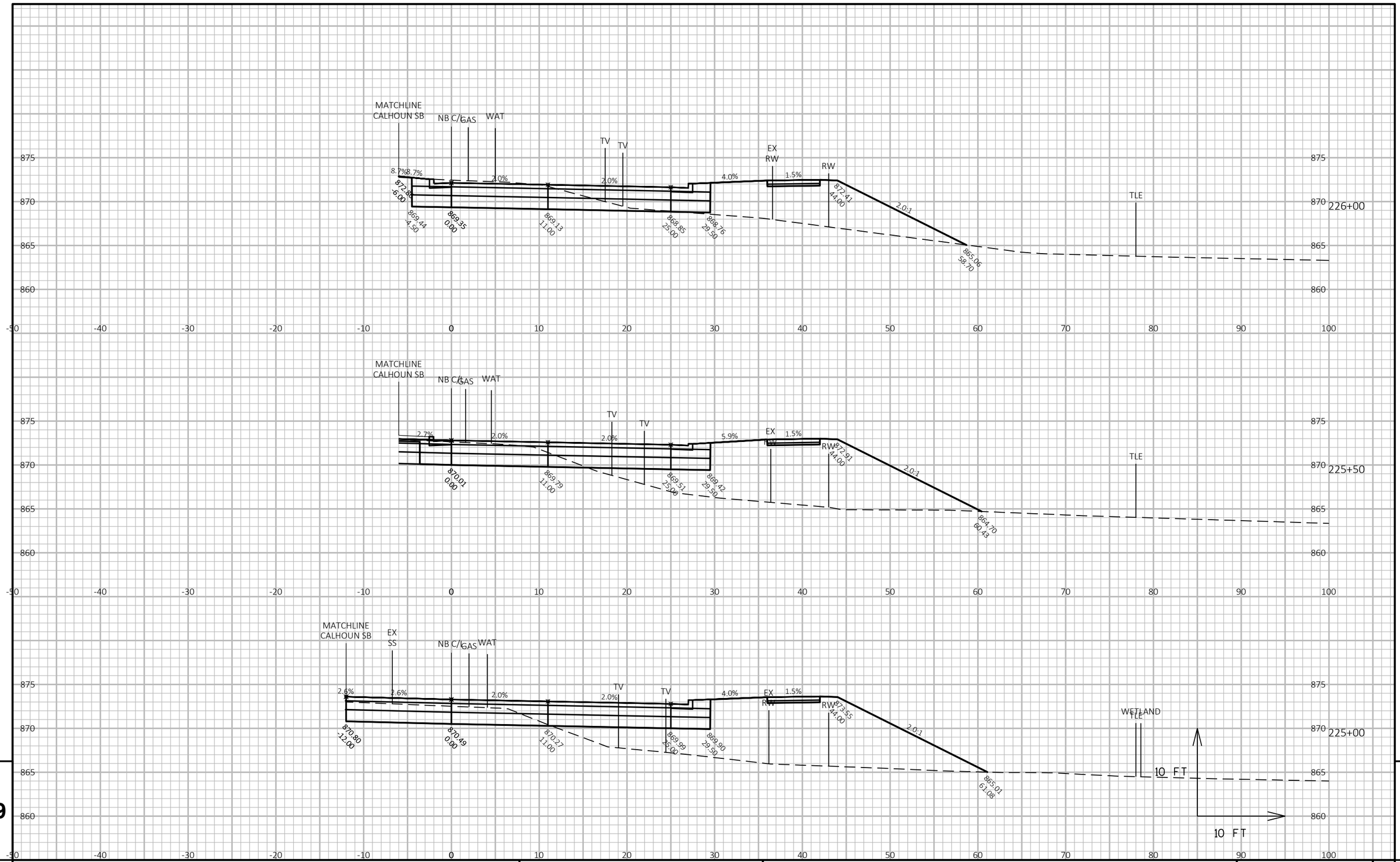
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 548	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 8/5/2020 5:13 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

WISDOT/CADDS SHEET 49



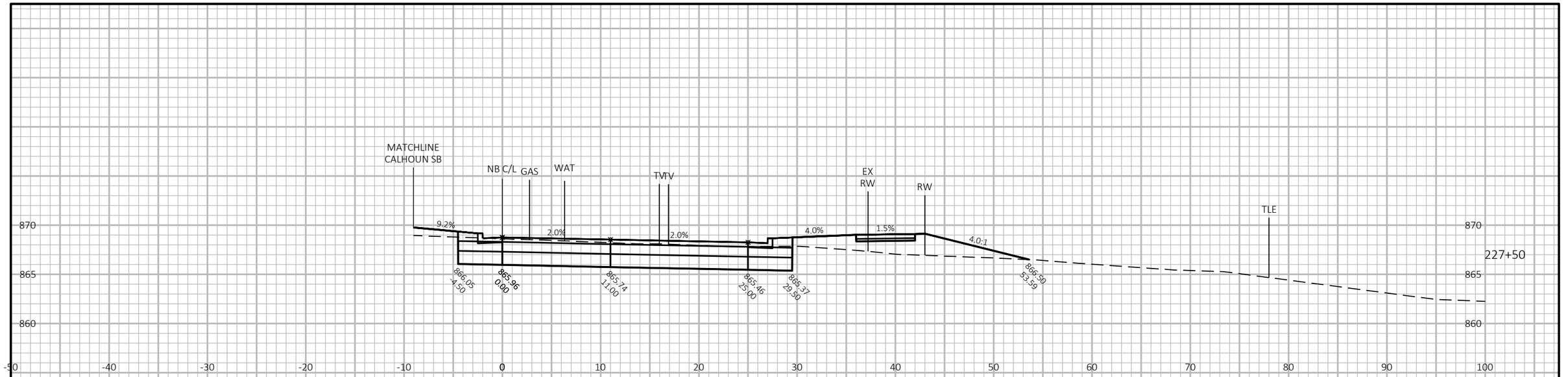
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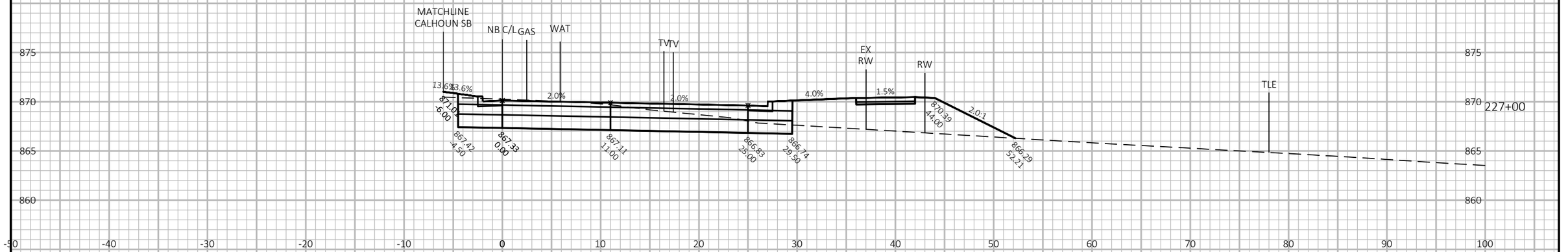
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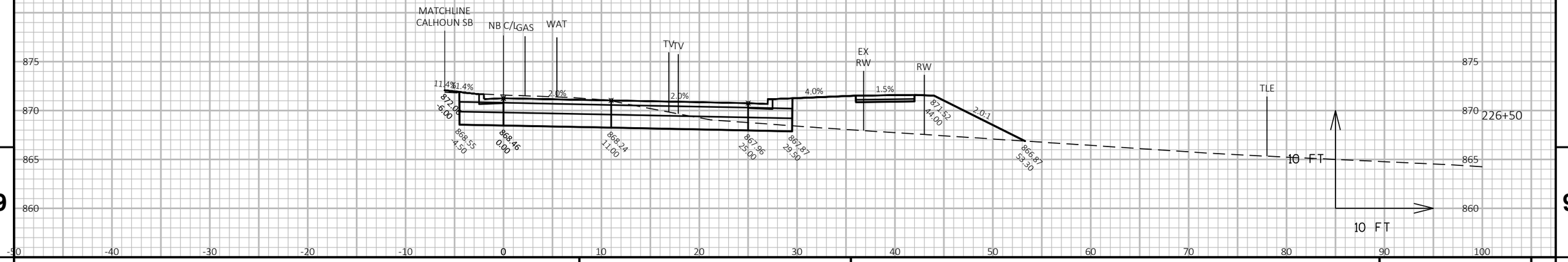
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 549	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 8/5/2020 5:14 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

WISDOT/CADDS SHEET 49







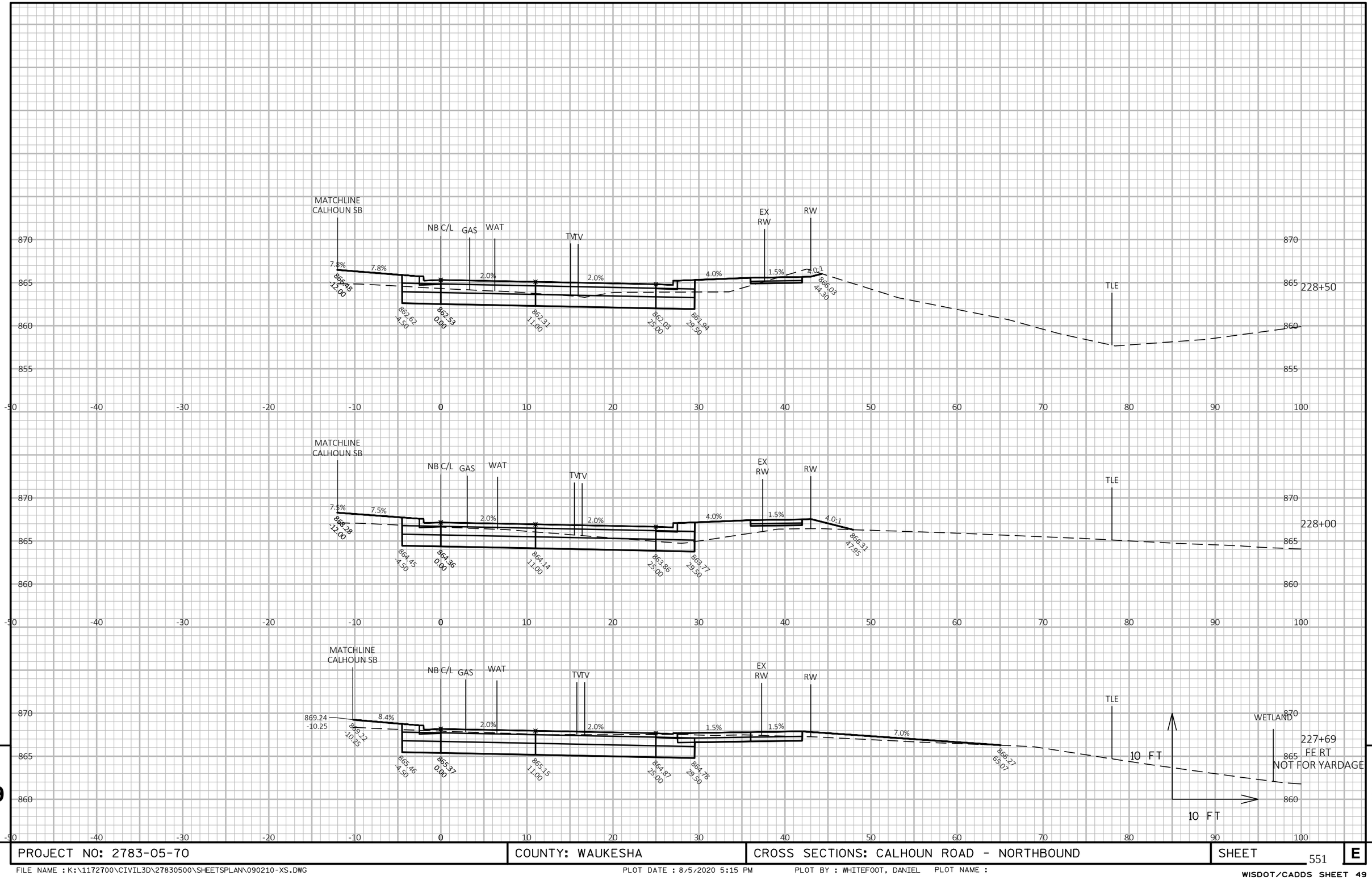
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 550	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 8/5/2020 5:14 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

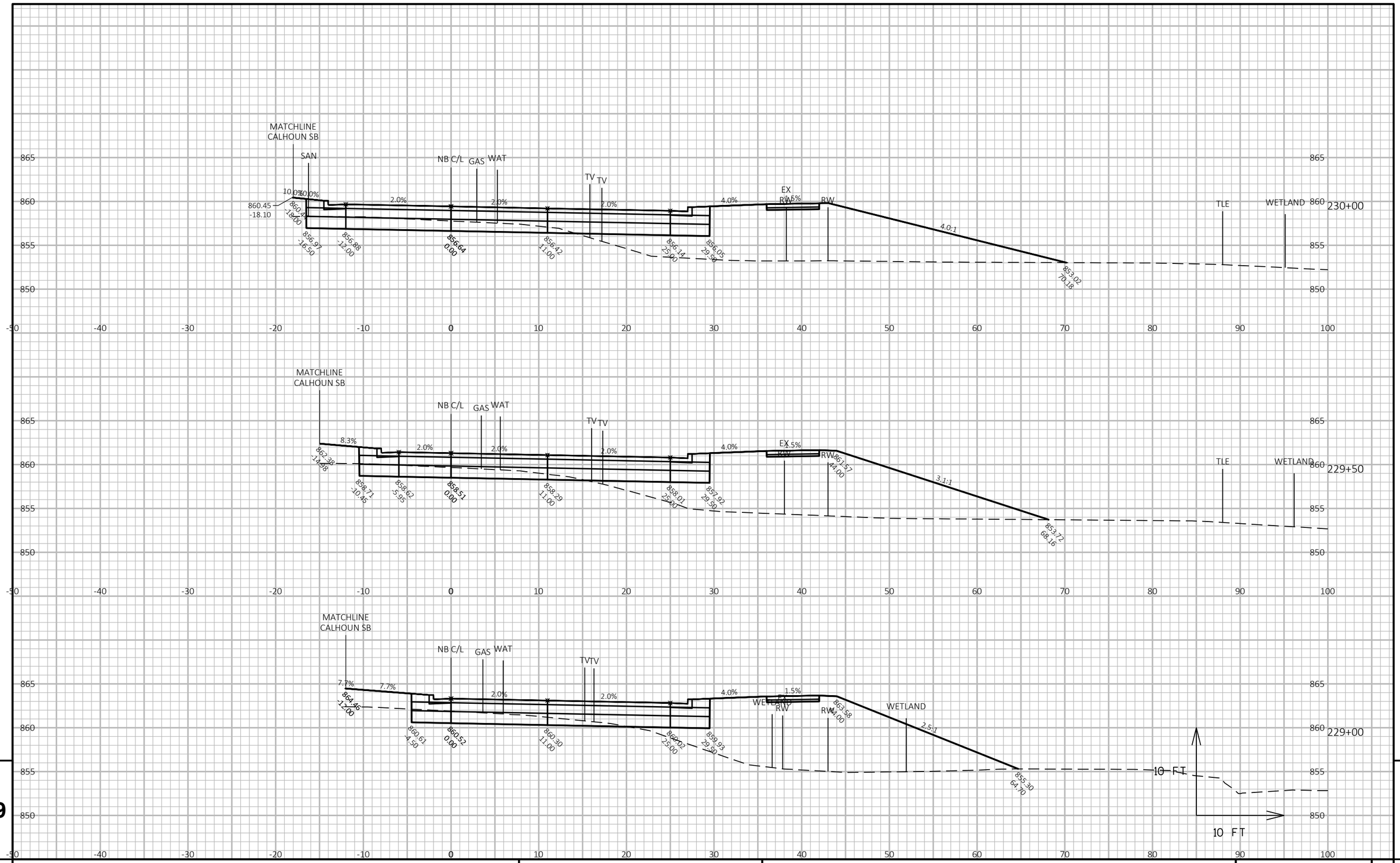
WISDOT/CADDS SHEET 49



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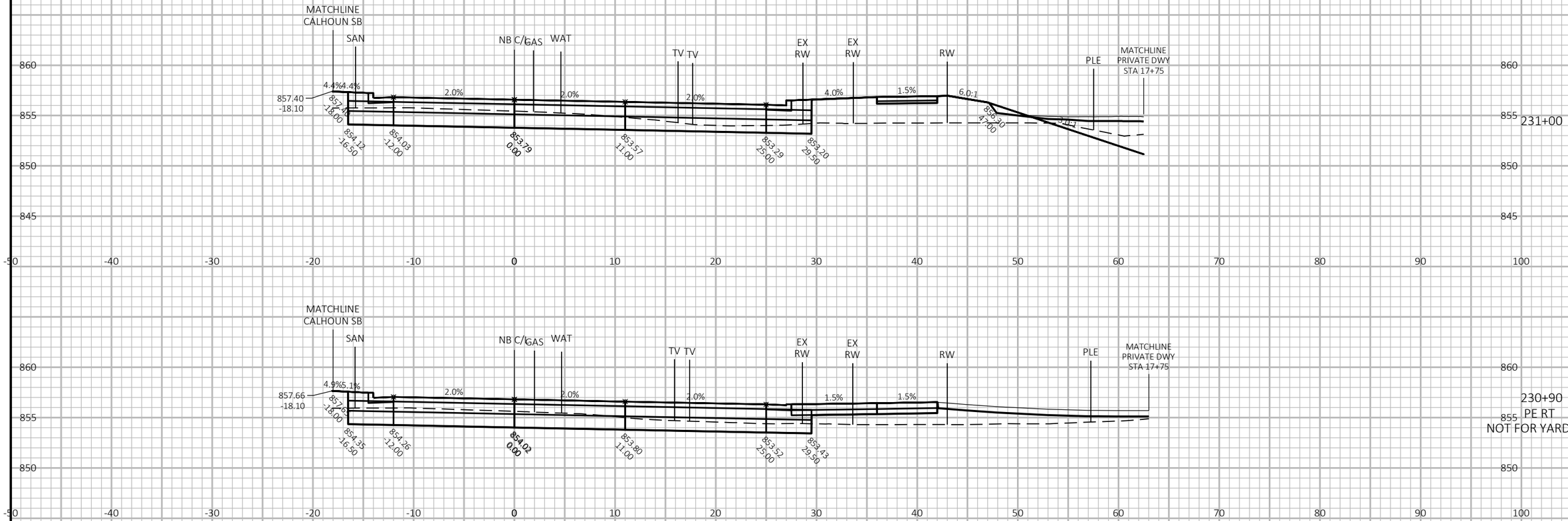
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 551	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 552 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 8/5/2020 5:16 PM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

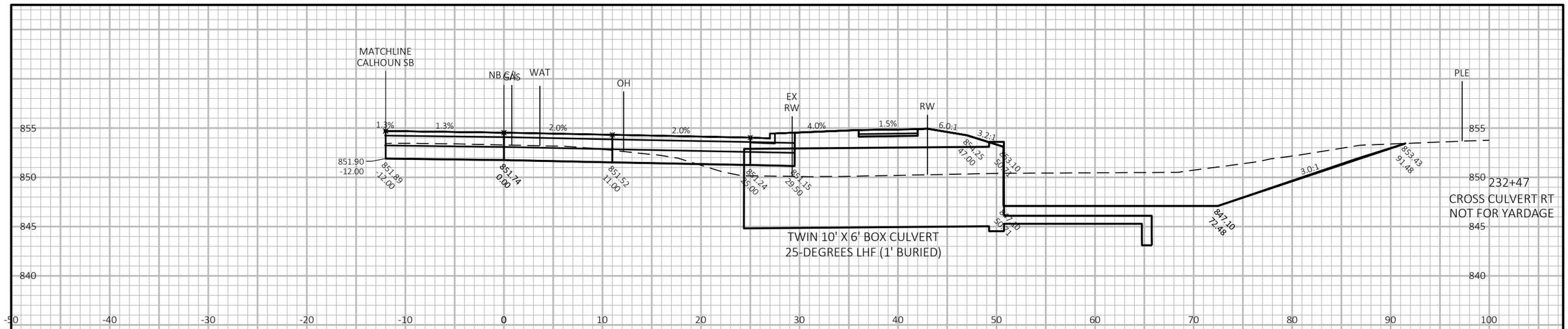
WISDOT/CADDS SHEET 49

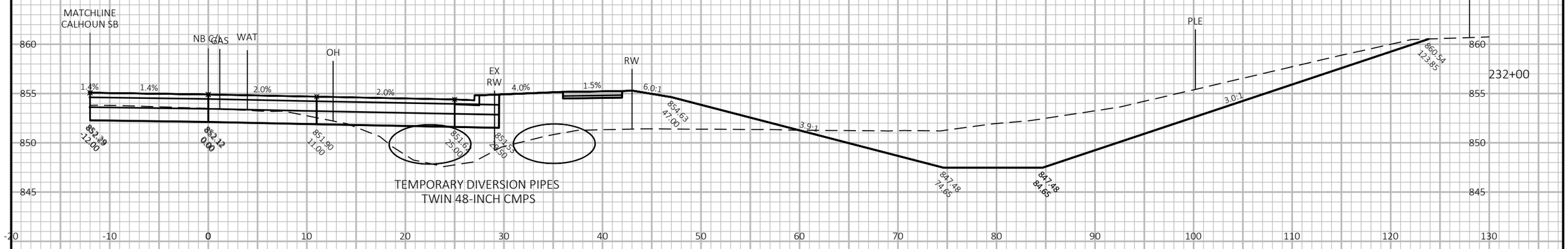


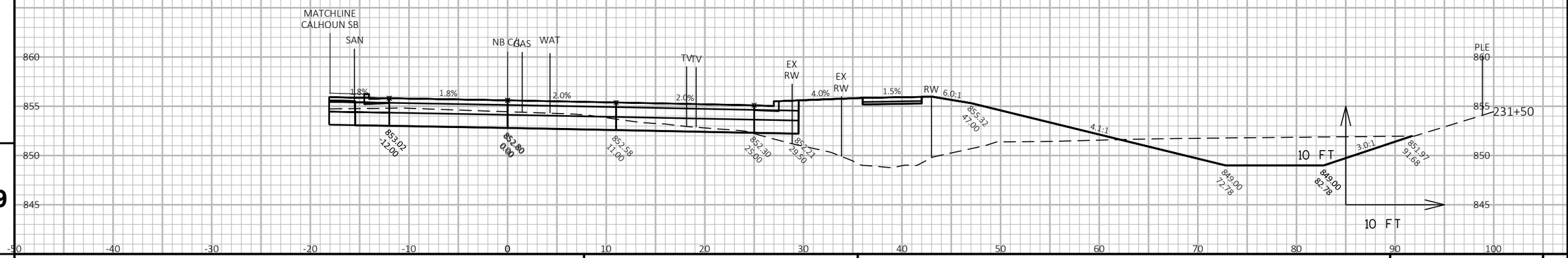
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 553 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:10 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49







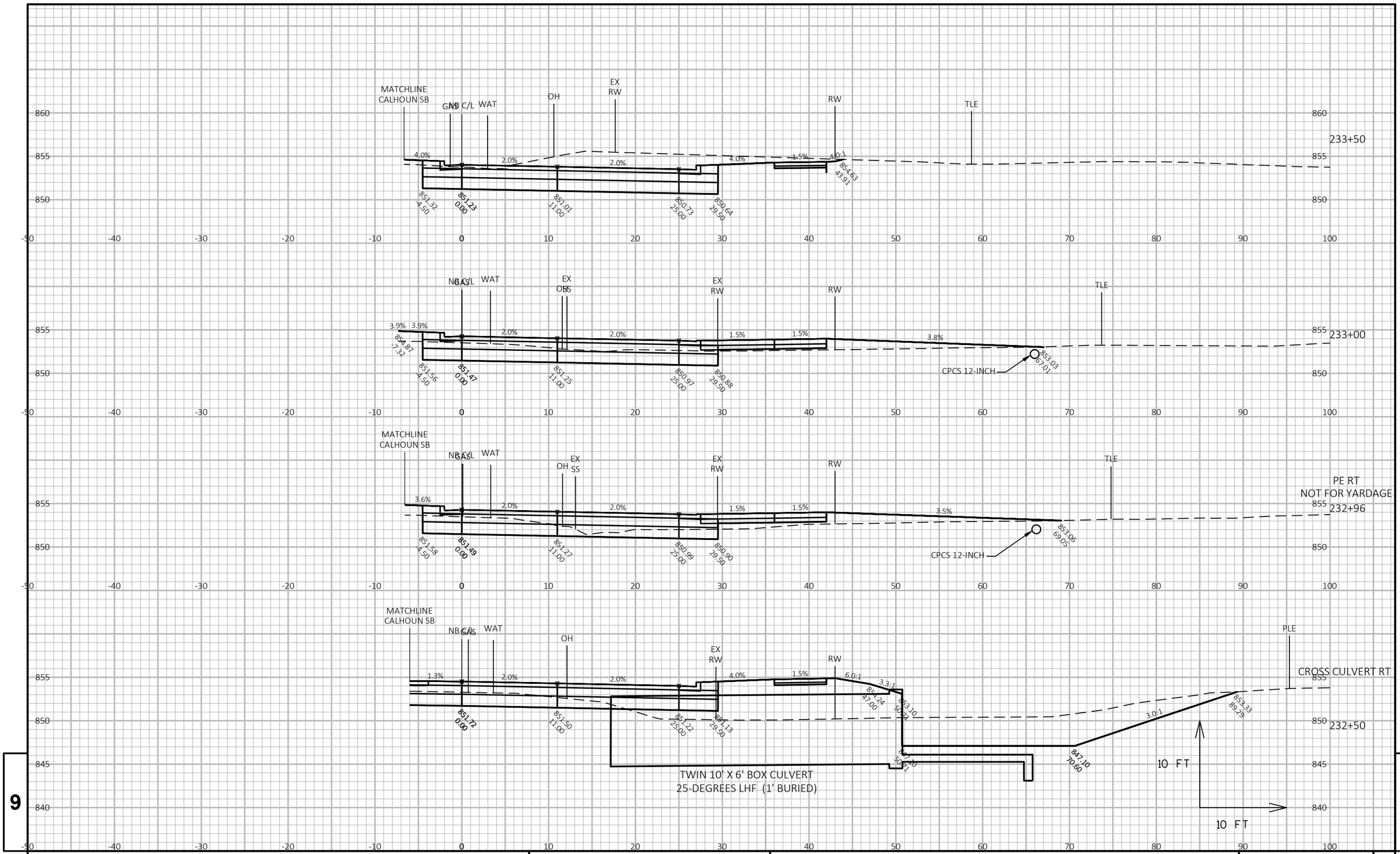
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 554	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:10 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

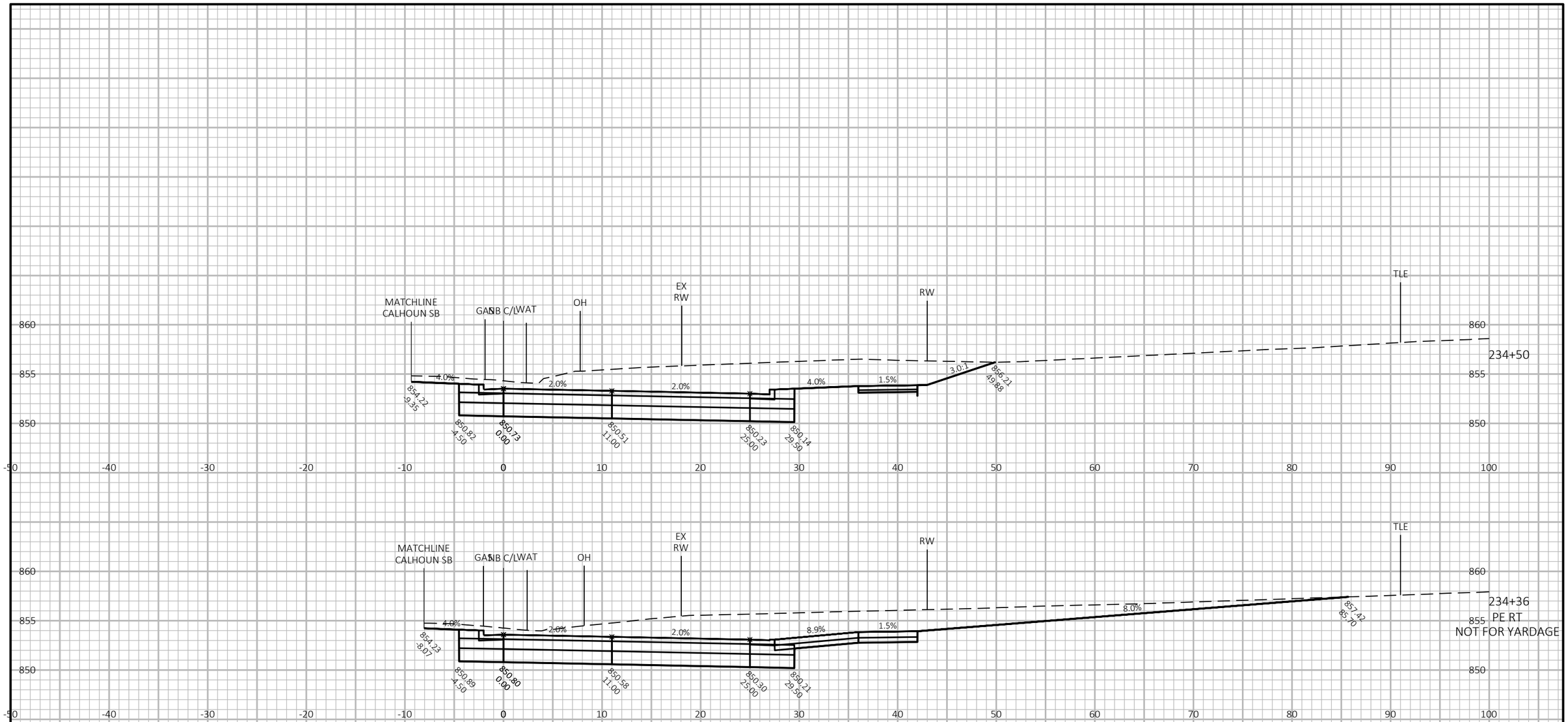
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 555	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:11 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



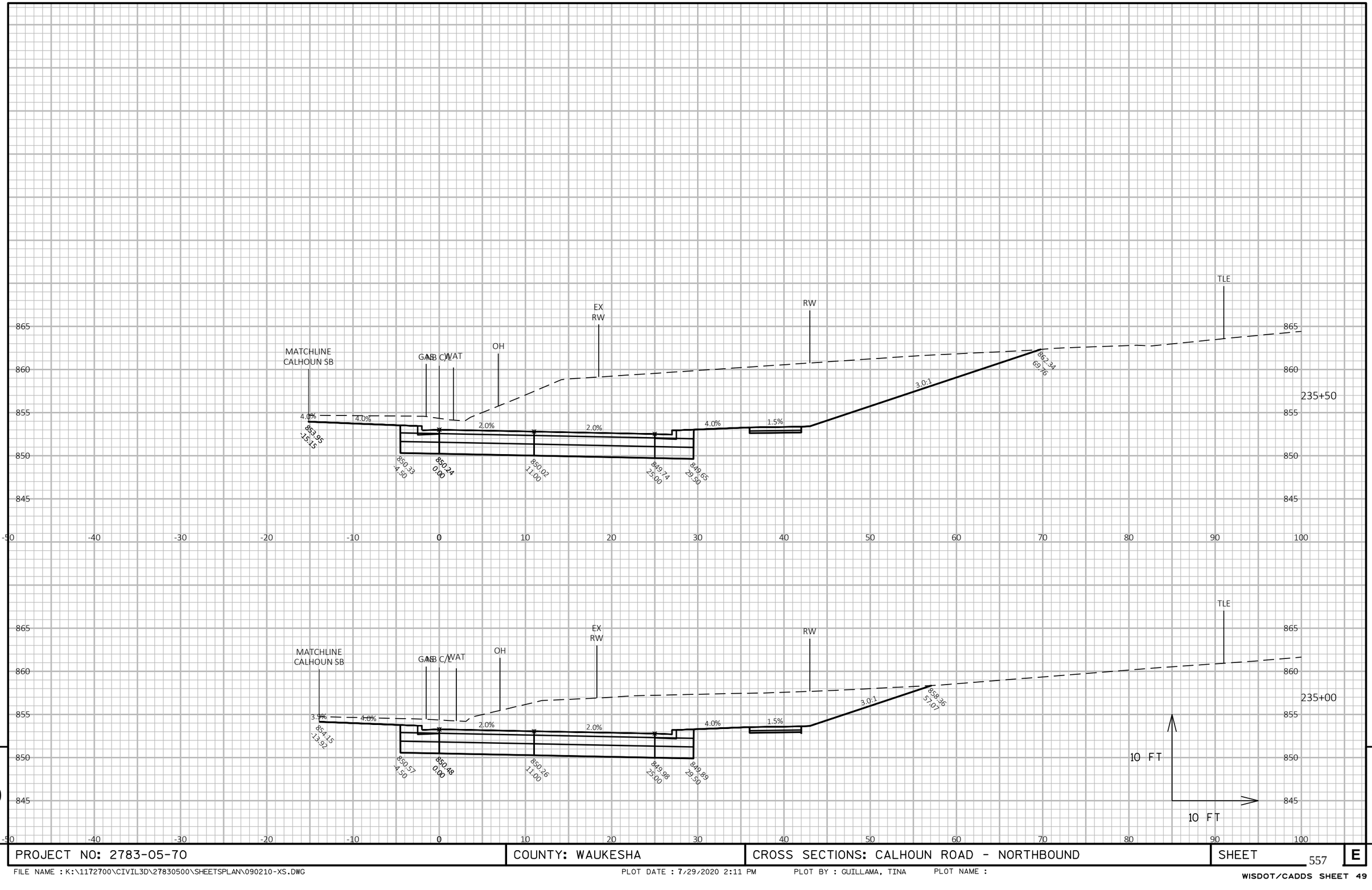
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 556	E

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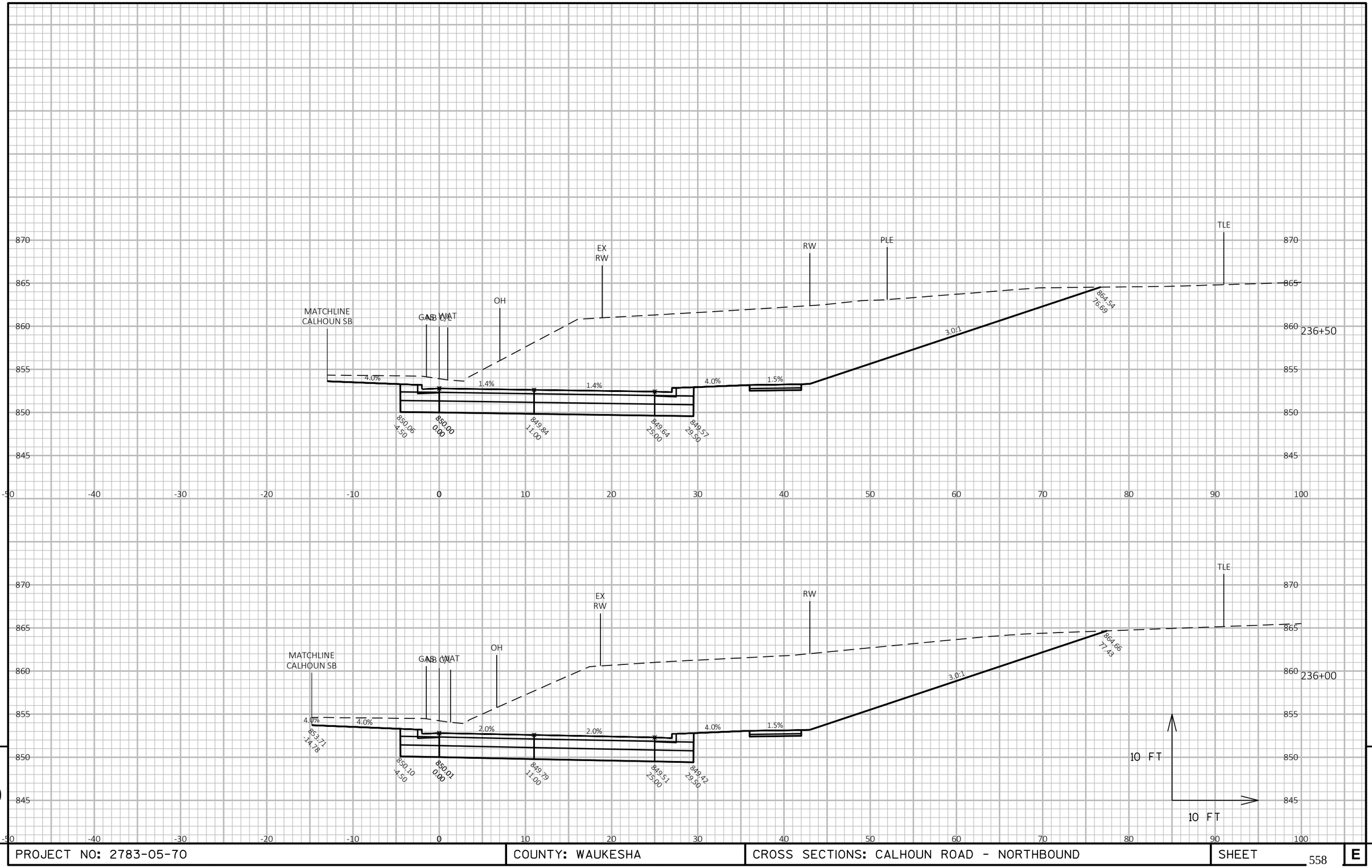
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 557	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:11 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

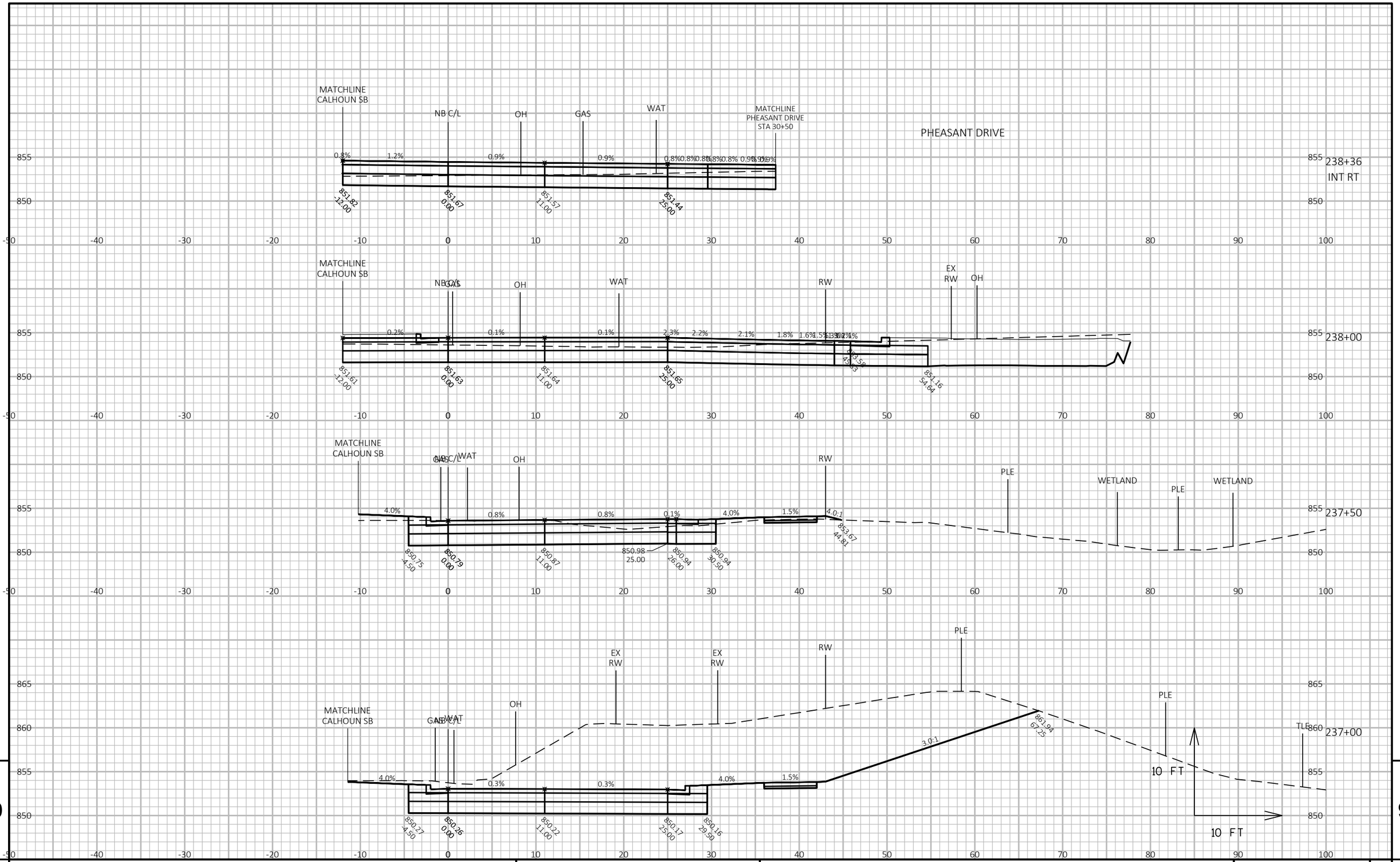
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 558	E

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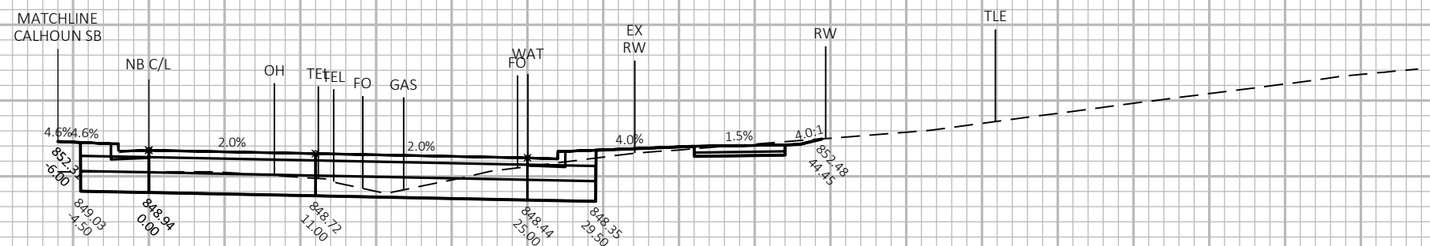
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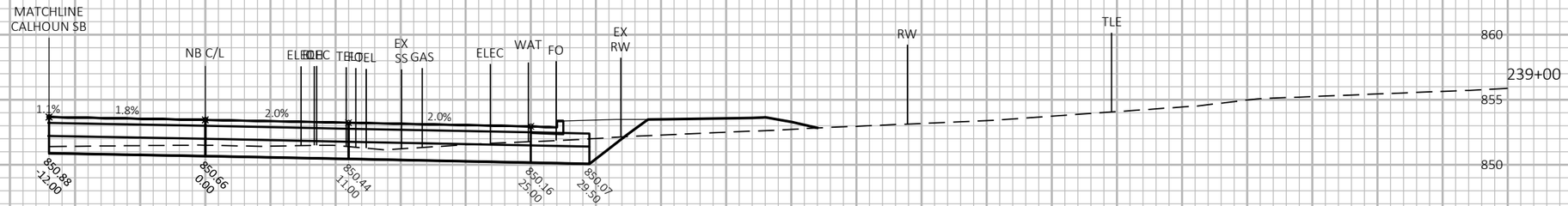


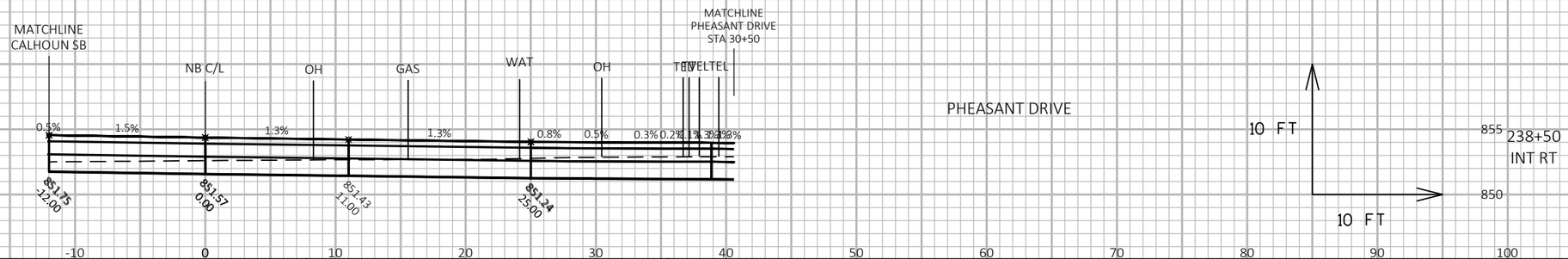
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 559	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/31/2020 10:34 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

WISDOT/CADDS SHEET 49



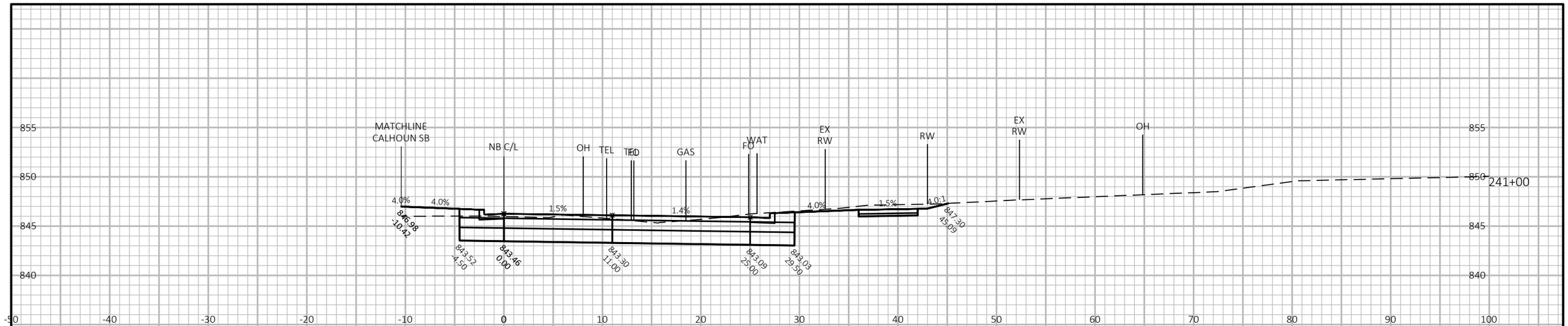


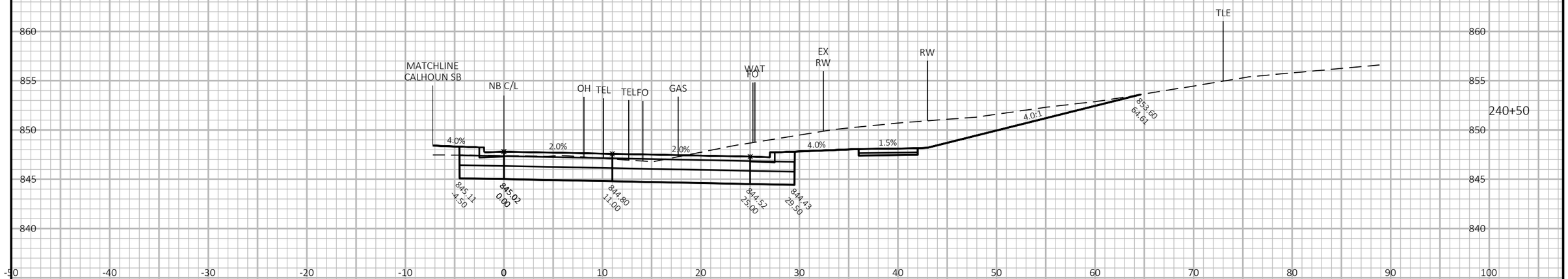


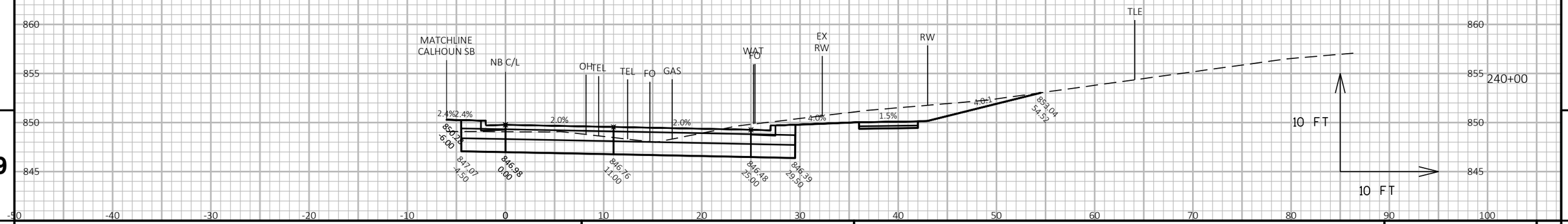
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 560	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090210-XS.DWG PLOT DATE : 7/29/2020 2:11 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



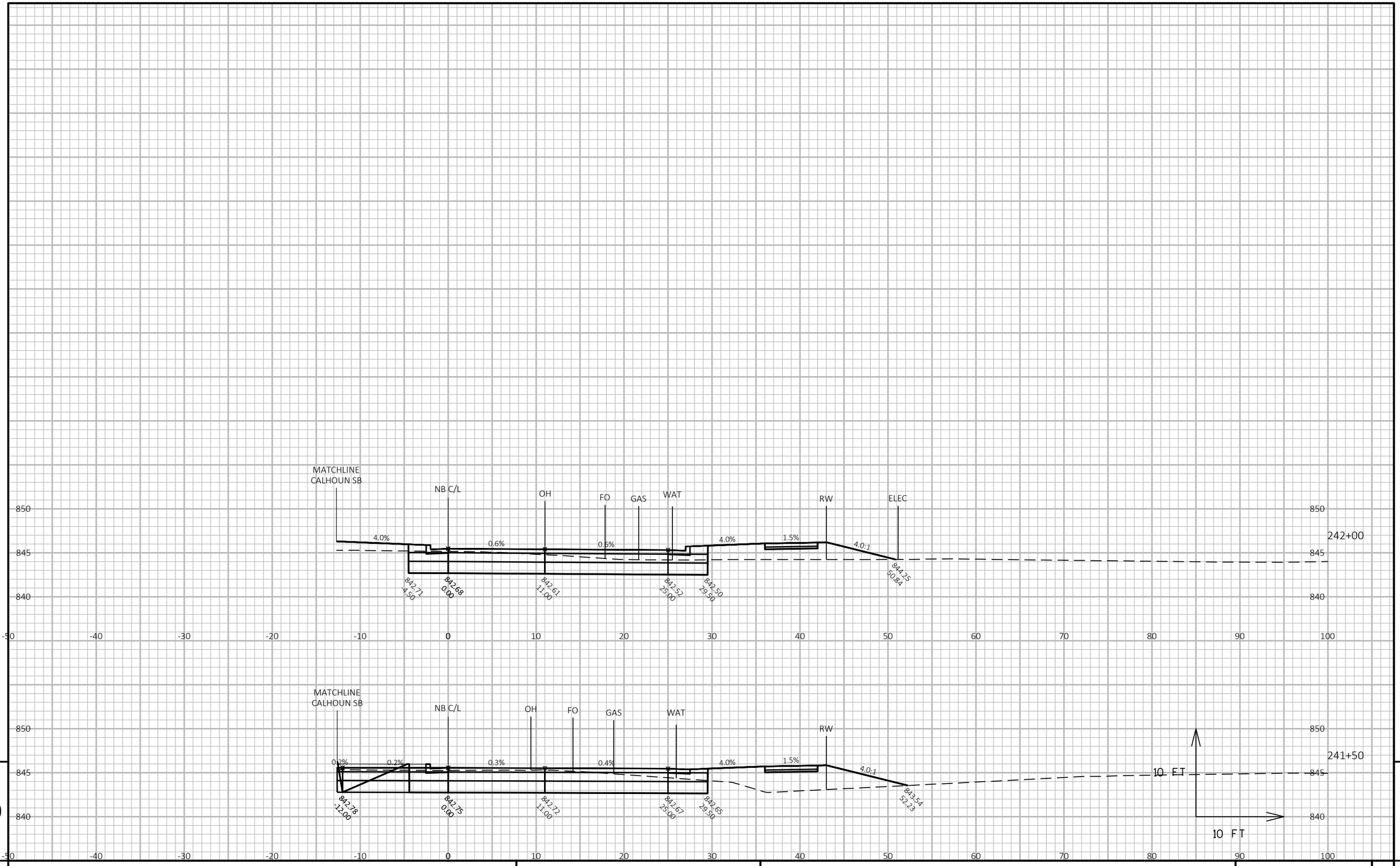




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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 561	E



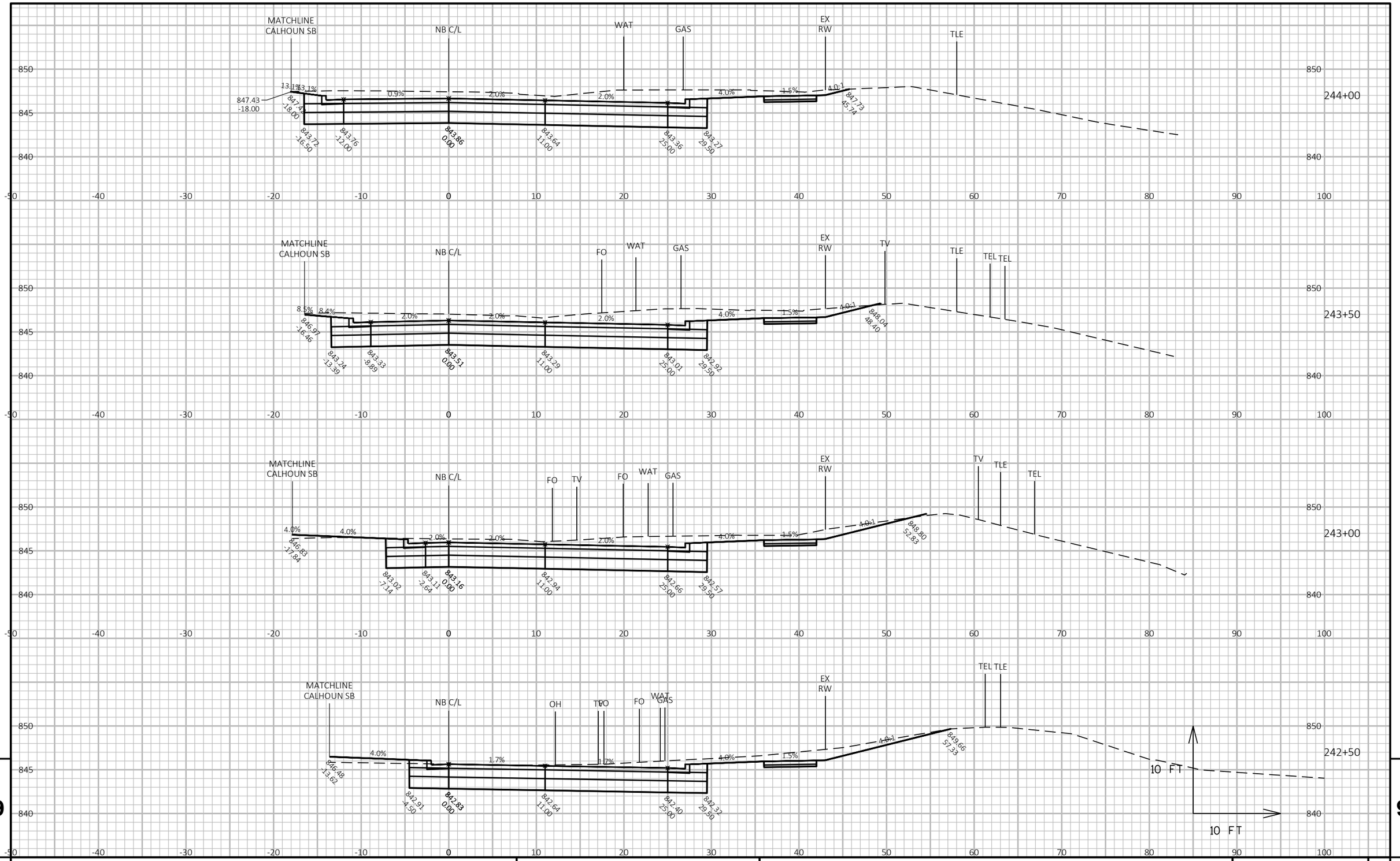
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 562	E

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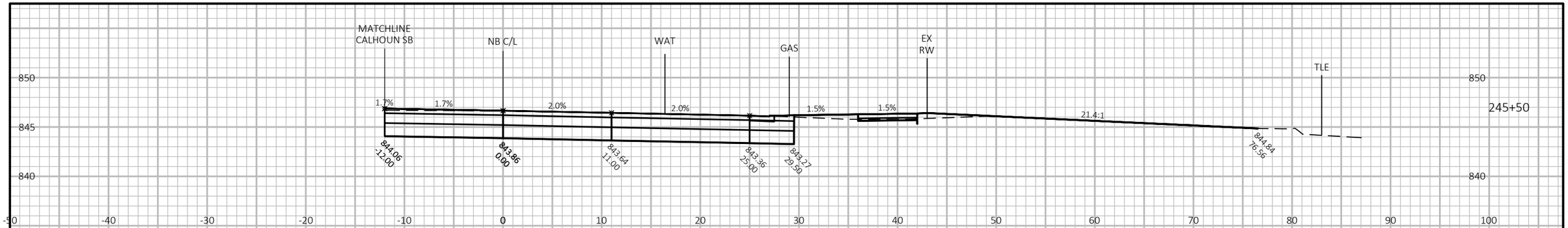
WISDOT/CADDS SHEET 49

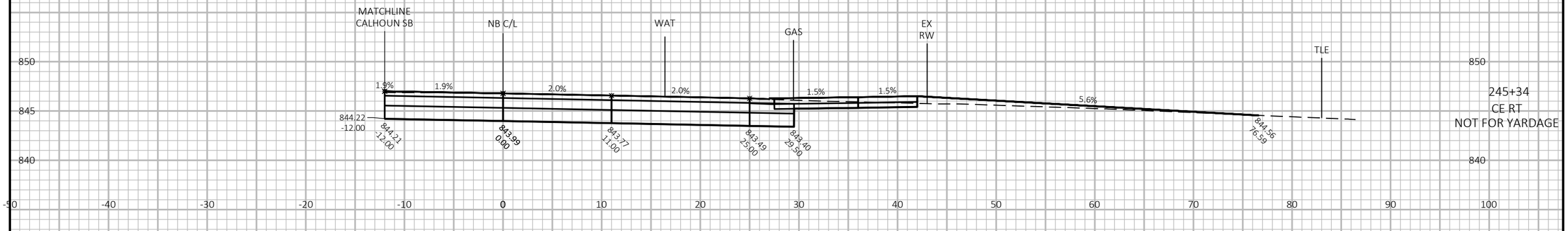


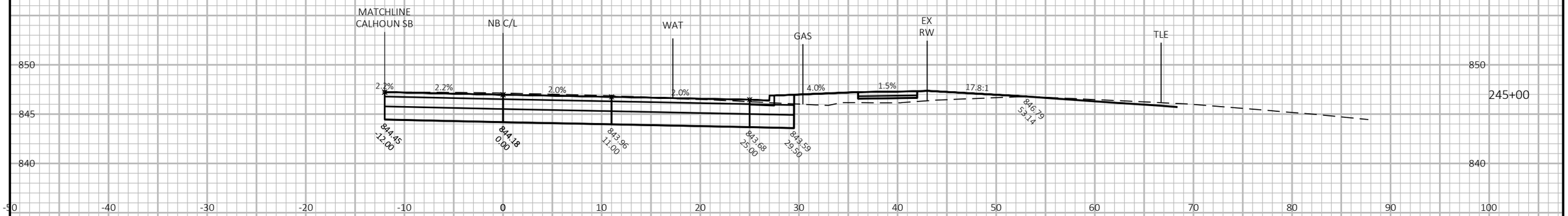
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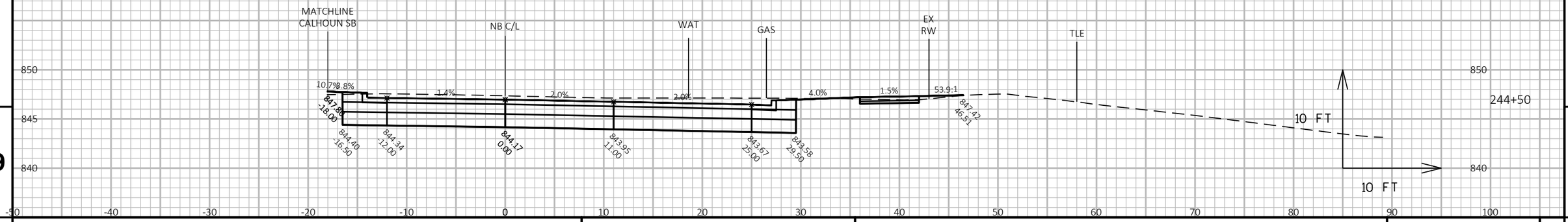
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 563	E









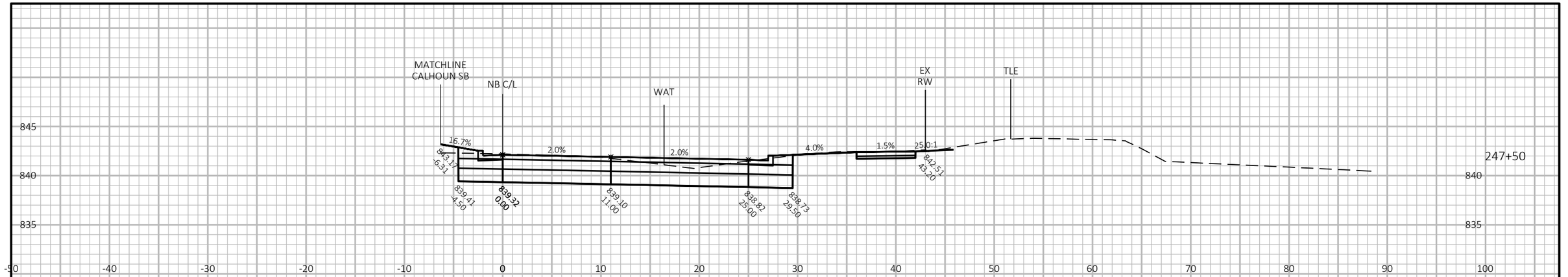
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 564	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

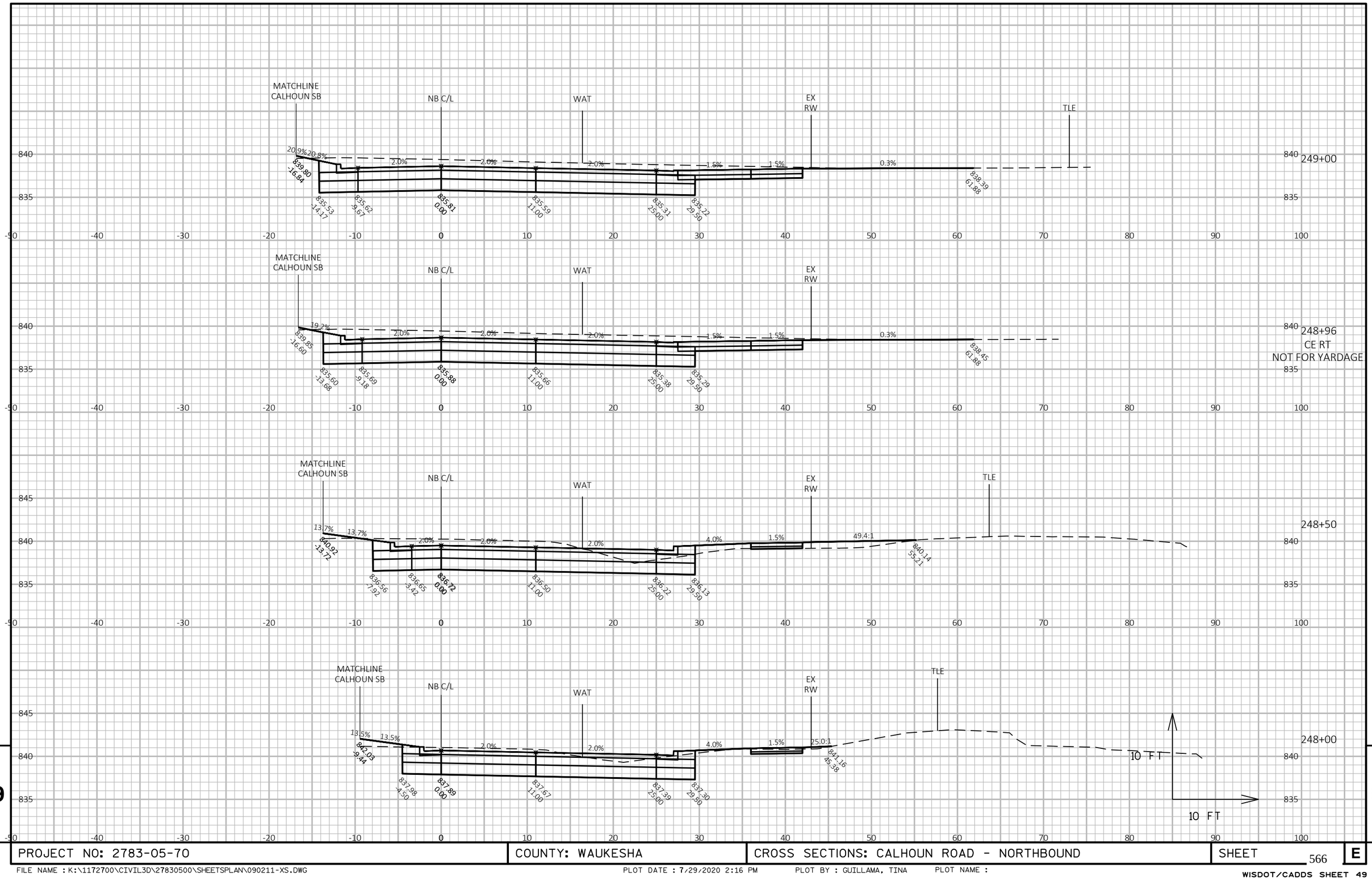
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 565	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



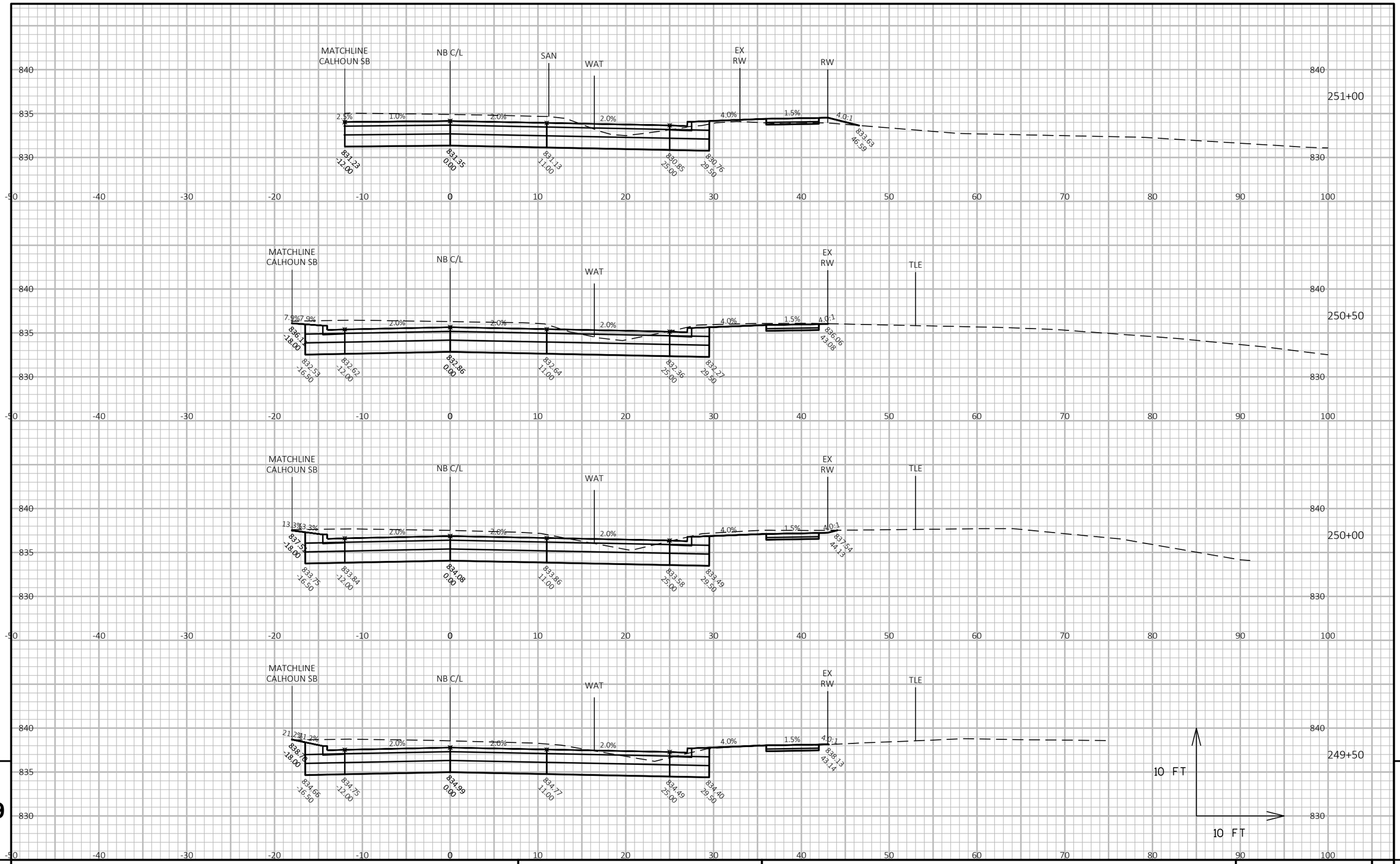
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 566	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



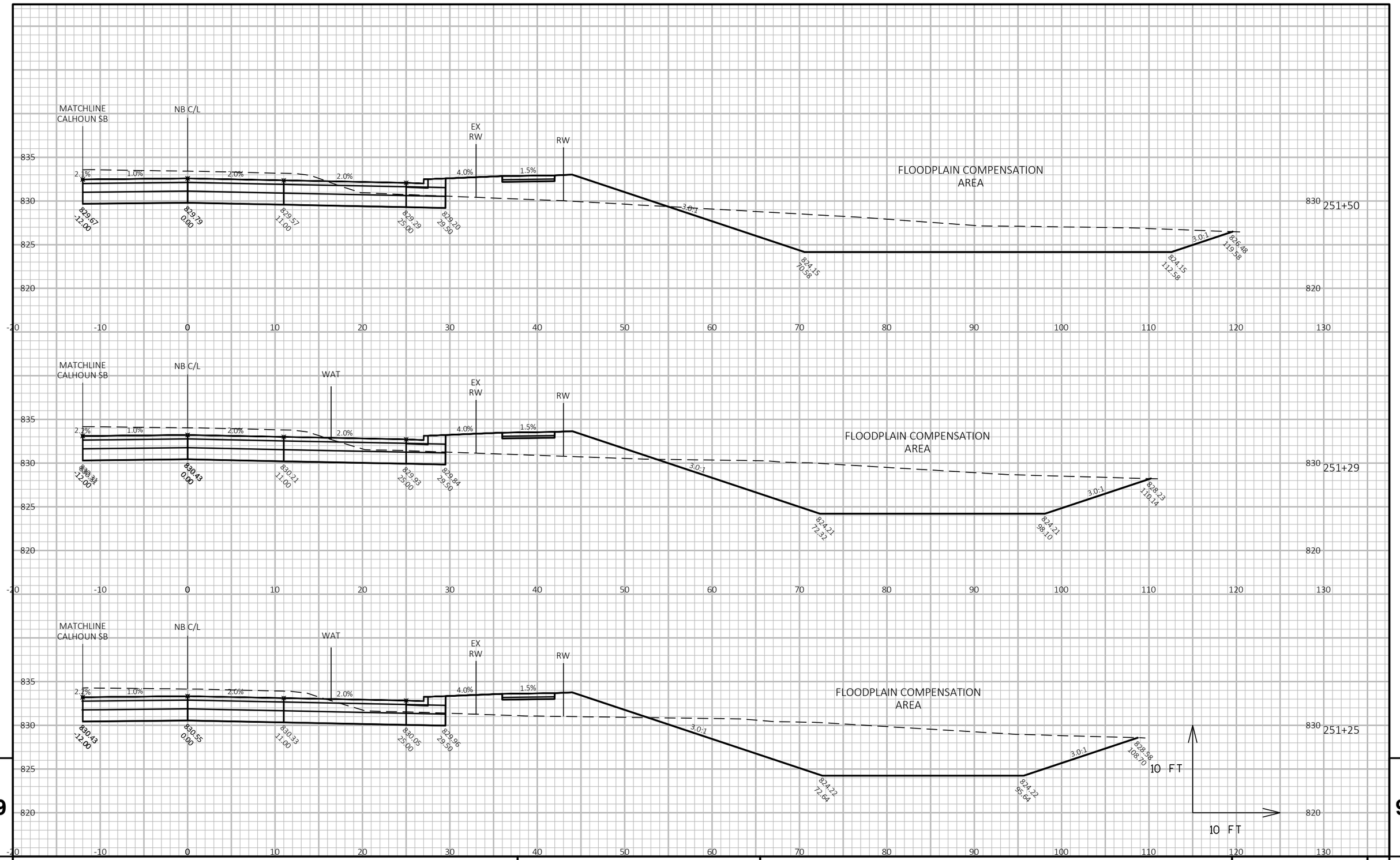
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 567	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



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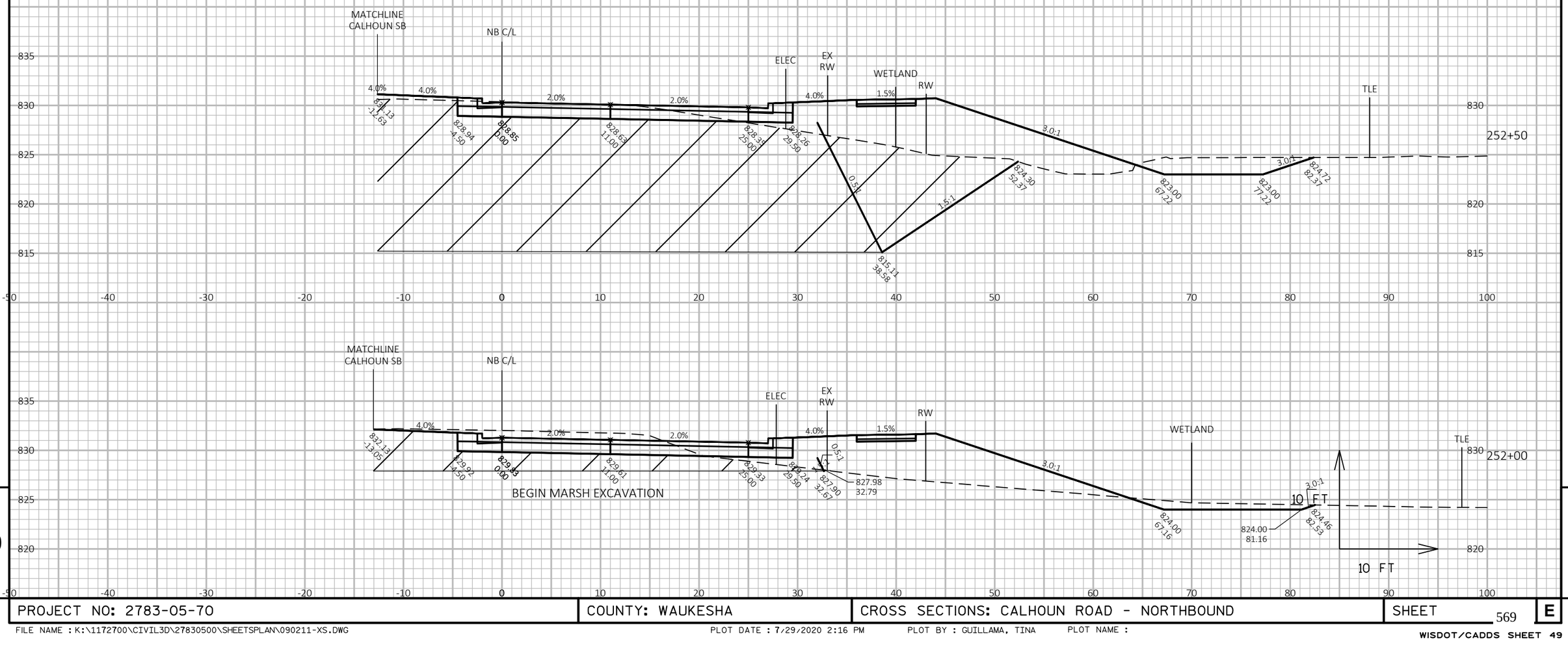
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 568	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)

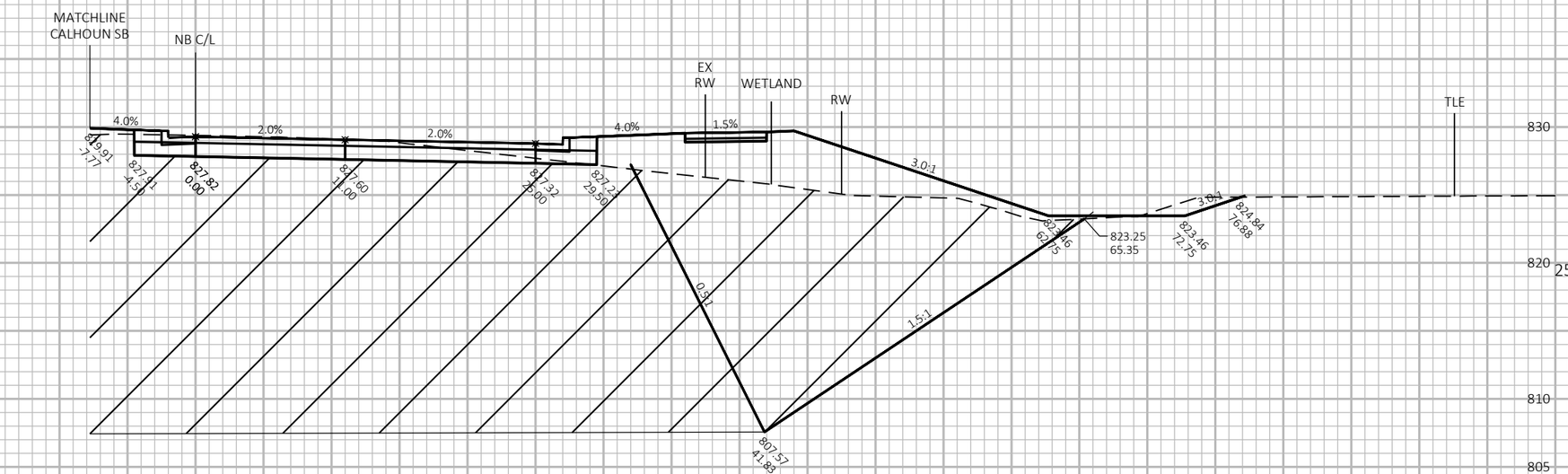


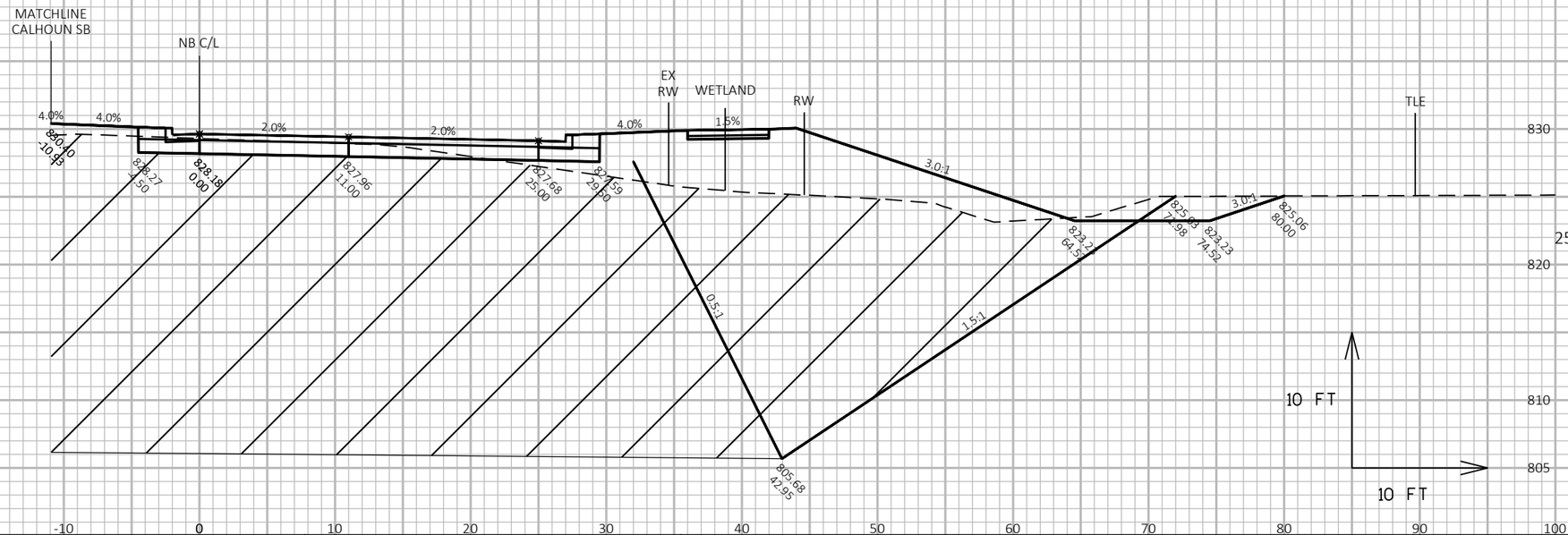
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 569	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)



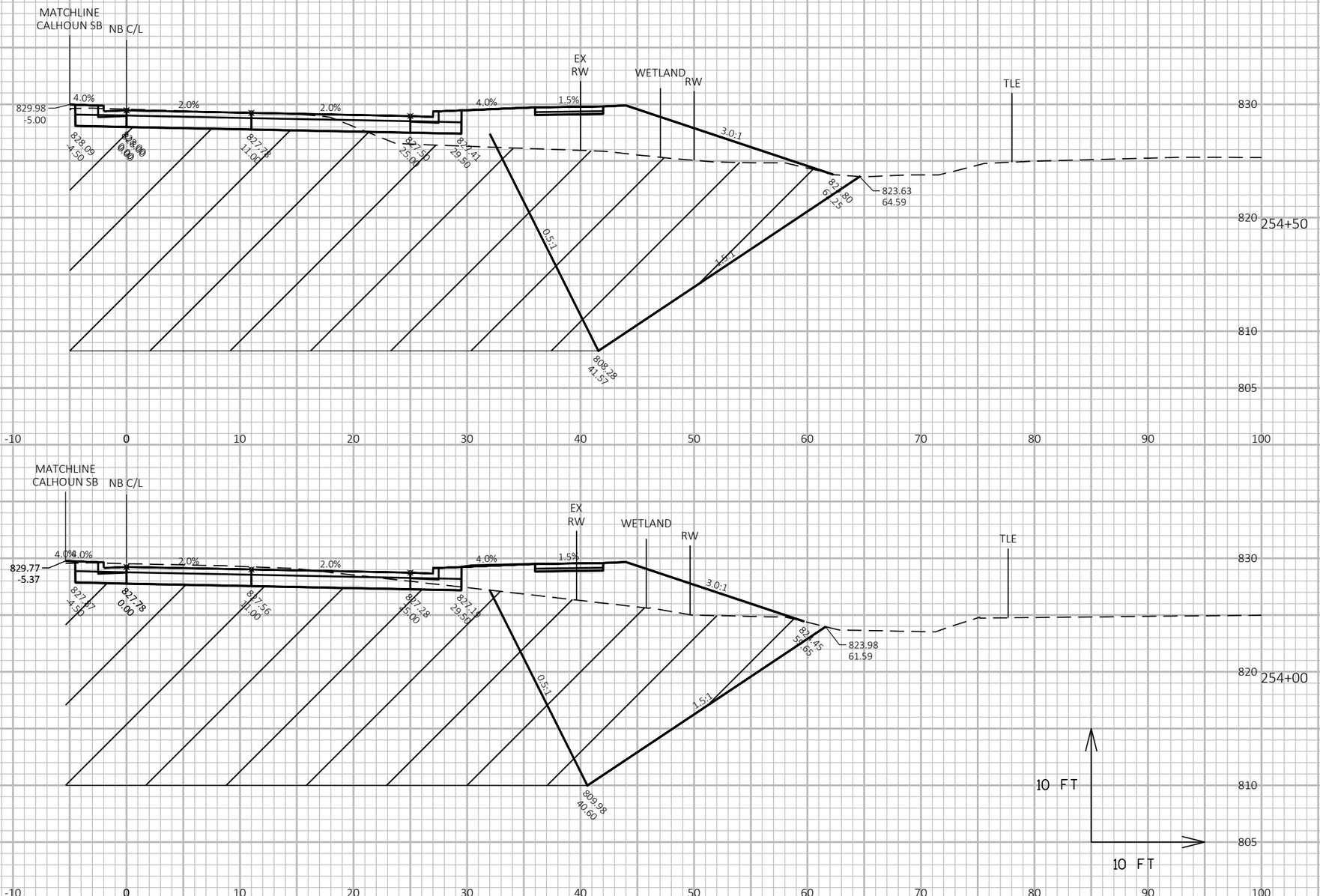


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 570	E

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WISDOT/CADDS SHEET 49

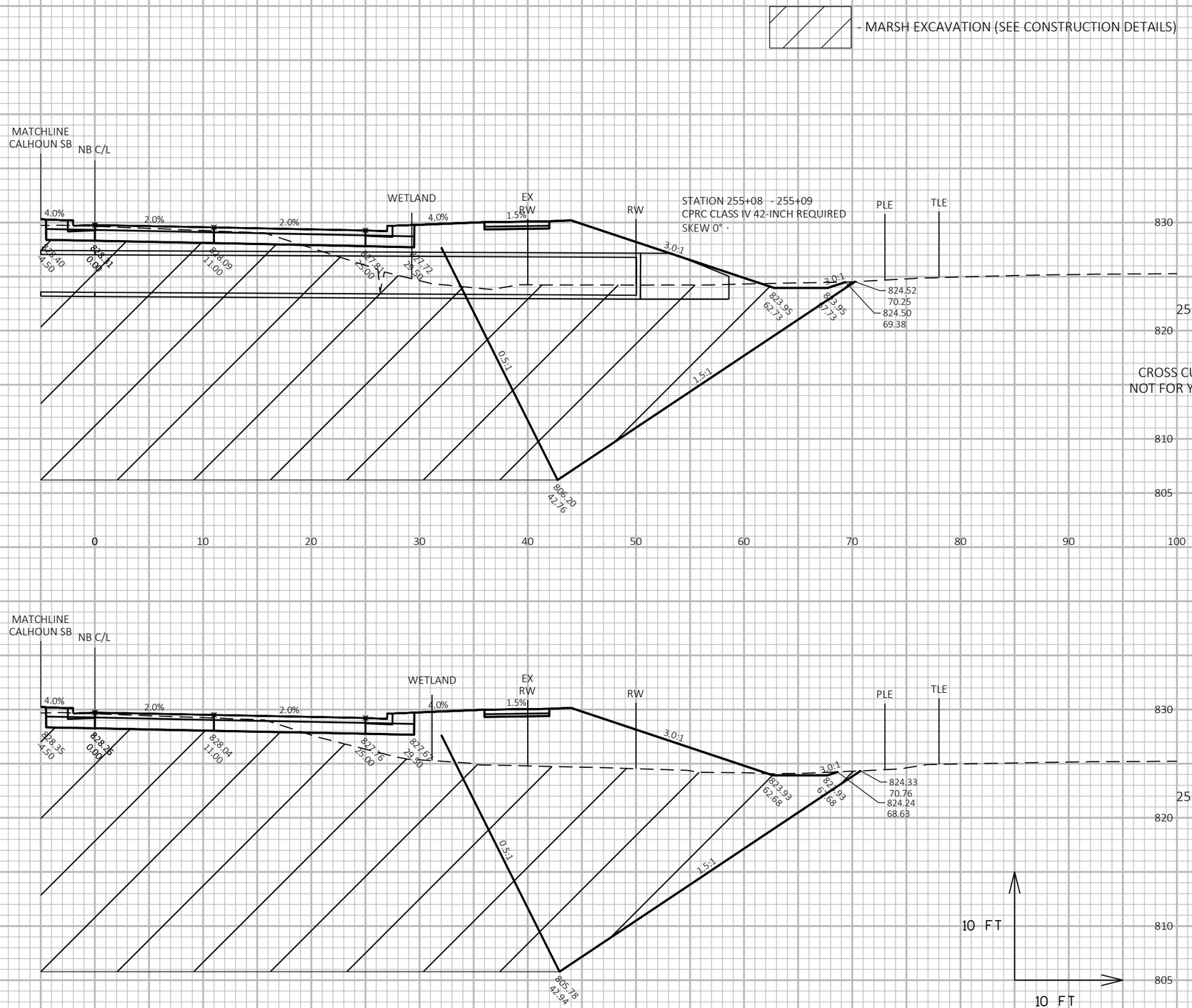
- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 571	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:16 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

