Jan '03

PROJECT ID: 9040-05-70

COUNTY: ONEIDA

+25D

43

00-10-1900

INDEX OF SHEETS

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Sheet No. Typical Sections and Details
Sheet No. Estimate of Quantities
Sheet No. Miscellaneous Quantities
Sheet No. Right of Way Plat
Sheet No. Plan and Profile
Sheet No. Standard Detail Drawings
Sheet No. Sign Plates
Sheet No. ✓Structure Plans
Sheet No. Computer Earthwork Data
Sheet No. Cross Sections

TOTAL SHEETS = 489

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

U.S.H. 8 - BIRCHWOOD DRIVE

(S.T.H. 17 RELOCATION)

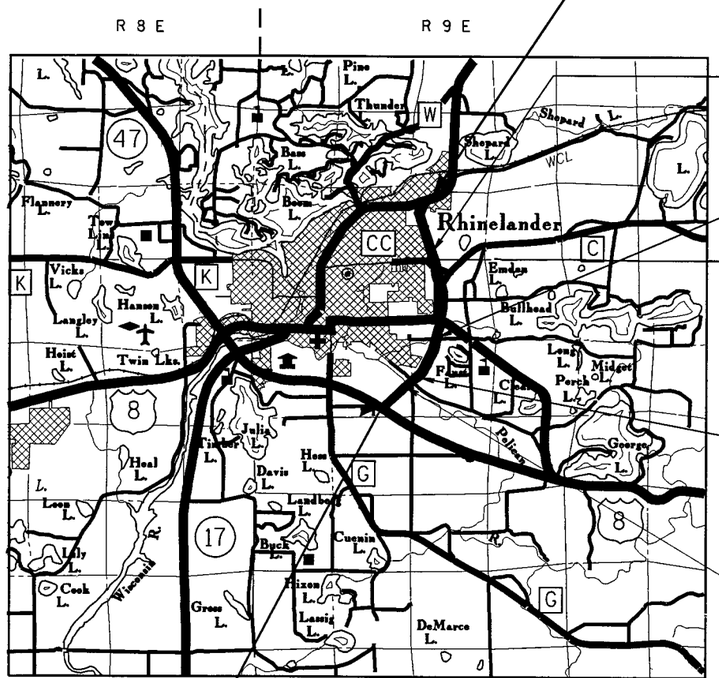
S.T.H. 17

ONEIDA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9040-05-70	TCSP 2003046	1

STATE PROJECT NUMBER
9040-05-70

END PROJECT
STATION 175+00.00



STA. 125+46.07 BACK= EQUATION
STA. 125+20.05 AHEAD

STA. 85+72.12 BACK= EQUATION
STA. 84+91.41 AHEAD

STA. 28+34.78 BACK= EQUATION
STA. 28+19.45 AHEAD

STRUCTURE B-43-47

BEGIN PROJECT
STA. 3+39.33
X = 2,155,427.499
Y = 165,509.317

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.075 MI. (RURAL)
= 2.198 MI. (URBAN)
= 3.273 MI. TOTAL

"Coordinates on this plan are referenced to the Wisconsin State Plane Coordinate System (WSPCS), 'North' Zone."

DESIGN DESIGNATION

		RURAL	URBAN
A.D.T. (2003)	=	3,610	10,200
A.D.T. (2023)	=	6,100	12,500
D.H.V.2-WAY (2023)	=	715	1,450
D.	=	60	60
T.	=	8%	8%
V.	=	45 M.P.H.	35 M.P.H.
ESALS	=	1,284,800	1,803,100

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
REFERENCE LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE
CULVERT IN PLACE
CULVERT REQUIRED
CULVERT REQUIRED (Profile)

COMBUSTIBLE FLUIDS (UNDER PRESSURE)
UNDERGROUND UTILITIES
GAS — G
ELECTRIC — E
TELEPHONE — T
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA
SILT FENCE
EROSION MAT
EROSION BALES

ORIGNAL PLANS PREPARED BY
AYRES ASSOCIATES Engineers/Scientists Surveyors
946 Willard Dr., Suite #200
Green Bay, Wisconsin 54304

WISCONSIN
MARK S. SCHUSTER
E-23976
GREEN BAY, WIS.
PROFESSIONAL ENGINEER

10/3/02 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STATE OF WISCONSIN AND AYRES ASSOCIATES
Designer	AYRES ASSOCIATES
District Examiner	MIKE VIENDT
District Supervisor	ROBIN STAFFORD
C.O. Examiner	Jane E. Englebrecht

APPROVED FOR DISTRICT OFFICE

DATE: 10-4-02 (Signature)

FILE NAME: TITLE.DGN

WISDOT/CADDS SHEET 10

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	2

GENERAL NOTES, STANDARD DETAIL DRAWING AND UTILITIES FOR

S.T.H. 17 ONEIDA COUNTY

GENERAL NOTES

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

THE EXACT LIMITS OF EXISTING CONCRETE OR ASPHALTIC REMOVAL SUCH AS FOR EXISTING ROADWAY, DRIVEWAYS, OR STREET CONNECTIONS, AND THEIR REPLACEMENT AS REQUIRED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE EXACT LOCATION AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD, EXCEPT IN THE CONTROLLED ACCESS LOCATIONS SHOWN ON THE PLAN.

ALL JOINTS ON THE PROJECT FOR ENDS OF PROJECT, STREET CONNECTIONS, AND ENTRANCES SHALL BE SAWED OR MILLED FOR A BUTT TYPE CONNECTION IF NO EXISTING JOINTS CAN BE MET.

CURVE DATA IS BASED ON ARC DEFINITION.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

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

BEARINGS ON THIS PLAN ARE GRID BEARINGS TO THE NEAREST SECOND.

ALL ENDS OF CURB ARE TAPERED FROM 0" TO 6" IN 6 FEET.

CURB AND GUTTER RADII ARE TO THE FRONT FACE OF CURB.

RADII AT THE SLOPED ISLAND NOSES ARE TO THE EDGE OF PAVEMENT. ALL OTHER ISLAND RADII ARE TO THE FRONT FACE OF CURB.

SUPERELEVATED CURVES FOR S.T.H. 17 ARE ROTATED ABOUT THE NORTHBOUND AND SOUTHBOUND CONSTRUCTION REFERENCE LINES.

ELEVATIONS AT THE CURB AND GUTTER ARE REFERENCED TO THE EDGE OF PAVEMENT.

ALL DISTANCES AND STATIONING SHOWN ON THIS PLAN ARE GRID VALUES. GROUND VALUES ARE OBTAINED BY DIVIDING GRID VALUES BY 0.99990947.

ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE EARTH GRADE ELEVATIONS AT THE REFERENCE LINE OF THE ROADWAY, UNLESS IDENTIFIED BY F.G. , WHICH IS FINISHED GRADE.

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.).

EARTHWORK BALANCES AND HAULS AS SHOWN IN THE MISCELLANEOUS QUANTITY SHEETS MAY BE REVISED WITH THE APPROVAL OF THE ENGINEER IF SUCH REVISIONS WILL FACILITATE THE CONTRACTOR'S PLAN OF OPERATION AND SATISFY THE REQUIREMENTS OF THE CONTRACT PLANS, SPECIFICATIONS AND SPECIAL PROVISIONS.

EXCAVATION BELOW SUBGRADE WHEN REQUIRED. IT WILL BE MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LIMITS OF E.B.S. WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

FILL AS SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM SELECTED BORROW EXCAVATION, COMMON EXCAVATION AND ROCK EXCAVATION. THE SHRINKAGE ALLOWANCE USED TO COMPUTE THE VOLUME OF MATERIAL NECESSARY TO COMPLETE THE FILL IS 18% TO 33% FOR COMMON EXCAVATION AND 15% FOR SELECTED BORROW & BORROW EXCAVATION BASED ON THE VOLUME OF FILL.

GRADES AS SHOWN ON THE CONSTRUCTION DETAILS HAVE BEEN ADJUSTED AT THE VERTICAL CURVE LOCATIONS TO MAINTAIN A 0.30% SLOPE.

GRADES AS SHOWN ON THE CONSTRUCTION DETAILS AT THE SIGNALIZED SIDE ROADS HAVE BEEN ADJUSTED TO CREATE RIDEABILITY THROUGH THE INTERSECTIONS. THESE AREAS MAY REQUIRE SOME ADJUSTMENT BY THE ENGINEER IN THE FIELD.

CURB OPENINGS SHALL BE PROVIDED AT ALL INTERSECTION RADII AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL CONCRETE MEDIAN NOSES SHALL BE ROUNDED AND SLOPED.

ALL EXISTING ROADWAYS THAT ARE TO BE OBLITERATED SHALL BE CONTOURED TO MATCH THE ADJACENT LAND.

CONTRACTOR SHOULD NOTE THAT THE ASPHALTIC PAVEMENT IS 2.5 INCHES THICKER THAN THE PAN OF THE CURB AND GUTTER AND THEREFORE WILL BE REQUIRED TO TRIM 2.5 INCHES OF THE CRUSHED AGGREGATE BASE COURSE AWAY FROM THE PAN AFTER THE CURB AND GUTTER IS POURED.

CONTRACTOR SHALL CLEAR AND GRUB A PATH FOR A PROPOSED SNOWMOBILE TRAIL WITHIN THE RIGHT OF WAY ON THE EAST SIDE OF CHIPPEWA DRIVE FROM C.T.H. CC TO STEVENS STREET. THE PATH SHALL BE A MINIMUM OF 10 FEET IN WIDTH AND GRADED TO AN EVEN PLANE.

TOPSOIL SHALL BE USED ON AREAS WHERE SOD IS TO BE PLACED.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE MULCHED, FERTILIZED AND SEEDED AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE, AND ASPHALTIC CONCRETE PAVEMENT ARE MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

THE LIMITS OF MARSH EXCAVATION AND MARSH DISPOSAL SHOWN ON THE CROSS SECTIONS SHEETS ARE APPROXIMATE. THE EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE SHRINKAGE ALLOWANCE USED FOR MARSH EXCAVATION IS 50%, BASED ON ITS ORIGINAL POSITION.

REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING TWO SECTIONS OF CONCRETE PIPE SHALL BE TIED TOGETHER AS SHOWN ON THE STANDARD DETAIL DRAWINGS AND AS LOCATED IN THE MISCELLANEOUS QUANTITIES. JOINT TIES SHALL BE INCIDENTAL TO VARIOUS ITEMS.

THE EXACT LOCATIONS FOR CONDUITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER IN THE FIELD.

THE ASPHALTIC PAVEMENTS SHALL BE CONSTRUCTED ACCORDING TO THE DIMENSIONS IN THE TYPICAL SECTIONS.

INLET AND DISCHARGE ELEVATIONS SHOWN ON THE PLAN SHEETS ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

LANDMARK REFERENCE MONUMENTS SHALL BE TYPE "A" AS SHOWN ON STANDARD DETAIL DRAWINGS.

BEFORE DISTURBING GOVERNMENT MARKERS, CONTACT THE ONEIDA COUNTY SURVEYOR.

TEMPORARY INTERESTS (TEMPORARY LIMITED EASEMENTS) FOR P.E. CONSTRUCTION AND SLOPING HAVE BEEN OBTAINED AND THESE RIGHTS ARE EXTENDED TO THE CONTRACTOR.

ALL CUTS FOR CONCRETE REMOVAL SHALL BE MADE FULL DEPTH AND MADE BY DIAMOND SAWING.

ROCK ELEVATION AS SHOWN ON THE PLAN FOR STRUCTURE B-43-47 ARE APPROXIMATE.

REMOVAL OF ALL TEMPORARY ROADWAYS ARE TO BE MEASURED AND PAID FOR AS COMMON EXCAVATION.

RUNOFF COEFFICIENT FOR THIS PROJECT:

EXISTING PAVEMENT 0.75	EXISTING SLOPES 0.28
NEW PAVEMENT 0.83	NEW SLOPES 0.28
TOTAL PROJECT AREA 82 ACRES	TOTAL AREA DISTURBED 71 ACRES

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC
AC	ASPHALT CEMENT
AGG	AGGREGATE
ASPH	ASPHALT
BM	BENCH MARK
C/L	CENTERLINE
CONC	CONCRETE
CMP	CORRUGATED METAL PIPE
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
E.O.P.	EDGE OF PAVEMENT
ESALS	EQUIVALENT SINGLE AXIS LOADS
EXIST	EXISTING
FE	FIELD ENTRANCE
HYD	HYDRANT
IP	IRON PIPE OR PIN
L	LENGTH OF CURVE
LC	LONG CHORD OF CURVE
MH	MANHOLE
NC	NORMAL CROWN
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PE	PRIVATE ENTRANCE
R	RADIUS
REM	REMOVE
R/L OR RL	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
R.O.	RUNOUT
R/W	RIGHT-OF-WAY
STA	STATION
SE	SUPER ELEVATION
SS	STORM SEWER
T	TANGENT
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
T	TRUCKS
UNCL	UNCLASSIFIED EXCAVATION
VC	VERTICAL CURVE
W	WELL

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PROJECT NO. 44-0307.00
DATE: 02-24-02
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SCALE:

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ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 02-24-02
FILE NAME: 020102 GN.DGN
PLOT NAME:
SCALE:

STANDARD DETAIL DRAWINGS

INLET COVERS, TYPE A, H, A-S & H-S	8A5-16a
INLET COVERS	8A5-16b
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APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE	8F2-1
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STATE PROJECT NUMBER	SHEET NO.
9040-05-70	3

GENERAL NOTES, STANDARD DETAIL DRAWING AND UTILITIES FOR

S.T.H. 17 ONEIDA COUNTY

UTILITIES

WISCONSIN PUBLIC SERVICE CORPORATION 425 WEST DAVENPORT RHINELANDER, WISCONSIN 54501 ATTENTION: MR. RICHARD REITZ (ELECTRIC) ATTENTION: MR. VIRGIL DAVIS (GAS)	TELEPHONE 715-369-2424 TELEPHONE 715-369-7111 TELEPHONE 715-369-7169
AMERICAN TRANSMISSION CO. N19 W23993 RIDGEVIEW PARKWAY WEST P.O. BOX 47 WAUKESHA, WISCONSIN 53187-0047 ATTENTION: MR. ANDY EBERHARDT	 TELEPHONE 262-506-6864
FRONTIER 53 NORTH STEVENS STREET RHINELANDER, WISCONSIN 54501 ATTENTION MR. VANCE BAKER	TELEPHONE 715-365-2277
CHARTER COMMUNICATIONS P.O. BOX 1818 WAUSAU, WISCONSIN 54402-1818 ATTENTION: MR. KEN ZELEWSKI	TELEPHONE 715-845-4223 EXT. 224
RHINELANDER WATER AND SANITARY UTILITY CITY HALL RHINELANDER, WISCONSIN 54501 ATTENTION: MR. ROGER FREUND	TELEPHONE 715-365-8609
CITY OF RHINELANDER STREET AND STORM SEWER UTILITIES 650 WASHINGTON STREET RHINELANDER, WISCONSIN 54501 ATTENTION: MR RANDY KNUTH	TELEPHONE 715-369-4727
ONEIDA COUNTY SHERRIFF'S DEPT. (FIBER OPTIC LINE) P.O. BOX 400 RHINELANDER, WISCONSIN 54501 ATTENTION: LYNN GRUBE	TELEPHONE 715-369-6103

CONTACTS

ONEIDA COUNTY SURVEYOR P.O. BOX 400 RHINELANDER, WISCONSIN 54501 ATTENTION: MIKE ROMPORTL	TELEPHONE 715-369-6179
WISCONSIN DEPARTMENT OF NATURAL RESOURCES NORTHERN REGION SERVICE CENTER 107 SUTCLIFF AVE. RHINELANDER, WISCONSIN 54507 ATTENTION: TOM MARQUARDT	TELEPHONE 715-365-8900

DIGGERS HOTLINE

Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

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ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 02-24-02
FILE NAME: 020201PD.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	4
PROJECT OVERVIEW FOR	
S.T.H. 17	ONEIDA COUNTY

NOT TO SCALE

BEGIN PROJECT
STA. 3+39.33

STA. 48"E"+00.00 EISENHOWER WAY=
STA. 10"S"+00.00 SPRING ROAD

STA. 92+75.10 S.T.H. 17=
STA. 50"NS"+00.00 NORTH SHORE DRIVE
STA. 50"E"+00.00 EISENHOWER WAY

STA. 78+12.74 S.T.H. 17=
STA. 40"C"+25.51 C.T.H. C
STA. 40"L"+25.51 LINCOLN STREET

STA. 121+37.20 S.T.H. 17=
STA. 120"CC"+00.00 C.T.H. CC

STA. 121+37.20 S.T.H. 17=
STA. 120"F"+00.00 FUTURE ST.

STA. 79"ST"+00.00 STEVENS ST.=
STA. 80"NC"+00.00 NORTH CHIPPEWA

STA. 3+39.33 S.T.H. 17=
STA. 20"G"+00.00 GERMOND RD.=
STA. 232+05.96 U.S.H. 8

STA. 19+10.71 S.T.H. 17=
STA. 120"OE"+00.00 OLD 8 ROAD

STA. 61+72.58 S.T.H. 17=
STA. 29"O"+65.86 OHLSON ROAD

STA. 48"C"+00.00 C.T.H. C=
STA. 10"V"+00.00 VANNOCKER RD.

STA. 123+12.12 S.T.H. 17
STA. 50"W"+00.00 WINNEBAGO ST.

STA. 160+73.91 S.T.H. 17=
STA. 69"CH"+81.90 SHAWNEE LANE

STA. 166+39.82 S.T.H. 17=
STA. 79"ST"+69.89 STEVENS ST.

END PROJECT
STA. 175+00.00

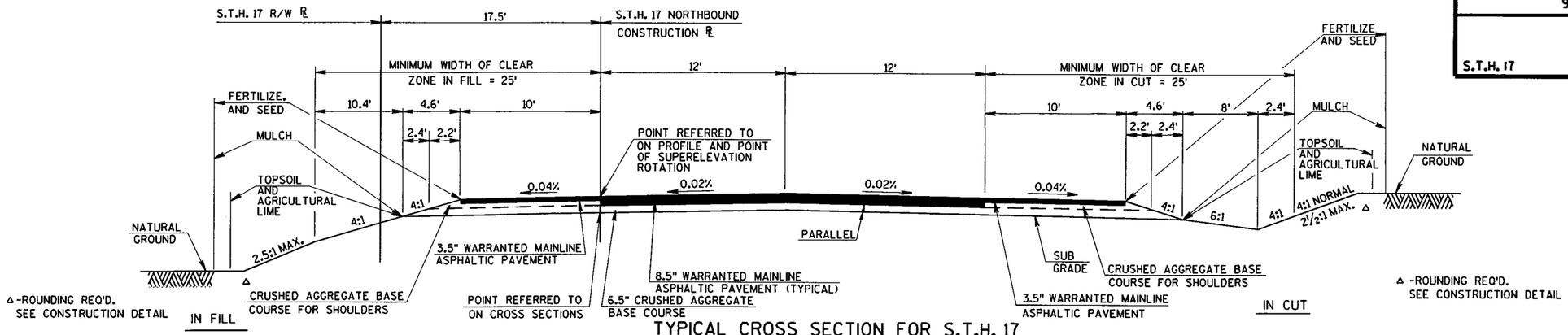
G
CC
W
A
C

Pelican L.
Boom L.
Thunder L.
So. Pine L.
Faust L.
Bullhead L.
Emden L.
Clear L.
Shepard L.
PINE LAKE
PELICAN LAKE

GERMOND ROAD
U.S.H. 8
OLD 8 ROAD
C.T.H. C
LINCOLN STREET
SPRING RD.
N. SHORE DRIVE
WINNEBAGO STREET
FUTURE STREET
STEVENS STREET
N. CHIPPEWA DR.
S.T.H. 17
WCL
17

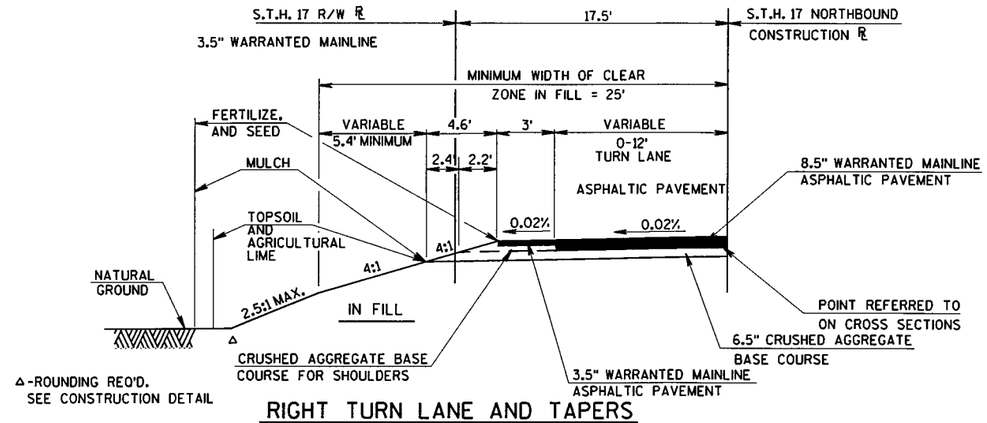
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	5

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



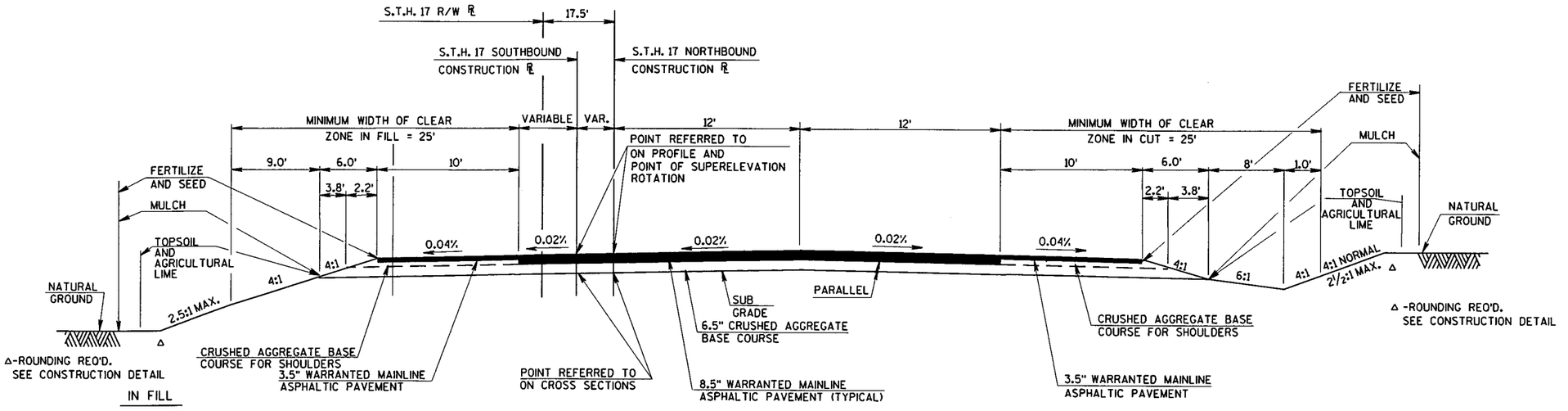
TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 3+39.33 TO STA. 39+18.91



RIGHT TURN LANE AND TAPERS

STA. 4+51 - STA. 9+51 LT.



TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 39+18.91 - STA. 45+50

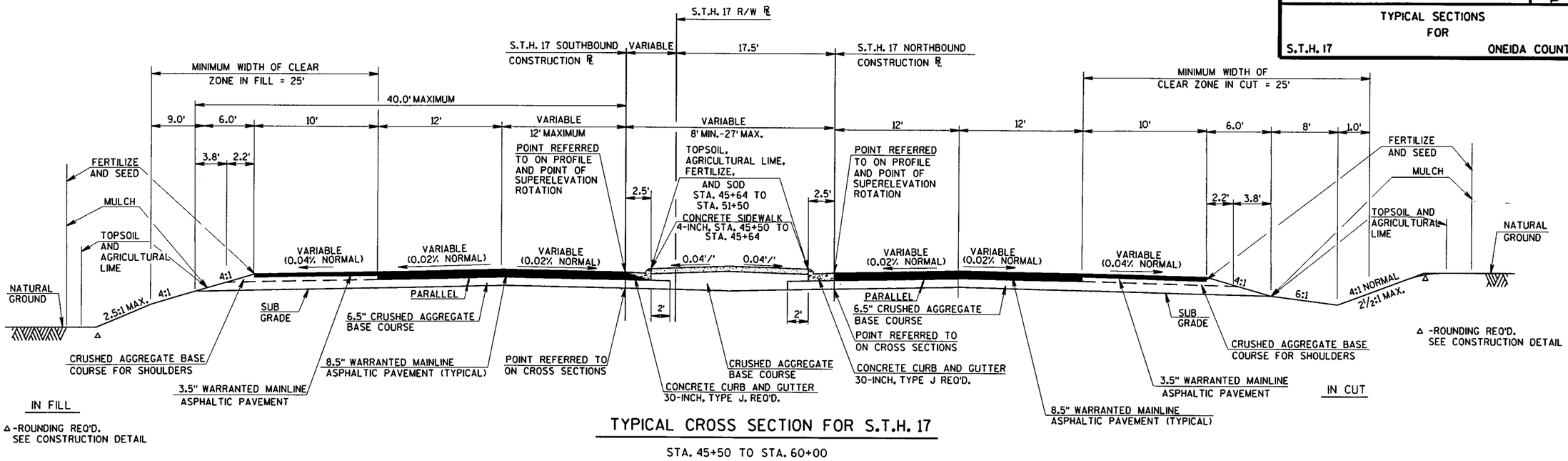
GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 020301 TS.DGN SCALE: -----

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

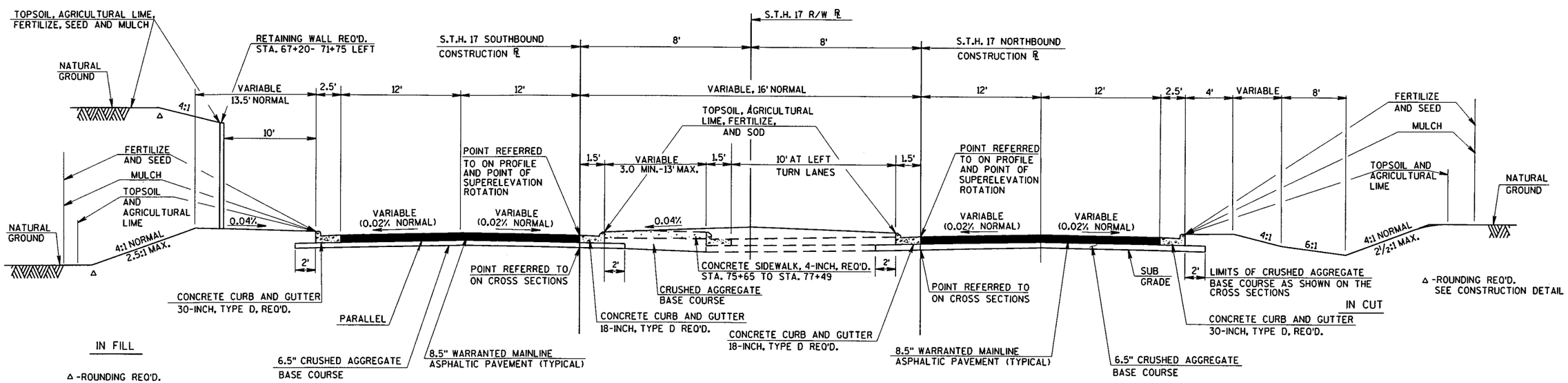
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	6

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 45+50 TO STA. 60+00



TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 60+00 - STA. 78+09.11

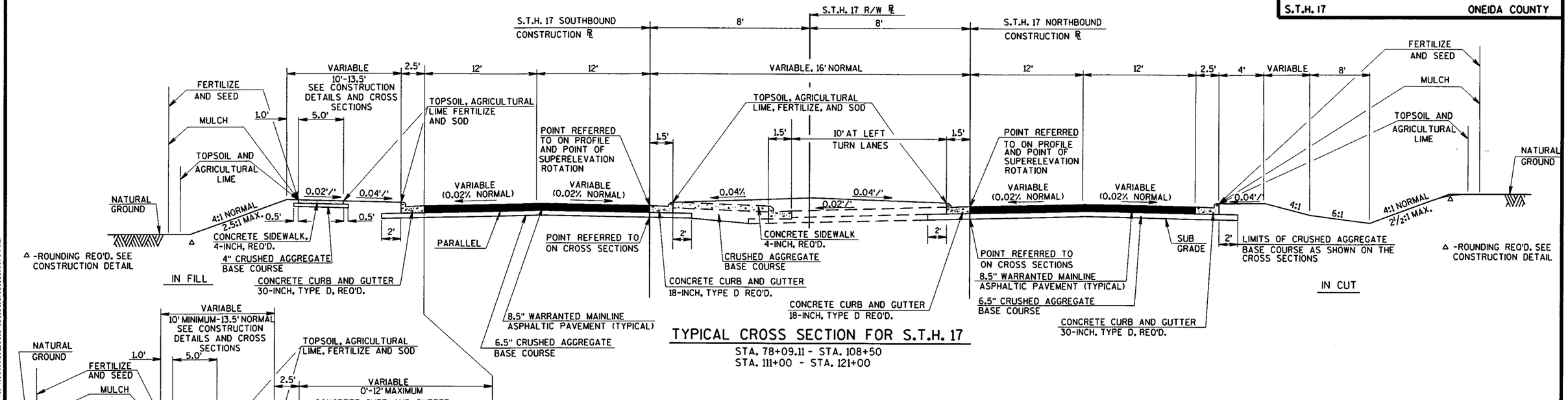
PEN TABLE = #Plot+LASER+level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 020302 TS.DGN SCALE: -----

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

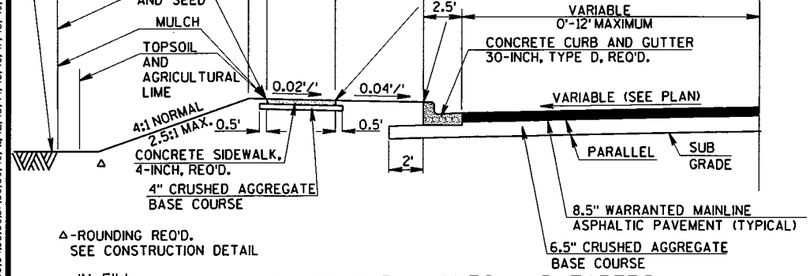
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	7

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



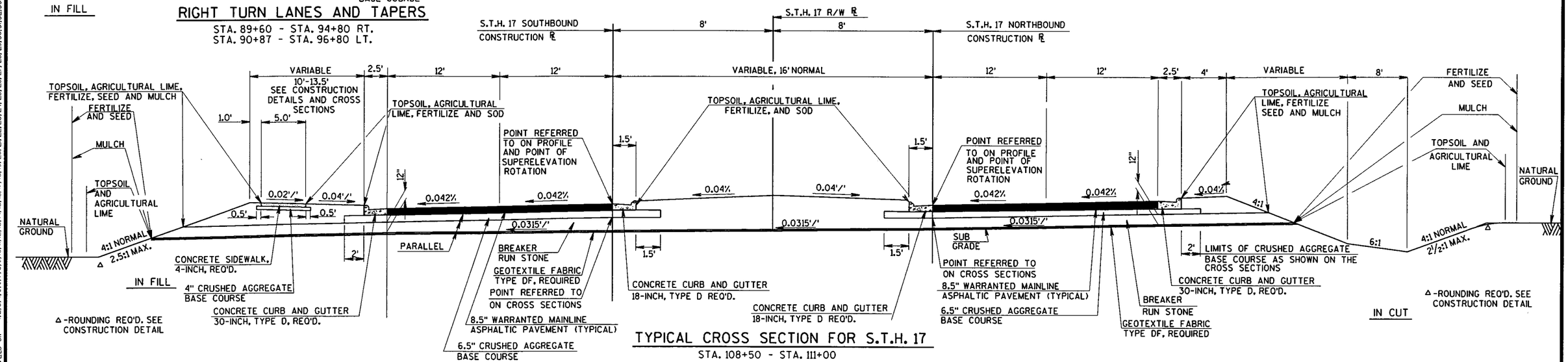
TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 78+09.11 - STA. 108+50
STA. 111+00 - STA. 121+00



RIGHT TURN LANES AND TAPERS

STA. 89+60 - STA. 94+80 RT.
STA. 90+87 - STA. 96+80 LT.



TYPICAL CROSS SECTION FOR S.T.H. 17

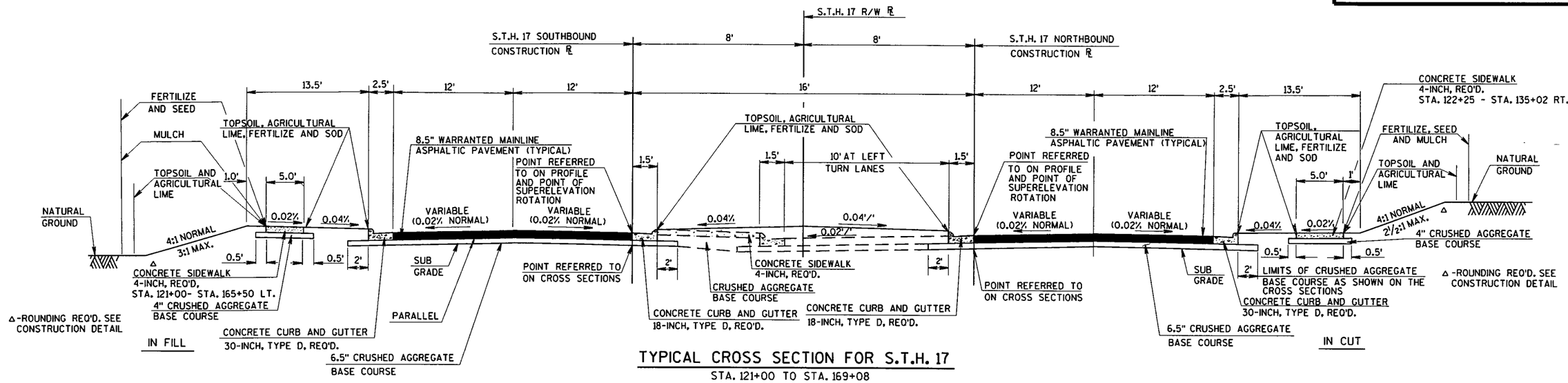
STA. 108+50 - STA. 111+00

CB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62
ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 020303 TS.DGN SCALE: -----

PEN TABLE = *Plot*LASER*level.tbl
DATE OF PLOT = 10/14/02
DGN NAME =
DGN LEVELS ON = 1-62
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62
ORIGINATOR: DJD
PROJECT NO. 44-0307.00
DATE: 10/14/99
FILE NAME:
PLOT NAME:
SCALE: -----

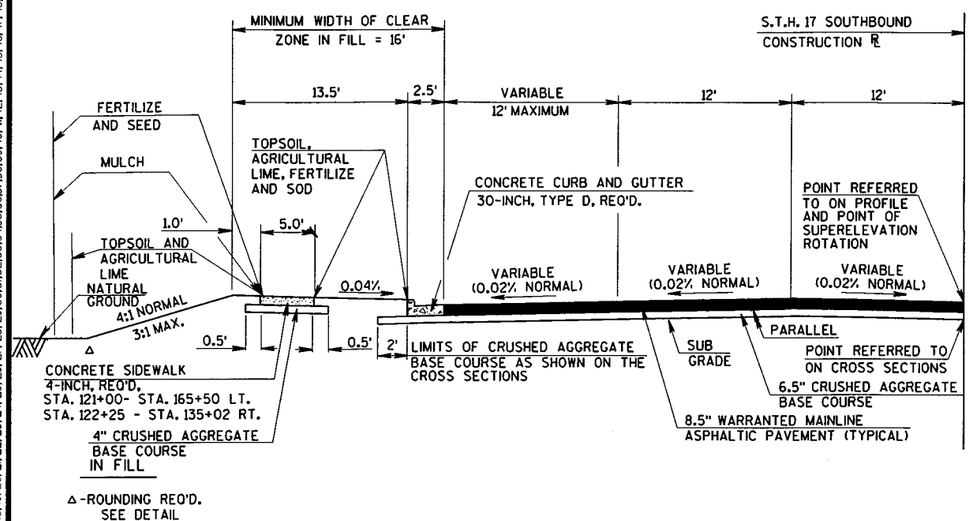
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	8

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



TYPICAL CROSS SECTION FOR S.T.H. 17

STA. 121+00 TO STA. 169+08

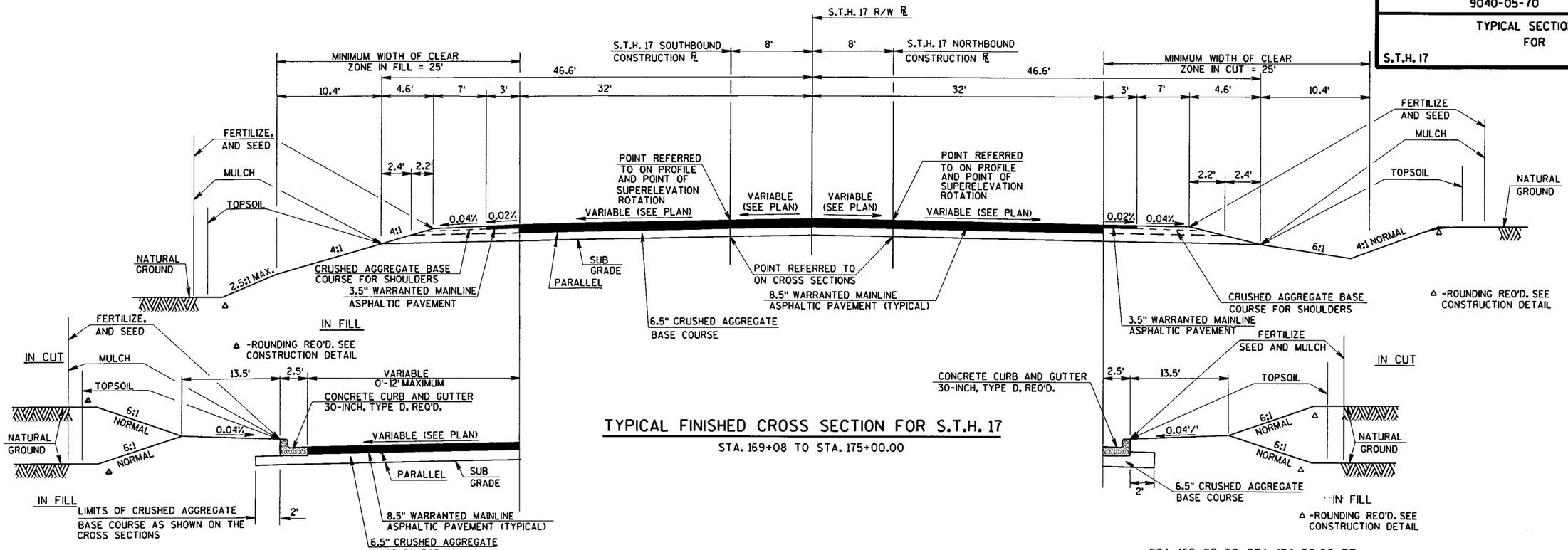


RIGHT TURN LANES AND TAPERS

STA. 133+83 - STA. 137+42 LT.
STA. 133+31.5 - STA. 136+98 RT.
STA. 145+08 - STA. 148+72 RT.
STA. 145+62 - STA. 149+42 LT.
STA. 163+94 NBND. - STA. 169+08 NBND. LT.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	9

TYPICAL SECTIONS
FOR
S.T.H. 17 — ONEIDA COUNTY



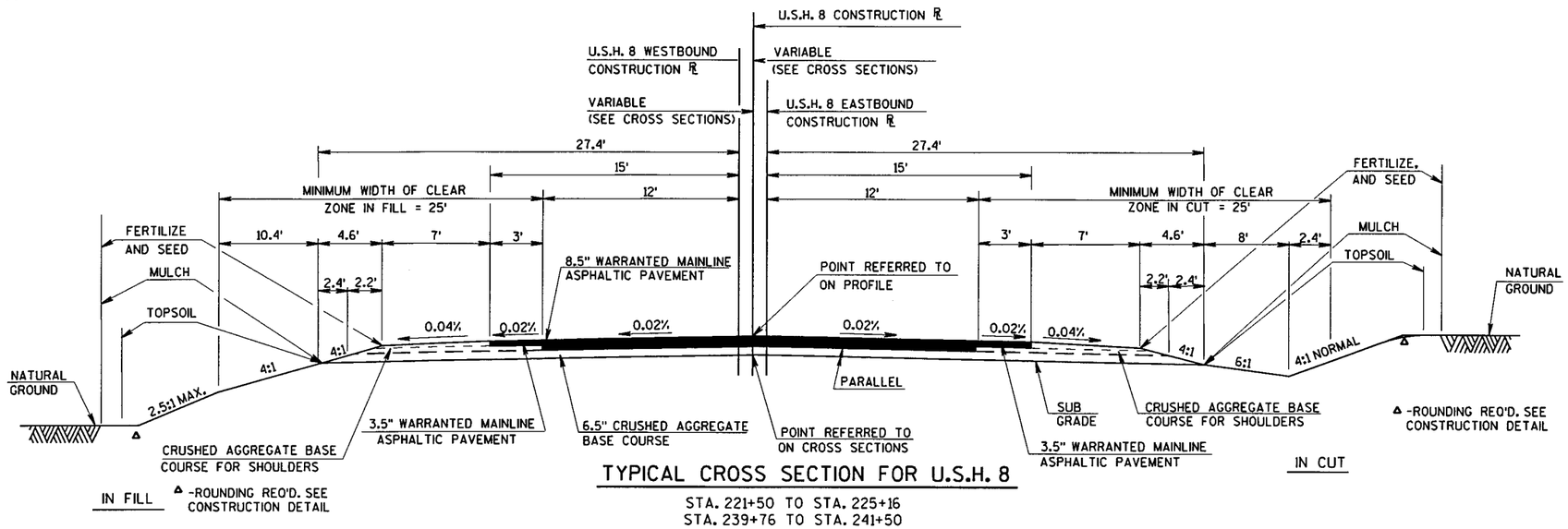
TYPICAL FINISHED CROSS SECTION FOR S.T.H. 17

STA. 169+08 TO STA. 175+00.00

STA. 169+08 TO STA. 174+50.00 RT.

RIGHT TURN LANES AND TAPERS

STA. 169+08 TO STA. 173+50.00 LT.



TYPICAL CROSS SECTION FOR U.S.H. 8

STA. 221+50 TO STA. 225+16
STA. 239+76 TO STA. 241+50

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

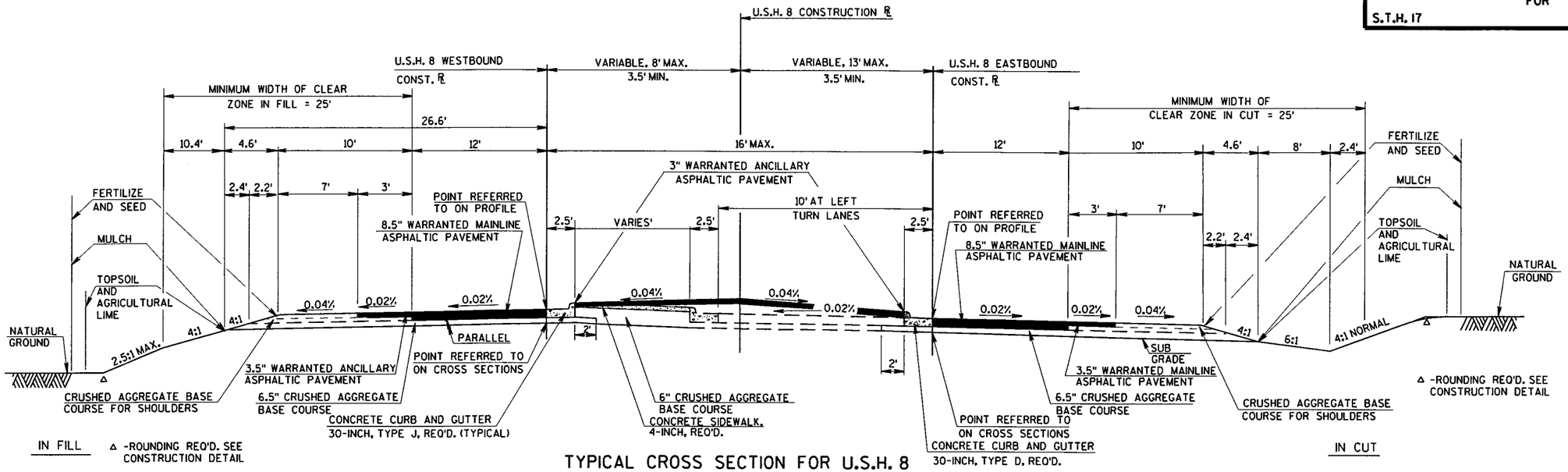
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-24-02
FILE NAME: 020305 TS.DGN
PLOT NAME:
SCALE: -----

PEN TABLE = *Plot*LASER*level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

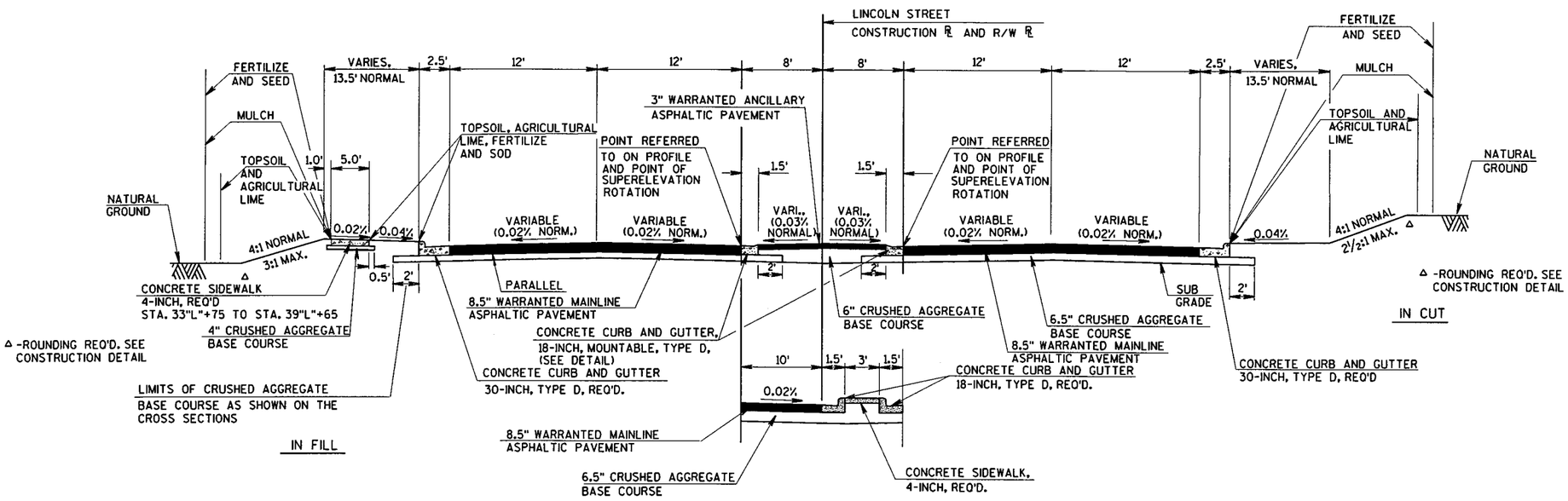
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	10

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



TYPICAL CROSS SECTION FOR U.S.H. 8

STA. 225+16 TO STA. 239+76



LEFT TURN LANE

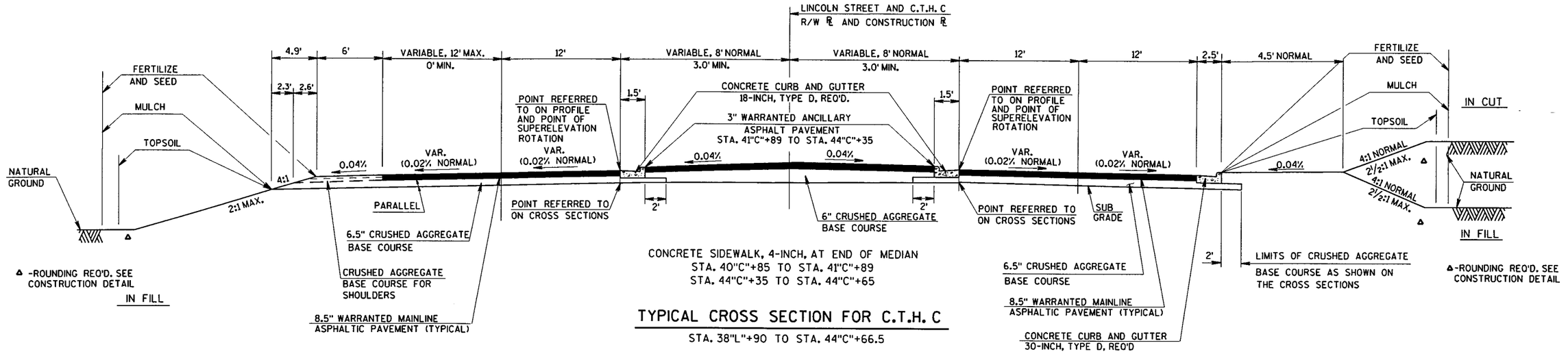
STA. 34"L"+00 TO STA. 36"L"+35
STA. 36"L"+90 TO STA. 39"L"+68

TYPICAL CROSS SECTION FOR LINCOLN STREET

STA. 34"L"+00 TO STA. 38"L"+90

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 020306 TS.DGN SCALE: *----
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

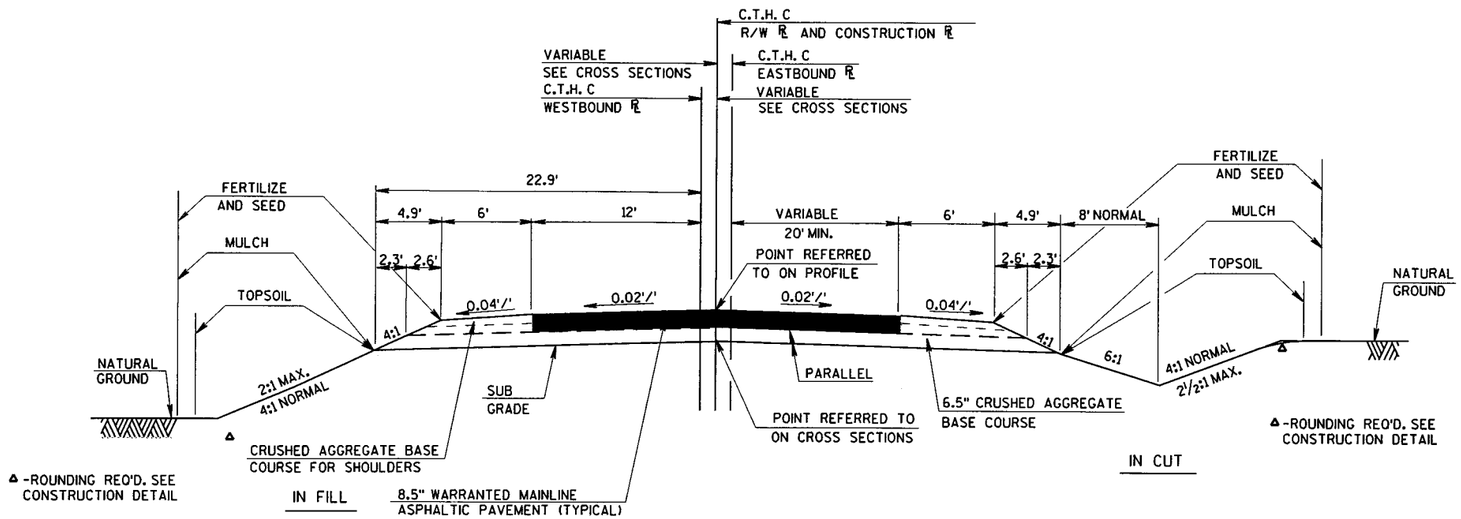
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	11
TYPICAL SECTIONS FOR	
S.T.H. 17	ONEIDA COUNTY



CONCRETE SIDEWALK, 4-INCH, AT END OF MEDIAN
STA. 40"C"+85 TO STA. 41"C"+89
STA. 44"C"+35 TO STA. 44"C"+65

TYPICAL CROSS SECTION FOR C.T.H. C

STA. 38"L"+90 TO STA. 44"C"+66.5



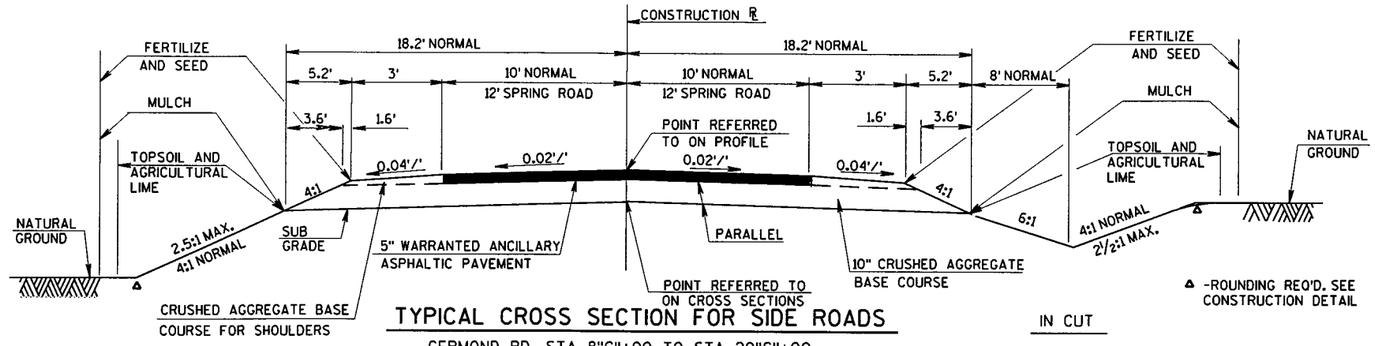
TYPICAL CROSS SECTION FOR C.T.H. C

STA. 44"C"+66.5 TO STA. 47"C"+00

GR2
PEN TABLE = *Plot*LASER*level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.
ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME: TYPICAL7.PRF
PROJECT NO. 44-0307.00 FILE NAME: 020307 PD.DGN SCALE: -----

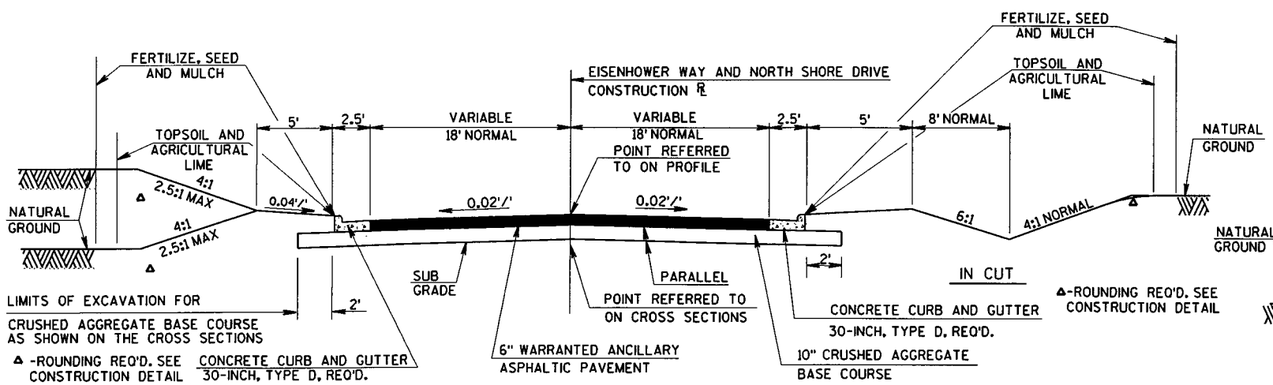
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	12

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



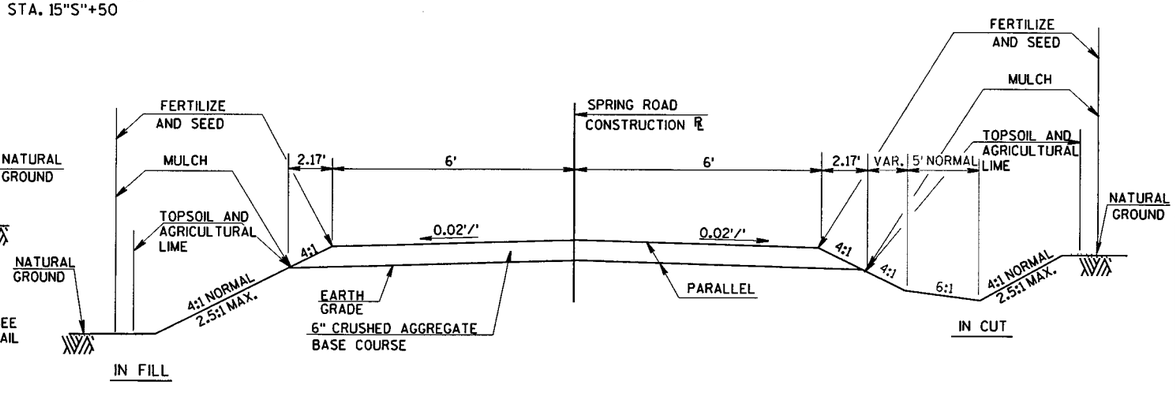
TYPICAL CROSS SECTION FOR SIDE ROADS

GERMOND RD., STA. 8"G"+00 TO STA. 20"G"+00
GERMOND RD. CUL-DE-SAC, STA. 12"GC"+00 TO STA. 13"GC"+00
OLD 8 RD., STA. 113"OE"+00 TO STA. 127"OE"+00
OHLSON LANE, STA. 26"OH"+50 TO STA. 27"OH"+50
OHLSON LANE, STA. 32"OH"+50 TO STA. 33"OH"+65
NORTH CHIPPEWA DRIVE, STA. 101"NC"+60 TO STA. 102"NC"+00
SHAWNEE LANE, STA. 67"SH"+00 TO STA. 68"SH"+67
VANNOCKER ROAD, STA. 8"V"+85 TO STA. 10"V"+00
SPRING ROAD, STA. 10"S"+00 TO STA. 15"S"+50



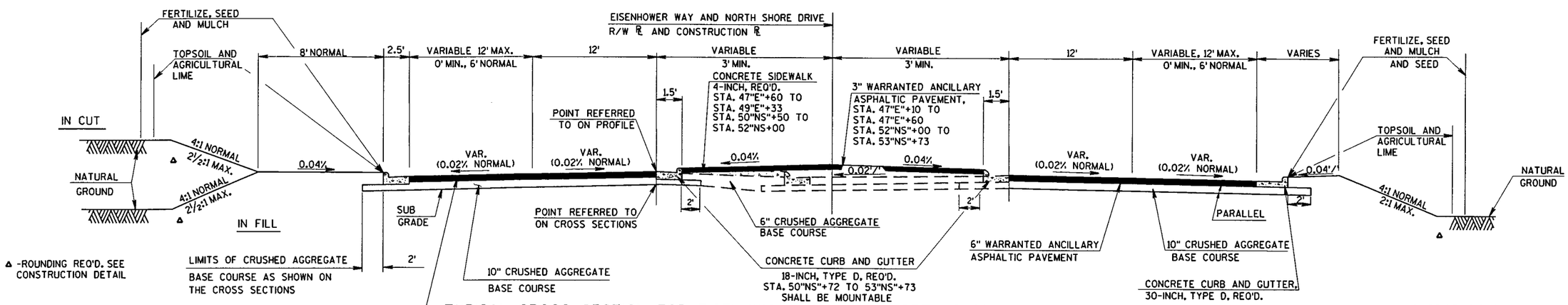
TYPICAL CROSS SECTION FOR EISENHOWER WAY AND NORTH SHORE DRIVE

STA. 43"E"+00-46"E"+08 EISENHOWER WAY
STA. 53"NS"+73 TO STA. 54"NS"+80 NORTH SHORE DRIVE



TYPICAL CROSS SECTION FOR SPRING ROAD

STA. 20"S"+00 TO STA. 23"S"+88



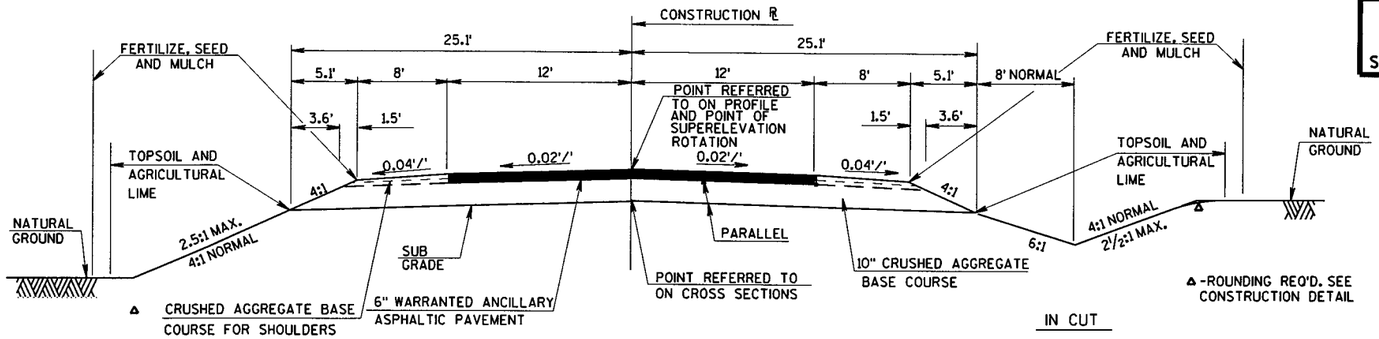
TYPICAL CROSS SECTION FOR EISENHOWER WAY AND NORTH SHORE DRIVE

STA. 47"E"+10 TO STA. 49"E"+33 EISENHOWER WAY
STA. 50"NS"+50 TO STA. 53"NS"+73 NORTH SHORE DRIVE

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.
ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME: TYPILPRF
PROJECT NO. 44-0307.00 FILE NAME: 020308 TS.DGN SCALE: ----

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	13

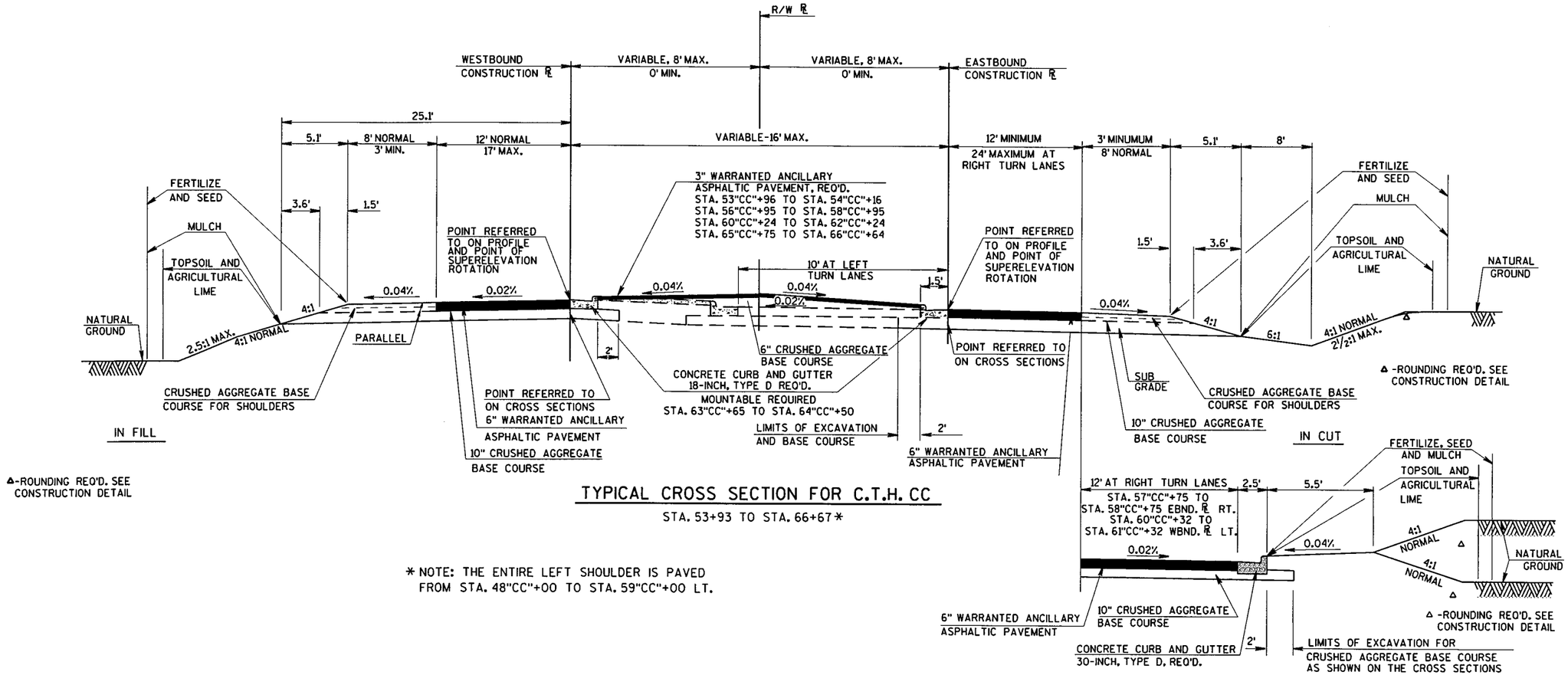
TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



TYPICAL CROSS SECTION FOR CTH CC

STA. 48"CC"+00 TO STA. 53"CC"+93*
STA. 66"CC"+67 TO STA. 84"CC"+00

*NOTE: THE ENTIRE LEFT SHOULDER IS PAVED FROM STA. 48"CC"+00 TO STA. 59"CC"+00 LT.



TYPICAL CROSS SECTION FOR C.T.H. CC

STA. 53+93 TO STA. 66+67*

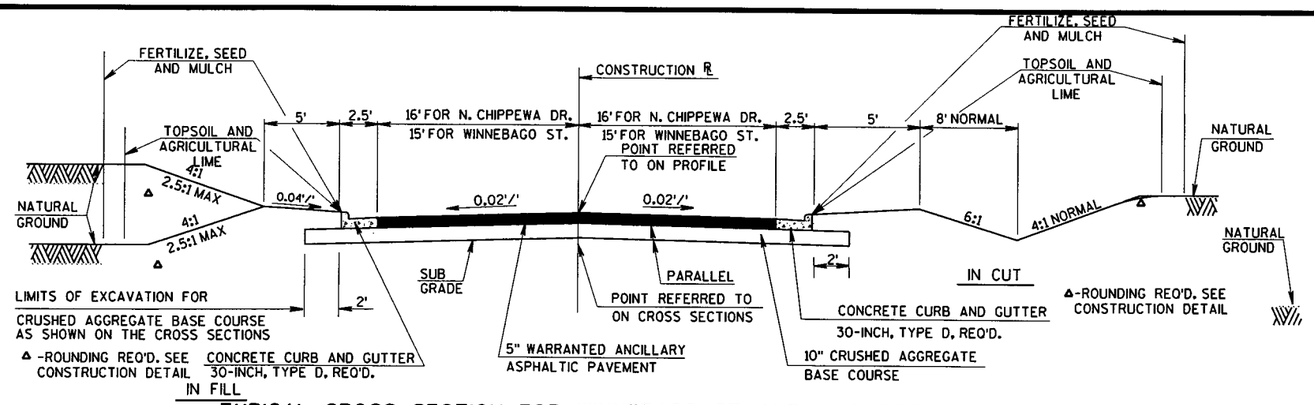
*NOTE: THE ENTIRE LEFT SHOULDER IS PAVED FROM STA. 48"CC"+00 TO STA. 59"CC"+00 LT.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME: TYPICAL9.PRF
PROJECT NO. 44-0307.00 FILE NAME: 020309 TS.DGNSCALE: -----

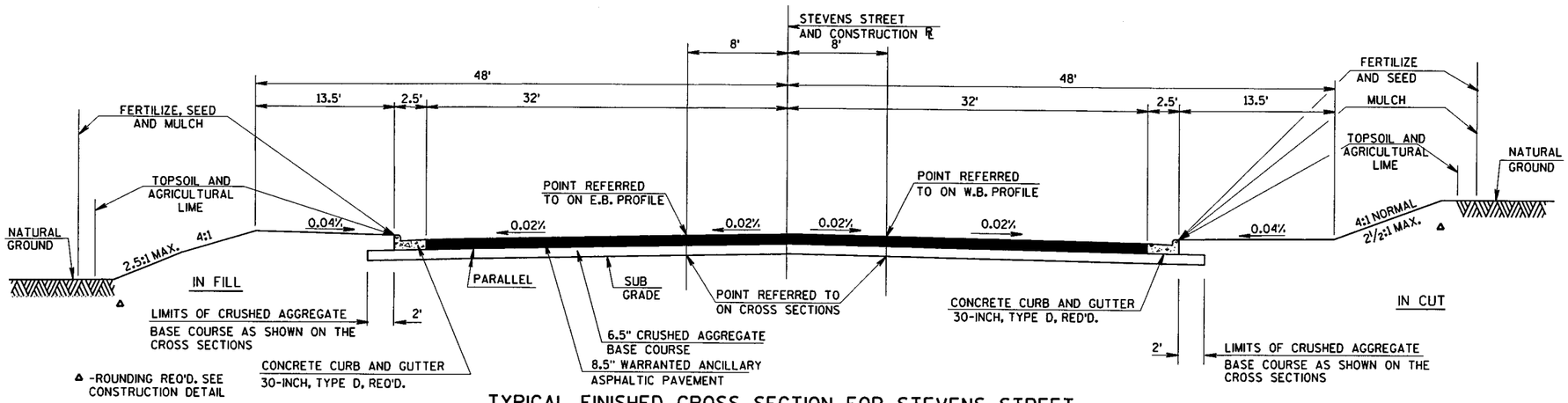
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	14
TYPICAL SECTIONS FOR	
S.T.H. 17	ONEIDA COUNTY



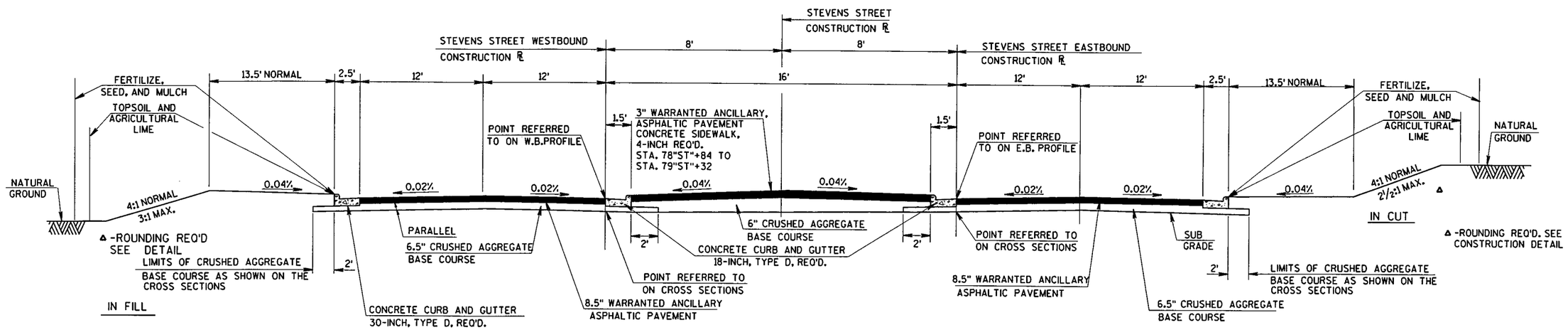
TYPICAL CROSS SECTION FOR WINNEBAGO ST. AND N. CHIPPEWA DRIVE

STA. 48"W"+00 TO STA. 49"W"+15 RT. WINNEBAGO ST.
STA. 48"W"+50 TO STA. 49"W"+15 LT. WINNEBAGO ST.



TYPICAL FINISHED CROSS SECTION FOR STEVENS STREET

STA. 75"ST"+00 TO STA. 77"ST"+92



TYPICAL CROSS SECTION FOR STEVENS STREET

STA. 77"ST"+92 TO STA. 79"ST"+57

PEN TABLE = &Plot+LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

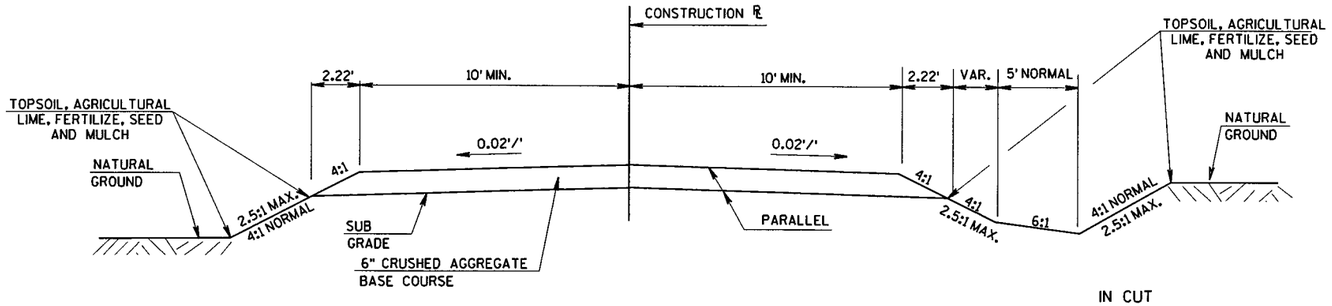
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME: TYPICAL9.PRF
PROJECT NO. 44-0307.00 FILE NAME: 020310 TS.DGN SCALE: -----

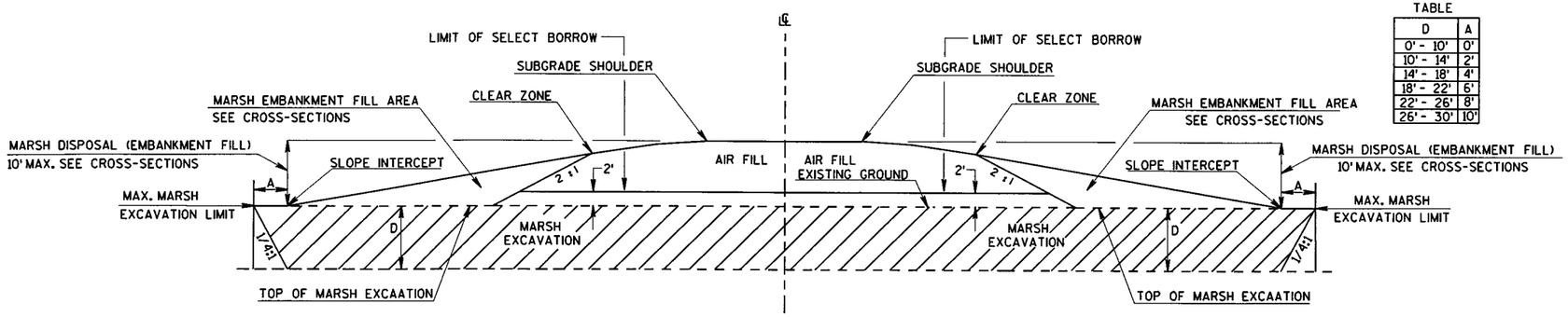
GB2
PEN TABLE = *Plot*LASER*level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	15

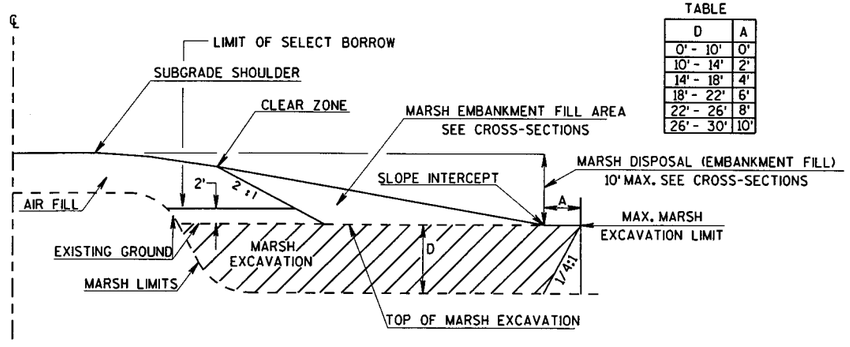
TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



TYPICAL CROSS SECTION FOR PRIVATE ENTRANCES AND FIELD ENTRANCES



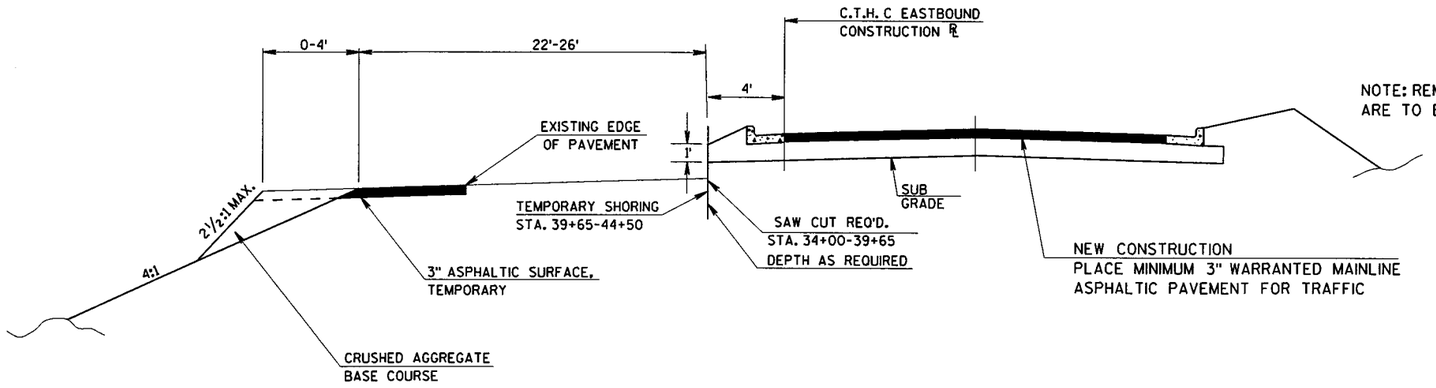
TYPICAL SECTION-MARSH EXCAVATION



TYPICAL 1/2 SECTION FOR MARSH EXCAVATION

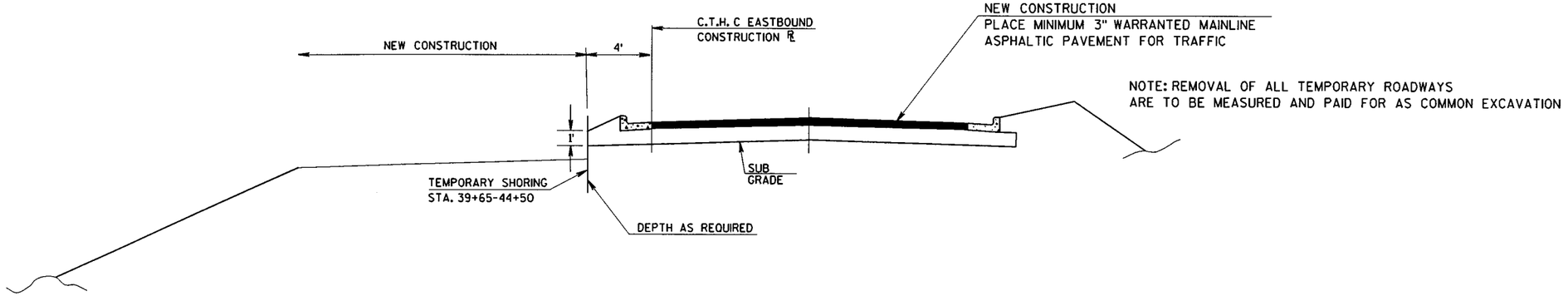
ORIGINATOR: KGS
PROJECT NO. 44-0307.00 DATE: 10/14/98 PLOT NAME:
FILE NAME: 020312 TS.DGN SCALE: -----
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	16
TYPICAL SECTIONS FOR	
S.T.H. 17	ONEIDA COUNTY



TYPICAL CROSS SECTION FOR TEMPORARY ROADS STAGE I

STA. 40+50 TO STA. 44+50 C.T.H. C



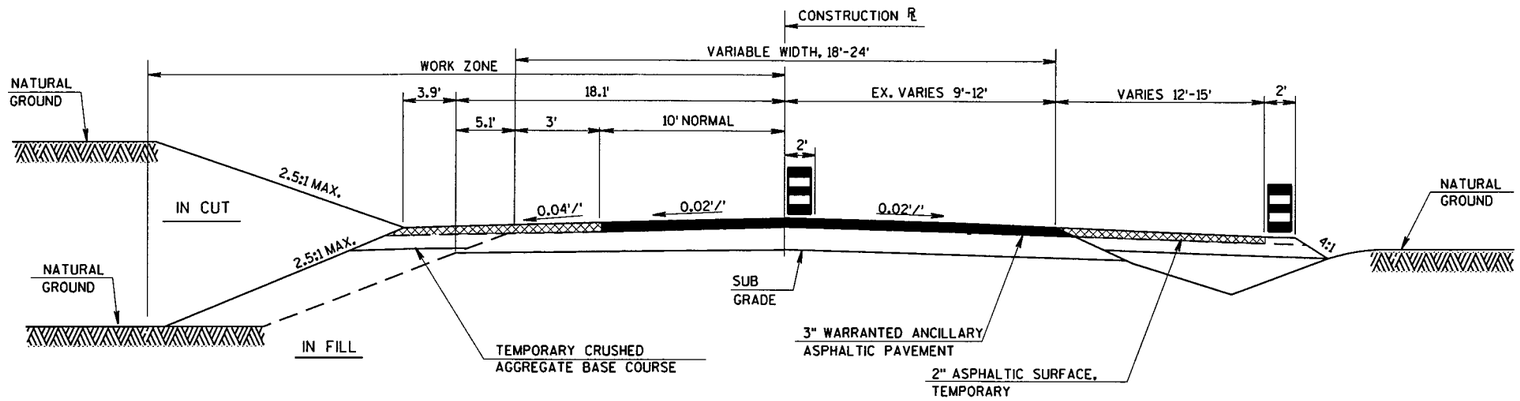
TYPICAL CROSS SECTION FOR TEMPORARY ROADS STAGE II

STA. 40+50 TO STA. 44+50 C.T.H. C

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62
ORIGINATOR: KCS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 020314 TS.DGN SCALE: ----

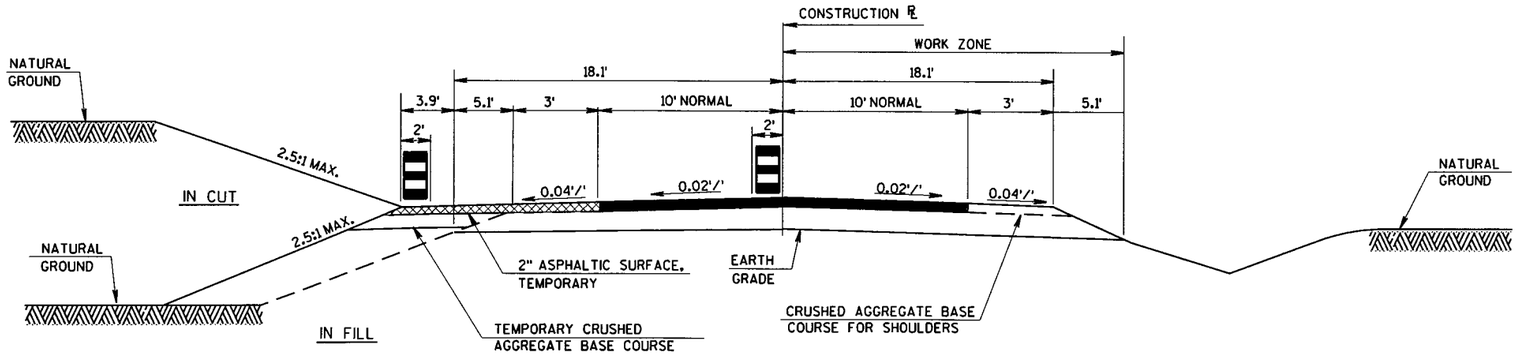
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	17

TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



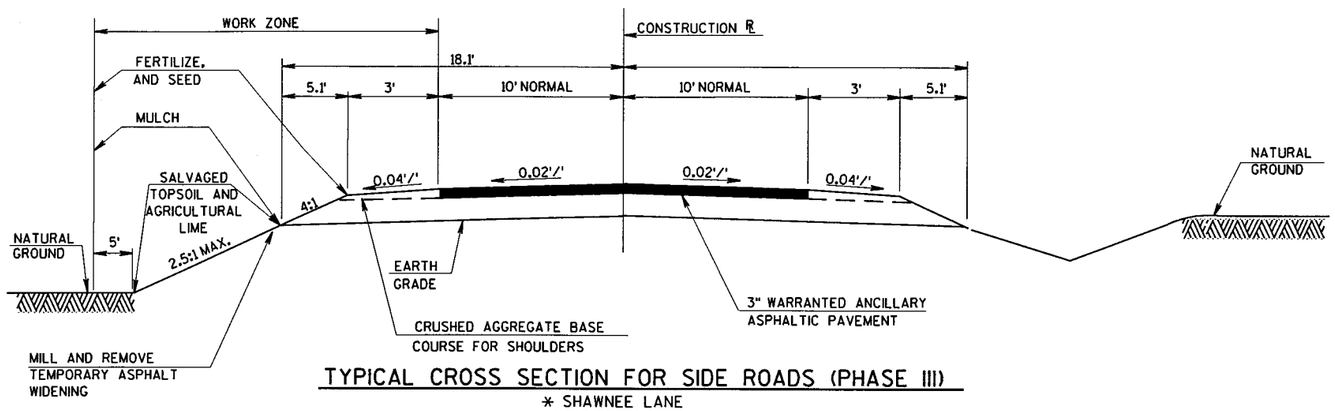
TYPICAL CROSS SECTION FOR SIDE ROADS (PHASE I)

NORTH CHIPPEWA DRIVE
OLD 8 RD.
C.T.H. CC



TYPICAL CROSS SECTION FOR SIDE ROADS (PHASE II)

SHAWNEE LANE
OHLSON LANE
NORTH CHIPPEWA DRIVE
OLD 8 RD.
GERMOND RD.
C.T.H. CC



TYPICAL CROSS SECTION FOR SIDE ROADS (PHASE III)

* SHAWNEE LANE
*OHLSON LANE
NORTH CHIPPEWA DRIVE
OLD 8 RD.
GERMOND RD.
C.T.H. CC

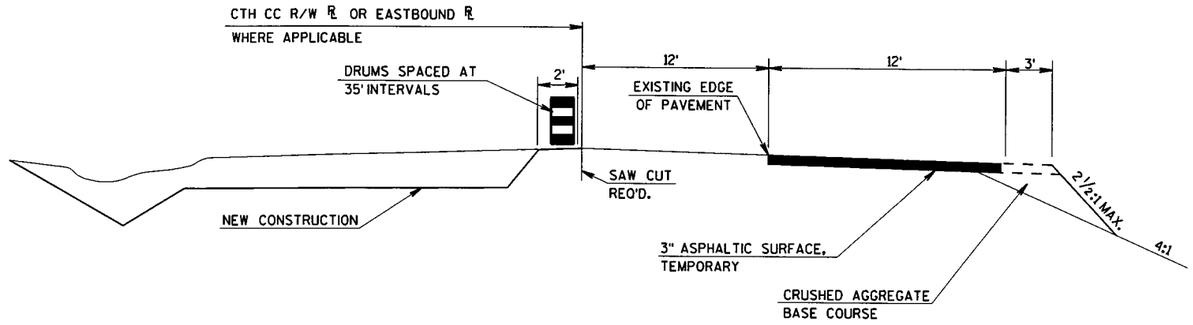
USE PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE:
FILE NAME: 020311 TS.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	18

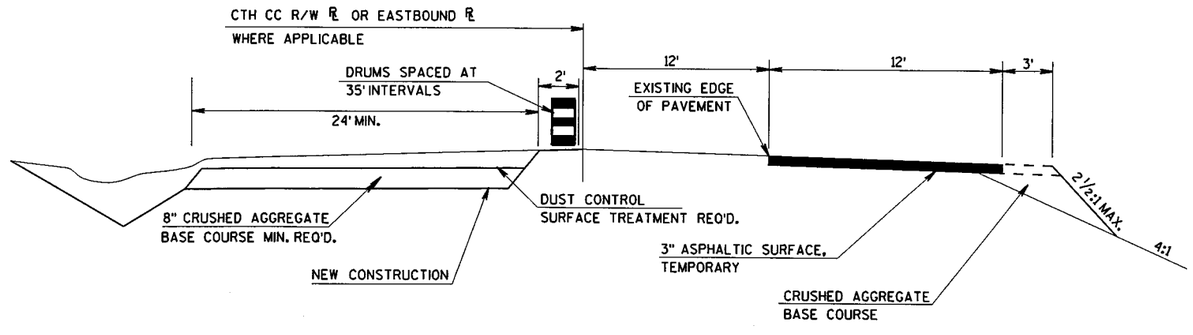
TYPICAL SECTIONS
FOR
S.T.H. 17 ONEIDA COUNTY



NOTE: REMOVAL OF ALL TEMPORARY ROADWAYS ARE TO BE MEASURED AND PAID FOR AS COMMON EXCAVATION

TYPICAL CROSS SECTION FOR TEMPORARY ROADWAYS STAGE I

STA. 48"CC"+00 TO STA. 70"CC"+00 C.T.H. CC



TYPICAL CROSS SECTION FOR TEMPORARY ROADWAYS STAGE II

STA. 48"CC"+00 TO STA. 70"CC"+00 C.T.H. CC

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

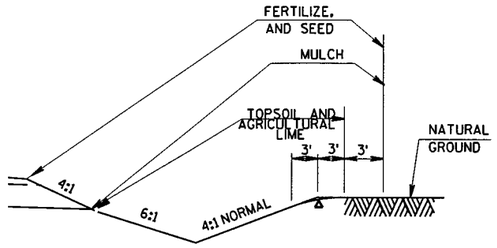
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-24-02
FILE NAME: 020315 TS.DGN
PLOT NAME:
SCALE: -----

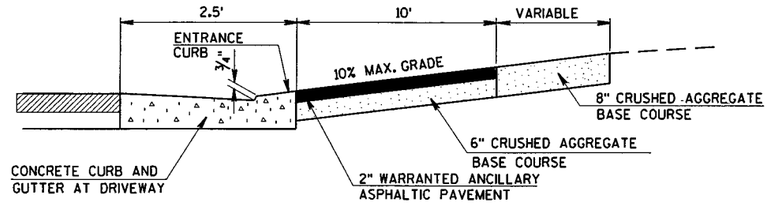
CB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

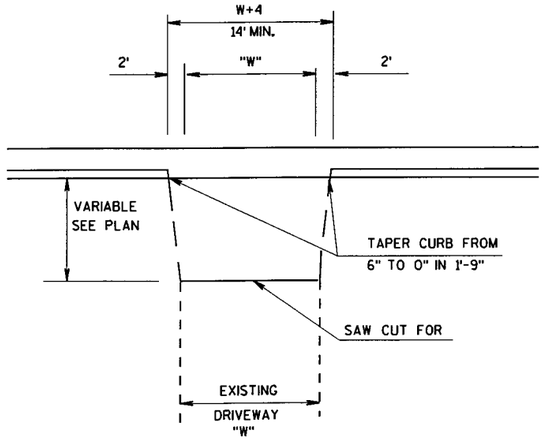
ORIGINATOR: KGS
PROJECT NO. 44-0307.00 DATE: 08-24-02
FILE NAME: 021001CD.DGN PLOT NAME: TYP14.PRF
SCALE: -----



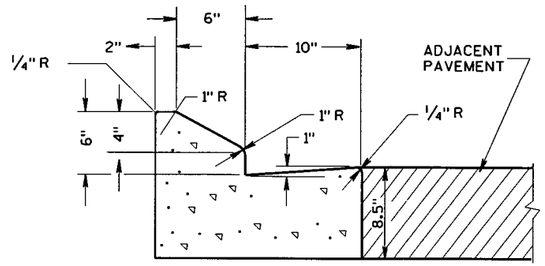
ROUNDING DETAIL



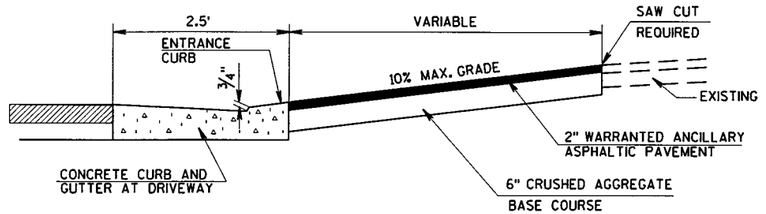
TYPICAL LONGITUDINAL SECTION AT
CRUSHED AGGREGATE SURFACE PRIVATE ENTRANCES



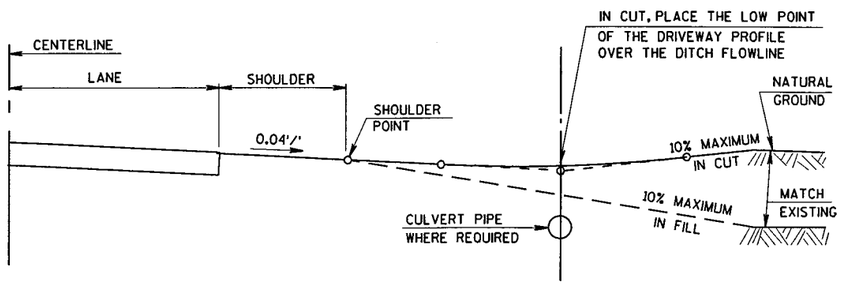
CURB CUT DETAIL FOR DRIVEWAYS



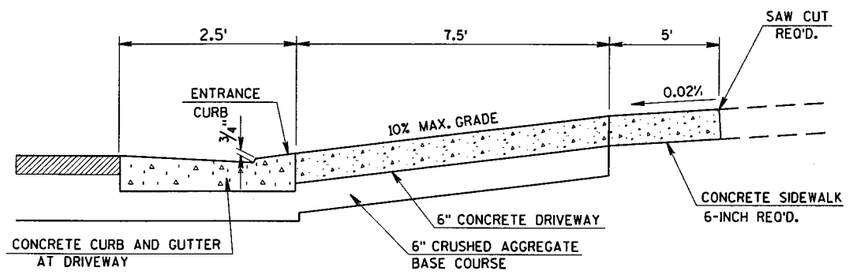
CONCRETE CURB AND GUTTER, 18-INCH, TYPE J



TYPICAL LONGITUDINAL SECTION AT
ASPHALTIC SURFACE PRIVATE ENTRANCES



TYPICAL DRIVEWAY PROFILES



TYPICAL LONGITUDINAL SECTION AT
CONCRETE SURFACE PRIVATE ENTRANCES

PEN TABLE = *Plot*LASER*level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

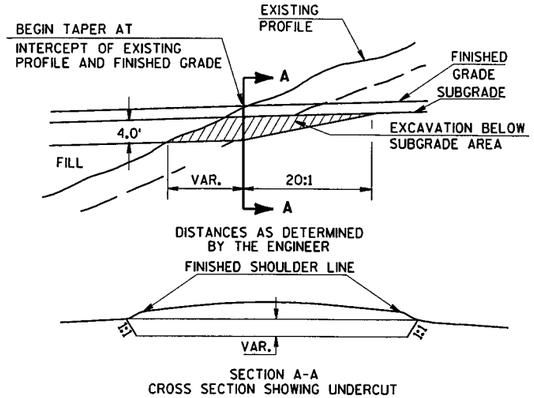
ORIGINATOR: KGS
PROJECT NO. 2710.00

DATE: 08-24-02
FILE NAME: 021004 DGN

PLOT NAME:
SCALE: -----

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	20

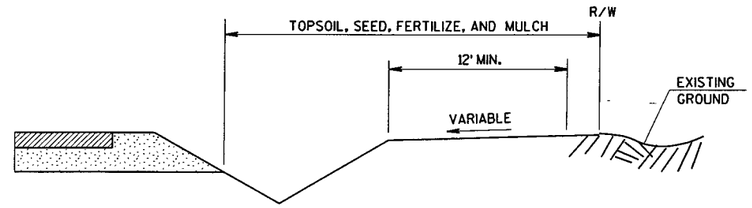
CONSTRUCTION DETAILS
FOR
S.T.H. 17 ONEIDA COUNTY



SECTION A-A
CROSS SECTION SHOWING UNDERCUT

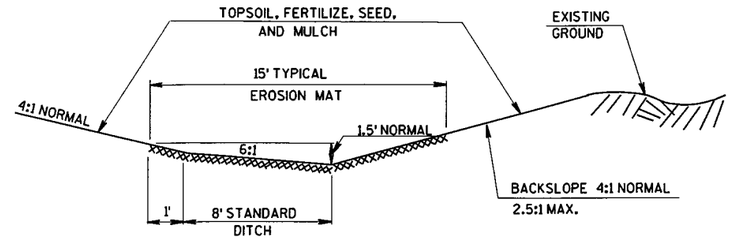
DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS

NOTE: EXCAVATE BELOW SUBGRADE ALL MOUTHS OF CUTS. EXACT LOCATIONS AND EXTENT OF EXCAVATION BELOW SUBGRADE (E.B.S.) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. E.B.S. AREA TO BE BACKFILLED MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL ACCEPTABLE TO THE ENGINEER. THE FILL WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 4' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.



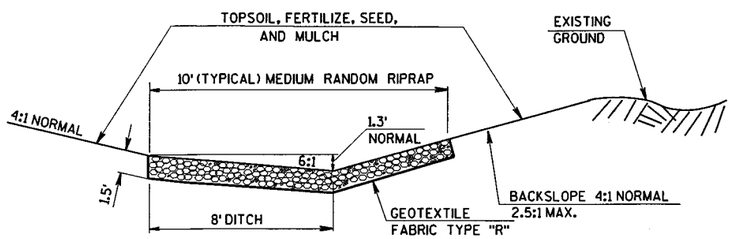
SNOWMOBILE TRAIL DETAIL

STA. 85+00 TO STA. 160+00 RT.
CLEAR AND GRUB TO R/W



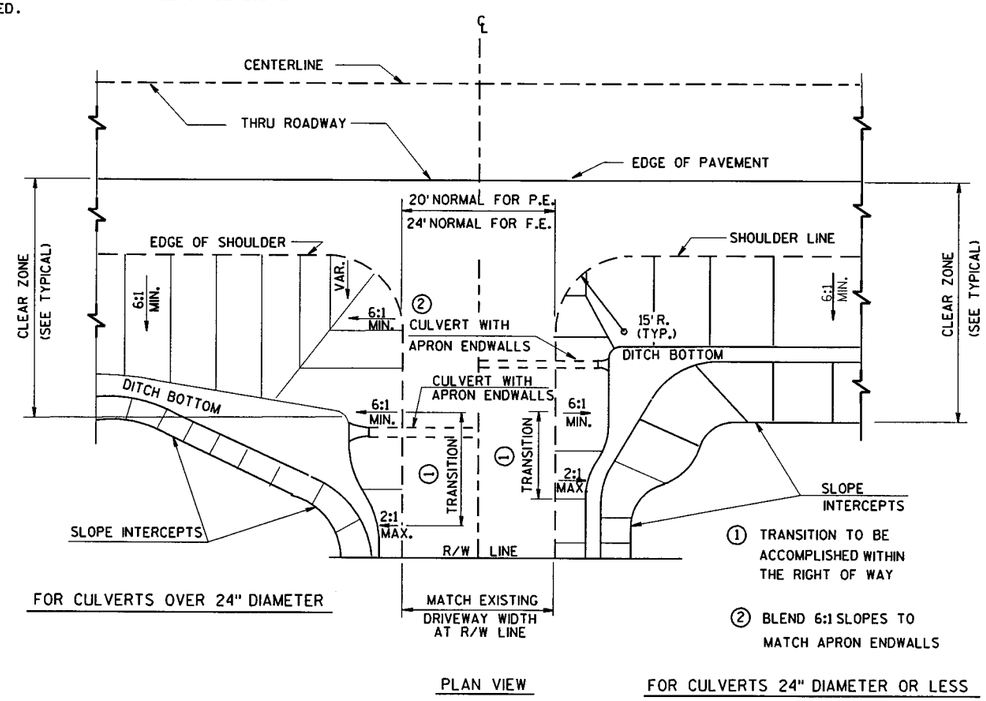
TYPICAL INSTALLATION FOR EROSION MAT

DITCH LINING



TYPICAL PLACEMENT OF MEDIUM RANDOM RIPRAP IN DITCHES

DITCH LINING



FOR CULVERTS OVER 24" DIAMETER

PLAN VIEW

FOR CULVERTS 24" DIAMETER OR LESS

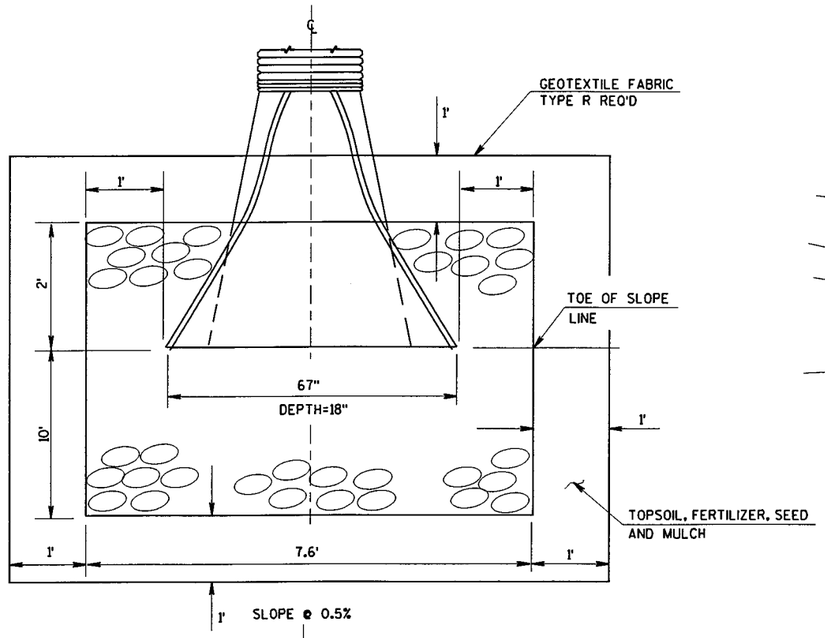
PRIVATE ENTRANCE GRADING DETAIL

IN NEW GRADING SECTIONS

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS DATE: 07/01/97 PLOT NAME: TYP13.PRF
PROJECT NO. 44-0307.00 FILE NAME: 021002 CD.DGN SCALE: -----

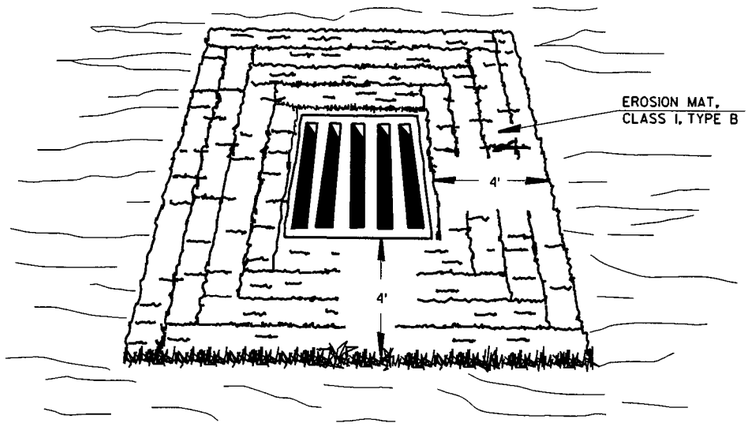


STEVENS ST. DITCH

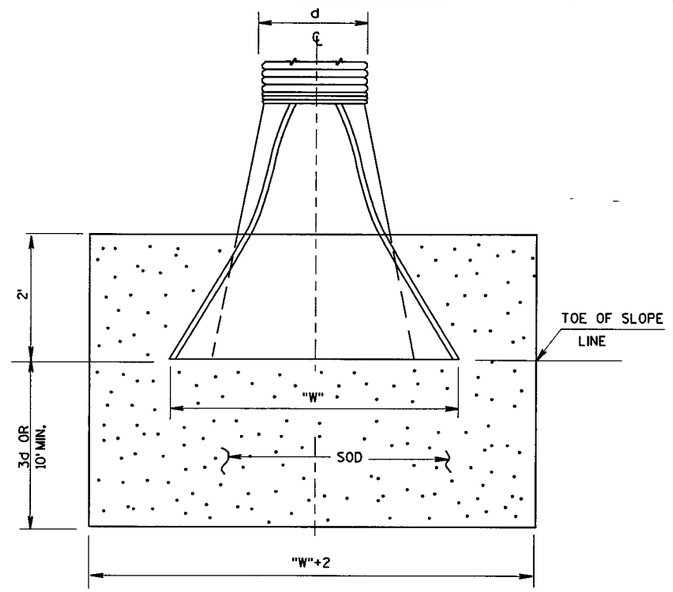
STA. 77"ST"+00 TO STA. 77"ST"+60

SPRING ROAD DITCH

STA. 19"S"+50 TO STA. 20"S"+30 RT.

