SUP

Jan 12, 2021

PROJECT ID: 1198-03-78

WITH:

COUNTY: DOUGLAS

35

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 = 272

PROJECT LOCATION



N

DESIGN DESIGNATION

A.A.D.T.	2020	= 23,300
A.A.D.T.	2040	= 27,100
D.H.V.		= 5,486
D.D.		= 65/35
T.		= 13.7%
DESIGN SPEED		= 40
ESALS		= 6,905,800

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1198-03-78	WISC 2021105	1

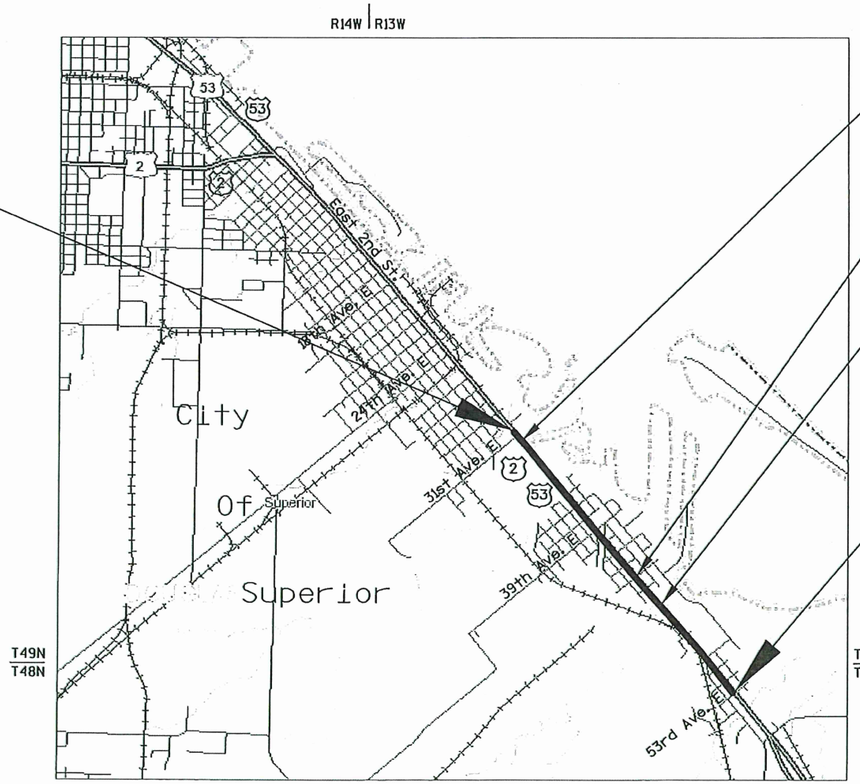
C SUPERIOR, EAST SECOND STREET

29TH AVENUE EAST - 53RD AVENUE EAST

USH 2

DOUGLAS COUNTY

STATE PROJECT NUMBER
1198-03-78



BEGIN PROJECT
STA 214+00.00
Y= 296,983.5731
X= 164,093.8894

STRUCTURE B-16-66
STA 216+53.19 - STA 219+56.31
NEMADJI RIVER

EQUATION STA 275+41.51 BK=
STA 0+00 AHD

STRUCTURE B-16-67
STA 13+20.65 - 13+98.15
BLUFF CREEK

END PROJECT
STA 52+65.18
Y=288,397.6901
X=171,603.2182

LAYOUT
SCALE 0 2400' 4800'

TOTAL NET LENGTH OF CENTERLINE = 2.160 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES,DOUGLAS 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. ELEVATIONS ARE REFERENCED TO NAVID 88 (2012). GPS DERIVED ELEVATION ARE BASED ON GEOID 12.

ACCEPTED FOR

CITY of SUPERIOR

7-24-2020
DATE:

ORIGINAL PLANS PREPARED BY:
SHORT ELLIOTT HENDRICKSON, INC

SEH

WISCONSIN
JARROD S. STARREN
38465
EAU CLAIRE, WI
PROFESSIONAL ENGINEER

7-22-2020

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	SEH
Project Manager	STEPHANIE J. KING, P.E.
Regional Examiner	TOU YANG
Regional Supervisor	DAVID KOEPP, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 11/5/20 Stephanie J. King (Signature)

E

STANDARD ABBREVIATIONS

AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
ASPH	ASPHALTIC
BM	BENCH MARK
CE	COMMERCIAL ENTRANCE
CL OR C/L OR ℄	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CONC	CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
DISCH	DISCHARGE
DWY	DRIVEWAY
EOR	END POINT OF RADIUS
ENT	ENTRANCE
FE	FIELD ENTRANCE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HDPE	HIGH DENSITY POLYTHENE PIPE
HYD	HYDRANT
INV	INVERT
IP	IRON PIPE ON PIN
L	LENGTH OF CURVE
LC	LONG CHORD OF CURVE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
N.T.S.	NOT TO SCALE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
RES	RESIDENCE OR RESIDENTIAL
R/W	RIGHT-OF-WAY
RDWY	ROADWAY
R/L OR ℞	REFERENCE LINE
SAN	SANITARY SEWER
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
SE	SUPERELEVATION RATE
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE

ORDER OF TYPICAL SECTION AND DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
STORM SEWER
TRAFFIC SIGNAL PLAN
SEQUENCE OF OPERATIONS
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT

LEGEND

- CONCRETE PAVEMENT
- BASE COURSE
- GRASS
- ASPHALT

GENERAL NOTES

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

ACCESS TO ALL RESIDENCES AND BUSINESSES SHALL BE MAINTAINED DURING CONSTRUCTION.

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

THE ESTIMATED EXTENT OF SOIL CONTAMINATION IN THE RIGHT OF WAY,AS SHOWN IN THE PLANS IS TO BE REMOVED. THE LOCATION AND AMOUNT WILL BE DETERMINED BY THE ENGINEER.

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

REMOVAL OF EROSION MAT AFTER VEGETATION HAS BEEN ESTABLISHED, OR AT THE COMPLETION OF PROJECT, WILL BE REQUIRED AND IS INCIDENTAL TO THE COST OF INSTALLATION.

LIMIT STAGING/STOCKPILING TO PAVED, GRAVEL OR MOWED AREAS. IF STAGING CANNOT BE LIMITED, THEN SURVEYS FOR THREATENED AND ENDANGERED SPECIES ARE REQUIRED.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH TOPSOILED, FERTILIZED, SEEDED, AND MULCHED OR EROSION MATTED AS SHOWN IN THE PLANS. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

ONE CROSSWALK ACROSS USH 2 / US 53 MUST BE PROVIDED AT ALL TIMES AT THE INTERSECTIONS OF 37TH AVENUE EAST, 39TH AVENUE EAST, 41ST AVENUE EAST AND 50TH AVENUE EAST/E 3RD STREET.

CURB RAMP TYPES ARE SHOWN ON THE INTERSECTION DETAIL SHEETS. ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

TOP OF CASTING ELEVATIONS SHOWN FOR INLETS REFER TO THE NORMAL GUTTER FLOWLINE.

ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, AND GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

EMERALD ASH BORER - ASH TREES MAY BE PRESENT.. REFER TO DATCP WEBSITE:
https://datcpservices.wisconsin.gov/eab/index.jsp

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

UTILITY CONTACTS

ASTREA F/K/A PACKERLAND BROADBAND - COMMUNICATION LINE
105 KENT ST
PO BOX 190
IRON MOUNTAIN, MI 49801
TELEPHONE: 906-282-6434
ATTENTION: RUSSELL KENNY
EMAIL: RUSSELL.KENNY@ASTREACONNECT.COM

CENTURYLINK - COMMUNICATION LINE
135 N 21ST STREET
SUPERIOR, WISCONSIN 54880
TELEPHONE: 715-392-0048
ATTENTION: RUSSEL VANCE
EMAIL: RUSSEL.VANCE @CENTURYLINK.COM

CHARTER COMMUNICATIONS - COMMUNICATION LINE
640 GARFIELD AVENUE
DULUTH, MN 55802
TELEPHONE: 218-529-8042
TELEPHONE SECONDARY: 218-260-6984
ATTENTION: CHAD LAWRENCE
EMAIL: CHAD.LAWRENCE@CHARTER.COM

CITY OF SUPERIOR PUBLIC WORKS - SANITARY SEWER
1316 N 14TH STREET
SUPERIOR, WISCONSIN 54880
TELEPHONE: 715-395-7334
ATTENTION: TODD JANIGO
EMAIL:JANIGOT@CI.SUPERIOR.WI.US

MERIT NETWORK INC - COMMUNICATION LINE
880 TECHNOLOGY DRIVE - SUITE B
ANN ARBOR, MI 48108
TELEPHONE: 734-527-5698
TELEPHONE SECONDARY: 734-216-2769
ATTENTION: JAMIE LAROCCA
EMAIL: J.LAROCCA@MERIT.EDU

SUPERIOR WATER, LIGHT & POWER CO.
2915 HILL AVENUE
P.O. BOX 519
SUPERIOR, WISCONSIN 54880
TELEPHONE: 715-395-6315

GAS/PETROLEUM & ELECTRIC & WATER
TELEPHONE: 715-395-6288
218-393-6391
ATTENTION: JAMISON MEHLE
EMAIL: JMEHLE@SWLP.COM

RAILROAD CONTACTS

BNSF - RAILS
80 44TH AVE NE, MINNEAPOLIS, MN 55421
TELEPHONE: 763-782-3495
ATTENTION: DANIEL PELTIER
EMAIL: DANIEL.PELTIER@BNSF.COM

BNSF COMMUNICATIONS NETWORK CENTER
TELEPHONE: 1-800-533-2891

DESIGN CONTACT

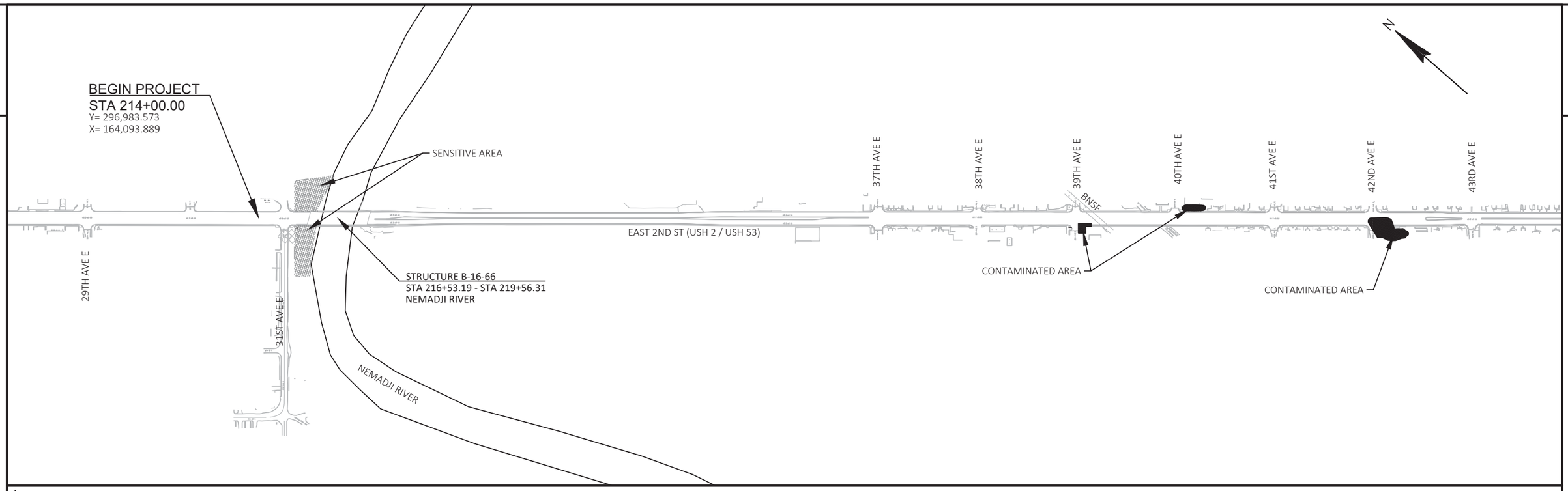
WIS DEPARTMENT OF TRANSPORTATION
1701 NORTH 4TH STREET
SUPERIOR WI 54880
TELEPHONE: 715-392-7874
ATTENTION: STEPHANIE J. KING
EMAIL: STEPHANIE.KING@DOT.WI.GOV

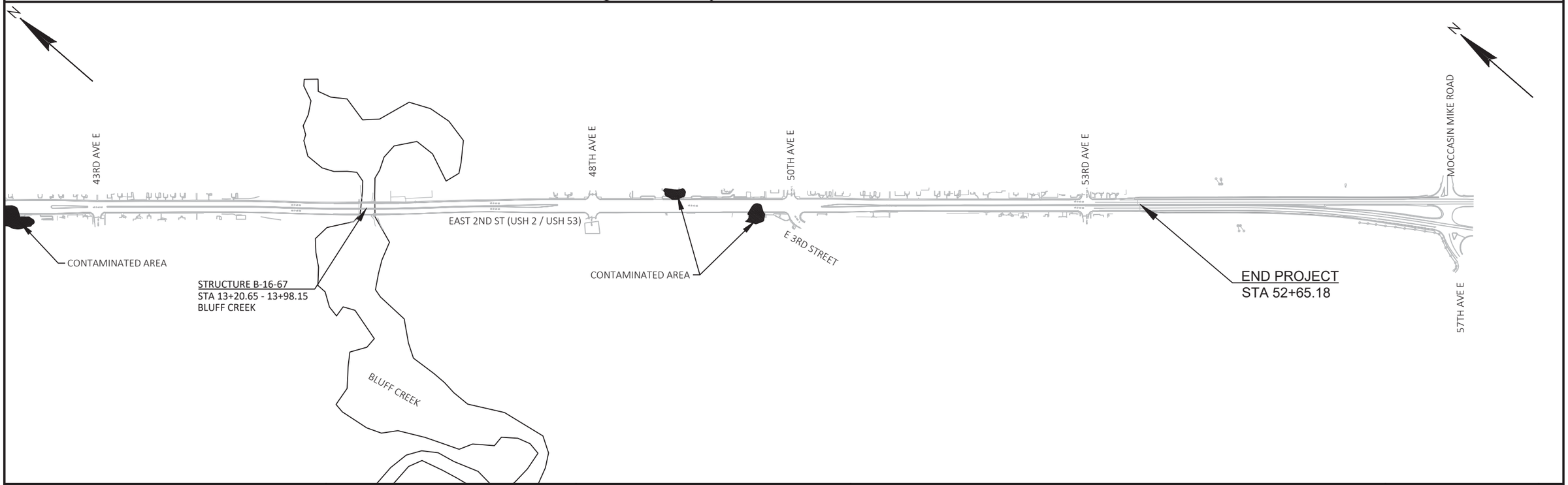
SEH INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS WI 54729
TELEPHONE: 715-720-6261
ATTENTION: JARROD STARREN
EMAIL: JSTARREN@SEHINC.COM

DNR CONTACT

STATE OF WISCONSIN
NORTHWEST DISTRICT
HWY 70 WEST
P.O. BOX 309
SPOONER, WI 54801
TELEPHONE: 715.635.4229
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

2





PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW - EAST 2ND STREET	SHEET 3	E

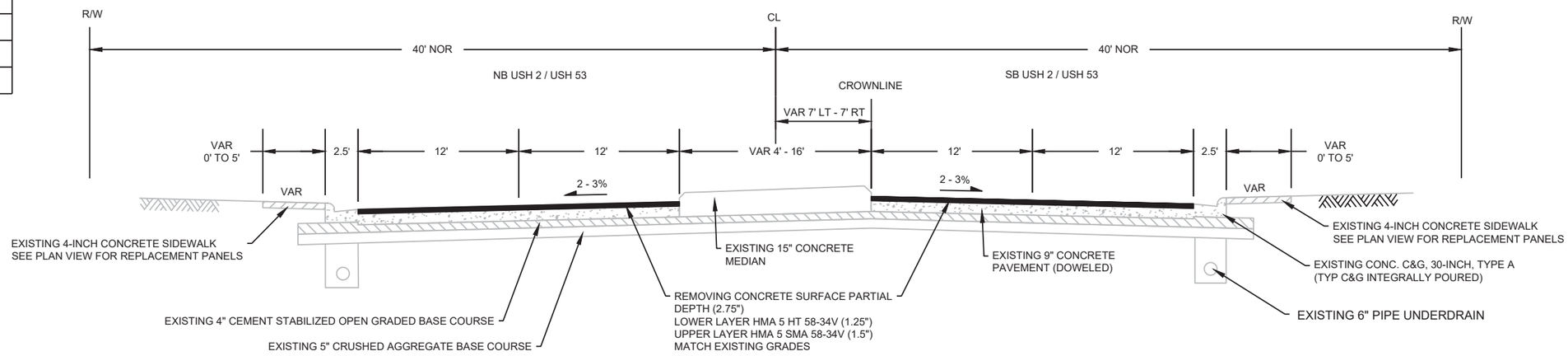
BEGIN STATION	END STATION	TYPICAL
214+00	219+86	A
219+86	242+16	B
242+16	244+88	C
244+88	379+09	A
279+10	23+24	B
23+24	36+58	A
36+58	52+65	B

NOTE:
AREAS OF CONCRETE PAVEMENT WILL REQUIRE EITHER CONCRETE PAVEMENT 9-INCH OR CONCRETE REPAIR OR REPLACEMENT; EXACT LOCATIONS TO BE DETERMINED BY FIELD ENGINEER.

NOTE:
OUTSIDE CURB AND GUTTER FLAGLINE DEFINES EDGE OF REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT OVERLAY.

TYPICAL FINISHED SECTIONS

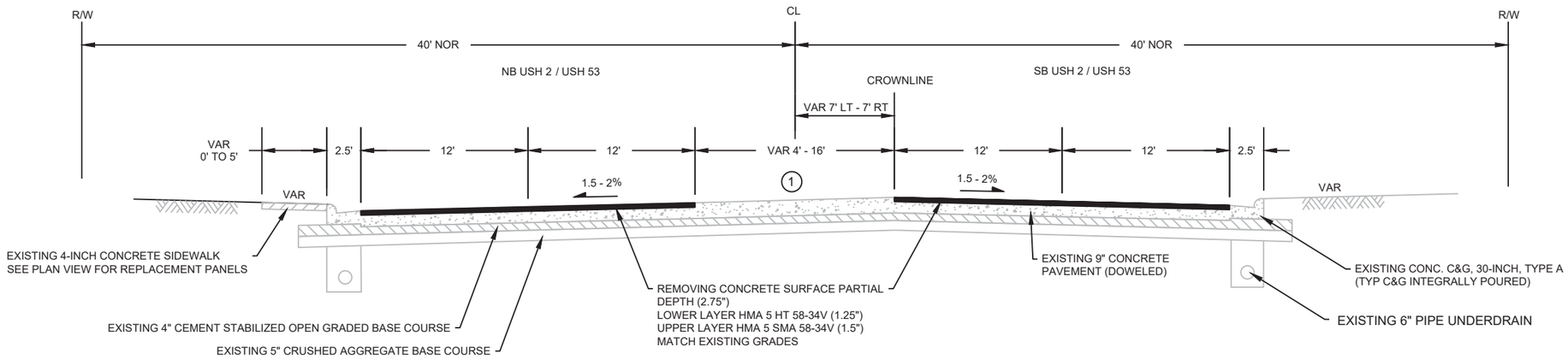
USH 2 / USH 53
EAST 2ND STREET



(B) STATIONS 219+86 TO 242+16
STATIONS 273+09 TO 23+24 *
STATIONS 36+58 TO 52+65

* STATION EQUATIONS:
STA 275+41.51 = STA 0+00.00
STA 20+05.14 = STA 20+00.00

USH 2 / USH 53
EAST 2ND STREET



(A) STATIONS 214+00 TO 219+86
STATIONS 244+88 TO 273+09
STATIONS 23+24 TO 36+58

(1) THIS AREA INCLUDES TURN LANES AND TWO WAY TURN LANES THROUGH INTERSECTIONS.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN: TYPCIAL SECTIONS	SHEET 4	E

2

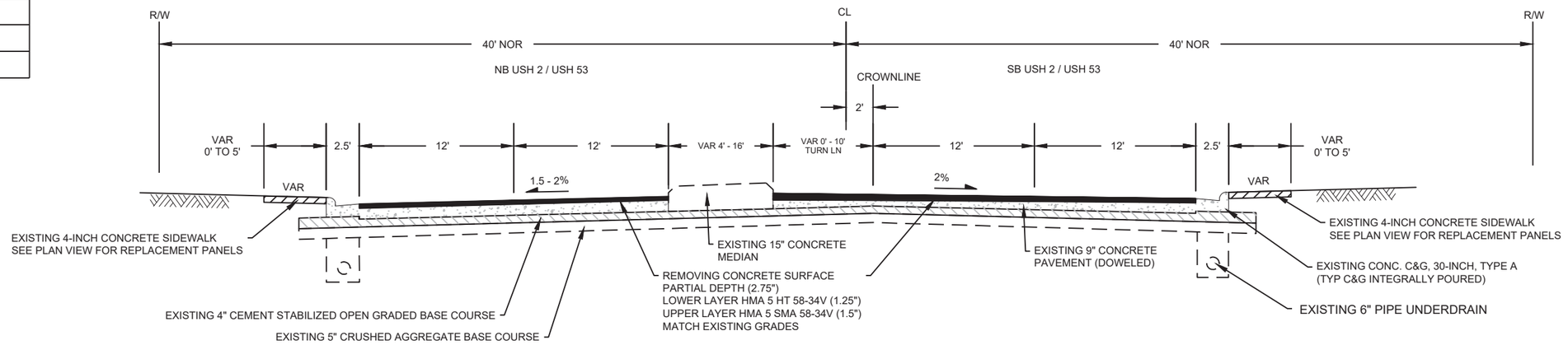
BEGIN STATION	END STATION	TYPICAL
214+00	219+86	A
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244+88	379+09	A
279+10	23+24	B
23+24	36+58	A
36+58	52+65	B

NOTE:
AREAS OF CONCRETE PAVEMENT WILL REQUIRE EITHER CONCRETE PAVEMENT 9-INCH OR CONCRETE REPAIR OR REPLACEMENT; EXACT LOCATIONS TO BE DETERMINED BY FIELD ENGINEER.

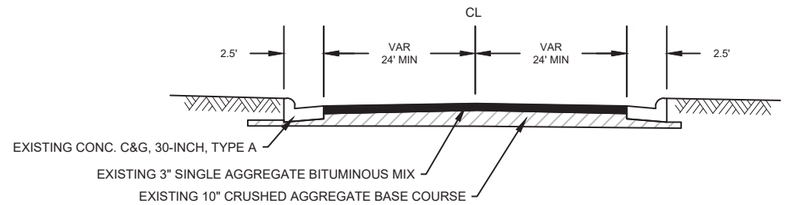
NOTE:
OUTSIDE CURB AND GUTTER FLAGLINE DEFINES EDGE OF REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT OVERLAY.

TYPICAL FINISHED SECTIONS

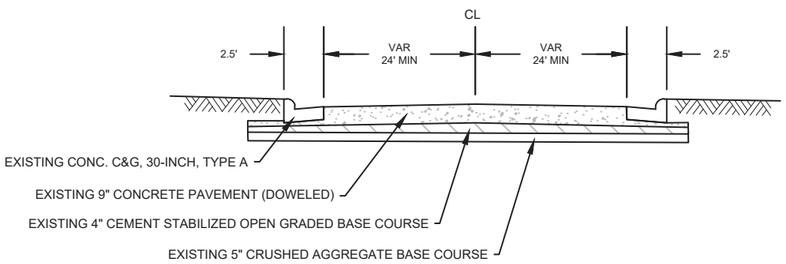
USH 2 / USH 53
EAST 2ND STREET



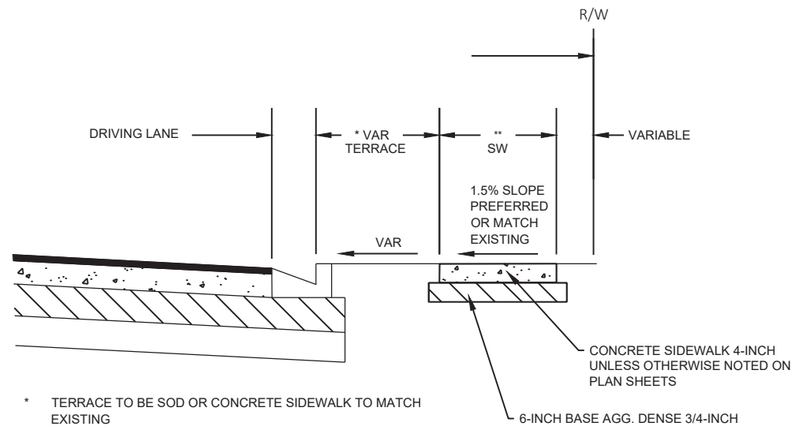
Ⓒ STATIONS 242+16 TO 244+88



39TH AVENUE EAST
STA 37+90.0 - 38+38.9
STA 39+61.1 - 40+10.0



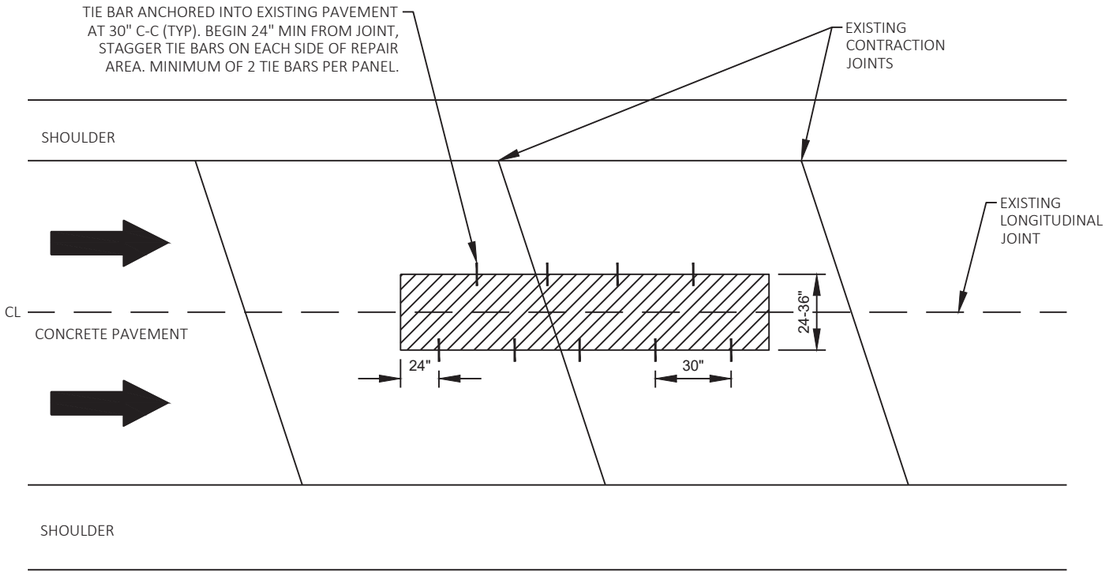
39TH AVENUE EAST
STA 38+38.9 - 38+69.4
STA 39+31.2 - 39+61.1



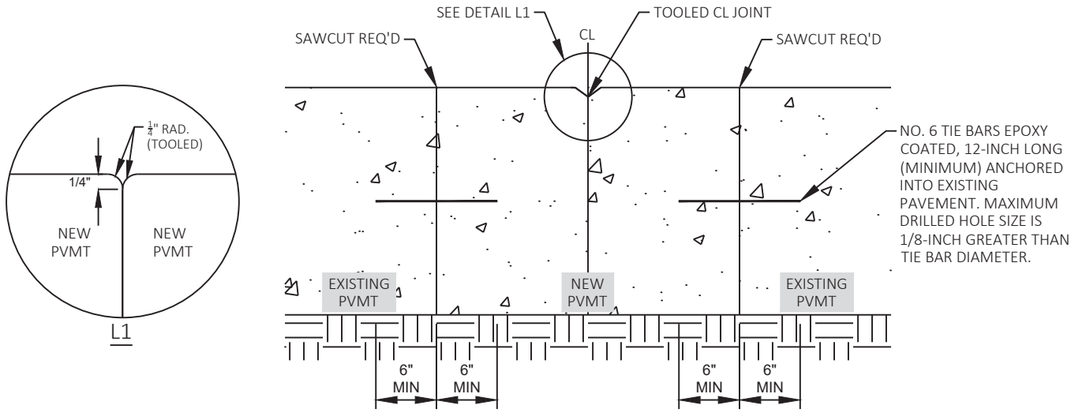
* TERRACE TO BE SOD OR CONCRETE SIDEWALK TO MATCH EXISTING

** SIDEWALK WIDTH WILL MATCH EXISTING FOR SIDEWALK PANEL REPLACEMENTS. SEE INTERSECTION DETAILS FOR WIDTHS AT OTHER LOCATIONS

TYPICAL SIDEWALK PANEL REPLACEMENT SECTION



PLAN VIEW

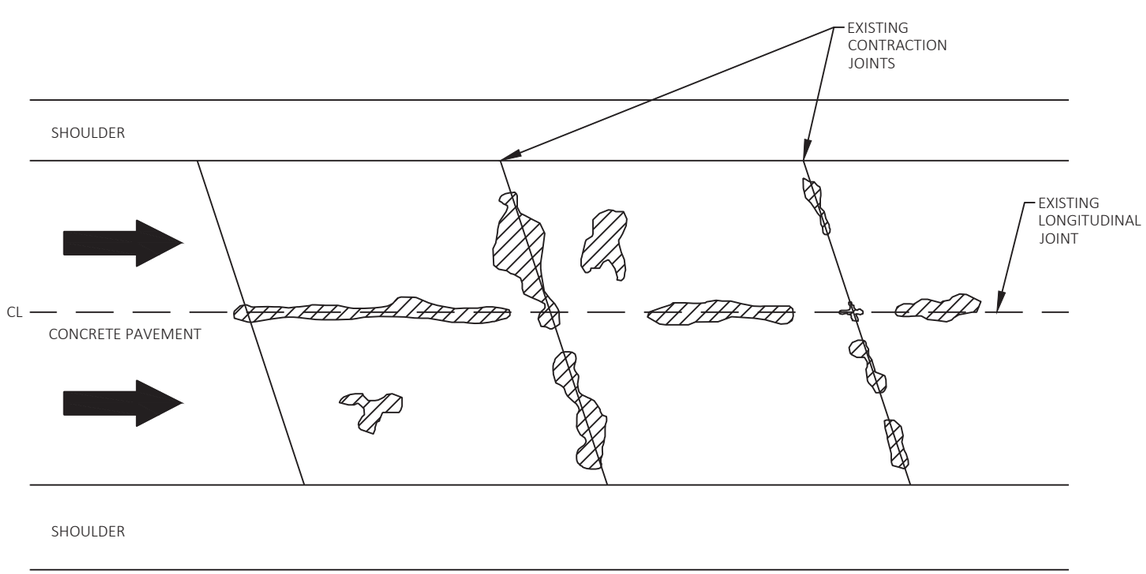


L1

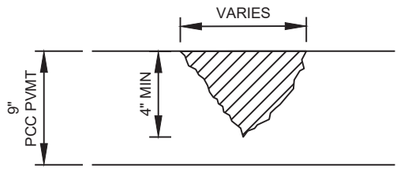
SECTION VIEW

CONCRETE PAVEMENT CENTERLINE JOINT REPAIR

PAID FOR AS CONCRETE PAVEMENT REPAIR



PLAN VIEW



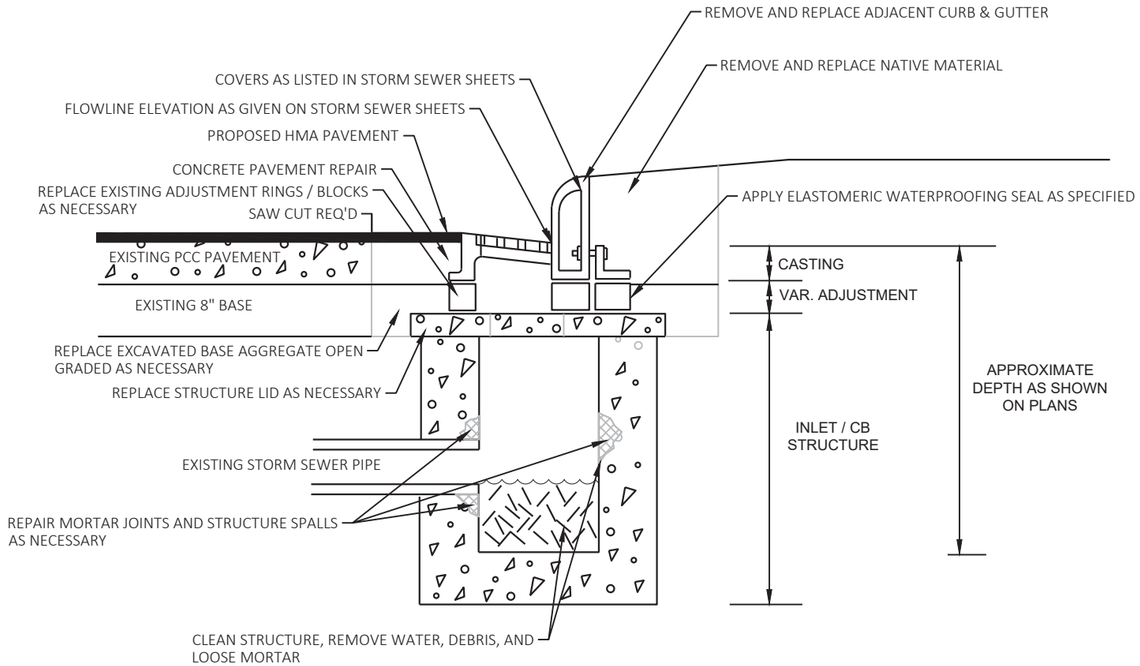
REPAIR AREAS

NOTES

1. REMOVE ALL CONCRETE, ASPHALT, AND ANY UNSOUND MATERIAL FROM TRNAVERSE AND LONGITUDINATL AND RANDOM CRACKS. LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. ASPHALTIC SURFACE PATHCING SHALL BE PLACED IN THE JOINT REPAIR AREA. PATCHING SHALL BE COMPACTED IN LIFTS (2 LIFTS MINIMUM) UNTIL FLUSH WITH THE SURFACE OF THE CONCRETE. ASPHALTIC SURFACE PATCHING PAID SEPARATELY FROM THIS ITEM.
3. DEPTH VARIES FROM A MINIMUM DEPTH OF 4 INCHES TO A FULL DEPTH JOINT AS CONDITIONS DICTATE.

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CLEANING AND REPAIRING DISTRESSED PCC AREAS

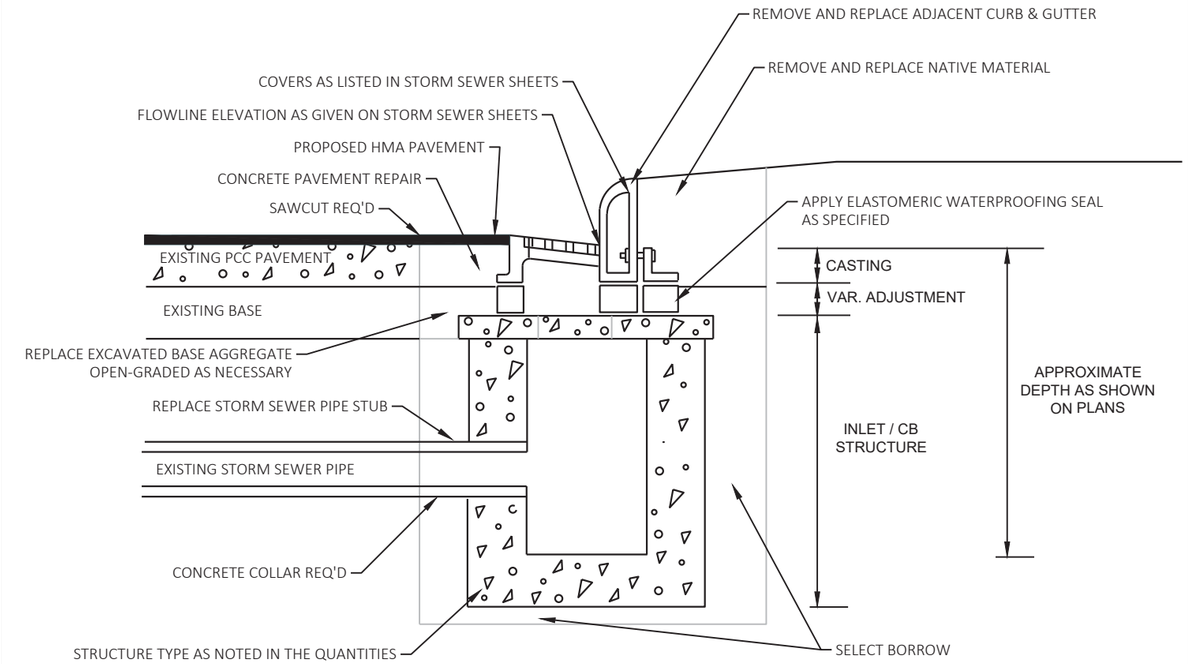


RECONSTRUCT MANHOLE/INLET/CATCH BASIN DETAIL

SEE PLANS AND QUANTITIES FOR LOCATIONS

INCIDENTAL WORK, NO SEPARATE MEASUREMENT & PAYMENT
ADJUSTMENT RINGS OR BLOCKS
REMOVE AND REPLACE STRUCTURE LID
STRUCTURE JOINT AND SPALL REPAIR
REMOVE AND REPLACE NATIVE MATERIAL
CLEAN STRUCTURE
CASTING REMOVAL

WORK MEASURED & PAID SEPARATELY
INLET / MANHOLE COVER (CASTING)
CONCRETE PAV'T REPAIR (REMOVAL INCIDENTAL)
REMOVE AND REPLACE CURB & GUTTER
BASE AGGREGATE OPEN-GRADED
SAWING PAVEMENT
ELASTOMERIC WATERPROOFING SEAL



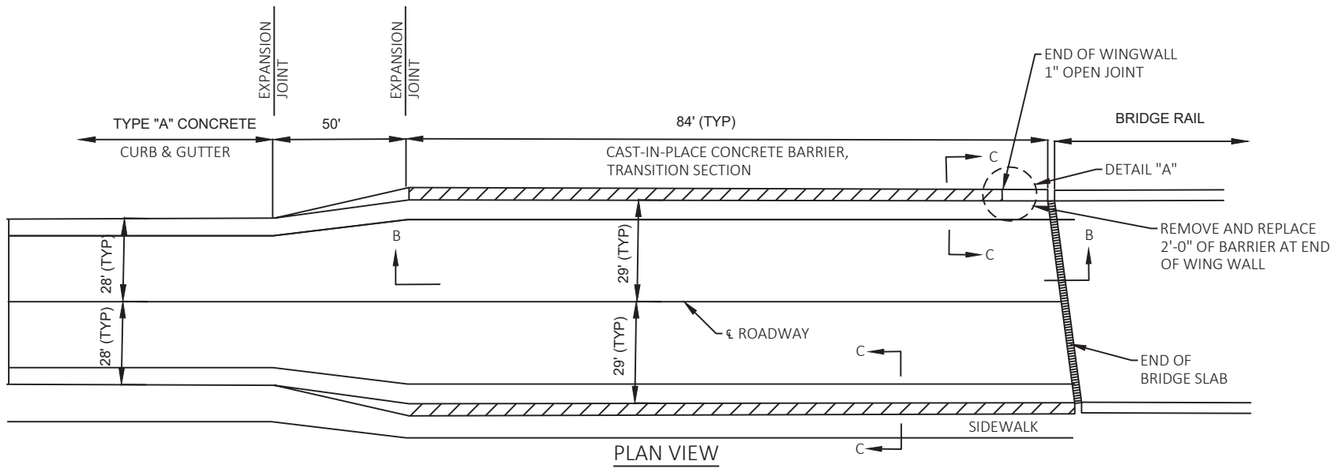
CATCH BASIN/MANHOLE REPLACEMENT

SEE PLANS AND QUANTITIES FOR LOCATIONS

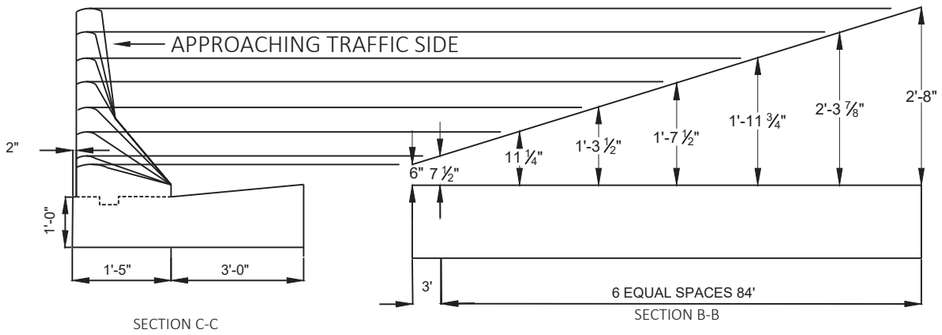
INCIDENTAL WORK, NO SEPARATE MEASUREMENT & PAYMENT
ADJUSTMENT RINGS OR BLOCKS
STORM SEWER PIPE STUB
SELECT BORROW BACKFILL
REMOVE AND REPLACE NATIVE MATERIAL
CASTING AND OLD STRUCTURE REMOVAL

WORK MEASURED & PAID SEPARATELY
INLET / MANHOLE COVER (CASTING)
CONCRETE PAV'T REPAIR (REMOVAL INCIDENTAL)
REMOVE AND REPLACE CURB & GUTTER
BASE AGG. OPEN GRADED
NEW STRUCRTURE
SAWING PAVEMENT
CONCRETE COLLAR
ELASTOMERIC WATERPROOFING SEAL

2



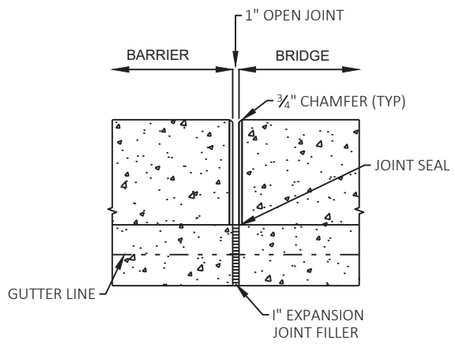
PLAN VIEW



SECTION C-C

SECTION B-B

BARRIER TRANSITION DETAIL



EXPANSION JOINT @ BRIDGE ABUTMENT

DETAIL "A"

LENGTH MEASURED AS SHOWN ON PLAN SHEET.
VERIFY LENGTH OF REPLACEMENT WITH THE ENGINEER BEFORE REMOVAL AND REPLACEMENT.

NOTES FOR CONCRETE BARRIER:

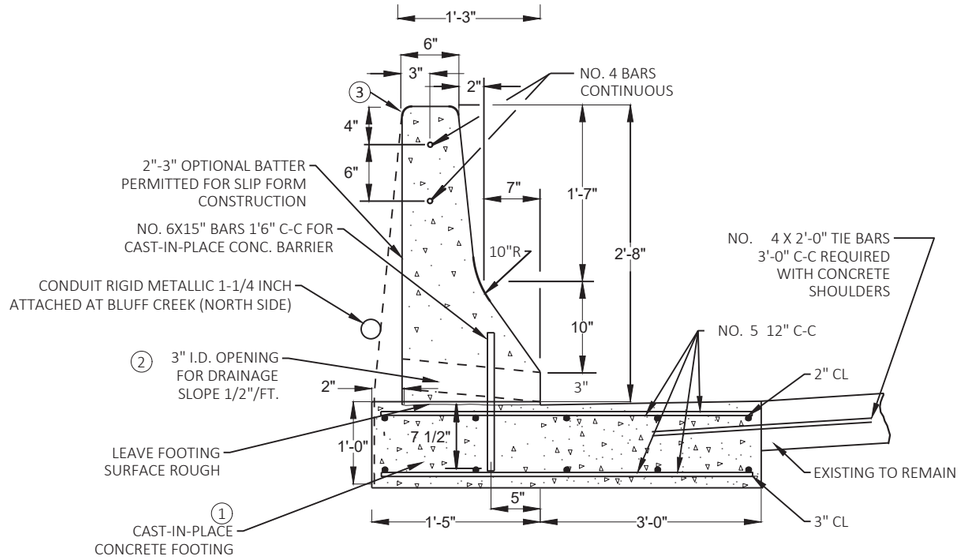
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATE DESIGNS FOR CONCRETE BARRIERS MAY BE USED UPON WRITTEN PERMISSION OF THE ENGINEER.

SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP, AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINT AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

TIE BARS AND BARRIER ANCHORAGE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTIONS 505.2.4 OF THE STANDARD SPECIFICATIONS.

FOR ADDITIONAL INFORMATION SEE S.D.D. FOR CONCRETE BARRIER SINGLE FACED (WITH ANCHORAGE)



(1) BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.

(2) OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.

(3) 3/4-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).

TYPICAL SECTION VIEW

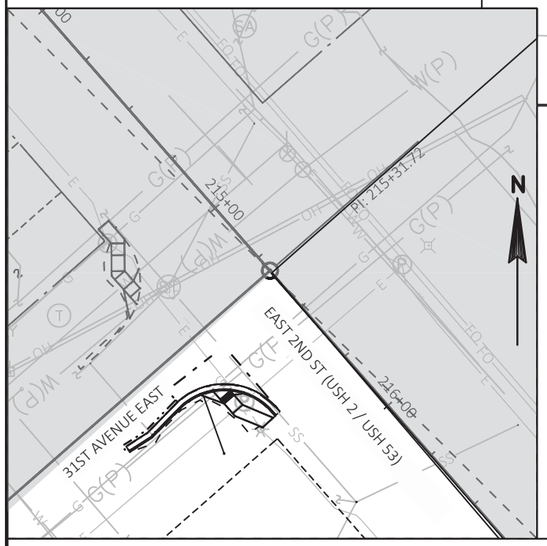
CONCRETE BARRIER TRANSITION

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN: CONSTRUCTION DETAILS	SHEET 8	E

2

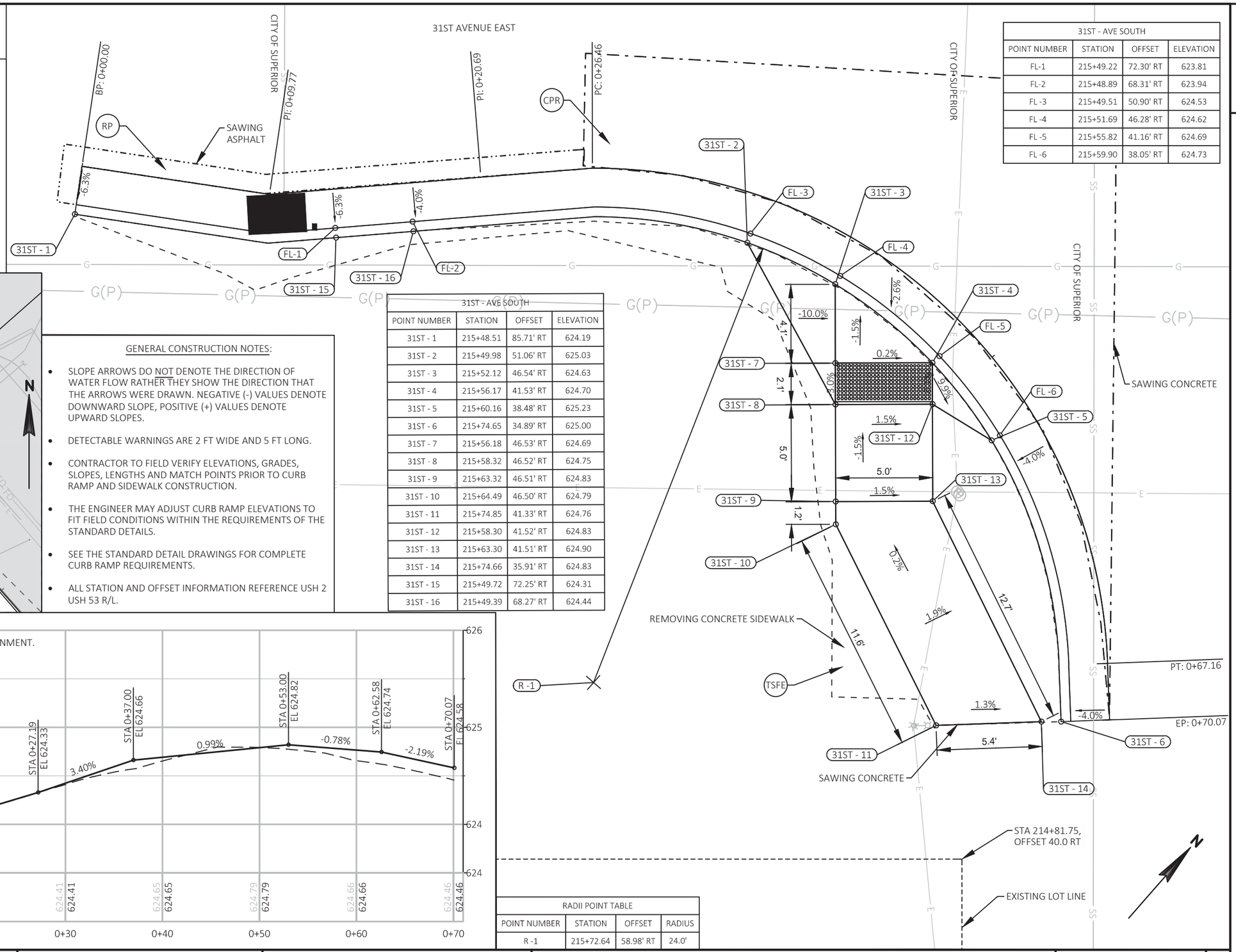
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH



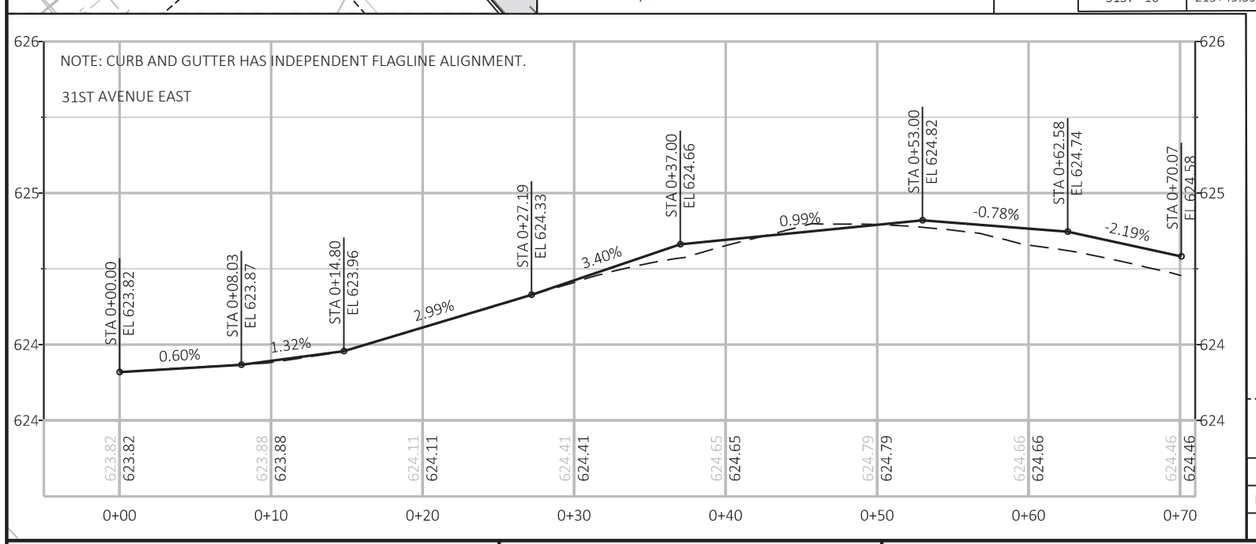
GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



31ST - AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	215+49.22	72.30' RT	623.81
FL-2	215+48.89	68.31' RT	623.94
FL -3	215+49.51	50.90' RT	624.53
FL -4	215+51.69	46.28' RT	624.62
FL -5	215+55.82	41.16' RT	624.69
FL -6	215+59.90	38.05' RT	624.73

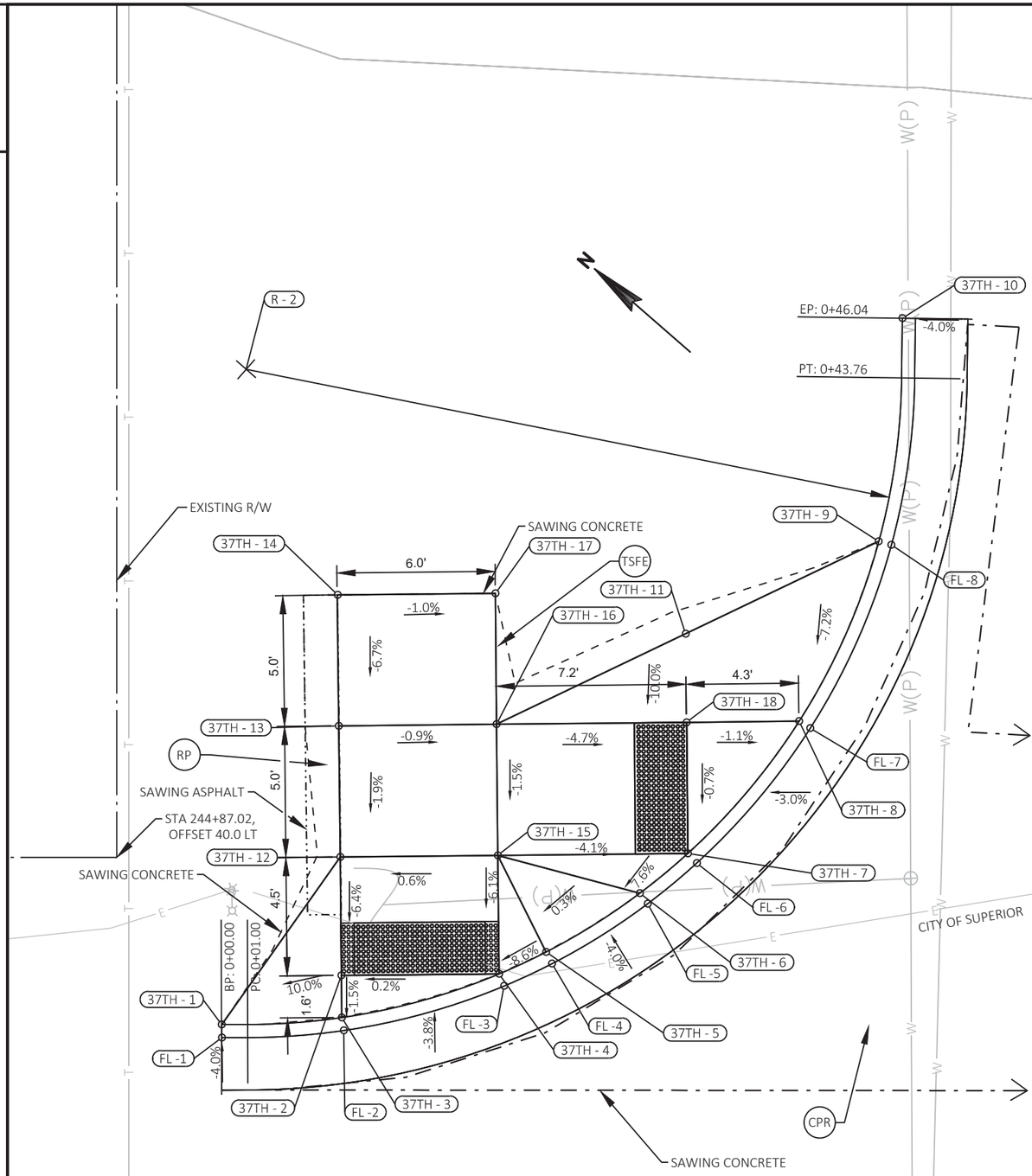
31ST - AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
31ST - 1	215+48.51	85.71' RT	624.19
31ST - 2	215+49.98	51.06' RT	625.03
31ST - 3	215+52.12	46.54' RT	624.63
31ST - 4	215+56.17	41.53' RT	624.70
31ST - 5	215+60.16	38.48' RT	625.23
31ST - 6	215+74.65	34.89' RT	625.00
31ST - 7	215+56.18	46.53' RT	624.69
31ST - 8	215+58.32	46.52' RT	624.75
31ST - 9	215+63.32	46.51' RT	624.83
31ST - 10	215+64.49	46.50' RT	624.79
31ST - 11	215+74.85	41.33' RT	624.76
31ST - 12	215+58.30	41.52' RT	624.83
31ST - 13	215+63.30	41.51' RT	624.90
31ST - 14	215+74.66	35.91' RT	624.83
31ST - 15	215+49.72	72.25' RT	624.31
31ST - 16	215+49.39	68.27' RT	624.44



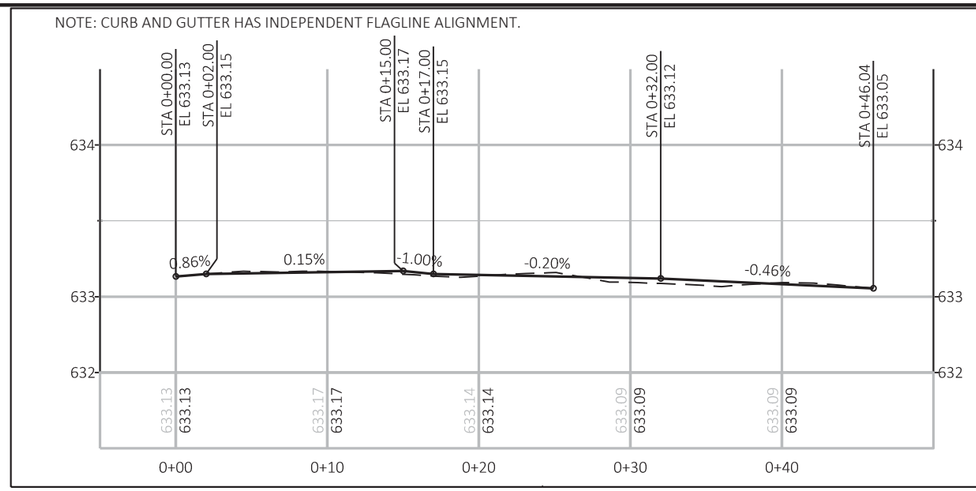
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R -1	215+72.64	58.98' RT	24.0'

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 31ST AVE E	SHEET 9	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021101_ID_08.DWG
LAYOUT NAME - 31ST - AVE (2)
PLOT DATE : 11/1/2020 10:11 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



NOTE: CURB AND GUTTER HAS INDEPENDENT FLAGLINE ALIGNMENT.



37TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
37TH - 1	244+91.02	33.62' LT	633.55
37TH - 2	244+95.59	35.50' LT	633.11
37TH - 3	244+95.61	33.89' LT	633.08
37TH - 4	245+01.60	35.56' LT	633.09
37TH - 5	245+03.39	36.39' LT	633.26
37TH - 6	245+06.97	38.63' LT	633.24
37TH - 7	245+08.80	40.15' LT	633.07
37TH - 8	245+13.05	45.20' LT	633.05
37TH - 9	245+16.08	52.06' LT	633.52
37TH - 10	245+16.99	60.57' LT	633.47
37TH - 11	245+08.72	48.53' LT	633.45
37TH - 12	244+95.54	40.02' LT	633.40
37TH - 13	244+95.49	45.02' LT	633.50
37TH - 14	244+95.44	50.02' LT	633.83
37TH - 15	245+01.56	40.08' LT	633.37
37TH - 16	245+01.50	45.08' LT	633.44
37TH - 17	245+01.46	50.07' LT	633.77
37TH - 18	245+08.75	45.15' LT	633.10

37TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL -1	244+91.03	33.12' LT	633.05
FL -2	244+95.68	33.40' LT	633.07
FL -3	245+01.80	35.10' LT	633.09
FL -4	245+03.62	35.95' LT	633.09
FL -5	245+07.27	38.23' LT	633.07
FL -6	245+09.14	39.78' LT	633.06

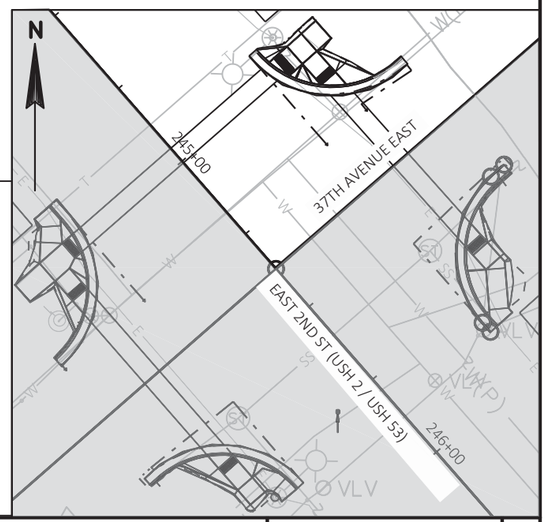
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 2	244+91.96	58.62' LT	25.0'

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

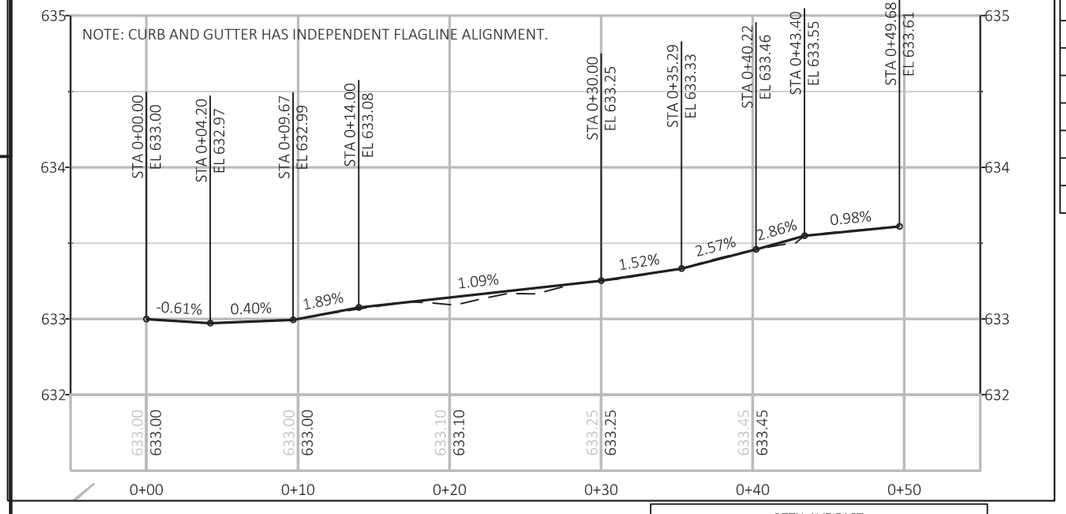
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 37TH AVE NE	SHEET 10	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021101_ID_08.DWG
LAYOUT NAME - 37TH - AVE NE
PLOT DATE : 11/1/2020 10:12 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

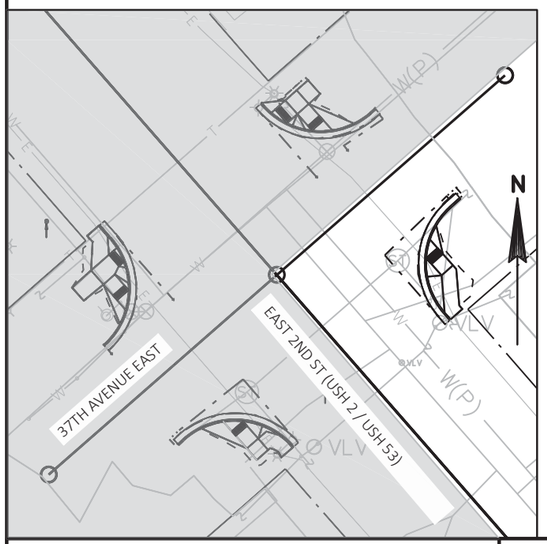


37TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	245+57.91	54.46' LT	632.86
FL-2	245+58.95	50.10' LT	632.97
FL-3	245+61.06	45.44' LT	633.04
FL-4	245+64.96	40.38' LT	633.12
FL-5	245+69.85	36.58' LT	633.20
FL-6	245+74.89	34.28' LT	633.28

LEGEND

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- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
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- (CSW) CONCRETE SIDEWALK 6-INCH

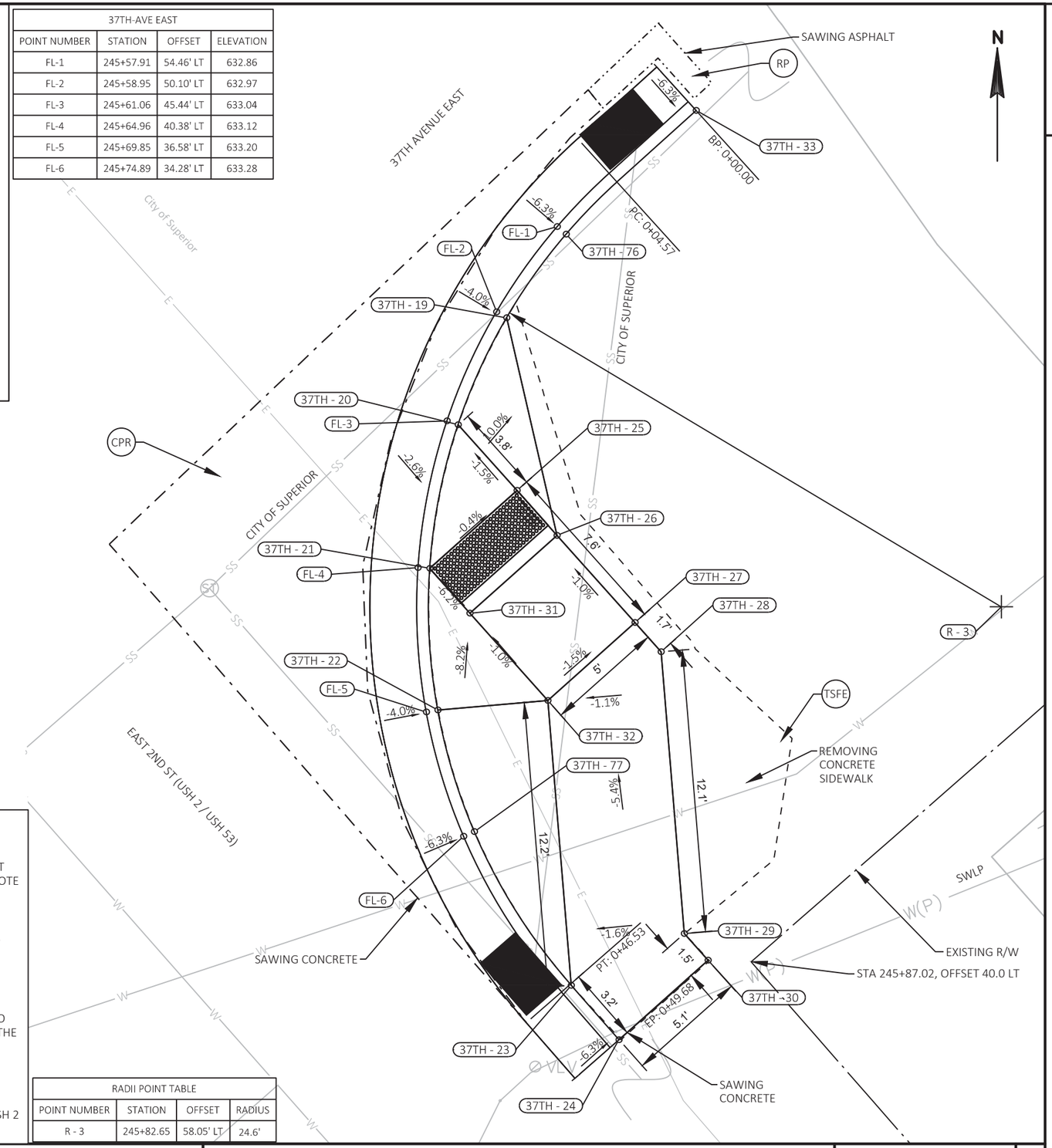
37TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
37TH - 19	245+59.42	50.26' LT	633.47
37TH - 20	245+61.50	45.69' LT	633.05
37TH - 21	245+65.32	40.74' LT	633.13
37TH - 22	245+70.10	37.01' LT	633.70
37TH - 23	245+82.72	33.55' LT	633.96
37TH - 24	245+85.81	33.55' LT	633.99
37TH - 25	245+65.27	45.73' LT	633.11
37TH - 26	245+67.84	45.76' LT	633.21
37TH - 27	245+72.84	45.81' LT	633.26
37TH - 28	245+74.51	45.83' LT	633.31
37TH - 29	245+84.24	38.65' LT	633.95
37TH - 30	245+85.76	38.66' LT	633.95
37TH - 31	245+67.89	40.76' LT	633.29
37TH - 32	245+72.89	40.81' LT	633.34
37TH - 33	245+58.08	62.20' LT	633.37
37TH - 76	245+58.40	54.53' LT	633.36
37TH - 77	245+75.05	34.76' LT	633.78



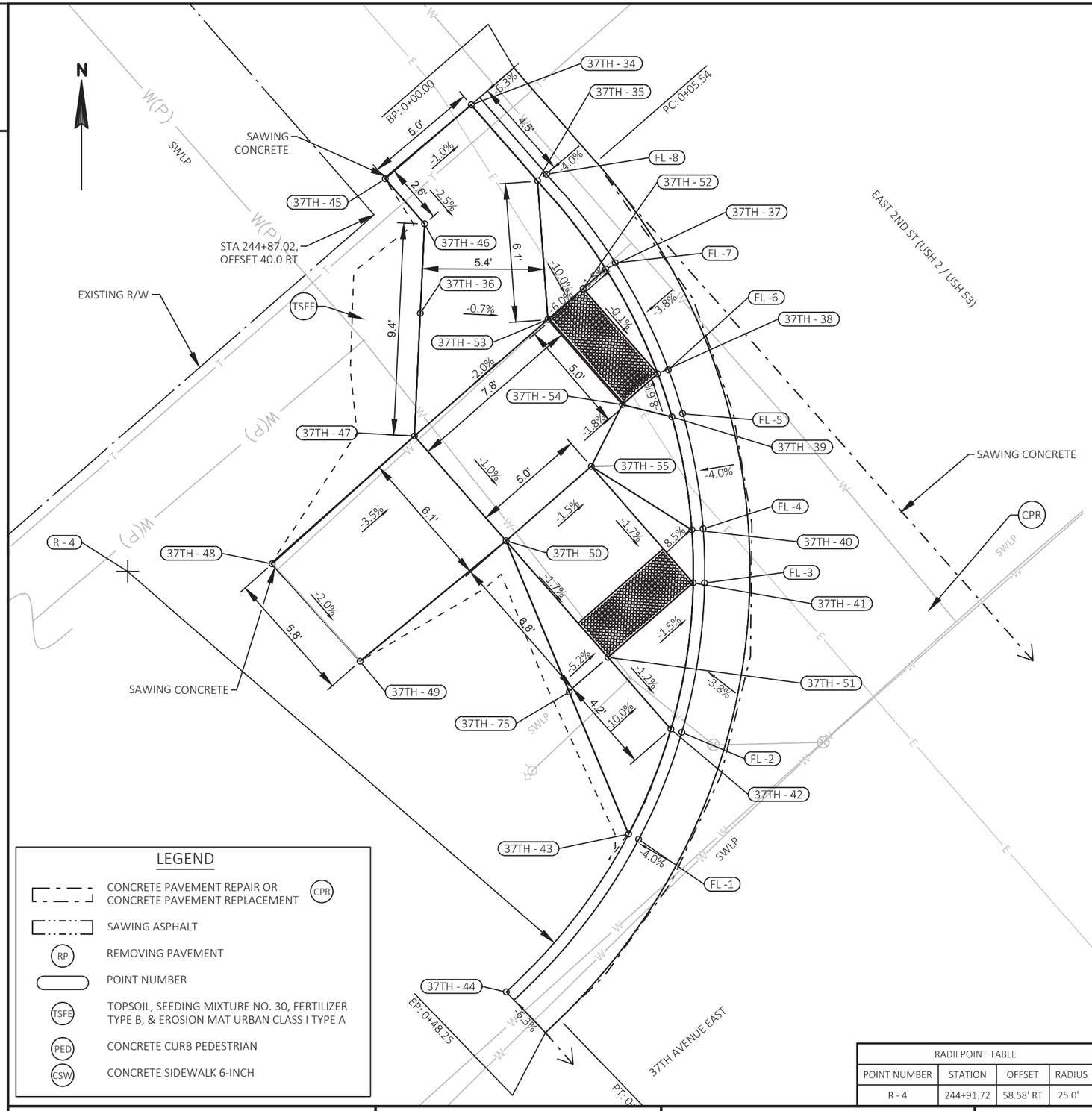
GENERAL CONSTRUCTION NOTES:

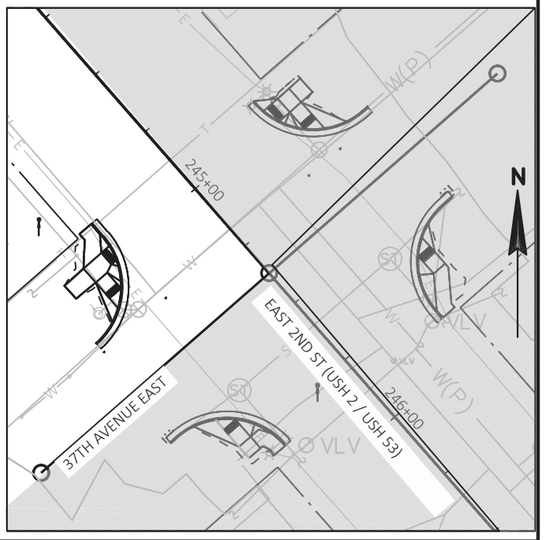
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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 3	245+82.65	58.05' LT	24.6'



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 37TH AVE E	SHEET 11	E





37TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL -1	245+15.50	49.38' RT	633.52
FL -2	245+13.20	44.83' RT	633.50
FL -3	245+08.89	39.73' RT	633.48
FL -4	245+07.05	38.20' RT	633.47
FL -5	245+02.62	35.53' RT	633.45
FL -6	245+00.74	34.73' RT	633.44
FL -7	244+95.64	33.38' RT	633.43
FL -8	244+90.69	33.08' RT	633.40

37TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
37TH - 34	244+86.19	33.58' RT	633.83
37TH - 35	244+90.65	33.58' RT	633.91
37TH - 36	244+91.65	41.33' RT	633.62
37TH - 37	244+95.57	33.88' RT	633.43
37TH - 38	245+00.57	35.20' RT	633.45
37TH - 39	245+02.41	35.98' RT	633.62
37TH - 40	245+06.75	38.60' RT	633.64
37TH - 41	245+08.56	40.10' RT	633.48
37TH - 42	245+12.78	45.10' RT	633.51
37TH - 43	245+15.04	49.56' RT	634.02
37TH - 44	245+16.73	58.23' RT	634.07
37TH - 45	244+86.15	38.58' RT	633.92
37TH - 46	244+88.79	38.59' RT	633.85
37TH - 47	244+95.56	45.10' RT	633.73
37TH - 48	244+95.67	53.55' RT	634.03
37TH - 49	245+01.47	53.46' RT	633.91
37TH - 50	245+01.71	45.10' RT	633.67
37TH - 51	245+08.56	45.10' RT	633.56
37TH - 52	244+95.57	35.20' RT	633.45
37TH - 53	244+95.56	37.27' RT	633.58
37TH - 54	245+00.56	37.26' RT	633.55
37TH - 55	245+01.71	40.10' RT	633.60
37TH - 75	245+08.58	47.40' RT	633.68

GENERAL CONSTRUCTION NOTES:

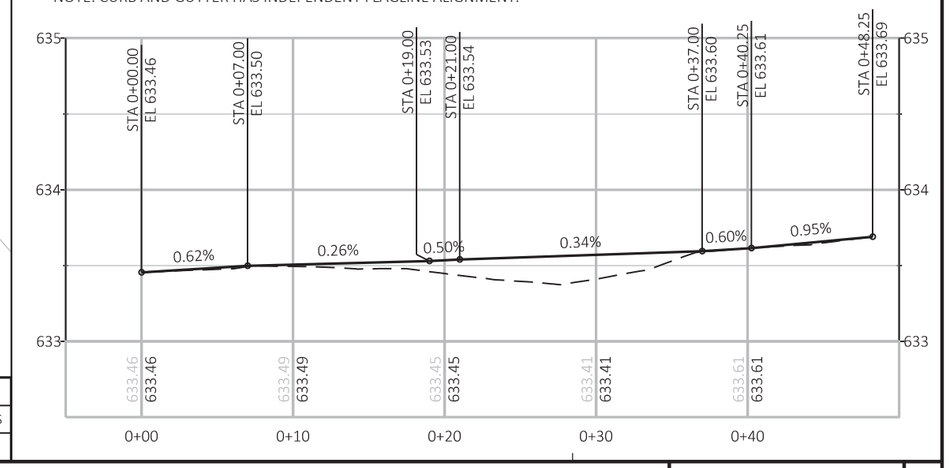
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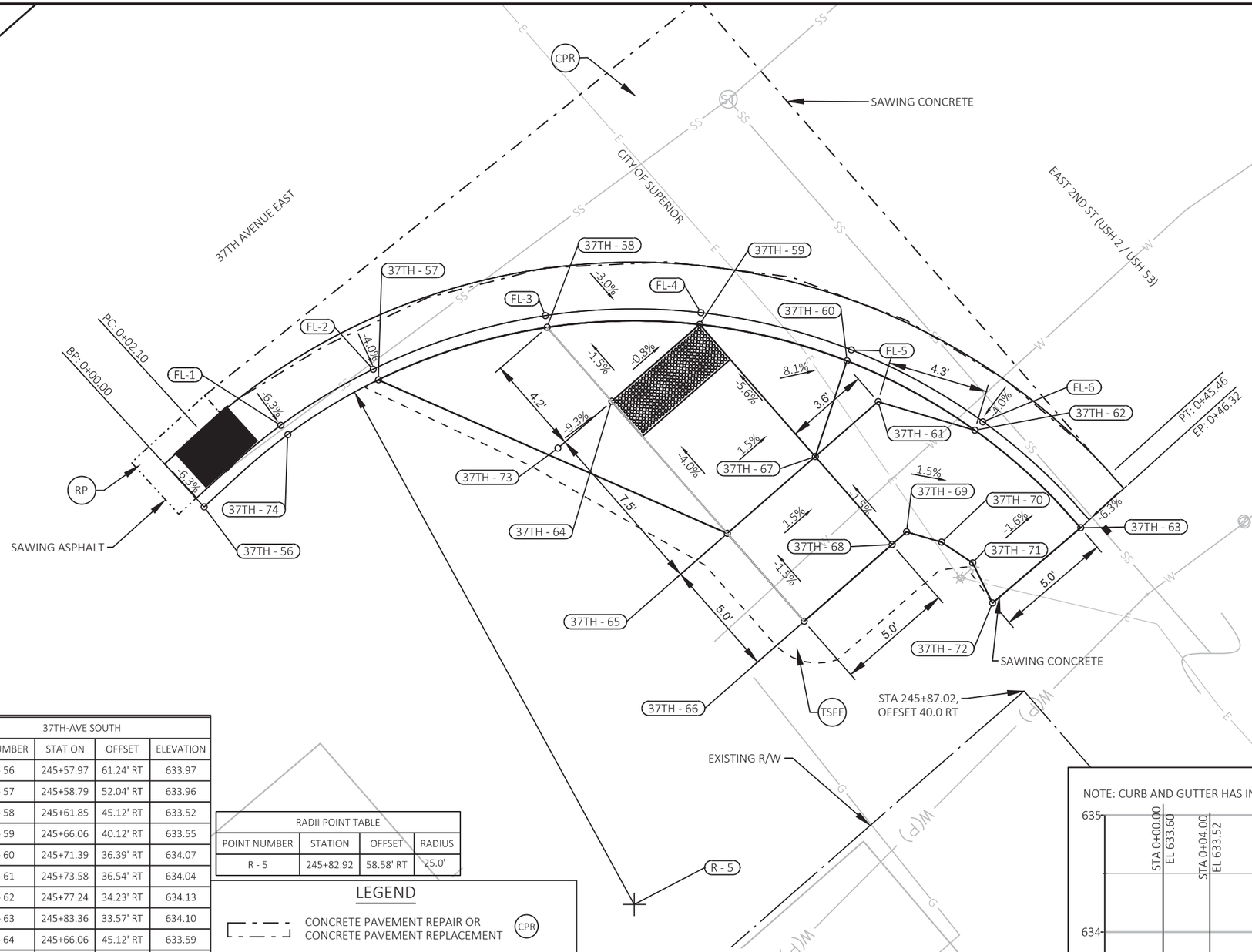
LEGEND

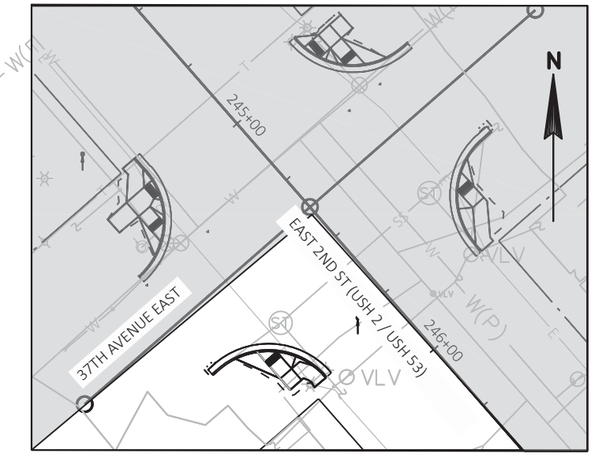
- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 4	244+91.72	58.58' RT	25.0'

NOTE: CURB AND GUTTER HAS INDEPENDENT FLAGLINE ALIGNMENT.







GENERAL CONSTRUCTION NOTES:

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- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

37TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
37TH - 56	245+57.97	61.24' RT	633.97
37TH - 57	245+58.79	52.04' RT	633.96
37TH - 58	245+61.85	45.12' RT	633.52
37TH - 59	245+66.06	40.12' RT	633.55
37TH - 60	245+71.39	36.39' RT	634.07
37TH - 61	245+73.58	36.54' RT	634.04
37TH - 62	245+77.24	34.23' RT	634.13
37TH - 63	245+83.36	33.57' RT	634.10
37TH - 64	245+66.06	45.12' RT	633.59
37TH - 65	245+73.58	45.12' RT	633.89
37TH - 66	245+78.58	45.12' RT	633.96
37TH - 67	245+73.58	40.12' RT	633.96
37TH - 68	245+78.58	40.12' RT	634.04
37TH - 69	245+78.58	39.29' RT	634.05
37TH - 70	245+79.90	38.46' RT	634.16
37TH - 71	245+81.45	38.04' RT	634.20
37TH - 72	245+83.30	38.53' RT	634.21
37TH - 73	245+66.06	48.18' RT	633.88

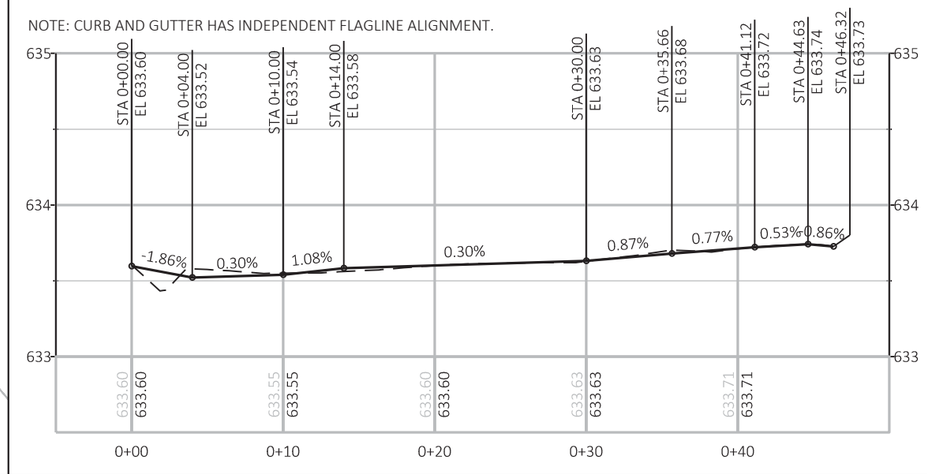
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 5	245+82.92	58.58' RT	25.0'

LEGEND

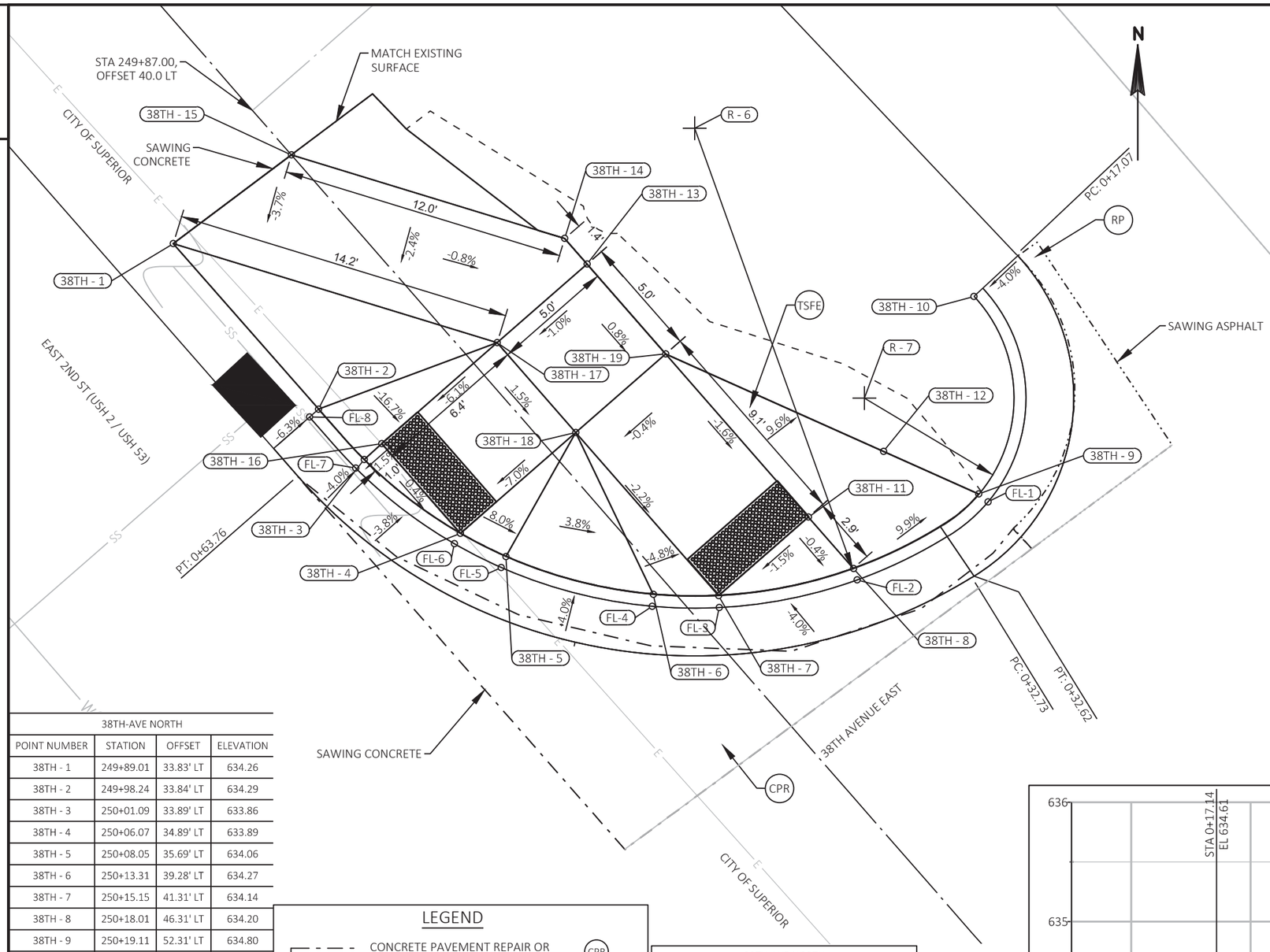
- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

37TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	245+57.50	56.47' RT	633.40
FL-2	245+58.30	51.91' RT	633.46
FL-3	245+61.43	44.85' RT	633.52
FL-4	245+65.72	39.75' RT	633.54
FL-5	245+71.16	35.95' RT	633.57
FL-6	245+77.19	33.74' RT	634.00

NOTE: CURB AND GUTTER HAS INDEPENDENT FLAGLINE ALIGNMENT.



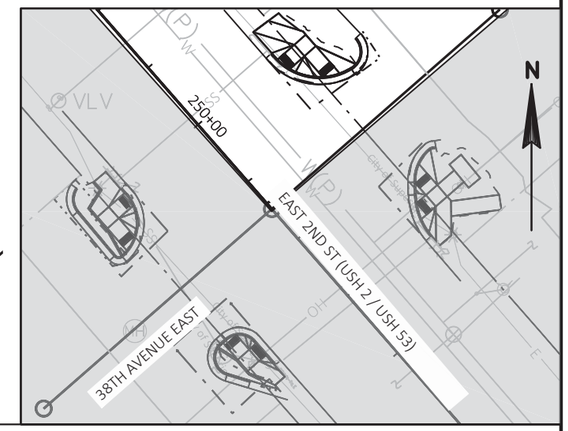
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 37TH AVE E	SHEET 13	E



RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 6	249+99.75	53.45' LT	19.6'
R - 7	250+12.94	51.35' LT	6.3'

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

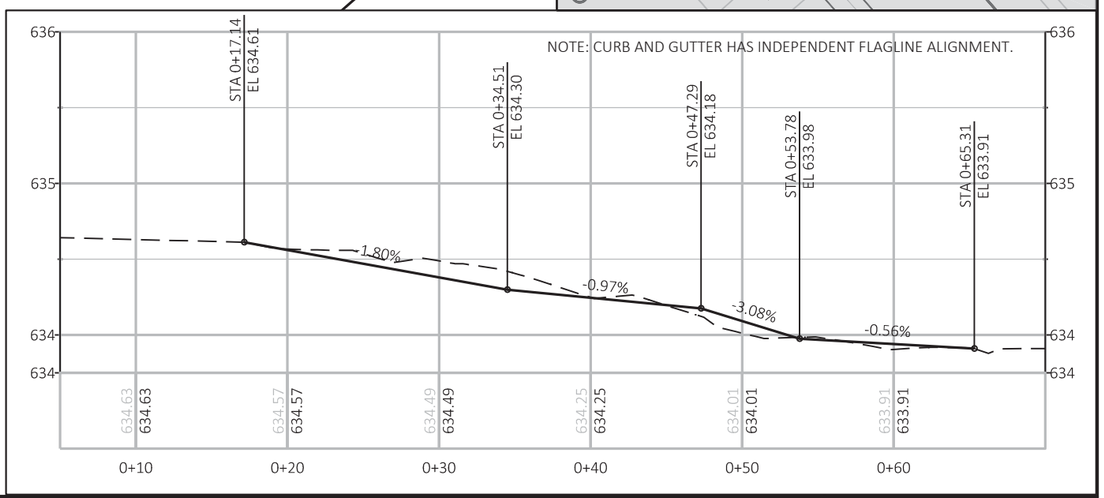


38TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
38TH - 1	249+89.01	33.83' LT	634.26
38TH - 2	249+98.24	33.84' LT	634.29
38TH - 3	250+01.09	33.89' LT	633.86
38TH - 4	250+06.07	34.89' LT	633.89
38TH - 5	250+08.05	35.69' LT	634.06
38TH - 6	250+13.31	39.28' LT	634.27
38TH - 7	250+15.15	41.31' LT	634.14
38TH - 8	250+18.01	46.31' LT	634.20
38TH - 9	250+19.11	52.31' LT	634.80
38TH - 10	250+12.75	57.61' LT	635.03
38TH - 11	250+15.15	46.31' LT	634.21
38TH - 12	250+15.15	50.49' LT	634.62
38TH - 13	250+01.07	46.31' LT	634.31
38TH - 14	249+99.64	46.31' LT	634.35
38TH - 15	249+89.47	40.00' LT	634.45
38TH - 16	250+01.07	34.89' LT	633.87
38TH - 17	250+01.07	41.31' LT	634.26
38TH - 18	250+06.07	41.31' LT	634.34
38TH - 19	250+06.07	46.31' LT	634.35

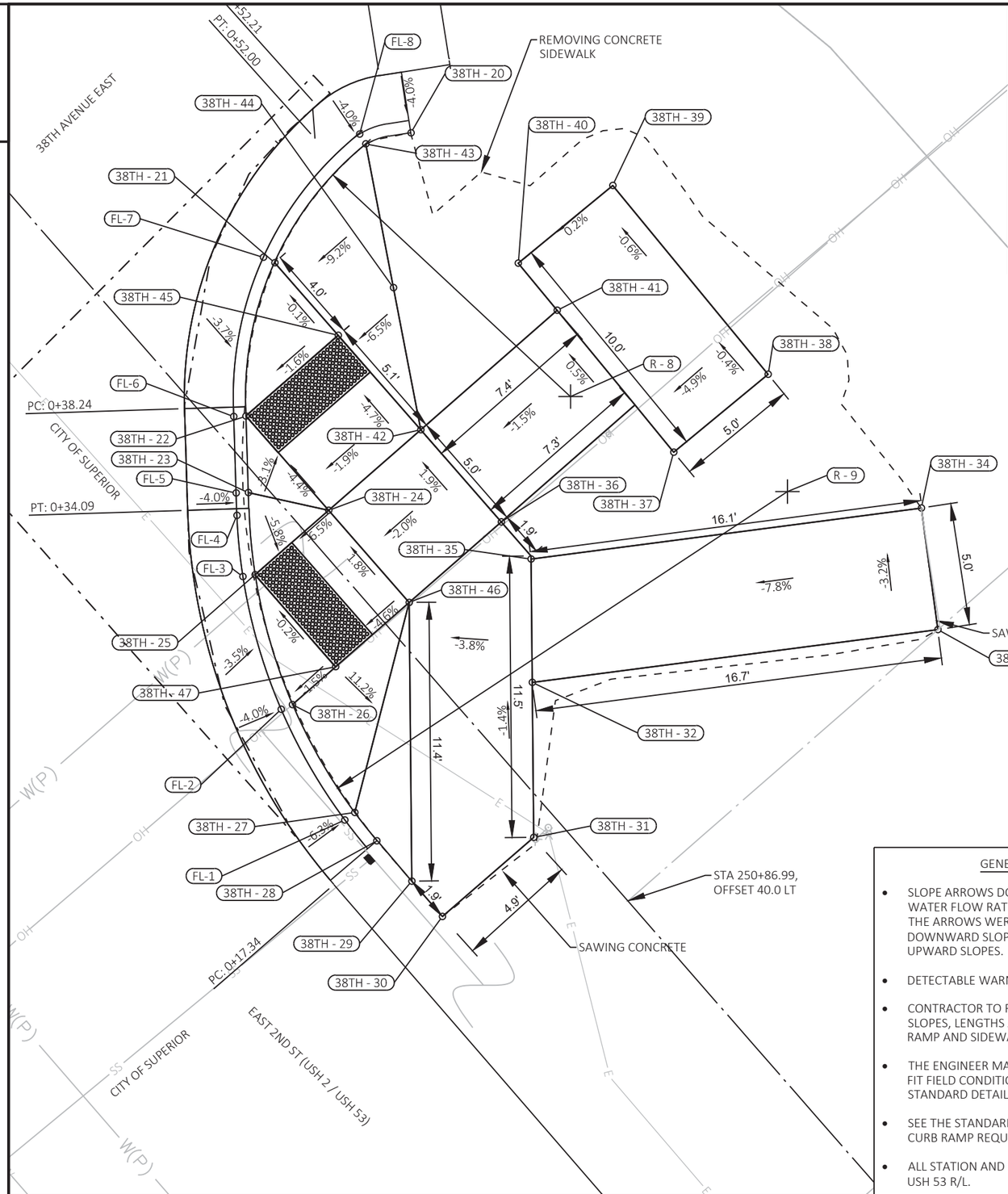
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

38TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	250+19.62	52.39' LT	634.30
FL-2	250+18.47	46.11' LT	634.19
FL-3	250+15.54	41.00' LT	634.13
FL-4	250+13.66	38.92' LT	634.10
FL-5	250+08.26	35.23' LT	633.89
FL-6	250+06.23	34.41' LT	633.88
FL-7	250+01.12	33.39' LT	633.85
FL-8	249+98.24	33.34' LT	633.79



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 38TH AVE E	SHEET 14	E

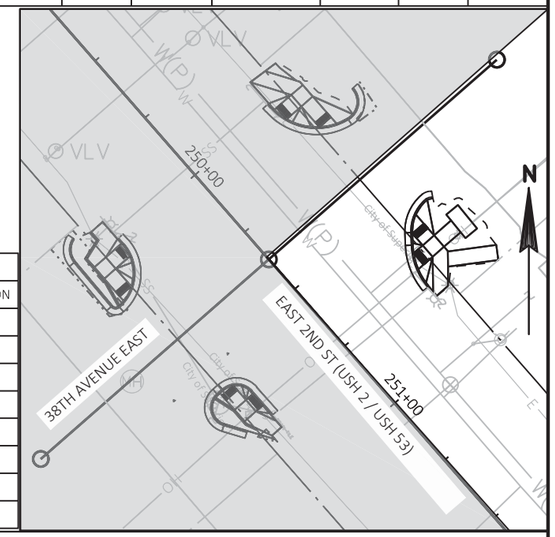


LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

38TH-AVE EAST				38TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
38TH - 20	250+57.53	53.99' LT	634.86	38TH - 34	250+82.80	59.60' LT	635.65
38TH - 21	250+57.86	46.30' LT	634.18	38TH - 35	250+73.87	46.22' LT	634.40
38TH - 22	250+61.80	41.29' LT	634.10	38TH - 36	250+71.92	46.30' LT	634.33
38TH - 23	250+64.22	39.30' LT	634.23	38TH - 37	250+74.42	53.49' LT	634.73
38TH - 24	250+66.92	41.30' LT	634.32	38TH - 38	250+74.57	58.48' LT	634.71
38TH - 25	250+66.92	37.30' LT	634.05	38TH - 39	250+64.58	58.78' LT	634.66
38TH - 26	250+71.93	34.96' LT	634.02	38TH - 40	250+64.43	53.78' LT	634.68
38TH - 27	250+76.92	33.97' LT	634.45	38TH - 41	250+66.92	53.71' LT	634.51
38TH - 28	250+78.38	33.89' LT	634.44	38TH - 42	250+66.92	46.30' LT	634.42
38TH - 29	250+80.57	33.88' LT	634.39	38TH - 43	250+56.65	52.30' LT	634.83
38TH - 30	250+82.48	33.87' LT	634.38	38TH - 44	250+61.82	49.28' LT	634.38
38TH - 31	250+82.50	38.81' LT	634.53	38TH - 45	250+61.80	46.30' LT	634.18
38TH - 32	250+77.70	42.93' LT	634.46	38TH - 46	250+71.92	41.30' LT	634.23
38TH - 33	250+86.99	56.84' LT	635.82	38TH - 47	250+71.92	37.31' LT	634.06

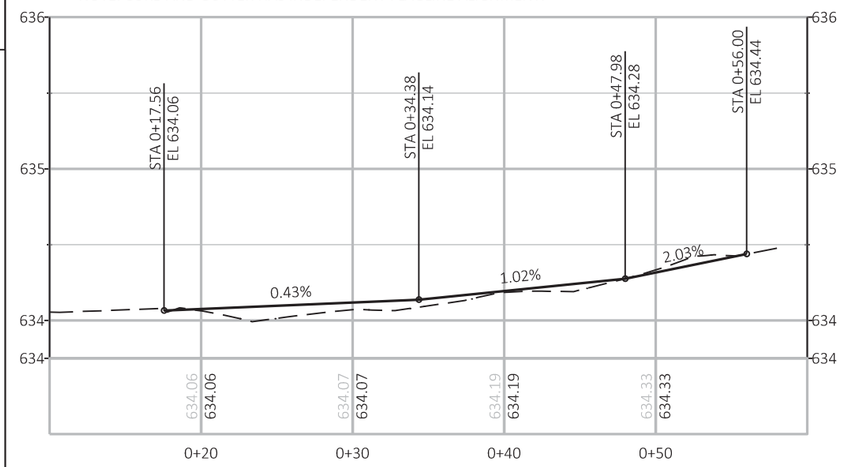
38TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	250+76.88	33.46' LT	633.95
FL-2	250+71.77	34.48' LT	634.02
FL-3	250+66.66	36.88' LT	634.04
FL-4	250+64.61	38.34' LT	634.05
FL-5	250+63.90	38.92' LT	634.06
FL-6	250+61.48	40.90' LT	634.09
FL-7	250+57.38	46.10' LT	634.17
FL-8	250+56.19	52.38' LT	634.30



GENERAL CONSTRUCTION NOTES:

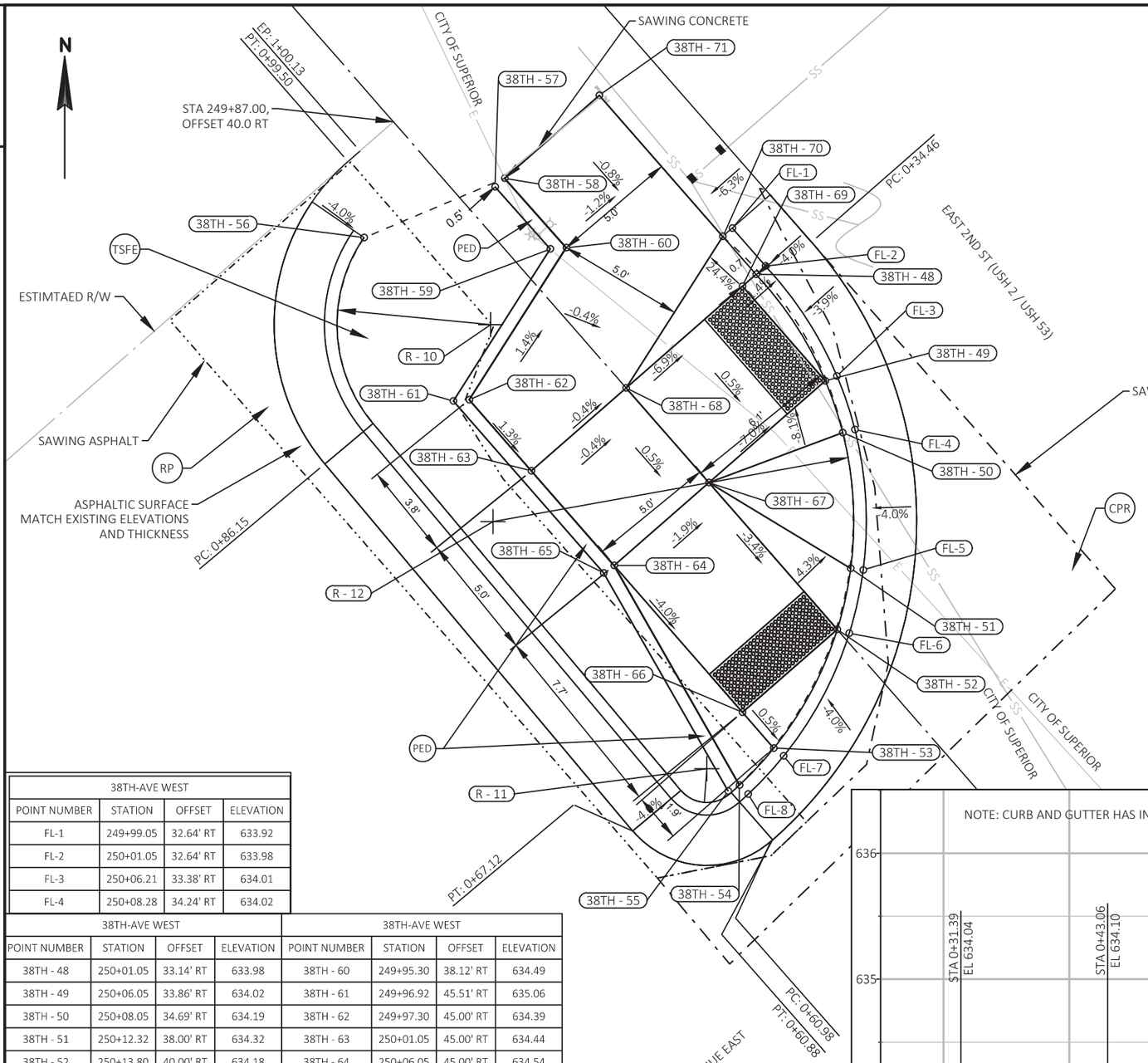
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- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

NOTE: CURB AND GUTTER HAS INDEPENDENT FLAGLINE ALIGNMENT.



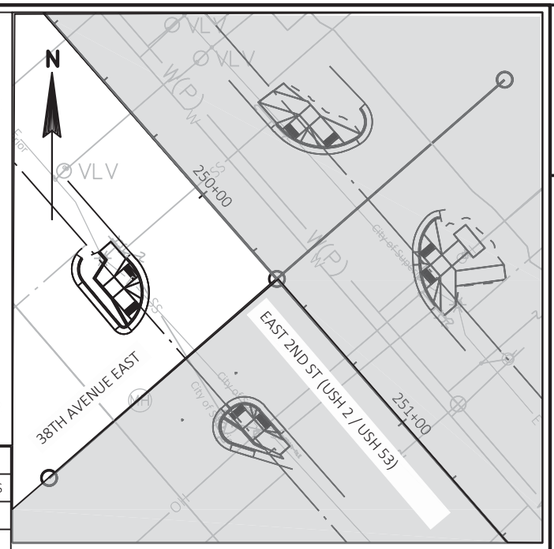
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 38TH AVE E	SHEET 15	E

2



GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



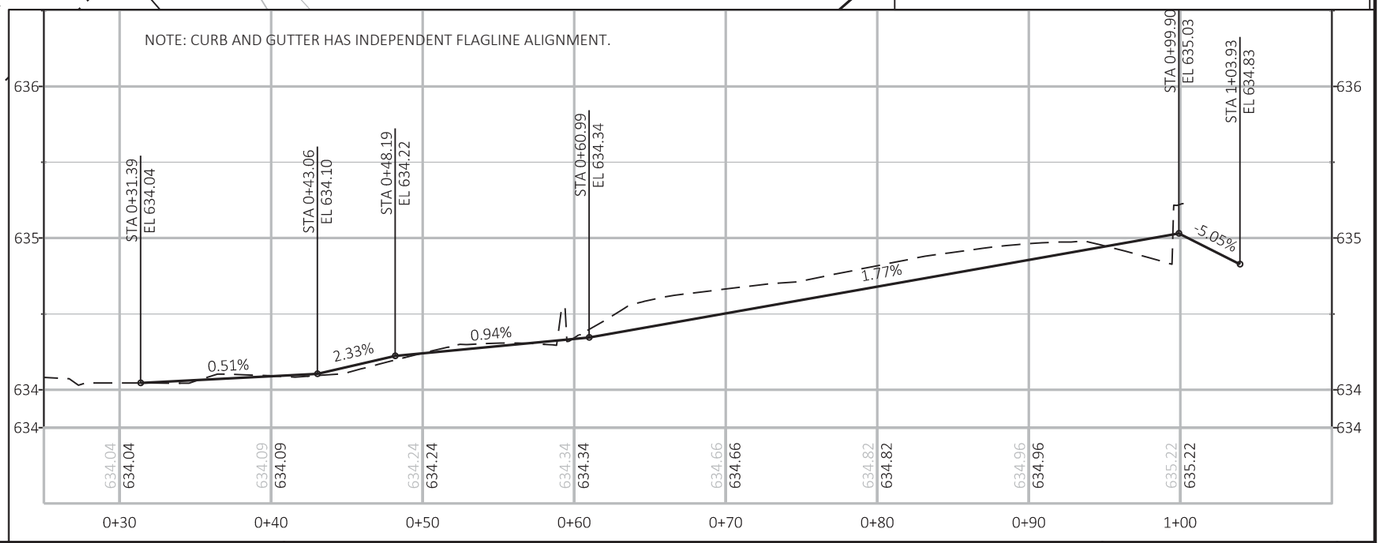
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 10	249+95.62	42.39' RT	6.1'
R - 11	250+14.55	47.55' RT	1.3'
R - 12	250+01.56	47.47' RT	14.6'

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

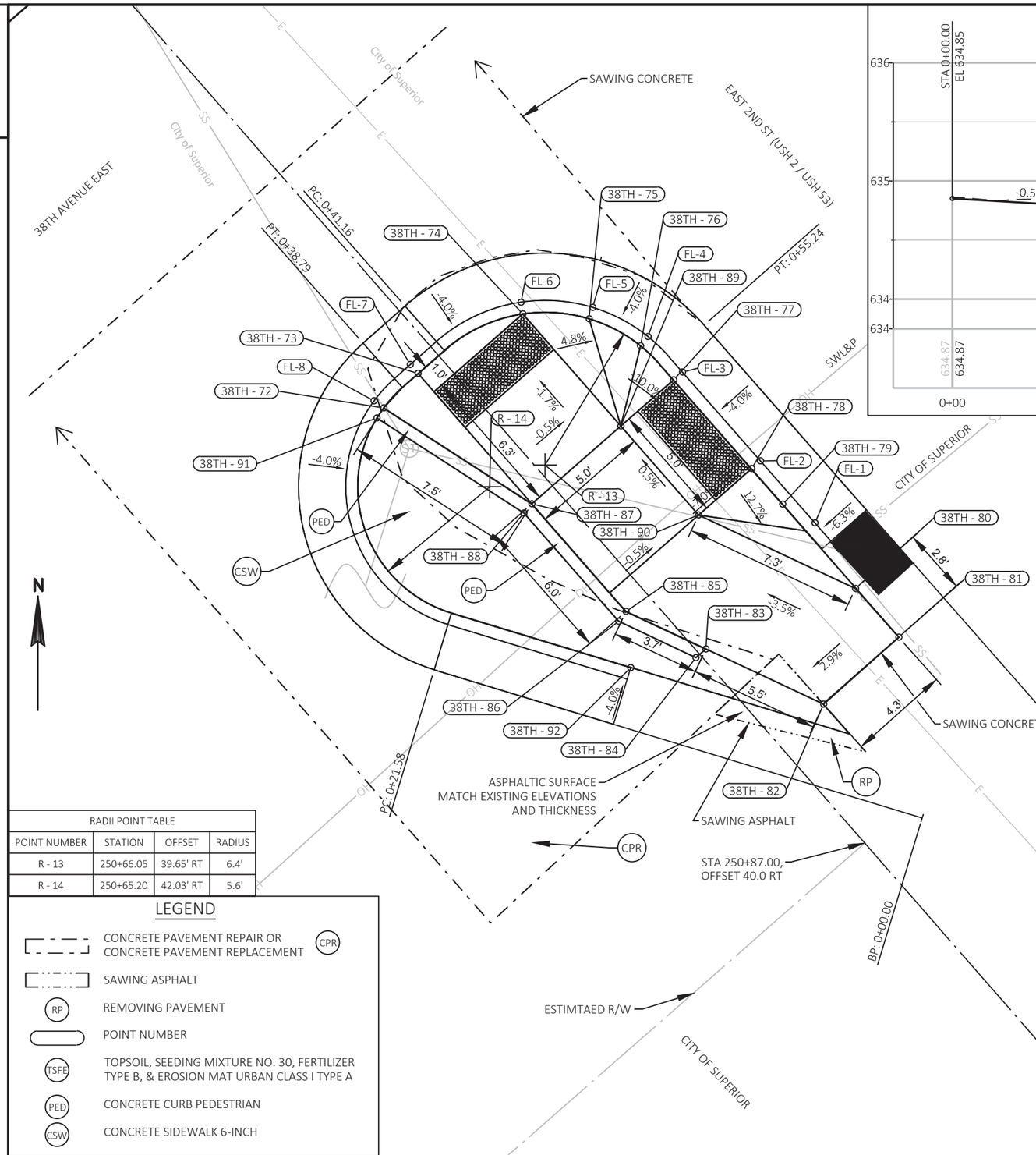
38TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	249+99.05	32.64' RT	633.92
FL-2	250+01.05	32.64' RT	633.98
FL-3	250+06.21	33.38' RT	634.01
FL-4	250+08.28	34.24' RT	634.02

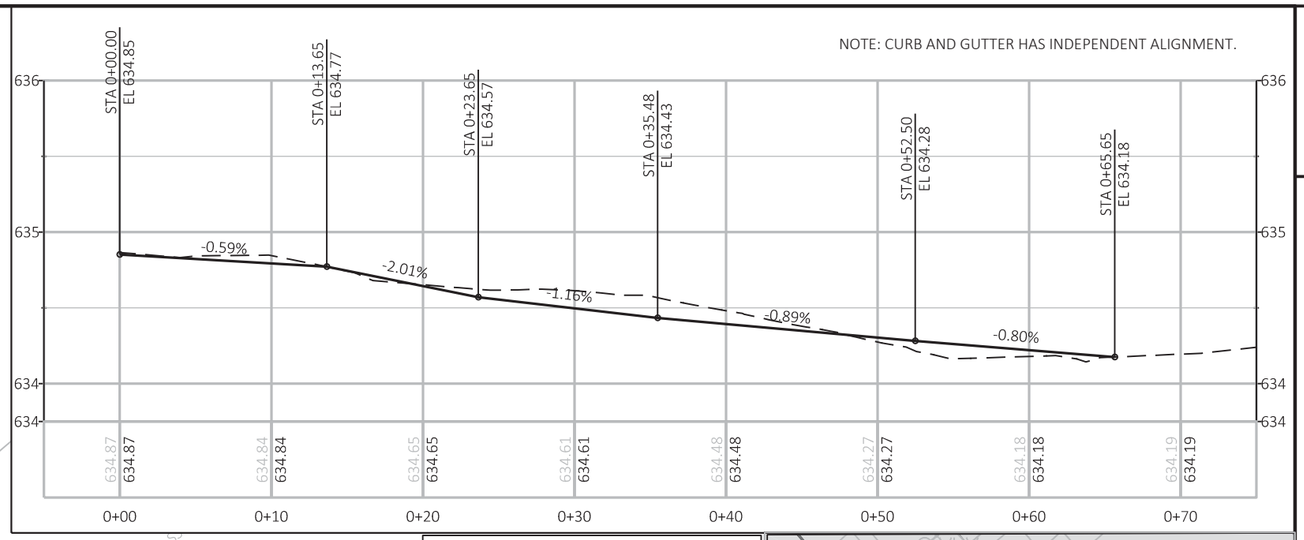
38TH-AVE WEST				38TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
38TH - 48	250+01.05	33.14' RT	633.98	38TH - 60	249+95.30	38.12' RT	634.49
38TH - 49	250+06.05	33.86' RT	634.02	38TH - 61	249+96.92	45.51' RT	635.06
38TH - 50	250+08.05	34.69' RT	634.19	38TH - 62	249+97.30	45.00' RT	634.39
38TH - 51	250+12.32	38.00' RT	634.32	38TH - 63	250+01.05	45.00' RT	634.44
38TH - 52	250+13.80	40.00' RT	634.18	38TH - 64	250+06.05	45.00' RT	634.54
38TH - 53	250+15.69	45.00' RT	634.24	38TH - 65	250+06.00	45.51' RT	635.21
38TH - 54	250+15.89	47.00' RT	634.65	38TH - 66	250+13.80	45.00' RT	634.23
38TH - 55	250+15.78	47.49' RT	634.75	38TH - 67	250+06.05	40.00' RT	634.45
38TH - 56	249+89.70	43.91' RT	635.41	38TH - 68	250+01.05	40.00' RT	634.42
38TH - 57	249+91.61	38.66' RT	634.60	38TH - 69	250+01.05	33.86' RT	634.00
38TH - 58	249+91.61	38.15' RT	634.60	38TH - 70	249+99.05	33.14' RT	634.42
38TH - 59	249+94.91	38.63' RT	635.16	38TH - 71	249+91.60	33.15' RT	634.45

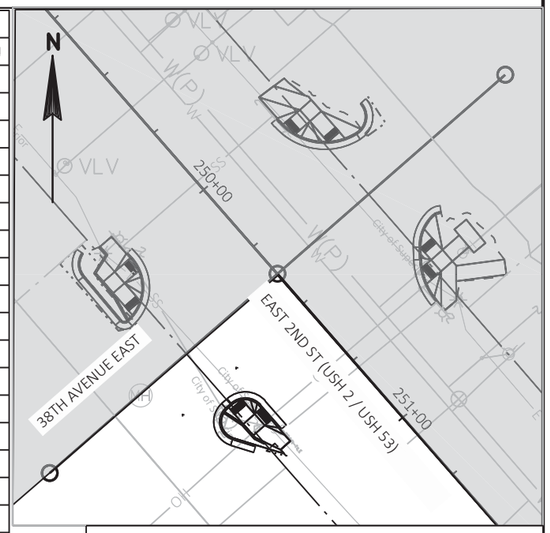


PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 38TH AVE E	SHEET 16	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021101_ID_08.DWG
LAYOUT NAME - 38TH - AVE NW
PLOT DATE : 11/1/2020 10:19 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42







38TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
38TH - 72	250+59.74	43.21' RT	634.84
38TH - 73	250+59.60	41.15' RT	634.32
38TH - 74	250+60.63	36.16' RT	634.26
38TH - 75	250+62.62	34.18' RT	634.39
38TH - 76	250+64.92	33.30' RT	634.36
38TH - 77	250+66.92	33.19' RT	634.18
38TH - 78	250+71.92	33.18' RT	634.14
38TH - 79	250+73.92	33.18' RT	634.38
38TH - 80	250+78.64	33.21' RT	634.61
38TH - 81	250+81.40	33.18' RT	634.60
38TH - 82	250+81.43	37.44' RT	634.85
38TH - 83	250+76.39	39.65' RT	634.58
38TH - 84	250+76.39	40.21' RT	634.55
38TH - 85	250+72.97	41.16' RT	634.39
38TH - 86	250+73.08	41.67' RT	634.89
38TH - 87	250+66.92	41.16' RT	634.40
38TH - 88	250+67.00	41.67' RT	634.90
38TH - 89	250+66.92	36.16' RT	634.37
38TH - 90	250+71.92	36.16' RT	634.35
38TH - 91	250+59.87	43.70' RT	634.84
38TH - 92	250+74.90	42.58' RT	635.19

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 13	250+66.05	39.65' RT	6.4'
R - 14	250+65.20	42.03' RT	5.6'

38TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	250+75.42	32.67' RT	634.06
FL-2	250+71.92	32.68' RT	634.13
FL-3	250+66.92	32.69' RT	634.17
FL-4	250+64.84	32.80' RT	634.19
FL-5	250+62.37	33.75' RT	634.22
FL-6	250+60.21	35.89' RT	634.26
FL-7	250+59.10	41.15' RT	634.32
FL-8	250+59.24	43.31' RT	634.34

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
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- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 38TH AVE E	SHEET 17	E

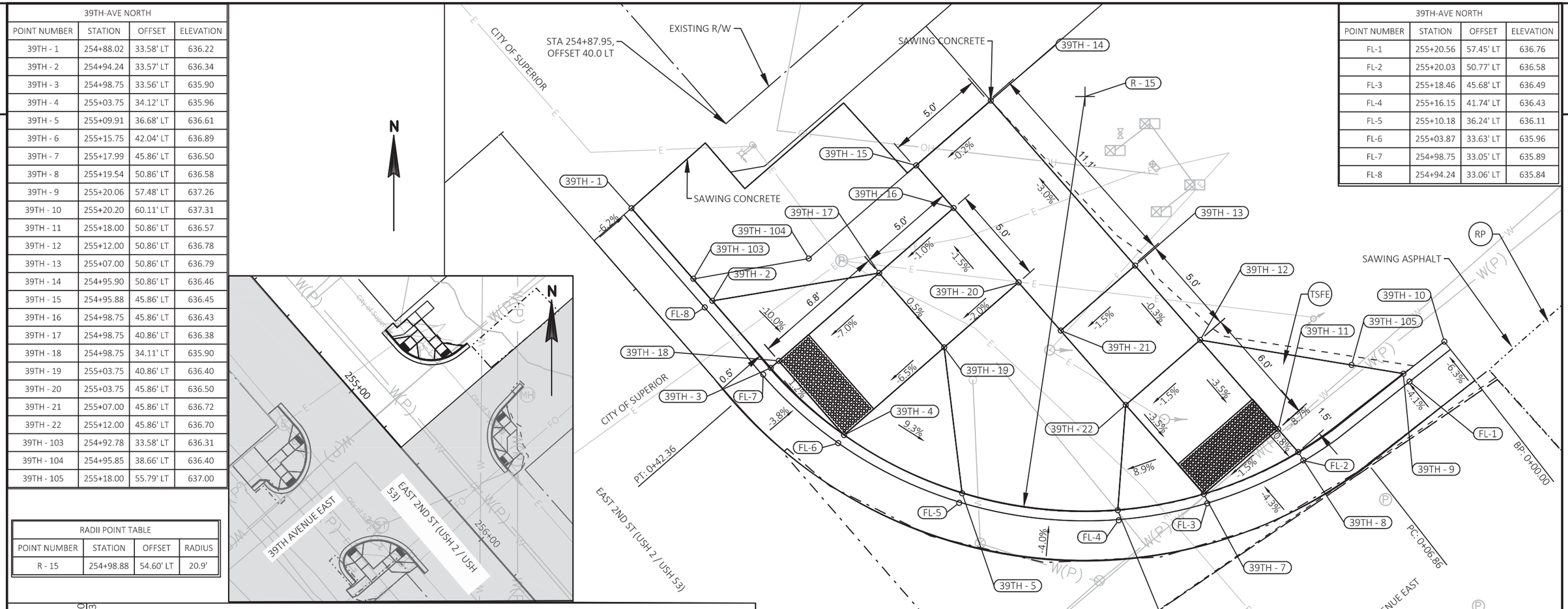
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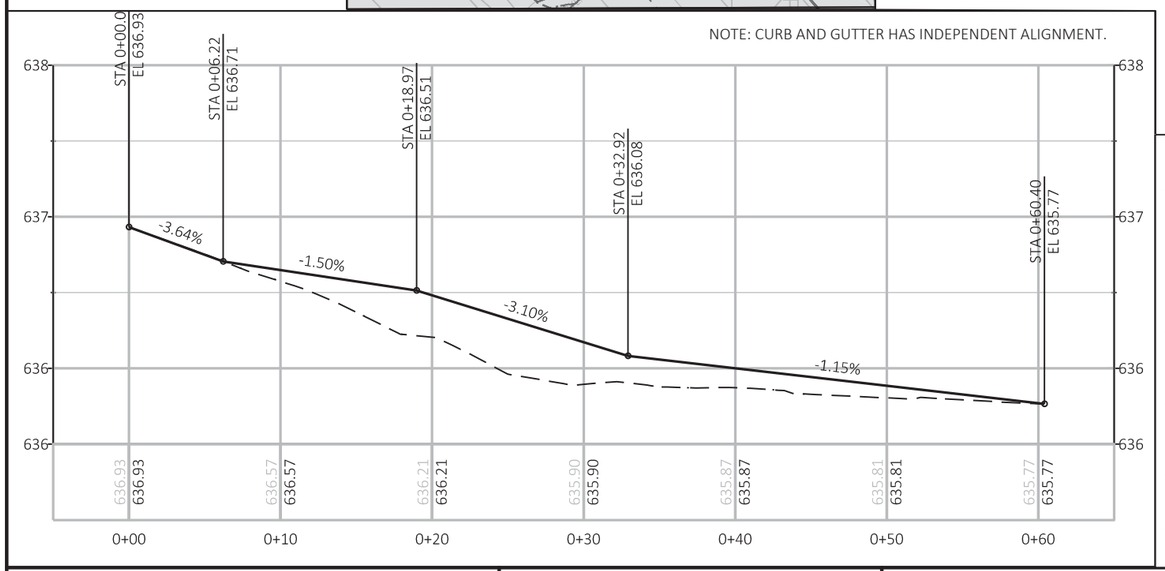
39TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
39TH - 1	254+88.02	33.58' LT	636.22
39TH - 2	254+94.24	33.57' LT	636.34
39TH - 3	254+98.75	33.56' LT	635.90
39TH - 4	255+03.75	34.12' LT	635.96
39TH - 5	255+09.91	36.68' LT	636.61
39TH - 6	255+15.75	42.04' LT	636.89
39TH - 7	255+17.99	45.86' LT	636.50
39TH - 8	255+19.54	50.86' LT	636.58
39TH - 9	255+20.06	57.48' LT	637.26
39TH - 10	255+20.20	60.11' LT	637.31
39TH - 11	255+18.00	50.86' LT	636.57
39TH - 12	255+12.00	50.86' LT	636.78
39TH - 13	255+07.00	50.86' LT	636.79
39TH - 14	254+95.90	50.86' LT	636.46
39TH - 15	254+95.88	45.86' LT	636.45
39TH - 16	254+98.75	45.86' LT	636.43
39TH - 17	254+98.75	40.86' LT	636.38
39TH - 18	254+98.75	34.11' LT	635.90
39TH - 19	255+03.75	40.86' LT	636.40
39TH - 20	255+03.75	45.86' LT	636.50
39TH - 21	255+07.00	45.86' LT	636.72
39TH - 22	255+12.00	45.86' LT	636.70
39TH - 103	254+92.78	33.58' LT	636.31
39TH - 104	254+95.85	38.66' LT	636.40
39TH - 105	255+18.00	55.79' LT	637.00

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 15	254+98.88	54.60' LT	20.9'

39TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	255+20.56	57.45' LT	636.76
FL-2	255+20.03	50.77' LT	636.58
FL-3	255+18.46	45.68' LT	636.49
FL-4	255+16.15	41.74' LT	636.43
FL-5	255+10.18	36.24' LT	636.11
FL-6	255+03.87	33.63' LT	635.96
FL-7	254+98.75	33.05' LT	635.89
FL-8	254+94.24	33.06' LT	635.84

2





GENERAL CONSTRUCTION NOTES:

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- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
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PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 39TH AVE E	SHEET 18	E

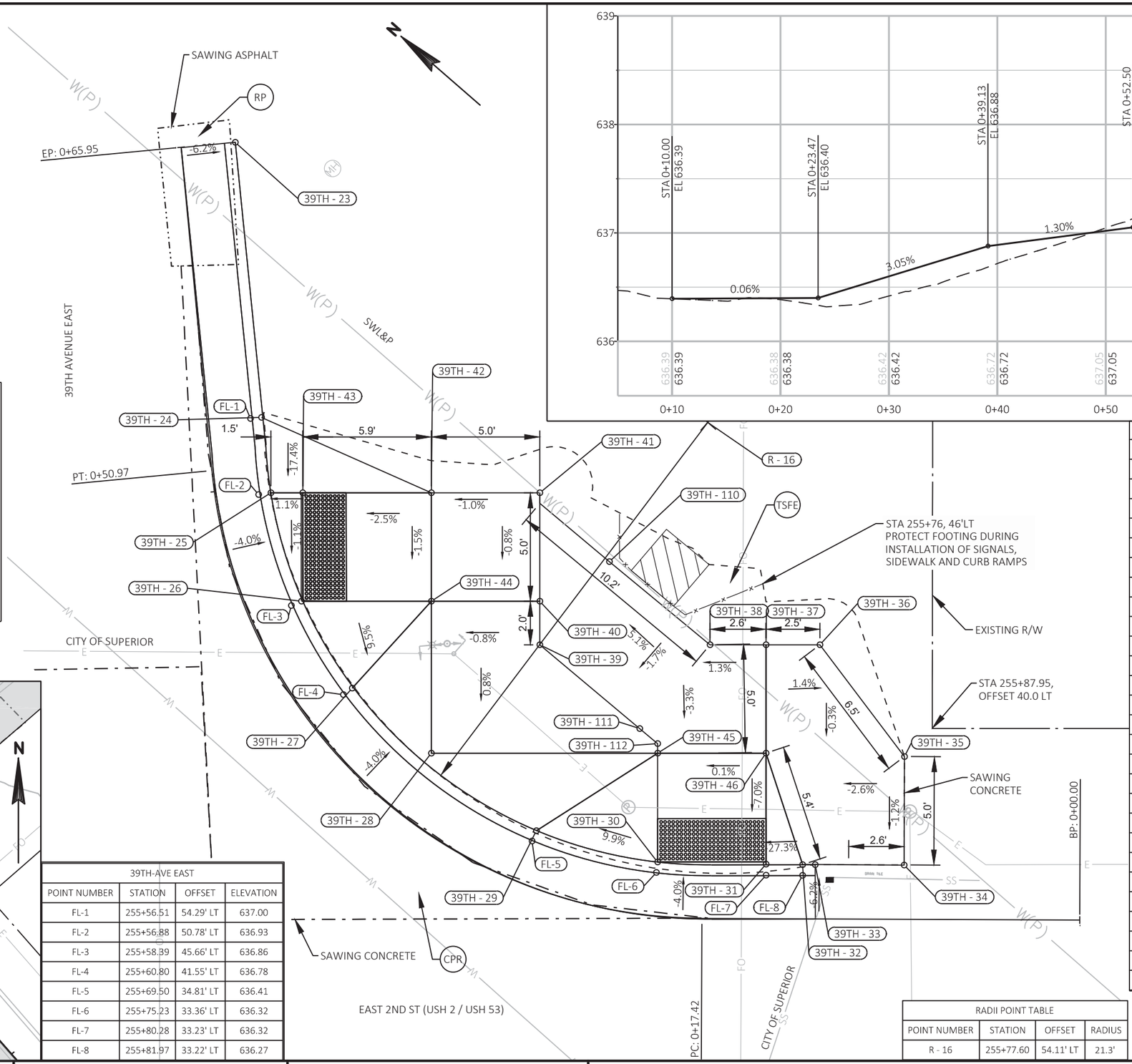
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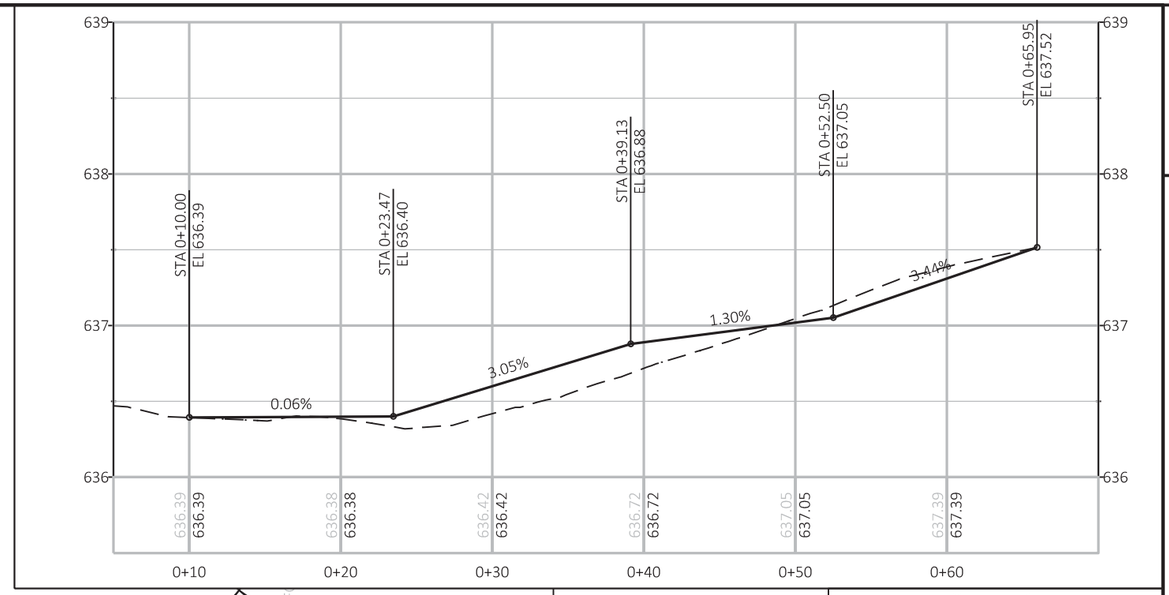
GENERAL CONSTRUCTION NOTES:

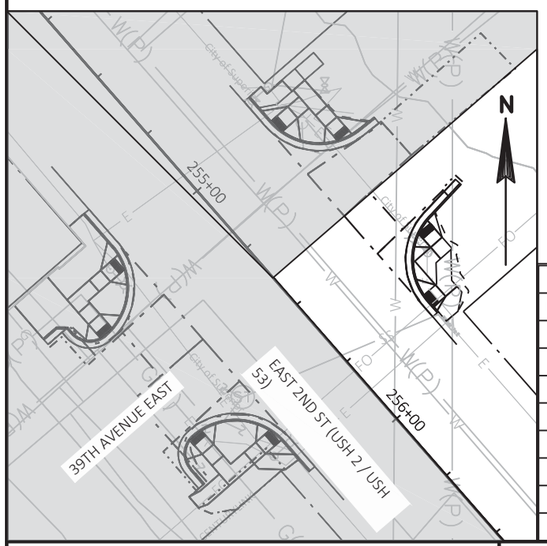
- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH





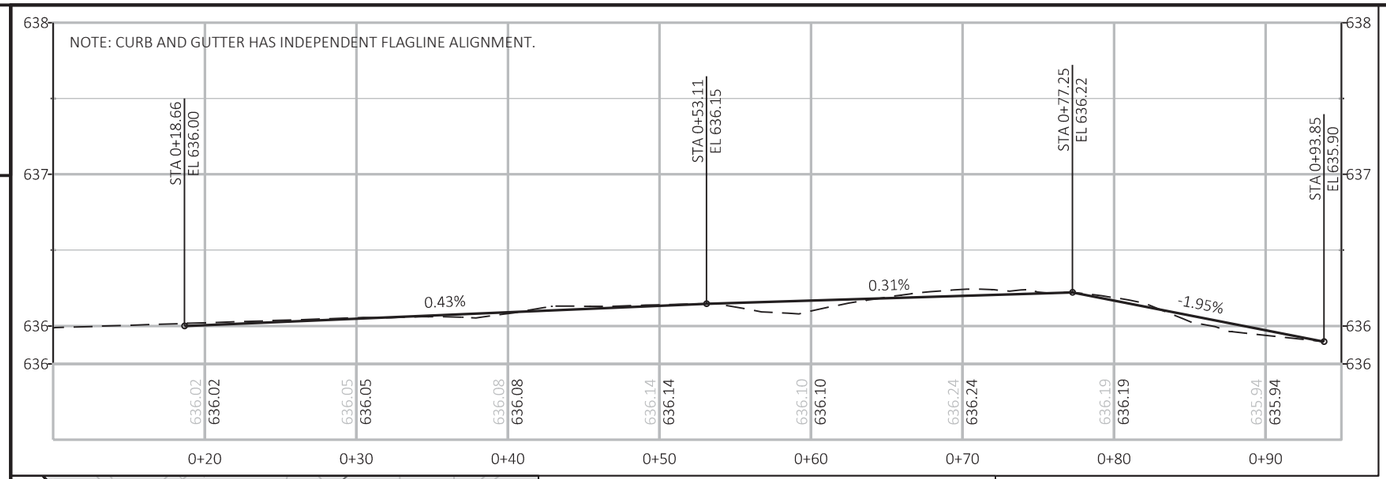


39TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	255+56.51	54.29' LT	637.00
FL-2	255+56.88	50.78' LT	636.93
FL-3	255+58.39	45.66' LT	636.86
FL-4	255+60.80	41.55' LT	636.78
FL-5	255+69.50	34.81' LT	636.41
FL-6	255+75.23	33.36' LT	636.32
FL-7	255+80.28	33.23' LT	636.32
FL-8	255+81.97	33.22' LT	636.27

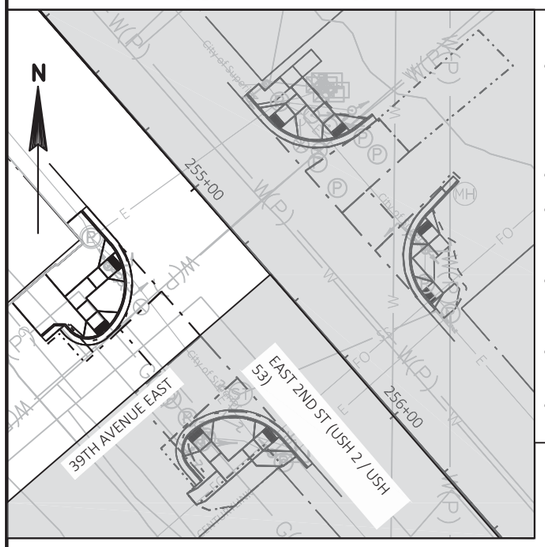
39TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
39TH - 23	255+55.81	67.02' LT	637.89
39TH - 24	255+57.02	54.34' LT	637.50
39TH - 25	255+57.45	50.86' LT	636.94
39TH - 26	255+58.86	45.86' LT	636.87
39TH - 27	255+61.20	41.86' LT	637.28
39TH - 28	255+64.85	38.85' LT	637.11
39TH - 29	255+69.69	35.28' LT	636.91
39TH - 30	255+75.28	33.84' LT	636.33
39TH - 31	255+80.28	33.74' LT	636.32
39TH - 32	255+81.97	33.72' LT	636.77
39TH - 33	255+82.56	33.72' LT	636.77
39TH - 34	255+86.65	33.70' LT	636.79
39TH - 35	255+86.67	38.70' LT	636.85
39TH - 36	255+82.77	43.85' LT	636.75
39TH - 37	255+80.28	43.85' LT	636.77
39TH - 38	255+77.70	43.85' LT	636.82
39TH - 39	255+69.85	43.85' LT	637.08
39TH - 40	255+69.85	45.86' LT	637.10
39TH - 41	255+69.85	50.86' LT	637.11
39TH - 42	255+64.85	50.86' LT	637.07
39TH - 43	255+58.92	50.86' LT	636.92
39TH - 44	255+64.85	45.86' LT	637.00
39TH - 45	255+75.28	38.85' LT	636.67
39TH - 46	255+80.28	38.85' LT	636.67
39TH - 110	255+73.06	47.69' LT	637.10
39TH - 111	255+74.46	39.99' LT	636.75
39TH - 112	255+75.28	39.30' LT	636.70

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 16	255+77.60	54.11' LT	21.3'

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 39TH AVE E	SHEET 19	E



2



GENERAL CONSTRUCTION NOTES:

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- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 17	254+95.19	53.99' RT	20.6'
R - 18	255+08.06	54.19' RT	7.7'

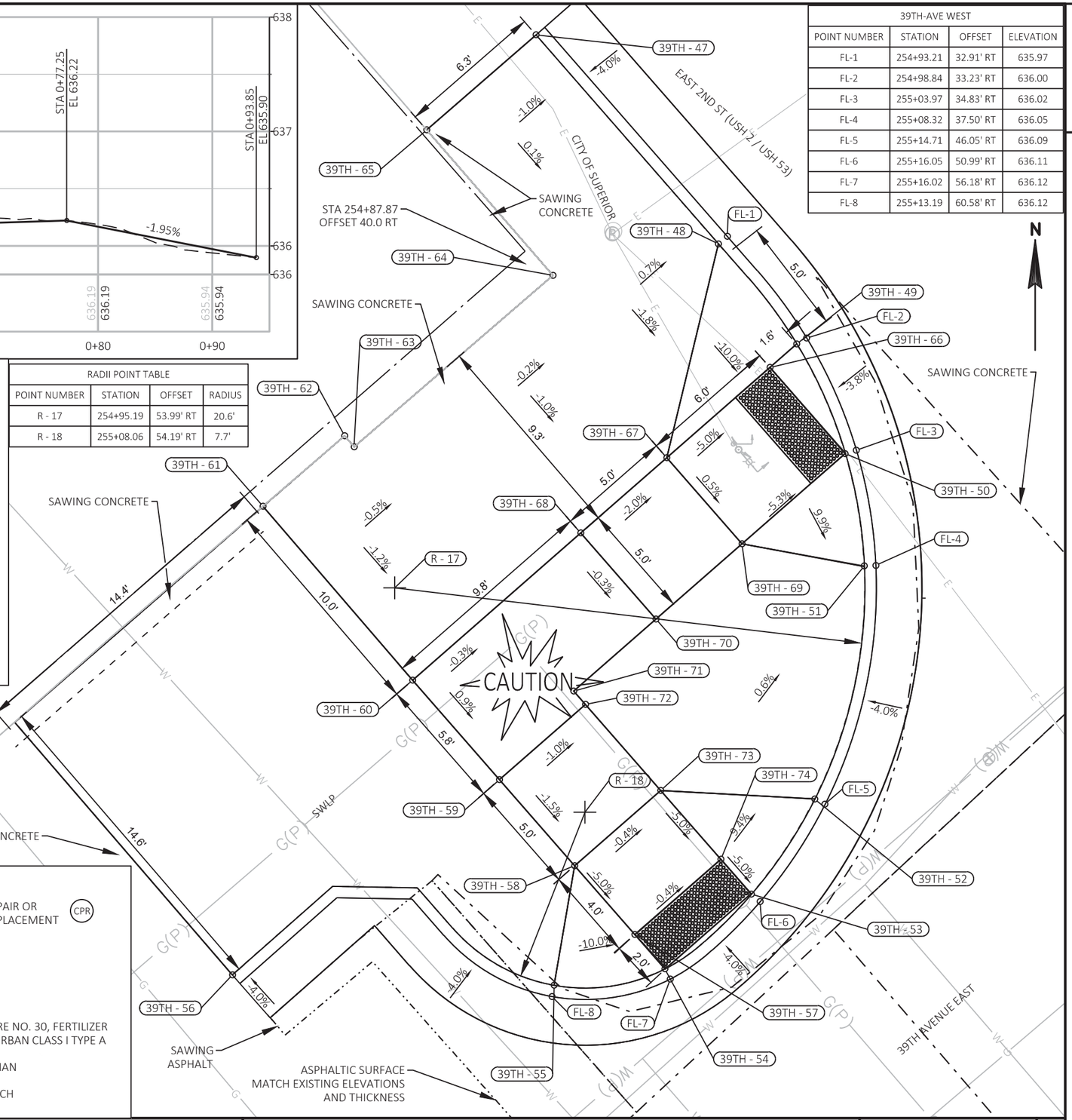
39TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	254+93.21	32.91' RT	635.97
FL-2	254+98.84	33.23' RT	636.00
FL-3	255+03.97	34.83' RT	636.02
FL-4	255+08.32	37.50' RT	636.05
FL-5	255+14.71	46.05' RT	636.09
FL-6	255+16.05	50.99' RT	636.11
FL-7	255+16.02	56.18' RT	636.12
FL-8	255+13.19	60.58' RT	636.12

39TH-AVE WEST				39TH-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
39TH - 47	254+81.06	33.41' RT	635.88	39TH - 61	254+88.71	55.98' RT	636.58
39TH - 48	254+93.20	33.42' RT	636.47	39TH - 62	254+88.75	51.26' RT	636.52
39TH - 49	254+98.75	33.72' RT	636.01	39TH - 63	254+89.38	51.27' RT	636.52
39TH - 50	255+03.75	35.29' RT	636.03	39TH - 64	254+89.47	39.77' RT	636.50
39TH - 51	255+08.01	37.89' RT	636.55	39TH - 65	254+81.04	39.75' RT	636.49
39TH - 52	255+14.25	46.24' RT	636.59	39TH - 66	254+98.75	35.28' RT	636.02
39TH - 53	255+15.56	51.06' RT	636.11	39TH - 67	254+98.75	41.28' RT	636.32
39TH - 54	255+15.53	56.06' RT	636.13	39TH - 68	254+98.75	46.28' RT	636.42
39TH - 55	255+12.87	60.18' RT	636.62	39TH - 69	255+03.75	41.28' RT	636.35
39TH - 56	255+03.26	70.48' RT	635.88	39TH - 70	255+03.75	46.28' RT	636.40
39TH - 57	255+13.53	56.06' RT	636.23	39TH - 71	255+03.75	51.06' RT	636.42
39TH - 58	255+09.53	56.06' RT	636.43	39TH - 72	255+04.53	51.06' RT	636.46
39TH - 59	255+04.53	56.06' RT	636.51	39TH - 73	255+09.53	51.06' RT	636.41
39TH - 60	254+98.75	56.06' RT	636.45	39TH - 74	255+13.53	51.06' RT	636.21

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

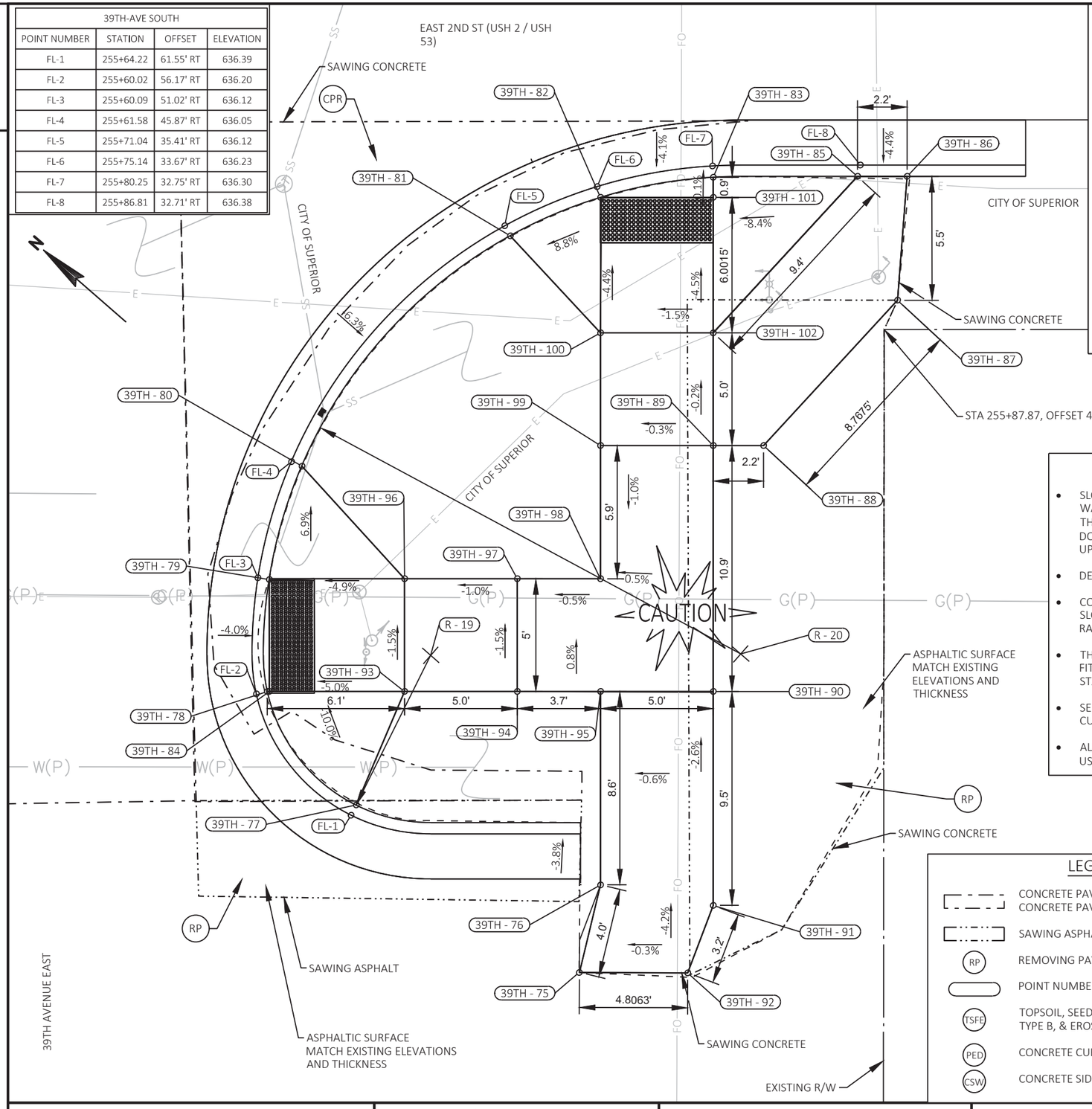
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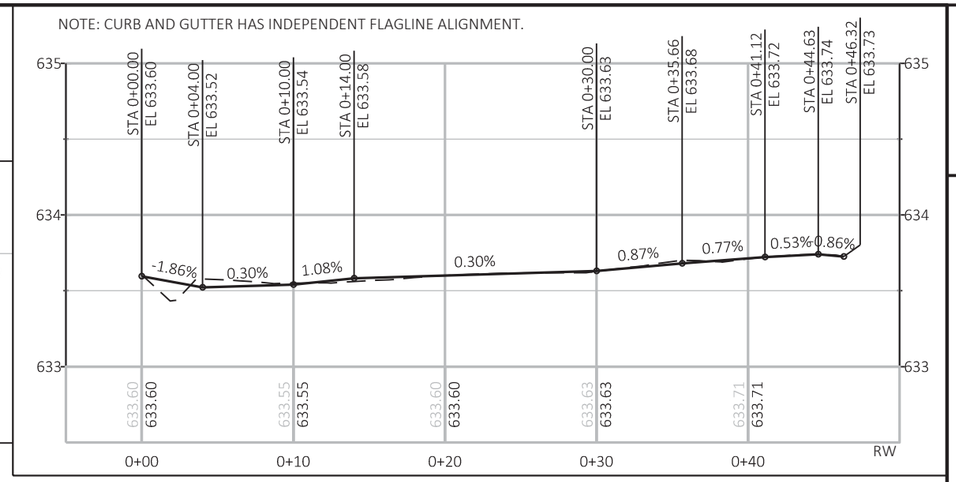
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 39TH AVE E	SHEET 20	E

2

39TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	255+64.22	61.55' RT	636.39
FL-2	255+60.02	56.17' RT	636.20
FL-3	255+60.09	51.02' RT	636.12
FL-4	255+61.58	45.87' RT	636.05
FL-5	255+71.04	35.41' RT	636.12
FL-6	255+75.14	33.67' RT	636.23
FL-7	255+80.25	32.75' RT	636.30
FL-8	255+86.81	32.71' RT	636.38



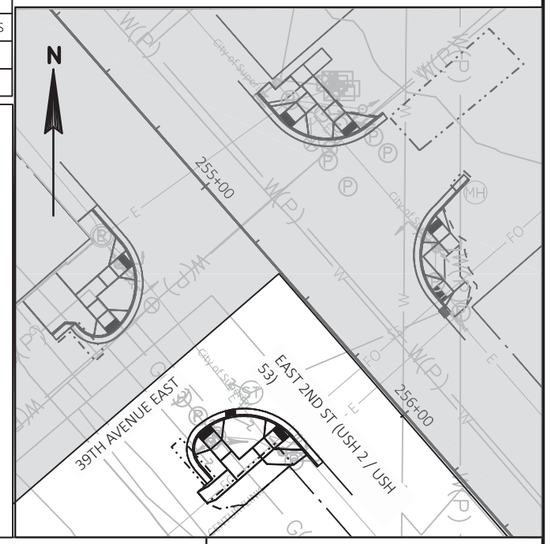
NOTE: CURB AND GUTTER HAS INDEPENDENT FLAGLINE ALIGNMENT.



RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 19	255+67.75	54.45' RT	7.4'
R - 20	255+81.51	54.39' RT	21.2'

GENERAL CONSTRUCTION NOTES:

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- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

39TH-AVE SOUTH				39TH-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
39TH - 75	255+74.34	68.52' RT	636.79	39TH - 89	255+80.28	45.15' RT	636.58
39TH - 76	255+75.28	64.64' RT	636.70	39TH - 90	255+80.28	56.06' RT	636.50
39TH - 77	255+64.45	61.09' RT	636.89	39TH - 91	255+80.28	65.55' RT	636.75
39TH - 78	255+60.50	56.06' RT	636.20	39TH - 92	255+79.16	68.54' RT	636.87
39TH - 79	255+60.60	51.10' RT	636.13	39TH - 93	255+66.59	56.06' RT	636.50
39TH - 80	255+62.05	46.07' RT	636.55	39TH - 94	255+71.59	56.06' RT	636.55
39TH - 81	255+71.29	35.86' RT	636.62	39TH - 95	255+75.28	56.06' RT	636.47
39TH - 82	255+75.28	34.15' RT	636.23	39TH - 96	255+66.59	51.06' RT	636.42
39TH - 83	255+80.28	33.25' RT	636.30	39TH - 97	255+71.59	51.06' RT	636.47
39TH - 84	255+60.59	56.06' RT	636.20	39TH - 98	255+75.28	51.06' RT	636.51
39TH - 85	255+86.68	33.21' RT	636.88	39TH - 99	255+75.28	45.15' RT	636.57
39TH - 86	255+88.89	33.21' RT	636.89	39TH - 100	255+75.28	40.15' RT	636.50
39TH - 87	255+88.47	38.71' RT	636.99	39TH - 101	255+80.28	34.15' RT	636.30
39TH - 88	255+82.52	45.15' RT	636.65	39TH - 102	255+80.28	40.15' RT	636.57

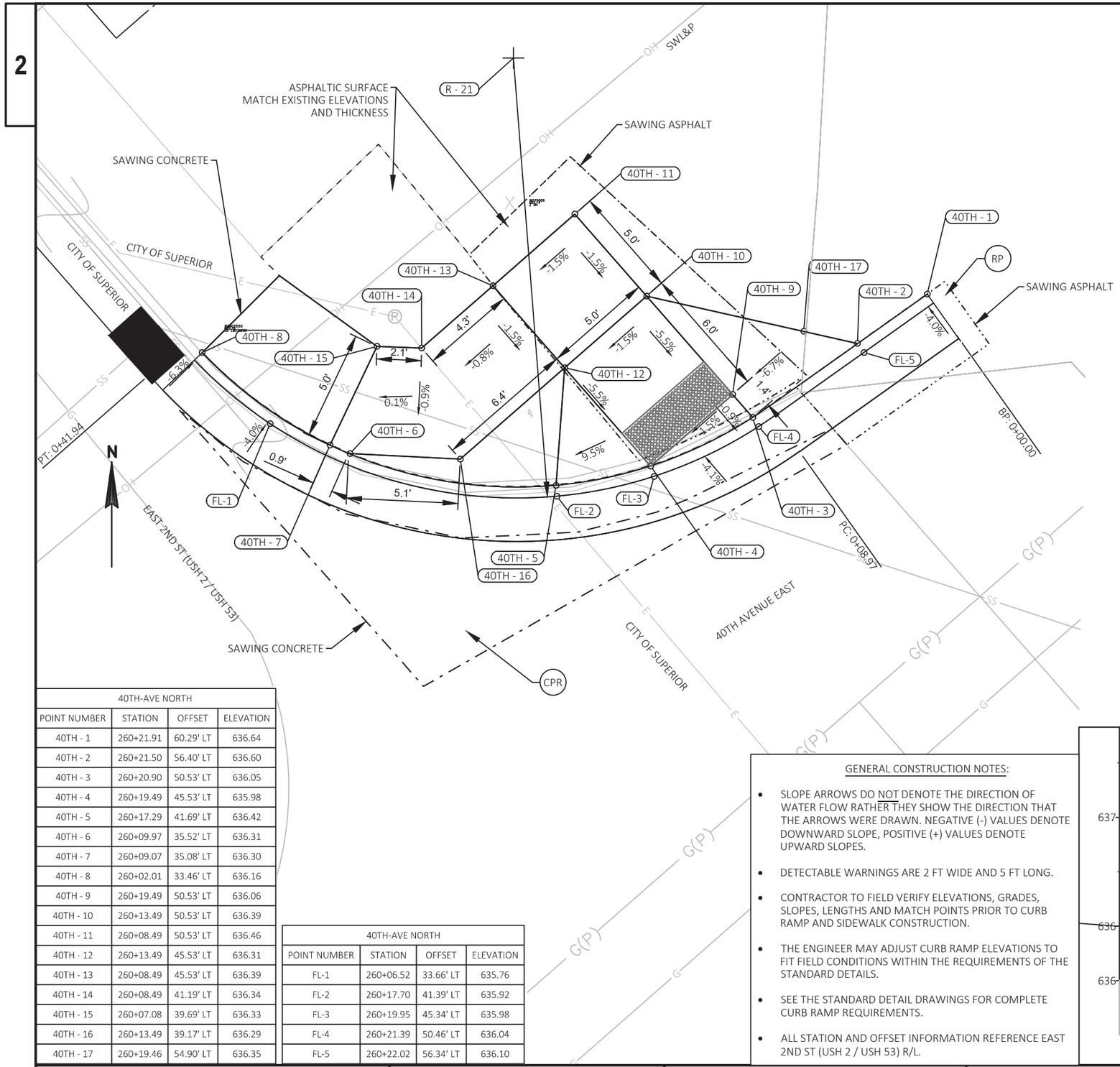
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 39TH AVE E	SHEET 21	E

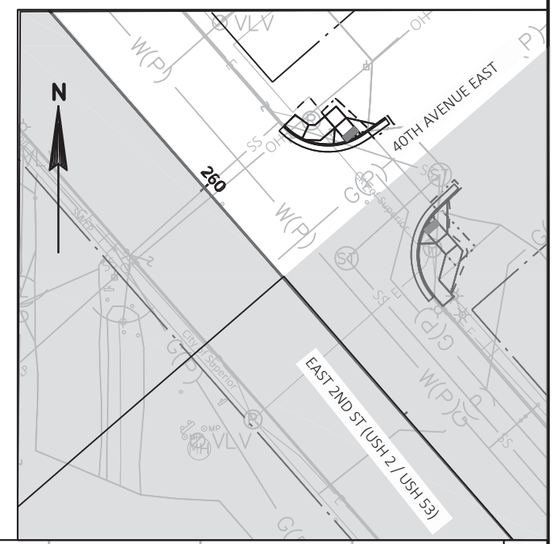
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RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 21	260+01.24	53.13' LT	20.0'

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH



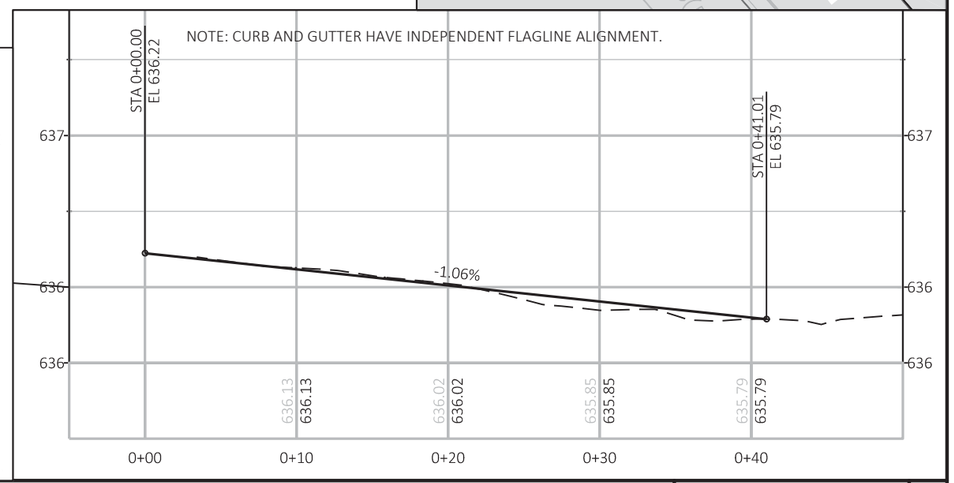


40TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
40TH - 1	260+21.91	60.29' LT	636.64
40TH - 2	260+21.50	56.40' LT	636.60
40TH - 3	260+20.90	50.53' LT	636.05
40TH - 4	260+19.49	45.53' LT	635.98
40TH - 5	260+17.29	41.69' LT	636.42
40TH - 6	260+09.97	35.52' LT	636.31
40TH - 7	260+09.07	35.08' LT	636.30
40TH - 8	260+02.01	33.46' LT	636.16
40TH - 9	260+19.49	50.53' LT	636.06
40TH - 10	260+13.49	50.53' LT	636.39
40TH - 11	260+08.49	50.53' LT	636.46
40TH - 12	260+13.49	45.53' LT	636.31
40TH - 13	260+08.49	45.53' LT	636.39
40TH - 14	260+08.49	41.19' LT	636.34
40TH - 15	260+07.08	39.69' LT	636.33
40TH - 16	260+13.49	39.17' LT	636.29
40TH - 17	260+19.46	54.90' LT	636.35

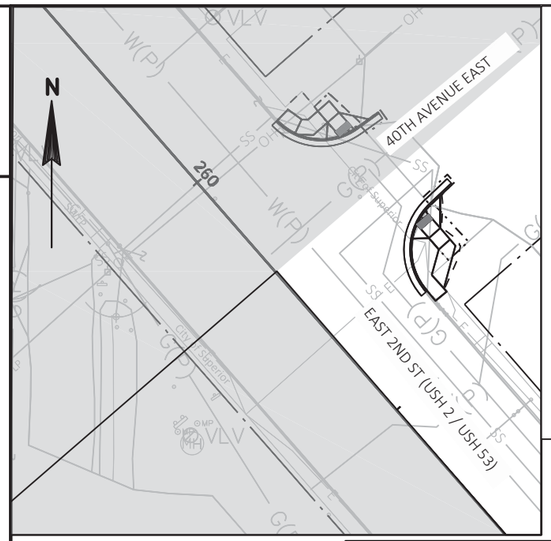
40TH-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	260+06.52	33.66' LT	635.76
FL-2	260+17.70	41.39' LT	635.92
FL-3	260+19.95	45.34' LT	635.98
FL-4	260+21.39	50.46' LT	636.04
FL-5	260+22.02	56.34' LT	636.10

GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 40TH AVE E	SHEET 22	E



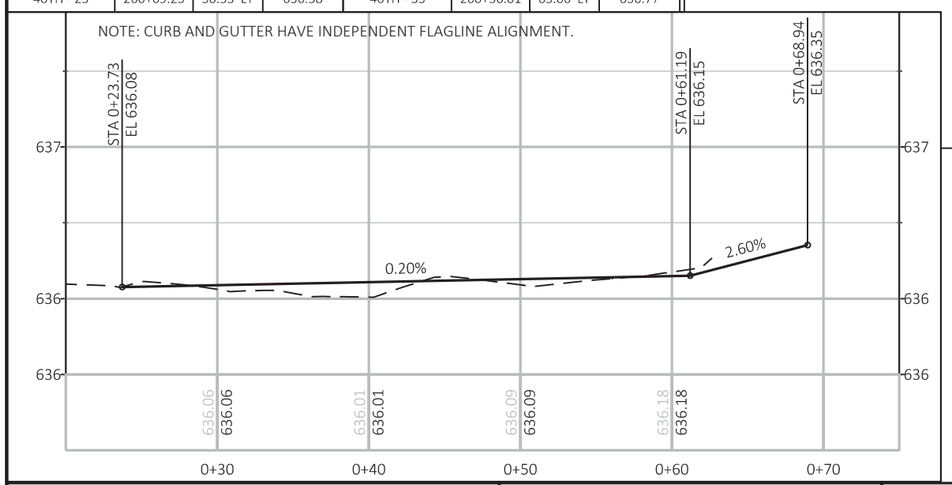
GENERAL CONSTRUCTION NOTES:

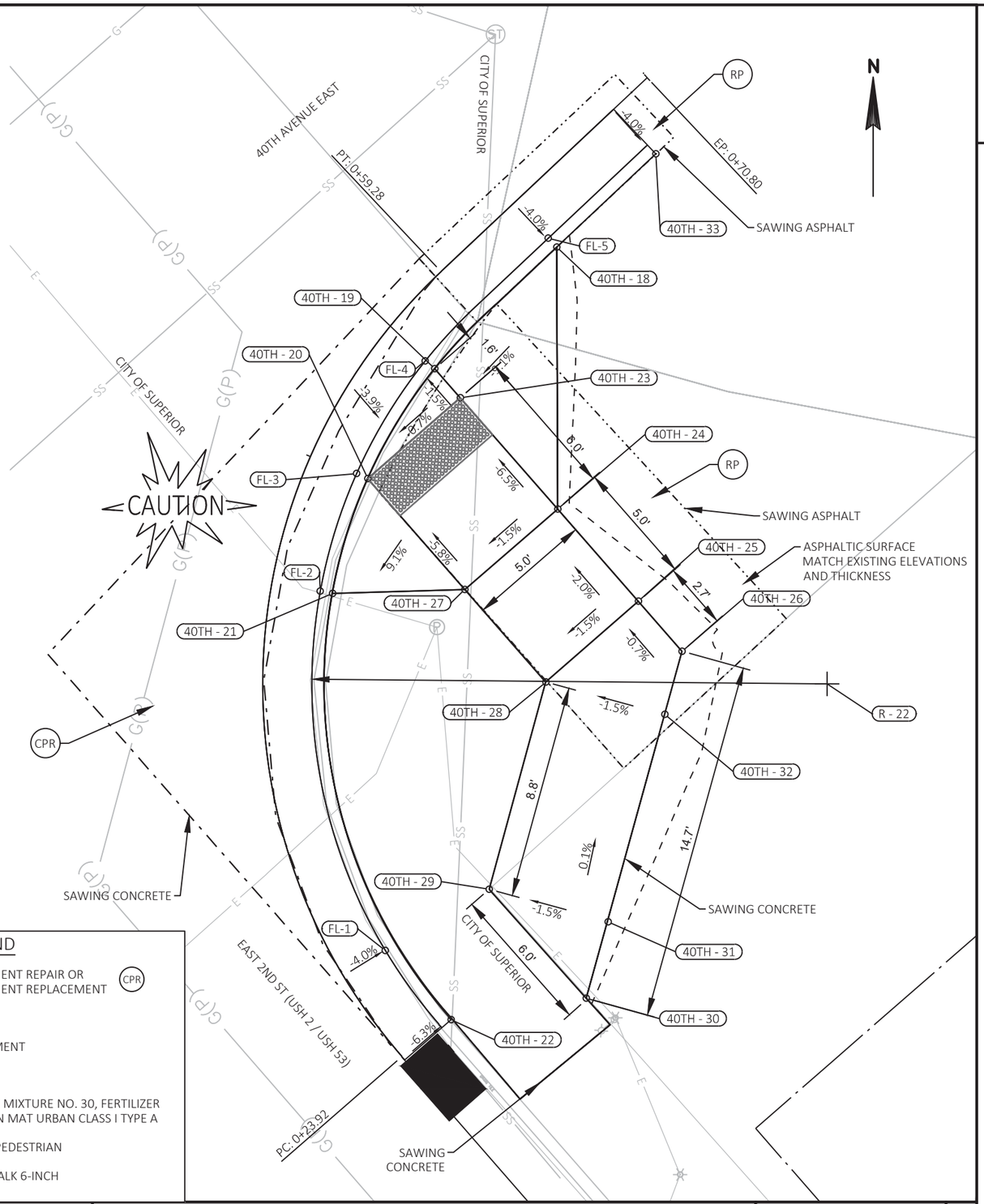
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RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 22	260+76.84	54.10' LT	20.5'

40TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	260+73.17	33.42' LT	636.00
FL-2	260+60.42	41.06' LT	636.04
FL-3	260+57.79	45.32' LT	636.05
FL-4	260+56.17	50.45' LT	636.06
FL-5	260+55.71	57.50' LT	636.13

40TH-AVE EAST				40TH-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
40TH - 18	260+56.21	57.52' LT	636.63	40TH - 26	260+71.96	50.53' LT	636.60
40TH - 19	260+56.67	50.53' LT	636.07	40TH - 27	260+64.24	45.53' LT	636.41
40TH - 20	260+58.24	45.53' LT	636.06	40TH - 28	260+69.25	45.53' LT	636.51
40TH - 21	260+60.82	41.37' LT	636.54	40TH - 29	260+74.08	38.24' LT	636.49
40TH - 22	260+77.06	33.58' LT	636.45	40TH - 30	260+80.02	38.29' LT	636.58
40TH - 23	260+58.24	50.53' LT	636.09	40TH - 31	260+78.27	41.02' LT	636.56
40TH - 24	260+64.26	50.53' LT	636.48	40TH - 32	260+73.43	48.31' LT	636.58
40TH - 25	260+69.25	50.53' LT	636.58	40TH - 33	260+56.01	63.06' LT	636.77





LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 40TH AVE E	SHEET 23	E

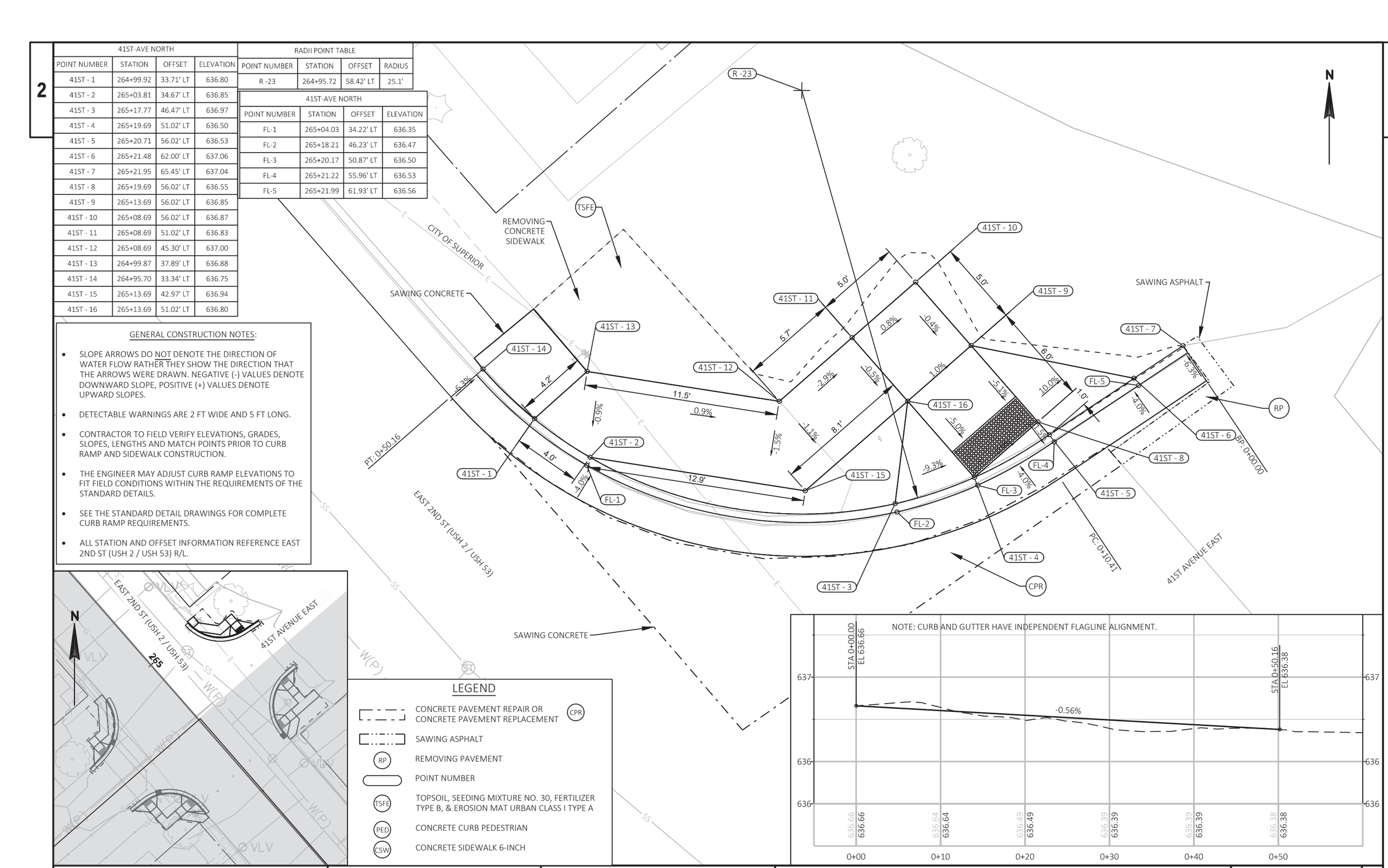
41ST-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
41ST - 1	264+99.92	33.71' LT	636.80
41ST - 2	265+03.81	34.67' LT	636.85
41ST - 3	265+17.77	46.47' LT	636.97
41ST - 4	265+19.69	51.02' LT	636.50
41ST - 5	265+20.71	56.02' LT	636.53
41ST - 6	265+21.48	62.00' LT	637.06
41ST - 7	265+21.95	65.45' LT	637.04
41ST - 8	265+19.69	56.02' LT	636.55
41ST - 9	265+13.69	56.02' LT	636.85
41ST - 10	265+08.69	56.02' LT	636.87
41ST - 11	265+08.69	51.02' LT	636.83
41ST - 12	265+08.69	45.30' LT	637.00
41ST - 13	264+99.87	37.89' LT	636.88
41ST - 14	264+95.70	33.34' LT	636.75
41ST - 15	265+13.69	42.97' LT	636.94
41ST - 16	265+13.69	51.02' LT	636.80

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R -23	264+95.72	58.42' LT	25.1'

41ST-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	265+04.03	34.22' LT	636.35
FL-2	265+18.21	46.23' LT	636.47
FL-3	265+20.17	50.87' LT	636.50
FL-4	265+21.22	55.96' LT	636.53
FL-5	265+21.99	61.93' LT	636.56

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.

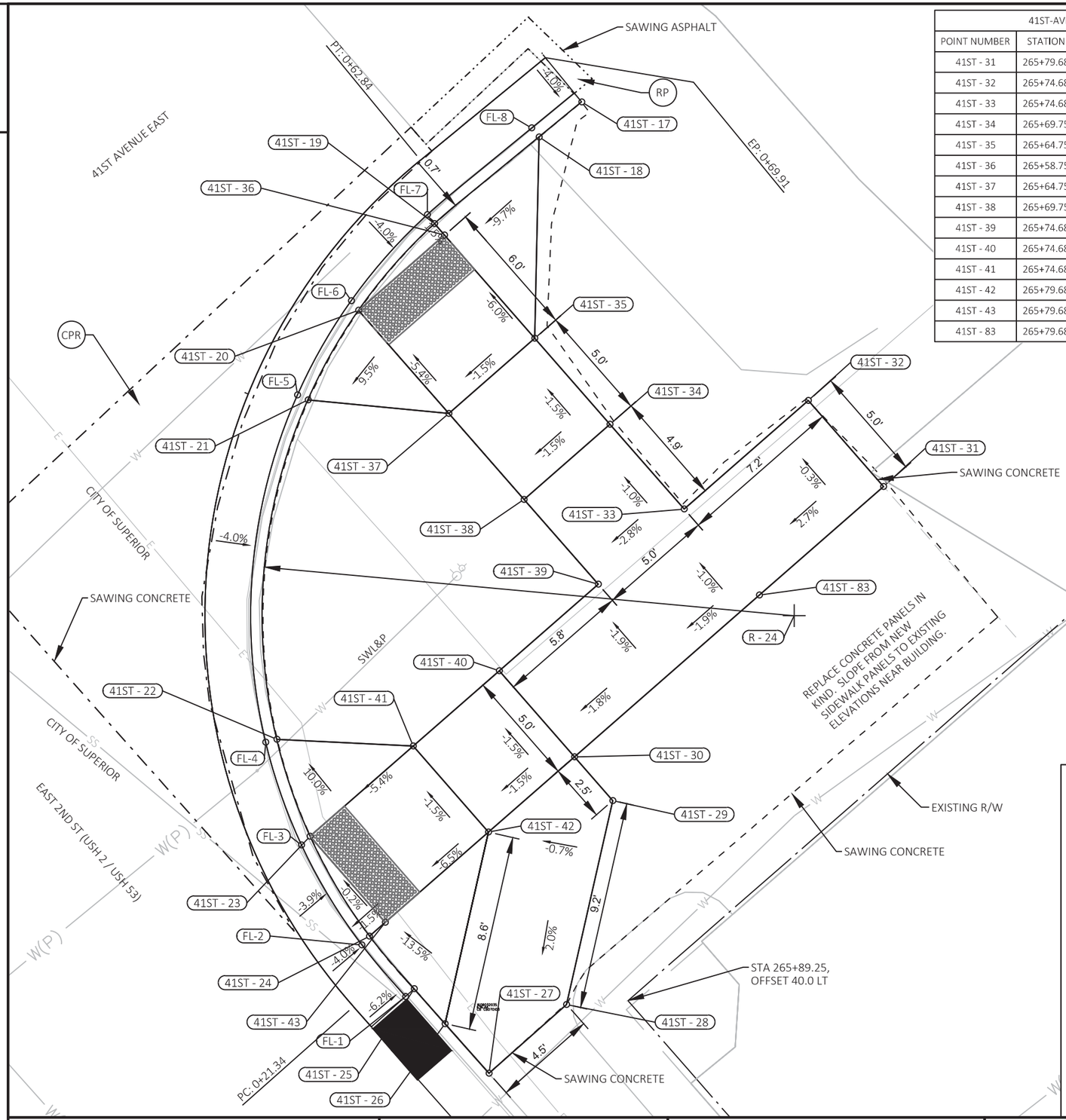


LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 41ST AVE E	SHEET 24	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021102_ID_08.DWG
LAYOUT NAME - 41ST - AVE NE (2)
PLOT DATE : 11/1/2020 10:31 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



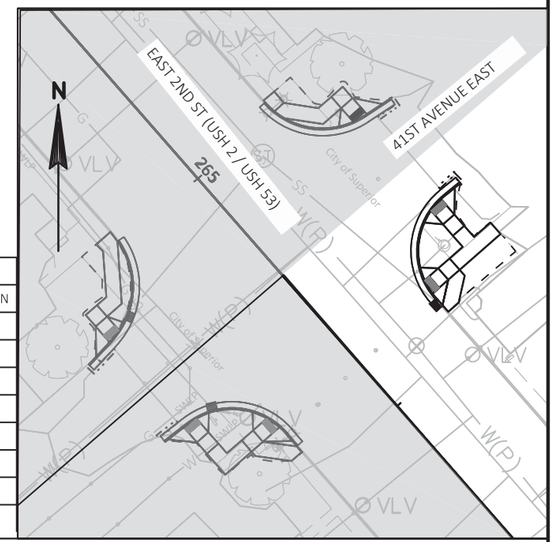
41ST-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
41ST - 31	265+79.68	63.24' LT	637.03
41ST - 32	265+74.68	63.24' LT	637.02
41ST - 33	265+74.68	56.02' LT	637.17
41ST - 34	265+69.75	56.02' LT	637.13
41ST - 35	265+64.75	56.02' LT	637.05
41ST - 36	265+58.75	56.02' LT	636.69
41ST - 37	265+64.75	51.02' LT	636.98
41ST - 38	265+69.75	51.02' LT	637.05
41ST - 39	265+74.68	51.02' LT	637.03
41ST - 40	265+74.68	45.26' LT	636.95
41ST - 41	265+74.68	40.26' LT	636.87
41ST - 42	265+79.68	40.26' LT	636.95
41ST - 43	265+79.68	34.27' LT	636.56
41ST - 83	265+79.68	56.02' LT	637.22

41ST-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
41ST - 31	265+79.68	63.24' LT	637.03
41ST - 32	265+74.68	63.24' LT	637.02
41ST - 33	265+74.68	56.02' LT	637.17
41ST - 34	265+69.75	56.02' LT	637.13
41ST - 35	265+64.75	56.02' LT	637.05
41ST - 36	265+58.75	56.02' LT	636.69
41ST - 37	265+64.75	51.02' LT	636.98
41ST - 38	265+69.75	51.02' LT	637.05
41ST - 39	265+74.68	51.02' LT	637.03
41ST - 40	265+74.68	45.26' LT	636.95
41ST - 41	265+74.68	40.26' LT	636.87
41ST - 42	265+79.68	40.26' LT	636.95
41ST - 43	265+79.68	34.27' LT	636.56
41ST - 83	265+79.68	56.02' LT	637.22

LEGEND

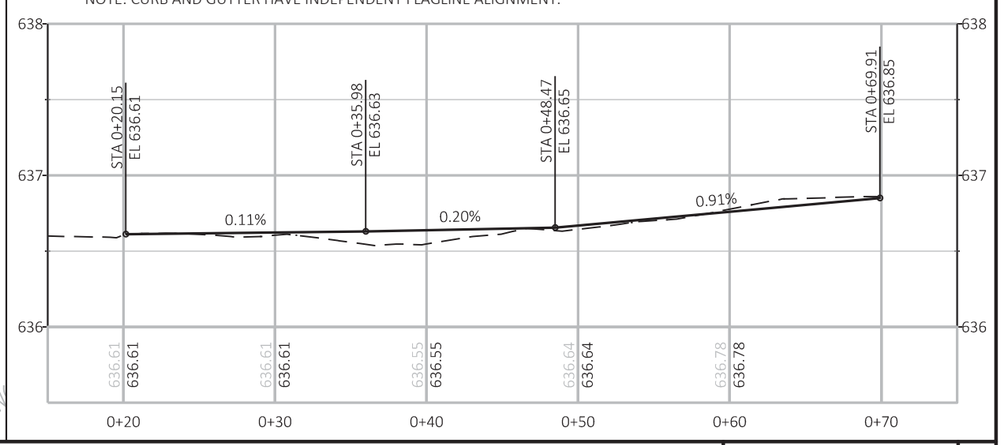
- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 24	265+81.36	56.57' LT	23.3'



41ST-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	265+82.71	32.79' LT	636.49
FL-2	265+79.75	32.84' LT	636.53
FL-3	265+74.72	33.73' LT	636.54
FL-4	265+70.30	35.51' LT	636.55
FL-5	265+59.78	46.56' LT	636.60
FL-6	265+58.22	51.05' LT	636.64
FL-7	265+57.58	56.04' LT	636.69
FL-8	265+57.73	61.98' LT	636.75

NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.



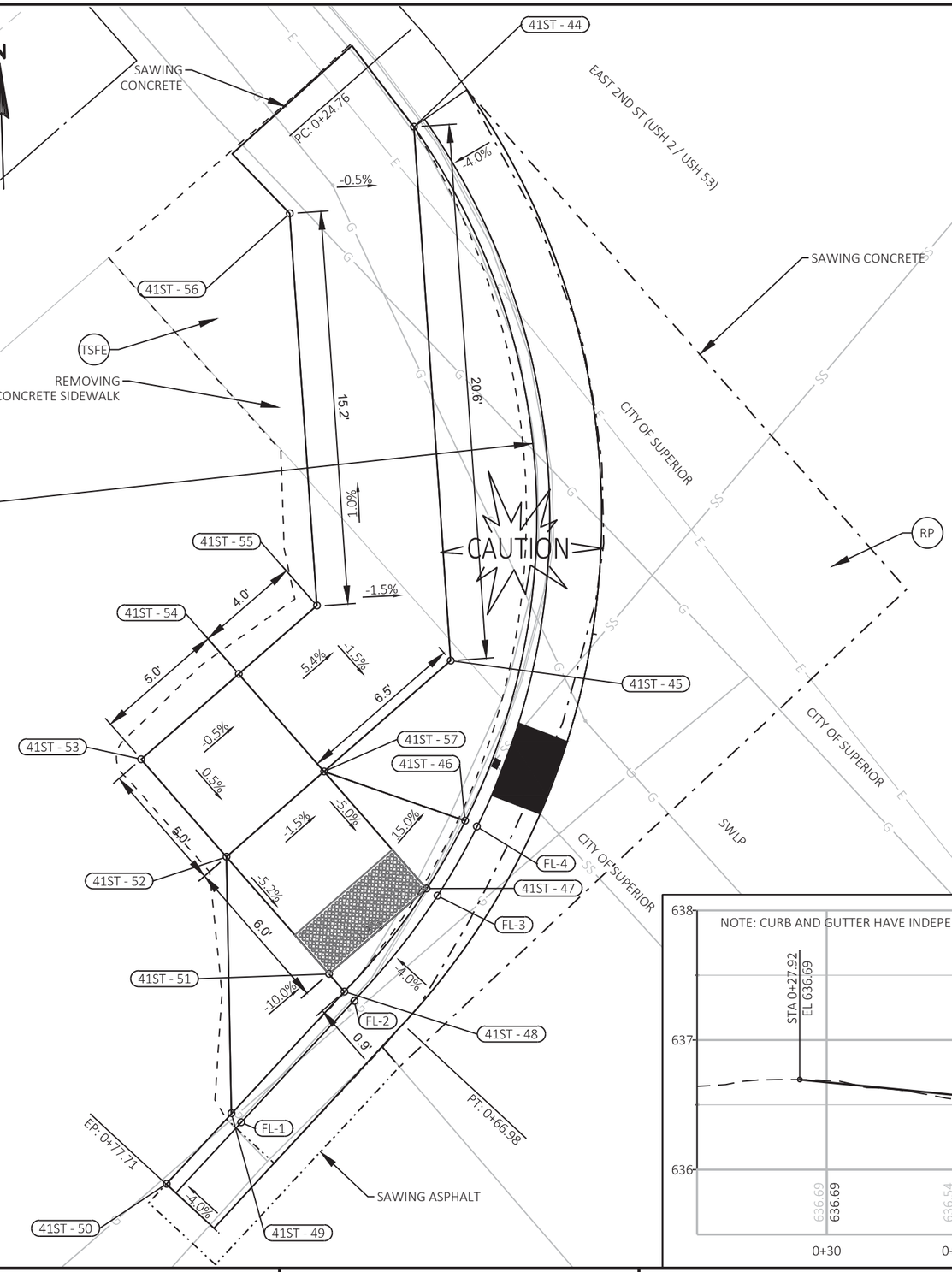
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 41ST AVE E	SHEET 25	E

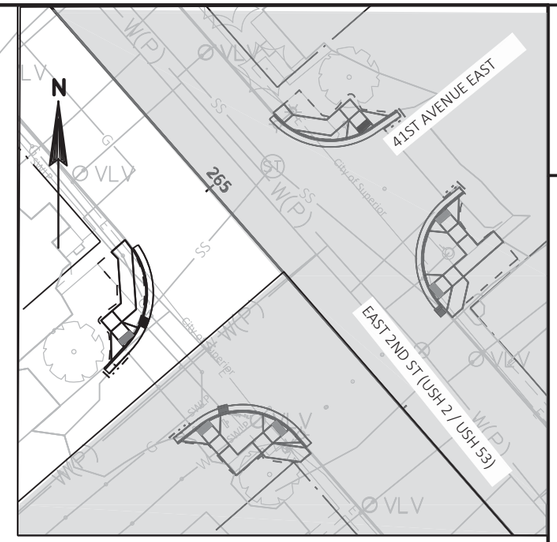
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

41ST-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	265+22.67	63.93' RT	636.56
FL-2	265+22.01	57.56' RT	636.50
FL-3	265+21.08	52.47' RT	636.44
FL-4	265+20.07	49.57' RT	636.41

41ST-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
41ST - 44	264+98.15	33.63' RT	637.11
41ST - 45	265+14.59	46.12' RT	636.93
41ST - 46	265+19.60	49.77' RT	636.91
41ST - 47	265+20.59	52.61' RT	636.45
41ST - 48	265+21.49	57.61' RT	636.50
41ST - 49	265+22.16	63.98' RT	637.06
41ST - 50	265+22.56	67.66' RT	637.09
41ST - 51	265+20.59	57.61' RT	636.52
41ST - 52	265+14.59	57.61' RT	636.83
41ST - 53	265+09.59	57.61' RT	636.80
41ST - 54	265+09.59	52.61' RT	636.78
41ST - 55	265+09.59	48.60' RT	636.99
41ST - 56	264+97.51	39.44' RT	637.12
41ST - 57	265+14.59	52.61' RT	636.75

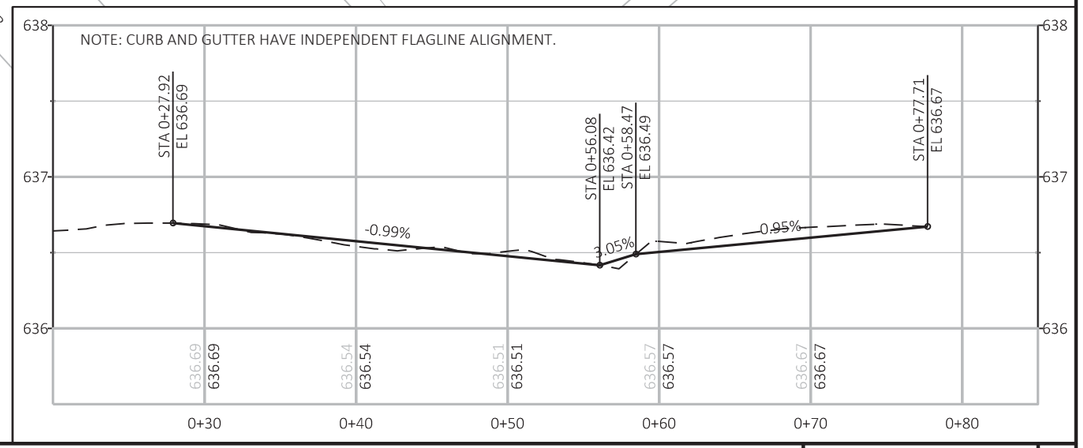




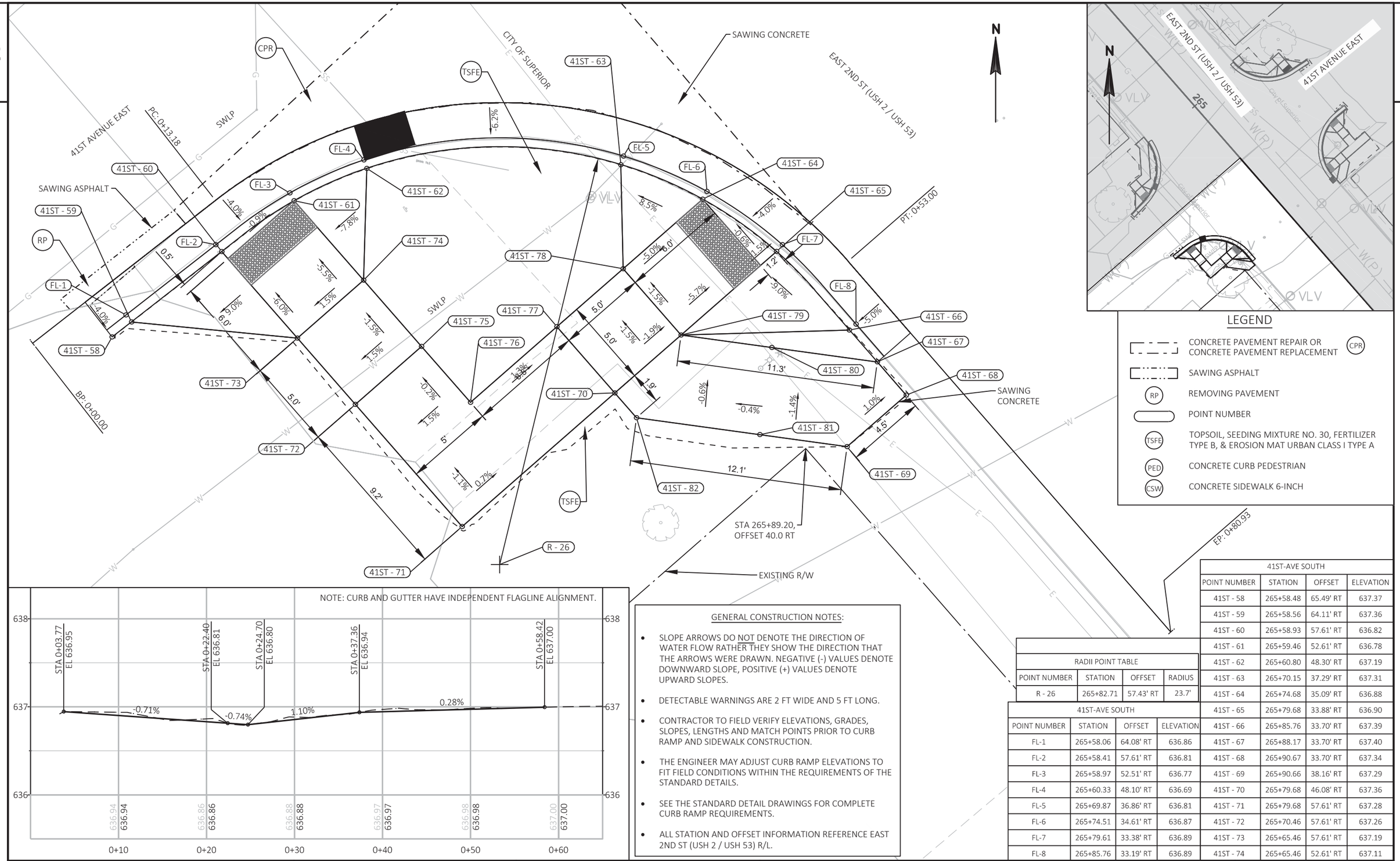
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 25	264+95.30	59.76' RT	26.3'

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 41ST AVE E	SHEET 26	E



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

GENERAL CONSTRUCTION NOTES:

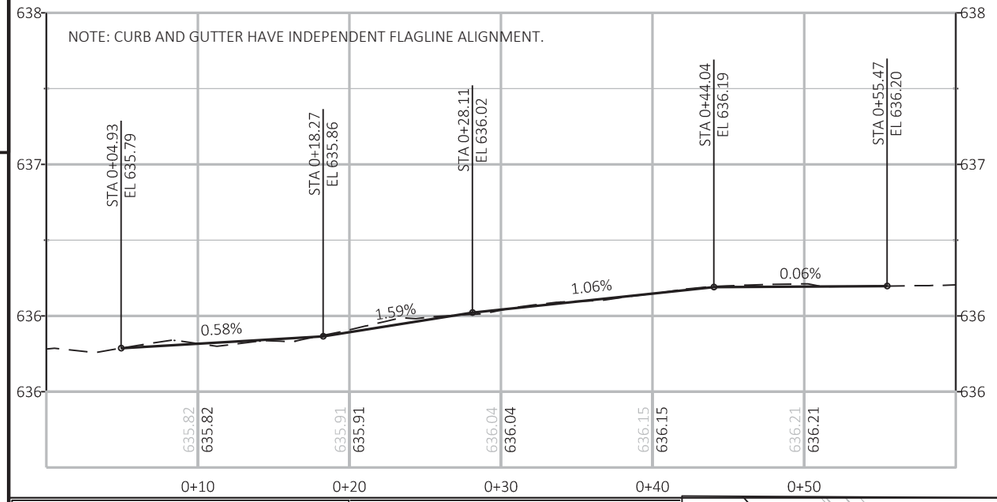
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- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 26	265+82.71	57.43' RT	23.7'

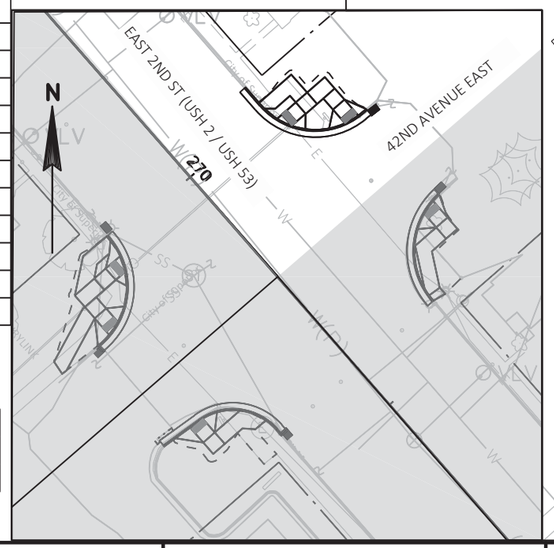
41ST-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	265+58.06	64.08' RT	636.86
FL-2	265+58.41	57.61' RT	636.81
FL-3	265+58.97	52.51' RT	636.77
FL-4	265+60.33	48.10' RT	636.69
FL-5	265+69.87	36.86' RT	636.81
FL-6	265+74.51	34.61' RT	636.87
FL-7	265+79.61	33.38' RT	636.89
FL-8	265+85.76	33.19' RT	636.89

41ST-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
41ST - 58	265+58.48	65.49' RT	637.37
41ST - 59	265+58.56	64.11' RT	637.36
41ST - 60	265+58.93	57.61' RT	636.82
41ST - 61	265+59.46	52.61' RT	636.78
41ST - 62	265+60.80	48.30' RT	637.19
41ST - 63	265+70.15	37.29' RT	637.31
41ST - 64	265+74.68	35.09' RT	636.88
41ST - 65	265+79.68	33.88' RT	636.90
41ST - 66	265+85.76	33.70' RT	637.39
41ST - 67	265+88.17	33.70' RT	637.40
41ST - 68	265+90.67	33.70' RT	637.34
41ST - 69	265+90.66	38.16' RT	637.29
41ST - 70	265+79.68	46.08' RT	637.36
41ST - 71	265+79.68	57.61' RT	637.28
41ST - 72	265+70.46	57.61' RT	637.26
41ST - 73	265+65.46	57.61' RT	637.19
41ST - 74	265+65.46	52.61' RT	637.11

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 41ST AVE E	SHEET 27	E



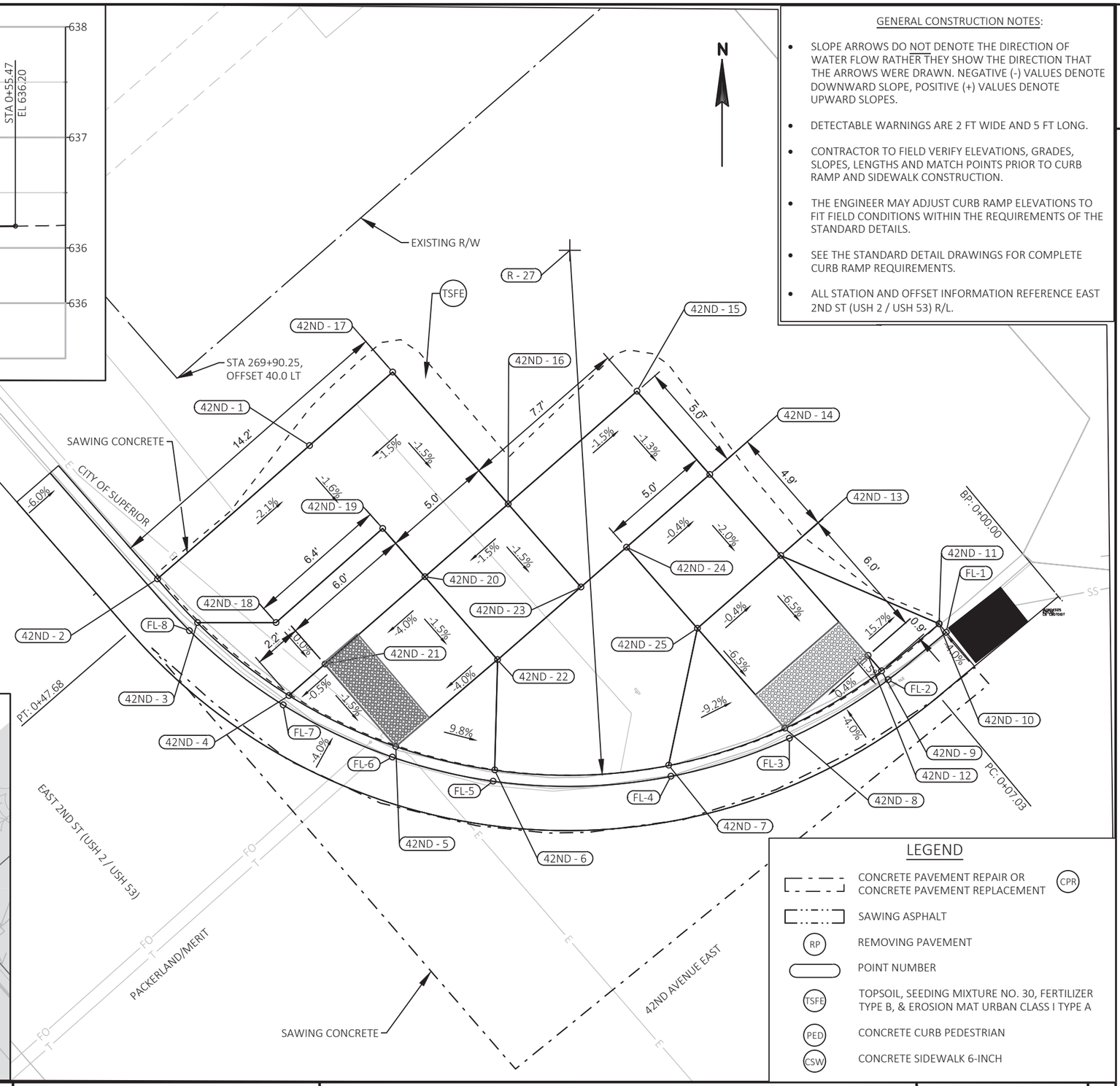
42ND-AVE NORTH				42ND-AVE NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
42ND - 1	269+96.48	42.50' LT	636.45	FL-1	270+21.80	58.61' LT	635.71
42ND - 2	269+96.49	33.36' LT	636.60	FL-2	270+21.68	55.22' LT	635.73
42ND - 3	269+99.17	33.42' LT	636.61	FL-3	270+20.73	50.12' LT	635.76
42ND - 4	270+04.38	34.36' LT	636.07	FL-4	270+18.50	44.95' LT	635.82
42ND - 5	270+09.30	36.48' LT	636.01	FL-5	270+13.38	38.75' LT	635.95
42ND - 6	270+13.04	39.14' LT	636.45	FL-6	270+09.55	36.05' LT	636.00
42ND - 7	270+18.06	45.21' LT	636.32	FL-7	270+04.52	33.88' LT	636.07
42ND - 8	270+20.25	50.26' LT	635.77	FL-8	269+99.21	32.91' LT	636.11
42ND - 9	270+21.18	55.26' LT	635.74				
42ND - 10	270+21.29	58.62' LT	636.21				
42ND - 11	270+21.30	58.62' LT	636.21				
42ND - 12	270+20.25	55.26' LT	635.75				
42ND - 13	270+14.25	55.26' LT	636.14				
42ND - 14	270+09.38	55.26' LT	636.24				
42ND - 15	270+04.38	55.26' LT	636.29				
42ND - 16	270+04.38	47.52' LT	636.40				
42ND - 17	269+96.45	47.52' LT	636.52				
42ND - 18	270+01.51	36.09' LT	636.37				
42ND - 19	270+01.48	42.52' LT	636.37				
42ND - 20	270+04.38	42.52' LT	636.33				
42ND - 21	270+04.38	36.52' LT	636.09				
42ND - 22	270+09.37	42.52' LT	636.25				
42ND - 23	270+09.38	47.52' LT	636.33				
42ND - 24	270+09.38	50.26' LT	636.25				
42ND - 25	270+14.25	50.26' LT	636.16				



RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 27	269+97.58	57.18' LT	23.7'

GENERAL CONSTRUCTION NOTES:

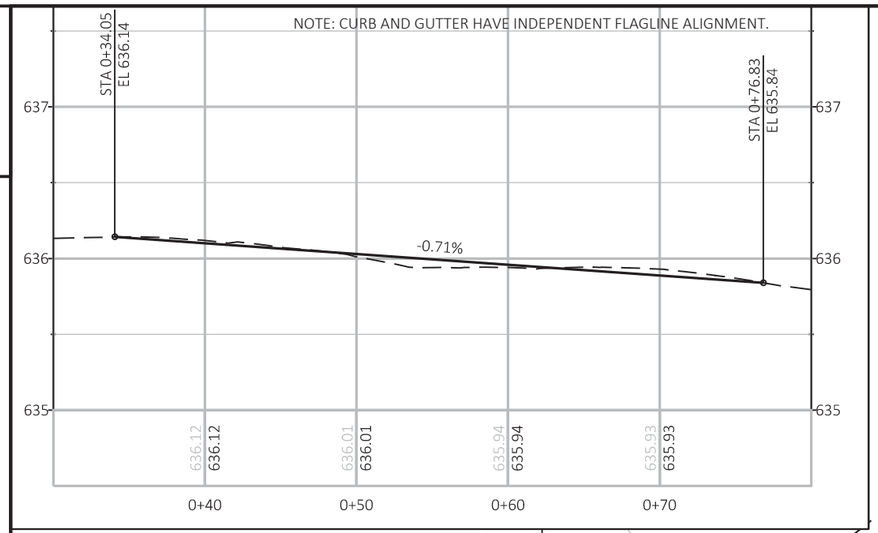
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LEGEND

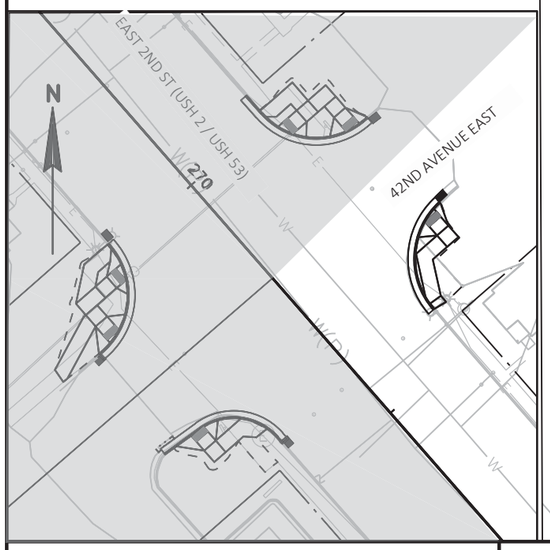
- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

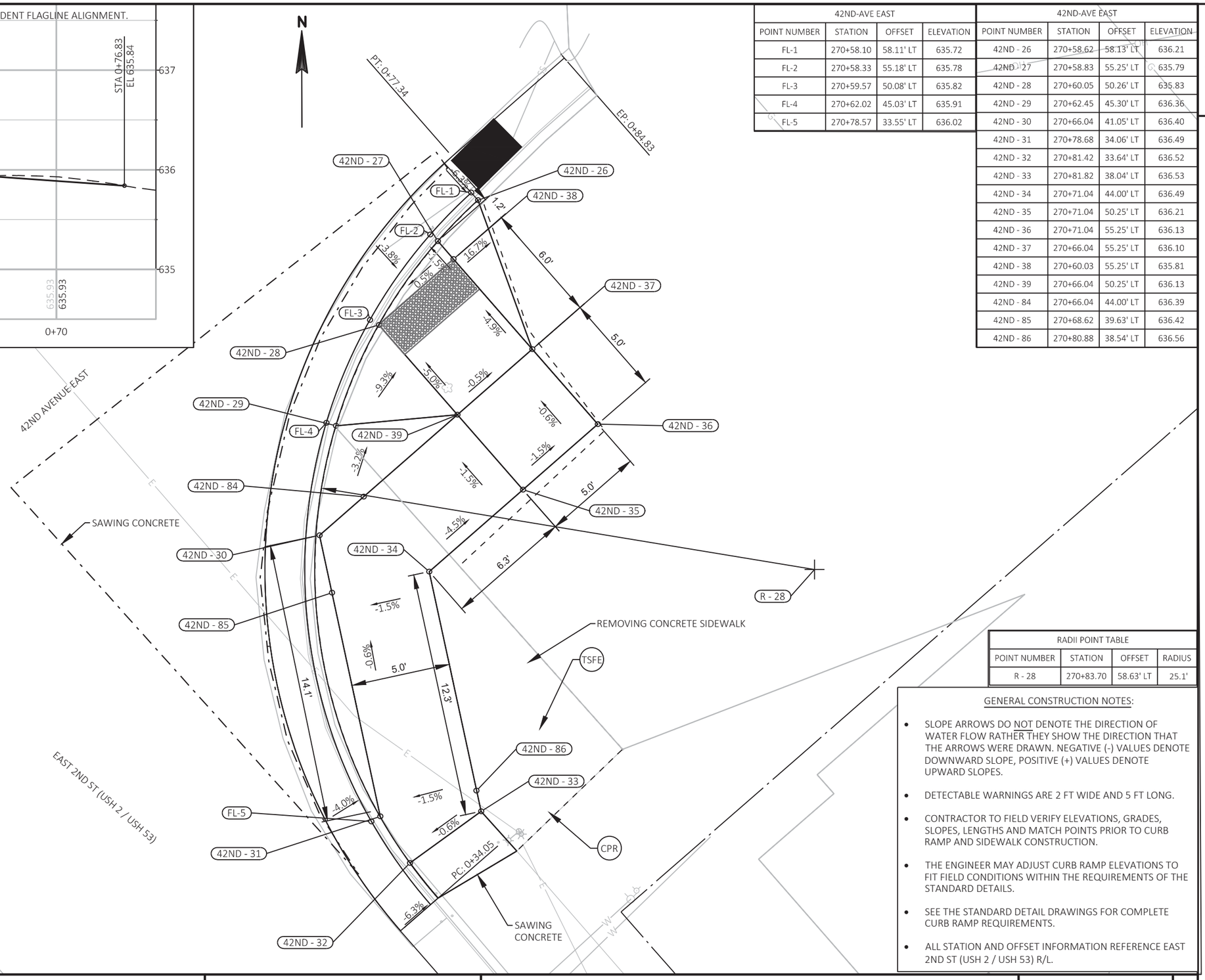
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 42ND AVE E	SHEET 28	E



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH





42ND-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	270+58.10	58.11' LT	635.72
FL-2	270+58.33	55.18' LT	635.78
FL-3	270+59.57	50.08' LT	635.82
FL-4	270+62.02	45.03' LT	635.91
FL-5	270+78.57	33.55' LT	636.02

42ND-AVE EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
42ND - 26	270+58.62	58.13' LT	636.21
42ND - 27	270+58.83	55.25' LT	635.79
42ND - 28	270+60.05	50.26' LT	635.83
42ND - 29	270+62.45	45.30' LT	636.36
42ND - 30	270+66.04	41.05' LT	636.40
42ND - 31	270+78.68	34.06' LT	636.49
42ND - 32	270+81.42	33.64' LT	636.52
42ND - 33	270+81.82	38.04' LT	636.53
42ND - 34	270+71.04	44.00' LT	636.49
42ND - 35	270+71.04	50.25' LT	636.21
42ND - 36	270+71.04	55.25' LT	636.13
42ND - 37	270+66.04	55.25' LT	636.10
42ND - 38	270+60.03	55.25' LT	635.81
42ND - 39	270+66.04	50.25' LT	636.13
42ND - 84	270+66.04	44.00' LT	636.39
42ND - 85	270+68.62	39.63' LT	636.42
42ND - 86	270+80.88	38.54' LT	636.56

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 28	270+83.70	58.63' LT	25.1'

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- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 42ND AVE E	SHEET 29	E

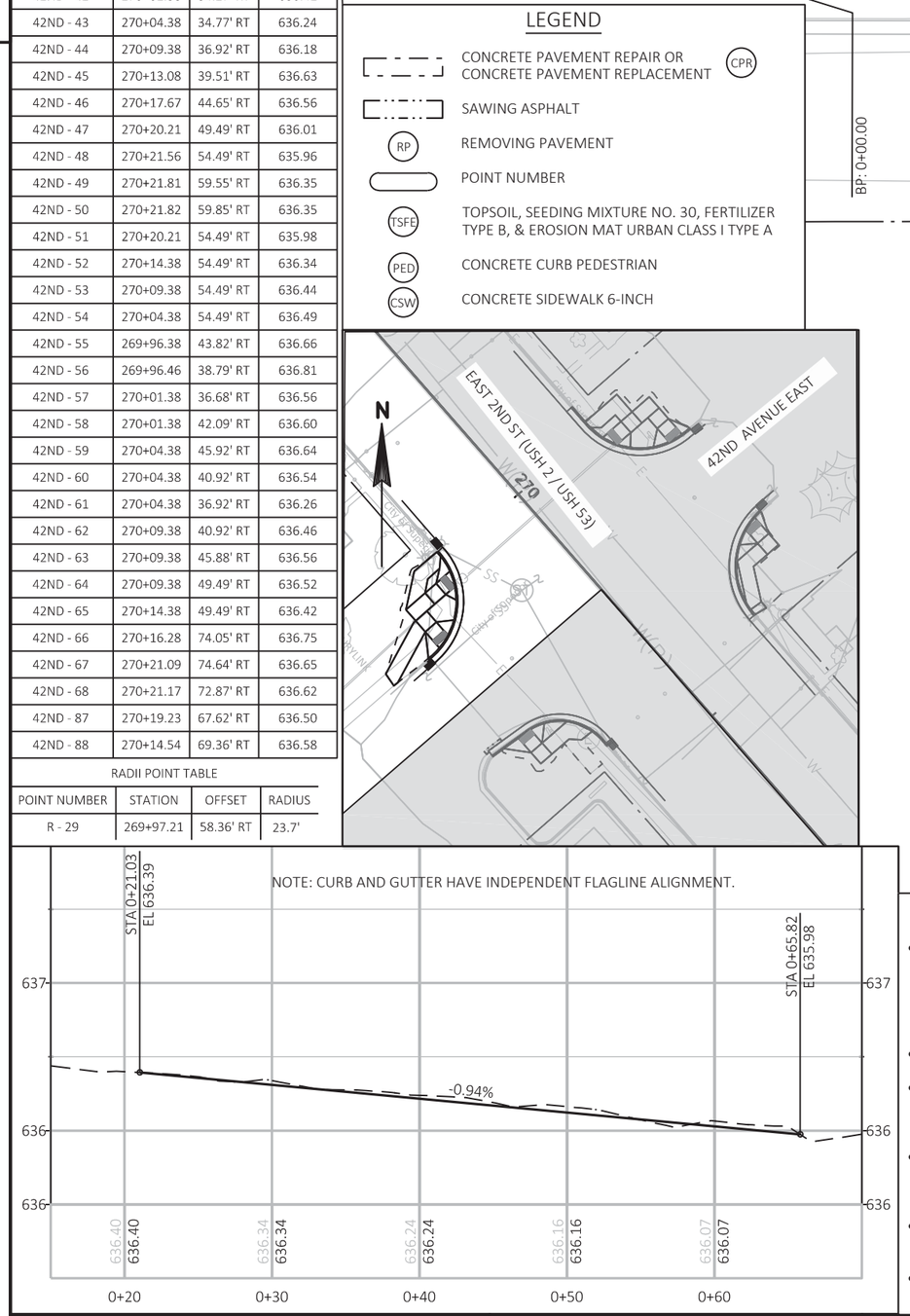
42ND-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
42ND - 40	269+96.55	33.72' RT	636.77
42ND - 41	269+98.47	33.74' RT	636.75
42ND - 42	270+02.38	34.27' RT	636.42
42ND - 43	270+04.38	34.77' RT	636.24
42ND - 44	270+09.38	36.92' RT	636.18
42ND - 45	270+13.08	39.51' RT	636.63
42ND - 46	270+17.67	44.65' RT	636.56
42ND - 47	270+20.21	49.49' RT	636.01
42ND - 48	270+21.56	54.49' RT	635.96
42ND - 49	270+21.81	59.55' RT	636.35
42ND - 50	270+21.82	59.85' RT	636.35
42ND - 51	270+20.21	54.49' RT	635.98
42ND - 52	270+14.38	54.49' RT	636.34
42ND - 53	270+09.38	54.49' RT	636.44
42ND - 54	270+04.38	54.49' RT	636.49
42ND - 55	269+96.38	43.82' RT	636.66
42ND - 56	269+96.46	38.79' RT	636.81
42ND - 57	270+01.38	36.68' RT	636.56
42ND - 58	270+01.38	42.09' RT	636.60
42ND - 59	270+04.38	45.92' RT	636.64
42ND - 60	270+04.38	40.92' RT	636.54
42ND - 61	270+04.38	36.92' RT	636.26
42ND - 62	270+09.38	40.92' RT	636.46
42ND - 63	270+09.38	45.88' RT	636.56
42ND - 64	270+09.38	49.49' RT	636.52
42ND - 65	270+14.38	49.49' RT	636.42
42ND - 66	270+16.28	74.05' RT	636.75
42ND - 67	270+21.09	74.64' RT	636.65
42ND - 68	270+21.17	72.87' RT	636.62
42ND - 87	270+19.23	67.62' RT	636.50
42ND - 88	270+14.54	69.36' RT	636.58

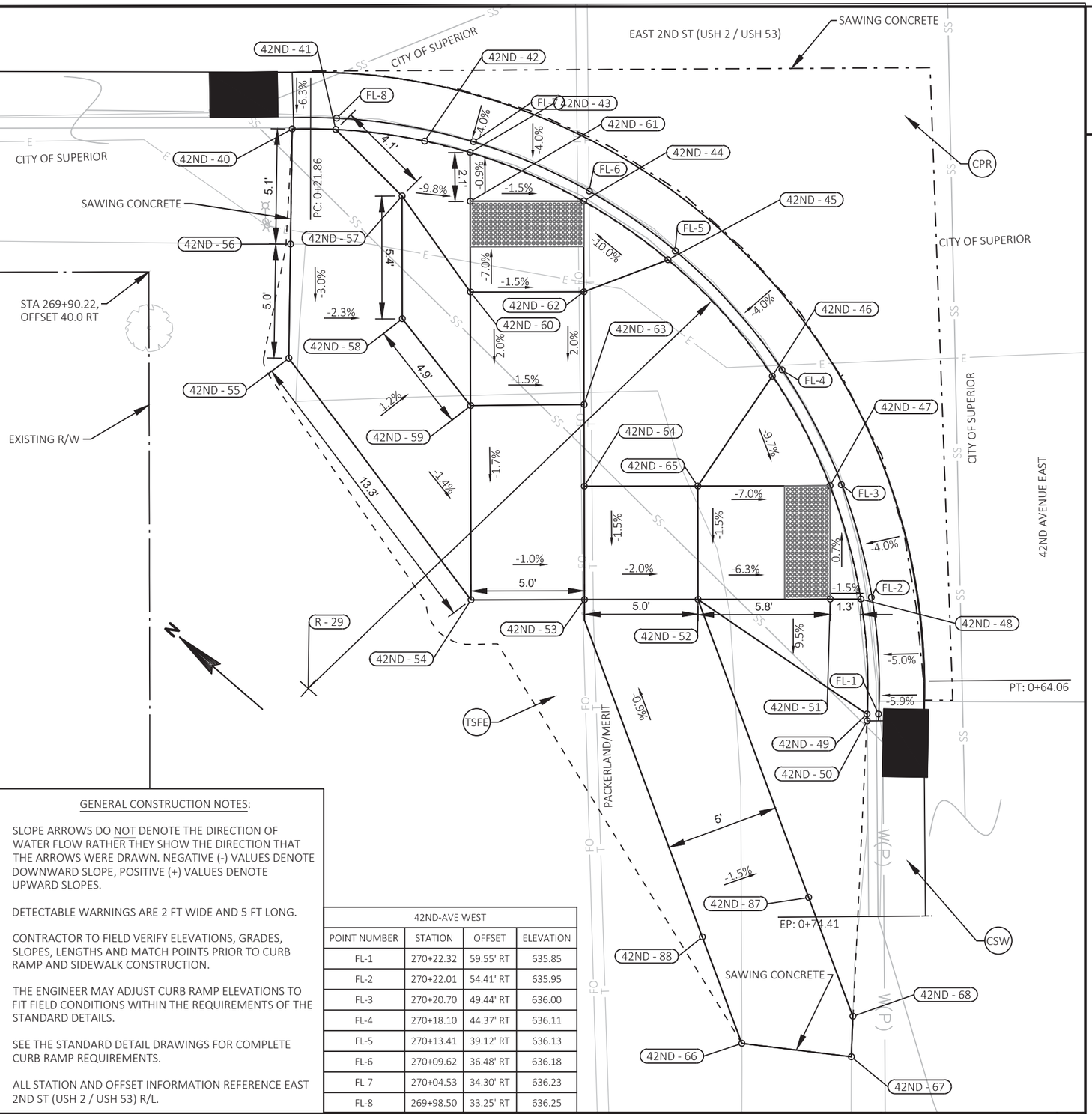
RADII POINT TABLE

POINT NUMBER	STATION	OFFSET	RADIUS
R - 29	269+97.21	58.36' RT	23.7'

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH





GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.

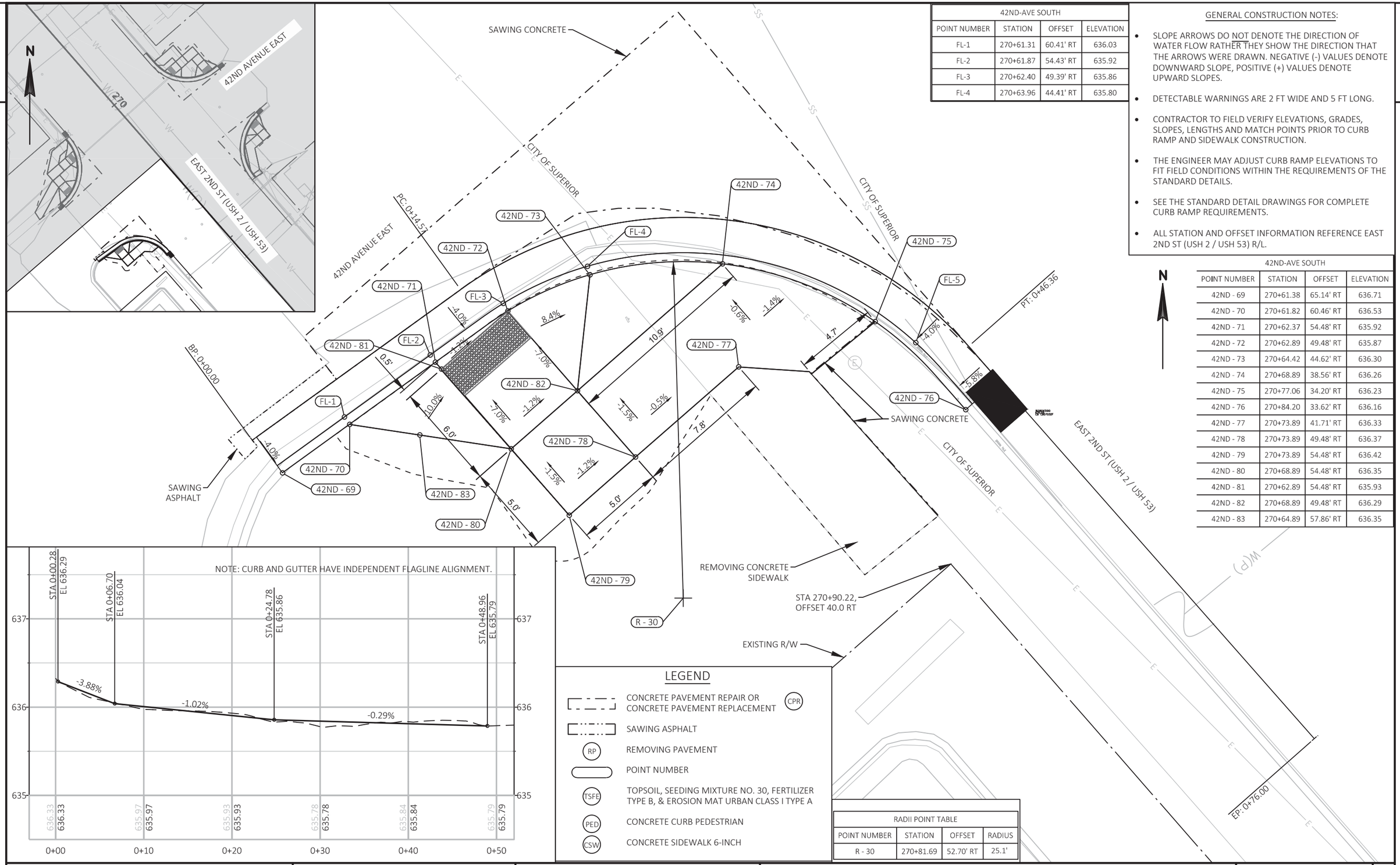
42ND-AVE WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	270+22.32	59.55' RT	635.85
FL-2	270+22.01	54.41' RT	635.95
FL-3	270+20.70	49.44' RT	636.00
FL-4	270+18.10	44.37' RT	636.11
FL-5	270+13.41	39.12' RT	636.13
FL-6	270+09.62	36.48' RT	636.18
FL-7	270+04.53	34.30' RT	636.23
FL-8	269+98.50	33.25' RT	636.25

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 42ND AVE E	SHEET 30	E

42ND-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	270+61.31	60.41' RT	636.03
FL-2	270+61.87	54.43' RT	635.92
FL-3	270+62.40	49.39' RT	635.86
FL-4	270+63.96	44.41' RT	635.80

GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.



42ND-AVE SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
42ND - 69	270+61.38	65.14' RT	636.71
42ND - 70	270+61.82	60.46' RT	636.53
42ND - 71	270+62.37	54.48' RT	635.92
42ND - 72	270+62.89	49.48' RT	635.87
42ND - 73	270+64.42	44.62' RT	636.30
42ND - 74	270+68.89	38.56' RT	636.26
42ND - 75	270+77.06	34.20' RT	636.23
42ND - 76	270+84.20	33.62' RT	636.16
42ND - 77	270+73.89	41.71' RT	636.33
42ND - 78	270+73.89	49.48' RT	636.37
42ND - 79	270+73.89	54.48' RT	636.42
42ND - 80	270+68.89	54.48' RT	636.35
42ND - 81	270+62.89	54.48' RT	635.93
42ND - 82	270+68.89	49.48' RT	636.29
42ND - 83	270+64.89	57.86' RT	636.35

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

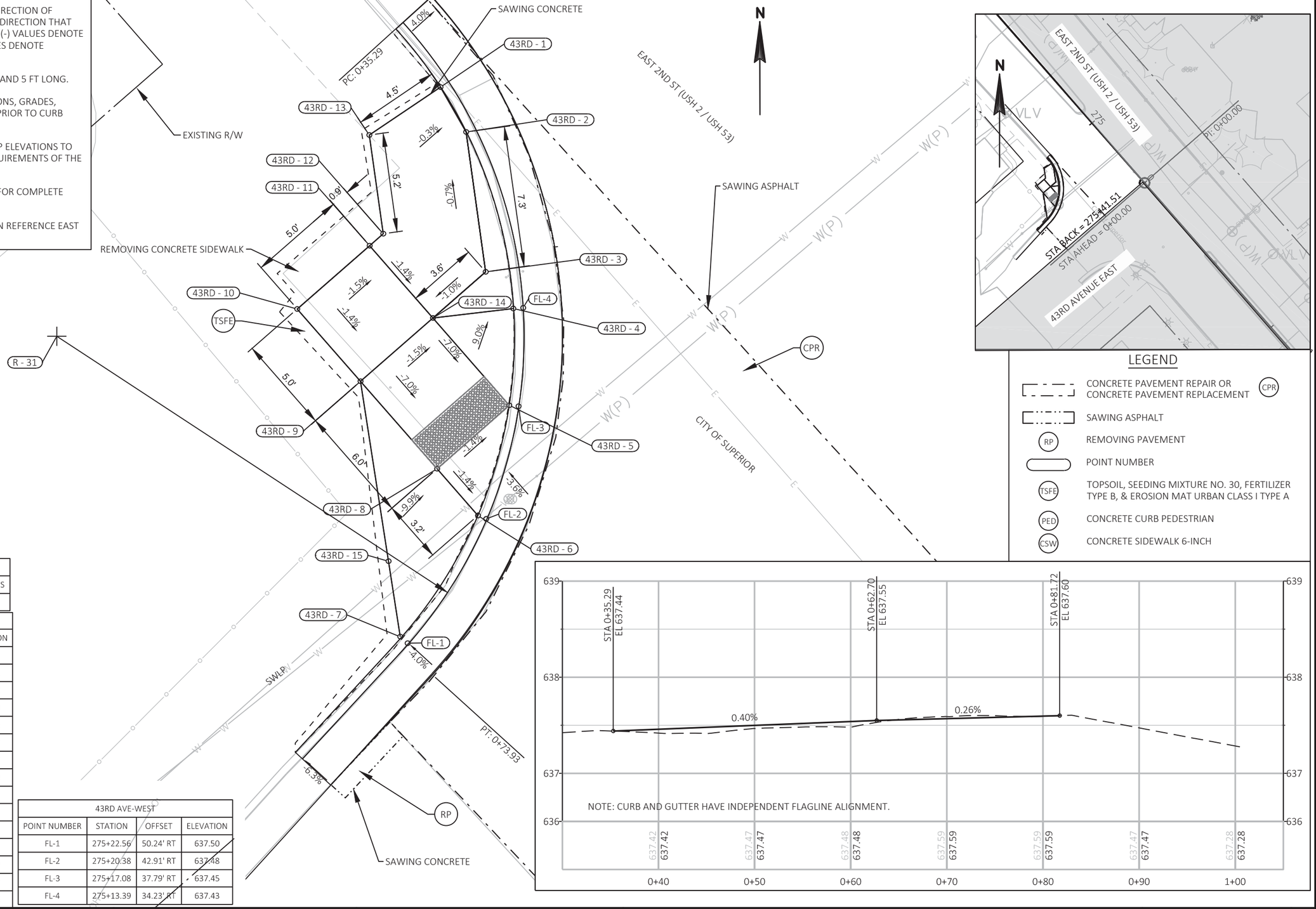
RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 30	270+81.69	52.70' RT	25.1'

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 42ND AVE E	SHEET 31	E

2

GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE EAST 2ND ST (USH 2 / USH 53) R/L.



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 31	274+98.53	53.45' RT	23.8'

43RD AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
43RD - 1	275+01.91	29.91' RT	637.84
43RD - 2	275+04.55	30.44' RT	637.86
43RD - 3	275+10.70	34.46' RT	637.90
43RD - 4	275+13.07	34.64' RT	637.93
43RD - 5	275+16.73	38.11' RT	637.46
43RD - 6	275+19.97	43.11' RT	637.48
43RD - 7	275+22.05	50.30' RT	638.00
43RD - 8	275+16.74	43.11' RT	637.53
43RD - 9	275+10.70	43.11' RT	637.94
43RD - 10	275+05.70	43.11' RT	638.01
43RD - 11	275+05.70	38.11' RT	637.94
43RD - 12	275+05.70	37.17' RT	637.94
43RD - 13	275+01.36	34.33' RT	637.93
43RD - 14	275+10.70	38.11' RT	637.87
43RD - 15	275+18.70	48.18' RT	637.95

43RD AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	275+22.56	50.24' RT	637.50
FL-2	275+20.38	42.91' RT	637.48
FL-3	275+17.08	37.79' RT	637.45
FL-4	275+13.39	34.23' RT	637.43

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 43RD AVE E	SHEET 32	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021102_ID_08.DWG
LAYOUT NAME - 43RD AVE
PLOT DATE : 11/1/2020 10:43 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

48TH AVE-NORTH				48TH AVE-NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
48TH - 1	24+59.41	33.81' LT	639.59	48TH - 10	24+71.46	56.56' LT	640.27
48TH - 2	24+62.19	34.08' LT	639.64	48TH - 11	24+66.46	56.56' LT	640.35
48TH - 3	24+69.12	38.43' LT	639.83	48TH - 12	24+66.46	42.67' LT	639.92
48TH - 4	24+80.75	47.39' LT	640.12	48TH - 13	24+59.28	38.15' LT	639.67
48TH - 5	24+82.45	51.56' LT	639.72	48TH - 14	24+71.46	39.91' LT	639.84
48TH - 6	24+83.44	56.56' LT	639.81	48TH - 15	24+71.46	42.67' LT	639.85
48TH - 7	24+83.66	62.57' LT	640.38	48TH - 16	24+71.46	51.56' LT	640.20
48TH - 8	24+82.46	56.56' LT	639.78	48TH - 17	24+76.46	51.56' LT	640.12
48TH - 9	24+76.46	56.56' LT	640.20	48TH - 18	24+80.46	59.90' LT	640.20

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 32	24+58.59	58.74' LT	25.1'

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

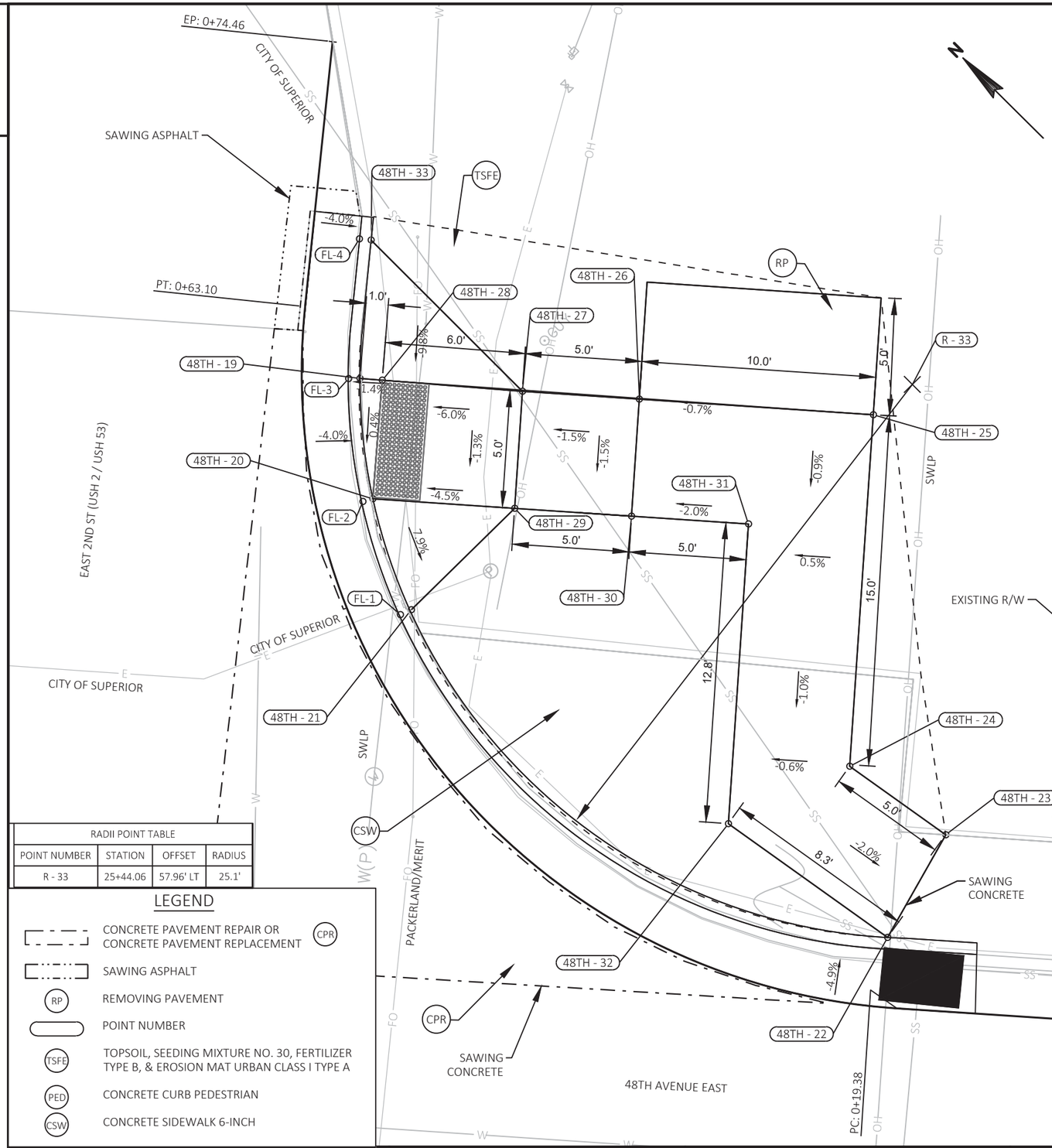
GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

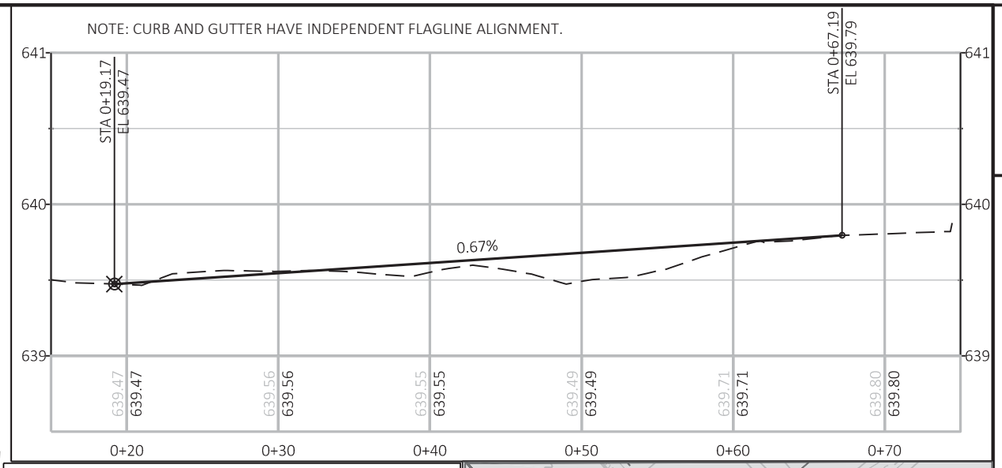
NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 48TH AVE E	SHEET 33	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021103_ID_08.DWG
LAYOUT NAME - 48TH AVE NE
PLOT DATE : 11/1/2020 10:46 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########
SWLP
WISDOT/CADDS SHEET 42

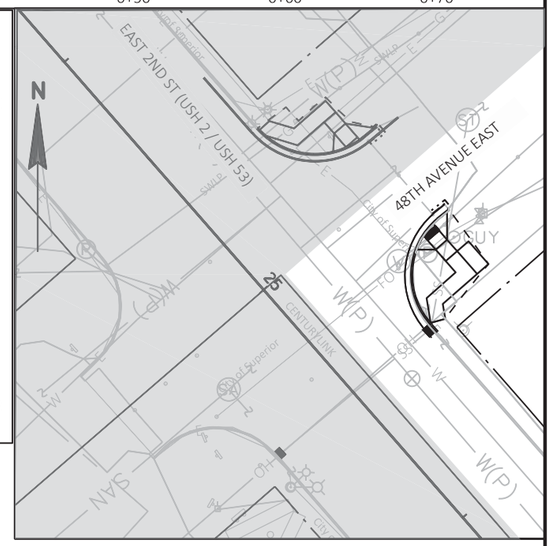


NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.



GENERAL CONSTRUCTION NOTES:

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- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 33	25+44.06	57.96' LT	25.1'

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
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- (CSW) CONCRETE SIDEWALK 6-INCH

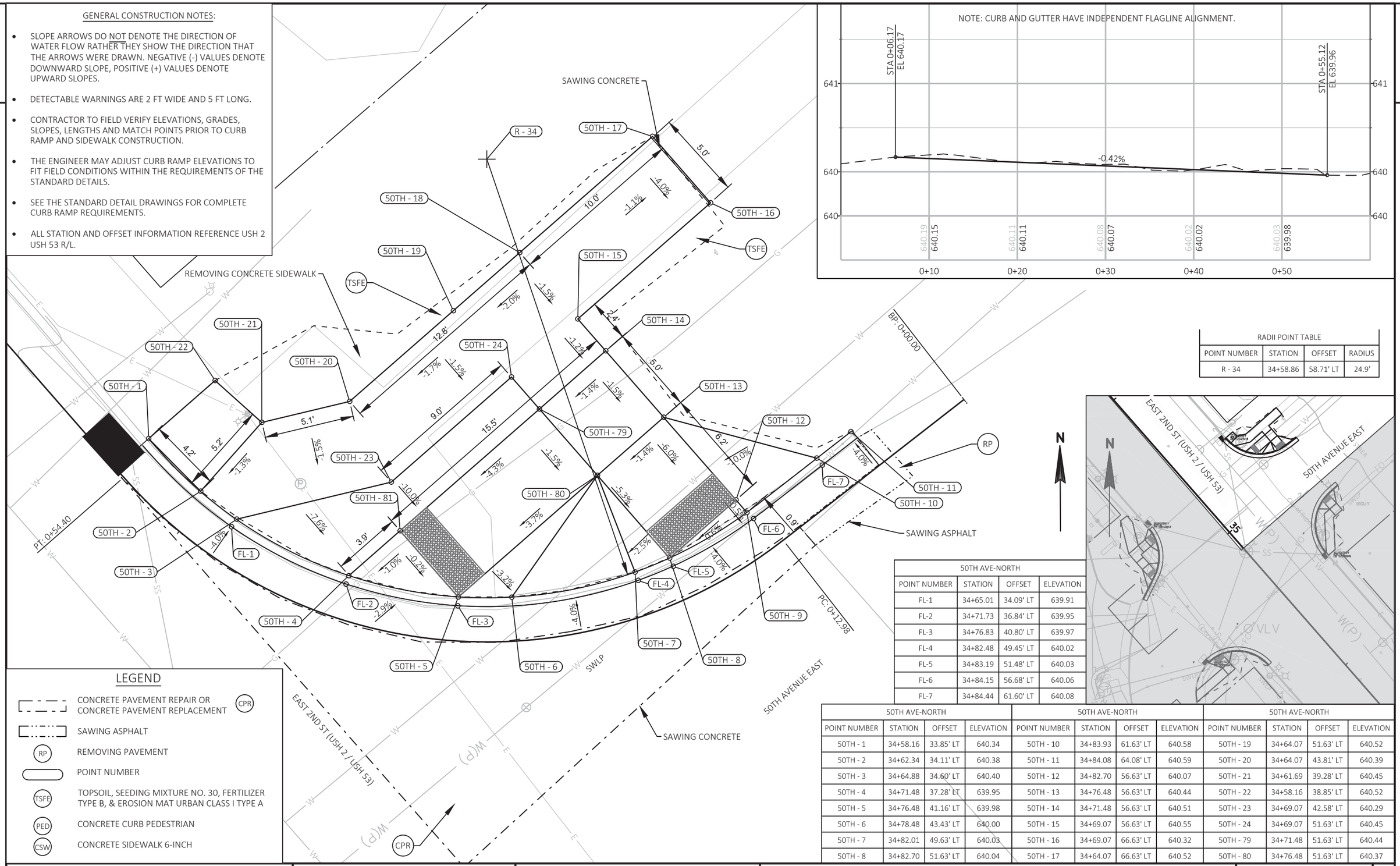
48TH AVE-EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
48TH - 19	25+20.54	56.65' LT	639.68
48TH - 20	25+21.43	51.56' LT	639.69
48TH - 21	25+23.38	46.95' LT	640.09
48TH - 22	25+44.58	34.36' LT	639.87
48TH - 23	25+46.76	38.90' LT	639.95
48TH - 24	25+42.48	41.54' LT	640.08
48TH - 25	25+42.48	56.56' LT	640.20
48TH - 26	25+32.49	56.56' LT	640.12
48TH - 27	25+27.49	56.56' LT	640.05
48TH - 28	25+21.49	56.63' LT	639.69
48TH - 29	25+27.49	51.56' LT	639.97
48TH - 30	25+32.49	51.56' LT	640.05
48TH - 31	25+37.48	51.56' LT	640.15
48TH - 32	25+37.48	38.75' LT	640.02
48TH - 33	25+20.62	62.56' LT	640.21

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 48TH AVE E	SHEET 34	E

2

GENERAL CONSTRUCTION NOTES:

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- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



2

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 34	34+58.86	58.71' LT	24.9'

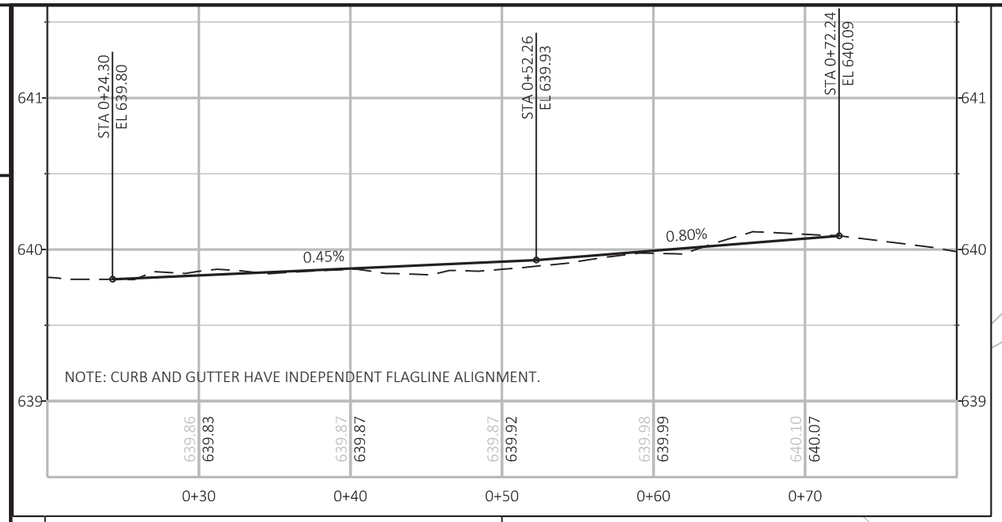
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

50TH AVE-NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	34+65.01	34.09' LT	639.91
FL-2	34+71.73	36.84' LT	639.95
FL-3	34+76.83	40.80' LT	639.97
FL-4	34+82.48	49.45' LT	640.02
FL-5	34+83.19	51.48' LT	640.03
FL-6	34+84.15	56.68' LT	640.06
FL-7	34+84.44	61.60' LT	640.08

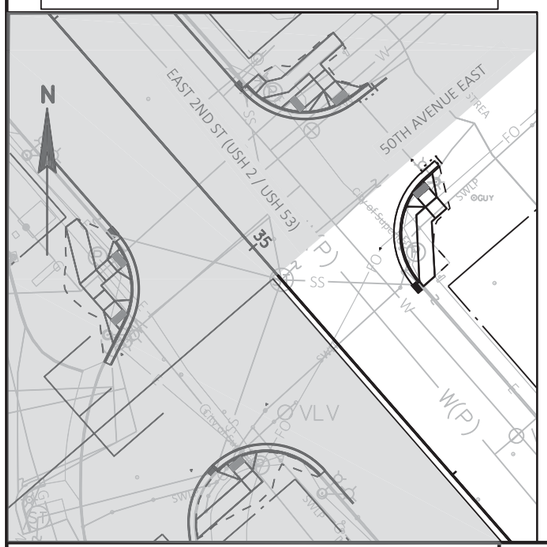
50TH AVE-NORTH				50TH AVE-NORTH				50TH AVE-NORTH			
POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION	POINT NUMBER	STATION	OFFSET	ELEVATION
50TH - 1	34+58.16	33.85' LT	640.34	50TH - 10	34+83.93	61.63' LT	640.58	50TH - 19	34+64.07	51.63' LT	640.52
50TH - 2	34+62.34	34.11' LT	640.38	50TH - 11	34+84.08	64.08' LT	640.59	50TH - 20	34+64.07	43.81' LT	640.39
50TH - 3	34+64.88	34.60' LT	640.40	50TH - 12	34+82.70	56.63' LT	640.07	50TH - 21	34+61.69	39.28' LT	640.45
50TH - 4	34+71.48	37.28' LT	639.95	50TH - 13	34+76.48	56.63' LT	640.44	50TH - 22	34+58.16	38.85' LT	640.52
50TH - 5	34+76.48	41.16' LT	639.98	50TH - 14	34+71.48	56.63' LT	640.51	50TH - 23	34+69.07	42.58' LT	640.29
50TH - 6	34+78.48	43.43' LT	640.00	50TH - 15	34+69.07	56.63' LT	640.55	50TH - 24	34+69.07	51.63' LT	640.45
50TH - 7	34+82.01	49.63' LT	640.03	50TH - 16	34+69.07	66.63' LT	640.32	50TH - 79	34+71.48	51.63' LT	640.44
50TH - 8	34+82.70	51.63' LT	640.04	50TH - 17	34+64.07	66.63' LT	640.52	50TH - 80	34+76.48	51.63' LT	640.37

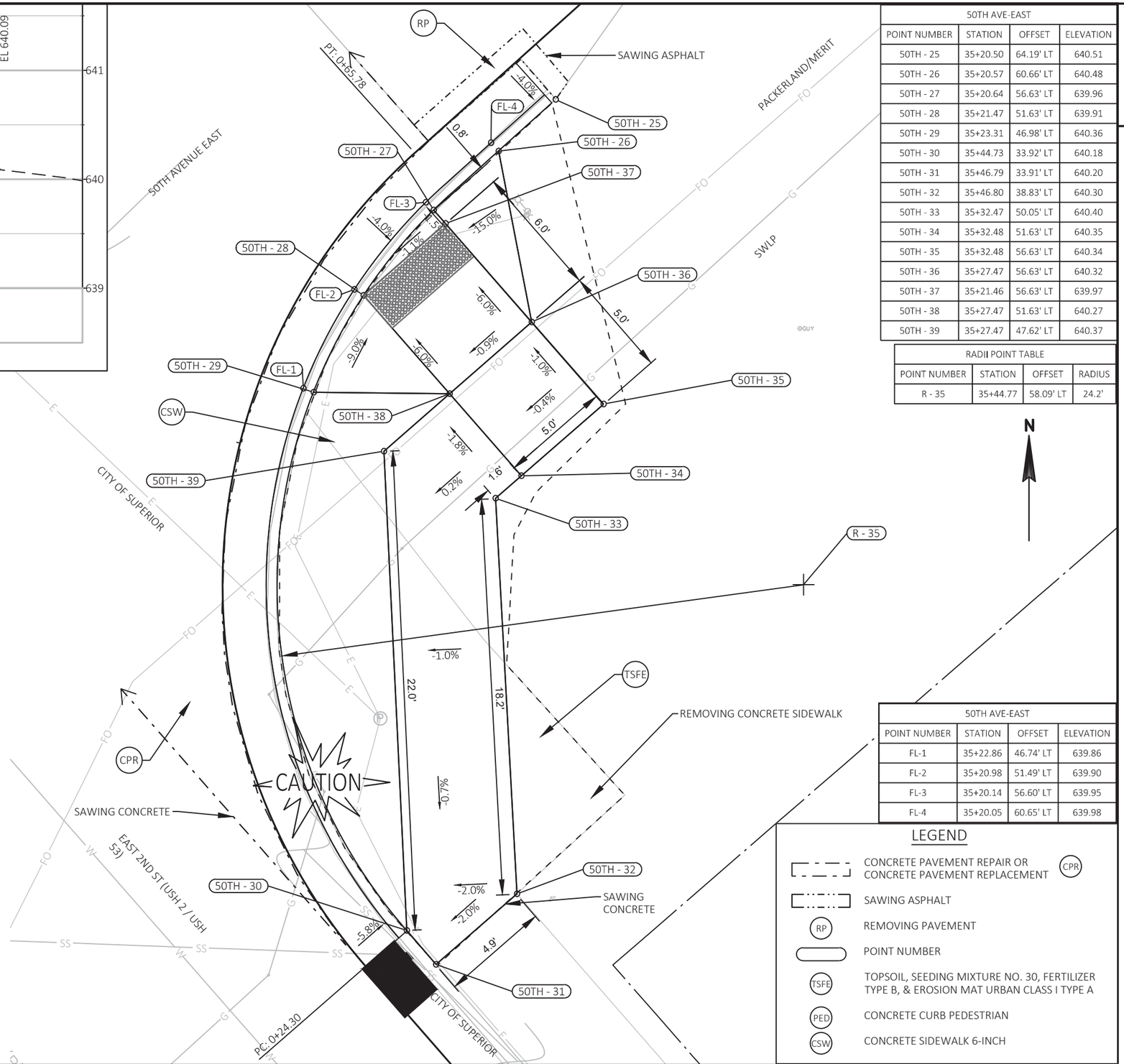
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 50TH AVE E	SHEET 35	E



GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.





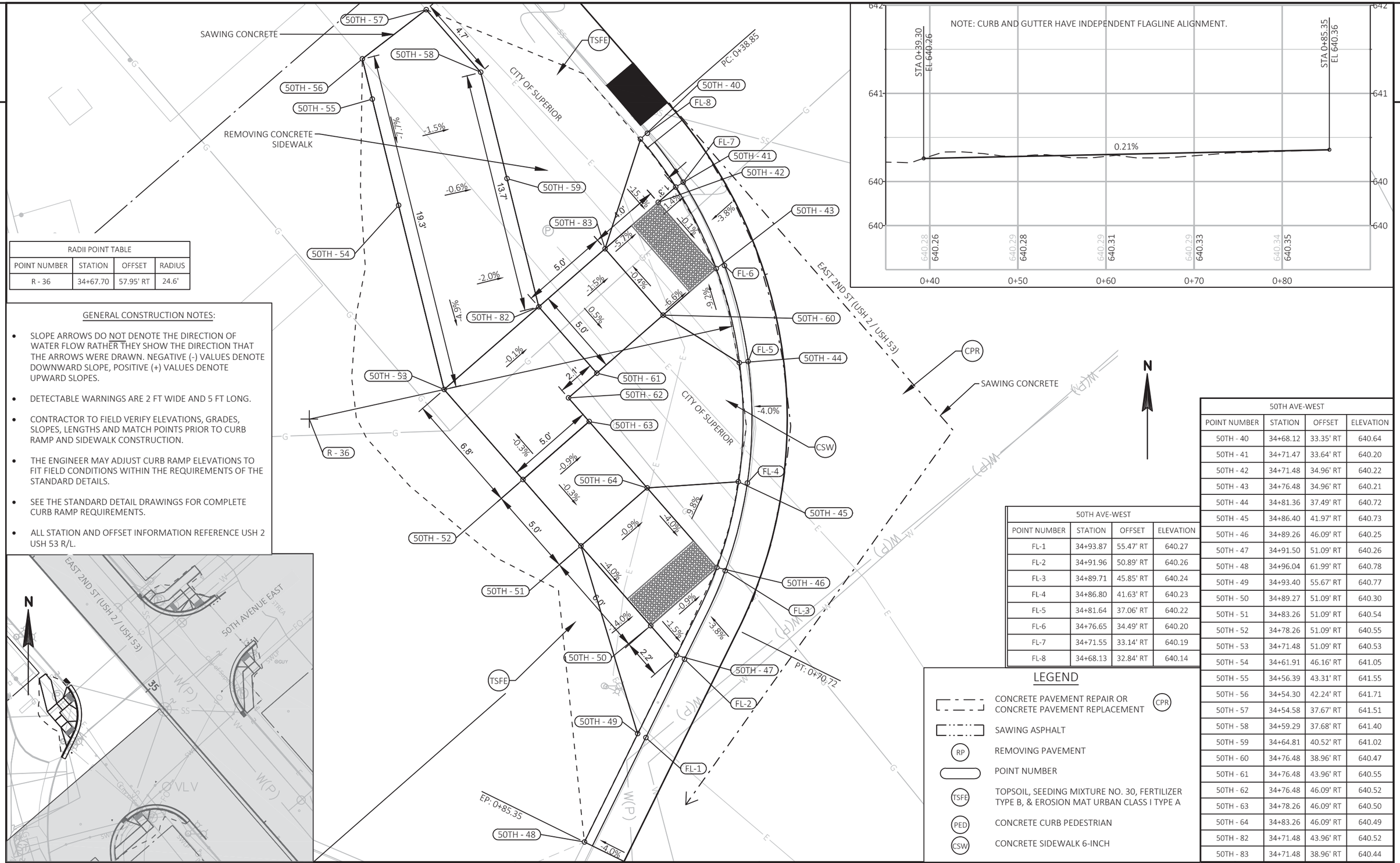
50TH AVE-EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
50TH - 25	35+20.50	64.19' LT	640.51
50TH - 26	35+20.57	60.66' LT	640.48
50TH - 27	35+20.64	56.63' LT	639.96
50TH - 28	35+21.47	51.63' LT	639.91
50TH - 29	35+23.31	46.98' LT	640.36
50TH - 30	35+44.73	33.92' LT	640.18
50TH - 31	35+46.79	33.91' LT	640.20
50TH - 32	35+46.80	38.83' LT	640.30
50TH - 33	35+32.47	50.05' LT	640.40
50TH - 34	35+32.48	51.63' LT	640.35
50TH - 35	35+32.48	56.63' LT	640.34
50TH - 36	35+27.47	56.63' LT	640.32
50TH - 37	35+21.46	56.63' LT	639.97
50TH - 38	35+27.47	51.63' LT	640.27
50TH - 39	35+27.47	47.62' LT	640.37

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 35	35+44.77	58.09' LT	24.2'

50TH AVE-EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	35+22.86	46.74' LT	639.86
FL-2	35+20.98	51.49' LT	639.90
FL-3	35+20.14	56.60' LT	639.95
FL-4	35+20.05	60.65' LT	639.98

LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH



NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 36	34+67.70	57.95' RT	24.6'

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

50TH AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
50TH - 40	34+68.12	33.35' RT	640.64
50TH - 41	34+71.47	33.64' RT	640.20
50TH - 42	34+71.48	34.96' RT	640.22
50TH - 43	34+76.48	34.96' RT	640.21
50TH - 44	34+81.36	37.49' RT	640.72
50TH - 45	34+86.40	41.97' RT	640.73
50TH - 46	34+89.26	46.09' RT	640.25
50TH - 47	34+91.50	51.09' RT	640.26
50TH - 48	34+96.04	61.99' RT	640.78
50TH - 49	34+93.40	55.67' RT	640.77
50TH - 50	34+89.27	51.09' RT	640.30
50TH - 51	34+83.26	51.09' RT	640.54
50TH - 52	34+78.26	51.09' RT	640.55
50TH - 53	34+71.48	51.09' RT	640.53
50TH - 54	34+61.91	46.16' RT	641.05
50TH - 55	34+56.39	43.31' RT	641.55
50TH - 56	34+54.30	42.24' RT	641.71
50TH - 57	34+54.58	37.67' RT	641.51
50TH - 58	34+59.29	37.68' RT	641.40
50TH - 59	34+64.81	40.52' RT	641.02
50TH - 60	34+76.48	38.96' RT	640.47
50TH - 61	34+76.48	43.96' RT	640.55
50TH - 62	34+76.48	46.09' RT	640.52
50TH - 63	34+78.26	46.09' RT	640.50
50TH - 64	34+83.26	46.09' RT	640.49
50TH - 82	34+71.48	43.96' RT	640.52
50TH - 83	34+71.48	38.96' RT	640.44

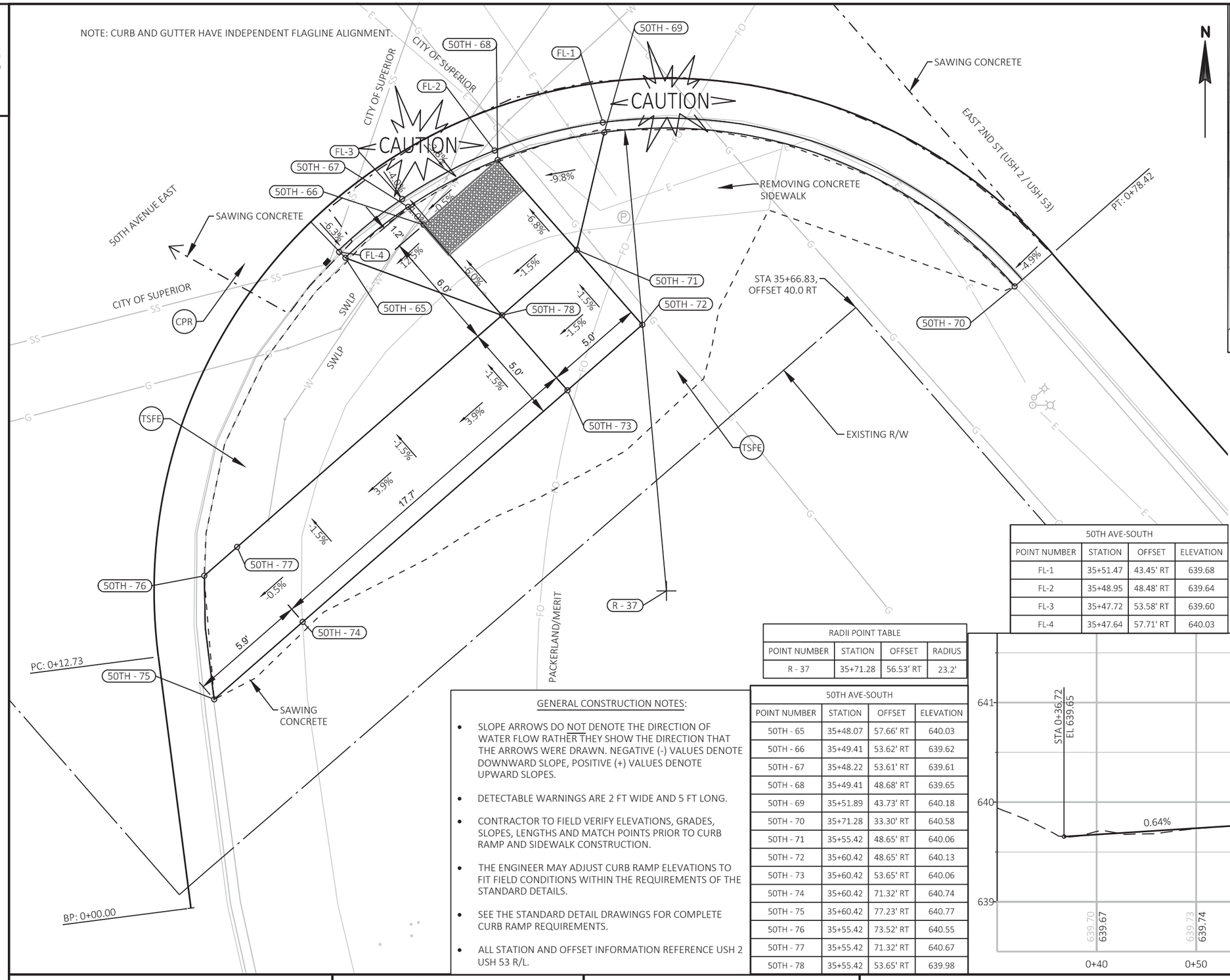
50TH AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	34+93.87	55.47' RT	640.27
FL-2	34+91.96	50.89' RT	640.26
FL-3	34+89.71	45.85' RT	640.24
FL-4	34+86.80	41.63' RT	640.23
FL-5	34+81.64	37.06' RT	640.22
FL-6	34+76.65	34.49' RT	640.20
FL-7	34+71.55	33.14' RT	640.19
FL-8	34+68.13	32.84' RT	640.14

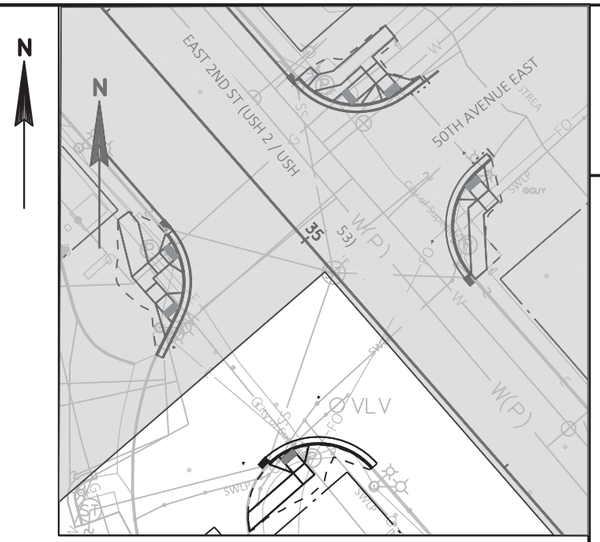
LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 50TH AVE E	SHEET 37	E

NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.





LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- REMOVING PAVEMENT (RP)
- POINT NUMBER
- TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A (TSFE)
- CONCRETE CURB PEDESTRIAN (PED)
- CONCRETE SIDEWALK 6-INCH (CSW)

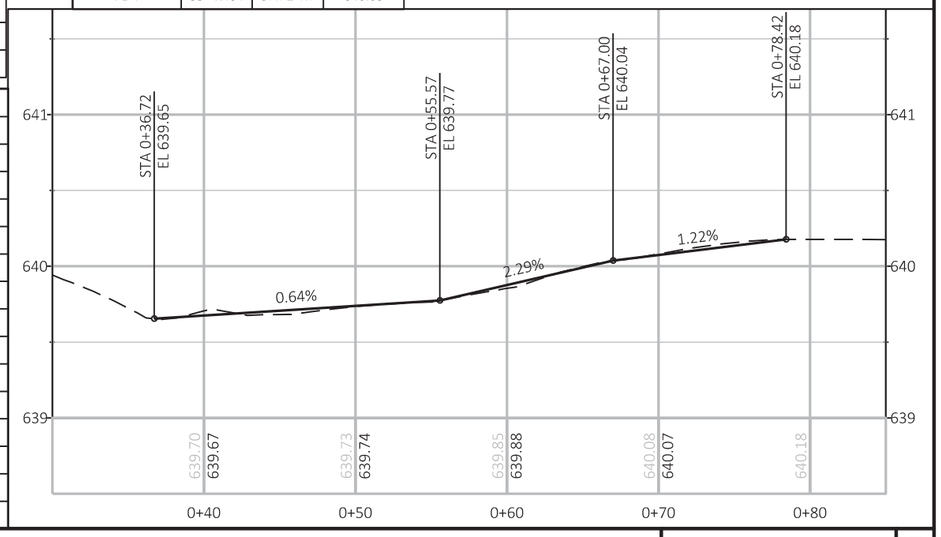
50TH AVE-SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	35+51.47	43.45' RT	639.68
FL-2	35+48.95	48.48' RT	639.64
FL-3	35+47.72	53.58' RT	639.60
FL-4	35+47.64	57.71' RT	640.03

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 37	35+71.28	56.53' RT	23.2'

50TH AVE-SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
50TH - 65	35+48.07	57.66' RT	640.03
50TH - 66	35+49.41	53.62' RT	639.62
50TH - 67	35+48.22	53.61' RT	639.61
50TH - 68	35+49.41	48.68' RT	639.65
50TH - 69	35+51.89	43.73' RT	640.18
50TH - 70	35+71.28	33.30' RT	640.58
50TH - 71	35+55.42	48.65' RT	640.06
50TH - 72	35+60.42	48.65' RT	640.13
50TH - 73	35+60.42	53.65' RT	640.06
50TH - 74	35+60.42	71.32' RT	640.74
50TH - 75	35+60.42	77.23' RT	640.77
50TH - 76	35+55.42	73.52' RT	640.55
50TH - 77	35+55.42	71.32' RT	640.67
50TH - 78	35+55.42	53.65' RT	639.98

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

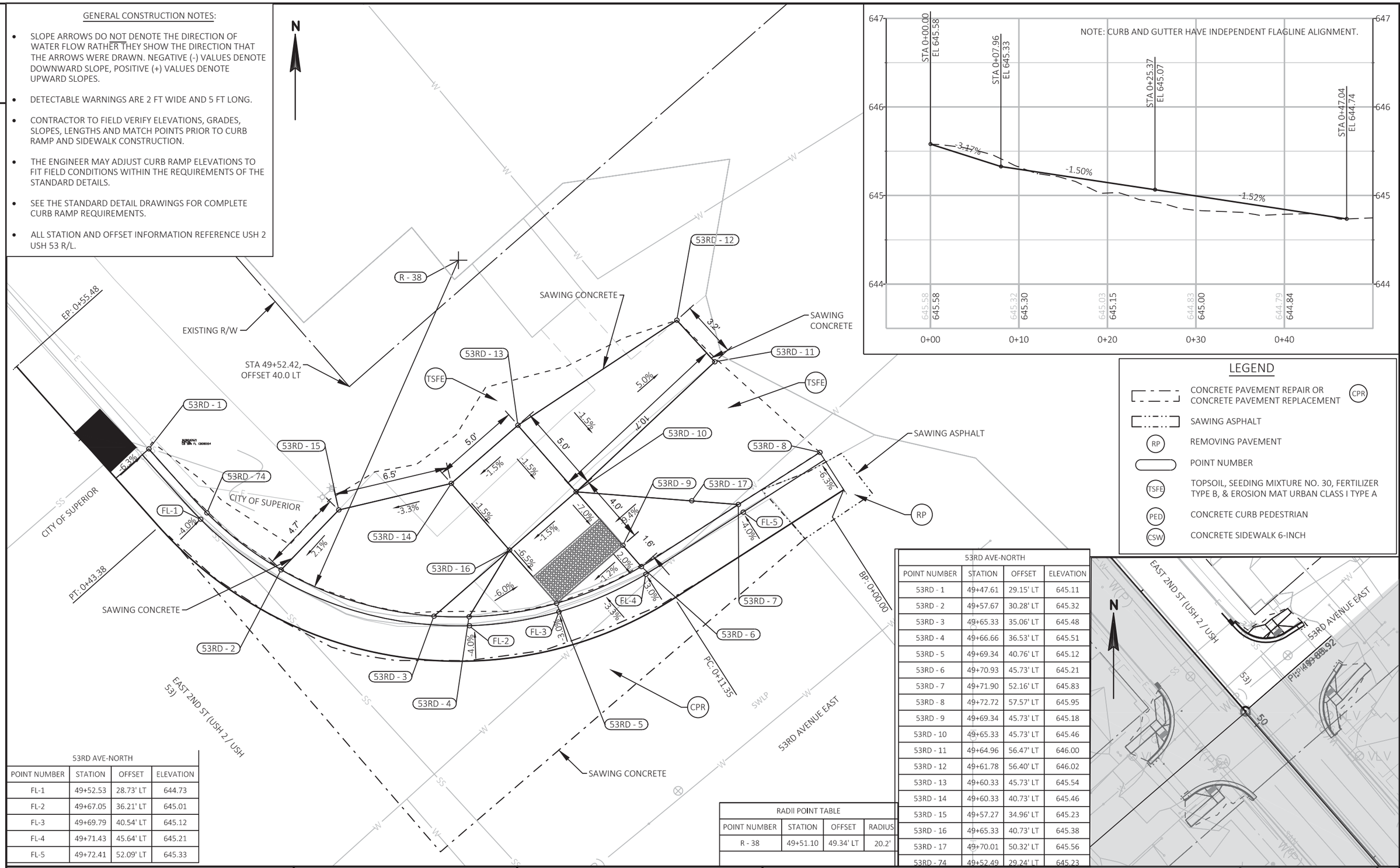


PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 50TH AVE E	SHEET 38	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021103_ID_08.DWG
LAYOUT NAME - 50TH AVENUE SW
PLOT DATE : 11/1/2020 10:53 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
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- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- REMOVING PAVEMENT (RP)
- POINT NUMBER
- TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A (TSFE)
- CONCRETE CURB PEDESTRIAN (PED)
- CONCRETE SIDEWALK 6-INCH (CSW)

53RD AVE-NORTH

POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	49+52.53	28.73' LT	644.73
FL-2	49+67.05	36.21' LT	645.01
FL-3	49+69.79	40.54' LT	645.12
FL-4	49+71.43	45.64' LT	645.21
FL-5	49+72.41	52.09' LT	645.33

RADII POINT TABLE

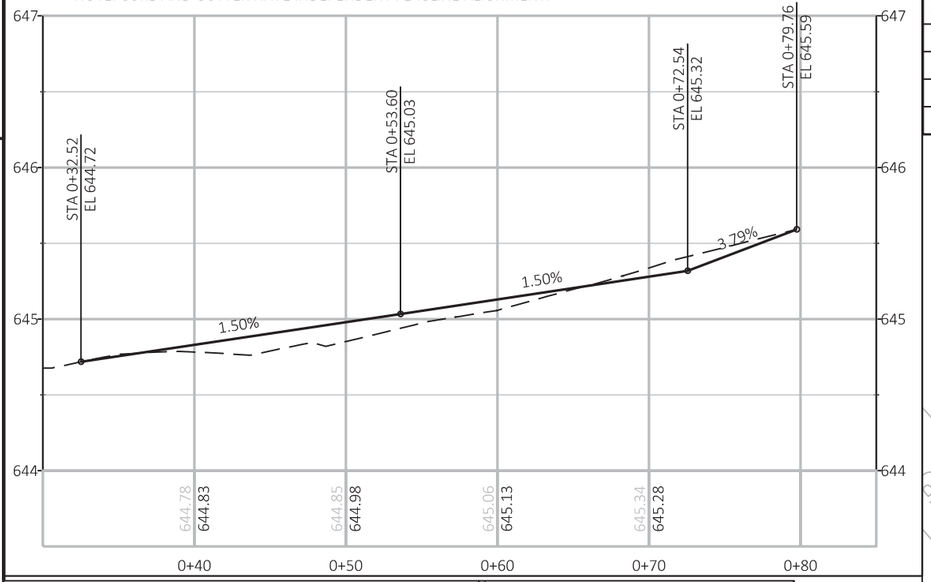
POINT NUMBER	STATION	OFFSET	RADIUS
R - 38	49+51.10	49.34' LT	20.2'

53RD AVE-NORTH

POINT NUMBER	STATION	OFFSET	ELEVATION
53RD - 1	49+47.61	29.15' LT	645.11
53RD - 2	49+57.67	30.28' LT	645.32
53RD - 3	49+65.33	35.06' LT	645.48
53RD - 4	49+66.66	36.53' LT	645.51
53RD - 5	49+69.34	40.76' LT	645.12
53RD - 6	49+70.93	45.73' LT	645.21
53RD - 7	49+71.90	52.16' LT	645.83
53RD - 8	49+72.72	57.57' LT	645.95
53RD - 9	49+69.34	45.73' LT	645.18
53RD - 10	49+65.33	45.73' LT	645.46
53RD - 11	49+64.96	56.47' LT	646.00
53RD - 12	49+61.78	56.40' LT	646.02
53RD - 13	49+60.33	45.73' LT	645.54
53RD - 14	49+60.33	40.73' LT	645.46
53RD - 15	49+57.27	34.96' LT	645.23
53RD - 16	49+65.33	40.73' LT	645.38
53RD - 17	49+70.01	50.32' LT	645.56
53RD - 74	49+52.49	29.24' LT	645.23

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 53RD AVE E	SHEET 39	E

NOTE: CURB AND GUTTER HAVE INDEPENDENT FLAGLINE ALIGNMENT.