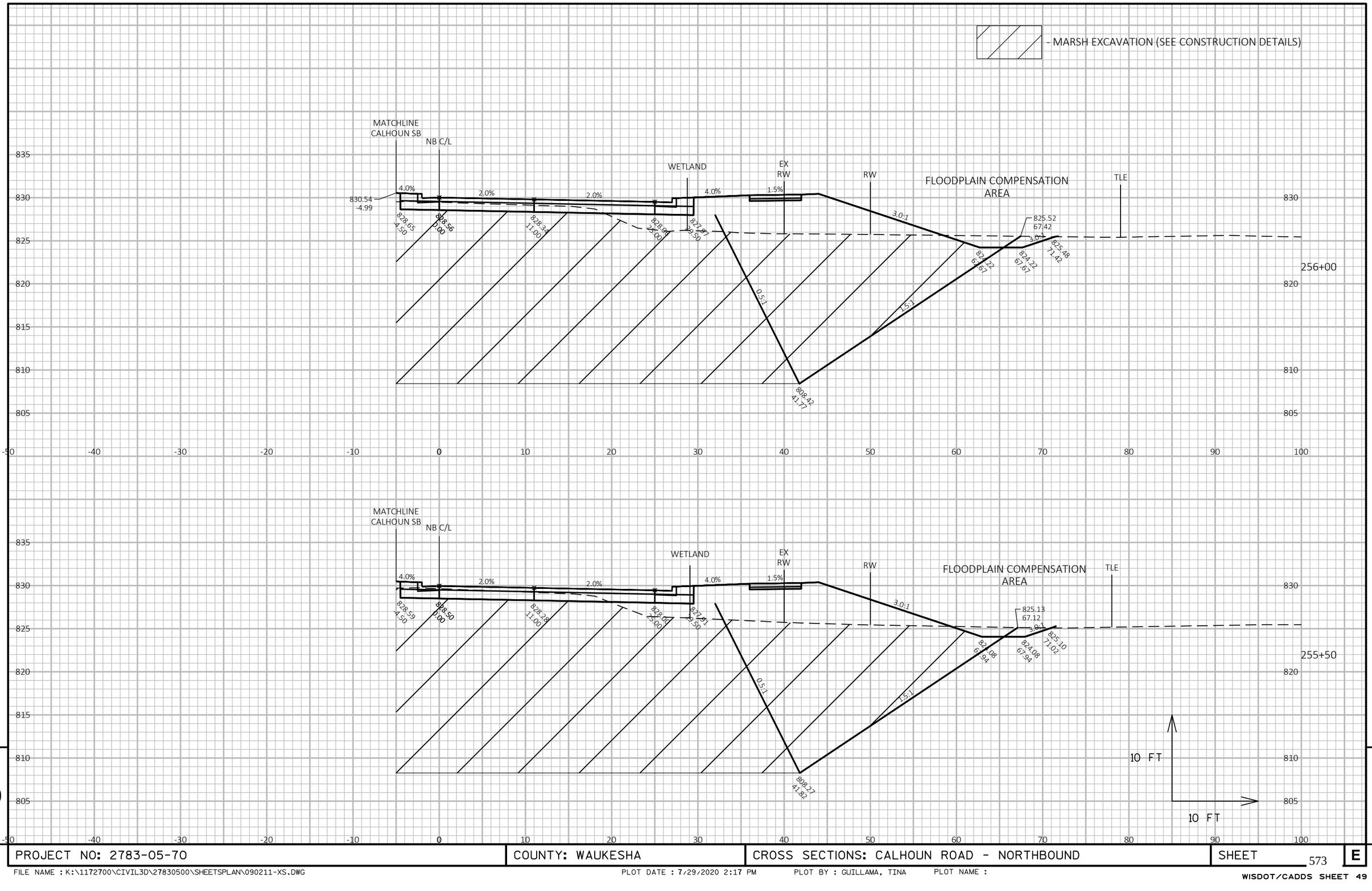
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 572 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

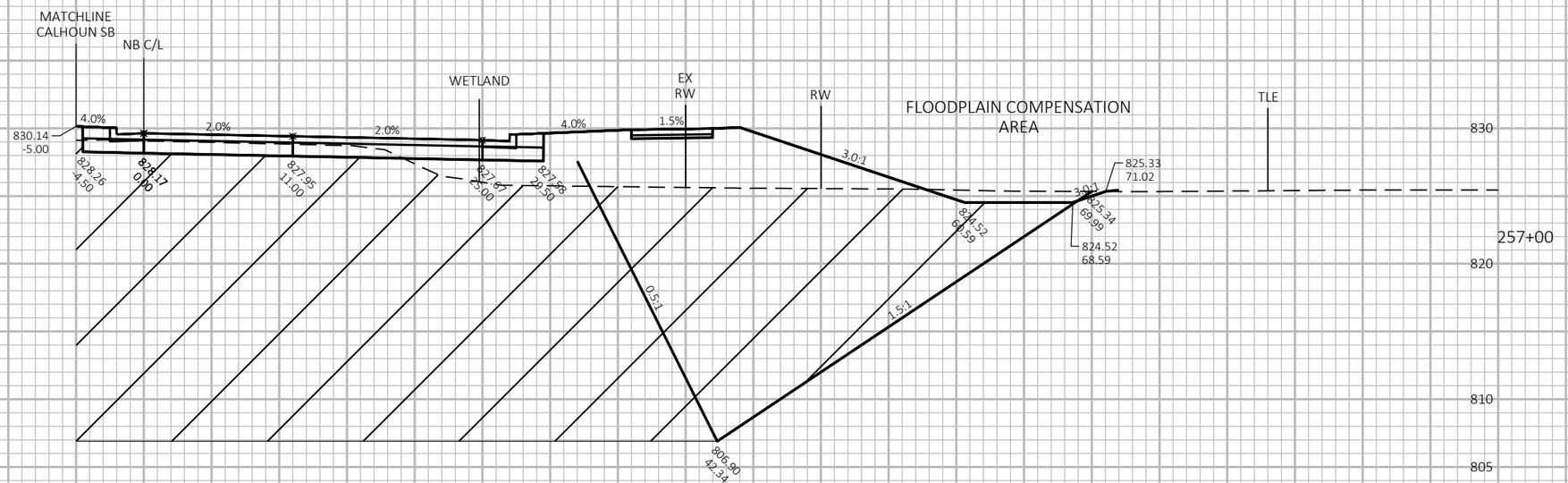


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 573 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)

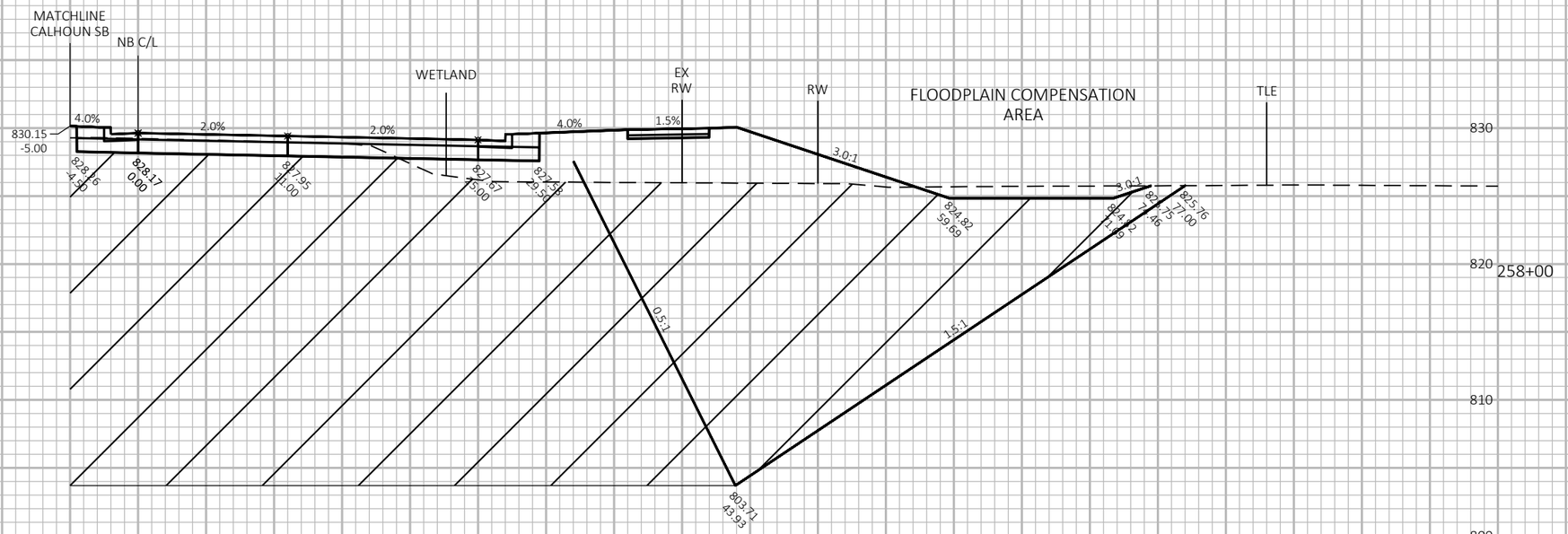


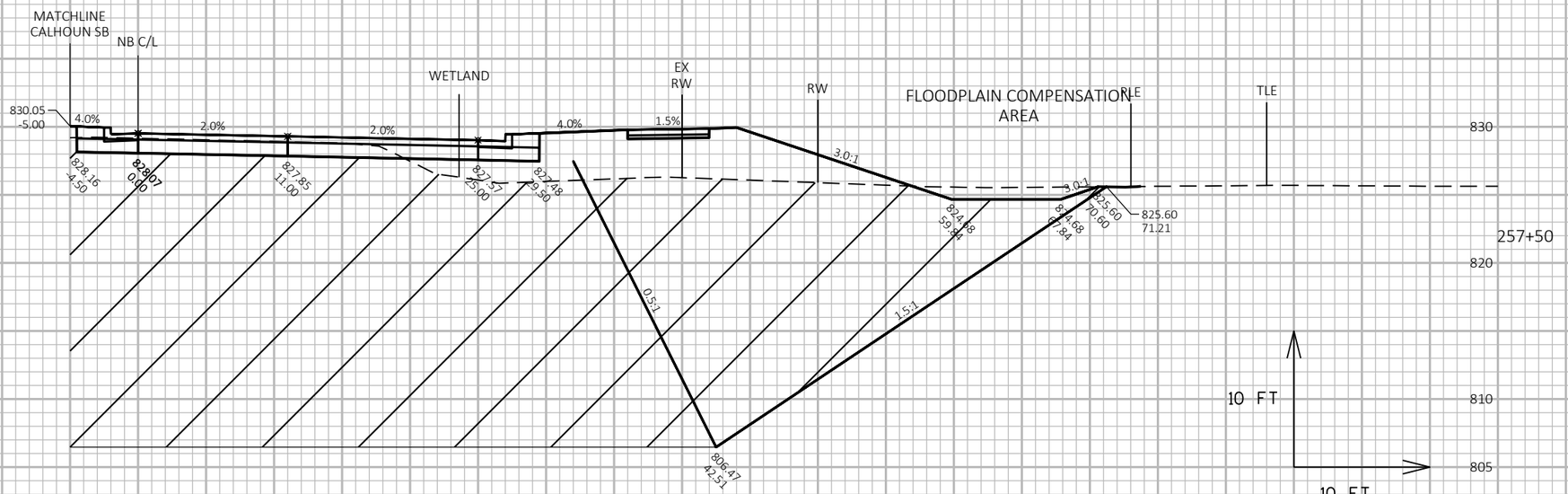
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 574 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)



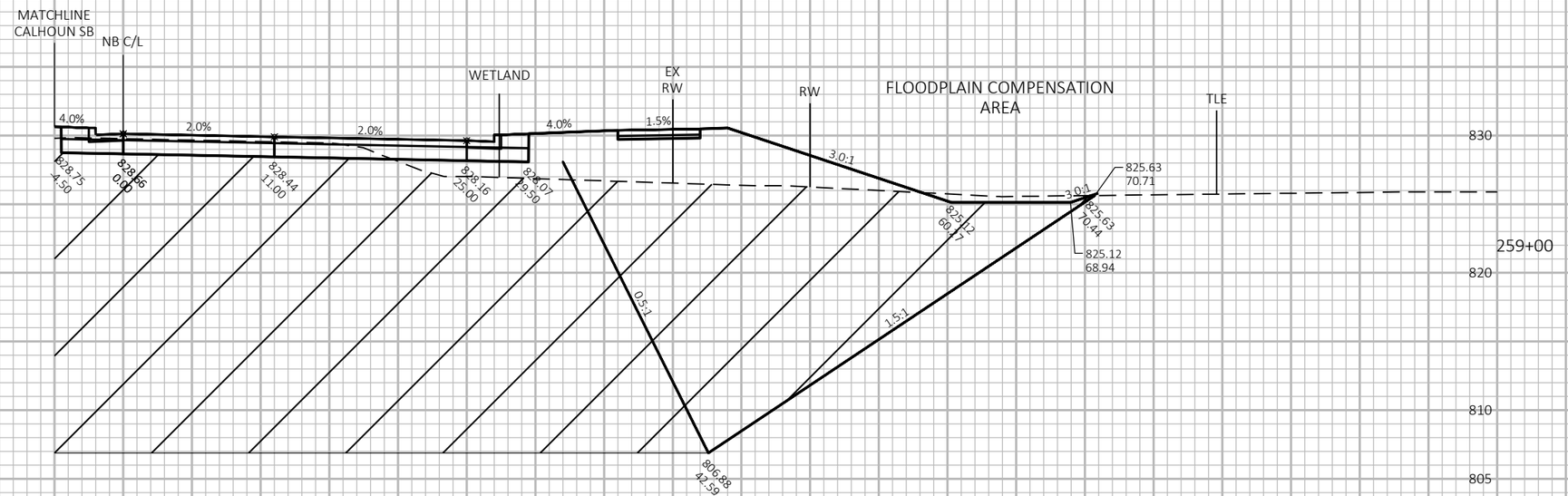


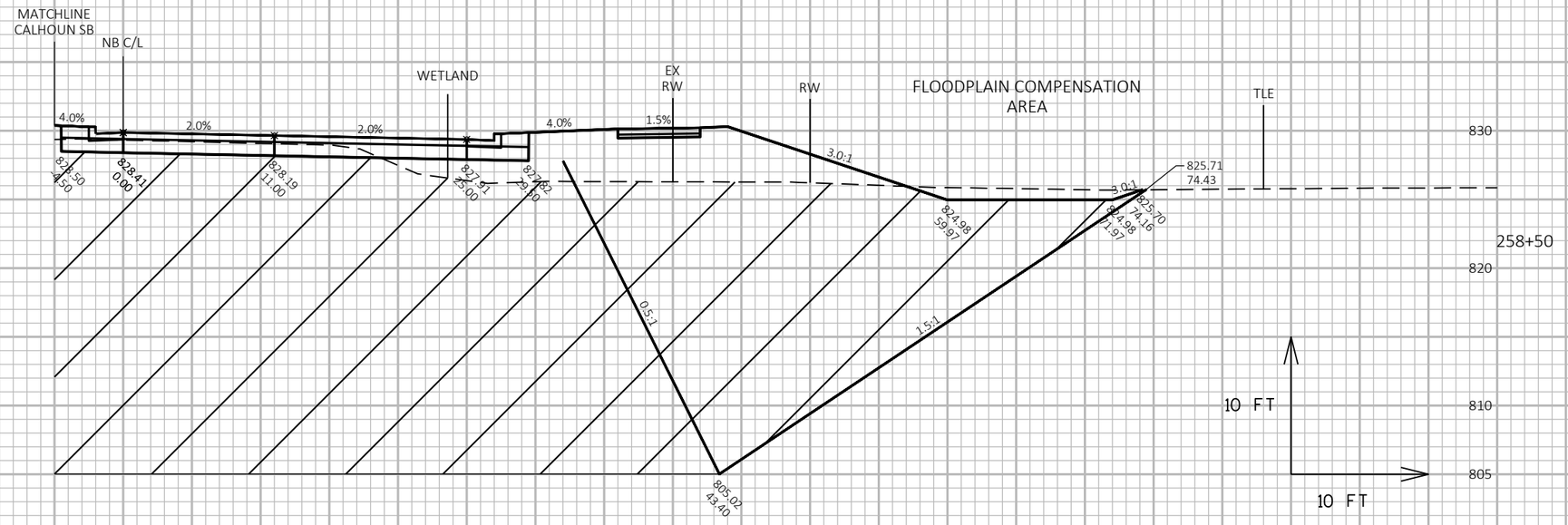
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 575	E

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WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)





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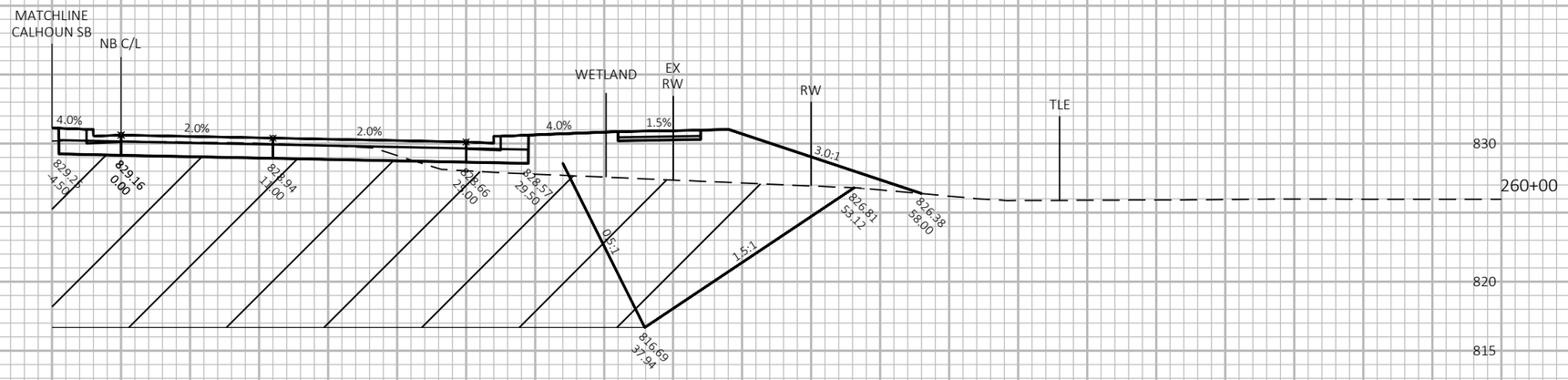
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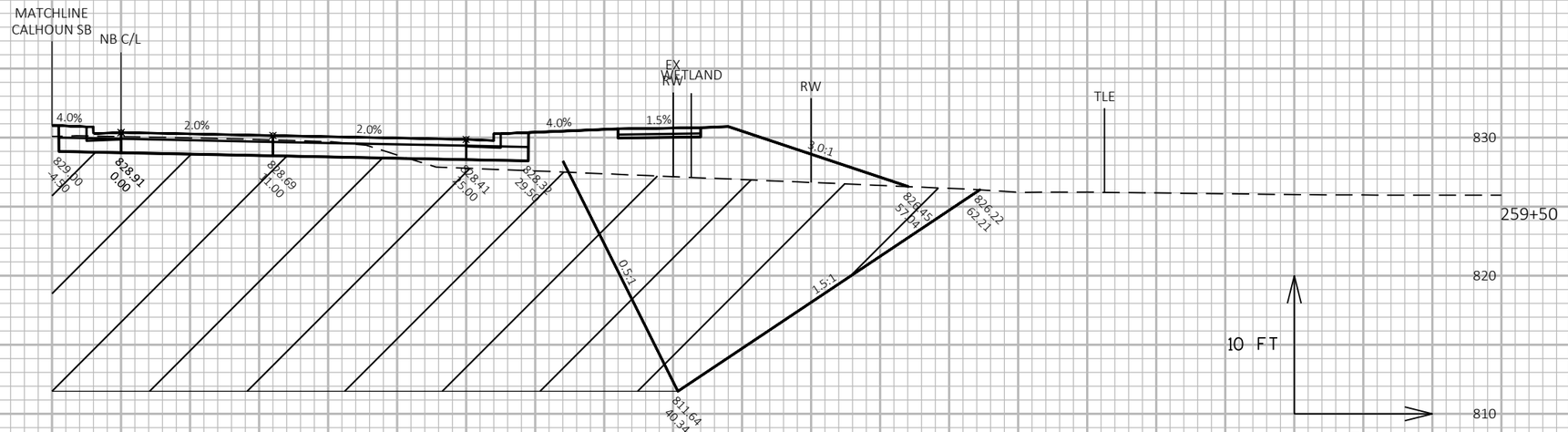
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 576 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)





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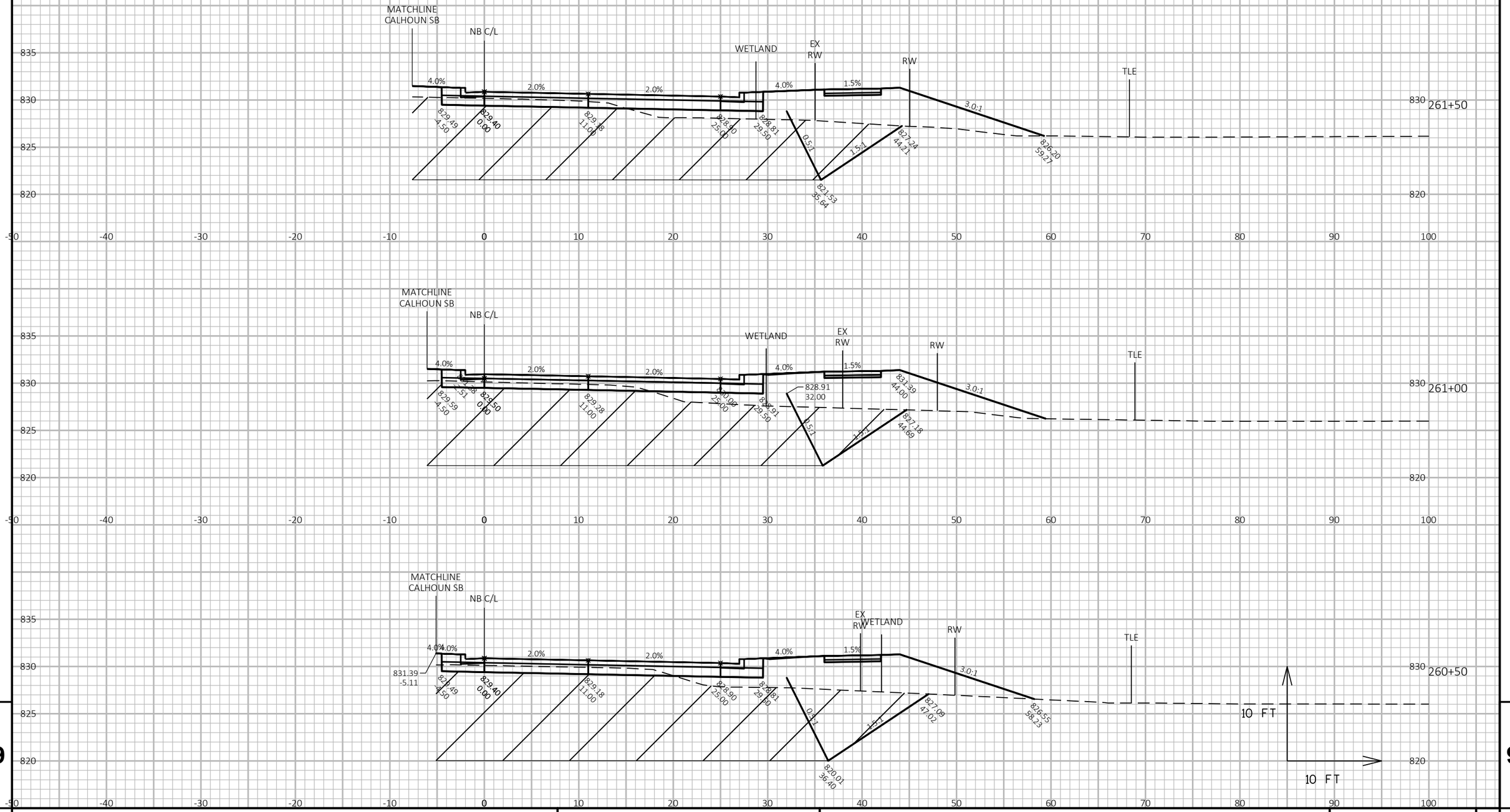
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 577	E

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WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)

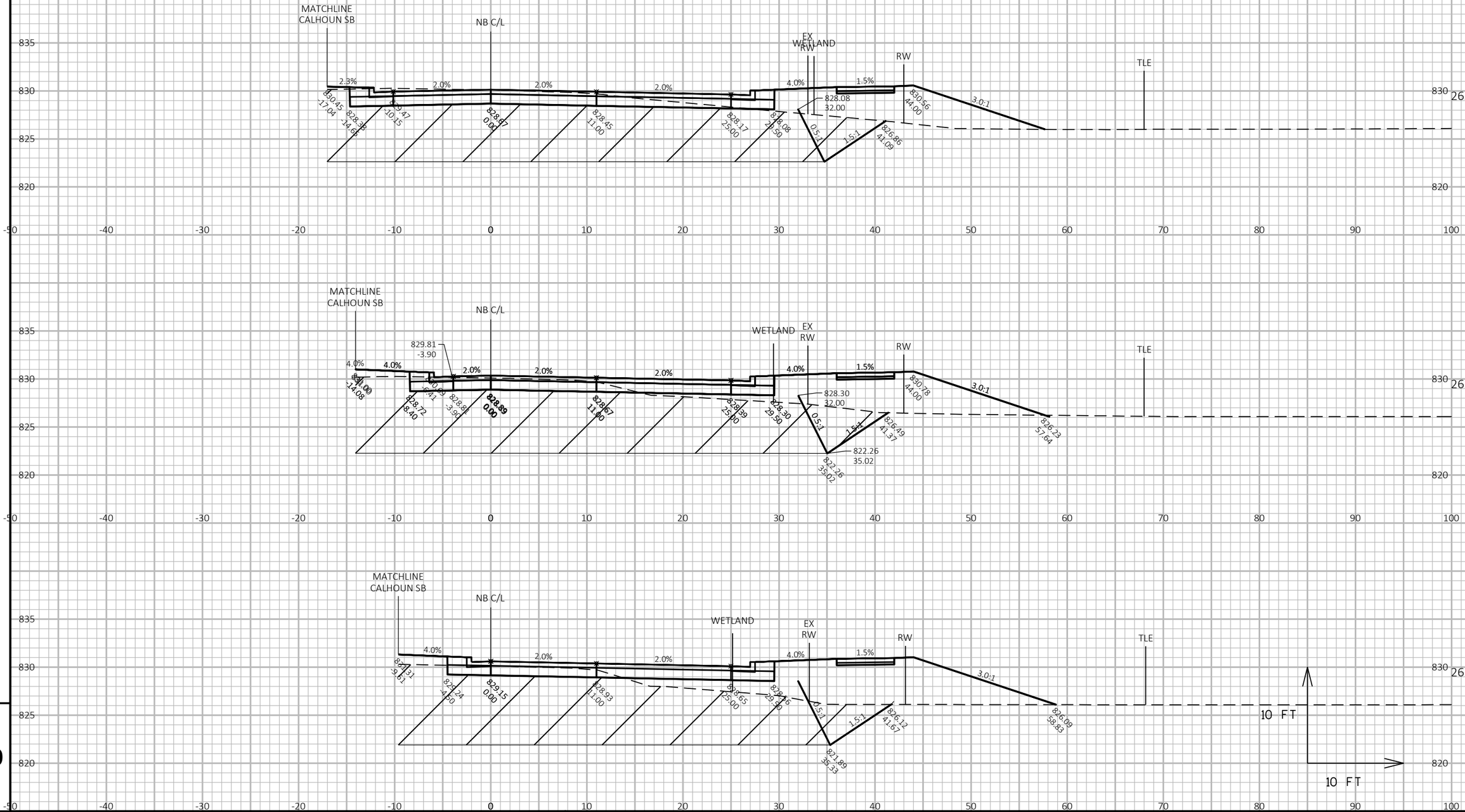


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 578	E

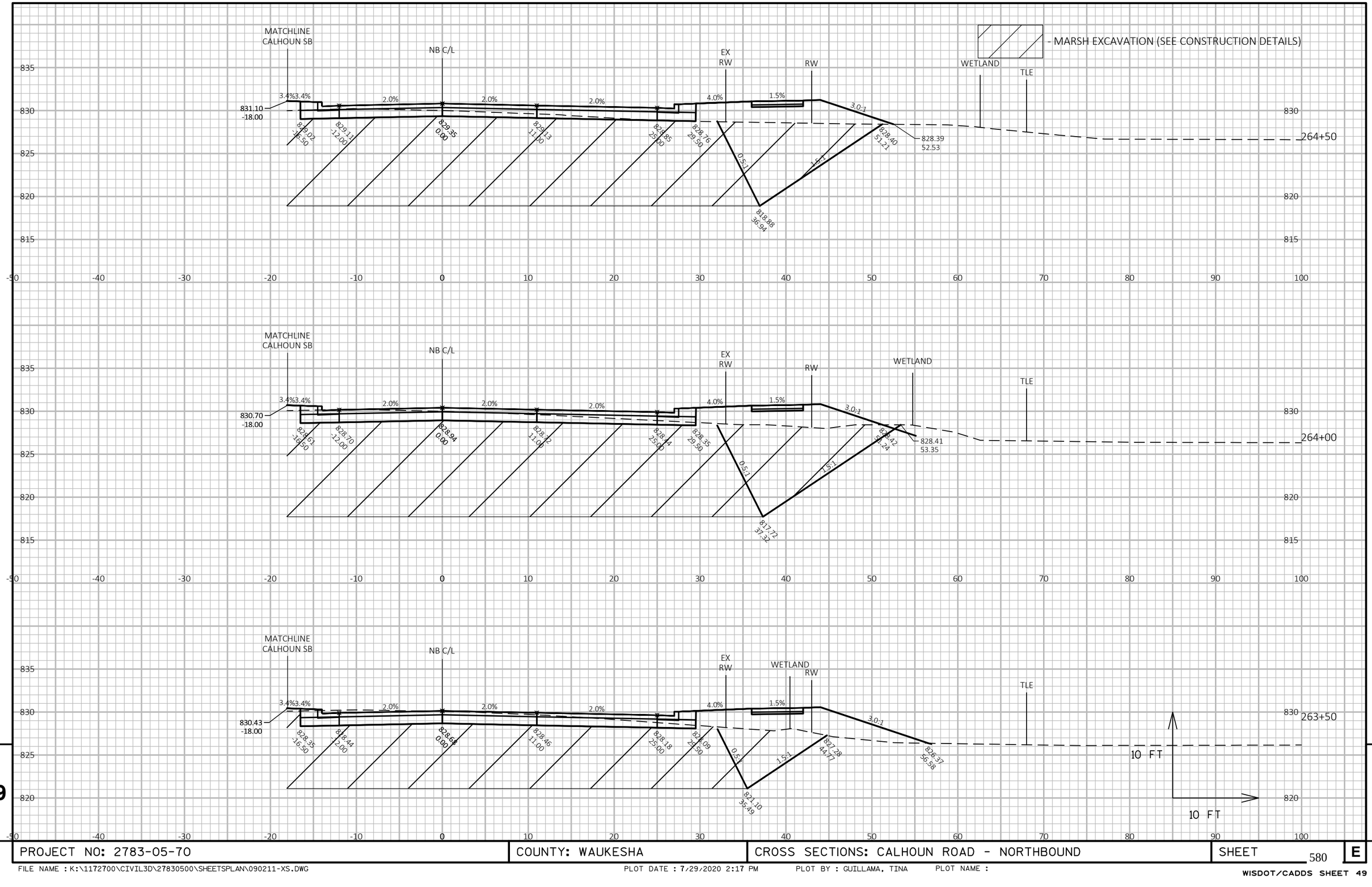
- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 579	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

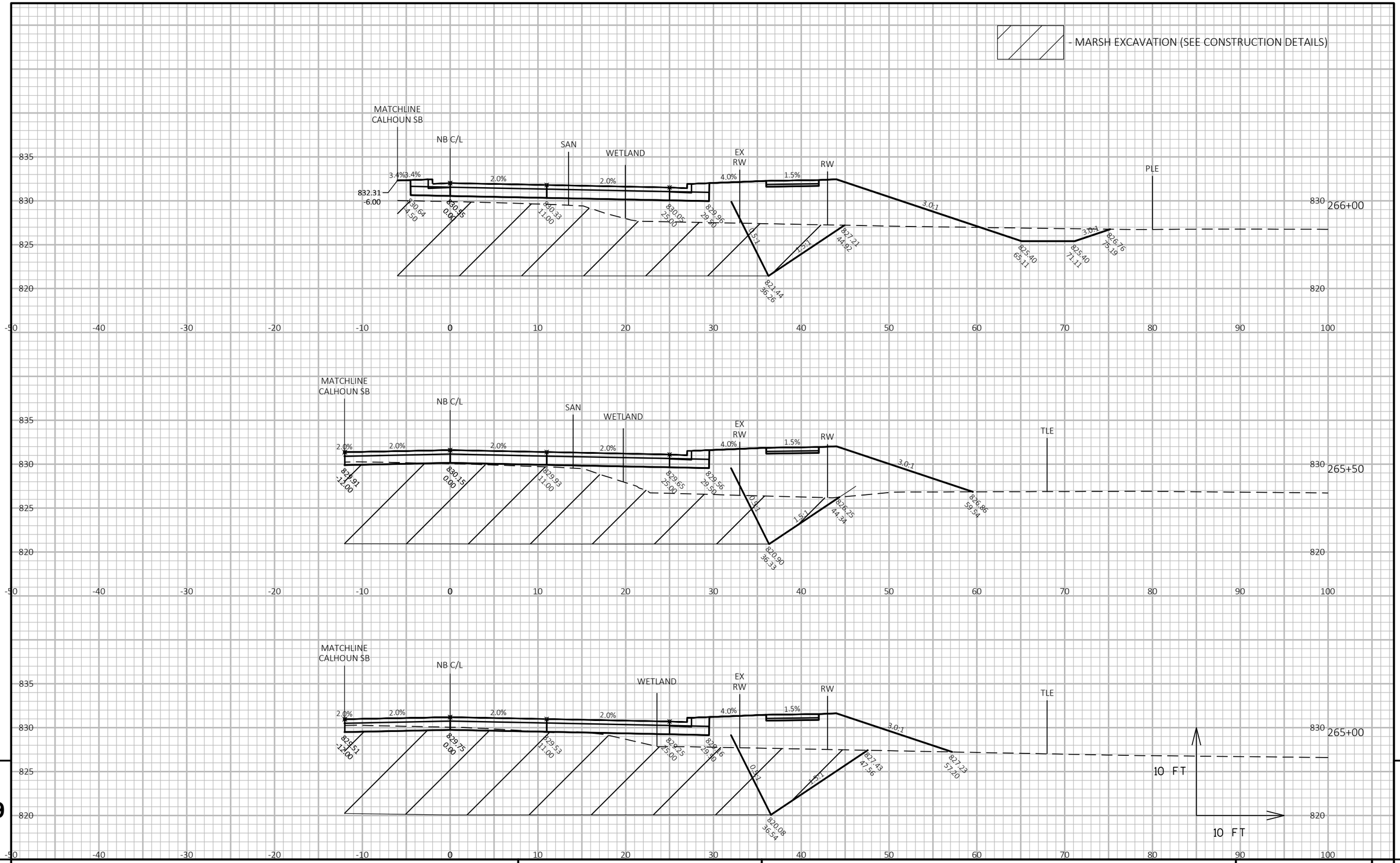


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 580	E

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PLOT DATE : 7/29/2020 2:17 PM PLOT BY : GUILLAMA, TINA PLOT NAME :
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 581 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)

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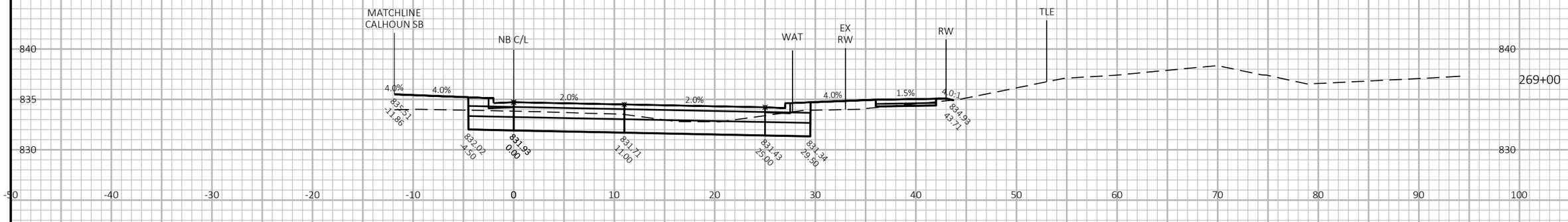
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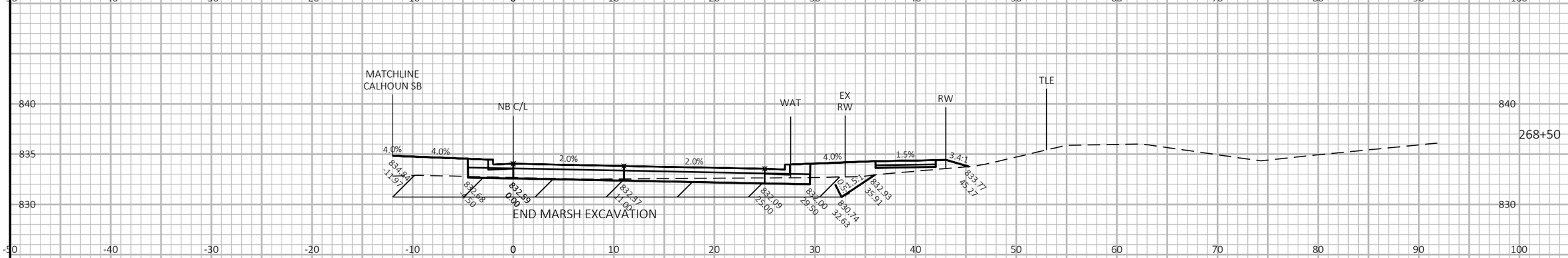
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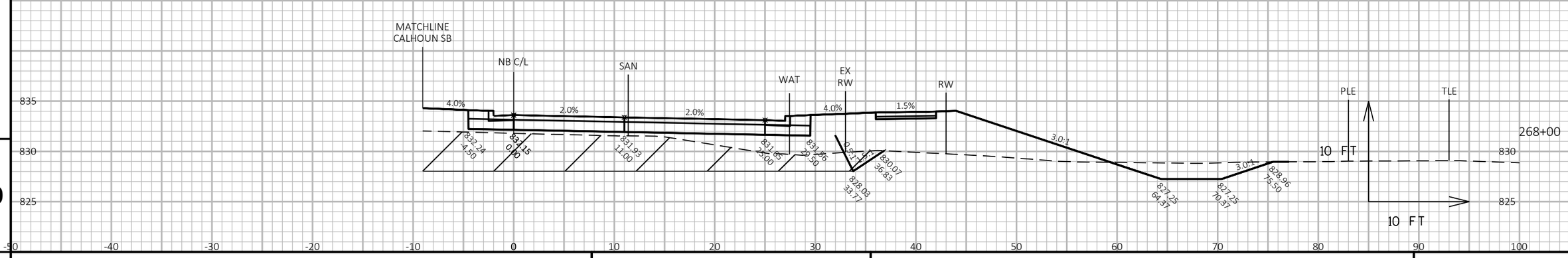
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WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)







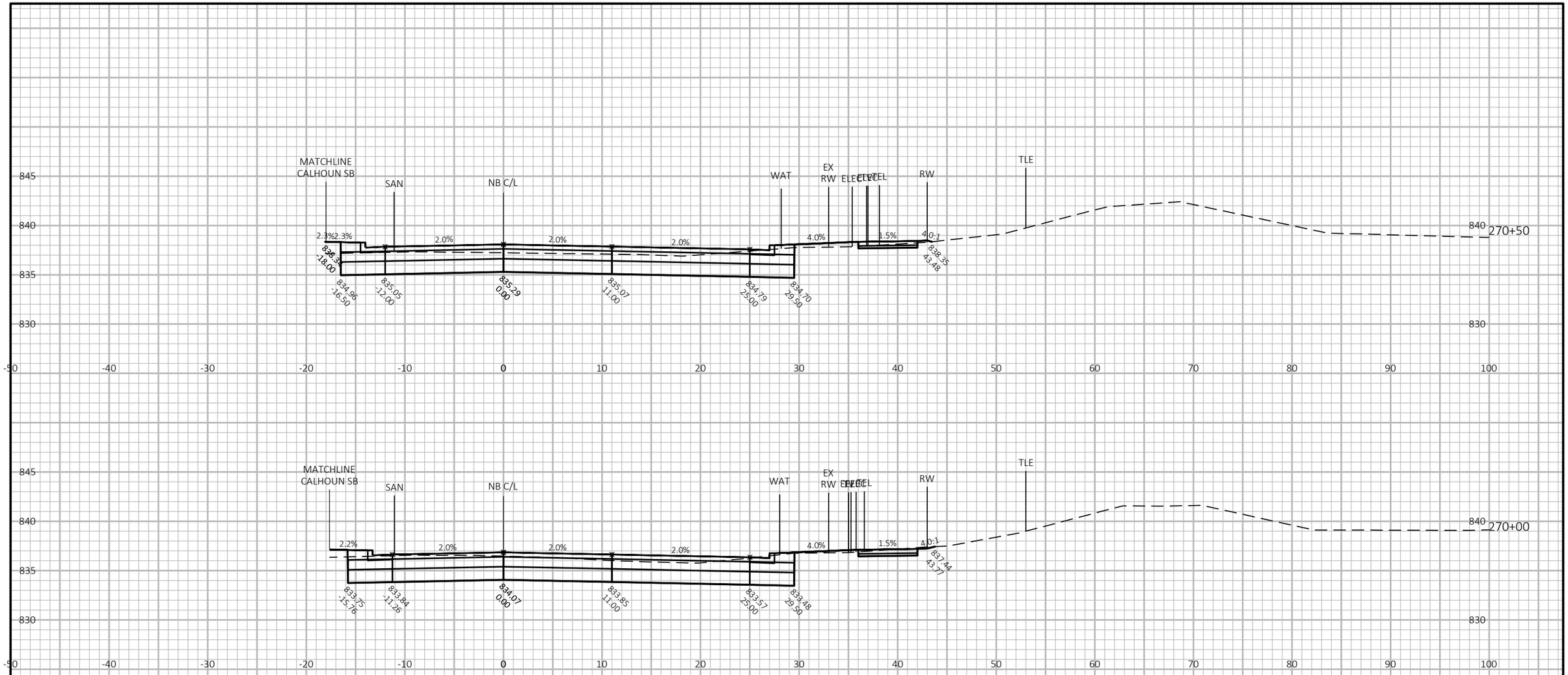
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 583	E

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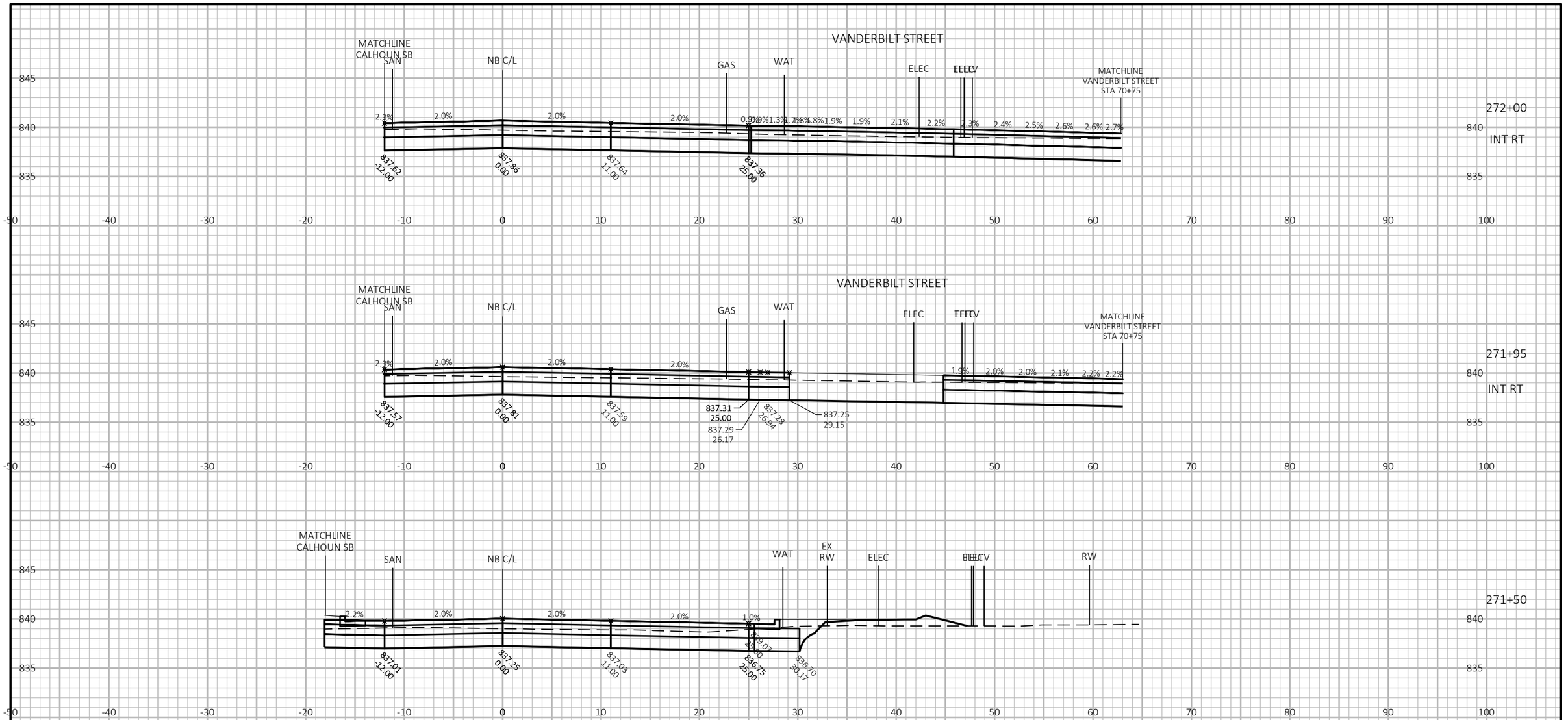
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 584	E

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WISDOT/CADDS SHEET 49



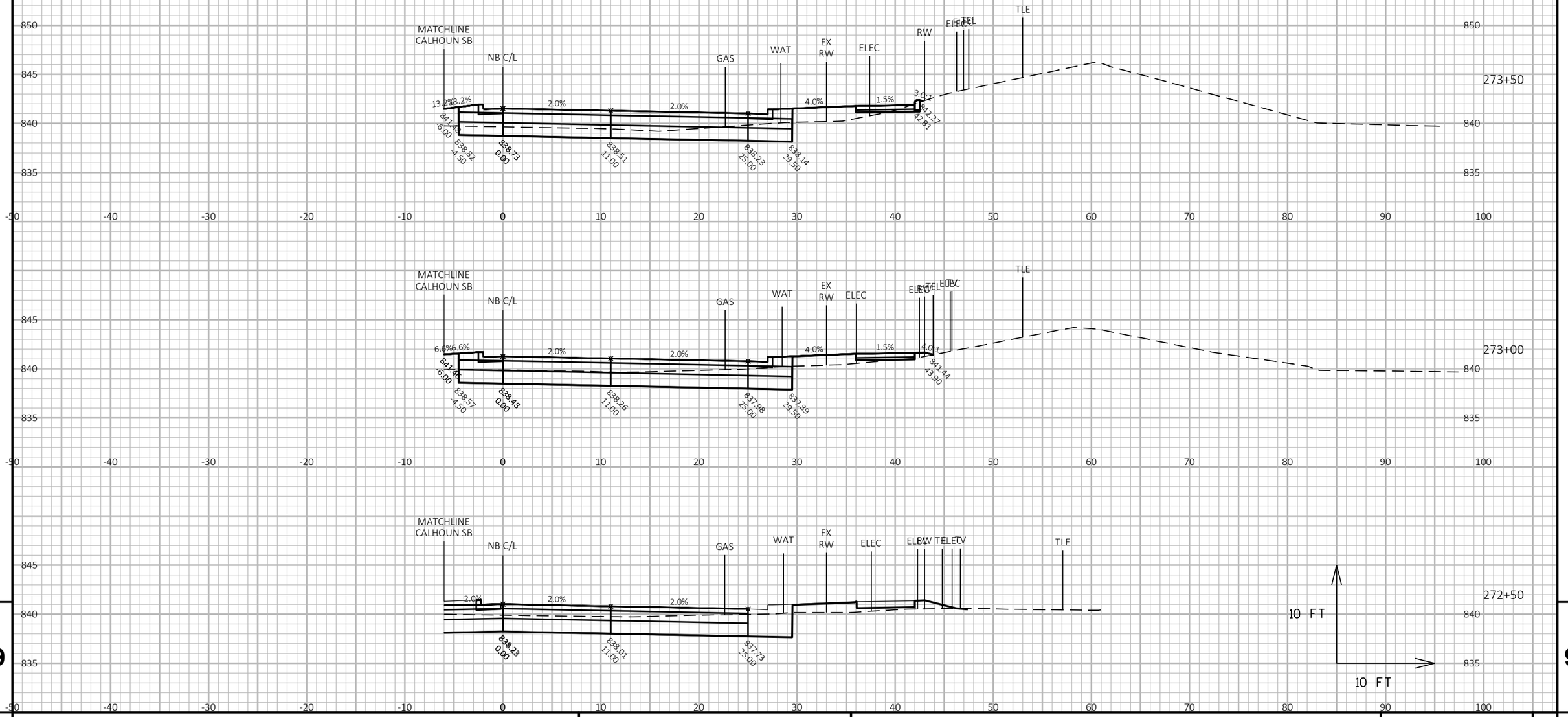
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 585	E

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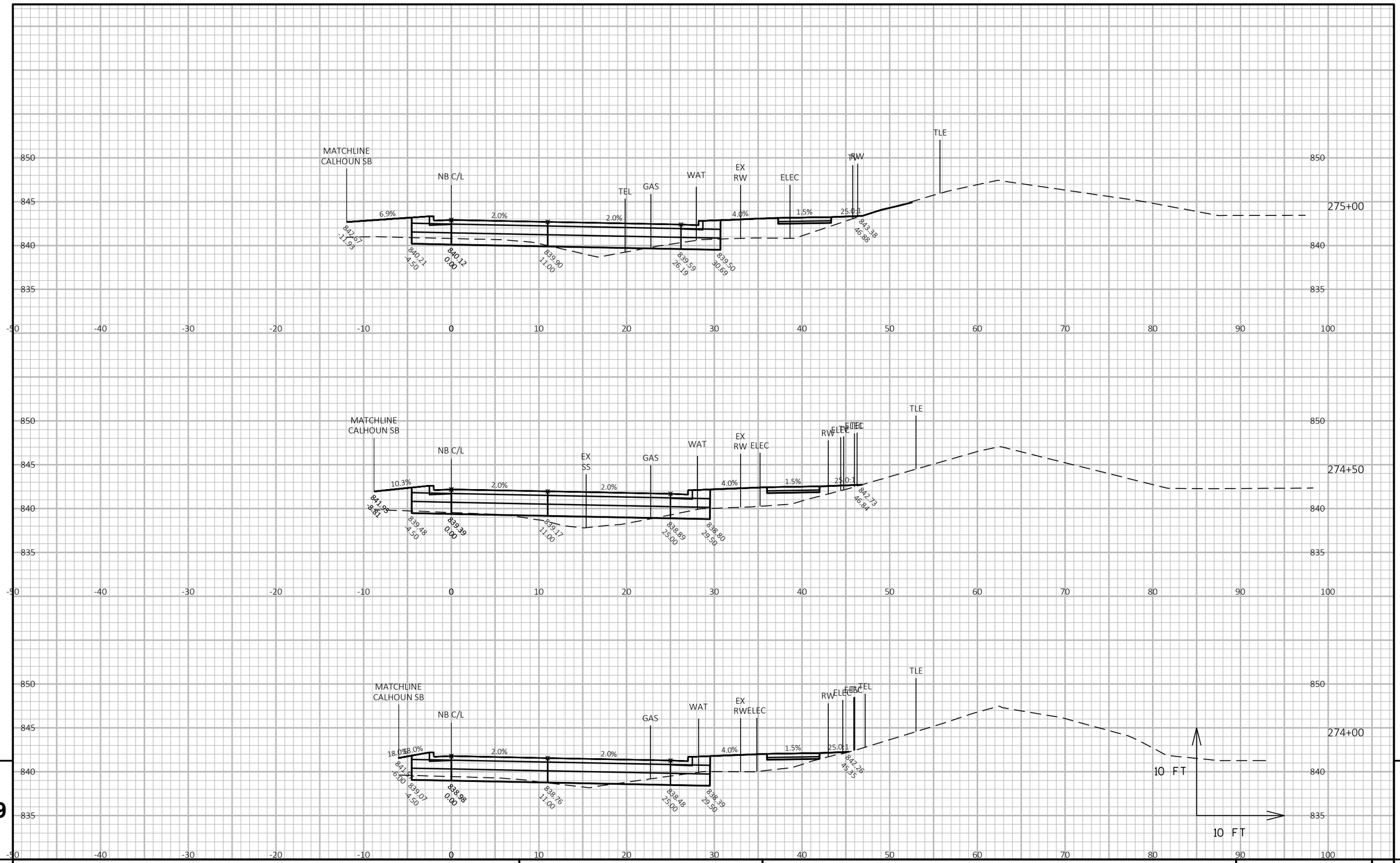
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 586	E

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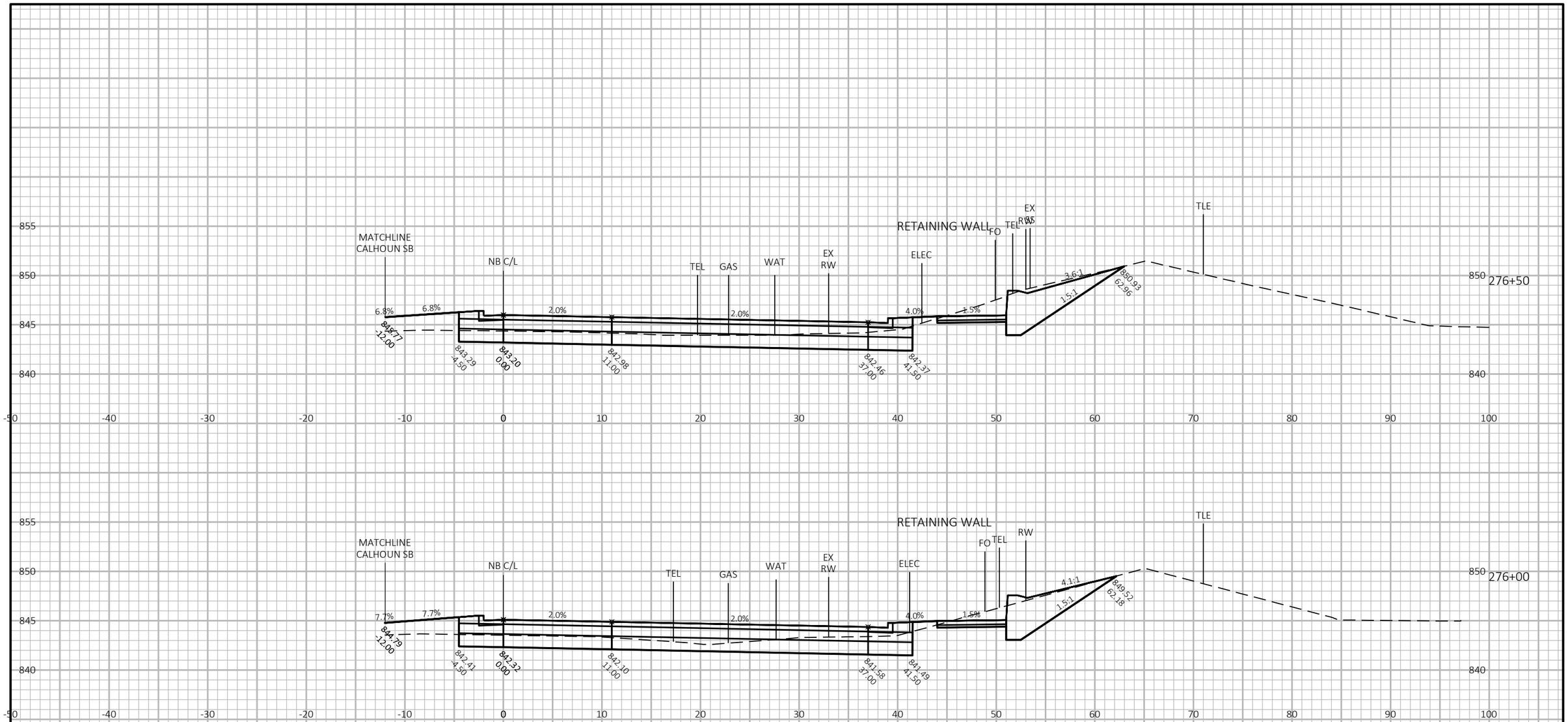
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 587	E

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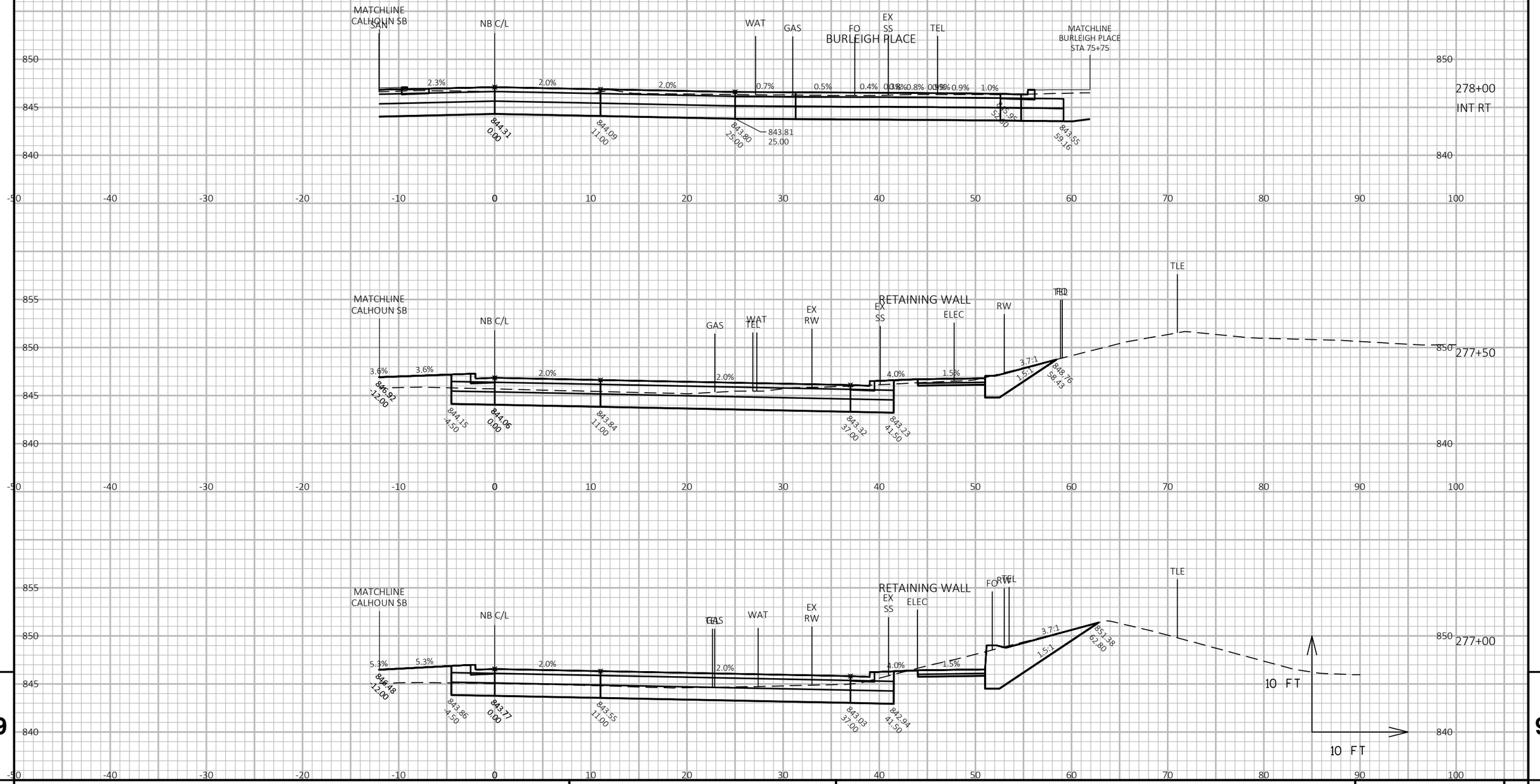
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 588	E

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WISDOT/CADDS SHEET 49



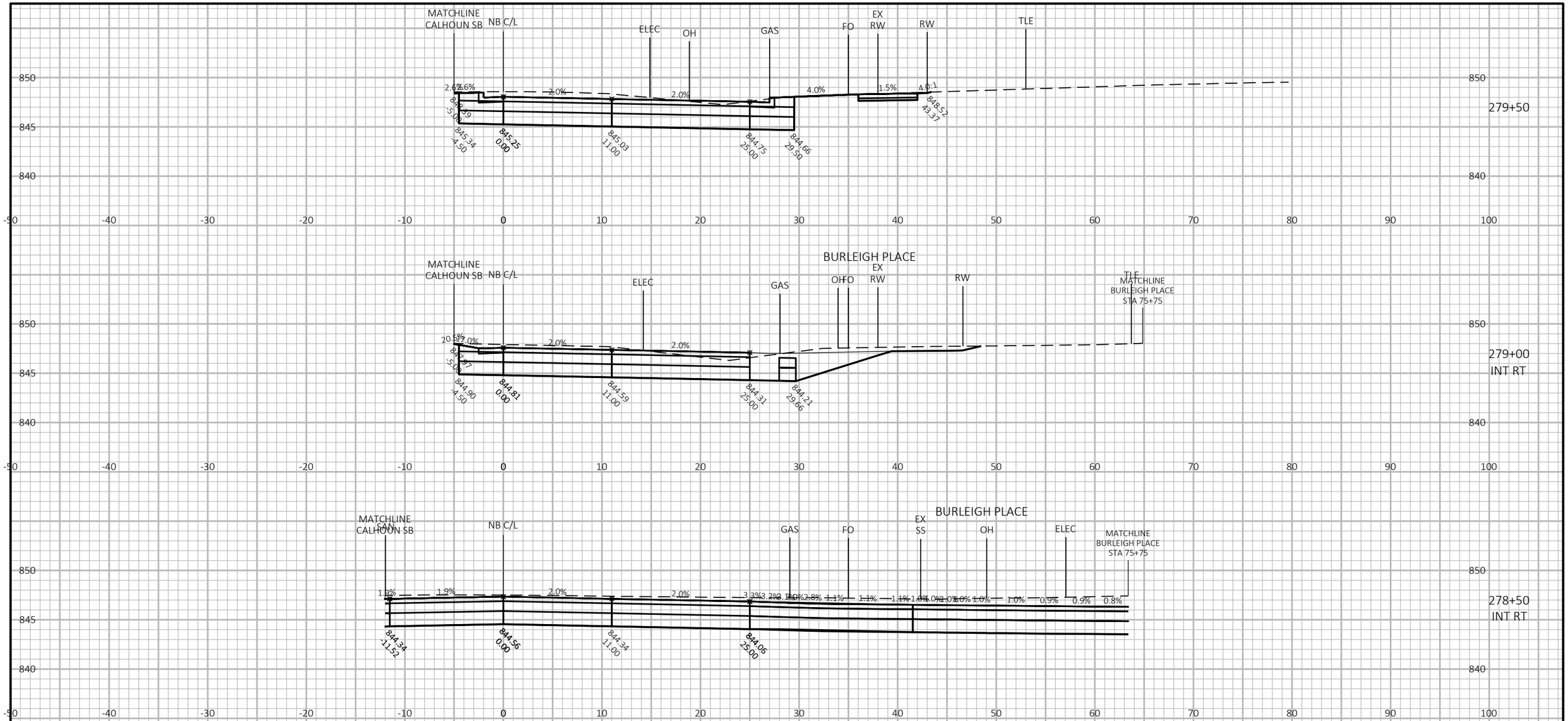
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 589	E

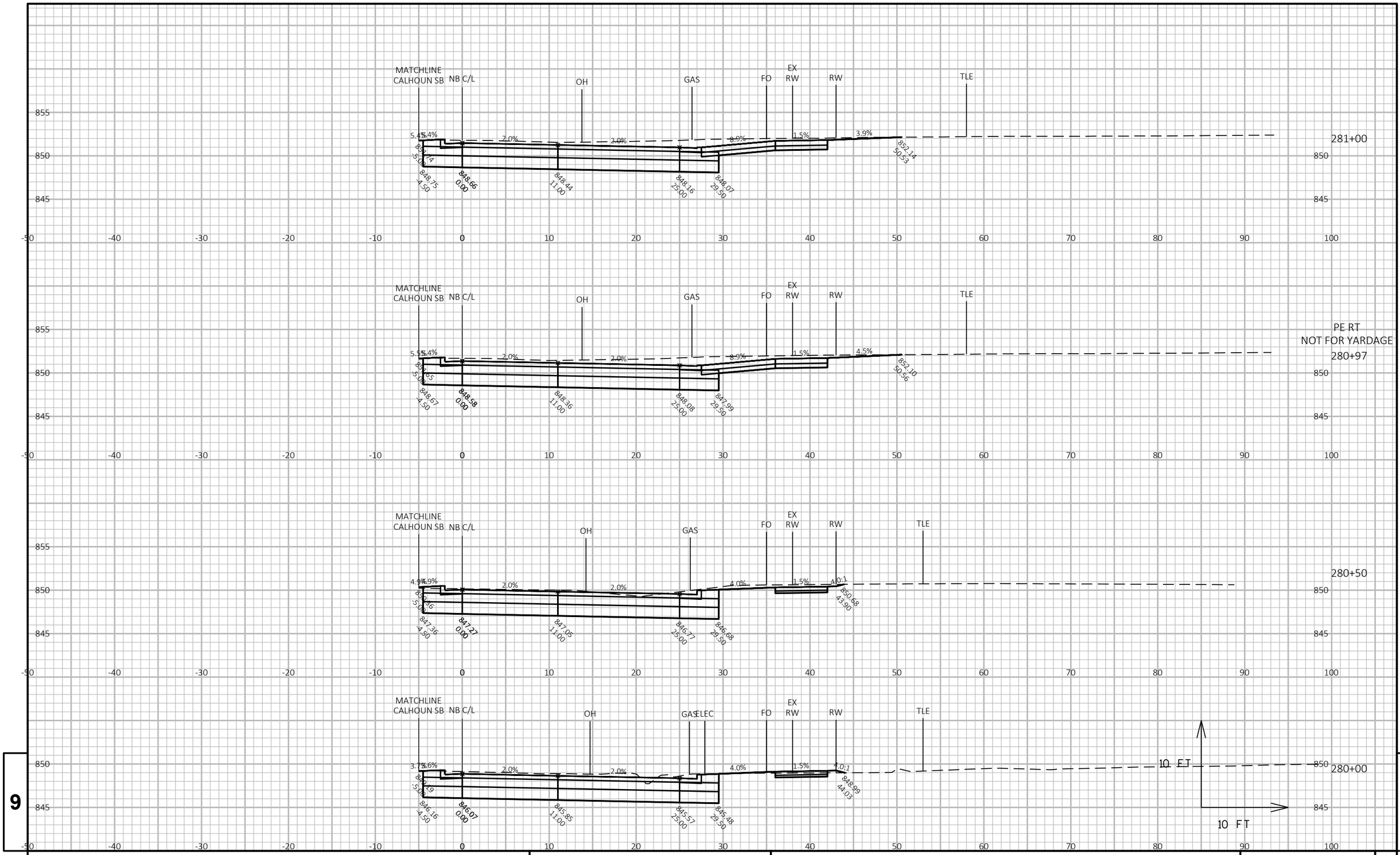
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WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 590	E

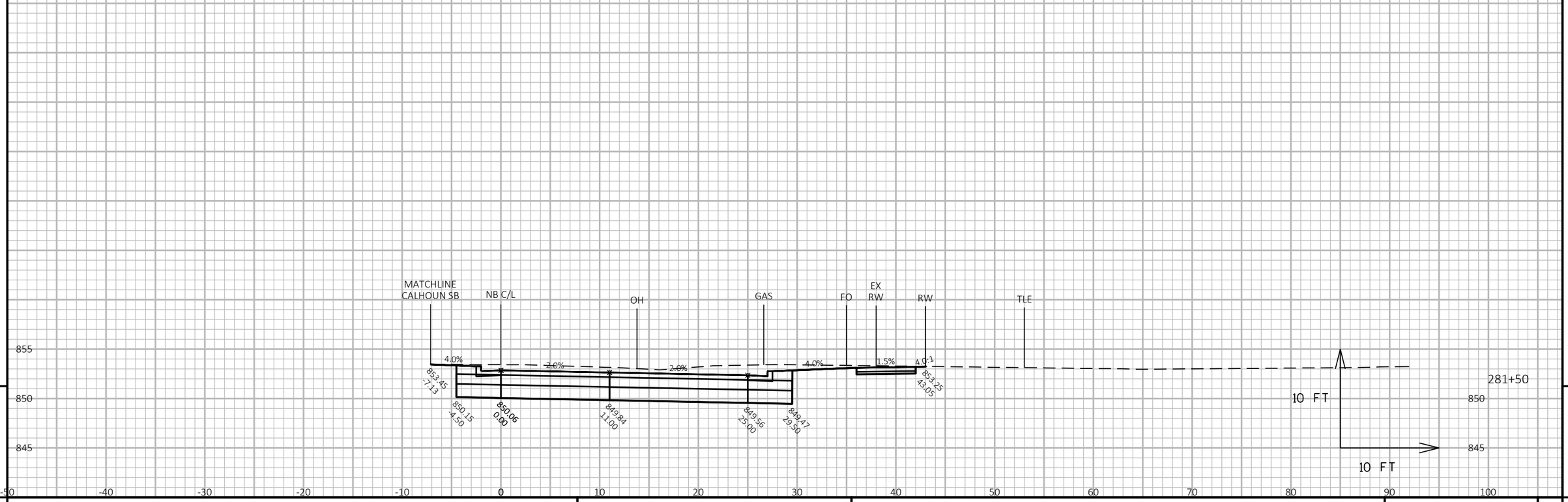
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PLOT DATE : 7/29/2020 2:18 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 591	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090211-XS.DWG PLOT DATE : 7/29/2020 2:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

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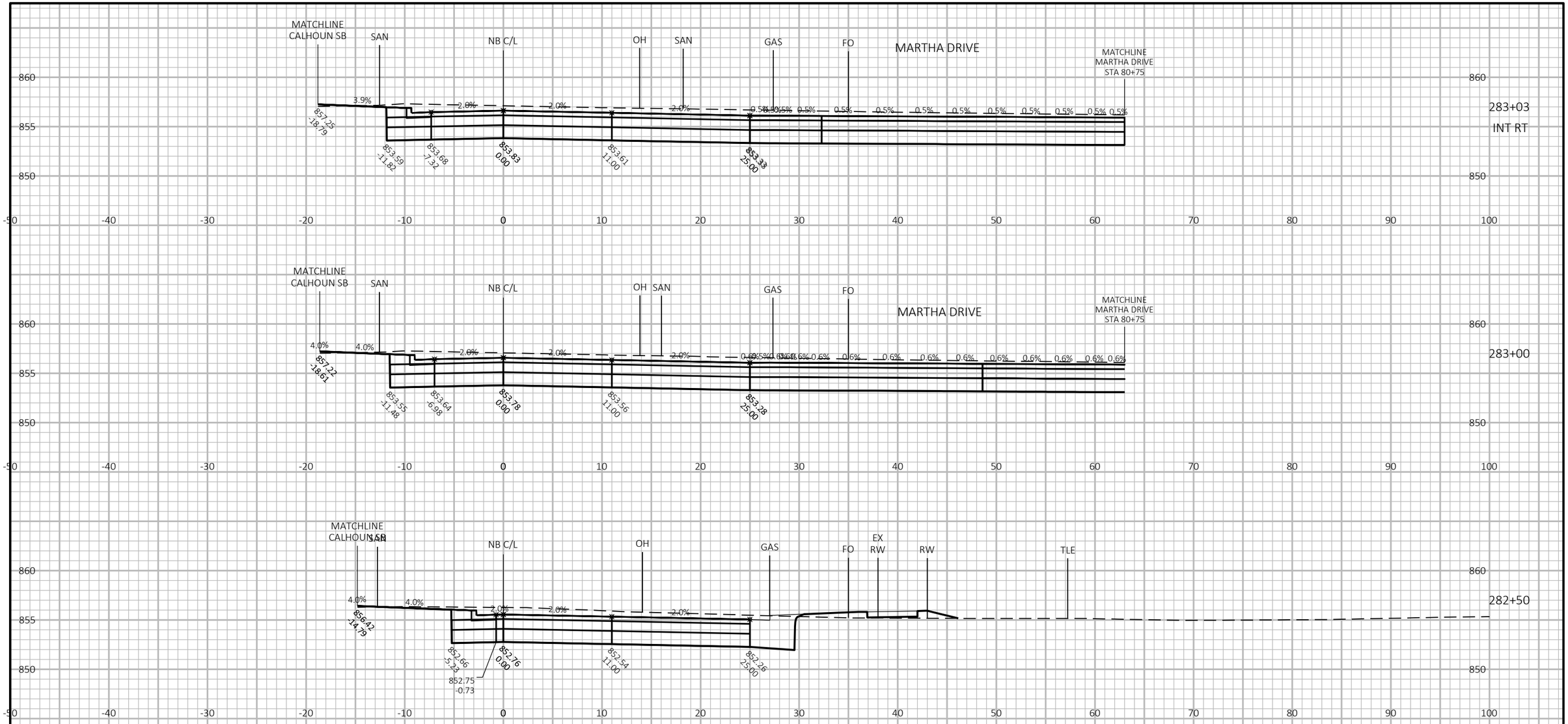
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 592	E

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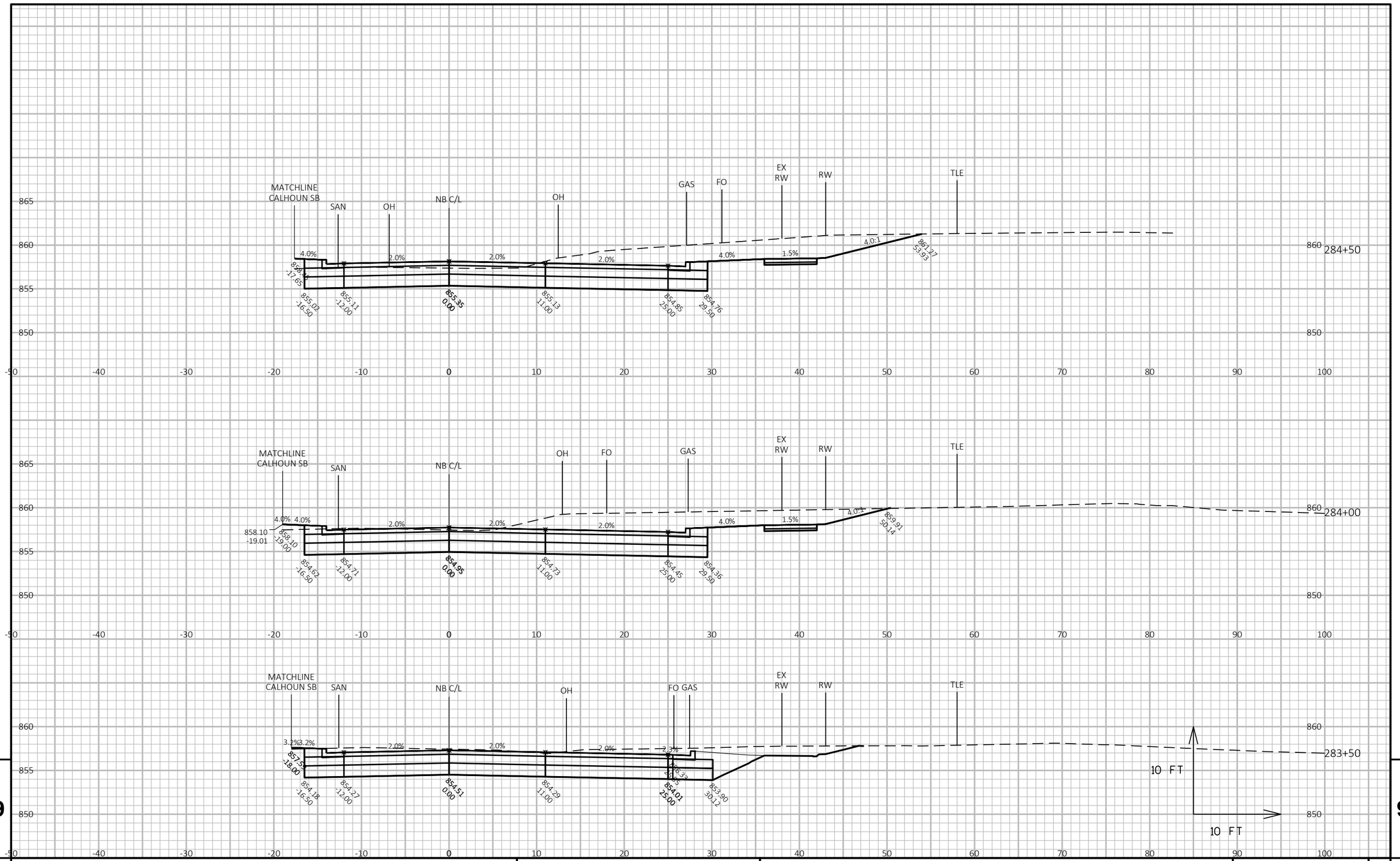
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 593	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090212-XS.DWG PLOT DATE : 7/29/2020 2:25 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

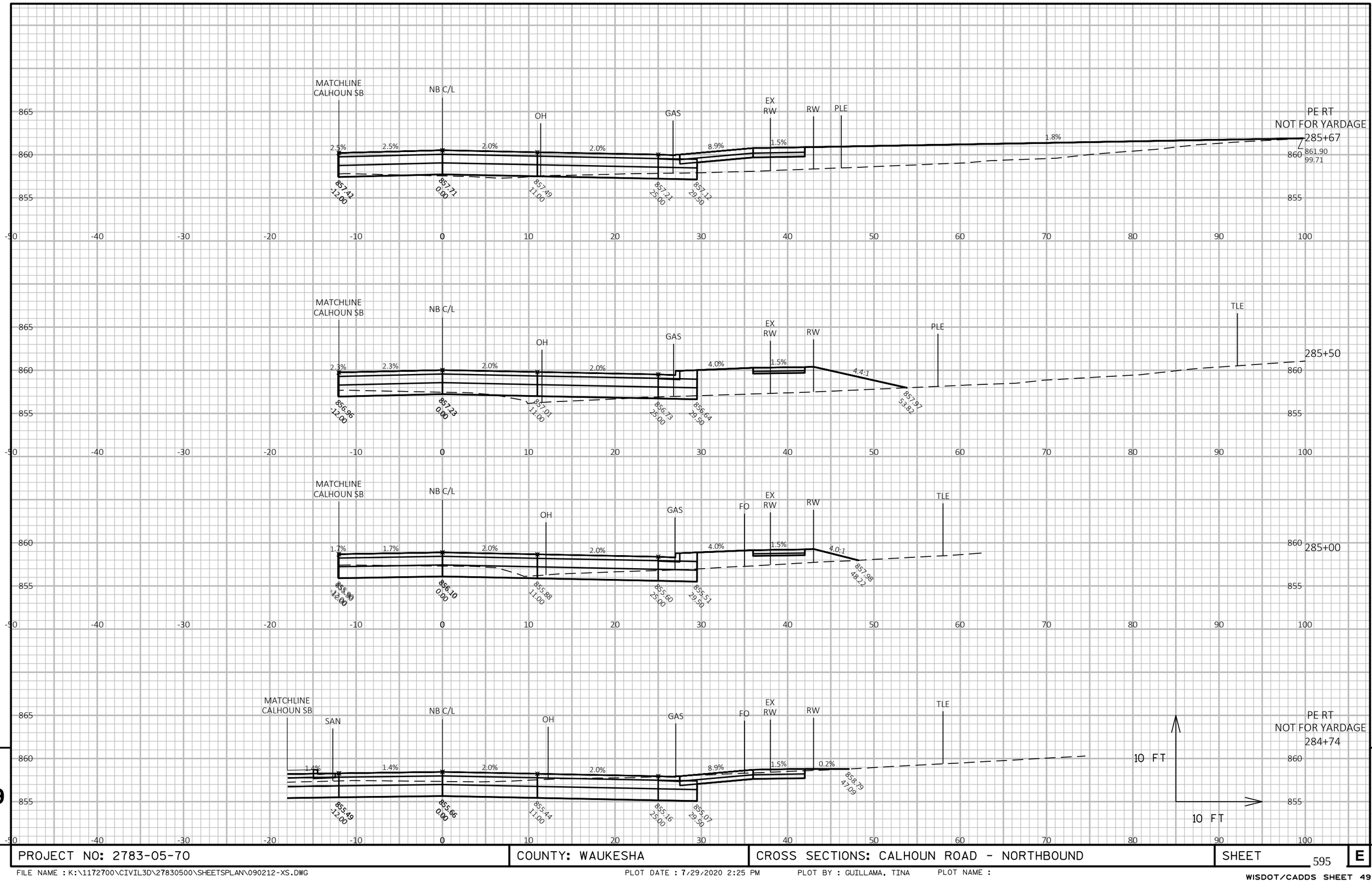
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 594	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090212-XS.DWG PLOT DATE : 7/29/2020 2:25 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