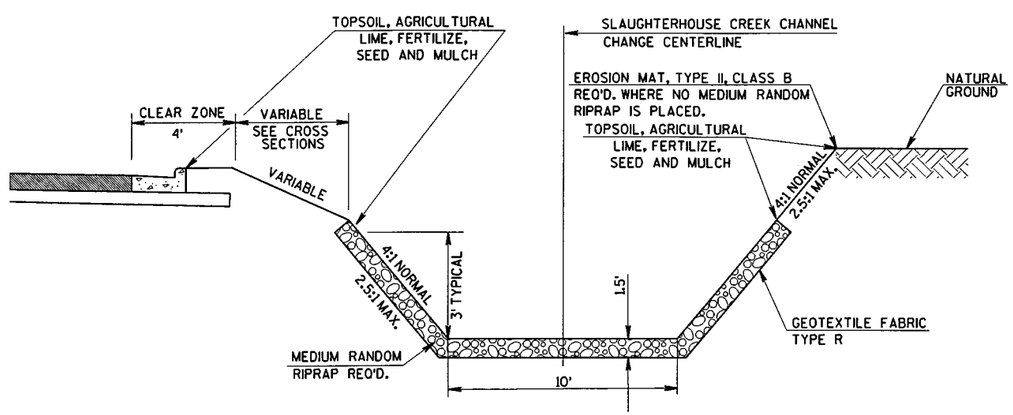


EROSION MAT, CLASS 1, TYPE B, AT INLETS



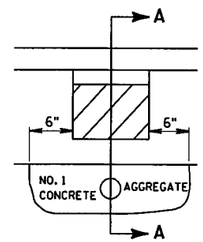
SOD AT END OF PIPE

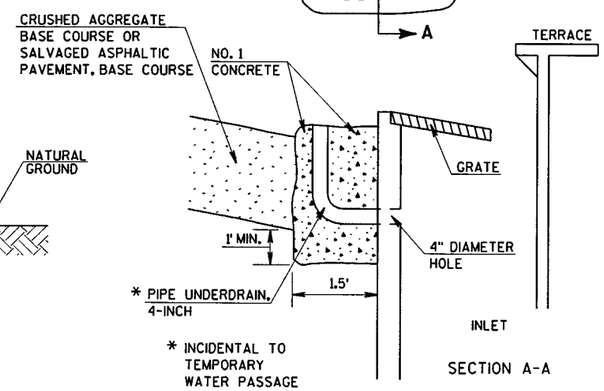
(CONCRETE OR METAL)



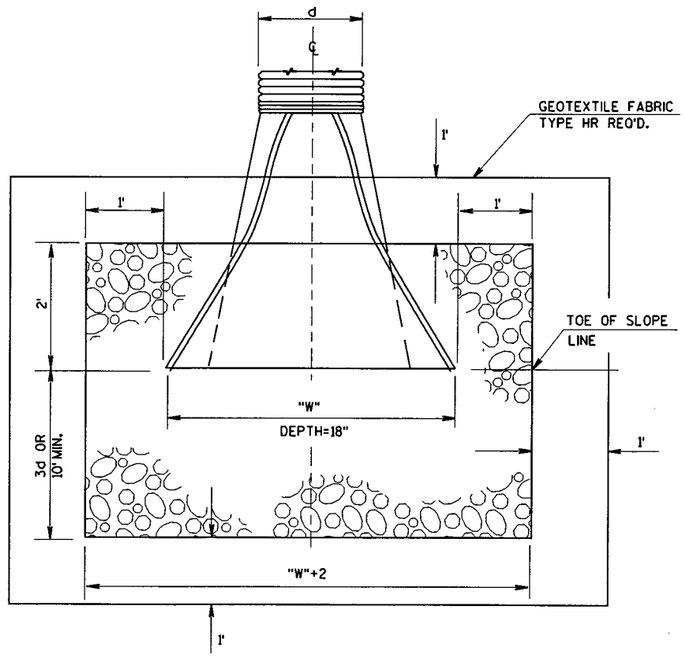
CHANNEL CHANGE TYPICAL SECTION

SLAUGHTERHOUSE CREEK
STA. 58+55 S.T.H. 17 RT. TO 44"C"+10 RT.
STA. 57+40 LT.



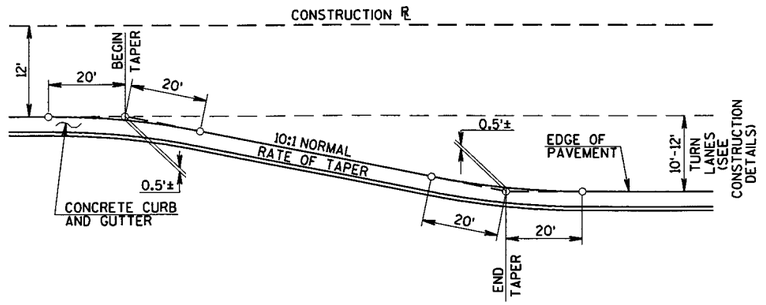


TEMPORARY WATER PASSAGE



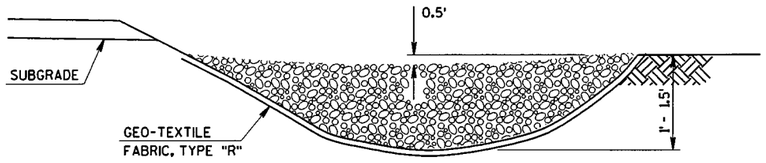
MEDIUM RANDOM RIPRAP AT PIPE ENDS

(CONCRETE OR METAL)

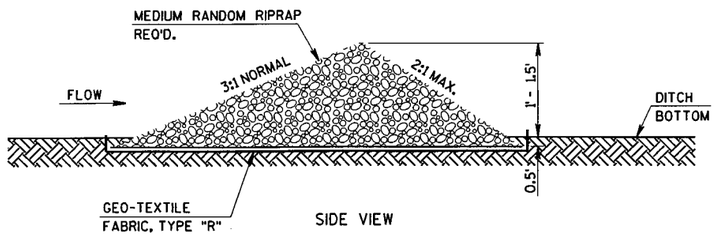


TYPICAL LAYOUT FOR TURN LANE TAPER TRANSITIONS

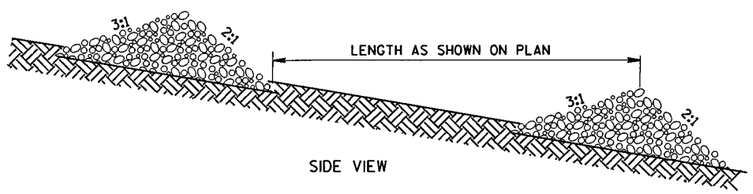
FOR MAINLINE TURN LANES AND MEDIAN
STORAGE TURN LANES



CROSS SECTIONAL VIEW



SIDE VIEW

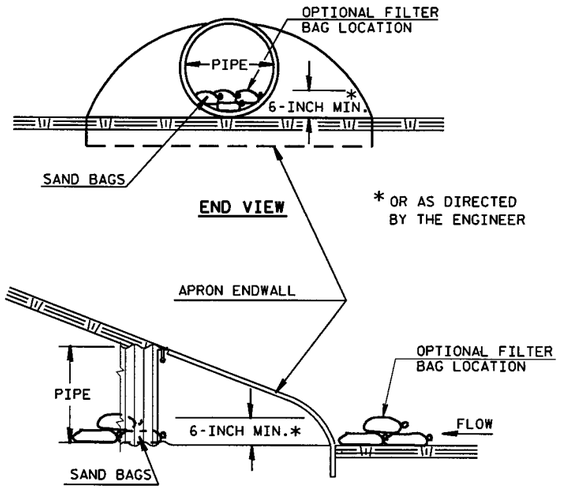


SIDE VIEW

STONE OR ROCK DITCH CHECK

(PAID FOR AS MEDIUM RANDOM RIPRAP
AND GEOTEXTILE FABRIC, TYPE R)

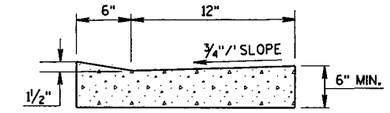
(NOT TO SCALE)



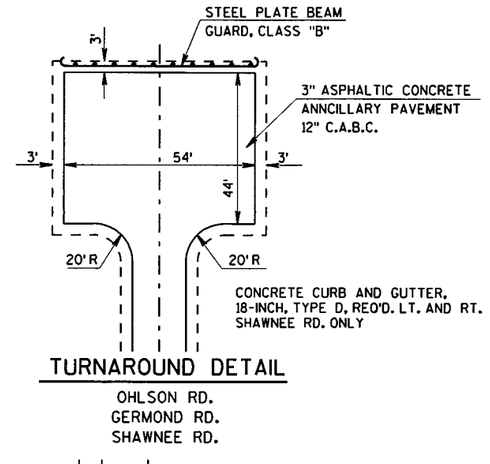
SIDE VIEW

CULVERT PIPE DITCH CHECK

(INSTALL ON INLET END ONLY)

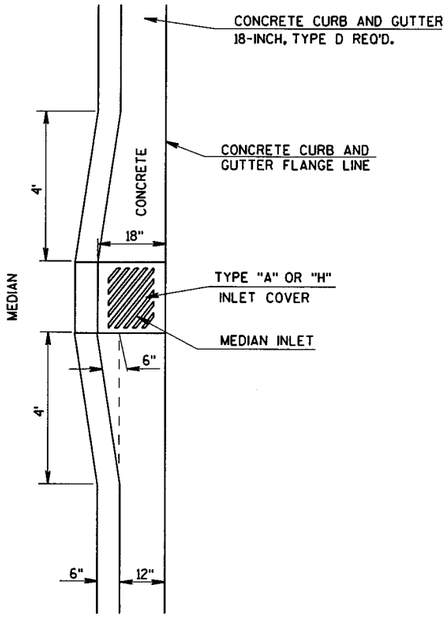


CONCRETE CURB AND GUTTER, 18-INCH, TYPE D MOUNTABLE

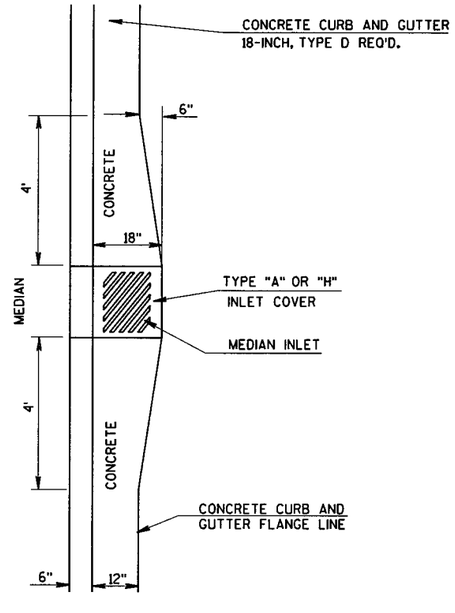


TURNAROUND DETAIL

OHLSON RD.
GERMOND RD.
SHAWNEE RD.



PLACEMENT OF INLET DETAIL WHERE CURB AND GUTTER IS 18-INCH AND MEDIAN WIDTH IS GREATER THAN 8 FEET



PLACEMENT OF INLET DETAIL WHER CURB AND GUTTER IS 18-INCH AND MEDIAN WIDTH IS LESS THAN 8 FEET

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: KGS
PROJECT NO. 2710.00
DATE: 08-24-02
FILE NAME: 021003 DGN
PLOT NAME: TYP12.PRF
SCALE: -----

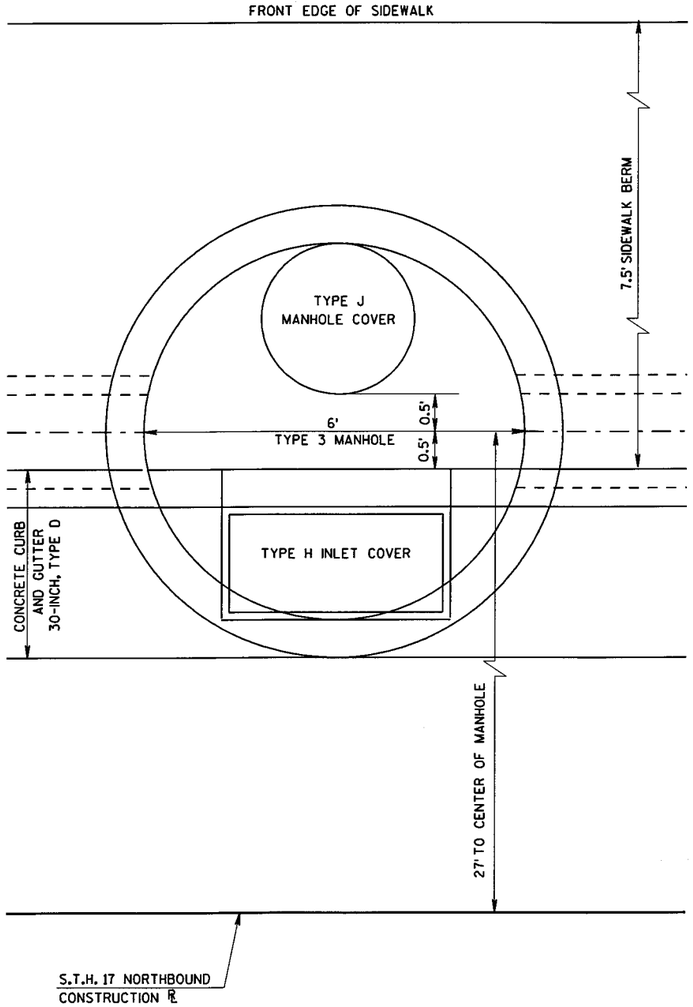
GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

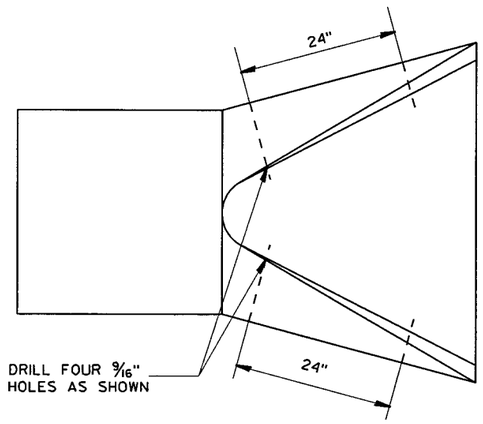
ORIGINATOR: KGS
PROJECT NO. 44-0307.00

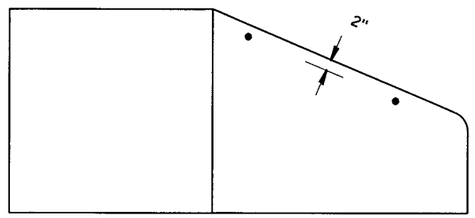
DATE: 08-24-02
FILE NAME: 021005 CD.DGN

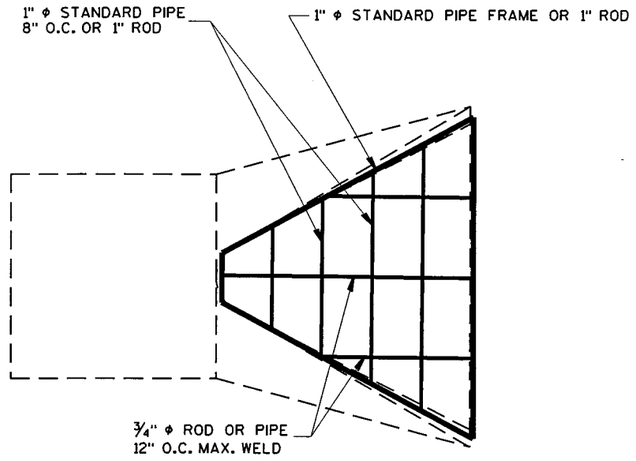
PLOT NAME:
SCALE: -----



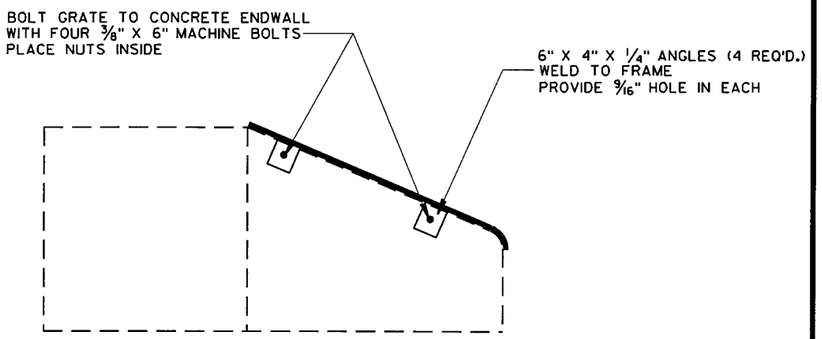
INLET±MANHOLE DETAIL

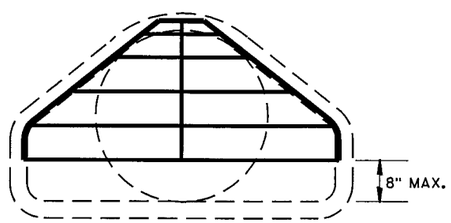






AT EACH PIPE





PIPE GRATE DETAIL

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	24

CONSTRUCTION DETAIL
STA. 4+00-STA. 10+00 FOR
S.T.H. 17 ONEIDA COUNTY

GRETCHEN THIBODEAUX

HAROLD W. AND LOIS D. GRUNST

6+39.35 100'

R/W LINE

9+00 100'

P.I.

+51 78' R.

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.
(6-INCH MOUNTABLE CURB)

ASPHALTIC FLUME
WITH SOD, REQ'D.

350'

S.T.H. 17 NBND. CONSTRUCTION ℄

S.T.H. 17 R/W ℄

EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

150' TAPER

STEEL PLATE BEAM
GUARD, CLASS A, REQ'D.

ENERGY ABSORBING
TERMINAL REQ'D.

	5	6	7	8	9	10
	1566.33					
	1565.63					
3'	1565.87					
12'	1564.94	1563.07	1561.20	1559.34	1557.47	1555.60
24'	1566.11	1565.18	1563.31	1561.44	1559.58	1557.71	1555.84
12'						
10'						
28'	1565.86	1563.07	1561.20	1559.34	1557.47	1555.60

100' TAPER

EDGE OF PAVEMENT
EDGE OF PAVED SHOULDER

ENERGY ABSORBING
TERMINAL REQ'D.

STEEL PLATE BEAM
GUARD, CLASS A, REQ'D.

ASPHALTIC FLUME
WITH SOD, REQ'D.

+46 73' R.

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.
(6-INCH MOUNTABLE CURB)

R/W LINE

6+39.32 100'

9+00 100'

10+00 140'

P.I.

HAROLD W. AND LOIS D. GRUNST

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-24-02 PLOT NAME:
PROJECT NO. 440307.00 FILE NAME: 021201 PD.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	25

CONSTRUCTION DETAIL
STA. 10+00-STA. 16+00 FOR
S.T.H. 17 ONEIDA COUNTY

GRETCHEN THIBODEAUX, ET.AL.

10+00 140'

R/W LINE

+75.27 140'

GN

STEEL PLATE BEAM GUARD, CLASS A, REQ'D.

S.T.H. 17 NBND. CONSTRUCTION ℄

P.C. 12+75.26

S.T.H. 17 R/W ℄

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

10	11	12	13	14	15	16
1555.60	1553.80	1552.44	1551.59	1551.25	1551.43	1552.05
1555.84	1554.04	1552.74	1552.14	1551.87		1552.68
1555.60	1553.80	1553.04	1552.69	1552.50		

S.T.H. 17

10'

12'

12'

10'

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

STEEL PLATE BEAM GUARD, CLASS A, REQ'D.

STA. 16+48
STRUCTURE B-43-47 REQ'D.

MEDIUM RANDOM RIPRAP, REQ'D.

8

CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES

12'

CONCRETE STRUCTURE APPROACH SLAB, REQ'D.

10'

7

CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES

P.I.

R/W LINE

10+00 140'

P.I.

+75.27 140'

P.I.

HAROLD W. AND LOIS D. GRUNST

GRETCHEN THIBODEAUX, ET.AL.

BONITA HALE et.al.

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

FILE NAME: 021202 PD.DGN
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63.
021201A_PD.REDN = 11-63
STORM.DGN ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	26

CONSTRUCTION DETAIL
FOR
STA. 17+00-STA. 22+00
S.T.H. 17 /OLD 8 ROAD ONEIDA COUNTY

KENNETH N. SMITH
AND GLORIA J. SMITH
REVOCABLE TRUST

R/W LINE

+67.60
117.63'

+87.56
140'

PELICAN RIVER

OLD 8 ROAD
CONSTRUCTION ℄

OLD 8 ROAD

3'
TYP.

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

119"OE"

ASPHALTIC FLUME
WITH SOD REQ'D.

CONCRETE PAVEMENT,
8-INCH, REQ'D.

S.T.H. 17
NBND. CONST. ℄

S.T.H. 17
R/W ℄

STA. 19+10.71 S.T.H. 17 R/W ℄=
STA. 120+00.00 OLD 8 ROAD R/W ℄ AND CONST. ℄

ENERGY ABSORBING
TERMINAL REQ'D.

18" SOLID WHITE
STOP LINE

ASPHALTIC FLUME
WITH SOD REQ'D.

50' TAPER

+13.89
65'

R/W LINE

GN

GLADYS M. KOSBAB REVOCABLE TRUST

+71.68
90'

EXISTING WOVEN WIRE FENCE,
WITH ONE STRAND BARBED WIRE
(REMOVE)

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

150' TAPER

S.T.H. 17

STRUCTURE B-43-47
REQUIRED

CONCRETE STRUCTURE
APPROACH SLAB, REQ'D.

90' TAPER

BM#29

CONCRETE PAVEMENT,
8-INCH, REQ'D.

STEEL THRIE BEAM
STRUCTURAL APPROACH REQ'D.
(SEE STRUCTURAL PLANS)

ASPHALTIC FLUME
WITH SOD REQ'D.

18" SOLID WHITE
STOP LINE

121"OE"

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.
(6-INCH MOUNTABLE CURB)
(ALL 4 QUADRANTS)

P.C.=121"OE"+31.19

100' TAPER

ASPHALTIC FLUME
WITH SOD REQ'D.

R/W LINE

+73.87
130'

STA. 19+13.68 S.T.H. 17 NBND. CONST. ℄=
STA. 120"OE"+17.81 OLD 8 ROAD R/W ℄ AND CONST. ℄

+47.35
55'

KENNETH N. SMITH
AND GLORIA J. SMITH
REVOCABLE TRUST

ABANDONED R.R. BED

EXISTING R/W

P.L.

122"OE"

TYP.

PROTECTIVE POLYMER FOR
SNOWMOBILE CROSSING
REQUIRED STA. 121"OE"+30+/-

GLADYS M. KOSBAB REVOCABLE TRUST

R/W LINE

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA
GB2

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE: 8/1/99
FILE NAME: 021003 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	27

CONSTRUCTION DETAIL
FOR
STA. 36+00-STA. 41+50
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

RAYMOND L. AND JEANETTE ROBINSON

P.L.

GN

GLADYS M. KOSBAB REVOCABLE TRUST

R/W LINE

+00
110'

EXISTING WOVEN WIRE FENCE
WITH ONE STRAND BARBED WIRE
(REMOVE)

EXISTING WOVEN WIRE FENCE
WITH ONE STRAND BARBED WIRE
(REMOVE)

S.T.H. 17
NBND. CONST. ℄

S.T.H. 17
R/W ℄

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

P.C. 39+18.91 SBND. E.O.P. CONST. ℄

S.T.H. 17 SOUTHBOUND
E.O.P. CONST. ℄

36	37	38	39	40	41
1564.87	1564.95	1564.98	1564.97	1564.89	1564.79	1564.62	1564.42	1564.15	1563.85	1563.49	1563.10	1562.68
1565.11	1565.16	1565.22	1565.21	1565.13	1565.03	1564.86	1564.66	1564.39	1564.09	1563.73	1563.34	1562.92
1564.87	1564.92	1564.98	1564.97	1564.89	1564.79	1564.62	1564.42	1564.15	1563.85	1563.49	1563.10	1562.68

10'
12'
12'
10'

EDGE OF PAVEMENT

EDGE OF PAVED SHOULDER

R/W LINE

RAYMOND L. AND JEANETTE ROBINSON

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02

DATE: 8/1/99
FILE NAME: 021204 PD.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	28

CONSTRUCTION DETAIL
FOR
STA. 41+50-STA. 47+50
S.T.H. 17 ONEIDA COUNTY

GLADYS M. KOSBAB
REVOCABLE TRUST

GN

+00 130'

R/W LINE

EXISTING WOVEN WIRE FENCE
WITH ONE STRAND BARBED WIRE
(REMOVE)

P.T.= 42+05.13 S.T.H. 17
SBND. E.O.P. CONST. ℄

P.I.= 43+02.36 S.T.H. 17
SBND. CONST. ℄

S.T.H. 17
SBND. E.O.P. CONST. ℄

S.T.H. 17
R/W ℄

S.T.H. 17
SBND CONST. ℄

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

SEE ALIGNMENT DIAGRAM
FOR TAPER LENGTH

CONCRETE SIDEWALK,
4-INCH, REQ'D.

SOD MEDIAN REQ'D.

42 43 44 45 46 47

1562.13 1561.65 1561.18 1560.74 1560.26 1559.82 1559.39 1558.92 1558.84 1558.90 1558.32 1557.99 1557.57
1562.68 1562.25 1561.83 1561.40 1560.98 1560.54 1560.12 1559.69 1559.27 1558.84 1558.42 1557.99 1557.57
1562.92 1562.49 1562.07 1561.64 1561.22 1560.78 1560.36 1559.93 1559.51 1559.08 1558.66 1558.23 1557.81
1562.68 1562.25 1561.83 1561.40 1560.98 1560.54 1560.12 1559.69 1559.27 1558.84 1558.42 1557.99 1557.57

1560.54 1559.61 1559.69 1559.27 1559.27 1558.84 1558.56 1558.19 1557.77

+97 3% +54 4% 20' 9 10" 12" 12" 12" 12" 10"

CORRUGATED CONCRETE
MEDIAN REQUIRED

S.T.H. 17
NBND. CONST. ℄

10

MEDIUM RANDOM
RIPRAP REQ'D.

EDGE OF PAVEMENT

EDGE OF PAVED SHOULDER

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

R/W LINE

+00 120'

+00 130'

RAYMOND L. AND
JEANETTE ROBINSON

P.L.

DAVID J. AND
NOREEN L. STEIN

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,

ORIGINATOR: DJD DATE: 7/1/99 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021205 PD.DGN SCALE:
REVISED BY: KGS
DATE REVISED: 08-24-02

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	29

CONSTRUCTION DETAIL
FOR
STA. 47+50-STA. 53+50
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

GLADYS M. KOSBAB
REVOCABLE TRUST

MUSSON BROS. INC.

N5

P.L.

R/W LINE

+95.21
130'

EXISTING WOVEN WIRE FENCE
WITH ONE STRAND BARBED WIRE
(REMOVE)

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

MEDIUM RANDOM
RIPRAP REQ'D.

SEE ALIGNMENT DIAGRAM
FOR TAPER LENGTH

P.C.=49+10.08 S.T.H. 17
SBND. E.O.P. CONST. ℄

S.T.H. 17 SBND.
E.O.P. CONST. ℄

P.I.= 50+53.23 S.T.H. 17
SBND. E.O.P. CONST. ℄

S.T.H. 17
SBND. CONST. ℄

P.C.C.=51+95.58 S.T.H. 17
SBND. CONSTRUCTION ℄

P.T.= 51+96.32 S.T.H. 17
SBND. E.O.P. CONST. ℄

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

SOD MEDIAN REQUIRED

	48		49		50		51		52		53
	1557.57	1557.14	1556.72	1556.29	1555.86	1555.44	1555.01	1554.59	1554.16	1553.74	1553.31
	1557.81	1557.38	1556.96	1556.53	1556.10	1555.68	1555.25	1554.67	1554.00	1553.36	1552.70
	1557.57	1557.14	1556.72	1556.29	1555.86	1555.44	1555.01	1554.59	1553.84	1552.97	1552.09

	48		49			50		51		52		53
	1557.57	1557.14	1556.72	1556.29	1555.87	1555.44	1555.01	1554.59	1554.16	1553.74	1553.31	1552.89
	1557.77	1557.34	1556.92	1556.50	1556.06	1555.63	1555.25	1554.84	1554.53	1554.26	1553.95	1553.53
	1557.57	1557.14	1556.72	1556.29	1555.87	1555.44	1555.01	1554.59	1554.16	1553.74	1553.31	1552.89

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	30

CONSTRUCTION DETAIL
FOR
STA. 53+50-STA. 59+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-24-02
DATE: 8/15/99
FILE NAME: 021207 PD.DGN
PLOT NAME:
PLOT SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

MUSSON BROS. INC.

QUARRY

R/W LINE

56+00 130'

57+00 140'

MATCH EXISTING CHANNEL AT SLAUGHTERHOUSE CREEK

MEDIUM RANDOM RIPRAP REQ'D.

CONCRETE CURB AND GUTTER 30-INCH, TYPE J, REQ'D.

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

S.T.H. 17 SBND. CONST. ℄

SOD MEDIAN REQ'D.

S.T.H. 17 NBND. CONST. ℄

EDGE OF PAVEMENT

EDGE OF PAVED SHOULDER

MEDIUM RANDOM RIPRAP, REQ'D.

CONCRETE CURB AND GUTTER 30-INCH, TYPE J, REQ'D.

MEDIUM RANDOM RIPRAP, REQ'D.

S.T.H. 17 R/W ℄

55+50 100'

R/W LINE

SHARON CUTLER

P.L.

RUSSELL W. AND SHELLEY A. DERN

CHRISTOPHER L. AND JULIE A. WILSON

CHANNEL CHANGE REQ'D.
SEE DETAIL AND CROSS SECTIONS FOR LOCATION

STATE PROJECT NUMBER
S.V. 9040-05-70

SHEET NO. 31

CONSTRUCTION DETAIL
FOR
STA. 59+00-STA. 65+00
S.T.H. 17 ONEIDA COUNTY

MUSSON BROTHERS, INC.

R/W LINE

59+50 10'Rt

R/W LINE

SEE CONSTRUCTION DETAIL FOR OHLSON LANE CUL-DE-SAC LAYOUT

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

OBLITERATE OLD ROAD

28"OH"

RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E. 10' WIDE

28+33.72 65'

63+25 180'

R/W LINE

SAN. M.H.

S.V.

S.V.

S.V.

EQUATION

CONCORD 6, L.L.C. A WISCONSIN LIMITED LIABILITY CO.

P.T. 65+22.16 S.T.H. 17 SBND. CONST. ℄ BK.
= 65+11.67 S.T.H. 17 SBND. CONST. ℄ AH.

GN

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

BM#13

TRANSITION CONCRETE CURB AND GUTTER, 30-INCH, TYPE J TO CONCRETE CURB AND GUTTER, 18-INCH, TYPE D IN 10 FEET

TAPER ASPHALTIC PAVEMENT SHOULDER FROM 10 FEET TO 2.5 FEET IN 50 FEET

29"OH"

S.T.H. 17 SBND. CONST. ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

1548.64 1548.21 1547.78 1547.36 1546.96 1546.56 1546.33 1546.18 1546.03 1545.97
1548.00 1547.57 1547.15 1546.72 1546.32 1545.92 1545.69 1545.54 1545.39 1545.33
1547.36 1546.93 1546.51 1546.08 1545.68 1545.28 1545.05 1544.90 1544.75 1544.64
1547.36 1546.93 1546.51 1546.08 1545.67 1545.32 1545.16 1545.01 1544.86 1544.83
1547.78 1547.36 1546.72 1546.29 1545.87 1545.44 1545.03 1544.68 1544.52 1544.37 1544.22 1544.69
1547.14 1546.72 1546.08 1545.65 1545.24 1544.80 1544.39 1544.04 1543.88 1543.73 1543.58 1544.95 1544.84 1544.99
1546.50 1546.08 1545.24 1544.39 1543.67 1544.31 1544.46 1544.60
1543.82 1543.96

59 60 61 62 63 64 65

20 21 22 23 24 25 26 27 28 29 30 31 32 33

12" 10' 100' TAPER

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

30"OH"

40"x57" C.P. (REMOVE)

GAS SIGN

OHLSON LANE

S.T.H. 17 R/W ℄

SOD MEDIAN REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE J, REQ'D.

BURIED GAS LINE (APPROXIMATE LOCATION)

CAUTION

31"OH"

CHANNEL CHANGE REQ'D.
SEE DETAIL AND CROSS SECTIONS FOR LOCATION

S.T.H. 17 NBND. CONST. ℄

R/W LINE

60+00 100'

30+85.14 26.37'

OBLITERATE OLD ROAD

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

EXISTING R/W

OHLSON LANE
R/W ℄ AND CONST. ℄

CHRISTOPHER L. AND JULIE A. WILSON

32"OH"

EQUATION

P.T. 64+97.33 S.T.H. 17 NBND. CONST. ℄ BK.
= 65+11.67 S.T.H. 17 NBND. CONST. ℄ AH.

HO.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021208 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	32

CONSTRUCTION DETAIL
FOR
STA. 65+00-STA. 71+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE:
FILE NAME: 021209 PD.DGN
PLOT NAME:
SCALE:

EQUATION
P.T. 65+11.66 S.T.H. 17 R/W ℄
P.T. 65+22.16 S.T.H. 17 SBND. CONST. ℄ BK.
STA. 65+11.67 S.T.H. 17 SBND. CONST. ℄ AH.

ASPHALT
BUILDING
GN
MH
POWER BOX
BM*240
STA. 71+25
CONCORD 6, L.L.C.
A WISCONSIN LIMITED
LIABILITY CO.
EXISTING DRAIN PIPE
BEGIN RETAINING WALL STA. 67+20
S.T.H. 17 SBND. CONST. ℄
RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E. 10' WIDE
STA. 68+25 M.H. REQ'D.
45° BEND REQ'D. FOR 12" ROOF DRAIN
P.C. 69+34.87 S.T.H. 17 R/W ℄, 50' NBND. CONST. ℄ AND SBND. CONST. ℄
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
STA. 70+25 M.H. REQ'D.
(TO REMAIN) M.H.
24" RCP
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
R/W LINE
TOP OF WALL 1548.7
GROUND AT WALL 1547.69
T.O.W. 1557.0
(REMOVE) M.H.
SOD MEDIAN REQ'D.
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 NBND. CONST. ℄
S.T.H. 17 R/W ℄
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
SLAUGHTERHOUSE CREEK
S.V.
CHANNEL CHANGE REQ'D.
SEE DETAIL AND CROSS SECTIONS FOR LOCATION
EQUATION
P.T. 64+97.33 S.T.H. 17 NBND. CONST. ℄ BK. =
STA. 65+11.67 S.T.H. 17 NBND. CONST. ℄ AH.
R/W LINE
67+54.17
150'
±34.87
130'
NINA J. REINKE
CONCORD 6, L.L.C.
A WISCONSIN LIMITED
LIABILITY CO.
P.L.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	33

CONSTRUCTION DETAIL
FOR
STA. 71+00-STA. 77+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: KCS
DATE REVISED: 08-24-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE:
FILE NAME: 021210 PD.DGN
PLOT NAME:
SCALE:

NOTE: SEE C.T.H. C CONSTRUCTION DETAILS FOR S.T.H. 17/C.T.H. C LAYOUT.

POWER BOX

BUILDING

GN

(TO REMAIN) M.H.

SS — SS — SS — SS — 24" RCP — SS

END RETAINING WALL STA. 71+75

CONCORD 6, L.L.C.
A WISCONSIN LIMITED
LIABILITY CO.

12" P.V.C.

S.T.H. 17
SBND. CONST. ℄

RESTRICTIVE DEVELOPMENT
EASEMENT AND P.L.E. 10'

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D

S.T.H. 17
R/W ℄

CHAIN LINK FENCE
5-FOOT, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

+61 SBND. ℄ 125' R.

R/W LINE

76+32.49
50'

49

50

15"

71 72 73 74 75 76 77

1562.0 1554.42 1553.64 1554.14 1554.64 1554.73 1555.23 1555.73
1559.0 1555.84 1555.06 1555.56 1556.06 1556.14 1556.64 1557.14
1557.5 1556.59 1555.81 1556.58 1557.08 1557.65 1558.15 1558.65
1558.20 1558.70 1559.20 1559.25 1559.75 1560.25
1559.85 1560.35 1560.85 1560.90 1561.40 1562.90
1561.44 1561.94 1562.44 1562.48 1562.98 1563.48
1562.88 1563.38 1563.88 1563.91 1564.41 1564.91
1564.17 1564.67 1565.17 1565.19 1565.69 1566.19
1564.32 1565.82 1566.32 1566.33 1566.83 1567.33
1566.32 1566.82 1567.32 1567.20 1567.82 1568.32
1567.17 1567.33 1568.17 1568.02 1568.66 1569.16
1567.87 1568.37 1568.87 1568.86 1569.36 1569.86
1568.43 1568.93 1569.43 1569.00 1569.42 1569.92 1570.42

10' 12' 12' 12' 10' 12' 15'

44 45 46 47 48 51 52

SOD MEDIAN REQ'D.

+50 NBND. ℄

+65 NBND. ℄

S.T.H. 17
NBND. CONST. ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE SIDEWALK
4-INCH, REQ'D.

12" RETAINING WALL
(REMOVE)

75' R. +68 NBND. ℄

MEDIUM RANDOM
RIPRAP, REQ'D.

CHANNEL CHANGE REQ'D.
SEE DETAIL AND CROSS
SECTIONS FOR LOCATION

MEDIUM RANDOM
RIPRAP, REQ'D.

R/W LINE

CONCORD 6, L.L.C.
A WISCONSIN LIMITED
LIABILITY CO.

P.L.

73+32.05
130'

R/W LINE

COLLEEN G.
CHARBARNEAU

P.L.

MICHAEL D. AND
KELLY J. BARNETT

P.L.

BERNICE
BENNETT

75+01.09
130'

R/W LINE

25'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	34

CONSTRUCTION DETAIL
FOR STA. 80+00 TO STA. 85+00
S.T.H. 17 ONEIDA COUNTY

P.L.

DANIEL A. AND
SHELBY J. BLAMBERG

ROBERT D.
COHEN, ET.AL.

DAVID MEINNERT AND
NICHOLAS METROPULOS

JAMES C. SEBESTYEN AND
AUGUST A. SCHOENECK, JR.

EQUATION
P.T. 85+66.29 S.T.H. 17 SBND. CONST. ℄ BK.=
84+91.41 S.T.H. 17 SBND. CONST. ℄ AH.

EQUATION
P.T. 85+69.20 S.T.H. 17 R/W ℄ BK.=
84+91.41 S.T.H. 17 R/W ℄ AH.

P.C. 80+77.79 S.T.H. 17 R/W℄
NBND. CONST. ℄ AND SBND. CONST. ℄

80+00
90°

82+80
00

83+50
75.86

85+91.41
90°

85+00
80

GUY WIRE
TO RADIO TOWER

R/W LINE

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE SIDEWALK
4-INCH REQ'D.

CONCRETE SIDEWALK,
4-INCH, REQ'D.

S.T.H. 17
SBND. CONST. ℄

S.T.H. 17
R/W ℄

S.T.H. 17
NBND. CONST. ℄

30'

5'

12'

16'

80 81 82 83 84 85 BK. 85 AH.

1572.27 1572.44 1572.59 1572.68 1572.57 1572.90 1572.86 1573.29 1573.34 1573.77 1573.83 1574.26 1574.31 1574.73 1574.80 1575.23 1575.28 1575.71 1575.76 1576.19 1576.24 1576.67 1576.70 1577.09 1577.33 1577.58 1577.83

1572.27 1572.18 1572.76 1573.24 1573.72 1574.20 1574.69 1575.17 1575.66 1576.14 1576.62 1577.10 1577.47 1577.54 1577.95 1578.28 1578.64

1572.36 1572.84 1573.32 1573.80 1574.27 1574.75 1575.23 1575.71 1576.19 1576.67 1577.15 1577.58 1578.01 1578.36

1572.60 1573.16 1573.72 1574.23 1574.70 1575.18 1575.66 1576.14 1576.62 1577.10 1577.53

1572.84 1573.49 1574.11 1574.66 1575.13 1575.61 1576.09 1576.57 1577.05

75 76 77 78 79

SOD MEDIAN REQUIRED

EQUATION
P.T. 85+72.12 S.T.H. 17 NBND. CONST. ℄ BK.
P.T. 84+91.41 S.T.H. 17 NBND. CONST. ℄ AH.

MEDIUM RANDOM
RIPRAP REQ'D.

MEDIUM RANDOM
RIPRAP REQ'D.

80+49.17
139.73'

+77.79
140'

+77.79
110'

MICHAEL AND EVDOKIA ROUMAN

ORIGINATOR: KGS
PROJECT NO. 440307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45

DATE:
FILE NAME: 021212 PD.DGN
PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	35

CONSTRUCTION DETAIL

STA. 85+00-STA. 91+00 FOR S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON

DATE:
FILE NAME: 021213 PD.DGN
PLOT NAME:
SCALE:

JAMES C. SEBESTYEN AND AUGUST A. SCHOENECK, JR.

GN

EQUATION

P.T.=85+69.20 S.T.H. 17 R/W ℄

P.T.=85+66.29 S.T.H. 17 SBND. CONST. ℄ BK.=
84+91.41 S.T.H. 17 SBND. CONST. ℄ AH.

R/W LINE

S.T.H. 17 SBND. CONST. ℄

S.T.H. 17 R/W ℄

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

CONCRETE SIDEWALK, 4-INCH, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

SOD MEDIAN REQ'D.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

EQUATION

P.T.=85+72.12 S.T.H. 17 NBND. CONST. ℄ BK.=
84+91.41 S.T.H. 17 NBND. CONST. ℄ AH.

S.T.H. 17 NBND. CONST. ℄

MEDIUM RANDOM RIPRAP, REQ'D.

MEDIUM RANDOM RIPRAP, REQ'D.

100' TAPER

100'

R/W LINE

85+91.41
110'

89+86.28
110'

R/W LINE

MICHAEL AND EVDOKIA ROUMAN

	85		86		87		88		89		90		91
	1577.33	1578.20	1578.80	1579.28	1579.76	1580.25	1580.73	1581.24	1581.70	1582.18	1582.66	1583.11	1583.51
	1577.58	1578.26	1578.93	1579.52	1580.00	1580.49	1580.97	1581.46	1581.94	1582.42	1582.90	1583.35	1583.75
	1577.83	1578.32	1578.80	1579.28	1579.76	1580.25	1580.73	1581.22	1581.70	1582.18	1582.66	1583.11	1583.51
	1577.92	1578.40	1578.88	1579.36	1579.83	1580.31	1580.79	1581.27	1581.75	1582.23	1582.71	1583.13	1583.55
	1578.28	1578.68	1579.12	1579.60	1580.07	1580.55	1581.03	1581.51	1581.99	1582.47	1582.95	1583.37	1583.79
	1578.64	1578.95	1579.10	1579.36	1579.83	1580.31	1580.79	1581.27	1581.75	1582.23	1582.61	1583.13	1583.55
												1582.91	1583.31

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	36

CONSTRUCTION DETAIL

STA. 91+00-STA. 97+00 FOR
STH 17/N.SHORE — ONEIDA COUNTY

SEBASTYEN AND SCHOENECK

CONCRETE SIDEWALK 4-INCH, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

STA. 92+75.44 S.T.H. 17 SBND. CONST. ℄ = STA. 49"E"+91.99 EISENHOWER WAY

CURB RAMP, TYPE 2, REQ'D.

P.C. 49+47.99

EISENHOWER WAY

MEDIUM RANDOM RIPRAP, REQ'D.

HOSPITAL PROPERTY

SLOPE INTERCEPT

STA. 92+75.10 S.T.H. 17 R/W ℄ = STA. 50"E"+00.00 EISENHOWER WAY = STA. 50"N"+00.00 NORTH SHORE DR.

CONCRETE SIDEWALK, 4-INCH, REQ'D.

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄

3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT

SOD MEDIAN REQ'D.

STA. 92+74.72 S.T.H. 17 NBND. CONST. ℄ = STA. 50"N"+08.01 NORTH SHORE DRIVE

MEDIUM RANDOM RIPRAP REQ'D.

S.T.H. 17 NBND. CONST. ℄

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 97+00±

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, (MOUNTABLE)

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CONCRETE SIDEWALK 4-INCH, REQ'D.

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 51"NS"+30 ±

MICHAEL AND EVDOKIA ROUMAN

RESTORE CABC PRIVATE ENTRANCE

RESTORE CABC PRIVATE ENTRANCE

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

T.I. (T.L.E.) FOR P.E. CONSTRUCTION

T.I. (T.L.E.) FOR BUILDING REMOVAL

HOSPITAL PROPERTY

N. SHORE DR.

51"N"

52"N"

49"E"

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 02124 PD.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	37

CONSTRUCTION DETAIL
FOR
STA. 97+00-STA. 103+00
S.T.H. 17 ONEIDA COUNTY

OBLITERATE OLD ROAD

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

EXISTING R/W

HOSPITAL PROPERTY

R/W LINE

99+00
120'

EXISTING R/W

N5

HOSPITAL PROPERTY

100+12.96
105'

R/W LINE

MEDIUM RANDOM
RIPRAP REQ'D.

97

S.T.H. 17
SBND. CONST. ℄

C.T.H. C

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

MEDIUM RANDOM
RIPRAP REQ'D.

102

CONCRETE SIDEWALK,
4-INCH, REQ'D.

5'

S.T.H. 17
R/W LINE

12"

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

12"

7.5'

1583.72	1583.35	1582.93	1582.45	1581.92	1581.32	1580.67	1579.99	1579.30	1578.62	1577.93	1577.25	1576.57
1583.96	1583.59	1583.17	1582.69	1582.16	1581.56	1580.91	1580.23	1579.54	1578.86	1578.17	1577.49	1576.81
97		98		99		100		101		102		103
1583.72	1583.35	1582.93	1582.45	1581.92	1581.32	1580.67	1579.99	1579.30	1578.62	1577.93	1577.25	1576.57

96 95 101 100 103

SOD MEDIAN REQ'D.

97		98		99		100		101		102		103
1583.71	1583.35	1582.93	1582.45	1581.91	1581.31	1580.66	1579.98	1579.30	1578.62	1577.93	1577.25	1576.57
1583.95	1583.59	1583.17	1582.69	1582.15	1581.55	1580.90	1580.22	1579.54	1578.86	1578.17	1577.49	1576.81
1583.71	1583.35	1582.93	1582.45	1581.91	1581.31	1580.66	1579.98	1579.30	1578.62	1577.93	1577.25	1576.57

94 99

12" 12" 12" 12"

93 98

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

S.T.H. 17
NBND. CONST. ℄

PROTECTIVE POLYMER FOR
SNOWMOBILE CROSSING
REQUIRED STA. 97+00±

R/W LINE

R/W LINE

EXISTING R/W

101+33.85
110'

102+77.34
100'

HOSPITAL PROPERTY

EXISTING R/W

OBLITERATE OLD ROAD

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021215 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	38

CONSTRUCTION DETAIL
FOR
STA. 103+00-STA. 109+00
S.T.H. 17 ONEIDA COUNTY

EXISTING R/W
SPRING ROAD
EXISTING R/W
HOSPITAL PROPERTY
R/W LINE
KENNETH E. AND MICHELLE L. MILLER
HOUSE
KENNETH KICHEFSKI
STA. 20"S"+00 SPRING ROAD
MEDIUM RANDOM RIPRAP, REQ'D.
REMOVE EXISTING C.P.
2-30" C.P. REQ'D.
20"S" (REMOVE) 20"x30"CMP
CONSTRUCTION LIMITS STA. 20"S"+00
CONSTRUCTION LIMITS STA. 23"S"+88 MATCH EXISTING P.E. CENTERLINE
T.I. (T.L.E.) FOR P.E. CONSTRUCTION
P.C.=20"S"+56.12
P.C.=22"S"+95.07
P.T.=23"S"+63.94
P.I.
21"S"
22"S"
23"S"
105+12.77 170.30'
105+01.85 105'
107+66.13 151'
107+00 151'
107+00 85'
108+00 100'
106+04.68 S.T.H. 17 R/W ℄
106+04.69 100'
105+50 S.T.H. 17 R/W
125.02'
P.C.=106+21.86 S.T.H. 17 SBND. CONST. ℄
P.C.=106+21.86 S.T.H. 17 NBND. CONST. ℄
STA. 105+69.85 S.T.H. 17 R/W ℄
92.02'
STA. 109+03.88 S.T.H. 17 R/W ℄
92.00'
MEDIUM RANDOM RIPRAP, REQ'D.
PROVIDE DITCH TO DRAIN
CONCRETE CURB AND GUTTER, 30-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER, 18-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK, 4-INCH, REQ'D.
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 NBND. CONST. ℄
S.T.H. 17 R/W ℄
SOD MEDIAN REQ'D.
12"
7.5'
36"
5'
25'
101 102 103 104 105 106 107 108 109
98 99 100 103 104 105 106
1576.57 1576.81 1575.89 1576.13 1575.20 1575.44 1574.52 1574.76 1573.83 1574.03 1573.15 1572.91 1573.15 1571.99 1572.23 1570.96 1571.42 1571.88 1570.29 1570.79 1569.89 1570.39 1570.89 1571.29 1570.06 1570.66 1569.25 1569.41 1569.56 1569.75 1569.91 1570.26 1570.41 1570.75 1571.26
1576.57 1576.81 1575.89 1576.13 1575.20 1575.44 1574.52 1574.76 1573.83 1574.07 1573.89 1573.41 1573.67 1573.15 1572.47 1572.84 1573.21 1571.88 1572.35 1572.82 1571.29 1571.79 1571.39 1571.89 1572.29 1570.89 1571.06 1570.56 1571.41 1570.91 1571.56

SPRING ROAD CURVE DATA

P.I.	21"S"+46.54
	Y 173478.830
	X 2158643.810
△	= 20°30'09"
D	= 11°27'33"
T	= 90.43'
L	= 178.92'
E	= 8.11'
R	= 500.00'
P.C.	20"S"+56.12
P.T.	22"S"+35.03
S.E.	N/A
L.R.	N/A

SPRING ROAD CURVE DATA

P.I.	23"S"+34.62
	Y 173654.350
	X 2158571.020
△	= 70°27'58"
D	= 102°18'50"
T	= 39.55'
L	= 68.87'
E	= 12.56'
R	= 56.00'
P.C.	22"S"+95.07
P.T.	23"S"+63.94
S.E.	N/A
L.R.	N/A

CONSTRUCTION DETAIL FOR S.T.H. 17

CB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
LEVELS ON = 1-63
1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60
ORIGINATOR: KGS
PROJECT NO. 440307.00
DATE: 08-24-02
FILE NAME: 02126 PD.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	39

CONSTRUCTION DETAIL
FOR
STA. 109+00-STA. 115+00
S.T.H. 17 ONEIDA COUNTY

HOUSE

SEE PREVIOUS SHEET
FOR CURVE DATA

KENNETH KICHEFSKI

P.T.= 110+96.17 S.T.H. 17 NBND. CONST. ℄

P.T.= 110+88.94 S.T.H. 17 SBND. CONST. ℄

P.T.= 111+11.83 S.T.H. 17 R/W ℄

110+00 85'

115+00 140'

115+00 130'

R/W LINE

N5

CONC. SLAB

(ABANDON) WELL

S.T.H. 17
SBND. CONST. ℄

MEDIUM RANDOM
RIPRAP, REQ.D.

CONCRETE SIDEWALK,
4-INCH, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

SOD MEDIAN REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

S.T.H. 17
NBND. CONST. ℄

S.T.H. 17
R/W ℄

111+11.83 85'

115+00 85'

KENNETH KICHEFSKI

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021217 PD.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	40

CONSTRUCTION DETAIL
FOR
STA. 115+00-STA. 121+00
S.T.H. 17 ONEIDA COUNTY

KENNETH KICHEFSKI

MICHAEL J. AND JOAN M. STINGL

D. BRUCE AND M. DIANNE ARTHUR

GERALDINE G. BIARD, AS TRUSTEE OF THE BIARD REVOCABLE LIVING TRUST

N5

P.L.

S.T.H. 17 SBND. CONST. ℄

S.T.H. 17 NBND. CONST. ℄

S.T.H. 17 R/W ℄

115+03.29 130'

115+00 130'

R/W LINE

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

PIPE UNDERDRAIN, 6-INCH, REQ'D.

CONCRETE SIDEWALK, 4-INCH, REQ'D.

100' TAPER

200'

SOD MEDIAN REQ'D.

MEDIUM RANDOM RIPRAP REQ'D.

P.C.=115+66.46 NBND. CONST. ℄

P.C.=115+59.25 SBND. CONST. ℄

P.C.=116+03.29 S.T.H. 17 R/W ℄

119+49.44
70'

SOD ISLAND REQ'D.

ASPHALTIC FLUME WITH SOD REQUIRED

CABC

EXISTING R/W

115+00
85'

KENNETH KICHEFSKI

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO: 4403O7.00
DATE: 08-24-02
FILE NAME: 021218 PD.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	41

CONSTRUCTION DETAIL
FOR
STA. 123+00-STA. 129+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE:
FILE NAME: 021220 PD.DGN
PLOT NAME:
PLOT SCALE:

GERALD N. FERCELLO, ET.AL.

EXISTING R/W

P.T.= 123+47.64 S.T.H. 17 NBND. CONST. ℄

P.T.= 123+52.50 S.T.H. 17 SBND. CONST. ℄

123+65.20
100'

BURIED GAS LINE
(APPROXIMATE LOCATION)

125+20.05
100'

R/W LINE

EQUATION

STA. 125+50.93 S.T.H. 17 SBND. CONST. ℄ BK.=
STA. 125+20.05 S.T.H. 17 SBND. CONST. ℄ AH.

S.T.H. 17 SBND.
CONST. ℄

CONCRETE SIDEWALK
4-INCH, REQ'D.

127+00
70'

BURIED GAS LINE
(APPROXIMATE LOCATION)

R/W LINE

SOD
REQUIRED

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

100' TAPER

200'

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

S.T.H. 17
R/W ℄

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SOD MEDIAN REQ'D.

S. CHIPPEWA DR.

S.T.H. 17

M.H. (ADJUST)

WV (ADJUST)

24" CP (REMOVE)

CONCRETE SIDEWALK
4-INCH, REQ'D.

STA. 124+40
REMOVE P.E.

CABC
PE

SIGN

MEDIUM RANDOM
RIPRAP, REQ'D.

S.T.H. 17 NBND.
CONST. ℄

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

R/W LINE

R/W LINE

P.L.

RHINELANDER ICE
ASSOCIATION

EQUATION

STA. 125+46.07 S.T.H. 17 NBND. CONST. ℄ BK.=
STA. 125+20.05 S.T.H. 17 NBND. CONST. ℄ AH.

P.T.= 125+20.05
S.T.H. 17 R/W ℄ 90'

NOTE: THE PROPOSED STORM SEWER GRADE FROM STA. 123+00-STA. 129+00 MAY BE CLOSE TO EXISTING SANITARY SEWER GRADE. A SLIGHT ADJUSTMENT MAY BE REQUIRED.

ZION EVANGELICAL LUTHERAN
CHURCH OF RHINELANDER, WISCONSIN

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	42

CONSTRUCTION DETAIL
FOR
STA. 129+00-STA. 135+00
S.T.H. 17 ONEIDA COUNTY

GERALD N. FERCELLO, ET.AL.

RHINELANDER WISCONSIN CONGREGATION OF JEHOVAH'S WITNESSES, INC.

ASPHALT LOT

P.L.

GRADE

REMOVE SPRINLER SYSTEM

ABANDONED SPRINKLER SYSTEM (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION) CAUTION

T.I. (T.L.E) FOR SLOPING

PLANTER

135+05.88 70' 40' R.

+78 SBND. R 40' R.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

CONCRETE SIDEWALK, 4-INCH REQ'D.

S.T.H. 17 SBND. CONST. ℄

SOD REQUIRED AT PIPE INLET

S.T.H. 17 R/W ℄

R/W LINE

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

100' TAPER

UTIL. MARKER

CURB RAMP TYPE 2. REQ'D.

CONCRETE SIDEWALK, 4-INCH REQ'D.

SOD MEDIAN REQUIRED

MH (ADJUST)

MH. (ADJUST)

SOD REQUIRED AT PIPE INLET

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

S.T.H. 17 NBND. CONST. ℄

SOD REQUIRED AT PIPE INLET

CONCRETE SIDEWALK, 4-INCH REQ'D.

150' TAPER

+67 NBND. R 60' R.

CURB RAMP, TYPE 2, REQ'D.

60' R.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

R/W LINE

ZION EVANGELICAL LUTHERAN CHURCH OF RHINELANDER, WISCONSIN

129 130 131 132 133 134 135

147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162

1593.29 1593.10 1592.90 1592.70 1592.51 1592.31 1592.11 1591.92 1591.72 1591.53 1591.33 1591.14 1590.94
1593.53 1593.34 1593.14 1592.94 1592.75 1592.55 1592.35 1592.16 1591.96 1591.77 1591.57 1591.38 1591.18
1593.29 1593.10 1592.90 1592.70 1592.51 1592.31 1592.11 1591.92 1591.72 1591.53 1591.33 1591.14 1590.94
1593.31 1593.11 1592.91 1592.72 1592.52 1592.32 1592.13 1591.93 1591.73 1591.54 1591.34 1591.14 1590.95
1593.55 1593.35 1593.15 1592.96 1592.76 1592.56 1592.37 1592.17 1591.97 1591.78 1591.58 1591.38 1591.19
1593.31 1593.11 1592.91 1592.72 1592.52 1592.32 1592.13 1591.92 1591.73 1591.54 1591.34 1591.14 1590.95
1591.24 1590.93 1590.81

1590.60 1590.30 1590.77

+94 +94

12' 12' 12'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	43

CONSTRUCTION DETAIL
FOR
STA. 135+00-STA. 141+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

BUILDING

COUNTY OF ONEIDA
A WISCONSIN MUNICIPAL CORPORATION

END CURB AND GUTTER STA. 48+00 W/R SNI±SIX3

WINNEBAGO STREET

EXISTING R/W

CONSTRUCTION LIMITS STA. 48+00

END CURB AND GUTTER STA. 48+50

18" SOLID WHITE STOP LINE REQ'D.

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

S.T.H. 17 SBND. CONST. ℄

S.T.H. 17 R/W ℄

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

GAS LINE (APPROXIMATE LOCATION)

CAUTION

CONCRETE SIDEWALK 4-INCH, REQ'D.

R/W LINE

MEDIUM RANDOM RIPRAP, REQ'D.

CURB RAMP TYPE 2, REQ'D.

150' TAPER

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

18"RCP (REMOVE)

CONCRETE SIDEWALK, 4-INCH REQ'D.

(ADJUST)

SOD MEDIAN REQUIRED

18" C.M.P. (REMOVE)

100' TAPER

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

36" C.M.P. (REMOVE)

CURB RAMP TYPE 2, REQ'D.

18" SOLID WHITE STOP LINE REQ'D.

S.T.H. 17 NBND. CONST. ℄

SOD AT PIPE END, REQ'D.

ASPHALTIC FLUME REQUIRED

STA. 135+39.42 S.T.H. 17 R/W ℄ =
STA. 50"W"+00.00 WINNEBAGO STREET

ONEIDA COUNTY

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 50"W"+75 +/-

NOTE: GRADES HAVE BEEN ADJUSTED TO MAINTAIN A MINIMUM OF 0.30% SLOPE.

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021222 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	44

CONSTRUCTION DETAIL
FOR
STA. 141+00-STA. 147+00
S.T.H. 17 ONEIDA COUNTY

COUNTY OF ONEIDA

P.L.

LORRAINE J. KROUZE-VENDOR
GAETAN A. RIOPEL-VENDEE

N

S.T.H. 17 SBND. CONSTRUCTION ℄

143+00
90'

144+00
75'

R/W LINE

CONCRETE SIDEWALK
4-INCH, REQ'D.

CURB RAMP,
TYPE 2, REQ'D.

40' R.

CONCRETE CURB AND
GUTTER 30-INCH, TYPE D, REQ'D.

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

S.T.H 17
R/W ℄

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

100' TAPER

40' R.
+62 SBND. ℄

(REMOVE) 18" R.C.P.

(ADJUST) WV

(ADJUST) MH

SOD MEDIAN REQUIRED

(ADJUST) MH

CONCRETE SIDEWALK
4-INCH, REQ'D.

(ADJUST) WV

(REMOVE) 18" C.M.P.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND
GUTTER 30-INCH, TYPE D, REQ'D.

S.V. MH

POWER BOX

S.T.H. 17 NBND. CONSTRUCTION ℄

150' TAPER

40' R.
+58 NBND. ℄

CURB OPENING FOR
CURB RAMP, REQ'D.

40' R.

R/W LINE

143+88.35
90'

EXISTING R/W

15'

146+85.30
100.21'

CONSTRUCTION LIMITS
STA. 140+85.5

FUTURE STREET

NOTE: GRADES HAVE BEEN ADJUSTED TO MAINTAIN A MINIMUM OF 0.30% SLOPE.

ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: kgs
DATE REVISED: 08-25-02
LEVELS ON • 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.

DATE:
FILE NAME: 021223 pd.dgn
PLOT NAME:
PLOT SCALE: 1"=40'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	45

CONSTRUCTION DETAIL
FOR
STA. 147+00-STA. 153+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

N

PEGGY J. FEIGHT

P.L.

CONSTRUCTION LIMITS
STA. 59+25

S.T.H. 17
SBND. CONST. ℄

CONSTRUCT
P.E.

59"F"

ASPHALT PE

CONCRETE SIDEWALK
4-INCH, REQ'D.

HOUSE

CABC

CABC P.E.

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SV
R/W LINE

CONCRETE CURB AND
GUTTER 30-INCH, TYPE D, REQ'D

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D

GAS MARKER

GAS SIGN

150' TAPER

18" C.P. (REMOVE)

(ADJUST) W.V.

(ADJUST) WV

(ADJUST) MH

(ADJUST)

91°39'30"

271°33'48"

CONCRETE SIDEWALK
4-INCH, REQ'D.

SOD MEDIAN REQUIRED

100' TAPER

CONCRETE CURB AND
GUTTER 30-INCH, TYPE D, REQ'D

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D

S.T.H. 17
NBND. CONST. ℄

S.T.H. 17
R/W ℄

R/W LINE

61"F"

CONSTRUCTION LIMITS
STA. 60+85.5

EXISTING R/W

147+51.36
98.90'

149+23.38
90'

NOTE: GRADES HAVE BEEN ADJUSTED
TO MAINTAIN A MINIMUM OF 0.30%
SLOPE FROM STA. 149+50 TO STA.
152+50.

STA. 147+16.91 S.T.H. 17 R/W ℄ =
STA. 60"F"+00.00 FUTURE STREET

DOUGLAS RIVER GROUP, INC.

FUTURE STREET

R/W LINE

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE:
FILE NAME: 021224 PD.DGN
PLOT NAME:
PLOT SCALE: 1"=40'

STATE PROJECT NUMBER 9040-05-70 | SHEET NO. 46

CONSTRUCTION DETAIL FOR STA. 153+00-STA. 159+00 S.T.H. 17 ONEIDA COUNTY

NOTE: GRADES HAVE BEEN ADJUSTED TO MAINTAIN A MINIMUM OF 0.30% SLOPE FROM STA. 154+50 TO STA. 158+00.

JOSEPHINE FEIGHT

PEGGY J. FEIGHT ET. AL.

PEGGY J. FEIGHT

BUILDING

BUILDING

BUILDING

ASPHALT LOT

ASPHALT LOT

CABC LOT

CABC

CONCRETE DRIVEWAY 6-INCH, REQ'D.

3" ANCILLARY WARRANTED ASPHALT PAVEMENT

S.T.H. 17 SBND. CONST. ℄

CAUTION BURIED GAS LINE (APPROXIMATE LOCATION)

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

18"C.M.P. (REMOVE)

REMOVE EXISTING P.E. SOD REQUIRED AT PIPE END

SAW CUT REQUIRED

CONCRETE SIDEWALK, 4-INCH, REQ'D.

SOD REQUIRED AT PIPE INLET

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

R/W LINE

P.L.

159+00 60'

SOD MEDIAN REQ'D.

3" WARRANTED ANCILLARY, ASPHALTIC PAVEMENT CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D. (MOUNTABLE)

S.T.H. 17 R/W ℄

18" R.C.P. (REMOVE)

MEDIUM RANDOM RIPRAP, REQ'D.

156+00 60'

155+00 90°

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

S.T.H. 17 NBND. CONST. ℄

DOUGLAS RIVER GROUP, INC.

JEFFREY M. AND CHERYL J. ZDROIK

153 154 155 156 157 158 159

184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201

1594.22 1594.46 1594.00 1594.24 1593.78 1294.02 1593.59 1593.83 1593.44 1593.68 1593.29 1593.53 1593.14 1593.38 1593.07 1593.31 1593.03 1593.22 1593.46 1593.37 1593.61 1593.52 1593.76 1593.79 1594.03 1594.24 1594.43 1594.19 1593.77 1594.16 1594.01 1594.40

+32 +62 +35 +36

12" 15" 18" 24" 27" 30"

5' 7.5'

SAN MH (ADJ.) WV (ADJ.)

GB2
PEN TABLE = #Plot#LASER#level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021225 PD.DGN
PLOT NAME:
SCALE: 1"=40'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	47

CONSTRUCTION DETAIL
FOR
STA. 159+00-STA. 164+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021226 PD.DGN SCALE:

JOSEPHINE FEIGHT
PEGGY J. FEIGHT
JOHN MICHAEL CIRILLI, ET. AL.
DOUGLAS RIVER GROUP, INC.
JEFFREY M. AND CHERYL J. ZDROIK
ONEIDA WHOLESALE LIQUOR HOUSE, INC.
GERALD AND JEANINE NITKE

3" WARRANTED ANCILLARY, ASPHALTIC PAVEMENT
ASPHALTIC FLUME WITH SOD REQUIRED
STA. 67"SH"+75
2-12"x36' C.P.'S REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
STEEL PLATE BEAM GUARD CLASS B, REQUIRED
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, (MOUNTABLE) REQ'D.
STA. 160+73.91 S.T.H. 17 R/W ℄ = STA. 69"SH"+81.90 SHAWNEE LANE
STA. 160+74.25 S.T.H. 17 SBND. CONST. ℄ = STA. 69"SH"+73.90 SHAWNEE LANE
3" WARRANTED ANCILLARY, ASPHALTIC PAVEMENT
STA. 162+85 LT. REMOVE P.E.
CONCRETE SIDEWALK 4-INCH, REQ'D.
CONCRETE CURB AND GUTTER 18-INCH TYPE D, REQ'D
CONCRETE SIDEWALK 4-INCH, REQ'D.
BURIED GAS LINE (APPROXIMATE LOCATION) CAUTION
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 NBND. CONST. ℄
S.T.H. 17 R/W ℄
SOD MEDIAN REQ'D.
(REMOVE) 18" C.M.P.
(REMOVE) 24" R.C.P.
(REMOVE) 18" R.C.P.
SAWCUT REQ'D.
SAWCUT REQ'D.
T.I. (T.L.E.) FOR SLOPING
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 163+20±
STA. 160+65 RT. RESTORE C.E. 3" ANCILLARY WARRANTED ASPHALT PAVEMENT REMOVE 18" C.M.P.
STA. 163+05 RT. REMOVE C.E. REMOVE 18" R.C.P.
P.C.=160+23.24 S.T.H. 17 R/W ℄ SBND. ℄ AND NBND. CONST. ℄
R/W LINE
EXISTING R/W
SHAWNEE LANE
68"SH"
CABC P.E.
CABC CE
SIGN
BUILDING

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	48

CONSTRUCTION DETAIL
FOR
STA. 164+50-STA. 170+00
S.T.H. 17/STEVENS ST. ONEIDA COUNTY

KENNETH L. CLARK, TRUSTEE-FEE
WILLIAM L. KOPECKO-L.C.

MEDIUM RANDOM RIPRAP REQ'D.
PROVIDE DITCH TO DRAIN
EXISTING R/W
S. CHIPPEWA DRIVE
SAN MH (ADJUST)
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK 4-INCH, REQ'D.
MEDIUM RANDOM RIPRAP, REQ'D.
CURB RAMP, TYPE 2 REQ'D.
SOD ISLAND REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK 4-INCH, REQ'D.
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
79"ST"
+68 STEVENS ST. ℄ 100' R.
+84 STEVEN ST. ℄ 75' R.
+93 SBND ℄ 100' R.
+56 SBND ℄ 100' R.
SOD REQ'D. AT PIPE END
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
18" R.C.P. (REMOVE)
OBLITERATE OLD ROADWAY
3" WARRANTED ANCILLARY ASPHALT PAVEMENT
S.T.H. 17 SBND. CONST. ℄
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
+50 BEGIN TAPER
CAUTION BURIED GAS LINE (APPROXIMATE LOCATION)
18" C.M.P. (REMOVE)
18" R.C.P. (REMOVE)
SOD MEDIAN REQ'D.
+88 NBND. ℄ 4'R.
+27 NBND. ℄
+00 8'R.
ASPHALT
C.A.B.C. PARKING LOT
R/W LINE
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
STA. 79"ST"+61.87 STEVENS ST. SURVEY ℄ =
STA. 166+44.38 S.T.H. 17 SBND. CONST. ℄
STA. 79"ST"+69.89 STEVENS ST. SURVEY ℄ =
STA. 166+39.82 S.T.H. 17 R/W ℄
T.I. (T.L.E.) FOR SLOPING
STA. 166+40 RT.
RESTORE C.E.
3" WARRANTED ANCILLARY ASPHALT PAVEMENT, REQ'D.
CONCRETE SIDEWALK 4-INCH, REQ'D.
CONCRETE LOADING RAMP
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
P.T.=168+42.62 S.T.H. 17 SBND. CONST. ℄ BK.=
168+35.81 S.T.H. 17 SBND. CONST. ℄ AH.
P.T.=168+35.81 S.T.H. 17 R/W ℄
P.T.=168+29.00 S.T.H. 17 NBND. CONST. ℄ BK.=
168+35.81 S.T.H. 17 NBND. CONST. ℄ AH.
EQUATION
EQUATION
SAW CUT REQ'D
STA. 169+80 RT.
RESTORE C.E.
3" WARRANTED ANCILLARY ASPHALT PAVEMENT, REQ'D.
NOTE: ISLAND STATIONING IS FROM STEVENS ST. CONST. ℄
ONEIDA WHOLESALE LIQUOR HOUSE, INC.
JEANINE NITKE
PETER JR. AND ROBERT L. MICHELSON
P.I.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63
ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021227 PD.DGN SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	49

CONSTRUCTION DETAIL
FOR
STA. 170+50-STA. 176+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021228 PD.DGN SCALE:

KENNETH L. CLARK, TRUSTEE-FEE
WILLIAM L. KOPECKO-L.C.

GN

S.T.H. 17
SBND. CONST. ℄

EXISTING R/W

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

END CONCRETE CURB AND GUTTER
STA. 173+00

ASPHALTIC FLUME
WITH SOD REQ'D.

100' TAPER

50' TAPER

+50
END TAPER

S.T.H. 17
R/W ℄

P.C.+174+55.43
S.T.H. 17 R/W ℄, SBND. CONST. ℄
℄, AND NBND. CONST. ℄

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT
SAW CUT
REQ'D.
MATCH EXISTING
PAVEMENT

10'
12'
12'
12'
12'
10'
3'

1602.04 1602.12 1601.37 1601.41 1601.14 1600.86 1600.38 1600.58 1599.90 1600.30 1600.02 1599.75 1599.18
1602.36 1601.65 1601.38 1601.10 1600.82 1600.54 1600.26 1599.99 1599.57
1602.12 1601.89 1601.61 1601.34 1601.06 1600.78 1600.50 1600.23 1599.95
1602.00 1601.85 1601.71 1601.52 1601.32 1601.12 1600.92 1600.73 1600.53
1601.78 1601.66 1601.57 1601.28 1601.08 1600.88 1600.92 1600.92 1600.91
1601.54 1601.42 1601.33 1601.04 1600.84 1600.74 1600.92 1601.11 1601.30

171 172 173 174 175 176

18" R.C.P. (REMOVE)

226

225

SAW CUT
REQUIRED

18" CMP
(REMOVE)

END CONCRETE CURB
AND GUTTER
STA. 174+50

ASPHALTIC FLUME
WITH SOD REQ'D.

END PROJECT
STA. 175+00.00

SIGN

GAS
MARKER

R/W LINE

+35.67
60'

SIGN

+35.24
47.80'

S.T.H. 17
NBND. CONST. ℄

STA. 172+50 RT.
RESTORE DRIVEWAY
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT, REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

BURIED ELECTRIC LINE
(APPROXIMATE LOCATION)

CAUTION

ASPHALT
LOT

ASPHALT
LOT

I.P

SIGN

STA. 174+00 RT.
REMOVE 1-18"x28' C.M.P.
RESTORE P.E.
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT, REQ'D.

CABC

EXISTING R/W

PETER JR. AND ROBERT L. MICHELSON

P.L.

ROBERT MICHELSON ET. AL.

BUILDING

P.L.

HOUSE

VERNON NOVAK

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	50

CONSTRUCTION DETAIL
FOR
STA. 223+45-STA. 227+50
U.S.H. 8 ONEIDA COUNTY

CONSTRUCTION LIMITS
STA. 13+00

GRETCHEN THIBODEAUX, ET. AL.

P.L.

GN

SAW CUT
REQ'D.

EXISTING R/W

5" ANCILLARY WARRANTED
ASPHALT PAVEMENT

5'R

P.T.

HAROLD W. AND LOIS D. GRUNST

WOODS

R/W

EXISTING R/W

STEEL PLATE BEAM
GUARD, CLASS B, REQ'D.

OBLITERATE OLD
ROADWAY

STA. 10+00.00 GERMOND RD.(EXISTING)=
STA. 223+73.87 U.S.H. 8 CONST. ℄

WOODS

GERMOND RD. (EXISTING)
CONSTRUCTION ℄

U.S.H. 8
CONSTRUCTION ℄

REMOVE CONCRETE
CURB AND GUTTER
AND EXISTING
ASPHALTIC PAVEMENT

SAW CUT
REQ'D.

P.C.

CONCRETE SIDEWALK
4-INCH, REQ'D.

U.S.H. 8 WBND.
CONSTRUCTION ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

222 223 224 225 226 227

3" ANCILLARY WARRANTED
ASPHALT PAVEMENT

CONSTRUCTION LIMITS
STA. 221+50

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

CORRUGATED CONCRETE
MEDIAN REQUIRED

U.S.H. 8 EBND.
CONSTRUCTION ℄

REMOVE CONCRETE
CURB AND GUTTER
AND EXISTING
ASPHALTIC PAVEMENT

OBLITERATE OLD
ROADWAY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 09-25-02
FILE NAME: 021229 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	51

CONSTRUCTION DETAIL FOR
STA. 228+00-STA. 233+00
S.T.H. 17 /U.S.H. 8/GERMOND RD. ONEIDA COUNTY

HAROLD W. AND LOIS D. GRUNST

EXISTING R/W

R/W LINE

229+55.95
150'

GN

S.T.H. 17 R/W ℄

S.T.H. 17 CONSTRUCTION ℄

ASPHALTIC FLUME WITH SOD REQ'D.

STA. 3+39.33 S.T.H. 17 CONSTRUCTION ℄ =
STA. 232+23.46 U.S.H. 8 CONSTRUCTION ℄

3" WARRANTED ANCILLARY ASPHALT PAVEMENT

CONCRETE CURB AND GUTTER
18-INCH, TYPE J, REQ'D.

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, (MOUNTABLE) REQ'D.

U.S.H. 8 WBND. CONSTRUCTION ℄

U.S.H. 8 CONSTRUCTION ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

100' TAPER

100'

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

228 229 230 231 232 233

U.S.H. 8 EBND. CONSTRUCTION ℄

CONCRETE SIDEWALK
4-INCH, REQ'D.

150' TAPER

100'

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

NOTE: TRANSITION CONCRETE CURB AND GUTTER
30-INCH, TYPE J TO CONCRETE CURB AND GUTTER
30-INCH TYPE D FROM STA. 227+65 TO STA. 227+75

STA. 3+39.33 S.T.H. 17 R/W ℄ =
STA. 20"G"+00.00 GERMOND ROAD R/W ℄
STA. 232+05.96 U.S.H. 8 CONSTRUCTION ℄

MEDIUM RANDOM RIPRAP REQ'D.

STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄
STA. 20"G"+15.13 GERMOND ROAD CONSTRUCTION ℄

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.

ASPHALTIC FLUME WITH SOD REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE J, REQ'D.

CONCRETE SIDEWALK
4-INCH, REQ'D.

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, (MOUNTABLE) REQ'D.

P.T.=19+34.58

50' TAPER

120' TAPER

GERMOND ROAD CONSTRUCTION ℄

MEDIUM RANDOM RIPRAP REQ'D.

EDGE OF SHOULDER
EDGE OF PAVEMENT
EDGE OF PAVEMENT
EDGE OF SHOULDER

20"G"

19"G"

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-25-02
FILE NAME: 021230 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	52

CONSTRUCTION DETAIL
FOR
STA. 233+00-STA. 239+00
U.S.H. 8 ONEIDA COUNTY

RANDY J. VOZKA

R/W LINE

234+55.94
150'

WOODS

EXISTING R/W

WOODS

GN

NOTE: TRANSITION CONCRETE CURB AND GUTTER
30-INCH, TYPE J TO CONCRETE CURB AND GUTTER
30-INCH TYPE D FROM STA. 235+10 TO STA. 235+20

75' R.
+46 CONST.℄

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

U.S.H. 8 WBND.
CONST. ℄

U.S.H. 8
CONSTRUCTION ℄

+38 CONST.℄
75' R.

250'

150' TAPER

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

	233		234		235		236		237		238		239
	1566.67	1566.40	1565.89	1564.87		1564.36	1563.85	1563.34	1562.83	1562.32	1561.81	1561.30	1560.79
	1566.90	1566.64	1566.13	1565.11		1564.60	1564.09	1563.58	1563.07	1562.56	1562.05	1561.54	1561.03

1566.21 1566.16 1565.65 1565.14 1564.63 1564.12 1563.65

1565.38 1565.62

1566.68 1566.42 1565.95

+50 +85 +35 +00 +00

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

1566.87	1566.45	1566.13	1565.62	1565.11	1564.60	1564.09	1563.58	1563.07	1562.56	1562.05	1561.54	1561.03
1566.79	1566.21	1565.89	1565.38	1564.87	1564.36	1563.85	1563.34	1562.83	1562.32 EDGE OF PAVEMENT	1561.81	1561.30	1560.79

EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

CONCRETE SIDEWALK,
4-INCH, REQ'D.

120' TAPER

U.S.H. 8 EBND.
CONST. ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

WOODS

WOODS

CB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021231PD.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	53

CONSTRUCTION DETAIL
FOR
STA. 239+00-STA. 241+50
U.S.H. 8 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS
PROJECT NO. 44-0307.00 DATE: 08-25-02
FILE NAME: 021232 PD.DGN PLOT NAME:
SCALE:

RANDY J. VOZKA

EXISTING R/W

GN

STA. 240+63
RESTORE PE LT.
1-24" x46' C.P. REMOVE
1-24" x46' C.P. REQUIRED

CABC PE

WOODS

24" C.M.P.
(REMOVE)

U.S.H. 8 WBND.
CONSTRUCTION ℄

U.S.H. 8
CONSTRUCTION ℄

CONCRETE CURB AND GUTTER
30-INCH, TYPE J, REQ'D.

CONSTRUCTION LIMITS
STA. 241+50

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
1561.30 EDGE OF PAVEMENT
1561.54
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT
1561.03
1560.79
EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

239 240 241 242 243 244

U.S.H. 8

1560.28 3.25°R. ④
1560.52
1560.01
1559.77
1559.26
1559.50
1558.75
1558.99
+60
+73
+53
3'
7'
10'
12'

⑤ ⑥
12"

U.S.H. 8 EBND.
CONSTRUCTION ℄

CONCRETE SIDEWALK
4-INCH, REQ'D.

MEDIUM RANDOM
RIPRAP, REQ'D.

CORRUGATED CONCRETE
MEDIAN REQUIRED

SAW CUT
REQ'D

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	54

CONSTRUCTION DETAIL

STA. 34+00-STA. 38+00 FOR C.T.H. C — ONEIDA COUNTY

RUINS

CENTURY SHOPPING CENTER FUND 1
A WISCONSIN LIMITED PARTNERSHIP

EISENHOWER WAY

EXISTING R/W

ROBERT D. COHEN, ET. AL.

BUILDING

ALBERT C. AND PEGGY J. DIBBLES

GN

BUILDING

BETTY J. RASMUSSEN-VENDOR
JULIUS JR. AND MARY MUELLER-VENDEE

ARCH

HOUSE

BUILDING

STA. 35+07
RESTORE P.E. LT.
2" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT REQ'D.

STA. 35+63
RESTORE P.E. LT.
2" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT REQ'D.

STA. 37+54
RESTORE P.E. LT.
2" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT REQ'D.

CONCRETE SIDEWALK, 4-INCH, REQ'D.

SAW CUT REQ'D.

CONCRETE DRIVEWAY, 6-INCH REQ'D.

CONCRETE DRIVEWAY, 6-INCH REQ'D.

ASPHALT
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

ASPHALT
T.I. (T.L.E.) FOR
SLOPING AND P.E.
CONSTRUCTION

SAW CUT REQ'D

SAW CUT REQ'D

CONCRETE DRIVEWAY, 6-INCH REQ'D.

REMOVE FENCE

CURB RAMP, TYPE 2, REQ'D.

SAW CUT REQUIRED
MATCH EXISTING PAVEMENT

CONSTRUCTION LIMITS
STA. 33+75

33"L"

34"L"

35"L"

36"L"

37"L"

38"L"

32"L"

LINCOLN STREET

SAW CUT REQUIRED

MATCH EXISTING PAVEMENT

(REMOVE) INLET

CONCRETE CURB AND GUTTER
MOUNTABLE 18-INCH, TYPE D, REQ'D.
FROM STA. 34+50 TO STA. 38+90

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

BURIED ELECTRIC CABLE
(APPROXIMATE LOCATION)

C.T.H. C R/W ℄
AND CONSTRUCTION ℄

100' TAPER

SAW CUT REQ'D

STA. 37+90
RESTORE C.E. RT.
2" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT REQ'D.

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION)

RESTAURANT

ASPHALT PARKING LOT

ASPHALT

CONTROL BOX

SIGN

T.L.

NORTHERN SECURITY NATIONAL
BANK OF RHINELANDER

CONCORD 6, LLC
A WISCONSIN LIMITED LIABILITY CO.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 021233 PD.DGN SCALE: 1"=40'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	55

CONSTRUCTION DETAIL

S.T.H. 17 & C.T.H. C INTERSECTION ONEIDA COUNTY

STA. 77+00-STA. 80+00 S.T.H. 17
STA. 38+00-STA. 43+00 C.T.H. C

STATE OF WISCONSIN,
DEPARTMENT OF TRANSPORTATION

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

DANIEL A. AND SHELBY J. BLAMBERG
HOUSE
CONCRETE SIDEWALK, 4-INCH, REQ'D.
R/W LINE
S.T.H. 17 SBND. CONST. R
EQUATION
P.T. 78+55.78 S.T.H. 17 R/W R
P.T. 78+48.71 S.T.H. 17 SBND. CONST. R BK.
= 78+55.78 S.T.H. 17 SBND. CONST. R AH.
MEDIUM RANDOM RIPRAP, REQ'D.
CURB RAMP TYPE 2 REQ'D.
T.I. (T.L.E.) REQ'D. FOR P.E. CONSTRUCTION SLOPING
GUN SHOP
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK, 4-INCH, REQ'D.
CONCRETE DRIVEWAY, 6-INCH, REQ'D.
EXISTING R/W
CONCRETE DRIVEWAY, 6-INCH, REQ'D.
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
CONCRETE CURB AND GUTTER, 18-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK, 4-INCH, REQ'D.
S.T.H. 17 R/W R
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.
S.T.H. 17 NBND. CONST. R
MEDIUM RANDOM RIPRAP, REQ'D.
EQUATION
P.T. 78+62.85 S.T.H. 17 NBND. CONST. R BK.
= 78+55.78 S.T.H. 17 NBND. CONST. R AH.
STA. 78+09.11 S.T.H. 17 R/W R=
STA. 40+"L"25.51 LINCOLN ST.=
STA. 40+"C"25.51 C.T.H. C
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK, 4-INCH, REQ'D.
TEMPORARY SHORING REQUIRED 4' LEFT OF EASTBOUND EDGE OF PAVEMENT TO REMAIN
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 41"C"+70 +/-
ASPHALTIC FLUME WITH SOD REQ'D.
BURIED GAS LINE (APPROXIMATE LOCATION)
100' TAPER
LINCOLN STREET
CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D. MOUNTABLE FROM STA. 35"L"+35 TO STA. 38"L"+90
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
STA. 78+09.11 S.T.H. 17 SBND. CONST. R=
STA. 40"L"+16.93 LINCOLN STREET
BURIED GAS LINE (APPROXIMATE LOCATION)
RESTAURANT
ASPHALT P.E.
STA. 78+16.33 S.T.H. 17 NBND. CONST. R=
STA. 40"C"+34.11 C.T.H. C
CONCRETE SIDEWALK, 4-INCH, REQ'D.
CONCRETE CURB AND GUTTER, 18-INCH, TYPE D, REQ'D.
MEDIUM RANDOM RIPRAP, REQ'D.
CONC. SIDEWALK, 4-INCH, REQ'D.
RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E. 10'
CHAIN LINK FENCE, 5-FOOT, REQ'D.
CONCORD 6, L.L.C.
12" RETAINING WALL (REMOVE)
MEDIUM RANDOM RIPRAP, REQ'D.
CHANNEL CHANGE REQ'D. SEE DETAIL AND CROSS SECTIONS FOR LOCATION
CONCRETE CURB AND GUTTER, 18-INCH, TYPE D, REQ'D.
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
BURIED GAS LINE (APPROXIMATE LOCATION)
P.T.-41"C"+79.33 C.T.H. C
SOD MEDIAN REQ'D.
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
C.T.H. C
38"L"
39"L"
40"L"
41"C"
42"C"
43"C"
CAUTION

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE:
FILE NAME: 021211 PD.DGN
PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-8,11-62

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	56

CONSTRUCTION DETAIL
STA. 42+00-STA. 47+00 FOR
C.T.H. C ONEIDA COUNTY

GN

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

ASPHALTIC FLUME
WITH SOD, REQ'D.

PROTECTIVE POLYMER FOR
SNOWMOBILE CROSSING
REQUIRED STA. 41+70 +/-

END CONCRETE CURB AND GUTTER
STA. 42"C"+10
+10

CAUTION
BURIED GAS LINE
(APPROXIMATE LOCATION)

100' TAPER

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CAUTION
DO NOT DRIVE SHEET
PILING THROUGH PIPES
STA. 45"C"+33.15 C.T.H. C
STA. 10"V"+00.00 VANNOCKER ROAD

C.T.H. C
R/W ℄ AND CONST. ℄

STEEL PLATE BEAM
GUARD, CLASS "A" REQ'D.

ENERGY ABSORBING
TERMINAL END, REQ'D.

CONSTRUCTION LIMITS
STA. 47"C"+00.00

42"C" 43"C" 44"C" 45"C" 46"C" 47"C"

1569.78 1567.89 1563.99 1562.25 1560.69 1560.62 1559.49 1559.73 1559.17 1558.89 1558.65 1558.18 1558.42 1557.90 1557.61
1569.71 1567.97 1565.98 1562.49 1560.93 1559.73 1558.89 1558.42 1557.85
1569.47 1567.73 1565.98 1564.23 1562.49 1560.93 1559.73 1559.17 1558.89 1558.42 1558.14
1569.47 1567.73 1565.98 1564.23 1562.49 1560.93 1560.62 1559.97 1559.13 1558.66 1558.38
1569.40 1567.85 1566.22 1564.47 1562.73 1561.17 1560.62 1560.48 1559.73 1559.20 1558.89 1558.04 1558.16
1569.33 1567.73 1565.98 1564.23 1562.49 1560.93 1559.73 1558.89 1558.36

+89 +89 +35 +65 1.5'R +67 60' R. +86 38' R. +30 38' R.

12' 12' 12' 12' 12' 24' 27' 20'

87°08'19"

CONCRETE SIDEWALK,
4-INCH, REQ'D.

3' BERM
REQ'D.

SAW CUT
REQ'D.

2-42" C.P.
(TO REMAIN)

(REMOVE)
18"C.P.

ASPHALTIC FLUME
WITH SOD, REQ'D.

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, (MOUNTABLE) REQ'D.

EXISTING R/W

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

(REMOVE) MASONARY ENDWALL

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE MASONRY
ENDWALL REQ'D.

TEMPORARY SHORING REQUIRED
4' LEFT OF EASTBOUND EDGE OF
PAVEMENT TO STA. 44"C"+50.
(TO REMAIN AFTER PROJECT
COMPLETION)

75' R.

CAUTION
BURIED GAS LINE
(APPROXIMATE LOCATION)

MEDIUM RANDOM
RIPRAP, REQ'D.

MEDIUM RANDOM
RIPRAP, REQ'D.

ASPHALTIC FLUME
WITH SOD, REQ'D.

45+00
68.65

60' R.
+14

15'

43+45.52
120'

45+25
120'

R/W LINE

EXISTING R/W

STA. 9"V"+32
1-18"x92' C.P.
SKEW 10° RHF

1560.29 1559.40 1559.00 1560.30 1559.50 1558.80 1558.70 1556.37

10' 10'

9"V"

VANNOCKER ROAD

HOUSE

HOUSE

GARAGE

SAW CUT
REQ'D.

CHANNEL CHANGE REQ'D.
SEE DETAIL AND CROSS
SECTIONS FOR LOCATION

25'

R/W LINE

BERNICE BENNETT

CONSTRUCTION LIMITS
STA. 8"V"+85.00

JOAN A. LEMKE

EDWARD J. AND MYRENE S. FURNO

JOAN A. LEMKE

ERNEST J. FEIGHT

P.L.

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-25-02
FILE NAME: 021234 PD.DGN
PLOT NAME:
SCALE: 1"=40'
LEVELS ON • 1,2,3,4,5,6,7,8, 11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	57

CONSTRUCTION DETAIL
FOR
EISENHOWER WAY — ONEIDA COUNTY

N

EXISTING R/W

39"E" 40"E" 41"E" 42"E" 43"E" 44"E"

EISENHOWER WAY

CONSTRUCTION LIMITS
STA. 43"E"+00

100' TAPER

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

SAW CUT
REQUIRED

24"

1583.03 1582.53 1583.15 1582.96 1583.05

1582.73 1582.43 1582.13

1582.67 1582.37 1582.00 1581.21

228 227

P.C.=44"E"+28.14

44+50
32.25'

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CABC
P.E.

CABC
P.E.

BURIED GAS LINE
APPROXIMATE LOCATION

CAUTION

TOWER

TOWER

JAMES C. SEBESTYEN AND
AUGUST A. SCHOENECK, JR.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: KGS
PROJECT NO. 440307.00
REVISED BY:
DATE REVISED:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE: 08-25-02
FILE NAME: 021235 PD.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	58

CONSTRUCTION DETAIL
FOR
EISENHOWER WAY — ONEIDA COUNTY

GN

SPRING ROAD CONSTRUCTION ℄

EDGE OF SHOULDER
EDGE OF PAVEMENT

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION)

HOSPITAL PROPERTY

EXISTING R/W

R/W LINE

46+75.03
104.73'

+95
90' R.

MEDIUM RANDOM RIPRAP, REQ'D.

90' R.
+62

238

24"

237

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

EISENHOWER WAY CONSTRUCTION ℄

11"S

P.C.

SIGN

3'

12'

SPRING ROAD

25' R.

+15

235

1583.08
48"E
1582.60

1583.23

1583.38
49"E
1583.58

1582.93

+08

1582.69

1582.85

236

1582.11

24"

1583.09

EISENHOWER WAY (ADJUST)

SLOPE INTERCEPTS

REMOVE CURB AND GUTTER

234A

47"E

1581.68

106-2.2' LT.
6' R.

1582.11

1582.10

1582.85

1583.58

1583.34

1583.11

1582.61

CORRUGATED CONCRETE MEDIAN REQ'D.

234

+49

1582.75

1581.49

1581.14

1581.68

1580.90

SAW CUT REQUIRED

100'

1581.00 1581.50

1582.90

25'

+51

1582.45

230

1581.49

1580.53

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT
CONCRETE CURB AND GUTTER
18-INCH, TYPE D (MOUNTABLE) REQ'D.

50' TAPER

50'

CONCRETE SIDEWALK, 4-INCH, REQ'D.

55' R.
+00.5

MATCH EXISTING

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

46"E

1580.29

232

R/W LINE

92+07.43
90'

SLOPE INTERCEPTS

25' R.

1581.42

1581.44
+93

1580.34

231

46+75
47.53'

47+57.77
70'

REMOVE CURB AND GUTTER

EXISTING R/W

25' R.
+40

1582.64

233

MEDIUM RANDOM RIPRAP, REQ'D.

1580.65

24"

1580.48

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

R/W LINE

STA. 46"E"+82.10 EISENHOWER WAY=
STA. 10"S"+00.00 SPRING ROAD

1582.91
45"E"

229

1581.83

1580.75

BURIED GAS LINE (APPROXIMATE LOCATION)

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

1583.05

1582.13

1581.21

24"

18'

44+50
32.25'

R/W LINE

JAMES C. SEBESTYEN AND
AUGUST A. SCHOENECK, JR.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO. 4403307.00
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 08-25-02
FILE NAME: 021236 PD.DGN
PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	59

CONSTRUCTION DETAIL
FOR
STA. 51+00-STA. 54+00
N. SHORE DRIVE ONEIDA COUNTY

HOSPITAL PROPERTY

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 51+00 +/-

3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT

HOSPITAL PROPERTY

GN

R/W LINE

+57.83
65.19'

52+00
65'

RESTORE CABC P.E.

CABC P.E. RESTORE

3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
T.I. (T.L.E.) FOR P.E. CONSTRUCTION

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, (MOUNTABLE) REQ'D.

75'R
+10

15"

125'

244

243

242

241

240

239

10'

12'

51"NS"

52"NS"

53"NS"

54"NS"

55"NS"
N. SHORE DRIVE

1583.84
1584.12
1583.76
1583.57
1583.92
1583.78
1583.42
1583.34
1583.64
1583.72
1583.78
1583.96
1583.88
1583.92
1583.62
1583.41
1584.03
1584.00
1583.78
1583.64
1584.21
1583.62
1583.54
1583.42
1583.76
1583.74
1583.78
1584.00
1584.25
1584.38
1583.28
1583.44
1583.13
1583.06
1583.14
1583.66
1583.11
1583.33
1583.94
1584.25
1584.50
1584.55
1583.63
1583.97
1584.32
1584.75

R/W LINE

54+00
34.11'

+09

NORTH SHORE DR.
EBND. CONSTRUCTION ℄

CONSTRUCTION LIMITS
STA. 54"NS"+80

NORTH SHORE DR.
CONSTRUCTION ℄

T.I.

3' R.

STA. 53+94
1.81' LT.

1.91'

18'

8'

EXISTING R/W

SAN

TV

W

T

SIGN

CONCRETE SIDEWALK,
4-INCH, REQ'D.

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

RESTORE CABC
PRIVATE ENTRANCE

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT REQ'D.

SAW CUT
REQ'D.

75'R
+30

51+78.88
72.33'

R/W LINE

T.I. (T.L.E.) FOR
P.E. CONSTRUCTION

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, (MOUNTABLE) REQ'D.

55+00
31.92'

CABC
F.E.

3" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

EXISTING R/W

R/W LINE

MICHAEL AND EVDOKIA ROUMAN

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: KGS
PROJECT NO. 440307.00
DATE: 08-25-02
FILE NAME: 021237 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	60

CONSTRUCTION DETAIL
FOR
STA. 51+00-STA. 57+00
C.T.H. CC ONEIDA COUNTY

GERALD N. FERCELLO
WOODS
WOODS
EXISTING R/W
BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)
EXISTING R/W
P.I.=52"CC"+50.00 C.T.H. CC
WBND. AND EBND. CONST. ℄
C.T.H. CC
CONSTRUCTION ℄
C.T.H. CC
WBND. CONST. ℄
CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.
CONCRETE SIDEWALK
4-INCH, REQ'D.
EDGE OF SHOULDER
EDGE OF PAVEMENT
51"CC"
52"CC"
53"CC"
54"CC"
55"CC"
56"CC"
57"CC"
1575.34
1576.34
1577.34
1578.34
1579.33
1580.34
1581.65
1582.65
1583.44
1584.78
1586.34
1588.12
1589.85
1575.02
1576.01
1577.02
1578.02
1579.01
1580.02
1581.01
1582.01
1583.12
1584.46
1586.02
1587.80
1589.57
1574.70
1575.69
1576.10
1577.70
1578.69
1579.70
1580.69
1581.69
1582.79
1584.15
1585.72
1587.80
1589.29
1587.51
128
129
130
C.T.H. CC R/W ℄
MEDIUM RANDOM
RIPRAP, REQ'D.
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT
CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.
C.T.H. CC
EBND. CONST. ℄
B.M.
P.C.=53"CC"+64.41 C.T.H. CC
WBND. CONST. ℄
BURIED GAS LINE
(APPROXIMATE LOCATION)
CAUTION
EXISTING R/W
WOODS
WOODS
P.I.
P.I.
P.T.=55"CC"+35.22 C.T.H. CC
EBND. CONST. ℄
P.C.C.=56"CC"+50.74 C.T.H. CC
WBND. CONST. ℄
P.C.=56"CC"+49.63 C.T.H. CC
EBND. CONST. ℄
F.H.
BILL K., INC.
BILL K., INC.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 44-0307.00 DATE: 08-25-02 PLOT NAME:
REVISED BY: KGS FILE NAME: 021238 PD.DGN SCALE:
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	61

CONSTRUCTION DETAIL

STA. 57+00-STA. 62+00 FOR S.T.H. 17/C.T.H. CC — ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

GERALD N. FERCELLO

R/W LINE

EXISTING R/W

+65.20
100'

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

4" CONCRETE SIDEWALK, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

P.T. 123+47.64 S.T.H. 17
NBND. CONST. ℄

P.T. 123+52.50 S.T.H. 17
SBND. CONST. ℄

CONCRETE SIDEWALK,
4-INCH, REQ'D.