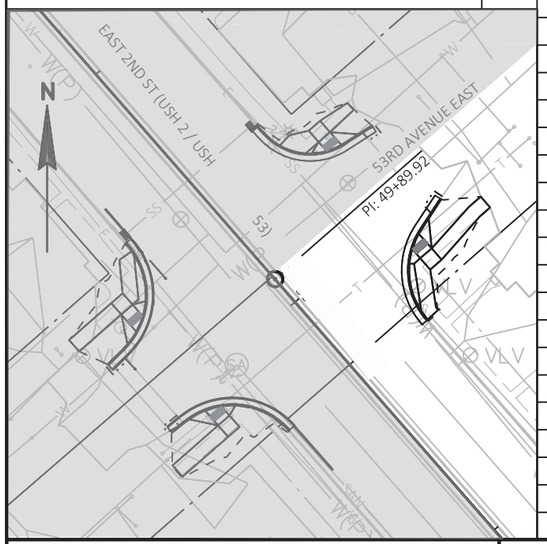


LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 39	50+33.10	53.74' LT	24.5'

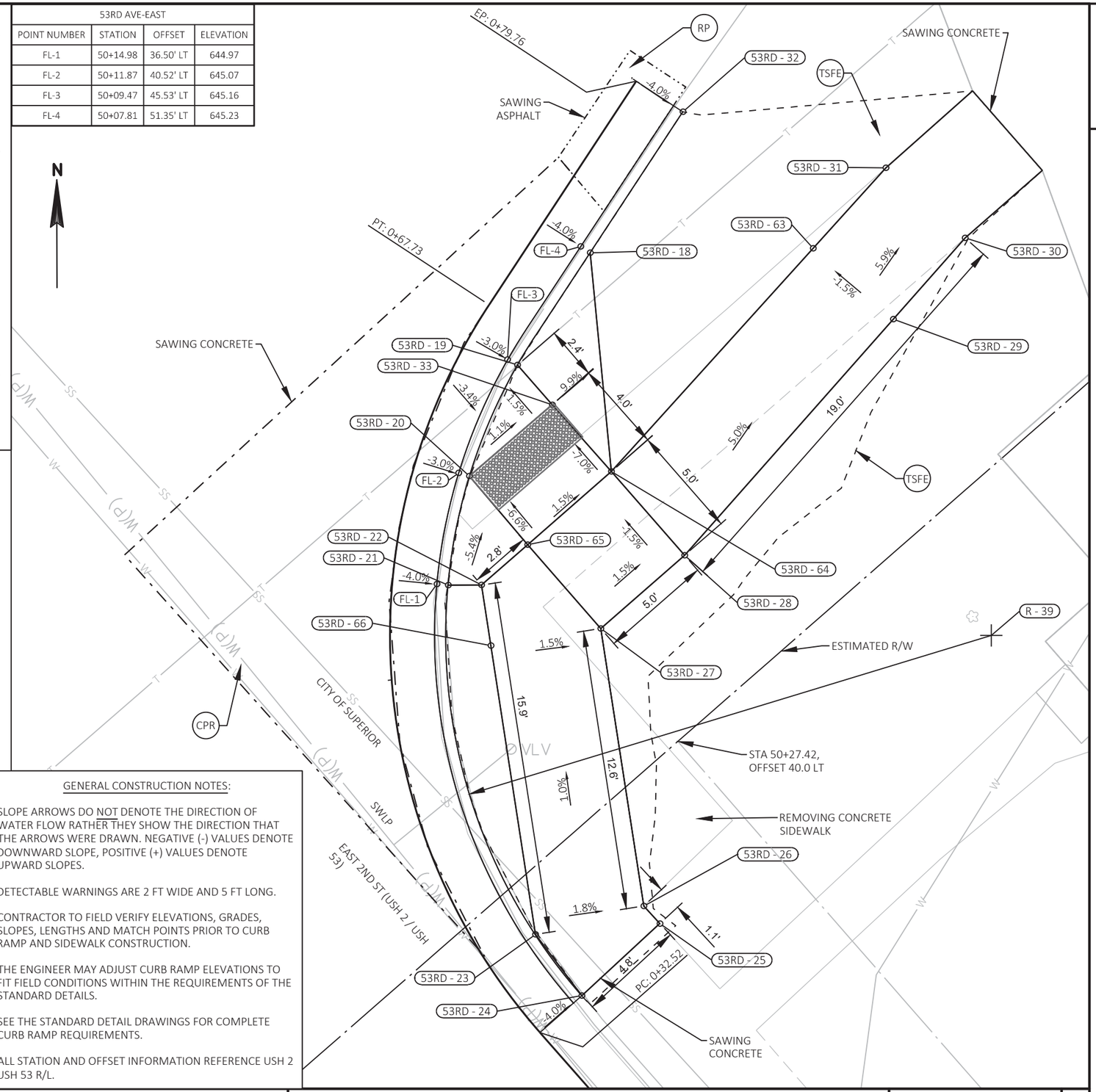
53RD AVE-EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	50+14.98	36.50' LT	644.97
FL-2	50+11.87	40.52' LT	645.07
FL-3	50+09.47	45.53' LT	645.16
FL-4	50+07.81	51.35' LT	645.23



53RD AVE-EAST			
POINT NUMBER	STATION	OFFSET	ELEVATION
53RD - 18	50+08.31	51.48' LT	645.73
53RD - 19	50+09.95	45.71' LT	645.17
53RD - 20	50+12.29	40.80' LT	645.08
53RD - 21	50+15.35	36.86' LT	645.47
53RD - 22	50+16.33	37.98' LT	645.37
53RD - 23	50+29.74	29.48' LT	645.20
53RD - 24	50+33.18	29.24' LT	645.14
53RD - 25	50+33.05	34.01' LT	645.09
53RD - 26	50+31.98	33.98' LT	645.29
53RD - 27	50+21.33	40.73' LT	645.41
53RD - 28	50+21.33	45.73' LT	645.48
53RD - 29	50+19.51	59.77' LT	646.23
53RD - 30	50+18.89	64.60' LT	646.57
53RD - 31	50+14.17	63.99' LT	646.44
53RD - 32	50+06.28	58.78' LT	646.01
53RD - 33	50+12.33	45.71' LT	645.13
53RD - 63	50+14.74	59.15' LT	646.17
53RD - 64	50+16.33	45.73' LT	645.41
53RD - 65	50+16.33	40.73' LT	645.34
53RD - 66	50+18.65	36.51' LT	645.34

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

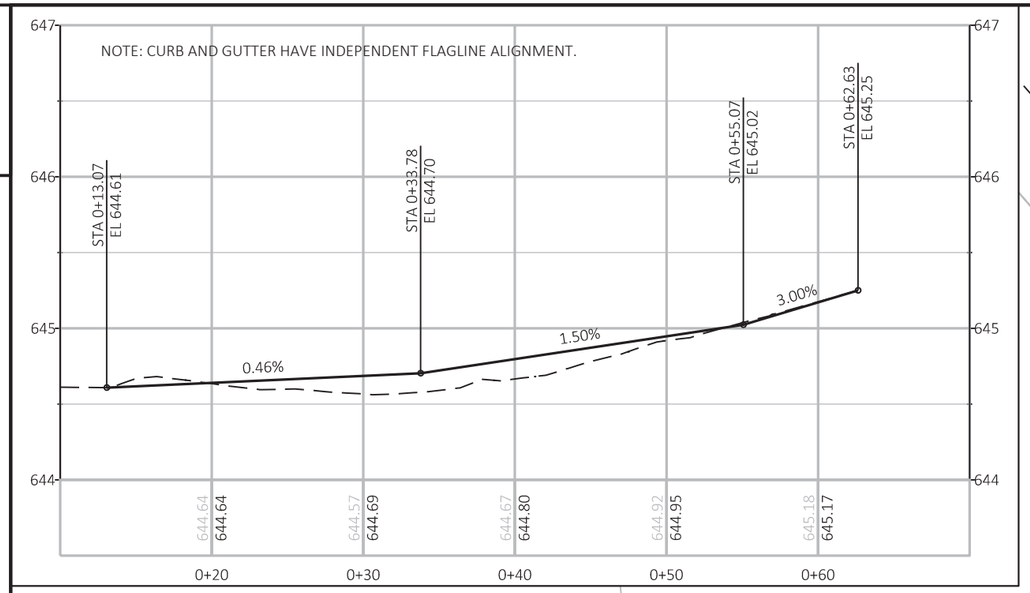


PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 53RD AVE E	SHEET 40	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\021103_ID_08.DWG
LAYOUT NAME - 53RD AVENUE SE

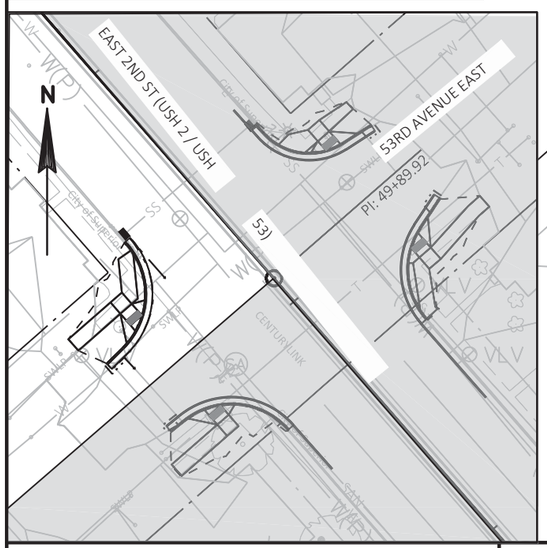
PLOT DATE : 11/1/2020 10:56 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : ##########

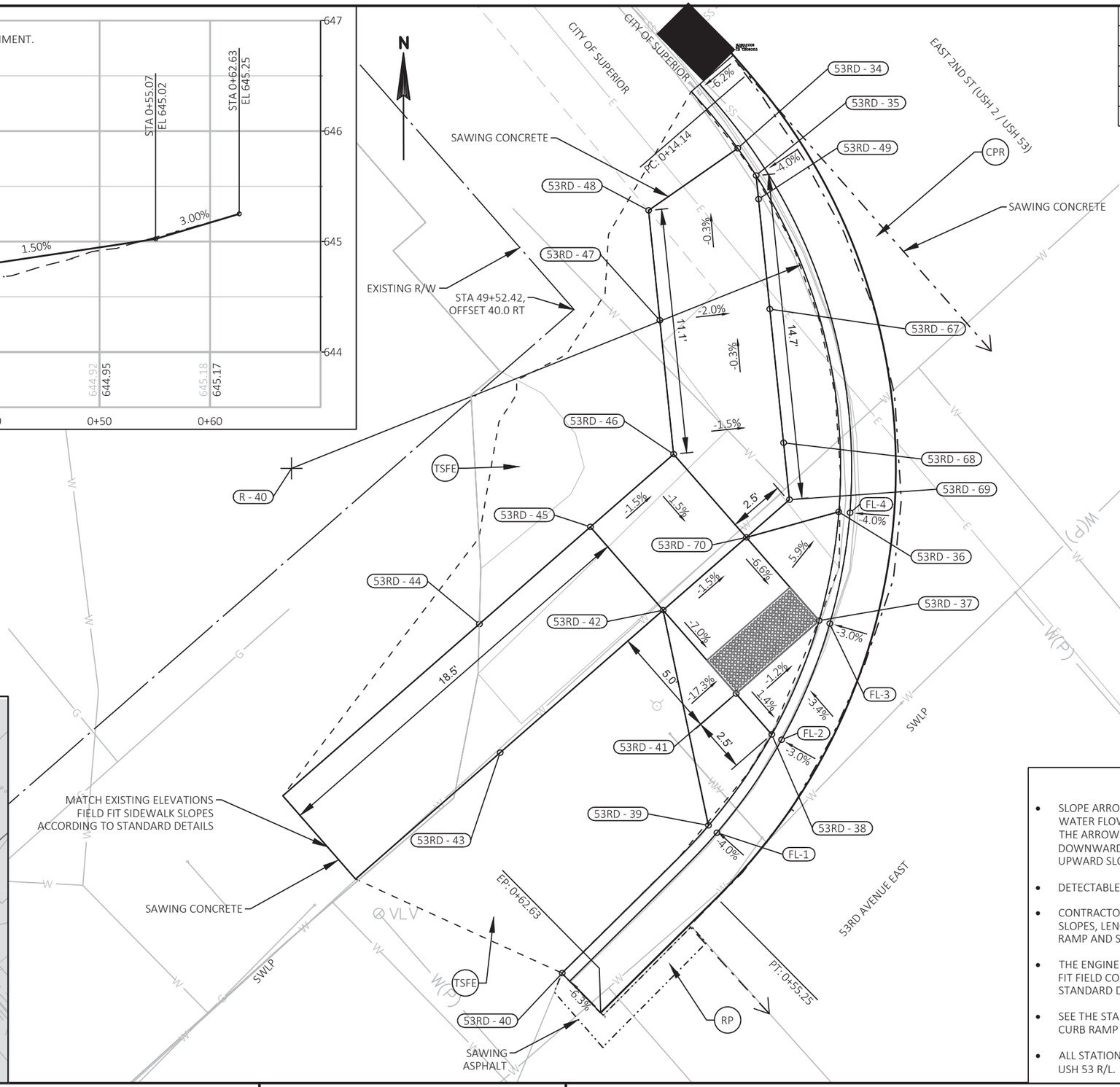
WISDOT/CADDS SHEET 42



LEGEND

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT (CPR)
- SAWING ASPHALT
- (RP) REMOVING PAVEMENT
- POINT NUMBER
- (TSFE) TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) CONCRETE CURB PEDESTRIAN
- (CSW) CONCRETE SIDEWALK 6-INCH





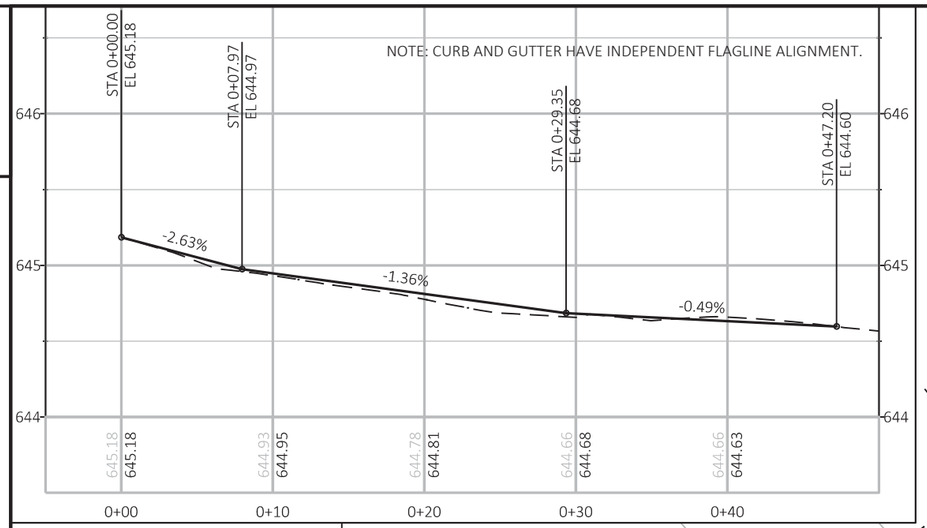
53RD AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	49+74.50	50.71' RT	644.91
FL-2	49+73.26	45.74' RT	644.85
FL-3	49+70.74	40.64' RT	644.76
FL-4	49+67.57	36.64' RT	644.66

RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 40	49+49.42	54.35' RT	24.8'

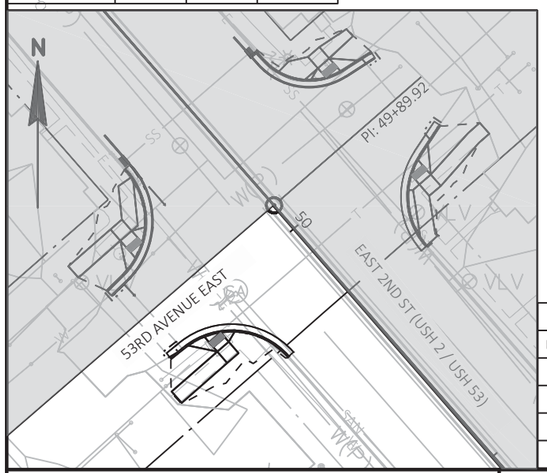
53RD AVE-WEST			
POINT NUMBER	STATION	OFFSET	ELEVATION
53RD - 34	49+51.81	29.63' RT	645.03
53RD - 35	49+53.28	29.81' RT	645.05
53RD - 36	49+67.19	37.01' RT	645.15
53RD - 37	49+70.32	40.91' RT	644.76
53RD - 38	49+72.79	45.91' RT	644.86
53RD - 39	49+74.00	50.78' RT	645.41
53RD - 40	49+74.67	60.16' RT	645.63
53RD - 41	49+70.33	45.91' RT	644.82
53RD - 42	49+65.32	45.91' RT	645.17
53RD - 43	49+65.32	55.72' RT	646.21
53RD - 44	49+60.32	52.60' RT	646.61
53RD - 45	49+60.32	45.91' RT	645.24
53RD - 46	49+60.32	40.91' RT	645.17
53RD - 47	49+55.35	37.40' RT	645.18
53RD - 48	49+51.27	34.51' RT	645.22
53RD - 49	49+54.15	30.43' RT	645.07
53RD - 67	49+58.23	33.32' RT	645.08
53RD - 68	49+63.20	36.83' RT	645.09
53RD - 69	49+65.32	38.33' RT	645.12
53RD - 70	49+65.32	40.91' RT	645.09

GENERAL CONSTRUCTION NOTES:

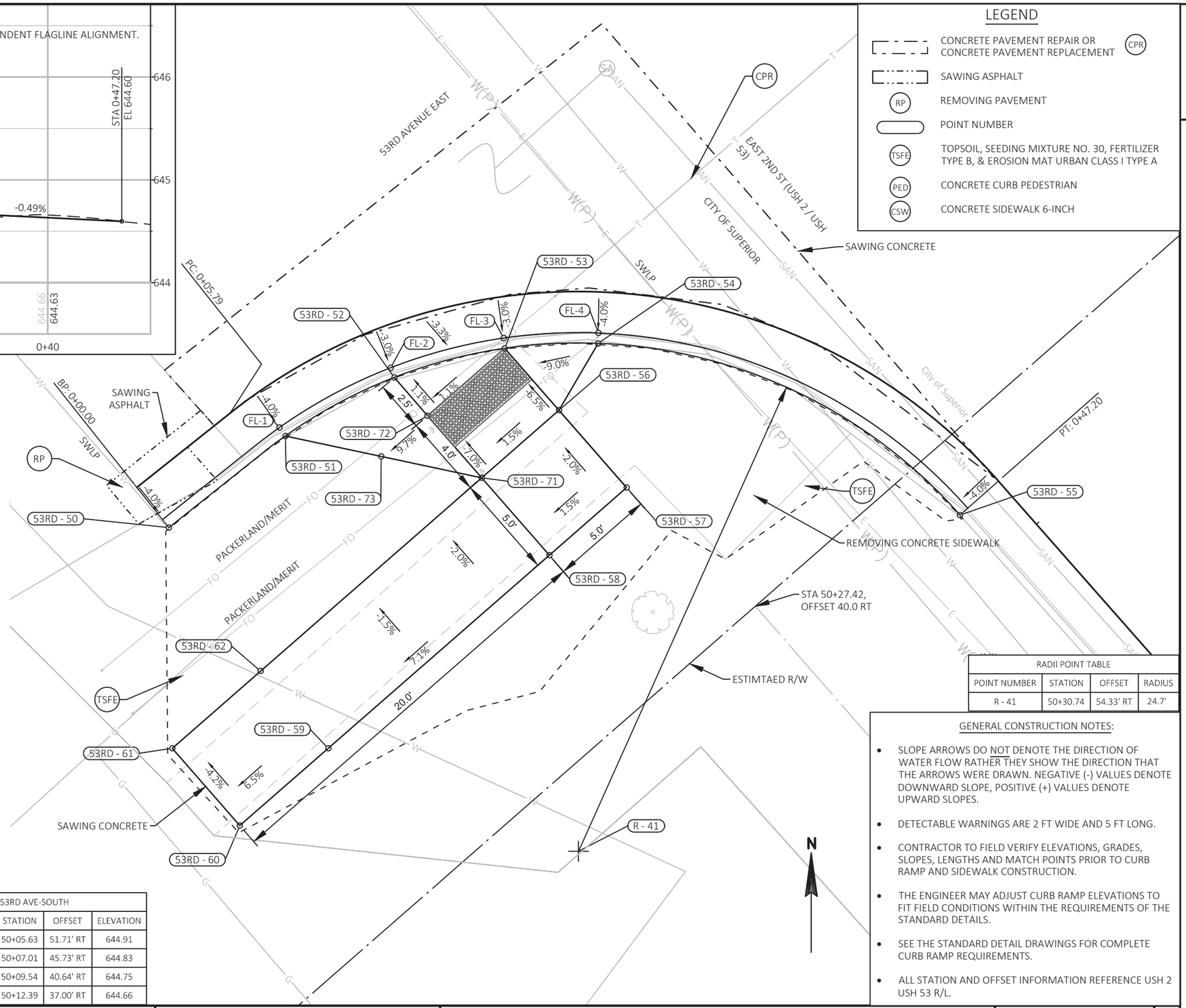
- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.



53RD AVE-SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
53RD - 50	50+05.76	58.97' RT	645.60
53RD - 51	50+06.14	51.76' RT	645.41
53RD - 52	50+07.48	45.90' RT	644.84
53RD - 53	50+09.95	40.92' RT	644.76
53RD - 54	50+12.76	37.35' RT	645.16
53RD - 55	50+30.63	29.59' RT	645.02
53RD - 56	50+13.95	40.91' RT	645.02
53RD - 57	50+18.95	40.91' RT	645.12
53RD - 58	50+18.95	45.91' RT	645.19
53RD - 59	50+18.95	60.20' RT	646.21
53RD - 60	50+18.95	65.91' RT	646.64
53RD - 61	50+13.95	65.91' RT	646.43
53RD - 62	50+13.95	60.20' RT	646.16
53RD - 71	50+13.95	45.91' RT	645.09
53RD - 72	50+09.95	45.91' RT	644.81
53RD - 73	50+09.95	48.91' RT	645.10



53RD AVE-SOUTH			
POINT NUMBER	STATION	OFFSET	ELEVATION
FL-1	50+05.63	51.71' RT	644.91
FL-2	50+07.01	45.73' RT	644.83
FL-3	50+09.54	40.64' RT	644.75
FL-4	50+12.39	37.00' RT	644.66



RADII POINT TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
R - 41	50+30.74	54.33' RT	24.7'

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- DETECTABLE WARNINGS ARE 2 FT WIDE AND 5 FT LONG.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - 53RD AVE E	SHEET 42	E

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

30TH AVE E

PI: 210+31.76

EAST 2ND ST (USH 2 / USH 53)

206 207 208 209 210 211 212 213

BEGIN PROJECT
STA 214+00.00
Y= 296,983.5731
X= 164,093.8894

CB 040228
214+86 33' LT
RECONSTRUCTING CATCH BASIN

2004
214+55 54' LT
NO WORK REQ'D

SENSITIVE AREA - PROTECTED SPECIES

PI: 215+31.72

EP: 31+00.00

CB 040226
216+39 32' LT
RECONSTRUCTING CATCH BASIN

ENVIRONMENTALLY SENSITIVE AREA

SENSITIVE AREA

CITY OF SUPERIOR UG ELECTRIC

213 214 215 216 217 218 219 220

EAST 2ND ST (USH 2 / USH 53)

215+10.85
33.14'

CB 040229
214+81 34' RT
ADJUSTING INLET COVERS

ST 040227
215+11 33' RT
ADJUSTING MANHOLE COVERS

CB 040230
215+14 75' RT
ADJUSTING INLET COVERS

31ST AVE E

CB 040225
216+21 34' RT
NO WORK REQ'D

CB 040232
215+50 76' RT
ADJUSTING INLET COVERS

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 43	E

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

CB 040234
223+55 27' LT
RECONSTRUCTING CATCH BASIN

CB 040238
225+48 27' LT
RECONSTRUCTING CATCH BASIN

220 221 222 223 224 225 226 227

EAST 2ND ST (USH 2 / USH 53)

CB 040240
225+48 29' RT
RECONSTRUCTING CATCH BASIN

CB 040236
223+55 29' RT
ADJUSTING INLET COVERS

CB 070195
232+98 27' LT
RECONSTRUCTING CATCH BASIN

227 228 229 230 231 232 233

EAST 2ND ST (USH 2 / USH 53)

CB 070193
STA 232+99 29'RT
RECONSTRUCTING CATCH BASIN

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 44	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 2

PLOT DATE : 7/31/2020 6:43 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

CB 070091
235+20 27'LT
NO WORK REQ'D

MH 070165
238+06 44'LT
NO WORK REQ'D

MH 070001
238+44 36'LT
NO WORK REQ'D

MH 070090
235+18 28' RT
NO WORK REQ'D

EAST 2ND ST (USH 2 / USH 53)

CB 070079
240+49 28' LT
NO WORK REQ'D

MH 070164
240+58 49' LT
NO WORK REQ'D

STO 70212
240+21 55' LT
NO WORK REQ'D

MH 070163
240+53 44' LT
NO WORK REQ'D

STO 70213
240+18 38' LT
NO WORK REQ'D

MH 070002
240+54 35' LT
RECONSTRUCTING MANHOLE

CB 07079A
240+76 34' LT
RECONSTRUCTING CATCH BASIN

EP: 38+00.00

37TH AVE E

BP: 36+00.00

CB 070093
245+58 59' LT
RECONSTRUCTING CATCH BASIN

ST 07007D
245+60 33' LT
RECONSTRUCTING MANHOLE

CB 07007E
245+82 33' LT
ADJUSTING INLET COVERS

CB 070095
245+85 34' RT
ADJUSTING INLET COVERS

ST 070094
245+60 33' RT
ADJUSTING MANHOLE COVERS

CB 070096
245+58 60' RT
RECONSTRUCTING CATCH BASIN

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER- EAST 2ND STREET	SHEET 45	E

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

EP: 39+00.00

38TH AVE E

CB 070098
249+97 33' LT
NO WORK REQ'D

CB 07071F
250+80 33' LT
ADJUSTING INLET COVERS

247 248 249 250 251 252 253 254

EAST 2ND ST (USH 2 / USH 53)

CB 07071E
250+78 33' RT
NO WORK REQ'D

CB 070097
249+95 33' RT
NO WORK REQ'D

ST 07071D
250+62 44' RT
RECONSTRUCTING MANHOLE

STO 70214
250+38 60' RT
NO WORK REQ'D

BP: 37+00.00

EP: 40+00.00

39TH AVE E

1607121339
255+60 22' LT
NO WORK REQ'D

CB 070100
255+84 32' LT
RECONSTRUCTING CATCH BASIN

RAILROAD AVE

EP: 41+00.00

CB 07023C
260+01 32' LT
ADJUSTING INLET COVERS

40TH AVE E

254 255 256 257 258 259 260

BP: 40+00.00

EAST 2ND ST (USH 2 / USH 53)

ST 070013
255+61 33' RT
RECONSTRUCTING MANHOLE

CONTAMINATED AREA

CB 07013A
255+64 44' RT
RECONSTRUCTING CATCH BASIN

BP: 38+00.00

39TH AVE E

RAILROAD AVE

CB 07023B
260+01 34' RT
ADJUSTING INLET COVERS

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 46	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 4

PLOT DATE : 7/31/2020 6:45 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

ST 070023
260+48 61' LT
RECONSTRUCTING MANHOLE

CB 07023A
260+79 32' LT
NO WORK REQ'D

CONTAMINATED AREA

CB 070101
263+10 32' LT
ADJUSTING INLET COVERS

ST 07024A
263+09 20' LT
RECONSTRUCTING MANHOLE

EP: 42+00.00

ST 070102
265+08 21' LT
ADJUSTING MANHOLE COVERS

CB 070103
265+84 32' LT
ADJUSTING INLET COVERS

40TH AVE E

41ST AVE E

EAST 2ND ST (USH 2 / USH 53)

260 261 262 263 264 265 266 267

ST 070024
260+49 20' LT
RECONSTRUCTING MANHOLE

1607121396
260+64 58' RT
NO WORK REQ'D

CB 07024B
263+10 33' RT
ADJUSTING INLET COVERS

CB 070104
265+21 47' RT
ADJUSTING INLET COVERS

40+00.00

CB 070105
265+61 47' RT
ADJUSTING INLET COVERS

EP: 43+00.00

CB 070107
270+23 60' LT
RECONSTRUCTING CATCH BASIN

CB 070108
270+59 59' LT
RECONSTRUCTING CATCH BASIN

ST 070032
270+25 20' RT
ADJUSTING MANHOLE COVERS

CB 07032F
270+86 34' RT
ADJUSTING INLET COVERS

42ND AVE E

EAST 2ND ST (USH 2 / USH 53)

267 268 269 PI: 42+00.00 270 271 272 273 274

CB 07032C
269+95 34' RT
ADJUSTING INLET COVERS

CB 070109
270+23 61'RT
RECONSTRUCTING CATCH BASIN

BP: 41+00.00

CONTAMINATED AREA

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 47	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 5

PLOT DATE : 7/31/2020 6:46 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

CB 07074A
4+66 27' LT
ADJUSTING INLET COVERS

MH 070266
4+75 52' LT
NO WORK REQ'D

CB 07074B
4+66 29' RT
ADJUSTING INLET COVERS

EAST 2ND ST (USH 2 / USH 53)

43RD AVE E

BP: 42+00.00

EP: 43+00.00

STA BACK = 275+41.51
STA AHEAD = 0+00.00

PI: 0+00.00

PC: 6+49.83

Mid: 8+01.22

PRC: 9+52.61

Mid: 11+04.00

PT: 12+55.39

TALL GRASS/BRUSH AREA

TALL GRASS AREA

BOARDS

EAST 2ND ST (USH 2 / USH 53)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 48	E

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

CB 070113
13+11 27' LT
ADJUSTING INLET COVERS

SAN MH 080076
16+00 43' LT
NO WORK REQ'D

CB 080142
16+07 27' LT
NO WORK REQ'D

SAN MH 080077
18+60 53' LT
NO WORK REQ'D

PT: 12+55.39

PC: 14+05.11

Mid: 15+55.11

PRC: 17+05.12

Mid: 18+55.13

EAST 2ND ST (USH 2 / USH 53)

CB 070112
13+11 29' RT
RECONSTRUCTING CATCH BASIN

CB 080141
16+10 29' RT
NO WORK REQ'D

EP: 49+00.00

48TH AVE E

ST 080021
25+02 88' LT
NO WORK REQ'D

CB 08021A
25+45 33' LT
ADJUSTING INLET COVERS

Mid: 18+55.13

PT: 20+05.00

STA BACK = 20+05.14
STA AHEAD = 20+05.00

MH 080006
25+17 30' RT
RECONSTRUCTING MANHOLE

BP: 47+00.00

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 49	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 7

PLOT DATE : 8/2/2020 11:24 PM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 41

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

CB 08021A
25+45 33' LT
ADJUSTING INLET COVERS

CONTAMINATED AREA

TALL GRASS AREA

EAST 2ND ST (USH 2 / USH 53)

CB 08021B
25+45 33' RT
ADJUSTING INLET COVERS

BILLBOARDS

OLD SIGN FOUNDATION

EP: 51+00.00

50TH AVE E

ST 080024
35+14 0' RT
RECONSTUCTING MANHOLE

CB 080143
34+57 33' LT
ADJUSTING INLET COVERS

CB 080146
35+46 32' LT
RECONSTRUCTING CATCH BASIN

CONTAMINATED AREA

EAST 2ND ST (USH 2 / USH 53)

E 3RD ST

CB 080144
34+67 33' RT
RECONSTRUCTING
CATCH BASIN

ST 080145
33+49 59' RT
ADJUSTING INLET COVERS

ST 080160
35+20 112' RT
NO WORK REQ'D

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 50	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 8

PLOT DATE : 7/31/2020 6:48 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

NOTE: ALL INLETS SHALL RECEIVE INLET PROTECTION TYPE C

ST 080006
40+16 46' LT
NO WORK REQ'D

CB 080147
40+32 27' LT
ADJUSTING INLET COVERS

ST 080008
44+92 76' LT
NO WORK REQ'D

1607141051
44+66 35' LT
NO WORK REQ'D

CB 08008A
45+36 27' LT
RECONSTRUCTING CATCH BASIN

CB 08008B
45+79 27' LT
ADJUSTING INLET COVERS

P: 44+89.99

EAST 2ND ST (USH 2 / USH 53)

39 40 41 42 43 44 45 46

ST 08006A
40+16 0' RT
RECONSTRUCTING MANHOLE

CB 080148
40+22 28' RT
RECONSTRUCTING CATCH BASIN

SAN MH 080023
45+01 9' LT
ADJUSTING MANHOLE COVERS

CB 080151
45+80 27' RT
RECONSTRUCTING CATCH BASIN

LONG GRASS AREA

CB 080154
49+47 28' LT
NO WORK REQ'D

53RD AVE E

PI: 49+89.92

CB 080153
52+29 35' LT
ADJUSTING INLET COVERS

END PROJECT
STA 52+65.18
Y= 288,397.6901
X= 171,603.2182

EAST 2ND ST (USH 2 / USH 53)

46 47 48 49 EP: 53+00.00 50 51 52 53

CB 080155
49+47 30' RT
ADJUSTING INLET COVERS

BP: 52+00.00

SAN MH 080030
50+04 28' RT
RECONSTRUCTING MANHOLE

SAN MH ST 080031
52+22 24' RT
ADJUSTING MANHOLE COVERS

CB 080157
52+29 29' RT
ADJUSTING INLET COVERS

TALL GRASS AREA

CONCRETE CHANGES

PROJECT NO: 1198-03-78	HWY: EAST 2ND ST (USH 2 / USH 53) & 53	COUNTY: DOUGLAS	STORM SEWER - EAST 2ND STREET	SHEET 51	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\022501_SS_78.DWG
LAYOUT NAME - 9

PLOT DATE : 8/2/2020 11:41 PM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- CONTROL CABINET
- EXISTING CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- EXISTING PULL BOX
- EXISTING LOOP DETECTOR
- X SIGNAL HEAD NUMBER
- WALK / DON'T WALK INDICATOR 16"
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- PEDESTRIAN PUSH BUTTON

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

N

MATCHLINE 258+25

PB9 PB10 PB11 ABANDON

259+00

SPEED LIMIT 35

SPEED LIMIT 25

39TH AVENUE EAST

ABANDON PB2 EXPB3

REMOVE LIGHTING WIRE FROM EXISTING CONDUIT TO REMAIN

FILL CONDUIT GAP WITH NEW CONDUIT WHERE CONCRETE BASE REMOVED.

REMOVE LIGHTING WIRE FROM EXISTING CONDUIT TO REMAIN

PB1 CB1 SB1 ABANDON PB5 PB6 PB7 EXPB2 SB2 PB8

SB6 PB27 PB3 PB4 25' 30'

USH 2/USH 53/2ND ST

LP1 LP3

253+00 254+00 255+00 256+00 257+00 258+00

PB25 PB26 PB13 ABANDON PB12

ABANDON PB24 ABANDON PB23 PB22

PB21 EXPB1 SB5 PB17 PB18 PB14 SB3 PB19 PB20 PB15 ABANDON SB4

LP2 LP4

USH 2/USH 53/2ND ST

MATCHLINE 258+25

CONTAMINATED SOIL SITE

REMOVE LIGHTING WIRE FROM EXISTING CONDUIT TO REMAIN

CAUTION

REMOVE LIGHTING WIRE FROM EXISTING CONDUIT TO REMAIN

FILL CONDUIT GAP WITH NEW CONDUIT WHERE CONCRETE BASE REMOVED.

39TH AVENUE EAST

SPEED LIMIT 25

EXPB4 PB16 ABANDON

CONSTRUCTION NOTES:

1. ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. REMOVE LOOP DETECTOR WIRE. REMOVE LOOP DETECTOR PULL BOXES AS INDICATED ON PLANS.
2. REMOVE ALL TRAFFIC SIGNAL CABLE, LOOP DETECTOR LEAD-IN CABLE, AND GROUND WIRE FROM EXISTING CONDUIT TO BE ABANDONED.
3. EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
4. CAP CONDUIT ENDS FOR ABANDONED CONDUITS IN EXISTING PULL BOXES TO REMAIN.

TRAFFIC CONTROL SIGNAL
USH 2/USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

MUNICIPAL CONTACT: TODD JANIGO
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TRAFFIC SIGNAL REMOVAL PLAN	SCALE, FEET 0 20 40	SHEET	E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024001_SR.DWG PLOT DATE : 7/22/2020 10:34 AM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

2

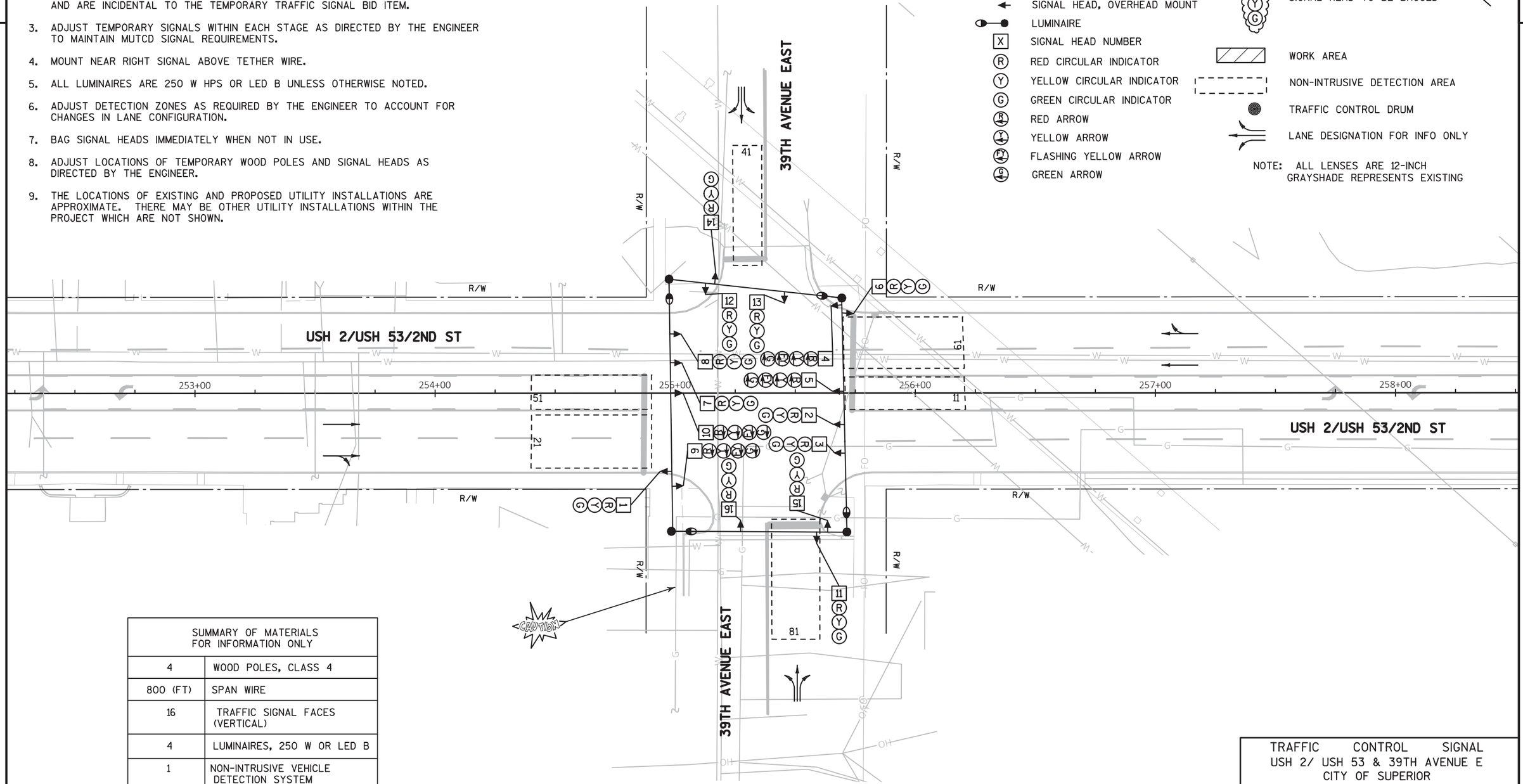
CONSTRUCTION NOTES:

1. POLES AND POSTS INSTALLED BEHIND CURBS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE FACE OF THE CURB TO THE SIDE OF THE POST OR POLE.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. ADJUSTMENTS TO GUY WIRES BETWEEN STAGES MAY BE NECESSARY AND ARE INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
3. ADJUST TEMPORARY SIGNALS WITHIN EACH STAGE AS DIRECTED BY THE ENGINEER TO MAINTAIN MUTCD SIGNAL REQUIREMENTS.
4. MOUNT NEAR RIGHT SIGNAL ABOVE TETHER WIRE.
5. ALL LUMINAIRES ARE 250 W HPS OR LED B UNLESS OTHERWISE NOTED.
6. ADJUST DETECTION ZONES AS REQUIRED BY THE ENGINEER TO ACCOUNT FOR CHANGES IN LANE CONFIGURATION.
7. BAG SIGNAL HEADS IMMEDIATELY WHEN NOT IN USE.
8. ADJUST LOCATIONS OF TEMPORARY WOOD POLES AND SIGNAL HEADS AS DIRECTED BY THE ENGINEER.
9. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

LEGEND

- SPAN WIRE
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LUMINAIRE
- X — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA — YELLOW ARROW
- FYA — FLASHING YELLOW ARROW
- GA — GREEN ARROW
- XX R Y G — SIGNAL HEAD TO BE BAGGED
- WORK AREA
- NON-INTRUSIVE DETECTION AREA
- TRAFFIC CONTROL DRUM
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SUMMARY OF MATERIALS FOR INFORMATION ONLY	
4	WOOD POLES, CLASS 4
800 (FT)	SPAN WIRE
16	TRAFFIC SIGNAL FACES (VERTICAL)
4	LUMINAIRES, 250 W OR LED B
1	NON-INTRUSIVE VEHICLE DETECTION SYSTEM

SCALE, FEET 0 20 40

TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 1 OF 6

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TEMPORARY TRAFFIC SIGNAL PLAN - PRECON & POSTCON	SHEET 53	E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024101_ST.DWG PLOT DATE : 7/22/2020 1:26 PM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

WISDOT/CADDS SHEET 42

2

LEGEND

- SPAN WIRE
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK AREA
- NON-INTRUSIVE DETECTION AREA
- TRAFFIC CONTROL DRUM

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

39TH AVENUE EAST

USH 2/USH 53/2ND ST

R/W

253+00 254+00 255+00 256+00 257+00 258+00

SCALE, FEET 0 20 40

TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 2 OF 6

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1A	SHEET	E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024101_ST.DWG PLOT DATE : 7/22/2020 1:27 PM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

2

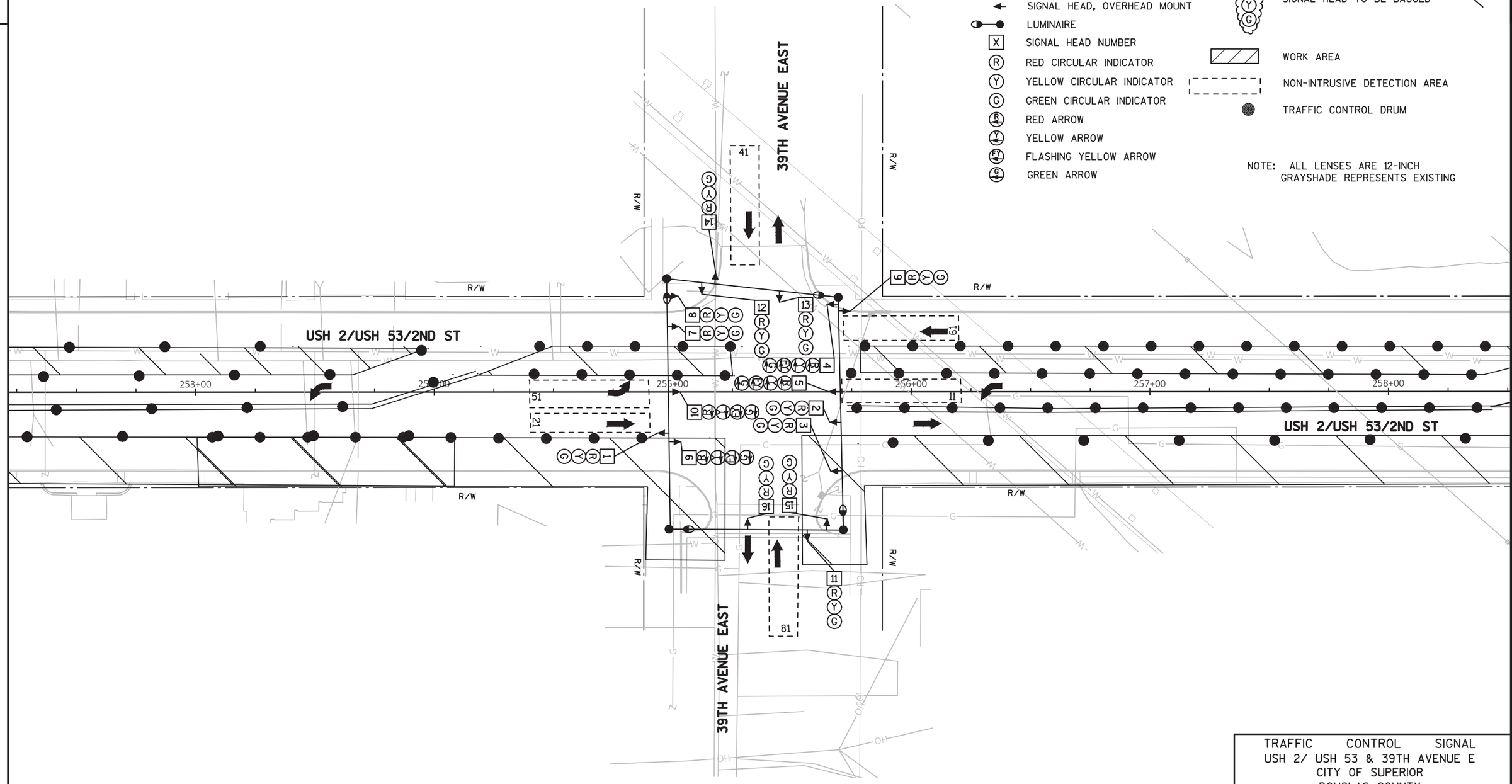
LEGEND

- SPAN WIRE
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW



- SIGNAL HEAD TO BE BAGGED
- WORK AREA
- NON-INTRUSIVE DETECTION AREA
- TRAFFIC CONTROL DRUM

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SCALE, FEET 0 20 40

TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 3 OF 6

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B	SHEET E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024101_ST.DWG PLOT DATE : 7/22/2020 1:27 PM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

2

LEGEND

- SPAN WIRE
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK AREA
- NON-INTRUSIVE DETECTION AREA
- TRAFFIC CONTROL DRUM

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

39TH AVENUE EAST

USH 2/USH 53/2ND ST

R/W

253+00 254+00 255+00 256+00 257+00 258+00

81

SCALE, FEET 0 20 40

TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 4 OF 6

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A	SHEET E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024101_ST.DWG PLOT DATE : 7/22/2020 1:27 PM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

..\01_Reference\logowithcontactinfo12.jpg

LEGEND

- SPAN WIRE
- CLASS 4 WOOD POLE
- SIGNAL HEAD, OVERHEAD MOUNT
- LUMINAIRE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- FLASHING YELLOW ARROW
- GREEN ARROW
- SIGNAL HEAD TO BE BAGGED
- WORK AREA
- NON-INTRUSIVE DETECTION AREA
- TRAFFIC CONTROL DRUM

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

N

39TH AVENUE EAST

USH 2/USH 53/2ND ST

R/W

253+00 254+00 255+00 256+00 257+00 258+00

41 51 21 81 19 11

SCALE, FEET 0 20 40

TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

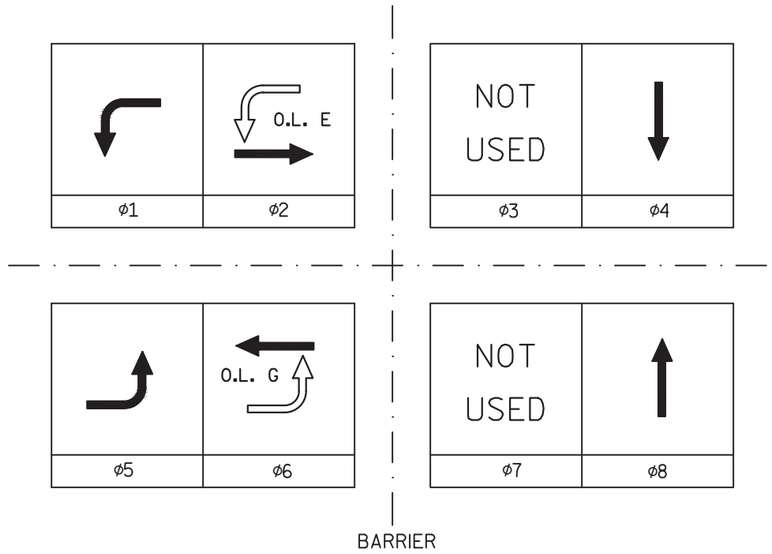
CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 5 OF 6

PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B	SHEET 57	E

	HEAD NUMBERS	FLASH
ø1	9,10	R
ø2	1,2,3	R
		–
ø4	14,15,16	R
ø5	4,5	R
ø6	6,7,8	R
		–
ø8	11,12,13	R
		–
		–
		–

			OL ASSIGNMENTS
OLE	9,10	R	1 + 2
OLG	4,5	R	5 + 6



OMIT ø1, ø5, ø8, O.L. E, AND O.L. G. DURING STAGE 1A
OMIT ø4, ø5, AND O.L. G. DURING STAGE 2A

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
4		8		X
5		2		X
6	X	2	MIN	X
8		4		X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "E"	1	2
O.L. "F"		
O.L. "G"	5	6
O.L. "H"		

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

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
CLOSED LOOP TWISTED PAIR	
FIBER OPTIC NETWORK	
INTERSECTION ONLY (CELL MODEM)*	
*LOCATION OF CELL MODEM	
CONTROLLER NO: S-	
SIGNAL SYSTEM: SS-	

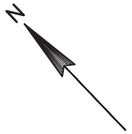
DETECTOR LOGIC

DETECTOR NUMBER	DETECTOR INPUT	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
		CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY							
11		X			1	1		X			
21		X			2	2					
41		X			4	4					
51		X			5	5		X			
61		X			6	6					
81		X			8	8					

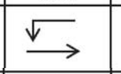
TRAFFIC CONTROL SIGNAL
USH 2/ USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: TEMP

MARCH 2020 PAGE 6 OF 6



USH 2 & 39TH AVE
TEMPORARY SIGNAL TIMING PLAN

	Phase							
	1	2	3	4	5	6	7	8
	NBL	SBT	-	WBT	SBL	NBT	-	EBT
			-				-	
Min Green	8	12	-	10	8	12	-	10
Passage	2	4	-	2	2	4	-	2
Max Green	15	40	-	25	15	40	-	25
Yellow Change	3.5	3.0	-	4.0	3.5	3.0	-	4.0
Red Clearance	1.0	3.0	-	3.0	1.0	3.0	-	3.0
Delay?	Yes	No	-	No	Yes	No	-	No
Delay Detector Number	11	-	-	-	51	-	-	-
Delay Time (s)	2	-	-	-	2	-	-	-
Extension Stretch?	No	No	-	No	No	No	-	No
Extension Stretch Detector Number	-	-	-	-	-	-	-	-
Extend Time (s)	-	-	-	-	-	-	-	-
Added Initial	-	-	-	-	-	-	-	-
Max Initial	-	-	-	-	-	-	-	-
TBR	-	-	-	-	-	-	-	-
TTR	-	-	-	-	-	-	-	-
Min Gap	-	-	-	-	-	-	-	-
Dynamic Max	-	60	-	-	-	60	-	-
Dynamic Step	-	10	-	-	-	10	-	-
Walk	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Flashing Walk	-	-	-	-	-	-	-	-
Extended Ped Clear	-	-	-	-	-	-	-	-
Act Rest-in-walk	-	-	-	-	-	-	-	-
Vehicle Recall	None	Min	-	None	None	Min	-	None
Ped Recall	None	None	-	None	None	None	-	None
Phase Locking	Non-Locking	Locking	-	Non-Locking	Non-Locking	Locking	-	Non-Locking

2

LEGEND

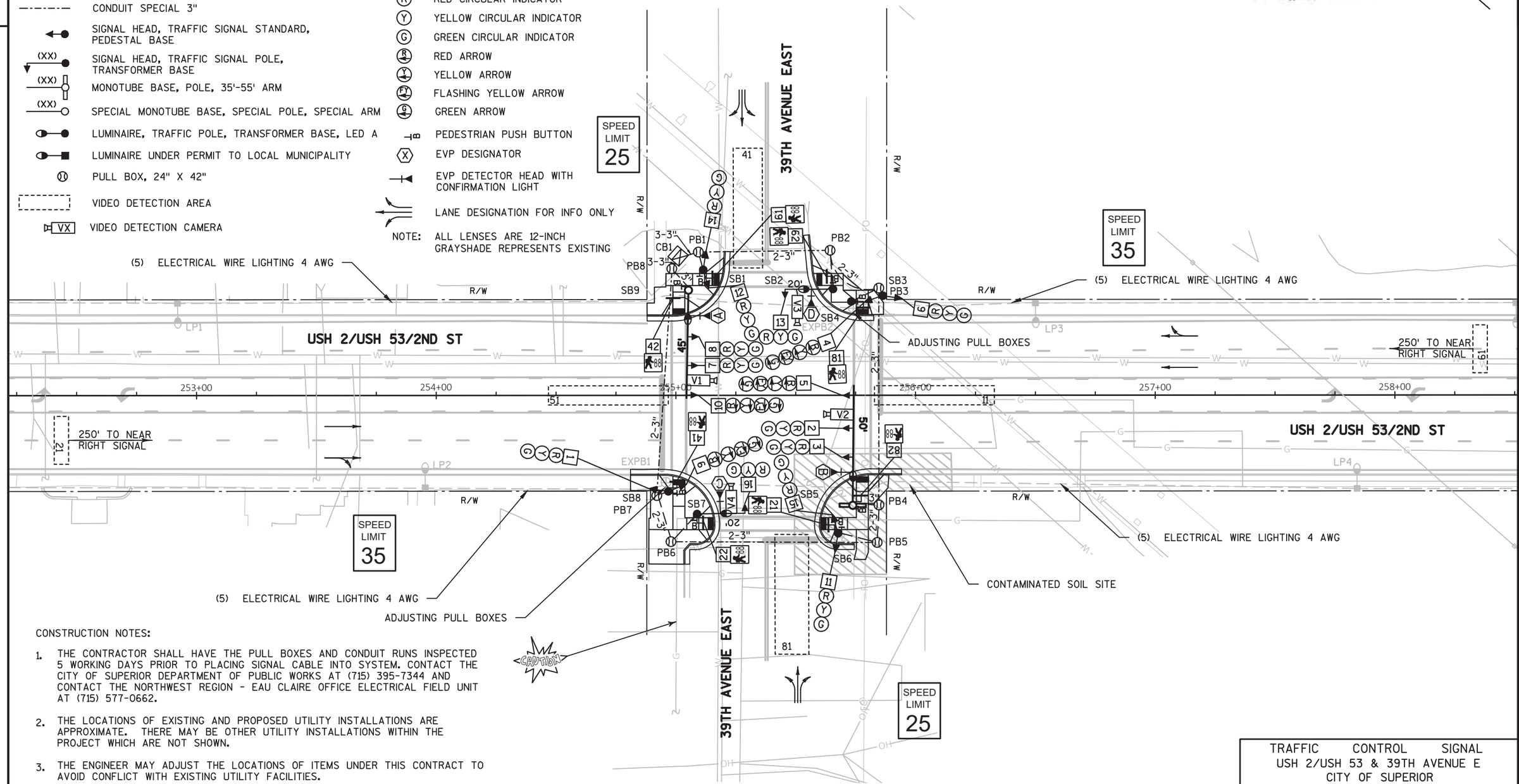
- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- CONDUIT SPECIAL 3"
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- (XX) SPECIAL MONOTUBE BASE, SPECIAL POLE, SPECIAL ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE, LED A
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- PULL BOX, 24" X 42"
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA

- X SIGNAL HEAD NUMBER
- WALK / DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- FY FLASHING YELLOW ARROW
- GA GREEN ARROW
- PEDESTRIAN PUSH BUTTON
- X EVP DESIGNATOR
- EVP DETECTOR HEAD WITH CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING

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

N



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE CITY OF SUPERIOR DEPARTMENT OF PUBLIC WORKS AT (715) 395-7344 AND CONTACT THE NORTHWEST REGION - EAU CLAIRE OFFICE ELECTRICAL FIELD UNIT AT (715) 577-0662.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
4. ALL LUMINAIRES ARE LED-A UNLESS OTHERWISE NOTED.
5. PROPOSED DRAINAGE STRUCTURES, DETECTABLE WARNING FIELDS, AND EXISTING ROADWAY SHOWN IN GRAYSHADE FOR PLAN CLARITY.

TRAFFIC CONTROL SIGNAL
USH 2/USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

MUNICIPAL CONTACT: TODD JANIGO
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 2

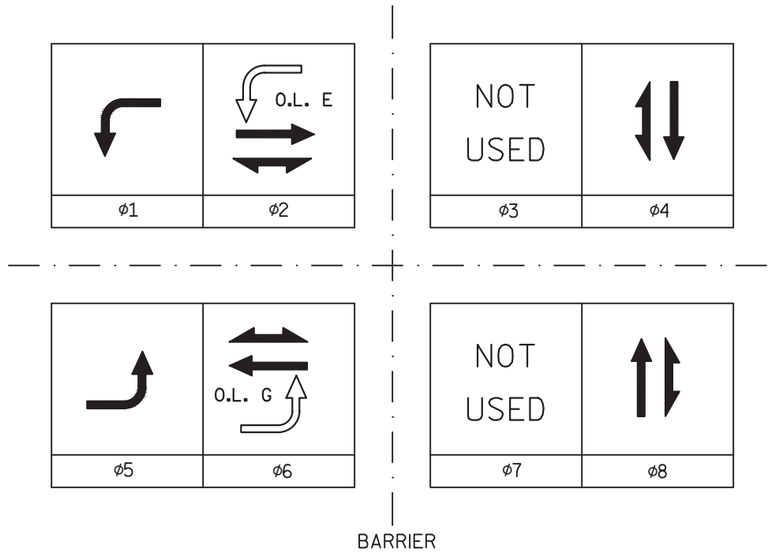
PROJECT NO: 1198-03-78	HWY: USH 2/USH 53 & 39TH AVENUE E	COUNTY: DOUGLAS	TRAFFIC SIGNAL PLAN	SCALE, FEET 0 20 40	SHEET	E

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024201_SP.DWG PLOT DATE : 7/27/2020 10:16 AM PLOT BY : SALOMONSEN, DEREK PLOT NAME :

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
ø1	9,10	R
ø2	1,2,3	R
		–
ø4	14,15,16	R
ø5	4,5	R
ø6	6,7,8	R
		–
ø8	11,12,13	R
ø2PED	21,22	–
ø4PED	41,42	–
ø6PED	61,62	–
ø8PED	81,82	–
OLE	9,10	R
OLG	4,5	R

OL ASSIGNMENTS
1 + 2
5 + 6



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
4		8		X
5		2		X
6	X	2	MIN	X
8		4		X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "E"	1	2
O.L. "F"		
O.L. "G"	5	6
O.L. "H"		

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

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
CLOSED LOOP TWISTED PAIR	
FIBER OPTIC NETWORK	
INTERSECTION ONLY (CELL MODEM)*	
*LOCATION OF CELL MODEM	
CONTROLLER NO: S-	
SIGNAL SYSTEM: SS-	

GENERAL NOTE:

1. WHEN ø4 AND ø8 ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

DETECTOR LOGIC

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

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

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR *(S)	21	51	81					
PHASE CALLED	2	5	8					
PHASE EXTENDED	2	5	8					
DISCONNECT TIME								
CALLING DELAY		X	X					
EXTENSION STRETCH								
LOOP FUNCTION								

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

EMERGENCY VEHICLE PREEMPTION ASSIGNMENT

EMERGENCY VEHICLE DETECTOR	A	B	C	D
PREEMPTION CHANNEL	3	4	5	6
MOVEMENT				
DIRECTION	NB	SB	WB	EB
PHASES	1+6	2+5	4+8	8+4

NOTES:
FULL CLEARANCE AND MINIMUM GREEN INTERVALS SHALL ALWAYS BE PROVIDED.

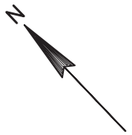
TRAFFIC CONTROL SIGNAL
USH 2/USH 53 & 39TH AVENUE E
CITY OF SUPERIOR
DOUGLAS COUNTY

CONTROLLER TYPE: ASC/3

MUNICIPAL CONTACT: TODD JANIGO
DESIGNED BY: AECOM
REVISED BY:

PAGE 2 OF 2

FILE NAME : C:\USERS\SALOMONSEND\DESKTOP\WORKING FROM HOME\USH 53 & 39TH AVE\900_CAD_GIS\02_SHEETS\024201_SP.DWG PLOT DATE : 7/27/2020 10:16 AM PLOT BY : SALOMONSEN, DEREK PLOT NAME :
WISDOT/CADDS SHEET 42



USH 2 & 39TH AVE
PERMANENT SIGNAL TIMING PLAN

	Phase							
	1	2	3	4	5	6	7	8
	NBL	SBT	-	WBT	SBL	NBT	-	EBT
			-				-	
Min Green	8	12	-	10	8	12	-	10
Passage	2	5	-	2	2	5	-	2
Max Green	15	40	-	25	15	40	-	25
Yellow Change	3.5	4.0	-	3.5	3.5	4.0	-	3.5
Red Clearance	1.0	2.5	-	3.0	1.0	2.5	-	3.0
Delay?	Yes	No	-	No	Yes	No	-	No
Delay Detector Number	11	-	-	41	51	-	-	81
Delay Time (s)	2	-	-	2	2	-	-	2
Extension Stretch?	No	No	-	No	No	No	-	No
Extension Stretch Detector Number	-	-	-	-	-	-	-	-
Extend Time (s)	-	-	-	-	-	-	-	-
Added Initial	-	2.4	-	-	-	2.4	-	-
Max Initial	-	24	-	-	-	24	-	-
TBR	-	24	-	-	-	24	-	-
TTR	-	16	-	-	-	16	-	-
Min Gap	-	3	-	-	-	3	-	-
Dynamic Max	-	-	-	-	-	-	-	-
Dynamic Step	-	-	-	-	-	-	-	-
Walk	-	7	-	7	-	7	-	7
Ped Clear	-	13	-	20	-	12	-	20
Flashing Walk	-	-	-	-	-	-	-	-
Extended Ped Clear	-	-	-	-	-	-	-	-
Act Rest-in-walk	-	-	-	-	-	-	-	-
Vehicle Recall	None	Min	-	None	None	Min	-	None
Ped Recall	None	None	-	None	None	None	-	None
Phase Locking	Non-Locking	Locking	-	Non-Locking	Non-Locking	Locking	-	Non-Locking

2

PROJECT ID:	1198-03-78
INTERSECTION:	USH 2/53 & 39TH AVE

SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN
	WHT-WHITE	BLU-BLUE	ORG-ORANGE

DATE: Feb-20

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	D/WALK	WALK		
SB1	12	12	RED	ORG	GRN								
		14	RED/BLK	ORG/BLK	GRN/BLK								
		61								BLK	BLU		
		PB (PED)										WHT/BLK	
SB2	12	13	RED	ORG	GRN								
		62								BLK	BLU		
		PB (PED)										WHT/BLK	
SB3	12	4				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
		6	RED	ORG	GRN								
SB4	5	81								BLK	BLU		
		PB (PED)										WHT/BLK	
SB5	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
		82								BLK	BLU		
		PB (PED)										WHT/BLK	
SB6	12	11	RED	ORG	GRN								
		15	RED/BLK	ORG/BLK	GRN/BLK								
		21								BLK	BLU		
		PB (PED)										WHT/BLK	
SB7	12	16	RED	ORG	GRN								
		22								BLK	BLU		
		PB (PED)										WHT/BLK	
SB8	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
		41								BLK	BLU		
		PB (PED)										WHT/BLK	
SB9	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK	BLK/WHT	GRN/BLK				
		42								BLK	BLU		
		PB (PED)										WHT/BLK	

EQUIPMENT GROUNDING CONDUCTORS 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	CB1

LIGHTING UF 12 AWG W/GROUND	
FROM	TO
CB1	SB9
SB9	SB7
CB1	SB2
SB2	SB5

EMERGENCY VEHICLE PREEMPTION WITH CONFIRMATION LIGHTS		
HEAD	FROM	TO
A	CB1	SB9
B	CB1	SB5
C	CB1	SB7
D	CB1	SB2

VIDEO DETECTION		
HEAD	FROM	TO
V1	CB1	SB9
V2	CB1	SB5
V3	CB1	SB2
V4	CB1	SB7

NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
3. 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.

USH 2/USH 53 & 39TH AVENUE E
CITY OF SUPERIOR

DOUGLAS COUNTY

CONTROLLER TYPE: ECONOLITE ASC/3

CABINET TYPE: TS2

DATE: JULY 2020 PAGE NO. 1 OF 1

BEGIN PAVEMENT MARKING
STA 207+50.00

30TH AVE E

206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00

EAST 2ND ST (USH 2 / USH 53)

BEGIN PROJECT
STA 214+00.00
Y= 296,983.5731
X= 164,093.8894

213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00

EAST 2ND ST (USH 2 / USH 53)

31ST AVE E

31ST AVE E
EAST 2ND ST

STOP
R1-1
36"X36"

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 64	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 1

PLOT DATE : 11/1/2020 7:02 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

EAST 2ND ST (USH 2 / USH 53)

220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00

227+00 228+00 229+00 230+00 231+00 232+00 233+00

EAST 2ND ST (USH 2 / USH 53)

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 65	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 2

PLOT DATE : 11/1/2020 7:02 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

GATE

EAST 2ND ST (USH 2 / USH 53)

232+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

STOP
R1-1
36"X36"

37TH AVE E

240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00

EAST 2ND ST (USH 2 / USH 53)

HARBOR VIEW PRKWY
37TH AVE E
EAST 2ND ST

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

STOP
R1-1
36"X36"

37TH AVE E

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 66	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 3

PLOT DATE : 11/1/2020 7:03 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

38TH AVE E
EAST 2ND ST

STOP
R1-1
36"X36"

38TH AVE E

247+00 248+00 249+00 250+00 251+00 252+00 253+00 254+00

EAST 2ND ST (USH 2 / USH 53)

38TH AVE E

STOP
R1-1
36"X36"

W11-2
30"X30"

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

39TH AVE E

TRUCKS USE LEFT LANE
R4-5L
24"X30"

RAILROAD AVE

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

STOP
R1-1
36"X36"

40TH AVE E

254+00 255+00 256+00 257+00 258+00 259+00 260+00 261

EAST 2ND ST (USH 2 / USH 53)

39TH AVE E

39TH AVE E
EAST 2ND ST

SIGNAGE TO BE MOVED AS NEEDED IN
ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

R5-2
24"X24"

39TH AVE E

SIGNAGE TO BE MOVED AS NEEDED IN
ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

BILLBOARDS

RAILROAD AVE

BILLBOARDS

RAILROAD AVE

PAVEMENT MARKING LEGEND

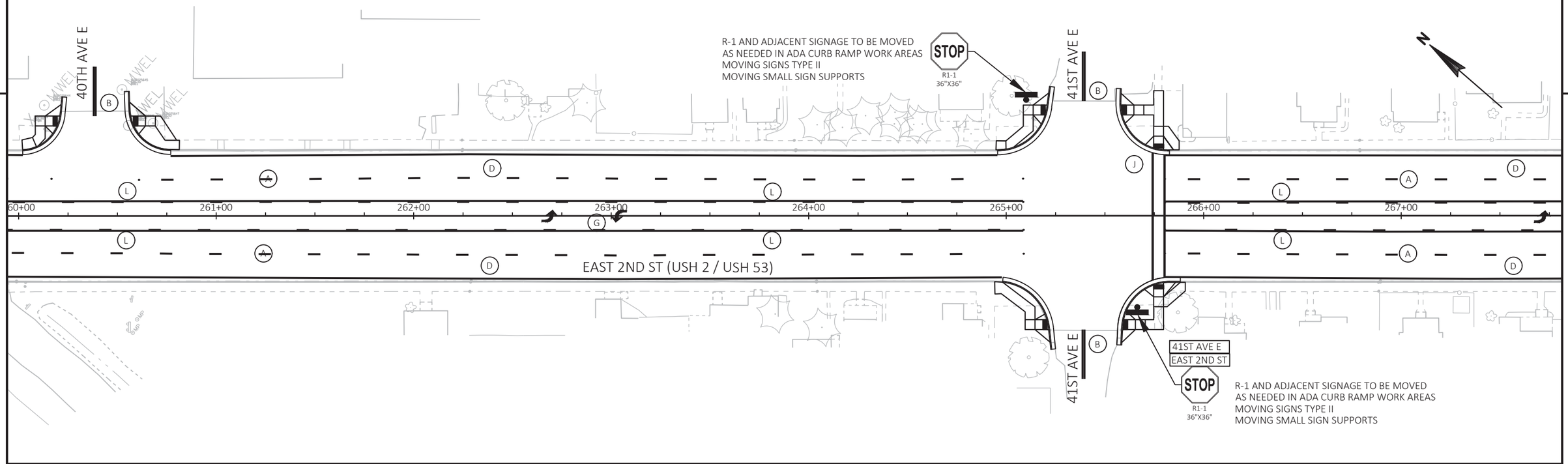
- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

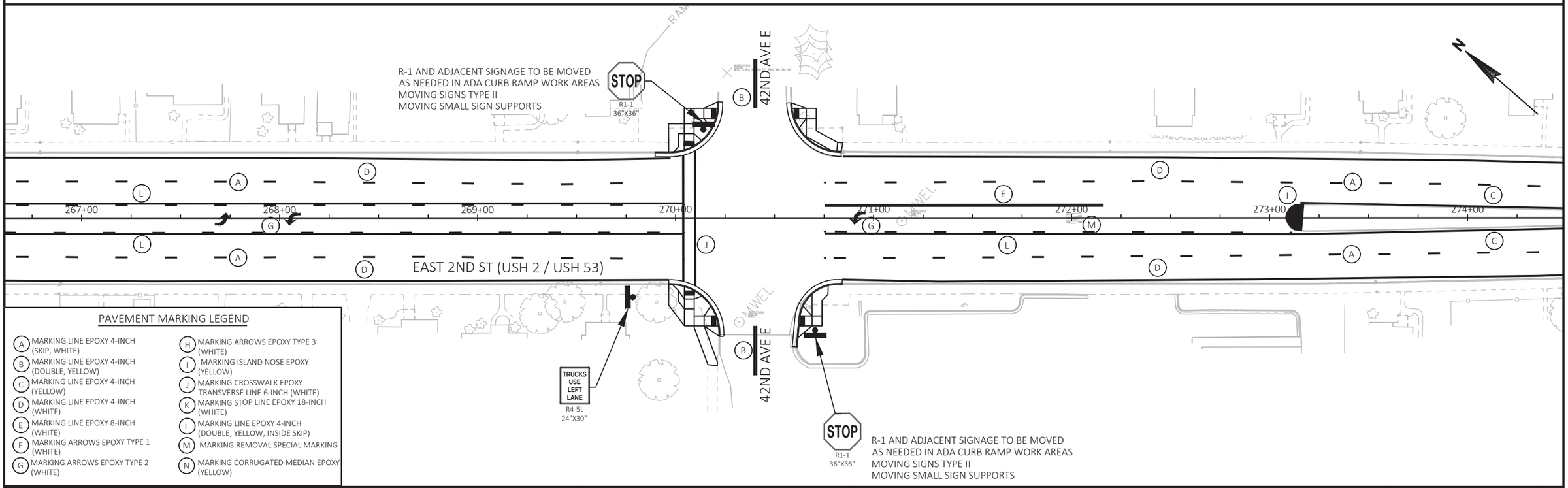
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 67	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 4

PLOT DATE : 11/1/2020 7:03 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



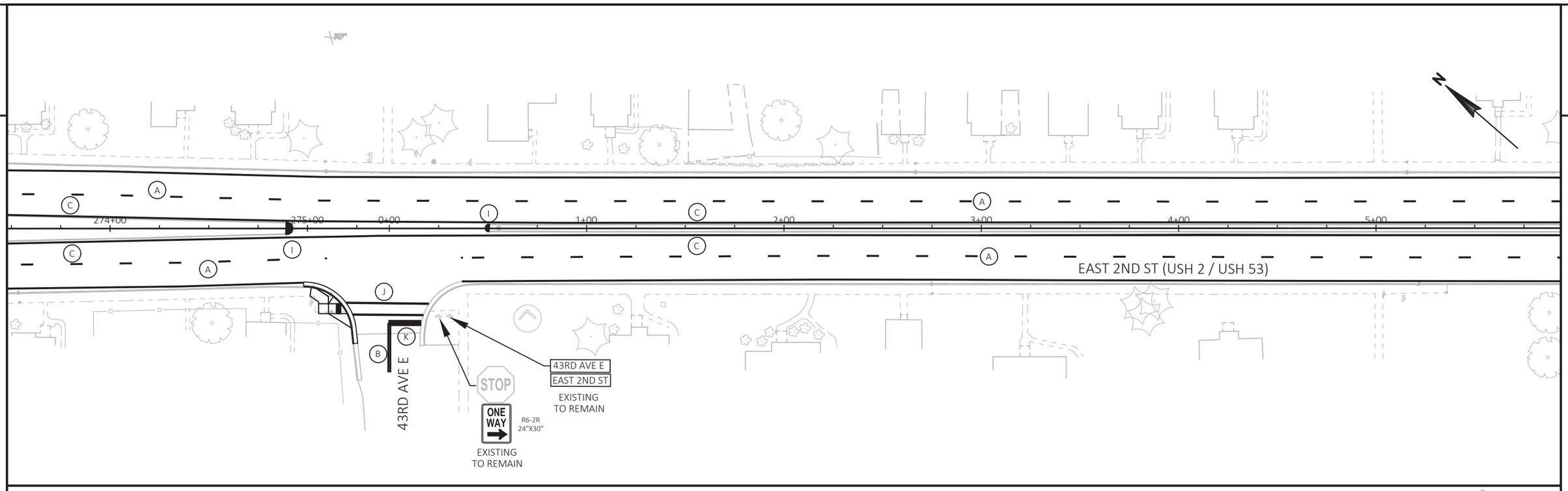


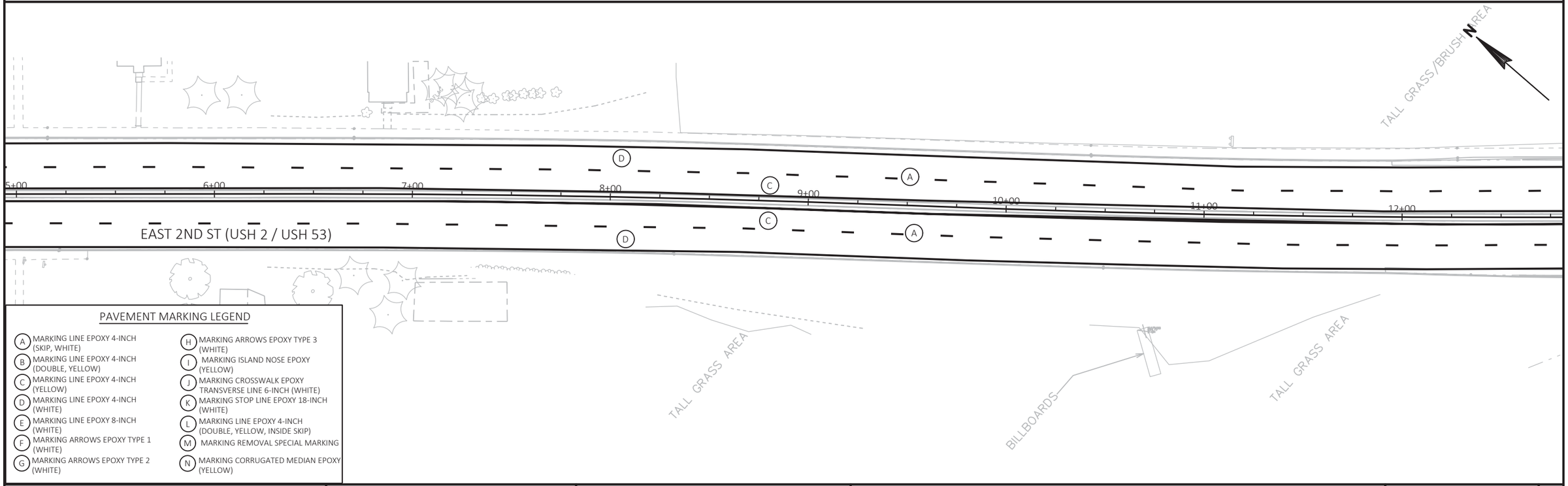
PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 68	E

2





PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 69	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 6

PLOT DATE : 11/1/2020 7:03 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

TALL GRASS/BRUSH AREA

TALL GRASS AREA

EAST 2ND ST (USH 2 / USH 53)

12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

STOP
R1-1
36"X36"

48TH AVE E

TALL GRASS AREA

20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00

EAST 2ND ST (USH 2 / USH 53)

AREA

48TH AVE E

BILLBOARDS

STOP

EXISTING
TO REMAIN

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (YELLOW)
- (D) MARKING LINE EPOXY 4-INCH (WHITE)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING ARROWS EPOXY TYPE 1 (WHITE)
- (G) MARKING ARROWS EPOXY TYPE 2 (WHITE)
- (H) MARKING ARROWS EPOXY TYPE 3 (WHITE)
- (I) MARKING ISLAND NOSE EPOXY (YELLOW)
- (J) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (K) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (L) MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (M) MARKING REMOVAL SPECIAL MARKING
- (N) MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 70	E

2

TALL GRASS AREA

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+

EAST 2ND ST (USH 2 / USH 53)

BILLBOARDS

OLD SIGN FOUNDATION

STOP
EXISTING
TO REMAIN

50TH AVE E

32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

EAST 2ND ST (USH 2 / USH 53)

E 3RD ST

STOP
R1-1
36"X36"

R-1 AND ADJACENT SIGNAGE TO BE MOVED
AS NEEDED IN ADA CURB RAMP WORK AREAS
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

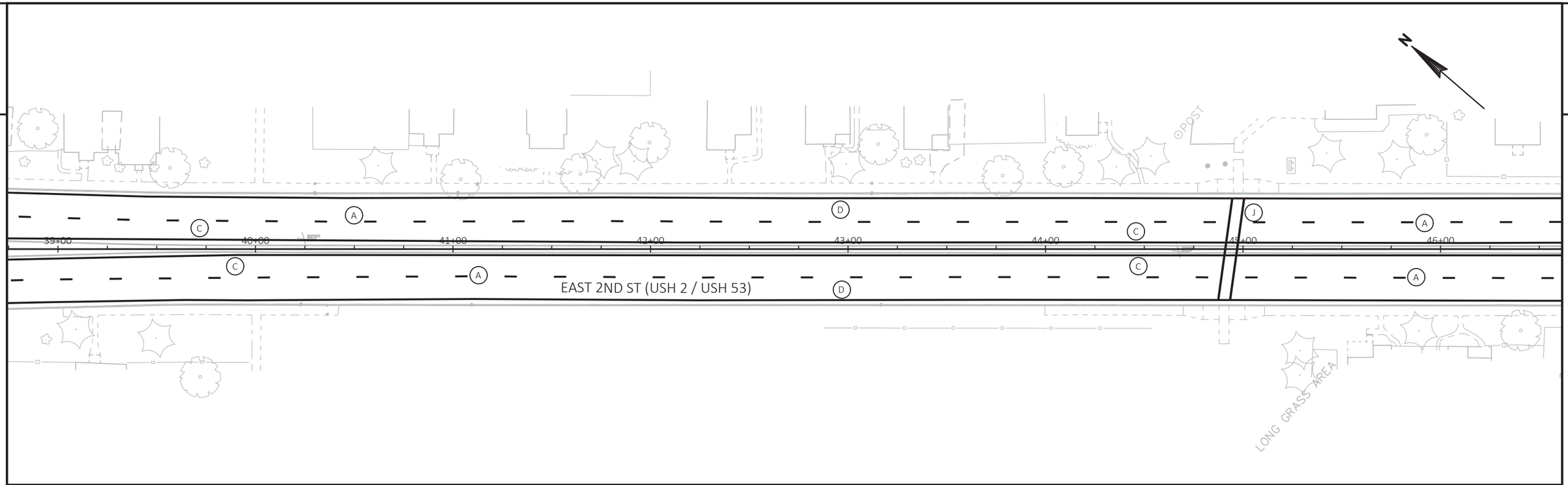
PAVEMENT MARKING LEGEND

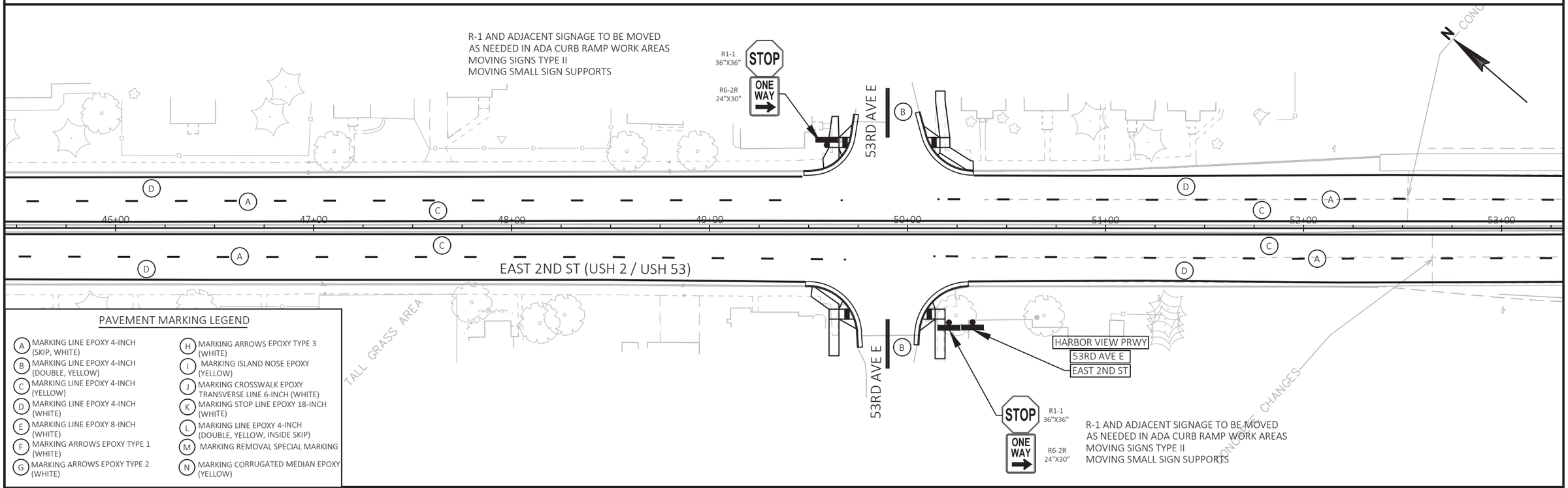
- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 71	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 8
PLOT DATE : 11/1/2020 7:04 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2





PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 72	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 9

PLOT DATE : 11/1/2020 7:04 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

CONCRETE

END PAVEMENT MARKING
STA 56+00.00

53+00 54+00 55+00 56+00 57+00 58+00 59+00 60+0

A C D

EAST 2ND ST (USH 2 / USH 53)

EAST 2ND ST (USH 2 / USH 53)

59+00 60+00 61+00 62+00 63+00 64+00 65+00 66+00

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 4-INCH (SKIP, WHITE)
- B MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW)
- C MARKING LINE EPOXY 4-INCH (YELLOW)
- D MARKING LINE EPOXY 4-INCH (WHITE)
- E MARKING LINE EPOXY 8-INCH (WHITE)
- F MARKING ARROWS EPOXY TYPE 1 (WHITE)
- G MARKING ARROWS EPOXY TYPE 2 (WHITE)
- H MARKING ARROWS EPOXY TYPE 3 (WHITE)
- I MARKING ISLAND NOSE EPOXY (YELLOW)
- J MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- K MARKING STOP LINE EPOXY 18-INCH (WHITE)
- L MARKING LINE EPOXY 4-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- M MARKING REMOVAL SPECIAL MARKING
- N MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

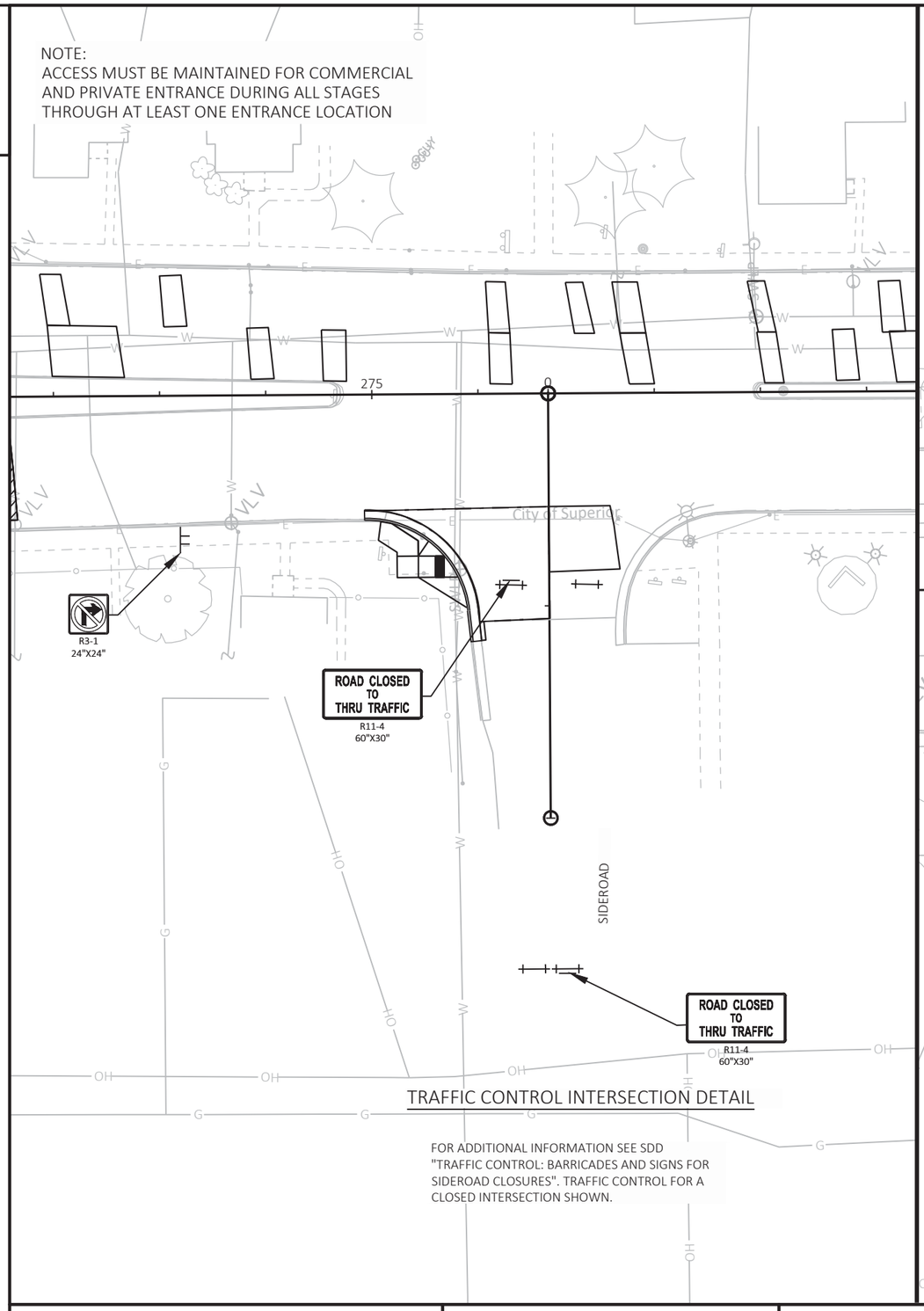
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING - EAST 2ND STREET	SHEET 73	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\024501_PM.DWG
LAYOUT NAME - 10

PLOT DATE : 11/1/2020 7:04 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

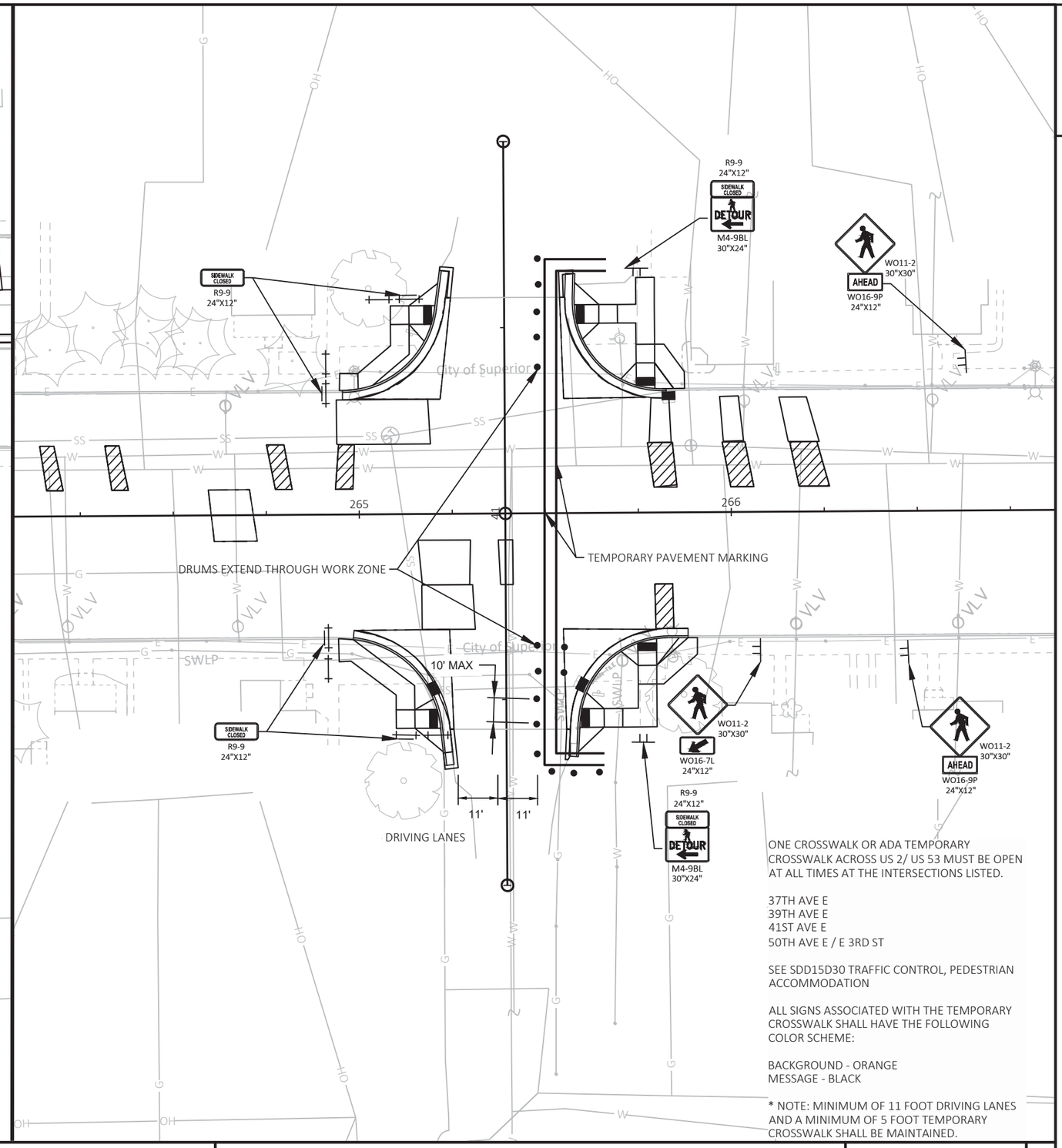
WISDOT/CADDS SHEET 44

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION



TRAFFIC CONTROL INTERSECTION DETAIL

FOR ADDITIONAL INFORMATION SEE SDD "TRAFFIC CONTROL: BARRICADES AND SIGNS FOR SIDEROAD CLOSURES". TRAFFIC CONTROL FOR A CLOSED INTERSECTION SHOWN.



ONE CROSSWALK OR ADA TEMPORARY CROSSWALK ACROSS US 2/ US 53 MUST BE OPEN AT ALL TIMES AT THE INTERSECTIONS LISTED.

37TH AVE E
39TH AVE E
41ST AVE E
50TH AVE E / E 3RD ST

SEE SDD15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

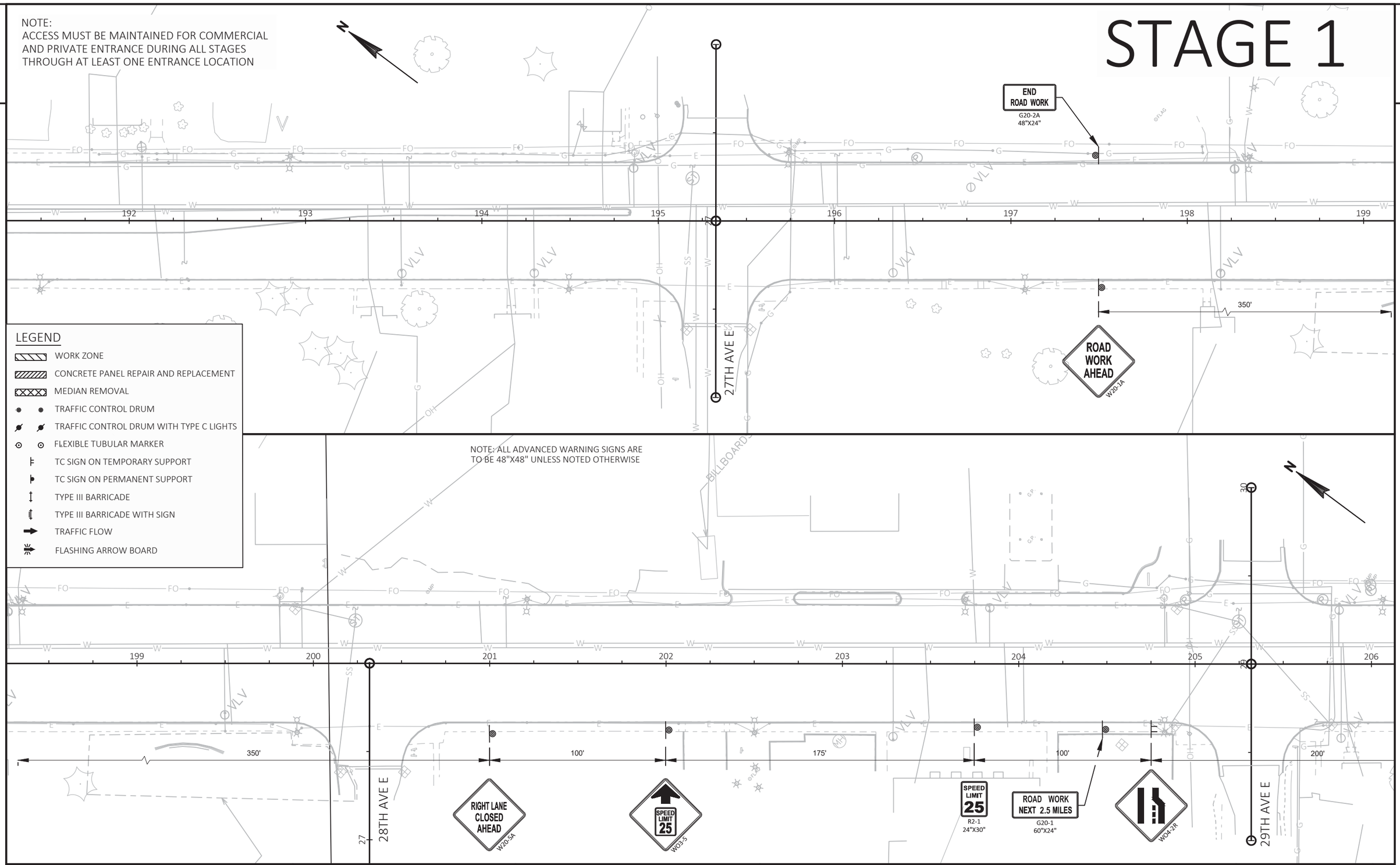
ALL SIGNS ASSOCIATED WITH THE TEMPORARY CROSSWALK SHALL HAVE THE FOLLOWING COLOR SCHEME:

BACKGROUND - ORANGE
MESSAGE - BLACK

* NOTE: MINIMUM OF 11 FOOT DRIVING LANES AND A MINIMUM OF 5 FOOT TEMPORARY CROSSWALK SHALL BE MAINTAINED.

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

STAGE 1



LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 75	E

FILE NAME : \\SEHCF1\PROJECTS\HZW\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-0
PLOT DATE : 7/31/2020 7:17 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

30TH AVE E

275'

155'

206 207 208 209 210 211 212 213

200'

25'

25'

LANE CLOSED
R11-2L
48"X30"

MARKING REMOVAL
LINE 4 INCH

REMOVABLE TAPE 4-INCH

WO1-4L

WO1-6
48"X24"

NOTE: ALL ADVANCED WARNING SIGNS ARE TO BE 48"X48" UNLESS NOTED OTHERWISE

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

R3-2
24"X24"

213 214 215 216 217 218 219 220

50'

50'

CITY OF SUPERIOR UG ELECTRIC

NEMADJI RIVER
STRUCTURE B-16-66

31ST AVE E

NOTE: ALL ADVANCED WARNING SIGNS ARE TO BE 48"X48" UNLESS NOTED OTHERWISE

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 76	E

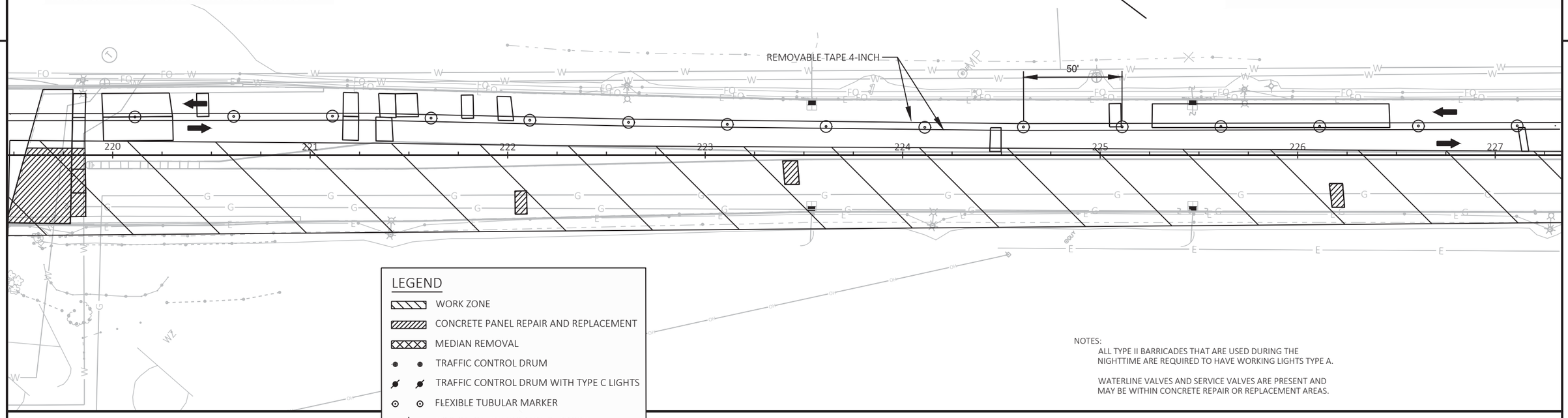
FILE NAME : \\SEHCF1\PROJECTS\VZW\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-1

PLOT DATE : 7/31/2020 7:18 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

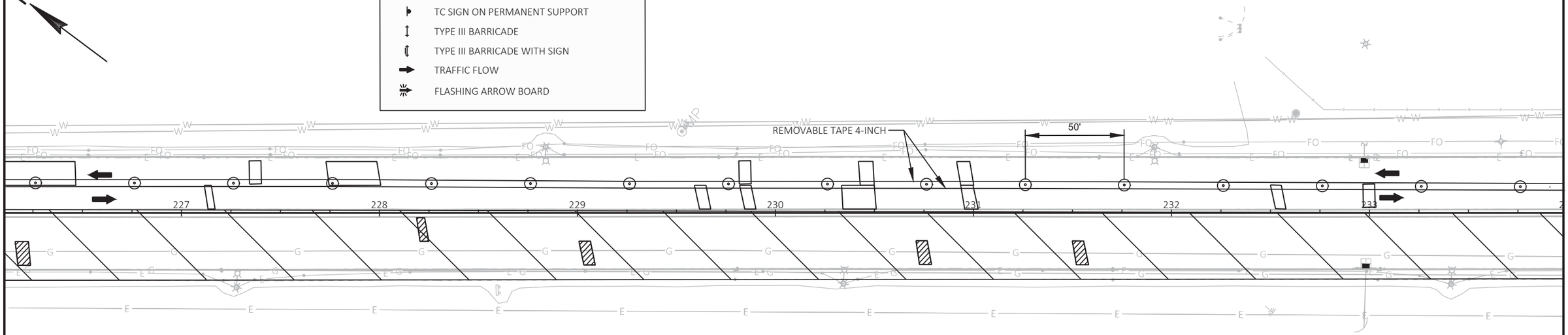


LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.



REMOVE

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 77	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-2

PLOT DATE : 7/31/2020 7:19 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

REMOVABLE TAPE 4-INCH

50'

233 234 235 236 237 238 239 240

TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

TO REMAIN

ROAD CLOSED
R11-2
48"X30"

37TH AVE E

R3-2
24"X24"

REMOVABLE TAPE 4-INCH

50'

25'

5'

240 241 242 243 244 245 246 247

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 35

WO14R

MARKING REMOVAL LINE 4 INCH

ROAD CLOSED
R11-2
48"X30"

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 78	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-3

PLOT DATE : 7/31/2020 7:19 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

WO1-6 48"X24"
REMOVABLE TAPE 4-INCH
BEGIN LEFT TURN LANE
R3-20L 24"X36"
25'
50'
MARKING REMOVAL LINE 4 INCH
LANE CLOSED
R11-2L 48"X30"
R3-2 24"X24"
38TH AVE E
39TH AVE E
40TH AVE E
BEGIN RIGHT TURN LANE
R3-20R 24"X36"
SPEED LIMIT 25
R2-1 24"X30"
BILLBOARDS
TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 79	E

STAGE 1A

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

W01-6
48"X24"

REMOVABLE TAPE 4-INCH

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R11-2L
48"X30"
LANE CLOSED

MARKING REMOVAL LINE 4 INCH

25'

R3-1
24"X24"

LANE CLOSED
R11-2L
48"X30"

38TH AVE E

R11-2L
48"X30"
LANE CLOSED

R3-2
24"X24"

50'

247 248 249 250 251 252 253 254

TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

39TH AVE E

R3-2
24"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R11-2L
48"X30"
LANE CLOSED

R11-2L
48"X30"
LANE CLOSED

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

39TH AVE E

USE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

255 256 257 258 259 260

SPEED LIMIT 25
R2-1
24"X30"

50'

40TH AVE E

R3-2
24"X24"

BILLBOARDS

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 80	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-4A

PLOT DATE : 8/3/2020 4:55 AM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1B

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

REMOVABLE TAPE 4-INCH

MARKING REMOVAL LINE 4 INCH

W01-6 48"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

R11-2L 48"X30" LANE CLOSED

38TH AVE E

25'

50'

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

39TH AVE E

BEGIN RIGHT TURN LANE R3-20R 24"X36"

SPEED LIMIT 25 R2-1 24"X30"

40TH AVE E

R3-2 24"X24"

TO REMAIN

CENTURYLINK

BILLBOARDS

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 81	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-4B

PLOT DATE : 8/3/2020 5:06 AM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

40TH AVE E

41ST AVE E

R11-2L 48"X30" LANE CLOSED

R3-2 24"X24"

R11-2L 48"X30" LANE CLOSED

R11-2L 48"X30" LANE CLOSED

260 261 262 263 264 265 266 267

50'

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

42ND AVE E

R11-2L 48"X30" LANE CLOSED

R11-2L 48"X30" LANE CLOSED

WO1-6 48"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

REMOVABLE TAPE 4-INCH

25'

R11-2L 48"X30" LANE CLOSED

WO1-6 48"X24"

WO1-4L

MARKING REMOVAL LINE 4 INCH

267 268 269 270 271 272 273 274

TO REMAIN

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 82	E

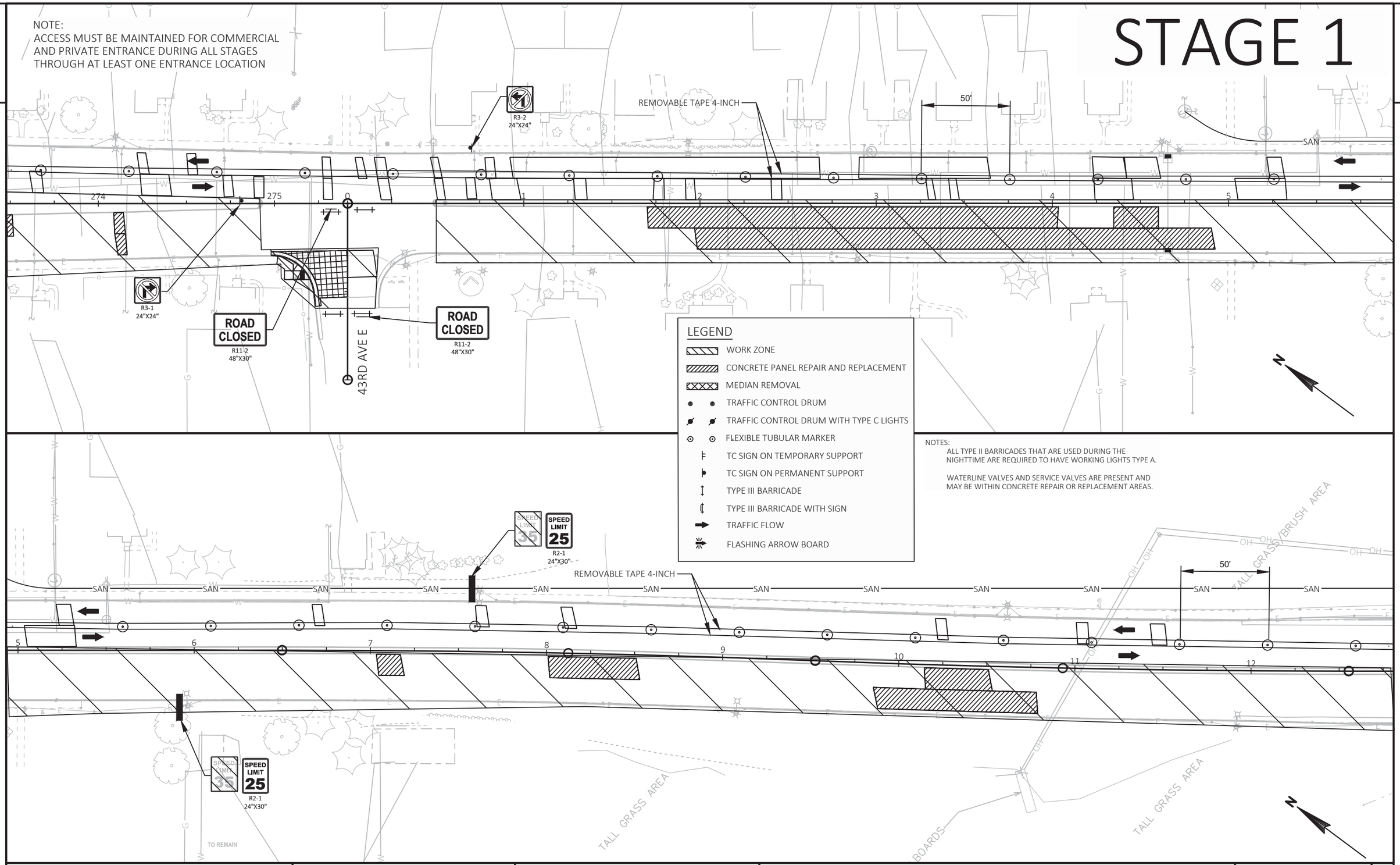
FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-5

PLOT DATE : 7/31/2020 7:22 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION



LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 83	E

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

REMOVABLE TAPE 4-INCH

50'

BLUFF CREEK
STRUCTURE B-16-67

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

REMOVABLE TAPE 4-INCH

50'

R3-2
24"X24"

48TH AVE E

25'

R11-2L
48"X30"

LANE CLOSED

W01-4R

TALL GRASS AREA

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 84	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-7

PLOT DATE : 7/31/2020 7:24 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

REMOVABLE TAPE 4-INCH

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

MARKING REMOVAL LINE 4 INCH

25'

BEGIN LEFT TURN LANE
R3-20L
24"X36"

REMOVABLE TAPE 4-INCH

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 35

50'

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

TALL GRASS AREA

TO REMAIN

BILLBOARDS

OLD SIGN FOUNDATION

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

50TH AVE E

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 35

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

50'

EAST 3RD STREET

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 85	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-8

PLOT DATE : 7/31/2020 7:25 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

39 40 41 42 43 44 45 46

50'

LONG GRASS AREA

TO REMAIN

53RD AVE E

R11-2L
48"X30"
LANE CLOSED

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 35

46 47 48 49 50 51 52 53

50'

TALL GRASS AREA

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

53RD AVE E

LANE CLOSED
R11-2L
48"X30"

CONCRETE CHANGES

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 86	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-9

PLOT DATE : 7/31/2020 7:25 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

SPEED LIMIT 25
R2-1
30"X36"
SPEED LIMIT 35
CONCRETE
R11-2L
48"X30"
LANE CLOSED
125'
25'
200'
W04-2R
ROAD WORK NEXT 2.5 MILES
G20-1
60"X24"
150'
FLAG
SPEED LIMIT 25
R2-1
24"X30"
275'

53 54 55 56 USH 2 USH 53 57 58 59 60

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

N

275'
125'
500'

59 60 USH 2 USH 53 61 62 63 64 65 66

SPEED LIMIT 25
W03-5

END ROAD WORK
G20-2A
48"X24"

RIGHT LANE CLOSED AHEAD
W20-5A

N

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 87	E

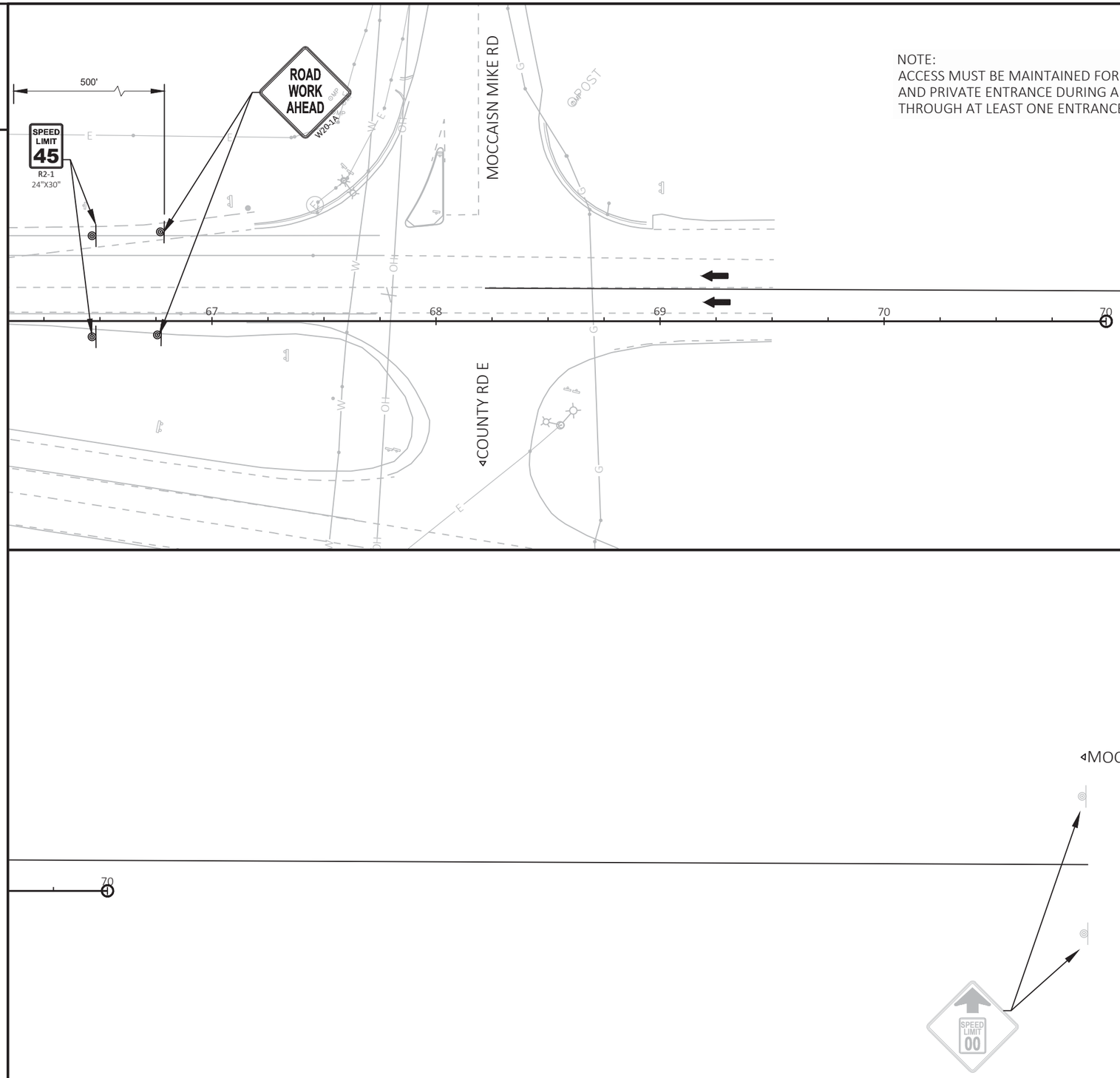
FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-10

PLOT DATE : 7/31/2020 7:26 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

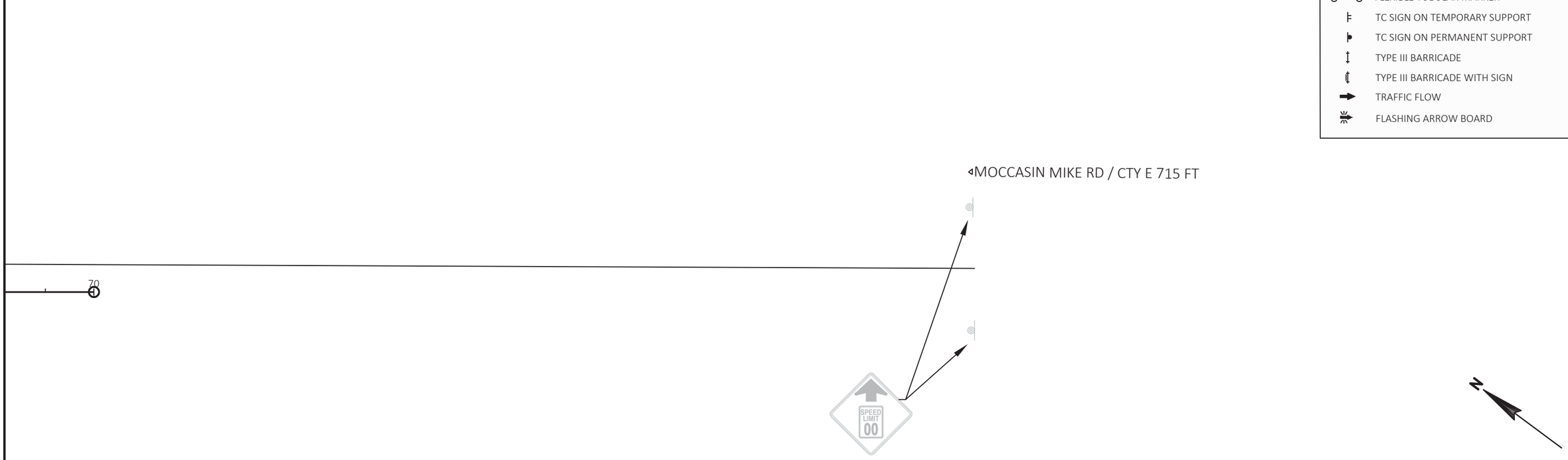


NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD



PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 88	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S1-11
PLOT DATE : 7/31/2020 7:27 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

NOTE: ALL ADVANCED WARNING SIGNS ARE TO BE 48"X48" UNLESS NOTED OTHERWISE

27TH AVE E

28TH AVE E

29TH AVE E

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

LEFT LANE CLOSED AHEAD
W20-5A

SPEED LIMIT 25
W03-5

350'

100'

175'

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 89	E

FILE NAME : \\SEHCF1\PROJECTS\HZW\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-0

PLOT DATE : 7/31/2020 7:27 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

30TH AVE E

USH 2 USH 53

206 207 208 209 210 211 212 213

175' 100' 200' 25' 25'

SPEED LIMIT 25
R2-1
24"X30"

ROAD WORK NEXT 2.5 MILES
G20-1
60"X24"

W04-2L

REMOVABLE TAPE 4-INCH

MARKING REMOVAL LINE 4 INCH

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

WO1-6
48"X24"

WO1-4R

R11-2L
48"X30"
LANE CLOSED

R11-2L
48"X30"
LANE CLOSED

213 214 215 216 217 218 219 220

25' 50' 50'

NEMADJI RIVER
STRUCTURE B-16-66

CITY OF SUPERIOR UG ELECTRIC

REMOVABLE TAPE 4-INCH

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

R3-2
24"X24"

R3-2
24"X24"

31ST AVE E

NEMADJI RIVER

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 90	E

FILE NAME : \\SEHCF1\PROJECTS\ΔZW\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-1

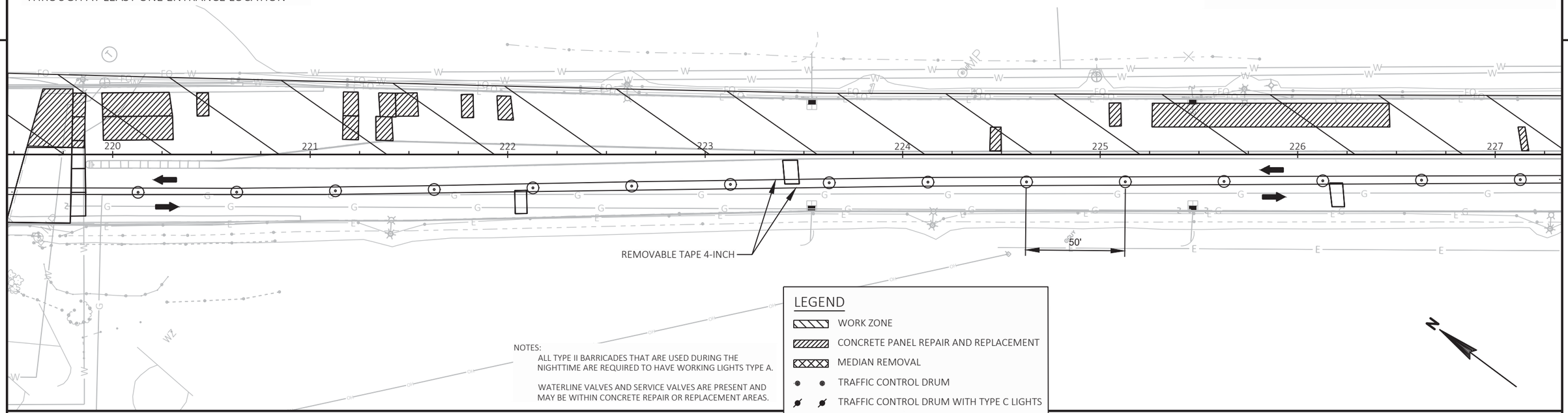
PLOT DATE : 7/31/2020 7:28 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

STAGE 2



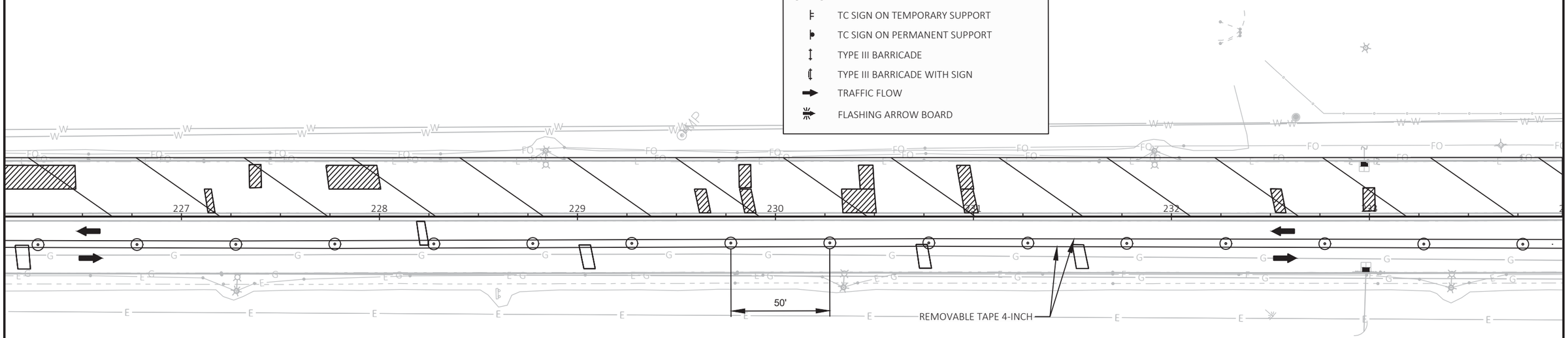
NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD



2

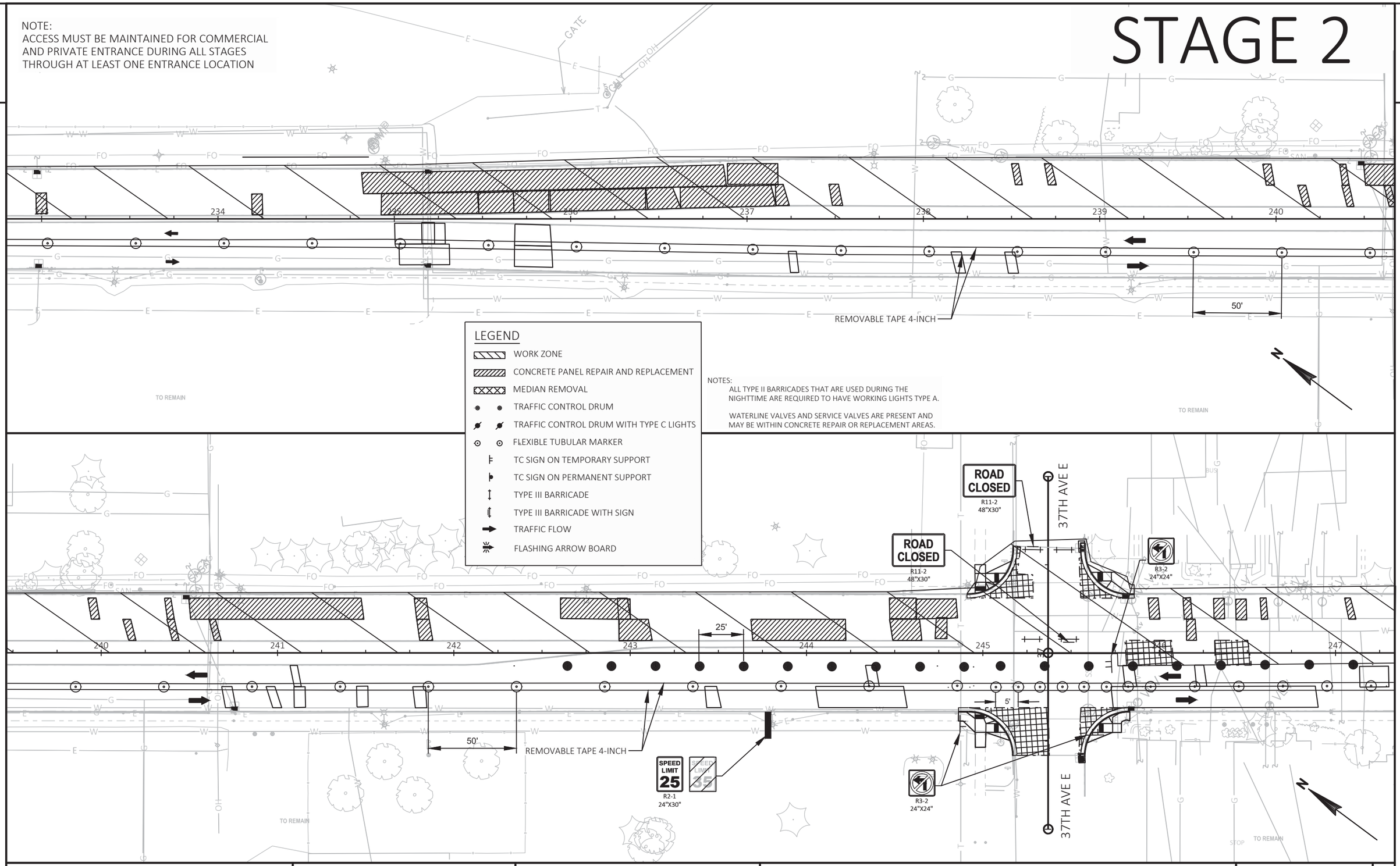
PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 91	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-2

PLOT DATE : 7/31/2020 7:29 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION



LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 92 E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-3

PLOT DATE : 7/31/2020 7:30 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

WO1-6 48"X24"

WO1-4L

R11-2L 48"X30"

LANE CLOSED

MARKING REMOVAL LINE 4 INCH

38TH AVE E

BEGIN RIGHT TURN LANE
R3-20R 24"X36"

BEGIN LEFT TURN LANE
R3-20L 24"X36"

247 248 249 250 251 252 253 254

25'

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

R11-2L 48"X30"

LANE CLOSED

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

39TH AVE E

SPEED LIMIT 25
R2-1 24"X30"

SPEED LIMIT 35

BEGIN LEFT TURN LANE
R3-20L 24"X36"

40TH AVE E

R11-2L 48"X30"

LANE CLOSED

254 255 256 257 258 259 260

25'

50'

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

BEGIN LEFT TURN LANE
R3-20L 24"X36"

LANE CLOSED
R11-2L 48"X30"

R3-2 24"X24"

39TH AVE E

CENTURYLINK

BILLBOARDS

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 93	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-4

PLOT DATE : 7/31/2020 7:30 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2A

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

W01-6
48"X24"

W01-4L

MARKING REMOVAL
LINE 4 INCH

25'

R11-2L
48"X30"
LANE CLOSED

38TH AVE E

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

247 248 249 250 251 252 253 254

MARKING REMOVAL
LINE 4 INCH

REMOVABLE TAPE 4 INCH

25'

50'

R3-2
24"X24"

R11-2L
48"X30"
LANE CLOSED

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

USE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

ROAD CLOSED
R11-2
48"X30"

39TH AVE E

ROAD CLOSED
R11-2
48"X30"

R3-1
24"X24"

SPEED LIMIT 25
R2-1
24"X30"

SPEED LIMIT 35

BEGIN LEFT TURN LANE
R3-20L
24"X36"

40TH AVE E

254 255 256 257 258 259 260

BEGIN LEFT TURN LANE
R3-20L
24"X36"

R3-2
24"X24"

R11-2L
48"X30"
LANE CLOSED

39TH AVE E

50'

R3-2
24"X24"

TO REMAIN

BILLBOARDS

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 94 E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-4A

PLOT DATE : 7/31/2020 7:31 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2B

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

WO1-6 48"X24"

WO1-4L

MARKING REMOVAL LINE 4 INCH

25'

R11-2L 48"X30"

LANE CLOSED

38TH AVE E

BEGIN RIGHT TURN LANE

R3-20R 24"X36"

BEGIN LEFT TURN LANE

R3-20L 24"X36"

247 248 249 250 251 252 253 254

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

25'

50'

R3-2 24"X24"

R11-2L 48"X30"

LANE CLOSED

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

TO REMAIN

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

39TH AVE E

SPEED LIMIT 25 R2-1

SPEED LIMIT 35

BEGIN LEFT TURN LANE R3-20L 24"X36"

40TH AVE E

R11-2L 48"X30"

LANE CLOSED

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

BEGIN LEFT TURN LANE R3-20L 24"X36"

254 255 256 257 258 259 260

50'

R3-2 24"X24"

BILLBOARDS

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 95	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-4 B

PLOT DATE : 7/31/2020 7:32 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

40TH AVE E

ROAD CLOSED
R11-2
48"X30"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

R11-2L
48"X30"
LANE CLOSED

41ST AVE E

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

260 261 262 263 264 265 266 267

50'

R3-2
24"X24"

R11-2L
48"X30"
LANE CLOSED

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

R11-2L
48"X30"
LANE CLOSED

42ND AVE E

R3-2
24"X24"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

WO1-6
48"X24"

WO1-4R

REMOVABLE TAPE 4-INCH
25'

267 268 269 270 272 273 274

50'

25'

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

R3-2
24"X24"

R11-2L
48"X30"
LANE CLOSED

42ND AVE E

TO REMAIN

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 96	E

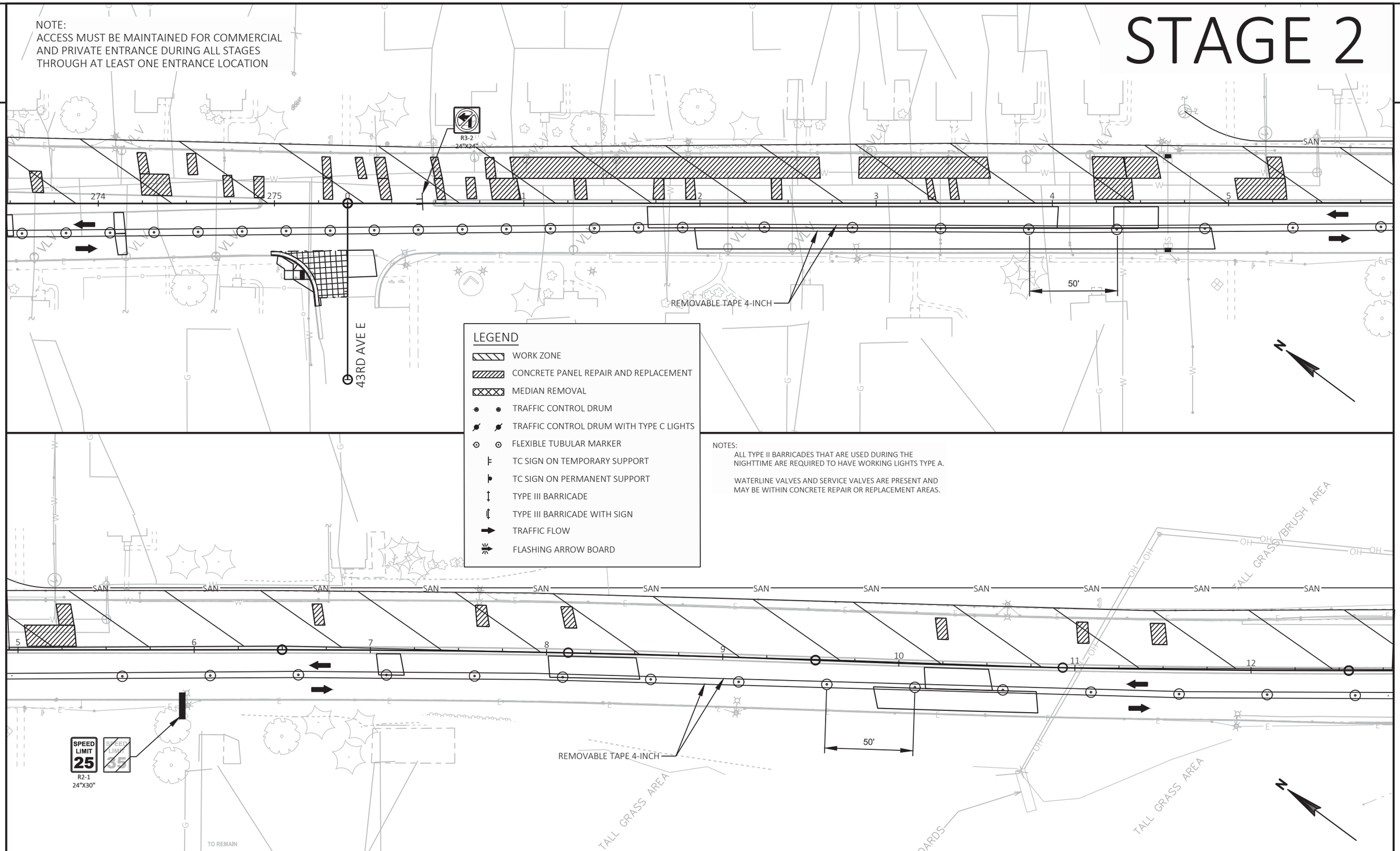
FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-5

PLOT DATE : 7/31/2020 7:33 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION



PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 97	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-6
PLOT DATE : 7/31/2020 7:33 PM
PLOT BY : NICK ENGH
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

STAGE 2

2

BLUFF CREEK
STRUCTURE B-16-67

REMOVABLE TAPE 4-INCH

50'

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

MARKING REMOVAL
LINE 4 INCH

REMOVABLE TAPE 4-INCH

REMOVABLE TAPE 4-INCH

50'

BEGIN LEFT TURN LANE
R3-20L
24"X36"

WO1-6
48"X24"

25'

WO1-4L

R11-2L
48"X30"

LANE CLOSED

48TH AVE E

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

48TH AVE E

TO REMAIN

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 98	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-7

PLOT DATE : 7/31/2020 7:34 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

R11-2L 48"X30" LANE CLOSED
R11-2L 48"X30" LANE CLOSED
MARKING REMOVAL LINE 4 INCH
R11-2L 48"X30" LANE CLOSED
R11-2L 48"X30" LANE CLOSED
WO1-6 48"X24"
WO1-4L
BEGIN LEFT TURN LANE R3-20L 24"X36"
25'
50'
R11-2L 48"X30" LANE CLOSED
BEGIN LEFT TURN LANE R3-20L 24"X36"
SPEED LIMIT 25 R2-1 24"X30"
SPEED LIMIT 35
R3-2 24"X24"
R11-2L 48"X30" LANE CLOSED
TALL GRASS AREA
BILLBOARDS TO REMAIN
OLD SIGN FOUNDATION
26 27 28 29 30 31 32

SPEED LIMIT 25 R2-1 24"X30"
SPEED LIMIT 35
R11-2L 48"X30" LANE CLOSED
50TH AVE E
R3-2 24"X24"
R11-2L 48"X30" LANE CLOSED
50'
EAST 3RD STREET
33 34 35 36 37 38 39 49

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 99	E

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:
ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

39 40 41 42 43 44 45 46

50'

TO REMAIN

LONG GRASS AREA

N

46 47 48 49 50 51 52 53

R11-2L 48"X30" LANE CLOSED

53RD AVE E

BEGIN LEFT TURN LANE R3-20L 24"X36"

SPEED LIMIT 25 R2-1 24"X30"

SPEED LIMIT 35

50'

TALL GRASS AREA

BEGIN LEFT TURN LANE R3-20L 24"X36"

53RD AVE E

R11-2L 48"X30" LANE CLOSED

CONCRETE CHANGES

N

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 100	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-9

PLOT DATE : 7/31/2020 7:36 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

NOTE:
ACCESS MUST BE MAINTAINED FOR COMMERCIAL AND PRIVATE ENTRANCE DURING ALL STAGES THROUGH AT LEAST ONE ENTRANCE LOCATION

SPEED LIMIT 25 R2-1 30"X36"

SPEED LIMIT 25

CONCRETE

LANE CLOSED R11-2L 48"X30"

125' 200' 150' 275'

W04-2L

ROAD WORK NEXT 2.5 MILES G20-1 60"X24"

FLAG

SPEED LIMIT 25 R2-1 24"X30"

53 54 55 56 USH 2 USH 53 57 58 59 60

25'

50'

MARKING REMOVAL LINE 4 INCH

REMOVABLE TAPE 4-INCH

NOTES:

ALL TYPE II BARRICADES THAT ARE USED DURING THE NIGHTTIME ARE REQUIRED TO HAVE WORKING LIGHTS TYPE A.