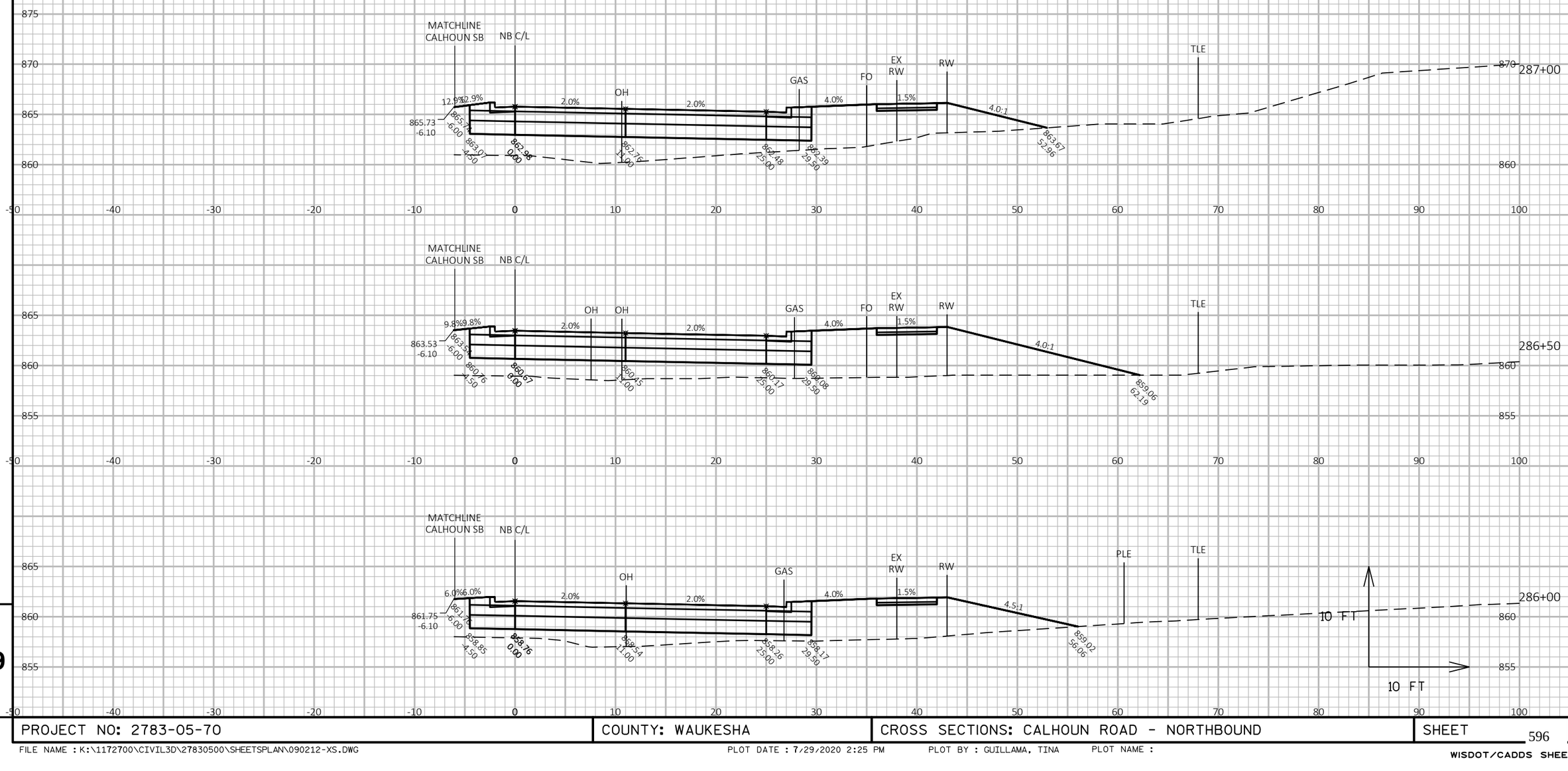
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 595	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090212-XS.DWG PLOT DATE : 7/29/2020 2:25 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



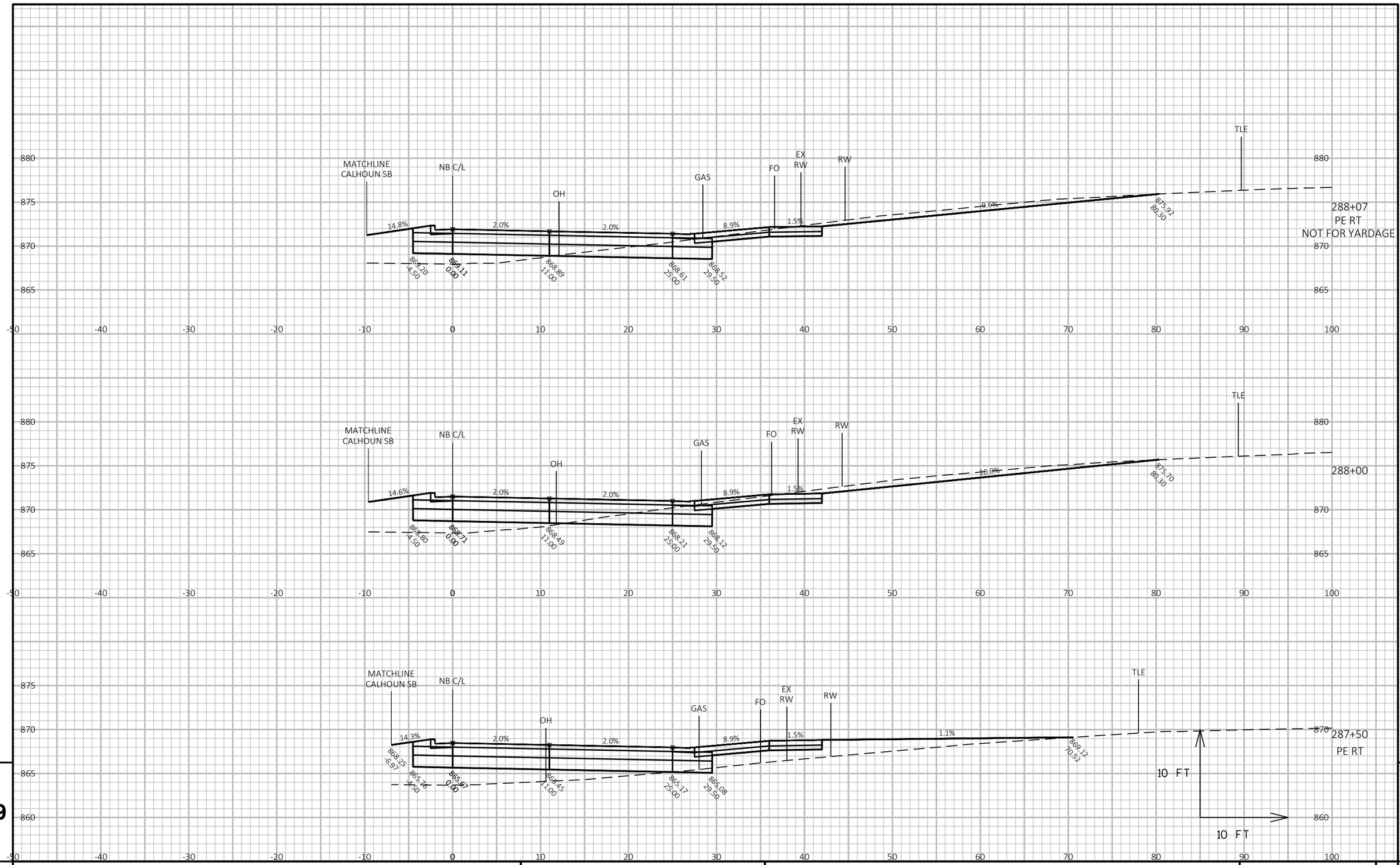
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 596	E

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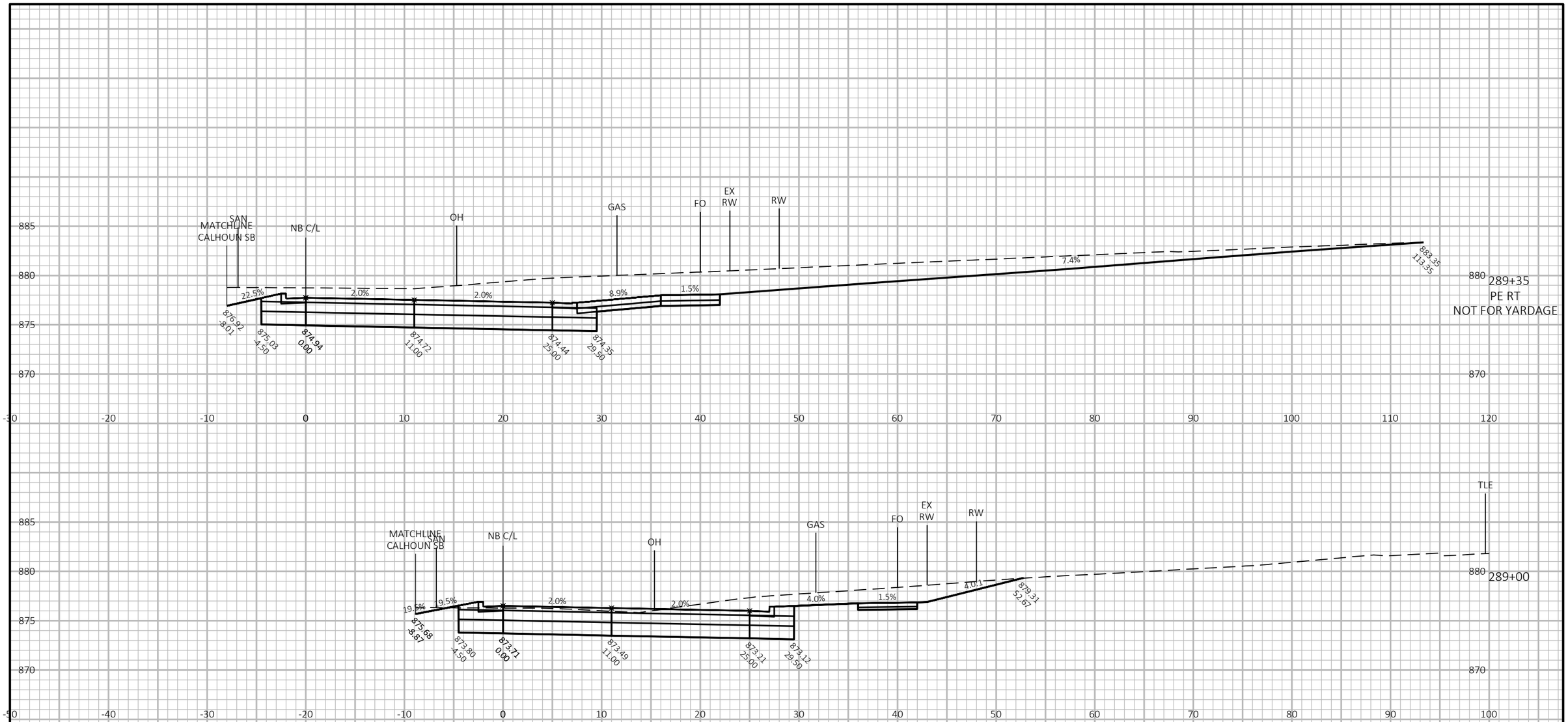
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 597	E

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WISDOT/CADDS SHEET 49



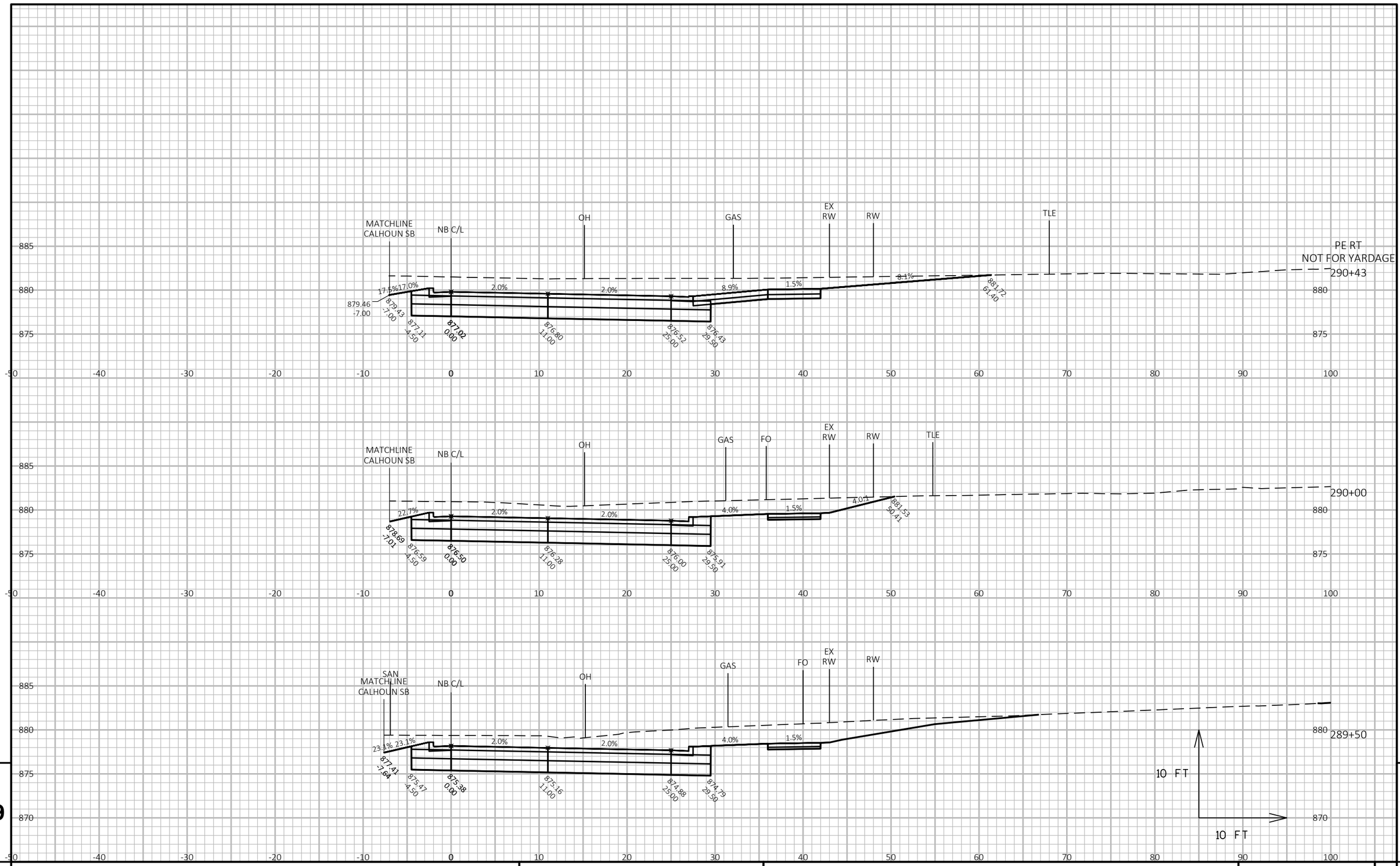
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 598	E

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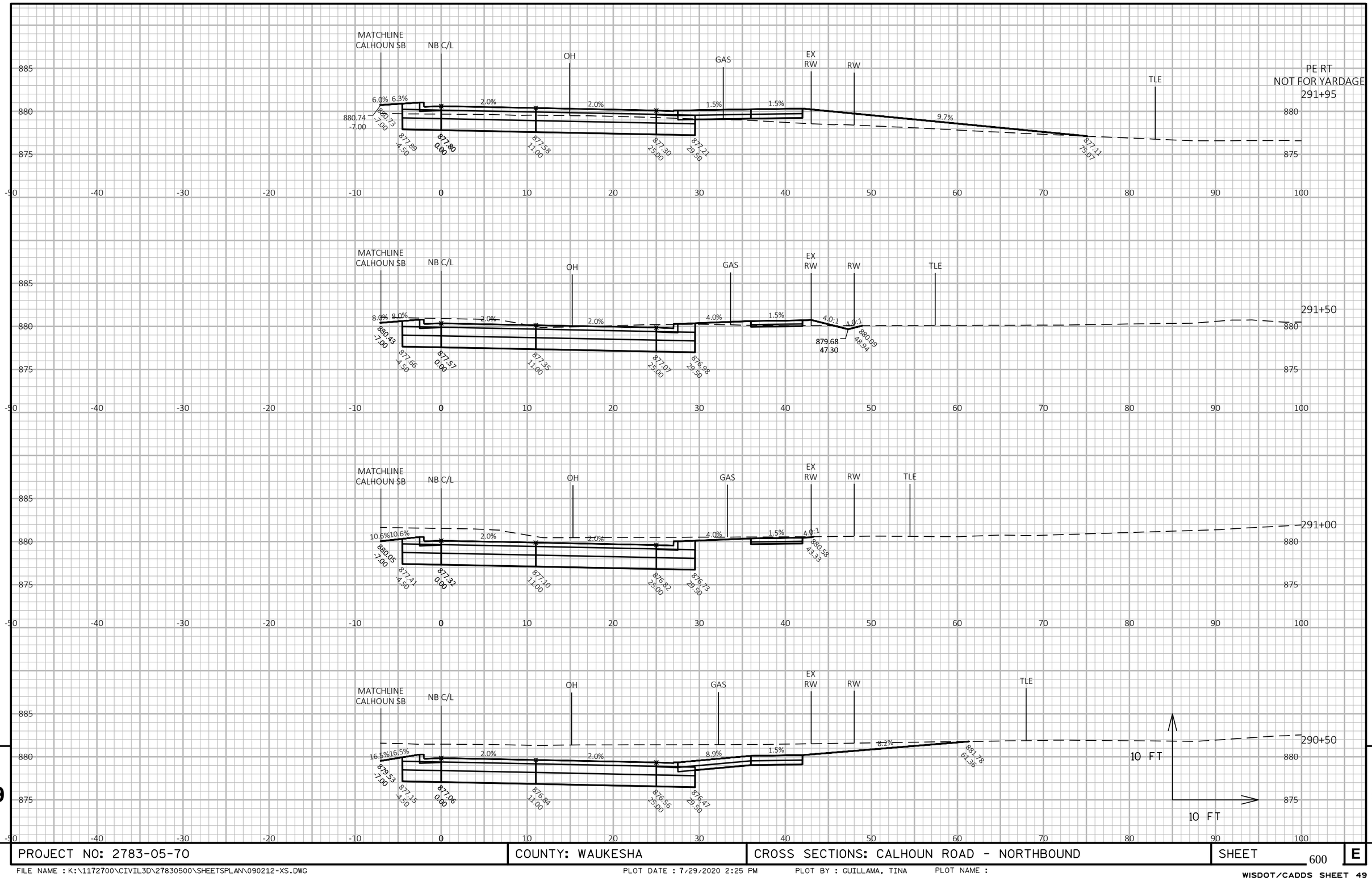
WISDOT/CADDS SHEET 49



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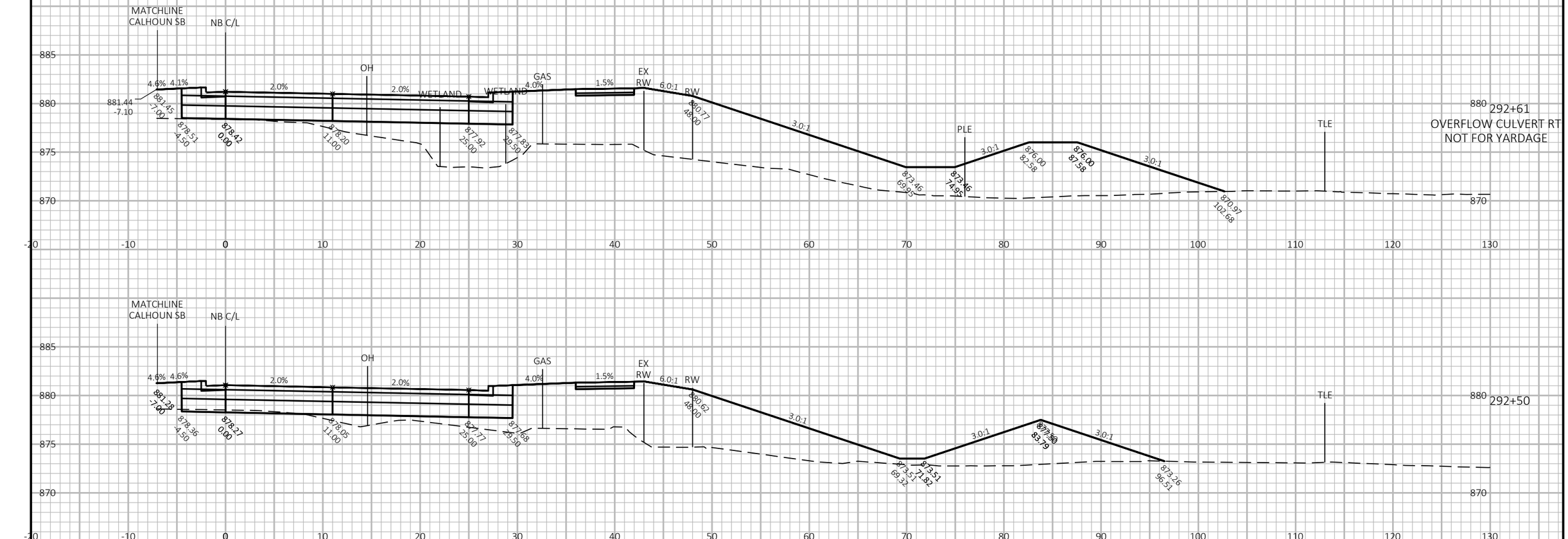
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 600	E

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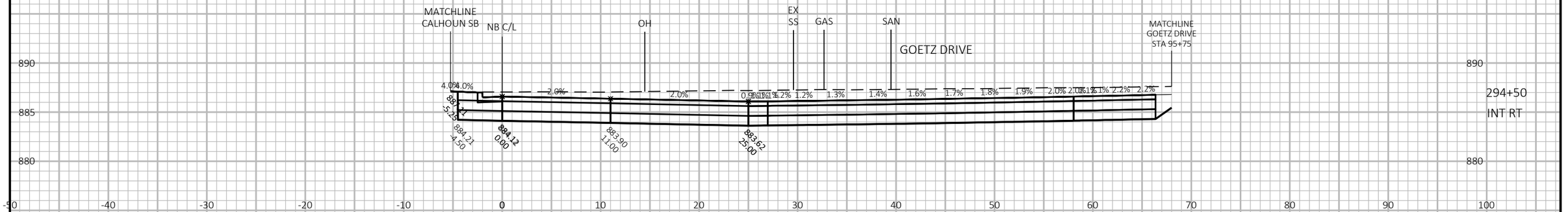
WISDOT/CADDS SHEET 49

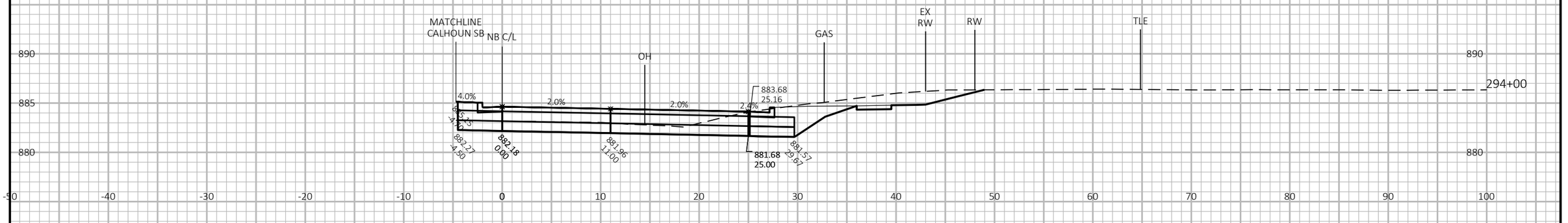


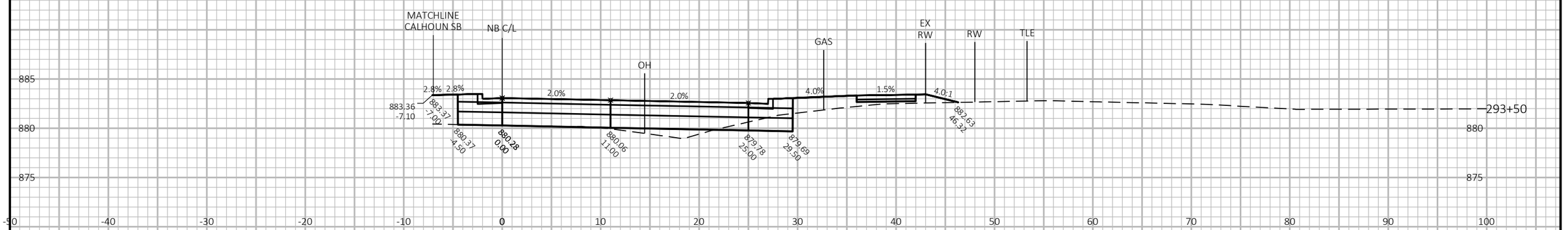
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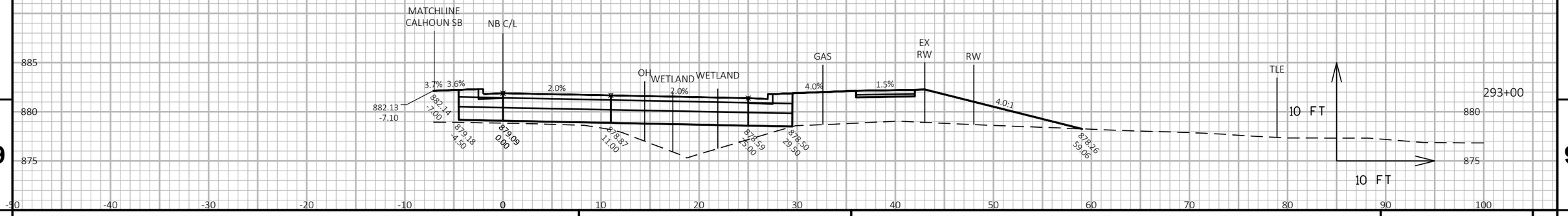
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WISDOT/CADDS SHEET 49





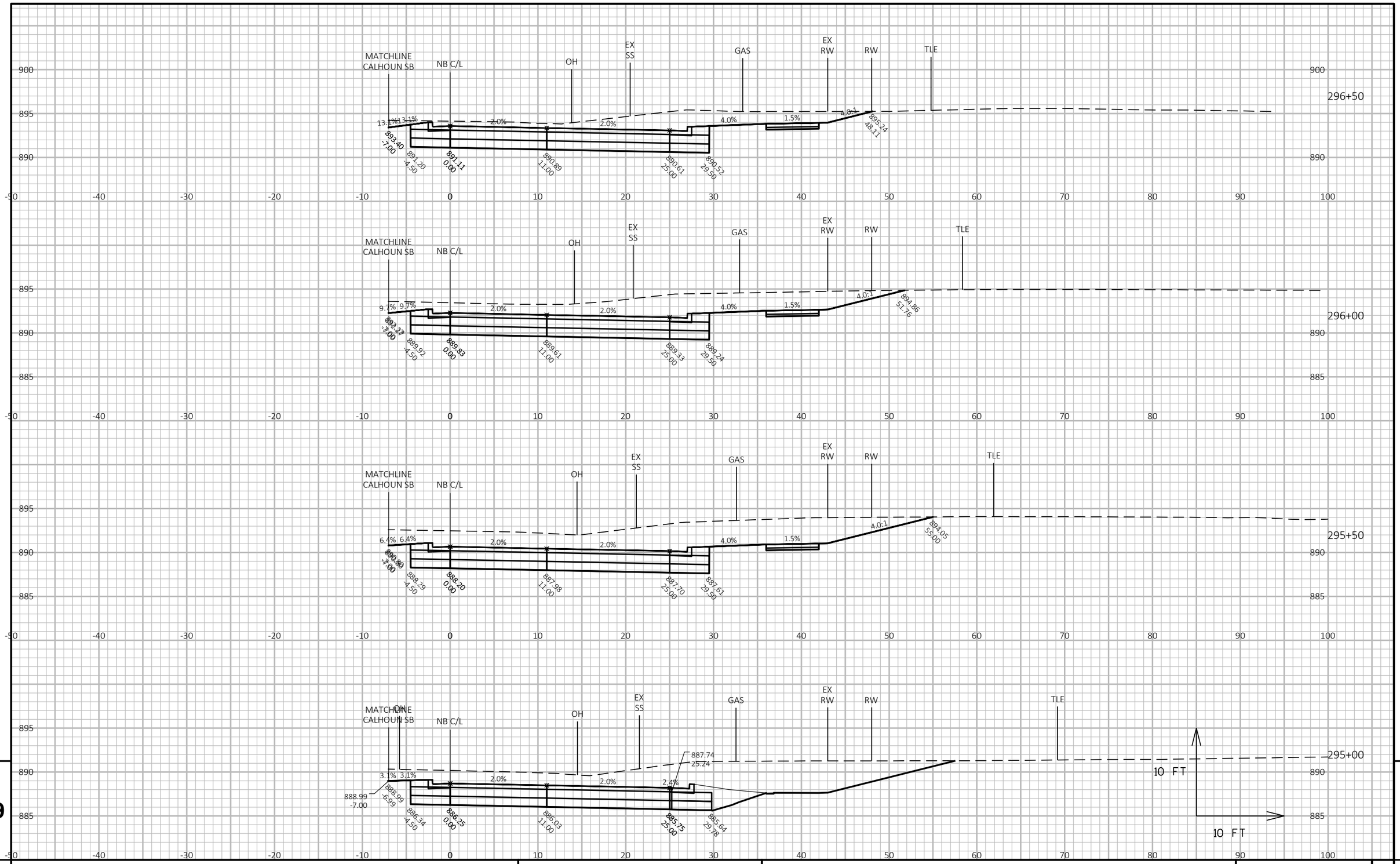




PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 602	E

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WISDOT/CADDS SHEET 49



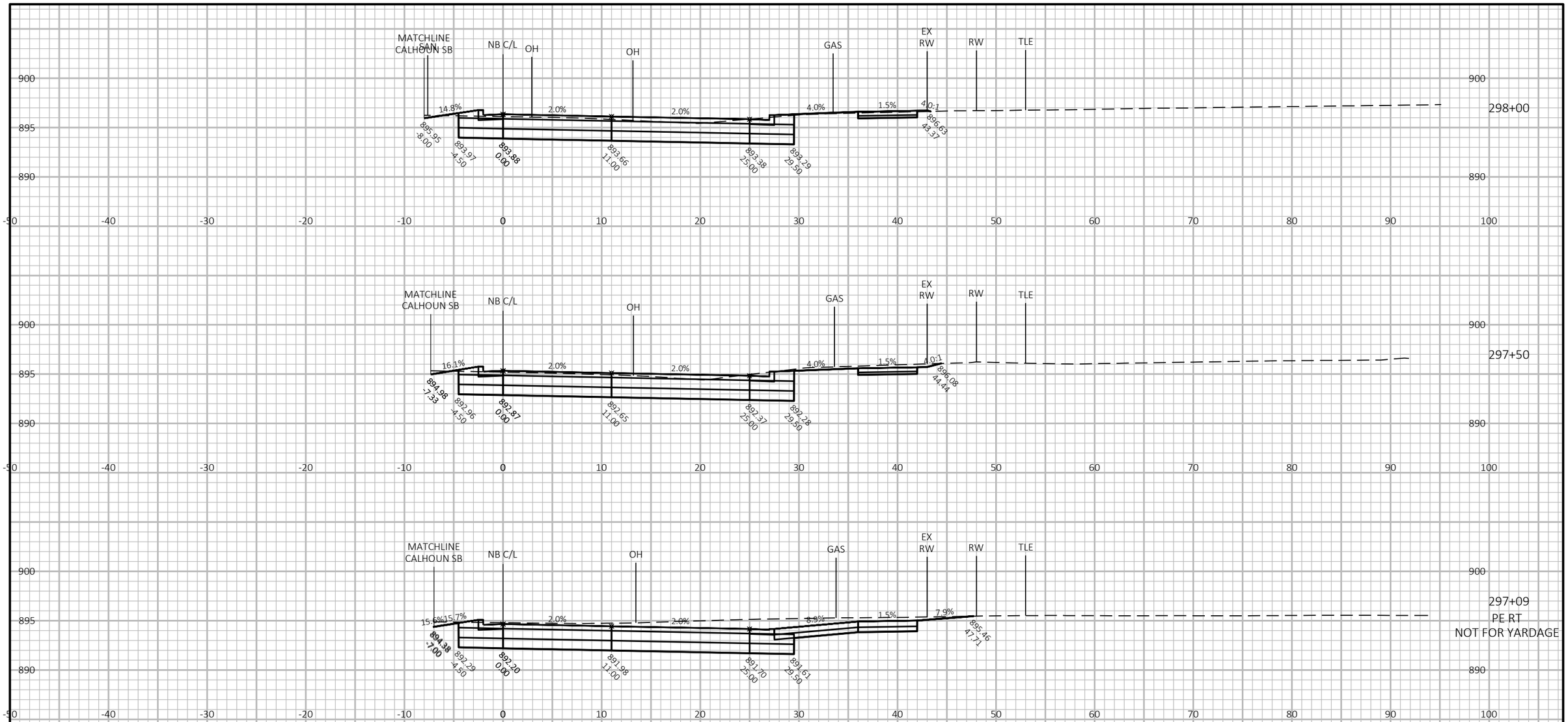
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 603	E

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WISDOT/CADDS SHEET 49



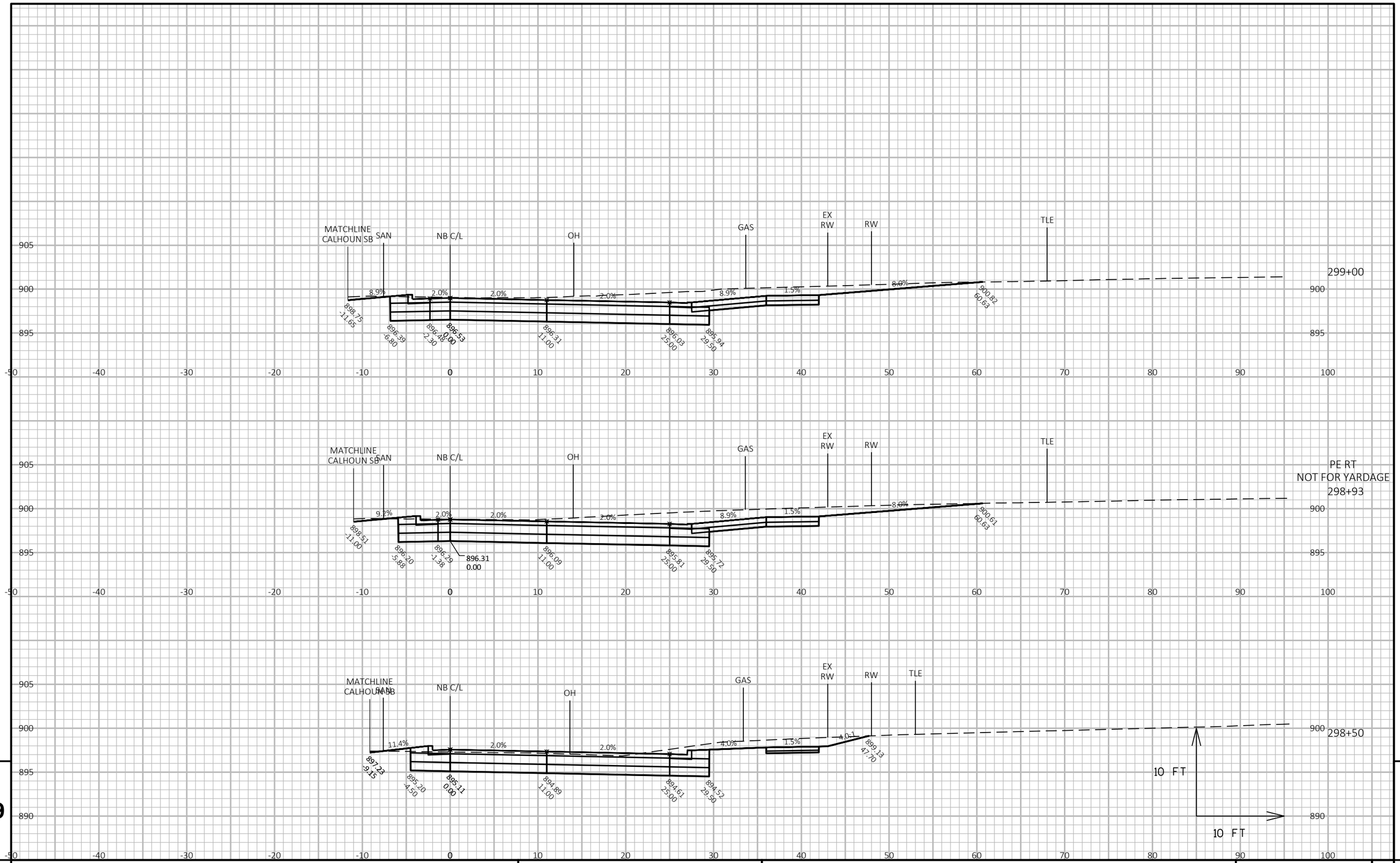
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 604	E

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WISDOT/CADDS SHEET 49



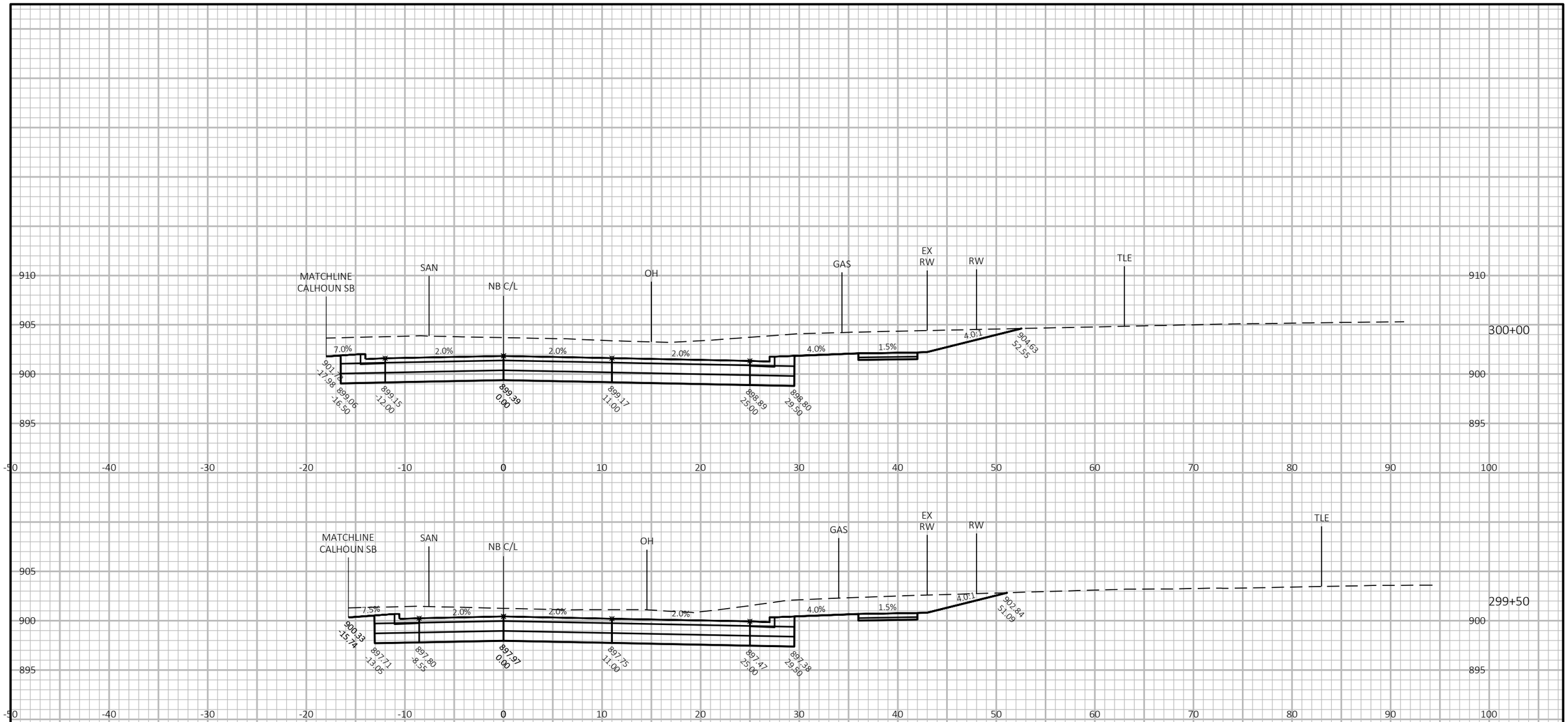
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 605	E

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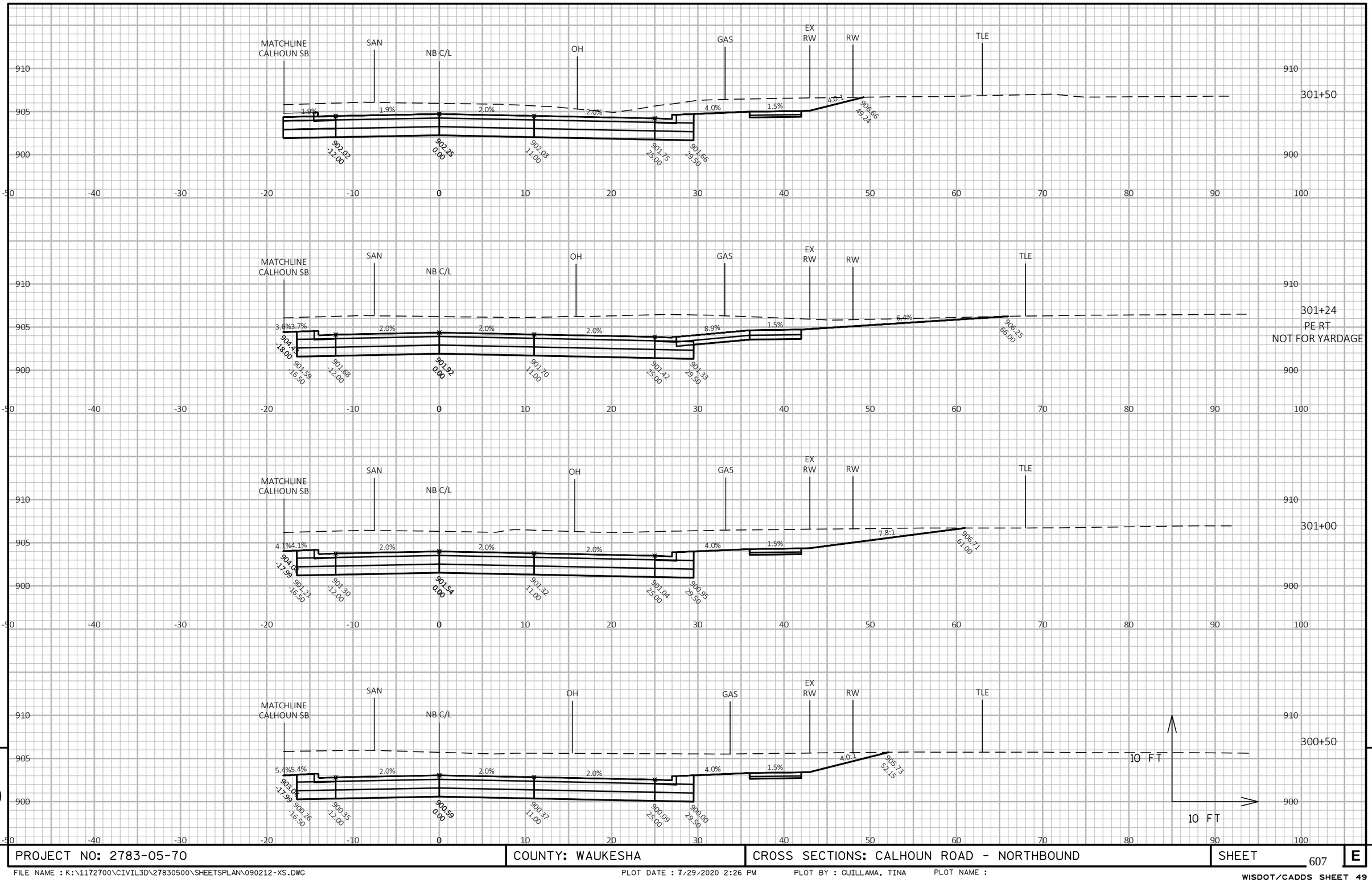
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 606	E

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WISDOT/CADDS SHEET 49



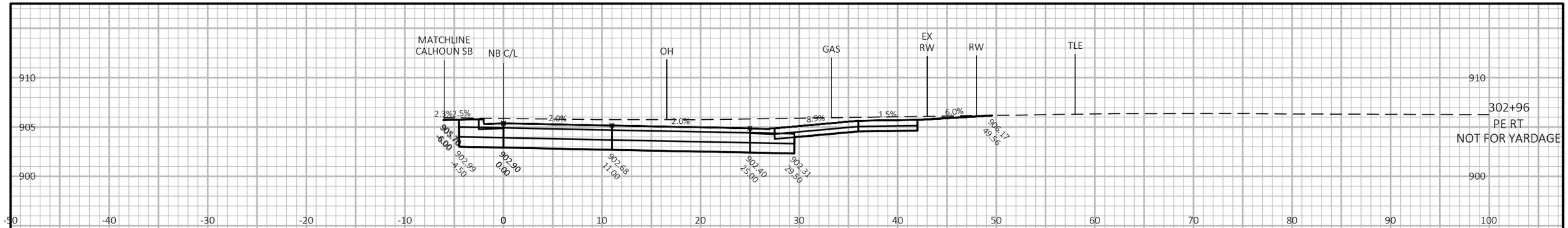
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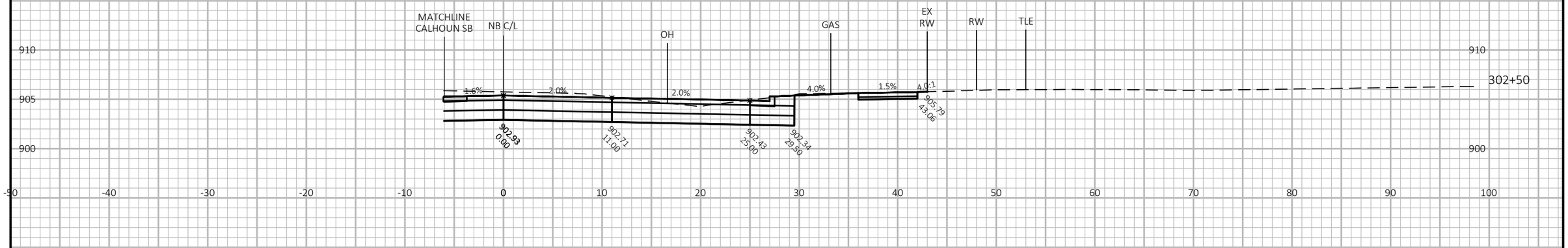
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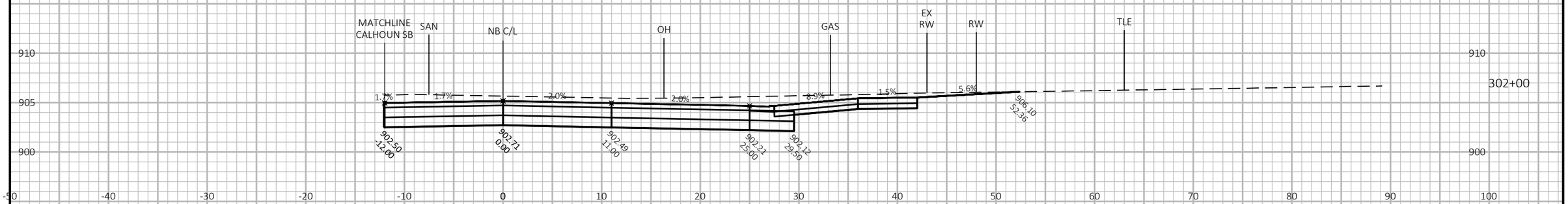
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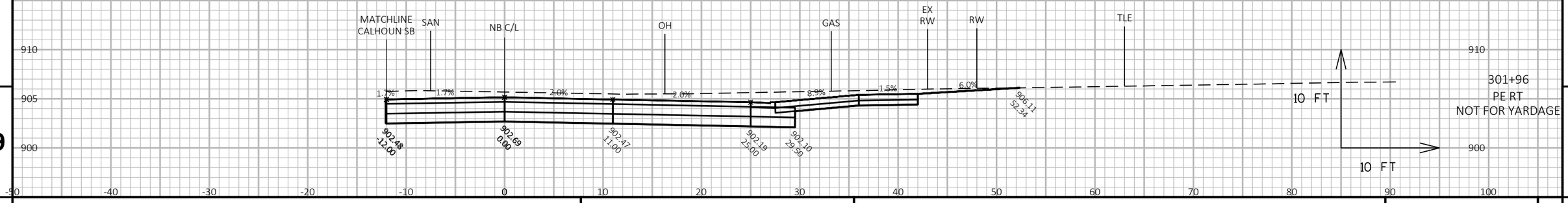
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WISDOT/CADDS SHEET 49









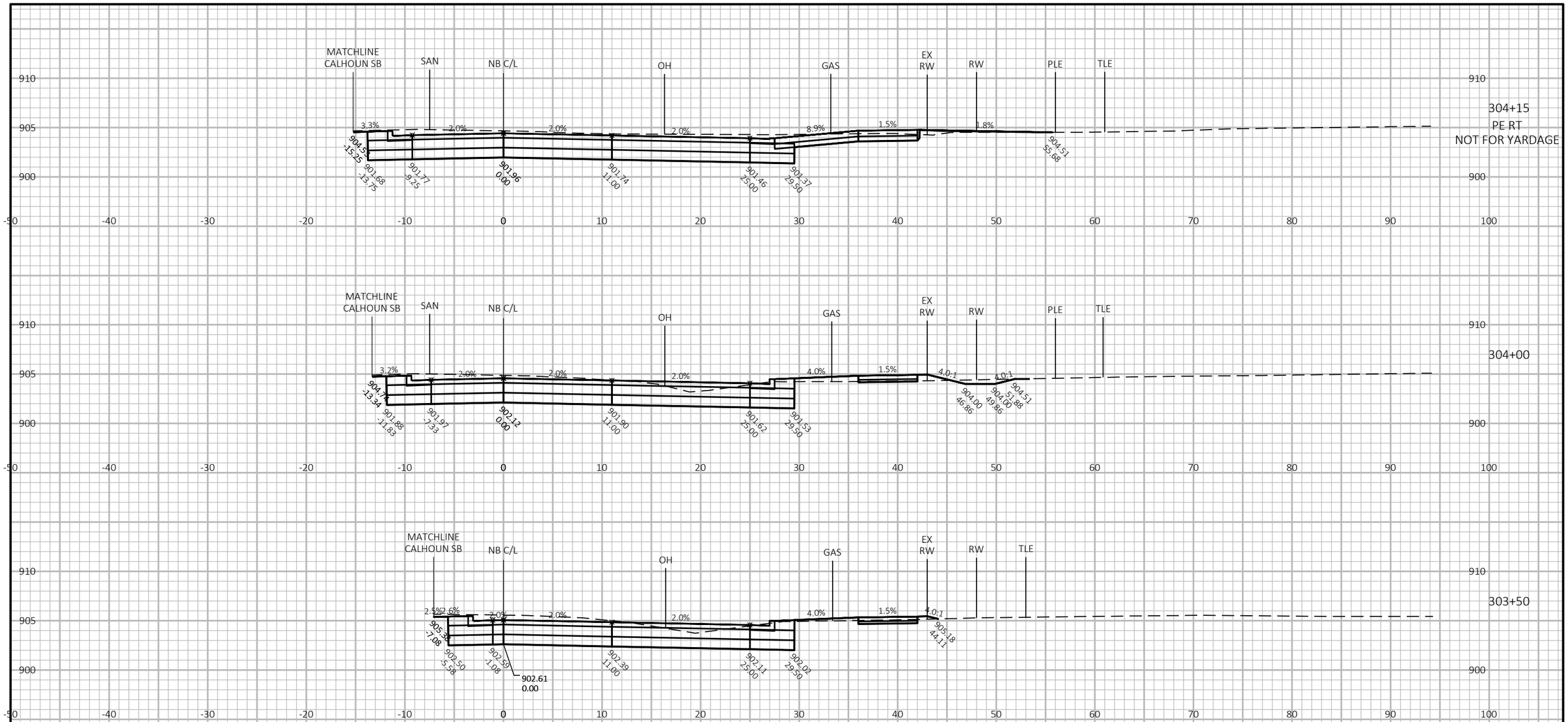
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 608	E

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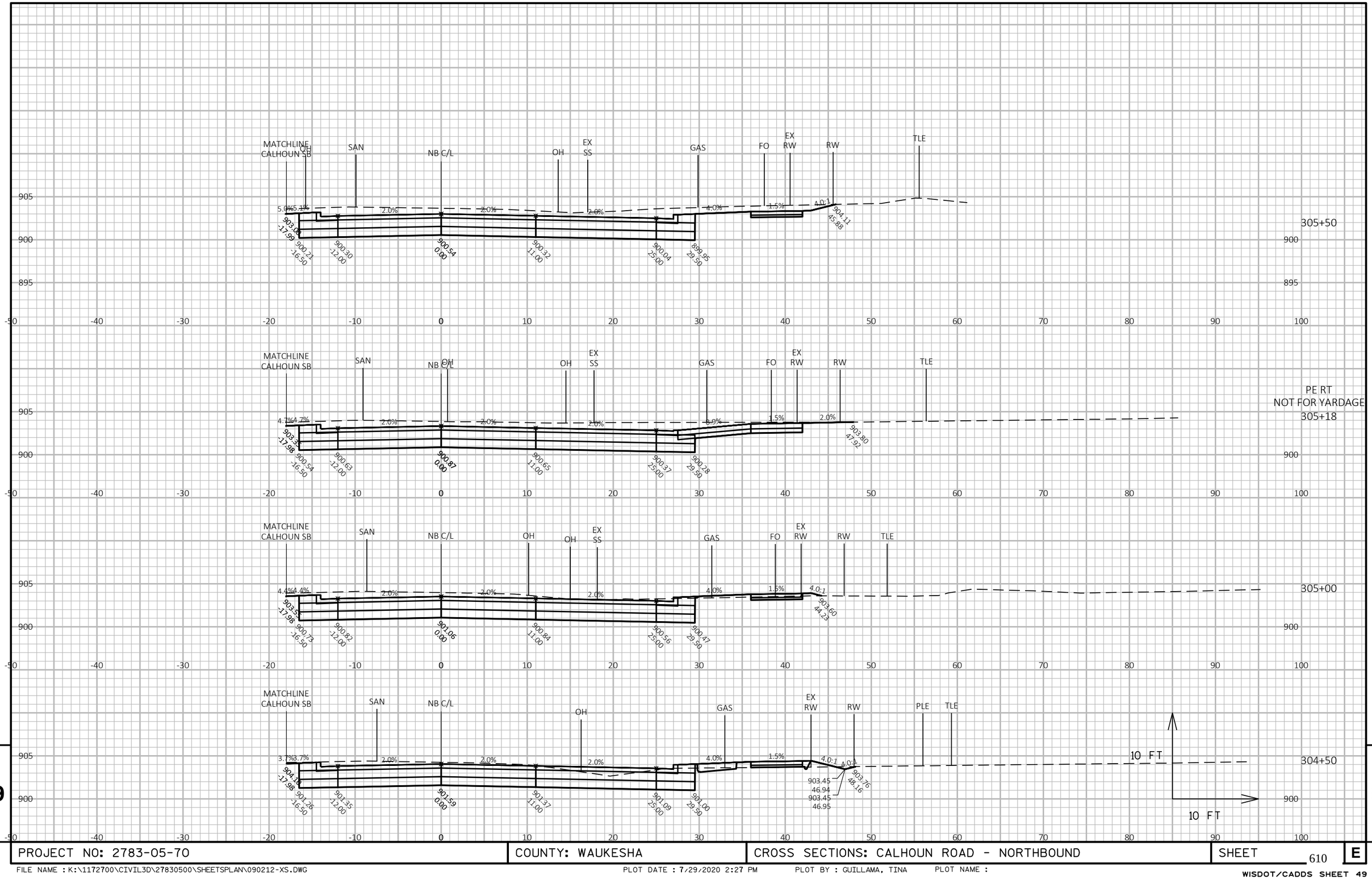
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 609	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090212-XS.DWG PLOT DATE : 7/29/2020 2:27 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

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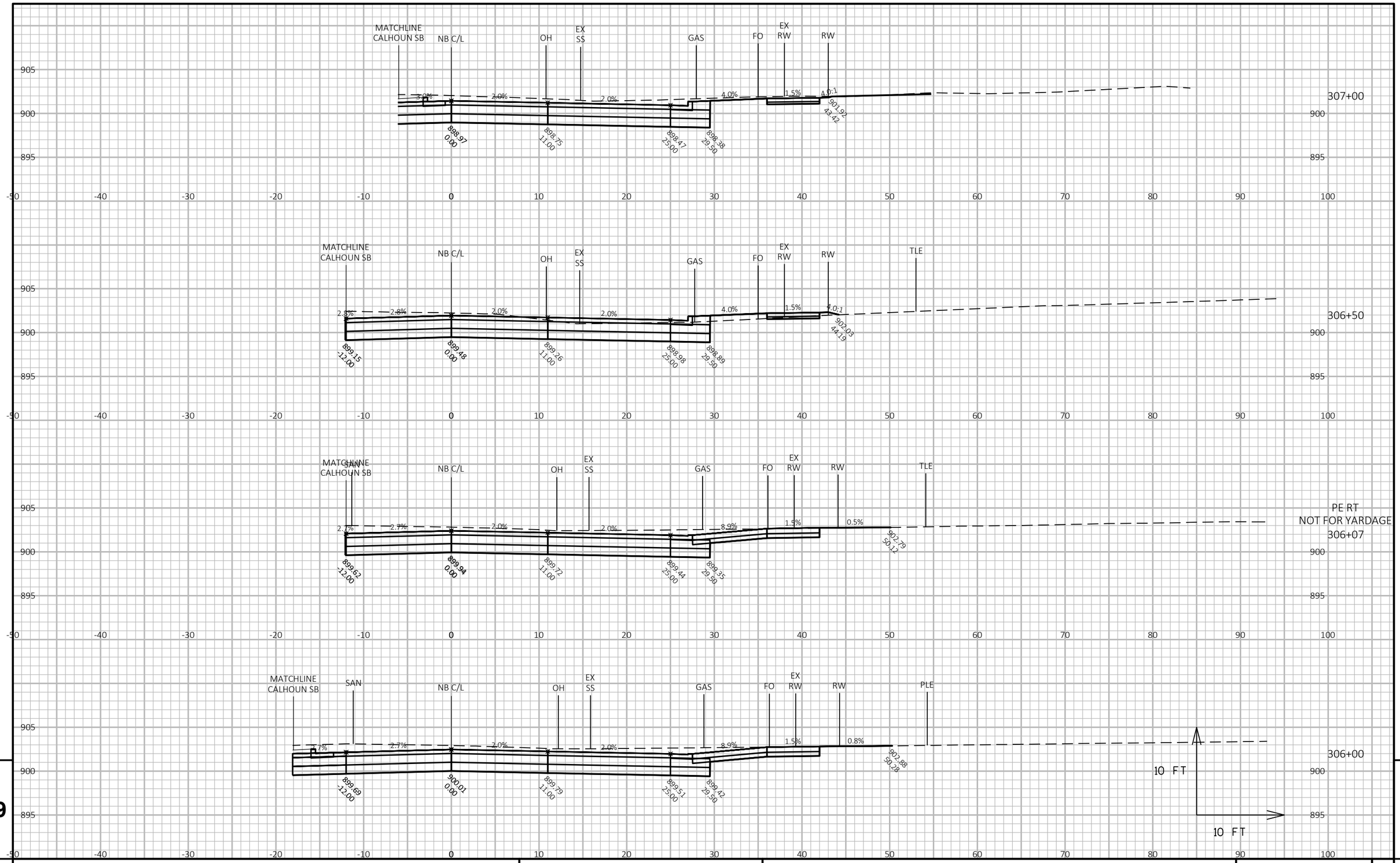
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 610 E

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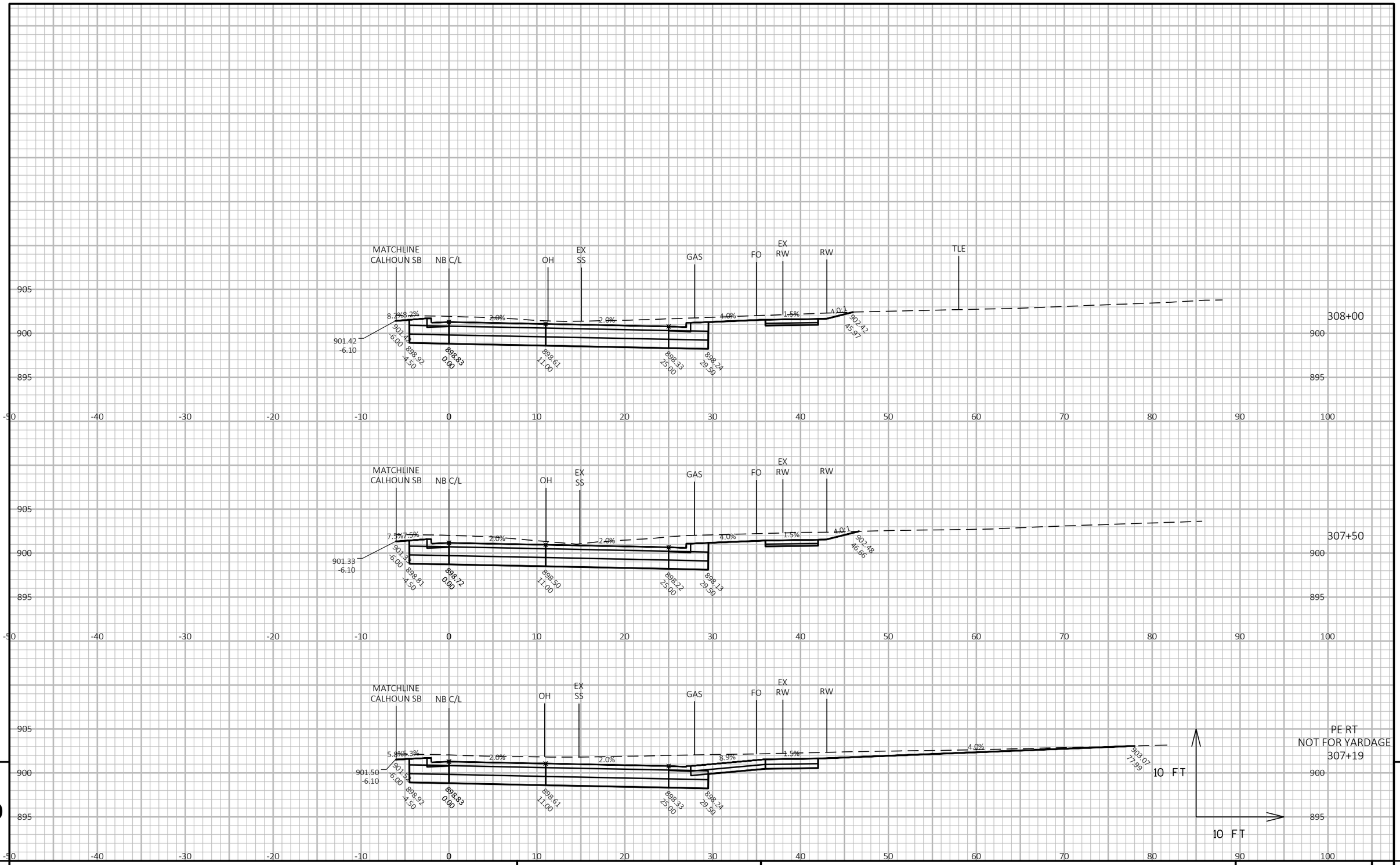
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 611 E

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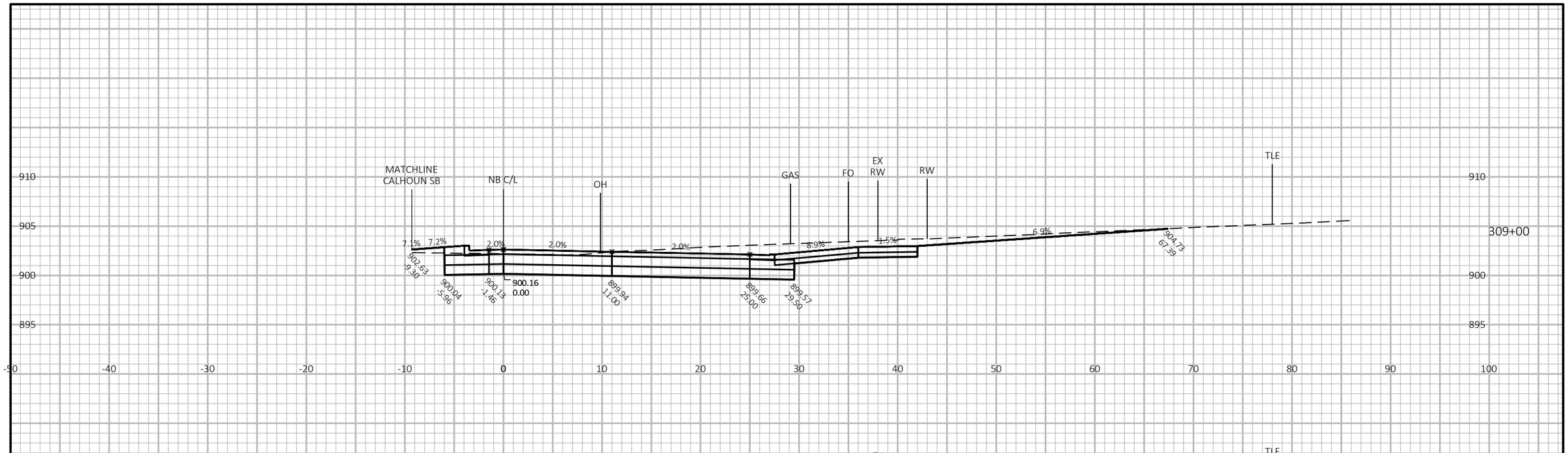
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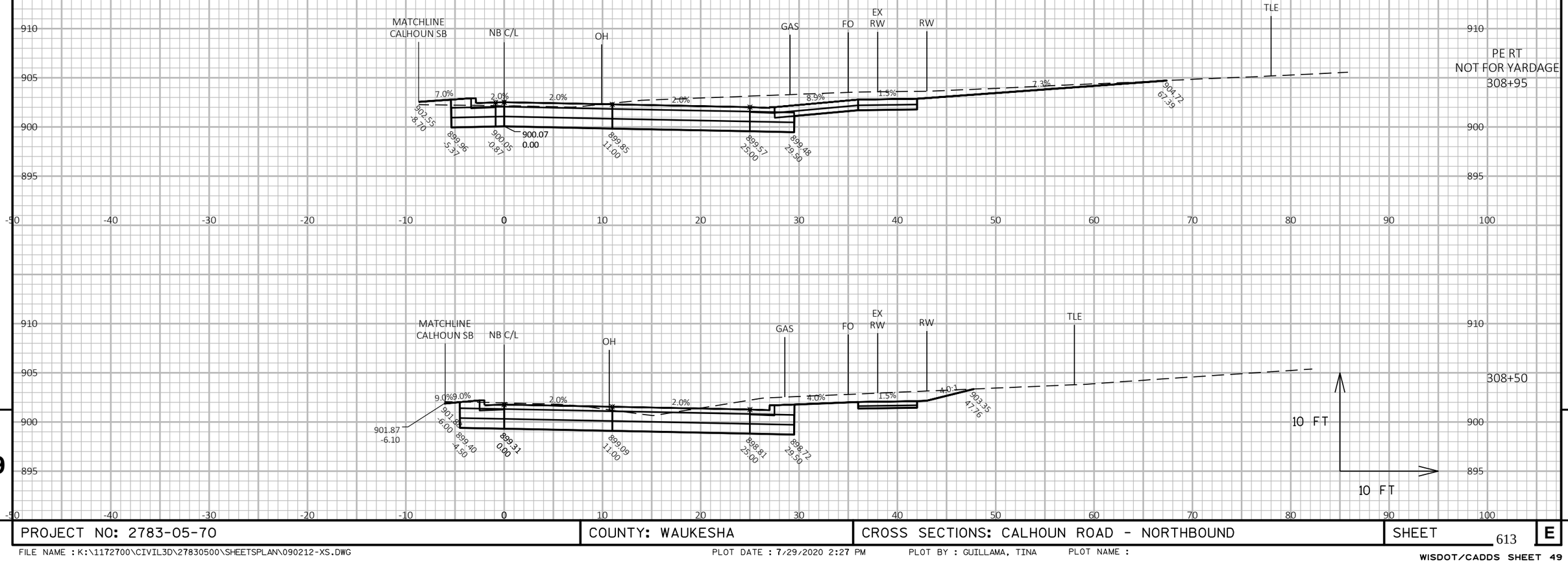


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 612 E

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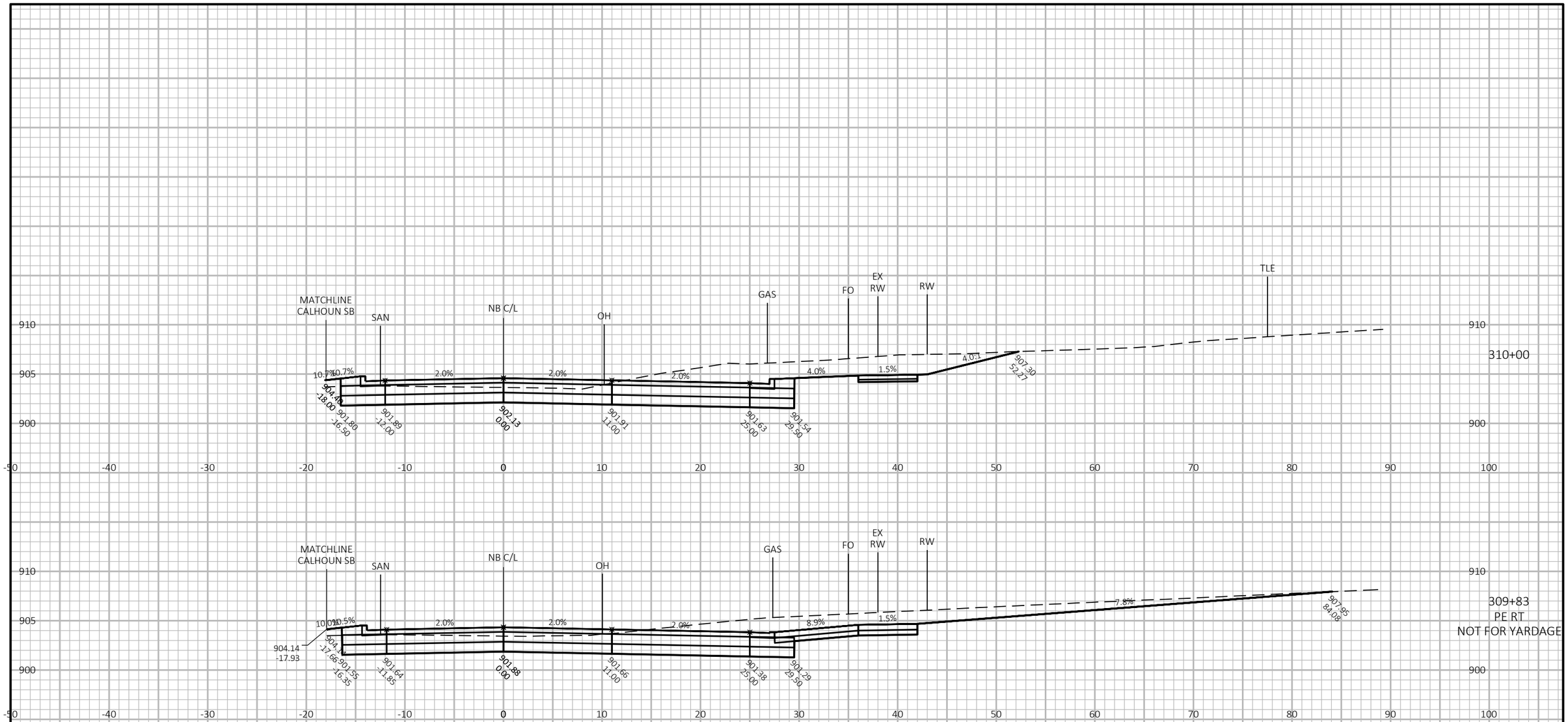
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 613 E

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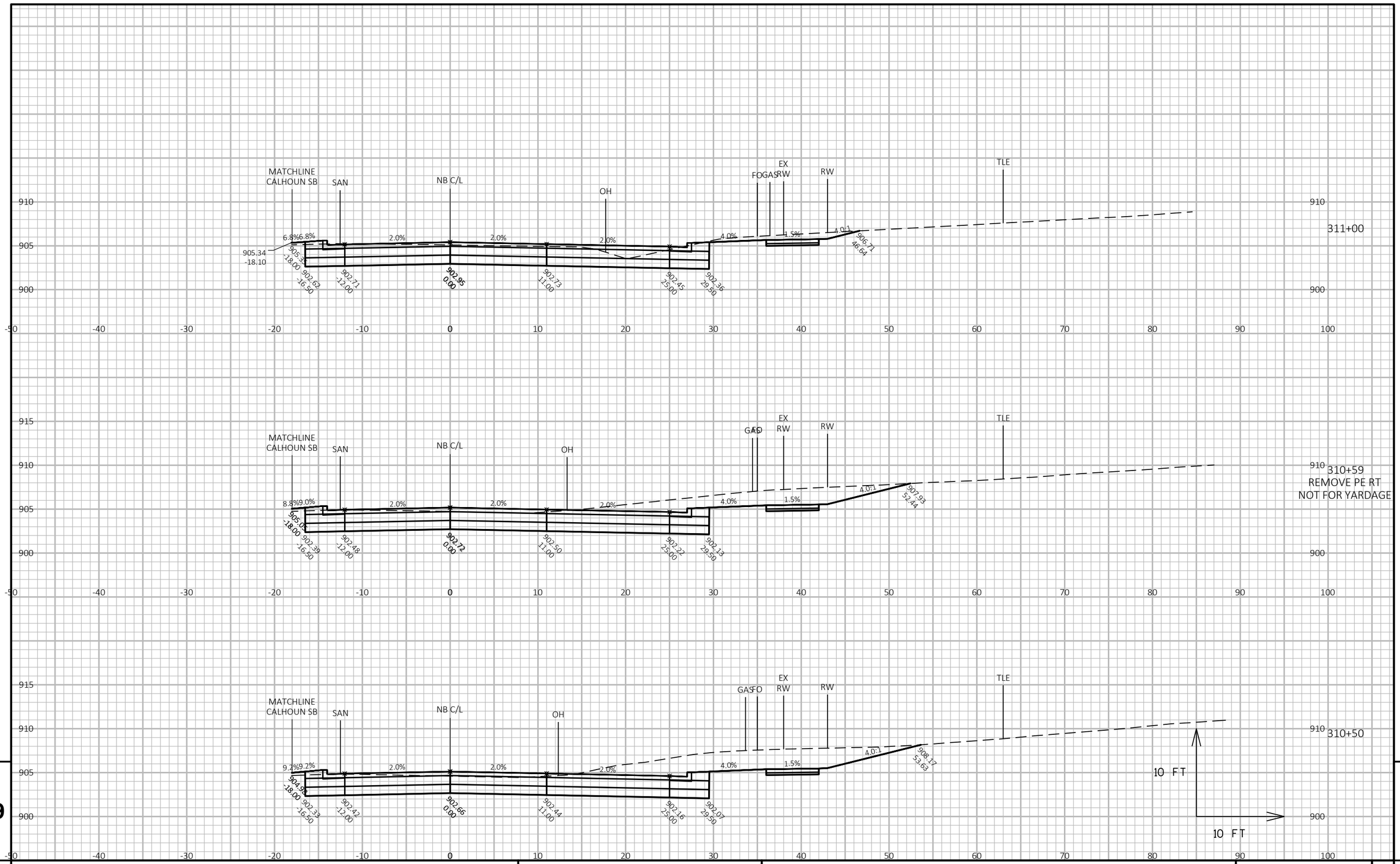
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 614 E

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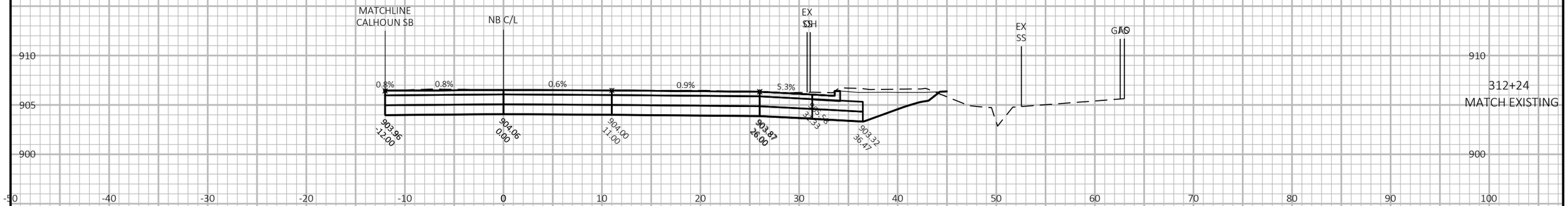
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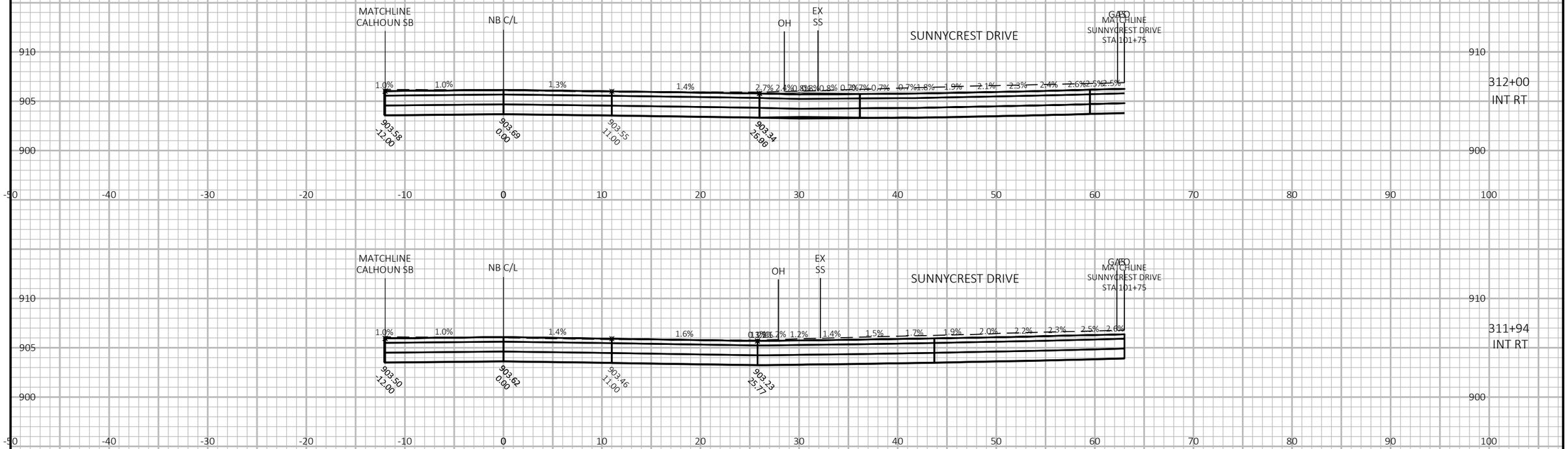


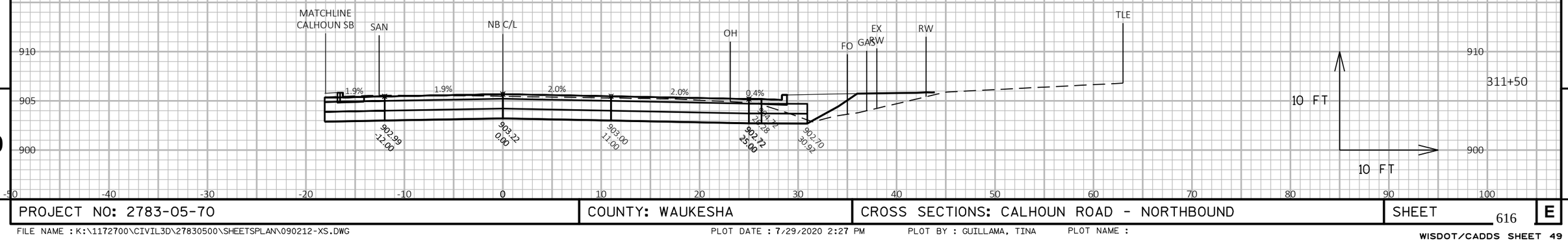
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 615	E





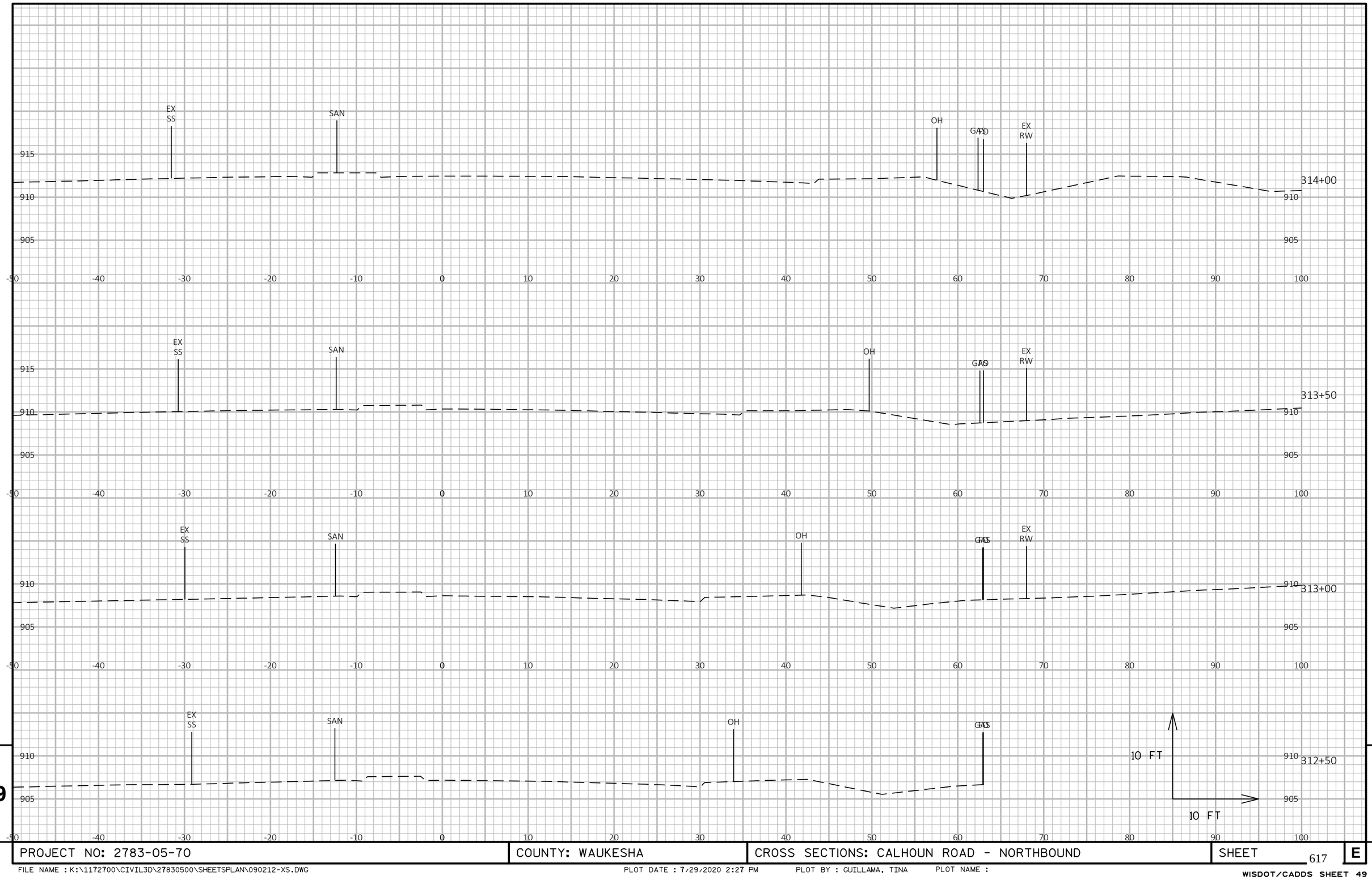


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 616	E

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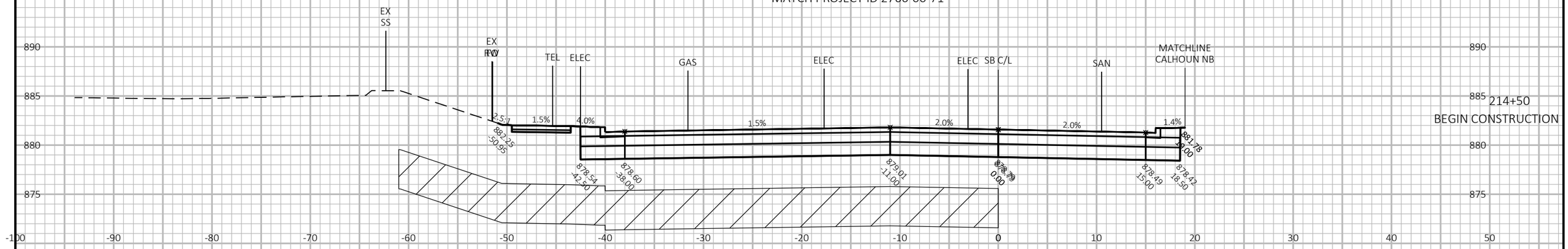
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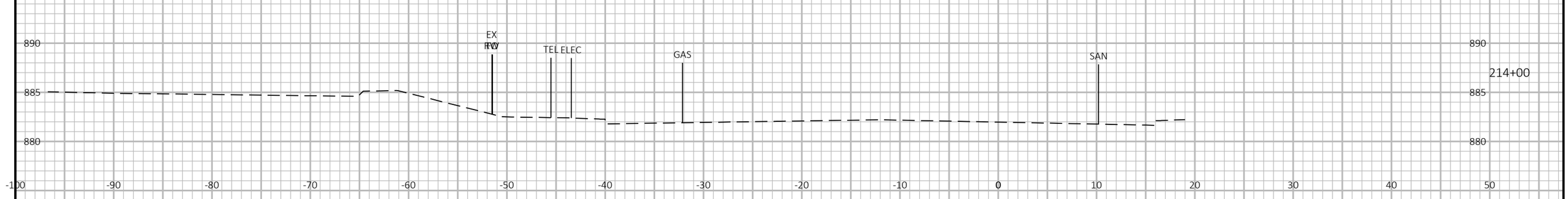
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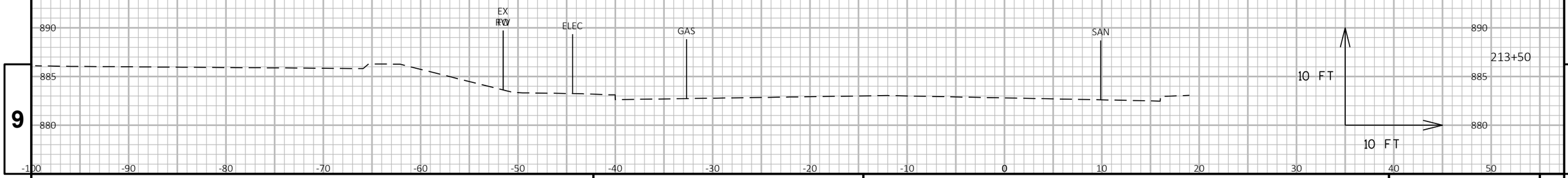
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - NORTHBOUND	SHEET 617 E