100' TAPER

STA. 122+11.22 S.T.H. 17 SBND. CONST. ℄ =
STA. 59+47.78 C.T.H. CC WBND. CONST. ℄

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

+19 SBND. ℄
60' R

CURB RAMP,
TYPE 2 REQ'D.

ASPHALTIC FLUME
WITH SOD REQ'D.

MEDIUM RANDOM
RIPRAP, REQ'D.

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

CABC

BUILDING

ASPHALT

GN

122+00.18
90'

+59 NBND. ℄
60' R.

+32 WBND. ℄
60' R.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

C.T.H. CC WBND.
CONST. ℄

+19 WBND. ℄
60' R.

SIDEWALK REQ'D.
4-INCH CONCRETE

100' TAPER

3" WARRANTED ANCILLARY
ASPHALTIC PAVEMENT

CURB RAMP,
TYPE 2 REQ'D.

SIGN

BM#18

STA. 122+02.08 S.T.H. 17 NBND. CONST. ℄ =
STA. 59+61.27 C.T.H. CC WBND. CONST. ℄
STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄ =
STA. 59+63.00 C.T.H. CC . CONST. ℄
STA. 121+84.71 S.T.H. 17 NBND. CONST. ℄ =
STA. 59+65.18 C.T.H. CC EBND. CONST. ℄

SAW CUT
REQUIRED

CONCRETE SIDEWALK,
4-INCH, REQ'D.

100' TAPER

REMOVE EXISTING
CULVERT PIPE

57"CC"

58"CC"

59"CC"

60"CC"

61"CC"

62"CC"

STA. 122+02.59 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+45.67 C.T.H. CC CONST. ℄

STA. 121+93.93 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+44.01 C.T.H. CC EBND. CONST. ℄

C.T.H. CC
R/W ℄

C.T.H. CC EBND.
CONST. ℄

MEDIUM RAMDOM
RIPRAP, REQ.D.

CURB RAMP,
TYPE 2 REQ'D.

SOD ISLAND
REQUIRED

+21 EBND. ℄
60' R.

MEDIUM RANDOM
RIPRAP, REQ'D.

ASPHALTIC FLUME
WITH SOD, REQ'D.

18" C.M.P.
(REMOVE)

REMOVE EXISTING
CULVERT PIPE

+32 NBND. ℄
60' R

MEDIUM RANDOM
RIPRAP, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

CONCRETE CURB AND GUTTER
30-INCH, TYPE D REQ'D.

CABC

EXISTING R/W

121+01.09
130'

CONCRETE CURB AND GUTTER
18-INCH, TYPE D REQ'D.

200' R.

S.T.H. 17 SBND.
CONST. ℄

"A" CONCRETE SIDEWALK, REQ'D

S.T.H. 17
R/W ℄

S.T.H. 17 NBND.
CONST. ℄

MEDIUM RANDOM
RIPRAP, REQ'D.

119+49.44
70'

140' TAPER

R/W LINE

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

ORIGINATOR:
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-24-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

DATE:
FILE NAME: 021219 PD.DGN
PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	62

CONSTRUCTION DETAIL
FOR
STA. 63+00-STA. 68+00
C.T.H. CC ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ICE ARENA

GN

STA. 64+25
CE LT. RESTORE
1-18" x 54' C.P. REMOVE
1-18" x 50' C.P. REQ'D.

P.I.=64+52.65 C.T.H. CC
WBND. CONST. ℄

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SAW CUT
REQ'D.

ASPHALT
PARKING LOT

PROTECTIVE POLYMER FOR
SNOWMOBILE CROSSING
REQUIRED STA. 66+00 +/-

68+36.74
125'

67+75
98.54'

EXISTING R/W

STA. 64+22
CONSTRUCT C.E. LT.
3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

CONCRETE CURB AND GUTTER
30-INCH, TYPE D, REQ'D.

BURIED ELECTRIC CABLE
(APPROXIMATE LOCATION)

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

ASPHALT
P.E.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D,
REVERSE SLOPE REQ'D.

C.T.H. CC
WBND. CONST. ℄

P.I.=66"CC"+12.85 C.T.H. CC
WBND. CONST. ℄

EDGE OF SHOULDER
EDGE OF PAVEMENT

P.C.=68"CC"+38.18 R/W ℄

63"CC" 64"CC" 65"CC" 66"CC" 67"CC" 68"CC"

(REMOVE) 24" C.P.

P.T.=63"CC"+00.72 C.T.H. CC
WBND. CONST. ℄

P.T.=62"CC"+98.17 C.T.H. CC
EBND. CONST. ℄

P.T.=63"CC"+35.30 C.T.H. CC
R/W ℄

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, REQ'D.

CONCRETE CURB AND GUTTER
18-INCH, TYPE D, (MOUNTABLE) REQ'D.
REVERSE SLOPE

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

STA. 63+95
PE RT. CONSTRUCT
1-18" x 36' C.P. REQ'D.

C.T.H. CC
EBND. CONST. ℄

3" WARRANTED ANCILLARY
ASPHALT PAVEMENT

P.I.=65"CC"+25.24 C.T.H. CC
EBND. CONST. ℄

CONCRETE SIDEWALK,
4-INCH, REQ'D.

C.T.H. CC
R/W ℄

EDGE OF PAVEMENT
EDGE OF SHOULDER

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

EXISTING R/W

KENNETH KICHEFSKI

DATE: 08-25-02 PLOT NAME:
FILE NAME: 021239 PD.DGN SCALE:

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	63

CONSTRUCTION DETAIL
FOR
STEVENS ST./N. CHIPPEWA ONEIDA COUNTY

ARCHIE M. AND SONDRA L. WILSON

HOUSE

WILLIAM C. AND ESTHER D. DIECK

P.L.

EXISTING R/W

GN

HOUSE

END CONCRETE CURB AND GUTTER STA. 101"NC"+60

ASPHALTIC FLUME WITH SOD REQ'D.

SAW CUT REQ'D.

EXISTING R/W

102"NC"

N. CHIPPEWA DRIVE

CONSTRUCTION LIMITS STA. 102"NC"+00.00

DAVID E. HAVEL

HOUSE

ASPHALTIC FLUME WITH SOD REQ'D.

END CONCRETE CURB AND GUTTER STA. 101"NC"+60

SIGN

EXISTING R/W

P.T.=101+25.30

MH (ADJ.)

16'

16'

60'R

101"NC"

OBLITERATE OLD ROADWAY

(REMOVE) 30" R.C.P.

STEVENS STREET R/W ℄ AND CONSTRUCTION ℄

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

STA. 77"ST"+56.95 STEVENS STREET= STA. 100"NC"+01.28 N. CHIPPEWA DR.

60'R

+90

214

1592.92

1594.59

1596.39

1597.69

1597.01

1599.11

1598.43

1597.42

1597.28

1597.60

1597.14

1597.95

50'R

SAW CUT REQUIRED

1593.40

74"ST" STEVENS STREET

75"ST"

76"ST"

77"ST"

1594.16

1595.76

1595.14

1596.33

1597.75

1598.88

P.C.=100"NC"+08.44 N.CHIPPEWA DR.

1559.94

1600.59

MH (ADJ.)

1599.28

50'R

+10"ST"

CONSTRUCTION LIMITS STA. 75"ST"+00.00

1593.40

1594.00

1593.96

1594.83

1594.19

1595.91

1595.13

1597.23

1596.45

1598.67

1598.02

1597.38

1595.67

1592.92

215

1593.72

1593.56

1594.35

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

1601.82

1600.80

78"ST"

1601.31

18" C.M.P.

(REMOVE)

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

SOD REQ'D. AT PIPE END

100'R

+77"ST"

100'R.

TRANSITION CURB AND GUTTER TO MATCH EXISTING

216

1588.4

P.C.=75"ST"+72.31

CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.

BURIED GAS LINE (APPROXIMATE LOCATION)

CAUTION

I.P.

EXISTING R/W

1600.12

217

1602.93

1603.05

1602.69

1602.33

(APPROXIMATE LOCATION) BURIED TELEPHONE CABLE

+56

CONCRETE SIDEWALK 4-INCH, REQ'D.

75+00

64.76'

MEDIUM RANDOM RIPRAP, REQ'D.

1587.9

PROVIDE DITCH TO DRAIN

PROVIDE DITCH TO DRAIN

1599.47

218

1558.83

1601.29

+84"ST"

1603.09

1602.26

1602.44

1602.02

1601.60

1587.6

1589.3

MEDIUM RANDOM RIPRAP REQ'D.

100'R.

+56 CONST.℄

1598.47

1601.31

1601.56

219

1603.42

1603.63

79"ST"

1603.20

1601.07

3" WARRANTED ANCILLARY ASPHALT PAVEMENT

25'

15'

1601.92

1601.72

1587.4

R/W LINE

SIGN

SIGN

+73

36'

75'R.

1602.45

1602.40

220

3" WARRANTED ANCILLARY ASPHALT PAVEMENT

CONCRETE CURB AND GUTTER 18-INCH, TYPE D, REQ'D.

STA. 166+44.38 S.T.H. 17 SBND. CONST. ℄ STA. 79"ST"+61.87 STEVENS ST.

SOD ISLAND REQ'D.

1602.35

P.T.

+32 4'R

1601.12

1601.20

1601.03

1600.50

1599.97

164+93.53

182.39'

+94

100'R.

SAN

S. CHIPPEWA DRIVE

EXISTING R/W

STA. 166+39.82 S.T.H. 17 R/W ℄= STA. 79"ST"+69.89 STEVENS ST.

MEDIUM RANDOM RIPRAP, REQ'D.

181

1600.76

1600.69

+88 NBND. ℄ 4'R.

1600.61

221

222

1599.95

1599.29

+06

1601.38

1600.85

166

1600.33

1600.29

JOHN MICHAEL CIRILLI, ET. AL.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307

DATE: 08-25-02
FILE NAME: 02I240 PD.DGN

PLOT NAME:
PLOT SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	64

CONSTRUCTION DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY

28"OH"
GN
STEEL PLATE BEAM GUARD CLASS B REQ'D.
CONSTRUCTION LIMITS STA. 27"OH"+50
54'
3'
44'
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
27"OH"
3'
P.I.
+80.61
65'
R/W LINE
+64.23
31.29'
+50
140'
R/W LINE
+50
28.78'
SAW CUT REQ'D.
CONSTRUCTION LIMITS STA. 26"OH"+50
26"OH"
OHLSON LANE
25"OH"
P.I. 25"OH"+00.03
EXISTING R/W
GAS SIGN
EXISTING R/W
CABC
PE

house
sign
+98.66
35.92'
OHLSON LA.
GN
P.I.=34"OH"+99.94
HOUSE
34"OH
CONSTRUCTION LIMITS STA. 33"OH"+65
SAW CUT REQ'D.
14'
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
HOUSE
HERMANN H. AND LAVONNE DORA
33+18
35' R
45' R
33+08
SAW CUT REQ'D.
33"OH"
SIGN
20'
LUMBER LANE
CONSTRUCTION LIMITS END OF RADIUS
OBLITERATE OLD ROADWAY
32"OH"

GN
66"SH"
SHAWNEE LANE
67"SH"
CONSTRUCTION LIMITS STA. 67+50
1591.52
STA. 67+75
2-12"x36' C.P. REQ'D.
SAW CUT REQ'D.
1591.40
ASPHALTIC FLUME WITH SOD REQ'D.
1591.08
ASPHALTIC FLUME WITH SOD REQ'D.
68"SH"
20' R.
1591.65
1591.15
+23
1591.77
1591.23
1591.23
3" WARRANTED ANCILLARY ASPHALTIC PAVEMENT
54'
1591.36
49'
+50
1591.90
1591.36
JOHN MICHAEL CIRILLI, ET. AL.
CONCRETE CURB AND GUTTER, 18-INCH TYPE D, REQ'D.
+67
1591.99
1591.45
1591.45
EXISTING R/W
EXISTING R/W
STEEL PLATE BEAM GUARD CLASS B REQ'D.
12"X65' C.P. REQ'D
3'
+42.22
87.23'
69"SH"
68+87.39
32.78'
R/W LINE

STEEL PLATE BEAM

ORIGINATOR: KCS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 4403O7.00 FILE NAME: 021241 PD.DGN SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	65

EROSION CONTROL
FOR
S.T.H. 17 ONEIDA

GERMOND ROAD
EXISTING R/W
OBLITERATE OLD ROADWAY
CONSTRUCTION LIMITS
STA. 8"G"+00
GERMOND ROAD CONSTRUCTION ℄
STA. 20+15.13 GERMOND RD. CONSTRUCTION ℄ =
STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄
GERMOND RD. R/W ℄
U.S.H. 8
P.I.
EXISTING R/W
EROSION MAT LINER, TYPICAL
STA. 3+39.33 S.T.H. 17 R/W ℄ =
STA. 20+00.00 GERMOND ROAD R/W ℄
STA. 232+05.96 U.S.H. 8 CONST. ℄
STA. 3+39.33 S.T.H. 17 NBND. CONST. ℄ =
STA. 232+23.46 U.S.H. 8 CONST. ℄
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
GN
PELICAN RIVER
OBLITERATE ROADWAY
EROSION MAT LINER, TYPICAL
EXISTING R/W
10"G"
15"G"
115"F"
118"F"
123"F"
125"F"
ASPH

LEGEND

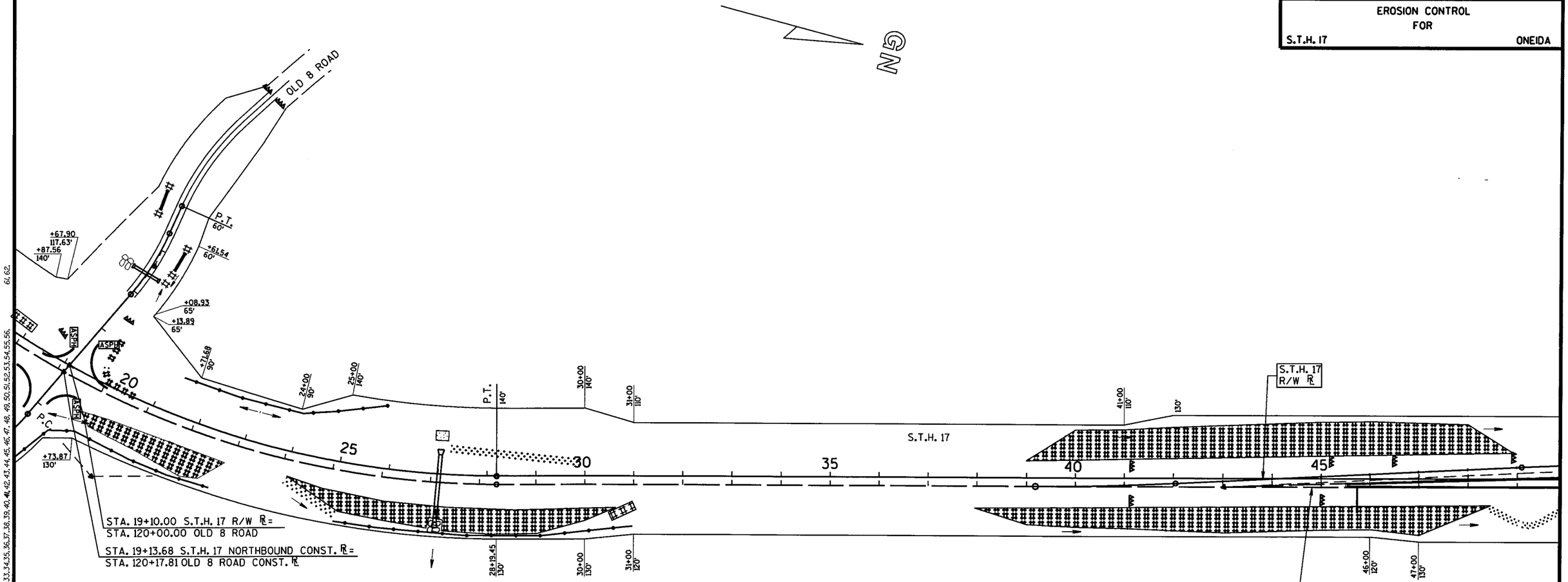
- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-20.22-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS
PROJECT NO. 4403307.00
DATE: 08-25-02
FILE NAME: 022001 EC.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	66
EROSION CONTROL FOR	
S.T.H. 17	ONEIDA



LEGEND

######	EROSION MAT CLASS I, TYPE B
	EROSION MAT CLASS II, TYPE B
	SOD
	SILT FENCE
△△△	TEMPORARY DITCH CHECK
	MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
	SLOPE INTERCEPT
ASPH	ASPHALTIC FLUME
	TURBIDITY BARRIER
	INLET PROTECTION, TYPE A
# — #	EROSION MAT CLASS I, TYPE B AT PIPE END

PEN TABLE = EPIOTZLASER.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-20,22-30,32-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20, 22,23,24,25,26,27,28,29,30, 32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56, 61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 4403070.00 FILE NAME: 022002 EC.DGN SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63,64,65,66,67,68,69,70,71,72,73,74,75,76,77,78,79,80,81,82,83,84,85,86,87,88,89,90,91,92,93,94,95,96,97,98,99,100,101,102,103,104,105,106,107,108,109,110,111,112,113,114,115,116,117,118,119,120,121,122,123,124,125,126,127,128,129,130,131,132,133,134,135,136,137,138,139,140,141,142,143,144,145,146,147,148,149,150,151,152,153,154,155,156,157,158,159,160,161,162,163,164,165,166,167,168,169,170,171,172,173,174,175,176,177,178,179,180,181,182,183,184,185,186,187,188,189,190,191,192,193,194,195,196,197,198,199,200,201,202,203,204,205,206,207,208,209,210,211,212,213,214,215,216,217,218,219,220,221,222,223,224,225,226,227,228,229,230,231,232,233,234,235,236,237,238,239,240,241,242,243,244,245,246,247,248,249,250,251,252,253,254,255

ORIGINATOR: KGS
PROJECT NO. 4403Ø7.00
DATE: 08-25-02
FILE NAME: 022003 EC.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	67

EROSION CONTROL
FOR
S.T.H. 17 ONEIDA COUNTY

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END

GN

OHLSON RD.

P.I.=25"OH"+00.03 OHLSON RD.

STA. 61+72.58 S.T.H. 17 R/W ℄=
STA. 29"OH"+65.86 OHLSON LANE

S.T.H. 17
R/W ℄

S.T.H. 17
NBND. CONST. ℄

S.T.H. 17
SBND. CONST. ℄

OBLITERATE
OLD ROAD

LUMBER LANE

CONSTRUCTION LIMITS
STA. 33"OH"+65

SLAUGHTERHOUSE CREEK

S.T.H. 17
NBND. CONST. ℄

LINCOLN STREET

EXISTING R/W

EXISTING R/W

35"L"

C.T.H. C
CONSTRUCTION ℄

STA. 78+09.10 S.T.H. 17 SBND. CONST. ℄
STA. 40"C"+16.93 C.T.H. C

STA. 78+12.74 S.T.H. 17 R/W ℄=
STA. 40"C"+25.52 C.T.H. C=
STA. 40"L"+25.52 LINCOLN STREET

STA. 78+16.32 S.T.H. 17 NBND. CONST. ℄
STA. 40"L"+34.11 LINCOLN STREET

CONSTRUCTION LIMITS
STA. 9"V"+00

45"C"

CONSTRUCTION LIMITS
STA. 47"C"+00.00

STA. 45"C"+33.15 C.T.H. C=
STA. 10"V"+00.00 VANNOCKER ROAD

EXISTING R/W

C.T.H. C

50 55 60 65 70 75 80

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	68

EROSION CONTROL
FOR
S.T.H. 17 ONEIDA COUNTY

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME (ASPH)
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END

N

EISENHOWER WAY

EXISTING R/W

STA. 92+75.44 S.T.H. 17 S. BND ℞ =
STA. 49""E"+91.99 EISENHOWER WAY

S.T.H. 17 R/W ℞

STA. 92+75.10 S.T.H. 17 R/W ℞ =
STA. 50"E"+00.00 EISENHOWER WAY=
STA. 50"NS"+00.00 NORTH SHORE DRIVE

S.T.H. 17 NBND. CONST. ℞

STA. 92+74.72 S.T.H. 17 NBND. CONST. ℞ =
STA. 50"NS"+08.01 NORTH SHORE DRIVE

T.L.E. REQUIRED FOR P.E. CONSTRUCTION

CONSTRUCTION LIMITS
STA. 54"NS"+00

NORTH SHORE DRIVE

OBLITERATE OLD ROAD

SPRING ROAD

REMOVE EXISTING PIPE INSTALL 2-30" C.M.P.

T.L.E. REQ'D. FOR PRIVATE ENTRANCE CONSTRUCTION

OBLITERATE ROADWAY

S.T.H. 17 SBND. CONST. ℞

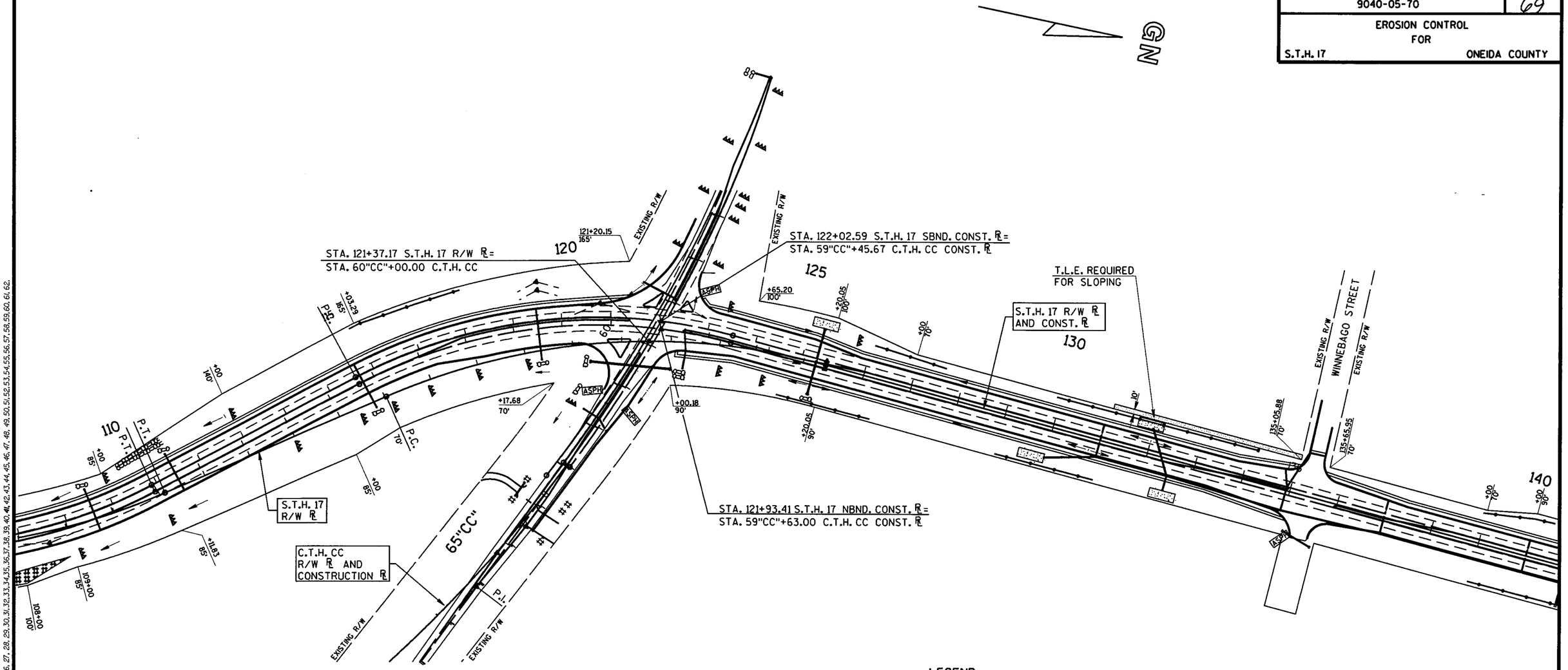
+87.10 64.29'
80+00 90'
82+00 84.80'
83+50 75.86'
85+00 80'
84+91.41 110'
+77.79 140'
+77.79 110'
89+86.28 110'
51+78.88 72.33'
54+00 34.17'
46+75.03 104.73'
99+00 120'
100+12.96 105'
+43.15 110'
101+33.85 110'
102+787.34 100'
105+04.69 100'
105+12.77 170.30'
107+66.13 151'
107+55.99 125'
108+80 125'
109+40 160'
110+00 58'

ORIGINATOR: KGS
PROJECT NO. 440307.00
DATE: 08-25-02
FILE NAME: 022004 EC.DGN
PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	69

EROSION CONTROL
FOR
S.T.H. 17 ONEIDA COUNTY



LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END

USR
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 440307.00 FILE NAME: 022005 EC.DGN SCALE:

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	70

EROSION CONTROL
FOR
S.T.H. 17 ONEIDA COUNTY

GN

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄

S.T.H. 17 NBND. CONST. ℄

140 145 150 155 160 165 170 175 180

139+00 70'
140+00 90'
143+00 90'
144+00 75'
148+00 75'
149+00 60'
143+88.35 90'
146+85.30 100.21'
146+80.94 250.14'
147+13.92 251.28'
147+51.36 98.90'
147+47.01 248.84'
149+23.38 90'
+00 90'
+00 60'
160+23.45 60'
160+50 52.30'
161+47.35 45'
164+00 45'
165+00 65'
163+00 90.89'
68+87.39 32.78'
164+93.53 182.39'
75+00 64.76'
+35.67 60'
+35.24 41.80'

R/W LINE
EXISTING R/W
FUTURE STREET
ASPH
SHAWNEE LANE
STEVENS STREET
P.T.
N. CHIPPEWA DR
CONSTRUCTION LIMITS STA. 102"NC"+00

CONSTRUCTION LIMITS
STA. 67"SH"+00

STA. 160+73.91 S.T.H. 17 R/W ℄ =
STA. 69"SH"+81.90 SHAWNEE LANE

SAVE TREE

T.L.E. REQ'D. FOR SLOPING

STA. 166+39.82 S.T.H. 17 R/W ℄ =
STA. 79"ST"+69.89 STEVENS STREET

END PROJECT
STA. 175+00.00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END

ORIGINATOR: KGS
PROJECT NO. 4403307.00
DATE: 08-25-02
FILE NAME: 022006
PLOT NAME:
EC.DGN
SCALE:
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

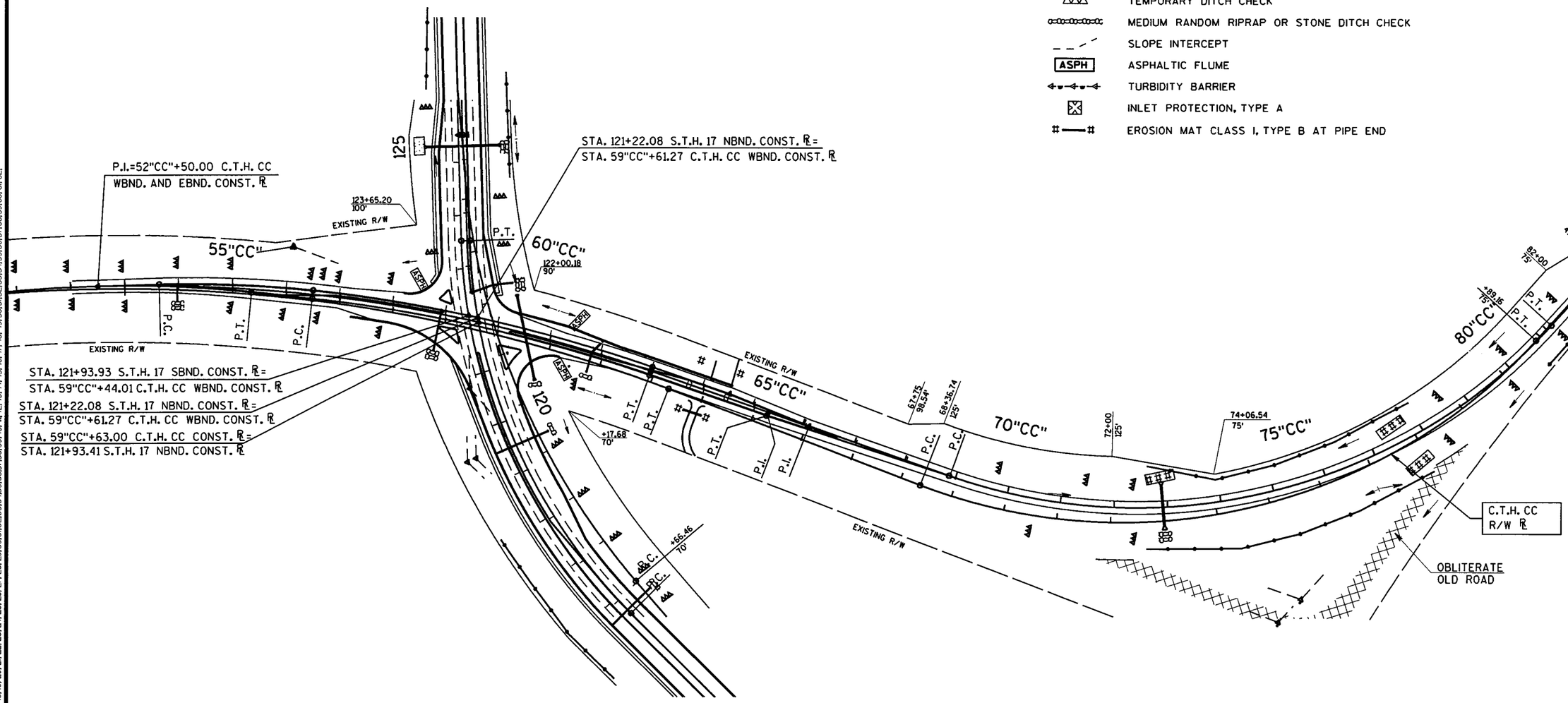
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	71

EROSION CONTROL
FOR
C.T.H. CC — ONEIDA COUNTY

GN

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS II, TYPE B
- SOD
- SILT FENCE
- TEMPORARY DITCH CHECK
- MEDIUM RANDOM RIPRAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- TURBIDITY BARRIER
- INLET PROTECTION, TYPE A
- EROSION MAT CLASS I, TYPE B AT PIPE END



PEN TABLE = #Plot#LASER#level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 440307.00 FILE NAME: 022007 EC.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	72

STORM SEWER PLAN
FOR
S.T.H. 17 _____ ONEIDA COUNTY

STA. 3+39.33 S.T.H. 17 R/W ℄=
STA. 20"G"+00.00 GERMOND RD. R/W ℄=
STA. 232+05.96 U.S.H. 8 CONST. ℄

S.T.H. 17

STA. 3+39.33 S.T.H. 17 CONST. ℄=
STA. 232+23.46 U.S.H. 8 CONST. ℄

STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄=
STA. 20"G"+15.13 GERMOND RD. CONST. ℄

(1) STA. 231+69, U.S.H. 8 WBND. MEDIAN
3H INLET

(4) STA. 239+38, U.S.H. 8 WBND. MEDIAN
3H INLET

P.I. 238+00.10 USH 8 WBND.

P.I. 240+00.00 USH 8 WBND AH.
P.I. 240+00.26 USH 8 WBND BK.

230

235

U.S.H. 8

(2) STA. 231+69, U.S.H. 8 EBND. MEDIAN
3H INLET

(3)
P.T. 19"G"+34.58

P.T. 18"G"+85.58

GERMOND RD.

(5) STA. 239+38, U.S.H. 8 EBND. MEDIAN
3H INLET

(6)

P.I. 240+00.15 USH 8 EBND.

P.I. 241+50.23 USH 8 EBND. BK.
P.I. 241+50.00 USH 8 EBND. AH.

PRESENT PROFILE

1575
1570
1565
1560
1555

1568.15 (1)
1568.05 (2)
1564.90
12" R.C.C.P. @ 2.50%
1564.80
(3) 1562.50
12" R.C.C.P. @ 3.11%

1560.03 (4)
(5) 1560.03
12" R.C.C.P. @ 1.03%
(6)
1556.78
12" R.C.C.P. @ 6.25%
1556.63
1556.20

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

PLOT NAME:
SCALE:
DATE: 9/1/02
FILE NAME:
ORIGINATOR: DJD
PROJECT NO. 4403O7.00

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	73

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

(9) STA. 45+75, S.T.H. 17 NBND. MEDIAN
3HM INLET

45

S.T.H. 17

PC 49+10.09

(13) 50

PI 50+53.24

PT 51+96.32

(14) STA. 54+00, S.T.H. 17 SBND. MEDIAN
3HM INLET

(15) STA. 54+00, S.T.H. 17 NBND. MEDIAN
3HM INLET

(17) STA. 57+00, S.T.H. 17 SBND. MEDIAN
3HM INLET

55

(10)

(12) STA. 50+00, S.T.H. 17 SBND. MEDIAN
3HM INLET

(11) STA. 50+00, S.T.H. 17 NBND. MEDIAN
3HM INLET

P.C. 51+09.89 SBND. ℞

P.C. 51+95.20 R/W ℞

P.C. 52+08.18 NBND. ℞

(16)

(18) STA. 57+00, S.T.H. 17 NBND. MEDIAN
3HM INLET

(19)

1570 1565 1560 1555 1550 1545 1540 1535 1530

1555.81 (9)
1555.73
12" R.C.C.P.
@3.62%
1553.70 (10)

(11) 1555.44
(12) 1555.44
12" R.C.C.P.
3.68%
12" R.C.C.P.
@ 0.86%
1550.10 (13)

(14) 1552.04
(15) 1552.04
12" R.C.C.P.
@ 2.72%
12" R.C.C.P.
@0.91%
1547.50 (16)

(17) 1549.48
(18) 1549.48
12" R.C.C.P.
@ 1.14%
12" R.C.C.P.
14.03%
1537.00 (19)

ORIGINATOR: DJD
PROJECT NO. 440307.00

DATE: 9/1/02
FILE NAME: 022502 S5.DGN

PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	74

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

STA. 61+00, S.T.H. 17 SBND. MEDIAN (20) 3H INLET
STA. 61+00, S.T.H. 17 NBND. MEDIAN (21) 3H INLET
(23) STA. 63+85, S.T.H. SBND. LANE 3H INLET
(24) STA. 63+86, S.T.H. SBND. MEDIAN 3H INLET
(25) STA. 63+75, S.T.H. SBND. MEDIAN 3H INLET
(26) STA. 63+63, S.T.H. NBND. MEDIAN 3H INLET
(27) STA. 63+63, S.T.H. NBND. LANE 3H INLET
(22)
(31) STA. 64+75, S.T.H. 17 NBND. MEDIAN 3H INLET
(32) STA. 64+75, S.T.H. 17 NBND. LANE 3H INLET
OHLSON LANE
STA. 65+00, S.T.H. 17 SBND. MEDIAN (30) 3H INLET
STA. 65+00, S.T.H. 17 SBND. LANE (29) 3H INLET
P.T. 65+22.16 SBND. BK.
P.T. 65+11.67 SBND. AH.
65
P.T. 65+11.66
P.T. 64+97.33 NBND. BK.
P.T. 65+11.67 NBND. AH.
(33)
(28)
(35)
STA. 65+72, S.T.H. 17 32' LT. (34) 1J MANHOLE
(37) STA. 68+56, S.T.H. 17 SBND. LANE, 51' LT. CONNECT FOR 12" ROOF DRAIN
(36) STA. 68+27, S.T.H. 17 SBND. LANE 1C MANHOLE
P.C. 69+34.87 R/W, NBND., SBND.
(43)
(39) STA. 69+00, S.T.H. 17 SBND. LANE 3H INLET
(40) STA. 69+00, S.T.H. 17 SBND. MEDIAN 3H INLET
(41) STA. 69+00, S.T.H. 17 NBND. MEDIAN 3H INLET
(42) STA. 69+00, S.T.H. 17 NBND. LANE 3H INLET
70
STA. 70+23, S.T.H. 17 SBND. LANE 47' LT. (38) 1C MANHOLE
(44) STA. 73+00, S.T.H. 17 SBND. LANE 3H INLET
(45) STA. 72+94, S.T.H. 17 SBND. MEDIAN 3H INLET
(46) STA. 73+00, S.T.H. 17 NBND. MEDIAN 3H INLET
(47) STA. 73+00, S.T.H. 17 SBND. LANE 3H INLET
(48)
S.T.H. 17
60

PRESENT PROFILE
(25) 1544.67
(24) 1544.64
12" R.C.C.P. @ 0.30%
1541.42
1541.39
1545 1560
1540 1555
1535 1550
(38) 1562.80
1559.25 (36)
12" R.C.C.P. DISCHARGE IN 36
(37)
24" R.C.C.P. @ 3.15%
1552.40
1553.13
1560 1545
1555 1540
1550 1535
PRESENT PROFILE
(45) 1560.85
(46) 1560.90
(47) 1562.90
12" R.C.C.P. @ 0.67%
12" R.C.C.P. @ 1.92%
12" R.C.C.P. @ 0.96%
(40) 1549.89
12" R.C.C.P. @ 2.04%
(41) 1550.02
12" R.C.C.P. @ 0.27%
(44) 1559.85
1556.60
1556.10
12" R.C.C.P. @ 1.11%
(39) 1549.67
(42) 1550.70
12" R.C.C.P. @ 20.68%
1555.90
1555.65
12" R.C.C.P. @ 12.39%
1546.42
1545.89
1546.77
1546.70
(43) 1541.00
(48) 1542.00
(20) 1546.08
12" R.C.C.P. @ 3.13%
(21) 1546.08
12" R.C.C.P. @ 7.85%
1542.83
1542.58
1538.50
(22)
(24) 1544.64
12" R.C.C.P. @ 4.92%
(23) 1544.67
1541.42
1541.39
12" R.C.C.P. @ 0.35%
(29) 1544.83
12" R.C.C.P. @ 3.96%
(27) 1543.55
12" R.C.C.P. @ 2.14%
1540.00
(28)
1540.30
1541.33
(30) 1544.99
12" R.C.C.P. @ 4.92%
(29) 1546.27
1543.02
1541.74
12" R.C.C.P. @ 0.35%
(31) 1545.18
12" R.C.C.P. @ 5.27%
1543.90
(32)
12" R.C.C.P. @ 3.42%
1540.00
(33)
1540.68
1541.68
(34) 1546.04
24" R.C.C.P. @ 0.82%
1539.79
(35) 1539.00

1545
1540
1535
1560
1555
1550
1545
1540
1535

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
DATE: 9/1/02
FILE NAME: 022503 SS.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	75

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

54 STA. 36"L"+95, LINCOLN ST. WBND. LT.
3H INLET

55 STA. 36"L"+90, LINCOLN ST. WBND. MEDIAN
3H INLET

56 STA. 36"L"+92, LINCOLN ST. ℄ MEDIAN
1J MANHOLE

57 STA. 36"L"+90, LINCOLN ST. EBND. MEDIAN
3H INLET

58 STA. 36"L"+90, LINCOLN ST. EBND. RT.
3H INLET

63 STA. 39"L"+34, LINCOLN ST. WBND. 56' LT.
3H INLET

62 STA. 39"L"+00, LINCOLN ST. WBND. 42.5' LT.
1L MANHOLE

59 STA. 38"L"+68, LINCOLN ST. WBND. LT.
3H INLET

60 STA. 38"L"+70, LINCOLN ST. WBND. 12' LT
1J MANHOLE

61

S.T.H. 17

08

40

LINCOLN ST.

35"L"

64 STA. 39"L"+50, LINCOLN ST. WBND. MEDIAN
3H INLET

65 STA. 39"L"+50, LINCOLN ST. EBND. LT.
3H INLET

66 STA. 39"L"+00, LINCOLN ST. EBND. RT.
3H INLET

67

53 STA. 35"L"+33, LINCOLN ST. WBND. MEDIAN
1H INLET

STA. 78+09.11 S.T.H. 17 SBND. CONST. ℞=
STA. 40"L"+16.93 LINCOLN ST.

STA. 78+09.11 S.T.H. 17 R/W ℞=
STA. 40"C"+25.11 C.T.H. C

STA. 78+16.33 S.T.H. 17 NBND. CONST. ℞=
STA. 40"C"+34.11 C.T.H. C

49

52

P.T. 41+79.33

STA. 76+65, S.T.H. 17 NBND. MEDIAN
3H INLET 51

STA. 76+65, S.T.H. 17 SBND. LT.
3H INLET 50

STA. 78+82, S.T.H. 17 SBND. MEDIAN
3H INLET 72

STA. 78+82, S.T.H. 17 NBND. MEDIAN
3H INLET 73

74

P.T. 78+62.85 NBND. BK.
P.T. 78+55.78 NBND. AH.
P.T. 78+55.78
P.T. 78+48.71 SBND. BK.
P.T. 78+55.78 SBND. AH.

STA. 44"C"+63, C.T.H. C WBND. MEDIAN 68
3H INLET

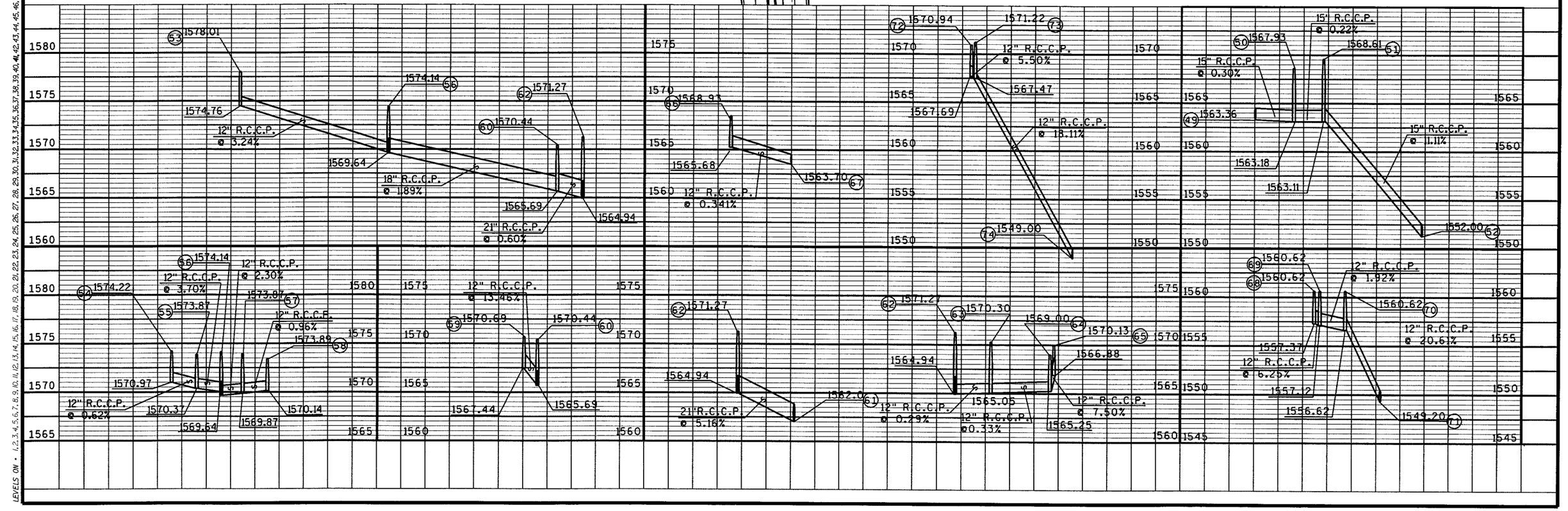
STA. 44"C"+63, C.T.H. C EBND. MEDIAN 69
3H INLET

STA. 44"C"+63, C.T.H. C EBND. RT. 70
3H INLET

45"C"

C.T.H. C

71



ORIGINATOR: DJD
PROJECT NO. 440307.00

DATE: 9/1/02
FILE NAME: 022504 S5.DGN

PLOT NAME:
SCALE:

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62.

STATE PROJECT NUMBER 9040-05-70 | SHEET NO. 76

STORM SEWER PLAN FOR S.T.H. 17 ONEIDA COUNTY

80 | 85 | 90

P.C. 80+77.79 R/W NBND., SBND.

P.T. 84+91.41 SBND. AH.

P.T. 85+66.29 SBND. BK.

P.T. 85+69.20 R/W ℄

P.T. 84+91.41 NBND. AH.

P.T. 85+72.12 NBND. BK.

S.T.H. 17

P.C. 49+47.99

EISENHOWER WAY

NORTH SHORE DR.

(77) STA. 83+00, S.T.H. 17 NBND. MEDIAN 3H INLET

(76) STA. 83+00, S.T.H. 17 SBND. MEDIAN 3H INLET

(75) STA. 83+00, S.T.H. 17 SBND. LANE LT. 3H INLET

(78) STA. 83+00, S.T.H. 17 NBND. LANE RT. 3H INLET

(79)

(84)

(80) STA. 86+00, S.T.H. 17 NBND. LANE RT. 3H INLET

(81) STA. 86+00, S.T.H. 17 SBND. MEDIAN 3H INLET

(82) STA. 86+00, S.T.H. 17 NBND. MEDIAN 3H INLET

(83) STA. 86+00, S.T.H. 17 NBND. LANE RT. 3H INLET

(85) STA. 90+00, S.T.H. 17 SBND. LANE LT. 3H INLET

(86) STA. 90+00, S.T.H. 17 SBND. MEDIAN 3H INLET

(87) STA. 90+00, S.T.H. 17 NBND. MEDIAN 3H INLET

(88) STA. 90+00, S.T.H. 17 NBND. LANE RT. TAPER 3H INLET

(89)

(90) STA. 93+32, S.T.H. 17 SBND. MEDIAN 3H INLET

(91) STA. 93+32, S.T.H. 17 NBND. MEDIAN 3H INLET

(92)

STA. 92+75.44 S.T.H. 17 SBND. CONST. ℄= STA. 49"E"+91.99 EISENHOWER WAY

STA. 92+75.10 S.T.H. 17 R/W ℄= STA. 50"NS"+00.00 NORTH SHORE DR.

STA. 92+75.10 S.T.H. 17 NBND. CONST. ℄= STA. 50"NS"+08.01 NORTH SHORE DR.

1590 | 1585 | 1580 | 1575 | 1570 | 1565 | 1560 | 1555 | 1550

(76) 1575.17 — 12" R.C.C.P. @ 0.54%

(77) 1575.23 — 12" R.C.C.P. @ 0.54%

(75) 1574.31 — 1571.06 — 1570.92 — 12" R.C.C.P. @ 2.44% — 1570.48 — 1570.34

1576.09 (78) — 12" R.C.C.P. @ 23.47%

(79) 1552.50

(81) 1578.80 — 12" R.C.C.P. @ 0.96%

(80) 1578.80 — 1575.55 — 1575.55 — 12" R.C.C.P. @ 0.94% — 1575.13

(82) 1578.88 — 12" R.C.C.P. @ 1.08%

(83) 1579.10 — 12" R.C.C.P. @ 6.38% — 1575.00 (84) — 1574.85

(86) 1582.66 — 12" R.C.C.P. @ 0.94%

(85) 1582.66 — 1579.41 — 1579.16 — 12" R.C.C.P. @ 1.50%

(87) 1582.67 — 12" R.C.C.P. @ 0.97% — 1582.61 — 1578.92

(88) 12" R.C.C.P. @ 1.41% — 1578.60 (89) — 1578.61

(90) 1584.44 — 1580.94 — 12" R.C.C.P. @ 4.67%

(91) 1584.47 — 12" R.C.C.P. @ 3.49% — 1580.22 — 1578.50 (92)

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: DJD
PROJECT NO. 440307.00

DATE: 9/1/02
FILE NAME: 022505 SS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	77

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

234A STA. 43"E"+50 EISENHOWER WAY ℄
3H INLET

234 STA. 46"E"+13, EISENHOWER WAY ℄
3H INLET

237 STA. 48"E"+89, EISENHOWER WAY
CONST. ℞ 35'LT.
1J MANHOLE

238

245

244 STA. 51"NS"+50, N. SHORE DR. WBND. LANE LT.
3H INLET

242 STA. 51"NS"+76, N. SHORE
DR. WBND. LANE MEDIAN
3H INLET

243 STA. 52"NS"+00, N. SHORE
DR. WBND. LANE LT.
3H INLET

240 STA. 51"NS"+76, N. SHORE
DR. EBND. LANE RT.
3H INLET

239 STA. 52"NS"+50, N. SHORE DR. EBND. RT.
3H INLET

230 STA. 46"E"+13, EISENHOWER WAY 6'RT. ℄
3J MANHOLE

233

236 STA. 47"E"+22 EISENHOWER
WAY WBND. MEDIAN
3H INLET

235 STA. 47"E"+22 EISENHOWER
WAY WBND. LT
3H INLET

229 STA. 44"E"+85, EISENHOWER WAY ℄
1J MANHOLE

232 STA. 46"E"+23 EISENHOWER WAY RT.
3H INLET

231 STA. 46"E"+13 EISENHOWER WAY RT.
3H INLET

45"E"

EISENHOWER WAY

P.C. 49+47.99

S.T.H. 17

90

55"NS"

NORTH SHORE DR.

P.T. 53+47.32

P.I. 56+53.90

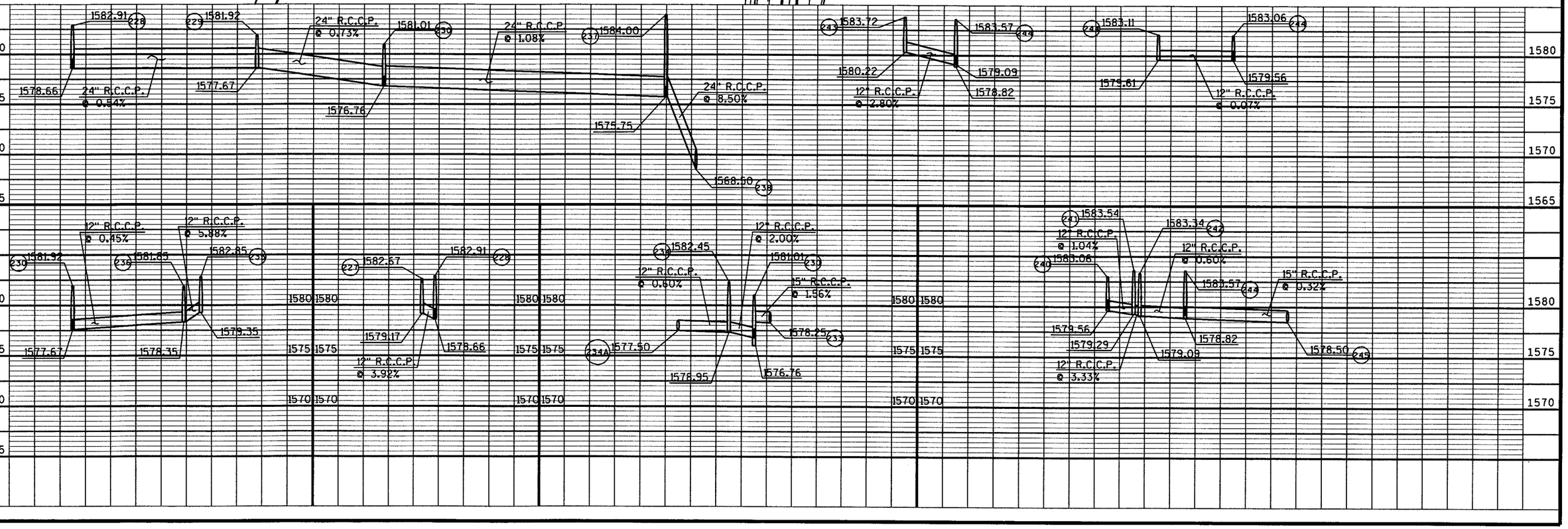
228 STA. 43"E"+00, EISENHOWER WAY 6'RT. ℄
1J MANHOLE

227 STA. 43"E"+00, EISENHOWER WAY RT.
3H INLET

STA. 92+74.72 S.T.H. 17 NBND. CONST. ℞
STA. 50"NS"+08.01 NORTH SHORE DR.

STA. 92+75.10 S.T.H. 17 R/W ℞=
STA. 50"E"+00.00 EISENHOWER WAY=
STA. 50"NS"+00.00 NORTH SHORE DR.

STA. 92+75.44 S.T.H. 17 SBND. CONST. ℞=
STA. 49"NS"+91.99 EISENHOWER WAY



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 440307.00

DATE: 9/1/02
FILE NAME: 022506 SS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	78

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

95 100 105 110

S.T.H. 17

P.C. 106+21.86 SBND.
P.C. 106+04.68 R/W R.
P.C. 106+21.86 NBND.

(93) STA. 98+50, S.T.H. 17 NBND. RT. 3H INLET
(94) STA. 98+50, S.T.H. 17 NBND. MEDIAN 3H INLET
(95) STA. 98+50, S.T.H. 17 SBND. MEDIAN 3H INLET
(96) STA. 98+50, S.T.H. 17 SBND. LT. 3H INLET
(97)
(98) STA. 103+00, S.T.H. 17 NBND. RT. 3H INLET
(99) STA. 103+00, S.T.H. 17 NBND. MEDIAN 3H INLET
(100) STA. 103+00, S.T.H. 17 SBND. MEDIAN 3H INLET
(101) STA. 103+00, S.T.H. 17 SBND. LT. 3H INLET
(102)
(103) STA. 107+50, S.T.H. 17 NBND. LANE 3H INLET
(104) STA. 107+50, S.T.H. 17 NBND. MEDIAN 3H INLET
(105) STA. 107+50, S.T.H. 17 SBND. MEDIAN 3H INLET
(106) STA. 107+50, S.T.H. 17 SBND. LANE 3H INLET
(107)
(108) STA. 109+61 S.T.H. 17, NBND. LANE 3H INLET
(109) STA. 109+61 S.T.H. 17, NBND. MEDIAN 3H INLET
(110) STA. 109+61 S.T.H. 17, SBND. MEDIAN 3H INLET
(111) STA. 109+61 S.T.H. 17, SBND. LT. 3H INLET
(112)

1590 1585 1580 1575 1570 1565 1560 1555 1550

(94) 1582.45 — 12" R.C.C.P. @ 0.96% — (95) 1582.45
(93) 1582.45 — (96) 1582.45
1579.20 — 1578.95 — 12" R.C.C.P. @ 1.39% — 1578.10 — 1578.45 — 12" R.C.C.P. @ 20.25% — 1566.50 (97)

(99) 1576.57 — 12" R.C.C.P. @ 0.96% — (100) 1576.57
(98) 1576.57 — (101) 1576.57
1573.32 — 1573.07 — 12" R.C.C.P. @ 0.96% — 1572.82 — 1572.57 — 12" R.C.C.P. @ 34.72% — 1558.00 (102)

(104) 1570.89 — 12" R.C.C.P. @ 3.85% — (105) 1570.89
(103) 1571.89 — 12" R.C.C.P. @ 2.88% — 1569.89 (106)
1568.64 — 1567.64 — 12" R.C.C.P. @ 1.32% — 1567.39 — 12" R.C.C.P. @ 16.84% — 1566.64 — 1561.25 (107)

(109) 1570.00 — 12" R.C.C.P. @ 3.85% — (110) 1570.00
(108) 1571.00 — 12" R.C.C.P. @ 2.88% — 1569.00 (111)
1567.75 — 1566.75 — 12" R.C.C.P. @ 1.39% — 1565.75 — 1566.50 — 12" R.C.C.P. @ 3.41% — 1565.00 (112)

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403O7.00

DATE: 9/1/02
FILE NAME: 022507 SS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	79

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

STA. 115+75, S.T.H. 17 NBND. MEDIAN 3H INLET (118)
STA. 115+68, S.T.H. 17 SBND. MEDIAN 3H INLET (119)
STA. 115+68, S.T.H. 17 SBND. LT. 3H INLET (120)
P.C. 115+59.25 SBND.
115
P.T. 111+11.83 R/W ℄
P.T. 110+88.94 SBND.
S.T.H. 17
117
P.C. 116+03.28
P.C. 115+66.46 NBND.
122
STA. 115+75, S.T.H. 17 NBND. RT. 3H INLET (121)
STA. 119+52, S.T.H. 17 SBND. LT. 3H INLET (123)
STA. 119+52, S.T.H. 17 SBND. MEDIAN 3H INLET (124)
STA. 119+52, S.T.H. 17 NBND. MEDIAN 3H INLET (125)
STA. 119+52, S.T.H. 17 NBND. RT. TAPER 3H INLET (126)
STA. 111+50, S.T.H. 17 SBND. LT. 3H INLET (116)
STA. 111+50, S.T.H. 17 SBND. MEDIAN 3H INLET (115)
STA. 111+50, S.T.H. 17 NBND. MEDIAN 3H INLET (114)
STA. 111+50, S.T.H. 17 NBND. RT. 3H INLET (113)
P.T. 110+96.17 NBND.
P.T. 62°CC"+98.17
C.T.H. CC
127
STA. 122+11.22 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+47.78 C.T.H. CC CONST. ℄
STA. 122+02.59 S.T.H. SBND. CONST. ℄ =
STA. 59"CC"+45.67 C.T.H. CC CONST. ℄
STA. 121+93.93 S.T.H. SBND. CONST. ℄ =
STA. 59"CC"+44.01 C.T.H. CC CONST. ℄
120
STA. 122+54, S.T.H. 17 SBND. MEDIAN 3H INLET (137)
STA. 122+52, S.T.H. 17 NBND. MEDIAN 3H INLET (138)
STA. 122+59, S.T.H. 17 NBND. RT. TAPER 3H INLET (139)
P.T. 123+52.50 SBND.
125
P.I. 125+50.93 SBND. BK.
P.I. 125+20.05 SBND. AH.
140
P.T. 123+47.64 NBND.
STA. 122+02.08 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+61.27 C.T.H. CC WBND. CONST. ℄
STA. 121+93.41 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+63.00 C.T.H. CC CONST. ℄
STA. 121+84.71 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+65.18 C.T.H. CC EBND. CONST. ℄
P.T. 125+20.05 R/W ℄
P.I. 125+46.07 NBND. BK.
P.I. 125+20.05 NBND. AH.

1595 1590 1585 1580 1575 1570 1565 1560 1555

(114) 1570.72 — 12" R.C.C.P. @ 2.23% — (113) 1571.30 — 1568.05 — 1567.47 — 12" R.C.C.P. @ 1.11%
(115) 1570.72 — 12" R.C.C.P. @ 0.46% — (116) 1570.60 — 12" R.C.C.P. @ 0.62% — (117) 1567.00 — 1567.10 — 1567.22
(118) 1576.42 — 12" R.C.C.P. @ 2.96% — 1577.19 — 1573.94 — 1573.17 — 12" R.C.C.P. @ 0.67%
(120) 1576.55 — 12" R.C.C.P. @ 1.88% — 1575.81 — 12" R.C.C.P. @ 4.23% — (122) 1571.25 — 1572.56 — 1573.05
(124) 1582.80 — 12" R.C.C.P. @ 3.85% — (123) 1583.80 — 1580.55 — 1579.55 — 12" R.C.C.P. @ 2.00%
(125) 1582.72 — 12" R.C.C.P. @ 2.36% — (126) 1581.80 — 12" R.C.C.P. @ 1.91% — (127) 1577.90 — 1578.55 — 1579.47
(136) 1587.78 — 12" R.C.C.P. @ 2.31% — (135) 1587.46 — 1584.2 — 12" R.C.C.P. @ 4.50% — 1584.03
(134) 1586.53 — 12" R.C.C.P. @ 6.11% — 1583.28 — (140) 1581.00

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
DATE: 9/1/02
FILE NAME: 022508 SS.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	80

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

STA. 122+11.22 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+47.78 C.T.H. CC CONST. ℄

STA. 122+02.59 S.T.H. SBND. CONST. ℄ =
STA. 59"CC"+45.67 C.T.H. CC CONST. ℄

STA. 121+93.93 S.T.H. SBND. CONST. ℄ =
STA. 59"CC"+44.01 C.T.H. CC CONST. ℄

STA. 122+02.08 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+61.27 C.T.H. CC WBND. CONST. ℄

STA. 121+93.41 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+63.00 C.T.H. CC CONST. ℄

STA. 121+84.71 S.T.H. NBND. CONST. ℄ =
STA. 59"CC"+65.18 C.T.H. CC EBND. CONST. ℄

P.T. 123+47.64 NBND.

P.T. 123+52.50 SBND.

P.I. 52+50.00 WBND.-EBND.

STA. 53"CC"+98, C.T.H. CC EBND. MEDIAN 3H INLET (129)

STA. 53"CC"+98, C.T.H. CC WBND. MEDIAN 3H INLET (128)

55"CC"

60 "CC"

65"CC"

P.C.C. 56+50.74 WBND.

C.T.H. CC

P.C. 53+64.41 WBND.

P.T. 55+35.22 EBND.

P.C. 56+49.63 EBND.

P.T. 63"CC"+00.72 WBND.

P.T. 63"CC"+35.30

P.I. 64"CC"+52.65 WBND.

P.I. 66"CC"+12.85 WBND.

P.T. 62"CC"+98.17

P.I. 65"CC"+25.24 EBND.

(130) (133) (136)

STA. 58"CC"+93, C.T.H. CC WBND. MEDIAN 3H INLET (131)

STA. 58"CC"+93, C.T.H. CC EBND. MEDIAN 3H INLET (132)

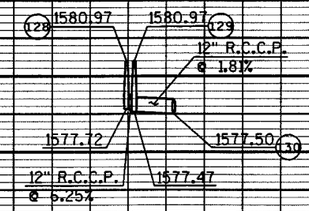
STA. 62"CC"+00, C.T.H. CC WBND. LT. 3H INLET (134A)

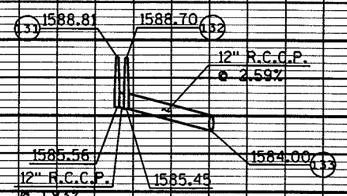
STA. 61"CC"+84, C.T.H. CC WBND. MEDIAN 3H INLET (134)

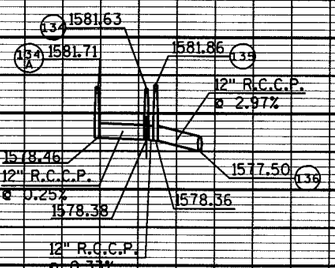
STA. 61"CC"+84, C.T.H. CC EBND. MEDIAN 3H INLET (135)

S.T.H. 17

U.S.







1605 1600 1595 1590 1585 1580 1575 1570 1565

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 440307.00

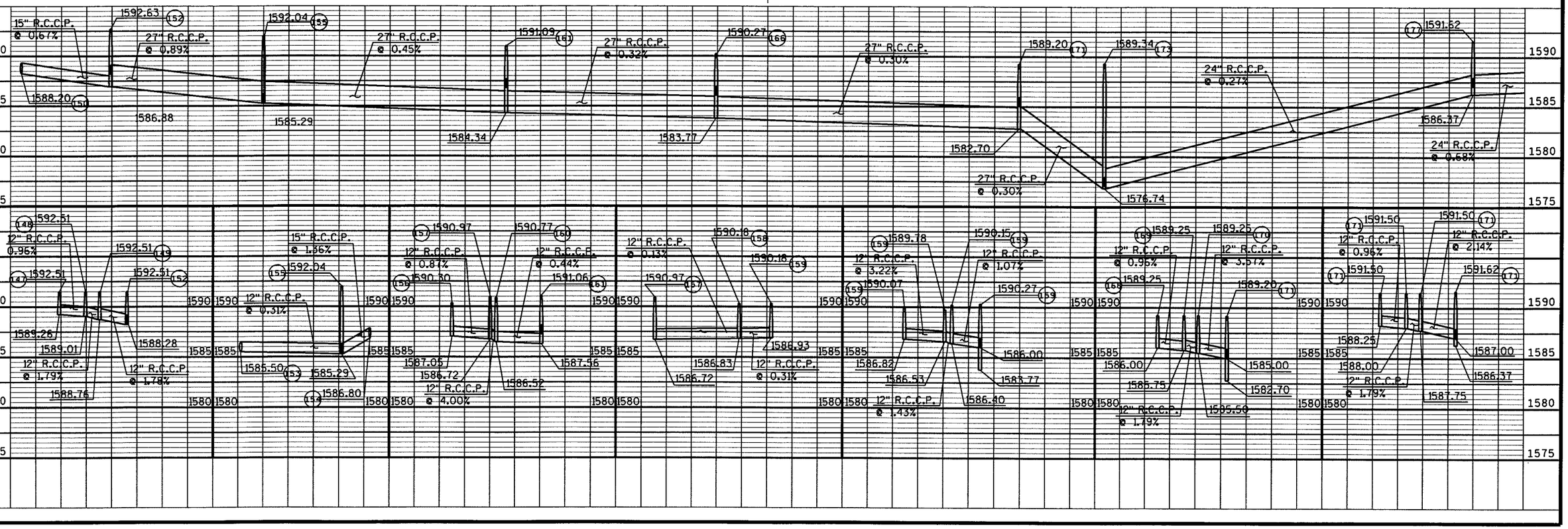
DATE: 9/1/02
FILE NAME: 022509 SS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	81

STORM SEWER PLAN
FOR
S.T.H. 17 — ONEIDA COUNTY

STA. 131+00, S.T.H. 17 NBND. RT. (149) 3H INLET
STA. 131+00, S.T.H. 17 SBND. MEDIAN (148) 3H INLET
STA. 131+00, S.T.H. 17 SBND. LT. (147) 3H INLET
STA. 134+75, S.T.H. 17 SBND. LT. TAPER (156) 3H INLET
STA. 134+92, S.T.H. 17 SBND. MEDIAN (157) 3H INLET
STA. 134+92, S.T.H. 17 NBND. MEDIAN (160) 3H INLET
WINNEBAGO ST.
STA. 19"W"+10, WINNEBAGO ST. RT. (158) 3H INLET
STA. 19"W"+10, WINNEBAGO ST. LT. (159) 3H INLET
STA. 137+00, S.T.H. 17 SBND. LT. TAPER (163) 3H INLET
STA. 137+00, S.T.H. 17 SBND. MEDIAN (164) 3H INLET
STA. 137+00, S.T.H. 17 NBND. MEDIAN (165) 3H INLET
STA. 137+00, S.T.H. 17 NBND. RT. TAPER (167) 3H INLET
STA. 138+97, S.T.H. 17 SBND. LT. (168) 3H INLET
STA. 138+97, S.T.H. 17 SBND. MEDIAN (169) 3H INLET
STA. 138+97, S.T.H. 17 NBND. MEDIAN (170) 3H INLET
STA. 138+97, S.T.H. 17 NBND. RT. (172) 3H INLET
STA. 144+50, S.T.H. 17 SBND. MEDIAN (175) 3H INLET
STA. 144+50, S.T.H. 17 SBND. LT. (174) 3H INLET
130
135
140
145
S.T.H. 17
STA. 132+50, S.T.H. 17 NBND. 27.5' RT. (155) 1J MANHOLE
STA. 134+92, S.T.H. 17 NBND. 27.5' RT. (161) 1J MANHOLE
STA. 134+75, S.T.H. 17 NBND. TAPER RT. (162) 3H INLET
STA. 137+00, S.T.H. 17 NBND. 27.5' RT. (166) 1J MANHOLE
STA. 138+97, S.T.H. 17 NBND. 27.5' RT. (171) 1J MANHOLE
STA. 140+85, S.T.H. 17 NBND. 27.5' RT. (173) 1J MANHOLE
STA. 144+50, S.T.H. 17 NBND. MEDIAN (176) 3H INLET
STA. 144+50, S.T.H. 17 NBND. RT. (178) 3H INLET
STA. 144+50, S.T.H. 17 NBND. 27.5' RT. (177) 1J MANHOLE
STA. 131+00, S.T.H. 17 NBND. RT. (151) 3H INLET
STA. 131+00, S.T.H. 17 NBND. 27.5' RT. (152) 1J MANHOLE



1590 1585 1580 1575

PLOT NAME:
SCALE:
DATE: 9/1/02
FILE NAME: 02250 SS.DGN
ORIGINATOR: DJD
PROJECT NO. 4403O7.00
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	82

STORM SEWER PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

145 150 155 160

S.T.H. 17

STA. 147+50, S.T.H. 17 SBND. LT. RADIUS (179) 3H INLET
STA. 147+69, S.T.H. 17 SBND. MEDIAN (180) 3H INLET
STA. 147+69, S.T.H. 17 NBND. MEDIAN (181) 3H INLET
STA. 147+70, S.T.H. 17 NBND. RT. RADIUS (183) 3H INLET
STA. 147+69, S.T.H. 17 NBND. 6' RT. (182) 3J MANHOLE

STA. 153+50, S.T.H. 17 SBND. LT. (185) 3H INLET
STA. 153+50, S.T.H. 17 SBND. MEDIAN (186) 3H INLET
STA. 153+50, S.T.H. 17 NBND. MEDIAN (187) 3H INLET
STA. 153+50, S.T.H. 17 NBND. RT. (189) 3H INLET
STA. 153+50, S.T.H. 17 NBND. 6' RT. (188) 3J MANHOLE
(184)
(190)

STA. 156+35, S.T.H. 17 SBND. LT. (192) 3H INLET
STA. 156+00, S.T.H. 17 SBND. 46' LT. (191) 1C INLET
STA. 156+35, S.T.H. 17 SBND. MEDIAN (193) 3H INLET
STA. 156+35, S.T.H. 17 NBND. MEDIAN (194) 3H INLET
STA. 156+35, S.T.H. 17 NBND. RT. (196) 3H INLET
STA. 156+35, S.T.H. 17 NBND. 6' RT. (195) 3J MANHOLE

STA. 157+50, S.T.H. 17 SBND. LT. (197) 3H INLET
STA. 157+50, S.T.H. 17 SBND. MEDIAN (198) 3H INLET
STA. 157+50, S.T.H. 17 NBND. MEDIAN (199) 3H INLET
STA. 157+50, S.T.H. 17 NBND. RT. (201) 3H INLET
STA. 157+50, S.T.H. 17 NBND. 6' RT. (200) 3J MANHOLE

P.C. 160+23.21 R/W R NBND. & SBND.

1595 1590 1585

(182) 1593.66 — 24" R.C.C.P. @ 0.64% — 1589.94 — 1588.41
(179) 1593.29 — 12" R.C.C.P. @ 1.02% — 1590.04 — 1588.41
(182) 1593.66 — 12" R.C.C.P. @ 1.03% — 1590.30 — 1588.41
(181) 1593.54 — 12" R.C.C.P. @ 1.43% — 1593.34 (180) — 12" R.C.C.P. @ 1.25% — 1590.09 — 1590.04
(186) 1594.00 — 15" R.C.C.P. @ 0.96% — 1590.25
(184) 1593.00 — 15" R.C.C.P. @ 12.33% — 1590.00 — 15" R.C.C.P. @ 1.79% — 1589.75
(187) 1594.00 — 15" R.C.C.P. @ 2.68% — 1585.25
(188) 1594.00 — 30" R.C.C.P. @ 0.63% — 1585.00 (190)
(188) 1594.12 — 27" R.C.C.P. @ 0.71% — 1585.37
(192) 1593.03 — 2" R.C.C.P. @ 0.92% — 1590.00 — 12" R.C.C.P. @ 0.96% — 1589.53
(193) 1593.03 — 12" R.C.C.P. @ 1.79% — 1587.40 — 12" R.C.C.P. @ 1.05% — 1589.28
(198) 1593.37 — 12" R.C.C.P. @ 0.96% — 1590.12 — 12" R.C.C.P. @ 1.79% — 1589.62
(199) 1593.15 — 24" R.C.C.P. @ 0.47% — 1587.40
(200) 1593.49 — 24" R.C.C.P. @ 0.21% — 1587.99
(200) 1593.49 — 12" R.C.C.P. @ 1.43% — 1587.99

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 440307.00
DATE: 9/1/02
FILE NAME: 02511 SS.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	83

STORM SEWER PLAN
FOR
S.T.H. 17 — ONEIDA COUNTY

207 STA. 161+10, S.T.H. 17 NBND. RT.
3H INLET

205 STA. 161+00, S.T.H. 17 NBND. RT.
3H INLET

204 STA. 161+00, S.T.H. 17 NBND. MEDIAN
3H INLET

203 STA. 161+00, S.T.H. 17
SBND. MEDIAN
3H INLET

202 STA. 161+00, S.T.H. 17
SBND. LT.
3H INLET

210 STA. 165+00, S.T.H. 17
SBND. RT.
3H INLET

209

165

170

175

160

224

STA. 169+00, S.T.H. 17 LT. SBND. TAPER
3H INLET

P.T. 168+42.62 SBND. BK.
P.T. 168+35.81 SBND. AH.

226

STA. 165+00, S.T.H. 17 NBND. MEDIAN
3H INLET

STA. 165+10, S.T.H. 17 NBND. RT.
3H INLET

STA. 165+00, S.T.H. 17 NBND. RT.
3H INLET

P.T. 168+29.00 NBND BK.
P.T. 168+35.81 NBND. AH.

P.T. 168+35.81 R/W RL

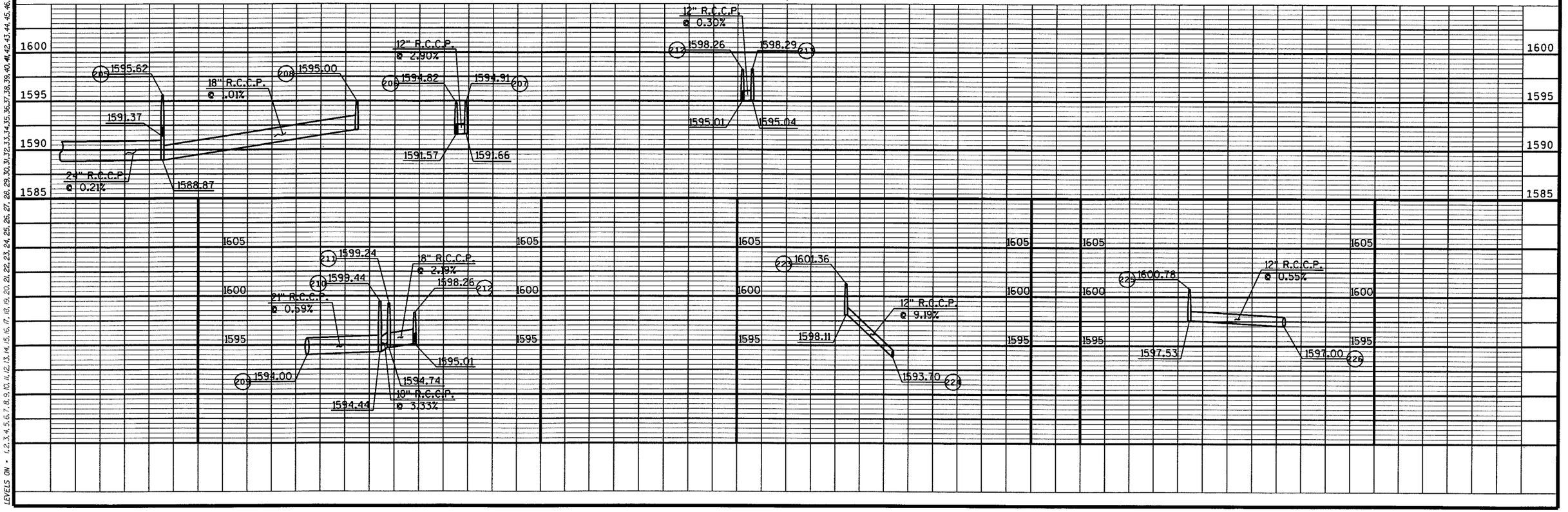
STA. 163+00, S.T.H. 17 NBND. 34' RT.
IMS-A INLET

P.C. 160+23.21 R/W RL
NBND. & SBND.

STA. 161+00, S.T.H. 17 NBND. 6' RT.
3J MANHOLE

225 STA. 173+00, S.T.H. 17 NBND. RT.
3H INLET

P.C. 174+55.42 R/W RL.
NBND., SBND.



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 4403O7.00

DATE: 9/1/02
FILE NAME: 022512 SS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	84

STORM SEWER PLAN
FOR
S.T.H. 17 — ONEIDA COUNTY

217 STA. 78"ST"+02 STEVENS ST. SBND. RT.
3H INLET

218 STA. 78"ST"+02 STEVENS ST. NBND. RT.
3H INLET

214 STA. 75"ST"+50, STEVENS ST.
SBND. LT.
3H INLET

215 STA. 75"ST"+50, STEVENS ST.
NBND. RT.
3H INLET

STEVENS ST.

216

219 STA. 78"ST"+43 STEVENS ST.
SBND. 8' RT.
3J MANHOLE

220 STA. 167+03, S.T.H. 17
SBND. MEDIAN
3H INLET

P.T. 168+42.62 SBND. BK.
P.T. 168+35.81 SBND. AH.

170

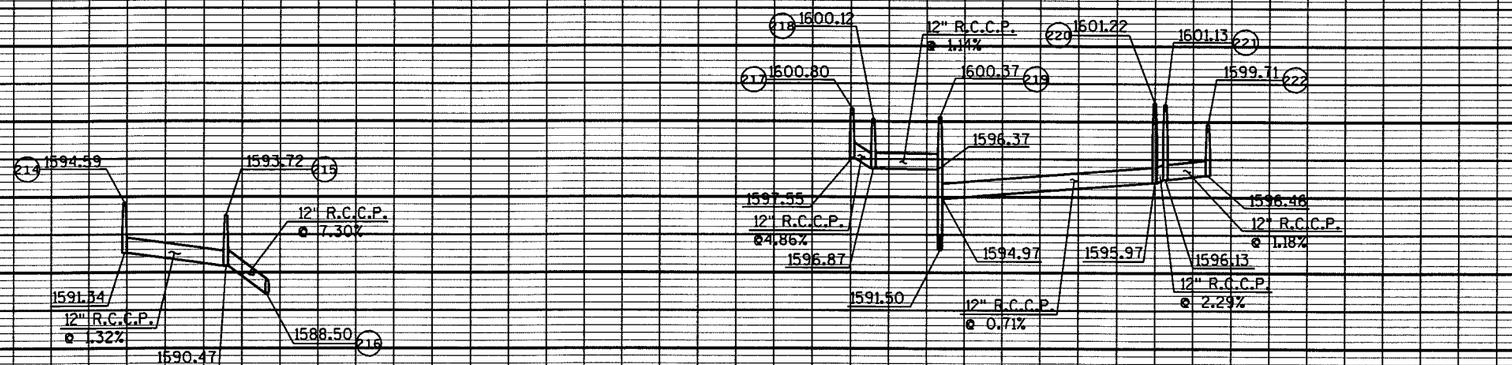
S.T.H. 17

P.T. 168+35.81 R/W R.
P.T. 168+29.00 NBND. BK.
P.T. 168+35.81 NBND. AH.

165

STA. 167+00, S.T.H. 17 NBND. RT. 222
3H INLET

STA. 166+95, S.T.H. 17 NBND. MEDIAN 221
3H INLET



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 4403.07.00

DATE: 9/1/02
FILE NAME: 022513 SS.DGN

PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO. 44-0307-00
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.
DATE: 10/14/02
FILE NAME: 023201 PS.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	85

SIGNING PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

*-SPACE 6-FT. TYPICAL BETWEEN EDGES OF SIGNS, AND MOUNT WITH BOTTOM OF SIGNS AT 4-FT. ABOVE THE PAVEMENT SURFACE.

**-MOUNT BOTTOM OF SIGN AT 2-FT. ABOVE THE SURFACE OF ISLAND.

GN

U.S.H. 8

S.T.H. 17

GERMOND RD

10"G"

5"G"

15"G"

S-43-25

S-43-26

1 W1-3R 30" X 30"
2 W13-1 25 M.P.H. 18" X 18"
3 W3-3 36" X 36"
4 J1-3 72" X 39" — JCT M 2-1 21" X 15" (8 M1-4 24" X 24") (17 M1-6 24" X 24") (47 M1-6 24" X 24")
5 W1-3R 30" X 30"
6 W13-1 25 M.P.H. 18" X 18"
7 R5-1 DO NOT ENTER 30" X 30"
8 J3-3 72" X 57" — WEST M3-4 24" X 12" (8 M1-4 24" X 24") M6-1L 21"x21"; NORTH M3-1 24" X 12" (17 M1-6 24" X 24") M6-1S 21" X 21"; EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1R 21" X 21"
9 R1-1F STOP 30" X 30"
10 W6-1 36" X 36"
11 R1-1F STOP 30" X 30"
12 W5-54D 18" X 18"
13 W5-54D 18" X 18"
14 W5-54D 18" X 18"
15 D2-2 78" X 24" — Merrill 41 / Prentice 48
16 W6-1 36" X 36"
17 R4-7 24" X 30"
18 W3-3 36" X 36"
19 J2-3 72" X 57" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"; NORTH M3-1 24" X 12" (17 M1-6 24" X 24") M5-1L 21" X 21"
20 W6-3 24" X 24"
21 J4-3 72" X 36" — WEST M3-4 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; NORTH M3-1 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (17 M1-6 24" X 24") M6-1R 21" X 21"
22 WRONG WAY R5-9 36" X 24"
23 SPEED LIMIT 45 R2-1 24" X 30"
24 R4-7 24" X 30"
25 D1-3 84" X 36" — Monico / Rhinelander / Eagle River
26 J4-2 48" X 36" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"
27 SPEED LIMIT 45 R2-1 24" X 30"
28 R4-7 24" X 30"
29 R1-1F STOP 30" X 30"
30 R5-1 DO NOT ENTER 30" X 30"
31 R1-2 YIELD 36" X 31"
32 R4-7 24" X 30"
33 R5-1 DO NOT ENTER 30" X 30"
34 R4-7 24" X 30"
35 R1-2 YIELD 36" X 31"
36 R5-1 DO NOT ENTER 30" X 30"
37 R1-2 YIELD 36" X 31"
38 J4-2 48" X 36" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"
39 WRONG WAY R5-9 36" X 24"
40 D2-3 72" X 36" — Monico 11 / Crandon 23 / Antigo 42
41 J1-1 24" X 39" — JCT M 2-1 21" X 15" (17 M1-6 24" X 24")
42 R4-7 24" X 30"
43 W6-1 36" X 36"
44 W3-3 36" X 36"
45 D1-4 84" X 48" — Prentice / Merrill / Rhinelander / Eagle River
46 J4-2 48" X 36" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"
47 J4-2 48" X 36" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"
48 J2-4 96" X 57" — WEST M3-4 24" X 12" (8 M1-4 24" X 24") M6-1S 21" X 21"; NORTH M3-1 24" X 12" (47 M1-6 24" X 24") M6-1S 21" X 21"; SOUTH M3-3 24" X 12" (17 M1-6 24" X 24") M6-1S 21" X 21"; NORTH M3-1 24" X 12" (17 M1-6 24" X 24") M5-1R 21" X 21"
49 WRONG WAY R5-9 36" X 24"
50 W3-3 36" X 36"
51 D2-3 72" X 36" — Monico 11 / Crandon 23 / Antigo 42
52 R4-7 24" X 30"
53 J1-1 24" X 39" — JCT M 2-1 21" X 15" (17 M1-6 24" X 24")
54 W6-1 36" X 36"
55 R1-1F STOP 30" X 30"
56 W12-1D 24" X 24"
57 W12-1D 24" X 24"
58 R1-2 YIELD 36" X 31"
59 J3-4 96" X 57" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M6-1L 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M6-1L 21" X 21"; WEST M3-4 24" X 12" (8 M1-4 24" X 24") M6-1R 21" X 21"; NORTH M3-1 24" X 12" (47 M1-6 24" X 24") M6-1R 21" X 21"
60 J3-1 24" X 57" — SOUTH M3-3 24" X 12" (17 M1-6 24" X 24") M6-1R 21" X 21"
61 SPEED LIMIT 45 R2-1 24" X 30"
62 R3-8 36" X 30" — ONLY
63 J4-1 24" X 36" — NORTH M3-1 24" X 12" (17 M1-6 24" X 24") M6-1R 21" X 21"
64 W14-3 NO PASSING ZONE 48" X 36"
65 D1-3 72" X 36" — Monico / Prentice / Merrill
66 J1-2 96" X 57" — EAST M3-2 24" X 12" (8 M1-4 24" X 24") M5-1L 21" X 21"; SOUTH M3-3 24" X 12" (47 M1-6 24" X 24") M5-1L 21" X 21"; WEST M3-4 24" X 12" (8 M1-4 24" X 24") M5-1R 21" X 21"; NORTH M3-1 24" X 12" (47 M1-6 24" X 24") M5-1R 21" X 21"
67 J2-1 24" X 57" — NORTH M3-1 24" X 12" (17 M1-6 24" X 24") M5-1R 21" X 21"
70 W3-3 36" X 36"

LEGEND

- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (XXX) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	86
SIGNING PLAN FOR	
S.T.H. 17	ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE: 05/06/02
FILE NAME: 023202 PS.DGN
PLOT NAME:
SCALE:

GN

10 15 20 25 30 35 40

S.T.H. 17

OLD 8 ROAD

(68) SPEED LIMIT 45 — R2-1 24" X 30"

(69) STOP AHEAD — W3-1 36" X 36"

(71) J1-1 24" X 39" — JCT M2-1 21"x15" — 17 M1-6 24" X 24"

(72) SPEED LIMIT 35 — R2-1 24" X 30"

(73) NORTH M3-1 24"x12" — 17 M1-6 24" X 24" — M6-1L 21" x 21"; SOUTH M3-3 24" X 12" — 17 M1-6 24" X 24" — M6-1R 21" X 21"; J3-2 48"x57"

(74) STOP — R1-1 30" X 30"

(75) J1-2 48" X 39" — JCT M 2-1 21" X 15" — 8 M1-4 24" X 24"; JCT M 2-1 21" X 15" — 47 M1-6 24" X 24"

20 STA. 120"OH"+17.81 OLD 8 RD. CONST. ℄
STA. 19+13.68 S.T.H. 17 CONST. ℄

(76) STOP — R1-1 30" X 30"

(77) SOUTH M3-3 24"x12" — 17 M1-6 24" X 24" — M6-1L 21" x 21"; NORTH M3-1 24" X 12" — 17 M1-6 24" X 24" — M6-1R 21" X 21"; J3-2 48"x57"

(78) JCT M2-1 21"x15" — 17 M1-6 24" X 24"; J1-1 24"x39"

(79) STOP AHEAD — W3-1 36" X 36"

(81) SPEED LIMIT 35 — R2-1 24" X 30"

(82) SPEED LIMIT 45 — R2-1 24" X 30"

(83) J4-1 24" X 36" — NORTH M3-1 24" X 12" — 17 M1-6 24" X 24"

(84) W6-1 36" X 36"

(86) W6-3 30" X 30"

LEGEND

- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (100) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	87

SIGNING PLAN
FOR
S.T.H. 17 — ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403307.00
REVISED BY: KGS
DATE REVISED: 08-25-02

DATE: 05/06/02
FILE NAME: 023203 PS.DGN

PLOT NAME:
SCALE:

GN

S.T.H. 17

OHLSON LANE

OHLSON LANE

86 W6-3 24" X 24"

87 DO NOT ENTER R5-1 30" X 30"

88 R4-7 24" X 30"

89 WRONG WAY R5-9 36" X 24"

91 W6-2 36" X 36"

92 M4-2L 36" X 36"

93 SPEED LIMIT 45 R2-1 24" X 30"

94 SPEED LIMIT 35 R2-1 24" X 30"

96 W5-54D 18" X 18"

97 W5-54D 18" X 18"

98 W5-54D 18" X 18"

* SPACE AT 6-FT. TYPICAL BETWEEN EDGES OF SIGNS, AND MOUNT WITH BOTTOM OF SIGNS AT 4-FT. ABOVE THE PAVEMENT SURFACE.

99 JCT M 2-1 21" X 15" / COUNTY C M1-5A 24" X 24" / J1-1 24"x39"

101 W3-3 36" X 36"

102 WRONG WAY R5-9 36" X 24"

103 J4-1 24"x36" / SOUTH M3-3 24" X 12" / 17 M1-6 24" X 24"

104 SPEED LIMIT 35 R2-1 24" X 30"

105 D1-1 78" X 15" ← Lincoln St

55 50 45 70 75 65 60

P.I. 2

LEGEND

- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (100) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	88
SIGNING PLAN FOR	
S.T.H. 17	ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-25-02

DATE: 05/06/02
FILE NAME: 023204 PS.DGN

PLOT NAME:
SCALE:

LINCOLN STREET
EISENHOWER WAY
VANNOCKER ROAD
NORTH SHORE DRIVE
C.T.H. C
S-43-17
S-43-18
S-43-19
S-43-20
S-43-27
S-43-28
35"L"
45"L"
44"
45"E"
55"NS"
Lincoln St
WRONG WAY
ONLY ONLY ONLY
SPEED LIMIT 35
DO NOT ENTER
STOP
YIELD
JCT M2-1 21"x15" 17 M1-6 24" x 24" COUNTY C M1-5A 24" x 24"
NORTH M3-1 24"x12" 17 M1-6 24" x 24" COUNTY C M1-5A 24" x 24"
SOUTH M3-3 24"x12" 17 M1-6 24" x 24" COUNTY C M1-5A 24" x 24"
J1-1 24"x39"
J1-2 48"x39"
J4-1 24"x36"
J4-2 48"x36"
R3-8b 54" x 30"
J3-2 48"x57"
W3-3 36" x 36"
W4-2R 36" x 36"
R1-2 36" x 31"
R1-1F 30" x 30"
R2-1 24" x 30"
R4-7 24" x 30"
R5-1 30" x 30"
R5-9 36" x 24"
W12-1D 24" x 24"
**-MOUNT BOTTOM OF SIGN AT 2-FT. ABOVE THE SURFACE OF ISLAND.

LEGEND

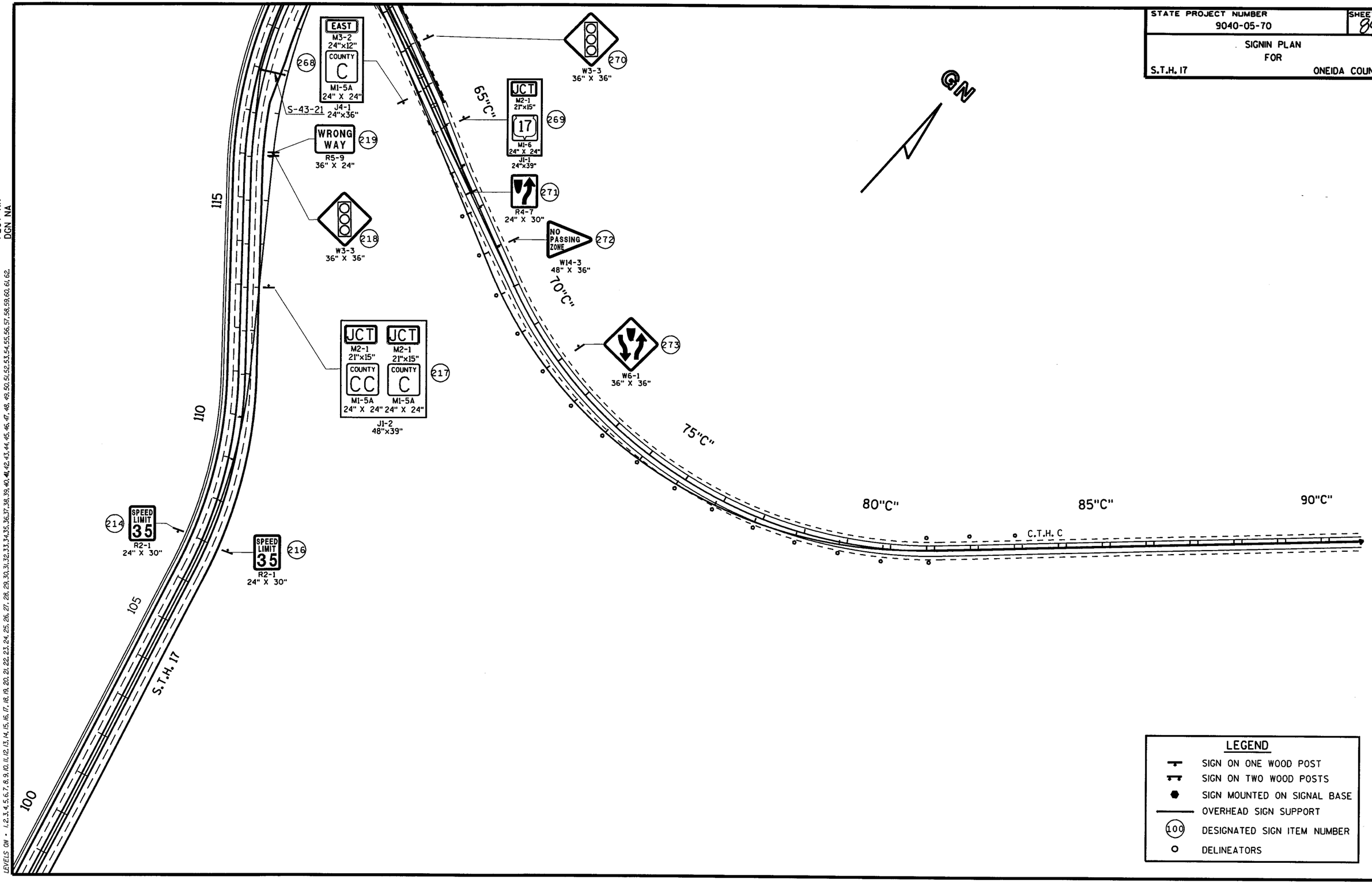
- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- 100 DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	89

SIGNIN PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO. 4403307.00
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 05/06/02
FILE NAME: 023205 PLOT NAME:
PS.DGN SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,



LEGEND

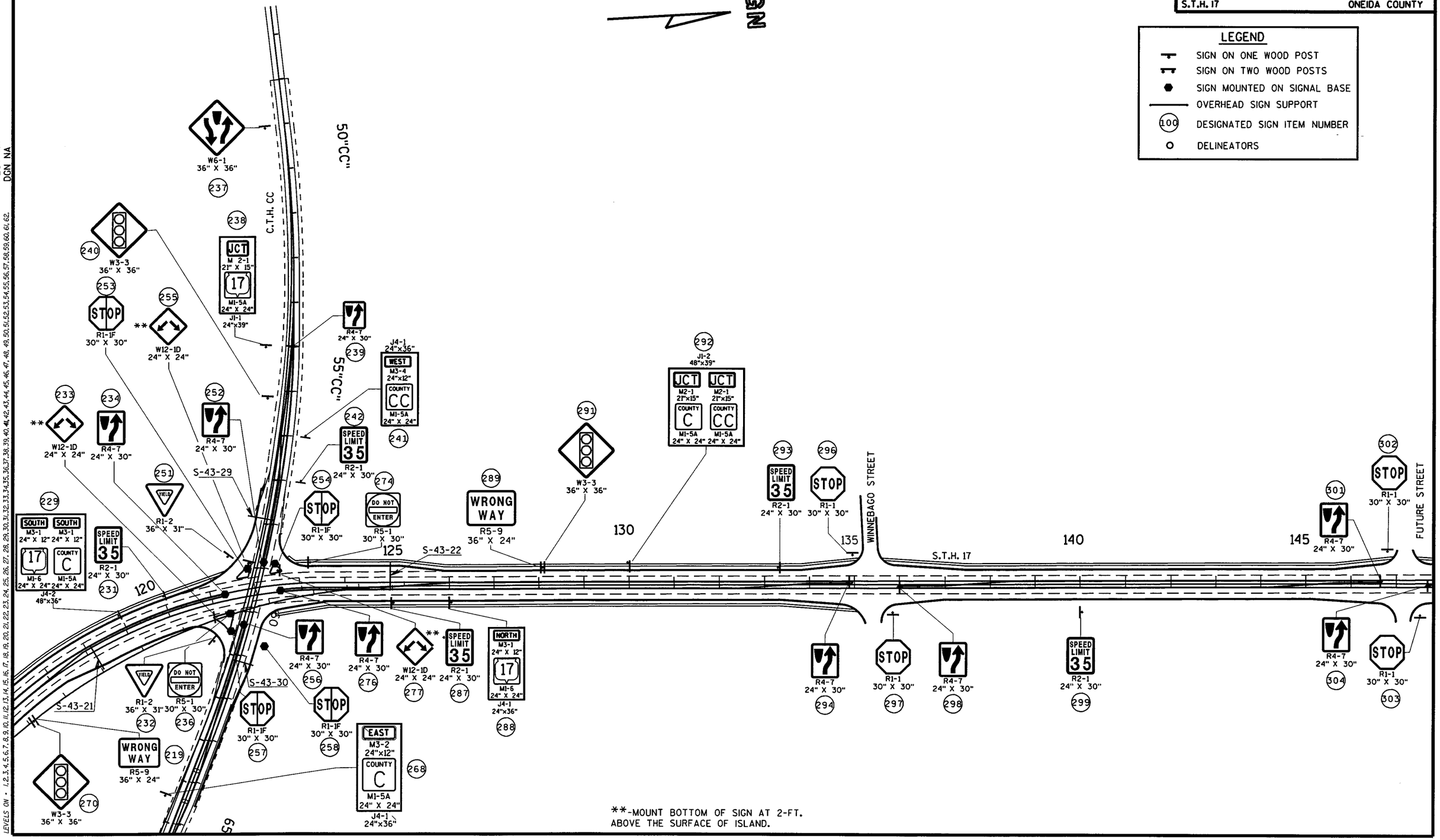
- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (100) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	90

SIGNING PLAN
FOR
S.T.H. 17 ONEIDA COUNTY

LEGEND

- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (100) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS



**-MOUNT BOTTOM OF SIGN AT 2-FT. ABOVE THE SURFACE OF ISLAND.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 4403307.00
REVISED BY:
DATE REVISED:

DATE: 05/06/02
FILE NAME: 023206 PS.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	91
SIGNING PLAN FOR	
S.T.H. 17	ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY:
DATE REVISED:

DATE: 5/6/02
FILE NAME: 023207 PS.DGN

PLOT NAME:
SCALE:

GN

*-SPACE 6-FT. TYPICAL BETWEEN EDGES OF SIGNS, AND MOUNT WITH BOTTOM OF SIGNS AT 4-FT. ABOVE THE PAVEMENT SURFACE.