WATERLINE VALVES AND SERVICE VALVES ARE PRESENT AND MAY BE WITHIN CONCRETE REPAIR OR REPLACEMENT AREAS.

275' 125' 500'

59 60 USH 2 USH 53 61 62 63 64 65 66

SPEED LIMIT 25 W03-5

LEFT LANE CLOSED AHEAD W20-5A

END ROAD WORK G20-2A 48"X24"

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN REMOVAL
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- FLEXIBLE TUBULAR MARKER
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

PROJECT NO: 1198-03-78	HWY: US 2 / US 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 101	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025001_TC_78.DWG
LAYOUT NAME - S2-10

PLOT DATE : 7/31/2020 7:36 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STAGE 3
PARTIAL DEPTH CONCRETE REMOVAL, OVERLAY WITH HMA AND SMA. ONE CONTINUOUS LANE IN EACH DIRECTION MUST BE OPEN AT ALL TIME TO TRAVELING PUBLIC. ONLY CROSS TRAFFIC MAY BE ON MILLED SURFACES. BOTH ASPHALTIC LIFTS REQUIRED BEFORE OPENING TO TRAVELING PUBLIC.

ASPHALTIC WEDGING IS TO BE USED AT ACCESS POINTS WHERE TRAFFIC IS EXPECTED TO CROSS OR FROM MILLED SURFACE

STAGE 3

2

TURN LANES AND TWO WAY LEFT TURN LANES NOT INCLUDED IN 204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH

ASPHALTIC WEDGE REQUIRED FOR ACCESS AS NECESSARY.

UTILIZE STANDARD DETAIL DRAWINGS AS NECESSARY
SEE "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" & "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"

WATER LINE VALVES AND SERVICE LINE VALVES ARE PRESENT WITHIN REMOVING CONCRETE SURFACE PARTIAL DEPTH.

EAST 2ND ST (USH 2 / USH 53)

192 193 194 195 US 2 US 53 196 197 198 199

400' 400'

27TH AVE E

199 200 US 2 US 53 201 202 203 204 205 US 2 US 53 206

EAST 2ND ST (USH 2 / USH 53)

400' 200' 200' 200'

28TH AVE E 29TH AVE E

ROAD WORK NEXT 2.5 MILES
G20-1
60"X24"

W04-2L

206 207 208 209 210 US 2 US 53 211 212 213

EAST 2ND ST (USH 2 / USH 53)

200' 400'

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 102	E

FILE NAME : P:\UZ\W\WITNW\14?165\C3D\11980304\SHEETSPLAN08\025003_TC_78 - STAGE 3.DWG
LAYOUT NAME - S3-0
PLOT DATE : 7/31/2020 7:38 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

STAGE 3

2

BEGIN CONSTRUCTION
STA 214+00

CITY OF SUPERIOR UG ELECTRIC

NEMADJI RIVER
STRUCTURE B-16-66

213 214 215 216 217 218 219 220

US 2 US 53

31ST AVE E

EAST 2ND ST (USH 2 / USH 53)

CITY OF SUPERIOR UG ELECTRIC

220 221 222 223 224 225 226 227

US 2 US 53

EAST 2ND ST (USH 2 / USH 53)

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN
REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

227 228 229 230 231 232 233

EAST 2ND ST (USH 2 / USH 53)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 103	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025003_TC_78 - STAGE 3.DWG
LAYOUT NAME - S3-1

PLOT DATE : 7/31/2020 7:39 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 3

EAST 2ND ST (USH 2 / USH 53)

EAST 2ND ST (USH 2 / USH 53)

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN
REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

37TH AVE E

EAST 2ND ST (USH 2 / USH 53)

38TH AVE E

NOTE:ACCESS MUST BE MAINTAINED
FOR PRIVATE ENTRANCE

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 104	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025003_TC_78 - STAGE 3.DWG
LAYOUT NAME - S3-3

PLOT DATE : 7/31/2020 7:40 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 3

2

2

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

EAST 2ND ST (US 2 / US 53)

39TH AVE E

40TH AVE E

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

EAST 2ND ST (US 2 / US 53)

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

41ST AVE E

42ND AVE E

EAST 2ND ST (US 2 / US 53)

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

43RD AVE E

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 105	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025003_TC_78 - STAGE 3.DWG
LAYOUT NAME - S3-4

PLOT DATE : 7/31/2020 7:41 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 3

EAST 2ND ST (USH 2 / USH 53)

43RD AVE E

US 2 US 53

EAST 2ND ST (USH 2 / USH 53)

BLUFF CREEK
STRUCTURE B-16-0067

TALL GRASS AREA

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN
REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

EAST 2ND ST (USH 2 / USH 53)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 106	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025003_TC_78 - STAGE 3.DWG
LAYOUT NAME - S3-5

PLOT DATE : 7/31/2020 7:42 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 3

2

2

EAST 2ND ST (USH 2 / USH 53)

48TH AVE E

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

50TH AVE E

EAST 2ND ST (USH 2 / USH 53)

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

NOTE: ACCESS MUST BE MAINTAINED FOR PRIVATE ENTRANCE

3RD ST

50TH AVE E

3RD ST

EAST 2ND ST (USH 2 / USH 53)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 107	E

STAGE 3

EAST 2ND ST (USH 2 / USH 53)

42 43 44 45 46 47 48 49

TALL GRASS AREA

TALL GRASS AREA

53RD AVE E

END PROJECT
STA 52+56

49 50 51 52 53 54 55 56

EAST 2ND ST (USH 2 / USH 53)

WATER LINE VALVE AND SERVICE VALVES ARE PRESENT WITHIN
REMOVING CONCRETE SURFACE PARTIAL DEPTH AREAS

56 57 58 59 60 61 62 63

EAST 2ND ST (USH 2 / USH 53)

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 108	E

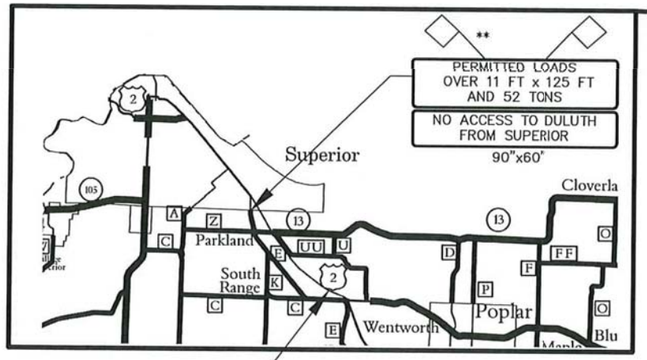
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LAYOUT NAME - S3-7

PLOT DATE : 7/31/2020 7:44 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

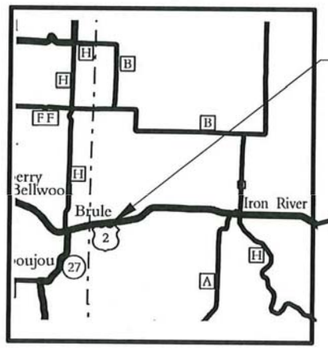
2

**FLAGS ARE INCIDENTAL TO ITEM 643.1000

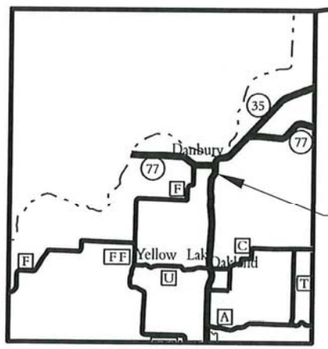


**
PERMITTED LOADS
OVER 11 FT x 125 FT
AND 52 TONS
NO ACCESS TO DULUTH
FROM SUPERIOR
90"x60'

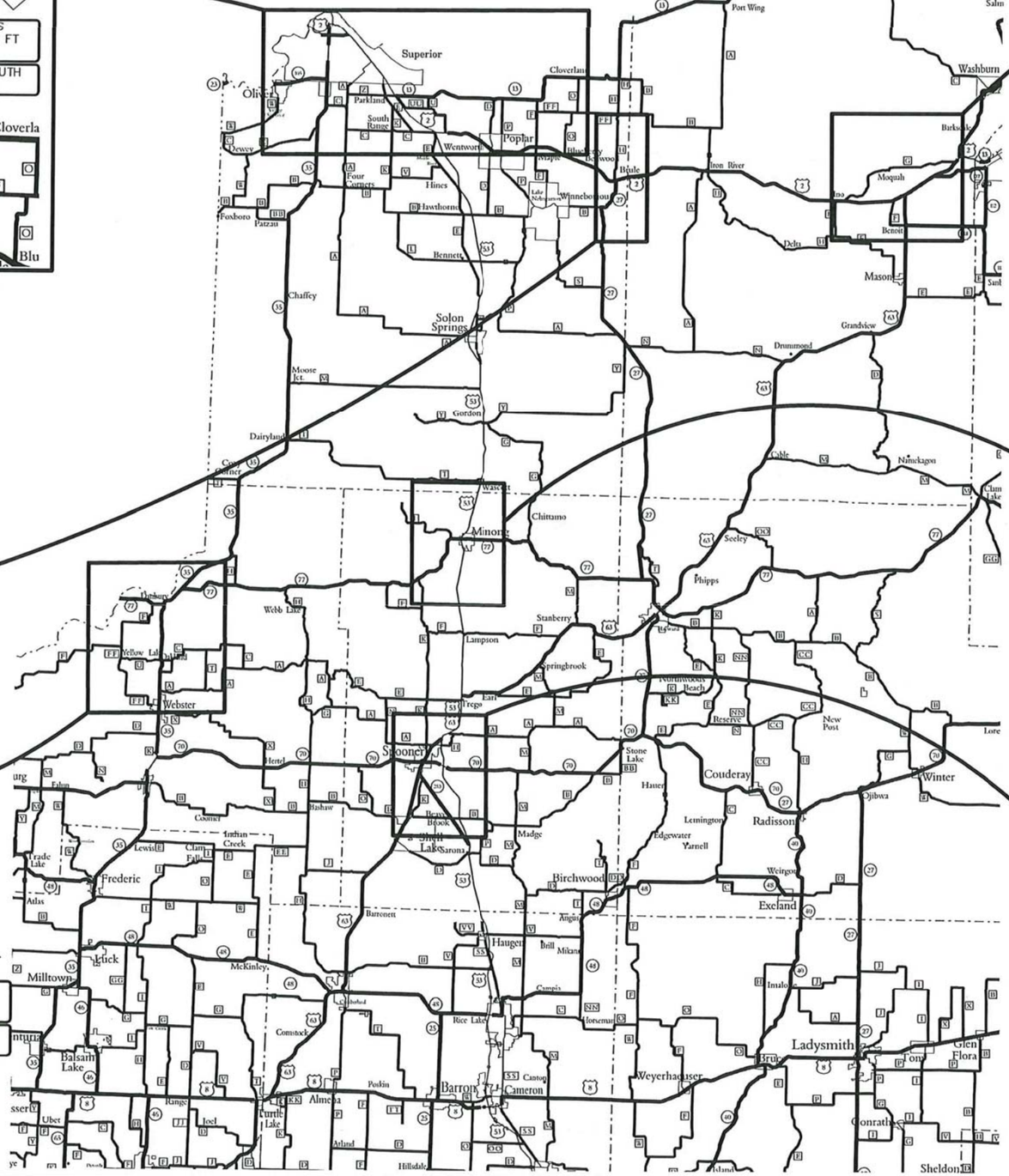
**
PERMITTED LOADS
OVER 11 FT X 125 FT
AND 52 TONS
NO ACCESS TO DULUTH
FROM SUPERIOR
120"x78"



**
PERMITTED LOADS
OVER 11 FT X 125 FT
AND 52 TONS
NO ACCESS TO DULUTH
FROM SUPERIOR
120"x78"



**
PERMITTED LOADS
OVER 11 FT x 125 FT
AND 52 TONS
NO ACCESS TO DULUTH
FROM SUPERIOR
90"x60"



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	DETOUR	SHEET 109	E

2

2

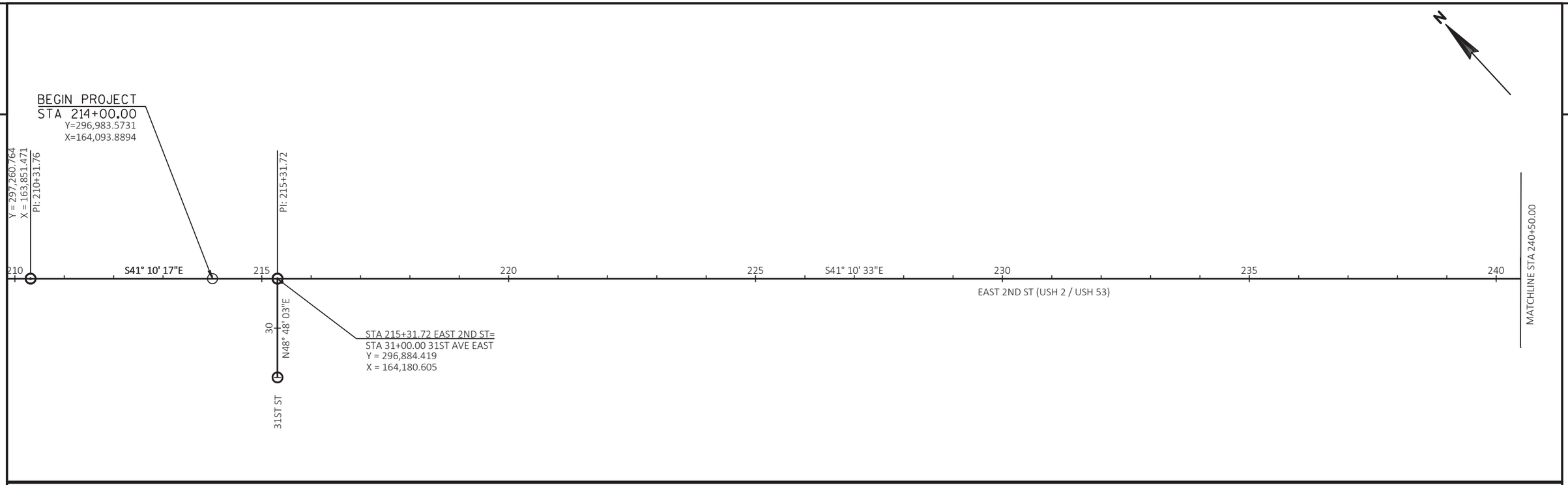
SIGNING FOR BUS ROUTE TO BE INSTALLED BY OTHERS

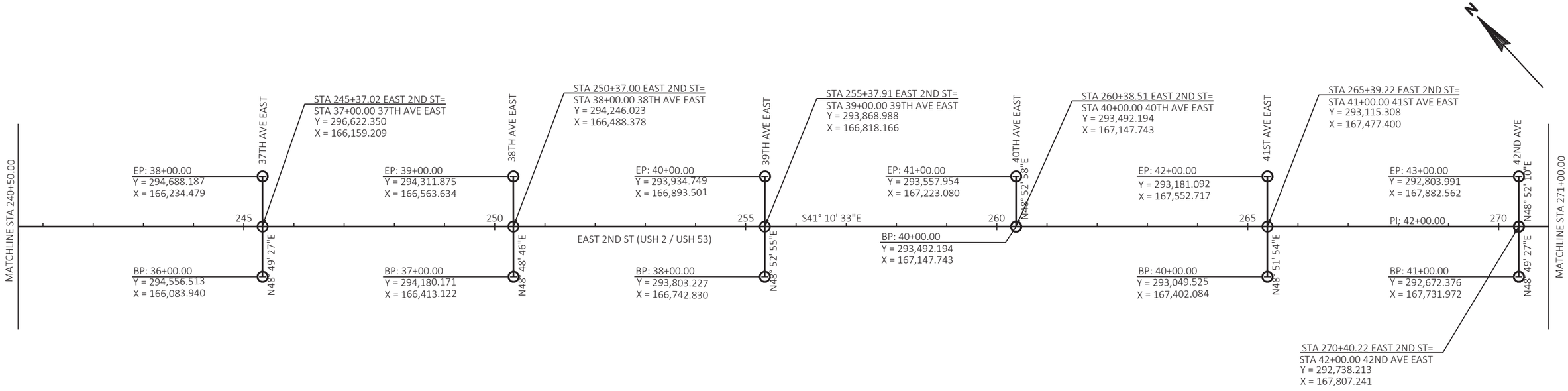
PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL BUS DETOUR	SHEET 110 E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\025004_TC_BUS DETOUR ROUTE.DWG
LAYOUT NAME - 01

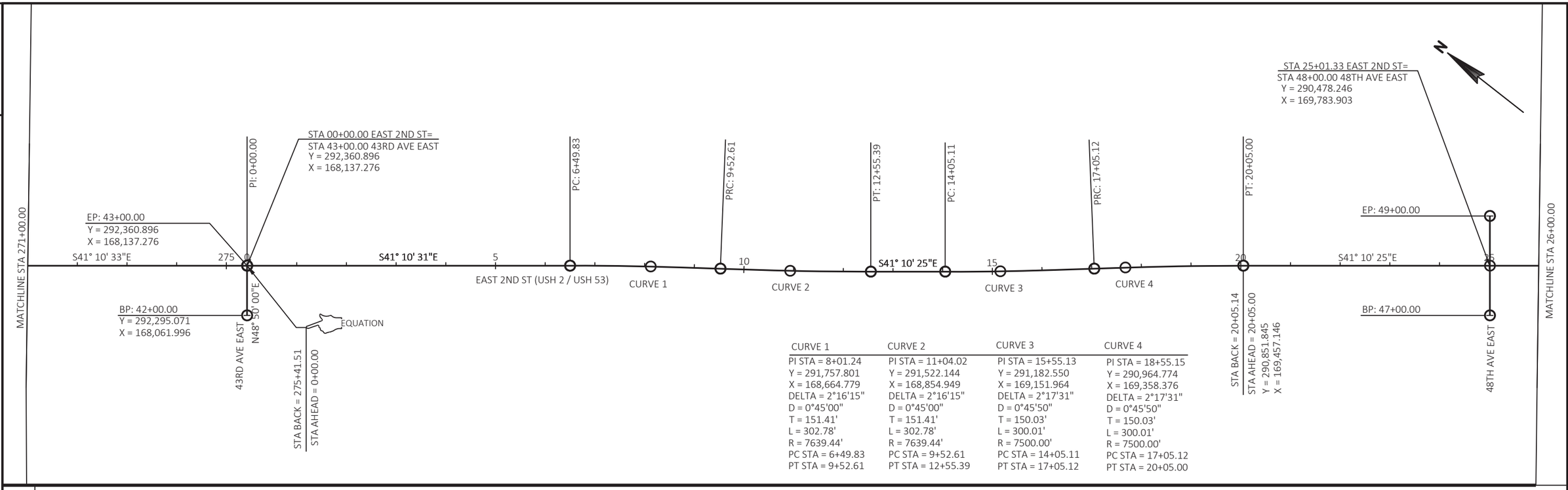
PLOT DATE : 10/30/2020 10:23 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

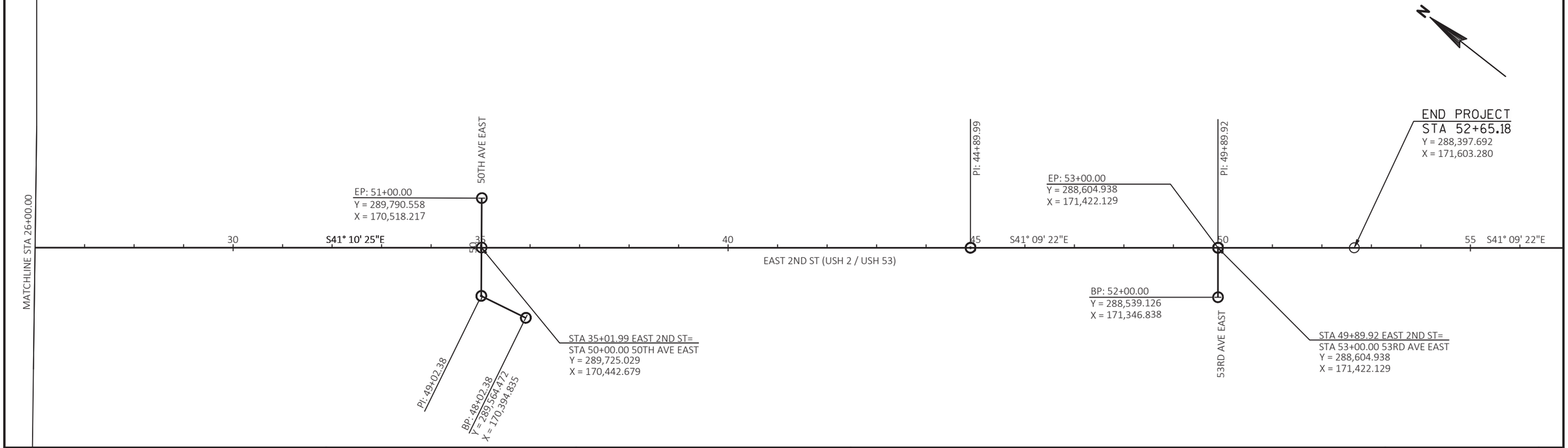




PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	ALIGNMENT	SHEET 111	E



CURVE 1	CURVE 2	CURVE 3	CURVE 4
PI STA = 8+01.24	PI STA = 11+04.02	PI STA = 15+55.13	PI STA = 18+55.15
Y = 291,757.801	Y = 291,522.144	Y = 291,182.550	Y = 290,964.774
X = 168,664.779	X = 168,854.949	X = 169,151.964	X = 169,358.376
DELTA = 2°16'15"	DELTA = 2°16'15"	DELTA = 2°17'31"	DELTA = 2°17'31"
D = 0°45'00"	D = 0°45'00"	D = 0°45'50"	D = 0°45'50"
T = 151.41'	T = 151.41'	T = 150.03'	T = 150.03'
L = 302.78'	L = 302.78'	L = 300.01'	L = 300.01'
R = 7639.44'	R = 7639.44'	R = 7500.00'	R = 7500.00'
PC STA = 6+49.83	PC STA = 9+52.61	PC STA = 14+05.11	PC STA = 17+05.12
PT STA = 9+52.61	PT STA = 12+55.39	PT STA = 17+05.12	PT STA = 20+05.00



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	ALIGNMENT	SHEET 112	E

1198-03-78

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	975.000	975.000
0004	204.0105	Removing Pavement Butt Joints	SY	320.000	320.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	525,240.000	525,240.000
0008	204.0110	Removing Asphaltic Surface	SY	1,871.000	1,871.000
0010	204.0150	Removing Curb & Gutter	LF	1,943.000	1,943.000
0012	204.0155	Removing Concrete Sidewalk	SY	3,157.000	3,157.000
0014	204.0157	Removing Concrete Barrier	LF	188.000	188.000
0016	204.0195	Removing Concrete Bases	EACH	7.000	7.000
0018	204.9105.S	Removing (item description) 01. Traffic Signal USH 2 & 39th Ave	LS	1.000	1.000
0020	205.0100	Excavation Common	CY	660.000	660.000
0022	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	80.000	80.000
0024	210.1100	Backfill Structure Type A	CY	34.000	34.000
0026	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1198-03-78	LS	1.000	1.000
0028	213.0100	Finishing Roadway (project) 01. 1198-03-78	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,107.000	1,107.000
0032	310.0110	Base Aggregate Open-Graded	TON	2,195.000	2,195.000
0034	415.0090	Concrete Pavement 9-Inch	SY	443.000	443.000
0036	415.0410	Concrete Pavement Approach Slab	SY	640.000	640.000
0038	416.0160	Concrete Driveway 6-Inch	SY	213.000	213.000
0040	416.0610	Drilled Tie Bars	EACH	7,386.000	7,386.000
0042	416.0620	Drilled Dowel Bars	EACH	8,212.000	8,212.000
0044	416.1710	Concrete Pavement Repair	SY	3,083.000	3,083.000
0046	416.1720	Concrete Pavement Replacement	SY	9,370.000	9,370.000
0048	455.0605	Tack Coat	GAL	7,145.000	7,145.000
0050	460.0115.S	HMA Pavement Test Strips Volumetrics	EACH	1.000	1.000
0052	460.0120.S	HMA Pavement Test Strips Density	EACH	1.000	1.000
0054	460.2000	Incentive Density HMA Pavement	DOL	5,910.000	5,910.000
0056	460.7645	HMA Pavement 5 HT 58-34 V	TON	4,290.000	4,290.000
0058	460.8645	HMA Pavement 5 SMA 58-34 V	TON	4,950.000	4,950.000
0060	465.0105	Asphaltic Surface	TON	51.000	51.000
0062	465.0110	Asphaltic Surface Patching	TON	505.000	505.000
0064	502.0100	Concrete Masonry Bridges	CY	3.000	3.000
0066	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	70.000	70.000
0068	509.0301	Preparation Decks Type 1	SY	264.000	264.000
0070	509.0302	Preparation Decks Type 2	SY	139.000	139.000
0072	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	376.000	376.000
0074	509.1500	Concrete Surface Repair	SF	55.000	55.000

1198-03-78

Line	Item	Item Description	Unit	Total	Qty
0076	509.2100.S	Concrete Masonry Deck Repair	CY	35.500	35.500
0078	509.5100.S	Polymer Overlay	SY	3,000.000	3,000.000
0080	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,980.000	1,980.000
0082	601.0600	Concrete Curb Pedestrian	LF	48.000	48.000
0084	602.0405	Concrete Sidewalk 4-Inch	SF	13,690.000	13,690.000
0086	602.0415	Concrete Sidewalk 6-Inch	SF	13,636.000	13,636.000
0088	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	492.000	492.000
0090	603.0405	Concrete Barrier Transition Section 32-Inch	LF	188.000	188.000
0092	611.0410	Reconstructing Catch Basins	EACH	21.000	21.000
0094	611.0420	Reconstructing Manholes	EACH	12.000	12.000
0096	611.8110	Adjusting Manhole Covers	EACH	7.000	7.000
0098	611.8115	Adjusting Inlet Covers	EACH	27.000	27.000
0100	611.8120.S	Cover Plates Temporary	EACH	136.000	136.000
0102	619.1000	Mobilization	EACH	1.000	1.000
0104	624.0100	Water	MGAL	25.000	25.000
0106	625.0100	Topsoil	SY	1,882.000	1,882.000
0108	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0112	628.2006	Erosion Mat Urban Class I Type A	SY	1,882.000	1,882.000
0114	628.7015	Inlet Protection Type C	EACH	68.000	68.000
0116	629.0210	Fertilizer Type B	CWT	1.200	1.200
0118	630.0130	Seeding Mixture No. 30	LB	51.000	51.000
0120	630.0500	Seed Water	MGAL	43.000	43.000
0122	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0124	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000
0126	637.2210	Signs Type II Reflective H	SF	12.000	12.000
0128	638.2102	Moving Signs Type II	EACH	20.000	20.000
0130	638.4000	Moving Small Sign Supports	EACH	19.000	19.000
0132	642.5001	Field Office Type B	EACH	1.000	1.000
0134	643.0300	Traffic Control Drums	DAY	75,692.000	75,692.000
0136	643.0420	Traffic Control Barricades Type III	DAY	6,636.000	6,636.000
0138	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	304.000	304.000
0140	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	304.000	304.000
0142	643.0705	Traffic Control Warning Lights Type A	DAY	13,272.000	13,272.000
0144	643.0715	Traffic Control Warning Lights Type C	DAY	7,848.000	7,848.000
0146	643.0800	Traffic Control Arrow Boards	DAY	488.000	488.000
0148	643.0900	Traffic Control Signs	DAY	13,464.000	13,464.000
0150	643.0920	Traffic Control Covering Signs Type II	EACH	7.000	7.000
0152	643.1000	Traffic Control Signs Fixed Message	SF	400.000	400.000
0154	643.1050	Traffic Control Signs PCMS	DAY	368.000	368.000

Line	Item	Item Description	Unit	Total	Qty
0156	643.5000	Traffic Control	EACH	1.000	1.000
0158	644.1430	Temporary Pedestrian Surface Plate	SF	800.000	800.000
0160	644.1601	Temporary Pedestrian Curb Ramp	DAY	272.000	272.000
0162	644.1810	Temporary Pedestrian Barricade	LF	3,500.000	3,500.000
0164	646.1020	Marking Line Epoxy 4-Inch	LF	57,125.000	57,125.000
0166	646.3020	Marking Line Epoxy 8-Inch	LF	554.000	554.000
0168	646.5020	Marking Arrow Epoxy	EACH	19.000	19.000
0170	646.6120	Marking Stop Line Epoxy 18-Inch	LF	130.000	130.000
0172	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,306.000	1,306.000
0174	646.8020	Marking Corrugated Median Epoxy	SF	120.000	120.000
0176	646.8220	Marking Island Nose Epoxy	EACH	7.000	7.000
0178	646.9000	Marking Removal Line 4-Inch	LF	2,880.000	2,880.000
0180	646.9100	Marking Removal Line 8-Inch	LF	200.000	200.000
0182	646.9300	Marking Removal Special Marking	EACH	5.000	5.000
0184	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	32,324.000	32,324.000
0186	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,028.000	2,028.000
0188	650.8000	Construction Staking Resurfacing Reference	LF	11,400.000	11,400.000
0190	650.9000	Construction Staking Curb Ramps	EACH	50.000	50.000
0192	650.9910	Construction Staking Supplemental Control (project) 01. 1198-03-78	LS	1.000	1.000
0194	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	71.000	71.000
0196	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	195.000	195.000
0198	652.0615	Conduit Special 3-Inch	LF	653.000	653.000
0200	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	8.000	8.000
0202	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0204	653.0905	Removing Pull Boxes	EACH	27.000	27.000
0206	654.0101	Concrete Bases Type 1	EACH	5.000	5.000
0208	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0210	654.0113	Concrete Bases Type 13	EACH	1.000	1.000
0212	654.0120	Concrete Bases Type 10-Special	EACH	1.000	1.000
0214	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0216	655.0230	Cable Traffic Signal 5-14 AWG	LF	702.000	702.000
0218	655.0240	Cable Traffic Signal 7-14 AWG	LF	188.000	188.000
0220	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,281.000	1,281.000
0222	655.0305	Cable Type UF 2-12 AWG Grounded	LF	567.000	567.000
0224	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	966.000	966.000
0226	655.0610	Electrical Wire Lighting 12 AWG	LF	528.000	528.000
0228	655.0630	Electrical Wire Lighting 4 AWG	LF	800.000	800.000
0230	655.0900	Traffic Signal EVP Detector Cable	LF	852.000	852.000
0232	656.0200	Electrical Service Meter Breaker Pedestal (location) 01.	LS	1.000	1.000

Line	Item	Item Description	Unit	Total	Qty
		USH 2 & 39th Ave			
0234	657.0100	Pedestal Bases	EACH	5.000	5.000
0236	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
0238	657.0310	Poles Type 3	EACH	2.000	2.000
0240	657.0352	Poles Type 10-Special	EACH	1.000	1.000
0242	657.0360	Poles Type 13	EACH	1.000	1.000
0244	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0246	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0248	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0250	657.0546	Monotube Arms 45-FT-Special	EACH	1.000	1.000
0252	657.0550	Monotube Arms 50-FT	EACH	1.000	1.000
0254	657.0590	Trombone Arms 20-FT	EACH	2.000	2.000
0256	657.0704	Luminaire Arms Truss Type 4-Inch Clamp 10-FT	EACH	2.000	2.000
0258	657.0810	Luminaire Arms Steel 10-FT	EACH	2.000	2.000
0260	658.0173	Traffic Signal Face 3S 12-Inch	EACH	12.000	12.000
0262	658.0174	Traffic Signal Face 4S 12-Inch	EACH	4.000	4.000
0264	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0266	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0268	658.5069	Signal Mounting Hardware (location) 01. USH 2 & 39th Avenue	LS	1.000	1.000
0270	659.1115	Luminaires Utility LED A	EACH	4.000	4.000
0272	661.0200	Temporary Traffic Signals for Intersections (location) 01. USH 2 & 39th Ave	LS	1.000	1.000
0274	690.0150	Sawing Asphalt	LF	514.000	514.000
0276	690.0250	Sawing Concrete	LF	44,108.000	44,108.000
0278	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0280	740.0440	Incentive IRI Ride	DOL	17,280.000	17,280.000
0282	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0284	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	990.000	990.000
0286	SPV.0045	Special 01. Flashing Beacon Queue Warning System	DAY	166.000	166.000
0288	SPV.0060	Special 01. Elastomeric Waterproofing Sealer	EACH	66.000	66.000
0290	SPV.0060	Special 02. Protecting Footing	EACH	1.000	1.000
0292	SPV.0090	Special 01. Cure and Seal Treatment, Concrete Curb and Gutter	LF	2,028.000	2,028.000
0294	SPV.0105	Special 01. Traffic Signal Cabinet And Controller USH 2 39th Ave	LS	1.000	1.000
0296	SPV.0105	Special 02. Furnish and Install Emergency Vehicle Preemption System USH 2 & 39th Ave	LS	1.000	1.000
0298	SPV.0105	Special 03. Vehicle Video Detection System USH 2 & 39th Ave	LS	1.000	1.000
0300	SPV.0105	Special 04. Material Transfer Vehicle	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0302	SPV.0165	Special 01. Cure and Seal Treatment, Concrete Sidewalk	SF	27,326.000	27,326.000
0304	SPV.0180	Special 01. Pigmented Surface Sealer Reseal	SY	329.000	329.000

3

REMOVING CONCRETE SURFACE PARTIAL DEPTH

STATION	TO	STATION	LOCATION	204.0109.S SF
214+00	-	216+29	EB/SB LANES	5496
219+79	-	275+42	EB/SB LANES	133500
0+00	-	13+05	EB/SB LANES	31320
14+13	-	52+65	EB/SB LANES	92448
214+00	-	216+29	WB/NB LANES	5496
219+79	-	275+42	WB/NB LANES	133500
0+00	-	13+05	WB/NB LANES	31320
14+13	-	52+53	WB/NB LANES	92160
			TOTAL 0010	525240

REMOVING PAVEMENT BUTT JOINTS

STATION	TO	STATION	LOCATION	204.01050 SY
213+90	-	214+00	BEGIN PROJECT	53
216+10		216+20	BRIDGE APPROACH	53
219+87		219+97	BRIDGE APPROACH	54
12+898		12+98	BRIDGE APPROACH	53
14+20		14+30	BRIDGE APPROACH	53
52+43		52+53	END PROJECT	27
52+55		52+65	END PROJECT	27
			TOTAL 0010	320

EXCAVATION, HAULING AN DIPOSAL OF PETROLEUM CONTAMINATED SOIL

STATION	TO	STATION	LOCATION	205.0501.S TONS
255+50	-	260+15	RT	30
			TOTAL 0010	30

CONCRETE BARRIER TRANSITION

STATION	TO	STATION	LOCATION	204.0157 REMOVING CONCRETE BARRIER LF	* 205.0100 EXCAVATION COMMON CY	210.1100 BACKFILL STRUCTURE TYPE A CY	603.0405 CONCRETE BARRIER TRANSITION SECTION 32-INCH LF	* 690.0250 SAWING CONCRETE LF	TRANSITION HEIGHTS
USH 2 / USH 53 NEMADJI RIVER									
216+25	-	216+50	1 - LT (LAKE SIDE)	12	2	2	12	20.5	28.0" - 36.0"
215+50	-	216+50	2 - RT (CITY SIDE)	45	8	8	45	53.5	22.0" - 32.0"
219+50	-	220+50	3 - RT (CITY SIDE)	40	7	7	40	48.5	23.0" - 32.0"
219+80	-	220+15	4 - LT (LAKE SIDE)	35	6	6	35	43.5	22.0" - 38.0"
USH 2 / USH 53 BLUFF CREEK									
12+90	-	13+05	1 - LT (LAKE SIDE)	18	3	3	18	26.5	30.0" - 32.0"
12+75	-	13+05	2 - RT (CITY SIDE)	14	3	3	14	22.5	27.0" - 32.0"
14+00	-	14+50	3 - RT (CITY SIDE)	20	4	4	20	28.5	25.0" - 32.0"
14+76	-	14+80	4 - LT (LAKE SIDE)	4	1	1	4	12.5	30.0" - 32.0"
ITEM TOTAL 0010				188	34	34	188	256	

* QUANTITY ALSO SHOWN ELSEWHERE.
VERIFY LOCATIONS, LENGTHS AND TRANSITION HEIGHTS WITH THE ENGINEER.

PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT)

STATION	TO	STATION	LOCATION	211.0100 LS
214+00	-	52+65	DRIVING LANES	1
			TOTAL 0010	1

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	* REMOVING CONCRETE SIDEWALK 204.0155 SY	* EXCAVATION COMMON 205.0100 CY	* SAWING ASPHALT 690.0150 LF	* SAWING CONCRETE 690.0250 LF
214+23	-	214+28	LT		5				5
31ST AVE EAST									
215+46	-	215+75	ML RT	29	67	21	4.7	30	32.9
240+01	-	240+07	ML RT		6				5
242+67	-	242+69	ML LT		6				5
244+86	-	245+20	ML RT	0	45	31	5.6	0	37.8
244+91	-	245+20	ML LT	16	43	18	3.2	14	32.1
37TH AVE EAST									
245+55	-	245+83	ML RT	7	43	18	3.4	8	28
245+55	-	245+86	ML LT	7	47	21	4.4	8	29.1
245+95	-	246+05	ML LT		10				7.5
249+87	-	250+19	ML RT	218	57	21	6.3	39	30
249+89	-	250+22	ML LT	28	42	30	6.2	19	28
38TH AVE EAST									
250+56	-	250+82	ML RT	11	45	14	4.3	7	32.8
250+53	-	250+89	ML LT	0	33	37	10.2	0	27.9
250+81	-	250+88	ML LT		10				7.5
251+70	-	251+80	ML LT		10				7.5
252+05	-	252+11	ML LT		6				5
253+05	-	253+07	ML RT		6				5
253+51	-	253+52	ML RT		6				5
254+81	-	255+18	ML RT	64	63	73	15.5	23	102
254+88	-	255+20	ML LT	693	51	50	6.3	90	42.5
39TH AVE EAST									
255+58	-	255+94	ML RT	306	66	50	10.8	36	83
255+53	-	255+87	ML LT	21	51	45	6.8	10	32.5
256+86	-	256+88	ML LT		6				5
257+45	-	257+60	ML LT		15				10
258+07	-	258+35	ML LT		28				12.5
260+00	-	260+24	ML LT	128	30	18	3.4	46	21.5
40TH AVE EAST									
260+53	-	260+80	ML LT	184	35	18	5.1	45	31.5
262+25	-	262+26	ML LT		6				5
264+94	-	265+25	ML RT	22	45	22	6.6	14	24.5
264+96	-	265+25	ML LT	11	48	21	6.2	12	25.7
41ST AVE EAST									
265+56	-	265+91	ML RT	9	52	26	9.4	9	33.5
265+55	-	265+88	ML LT	10	47	58	12.2	14	66.5
265+95	-	266+05	ML LT		10				7.5
266+69	-	266+75	ML LT		6				5
268+24	-	268+25	ML RT		6				5
268+49	-	268+55	ML LT		6				5
269+97	-	270+24	ML RT	0	42	50	11.2	0	28.6
269+90	-	270+24	ML LT	0	48	21	8.4	0	33.6
			SUBTOTAL 0010	1764	1148	663	150	424	912

* QUANTITY ALSO SHOWN ELSEWHERE

3

CONCRETE SIDEWALK REMOVAL

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK 204.0155 * SY	EXCAVATION COMMON 205.0100 * CY	SAWING ASPHALT 690.0150 * LF	SAWING CONCRETE 690.0250 * LF
42ND AVE EAST									
270+59	-	270+77	ML RT	7	46	8	5.7	9	38
270+56	-	270+84	ML LT	0	40	20	5.7	0	27.5
271+75	-	272+06	ML RT		32				15
272+52	-	272+54	ML RT		6				5
274+07	-	274+13	ML LT		6				5
274+23	-	274+29	ML LT		6				5
274+68	-	274+74	ML LT		6				5
274+98	-	275+25	ML LT	5	44	15	3.4	6	24.5
43RD AVE EAST									
0+48	-	0+54	ML LT		6				5
2+59	-	2+69	ML LT		10				7.5
3+80	-	3+81	ML LT		6				5
4+64	-	4+69	ML LT		5				5
12+32	-	12+38	ML RT		6				5
14+78	-	14+84	ML LT		6				5
15+19	-	15+25	ML LT		6				5
24+58	-	24+86	ML LT	8	45	18	7.1	9	21.8
48TH AVE EAST									
25+18	-	25+48	ML LT	8	48	20	10.4	9	29.5
25+18	-	25+35	ML RT		34				15
27+44	-	27+48	ML LT		4				5
28+05	-	28+15	ML LT		10				7.5
28+55	-	28+65	ML LT		10				7.5
28+93	-	28+98	ML LT		5				5
30+01	-	30+06	ML LT		5				5
30+15	-	30+20	ML LT		5				5
31+71	-	31+76	ML LT		5				5
33+08	-	33+09	ML RT		6				5
34+35	-	34+40	ML LT		5				5
34+54	-	34+98	ML RT	0	44	16	11.3	0	24.6
34+58	-	34+86	ML LT	13	46	28	8.8	11	28.5
50TH AVE EAST									
35+45	-	35+71	ML RT	0	39	22	8.6	0	23.4
35+18	-	35+47	ML LT	9	45	22	7.1	10	24.4
36+22	-	36+27	ML RT		5				5
38+03	-	38+08	ML LT		5				5
39+12	-	39+17	ML RT		5				5
45+52	-	45+53	ML RT		6				5
48+84	-	48+89	ML LT		5				5
49+48	-	49+77	ML RT	9	47	15	9.6	10	22.5
49+47	-	49+75	ML LT	15	45	12	5.3	8	33.4
53RD AVE EAST									
50+03	-	50+31	ML RT	14	45	19	8.5	9	21
50+04	-	50+33	ML LT	19	45	33	9.2	9	32.3
		SUBTOTAL 0010		107	795	248	101	90	514
		TOTAL 0010		1871	1943	911	251	514	1426

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK REMOVAL

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK 204.0155 * SY	EXCAVATION COMMON 205.0100 * CY	SAWING ASPHALT 690.0150 * LF	SAWING CONCRETE 690.0250 * LF
31ST AVE EAST									
220+22		221+28	RT			59	10		
220+75		221+85	RT			61	10		
225+40	-	225+55	RT			8	1		
225+72	-	225+77	RT			3	1		
227+91	-	227+98	RT			4	1		
229+66	-	229+73	RT			4	1		
229+89	-	230+00	RT			6	1		
232+24	-	232+40	RT			9	2		
235+11	-	235+18	RT			4	1		
235+71	-	235+78	RT			4	1		
236+19	-	236+80	RT			34	6		
237+34	-	237+50	RT			9	2		
238+00	-	238+16	RT			9	2		
238+71	-	238+78	RT			4	1		
239+11	-	239+18	RT			4	1		
240+01	-	240+08	RT			4	1		
240+31	-	240+38	RT			4	1		
240+96	-	241+03	RT			4	1		
243+00	-	243+20	RT			11	2		
244+71	-	244+86	RT			8	1		
37TH AVE EAST									
246+11	-	246+19	RT			4	1		
247+20	-	247+35	RT			8	1		
248+74	-	248+91	RT			9	2		
249+50	-	249+92	RT			23	4		
249+15	-	249+89	LT			41	7		
249+20	-	249+36	LT			9	2		
38TH AVE EAST									
250+78	-	250+94	RT			9	2		
251+07	-	251+23	RT			9	2		
251+35	-	251+60	RT			14	2		
252+49	-	253+12	RT			35	6		
253+22	-	253+28	RT			4	1		
253+51	-	253+58	RT			5	1		
253+75	-	254+60	RT			61	10		
250+84	-	250+95	LT			6	1		
251+73	-	251+79	LT			3	1		
252+05	-	252+11	LT			3	1		
252+99	-	253+09	LT			6	1		
253+55	-	253+66	LT			6	1		
253+75	-	253+91	LT			9	2		
254+67	-	254+74	LT			4	1		
39TH AVE EAST									
255+88	-	256+75	RT			48	8		
257+22	-	257+38	RT			9	2		
258+28	-	258+54	RT			14	2		
		SUBTOTAL 0040		0	0	592	99	0	0

3

CONCRETE SIDEWALK REMOVAL

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	* REMOVING CONCRETE SIDEWALK 204.0155 SY	* EXCAVATION COMMON 205.0100 CY	* SAWING ASPHALT 690.0150 LF	* SAWING CONCRETE 690.0250 LF
258+84	-	259+38	RT			30	5		
259+49	-	259+80	RT			17	3		
259+49		261+30	RT			101	17		
255+87	-	256+16	LT			16	3		
257+02	-	257+08	LT			3	1		
257+51	-	257+58	LT			4	1		
258+07	-	258+36	LT			16	3		
258+50	-	258+60	LT			6	1		
258+55	-	259+10	LT			31	5		
259+00	-	259+10	LT			6	1		
259+52	-	259+59	LT			4	1		
259+86	-	260+00	LT			8	1		
40TH AVE EAST									
259+96	-	261+31	RT			75	13		
261+65	-	261+75	RT			6	1		
262+67	-	262+84	RT			9	2		
263+04	-	263+15	RT			6	1		
263+15	-	263+35	RT			11	2		
263+35	-	263+53	RT			10	2		
264+90	-	264+94	RT			3	1		
261+46		261+60	LT			9	2		
262+07	-	262+14	LT			4	1		
262+32	-	262+49	LT			9	2		
262+82	-	262+89	LT			4	1		
263+15	-	263+25	LT			6	1		
263+62	-	263+69	LT			4	1		
41ST AVE EAST									
267+87	-	267+93	RT			3	1		
268+29	-	268+55	RT			14	2		
269+02	-	269+08	RT			3	1		
266+69	-	266+75	LT			3	1		
267+60	-	267+95	LT			19	3		
268+95	-	269+16	LT			12	2		
269+40	-	269+71	LT			17	3		
42ND AVE EAST									
271+09	-	271+44	RT			19	3		
271+69	-	272+65	RT			53	9		
272+99	-	273+19	RT			11	2		
273+45	-	275+01	RT			87	15		
270+84	-	270+94	LT			6	1		
271+08	-	271+15	LT			4	1		
271+82	-	271+89	LT			4	1		
274+07	-	274+14	LT			4	1		
274+22	-	274+39	LT			9	2		
274+67	-	274+74	LT			4	1		
		SUBTOTAL 0040		0	0	670	112	0	0

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK REMOVAL

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	* REMOVING CONCRETE SIDEWALK 204.0155 SY	* EXCAVATION COMMON 205.0100 CY	* SAWING ASPHALT 690.0150 LF	* SAWING CONCRETE 690.0250 LF
43RD AVE EAST									
0+48	-	0+59	RT			6	1		
1+72	-	1+81	RT			5	1		
2+96	-	3+02	RT			3	1		
0+00	-	0+11	LT			6	1		
2+46	-	2+56	LT			6	1		
2+65	-	2+81	LT			9	2		
2+97	-	3+04	LT			4	1		
4+16	-	4+31	LT			8	1		
4+51	-	4+61	LT			6	1		
5+47	-	5+54	LT			4	1		
6+00	-	7+42	LT			79	13		
7+53	-	8+00	LT			26	4		
11+13	-	11+20	LT			4	1		
11+77	-	14+83	LT			170	28		
15+18	-	15+24	LT			3	1		
15+36	-	15+57	LT			12	2		
16+75	-	16+86	LT			6	1		
17+33	-	17+39	LT			3	1		
19+28	-	19+34	LT			3	1		
19+87	-	19+94	LT			4	1		
20+16	-	20+34	LT			10	2		
20+47	-	20+54	LT			4	1		
20+67	-	20+74	LT			4	1		
21+62	-	21+69	LT			4	1		
22+41	-	22+48	LT			4	1		
22+67	-	22+74	LT			4	1		
22+92	-	22+98	LT			3	1		
23+92	-	23+99	LT			4	1		
23+53	-	23+65	LT			7	1		
23+92	-	24+60	LT			38	6		
48TH AVE EAST									
25+47	-	25+63	LT			9	2		
26+46	-	27+00	LT			36	6		
27+42	-	27+60	LT			10	2		
28+05	-	28+15	LT			7	1		
28+51	-	28+66	LT			10	2		
28+85	-	28+90	LT			3	1		
28+93	-	28+97	LT			2	0		
30+00	-	30+20	LT			11	2		
31+07	-	31+13	LT			3	1		
31+30	-	31+76	LT			26	4		
32+60	-	33+00	LT			22	4		
33+20	-	34+00	LT			44	7		
33+50	-	34+00	LT			28	5		
34+20	-	34+30	LT			6	1		
34+35	-	34+40	LT			3	1		
34+40	-	34+48	LT			4	1		
		SUBTOTAL 0040		0	0	673	113	0	0

3

CONCRETE SIDEWALK REMOVAL

STATION	TO	STATION	LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK * 204.0155 SY	EXCAVATION COMMON * 205.0100 CY	SAWING ASPHALT * 690.0150 LF	SAWING CONCRETE * 690.0250 LF
50TH AVE EAST									
39+64	-	39+76	RT			7	1		
40+04	-	40+38	RT			19	3		
43+99	-	44+29	RT			17	3		
45+54	-	45+84	RT			17	3		
48+66	-	48+76	RT			6	1		
48+86	-	49+52	RT			37	6		
37+47	-	38+60	LT			63	11		
39+10	-	39+66	LT			31	5		
39+77	-	39+84	LT			4	1		
42+05	-	42+16	LT			6	1		
42+40	-	42+61	LT			12	2		
43+60	-	43+87	LT			15	3		
46+41	-	46+61	LT			11	2		
47+56	-	47+76	LT			11	2		
49+45	-	49+57	LT			7	1		
50+33	-	51+19	LT			48	8		
		SUBTOTAL 0040		0	0	311	52	0	0
		TOTAL 0040		0	0	2246	375	0	0
		ITEM TOTAL		1871	1943	3157	626	514	1426

* QUANTITY ALSO SHOWN ELSEWHERE

FINISHING ROADWAY (1198-03-78)

STATION	TO	STATION	LOCATION	213.0100 EACH
214+00	-	52+65	PROJECT LENGTH	1
			TOTAL 0010	1

3

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
29TH AVE EAST								
214+11	-	214+83	RT	OUT	12	72	0	288
214+84	-	215+00	RT/LT	MEDIAN	14	16	0	88
214+23	-	214+32	LT					5
214+10	-	214+36	LT	OUT	12	26	0	112
31ST AVE EAST								
215+41		215+75	RT	SDST	28	33		148
215+33	-	215+45	RT	IN	12	12	0	60
215+41	-	215+47	RT	OUT	12	6	0	24
215+72	-	215+97	RT	IN	12	25	0	110
216+13	-	216+29	RT		12	16	0	80
216+17	-	216+29	RT	OUT	12	12	0	60
215+77	-	216+29	RT/LT	MEDIAN	14	52	0	230
215+77	-	215+91	LT	IN	12	14	0	64
216+19	-	216+29	LT	IN	12	10	0	56
216+19	-	216+29	LT	OUT	12	10	0	56
215+31	-	215+43	LT	OUT	13	12	0	63
215+34	-	215+43	LT	OUT	14	9	0	60
216+29	-	216+54	RT	APPROACH	24	25	77	170
216+29	-	216+54	LT	APPROACH	24	25	104	170
NEMADJI RIVER BRIDGE								
219+55	-	219+79	RT	APPROACH	24	24	103	168
219+55		219+79	LT	APPROACH	24	24	70	168
219+79	-	219+86	RT	IN	12	7	0	38
219+79	-	219+86	RT	OUT	12	7	0	38
222+04	-	222+10	RT	OUT	12	6	0	24
223+39	-	223+47	RT	IN	12	8	0	52
226+16	-	226+23	RT	OUT	12	7	0	38
228+18	-	228+26	RT	IN	12	8	0	52
229+00	-	229+07	RT	OUT	12	7	0	38
230+71	-	230+77	RT	OUT	12	6	0	24
231+49	-	231+56	RT	OUT	12	7	0	38
235+00	-	235+29	RT	IN	12	29	0	130
235+02	-	235+31	RT	OUT	12	29	0	130
235+68	-	235+89	RT	IN	12	21	0	90
235+68	-	235+89	RT	OUT	12	21	0	90
237+23	-	237+28	RT	OUT	12	5	0	22
238+15	-	238+22	RT	OUT	12	7	0	38
238+46	-	238+52	RT	OUT	12	6	0	24
240+68	-	240+74	RT	OUT	12	6	0	24
240+94	-	241+00	RT	OUT	12	6	0	24
241+06	-	241+12	RT	IN	12	6	0	24
241+09	-	241+16	RT	OUT	12	7	0	38
241+44	-	241+51	RT	OUT	12	7	0	38
241+77	-	241+84	RT	OUT	12	7	0	38
243+42	-	243+51	RT	OUT	12	9	0	54
244+04	-	244+55	RT	OUT	12	51	0	210
244+33	-	244+40	RT	IN	12	7	0	38
219+79	-	219+86	RT/LT	MEDIAN	14	7	0	42
						SUBTOTAL 0010	354	3576

* QUANTITY ALSO SHOWN ELSEWHERE

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
219+79	-	219+86	LT	IN	12	7	0	38
219+79	-	219+86	LT	OUT	12	7	0	38
219+95	-	220+31	LT	IN	12	36	0	156
219+95	-	220+31	LT	OUT	12	36	0	156
220+42	-	220+49	LT	OUT	12	7	0	38
221+16	-	221+25	LT	IN	12	9	0	54
221+16	-	221+25	LT	OUT	12	9	0	54
221+33	-	221+42	LT	IN	12	9	0	54
221+35	-	221+55	LT	OUT	12	20	0	88
221+76	-	221+83	LT	OUT	12	7	0	38
221+95	-	222+03	LT	OUT	12	8	0	52
224+44	-	224+50	LT	IN	12	6	0	24
225+04	-	225+11	LT	OUT	12	7	0	38
225+26	-	226+47	LT	OUT	12	121	0	470
227+11	-	227+17	LT	IN	12	6	0	24
227+34	-	227+40	LT	OUT	12	6	0	24
227+72	-	228+00	LT	OUT	12	28	0	116
229+59	-	229+68	LT	IN	12	9	0	54
229+81	-	229+90	LT	IN	12	9	0	54
229+81	-	229+90	LT	OUT	12	9	0	54
230+33	-	230+52	LT	IN	12	19	0	86
230+42	-	230+52	LT	OUT	12	10	0	56
230+93	-	231+00	LT	IN	12	7	0	38
230+93	-	231+00	LT	OUT	12	7	0	38
232+52	-	232+58	LT	IN	12	6	0	24
232+96	-	233+03	LT	IN	12	7	0	38
234+19	-	234+26	LT	IN	12	7	0	38
234+82	-	237+19	LT	IN	12	237	0	894
234+92	-	237+24	LT	OUT	12	232	0	884
237+47	-	237+55	LT	IN	12	8	0	52
238+50	-	238+56	LT	OUT	12	6	0	24
238+68	-	238+76	LT	OUT	12	8	0	52
239+92	-	240+00	LT	OUT	12	8	0	52
240+12	-	240+21	LT	IN	12	9	0	54
240+37	-	240+44	LT	IN	12	7	0	38
240+50	-	241+49	LT	OUT	12	99	0	390
240+61	-	240+68	LT	IN	12	7	0	38
241+78	-	241+89	LT	IN	12	11	0	58
241+78	-	241+89	LT	OUT	12	11	0	58
242+60	-	243+01	LT	IN	12	41	0	166
242+93	-	243+13	LT	OUT	12	20	0	88
243+69	-	244+23	LT	IN	12	54	0	216
244+47	-	244+66	LT	IN	12	19	0	86
244+47	-	244+86	LT	OUT	12	39	0	162
244+72	-	244+80	LT	IN	12	8	0	52
244+93	-	245+29	LT	SDST	29	36		168
245+55	-	245+83	LT	SDST	28	27		128
245+72	-	246+89	RT	OUT	12	117	0	450
245+79	-	245+86	RT	IN	12	7	0	38
246+20	-	246+26	RT	IN	12	6	0	24
247+13	-	247+30	RT	IN	12	17	0	82
247+43	-	247+50	RT	IN	12	7	0	38
247+47	-	247+53	RT	OUT	12	6	0	24
248+05	-	248+12	RT	IN	12	7	0	38
						SUBTOTAL 0010	0	6296

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C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
248+34	-	248+54	RT	IN	12	20	0	88
248+34	-	248+54	RT	OUT	12	20	0	88
248+66	-	248+72	RT	IN	12	6	0	24
248+66	-	248+72	RT	OUT	12	6	0	24
248+82	-	248+91	RT	IN	12	9	0	54
248+87	-	248+93	RT	OUT	12	6	0	24
249+09	-	249+18	RT	IN	12	9	0	54
249+09	-	249+18	RT	OUT	12	9	0	54
249+59	-	249+66	RT	IN	12	7	0	38
249+62	-	249+68	RT	OUT	12	6	0	24
250+13	-	250+20	RT	OUT	12	7	0	38
245+81	-	246+08	RT/LT	MEDIAN	14	27	0	124
246+31	-	246+51	RT/LT	MEDIAN	14	20	0	96
245+94	-	246+00	LT	OUT	12	6	0	24
246+13	-	246+19	LT	OUT	12	6	0	24
246+15	-	246+21	LT	IN	12	6	0	24
246+30	-	246+37	LT	OUT	12	7	0	38
246+43	-	246+50	LT	OUT	12	7	0	38
246+57	-	246+62	LT	OUT	12	5	0	22
247+06	-	247+12	LT	OUT	12	6	0	24
247+81	-	247+87	LT	OUT	12	6	0	24
247+99	-	248+05	LT	OUT	12	6	0	24
248+17	-	248+24	LT	OUT	12	7	0	38
248+30	-	248+38	LT	IN	12	8	0	52
248+30	-	248+38	LT	OUT	12	8	0	52
248+61	-	248+69	LT	IN	12	8	0	52
248+61	-	248+69	LT	OUT	12	8	0	52
249+05	-	249+13	LT	IN	12	8	0	52
249+05	-	249+13	LT	OUT	12	8	0	52
249+41	-	249+49	LT	IN	12	8	0	52
249+41	-	249+49	LT	OUT	12	8	0	52
249+55	-	249+74	LT	IN	12	19	0	86
249+55	-	249+74	LT	OUT	12	19	0	86
249+94	-	250+00	LT	IN	12	6	0	24
249+94	-	250+00	LT	OUT	12	6	0	24
250+13	-	250+20	LT	IN	12	7	0	38
250+13	-	250+20	LT	OUT	12	7	0	38
38TH AVE EAST								
249+98	-	250+20	RT	SDST	21	22		99
250+49	-	250+66	RT	SDST	24	30		170
250+00	-	250+21	LT	SDST	21	21		91
250+53	-	250+73	LT	SDST	21	22		92
250+55	-	250+67	RT	OUT	12	12	0	60
251+99	-	252+50	RT	OUT	12	51	0	210
252+09	-	252+15	RT	IN	12	6	0	24
252+33	-	252+47	RT	IN	12	14	0	64
252+69	-	252+75	RT	IN	12	6	0	24
252+03	-	253+08	RT	IN	12	105	0	402
253+45	-	253+53	RT	IN	12	8	0	52
				SUBTOTAL 0010			0	3010

* QUANTITY ALSO SHOWN ELSEWHERE

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
253+50	-	253+70	RT	OUT	12	20	0	88
253+97	-	254+77	RT	OUT	12	80	0	316
254+41	-	254+77	RT	IN	12	36	0	156
252+37	-	252+43	RT/LT	MEDIAN	14	6	0	26
254+38	-	254+93	RT/LT	MEDIAN	14	55	0	236
250+54	-	250+60	LT	IN	12	6	0	24
250+54	-	250+60	LT	OUT	12	6	0	24
250+74	-	250+80	LT	IN	12	6	0	24
250+74	-	250+80	LT	OUT	12	6	0	24
250+89	-	250+95	LT	OUT	12	6	0	24
251+55	-	251+80	LT	IN	12	25	0	110
252+35	-	252+76	LT	IN	12	41	0	166
252+46	-	252+71	LT	OUT	12	25	0	110
252+95	-	253+03	LT	OUT	12	8	0	52
252+98	-	253+06	LT	IN	12	8	0	52
253+12	-	253+19	LT	OUT	12	7	0	38
253+15	-	253+22	LT	IN	12	7	0	38
253+25	-	253+31	LT	OUT	12	6	0	24
253+40	-	253+47	LT	IN	12	7	0	38
253+59	-	253+65	LT	IN	12	6	0	24
254+21	-	254+76	LT	OUT	12	55	0	218
254+52	-	254+58	LT	IN	12	6	0	24
254+64	-	254+71	LT	IN	12	7	0	38
254+82	-	254+90	LT	IN	12	8	0	52
254+82	-	254+90	LT	OUT	12	8	0	52
254+96	-	255+02	LT	IN	12	6	0	24
254+96	-	255+02	LT	OUT	12	6	0	24
255+15	-	255+22	LT	IN	12	7	0	38
255+15	-	255+22	LT	OUT	12	7	0	38
255+56	-	255+82	RT	SDST	30	26		104
255+02	-	255+21	LT	SDST	21	22		66
255+21	-	255+38	LT	SDST	30	17		19
255+38	-	255+54	LT	SDST	12	20		5
255+54	-	255+77	LT	SDST	31	23		82
255+46	-	255+69	RT	OUT	12	23	0	106
256+02	-	256+17	RT	IN	12	15	0	78
257+15	-	257+22	RT	IN	12	7	0	38
257+30	-	257+43	RT	OUT	12	13	0	62
258+20	-	258+54	RT	OUT	12	34	0	140
258+37	-	258+47	RT	IN	12	10	0	56
259+38	-	259+45	RT	IN	12	7	0	38
259+98	-	260+06	RT	IN	12	8	0	52
259+98	-	260+06	RT	OUT	12	8	0	52
255+70	-	256+25	RT/LT	MEDIAN	14	55	0	236
259+98	-	260+06	RT/LT	MEDIAN	14	8	0	58
255+59	-	255+65	LT	IN	12	6	0	24
255+59	-	255+65	LT	OUT	12	6	0	24
257+18	-	257+37	LT	IN	12	19	0	86
257+30	-	257+53	LT	OUT	12	23	0	106
257+91	-	258+07	LT	IN	12	16	0	80
258+05	-	259+20	LT	OUT	12	115	0	446
				SUBTOTAL 0010			0	4060

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C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
258+19	-	258+45	LT	IN	12	26	0	112
259+57	-	259+66	LT	IN	12	9	0	54
259+57	-	259+66	LT	OUT	12	9	0	54
259+78	-	259+86	LT	IN	12	8	0	52
259+78	-	259+86	LT	OUT	12	8	0	52
259+97	-	260+05	LT	IN	12	8	0	52
259+97	-	260+05	LT	OUT	12	8	0	52
260+16	-	260+23	LT	OUT	12	7	0	38
10TH AVE EAST								
260+03	-	260+24	LT	SDST	23	17		54
260+53	-	260+75	LT	SDST	22	22		61
260+53	-	260+61	RT	OUT	12	8	0	52
260+92	-	261+00	RT	IN	12	8	0	52
262+73	-	262+82	RT	IN	12	9	0	54
262+95	-	263+13	RT	OUT	12	18	0	84
262+95	-	263+16	RT	IN	12	21	0	90
263+39	-	263+52	RT	OUT	12	13	0	62
265+15	-	265+31	RT	IN	12	16	0	80
265+15	-	265+31	RT	OUT	12	16	0	80
265+37	-	265+41	RT	IN	12	4	0	20
264+60	-	264+72	RT/LT	MEDIAN	14	12	0	66
260+36	-	260+61	LT	IN	12	25	0	110
260+36	-	260+61	LT	OUT	12	25	0	110
260+75	-	261+06	LT	OUT	12	31	0	134
261+66	-	261+72	LT	IN	12	6	0	24
261+88	-	261+94	LT	IN	12	6	0	24
261+84	-	262+13	LT	OUT	12	29	0	130
262+66	-	262+75	LT	OUT	12	9	0	54
262+88	-	262+97	LT	IN	12	9	0	54
262+88	-	262+97	LT	OUT	12	9	0	54
263+05	-	263+26	LT	OUT	12	21	0	90
263+20	-	263+28	LT	IN	12	8	0	52
263+50	-	263+72	LT	OUT	12	22	0	104
264+15	-	264+21	LT	IN	12	6	0	24
264+32	-	264+38	LT	IN	12	6	0	24
264+76	-	264+82	LT	IN	12	6	0	24
264+93	-	264+99	LT	IN	12	6	0	24
264+93	-	265+20	LT	OUT	12	27	0	114
11ST AVE EAST								
264+98	-	265+26	RT	SDST	27	26		26
265+55	-	265+82	RT	SDST	27	26		26
265+00	-	265+23	LT	SDST	28	23		25
265+54	-	265+77	LT	SDST	28	23		25
265+79	-	265+85	RT	OUT	12	6	0	24
266+94	-	267+03	RT	IN	12	9	0	54
269+11	-	269+20	RT	IN	12	9	0	54
269+11	-	269+20	RT	OUT	12	9	0	54
269+70	-	269+91	RT	IN	12	21	0	90
269+70	-	269+91	RT	OUT	12	21	0	90
270+23	-	270+29	RT	OUT	12	6	0	24
266+93	-	267+00	RT/LT	MEDIAN	14	7	0	42
267+27	-	267+34	RT/LT	MEDIAN	14	7	0	42
268+31	-	268+37	RT/LT	MEDIAN	14	6	0	26
269+11	-	270+00	RT/LT	MEDIAN	14	89	0	374
				SUBTOTAL 0010			0	3347

* QUANTITY ALSO SHOWN ELSEWHERE

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
265+77	-	265+85	LT	IN	12	8	0	52
265+77	-	265+85	LT	OUT	12	8	0	52
265+97	-	266+06	LT	IN	12	9	0	54
265+97	-	266+06	LT	OUT	12	9	0	54
266+14	-	266+26	LT	IN	12	12	0	60
266+14	-	266+26	LT	OUT	12	12	0	60
266+89	-	266+98	LT	IN	12	9	0	54
266+89	-	266+98	LT	OUT	12	9	0	54
268+13	-	268+19	LT	OUT	12	6	0	24
268+46	-	268+60	LT	OUT	12	14	0	64
269+37	-	269+43	LT	OUT	12	6	0	24
269+65	-	269+72	LT	OUT	12	7	0	38
269+79	-	269+84	LT	OUT	12	5	0	22
269+94	-	270+00	LT	IN	12	6	0	24
270+18	-	270+26	LT	IN	12	8	0	52
270+18	-	270+26	LT	OUT	12	8	0	52
270+37	-	270+44	LT	IN	12	7	0	38
270+37	-	270+44	LT	OUT	12	7	0	38
42ND AVE EAST								
260+98	-	270+26	RT	SDST	28	28	0	86
270+56	-	270+79	RT	SDST	29	27	0	88
270+00	-	270+25	LT	SDST	28	26	0	81
270+54	-	270+80	LT	SDST	28	27	0	83
271+00	-	271+07	RT	OUT	12	7	0	38
271+17	-	271+26	RT	IN	12	9	0	54
271+78	-	271+86	RT	IN	12	8	0	52
271+80	-	271+99	RT	OUT	12	19	0	86
272+67	-	272+79	RT	IN	12	12	0	60
273+04	-	273+11	RT	IN	12	7	0	38
273+47	-	273+53	RT	IN	12	6	0	24
274+08	-	274+16	RT	IN	12	8	0	52
274+08	-	274+16	RT	OUT	12	8	0	52
270+82	-	271+45	RT/LT	MEDIAN	14	63	0	266
270+58	-	270+65	LT	IN	12	7	0	38
270+58	-	270+65	LT	OUT	12	7	0	38
270+74	-	271+05	LT	IN	12	31	0	134
270+82	-	270+99	LT	OUT	12	17	0	82
271+11	-	271+43	LT	OUT	12	32	0	136
271+13	-	271+20	LT	IN	12	7	0	38
271+86	-	271+92	LT	OUT	12	6	0	24
271+86	-	272+07	LT	IN	12	21	0	90
272+64	-	272+86	LT	IN	12	22	0	104
273+61	-	273+69	LT	IN	12	8	0	52
274+22	-	274+30	LT	OUT	12	8	0	52
274+22	-	274+42	LT	IN	12	20	0	88
274+50	-	274+56	LT	OUT	12	6	0	24
274+70	-	274+77	LT	IN	12	7	0	38
				SUBTOTAL			0	2814

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C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
274+88	-	274+94	LT	IN	12	6	0	24
275+27	-	275+34	LT	IN	12	7	0	38
275+27	-	275+34	LT	OUT	12	7	0	38
43RD AVE EAST								
274+98	-	275+41	RT	SDST	27	44		130
1+70	-	4+04	RT	IN	12	234	0	888
1+96	-	4+93	RT	OUT	12	297	0	1122
4+34	-	4+60	RT	IN	12	26	0	112
7+03	-	7+20	RT	IN	12	17	0	82
8+00	-	8+54	RT	IN	12	54	0	216
9+86	-	10+80	RT	OUT	12	94	0	368
10+14	-	10+54	RT	IN	12	40	0	164
12+97	-	13+05	RT	IN	12	8	0	52
12+97	-	13+05	RT	OUT	12	8	0	52
0+05	-	0+11	LT	OUT	12	6	0	24
0+15	-	0+25	LT	IN	12	10	0	56
0+15	-	0+25	LT	OUT	12	10	0	56
0+47	-	0+56	LT	IN	12	9	0	54
0+47	-	0+56	LT	OUT	12	9	0	54
0+66	-	0+74	LT	IN	12	8	0	52
0+78	-	0+84	LT	OUT	12	6	0	24
0+80	-	0+99	LT	IN	12	19	0	86
0+92	-	2+69	LT	OUT	12	177	0	678
1+28	-	1+36	LT	IN	12	8	0	52
1+73	-	1+80	LT	IN	12	7	0	38
1+91	-	1+98	LT	IN	12	7	0	38
2+40	-	2+47	LT	IN	12	7	0	38
2+90	-	3+65	LT	OUT	12	75	0	294
3+28	-	3+34	LT	IN	12	6	0	24
3+41	-	3+47	LT	IN	12	6	0	24
4+22	-	4+47	LT	IN	12	25	0	110
4+22	-	4+62	LT	OUT	12	40	0	164
5+03	-	5+34	LT	IN	12	31	0	134
5+21	-	5+34	LT	OUT	12	13	0	62
6+66	-	6+75	LT	OUT	12	9	0	54
7+59	-	7+68	LT	OUT	12	9	0	54
8+07	-	8+18	LT	OUT	12	11	0	58
10+20	-	10+28	LT	OUT	12	8	0	52
11+00	-	11+08	LT	OUT	12	8	0	52
11+42	-	11+52	LT	OUT	12	10	0	56
12+97	-	13+05	LT	IN	12	8	0	52
12+97	-	13+05	LT	OUT	12	8	0	52
13+05	-	13+20	RT	APPROACH	24	15	44	126
13+05	-	13+20	LT	APPROACH	24	15	44	126
BLUFF CREEK BRIDGE								
13+98	-	14+13	RT	APPROACH	24	15	44	126
13+98	-	14+13	LT	APPROACH	24	15	44	126
14+13	-	14+20	RT	IN	12	7	0	38
14+13	-	14+20	RT	OUT	12	7	0	38
14+68	-	15+31	RT	OUT	12	63	0	246
				SUBTOTAL			178	6604

* QUANTITY ALSO SHOWN ELSEWHERE

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
15+42	-	15+50	RT	OUT	12	8	0	52
15+91	-	15+98	RT	IN	12	7	0	38
15+91	-	15+98	RT	OUT	12	7	0	38
16+67	-	16+75	RT	OUT	12	8	0	52
16+96	-	17+08	RT	IN	12	12	0	60
16+96	-	17+08	RT	OUT	12	12	0	60
18+64	-	18+71	RT	OUT	13	7	0	40
20+07	-	20+17	RT	IN	12	10	0	56
20+07	-	20+17	RT	OUT	12	10	0	56
22+55	-	22+64	RT	IN	12	9	0	54
23+19	-	23+25	RT	OUT	12	6	0	24
23+50	-	23+57	RT	OUT	12	7	0	38
24+84	-	24+91	RT	OUT	12	7	0	38
24+98	-	25+05	RT	IN	12	7	0	38
24+98	-	25+05	RT	OUT	12	7	0	38
14+13	-	14+20	LT	IN	12	7	0	38
14+13	-	14+20	LT	OUT	12	7	0	38
17+22	-	17+28	LT	OUT	12	6	0	24
19+58	-	19+66	LT	OUT	12	8	0	52
20+44	-	20+51	LT	OUT	12	7	0	38
20+81	-	20+88	LT	OUT	12	7	0	38
21+44	-	21+62	LT	OUT	12	18	0	84
23+92	-	24+00	LT	IN	12	8	0	52
24+69	-	24+78	LT	OUT	12	9	0	54
14+13	-	14+20	LT	IN	12	7	0	38
14+13	-	14+20	LT	OUT	12	7	0	38
17+22	-	17+28	LT	OUT	12	6	0	24
19+58	-	19+66	LT	OUT	12	8	0	52
20+44	-	20+51	LT	OUT	12	7	0	38
20+81	-	20+88	LT	OUT	12	7	0	38
21+44	-	21+62	LT	OUT	12	18	0	84
23+92	-	24+00	LT	IN	12	8	0	52
24+69	-	24+78	LT	OUT	12	9	0	54
48TH AVE EAST								
25+17	-	25+42	RT	SDST	19	27		62
24+61	-	24+87	LT	SDST	28	28		85
25+15	-	25+42	LT	SDST	28	27		84
25+14	-	26+61	RT	OUT	12	147	0	558
25+27	-	25+48	RT	IN	12	21	0	90
28+08	-	28+71	RT	OUT	12	63	0	246
28+23	-	28+47	RT	IN	12	24	0	108
32+76	-	32+83	RT	OUT	12	7	0	38
33+16	-	33+21	RT	OUT	12	5	0	22
33+98	-	34+16	RT	IN	12	18	0	84
25+28	-	25+51	RT/LT	MEDIAN	14	23	0	116
32+00	-	32+08	RT/LT	MEDIAN	14	8	0	58
33+00	-	33+22	RT/LT	MEDIAN	14	22	0	114
33+44	-	33+63	RT/LT	MEDIAN	14	19	0	94
25+28	-	26+56	LT	OUT	12	128	0	496
25+40	-	25+49	LT	IN	12	9	0	54
26+34	-	26+42	LT	IN	12	8	0	52
26+52	-	26+58	LT	IN	12	6	0	24
26+94	-	28+87	LT	OUT	12	193	0	734
				SUBTOTAL 0010			0	4637

3

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
26+94	-	27+03	LT	IN	12	9	0	54
27+38	-	27+45	LT	IN	12	7	0	38
27+58	-	27+65	LT	IN	12	7	0	38
28+00	-	28+07	LT	IN	12	7	0	38
28+19	-	28+27	LT	IN	12	8	0	52
29+41	-	29+49	LT	OUT	12	8	0	52
29+75	-	29+83	LT	OUT	12	8	0	52
29+93	-	30+10	LT	OUT	12	17	0	82
31+29	-	31+53	LT	OUT	12	24	0	108
31+83	-	32+04	LT	IN	12	21	0	90
32+08	-	32+15	LT	OUT	12	7	0	38
32+74	-	33+19	LT	OUT	12	45	0	186
33+17	-	33+32	LT	IN	12	15	0	78
33+33	-	33+49	LT	OUT	12	16	0	80
33+75	-	34+87	LT	OUT	12	112	0	428
34+47	-	34+88	LT	IN	12	41	0	166
50TH AVE EAST								
34+69	-	35+00	RT	SDST	31	25		86
35+28	-	35+69	RT	SDST	37	43		181
34+60	-	34+88	LT	SDST	27	30		88
35+01	-	35+43	LT	SDST	28	42		128
37+96	-	39+52	RT	OUT	12	156	0	600
38+12	-	38+25	RT	IN	12	13	0	62
42+89	-	42+97	RT	IN	12	8	0	52
43+12	-	46+44	RT	OUT	12	332	444	1252
45+40	-	45+90	RT	IN	12	50	0	208
47+01	-	48+12	RT	OUT	12	111	0	426
36+37	-	36+58	RT/LT	MEDIAN	14	21	0	98
35+09	-	35+24	LT	IN	12	15	0	78
35+09	-	35+48	LT	OUT	12	39	0	162
35+60	-	35+69	LT	OUT	12	9	0	54
35+99	-	36+18	LT	OUT	12	19	0	86
36+07	-	36+18	LT	IN	12	11	0	58
36+42	-	36+59	LT	OUT	12	17	0	82
36+44	-	37+10	LT	IN	12	66	0	264
36+85	-	37+09	LT	OUT	12	24	0	108
37+27	-	37+34	LT	OUT	12	7	0	38
37+47	-	37+54	LT	OUT	12	7	0	38
37+78	-	38+57	LT	OUT	12	79	0	314
38+74	-	38+93	LT	IN	12	19	0	86
39+14	-	39+20	LT	OUT	12	6	0	24
40+05	-	40+13	LT	OUT	12	8	0	52
40+28	-	40+36	LT	IN	12	8	0	52
40+43	-	40+62	LT	OUT	12	19	0	86
40+77	-	40+83	LT	IN	12	6	0	24
41+01	-	41+08	LT	IN	12	7	0	38
41+99	-	42+07	LT	OUT	12	8	0	52
42+25	-	42+33	LT	IN	12	8	0	52
42+25	-	42+33	LT	OUT	12	8	0	52
				SUBTOTAL 0010			444	6561

* QUANTITY ALSO SHOWN ELSEWHERE

3

C PAVEMENT REMOVALS

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	REMOVING PAVEMENT 204.0100 SY	* SAWING CONCRETE 690.0250 LF
44+58	-	44+66	LT	OUT	12	8	0	52
44+79	-	45+58	LT	OUT	12	79	0	314
44+98	-	45+06	LT	IN	12	8	0	52
45+70	-	45+78	LT	IN	12	8	0	52
46+44	-	46+50	LT	OUT	12	6	0	24
47+40	-	47+47	LT	IN	12	7	0	38
48+46	-	48+69	LT	OUT	12	23	0	106
48+82	-	48+88	LT	IN	12	6	0	24
53RD AVE EAST								
49+50	-	49+83	RT	SDST	28	35		112
50+00	-	50+28	RT	SDST	28	30		92
49+52	-	49+76	LT	SDST	27	24		76
50+04	-	50+29	LT	SDST	27	25		76
49+31	-	50+28	RT	OUT	12	97	0	375
49+90	-	50+06	RT	IN	12	16	0	80
49+44	-	51+06	LT	IN	12	6	0	24
49+44	-	51+06	LT	OUT	12	6	0	24
				SUBTOTAL			0	1521
						TOTAL 0010	975	42426

CONCRETE SIDEWALK

STATION		TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4 INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK SPV.0165.01 SF
	#													
214+23	-	214+28			1.0									
31ST AVE EAST														
215+46	-	215+75	ML RT	4.0	0.0	67			128	10	67	1	67	128
240+01	-	240+07	ML RT			6					6		6	
242+67	-	242+69	ML LT			6					6		6	
244+86	-	245+20	ML RT	7.6		45			275	20	45	2	45	275
244+91	-	245+20	ML LT	7.1	0.0	43			218	20	43	2	43	218
37TH AVE EAST														
245+55	-	245+83	ML RT	6.0	0.3	43			181	10	43	1	43	181
245+55	-	245+86	ML LT	7.1	0.3	47			190	10	47	1	47	190
245+95	-	246+05	ML LT			10					10		10	
249+87	-	250+19	ML RT	8.7	1.4	57	30		223	20	87	2	87	223
249+89	-	250+22	ML LT	11.4	1.0	42			299	20	42	2	42	299
38TH AVE EAST														
250+56	-	250+82	ML RT	9.1	0.2	45	18		157	20	63	2	63	157
250+53	-	250+89	ML LT	14.8	0.0	32			393	20	32	2	32	393
250+81	-	250+88	ML LT			10					10		10	
251+70	-	251+80	ML LT			10					10		10	
252+05	-	252+11	ML LT			6					6		6	
253+05	-	253+07	ML RT			6					6		6	
253+51	-	253+52	ML RT			6					6		6	
254+81	-	255+18	ML RT	32.5	1.5	71			835	20	71	2	71	835
254+88	-	255+20	ML LT	8.7	25.9	51			341	20	51	2	51	341
39TH AVE EAST														
255+58	-	255+94	ML RT	22.6	7.4	66			581	20	66	2	66	581
255+53	-	255+87	ML LT	11.7	0.3	51			300	20	51	2	51	300
256+86	-	256+88	ML LT			6					6		6	
257+45	-	257+60	ML LT			15					15		15	
258+07	-	258+35	ML LT			28					28		28	
260+00	-	260+24	ML LT	7.1	3.4	39			182	10	39	1	39	182
40TH AVE EAST														
260+53	-	260+80	ML LT	10.7	2.8	43			276	10	43	1	43	276
262+25	-	262+26	ML LT			6					6		6	
264+94	-	265+25	ML RT	11.2	0.5	47			289	10	47	1	47	289
264+96	-	265+25	ML LT	9.5	0.4	48			243	10	48	1	48	243
41ST AVE EAST														
265+56	-	265+91	ML RT	12.2	0.3	52			313	20	52	2	52	313
265+55	-	265+88	ML LT	25.1	0.5	47			645	20	47	2	47	645
265+95	-	266+05	ML LT			10					10		10	
266+69	-	266+75	ML LT			6					6		6	
268+24	-	268+25	ML RT			6					6		6	
268+49	-	268+55	ML LT			6					6		6	
269+97	-	270+24	ML RT	20.7	0.0	42			531	20	42	2	42	531
269+90	-	270+24	ML LT	14.3	0.0	48			368	20	48	2	48	368
SUBTOTAL 0010				262.0	47.0	1169	48	0	6968	350	1217	35	1217	6968

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK

STATION	TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK SPV.0165.01 SF
42ND AVE EAST													
270+59	270+77	ML RT	7.2	0.3	46			184	10	46	1	46	184
270+56	270+84	ML LT	9.0	0.3	40			232	10	40	1	40	232
271+75	272+06	ML RT			32					32		32	
272+52	272+54	ML RT			6					6		6	
274+07	274+13	ML LT			6					6		6	
274+23	274+29	ML LT			6					6		6	
274+68	274+74	ML LT			6					6		6	
274+98	275+25	ML LT	5.6	0.2	44			173	10	44	1	44	173
43RD AVE EAST													
0+48	0+54	ML LT			6					6		6	
2+59	2+69	ML LT			10					10		10	
3+80	3+81	ML LT			6					6		6	
4+64	4+69	ML LT			5					5		5	
12+32	12+38	ML RT			6					6		6	
14+78	14+84	ML LT			6					6		6	
15+19	15+25	ML LT			6					6		6	
24+58	24+86	ML LT	12.0	0.3	45			322	10	45	1	45	322
48TH AVE EAST													
25+18	25+48	ML LT	17.5	0.3	48			457	10	48	1	48	457
25+18	25+35	ML RT			20					20		20	
27+44	27+48	ML LT			34					34		34	
28+05	28+15	ML LT			10					10		10	
28+55	28+65	ML LT			10					10		10	
28+93	28+98	ML LT			5					5		5	
30+01	30+06	ML LT			5					5		5	
30+15	30+20	ML LT			5					5		5	
31+71	31+76	ML LT			5					5		5	
33+08	33+09	ML RT			6					6		6	
34+35	34+40	ML LT			5					5		5	
34+54	34+98	ML RT	14.4	0.3	44			386	16	44	2	44	386
34+58	34+86	ML LT	15.5	0.5	46			419	16	46	2	46	419
50TH AVE EAST													
35+45	35+71	ML RT	7.0	0.3	39			197	10	39	1	39	197
35+18	35+47	ML LT	12.1	0.3	45			311	10	45	1	45	311
36+22	36+27	ML RT			5					5		5	
38+03	38+08	ML LT			5					5		5	
39+12	39+17	ML RT			5					5		5	
45+52	45+53	ML RT			6					6		6	
48+84	48+89	ML LT			5					5		5	
49+48	49+77	ML RT	10.6	0.3	47			284	10	47	1	47	284
49+47	49+75	ML LT	6.7	0.3	45			183	10	45	1	45	183
53RD AVE EAST													
50+03	50+31	ML RT	6.3	0.3	45			179	10	45	1	45	179
50+04	50+33	ML LT	10.7	0.3	45			281	10	45	1	45	281
SUBTOTAL 0010			135.0	4.0	811	0	0	3608	142	811	15	811	3608
TOTAL 0010			397.0	51.0	1980.0	48.0	0.0	10576.0	492.0	2028.0	50.0	2028.0	10576.0

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK

STATION	TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	* ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4-INCH 602.0405 SF	* CONCRETE SIDEWALK 6-INCH 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	* SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK SPV.0165.01 SF
31ST AVE EAST													
220+22	220+28	RT	1.0				26						26
220+75	221+85	RT	21.3				549						549
225+40	225+55	RT	2.9				75						75
225+72	225+77	RT	1.1				29						29
227+91	227+98	RT	1.4				35						35
229+66	229+73	RT	1.4				35						35
229+89	230+00	RT	2.1				55						55
232+24	232+40	RT	3.1				80						80
235+11	235+18	RT	1.4				35						35
235+71	235+78	RT	1.4				35						35
236+19	236+80	RT	11.9				305						305
237+34	237+50	RT	3.1				80						80
238+00	238+16	RT	3.1				80						80
238+71	238+78	RT	1.4				35						35
239+11	239+18	RT	1.4				35						35
240+01	240+08	RT	1.4				35						35
240+31	240+38	RT	1.4				35						35
240+96	241+03	RT	1.4				35						35
243+00	243+20	RT	3.9				100						100
244+71	244+86	RT	2.9					75					75
37th AVE EAST													
246+11	246+19	RT	1.6				40						40
247+20	247+35	RT	2.9				75						75
248+74	248+91	RT	3.3				85						85
249+50	249+92	RT	8.2					210					210
249+15	249+89	LT	14.4					370					370
249+20	- 249+36	LT	3.1										
38TH AVE EAST													
250+78	250+94	RT	3.1				80						80
251+07	251+23	RT	3.1				80						80
251+35	251+60	RT	4.9				125						125
252+49	253+12	RT	12.3				315						315
253+22	253+28	RT	1.5				39						39
253+51	253+58	RT	1.8				46						46
253+75	254+60	RT	21.5				553						553
250+84	250+95	LT	2.1				55						55
251+73	251+79	LT	1.2				30						30
252+05	252+11	LT	1.2				30						30
252+99	253+09	LT	1.9				50						50
253+55	253+66	LT	2.1				55						55
253+75	253+91	LT	3.1				80						80
254+67	254+74	LT	1.4				35						35
39TH AVE EAST													
255+88	256+75	RT	16.9					435					435
257+22	257+38	RT	3.1				80	80					160
	SUBTOTAL 0040		183.7	0	0	0	3546	1170	0	0	0	0	4716

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK

STATION	TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4-INCH 602.0405 SF	CONCRETE SIDEWALK 6-INCH 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK SPV.0165.01 SF
			*					*					*
258+28	258+54	RT	5.1				130						130
258+84	259+38	RT	10.5				270						270
259+49	259+80	RT	6.0					155					155
259+49	261+30	RT	35.2				905						905
255+87	256+16	LT	5.6					145					145
257+02	257+08	LT	1.2				30						30
257+51	257+58	LT	1.4				35						35
258+07	258+36	LT	5.6				145						145
258+50	258+60	LT	1.9				50						50
258+55	258+90	LT	6.8					175					175
259+00	259+10	LT	1.9				50						50
259+52	259+59	LT	1.4				35						35
259+86	260+00	LT	2.7					70					70
40TH AVE EAST													
259+96	261+31	RT	26.3				675						675
261+65	261+75	RT	1.9				50						50
262+67	262+84	RT	3.3				85						85
263+04	263+15	RT	2.1				55						55
263+15	263+35	RT	3.9				100						100
263+35	263+53	RT	3.5				90						90
264+90	264+94	RT	0.9				24						24
261+46	261+60	LT	2.7				70						70
262+07	262+14	LT	1.4				35						35
262+32	262+49	LT	3.3				85						85
262+82	262+89	LT	1.4				35						35
263+15	263+25	LT	1.9				50						50
263+62	263+69	LT	1.4				35						35
41ST AVE EAST													
267+87	267+93	RT	1.2				30						30
268+29	268+55	RT	5.1				130						130
269+02	269+08	RT	1.2				30						30
266+69	266+75	LT	1.2				30						30
266+69	266+75	LT	1.2				30						30
267+60	267+95	LT	6.8				175						175
268+95	269+16	LT	4.1				105						105
269+40	269+71	LT	6.0				155						155
42ND AVE EAST													
271+09	271+44	RT	6.8				175						175
271+69	272+65	RT	18.7										
272+99	273+19	RT	3.9				100						100
273+45	275+01	RT	30.3				780						780
270+84	270+94	LT	1.9					50					50
271+08	271+15	LT	1.4				35						35
271+82	271+89	LT	1.4				35						35
274+07	274+14	LT	1.4				35						35
274+22	274+39	LT	3.3				85						85
274+67	274+74	LT	1.4				35						35
	SUBTOTAL 0040		236.6	0	0	0	5004	595	0	0	0	0	5599

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK

STATION	TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4-INCH * 602.0405 SF	CONCRETE SIDEWALK 6-INCH * 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK * SPV.0165.01 SF
43RD AVE EAST													
0+48	0+59	RT	2.1				55						55
1+72	1+81	RT	1.8				45						45
2+96	3+02	RT	1.2				30						30
0+00	0+11	LT	2.1				55						55
2+46	2+56	LT	1.9				50						50
2+65	2+81	LT	3.1				80						80
2+97	3+04	LT	1.4				35						35
4+16	4+31	LT	2.9				75						75
4+51	4+61	LT	1.9				50						50
5+47	5+54	LT	1.4				35						35
6+00	7+42	LT	27.6				710						710
7+53	8+00	LT	9.1				235						235
11+13	11+20	LT	1.4				35						35
14+77	14+83	LT	1.2				30						30
15+18	15+24	LT	1.2				30						30
15+36	15+57	LT	4.1										
16+75	16+86	LT	2.1				55						55
17+33	17+39	LT	1.2				30						30
19+28	19+34	LT	1.2				30						30
19+87	19+94	LT	1.4				35						35
20+16	20+34	LT	3.5				90						90
20+47	20+54	LT	1.4				35						35
20+67	20+74	LT	1.4				35						35
21+62	21+69	LT	1.4				35						35
22+41	22+48	LT	1.4				35						35
22+67	22+74	LT	1.4				35						35
22+92	22+98	LT	1.2				30						30
23+92	23+99	LT	1.4				35						35
23+53	23+65	LT	2.3				60						60
23+92	24+60	LT	13.2					340					340
48TH AVE EAST													
25+47	25+63	LT	3.1				80						80
26+46	27+00	LT	10.5				270						270
27+42	27+60	LT	4.2										
28+05	28+15	LT	1.9				50						50
28+51	28+66	LT	3.5					90					90
28+85	28+90	LT	1.0					25					25
28+93	28+97	LT	0.8					20					20
30+00	30+20	LT	4.7										
	SUBTOTAL 0040		128.6	0	0	0	2490	475	0	0	0	0	2965

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE SIDEWALK

STATION	TO STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110 TON	ASPHALTIC SURFACE 465.0105 TON	CONCRETE CURB & GUTTER 30-INCH TYPE A 601.0409 LF	CONCRETE CURB PEDESTRIAN 601.0600 LF	CONCRETE SIDEWALK 4 INCH 602.0405 SF	* CONCRETE SIDEWALK 6-INCH 602.0415 SF	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515 SF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER 650.5500 LF	CONSTRUCTION STAKING CURB RAMPS 650.9000 EACH	SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE CURB AND GUTTER SPV.0090.01 LF	* SPECIAL 01. CURE AND SEAL TREATMENT, CONCRETE SIDEWALK SPV.0165.01 SF
31+07	31+13	LT	1.2				30						30
31+30	31+76	LT	10.7										
31+57	31+77	LT	3.9				100						100
32+60	33+00	LT	7.8				200						200
33+20	34+00	LT	15.6										
33+50	34+00	LT	9.7				250						250
34+20	34+30	LT	1.9				50						50
34+35	34+40	LT	1.0				25						25
34+40	34+48	LT	1.6				40						40
50TH AVE EAST													
39+64	39+76	RT	2.3				60						60
40+04	40+38	RT	6.6				170						170
43+99	44+29	RT	5.8				150						150
45+54	45+84	RT	5.8				150						150
48+66	48+76	RT	1.9				50						50
48+86	49+52	RT	12.8					330					330
37+47	38+60	LT	22.0				565						565
39+10	39+66	LT	10.9				280						280
39+77	39+84	LT	1.4				35						35
42+05	42+16	LT	2.1				55						55
42+40	42+61	LT	4.1				105						105
43+60	43+87	LT	5.3				135						135
46+41	46+61	LT	3.9				100						100
47+56	47+76	LT	3.9				100						100
49+45	49+57	LT	2.3					60					60
50+33	51+19	LT	16.6					430					430
#													
	SUBTOTAL0040		161.1	0.0	0.0	0.0	2650.0	820.0	0.0	0.0	0.0	0.0	3470.0
	TOTAL 0040		710.0	0.0	0.0	0.0	13690	3060	0.0	0.0	0.0	0.0	16750
	ITEM TOTAL		1107.0	51	1980	48	13690	13636	492	2028	50	2028	27326

* QUANTITY ALSO SHOWN ELSEWHERE

CONCRETE PAVEMENT & REPAIR

STATION		TO STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
29TH AVE EAST														
214+11	-	214+83	RT	OUT	12	72	96	15	0		54	18	0	96
214+84	-	215+00	RT/LT	MEDIAN	14	16	25	4	0		10	22	0	25
214+10	-	214+36	LT	OUT	12	26	35	6	0		18	18	0	35
31ST AVE EAST														
215+41	-	215+75	RT	SDST	28	33	34	5			48		0	34
215+33	-	215+45	RT	IN	12	12	16	3	0		6	18	16	0
215+41	-	215+47	RT	OUT	12	6	8	1	0		2	18	8	0
215+72	-	215+97	RT	IN	12	25	33	5	0		18	18	0	33
216+13	-	216+29	RT	IN	12	16	21	3	0		10	18	0	21
216+17	-	216+29	RT	OUT	12	12	16	3	0		6	18	16	0
215+77	-	216+29	RT/LT	MEDIAN	14	52	81	13	0		38	22	0	81
215+77	-	215+91	LT	IN	12	14	19	3	0		8	18	19	0
216+19	-	216+29	LT	IN	12	10	13	2	0		6	18	13	0
216+19	-	216+29	LT	OUT	12	10	13	2	0		6	18	13	0
216+29	-	216+54	RT	APPROACH	24	25	85	14		85		22		
216+29	-	216+54	LT	APPROACH	24	25	123	20		123	10	22		
NEMADJI RIVER BRIDGE														
219+55	-	219+79	RT	APPROACH	24	24	123	20		123		22		
219+55	-	219+79	LT	APPROACH	24	24	85	14		85	10	22		
219+79	-	219+86	RT	IN	12	7	9	2	0		2	18	9	0
219+79	-	219+86	RT	OUT	12	7	9	2	0		2	18	9	0
222+04	-	222+10	RT	OUT	12	6	8	1	0		2	18	8	0
223+39	-	223+47	RT	IN	12	8	11	2	0		4	18	11	0
226+16	-	226+23	RT	OUT	12	7	9	2	0		2	18	9	0
228+18	-	228+22	RT	IN	12	4	5	1	0		0	18	5	0
229+00	-	229+07	RT	OUT	12	7	9	2	0		2	18	9	0
230+71	-	230+77	RT	OUT	12	6	8	1	0		2	18	8	0
231+49	-	231+56	RT	OUT	12	7	9	2	0		2	18	9	0
233+38	-	233+44	RT	OUT	12	6	8	1	0		2	18	8	0
233+38	-	233+44	RT	IN	13	6	9							
233+84	-	233+90	RT	IN	12	6	8	1	0		2	18	8	0
234+72	-	234+84	RT	OUT	12	12	16	3	0		6	18	16	0
235+00	-	235+29	RT	IN	12	29	39	6	0		20	18	0	39
235+02	-	235+31	RT	OUT	12	29	39	6	0		20	18	0	39
235+68	-	235+89	RT	IN	12	21	28	5	0		14	18	0	28
235+68	-	235+89	RT	OUT	12	21	28	5	0		14	18	0	28
237+23	-	237+28	RT	OUT	12	5	7	1	0		2	18	7	0
238+15	-	238+22	RT	OUT	12	7	9	2	0		2	18	9	0
238+46	-	238+52	RT	OUT	12	6	8	1	0		2	18	8	0
240+01	-	240+07	RT								1			
240+68	-	240+74	RT	OUT	12	6	8	1	0		2	18	8	0
240+94	-	241+00	RT	OUT	12	6	8	1	0		2	18	8	0
				SUBTOTAL 0010				177	0	416	357	690	236	458

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CONCRETE PAVEMENT & REPAIR

STATION	TO	LOCATION STATION	RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
241+06	-	241+12	RT	IN	12	6	8	1	0		2	18	8	0
241+09	-	241+16	RT	OUT	12	7	9	2	0		2	18	9	0
241+44	-	241+51	RT	OUT	12	7	9	2	0		2	18	9	0
241+77	-	241+84	RT	OUT	12	7	9	2	0		2	18	9	0
243+42	-	243+51	RT	OUT	12	9	12	2	0		4	18	12	0
244+04	-	244+55	RT	OUT	12	51	68	11	0		38	18	0	68
244+35	-	244+40	RT	IN	12	5	7	1	0		2	18	7	0
244+85	-	244+89	RT	IN	12	4	5	1	0		0	18	5	0
219+79	-	219+86	RT/LT	MEDIAN	14	7	11	2	0		2	22	11	0
219+79	-	219+86	LT	IN	12	7	9	2	0		2	18	9	0
219+79	-	219+86	LT	OUT	12	7	9	2	0		2	18	9	0
219+95	-	220+29	LT	IN	12	34	45	7	0		24	18	0	45
219+95	-	220+29	LT	OUT	12	34	45	7	0		24	18	0	45
220+42	-	220+49	LT	OUT	12	7	9	2	0		2	18	9	0
221+16	-	221+25	LT	IN	12	9	12	2	0		4	18	12	0
221+16	-	221+25	LT	OUT	12	9	12	2	0		4	18	12	0
221+33	-	221+42	LT	IN	12	9	12	2	0		4	18	12	0
221+35	-	221+55	LT	OUT	12	20	27	4	0		14	18	0	27
221+76	-	221+83	LT	OUT	12	7	9	2	0		2	18	9	0
221+95	-	222+02	LT	OUT	12	7	9	2	0		2	18	9	0
224+44	-	224+50	LT	IN	12	6	8	1	0		2	18	8	0
225+04	-	225+11	LT	OUT	12	7	9	2	0		2	18	9	0
225+26	-	226+47	LT	OUT	12	121	161	26	0		94	18	0	161
227+11	-	227+15	LT	IN	12	4	5	1	0		0	18	5	0
227+34	-	227+40	LT	OUT	12	6	8	1	0		2	18	8	0
227+72	-	228+00	LT	OUT	12	28	37	6	0		20	18	0	37
229+59	-	229+65	LT	IN	12	6	8	1	0		2	18	8	0
229+81	-	229+88	LT	IN	12	7	9	2	0		2	18	9	0
229+81	-	229+88	LT	OUT	12	7	9	2	0		2	18	9	0
230+33	-	230+50	LT	IN	12	17	23	4	0		10	18	0	23
230+42	-	230+50	LT	OUT	12	8	11	2	0		4	18	11	0
230+93	-	231+00	LT	IN	12	7	9	2	0		2	18	9	0
230+93	-	231+00	LT	OUT	12	7	9	2	0		2	18	9	0
232+52	-	232+58	LT	IN	12	6	8	1	0		2	18	8	0
232+96	-	233+03	LT	IN	12	7	9	2	0		2	18	9	0
233+55	-	233+61	LT	OUT	12	6	8	1	0		2	18	8	0
234+81	-	237+23	LT	IN	12	242	323	51	0		190	18	0	323
234+81	-	237+23	LT	OUT	12	242	323	51	0		190	18	0	323
237+47	-	237+54	LT	IN	12	7	9	2	0		2	18	9	0
238+04	-	238+10	LT	OUT	12	7	8	1	0		2	18	8	0
238+50	-	238+56	LT	OUT	12	6	8	1	0		2	18	8	0
238+68	-	238+76	LT	OUT	12	8	11	2	0		4	18	11	0
239+92	-	240+00	LT	OUT	12	8	11	2	0		4	18	11	0
240+37	-	240+44	LT	IN	12	7	9	2	0		2	18	9	0
240+50	-	241+49	LT	OUT	12	99	132	21	0		76	18	0	132
240+61	-	240+68	LT	IN	12	7	9	2	0		2	18	9	0
				SUBTOTAL				241	0	0	762	832	331	1184

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CONCRETE PAVEMENT & REPAIR

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
241+45	-	241+49	LT	IN	12	4	5	1	0		0	18	5	0
241+65	-	241+73	LT	IN	12	8	11	2	0		4	18	11	0
241+78	-	241+89	LT	IN	12	11	15	2	0		6	18	15	0
241+78	-	241+89	LT	OUT	12	11	15	2	0		6	18	15	0
242+60	-	243+00	LT	OUT	12	40	53	9	0		30	18	0	53
242+90	-	243+14	LT	IN							1			
243+68	-	243+87	LT	OUT	12	19	25	4	0		12	18	0	25
243+86	-	243+90	LT	IN	12	4	5	1	0		0	18	5	0
244+01	-	244+04	LT	IN	12	3	4	1	0		0	18	4	0
244+19	-	244+22	LT	OUT	12	3	4	1	0		0	18	4	0
244+35	-	244+38	LT	IN	12	3	4	1	0		0	18	4	0
244+45	-	244+62	LT	OUT	12	17	23	4	0		10	18	0	23
244+45	-	244+62	LT	IN	12	17	23	4	0		10	18	0	23
244+92	-	245+37	RT	SDST	27	45	72	12			44		0	72
245+55	-	245+82	RT	SDST	27	26	20	3			35		20	0
244+93	-	245+29	LT	SDST	29	36	34	5			40		0	34
245+55	-	245+83	LT	SDST	28	27	19	3			38		19	0
245+72	-	246+89	RT	OUT	12	117	156	25	0		90	18	0	156
245+79	-	245+86	RT	IN	12	7	9	2	0		2	18	9	0
246+20	-	246+26	RT	IN	12	6	8	1	0		2	18	8	0
247+13	-	247+30	RT	IN	12	17	23	4	0		10	18	0	23
247+43	-	247+50	RT	IN	12	7	9	2	0		2	18	9	0
247+47	-	247+53	RT	OUT	12	6	8	1	0		2	18	8	0
248+05	-	248+12	RT	IN	12	7	9	2	0		2	18	9	0
248+52	-	248+59	RT	OUT	12	7	9	2	0		2	18	9	0
248+66	-	248+72	RT	IN	12	6	8	1	0		2	18	8	0
248+66	-	248+72	RT	OUT	12	6	8	1	0		2	18	8	0
248+82	-	248+91	RT	IN	12	9	12	2	0		4	18	12	0
248+87	-	248+93	RT	OUT	12	6	8	1	0		2	18	8	0
249+09	-	249+18	RT	IN	12	9	12	2	0		4	18	12	0
249+09	-	249+18	RT	OUT	12	9	12	2	0		4	18	12	0
249+59	-	249+66	RT	IN	12	7	9	2	0		2	18	9	0
249+62	-	249+68	RT	OUT	12	6	8	1	0		2	18	8	0
250+13	-	250+20	RT	OUT	12	7	9	2	0		2	18	9	0
245+81	-	246+08	RT/LT	MEDIAN	14	27	42	7	0		18	22	0	42
245+94	-	246+00	LT	OUT	12	6	8	1	0		5	18	8	0
246+13	-	246+19	LT	OUT	12	6	8	1	0		2	18	8	0
246+15	-	246+21	LT	IN	12	6	8	1	0		2	18	8	0
246+30	-	246+37	LT	OUT	12	7	9	2	0		2	18	9	0
246+43	-	246+50	LT	OUT	12	7	9	2	0		2	18	9	0
246+43	-	246+50	LT	IN	13	7	10	2	0		2	20	10	0
246+57	-	246+62	LT	OUT	12	5	7	1	0		2	18	7	0
246+73	-	246+77	LT	OUT	13	4	6	1	0		0	20	6	0
247+06	-	247+12	LT	OUT	12	6	8	1	0		2	18	8	0
247+81	-	247+87	LT	IN	12	6	8	1	0		2	18	8	0
247+81	-	247+87	LT	OUT	13	6	9	1	0		2	20	9	0
247+99	-	248+05	LT	IN	12	6	8	1	0		2	18	8	0
247+99	-	248+05	LT	OUT	13	6	9	1	0		2	20	9	0
248+17	-	248+24	LT	IN	12	7	9	2	0		2	18	9	0
248+17	-	248+24	LT	OUT	13	7	10	2	0		2	20	10	0
					SUBTOTAL 0010			132	0	0	421	824	368	451

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CONCRETE PAVEMENT & REPAIR

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
248+30	-	248+38	LT	IN	12	8	11	2	0		4	18	11	0
248+30	-	248+38	LT	OUT	12	8	11	2	0		4	18	11	0
248+61	-	248+69	LT	IN	12	8	11	2	0		4	18	11	0
248+61	-	248+69	LT	OUT	12	8	11	2	0		4	18	11	0
248+84	-	248+88	LT	OUT	12	4	5	1	0		0	18	5	0
249+05	-	249+13	LT	IN	12	8	11	2	0		4	18	11	0
249+05	-	249+13	LT	OUT	12	8	11	2	0		4	18	11	0
249+41	-	249+49	LT	IN	12	8	11	2	0		4	18	11	0
249+41	-	249+49	LT	OUT	12	8	11	2	0		4	18	11	0
249+55	-	249+57	LT	IN	12	2	3	1	0		0	18	3	0
249+55	-	249+57	LT	OUT	12	2	3	1	0		0	18	3	0
249+67	-	249+70	LT	OUT	12	3	4	1	0		0	18	4	0
249+67	-	249+70	LT	OUT	12	3	4	1	0		0	18	4	0
249+94	-	250+00	LT	IN	12	6	8	1	0		2	18	8	0
249+94	-	250+00	LT	OUT	12	6	8	1	0		2	18	8	0
250+13	-	250+20	LT	IN	12	7	9	2	0		2	18	9	0
250+13	-	250+20	LT	OUT	12	7	9	2	0		2	18	9	0
250+13	-	250+54	LT	OUT	4	41	18	3	0		30	6	0	18
247+99	-	248+05	LT	IN	12	6	8	1	0		2	18	8	0
247+99	-	248+05	LT	OUT	13	6	9	1	0		2	20	9	0
248+17	-	248+24	LT	IN	12	7	9	2	0		2	18	9	0
248+17	-	248+24	LT	OUT	13	7	10	2	0		2	20	10	0
248+30	-	248+38	LT	IN	12	8	11	2	0		4	18	11	0
248+30	-	248+38	LT	OUT	12	8	11	2	0		4	18	11	0
248+61	-	248+69	LT	IN	12	8	11	2	0		4	18	11	0
248+61	-	248+69	LT	OUT	12	8	11	2	0		4	18	11	0
248+84	-	248+88	LT	OUT	12	4	5	1	0		0	18	5	0
249+05	-	249+13	LT	IN	12	8	11	2	0		4	18	11	0
249+05	-	249+13	LT	OUT	12	8	11	2	0		4	18	11	0
249+41	-	249+49	LT	IN	12	8	11	2	0		4	18	11	0
249+41	-	249+49	LT	OUT	12	8	11	2	0		4	18	11	0
249+55	-	249+57	LT	IN	12	2	3	1	0		0	18	3	0
249+55	-	249+57	LT	OUT	12	2	3	1	0		0	18	3	0
249+67	-	249+70	LT	OUT	12	3	4	1	0		0	18	4	0
249+67	-	249+70	LT	OUT	12	3	4	1	0		0	18	4	0
249+94	-	250+00	LT	IN	12	6	8	1	0		2	18	8	0
249+94	-	250+00	LT	OUT	12	6	8	1	0		2	18	8	0
250+13	-	250+20	LT	IN	12	7	9	2	0		2	18	9	0
250+13	-	250+20	LT	OUT	12	7	9	2	0		2	18	9	0
250+13	-	250+54	LT	OUT	4	41	18	3	0		30	6	0	18
249+98	-	250+20	RT	SDST	21	22	13	2	0		37	32	13	0
250+49	-	250+66	RT	SDST	24	30	39	6	0		37	38	0	39
250+00	-	250+21	LT	SDST	21	21	11	2	0		31	32	11	0
250+53	-	250+73	LT	SDST	21	22	14	2	0		27	32	14	0
					SUBTOTAL 0010			69	0	0	279	834	351	75

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CONCRETE PAVEMENT & REPAIR

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
251+99	-	252+50	RT	OUT	12	51	68	11	0		38	18	0	68
252+09	-	252+15	RT	IN	12	6	8	1	0		2	18	8	0
252+33	-	252+50	RT	IN	12	17	23	4	0		10	18	0	23
252+69	-	252+75	RT	IN	12	6	8	1	0		2	18	8	0
253+03	-	253+08	RT	IN	12	5	7	1	0		3	18	7	0
253+45	-	253+53	RT	IN	12	8	11	2	0		4	18	11	0
253+50	-	254+77	RT	OUT	12	127	169	27	0		99	18	0	169
253+97	-	254+77	RT	OUT	12	80	107	17	0		62	18	0	107
254+41	-	254+46	RT	IN	12	5	7	1	0		2	18	7	0
254+69	-	254+78	RT	OUT	12	9	12	2	0		4	18	12	0
252+37	-	252+43	RT/LT	MEDIAN	14	6	9	2	0		2	22	9	0
254+38	-	254+93	RT/LT	MEDIAN	14	55	86	14	0		42	22	0	86
250+54	-	250+60	LT	OUT	12	6	8	1	0		2	18	8	0
250+54	-	250+60	LT	IN	12	6	8	1	0		2	18	8	0
250+74	-	250+80	LT	IN	12	6	8	1	0		2	18	8	0
250+74	-	250+80	LT	OUT	12	6	8	1	0		2	18	8	0
250+89	-	250+95	LT	OUT	12	6	8	1	0		2	18	8	0
250+98	-	251+02	LT	OUT	13	4	6	1	0		0	20	6	0
251+35	-	251+38	LT	IN	12	3	4	1	0		3	18	4	0
251+35	-	251+38	LT	OUT	12	3	4	1	0		3	18	4	0
251+58	-	251+62	LT	IN	12	4	5	1	0		3	18	5	0
251+85	-	251+90	LT	OUT	12	5	7	1	0		5	18	7	0
251+85	-	251+90	LT	IN	12	5	7	1	0		5	18	7	0
252+08	-	252+69	LT	OUT	17	61	115	18	0		49	26	0	115
252+08	-	252+75	LT	IN	12	67	89	14	0		50	18	0	89
252+95	-	253+03	LT	OUT	12	8	11	2	0		4	18	11	0
252+98	-	253+06	LT	IN	12	8	11	2	0		4	18	11	0
253+12	-	253+19	LT	OUT	12	7	9	2	0		2	18	9	0
253+15	-	253+22	LT	IN	12	7	9	2	0		2	18	9	0
253+25	-	253+31	LT	OUT	12	6	8	1	0		2	18	8	0
253+40	-	253+47	LT	IN	12	7	9	2	0		2	18	9	0
253+59	-	253+65	LT	OUT	12	6	8	1	0		2	18	8	0
253+59	-	253+65	LT	IN	12	6	8	1	0		2	18	8	0
253+95	-	254+01	LT	IN	12	6	8	1	0		2	18	8	0
253+95	-	254+01	LT	IN	12	6	8	1	0		2	18	8	0
254+21	-	255+03	LT	OUT	12	82	109	17	0		62	18	0	109
254+64	-	254+71	LT	IN	12	7	9	2	0		2	18	9	0
254+82	-	254+90	LT	IN	12	8	11	2	0		4	18	11	0
254+96	-	255+02	LT	IN	12	6	8	1	0		2	18	8	0
255+15	-	255+22	LT	IN	12	7	9	2	0		2	18	9	0
255+15	-	255+22	LT	OUT	12	7	9	2	0		2	18	9	0
254+97	-	255+18	RT	SDST	30	22	20	3			46		0	20
255+18	-	255+38	RT	SDST	19	20	42	7			14		0	42
255+38	-	255+56	RT	SDST	30	20	67	11			18		0	67
255+56	-	255+94	RT	SDST	30	26	21	3			46		0	21
					SUBTOTAL 0010			189	0	0	620	756	270	916

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CONCRETE PAVEMENT & REPAIR

STATION	TO	STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
255+02	-	255+22	LT	SDST	21	22	10	2			35		10	0
255+22	-	255+38	LT	SDST	30	16	54	9			16		0	54
255+38	-	255+54	LT	SDST	12	20	21	3			11		0	21
255+54	-	255+77	LT	SDST	31	23	14	2			39		14	0
255+46	-	255+69	RT	OUT	12	23	31	5	0		16	18	0	31
256+02	-	256+17	RT	IN	12	15	20	3	0		10	18	0	0
257+15	-	257+22	RT	IN	12	7	9	2	0		2	18	9	0
257+30	-	257+43	RT	OUT	12	13	17	3	0		8	18	17	0
258+20	-	258+54	RT	OUT	12	34	45	7	0		24	18	0	45
258+37	-	258+47	RT	IN	12	10	13	2	0		6	18	13	0
259+38	-	259+45	RT	IN	12	7	9	2	0		2	18	9	0
259+98	-	260+06	RT	IN	12	8	11	2	0		4	18	11	0
259+98	-	260+06	RT	OUT	12	8	11	2	0		4	18	11	0
255+70	-	256+25	RT/LT	MEDIAN	14	55	86	14	0		42	22	0	86
259+98	-	260+06	RT/LT	MEDIAN	14	8	12	2	0		4	22	12	0
255+59	-	255+65	LT	IN	12	6	8	1	0		2	18	8	0
255+59	-	255+65	LT	OUT	12	6	8	1	0		2	18	8	0
256+86	-	256+88	LT								1			
256+78	-	256+82	LT	OUT	5	4	2	0	0		0	8	2	0
256+94	-	256+99	LT	OUT	6	5	3	1	0		2	8	3	0
257+28	-	257+34	LT	IN	12	6	8	1	0		2	18	8	0
257+30	-	257+53	LT	OUT	12	23	31	5	0		16	18	0	31
257+45	-	257+60	LT								5			
258+05	-	258+84	LT	OUT	12	79	105	17	0		70	18	0	105
259+57	-	259+66	LT	IN	12	9	12	2	0		4	18	12	0
259+57	-	259+66	LT	OUT	12	9	12	2	0		4	18	12	0
259+78	-	259+86	LT	IN	12	8	11	2	0		4	18	11	0
259+78	-	259+86	LT	OUT	12	8	11	2	0		4	18	11	0
259+97	-	260+05	LT	IN	12	8	11	2	0		4	18	11	0
259+97	-	260+05	LT	OUT	12	8	11	2	0		4	18	11	0
260+16	-	260+23	LT	OUT	12	7	9	2	0		2	18	9	0
260+03	-	260+24	LT	SDST	23	17	9	2			29		9	0
260+53	-	260+75	LT	SDST	22	22	12	2			32		12	0
260+53	-	260+61	RT	OUT	12	8	11	2	0		4	18	11	0
260+92	-	261+00	RT	IN	12	8	11	2	0		4	18	11	0
262+73	-	262+82	RT	IN	12	9	12	2	0		4	18	12	0
262+95	-	263+13	RT	OUT	12	18	24	4	0		12	18	0	24
263+39	-	263+52	RT	OUT	12	13	17	3	0		8	18	17	0
265+21	-	265+38	RT	IN	12	17	23	4	0		10	18	0	23
265+38	-	265+41	RT/LT	MEDIAN	14	3	5	1	0		0	22	5	0
260+36	-	260+59	LT	IN	12	23	31	5	0		16	18	0	31
260+37	-	260+59	LT	OUT	12	22	29	5	0		14	18	0	29
261+65	-	261+71	LT	IN	12	6	8	1	0		2	18	8	0
261+88	-	261+94	LT	IN	12	6	8	1	0		2	18	8	0
261+68	-	262+12	LT	OUT	12	44	59	9	0		32	18	0	59
262+25	-	262+26	LT								1			
262+66	-	262+75	LT	OUT	12	9	12	2	0		4	18	12	0
262+88	-	262+92	LT	IN	12	4	5	1	0		0	18	5	0
262+88	-	263+30	LT	OUT	12	42	56	9	0		30	18	0	56
				SUBTOTAL 0010				150	0	0	552	712	323	594

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CONCRETE PAVEMENT & REPAIR

STATION		TO STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
263+25	-	263+30	LT	IN	12	5	7	1	0		2	18	7	0
263+50	-	263+70	LT	OUT	12	20	27	4	0		14	18	0	27
264+93	-	265+20	LT	IN	12	27	36	6	0		18	18	0	36
264+93	-	265+20	LT	OUT	12	27	36	6	0		18	18	0	36
41ST AVE EAST	-													
264+98	-	265+26	RT	SDST	27	26	22	4			37		0	22
265+55	-	265+82	RT	SDST	27	26	21	3			39		0	21
265+00	-	265+23	LT	SDST	28	23	18	3			37		18	0
265+54	-	265+77	LT	SDST	28	23	21	3			36		0	21
265+79	-	265+85	RT	OUT	12	6	8	1	0		2	18	8	0
266+94	-	267+03	RT	OUT	12	9	12	2	0		4	18	12	0
266+94	-	267+03	RT	IN	12	9	12	2	0		4	18	12	0
268+24	-	268+25	RT								1			
268+79	-	268+84	RT	OUT	12	5	7	1	0		2	18	7	0
269+11	-	269+20	RT	IN	12	9	12	2	0		4	18	12	0
270+23	-	270+29	RT	OUT	12	6	8	1	0		2	18	8	0
266+93	-	267+00	RT/LT	MEDIAN	14	7	11	2	0		2	22	11	0
267+27	-	267+34	RT/LT	MEDIAN	14	7	11	2	0		2	22	11	0
268+31	-	268+37	RT/LT	MEDIAN	14	6	9	2	0		2	22	9	0
269+11	-	270+00	RT/LT	MEDIAN	14	89	138	22	0		68	22	0	138
265+77	-	265+85	LT	IN	12	8	11	2	0		4	18	11	0
265+77	-	265+85	LT	OUT	12	8	11	2	0		4	18	11	0
265+97	-	266+06	LT	IN	12	9	12	2	0		4	18	12	0
265+97	-	266+06	LT	OUT	12	9	12	2	0		7	18	12	0
266+14	-	266+26	LT	IN	12	12	16	3	0		6	18	16	0
266+14	-	266+26	LT	OUT	12	12	16	3	0		6	18	16	0
266+69	-	266+75	LT								1			
266+89	-	266+98	LT	IN	12	9	12	2	0		4	18	12	0
266+89	-	266+98	LT	OUT	12	9	12	2	0		4	18	12	0
268+13	-	268+19	LT	OUT	12	6	8	1	0		2	18	8	0
268+13	-	268+19	LT	IN	13	6	9	1	0		2	20	9	0
268+46	-	268+60	LT	OUT	15	14	23	4	0		9	24	23	0
268+96	-	268+98	LT	OUT	16	2	4	1	0		1	24	4	0
269+37	-	269+43	LT	OUT	12	6	8	1	0		2	18	8	0
270+18	-	270+26	LT	IN	12	8	11	2	0		4	18	11	0
270+18	-	270+26	LT	OUT	12	8	11	2	0		4	18	11	0
270+37	-	270+44	LT	IN	12	7	9	2	0		2	18	9	0
270+37	-	270+44	LT	OUT	12	7	9	2	0		2	18	9	0
42ND AVE EAST														
260+98	-	270+26	RT	SDST	28	28	20	3			36		0	20
270+56	-	270+79	RT	SDST	29	27	22	4			38		0	22
270+00	-	270+25	LT	SDST	28	26	18	3			38		18	0
270+54	-	270+80	LT	SDST	28	27	22	4			29		0	22
271+00	-	271+07	RT	OUT	12	7	9	2	0		2	18	9	0
271+22	-	271+26	RT	IN	6	4	3	1	0		0	8	3	0
271+78	-	271+86	RT	IN	12	8	11	2	0		4	18	11	0
271+70	-	271+99	RT	OUT	12	29	39	6	0		31	18	0	39
272+05	-	272+10	RT	OUT	12	5	7	1	0		13	18	7	0
272+52	-	272+54	RT								1			
272+62		272+65	RT	IN	6	3	2	0	0		0	8	2	0
					SUBTOTAL 0010			122	0	0	554	676	357	403

CONCRETE PAVEMENT & REPAIR

STATION		TO STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
272+67	-	272+79	RT	IN	12	12	16	3	0		6	18	16	0
273+26	-	273+29	RT	IN	6	3	2	0	0		0	8	2	0
273+05	-	273+12	RT	IN	13	7	10	2	0		2	20	10	0
273+47	-	273+53	RT	IN	12	6	8	1	0		2	18	8	0
273+47	-	273+53	RT	OUT	13	6	9	1	0		2	20	9	0
274+08	-	274+16	RT	IN	12	8	11	2	0		4	18	11	0
274+08	-	274+16	RT	OUT	12	8	11	2	0		4	18	11	0
274+35	-	274+40	RT	IN	6	5	3	1	0		2	8	3	0
270+82	-	271+45	RT/LT	MEDIAN	14	63	98	16	0		48	22	0	98
270+58	-	270+65	LT	IN	12	7	9	2	0		2	18	9	0
270+58	-	270+65	LT	OUT	12	7	9	2	0		2	18	9	0
270+91	-	271+05	LT	IN	12	14	19	3	0		8	18	19	0
270+82	-	270+85	LT	OUT	12	3	4	1	0		0	18	4	0
270+95	-	270+97	LT	IN	12	2	3	1	0		0	18	3	0
271+11	-	271+13	LT	OUT	12	2	3	1	0		0	18	3	0
271+22	-	271+24	LT	OUT	12	2	3	1	0		0	18	3	0
271+22	-	271+24	LT	IN	12	2	3	1	0		0	18	3	0
271+38	-	271+40	LT	OUT	12	2	3	1	0		0	18	3	0
271+38	-	271+40	LT	IN	12	2	3	1	0		0	18	3	0
271+86	-	271+92	LT	OUT	12	6	8	1	0		2	18	8	0
271+86	-	272+07	LT	IN	12	21	28	5	0		14	18	0	28
272+37	-	272+40	LT	IN	5	3	2	0	0		0	8	2	0
272+43	-	272+46	LT	IN	5	3	2	0	0		0	8	2	0
272+64	-	272+86	LT	IN	12	22	29	5	0		14	18	0	29
273+17	-	273+19	LT	IN	13	2	3	1	0		0	20	3	0
273+32	-	272+88	LT	IN	14	-44	-68		0		-36	22	-68	0
273+32	-	272+89	LT	OUT	15	-43	-72		0		-36	24	-72	0
274+07	-	274+13	LT								1			
274+22	-	274+39	LT	OUT	12	17	23	4	0		11	18	0	23
274+22	-	274+42	LT	IN	12	20	27	4	0		14	18	0	27
274+50	-	274+56	LT	OUT	12	6	8	1	0		2	18	8	0
274+68	-	274+74	LT								1			
274+73	-	274+77	LT	IN	12	4	5	1	0		0	18	5	0
274+88	-	274+94	LT	IN	12	6	8	1	0		2	18	8	0
275+22	-	275+34	LT	IN	12	12	16	3	0		6	18	16	0
275+27	-	275+34	LT	OUT	12	7	9	2	0		2	18	9	0
43RD AVE EAST														
274+98	-	275+41	RT	SDST	27	44	65	10			43		0	65
3+96	-	4+04	LT/RT	MEDAIN	27	44	65	10			43		0	65
0+00	-	0+14	RT	OUT	12	14	19	3	0		8	18	19	0
1+50	-	1+86	RT	OUT	12	36	48	8	0		26	18	0	48
1+70	-	4+04	RT	IN	12	234	312	49	0		184	18	0	312
1+96	-	4+93	RT	OUT	12	297	396	63	0		234	18	0	396
4+34	-	4+60	RT	IN	12	26	35	6	0		18	18	0	35
43RD AVE EAST														
274+98	-	275+41	RT	SDST	27	44	65	10			43		0	65
1+70	-	4+04	RT	IN	12	234	312	49	0		184	18	0	312
1+96	-	4+93	RT	OUT	12	297	396	63	0		234	18	0	396
4+34	-	4+60	RT	IN	12	26	35	6	0		18	18	0	35
7+03	-	7+20	RT	IN	12	17	23	4	0		10	18	0	23
8+00	-	8+54	RT	IN	12	54	72	11	0		40	18	0	72
9+86	-	10+80	RT	OUT	12	94	125	20	0		72	18	0	125
10+14	-	10+54	RT	IN	12	40	53	9	0		30	18	0	53
					SUBTOTAL 0010			384	0	0	1266	808	66	2208

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CONCRETE PAVEMENT & REPAIR

STATION		TO STATION	LOCATION RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
12+32	-	12+34	RT								1			
12+97	-	13+05	RT	IN	12	8	11	2	0		4	18	11	0
12+97	-	13+05	RT	OUT	12	8	11	2	0		4	18	11	0
0+05	-	0+11	LT	OUT	12	6	8	1	0		2	18	8	0
0+15	-	0+25	LT	IN	12	10	13	2	0		6	18	13	0
0+15	-	0+25	LT	OUT	12	10	13	2	0		6	18	13	0
0+47	-	0+56	LT	IN	12	9	12	2	0		4	18	12	0
0+47	-	0+56	LT	OUT	12	9	12	2	0		5	18	12	0
0+66	-	0+74	LT	IN	12	8	11	2	0		4	18	11	0
0+78	-	0+84	LT	OUT	12	6	8	1	0		2	18	8	0
0+80	-	0+99	LT	IN	12	19	25	4	0		12	18	0	25
0+92	-	2+69	LT	OUT	12	177	236	37	0		138	18	0	236
1+28	-	1+36	LT	IN	12	8	11	2	0		4	18	11	0
1+73	-	1+80	LT	IN	12	7	9	2	0		2	18	9	0
1+91	-	1+98	LT	IN	12	7	9	2	0		2	18	9	0
2+40	-	2+47	LT	IN	12	7	9	2	0		2	18	9	0
2+59	-	2+69	LT								3			
2+90	-	3+65	LT	OUT	12	75	100	16	0		58	18	0	100
3+28	-	3+34	LT	IN	12	6	8	1	0		2	18	8	0
3+41	-	3+47	LT	IN	12	6	8	1	0		2	18	8	0
3+80	-	3+81	LT								1			
4+22	-	4+47	LT	IN	12	25	33	5	0		18	18	0	33
4+22	-	4+62	LT	OUT	12	40	53	9	0		30	18	0	53
4+64	-	4+69	LT								1			
5+03	-	5+34	LT	IN	12	31	41	7	0		22	18	0	41
5+21	-	5+34	LT	OUT	12	13	17	3	0		8	18	17	0
6+66	-	6+75	LT	OUT	12	9	12	2	0		4	18	12	0
7+59	-	7+68	LT	OUT	12	9	12	2	0		4	18	12	0
7+59	-	7+68	LT	IN	12	9	12	2	0		4	18	12	0
12+97	-	13+05	LT	IN	12	8	11	2	0		4	18	11	0
12+97	-	13+05	LT	OUT	12	8	11	2	0		4	18	11	0
13+05	-	13+20	RT	APPROACH	24	15	56	9		56		22		
13+05	-	13+20	LT	APPROACH	24	15	56	9		56	5	22		
13+98	-	14+13	RT	APPROACH	24	15	56	9		56		22		
13+98	-	14+13	LT	APPROACH	24	15	56	9		56	5	22		
14+13	-	14+20	RT	IN	12	7	9	2	0		2	18	9	0
14+13	-	14+20	RT	OUT	12	7	9	2	0		2	18	9	0
14+68	-	15+31	RT	OUT	12	63	84	13	0		48	18	0	84
16+96	-	17+08	RT	IN	12	12	16	3	0		6	18	16	0
16+96	-	17+08	RT	OUT	12	12	16	3	0		6	18	16	0
18+64	-	18+71	RT	OUT	6	7	5	1	0		2	8	5	0
20+07	-	20+17	RT	IN	12	10	13	2	0		6	18	13	0
20+07	-	20+17	RT	OUT	12	10	13	2	0		6	18	13	0
22+55	-	22+64	RT	IN	12	9	12	2	0		4	18	12	0
24+98	-	25+05	RT	IN	12	7	9	2	0		2	18	9	0
14+13	-	14+20	LT	IN	12	7	9	2	0		2	18	9	0
14+13	-	14+20	LT	OUT	12	7	9	2	0		2	18	9	0
15+19	-	15+25	LT								1			
19+58	-	19+66	LT	OUT	12	8	11	2	0		4	18	11	0
20+81	-	20+88	LT	OUT	12	7	6	1	0		2	18	6	0
				SUBTOTAL 0010				186	0	224	468	816	367	573

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CONCRETE PAVEMENT & REPAIR

STATION	TO	LOCATION STATION	RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
22+07	-	22+12	LT	OUT	12	5	7	1	0		2	18	7	0
22+87	-	22+93	LT	OUT	12	6	8	1	0		2	18	8	0
23+96	-	24+00	LT	IN	12	4	5	1	0		0	18	5	0
48TH AVE EAST														
25+17	-	25+42	RT	SDST	19	27	15	2			29		15	0
24+61	-	24+87	LT	SDST	28	28	21	3			37		0	21
25+15	-	25+42	LT	SDST	28	27	23	4			38		0	23
	-													
25+14	-	26+73	RT	OUT	12	159	212	34	0		131	18	0	212
25+27	-	25+48	RT	IN	12	21	28	5	0		14	18	0	28
27+97	-	28+71	RT	OUT	12	74	99	16	0		56	18	0	99
28+23	-	28+47	RT	IN	12	24	32	5	0		16	18	0	32
31+99	-	32+07	RT	IN	12	8	11	2	0		4	18	11	0
32+76	-	32+83	RT	OUT	12	7	9	2	0		2	18	9	0
33+16	-	33+31	RT	OUT	12	15	20	3	0		10	18	0	0
33+53	-	33+60	RT	OUT	12	7	9	2	0		2	18	9	0
33+98	-	34+16	RT	IN	12	18	24	4	0		12	18	0	24
34+09	-	34+16	RT	OUT	6	7	5	1	0		2	8	5	0
25+28	-	25+51	RT/LT	MEDIAN	14	23	36	6	0		16	22	0	36
32+00	-	32+08	RT/LT	MEDIAN	14	8	12	2	0		4	22	12	0
33+00	-	33+22	RT/LT	MEDIAN	14	22	34	6	0		14	22	0	34
33+44	-	33+63	RT/LT	MEDIAN	14	19	30	5	0		12	22	0	30
25+28	-	26+99	LT	OUT	11	171	209	33	0		134	16	0	209
25+28	-	26+99	LT	OUT	12	171	228	36	0		134	18	0	228
25+40	-	25+49	LT	IN	12	9	12	2	0		4	18	12	0
26+34	-	26+42	LT	IN	12	8	11	2	0		4	18	11	0
26+52	-	26+58	LT	IN	12	6	8	1	0		2	18	8	0
26+94	-	28+87	LT	OUT	12	193	257	41	0		152	18	0	257
26+94	-	27+03	LT	IN	12	9	12	2	0		4	18	12	0
27+38	-	27+46	LT	IN	12	8	11	2	0		4	18	11	0
27+44	-	27+48	LT								12			
27+58	-	27+65	LT	IN	12	7	9	2	0		2	18	9	0
28+00	-	28+07	LT	IN	12	7	9	2	0		2	18	9	0
28+05	-	28+15	LT								3			
28+19	-	28+27	LT	IN	12	8	11	2	0		4	18	11	0
28+55	-	28+65	LT								3			
28+93	-	28+98	LT								1			
29+41	-	29+49	LT	OUT	12	8	11	2	0		4	18	11	0
29+75	-	29+83	LT	OUT	16	8	14	2	0		4	24	14	0
29+93	-	29+96	LT	OUT	12	3	4	1	0		1	18	4	0
30+05	-	30+08	LT	OUT	12	3	4	1	0		1	18	4	0
30+15	-	30+20	LT								1			
31+29	-	31+34	LT	OUT	6	5	3	1	0		2	8	3	0
31+71	-	31+76	LT								1			
32+08	-	32+15	LT	OUT	12	7	9	2	0		2	18	9	0
32+74	-	33+19	LT	OUT	12	45	60	10	0		34	18	0	60
33+08	-	33+09	LT								1			
33+17	-	33+32	LT	IN	12	15	20	3	0		10	18	0	0
33+33	-	33+49	LT	OUT	12	16	21	3	0		10	18	0	21
34+37	-	34+87	LT	OUT	12	50	67	11	0		38	18	0	67
				SUBTOTAL 0010				260	0	0	978	684	210	1381

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CONCRETE PAVEMENT & REPAIR

STATION	TO	LOCATION STATION	RT/LT	LANE	WIDTH	LENGTH	SY	BASE AGGREGATE OPEN-GRADED 310.0110 TON	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 415.0410 SY	DRILLED TIE BARS 416.0610 EACH	DRILLED DOWEL BARS 416.0620 EACH	CONCRETE PAVEMENT REPAIR 416.1710 SY	CONCRETE PAVEMENT REPLACEMENT 416.1720 SY
	-													
34+35	-	34+40	LT								1			
34+47	-	34+88	LT	IN	12	41	55	9	0		30	18	0	55
50TH AVE EAST	-													
34+69	-	35+00	RT	SDST	31	25	19	3			37		19	0
35+28	-	35+69	RT	SDST	37	43	73	12			45		0	73
34+60	-	34+88	LT	SDST	27	30	23	4			38		0	23
35+01	-	35+43	LT	SDST	28	42	66	11			43		0	66
35+19	-	35+36	RT	OUT	12	17	23	4	0		10	18	0	23
35+52	-	35+74	RT	OUT	12	22	29	5	0		14	18	0	29
36+13	-	36+19	RT	IN	12	6	8	1	0		2	18	8	0
36+13	-	36+19	RT	OUT	12	6	8	1	0		2	18	8	0
36+22	-	36+27	RT								1			
37+08	-	37+16	RT	OUT	12	8	11	2	0		4	18	11	0
37+96	-	39+52	RT	OUT	12	156	208	33	0		122	18	0	208
39+12	-	39+17	RT								1			
42+89	-	42+97	RT	IN	12	8	11	2	0		4	18	11	0
43+12	-	46+44	RT	OUT	12	332	443	70	443		262	18	0	0
45+40	-	45+90	RT	IN	12	50	67	11	0		38	18	0	67
45+52	-	45+53	RT								1			
47+01	-	48+12	RT	OUT	12	111	148	24	0		86	18	0	148
36+37	-	36+58	RT/LT	MEDIAN	14	21	33	5	0		14	22	0	33
35+09	-	35+24	LT	IN	12	15	20	3	0		10	18	0	0
35+09	-	35+48	LT	OUT	12	39	52	8	0		28	18	0	52
35+99	-	36+18	LT	OUT	12	19	25	4	0		12	18	0	25
36+07	-	36+18	LT	IN	12	11	15	2	0		6	18	15	0
37+27	-	37+34	LT	OUT	12	7	9	2	0		2	18	9	0
38+08	-	38+57	LT	OUT	12	49	65	10	0		36	18	0	65
38+03	-	38+08	LT								1			
38+74	-	38+93	LT	IN	12	19	25	4	0		12	18	0	25
40+28	-	40+36	LT	IN	12	8	11	2	0		4	18	11	0
41+99	-	42+07	LT	OUT	12	8	11	2	0		4	18	11	0
44+58	-	44+66	LT	OUT	12	8	11	2	0		4	18	11	0
44+79	-	45+58	LT	OUT	12	79	105	17	0		60	18	0	105
44+98	-	45+06	LT	IN	12	8	11	2	0		4	18	11	0
46+44	-	46+50	LT	OUT	12	6	8	1	0		2	18	8	0
47+40	-	47+47	LT	IN	12	7	9	2	0		2	18	9	0
48+62	-	48+69	LT	OUT	12	7	9	2	0		2	18	9	0
48+84	-	48+89	LT								1			
48+82	-	48+88	LT	IN	12	6	8	1	0		2	18	8	0
49+50	-	49+83	RT	SDST	28	35	38	6			41		0	38
50+00	-	50+28	RT	SDST	28	30	27	4			38		0	27
49+52	-	49+76	LT	SDST	27	24	18	3			35		18	0
50+04	-	50+29	LT	SDST	27	25	22	4			36		0	22
49+96	-	50+28	RT	OUT	12	32	43	7	0		22	18	0	43
49+96	-	50+06	RT	IN	12	10	13	2	0		6	18	13	0
49+44	-	51+06	LT	IN	12	6	8	1	0		2	18	8	0
49+44	-	51+06	LT	OUT	12	6	8	1	0		2	18	8	0
UNDISTIBUTED														
				SUBTOTAL			0	286	443	0	1129	580	205	1127
				TOTAL 0010				2195	443	640	7386	8212	3083	9370