APPROXIMATE EXTENT OF PETROLEUM CONTAMINATED SOIL AT DEPTHS OF 6' - 10'+ BELOW EXISTING GRADE WITHIN PROJECT LIMTS

MATCH PROJECT ID 2766-00-71



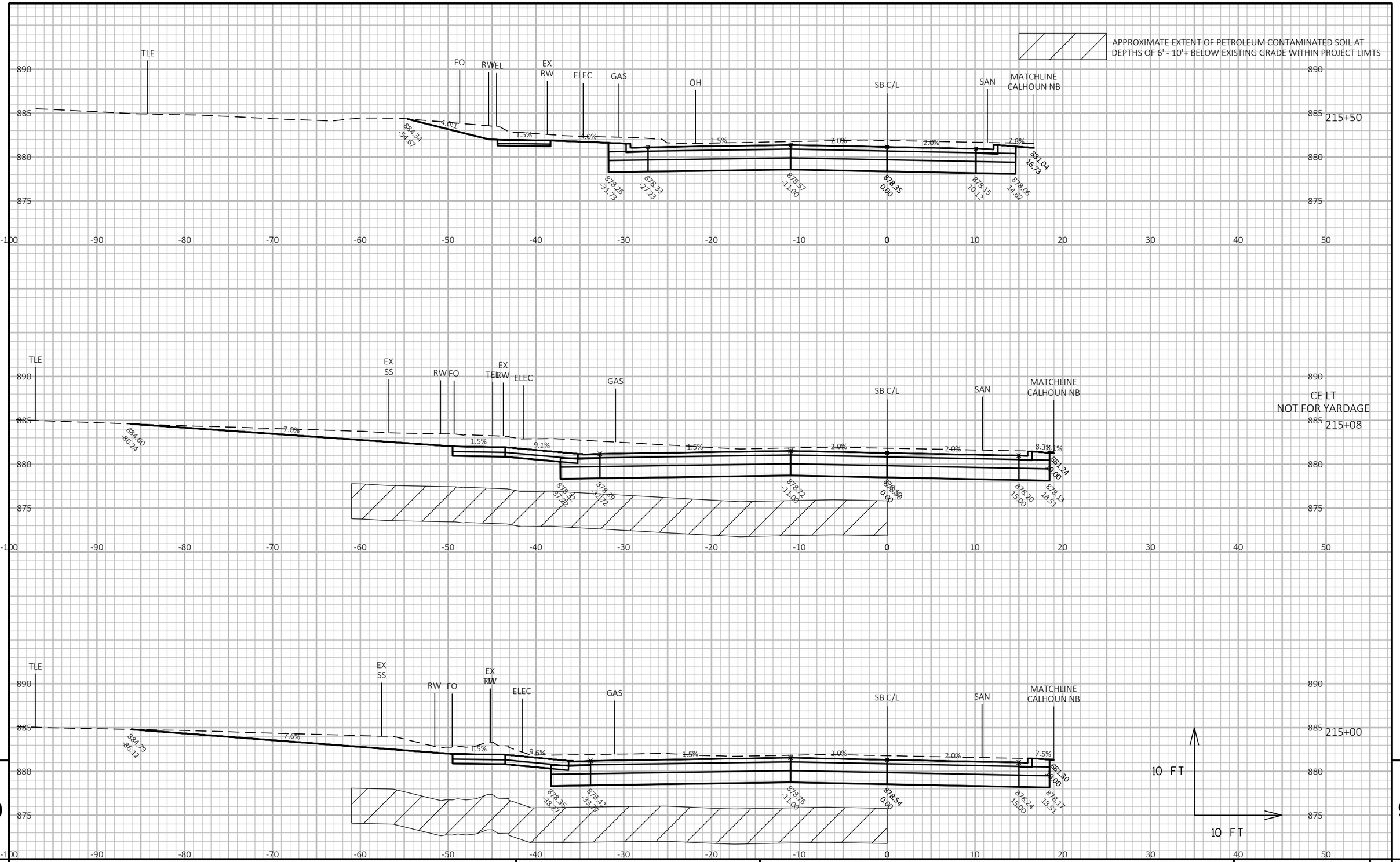




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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 618	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 619	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



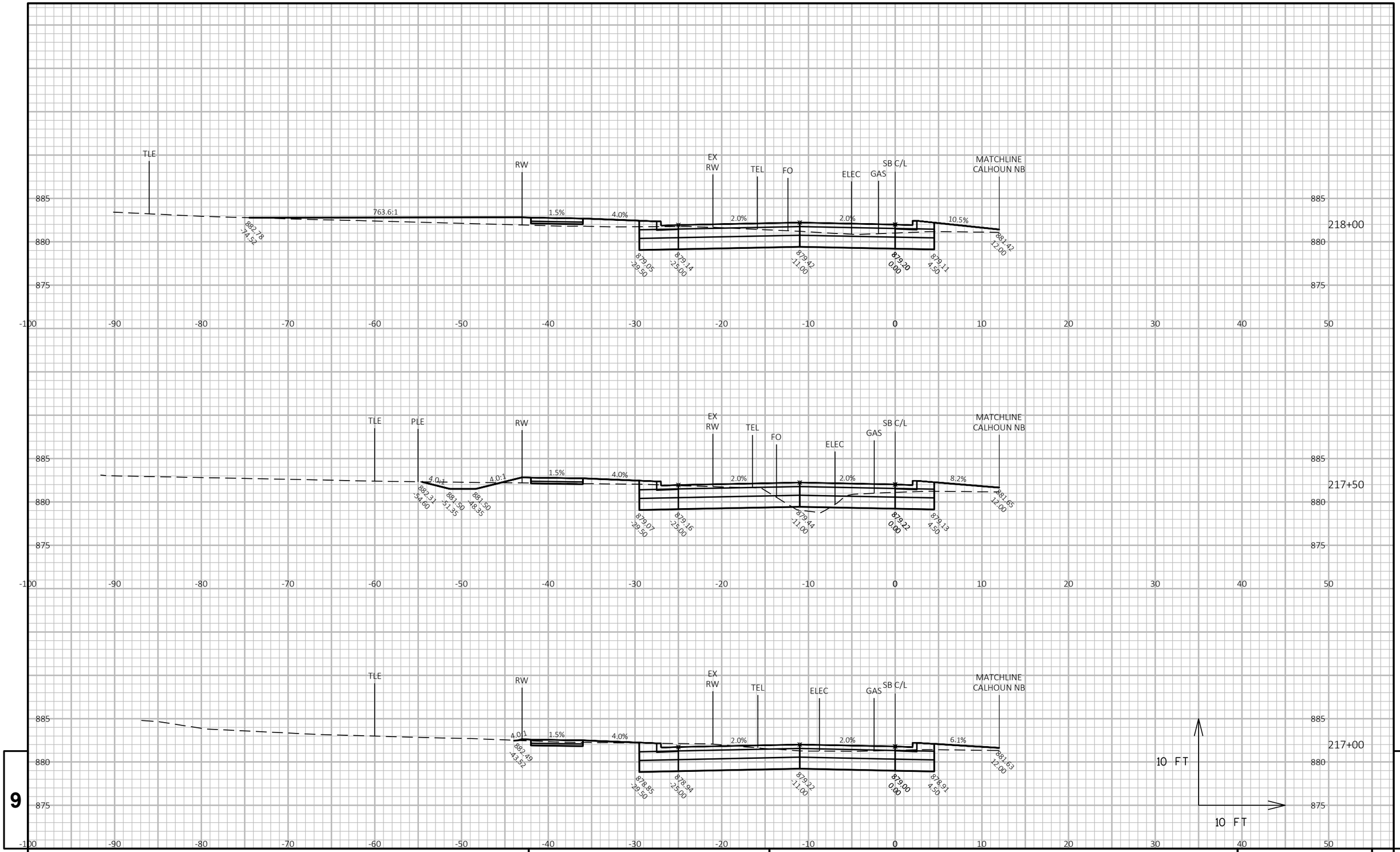
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PROJECT NO: 2783-05-70 | COUNTY: WAUKESHA | CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND | SHEET 620 | E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



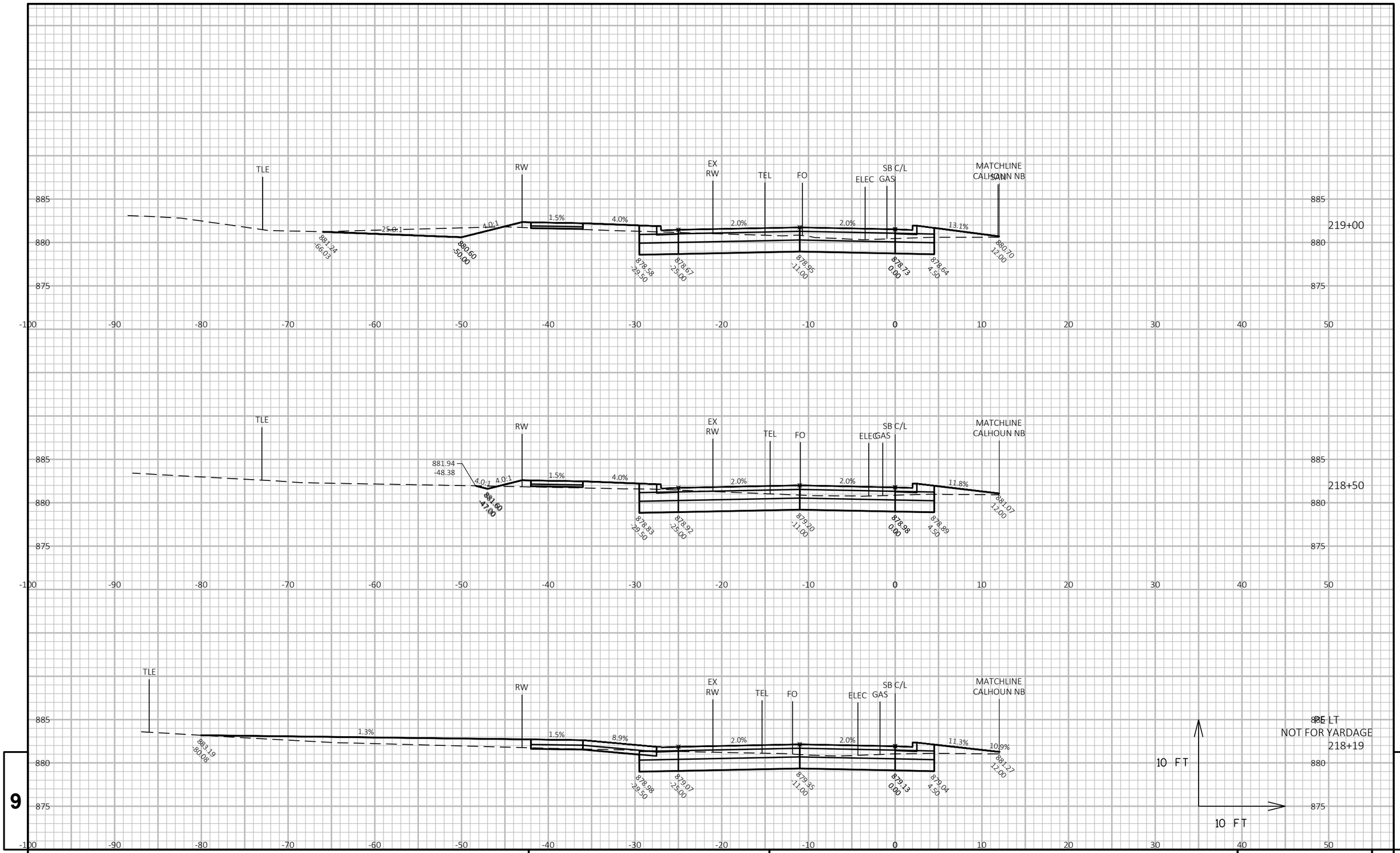
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 621	E

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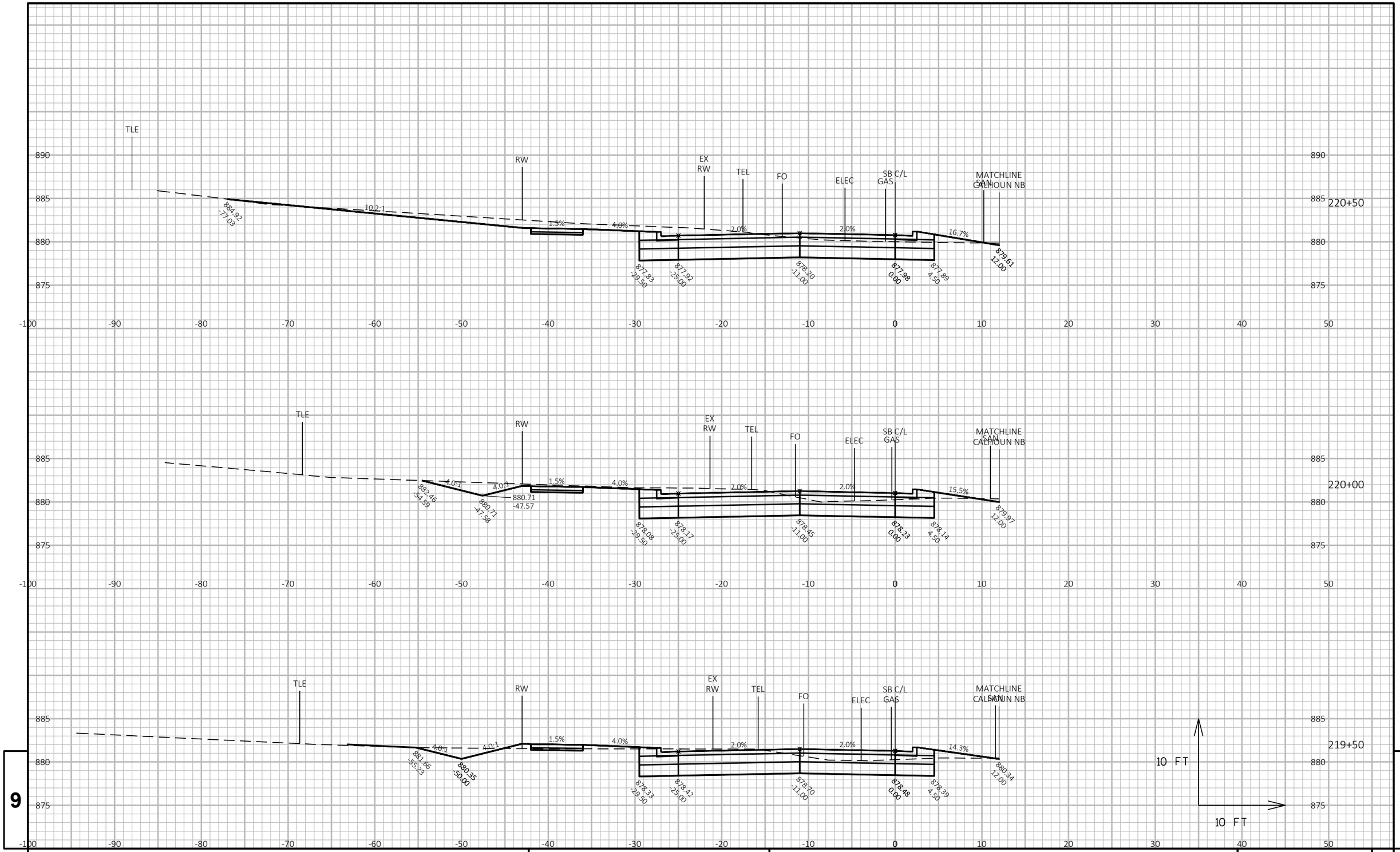
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 622	E

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WISDOT/CADDS SHEET 49



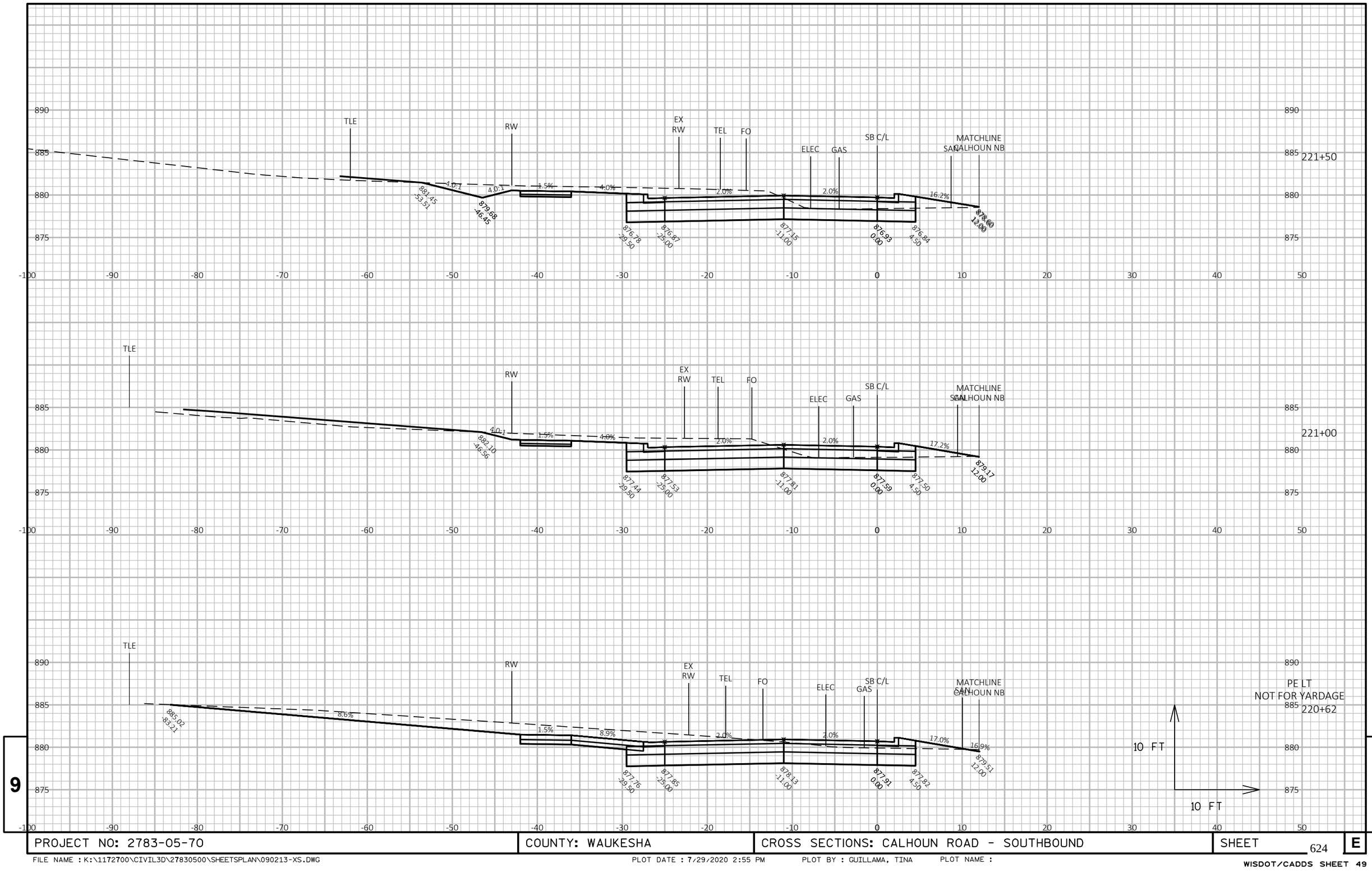
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 623	E

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WISDOT/CADDS SHEET 49

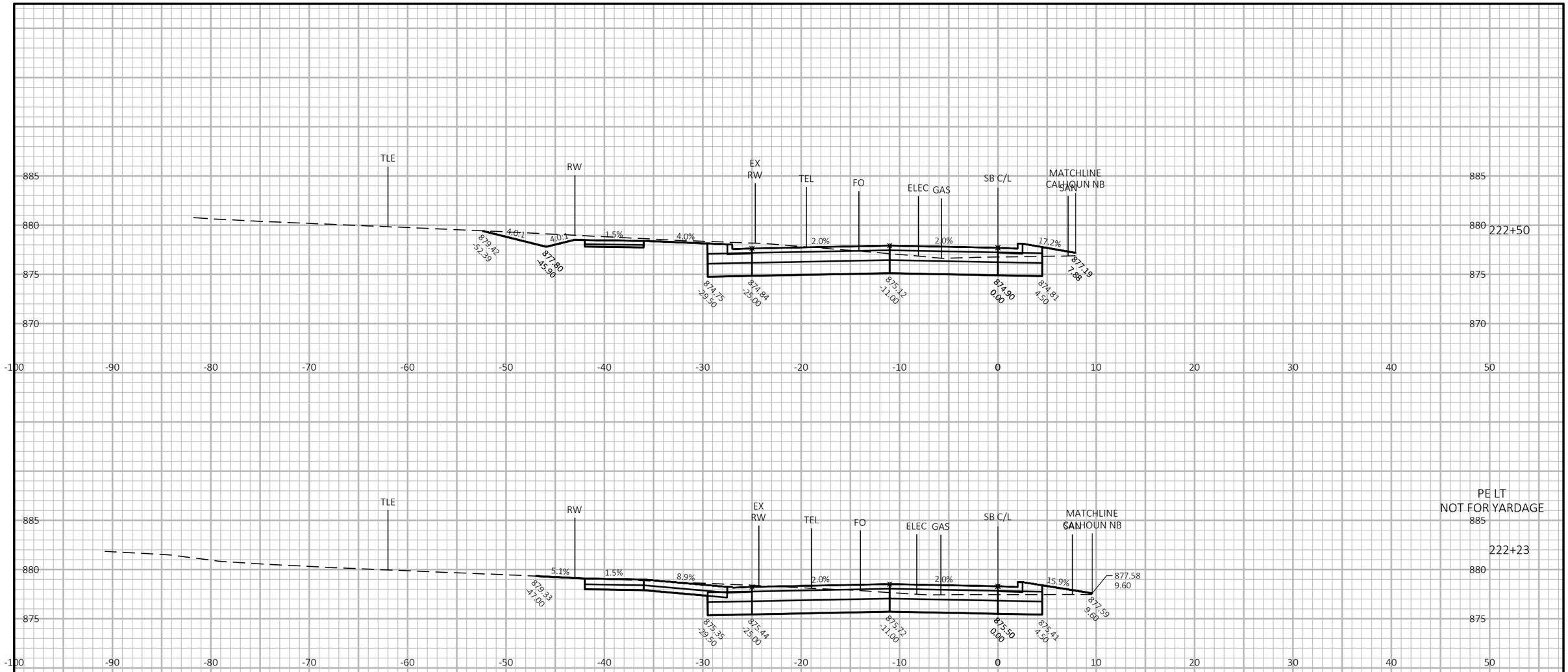


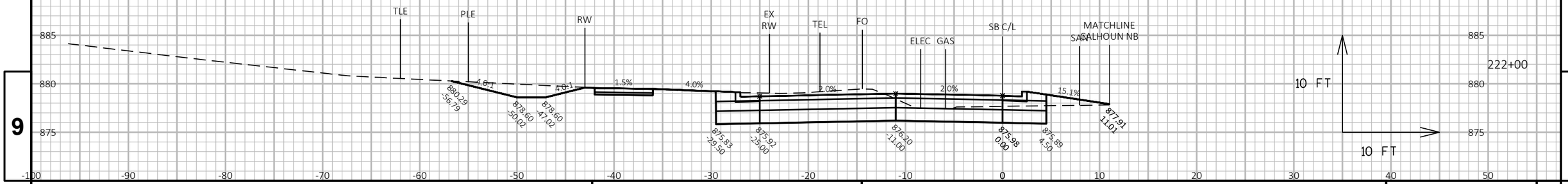
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 624	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :



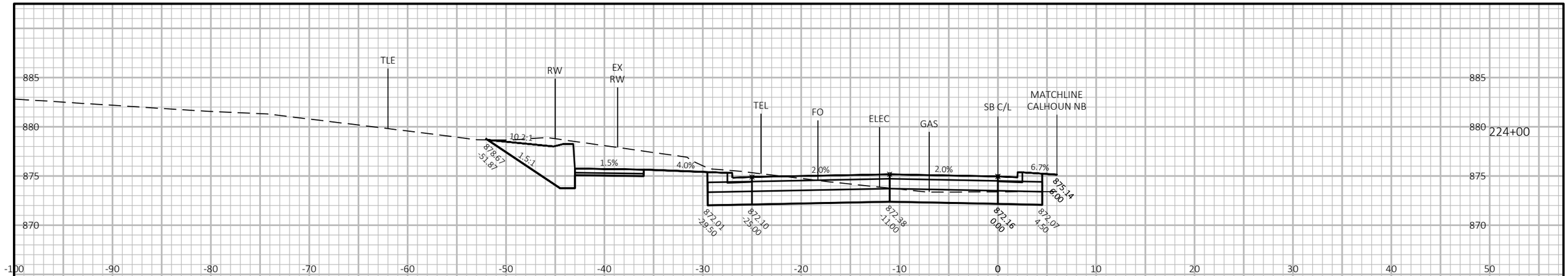


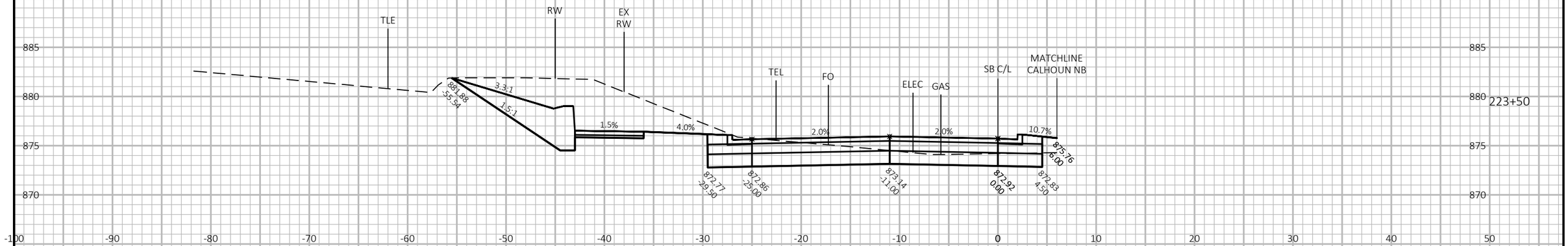
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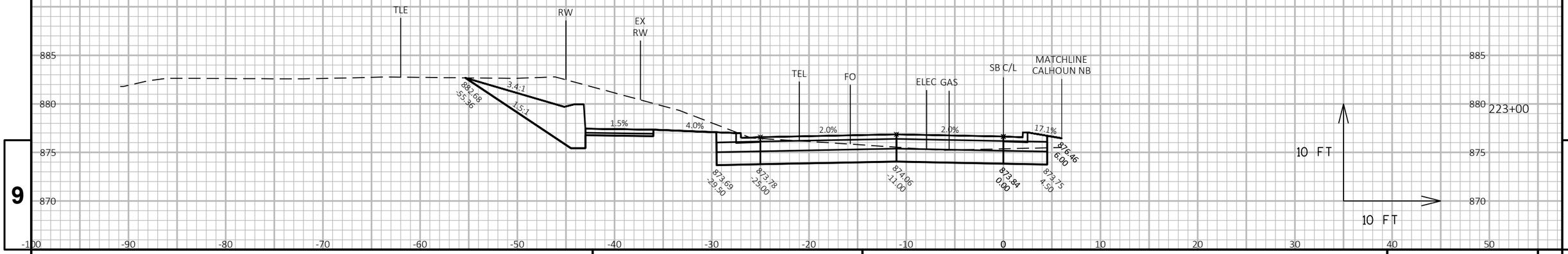
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 625	E

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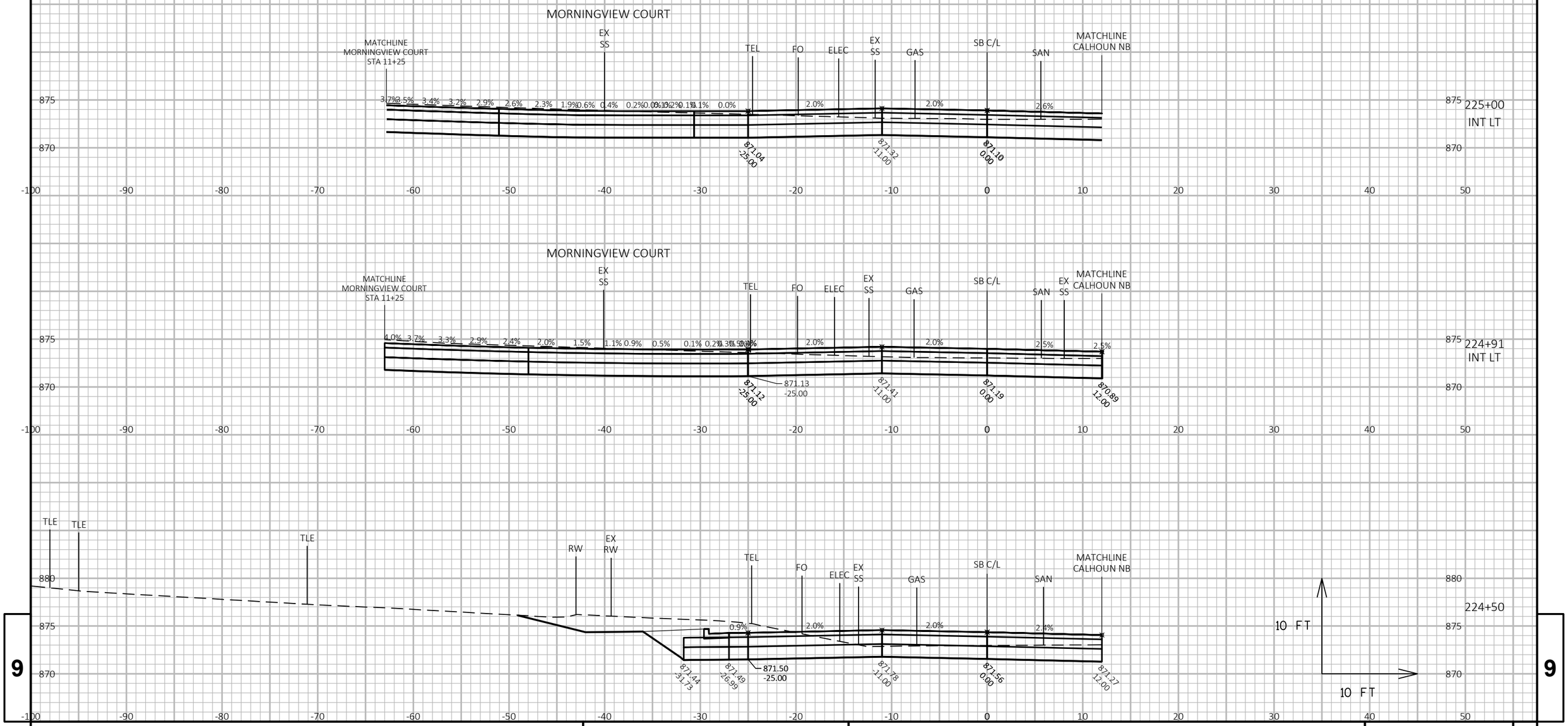
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 626	E

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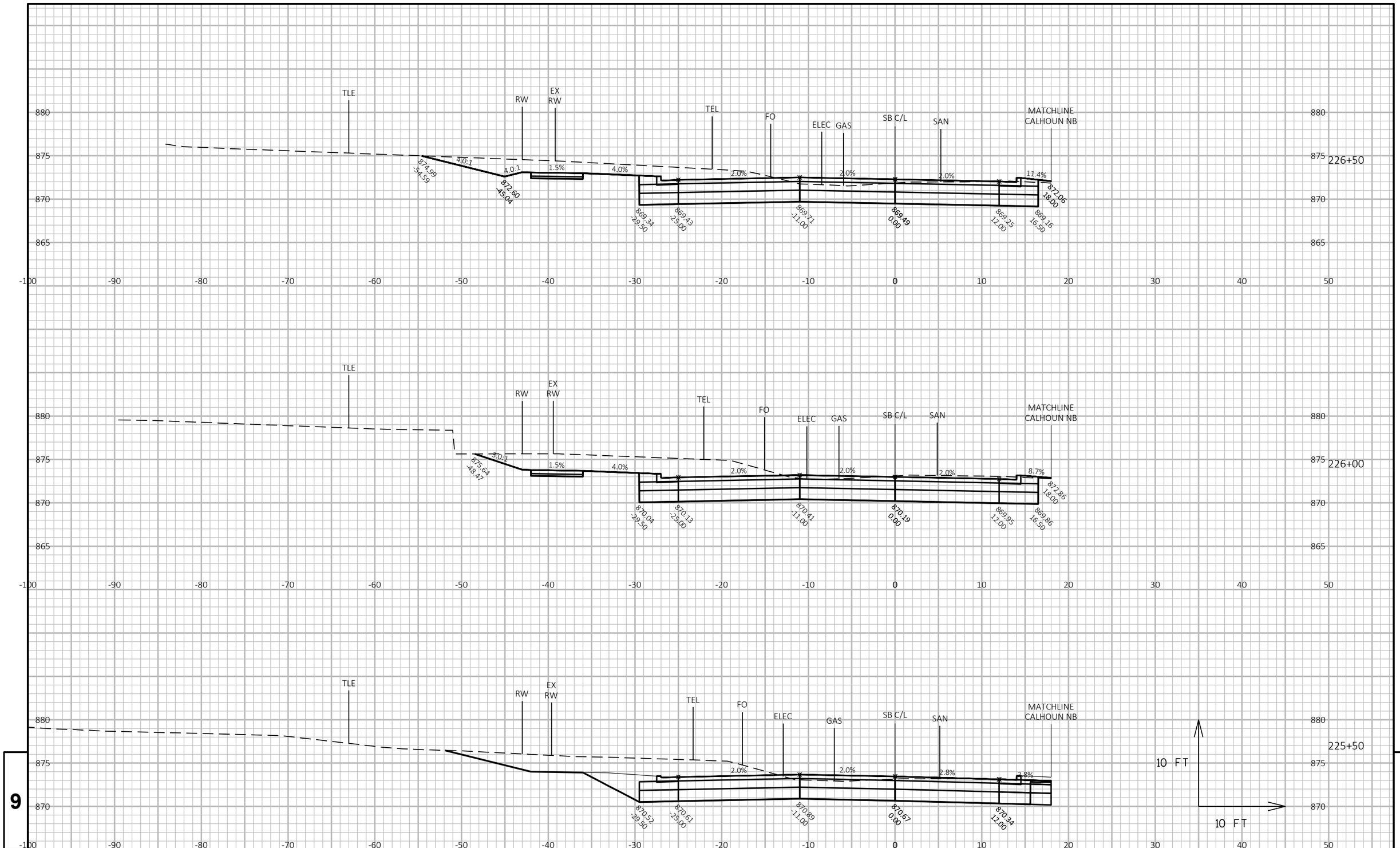
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 627 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

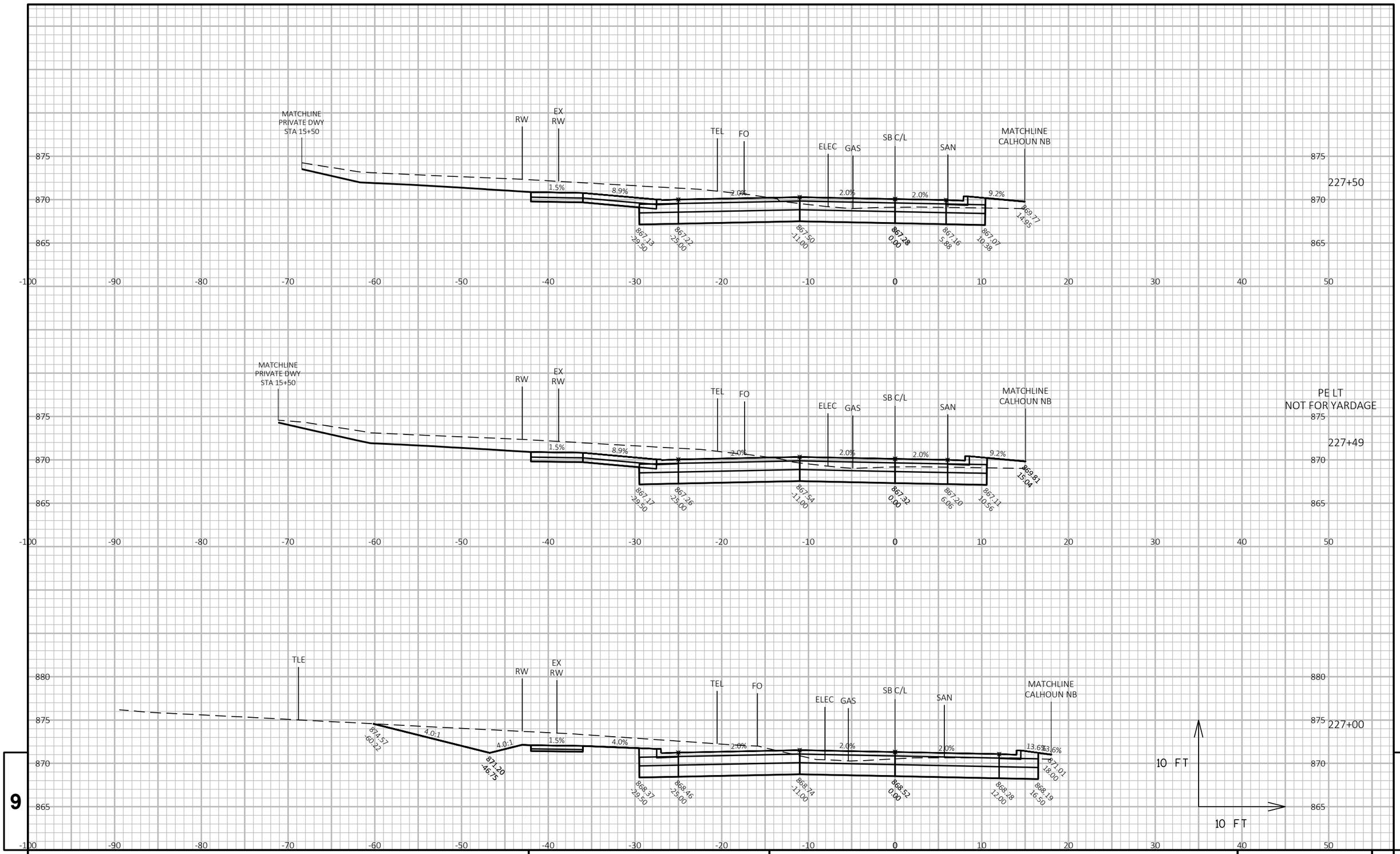
WISDOT/CADDS SHEET 49



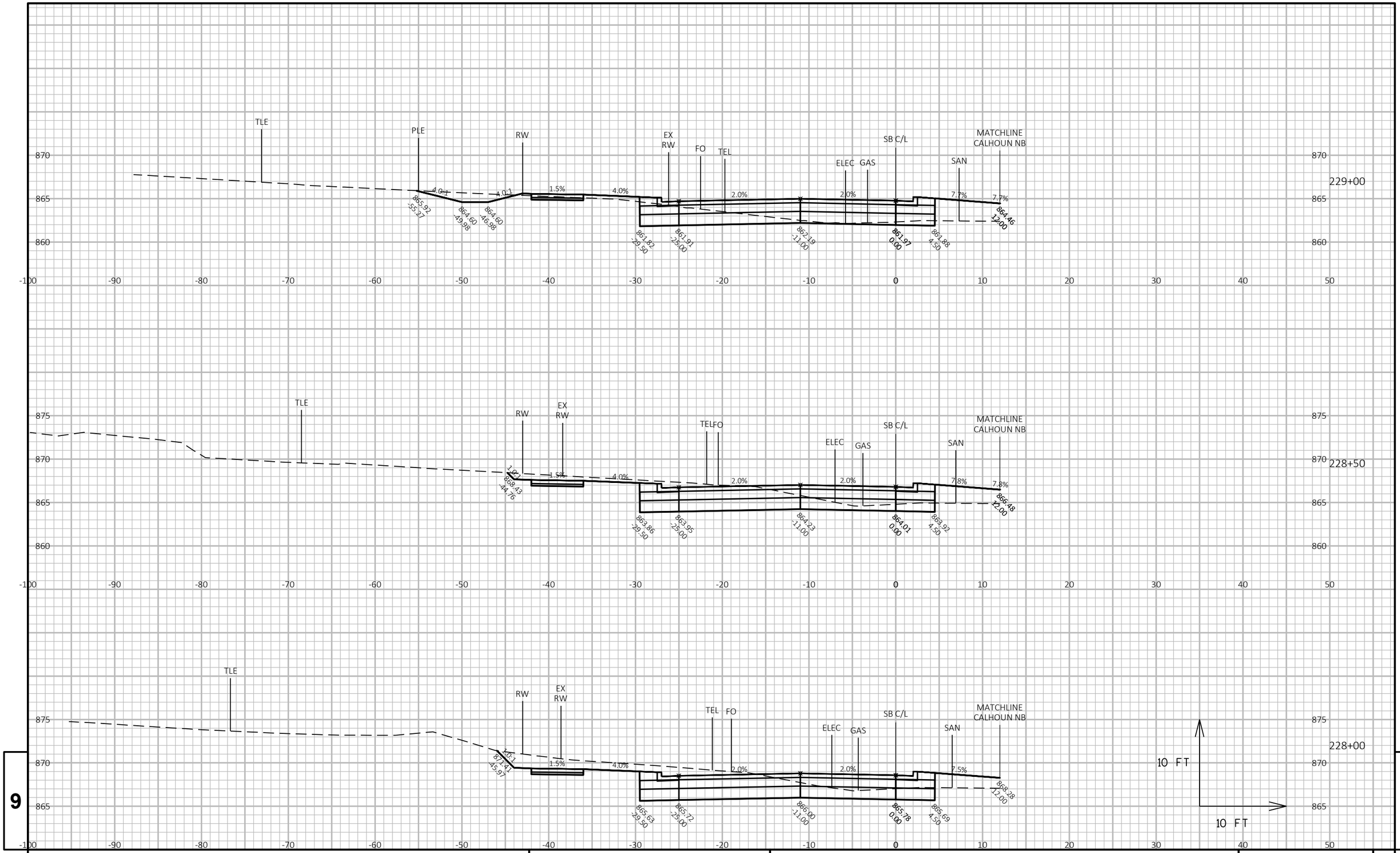
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 628 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



9	PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 629 E

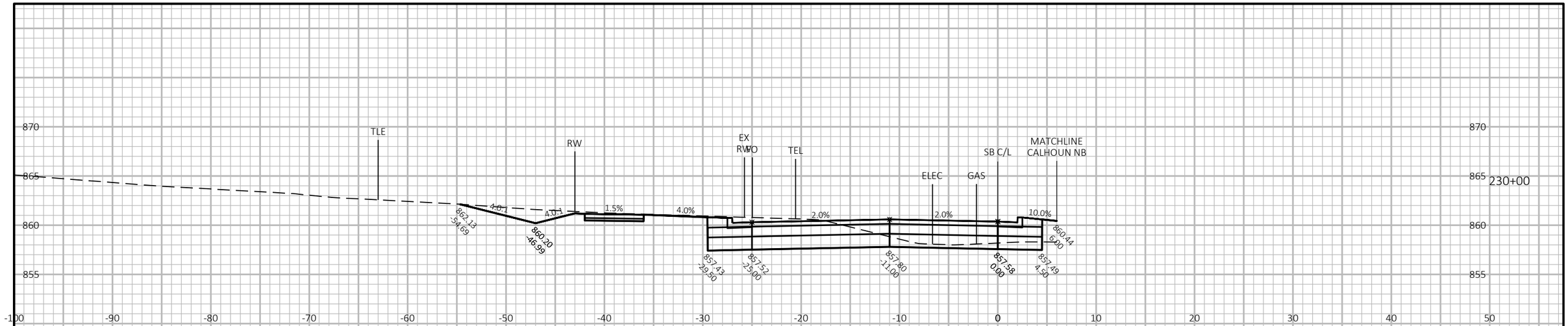


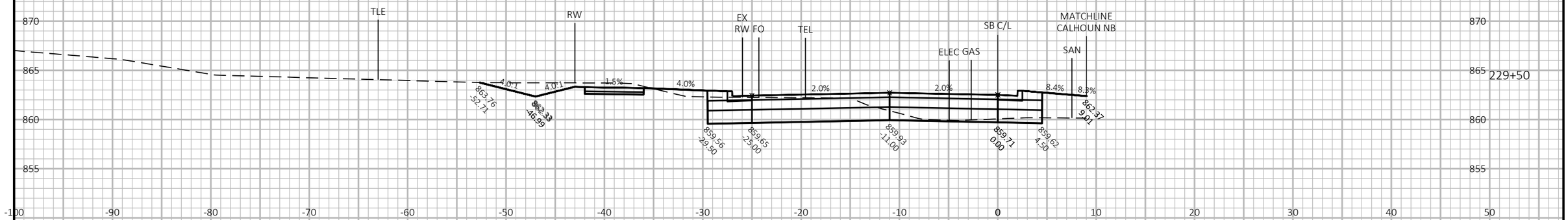
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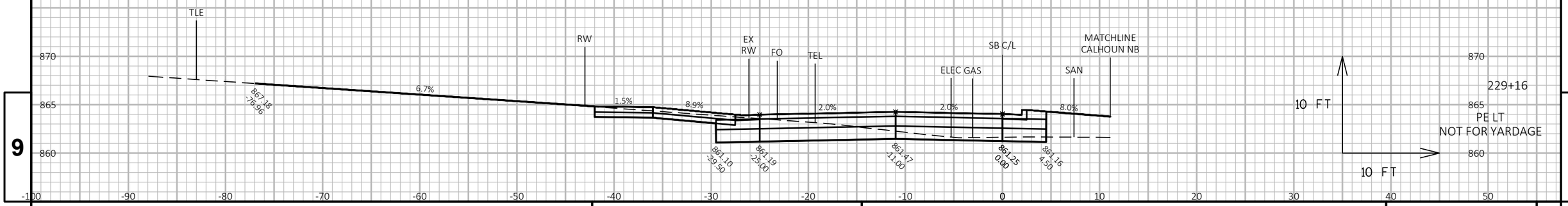
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 630	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :





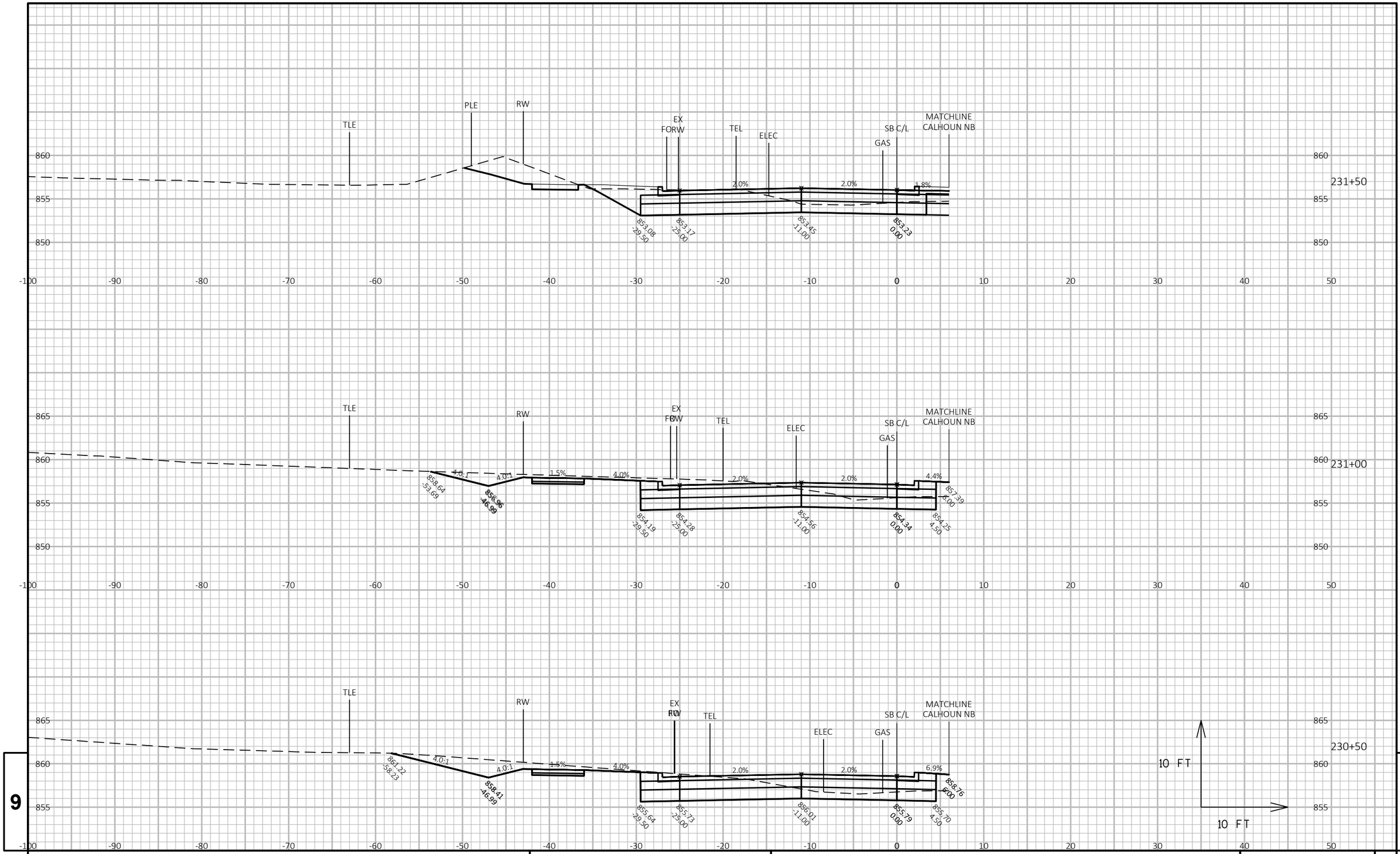


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 631	E

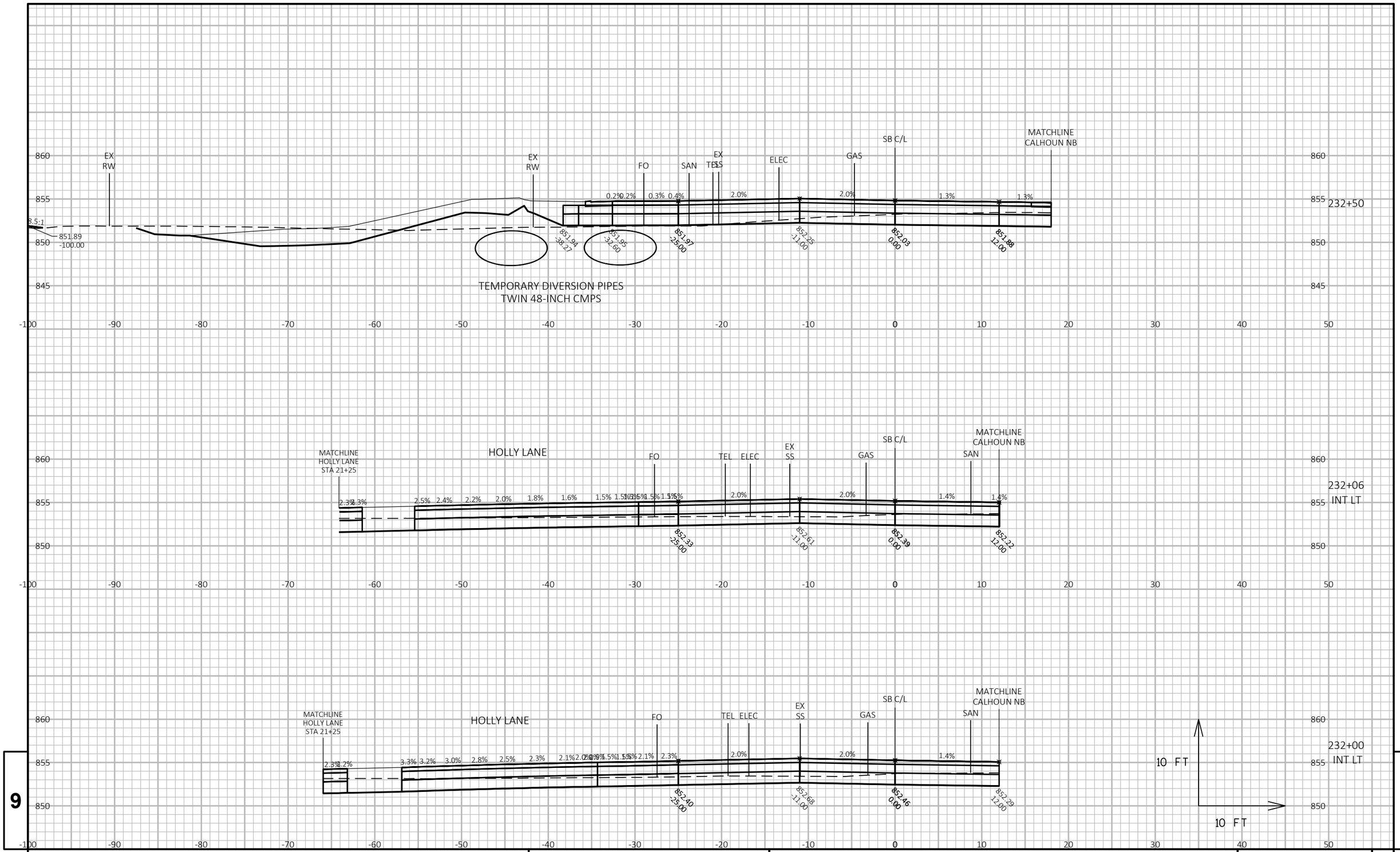
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 632 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:55 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



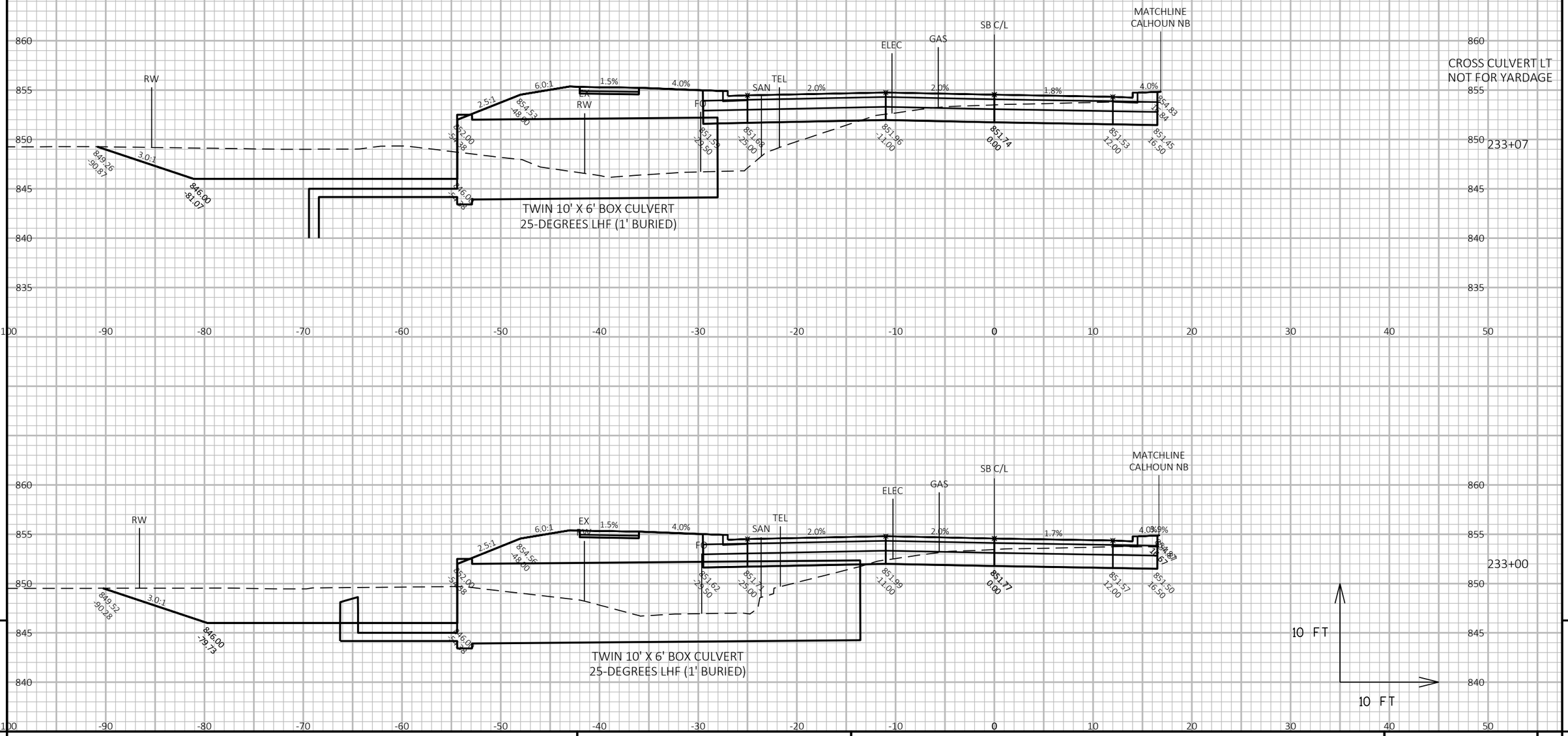
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 633	E

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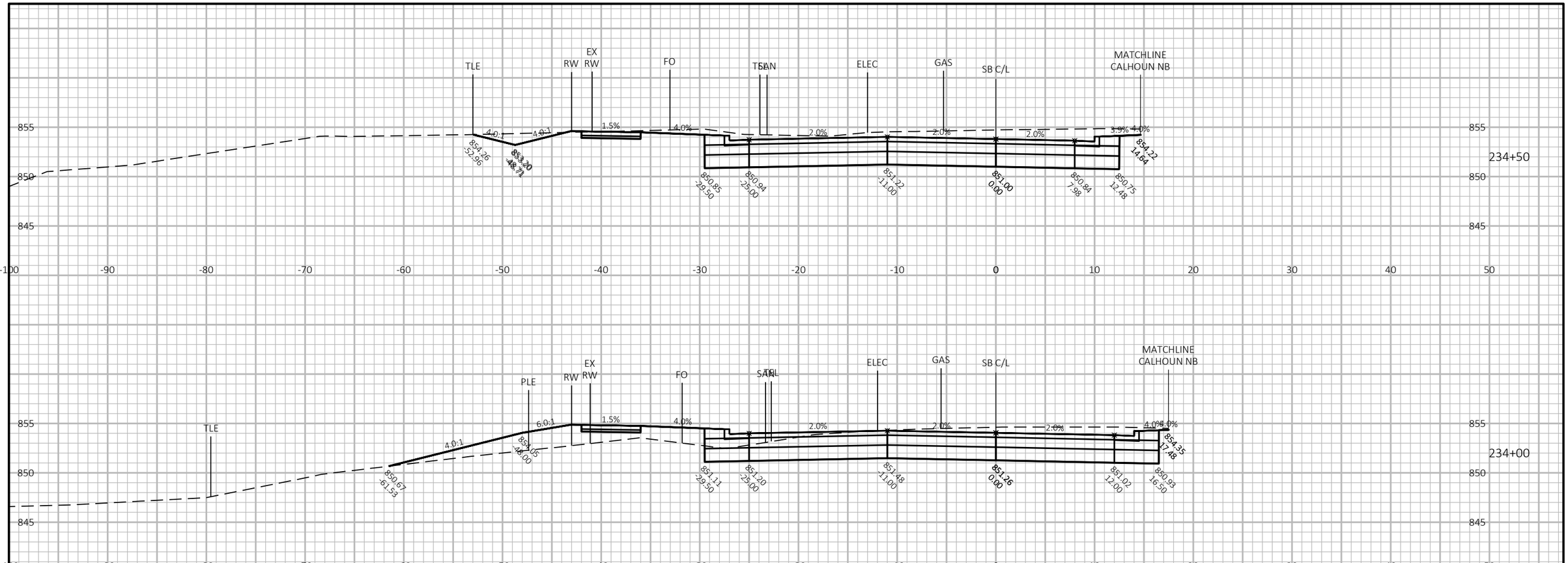
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 634 E

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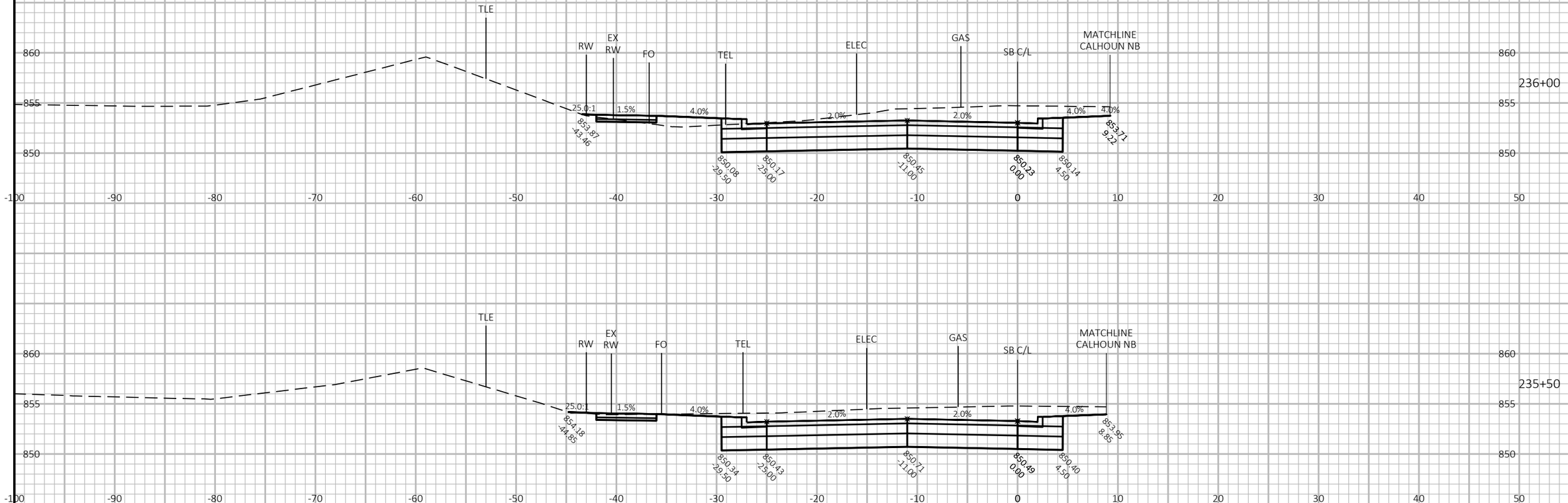
WISDOT/CADDS SHEET 49

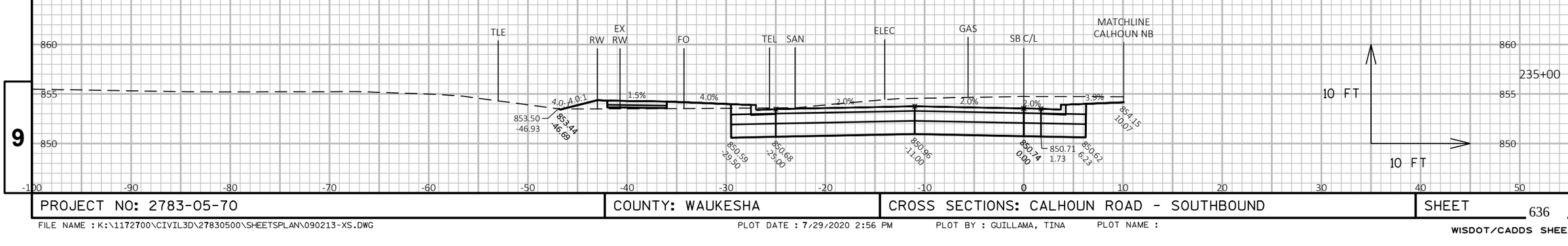


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 635	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:56 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



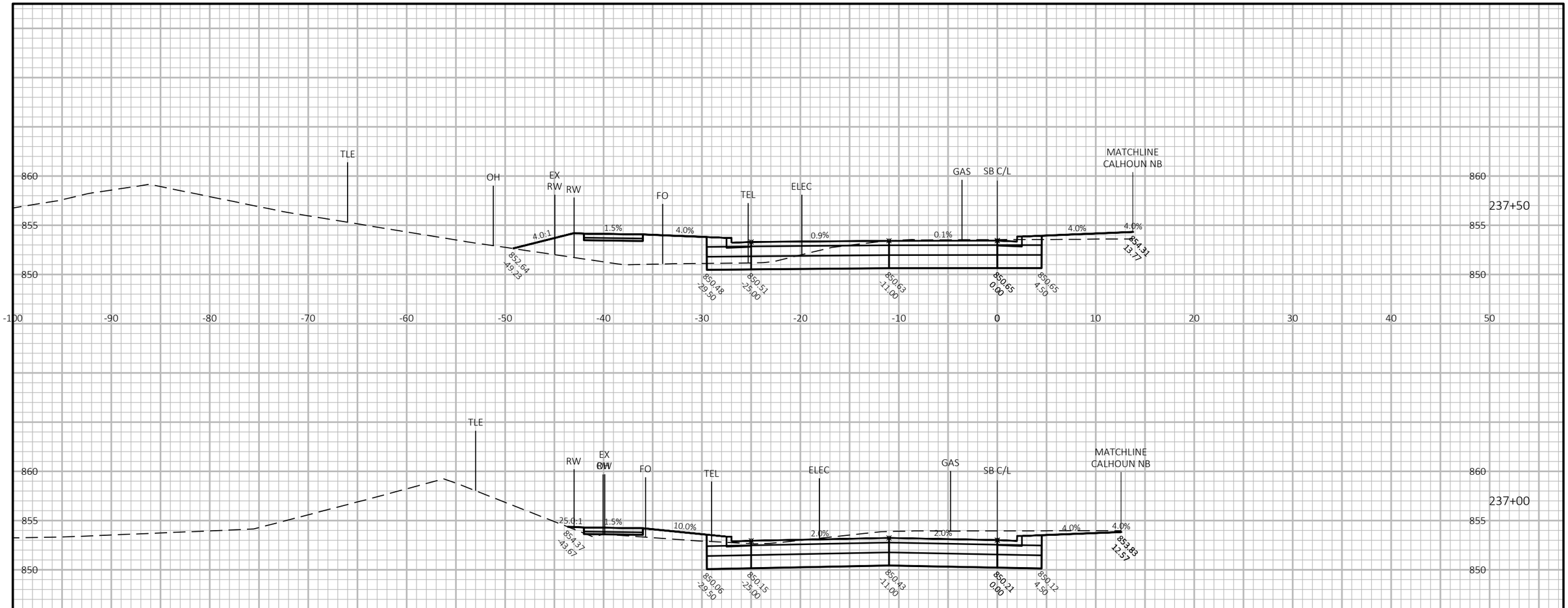


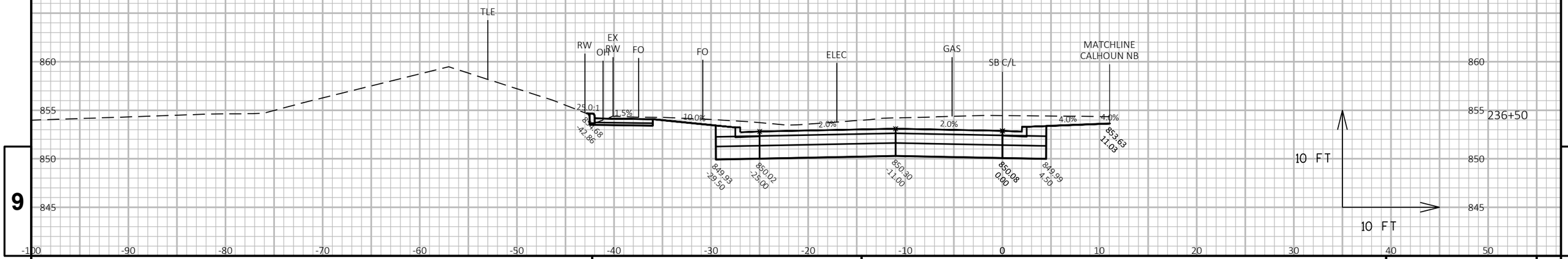
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 636	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:56 PM PLOT BY : GUILLAMA, TINA PLOT NAME :





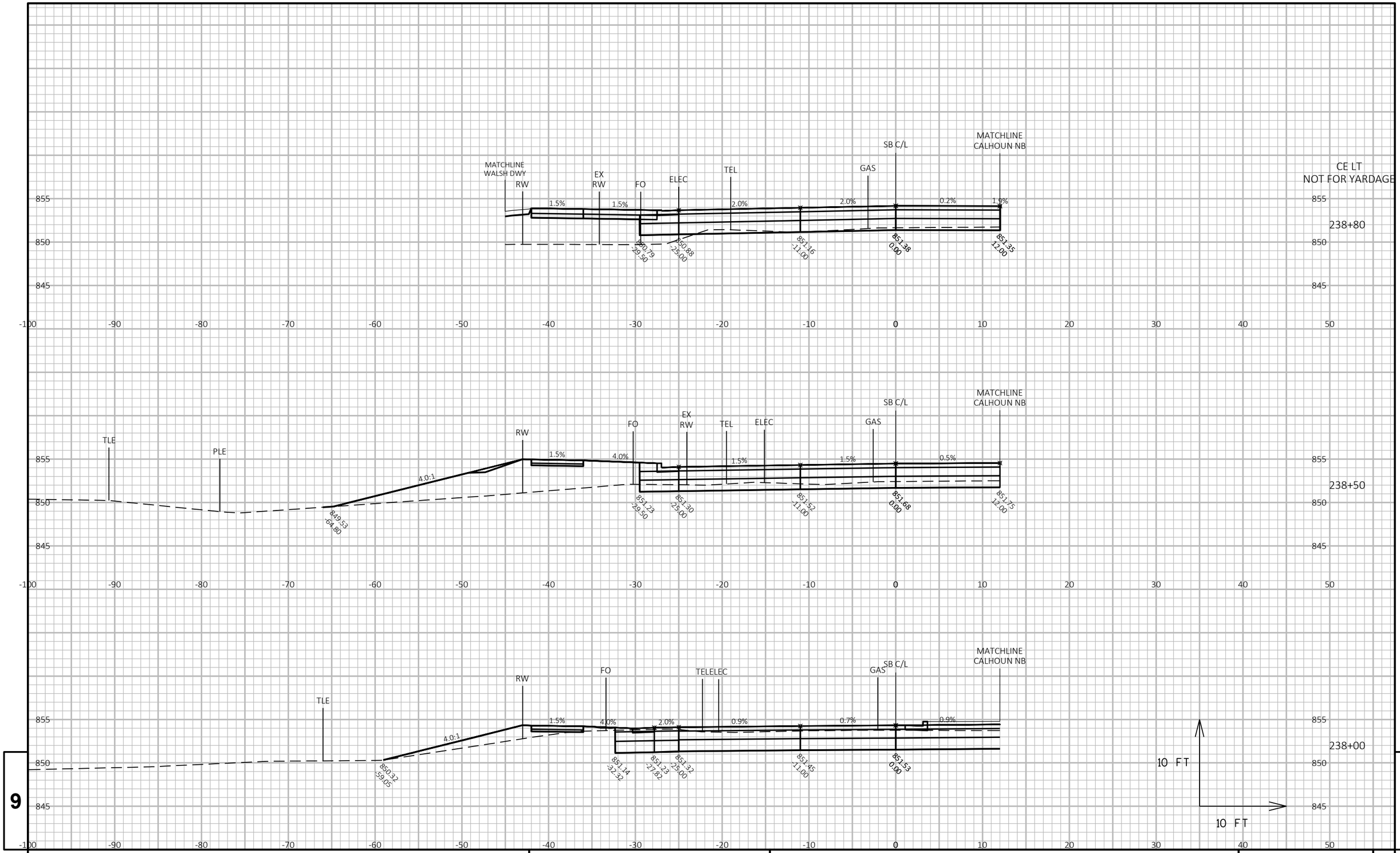
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 637	E

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WISDOT/CADDS SHEET 49

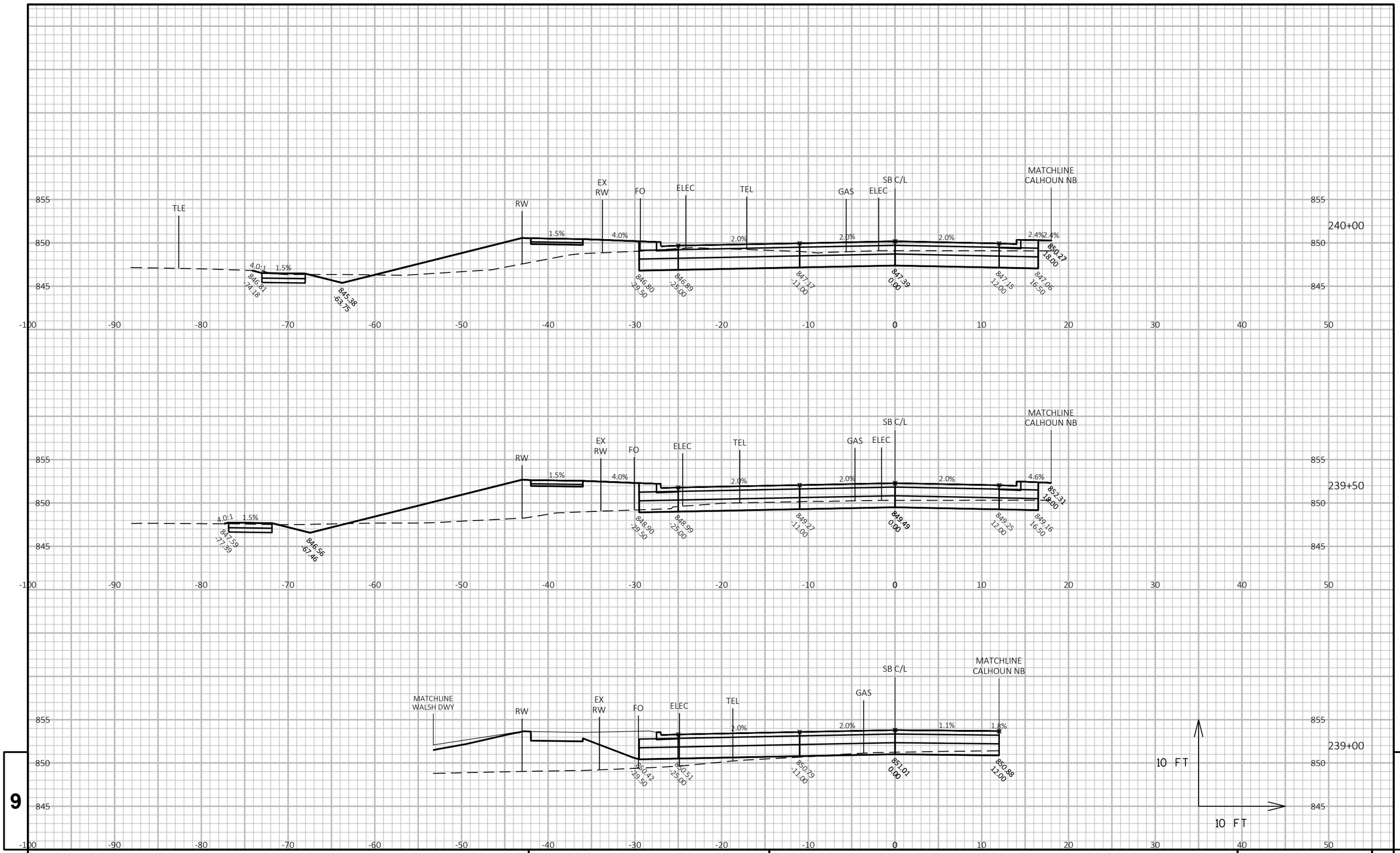


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 638	E

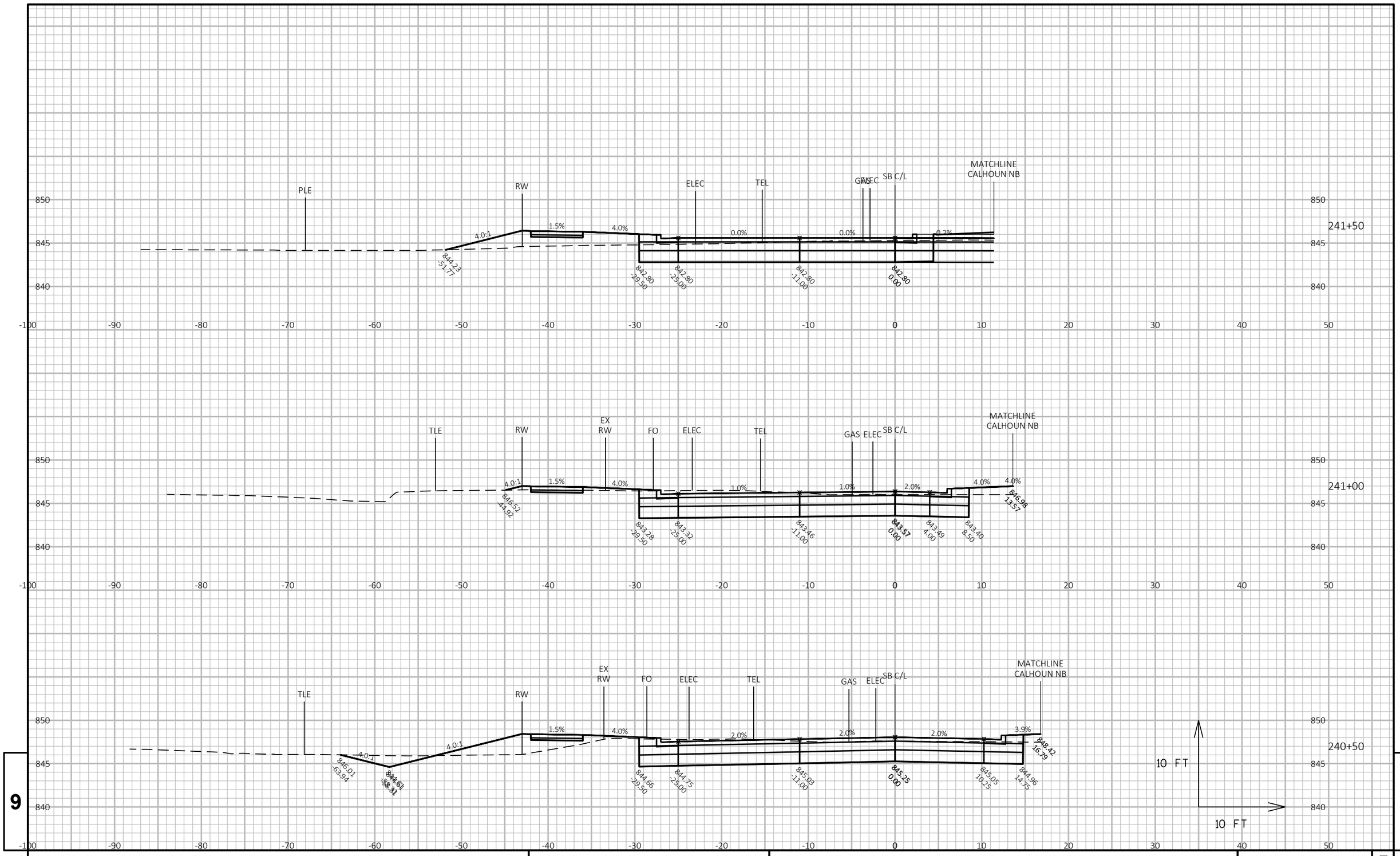
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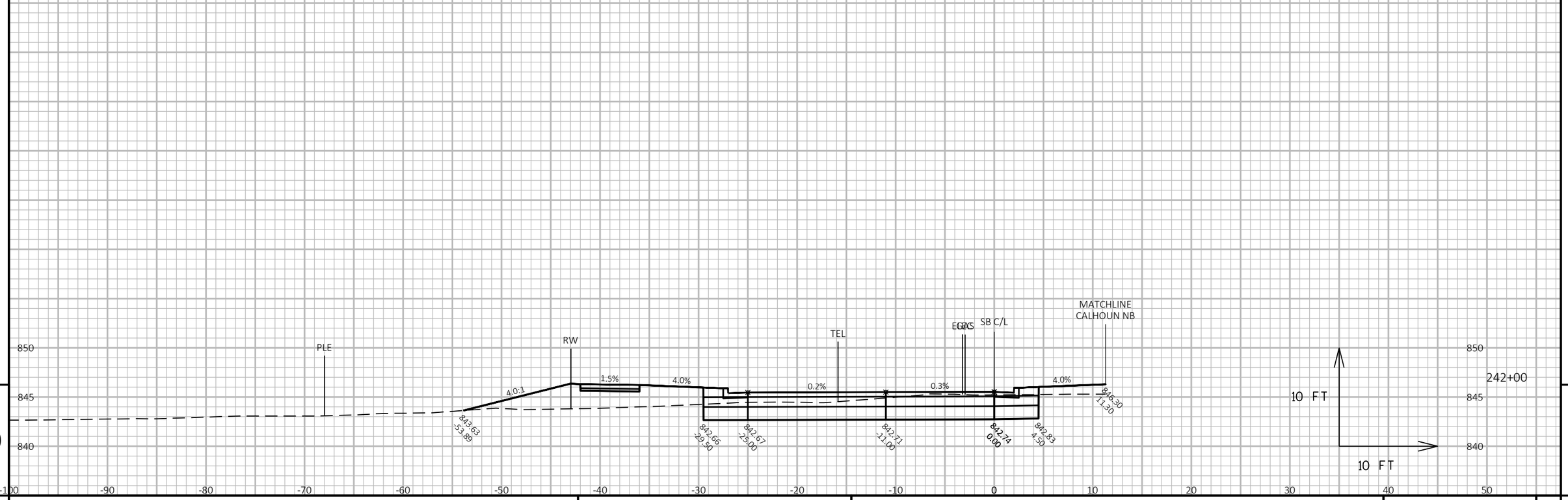
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 639	E



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 640	E



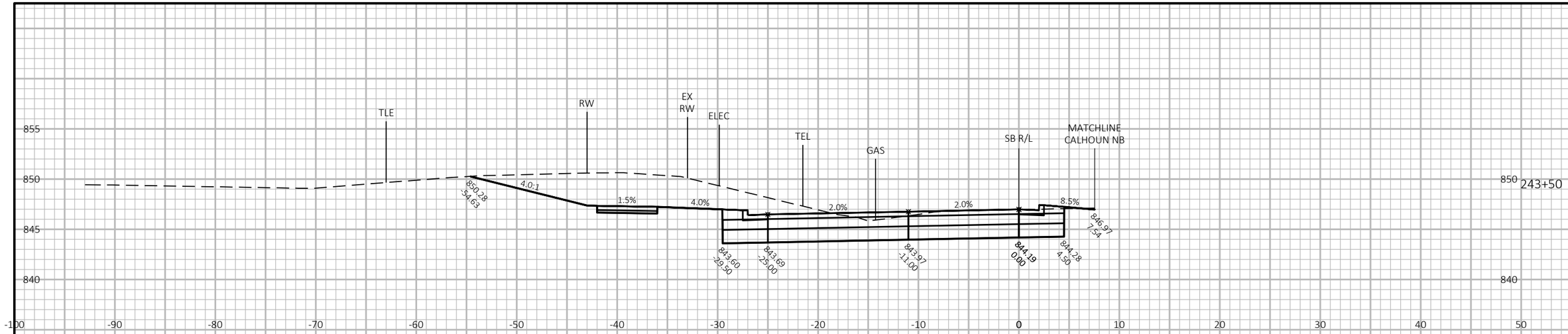
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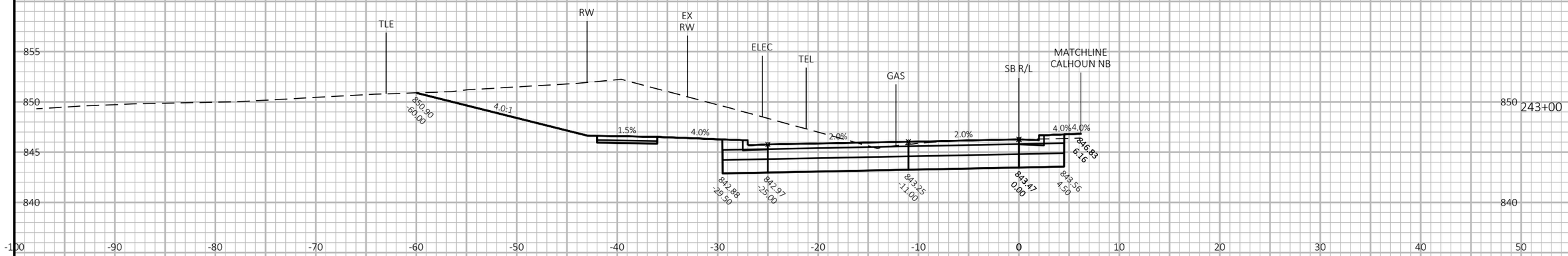
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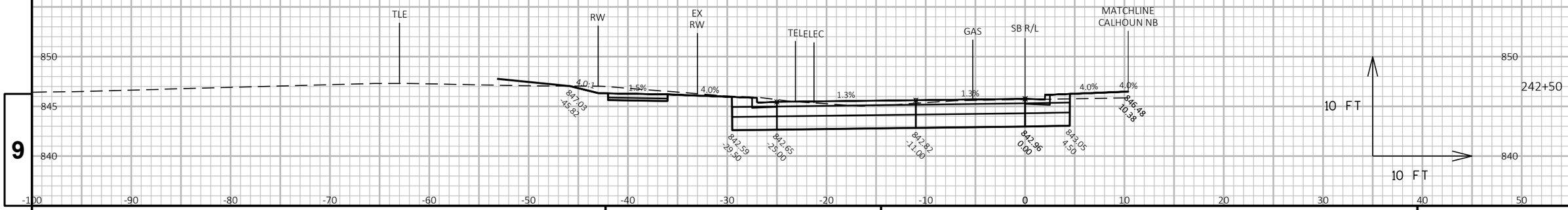
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 641 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090213-XS.DWG PLOT DATE : 7/29/2020 2:56 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49