**-MOUNT BOTTOM OF SIGN AT 2-FT. ABOVE THE SURFACE OF ISLAND.

145 150 155 160 165 170 175

S.T.H. 17

STEVENS STREET

N. CHIPPEWA DR.

S-43-23

S-43-24

301 R4-7 24" X 30"
302 STOP R1-1 30" X 30"
303 STOP R1-1 30" X 30"
304 R4-7 24" X 30"
306 SPEED LIMIT 35 R2-1 24" X 30"
307 SPEED LIMIT 35 R2-1 24" X 30"
308 W5-54D 18" X 18"
309 W5-54D 18" X 18"
311 W5-54D 18" X 18"
312 W3-3 36" X 36"
313 J4-1 24"x36" SOUTH M3-3 24"x12" 17 M1-6 24" X 24"
314 SPEED LIMIT 35 R2-1 24" X 30"
315 WRONG WAY R5-9 36" X 24"
321 J1-1 24"x39" JCT M2-1 21"x15" 17 M1-6 24" X 24"
322 ONLY R3-8 36" X 30"
323 W3-3 36" X 36"
324 ** W12-1D 24" X 24"
325 STOP R1-1F 30" X 30"
327 STOP R1-1F 30" X 30"
328 R4-7 24" X 30"
329 STOP R1-1 30" X 30"
330 YIELD R1-2 36" X 31"
331 DO NOT ENTER R5-1 30" X 30"
332 R4-7 24" X 30"
333 ** W12-1D 24" X 24"
334 R4-7 24" X 30"
335 DI-1 84"X15" ← Stevens St
336 DO NOT ENTER R5-1 30" X 30"
337 YIELD R1-2 36" X 31"
340 DI-1 84"X15" Stevens St →
343 WRONG WAY R5-9 36" X 24"
344 SPEED LIMIT 35 R2-1 24" X 30"
345 CENTER LANE ONLY R3-9B 24" X 36"
346 SPEED LIMIT 45 R2-1 24" X 30"
347 W3-3 36" X 36"
348 J4-1 24"x36" SOUTH M3-3 24"x12" 17 M1-6 24" X 24"
349 J4-1 24"x36" NORTH M3-1 24"x12" 17 M1-6 24" X 24"

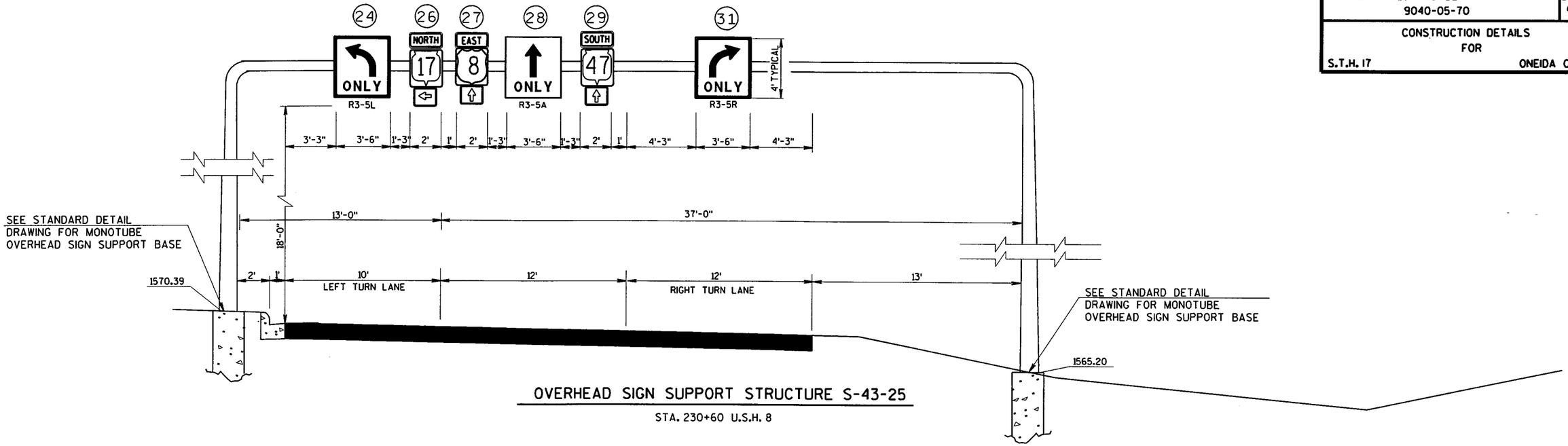
LEGEND

- SIGN ON ONE WOOD POST
- SIGN ON TWO WOOD POSTS
- SIGN MOUNTED ON SIGNAL BASE
- OVERHEAD SIGN SUPPORT
- (100) DESIGNATED SIGN ITEM NUMBER
- DELINEATORS

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

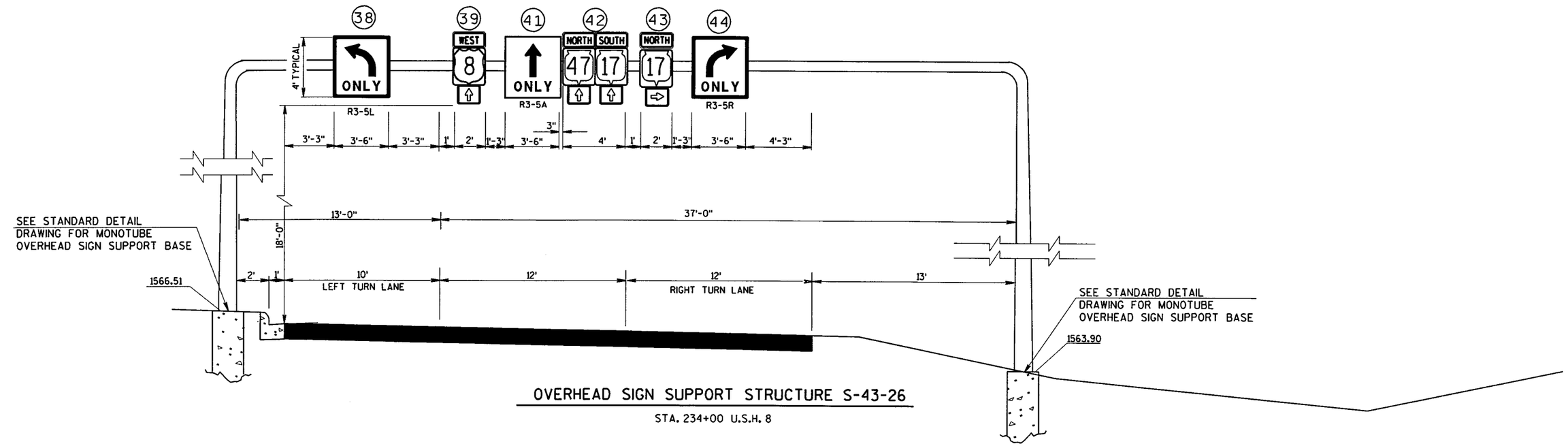
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	92

CONSTRUCTION DETAILS
FOR
S.T.H. 17 ONEIDA COUNTY



OVERHEAD SIGN SUPPORT STRUCTURE S-43-25

STA. 230+60 U.S.H. 8



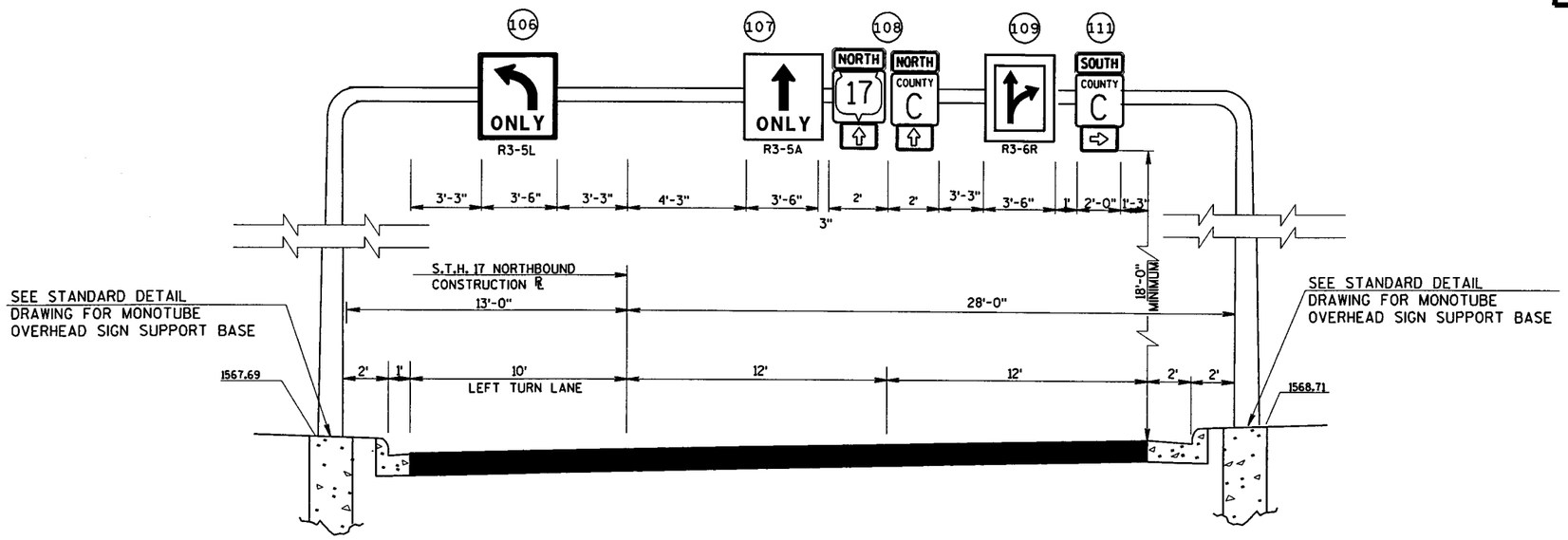
OVERHEAD SIGN SUPPORT STRUCTURE S-43-26

STA. 234+00 U.S.H. 8

ORIGINATOR: KGS DATE: 08-26-02 PLOT NAME: TYP12.PRF
PROJECT NO. 44-0307.00 FILE NAME: 023208 PS.DGN SCALE: -----
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

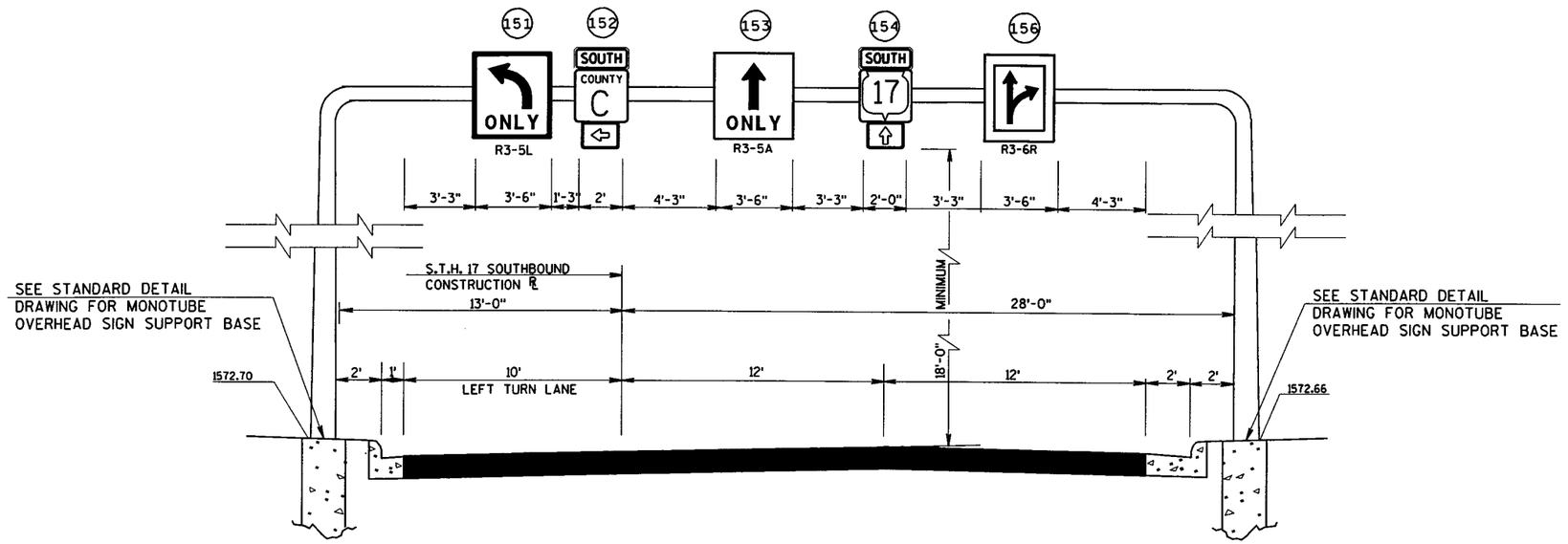
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	93

CONSTRUCTION DETAILS
FOR
S.T.H. 17 ONEIDA COUNTY



OVERHEAD SIGN SUPPORT STRUCTURE S-43-17

STA. 75+50 S.T.H. 17



OVERHEAD SIGN SUPPORT STRUCTURE S-43-18

STA. 80+00 S.T.H. 17

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

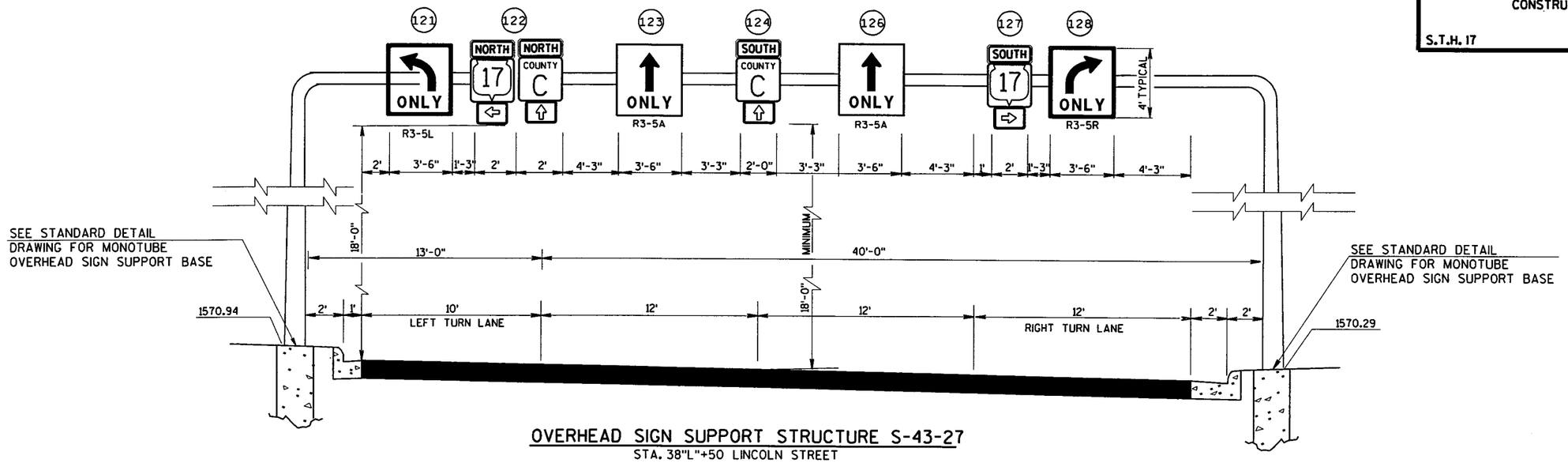
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME: TYP12.PRF
PROJECT NO. 08-25-02 FILE NAME: 023209 PS.DGN SCALE: -----

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

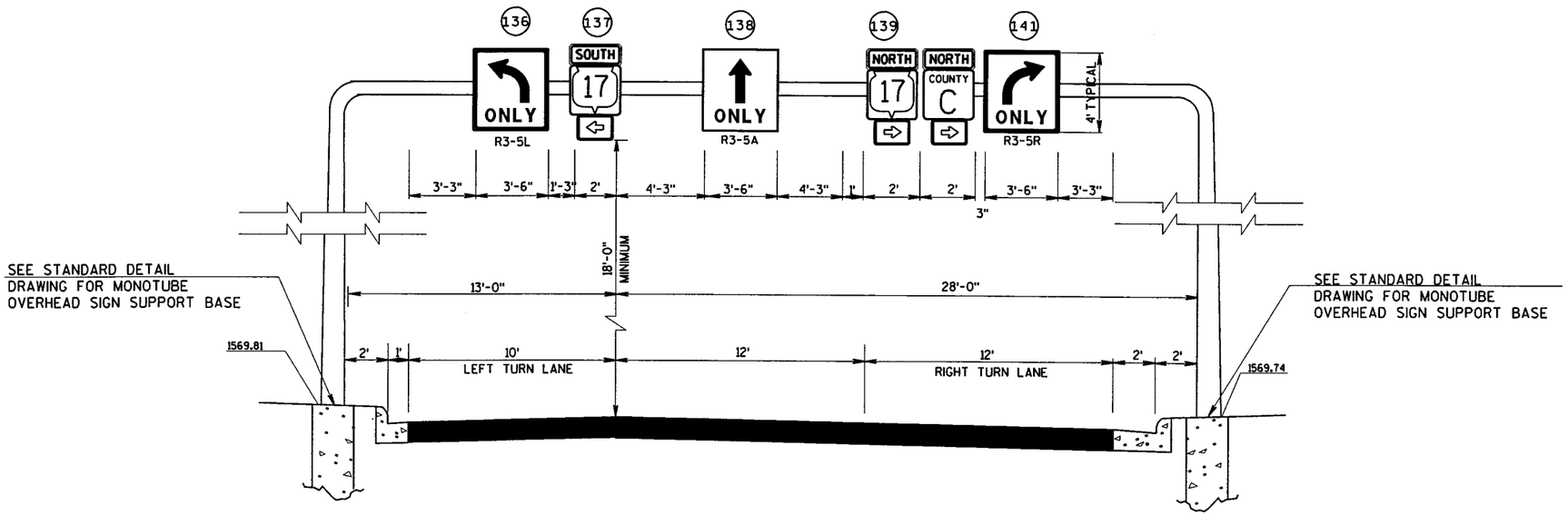
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME: TYP12.PRF
PROJECT NO. 44-0307.00 FILE NAME: 023210 PS.SGN SCALE: -----



OVERHEAD SIGN SUPPORT STRUCTURE S-43-27

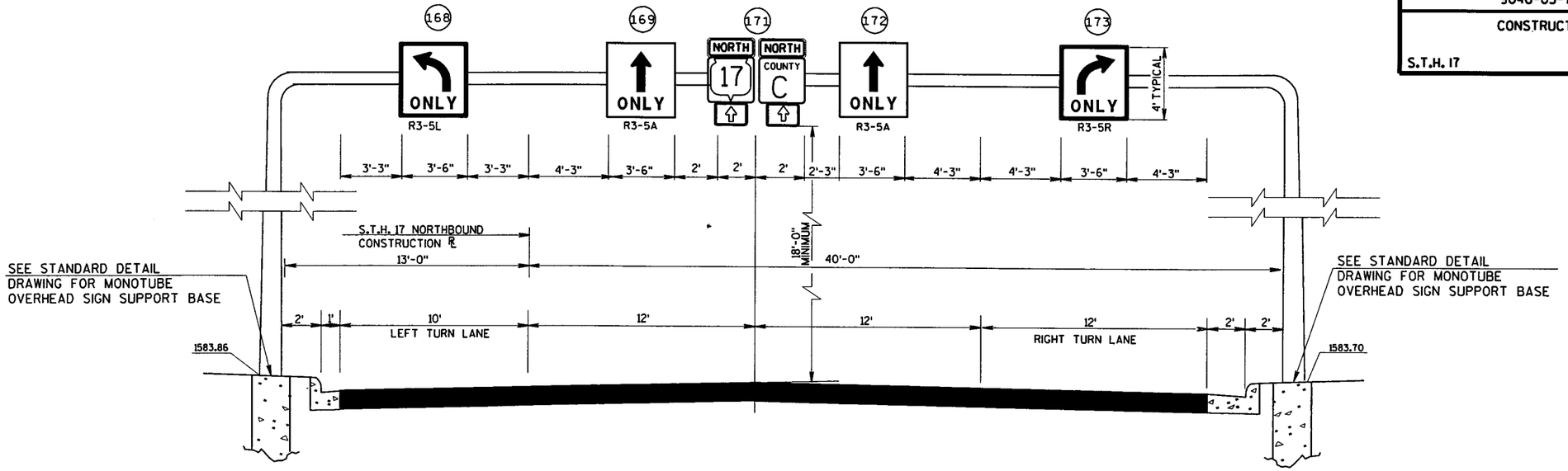
STA. 38"L"+50 LINCOLN STREET



OVERHEAD SIGN SUPPORT STRUCTURE S-43-28

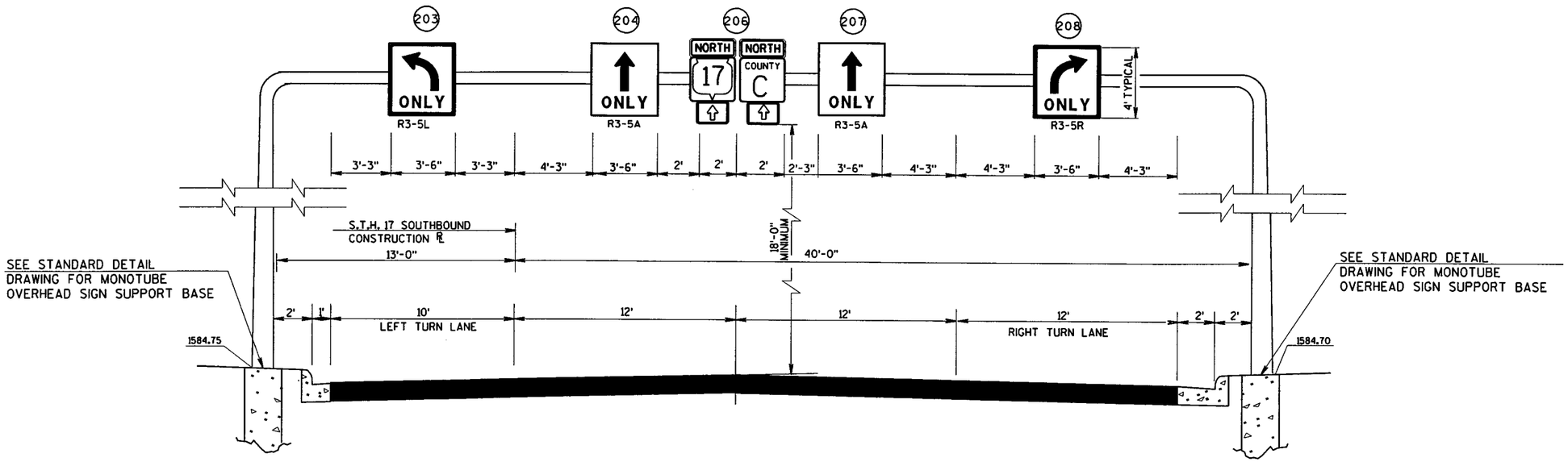
STA. 42"C"+00 C.T.H. C

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	95
CONSTRUCTION DETAILS FOR	
S.T.H. 17	ONEIDA COUNTY



OVERHEAD SIGN SUPPORT STRUCTURE S-43-19

STA. 91+00 S.T.H. 17



OVERHEAD SIGN SUPPORT STRUCTURE S-43-20

STA. 95+00 S.T.H. 17

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

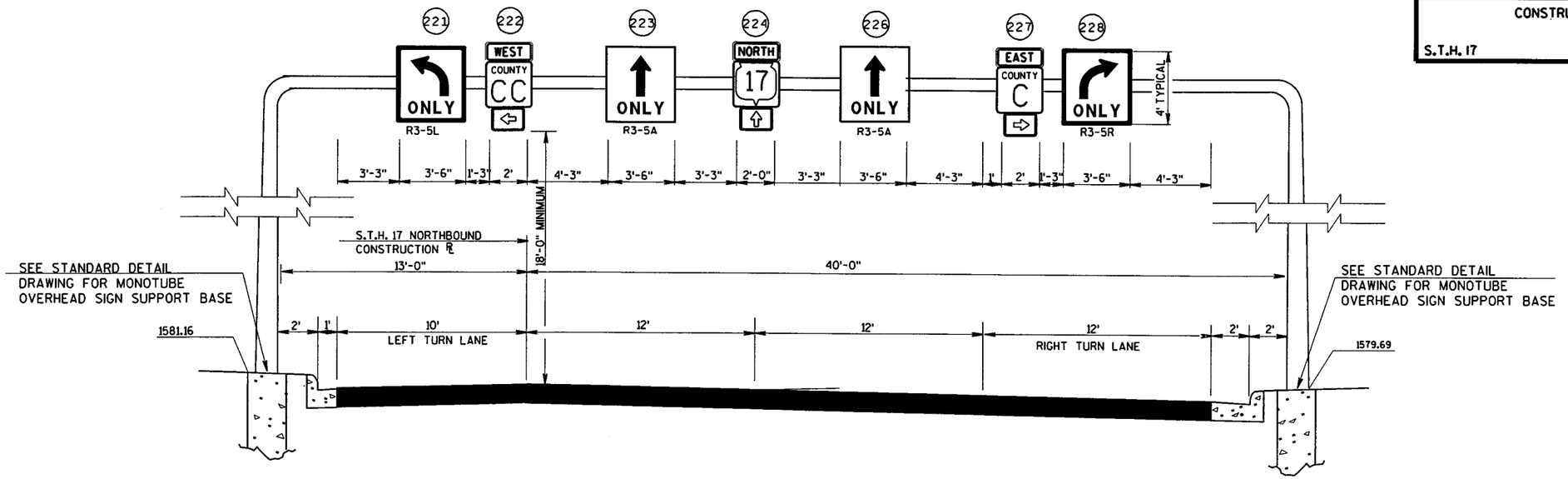
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 09-25-02
FILE NAME: 023211 PS.DGN
PLOT NAME: TYP12.PRF
SCALE: ------

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

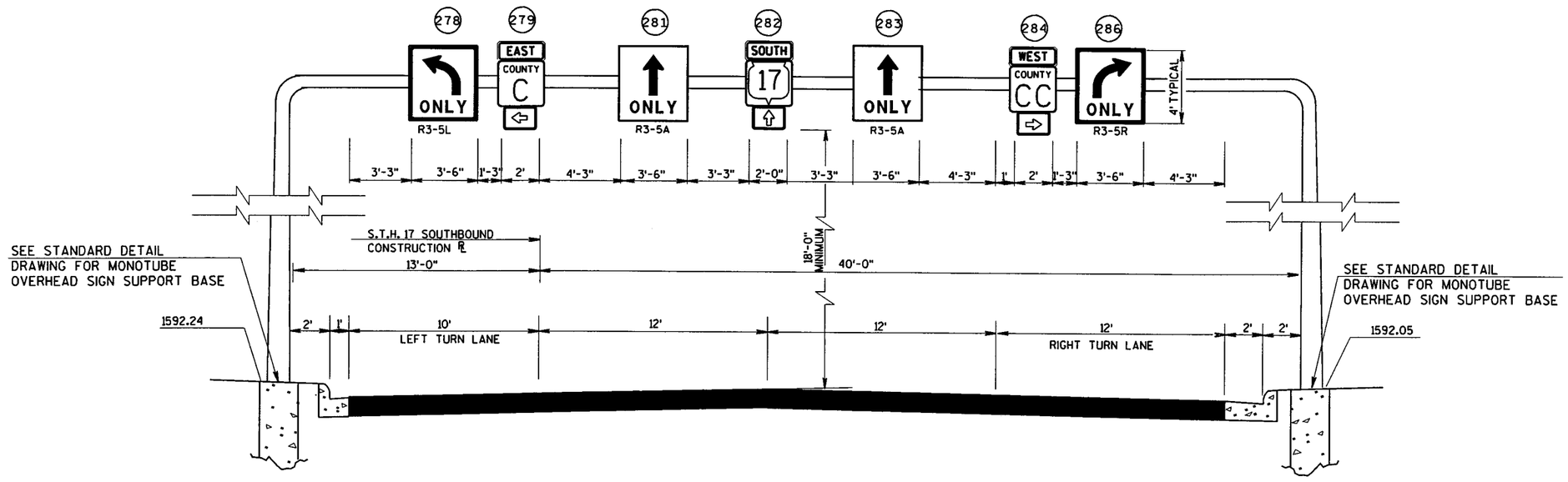
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-25-02
FILE NAME: 023212 PS.DGN
PLOT NAME: TYP12.PRF
PLOT SCALE: -----



OVERHEAD SIGN SUPPORT STRUCTURE S-43-21

STA. 118+30 S.T.H. 17



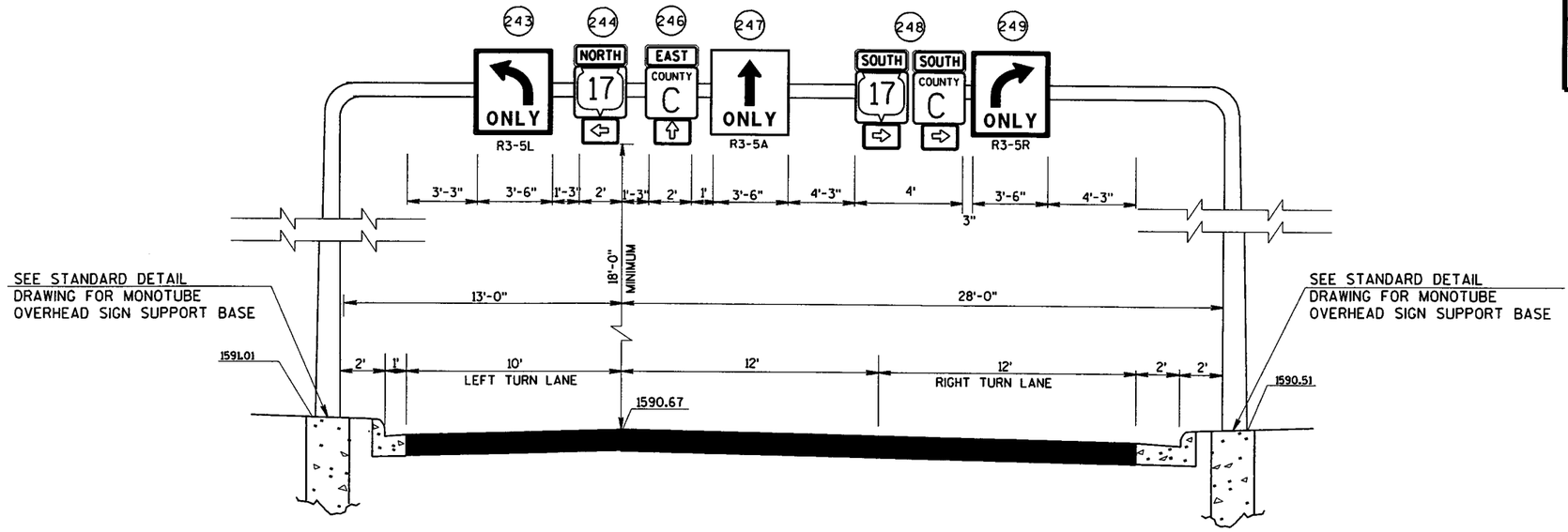
OVERHEAD SIGN SUPPORT STRUCTURE S-43-22

STA. 125+00 S.T.H. 17

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

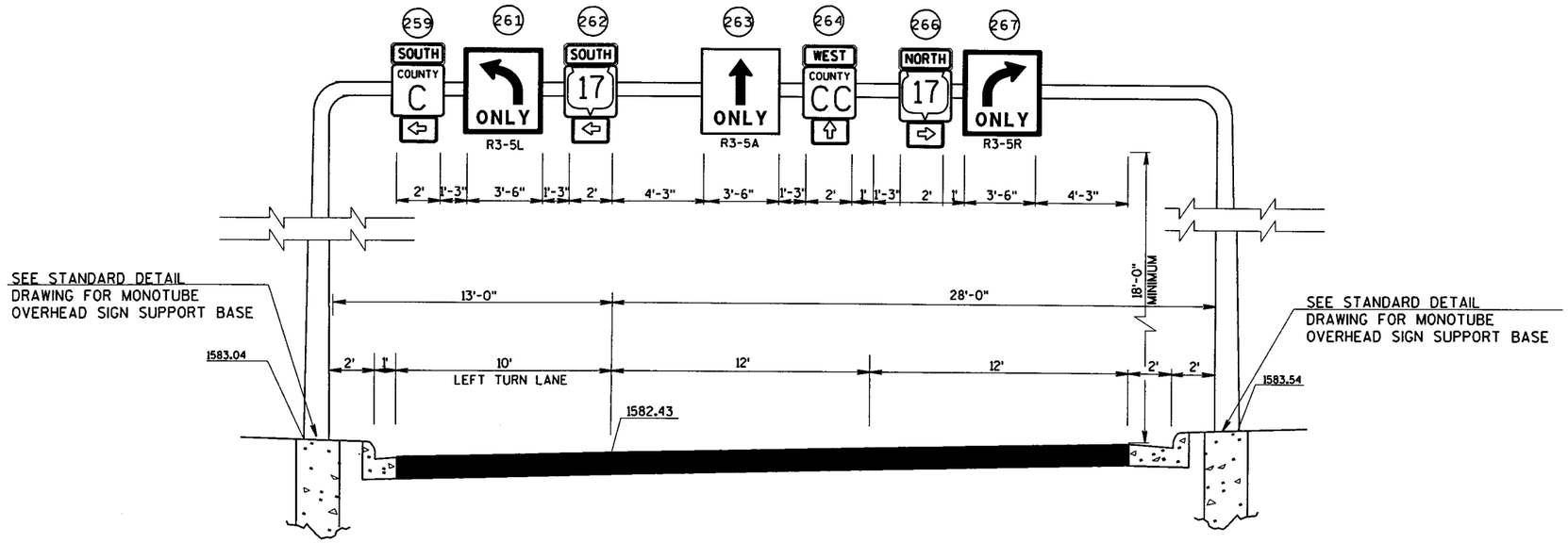
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-25-02
FILE NAME: 023213 PS.DGN
PLOT NAME:
SCALE: -----



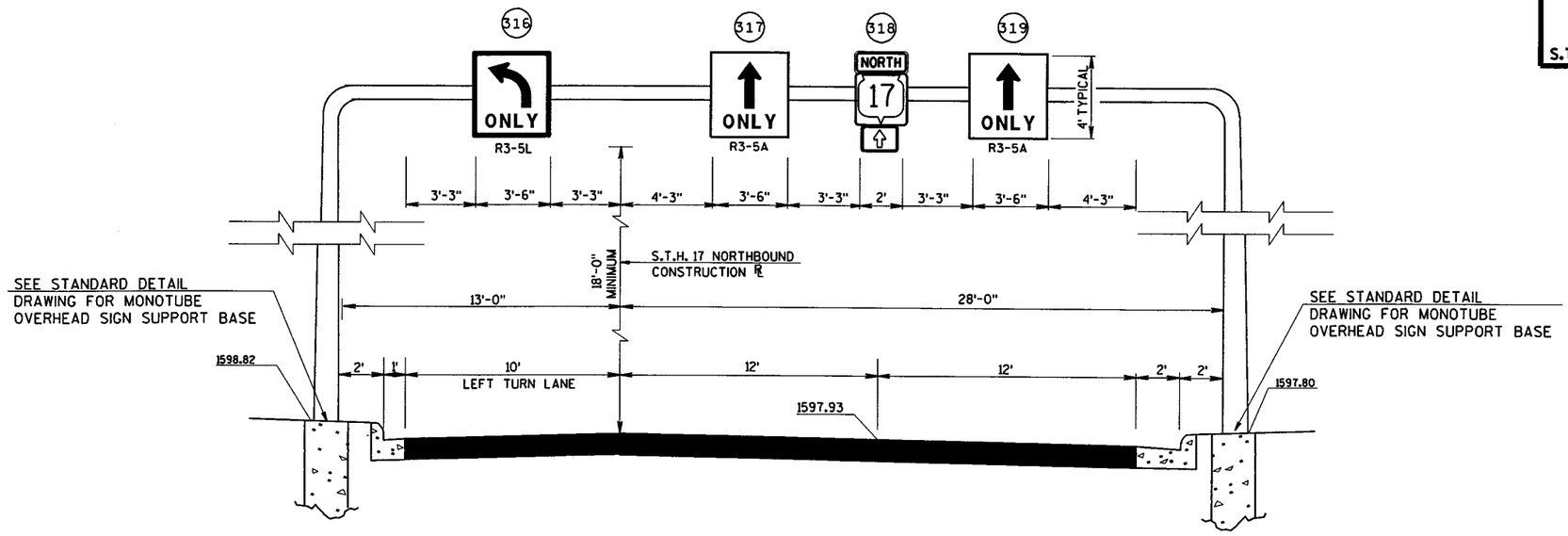
OVERHEAD SIGN SUPPORT STRUCTURE S-43-29

STA. 57"CC"+80 C.T.H. CC



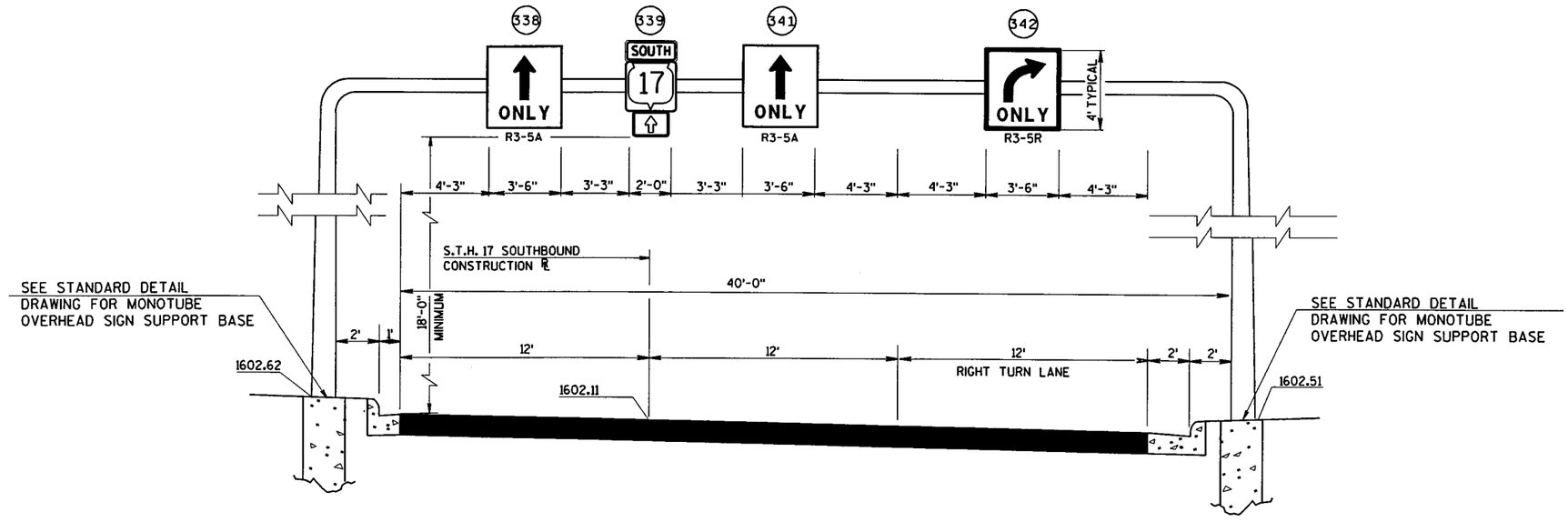
OVERHEAD SIGN SUPPORT STRUCTURE S-43-30

STA. 61"CC"+20 C.T.H. C



OVERHEAD SIGN SUPPORT STRUCTURE S-43-23

STA. 164+00 S.T.H. 17



OVERHEAD SIGN SUPPORT STRUCTURE S-43-24

STA. 168+00 S.T.H. 17

PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 023214 PS.DGN SCALE: -----

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	99

TRAFFIC SIGNAL DETAIL
FOR
S.T.H. 17/U.S.H. 8/GERMOND RD. ONEIDA COUNTY

R/W LINE

GN

STA. 7+15 CONST. ℄
29' LT.

STA. 7+13 CONST. ℄
6' RT.

S.T.H. 17 R/W ℄

S.T.H. 17 CONSTRUCTION ℄

330'

STA. 3+39.33 S.T.H. 17 CONSTRUCTION ℄ =
STA. 232+23.46 U.S.H. 8 CONSTRUCTION ℄

18-INCH SOLID WHITE
STOP LINE, STA. 3+85

18-INCH SOLID WHITE
STOP LINE
STA. 232+68

90°00'26"

150'

330'

18-INCH SOLID WHITE
STOP LINE
STA. 231+70

18-INCH SOLID WHITE
STOP LINE
STA. 232+87

18-INCH SOLID WHITE STOP LINE STA. 19+65

STA. 3+39.33 S.T.H. 17 R/W ℄ =
STA. 20+00.00 GERMOND ROAD R/W ℄
STA. 232+05.96 U.S.H. 8 CONSTRUCTION ℄

STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄
STA. 20+15.13 GERMOND ROAD CONSTRUCTION ℄

CONCRETE CURB AND GUTTER
36-INCH, TYPE D, REQ'D.

GERMOND ROAD
CONSTRUCTION ℄

245'

LEGEND

- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- LIGHT BASE, TYPE 5
- TRAFFIC CONTROL CABINET BASE, TYPE 9 AND ELECTRICAL SERVICE
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH LED SIGANL LENSES.

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	3-H (R Y G)	5-V (R Y G G G)
1,2,4,8,9,11	3,7,10,14	5,6,12,13

DATE:
FILE NAME: 024001 SP.DGN
PLOT NAME:
SCALE:

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	100

TRAFFIC SIGNAL SEQUENCE
FOR
S.T.H. 17/U.S.H. 8/GERMOND RD. ONEIDA COUNTY

SEQUENCE OF OPERATION

	HEAD NO.	Ø1 R/W	Ø1 **	Ø1	Ø1	Ø1	Ø1	Ø2 R/W	Ø2 **	Ø2	Ø2	Ø2	Ø2	Ø3 R/W	Ø3 **	Ø3	Ø3	Ø3	Ø3	Ø4 R/W	Ø4 **	Ø4	Ø4	Ø4	Ø4	FLASH
		CLEAR TO						CLEAR TO						CLEAR TO						CLEAR TO						
Ø1	6,12	G	Y	-				-	-	-				-	-	-				-	-	-				
Ø2	4,5,13,14	R	R	R				G	R	R				R	R	R				R	R	R				R
Ø3		-	-	-				-	-	-				-	-	-				-	-	-				
Ø4	1,8,10	R	R	R				R	R	R				R	R	R				G	Y	R				R
Ø5	5,13	-	-	-				-	-	-				-	-	-				-	-	-				
Ø6	6,7,11,12	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø7		-		-				-	-	-				-	-	-				-	-	-				
Ø8	2,3,9	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø2P																										
Ø4P																										
Ø6P																										
Ø8P																										

	HEAD NO.	Ø5 R/W	Ø5 **	Ø5	Ø5	Ø5	Ø5	Ø6 R/W	Ø6 **	Ø6	Ø6	Ø6	Ø6	Ø7 R/W	Ø7 **	Ø7	Ø7	Ø7	Ø7	Ø8 R/W	Ø8 **	Ø8	Ø8	Ø8	Ø8
		CLEAR TO						CLEAR TO						CLEAR TO						CLEAR TO						
Ø1	6,12	-	-	-				-	-	-				-	-	-				-	-	-				
Ø2	4,5,13,14	R	R	R				R	R	R				R	R	R				R	R	R				
Ø3		-	-	-				-	-	-				-	-	-				-	-	-				
Ø4	1,8,10	R	R	R				R	R	R				R	R	R				R	R	R				
Ø5	5,13	G	Y	-				-	-	-				-	-	-				-	-	-				
Ø6	6,7,11,12	R	R	R				G	Y	R				R	R	R				R	R	R				
Ø7		-	-	-				-	-	-				-	-	-				-	-	-				
Ø8	2,3,9	R	R	R				R	R	R				R	R	R				G	Y	R				
Ø2P																										
Ø4P																										
Ø6P																										
Ø8P																										

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

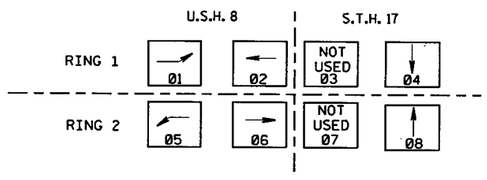
* WHEN CALLED, TIMED A STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 OR 6	2,4,8
Ø2	5 OR 6	1,4,8
Ø4	8	1,2,6,5
Ø5	1 OR 2	6,4,8
Ø6	1 OR 2	5,4,8
Ø8	4	1,2,6,5

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	TURNS
11	1			X		1				6'x6'	5
12	2	X			1	1				6'x20'	3
13	3	X			1	1				6'x20'	3
21	4			X		2				6'x6'	5
22	5			X		2				6'x6'	4
41	6			X		4				6'x6'	4
42	7	X			4	4				6'x20'	3
43	8	X			4	4		X		6'x20'	3
51	9	X			5	5				6'x20'	3
52	10	X			5	5				6'x20'	3
61	11			X		6				6'x6'	5
62	12			X		6				6'x6'	4
81	13			X		8				6'x6'	5
82	14	X			8	8				6'x20'	3
83	15	X			8	8				6'x20'	3



TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ.)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL
1			
2			MIN
3			
4			
5			
6			MIN
7			
8			

ORIGINATOR: DJD
PROJECT NO. 4403307.00
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 3/1/02
FILE NAME: 024101PH.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	101

TRAFFIC SIGNAL DETAIL
FOR
S.T.H. 17/C.T.H. C — ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-25-02

DATE: 7/1/02
FILE NAME: 024002 SP.DGN
PLOT NAME:
SCALE:

GN
R/W LINE
EXISTING R/W
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
18-INCH SOLID WHITE STOP LINE, STA. 78+81
STA. 38+87.10 64.28'
STA. 37+95 5.0'LT.
STA. 37+95 3 RT.
STA. 37+33 20'RT.
STA. 37+27 38'RT.
G.V.
C.T.H. C
STA. 78+09.11 S.T.H. 17 SBND. CONST. ℄= STA. 40+16.93 C.T.H. C
STA. 78+16.33 S.T.H. 17 NBND. CONST. ℄= STA. 40+34.11 C.T.H. C
18-INCH SOLID WHITE STOP LINE, STA. 40+79
18-INCH SOLID WHITE STOP LINE, STA. 40+85
18-INCH SOLID WHITE STOP LINE, STA. 36+64
18-INCH SOLID WHITE STOP LINE, STA. 36+70
18-INCH SOLID WHITE STOP LINE, STA. 77+53 NBND.
18-INCH SOLID WHITE STOP LINE, STA. 77+47 NBND.
S.T.H. 17
240'
100'
145'
R/W LINE

81+15 SBND. 12'LT.
81+20 SBND. 39'LT.
79+93 SBND. 39'LT.
80+00 90'
79+93 SBND. 5'RT.
80+00 NBND. 3'LT.
78+99 NBND. 3'LT.
78+89 NBND. 3'LT.
79+75 SBND. 12'LT.
79+18 SBND. 68'LT.
79+25 72'LT.
79+08 SBND. 5'RT.
79+12 SBND. 58'LT.
78+69 NBND. 32'RT.
78+63 NBND. 32'RT.
78+78 SBND. 5'RT.
40+83 40'LT.
41+00 40'LT.
41+05 26'LT.
41+05 14'LT.
41+12 4'LT.
41+09 5'RT.
41+01 5'RT.
43+21 12'LT.
43+21 3'LT.
39+66 48'LT.
39+64 42'LT.
39+59 45'LT.
39+53 5'LT.
39+46 5'LT.
39+37 3'RT.
39+42 14'RT.
39+61 3'RT.
39+72 14'RT.
39+72 26'RT.
39+88 38'RT.
39+94 42'RT.
39+42 26'RT.
40+00 43'RT.
40+75 26'LT.
40+75 14'LT.
40+82 4'LT.
77+58 NBND. 38'RT.
77+58 NBND. 33'RT.
77+56 NBND. 4'LT.
77+50 SBND. 64'LT.
77+47 SBND. 60'LT.
77+28 NBND. 67'RT.
77+52 NBND. 33'RT.
77+26 NBND. 5'LT.
77+26 SBND. 3'RT.
77+23 SBND. 3'RT.
76+59 NBND. 12'RT.
75+71 NBND. 5'LT.
76+43 SBND. 3'RT.
75+65 3'RT.
75+02 SBND. 11'RT.
75+65
75+08 NBND. 12'RT.

PB-1 PB-2 PB-3 PB-4 PB-5 PB-6 PB-7 PB-8 PB-9 PB-10 PB-11 PB-12 PB-13 PB-14 PB-15 PB-16 PB-17 PB-18 PB-19 PB-20
SB-1 SB-2 SB-3 SB-4 SB-5 SB-6 SB-7 SB-8 SB-9 SB-10 SB-11 SB-12
LB-1 LB-2 LB-3
CB
3-V 5
3-H 4
5-V 3
5-V 6
5-V 7
3-H 8
3-V 9
5-V 10
5-V 11
3-H 12
3-V 13
5-V 14
3-H 16
5-V 15
1-F
2-2"
2-3"
2"

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	3-H (R Y G)	5-V (R Y G ←)
1,5,9,13	4,8,12,16	2,3,6,7,10, 11,14,15

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH LED SIGNAL LENSES.

ALL PREEMPTION RECEIVER DEVICES AND WIRING WILL BE DONE BY WISDOT.

LEGEND

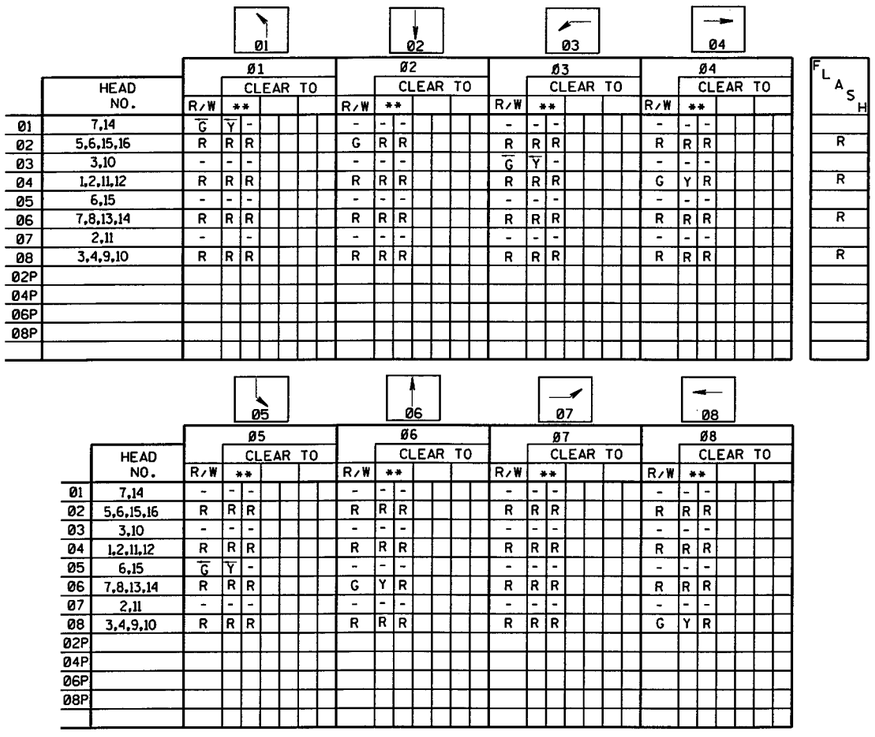
- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- LIGHT BASE, TYPE 5
- TRAFFIC CONTROL CABINET BASE, TYPE 9 AND ELECTRICAL SERVICE
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT
- (H) - PREEMPTION RECEIVER DEVICES - TO BE DONE BY OTHERS

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	102

TRAFFIC SIGNAL SEQUENCE
FOR
S.T.H. 17/C.T.H. C — ONEIDA COUNTY

SEQUENCE OF OPERATION



	HEAD NO.	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
Ø1	7,14	G	Y -	-	- -	-	- -	-	- -	
Ø2	5,6,15,16	R	R R	G	R R	R	R R	R	R R	R
Ø3	3,10	-	- -	-	- -	G	Y -	-	- -	
Ø4	1,2,11,12	R	R R	R	R R	R	R R	G	Y R	R
Ø5	6,15	-	- -	-	- -	-	- -	-	- -	
Ø6	7,8,13,14	R	R R	R	R R	R	R R	R	R R	R
Ø7	2,11	-	- -	-	- -	-	- -	-	- -	
Ø8	3,4,9,10	R	R R	R	R R	R	R R	R	R R	R
Ø2P										
Ø4P										
Ø6P										
Ø8P										

	HEAD NO.	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
Ø1	7,14	-	- -	-	- -	-	- -	-	- -
Ø2	5,6,15,16	R	R R	R	R R	R	R R	R	R R
Ø3	3,10	-	- -	-	- -	-	- -	-	- -
Ø4	1,2,11,12	R	R R	R	R R	R	R R	R	R R
Ø5	6,15	G	Y -	-	- -	-	- -	-	- -
Ø6	7,8,13,14	R	R R	G	Y R	R	R R	R	R R
Ø7	2,11	-	- -	-	- -	-	- -	-	- -
Ø8	3,4,9,10	R	R R	R	R R	R	R R	G	Y R
Ø2P									
Ø4P									
Ø6P									
Ø8P									

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

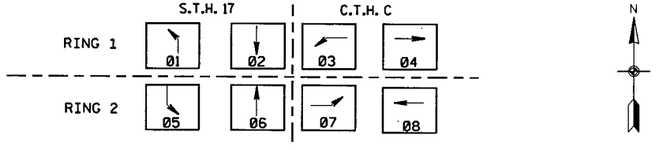
* WHEN CALLED, TIMED A STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 OR 6	2,3,4,7,8
Ø2	5 OR 6	1,3,4,7,8
Ø3	7 OR 8	1,2,4,5,6
Ø4	7 OR 8	1,2,3,5,6
Ø5	1 OR 2	3,4,6,7,8
Ø6	1 OR 2	3,4,5,7,8
Ø7	3 OR 4	1,2,5,6,8
Ø8	3 OR 4	1,2,5,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	TURNS
11	1			X		1				6'x6'	5
12	2	X			1	1				6'x20'	3
13	3	X			1	1				6'x20'	3
21	4			X		2				6'x18'	3
22	5			X		2				6'x18'	3
31	6	X			3	3				6'x20'	3
32	7	X			3	3				6'x20'	3
41	8			X		4				6'x18'	5
42	9	X			4	4				6'x20'	3
43	10	X			4	4				6'x20'	3
44	11	X			4	4				6'x20'	3
45	12	X			4	4				6'x20'	3
51	13			X		5				6'x6'	4
52	14	X			5	5				6'x20'	3
53	15	X			5	5				6'x20'	3
61	16			X		6				6'x18'	4
62	17			X		6				6'x18'	3
71	18			X		7				6'x6'	4
72	19	X			7	7				6'x20'	3
73	20	X			7	7				6'x20'	3
81	21			X		8				6'x6'	6
82	22	X			8	8				6'x20'	3
83	23	X			8	8				6'x20'	3
84	24	X			8	8				6'x20'	3
85	25	X			8	8				6'x20'	3



TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE	
TONE (FREQ.)	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL
1			
2			MIN
3			
4			
5			
6			MIN
7			
8			

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

DATE:
FILE NAME: 024102 PH.DGN PLOT NAME:
PLOT SCALE:
ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	103

TRAFFIC SIGNAL CONTROL
FOR
S.T.H. 17 — ONEIDA COUNTY

CENTURY SHOPPING CENTER FUND 1
A WISCONSIN LIMITED PARTNERSHIP

ROBERT D. COHEN, ET. AL.

ALBERT C. AND PEGGY J. DIBBLES

CONCORD 6, LLC
A WISCONSIN LIMITED LIABILITY CO.

NORTHERN SECURITY NATIONAL
BANK OF RHINELANDER

EISENHOWER WAY

EXISTING R/W

CONSTRUCTION LIMITS
STA. 33+75

STOP BAR
34+05

NEW
TYPE 1
BASE

PB-1 34+06 50'LT.
PB-2 34+29 5'RT.
PB-3 35+05 5'RT.
PB-4 35+26 5'RT.
PB-5 36+48 3'LT.
PB-6 34+16 43'RT.

34+02 4'LT.
34+17 5'RT.
34+41 4'LT.
35+05 20'LT.
35+26 2.8'LT.
36+47 20'LT.

2-3"
100'
145'
6:1
20'
10'
6'

BUILDING
ASPHALT
ARCH
HOUSE
SIGN
T.L.
CONTROL BOX
GV
G
E
T

T.J. (T.L.E.) FOR
SLOPING AND P.E.
CONSTRUCTION

SAW CUT
REQ'D

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

BURIED ELECTRIC CABLE
(APPROXIMATE LOCATION)

BURIED GAS LINE
(APPROXIMATE LOCATION)

C.T.H. C R/W ℄
AND CONSTRUCTION ℄

ASPHALT
PARKING LOT

LEGEND

- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- TRAFFIC CONTROL CABINET BASE, TYPE 9
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH ARE LED LENSES.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,46,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 440307.00 FILE NAME: 024006 SP-DGN SCALE: 1"=40'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	104
TRAFFIC SIGNAL	
STH 17/N. SHORE DRIVE	ONEIDA COUNTY

LEGEND

- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- LIGHT BASE, TYPE 5
- TRAFFIC CONTROL CABINET BASE, TYPE 9 AND ELECTRICAL SERVICE
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT
- PREEMPTION RECEIVER DEVICES - TO BE DONE BY OTHERS
- PEDESTRIAN PUSH BUTTONS

PULL BOX REQ'D.
EVERY 200' ALONG
INTERCONNECT CONDUIT

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH LED SIGNAL LENSES.

A PHONE LINE SHALL BE SUPPLIED BY THE CONTRACTOR TO THE MASTER CONTROLLER FOR THE CLOSED LOOP SYSTEM.
THE PHONE LINE WILL BE INCIDENTAL TO THE COST OF TRAFFIC SIGNALS.

ALL PREEMPTION RECEIVER DEVICES AND WIRING WILL BE DONE BY WISDOT

PEDESTRIAN SIGNAL FACES SHALL BE A 12-INCH LED SIGNAL LIGHT WITH BACK TO BACK, HAND-PERSON

CONFIGURATION WITH HEAD NUMBERS			
3-V R Y G	3-H R Y G	5-V R Y G 4	2-P W DW
1,5,9,13	4,8,12,16	2,3,6,7,10, 11,14,15	17,18

T.I. (T.L.E.) FOR P.E. CONSTRUCTION

COUNTER LOOPS FOR CLOSED LOOP SYSTEM

LOOP	STA.	LOCATION	TURNS
21	96+72	6'LT	5
21A	96+72	18'LT	5
61	90+79	6'RT	5
61A	90+79	18'RT	5

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,
DATE:
FILE NAME: 024003 SP.DGN
PLOT NAME:
SCALE:
ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	105

TRAFFIC SIGNAL SEQUENCE
FOR
S.T.H. 17/NORTH SHORE DR. ONEIDA COUNTY

SEQUENCE OF OPERATION

	HEAD NO.	Ø1			Ø2			Ø3			Ø4			FLASH
		R/W	CLEAR TO **		R/W	CLEAR TO **		R/W	CLEAR TO **		R/W	CLEAR TO **		
Ø1	7,14	G	Y	-	-	-	-	-	-	-	-	-	-	
Ø2	5,6,15,16	R	R	R	G	R	R	R	R	R	R	R	R	R
Ø3	3,10	-	-	-	-	-	-	G	Y	-	-	-	-	
Ø4	1,2,11,12	R	R	R	R	R	R	R	R	R	G	Y	R	R
Ø5	6,15	-	-	-	-	-	-	-	-	-	-	-	-	
Ø6	7,8,13,14	R	R	R	R	R	R	R	R	R	R	R	R	R
Ø7	2,11	-		-	-	-	-	-	-	-	-	-	-	
Ø8	3,4,9,10	R	R	R	R	R	R	R	R	R	R	R	R	R
Ø2P	17,18	D	D	D	*	D	D	D	D	D	D	D	D	
Ø4P		D	D	D	D	D	D	D	D	D	*	D	D	
Ø6P	17,18	D	D	D	D	D	D	D	D	D	D	D	D	
Ø8P		D	D	D	D	D	D	D	D	D	D	D	D	

	HEAD NO.	Ø5			Ø6			Ø7			Ø8		
		R/W	CLEAR TO **		R/W	CLEAR TO **		R/W	CLEAR TO **		R/W	CLEAR TO **	
Ø1	7,14	-	-	-	-	-	-	-	-	-	-	-	-
Ø2	5,6,15,16	R	R	R	R	R	R	R	R	R	R	R	R
Ø3	3,10	-	-	-	-	-	-	-	-	-	-	-	-
Ø4	1,2,11,12	R	R	R	R	R	R	R	R	R	R	R	R
Ø5	6,15	G	Y	-	-	-	-	-	-	-	-	-	-
Ø6	7,8,13,14	R	R	R	G	Y	R	R	R	R	R	R	R
Ø7	2,11	-	-	-	-	-	-	G	Y	-	-	-	-
Ø8	3,4,9,10	R	R	R	R	R	R	R	R	R	G	Y	R
Ø2P	17,18	D	D	D	D	D	D	D	D	D	D	D	D
Ø4P		D	D	D	D	D	D	D	D	D	D	D	D
Ø6P	17,18	D	D	D	*	D	D	D	D	D	D	D	D
Ø8P		D	D	D	D	D	D	D	D	D	D	D	D

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

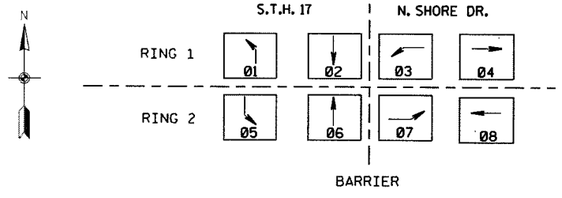
* WHEN CALLED, TIMED A STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 OR 6	2,3,4,7,8
Ø2	5 OR 6	1,3,4,7,8
Ø3	7 OR 8	1,2,4,5,6
Ø4	7 OR 8	1,2,3,5,6
Ø5	1 OR 2	3,4,6,7,8
Ø6	1 OR 2	3,4,5,7,8
Ø7	3 OR 4	1,2,5,6,8,
Ø8	3 OR 4	1,2,5,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	TURNS
11	1			X	1	1				6'x6'	3
12	2	X			1	1				6'x20'	3
13	3	X			1	1				6'x20'	3
21	4			X		2				6'x6'	5
21A	5			X		2				6'x6'	5
22	6			X		2				6'x18'	3
31	7			X		3				6'x6'	4
32	8	X			3	3				6'x20'	3
33	9	X			3	3				6'x20'	3
41	10			X		4				6'x6'	3
42	11	X			4	4				6'x20'	3
43	12	X			4	4				6'x20'	3
51	13			X		5				6'x6'	4
52	14	X			5	5				6'x20'	3
53	15	X			5	5				6'x20'	3
61	16			X		6				6'x6'	5
61A	17			X		6				6'x6'	5
62	18			X		6				6'x18'	3
71	19			X		7				6'x6'	3
72	20	X			7	7				6'x20'	3
73	21	X			7	7				6'x20'	3
81	22			X		8				6'x6'	6
82	23	X			8	8				6'x20'	3
83	24	X			8	8				6'x20'	3



TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE	
TONE (FREQ.)	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL
1			
2			MIN
3			
4			
5			
6			MIN
7			
8			

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,
DATE:
FILE NAME: 024103 PH.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	106

TRAFFIC SIGNAL DETAIL
FOR
S.T.H. 17/C.T.H. CC — ONEIDA COUNTY

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH LED SIGNAL LENSES.

PEDESTRIAN SIGNAL FACES SHALL BE A 12-INCH LED SIGNAL WITH BACK TO BACK, HAND-PERSON

CONFIGURATION WITH HEAD NUMBERS			
3-V R Y G	3-H R Y G	5-V R Y G 4-S	2-P W DW
1,5,9,13	4,8,12,16	2,3,6,7,10, 11,14,15	17,18,19,20

18-INCH SOLID WHITE STOP LINE (TYPICAL)

C.T.H. CC

S.T.H. 17

EXISTING R/W

R/W LINE

+65.20 100'

122+00.18 90'

S.T.H. 17 SBND. CONST. ℄

S.T.H. 17 NBND. CONST. ℄

PULL BOX REQ'D EVERY 200' ALONG INTERCONNECT CONDUIT

LEGEND

- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- LIGHT BASE, TYPE 5
- TRAFFIC CONTROL CABINET BASE, TYPE 9 AND ELECTRICAL SERVICE
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT
- T - PEDESTRIAN PUSH BUTTONS

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR:
PROJECT NO. 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

DATE: 7/1/02
FILE NAME: 024004 SP.DGN
PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

DATE:
FILE NAME: 024104 PH.DGN SCALE:
PLOT NAME:

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	107

TRAFFIC SIGNAL SEQUENCE
FOR
S.T.H. 17/C.T.H. CC — ONEIDA COUNTY

SEQUENCE OF OPERATION

	HEAD NO.	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
Ø1	7,15	G	Y -	-	- -	-	- -	-	- -	
Ø2	5,6,14,16	R	R R	G	R R	R	R R	R	R R	R
Ø3	3,11	-	- -	-	- -	G	Y -	-	- -	
Ø4	1,2,10,12	R	R R	R	R R	R	R R	G	Y R	R
Ø5	6,14	-	- -	-	- -	-	- -	-	- -	
Ø6	7,8,13,15	R	R R	R	R R	R	R R	R	R R	R
Ø7	2,10	-	- -	-	- -	-	- -	-	- -	
Ø8	3,4,9,11	R	R R	R	R R	R	R R	R	R R	R
Ø2P	17,18	D	D D	*	D D	D	D D	D	D D	
Ø4P	19,20	D	D D	D	D D	D	D D	*	D D	
Ø6P	17,18	D	D D	D	D D	D	D D	D	D D	
Ø8P	19,20	D	D D	D	D D	D	D D	D	D D	

	HEAD NO.	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
Ø1	7,15	-	- -	-	- -	-	- -	-	- -
Ø2	5,6,14,16	R	R R	R	R R	R	R R	R	R R
Ø3	3,11	-	- -	-	- -	-	- -	-	- -
Ø4	1,2,10,12	R	R R	R	R R	R	R R	R	R R
Ø5	6,14	G	Y -	-	- -	-	- -	-	- -
Ø6	7,8,13,15	R	R R	G	Y R	R	R R	R	R R
Ø7	2,10	-	- -	-	- -	G	Y -	-	- -
Ø8	3,4,9,11	R	R R	R	R R	R	R R	G	Y R
Ø2P	17,18	D	D D	D	D D	D	D D	D	D D
Ø4P	19,20	D	D D	D	D D	D	D D	D	D D
Ø6P	17,18	D	D D	*	D D	D	D D	D	D D
Ø8P	19,20	D	D D	D	D D	D	D D	*	D D

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

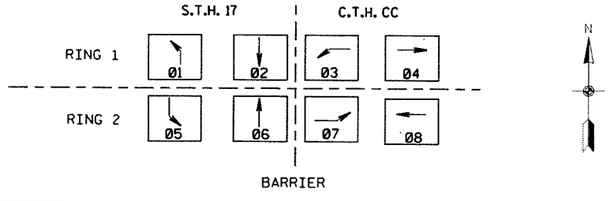
* WHEN CALLED, TIMED A STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 OR 6	2,3,4,7,8
Ø2	5 OR 6	1,3,4,7,8
Ø3	7 OR 8	1,2,4,5,6
Ø4	7 OR 8	1,2,3,5,6
Ø5	1 OR 2	3,4,6,7,8
Ø6	1 OR 2	3,4,5,7,8
Ø7	3 OR 4	1,2,5,6,8,
Ø8	3 OR 4	1,2,5,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	TURNS
11	1			X		1				6'x6'	4
12	2	X			1	1				6'x20'	3
13	3	X			1	1				6'x20'	3
21	4			X		2				6'x18'	4
22	5			X		2				6'x18'	3
31	6			X		3				6'x6'	5
32	7	X			3	3				6'x20'	3
33	8	X			3	3				6'x20'	3
41	9			X		4				6'x6'	4
42	10	X			4	4				6'x20'	3
43	11	X			4	4				6'x20'	3
51	12			X		5				6'x6'	5
52	13	X			5	5				6'x20'	3
53	14	X			5	5				6'x20'	3
61	15			X		6				6'x18'	3
62	16			X		6				6'x18'	3
71	17			X		7				6'x6'	4
72	18	X			7	7				6'x20'	3
73	19	X			7	7				6'x20'	3
81	20			X		8				6'x6'	5
82	21	X			8	8				6'x20'	3
83	22	X			8	8				6'x20'	3



TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE	
TONE (FREQ.)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL
1			
2			MIN
3			
4			
5			
6			MIN
7			
8			

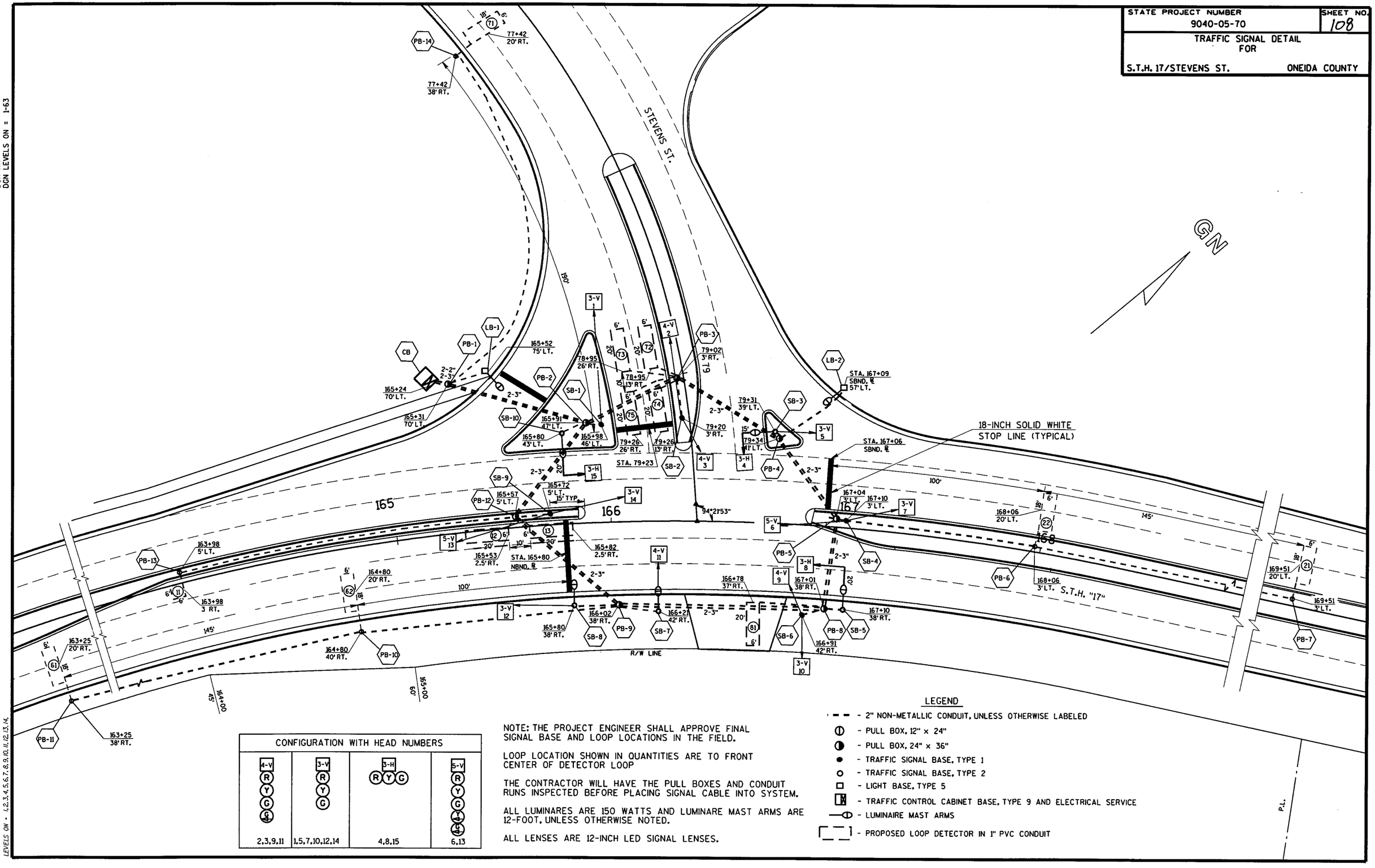
NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	108

TRAFFIC SIGNAL DETAIL
FOR

S.T.H. 17/STEVENS ST. ONEIDA COUNTY



CONFIGURATION WITH HEAD NUMBERS			
4-V R Y G 4	3-V R Y G	3-H R Y G	5-V R Y G 4
2,3,9,11	1,5,7,10,12,14	4,8,15	6,13

NOTE: THE PROJECT ENGINEER SHALL APPROVE FINAL SIGNAL BASE AND LOOP LOCATIONS IN THE FIELD.

LOOP LOCATION SHOWN IN QUANTITIES ARE TO FRONT CENTER OF DETECTOR LOOP

THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.

ALL LUMINARES ARE 150 WATTS AND LUMINARE MAST ARMS ARE 12-FOOT, UNLESS OTHERWISE NOTED.

ALL LENSES ARE 12-INCH LED SIGNAL LENSES.

LEGEND

- 2" NON-METALLIC CONDUIT, UNLESS OTHERWISE LABELED
- PULL BOX, 12" x 24"
- PULL BOX, 24" x 36"
- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- LIGHT BASE, TYPE 5
- TRAFFIC CONTROL CABINET BASE, TYPE 9 AND ELECTRICAL SERVICE
- LUMINAIRE MAST ARMS
- PROPOSED LOOP DETECTOR IN 1" PVC CONDUIT

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

ORIGINATOR: DJD
PROJECT NO. 440307.00
DATE: 7/1/02
FILE NAME: 024005
PLOT NAME:
SP.DGN SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	109

TRAFFIC SIGNAL SEQUENCE
FOR
S.T.H. 17/STEVENS ST. ONEIDA COUNTY

S.T.H. 17

SEQUENCE OF OPERATION

	HEAD NO.	Ø1 R/W	Ø1 **	Ø1 CLEAR TO	Ø2 R/W	Ø2 **	Ø2 CLEAR TO	Ø3 R/W	Ø3 **	Ø3 CLEAR TO	Ø4 R/W	Ø4 **	Ø4 CLEAR TO	FLASH
			Ø1			Ø2			NOT USED Ø3			NOT USED Ø4		
Ø1	6,13	G	Y R		-	- -								
Ø2	5,7,14,15	R	R R		G	Y R								R
Ø3	-													
Ø4	-													
Ø5	-													
Ø6	6,8,12,13	R	R R		R	R R								R
Ø7	1,2,9,11	R	R R		R	R R								R
Ø8	3,4,10	R	R R		R	R R								R

	HEAD NO.	Ø5 R/W	Ø5 **	Ø5 CLEAR TO	Ø6 R/W	Ø6 **	Ø6 CLEAR TO	Ø7 R/W	Ø7 **	Ø7 CLEAR TO	Ø8 R/W	Ø8 **	Ø8 CLEAR TO
			NOT USED Ø5			Ø6			Ø7			Ø8	
Ø1	6,13				-	- -		-	- -		-	- -	
Ø2	5,7,14,15				R	R R		R	R R		R	R R	
Ø3	-												
Ø4	-												
Ø5	-												
Ø6	6,8,12,13				G	Y R		R	R R		R	R R	
Ø7	1,2,9,11				R	R R		G	Y R		R	R R	
Ø8	3,4,10				R	R R		R	R R		G	Y R	

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

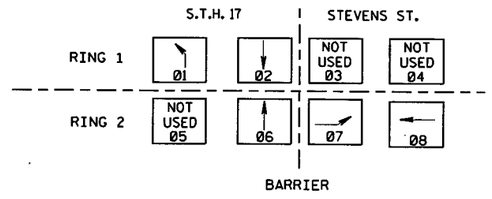
* WHEN CALLED, TIMED A STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	6	2,7,8
Ø2	6	1,7,8
Ø6	1 OR 2	7,8
Ø7	-	1,2,6,8
Ø8	-	1,2,6,7

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	LOOP SIZE	TURNS
11	1			X	-	1				6'x6'	4
12	2	X			1	1				6'x20'	3
13	3	X			1	1				6'x20'	3
21	4			X	-	2				6'x18'	4
22	5			X	-	2				6'x18'	3
61	6			X	-	6				6'x18'	4
62	7			X	-	6				6'x18'	3
71	8			X	-	7				6'x6'	3
72	9	X			7	7				6'x20'	3
73	10	X			7	7				6'x20'	3
74	11	X			7	7				6'x20'	3
75	12	X			7	7				6'x20'	3
81	13	X			8	8		X		6'x20'	3



TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ.)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE RECALL
1			
2			MIN
6			MIN
7			
8			

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

ORIGINATOR: DJD
PROJECT NO: 4403O7.00
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 7/1/02
FILE NAME: 024105 PH.DGN
PLOT NAME:
DGN SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER 9040-05-70 | SHEET NO. 110

PAVEMENT MARKING FOR S.T.H. 17 ONEIDA COUNTY

4" SOLID DOUBLE YELLOW LINE

4" SOLID WHITE EDGELINE

ARROWS, TYPE 3 WHITE, (TYPICAL)

20' 8' 32' 8' 8' 32' 8' 32' 8'

S.T.H. 17

7 6 5

8" SOLID WHITE CHANNELIZING LINE

WORDS, WHITE (TYPICAL)

ARROWS, TYPE 2 WHITE (TYPICAL)

S.T.H. 17 R/W ℄

S.T.H. 17 CONSTRUCTION ℄

8" SOLID WHITE CHANNELIZING

WORDS, WHITE (TYPICAL)

4" SOLID WHITE EDGELINE

ARROWS, TYPE 2 WHITE (TYPICAL)

IDENTICAL POINT

8" SOLID WHITE CHANNELIZING LINE

15'

ARROWS, TYPE 3 WHITE (TYPICAL)

4" SOLID WHITE EDGELINE

4" SOLID DOUBLE YELLOW LINE

8" SOLID WHITE CHANNELIZING LINE

ARROWS, TYPE 2 WHITE (TYPICAL)

WORDS, WHITE (TYPICAL)

U.S.H. 8 CONSTRUCTION ℄

4" SOLID WHITE EDGELINE

EDGE OF PAVED SHOULDER

228 229 230 231 232 233

PAINT ISLAND NOSE YELLOW

18" SOLID WHITE STOPLINE

20"G"

8' 32' 8' 32' 8' 20'

WORDS, WHITE (TYPICAL)

8" SOLID WHITE CHANNELIZING LINE

4" SOLID WHITE EDGELINE

ARROWS, TYPE 2 WHITE (TYPICAL)

18" SOLID WHITE STOPLINE

4" SOLID DOUBLE YELLOW LINE

19"G"

4" SOLID WHITE EDGELINE

4" SOLID WHITE EDGELINE

CONSTRUCTION LIMITS STA. 223+45

8" SOLID YELLOW CHANNELIZING LINE

4" SOLID WHITE EDGELINE

U.S.H. 8 CONSTRUCTION ℄

500'

224 225 226

U.S.H. 8

4" SOLID DOUBLE YELLOW

PAINT ISLAND NOSE YELLOW

4" SOLID WHITE EDGELINE

EDGE OF SHOULDER

EDGE OF PAVEMENT

EDGE OF PAVEMENT

EDGE OF SHOULDER

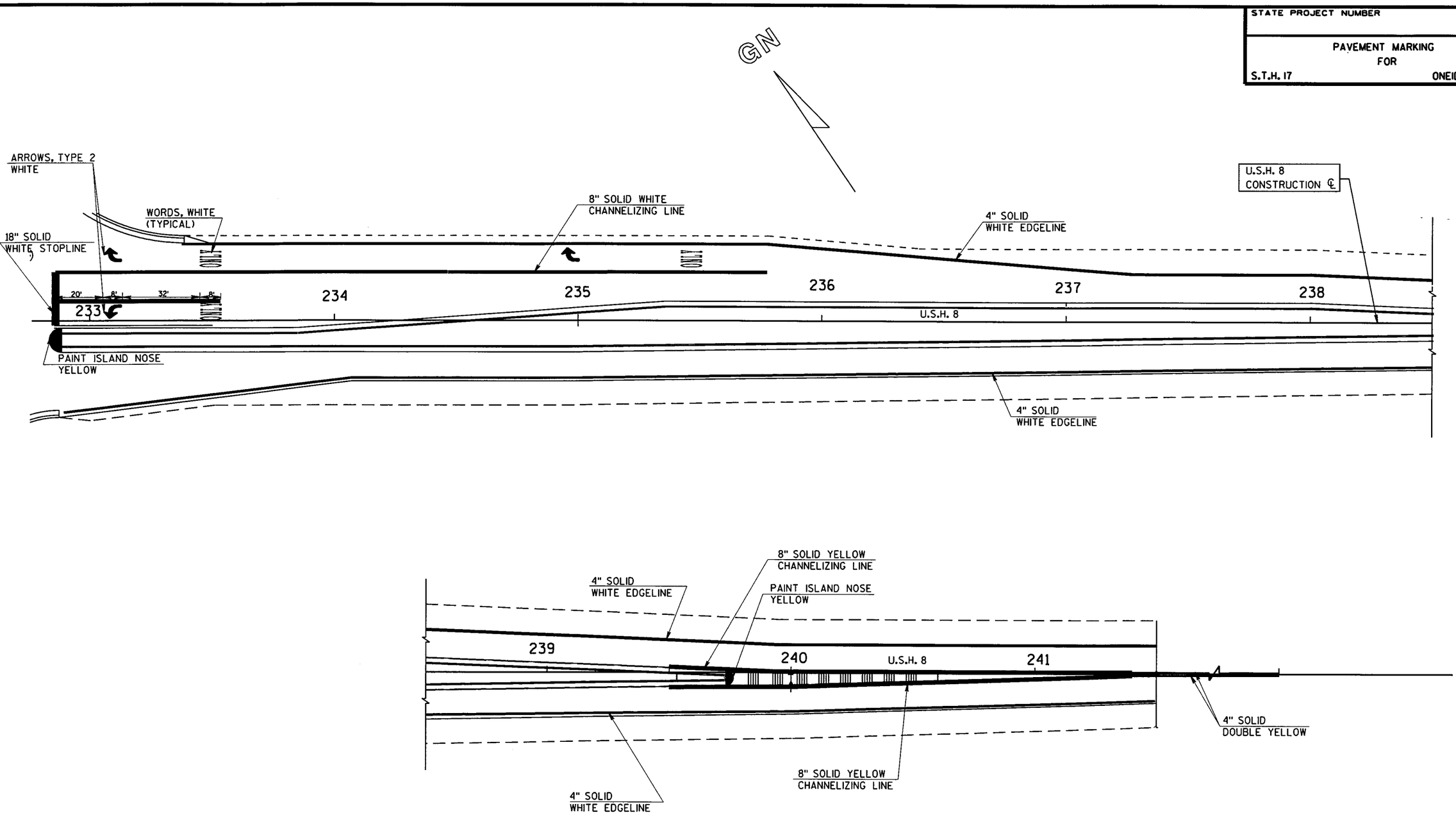
GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00
DATE: 08-25-02
FILE NAME: 024501PM.DGN
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
	///

PAVEMENT MARKING
FOR
S.T.H. 17 ONEIDA COUNTY



GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.

ORIGINATOR: KGS DATE: 08-25-02 PLOT NAME:
PROJECT NO. 44-0307.00 FILE NAME: 024502 PM.DGN SCALE:

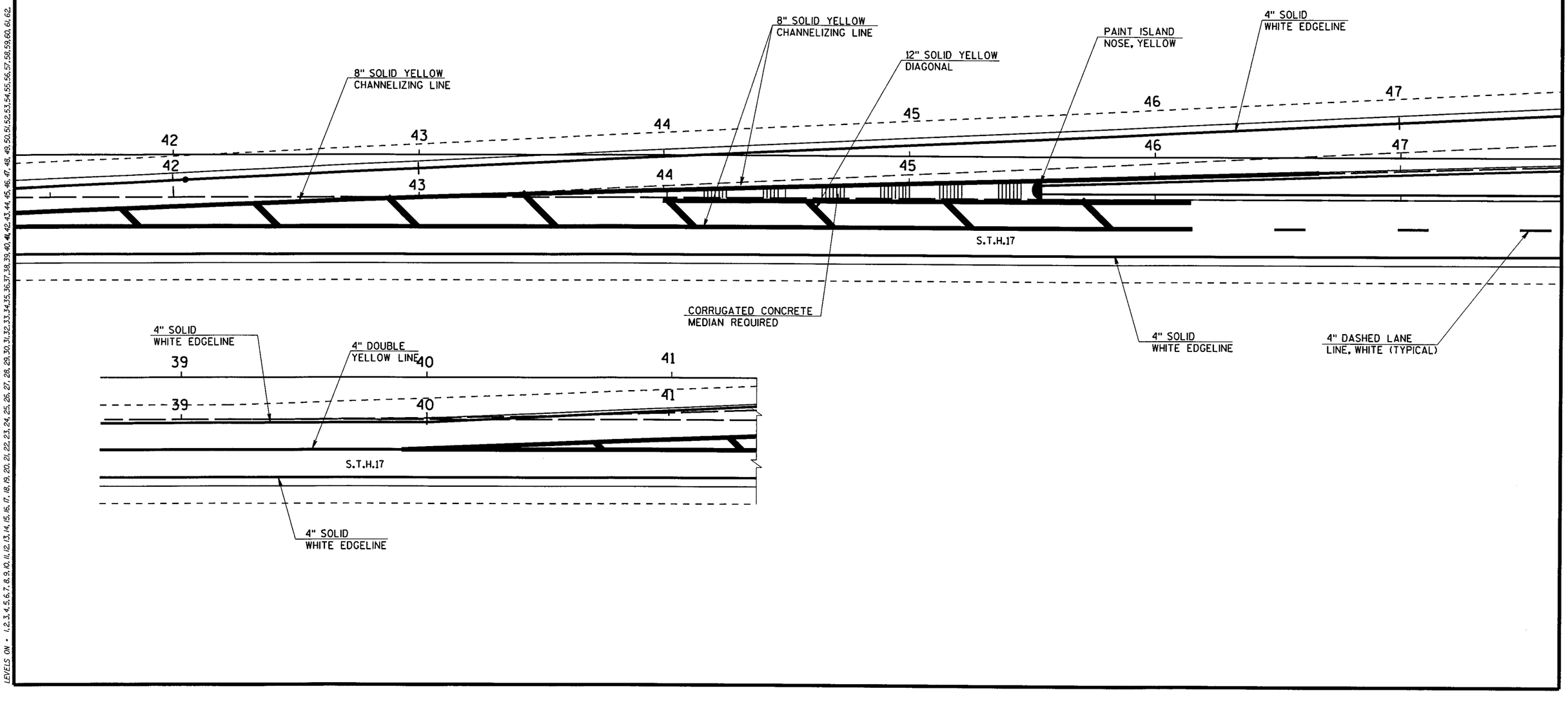
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	112

PAVEMENT MARKING DETAIL
FOR

S.T.H. 17 — ONEIDA COUNTY

N

NOTE: CONTINUE 4-INCH SOLID WHITE EDGELINE UNTIL CURB AND GUTTER BEGINS AT STA. 60+00.



GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

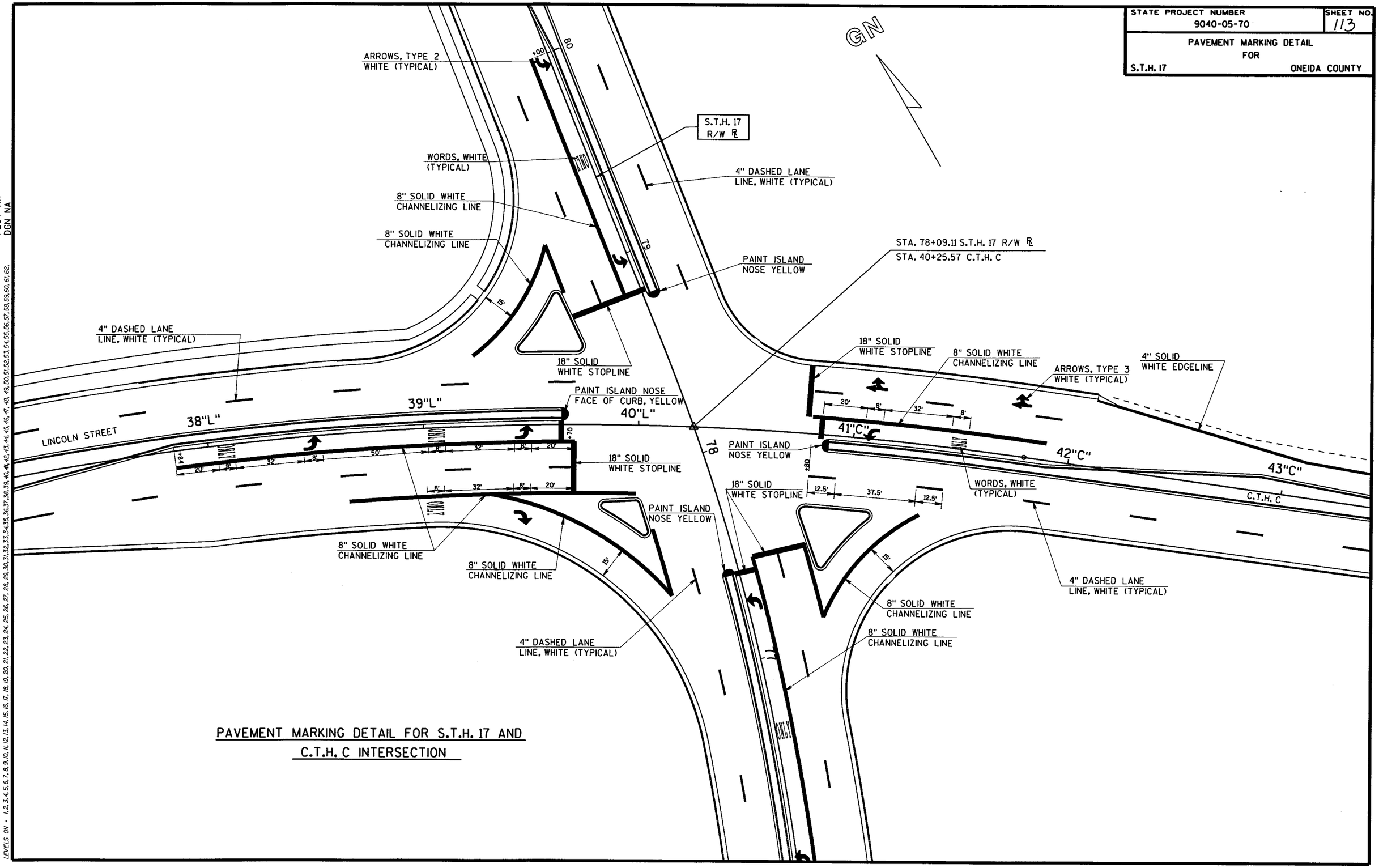
ORIGINATOR: DJD
PROJECT NO. 44-0307.00
REVISED BY: KGS
DATE REVISED: 08-25-02

DATE: 7/1/99
FILE NAME: 024509 PM.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	113

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY



PAVEMENT MARKING DETAIL FOR S.T.H. 17 AND
C.T.H. C INTERSECTION

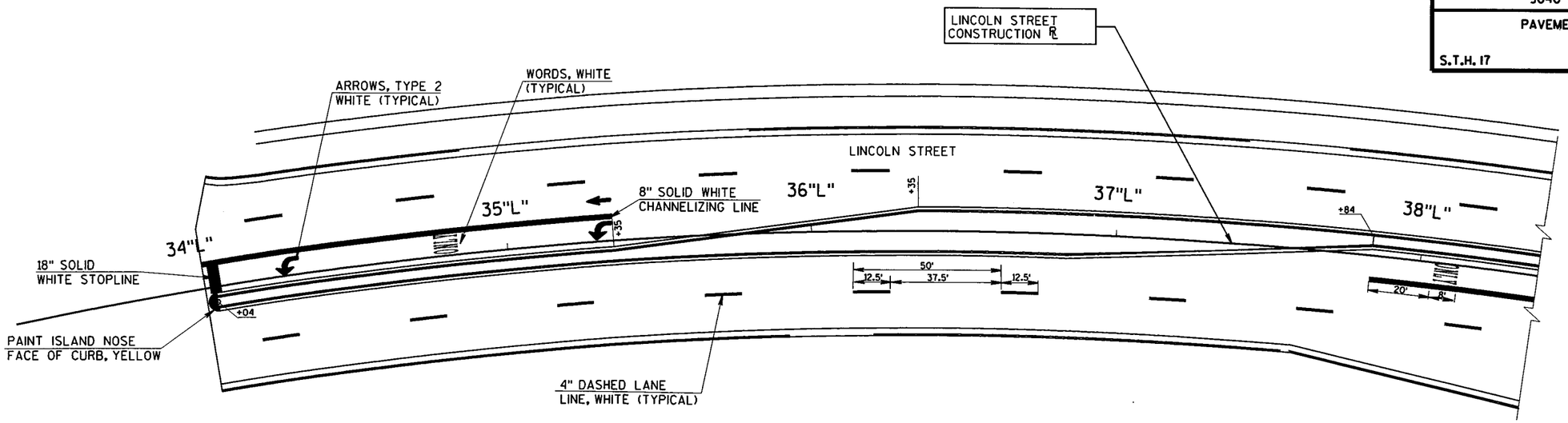
GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

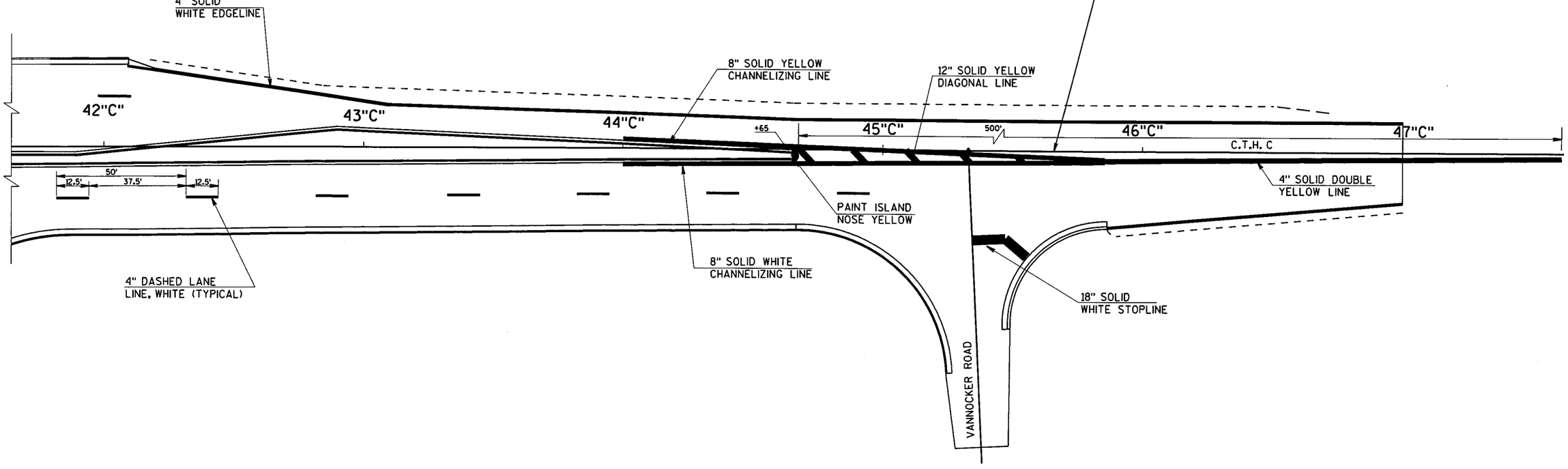
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 08-25-02 PLOT NAME:
FILE NAME: 024503 PM.DGNSCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	114

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY





GB2
PEN TABLE = ±Plot+LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307.00 DATE: 08-25-02 PLOT NAME:
FILE NAME: 024504 PM.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	115

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE:
FILE NAME: 024508 PM.DGN
PLOT NAME:
SCALE:

8" SOLID WHITE CHANNELIZING LINE
18" SOLID WHITE STOPLINE
CURB RAMP, YELLOW
4" DASHED LANE LINE, WHITE (TYPICAL)
6" CROSSWALK LINE, WHITE
PAINT ISLAND NOSE, YELLOW
WORDS, WHITE (TYPICAL)
ARROWS TYPE 2 WHITE (TYPICAL)
ONLY
49"E"
51"NS"
52"NS"
N. SHORE DR.
EISENHOWER WAY
S.T.H. 17
S.T.H. 17 R/W ℄
90
91
92
93
94
95
+20
+30
20'
8'
44'
32'
105'
12.5
37.5
62'
15'
4'
20'
8'
32'
5'

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	116

PAVEMENT MARKING
FOR
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY: KGS
DATE REVISED: 08-25-02

DATE: 8/4/99
FILE NAME: 024512 PM.DGN

PLOT NAME:
SCALE:

GN

SPRING ROAD

11"S"

4" SOLID
DOUBLE YELLOW

18" SOLID WHITE
STOPLINE

8" SOLID YELLOW
CHANNELIZING LINE

CONCRETE CORRUGATE
MEDIAN

PAVEMENT MARKING,
ISLAND NOSE, YELLOW

46"E"

47"E"

45"E"

48"E"

49"E"

EISENHOWER WAY

4" SOLID
DOUBLE YELLOW

8" SOLID YELLOW
CHANNELIZING LINE

20'
8'
32'
8'
45'

18" SOLID
WHITE STOPLINE

CURB RAMP
YELLOW

8" SOLID WHITE
CHANNELIZING LINE

6" CROSSWALK
LINE, WHITE

15'

8'

20'

8" SOLID WHITE
CHANNELIZING LINE

ARROWS, TYPE 2
WHITE (TYPICAL)

18" SOLID WHITE
STOPLINE

6" CROSSWALK
LINE, WHITE

CURB RAMP
YELLOW

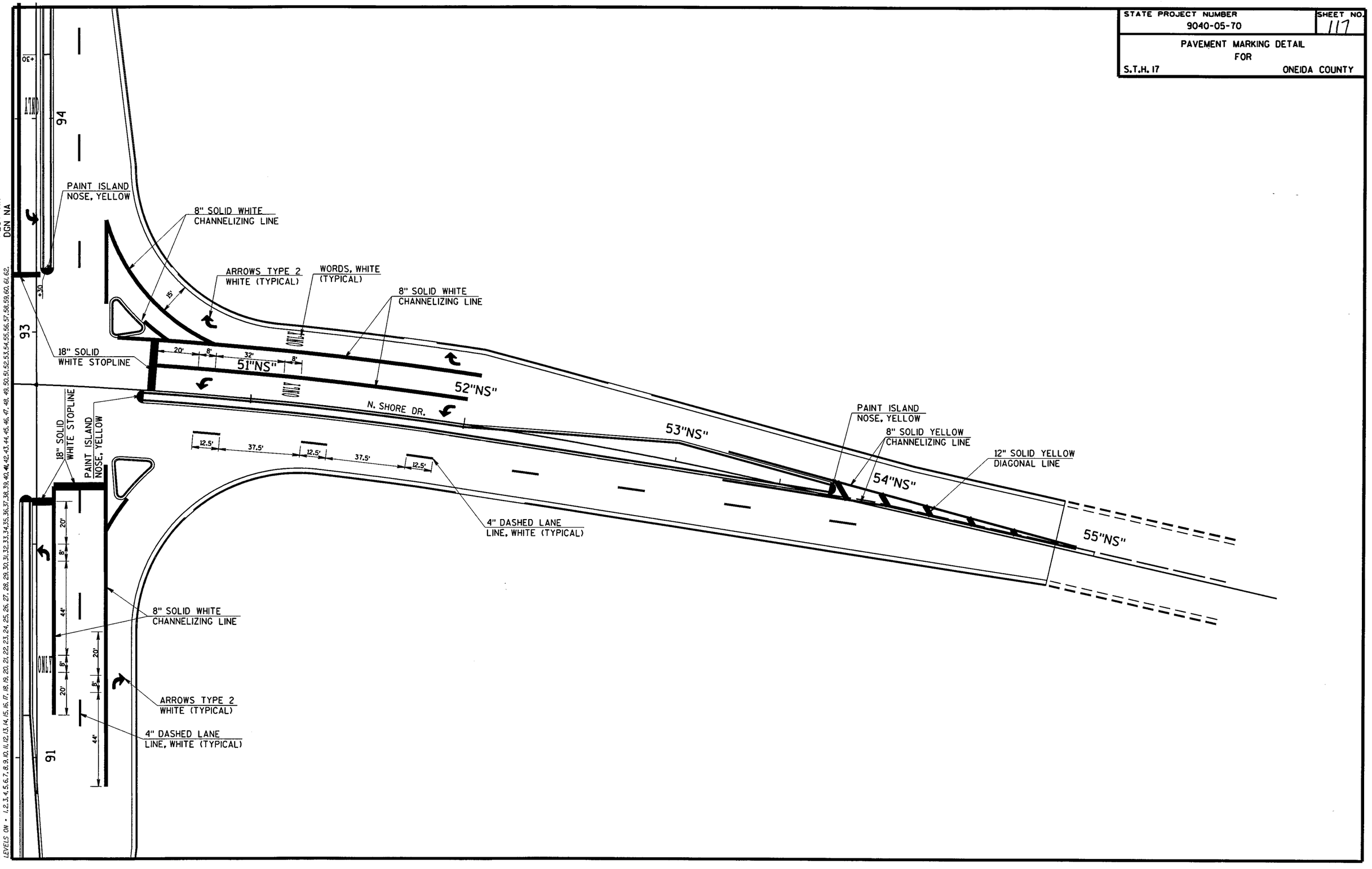
S.T.H. 17

93

18" SOLID WHITE
STOPLINE

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	117

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY



GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02
DATE: 08-25-02 PLOT NAME:
FILE NAME: 024513 PM.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	118

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 — ONEIDA COUNTY

GN

S.T.H. 17

4" DASHED LANE LINE, WHITE (TYPICAL)

8" SOLID WHITE CHANNELIZING LINE

18" SOLID WHITE STOPLINE

6" CROSSWALK WHITE

CURB RAMP, YELLOW

PAINT ISLAND NOSE, YELLOW

4" SOLID WHITE EDGELINE

C.T.H. CC

58"CC"

59"CC"

60"CC"

61"CC"

62"CC"

C.T.H. CC R/W ℄

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄

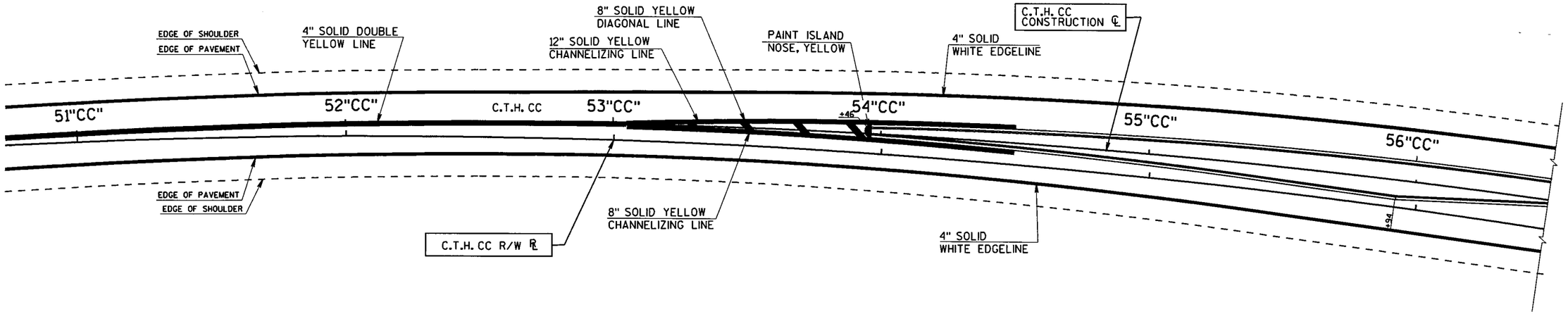
ARROWS, TYPE 2 WHITE (TYPICAL)

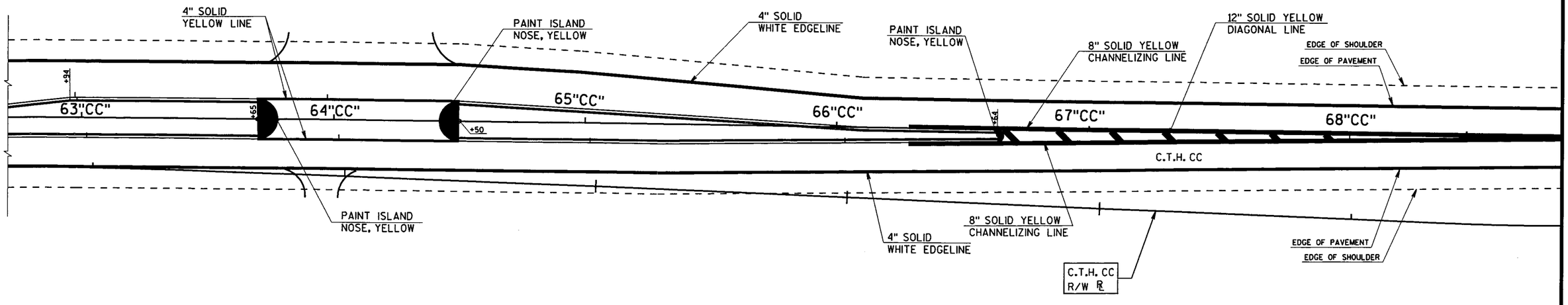
123 123 122 122 121 121 120 120

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,
DATE: 06-25-02 PLOT NAME:
FILE NAME: 024506 PM.DGN SCALE:
ORIGINATOR:
PROJECT NO.
REVISED BY: KGS
DATE REVISED: 08-25-02

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	119

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY





PAVEMENT MARKING DETAIL FOR C.T.H. CC

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 44-0307.00 DATE:
REVISED BY: KGS FILE NAME: 024507 PM.DGN SCALE:
DATE REVISED: 08-25-02 PLOT NAME:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	120
PAVEMENT MARKING DETAIL FOR	
S.T.H. 17	ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
PLOT NA
DGN NA

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 44-0307.00 DATE:
REVISED BY: KGS FILE NAME: 024510 PW.DGN PLOT NAME:
DATE REVISED: 08-25-02 TT SCALE:

N

WORDS, WHITE
(TYPICAL)

8" SOLID WHITE
CHANNELIZING LINE

20' 8' 32' 8' 67' 8' 32' 8' 20'

S.T.H. 17

97' 8' 32' 8' 20'

123 124 125 126 127 128 129

ARROWS, TYPE 2
WHITE (TYPICAL)

8" SOLID WHITE
CHANNELIZING LINE

4" DASHED LANE
LINE, WHITE (TYPICAL)

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	121

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY

18" SOLID WHITE
STOPLINE

4" SOLID
DOUBLE YELLOW

4" DASHED LANE
LINE MARKING, WHITE

8" SOLID YELLOW
CHANNELIZING LINE

12" SOLID YELLOW
DIAGONAL

PAVEMENT MARKING
ISLAND NOSE, YELLOW

78"ST"

4" DASHED LANE
LINE MARKING, WHITE

8" SOLID WHITE
CHANNELIZING LINE

CURB RAMP,
YELLOW

79"ST"

8" SOLID WHITE
CHANNELIZING LINE

18" SOLID
WHITE STOPLINE

18" SOLID
WHITE STOPLINE

PAVEMENT MARKING
ISLAND NOSE, YELLOW

PAVEMENT MARKING
ISLAND NOSE, YELLOW

4" DASHED LANE
LINE MARKING, WHITE

ARROWS TYPE 2
WHITE (TYPICAL)

WORDS, WHITE
(TYPICAL)

18" SOLID
WHITE STOPLINE

8" SOLID WHITE
CHANNELIZING LINE

4" DOTTED LANE
LINE MARKING, WHITE

4" DASHED LANE
LINE MARKING, WHITE

PAVEMENT MARKING
ISLAND NOSE, YELLOW

165 166 167 168 169

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

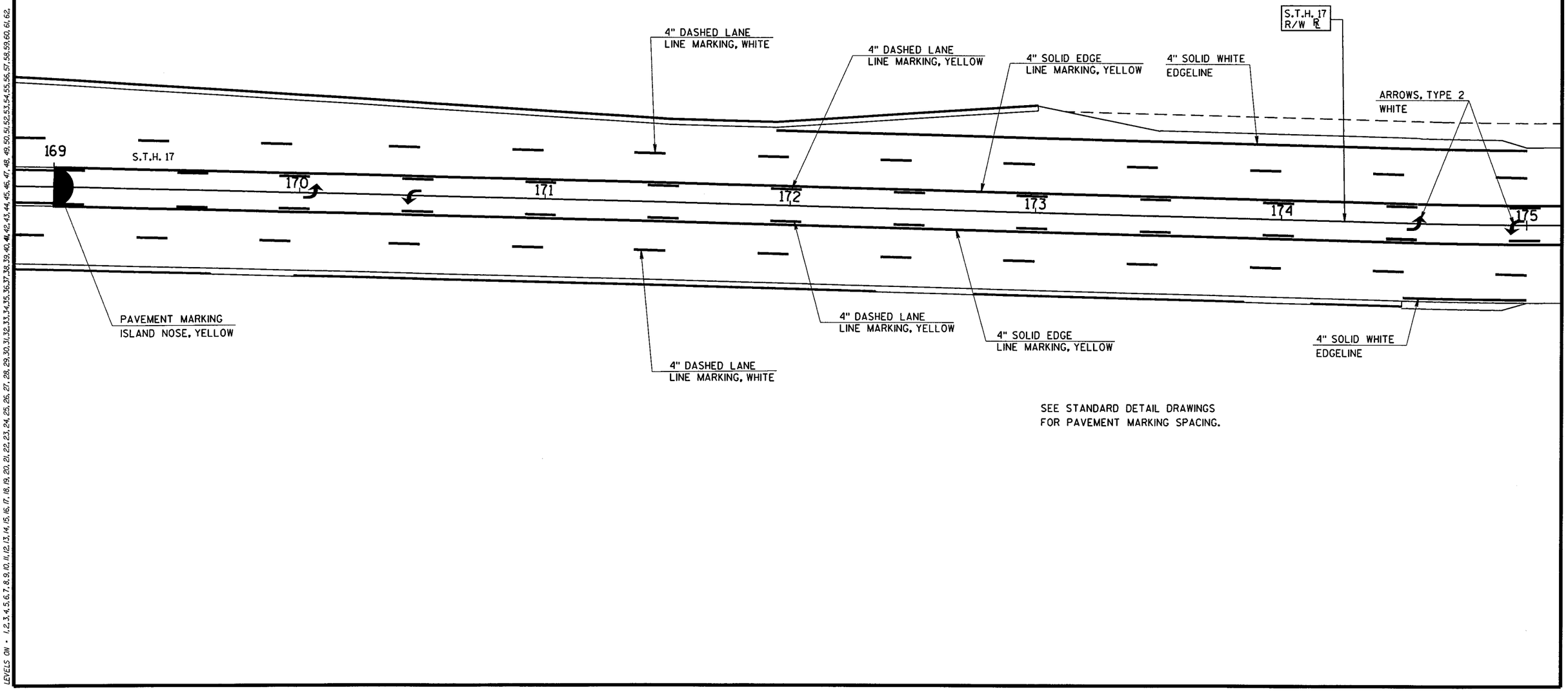
ORIGINATOR: KGS
PROJECT NO. 4403307.00

DATE: 08-25-02
FILE NAME: 024511 PM.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	122

PAVEMENT MARKING DETAIL
FOR
S.T.H. 17 ONEIDA COUNTY



SEE STANDARD DETAIL DRAWINGS
FOR PAVEMENT MARKING SPACING.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

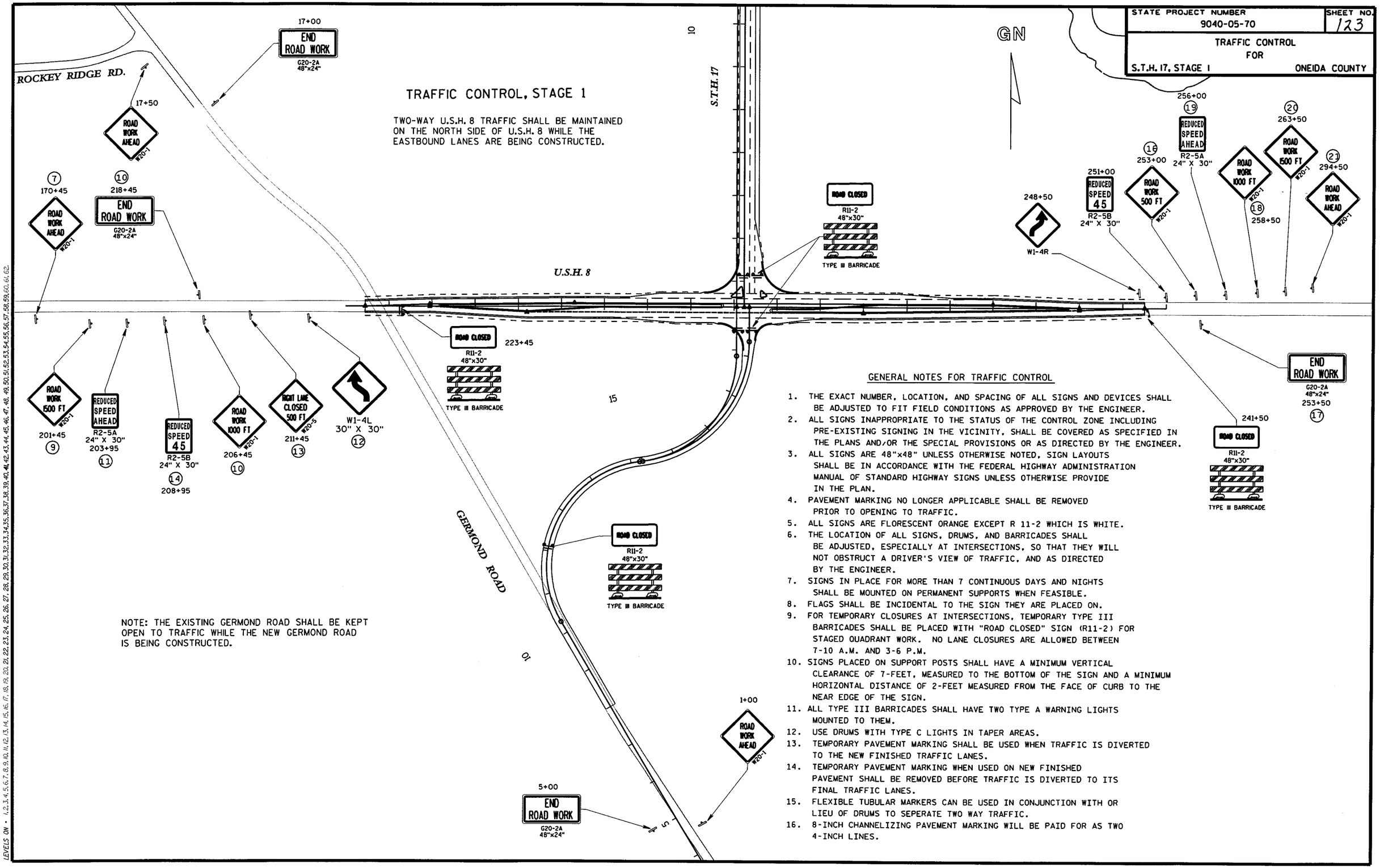
ORIGINATOR: KGS DATE: 10-08-02 PLOT NAME:
PROJECT NO. 4403O7.00 FILE NAME: 024514 PM.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	123

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1 — ONEIDA COUNTY

TRAFFIC CONTROL, STAGE 1

TWO-WAY U.S.H. 8 TRAFFIC SHALL BE MAINTAINED ON THE NORTH SIDE OF U.S.H. 8 WHILE THE EASTBOUND LANES ARE BEING CONSTRUCTED.