CONCRETE DRIVEWAY 6-INCH

HY	STATION	TO	STATION	LOCATION	416.0160 SY	REMARKS
	249+20	-	249+36	LT	9	
	252+73	-	253+05	RT	18	
	256+34	-	256+75	RT	23	
	259+49	-	259+96	RT	26	
	258+66	-	259+04	LT	21	
	272+08	-	272+50	RT	23	
	15+36	-	15+57	LT	12	
	27+00	-	27+42	LT	23	
	29+59	-	30+00	LT	23	
	31+28	-	31+57	LT	16	
	33+15	-	33+50	LT	19	
				TOTAL 0040	213	

MOBILIZATION

STATION	TO	STATION	LOCATION	619.1000 EACH
214+00	-	52+53	PROJECT	1
			TOTAL 0010	1

WATER

STATION	TO	STATION	LOCATION	624.0100 MGAL
214+00	-	52+65	PROJECT	25
			TOTAL 0010	25

FINISHING

STATION		TO STATION	LOCATION	TOPSOIL 625.0100 SY	EROSION MAT URBAN CLASS I TYPE A 628.2006 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO.30 630.0130 LB
214+23	-	214+28	LT	2	2	0.001	0.06
31ST AVE EAST							
215+46	-	215+75	ML RT	18.7	18.7	0.012	0.50
242+67	-	242+69	ML LT	2.7	2.7	0.002	0.07
244+86	-	245+20	ML RT	19.6	19.6	0.012	0.53
244+91	-	245+20	ML LT	6.7	6.7	0.004	0.18
37TH AVE EAST							
245+55	-	245+83	ML RT	12.1	12.1	0.008	0.33
245+55	-	245+86	ML LT	16.4	16.4	0.010	0.44
245+95	-	246+05	ML LT				
249+87	-	250+19	ML RT	4.9	4.9	0.003	0.13
249+89	-	250+22	ML LT	21.2	21.2	0.013	0.57
38TH AVE EAST							
250+53	-	250+89	ML LT	40.2	40.2	0.025	1.08
254+88	-	255+73	ML LT	25.5	25.5	0.016	0.69
39TH AVE EAST							
255+53	-	255+87	ML LT	17.7	17.7	0.011	0.48
40TH AVE EAST							
264+94	-	265+25	ML RT	23.8	23.8	0.015	0.64
264+96	-	265+25	ML LT	23.8	23.8	0.015	0.64
41ST AVE EAST							
265+56	-	265+91	ML RT	38.8	38.8	0.024	1.05
265+55	-	265+88	ML LT	13.2	13.2	0.008	0.36
269+97	-	270+24	ML RT	24.2	24.2	0.015	0.65
269+90	-	270+24	ML LT	30.0	30.0	0.019	0.81
42ND AVE EAST							
270+59	-	270+77	ML RT	24.0	24.0	0.015	0.65
270+56	-	270+84	ML LT	21.4	21.4	0.014	0.58
274+98	-	275+25	ML LT	12.3	12.3	0.008	0.33
43RD AVE EAST							
12+32	-	12+34	ML RT	2.7	2.7	0.002	0.07
24+58	-	24+86	ML LT	25.4	25.4	0.016	0.69
48TH AVE EAST							
25+18	-	25+48	ML LT	37.5	37.5	0.024	1.01
25+18	-	25+35	ML RT	15.1	15.1	0.010	0.41
34+54	-	34+98	ML RT	46.9	46.9	0.030	1.27
34+58	-	34+86	ML LT	30.8	30.8	0.019	0.83
50TH AVE EAST							
35+45	-	35+71	ML RT	41.7	41.7	0.026	1.13
35+18	-	35+47	ML LT	25.4	25.4	0.016	0.69
36+22	-	36+27	ML RT	2.7	2.7	0.002	0.07
49+48	-	49+77	ML RT	42.5	42.5	0.027	1.15
49+47	-	49+75	ML LT	22.3	22.3	0.014	0.60
53RD AVE EAST							
50+03	-	50+31	ML RT	42.1	42.1	0.026	1.14
50+04	-	50+33	ML LT	40.1	40.1	0.035	1.18
TOTAL 0010				775.0	775.0	0.500	21.00

FINISHING

STATION		TO STATION	LOCATION	TOPSOIL 625.0100 SY	EROSION MAT URBAN CLASS I TYPE A 628.2006 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO.30 630.0130 LB
31ST AVE EAST							
220+74	-	221+85	RT	49.3	49.3	0.031	1.33
225+39	-	225+55	RT	7.1	7.1	0.004	0.19
225+71	-	225+78	RT	3.1	3.1	0.002	0.08
227+91	-	227+98	RT	3.1	3.1	0.002	0.08
229+66	-	229+73	RT	3.1	3.1	0.002	0.08
229+89	-	230+00	RT	4.9	4.9	0.003	0.13
232+24	-	232+40	RT	7.1	7.1	0.004	0.19
235+11	-	235+18	RT	3.1	3.1	0.002	0.08
235+71	-	235+78	RT	3.1	3.1	0.002	0.08
236+19	-	236+80	RT	27.1	27.1	0.017	0.73
237+34	-	237+51	RT	7.6	7.6	0.005	0.21
238+00	-	238+16	RT	7.1	7.1	0.004	0.19
238+71	-	238+78	RT	3.1	3.1	0.002	0.08
239+11	-	239+18	RT	3.1	3.1	0.002	0.08
240+01	-	240+08	RT	3.1	3.1	0.002	0.08
240+31	-	240+38	RT	3.1	3.1	0.002	0.08
240+96	-	241+03	RT	3.1	3.1	0.002	0.08
243+00	-	243+20	RT	8.9	8.9	0.006	0.24
244+71	-	244+86	RT	6.7	6.7	0.004	0.18
37th AVE EAST							
246+11	-	246+19	RT	3.6	3.6	0.002	0.10
247+20	-	247+35	RT	6.7	6.7	0.004	0.18
248+74	-	248+91	RT	7.6	7.6	0.005	0.21
249+50	-	249+92	RT	18.7	18.7	0.012	0.50
249+15	-	249+20	LT	2.2	2.2	0.001	0.06
249+36	-	249+89	LT	23.6	23.6	0.015	0.64
38TH AVE EAST							
252+49	-	252+65	RT	7.1	7.1	0.004	0.19
250+82	-	250+95	LT	5.8	5.8	0.004	0.16
250+82	-	250+95	LT	5.8	5.8	0.004	0.16
251+69	-	251+76	LT	3.1	3.1	0.002	0.08
252+08	-	252+15	LT	3.1	3.1	0.002	0.08
252+99	-	253+09	LT	4.4	4.4	0.003	0.12
253+55	-	253+66	LT	4.9	4.9	0.003	0.13
253+75	-	253+91	LT	7.1	7.1	0.004	0.19
254+67	-	254+74	LT	3.1	3.1	0.002	0.08
39TH AVE EAST							
255+88	-	256+08	RT	8.9	8.9	0.006	0.24
257+22	-	257+38	RT	7.1	7.1	0.004	0.19
255+87	-	256+16	LT	12.9	12.9	0.008	0.35
257+02	-	257+08	LT	2.7	2.7	0.002	0.07
257+51	-	257+58	LT	3.1	3.1	0.002	0.08
258+07	-	258+36	LT	12.9	12.9	0.008	0.35
258+50	-	258+66	LT				
40TH AVE EAST							
259+96	-	261+31	RT	60.0	60.0	0.038	1.62
261+65	-	261+75	RT	4.4	4.4	0.003	0.12
262+67	-	262+84	RT	7.6	7.6	0.005	0.21
263+04	-	263+15	RT	4.9	4.9	0.003	0.13
SUBTOTAL 0040				388.1	388.1	0.244	10.43

FINISHING

STATION		TO STATION	LOCATION	TOPSOIL 625.0100 SY	EROSION MAT URBAN CLASS I TYPE A 628.2006 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO.30 630.0130 LB
263+15	-	263+35	RT	8.9	8.9	0.006	0.24
263+35	-	263+53	RT	8.0	8.0	0.005	0.22
262+07	-	262+14	LT	3.1	3.1	0.002	0.08
262+32	-	262+39	LT	3.1	3.1	0.002	0.08
262+82	-	262+89	LT	3.1	3.1	0.002	0.08
263+15	-	263+25	LT	4.4	4.4	0.003	0.12
263+62	-	263+69	LT	3.1	3.1	0.002	0.08
264+00	-	264+11	LT	4.9	4.9	0.003	0.13
41ST AVE EAST							
267+87	-	267+93	RT	2.7	2.7	0.002	0.07
268+29	-	268+55	RT	11.6	11.6	0.007	0.31
269+02	-	269+08	RT	2.7	2.7	0.002	0.07
266+52	-	266+59	LT	3.1	3.1	0.002	0.08
266+69	-	266+75	LT	2.7	2.7	0.002	0.07
267+60	-	267+95	LT	15.6	15.6	0.010	0.42
268+95	-	269+16	LT	9.3	9.3	0.006	0.25
269+40	-	269+71	LT	13.8	13.8	0.009	0.37
42ND AVE EAST							
271+09	-	271+45	RT	16.0	16.0	0.010	0.43
271+81	-	272+08	RT	12.0	12.0	0.008	0.32
272+50	-	272+65	RT	6.7	6.7	0.004	0.18
272+99	-	273+10	RT	4.9	4.9	0.003	0.13
273+45	-	274+35	RT	40.0	40.0	0.025	1.08
274+54	-	275+02	RT	21.3	21.3	0.013	0.58
270+84	-	270+94	LT	4.4	4.4	0.003	0.12
271+08	-	271+15	LT	3.1	3.1	0.002	0.08
271+82	-	271+89	LT	3.1	3.1	0.002	0.08
272+12	-	272+19	LT	3.1	3.1	0.002	0.08
274+07	-	274+14	LT	3.1	3.1	0.002	0.08
274+22	-	274+39	LT	7.6	7.6	0.005	0.21
274+67	-	274+74	LT	3.1	3.1	0.002	0.08
43RD AVE EAST							
2+96	-	3+03	RT	3.1	3.1	0.002	0.08
4+46	-	4+53	RT	3.1	3.1	0.002	0.08
4+61	-	4+68	RT	3.1	3.1	0.002	0.08
5+04	-	5+29	RT	11.1	11.1	0.007	0.30
0+00	-	0+11	LT	4.9	4.9	0.003	0.13
2+46	-	2+56	LT	4.4	4.4	0.003	0.12
2+65	-	2+81	LT	7.1	7.1	0.004	0.19
2+97	-	3+04	LT	3.1	3.1	0.002	0.08
4+16	-	4+31	LT	6.7	6.7	0.004	0.18
4+51	-	4+61	LT	4.4	4.4	0.003	0.12
5+47	-	5+54	LT	3.1	3.1	0.002	0.08
5+87	-	5+94	LT	3.1	3.1	0.002	0.08
6+26	-	6+81	LT	24.4	24.4	0.015	0.66
7+00	-	7+42	LT	18.7	18.7	0.012	0.50
7+53	-	8+00	LT	20.9	20.9	0.013	0.56
9+21	-	9+28	LT	3.1	3.1	0.002	0.08
11+13	-	11+20	LT	3.1	3.1	0.002	0.08
16+75	-	16+86	LT	4.9	4.9	0.003	0.13
17+33	-	17+39	LT	2.7	2.7	0.002	0.07
17+91	-	18+07	LT	7.1	7.1	0.004	0.19
SUBTOTAL 0040				370.6	370.6	0.235	9.91

3

FINISHING

STATION	TO	STATION	LOCATION	TOPSOIL 625.0100 SY	EROSION MAT CLASS I TYPE A 628.2006 SY	FERTILIZER TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 30 630.0130 LB
18+57	-	18+64	LT	3.1	3.1	0.002	0.08
19+28	-	19+34	LT	2.7	2.7	0.002	0.07
19+87	-	19+94	LT	3.1	3.1	0.002	0.08
20+16	-	20+34	LT	8.0	8.0	0.005	0.22
20+47	-	20+54	LT	3.1	3.1	0.002	0.08
20+67	-	20+74	LT	3.1	3.1	0.002	0.08
21+62	-	21+69	LT	3.1	3.1	0.002	0.08
22+41	-	22+48	LT	3.1	3.1	0.002	0.08
22+67	-	22+74	LT	3.1	3.1	0.002	0.08
22+92	-	22+98	LT	2.7	2.7	0.002	0.07
23+92	-	23+99	LT	3.1	3.1	0.002	0.08
24+20	-	24+59	LT	17.3	17.3	0.011	0.47
48TH AVE EAST							
26+46	-	27+00	LT	24.0	24.0	0.015	0.65
30+87	-	31+14	LT	12.0	12.0	0.008	0.32
31+57	-	31+77	LT	8.9	8.9	0.006	0.24
32+60	-	33+00	LT	17.8	17.8	0.011	0.48
33+50	-	34+00	LT	22.2	22.2	0.014	0.60
34+20	-	34+30	LT	4.4	4.4	0.003	0.12
34+42	-	34+49	LT	3.1	3.1	0.002	0.08
50TH AVE EAST							
37+47	-	38+73	LT	56.0	56.0	0.035	1.51
39+22	-	39+66	LT	19.6	19.6	0.012	0.53
39+77	-	39+84	LT	3.1	3.1	0.002	0.08
41+62	-	41+69	LT	3.1	3.1	0.002	0.08
42+05	-	42+16	LT	4.9	4.9	0.003	0.13
42+27	-	42+34	LT	3.1	3.1	0.002	0.08
42+40	-	42+61	LT	9.3	9.3	0.006	0.25
42+82	-	42+89	LT	3.1	3.1	0.002	0.08
43+60	-	43+87	LT	12.0	12.0	0.008	0.32
44+65	-	44+81	LT	7.1	7.1	0.004	0.19
45+11	-	45+36	LT	11.1	11.1	0.007	0.30
45+73	-	45+79	LT	2.7	2.7	0.002	0.07
45+90	-	46+00	LT	4.4	4.4	0.003	0.12
46+41	-	46+61	LT	8.9	8.9	0.006	0.24
47+56	-	47+76	LT	8.9	8.9	0.006	0.24
49+45	-	49+57	LT	5.3	5.3	0.003	0.14
50+33	-	51+19	LT	37.8	37.8	0.023	1.34
			SUBTOTAL 0040	348.3	348.3	0.221	9.66
			TOTAL 0040	1107.0	1107.0	0.700	30.00
			ITEM TOTAL	1882.0	1882.0	1.200	51.00

SEED WATER

STATION	TO	STATION	LOCATION	630.0500 SY
214+00	-	52+65	LT/RT	18
			TOTAL 0010	18
214+00	-	52+65	LT/RT	25
			TOTAL 0040	25
			ITEM TOTAL	43

MOB EROSION CONTROL

Y	STATION	TO	STATION	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH
	214+00	-	52+65	STAGE 1	1	1
	214+00	-	52+65	STAGE 2	1	1
	214+00	-	52+65	STAGE 3	1	
				TOTAL 0010	3	2

INLET PROTECTION TYPE C

NAME	TYPE	STATION	OFFSET	LOCATION	628.7015 EACH	REMARKS
CB040225	SS	216+21	34.00	RT	1	Mortar Missing/Concrete Chipped Chimney I
CB040226	SS	216+39	-32.00	LT	1	Mortar Missing/Chimney Rings Bad Chimney
CB040236	SS	223+55	29.00	RT	1	
CB040234	SS	223+55	-27.00	LT	1	Debris, chimney condition unknown
CB040240	SS	225+48	29.00	RT	1	Mortar Missing
CB040238	SS	225+48	-27.00	LT	1	
CB070195	SS	232+98	-27.00	LT	1	Mortar Missing/Concrete Chipped Chimney I
CB070193	SS	232+99	29.00	RT	1	Mortar Missing/Concrete Chipped Chimney I
CB070090	SS	235+20	28.00	RT	1	
CB070091	SS	235+20	-27.00	LT	1	
3165	SS	240+18	-38.00	LT	1	Small Debris/Mortar Missing Medium
3166	SS	240+21	-55.00	LT	1	Debris
CB070079	SS	240+49	-32.00	LT	1	Debris
CB070096	SS	245+58	60.00	RT	1	
CB070093	SS	245+58	-59.00	LT	1	
ST070094	SS	245+60	33.00	RT	1	
ST07007D	SS	245+60	-33.00	LT	1	Mortar Missing
CB07007E	SS	245+82	-33.00	LT	1	
CB070095	SS	245+85	34.00	RT	1	
ST070097	SS	249+95	33.00	RT	1	
ST070098	SS	249+97	-33.00	LT	1	Debris/Possible Chimney Ring Break
3128	SS	250+38	60.00	RT	1	Longitudinal Crack/Infiltration Stain/Frame C
ST07071D	SS	250+62	44.00	RT	1	
CB07071E	SS	250+78	33.00	RT	1	Circumferential Fracture
CB07071F	SS	250+80	-33.00	LT	1	
ST070013	SS	255+61	33.00	RT	1	Mortar Missing/Chimney Ring Chipped and M
CB07013A	SS	255+64	44.00	RT	1	Debris/Void
CB070100	SS	255+84	-36.00	LT	1	Debris/Possible Chimney Ring Break
CB07023B	SS	260+01	34.00	RT	1	
CB07023C	SS	260+01	-32.00	LT	1	
ST070023	SS	260+48	-61.00	LT	1	
ST070024	SS	260+49	-20.00	LT	1	Mortar Missing
CB07023A	SS	260+79	-32.00	LT	1	Debris/Chimney Ring Chipped
ST07024A	SS	263+09	-20.00	LT	1	Mortar Missing/Ingress into Structure
			SUBTOTAL 0010		34	

INLET PROTECTION TYPE C

NAME	TYPE	STATION	OFFSET	LOCATION	628.7015 EACH	REMARKS
CB07024B	SS	263+10	33.00	RT	1	
CB070101	SS	263+10	-32.00	LT	1	
ST070102	SS	265+08	-21.00	LT	1	Chimney Rings Cracked/Mortar Missing
CB070104	SS	265+21	47.00	RT	1	
CB070105	SS	265+61	47.00	RT	1	
CB070103	SS	265+84	-32.00	LT	1	
CB07032C	SS	269+95	34.00	RT	1	
CB070109	SS	270+23	61.00	RT	1	
CB070107	SS	270+23	-60.00	LT	1	
ST070032	SS	270+25	20.00	RT	1	
CB070108	SS	270+59	-59.00	LT	1	
CB07032F	SS	270+86	34.00	RT	1	
CB07074B	SS	4+66	29.00	RT	1	Longitudinal Crack
CB07074A	SS	4+66	-27.00	LT	1	
CB070111	SS	4+75	-52.00	LT	1	NO WORK
2603	SS	4+92	27.00	RT	1	
CB070112	SS	13+11	29.00	RT	1	Mortar Missing/Chimney Rings Bad Chimney
CB070113	SS	13+11	-27.00	LT	1	Multiple Cracks
CB080142	SS	16+07	-27.00	LT	1	
CB080141	SS	16+10	29.00	RT	1	
ST080021	SS	25+02	-88.00	LT	1	NO WORK
CB08021A	SS	25+45	-33.00	LT	1	
CB08021B	SS	25+47	33.00	RT	1	
CB080143	SS	34+57	-33.00	LT	1	
CB080144	SS	34+67	33.00	RT	1	Chimney Rings Cracked/Mortar Missing
ST080024	SS	35+14	0.00	LT	1	Chimney Rings Cracked/Mortar Missing/Ingr
ST080160	SS	35+20	112.00	RT	1	NO WORK
CB080146	SS	35+46	-32.00	LT	1	Chimney Rings Cracked/Mortar Missing
CB080145	SS	35+49	59.00	RT	1	
ST08006A	SS	40+16	0.00	LT	1	Mortar Missing/Infiltration Stains
ST080006	SS	40+16	-46.00	LT	1	NO WORK
CB080148	SS	40+22	28.00	RT	1	Chimney Rings Cracked/Mortar Missing
CB080147	SS	40+32	-27.00	LT	1	
ST080008	SS	44+92	-76.00	LT	1	NO WORK
CB08008A	SS	45+36	-27.00	LT	1	Chimney Rings Cracked/Mortar Missing/Debi
CB08008B	SS	45+79	-27.00	LT	1	
CB080151	SS	45+80	27.00	RT	1	Chimney Rings Cracked/Mortar Missing
CB080155	SS	49+47	30.00	RT	1	
CB080154	SS	49+47	-28.00	LT	1	
CB080157	SS	52+29	29.00	RT	1	Wall Collapsed/Rebar Exposed
CB080153	SS	52+29	-35.00	LT	1	
		SUBTOTAL 0010			34	
		TOTAL 0010			68	

HMA

STATION	TO	STATION	LOCATION	TACK COAT 455.0605 GAL	HMA PAVEMENT 5 HT 58-34 V 460.7645 TON	HMA PAVEMENT 5 SMA 58-34 V 460.8645 TON	ASPHALTIC SURFACE PATCHING 465.0110 TON
214+00	-	216+29	EB/SB LANES	73	43	51	10
219+79	-	275+42	EB/SB LANES	1780	1038	1246	120
0+00	-	13+05	EB/SB LANES	418	244	292	30
14+13	-	52+65	EB/SB LANES	1233	719	863	80
214+00	-	216+29	WB/NB LANES	73	43	51	10
219+79	-	275+42	WB/NB LANES	1780	1038	1246	120
0+00	-	13+05	WB/NB LANES	418	244	292	30
14+13	-	52+53	WB/NB LANES	1229	717	860	80
			UNDISTRIBUTED	142	205	48	25
			TOTAL 0010	7145	4290	4950	505

FIELD OFFICE TYPE B

STATION	TO	STATION	LOCATION	642.5001 EACH
214+00	-	52+65	PROJECT	1
			TOTAL 0010	1

PERMANENT SIGNING

STATION	LOCATION	SIGN CODE	SIZE	POSTS WOOD 4X6-INCH X 16-FT 634.0616 EACH	POSTS TUBULAR 2X2-INCH X 14 FT 634.0814 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	MOVING SIGNS TYPE II 638.2102 EACH	MOVING SMALL SIGN SUPPORTS 638.4000 EACH	REMARKS
215+55	RT	R1-1	36"X36"				1	1	31ST AVE E/EAST 2ND ST
245+15	LT	R1-1	36"X36"				1	1	37TH AVE E/EAST 2ND ST
245+65	RT	R1-1	36"X36"				1	1	
250+15	LT	R1-1	36"X36"				1	1	38TH AVE E/EAST 2ND ST
250+65	RT	R1-1	36"X36"				1	1	
250+65	RT	W11-2	30"X30"		1		1		PEDESTRIAN CROSSING (BOX OUT)
255+07	RT	R5-2	24"X24"				1	1	
255+73	RT	STREET SIGNS					1	1	39TH AVE E/EAST 2ND ST
256+30	LT	R4-5L	24"X30"	1		6			TRUCKS USE LEFT LANE
260+18	RT	R1-1	36"X36"				1	1	
265+15	LT	R1-1	36"X36"				1	1	
265+90	RT	R1-1	36"X36"				1	1	41ST AVE E/EAST 2ND ST
269+77	RT	R4-5L	24"X30"	1		6			TRUCKS USE LEFT LANE
270+15	LT	R1-1	36"X36"				1	1	
270+70	RT	R1-1	36"X36"				1	1	
0+25	RT	R1-1	36"X36"				1	1	43RD AVE E/EAST 2ND ST
24+75	LT	R1-1	36"X36"				1	1	
34+75	LT	R1-1	36"X36"				1	1	
35+55	RT	R1-1	36"X36"				1	1	
49+70	LT	R1-1	36"X36"				1	1	
	LT	R6-2R	24"X30"						ONE WAY
50+21	RT	R1-1	36"X36"				1	1	
	RT	R6-2R	24"X30"						ONE WAY
50+22	RT	STREET SIGNS					1	1	53RD AVE E/EAST 2ND ST
TOTAL 0010				2	1	12	20	19	

TRAFFIC CONTROL

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL DRUMS 643.0300 DAY	TRAFFIC CONTROL BARRICADES TYPE III 643.0420 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A 643.0705 DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE C 643.0715 DAY	TRAFFIC CONTROL ARROW BOARDS 643.0800 DAY	TRAFFIC CONTROL SIGNS 643.0900 DAY	TRAFFIC CONTROL SIGNS FIXED MESSAGE 643.1000 SF	TRAFFIC CONTROL SIGNS PCMS 643.1050 DAY	REMARKS
												Stage 1
207+00	-	215+31	30th - 31st Ave E	3744	360	720	1512	144	1152		92	
215+31	-	245+30	31th - 37th Ave E	792	216	432	0	0	648		0	
245+30	-	250+30	37th - 38th Ave E	3744	432	864	720	0	576		0	
250+30	-	255+30	38th - 39th Ave E	3384	216	432	0	0	576		0	
255+30	-	260+30	39th - 40th Ave E	3816	144	288	0	0	504		0	
260+30	-	265+40	40th - 41st Ave E	2520	144	288	0	0	288		0	
265+40	-	270+30	41st - 42nd Ave E	2592	288	576	0	0	0		0	
270+30	-	275+40	42nd - 43rd Ave E	2520	288	576	648	0	720		0	
257+40	-	25+00	43rd - 48th Ave E	648	288	576	0	0	648		0	
25+00	-	35+00	48th - 50th Ave E	5472	648	1296	504	0	936		0	
35+00	-	49+90	50th - 53rd Ave E	5472	216	432	0	0	0		0	
49+90	-	55+00	53rd - End Project	2016	0	0	360	144	1224		92	
											0	Stage 2
207+00	-	215+31	30th - 31st Ave E	3744	288	576	1584	72	1008		92	
215+31	-	245+30	31th - 37th Ave E	1584	360	720	0	0	576		0	
245+30	-	250+30	37th - 38th Ave E	3168	432	864	720	0	504		0	
250+30	-	255+30	38th - 39th Ave E	2880	216	432	0	0	504		0	
255+30	-	260+30	39th - 40th Ave E	2232	0	0	0	0	360		0	
260+30	-	265+40	40th - 41st Ave E	2160	288	576	0	0	432		0	
265+40	-	270+30	41st - 42nd Ave E	2304	144	288	0	0	432		0	
270+30	-	275+40	42nd - 43rd Ave E	1944	288	576	720	0	360		0	
257+40	-	25+00	43rd - 48th Ave E	1152	144	288	0	0	576		0	
25+00	-	35+00	48th - 50th Ave E	5400	720	1440	720	0	1008		0	
35+00	-	49+90	50th - 53rd Ave E	4608	216	432	0	0	432		0	
49+90	-	55+00	53rd - End Project	1440	216	432	360	72	0		92	
207+00	-	55+00	Entire Project	6356	84	168	0	56	0		0	
										400		TRUCK ADVANCED SIGNING
TOTAL 0010				75692	6636	13272	7848	488	13464	400	368	

FLASHING BEACON QUEUE WARNING SYSTEM

STATION	LOCATION	SPV.0045.01 DAY
USH 2 / USH 53		
39TH AVENUE		
254+94	Approximate Stop Bar Location	166
246+94	One PTS approximately 800 feet upstream of the stop bar at the intersection of USH 2/53 and 39th	
234+94	First FBS 2000 feet upstream of stop bar at the intersection of USH 2/53 and 39th Avenue	
215+94	Second FBS 3900 feet upstream of stop bar at the intersection of USH 2/53 and 39th Avenue	
ITEM TOTAL 0010		166

VERIFY LOCATIONS, LENGTHS WITH THE ENGINEER.
SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

MANHOLES & CATCH BASINS

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STATION	OFFSET	NAME	TYPE	RECONSTRUCTING CATCH BASINS 611.0410 EACH	RECONSTRUCTING MANHOLES 611.0420 EACH	COVER PLATES TEMPORARY 611.8120.S EACH	ELASTOMERIC WATERPROOFING SEALER SPV.0060,01 EACH	REMARKS
214+86	-33.0	CB040228	SS	1			1	
216+39	-32.0	CB040226	SS	1			1	Mortar Missing/Chimney Rings Bad Chimney Interior
223+55	-27.0	CB040234	SS	1			1	Debris, chimney condition unknown
225+48	29.0	CB040240	SS	1			1	Mortar Missing
225+48	-27.0	CB040238	SS	1			1	
232+98	-27.0	CB070195	SS	1			1	Mortar Missing/Concrete Chipped Chimney Interior/Void
232+99	29.0	CB070193	SS	1			1	Mortar Missing/Concrete Chipped Chimney Interior/Void
240+76	34.0	CB07079A	SS	1			1	Debris/Chimney Collapsed
37th Avenue East								
245+58	-59.0	CB070093	SS	1			1	
245+60	-33.0	ST07007D	SS		1	1	1	Mortar Missing
245+58	60.0	CB070096	SS	1			1	
250+62	44.0	ST07071D	SS		1	1	1	
39th Avenue East								
255+84	-32.0	CB070100	SS	1			1	Debris/Possible Chimney Ring Break
255+61	33.0	ST070013	SS		1	1	1	Mortar Missing/Chimney Ring Chipped and Missing
255+64	44.0	CB07013A	SS	1			1	Debris/Void
0th Avenue East								
260+48	-61.0	ST070023	SS		1	1	1	
260+49	-20.0	ST070024	SS		1	1	1	Mortar Missing
263+09	-20.0	ST07024A	SS		1	1	1	Mortar Missing/Ingress into Structure
1st Avenue East								
270+23	-60.0	CB070107	SS	1			1	
270+59	-59.0	CB070108	SS	1			1	
270+23	61.0	CB070109	SS	1			1	
42nd Avenue East - 43rd Avenue East								
13+11	29.0	CB070112	SS	1			1	Mortar Missing/Chimney Rings Bad Chimney Interior
48th Avenue East								
25+17	30.0	MH080006	SS		1	1	1	Chimney Rings Cracked/Mortar Missing
34+67	33.0	CB080144	SS	1			1	Chimney Rings Cracked/Mortar Missing
50th Avenue East								
35+14	0.0	ST080024	SS		1	1	1	Chimney Rings Cracked/Mortar Missing/Ingress
35+46	-32.0	CB080146	SS	1			1	Chimney Rings Cracked/Mortar Missing
40+16	0.0	ST08006A	SS		1	1	1	Mortar Missing/Infiltration Stains
40+22	28.0	CB080148	SS	1			1	
45+36	-27.0	CB08008A	SS	1			1	Chimney Rings Cracked/Mortar Missing/Debris
45+80	27.0	CB080151	SS	1			1	Chimney Rings Cracked/Mortar Missing
TOTAL 0010				21	9	9	30	
240+54	-35.0	MH070002	SAN		1	1	1	
37th Avenue East - 48th Avenue East								
25+17	30.0	MH080006	SAN		1	1	1	Mortor Missing
50th Ave East - 53rd Avenue East								
50+04	28.0	MH080030	SAN		1	1	1	Chimney Rings Cracked/Mortar Missing/Ingress
TOTAL 0040				0	3	3	3	
			TOTAL	21	12	12	33	

TRAFFIC CONTROL COVERING SIGNS TYPE II

STATION	643.0920 EACH
243+80	1
258+40	1
7+60	1
33+10	1
52+25	1
5+90	1
29+70	1
	7

TUBULAR MARKERS

STATION	TO	STATION	LOCATION	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS 643.0500 EACH	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES 643.0600 EACH
207+00	-	215+31	30th - 31st Ave E	0	0
215+31	-	245+30	31th - 37th Ave E	69	69
245+30	-	250+30	37th - 38th Ave E	11	11
250+30	-	255+30	38th - 39th Ave E	0	0
255+30	-	260+30	39th - 40th Ave E	0	0
260+30		265+40	40th - 41st Ave E	0	0
265+40	-	270+30	41st - 42nd Ave E	10	10
270+30	-	275+40	42nd - 43rd Ave E	68	68
257+40	-	25+00	43rd - 48th Ave E	0	0
25+00	-	35+00	48th - 50th Ave E	2	2
35+00	-	49+90	50th - 53rd Ave E	0	0
49+90	-	55+00	53rd - End Project	0	0
207+00	-	215+31	30th - 31st Ave E	0	0
215+31	-	245+30	31th - 37th Ave E	75	75
245+30	-	250+30	37th - 38th Ave E	5	5
250+30	-	255+30	38th - 39th Ave E	0	0
255+30	-	260+30	39th - 40th Ave E	0	0
260+30		265+40	40th - 41st Ave E	0	0
265+40	-	270+30	41st - 42nd Ave E	0	0
270+30	-	275+40	42nd - 43rd Ave E	59	59
257+40	-	25+00	43rd - 48th Ave E	5	5
25+00	-	35+00	48th - 50th Ave E	0	0
35+00	-	49+90	50th - 53rd Ave E	0	0
49+90	-	55+00	53rd - End Project	0	0
TOTAL 0010				304	304

3

TRAFFIC CONTROL

STATION	TO	STATION	LOCATION	643.5000 EACH
214+00	-	52+65	PROJECT	1
			TOTAL 0010	1

TEMPORARY PEDESTRIAN ACCESS

STATION TO STATION	TEMPORARY PEDESTRIAN SURFACE PLATE 644.1430 SF	CURB RAMP 644.1601 DAY	REMARKS
244+91 - 245+83	200	68	37th Avenue E
254+88 - 255+94	200	68	39th Avenue E
264+96 - 265+91	200	68	41st Avenue E
34+58 - 35+71	200	68	50th Avenue E/E 3rd Street
	800	272	

TEMPORARY PEDESTRIAN SAFETY FENCE

STATION TO STATION	LOCATION	644.1616.S LF
31ST AVE EAST		
215+46 - 215+75	ML RT	100
244+86 - 245+20	ML RT	100
244+91 - 245+20	ML LT	100
37TH AVE EAST		
245+55 - 245+83	ML RT	100
245+55 - 245+86	ML LT	100
249+87 - 250+19	ML RT	100
249+89 - 250+22	ML LT	100
38TH AVE EAST		
250+56 - 250+82	ML RT	100
250+53 - 250+89	ML LT	100
254+81 - 255+18	ML RT	100
254+88 - 255+73	ML LT	100
39TH AVE EAST		
255+58 - 255+94	ML RT	100
255+53 - 255+87	ML LT	100
258+07 - 258+35	ML LT	100
260+00 - 260+24	ML LT	100
40TH AVE EAST		
260+53 - 260+80	ML LT	100
264+94 - 265+25	ML RT	100
264+96 - 265+25	ML LT	100
41ST AVE EAST		
265+56 - 265+91	ML RT	100
265+55 - 265+88	ML LT	100
269+97 - 270+24	ML RT	100
269+90 - 270+24	ML LT	100
42ND AVE EAST		
270+59 - 270+77	ML RT	100
270+56 - 270+84	ML LT	100
274+98 - 275+25	ML LT	100
43RD AVE EAST		
24+58 - 24+86	ML LT	100
48TH AVE EAST		
25+18 - 25+48	ML LT	100
34+54 - 34+98	ML RT	100
34+58 - 34+86	ML LT	100
50TH AVE EAST		
35+45 - 35+71	ML RT	100
35+18 - 35+47	ML LT	100
49+48 - 49+77	ML RT	100
49+47 - 49+75	ML LT	100
53RD AVE EAST		
50+03 - 50+31	ML RT	100
50+04 - 50+33	ML LT	100
	TOTAL 0010	3500

3

UTILITY ADJUSTMENTS

STATION	OFFSET	NAME	TYPE	ADJUSTING MANHOLE COVERS 611.8110 EACH	ADJUSTING INLET COVERS 611.8115 EACH	COVER PLATES TEMPORARY 611.8120.S * EACH	ELASTOMERIC WATERPROOFING SEALER SPV.0060.01 * EACH
214+81	34.0'	CB040228	SS		1		1
215+11	33.0	ST040227	SS	1		1	1
215+14	33.0'	CB040230	SS		1		1
215+50	76.0'	CB040232			1		1
31st Avenue East							
223+55	29.0'	CB040236	SS		1		1
235+76	0.0	MH	MH				
37th Avenue East							
245+60	33.0	ST070094	SS	1		1	1
245+82	33.0	CB07007E	CB		1		1
245+85	34.0	CB070095	CB		1		1
250+80	33.0	CB07071F	CB		1		1
39th & 40th Avenue East							
260+01	32.0	CB07023C	CB		1		1
260+01	34.0	CB07023B	CB		1		1
263+10	32.0	CB070101	CB		1		1
263+10	33.0	CB07024B	CB		1		1
265+21	47.0	CB070104	CB		1		1
265+08	-21.0	ST070102	SS	1		1	1
41st Avenue East							
265+84	32.0	CB070103	CB		1		1
265+61	47.0	CB070105	CB		1		1
269+95	34.0	CB07032C	CB		1		1
270+25	20	ST070032	SS	1		1	1
43rd Avenue East							
4+66	-27.0	CB07074A	CB		1		1
4+66	29.0	CB07074B	CB		1		1
48th Avenue East							
13+11	-27.0	CB070113	CB		1		1
25+45	33.0	CB08021B	CB		1		1
25+45	-33.0	CB08021A	CB		1		1
34+57	33.0	CB080143	CB		1		1
50th Avenue East							
33+49	59.0		CB		1		1
40+32	27.0	CB080147	CB		1		1
45+01	9.0	MH080023	MH	1		1	1
45+79	27.0	CB08008B	CB		1		1
49+47	30.0	CB080155	CB		1		1
53th Avenue East							
52+22	24.0	ST080031	MH	1		1	1
52+29	35.0	CB080153	CB		1		1
52+29	29.0	CB080157	CB		1		1
UNDISTRUBUTED VALVES (LISTED IN SPECIALS)						117	
		TOTAL 0010		6	27	123	33
50th Avenue East							
45+01	-9	MH080023	SAN	1		1	
		TOTAL 0040		1	0	1	
		PROJECT TOTAL		7	27	124	33

* QUANTITY ALSO SHOWN ELSEWHERE

MARKING

STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 4-INCH 646.1020 LF	MARKING LINE EPOXY 8-INCH 646.3020 LF	MARKING ARROW EPOXY 646.5020 EACH	MARKING STOP LINE EPOXY 18-INCH 646.6120 LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH 646.7420 LF	MARKING CORRUGATED MEDIAN EPOXY 646.8020 SF	MARKING ISLAND NOSE EPOXY 646.8220 EACH
207+50	-	245+05	SB CL	922						
207+50	-	245+05	SB RT	3689						
207+50	-	245+05	NB CL	922						
207+50	-	245+05	NB LT	3689						
207+50	-	245+05	TWTL LT	4611						
207+50	-	245+05	TWTL RT	4611						
219+75	-	219+75	ML TWTL			1				
219+85	-	220+50	MEDIAN						120	1
243+23	-	245+00	TURN LANE		165	1				
244+85	-	244+85	37TH AVE CL	200						
245+08	-	245+08	CROSSWALK					127		1
245+73	-	250+15	SB CL	111						
245+73	-	250+15	SB LT	442						
245+73	-	250+15	NB CL	111						
245+73	-	250+15	NB LT	442						
245+73	-	250+15	TWTL LT	553		1				
245+73	-	250+15	TWTL RT	553		1				
250+36	-	250+36	38TH AVE CL	100						
250+66	-	250+66	CROSSWALK					127		
250+72	-	254+86	SB CL	104						
250+72	-	254+86	SB LT	414						
250+72	-	254+86	NB CL	104						
250+72	-	254+86	NB LT	414						
250+72	-	254+86	TWTL LT	518		1				
250+72	-	254+86	TWTL RT	518		1				
254+86	-	254+86	SB STOP LINE				40			
254+95	-	254+95	CROSSWALK					126		
255+03	-	255+68	39TH EB	156			15	67		
255+13	-	255+64	39TH WB	100			20	80		
255+74	-	255+74	CROSSWALK					124		
255+73	-	255+73	NB STOP LINE				40			
255+85	-	265+10	SB CL	231						
255+85	-	265+10	SB LT	925						
255+85	-	265+10	NB CL	231						
255+85	-	265+10	NB LT	925						
255+85	-	265+10	TWTL LT	1156		2				
255+85	-	265+10	TWTL RT	1156		2				
265+38	-	268+38	41ST AVE CL	50						
265+65	-	265+65	CROSSWALK					124		
265+70	-	269+97	SB CL	107						
265+70	-	269+97	SB LT	427						
265+70	-	269+97	NB CL	107						
265+70	-	269+97	NB LT	427						
265+70	-	269+97	TWTL LT	534		1				
265+70	-	269+97	TWTL RT	534		1				
270+04	-	270+10	CROSSWALK					150		
270+39	-	270+39	42ND AVE CL	100						
270+75	-	24+71	SB CL	717						
270+75	-	24+71	SB LT	2869						
270+75	-	275+10	NB CL	728						
SUBTOTAL 0010				34508	165	12	115	925	120	2

MARKING

STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 4-INCH 646.1020 LF	MARKING LINE EPOXY 8-INCH 646.3020 LF	MARKING ARROW EPOXY 646.5020 EACH	MARKING STOP LINE EPOXY 18-INCH 646.6120 LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH 646.7420 LF	MARKING CORRUGATED MEDIAN EPOXY 646.8020 SF	MARKING ISLAND NOSE EPOXY 646.8220 EACH
270+75	-	275+10	NB LT	2915						
270+75	-	273+00	TWTL TURN LANE	281	140	1				1
273+15	-	273+10	NL CL	2694						1
273+15	-	274+90	SB CL TURN LANE	2548						
275+20	-	0+20	43RD EB	50			15	70		1
23+23	-	23+23	ML CL							1
23+30	-	24+69	TURN LANE		138	1				
25+00	-	25+00	48TH AVE CL	100				66		
25+30	-	34+70	SB CL	235						
25+30	-	34+70	SB LT	940						
25+30	-	34+70	NB CL	235						
25+30	-	34+70	NB LT	940						
25+30	-	34+70	TWTL LT	1175		2				
25+30	-	34+70	TWTL RT	1175		2				
34+80	-	34+80	CROSSWALK/CL	380				135		
35+42	-	49+68	SB CL	357						
35+42	-	49+68	SB LT	1426						
35+42	-	49+68	SB RT	1426						
35+42	-	36+53	TURN LANE	111	111	1				
35+42	-	49+68	NB CL	357						
35+42	-	49+68	NB RT	1426						
37+46	-	49+68	NB LT	1222						
36+58	-	36+58	ML CL							1
44+93	-	44+93	CROSSWALK					110		
50+30	-	56+00	SB RT	570						
50+13	-	56+00	SB CL	147						
50+13	-	56+00	SB LT	587						
50+13	-	56+00	NB RT	587						
50+13	-	56+00	NB CL	147						
50+13	-	56+00	NB LT	587						
SUBTOTAL 0010				22617	389	7	15	381	0	5
TOTAL 0010				57125	554	19	130	1306	120	7

PROTECTIVE FOOTING

STATION	LOCATION	SPV.0060.02 EACH
255+76	LT	1
TOTAL 0010		1

TC MARKING

STATION	TO	STATION	LOCATION	MARKING REMOVAL LINE 4-INCH 646.9000 LF	MARKING REMOVAL LINE 8-INCH 646.9100 LF	MARKING REMOVAL SPECIAL MARKING 646.9300 EACH	TEMPORARY MARKING LINE PAINT 4-INCH 649.0105 LF	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH 649.0150 LF	REMARKS
									STAGE 1
206+75	-	214+10	NW 31ST AVE E - 30TH AVE E	435		2		1275	SB APPROACH TAPERS & REMOVAL
214+10	-	246+30	31ST AVE E - 37TH AVE E					6440	OPPOSING TRAFFIC SEPERATION
246+30	-	248+50	37TH AVE E - 38TH AVE E	213				440	SB LANE SHIFT & CL REMOVAL IN SHIFT
250+75	-	254+50	38TH AVE E - 39TH AVE E	826				750	NB TEMP LEFT TURN & OPPOSING TRAFFIC SEPERATION
255+75	-	258+75	39TH AVE E - 40TH AVE E	75				900	NB TEMP LEFT TURN & OPPOSING TRAFFIC SEPERATION
270+50	-	273+00	SE 42ND AVE E	94	75			675	SB LANE SHIFT & OPPOSING TRAFFIC SEPERATION
273+00	-	26+75	42ND AVE E - 48TH AVE E	94				5832	OPPOSING TRAFFIC SEPERATION & SHIFT
26+75	-	29+50		94				200	SB LANE SHIFT & OPPOSING TRAFFIC SEPERATION IN L TU
52+75	-	58+00	NB APPROACH	131				525	NB TAPER & CL REMOVAL IN TAPER (STAGE 1&2)
									STAGE 2
210+50	-	214+00	30TH AVE E - 31ST AVE E	331				955	SB APPROACH TAPER & NB LANE SHIFT & REMOVAL
214+00	-	246+50	NW 31ST AVE E -					6500	OPPOSING TRAFFIC SEPERATION
246+50	#	249+00	NW 38TH AVE E	250		2		500	NB LANE SHIFT & CL REMOVAL IN SHIFT
253+50	-	255+25	NW 39TH AVE E	75				275	SB TEMP LEFT TURN LANE & CL REMOVAL
270+75	-	273+00	SE 42ND AVE E	125	75			450	NB LANE SHIFT & CL REMOVAL IN SHIFT
273+00	-	22+50	42ND AVE E - NW 48TH AVE E					4982	OPPOSING TRAFFIC SEPERATION
22+50	-	24+75	NW 48TH AVE E	63	50	1		700	NB LANE SHIFT & SB TEMP LEFT TURN
			SE 48TH AVE E	75				375	NB & SB TEMP LEFT TURN
52+75	-	58+25	SB APPROACH					550	NB TAPER
			TOTAL 0010	2880	200	5	0	32324	

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION	TO	STATION	LOCATION	650.8000 LF
214+00	-	216+29	EB/SB LANES	
219+79	-	275+42	EB/SB LANES	
0+00	-	13+05	EB/SB LANES	
14+13	-	52+65	EB/SB LANES	
214+00	-	216+29	WB/NB LANES	
219+79	-	275+42	WB/NB LANES	
0+00	-	13+05	WB/NB LANES	
14+13	-	52+53	WB/NB LANES	
214+00	-	275+42		6142
0+00	-	52+53		5253
			TOTAL 0010	11400

MATERIAL TRANFER VEHICLE, PROJECT 1198-03-78

STATION	TO	STATION	LOCATION	SPV.105.04 LS
214+00	-	52+65	PROJECT	1
			TOTAL 0010	1

REMOVING PULL BOXES

PULL BOX NO.	LOCATION	653.0905 REMOVING PULL BOXES EACH
PB1	255+14, 63' LT	1
PB2	255+18, 143' LT	1
PB3	255+20, 36' LT	1
PB4	255+31, 35' LT	1
PB5	255+24, 40' LT	1
PB6	255+31, 53' LT	1
PB7	255+60, 66' LT	1
PB8	255+87, 36' LT	1
PB9	258+63, 35' LT	1
PB10	258+66, 25' LT	1
PB11	258+66, 14' LT	1
PB12	256+20, 0' RT	1
PB13	256+77, 0' RT	1
PB14	255+88, 38' RT	1
PB15	255+64, 51' RT	1
PB16	255+64, 176' RT	1
PB17	255+48, 39' RT	1
PB18	255+57, 39' RT	1
PB19	255+48, 52' RT	1
PB20	255+56, 52' RT	1
PB21	254+90, 37' RT	1
PB22	252+28, 35' RT	1
PB23	252+28, 25' RT	1
PB24	252+28, 14' RT	1
PB25	254+34, 0' RT	1
PB26	255+01, 0' RT	1
PB27	254+97, 40' LT	1
	TOTAL	27

PULL BOXES

PULL BOX NO.	** LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24"x42" EACH
PB1	255+09, 60' LT	1
PB2	255+64, 61' LT	1
PB3	255+85, 45' LT	1
PB4	255+85, 46' RT	1
PB5	255+84, 61' RT	1
PB6	254+97, 61' RT	1
PB7	254+92, 42' RT	1
PB8	254+98, 53' LT	1
	TOTAL	8

CONCRETE BASES

SIGNAL BASE NO.	** LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASE TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0120 CONCRETE BASES TYPE 10-SPECIAL EACH	654.0217 CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL EACH
CB1	255+02, 58' LT					1
SB1	255+11, 52' LT	1				
SB2	255+66, 44' LT		1			
SB3	255+86, 42' LT	1				
SB4	255+73, 39' LT	1				
SB5	255+74, 46' RT			1		
SB6	255+68, 58' RT	1				
SB7	255+09, 50' RT		1			
SB8	254+97, 40' RT	1				
SB9	255+05, 44' LT				1	
	TOTAL	5	2	1	1	1

REMOVING CONCRETE BASES

BASE NO.	LOCATION	204.0195 REMOVING CONCRETE BASES EACH
CB1	255+04, 55' LT	1
SB1	255+15, 56' LT	1
SB2	255+66, 44' LT	1
SB3	255+83, 39' RT	1
SB4	255+65, 54' RT	1
SB5	255+01, 39' RT	1
SB6	254+86, 40' LT	1
	TOTAL	7

ADJUSTING PULL BOXES

PULL BOX NO.	LOCATION	653.0900 ADJUSTING PULL BOXES EACH
EXPB1	254+96, 36' RT	1
EXPB2	255+74, 36' LT	1
	TOTAL	2

CONTAMINATED SOIL SITE

LOC	TO	LOC	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
PB4	-		2
PB5	-		2
SB5	-		32
SB6	-		2
PB4	SB5		5
PB4	PB5		4
PB5	SB6		3
	TOTAL		50

SIGNAL MOUNTING HARDWARE

LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE L.S.
USH 2 & 39TH AVE	1
TOTAL	1

CONDUIT

LOC.	TO	LOC.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH L.F.	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH L.F.	652.0615 CONDUIT SPECIAL 3-INCH L.F.
CB1		PB1		24	
PB1		SB1	8		
PB1		PB2			110
PB2		SB2	8		
PB2		PB3		60	
PB3		SB3	4		
PB3		SB4	13		
PB3		PB4			181
PB4		SB5		11	
PB4		PB5		31	
PB5		SB6	17		
PB5		PB6			172
PB6		SB7	16		
PB6		PB7		40	
PB7		SB8	5		
PB7		PB8			190
PB8		SB9		11	
PB8		CB1		18	
		TOTAL	71	195	653

REMOVING TRAFFIC SIGNALS

LOCATION	204.9105.S REMOVING TRAFFIC SIGNALS L.S.
USH 2 & 39TH AVE	1
TOTAL	1

LEGEND

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS & LIGHTING

TRAFFIC SIGNAL EQUIPMENT

SIG. BASE NO.	657.0100 PEDESTAL BASES EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0310 POLES TYPE 3 EACH	657.0352 POLES TYPE 10-SPECIAL EACH	657.0360 POLES TYPE 13- EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	657.0546 MONOTUBE ARMS 45-FT-SPECIAL EACH	657.0550 MONOTUBE ARMS 50-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0704 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 10-FT EACH	657.0810 LUMINAIRE ARMS STEEL 10-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1115 LUMINAIRES UTILITY LED-A EACH
SB1	1					1								1	
SB2		1	1								1	1		1	1
SB3	1						1								
SB4	1							1						1	
SB5					1					1			1	1	1
SB6	1					1								1	
SB7		1	1								1	1		1	1
SB8	1						1							1	
SB9				1					1				1	1	1
TOTAL	5	2	2	1	1	2	2	1	1	1	2	2	2	8	4

CABLE AND ELECTRICAL WIRE

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 L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
CB1		SB1			44		44			
CB1		SB2			122	122				164
CB1		SB3			155					
CB1		SB4	164							
CB1		SB5			268					340
CB1		SB6			304					
CB1		SB7			194					236
CB1		SB8			149					
CB1		SB9			45	45	45			112
SB1		SB2					119			
SB2		SB3					90			
SB3		SB4					42			
SB4		SB5					154			
SB5		SB6					84			
SB6		SB7					155			
SB7		SB8					81			
SB8		SB9					152			
SB9		SB7				197				
SB2		SB5				203				
LP1		LP3							384	
LP2		LP4							416	
SB1		HEAD 12	19							
SB1		HEAD 14	19							
SB1		HEAD 61	15							

(CONTINUED ON NEXT PAGE)

EMERGENCY VEHICLE PREEMPTION

** LOCATION	SPV.0105.02 FURNISH AND INSTALL EMERGENCY VEHICLE PREEMPTION SYSTEM L.S.
USH 2 & 39TH AVE	1
TOTAL	1

ELECTRICAL SERVICE METER BREAKER PEDESTAL

SIGNAL BASE NO.	** LOCATION	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL L.S.
CB1	USH 2 & 39TH AVE	1
TOTAL		1

LEGEND

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS & LIGHTING

3

CABLE AND ELECTRICAL WIRE (CONTINUED)

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 L.F.	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED L.F.	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG L.F.	655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE L.F.
SB2		HEAD 13	46							
SB2		HEAD 62	15							
SB2		LUMINAIRE						132		
SB3		HEAD 4		22						
SB3		HEAD 6	21							
SB4		HEAD 81	15							
SB5		HEAD 2	58							
SB5		HEAD 3	46							
SB5		HEAD 5		73						
SB5		HEAD 82	15							
SB5		LUMINAIRE						132		
SB6		HEAD 11	19							
SB6		HEAD 15	19							
SB6		HEAD 21	15							
SB7		HEAD 16	46							
SB7		HEAD 22	15							
SB7		LUMINAIRE						132		
SB8		HEAD 1	21							
SB8		HEAD 9		22						
SB8		HEAD 41	15							
SB9		HEAD 7	58							
SB9		HEAD 8	46							
SB9		HEAD 10		71						
SB9		HEAD 42	15							
SB9		LUMINAIRE						132		
		TOTAL	702	188	1281	567	966	528	800	852

TRAFFIC SIGNAL FACES

SIG. HEAD NO.	SIG. BASE NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
1	SB8	1		
2	SB5	1		
3	SB5	1		
4	SB3		1	
5	SB5		1	
6	SB3	1		
7	SB9	1		
8	SB9	1		
9	SB8		1	
10	SB9		1	
11	SB6	1		
12	SB1	1		
13	SB2	1		
14	SB1	1		
15	SB6	1		
16	SB7	1		
21	SB6			1
22	SB7			1
41	SB8			1
42	SB9			1
61	SB1			1
62	SB2			1
81	SB4			1
82	SB5			1
TOTAL		12	4	8

VIDEO DETECTION SYSTEM

** LOCATION	SPV.0105.03 VEHICULAR VIDEO DETECTION SYSTEM L.S.
USH 2 & 39TH AVE	1
TOTAL	1

TRAFFIC SIGNAL CONTROLLER AND CABINET

CONTROL CABINET NO.	** LOCATION	SPV.0105.01 TRAFFIC SIGNAL CABINET AND CONTROLLER L.S.
CB1	USH 2 & 39TH AVE	1
	TOTAL	1

TEMPORARY TRAFFIC SIGNALS

LOCATION	661.0200.01 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS L.S.
USH 2 & 39TH AVE	1
TOTAL	1

LEGEND

** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

TRAFFIC SIGNALS & LIGHTING

5

5

EAST 2ND ST (USH 2 / USH 53)

206+00 207+00 S41° 10' 17"E 208+00 209+00 210+00 211+00 212+00 S41° 10' 17"E 213+00 S41° 10'

PI: 210+31.76

30TH AVE E

EXISTING R/W

CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT WITH MILL AND OVERLAY

CONCRETE SIDEWALK 4-INCH, CONCRETE SIDEWALK 6-INCH OR CONCRETE CURB & GUTTER 30-INCH TYPE A

CONTAMINATED AREA

SENSITIVE AREA

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)

SENSITIVE AREA

SENSITIVE AREA - PROTECTED SPECIES

BEGIN PROJECT
STA 214+00.00
Y= 296,983.5731
X= 164,093.8894

STA 215+31.72 R/L EAST 2ND ST =
STA 31+00.00 R/L 31ST_AVE_EAST
Y=296,884.4186
X=164,180.6052

PI: 215+31.72

SLOPE INTERCEPT

1

12'

REPLACE CONCRETE BARRIER

16'

STA 216+29.06
BEGIN NB AND SB
CONCRETE APPROACH SLAB

213+00 S41° 10' 17"E 214+00 EP: 31+00.00 215+00 216+00 217+00 S41° 10' 33"E 218+00 219+00 220+00

EAST 2ND ST (USH 2 / USH 53)

CITY OF SUPERIOR UG ELECTRIC

45'

2

REPLACE CONCRETE BARRIER

SLOPE INTERCEPT

REMOVING PAVEMENT BUTT JOINT-10' WIDTH

EXISTING R/W

N48° 48' 03"E

30

31ST AVE E

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)
NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

SENSITIVE AREA

NEMADJI RIVER
STRUCTURE B-16-66

(SEE STRUCTURE PLANS)

STA 216+29.06
STRUCTURE B-16-66
3 SPAN 54" PRESTRESSED GIRDER
68' ROADWAY WIDTH

16' 35'

4

SLOPE INTERCEPT

REPLACE CONCRETE BARRIER

STA 219+79.24
BEGIN NB AND SB
CONCRETE APPROACH SLAB

12' 40'

3

SLOPE INTERCEPT

3

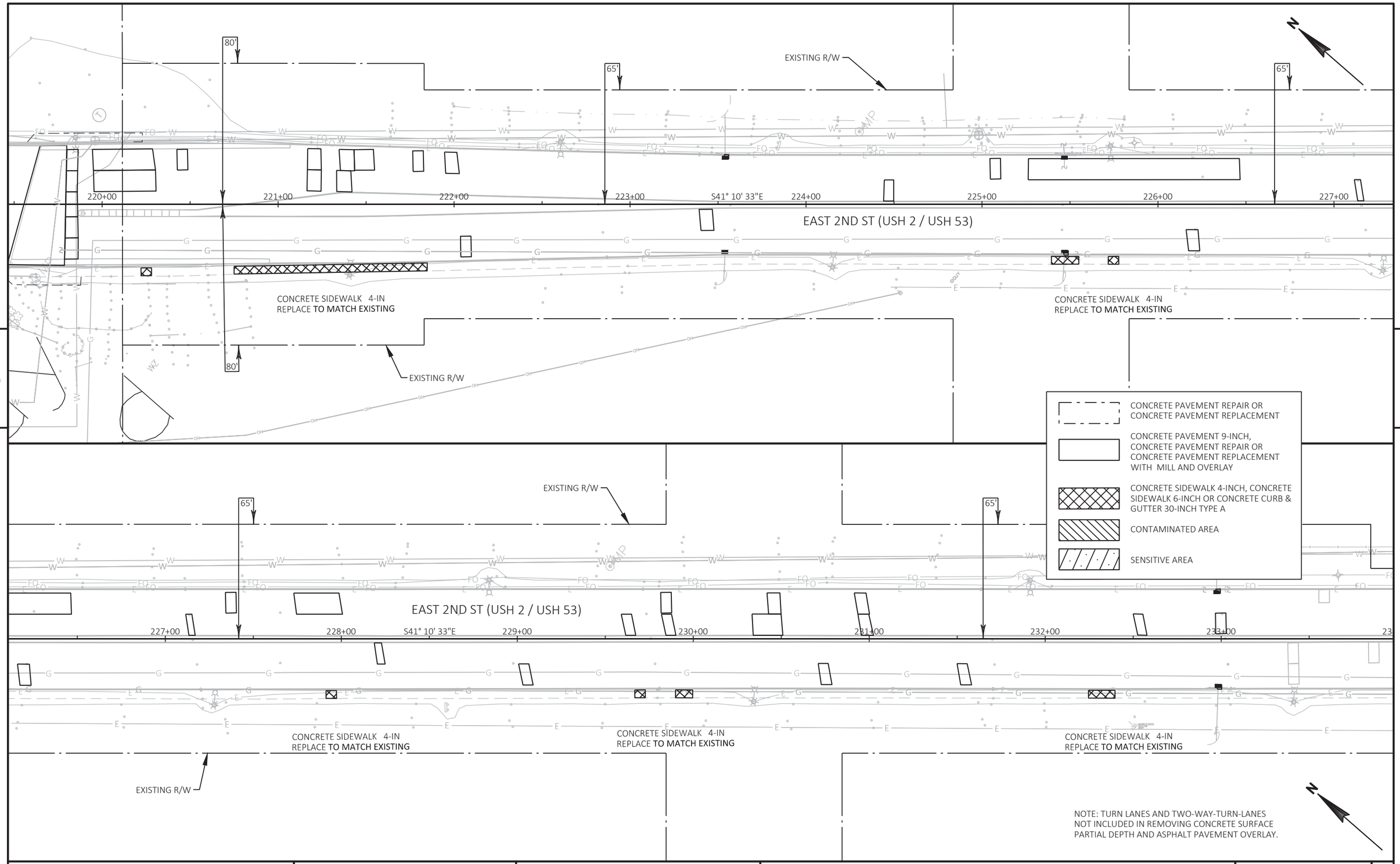
REPLACE CONCRETE BARRIER

REPLACE CONCRETE BARRIER

REMOVING PAVEMENT BUTT JOINT-10' WIDTH

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)
NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 157	E



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 158	E

65'
40'
EXISTING R/W
233+00
234+00
235+00
236+00
237+00
238+00
S41° 10' 33"E
239+00
240+00
EAST 2ND ST (USH 2 / USH 53)
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
EXISTING R/W

5

5

CONCRETE PAVEMENT REPAIR OR
CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 9-INCH,
CONCRETE PAVEMENT REPAIR OR
CONCRETE PAVEMENT REPLACEMENT
WITH MILL AND OVERLAY

CONCRETE SIDEWALK 4-INCH, CONCRETE
SIDEWALK 6-INCH OR CONCRETE CURB &
GUTTER 30-INCH TYPE A

CONTAMINATED AREA

SENSITIVE AREA

EP: 38+00.00
37TH AVE E
N48° 49' 27"E
STA 245+37.02 R/L EAST 2ND ST =
STA 37+00.00 R/L 37TH_AVE_EAST
Y=294,622.3500
X=166,159.2093
EXISTING R/W
40'
240+00
241+00
242+00
S41° 10' 33"E
243+00
244+00
245+00
246+00
247+00
EAST 2ND ST (USH 2 / USH 53)
REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING
CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING
BP: 36+00.00
NOTE: TURN LANES AND TWO-WAY-TURN-LANES
NOT INCLUDED IN REMOVING CONCRETE SURFACE
PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 159	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 3
PLOT DATE : 8/3/2020 6:38 AM
PLOT BY : JARROD S. STARREN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2ND ST =
AVE_EAST

EP: 39+00.00

EXISTING R/W

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

N48° 48' 46"E

38TH AVE E

STA 250+37.00 R/L EAST 2ND ST =

STA 38+00.00 R/L 38TH_AVE_EAST (1)
Y=294,246.0230
X=166,488.3779

SWL&P
STA 250+71, OH CROSSING
RELOCATE 2 POLES

SWL&P
STA 255+06, 40' L
RELOCATE HYDRA

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

40'

ENTRANCE
NEEDED?

247+00 248+00 249+00 250+00 251+00 S41° 10' 33"E 252+00 253+00 254+00

EAST 2ND ST (USH 2 / USH 53)

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CRACKED
DRIVEWAY

CONCRETE DRIVEWAY 6-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

BP: 37+00.00

N48° 48' 46"E

38TH AVE E

CONCRETE PAVEMENT REPAIR OR
CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 9-INCH,
CONCRETE PAVEMENT REPAIR OR
CONCRETE PAVEMENT REPLACEMENT
WITH MILL AND OVERLAY

CONCRETE SIDEWALK 4-INCH, CONCRETE
SIDEWALK 6-INCH OR CONCRETE CURB &
GUTTER 30-INCH TYPE A

CONTAMINATED AREA

SENSITIVE AREA

SWL&P
STA 255+06, 40' LT
RELOCATE HYDRANT

EP: 40+00.00

STA 255+37.91 R/L EAST 2ND ST =

STA 39+00.00 R/L 39TH AVE EAST
Y=293,868.9882
X=166,818.1657

N48° 52' 55"E

39TH AVE E

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

STA 255+76, 46'LT
PROTECT FOOTING DURING
INSTALLATION OF SIGNALS,
SIDEWALK AND CURB RAMP

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

RAILROAD
AVE

CRACKED ENTRANCE

CONCRETE DRIVEWAY 6-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

EP: 41+00.00

N48° 52' 58"E

40TH AVE E

40'

254+00 255+00 256+00 257+00 S41° 10' 33"E 258+00 259+00 260+00

EAST 2ND ST (USH 2 / USH 53)

BP: 40+00.00

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

BP: 38+00.00

N48° 52' 55"E

39TH AVE E

CRACKED
ENTRANCE

CONCRETE SIDEWALK
6-IN
REPLACE TO MATCH
EXISTING

CONCRETE DRIVEWAY 6-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CRACKED
ENTRANCE

CONCRETE DRIVEWAY 6-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

NOTE: TURN LANES AND TWO-WAY-TURN-LANES
NOT INCLUDED IN REMOVING CONCRETE SURFACE
PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

STA 260+38.51 R/L EAST 2ND ST =

STA 40+00.00 R/L 40TH AVE EAST
Y=293,492.1935
X=167,147.7434

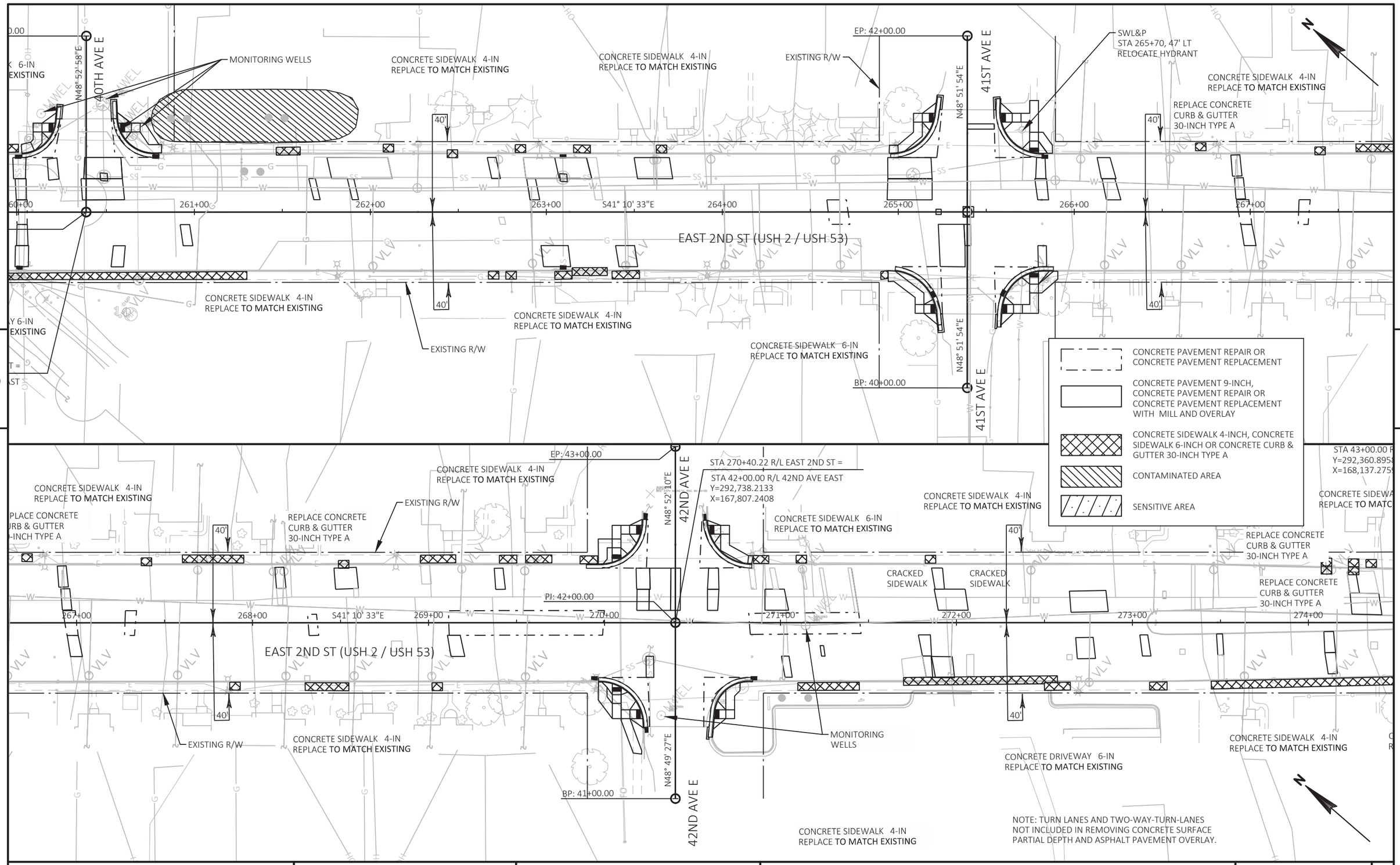
RAILROAD AVE

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 160	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 4

PLOT DATE : 8/3/2020 2:37 AM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 161	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 5

PLOT DATE : 8/3/2020 2:14 AM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

STA 0+00.00 R/L EAST 2ND ST =
STA 43+00.00 R/L 43RD_AVE_EAST
Y=292,360.8958
X=168,137.2759

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

EXISTING R/W

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

REPLACE CONCRETE
CURB & GUTTER
30-INCH TYPE A

40'

40'

40'

40'

PI: 0+00.00

274+00

275+00

0+00

1+00

2+00

S41° 10' 31"E

3+00

S41° 10' 31"E

4+00

5+00

S41° 10' 31"E

EP: 43+00.00

EAST 2ND ST (USH 2 / USH 53)

STA BACK = 275+41.51

STA AHEAD = 0+00.00

N48° 50' 00"E

43RD AVE E

BP: 42+00.00

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

SAN

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT WITH MILL AND OVERLAY
- CONCRETE SIDEWALK 4-INCH, CONCRETE SIDEWALK 6-INCH OR CONCRETE CURB & GUTTER 30-INCH TYPE A
- CONTAMINATED AREA
- SENSITIVE AREA

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

40'

PC: 6+49.83

PRC: 9+52.61

PT: 12+55.39

5+00

S41° 10' 31"E

6+00

7+00

8+00

9+00

10+00

11+00

12+00

EAST 2ND ST (USH 2 / USH 53)

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

EXISTING R/W

TALL GRASS AREA

TALL GRASS/BRUSH AREA

GRASS AREA

BOARDS

PI STA = 8+01.24
Y = 291757.801
X = 168664.779
DELTA = 2°16'15"
D = 0°45'00"
T = 151.41'
L = 302.78'
R = 7639.44'
PC STA = 6+49.83
PT STA = 9+52.61

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

PI STA = 11+04.02
Y = 291522.144
X = 168854.949
DELTA = 2°16'15"
D = 0°45'00"
T = 151.41'
L = 302.78'
R = 7639.44'
PC STA = 9+52.61
PT STA = 12+55.39

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 162	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 6

PLOT DATE : 8/1/2020 10:53 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)

BLUFF CREEK
STRUCTURE B-16-67
(SEE STRUCTURE PLANS)

1 REPLACE CONCRETE BARRIER

EXISTING R/W

PT: 12+55.39

PC: 14+05.11

SLOPE INTERCEPT

18'

75'

4'

4 REPLACE CONCRETE BARRIER

CONCRETE DRIVEWAY 6-IN
REPLACE TO MATCH EXISTING

CRACKED ENTRANCE

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

12+00 13+00 S41° 10' 25"E 14+00 15+00 16+00 17+00 18+00 19+00

EAST 2ND ST (USH 2 / USH 53)

SLOPE INTERCEPT

8'

12'

14'

STA 13+05.25
BEGIN NB AND SB
CONCRETE APPROACH SLAB

STA 14+12.64
BEGIN NB AND SB
CONCRETE APPROACH SLAB

PI STA = 11+04.02
Y = 291522.144
X = 168854.949
DELTA = 2°16'15"
D = 0°45'00"
T = 151.41'
L = 302.78'
R = 7639.44'
PC STA = 9+52.61
PT STA = 12+55.39

2 REPLACE CONCRETE BARRIER

3 REPLACE CONCRETE BARRIER

REMOVING PAVEMENT BUTT JOINT-10' WIDTH

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)
NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

STA 13+59.40
STRUCTURE B-16-67
SINGLE SPAN PRESTRESSED GIRDER
58' ROADWAY WIDTH

EXISTING R/W

PRC: 17+05.12

VAR.

- CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT WITH MILL AND OVERLAY
- CONCRETE SIDEWALK 4-INCH, CONCRETE SIDEWALK 6-INCH OR CONCRETE CURB & GUTTER 30-INCH TYPE A
- CONTAMINATED AREA
- SENSITIVE AREA

EXISTING R/W

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

PT: 20+05.00

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN
REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN
REPLACE TO MATCH EXISTING

EP: 49+00.00

48TH AVE E

CRACKED SIDEWALK

CRACKED SIDEWALK

EAST 2ND ST (USH 2 / USH 53)

19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00

STA BACK = 20+05.14
STA AHEAD = 20+05.00

40'

40'

EXISTING R/W

STA 25+01.33 R/L EAST 2ND ST =
STA 48+00.00 R/L 48TH_AVE_EAST
Y=290,478.2455
X=169,783.9025

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

BP: 47+00.00

48TH AVE E

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 163	E

FILE NAME : P:\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 7

PLOT DATE : 8/3/2020 1:30 AM PLOT BY : JARROD S. STARREN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

EXISTING R/W

TALL GRASS AREA

40'

26+00

27+00

28+00

29+00

30+00

31+00

32+00

S41° 10' 25"E

33

EAST 2ND ST (USH 2 / USH 53)

ENTRANCE TO NOWHERE

EXISTING R/W

BILLBOARDS

40'

5

5

CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT WITH MILL AND OVERLAY

CONCRETE SIDEWALK 4-INCH, CONCRETE SIDEWALK 6-INCH OR CONCRETE CURB & GUTTER 30-INCH TYPE A

CONTAMINATED AREA

SENSITIVE AREA

EP: 51+00.00

STA 35+01.99 R/L EAST 2ND ST =

STA 50+00.00 R/L 50TH_AVE_EAST
Y=289,725.0295
X=170,442.6787

50TH AVE E

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

CONCRETE DRIVEWAY 6-IN REPLACE TO MATCH EXISTING

CRACKED ENTRANCE

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

EXISTING R/W

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH

40'

32+00

S41° 10' 25"E

33+00

34+00

35+00

36+00

37+00

38+00

39+00

EAST 2ND ST (USH 2 / USH 53)

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

E 3RD ST

EXISTING R/W

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 164	E

FILE NAME : \\SEHCF1\PROJECTS\UZ\W\WITNW\147165\C3D\11980304\SHEETSPLAN08\050201_PN_78.DWG
LAYOUT NAME - 8

PLOT DATE : 8/1/2020 10:54 AM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT 9-INCH, CONCRETE PAVEMENT REPAIR OR CONCRETE PAVEMENT REPLACEMENT WITH MILL AND OVERLAY

CONCRETE SIDEWALK 4-INCH, CONCRETE SIDEWALK 6-INCH OR CONCRETE CURB & GUTTER 30-INCH TYPE A

CONTAMINATED AREA

SENSITIVE AREA

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

EXISTING R/W

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

40'

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00

EAST 2ND ST (USH 2 / USH 53)

BURIED SEWER MH

P: 44+89.99

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

EXISTING R/W

40'

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

LONG GRASS AREA

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN REPLACE TO MATCH EXISTING

53RD AVE E

EP: 49+89.92

CONCRETE SIDEWALK 6-IN REPLACE TO MATCH EXISTING

END PROJECT
STA 52+65.18
Y= 288,397.6901
X= 171,603.2182

REMOVING PAVEMENT BUTT JOINT-10' WIDTH

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

40'

EXISTING R/W

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

DRIVEWAY TO NOWHERE

46+00 47+00 S41° 09' 32"E 48+00 49+00 49+90

EAST 2ND ST (USH 2 / USH 53)

EP: 53+00.00

REPLACE CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

TALL GRASS AREA

EXISTING R/W

CONCRETE SIDEWALK 4-IN REPLACE TO MATCH EXISTING

CONCRETE SIDEWALK 6-IN REPLACE TO MATCH EXISTING

BP: 52+00.00

53RD AVE E

STA 49+89.92 R/L EAST 2ND ST =
STA 53+00.00 R/L 53RD AVE EAST
Y=288,604.9384
X=171,422.1290

BEGIN REMOVING SURFACE PARTIAL DEPTH PAVEMENT OVERLAY:
HMA PAVEMENT 5HT 58-34 V
HMA PAVEMENT 5 SMA 58-34V
24' WIDTH (MEASURED FROM FLAG OF CURB)

NOTE: TURN LANES AND TWO-WAY-TURN-LANES NOT INCLUDED IN REMOVING CONCRETE SURFACE PARTIAL DEPTH AND ASPHALT PAVEMENT OVERLAY.

PROJECT NO: 1198-03-78	HWY: USH 2 / USH 53	COUNTY: DOUGLAS	PLAN SHEETS	SHEET 165	E

Standard Detail Drawing List

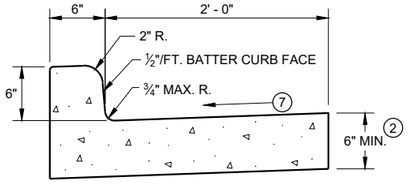
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
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
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09E08-09H	TYPE 10 SPECIAL POLE 45' MONOTUBE ARM
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
14B22-06A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D06-04	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-06	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

6

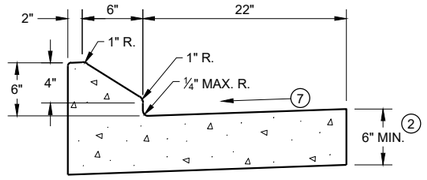
Standard Detail Drawing List

15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

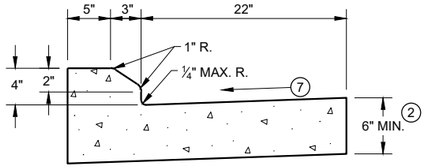
6



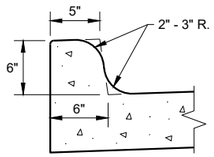
TYPES A (1) & D



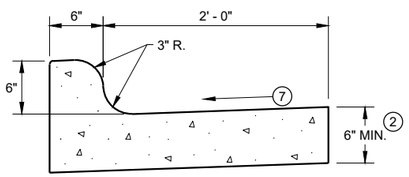
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

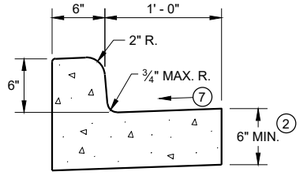


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



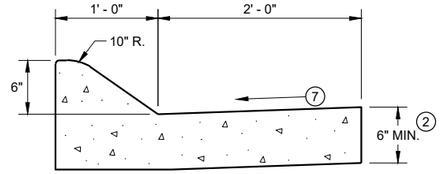
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

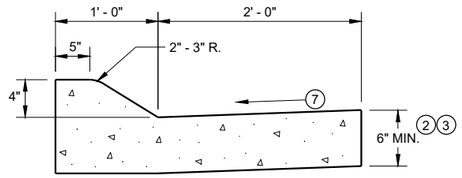


TYPES A (1) & D

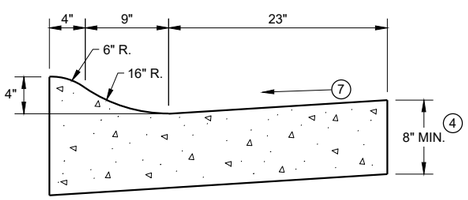
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D



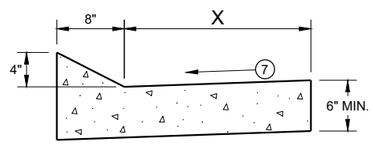
4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

CONCRETE CURB AND GUTTER 36"

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

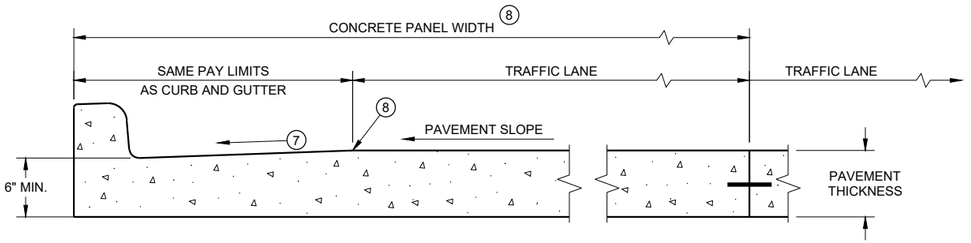


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

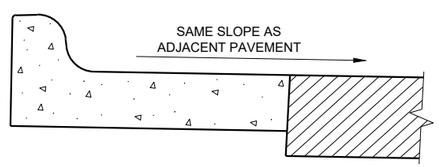
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

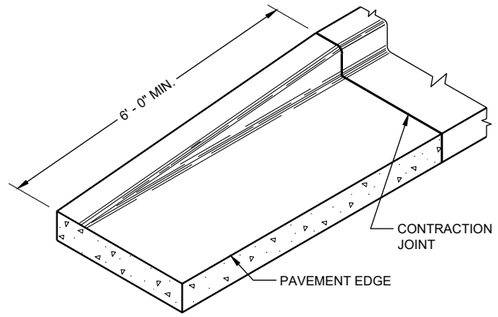
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

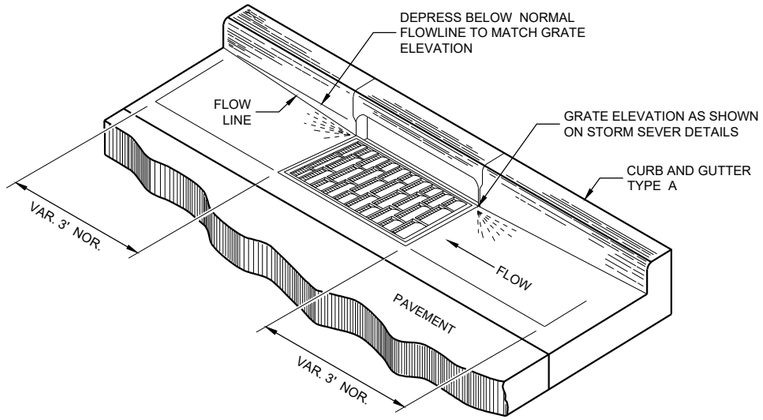
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

CONCRETE CURB AND GUTTER

SDD 08D01 - 21a
6



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.

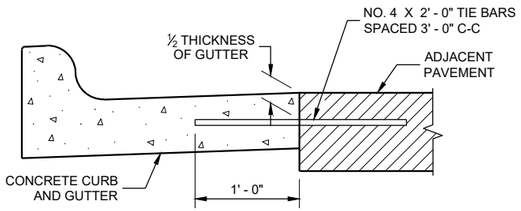
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

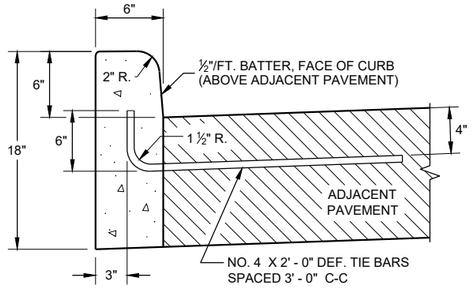
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

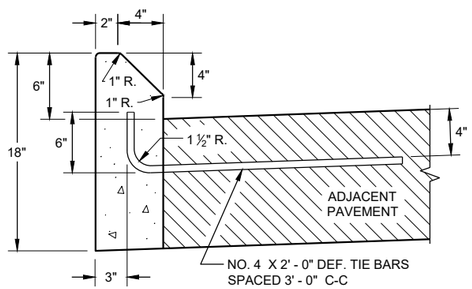
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

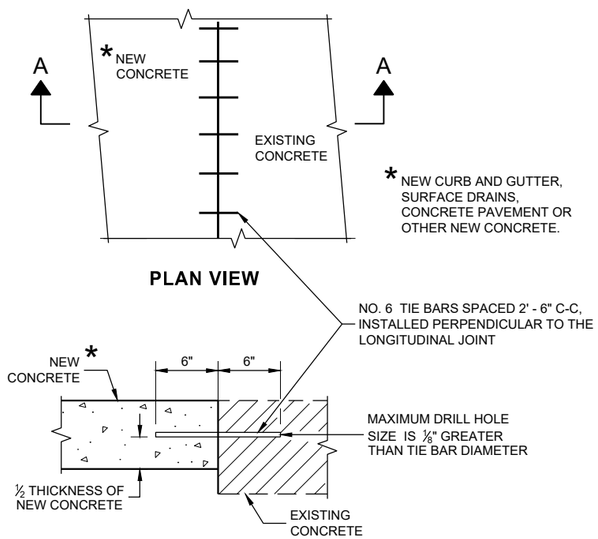


TYPES A (1) & D



TYPES G (1) & J

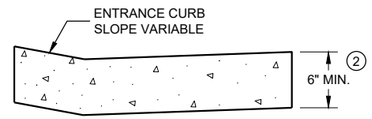
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

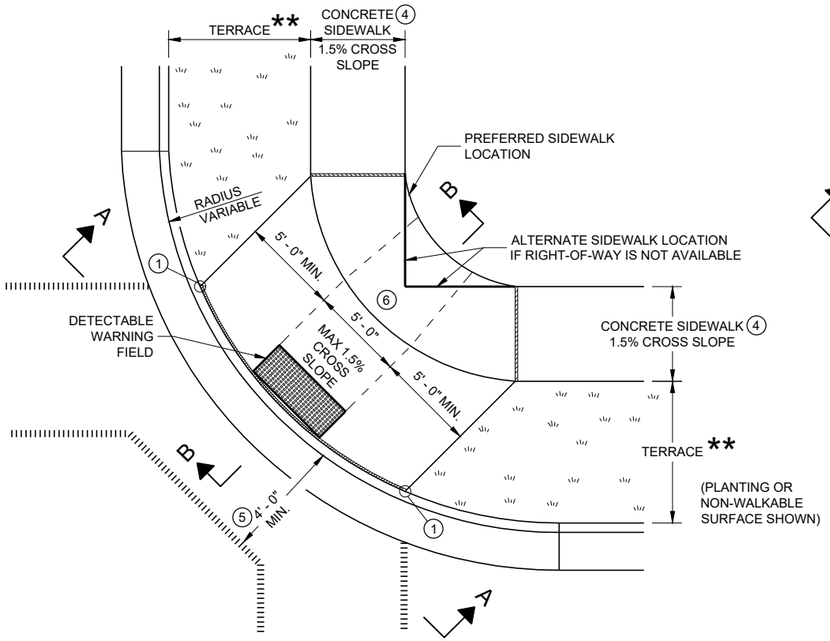
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

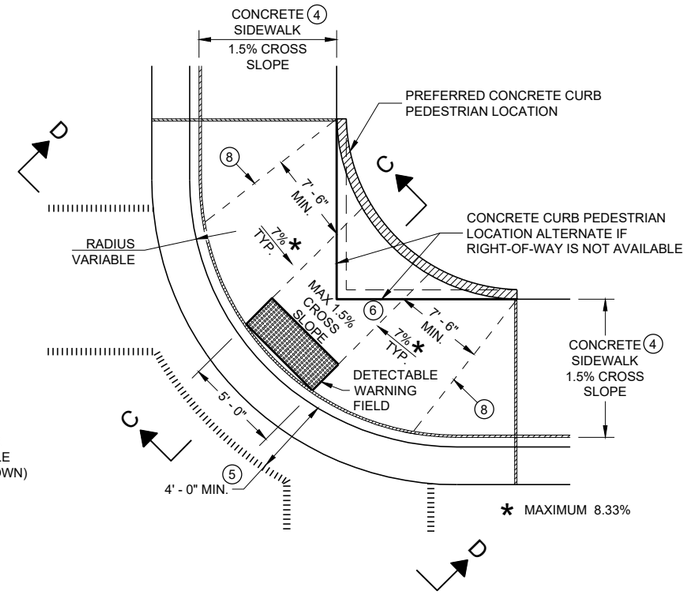
SDD08D01 - 21b



PLAN VIEW

CURB RAMP TYPE 1

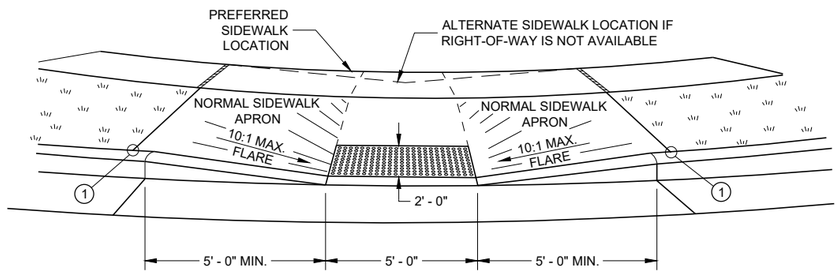
(CENTER OF CORNER RADIUS)



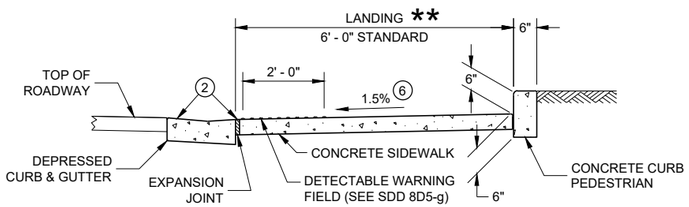
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

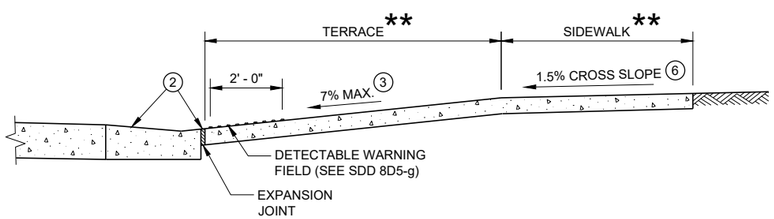


VIEW A - A FOR TYPE 1

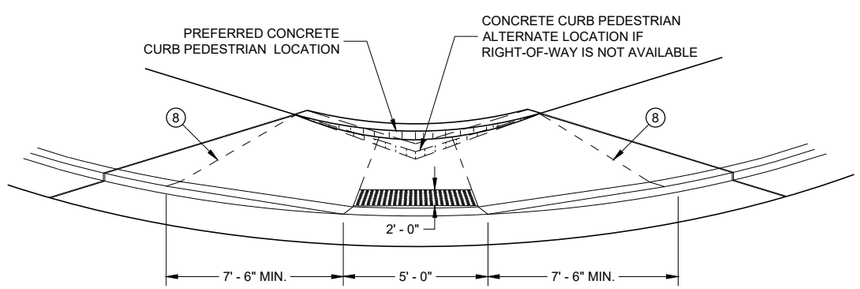


SECTION C - C FOR TYPE 1 - A

** 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.

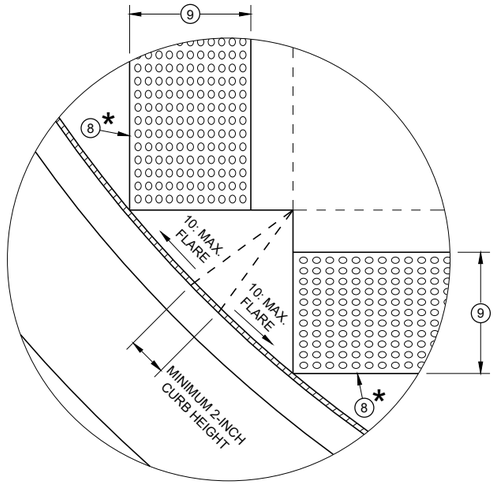
LEGEND

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

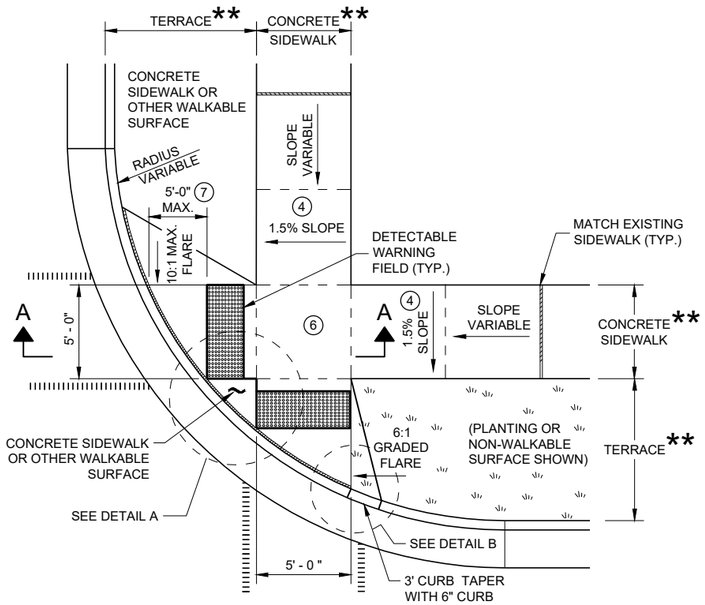
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
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.

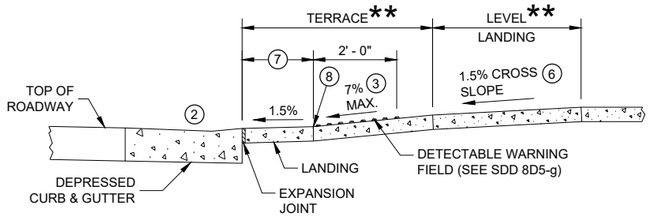
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

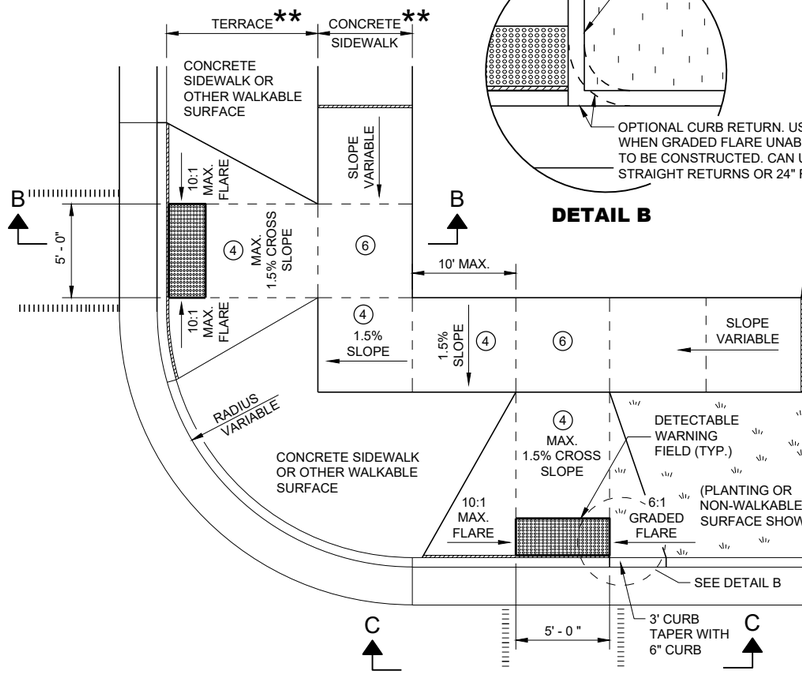
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



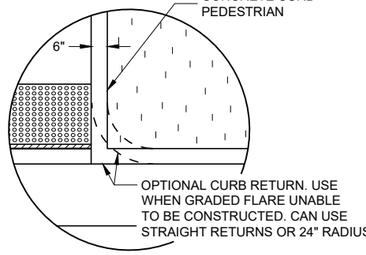
SECTION A - A FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



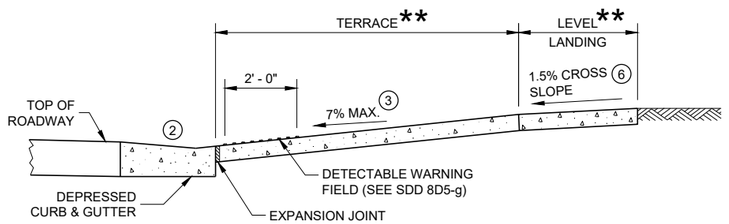
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



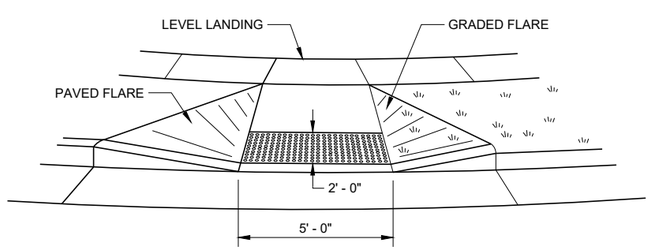
DETAIL B

LEGEND

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



SECTION B - B FOR TYPE 3



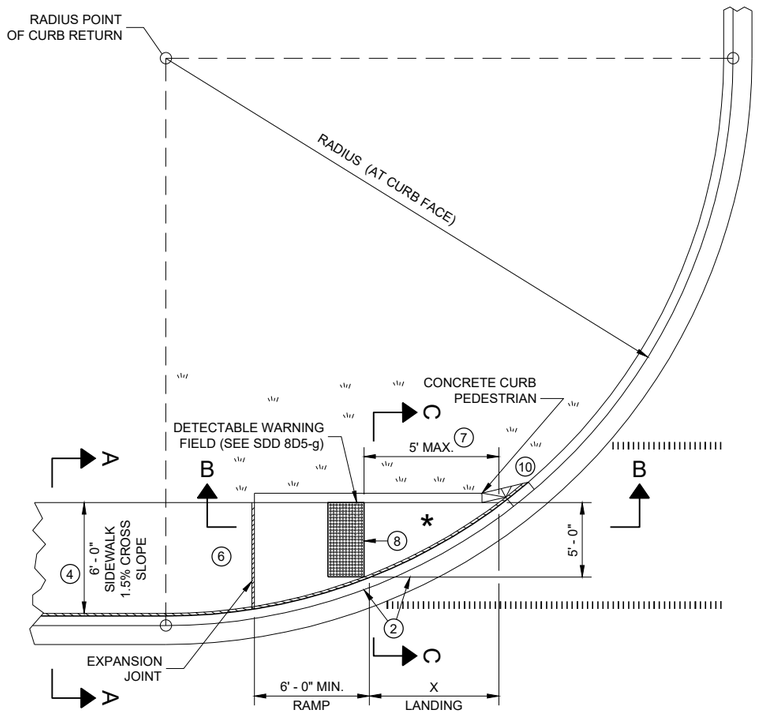
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

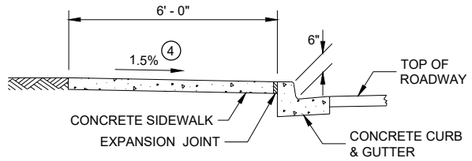


PLAN VIEW

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.

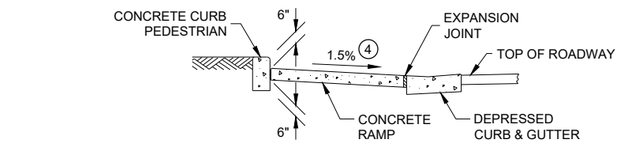
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

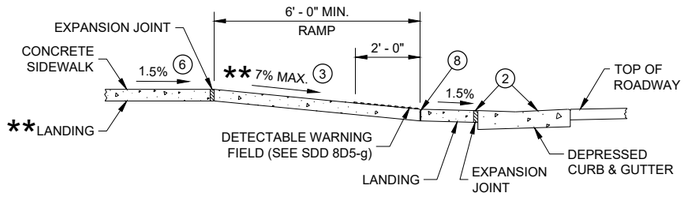
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



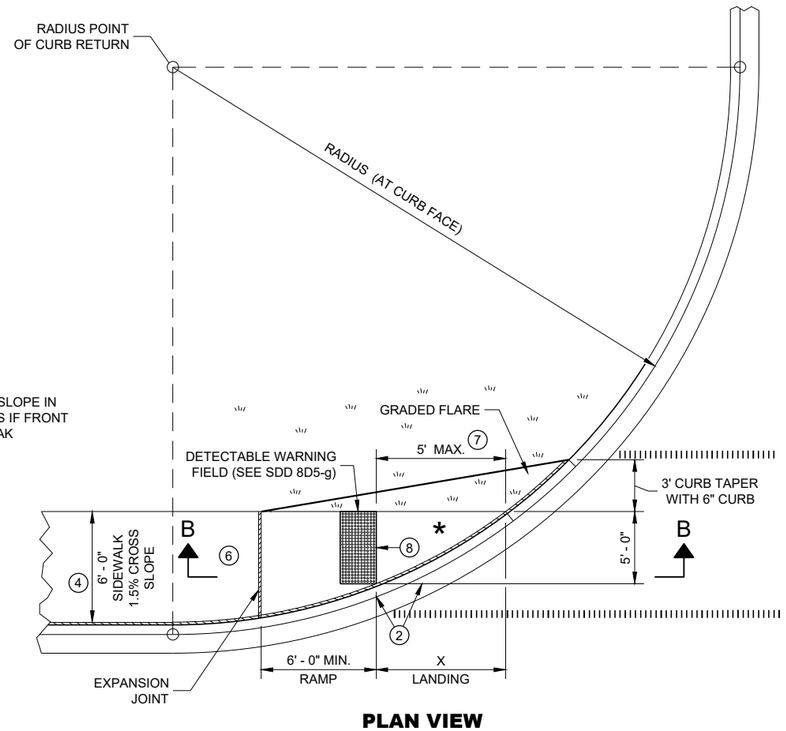
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

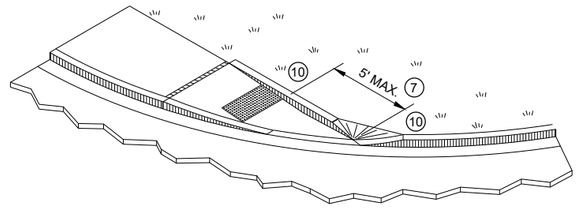
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

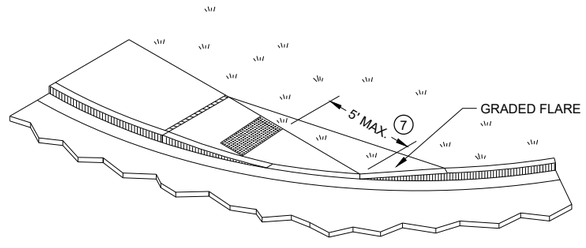


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



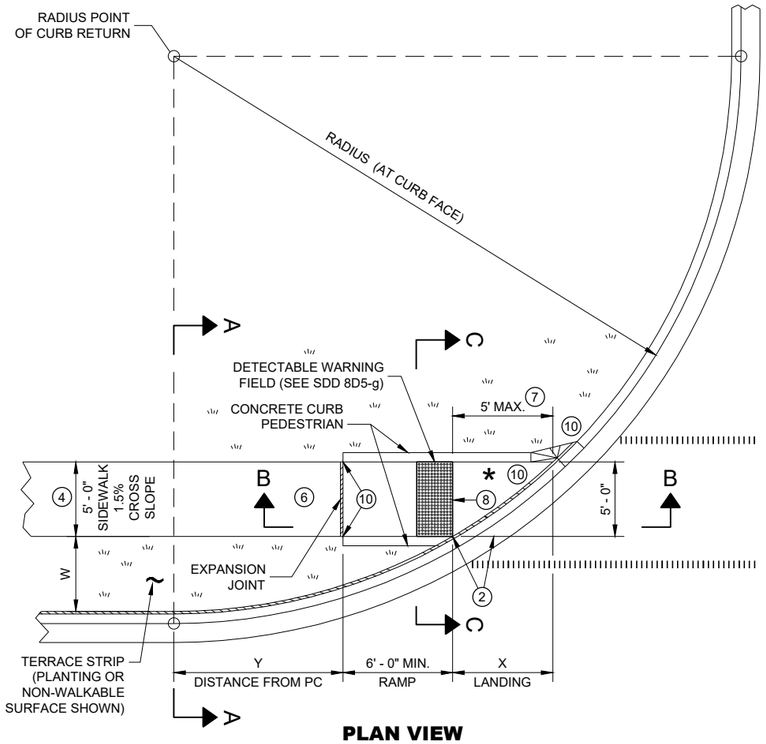
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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

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.

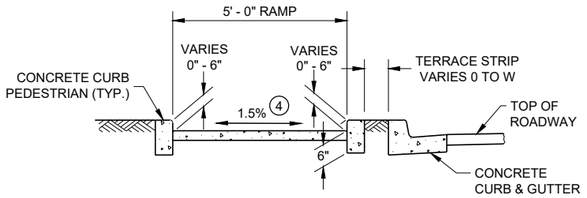
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

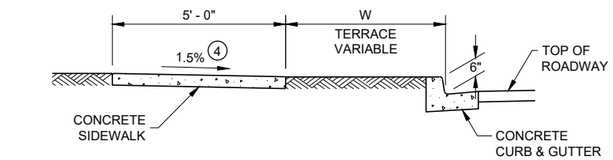
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

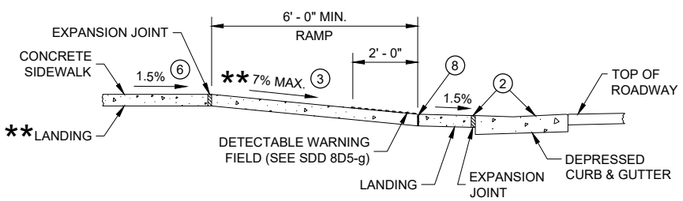
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



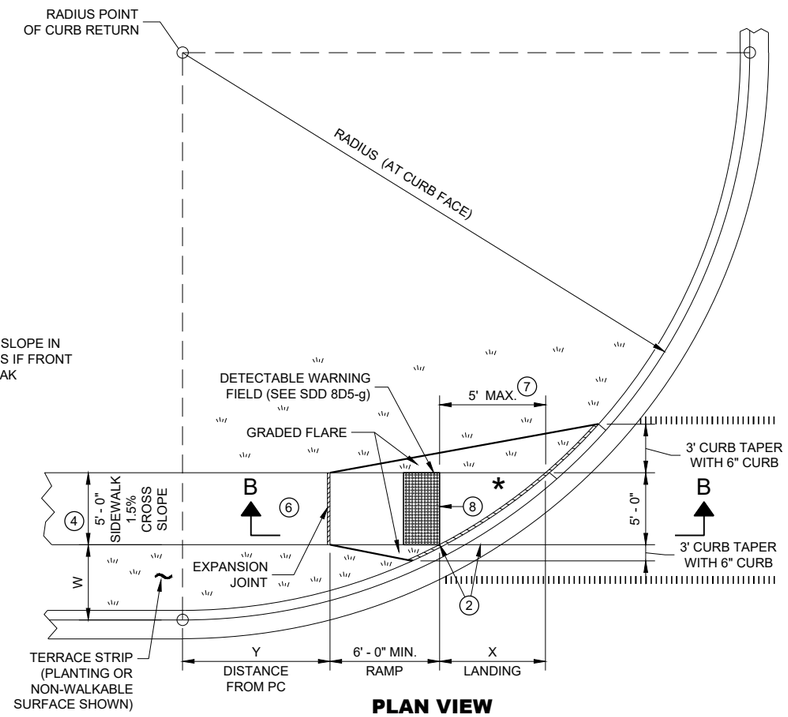
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

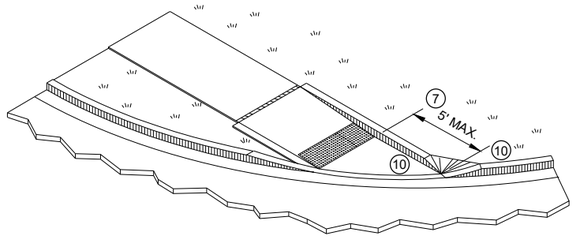
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

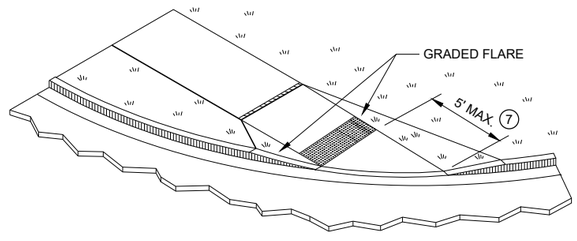


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



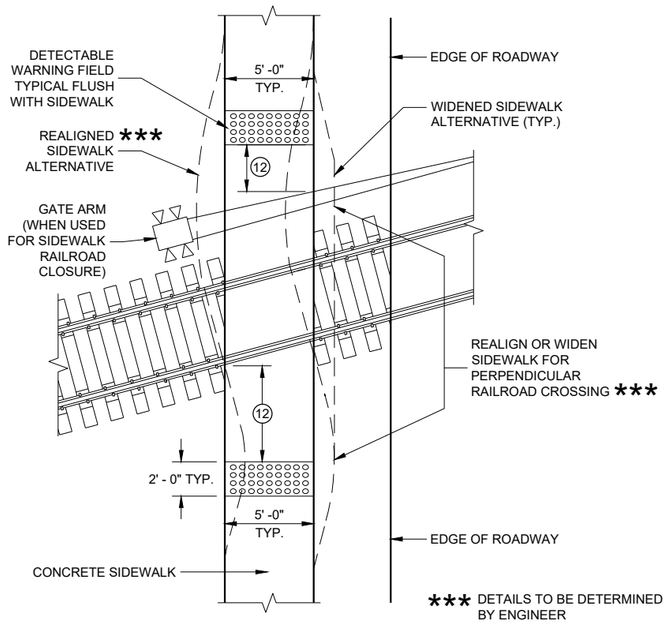
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

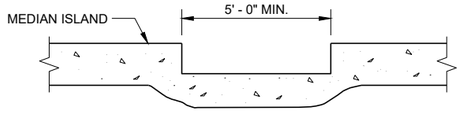
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SDD 08D05 - 20d

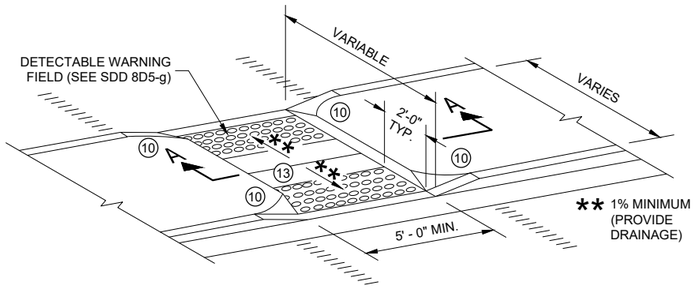


CURB RAMP TYPE 8

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.

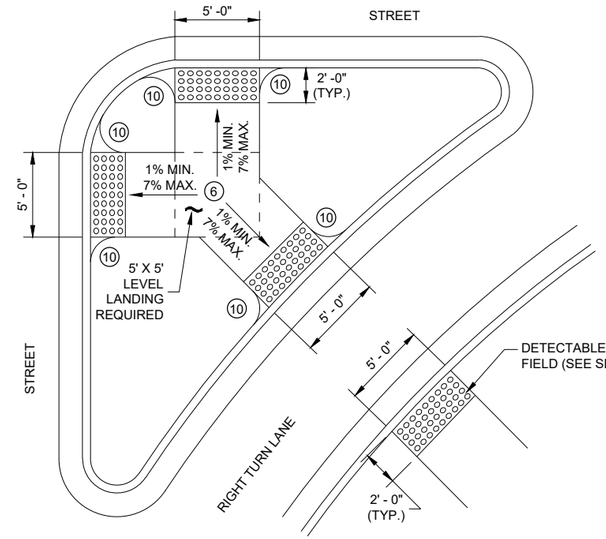
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

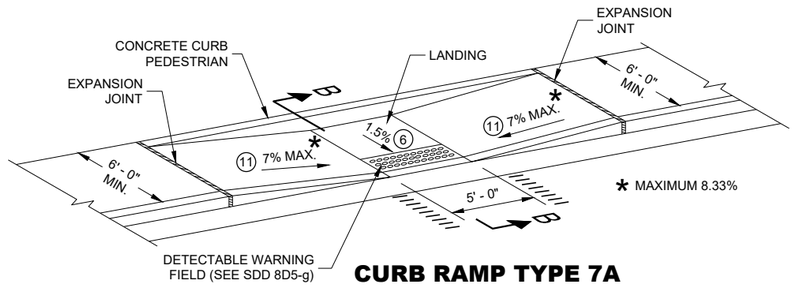
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

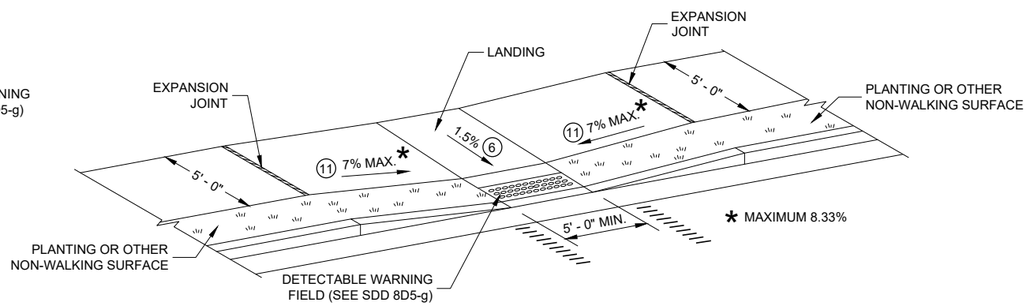
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

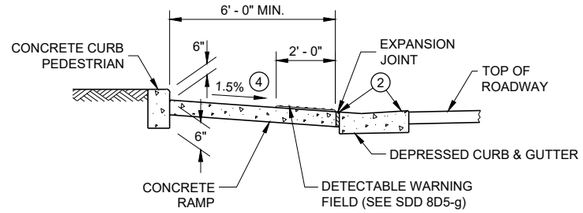
MID BLOCK CROSSING



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

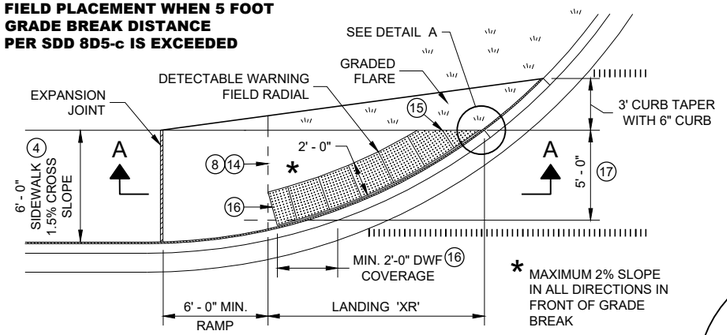
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

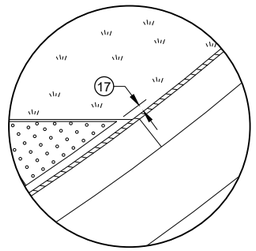
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



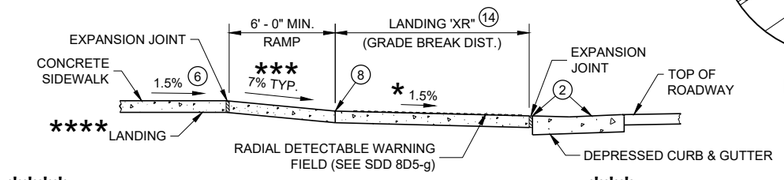
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

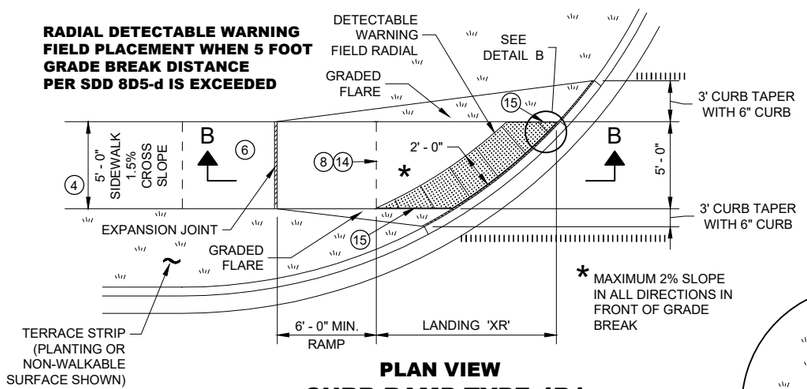


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

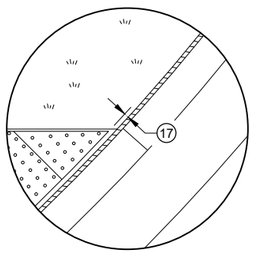
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



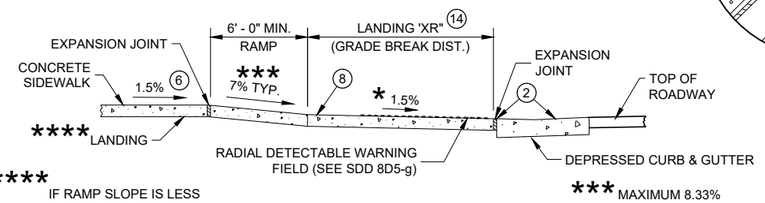
PLAN VIEW

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.

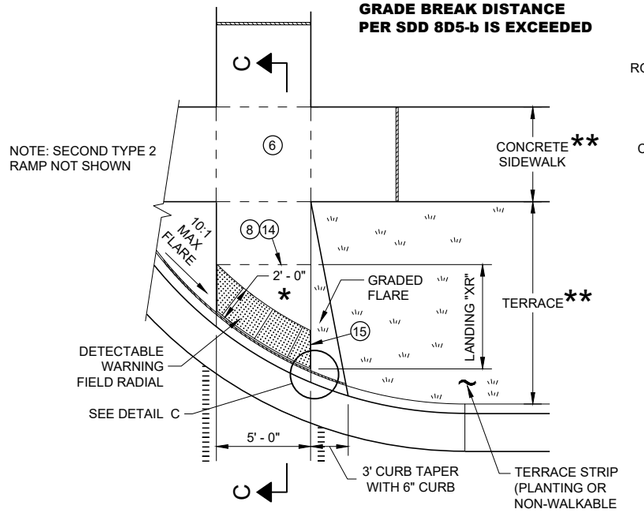
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

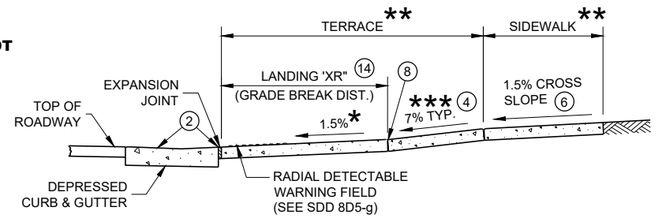


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

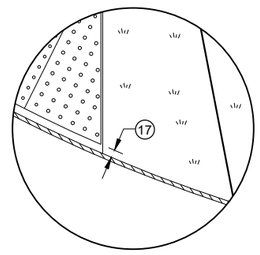


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



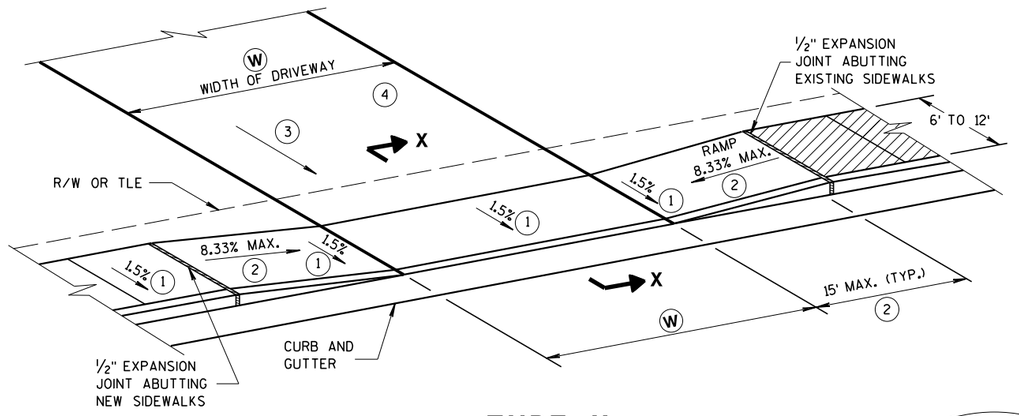
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

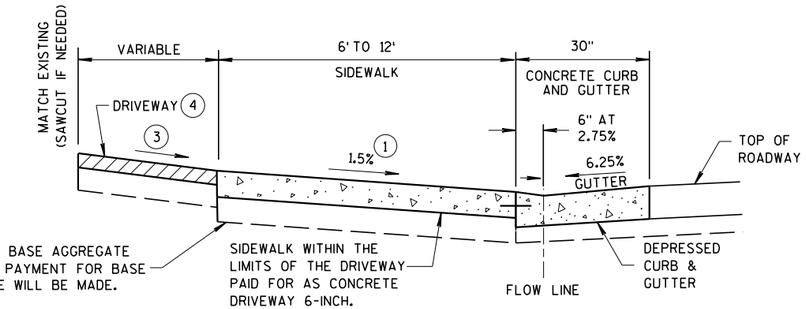
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

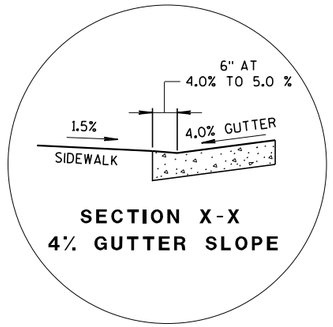
SDD 08D05 - 20f



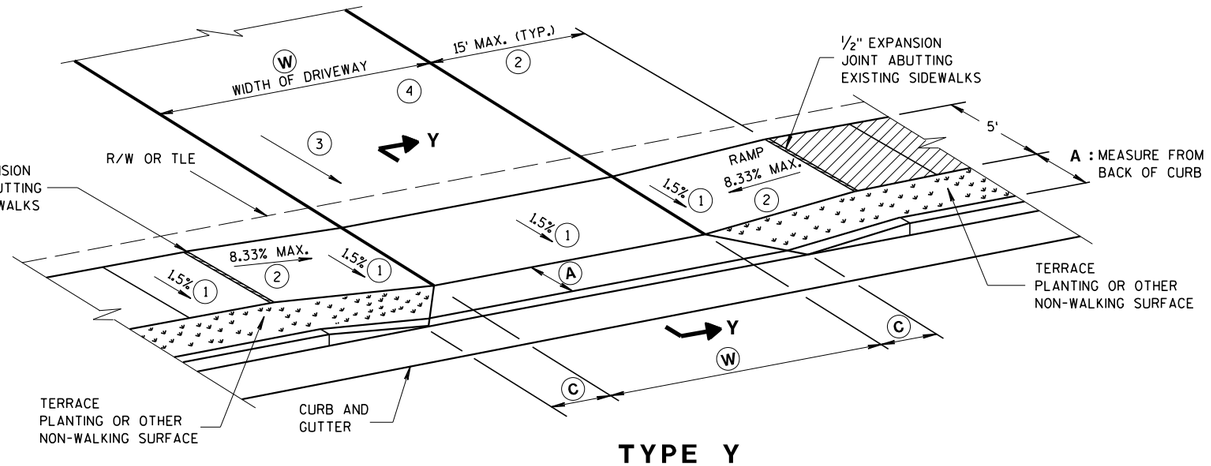
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

NOT TO SCALE

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

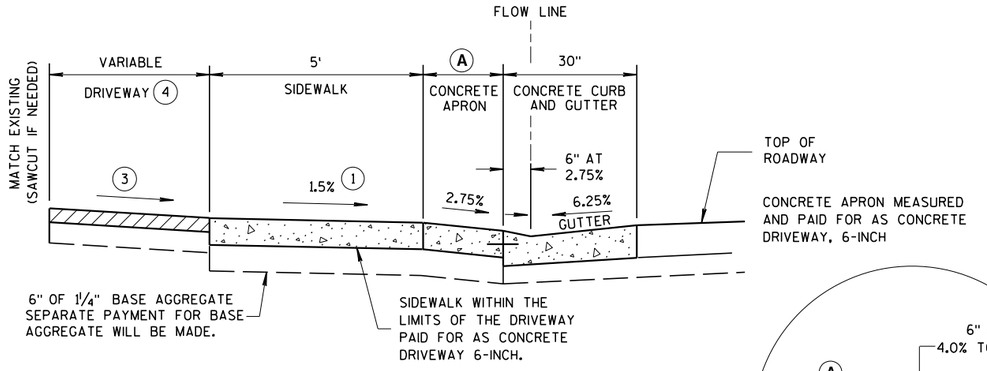
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

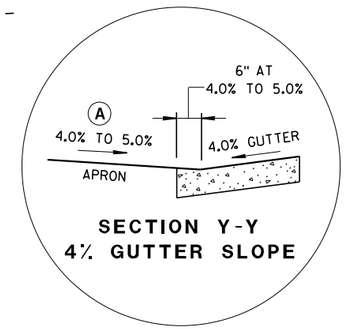
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

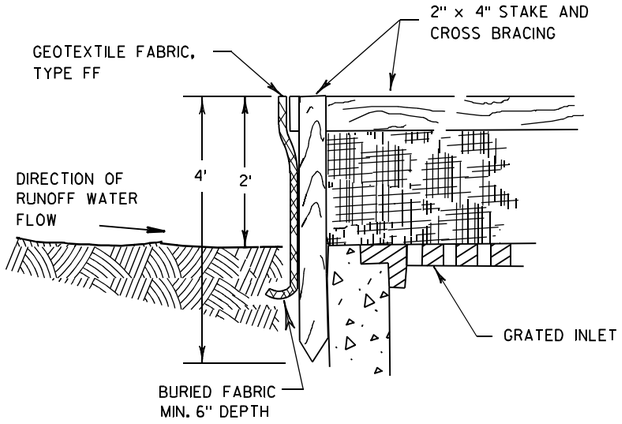
APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

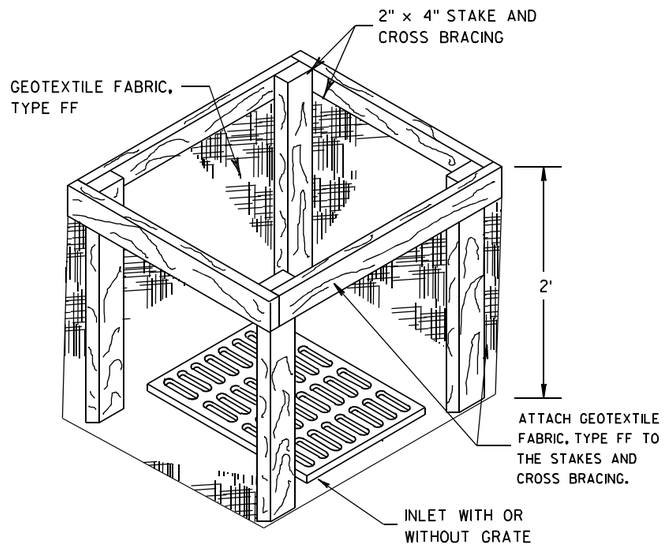
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S.D.D. 8 D 18-2

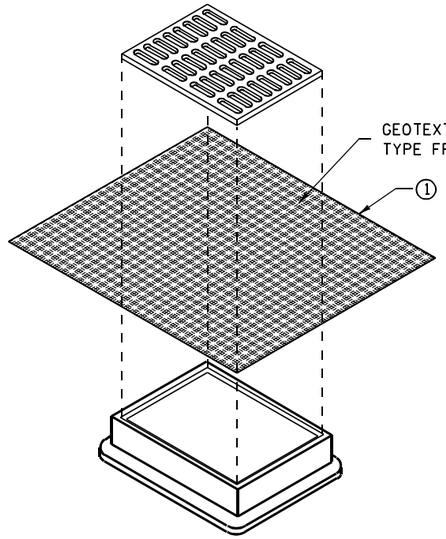
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S.D.D. 8 D 18-2



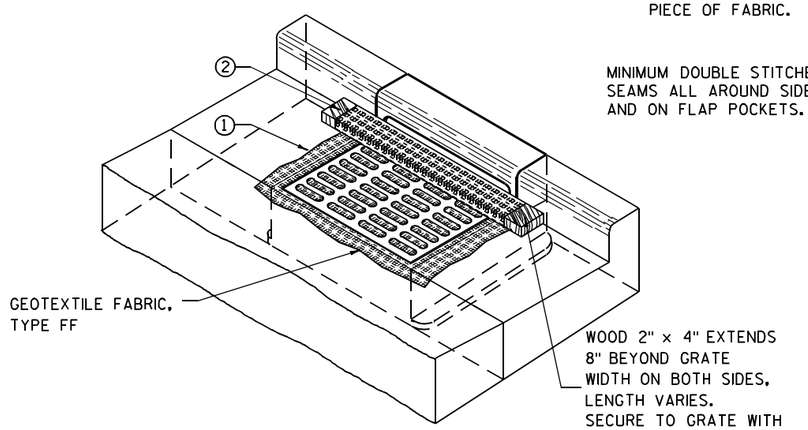


INLET PROTECTION, TYPE A

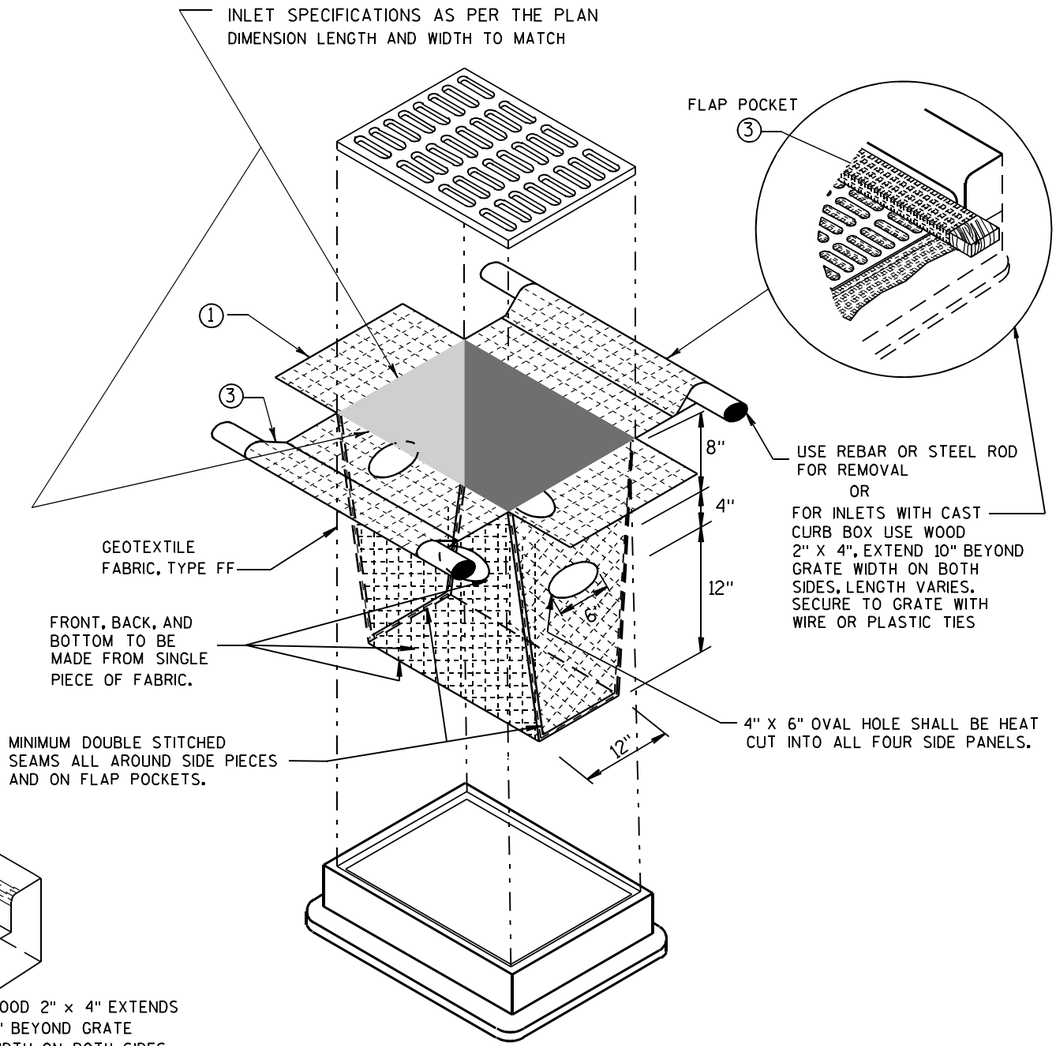


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

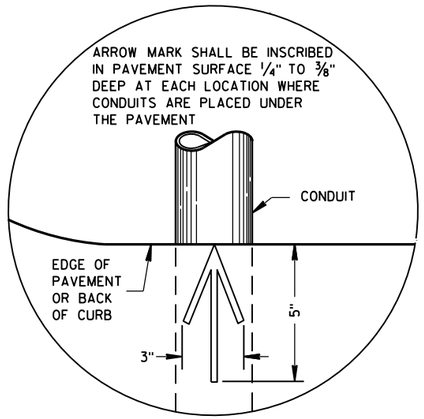
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

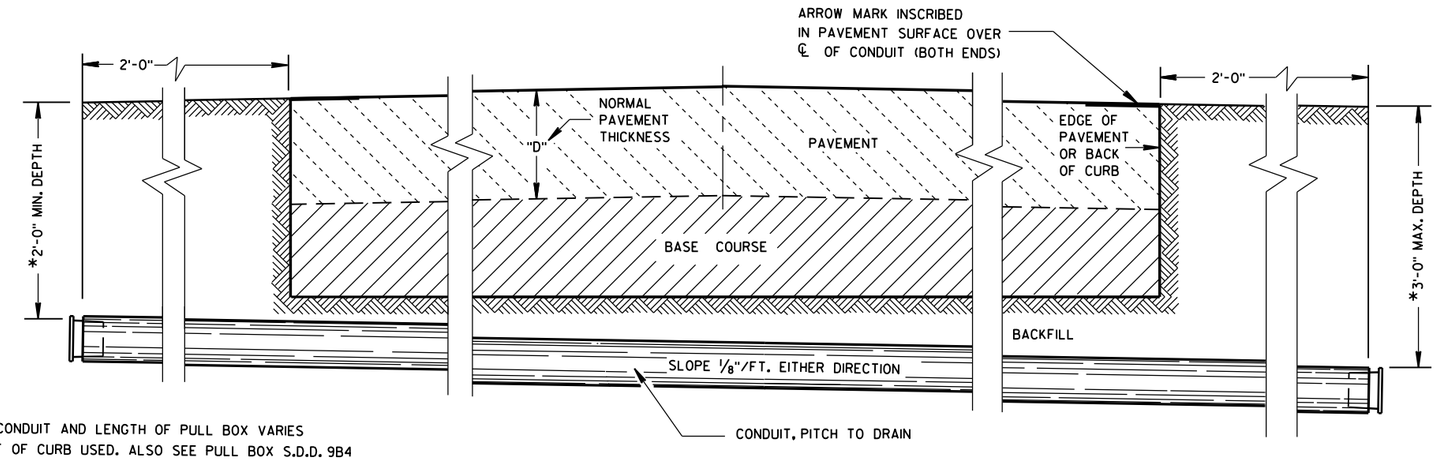
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



PLAN VIEW

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		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

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

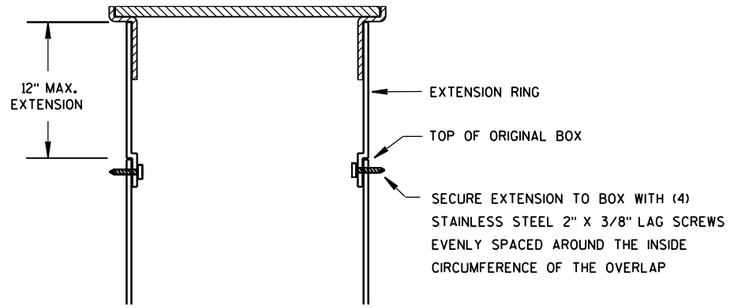
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

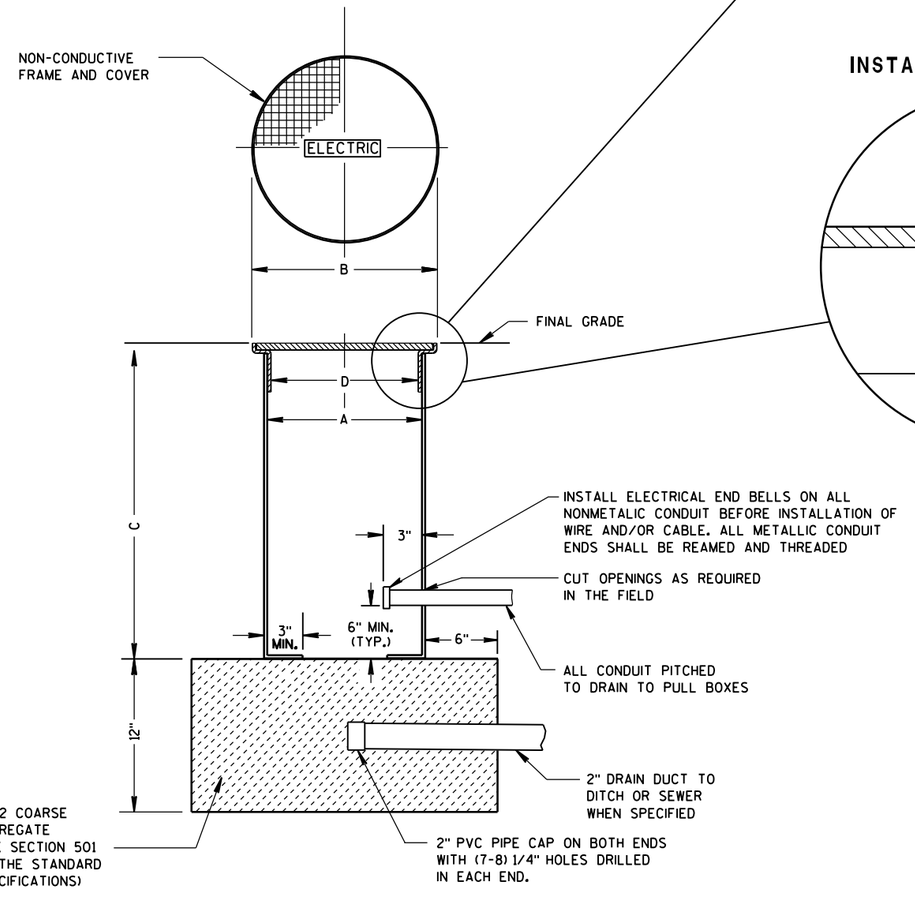
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

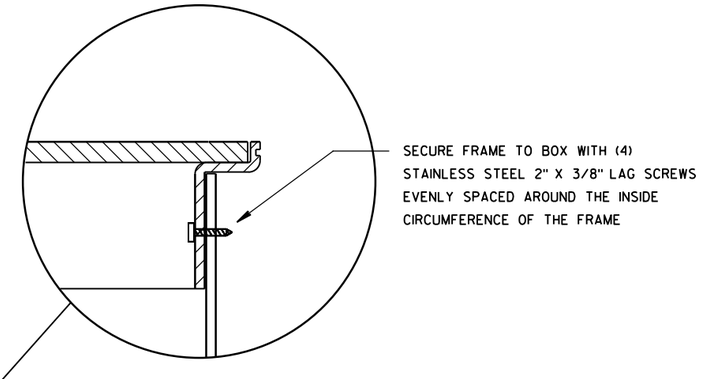


BOX EXTENSION

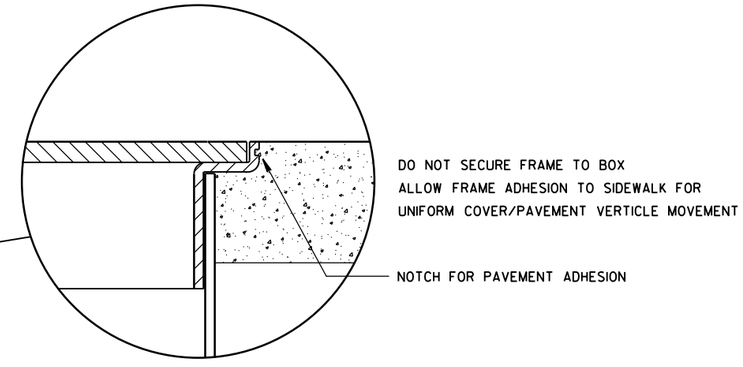


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX NON-CONDUCTIVE

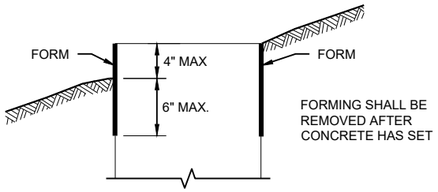
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1

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.