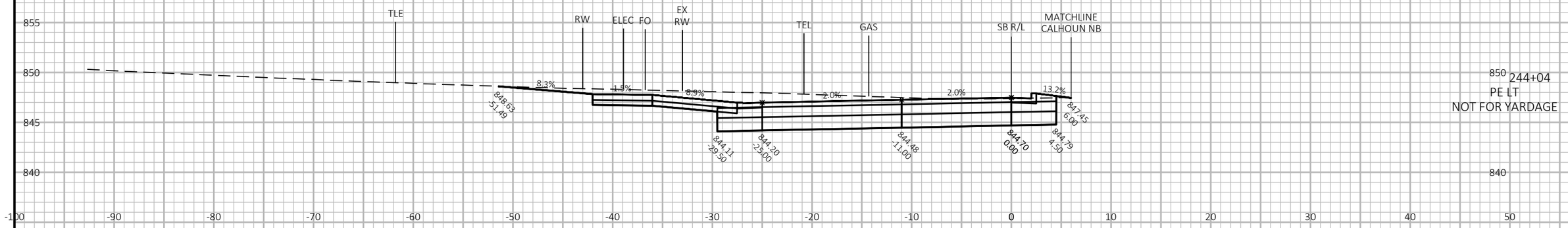
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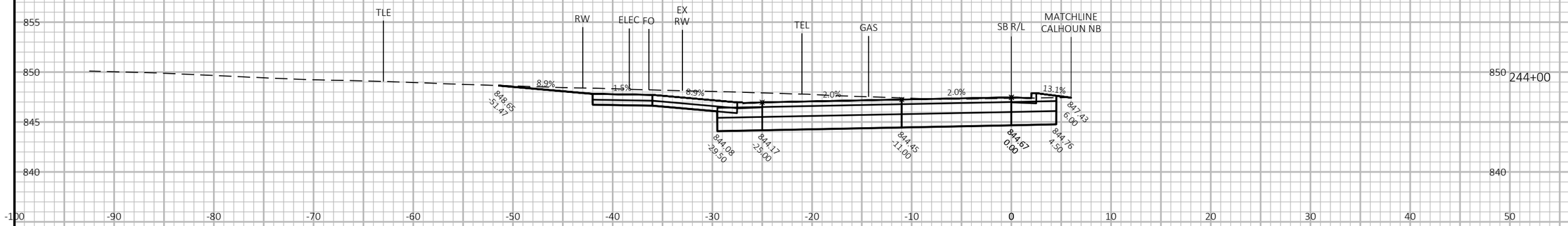
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FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:05 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

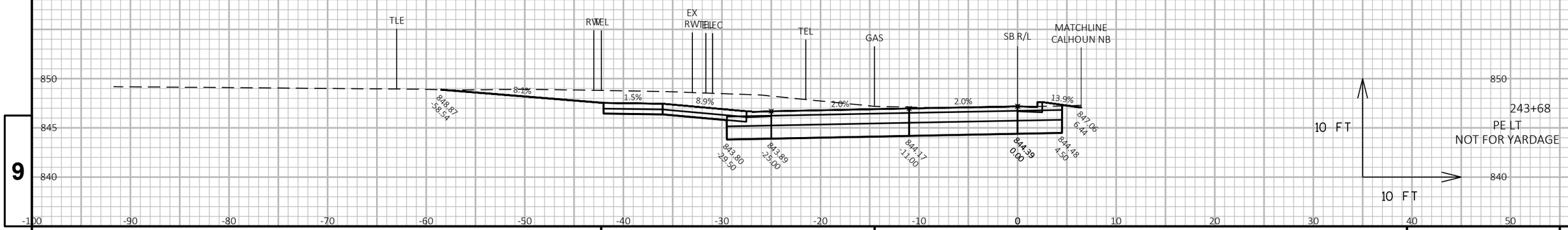
WISDOT/CADDS SHEET 49



244+04
PE LT
NOT FOR YARDAGE



244+00



243+68
PE LT
NOT FOR YARDAGE

10 FT
10 FT

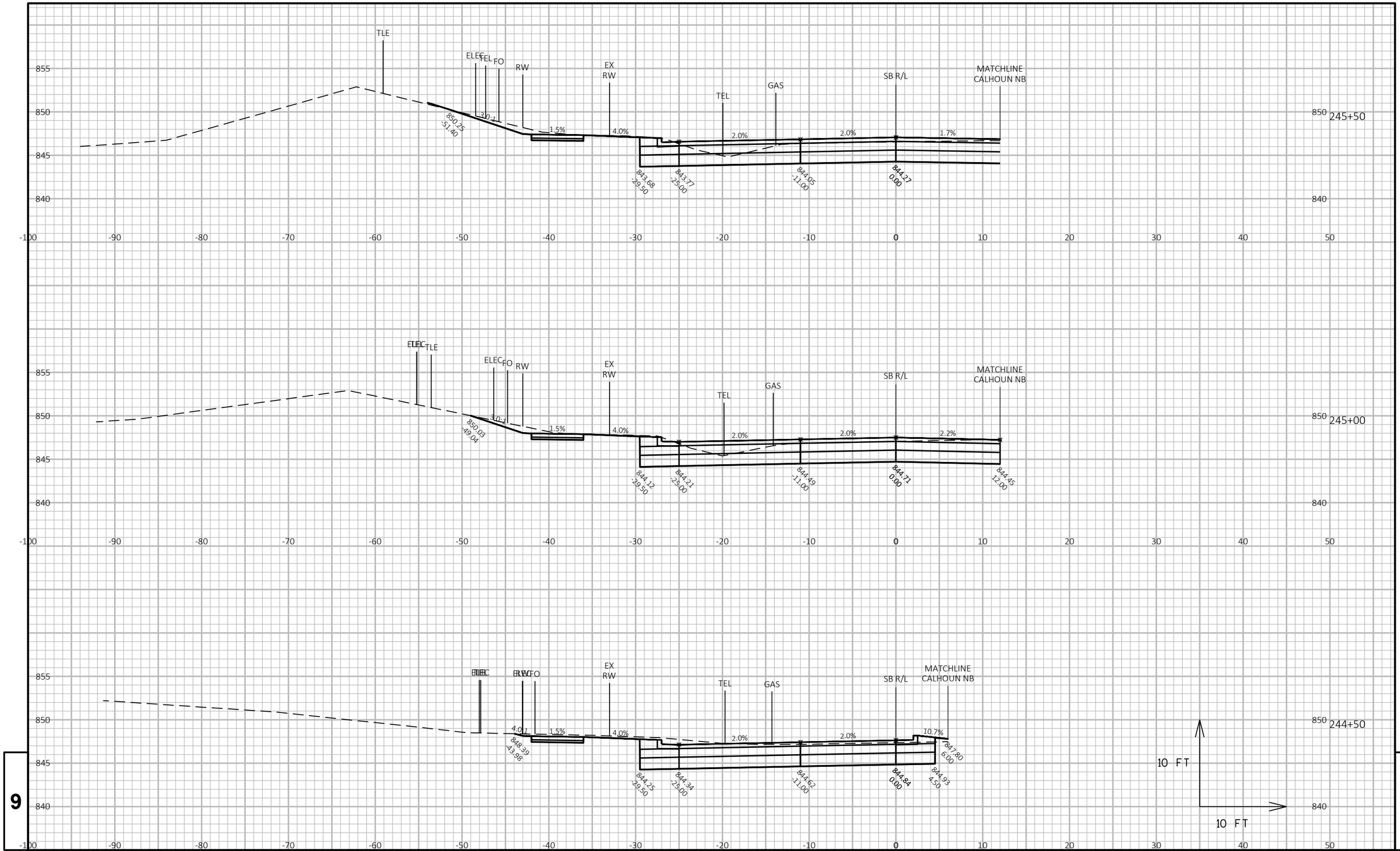
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 643	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



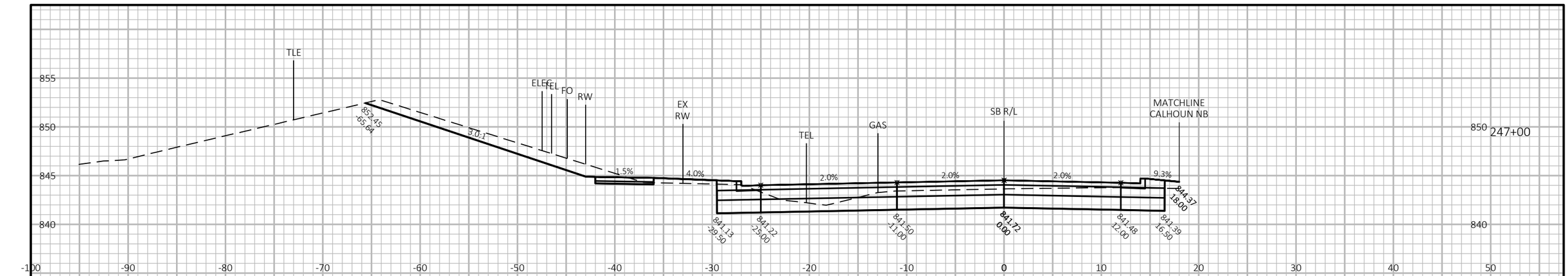
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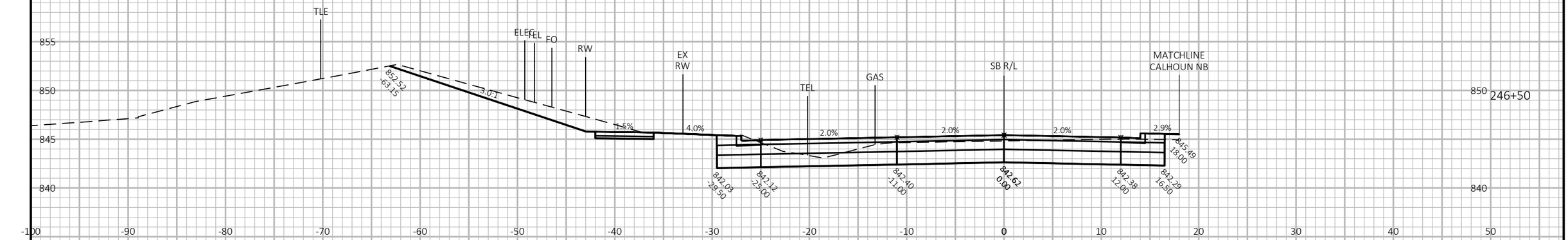
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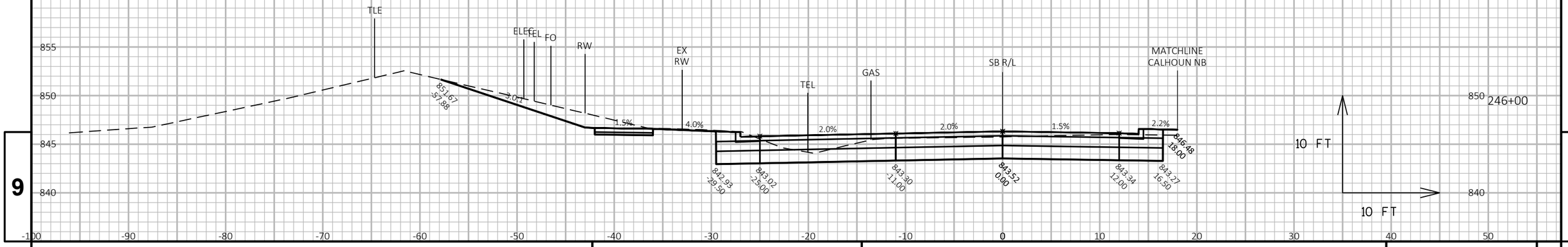
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 644	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49







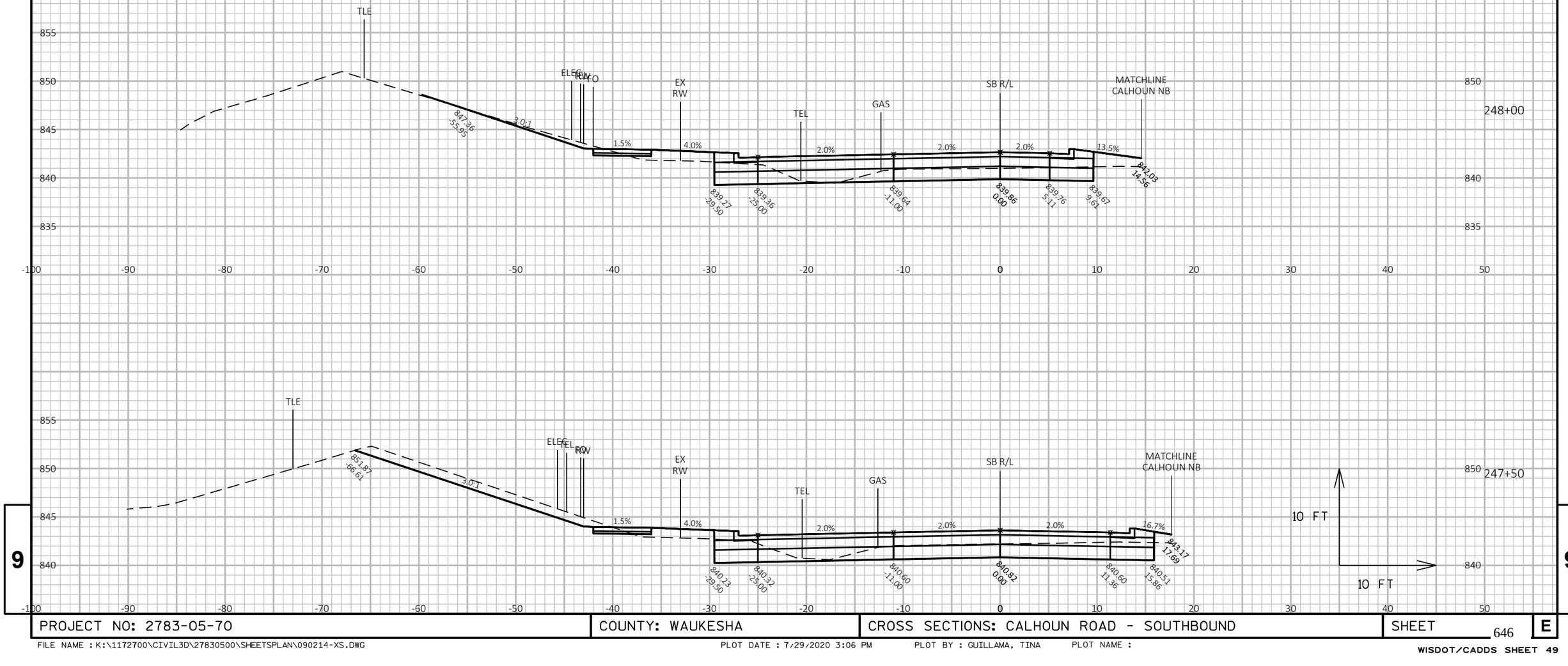
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 645	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



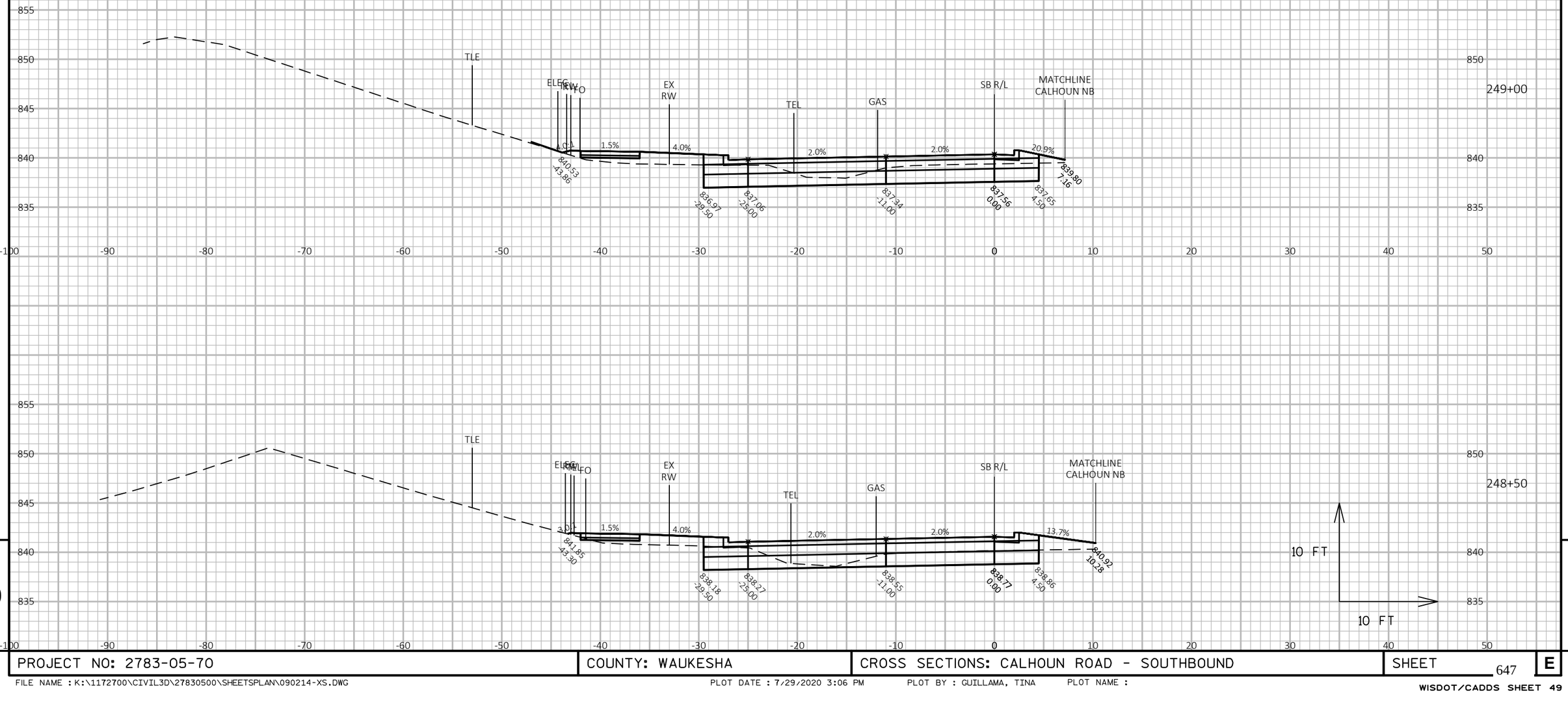
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 646	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

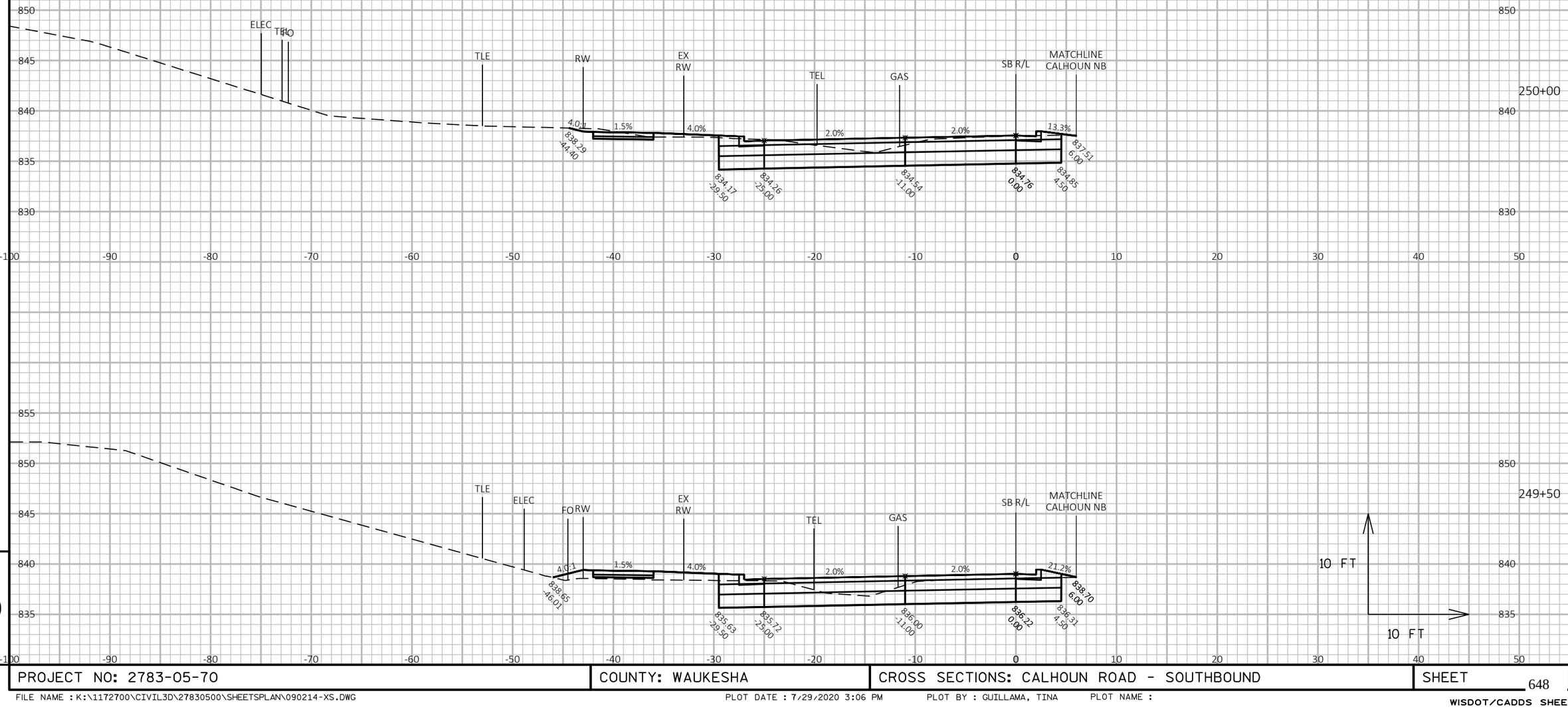
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 647	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

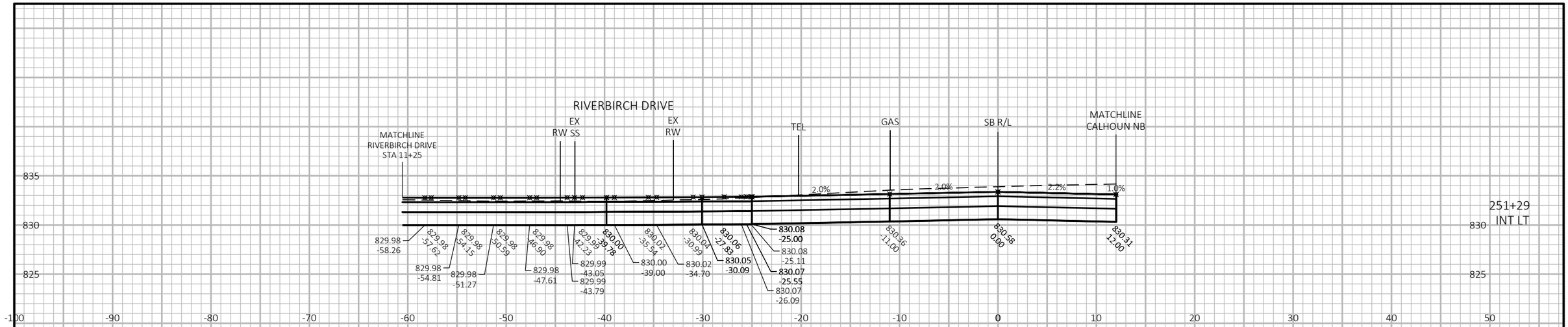
WISDOT/CADDS SHEET 49

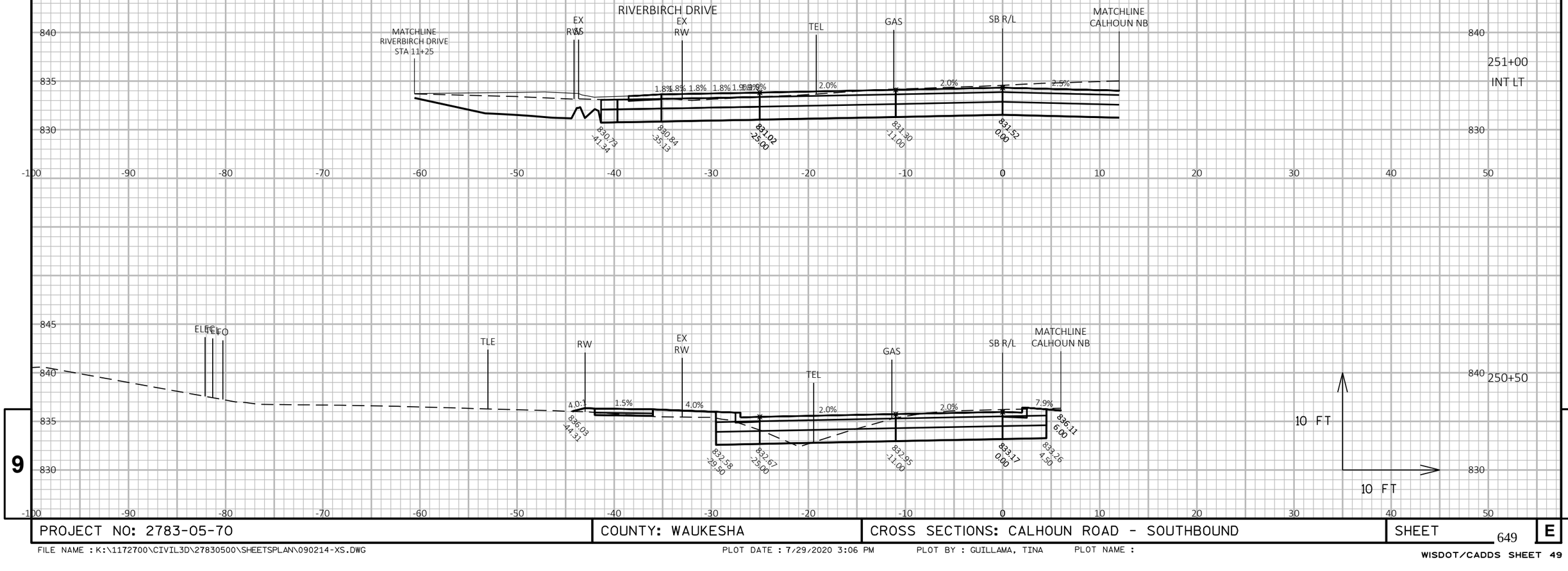


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 648	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49





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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 649	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

STORMWATER POND 'RB'
(SEE CONSTRUCTION DETAILS)

YARDAGE FOR POND CALCULATED SEPARATELY
SEE EARTHWORK SUMMARY

TEL
MATCHLINE POND 'RB' EWK
EX SS
RW
EX RW
TEL
GAS
SB R/L
MATCHLINE CALHOUN NB

4.0:1
1.5%
4.0%
2.0%
2.0%
4.0%
1.5:1
0.5:1

830.01 -60.87
829.78 -48.03
828.31 -19.50
828.40 -25.00
828.68 -11.00
828.90 0.00
828.89 4.55
831.13 11.27
815.15 38.58

835
830
825
820
815
252+50
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50

STORMWATER POND 'RB'
(SEE CONSTRUCTION DETAILS)

YARDAGE FOR POND CALCULATED SEPARATELY
SEE EARTHWORK SUMMARY

MATCHLINE POND 'RB' EWK
EX RW
EX SS
EX RW
TEL
GAS
SB R/L
MATCHLINE CALHOUN NB

1.5%
4.0%
2.0%
2.0%
4.0%
1.5:1

830.22 -36.21
827.89 -32.71
829.32 -29.50
829.41 -25.00
829.69 -11.00
829.91 0.00
830.00 4.50
832.13 10.95

BEGIN MARSH EXCAVATION

835
830
825
820
252+00
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50

MATCHLINE RIVERBIRCH DRIVE STA 11+25
EX RW SS
RIVERBIRCH DRIVE
EX RW
TEL
GAS
SB R/L
MATCHLINE CALHOUN NB

0.4% 0.3% 0.3% 0.2% 0.1%
2.0%
2.0%
2.0%

829.52 -52.69
829.46 -43.27
829.41 -25.00
829.69 -11.00
829.91 0.00
829.67 12.00

835
830
825
251+50
INT LT
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50

10 FT
10 FT

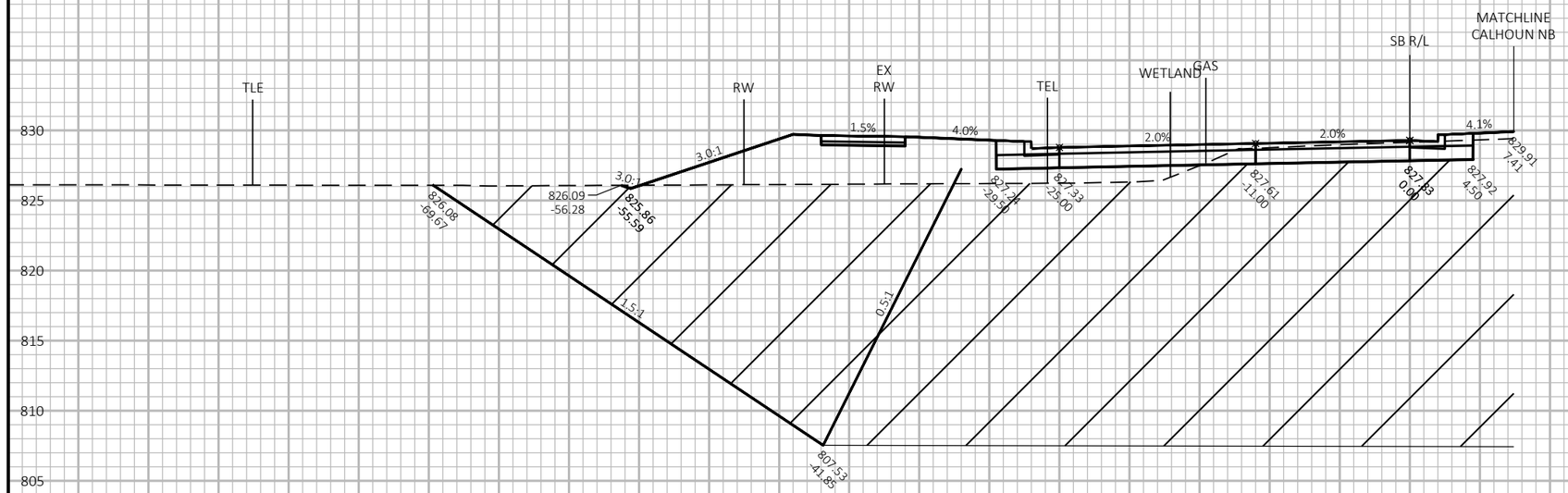
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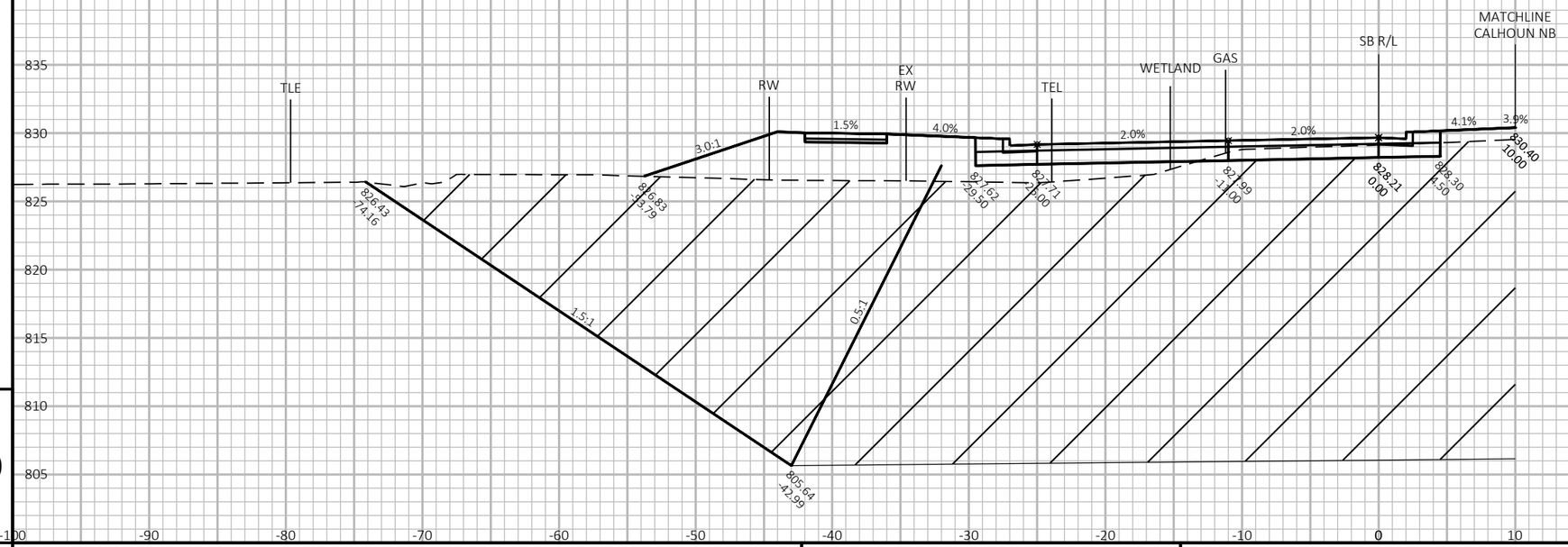
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FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS





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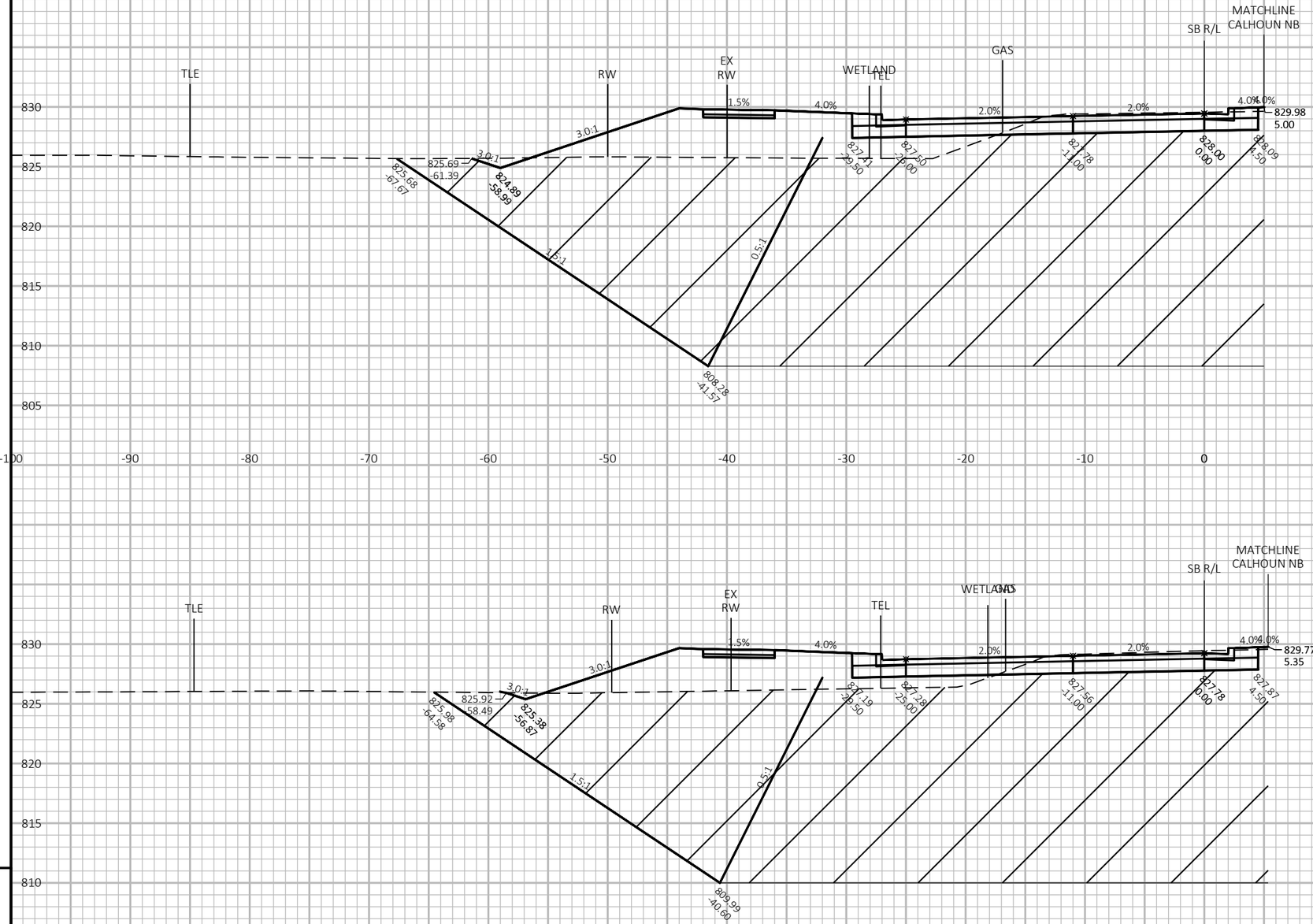
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 651	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

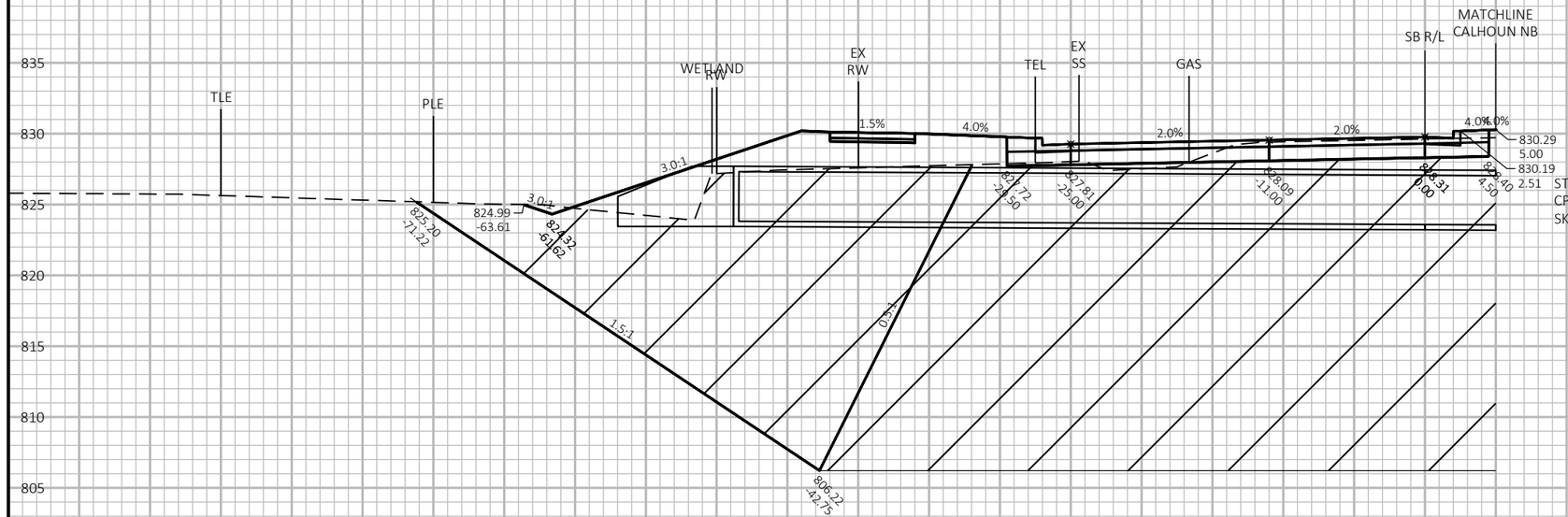


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 652	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

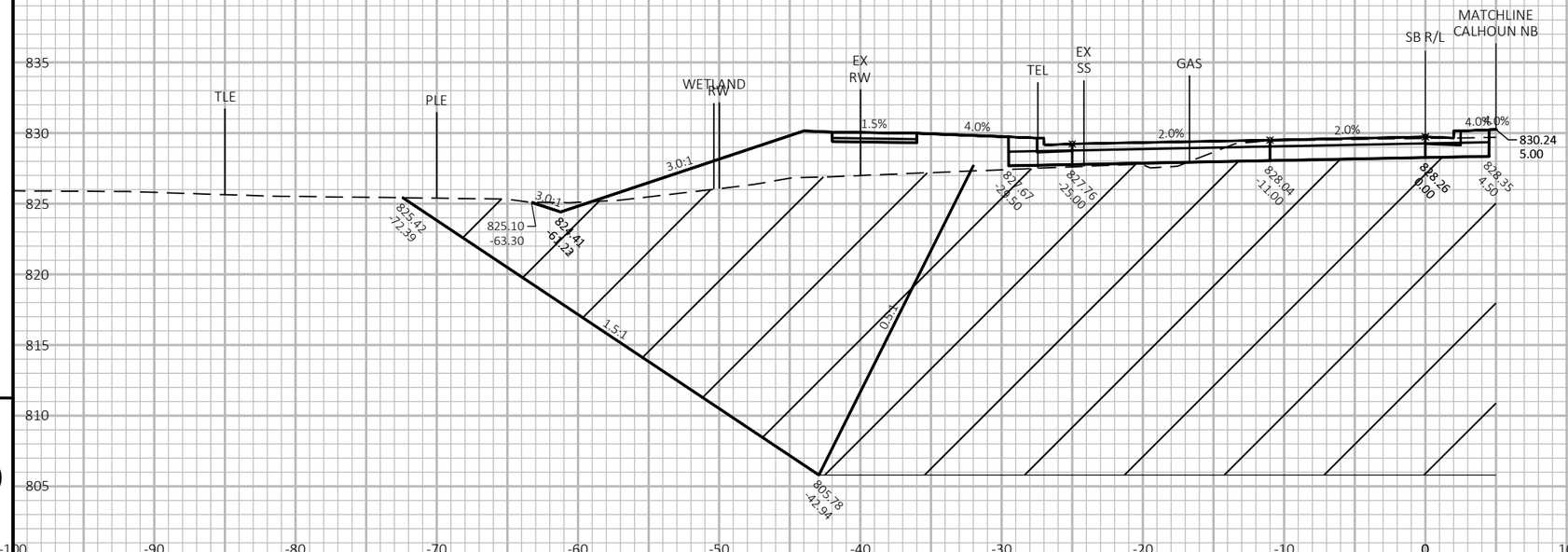
- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS



STATION 255+08 - 255+09
CPRC CLASS IV 42-INCH REQUIRED
SKEW 0° -

CROSS CULVERT LT
NOT FOR YARDAGE

255+09



255+00

10 FT

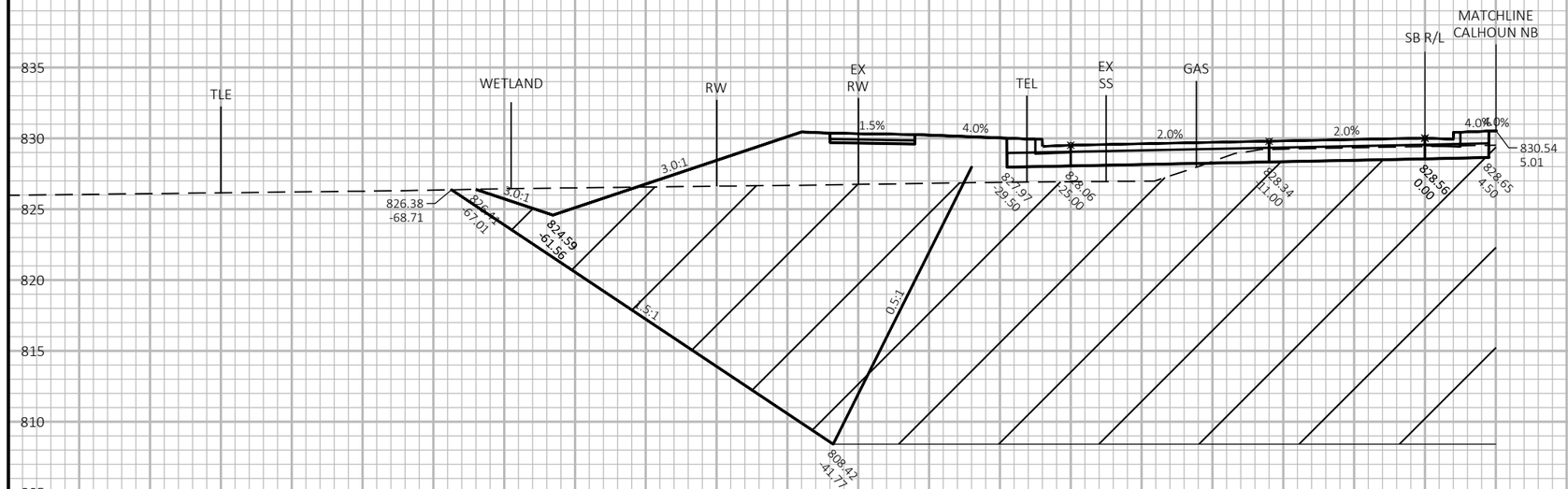
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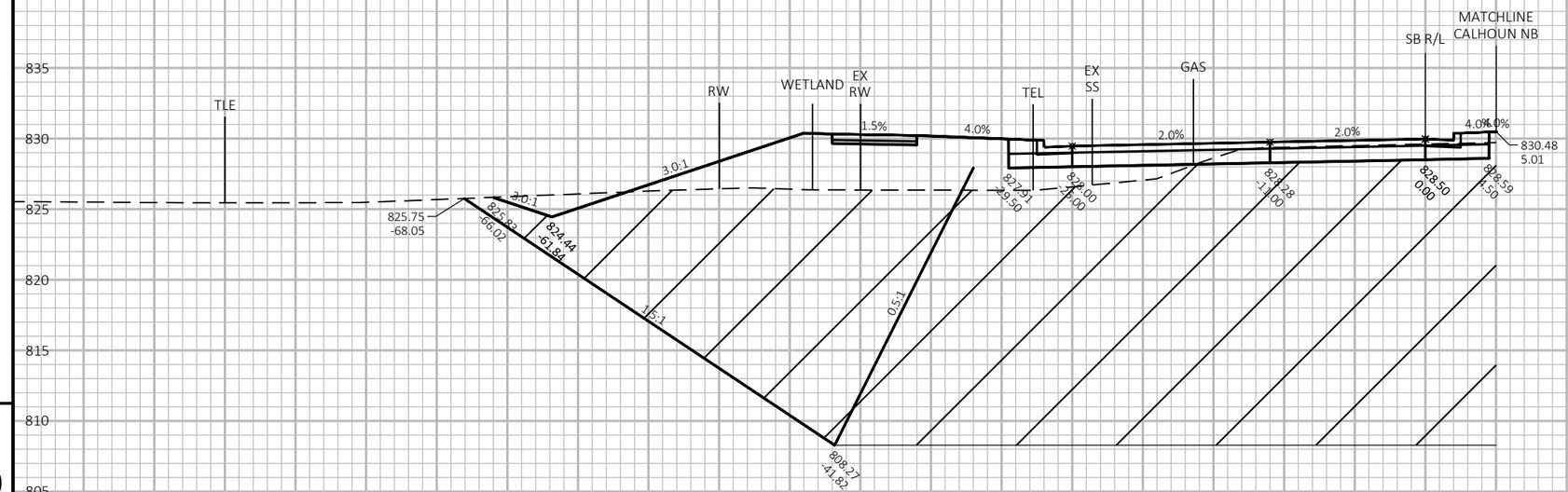
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 653	E

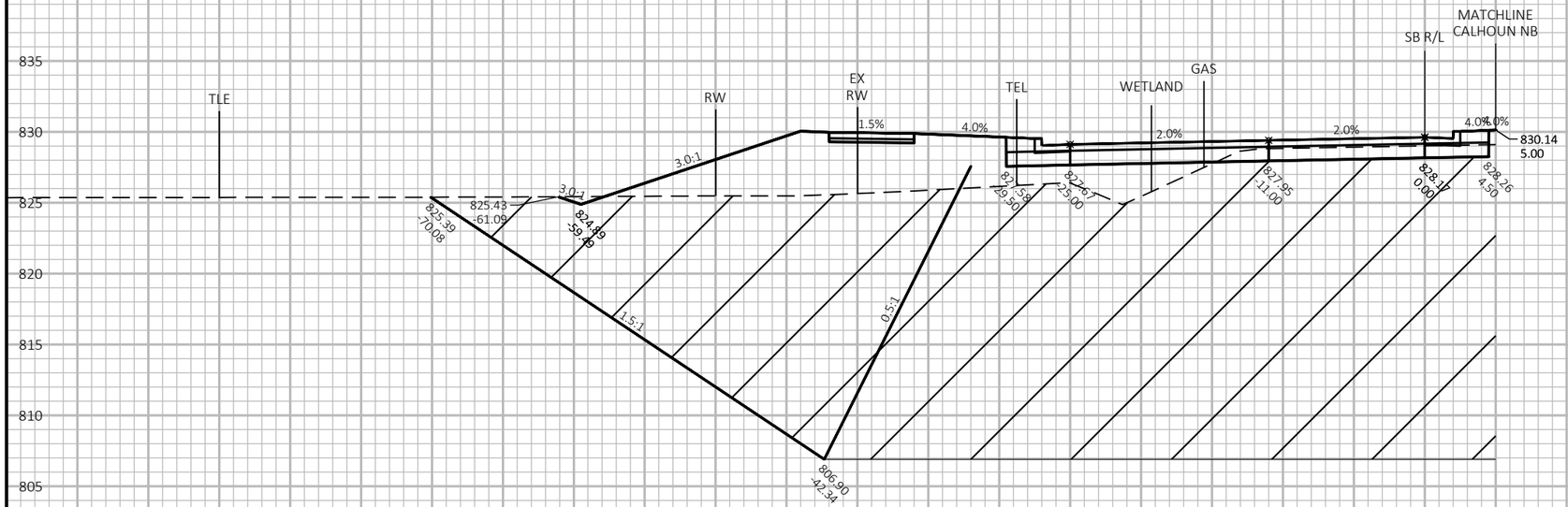
- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

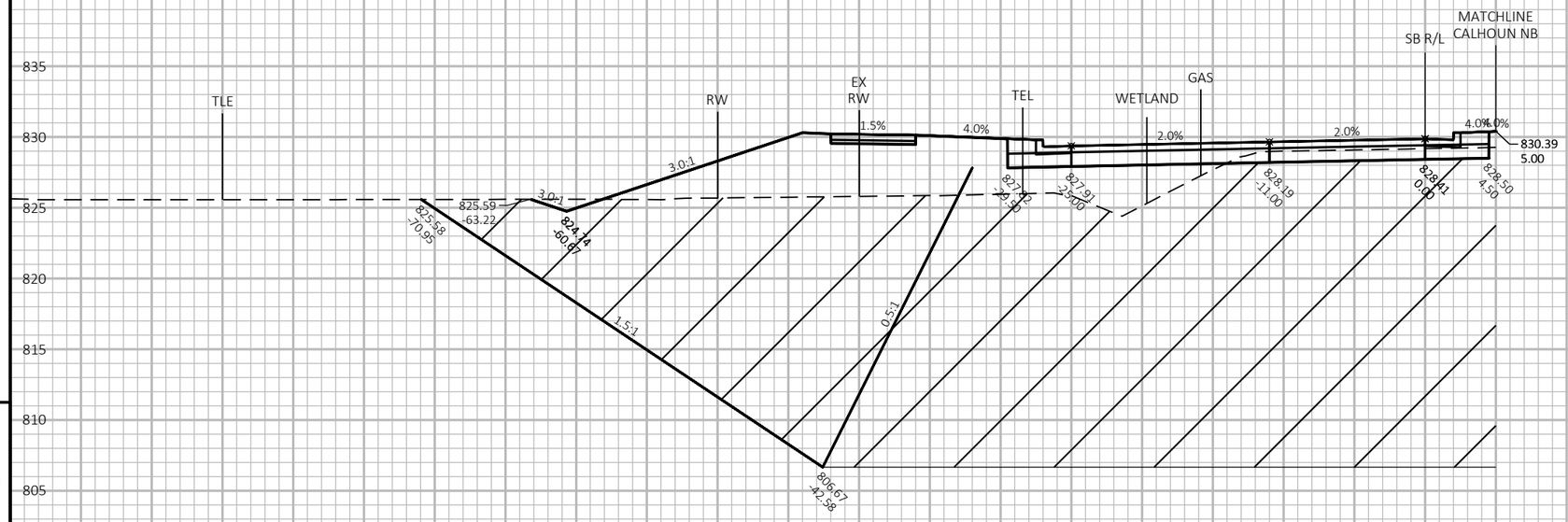




PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 654	E

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS





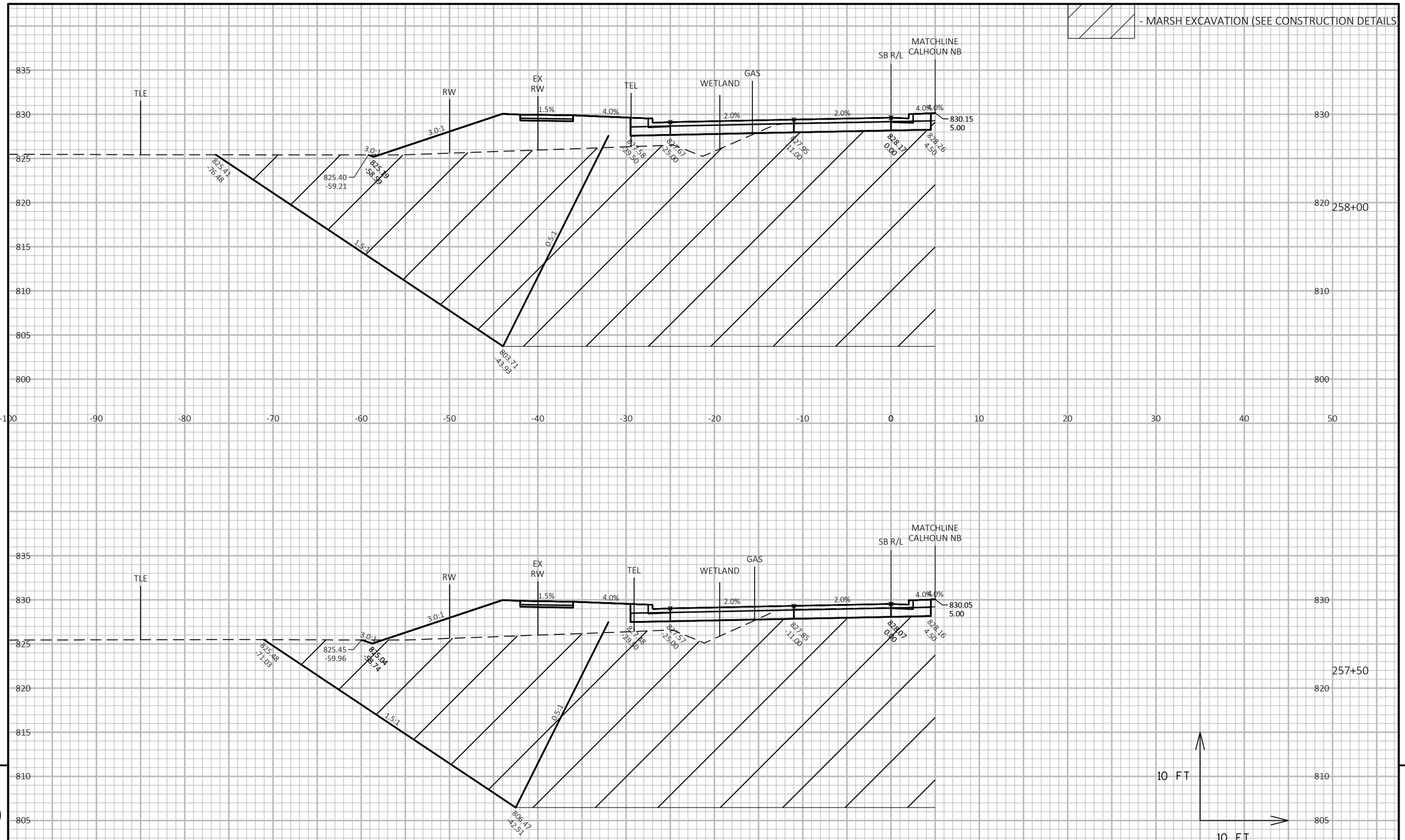
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 655	E

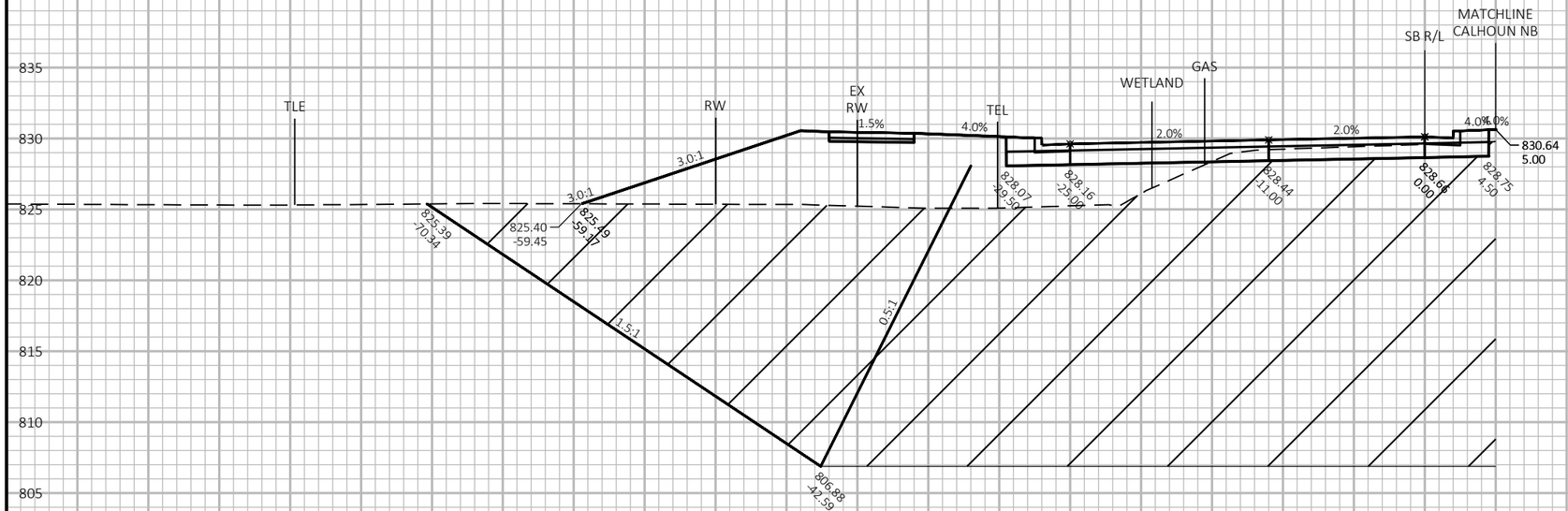
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:06 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

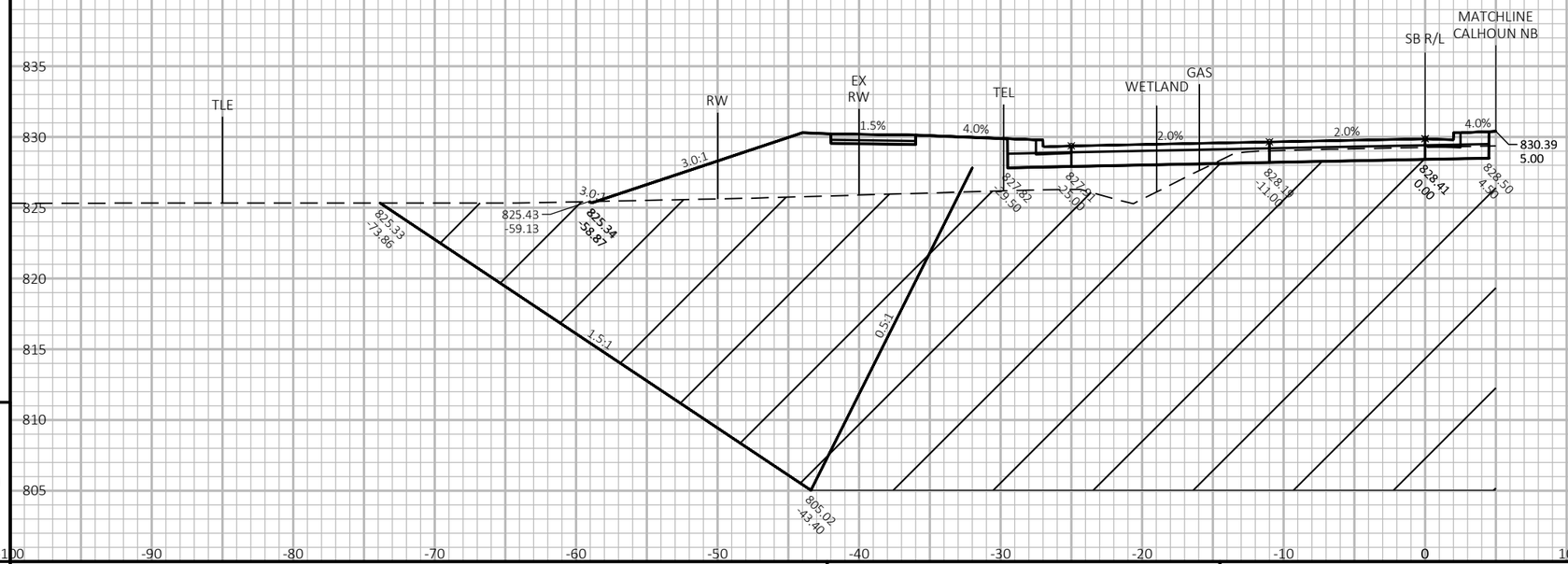


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 656 E

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS



259+00



258+50

10 FT

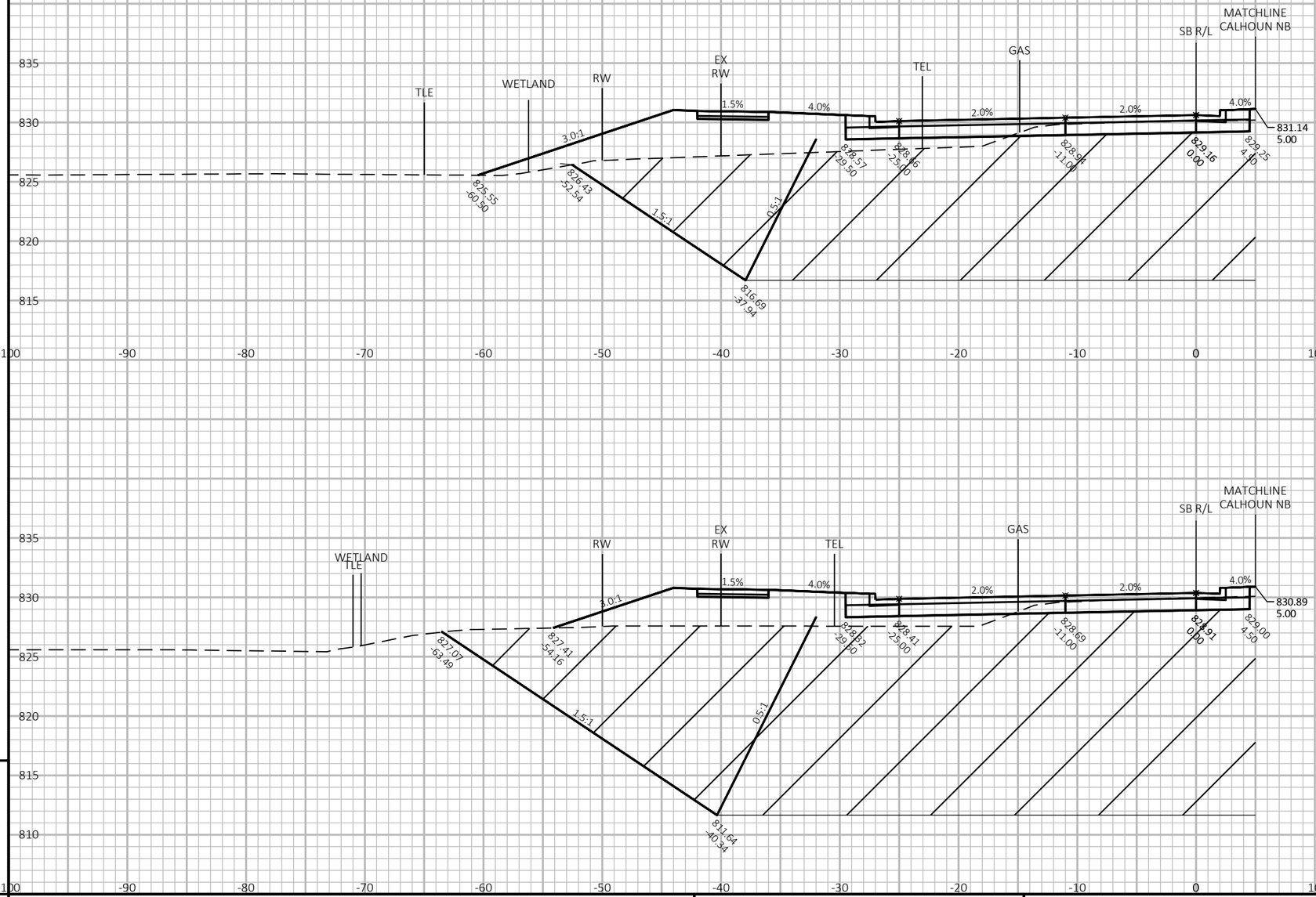
10 FT

9

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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 657	E

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

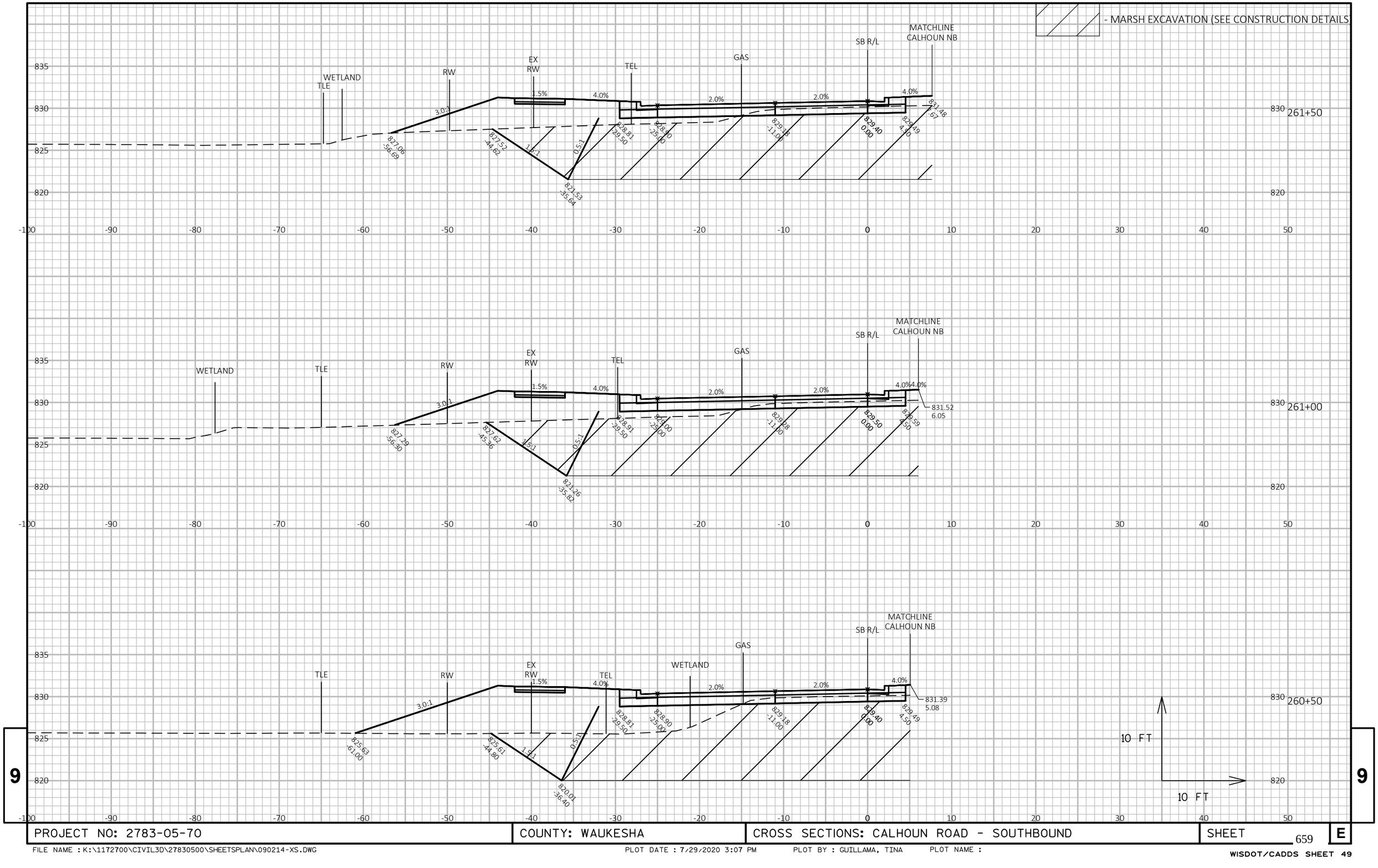


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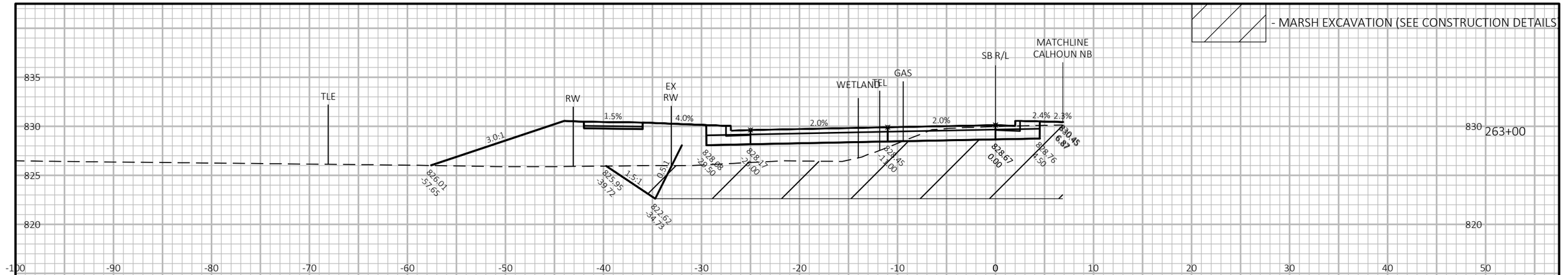
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 658	E

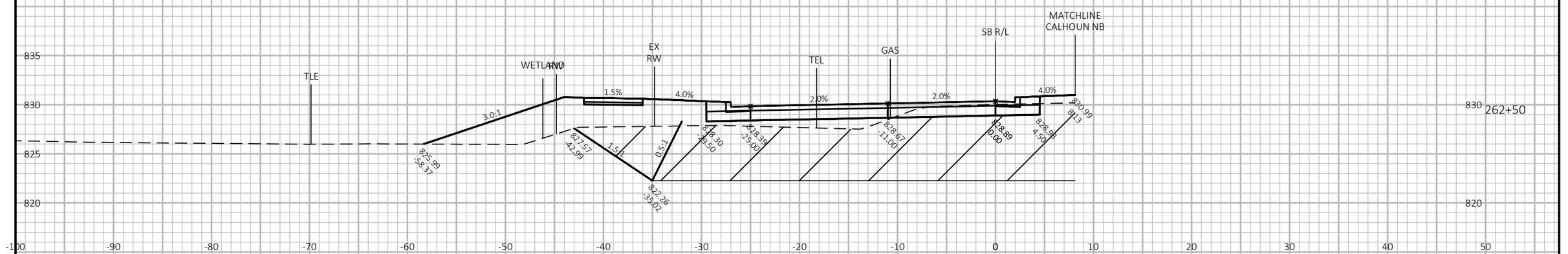
- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

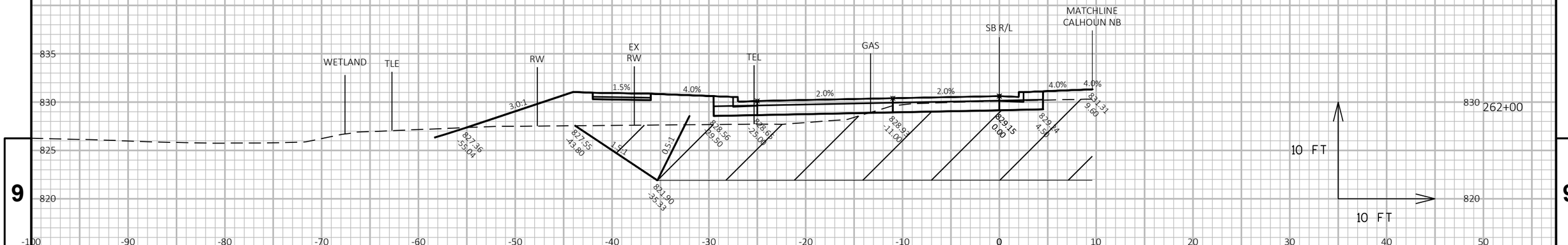


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 659	E

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS





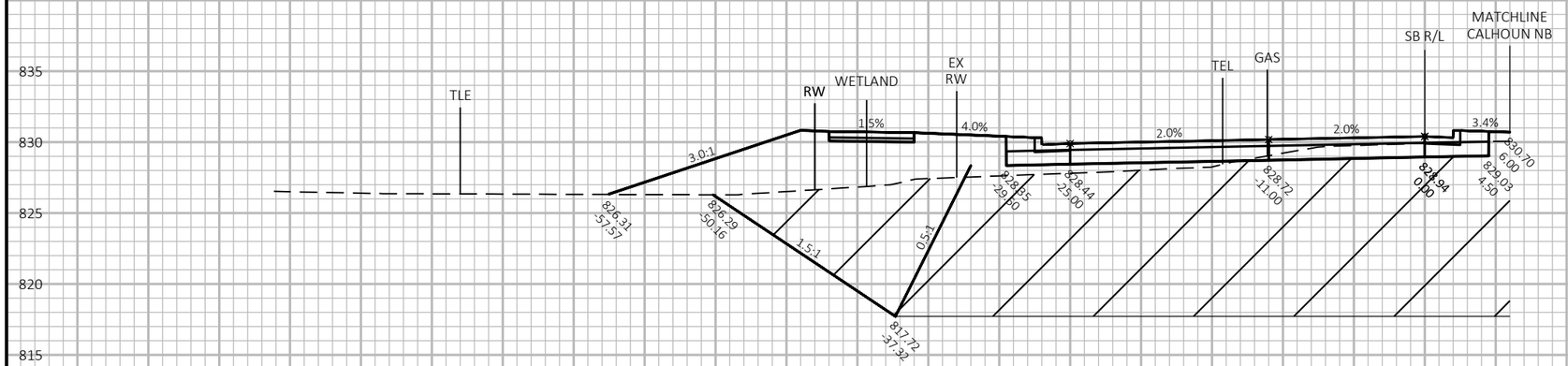


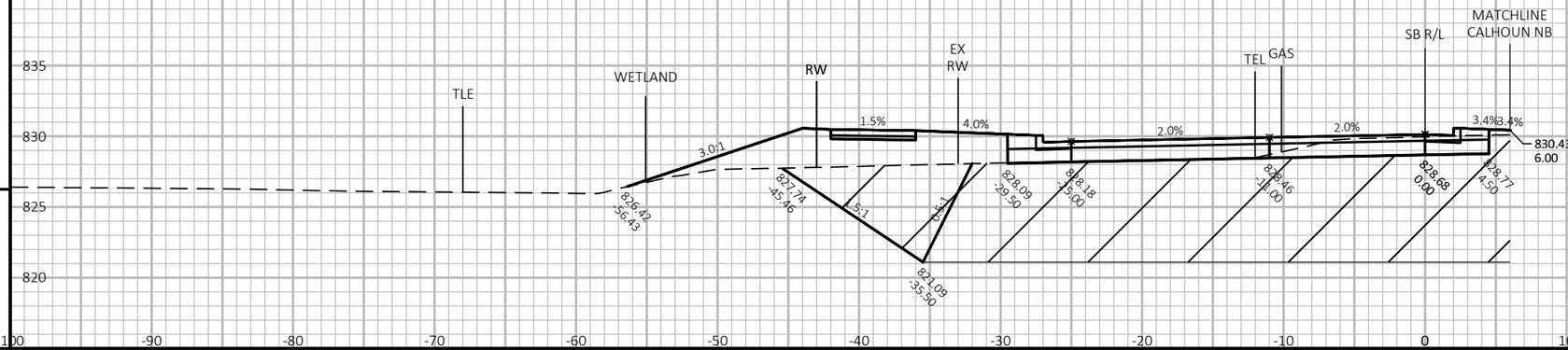
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 660	E

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS





9

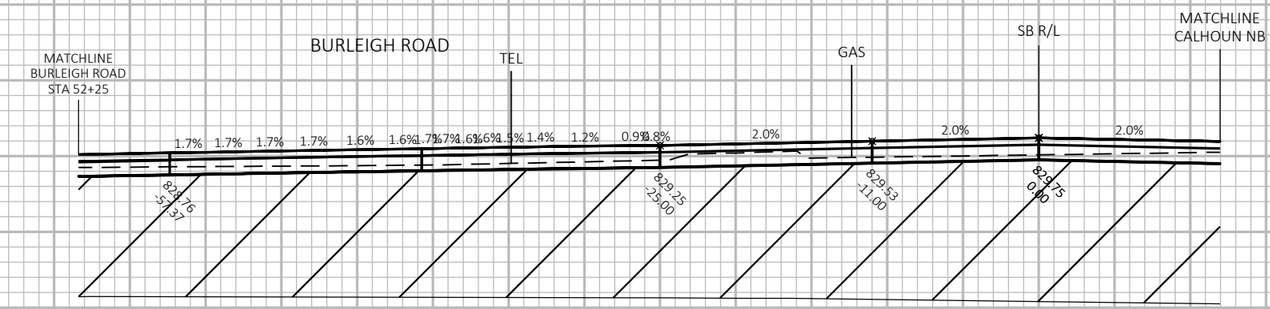
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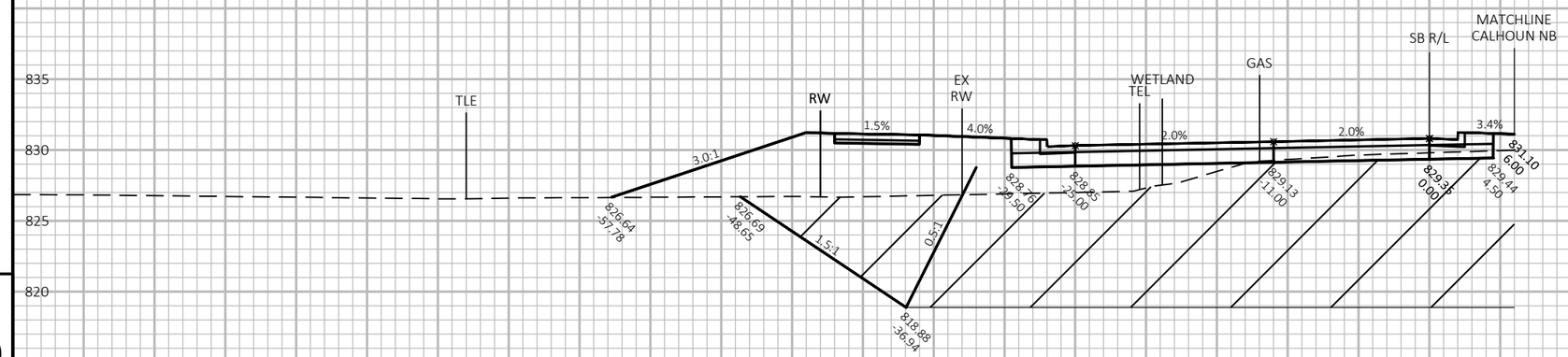
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 661	E

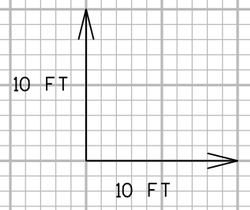
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:07 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS







265+00
INT LT

264+50

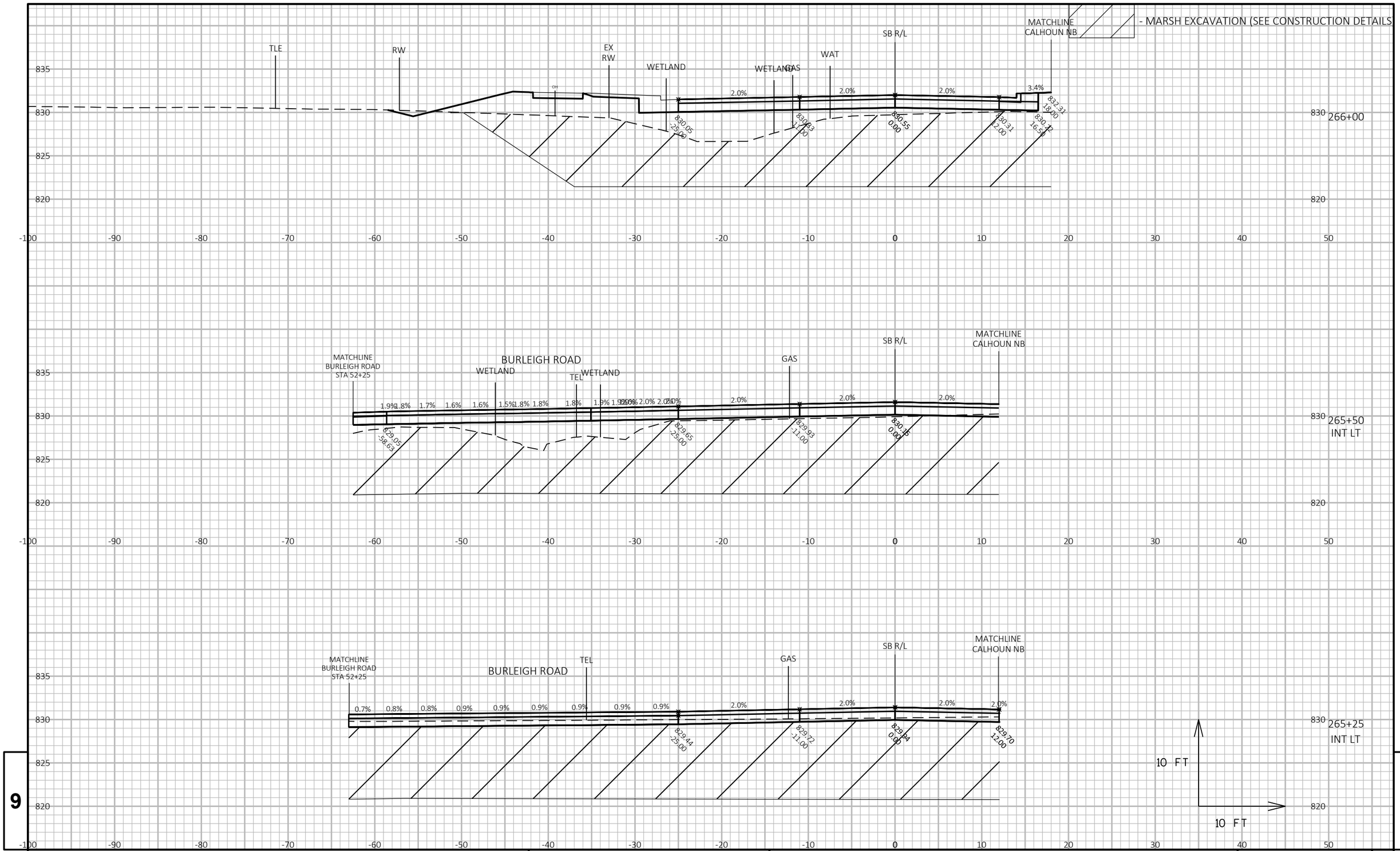
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 662	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 10/16/2020 6:16 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

WISDOT/CADDS SHEET 49

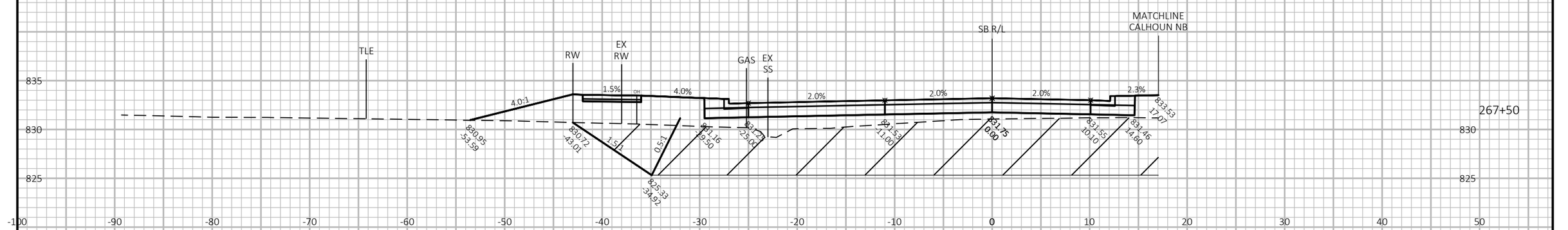


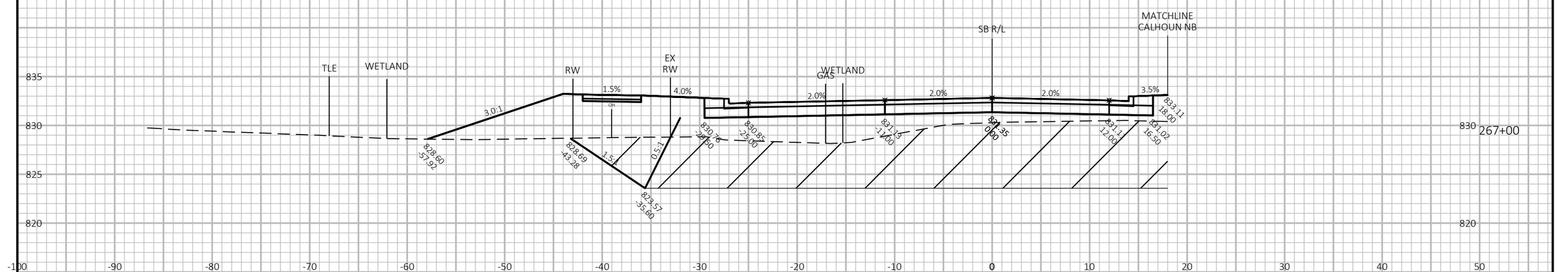
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 663	E

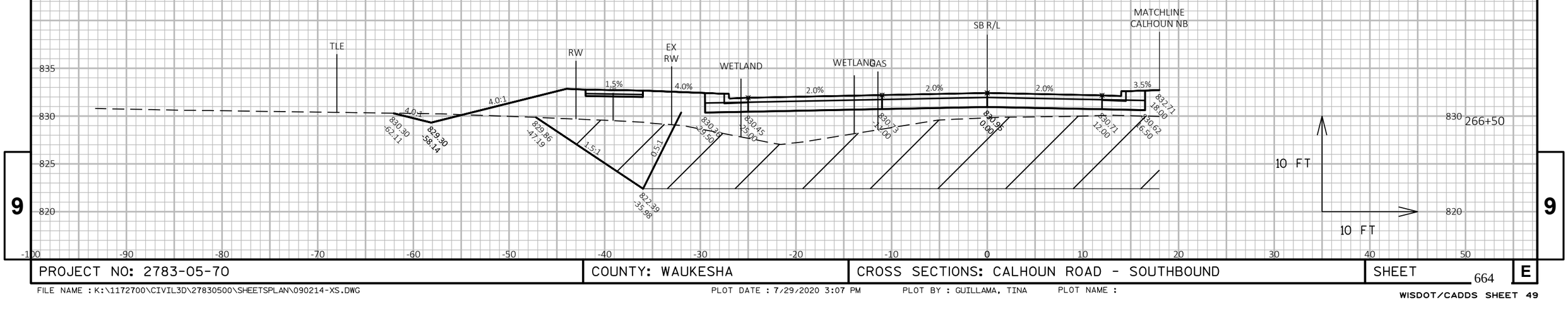
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WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS







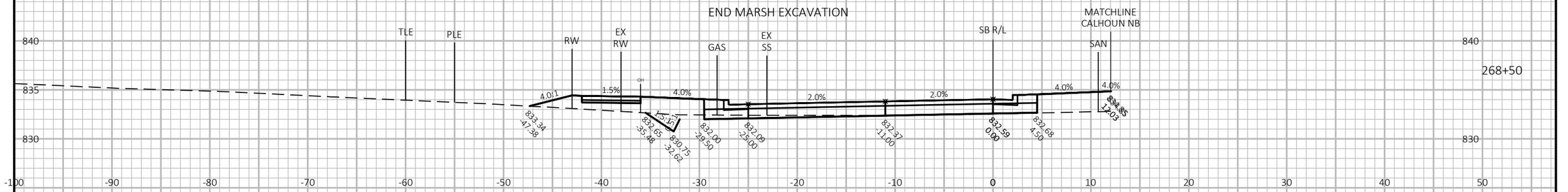
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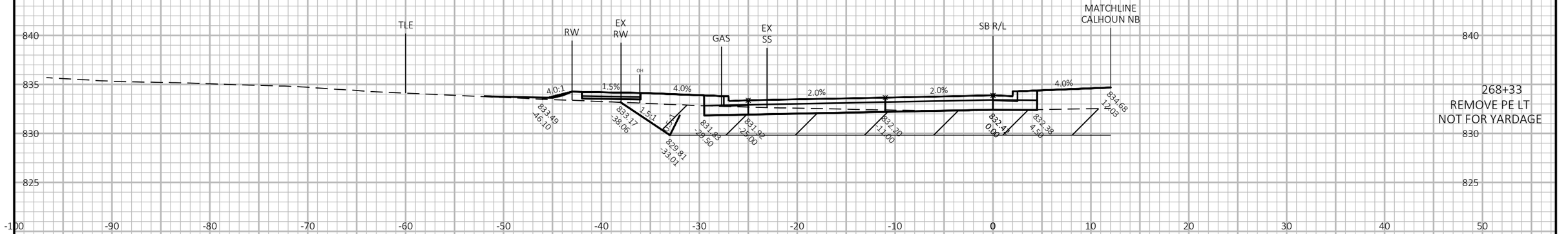
FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:07 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

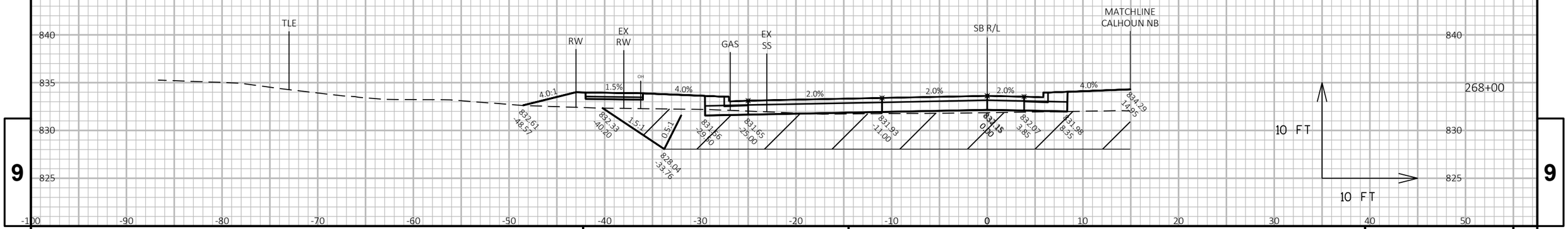
WISDOT/CADDS SHEET 49

- MARSH EXCAVATION (SEE CONSTRUCTION DETAILS

END MARSH EXCAVATION



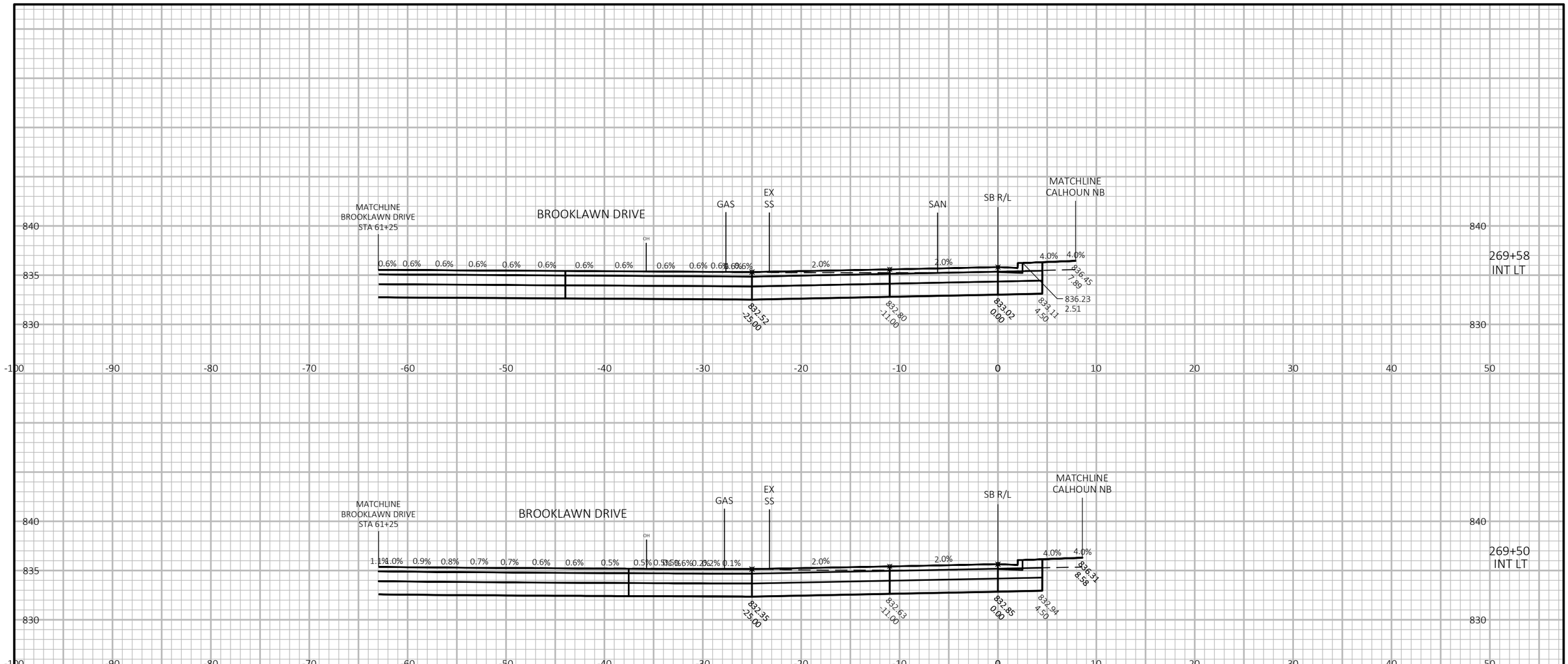




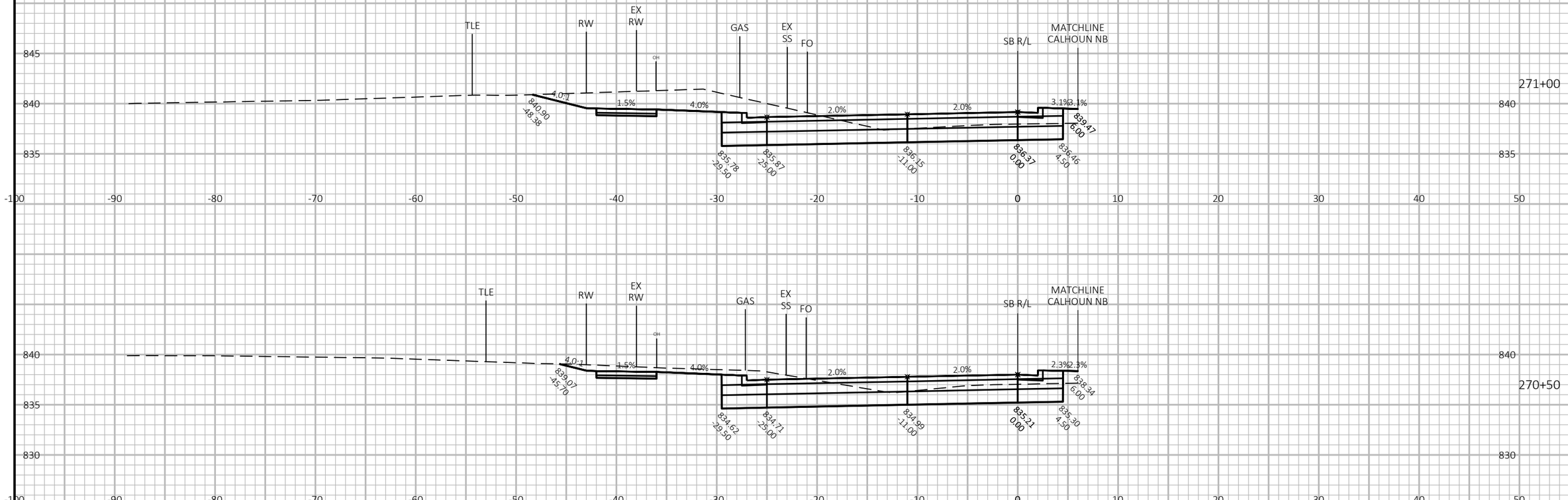
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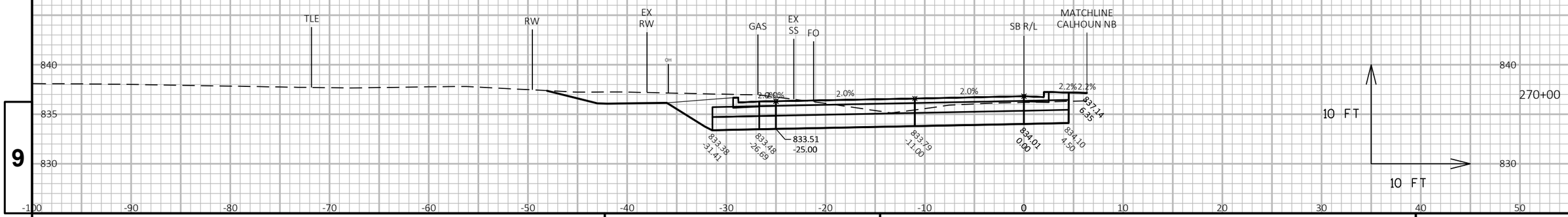
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 665	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 666 E

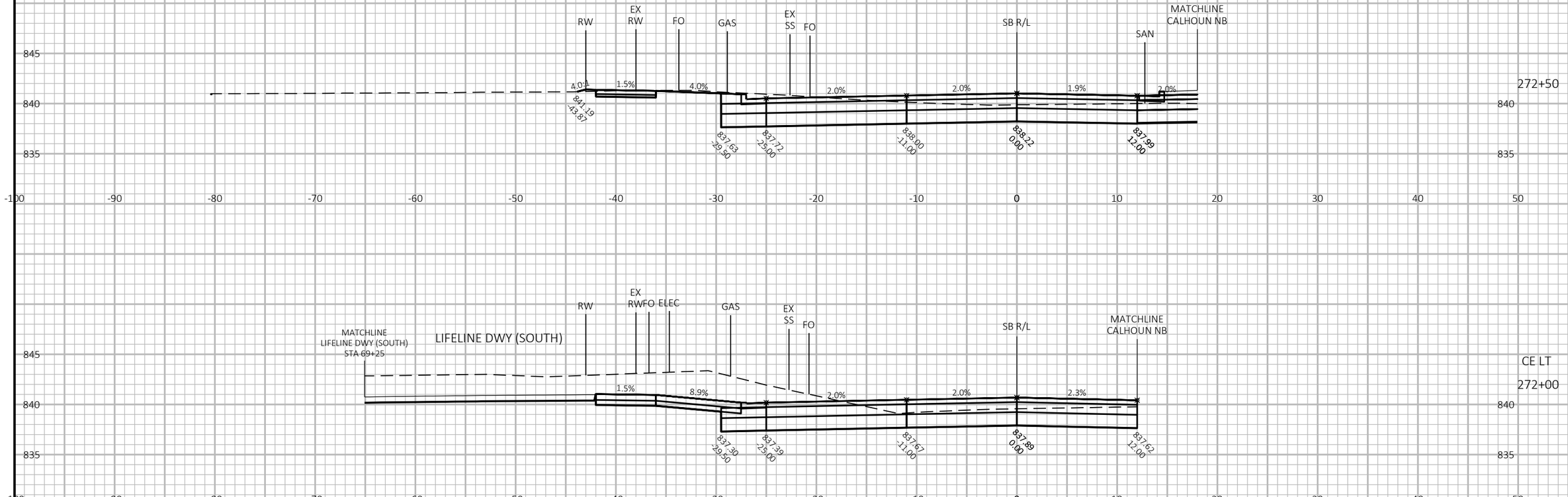


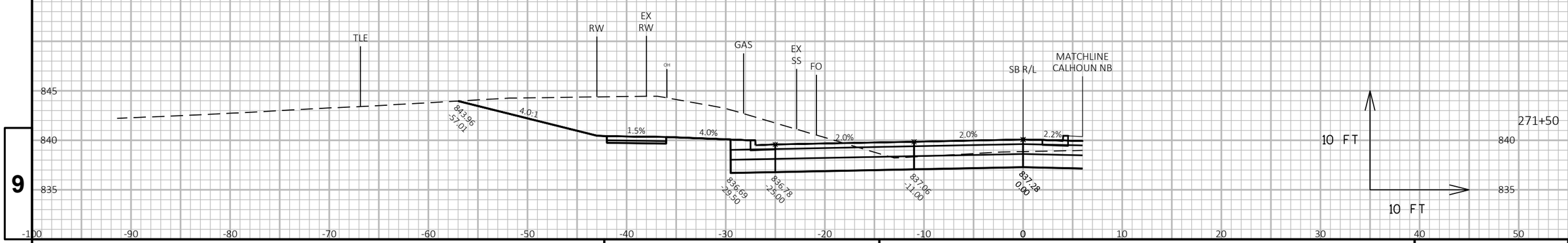


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 667	E

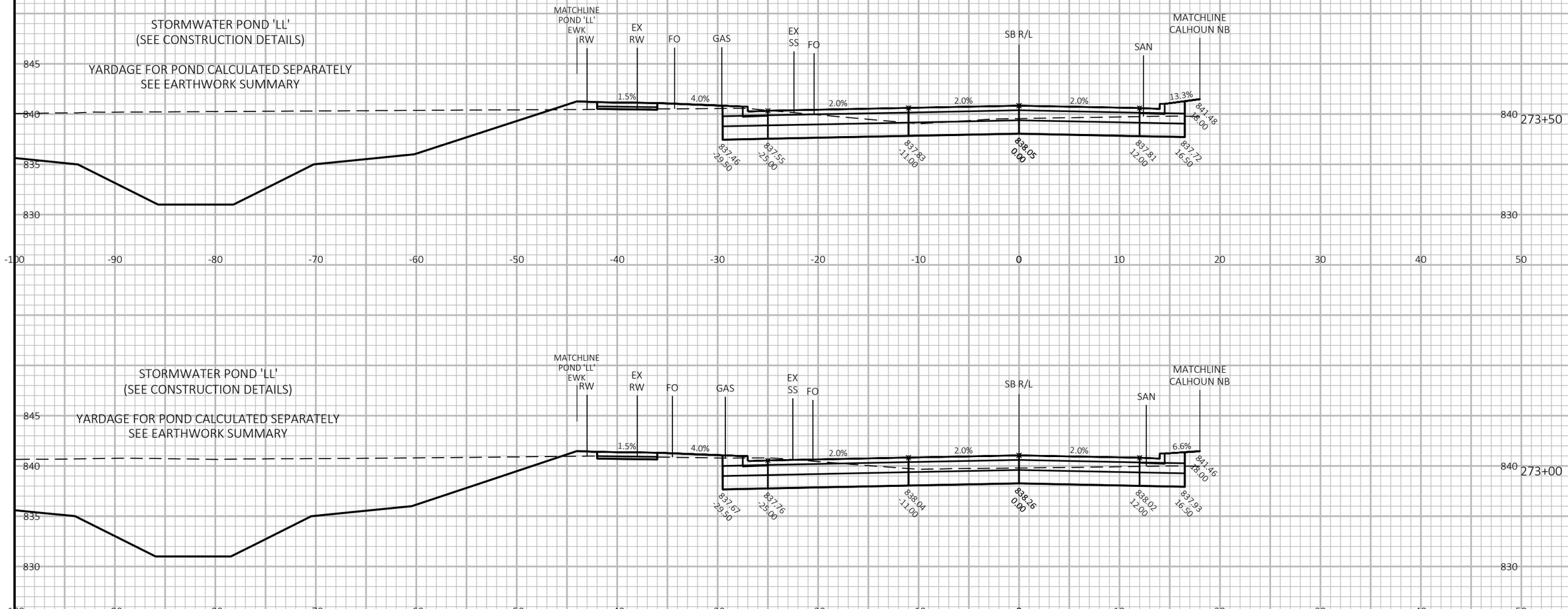


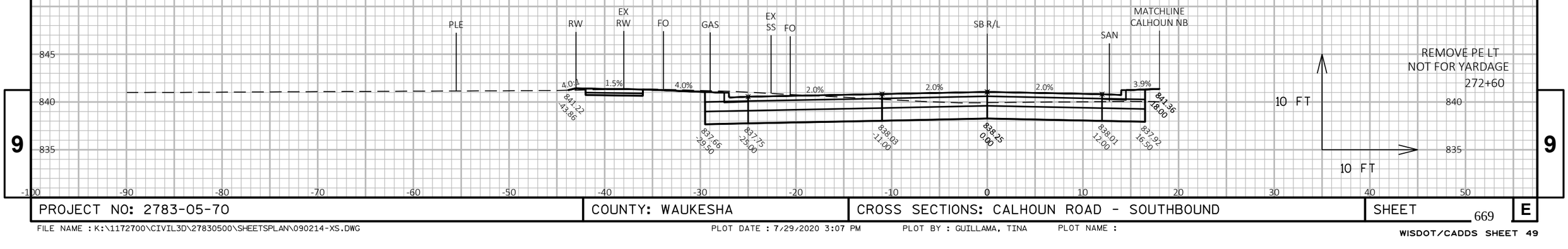


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 668	E





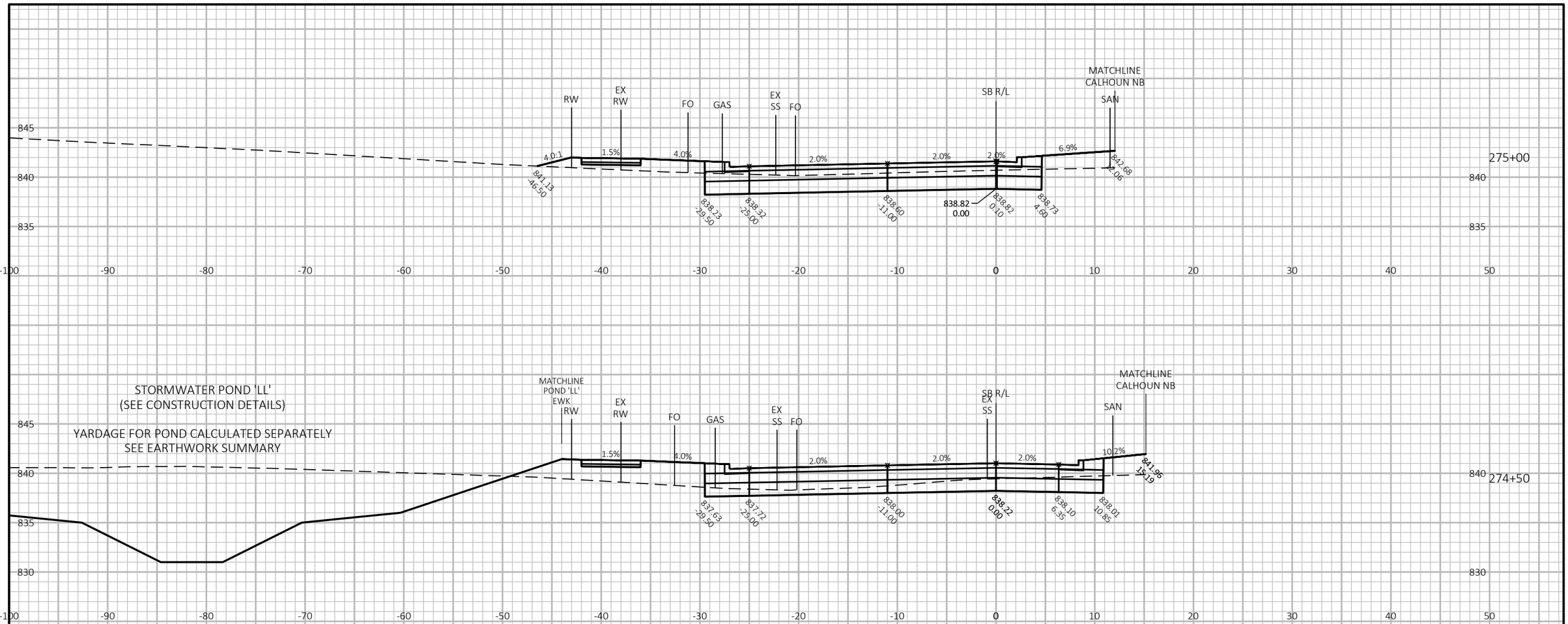
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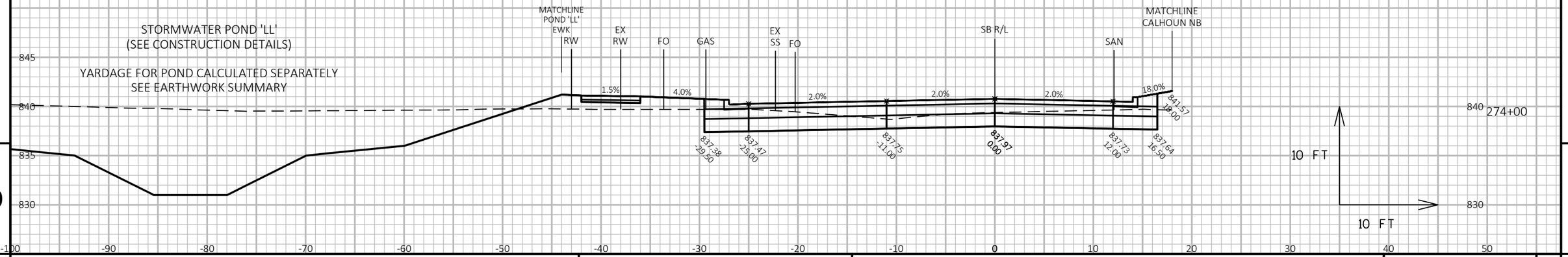
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 669	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:07 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

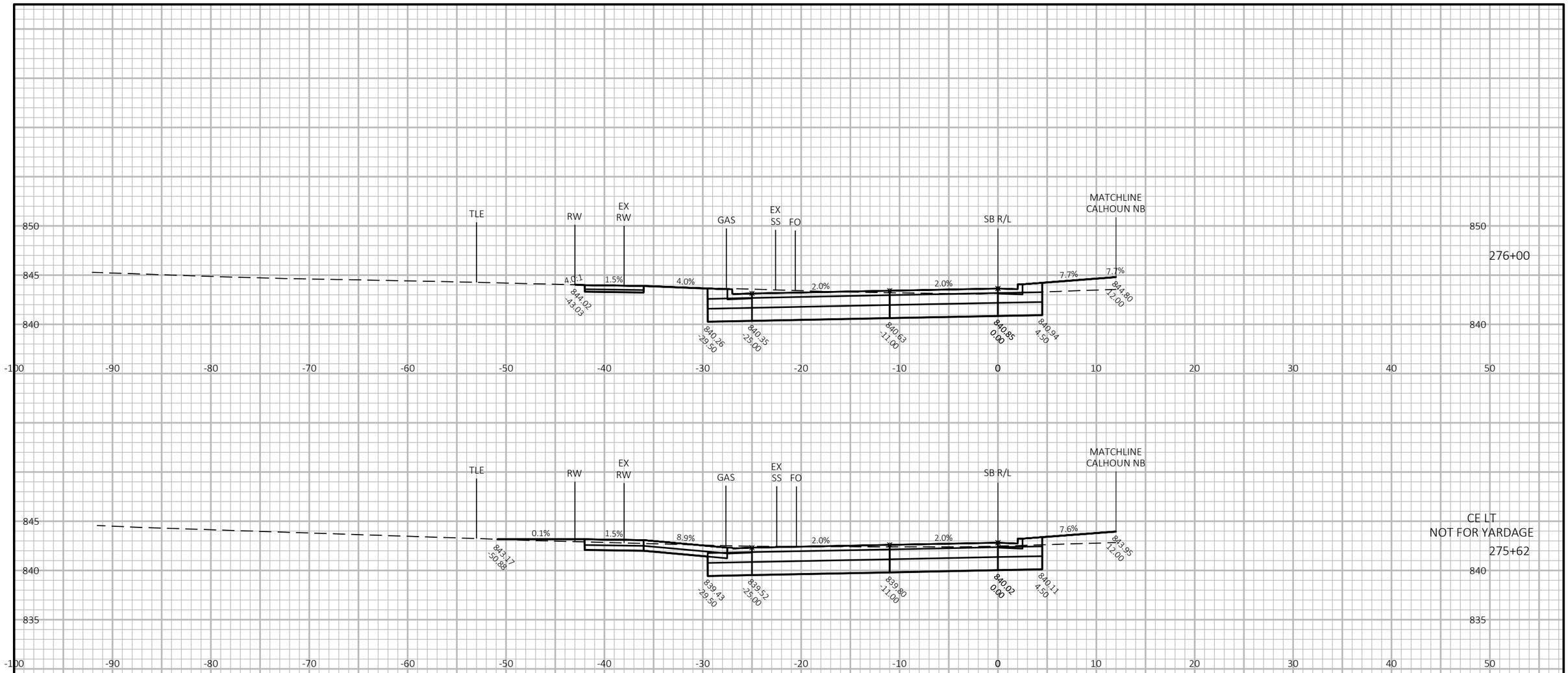


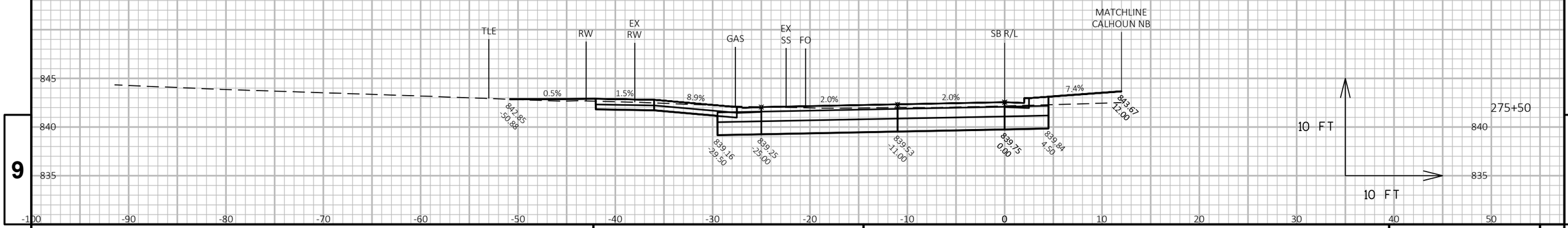


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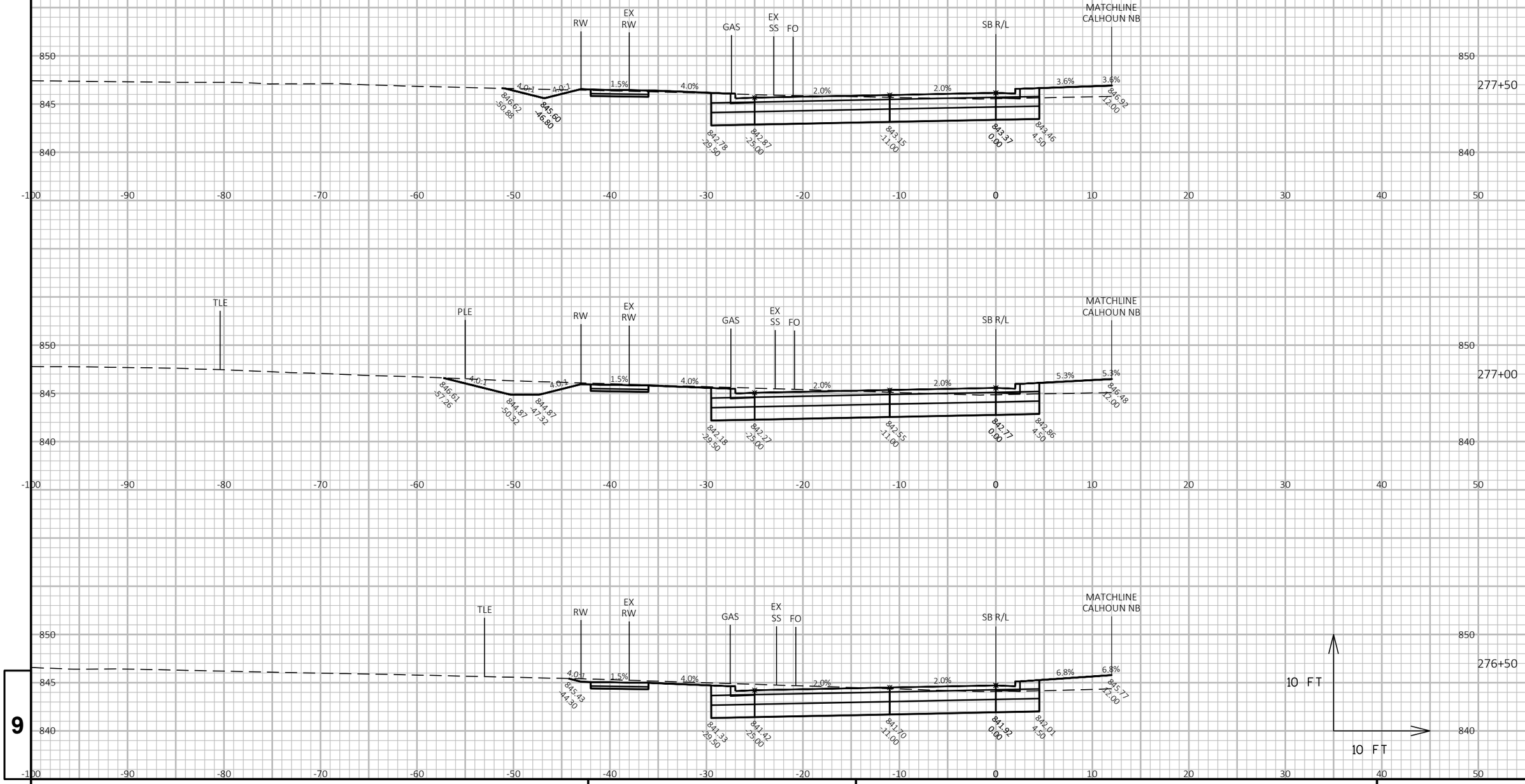




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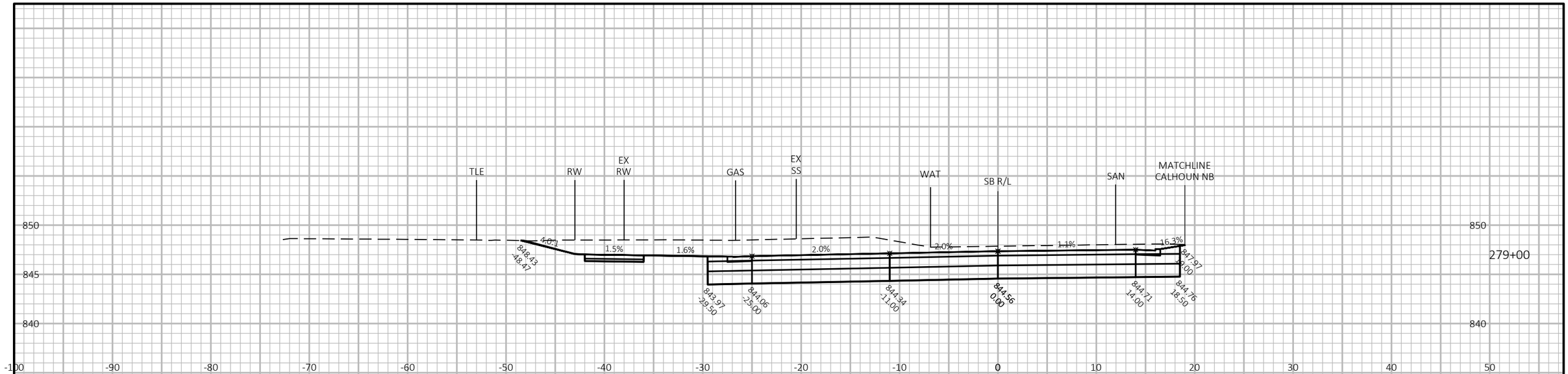
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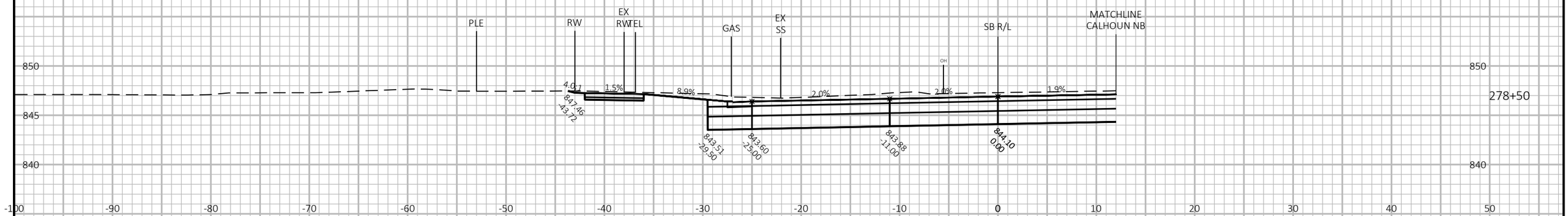


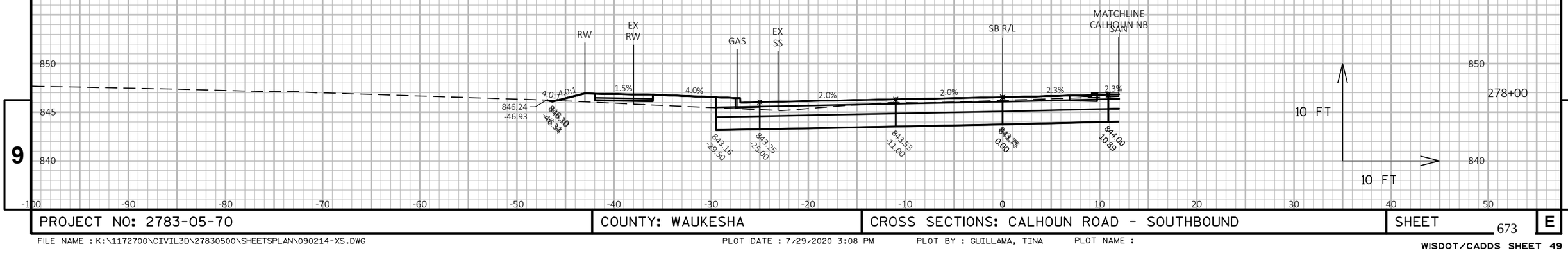
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FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:07 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



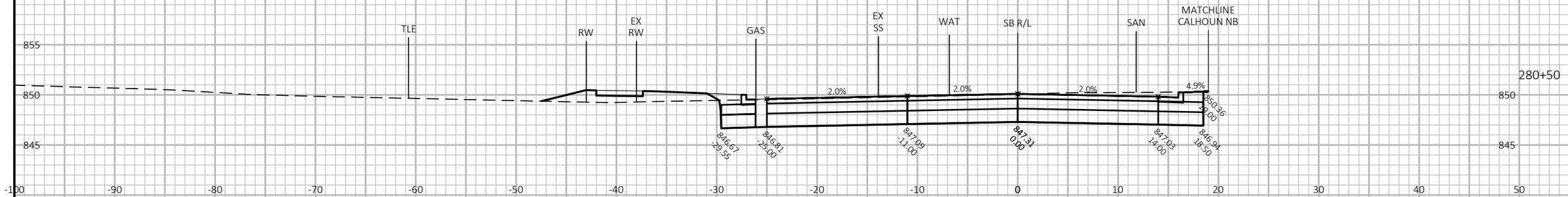


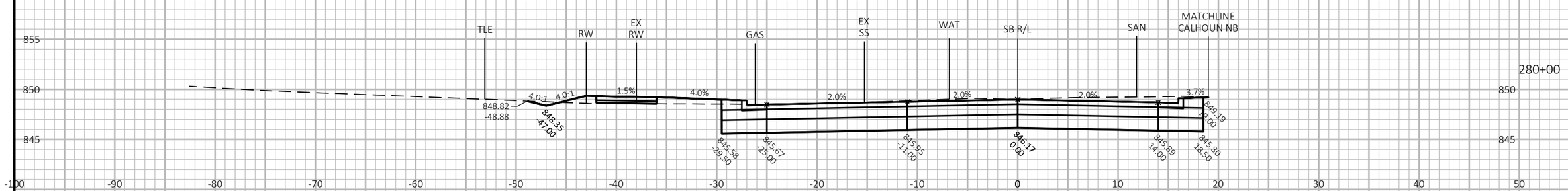


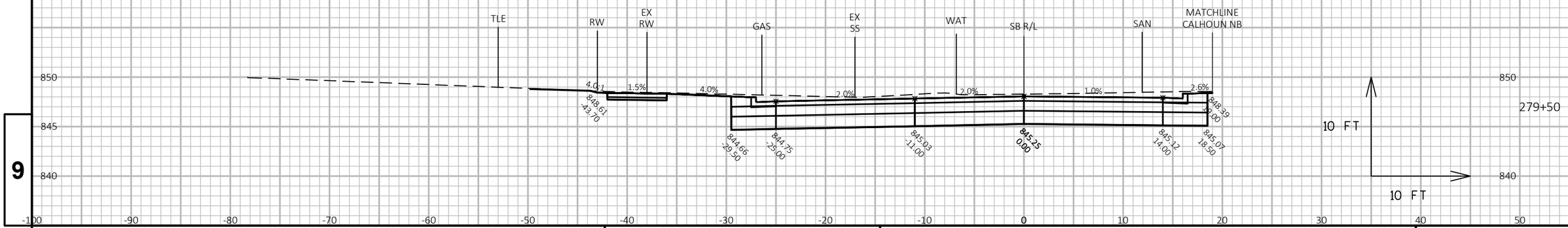
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 673	E



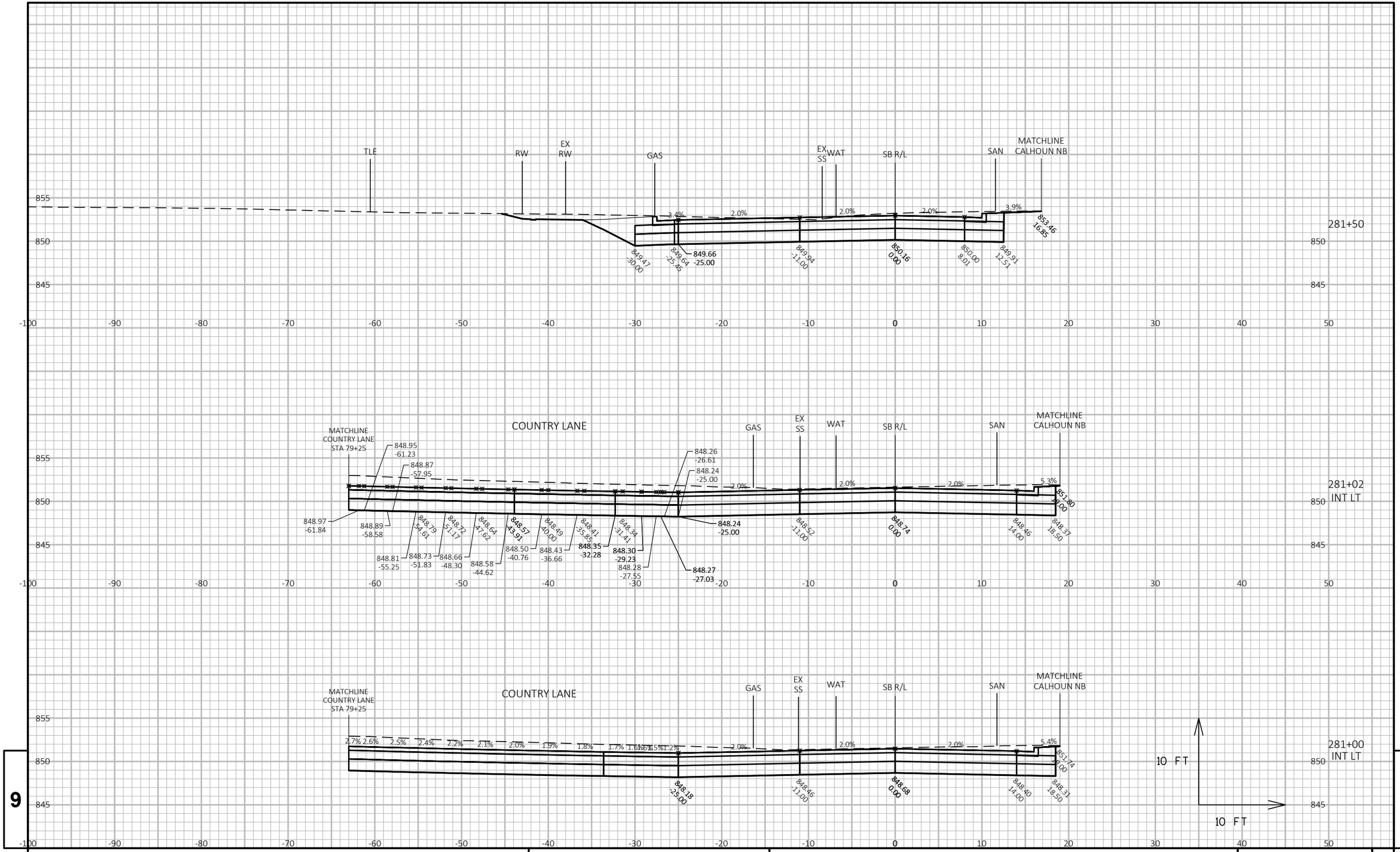




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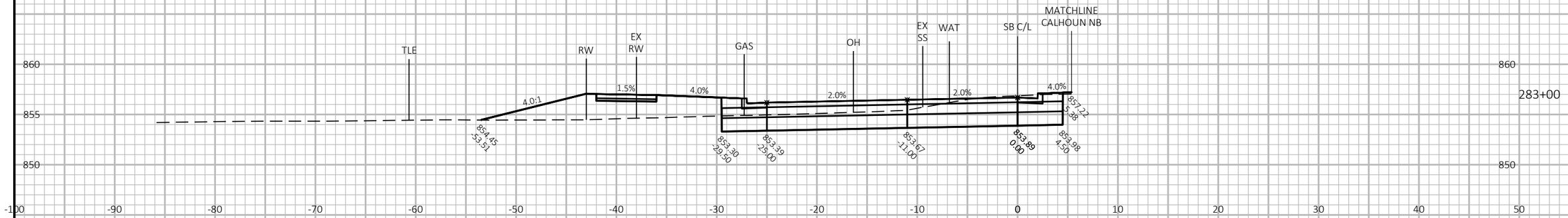
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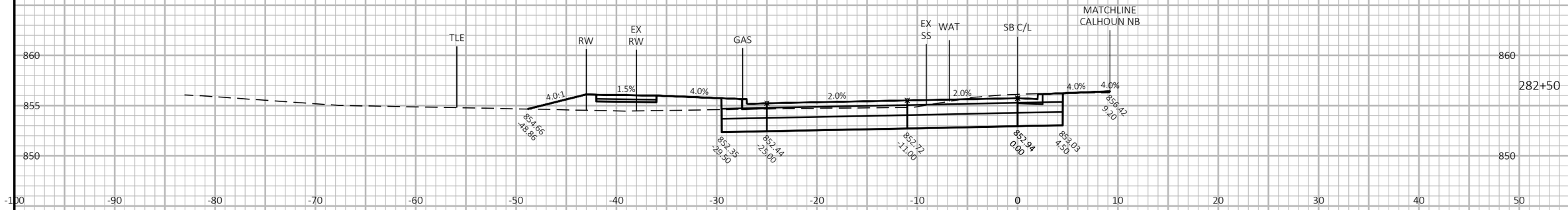


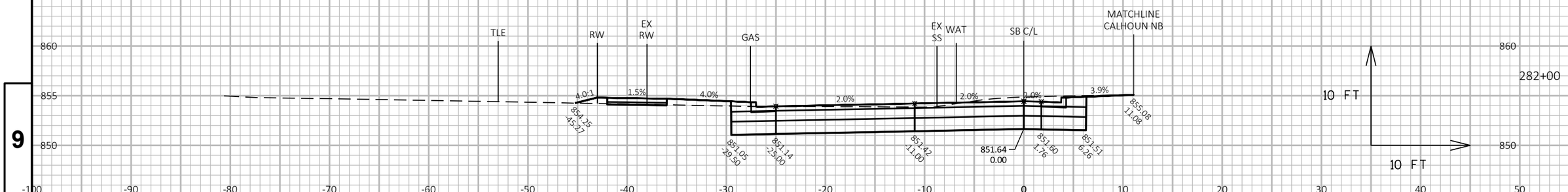
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 675	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090214-XS.DWG PLOT DATE : 7/29/2020 3:08 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



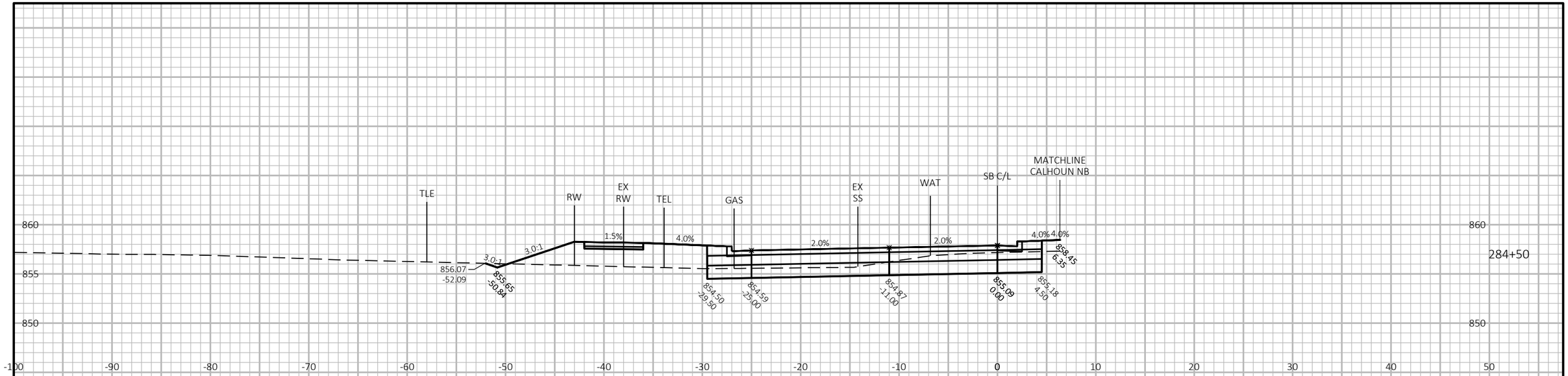


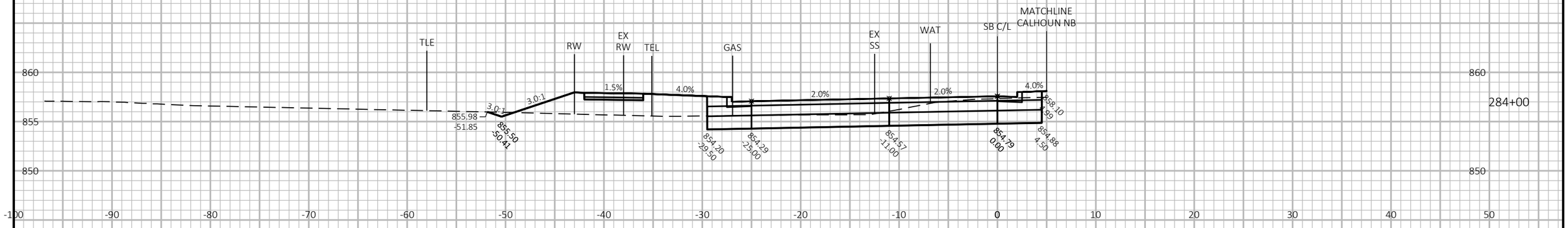


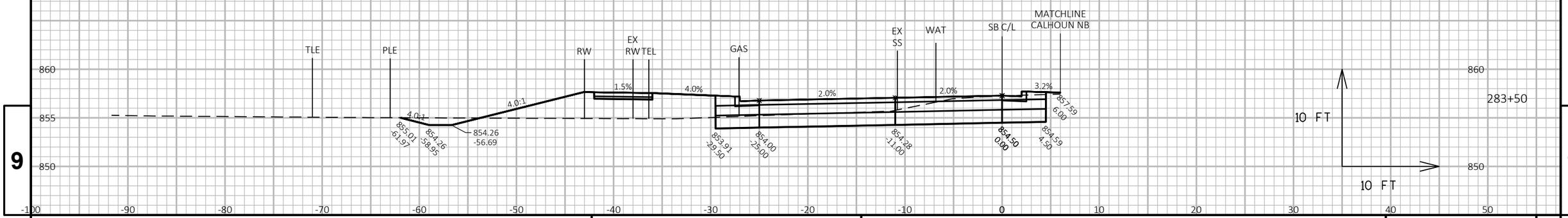
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 676	E



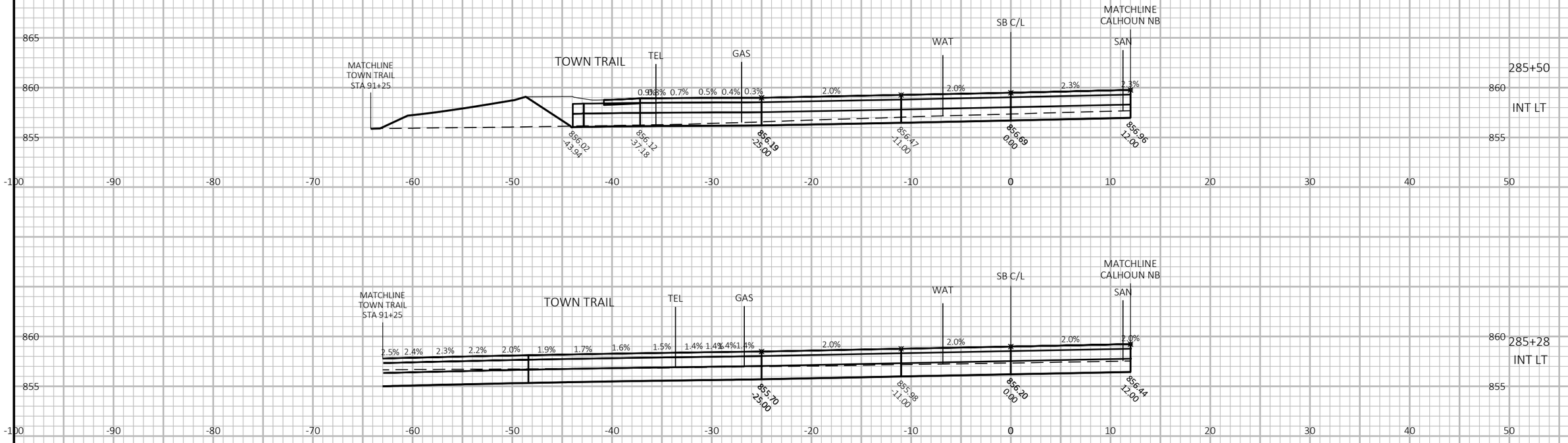




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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 677	E



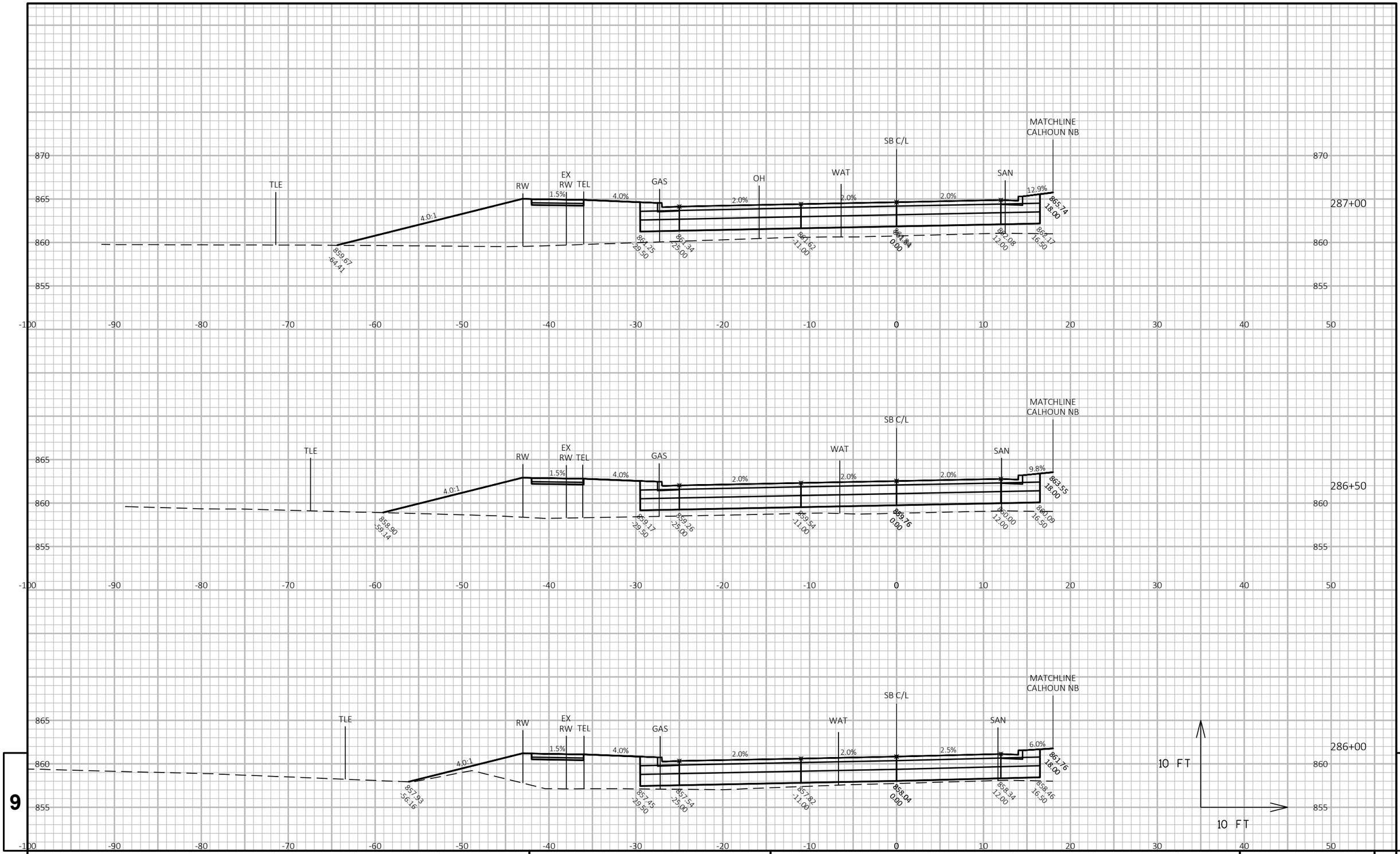
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 678	E

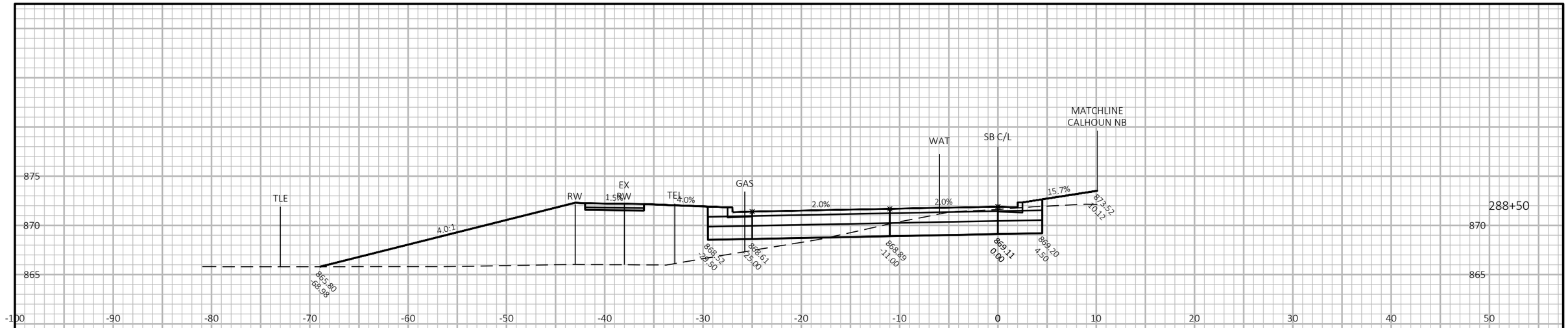
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WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 679	E

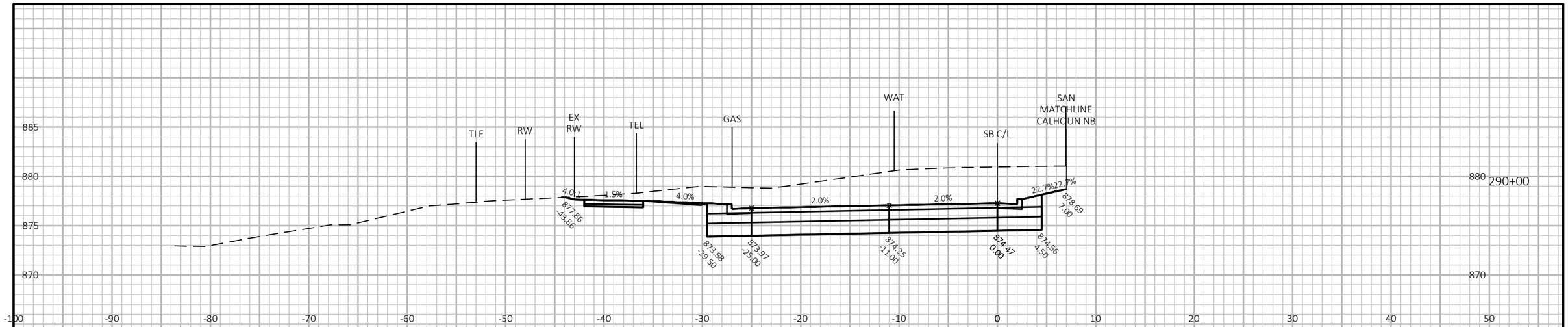
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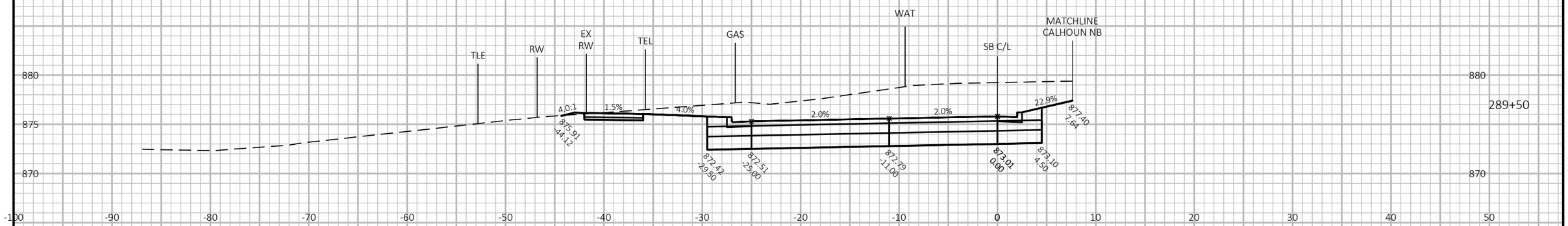


PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 680	E

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WISDOT/CADDS SHEET 49





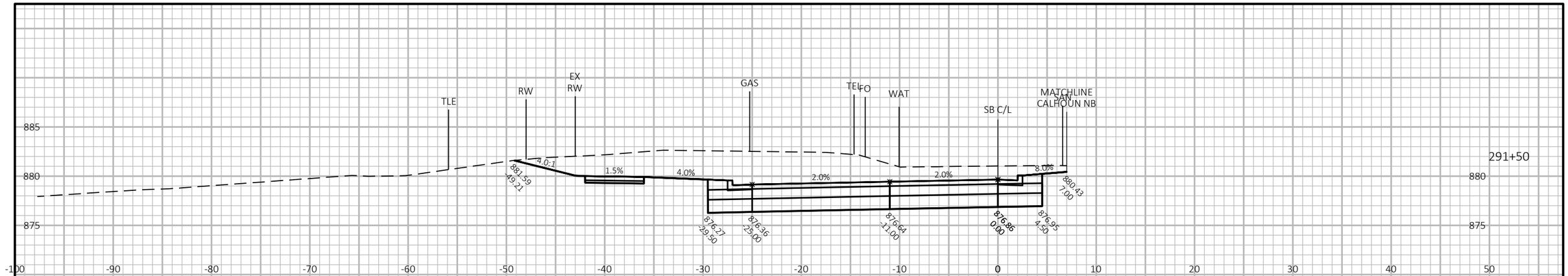
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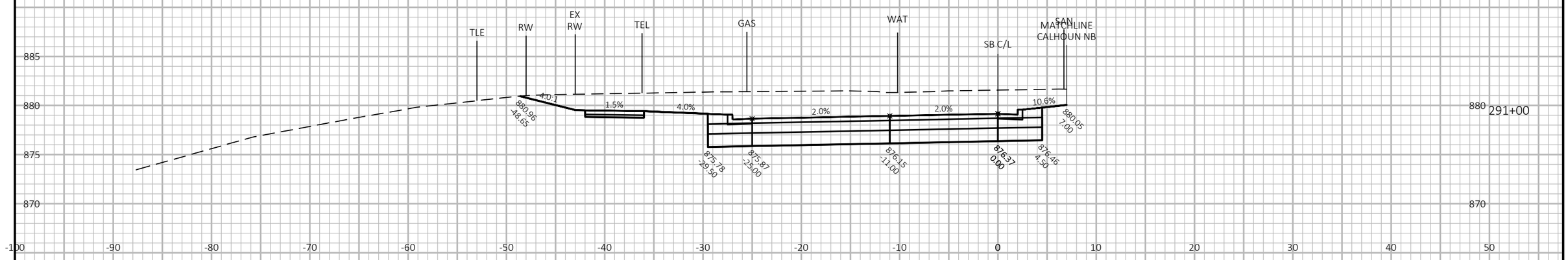
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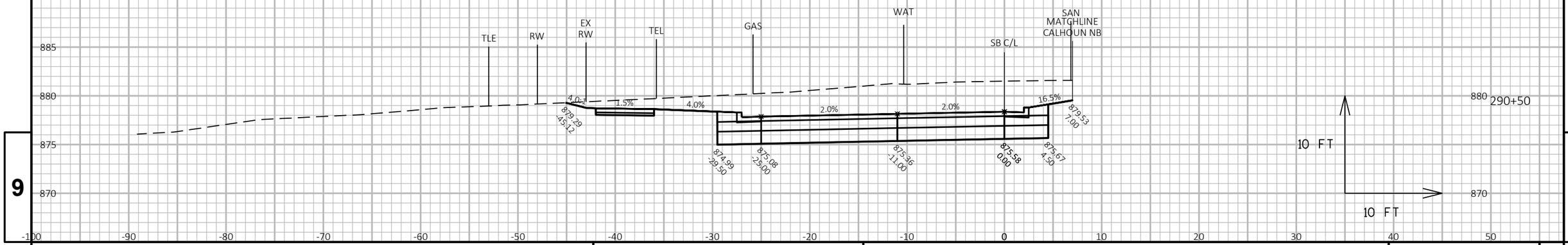
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 681	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49







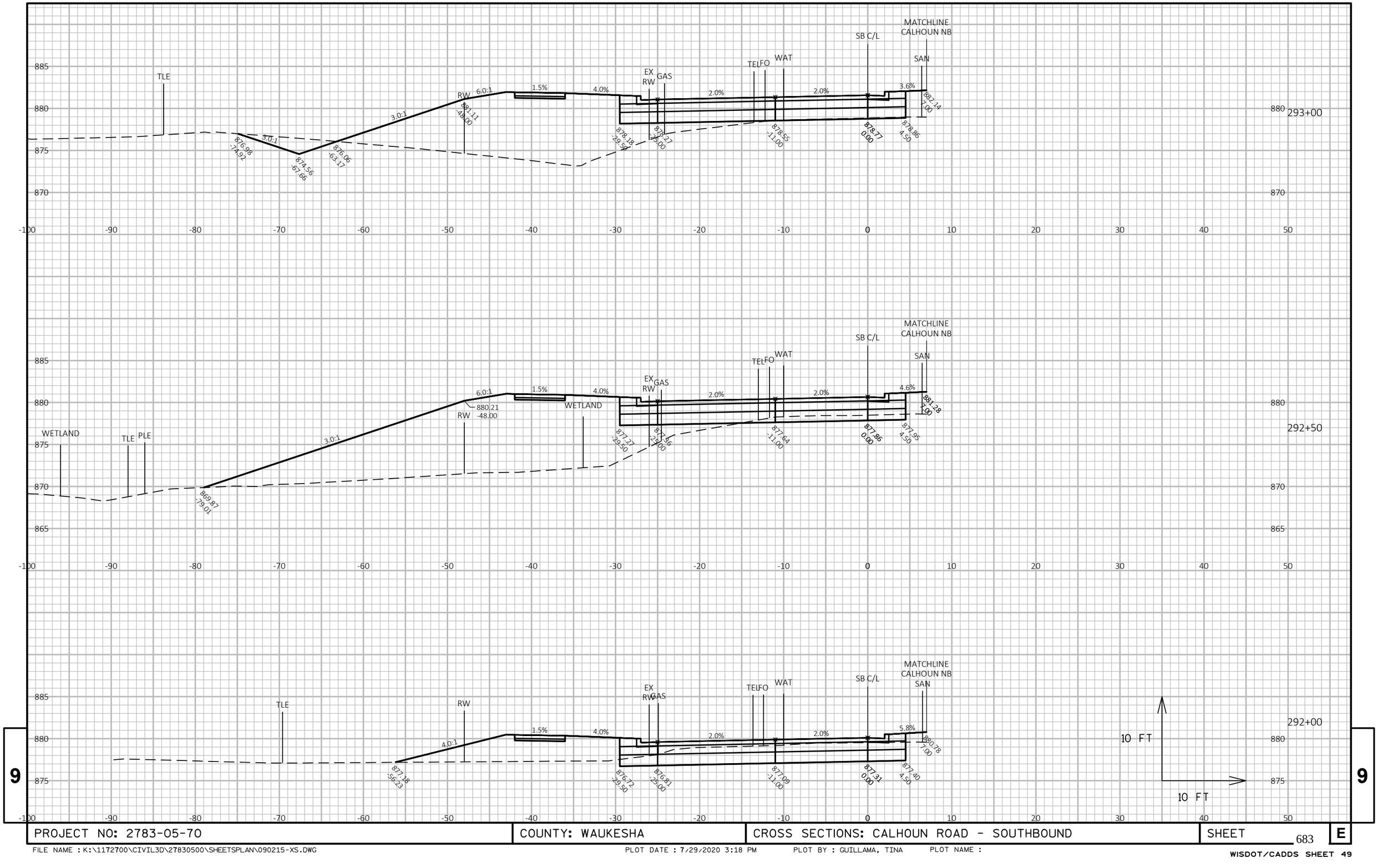
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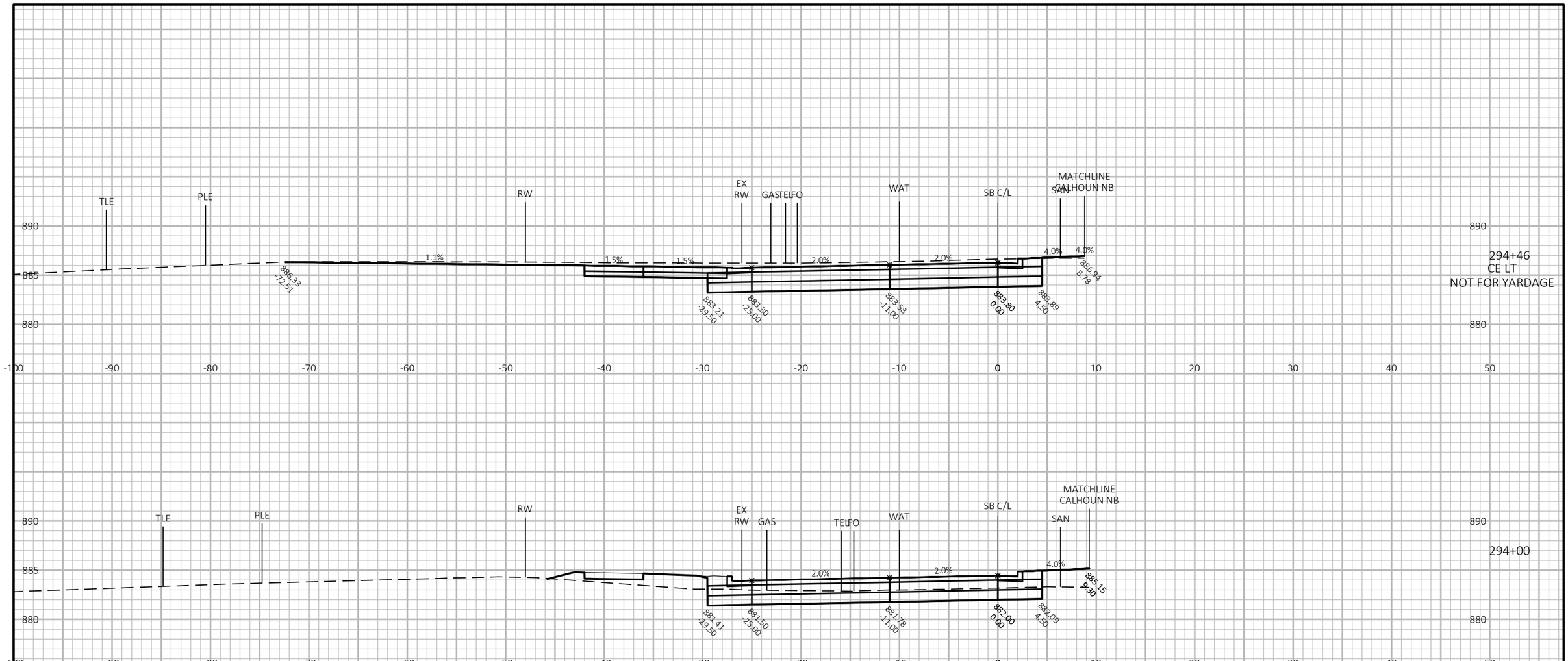
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 682	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49


293+00
TLE
RW
6.0:1
1.5%
4.0%
EX
RW
GAS
2.0%
TEL
FO
WAT
2.0%
SB C/L
MATCHLINE
CALHOUN NB
SAN
3.6%
3.0:1
3.0:1
3.0:1
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-57.66
876.06
-63.17
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880
875
870
-100
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-10
0
10
20
30
40
50
292+50
WETLAND
TLE
PLE
880.21
-48.00
WETLAND
3.0:1
869.87
-79.01
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-29.50
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877.64
-11.00
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0.00
877.95
4.50
881.28
7.00
4.6%
292+00
TLE
RW
4.0:1
877.18
-56.23
876.72
-29.50
876.81
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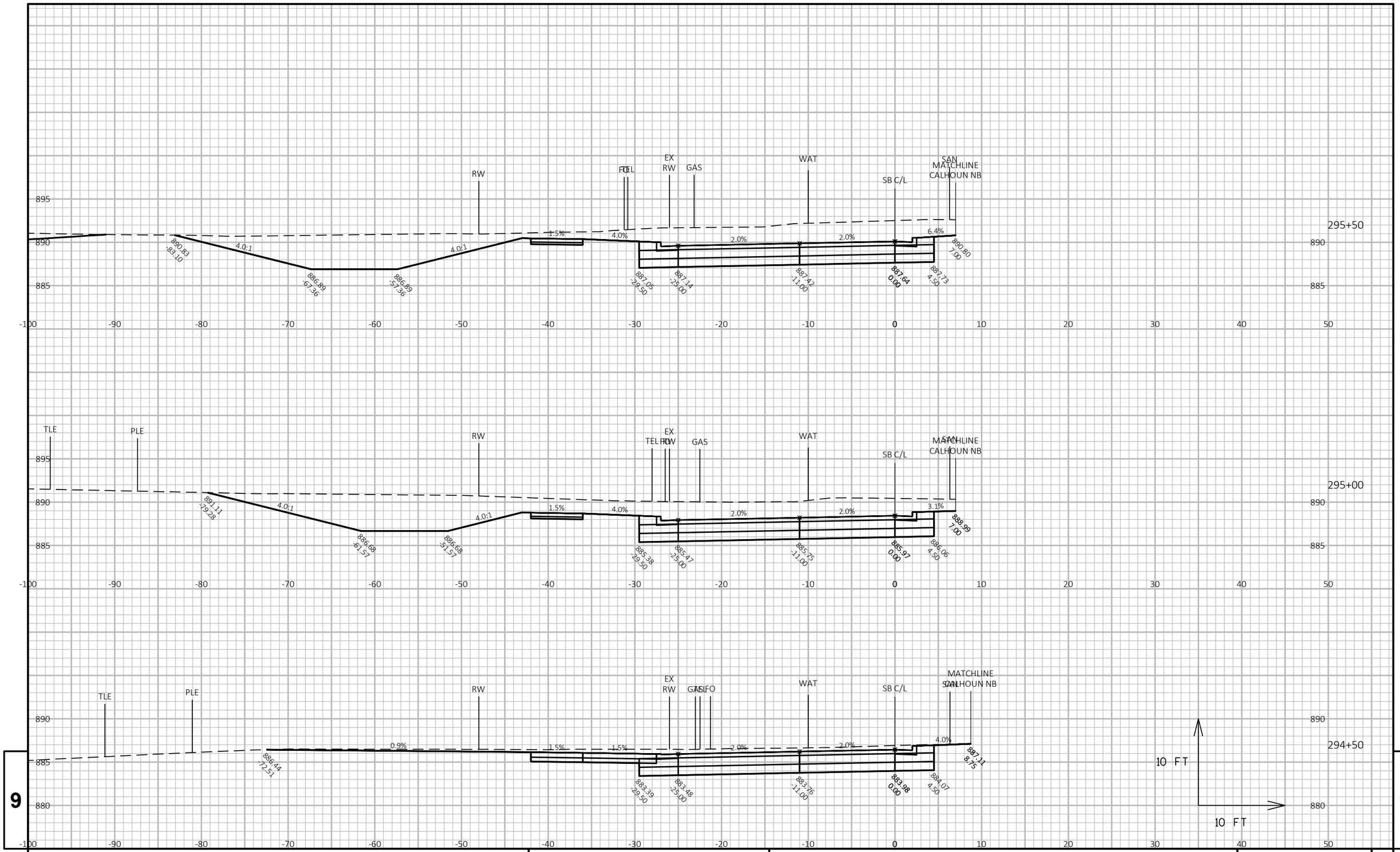
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 684	E

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WISDOT/CADDS SHEET 49



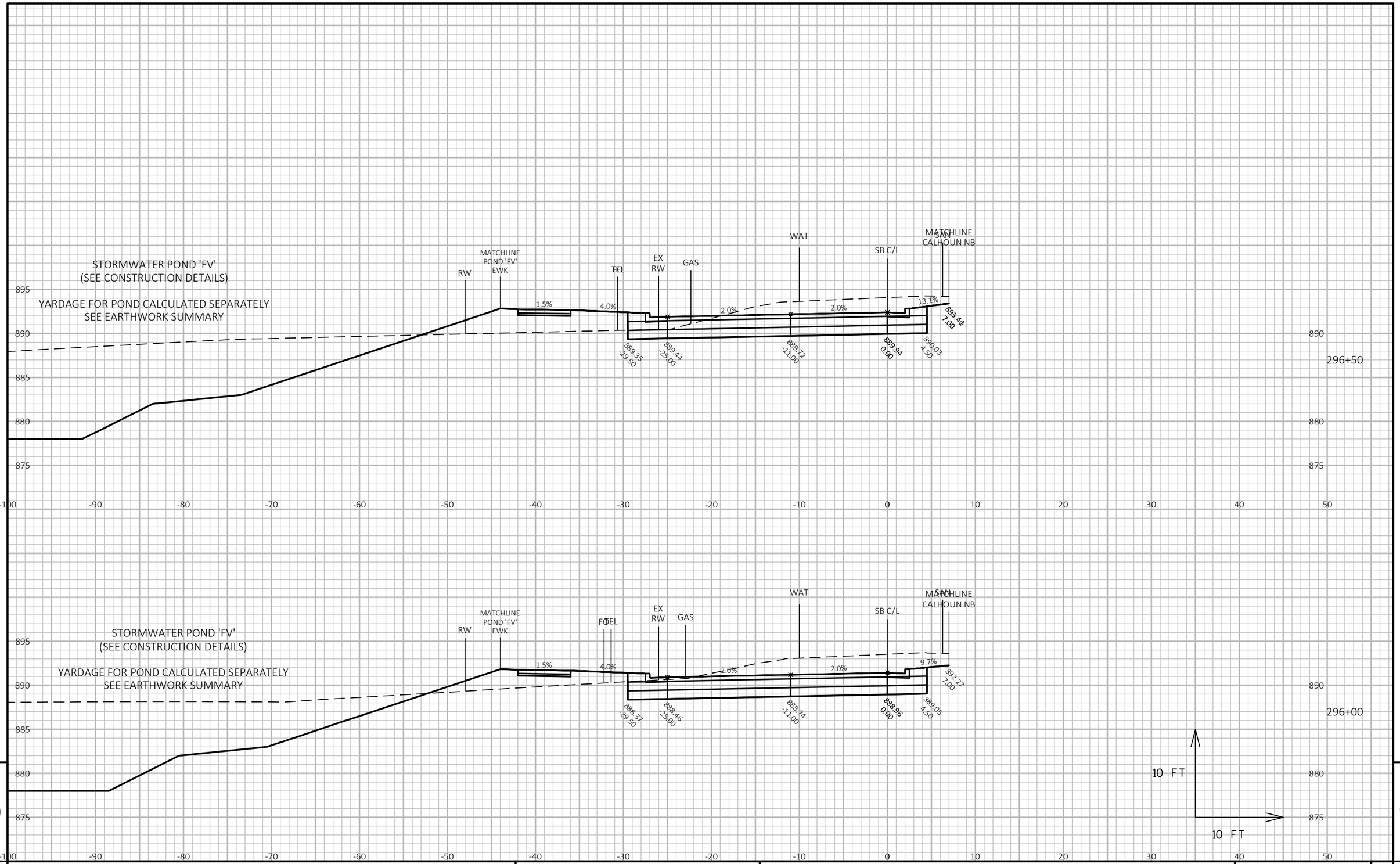
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 685	E

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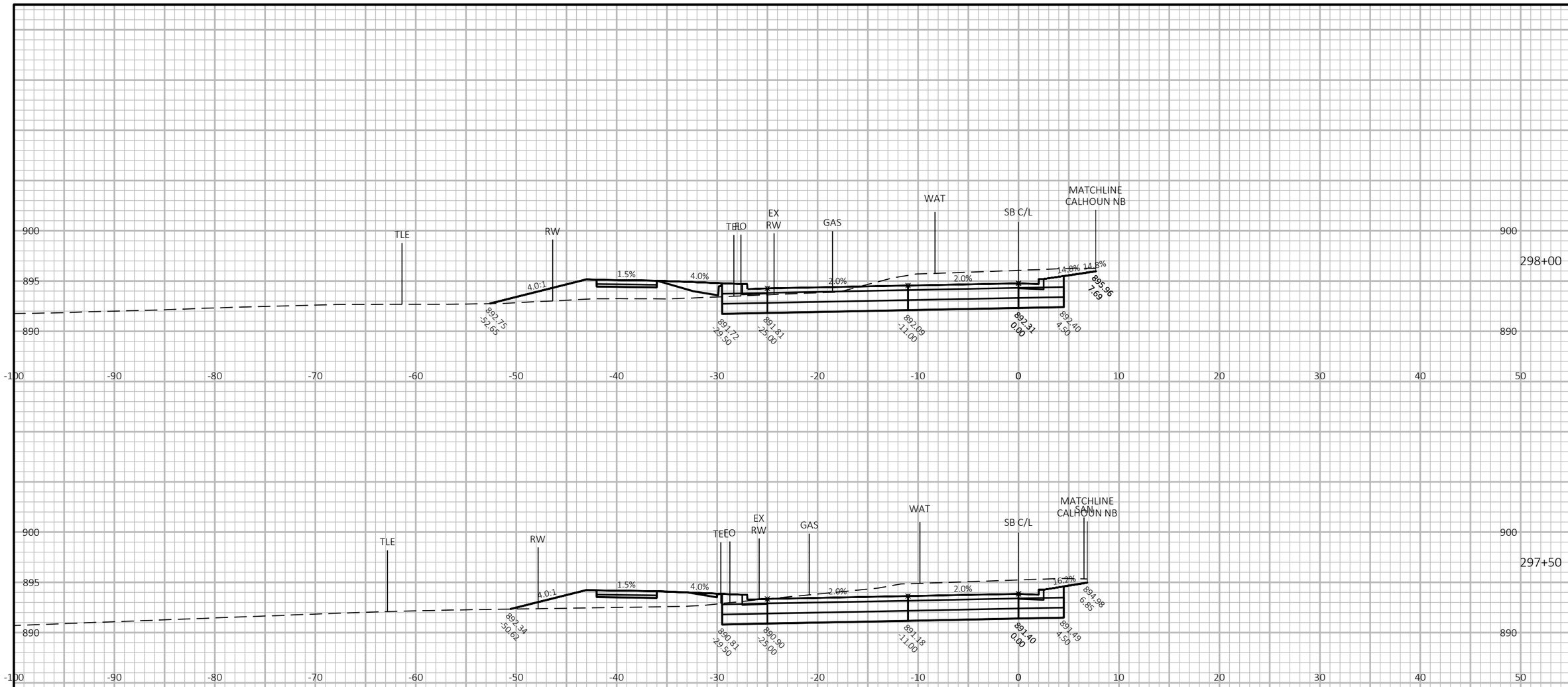
WISDOT/CADDS SHEET 49



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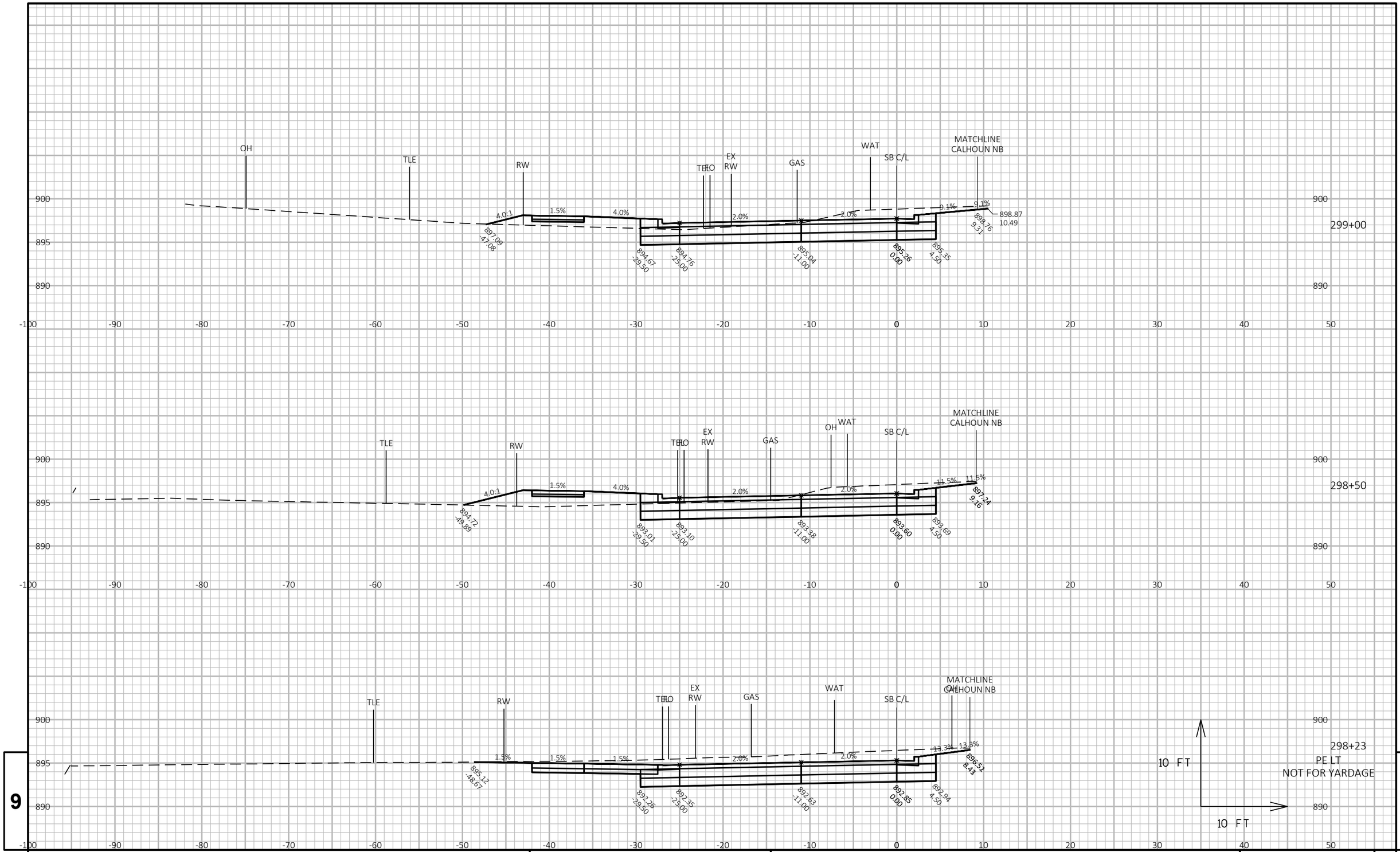
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 686	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 687 E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