NOTE: THE EXISTING GERMOND ROAD SHALL BE KEPT OPEN TO TRAFFIC WHILE THE NEW GERMOND ROAD IS BEING CONSTRUCTED.

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED, SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDE IN THE PLAN.
4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
5. ALL SIGNS ARE FLORESCENT ORANGE EXCEPT R 11-2 WHICH IS WHITE.
6. THE LOCATION OF ALL SIGNS, DRUMS, AND BARRICADES SHALL BE ADJUSTED, ESPECIALLY AT INTERSECTIONS, SO THAT THEY WILL NOT OBSTRUCT A DRIVER'S VIEW OF TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
7. SIGNS IN PLACE FOR MORE THAN 7 CONTINUOUS DAYS AND NIGHTS SHALL BE MOUNTED ON PERMANENT SUPPORTS WHEN FEASIBLE.
8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
9. FOR TEMPORARY CLOSURES AT INTERSECTIONS, TEMPORARY TYPE III BARRICADES SHALL BE PLACED WITH "ROAD CLOSED" SIGN (R11-2) FOR STAGED QUADRANT WORK. NO LANE CLOSURES ARE ALLOWED BETWEEN 7-10 A.M. AND 3-6 P.M.
10. SIGNS PLACED ON SUPPORT POSTS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7-FEET, MEASURED TO THE BOTTOM OF THE SIGN AND A MINIMUM HORIZONTAL DISTANCE OF 2-FEET MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE SIGN.
11. ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS MOUNTED TO THEM.
12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
13. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TRAFFIC IS DIVERTED TO THE NEW FINISHED TRAFFIC LANES.
14. TEMPORARY PAVEMENT MARKING WHEN USED ON NEW FINISHED PAVEMENT SHALL BE REMOVED BEFORE TRAFFIC IS DIVERTED TO ITS FINAL TRAFFIC LANES.
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
DATE: 05/06/02
FILE NAME: 025001 TC.DGN
PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	124

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 2 — ONEIDA COUNTY

TRAFFIC CONTROL, STAGE 2

TWO-WAY U.S.H. 8 TRAFFIC SHALL BE MAINTAINED ON THE SOUTH SIDE OF U.S.H. 8 WHILE THE WESTBOUND LANES ARE BEING CONSTRUCTED.

ROCKEY RIDGE RD.

S.T.H. 17

U.S.H. 8

GERMOND ROAD

GN

17+00 — END ROAD WORK G20-2A 48"x24"

17+50 — ROAD WORK AHEAD W20-1

(7) 170+45 — ROAD WORK AHEAD W20-1

(10) 218+45 — END ROAD WORK G20-2A 48"x24"

(9) 201+45 — ROAD WORK 1500 FT W20-1

(11) 203+95 — REDUCED SPEED AHEAD R2-5A 24" X 30"

(14) 208+95 — REDUCED SPEED 45 R2-5B 24" X 30"

(10) 206+45 — ROAD WORK 1000 FT W20-1

(13) 211+45 — ROAD WORK 500 FT W20-1

(12) W1-4R 30"x30"

ROAD CLOSED R11-2 48"x30" — TYPE III BARRICADE — 223+45

15

ROAD CLOSED R11-2 48"x30" — TYPE III BARRICADE

248+50 — W1-4L 30" X 30"

251+00 — REDUCED SPEED 45 R2-5B 24" X 30"

(16) 253+00 — RIGHT LANE CLOSED 500 FT W20-5

256+00 (19) — REDUCED SPEED AHEAD R2-5A 24" X 30"

(18) 258+50 — ROAD WORK 1000 FT W20-1

(20) 263+50 — ROAD WORK 1500 FT W20-1

(21) 294+50 — ROAD WORK AHEAD W20-1

241+50 — ROAD CLOSED R11-2 48"x30" — TYPE III BARRICADE

END ROAD WORK G20-2A 48"x24" 253+50 (17)

10

01

1+00 — ROAD WORK AHEAD W20-1

5+00 — END ROAD WORK G20-2A 48"x24"

NOTE: GERMOND ROAD TRAFFIC SHALL BE SHIFTED TO ITS NEW ALIGNMENT AND THE OLD ROADWAY TO BE OBLITERATED IN PHASE 2.

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDE IN THE PLAN.
4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
5. ALL SIGNS ARE FLORESCENT ORANGE EXCEPT R 11-2 WHICH IS WHITE.
6. THE LOCATION OF ALL SIGNS, DRUMS, AND BARRICADES SHALL BE ADJUSTED, ESPECIALLY AT INTERSECTIONS, SO THAT THEY WILL NOT OBSTRUCT A DRIVER'S VIEW OF TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
7. SIGNS IN PLACE FOR MORE THAN 7 CONTINUOUS DAYS AND NIGHTS SHALL BE MOUNTED ON PERMANENT SUPPORTS WHEN FEASIBLE.
8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
9. FOR TEMPORARY CLOSURES AT INTERSECTIONS, TEMPORARY TYPE III BARRICADES SHALL BE PLACED WITH "ROAD CLOSED" SIGN (R11-2) FOR STAGED QUADRANT WORK. NO LANE CLOSURES ARE ALLOWED BETWEEN 7-10 A.M. AND 3-6 P.M.
10. SIGNS PLACED ON SUPPORT POSTS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7-FEET, MEASURED TO THE BOTTOM OF THE SIGN AND A MINIMUM HORIZONTAL DISTANCE OF 2-FEET MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE SIGN.
11. ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS MOUNTED TO THEM.
12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
13. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TRAFFIC IS DIVERTED TO THE NEW FINISHED TRAFFIC LANES.
14. TEMPORARY PAVEMENT MARKING WHEN USED ON NEW FINISHED PAVEMENT SHALL BE REMOVED BEFORE TRAFFIC IS DIVERTED TO ITS FINAL TRAFFIC LANES.
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
DATE: 05/06/02
FILE NAME: 025002 TC.DGN
SCALE:
PLOT NAME:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	125

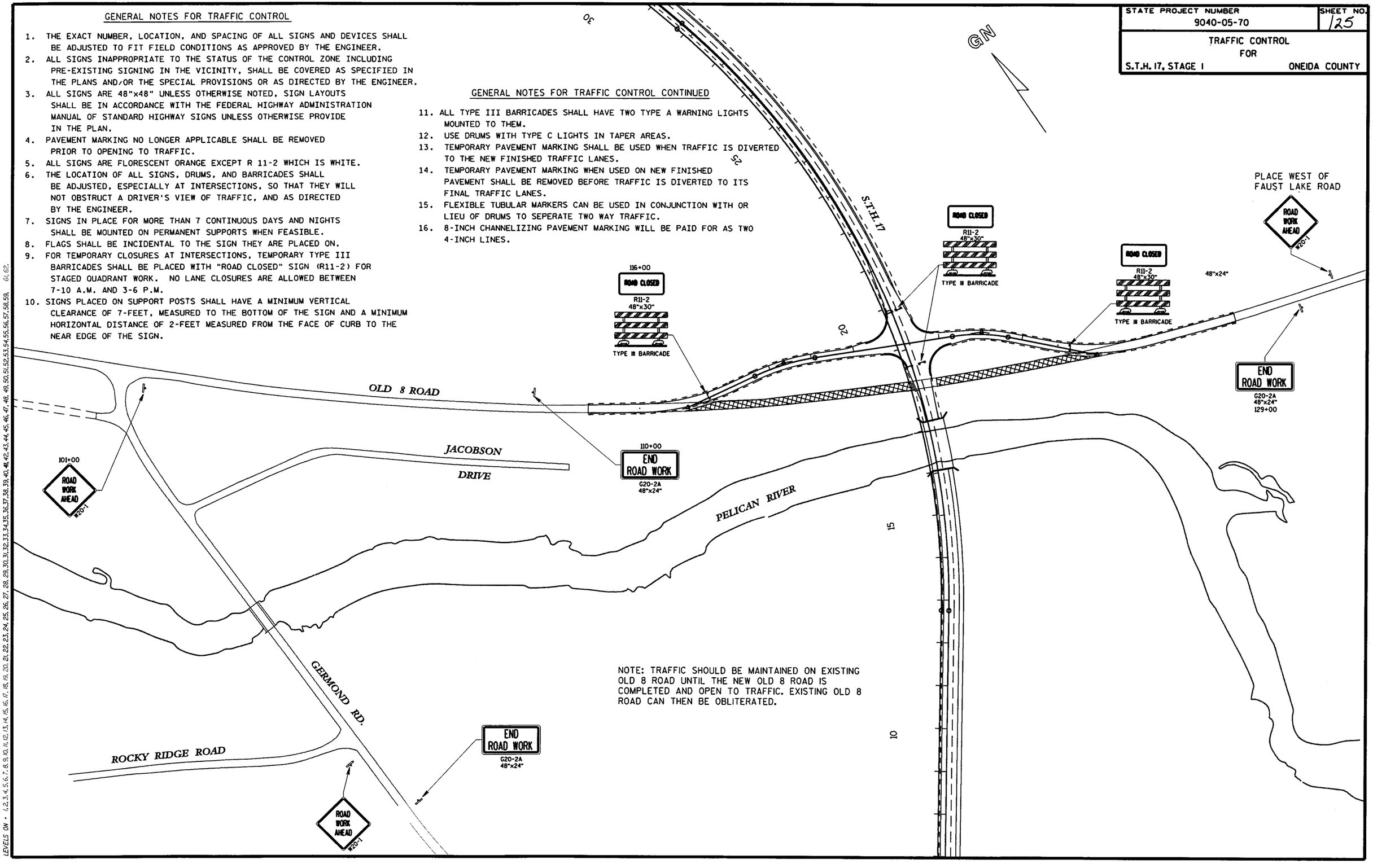
TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1 — ONEIDA COUNTY

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED, SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDE IN THE PLAN.
4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
5. ALL SIGNS ARE FLORESCENT ORANGE EXCEPT R 11-2 WHICH IS WHITE.
6. THE LOCATION OF ALL SIGNS, DRUMS, AND BARRICADES SHALL BE ADJUSTED, ESPECIALLY AT INTERSECTIONS, SO THAT THEY WILL NOT OBSTRUCT A DRIVER'S VIEW OF TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
7. SIGNS IN PLACE FOR MORE THAN 7 CONTINUOUS DAYS AND NIGHTS SHALL BE MOUNTED ON PERMANENT SUPPORTS WHEN FEASIBLE.
8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
9. FOR TEMPORARY CLOSURES AT INTERSECTIONS, TEMPORARY TYPE III BARRICADES SHALL BE PLACED WITH "ROAD CLOSED" SIGN (R11-2) FOR STAGED QUADRANT WORK. NO LANE CLOSURES ARE ALLOWED BETWEEN 7-10 A.M. AND 3-6 P.M.
10. SIGNS PLACED ON SUPPORT POSTS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7-FEET, MEASURED TO THE BOTTOM OF THE SIGN AND A MINIMUM HORIZONTAL DISTANCE OF 2-FEET MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE SIGN.

GENERAL NOTES FOR TRAFFIC CONTROL CONTINUED

11. ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS MOUNTED TO THEM.
12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
13. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TRAFFIC IS DIVERTED TO THE NEW FINISHED TRAFFIC LANES.
14. TEMPORARY PAVEMENT MARKING WHEN USED ON NEW FINISHED PAVEMENT SHALL BE REMOVED BEFORE TRAFFIC IS DIVERTED TO ITS FINAL TRAFFIC LANES.
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.



ORIGINATOR: DJD
PROJECT NO. 440307.00
DATE: 05/06/02
FILE NAME: 025003 TC.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
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4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
5. ALL SIGNS ARE FLORESCENT ORANGE EXCEPT R 11-2 WHICH IS WHITE.
6. THE LOCATION OF ALL SIGNS, DRUMS, AND BARRICADES SHALL BE ADJUSTED, ESPECIALLY AT INTERSECTIONS, SO THAT THEY WILL NOT OBSTRUCT A DRIVER'S VIEW OF TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
7. SIGNS IN PLACE FOR MORE THAN 7 CONTINUOUS DAYS AND NIGHTS SHALL BE MOUNTED ON PERMANENT SUPPORTS WHEN FEASIBLE.
8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
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12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
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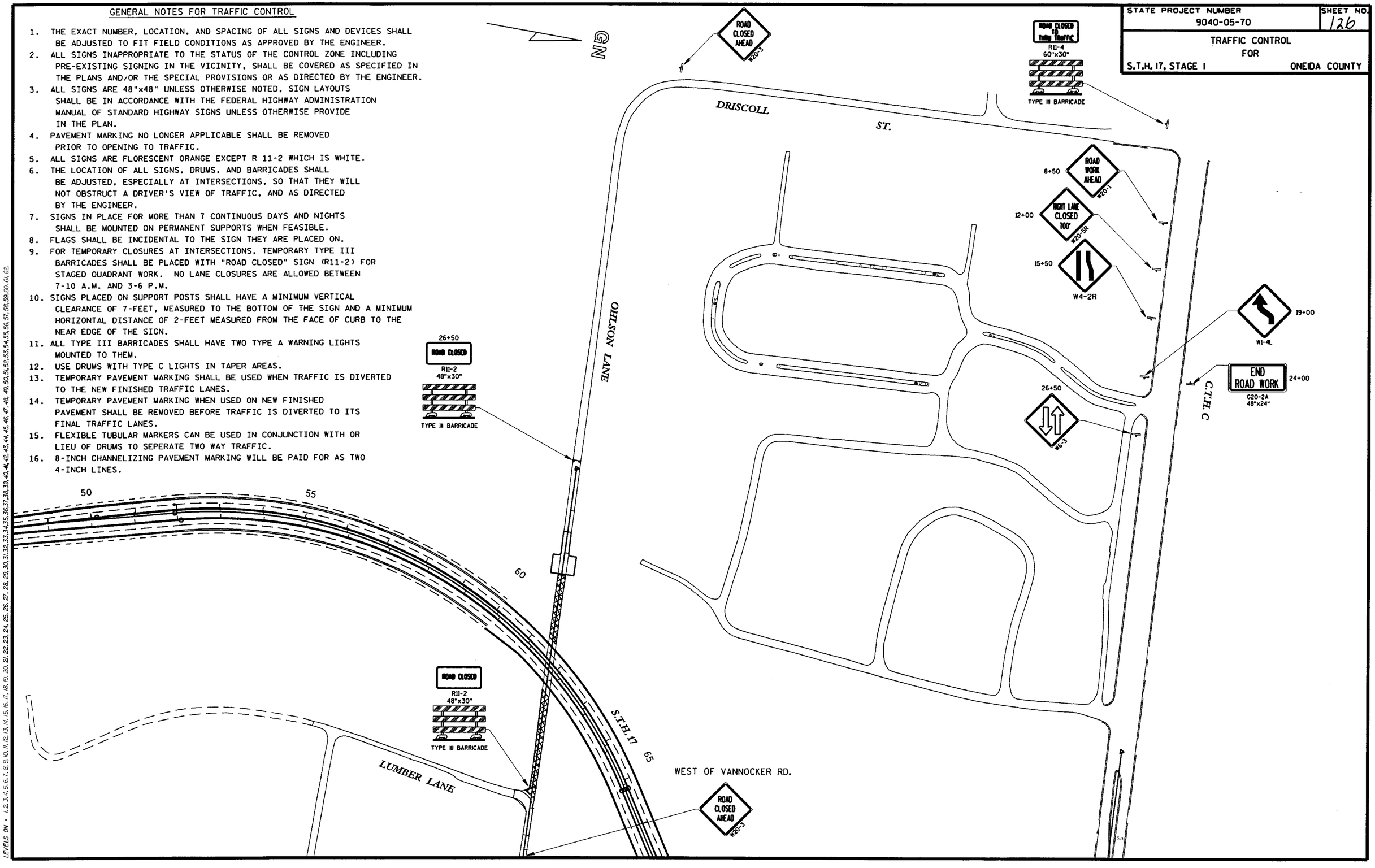
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	126

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1 — ONEIDA COUNTY



ORIGINATOR:
PROJECT NO. 440307.00
DATE: 05/06/02
FILE NAME: 025004 TC.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	127

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1 — ONEIDA COUNTY

NOTE: TWO-WAY TRAFFIC ON C.T.H. C SHALL BE MAINTAINED ON THE NORTH SIDE OF C.T.H. C WHILE THE EASTBOUND LANES ARE BEING CONSTRUCTED.

14+00 RIGHT LANE CLOSED 500 FT W20-5
19+00 RIGHT LANE CLOSED 1000 FT W20-5
24+00 RIGHT LANE CLOSED 500 FT W20-5
W4-2R
34+00 ROAD CLOSED R11-2 48"x30"
TYPE III BARRICADE
26+50 W6-3
END ROAD WORK G20-2A 48"x24"
ROAD WORK AHEAD W20-1
ROAD WORK 500 FT W20-1
ROAD CLOSED R11-2 48"x30"
TYPE III BARRICADE
ROAD WORK AHEAD W20-1
EISENHOWER WAY
SPRING RD.
S.T.H. 17
C.T.H. C
47+00 ROAD CLOSED R11-2 48"x30" TYPE III BARRICADE
REDUCED SPEED AHEAD R2-5A 24" X 30" 49+50
W1-4R 52+00
49+00 END ROAD WORK G20-2A 48"x24"
ROAD WORK 500 FT W20-1 54+50
REDUCED SPEED AHEAD R2-5A 24" X 30" 57+00
100+00 ROAD WORK AHEAD W20-1
ROAD WORK 1000 FT W20-1 59+50
64+50 ROAD WORK 1500 FT W20-1
ROAD CLOSED R11-2 48"x30" TYPE III BARRICADE
ROAD CLOSED TO THRU TRAFFIC R11-4 60"x30" TYPE III BARRICADE
NORTH SHORE DR.
WEST OF FAUST LAKE ROAD
ROAD CLOSED AHEAD W20-3
ROAD CLOSED R11-2 48"x30" TYPE III BARRICADE

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
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4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
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8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
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12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
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16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.

ORIGINATOR: DJD
PROJECT NO. 440307.00
DATE: 05/06/02
FILE NAME: 025005 TC.DGNSCALE:
PLOT NAME:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	128

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 2 — ONEIDA COUNTY

NOTE: TWO-WAY TRAFFIC ON C.T.H. C SHALL BE MAINTAINED ON THE SOUTHSIDE OF C.T.H. C WHILE THE WESTBOUND LANES ARE BEING CONSTRUCTED.

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
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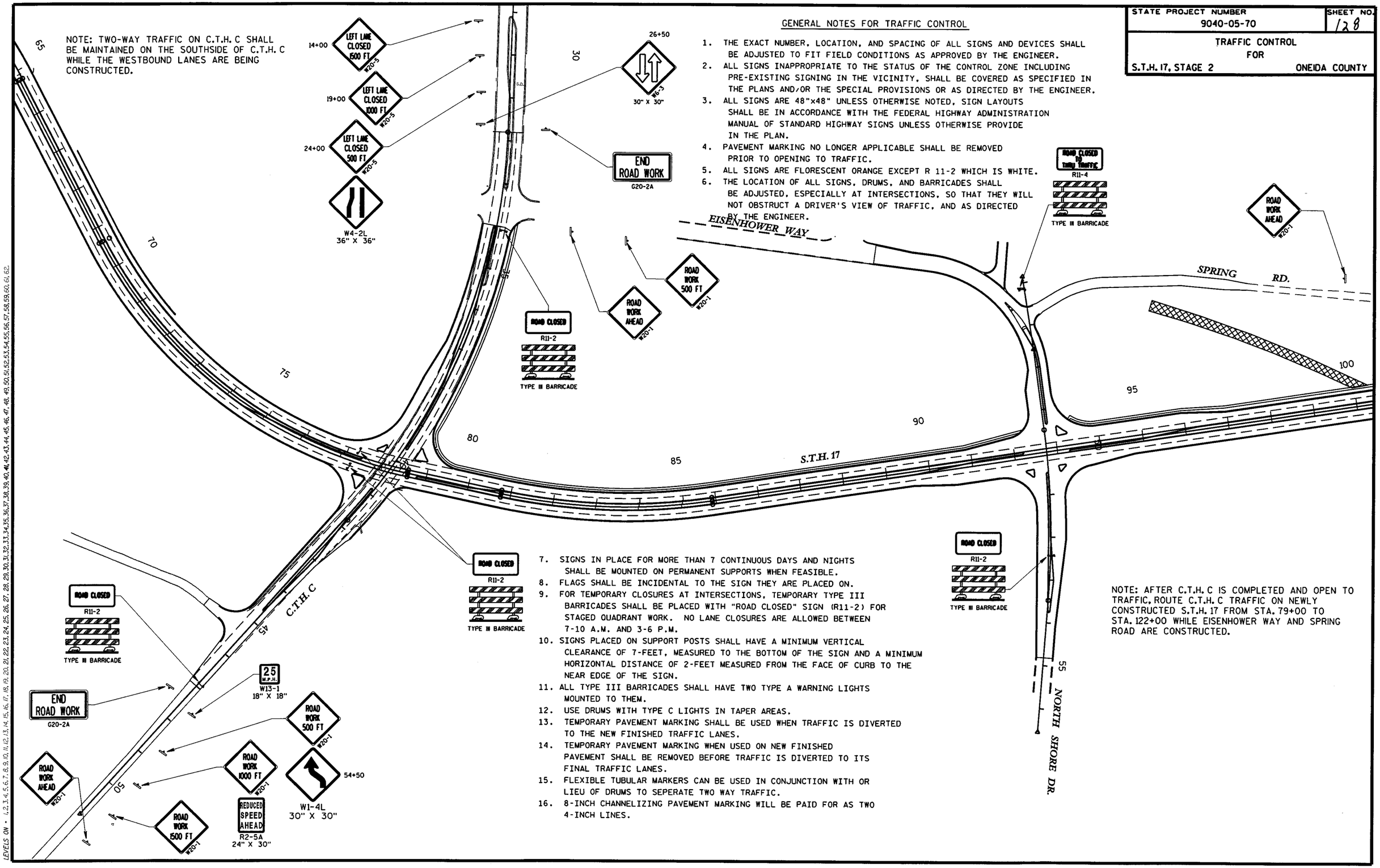
10. SIGNS PLACED ON SUPPORT POSTS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7-FEET, MEASURED TO THE BOTTOM OF THE SIGN AND A MINIMUM HORIZONTAL DISTANCE OF 2-FEET MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE SIGN.
11. ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS MOUNTED TO THEM.
12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
13. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TRAFFIC IS DIVERTED TO THE NEW FINISHED TRAFFIC LANES.
14. TEMPORARY PAVEMENT MARKING WHEN USED ON NEW FINISHED PAVEMENT SHALL BE REMOVED BEFORE TRAFFIC IS DIVERTED TO ITS FINAL TRAFFIC LANES.
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.

NOTE: AFTER C.T.H. C IS COMPLETED AND OPEN TO TRAFFIC, ROUTE C.T.H. C TRAFFIC ON NEWLY CONSTRUCTED S.T.H. 17 FROM STA. 79+00 TO STA. 122+00 WHILE EISENHOWER WAY AND SPRING ROAD ARE CONSTRUCTED.



ORIGINATOR: DJD
PROJECT NO. 4403O7.00
DATE: 05/06/02
FILE NAME: 025008 TC.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	129

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1& 2 ONEIDA COUNTY

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
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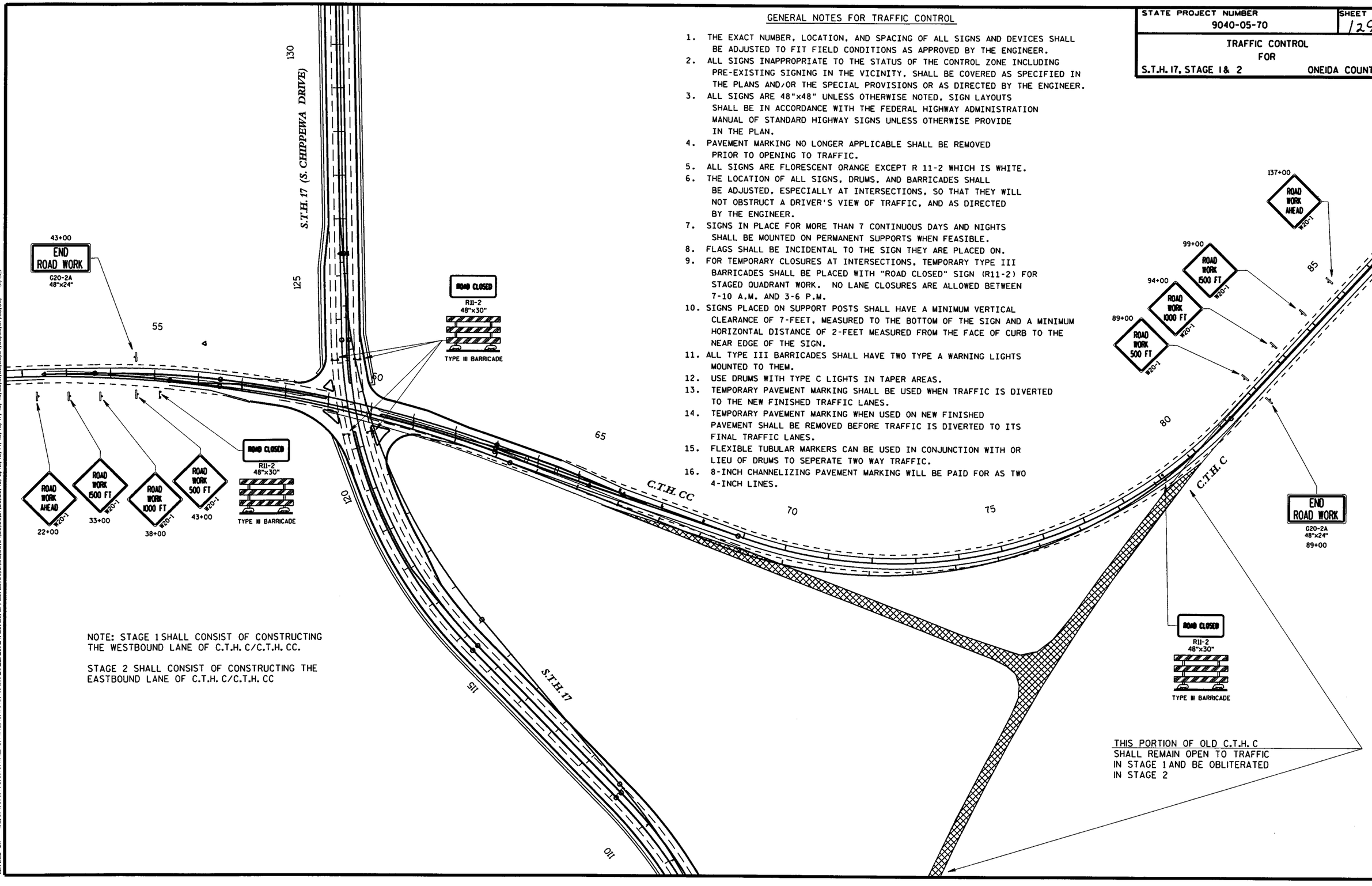

NOTE: STAGE 1 SHALL CONSIST OF CONSTRUCTING THE WESTBOUND LANE OF C.T.H. C/C.T.H. CC.

STAGE 2 SHALL CONSIST OF CONSTRUCTING THE EASTBOUND LANE OF C.T.H. C/C.T.H. CC

THIS PORTION OF OLD C.T.H. C SHALL REMAIN OPEN TO TRAFFIC IN STAGE 1 AND BE OBLITERATED IN STAGE 2

ORIGINATOR: DJD
PROJECT NO. 440307.00
DATE: 05/06/02
FILE NAME: 029006 TC.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	130

TRAFFIC CONTROL
FOR
S.T.H. 17, STAGE 1 — ONEIDA COUNTY

GENERAL NOTES FOR TRAFFIC CONTROL

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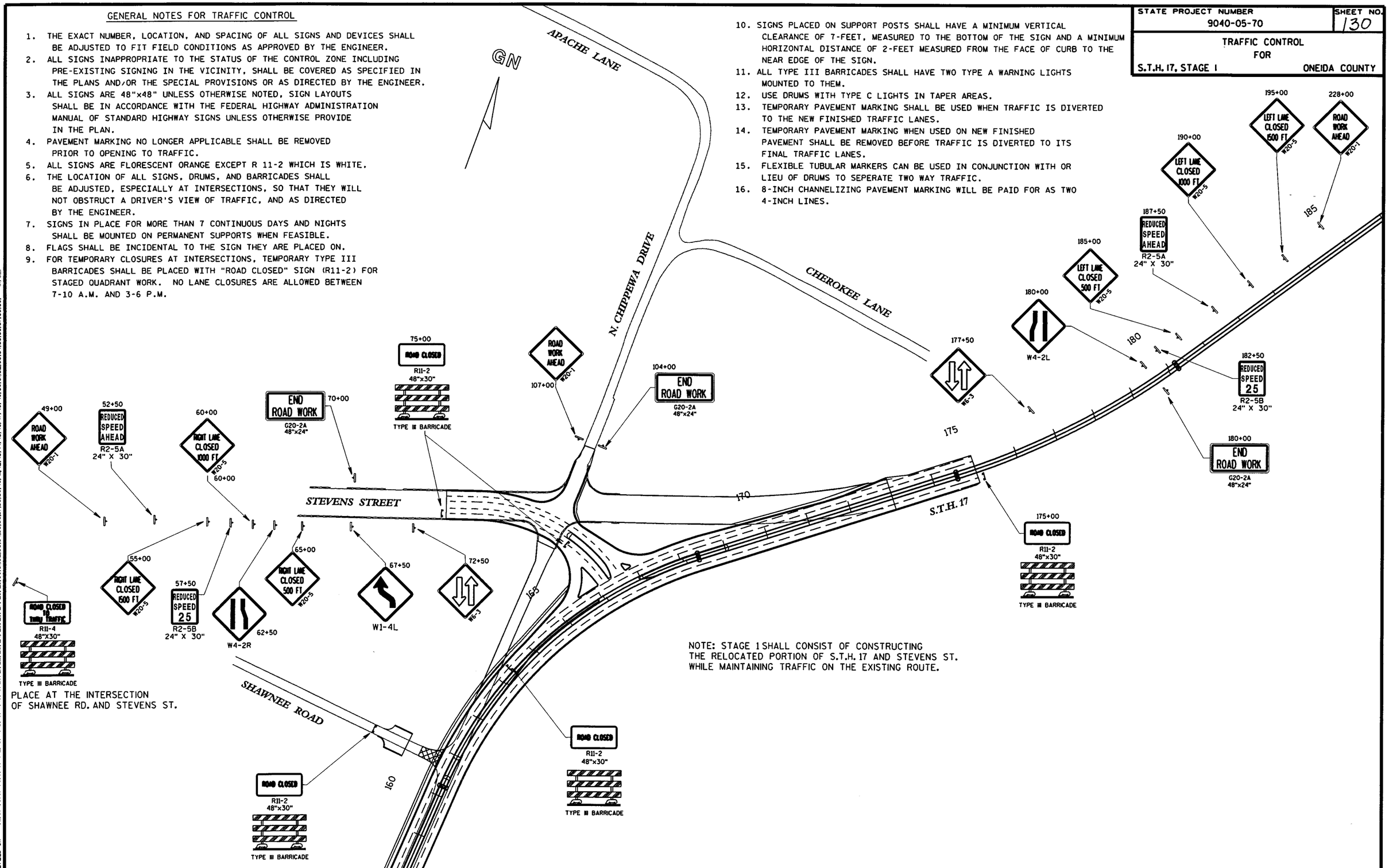


PLACE AT THE INTERSECTION OF SHAWNEE RD. AND STEVENS ST.

NOTE: STAGE 1 SHALL CONSIST OF CONSTRUCTING THE RELOCATED PORTION OF S.T.H. 17 AND STEVENS ST. WHILE MAINTAINING TRAFFIC ON THE EXISTING ROUTE.

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 4403307.00

DATE: 05/06/02
FILE NAME: 025007 TC.DGN

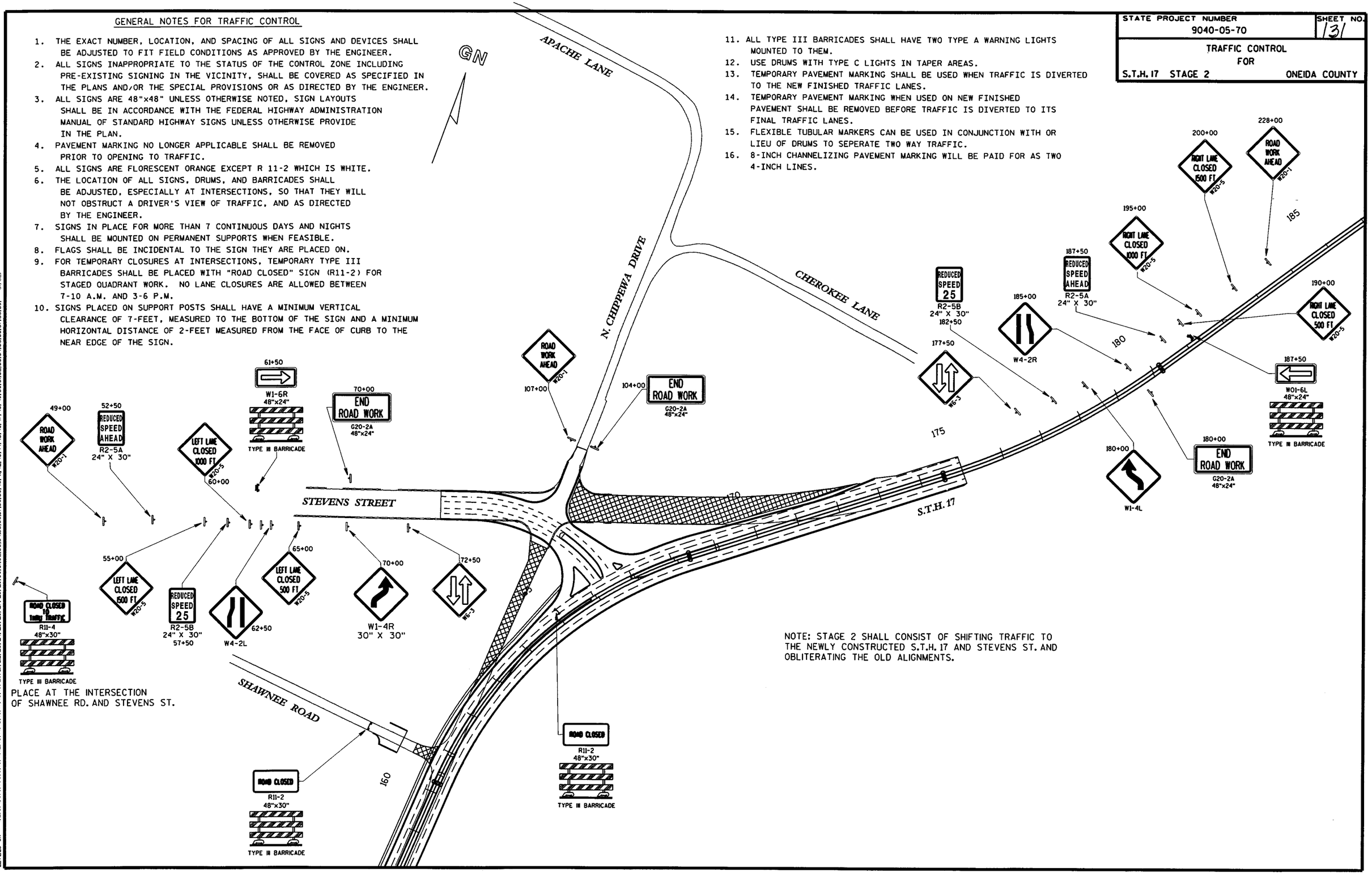
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	131

TRAFFIC CONTROL
FOR
S.T.H. 17 STAGE 2 ONEIDA COUNTY

GENERAL NOTES FOR TRAFFIC CONTROL

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
3. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED, SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDE IN THE PLAN.
4. PAVEMENT MARKING NO LONGER APPLICABLE SHALL BE REMOVED PRIOR TO OPENING TO TRAFFIC.
5. ALL SIGNS ARE FLORESCENT ORANGE EXCEPT R 11-2 WHICH IS WHITE.
6. THE LOCATION OF ALL SIGNS, DRUMS, AND BARRICADES SHALL BE ADJUSTED, ESPECIALLY AT INTERSECTIONS, SO THAT THEY WILL NOT OBSTRUCT A DRIVER'S VIEW OF TRAFFIC, AND AS DIRECTED BY THE ENGINEER.
7. SIGNS IN PLACE FOR MORE THAN 7 CONTINUOUS DAYS AND NIGHTS SHALL BE MOUNTED ON PERMANENT SUPPORTS WHEN FEASIBLE.
8. FLAGS SHALL BE INCIDENTAL TO THE SIGN THEY ARE PLACED ON.
9. FOR TEMPORARY CLOSURES AT INTERSECTIONS, TEMPORARY TYPE III BARRICADES SHALL BE PLACED WITH "ROAD CLOSED" SIGN (R11-2) FOR STAGED QUADRANT WORK. NO LANE CLOSURES ARE ALLOWED BETWEEN 7-10 A.M. AND 3-6 P.M.
10. SIGNS PLACED ON SUPPORT POSTS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 7-FEET, MEASURED TO THE BOTTOM OF THE SIGN AND A MINIMUM HORIZONTAL DISTANCE OF 2-FEET MEASURED FROM THE FACE OF CURB TO THE NEAR EDGE OF THE SIGN.
11. ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS MOUNTED TO THEM.
12. USE DRUMS WITH TYPE C LIGHTS IN TAPER AREAS.
13. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TRAFFIC IS DIVERTED TO THE NEW FINISHED TRAFFIC LANES.
14. TEMPORARY PAVEMENT MARKING WHEN USED ON NEW FINISHED PAVEMENT SHALL BE REMOVED BEFORE TRAFFIC IS DIVERTED TO ITS FINAL TRAFFIC LANES.
15. FLEXIBLE TUBULAR MARKERS CAN BE USED IN CONJUNCTION WITH OR LIEU OF DRUMS TO SEPERATE TWO WAY TRAFFIC.
16. 8-INCH CHANNELIZING PAVEMENT MARKING WILL BE PAID FOR AS TWO 4-INCH LINES.



NOTE: STAGE 2 SHALL CONSIST OF SHIFTING TRAFFIC TO THE NEWLY CONSTRUCTED S.T.H. 17 AND STEVENS ST. AND OBLITERATING THE OLD ALIGNMENTS.

ORIGINATOR: DJD
PROJECT NO. 4400307.00

DATE: 05/06/02
FILE NAME: 029009 TC.DGN

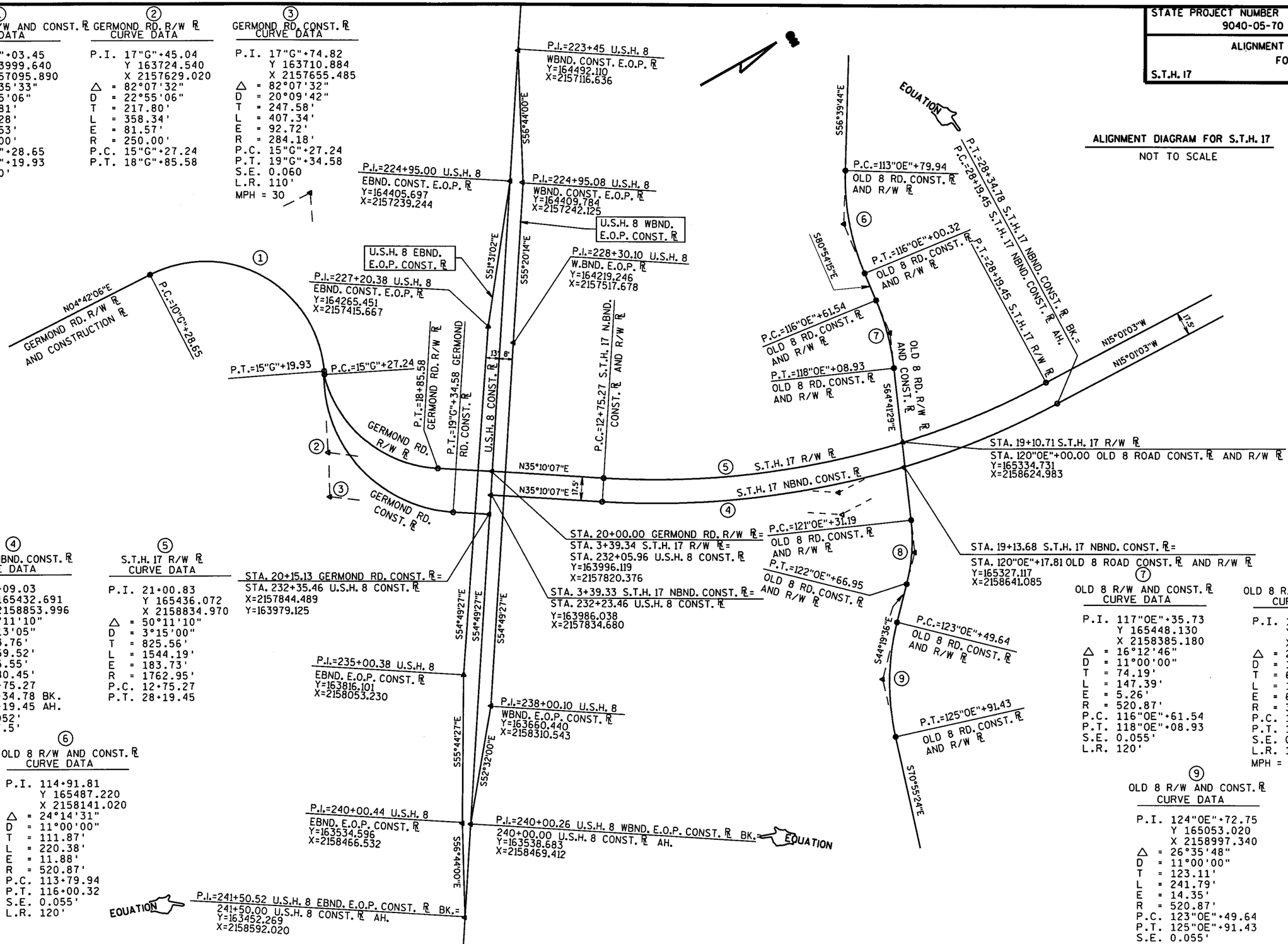
PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	132
ALIGNMENT DIAGRAM FOR	
S.T.H. 17	ONEIDA COUNTY

ALIGNMENT DIAGRAM FOR S.T.H. 17

NOT TO SCALE



① GERMOND RD. R/W AND CONST. ℄ CURVE DATA

P.I. 14"G"+03.45
Y 163999.640
X 2157095.890
△ = 112°35'33"
D = 22°55'06"
T = 374.81'
L = 491.28'
E = 200.53'
R = 250.00'
P.C. 10"G"+28.65
P.T. 15"G"+19.93
S.E. 0.060'
L.R. 110'
MPH = 30

② GERMOND RD. R/W ℄ CURVE DATA

P.I. 17"G"+45.04
Y 163724.540
X 2157629.020
△ = 82°07'32"
D = 22°55'06"
T = 217.80'
L = 358.34'
E = 81.57'
R = 250.00'
P.C. 15"G"+27.24
P.T. 18"G"+85.58

③ GERMOND RD. CONST. ℄ CURVE DATA

P.I. 17"G"+74.82
Y 163710.884
X 2157655.485
△ = 82°07'32"
D = 20°09'42"
T = 247.58'
L = 407.34'
E = 92.72'
R = 284.18'
P.C. 15"G"+27.24
P.T. 19"G"+34.58
S.E. 0.060
L.R. 110'
MPH = 30

④ S.T.H. 17 NBND. CONST. ℄ CURVE DATA

P.I. 21+09.03
Y 165432.691
X 2158853.996
△ = 50°11'10"
D = 3°13'05"
T = 833.76'
L = 1559.52'
E = 185.55'
R = 1780.45'
P.C. 12+75.27
P.T. 28+34.78 BK.
28+19.45 AH.
S.E. 0.052'
L.R. 137.5'

⑤ S.T.H. 17 R/W ℄ CURVE DATA

P.I. 21+00.83
Y 165436.072
X 2158834.970
△ = 50°11'10"
D = 3°15'00"
T = 825.56'
L = 1544.19'
E = 183.73'
R = 1762.95'
P.C. 12+75.27
P.T. 28+19.45

⑥ OLD 8 R/W AND CONST. ℄ CURVE DATA

P.I. 114+91.81
Y 165487.220
X 2158141.020
△ = 24°14'31"
D = 11°00'00"
T = 111.87'
L = 220.38'
E = 11.88'
R = 520.87'
P.C. 113+79.94
P.T. 116+00.32
S.E. 0.055'
L.R. 120'

⑦ OLD 8 R/W AND CONST. ℄ CURVE DATA

P.I. 117"OE"+35.73
Y 165448.130
X 2158385.180
△ = 16°12'46"
D = 11°00'00"
T = 74.19'
L = 147.39'
E = 5.26'
R = 520.87'
P.C. 116"OE"+61.54
P.T. 118"OE"+08.93
S.E. 0.055'
L.R. 120'

⑧ OLD 8 R/W AND CONST. ℄ CURVE DATA

P.I. 121"OE"+99.79
Y 165249.320
X 2158805.600
△ = 20°21'52"
D = 15°00'00"
T = 68.61'
L = 135.76'
E = 6.11'
R = 381.97'
P.C. 121"OE"+31.19
P.T. 122"OE"+66.95
S.E. 0.056'
L.R. 100'
MPH = 30

⑨ OLD 8 R/W AND CONST. ℄ CURVE DATA

P.I. 124"OE"+72.75
Y 165053.020
X 2158997.340
△ = 26°35'48"
D = 11°00'00"
T = 123.11'
L = 241.79'
E = 14.35'
R = 520.87'
P.C. 123"OE"+49.64
P.T. 125"OE"+91.43
S.E. 0.055'
L.R. 120'

GB2
PEN TABLE = #Plot+LASER+level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,
ORIGINATOR: KCS
PROJECT NO. 440307
DATE: 08-25-02
FILE NAME: 050301LO.DGN
PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	133

ALIGNMENT DIAGRAM
FOR
S.T.H. 17 ONEIDA COUNTY

GN

(10) S.T.H.17 SBND. E.O.P. ℄ CURVE DATA

P.I. 40+62.06
Y 167438.140
X 2158315.982
△ = 2°51'45"
D = 1°00'00"
T = 143.15'
L = 286.24'
E = 1.79'
R = 5729.58'
P.C. 39+18.91
P.T. 42+05.15

(11) S.T.H.17 SBND. E.O.P. ℄ CURVE DATA

P.I. 50+53.23
Y 168381.500
X 2158011.651
△ = 2°51'45"
D = 1°00'00"
T = 143.15'
L = 286.24'
E = 1.79'
R = 5729.58'
P.C. 49+10.08
P.T. 51+96.32

P.C.=39+18.91 S.T.H.17 SBND. E.O.P. CONST. ℄
P.T.=42+05.15 S.T.H.17 SBND. E.O.P. CONST. ℄
P.C.=49+10.08 S.T.H.17 SBND. E.O.P. CONST. ℄
P.T.=51+96.32 S.T.H.17 SBND. E.O.P. CONST. ℄
P.C.=51+09.89 S.T.H.17 SBND. CONST. ℄
P.C.=51+95.58 S.T.H.17 SBND. CONST. ℄ BK.=
P.C.=51+95.21 S.T.H.17 RW ℄
P.C.=52+08.18 S.T.H.17 NBND. CONST. ℄

S.T.H. 17 R/W ℄
N15°01'03"W
S.T.H. 17 NBND CONST. ℄
N15°01'03"W
17.5'

N17°52'48"W
N16°44'09"W

STA. 43+02.36 S.T.H. 17
SBND. CONST. ℄
Y=167670.232
X=2158253.717

OHLSON ROAD CONST. ℄

STA. 25"OH"+00.03 OHLSON ROAD CONST. ℄
Y=169427.085
X=2157733.788

STA. 61+73.02 S.T.H. 17 SBND. CONST. ℄=
STA. 29"OH"+55.20 OHLSON ROAD CONST. ℄
Y=169449.349
X=2158188.411

STA. 61+72.58 S.T.H. 17 R/W ℄=
STA. 29"OH"+65.86 OHLSON ROAD CONST. ℄
Y=169449.871
X=2158199.055

STA. 61+68.66 S.T.H. 17 NBND. CONST. ℄=
STA. 29"OH"+77.51 OHLSON ROAD CONST. ℄
Y=169450.441
X=2158210.697

STA. 34"OH"+99.94 OHLSON ROAD CONST. ℄
Y=169475.995
X=2158732.501

N87°11'47"E

N57°23'17"E
N57°23'17"E
N57°23'17"E

P.T.=64+97.33 S.T.H.17 NBND. CONST. ℄ BK.=
65+11.67 S.T.H. 17 NBND. CONST. ℄ AH.
P.T.=65+11.67 S.T.H. 17 R/W ℄
P.T.=65+22.16 S.T.H. 17 SBND. CONST. ℄ BK.=
65+11.67 S.T.H. 17 SBND. CONST. ℄ AH.

EQUATION
EQUATION

(12) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 51+52.74
Y 168484.595
X 2158008.841
△ = 1°43'06"
D = 2°00'19"
T = 42.85'
L = 85.69'
E = 0.32'
R = 2857.17'
P.C. 51+09.89
P.T. 51+95.58
S.E. 0.030'
L.R. 137.5'

(13) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 59+63.95
Y 169268.110
X 2157798.643
△ = 72°24'20"
D = 05°27'29"
T = 768.37'
L = 1326.57'
E = 251.16'
R = 1049.74'
P.C. 51+95.58
P.T. 65+22.16 BK.
65+11.67 AH.
S.E. 0.053'
L.R. 137.5'

(14) S.T.H.17 R/W ℄ CURVE DATA

P.I. 59+57.72
Y 169264.527
X 2157807.887
△ = 72°24'20"
D = 5°30'00"
T = 762.52'
L = 1316.46'
E = 249.45'
R = 1041.74'
P.C. 51+95.21
P.T. 65+11.67

(15) S.T.H.17 NORTHBOUND ℄ CURVE DATA

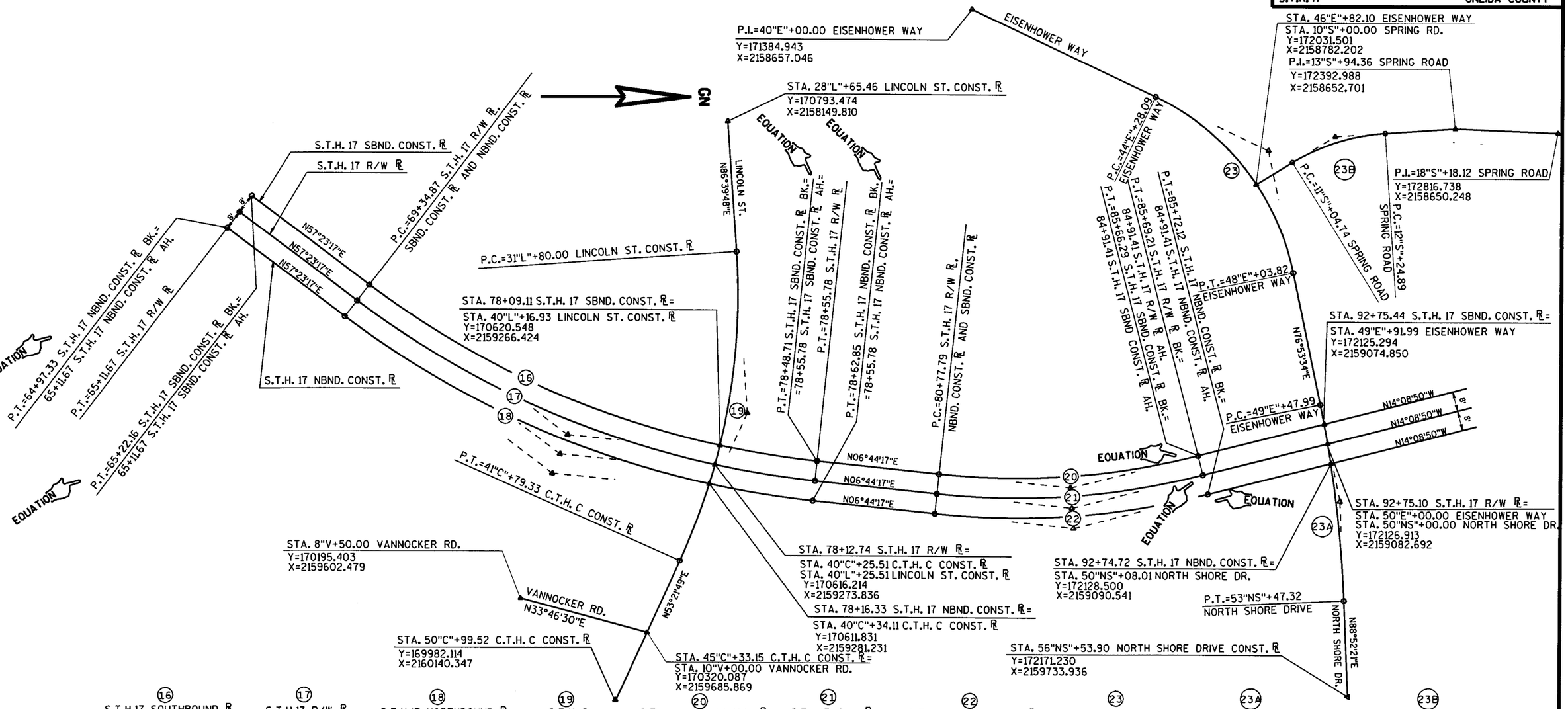
P.I. 59+54.88
Y 169266.316
X 2157825.526
△ = 72°24'20"
D = 5°37'00"
T = 746.69'
L = 1289.15'
E = 244.08'
R = 1020.13'
P.C. 52+08.18
P.T. 64+97.33 BK.
65+11.67 AH.
S.E. 0.053'
L.R. 137.5'

ORIGINATOR: KGS
PROJECT NO. 44-0307
DATE: 08-25-02
FILE NAME: 050302 LD.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	134

ALIGNMENT DIAGRAM FOR S.T.H. 17 ONEIDA COUNTY



(16) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 74+24.07
Y 170173.957
X 2159214.426
△ = 50°39'01"
D = 5°32'33"
T = 489.20'
L = 913.84'
E = 109.91'
R = 1033.74'
P.C. 69+34.87
P.T. 78+48.71 BK.
78+55.78 AH.
S.E. 0.042'/'
L.R. 135'

(17) S.T.H.17 R/W ℄ CURVE DATA

P.I. 74+27.86
Y 170169.259
X 2159221.927
△ = 50°39'01"
D = 5°30'00"
T = 492.99'
L = 920.91'
E = 110.76'
R = 1041.74'
P.C. 69+34.87
P.T. 78+55.78

(18) S.T.H.17 NORTHBOUND ℄ CURVE DATA

P.I. 74+31.64
Y 170164.561
X 2159229.427
△ = 50°39'01"
D = 05°27'29"
T = 496.77'
L = 927.99'
E = 111.61'
R = 1049.74'
P.C. 69+34.87
P.T. 78+62.86 BK.
78+55.78 AH.
S.E. 0.042'/'
L.R. 112.5'

(19) C.T.H. C CURVE DATA

P.I. 37"C"+00.97
Y 170842.104
X 2158983.905
△ = 39°58'23"
D = 04°00'
T = 520.97'
L = 999.33'
E = 91.80'
R = 1432.39'
P.C. 31"L"+80.00
P.T. 41"C"+79.33
S.E. R.C.
L.R. 60'
MPH = 25

(20) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 83+24.78
Y 171125.541
X 2159326.848
△ = 20°53'07"
D = 4°16'31"
T = 246.99'
L = 488.50'
E = 22.57'
R = 1340.14'
P.C. 80+77.79
P.T. 85+66.29 BK.
84+91.41 AH.
S.E. 0.036'/'
L.R. 112.5'

(21) S.T.H.17 R/W ℄ CURVE DATA

P.I. 83+26.26
Y 171126.067
X 2159334.966
△ = 20°53'06"
D = 04°15'
T = 248.46'
L = 491.41'
E = 22.71'
R = 1348.14'
P.C. 80+77.79
P.T. 85+69.21 BK.
84+91.41 AH.

(22) S.T.H.17 NORTHBOUND ℄ CURVE DATA

P.I. 83+27.73
Y 171126.592
X 2159343.084
△ = 20°53'07"
D = 04°13'30"
T = 249.94'
L = 494.33'
E = 22.84'
R = 1356.14'
P.C. 80+77.79
P.T. 85+72.12 BK.
84+91.41 AH.
S.E. 0.036'/'
L.R. 112.5'

(23) EISENHOWER WAY CURVE DATA

P.I. 46"E"+48.49
Y 172033.135
X 2158676.815
△ = 75°08'45"
D = 20°00'00"
T = 220.40'
L = 375.73'
E = 74.97'
R = 286.48'
P.C. 44"E"+28.09
P.T. 48"E"+03.82
S.E. 0.060'/'
L.R.

(23A) N.SHORE DRIVE CURVE DATA

P.I. 51"NS"+48.39
Y 172161.255
X 2159227.060
△ = 11°58'48"
D = 03°00'
T = 200.40'
L = 399.33'
E = 10.48'
R = 1909.86'
P.C. 49"NS"+47.99
P.T. 53"NS"+47.32
S.E. N.C.

(23B) SPRING ROAD CURVE DATA

P.I. 11"S"+66.23
Y 172163.848
X 2158681.628
△ = 30°02'13"
D = 25°00'00"
T = 61.49'
L = 120.15'
E = 8.11'
R = 229.18'
P.C. 11"S"+04.74
P.T. 12"S"+24.89
S.E. N.C.

ORIGINATOR: KGS
PROJECT NO. 44-0307
DATE: 08-25-02
FILE NAME: 050303 LD.DGN
PLOT NAME:
SCALE:
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: KGS
PROJECT NO. 44-0307

DATE: 08-25-02
FILE NAME: 050304

PLOT NAME:
LD.DGN SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	135

ALIGNMENT DIAGRAM
FOR
S.T.H. 17 — ONEIDA COUNTY

(24) S.T.H. 17 SBND. CONST. ℄ CURVE DATA

P.I. 108+59.46
Y 173661.261
X 2158687.692
△ = 25°53'16"
D = 5°32'33"
T = 237.59'
L = 467.07'
E = 26.95'
R = 1033.74'
P.C. 106+21.86
P.T. 110+88.94
S.E. 0.042'
L.R. 112.5'

(25) S.T.H. 17 R/W ℄ CURVE DATA

P.I. 108+61.29
Y 173665.000
X 2158695.000
△ = 21°33'12"
D = 4°15'00"
T = 256.60'
L = 507.14'
E = 24.20'
R = 1348.14'
P.C. 106+04.69
P.T. 111+11.83

(26) S.T.H. 17 NBND. CONST. ℄ CURVE DATA

P.I. 108+63.13
Y 173668.738
X 2158702.308
△ = 25°53'16"
D = 05°27'29"
T = 241.27'
L = 474.30'
E = 27.37'
R = 1049.74'
P.C. 106+21.86
P.T. 110+96.17
S.E. 0.042'
L.R. 112.5'

(27) S.T.H. 17 R/W ℄ CURVE DATA

P.I. 120+80.19
Y 174659.765
X 2157980.169
△ = 38°57'44"
D = 4°15'00"
T = 476.90'
L = 916.76'
E = 81.87'
R = 1348.14'
P.C. 116+03.29
P.T. 125+20.05

(28) S.T.H. 17 SBND. CONST. ℄ CURVE DATA

P.I. 119+75.89
Y 174522.268
X 2157964.321
△ = 43°17'48"
D = 05°32'29"
T = 416.65'
L = 793.26'
E = 79.66'
R = 1049.74'
P.C. 115+59.24
P.T. 123+52.50
S.E. 0.042'
L.R. 112.5'

(29) S.T.H. 17 NBND. CONST. ℄ CURVE DATA

P.I. 119+76.77
Y 174527.698
X 2157980.656
△ = 43°17'49"
D = 05°32'33"
T = 410.30'
L = 781.17'
E = 78.45'
R = 1033.74'
P.C. 115+66.47
P.T. 123+47.64
S.E. 0.042'
L.R. 112.5'

(30) C.T.H. CC EBND. ℄ CURVE DATA

P.I. 53"CC"+92.84
Y 174904.741
X 2157450.130
△ = 8°00'00"
D = 2°48'17"
T = 142.84'
L = 285.22'
E = 4.99'
R = 2042.75'
P.C. 52"CC"+50.00
P.T. 55"CC"+35.22
S.E. 0.027'
L.R. 112.5'

(31) C.T.H. CC WBND. ℄ CURVE DATA

P.I. 55"CC"+07.81
Y 174897.935
X 2157564.892
△ = 8°00'00"
D = 2°47'38"
T = 143.40'
L = 286.34'
E = 5.01'
R = 2050.75'
P.C. 53"CC"+64.41
P.C.C. 56"CC"+50.74
SE = 0.027'
L.R. = 112.5'

(32) C.T.H. CC CONST. ℄ CURVE DATA

P.I. 56"CC"+19.17
Y 174954.663
X 2157675.698
△ = 27°42'46"
D = 2°00'00"
T = 706.65'
L = 1385.64'
E = 85.67'
R = 2864.79'
P.C. 49"CC"+12.52
P.T. 62"CC"+98.16

(33) C.T.H. CC R/W ℄ CURVE DATA

P.I. 56"CC"+19.17
Y 174954.663
X 2157675.698
△ = 29°18'03"
D = 2°00'00"
T = 748.91'
L = 1465.04'
E = 96.27'
R = 2864.79'
P.C. 48"CC"+70.26
P.T. 63"CC"+35.30

(34) C.T.H. CC EBND. ℄ CURVE DATA

P.I. 59"CC"+74.19
Y 174789.762
X 2158020.464
△ = 12°57'48"
D = 2°00'20"
T = 324.56'
L = 646.35'
E = 18.38'
R = 2856.79'
P.C. 56"CC"+49.63
P.T. 62"CC"+95.98
S.E. 0.023'
L.R. 112.5'

(35) C.T.H. CC WBND. ℄ CURVE DATA

P.I. 59"CC"+77.12
Y 174805.087
X 158025.408
△ = 12°57'48"
D = 1°59'40"
T = 326.38'
L = 649.97'
E = 18.48'
R = 2872.79'
P.C.C. 56"CC"+50.74
P.T. 63"CC"+00.72
S.E. 0.023'
L.R. 112.5'

(36) C.T.H. CC R/W ℄ CURVE DATA

P.I. 75"CC"+51.94
Y 174094.555
X 2159443.074
△ = 68°56'34"
D = 5°30'
T = 715.20'
L = 1253.50'
E = 221.88'
R = 1041.74'
P.C. 68"CC"+36.74
P.T. 80"CC"+90.24

(37) C.T.H. CC CONST. ℄ CURVE DATA

P.I. 75"CC"+81.58
Y 174133.750
X 2159488.563
△ = 67°21'17"
D = 5°30'00"
T = 694.16'
L = 1224.63'
E = 210.09'
R = 1041.74'
P.C. 68"CC"+87.42
P.T. 81"CC"+12.05

P.C.=52"CC"+50.00 C.T.H. CC EBND. CONST. ℄
P.I.=52"CC"+50.00 C.T.H. CC WBND. CONST. ℄
Y=174913.220
X=2157307.538
S86°36'04"E
P.C.=53"CC"+64.41 C.T.H. CC WBND. CONST. ℄
C.T.H. CC EBND. CONST. ℄
C.T.H. CC R/W ℄
P.T.=55"CC"+35.22 C.T.H. CC EBND. CONST. ℄
P.C.=56"CC"+49.63 C.T.H. CC EBND. CONST. ℄
S78°36'04"E
SEE DETAIL "A"
P.C.C.=56"CC"+50.74 C.T.H. CC WBND. CONST. ℄
C.T.H. CC WBND. CONST. ℄
C.T.H. CC CONST. ℄
P.T.=63"CC"+00.72 C.T.H. CC WBND. CONST. ℄
P.T.=62"CC"+95.98 C.T.H. CC EBND. CONST. ℄
P.T.=62"CC"+35.30 C.T.H. CC CONST. ℄
P.T.=62"CC"+98.16 C.T.H. CC
P.I.=65"CC"+25.24 C.T.H. CC EBND. CONST. ℄
Y=174561.309
X=2158524.969
S65°38'16"E
S71°21'02"E
P.I.=64"CC"+52.65 C.T.H. CC WBND. CONST. ℄
Y=174607.779
X=2158461.134
EQUATION
S66°54'39"E
P.I.=66"CC"+12.85 C.T.H. CC WBND. CONST. ℄ BK.=
STA. 66"CC"+10.17 C.T.H. CC CONST. ℄ AH.
X=2158603.586
Y=174534.491
P.I.=68"CC"+36.74 C.T.H. CC R/W ℄
P.C.=68"CC"+85.32 C.T.H. CC EBND. CONST. ℄ BK.=
P.C.=68"CC"+87.42 C.T.H. CC CONST. ℄ AH.
C.T.H. CC R/W ℄
C.T.H. CC CONST. ℄
60'
2.35'
P.T.=123+417.64 S.T.H. 17 NBND. CONST. ℄
P.T.=123+52.50 S.T.H. 17 SBND. CONST. ℄
STA. 125+46.07 S.T.H. 17 NBND. CONST. ℄ BK.=
STA. 125+20.05 S.T.H. 17 NBND. CONST. ℄ AH.
P.T.=125+20.05 S.T.H. 17 R/W ℄
STA. 125+50.93 S.T.H. 17 SBND. CONST. ℄ BK.=
STA. 125+20.05 S.T.H. 17 SBND. CONST. ℄ AH.
EQUATION
EQUATION
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
84'
84'

STA. 122+11.22 S.T.H. 17 SBND. CONST. ℄ = STA. 59"CC"+47.78 C.T.H. CC WBND. CONST. ℄
STA. 122+02.59 S.T.H. 17 SBND. CONST. ℄ = STA. 59"CC"+45.67 C.T.H. CC CONST. ℄
STA. 121+93.93 S.T.H. 17 SBND. CONST. ℄ = STA. 59"CC"+44.01 C.T.H. CC EBND. CONST. ℄
STA. 121+84.71 S.T.H. 17 NBND. CONST. ℄ = STA. 59"CC"+65.18 C.T.H. CC EBND. CONST. ℄
STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄ = STA. 59"CC"+63.00 C.T.H. CC CONST. ℄
STA. 122+02.08 S.T.H. 17 NBND. CONST. ℄ = STA. 59"CC"+61.27 C.T.H. CC WBND. CONST. ℄
EBND. CONST. ℄
C.T.H. CC CONST. ℄
WBND. CONST. ℄
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 NBND. CONST. ℄

DETAIL "A"

P.C.=106+04.69 S.T.H. 17 R/W ℄
P.C.=106+21.86 S.T.H. 17 SBND. AND NBND. CONST. ℄
P.T.=110+88.94 S.T.H. 17 SBND. CONST. ℄
P.T.=110+96.17 S.T.H. 17 NBND. CONST. ℄
P.T.=110+11.83 S.T.H. 17 R/W ℄
N14°08'50"W
N14°08'50"W
N14°08'50"W
N40°02'07"W
N35°42'03"W
N40°02'07"W
P.C.=STA. 115+59.24 S.T.H. 17 SBND. CONST. ℄
P.C.=STA. 115+66.47 S.T.H. 17 NBND. CONST. ℄
P.C.=116+03.29 S.T.H. 17 R/W ℄

ALIGNMENT DIAGRAM FOR S.T.H. 17
NOT TO SCALE

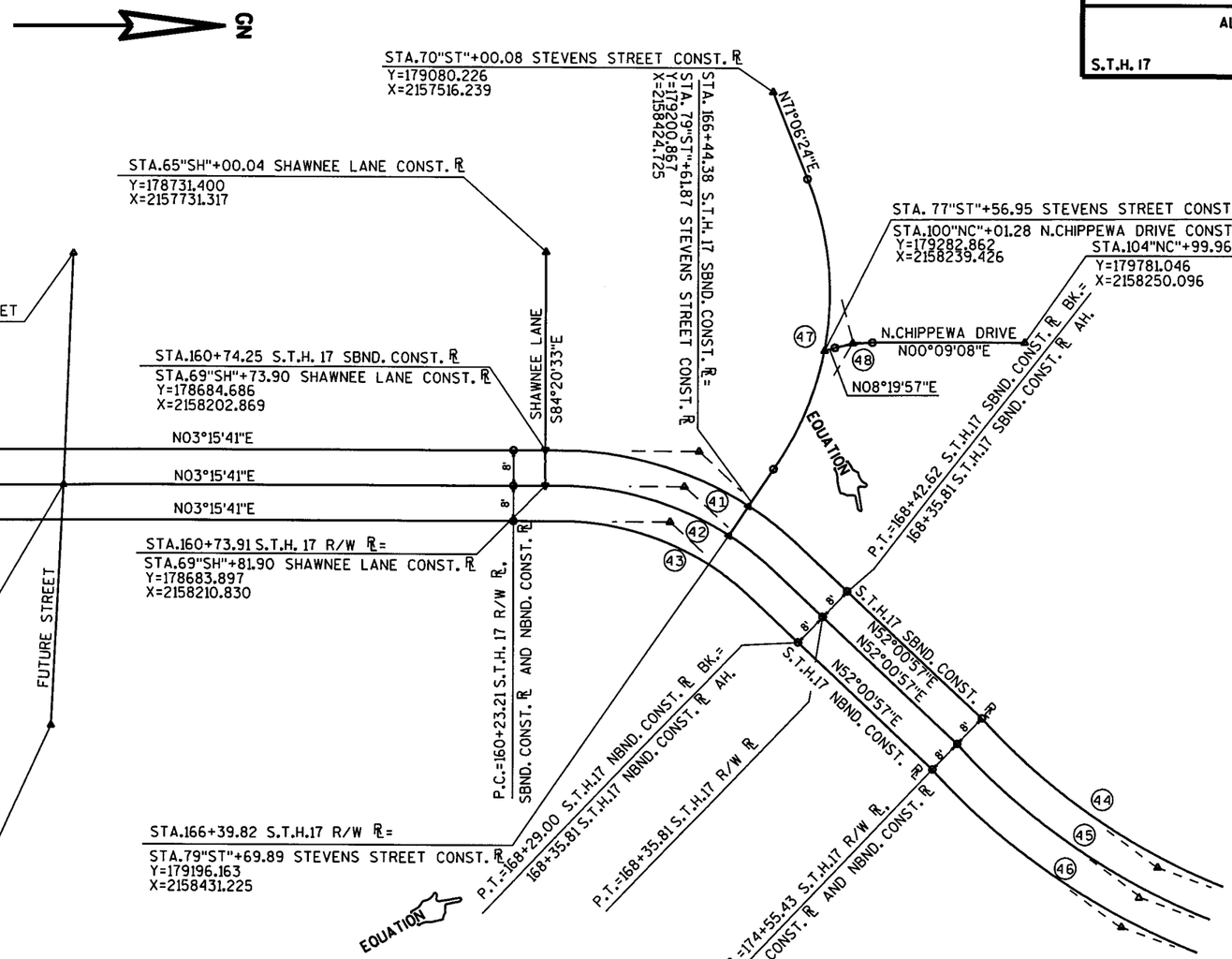
GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	136

ALIGNMENT DETAIL
FOR
S.T.H. 17 — ONEIDA COUNTY

ALIGNMENT DIAGRAM FOR S.T.H. 17

NOT TO SCALE



(41) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 164+59.58
Y 179069.497
X 2158223.444
△ = 48°45'15"
D = 05°57'01"
T = 436.34'
L = 819.38'
E = 94.24'
R = 962.93'
P.C. 160+23.24
P.T. 168+42.62 BK.
168+35.81 AH.
S.E. 0.044'
L.R. 112.5'

(42) S.T.H.17 R/W ℄ CURVE DATA

P.I. 164+55.96
Y 179065.423
X 2158231.225
△ = 48°45'15"
D = 6°00'00"
T = 432.72
L = 812.57'
E = 93.47'
R = 954.93'
P.C. 160+23.24
P.T. 168+35.81

(43) S.T.H.17 NORTHBOUND ℄ CURVE DATA

P.I. 164+52.33
Y 179061.348
X 2158239.006
△ = 48°45'15"
D = 06°03'02"
T = 429.09'
L = 805.76'
E = 93.68'
R = 946.93'
P.C. 160+23.24
P.T. 168+29.00 BK.
168+35.81 AH.
S.E. 0.044'
L.R. 112.5'

(44) S.T.H.17 SOUTHBOUND ℄ CURVE DATA

P.I. 177+38.97
Y 179893.884
X 2159279.208
△ = 18°26'53"
D = 03°16'54"
T = 283.54'
L = 562.16'
E = 22.87'
R = 1745.97'
P.C. 174+55.43
P.T. 180+17.59
S.E. 0.053'
L.R. 160'

(45) S.T.H.17 R/W ℄ CURVE DATA

P.I. 177+40.27
Y 179888.378
X 2159285.156
△ = 18°26'53"
D = 03°16'00"
T = 284.84'
L = 564.74'
E = 22.98'
R = 1753.97'
P.C. 174+55.43
P.T. 180+20.17

(46) S.T.H.17 NORTHBOUND ℄ CURVE DATA

P.I. 177+41.57
Y 179882.872
X 2159291.103
△ = 18°26'53"
D = 03°15'07"
T = 286.13'
L = 567.32'
E = 23.08'
R = 1761.97'
P.C. 174+55.43
P.T. 180+22.76
S.E. 0.053'
L.R. 160'

(47) STEVENS STREET (S.T.H.17) CURVE DATA

P.I. 77"ST"+70.67
Y 179331.021
X 2158244.874
△ = 54°53'08"
D = 15°00'
T = 198.36'
L = 365.90'
E = 48.43'
R = 381.97'
P.C. 75"ST"+72.31
P.T. 79"ST"+38.22
S.E. 0.0565'
L.R. 100'

(48) N.CHIPPEWA DRIVE CURVE DATA

P.I. 100"NC"+66.97
Y 179347.854
X 2158248.945
△ = 08°10'49"
D = 07°00'
T = 58.53'
L = 116.86'
E = 2.09'
R = 818.51'
P.C. 100"NC"+08.44
P.T. 101"NC"+25.30
S.E. = NC

ORIGINATOR: KGS
PROJECT NO. 44-0307-00 DATE: 08-25-02 FILE NAME: 050305 LD.DGN SCALE: PLOT NAME:
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
0010	10844	CRITICAL PATH METHOD PROGRESS SCHEDULE	LS	1.00	1.00
0020	20101	CLEARING	STA.	268.00	268.00
0030	20104	GRUBBING	STA.	268.00	268.00
0040	20335	REMOVING SMALL PIPE CULVERTS	EACH	23.00	23.00
0050	20401	REMOVING PAVEMENT	S.Y.	6,017.00	6,017.00
0060	20402	REMOVING ASPHALTIC SURFACE	S.Y.	372.00	372.00
0070	20405	REMOVING CURB AND GUTTER	L.F.	3,840.00	3,840.00
0080	20408	REMOVING MASONRY	C.Y.	5.80	5.80
0090	20412	REMOVING FENCE	L.F.	6,005.00	6,005.00
0100	20470	REMOVING BUILDINGS, PARCEL NUMBER 44	LS	1.00	1.00
0110	20483	ABANDONING WELLS	EACH	1.00	1.00
0120	20484	SITE CLEARANCE, PARCEL NUMBER 44	LS	1.00	1.00
0130	20501	COMMON EXCAVATION	C.Y.	433,881.00	433,881.00
0140	20502	ROCK EXCAVATION	C.Y.	12,700.00	12,700.00
0150	20505	MARSH EXCAVATION	C.Y.	69,673.00	69,673.00
0160	20610	EXCAVATION FOR STRUCTURES, BRIDGES B-43-47	LS	1.00	1.00
0170	20631	EXCAVATION FOR STRUCTURES, RETAINING WALLS R-43-5	LS	1.00	1.00
0180	20650	COFFERDAMS	LS	1.00	1.00
0190	20801	BORROW EXCAVATION	C.Y.	217,600.00	217,600.00
0200	20811	SELECTED BORROW EXCAVATION	C.Y.	86,582.00	86,582.00
0210	21001	STRUCTURE BACKFILL	C.Y.	1,700.00	1,700.00
0220	21301	FINISHING ROADWAY	LS	1.00	1.00
0230	21401	OBLITERATING OLD ROAD	STA.	46.00	46.00
0240	30404	CRUSHED AGGREGATE BASE COURSE	TON	106,500.00	106,500.00
0250	30426	BREAKER RUN STONE	TON	1,700.00	1,700.00
0260	41106	ASPHALTIC SURFACE, TEMPORARY	TON	2,200.00	2,200.00
0270	41605	CONCRETE DRIVEWAY, 6-INCH	S.Y.	162.50	162.50
0280	41620	CONCRETE SURFACE DRAINS	C.Y.	25.00	25.00
0290	41621	CONCRETE PAVEMENT APPROACH SLAB	S.Y.	100.00	100.00
0300	41653	PAVEMENT TIES	EACH	68.00	68.00
0310	50201	CONCRETE MASONRY, BRIDGES	C.Y.	539.00	539.00
0320	50265	PROTECTIVE SURFACE TREATMENT	S.Y.	1,035.00	1,035.00
0330	50307	PRESTRESSED GIRDER, I TYPE, 54-INCH	L.F.	874.00	874.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
0340	50405	CONCRETE MASONRY, RETAINING WALLS R-43-5	C.Y.	448.00	448.00
0350	50409	CONCRETE MASONRY, ENDWALLS	C.Y.	4.00	4.00
0360	50504	HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	20,170.00	20,170.00
0370	50506	HIGH STRENGTH BAR STEEL REINFORCEMENT, RETAINING WALLS R-43-5	LB.	36,790.00	36,790.00
0380	50511	COATED HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	69,970.00	69,970.00
0390	50626	NON-LAMINATED ELASTOMERIC BEARING PADS	EACH	15.00	15.00
0400	50640	STEEL DIAPHRAGMS, STRUCTURE B-43-47	EACH	16.00	16.00
0410	51121	STEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	L.F.	1,070.00	1,070.00
0420	51130	PILE POINTS	EACH	20.00	20.00
0430	51320	PIPE RAILING, STRUCTURE R-43-5	LS	1.00	1.00
0440	51605	RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	47.00	47.00
0450	52001	CULVERT PIPE, CLASS III, 12-INCH	L.F.	137.00	137.00
0460	52003	CULVERT PIPE, CLASS III, 18-INCH	L.F.	492.00	492.00
0470	52005	CULVERT PIPE, CLASS III, 24-INCH	L.F.	208.00	208.00
0480	52007	CULVERT PIPE, CLASS III, 30-INCH	L.F.	76.00	76.00
0490	52059	APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	6.00	6.00
0500	52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	20.00	20.00
0510	52063	APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	6.00	6.00
0520	52065	APRON ENDWALLS FOR CULVERT PIPE, 30-INCH	EACH	4.00	4.00
0530	52136	CORRUGATED STEEL PIPE ARCH, 21X15-INCH	L.F.	60.00	60.00
0540	52140	CORRUGATED STEEL PIPE ARCH, 42X29-INCH	L.F.	50.00	50.00
0550	52147	STEEL APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	1.00	1.00
0560	52166	STEEL APRON ENDWALLS FOR PIPE ARCH, 42X29-INCH	EACH	2.00	2.00
0570	52191	STEEL APRON ENDWALLS FOR PIPE ARCH, SLOPED SECTION, 21X15-INCH	EACH	2.00	2.00
0580	52205	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 24-INCH	L.F.	156.00	156.00
0590	52209	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 36-INCH	L.F.	262.00	262.00
0600	52231	REINFORCED CONCRETE CULVERT PIPE, CLASS IV, 30-INCH	L.F.	188.00	188.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
0610	52233	REINFORCED CONCRETE CULVERT PIPE, CLASS IV, 36-INCH	L.F.	500.00	500.00
0620	52234	REINFORCED CONCRETE CULVERT PIPE, CLASS IV, 42-INCH	L.F.	610.00	610.00
0630	52260	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	33.00	33.00
0640	52261	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 15-INCH	EACH	8.00	8.00
0650	52263	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 21-INCH	EACH	2.00	2.00
0660	52264	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	6.00	6.00
0670	52266	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 30-INCH	EACH	3.00	3.00
0680	52267	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 36-INCH	EACH	10.00	10.00
0690	52268	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 42-INCH	EACH	4.00	4.00
0700	60120	CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	25,689.00	25,689.00
0710	60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	28,824.00	28,824.00
0720	60136	CONCRETE CURB AND GUTTER, 30-INCH, TYPE J	L.F.	5,012.00	5,012.00
0730	60170	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D	L.F.	821.00	821.00
0740	60204	CONCRETE SIDEWALK, 4-INCH	S.F.	64,377.00	64,377.00
0750	60206	CONCRETE SIDEWALK, 6-INCH	S.F.	805.00	805.00
0760	60305	TEMPORARY PRECAST CONCRETE BARRIER, CONTRACTOR FURNISHED AND DELIVERED	L.F.	550.00	550.00
0770	60308	TEMPORARY PRECAST CONCRETE BARRIER, CONTRACTOR FURNISHED, CONTRACTOR INSTALLED	L.F.	550.00	550.00
0780	60601	RIPRAP	C.Y.	550.00	550.00
0790	60602	HEAVY RIPRAP	C.Y.	995.00	995.00
0800	60604	MEDIUM RANDOM RIPRAP	C.Y.	9,337.00	9,337.00
0810	60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	4,671.00	4,671.00
0820	60826	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 15-INCH	L.F.	658.00	658.00
0830	60827	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 18-INCH	L.F.	417.00	417.00
0840	60828	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 21-INCH	L.F.	173.00	173.00
0850	60829	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 24-INCH	L.F.	2,188.00	2,188.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
0860	60830	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 27-INCH	L.F.	1,187.00	1,187.00
0870	60831	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 30-INCH	L.F.	125.00	125.00
0880	61110	MANHOLES, TYPE 1	EACH	10.00	10.00
0890	61112	MANHOLES, TYPE 3	EACH	14.00	14.00
0900	61121	INLETS, TYPE 1	EACH	3.00	3.00
0910	61122	INLETS, TYPE 3	EACH	163.00	163.00
0920	61123	INLETS, TYPE 8	EACH	1.00	1.00
0930	61151	MANHOLE COVERS, TYPE J	EACH	20.00	20.00
0940	61153	MANHOLE COVERS, TYPE L	EACH	2.00	2.00
0950	61159	INLET COVERS, TYPE MS-A	EACH	1.00	1.00
0960	61162	INLET COVERS, TYPE B	EACH	1.00	1.00
0970	61163	INLET COVERS, TYPE C	EACH	3.00	3.00
0980	61167	INLET COVERS, TYPE H	EACH	163.00	163.00
0990	61176	INLET COVERS, TYPE V	EACH	1.00	1.00
1000	61180	INLET COVERS, TYPE HM	EACH	7.00	7.00
1010	61182	ADJUSTING MANHOLE COVERS	EACH	16.00	16.00
1020	61201	PIPE UNDERDRAIN, 6-INCH	L.F.	578.00	578.00
1030	61211	PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	170.00	170.00
1040	61214	PIPE UNDERDRAIN, UNPERFORATED, 12-INCH	L.F.	50.00	50.00
1050	61407	STEEL THRIE BEAM STRUCTURE APPROACH	L.F.	166.00	166.00
1060	61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	1,524.00	1,524.00
1070	61409	STEEL PLATE BEAM GUARD, CLASS B	L.F.	165.00	165.00
1080	61433	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4.00	4.00
1090	61435	STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL	EACH	5.00	5.00
1100	61611	CHAIN LINK FENCE, 5 FT.	L.F.	670.00	670.00
1110	61801	MAINTENANCE AND REPAIR OF HAUL ROADS	LS	1.00	1.00
1120	61910	MOBILIZATION	LS	1.00	1.00
1130	62001	CONCRETE CORRUGATED MEDIAN	S.F.	2,150.00	2,150.00
1140	62003	CONCRETE MEDIAN SLOPED NOSE	S.F.	1,358.00	1,358.00
1150	62101	LANDMARK REFERENCE MONUMENTS	EACH	4.00	4.00
1160	62203	ASPHALTIC FLUMES	S.Y.	275.00	275.00
1170	62302	DUST CONTROL SURFACE TREATMENT	S.Y.	21,500.00	21,500.00
1180	62401	WATER	MGAL	1,065.00	1,065.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
1190	62501	TOPSOIL	S.Y.	343,000.00	343,000.00
1200	62702	MULCHING	S.Y.	343,000.00	343,000.00
1210	62815	SILT FENCE, DELIVERED	L.F.	19,990.00	19,990.00
1220	62816	SILT FENCE, INSTALLED	L.F.	19,990.00	19,990.00
1230	62817	SILT FENCE MAINTENANCE	L.F.	9,995.00	9,995.00
1240	62819	MOBILIZATIONS, EROSION CONTROL	EACH	8.00	8.00
1250	62821	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	6.00	6.00
1260	62824	EROSION MAT, DELIVERED, CLASS I, TYPE B	S.Y.	55,450.00	55,450.00
1270	62825	EROSION MAT, INSTALLED, CLASS I, TYPE B	S.Y.	55,450.00	55,450.00
1280	62826	EROSION MAT, DELIVERED, CLASS I, URBAN, TYPE A	S.Y.	21,000.00	21,000.00
1290	62827	EROSION MAT, INSTALLED, CLASS I, URBAN, TYPE A	S.Y.	21,000.00	21,000.00
1300	62832	EROSION MAT, DELIVERED, CLASS II, TYPE B	S.Y.	5,700.00	5,700.00
1310	62833	EROSION MAT, INSTALLED, CLASS II, TYPE B	S.Y.	5,700.00	5,700.00
1320	62855	POLYETHYLENE SHEETING	S.Y.	1,000.00	1,000.00
1330	62860	TURBIDITY BARRIERS	S.Y.	507.00	507.00
1340	62865	SOIL STABILIZER, TYPE A	ACRE	3.00	3.00
1350	62866	SOIL STABILIZER, TYPE B	ACRE	2.00	2.00
1360	62870	INLET PROTECTION, TYPE A	EACH	1.00	1.00
1370	62871	INLET PROTECTION, TYPE B	EACH	1.00	1.00
1380	62872	INLET PROTECTION, TYPE C	EACH	174.00	174.00
1390	62875	TEMPORARY DITCH CHECKS, DELIVERED	L.F.	2,600.00	2,600.00
1400	62876	TEMPORARY DITCH CHECKS, INSTALLED	L.F.	2,600.00	2,600.00
1410	62880	CULVERT PIPE DITCH CHECKS	EACH	29.00	29.00
1420	62905	FERTILIZER, TYPE B	CWT.	222.00	222.00
1430	62911	AGRICULTURAL LIMESTONE TREATMENT	TON	16.00	16.00
1440	63003	SEEDING, TEMPORARY	LB.	4,754.00	4,754.00
1450	63009	SEEDING, MIXTURE NO. 20	LB.	3,911.00	3,911.00
1460	63010	SEEDING, MIXTURE NO. 30	LB.	2,962.00	2,962.00
1470	63011	SEEDING, MIXTURE NO. 40	LB.	400.00	400.00
1480	63015	SEEDING, BORROW PIT MIXTURE	LB.	2,187.00	2,187.00
1490	63103	WATERING SODDED AREAS	MGAL	254.00	254.00
1500	63110	LAWN SOD	S.Y.	22,500.00	22,500.00