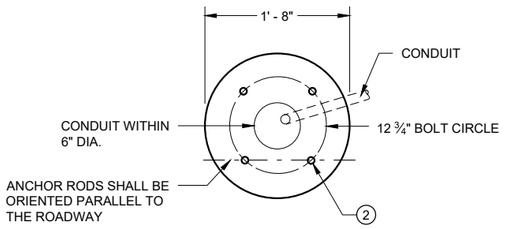
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

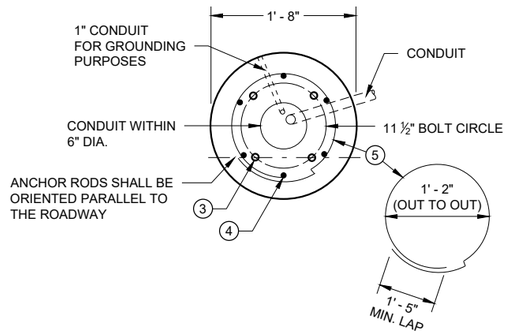
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

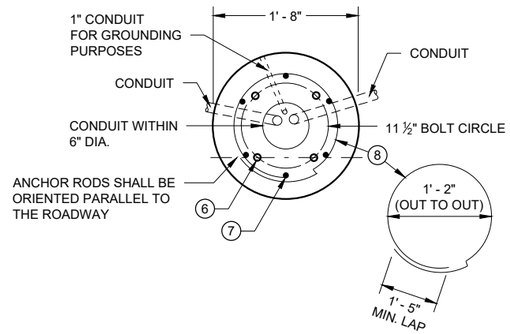
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

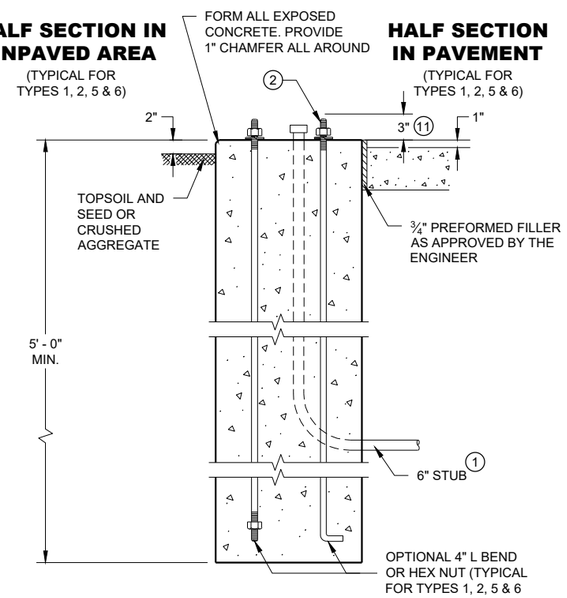
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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.

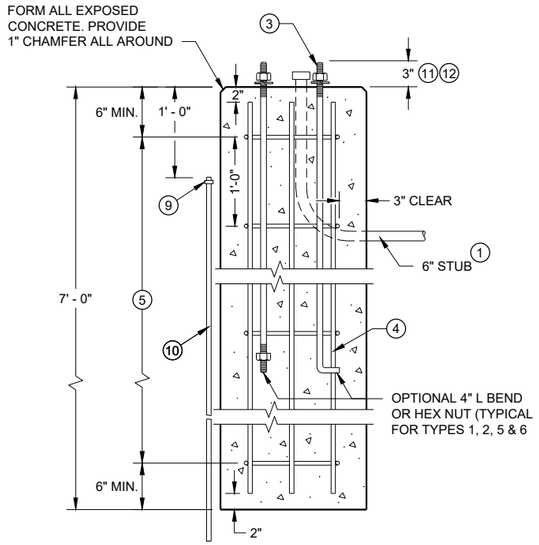
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

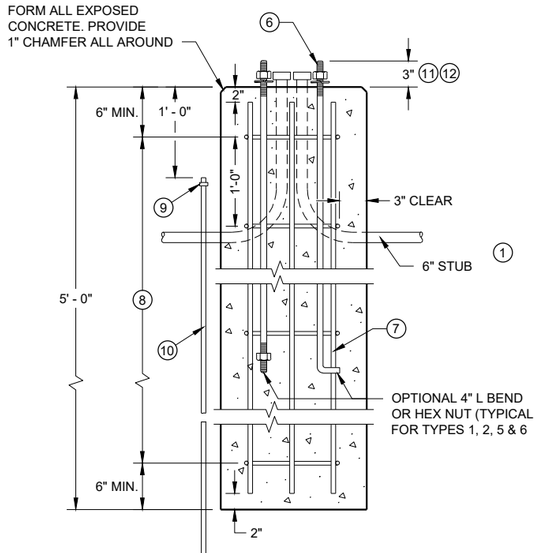
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



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 180

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.

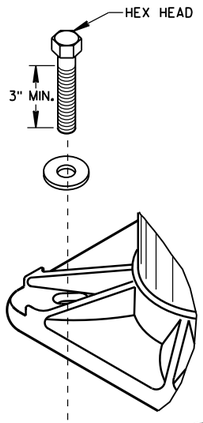
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

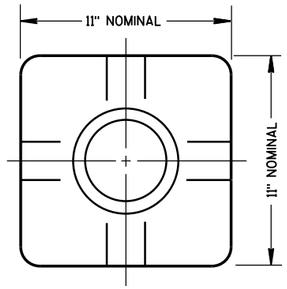
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

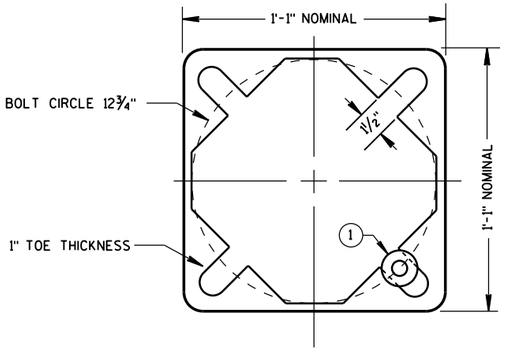
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

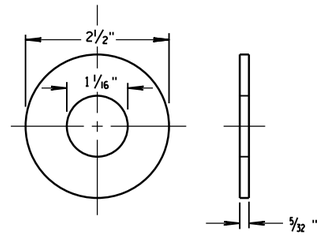




TOP VIEW
(PEDESTAL BASE)

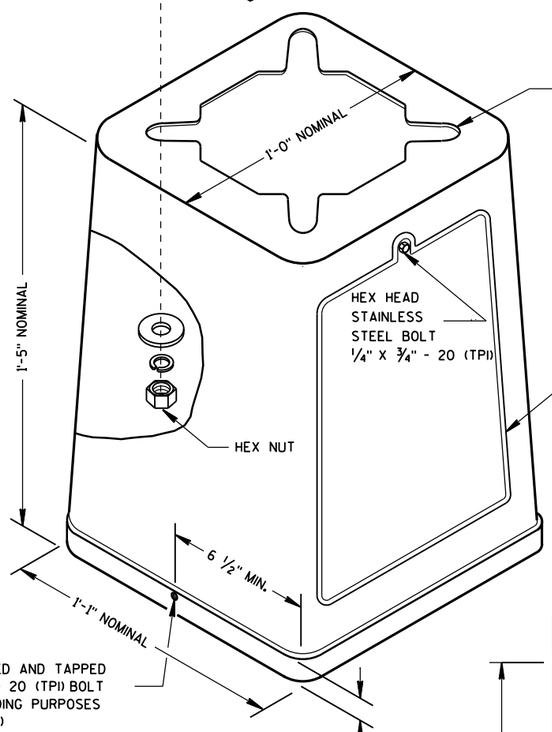


BOTTOM VIEW
(PEDESTAL BASE)

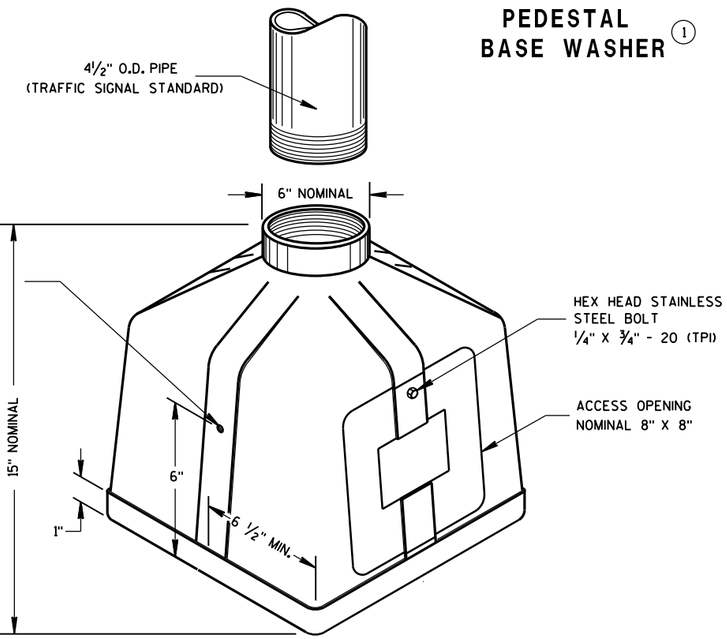


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

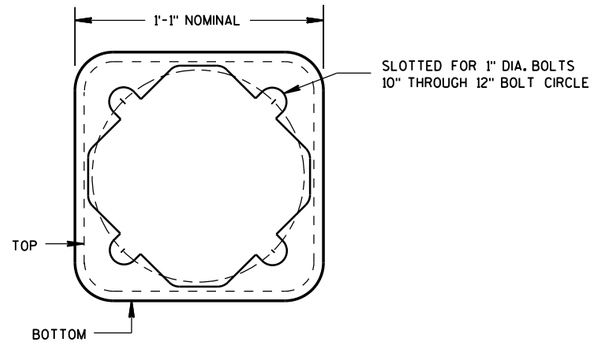


ISOMETRIC VIEW

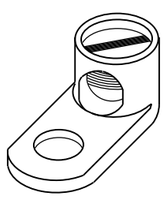


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

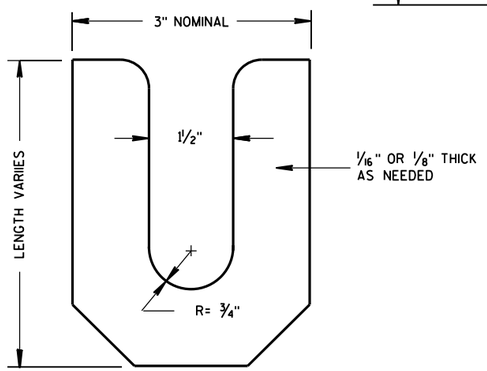


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

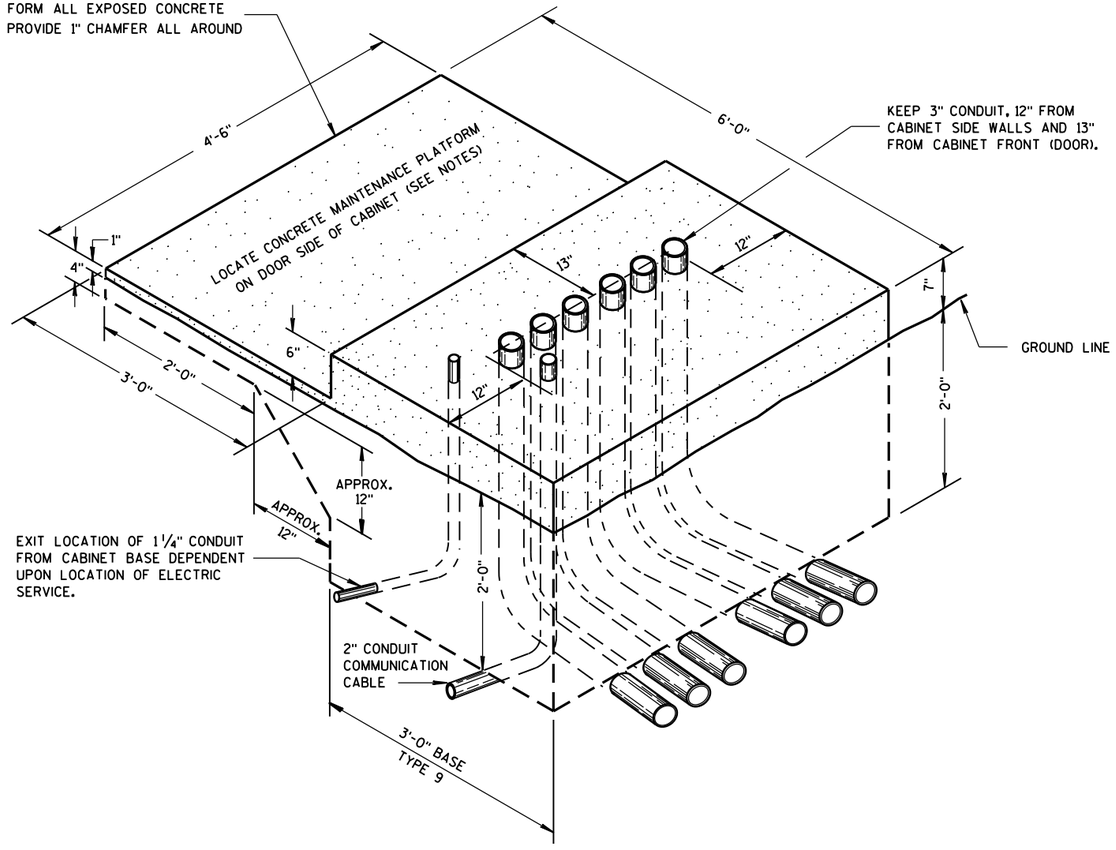
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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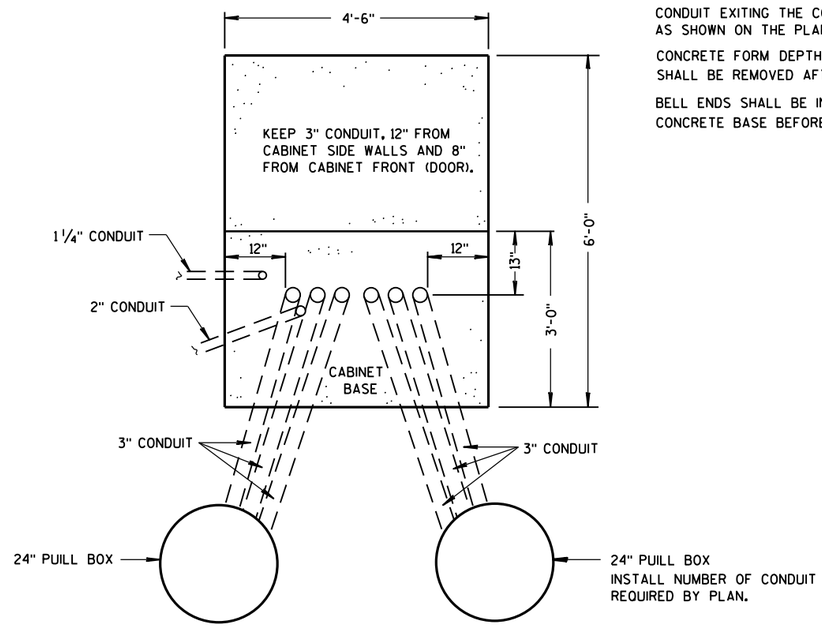
S.D.D. 9 C 3-4



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.

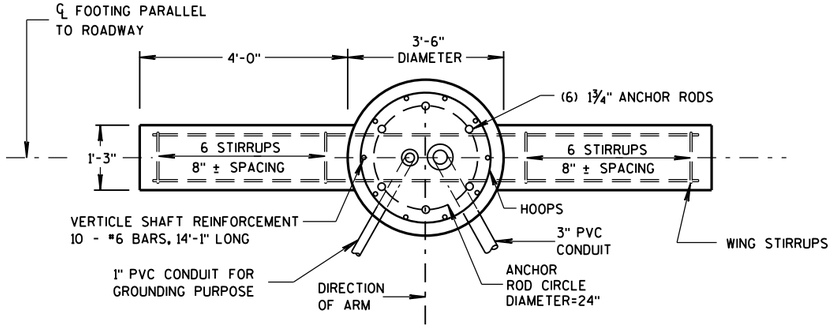
BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

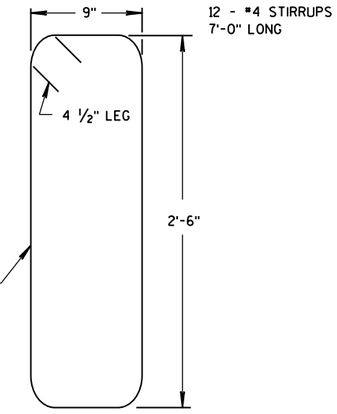
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

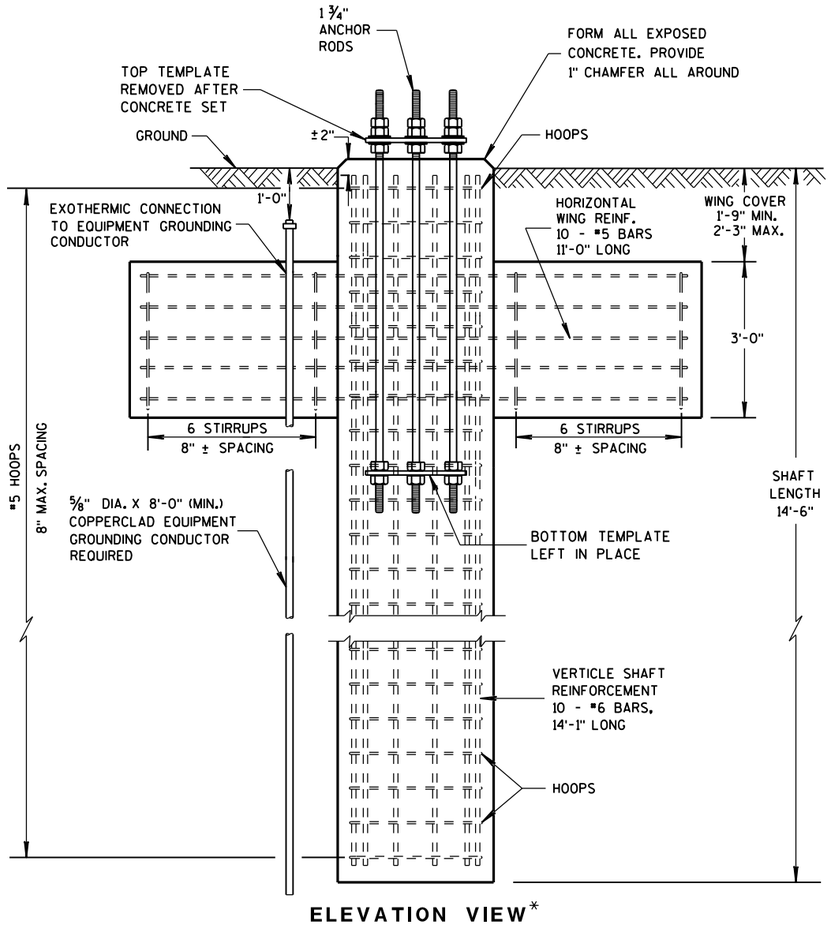
6
S.D.D. 9 C 6-7



PLAN VIEW

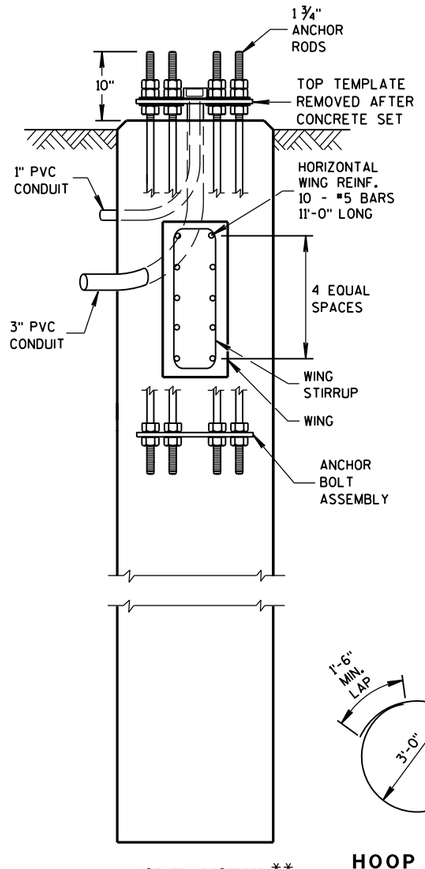


WING STIRRUP



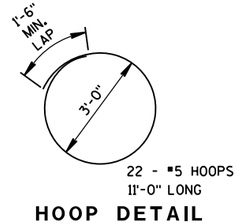
ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW**

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY



HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

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 BE FURNISHED AND INSTALLED TO 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.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL 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 THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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 SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

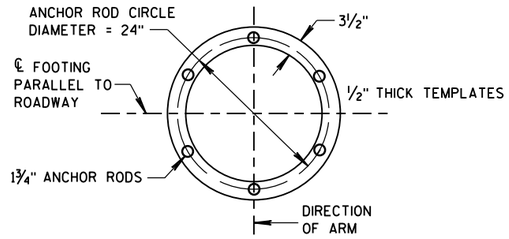
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

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.

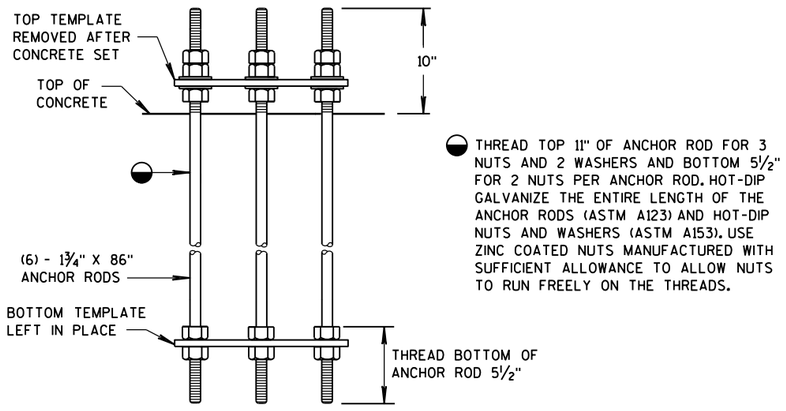
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 9 C 12-9a

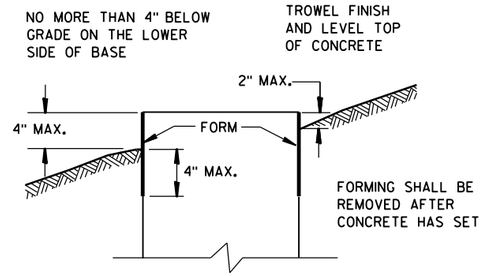


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6

S.D.D. 9 C 12-9b

6

S.D.D. 9 C 12-9b

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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 OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

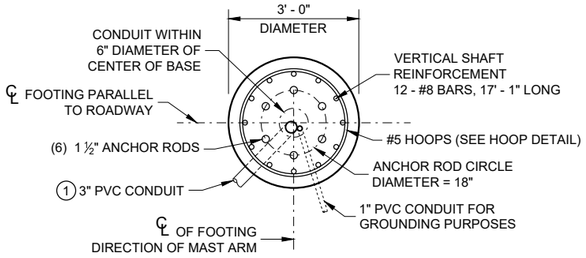
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO 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.

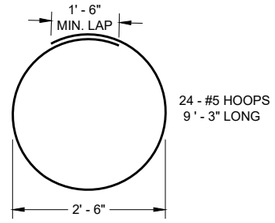
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(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 OF THE ENGINEER.

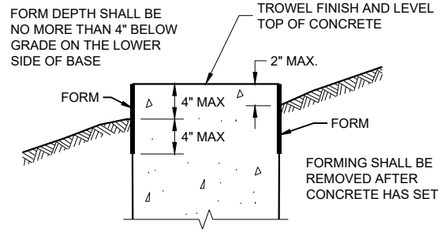
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



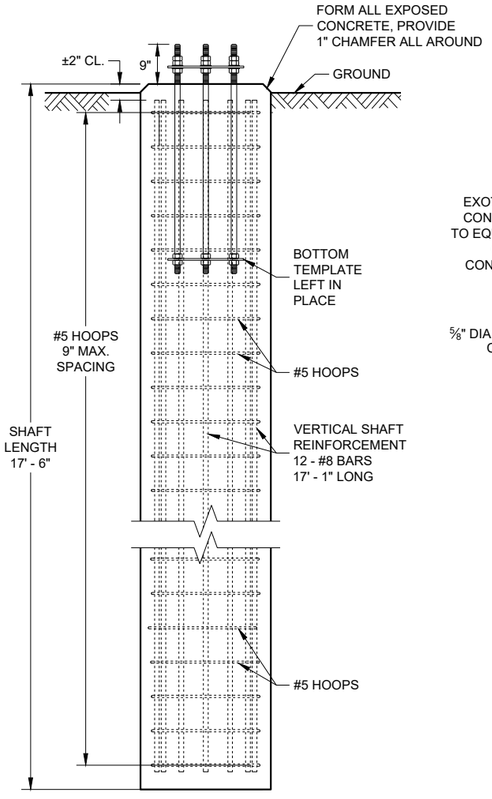
PLAN VIEW



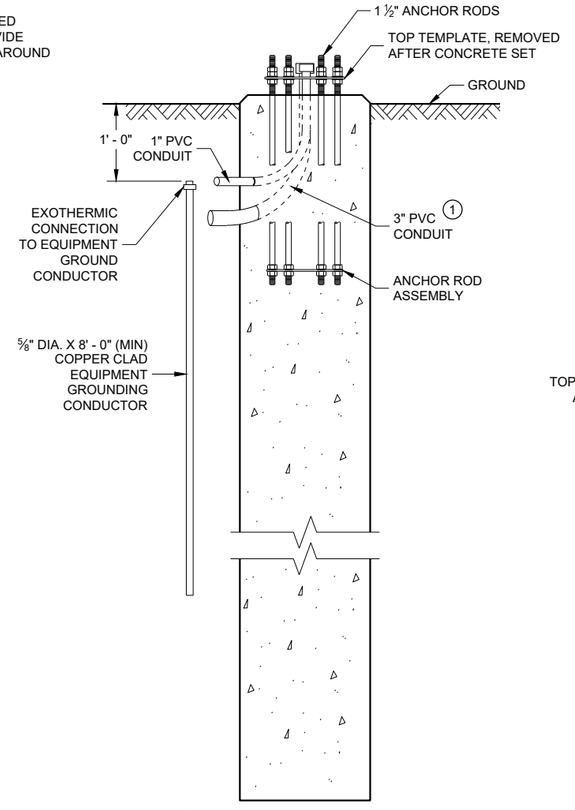
HOOP DETAIL



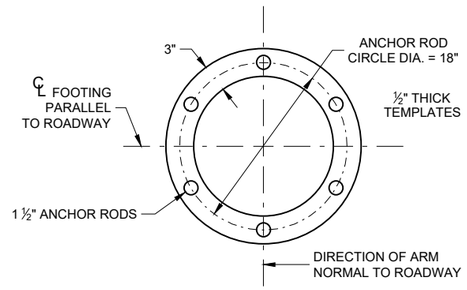
FORMING DETAIL



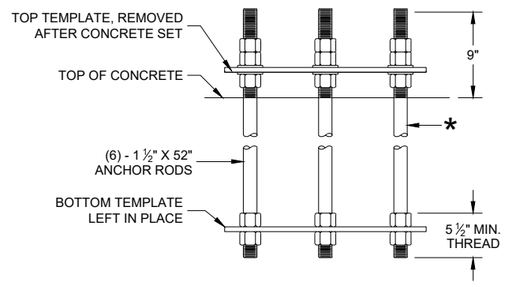
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

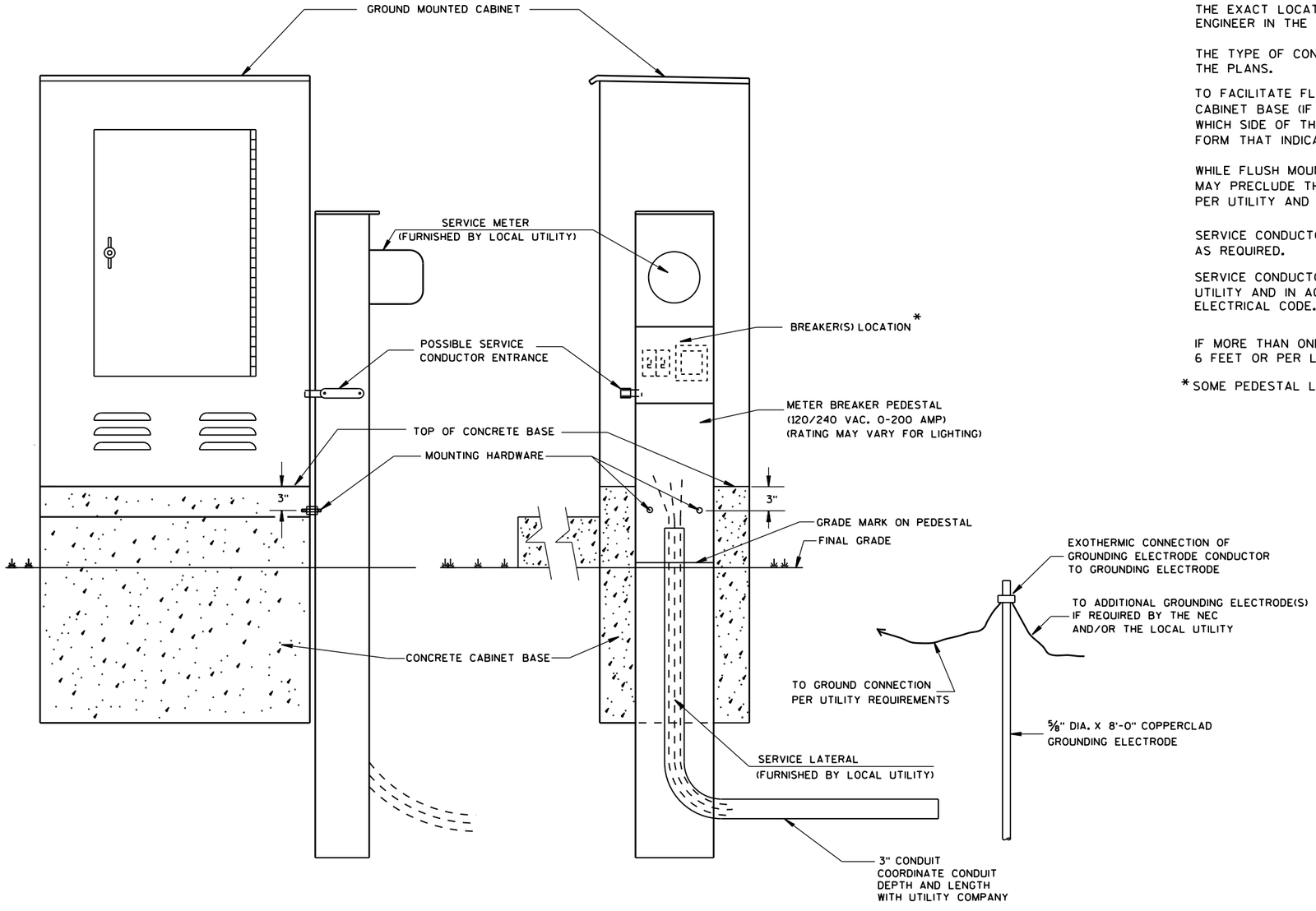
APPROVED
August 2020 — DATE
/S/ Alex Crabtree — WIND LOADED STRUCTU PROGRAM LEADER
FHWA

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SDD 09C15 - 01

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SDD 09C15 - 01



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.

6

S.D.D. 9 D 1-5

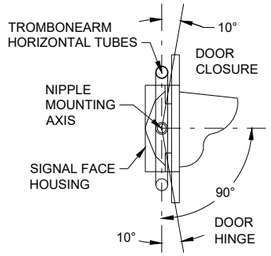
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

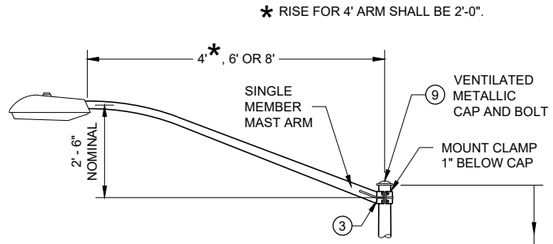
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

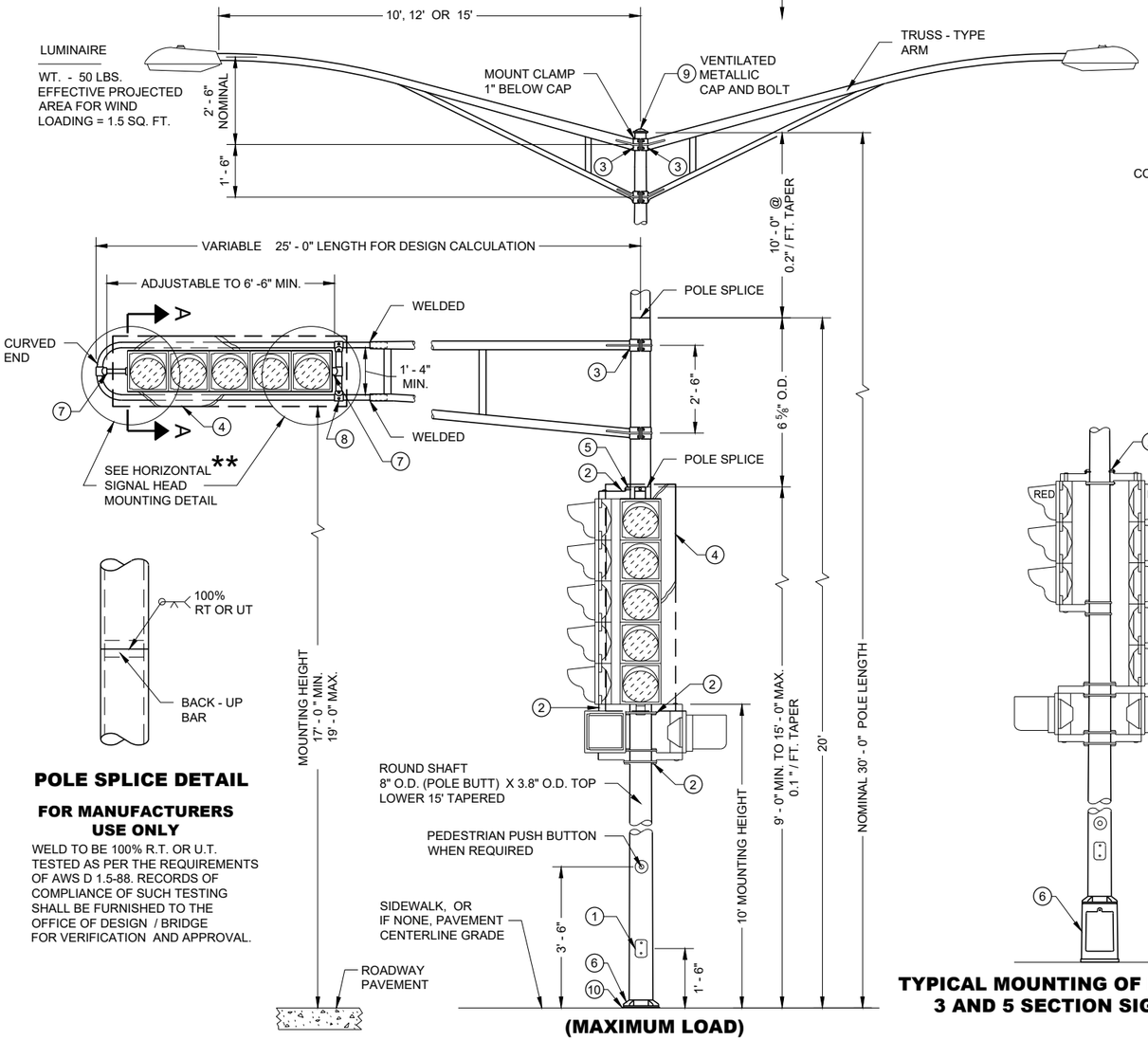
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S.D.D. 9 D 1-5



SECTION A-A



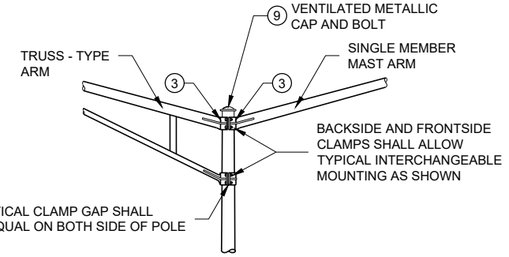


(MAXIMUM LOAD)

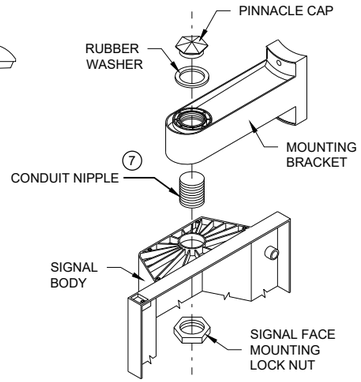
POLE SPLICE DETAIL

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.

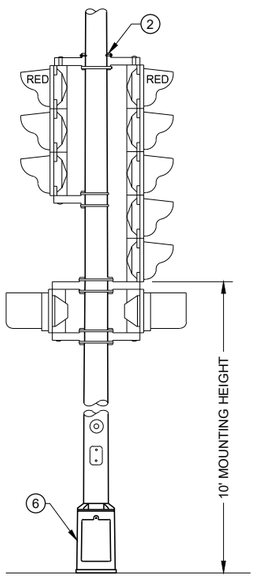


INTERCHANGEABLE MOUNTING DETAIL

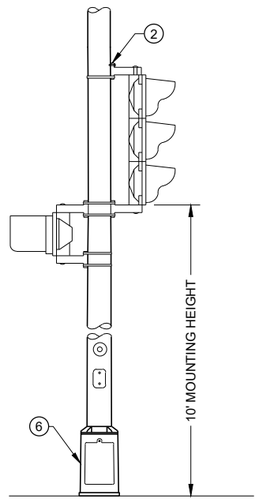


SIGNAL FACE MOUNTING DETAIL

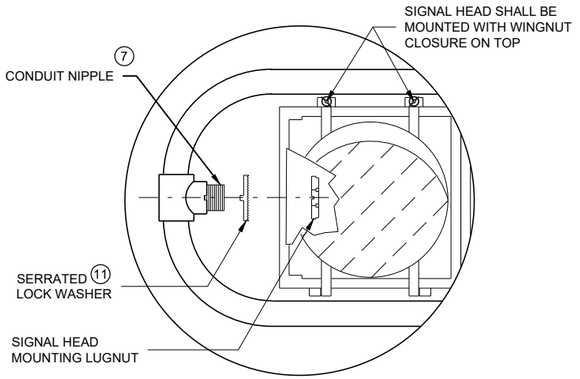
(BANDED)



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 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) 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 ⅜" 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.

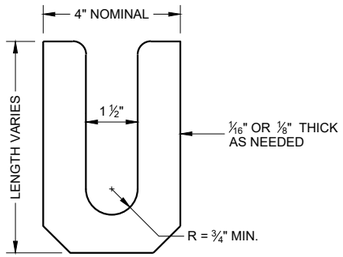
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

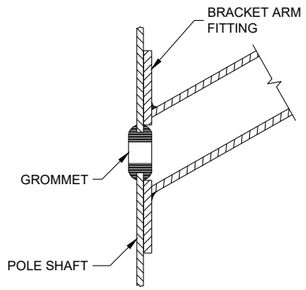
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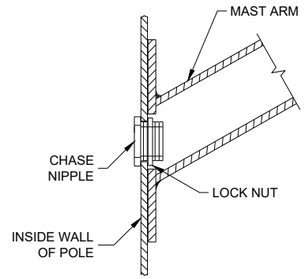
SDD 09E01 - 15b
SDD 09E01 - 15b



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.

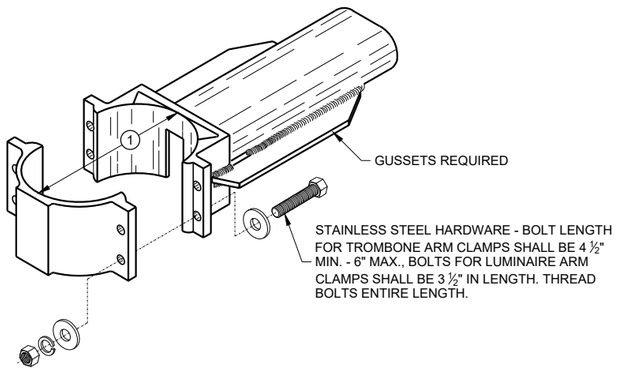
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

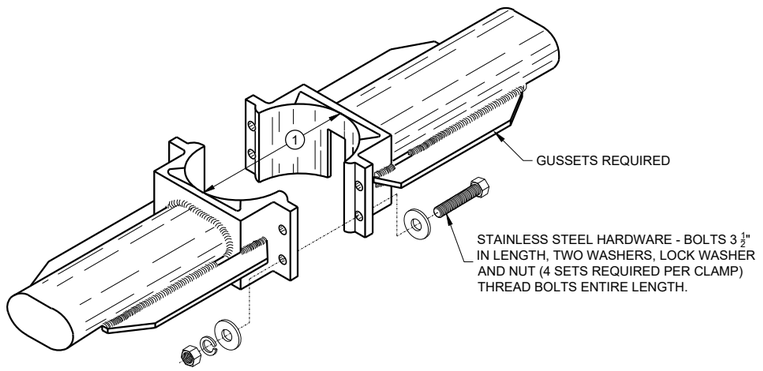
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

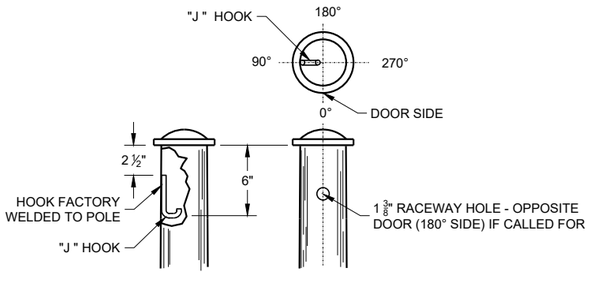
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



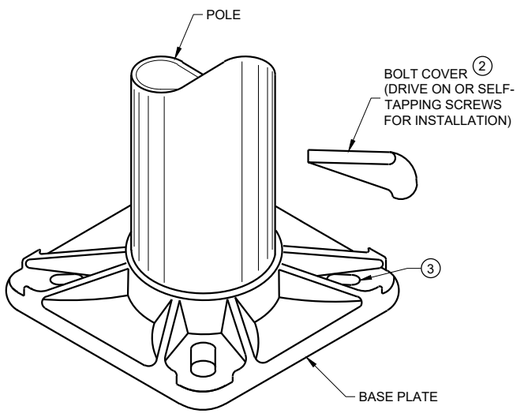
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



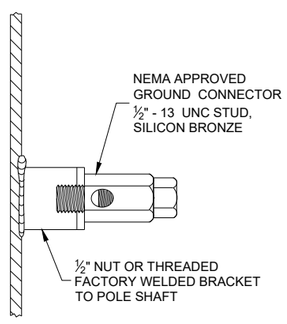
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

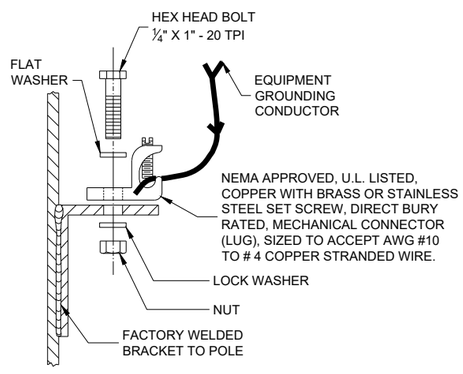


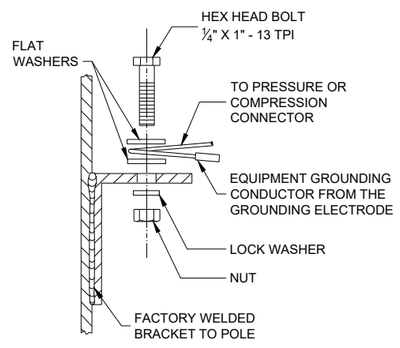
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
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November 2018
DATE

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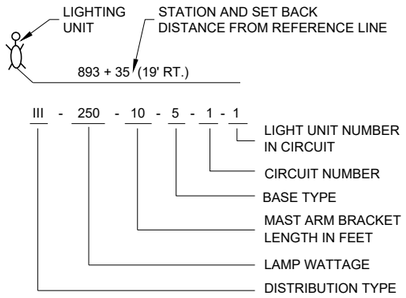
SDD 09A01 - 15g

GENERAL NOTES

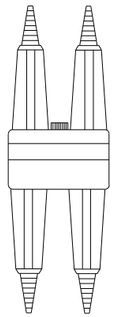
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

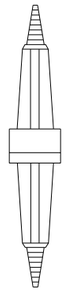
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



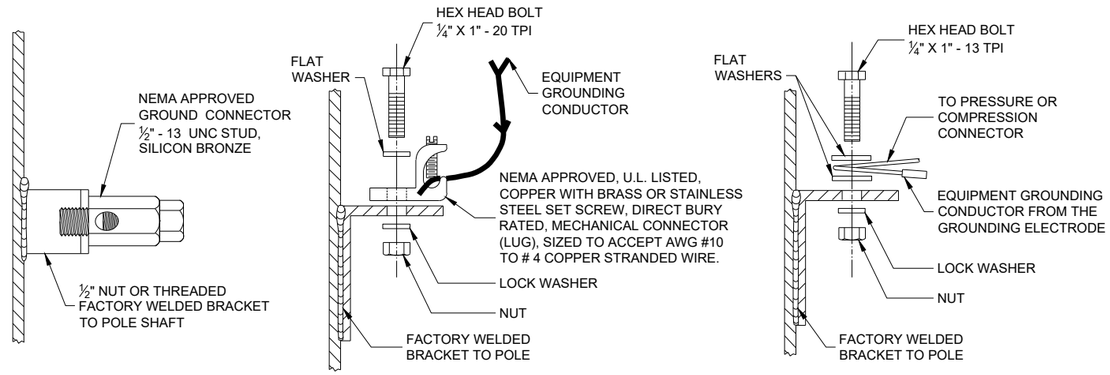
LIGHTING UNIT CODE
(TYPICAL)



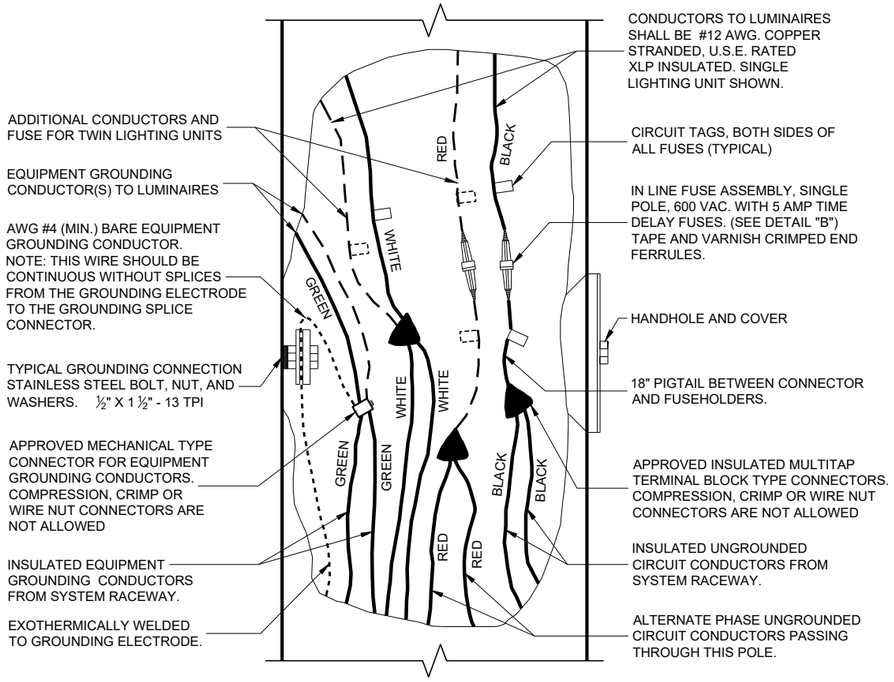
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



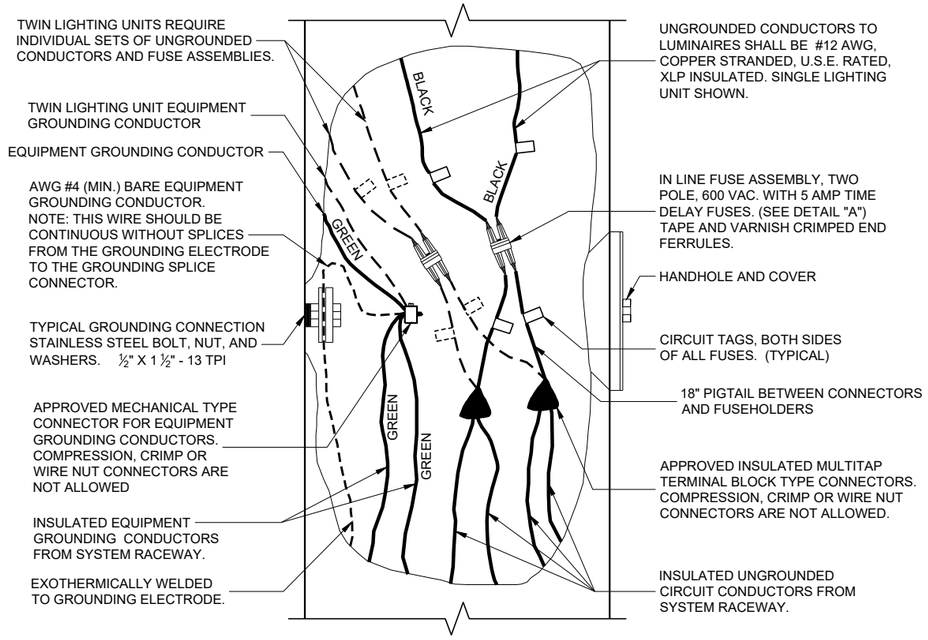
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

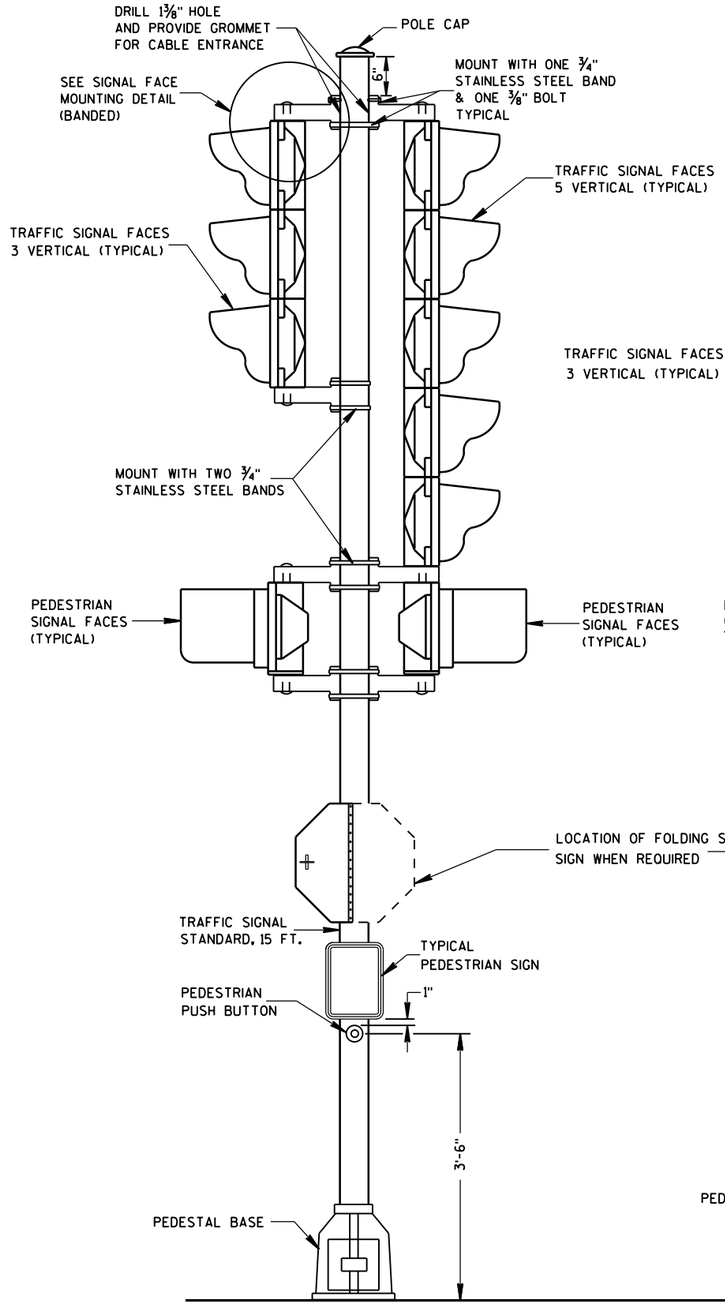
STATE OF WISCONSIN
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APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

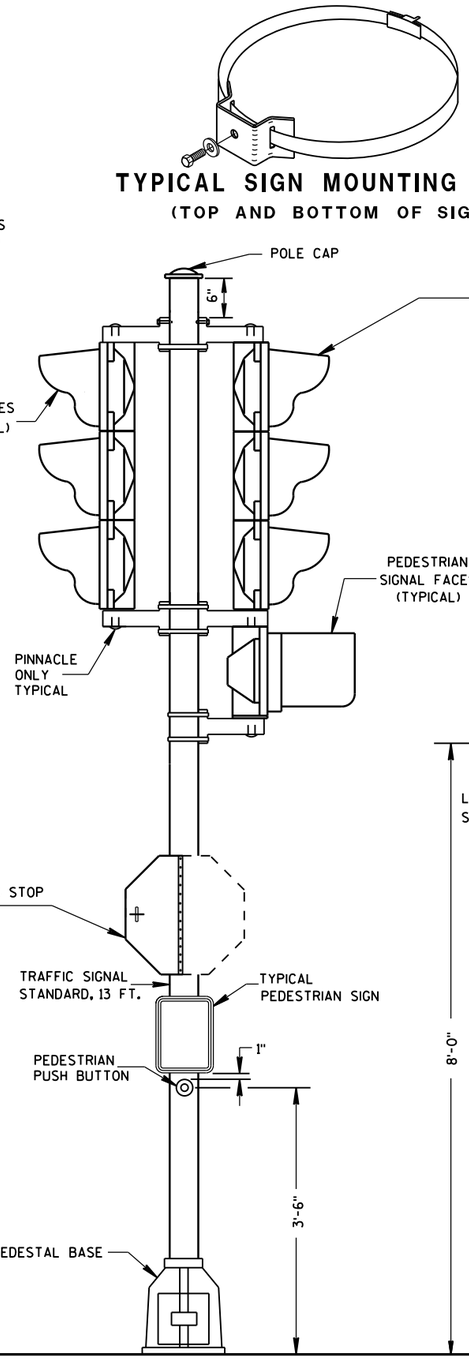
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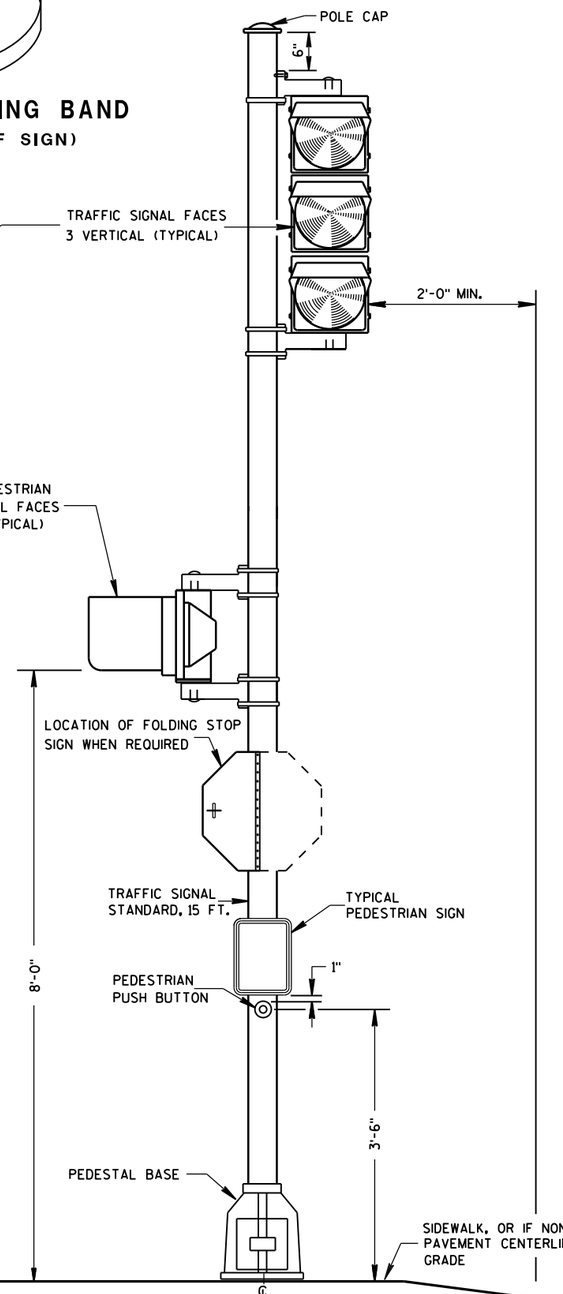


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

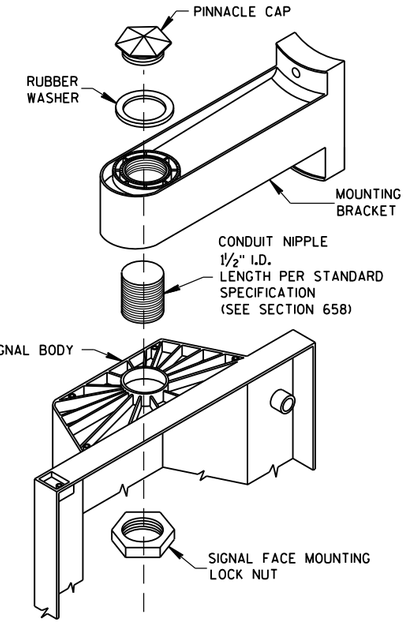
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

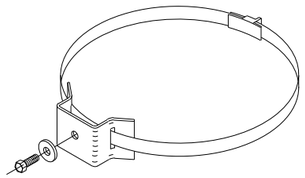
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

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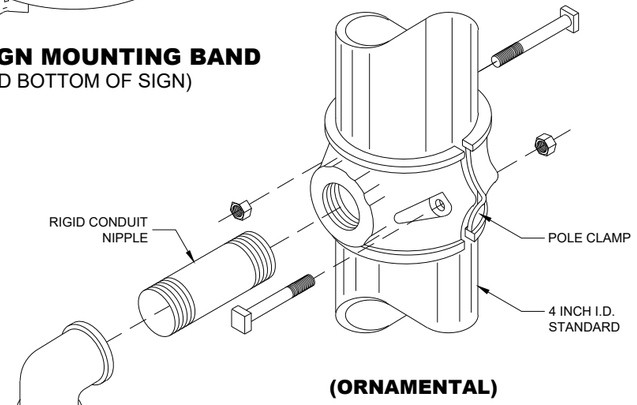
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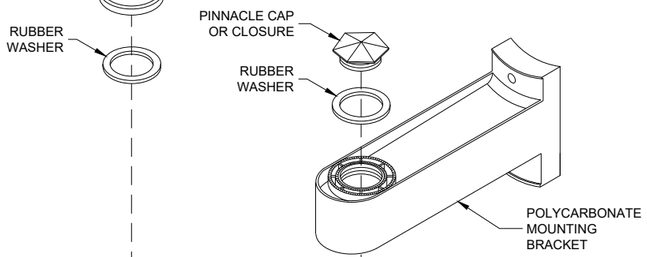
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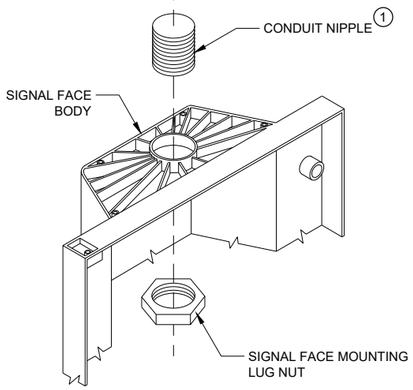
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



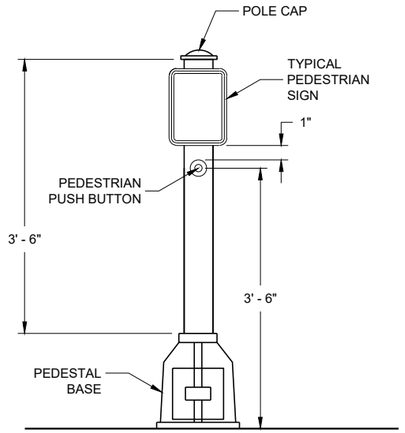
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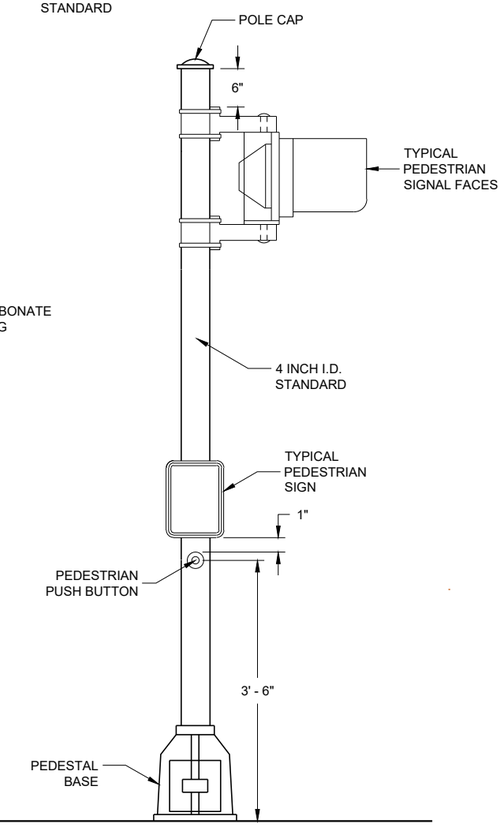
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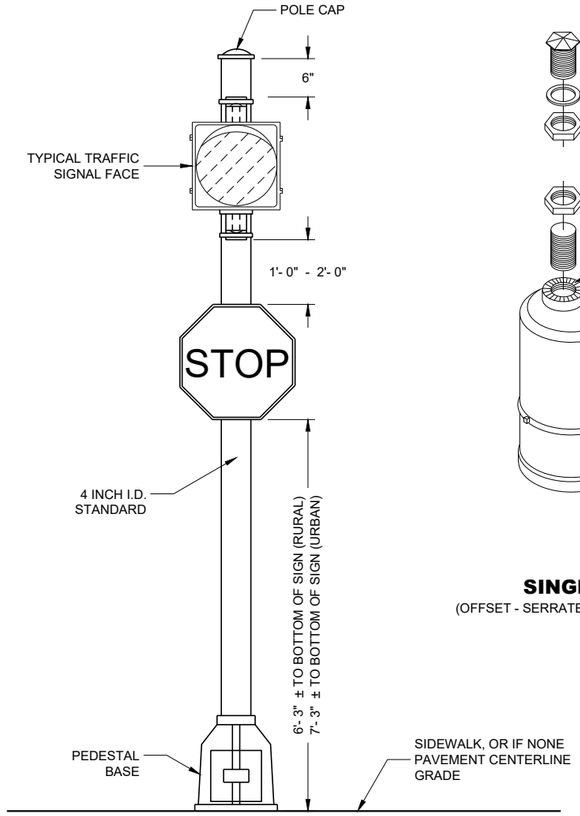
SIGNAL FACE MOUNTING DETAILS



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.

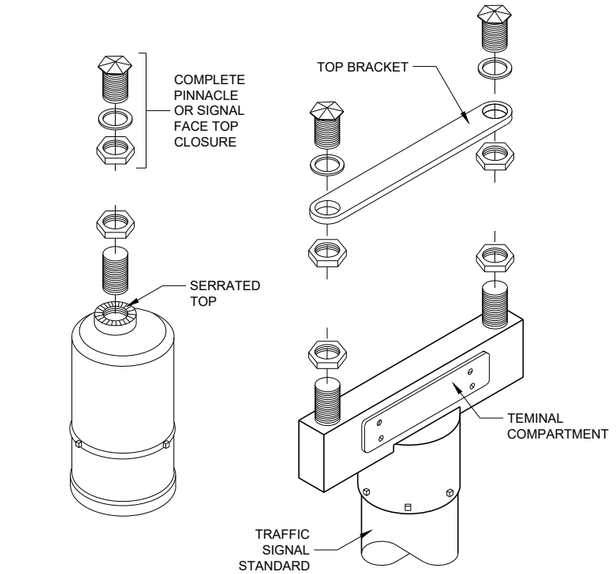
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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

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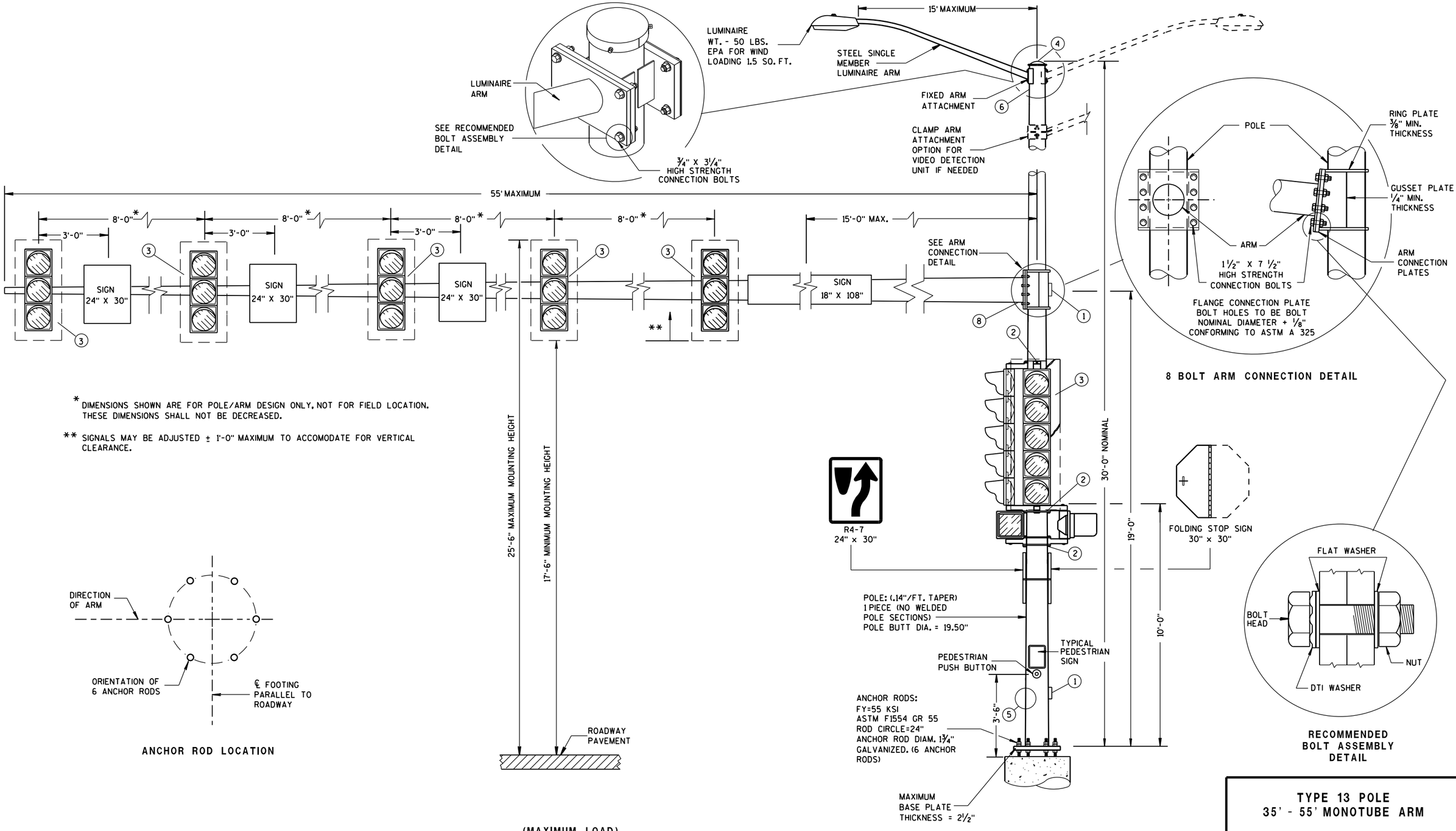
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November 2018
DATE

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* 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.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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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.

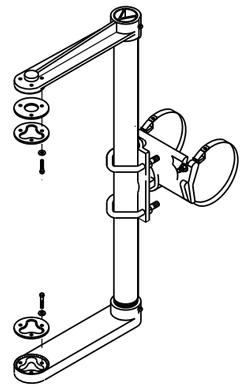
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

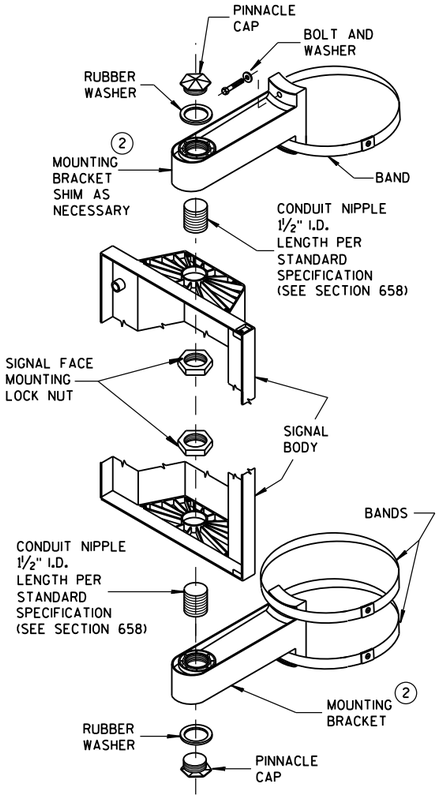
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

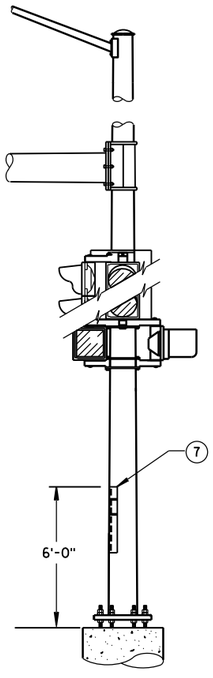


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

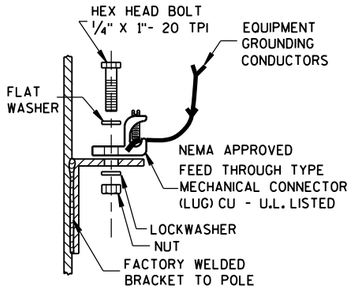
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

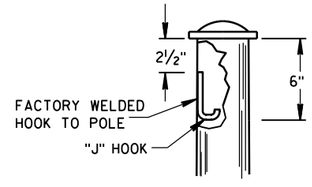


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



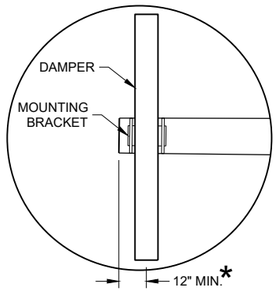
"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

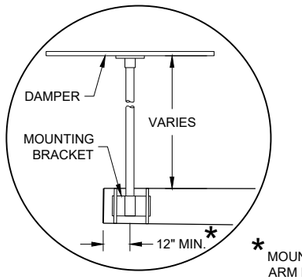
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May 2016 — DATE
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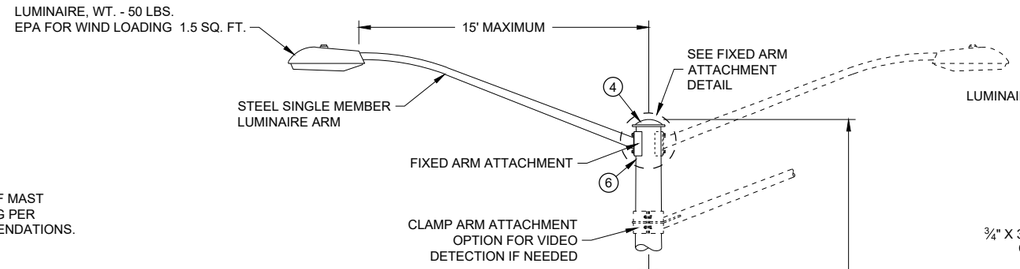


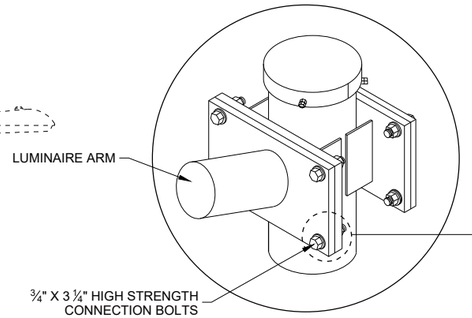
DUMBBELL VIBRATION DAMPER



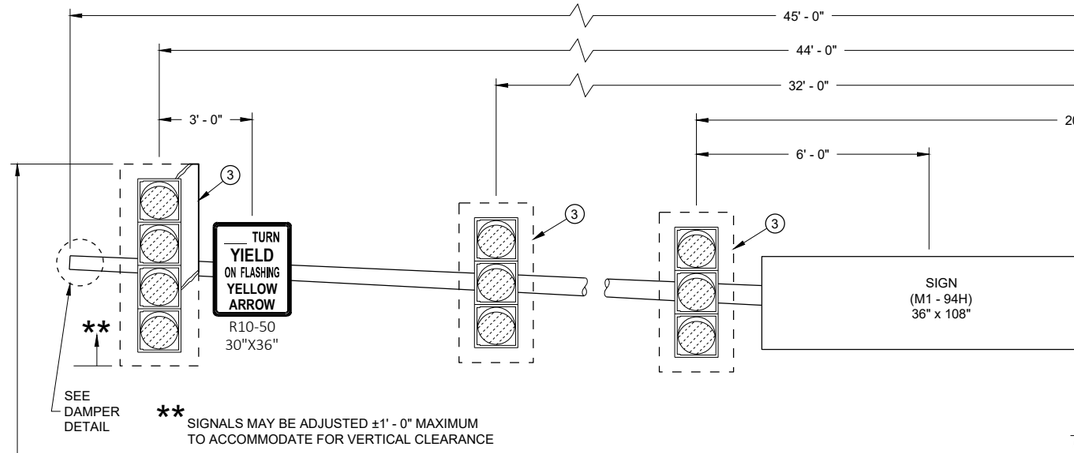
FLAT VIBRATION DAMPER

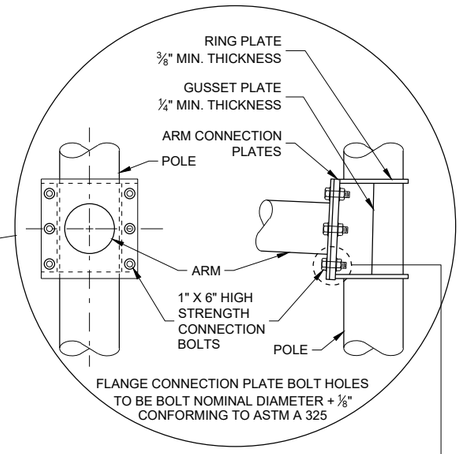
* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



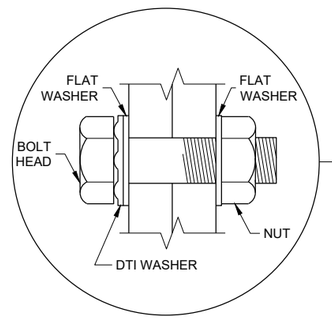


FIXED ARM ATTACHMENT DETAIL

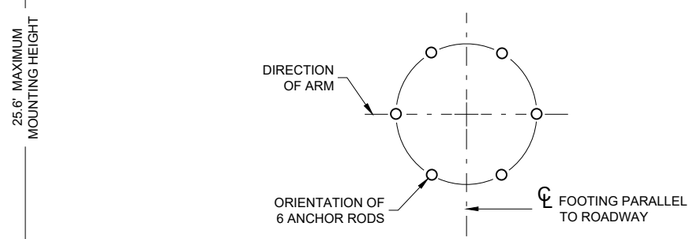




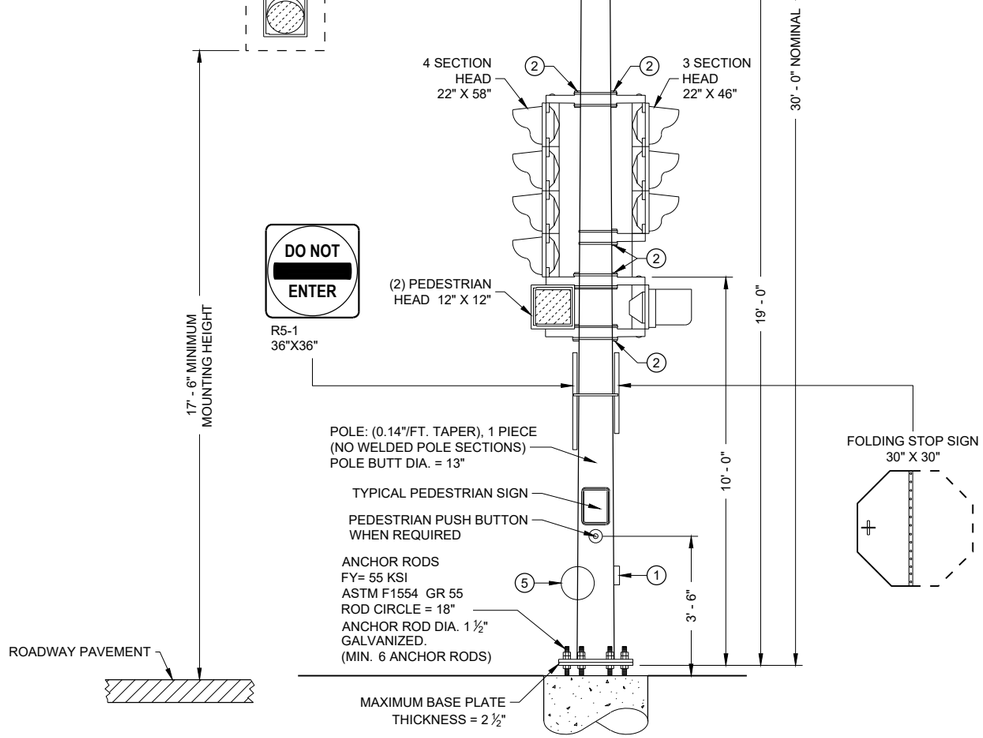
6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION



TYPE 10 SPECIAL POLE
45' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
45' MONTUBE ARM

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August 2020
DATE

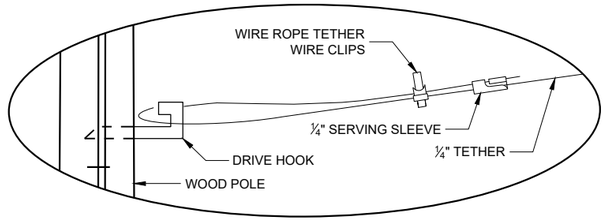
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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

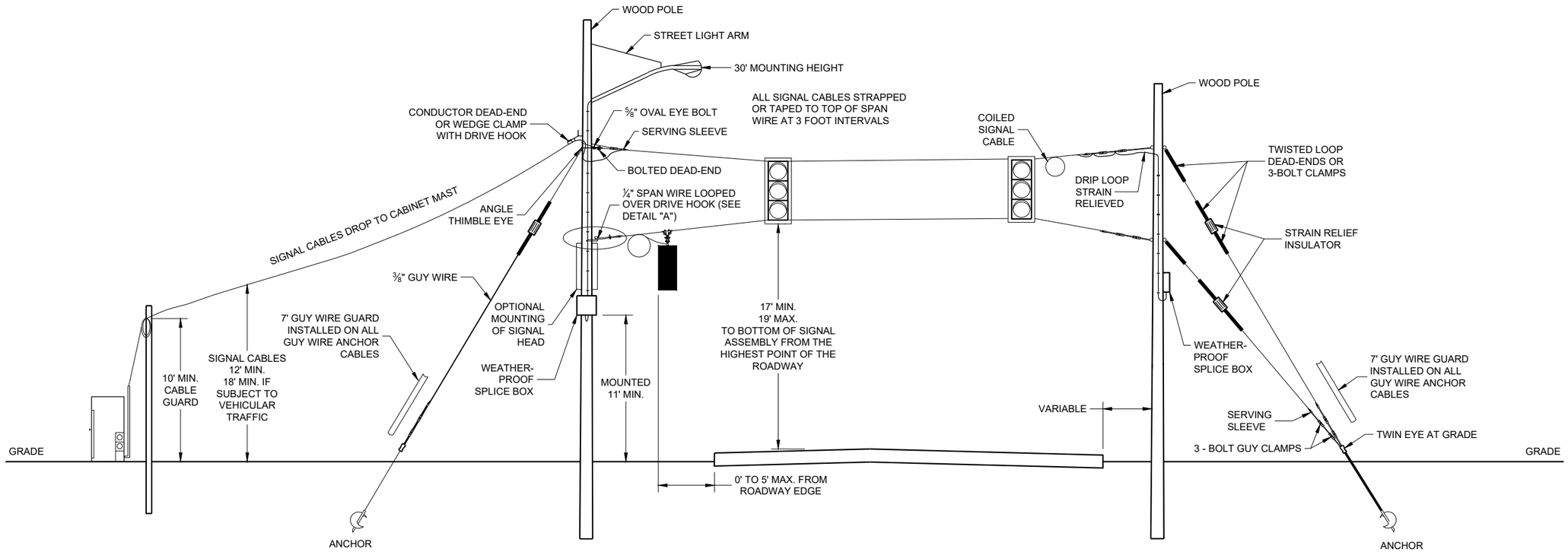


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2015
DATE
/S/ Ahmet Demerbilek
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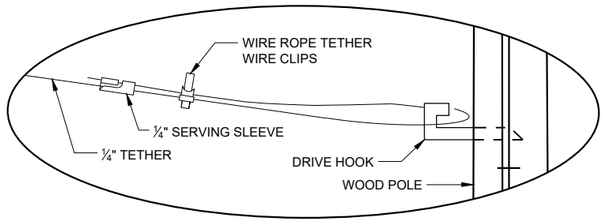
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

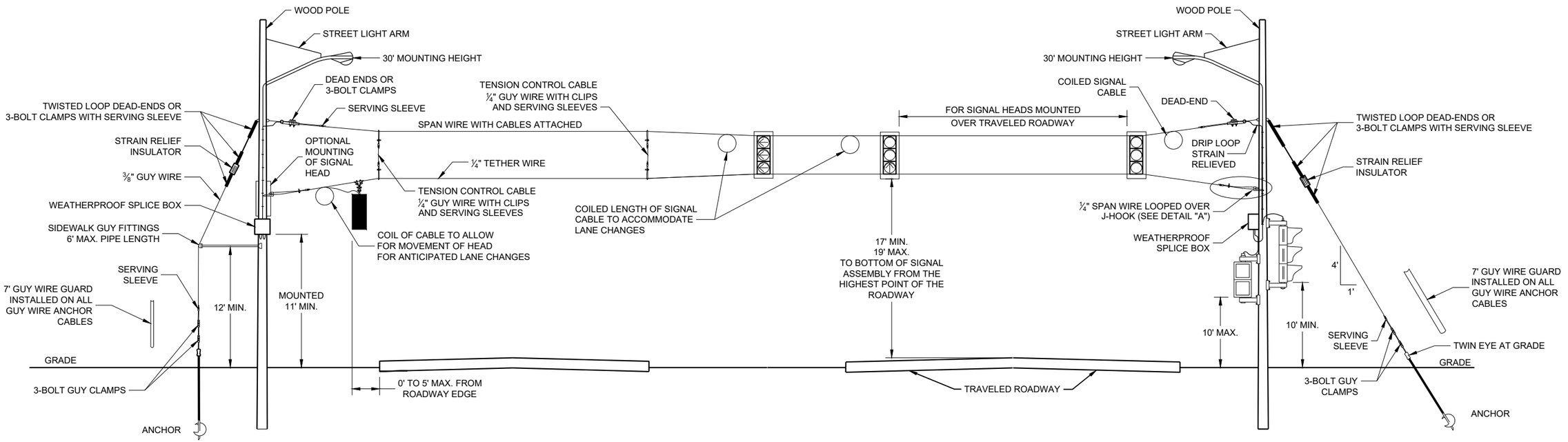


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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

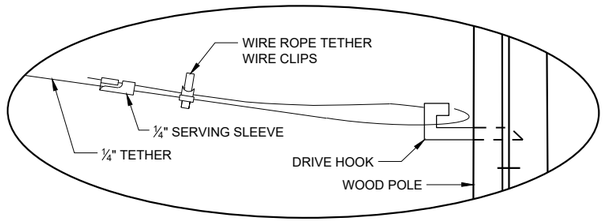
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June 2015
DATE
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SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

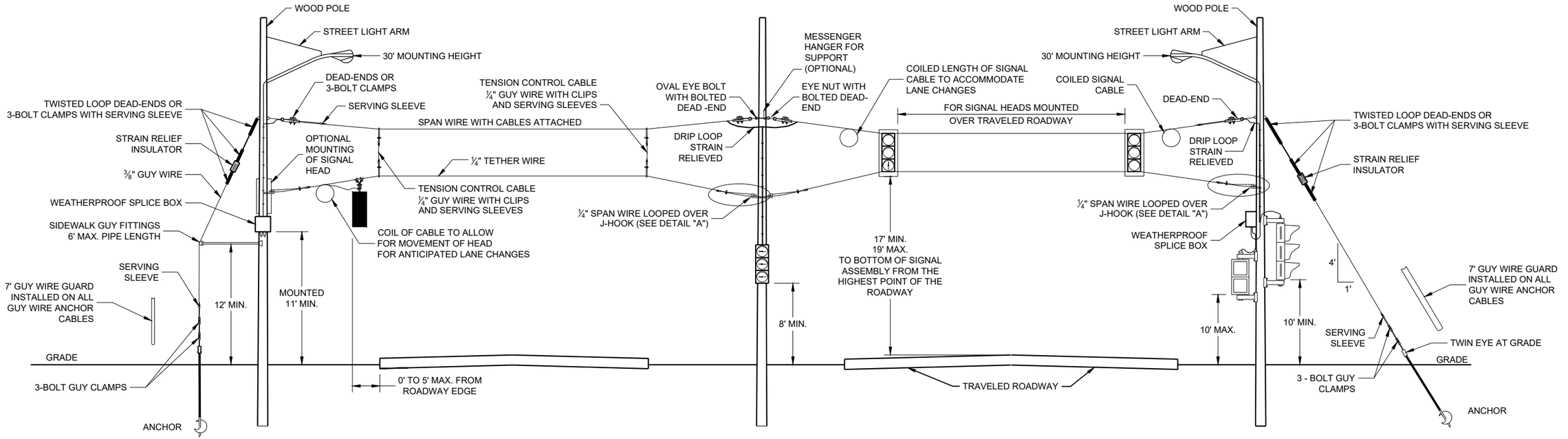


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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

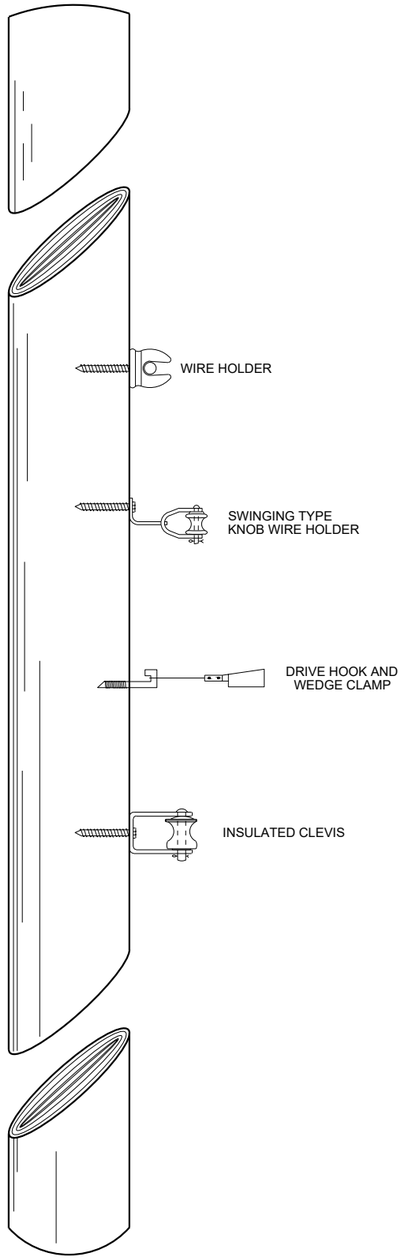
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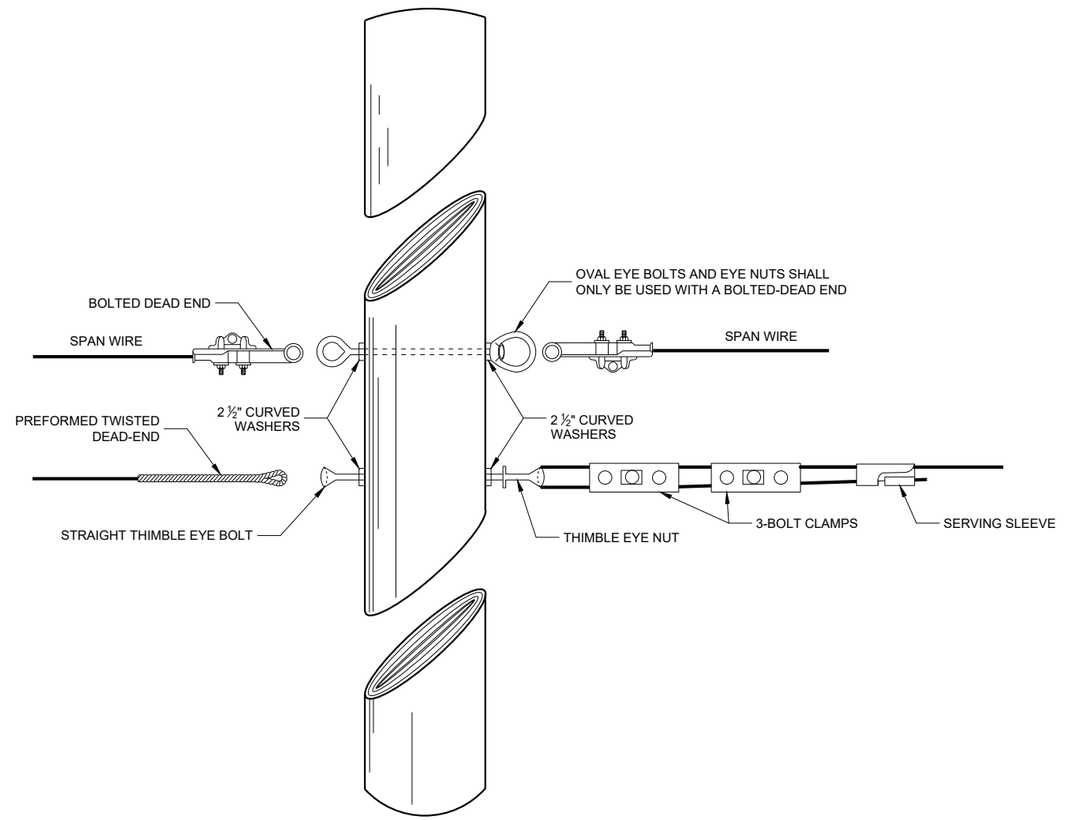
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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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June 2015
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ROADWAY STANDARDS DEVE ENGINEER

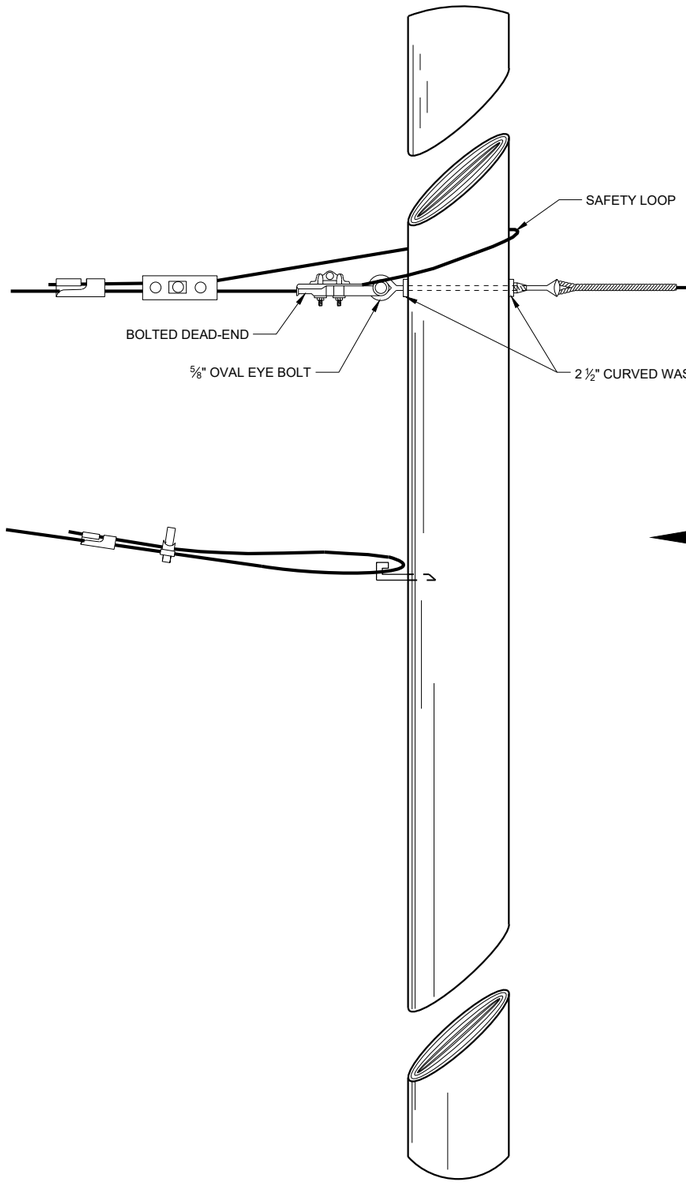
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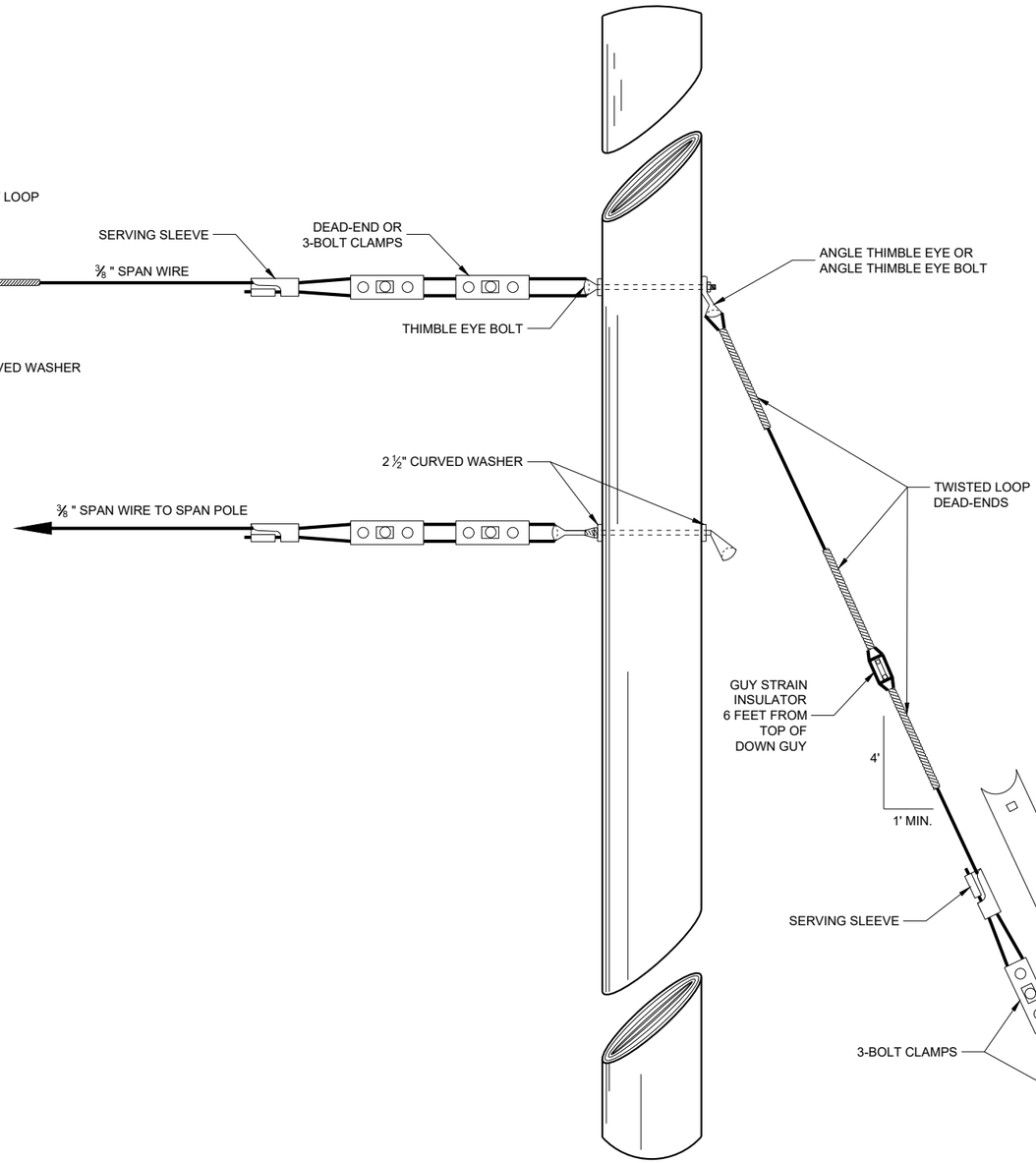
SDD 09G01 - 4d

GENERAL NOTES

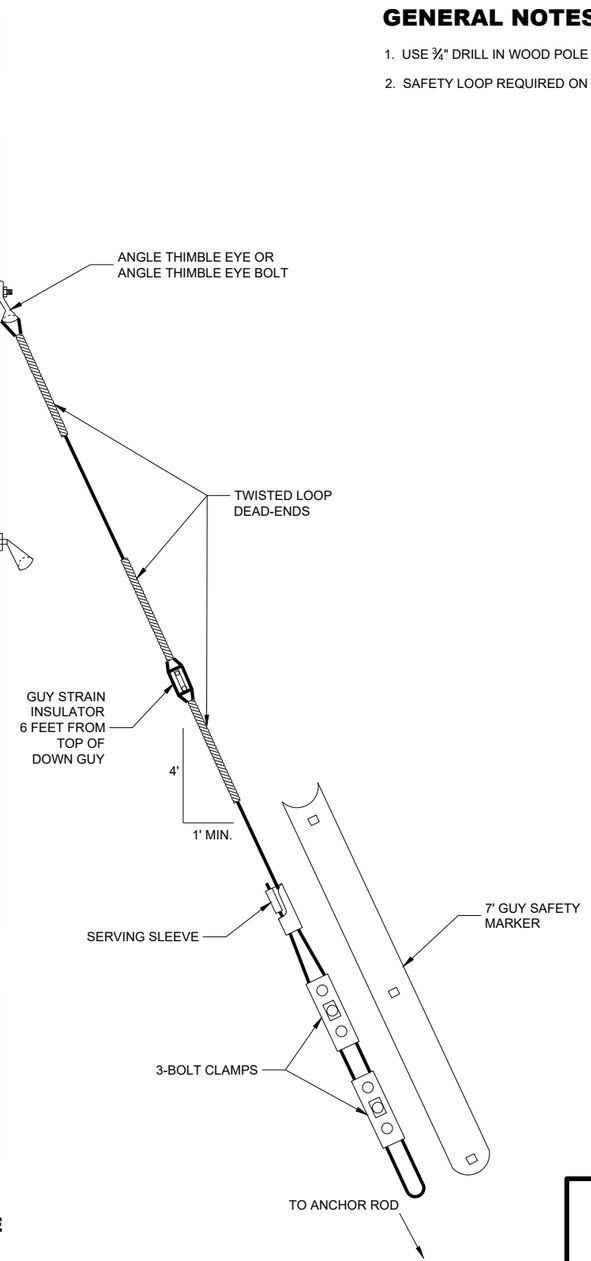
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



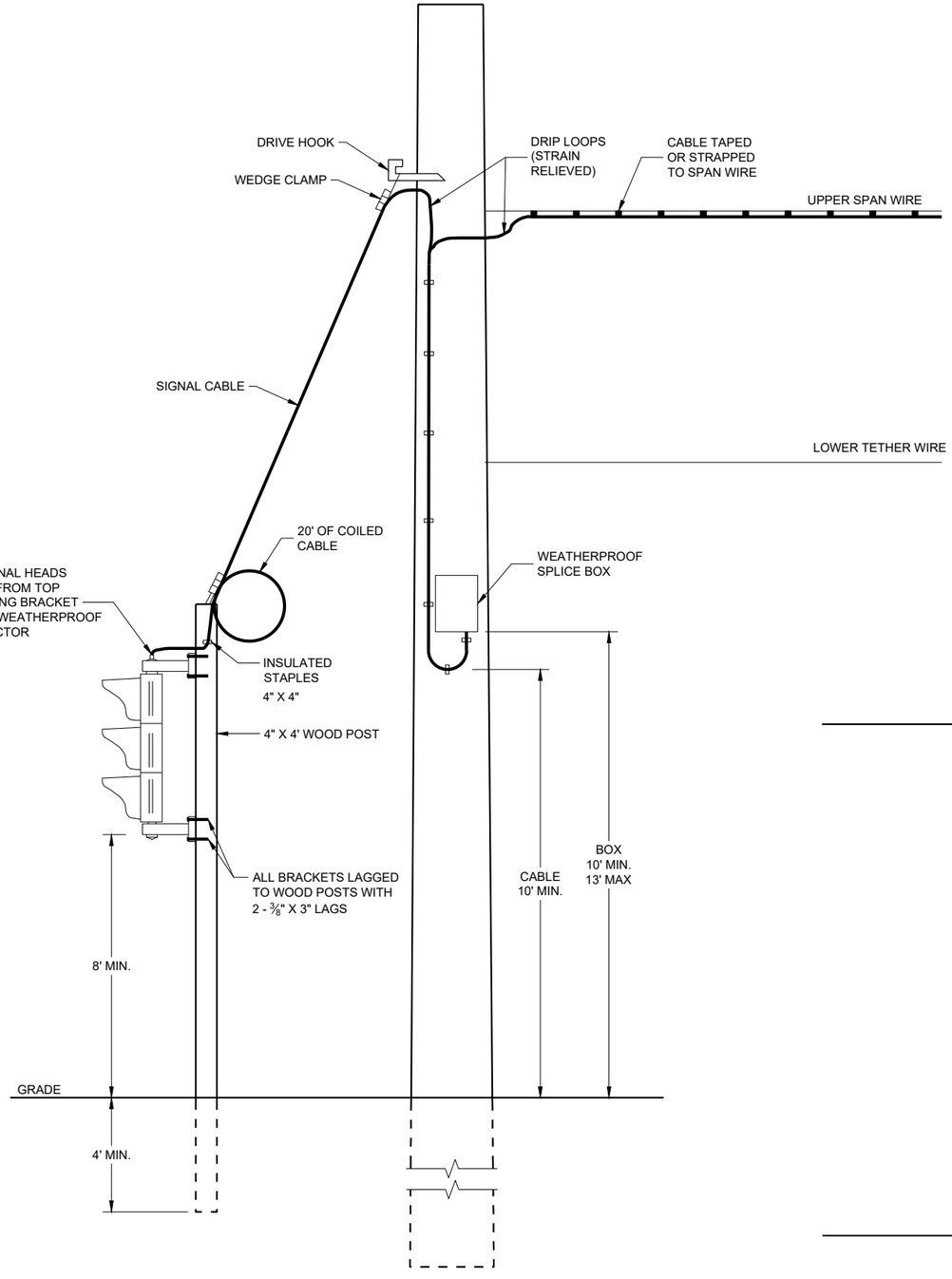
TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

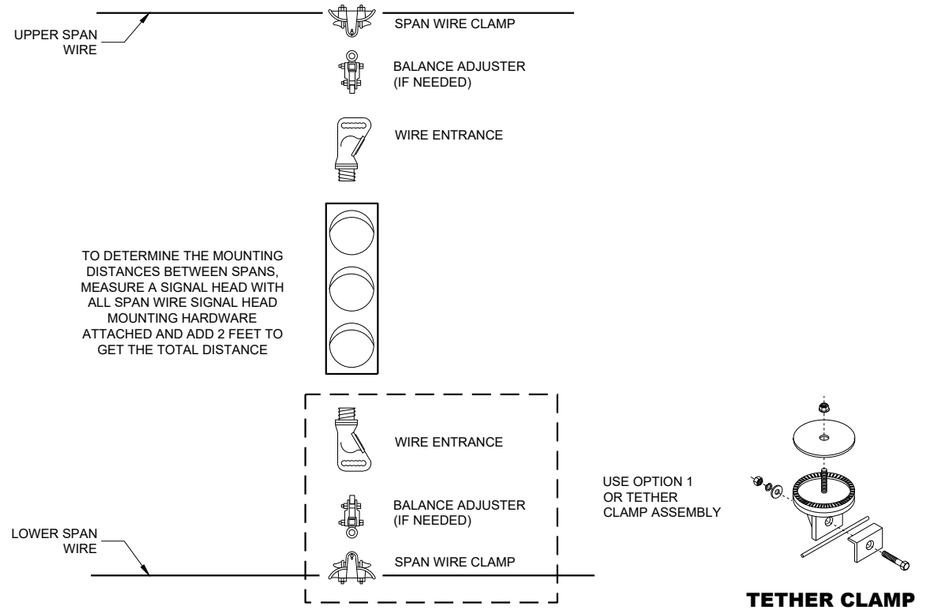
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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

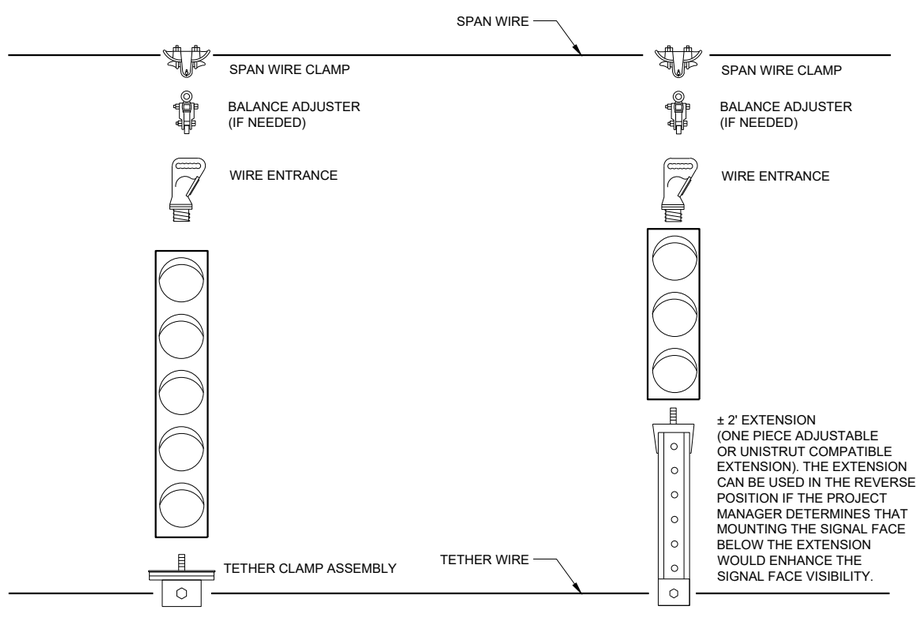


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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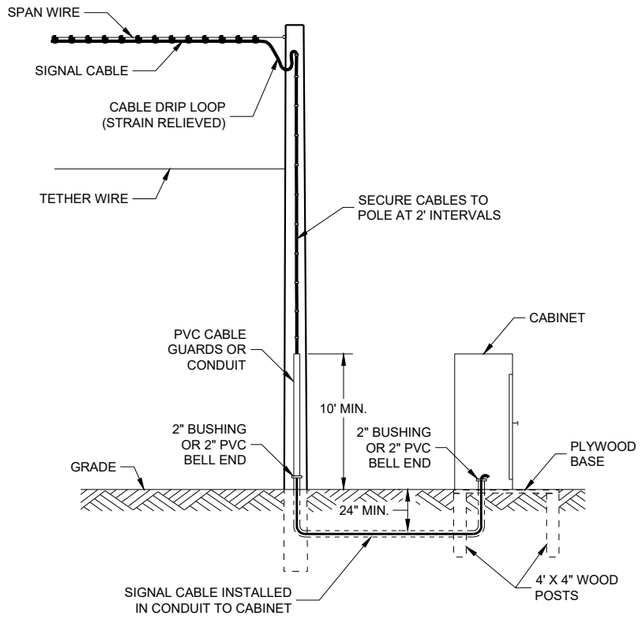
June 2015
DATE

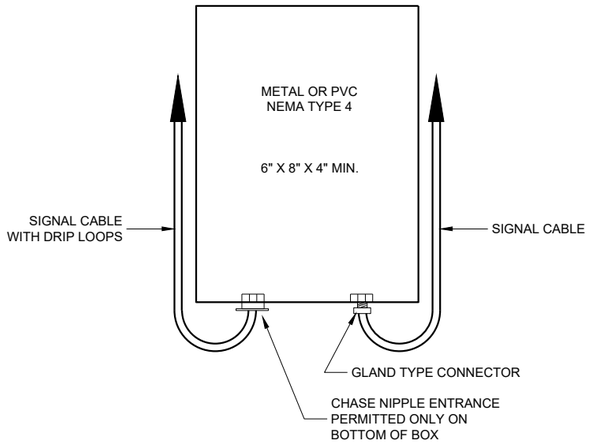
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

200

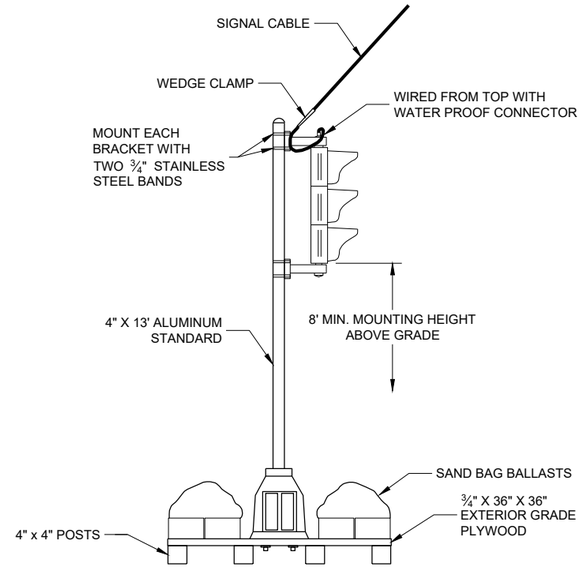
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SDD 09G01 - 4f

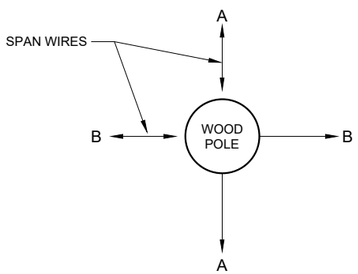




SPLICE BOX

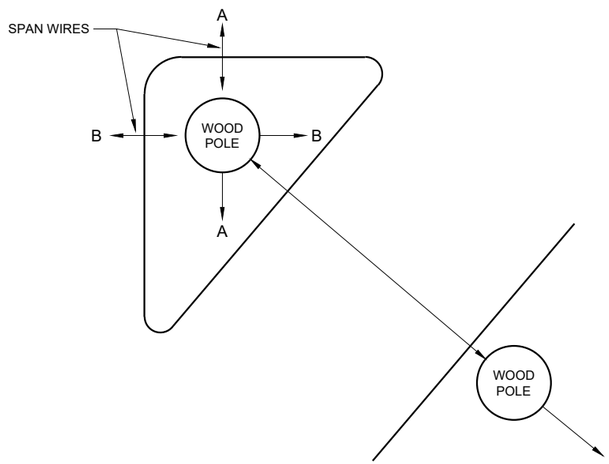


TYPICAL SKID TYPE TEMPORARY

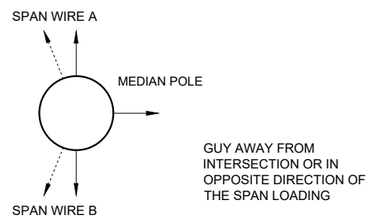


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

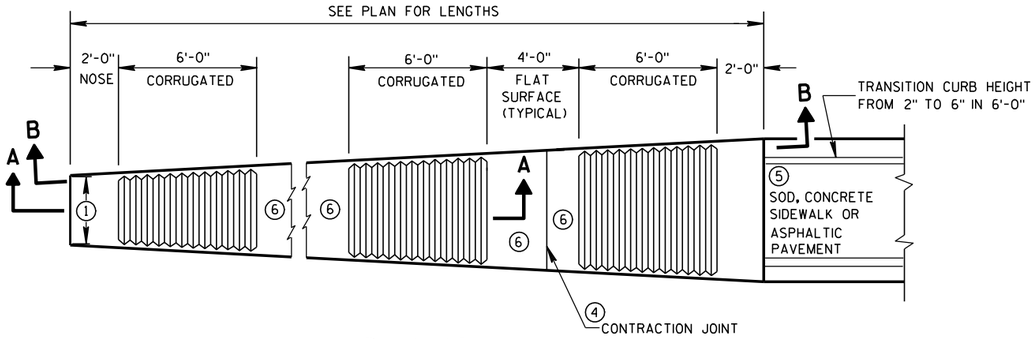
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

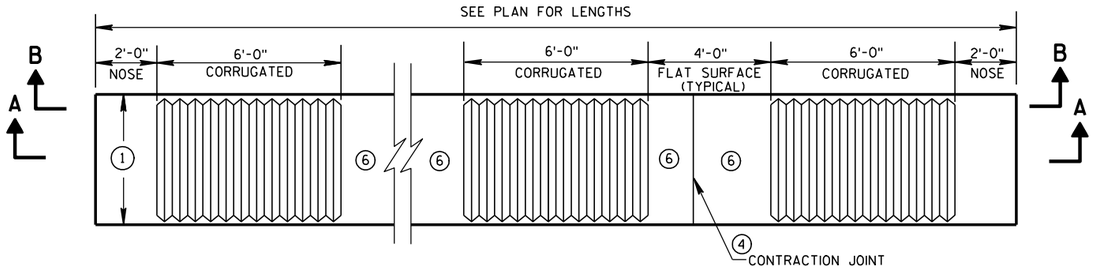
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SDD 09G01 - 4g



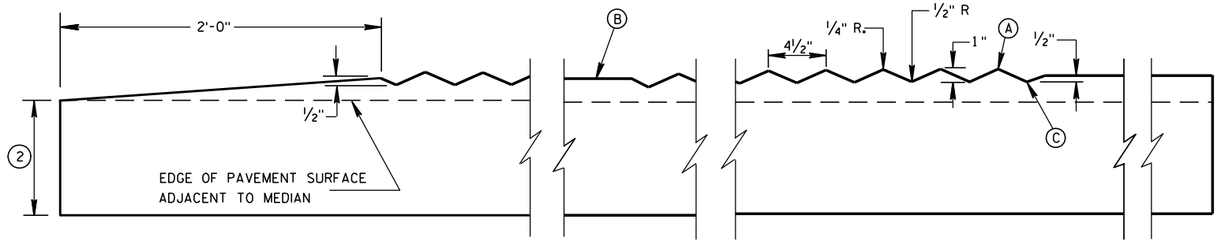
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE, OR PAVEMENT.

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

(3) 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.

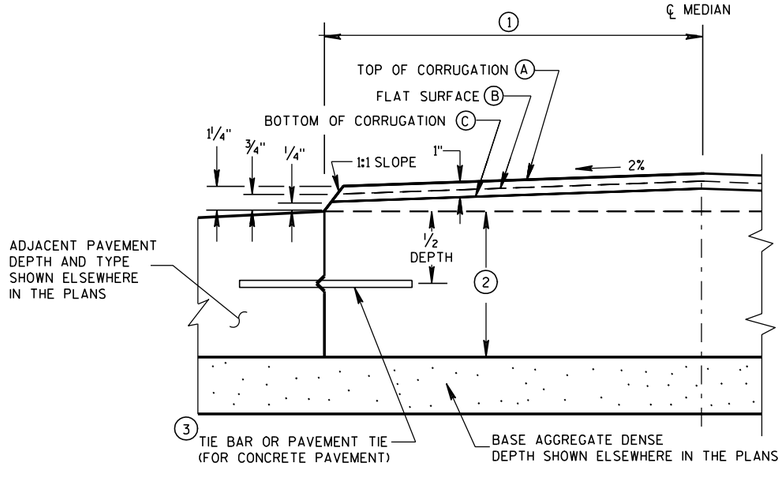
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR 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.

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

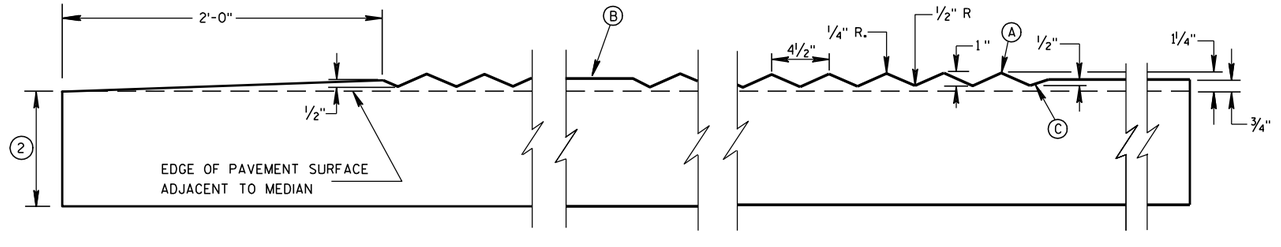
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



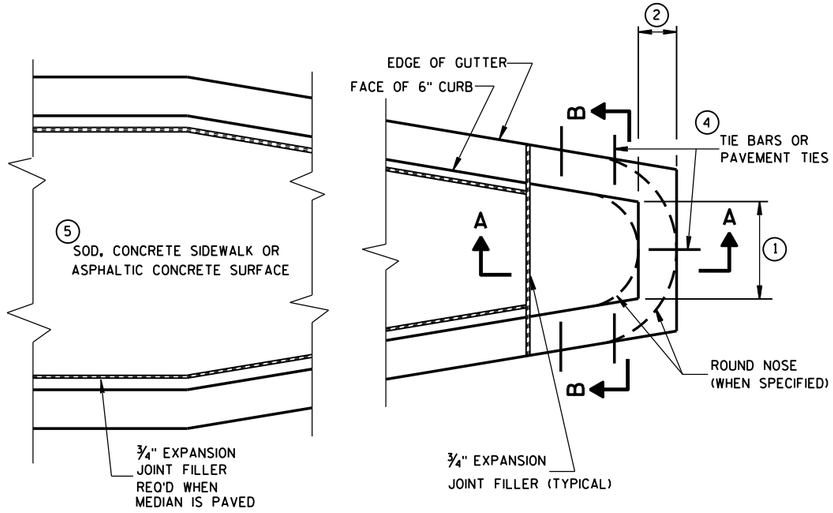
SECTION B-B

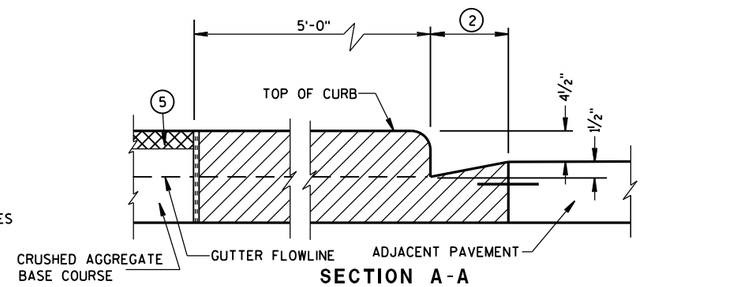
LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
12/17/07 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
FHWA	

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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.