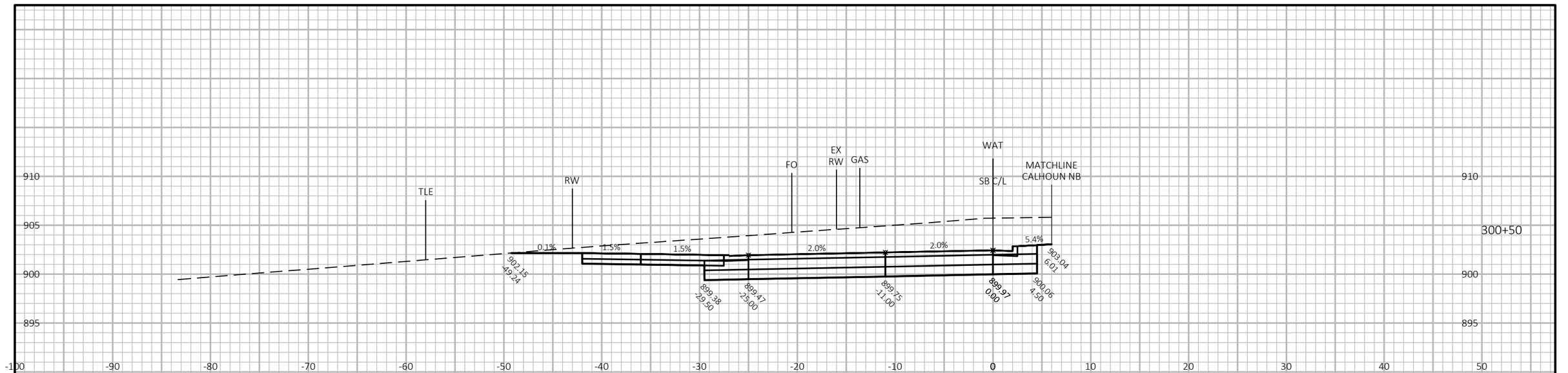
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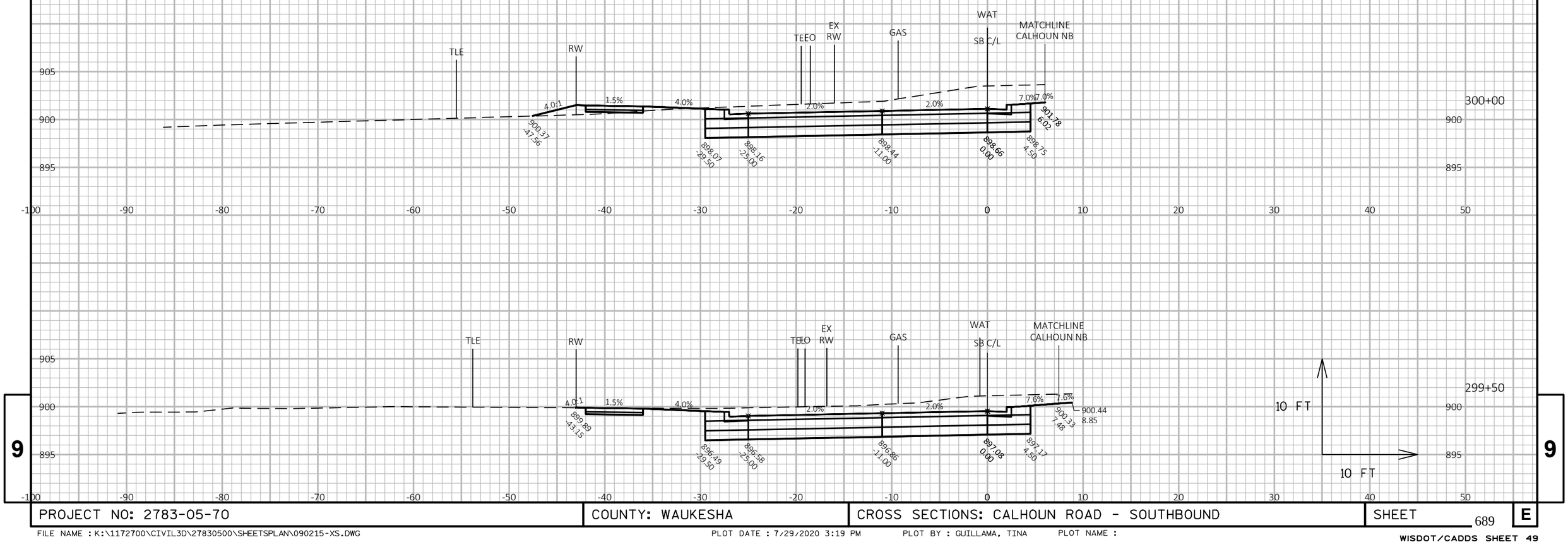
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 688	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:18 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

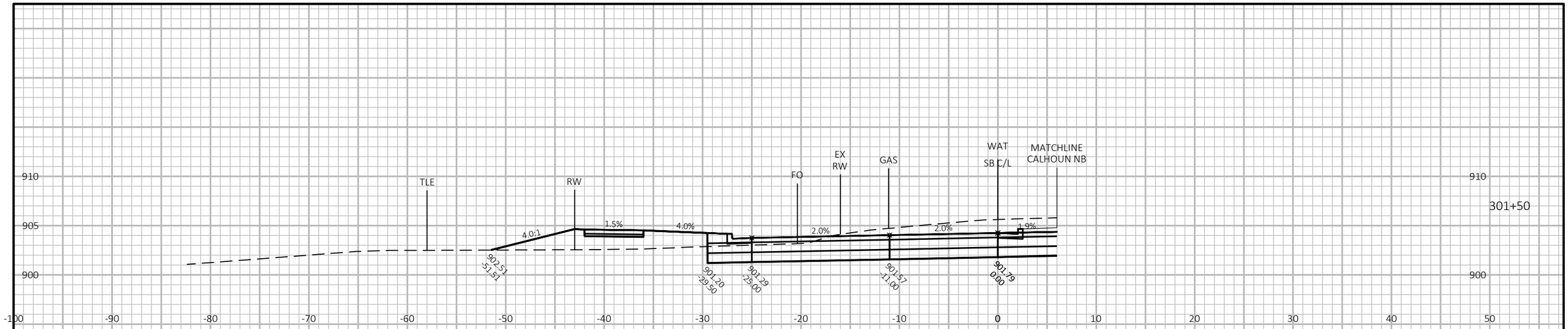


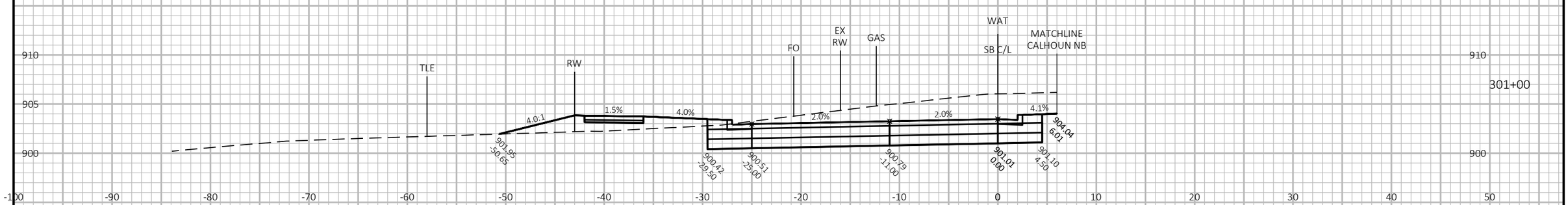


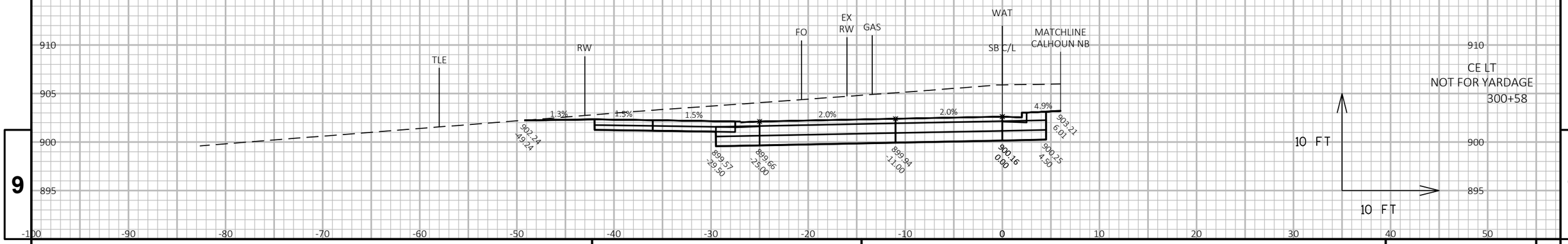
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 689	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



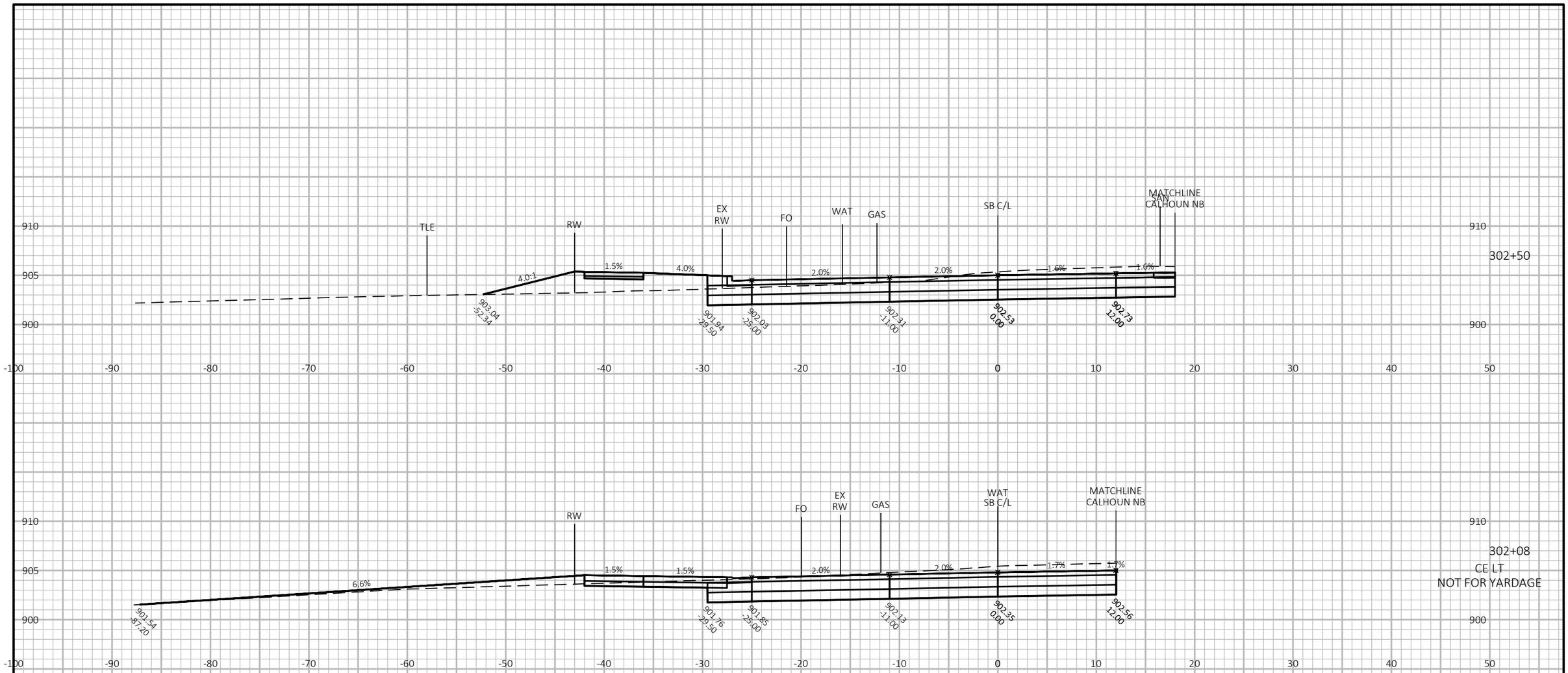




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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 690	E



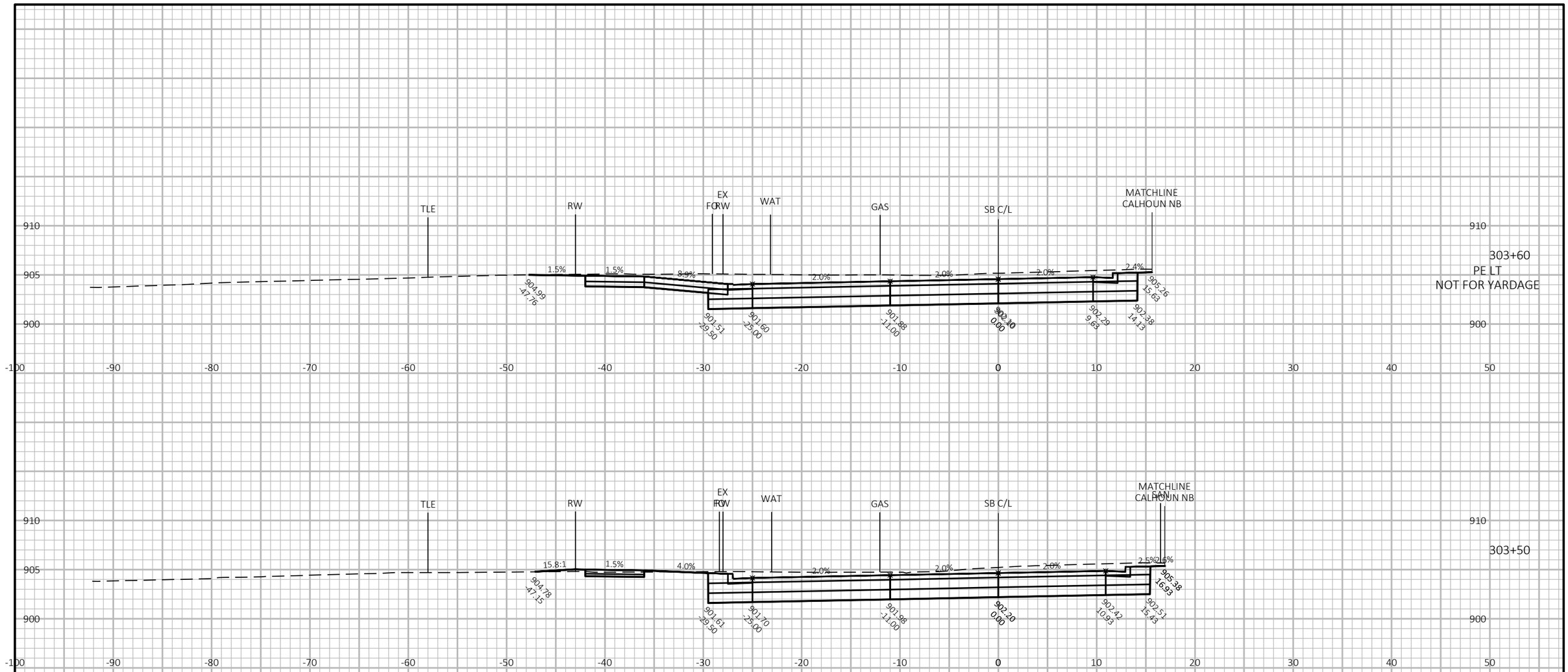
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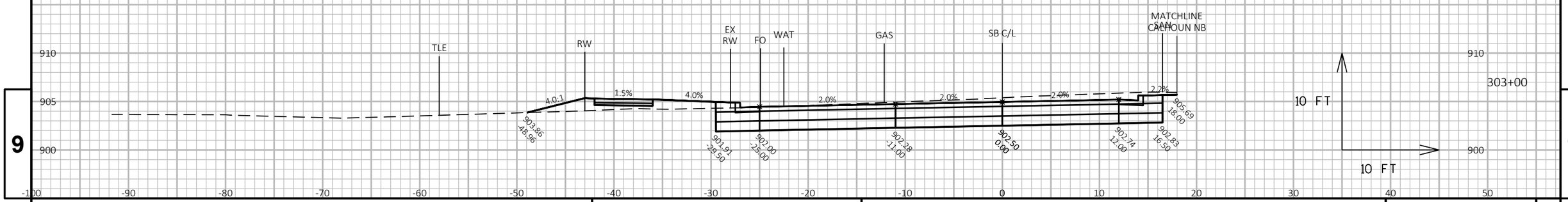
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 691	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49





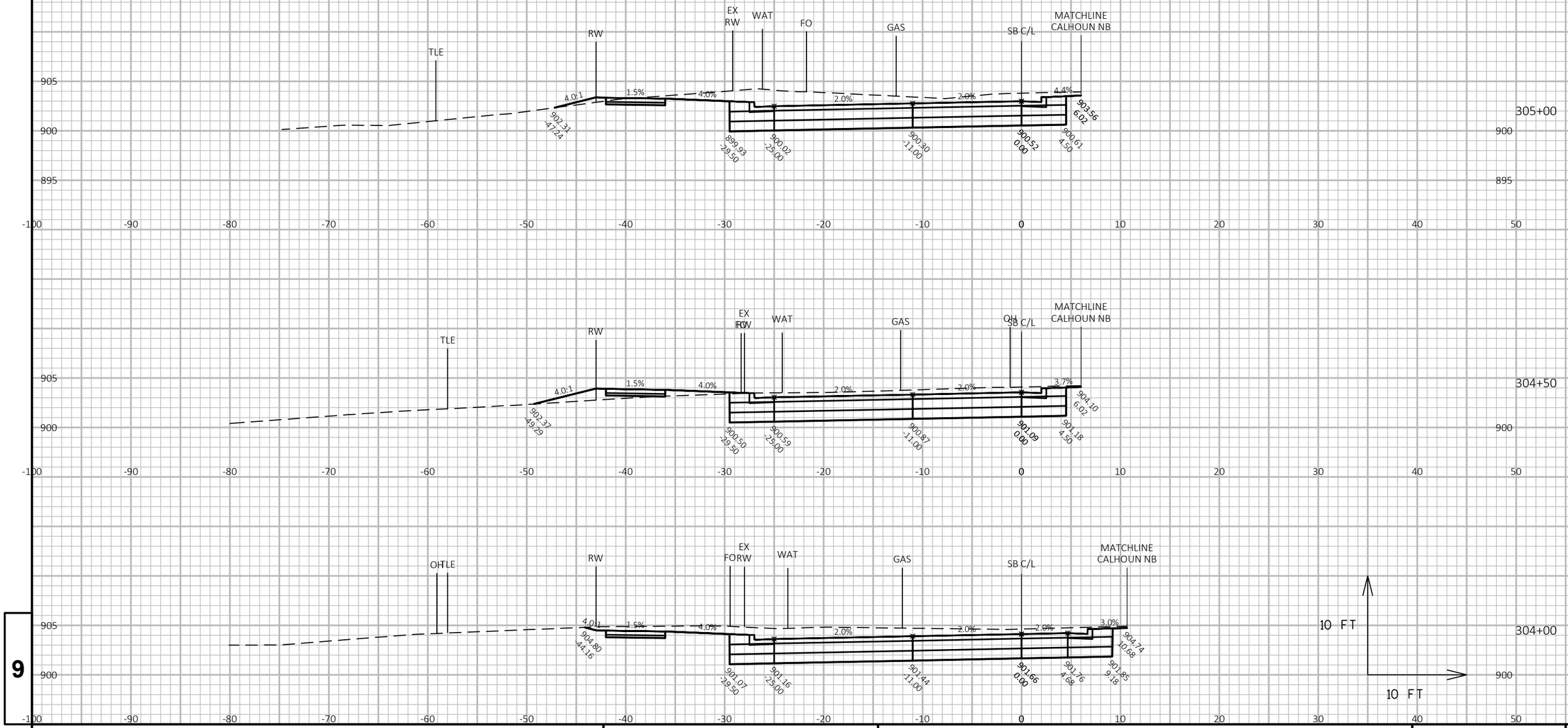
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 692	E

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WISDOT/CADDS SHEET 49



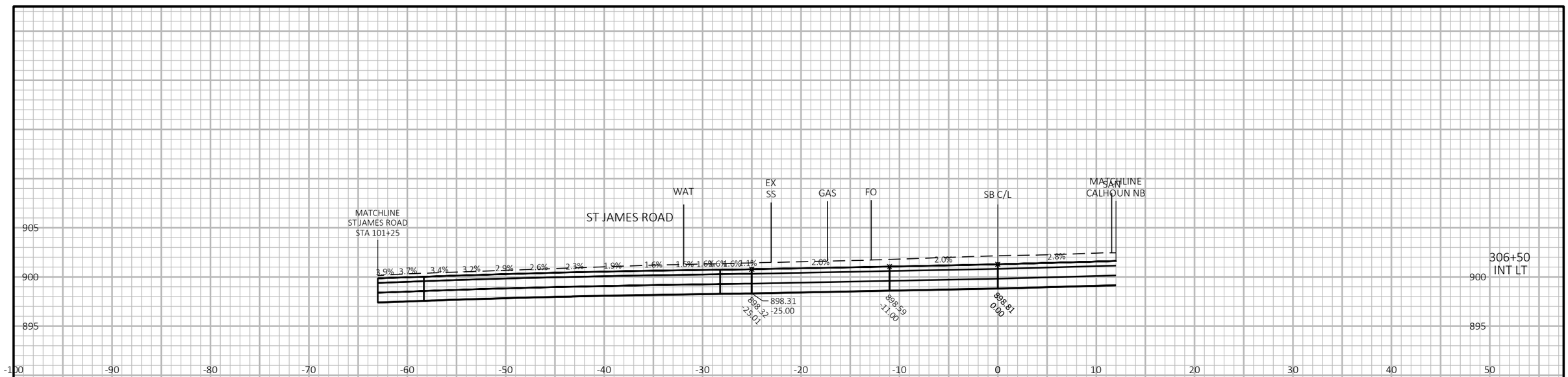
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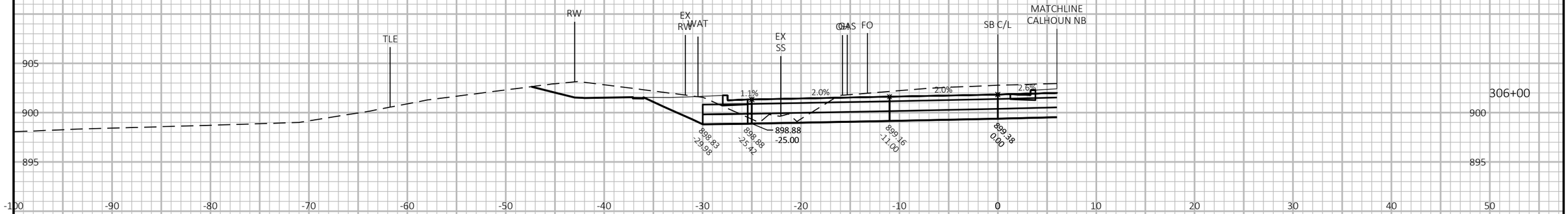
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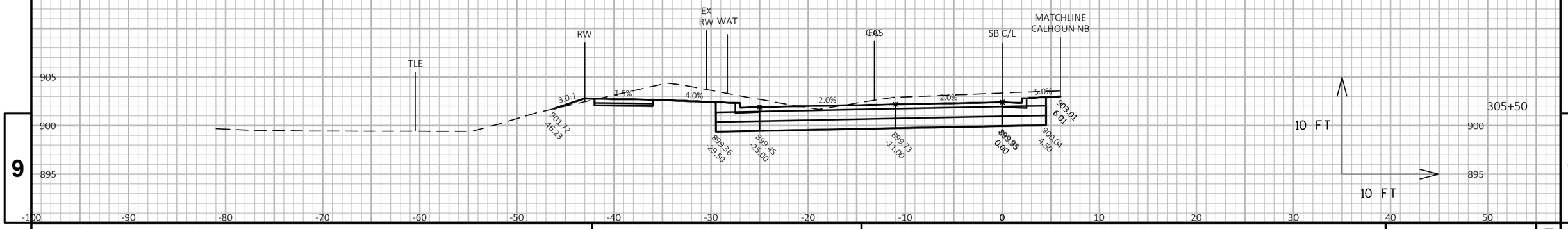
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 693	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090215-XS.DWG PLOT DATE : 7/29/2020 3:19 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

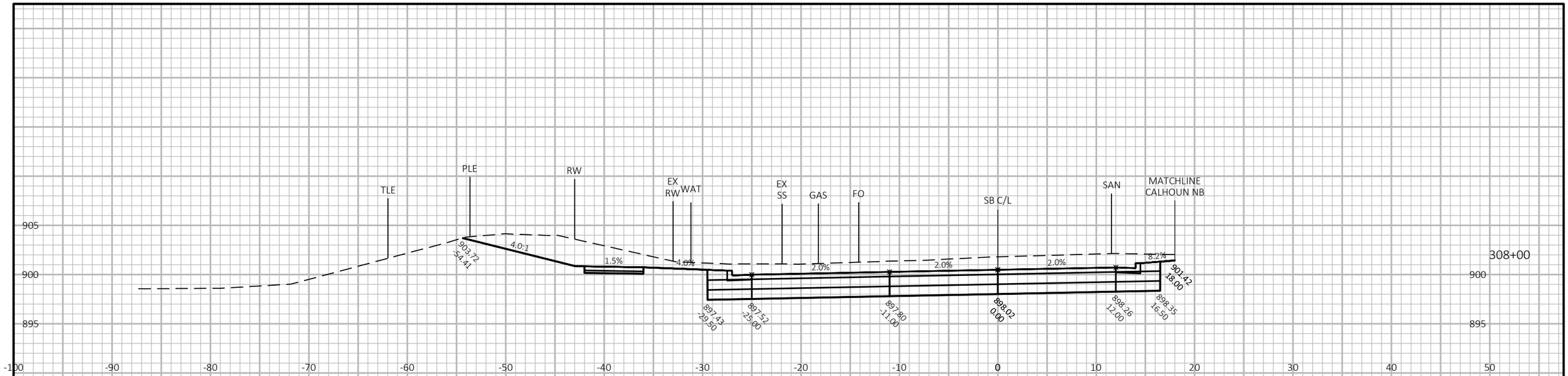
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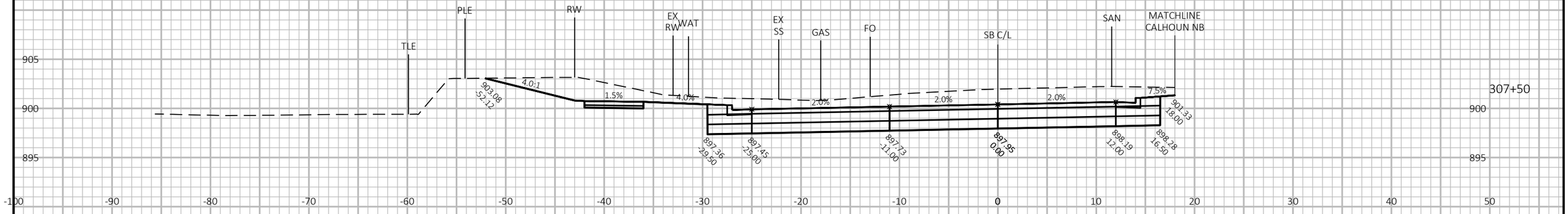


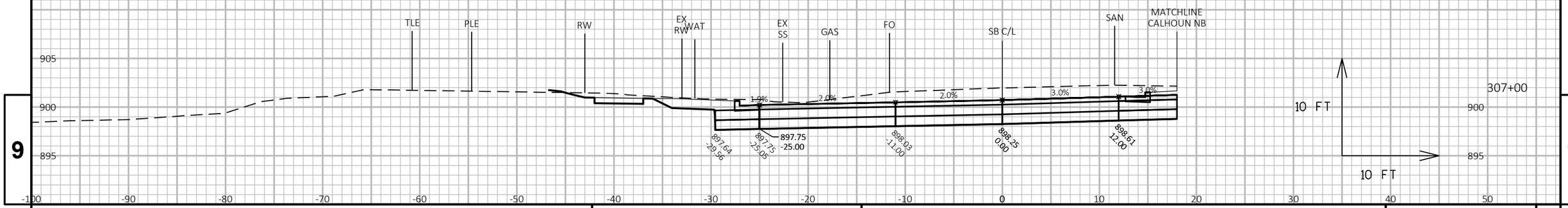




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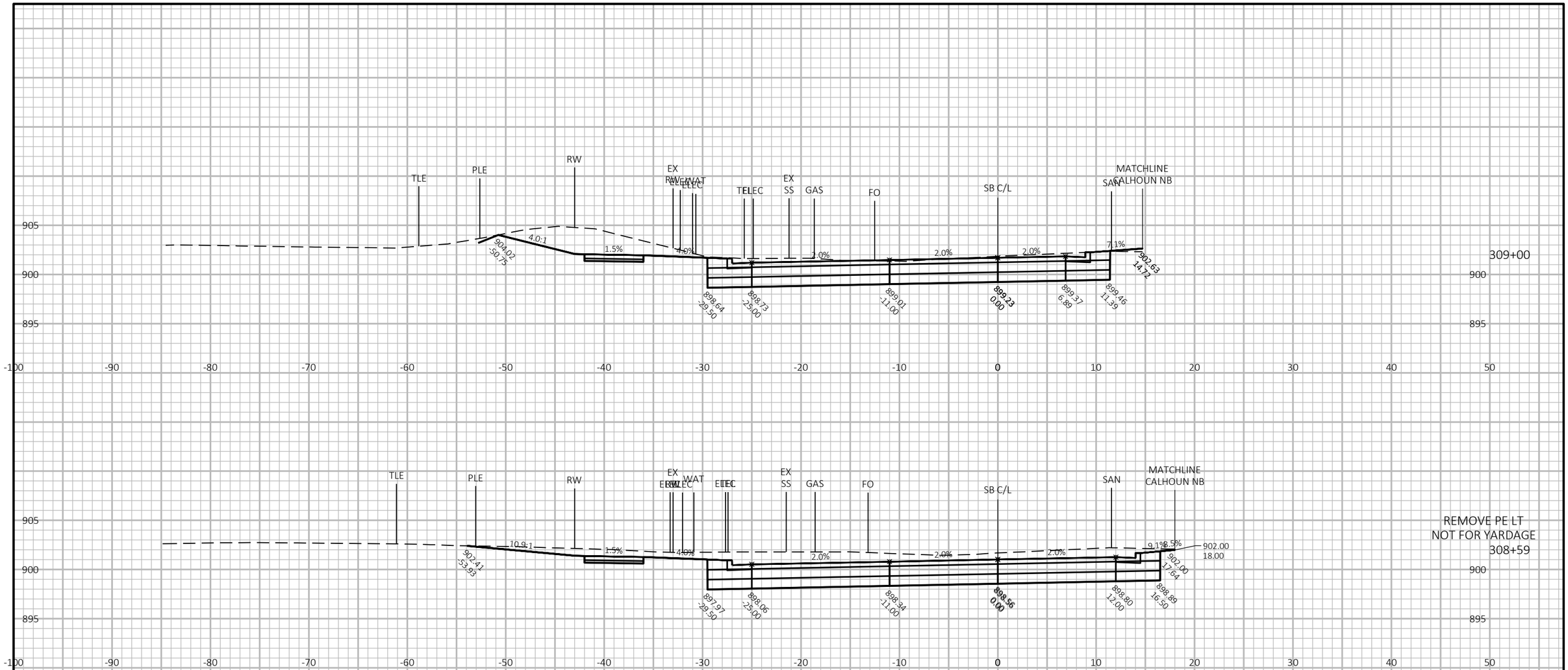
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 695	E

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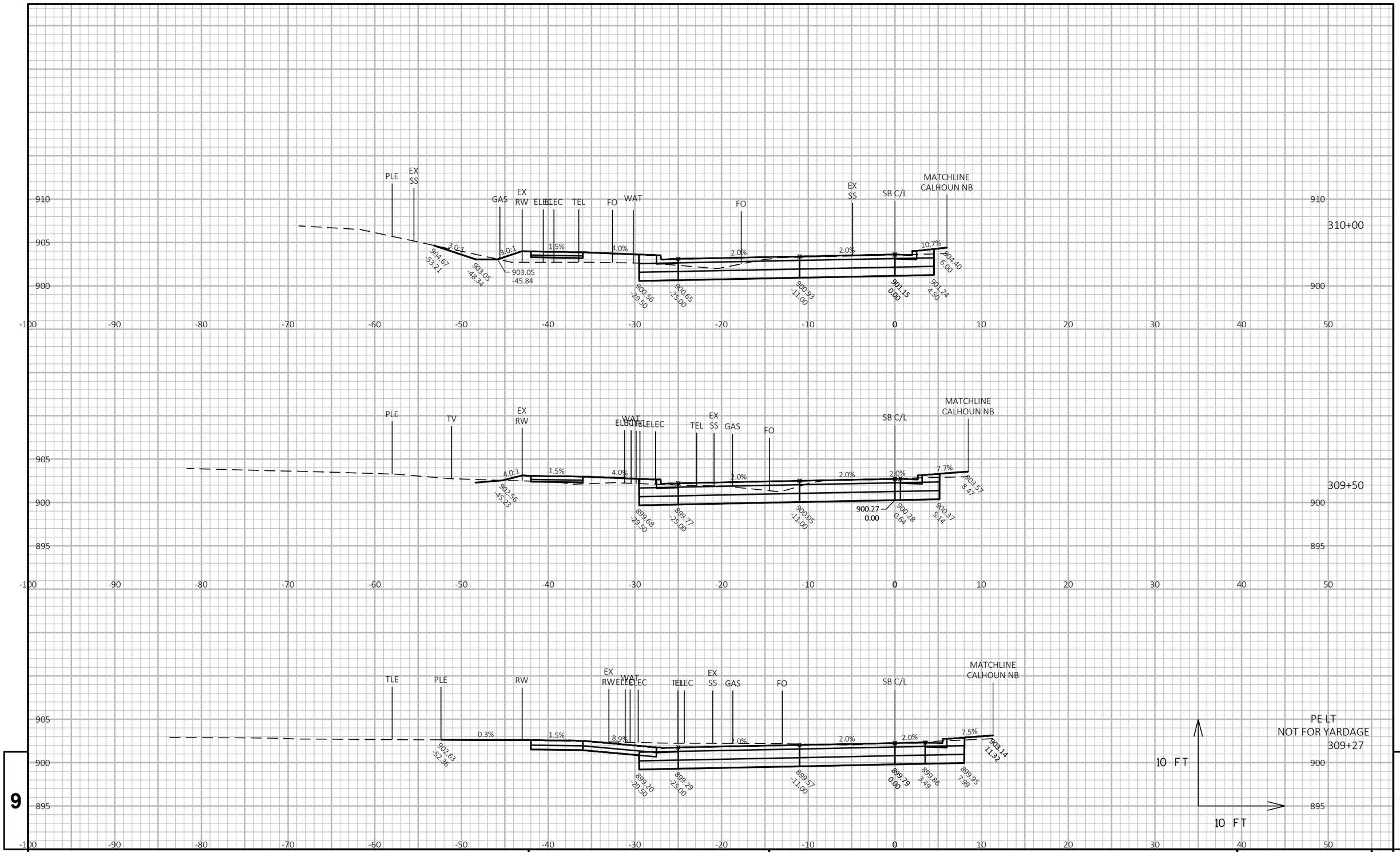
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 696	E

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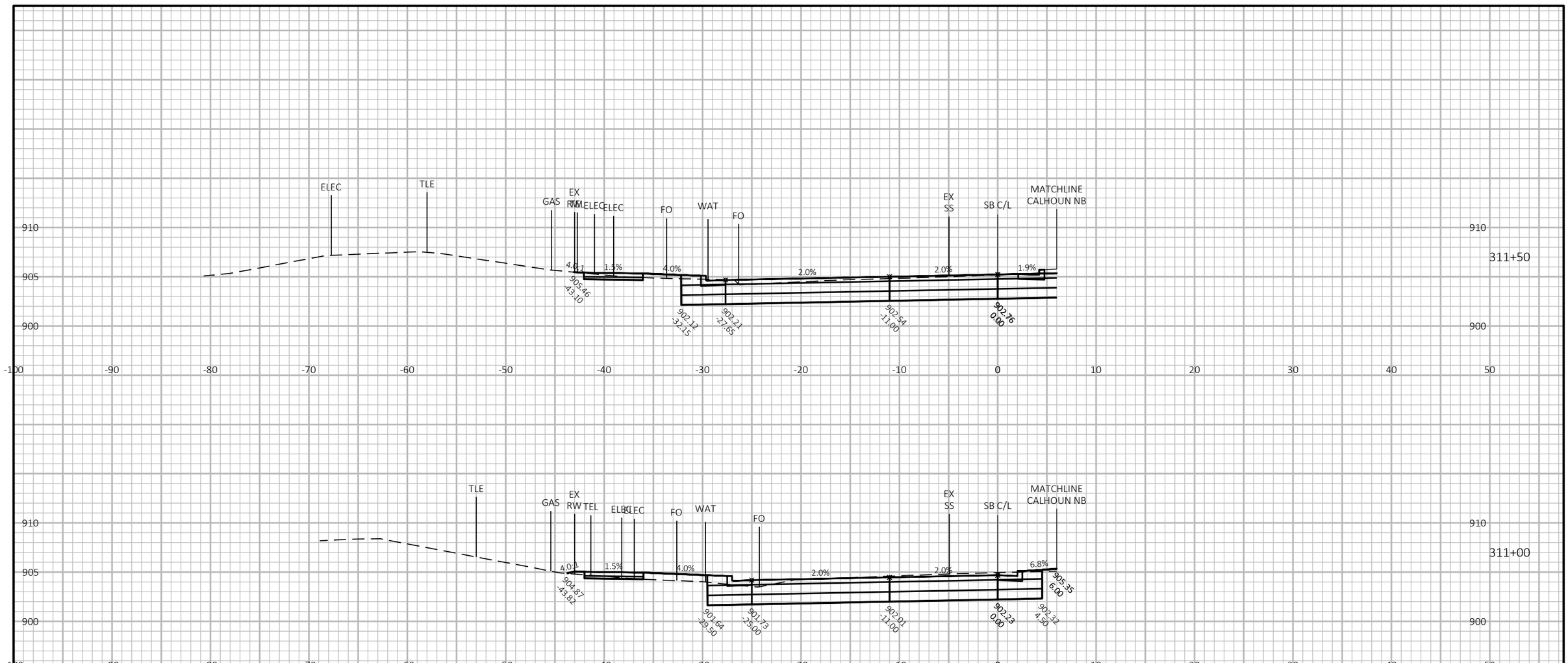
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 697	E

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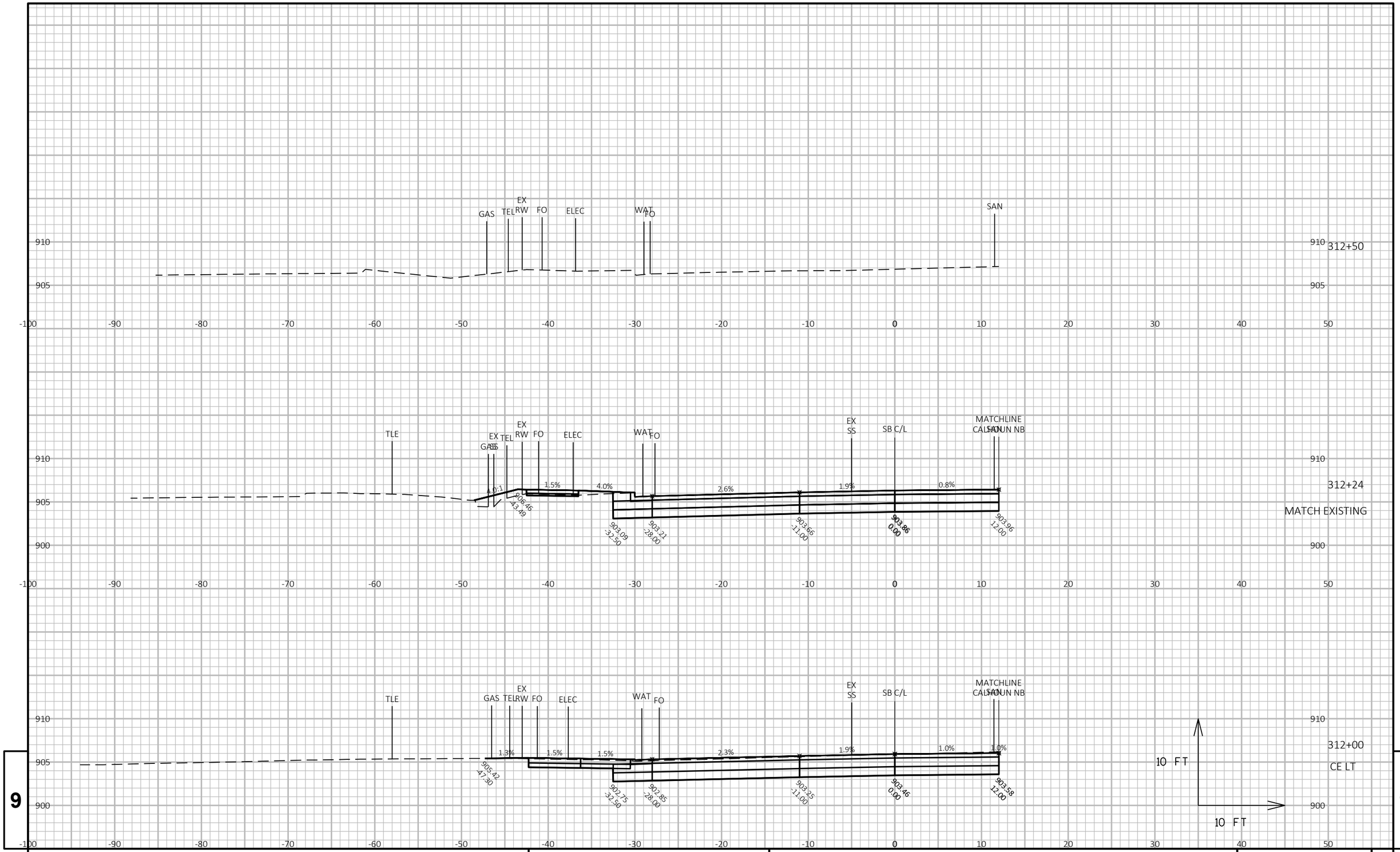
WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 698	E



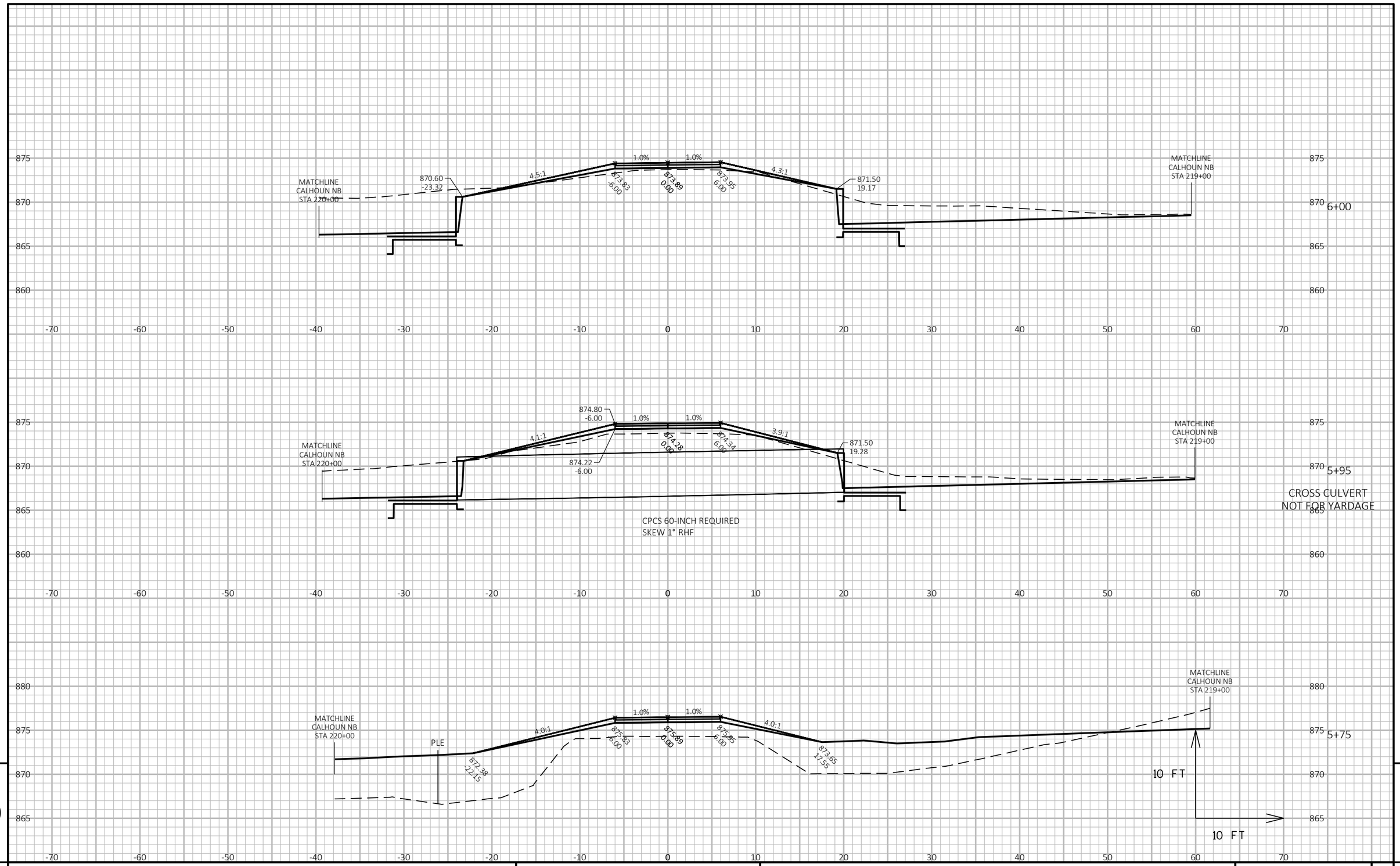
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: CALHOUN ROAD - SOUTHBOUND	SHEET 699	E

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WISDOT/CADDS SHEET 49

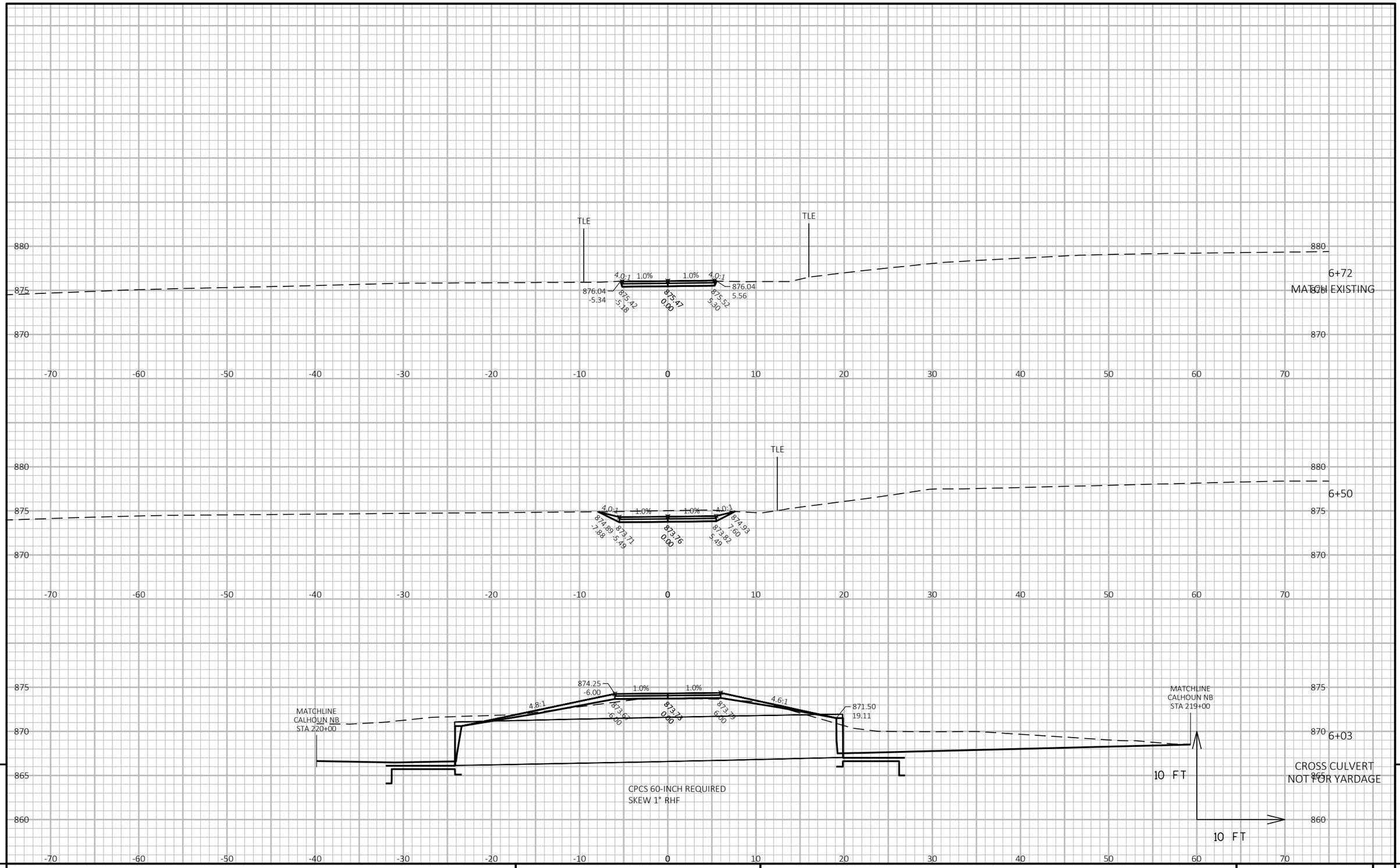


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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 219+63'NB'	SHEET 700	E

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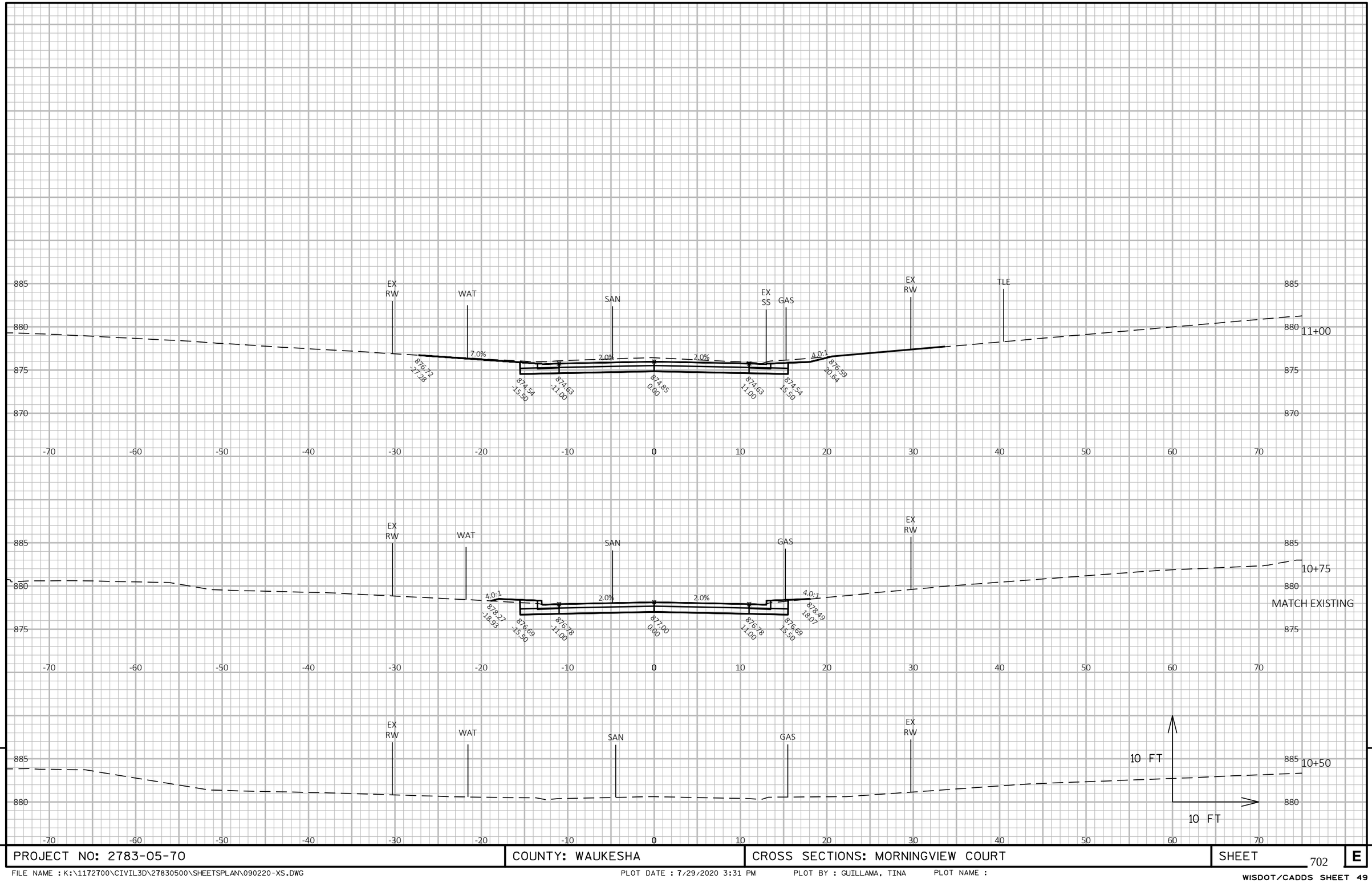
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 219+63'NB'	SHEET 701	E

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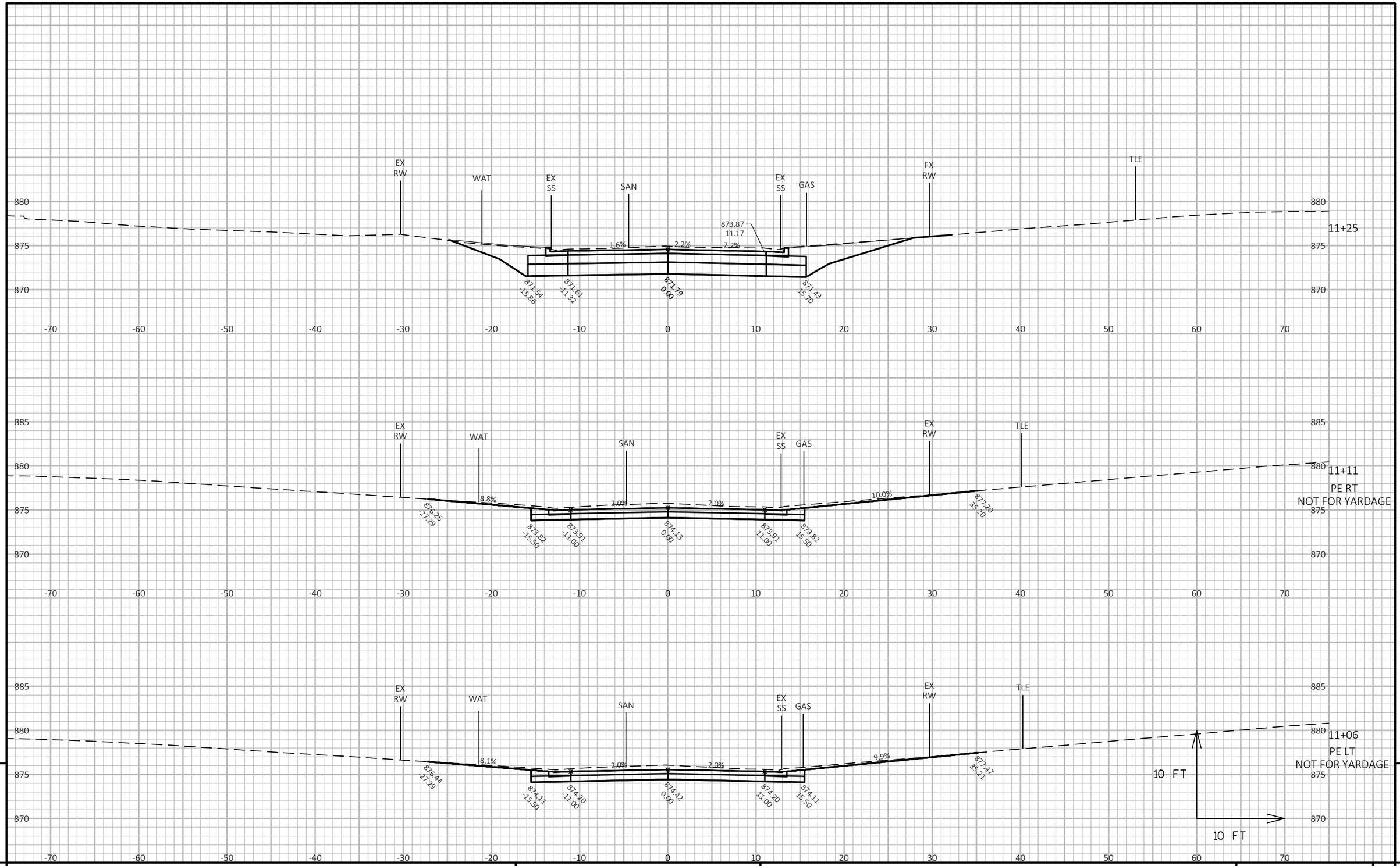
WISDOT/CADDS SHEET 49



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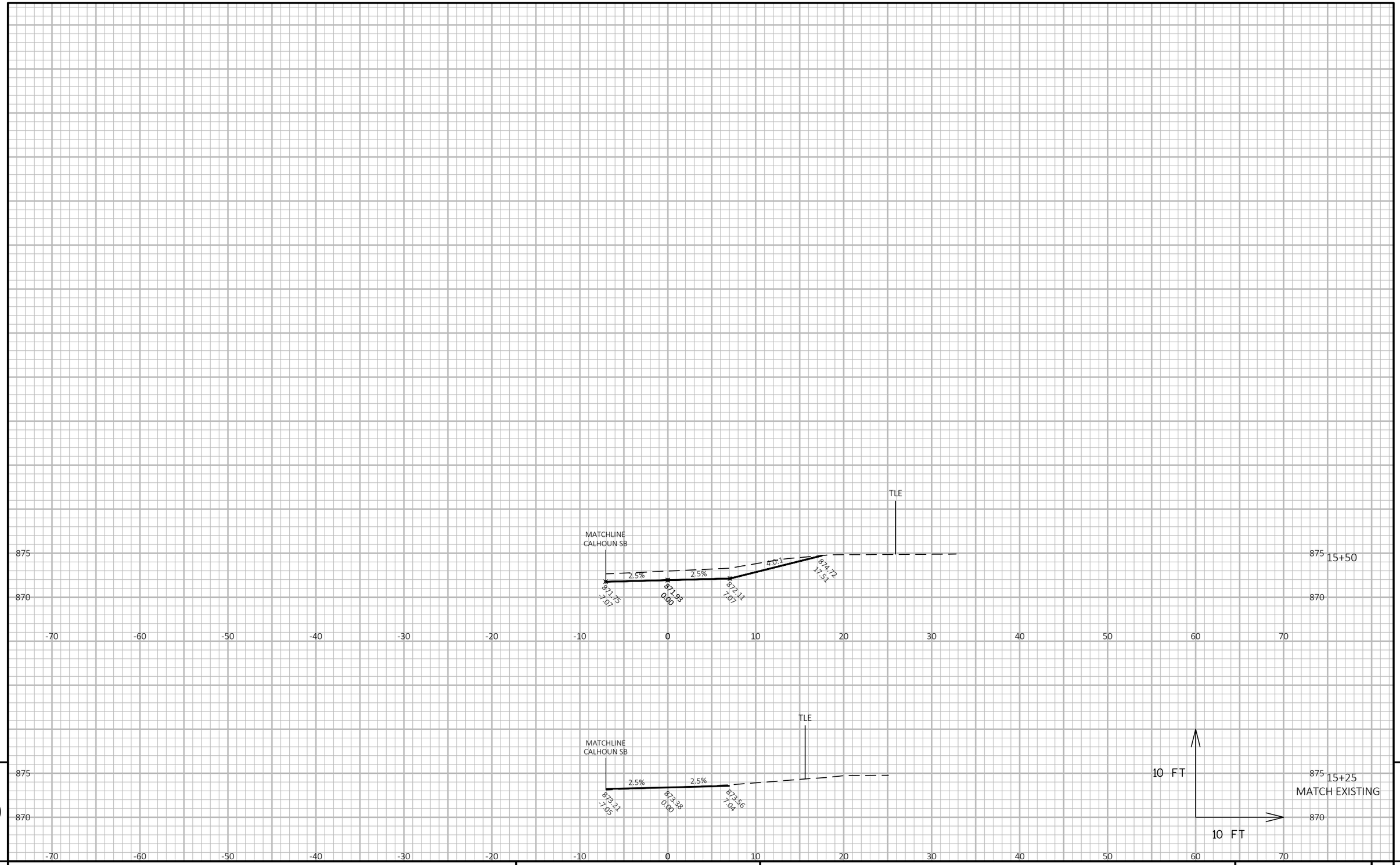
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: MORNINGVIEW COURT	SHEET 702	E



9	PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: MORNINGVIEW COURT	SHEET 703 E

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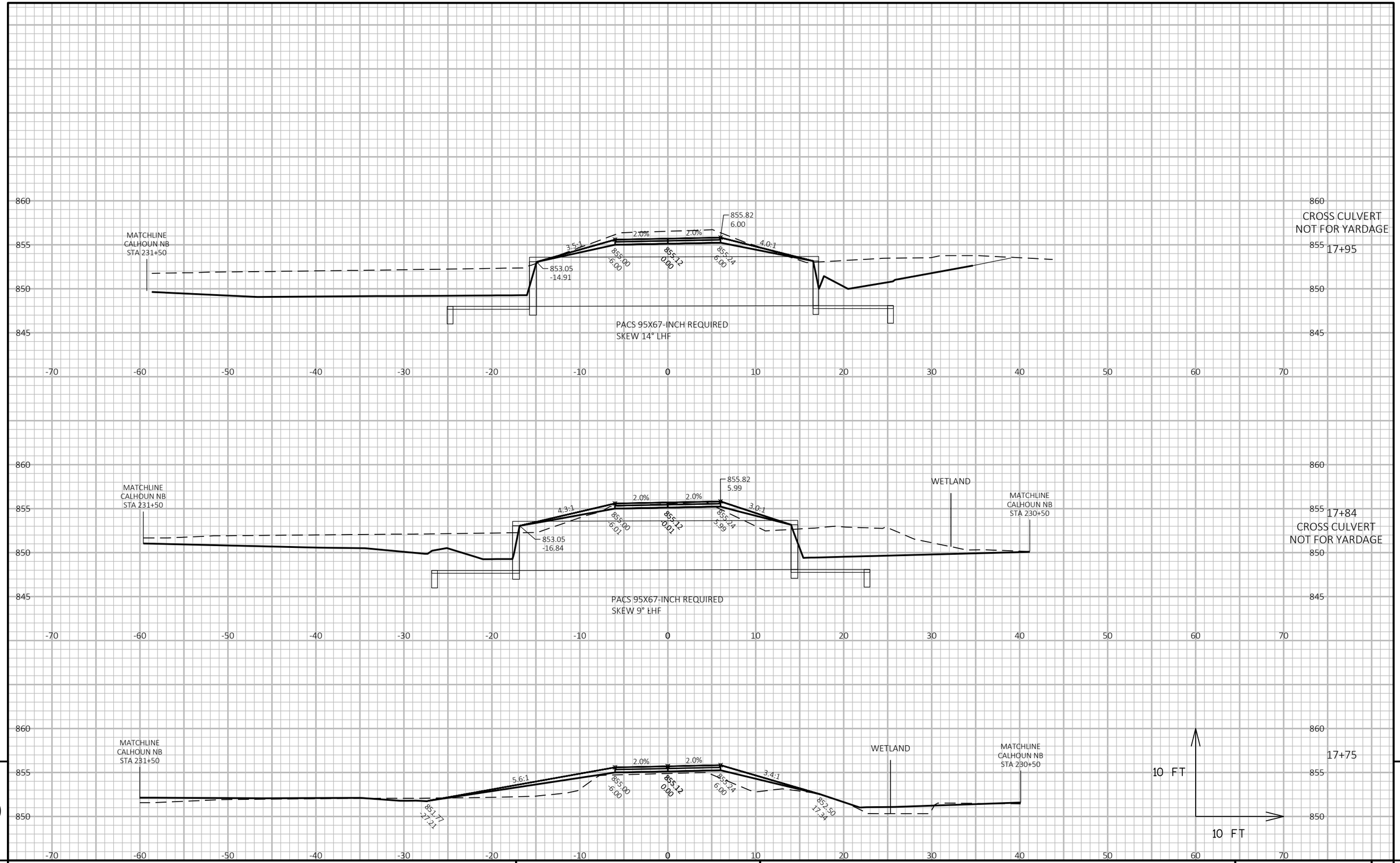
WISDOT/CADDS SHEET 49



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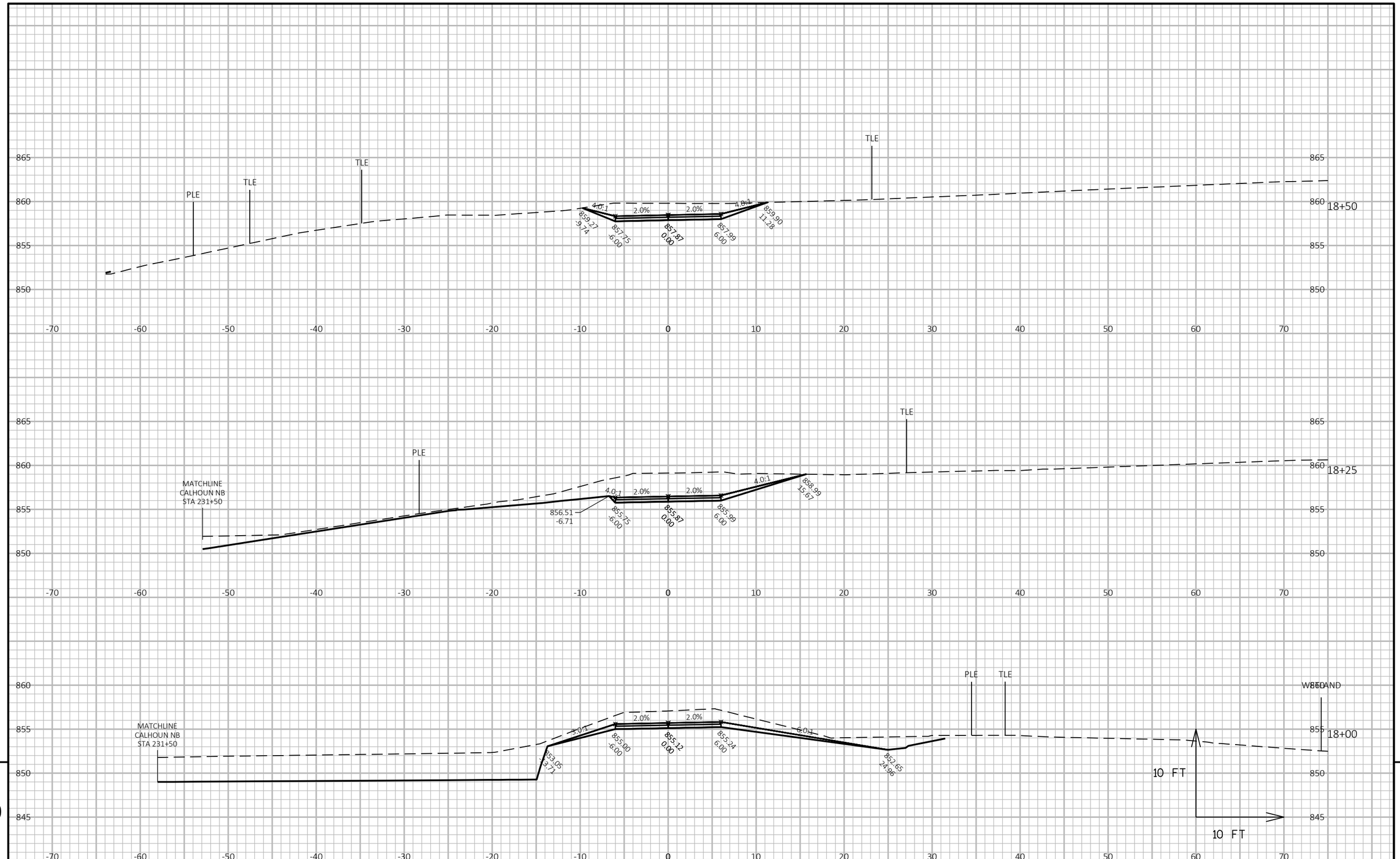
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 227+46'SB'	SHEET 704	E



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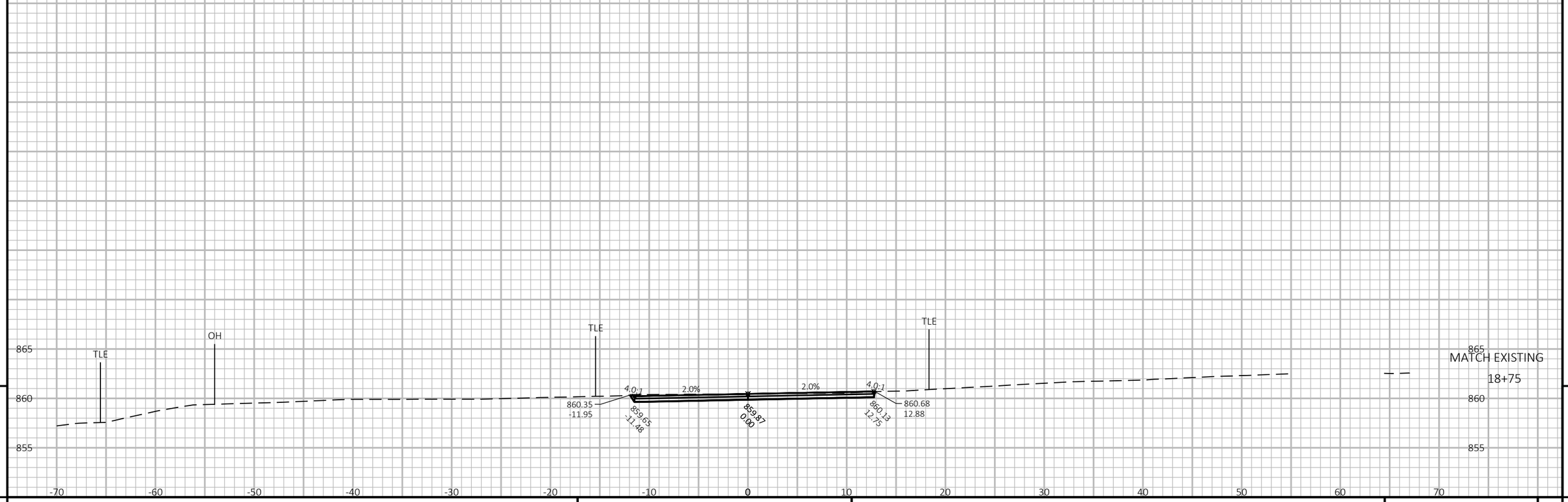
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 230+90'NB'	SHEET 705	E



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 230+90'NB'	SHEET 706	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:32 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

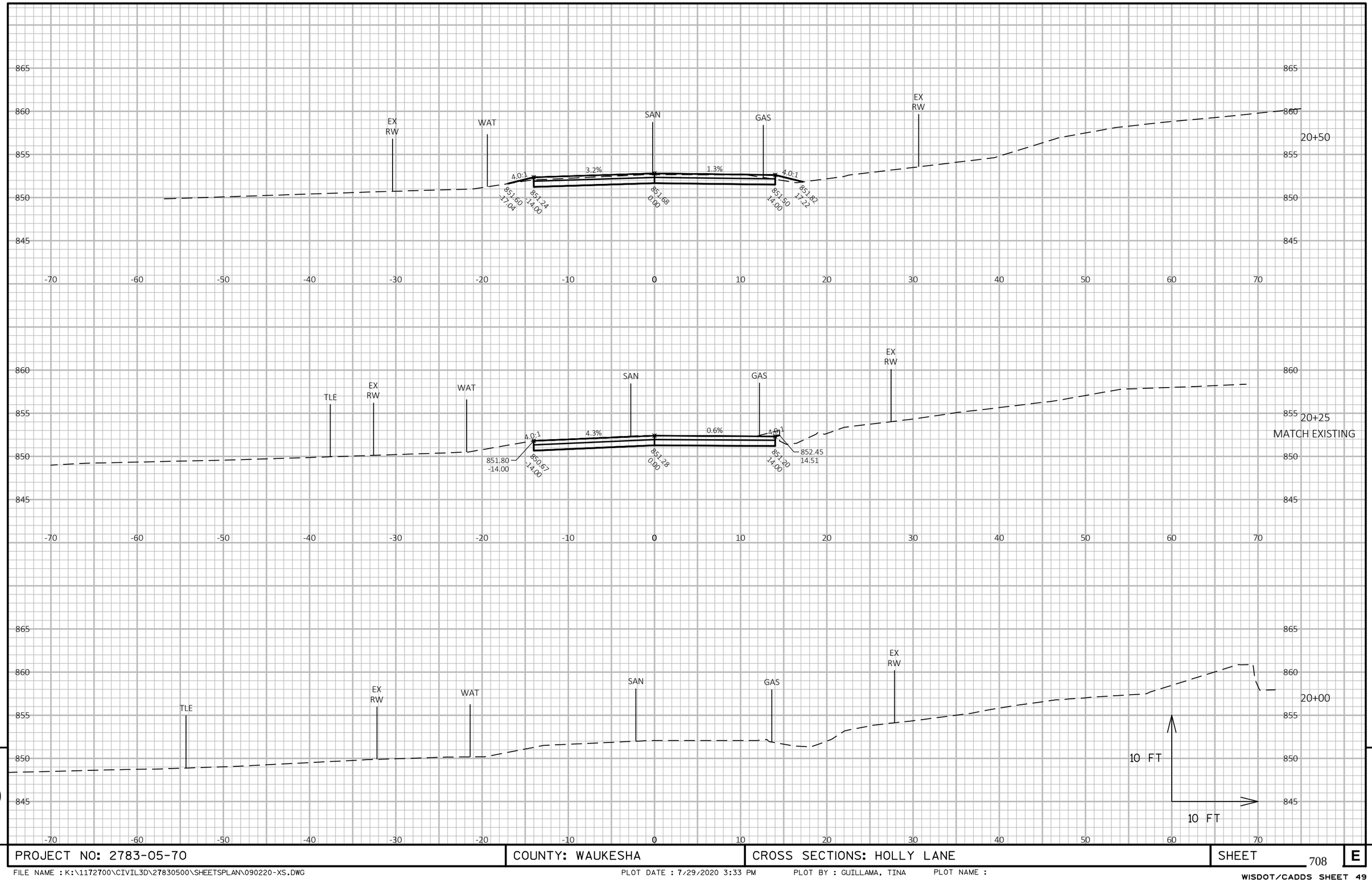
WISDOT/CADDS SHEET 49



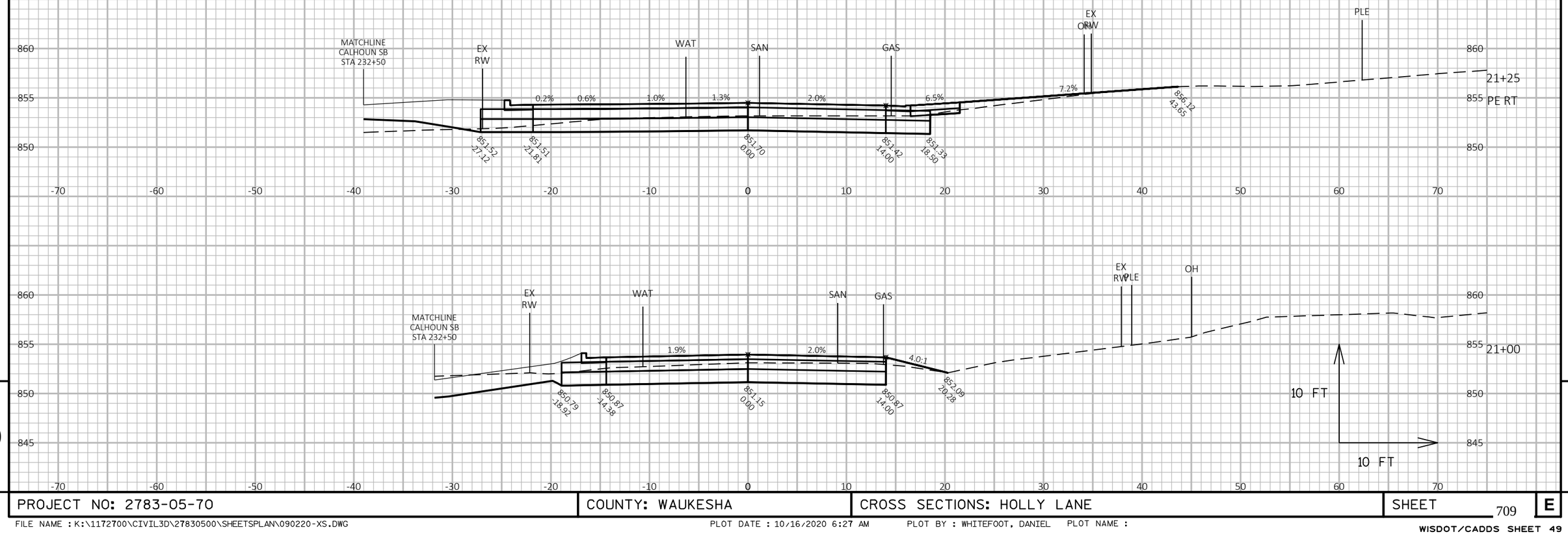
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PRIVATE DRIVEWAY - 230+90'NB'	SHEET 707	E



9	PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: HOLLY LANE	SHEET 708 E



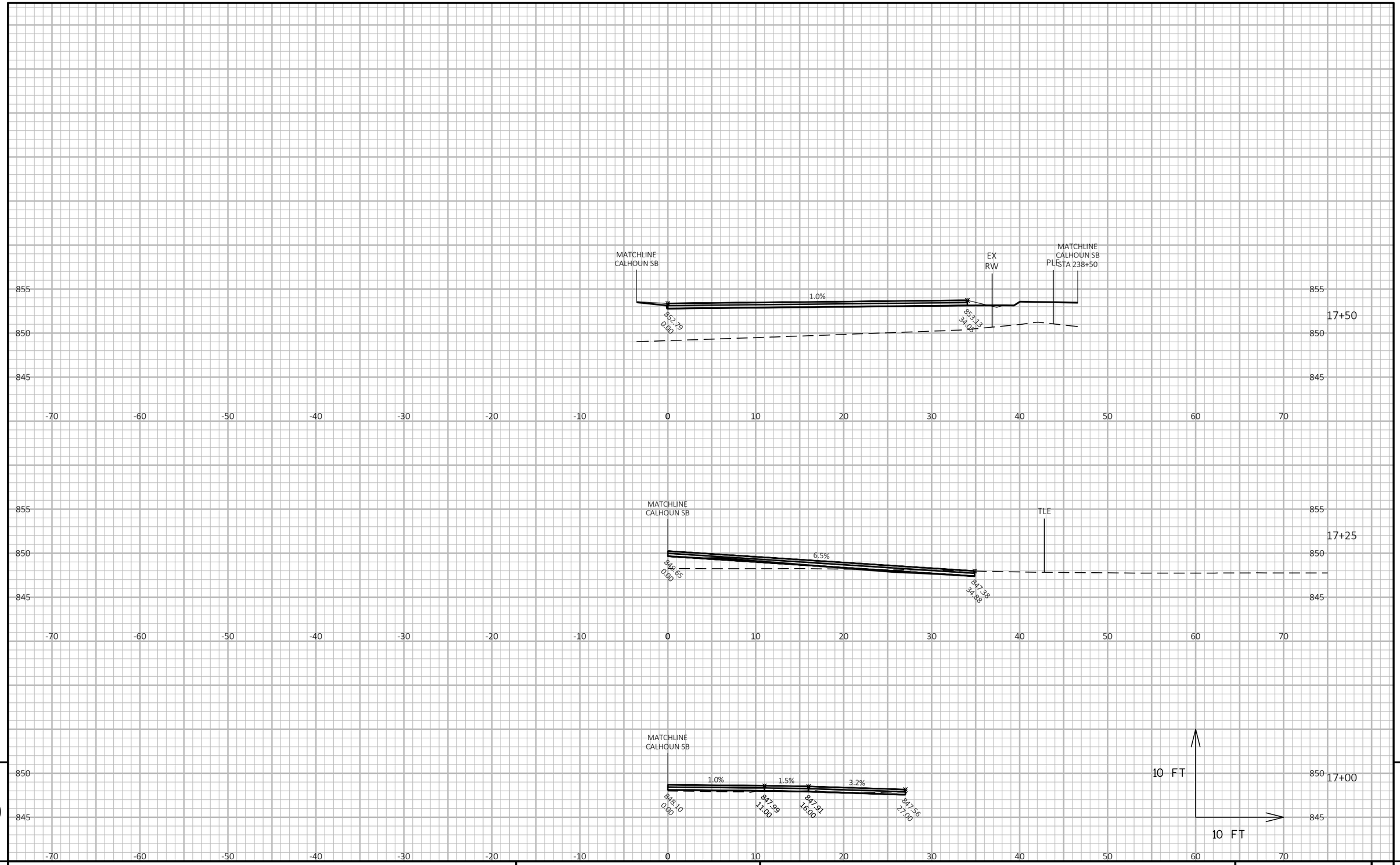
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: HOLLY LANE	SHEET 709	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 10/16/2020 6:27 AM PLOT BY : WHITEFOOT, DANIEL PLOT NAME :

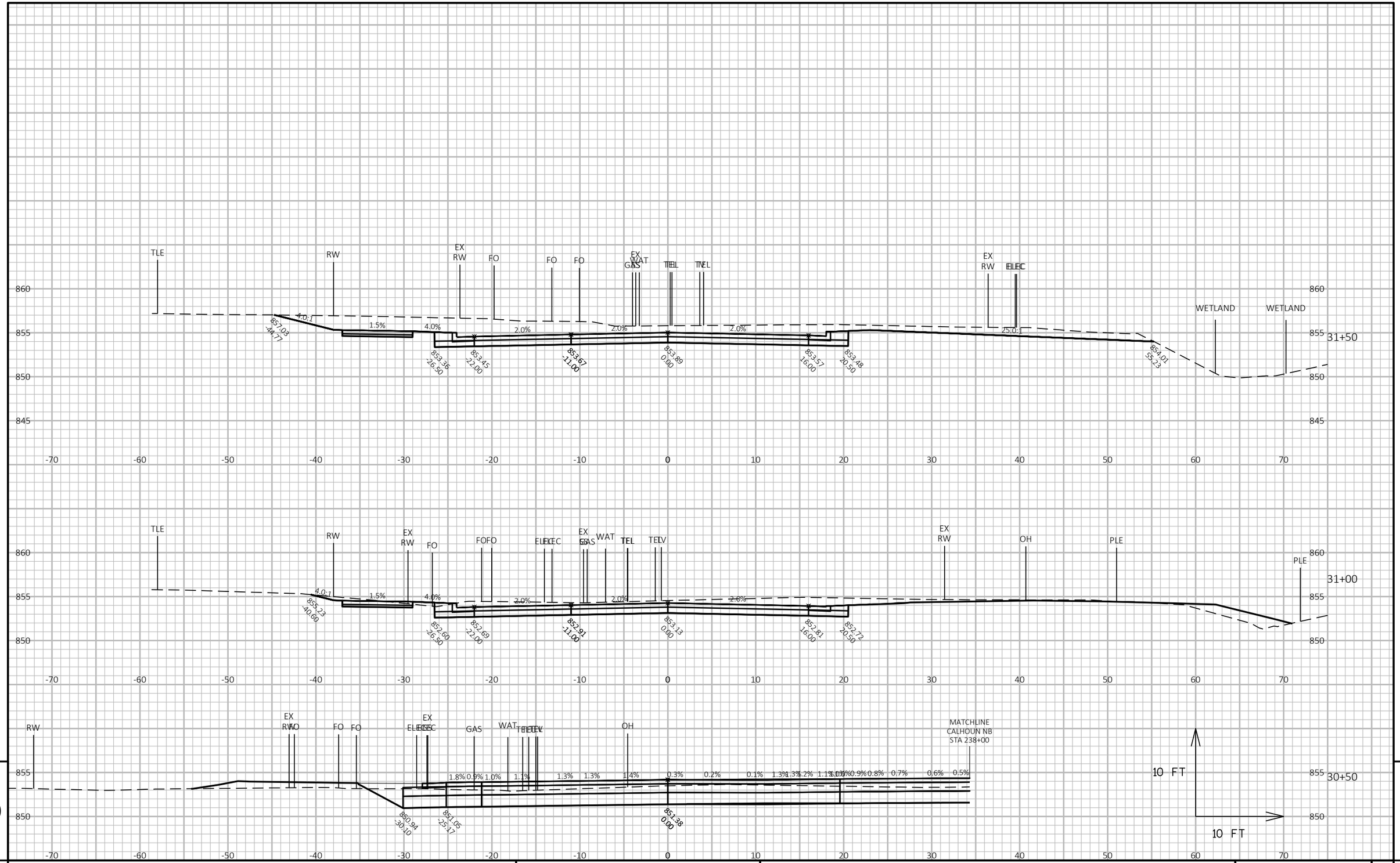
WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: COMMERCIAL DRIVEWAY - WALSH PRODUCTS	SHEET 710	E