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
1510	63112	EROSION CONTROL SOD, SANDY SOIL	S.Y.	898.00	898.00
1520	63301	DELINEATOR POSTS	EACH	71.00	71.00
1530	63305	DELINEATORS	EACH	71.00	71.00
1540	63401	WOOD POSTS, 4X4-INCH X 10-FT.	EACH	22.00	22.00
1550	63410	WOOD POSTS, 4X6-INCH X 12-FT.	EACH	34.00	34.00
1560	63411	WOOD POSTS, 4X6-INCH X 14-FT.	EACH	75.00	75.00
1570	63412	WOOD POSTS, 4X6-INCH X 16-FT.	EACH	62.00	62.00
1580	63702	SIGNS, TYPE II, REFLECTIVE	S.F.	2,639.00	2,639.00
1590	63822	MOVING SIGNS, TYPE II	EACH	17.00	17.00
1600	64181	OVERHEAD SIGN SUPPORT, STRUCTURE S-43-25	LS	1.00	1.00
1610	64182	OVERHEAD SIGN SUPPORT, STRUCTURE S-43-26	LS	1.00	1.00
1620	64183	OVERHEAD SIGN SUPPORT, STRUCTURE S-43-17	LS	1.00	1.00
1630	64184	OVERHEAD SIGN SUPPORT, STRUCTURE S-43-18	LS	1.00	1.00
1640	64185	OVERHEAD SIGN SUPPORT, STRUCTURE S-43-27	LS	1.00	1.00
1650	64220	FIELD OFFICE, TYPE C	LS	1.00	1.00
1660	64301	TRAFFIC CONTROL	LS	1.00	1.00
1670	64313	TRAFFIC CONTROL, DRUMS	DAYS	68,450.00	68,450.00
1680	64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	39,775.00	39,775.00
1690	64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	46,345.00	46,345.00
1700	64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	68,450.00	68,450.00
1710	64326	TRAFFIC CONTROL, SIGNS	DAYS	21,640.00	21,640.00
1720	64329	TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POSTS	EACH	400.00	400.00
1730	64333	TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER BASES	EACH	400.00	400.00
1740	64503	GEOTEXTILE FABRIC, TYPE DF	S.Y.	3,010.00	3,010.00
1750	64505	GEOTEXTILE FABRIC, TYPE R	S.Y.	12,750.00	12,750.00
1760	64506	GEOTEXTILE FABRIC, TYPE HR	S.Y.	1,750.00	1,750.00
1770	64602	PAVEMENT MARKING, 4-INCH, EPOXY	L.F.	55,455.00	55,455.00
1780	64618	PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY	L.F.	9,600.00	9,600.00
1790	64642	REMOVING PAVEMENT MARKINGS	L.F.	21,800.00	21,800.00
1800	64710	PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY	L.F.	908.00	908.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
1810	64718	PAVEMENT MARKING, CROSSWALK, 6-INCH, EPOXY	L.F.	410.00	410.00
1820	64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	EACH	59.00	59.00
1830	64738	PAVEMENT MARKING, ARROWS, TYPE 3, EPOXY	EACH	6.00	6.00
1840	64758	PAVEMENT MARKING, WORDS, EPOXY	EACH	46.00	46.00
1850	64770	PAVEMENT MARKING, DIAGONAL, 12-INCH, EPOXY	L.F.	162.00	162.00
1860	64782	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	165.00	165.00
1870	64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	EACH	34.00	34.00
1880	64901	TEMPORARY PAVEMENT MARKING, 4-INCH	L.F.	21,800.00	21,800.00
1890	64904	TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE	L.F.	29,200.00	29,200.00
1900	65040	CONSTRUCTION STAKING, STORM SEWER SYSTEM	EACH	236.00	236.00
1910	65045	CONSTRUCTION STAKING, SUBGRADE	L.F.	29,670.00	29,670.00
1920	65050	CONSTRUCTION STAKING, CRUSHED AGGREGATE BASE COURSE	L.F.	29,670.00	29,670.00
1930	65055	CONSTRUCTION STAKING, CURB, GUTTER, AND CURB AND GUTTER	L.F.	61,400.00	61,400.00
1940	65060	CONSTRUCTION STAKING, PIPE CULVERTS	EACH	20.00	20.00
1950	65065	CONSTRUCTION STAKING, STRUCTURE LAYOUT, STRUCTURE B-43-47	LS	1.00	1.00
1960	65066	CONSTRUCTION STAKING, STRUCTURE LAYOUT, STRUCTURE R-43-5	LS	1.00	1.00
1970	65085	CONSTRUCTION STAKING, ELECTRICAL, PROJECT 9040-05-70	LS	1.00	1.00
1980	65099	CONSTRUCTION STAKING, INITIAL LAYOUT	L.F.	29,670.00	29,670.00
1990	65219	NONMETALLIC CONDUIT, SCHEDULE 40, 2-INCH	L.F.	10,431.00	10,431.00
2000	65221	NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	L.F.	4,980.00	4,980.00
2010	65250	LOOP DETECTOR CONDUIT	L.F.	5,767.00	5,767.00
2020	65301	PULL BOXES, STEEL, 12X24-INCH	EACH	57.00	57.00
2030	65306	PULL BOXES, STEEL, 24X36-INCH	EACH	54.00	54.00
2040	65401	CONCRETE BASES, TYPE 1	EACH	33.00	33.00
2050	65402	CONCRETE BASES, TYPE 2	EACH	22.00	22.00
2060	65403	CONCRETE BASES, TYPE 5	EACH	13.00	13.00
2070	65418	CONCRETE CONTROL CABINET BASES, TYPE 9	EACH	5.00	5.00
2080	65425	PEDESTAL BASES	EACH	32.00	32.00
2090	65430	TRANSFORMER BASES, STANDARD, 11 1/2-INCH BOLT CIRCLE	EACH	35.00	35.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
2100	65524	TRAFFIC SIGNAL CABLE, 5 CONDUCTOR, NO. 14	L.F.	1,230.00	1,230.00
2110	65526	TRAFFIC SIGNAL CABLE, 7 CONDUCTOR, NO. 14	L.F.	6,380.00	6,380.00
2120	65530	TRAFFIC SIGNAL CABLE, 12 CONDUCTOR, NO. 14	L.F.	4,300.00	4,300.00
2130	65545	TYPE UF CABLE, 2 CONDUCTOR, NO. 12, GROUNDED	L.F.	3,195.00	3,195.00
2140	65557	ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	L.F.	7,890.00	7,890.00
2150	65566	ELECTRICAL WIRE, LIGHTING, NO. 12	L.F.	2,975.00	2,975.00
2160	65580	LOOP DETECTOR LEAD IN CABLE	L.F.	23,723.00	23,723.00
2170	65585	LOOP DETECTOR WIRE	L.F.	17,372.00	17,372.00
2180	65615	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STA 231+75, 75' LT	LS	1.00	1.00
2190	65616	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STA 79+25, 72' LT	LS	1.00	1.00
2200	65617	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STA 48NS+72, 57.5' LT	LS	1.00	1.00
2210	65618	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STA 121+58, 71' RT	LS	1.00	1.00
2220	65619	ELECTRICAL SERVICE, METER BREAKER PEDESTAL, STA 165+24, 70' LT	LS	1.00	1.00
2230	65703	POLES, TYPE 3	EACH	19.00	19.00
2240	65704	POLES, TYPE 4	EACH	3.00	3.00
2250	65705	POLES, TYPE 5	EACH	13.00	13.00
2260	65732	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT	EACH	14.00	14.00
2270	65733	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 15-FOOT	EACH	18.00	18.00
2280	65802	TROMBONE ARMS, 15-FOOT	EACH	12.00	12.00
2290	65803	TROMBONE ARMS, 20-FOOT	EACH	7.00	7.00
2300	65849	PEDESTRIAN PUSH BUTTONS	EACH	6.00	6.00
2310	65850	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 17 - USH 8	LS	1.00	1.00
2320	65851	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 17 - CTH C	LS	1.00	1.00
2330	65852	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 17 - CTH CC	LS	1.00	1.00
2340	65853	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 17 - NORTH SHORE	LS	1.00	1.00
2350	65854	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 17 - STEVENS STREET	LS	1.00	1.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
2360	65903	LUMINAIRES, UTILITY, 150 WATTS	EACH	35.00	35.00
2370	65936	LUMINAIRE ARMS, TRUSS TYPE, 4 1/2-INCH CLAMP, 12-FOOT	EACH	35.00	35.00
2380	66501	SAWING EXISTING PAVEMENT	L.F.	8,343.00	8,343.00
2390	66502	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	1,865.00	1,865.00
2400	90004	MISC 90004A REMOVAL, EXCAVATION AND HAULING OF DEMOLITION SITE	LS	1.00	1.00
2410	90004	MISC 90004B REMOVE, SALVAGE AND RESET TRAFFIC SIGNAL	LS	1.00	1.00
2420	90004	MISC 90004C OVERHEAD SIGN SUPPORT, STRUCTURE S-43-28	LS	1.00	1.00
2430	90004	MISC 90004D OVERHEAD SIGN SUPPORT, STRUCTURE S-43-19	LS	1.00	1.00
2440	90004	MISC 90004E OVERHEAD SIGN SUPPORT, STRUCTURE S-43-20	LS	1.00	1.00
2450	90004	MISC 90004F OVERHEAD SIGN SUPPORT, STRUCTURE S-43-21	LS	1.00	1.00
2460	90004	MISC 90004G OVERHEAD SIGN SUPPORT, STRUCTURE S-43-22	LS	1.00	1.00
2470	90004	MISC 90004H OVERHEAD SIGN SUPPORT, STRUCTURE S-43-29	LS	1.00	1.00
2480	90004	MISC 90004I OVERHEAD SIGN SUPPORT, STRUCTURE S-43-30	LS	1.00	1.00
2490	90004	MISC 90004J OVERHEAD SIGN SUPPORT, STRUCTURE S-43-23	LS	1.00	1.00
2500	90004	MISC 90004K OVERHEAD SIGN SUPPORT, STRUCTURE S-43-24	LS	1.00	1.00
2510	90005	MISC 90005A TEMPORARY WATER PASSAGE	EACH	174.00	174.00
2520	90005	MISC 90005B EROSION CONTROL FILTER BAGS, DELIVERED	EACH	1,500.00	1,500.00
2530	90005	MISC 90005C EROSION CONTROL FILTER BAGS, INSTALLED	EACH	1,500.00	1,500.00
2540	90005	MISC 90005D EROSION CONTROL FILTER BAGS, MAINTENANCE	EACH	1,500.00	1,500.00
2550	90005	MISC 90005E TRAFFIC SIGNAL FACES, 3-12 INCH VERTICAL, WITH LED MODULES	EACH	77.00	77.00
2560	90005	MISC 90005F TRAFFIC SIGNAL FACES, 3-12 INCH HORIZONTAL, WITH LED MODULES	EACH	6.00	6.00
2570	90005	MISC 90005G TRAFFIC SIGNAL FACES, 5-12 INCH VERTICAL, WITH LED MODULES	EACH	30.00	30.00
2580	90005	MISC 90005H TRAFFIC SIGNAL FACES, 4-12 INCH, VERTICAL, WITH LED MODULES	EACH	4.00	4.00
2590	90005	MISC 90005I PEDESTRIAN SIGNAL FACES, 12-INCH, WITH LED MODULES	EACH	6.00	6.00
2600	90005	MISC 90005J REMOVING RETAINING WALL	EACH	1.00	1.00
2610	90005	MISC 90005K PIPE GRATES 15-INCH	EACH	8.00	8.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9040-05-70 QUANTITY
2620	90005	MISC 90005L PIPE GRATES 21-INCH	EACH	2.00	2.00
2630	90005	MISC 90005M PIPE GRATES 24-INCH	EACH	3.00	3.00
2640	90005	MISC 90005N PIPE GRATES 30-INCH	EACH	1.00	1.00
2650	90030	MISC 90030A CONCRETE CURB AND GUTTER,18 INCH, TYPE J	L.F.	140.00	140.00
2660	90030	MISC 90030B CONCRETE CURB AND GUTTER, 18-INCH , TYPE D, MOUNTABLE	L.F.	1,590.00	1,590.00
2670	90030	MISC 90030C PREBORING STEEL PILING	L.F.	170.00	170.00
2680	90031	MISC 90031A PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, EPOXY	S.F.	757.00	757.00
2690	90031	MISC 90031B TEMPORARY SHORING	S.F.	3,090.00	3,090.00
2700	90033	MISC 90033A PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING	S.Y.	480.00	480.00
2710	90033	MISC 90033B PAINTING CONCRETE STRUCTURE R-43-5	S.Y.	405.00	405.00
2720	90035	MISC 90035A QMP, CRUSHED AGGREGATE BASE COURSE WITH DENSITY	TON	106,500.00	106,500.00
2730	90370	WARRANTED MAINLINE ASPHALTIC PAVEMENT	TON	51,683.00	51,683.00
2740	90371	WARRANTED ANCILLARY ASPHALTIC PAVEMENT	TON	9,271.00	9,271.00
2750	90501	QMP, READY MIXED CONCRETE MASONRY FOR BRIDGES, 5 CYLINDERS	C.Y.	539.00	539.00
2760	90502	QMP, BRIDGE STRENGTH INCENTIVE, CONCRETE MASONRY	DOL	5,390.00	5,390.00
2770	90590	PIPE GRATES 12-INCH	EACH	34.00	34.00
2780	90884	ASPHALTIC RUMBLE STRIPS, AT INTERSECTION	S.Y.	144.00	144.00

CLEARING AND GRUBBING

STATION	TO	STATION	LOCATION	20101 CLEARING STATION	20104 GRUBBING STATION
8"G"+00	-	19"G"+00	GERMOND RD	11	11
4+00	-	175+00	STH 17	171	171
224+00	-	240+00	USH 8	16	16
113"OE"+00	-	119"OE"+00	OLD 8 RD		6
122"OE"+00	-	127"OE"+00	OLD 8 RD	5	5
37"C"+00	-	39"C"+00	CTH C	2	2
41"C"+00	-	46"C"+00	CTH C	5	5
47"E"+00	-	49"E"+00	EISENHOWER	2	2
51"NS"+00	-	54"NS"+00	NORTH SHORE DR.	3	3
56"CC"+00	-	58"CC"+00	CTH CC	2	2
62"CC"+00	-	81"CC"+00	CTH CC	19	19
68"CC"+00	-	83"CC"+00	CTH CC	15	15
68"SH"+00	-	68"SH"+66	SHWANEE	1	1
26"OH"+00	-	28"OH"+00	OLSON LANE	2	2
20"S"+00	-	24"S"+00	SPRING ROAD	4	4
10"S"+00	-	14"S"+00	SPRING ROAD	4	4
		TOTALS		268	268

CPM PROGRESS SCHEDULE

LOCATION	10844 LS
PROJECT	1
TOTAL	1

REMOVING CURB AND GUTTER

STATION	TO	STATION	LOCATION	20405 L.F.
34"C"+00	-	46"C"+00	CTH C	2,290
59"CC"+00	-	59"CC"+00	CTH CC	60
60"CC"+00	-	60"CC"+00	CTH CC	65
59"CC"+20	-	59"CC"+20	CTH CC MEDIAN	105
45"NS"+75	-		NORTH SHORE	50
75"ST"+00	-	79"ST"+00	STEVENS ST.	885
222+82	-	223+18	USH 8 / GERMOND RD LT	73
223+21	-	223+38	USH 8 / GERMOND RD MEDIAN	45
223+29	-	223+90	USH 8 / GERMOND RD RT	71
223+56	-	224+21	USH 8 / GERMOND RD LT	76
224+07	-	224+26	USH 8 / GERMOND RD MEDIAN	52
224+29	-	224+64	USH 8 / GERMOND RD RT	68
			TOTAL	3,840

REMOVING PAVEMENT

STATION	TO	STATION	LOCATION	20401 QUANTITY S.Y.	20402 ASPHALTIC S.Y.
223+45	-	241+50	USH 8	6,017	
61+15	-	64+50	STH 17		372
			TOTAL	6,017	372

REMOVING RETAINING WALLS

STATION	LOCATION	90005J REMOVING RETAINING WALLS EACH
76+00	STH 17, RT.	1

ABANDON WELL

STATION	LOCATION	20483 EACH
111+00	STH 17 - LT	1

REMOVING MASONRY

STATION	LOCATION	20408 C.Y.
44"C"+00	CTH C	5.8

REMOVING SMALL PIPE CULVERT

STATION	LOCATION	20335 EACH	SIZE INCH	LENGTH LF	REMARKS
62+00	STH 17	1	40 X 57	37	CULVERT PIPE
125+50	STH 17	1	24	46	CULVERT PIPE
135+40 - RT	STH 17	1	18		CORRUGATED METAL PIPE
135+40 - LT	STH 17	1	18	66	REINFORCED CONCRETE CULVERT PIPE
140+85	STH 17	1	36	95	CULVERT PIPE
147+25 - RT	STH 17	1	18	66	DRIVEWAY CULVERT
147+25 - LT	STH 17	1	18	66	REINFORCED CONCRETE CULVERT PIPE
153+40	STH 17	1	18	61	REINFORCED CONCRETE CULVERT PIPE
160+65 - RT	STH 17	1	18	53	DRIVEWAY CULVERT
161+50	STH 17	1	24	53	REINFORCED CONCRETE CULVERT PIPE
163+05 - RT	STH 17	1	18	29	REINFORCED CONCRETE CULVERT PIPE
166+50	STH 17 AND STEVENS ST.	1	30	96	OLD 17 ROADWAY CULVERT RCP
166+50 - LT	STH 17 AND STEVENS ST.	1	18	24	DRIVEWAY CULVERT
168+00 - LT	STH 17 AND STEVENS ST.	1	18	40	REINFORCED CONCRETE CULVERT PIPE
174+00 - RT	STH 17	1	18	28	DRIVEWAY CULVERT
30"OH"+15	OHLSON LANE	1	40	57	CULVERT PIPE
9"V"+53	VANNOCKER ROAD	1	18	70	CULVERT PIPE
64"CC"+25	CTH CC	1	18	54	CULVERT PIPE
62"CC"+00	CTH CC	1	18	26	DRIVEWAY CULVERT
153+00-LT	STH 17	1	18	61	RIENFORCED CONCRETE CULVERT PIPE
170+30- RT	STH 17	1	18	40	RIENFORCED CONCRETE CULVERT PIPE
240+62	USH 8	1	24	45	RIENFORCED CONCRETE CULVERT PIPE
169+00- LT	STH 17 AND STEVENS ST	1	18	40	DRIVEWAY CULVERT
	TOTAL	23			

REMOVING FENCE

STATION	LOCATION	20412 FT.	TYPE
20+50	STH 17/ EAST OLD 8	1725	WOVEN WIRE/ONE STR. BARBED WIRE
39"C"+50	CTH C LT	300	UNKOWN
40+00	STH 17	780	UNKOWN
47+50	STH 17	280	UNKOWN
47+50	STH 17	1020	UNKOWN
PARCEL 11	STH 17	900	FOUR STRAND BARBED WIRE
PARCEL 6	STH 17	1000	THREE STRAND BARBED WIRE
	TOTAL	6005	

OBLITERATING OLD ROAD

STATION	TO	STATION	LOCATION	21401 STA.	COMMENTS
11"G"+35	-	17"G"+35	EXIST. GERMOND RD	6	SO. OF U.S.H. 8
10"G"+60	-	12"G"+00	EXIST. GERMOND RD	2	NO. OF U.S.H. 8
121"OE"+20	-	123"OE"+10	OLD 8 RD	2	
117"OE"+00	-	119"OE"+30	OLD 8 RD	3	EAST OF S.T.H. 17
31"OH"+00	-	32"OH"+50	OHLSON LN	2	EAST OF S.T.H. 17 TO LUMBER LN
48"C"+50	-	53"C"+00	CTH C	5	SO. OF S.T.H. 17 TO SPRING RD
57"C"+00	-	69"C"+20	CTH C	13	NO. OF S.T.H. 17 TO C.T.H. "CC"
72"CC"+20	-	78"CC"+00	CTH CC	9	WEST OF C.T.H. "C"
97"NC"+70	-	99"NC"+50	CHIPPEWA DR	2	
167+00	-	168+50	STEVENS ST/ U.S.H. 17	2	
			TOTAL	46	

REMOVING BUILDINGS

STATION	LOCATION	20470 REMOVING BUILDINGS PARCEL NO. 44 LS
166+00	STH 17	1

SITE CLEARANCE

STATION	LOCATION	20484 SITE CLEARANCE PARCEL NO. 44 LS
166+00	STH 17	1

EARTHWORK SUMMARY

STATION	TO	STATION	LOCATION	20501 COMMON EXCAVATION C.Y.	FILL C.Y.	20801 BORROW EXCAVATION C.Y.	20811 SELECTED BORROW EXCAVATION C.Y.	20505 MARSH EXCAVATION C.Y.	E.B.S. INCLUDED IN COMMON C.Y.	20502 ROCK EXCAVATION C.Y.	WASTE C.Y.	COMMENTS
4+00	-	175+00	S.T.H. 17	337,871	409,833	188,000	71,083	57,274	51,030	10,000	-	Use marsh excavation in fill areas
8"G"+00	-	19"G"+50	GERMOND RD	35,085	10,896	-	-	-	720	1,000	21,500	Haul to S.T.H. 17 Sta 4+00-16+00
223+45	-	241+50	U.S.H. 8	12,929	3,185	-	-	-	-	400	9,100	Haul to S.T.H. 17 Sta 4+00-16+00
113"OE"+00	-	127"OE"+00	OLD 8	8,216	3,167	-	-	-	-	250	4,200	Haul to S.T.H. 17 Sta 21+00-28+00
26"OH"+50	-	28"OH"+00	OHLSON ROAD	228	803	800	-	-	-	10	-	
33"C"+50	-	47"C"+00	C.T.H. C	3,663	22,508	23,000	2,685	2,148	-	100	-	Use marsh excavation in fill areas
43"E"+00	-	54"NS"+80	NORTH SHORE DR	5,339	2,928	-	-	-	-	150	1,500	Haul to S.T.H. 17 Sta 95+00-105+00
48"CC"+00	-	84"CC"+00	C.T.H. CC	22,411	4,308	-	12,504	10,003	-	700	17000	Haul to S.T.H. 17 Sta 95+00-105+00
75"ST"+00	-	79"ST"+50	STEVENS STREET	880	5,356	5,400	-	-	-	25	-	
-	-	-	SPRING ROAD	1,310	1,343	400	-			50	-	Haul to S.T.H. 17
-	-	-	OHLSON ROAD- LUMBER ROAD	500	-	-	-	-	-	15	-	Haul to S.T.H. 17
-	-	-	SHAWNEE ROAD	450	-	-	310	248	-	-	-	Haul to S.T.H. 17
-	-	-	TEMPORARY ROADWAYS	5,000	-	-	-	-	-	-	-	REMOVING TEMPORARY PAVEMENT *
TOTALS			TOTALS	433,881	464,327	217,600	86,582	69,673	51,750	12,700	53300	

* REMOVING TEMPORARY PAVEMENT STRUCTURE INCLUDES ASPHALT PAVEMENT & CRUSHED AGGREGATE BASE COURSE
** ROCK EXCAVATION INCLUDES BOULDERS OF 1 C.Y. OR GREATER, AND BED ROCK IS NOT ANTICIPATED
THE EXPANSION FACTOR VARIES BETWEEN 20 AND 40 PERCENT BASED ON THE VOLUME OF FILL
USE MARSH WASTE IN FILL AREAS OUTSIDE THE 2:1 SLOPES

CRUSHED AGGREGATE BASE COARSE

STATION	TO	STATION	LOCATION	30404 TON	62401 MGAL
3+60	-	175+00	S.T.H. 17	47778	478
4+50	-	60+00	S.T.H. 17 SHOULDERS	6163	62
173+00	-	175+00	S.T.H. 17 SHOULDERS	228	2
78+09	-	165+65	S.T.H. 17 SIDEWALK	1300	13
122+45	-	135+00	S.T.H. 17 SIDEWALK	200	
					0
			ISLAND STH 17/USH8	60	1
			ISLAND STH 17/ CTH C	115	1
			ISLAND STH 17/N. SHORE	93	1
			ISLAND STH 17/ CTH CC	44	0
			ISLAND STH 17/STEVENS RD	19	0
					0
221+90	-	241+50	U.S.H. 8	5990	60
221+90	-	241+50	U.S.H. 8 SHOULDERS	1766	18
34"C"+00	-	47"C"+00	CTH C	4007	40
42"C"+10	-	47"C"+00	CTH C SHOULDERS	278	3
43"E"+00	-	54"NS"+80	N. SHORE ROAD	4168	42
					0
48"CC"+00	-	84"CC"+00	CTH CC	12062	121
48"CC"+00	-	84"CC"+00	CTH CC SHOULDERS	2543	25
75"ST"+00	-	79"ST"+50	STEVENS STREET	2353	24
8"G"+00	-	19"G"+90	GERMOND ROAD	2462	25
8"G"+00	-	19"G"+90	GERMOND ROAD SHOULDERS	298	3
					0
12"G"+00	-	13"G"+00	GERMOND ROAD CUL DE SAC	302	3
12"G"+00	-	13"G"+00	GERMOND RD CUL DE SAC SHOULDERS	38	0
113"OE"+00	-	127"OE"+00	OLD ROAD 8	2982	30
113"OE"+00	-	125"OE"+50	OLD ROAD 8 SHOULDERS	318	3
8"V"+85	-	9"V"+75	VANNOCKER ROAD	202	2

(CONTINUED)

CRUSHED AGGREGATE BASE COARSE
(CONTINUED)

STATION	TO	STATION	LOCATION	30404 TON	62401 MGAL
8"V"+85	-	9"V"+25	VANNOCKER ROAD SHOULDERS	14	0
26"OH"+50	-	27"OH"+00	OLSON LANE	111	1
26"OH"+50	-	27"OH"+00	OLSON LANE SHOULDERS	38	0
27"OH"+00	-	27"OH"+50	OLSON LANE CUL DE SAC	179	2
27"OH"+00	-	27"OH"+50	OLSON LANE CUL DE SAC SHOULDERS	26	0
					0
33"L"+65	-	34"L"+85	LUMBER LANE	237	2
33"L"+65	-	34"L"+85	LUMBER LANE SHOULDERS	31	0
67"SH"+75	-	68"SH"+67	SWANEE ROAD	95	1
67"SH"+75	-	68"SH"+67	SWANEE ROAD SHOULDERS	27	0
67"SH"+75	-	68"SH"+67	SWANEE ROAD CUL DE SAC	171	2
					0
0"W"+00	-	1"W"+20	WINNEBAGO STREET	260	3
0"F"+00	-	0"F"+60	FUTURE STREET	260	3
100"NC"+34	-	102"NC"+00	N. CHIPPEWA DRIVE	407	4
101"NC"+60	-	102"NC"+00	N. CHIPPEWA DRIVE SHOULDERS	10	0
10"S"+00	-	15"S"+00	SPRING ROAD	1390	14
					0
10"S"+00	-	15"S"+00	SPRING ROAD SHOULDERS	170	2
0"S"+12	-	1"S"+60	WEST OF SPRING ROAD	123	1
20"S"+00	-	25"S"+00	SPRING ROAD DRIVEWAY	411	4
			PRIVATE ENTRANCES	1800	18
			TEMPORARY ROADWAYS	3000	30
			UNDISTRIBUTED	1972	20
			TOTAL	106,500	1063

BREAKER RUN STONE

STATION	LOCATION	30426 BREAKER RUN STONE TON
108+50-111+00	STH 17	1700
TOTAL:		1700

QMP, CRUSHED AGGREGATE BASE COURSE WITH DENSITY

LOCATION	90035A TONS
ENTIRE PROJECT	106500
TOTAL:	106500

ASPHALTIC PAVEMENT

STATION	TO	STATION	LOCATION	90370 MISC MAINLINE ASPHALTIC PAVEMENT, WARRANTED 8.5 INCH TONS
4+50	-	175+00	STH 17	42,417
222+00	-	241+50	USH 8	3,426
34"C"+00	-	47"C"+00	CTH C	3,403
			TOTAL	49,246

STATION	TO	STATION	LOCATION	90371 MISC ANCILLARY ASPHALTIC PAVEMENT, WARRANTED 5 INCH TONS
8"G"+00	-	19"G"+83	GERMOND ROAD	758
12"G"+00	-	13"G"+00	GERMOND ROAD CUL DE SAC	101
43"E"+00	-	54"NS"+50	NORTH SHORE	1,288
100"NC"+38	-	102"NC"+00	NORTH CHIPPEWA	196
8"V"+85	-	9"V"+72	VANNOCKER	80
0"S"+00	-	0"S"+55	WEST OF SPRING RD	45
10"S"+27	-	15"S"+00	SPRING ROAD	354
113"OE"+00	-	127"OE"+00	OLD 8 ROAD	676
26"OH"+50	-	27"OH"+50	OLSON	101
0"W"+00	-	1"W"+86	WINNEBAGO STREET	116
0"F"+00	-	1"F"+65	FUTURE STREET	118
67"SH"+75	-	68"SH"+67	SHAWNEE	104
33"L"+65	-	33"L"+85	LUMBER	12
			TOTAL	3,950

STATION	TO	STATION	LOCATION	90371 MISC ANCILLARY ASPHALTIC PAVEMENT, WARRANTED 6 INCH TONS
48"CC"+00	-	84"CC"+00	CTH CC	3,607
75"ST"+00	-	79"ST"+95	STEVENS STREET	938
			TOTAL	4,545

ASPHALTIC PAVEMENT

STATION	TO	STATION	LOCATION	90371 MISC ANCILLARY ASPHALTIC PAVEMENT, WARRANTED 3 INCH TONS
			ISLANDS AT INTERSECTIONS	55
34"C"+00	-	47"C"+00	CTH C	83
43"E"+00	-	54"NS"+80	NORTH SHORE	29
54"CC"+16	-	56"CC"+95	CTH CC	41
			TOTAL	208

ASPHALTIC PAVEMENT SUMMARY

41106 ASPHALTIC SURFACE TEMPORARY TON	90371 MISC ANCILLARY ASPHALTIC PAVEMENT WARRANTED TON	90370 MISC MAINLINE ASPHALTIC PAVEMENT WARRANTED TON
2,200	**9,271**	**51,683**

A MORE DETAILED SUMMARY OF ASPHALTIC MATERIALS IS SHOWN BELOW

ASPHALTIC SURFACE

STATION	TO	STATION	LOCATION	41106 ASPHALTIC SURFACE, TEMPORARY TON
220+95	-	244+00	U.S.H. 8, W.B.	320
220+95	-	244+00	U.S.H. 8, E.B.	320
-	-	-	OLD 8	100
-	-	-	BUSINESS 8 - CTH C	150
-	-	-	CTH C-CC	380
-	-	-	CHIPPEWA DRIVE	930
			TOTAL	2200

ASPHALTIC PAVEMENT

STATION	TO	STATION	LOCATION	90371 MISC ANCILLARY ASPHALTIC PAVEMENT WARRANTED, DRIVEWAYS & FIELD ENTRANCES TON
7"G"+68	-	8"G"+32	GERMOND ROAD P.E. - LT	20
7"G"+80		8"G"+35	GERMOND ROAD P.E. - RT	20
9"G"+87	-	10"G"+13	GERMOND ROAD P.E. - RT	17
115"OE"+85	-	116"OE"+15	OLD 8 ROAD P.E. - RT	18
116"OE"+86	-	117"OE"+14	OLD 8 ROAD P.E. - LT	13
126"OE"+05	-	126"OE"+45	OLD 8 ROAD P.E. - LT	13
34"C"+80	-	35"C"+20	C.T.H. 'C' C.E. - LT	13
35"C"+31	-	35"C"+69	C.T.H. 'C' C.E. - LT	9
35"C"+86	-	36"C"+14	C.T.H. 'C' C.E. - RT	10
36"C"+31	-	37"C"+69	C.T.H. 'C' C.E. - LT	35
38"C"+38	-	38"C"+62	C.T.H. 'C' C.E. - LT	12
62"CC"+78	-	64"CC"+12	C.T.H. 'CC' P.E. - RT	32
64"CC"+03	-	64"CC"+37	C.T.H. 'CC' C.E. - RT	44
153+11	-	153+35	S.T.H. 17 C.E. - LT	136
166+22	-	166+58	S.T.H. 17 P.E. - RT	25
168+45	-	168+95	S.T.H. 17 P.E. - RT	28
169+65	-	169+95	S.T.H. 17 P.E. - RT	22
172+30	-	172+70	S.T.H. 17 C.E. - RT	15
173+87	-	174+13	S.T.H. 17 P.E. - RT	18
0"S"+00	-	1"S"+40	SPRING ROAD	68
			TOTAL	568

ASPHALTIC RUMBLE STRIPS AT INTERSECTION

STATION	LOCATION	90884 ASPHALTICRUMBLE STRIPS AT INTERSECTION S.Y.
14"G"+90	GERMOND ROAD	24
17"G"+90	GERMOND ROAD	24
115"OE"+15	OLD 8	24
118"OE"+15	OLD 8	24
122"OE"+50	OLD 8	24
125"OE"+50	OLD 8	24
	TOTALS:	144

ASPHALTIC PAVEMENT

STATION	TO	STATION	LOCATION	90370 MISC MAINLINE ASPHALTIC PAVEMENT, WARRANTED 3.5 INCH TONS
4+50	-	175+00	STH 17	2,180
221+50	-	241+50	USH 8	257
			TOTAL	2,437

CONCRETE PAVEMENT APPROACH SLAB

STATION	TO	STATION	LOCATION	41621 CONCRETE PAVEMENT APPROACH SLAB S.Y.	WELDED WIRE FABRIC S.Y.	STEEL LBS	STEEL NO. 8 BARS FT.	STEEL NO. 4 BARS FT.
15+39	-	15+60	STH 17	50	50	250	900	210
17+36	-	17+57	STH 17	50	50	250	900	210
TOTAL				100	100	500	1800	420

CONCRETE CORIGATED MEDIAN

STATION	TO	STATION	LOCATION	62001 S.F.
44+00	-	45+50	STH 17	750
46"E"+25	-	47"E"+00	EISENHOWER	525
53"NS"+76	-	54"NS"+35	NORTH SHORE	236
224+00	-	224+93	USH 8	324
240+00	-	240+90	USH 8	315
TOTAL				2,150

CONCRETE CURB AND GUTTER , 30-INCH , TYPE J

STATION	TO	STATION	LOCATION	60136 L.F.
45+54	-	60+07	STH 17-MEDIAN	2,906
224+95	-	231+71	USH 8 MEDIAN	676
224+95	-	227+30	USH 8 MEDIAN	235
232+85	-	240+00	USH 8 MEDIAN	715
235+20	-	240+00	USH 8 MEDIAN	480
TOTAL				5,012

CONCRETE CURB AND GUTTER , 18-INCH , TYPE J

STATION	TO	STATION	LOCATION	90030A L.F.
232+00		232+00	USH 8 ISLAND	90
232+68		232+68	USH 8 ISLAND	50
TOTAL				140

CONCRETE SURFACE DRAIN

STATION	LOCATION	41620 CONCRETE SURFACE DRAIN C.Y.	41653 PAVEMENT TIES EACH
15+35-15+75	STH 17,SW QUADRANT	10	15
15+55-15+75	STH 17,SE QUADRANT	5	19
17+55-17+75	STH 17,NW QUADRANT	5	15
17+55-17+75	STH 17,NE QUADRANT	5	19
TOTAL		25	68

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D

STATION	TO	STATION	LOCATION	60133 L.F.
60+07	-	77+30	STH 17 - LT	1,723
59+89	-	76+64	STH 17 - RT	1,675
79+70	-	79+70	STH 17/CTH C	145
78+64	-	78+64	STH 17/CTH C	60
77+30	-	77+30	STH 17/CTH C	60
76+64	-	76+64	STH 17/CTH C	145
79+70	-	91+90	STH 17 - LT	1,295
78+64	-	91+42	STH 17 - RT	1,358
91+90	-	91+90	STH 17/N SHORE	85
93+80	-	93+80	STH 17/N SHORE	120
93+77	-	93+77	STH 17/N SHORE	115
91+42	-	91+42	STH 17/N SHORE	125
93+80	-	121+45	STH 17 - LT	2,765
93+77	-	120+32	STH 17 - RT	2,655
122+19	-	122+19	STH 17/CTH CC	110
122+59	-	122+59	STH 17/CTH CC	175
120+32	-	120+32	STH 17/CTH CC	135
121+45	-	121+45	STH 17/CTH CC	170
61"CC"+30	-	64"CC"+55	CTH CC - LT.	325
123+19	-	134+85	STH 17 - LT	1,197
122+59	-	134+73	STH 17 - RT	1,240
134+85	-	134+85	STH 17/WINEBEGO	65
135+92	-	135+92	STH 17/WINEBEGO	75
135+98	-	135+98	STH 17/WINEBEGO	70
134+73	-	134+73	STH 17/WINEBEGO	70
135+92	-	146+62	STH 17 - LT	1,070
135+98	-	146+58	STH 17 - RT	1,060
146+62	-	146+62	STH 17/a FUTURE RD	65
147+77	-	147+77	STH 17/a FUTURE RD	65
147+72	-	147+72	STH 17/a FUTURE RD	70
146+62	-	146+62	STH 17/a FUTURE RD	65

(CONTINUED

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D (CONTINUED)

STATION	TO	STATION	LOCATION	60133 L.F.
147+77	-	165+06	STH 17 - LT	1,685
147+72	-	172+35	STH 17 - RT	2,463
167+56	-	173+00	STH 17 - LT	552
172+75	-	174+50	STH 17 - RT	169
43"E"+00	-	46"E"+49	EISENHOWER DRIVE	558
43"E"+00	-	49"E"+00	EISENHOWER DRIVE	600
47"E"+15	-	48"E"+70	EISENHOWER DRIVE	155
46"E"+49	-	46"E"+49	EISENHOWER DRIVE	35
47"E"+15	-	47"E"+15	EISENHOWER DRIVE	50
51"NS"+30	-	54"NS"+80	N. SHORE DR-LT	350
51"NS"+10	-	54"NS"+80	N. SHORE DR-RT	350
34"C"+00	-	34"C"+85	CTH C-LT	115
34"C"+00	-	37"C"+78	CTH C-RT	378
32"C"+28	-	32"C"+42	CTH C-LT	14
32"C"+85	-	37"C"+41	CTH C-LT	456
37"C"+71	-	38"C"+75	CTH C-LT	104
38"C"+07	-	39"C"+67	CTH C-RT	160
40"C"+79	-	42"C"+10	CTH C-LT	131
41"C"+70	-	44"C"+67	CTH C-RT	297
44"C"+67	-	44"C"+67	CTH C/ VANNCKER RD	95
78"ST"+10	-	78"ST"+77	STEVENS ST-LT	67
75"ST"+00	-	77"ST"+56	STEVENS ST-RT	256
77"ST"+56	-	77"ST"+56	STEVENS ST/STH 17	190
78"ST"+77	-	78"ST"+77	STEVENS ST/STH 17	90
75"ST"+00	-	76"ST"+90	STEVENS ST-LT	190
76"ST"+90	-	76"ST"+90	STEVENS/ CHIPPEWA	90
78"ST"+10	-	78"ST"+10	STEVENS/ CHIPPEWA	70
100"NC"+75	-	101"NC"+50	N. CHIPPEWA-RT	75
101"NC"+00	-	101"NC"+50	N. CHIPPEWA-LT	50
227+30	-	231+71	USH 8 MEDIAN	441
232+85	-	235+20	USH 8 MEDIAN	235
TOTAL				28,824

CONCRETE CURB AND GUTTER, 36-INCH, TYPE D

STATION	TO	STATION	LOCATION	60170 L.F.
19"G"+20	-	19"G"+83	GERMOND ROAD, LT	90
19"G"+44	-	19"G"+83	GERMOND ROAD, RT	60
3+70	-	4+53	STH 17, LT	135
3+70	-	4+46	STH 17, RT	130
18+17	-	18+75	STH 17	100
18+52	-	19+03	STH 17	70
19+09	-	19+57	STH 17	66
19+37	-	20+07	STH 17	105
45"C"+46	-	45"C"+86	CTH C, RT	65
TOTAL				821

TEMPORARY PRECAST CONCRETE BARRIER, CONSTRACTOR FURNISHED & DELIVERED

STATION	TO	STATION	LOCATION	60305 L.F.
39"C"+50	-	45"C"+00	CTH C	550

TEMPORARY PRECAST CONCRETE BARRIER, CONSTRACTOR FURNISHED & INSTALLED

STATION	TO	STATION	LOCATION	60308 L.F.
39"C"+50	-	45"C"+00	CTH C	550

CONCRETE DRIVEWAY, 6-INCH

STATION	TO	STATION	LOCATION	41605 S.Y.
37"C"+58	-	37"C"+70	C.T.H. C	16.67
38"C"+50	-	38"C"+77	C.T.H. C	37.5
34"C"+90	-	35"C"+28	C.T.H. C	52.78
35"C"+46	-	35"C"+86	C.T.H. C	55.56
154+00	-	154+35	STH 17	48.6
TOTAL				162.50

CONCRETE CURB AND GUTTER, 18-INCH, TYPE D

STATION	TO	STATION	LOCATION	60120 L.F.
60+01	-	77+46	STH 17-LT	1,745
59+84	-	77+50	STH 17-RT	1,766
78+80	-	92+20	STH 17-LT	1,415
78+80	-	92+20	STH 17-RT	1,420
93+30	-	121+42	STH 17-LT	2,812
93+30	-	121+42	STH 17-RT	2,812
122+50	-	134+94	STH 17-LT	1,275
122+50	-	134+94	STH 17-RT	1,270
135+97	-	146+67	STH 17-LT	1,070
135+97	-	146+67	STH 17-RT	1,070
147+67	-	154+33	STH 17-LT	666
147+67	-	154+33	STH 17-RT	666
154+91	-	160+42	STH 17-LT	551
154+91	-	160+40	STH 17-RT	549
161+00	-	165+85	STH 17-LT	485
161+00	-	165+85	STH 17-RT	485
167+00	-	169+00	STH 17-LT	200
167+00	-	169+00	STH 17-RT	200
47"E"+58	-	49"E"+33	EISENHOWER	175
47"E"+58	-	49"E"+33	EISENHOWER	175
50"NS"+75	-	51"NS"+50	N. SHORE-LT	75
50"NS"+75	-	51"NS"+50	N. SHORE-RT	75
47"E"+58	-	49"E"+33	EISENHOWER	45
47"E"+58	-	49"E"+33	EISENHOWER	65
34"C"+00	-	34"C"+50	CTH C-LT	50
34"C"+00	-	34"C"+50	CTH C-RT	50
37"C"+90	-	39"C"+65	CTH C-LT	175
37"C"+90	-	39"C"+65	CTH C-RT	175
40"C"+88	-	44"C"+65	CTH C-LT	377
40"C"+88	-	44"C"+65	CTH C-RT	377
53"CC"+96	-	58"CC"+95	CTH CC-LT	499
53"CC"+96	-	58"CC"+95	CTH CC-RT	499
60"CC"+24	-	63"CC"+65	CTH CC-LT	341
60"CC"+24	-	63"CC"+65	CTH CC-RT	341
64"CC"+50	-	66"CC"+64	CTH CC-LT	214
64"CC"+50	-	66"CC"+64	CTH CC-RT	214
78"ST"+00	-	79"ST"+32	STEVENS-LT	132
78"ST"+00	-	79"ST"+32	STEVENS-RT	132
39"C"+50	-	39"C"+50	CTH C ISLAND	96
41+00	-	41"C"+00	CTH C ISLAND	102
59"CC"+00	-	59"CC"+00	CTH CC ISLAND	77
60"CC"+00	-	60"CC"+00	CTH CC ISLAND	185
166+00	-	166+00	STH 17 ISLAND	182
165+00	-	165+00	STH 17 ISLAND	59
232+50	-	232+50	USH 8 ISLAND	52
93+00	-	93+00	STH 17 ISLAND-LT	41
93+00	-	93+00	STH 17 ISLAND-RT	54
92+50	-	92+50	STH 17 ISLAND	110
-	-	-	SHAWNEE TURNAROUND	88
TOTAL				25,689

RIPRAP

STATION TO STATION	LOCATION	60601 RIPRAP C.Y.	60604 MEDIUM RANDOM RIPRAP C.Y.	60602 HEAVY RIPRAP C.Y.	REMARKS
15+40, LT	STH 17				PIPE ENDWALL
45+74, RT	STH 17		2		PIPE ENDWALL
50+00, LT	STH 17		2		PIPE ENDWALL
54+00, RT	STH 17		2		PIPE ENDWALL
57+00, RT	STH 17		2		PIPE ENDWALL
57+80, LT	STH 17		60		PIPE ENDWALL
73+00, RT	STH 17		2		PIPE ENDWALL
76+79, RT	STH 17		3		PIPE ENDWALL
80+75, RT	STH 17		4		PIPE ENDWALL
83+00, RT	STH 17		2		PIPE ENDWALL
86+00, RT	STH 17		2		PIPE ENDWALL
90+00, RT	STH 17		2		PIPE ENDWALL
93+32, RT	STH 17		2		PIPE ENDWALL
96+00, LT	STH 17		5		PIPE ENDWALL
98+50, LT	STH 17		2		PIPE ENDWALL
103+00, LT	STH 17		2		PIPE ENDWALL
105+00, LT	STH 17		5		PIPE ENDWALL
107+50, LT	STH 17		2		PIPE ENDWALL
109+61, LT	STH 17		2		PIPE ENDWALL
111+50, LT	STH 17		2		PIPE ENDWALL
115+75, RT	STH 17		2		PIPE ENDWALL
119+32, RT	STH 17		2		PIPE ENDWALL
122+59, RT	STH 17		2		PIPE ENDWALL
125+26, RT	STH 17		3		PIPE ENDWALL
140+85, RT	STH 17		10		PIPE ENDWALL
153+50, RT	STH 17		4		PIPE ENDWALL
165+00, LT	STH 17		3		PIPE ENDWALL
169+00, LT	STH 17		2		PIPE ENDWALL
173+50, LT	STH 17		2		PIPE ENDWALL
13"G"+00, RT & LT	GERMOND ROAD		7		PIPE ENDWALL
19"G"+00, RT	GERMOND ROAD		5		PIPE ENDWALL
231+69, RT	USH 8		2		PIPE ENDWALL
239+38, RT	USH 8		2		PIPE ENDWALL
117"OE"+50, RT	OLD 8 ROAD		3		PIPE ENDWALL
44"C"+30, RT	CTH C		10		PIPE ENDWALL

(CONTINUED)

LANDMARK REFERENCE MONUMENTS

STATION	LOCATION	62101 LANDMARK REFERENCE MONUMENTS EACH	REMARKS
238+40.22	USH 8 413.79-FT., LT.	4	S.W. CORNER SECTION 9 , T-36-N ,R-9-E
	TOTAL	4	

RIPRAP (CONTINUED)

STATION TO STATION	LOCATION	60601 RIPRAP C.Y.	60604 MEDIUM RANDOM RIPRAP C.Y.	60602 HEAVY RIPRAP C.Y.	REMARKS
44"C"+63, RT	CTH C		5		PIPE ENDWALL
46"E"+00, RT	EISENHOWER		2		PIPE ENDWALL
48"E"+89, LT	EISENHOWER		12		PIPE ENDWALL
20"S"+30, RT & LT	SPRING ROAD		16		PIPE ENDWALL
53"CC"+89, RT	CTH CC		2		PIPE ENDWALL
58"CC"+93, RT	CTH CC		2		PIPE ENDWALL
61"CC"+00, RT	CTH CC		3		PIPE ENDWALL
61"CC"+46, RT	CTH CC		2		PIPE ENDWALL
67"SH"+25, RT & LT	SHAWNEE LANE		8		PIPE ENDWALL
75"ST"+50, RT	STEVENS STREET		2		PIPE ENDWALL
77"ST"+50, RT	STEVENS STREET		4		PIPE ENDWALL
8+00 - 10+00	STH 17, LT		167		DITCH LINER
9+00 - 10+00	STH 17, LT		92		DITCH LINER
58+55 - 44"C"+25	STH 17, RT		3225		DITCH LINER
80+50 - 85+00	STH 17, LT		375		DITCH LINER
105+00 - 106+00	STH 17, LT		83		DITCH LINER
9"G"+00 - 10"G"+00	GERMOND ROAD, LT		92		DITCH LINER
9"G"+00 - 10"G"+00	GERMOND ROAD ,RT		92		DITCH LINER
12"G"+00 - 13"G"+25	GERMOND ROAD, LT		138		DITCH LINER
77"ST"+00 - 77"ST"+50	STEVENS STREET, RT		33		DITCH LINER
15+75	STH 17		145	289	SLOPE PROTECTION
17+25	STH 17		145	215	SLOPE PROTECTION
109+50 - 110+50	STH 17, LT	22			SLOPE PROTECTION
42"C"+26 - 45"C"+01	CTH C,LT.	407			SLOPE PROTECTION
9+00	STH 17, LT		2		DITCH CHECK
10"G"+25, RT & LT	GERMOND ROAD		4		DITCH CHECK
15"G"+00, LT	GERMOND ROAD		2		DITCH CHECK
16"G"+50, LT	GERMOND ROAD		2		DITCH CHECK
18"G"+00, LT	GERMOND ROAD		2		DITCH CHECK
	UNDISTRIBUTED*	120	4372	96	
	TOTAL	550	9,192	600	

*TO BE USED AS A PROTECTION OF SLOPES WHEN GROUND WATER IS ENCOUNTERED

CATEGORY 0030

CONCRETE SIDEWALK

STATION	TO	STATION	LOCATION	60204 CONCRETE SIDEWALK 4-INCH S.F.	60206 CONCRETE SIDEWALK 6-INCH S.F.
224+95	-	225+15	USH 8	60	-
228+88	-	231+71	USH 8	2100	-
232+85	-	233+86	USH 8	700	-
239+80	-	240+00	USH 8	60	-
33"C"+90	-	34"C"+88	C.T.H. C	490	-
34"C"+88	-	35"C"+28	C.T.H. C	-	200
35"C"+28	-	35"C"+44	C.T.H. C	80	-
35"C"+44	-	35"C"+85	C.T.H. C	-	205
35"C"+85	-	37"C"+40	C.T.H. C	775	-
37"C"+40	-	37"C"+72	C.T.H. C	-	160
37"C"+72	-	38"C"+50	C.T.H. C	390	-
38"C"+50	-	38"C"+65	C.T.H. C	-	75
38"C"+65	-	38"C"+90	C.T.H. C	125	-
38"C"+90	-	39"C"+65	C.T.H. C	225	-
40"C"+88	-	41"C"+88	C.T.H. C	300	-
45"C"+65	-	45"C"+85	C.T.H. C	60	-
47"E"+58	-	48"E"+33	EISENHOWER	225	-
52"NS"+00	-	51"NS"+75	N. SHORE	75	-
33"CC"+90	-	39"CC"+05	C.T.H. CC	2260	-
53"CC"+96	-	54"CC"+16	C.T.H. CC	60	-
56"CC"+95	-	58"CC"+95	C.T.H. CC	300	-
60"CC"+24	-	62"CC"+24	C.T.H. CC	600	-
66"CC"+07	-	66"CC"+64	C.T.H. CC	171	-
SB 17	-	WB C	C.T.H. CC	450	-
78"ST"+84	-	79"ST"+32	STEVENS	444	-
45+54	-	45+64	S.T.H. 17	50	-
75+60	-	77+50	S.T.H. 17	570	-
78+80	-	80+00	S.T.H. 17	360	-
79+50	-	92+25	S.T.H. 17	6750	-
91+20	-	92+20	S.T.H. 17	300	-
93+30	-	94+80	S.T.H. 17	450	-
93+37	-	121+80	S.T.H. 17	14215	-
117+94	-	121+42	S.T.H. 17	1044	-
122+15	-	135+06	S.T.H. 17 (NB)	6630	-
122+50	-	122+50	S.T.H. 17 (MEDIAN)	150	-
122+50	-	124+85	S.T.H. 17	1005	-
122+80	-	135+06	S.T.H. 17	6315	-
133+94	-	134+94	S.T.H. 17	300	-
135+63	-	146+94	S.T.H. 17	5655	-
135+97	-	136+93	S.T.H. 17	288	-
145+67	-	146+67	S.T.H. 17	300	-
147+50	-	165+55	S.T.H. 17	8860	-
147+67	-	148+67	S.T.H. 17	300	-
154+47	-	154+80	S.T.H. 17	-	165
163+90	-	165+85	S.T.H. 17	585	-
167+00	-	167+27	S.T.H. 17	300	-
TOTAL				64377	805

CHAIN LINK FENCE, 5 FT

STATION	TO	STATION	LOCATION	61611 QUANTITY S.F.
71+75	-	77+75	STH 17	670
		TOTAL		670

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING

STATION	LOCATION	90033A S.Y.
121"OE"+30	OLD 8 ROAD	22
41"C"+70	CTH C	77
51"NS"+00	NORTH SHORE	89
98+40	STH 17	82
66"CC"+00	CTH CC	33
4+50	STH 17	50
50"W"+75	WINNEBAGO STREET	39
163+20	STH 17	88
TOTALS:		480

STEEL PLATE BEAM GUARD

STATION	TO	STATION	LOCATION	61407 STEEL THRIE BEAM STRUCTURE APPROACH L.F.	61408 STEEL PLATE BEAM GUARD CLASS "A" L.F.	61435 ENERGY ABSORBING TERMINAL EACH	61409 STEEL PLATE BEAM GUARD CLASS "B" L.F.
17+36	-	18+20	S.T.H. 17 RT.	33.2	-	1	-
17+36	-	18+20	S.T.H. 17 LT.	33.2	-	1	-
9+50	-	15+60	S.T.H. 17 RT.	33.2	528	1	-
9+50	-	15+60	S.T.H. 17 LT.	33.2	528	1	-
42"C"+10	-	47"C"+00	CTH C LT.	33.2	468	1	-
-	-	-	GERMOND CUL DE SAC	-	-	-	55
68"SH"+70	-	68"SH"+70	SHAWNEE CUL DE SAC	-	-	-	55
27"OH"+48	-	27"OH"+48	OHLSON CUL DE SAC	-	-	-	55
			TOTALS	166	1524	5	165

CONCRETE SURFACE DRAIN, DROP INLET TYPE A T STRUCTURES

STR. NO.	STR. NO.	LOCATION	61214 UNPERFORATED PIPE UNDERDRAIN 12" L.F.	52147 STEEL APRON ENDWALL 12" EACH	* PIPE JOINT TIES EACH	INLET 61121 TYPE-1 EACH	COVERS 61176 TYPE-V EACH	INLET PROTECTION 62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
7	8	STH 17, STATION 15+40	50	-	-	-	-	-	-	-	-	1548.41	1527.6	0.4162
7	15+40	STH 17, NB LANE, LT	-	-	-	1	1	1	1551.24	1548.41	2.00	-	-	-
8	15+40	STH 17, NB LANE, LT	-	1	6	-	-	-	-	1528.5	-	-	-	-
		TOTALS:	50	1	6	1	1	1						

* COST OF PIPE JOINT TIES ARE INCIDENTAL

GEOTEXTILE FABRIC

STATION TO STATION	LOCATION	64503 GEOTEXTILE FABRIC TYPE DF S.Y.	64505 GEOTEXTILE FABRIC TYPE R S.Y.	64506 GEOTEXTILE FABRIC TYPE HR S.Y.	REMARKS
15+40, LT	STH 17		4		PIPE ENDWALL
45+74, RT	STH 17		4		PIPE ENDWALL
50+00, LT	STH 17		4		PIPE ENDWALL
54+00, RT	STH 17		4		PIPE ENDWALL
57+00, RT	STH 17		4		PIPE ENDWALL
58+00, LT	STH 17		120		PIPE ENDWALL
73+00, RT	STH 17		4		PIPE ENDWALL
76+79, RT	STH 17		6		PIPE ENDWALL
80+75, RT	STH 17		8		PIPE ENDWALL
83+00, RT	STH 17		4		PIPE ENDWALL
86+00, RT	STH 17		4		PIPE ENDWALL
90+00, RT	STH 17		4		PIPE ENDWALL
93+32, RT	STH 17		4		PIPE ENDWALL
96+00, LT	STH 17		10		PIPE ENDWALL
98+50, LT	STH 17		4		PIPE ENDWALL
103+00, LT	STH 17		4		PIPE ENDWALL
105+00, LT	STH 17		10		PIPE ENDWALL
107+50, LT	STH 17		4		PIPE ENDWALL
109+61, LT	STH 17		4		PIPE ENDWALL
111+50, LT	STH 17		4		PIPE ENDWALL
115+75, RT	STH 17		4		PIPE ENDWALL
119+32, RT	STH 17		4		PIPE ENDWALL
122+59, RT	STH 17		4		PIPE ENDWALL
125+26, RT	STH 17		6		PIPE ENDWALL
140+85, RT	STH 17		20		PIPE ENDWALL
153+50, RT	STH 17		8		PIPE ENDWALL
165+00, LT	STH 17		6		PIPE ENDWALL
169+00, LT	STH 17		4		PIPE ENDWALL
173+50, LT	STH 17		4		PIPE ENDWALL
13+00"G", RT & LT	GERMOND ROAD		14		PIPE ENDWALL
19"G"+00, RT	GERMOND ROAD		10		PIPE ENDWALL
231+69, RT	USH 8		4		PIPE ENDWALL
239+38, RT	USH 8		4		PIPE ENDWALL
117"OE"+50, RT	OLD 8 ROAD		6		PIPE ENDWALL
44"C"+30, RT	CTH C		20		PIPE ENDWALL

(CONTINUED)

(CONTINUED)

GEOTEXTILE FABRIC

STATION TO STATION	LOCATION	64503 GEOTEXTILE FABRIC TYPE DF S.Y.	64505 GEOTEXTILE FABRIC TYPE R S.Y.	64506 GEOTEXTILE FABRIC TYPE HR S.Y.	REMARKS
44"C"+63, RT	CTH C		10		PIPE ENDWALL
46"E"+00, RT	EISENHOWER		4		PIPE ENDWALL
48"E"+89, LT	EISENHOWER		24		PIPE ENDWALL
20"S"+30, RT & LT	SPRING ROAD		32		PIPE ENDWALL
53"CC"+89, RT	CTH CC		4		PIPE ENDWALL
58"CC"+93, RT	CTH CC		4		PIPE ENDWALL
61"CC"+00, RT	CTH CC		6		PIPE ENDWALL
61"CC"+46, RT	CTH CC		4		PIPE ENDWALL
67"SH"+25, RT & LT	SHAWNEE LANE		16		PIPE ENDWALL
75"ST"+50, RT	STEVENS STREET		4		PIPE ENDWALL
77"ST"+50, RT	STEVENS STREET		8		PIPE ENDWALL
8+00 - 10+00	STH 17, LT		333		DITCH LINER
9+00 - 10+00	STH 17, LT		183		DITCH LINER
58+55 - 44"C" +25	STH 17, RT		6250		DITCH LINER
80+50 - 85+00	STH 17, LT		750		DITCH LINER
105+00 - 106+00	STH 17, LT		167		DITCH LINER
9"G"+00 - 10"G"+00	GERMOND ROAD, LT		183		DITCH LINER
9"G"+00 - 10"G"+00	GERMOND ROAD ,RT		183		DITCH LINER
12"G"+00 - 13"G"+25	GERMOND ROAD, LT		275		DITCH LINER
77"ST"+00 - 77"ST"+50	STEVENS STREET, RT		67		DITCH LINER
15+75	STH 17		290	434	SLOPE PROTECTION
15+25	STH 17		290	323	SLOPE PROTECTION
109+50 - 110+50	STH 17, LT		67		SLOPE PROTECTION
42"C"+26 - 45"C"+01	CTH C,LT.		1222		SLOPE PROTECTION
9+00	STH 17, LT		10		DITCH CHECK
10"G"+25, RT & LT	GERMOND ROAD		20		DITCH CHECK
15"G"+00, LT	GERMOND ROAD		10		DITCH CHECK
16"G"+50, LT	GERMOND ROAD		10		DITCH CHECK
18"G"+00, LT	GERMOND ROAD		10		DITCH CHECK
	UNDISTRIBUTED		1981	143	
108+50 - 111+00	STH-17	2,900			SUBGRADE REINFORCEMENT
	TOTAL	2,900	12,750	900	

DUST CONTROL SURFACE TREATMENT

LOCATION	62302 SY
OLD 8	4000
CTH C	4000
CTH CC	10000
NORTH SHORE	2500
UNDISTRIBUTED	1000
TOTAL	21500

TURBIDITY BARRIERS

STATION	LOCATION	62860 TURBIDITY BARRIERS S.Y.
15+80	STH 17, SOUTH ABUTMENT	200
17+00	STH 17, NORTH ABUTMENT	207
16+48	STH 17,CENTER PIER	100
TOTAL		507

CONCRETE MEDIAN

STATION	LOCATION	62003 SLOPED NOSE QUANTITY S.F.
224+95	USH 8, MEDIAN	9.8
231+71	USH 8, MEDIAN	77.0
232+85	USH 8, MEDIAN	6.3
240+00	USH 8, MEDIAN	9.8
45+54	STH 17	25.1
77+46	STH 17	14.1
34"C"+04	CTH C	14.1
39"C"+76	CTH C	14.1
40"C"+88	CTH C	14.1
44"C"+65	CTH C	3.5
78+80	STH 17	14.1
92+20	STH 17	14.1
93+30	STH 17	14.1
47"E"+06	EISENHOWER	56.5
49"E"+33	EISENHOWER	14.1
50"NS"+75	NORTH SHORE	14.1
53"NS"+73	NORTH SHORE	14.1
121+37	STH 17	14.1
58"CC"+95	CTH CC	14.1
53"CC"+96	CTH CC	14.1
60"CC"+24	CTH CC	6.3
63"CC"+65	CTH CC	100.5
64"CC"+50	CTH CC	100.5
66"CC"+64	CTH CC	14.1
122+50	STH 17	14.1
134+94	STH 17	14.1
135+97	STH 17	14.1
146+67	STH 17	39.3
147+67	STH 17	39.3
154+32	STH 17	100.5
154+62	STH 17	100.5
160+42	STH 17	100.5
161+00	STH 17	100.5
165+85	STH 17	14.1
166+88	STH 17	25.1
169+00	STH 17	100.5
78"ST"+00	STEVENS STREET	77.0
78"ST"+32	STEVENS STREET	25.1
	TOTAL	1,358

EROSION CONTROL FILTER BAGS

LOCATION	90005B DELIVERED EACH	90005C INSTALLED EACH	90005D MAINTENANCE EACH
UNDISTRIBUTED	1500	1500	1500

TEMPORARY DITCH CHECKS

STATION	TO	STATION	LOCATION	62875 QUANITY DELIVERED L.F.	62876 QUANITY INSTALLED L.F.
7+00	-	15+62	STH 17	140	140
40+00	-	55+00	STH 17	200	200
85+00	-	100+00	STH 17	320	320
108+00	-	126+00	STH 17	280	280
168+00	-	171+00	STH 17	60	60
15"G"+00	-	16"G"+00	GERMOND ROAD	160	160
221+00	-	241+50	USH 8	180	180
113"OE"+00	-	127"OE"+00	OLD 8 ROAD	140	140
50"NS"+00	-	54"NS"+00	NORTH SHORE DRIVE	40	40
51"CC"+00	-	83"CC"+00	CTH CC	580	580
			UNDISTRIBUTED	500	500
TOTALS				2,600	2,600

ASPHALTIC FLUMES

STATION	LOCATION	LENGTH FT	62203 S.Y.
4+46, RT.	STH 17	25	15
4+51, LT.	STH 17	15	11
18+20 RT	STH 17	20	13
19+55 RT	STH 17	22	14
173+00, LT.	STH 17	18	12
174+50 LT	STH 17	20	13
19"G"+23, LT.	GERMOND ROAD	17	12
19"G"+17, RT.	GERMOND ROAD	27	16
42"C"+10, LT.	CTH C	70	35
45"C"+90 RT	CTH C	15	11
58"CC"+65, LT	CTH CC	30	17
61"CC"+20 RT	CTH CC	20	13
61"CC"+20 LT	CTH CC	20	13
119"OE"+70 R	OLD 8	20	13
119"OE"+25 LT	OLD 8	22	14
101"NC"+60 R	N. CHIPPEWA	18	12
101"NC"+60 LT	N. CHIPPEWA	15	11
67"SH"+80 RT	SHAWNEE	10	8
68"SH"+20 LT	SHAWNEE	15	11
20"W"+95, RT.	WINNEBAGO ST.	20	13
	TOTAL		275

POLYETHYLENE SHEETING

LOCATION	62855 POLYETHYLENE SHEETING S.Y.
UNDISTRIBUTED	1000
TOTAL:	1000

SILT FENCE

STATION	TO	STATION	LOCATION	62815 DELIVERED L.F	62816 INSTALLED L.F.	62817 MAINTENANCE L.F.
6+50	-	15+80	S.T.H. 17, LT.	930	930	465
9+00	-	15+80	S.T.H. 17, RT.	680	680	340
19+00	-	22+80	S.T.H. 17, RT.	380	380	190
21+00	-	26+00	S.T.H. 17, LT.	500	500	250
25+00	-	31+00	S.T.H. 17, RT.	600	600	300
54+50	-	58+75	S.T.H. 17, RT.	425	425	213
53+00	-	60+00	S.T.H. 17, LT.	550	550	275
64+00	-	66+00	S.T.H. 17, LT.	200	200	100
72+25	-	77+00	S.T.H. 17, RT.	500	500	250
76+00	-	78+00	S.T.H. 17, LT.	200	200	100
79+00	-	85+50	S.T.H. 17, RT.	650	650	325
79+00	-	80+00	S.T.H. 17, LT.	100	100	50
89+20	-	91+00	S.T.H. 17, LT.	180	180	90
89+00	-	91+00	S.T.H. 17 RT	200	200	100
93+00	-	96+00	S.T.H. 17, LT.	350	350	175
101+00	-	105+50	S.T.H. 17, LT.	450	450	225
101+00	-	108+00	S.T.H. 17, RT.	700	700	350
115+00	-	117+00	S.T.H. 17, LT.	200	200	100
125+00	-	127+00	S.T.H. 17, RT.	200	200	100
126+00	-	128+00	S.T.H. 17, LT.	200	200	100
129+00	-	131+00	S.T.H. 17, RT.	200	200	100
130+00	-	134+00	S.T.H. 17, LT.	400	400	200
139+00	-	144+00	S.T.H. 17, LT.	500	500	250
139+00	-	144+00	S.T.H. 17, RT.	500	500	250
150+00	-	155+75	S.T.H. 17, LT.	575	575	288
150+00	-	155+00	S.T.H. 17, RT.	600	600	300
158+50	-	165+00	S.T.H. 17, LT.	720	720	360
171+00	-	173+00	S.T.H. 17, LT.	200	200	100
121"OE"+00	-	127"OE"+00	OLD 8 , RT.	600	600	300
121"OE"+00	-	125"OE"+00	OLD 8 , LT.	400	400	200
116"OE"+50	-	120"OE"+00	OLD 8, RT	350	350	175
26"OH"+50	-	27"OH"+50	OHLSON LANE , LT.	100	100	50
26"OH"+50	-	27"OH"+50	OHLSON LANE , RT.	100	100	50
38"C"+00	-	39"C"+00	C.T.H. "C" - LT	100	100	50
38"C"+50	-	39"C"+00	C.T.H. "C" - RT	50	50	25
41"C"+00	-	46"C"+00	C.T.H. "C" - LT	500	500	250
43"C"+50	-	46"C"+00	C.T.H. "C" - RT	450	450	225
46"V"+50	-	47"V"+50	VANNOCKER RD	100	100	50
46"V"+50	-	47"V"+50	VANNOCKER RD	100	100	50
72"C"+50	-	78"C"+00	C.T.H. "CC",LT.	550	550	275
72"C"+50	-	78"C"+00	C.T.H. "CC",RT.	550	550	275
79"C"+00	-	84"C"+20	C.T.H. "CC",LT.	520	520	260
75"ST"+00	-	77"ST"+00	STEVENS STREET - RT	200	200	100
75"ST"+00	-	78"ST"+00	STEVENS STREET - LT	350	350	175
121"NC"+50	-	122"NC"+50	N. CHIPPEWA	100	100	50
58+75	-	44"C"+25	STH 17, RT.	2,600	2,600	1,300
			UNDISTRIBUTED	380	380	190
TOTALS				19,990	19,990	9,995

EROSION MAT

STATION	TO	STATION	LOCATION	62824 DELIVERED CLASS I, TYPE B S.Y.	62825 INSTALLED CLASS I, TYPE B S.Y.	62832 DELIVERED CLASS II, TYPE B S.Y.	62833 INSTALLED CLASS II, TYPE B S.Y.	REMARKS
4+00	-	5+00	STH 17, LT	167	167	-	-	DITCH LINING
4+00	-	7+00	STH 17, RT	-	-	500	500	DITCH LINING
5+00	-	8+00	STH 17, LT	-	-	500	500	DITCH LINING
15+00	-	15+50	STH 17, RT	83	83	-	-	DITCH LINING
15+00	-	15+50	STH 17, LT	83	83	-	-	DITCH LINING
17+10	-	17+60	STH 17, LT	83	83	-	-	DITCH LINING
17+00	-	17+50	STH 17, RT	83	83	-	-	DITCH LINING
20+00	-	20+75	STH 17, LT	125	125	-	-	DITCH LINING
27+30	-	30+00	STH 17, LT	-	-	450	450	DITCH LINING
30+50	-	31+00	STH 17, RT	83	83	-	-	DITCH LINING
48+00	-	50+00	STH 17, RT	-	-	333	333	DITCH LINING
53+25	-	53+75	STH 17, LT	-	-	83	83	DITCH LINING
55+00	-	55+50	STH 17, RT	83	83	-	-	DITCH LINING
84+00	-	84+50	STH 17, RT	83	83	-		DITCH LINING
89+50	-	90+00	STH 17, RT	83	83	-	-	DITCH LINING
90+50	-	92+00	STH 17, LT	250	250	-	-	DITCH LINING
95+50	-	96+00	STH 17, LT	83	83	-	-	DITCH LINING
100+00	-	101+50	STH 17, LT	250	250	-	-	DITCH LINING
106+50	-	107+00	STH 17, RT	83	83	-	-	DITCH LINING
172+50	-	173+00	STH 17, LT	56	56	-	-	DITCH LINING
10"G"+00	-	12"G"+00	GERMOND ROAD, LT	333	333	-	-	DITCH LINING
10"G"+00	-	13"G"+00	GERMOND ROAD, RT	333	333	-	-	DITCH LINING
14"G"+00	-	19"G"+00	GERMOND ROAD, LT	-	-	834	834	DITCH LINING
17"G"+00	-	19"G"+00	GERMOND ROAD, RT	222	222	-	-	DITCH LINING
229+00	-	232+00	USH 8, RT	500	500	-	-	DITCH LINING
227+75	-	228+25	USH 8, LT	56	56	-	-	DITCH LINING
231+00	-	232+00	USH 8, LT	-	-	167	167	DITCH LINING
119"OE"+00	-	120"OE"+00	OLD 8, LT	167	167	-	-	DITCH LINING
77"CC"+25	-	77"CC"+75	CTH CC, LT	83	83	-	-	DITCH LINING
77"CC"+50	-	78"CC"+00	CTH CC, RT	83	83	-	-	DITCH LINING
8+50	-	16+00	STH 17, LT	3,018	3,018	-	-	SLOPE PROTECTION
9+00	-	16+00	STH 17, RT	3,168	3,168	-	-	SLOPE PROTECTION
19+50	-	23+00	STH 17, RT	1,350	1,350	-	-	SLOPE PROTECTION
24+00	-	30+50	STH 17, RT	2,694	2,694	-	-	SLOPE PROTECTION
38+00	-	48+00	STH 17, RT	4,584	4,584	-	-	SLOPE PROTECTION
39+00	-	49+00	STH 17, LT	5,454	5,454	-	-	SLOPE PROTECTION
60+00	-	68+25	STH 17, RT	-	-	1680	1,680	SLOPE PROTECTION
60+00	-	71+00	STH 17, RT	1,833	1,833	-	-	SLOPE PROTECTION
70+00	-	77+25	STH 17, RT	3,510	3,510	-	-	SLOPE PROTECTION
75+00	-	78+00	STH 17, LT	500	500	-	-	SLOPE PROTECTION
78+26	-	83+76	STH 17, RT	3,667	3,667	-	-	SLOPE PROTECTION
81+00	-	85+00	STH 17, LT	667	667	-	-	SLOPE PROTECTION
86+50	-	88+00	STH 17, LT	416	416	-	-	SLOPE PROTECTION
91+25	-	92+25	STH 17, LT	111	111	-	-	SLOPE PROTECTION
93+50	-	99+00	STH 17, LT	2,370	2,370	-	-	SLOPE PROTECTION

(CONTINUED)

EROSION MAT, CLASS 1,URBAN, TYPE A

STATION	TO	STATION	LOCATION	62826 EROSION MAT DELIVERED CLASS 1 URBAN, TYPE A S.Y.	62827 EROSION MAT INSTALLED CLASS 1 URBAN, TYPE A S.Y.
60+07	-	77+30	STH 17 - LT	1149	1149
59+89	-	76+64	STH 17 - RT	1117	1117
79+70	-	79+70	STH 17/CTH C	150	150
78+64	-	78+64	STH 17/CTH C	150	150
77+30	-	77+30	STH 17/CTH C	150	150
76+64	-	76+64	STH 17/CTH C	150	150
79+70	-	91+90	STH 17 - LT	813	813
78+64	-	91+42	STH 17 - RT	852	852
91+90	-	91+90	STH 17/N SHORE	150	150
93+80	-	93+80	STH 17/N SHORE	150	150
93+77	-	93+77	STH 17/N SHORE	150	150
91+42	-	91+42	STH 17/N SHORE	150	150
93+80	-	121+45	STH 17 - LT	1843	1843
93+77	-	120+32	STH 17 - RT	1770	1770
122+19	-	122+19	STH 17/CTH CC	150	150
122+59	-	122+59	STH 17/CTH CC	150	150
120+32	-	120+32	STH 17/CTH CC	150	150
121+45	-	121+45	STH 17/CTH CC	150	150
61"CC"+30	-	64"CC"+55	CTH CC - LT.	217	217
123+19	-	134+85	STH 17 - LT	777	777
122+59	-	134+73	STH 17 - RT	809	809
134+85	-	134+85	STH 17/WINEBEGO	75	75
135+92	-	135+92	STH 17/WINEBEGO	75	75
135+98	-	135+98	STH 17/WINEBEGO	75	75
134+73	-	134+73	STH 17/WINEBEGO	75	75
135+92	-	146+62	STH 17 - LT	713	713
135+98	-	146+58	STH 17 - RT	707	707
146+62	-	146+62	STH 17/a FUTURE RD	75	75
147+77	-	147+77	STH 17/a FUTURE RD	75	75
147+72	-	147+72	STH 17/a FUTURE RD	75	75
146+62	-	146+62	STH 17/a FUTURE RD	75	75

(CONTINUED)

(CONTINUED)

EROSION MAT, INSTALLED AND DELIVERED

STATION	TO	STATION	LOCATION	62824 DELIVERED CLASS I, TYPE B S.Y.	62825 INSTALLED CLASS I, TYPE B S.Y.	62832 DELIVERED CLASS II, TYPE B S.Y.	62833 INSTALLED CLASS II, TYPE B S.Y.	REMARKS
100+00	-	107+50	STH 17, LT	2,364	2,364	-	-	SLOPE PROTECTION
107+00	-	109+00	STH 17, RT	480	480	-	-	SLOPE PROTECTION
169+75	-	173+00	STH 17 - LT	564	564	-	-	SLOPE PROTECTION
16"G"+25	-	18"G"+50	GERMOND ROAD, RT.	1,344	1,344	-	-	SLOPE PROTECTION
41"C"+75	-	45"C'+00	CTH C	1,734	1,734	-	-	SLOPE PROTECTION
45"C"+00	-	47"C'+50	CTH C	954	954	-	-	SLOPE PROTECTION
39+00	-	51+50	STH 17	12	12	-	-	UNDERDRAIN PIPE ENDS
96+00			STH 17, RT	6	6	-	-	PIPE ENDS
240+67			USH 8, LT	8	8	-	-	PIPE ENDS
116"OE"+00			OLD 8, RT	8	8	-	-	PIPE ENDS
117"OE"+00			OLD 8, LT	8	8	-	-	PIPE ENDS
126"OE"+25			OLD 8, LT	8	8	-	-	PIPE ENDS
0"S"+20			SPRING ROAD	8	8	-	-	PIPE ENDS
0"S"+65			SPRING ROAD	8	8	-	-	PIPE ENDS
12"S"+26			SPRING ROAD, LT	8	8	-	-	PIPE ENDS
13"S"+90			SPRING ROAD, LT	8	8	-	-	PIPE ENDS
15"S"+30			SPRING ROAD, LT	8	8	-	-	PIPE ENDS
63"CC"+95			CTH CC, RT	8	8	-	-	PIPE ENDS
64"CC"+20			CTH CC, LT	8	8	-	-	PIPE ENDS
73"CC"+00			CTH CC, LT	8	8	-	-	PIPE ENDS
			UNDISTRIBUTED	11,099	11,099	1,153	1,153	
TOTAL				55,450	55,450	5,700	5,700	

(CONTINUED)

EROSION MAT, CLASS 1,URBAN, TYPE A

STATION	TO	STATION	LOCATION	62826 EROSION MAT DELIVERED CLASS 1 URBAN, TYPE A S.Y.	62827 EROSION MAT INSTALLED CLASS 1 URBAN, TYPE A S.Y.
147+77	-	165+06	STH 17 - LT	1153	1153
147+72	-	172+35	STH 17 - RT	1642	1642
167+56	-	173+00	STH 17 - LT	363	363
172+75	-	174+50	STH 17 - RT	117	117
43"E"+00	-	46"E"+49	EISENHOWER DRIVE	233	233
43"E"+00	-	49"E"+00	EISENHOWER DRIVE	400	400
47"E"+15	-	48"E"+70	EISENHOWER DRIVE	103	103
46"E"+49	-	46"E"+49	EISENHOWER DRIVE	150	150
47"E"+15	-	47"E"+15	EISENHOWER DRIVE	150	150
51"NS"+30	-	54"NS"+80	N. SHORE DR-LT	233	233
51"NS"+10	-	54"NS"+80	N. SHORE DR-RT	247	247
34"C"+00	-	34"C"+85	CTH C-LT	57	57
34"C"+00	-	37"C"+78	CTH C-RT	252	252
32"C"+28	-	32"C"+42	CTH C-LT	9	9
32"C"+85	-	37"C"+41	CTH C-LT	304	304
37"C"+71	-	38"C"+75	CTH C-LT	69	69
38"C"+07	-	39"C"+67	CTH C-RT	107	107
40"C"+79	-	42"C"+10	CTH C-LT	87	87
41"C"+70	-	44"C"+67	CTH C-RT	198	198
44"C"+67	-	44"C"+67	CTH C/ VANNCKER RD	50	50
78"ST"+10	-	78"ST"+77	STEVENS ST-LT	45	45
75"ST"+00	-	77"ST"+56	STEVENS ST-RT	171	171
77"ST"+56	-	77"ST"+56	STEVENS ST/STH 17	150	150
78"ST"+77	-	78"ST"+77	STEVENS ST/STH 17	150	150
75"ST"+00	-	76"ST"+90	STEVENS ST-LT	127	127
76"ST"+90	-	76"ST"+90	STEVENS/ CHIPPEWA	150	150
78"ST"+10	-	78"ST"+10	STEVENS/ CHIPPEWA	150	150
100"NC"+75	-	101"NC"+50	N. CHIPPEWA-RT	50	50
101"NC"+00	-	101"NC"+50	N. CHIPPEWA-LT	33	33
UNDISTRIBUTED		-	-	884	884
TOTAL				21000	21000

PAVEMENT MARKING, EPOXY

STATION	TO	STATION	LOCATION	64602 4-INCH WHITE SOLID L.F.	64602 4-INCH YELLOW SOLID	64602 4-INCH WHITE DOTTED L.F.	64602 4-INCH WHITE DASHED L.F.	64602 4-INCH YELLOW DASHED L.F.	64602 4-INCH DOUBLE YELLOW L.F.	64618 CHANNELIZING 8-INCH WHITE, SOLID L.F.	64618 CHANNELIZING 8-INCH YELLOW, SOLID L.F.	64710 STOP LINE 18-INCH WHITE L.F.	64718 CROSSWALK 6-INCH WHITE L.F.	64734 ARROWS TYPE 2 WHITE EACH	64738 ARROWS TYPE 3 WHITE EACH	64758 WORDS (ONLY) WHITE EACH	64770 PAVEMENT MARKING DIAGONAL 12-INCH EPOXY L.F.	64782 CURB RAMP YELLOW L.F.	64790 ISLAND NOSE YELLOW EACH	90031A CONCRETE CORRUGATED MEDIAN, YELLOW S.F.
223+45	-	231+60	USH 8	1,600	-	-	-	-	690	380	-	34	-	6	-	3	-	-	2	146
8"G"+00	-	19"G"+70	GERMOND RD.	2,260	-	-	-	-	2,340	-	-	25	-	-	-	-	-	-	-	-
232+90	-	241+50	USH 8	1,670	-	-	-	-	720	360	-	22	-	2	-	2	-	-	2	128
3+75	-	18+50	STH 17	2,770	-	-	-	-	2,930	510	-	15	-	2	3	2	-	-	-	-
112"OE"+50	-	119"OE"+90	OLD 8 ROAD	-	-	-	-	-	1,480	-	-	20	-	-	-	-	-	-	-	-
120"OE"+75	-	127"OE"+50	OLD 8 ROAD	-	-	-	-	-	1,350	-	-	20	-	-	-	-	-	-	-	-
19+60	-	44+00	STH 17	4,880	-	-	-	-	4,880	-	-	-	-	-	-	-	-	-	-	-
44+00	-	77+50	STH 17	3,200	-	-	1,425	-	-	375	1,435	33	-	2	-	1	-	-	2	304
33"LN"+50	-	39"LN"+70	LINCOLN ST.	-	-	-	310	-	-	425	-	44	-	5	-	4	-	-	2	30
40"C"+80	-	47"C"+50	CTH C SOUTH	600	-	-	155	-	760	110	-	35	-	1	2	1	-	-	2	-
-	-	-	VANNOCKER RD.	-	-	-	-	-	-	-	-	25	-	-	-	-	-	-	-	-
78+75	-	92+25	STH 17	-	-	-	675	-	-	575	-	70	-	5	-	4	-	-	2	-
42"E"+50	-	49"E"+45	EISENHOWER	-	-	-	-	-	730	275	220	45	200	3	-	3	-	30	2	50
50"NS"+45	-	54"NS"+50	NORTH SHORE DR.	-	-	-	80	-	320	330	340	25	-	4	-	2	-	-	2	99
10"S"+00	-	15"S"+50	SPRING ROAD	-	-	-	-	-	1,040	-	-	15	-	-	-	-	-	-	-	-
93+30	-	121+50	STH 17	-	-	-	1,410	-	-	1,220	-	92	-	5	-	5	-	30	2	-
47"CC"+50	-	59"CC"+00	CTH CC	2,050	-	-	-	-	1,120	320	300	50	-	3	-	3	-	-	2	-
60"C"+20	-	84"C"+50	CTH CC	4,650	160	-	-	-	3,200	290	540	35	-	3	-	3	-	-	4	-
122+50	-	135+00	STH 17	-	-	-	625	-	-	585	-	60	210	4	-	4	-	90	2	-
-	-	-	WINNEBAGO ST.	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-
136+00	-	146+70	STH 17	-	-	-	550	-	-	200	-	-	-	2	-	2	-	-	2	-
-	-	-	FUTURE STREET	-	-	-	-	-	-	-	-	50	-	-	-	-	-	-	-	-
147+70	-	165+80	STH 17	-	-	-	905	-	-	440	-	34	-	3	-	3	-	-	2	-
74"ST"+50	-	79"ST"+25	STEVENS ST.	-	-	-	215	-	360	110	-	50	-	4	1	3	-	15	2	-
100"NC"+50	-	102"NC"+00	N. CHIPPEWA DR.	-	-	-	-	-	300	-	-	35	-	-	-	-	-	-	-	-
165+80	-	167+00	STH 17	-	-	24	146	-	-	-	-	-	-	-	-	-	-	-	-	-
67"SH"+00	-	69"SH"+50	SHAWNEE LANE	-	-	-	-	-	500	-	-	-	-	-	-	-	-	-	-	-
41+00	-	46+00	STH 17	-	-	-	-	-	-	-	-	-	-	-	-	-	162	-	-	-
167+00	-	175+50	STH 17	350	-	-	425	300	1,300	260	-	24	-	5	-	1	-	-	2	-
			SUBTOTALS	24,030	160	24	6,921	300	24,020	6,765	2,835	908	410	59	6	46	162	165	34	757
			TOTALS	55,455						9,600		908	410	59	6	46	162	165	34	757

REMOVAL, EXCAVATION AND HAULING OF DEMOLITION SITE

STATION TO STATION	LOCATION	90004A L.S.
35+40 - 36+40	STH 17	1

SOIL STABILIZER, TYPE A, B

LOCATION	62865 TYPE A ACRES	62866 TYPE B ACRES
UNDISTRIBUTED	3	2

EROSION CONTROL SOD, SANDY SOIL

STATION	TO	STATION	LOCATION	63112 S.Y.
16"G"+00	-	17"G"+00	GERMOND ROAD, RT.	6
4+00	-	4+00	STH 17 RT	13
4+00	-	4+00	STH 17 LT	13
18+00	-	18+00	STH 17 LT	14
19+65	-	19+65	STH 17 LT	14
19+00	-	19+00	STH 17 RT	14
19+50	-	19+50	STH 17 RT	14
42+10	-	42+10	STH 17 RT	33
61"CC"+25	-	61"CC"+25	CTH CC RT	12
58"CC"+50	-	58"CC"+50	CTH CC LT	13
61"CC"+25	-	61"CC"+25	CTH CC LT	13
135+00	-	135+00	STH 17 RT	13
140+85	-	140+85	STH 17 RT	11
153+30	-	153+30	STH 17 LT	10
156+00	-	156+00	STH 17 LT	4
67"SH"+75	-	67"SH"+75	SHAWNEE LT	10
67"SH"+80	-	67"SH"+80	SHAWNEE RT	3
173+10	-	173+10	STH 17 LT	14
42"C"+20	-	42"C"+20	CTH C LT	31
46"C"+00	-	46"C"+00	CTH C RT	15
101"NC"+70	-	101"NC"+70	N. CHIPPEWA RT	8
101"NC"+70	-	101"NC"+70	N. CHIPPEWA LT	8
27+00	-	27+00	STH 17, LT & RT.	6
110+00	-	122+03	STH 17, LT & RT.	285
130+00	-	130+00	STH 17, RT	3
131+50	-	131+50	STH 17, RT	3
131+00	-	131+00	STH 17 LT	3
125+00	-	125+00	STH 17, RT	4
167+50	-	167+50	STH 17, LT	6
			UNDISTRIBUTED	300
TOTAL				898

TOPSOIL, FERTILIZER, SEED, MULCH AND LIMESTONE TREATMENT

STATION TO STATION	LOCATION	62501 TOPSOIL S.Y.	62702 MULCHING S.Y.	62905 FERTILIZER, TYPE B CWT.	62911 AGRICULTURAL LIMESTONE TREATMENT TON	63009 SEEDING MIXTURE NO. 20 LB.	63010 SEEDING MIXTURE NO. 30 LB.	63011 SEEDING MIXTURE NO. 40 LB.	63003 SEEDING TEMPORARY LB.	63015 SEEDING BORROW PIT MIXTURE LB.
8"G"+00 - 20"G"+00	GERMOND ROAD	23,000	23,000	14.9	1.06	362	199	-	319	-
3+39 - 175+00	STH 17	170,870	170,870	110.7	7.87	2,688	1,478	200	2368	-
223+45 - 241+50	USH 8	10,000	10,000	6.5	0.46	157	86	-	139	-
113"OE"+00 - 127"OE"+00	OLD 8 ROAD	9,340	9,340	6.1	0.43	147	81	40	129	-
15"OH"+00 - 34"OH"+00	OHLSON LANE	4,700	4,700	3.0	0.22	74	41	-	65	-
34"C"+00 - 47"C"+00	CTH C	12,500	12,500	8.1	0.00 0.58	160	108	50	173	-
43"E"+19 - 46"E"+00	EISENHOWER	556	556	0.4	0.03	-	-	25	8	-
46"E"+00 - 54"NS"+00	NORTH SHORE DRIVE	6,300	6,300	4.1	0.29	99	54	15	87	-
10"S"+00 - 16"S"+00	SPRING ROAD	2,200	2,200	1.4	0.10	15	19	20	30	-
20"S"+00 - 23"S"+90	SPRING ROAD	1,100	1,100	0.7	0.05	17	10	10	15	-
48"C"+00 - 84"C"+00	CTH CC	5,500	5,500	3.6	0.00 0.25	87	48	30	76	-
75"ST"+00 - 79"ST"+70	STEVENS STREET	3,200	3,200	2.1	0.15	50	28	-	44	-
100"NC"+08 - 102"NC"+00	NORTH CHIPPEWA DRIVE	1,600	1,600	1.0	0.07	25	14	10	22	-
67"SH"+00 - 69"SH"+00	SHAWNEE LANE	700	700	0.5	0.03	11	6	-	10	-
- - -	BORROW PITS	90,000	90,000	58.3	4.15		778		1247	2187
UNDISTRIBUTED		1,434	1,434	0.9	0.07	19	12	-	20	
TOTALS		343,000	343,000	222	16	3,911	2,962	400	4,754	2,187

TEMPORARY SHORING

STATION	LOCATION	90031B S.F.
39"C"+65	CTH. C LT	
40"C"+00	CTH. C LT	140
40"C"+50	CTH. C LT	400
41"C"+00	CTH. C LT	450
41"C"+50	CTH. C LT	450
42"C"+00	CTH. C LT	400
42"C"+50	CTH. C LT	400
43"C"+00	CTH. C LT	350
43"C"+50	CTH. C LT	250
44"C"+00	CTH. C LT	150
44"C"+50	CTH. C LT	100
	TOTAL	3090

CONCRETE CURB AND GUTTER, 18-INCH, TYPE D, MOUNTABLE

STATION	TO	STATION	LOCATION	90030B L.F.
63"CC"+70	-	64"CC"+45	CTH 'CC' - LT	80
63"CC"+70	-	64"CC"+45	CTH 'CC' - RT	80
46"E"+52	-	47"E"+58	EISENHOWER,RT	94
46"E"+52	-	47"E"+58	EISENHOWER,RT	94
51"NS"+50	-	53"NS"+73	N.SHORE-RT	223
51"NS"+50	-	53"NS"+73	N.SHORE-LT	223
154+33	-	154+91	S.T.H. 17-RT	58
154+33	-	154+91	S.T.H. 17-LT	58
34"C"+50	-	37"C"+90	CTH C-LT	340
34"C"+50	-	37"C"+90	CTH C-RT	340
TOTAL				1590

DELINEATOR POSTS AND DELINEATORS

STATION	TO	STATION	LOCATION	63301 DELINEATOR POSTS EACH	63305 DELINEATORS EACH	SPACING
45+00	-	49+00	STH 17, RT.	5	5	100-FT.
8"G"+00	-	19"G"+00	GERMOND ROAD	40	40	MIN. 40-FT.OUTSIDE EDGE OF CURVES
113"OE"+00	-	116"OE"+00	OLD 8	5	5	MIN. 65-FT.OUTSIDE EDGE OF CURVE
125"OE"+00		126"OE"+30	OLD 8	3	3	MIN. 65-FT.INSIDE EDGE OF CURVE
67"C"+00		84"C"+00	CTH C	18	18	MIN.100-FT.OUTSIDE EDGE OF CURVE
			TOTAL	71	71	

LAWN SOD

LOCATION	63110 LAWN SOD S.Y.	63103 WATERING SODDED AREAS MGAL
STH 17, MEDIAN	14018	158
STH 17, SIDEWALK TERRACE	7308	83
CTH C, SIDEWALK TERRACE	510	6
	150	2
ISLAND,SW QUADRANT,STEVENS ST.	225	3
UNDISTRIBUTED	288	3
TOTALS:	22500	254

MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	61121 TYPE-1 EACH	INLETS 61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
1	231+69	USH 8,WB,MED.										1						1						1	1568.15	1564.90	2.25
2	231+69	USH 8,EB,MED.										1						1						1	1568.05	1564.80	2.25
3	231+69	USH 8,EB,DITCH	1					6																	-	1562.50	-
4	239+71	USH 8,WB,MED.										1						1						1	1560.31	1556.81	2.50
5	239+71	USH 8,EB,MED.										1						1						1	1560.31	1556.56	2.75
6	239+71	USH 8,EB,DITCH.	1					6																	-	1556.20	-
9	45+74	STH 17, NB,MED.										1							1					1	1559.06	1555.73	2.25
10	45+74	STH 17, NB,DITCH.	1					6																	-	1553.70	-
11	50+00	STH 17, NB,MED.										1							1					1	1555.44	1552.19	2.17
12	50+00	STH 17, SB,MED.										1							1					1	1555.44	1551.94	2.42
13	50+00	STH 17, SB,DITCH.	1					6																	-	1550.10	-
14	54+00	STH 17, SB,MED.										1							1					1	1552.04	1548.79	2.17
15	54+00	STH 17, NB,MED.										1							1					1	1552.04	1548.54	2.42
16	54+00	STH 17, NB,DITCH.	1					6																	-	1547.50	-
17	57+00	STH 17, SB,MED.										1							1					1	1549.48	1546.23	2.17
18	57+00	STH 17, NB,MED.										1							1					1	1549.48	1545.98	2.42
19	57+00	STH 17, NB,DITCH.	1					6																	-	1537.00	-
20	61+00	STH 17, SB,MED.										1						1						1	1546.08	1542.83	2.25
21	61+00	STH 17, NB,MED.										1						1						1	1546.08	1542.58	2.50
22	61+00	STH 17, NB,DITCH.	1					6																	-	1538.50	-
23	63+85	STH 17 SB LANE										1						1						1	1545.92	1542.67	2.25
24	63+86	STH 17, SB,MED.										1						1						1	1544.64	1541.39	2.25
25	63+75	STH 17, SB,MED.										1						1						1	1544.67	1541.42	2.25
26	63+64	STH 17, NB,MED.										1						1						1	1544.83	1541.33	2.50
27	63+64	STH 17, NB LANE										1						1						1	1543.55	1540.30	2.25
28	63+61	STH 17, NB,DITCH.	1					6																	-	1540.00	-
29	65+00	STH 17, SB LANE										1						1						1	1546.27	1543.02	2.25
30	65+00	STH 17, SB,MED.										1						1						1	1544.99	1541.74	2.25
31	64+75	STH 17, NB,MED.										1						1						1	1545.18	1541.68	2.50
32	64+75	STH 17, NB LANE										1						1						1	1543.90	1540.65	2.25
33	64+75	STH 17, NB,DITCH.	1					6																	-	1540.00	-
34	65+72	STH 17,EB,32FT.LT.							1					1											1546.04	1539.79	5.00
35	65+72	STH 17, NB,DITCH.			1			6																	-	1539.00	-
36	68+27	STH 17, SB LANE~45'-LT							1							1								1	1559.25	1552.40	5.60
37*	68+56	STH 17, SB LANE, 51' LT																							*DISCHARGE INTO 36		

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MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	INLETS 61121 TYPE-1 EACH	61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
38	70+23	STH 17, SB LANE~ 47' LT							1								1							1	1562.80	1553.13	8.42
39	69+00	STH 17, SB,LT..										1						1						1	1549.67	1546.42	2.25
40	69+00	STH 17, SB,MED.										1						1						1	1549.89	1545.89	3.00
41	69+00	STH 17, NB,MED.										1						1						1	1550.02	1545.77	3.25
42	69+00	STH 17, NB LANE										1						1						1	1550.70	1545.70	4.00
43	69+00	STH 17, NB,DITCH.	1					6																	-	1543.00	-
44	73+00	STH 17, SB,LT..										1						1						1	1559.85	1556.60	2.25
45	72+94	STH 17, SB,MED.										1						1						1	1560.85	1556.10	3.75
46	73+00	STH 17, NB,MED.										1						1						1	1560.90	1555.90	4.00
47	73+00	STH 17, NB, LANE										1						1						1	1562.90	1555.65	6.25
48	73+00	STH 17, NB,DITCH.	1					6																	-	1544.00	-
49	76+88	STH 17, SB,DITCH.		1				6																	-	1563.30	-
50	76+59	STH 17, SB,LT..										1						1						1	1567.93	1563.18	3.75
51	76+65	STH 17, NB,MED.										1						1						1	1568.61	1563.11	4.50
52	76+65	STH 17,SB,100 FT,RT.		1				6																	-	1552.00	-
53	35"C"+33	CTH C,WB,MED.									1					1							1		1578.01	1574.76	3.25
54	36"C"+95	CTH C,WB,LT.										1						1						1	1574.22	1570.97	2.25
55	36"C"+90	CTH C, WB,MED.										1						1						1	1573.87	1570.37	2.50
56	36"C"+92	CTH C, C/L MED.							1						1										1574.14	1569.64	3.25
57	36"C"+90	CTH C, EB,MED.										1						1						1	1573.87	1569.87	3.00
58	36"C"+90	CTH C, EB,RT.										1						1						1	1573.39	1570.14	2.25
59	38"C"+68	CTH C, WB,LT.										1						1						1	1570.69	1567.44	2.25
60	38"C"+70	CTH C, WB,12FT-LT.							1						1										1570.44	1565.69	3.50
61	38"C"+93	CTH C, WB,100FT-LT.		1				6																	-	1562.00	-
62	39"C"+00	CTH C, WB,42.5 FT-LT.							1					1											1571.27	1564.94	5.50
63	39"C"+34	CTH C, WB,56 FT-LT.										1						1						1	1570.30	1565.05	4.25
64	39"C"+50	CTH C,WB,MED.										1						1						1	1569.00	1565.25	2.75
65	39"C"+50	CTH C, EB,LT.										1						1						1	1570.13	1566.88	2.25
66	38"C"+95	CTH C, EB,RT.										1						1						1	1569.03	1565.78	2.25
67	39"C"+47	CTH C, EB,85 FT-RT.	1					6																	-	1563.70	-
68	44"C"+63	CTH C,WB,MED.										1						1						1	1560.62	1557.37	2.25
69	44"C"+63	CTH C,EB,MED.										1						1						1	1560.62	1557.12	2.50
70	44"C"+63	CTH C, EB,RT.										1						1						1	1560.62	1556.62	3.00
71	44"C"+63	CTH C, EB,63FT-RT.	1					6																	-	1549.20	-

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MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

CONTINUED

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	61121 TYPE-1 EACH	INLETS 61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	61163 TYPE-C EACH	INLET COVERS 61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
72	78+82	STH 17, S.B, MED.										1						1					1	1570.94	1567.69	2.25
73	78+82	STH 17, N.B, MED.										1						1					1	1571.22	1567.47	2.75
74	78+72	STH 17,N.B,102 FT.-RT.	1					6																-	1549.00	-
75	83+00	STH 17, SB LN. LT										1						1					1	1574.31	1571.06	2.25
76	83+00	STH 17, S.B, MED.										1						1					1	1575.17	1570.92	3.25
77	83+00	STH 17, N.B, MED.										1						1					1	1575.23	1570.48	3.75
78	83+00	STH 17, NB LN RT										1						1					1	1576.09	1570.34	4.75
79	83+00	STH 17, N.B,101 FT-RT.	1					6																-	1552.50	-
80	86+00	STH 17, NB LN RT										1						1					1	1578.80	1575.55	2.25
81	86+00	STH 17, S.B, MED.										1						1					1	1578.80	1575.55	2.25
82	86+00	STH 17, N.B, MED.										1						1					1	1578.88	1575.13	2.75
83	86+00	STH 17, NB LN, RT										1						1					1	1579.10	1574.85	3.25
84	86+00	STH 17,N.B,56 FT-RT.	1					6																-	1573.00	-
85	90+00	STH 17, SB LN, LT										1						1					1	1582.66	1579.41	2.25
86	90+00	STH 17, S.B, MED.										1						1					1	1582.66	1579.16	2.50
87	90+00	STH 17, N.B, MED.										1						1					1	1582.67		1581.67
88	90+00	STH 17, NB LN RT TAPER										1						1					1	1582.61	1578.61	3.00
89	90+00	STH 17,N.B,49 FT-RT.	1					6																-	1578.60	-
90	93+32	STH 17, S.B, MED.										1						1					1	1584.44	1580.94	2.50
91	93+32	STH 17, N.B, MED.										1						1					1	1584.47	1580.22	3.25
92	93+32	STH 17,N.B,53 FT-RT.	1					6																-	1578.50	-
93	98+50	STH 17, NB, RT										1						1					1	1582.45	1579.20	2.25
94	98+50	STH 17, N.B, MED.										1						1					1	1582.45	1578.95	2.50
95	98+50	STH 17, S.B, MED.										1						1					1	1582.45	1578.70	2.75
96	98+50	STH 17 SB, LT										1						1					1	1582.45	1578.45	3.00
97	98+50	STH 17, S.B,84 FT-LT.	1					6																-	1566.50	-
98	103+00	STH 17 NB RT										1						1					1	1576.57	1573.32	2.25
99	103+00	STH 17, N.B, MED.										1						1					1	1576.57	1573.07	2.50
100	103+00	STH 17, S.B, MED.										1						1					1	1576.57	1572.82	2.75

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MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	INLETS 61121 TYPE-1 EACH	61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
101	103+00	STH SB LT										1						1						1	1576.57	1572.57	3.00
102	103+00	STH 17, S.B,84 FT-LT.	1					6																	-	1558.00	-
103	107+50	STH NB RT										1						1						1	1571.89	1568.64	2.25
104	107+50	STH 17, S.B, MED.										1						1						1	1570.89	1567.64	2.25
105	107+50	STH 17, S.B, MED.										1						1						1	1570.89	1567.39	2.50
106	107+50	STH 17 SB LN, MED										1						1						1	1569.89	1566.64	2.25
107	107+50	STH 17, S.B,84 FT-LT.	1					6																	-	1561.25	-
108	109+61	STH 17 NB, RT										1						1						1	1571.00	1567.75	2.25
109	109+61	STH 17, N.B, MED.										1						1						1	1570.00	1566.75	2.25
110	109+61	STH 17, S.B, MED.										1						1						1	1570.00	1566.50	2.50
111	109+61	STH 17 SB LT										1						1						1	1569.00	1565.75	2.25
112	109+61	STH 17, S.B,47 FT-LT.	1					6																	-	1563.75	-
113	111+50	STH17 NB, RT										1						1						1	1571.11	1567.86	2.25
114	111+50	STH 17, N.B, MED.										1						1						1	1570.72	1567.47	2.25
115	111+50	STH 17, S.B, MED.										1						1						1	1570.72	1567.22	2.50
116	111+50	STH 17, SB, LT										1						1						1	1570.60	1567.10	2.50
117	111+50	STH 17, S.B,41 FT-LT.	1					6																	-	1564.75	-
118	115+68	STH 17, S.B,LT.										1						1						1	1577.19	1573.94	2.25
119	115+68	STH 17, S.B, MED.										1						1						1	1576.42	1573.17	2.25
120	115+75	STH 17, N.B, MED.										1						1						1	1576.55	1573.05	2.50
121	115+75	STH 17, N.B,RT.										1						1						1	1575.81	1572.56	2.25
122	115+75	STH 17, N.B,58 FT, RT.	1					6																	-	1569.20	-
123	119+52	STH 17, S.B,LT.										1						1						1	1583.80	1580.55	2.25
124	119+52	STH 17, S.B, MED.										1						1						1	1582.80	1579.55	2.25
125	119+52	STH 17, N.B, MED.										1						1						1	1582.72	1579.47	2.25
126	119+52	STH 17, N.B,RT-TAPER.										1						1						1	1581.80	1578.55	2.25
127	119+52	STH 17, N.B,73 FT RT.	1					6																	-	1577.60	-
128	53"CC"+98	CTH CC , WB,MED.										1						1						1	1580.97	1577.72	2.25
129	53"CC"+98	CTH CC , EB,MED.										1						1						1	1580.97	1577.47	2.50
130	53"CC"+98	CTH CC , EB,26-FT,RT.	1					6																	-	1577.50	-