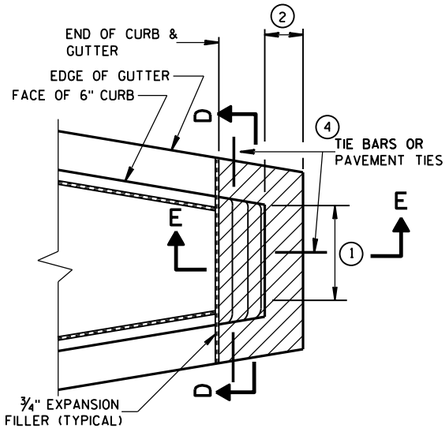
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

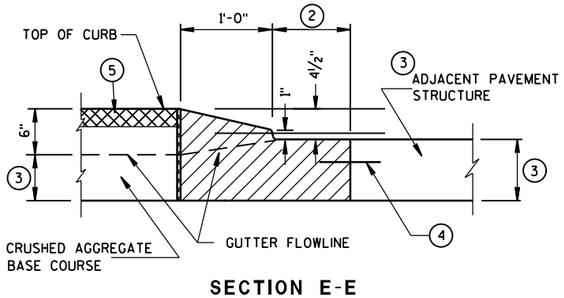
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

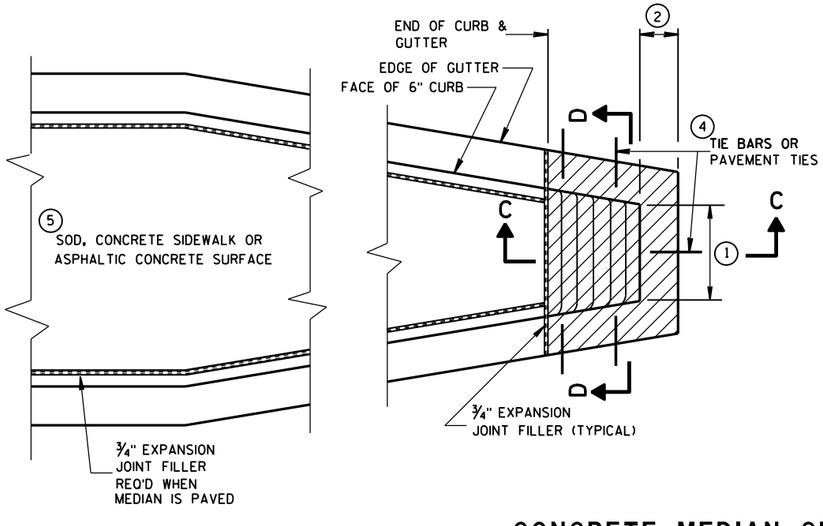
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

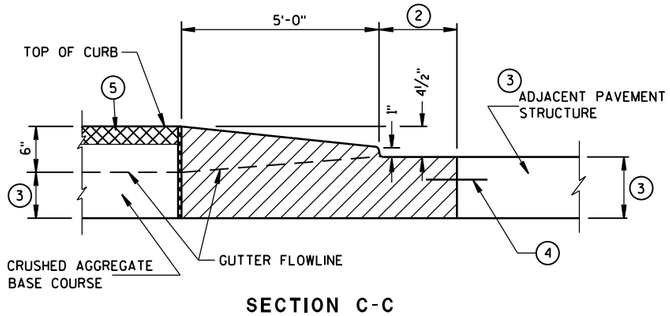




SECTION E-E

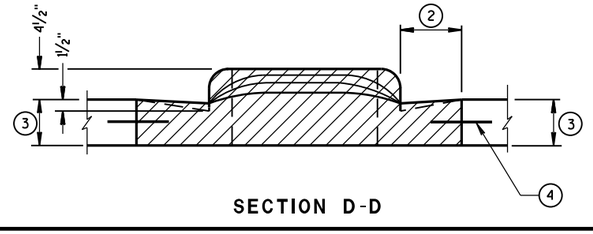
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

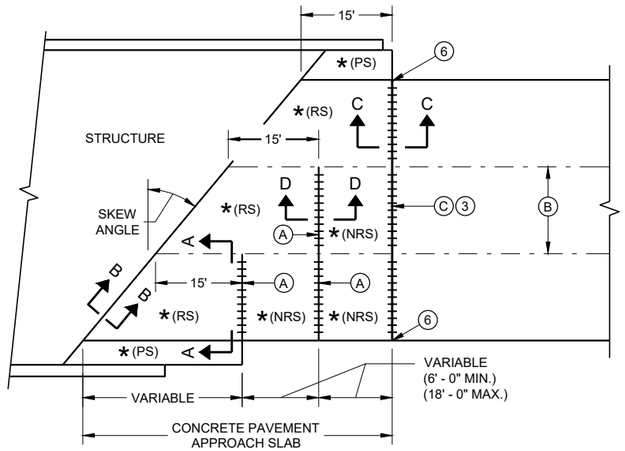
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2



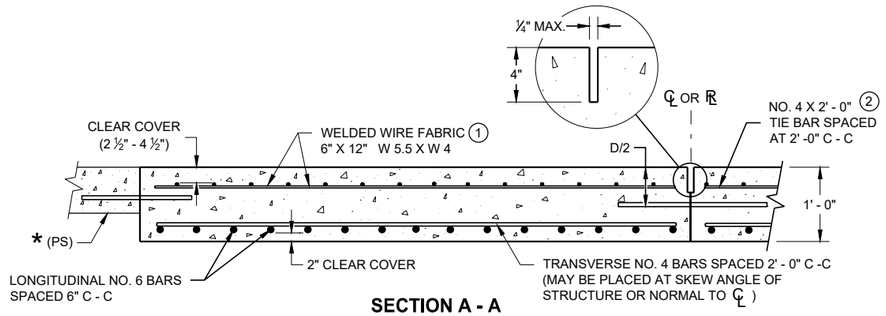
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

(RS) = REINFORCED CONCRETE SLAB

(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

(NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

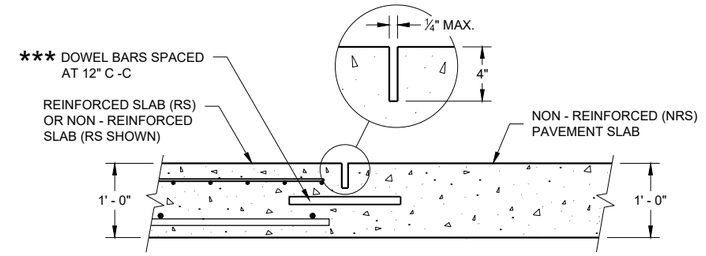
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

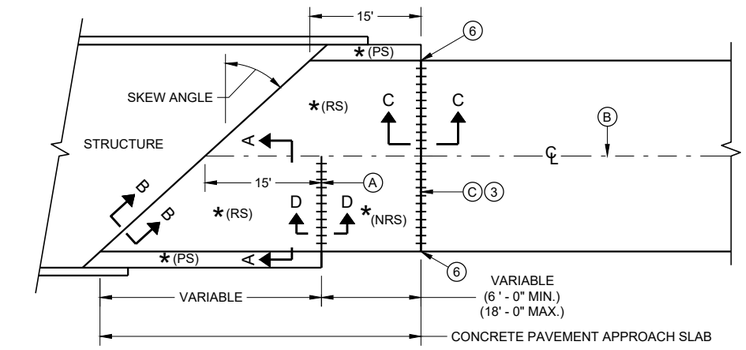
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

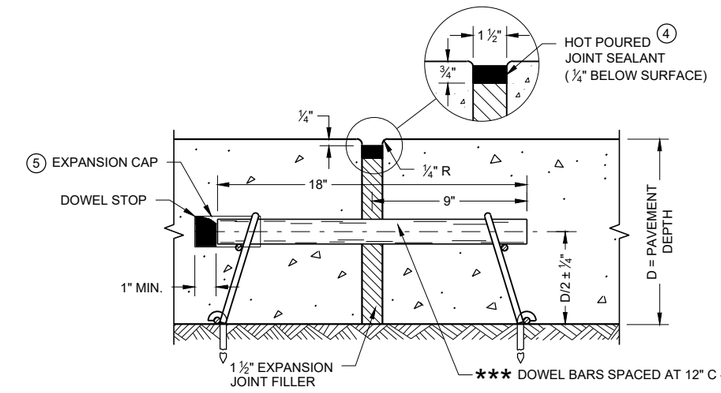


SECTION D - D
CONTRACTION JOINT

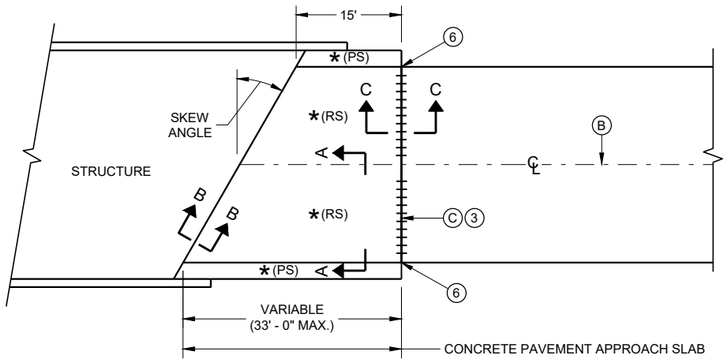


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

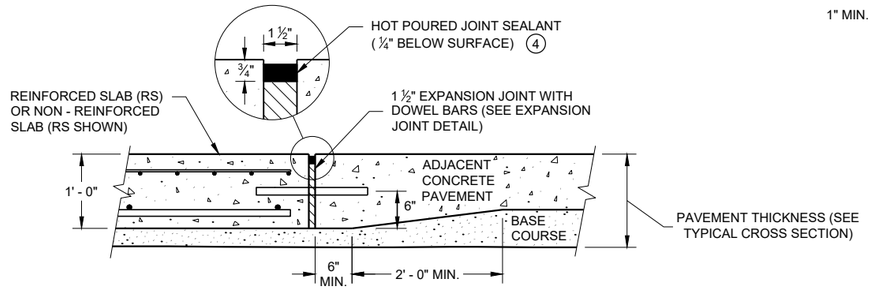


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

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SDD 13B02 - 09a

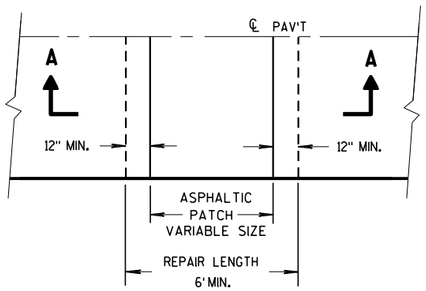
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

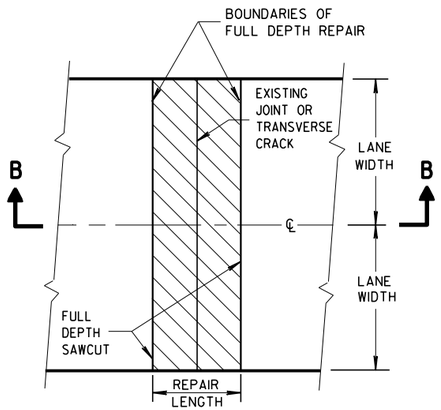
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

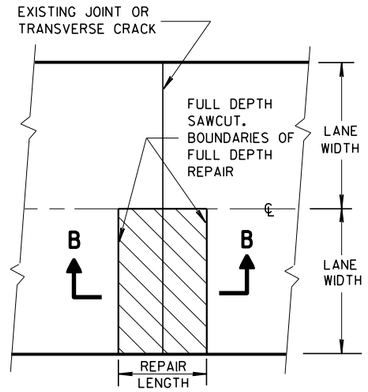
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

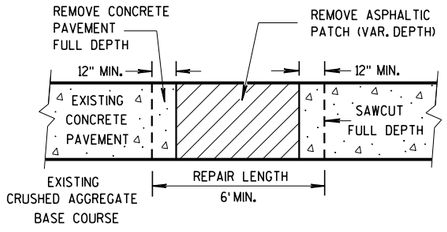


PLAN VIEW
(DOUBLE LANE REPAIR)



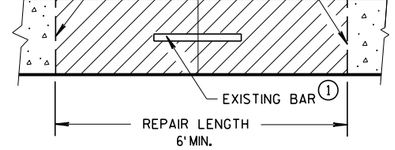
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

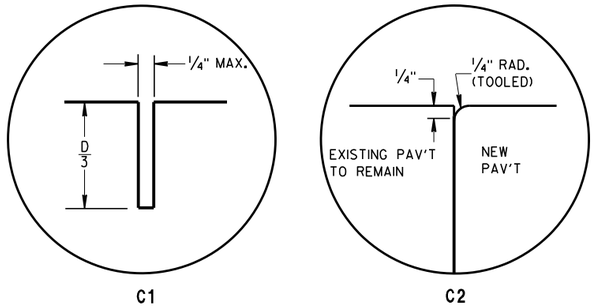
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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C1 C2

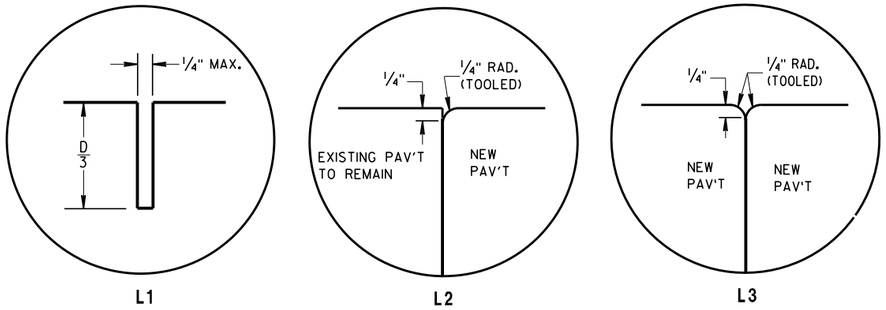
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

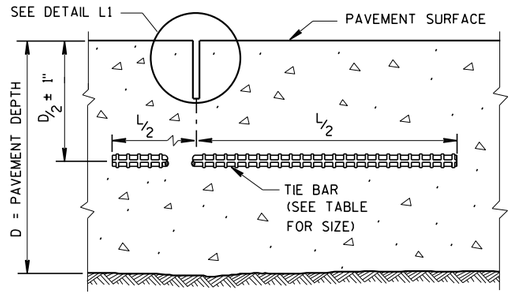
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

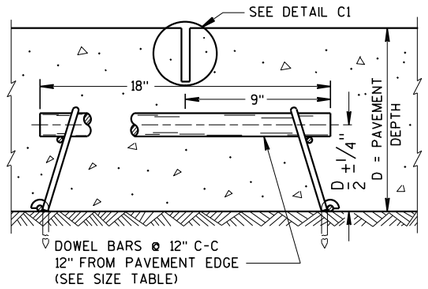
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

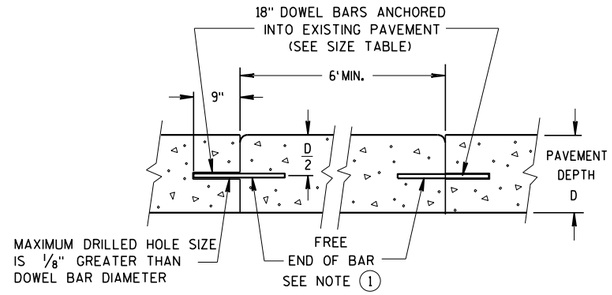
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

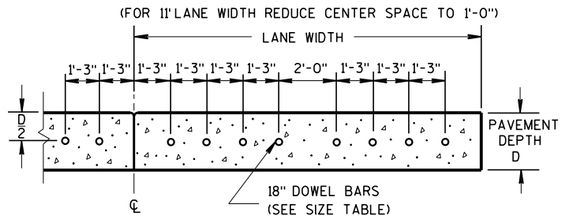


SECTION F-F

CONTRACTION JOINT



SECTION D-D

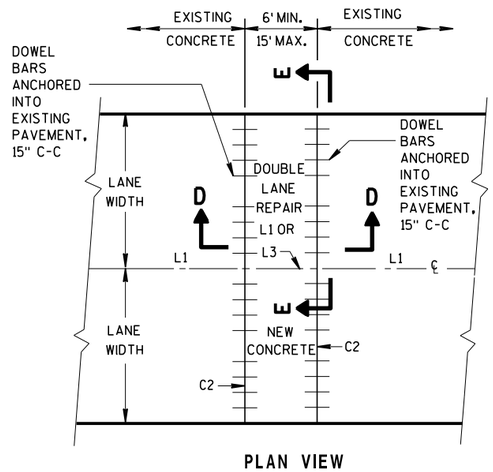


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

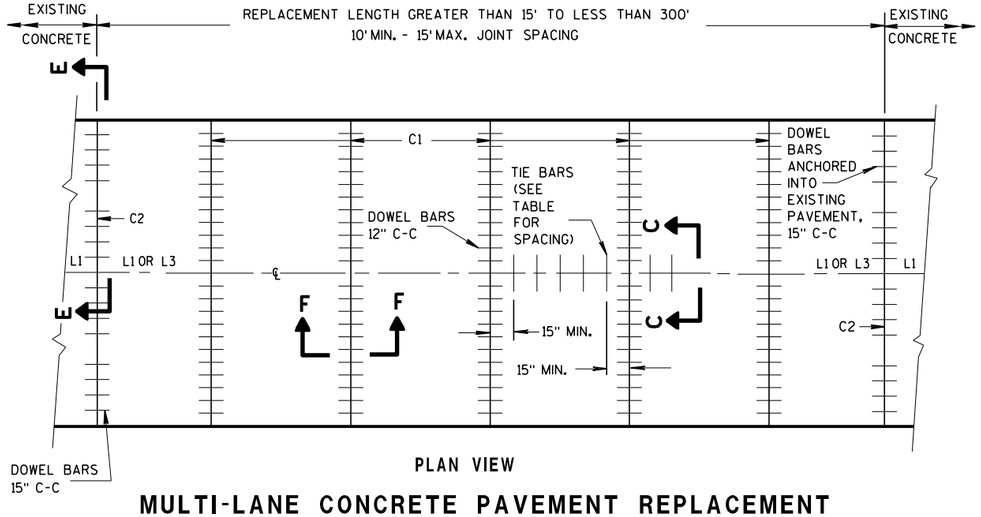
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



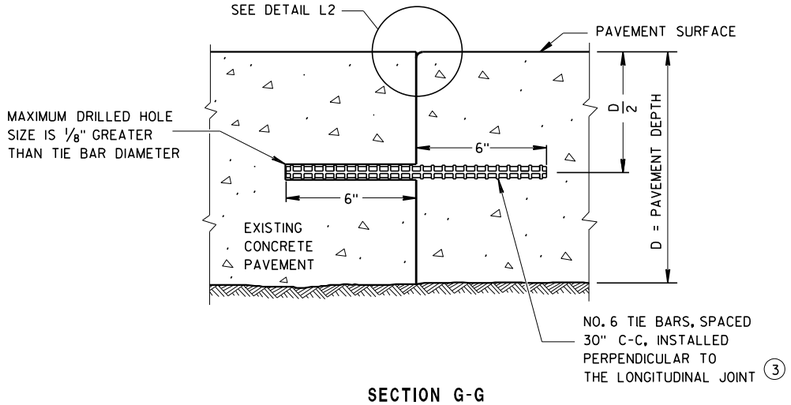
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 13 C 9-15b



SECTION G-G

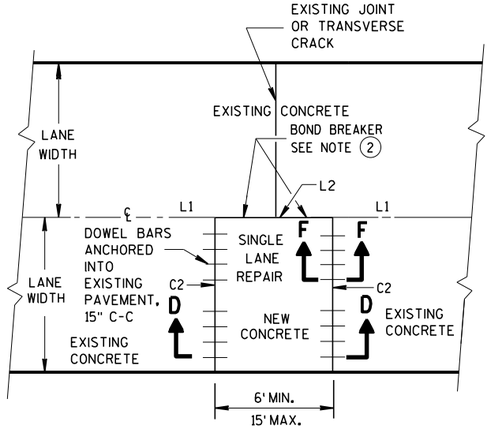
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

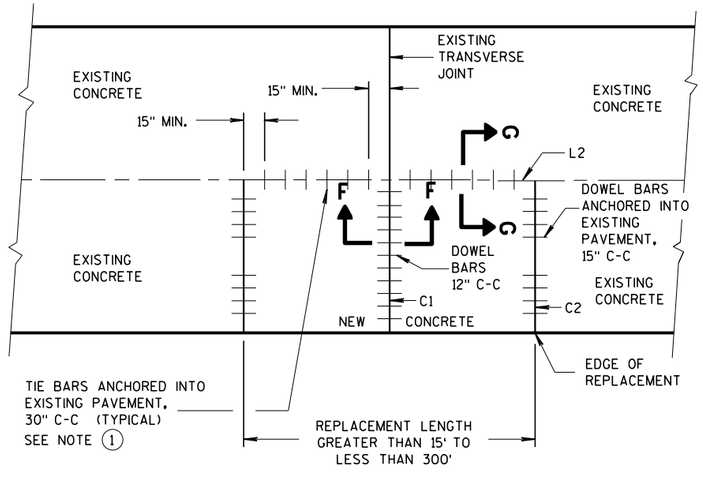
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

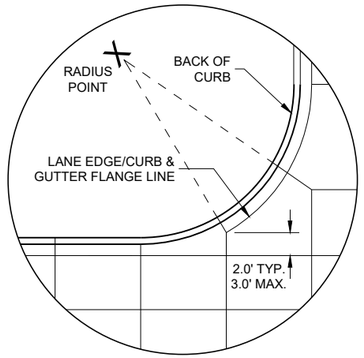
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

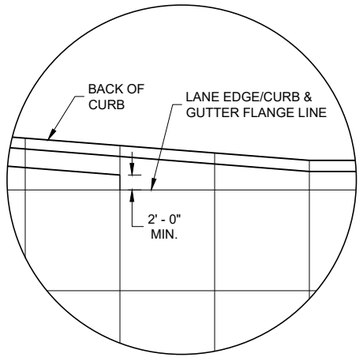
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

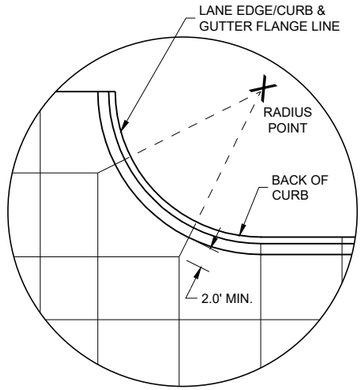
S.D.D. 13 C 9-15c



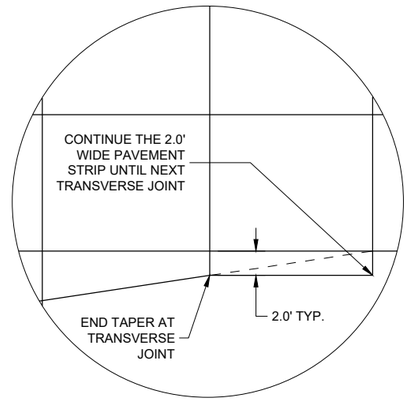
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

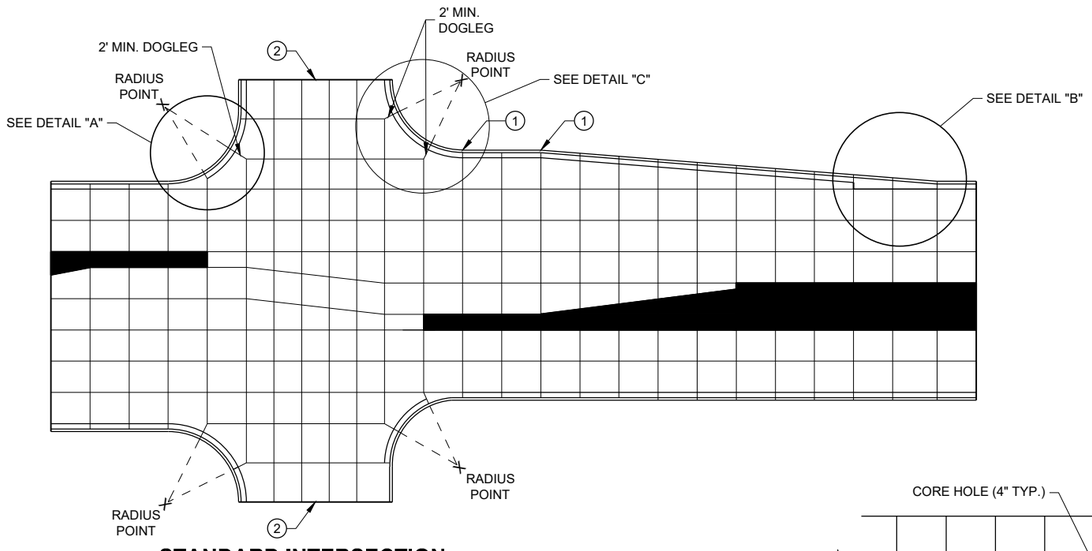
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

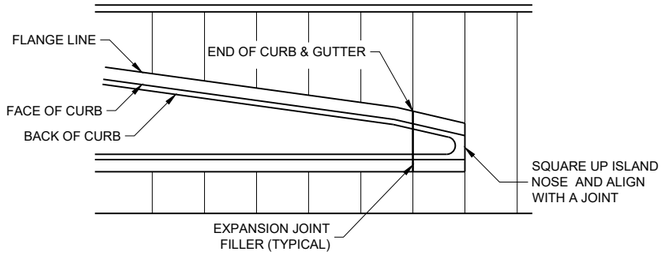


STANDARD INTERSECTION

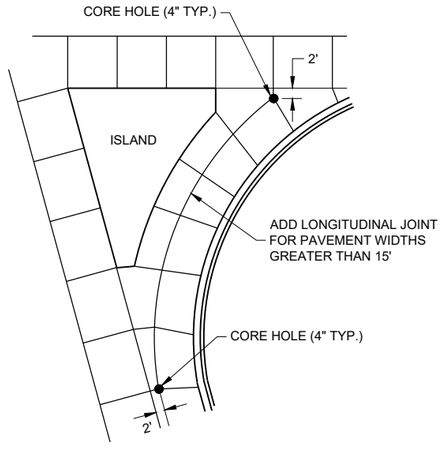
PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'

SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

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6

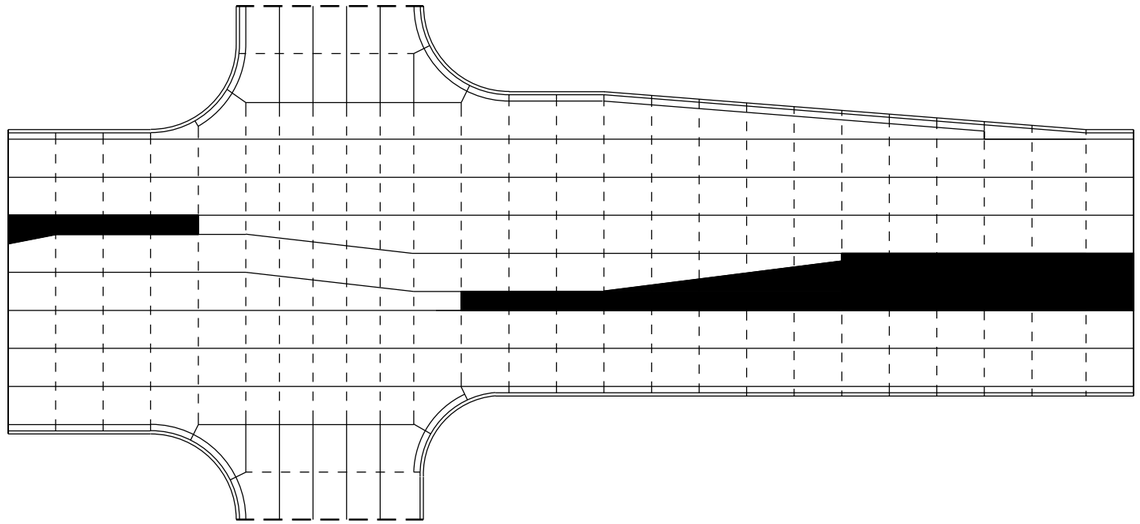
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

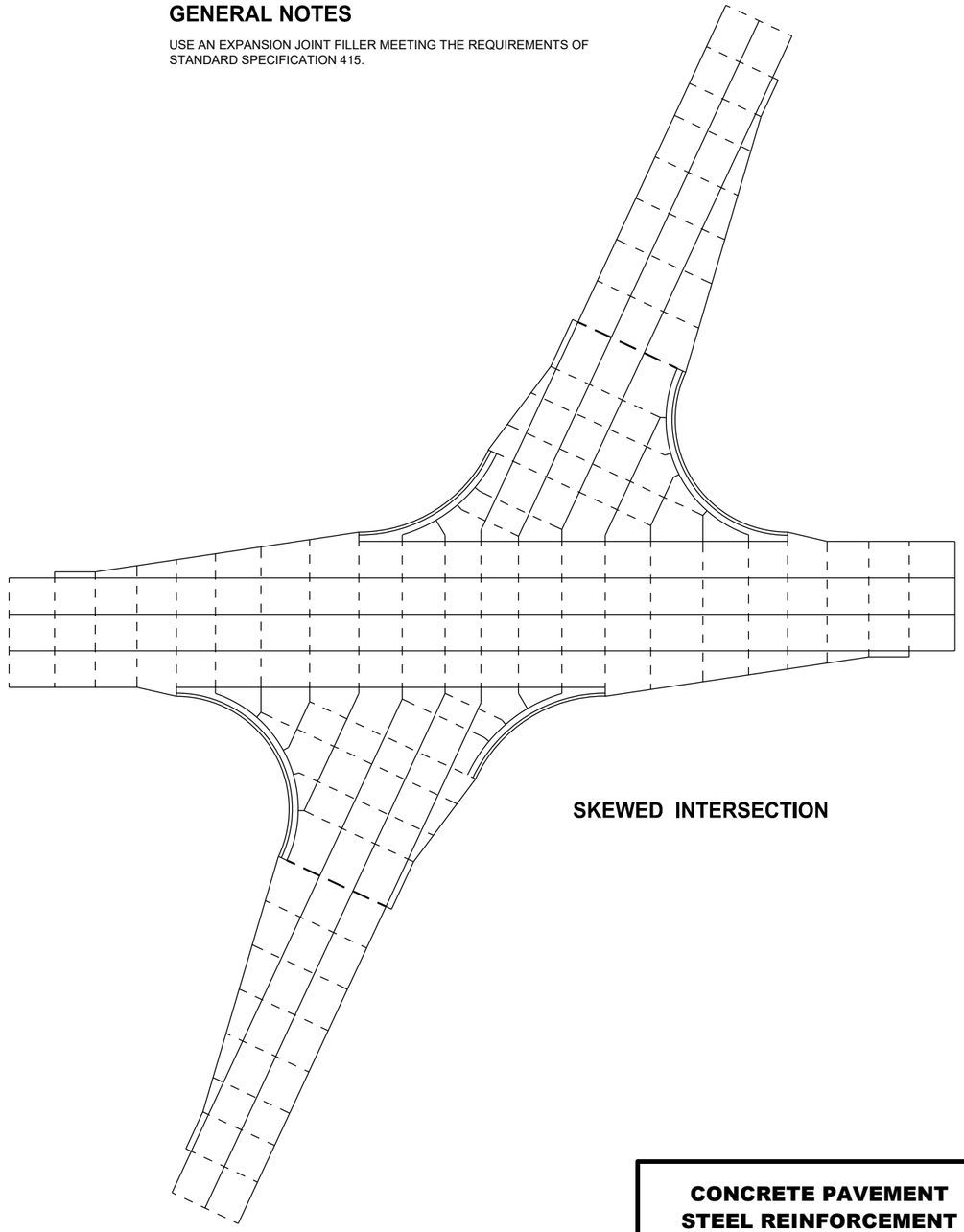
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

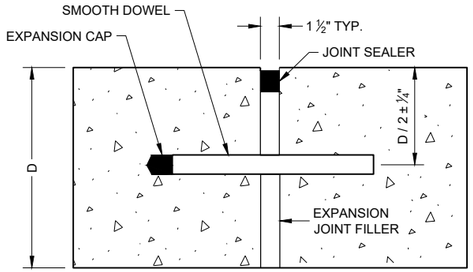
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

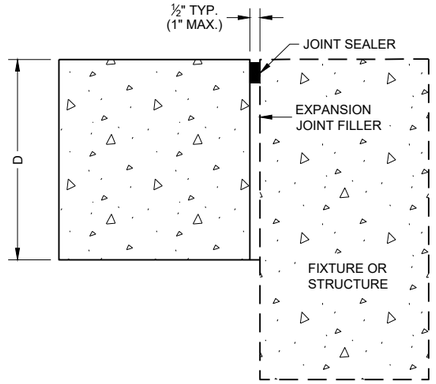
STATE OF WISCONSIN
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DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

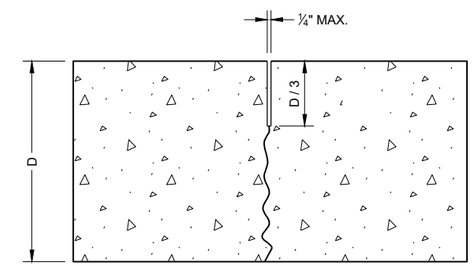
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

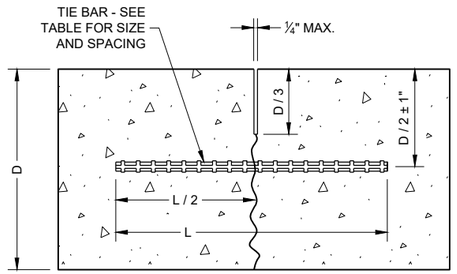
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

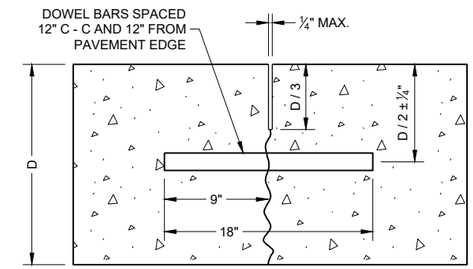
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

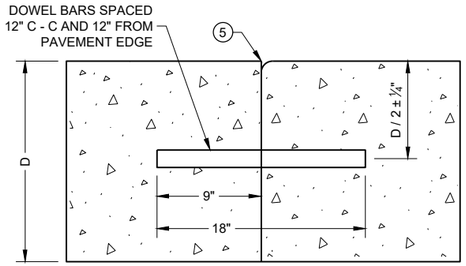


TIED LONGITUDINAL

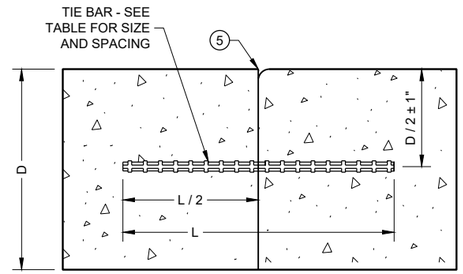


DOWELED TRANSVERSE

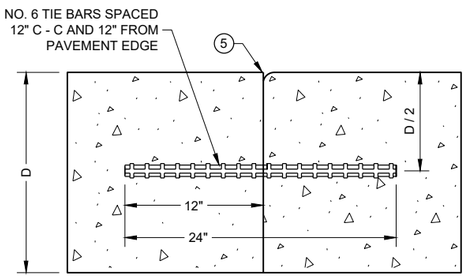
CONTRACTION JOINTS (2)



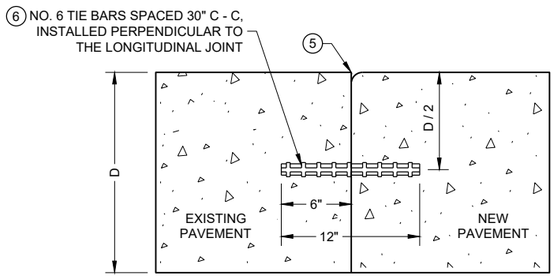
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



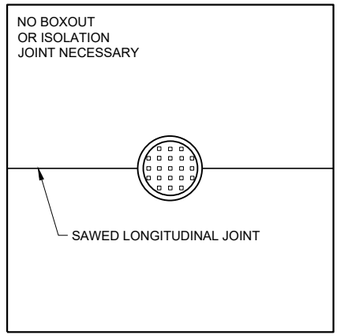
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

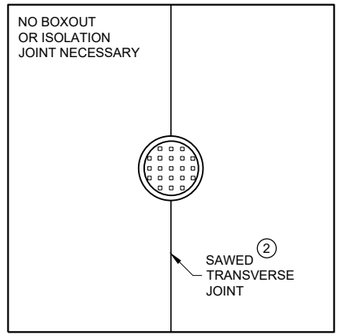
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
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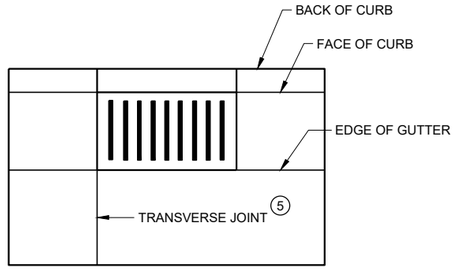
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MANHOLE WITH LONGITUDINAL JOINT



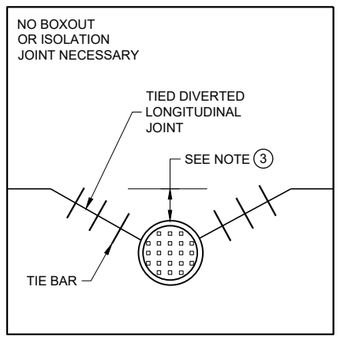
MANHOLE WITH TRANSVERSE JOINT



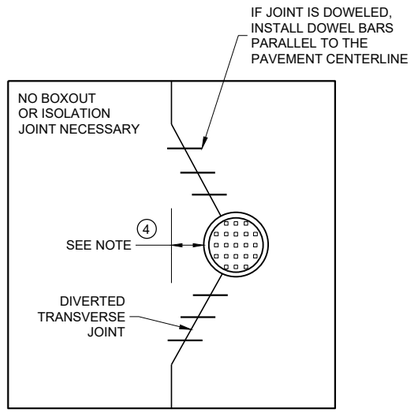
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

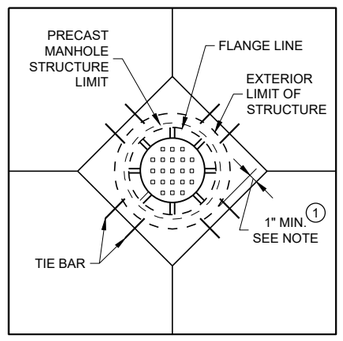
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

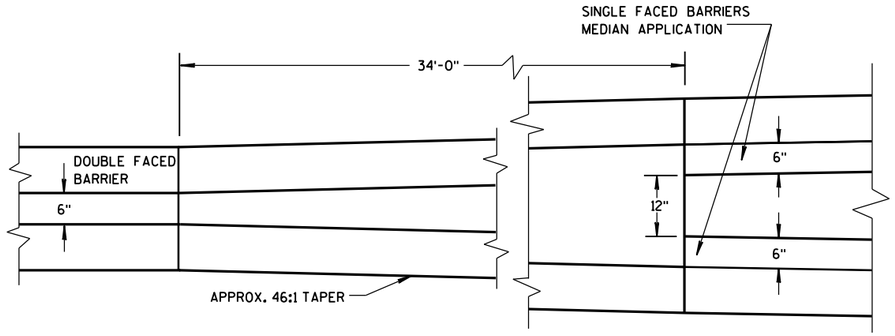
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

(FOOTINGS ARE NOT SHOWN)

GENERAL NOTES

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

(1) BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.

(2) OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.

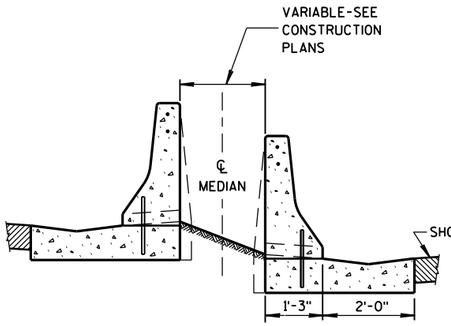
(3) 3/4-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).

(4) NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.

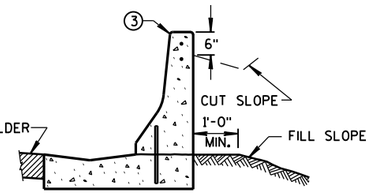
(5) EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.

(6) SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

HIGH SIDE
CONCRETE BARRIER DETAIL

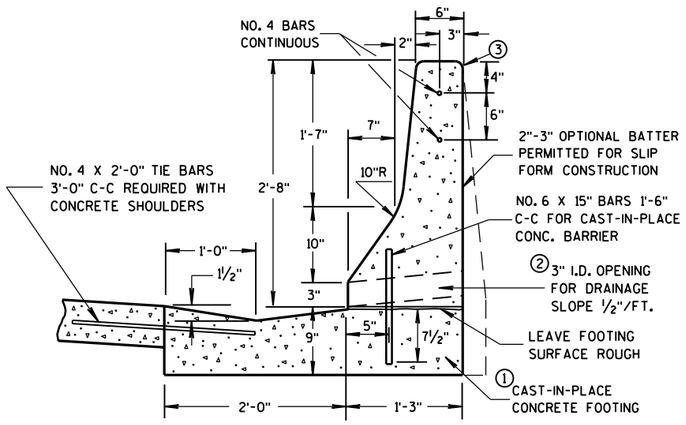


MEDIAN

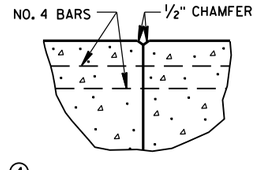


SHOULDER

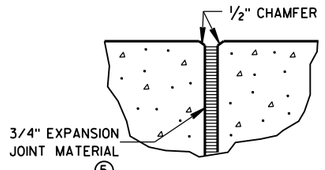
TYPICAL APPLICATIONS



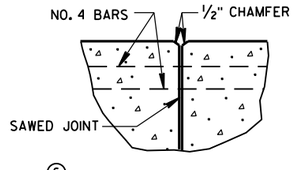
SECTION VIEW



4 CONSTRUCTION JOINT



5 EXPANSION JOINT



6 CONTRACTION JOINT

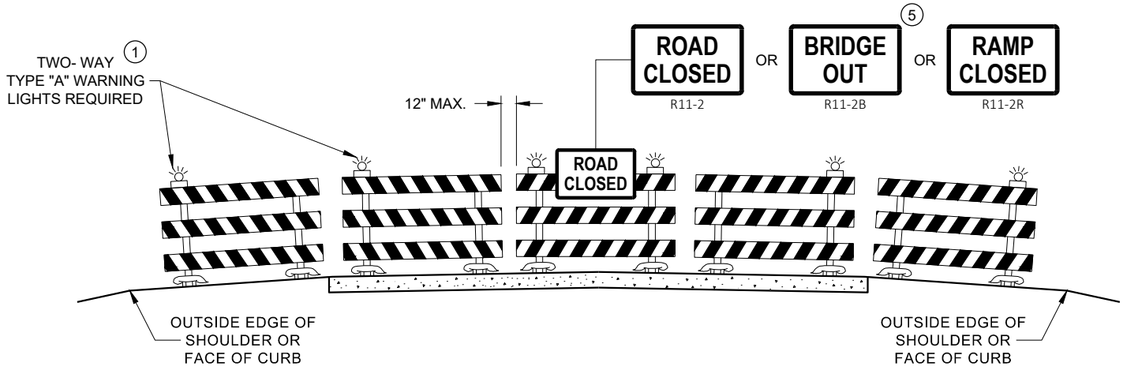
JOINT DETAILS

CONCRETE BARRIER,
SINGLE-FACED
(WITH ANCHORAGE)

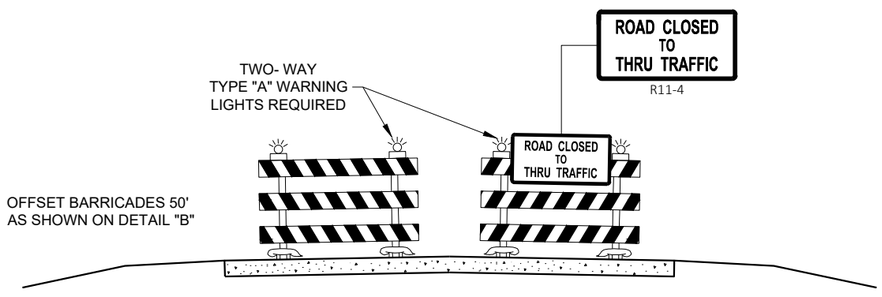
STATE OF WISCONSIN
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DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



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

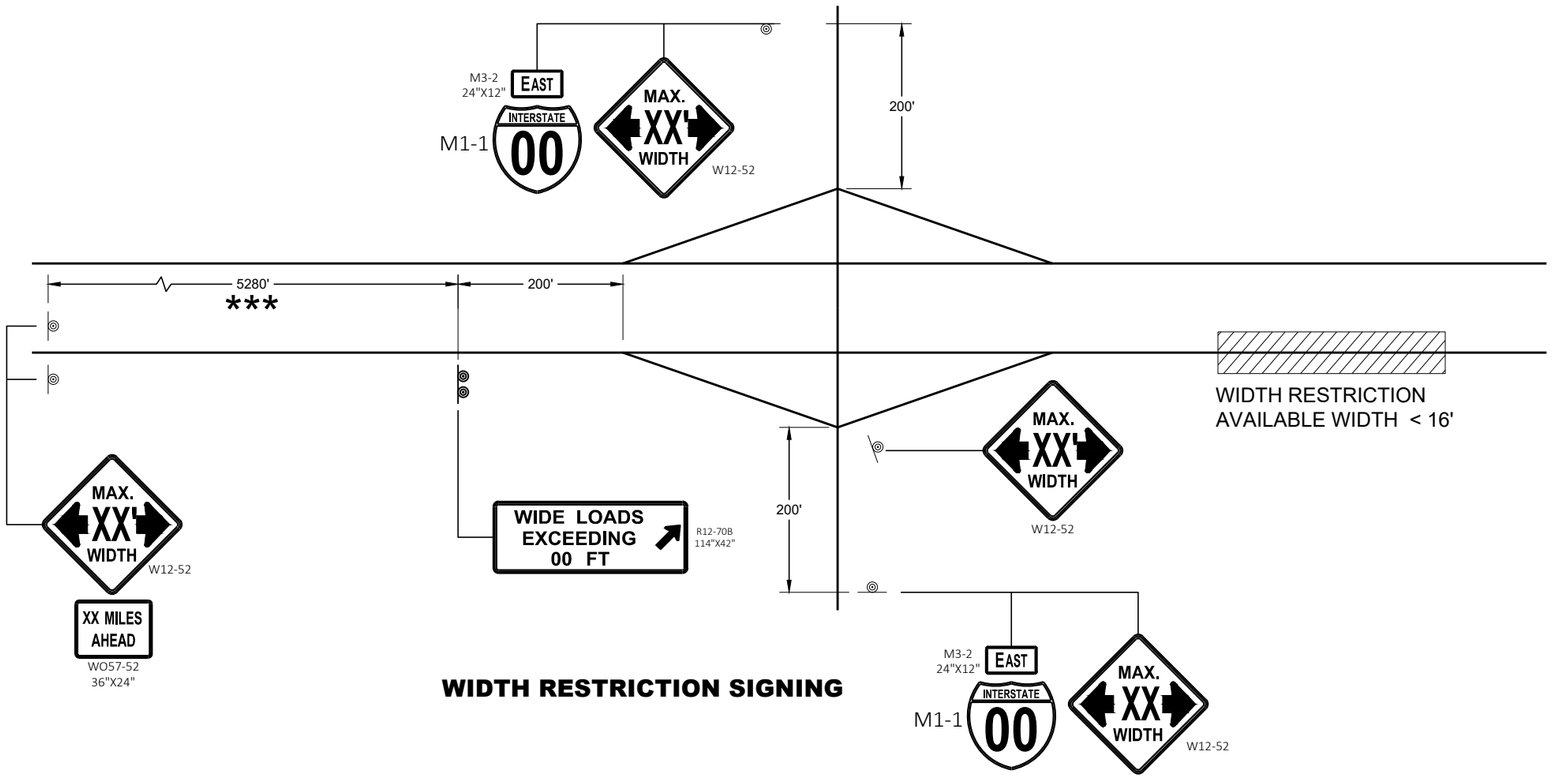
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

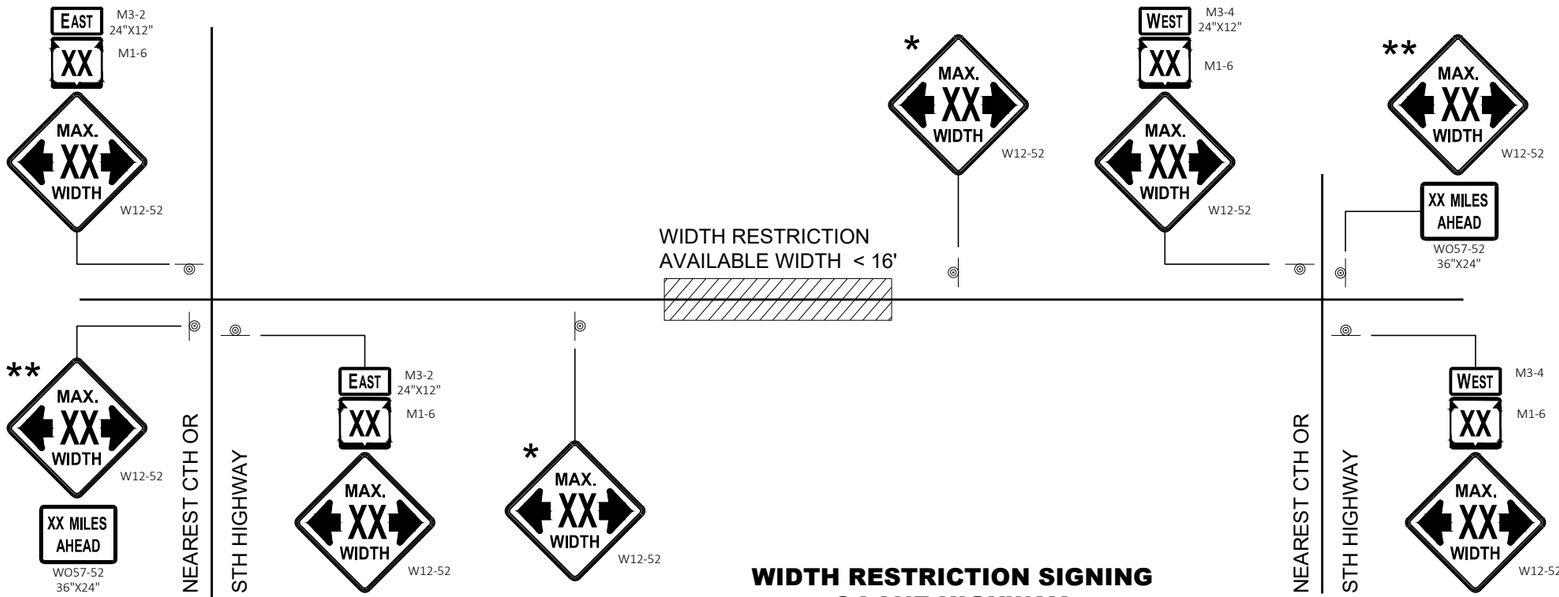
* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

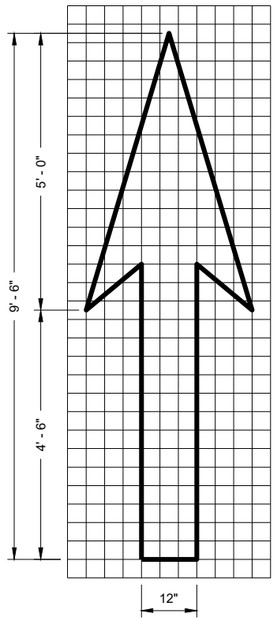
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

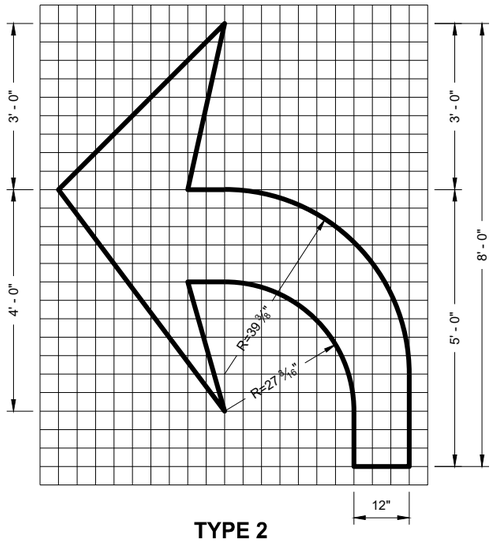
FHWA

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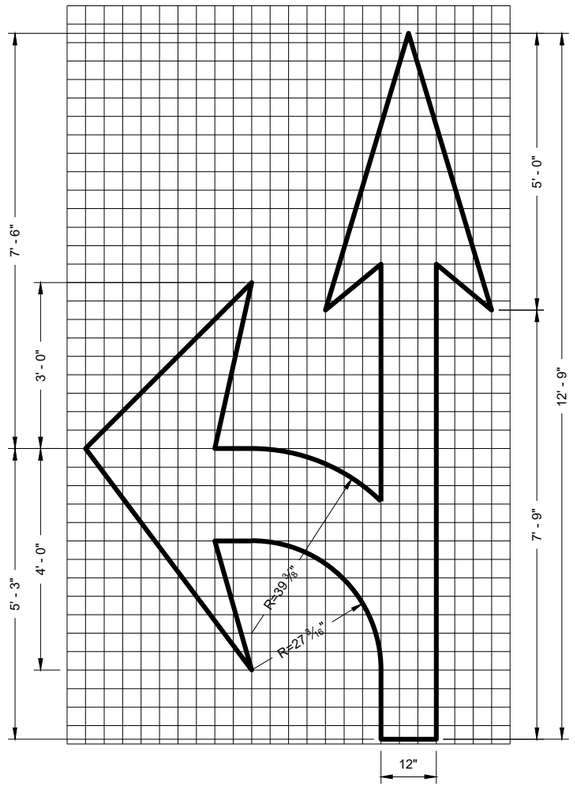
SDD 15C02 - 08f



TYPE 1



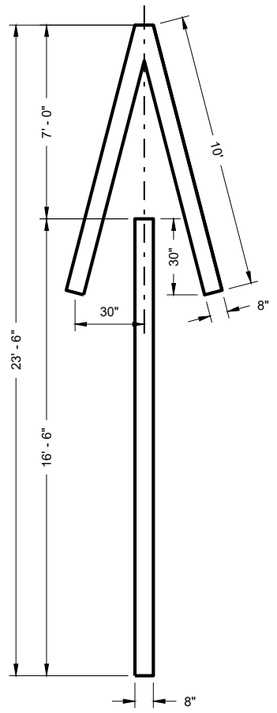
TYPE 2



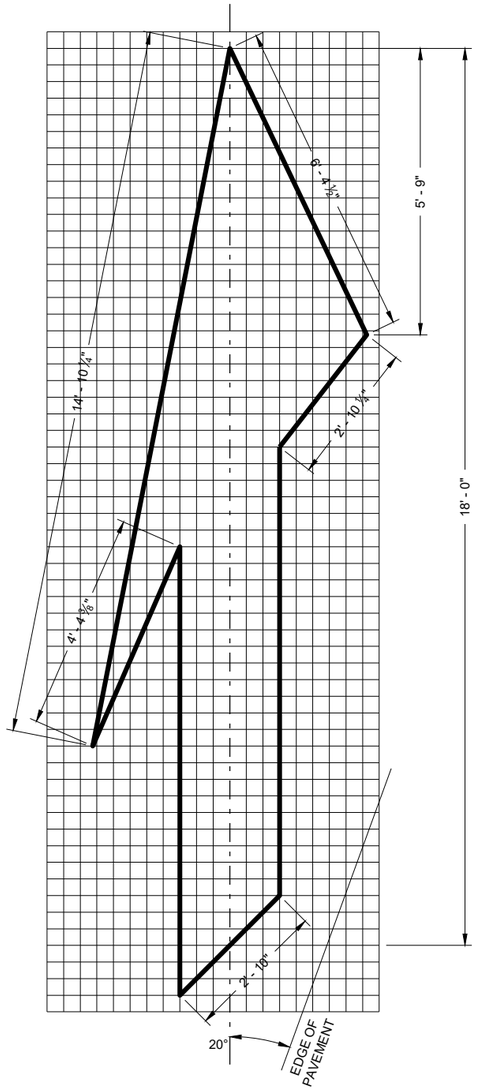
TYPE 3

GENERAL NOTES

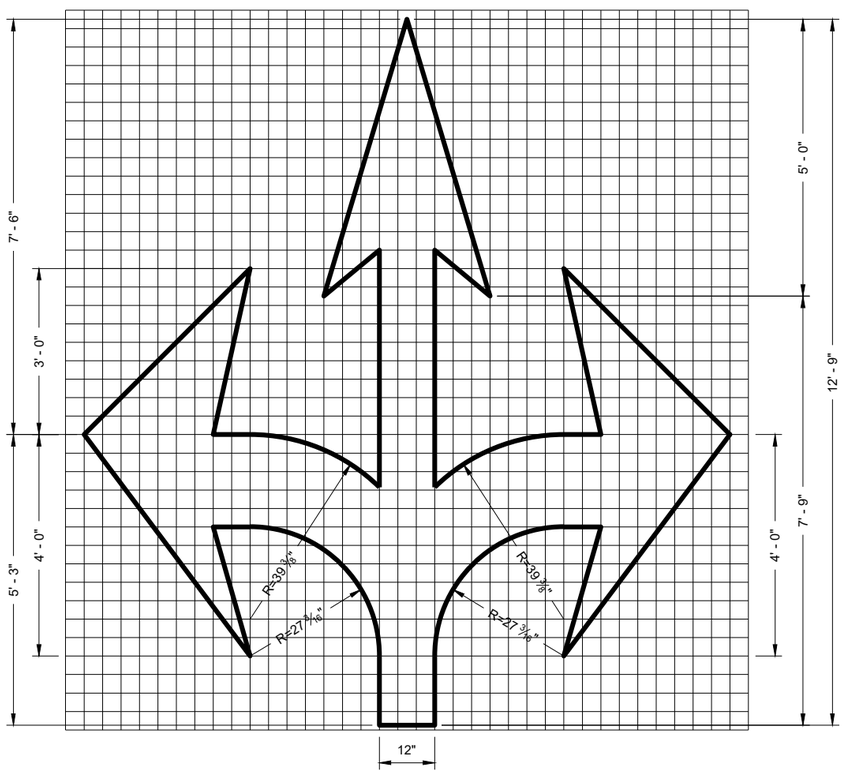
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



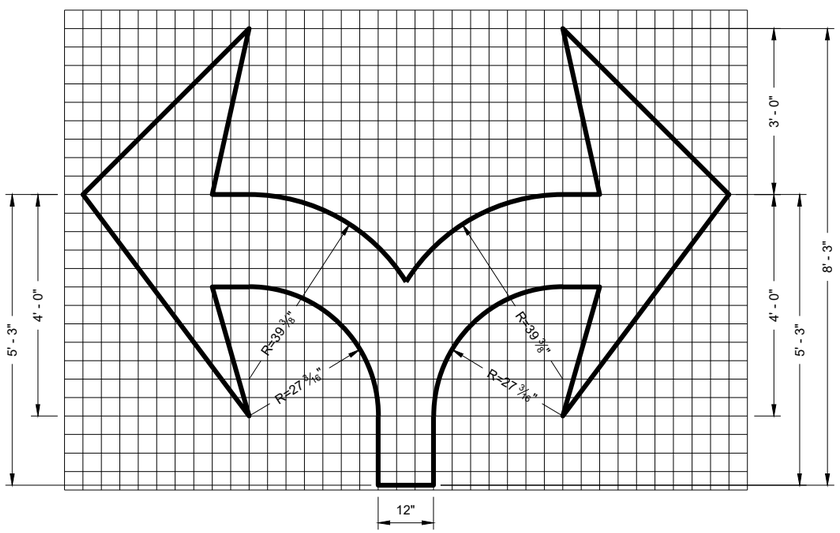
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

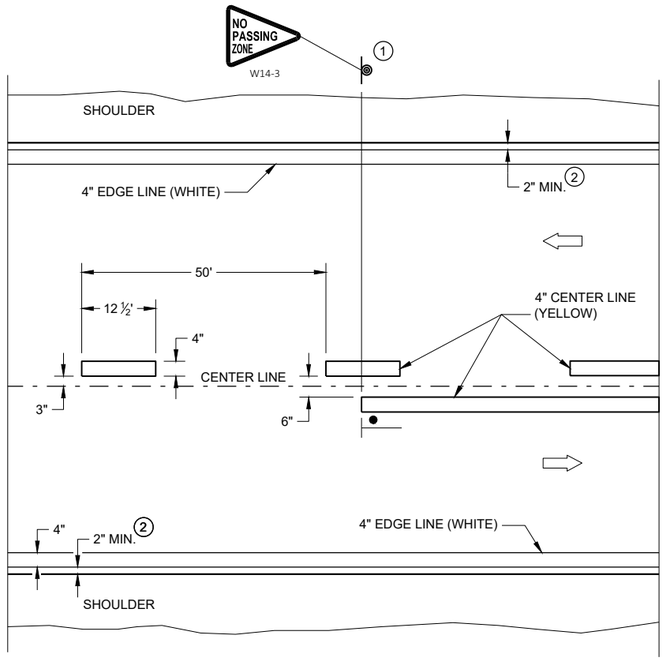
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

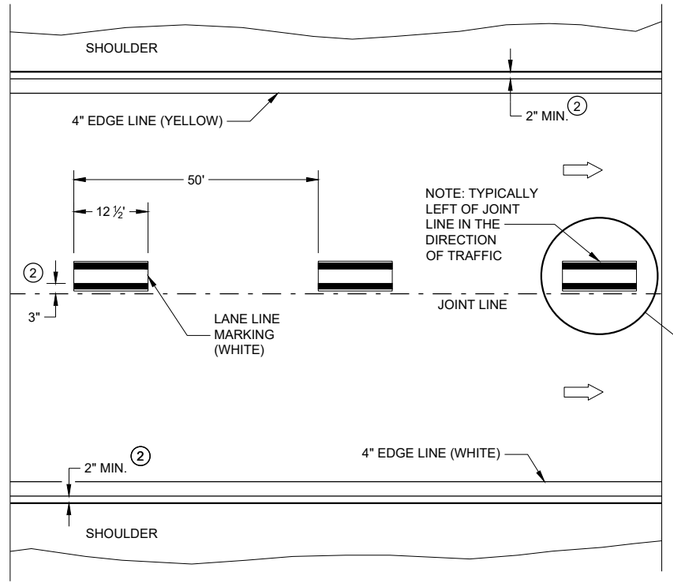
FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

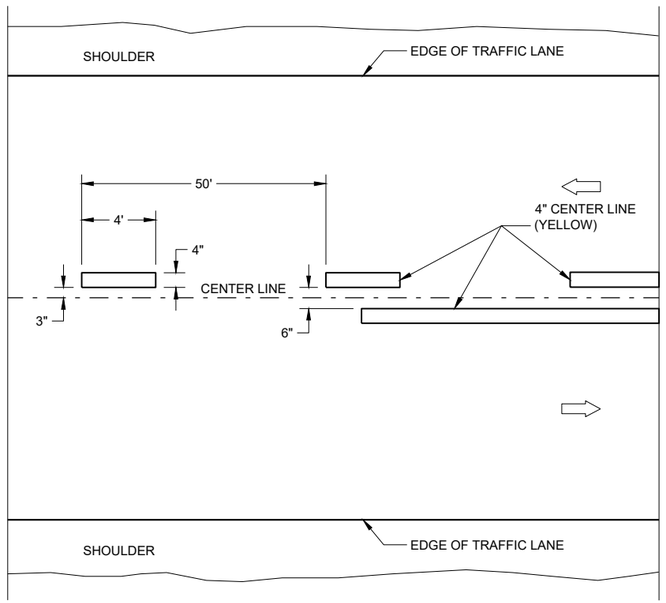


TWO WAY TRAFFIC

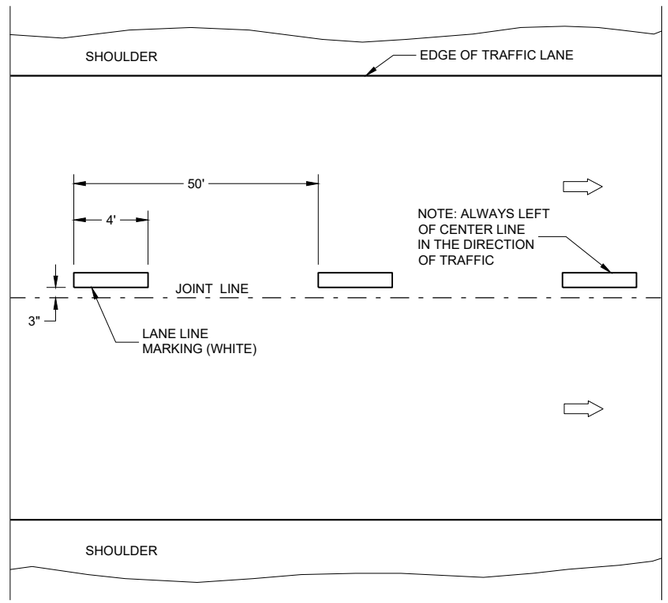


ONE WAY TRAFFIC

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.

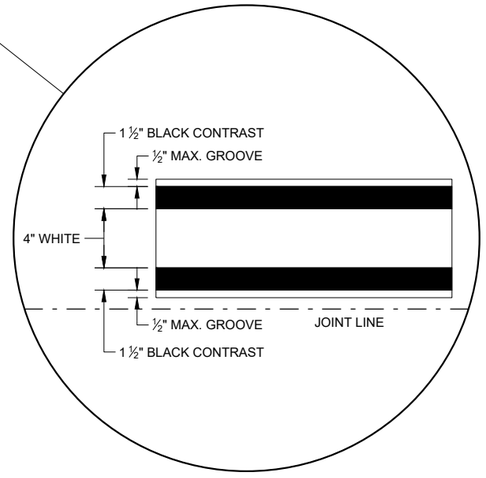
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

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

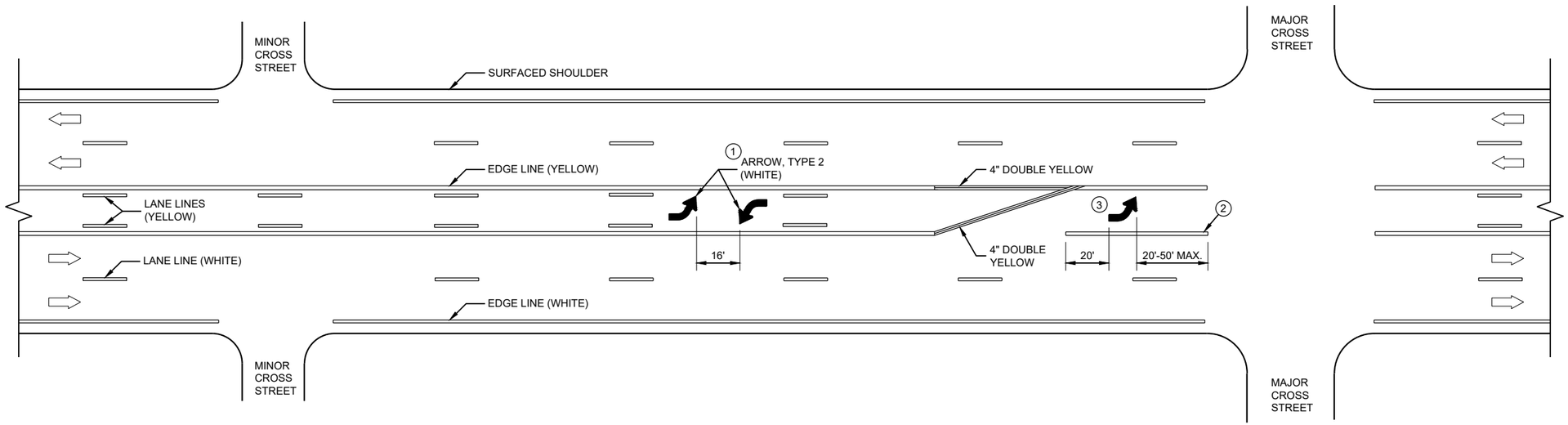
SDD 15C08 - 20a

SDD 15C08 - 20a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

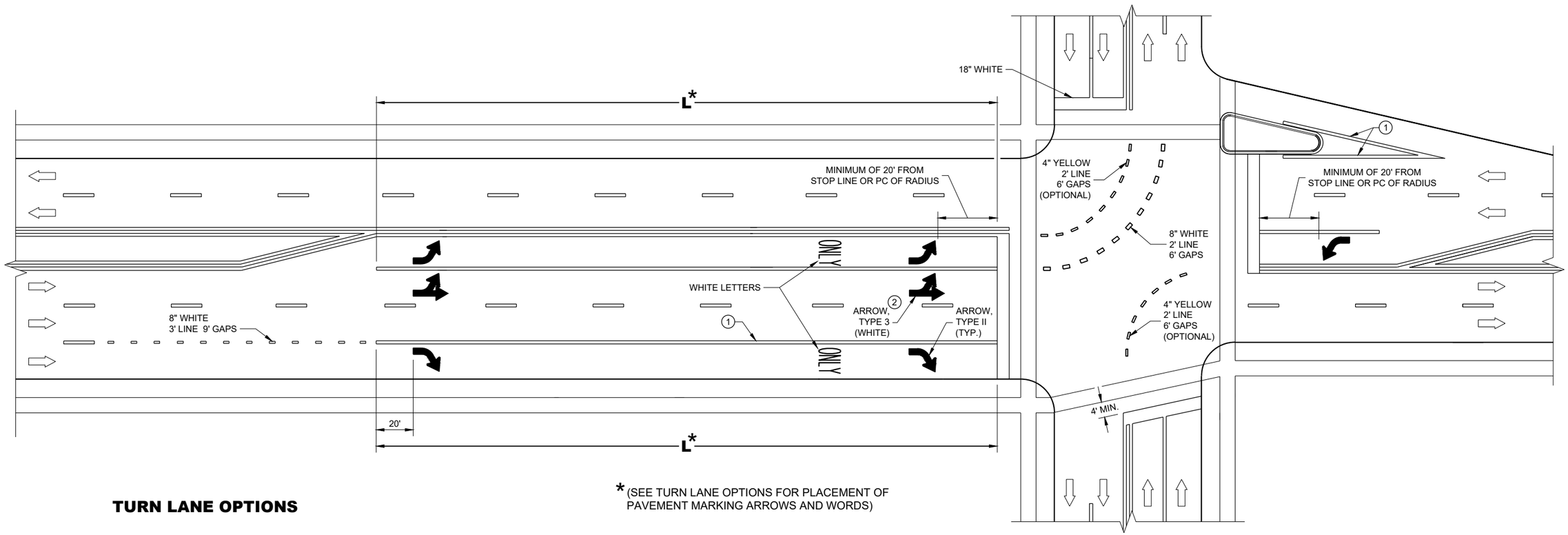
SDD 15C08 - 20b

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

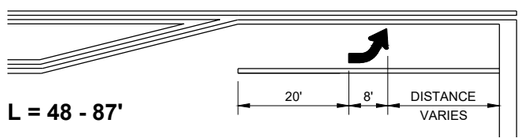
SDD 15C08 - 20b



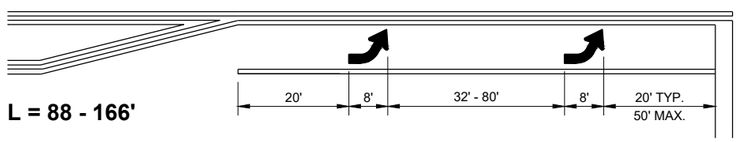
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

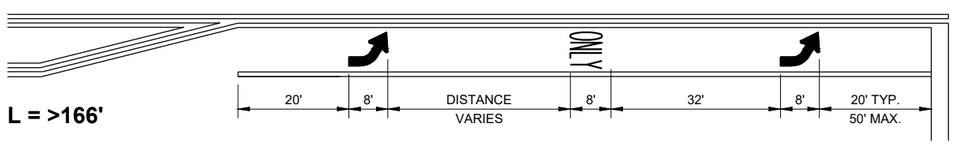
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

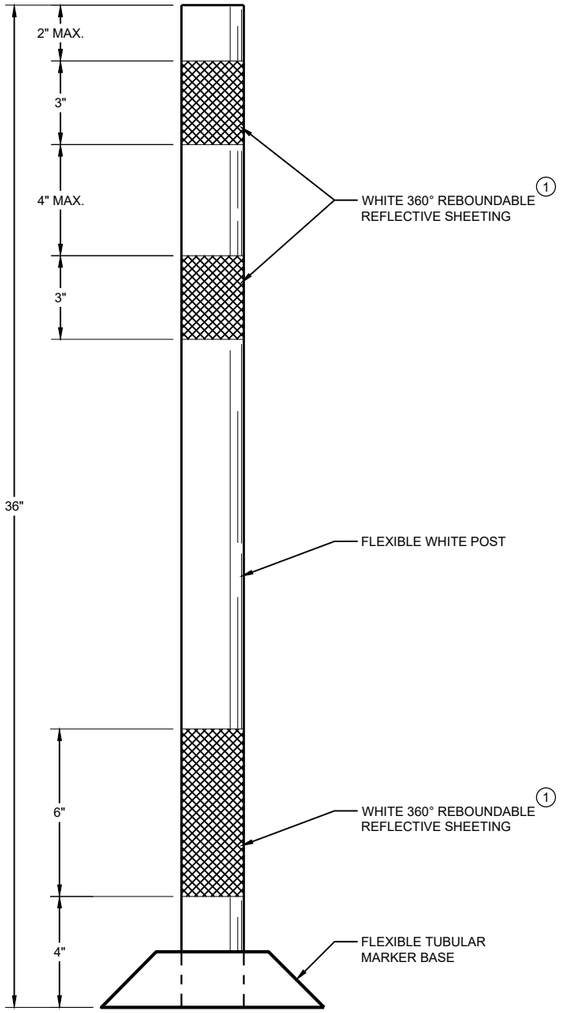
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

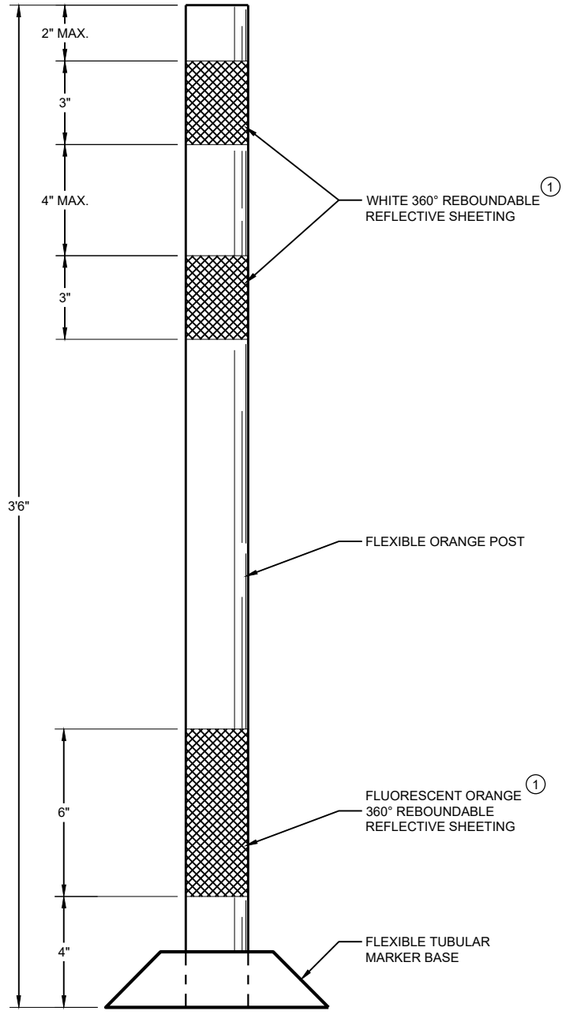
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08 - 20c



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 07a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

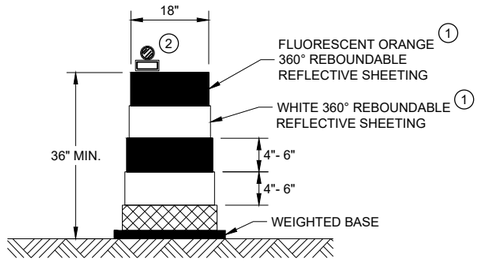
FHWA

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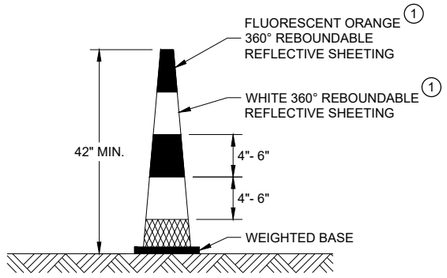
SDD 15C11 - 07a

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.

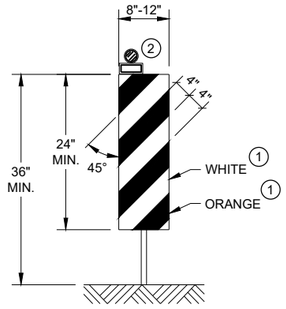


DRUM



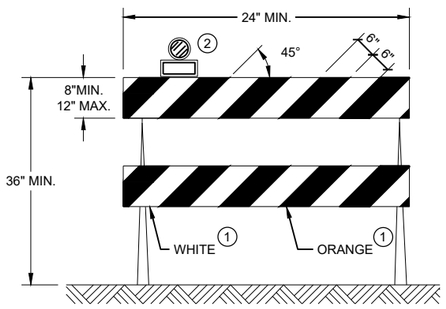
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



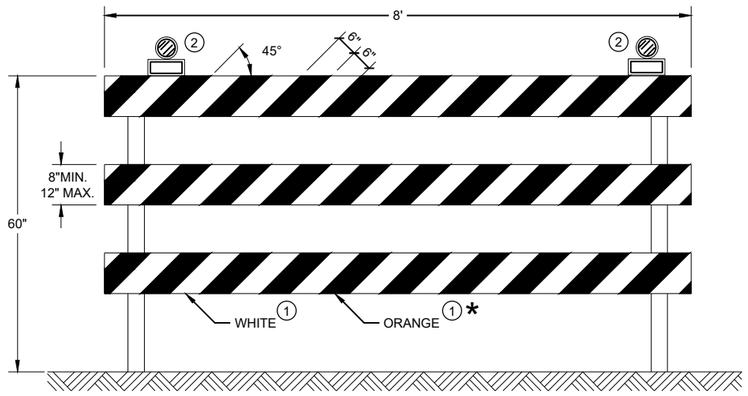
VERTICAL PANEL

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
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.

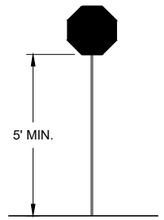
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

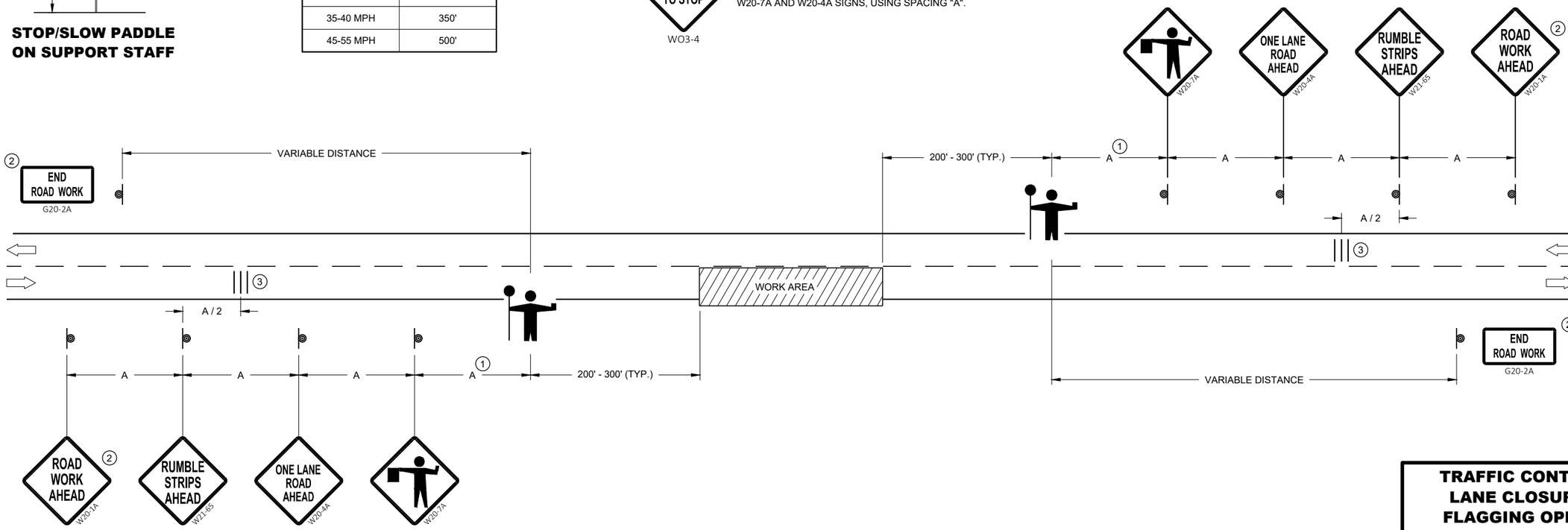
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

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. 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.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

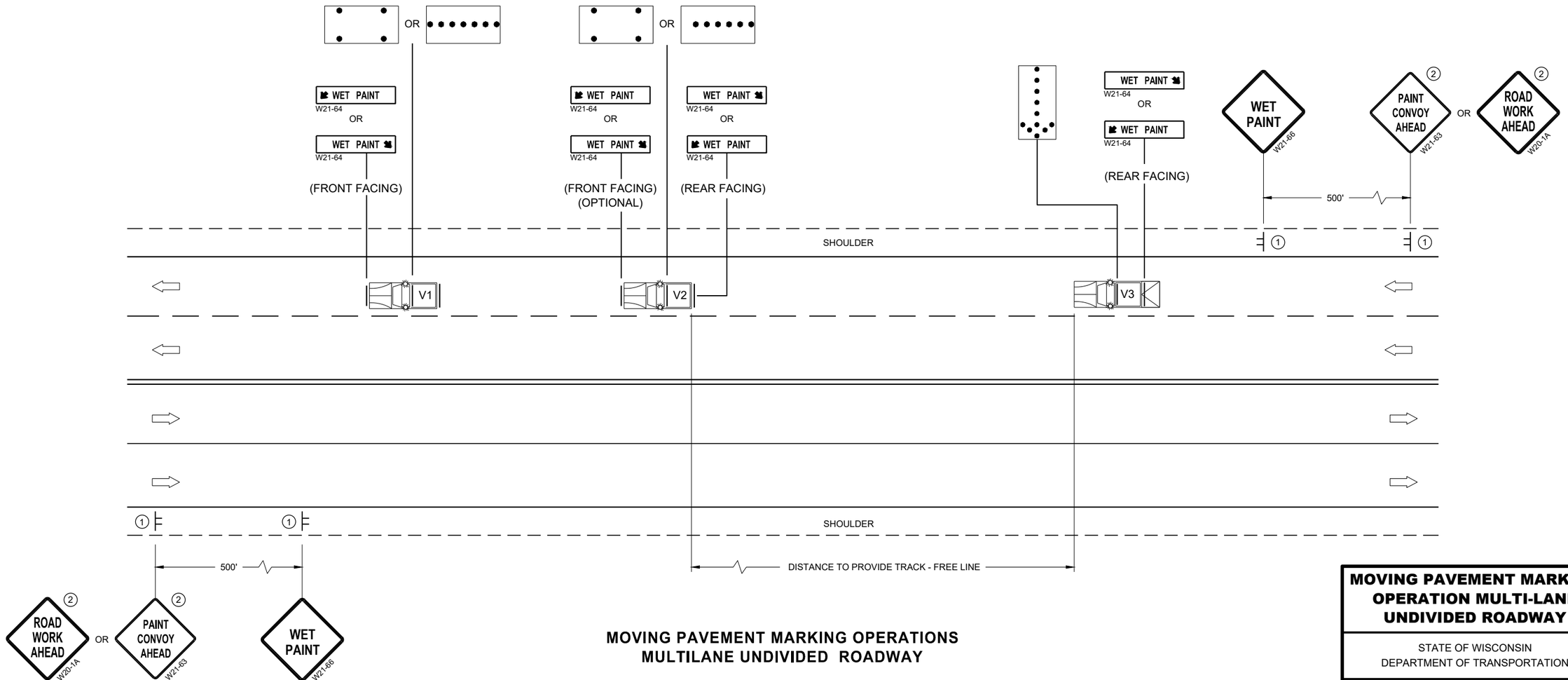
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES 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 HAVE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS.

(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 MULTILANE UNDIVIDED ROADWAY

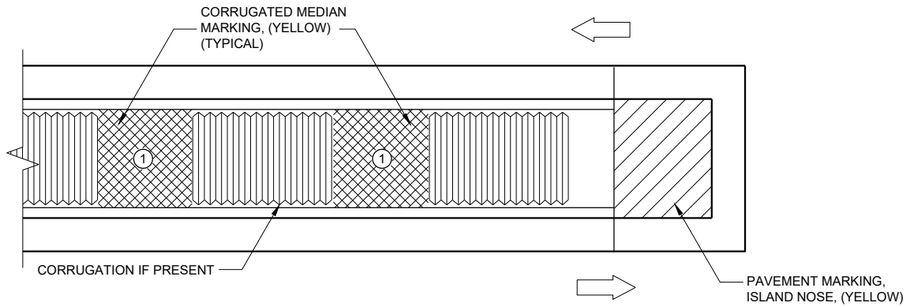
MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

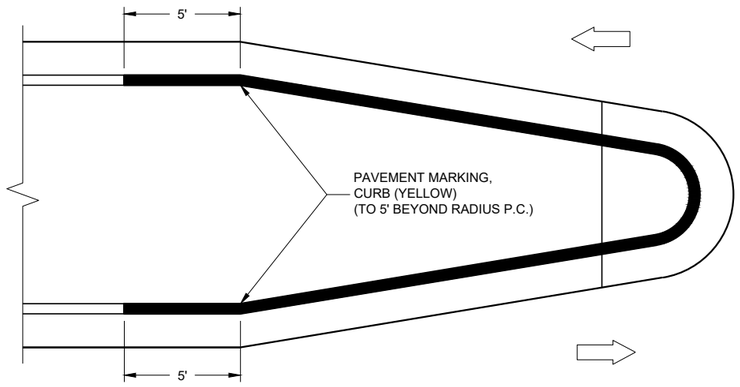
APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
222
FHWA

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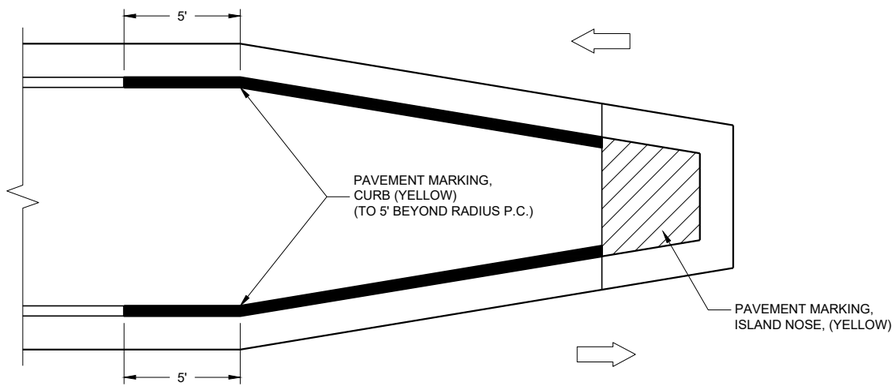
SDD 15C19 - 06b



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.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**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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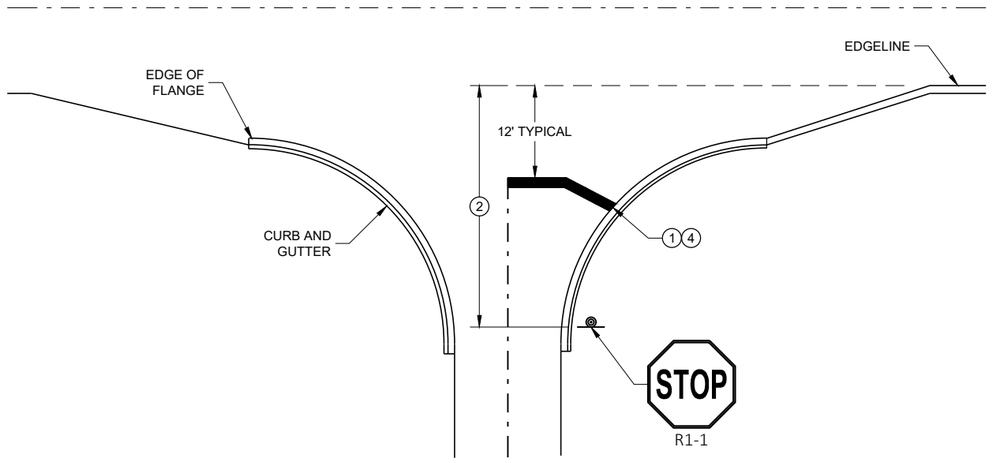
SDD 15C27 - 03b

SDD15C27 - 03b

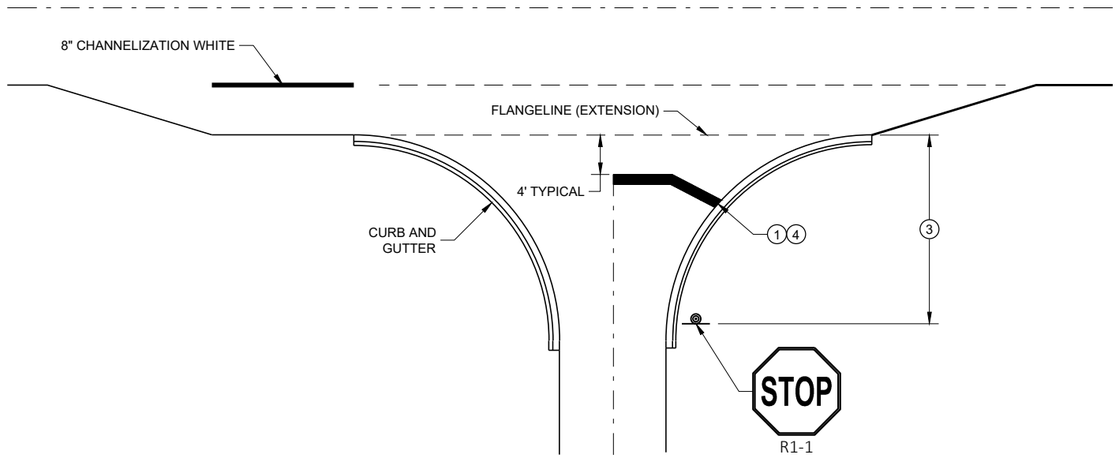
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

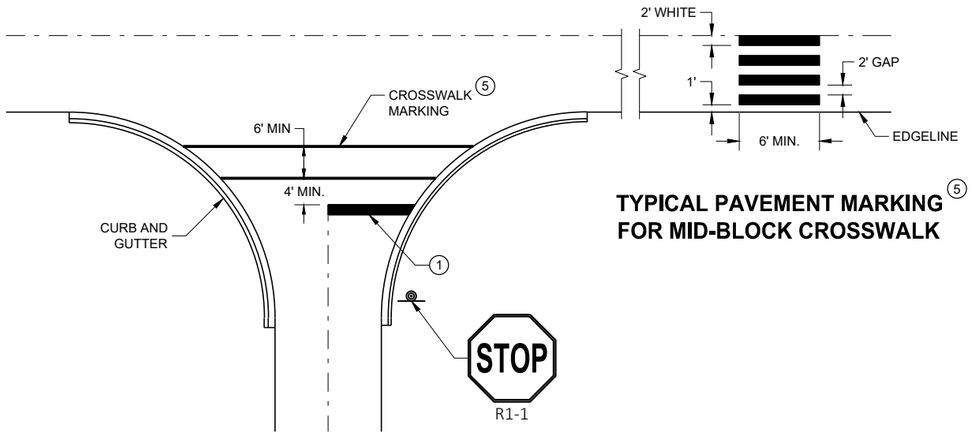
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

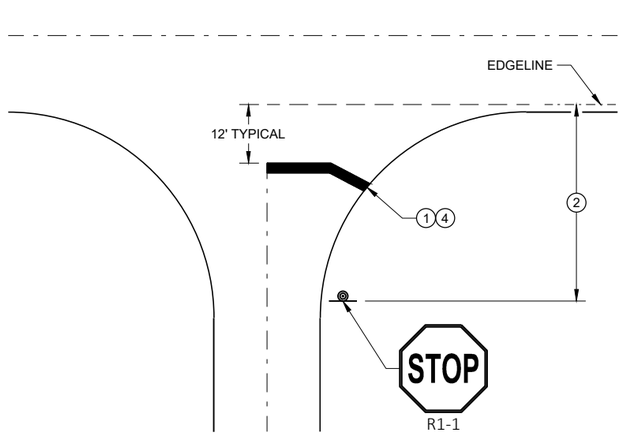


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

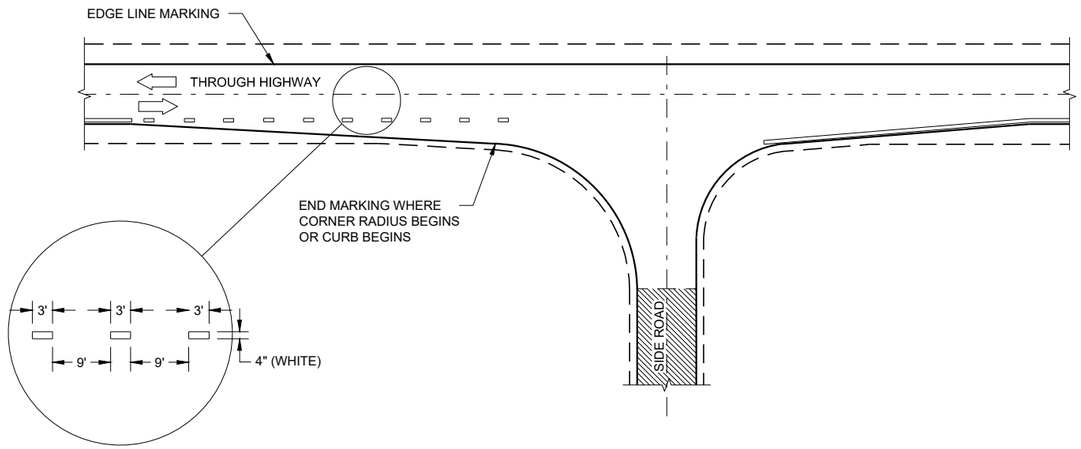
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

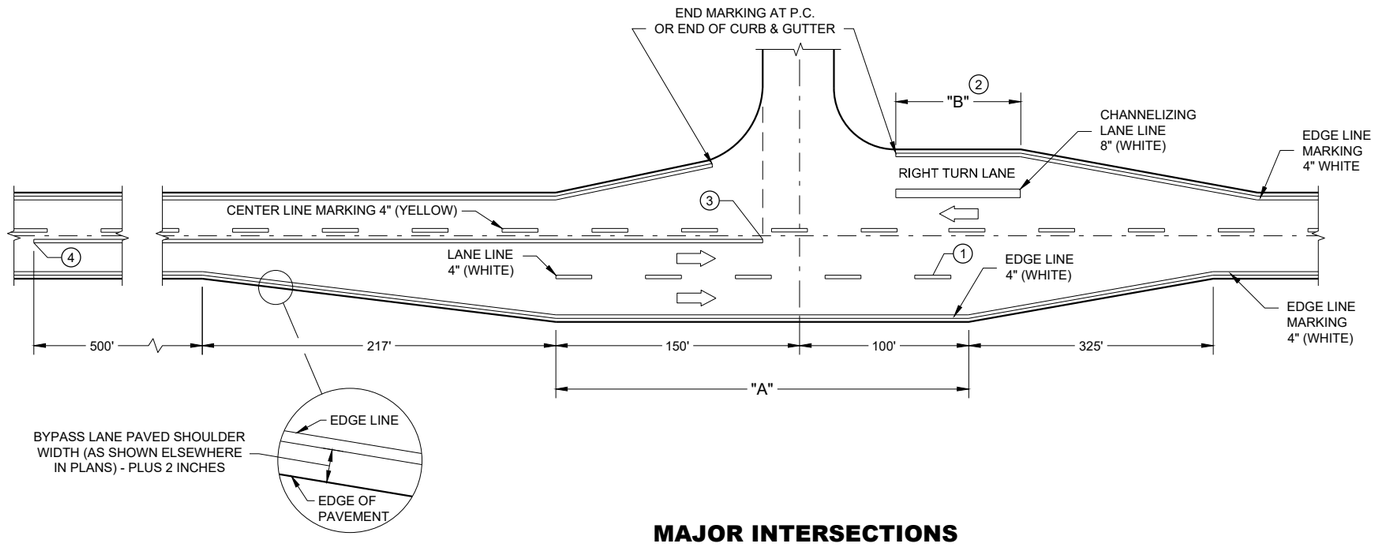
FHWA

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SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

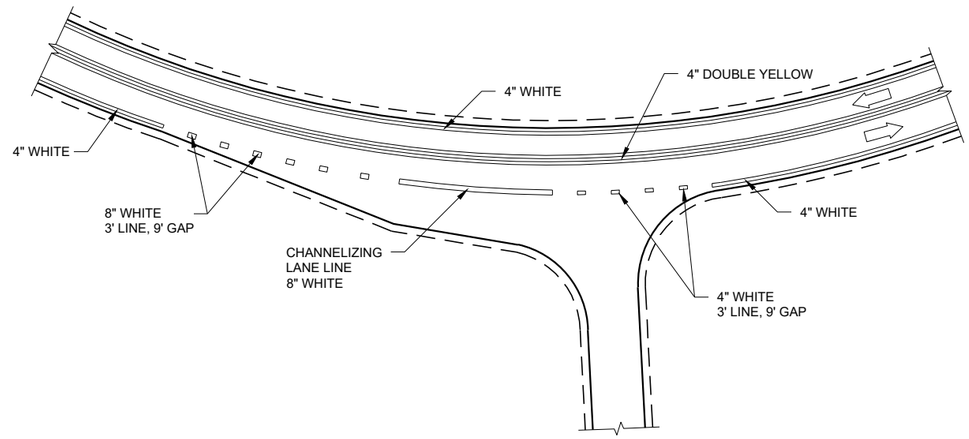
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

6

SDD 15C35 - 04a

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"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 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4 INCH DOUBLE YELLOW.



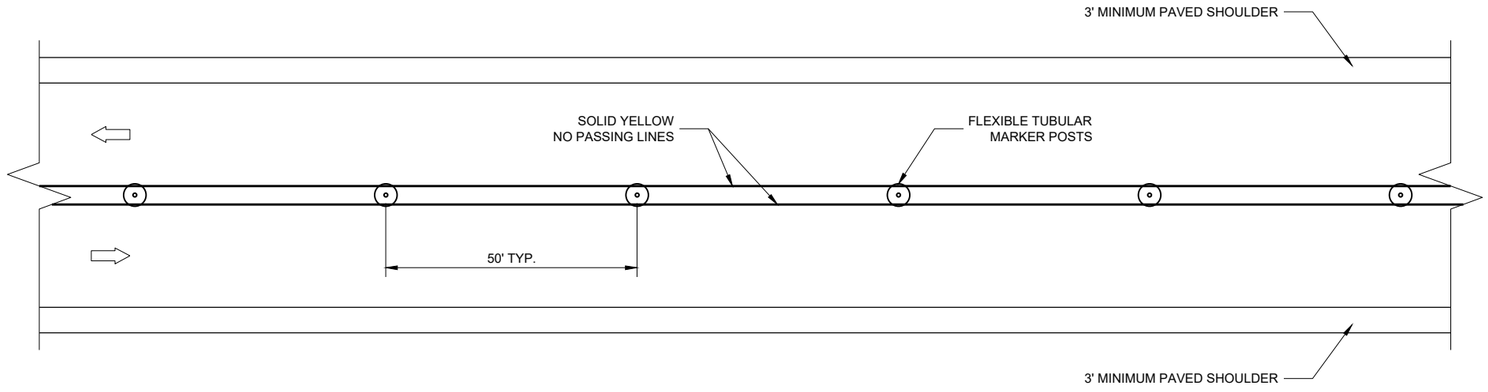
(1)



(2)

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

TRAFFIC CONTROL
TWO LANE TWO WAY
OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
STATE TRAFFIC ENGINEER

FHWA

6

SDD 15D06 - 04

6

SDD 15D06 - 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.

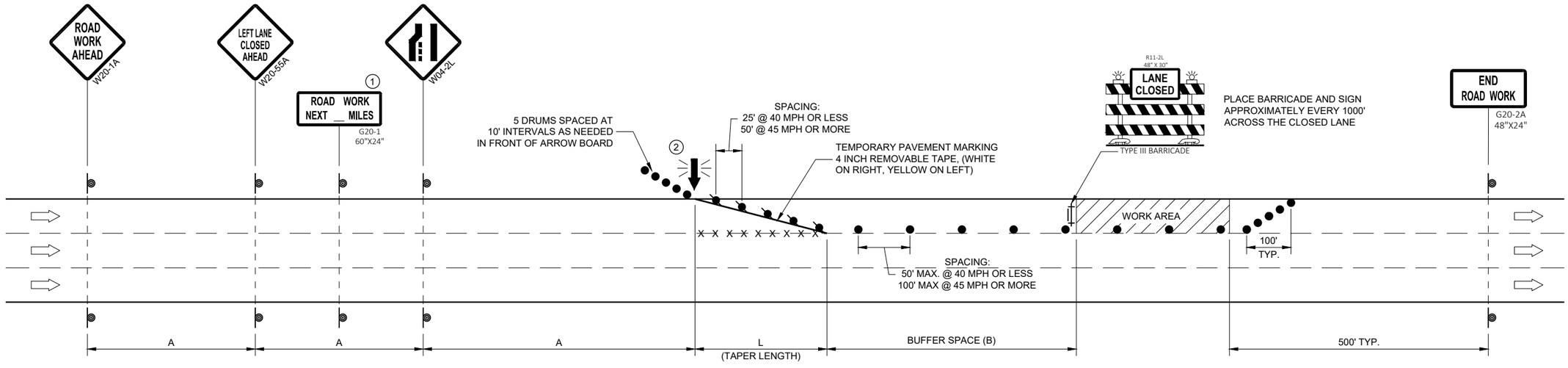
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

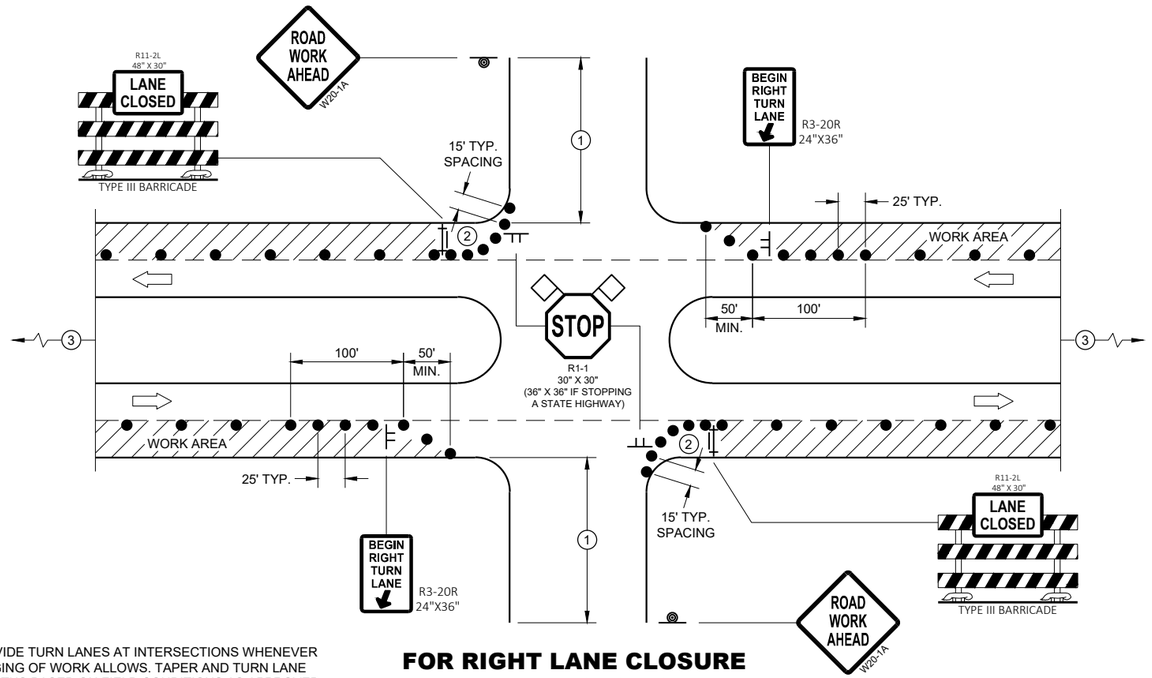
FHWA

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SDD 15D20 - 05a

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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.

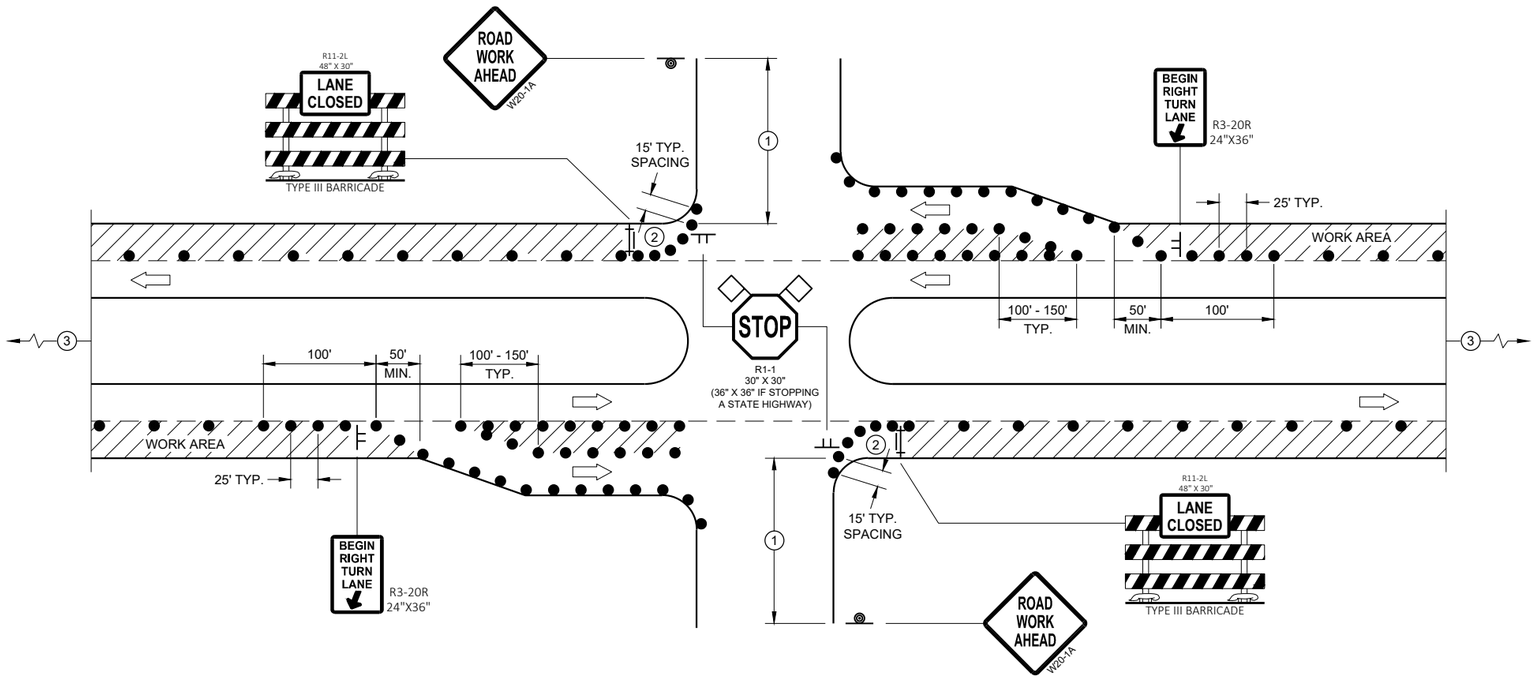
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(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



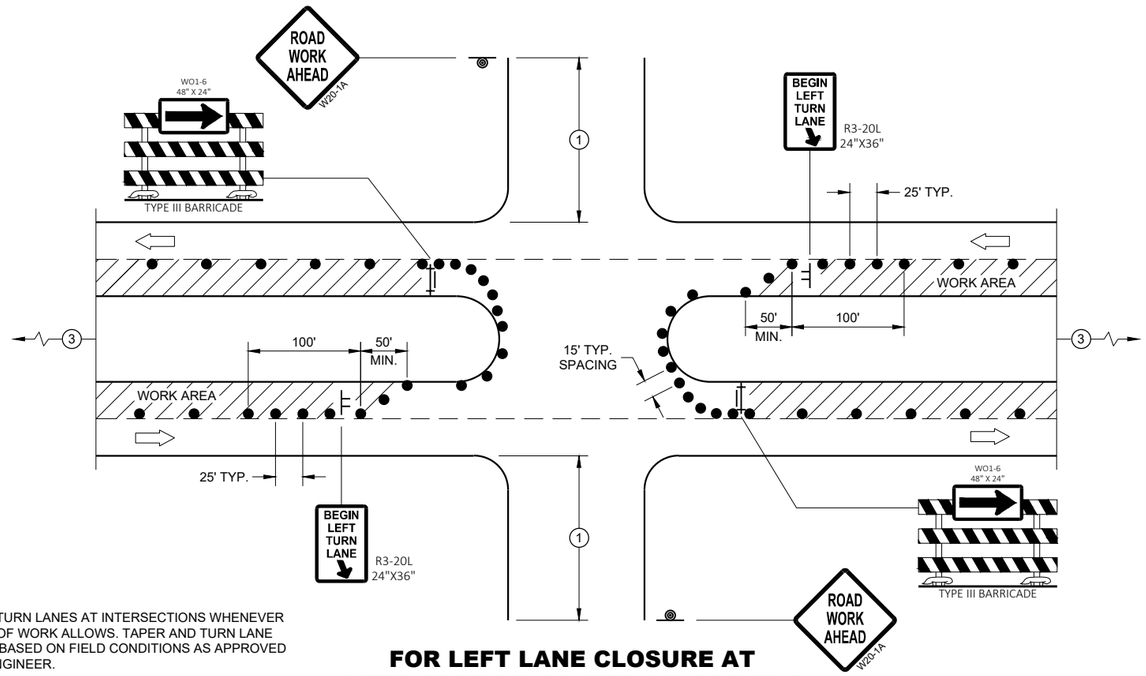
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

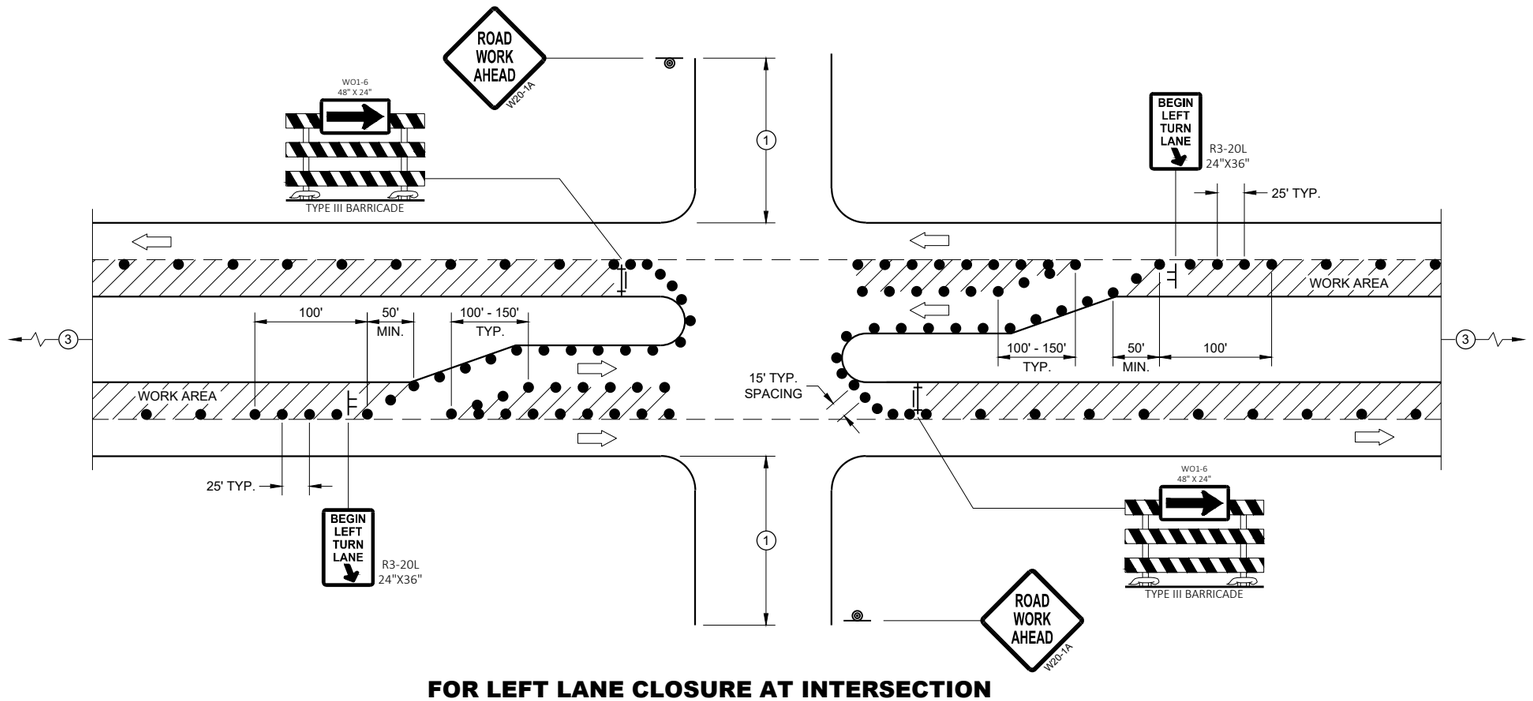
SDD 15D21 - 06a

SDD 15D21 - 06a



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



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

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

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

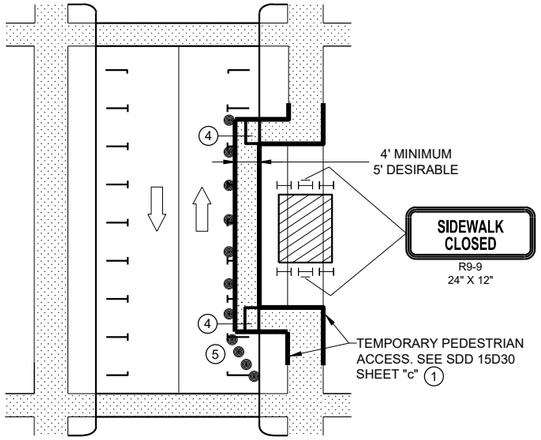
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SDD 15D21 - 06b

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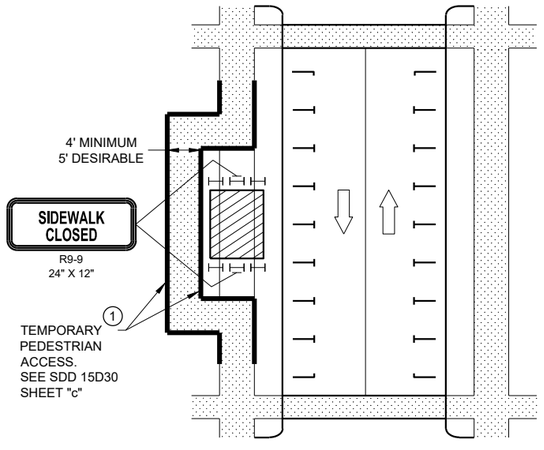
SDD 15D21 - 06b

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

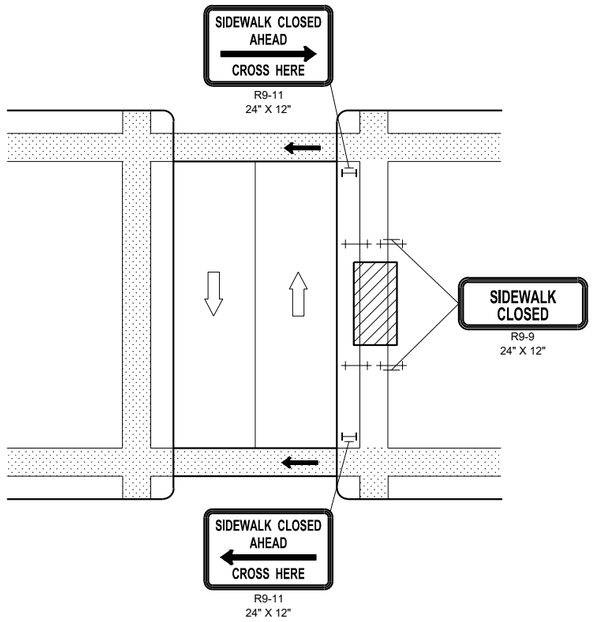


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

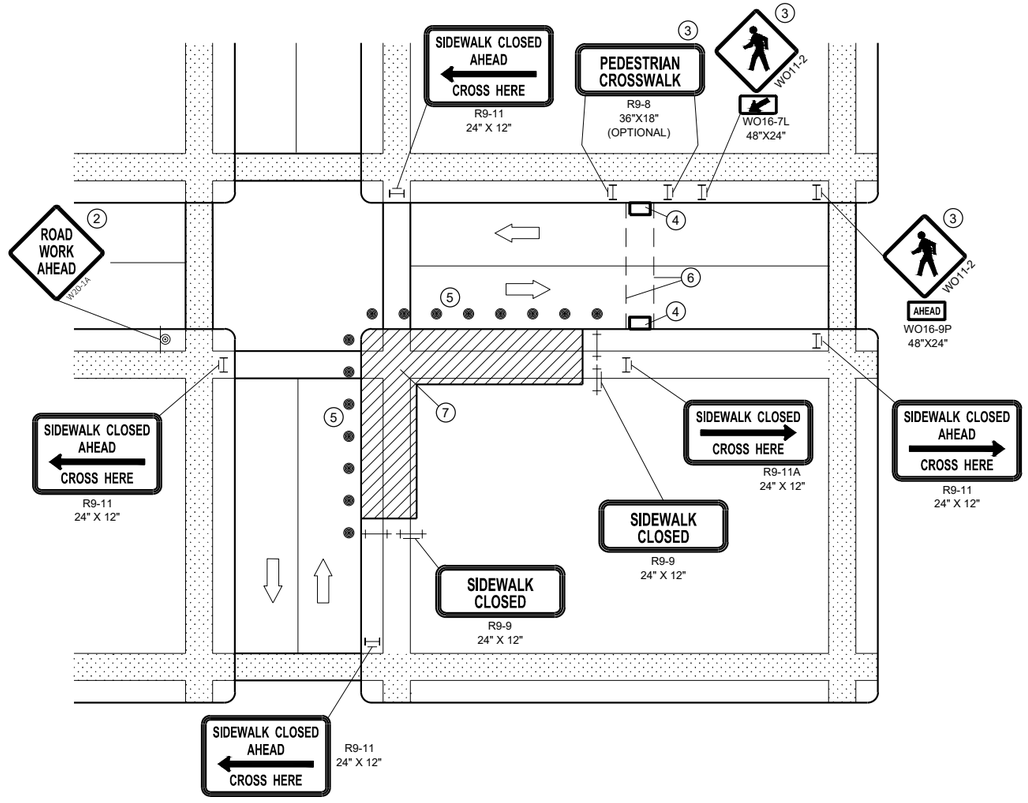
NOTE: LAYOUT SAME AS ABOVE.



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

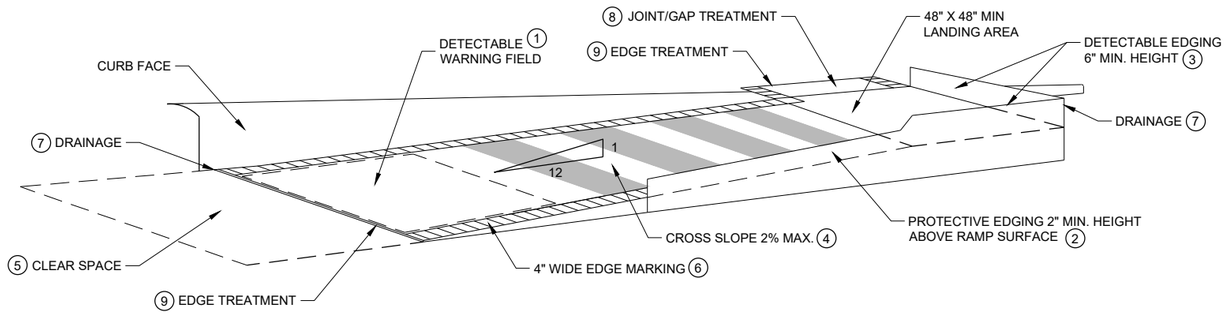
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

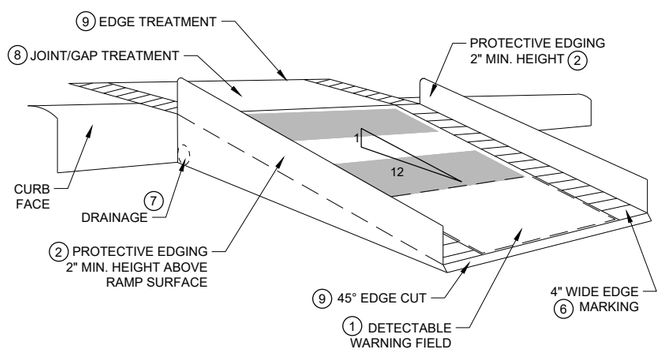
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

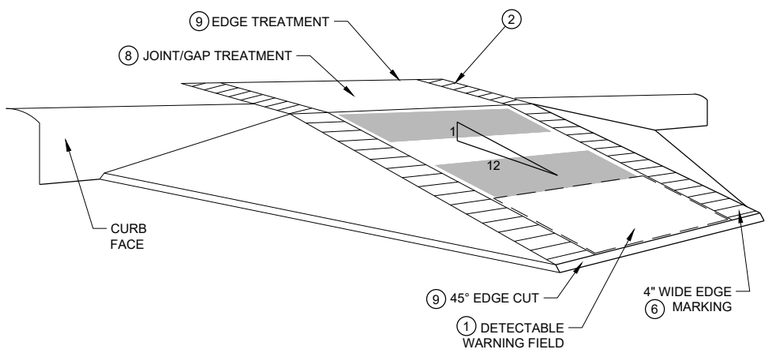
SDD15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

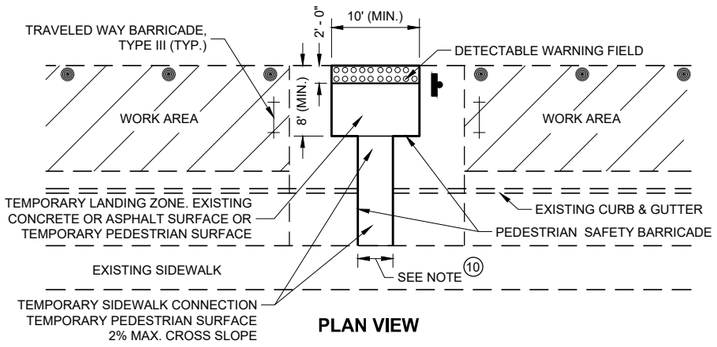
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

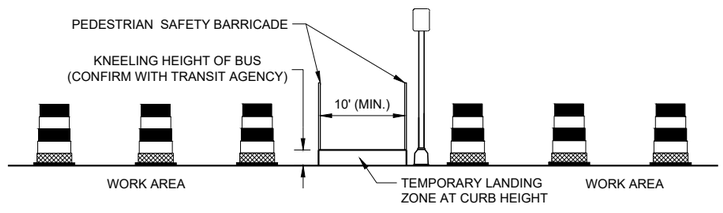
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

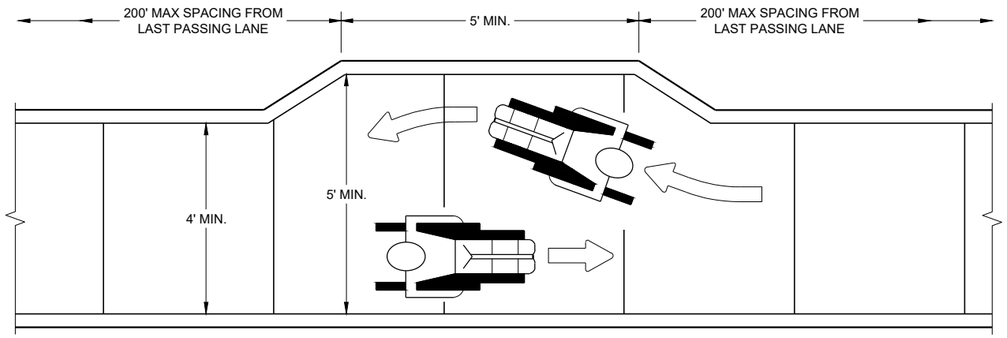
STATE OF WISCONSIN
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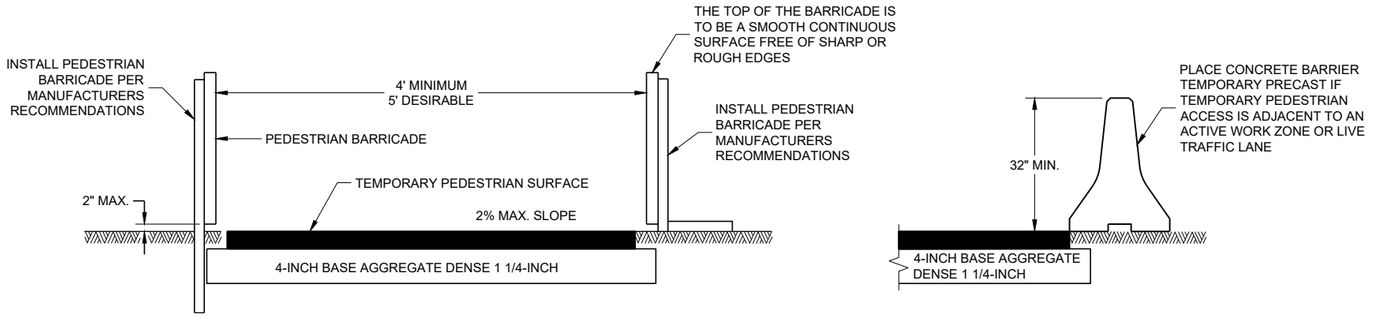
SDD 15D30 - 06b

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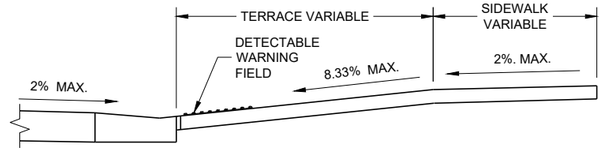
SDD 15D30 - 06b



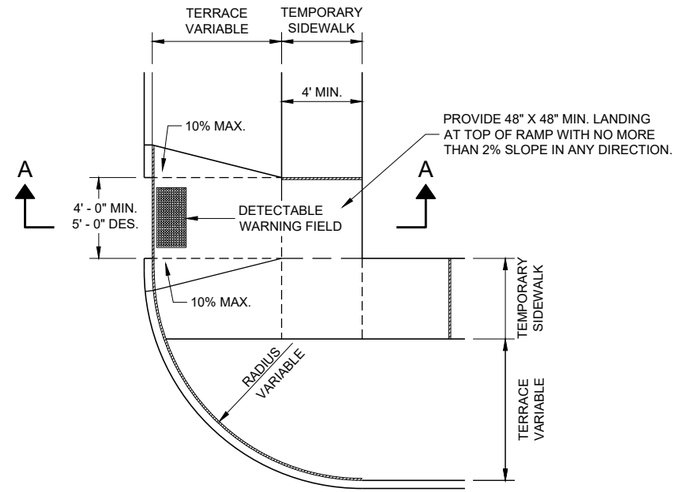
NARROW SIDEWALK PASSING DETAIL



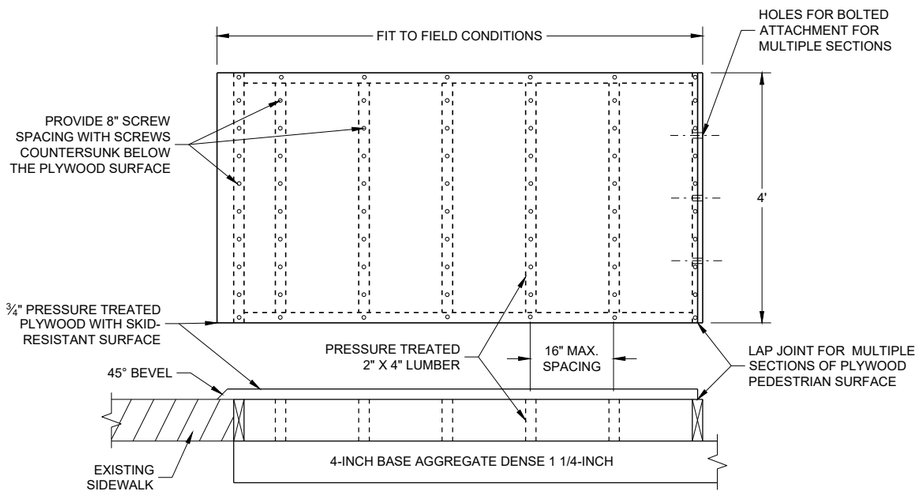
TEMPORARY PEDESTRIAN ACCESS



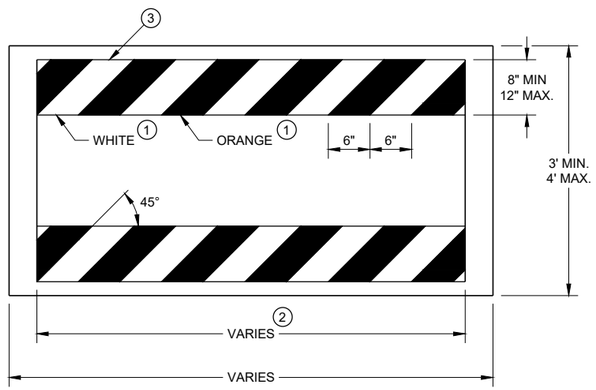
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D30 - 06c

6
SDD 15D30 - 06c

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLAGS, 16" X 16" MIN. (ORANGE)

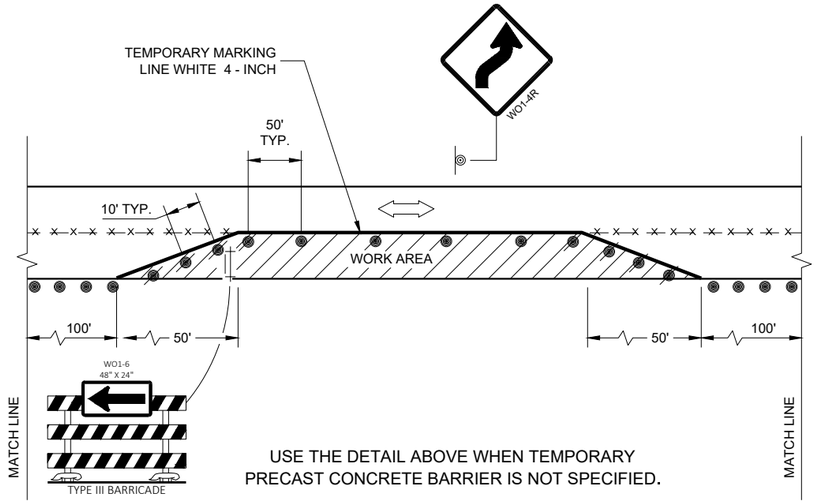
REMOVING PAVEMENT MARKING

DIRECTION OF TRAFFIC

ASPHALTIC PAVEMENT WIDENING

CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 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 OR AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE AND REMOVE EXISTING PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

(1) 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.

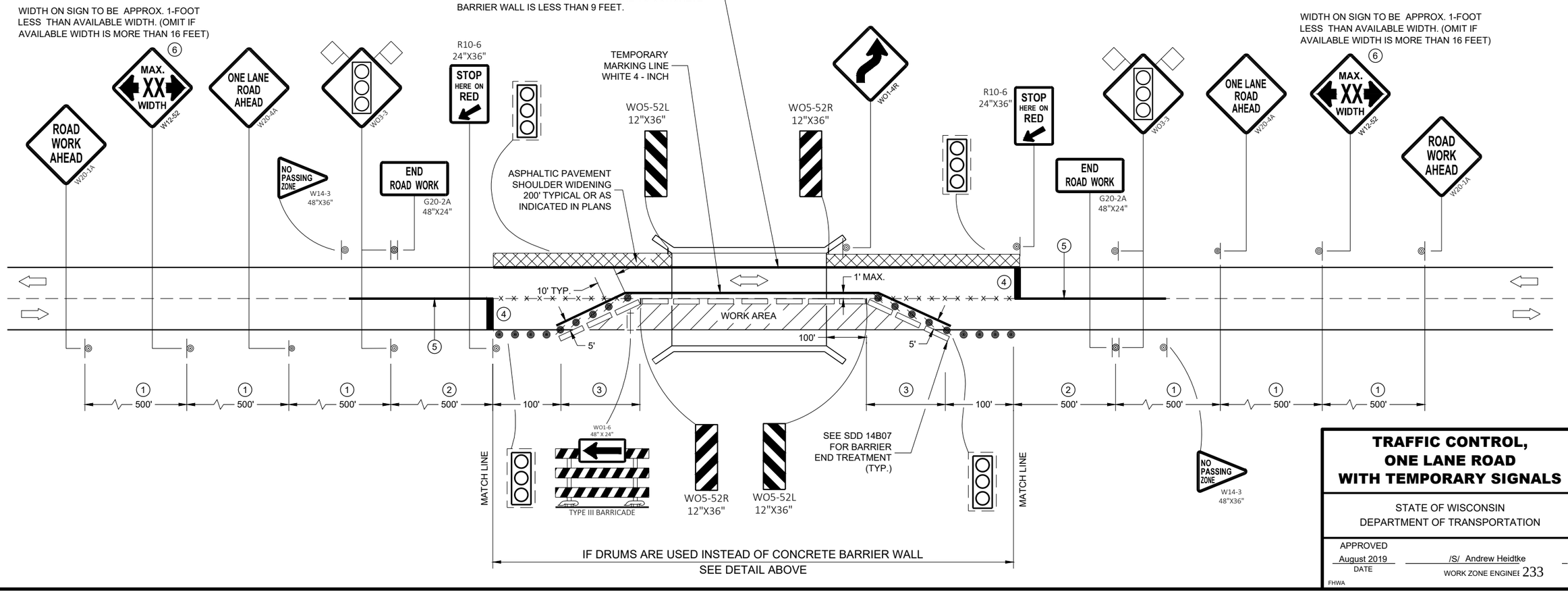
(2) USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.

(3) DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.

(4) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18 - INCH.

(5) 700 FOOT TEMPORARY MARKING LINE, DOUBLE YELLOW 4 - INCH . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(6) SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

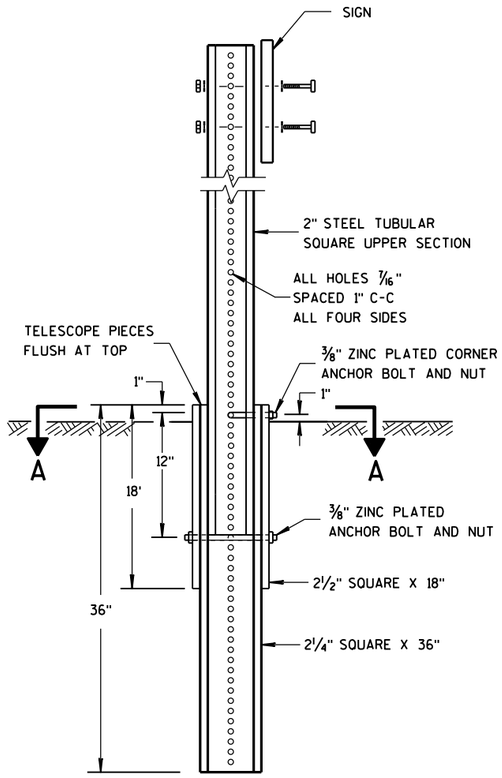
APPROVED
August 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

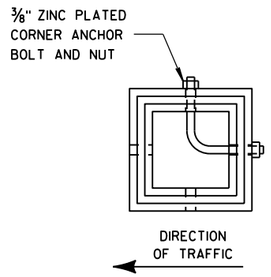
FHWA

SDD 15D33 - 06

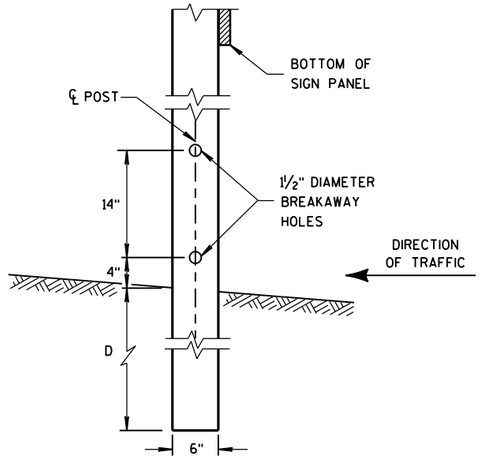
SDD 15D33 - 06



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



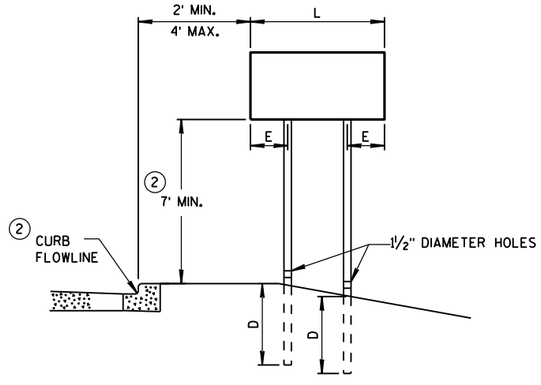
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

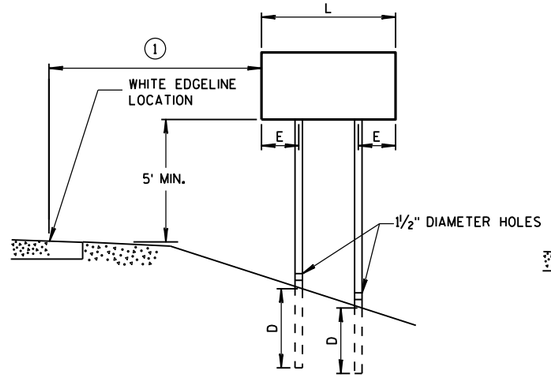
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

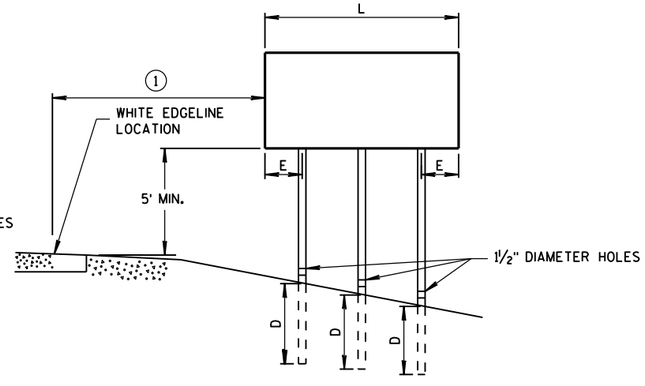
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

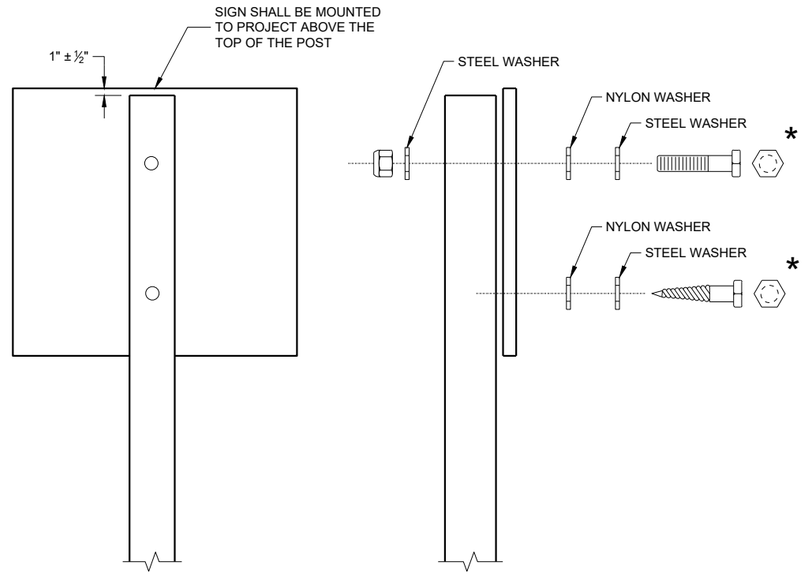
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

6

6

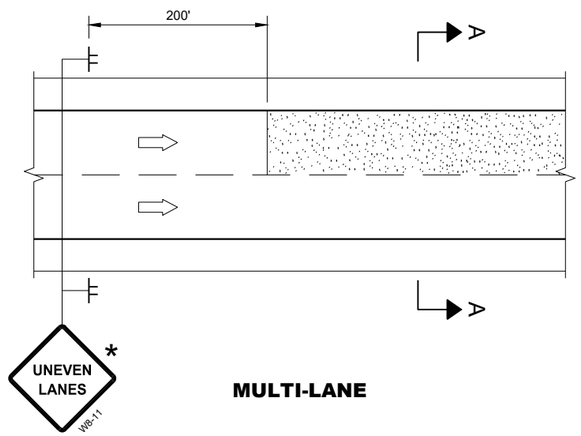
SDD 15D38 - 02b

SDD15D38 - 02b

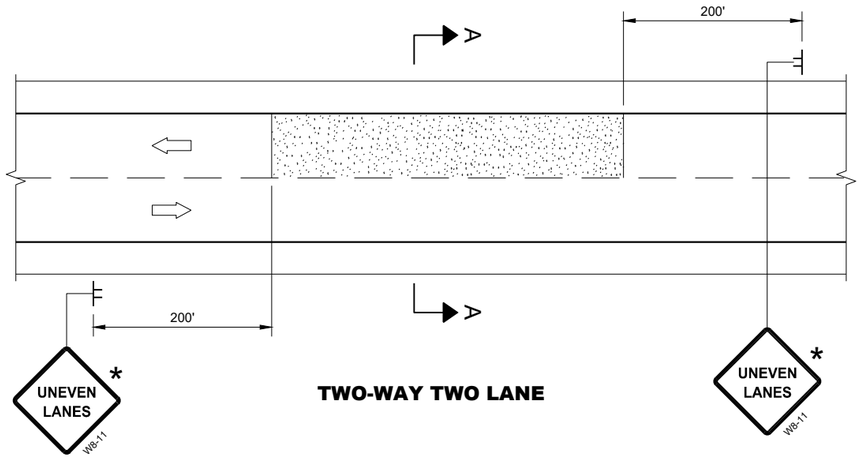
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

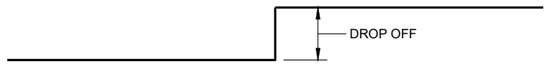
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

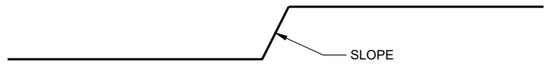
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

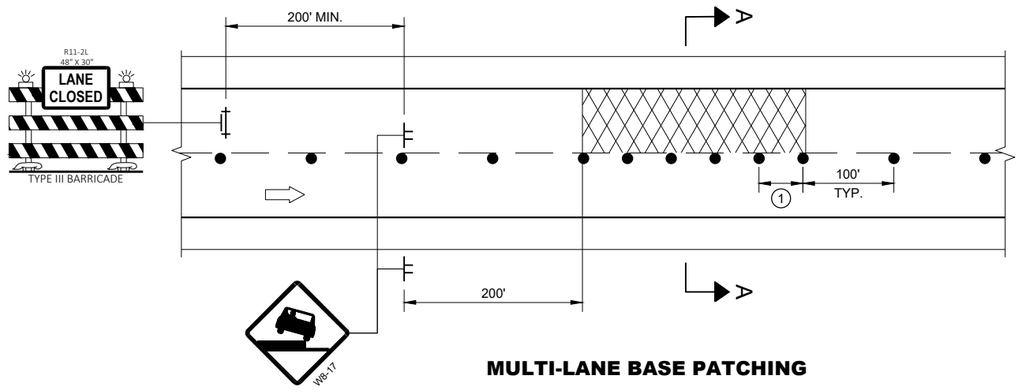


SECTION A - A

OR

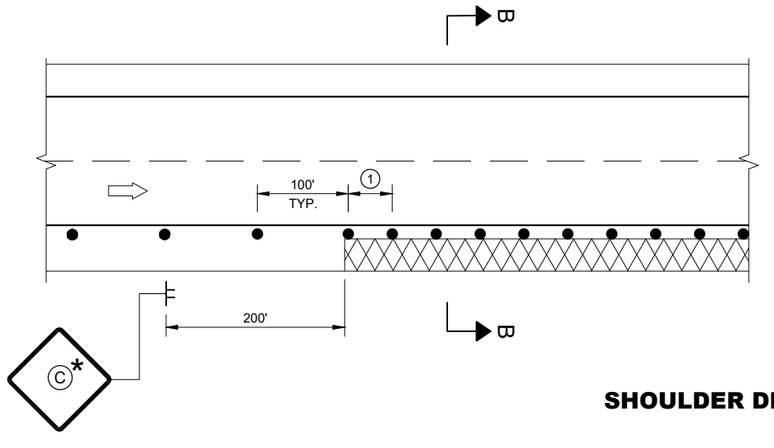


SECTION A - A

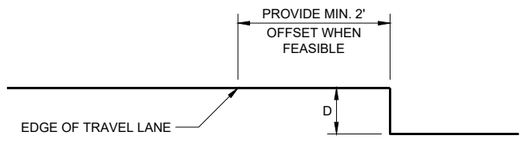


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

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.