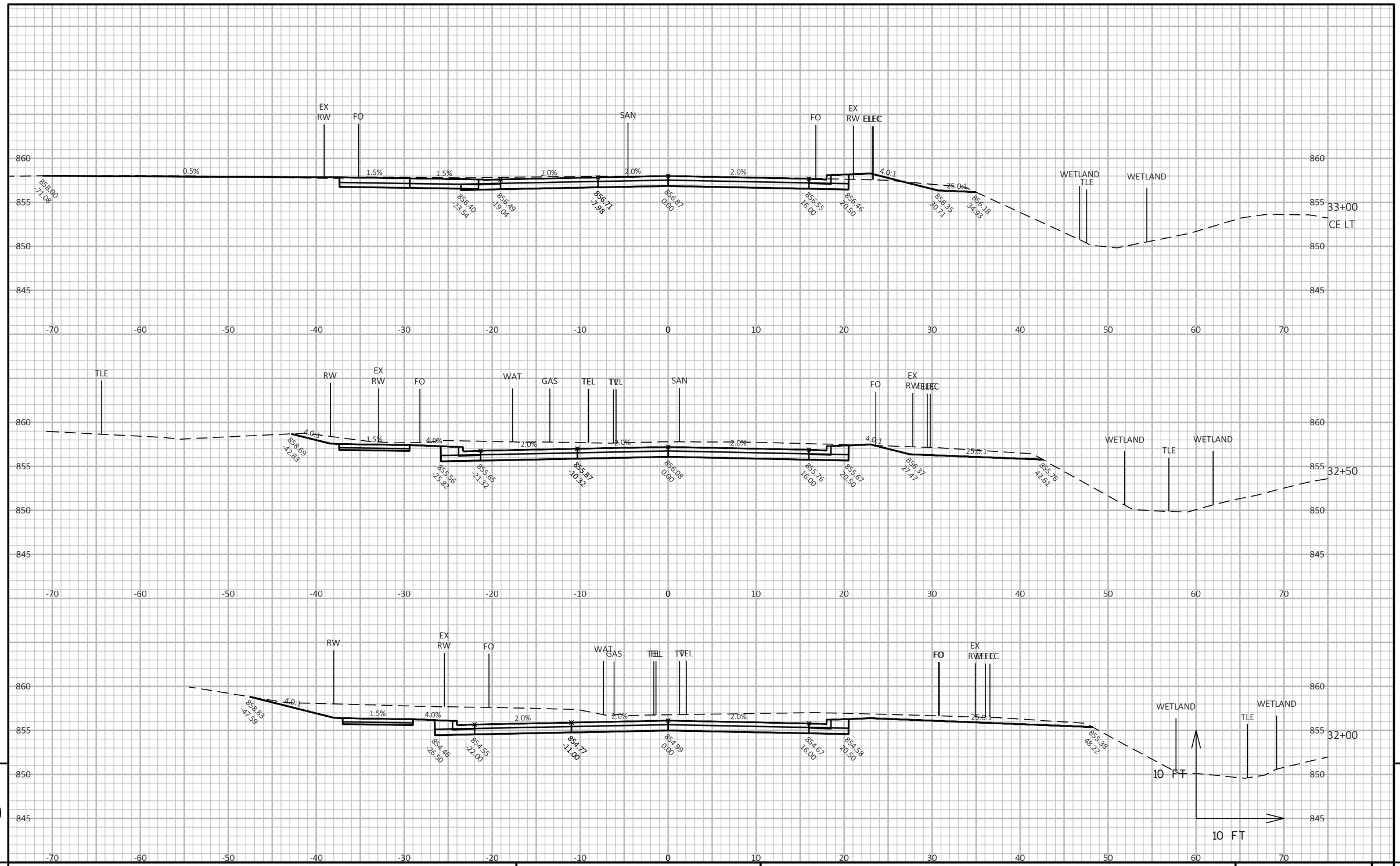
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PHEASANT DRIVE	SHEET 711	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:35 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



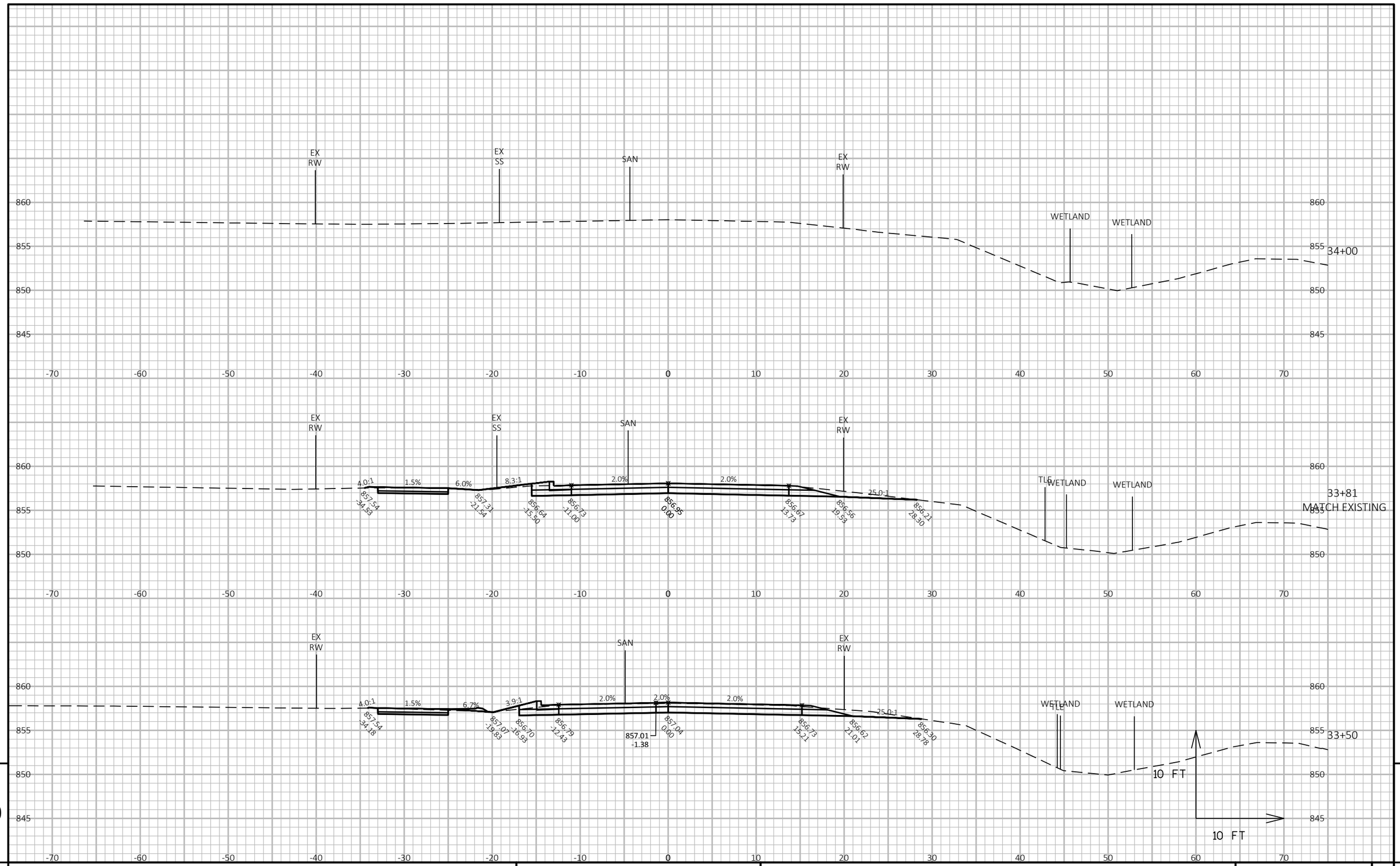
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PHEASANT DRIVE	SHEET 712	E

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WISDOT/CADDS SHEET 49



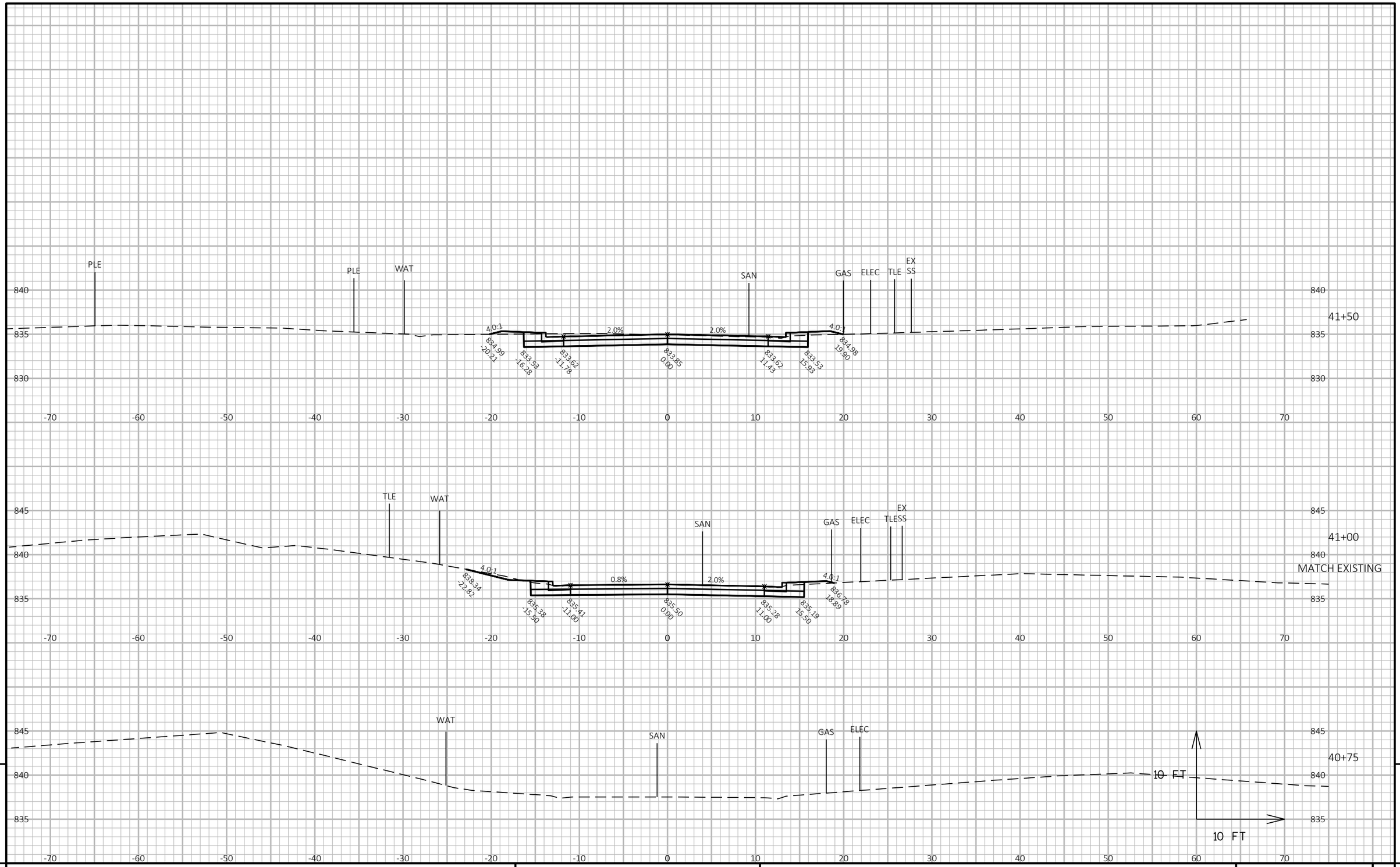
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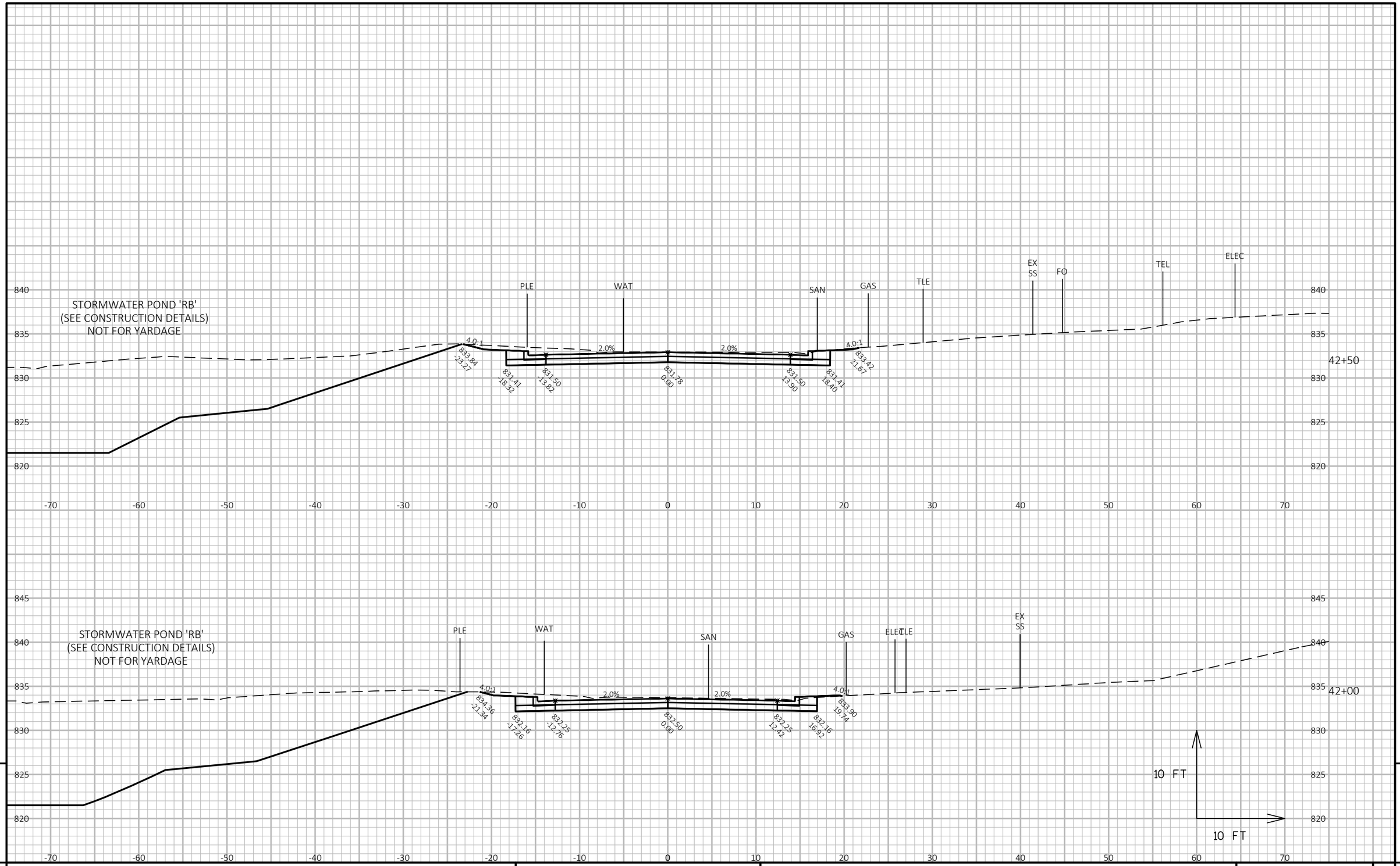
PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: PHEASANT DRIVE	SHEET 713	E

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WISDOT/CADDS SHEET 49



9	PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: RIVER BIRCH DRIVE	SHEET 714 E



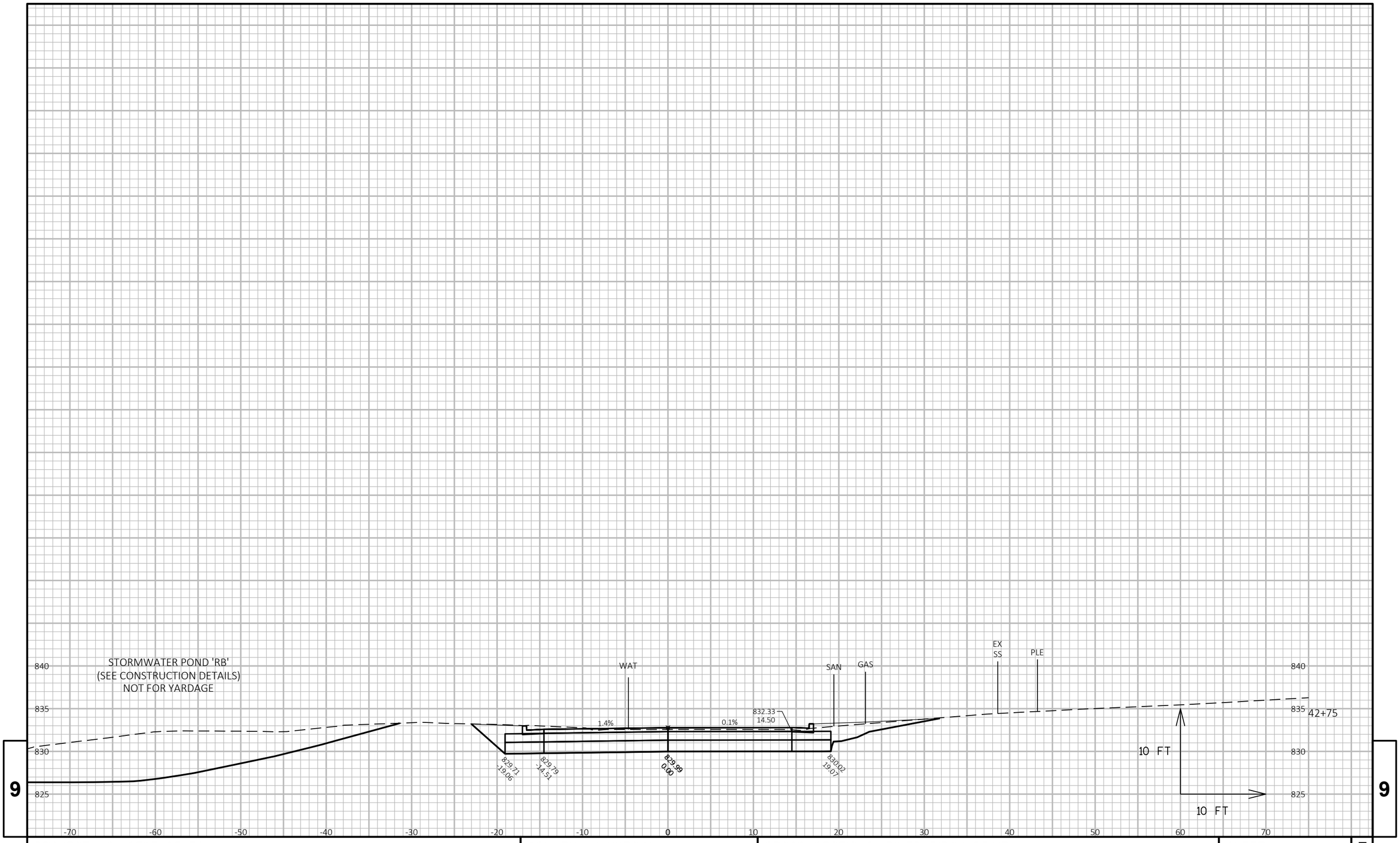
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: RIVER BIRCH DRIVE	SHEET 715	E

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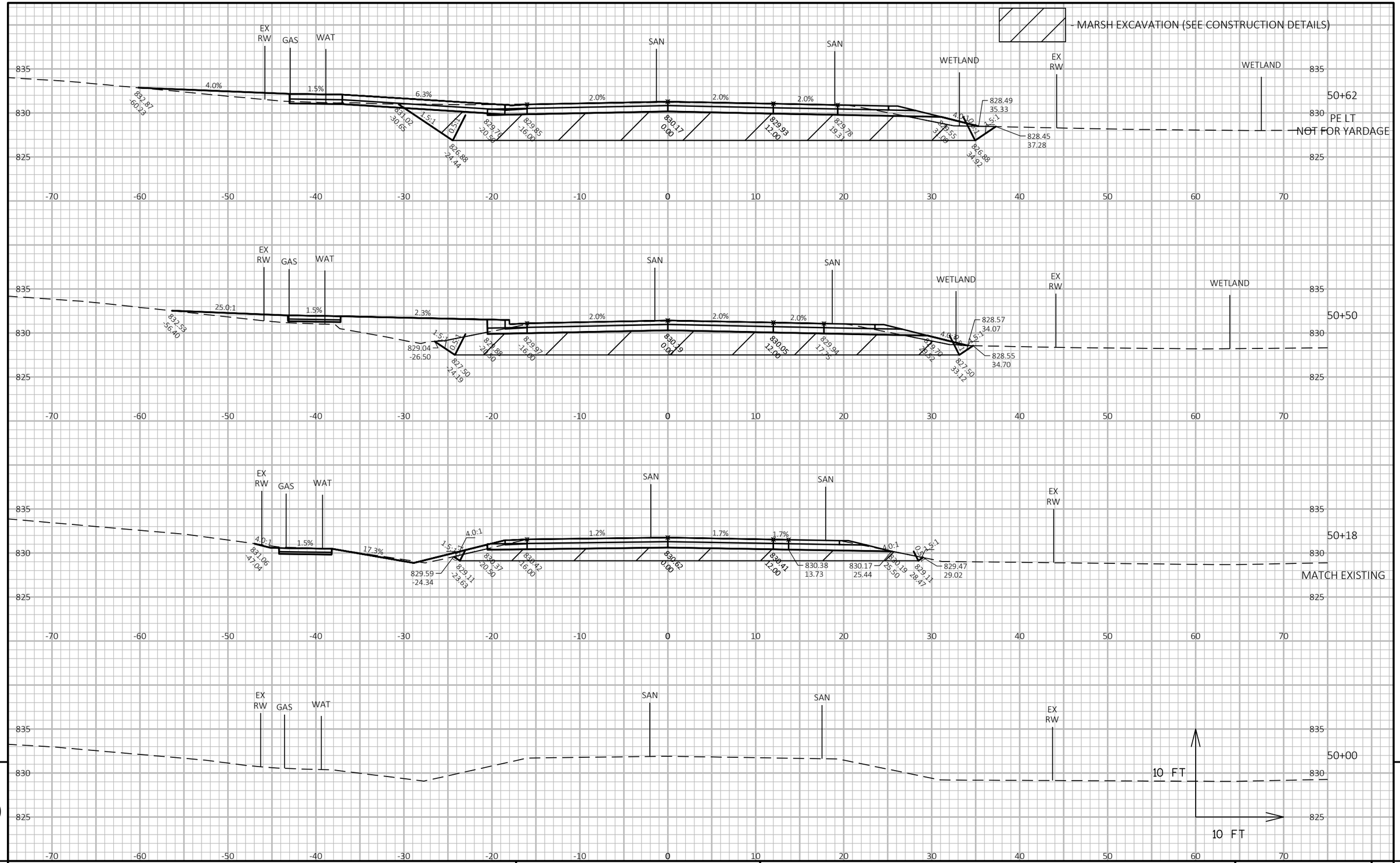
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: RIVER BIRCH DRIVE	SHEET 716	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:36 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

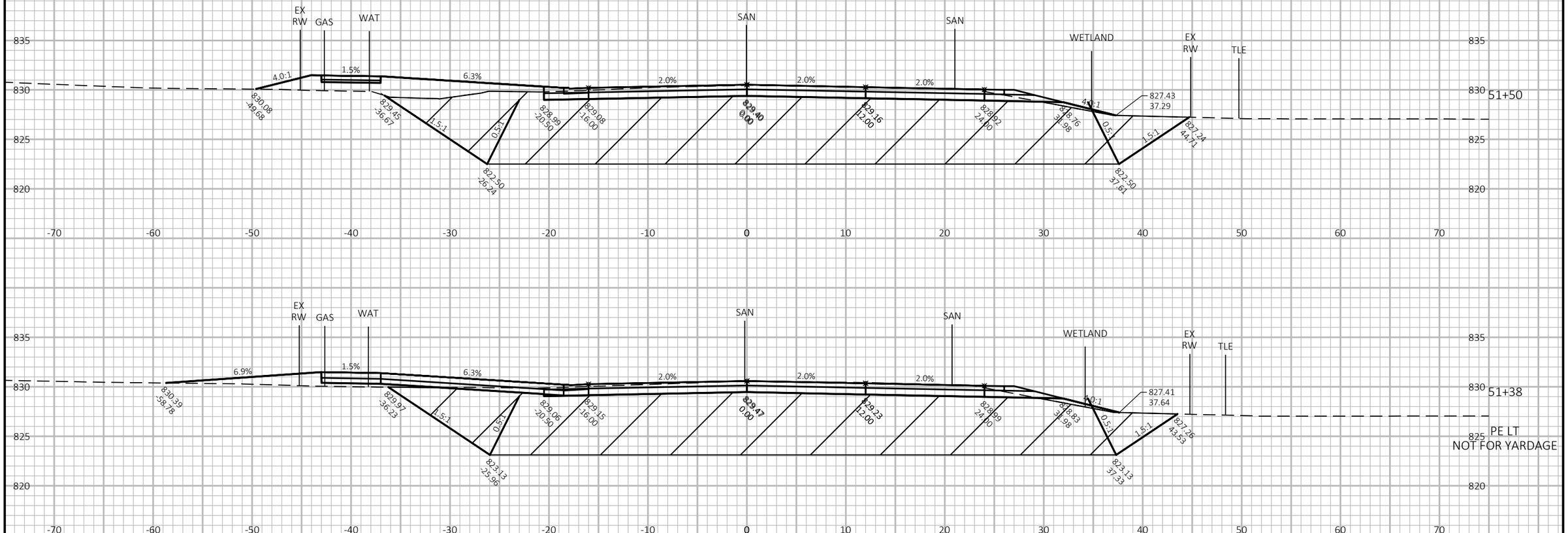


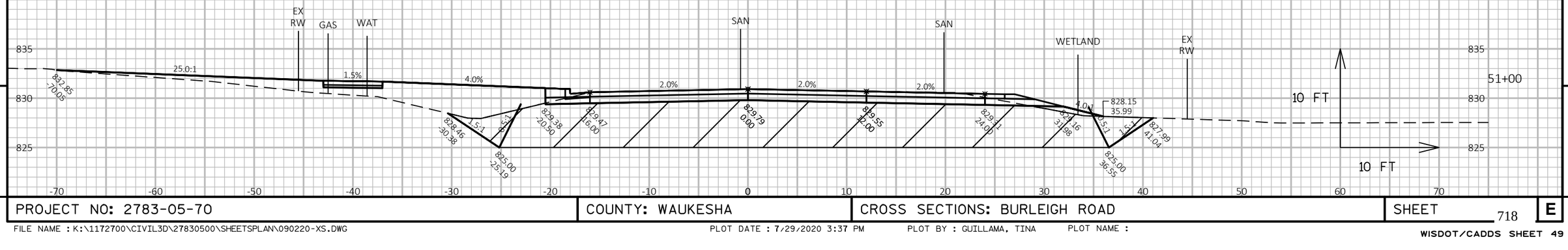
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH ROAD	SHEET 717	E

MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)





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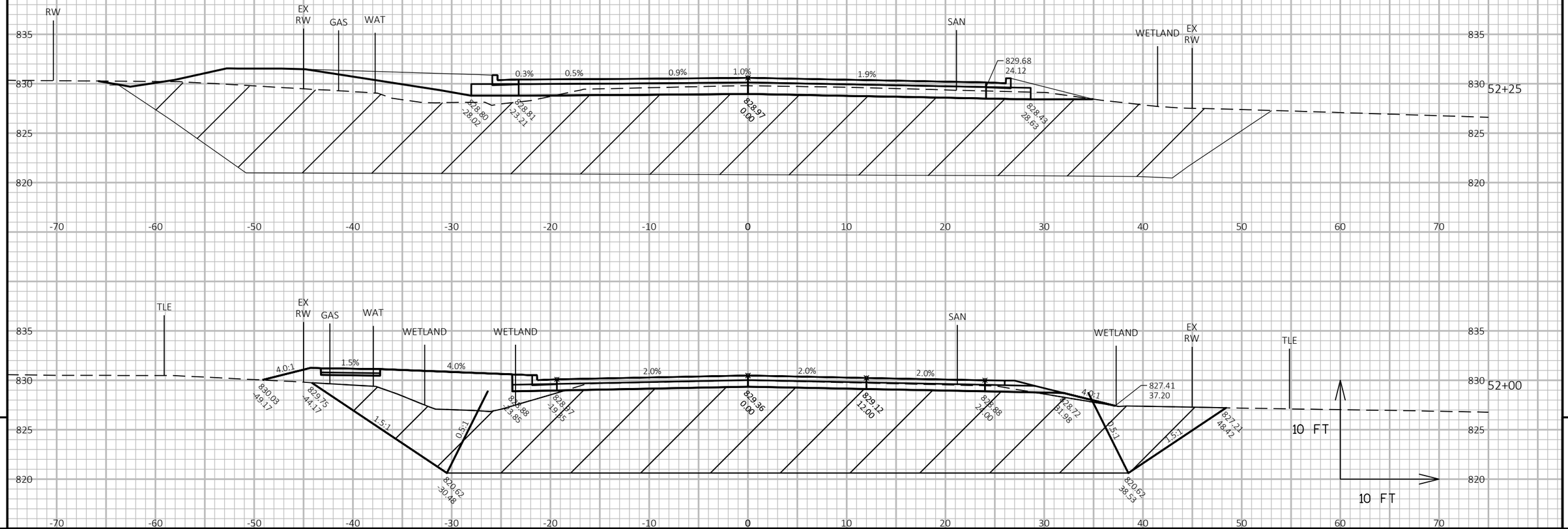
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH ROAD	SHEET 718	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:37 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49

MARSH EXCAVATION (SEE CONSTRUCTION DETAILS)



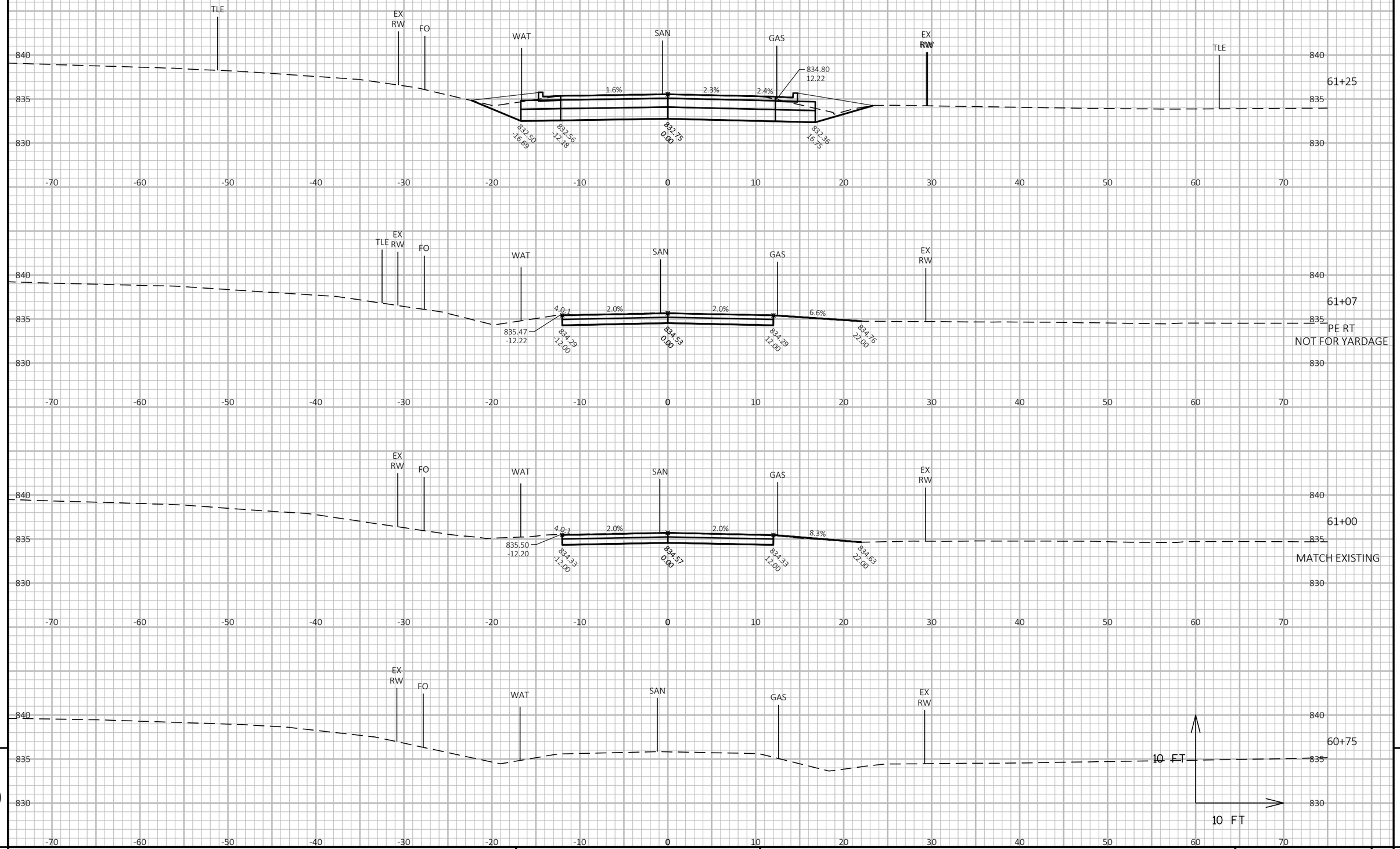
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH ROAD	SHEET 719	E

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WISDOT/CADDS SHEET 49



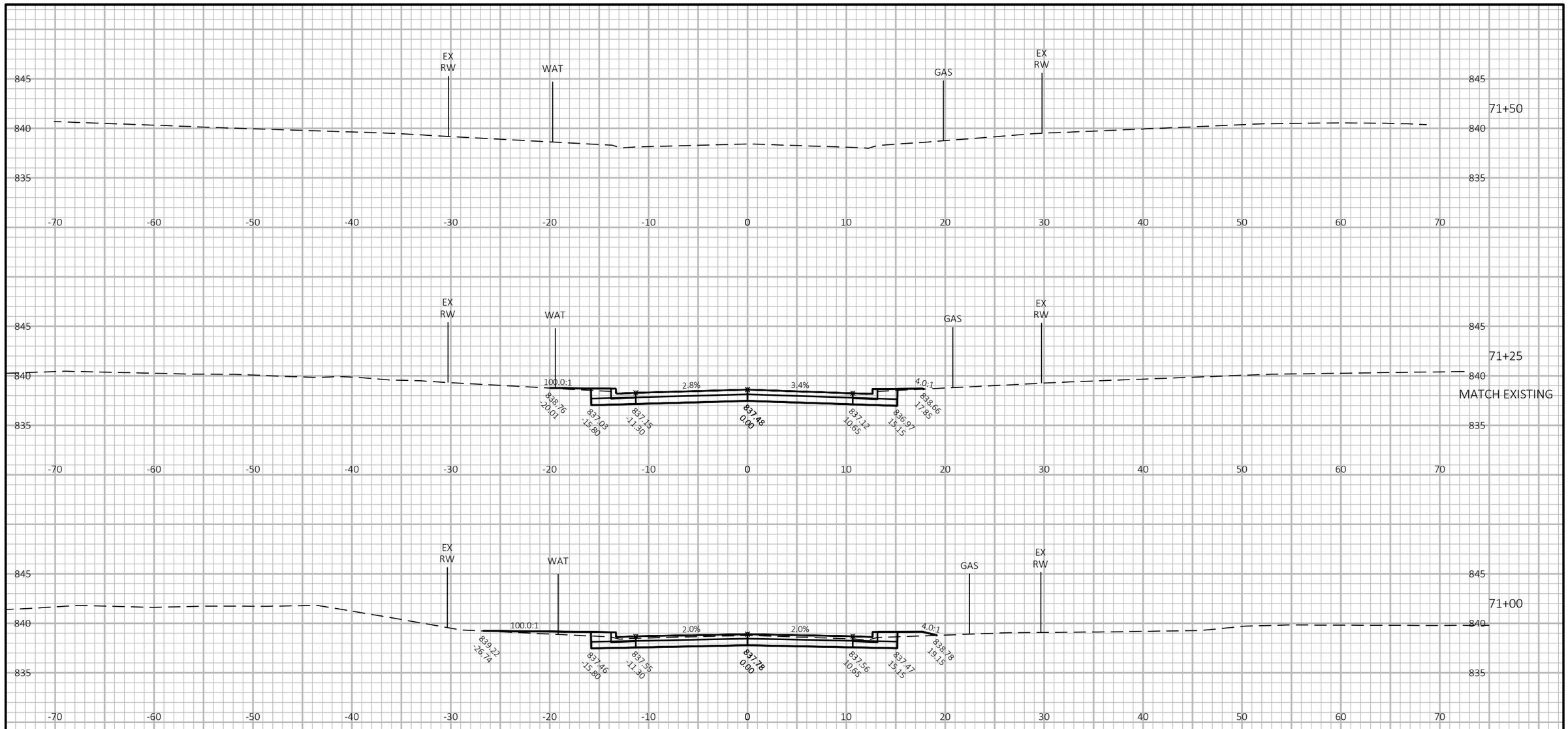
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BROOKLAWN DRIVE	SHEET 720	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



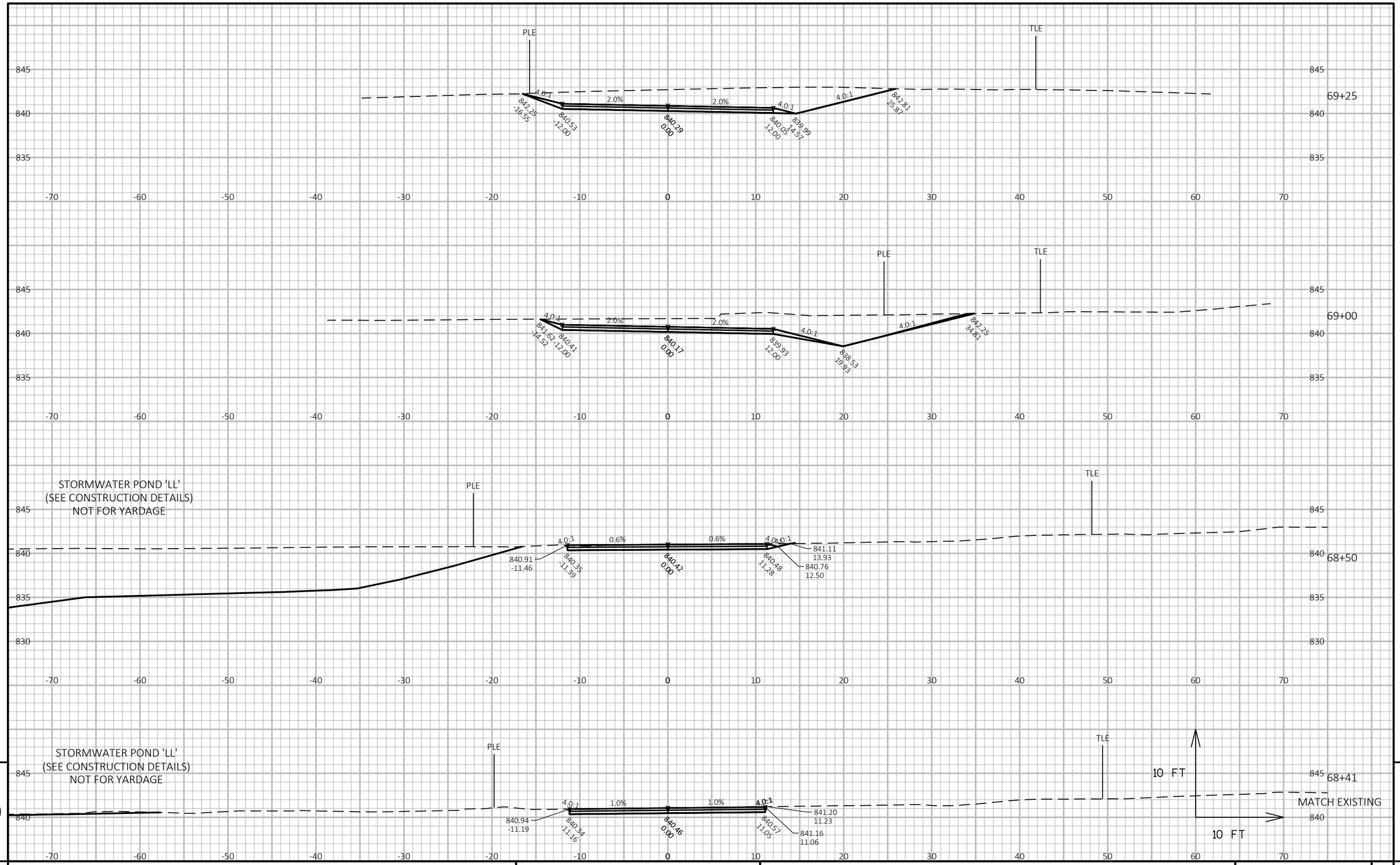
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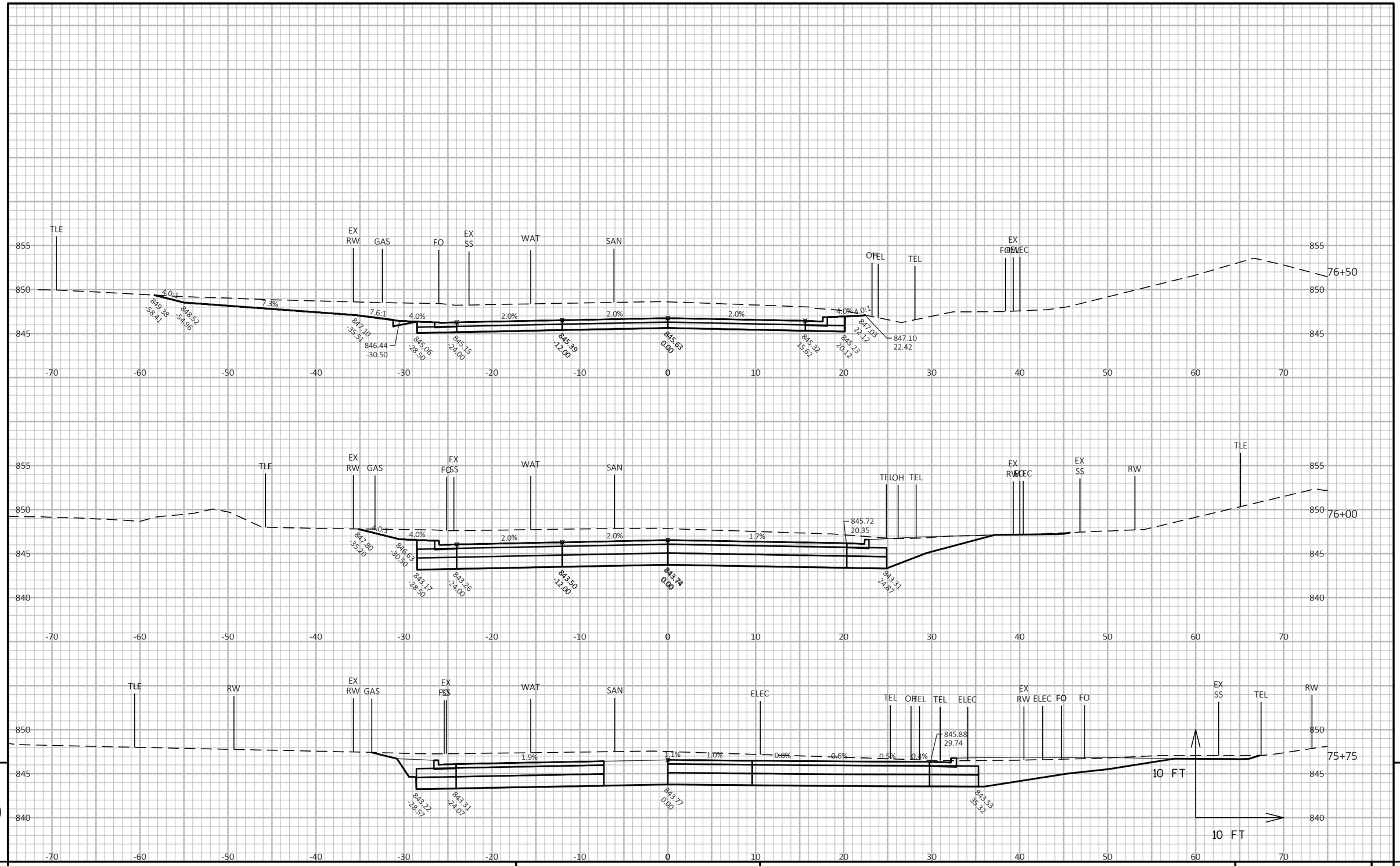
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WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: COMMERCIAL DRIVEWAY - LIFELINE CHURCH SOUTH	SHEET 722	E



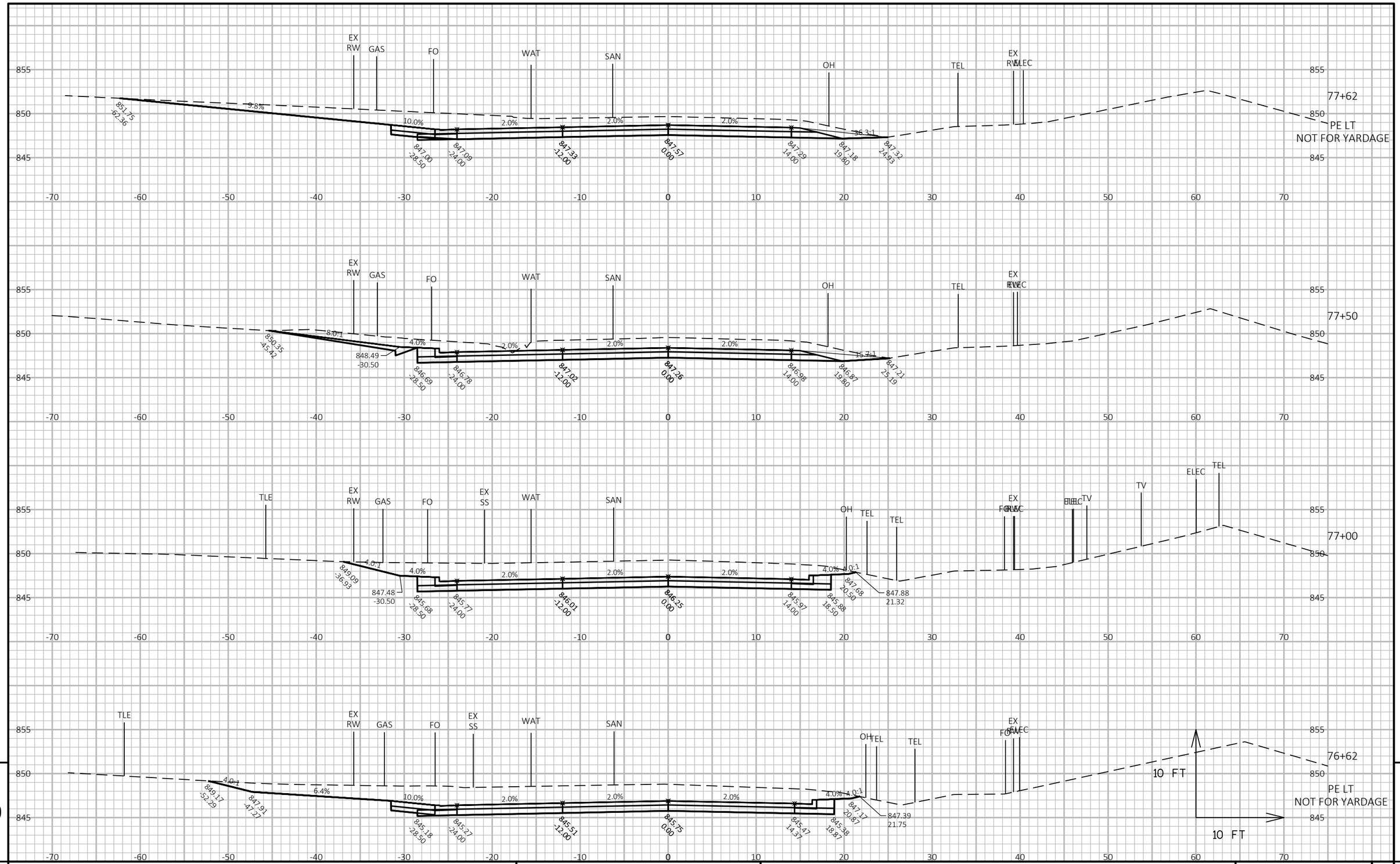
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH PLACE	SHEET 723	E

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WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH PLACE	SHEET 724	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

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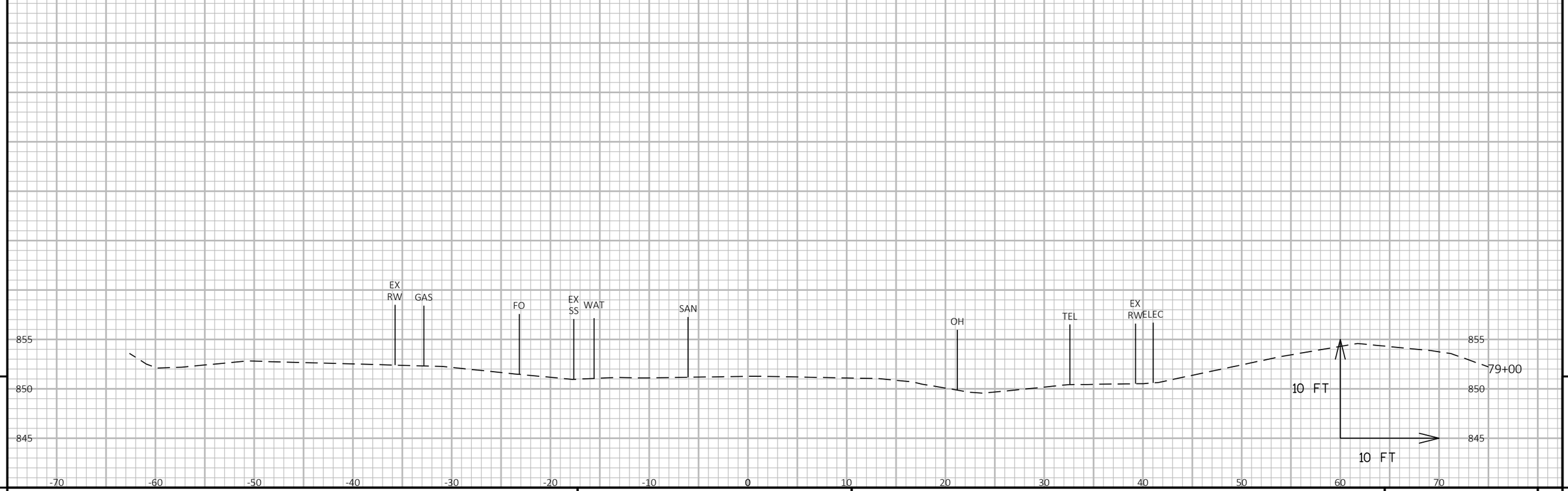
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: BURLEIGH PLACE	SHEET 725	E

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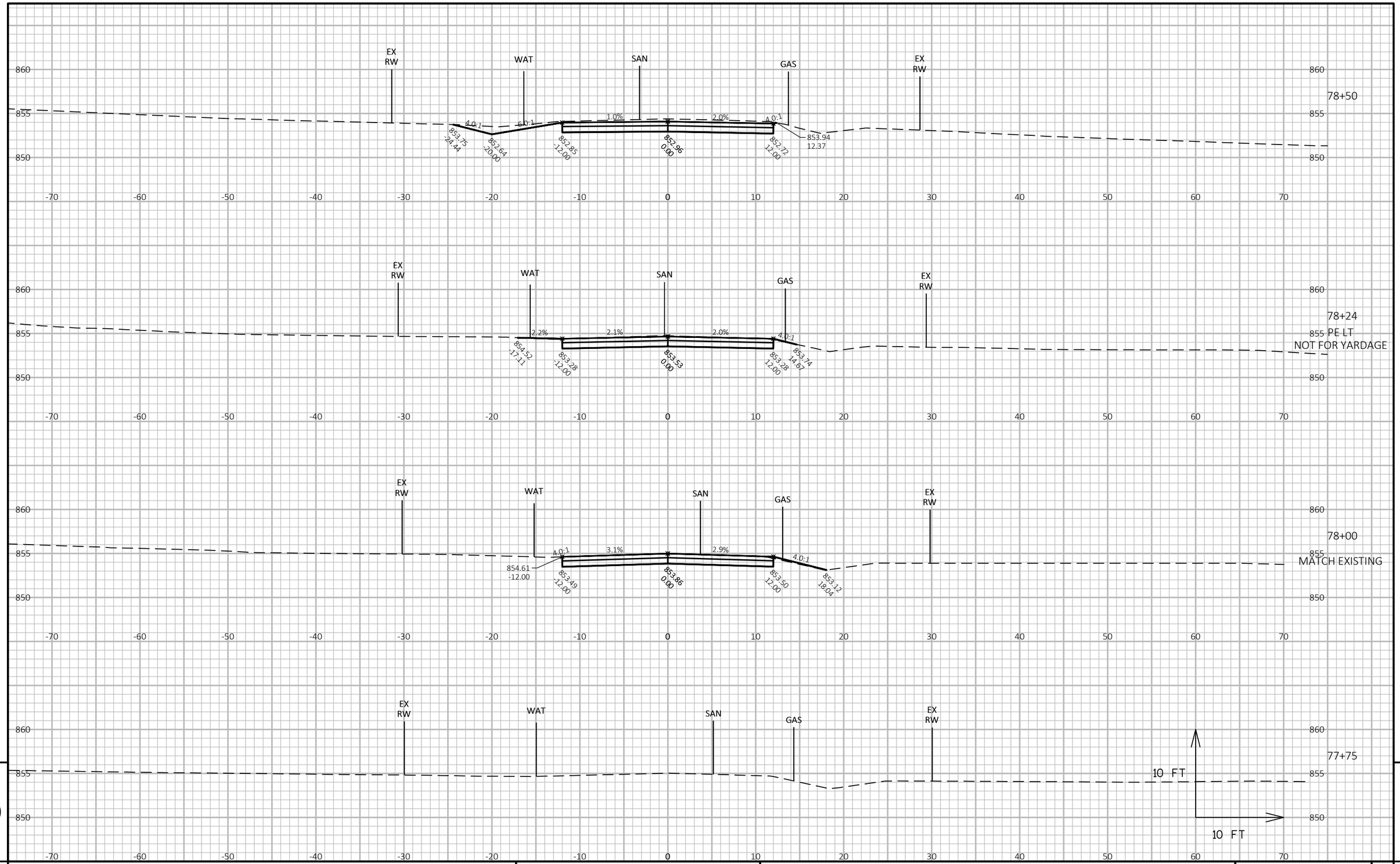
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PROJECT NO: 2783-05-70 | COUNTY: WAUKESHA | CROSS SECTIONS: BURLEIGH PLACE | SHEET 726 | E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



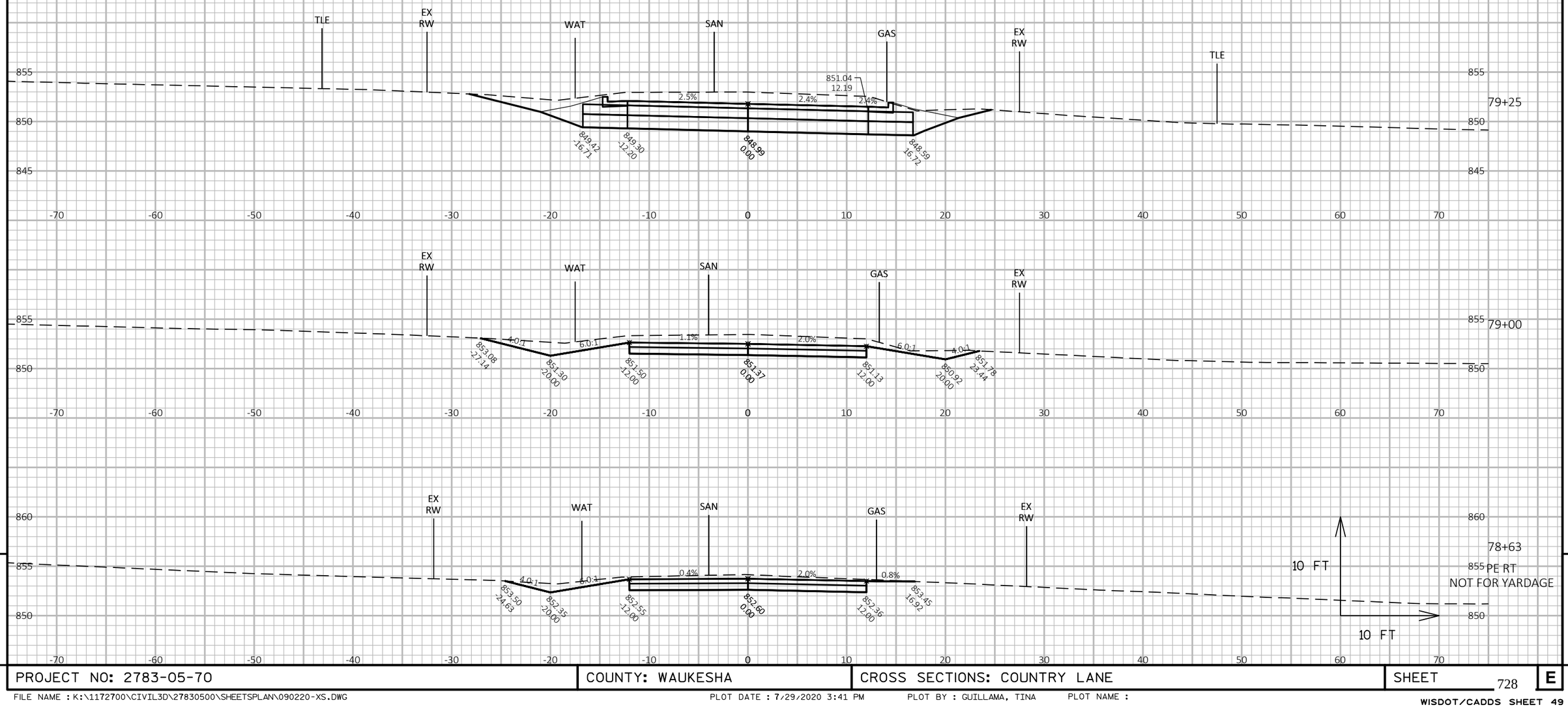
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: COUNTRY LANE	SHEET 727	E

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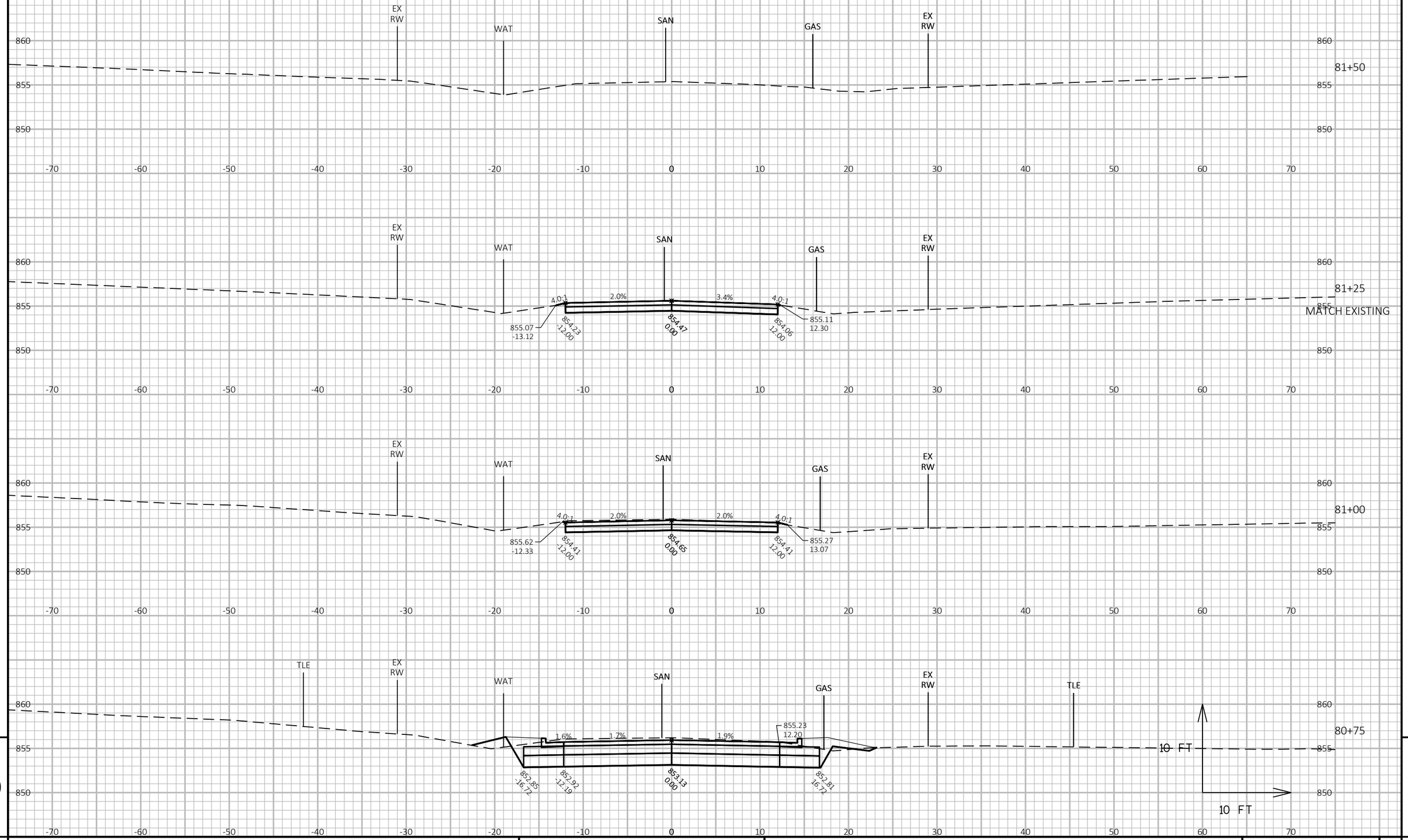
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: COUNTRY LANE	SHEET 728	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:41 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

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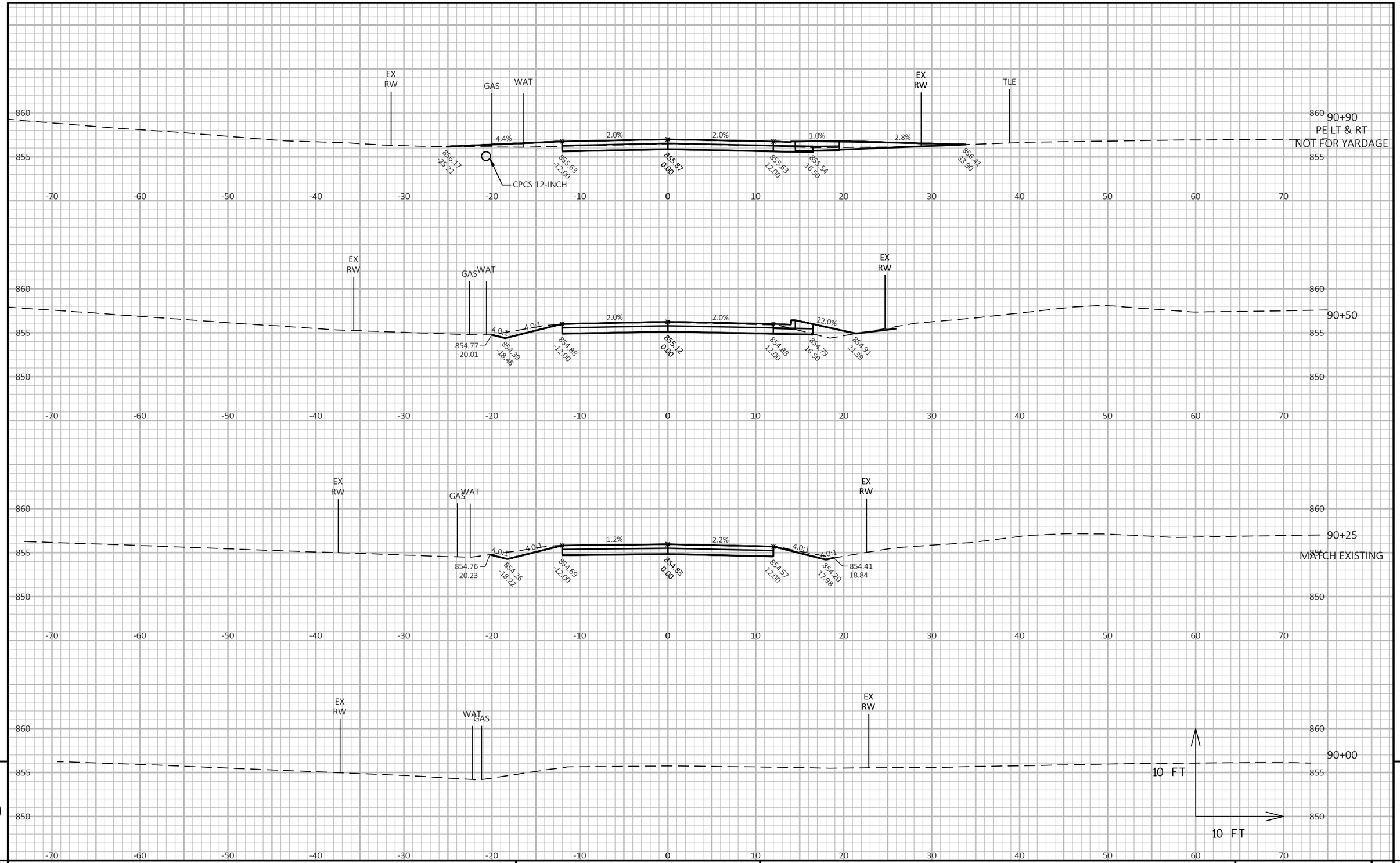
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: MARTHA DRIVE	SHEET 729	E

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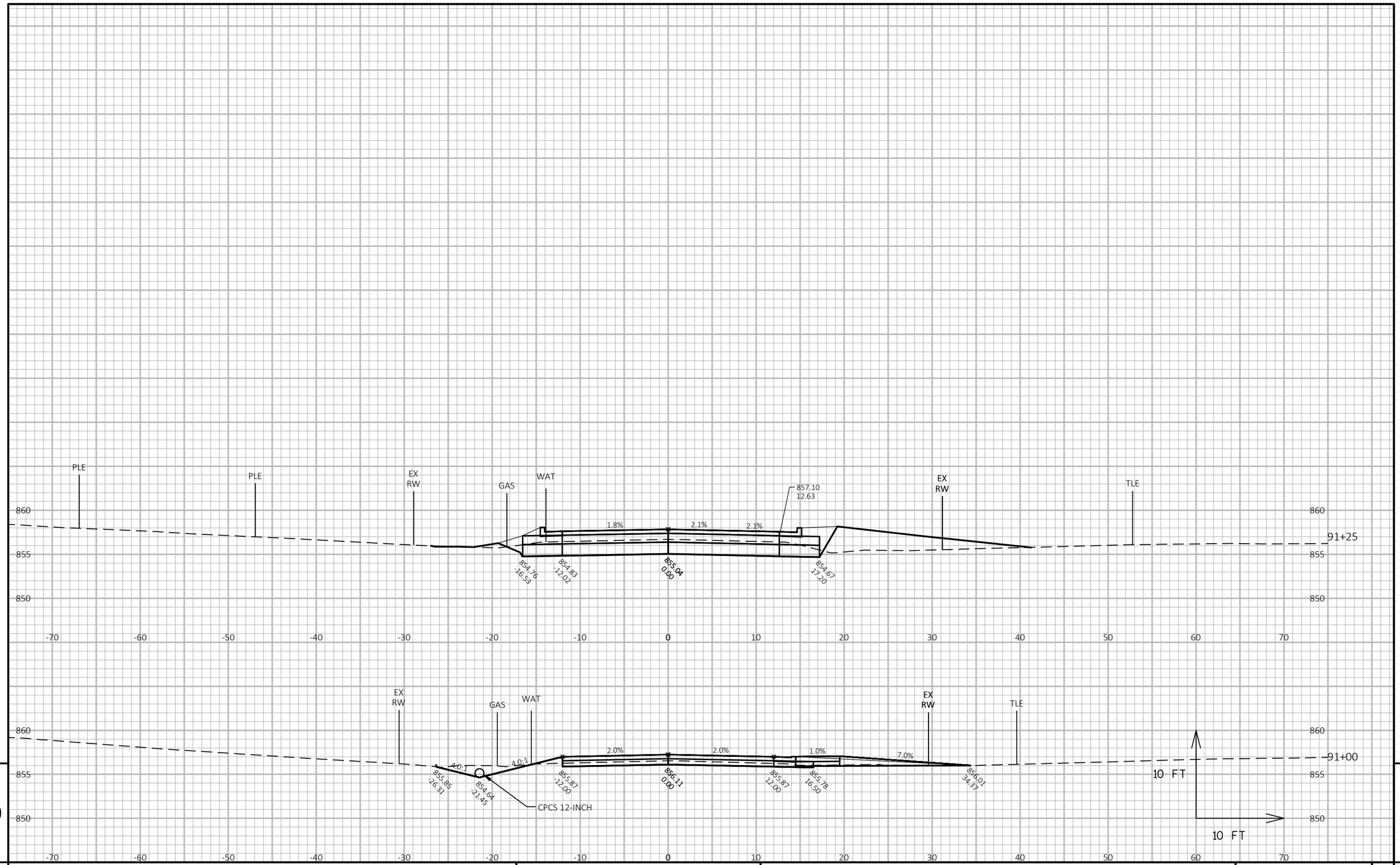
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: TOWN TRAIL	SHEET 730	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:42 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



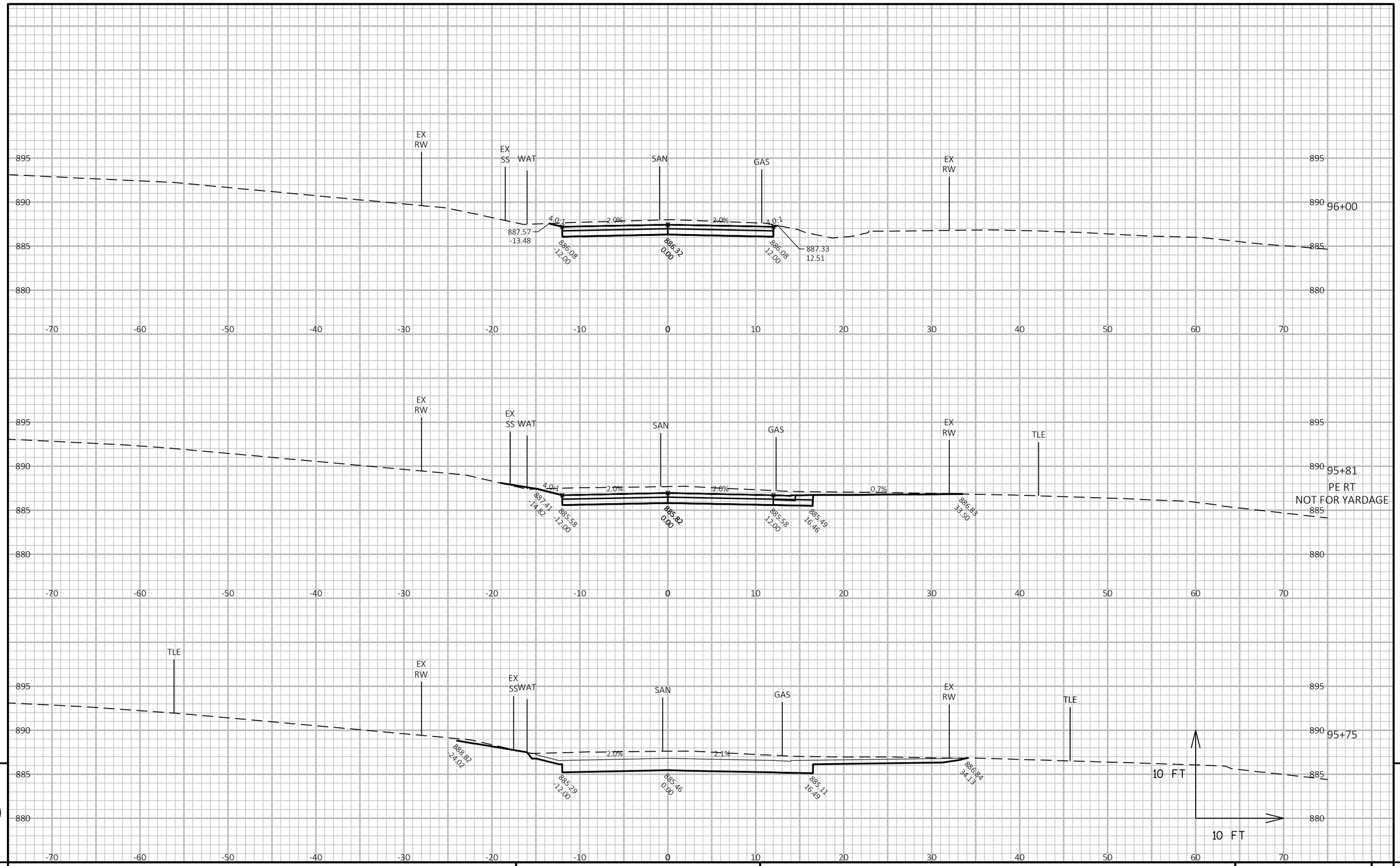
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: TOWN TRAIL	SHEET 731	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:42 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

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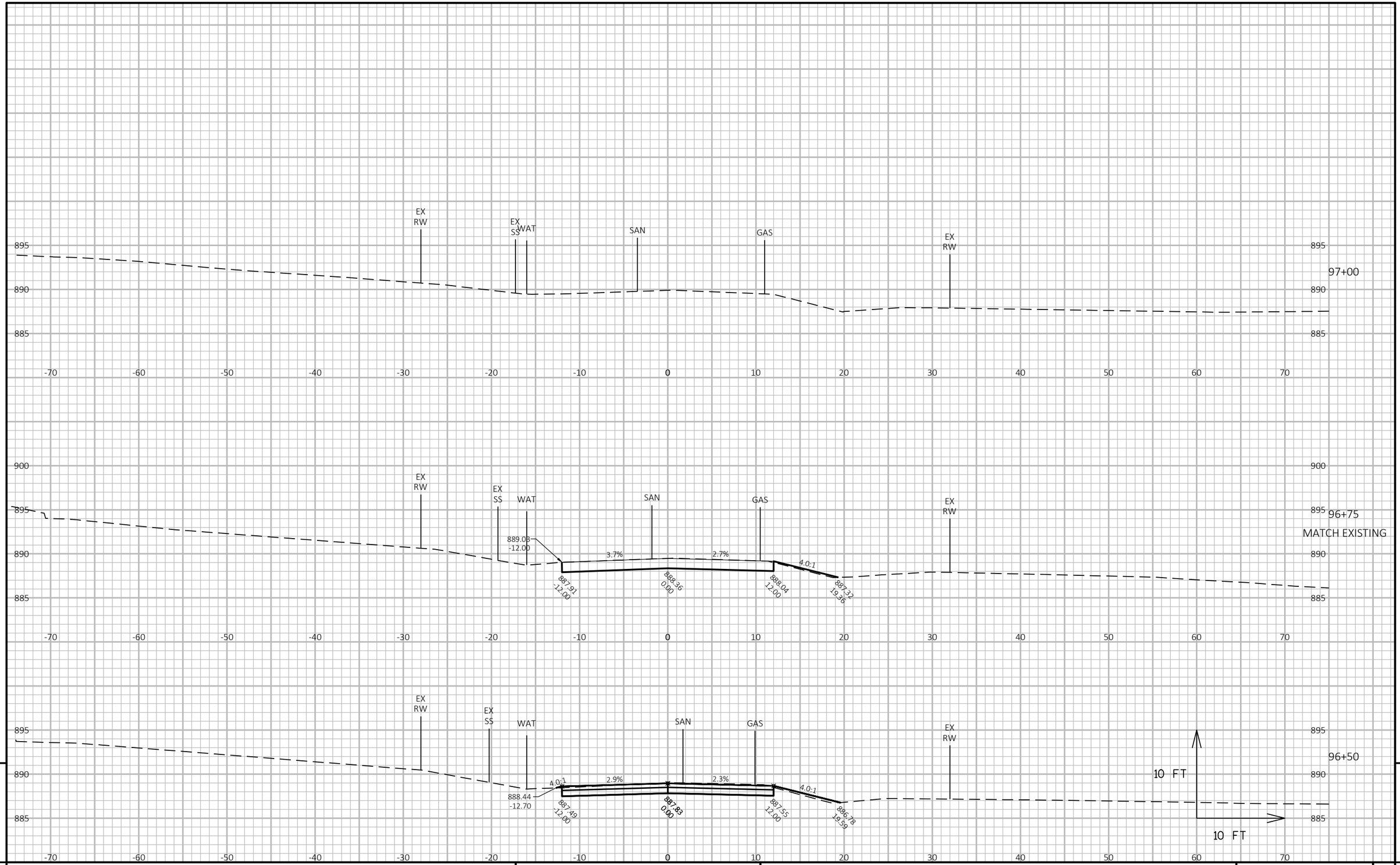
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: GOETZ DRIVE	SHEET 732	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

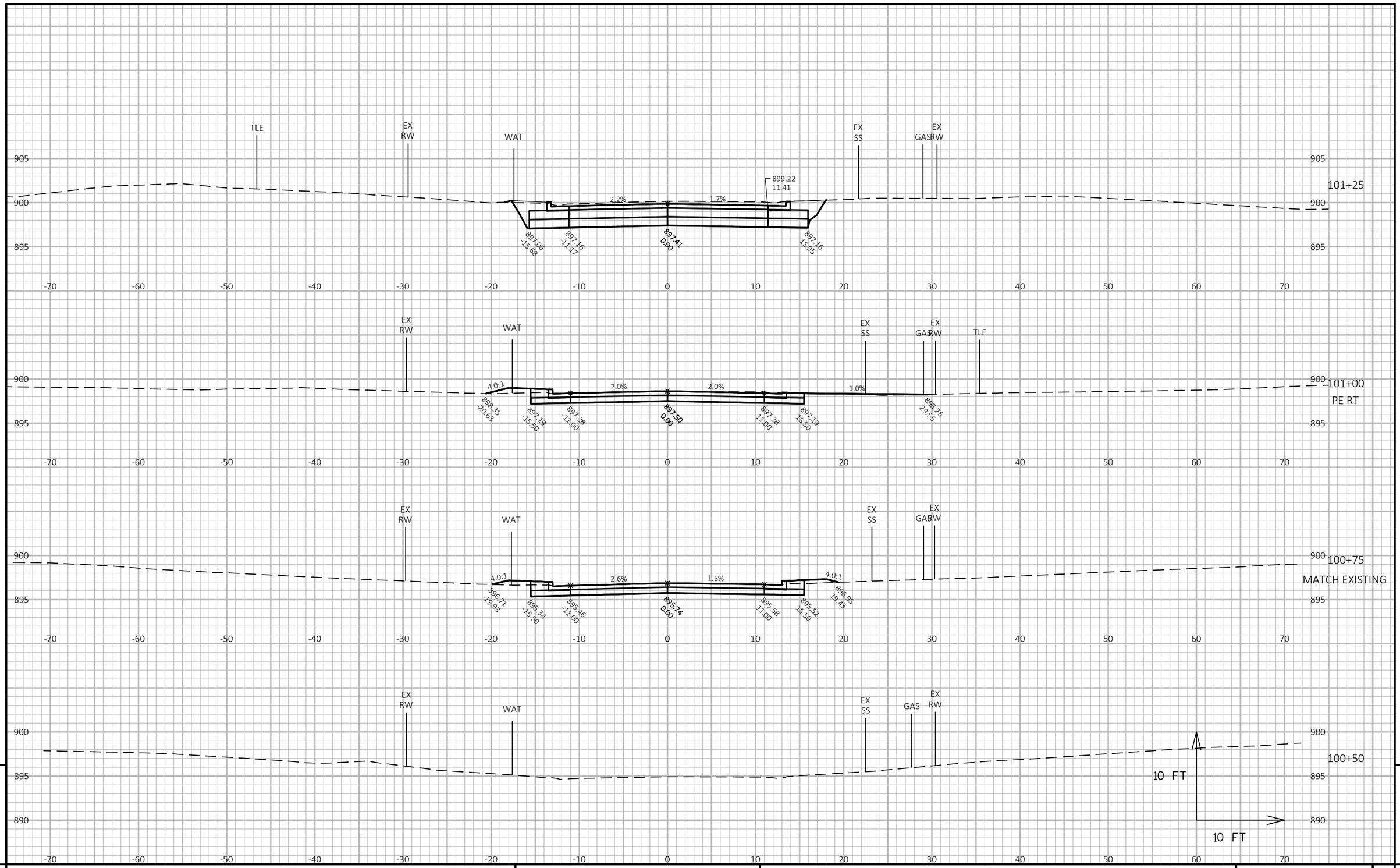
WISDOT/CADDS SHEET 49



PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: GOETZ DRIVE	SHEET 733	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

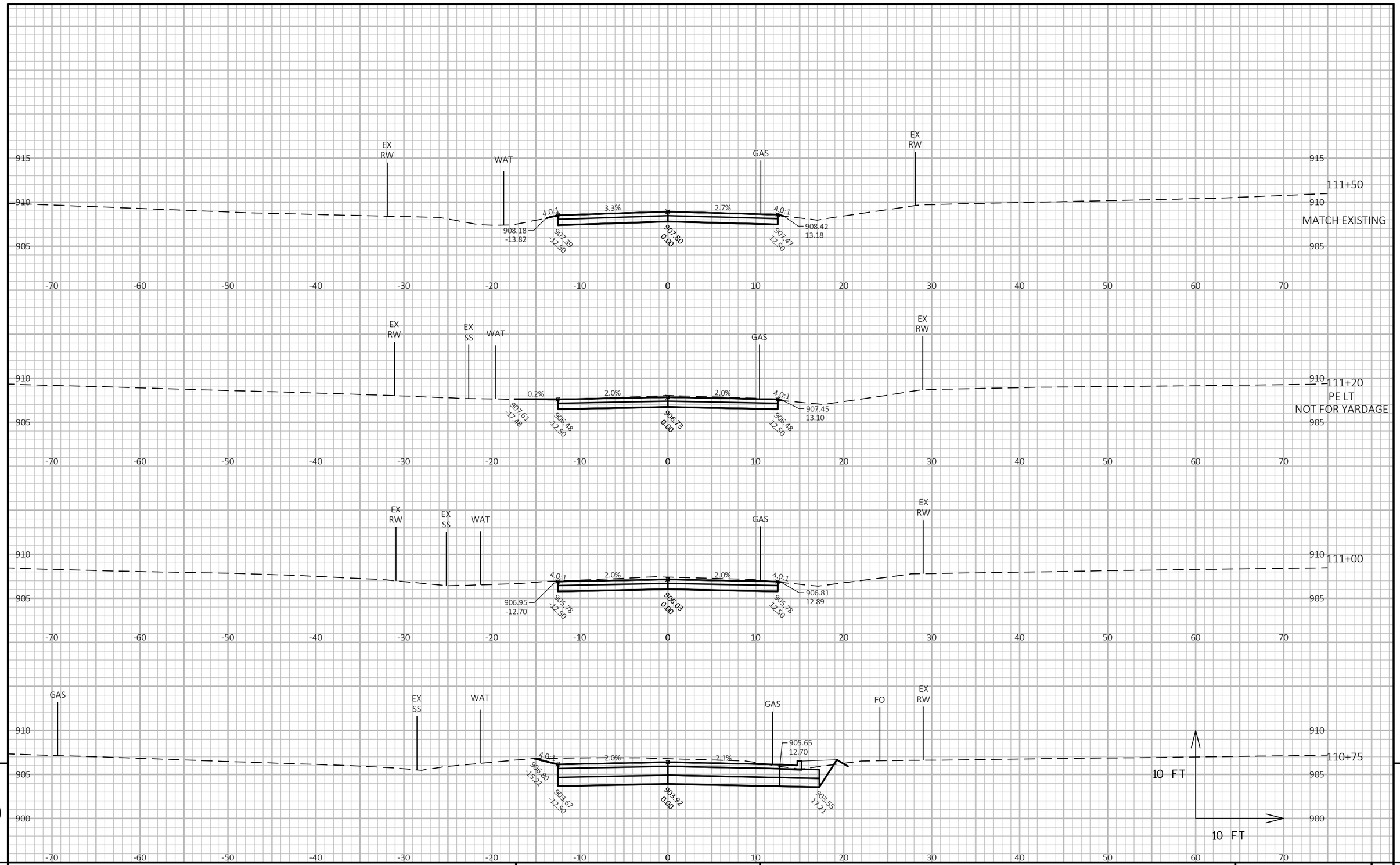
WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: ST JAMES ROAD	SHEET 734	E



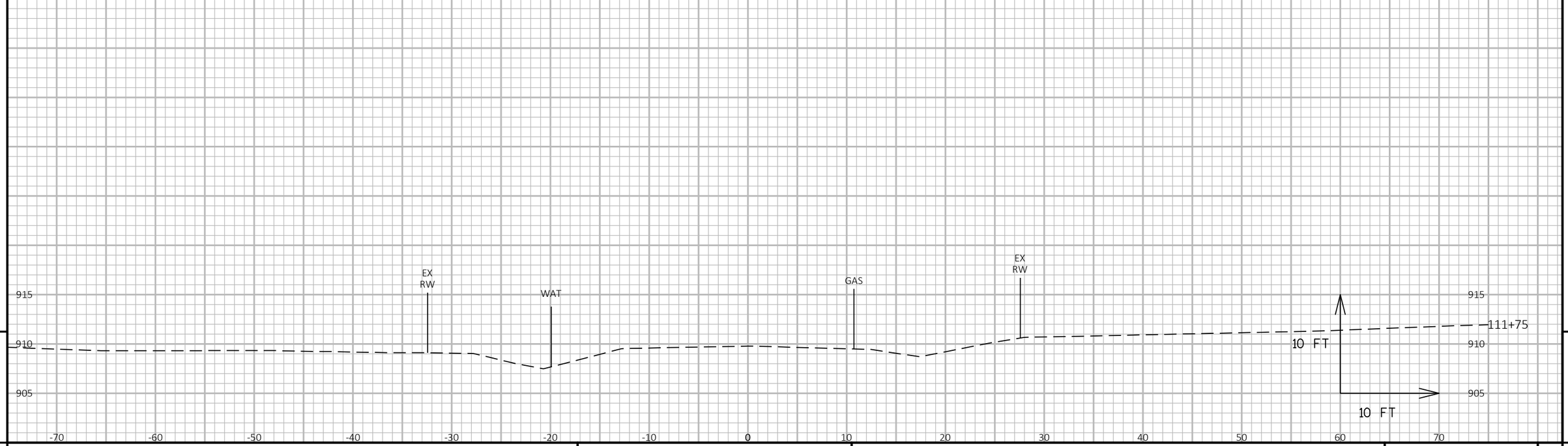
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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: SUNNYCREST DRIVE	SHEET 735	E

FILE NAME : K:\1172700\CIVIL3D\27830500\SHEETSPLAN\090220-XS.DWG PLOT DATE : 7/29/2020 3:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 2783-05-70	COUNTY: WAUKESHA	CROSS SECTIONS: SUNNYCREST DRIVE	SHEET 736	E

Notes

Wisconsin Department of Transportation

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