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MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	INLETS 61121 TYPE-1 EACH	61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
131	58"CC"+93	CTH CC , WB,MED.										1						1						1	1588.81	1585.56	2.25
132	58"CC"+93	CTH CC , EB,MED.										1						1						1	1588.70	1585.45	2.25
133	58"CC"+93	CTH CC , EB,44-FT,RT.	1					6																	-	1584.50	-
134	61"CC"+84	CTH CC , WB,MED.										1						1						1	1581.63	1578.38	2.25
134A	62"CC"+00	CTH CC , WB,18.7 FT,.LT.										1						1						1	1581.71	1578.46	2.25
135	61"CC"+84	CTH CC , EB,MED.										1						1						1	1581.86	1578.36	2.50
136	61"CC"+46	CTH CC , EB,28-FT,RT.	1					6																	-	1577.50	-
137	122+54	STH 17, S.B, MED.										1						1						1	1587.46	1584.21	2.25
138	122+52	STH 17, N.B, MED.										1						1						1	1587.78	1584.03	2.75
139	122+59	STH 17, N.B,RT-TAPER.										1						1						1	1586.53	1583.28	2.25
140	122+59	STH 17, N.B,72 FT, RT.	1					6																	-	1581.00	-
141	125+30	STH 17, S.B,60-FT,LT				1		6																	-	1586.00	-
142	125+30	STH 17, S.B,LT,TAPER										1						1						1	1592.10	1585.69	5.41
143	125+30	STH 17, S.B,MED. TAPER										1						1						1	1592.17	1585.50	5.67
144	125+26	STH 17, N.B, MED.										1						1						1	1591.90	1585.46	5.44
145	125+26	STH 17, N.B,RT.										1						1						1	1590.87	1585.34	4.53
146	125+26	STH 17, S.B,60-FT,RT				1		6																	-	1585.00	-
147	131+00	STH 17, S.B,LT										1						1						1	1592.51	1589.26	2.25
148	131+00	STH 17, S.B, MED.										1						1						1	1592.51	1589.01	2.50
149	131+00	STH 17, N.B, MED.										1						1						1	1592.51	1588.76	2.75
150	130+00	STH 17, N.B,56-FT,RT.		1				6																	1588.20	-	-
151	131+00	STH 17, N.B,RT.																1						1	1592.51	-	-
152	131+00	STH 17, N.B,27-FT,RT.								1					1										1592.97	1586.72	5.00
153	132+00	STH 17, S.B,58-FT,LT	1					6																	-	1585.50	-
154	132+50	STH 17, N.B,55-FT,RT.		1				6																	-	1586.80	-
155	132+50	STH 17, N.B,27-FT,RT.								1					1										1592.38	1585.38	5.75
156	134+75	STH 17, S.B,LT-TAPER										1						1						1	1590.30	1587.05	2.25
157	134+92	STH 17, S.B, MED.										1						1						1	1590.97	1586.72	3.25
158	19"W"+10	WINNEBAGO ST RT										1						1						1	1590.18	1586.83	2.35
159	19"W"+10	WINNEBAGO ST, LT										1						1						1	1590.18	1586.93	2.25

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CONTINUED

MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	61121 TYPE-1 EACH	INLETS 61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
160	134+92	STH 17, N.B, MED.										1						1						1	1590.77	1586.52	3.25
161	135+00	STH 17, N.B,34-FT,RT.								1					1										1590.75	1584.25	5.25
162	134+75	STH 17, N.B,TAPER.										1						1						1	1590.81	1587.56	2.25
163	137+00	STH 17, S.B,LT-TAPER										1						1						1	1590.07	1586.82	2.25
164	137+00	STH 17, S.B, MED.										1						1						1	1589.78	1586.53	2.25
165	137+00	STH 17, N.B, MED.										1						1						1	1590.15	1586.40	2.75
166	137+00	STH 17, N.B,27-FT,RT								1					1										1590.61	1583.61	5.75
167	137+00	STH 17, N.B,RT-TAPER																1						1	1590.15	-	-
168	138+97	STH 17, S.B,LT										1						1						1	1589.25	1586.00	2.25
169	138+97	STH 17, S.B, MED.										1						1						1	1589.25	1585.75	2.50
170	138+97	STH 17, N.B, MED.										1						1						1	1589.25	1585.50	2.75
171	140+00	STH 17, N.B,27-FT,RT								1					1										1589.71	1582.71	5.75
172	138+97	STH 17, N.B,RT																1						1	1589.25	-	-
173	140+85	STH 17, N.B,27-FT,RT								1					1										1589.97	1576.72	12.00
174	144+50	STH 17, S.B,LT										1						1						1	1591.50	1588.25	2.25
175	144+50	STH 17, S.B, MED.										1						1						1	1591.50	1588.00	2.50
176	144+50	STH 17, N.B, MED.										1						1						1	1591.50	1587.75	2.75
177	144+50	STH 17, N.B,27-FT,RT.								1					1										1591.94	1586.19	4.50
178	144+50	STH 17, N.B,RT.																1						1	1591.50	-	-
179	147+50	STH 17, S.B, LT.-RAD.										1						1						1	1593.29	1590.04	2.25
180	147+69	STH 17, S.B, MED.										1						1						1	1593.34	1590.09	2.25
181	147+69	STH 17, N.B, MED.										1						1						1	1593.54	1590.04	2.50
182	147+69	STH 17, N.B,27-FT,RT								1					1										1593.62	1588.37	4.00
183	147+70	STH 17, N.B, RT.-RAD.										1						1						1	1593.55	1590.30	2.25
184	153+31	STH 17, N.B,40-FT-LT	1				6																		1593.00	-	-
185	153+50	STH 17, S.B,LT										1						1						1	1594.00	1590.25	2.75
186	153+50	STH 17, S.B, MED.										1						1						1	1594.00	1590.00	3.00
187	153+50	STH 17, N.B, MED.										1						1						1	1594.00	1589.75	3.25
188	153+50	STH 17, N.B,27-FT,RT.								1					1										1594.45	1585.25	7.95

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MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	* PIPE JOINT TIES EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	INLETS 61121 TYPE-1 EACH	61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
189	153+50	STH 17, N.B,RT.																1						1	1594.00	-	-
190	153+50	STH 17, N.B,68-FT,RT					1	6																	-	1585.00	-
191	156+00	STH 17, S.B,46-FT,LT									1						1							1	1593.00	1590.00	1.75
192	156+35	STH 17, S.B,LT										1						1						1	1593.03	1589.78	2.25
193	156+35	STH 17, S.B, MED.										1						1						1	1593.03	1589.53	2.50
194	156+36	STH 17, N.B, MED.										1						1						1	1593.03	1589.28	2.75
195	156+36	STH 17, N.B,27-FT,RT								1					1										1593.52	1587.27	5.00
196	156+36	STH 17, N.B,RT.																1						1	1593.03	-	-
197	157+50	STH 17, S.B,LT										1						1						1	1593.37	1590.12	2.25
198	157+50	STH 17, S.B, MED.										1						1						1	1593.37	1589.87	2.50
199	157+50	STH 17, N.B, MED.										1						1						1	1593.37	1589.62	2.75
200	157+50	STH 17, N.B,27-FT,RT								1					1										1593.82	1587.99	4.58
201	157+50	STH 17, N.B,RT.										1						1						1	1593.37	1590.12	2.25
202	161+00	STH 17, S.B,LT										1						1						1	1597.00	1593.75	2.25
203	161+00	STH 17, S.B, MED.										1						1						1	1595.94	1592.69	2.25
204	161+00	STH 17, N.B, MED.										1						1						1	1595.88	1592.63	2.25
205	161+00	STH 17, N.B,27-FT,RT.								1					1										1595.27	1589.02	5.00
206	161+00	STH 17, N.B,RT.																1						1	1594.82	-	-
207	161+10	STH 17, N.B,RT.										1						1						1	1594.91	1591.66	2.25
208	163+00	STH 17, N.B,34-FT,RT											1							1	1				1595.00	1592.00	2.33
209	165+00	STH 17, S.B,73-FT,LT		1				6																	-	1594.00	-
210	165+00	STH 17, S.B,RT.										1						1						1	1599.44	1594.44	4.00
211	165+00	STH 17, N.B,MED.										1						1						1	1599.24	1594.74	3.50
212	165+00	STH 17, N.B,RT										1						1						1	1598.26	1595.01	2.25
213	165+10	STH 17, N.B,RT.										1						1						1	1598.29	1595.04	2.25
214	75"ST"+50	STEVENS ST.,S.B,LT.										1						1						1	1594.59	1591.34	2.25
215	77"ST"+50	STEVENS ST.,N.B,RT.										1						1						1	1593.72	1590.47	2.25
216	75"ST"+50	STEVENS, N.B,52',RT	1					6																	-	1588.50	-
217	78"ST"+02	STEVENS ST.,S.B,RT.										1						1						1	1600.80	1597.55	2.25
218	78"ST"+02	STEVENS ST.,N.B,LT.										1						1						1	1600.12	1596.87	2.25
219A	79"ST"+00	STEVENS ST.,MED.							1						1										1603.21	1595.46	6.50
219	78"ST"+43	STEVENS,S.B,8',RT								1					1										1600.37	1591.50	7.62

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CONTINUED

MANHOLES,INLETS,COVERS AND CONCRETE ENDWALLS

STR. NO.	STA.	LOCATION	REINFORCED CONCRETE APRON ENDWALLS 52260 12-INCH EACH	52261 15-INCH EACH	52263 21-INCH EACH	52264 24-INCH EACH	52266 30-INCH EACH	PIPE JOINT TIES * EACH	MANHOLES 61110 TYPE-1 EACH	61112 TYPE-3 EACH	INLETS 61121 TYPE-1 EACH	61122 TYPE-3 EACH	61123 TYPE-8 EACH	MANHOLE COVERS 61153 TYPE-L EACH	61151 TYPE-J EACH	61162 TYPE-B EACH	INLET COVERS 61163 TYPE-C EACH	61167 TYPE-H EACH	61180 TYPE-HM EACH	61159 TYPE-MS-A EACH	INLET PROTECTION 62870 TYPE-A EACH	62871 TYPE-B EACH	62872 TYPE-C EACH	GRATE ELEV.	INVERT ELEV.	DEPTH FT.
220	167+03	STH 17, S.B,MED.										1						1						1	1601.22	1595.97	4.25
221	166+95	STH 17, N.B,MED.										1						1						1	1601.13	1596.13	4.00
222	167+00	STH 17, N.B,RT.										1						1						1	1599.71	1596.46	2.25
223	169+00	STH 17 LT TAPER										1						1						1	1601.36	1598.11	2.25
224	169+00	STH 17, S.B,80'-LT	1					6																	-	1593.70	-
225	173+00	STH 17, N.B,RT.										1						1						1	1600.78	1597.53	2.25
226	173+45	STH 17, S.B,41'LT	1					6																	-	1597.00	-
227	43"E"+00	EISENHOWER, RT										1						1						1	1582.67	1579.17	2.50
228	43"E"+00	EISENHOWER, 6' R CL							1						1										1582.91	1578.66	3.00
229	44"E"+85	EISENHOWER, CL							1						1										1581.92	1577.67	3.00
230	46"E"+13	EISENHOWER 6' RT CL								1					1										1581.01	1576.76	3.00
231	46"E"+13	EISENHOWER, RT										1						1						1	1580.29	1576.79	2.50
232	46"E"+23	EISENHOWER, RT										1						1						1	1580.37	1576.87	2.50
233	46"E"+00	30' RT EISENHOWER		1				6																	-	1578.25	-
234A	46"E"+50	50' LT EISENHOWER		1				6																		1577.50	
234	46"E"+21	EISENHOWER LT										1						1						1	1582.45	1577.20	4.25
235	47"E"+22	EISENHOWER, WB LT										1						1						1	1582.85	1579.35	2.50
236	47"E"+22	EISENHOWER, WB, MED										1						1						1	1581.85	1578.35	2.50
237	48"E"+89	' LT EISENHOWER CONST RL							1					1											1584.00	1575.75	7.42
238	94+00	STH 17 SB LN, 96' LT				1		6																	-	1568.50	-
239	52"NS"+50	NORTH SHORE EB, RT										1						1						1	1583.11	1579.61	2.50
240	51"NS"+76	N.SHORE EB LN, RT										1						1						1	1583.06	1579.56	2.50
241	51"NS"+76	N. SHORE EB LN MED										1						1						1	1583.54	1579.29	3.25
242	51"NS"+76	N.SHORE WB LN, MED										1						1						1	1583.34	1579.09	3.25
243	52"NS"+00	N. SHORE WB LN. LT										1						1						1	1583.72	1580.22	2.50
244	51"NS"+50	N. SHORE WB LN LT										1						1						1	1583.57	1578.82	3.75
245	50"NS"+60	N. SHORE DR 80-FT,LT.		1				6																	-	1578.50	-
	TOTAL		33	8	2	4	1	288	10	14	2	163	1	2	20	1	3	163	7	1	1	1	173			

REMARKS:

STRUCTURE NO. 34, CONSTRUCT AROUND DETENTION POND DRAIN
STRUCTURE NO.173, CONSTRUCT AROUND 42-INCH X- DRAIN PIPE
STRUCTURE NO.150,153,154&184, CONSTRUCT TO PICK UP DITCH WATER
*STRUCTURE NO. 37 45° BEND REQUIRED FOR ROOF DRAIN
* PIPE JOINT TIES ARE INCIDENTAL TO THE COST OF CONSTRUCTION

TEMPORARY WATER PASSAGE

TO BE PLACED ON INLETS	90005A EACH
TOTALS:	174

PIPE END GRATES *

	90590 12-INCH EACH	90005K 15-INCH EACH	90005L 21-INCH EACH	90005M 24-INCH EACH	90005N 30-INCH EACH
TOTALS:	34	8	2	3	1

* SEE MANHOLES & INLETS FOR LOCATION

SIDEROAD AND DRIVEWAY CULVERTS

STATION	LOCATION	CULVERT PIPE 52001 12 INCH L.F.	52003 18 INCH L.F.	52005 24 INCH L.F.	52007 30 INCH L.F.	52140 42X29 INCH L.F.	52136 21x15 INCH L.F.	THICKNESS STEEL INCH	ALUM INCH	RCCP CLASS	APRON ENDWALLS 52059 12 INCH EACH	52061 18 INCH EACH	52063 24 INCH EACH	52065 30 INCH EACH	52166 42X29 INCH EACH	52191 21X15 INCH EACH	INLET ELEV.	DISCHARGE ELEV.	REMARKS
13"G"+00	GERMOND RD, C.L.	-	-	114	-	-	-	0.064	0.075	IV	-	-	2	-	-	-	1574.5	1574.0	
18"G"+50	GERMOND RD, C.L.	-	-	-	-	50	-	0.079	0.105	III	-	-	-	-	2	-	1561.8	1561.5	
10"G"+00	GERMOND RD, RT	-	92	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
240+67	USH 8, LT.	-	-	46		-	-	0.064	0.075	III	-	-	2	-	-	-	-	-	
116"OE"+00	OLD 8 ROAD, RT.	-	32	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
117"OE"+00	OLD 8 ROAD, LT.	-	50	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
117"OE"+50	OLD 8 ROAD, C.L.	-	-	48	-	-	-	0.064	0.075	III	-	-	2	-	-	-	1546.7	1545.9	
126"OE"+25	OLD 8 RD, LT.	-	34	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
9"V"+32**	VANNOCKER ROAD	-	92	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	SKEW AT 10 DEGREES RHF
20"S"+30	SPRING RD, C.L.	-	-	-	76	-	-	0.079	0.075	III	-	-	-	4	-	-	1556.9	1556.8	2-30-INCH PIPES REQ'D
13"S"+26	SPRING RD, LT.	-	40	-	-	-	-	0.064	0.06	III	-	2	-	-	-	-	1577.8	1576.8	
13"S"+90	SPRING RD, LT.	-	40	-	-	-	-	0.064	0.06	III	-	2	-	-	-	-	1576.2	1574.5	
15"S"+30	SPRING RD, LT.	-	26	-	-	-	-	0.064	0.06	III	-	2	-	-	-	-	1571.8	1571.5	
63"CC"+95	C.T.H.CC, RT.	-	36	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
67"SH"+75	SHAWNEE LANE	72	-	-	-	-	-	0.064	0.060	III	4	-	-	-	-	-	1588.6	1588.5	2-12-INCH PIPES REQ'D
68"SH"+75	SHAWNEE LANE	65	-	-	-	-	-	0.064	0.060	III	2	-	-	-	-	-	1589.5	1589.0	PLACE ALONG CUL-DE-SAC
64"CC"+20	C.T.H.CC, LT.	-	50	-	-	-	-	0.064	0.060	III	-	2	-	-	-	-	-	-	
50"w"+90	WINNEBAGO ST	-	-	-	-	-	60	0.079	-	-	-	-	-	-	-	2	1589.0	1588.3	SKEW AT 17 DEGREES LHF
TOTALS		137	492	208	76	50	60				6	20	6	4	2	2			

MAINLINE REINFORCED CONCRETE CULVERT PIPES

STATION	LOCATION	52205 24-INCH L.F.	52209 36-INCH L.F.	52231 30-INCH L.F.	52233 36-INCH L.F.	52234 42-INCH L.F.	INLET ELEV.	DISCHARGE ELEV.	ENDWALLS 52264 24-INCH EACH	52266 30-INCH EACH	52267 36-INCH EACH	52268 42-INCH EACH	50409 CONCRETE MASONRY ENDWALLS C.Y.	REMARKS
27+00	STH 17	-	-	-	144	-	1545.0	1538.3	-	-	2	-	-	
58+15 **	STH 17	-	-	-	-	384	1536.7	1536.0	-	-	-	-	2	CONCRETE MASONRY ENDWALLS REQ'D.
80+75	STH 17	-	-	188	-	-	1557.0	1547.0	-	2	-	-	-	
96+00	STH 17	-	-	-	186	-	1566.5	1566.5	-	-	2	-	-	EQUALIZER PIPE
105+00	STH 17	-	-	-	170	-	1557.2	1557.0	-	-	2	-	-	
140+85	STH 17	-	-	-	-	154	1576.8	1576.7	-	-	-	2	-	CONSTRUCT THROUGH MANHOLE
44"C"+30	CTH C	-	-	-	-	72	-	1541.7	-	-	-	2	-	2- PIPE EXTENSIONS REQUIRED
44"C"+30	CTH C	-	-	-	-	-	-	-	-	-	-	-	2	CONCRETE MASONRY ENDWALLS REQ'D
60"CC"+54	CTH CC	156	-	-	-	-	1580.3	1578.3	2	-	-	-	-	SKEW 25 DEG. R.H.F.
73"CC"+00	C.T.H.CC, C.L.	-	78	-	-	-	1574.5	1573.0	-	-	2	-	-	CONSTRUCT THROUGH MANHOLE, SKEW 34-DEG..L.H.F.
78"ST"+76	STEVENS STREET	-	184	-	-	-	1592.0	1591.0	-	-	2	-	-	
TOTAL		156	262	188	500	610			2	2	10	4	4	

CULVERT PIPE DITCH CHECKS

STATION	LOCATION	62880 CULVERT PIPE DITCH CHECKS EACH
13"G"+00	GERMOND RD, C.L.	1
18"G"+50	GERMOND RD, C.L.	1
10"G"+00	GERMOND RD, RT	1
240+67	USH 8, LT.	1
116"OE"+00	OLD 8 ROAD, RT.	1
117"OE"+00	OLD 8 ROAD, LT.	1
117"OE"+50	OLD 8 ROAD, C.L.	1
126"OE"+25	OLD 8 RD, LT.	1
9"V"+32**	VANNOCKER ROAD	1
20"S"+30	SPRING RD, C.L.	1
13"S"+26	SPRING RD, LT.	1
13"S"+90	SPRING RD, LT.	1
15"S"+30	SPRING RD, LT.	1
63"CC"+95	C.T.H.CC, RT.	1
67"SH"+75	SHAWNEE LANE	1
68"SH"+75	SHAWNEE LANE	1
64"CC"+20	C.T.H.CC, LT.	1
50"w"+90	WINNEBAGO ST	1
27+00	STH 17	1
58+15 **	STH 17	1
80+75	STH 17	1
96+00	STH 17	1
105+00	STH 17	1
140+85	STH 17	1
44"C"+30	CTH C	1
44"C"+30	CTH C	1
60"CC"+54	CTH CC	1
73"CC"+00	C.T.H.CC, C.L.	1
78"ST"+76	STEVENS STREET	1
TOTAL:		29

REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

FROM	TO	LOCATION	60825 DIAMETER 12-INCH L.F.	60826 DIAMETER 15-INCH L.F.	60827 DIAMETER 18-INCH L.F.	60828 DIAMETER 21-INCH L.F.	60829 DIAMETER 24-INCH L.F.	60830 DIAMETER 27-INCH L.F.	60831 DIAMETER 30-INCH L.F.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
1	2	USH 8, STATION 231+69	10							1564.90	1564.80	0.0100
2	3	USH 8, STATION 231+69	74							1564.80	1562.50	0.0311
4	5	USH 8, STATION 239+38	4							1556.81	1556.56	0.0625
5	6	USH 8, STATION 239+38	32							1556.56	1556.20	0.0112
9	10	STH 17, STATION 45+74	50							1555.81	1554.00	0.0362
11	12	STH 17, STATION 50+00	22							1552.19	1552.00	0.0086
12	13	STH 17, STATION 50+00	50							1551.94	1550.10	0.0368
14	15	STH 17, STATION 54+00	22							1548.79	1548.59	0.0091
15	16	STH 17, STATION 54+00	40							1548.59	1547.50	0.0272
17	18	STH 17, STATION 57+00	22							1546.23	1545.98	0.0114
18	19	STH 17, STATION 57+00	64							1545.98	1537.00	0.1403
20	21	STH 17, STATION 61+00	24							1542.83	1542.08	0.0313
21	22	STH 17, STATION 61+00	52							1542.58	1538.50	0.0785
23	24	STH 17, STATION63+85	26							1542.67	1541.39	0.0492
25	24	STH 17, STATION 63+76	10							1541.42	1541.39	0.0030
24	26	STH 17, STATION 63+61	17							1541.39	1541.33	0.0035
26	27	STH 17, STATION 44+83	26							1541.33	1540.30	0.0396
27	28	STH17, STATION 44+83	14							1540.30	1540.00	0.0214
29	30	STH 17, STATION 65+00	26							1543.02	1541.74	0.0492
30	31	STH 17, STATION 65+00	17							1541.74	1541.68	0.0035
31	32	STH 17, STATION 65+00	26							1541.37	1540.00	0.0527
32	33	STH 17, STATION 65+00	19							1540.65	1540.00	0.0342
34	35	STH 17, STATION 65+72					96			1539.79	1539.00	0.0082
37*	36	STH 17, STATION 68+56	29							-	-	-
38	36	STH 17, STATION 69+00					194			1559.25	1553.13	0.0315
39	40	STH 17, STATION 69+00	26							1546.42	1545.89	0.0204
40	41	STH 17, STATION 69+00	18							1545.89	1545.77	0.0067
41	42	STH 17, STATION 69+00	26							1545.77	1545.70	0.0027
42	43	STH 17 STATION 69+00	37							1545.70	1543.00	0.0730
44	45	STH 17, STATION 73+00	26							1556.60	1556.10	0.0192
45	46	STH 17, STATION 73+00	18							1556.10	1555.90	0.0111
46	47	STH 17, STATION 73+00	26							1555.90	1555.65	0.0096
47	48	STH 17, STATION 73+00	60							1555.65	1544.00	0.1942
49	50	STH 17, STATION 76+88		40						1563.30	1563.18	0.0030
50	51	STH 17, STATION 76+59		32						1563.18	1563.11	0.0022
51	52	STH 17, STATION 76+65		100						1563.11	1552.00	0.1111
53	56	C.T.H. "C",STATION 35"C"+33	158							1574.76	1569.64	0.0324
54	55	C.T.H. "C",STATION 36"C"+95	26							1570.53	1570.37	0.0062
55	56	C.T.H. "C",STATION 36"C"+90	10							1570.37	1570.00	0.0370
58	57	C.T.H. "C",STATION 36"C"+90	26							1570.62	1570.37	0.0096
57	56	C.T.H. "C",STATION 36"C"+90	10							1569.87	1569.64	0.0230
56	60	C.T.H. "C",STATION 36"C"+92			184					1569.64	1566.16	0.0189
59	60	C.T.H. "C",STATION 36"C"+92	13							1567.44	1565.69	0.1346
60	62	C.T.H. "C",STATION 38"C"+70				42				1565.69	1565.44	0.0060
62	61	C.T.H. "C",STATION 39"C"+00				57				1564.94	1562.00	0.0516
65	64	C.T.H. "C",STATION 39"C"+50	4							1565.55	1565.25	0.0750
64	63	C.T.H. "C",STATION 39"C"+50	60							1565.25	1565.05	0.0033
63	62	C.T.H. "C",STATION 39"C"+34	38							1565.05	1564.94	0.0029

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REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

(CONTINUED)

FROM	TO	LOCATION	60825 DIAMETER 12-INCH L.F.	60826 DIAMETER 15-INCH L.F.	60827 DIAMETER 18-INCH L.F.	60828 DIAMETER 21-INCH L.F.	60829 DIAMETER 24-INCH L.F.	60830 DIAMETER 27-INCH L.F.	60831 DIAMETER 30-INCH L.F.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
66	67	C.T.H. "C",STATION 38"C"+96	58							1565.78	1563.70	0.0359
68	69	C.T.H. "C",STATION 44"C"+63	4							1557.37	1557.12	0.0625
69	70	C.T.H. "C",STATION 44"C"+63	26							1557.12	1556.62	0.0192
70	71	C.T.H. "C",STATION 44"C"+63	36							1556.62	1549.20	0.2061
72	73	STH 17, STATION 78+79	4							1567.69	1567.47	0.0550
73	74	STH 17, STATION 78+72	102							1567.47	1549.00	0.1811
75	76	STH 17, STATION 83+00	26							1571.06	1570.92	0.0054
76	77	STH 17, STATION 83+00	18							1570.92	1570.48	0.0244
77	78	STH 17, STATION 83+00	26							1570.48	1570.34	0.0054
78	79	STH 17, STATION 83+00	76							1570.34	1552.50	0.2347
81	82	STH 17, STATION 86+00	18							1575.30	1575.13	0.0094
80	81	SHT 17, STATION 86+00	26							1575.55	1575.30	0.0096
82	83	STH 17, STATION 86+00	26							1575.13	1574.85	0.0108
83	84	STH 17, STATION 86+00	29							1574.85	1573.00	0.0638
85	86	STH 17, STATION 90+00	26							1579.41	1571.16	0.3173
86	87	STH 17, STATION 86+00	16							1579.16	1578.92	0.0150
87	88	STH 17, STATION 90+00	32							1578.92	1578.61	0.0097
88	89	STH 17, STATION 90+00	22							1578.61	1578.30	0.0141
90	91	STH 17, STATION 90+00	6							1580.94	1580.22	0.1200
91	92	STH 17, STATION 90+00	70							1580.22	1578.50	0.0246
93	94	STH 17, STATION 98+50	26							1579.20	1578.95	0.0096
94	95	STH 17, STATION 98+50	18							1578.95	1578.70	0.0139
95	96	STH 17, STATION 98+50	26							1578.70	1578.45	0.0096
96	97	STH 17, STATION 98+50	59							1578.45	1566.50	0.2025
98	99	STH 17, STATION 103+00	26							1573.32	1573.07	0.0096
99	100	STH 17, STATION 103+00	18							1579.07	1572.82	0.3472
100	101	STH 17, STATION 103+00	26							1572.82	1572.57	0.0096
101	102	STH 17, STATION 103+00	58							1572.57	1558.00	0.2512
103	104	STH 17, STATION 107+50	26							1568.64	1567.64	0.0385
104	105	STH 17, STATION 107+50	19							1567.64	1567.39	0.0132
105	106	STH 17, STATION 107+50	26							1567.39	1566.64	0.0288
106	107	STH 17, STATION 107+50	32							1566.64	1561.25	0.1684
108	109	STH 17, STATION 109+61	26							1567.75	1566.75	0.0385
109	110	STH 17, STATION 109+61	18							1566.75	1566.50	0.0139
110	111	STH 17, STATION 109+61	26							1566.50	1565.75	0.0288
111	112	STH 17, STATION 109+61	26							1565.75	1565.00	0.0288
113	114	STH 17, STATION 111+50	26							1567.86	1567.47	0.0150
114	115	STH 17, STATION 111+50	18							1567.42	1567.22	0.0111
115	116	STH 17, STATION 111+50	26							1567.22	1567.10	0.0046
116	117	STH 17, STATION 111+50	23							1567.10	1567.00	0.0043
118	119	STH 17, STATION 115+68	26							1573.94	1573.17	0.0296
119	120	STH 17, STATION 115+68	18							1573.17	1573.05	0.0067
120	121	STH 17, STATION 115+68	26							1573.05	1572.56	0.0188
121	122	STH 17, STATION 115+68	38							1572.56	1571.25	0.0345

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REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

(CONTINUED)

FROM	TO	LOCATION	60825 DIAMETER 12-INCH L.F.	60826 DIAMETER 15-INCH L.F.	60827 DIAMETER 18-INCH L.F.	60828 DIAMETER 21-INCH L.F.	60829 DIAMETER 24-INCH L.F.	60830 DIAMETER 27-INCH L.F.	60831 DIAMETER 30-INCH L.F.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
123	124	STH 17, STATION 119+52	26							1580.55	1579.55	0.0385
124	125	STH 17, STATION 119+52	4							1579.55	1579.47	0.0200
125	126	STH 17, STATION 119+52	39							1579.47	1578.55	0.0236
126	127	STH 17, STATION 119+52	35							1578.55	1577.90	0.0186
128	129	CTH CC, STATION 53"CC"+98	4							1577.72	1577.47	0.0625
129	130	CTH CC, STATION 53"CC"+98	26							1577.47	1577.00	0.0181
131	132	CTH CC, STATION 58"CC"+93	6							1585.56	1585.45	0.0183
132	133	CTH CC, STATION 58"CC"+93	70							1585.45	1584.00	0.0207
134	135	CTH CC, STATION 61"CC"+46	6							1578.38	1578.36	0.0033
134A	134	CTH CC, STATION 62"CC"+00	32							1578.46	1578.38	0.0025
135	136	CTH CC, STATION 61"CC"+46	29							1578.36	1577.50	0.0297
137	138	STH 17, STATION 122+54	4							1584.21	1584.03	0.0450
138	139	STH 17, STATION 122+52	36							1584.03	1583.20	0.0231
139	140	STH 17, STATION 122+59	36							1583.20	1581.00	0.0611
141	142	STH 17, STATION 125+30					26			1585.80	1585.69	0.0042
142	143	STH 17, STATION 125+30					41			1585.69	1585.50	0.0046
143	144	STH 17, STATION 125+30					10			1585.50	1585.46	0.0040
144	145	STH 17, STATION 125+30					26			1585.46	1585.34	0.0046
145	146	STH 17, STATION 125+30					29			1585.34	1585.20	0.0048
147	148	STH 17, STATION 131+00	26							1589.26	1589.01	0.0096
148	149	STH 17, STATION 131+00	14							1589.01	1588.76	0.0179
149	152	STH 17, STATION 131+00	27							1588.76	1588.28	0.0178
150	152	STH 17, STATION 130+00		104						1588.20	1587.50	0.0067
152	155	STH 17, STATION 131+00						150		1586.72	1585.38	0.0089
154	155	STH 17, STATION 132+50		28						1586.80	1586.42	0.0136
153	155	STH 17, STATION 132+00	100							1585.60	1585.29	0.0031
155	161	STH 17, STATION 132+50						251		1585.38	1584.25	0.0045
156	157	STH 17, STATION 134+75	38							1587.05	1586.72	0.0087
158	157	WINNEBAGO STA 19"W"+10	84							1586.83	1586.72	0.0013
159	158	WINNEBAGO STA 19"W"+10	32							1586.93	1586.83	0.0031
157	160	STH 17, STATION 134+92	5							1586.72	1586.52	0.0400
160	161	STH 17, STATION 134+92	45							1586.52	1586.32	0.0044
162	161	STH 17, STATION 134+75	21							1587.56	1587.26	0.0143
163	164	STH 17, STATION 137+00	40							1586.82	1585.53	0.0322
164	165	STH 17, STATION 137+00	7							1586.40	1586.30	0.0143
165	166	STH 17, STATION 137+00	28							1586.30	1586.00	0.0107
161	166	STH 17, STATION 134+92						200		1584.25	1583.61	0.0032
168	169	STH 17, STATION 140+00	26							1586.00	1585.75	0.0096
169	170	STH 17, STATION 140+00	14							1585.75	1585.50	0.0179
170	171	STH 17, STATION 140+00	28							1585.50	1585.00	0.0357

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REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

FROM	TO	LOCATION	60825 DIAMETER 12-INCH L.F.	60826 DIAMETER 15-INCH L.F.	60827 DIAMETER 18-INCH L.F.	60828 DIAMETER 21-INCH L.F.	60829 DIAMETER 24-INCH L.F.	60830 DIAMETER 27-INCH L.F.	60831 DIAMETER 30-INCH L.F.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
166	171	STH 17, STATION 140+00						300		1583.61	1582.71	0.0030
171	173	STH 17, STATION 140+00							85	1582.71	1576.72	0.0705
177	173	STH 17, STATION 144+50					365			1586.19	1585.20	0.0027
174	175	STH 17, STATION 144+50	26							1588.25	1588.00	0.0096
175	176	STH 17, STATION 144+50	14							1588.00	1587.75	0.0179
176	177	STH 17, STATION 144+50	35							1587.75	1587.00	0.0214
180	181	STH 17, STATION 147+69	4							1590.09	1590.04	0.0125
179	182	STH 17, STATION 147+69	88							1590.04	1589.14	0.0102
183	182	STH 17, STATION 147+69	7							1590.30	1590.00	0.0429
181	182	STH 17, STATION 147+69	28							1590.04	1589.84	0.0071
182	177	STH 17, STATION 147+69					319			1588.37	1586.19	0.0068
184	185	STH 17, STATION 153+31		24						1593.00	1590.04	0.1233
185	186	STH 17, STATION 153+50		26						1590.25	1590.00	0.0096
186	187	STH 17, STATION 153+50		14						1590.00	1589.75	0.0179
187	188	STH 17, STATION 153+50		28						1589.75	1589.00	0.0268
188	190	STH 17, STATION 153+50							40	1585.25	1585.00	0.0063
191	192	STH 17, STATION 156+00	24							1590.00	1589.78	0.0092
192	193	STH 17, STATION 155+88	26							1589.78	1589.53	0.0096
193	194	STH 17, STATION 155+88	14							1589.53	1589.28	0.0179
194	195	STH 17, STATION 155+88	28							1589.28	1588.80	0.0171
195	188	STH 17, STATION 155+88						286		1587.27	1585.25	0.0071
197	198	STH 17, STATION 157+50	26							1590.12	1589.87	0.0096
198	199	STH 17, STATION 157+50	14							1589.87	1589.62	0.0179
199	200	STH 17, STATION 157+50	28							1589.62	1589.00	0.0221
200	195	STH 17, STATION 157+50					114			1588.07	1587.27	0.0070
202	203	STH 17, STATION 161+00	26							1593.50	1592.69	0.0312
203	204	STH 17, STATION 161+00	14							1592.69	1592.63	0.0043
204	205	STH 17, STATION 161+00	28							1592.63	1592.00	0.0225
205	200	STH 17, STATION 161+00					350			1589.02	1588.07	0.0027
207	205	STH 17, STATION 161+10	10							1591.66	1591.37	0.0290
208	205	STH 17, STATION 163+00			198					1592.00	1590.00	0.0101
210	209	STH 17, STATION 165+00				74				1594.44	1594.00	0.0059
211	210	STH 17, STATION 165+00			9					1594.74	1594.44	0.0333
212	211	STH 17, STATION 165+00			26					1595.01	1594.44	0.0219
213	212	STH 17, STATION 165+10	10							1595.04	1595.01	0.0030
214	215	STEVENS STATION 75"ST"+50	66							1591.34	1590.47	0.0132
215	216	STEVENS STATION 75"ST"+50	27							1590.47	1588.50	0.0730

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REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

(CONTINUED)

FROM	TO	LOCATION	60825 DIAMETER 12-INCH L.F.	60826 DIAMETER 15-INCH L.F.	60827 DIAMETER 18-INCH L.F.	60828 DIAMETER 21-INCH L.F.	60829 DIAMETER 24-INCH L.F.	60830 DIAMETER 27-INCH L.F.	60831 DIAMETER 30-INCH L.F.	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT./FT.
217	218	STEVENS STATION 78"ST"+02	14							1597.55	1596.87	0.0486
218	219	STH 17, STATION 167+03	44							1596.87	1596.37	0.0114
222	221	STH 17, STATION 167+00	28							1596.46	1596.13	0.0118
221	220	STH 17, STATION 166+90	7							1596.13	1595.97	0.0229
220	219A	STH 17, STATION 167+03		90						1595.46	1594.97	0.0054
219A	219	STEVENS STATION 79"ST"+00		55						1594.97	1594.47	0.0091
223	224	STH 17, STATION 169+00	48							1598.11	1593.70	0.0919
225	226	STH 17, STATION 173+00	96							1597.53	1597.00	0.0055
227	228	EISENHOWER, STATION 43"E"+00	13							1579.17	1578.66	0.0392
228	229	EISENHOWER, STATION 43"E"+00					183			1578.66	1577.67	0.0054
229	230	EISENHOWER, STATION 46"E"+13					125			1577.67	1576.76	0.0073
234A	234	EISENHOWER, STATION 46"E"+50	50							1577.5	1577.20	0.0060
234	230	EISENHOWER, STATION 46"E"+21	27							1577.50	1577.00	0.0185
232	231	EISENHOWER, STATION 46"E"+23	10							1576.87	1576.79	0.0080
231	230	EISENHOWER, STATION 46"E"+13	13							1576.79	1576.76	0.0023
233	230	EISENHOWER, STATION 46"E"+23		16						1578.25	1578.00	0.0156
235	236	EISENHOWER, STATION 47"E"+22	17							1579.35	1578.35	0.0588
236	230	EISENHOWER, STATION 47"E"+22	110							1578.35	1577.85	0.0045
237	238	EISENHOWER, STATION 48"E"+89					30			1575.75	1573.20	0.0850
230	237	EISENHOWER, STATION 48"E"+89					280			1576.76	1573.75	0.0108
239	240	N. SHORE, STATION 52"NS"+50	74							1579.61	1579.56	0.0007
240	241	N. SHORE, STATION 51"NS"+76	26							1579.56	1579.29	0.0104
241	242	N. SHORE, STATION 51"NS"+76	6							1579.29	1579.09	0.0333
242	244	N. SHORE, STATION 51"NS"+50	45							1579.09	1578.82	0.0060
243	244	N. SHORE, STATION 52"NS"+00	50							1580.22	1578.82	0.0280
244	245	N. SHORE, STATION 51"NS"+50		101						1578.82	1578.50	0.0032
		TOTALS:	4671	658	417	173	2188	1187	125			

OF TRAFFIC SIGNAL ITEMS

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	65060 PIPE CULVERTS EACH	65045 SUBGRADE L.F.	65040 STORM SEWER SYSTEM EACH	65050 CABC L.F.	65055 CURB, GUTTER, AND CURB AND GUTTER L.F.	65099 INITIAL LAYOUT L.F.	65065 STRUCTURE B-43-47 EACH	65066 STRUCTURE RW-43-5 EACH	65085 ELECTRICAL LS
12"G"+00	-	13"G"+00	GERMOND CUL DE SAC	-	100		100	-	100			
8"G"+00	-	20"G"+00	GERMOND ROAD	2	1,200	-	1,200	150	1,200	1	1	
3+39	-	175+00	STH 17	6	17,159	159	17,159	47,388	17,159	-	-	
223+45	-	241+50	USH 8	-	1,803	6	1,803	2,872	1,803	-	-	
113"OE"+00	-	127"OE"+00	OLD 8 ROAD	1	1,398	-	1,398	-	1,398	-	-	
26"OH"+50	-	27"OH"+50	OHLSON LANE	-	100	-	100	-	100	-	-	
34"C"+00	-	47"C"+00	CTH C	1	1,299	30	1,299	3,897	1,299	-	-	
43"E"+00	-	54"NS"+00	NORTH SHORE DRIVE	-	1,099	23	1,099	3,133	1,099	-	-	
10"S"+00	-	13"S"+90	SPRING ROAD	4	390	-	390	-	390	-	-	
20"S"+00	-	24"S"+00	SPRING ROAD	-	400	-	400	-	400	-	-	
48"CC"+00	-	84"CC"+00	CTH CC	2	3,599	9	3,599	2,530	3,599	-	-	
75"ST"+00	-	79"ST"+70	STEVENS STREET	1	470	9	470	1,057	470	-	-	
18"W"+25		21"W"+18	WINNEBAGO	-	292	-	292	-	292			
100"NC"+08	-	102"NC"+00	NORTH CHIPPEWA DRIVE	-	192	-	192	285	192	-	-	
-	-	-	VANNOCKER RD	1	-	-	-	-	-	-	-	
67"S"+50	-	69"S"+20	SHAWNEE LANE	2	170	-	170	88	170	-	-	
TOTALS				20	29,670	236	29,670	61,400	29,670	1	1	1

TRAFFIC CONTROL

STATION	LOCATION	TRAFFIC CONTROL STAGE	TYPE	64326 SIGNS EACH	64326 SIGNS DAYS	64313 DRUMS EACH	64313 DRUMS DAYS	64323 WARNING LIGHTS TYPE C EACH	64323 WARNING LIGHTS TYPE C DAYS	64318 BARRICADES TYPE III EACH	64318 BARRICADES TYPE III DAYS	64321 WARNING LIGHTS TYPE A EACH	64321 WARNING LIGHTS TYPE A DAYS	64904 TEMP. PAV. MARKING 4-INCH REMOVABLE TAPE L.F.	64901 TEMP. PAV. MARKING 4-INCH L.F.	63822 MOVING SIGNS TYPE II EACH	64642 REMOVING PAVEMENT MARKINGS L.F.	REMARKS
1"G"+00	GERMOND ROAD	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
5"G"+00	GERMOND ROAD	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
17"G"+50	GERMOND ROAD	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
17"G"+00	GERMOND ROAD	I & II	G20-2A	1		-	-	-	-					-	-	-	-	END ROAD WORK
101"OE"+00	OLD 8 ROAD	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
110"OE"+00	OLD 8 ROAD	I&II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
129"OE"+00	OLD 8 ROAD	I&II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
146"OE"+00	OLD 8 ROAD	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
170+45	USH 8	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
218+45	USH 8	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
201+45	USH 8	I & II	W20-1B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1500 FT.
206+45	USH 8	I & II	W20-1C	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1000 FT.
203+95	USH 8	I & II	R2-5A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED AHEAD
213+95	USH 8	I & II	W1-4L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
211+45	USH 8	I & II	W20-5R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSED 500 FT
208+95	USH 8	I & II	R2-5B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED 45
251+00	USH 8	I & II	R2-5B	1	185	-	-	-	-	-	-	-	-			-		REDUCED SPEED 45
253+50	USH 8	I & II	W20-1D	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 500 FT.
253+50	USH 8	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
258+50	USH 8	I & II	W20-1C	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1000 FT.
256+00	USH 8	I & II	R2-5A	1	185	-	-	-	-	-	-	-	-			-		REDUCED SPEED AHEAD
263+50	USH 8	I & II	W20-1B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1500 FT.
294+50	USH 8	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
248+50	USH 8	I & II	W1-4R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
-	DRISCOLL STREET	I & II	R11-4	1	185	-	-	-	-	2	370	4	740	-	-	-	-	ROAD CLOSED TO THRU TRAFFIC
8"C"+50	CTH C	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
12"C"+00	CTH C	I & II	W20-5R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSED 700 FT.
15"C"+50	CTH C	I & II	W4-2R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
19"C"+00	CTH C	I & II	W1-4L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
26"C"+50	CTH C	I & II	W6-3	1	185	-	-	-	-	-	-	-	-	-	-	-	-	2-WAY ARROW
24"C"+00	CTH C	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
49"C"+00	CTH C	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
52"C"+00	CTH C	I & II	R2-5B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED 25
49"C"+50	CTH C	I & II	W1-4R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
54"C"+50	CTH C	I & II	W20-1D	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 500 FT.
57"C"+00	CTH C	I & II	R2-5A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED AHEAD
59"C"+50	CTH C	I & II	W20-1C	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1000 FT.
64"C"+50	CTH C	I & II	W20-1B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1500 FT.
100"C"+00	CTH C	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
20"S"+50	SPRING ROAD	I&II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
-	CTHC @ BUS 8	I&II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
-	CTH C @ BUS 8	I&II	W20-1D	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 500 FT.
22"CC"+00	CTH CC	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
33"CC"+00	CTH CC	I & II	W20-1B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1500 FT.
38"CC"+00	CTH CC	I & II	W20-1C	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1000 FT.
43"CC"+00	CTH CC	I & II	W20-1D	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 500 FT.
43"CC"+00	CTH CC	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
89"CC"+00	CTH C	I & II	W20-1D	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 500 FT.
89"CC"+00	CTH C	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
94"CC"+00	CTH C	I & II	W20-1C	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1000 FT.
99"CC"+00	CTH C	I & II	W20-1B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK 1500 FT.

SWITCH SIGNS WITH PHASE I

(CONTINUED)

TRAFFIC CONTROL

STATION	LOCATION	TRAFFIC CONTROL STAGE	TYPE	64326 SIGNS EACH	64326 SIGNS DAYS	64313 DRUMS EACH	64313 DRUMS DAYS	64323 WARNING LIGHTS TYPE C EACH	64323 WARNING LIGHTS TYPE C DAYS	64318 BARRICADES TYPE III EACH	64318 BARRICADES TYPE III DAYS	64321 WARNING LIGHTS TYPE A EACH	64321 WARNING LIGHTS TYPE A DAYS	64904 TEMP. PAV. MARKING 4-INCH REMOVABLE TAPE L.F.	64901 TEMP. PAV. MARKING 4-INCH L.F.	63822 MOVING SIGNS TYPE II EACH	64642 REMOVING PAVEMENT MARKINGS L.F.	REMARKS
137"C"+00	CTH C	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
49"ST"+00	STEVENS STREET	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
55"ST"+00	STEVENS STREET	I & II	W20-5R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSED 1500 FT.
60"ST"+00	STEVENS STREET	I & II	W20-5R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSED 1000 FT.
52"ST"+50	STEVENS STREET	I & II	R2-5A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED AHEAD
65"ST"+00	STEVENS STREET	\	W20-5R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSED 500 FT.
62"ST"+50	STEVENS STREET	I & II	W4-2R	1	185	-	-	-	-	-	-	-	-	-	-	-	-	INSTALL WITH NO. 57
70"ST"+00	STEVENS STREET	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
67"ST"+50	STEVENS STREET	I & II	W1-4L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
57"ST"+50	STEVENS STREET	I & II	R2-5B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED 25
180+00	STH 17	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
180+00	STH 17	I & II	W4-2L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
182+50	STH 17	I & II	R2-5B	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED 25
185+00	STH 17	I & II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 500 FT.
190+00	STH 17	I & II	R2-5A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	REDUCED SPEED AHEAD
190+00	STH 17	I & II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 1000 FT.
195+00	STH 17	I & II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 1500 FT.
228+00	STH 17	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
63"ST"+50	SHAWNEE LN STEVENS ST INT.	I & II	R11-4	1	185	-	-	-	-	2	370	4	740	-	-	-	-	ROAD CLOSED TO THRU TRAFFIC
107"NC"+00	NORTH CHIPPEWA DRIVE	I & II	W20-1A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD WORK AHEAD
104"NC"+00	NORTH CHIPPEWA DRIVE	I & II	G20-2A	1	185	-	-	-	-	-	-	-	-	-	-	-	-	END ROAD WORK
72"ST"+50	STEVENS STREET	I & II	W6-3	1	185	-	-	-	-	-	-	-	-	-	-	-	-	TWO WAY TRAFFIC ARROWS
177+50	STH 17	I & II	W6-3	1	185	-	-	-	-	-	-	-	-	-	-	-	-	TWO WAY TRAFFIC ARROWS
14"C"+00	CTH C	II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 1500 FT.
19"C"+00	CTH C	II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 1000 FT.
24"C"+00	CTH C	II	W20-5L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSED 500 FT.
24"C"+00	CTH C	II	W4-2R	1	185	-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
26"C"+50	CTH C	II	W6-3	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
54"C"+50	CTH C	II	W1-4L	1	185	-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
55"ST"+00	STEVENS STREET	II	W20-5L	-	185	-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
60"ST"+00	STEVENS STREET	II	W20-5L	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
52"ST"+50	STEVENS STREET	II	R2-5A	-		-	-	-	-	-	-	-	-	-	-	1	-	SAME LOCATION AS PHASE I
65"ST"+00	STEVENS STREET	II	W20-5L	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
65"ST"+00	STEVENS STREET	II	W4-2L	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
70"ST"+00	STEVENS STREET	II	W1-4R	1	185	-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
70"ST"+00	STEVENS STREET	II	W13-1	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
72"ST"+50	STEVENS STREET	II	W6-3	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
177+50	STH 17	II	W6-3	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
180+00	STH 17	II	W1-4L	1	185	-	-	-	-	-	-	-	-	-	-	-	-	-
190+00	STH 17	II	W20-5R	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
185+00	STH 17	II	W4-2R	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
195+00	STH 17	II	W20-5R	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
190+00	STH 17	II	R2-5A	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
200+00	STH 17	II	W20-5R	-		-	-	-	-	-	-	-	-	-	-	1	-	SWITCH SIGNS WITH PHASE I
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

(CONTINUED)

TRAFFIC CONTROL

STATION	LOCATION	STAGE	TYPE	64326 SIGNS EACH	64326 SIGNS DAYS	64313 DRUMS EACH	64313 DRUMS DAYS	64323 WARNING LIGHTS TYPE C EACH	64323 WARNING LIGHTS TYPE C DAYS	64318 BARRICADES TYPE III EACH	64318 BARRICADES TYPE III DAYS	64321 WARNING LIGHTS TYPE A EACH	64321 WARNING LIGHTS TYPE A DAYS	64904 TEMP. PAV. MARKING 4-INCH REMOVABLE TAPE L.F.	64901 TEMP. PAV. MARKING 4-INCH L.F.	63822 MOVING SIGNS TYPE II EACH	64642 REMOVING PAVEMENT MARKINGS L.F.	REMARKS
12"G"+00	GERMOND ROAD	I	R11-2	1	185	-	-	-	-	5	925	6	1,110	-		-		ROAD CLOSED
19"G"+80	GERMOND ROAD	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-		-		ROAD CLOSED
223+45	USH 8	I & II	R11-2	1	185	-	-	-	-	3	555	4	740	-	-	-	-	ROAD CLOSED
241+50	USH 8	I & II	R11-2	1	185	-	-	-	-	3	555	4	740	-	-	-	-	ROAD CLOSED
-	USH 8	I & II	-	-	-	60	11,100	60	11,100	-	-	-	-	5,000	5,000	-	5,000	
4+00	STH 17	I & II	R11-2	1	185	-	-	-	-	11	2,035	12	2,220	-	-	-	-	ROAD CLOSED
18+50&19+50	STH 17	I & II	R11-2	1	185	-	-	-	-	18	3,330	19	3,515	-	-	-	-	ROAD CLOSED
116"OE"+00	OLD 8	I & II	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
124"OE"+00	OLD 8	I & II	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
20+00	STH 17	I & II	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
34"C"+00	CTH C-LINCOLN STREET	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
47"C"+00	CTH C	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
-	CTH C-LINCOLN STREET	I & II	-	-	-	40	7,400	40	7,400	-	-	-	-	4,000	1,000	-	1,000	-
77+00	STH 17	I & II	R11-2	1	185	-	-	-	-	15	2,775	16	2,960	-	-	-	-	ROAD CLOSED
79+50	STH 17	I	R11-2	1	185	-	-	-	-	15	2,775	16	2,960	-	-	-	-	ROAD CLOSED
26"OH"+50	OHLSON LANE	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
32"OH"+50	OHLSON LANE	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
46"E"+00	EISENHOWER	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
54"NS"+00	NORTH SHORE DRIVE	I & II	R11-4	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED TO THRU TRAFFIC
92+00	STH 17	I & II	R11-2	1	185	-	-	-	-	11	2,035	12	2,220	-	-	-	-	ROAD CLOSED
93+50	STH 17	I & II	R11-2	1	185	-	-	-	-	11	2,035	12	2,220	-	-	-	-	ROAD CLOSED
121+00	STH 17	I & II	R11-2	1	185	-	-	-	-	15	2,775	16	2,960	-		-		ROAD CLOSED
123+00	STH 17	I & II	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
48"CC"+00	CTH CC	I & II	R11-2	1	185	-	-	-	-	3	555	4	740	-	-	-	-	ROAD CLOSED
-	DRISCOLL RD , BEFORE CURVE	I & II	W20-3	I & II	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD CLOSED AHEAD
-	OHLSON LN , W. OF VANNOCKER	I & II	W20-3	I & II	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD CLOSED AHEAD
-	JCT. CTH C & CTH CC	I	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
-	CTH C-CTH CC	I & II	-	-	-	80	14,800	80	14,800	-	-	-	-	2,000	4,800	-	4,800	-
79"C"+00	CTH C	I	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
163+25	STH 17	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
175+00	STH 17	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
186+50	STH 17	I & II	W01-6	1	185	-	-	-	-	1	185	2	370	-	-	-	-	ARROW
75"ST"+00	STEVENS STREET	I & II	R11-2	1	185	-	-	-	-	5	925	6	1,110	-	-	-	-	ROAD CLOSED
61"ST"+50	STEVENS STREET	I & II	W01-6	1	185	-	-	-	-	1	185	2	370	-	-	-	-	ARROW
67"ST"+00	STEVENS STREET	II	R11-2	1	185	-	-	-	-	7	1,295	8	1,480	-	-	-	-	ROAD CLOSED
-	STEVENS STREET-STH 17	I & II	-	-	-	40	7,400	40	7,400	-	-	-	-	7,600	2,400	-	2,400	-
-	CHIPPEWA DRIVE	I	-	1	185	150	27,750	150	27,750	-	-	-	-	10,600	8,600	-	8,600	-
-	GERMOND ROAD & OLD 8	III	R11-4	1	185	-	-	-	-	2	370	4	740			-		ROAD CLOSED TO THRU TRAFFIC
-	N S DR., W. OF FAUST LAKE DR.	I & II	W20-3	I & II	185	-	-	-	-	-	-	-	-	-	-	-	-	ROAD CLOSED AHEAD
			TOTAL		21,460		68,450		68,450		39,775		46,435	29,200	21,800	17	21,800	

NOTE: THE PLACEMENT & SIGNS & BARRICADES AS SHOWN ARE APPROXIMATE, THE EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER IN THE FIELD

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS

STATION	LOCATION	64329 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	64333 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERBASES EACH
UNDISTRIBUTED	PROJECT	400	400

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKERS ARE TO BE USED IN LIEU OF OR IN CONJUNCTION WITH DRUMS

ADJUSTING MANHOLE COVERS

STATION	LOCATION	61182 ADJUSTING MANHOLE COVERS EACH
124+85	STH 17, MEDIAN	1
127+52	STH 17, MEDIAN	1
130+52	STH 17, MEDIAN	1
133+55	STH 17, MEDIAN	1
135+40	STH 17, MEDIAN	1
136+50	STH 17, MEDIAN	1
139+52	STH 17, MEDIAN	1
142+50	STH 17, MEDIAN	1
145+52	STH 17, MEDIAN	1
148+52	STH 17, MEDIAN	1
151+52	STH 17, MEDIAN	1
154+50	STH 17, MEDIAN	1
157+50	STH 17, MEDIAN	1
160+80	STH 17, MEDIAN	1
164+35	STH 17, 110 - FT. LT.	1
77"ST"+60	STEVENS STREET , 20 - FT. LT.	1
	TOTAL	16

SAWING PAVEMENT

STATION	TO	STATION	LOCATION	66501 EXISTING L.F.	66502 FULL DEPTH L.F.
	8"G"+00		GERMOND RD	22	-
	23"G"+80		GERMOND RD	22	-
	13"G"+00		GERMOND RD,CUL-DE-SAC	22	-
	8"G"+00		GERMOND RD,PE-RT.	30	
	10"G"+00		GERMOND RD,PE-RT.	16	-
	223+45		USH 8	-	30
	241+50		USH 8	-	30
	223+50		USH 8, LT.	160	-
	224+00		USH 8, RT.	160	-
223+45	-	241+50	USH 8	-	1,805
	113"OE"+00		OLD 8 RD	22	-
	127"OE"+00		OLD 8 RD	22	-
	26"OH"+50		OHLSON RD	22	-
	33"OH"+65		OHLSON RD	22	-
-	-	-	LUMBER LANE	22	-
	34"C"+00		CTH C	67	-
	35"C"+00		CTH C, PE-LT	40	-
	35"C"+60		CTH C, PE-LT	36	-
	36"C"+00		CTH C, PE-RT	25	-
	37"C"+50		CTH C, PE-LT	32	-
	38"C"+00		CTH C, PE-RT	24	-
	47"C"+00		CTH C	31	-
	11"V"+15		VANNOCKER RD	20	-
	46"E"+00		EISENHOWER	100	-
	54"NS"+00		NORTH SHORE	20	-
	48"CC"+00		CTH CC	24	-
	84"CC"+00		CTH CC	24	-
49"CC"+00	-	65"CC"+00	CTH CC	1,600	-
-	-	-	CTH C AT SPRING ROAD	40	-
	67"SH"+50		SHAWANEE LANE	22	-
	75"ST"+00		STEVENS ST	64	-
	175+00		STH 17	64	-
121"NC"+90	-	162"NC"+00	N. CHIPPEWA DR	4,010	-
75"ST"+00	-	78"ST"+00	STEVENS STREET	300	-
170"ST"+00	-	175"ST"+00	STEVENS STREET	500	-
60+10	-	61+80	STH 17, PE-LT	170	-
34"C"+00	-	39"C"+65	CTH C	565	
	102"NC"+00		N. CHIPPEWA DR	23	-
TOTAL				8,343	1,865

SUMMARY OF TRAFFIC SIGNAL ITEMS

FOR LOCATION SEE MISCELLENOUS QUANTITY SHEETS AT INTERSECTIONS	65219 2-INCH L.F.	65221 3-INCH L.F.	65250 LOOP DETECTOR CONDUIT L.F.	65301 12" x 24" EACH	65306 24" x 36" EACH	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH	65425 PEDESTAL BASES EACH	65430 TRANSFORMER BASES, STANDARD 11 1/2-INCH BOLT, CIRCLE EACH	65524 TRAFFIC SIGNAL CABLE 5 CONDUCTOR NO. 14 L.F.	65526 TRAFFIC SIGNAL CABLE 7 CONDUCTOR NO. 14 L.F.	65530 TRAFFIC SIGNAL CABLE 12 CONDUCTOR NO. 14 L.F.	65545 LIGHTING CABLE TYPE UF 2 CONDUCTOR NO. 12 L.F.	65557 ELECTRICAL WIRE TRAFFIC SIGNALS NO. 10 L.F.	65566 ELECTRICAL WIRE LIGHTING, NO. 12 L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.
TOTAL:	10431	4980	5767	57	54	33	22	13	5	32	35	1230	6380	4300	3195	7890	2975	23723

SUMMARY OF TRAFFIC SIGNAL ITEMS

65585 LOOP DETECTOR WIRE L.F.	65615 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	65616 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	65617 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	65618 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	65619 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	65703 TYPE 3 EACH	65704 POLE TYPE4 EACH	65705 TYPE 5 EACH	65732 TRAFFIC SIGNAL ALUMINUM 13 FOOT	65733 TRAFFIC SIGNAL ALUMINUM 15 FOOT	65802 TROMBONE ARMS 15 FOOT EACH	65803 TROMBONE ARMS 20 FOOT EACH	65849 PEDESTRIAN PUSH BUTTONS EACH	65850 MOUNTING HARDWARE L.S.	65851 MOUNTING HARDWARE L.S.	65852 MOUNTING HARDWARE L.S.	65853 MOUNTING HARDWARE L.S.	65854 MOUNTING HARDWARE L.S.	65903 LUMINARES UTILITY 150 WATTS EACH
17372	1	1	1	1	1	19	3	13	14	18	12	7	6	1	1	1	1	1	35

SUMMARY OF TRAFFIC SIGNAL ITEMS

65936 LUMINARE ARMS, TRUSS TYPE $4^1/_2$-INCH CLAMP, 12 FOOT EACH	90005E TRAFFIC SIGNAL FACES,3-12 INCH VERTICAL WITH LED MODULES EACH	90005F TRAFFIC SIGNAL FACES,3-12 INCH HORIZONTAL WITH LED MODULES EACH	90005G TRAFFIC SIGNAL FACES,5-12 INCH VERTICAL WITH LED MODULES EACH	90005H TRAFFIC SIGNAL FACES,4-12 INCH VERTICAL WITH LED MODULES EACH	90005I PEDESTRIAN SIGNAL FACES,-12 INCH WITH LED MODULES EACH	BACKPLATES * EACH
35	24	19	30	4	6	77

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

NONMETALLIC CONDUIT, SCHEDULE 40
STH 17 - USH 8

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
CB1	PB1	2@15	2 @ 15
PB1	PB3	-	2 @ 45
PB3	PB4	-	2 @ 56
PB4	PB5	-	2 @ 55
PB5	PB8	-	2 @ 48
PB8	PB9	-	2 @ 37
PB9	PB10	-	2 @ 50
PB10	PB11	-	2 @ 41
PB11	PB12	-	2 @ 55
PB12	PB3	-	2 @ 68
PB1	PB2	308	-
PB3	SB1	12	-
PB4	SB2	5	-
PB5	SB3	12	-
PB6	PB7	180	-
PB8	SB4	10	-
PB5	PB6	128	-
PB9	SB5	12	-
PB10	SB6	12	-
PB11	SB7	12	-
PB12	SB8	12	-
PB3	SB9	12	-
PB12	PB13	120	-
PB13	PB14	140	-
PB14	PB15	40	-
PB1	LB1	15	
PB4	LB2	40	
TOTALS		1100	940

ELECTRIC SERVICE, METER BREAKER PEDESTAL

STATION	LOCATION	65615 L.S.
231+75, 75' LT	USH 8	1

TRAFFIC SIGNAL MOUNTING HARWARE

LOCATION	65850 L.S.
STH 17 - USH 8	1

TRAFFIC SIGNALS - STH 17 - USH 8

JUNCTION NO.	65425 PEDESTAL BASES EACH	65430 TRANSFORMER BASES, STANDARD 111/2-INCH BOLT, CIRCLE EACH	65703 POLE TYPE 3 EACH	65704 POLE TYPE4 EACH	65705 POLE TYPE 5 EACH	65732 TRAFFIC SIGNAL STANDARDS, ALUMINUM 13 FOOT EACH	65733 TRAFFIC SIGNAL STANDARDS, ALUMINUM 15 FOOT EACH	65802 TROMBONE ARMS 15 FOOT EACH	65803 TROMBONE ARMS 20 FOOT EACH	65936 LUMINAIRE ARMS, TRUSS TYPE 4 1/2-INCH CLAMP, 12 FOOT EACH	65903 LUMINAIRES UTILITY 150 WATTS EACH
SB1	1	-	-	-	-	1	-	-	-	-	-
SB2	-	1	1	-	-	-	-	1	-	1	1
SB3	1	-	-	-	-	-	1	-	-	-	-
SB4	-	1	1	-	-	-	-	-	1	1	1
SB5	1	-	-	-	-	1	-	-	-	-	-
SB6	-	1	1	-	-	-	-	1	-	1	1
SB7	-	1	-	1	-	-	-	-	-	1	1
SB8	1	-	-	-	-	-	1	-	-	-	-
SB9	-	1	1	-	-	-	-	1	-	1	1
LB1	-	1	-	-	1	-	-	-	-	1	1
LB2	-	1	-	-	1	-	-	-	-	1	1
TOTALS	4	7	4	1	2	2	2	3	1	7	7

TRAFFIC SIGNAL FACES - STH 17 - USH 8

HEAD NO.	90005E VERTICAL 3-12, LED EACH	90005G VERTICAL 5-12, LED EACH	90005F HORIZONTAL 3-12, LED EACH	*BACKPLATES EACH
1	1	-	-	1
2	1	-	-	1
3	-	-	1	1
4	1	-	-	1
5	-	1	-	1
6	-	1	-	1
7	-	-	1	1
8	1	-	-	1
9	1	-	-	1
10	-	-	1	1
11	1	-	-	1
12	-	1	-	1
13	-	1	-	1
14	-	-	1	1
TOTALS	6	4	4	14

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

CONCRETE BASES STH 17 - USH 8

JUNCTION NO.	STATION	OFFSET	LOCATION	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH
SB1	232+15	39 LT	USH 8	1	-	-	-
SB2	232+67	30 LT	USH 8	-	1	-	-
SB3	232+98	8 RT	USH 8	1	-	-	-
SB4	232+91	45 RT	USH 8	-	1	-	-
SB5	232+63	55 RT	USH 8	1	-		
SB6	232+11	76 RT	USH 8	-	1	-	-
SB7	231+66	43 RT	USH 8	-	1	-	-
SB8	231+58	3 LT	USH 8	1	-	-	-
SB9	232+03	27 LT	USH 8	-	1	-	-
CB1	231+75	75 LT	USH 8	-	-	-	1
LB1	231+80	57' LT	USH 8	-	-	1	-
LB2	232+92	56' LT	USH 8	-	-	1	-
TOTALS				4	5	2	1

PULL BOXES - STH 17 - USH 8

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	231+83	69 LT	USH 8	-	1
PB2	7+15	29 LT	STH 17	1	-
PB3	232+09	33 LT	USH 8	-	1
PB4	232+64	27 LT	USH 8	-	1
PB5	233+08	8 RT	USH 8	-	1
PB6	234+37	7 RT	USH 8	1	-
PB7	236+17	2 RT	USH 8	1	-
PB8	232+82	45 RT	USH 8	-	1
PB9	232+55	71 RT	USH 8	-	1
PB10	232+06	67 RT	USH 8	-	1
PB11	231+77	45 RT	USH 8	-	1
PB12	231+48	3 LT	USH 8	-	1
PB13	231+29	3 LT	USH 8	1	-
PB14	228+82	3 LT	USH 8	1	-
PB15	228+41	2 RT	USH 8	1	-
PB16	17"G"+20	20 RT	GERMOND RD	1	-
TOTALS				7	9

LOOP DETECTOR INSTALLATION - STH 17 - USH 8

STATION OFFSET	LOCATION	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
228+88, 7 RT	USH 8	11	6' x 6'	32	134	385	5
231+42, 7 RT	USH 8	12	6' X 20'	62	176	125	3
231+73, 7 RT	USH 8	13	6' X 20'	62	176	125	3
236+17, 13 LT	USH 8	21	6' x 6'	32	134	480	5
234+37, 13 LT	USH 8	22	6' x 6'	36	122	300	4
7+13, 6 RT	STH 17	41	6' x 6'	50	167	305	4
232+30, 50 LT	USH 8	42	6' x 20'	88	228	55	3
232+30, 20 LT	USH 8	43	6' X 20'	68	188	55	3
233+14, 2 LT	USH 8	51	6' X 20'	60	172	170	3
232+84, 2 LT	USH 8	52	6' X 20'	60	172	170	3
228+40, 18 RT	USH 8	61	6' x 6'	32	112	425	5
231+28, 18 RT	USH 8	62	6' x 6'	38	148	245	4
17"G"+20, 5 RT	GERMOND RD	81	6' x 6'	36	144	495	5
19"G"+32, 6 RT	GERMOND RD	82	6' X 20'	62	176	270	3
232+42, 47 RT	USH 8	83	6' X 20'	62	176	270	3
TOTALS				780	2425	3875	

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	HEAD NO.	65524 5 CONDUCTOR L.F.	65526 7 CONDUCTOR L.F.	65530 12 CONDUCTOR L.F.
CB1	SB1	1,2	-	-	85
CB1	SB2	3,4	-	-	142
CB1	SB3	5,6	-	-	210
CB1	SB4	7	-	262	-
CB1	SB5	8,9	-	-	310
CB1	SB6	10	-	228	-
CB1	SB7	11	-	187	-
CB1	SB8	12,13	-	-	128
CB1	SB9	14	-	83	
BASE	HEADS	-	300	70	
TOTALS			300	830	875

ELECTRIC WIRE #10

FROM	TO	65557 EQUIPMENT GROUNDING CONDUCTOR L.F.	65557 GROUNDED CONDUCTOR L.F.
CB1	SB1	65	65
SB1	SB2	75	75
SB2	SB3	70	70
SB3	SB4	65	65
SB4	SB5	65	65
SB5	SB6	75	75
SB6	SB7	65	65
SB7	SB8	80	80
SB8	SB9	85	85
SB9	CB1	65	65
SB1	PB3	10	-
SB2	PB4	5	-
SB3	PB5	12	-
SB4	PB8	10	-
SB5	PB9	17	-
SB6	PB10	12	-
SB7	PB11	12	-
SB8	PB12	12	-
SUBTOTALS		800	710
TOTAL		1510	

TRAFFIC SIGNAL CABLE, UNGROUNDED CONDUCTORS NO. 14 IMSA-20-1

BASES ORIGIN	BASES END	HEADS JUMPER	CABLE	HEAD NO.	PHASE	GREEN	YELLOW	RED	<GREEN>	<YELLOW>	WALK	DON'T WALK	PED. BUTTON
CB	SB1		12/C	1	4	GREEN	YELLOW	RED					
				2	8	GR/BLK	YEL/BLK	RED/BLK					
CB	SB2		12/C	3	8	GR/BLK	YEL/BLK	RED/BLK					
				4	2	GREEN	YELLOW	RED					
CB	SB3		12/C	5	2	GREEN	YELLOW	RED	BLU	BLK			
				6	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB4		7/C	7	6	GREEN	YELLOW	RED					
CB	SB5		12/C	8	4	GREEN	YELLOW	RED					
				9	8	GR/BLK	YEL/BLK	RED/BLK					
CB	SB6		7/C	10	4	GREEN	YELLOW	RED					
CB	SB7		7/C	11	6	GREEN	YELLOW	RED					
CB	SB8		12/C	12	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
				13	2	GREEN	YELLOW	RED	BLU	BLK			
CB	SB9		7/C	14	2	GREEN	YELLOW	RED					

Grounded conductor (white) & Grounding conductor (green)

CB	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB

Grounding conductor (green) from pull-box to nearest signal base.

PB3	SB1
PB4	SB2
PB5	SB4
PB8	SB4
PB9	SB5
PB10	SB6
PB11	SB7
PB12	SB8
CB	PB1

Lighting Origin	Lighting End
CB	LB1
CB	SB9
SB9	SB2
SB2	LB2
CB	SB7
SB7	SB6
SB6	SB4

LIGHTING CABLE TYPE UF 2 CONDUCTOR, NO. 12 GROUNDED

FROM	TO	65545 LIGHTING CABLE TYPE UF L.F.
CB1	LB1	25
CB1	SB9	70
SB9	SB2	70
SB2	LB2	45
CB1	SB7	200
SB7	SB6	60
SB6	SB4	110
TOTALS		580

ELECTRIC WIRE, LIGHTING, NO. 12

LOCATION	65566 ELECTRIC WIRE LIGHTING, NO. 12 L.F.
SB2	85
SB4	85
SB6	85
SB7	85
SB9	85
LB1	85
LB2	85
TOTALS	595

NONMETALLIC CONDUIT, SCHEDULE 40
STH 17 - CTH C

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
CB1	PB5	2@10	2 @ 30
PB5	PB4	-	2 @ 25
PB4	PB8	-	2 @ 37
PB8	PB10	-	2 @ 48
PB10	PB11	-	2 @ 36
PB11	PB12	-	2 @ 45
PB12	PB14	-	2 @ 40
PB14	PB15	-	2 @ 37
PB15	PB19	-	2 @ 53
PB19	PB2	-	2 @ 40
PB2	PB4	-	2 @ 25
PB19	PB1	30	
PB1	SB1	22	-
PB1	PB20	220	-
PB2	SB2	10	-
PB2	PB3	150	-
PB5	PB6	-	-
PB6	PB7	-	-
PB4	SB3	8	-
PB4	SB4	10	-
PB8	PB9	100	-
PB8	SB5	10	-
PB10	SB6	8	-
PB11	SB7	18	-
PB12	SB8	10	-
PB12	PB13	210	-
PB14	SB9	8	-
PB14	SB10	10	-
PB15	PB16	85	-
PB16	PB17	115	-
PB17	PB18	230	-
PB15	SB11	10	-
PB19	SB12	10	-
PB5	LB1	10	
PB1	LB2	10	
PB14	LB3	36	-
TOTALS		1350	832

TRAFFIC SIGNAL MOUNTING HARWARE

LOCATION	65851 L.S.
STH 17 - CTH C	1

TRAFFIC SIGNALS - STH 17 - CTH 'C'

JUNCTION NO.	65425 PEDESTAL BASES EACH	65430 TRANSFORMER ASES, STANDAF 11½-INCH BOLT CIRCLE EACH	65703 POLE TYPE 3 EACH	65705 POLE TYPE 5 EACH	65732 TRAFFIC SIGNAL STANDARDS ALUMINUM 13 FOOT EACH	65733 15 FOOT EACH	65802 TROMBONE ARMS 15 FOOT EACH	65936 LUMINARE ARMS, TRUSS TYPE 41/2-INCH CLAMP, 12 FOOT EACH	65903 LUMINARES UTILITY 150 WATTS EACH
SB1	1	-	-	-	1	-	-	-	-
SB2	1	-	-	-	-	1	-	-	-
SB3	-	1	1	-	-	-	1	1	1
SB4	1	-	-	-	1	-	-	-	-
SB5	1	-	-	-	-	1	-	-	-
SB6	-	1	1	-	-	-	1	1	1
SB7	1	-	-	-	1	-	-	-	-
SB8	1	-	-	-	-	1	-	-	-
SB9	-	1	1	-	-	-	1	1	1
SB10	1	-	-	-	1	-	-	-	-
SB11	1	-	-	-	-	1	-	-	-
SB12	-	1	1	-	-	-	1	1	1
LB1	-	1	-	1	-	-	-	1	1
LB2	-	1	-	1	-	-	-	1	1
LB3	-	1	-	1	-	-	-	1	1
TOTALS	8	7	4	3	4	4	4	7	7

ELECTRIC WIRE, LIGHTING, NO. 12

LOCATION	65566 ELECTRIC WIRE LIGHTING, NO. 12 L.F.
SB3	85
SB6	85
SB9	85
SB12	85
LB1	85
LB2	85
LB3	85
TOTALS	595

TRAFFIC SIGNAL FACES - STH 17 - CTH C

HEAD NO.	90005E VERTICAL 3-12, LED EACH	90005G VERTICAL 5-12, LED EACH	90005F HORIZONTAL 3-12, LED EACH	*BACKPLATES EACH
1	1	-	-	1
2	-	1	-	1
3	-	1	-	1
4	-	-	1	1
5	1	-	-	1
6	-	1	-	1
7	-	1	-	1
8	-	-	1	1
9	1	-	-	1
10	-	1	-	1
11	-	1	-	1
12	-	-	1	1
13	1	-	-	1
14	-	1	-	1
15	-	1	-	1
16	-	-	1	1
TOTALS	4	8	4	16

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

TRAFFIC SIGNAL CABLE, UNGROUNDE
NO. 14 IMSA-20-1

BASES ORIGIN	BASES END	HEADS JUMPER	CABLE	HEAD NO.	PHASE	GREEN	YELLOW	RED	<GREEN>	<YELLOW>	WALK	DON'T WALK PED. BUTTON
CB	SB1		7/C	1	4	GREEN	YELLOW	RED				
CB	SB2		12/C	2	4	GREEN	YELLOW	RED	BLU	BLK		
				3	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT		
CB	SB3		7/C	4	8	GREEN	YELLOW	RED				
CB	SB4		7/C	5	2	GREEN	YELLOW	RED				
CB	SB5		12/C	6	2	GREEN	YELLOW	RED	BLU	BLK		
				7	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT		
CB	SB6		7/C	8	6	GREEN	YELLOW	RED				
CB	SB7		7/C	9	8	GREEN	YELLOW	RED				
CB	SB8		12/C	10	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT		
				11	4	GREEN	YELLOW	RED	BLU	BLK		
CB	SB9		7/C	12	4	GREEN	YELLOW	RED				
CB	SB10		7/C	13	6	GREEN	YELLOW	RED				
CB	SB11		12/C	14	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT		
				15	2	GREEN	YELLOW	RED	BLU	BLK		
CB	SB12		7/C	16	2	GREEN	YELLOW	RED				

Grounded conductor (white) & Grounding conductor (green)

CB	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB1
SB1	SB2
SB2	SB3
SB3	CB

Grounding conductor (green) from pull-box to nearest signal base.

PB1	SB1
PB2	SB2
PB4	SB4
PB8	SB5
PB10	SB6
PB11	SB7
PB12	SB8
PB14	SB10
PB15	SB11
PB19	SB12

Lighting Origin	Lighting End
CB	LB1
CB	SB3
SB3	SB6
CB	SB12
SB12	LB2
SB12	SB9
SB9	LB3

LOOP DETECTOR INSTALLATION - STH 17 - CTH C

INTERSECTION	STATION OFFSET	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
STH 17	75+71, 5 LT	11	6' x 6'	30	132	443	5
STH 17	77+26, 5 LT	12	6' x 20'	64	180	255	3
STH 17	77+56, 5 LT	13	6' x 20'	58	168	255	3
STH 17	81+15, 12 LT	21	6' x 18'	66	180	230	3
STH 17	79+75, 12 LT	22	6' x 18'	66	180	85	3
CTH C	41"C"+12, 4 LT	31	6' x 20'	62	176	270	3
CTH C	40"C"+82, 4 LT	32	6' x 20'	62	176	270	3
CTH C	37"C"+33, 20 RT	41	6' x 18'	58	260	375	5
CTH C	39"C"+42, 14 RT	42	6' x 20'	84	220	155	3
CTH C	39"C"+42, 26 RT	43	6' x 20'	84	220	155	3
CTH C	39"C"+72, 14 RT	44	6' x 20'	72	196	155	3
CTH C	39"C"+72, 26 RT	45	6' x 20'	72	196	155	3
STH 17	79+93, 5 RT	51	6' x 6'	30	108	210	4
STH 17	78+08, 5 RT	52	6' x 20'	62	176	110	3
STH 17	78+78, 5 RT	53	6' x 20'	58	168	110	3
STH 17	75+08, 12 RT	61	6' x 18'	54	204	485	4
STH 17	76+59, 12 RT	62	6' x 18'	63	174	340	3
CTH C	37"C"+95, 3 RT	71	6' x 6'	30	108	250	4
CTH C	39"C"+37, 5 RT	72	6' x 20'	62	176	100	3
CTH C	39"C"+67, 5 RT	73	6' x 20'	58	168	100	3
CTH C	43"C"+21, 12 LT	81	6' x 6'	32	160	480	6
CTH C	41"C"+05,14 LT	82	6' x 20'	72	196	225	3
CTH C	41"C"+05, 26 LT	83	6' x 20'	62	176	225	3
CTH C	40"C"+75, 14 RT	84	6' x 20'	72	196	225	3
CTH C	40"C"+75, 26 RT	85	6' x 20'	62	176	225	3
TOTALS				1495	4470	5888	

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	HEAD NO.	65524 5 CONDUCTOR L.F.	65526 7 CONDUCTOR L.F.	65530 12 CONDUCTOR L.F.
CB1	SB1	1	-	205	-
CB1	SB2	2,3	-	-	130
CB1	SB3	4	-	80	-
CB1	SB4	5	-	85	-
CB1	SB5	6,7	-	-	130
CB1	SB6	8	-	200	-
CB1	SB7	9	-	265	-
CB1	SB8	10,11	-	-	310
CB1	SB9	12	-	350	
CB1	SB10	13		350	
CB1	SB11	14,15	-	-	275
CB1	SB12	16	-	175	
BASE	HEADS	-	260	140	
TOTALS			260	1850	845

ELECTRIC WIRE #10

FROM	TO	65557 EQUIPMENT GROUNDING CONDUCTOR L.F.	65557 GROUNDED CONDUCTOR L.F.
CB1	SB4	70	70
SB4	SB5	75	75
SB5	SB6	70	70
SB6	SB7	90	90
SB7	SB8	65	65
SB8	SB9	65	65
SB9	SB10	15	15
SB10	SB11	65	65
SB11	SB12	85	85
SB12	SB1	20	20
SB1	SB2	80	80
SB2	SB3	60	60
SB3	CB	65	65
PB1	SB1	12	-
PB2	SB2	10	-
PB4	SB4	10	-
PB8	SB5	10	-
PB10	SB6	10	-
PB11	SB7	12	-
PB12	SB8	10	-
PB14	SB10	8	-
PB15	SB11	6	-
PB19	SB12	12	-
SUBTOTALS		925	825
TOTAL		1750	

ELECTRIC SERVICE, METER BREAKER PEDESTAL

STATION	LOCATION	65616 L.S.
79+25, 72' RT	STH 17	1

LIGHTING CABLE TYPE UF 2 CONDUCTOR, NO. 12 GROUNDED

FROM	TO	65545 LIGHTING CABLE TYPE UF L.F.
CB1	LB1	25
CB1	SB3	70
SB3	SB6	185
CB1	SB12	210
SB12	LB2	45
SB12	SB9	135
SB9	LB3	55
TOTALS		725

PULL BOXES - STH 17 - CTH C

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	77+50	64 LT	STH 17	-	1
PB2	39"C"+46	5 LT	CTH C	-	1
PB3	37"C"+95	5 LT	CTH C	1	-
PB4	39"C"+59	45 LT	CTH C	-	1
PB5	79+18	68 LT	STH 17	-	1
PB6	79+93	39 LT	STH 17	1	-
PB7	81+20	39 LT	STH 17	1	-
PB8	78+99	3 LT	STH 17	-	1
PB9	80+00	3 LT	STH 17	1	-
PB10	78+63	32 RT	STH 17	-	1
PB11	41"C"+00	40 LT	CTH C	-	1
PB12	41"C"+09	5 RT	CTH C	-	1
PB13	43"C"+21	3 LT	CTH C	1	-
PB14	77+58	33 RT	STH 17	-	1
PB15	77+26	3 RT	STH 17	-	1
PB16	76+43	3 RT	STH 17	1	-
PB17	75+65	3 RT	STH 17	1	-
PB18	75+02	11 RT	STH 17	1	-
PB19	39"C"+94	42 RT	CTH C	-	1
PB20	37"C"+27	38 RT	CTH C	1	-
TOTALS				9	11

CONCRETE BASES STH 17 - CTH C

JUNCTION NO.	STATION	OFFSET	LOCATION	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH
SB1	40"C"+88	38 RT	CTH C	1	-	-	-
SB2	39"C"+53	5 LT	CTH C	1	-	-	-
SB3	39"C"+64	42 LT	CTH C	-	1	-	-
SB4	39"C"+66	48 LT	CTH C	1	-	-	-
SB5	78+89	3 LT	STH 17	1	-	-	-
SB6	78+69	32 RT	STH 17	-	1	-	-
SB7	40"C"+83	40 LT	CTH C	1	-	-	-
SB8	41"C"+01	5 RT	CTH C	1	-	-	-
SB9	77+58	38 RT	STH 17	-	1	-	-
SB10	77+52	33 RT	STH 17	1	-	-	-
SB11	77+23	3 RT	STH 17	1	-	-	-
SB12	40"C"+00	43 RT	CTH C	-	1	-	-
LB1	79+12	58 LT	STH 17	-	-	1	-
LB2	77+47	60 LT	STH 17	-	-	1	-
LB3	77+28	67 LT	STH 17	-	-	1	-
CB1	79+25	72 LT	STH 17	-	-	-	1
TOTALS				8	4	3	1

NONMETALLIC CONDUIT, SCHEDULE 40
STH 17 - NORTH SHORE

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
CB1	PB1	2@10	2 @ 10
PB1	PB2	-	2 @ 16
PB2	PB4	-	2 @ 48
PB4	PB5	-	2 @ 50
PB5	PB8	-	2 @ 60
PB8	PB10	-	2 @ 55
PB10	PB13	-	2 @ 56
PB13	PB15	-	2 @ 50
PB15	PB16	-	2 @ 54
PB16	PB119	-	2 @ 47
PB19	PB1	-	2 @ 30
PB2	SB1	16	-
PB2	PB3	160	-
PB4	SB2	10	-
PB5	SB11	36	-
PB5	SB3	10	-
PB5	PB5A	35	
PB5A	PB6	100	-
PB6	PB7	145	
PB8	SB4	15	-
PB8	PB9	125	-
PB10	SB5	8	-
PB10	SB5A	10	
PB10	PB11	-	37
PB11	PB12	245	-
PB13	SB6	10	-
PB13	PB14	100	-
PB15	SB7	10	-
PB15	SB8	10	-
PB16	SB9	10	-
PB16	PB17	85	-
PB17	PB18	145	-
PB 19	SB10	10	
CB1(N. SHR)	PB7(CTH C)	1550	
TOTALS		2865	1026

TRAFFIC SIGNALS - STH 17 - NORTH SHORE

JUNCTION NO.	65425 PEDESTAL BASES EACH	65430 TRANSFORMER BASES, STANDARD 11 1/2-INCH BOLT, CIRCLE EACH	65703 POLE TYPE 3 EACH	65705 POLE TYPE 5 EACH	65732 TRAFFIC SIGNAL STANDARDS, ALUMINUM 13 FOOT EACH	65733 15 FOOT EACH	65802 TROMBONE ARMS 15 FOOT EACH	65803 20 FOOT EACH	65936 LUMINARE ARMS, TRUSS TYPE 4 1/2-INCH CLAMP, 12 FOOT EACH	65849 PEDESTRIAN PUSH BUTTONS EACH	65903 LUMINARES UTILITY 150 WATTS EACH
SB1	1	-	-	-	1	-	-	-	-	-	-
SB2	1	-	-	-	-	1	-	-	-	-	-
SB3	-	1	1	-	-	-	-	1	1	1	1
SB4	1	-	-	-	-	1	-	-	-	-	-
SB5	-	1	1	-	-	-	1	-	1	-	1
SB5A	1	-	-	-	1	-	-	-	-	-	-
SB6	1	-	-	-	-	1	-	-	-	-	-
SB7	-	1	1	-	-	-	1	-	1	-	1
SB8	1	-	-	-	1	-	-	-	-	-	-
SB9	1	-	-	-	-	-	-	-	-	-	-
SB10	-	1	1	-	-	1	-	1	1	1	1
SB11	1	-	-	-	1	-	-	-	-	-	-
LB1	-	1	-	1	-	-	-	-	1	-	1
LB2	-	1	-	1	-	-	-	-	1	-	1
LB3	-	1	-	1	-	-	-	-	1	-	1
TOTALS	8	7	4	3	4	4	2	2	7	2	7

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	65853 L.S.
STH 17 - NORTH SHORE	1

CONCRETE BASES STH 17 - NORTH SHORE

JUNCTION NO.	STATION	OFFSET	LOCATION	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH
SB1	48"NS"+64	41 RT	NORTH SHORE	1	-	-	-
SB2	48"NS"+71	7 LT	NORTH SHORE	1	-	-	-
SB3	49"NS"+06	32 LT	NORTH SHORE	-	1	-	-
SB4	93+42	3 LT	STH 17	1	-	-	-
SB5	50"NS"+39	30 LT	NORTH SHORE	-	1	-	-
SB5A	50"NS"+36	34 LT	NORTH SHORE	1	-	-	-
SB6	50"NS"+62	3 RT	NORTH SHORE	1	-	-	-
SB7	50"NS"+49	37 RT	NORTH SHORE	-	1	-	-
SB8	50"NS"+45	44 RT	NORTH SHORE	1	-	-	-
SB9	92+08	13 LT	STH 17	1	-	-	-
SB10	92+01	43 LT	STH 17	-	1	-	-
SB11	49"NS"+11	38 LT	NORTH SHORE	1	-	-	-
LB1	48"NS"+73	57 LT	NORTH SHORE	-	-	1	-
LB2	50"NS"+64	58 LT	NORTH SHORE	-	-	1	-
LB3	50"NS"+74	65 RT	NORTH SHORE	-	-	1	-
CB1	48"NS"+72	57.5 LT	NORTH SHORE	-	-	-	1
TOTALS				8	4	3	1

PULL BOXES - STH 17 - NORTH SHORE

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	48"NS"+77	49 RT	NORTH SHORE	-	1
PB2	48"NS"+60	39 RT	NORTH SHORE	-	1
PB3	47"NS"+58	31 RT	NORTH SHORE	1	-
PB4	48"NS"+66	7 LT	NORTH SHORE	-	1
PB5	49"NS"+06	39 LT	NORTH SHORE	-	1
PB5A	48"NS"+82	62 LT	NORTH SHORE	-	1
PB6	94+26	39 LT	STH 17	1	-
PB7	94+72	31 LT	STH 17	1	-
PB8	93+50	3 LT	STH 17	-	1
PB9	94+72	3 LT	STH 17	1	-
PB10	50"NS"+39	34 LT	NORTH SHORE	-	1
PB11	50"NS"+68	54 LT	NORTH SHORE	-	1
PB12	53"NS"+07	28 LT	NORTH SHORE	1	-
PB13	50"NS"+67	3 RT	NORTH SHORE	-	1
PB14	51"NS"+82	3 RT	NORTH SHORE	1	-
PB15	50"NS"+46	38 RT	NORTH SHORE	-	1
PB16	92+14	13 LT	STH 17	-	1
PB17	91+33	13 LT	STH 17	1	-
PB18	90+79	5 LT	STH 17	1	-
PB19	92+09	43 LT	STH 17	-	1
PB	90+00	38 LT	STH 17	1	-
PB	88+00	38 LT	STH 17	1	-
PB	86+00	38 LT	STH 17	1	-
PB	84+00	38 LT	STH 17	1	-
TOTALS				12	12

ELECTRIC SERVICE, METER BREAKER PEDESTAL

STATION	LOCATION	65617 L.S.
48"NS"+72, 57.5 LT	NORTH SHORE DRIVE	1

LOOP DETECTOR INSTALLATION - STH 17 - NORTH SHORE

INTERSECTION	STATION OFFSET	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
STH 17	91+30, 5 LT	11	6' x 6'	36	96	165	3
STH 17	92+00, 5 LT	12	6' x 20'	67	186	85	3
STH 17	92+30, 5 LT	13	6' x 20'	58	168	85	3
STH 17	94+72, 6 LT	21	6' x 6'	38	130	365	5
STH 17	94+72, 18 LT	21A	6' x 6'	48	149	365	5
STH 17	94+21, 12 LT	22	6' x 18'	66	179	225	3
NORTH SHORE	51"NS"+76, 5 LT	31	6' x 6'	30	108	285	4
NORTH SHORE	50"NS"+74, 5 LT	32	6' x 20'	62	176	185	3
NORTH SHORE	50"NS"+44, 5 LT	33	6' x 20'	62	176	185	3
NORTH SHORE	47"NS"+58, 11 RT	41	6' x 6'	36	96	175	3
NORTH SHORE	48"NS"+61, 13 RT	42	6' x 20'	67	186	70	3
NORTH SHORE	48"NS"+91, 13 RT	43	6' x 20'	67	186	70	3
STH 17	94+72, 5 RT	51	6' x 6'	30	108	320	4
STH 17	93+54, 5 RT	52	6' x 20'	58	168	200	3
STH 17	93+24, 5 RT	53	6' x 20'	58	168	200	3
STH 17	90+79, 6 RT	61	6' x 6'	38	130	310	4
STH 17	90+79, 18 RT	61A	6' x 6'	48	149	310	4
STH 17	91+33, 12 RT	62	6' x 18'	54	176	165	3
NORTH SHORE	47"NS"+58, 1 RT	71	6' x 6'	64	124	175	3
NORTH SHORE	48"NS"+61, 1 RT	72	6' x 20'	50	176	70	3
NORTH SHORE	48"NS"+91, 1 RT	73	6' x 20'	62	176	70	3
NORTH SHORE	53"NS"+07, 12 LT	81	6' x 6'	62	168	525	6
NORTH SHORE	50"NS"+74, 17 LT	82	6' x 20'	36	188	185	3
NORTH SHORE	50"NS"+44, 17 LT	83	6' x 20'	68	188	185	3
TOTALS				1265	3755	4975	

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	HEAD NO.	65524 5 CONDUCTOR L.F.	65526 7 CONDUCTOR L.F.	65530 12 CONDUCTOR L.F.
CB1	SB1	1	-	35	-
CB1	SB2	2,3	-	-	85
CB1	SB3	4,18P	-	155	-
CB1	SB11	5	-	150	-
CB1	SB4	6,7	-	-	225
CB1	SB5	8	-	290	-
CB1	SB5A	9	-	290	-
CB1	SB6	10,11	-	-	220
CB1	SB7	12	-	170	-
CB1	SB8	13	-	170	-
CB1	SB9	14,15		-	120
CB1	SB10	16,17P	-	40	-
BASE	HEADS	-	260	140	
TOTALS			260	1440	650

ELECTRIC WIRE #10

FROM	TO	65557 EQUIPMENT GROUNDING CONDUCTOR L.F.	65557 GROUNDED CONDUCTOR L.F.
CB1	SB1	40	40
SB1	SB2	65	65
SB2	SB3	70	70
SB3	SB11	15	15
SB11	SB4	80	80
SB4	SB5	70	70
SB5	SB5A	10	10
SB5A	SB6	60	60
SB6	SB7	60	60
SB7	SB8	15	15
SB8	SB9	70	70
SB9	SB10	70	70
SB10	CB	45	45
PB1	CB	10	-
PB2	SB1	10	-
PB4	SB2	10	-
PB5	SB3	10	-
PB5A	SB11	40	-
PB8	SB4	10	-
PB10	SB5A	10	-
PB13	SB6	10	-
PB15	SB8	10	-
PB16	SB9	10	-
PB19	SB10	10	-
SUBTOTALS		810	670
TOTAL		1480	

LIGHTING CABLE TYPE UF 2 CONDUCTOR, NO. 12 GROUNDED

FROM	TO	65545 LIGHTING CABLE TYPE UF L.F.
CB1	SB3	165
SB3	LB1	50
CB1	SB10	45
SB10	SB7	130
SB7	LB3	45
SB7	SB5	100
SB5	LB2	50
TOTALS		585

ELECTRIC WIRE, LIGHTING, NO. 12

LOCATION	65566 ELECTRIC WIRE LIGHTING, NO. 12 L.F.
SB3	85
SB5	85
SB7	85
SB10	85
LB1	85
LB2	85
LB3	85
TOTALS	595

TRAFFIC SIGNAL CABLE, UNGROUNDED CONDUCTORS
NO. 14 IMSA-20-1

BASES ORIGIN	BASES END	HEADS JUMPER	CABLE	HEAD NO.	PHASE	GREEN	YELLOW	RED	<GREEN>	<YELLOW>	WALK	DON'T WALK	PED. BUTTON
CB	SB1		7/C	1	4	GREEN	YELLOW	RED					
CB	SB2		12/C	2	4	GREEN	YELLOW	RED	BLU	BLK			
				3	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB3		7/C	4	8	GREEN	YELLOW	RED					
				PED18	2						BLU	BLK	WHT/BLK
CB	SB11		7/C	5	2	GREEN	YELLOW	RED					
CB	SB4		12/C	6	2	GREEN	YELLOW	RED	BLU	BLK			
				7	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB5		7/C	8	6	GREEN	YELLOW	RED					
CB	SB5A		7/C	9	8	GREEN	YELLOW	RED					
CB	SB6		12/C	10	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
				11	4	GREEN	YELLOW	RED	BLU	BLK			
CB	SB7		7/C	12	4	GREEN	YELLOW	RED					
CB	SB8		7/C	13	6	GREEN	YELLOW	RED					
CB	SB9		12/C	14	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
				15	2	GREEN	YELLOW	RED	BLU	BLK			
CB	SB10		7/C	16	2	GREEN	YELLOW	RED					
				PED17	2						BLU	BLK	WHT/BLK

Grounded conductor (white) & Grounding conductor (green)

CB	SB1
SB1	SB2
SB2	SB3
SB3	SB11
SB11	SB4
SB4	SB5
SB5	SB5A
SB5A	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB

Grounding conductor (green) from pull-box to nearest signal base.