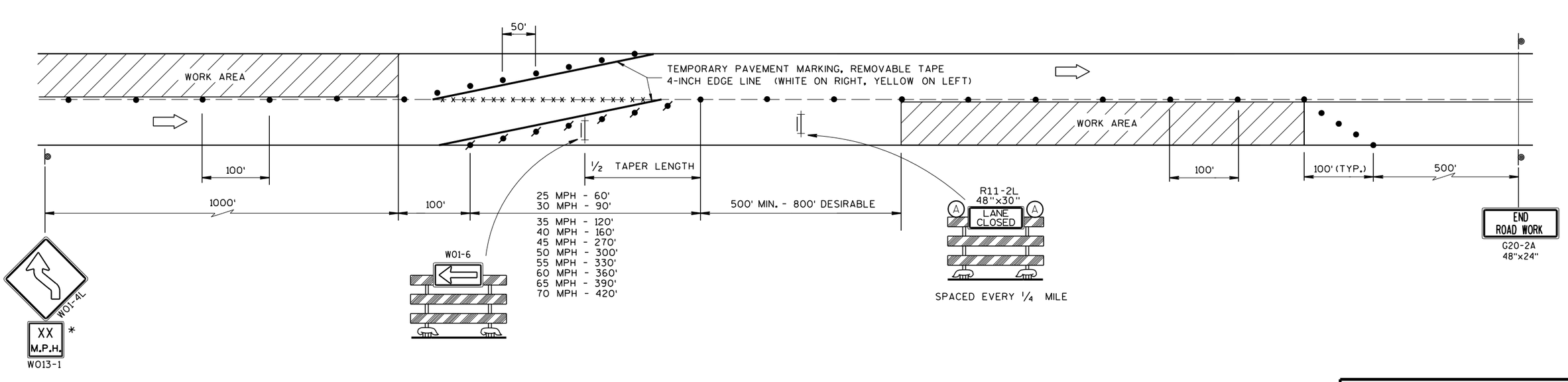
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

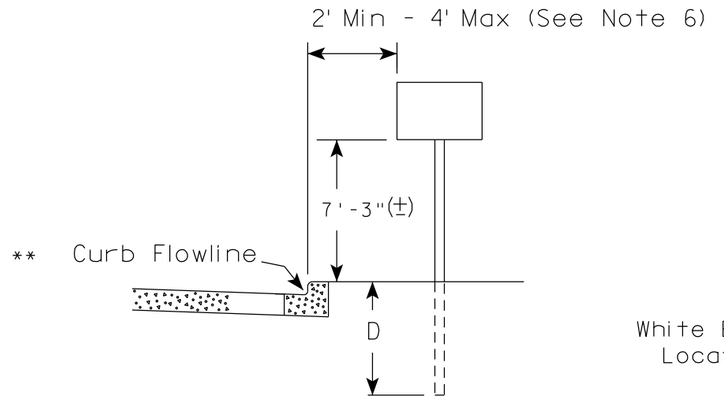
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

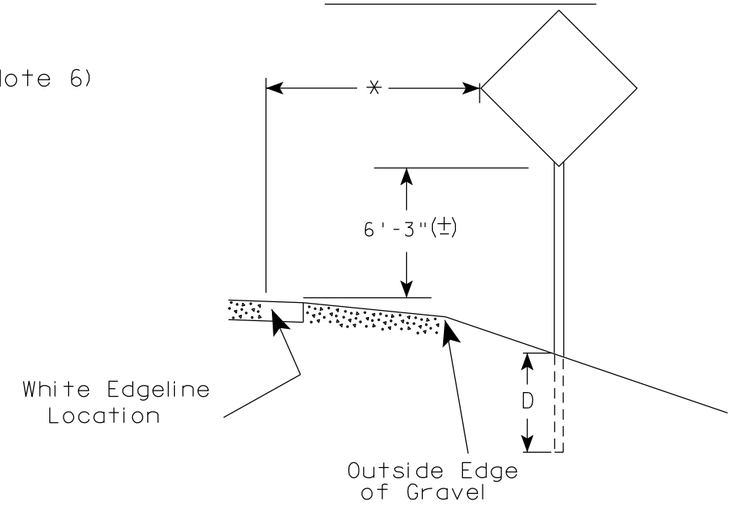
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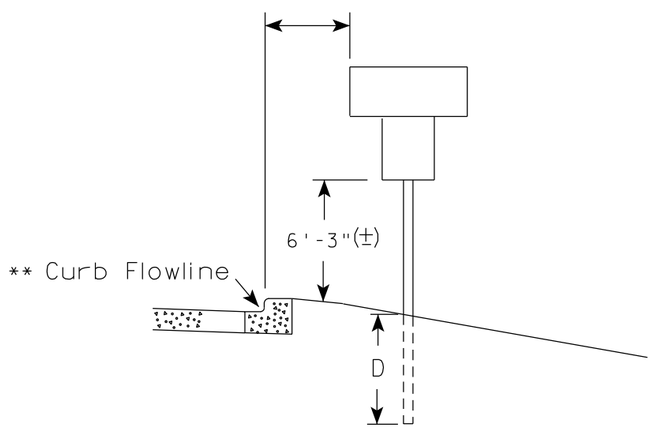
S.D.D. 15 D 40-1

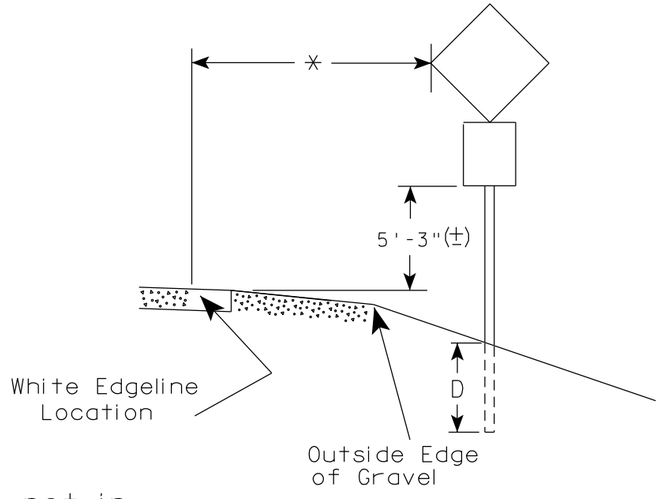
URBAN AREA



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.

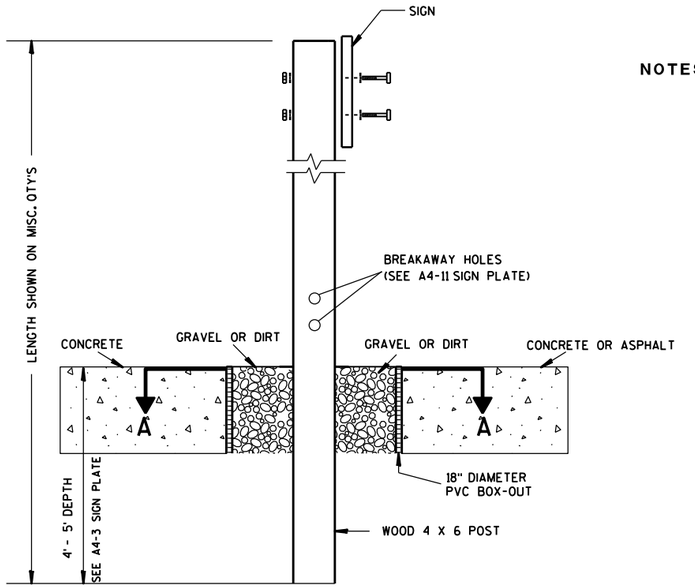
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

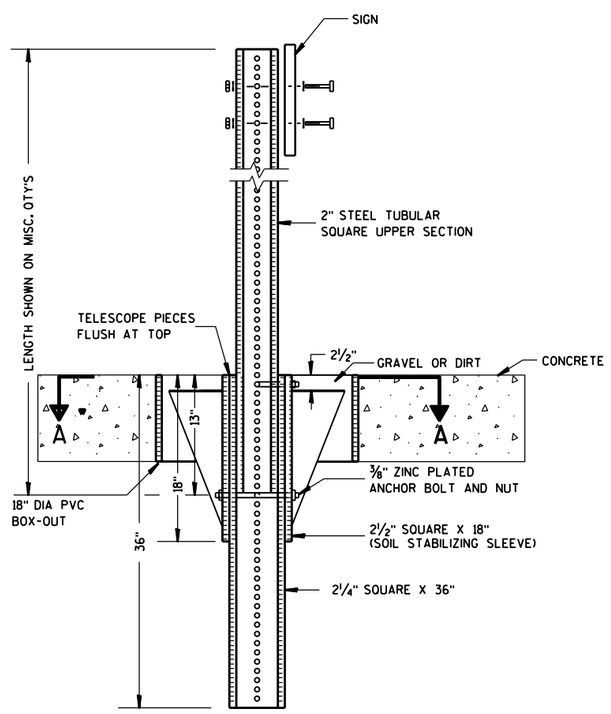
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 238	E



ELEVATION VIEW

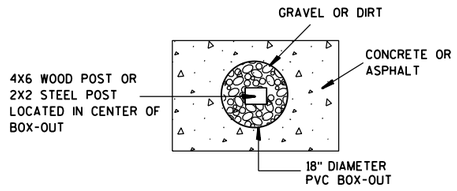
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

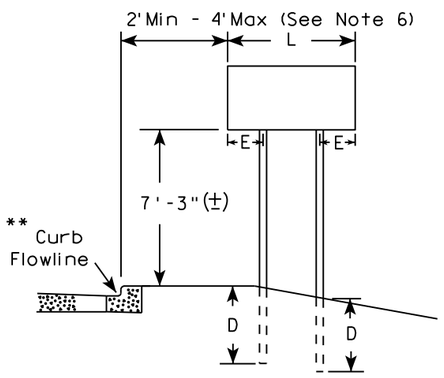
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

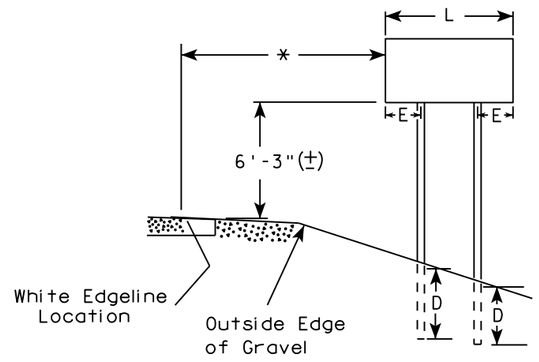
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

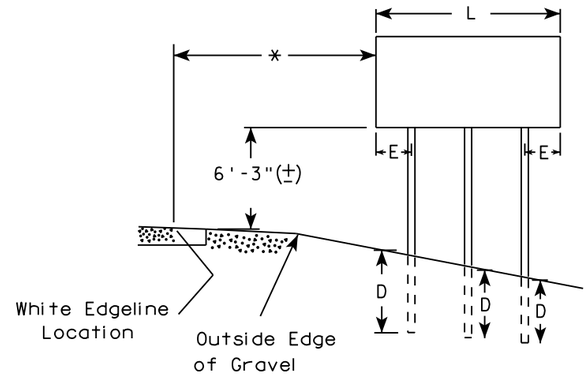
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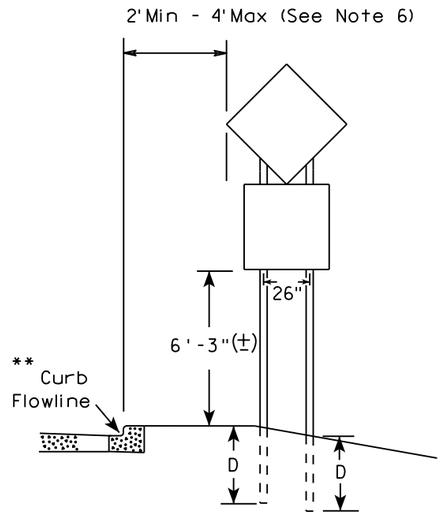
URBAN AREA



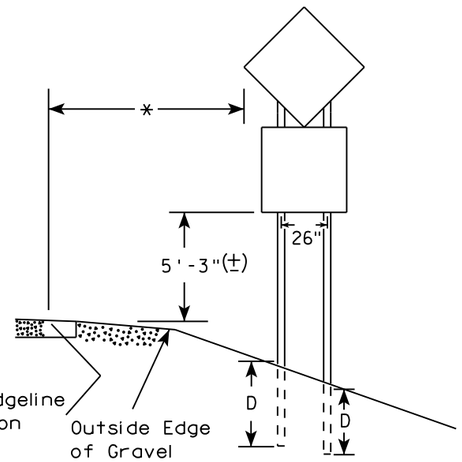
RURAL AREA (See Note 3)







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'

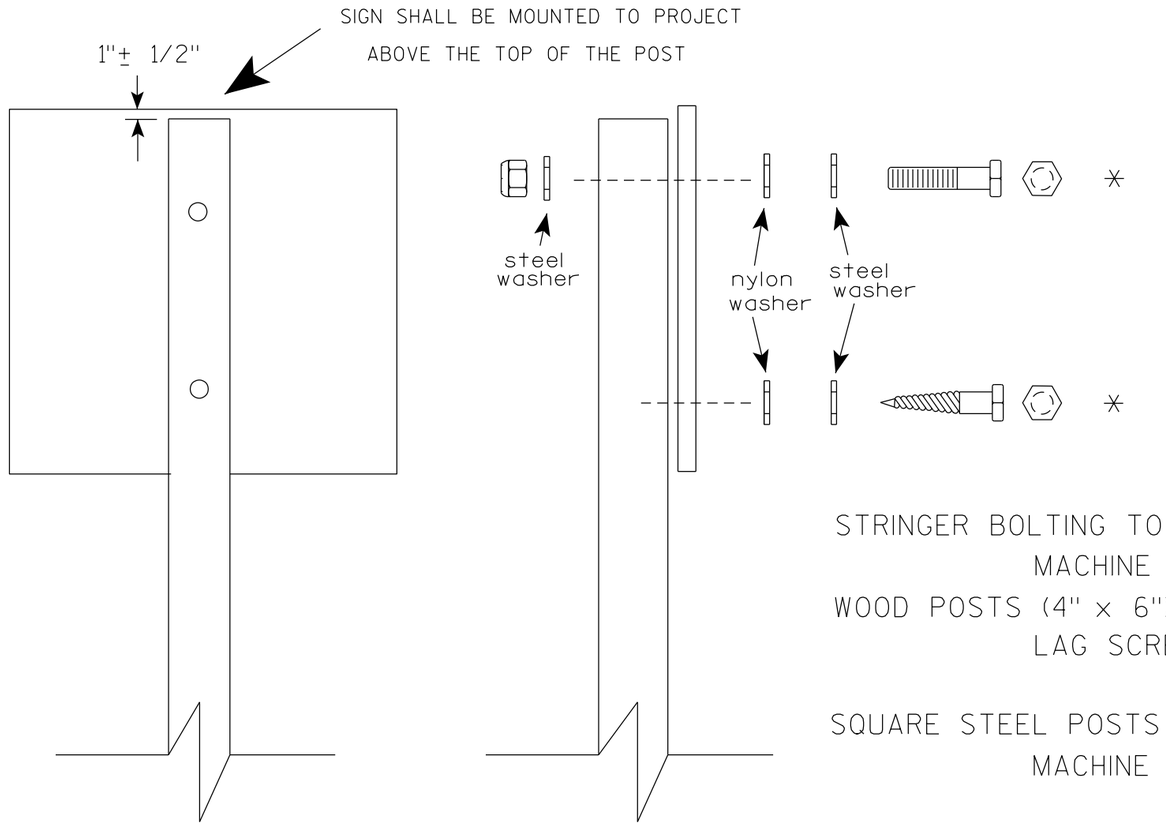
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 240	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: 241 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

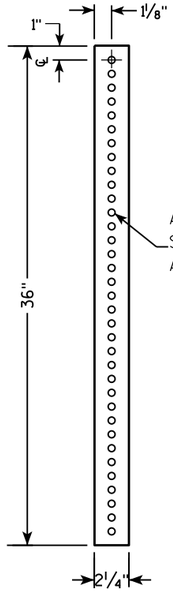
WISDOT/CADDS SHEET 42

7

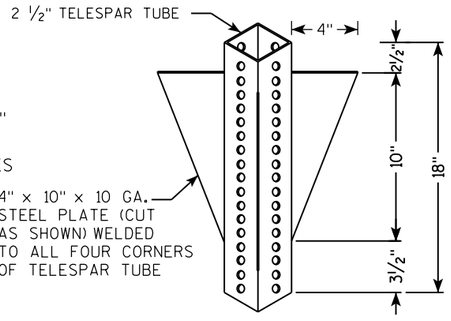
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

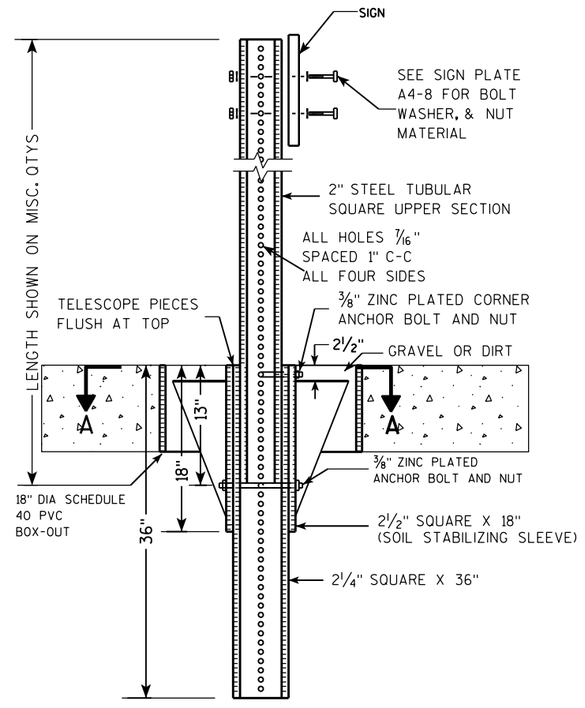
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



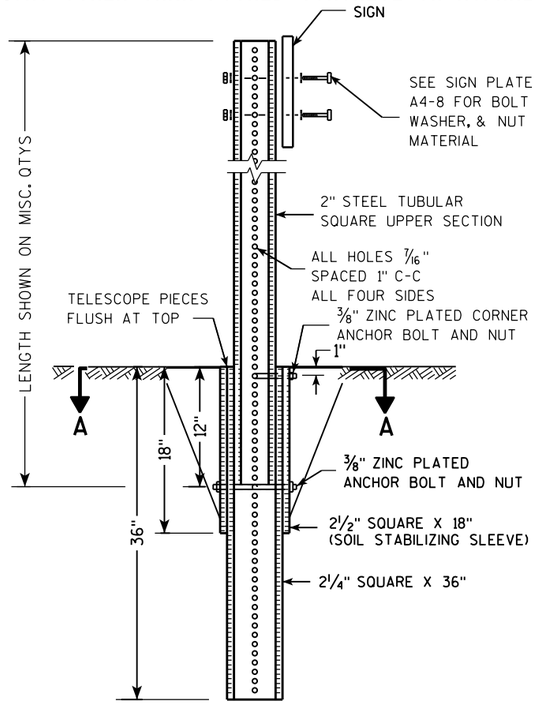
2 1/2 " SQUARE
12 GAUGE
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PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

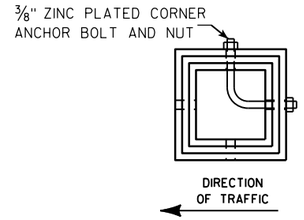


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

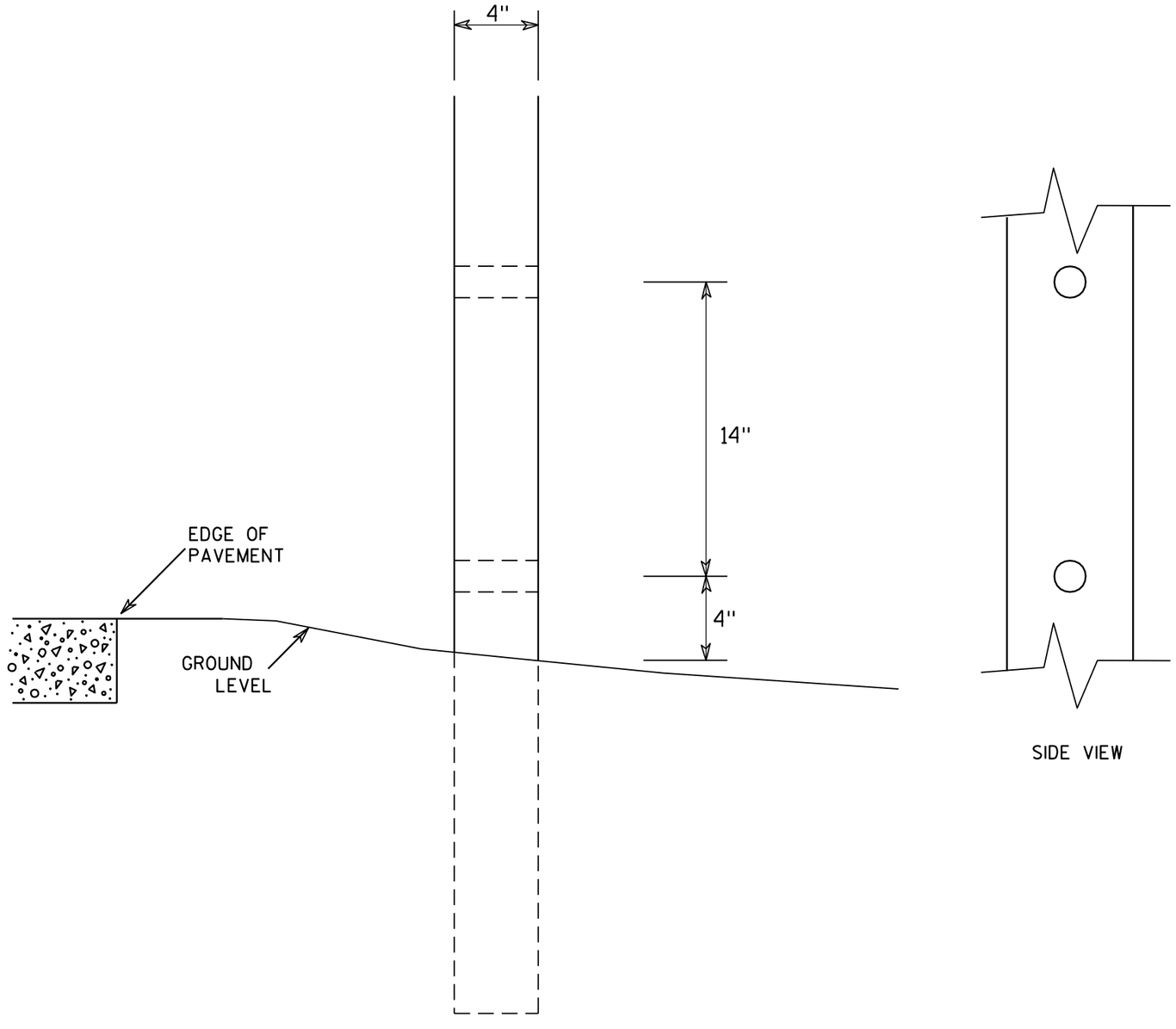
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 242 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

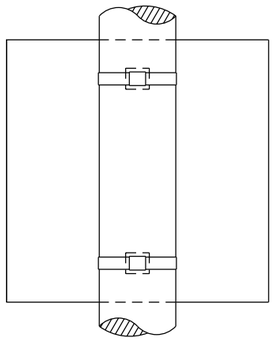
APPROVED Chester J Spang for State Traffic Engineer

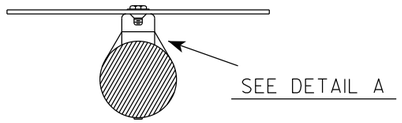
DATE 3/27/97 PLATE NO. A4-11.2

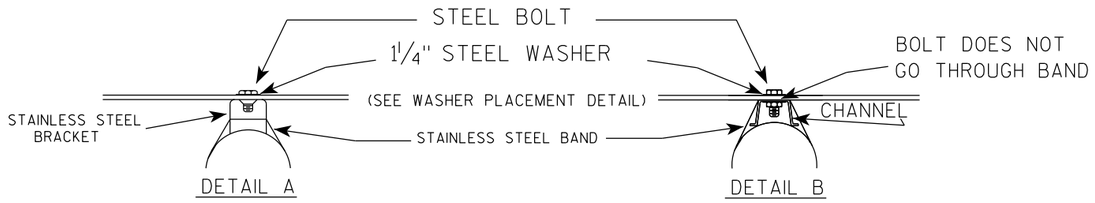
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E

BANDING

SINGLE SIGN



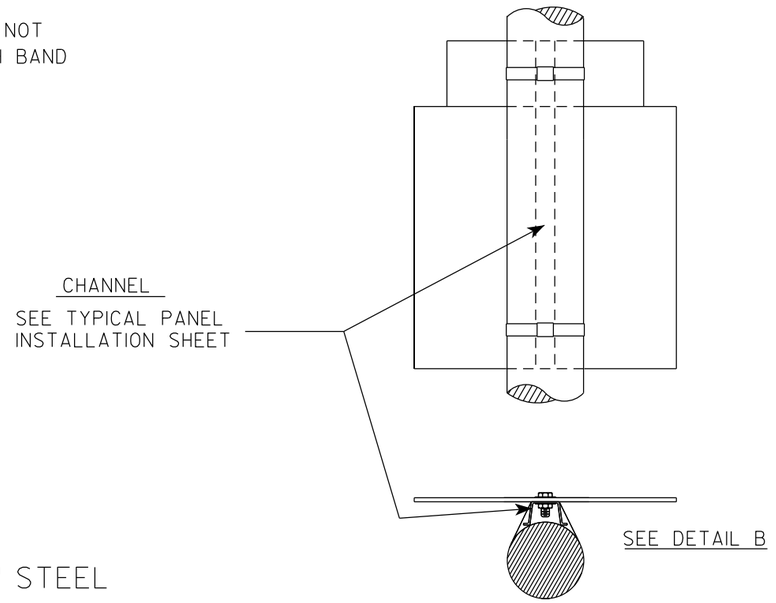




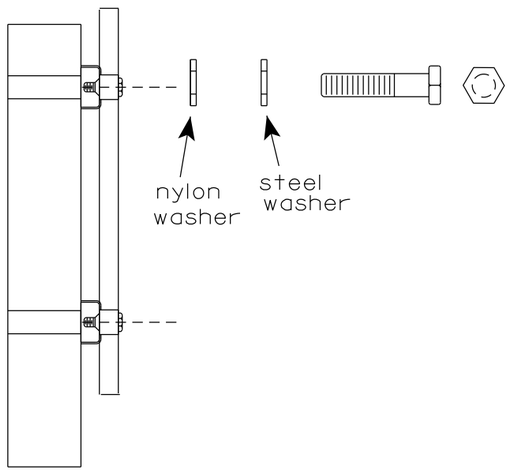
GENERAL NOTES

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

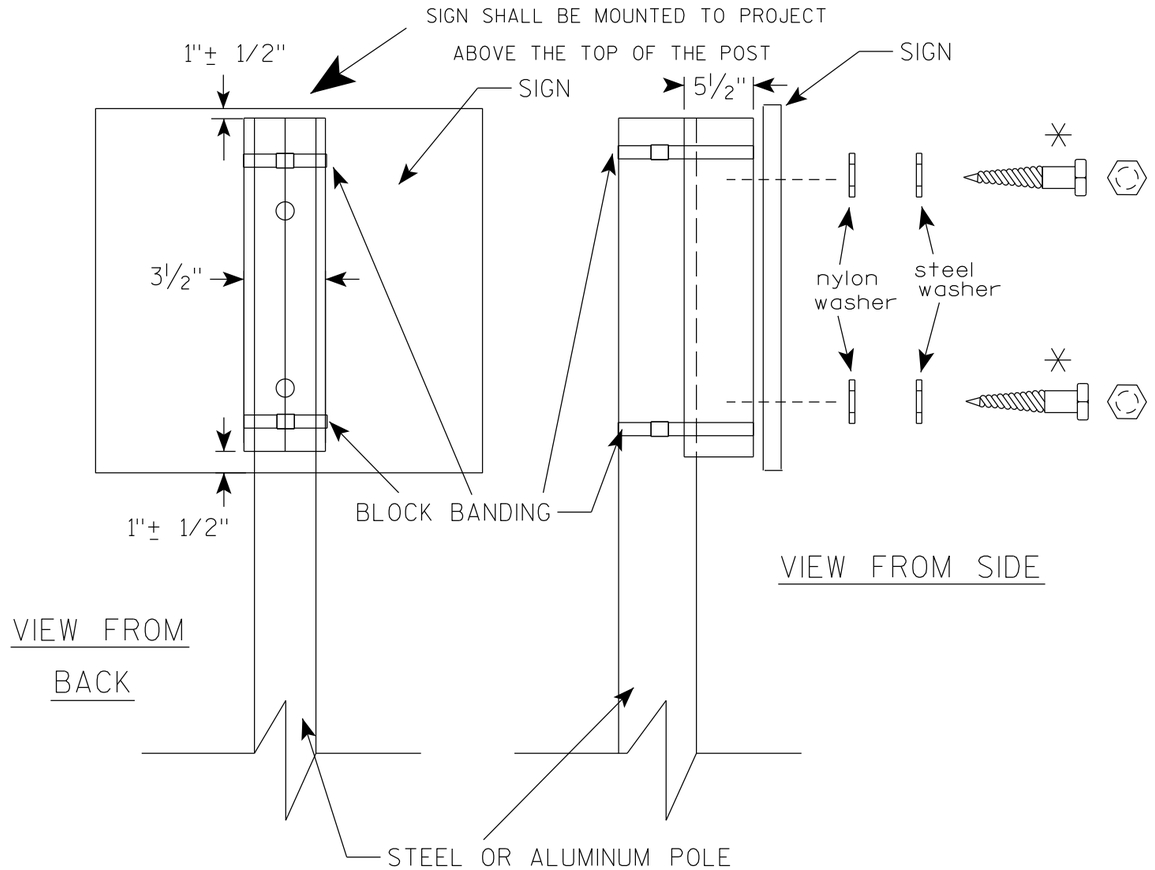
WISCONSIN DEPT OF TRANSPORTATION

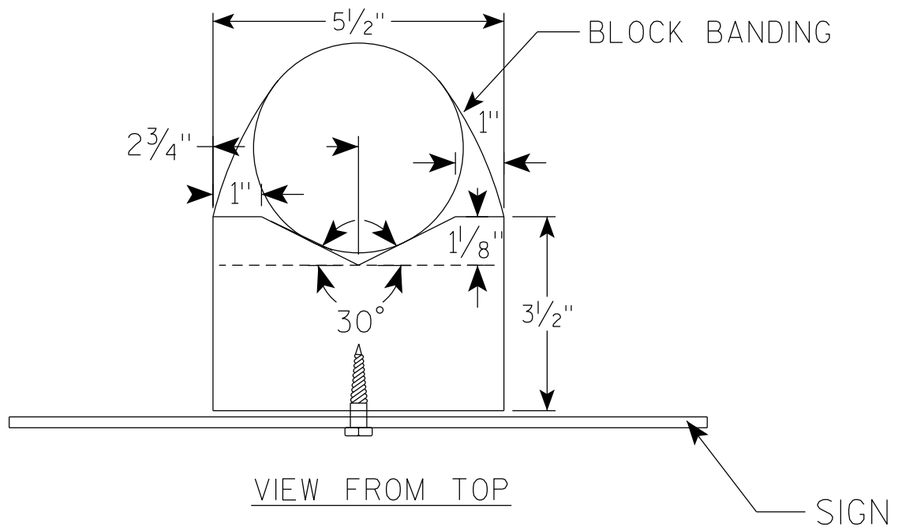
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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"

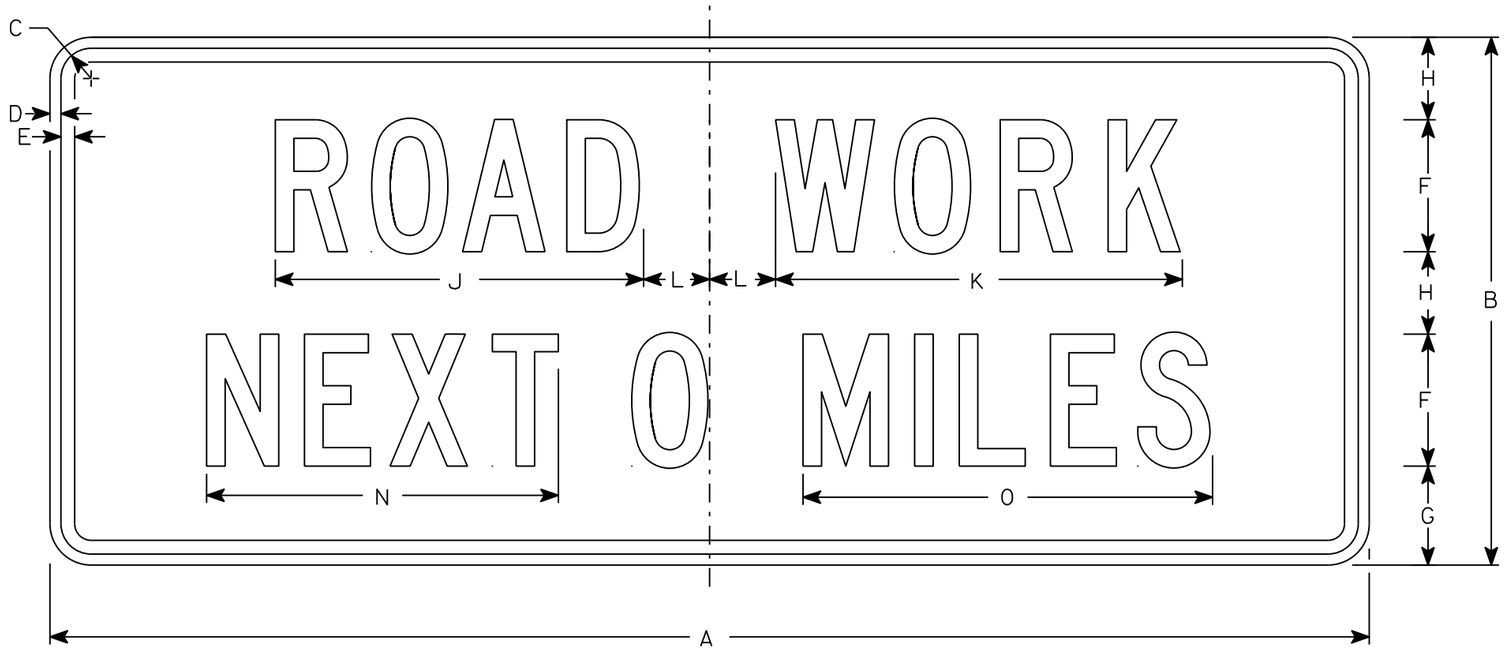
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 245	E



G20-1

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.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

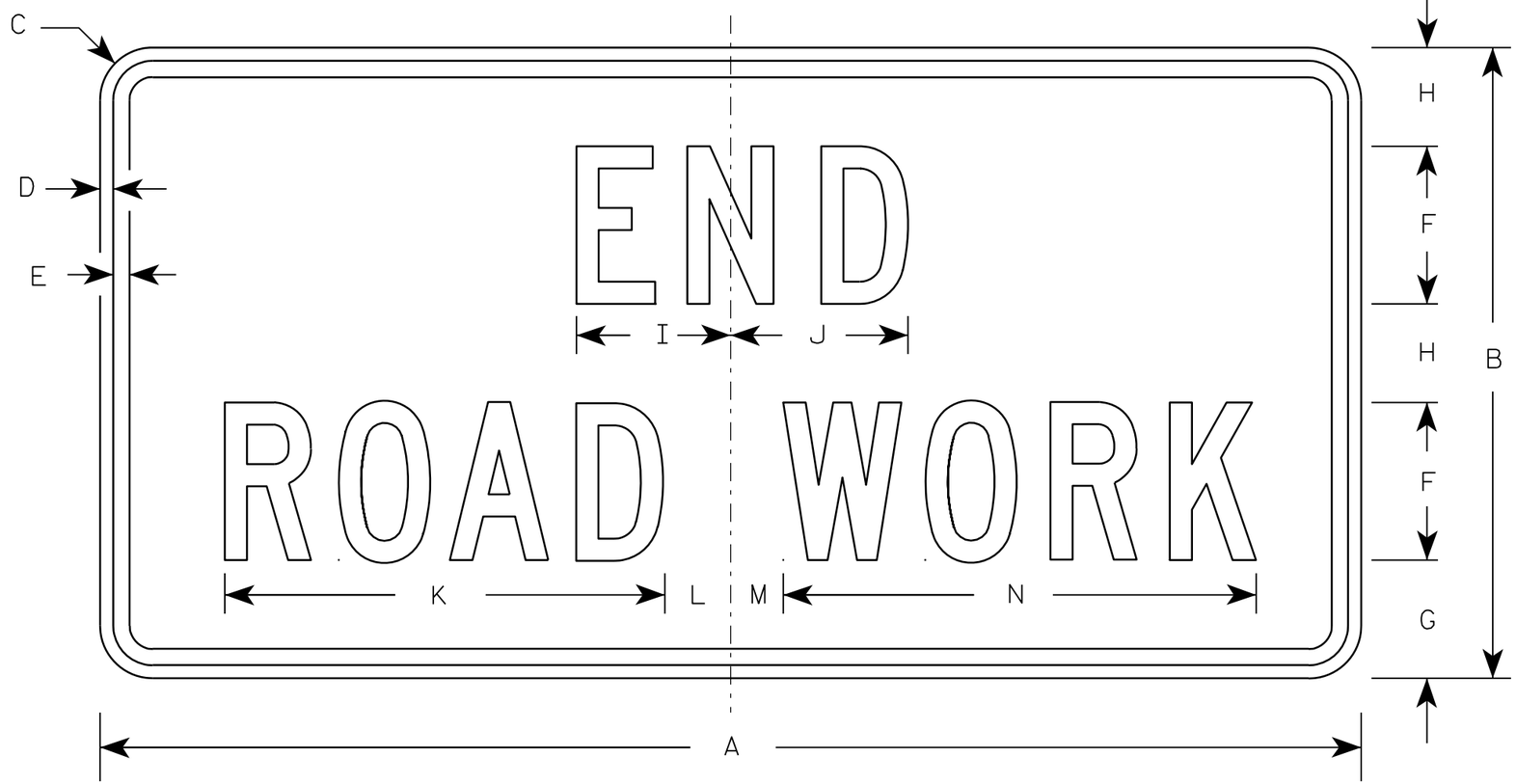
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | 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

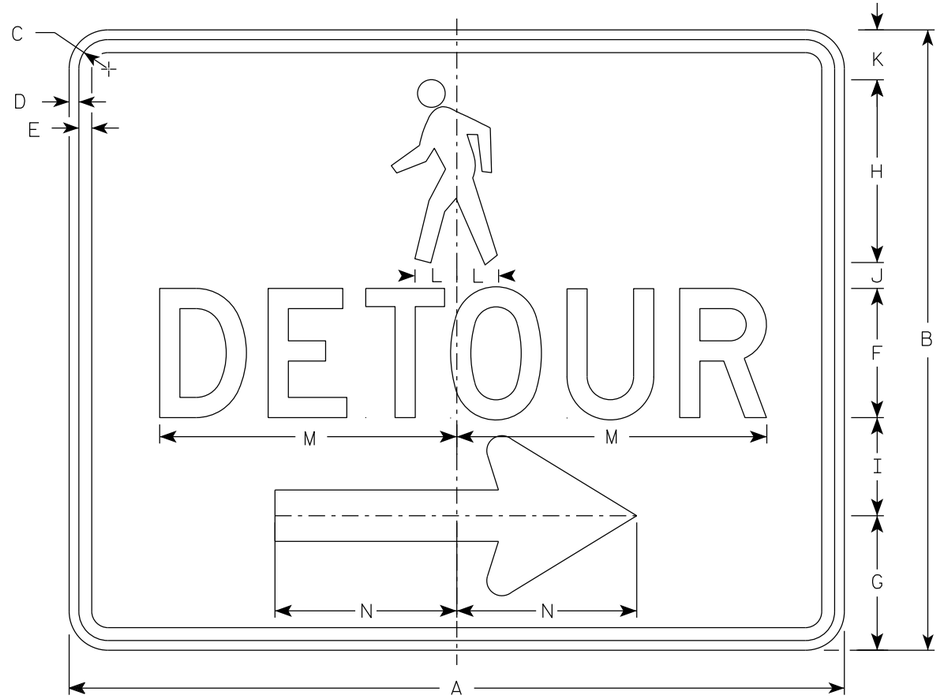
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

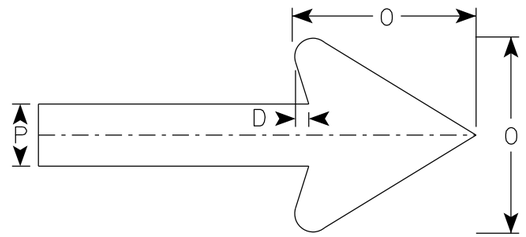
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 247	E



M4-9BR

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, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

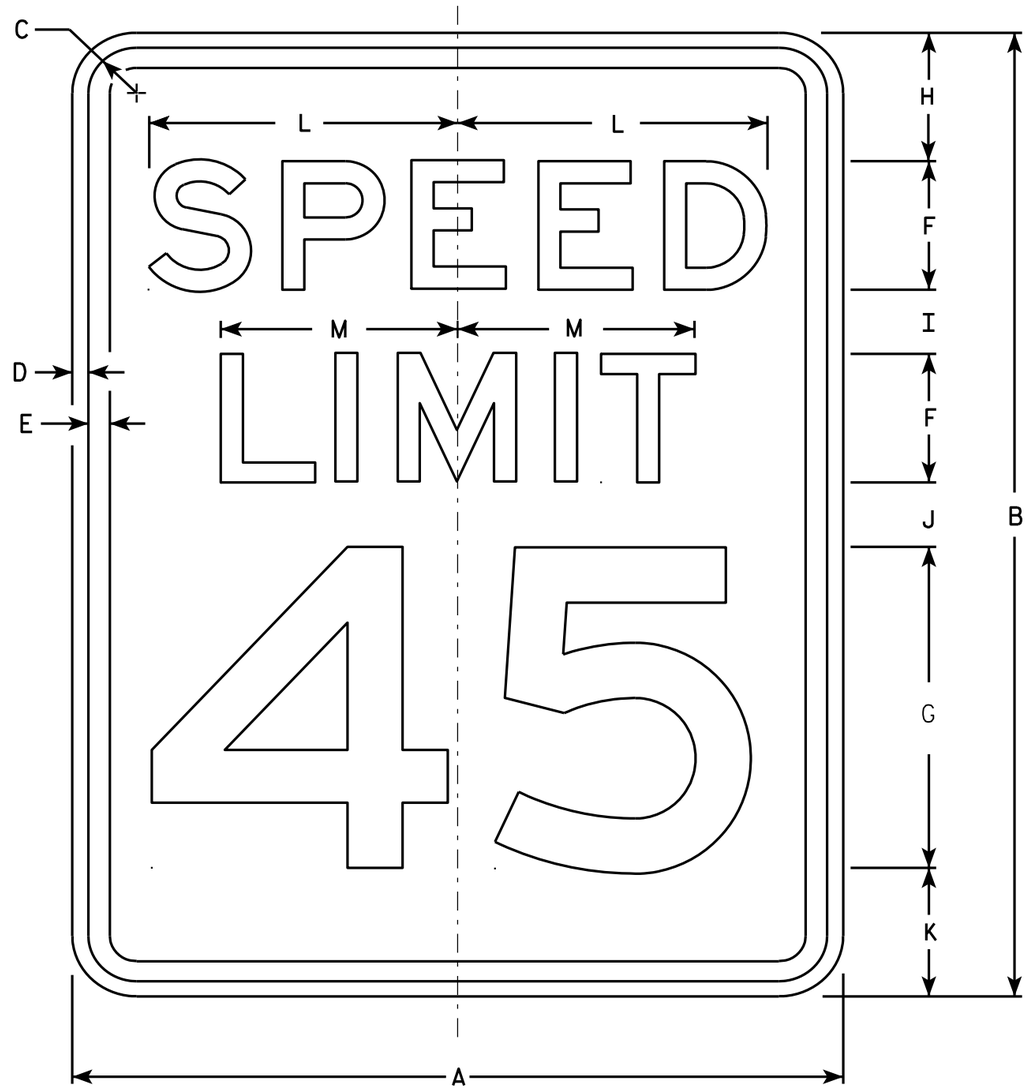
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | 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

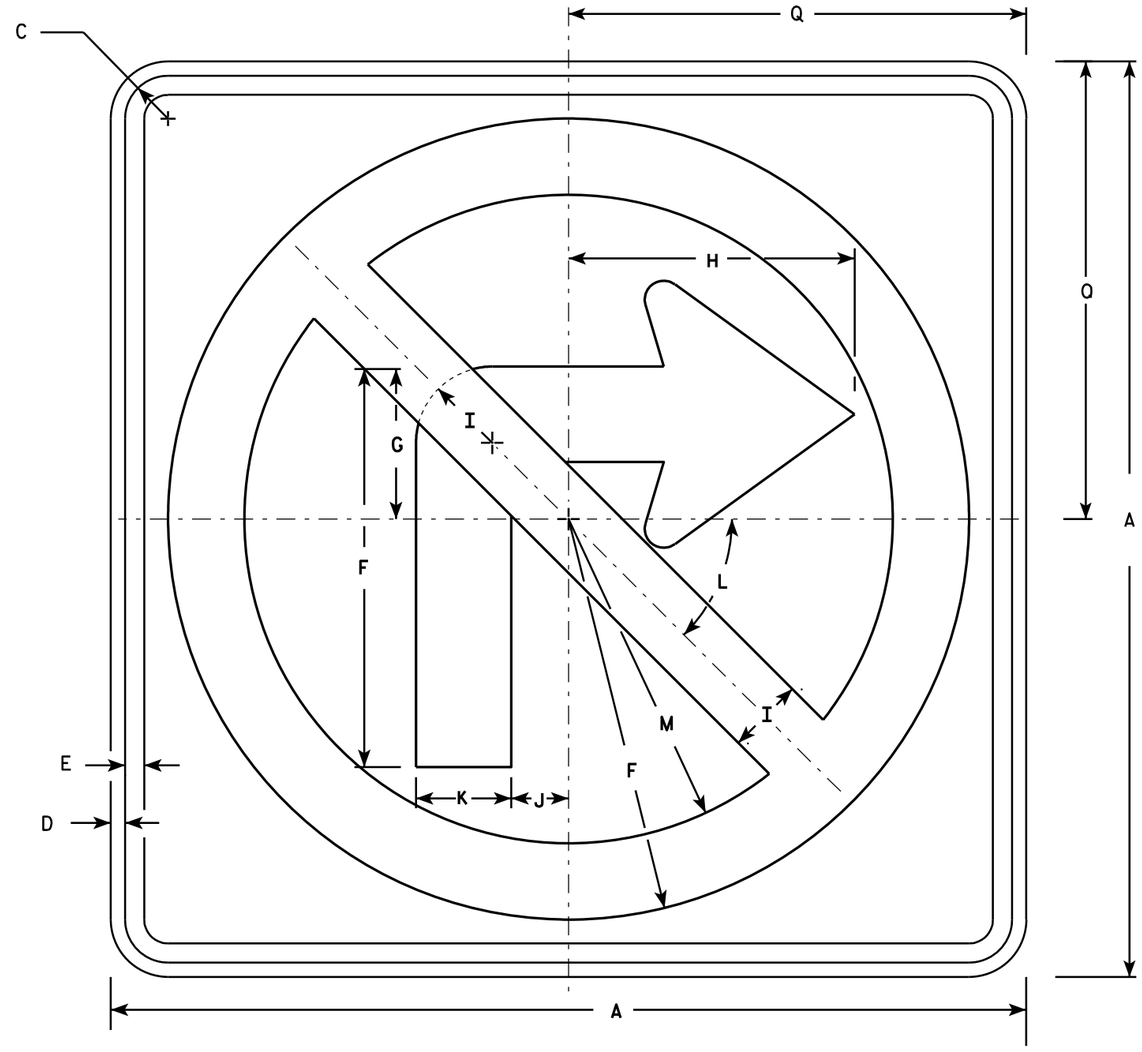
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

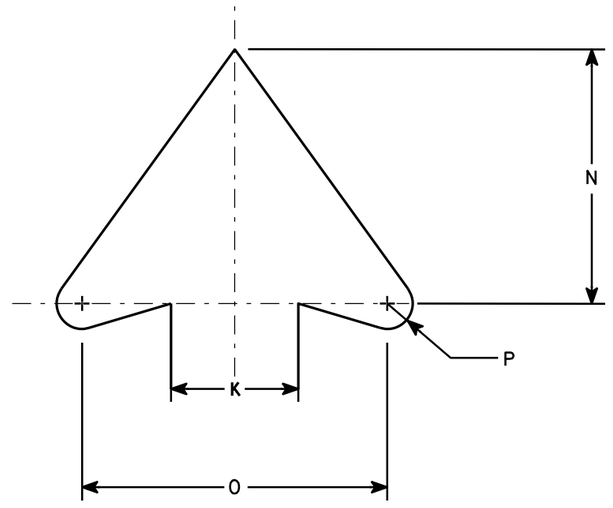
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



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

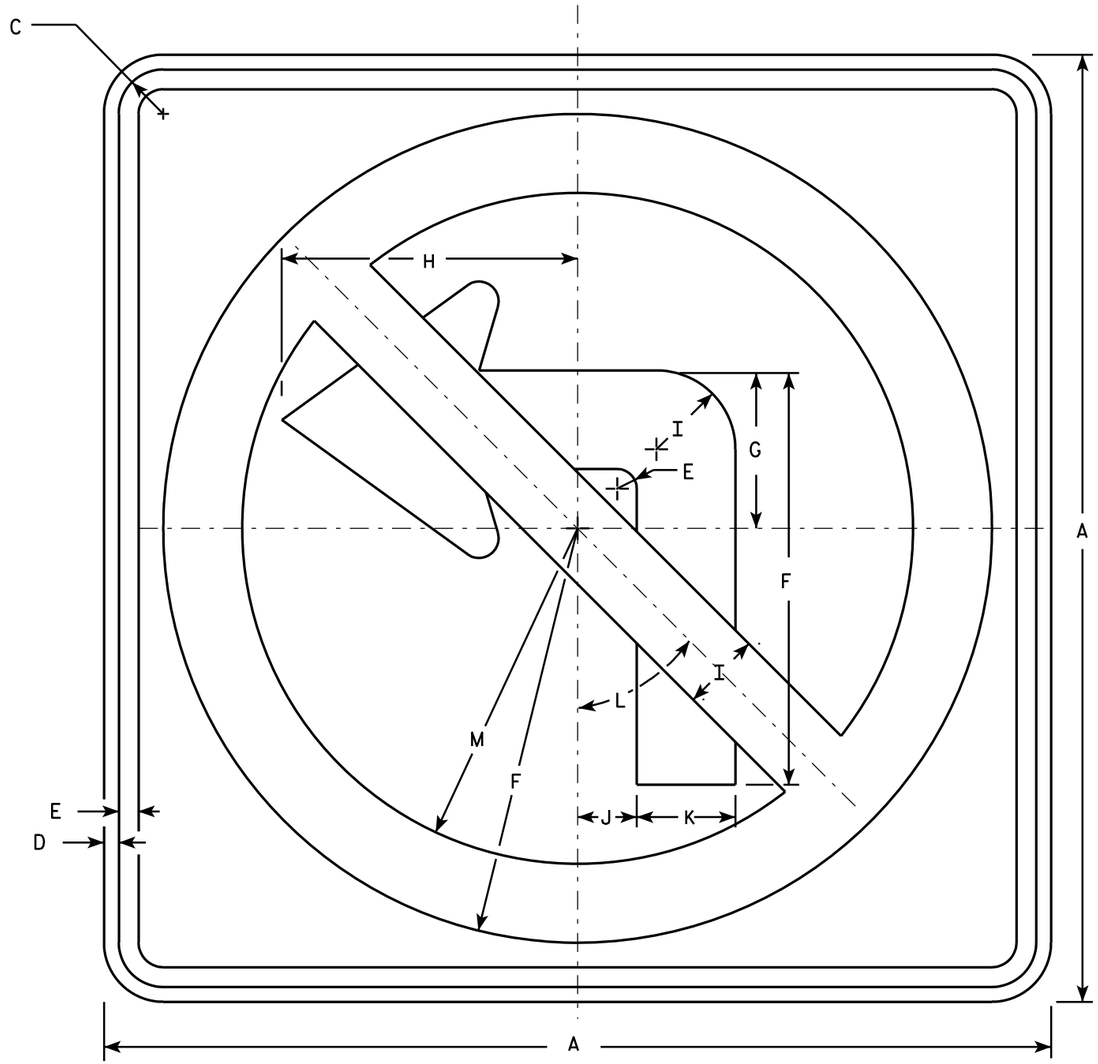
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

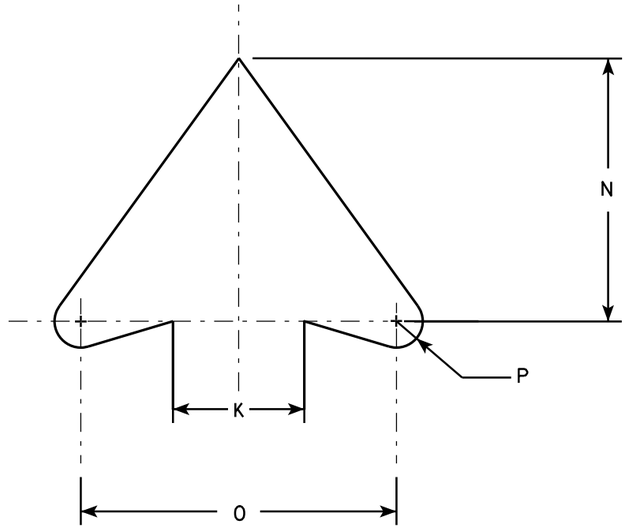
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 250	E



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

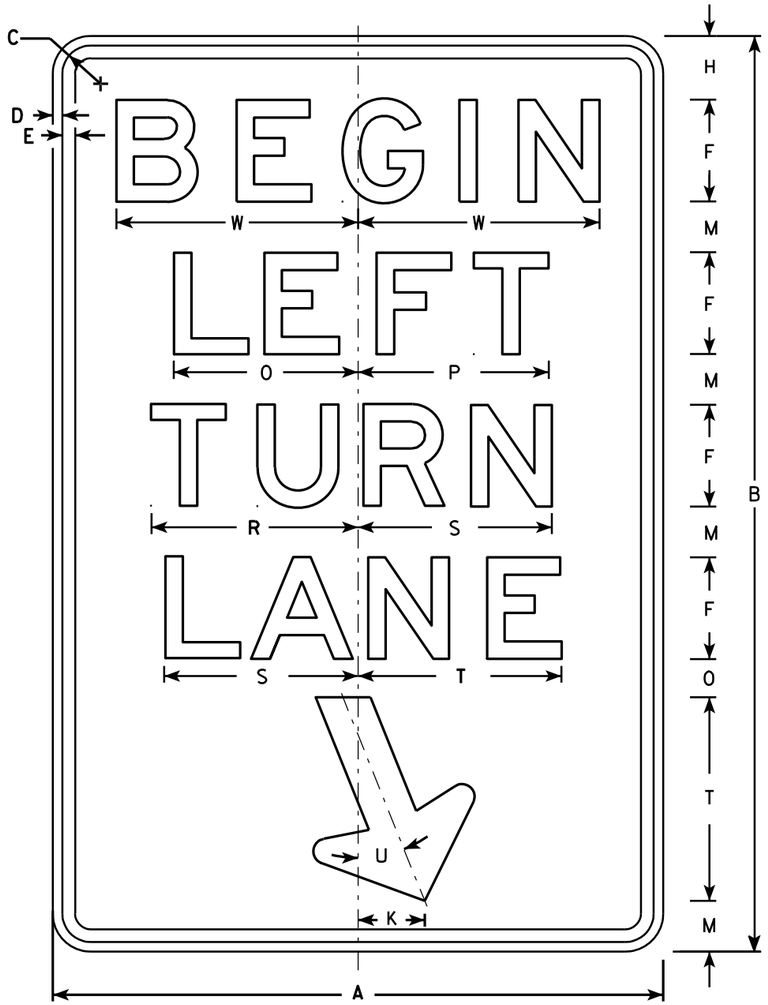
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

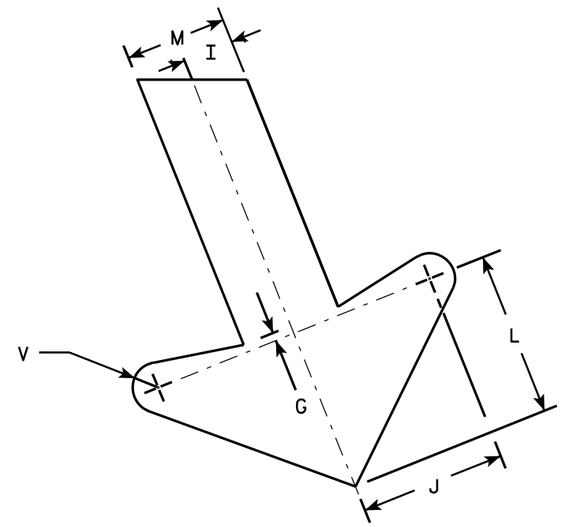
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 251	E



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																											

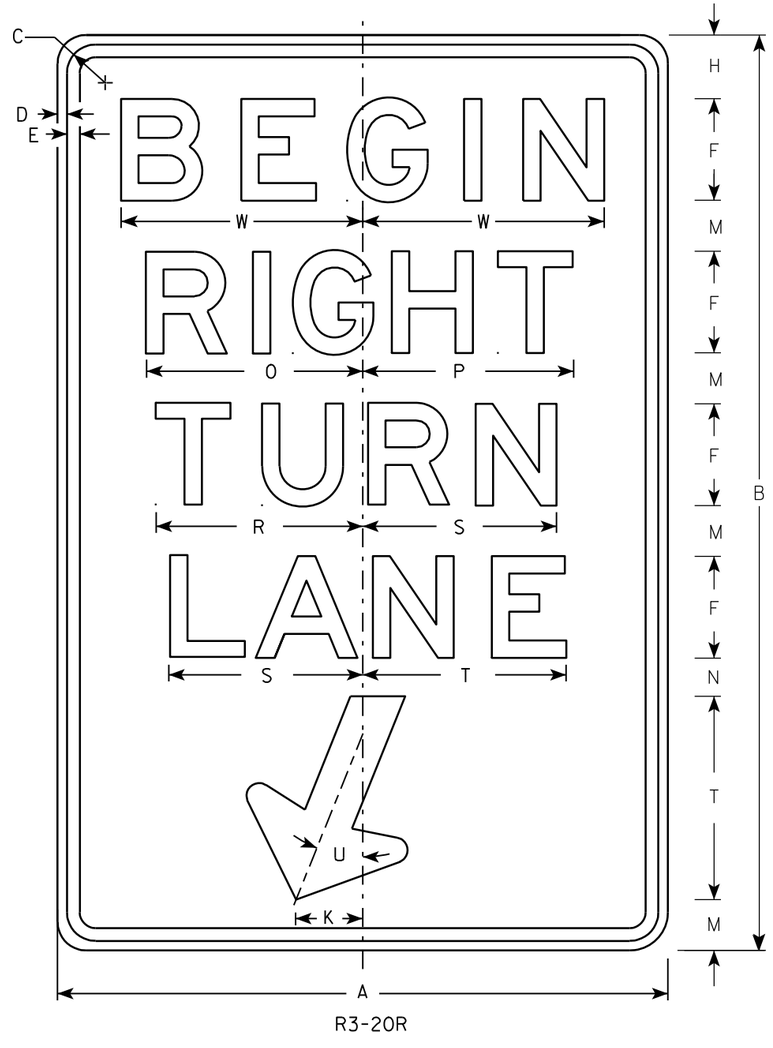
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

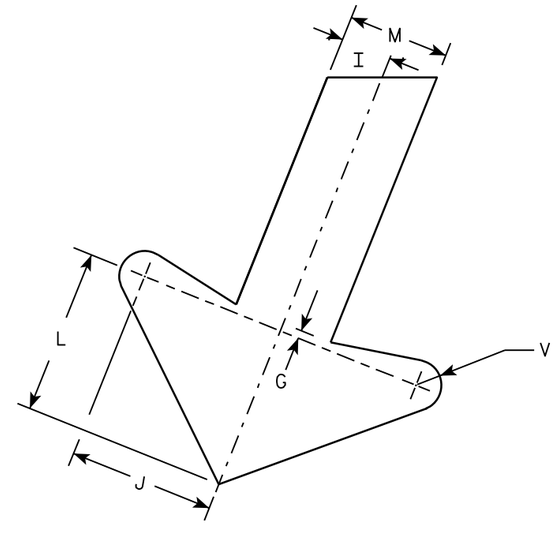
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E



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																											

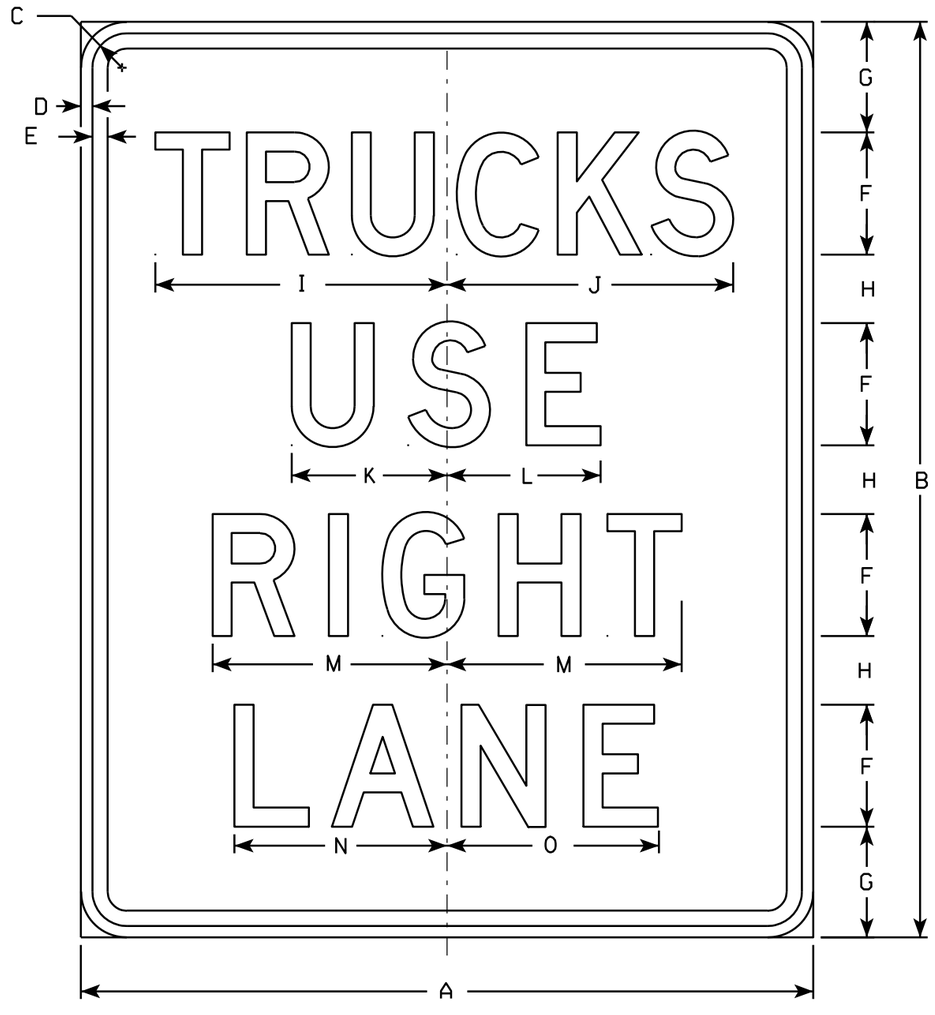
STANDARD SIGN
R3-20R

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: 253 | E

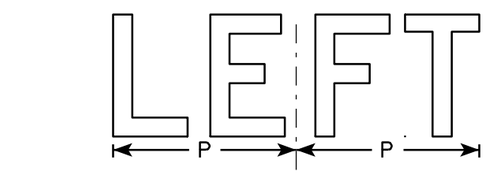


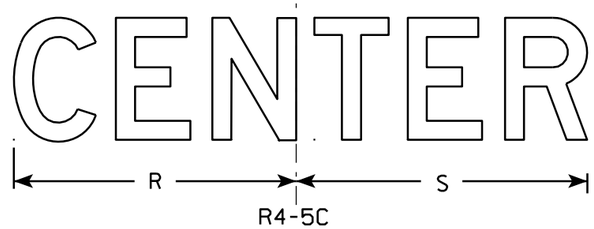
R4-5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - 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. R4-5L & R4-5C are the same as R4-5 except LEFT or CENTER replaces RIGHT as order by code.

R4-5L





R4-5C

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	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
2M	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 5/8	9 3/8	5 1/8	5 1/8	7 3/4	7 1/4	7	6		9 1/4	9 1/2								5.0
3																											
4	36	48	2 1/4	5/8	3/4	6	6	4	14 3/8	14 1/8	7 7/8	7 7/8	12 1/4	10 3/4	10 1/2	9 5/8		13 7/8	14 1/4								12.0
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/8	18 3/4	10 1/4	10 1/8	15 3/8	14	13 7/8	12		18 1/2	19 1/8								20.0

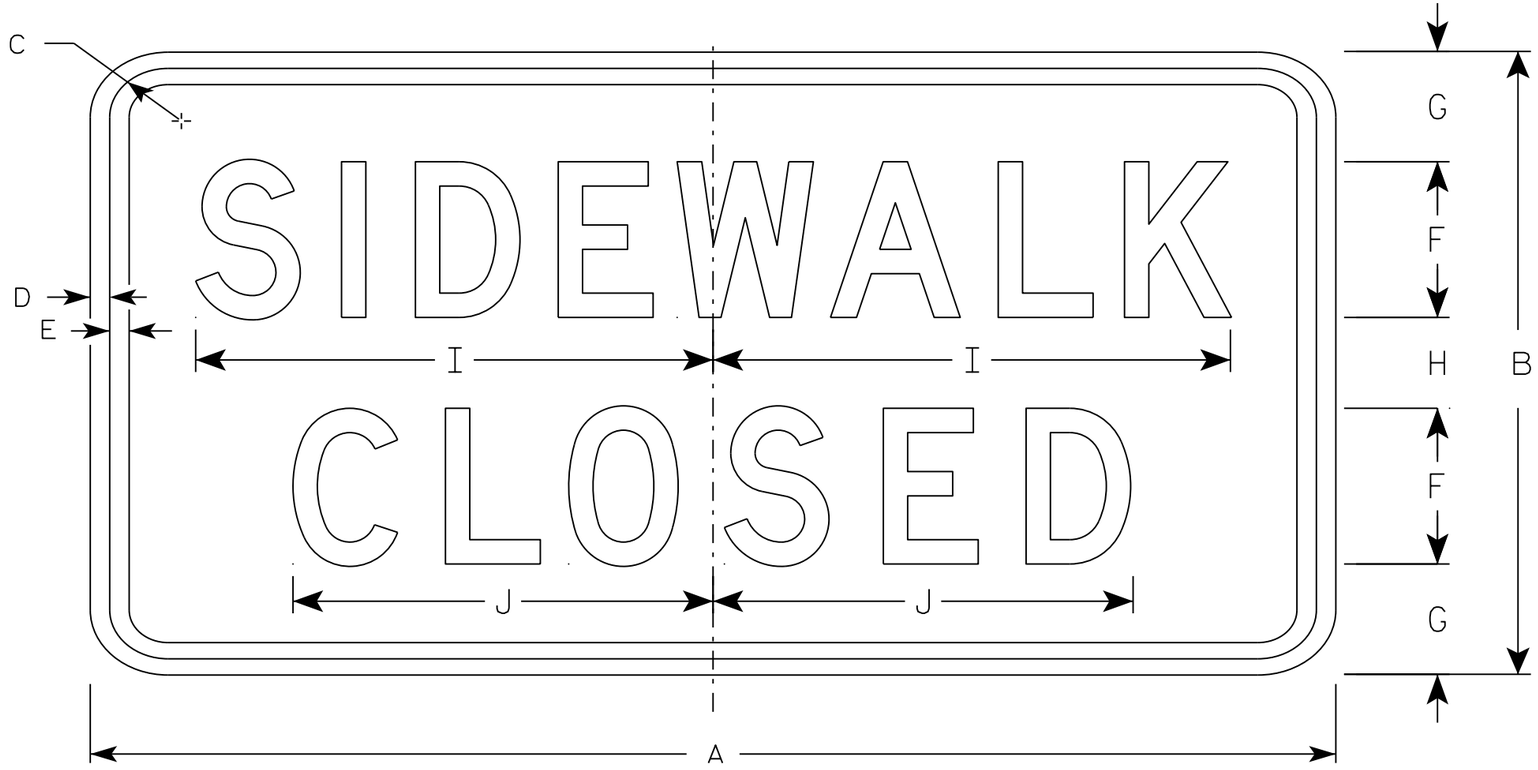
STANDARD SIGN
R4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | 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

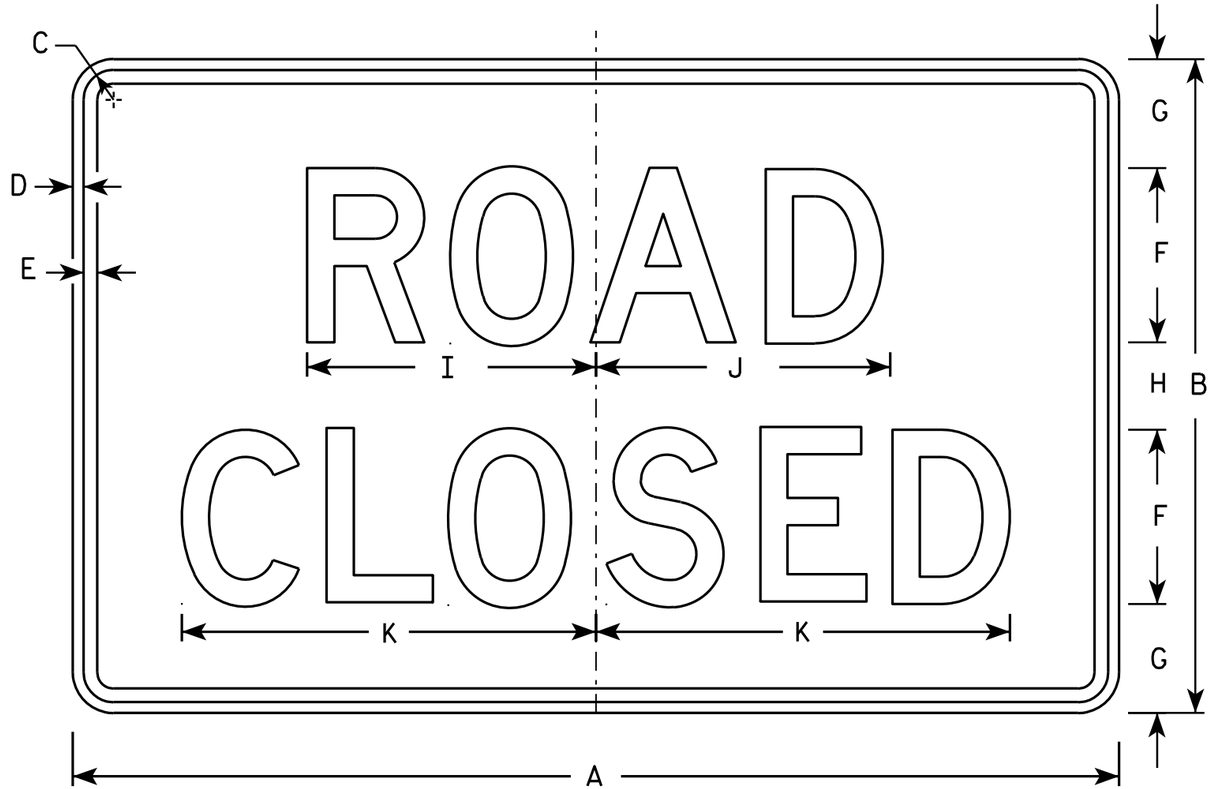
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 255 R9-9.6

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

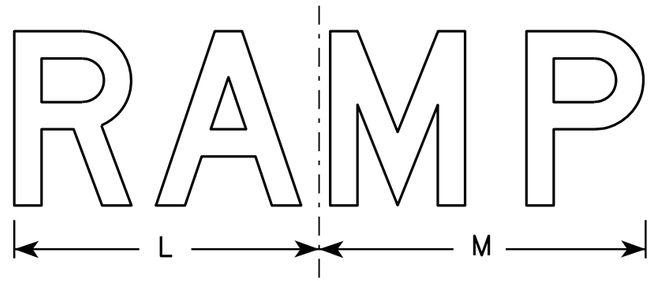
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



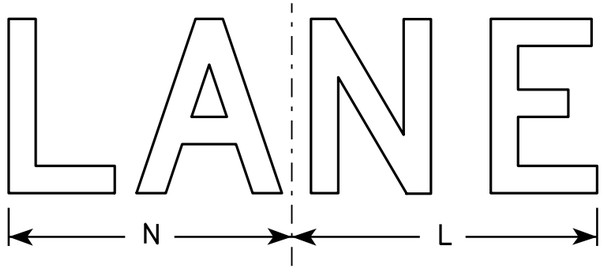
R11-2

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

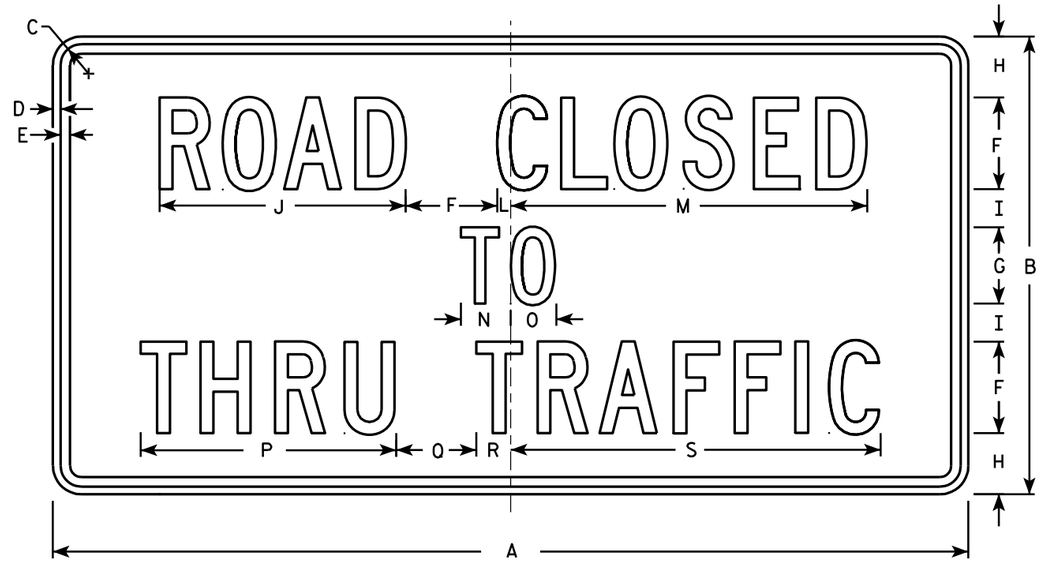
STANDARD SIGN
R11-2

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: 256 | E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

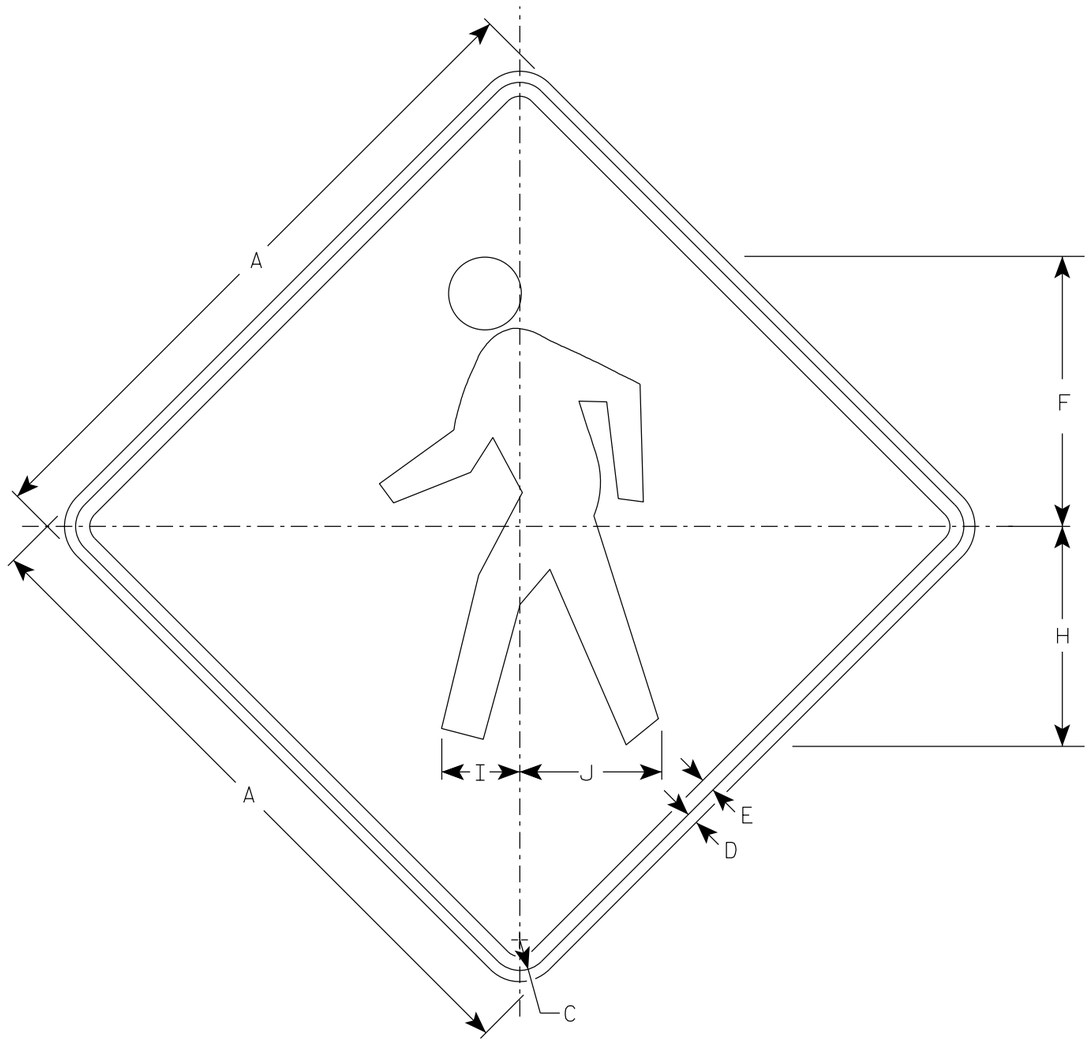
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | 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

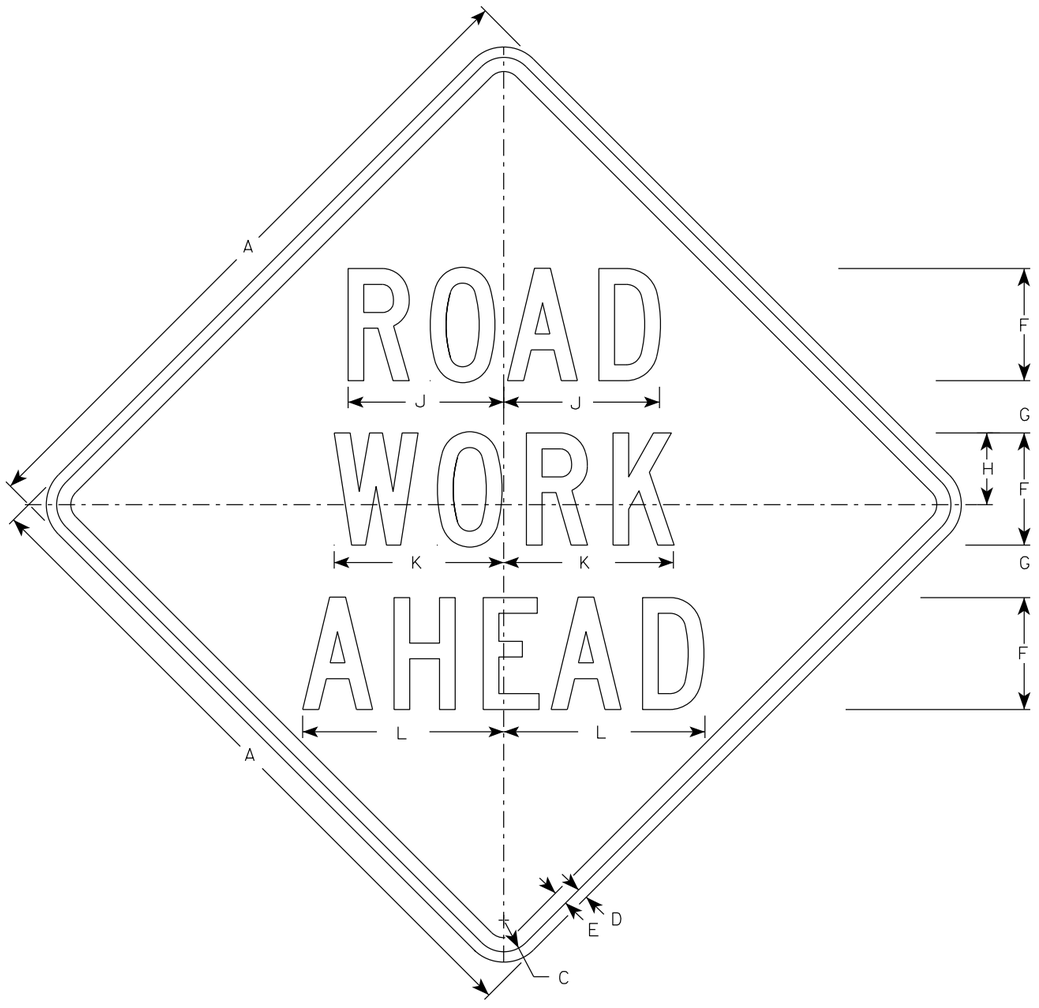
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

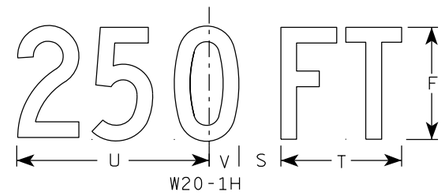
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E

NOTES

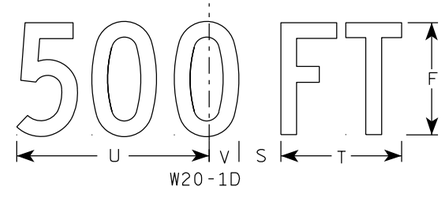
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



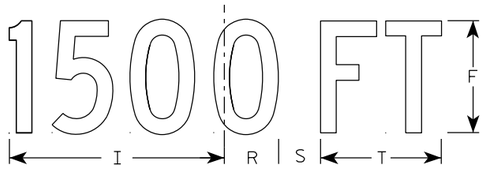
W20-1H



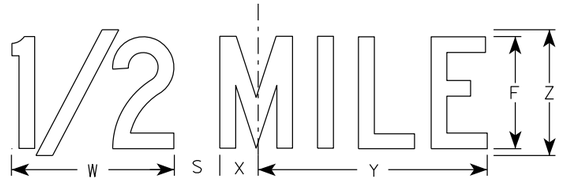
W20-1D



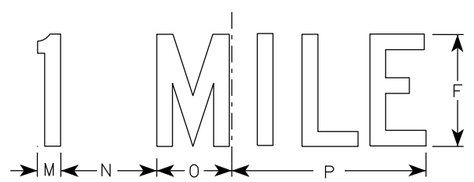
W20-1C



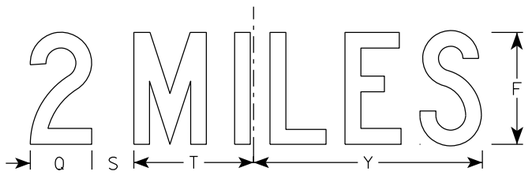
W20-1B



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

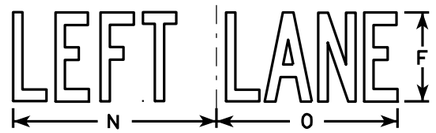
WISDOT/CADDS SHEET 42

7

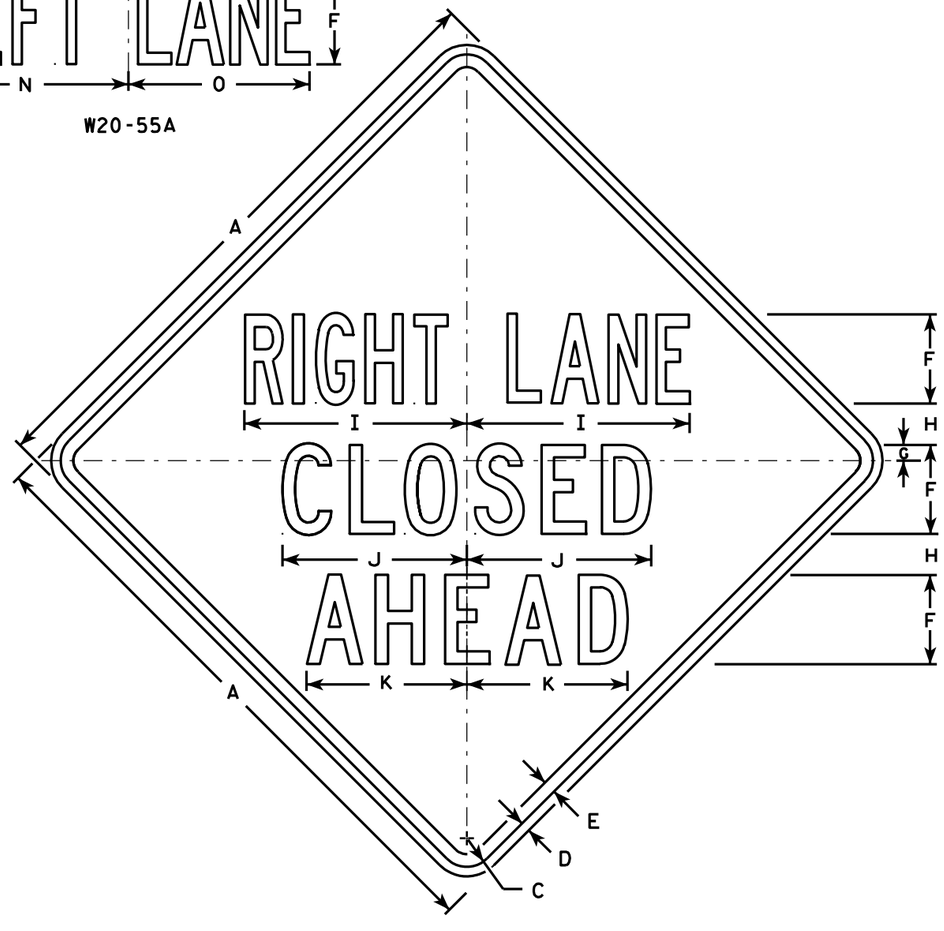
7



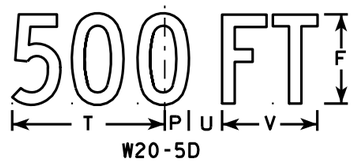
W20-56A



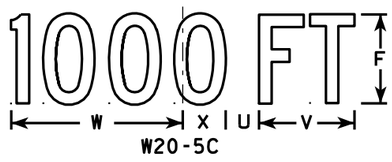
W20-55A



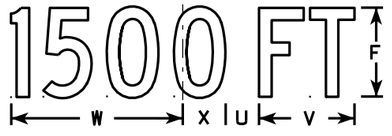
W20-5A



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

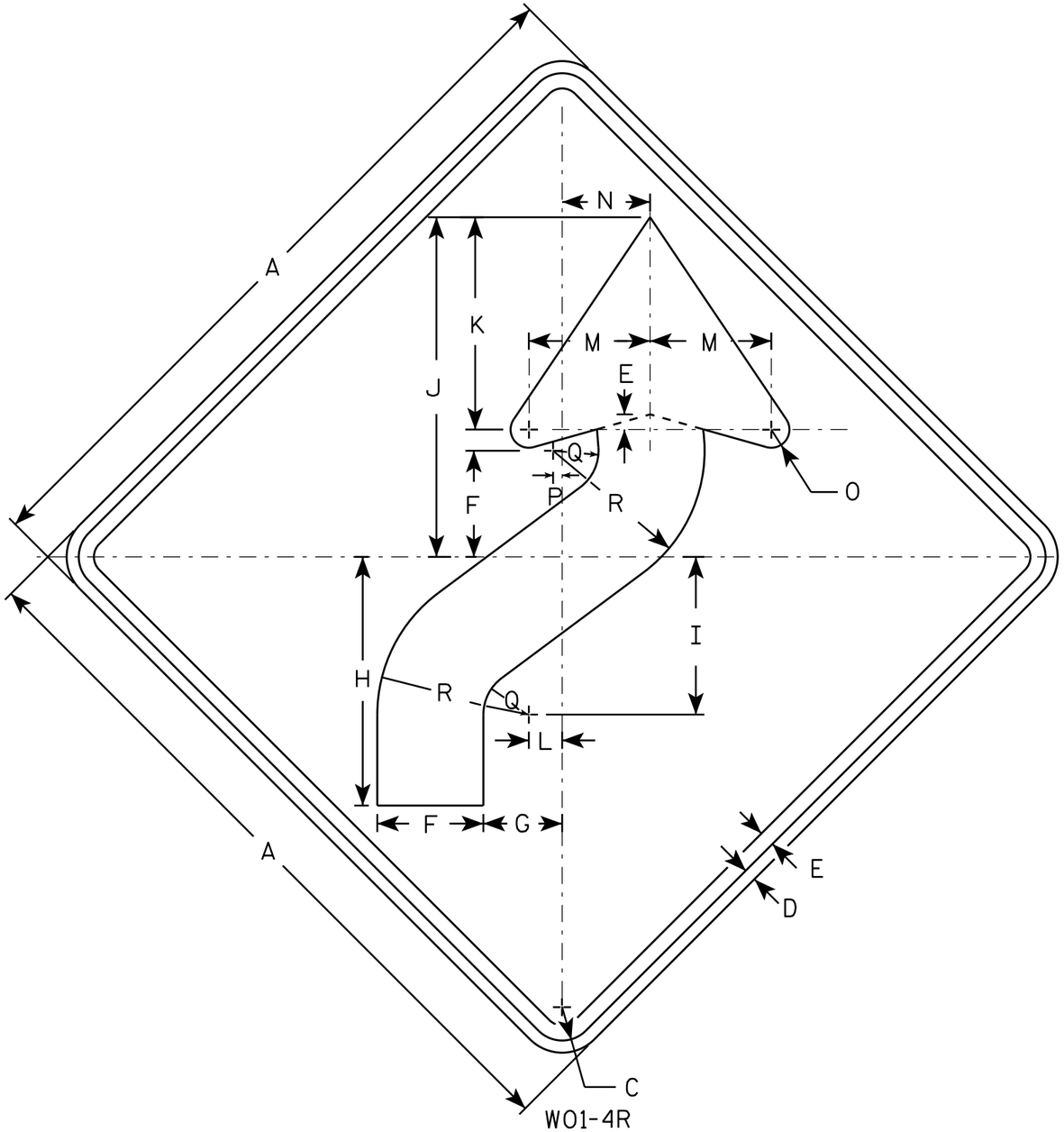
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 260 | 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

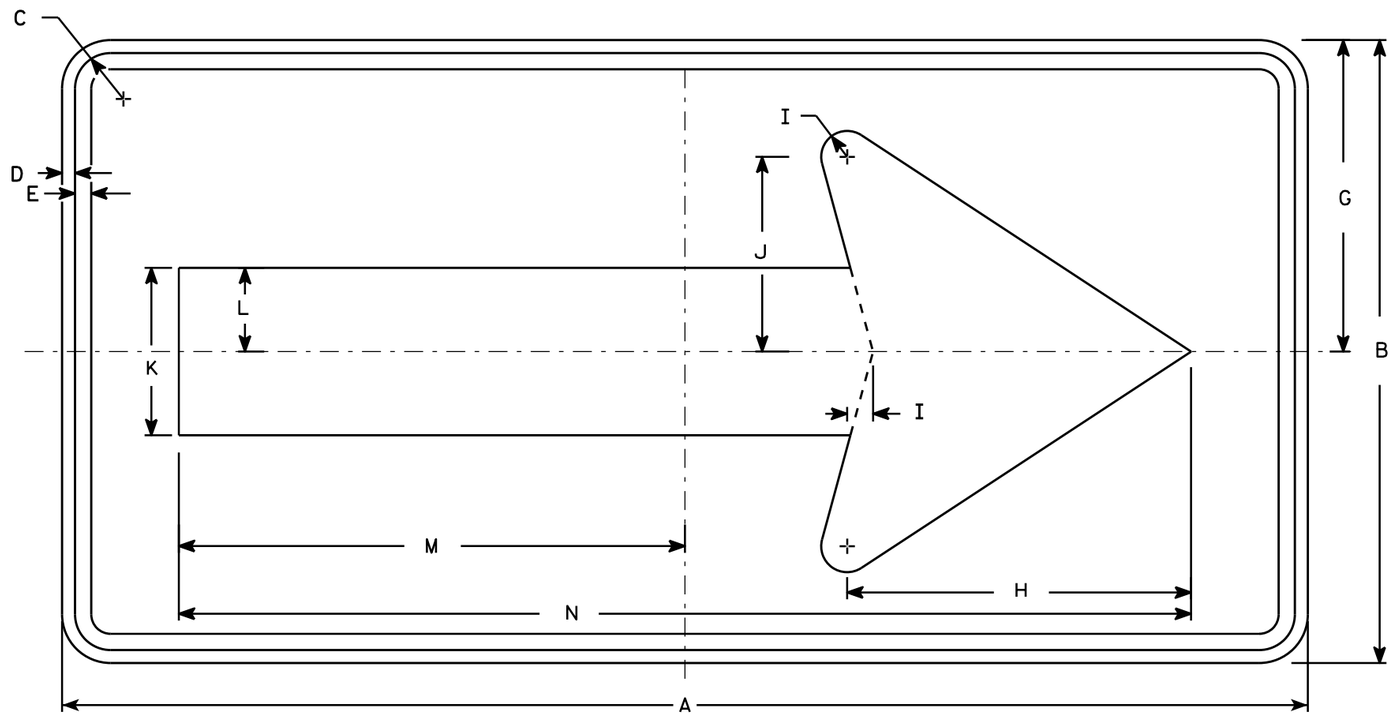
WISCONSIN DEPT OF TRANSPORTATION

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

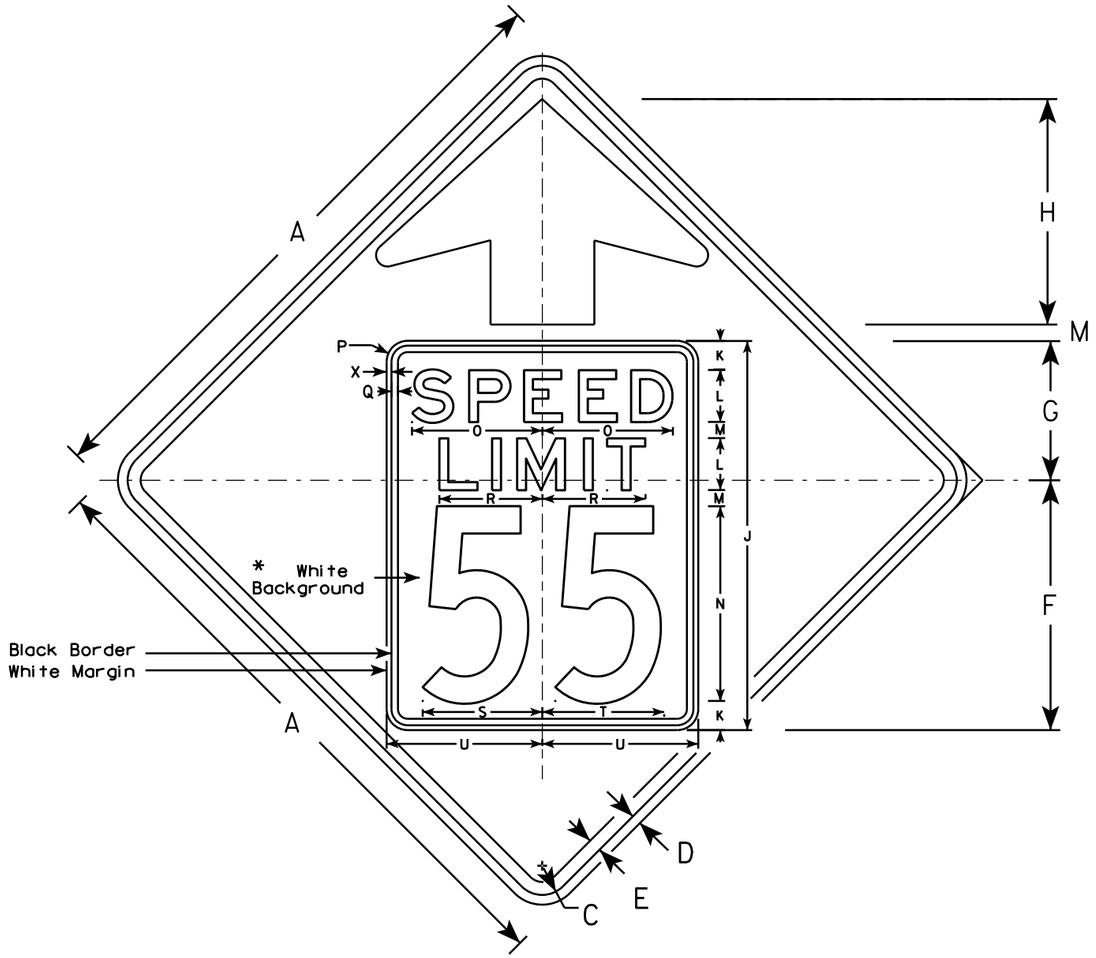
WISCONSIN DEPT OF TRANSPORTATION

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

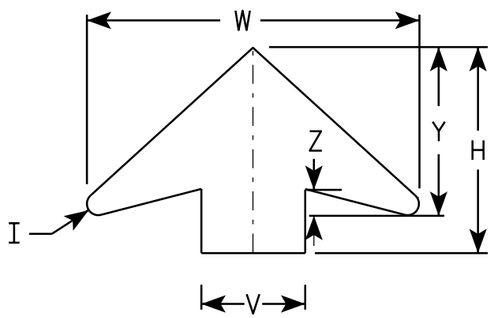


W03-5

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 for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

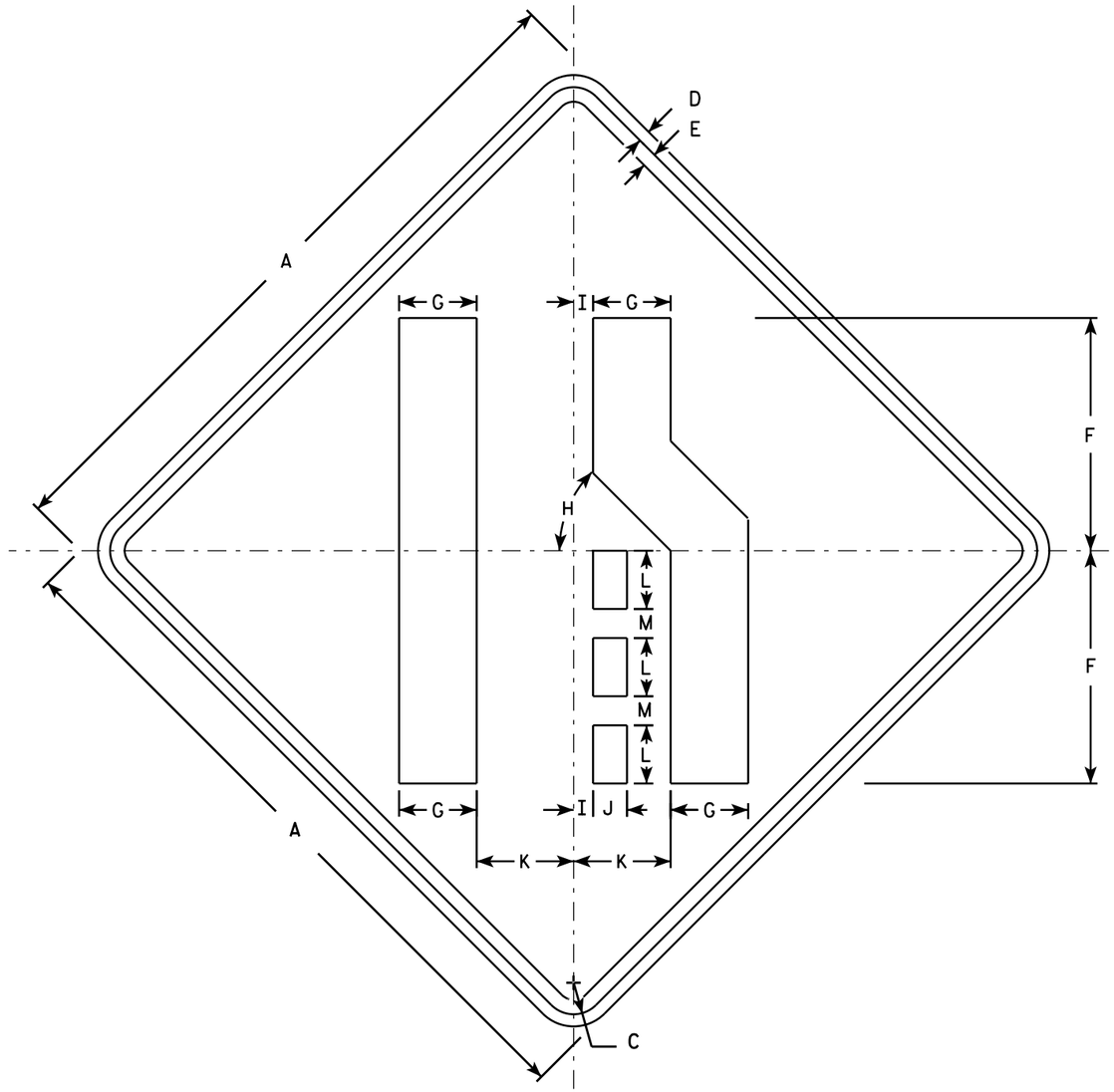
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

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

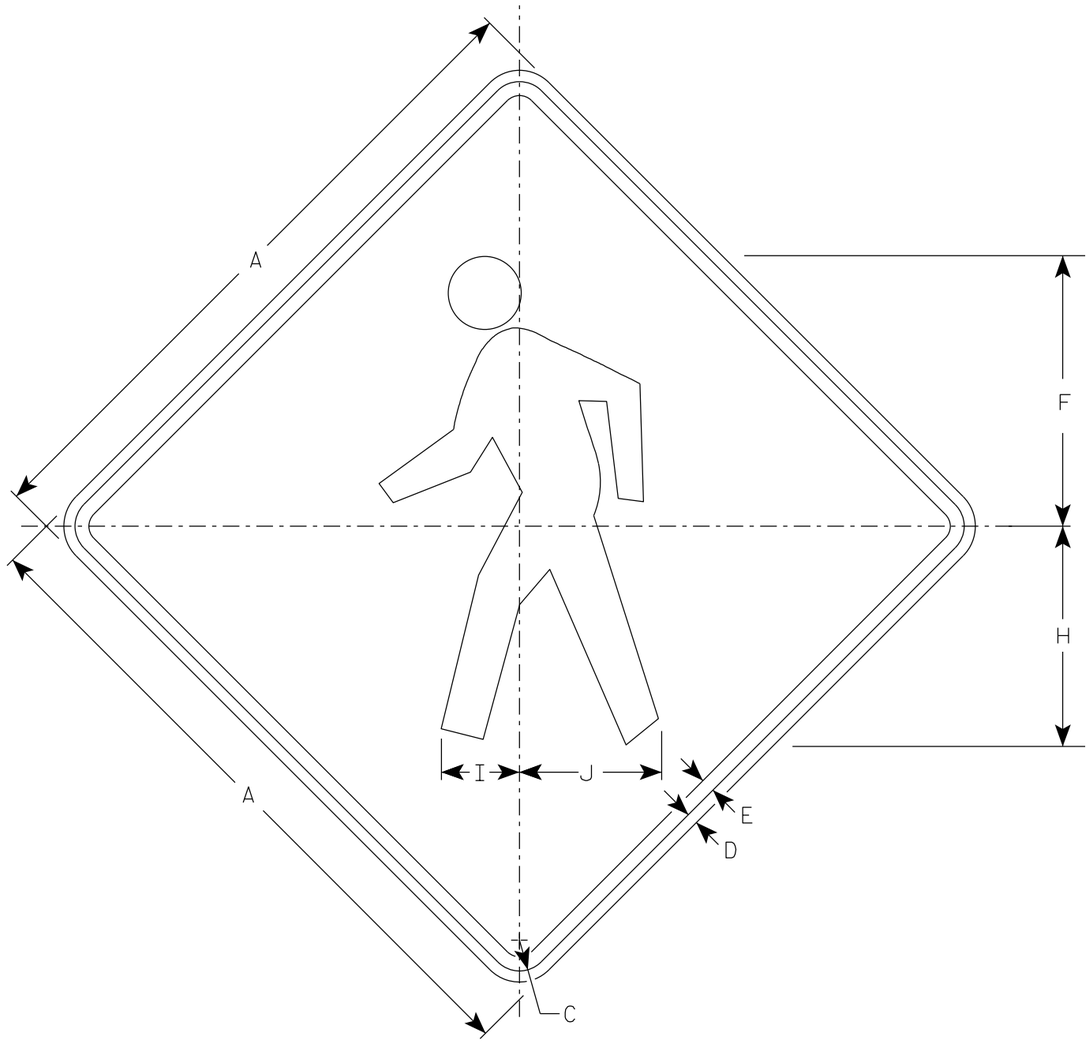
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 264 W04-2.1

PROJECT NO: | SHEET NO: E



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
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	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
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

WO11-2

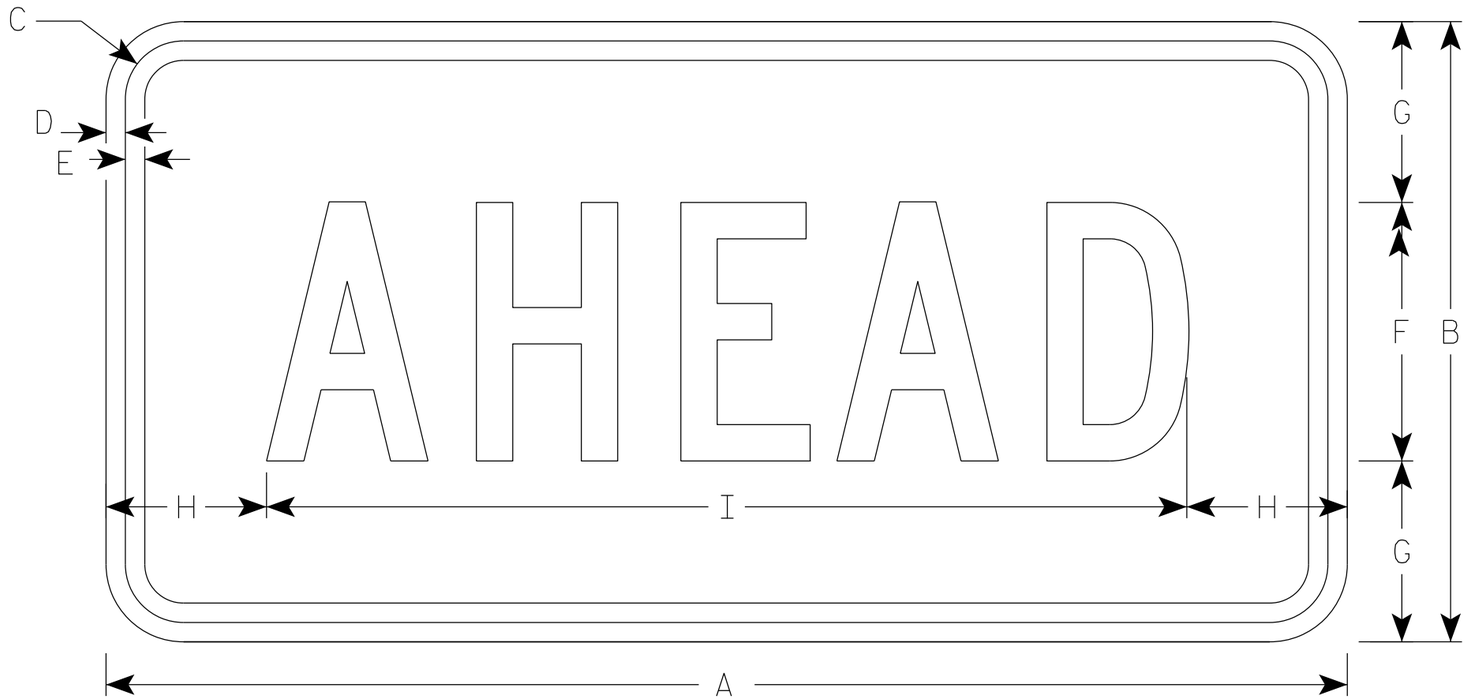
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/8/2020 PLATE NO. WO11-2.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 265	E



W016-9P

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

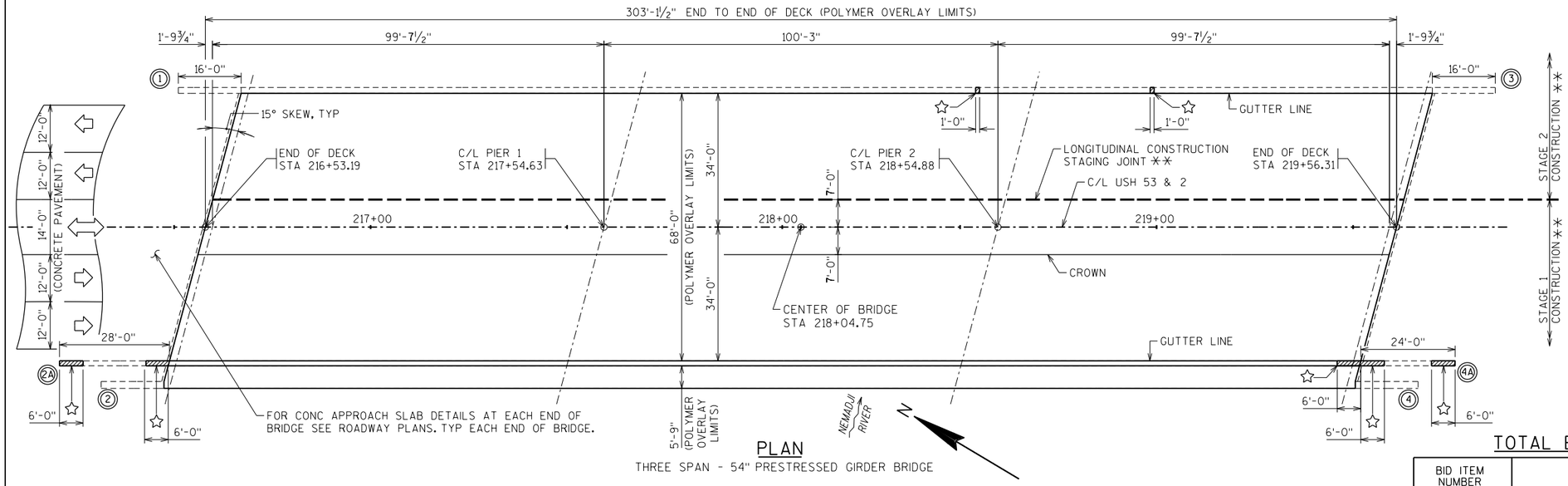
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W016-9P.7

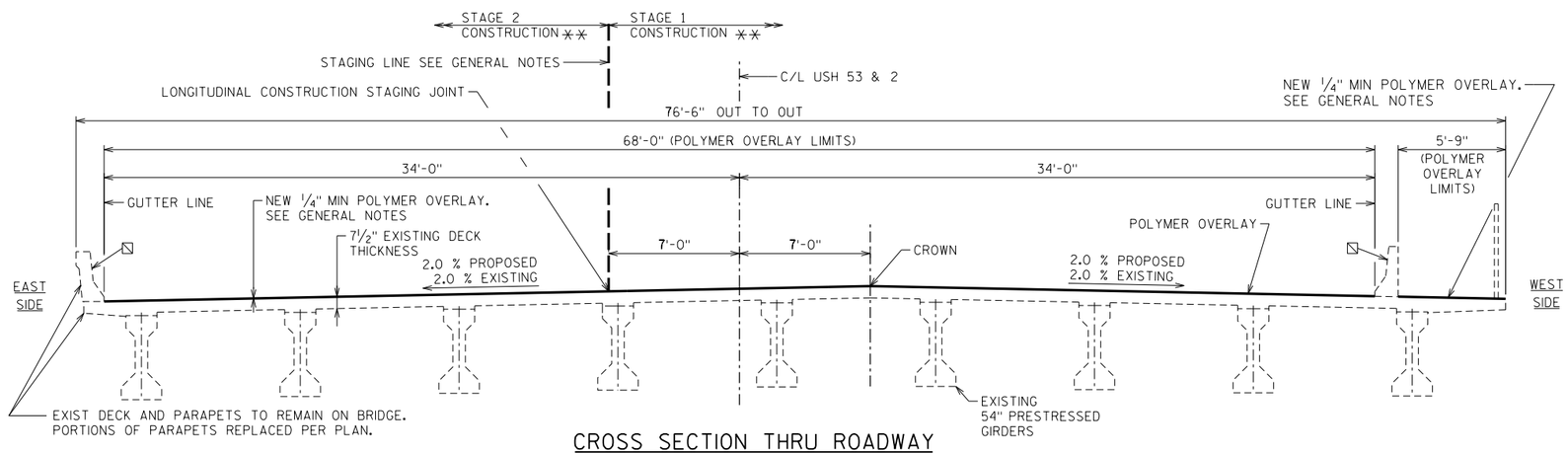
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 266 | E

PLOT TIME: 8:25:05 AM
PLOT DATE: 4/10/2020
FILE NAME : S:\UZ\WI\nrw\147165\5-final-dsgn\5i-drawings\20-Struct\B-16-66\bridge\bl6066gl.dgn

STATE PROJECT NUMBER
1198-03-78



PLAN
THREE SPAN - 54" PRESTRESSED GIRDER BRIDGE



CROSS SECTION THRU ROADWAY
(LOOKING SOUTH)

DESIGN DATA

LIVE LOAD: HS20
DESIGN LOADING:
INVENTORY RATING: HS20
OPERATING RATING: HS50
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS
MATERIAL PROPERTIES:
CONCRETE MASONRY - DECK PATCHING AND PARAPETS f'c = 4,000 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT AASHTO GRADE 60 fy = 60,000 psi

TRAFFIC DATA

ADT (2020)	=	23,300
ADT (2040)	=	27,100
DHV	=	5486
DD	=	65/35
T	=	13.7 %
DESIGN SPEED	=	40 MPH

TOTAL ESTIMATED QUANTITIES - B-16-66

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
(4)	502.0100	CONCRETE MASONRY BRIDGES	CY	3
(4)	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	70
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	255
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	130
(3)	509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	340
(6) (3)	509.1500	CONCRETE SURFACE REPAIR	SF	23
(5)	509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	34
(1)	509.5100.S	POLYMER OVERLAY	SY	2485
(2)	SPV.0180.01	PIGMENTED SURFACE SEALER RESEAL	SY	267
		NON-BID ITEMS		
		FILLER	SIZE	½"

QUANTITY NOTES

(1) PERTAINS TO DECK AND SIDEWALK. INCLUDES SURFACE PREPARATION.

(2) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF EXISTING PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER SPECIFICATION.

(3) AS LOCATED BY FIELD ENGINEER.

(4) INCLUDES PARAPETS ON WINGWALLS AND DECK.

(5) CONCRETE FOR: -PREPARATION DECKS TYPE 1 = 23 CY
-PREPARATION DECKS TYPE 2 = 11 CY

(6) CONCRETE FOR: -CONCRETE SURFACE REPAIR = 0.3 CY

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND CONCRETE SURFACE REPAIR, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IIN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FILED ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

AT THE ABUTMENTS, THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT, THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINT.

APPLY "PIGMENTED SURFACE SEALER RESEAL" TO THE EXISTING AND NEW CONCRETE PARAPETS PER THE SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE WITH THESE STRUCTURE PLANS THE BRIDGE STAGING.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

☆ REPAIR OF PARAPET SECTIONS ON BRIDGE AND WINGS REQUIRED. CONCRETE REPAIR AT DETERIORATED AREAS, SIZE VARIES AT VARIOUS LOCATIONS AS MARKED BY FIELD ENGINEER. SEE SHEET 2 & 3 FOR DETAILS FOR BRIDGE PARAPET REPAIR.

PAYMENT FOR THIS WORK IS INCLUDED IN THE BID ITEM "CONCRETE MASONRY BRIDGES" WHICH INCLUDES REMOVING AND DISPOSING OF DETERIORATED CONCRETE, SAWCUTS, FOR CLEANING AND PREPARING EXISTING CONCRETE. ANY NEW REINFORCEMENT REQUIRED WILL BE PAID FOR PER BID ITEM "BAR STEEL REINFORCEMENT HS COATED STRUCTURES".

PAYMENT FOR CLEANING, COATING WITH EPOXY AND PREPARING EXISTING REINFORCEMENT SHALL BE PAID FOR PER BID ITEM "BAR STEEL BEINFORCEMENT HS COATED STRUCTURES".

SEE ROADWAY PLANS FOR PARAPET REPAIR NOT PART OF STRUCTURE PLANS (TYP).

LEGEND

◎ INDICATES WING NUMBER FROM EXISTING PLANS.

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

▨ COAT EXISTING PARAPET WITH "PIGMENTED SURFACE SEALER RESEAL" PER SPECIFICATIONS.

LIST OF DRAWINGS

1 POLYMER OVERLAY
2 PARAPET REPAIR DETAILS
3 PARAPET REPAIR DETAILS

WISCONSIN PROFESSIONAL ENGINEER
CHRISTOPHER J. BLUM
E-33157
MADISON WI
4/10/2020

SEH CONTACT: CHRIS BLUM, PE. 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 09/04/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-16-66

U.S.H. 2 / U.S.H. 53 / EAST 2ND STREET OVER NEMADJI RIVER

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
DOUGLAS	SUPERIOR

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NCK	CJB	DLF	CJB

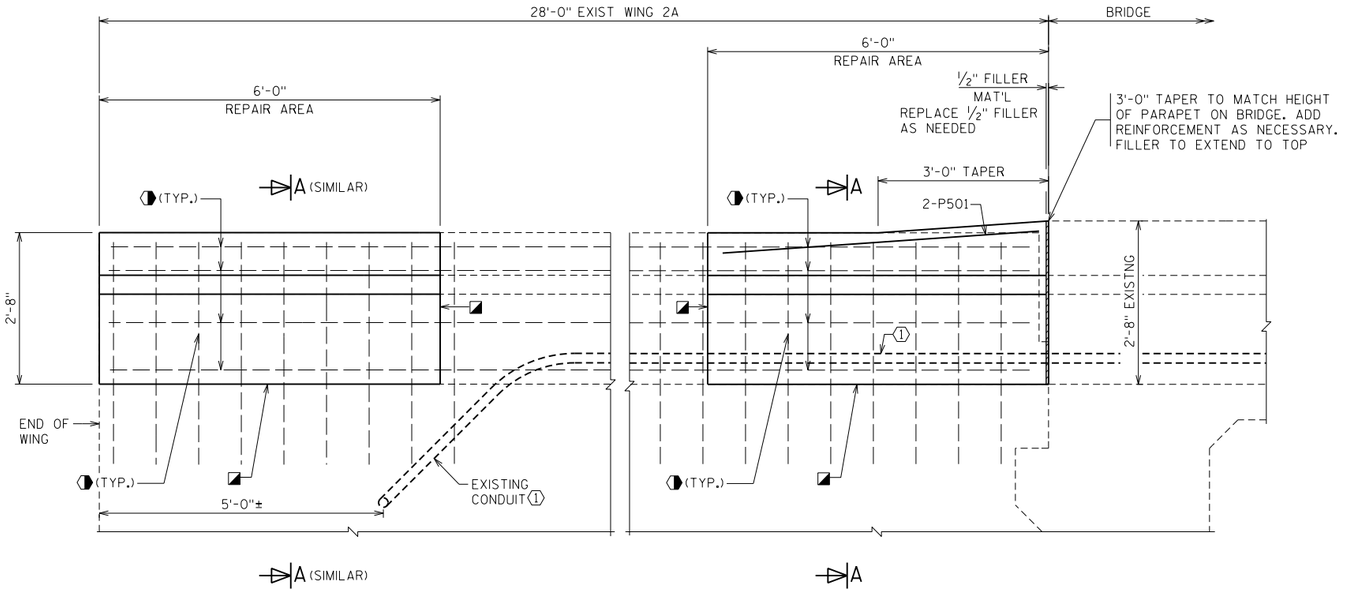
POLYMER OVERLAY

SHEET 1 OF 3
267

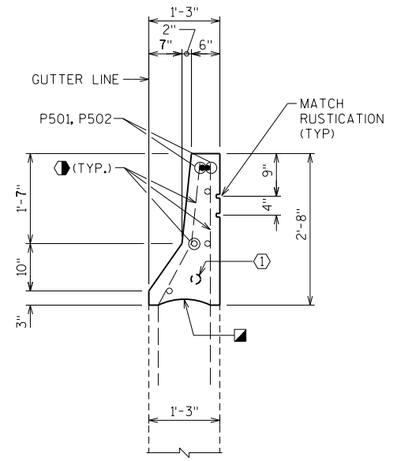
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8

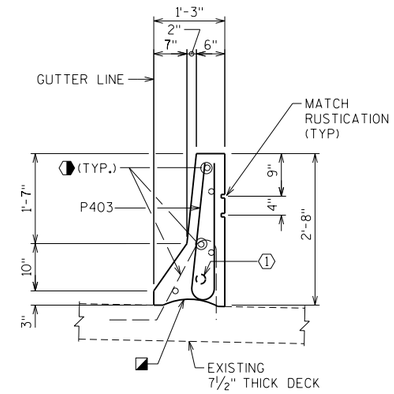
STATE PROJECT NUMBER
1198-03-78



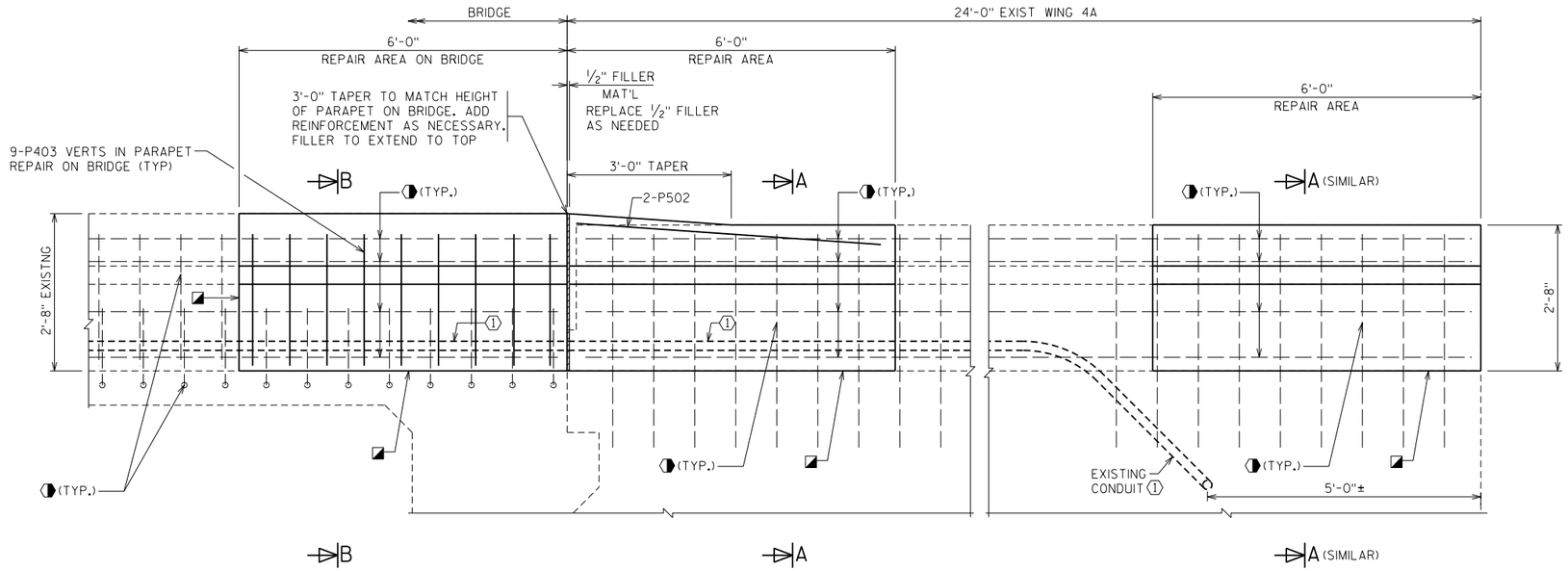
OUTSIDE ELEVATION WING 2A



SECTION A-A



SECTION B-B
PARAPET REPAIR SECTION AT SIDEWALK ON BRIDGE
(LENGTH = 6'-0")



OUTSIDE ELEVATION WING 4A AND END OF DECK

NOTES

SEE SHEET 3 FOR NOTES.

SEE SHEET 3 FOR ◪,◑,①.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-16-66

DRAWN BY DLF | PLANS CK'D. CJB

PARAPET REPAIR DETAILS

SHEET 2 OF 3

268

8

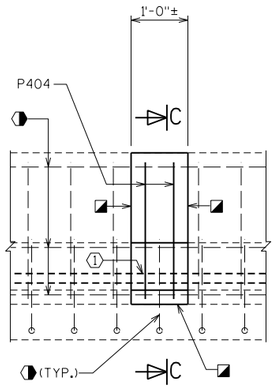
8

PLOT DATE: 4/10/2020

PLOT TIME: 8:25:06 AM

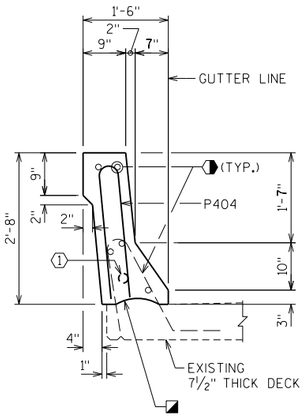
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STATE PROJECT NUMBER
1198-03-78

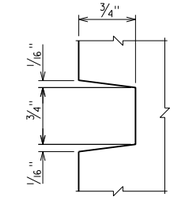


INSIDE ELEVATION

2- 1'-0" SECTIONS ON EAST SIDE OF BRIDGE



SECTION C-C



RUSTICATION DETAIL

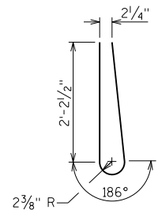
MATCH EXISTING

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

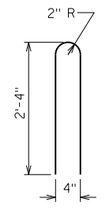
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
P501	X	2	5 - 7			WING 2A HORIZ TOP
P502	X	2	5 - 7			WING 4A HORIZ TOP
P403	X	9	5 - 0			PARAPET AT SIDEWALK VERT
P404	X	4	4 - 10			PARAPET ON BRIDGE VERT



P403



P404

NOTES

INTENT OF REPAIR IS TO REMOVE DETERIORATED AREAS OF THE SLOPED FACE PARAPET 'B' AND REPLACE IN LIKE KIND. AREAS TO REPAIR ARE MARKED BY FIELD ENGINEER.

ALL ITEMS NECESSARY TO COMPLETE THE CONCRETE REPAIR TO THE PARAPET INCLUDING SAW CUTTING, REMOVAL OF DETERIORATED CONCRETE, PREPARING THE AREA BESIDES CONCRETE AND REINFORCEMENT SHALL BE INCIDENTAL TO THE BID ITEM "CONCTETE MASONRY BRIDGES".

ALL EXISTING REINFORCEMENT THAT IS TO REMAIN SHALL BE CLEANED AND COATED WITH EPOXY AND PROTECTED. ALL ITEMS NECESSARY TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE BID ITEM "BAR STEEL REINFORCEMENT HS COATED STRUCTURES".

LEGEND

◪ REMOVE TO EXIST CONSTRUCTION JOINT OR REMOVAL LINE. ROUGHEN SURFACE OF CONCRETE 1/4" DEEP MIN ALL AREAS OF NEW CONCRETE TO EXISTING CONCRETE CONTACT. DEFINE REMOVAL AREAS WITH 1" DEEP SAWCUT WHEN CONSTRUCTION JOINT NOT PRESENT. WHEN DIMENSIONS VARY BY MORE THAN 6", VERIFY WITH ENGINEER

◑ EXISTING REINFORCEMENT TO REMAIN. PRESERVE EXISTING HORIZIZONTAL AND VERICAL REINFORCEMENT AND EXTEND FULL LENGTH INTO NEW WORK.

① 2" DIA NON-METAILLIC CONDUIT FOR LIGHTS TO REMAIN. PROTECT CONDUIT FROM DAMAGE DURING REMOVAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-16-66

DRAWN BY DLF | PLANS CK'D. CJB

PARAPET REPAIR DETAILS

SHEET 3 OF 3

269

8

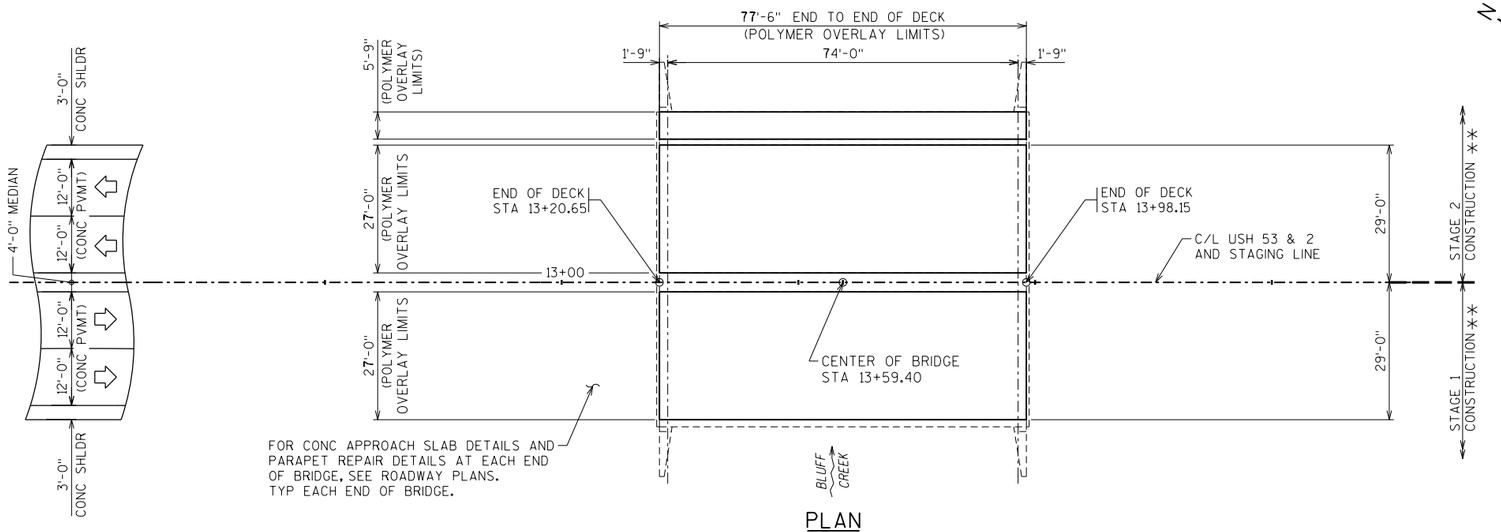
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PLOT DATE: 4/10/2020

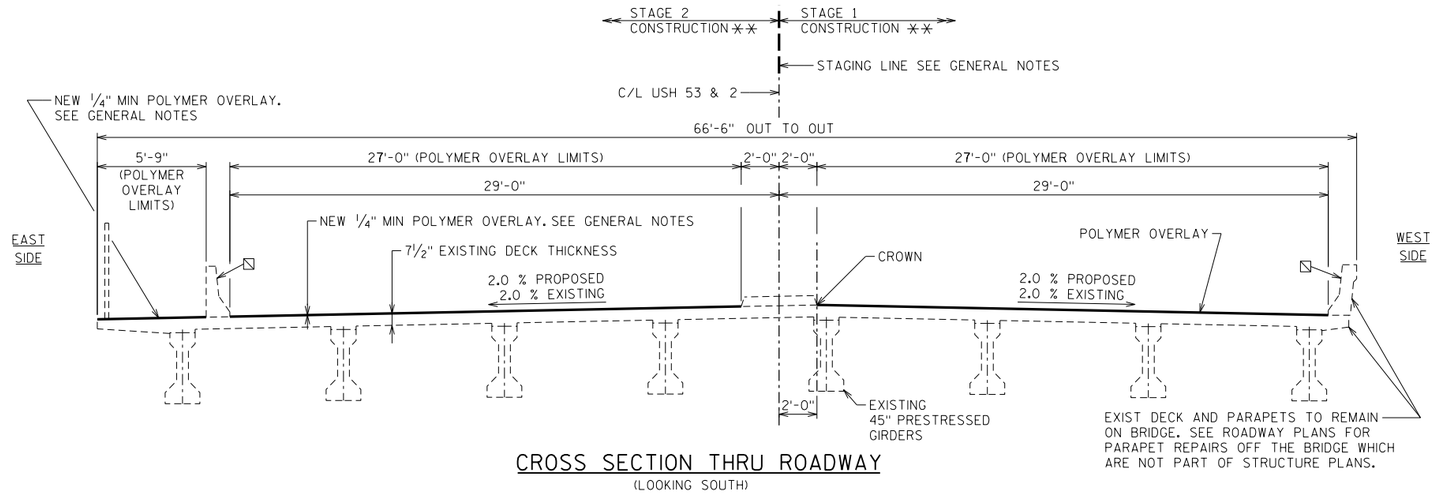
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STATE PROJECT NUMBER
1198-03-78



PLAN

SINGLE SPAN - PRESTRESSED GIRDER BRIDGE



CROSS SECTION THRU ROADWAY

(LOOKING SOUTH)

DESIGN DATA

LIVE LOAD: HS20

DESIGN LOADING:

INVENTORY RATING: HS21

OPERATING RATING: HS41

WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY _____ f'c = 4,000 psi

TRAFFIC DATA

ADT (2020)	=	23,300
ADT (2040)	=	27,100
DHV	=	5486
DD	=	65/35
T	=	13.7 %
DESIGN SPEED	=	40 MPH

TOTAL ESTIMATED QUANTITIES - B-16-67

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
(3)	509.0301	PREPARATION DECKS TYPE 1	SY	9
(3)	509.0302	PREPARATION DECKS TYPE 2	SY	9
(3)	509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	36
(5) (3)	509.1500	CONCRETE SURFACE REPAIR	SF	32
(4)	509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1.5
(1)	509.5100.S	POLYMER OVERLAY	SY	515
(2)	SPV.0180.01	PIGMENTED SURFACE SEALER RESEAL	SY	62

QUANTITY NOTES

(1) PERTAINS TO DECK AND SIDEWALK. INCLUDES SURFACE PREPARATION.

(2) FURNISH AND APPLY PIGMENTED SEALER TO FRONT FACE, TOP, AND ENDS OF EXISTING PARAPETS. CLEAN THE INSIDE FACE, TOP AND ENDS OF PARAPET PER SPECIFICATION.

(3) AS LOCATED BY FIELD ENGINEER.

(4) CONCRETE FOR: -PREPARATION DECKS TYPE 1 = 1.0 CY
-PREPARATION DECKS TYPE 2 = 0.5 CY

(5) CONCRETE FOR: -CONCRETE SURFACE REPAIR = 1.0 CY
(PARAPETS)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

STAGING LINE LOCATION TO BE DETERMINED BY THESE PLANS AND BY THE FIELD ENGINEER. COORDINATE WITH STAGING PLANS.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2 AND CONCRETE SURFACE REPAIR, LOCATED, MARKED AND MEASURED BY THE FIELD ENGINEER. DECK PREPARATION AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IIN THESE PLANS MUST BE COORDINATED WITH THE FIELD ENGINEER. FILED ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

AT THE ABUTMENTS, THE DECK JOINT IS COMPRISED OF A FILLER AND SEALANT, THERE IS NO STRIP SEAL OR COVER PLATED EXPANSION JOINT.

APPLY "PIGMENTED SURFACE SEALER RESEAL" TO THE EXISTING AND NEW CONCRETE PARAPETS PER THE SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE WITH THESE STRUCTURE PLANS THE BRIDGE STAGING.

DECK SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT.

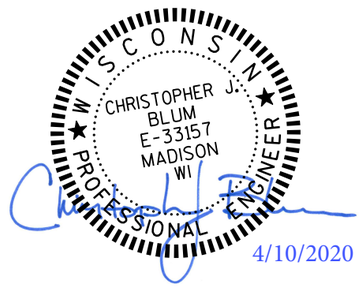
LEGEND

** SEE ROADWAY PLANS FOR TRAFFIC CONTROL STAGING.

▨ COAT EXISTING PARAPET WITH "PIGMENTED SURFACE SEALER RESEAL" PER SPECIFICATIONS.

LIST OF DRAWINGS

1 POLYMER OVERLAY



SEH CONTACT: CHRIS BLUM, PE, 608.620.6192
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 09/04/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-16-67

U.S.H. 2 / U.S.H. 53 / EAST 2ND STREET OVER BLUFF CREEK

COUNTY	~~TOWN~~/CITY ~~/VILLAGE~~
DOUGLAS	SUPERIOR

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
NCK	CJB	DLF	CJB

POLYMER OVERLAY

SHEET 1 OF 1
270

PLOT TIME: 8:21:30 AM
PLOT DATE: 4/10/2020
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Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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