Origin	End
PB1	CB
PB2	SB1
PB4	SB2
PB5	SB3
PB5A	SB11
PB8	SB4
PB10	SB5A
PB13	SB6
PB15	SB8
PB16	SB9
PB19	SB10

Lighting Origin	Lighting End
CB	SB3
SB3	LB1
CB	SB10
SB10	SB7
SB7	LB3
SB7	SB5
SB5	LB2

TRAFFIC SIGNAL FACES - STH 17 - NORTHSHORE

HEAD NO.	90005E VERTICAL 3-12, LED EACH	90005G VERTICAL 5-12, LED EACH	90005F HORIZONTAL 3-12, LED EACH	90005I PEDESTRIAN 12-INCH, LED EACH	*BACKPLATES EACH
1	1	-	-	-	1
2	-	1	-	-	1
3	-	1	-	-	1
4	-	-	1	-	1
5	1	-	-	-	1
6	-	1	-	-	1
7	-	1	-	-	1
8	-	-	1	-	1
9	1	-	-	-	1
10	-	1	-	-	1
11	-	1	-	-	1
12	-	-	1	-	1
13	1	-	-	-	1
14	-	1	-	-	1
15	-	1	-	-	1
16	-	-	1	-	1
17	-	-	-	1	-
18	-	-	-	1	-
TOTALS	4	8	4	2	16

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

NONMETALLIC CONDUIT, SCHEDULE 40
STH 17 - CTH CC

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
CB1	PB1	2@10	2 @ 10
PB1	PB2	-	2 @ 20
PB2	PB3	-	2 @ 48
PB3	PB6	-	2 @ 40
PB6	PB7	-	2 @ 52
PB7	PB11	-	2 @ 50
PB11	PB12	-	2 @ 55
PB12	PB13	-	2 @ 45
PB13	PB16	-	2 @ 40
PB16	PB17	-	2 @ 52
PB17	PB20	-	2 @ 52
PB20	PB1	-	2@ 36
PB2	SB1	10	-
PB3	PB4	165	-
PB3	SB2	10	-
PB4	PB5	205	-
PB6	SB3	10	-
PB7	SB4	10	-
PB7	PB8	70	-
PB8	PB9	150	-
PB9	PB10	65	-
PB11	SB5	10	-
PB12	SB6	10	-
PB13	PB14	186	-
PB13	SB7	10	-
PB14	PB15	35	-
PB16	SB8	10	-
PB16	SB9	10	-
PB17	SB10	10	-
PB17	PB18	80	-
PB18	PB19	145	-
PB20	SB11	10	-
LB1	PB1	10	
LB2	PB6	50	
LB3	PB16	60	
CB1(CTH CC)	PB7(N. SHR)	2470	-
TOTALS		3821	1000

TRAFFIC SIGNALS - STH 17 - CTH 'CC'

JUNCTION NO.	65425 PEDESTAL BASES EACH	65430 TRANSFORMER BASES, STANDARD 11 1/2-INCH BOLT CIRCLE EACH	65703 POLE TYPE 3 EACH	65705 POLE TYPE 5 EACH	65732 TRAFFIC SIGNAL STANDARDS ALUMINUM 13 FOOT EACH	65733 TRAFFIC SIGNAL STANDARDS ALUMINUM 15 FOOT EACH	65802 TROMBONE ARMS 15 FOOT EACH	65803 TROMBONE ARMS 20 FOOT EACH	65936 LUMINAIRE ARMS, TRUSS TYPE 41/2-INCH CLAMP, 12 FOOT EACH	65903 LUMINAIRES UTILITY 150 WATTS EACH	65849 PEDESTRIAN PUSH BUTTONS EACH
SB1	1	-	-	-	1	-	-	-	-	-	-
SB2	1	-	-	-	-	1	-	-	-	-	-
SB3	-	1	1	-	-	-	1	-	1	1	2
SB4	1	-	-	-	-	1	-	-	-	-	-
SB5	-	1	1	-	-	-	-	1	1	1	1
SB6	1	-	-	-	1	-	-	-	-	-	-
SB7	1	-	-	-	-	1	-	-	-	-	-
SB8	-	1	1	-	-	-	1	-	1	1	-
SB9	1	-	-	-	1	-	-	-	-	-	-
SB10	1	-	-	-	-	1	-	-	-	-	-
SB11	-	1	1	-	-	-	-	1	1	1	1
LB1	-	1	-	1	-	-	-	-	1	1	-
LB2	-	1	-	1	-	-	-	-	1	1	-
LB3	-	1	-	1	-	-	-	-	1	1	-
TOTALS	7	7	4	3	3	4	2	2	7	7	4

TRAFFIC SIGNAL MOUNTING HARDWARE

LOCATION	65852 L.S.
STH 17 - CTH CC	1

ELECTRIC WIRE #10

FROM	TO	65557 EQUIPMENT GROUNDING CONDUCTOR L.F.	65557 GROUNDED CONDUCTOR L.F.
CB1	SB1	50	50
SB1	SB2	70	70
SB2	SB3	50	50
SB3	SB4	75	75
SB4	SB5	70	70
SB5	SB6	70	70
SB6	SB7	70	70
SB7	SB8	50	50
SB8	SB9	20	20
SB9	SB10	65	65
SB10	SB11	90	90
SB11	CB	50	50
PB1	CB	10	-
PB2	SB1	10	-
PB3	SB2	10	-
PB6	SB3	10	-
PB7	SB4	10	-
PB11	SB5	10	-
PB12	SB6	10	-
PB13	SB7	10	-
PB16	SB9	10	-
PB17	SB10	10	-
PB20	SB11	10	-
SUBTOTALS		840	730
TOTAL		1570	

ELECTRIC SERVICE, METER BREAKER PEDESTAL

STATION	LOCATION	65618 L.S.
121+58, 71' LT	STH 17	1

CONCRETE BASES STH 17 - CTH CC

JUNCTION NO.	STATION	OFFSET	LOCATION	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH
SB1	59"CC"+14	28 RT	CTH CC	1	-	-	-
SB2	58"CC"+82	5 LT	CTH CC	1	-	-	-
SB3	58"CC"+92	35 LT	CTH CC	-	1	-	-
SB4	122+61	3 LT	STH 17	1	-	-	-
SB5	122+47	45 RT	STH 17	-	1	-	-
SB6	60"CC"+34	38 LT	CTH CC	1	-	-	-
SB7	60"CC"+39	5 RT	CTH CC	1	-	-	-
SB8	121+31	42 RT	STH 17	-	1	-	-
SB9	121+32	33 RT	STH 17	1	-	-	-
SB10	121+26	3 RT	STH 17	1	-	-	-
SB11	59"CC"+25	36 RT	CTH CC	-	1	-	-
LB1	121+61	62 LT	STH 17	-	-	1	-
LB2	58"CC"+58	49 LT	CTH CC	-	-	1	-
LB3	120+89	78 RT	STH 17	-	-	1	-
CB1	121+58	71 LT	STH 17	-	-	-	1
TOTALS				7	4	3	1

LOOP DETECTOR INSTALLATION - STH 17 - CTH CC

INTERSECTION	STATION OFFSET	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
STH 17	119+01, 11 RT	11	6' x 6'	30	108	315	4
STH 17	121+13, 11 RT	12	6' x 20'	58	168	100	3
STH 17	121+43, 11 RT	13	6' x 20'	58	168	100	3
STH 17	124+96, 12 LT	21	6' x 18'	66	228	390	4
STH 17	123+45, 12 LT	22	6' x 18'	66	180	230	3
CTH CC	62"CC"+16, 3 LT	31	6' x 6'	30	132	390	5
CTH CC	60"CC"+45, 3 LT	32	6' x 20'	58	168	190	3
CTH CC	60"CC"+15, 3 LT	33	6' x 20'	60	172	190	3
CTH CC	56"CC"+67, 14 RT	41	6' x 6'	36	120	265	4
CTH CC	58"CC"+68, 14 RT	42	6' x 20'	67	186	65	3
CTH CC	58"CC"+98, 14 RT	43	6' x 20'	70	192	65	3
STH 17	124+80, 5 RT	51	6' x 6'	30	132	370	5
STH 17	122+80, 5 RT	52	6' x 20'	58	168	160	3
STH 17	122+50, 5 RT	53	6' x 20'	58	168	160	3
STH 17	119+01, 28 RT	61	6' x 18'	62	172	315	3
STH 17	120+46, 28 RT	62	6' x 18'	62	172	170	3
CTH CC	57"CC"+11, 3 RT	71	6' x 6'	30	108	230	4
CTH CC	58"CC"+66, 3 RT	72	6' x 6'	58	168	65	3
CTH CC	58"CC"+94, 3 RT	73	6' x 20'	58	168	65	3
CTH CC	62"CC"+50, 14 LT	81	6' x 6'	36	144	425	5
CTH CC	60"CC"+42, 14 LT	82	6' x 20'	70	192	190	3
CTH CC	60"CC"+12, 14 LT	83	6' x 20'	70	192	190	3
TOTALS				1191	3606	4640	

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	HEAD NO.	65524 5 CONDUCTOR L.F.	65526 7 CONDUCTOR L.F.	65530 12 CONDUCTOR L.F.
CB1	SB1	1	-	60	-
CB1	SB2	2,3	-	-	120
CB1	SB3	4,5,18P,19P	-	-	165
CB1	SB4	6,7	-	-	220
CB1	SB5	8,20P	-	275	-
CB1	SB6	9	-	300	-
CB1	SB7	10,11	-	-	255
CB1	SB8	12	-	225	-
CB1	SB9	13	-	225	
CB1	SB10	14,15		-	160
CB1	SB11	16,17P	-	70	-
BASE	HEADS	-	260	140	
TOTALS			260	1295	920

TRAFFIC SIGNAL FACES - STH 17 - CTH CC

HEAD NO.	90005E VERTICAL 3-12, LED EACH	90005G VERTICAL 5-12, LED EACH	90005F HORIZONTAL 3-12, LED EACH	90005I PEDESTRIAN 12-INCH, LED EACH	*BACKPLATES EACH
1	1	-	-	-	1
2	-	1	-	-	1
3	-	1	-	-	1
4	-	-	1	-	1
5	1	-	-	-	1
6	-	1	-	-	1
7	-	1	-	-	1
8	-	-	1	-	1
9	1	-	-	-	1
10	-	1	-	-	1
11	-	1	-	-	1
12	-	-	1	-	1
13	1	-	-	-	1
14	-	1	-	-	1
15	-	1	-	-	1
16	-	-	1	-	1
17	-	-	-	1	-
18	-	-	-	1	-
19	-	-	-	1	-
20	-	-	-	1	-
TOTALS	4	8	4	4	16

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

LIGHTING CABLE TYPE UF 2 CONDUCTOR, NO. 12 GROUNDED

FROM	TO	65545 LIGHTING CABLE TYPE UF L.F.
CB1	LB1	15
CB1	SB11	75
SB11	SB8	160
SB8	LB3	60
CB1	SB3	155
SB3	SB5	60
SB5	LB2	160
TOTALS		685

ELECTRIC WIRE, LIGHTING, NO. 12

LOCATION	65566 ELECTRIC WIRE LIGHTING, NO. 12 L.F.
SB3	85
SB5	85
SB8	85
SB11	85
LB1	85
LB2	85
LB3	85
TOTALS	595

TRAFFIC SIGNAL CABLE, UNGROUNDED CONDUCTORS
NO. 14 IMSA-20-1

BASES ORIGIN	BASES END	HEADS JUMPER	CABLE	HEAD NO.	PHASE	GREEN	YELLOW	RED	<GREEN>	<YELLOW>	WALK	DON'T WALK	PED. BUTTON
CB	SB1		7/C	1	4	GREEN	YELLOW	RED					
CB	SB2		12/C	2	4	GREEN	YELLOW	RED	BLU	BLK			
				3	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB3		12/C	4	8	GR/BLK	YEL/BLK	RED/BLK					
				5	2	GREEN	YELLOW	RED					
				PED 18	2						BLU	BLK	WHT/BLK
				PED 19							BLU/BLK	BLK/WHT	WHT/BLK
CB	SB4		12/C	6	2	GREEN	YELLOW	RED	BLU	BLK			
				7	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB5		7/C	8	6	GREEN	YELLOW	RED					
				PED 20							BLU	BLK	WHT/BLK
CB	SB6		7/C	9	8	GREEN	YELLOW	RED					
CB	SB7		12/C	10	4	GREEN	YELLOW	RED	BLU	BLK			
				11	8	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB8		7/C	12	4	GREEN	YELLOW	RED					
CB	SB9		7/C	13	6	GREEN	YELLOW	RED					
CB	SB10		12/C	14	2	GREEN	YELLOW	RED	BLU	BLK			
				15	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WT			
CB	SB11		7/C	16	6	GREEN	YELLOW	RED			BLU	BLK	WHT/BLK
				PED17	2								

Grounded conductor (white) & Grounding conductor (green)

CB	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	CB

Grounding conductor (green) from pull-box to nearest signal base.

Origin	End
PB1	CB
PB2	SB1
PB3	SB2
PB6	SB3
PB7	SB4
PB11	SB5
PB12	SB6
PB13	SB7
PB16	SB9
PB17	SB10
PB20	SB11

Lighting Origin	Lighting End
CB	LB1
CB	SB11
SB11	SB8
SB8	LB3
CB	SB3
SB3	SB5
SB5	LB2

PULL BOXES - STH 17 - CTH CC

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	121+65	69 LT	STH 17	-	1
PB2	59"CC"+17	33 RT	CTH CC	-	1
PB3	58"CC"+70	5 LT	CTH CC	-	1
PB4	57"CC"+04	5 LT	CTH CC	1	-
PB5	56"CC"+68	3 LT	CTH CC	1	-
PB6	59"CC"+01	30 LT	CTH CC	-	1
PB7	122+70	3 LT	STH 17	1	-
PB8	123+45	3 LT	STH 17	1	-
PB9	124+80	3 LT	STH 17	1	-
PB10	124+96	3 LT	STH 17	-	1
PB11	122+53	42 RT	STH 17	-	1
PB12	60"CC"+29	38 LT	CTH CC	-	1
PB13	60"CC"+35	5 RT	CTH CC	-	1
PB14	62"CC"+21	5 RT	CTH CC	1	-
PB15	62"CC"+56	5 RT	CTH CC	1	-
PB16	121+29	38 RT	STH 17	-	1
PB17	121+18	3 RT	STH 17	-	1
PB18	120+40	3 RT	STH 17	1	-
PB19	118+95	3 RT	STH 17	1	-
PB	119+00	34' LT	STH 17	-	1
PB	117+00	34' LT	STH 17	1	-
PB	115+00	34' LT	STH 17	1	-
PB	113+00	34' LT	STH 17	1	-
PB	111+00	34' LT	STH 17	1	-
PB	109+00	34' LT	STH 17	1	-
PB	107+00	34' LT	STH 17	1	-
PB	105+00	34' LT	STH 17	1	-
PB	104+00	34' LT	STH 17	1	-
PB	102+00	34' LT	STH 17	1	-
PB	100+00	34' LT	STH 17	1	-
PB	98+00	34' LT	STH 17	1	-
TOTALS				20	11

NONMETALLIC CONDUIT, SCHEDULE 40
STH 17 - STEVENS ST.

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
CB	PB1	2 @ 15	2 @ 15
PB1	PB2	-	2 @ 68
PB2	PB3	-	2 @ 47
PB3	PB4	-	2 @ 55
PB4	PB5	-	2 @ 48
PB5	PB8	-	2 @ 44
PB8	PB9	-	2 @ 95
PB9	PB12	-	2 @ 64
PB12	PB2	-	2 @ 55
PB1	PB14	190	-
PB2	SB1	10	-
PB2	SB10	12	-
PB3	SB2	20	-
PB4	SB3	8	-
PB5	SB4	10	-
PB5	PB6	95	-
PB6	PB7	145	-
PB8	SB5	10	-
PB8	SB6	10	-
PB9	SB7	18	-
PB9	SB8	20	-
PB9	PB10	120	-
PB10	PB11	145	-
PB12	SB9	10	-
PB12	SB13	160	-
PB1	LB1	15	-
PB4	LB2	37	-
TOTALS		1065	982

TRAFFIC SIGNALS - STH 17 - STEVENS ST

JUNCTION NO.	65425 PEDESTAL BASES EACH	65430 TRANSFORMER BASES, STANDARD 11 1/2-INCH BOLT, CIRCLE EACH	65703 POLE TYPE 3 EACH	65704 POLE TYPE4 EACH	65705 POLE TYPE 5 EACH	65732 TRAFFIC SIGNAL STANDARDS, ALUMINUM 13 FOOT EACH	65733 TRAFFIC SIGNAL STANDARDS, ALUMINUM 15 FOOT EACH	65802 TROMBONE ARMS 15 FOOT EACH	65803 TROMBONE ARMS 20 FOOT EACH	65936 LUMINARE ARMS, TRUSS TYPE, 4 1/2-INCH CLAMP, 12 FOOT EACH	65903 LUMINARES UTILITY 150 WATTS EACH
SB1	1	-	-	-	-	1	-	-	-	-	-
SB2	1	-	-	-	-	-	1	-	-	-	-
SB3	-	1	1	-	-	-	-	1	-	1	1
SB4	1	-	-	-	-	-	1	-	-	-	-
SB5	-	1	1	-	-	-	-	-	1	1	1
SB6	1	-	-	-	-	-	1	-	-	-	-
SB7	-	1	-	1	-	-	-	-	-	1	1
SB8	-	1	-	1	-	-	-	-	-	1	1
SB9	1	-	-	-	-	-	1	-	-	-	-
SB10	-	1	1	-	-	-	-	-	1	1	1
LB1	-	1	-	-	1	-	-	-	-	1	1
LB2	-	1	-	-	1	-	-	-	-	1	1
TOTALS	5	7	3	2	2	1	4	1	2	7	7

ELECTRIC WIRE, LIGHTING, NO. 12

LOCATION	65566 ELECTRIC WIRE LIGHTING, NO. 12 L.F.
SB3	85
SB5	85
SB7	85
SB8	85
SB10	85
LB1	85
LB2	85
TOTALS	595

TRAFFIC SIGNAL MOUNTING HARWARE

LOCATION	65854 L.S.
STH 17 - STEVENS ST	1

ELECTRIC SERVICE, METER BREAKER PEDESTAL

STATION	LOCATION	65619 L.S.
165+24, 70' LT	STH 17	1

LIGHTING CABLE TYPE UF
2 CONDUCTOR, NO. 12 GROUNDED

FROM	TO	65545 LIGHTING CABLE TYPE UF L.F.
CB1	LB1	20
CB1	SB10	100
SB10	SB3	110
SB3	LB2	45
CB1	SB8	200
SB8	SB7	40
SB7	SB5	105
TOTALS		620

CONCRETE BASES STH 17 - STEVENS ST.

JUNCTION NO.	STATION	OFFSET	LOCATION	65401 TYPE 1 EACH	65402 TYPE 2 EACH	65403 TYPE 5 EACH	65418 TYPE 9 EACH
SB1	165+98	46 LT	STH 17	1	-	-	-
SB2	79"ST"+20	3 RT	STEVENS ST.	1	-	-	-
SB3	79"ST"+31	39 LT	STEVENS ST.	-	1	-	-
SB4	167+10	3 LT	STH 17	1	-	-	-
SB5	167+10	38 RT	STH 17	-	1	-	-
SB6	166+91	42 RT	STH 17	1	-	-	-
SB7	166+21	42 RT	STH 17	-	1	-	-
SB8	165+80	38 RT	STH 17	-	1	-	-
SB9	165+72	5 LT	STH 17	1	-	-	-
SB10	165+80	43 LT	STH 17	-	1	-	-
LB1	165+52	75 LT	STH 17	-	-	1	-
LB2	167+09	57' LT	STH 17	-	-	1	-
CB1	165+24	70 LT	STH 17	-	-	-	1
TOTALS				5	5	2	1

PULL BOXES - STH 17 - STEVENS ST.

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	165+31	70 LT	STH 17	-	1
PB2	165+91	47 LT	STH 17	-	1
PB3	79"ST"+02	3 RT	STEVENS ST.	-	1
PB4	79"ST"+34	41 LT	STEVENS ST.	-	1
PB5	167+04	3 LT	STH 17	-	1
PB6	168+06	3 LT	STH 17	1	-
PB7	169+51	3 LT	STH 17	1	-
PB8	167+01	38 RT	STH 17	-	1
PB9	166+02	38 RT	STH 17	-	1
PB10	164+80	40 RT	STH 17	1	-
PB11	163+25	38 RT	STH 17	1	-
PB12	165+57	5 LT	STH 17	-	1
PB13	163+98	5 LT	STH 17	1	-
PB14	77"ST"+42	38 RT	STEVENS ST.	1	-
TOTALS				6	8

LOOP DETECTOR INSTALLATION - STH 17 - STEVENS ST.

INTERSECTION	STATION OFFSET	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
STH 17	163+98, 2.5 RT	11	6' x 6'	30	108	290	4
STH 17	165+53, 2.5 RT	12	6' x 20'	58	168	130	3
STH 17	165+82, 2.5 RT	13	6' x 20'	60	172	130	3
STH 17	169+51, 20 LT	21	6' x 18'	56	160	465	4
STH 17	168+06, 20 LT	22	6' x 18'	56	208	320	3
STH 17	163+25, 20 RT	61	6' x 18'	56	208	460	4
STH 17	164+80, 20 RT	62	6' x 18'	56	160	315	3
STEVENS ST.	77"ST"+42, 20 RT	71	6' x 18'	56	160	190	3
STEVENS ST.	78"ST"+95, 13 RT	72	6' x 20'	60	172	125	3
STEVENS ST.	78"ST"+95, 26 RT	73	6' x 20'	72	196	125	3
STEVENS ST.	79"ST"+26, 13 RT	74	6' x 20'	60	172	125	3
STEVENS ST.	79"ST"+26, 26 RT	75	6' x 20'	72	196	125	3
STH 17	166+78, 37 RT	81	6' x 20'	80	212	290	3
TOTALS				772	2292	3090	

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	HEAD NO.	65524 5 CONDUCTOR L.F.	65526 7 CONDUCTOR L.F.	65530 12 CONDUCTOR L.F.
CB1	SB1	1	-	90	-
CB1	SB2	2,3	-	-	160
CB1	SB3	4,5	-	-	195
CB1	SB4	6,7	-	-	235
CB1	SB5	8	-	280	-
CB1	SB6	9,10	-	-	280
CB1	SB7	11	-	200	-
CB1	SB8	12	-	200	-
CB1	SB9	13,14	-	-	140
CB1	SB10	15		80	-
BASE	HEADS	-	150	115	
TOTALS			150	965	1010

ELECTRIC WIRE #10

FROM	TO	65557 EQUIPMENT GROUNDING CONDUCTOR L.F.	65557 GROUNDED CONDUCTOR L.F.
CB1	SB1	80	80
SB1	SB2	70	70
SB2	SB3	65	65
SB3	SB4	55	55
SB4	SB5	60	60
SB5	SB6	20	20
SB6	SB7	115	115
SB7	SB8	40	40
SB8	SB9	85	85
SB9	SB10	70	70
SB10	CB	90	90
SB1	PB2	10	-
SB2	PB3	10	-
SB3	PB4	10	-
SB4	PB5	10	-
SB5	PB8	10	-
SB7	PB9	10	-
SB9	PB12	10	-
CB	PB1	10	-
SUBTOTALS		830	750
TOTAL		1580	

TRAFFIC SIGNAL CABLE, UNGROUNDED CONDUCTORS NO. 14 IMSA-20-1

BASES ORIGIN	BASES END	HEADS JUMPER	CABLE	HEAD NO.	PHASE	GREEN	YELLOW	RED	<GREEN>	<YELLOW>	WALK	DON'T WALK	PED. BUTTON
CB	SB1		7/C	1	7	GREEN	YELLOW	RED					
CB	SB2		12/C	2	7	GREEN	YELLOW	RED					
				3	8	GR/BLK	YEL/BLK	RED/BLK	JMP-GRN				
CB	SB3		12/C	4	8	GR/BLK	YEL/BLK	RED/BLK	JMP-GRN				
				5	2	GREEN	YELLOW	RED					
CB	SB4		12/C	6	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WHT			
				7	2	GREEN	YELLOW	RED					
CB	SB5		7/C	8	6	GREEN	YELLOW	RED					
CB	SB6		12/C	9	7	GREEN	YELLOW	RED	JMP-GRN				
				10	8	GR/BLK	YEL/BLK	RED/BLK					
CB	SB7		7/C	11	7	GREEN	YELLOW	RED	JMP-GRN				
CB	SB8		7/C	12	6	GREEN	YELLOW	RED					
CB	SB9		12/C	13	6	GR/BLK	YEL/BLK	RED/BLK	BLU/BLK	BLK/WHT			
				14	2	GREEN	YELLOW	RED					
CB	SB10		7/C	15	2	GREEN	YELLOW	RED					

Grounded conductor (white) & Grounding conductor (green)

CB	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB

Grounding conductor (green) from pull-box to nearest signal base.

Origin	End
SB1	PB2
SB2	PB3
SB3	PB4
SB4	PB5
SB5	PB8
SB7	PB9
SB9	PB12
CB	PB1

Lighting Origin	Lighting End
CB	LB1
CB	SB10
SB10	SB3
SB3	LB2
CB	SB8
SB8	SB7
SB7	SB5

TRAFFIC SIGNAL FACES - STH 17 -STEVENS ST.

HEAD NO.	90005E VERTICAL 3-12, LED EACH	90005H VERTICAL 4-12, LED EACH	90005G VERTICAL 5-12, LED EACH	90005F HORIZONTAL 3-12, LED EACH	*BACKPLATES EACH
1	1	-	-	-	1
2	-	1	-	-	1
3	-	1	-	-	1
4	-	-	-	1	1
5	1	-	-	-	1
6	-	-	1	-	1
7	1	-	-	-	1
8	-	-	-	1	1
9	-	1	-	-	1
10	1	-	-	-	1
11	-	1	-	-	1
12	1	-	-	-	1
13	-	-	1	-	1
14	1	-	-	-	1
15	-	-	-	1	1
TOTALS	6	4	2	3	15

* BACKPLATES ARE INCIDENTAL TO THE COST OF TRAFFIC SIGNAL FACES

PULL BOXES - EISENHOWER WAY- CTH C

JUNCTION NO.	STATION	OFFSET	LOCATION	65301 12" x 24" EACH	65306 24" x 36" EACH
PB1	34"C"+06	50 LT	CTH C	-	1
PB2	34"C"+29	5 RT	CTH C	-	1
PB3	35"C"+05	5 RT	CTH C	1	-
PB4	35"C"+26	5 RT	CTH C	1	-
PB5	36"C"+48	3 LT	CTH C	1	-
PB6	34"C"+16	43 RT	CTH C	-	1
TOTALS:				3	3

NONMETALLIC CONDUIT, SCHEDULE 4(
EISENHOWER WAY- CTH C

FROM	TO	65219 2-INCH L.F.	65221 3-INCH L.F.
PB1	PB2	-	2 @ 60
PB2	PB6	-	2 @ 40
PB2	SB1	12	-
	PB3	75	-
PB3	PB4	22	-
PB4	PB5	121	-
TOTALS:		230	200

)F TRAFFIC S CONCRETE BASES EISENHOWER WAY- CTH C

JUNCTION NO.	STATION	LOCATION	65401 TYPE 1 EACH
SB1	34"C"+17	EISENHOWER WAY- CTH C	1

LOOP DETECTOR INSTALLATION - EISENHOWER WAY- CTH C

INTERSECTION	STATION OFFSET	DETECTOR NO.	SIZE	65250 LOOP DETECTOR CONDUIT L.F.	65585 LOOP DETECTOR WIRE L.F.	65580 LOOP DETECTOR LEAD IN CABLE L.F.	TURNS
CTH C	36"C"+47, 20 LT	21	6' x 18'	56	208	395	4
CTH C	35"C"+05, 20 LT	22	6' x 18'	62	172	250	3
CTH C	35"C"+26, 2.8 LT	51	6' x 6'	30	108	270	4
CTH C	34"C"+41, 4 LT	52	6' x 20'	58	168	170	3
CTH C	34"C"+02, 4 LT	53	6' x 20'	58	168	170	3
TOTALS:				264	824	1255	

REMOVE, SALVAGE, AND RESET TRAFFIC SIGNAL

LOCATION	STATION	OFFSET	90004B QUANTITY L.S.
EISENHOER WAY	34"C"+17	5 RT	1

OVERHEAD SIGN SUPPORTS

STATION	LOCATION	SIGN NO.	ITEM NUMBER													
			64181	64182	64183	64184	64185	90004C	90004D	90004E	90004F	90004G	90004H	90004I	90004J	90004K
230+60	USH 8	S-43-25	1													
234+00	USH 8	S-43-26		1												
75+50	STH 17	S-43-17			1											
8+00	STH 17	S-43-18				1										
38"L"+50	LINCOLN STREET	S-43-27					1									
42"C"+00	CTH C	S-43-28						1								
91++00	STH 17	S-43-19							1							
95+00	STH 17	S-43-20								1						
118+30	STH 17	S-43-21									1					
125+00	STH 17	S-43-22										1				
57"C"+80	CTH CC	S-43-29											1			
61"C"+20	CTH CC	S-43-30												1		
164+00	STH 17	S-43-23													1	
168+00	STH 17	S-43-24														1
	TOTALS:		1	1	1	1	1	1	1	1	1	1	1	1	1	1

SIGNS, TYPE II, REFLECTIVE ON WOOD PGTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
1	STA 10"G"+00 RT, GERMOND ROAD	W1-3R	30" X 30"	6.25			1		RIGHT REVERSE TURN
2	STA 10"G"+00 RT, GERMOND ROAD	W13-1	18" X 18"	2.25					ADVISORY SPEED 25 (YELLOW BACK), MOUNT ON SIGN #1
3	STA 15"G"+00 RT, GERMOND ROAD	W3-3	36" X 36"	9			1		SIGNAL AHEAD
4	STA 16"G"+00 RT, GERMOND ROAD	M2-1	21" X 15"	2.19			2		JCT, JUNCTION ASSEMBLY (J1-3)
4	STA 16"G"+00 RT, GERMOND ROAD	M1-4	24" X 24"	4					US ROUTE MARKER, JUNCTION ASSEMBLY (J1-3)
4	STA 16"G"+00 RT, GERMOND ROAD	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-3)
4	STA 16"G"+00 RT, GERMOND ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-3)
4	STA 16"G"+00 RT, GERMOND ROAD	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-3)
4	STA 16"G"+00 RT, GERMOND ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-3)
6	STA 18"G"+00 LT, GERMOND ROAD	W1-3R	30" X 30"	6.25			1		RIGHT REVERSE TURN
7	STA 18"G"+00 LT, GERMOND ROAD	W13-1	18" X 18"	2.25					ADVISORY SPEED 25 (YELLOW BACK), MOUNT ON SIGN #6
8	STA 19"G"+25 RT, GERMOND ROAD	M3-4	24" X 12"	2				2	WEST, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M3-2	24" X 12"	2					EAST, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-3)
8	STA 19"G"+25 RT, GERMOND ROAD	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-3)
9	STA 19"G"+40 LT, GERMOND ROAD	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-6
11	STA 19"G"+40 RT, GERMOND ROAD	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-5
12	GERMOND ROAD	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
13	GERMOND ROAD	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
14	GERMOND ROAD	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
15	STA 224+00 LT, USH 8	D2-2	78" X 24"	13		2			DESTINATION/DISTANCE (TWO DESTINATIONS)
16	STA 220+00 RT, USH 8	W6-1	36" X 36"	9			1		DIVIDED HIGHWAY AHEAD SYMBOL
17	STA 225+00, USH 8	R4-7	24" X 30"	5		1			KEEP RIGHT
18	STA 224+00 RT, USH 8	W3-3	36" X 36"	9			1		SIGNAL AHEAD
19	STA 226+00 RT, USH 8	M3-2	24" X 12"	2				2	EAST, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M3-3	24" X 12"	2					SOUTH, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M3-1	24" X 12"	2					NORTH, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-3)
19	STA 226+00 RT, USH 8	M5-1L	21" X 21"	3.06					ADVANCE ARROW (LEFT), ROUTE TURN ASSEMBLY (J2-3)
20	STA 226+00 LT, USH 8	W6-3	30" X 30"	6.25			1		TWO-WAY TRAFFIC SYMBOL
21	STA 228+00 LT, USH 8	M3-4	24" X 12"	2			2		WEST, REASSURANCE ASSEMBLY (J4-3)
21	STA 228+00 LT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, REASSURANCE ASSEMBLY (J4-3)
21	STA 228+00 LT, USH 8	M3-1	24" X 12"	2					NORTH, REASSURANCE ASSEMBLY (J4-3)
21	STA 228+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-3)
21	STA 228+00 LT, USH 8	M3-3	24" X 12"	2					SOUTH, REASSURANCE ASSEMBLY (J4-3)
21	STA 228+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-3)
22	STA 228+00 RT, USH 8	R5-9	36" X 24"	6					WRONG WAY, MOUNT ON SIGN #25
23	STA 229+00 LT, USH 8	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
24	STA 230+60 RT, USH 8	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-25
25	STA 228+00 RT, USH 8	D1-3	84" X 36"	21			2		THREE DESTINATIONS (ARROWS)
26	STA 230+60 RT, USH 8	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
26	STA 230+60 RT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
26	STA 230+60 RT, USH 8	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
27	STA 230+60 RT, USH 8	M3-2	24" X 12"	2					EAST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
27	STA 230+60 RT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
27	STA 230+60 RT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
28	STA 230+60 RT, USH 8	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-25
29	STA 230+60 RT, USH 8	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
29	STA 230+60 RT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
29	STA 230+60 RT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-25
31	STA 230+60 RT, USH 8	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-25
32	STA 231+60, USH 8	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-8
33	STA 231+65 RT, USH 8	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGNAL POLE SB-7
34	STA 233+00, USH 8	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-3
36	STA 233+20 LT, USH 8	R5-1	30" X 30"	6.26			1		DO NOT ENTER
37	STA 233+20 LT, USH 8	R1-2	36" X 31"	3.88					YIELD, MOUNT ON SIGN #36
38	STA 234+00 LT, USH 8	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-26
39	STA 234+00 LT, USH 8	M3-4	24" X 12"	2					WEST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
39	STA 234+00 LT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
39	STA 234+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
41	STA 234+00 LT, USH 8	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
42	STA 234+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-26
43	STA 234+00 LT, USH 8	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
43	STA 234+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
43	STA 234+00 LT, USH 8	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-26
44	STA 234+00 LT, USH 8	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-26
45	STA 236+00 LT, USH 8	D1-4	84" X 48"	28			2		FOUR DESTINATIONS (ARROWS)
46	STA 235+00 RT, USH 8	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
47	STA 236+00 RT, USH 8	M3-2	24" X 12"	2			1		EAST, REASSURANCE ASSEMBLY (J4-2)
47	STA 236+00 RT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
47	STA 236+00 RT, USH 8	M3-3	24" X 12"	2					SOUTH, REASSURANCE ASSEMBLY (J4-2)
47	STA 236+00 RT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
48	STA 238+00 LT, USH 8	M3-4	24" X 12"	2				2	WEST, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M1-4	24" X 24"	4					US ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M3-1	24" X 12"	2					NORTH, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M3-3	24" X 12"	2					SOUTH, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M6-1	21" X 21"	3.06					ARROW (AHEAD), ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M3-1	24" X 12"	2					NORTH, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-4)
48	STA 238+00 LT, USH 8	M5-1R	21" X 21"	3.06					ADVANCE ARROW (RIGHT), ROUTE TURN ASSEMBLY (J2-4)
49	STA 239+00 LT, USH 8	R5-9	36" X 24"	6			1		WRONG WAY
50	STA 239+00 LT, USH 8	W3-3	36" X 36"	9					SIGNAL AHEAD, MOUNT ON SIGN #49

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
51	STA 240+00 RT, USH 8	D2-3	72" X 36"	18			2		DESTINATION/DISTANCE (THREE DESTINATIONS)
52	STA 240+00, USH 8	R4-7	24" X 30"	5		1			KEEP RIGHT
53	STA 241+00 LT, USH 8	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
53	STA 241+00 LT, USH 8	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
54	STA 246+00 LT, USH 8	W6-1	36" X 36"	9			1		DIVIDED HIGHWAY AHEAD SYMBOL
55	STA 3+75 RT, STH 17	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-2
56	STA 232+80 LT, USH 8	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
57	STA 3+90 LT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
58	STA 3+95 LT, STH 17	R1-2	36" X 31"	3.88			1		YIELD
59	STA 5+00 LT, STH 17	M3-2	24" X 12"	2				2	EAST, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M3-4	24" X 12"	2					WEST, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M1-4	24" X 24"	4					US ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-4)
59	STA 5+00 LT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-4)
60	STA 6+50 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, DIRECTIONAL ASSEMBLY (J3-1)
60	STA 6+50 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1)
60	STA 6+50 LT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1)
61	STA 7+00 RT, STH 17	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
62	STA 8+00 LT, STH 17	R3-8	36" X 30"	7.5		1			LANE CONTROL SYMBOLS - LEFT AND AHEAD ARROW, RIGHT ARROW
63	STA 8+00 RT, STH 17	M3-1	24" X 12"	2			1		NORTH, REASSURANCE ASSEMBLY (J4-1)
63	STA 8+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
64	STA 11+00 LT, STH 17	W14-3	48" X 36"	6					NO PASSING ZONE, MOUNT ON SIGN #66
65	STA 9+50 LT, STH 17	D1-3	72" X 36"	18			2		THREE DESTINATIONS (ARROWS)
66	STA 11+00 LT, STH 17	M3-2	24" X 12"	2				2	EAST, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M1-4	24" X 24"	4					US ROUTE MARKER, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M5-1L	21" X 21"	3.06					ADVANCE ARROW (LEFT), ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M5-1L	21" X 21"	3.06					ADVANCE ARROW (LEFT), ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M3-4	24" X 12"	2					WEST, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M1-4	24" X 24"	4					US ROUTE MARKER, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M5-1R	21" X 21"	3.06					ADVANCE ARROW (RIGHT), ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M3-1	24" X 12"	2					NORTH, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J1-2)
66	STA 11+00 LT, STH 17	M5-1R	21" X 21"	3.06					ADVANCE ARROW (RIGHT), ROUTE TURN ASSEMBLY (J1-2)
67	STA 12+50 LT, STH 17	M3-1	24" X 12"	2				1	NORTH, ROUTE TURN ASSEMBLY (J2-1)
67	STA 12+50 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, ROUTE TURN ASSEMBLY (J2-1)
67	STA 12+50 LT, STH 17	M5-1R	21" X 21"	3.06					ADVANCE ARROW (RIGHT), ROUTE TURN ASSEMBLY (J2-1)
68	STA 18+00 LT, STH 17	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
69	STA 116"OE"+00 RT, OLD 8 ROAD	W3-1	36" X 36"	9			1		STOP AHEAD WORD MESSAGE
70	STA 14+00 LT, STH 17	W3-3	36" X 36"	9			1		SIGNAL AHEAD
71	STA 117"OE"+00 RT, OLD 8 ROAD	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
71	STA 117"OE"+00 RT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
72	STA 118"OE"+00 LT, OLD 8 ROAD	R2-1	24" X 30"	5		1			SPEED LIMIT 35 MPH
73	STA 119"OE"+00 RT, OLD 8 ROAD	M3-1	24" X 12"	2				1	NORTH, DIRECTIONAL ASSEMBLY (J3-2)
73	STA 119"OE"+00 RT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
73	STA 119"OE"+00 RT, OLD 8 ROAD	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-2)
73	STA 119"OE"+00 RT, OLD 8 ROAD	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2)
73	STA 119"OE"+00 RT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
73	STA 119"OE"+00 RT, OLD 8 ROAD	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2)
74	STA 119"OE"+50 RT, OLD 8 ROAD	R1-1	30" x 30"	5.18			1		STOP
75	STA 15+50 LT, STH 17	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-2)
75	STA 15+50 LT, STH 17	M1-4	24" X 24"	4					US ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
75	STA 15+50 LT, STH 17	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-2)
75	STA 15+50 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
76	STA 120"OE"+80 LT, OLD 8 ROAD	R1-1	30" x 30"	5.18			1		STOP
77	STA 121"OE"+50 LT, OLD 8 ROAD	M3-3	24" X 12"	2				1	SOUTH, DIRECTIONAL ASSEMBLY (J3-2)
77	STA 121"OE"+50 LT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
77	STA 121"OE"+50 LT, OLD 8 ROAD	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2)
77	STA 121"OE"+50 LT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
78	STA 122"OE"+00 LT, OLD 8 ROAD	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
78	STA 122"OE"+00 LT, OLD 8 ROAD	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
79	STA 123"OE"+00 LT, OLD 8 ROAD	W3-1	36" X 36"	9			1		STOP AHEAD WORD MESSAGE
81	STA 123"OE"+00 RT, OLD 8 ROAD	R2-1	24" X 30"	5		1			SPEED LIMIT 35 MPH
82	STA 23+00 RT, STH 17	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
83	STA 24+00 RT, STH 17	M3-1	24" X 12"	2			1		NORTH, REASSURANCE ASSEMBLY (J4-1)
83	STA 24+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
84	STA 37+00 RT, STH 17	W6-1	36" X 36"	9			1		DIVIDED HIGHWAY AHEAD SYMBOL
86	STA 41+00 LT, STH 17	W6-3	30" X 30"	6.25			1		TWO-WAY TRAFFIC SYMBOL
87	STA 45+00 LT, STH 17	R5-1	30" X 30"	6.26		1			DO NOT ENTER
88	STA 45+80, STH 17	R4-7	24" X 30"	5		1			KEEP RIGHT
89	STA 50+00 LT, STH 17	R5-9	36" X 24"	6			1		WRONG WAY
91	STA 50+00 LT, STH 17	W4-2L	36" X 36"	9					LANE REDUCTION TRANSITION SYMBOL - LEFT, MOUNT ON SIGN #89
92	STA 55+00 LT, STH 17	W6-2	36" X 36"	9			1		DIVIDED HIGHWAY ENDS SYMBOL
93	STA 60+00 LT, STH 17	R2-1	24" X 30"	5		1			SPEED LIMIT 45 MPH
94	STA 60+00 RT, STH 17	R2-1	24" X 30"	5		1			SPEED LIMIT 35 MPH
96	OHLSON LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
97	OHLSON LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
98	OHLSON LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
99	STA 71+00 RT, STH 17	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-1)
99	STA 71+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
101	STA 73+00 RT, STH 17	W3-3	36" X 36"	9				1	SIGNAL AHEAD
102	STA 73+00 RT, STH 17	R5-9	36" X 24"	6					WRONG WAY, MOUNT ON SIGN #101
103	STA 74+00 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, REASSURANCE ASSEMBLY (J4-1)
103	STA 74+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
104	STA 75+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
105	STA 74+50 RT, STH 17	D1-1	78" X 15"	8.13		2			ONE DESTINATION (ARROW)
106	STA 75+50 RT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-17
107	STA 75+50 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-17
108	STA 75+50 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
108	STA 75+50 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
108	STA 75+50 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
108	STA 75+50 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
108	STA 75+50 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
108	STA 75+50 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
109	STA 75+50 RT, STH 17	R3-6R	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD AND RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-17
111	STA 75+50 RT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
111	STA 75+50 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
111	STA 75+50 RT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-17
112	STA 77+45 RT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
113	STA 77+40, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-11
114	STA 77+45 RT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
116	STA 77+50 RT, STH 17	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGNAL POLE SB-10
117	STA 77+55 RT, STH 17	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-9
118	STA 34"L"+00, LINCOLN STREET	R4-7	24" X 30"	5		1			KEEP RIGHT
119	STA 34"L"+50 RT, LINCOLN STREET	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-1)
119	STA 34"L"+50 RT, LINCOLN STREET	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
119	STA 34"L"+50 RT, LINCOLN STREET	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-1)
119	STA 34"L"+50 RT, LINCOLN STREET	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
120	STA 36"L"+00 RT, LINCOLN STREET	W3-3	36" X 36"	9			1		SIGNAL AHEAD
121	STA 38"L"+50 RT, LINCOLN STREET	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
122	STA 38"L"+50 RT, LINCOLN STREET	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-27
123	STA 38"L"+50 RT, LINCOLN STREET	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-27
124	STA 38"L"+50 RT, LINCOLN STREET	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
124	STA 38"L"+50 RT, LINCOLN STREET	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
124	STA 38"L"+50 RT, LINCOLN STREET	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
126	STA 38"L"+50 RT, LINCOLN STREET	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-27
127	STA 38"L"+50 RT, LINCOLN STREET	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
127	STA 38"L"+50 RT, LINCOLN STREET	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
127	STA 38"L"+50 RT, LINCOLN STREET	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-27
128	STA 38"L"+50 RT, LINCOLN STREET	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-27
129	STA 39"L"+90 RT, LINCOLN STREET	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-1
130	STA 39"L"+50 LT, LINCOLN STREET	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-3
131	STA 39"L"+50, LINCOLN STREET	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-2
132	STA 41"C"+00 LT, CTH C	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-7
133	STA 41"C"+00, CTH C	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-8
134	STA 42"C"+00 RT, CTH C	W4-2R	36" X 36"	9				1	LANE REDUCTION TRANSITION SYMBOL - RIGHT
135	STA 39"L"+50,RT,LINCOLN STREET	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
136	STA 42"C"+00 LT, CTH C	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-28
137	STA 42"C"+00 LT, CTH C	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-28
137	STA 42"C"+00 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-28
137	STA 42"C"+00 LT, CTH C	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-28
138	STA 42"C"+00 LT, CTH C	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-28
139	STA 42"C"+00 LT, CTH C	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28
139	STA 42"C"+00 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28
139	STA 42"C"+00 LT, CTH C	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28
139	STA 42"C"+00 LT, CTH C	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28
139	STA 42"C"+00 LT, CTH C	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
139	STA 42"C"+00 LT, CTH C	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-28
140	STA 43"C"+00 LT, CTH C	W3-3	36" X 36"	9			1		SIGNAL AHEAD
141	STA 42"C"+00 LT, CTH C	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-28
142	STA 44"C"+00 LT, CTH C	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
142	STA 44"C"+00 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
143	STA 44"C"+50, CTH C	R4-7	24" X 30"	5		1			KEEP RIGHT
144	STA 46"C"+50 RT, CTH C	M3-3	24" X 12"	2			1		SOUTH, REASSURANCE ASSEMBLY (J4-1)
144	STA 46"C"+50 RT, CTH C	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
146	STA 78+90 LT, STH 17	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGNAL POLE SB-4
147	STA 78+90, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-5
148	STA 78+95 LT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
149	STA 79+10 LT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
151	STA 80+00 LT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-18
152	STA 80+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
152	STA 80+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
152	STA 80+00 LT, STH 17	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
153	STA 80+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-18
154	STA 80+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
154	STA 80+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
154	STA 80+00 LT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-18
156	STA 80+00 LT, STH 17	R3-6R	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD AND RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-18
157	STA 80+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
158	STA 81+00 RT, STH 17	M3-1	24" X 12"	2				1	NORTH, REASSURANCE ASSEMBLY (J4-2)
158	STA 81+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
158	STA 81+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, REASSURANCE ASSEMBLY (J4-2)
158	STA 81+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
159	STA 84+00 LT, STH 17	R5-9	36" X 24"	6				1	WRONG WAY
161	STA 84+00 LT, STH 17	W3-3	36" X 36"	9					SIGNAL AHEAD, MOUNT ON SIGN #159
162	STA 82+00 LT, STH 17	D1-1	78" X 15"	8.13		2			ONE DESTINATION (ARROW)
163	STA 88+00 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, REASSURANCE ASSEMBLY (J4-2)
163	STA 88+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
163	STA 88+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, REASSURANCE ASSEMBLY (J4-2)
163	STA 88+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
164	STA 88+00 RT, STH 17	W3-3	36" X 36"	9				1	SIGNAL AHEAD
166	STA 88+00 RT, STH 17	R5-9	36" X 24"	6					WRONG WAY, MOUNT ON SIGN #164
167	STA 90+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
168	STA 91+00 RT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-19
169	STA 91+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
171	STA 91+00 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-19
172	STA 91+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-19
173	STA 91+00 RT, STH 17	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-19
174	STA 92+20 RT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
176	STA 91+80 RT, STH 17	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGN #174
177	STA 92+20, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-9
178	STA 92+30 RT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
179	STA 46"E"+00 RT, EISENHOWER WAY	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-1)
179	STA 46"E"+00 RT, EISENHOWER WAY	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
180	STA 47"E"+00 RT, EISENHOWER WAY	W3-3	36" X 36"	9				1	SIGNAL AHEAD
181	STA 47"E"+50, EISENHOWER WAY	R4-7	24" X 30"	5		1			KEEP RIGHT
182	STA 48"E"+00 RT, EISENHOWER WAY	R3-8b	54" X 30"	11.25			2		LANE CONTROL SYMBOLS - LEFT ARROW, AHEAD ARROW AND RIGHT ARROW
183	STA 48"E"+50 RT, EISENHOWER WAY	M3-1	24" X 12"	2				2	NORTH, DIRECTIONAL ASSEMBLY (J3-2)
183	STA 48"E"+50 RT, EISENHOWER WAY	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
183	STA 48"E"+50 RT, EISENHOWER WAY	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-2)
183	STA 48"E"+50 RT, EISENHOWER WAY	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2)
183	STA 48"E"+50 RT, EISENHOWER WAY	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2)
183	STA 48"E"+50 RT, EISENHOWER WAY	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2)
184	STA 49"E"+00 RT, EISENHOWER WAY	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-1
186	STA 49"E"+10, EISENHOWER WAY	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-2
187	STA 49"E"+10 LT, EISENHOWER WAY	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-3
188	STA 50"NS"+30 LT, NORTH SHORE DRIVE	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
189	STA 50"NS"+30 RT, NORTH SHORE DRIVE	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-7
191	STA 50"NS"+90, NORTH SHORE DRIVE	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-6
192	STA 50"NS"+50 LT, NORTH SHORE DRIVE	R1-2	36" X 31"	3.88				1	YIELD
193	STA 52"NS"+00 LT, NORTH SHORE DRIVE	W3-3	36" X 36"	9				1	SIGNAL AHEAD
194	STA 52"NS"+00 RT, NORTH SHORE DRIVE	W4-2R	36" X 36"	9				1	LANE REDUCTION TRANSITION SYMBOL - RIGHT
196	STA 53"NS"+00 LT, NORTH SHORE DRIVE	R3-8b	54" X 30"	11.25				2	LANE CONTROL SYMBOLS - LEFT ARROW, AHEAD ARROW AND RIGHT ARROW
197	STA 53"NS"+80, NORTH SHORE DRIVE	R4-7	24" X 30"	5		1			KEEP RIGHT
198	STA 55"NS"+00 LT, NORTH SHORE DRIVE	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-1)
198	STA 55"NS"+00 LT, NORTH SHORE DRIVE	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
199	STA 93+10 LT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
200	STA 93+10 LT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
201	STA 93+30, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-4
202	STA 94+00 LT, STH 17	R5-1	30" X 30"	6.26			1		DO NOT ENTER
203	STA 95+00 LT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-20
204	STA 95+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
206	STA 95+00 LT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-20
207	STA 95+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-20
208	STA 95+00 LT, STH 17	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-20
209	STA 96+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
211	STA 97+00 RT, STH 17	M3-1	24" X 12"	2				1	NORTH, REASSURANCE ASSEMBLY (J4-2)
211	STA 97+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
211	STA 97+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, REASSURANCE ASSEMBLY (J4-2)
211	STA 97+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
212	STA 98+00 LT, STH 17	R5-9	36" X 24"	6				1	WRONG WAY
213	STA 98+00 LT, STH 17	W3-3	36" X 36"	9					SIGNAL AHEAD, MOUNT ON SIGN #212
214	STA 107+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
216	STA 107+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
217	STA 113+00 RT, STH 17	M2-1	21" X 15"	2.19				2	JCT, JUNCTION ASSEMBLY (J1-2)
217	STA 113+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
217	STA 113+00 RT, STH 17	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-2)

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
217	STA 113+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
218	STA 116+00 RT, STH 17	W3-3	36" X 36"	9				1	SIGNAL AHEAD
219	STA 116+00 RT, STH 17	R5-9	36" X 24"	6					WRONG WAY, MOUNT ON SIGN #218
221	STA 118+00 RT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-21
222	STA 118+00 RT, STH 17	M3-4	24" X 12"	2					WEST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
222	STA 118+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
222	STA 118+00 RT, STH 17	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
223	STA 118+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-21
224	STA 118+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
224	STA 118+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
224	STA 118+00 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
226	STA 118+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-21
227	STA 118+00 RT, STH 17	M3-2	24" X 12"	2					EAST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
227	STA 118+00 RT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
227	STA 118+00 RT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-21
228	STA 118+00 RT, STH 17	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-21
229	STA 119+00 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, REASSURANCE ASSEMBLY (J4-2)
229	STA 119+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
229	STA 119+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, REASSURANCE ASSEMBLY (J4-2)
229	STA 119+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-2)
231	STA 120+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
232	STA 121+00 RT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
233	STA 121+00 RT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
234	STA 121+20, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-10
236	STA 121+30 RT, STH 17	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGNAL POLE SB-9
237	STA 49"CC"+00 RT, CTH CC	W6-1	36" X 36"	9			1		DIVIDED HIGHWAY AHEAD SYMBOL
238	STA 54"CC"+00 RT, CTH CC	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
238	STA 54"CC"+00 RT, CTH CC	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
239	STA 54"CC"+50, CTH CC	R4-7	24" X 30"	5		1			KEEP RIGHT
240	STA 55"CC"+00 RT, CTH CC	W3-3	36" X 36"	9				1	SIGNAL AHEAD
241	STA 56"CC"+00 LT, CTH CC	M3-4	24" X 12"	2			1		WEST, REASSURANCE ASSEMBLY (J4-1)
241	STA 56"CC"+00 LT, CTH CC	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
242	STA 57"CC"+00 LT, CTH CC	R2-1	24" X 30"	5		1			SPEED LIMIT 35 MPH
243	STA 57"CC"+80 RT, CTH CC	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-29
244	STA 57"CC"+80 RT, CTH CC	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
244	STA 57"CC"+80 RT, CTH CC	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
244	STA 57"CC"+80 RT, CTH CC	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
246	STA 57"CC"+80 RT, CTH CC	M3-2	24" X 12"	2					EAST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
246	STA 57"CC"+80 RT, CTH CC	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
246	STA 57"CC"+80 RT, CTH CC	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-29
247	STA 57"CC"+80 RT, CTH CC	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
248	STA 57"CC"+80 RT, CTH CC	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-2), ON OVERHEAD SIGN SUPPORT S-43-29
249	STA 57"CC"+80 RT, CTH CC	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-29
251	STA 59"CC"+10 RT, CTH CC	R1-2	36" X 31"	3.88				1	YIELD
252	STA 58"CC"+80, CTH CC	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-2

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SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
253	STA 59"CC"+10 RT, CTH CC	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-1
254	STA 58"CC"+90 LT, CTH CC	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-3
255	STA 59"CC"+00,RT.,CTH CC	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
256	STA 60"C"+30, CTH C	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-7
257	STA 60"C"+50 RT, CTH C	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-8
258	STA 60"C"+70 LT, CTH C	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-6
259	STA 61"C"+20 LT, CTH C	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
259	STA 61"C"+20 LT, CTH C	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
259	STA 61"C"+20 LT, CTH C	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
261	STA 61"C"+20 LT, CTH C	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-30
262	STA 61"C"+20 LT, CTH C	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
262	STA 61"C"+20 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
262	STA 61"C"+20 LT, CTH C	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
263	STA 61"C"+20 LT, CTH C	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-30
264	STA 61"C"+20 LT, CTH C	M3-4	24" X 12"	2					WEST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
264	STA 61"C"+20 LT, CTH C	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
264	STA 61"C"+20 LT, CTH C	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
266	STA 61"C"+20 LT, CTH C	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
266	STA 61"C"+20 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
266	STA 61"C"+20 LT, CTH C	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-30
267	STA 61"C"+20 LT, CTH C	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-30
268	STA 64"C"+00 RT, CTH C	M3-2	24" X 12"	2			1		EAST, REASSURANCE ASSEMBLY (J4-1)
268	STA 64"C"+00 RT, CTH C	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
269	STA 65"C"+00 LT, CTH C	M2-1	21" X 15"	2.19			1		JCT, JUNCTION ASSEMBLY (J1-1)
269	STA 65"C"+00 LT, CTH C	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
270	STA 63"C"+00 LT, CTH C	W3-3	36" X 36"	9				1	SIGNAL AHEAD
271	STA 66"C"+60, CTH C	R4-7	24" X 30"	5		1			KEEP RIGHT
272	STA 68"C"+00 LT, CTH C	W14-3	48" X 36"	6			1		NO PASSING ZONE
273	STA 71"C"+00 LT, CTH C	W6-1	36" X 36"	9			1		DIVIDED HIGHWAY AHEAD SYMBOL
274	STA 122+40 LT, STH 17	R5-1	30" X 30"	6.26			1		DO NOT ENTER
276	STA 122+50, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-4
277	STA 122+55 LT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
278	STA 125+00 LT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-22
279	STA 125+00 LT, STH 17	M3-2	24" X 12"	2					EAST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
279	STA 125+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
279	STA 125+00 LT, STH 17	M6-1L	21" X 21"	3.06					ARROW (LEFT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
281	STA 125+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-22
282	STA 125+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
282	STA 125+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
282	STA 125+00 LT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
283	STA 125+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-22
284	STA 125+00 LT, STH 17	M3-4	24" X 12"	2					WEST, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
284	STA 125+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
284	STA 125+00 LT, STH 17	M6-1R	21" X 21"	3.06					ARROW (RIGHT), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-22
286	STA 125+00 LT, STH 17	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-22
287	STA 125+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
288	STA 126+00 RT, STH 17	M3-1	24" X 12"	2				1	NORTH, REASSURANCE ASSEMBLY (J4-1)
288	STA 126+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
289	STA 128+00 LT, STH 17	R5-9	36" X 24"	6				2	WRONG WAY
291	STA 128+00 LT, STH 17	W3-3	36" X 36"	9					SIGNAL AHEAD, MOUNT ON SIGN #289

CONTINUED

SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
292	STA 130+00 LT, STH 17	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-2)
292	STA 130+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
292	STA 130+00 LT, STH 17	M2-1	21" X 15"	2.19					JCT, JUNCTION ASSEMBLY (J1-2)
292	STA 130+00 LT, STH 17	M1-5A	24" X 24"	4					COUNTY ROUTE MARKER, JUNCTION ASSEMBLY (J1-2)
293	STA 133+50 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
294	STA 134+90, STH 17	R4-7	24" X 30"	5		1			KEEP RIGHT
296	STA 135+00 LT, STH 17	R1-1	30" x 30"	5.18			1		STOP
297	STA 136+00 RT, STH 17	R1-1	30" x 30"	5.18			1		STOP
298	STA 136+00, STH 17	R4-7	24" X 30"	5		1			KEEP RIGHT
299	STA 140+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
301	STA 146+80, STH 17	R4-7	24" X 30"	5			1		KEEP RIGHT
302	STA 146+90 LT, STH 17	R1-1	30" x 30"	5.18			1		STOP
303	STA 147+50 RT, STH 17	R1-1	30" x 30"	5.18			1		STOP
304	STA 147+70, STH 17	R4-7	24" X 30"	5		1			KEEP RIGHT
306	STA 150+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
307	STA 155+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
308	SHAWNEE LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
309	SHAWNEE LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
311	SHAWNEE LANE	W5-54D	18" X 18"	2.25	1				CLEARANCE MARKER WITH 9 YELLOW DELINEATORS
312	STA 161+00 RT, STH 17	W3-3	36" X 36"	9				1	SIGNAL AHEAD
313	STA 162+00 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, REASSURANCE ASSEMBLY (J4-1)
313	STA 162+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
314	STA 163+00 LT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 35 MPH
315	STA 161+00 RT, STH 17	R5-9	36" X 24"	6					WRONG WAY, MOUNT ON SIGN #312
316	STA 164+00 RT, STH 17	R3-5L	42" X 48"	14					LANE CONTROL SYMBOL - LEFT ARROW, ON OVERHEAD SIGN SUPPORT S-43-23
317	STA 164+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-23
318	STA 164+00 RT, STH 17	M3-1	24" X 12"	2					NORTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-23
318	STA 164+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-23
318	STA 164+00 RT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-23
319	STA 164+00 RT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-23
321	STA 75"ST"+00 RT, STEVENS STREET	M2-1	21" X 15"	2.19				1	JCT, JUNCTION ASSEMBLY (J1-1)
321	STA 75"ST"+00 RT, STEVENS STREET	M1-6	24" X 24"	4					STATE ROUTE MARKER, JUNCTION ASSEMBLY (J1-1)
322	STA 76"ST"+00 RT, STEVENS STREET	R3-8	36" X 30"	7.5			1		LANE CONTROL SYMBOLS - LEFT ARROW, LEFT ARROW
323	STA 76"ST"+50 RT, STEVENS STREET	W3-3	36" X 36"	9				1	SIGNAL AHEAD
324	STA 78"ST"+50 RT, STEVENS STREET	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
326	STA 79"ST"+20 RT, STEVENS STREET	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-1
327	STA 79"ST"+30 LT, STEVENS STREET	R1-1F	30" X 30"	5.18					STOP (FOLDING), MOUNT ON SIGNAL POLE SB-3
328	STA 79"ST"+20, STEVENS STREET	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-2
329	N. CHIPPEWA DRIVE	R1-1	30" x 30"	5.18			1		STOP
330	STA 78"ST"+50 RT, STEVENS STREET	R1-2	36" X 31"	3.88				1	YIELD
331	STA 165+75 RT, STH 17	R5-1	30" X 30"	6.26					DO NOT ENTER, MOUNT ON SIGNAL POLE SB-8
332	STA 165+75 RT, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-9
333	STA 166+80 LT, STH 17	W12-1D	24" X 24"	4	1				DOUBLE DOWN ARROWS
334	STA 167+20, STH 17	R4-7	24" X 30"	5					KEEP RIGHT, MOUNT ON SIGNAL POLE SB-4
335	STA 163+00 RT, STH 17	D1-1	84" X 15"	8.75		2			ONE DESTINATION (ARROW)
336	STA 167+50 LT, STH 17	R5-1	30" X 30"	6.26				1	DO NOT ENTER
337	STA 167+00 LT, STH 17	R1-2	36" X 31"	3.88				1	YIELD
338	STA 168+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-24
339	STA 168+00 LT, STH 17	M3-3	24" X 12"	2					SOUTH, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-24
339	STA 168+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-24

CONTINUED

SIGNS, TYPE II, REFLECTIVE ON WOOD POSTS

SIGN NO.	LOCATION	SIGN CODE	SIGN, TYPE II SIZE (W X H) INCHES	63702 SIGN, TYPE II REFLECTIVE AREA S.F.	63401 WOOD POSTS 4 X 4 10 FT. EACH	63410 12 FT. EACH	63411 WOOD POSTS 4 X 6 14 FT. EACH	63412 16 FT. EACH	MESSAGE / REMARKS
339	STA 168+00 LT, STH 17	M6-1	21" X 21"	3.06					ARROW (AHEAD), DIRECTIONAL ASSEMBLY (J3-1), ON OVERHEAD SIGN SUPPORT S-43-24
340	STA 169+00 LT, STH 17	D1-1	84" X 15"	8.75		2			ONE DESTINATION (ARROW)
341	STA 168+00 LT, STH 17	R3-5A	42" X 48"	14					LANE CONTROL SYMBOL - AHEAD ARROW, ON OVERHEAD SIGN SUPPORT S-43-24
342	STA 168+00 LT, STH 17	R3-5R	42" X 48"	14					LANE CONTROL SYMBOL - RIGHT ARROW, ON OVERHEAD SIGN SUPPORT S-43-24
343	STA 170+50 LT, STH 17	R5-9	36" X 24"	6			1		WRONG WAY
344	STA 170+50 LT, STH 17	R2-1	24" X 30"	5					SPEED LIMIT 35 MPH, MOUNT ON SIGN #343
345	STA 169+00 RT, STH 17	R3-9B	24" X 36"	6				1	CENTER LANE LEFT TURN ONLY SYMBOL
346	STA 171+00 RT, STH 17	R2-1	24" X 30"	5			1		SPEED LIMIT 45 MPH
347	STA 173+00 LT, STH 17	W3-3	36" X 36"	9				1	SIGNAL AHEAD
348	STA 175+00 LT, STH 17	M3-3	24" X 12"	2				1	SOUTH, REASSURANCE ASSEMBLY (J4-1)
348	STA 175+00 LT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
349	STA 175+00 RT, STH 17	M3-1	24" X 12"	2				1	NORTH, REASSURANCE ASSEMBLY (J4-1)
349	STA 175+00 RT, STH 17	M1-6	24" X 24"	4					STATE ROUTE MARKER, REASSURANCE ASSEMBLY (J4-1)
	TOTALS			2,639	22	34	75	62	

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±44030T±DGN±0401OL_rt.dgn
DGN LEVELS ON = 1-62
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

Conventional Signs and Abbreviations

LINES & SYMBOLS

STATE
COUNTY
TOWNSHIP & RANGE
QUARTER
SIXTEENTH
NEW CENTERLINE (10 — 15)
NEW R/W
OLD R/W
PROPERTY LINE
CORPORATE LIMITS

LIMITED HIGHWAY EASEMENT
FENCE
BEAM GUARD

SECTION
CORNER

CULVERT (BOX, PIPE OR CATTLE)

CHANNEL CHANGE

RAIL LINE

NO ACCESS (BY STATUTORY AUTHORITY)

NO ACCESS (BY ACQUISITION)

NO ACCESS (PREVIOUSLY ACQUIRED)

LOT & TIE
SLOPE INTERCEPTS
UNDERGROUND UTILITIES — NAME
IRON PIN/PIPE — O.I.P. OR ■
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
MONUMENTED R/W POINT

NOTATION FOR COMBUSTIBLE FLUIDS

BRIDGE

STREAM OR RIVER — (NAME)

LAKE — (NAME)

CEMETERY

FOUNDATION OR RUINS
BUILDING — FDN. type L

SILO, MANHOLE, WELL, VENT, SEPTIC TANK, ETC.

GROUND LENGTH — (XX')

EQUATION

TV CABLE, BURIED — CATV
ELECTRIC, BURIED — E
GAS LINE, BURIED — G
SANITARY SEWER — SAN
STORM SEWER — SS
TELEPHONE, BURIED — T
WATER, BURIED — W

ABBREVIATIONS

A.P.	ACCESS POINT		
AC.	ACRES	L.C.	LONG CHORD
A.H.	AHEAD	L.C.B.	LONG CHORD BEARING
ALUM.	ALUMINUM	M.H.	MANHOLE
ET.AL.	AND OTHERS	MON.	MONUMENT
BK.	BACK	O.L.	OUTLOT
		P.	PAGE
C.M.	CABLE MARKER	P.K.	PARKER-KALON
℄	CENTERLINE	P.C.	POINT OF CURVATURE
C.T.H.	COUNTY TRUNK HIGHWAY	P.I.	POINT OF INTERSECTION
C.S.M.	CERTIFIED SURVEY MAP	P.T.	POINT OF TANGENCY
CONC.	CONCRETE	P.L.	PROPERTY LINE
COR.	CORNER	R	RADIUS
CULV.	CULVERT	R.R.	RAILROAD
d/b/a	DOING BUSINESS AS	℄	REFERENCE LINE
E	ELECTRIC		
FDN.	FOUNDATION	RT.	RIGHT
G.	GARAGE	R/W	RIGHT OF WAY
		SEC.	SECTION
G.P.	GAS PUMPS	S	SHED
H.	HOUSE	S.T.H.	STATE TRUNK HIGHWAY
I.P.	IRON PIPE	STA.	STATION
L.C.	LAND CONTRACT	T	TANGENT LENGTH OF CURVE
		T.L.E.	TEMPORARY LIMITED EASEMENT
L	LENGTH OF CURVE	U.S.H.	UNITED STATES HIGHWAY
		X	EAST COORDINATE
		Y	NORTH COORDINATE

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM NORTH ZONE. ALL PLAT DISTANCES ARE GRID LENGTH AND MAY BE CONVERTED TO GROUND LENGTH BY DIVIDING THE DISTANCE BY THE GRID FACTOR PROVIDED ON THE DETAIL SHEETS.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

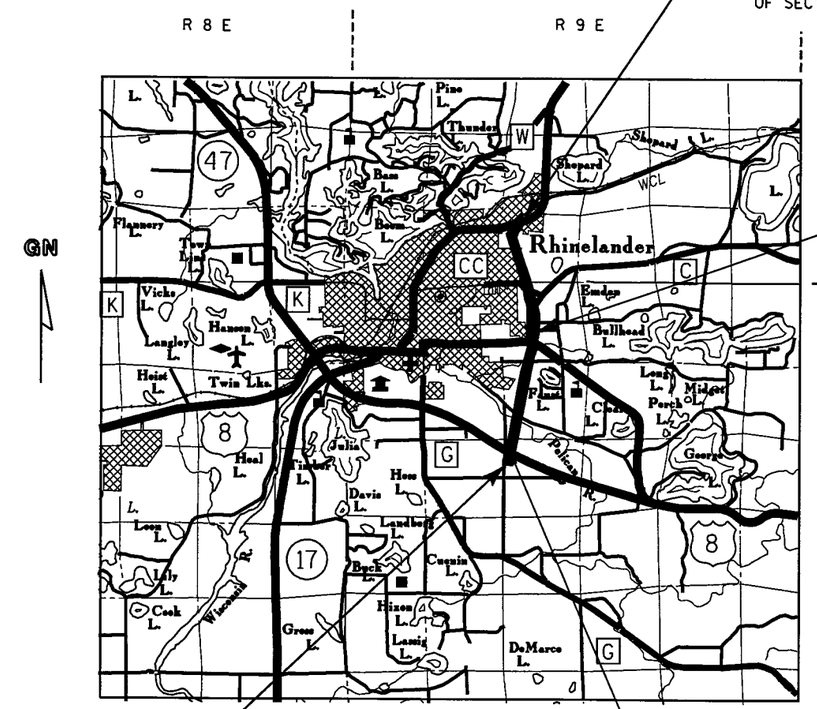
R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
9040-05-22		
FEDERAL PROJECT NUMBER	4.0	15

PLAT OF RIGHT OF WAY REQUIRED FOR
U.S.H. 8 - BIRCHWOOD DRIVE
S.T.H. 17 RELOCATION

S.T.H. 17 — ONEIDA COUNTY

9040-05-70 — 203

END RELOCATION ORDER 9040-05-22
STATION 172+15.11
X=2,158,871.240
Y=179,565.175
LOCATED 263.59 FEET SOUTH AND 819.37 FEET WEST OF THE NORTH ONE-QUARTER CORNER OF SECTION 33, TOWNSHIP 37 NORTH, RANGE 9 EAST.



EQUATION: STA. 85+69.21 BACK= STA. 84+91.41 AHEAD

EQUATION: STA. 20+000.00 GERMOND ROAD BK.= STA. 3+39.33 S.T.H. 17 AH.

BEGIN RELOCATION ORDER 9040-05-22
STA. 8+00.00 GERMOND ROAD
X=2,157,046.427
Y=163,398.216
LOCATED 625.07 FEET SOUTH AND 17.14 FEET WEST OF THE NORTHWEST CORNER OF SECTION 16, TOWNSHIP 36 NORTH, RANGE 9 EAST.

LAYOUT
SCALE
0 1 2

TOTAL NET LENGTH OF CENTERLINE = 3.438 MI.

WISCONSIN
JEFFREY KIP INMAN
S-1676
GREEN BAY, WI
LAND SURVEYOR

DATE : _____

PREPARED BY
AYRES ASSOCIATES
CONSULTING ENGINEERS
GREEN BAY WISCONSIN

REVISION DATE
07-21-1997
12-21-1998
05-25-1999 NC
11-11-1999
04-17-2000 NC
05-19-2000 NC
11-20-2000 NC
01-11-2001 NC
06-27-2002 NC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED:

DATE: _____ _____
DISTRICT TRANSPORTATION DIRECTOR

APPROVED:

DATE: _____ _____
STATE REAL ESTATE MANAGER FOR HWYS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

APPROVED:

DATE: _____ _____
DIVISION ADMINISTRATOR

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L1±440307±DGN±040201_rs.dgn
DGN LEVELS ON = 1-63
PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR:
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63
FILE NAME:

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

REVISION DATE
07-21-1997
12-21-1998
05-25-1999
11-11-1999
04-17-2000
05-19-2000
11-20-2000
01-11-2001 NC
06-27-2002

ROUTE	COUNTY	DATE
S.T.H. 17	ONEIDA	03-03-97

R/W PROJECT NUMBER: 9040-05-22
FEDERAL PROJECT NUMBER: 9040-05-70 204
SHEET NUMBER: 4.1

PARCEL NO.	TAX PARCEL NUMBERS	SHEET NO.	OWNERSHIP	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES NEW	R/W ACRES EXISTING	R/W ACRES TOTAL	TOTAL ACRES REMAINING	T.L.E. ACRES (TEMP.)	P.L.E. ACRES (PERM.)	RESTRICTIVE DEVELOPMENT EASEMENT (ACRES)
1	PE 211	4.6	RONALD E. AND DEBRA F. GILBERT	FEE	30.30	0.21	----	0.21	30.09	----	----	----
2	PE 198-1, PE 199 &PE 199-2	4.6	JOHN T. AND GARY A. TAYLOR	FEE & ACCESS	10.00	3.48	----	3.48	6.52	----	----	----
3	PE 193-3	4.6	RANDY J. AND CARRIE J. VOZKA	FEE	5.12	0.06	----	0.06	5.06	----	----	----
4	PE 100	4.6	HAROLD W. AND LOIS D. GRUNST	FEE	12.91	2.67	----	2.67	10.24	----	----	----
5	PE 100	4.7	GRETCHEN THIBODEAUX, ET.AL.	FEE	12.90	2.25	----	2.25	10.65	----	----	----
6	PE 100	4.7	ROBERT W. HALE,BELINDA HALE GRAVES,PAMELA LEA NYLUND AND TRACEY ELIZABETH HALE ANDERSON	FEE	10.95	1.91	----	1.91	9.04	----	----	----
7	PE 99-12	4.7	ANDREW E. AND PAMELA A. NYLUND	FEE	2.90	0.10	---	0.10	2.80	----	----	----
8	PE 99-14	4.7	THERESA M. KENNEDY	FEE & ACCESS	0.83	0.08	----	0.08	0.75	----	----	----
9	PE 101-4	4.7	KENNETH N. SMITH AND GLORIA J. SMITH REVOCABLE TRUST	FEE & ACCESS	13.50	0.70	----	0.70	12.80	----	----	----
10	PE 97 & PE 99-3	4.7,4.8	RAYMOND L. AND JEANETTE ROBINSON	FEE	56.41	6.93	----	6.93	49.48	----	----	----
11	PE 101-1, PE 94-1, PE 96 & PE 98	4.7,4.8	GLADYS M. KOSBAB REVOCABLE TRUST	FEE & ACCESS	78.3	11.09	1.22	12.31	65.99	----	----	----
12	PE 95	4.8	MUSSON BROTHERS, INC.	FEE	34	5.04	----	5.04	28.96	----	----	----
13	PE 94-20	4.8	DAVID J. AND NOREEN L. STEIN	FEE	2.28	0.49	----	0.49	1.79	----	----	----
14	PE 101	4.7	RANDAL S. FRISCH	FEE	0.01	0.01	----	0.01	0.01	----	----	----
15	PE 94-13 & PE 94-18	4.8	LUCILLE V. NEFSTEAD	FEE	2.71	0.43	----	0.43	2.28	----	----	----
16	PE 94-A & PE 94	4.8	RICHARD W. AND SHARON A. CUTLER	FEE	2.91	0.50	----	0.50	2.41	----	----	----
17	PE 94-2	4.8	CHRISTOPHER L. AND JULIE A. WILSON	FEE	4.00	1.51	0.22	1.73	2.27	----	----	----
18												
19	PE 49-A	4.9	BRUCE A. AND RENEE M. BRADLEY	FEE	0.55	0.55	---	0.55	---	----	----	----
20	PE 49-4	4.9	RICHARD D. AND COLLEEN V. WENOS	FEE	1.06	1.06	---	1.06	----	----	----	----
21	PE 52-4	4.10	EVANGELINE BOSQUETTE AND SANDRA K. MALOOF	FEE	1.28	1.28	---	1.28	---	----	----	----
22	PE 52-3	4.10	BERNICE BENNETT	FEE & ACCESS	1.16	0.18	---	0.18	0.98	----	----	----
23	PE 46-6	4.9	DANIEL A. AND SHELBY J. BLAMBERG	FEE	0.81	0.09	---	0.09	0.72	----	----	----
24	RH 3444	4.11	D. BRUCE AND M. DIANNE ARTHUR	FEE	1.26	0.20	---	0.20	1.06	----	----	----
25												
26	PE 46-2	4.9	MARATHON MEDIA OF RHINELANDER, L.P.	FEE & ACCESS	11.75	3.20	---	3.20	8.55	----	----	----
27	PE 51	4.10	MICHAEL AND EVDOKIA ROUMAN	FEE & T.L.E.	36	3.44	---	3.44	35.56	0.02	----	----
28	PE 45-1	4.11	RICHARD C. EDDY AND KATHLEEN L. SKEWAY	FEE	16.5	8.46	---	8.46	8.04	0.42	----	----
29	PE 42	4.11	KENNETH C. KICHEFSKI REVOCABLE TRUST DATED NOVEMBER 3, 1999	FEE & T.L.E.	33.48	6.61	---	6.61	26.87	0.19	----	----
30	RH 3443	4.11	GERALDINE G. BIARD AS TRUSTEE OF THE BIARD REVOCABLE LIVING TRUST	FEE	1.21	0.09	---	0.09	1.12	----	----	----
31	RH 9104-0510	4.11	RHINELANDER ICE ASSOCIATION	FEE	4.25	0.14	---	0.14	4.11	----	----	----
32	PE 39	4.12	DANIEL V. HICKEY, ET.AL.	FEE	77.13	1.96	---	1.96	75.17	----	----	----
33	RH 9333-1100	4.13	GERALD N. FERCELLO	FEE	37.5	0.53	---	0.53	36.97	----	----	----
34	RH 9333-1102	4.13	RHINELANDER WISCONSIN CONGREGATION OF JEHOVAH'S WITNESSES INC.	FEE & T.L.E.	3.00	0.20	---	0.20	2.80	0.09	----	----
35	RH 9333-1001	4.13	COUNTY OF ONEIDA, A WISCONSIN MUNICIPAL CORPORATION	FEE	10.00	0.40	---	0.40	9.60	----	----	----
36	PL 646	4.13	ZION EVANGELICAL LUTHERAN CHURCH OF RHINELANDER, WISCONSIN	FEE & ACCESS	33.92	1.01	---	1.01	32.91	----	----	----
37	RH 9333-1000	4.13	GAETAN A. RIOPEL	FEE	23.20	0.41	---	0.41	22.79	----	----	----
38	PL 643	4.13	ONEIDA COUNTY	FEE	67	0.64	---	0.64	66.36	----	----	----
39	PART OF PL-641 & PL 641-2	4.14	PEGGY J. FEIGHT	FEE & ACCESS	21.77	0.52	---	0.52	21.25	----	----	----
40												
41	RH 9333-0625	4.14	JOHN MICHAEL CIRILLI, ET.AL.	FEE	4.89	0.25	---	0.25	4.64	----	----	----
42	RH 9333-0805	4.14	JEFFREY M. AND CHERYL J. ZDROIK	FEE AND T.L.E.	1.79	0.03	---	0.03	1.76	0.01	----	----
43	RH 9333-0516	4.14	ONEIDA WHOLESALE LIQUOR HOUSE INC.	FEE AND T.L.E.	3.0	0.07	---	0.07	2.93	0.08	----	----
44	RH 9333-0511 & RH 9333-0514	4.14	JEANINE C. NITKE AND THE ESTATE OF GERALD F. NITKE	FEE AND T.L.E.	9.37	1.67	---	1.67	7.70	0.06	----	----
45	RH 9333-0515	4.14	PETER C. JR. AND ROBERT L. MICHELSON	FEE	4.55	0.15	---	0.15	4.40	----	----	----
46												
47												
48	PE 40-2	4.12	SHAWN S. EDDY	FEE AND T.L.E.	2.87	0.06	0.23	0.29	2.58	0.04	----	----
49	----	4.6,4.11-4.14	WISCONSIN PUBLIC SERVICE CORPORATION ELECTRIC DISTRIBUTION	RELEASE	---	---	---	---	---	----	----	----
50	----	4.7,4.8	AMERICAN TRANSMISSION COMPANY	RELEASE	---	---	---	---	---	----	----	----
51	----	4.9-4.11, 4.13-4.14	FRONTIER COMMUNICATIONS	RELEASE	---	---	---	---	---	----	----	----
52	----	4.11,4.13	WISCONSIN PUBLIC SERVICE CORPORATION GAS TRANSMISSION	RELEASE	---	---	---	---	---	----	----	----
53	----	4.9	ONEIDA COUNTY	FEE	0.28	0.28	---	0.28	---	----	----	----
54												
55	PE 46-10	4.9	JULIUS JR. AND MARY MUELLER	T.L.E.	---	---	---	---	---	0.05	----	----
56	PE 49-3	4.9	NINA J. REINKE	FEE	1.07	0.29	---	0.29	0.78	----	----	----
57	PE 52-13	4.10	COLLEEN C. CHARBARNEAU	FEE	2.40	0.06	---	0.06	2.34	----	----	----
58	PE 52-3B	4.10	MICHAEL D. AND KELLY J. BARNETT	FEE	0.55	0.02	---	0.02	0.53	----	----	----
59	PE 45-4	4.11	KENNETH E. AND MICHELLE L. MILLER	FEE	8.5	0.10	---	0.10	8.40	----	----	----

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC				9040-05-22	
12-21-1998	06-27-2002				FEDERAL PROJECT NUMBER	4.2
05-25-1999		S.T.H. 17	ONEIDA	03-03-97		
11-11-1999					9040-05-70 205	
04-17-2000						
05-19-2000 NC						
11-20-2000 NC						

PARCEL NO.	TAX PARCEL NUMBERS	SHEET NO.	OWNERSHIP	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES			TOTAL ACRES REMAINING	T.L.E. ACRES (TEMP.)	P.L.E. ACRES (PERM.)	RESTRICTIVE DEVELOPMENT EASEMENT (ACRES)
						NEW	EXISTING	TOTAL				
60	PL 642	4.14	DOUGLAS RIVER GROUP,INC.	FEE	38.68	0.43	----	0.43	38.25	----	----	----
61	PART OF PL 641	4.14	PEGGY J. FEIGHT, ET.AL.	FEE	1.75	0.09	----	0.09	1.66	----	----	----
62	PART OF RH-9104-1201	4.9	CONCORD 6 FUND, LLC. A WISCONSIN LIMITED LIABILITY COMPANY	FEE, P.L.E. & RESTRICT. DEVELOPMENT EASE.	9.71	5.02	----	5.02	4.69	----	0.44	0.44
63	PART OF PE-46-2	4.9	JAMES C. SEBESTYEN AND AUGUST A. SCHOENECK, JR.	FEE & ACCESS	7.06	0.11	----	0.11	6.95	----	----	----
64												
65												
66												
67												
68												

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
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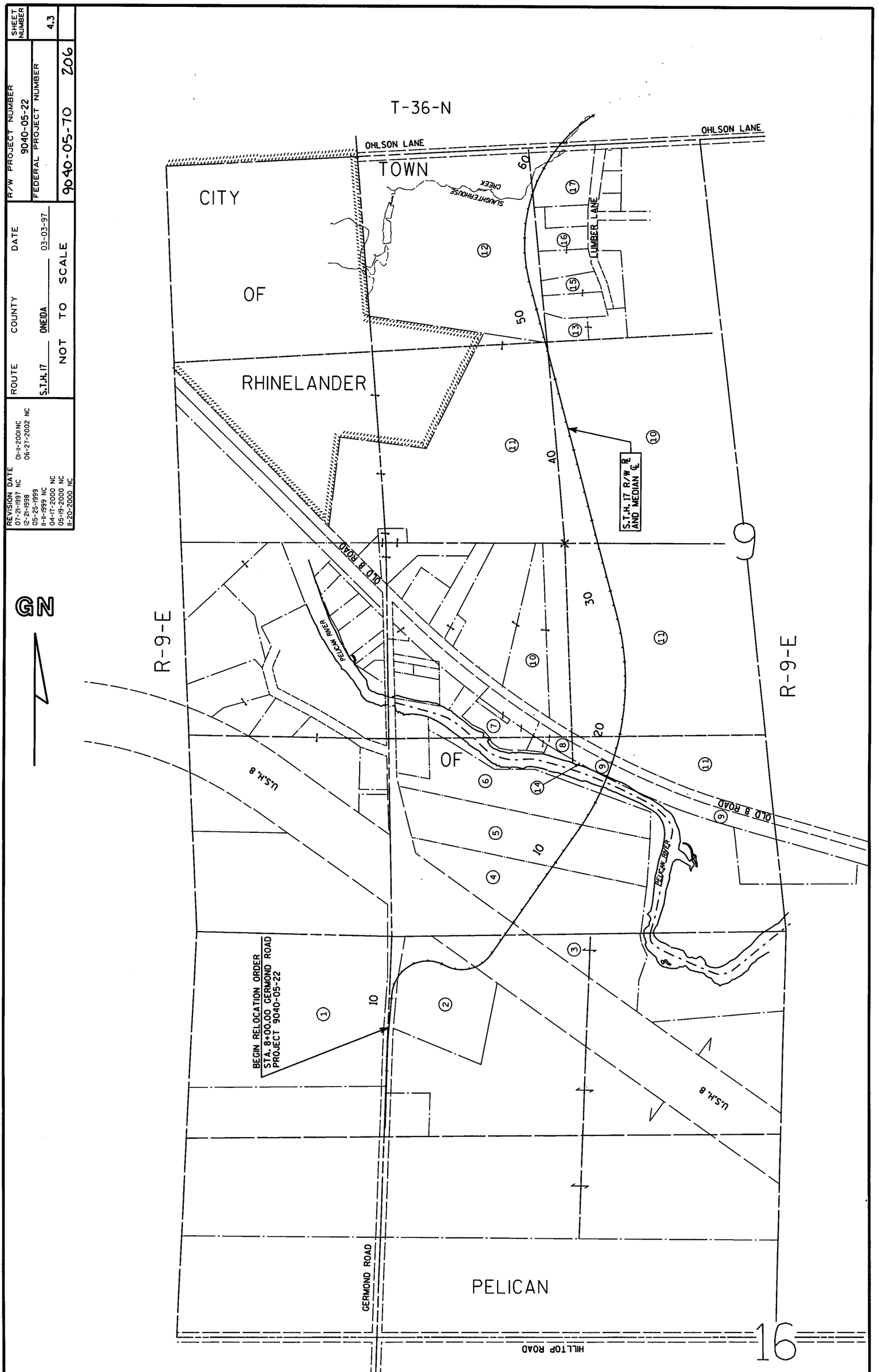
REV. DATE:
ORIGINATOR:
FILE NAME:
WISDOT/CADDS SHEET 60



REVISION DATE	
07-21-1997 NC	
12-21-1998	
05-25-1999	
11-11-1999 NC	
04-17-2000 NC	
05-19-2000 NC	
11-20-2000 NC	
01-11-2001 NC	
06-27-2002 NC	

ROUTE	COUNTY	DATE
S.T.H. 17	ONEIDA	03-03-97

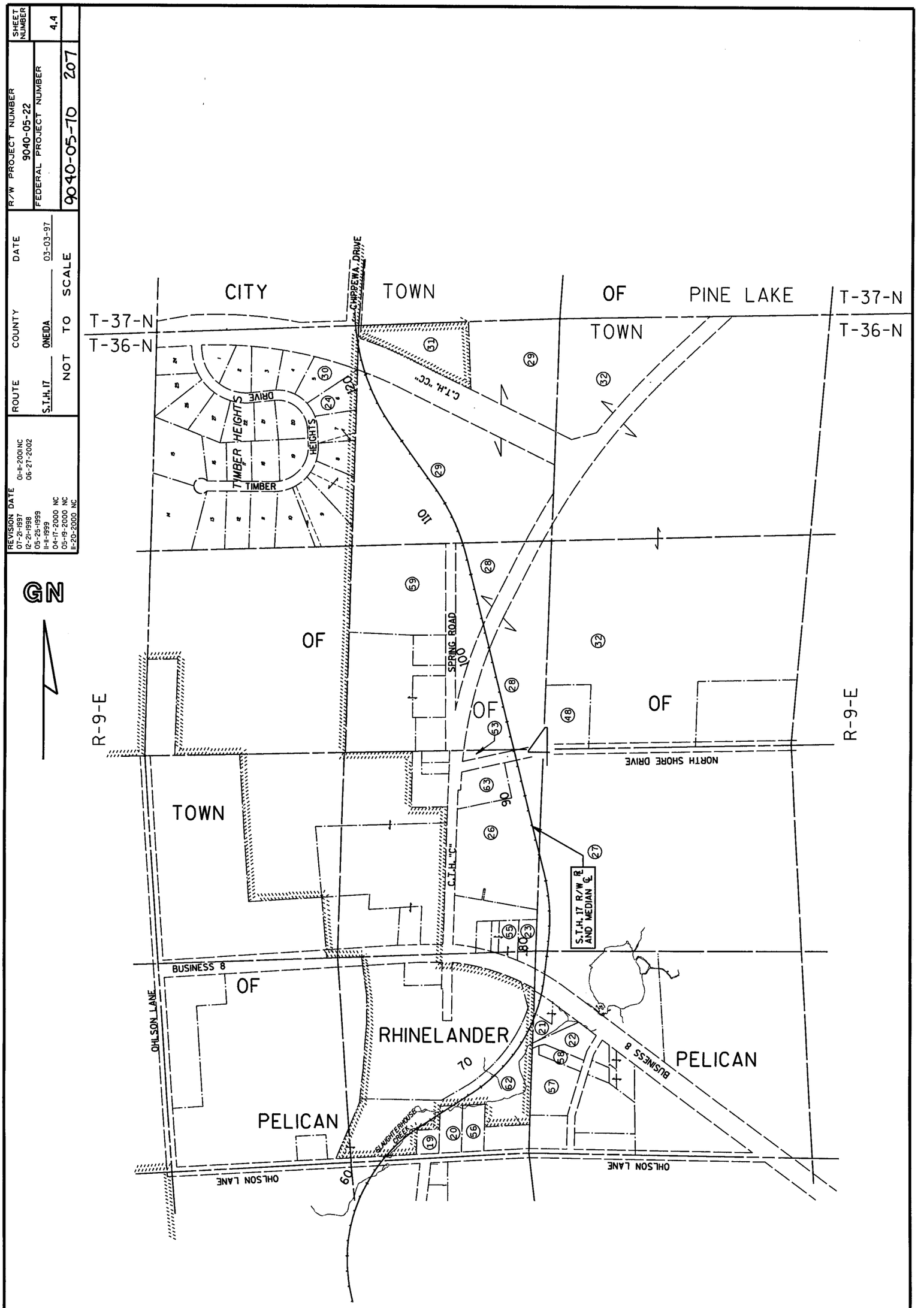
NOT TO SCALE

R/W PROJECT NUMBER
9040-05-22
FEDERAL PROJECT NUMBER
9040-05-70 206

SHEET NUMBER 4.3

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

PEN TABLE = #Plot#LASER#mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:#40307#DGN#040301-FI.dgn
DGN LEVELS ON = 1-62



REVISION DATE	
07-21-1997	01-11-2001 NC
12-21-1998	06-27-2002
05-25-1999	
11-11-1999	
04-17-2000 NC	
05-19-2000 NC	
11-20-2000 NC	

ROUTE	COUNTY	DATE
S.T.H. 17	ONEIDA	03-03-97

NOT TO SCALE

R/W PROJECT NUMBER
9040-05-22
FEDERAL PROJECT NUMBER
9040-05-70

SHEET NUMBER 4.4 of 207

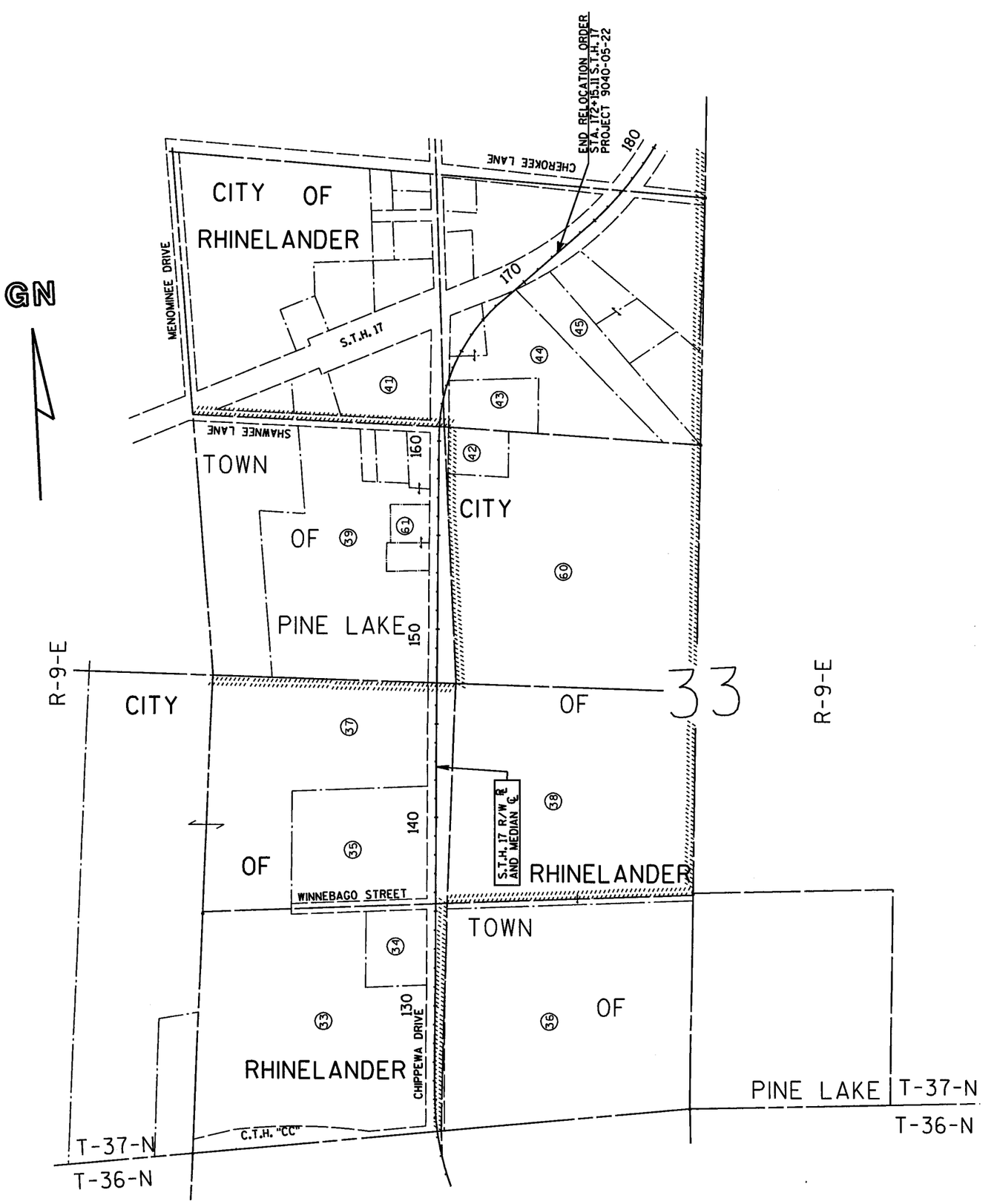
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

FILE NAME:

PEN TABLE = #P10#LASER#MV80PP.TBL
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:#40307#DGN#040302-FI.dgn
DGN LEVELS ON = 1-62

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997 12-21-1998 05-25-1999 11-11-1999 04-17-2000 NC 05-19-2000 NC 11-20-2000 01-11-2001 NC 06-27-2002 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22 FEDERAL PROJECT NUMBER 9040-05-70 208	4.5

NOT TO SCALE



FILE NAME:

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PEN TABLE = #Plot#LASER#mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:#440307#DGN#040303_r1.dgn
DGN LEVELS ON = 1-62

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/4/02
DESIGN FILE IS L:±440307±DGN±040401_rp.dgn
DGN LEVELS ON = 1-62

FILE NAME:
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REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE. FT. 0 100 200	GRID FACTOR		FEDERAL PROJECT NUMBER	4.6
05-25-1999 NC			0.99990947		9040-05-70 209	
11-11-1999 NC						
04-17-2000 NC						
05-19-2000 NC						
11-20-2000 NC						

TOWN

GN

SE-NE 17-36-9

NE-NE 17-36-9

GERMOND ROAD

EXISTING R/W (66') EXISTING R/W

SECTION LINE N02°12'24"E 2754.88'

WILLIAM J. AND FRANCES M. HARPER

RONALD E. AND DEBRA F. GILBERT (1) V.605 R. P.487

RHINELANDER REALTY, INC.

GERMOND ROAD R/W R

GERMOND ROAD R BEARING N04°42'06"E

N45°23'16"W 38.97'

N85°17'54"W 28.16'

N04°42'06"E 203.65'

L. = 134.08'
L.C. = 133.07'
L.C.B.= N16°53'43"E
R. = 315.00'

S87°47'38"E 14.30'

N02°12'24"E 265.28'

N88°57'13"E 95.14'

N85°17'54"W 37.83'

N02°12'24"E 359.68'

POINT "A"

N21°31'16"E 238.87'

L. = 294.77'
L.C. = 249.57'
L.C.B.= N60°59'52"E
R. = 150.00'

S60°27'56"E 113.57'

SLOPE INTERCEPTS

L. = 283.82'
L.C. = 276.92'
L.C.B.= N78°38'34"E
R. = 370.00'

JOHN T. AND GARY A. TAYLOR V.791 R. P.498 (2)

N54°49'27"E 504.95'

N88°57'13"E 423.08'

STA. 231+36.61

FOUND COUNTY MONUMENT X=2157063.564 Y=164023.283

N17°25'48"W 20.28'

DAVID F. AND JEAN L. SKARLUPKA

BEGIN RELOCATION ORDER
PROJECT 9040-05-22
STA. 8+00.00 GERMOND ROAD
X 2157046.427
Y 163398.216

COORDINATES FROM STATE PROJECT I.D. 1593-01-21
X 2156957.49
Y 161270.45

HILLTOP ROAD

WILLIAM A. AND VERA D. MEYER

SW-NW 16-36-9

SE-NW 16-36-9

ROBERT W. AND LEE R. SCHUPPLER

EMIL J. VOZKA, JR.

NW-NW 16-36-9

(49) ELECTRIC DISTRIBUTION SYSTEM EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V.630, P. 698

STA. 3+39.33 S.T.H. 17=
STA. 20+00.00 GERMOND ROAD=
STA. 232+05.96 U.S.H. 8
X 2157820.378
Y 163996.119

EXISTING R/W

400' TYPICAL

N54°49'27"W 469.35'

STA. 3+90.12

234+55.94

150'

5 R BEARING N35°10'07"E

N88°57'13"E 335.79'

S09°49'40"E 280.64'

RANDY J. AND CARRIE J. VOZKA (3) V.649 R. P.112

U.S.H. 8 R/W R

(400')

EXISTING R/W

U.S.H. 8 R BEARING S54°49'27"E

GOVERNMENT LOT 3

LOT 1 5 C.S.M. 1499

SECTION LINE N88°57'13"E 1748.65'

GOVERNMENT LOT 6 9-36-9

MEANDER CORNER FOUND COUNTY MONUMENT
X 2158811.921
Y 164055.216

PELICAN

GERMOND ROAD CURVE DATA

P.I. 14+03.45
Y 163999.640
X 2157095.890
△ = 112°35'33"
D = 22°55'06"
T = 374.81'
L = 491.28'
E = 200.53'
R = 250.00'
P.C. 10+28.65
P.T. 15+19.93
L.C.=415.96'
L.C.B.=N60°59'52"E

GERMOND ROAD CURVE DATA

P.I. 17+45.04
Y 163724.540
X 2157629.020
△ = 82°07'32"
D = 22°55'06"
T = 217.80'
L = 358.34'
E = 81.57'
R = 250.00'
P.C. 15+27.24
P.T. 18+85.58
L.C.=328.44'
L.C.B.= N76°13'53"E

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±440307±DGN±040402_rp.dgn
DGN LEVELS ON = 1-62

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REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.7
05-25-1999					9040-05-70 210	
11-11-1999						
04-17-2000 NC						
05-19-2000 NC						
11-20-2000 NC						

TOWN OF PELICAN

STA. 3+39.33 S.T.H. 17=
STA. 20+00.00 GERMOND ROAD=
STA. 232+05.96 U.S.H. 8
X 2157820.376
Y 163996.119

GOVERNMENT LOT 6 9-36-9

GOVERNMENT LOT 1 9-36-9

GOVERNMENT LOT 2 9-36-9

GOV'T. LOT 6
GOV'T. LOT 1
GOV'T. LOT 2

ROBERT W. HALE, BELINDA HALE GRAVES, PAMELA LEA NYLUND AND TRACEY ELIZABETH HALE ANDERSON (6) V.839 R. P.331

ANDREW E. AND PAMELA A. NYLUND (7) V.657 R. P.70 V.573 R. P.47

GRETCHEN THIBODEAUX, ET.AL. (5) V.786 R. P.648

THERESA M. KENNEDY (8) V.844 R. P.250

RANDAL S FRISCH (14) V.549 P. 133

HAROLD W. AND LOIS D. GRUNST (4) V.786 R. P.646

KENNETH N. SMITH AND GLORIA J. SMITH REVOCABLE TRUST (9) V.823, P. 35

RAYMOND L. AND JEANETTE ROBINSON (10) V.496 R. P.294 V.234 R. P.484

GLADYS M. KOSBAB REVOCABLE TRUST (11) V.885 D. P.513

BURIED ELECTRIC (49)

TRANSMISSION LINE EASEMENT (50) AMERICAN TRANSMISSION COMPANY V. 270 D. P. 227 V. 269 D. P.592

LANDLOCKED PRIOR TO R/W PROJECT NO. 9040-05-22

U.S.H. 8 R/W ℄ AND CONSTRUCTION ℄

U.S.H. 8 ℄ BEARING S54°49'27"E

S.T.H. 17 R/W ℄ AND CONSTRUCTION ℄

OLD 8 R/W ℄

OLD 8 ROAD R/W ℄ AND CONSTRUCTION ℄

S.T.H. 17 R/W ℄ AND MEDIAN ℄

S.T.H. 17 R/W ℄ CURVE DATA
P.I. 21+00.83
X 2158834.970
Y 165436.072
△ = 50°11'10"
D = 03°15'
T = 825.56'
L = 1544.19'
E = 183.73'
R = 1762.95'
P.C. 12+75.27
P.T. 28+19.45
L.C.B.= N10°04'32"E
L.C.=1495.30'

FOUND COUNTY MONUMENT X 2158811.921 Y 164055.216

FOUND COUNTY MONUMENT X=2157014.669 Y=166,731.154

FOUND COUNTY MONUMENT X 2159816.175 Y 164018.896

SECTION LINE N88°57'13"E 1748.65'

SECTION LINE S87°55'43"E 1004.91'

MEANDER LINE

0.34 ACRES SEVERED

6.21 ACRES SEVERED

3.71 ACRES SEVERED

1.85 ACRES SEVERED

STA. 19+10.00 S.T.H. 17=
STA. 120+00.00 OLD 8 ROAD
X=2158624.985
Y=165334.730

OLD 8 ROAD CURVE DATA	OLD 8 ROAD CURVE DATA	OLD 8 ROAD CURVE DATA	OLD 8 ROAD CURVE DATA
P.I. 114+91.81	P.I. 117+35.73	P.I. 121+99.79	P.I. 124+72.75
X 2158141.020	X 2158385.180	X 2158305.600	X 2158997.340
Y 165487.220	Y 165448.130	Y 165249.320	Y 165053.020
△ = 24°14'31"	△ = 16°12'46'	△ = 20°21'52"	△ = 26°35'48"
D = 11°00'	D = 11°00'	D = 15°00'	D = 11°00'
T = 111.86'	T = 74.19'	T = 68.61'	T = 123.11'
L = 220.38'	L = 147.39'	L = 135.76'	L = 241.79'
E = 11.88'	E = 5.26'	E = 6.11'	E = 14.35'
R = 520.87'	R = 520.87'	R = 381.97'	R = 520.87'
P.C. 113+79.94	P.C. 116+61.54	P.C. 121+31.19	P.C.123+49.64
P.T. 116+00.32	P.T.118+08.93	P.T. 122+66.95	P.T.125+91.43
L.C.=218.74'	L.C.=146.90'	L.C.=135.05'	L.C.=239.62'
L.C.B.=S68°46'59"E	L.C.B.=S72°47'52"E	L.C.B.=S54°30'32"E	L.C.B.=S57°37'30"E

LEGEND
----- PROPOSED STATE FUNDED TRAIL
—·— EXISTING STATE FUNDED TRAIL

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L1±440307±DGN±040403_rp.dgn
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REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.8
05-25-1999 NC					9040-05-70 211	
11-11-1999 NC						
04-17-2000 NC						
05-19-2000						
11-20-2000						

TOWN

CITY OF RHINELANDER

P.L.

SW-NW 9-36-9

FOUND COUNTY MONUMENT X=2,157,014.669 Y=166,731.754

FOUND 2" I.P. X=2,157,686.298 Y=168,169.607

GLADYS M. KOSBAB REVOCABLE TRUST (11) V. 885 D. P. 513

FOUND 2" I.P. X=2,158,121.072 Y=168,111.917

OF

S.T.H. 17 R/W ℄ AND MEDIAN ℄

N26°19'39"W 101.98'

N15°01'03"W 995.21'

16TH LINE N05°26'50"W 1,335.91'

0.89 ACRES SEVERED

N15°01'03"W 732.32'

N15°01'03"W 1,293.54'

N89°53'12"E 238.01'

SLOPE INTERCEPTS

N09°18'25"W 100.50'

RAYMOND L. AND JEANETTE ROBINSON (10) V. 234 R. P. 484

SE-NW 9-36-9

ACCESSED OFF EDWARD AVENUE

TRANSMISSION LINE EASEMENT (50)
AMERICAN TRANSMISION COMPANY
V. 269 D. P.592
V. 270 D. P. 227

DAVID J. AND NOREEN L. STEIN (13) V. 704 R. P. 190 V.649 R. P. 429 V.682 R. P. 582

N15°01'03"W 300.00'

LUCILLE V. NEFSTEAD (15) LOT 1 VOL.2 C.S.M.P.528 V. 699 R. P. 662

LOT 2 VOL.2 C.S.M.P.528

LOT 3 VOL.2 C.S.M.P.528

LOT 4 VOL.2 C.S.M.P.528

LEWIS J. AND DONNA S. HOWARD

P.C.=51+95.21

N12°31'36"W 195.39'

N12°10'43"W 314.95'

V. 770 P. 32

RICHARD W. AND SHARON CUTLER (16) V. 395 R. P. 497

RUSSELL W. AND SHELLEY A. DERN

CHRISTOPHER L. AND JULIE A. WILSON (17) V. 834 R. P. 372

N37°08'15"E 214.88'

30+85.14 26.37'

LUMBER LANE

N03°07'17"W 30.00'

EXISTING ROADWAY TO BE OBLITERATED FROM LUMBER LANE TO S.T.H. 17

TODD R. AND LORI A. LARSON

HERMAN H. AND LAVONNE DORO

NE-NW 9-36-9

MUSSON BROS., INC. (12) V. 245 D. P. 166

L. = 455.30'
L.C. = 452.45'
L.C.B.= N03°53'09"W
R. = 1171.74'

SLAUGHTERHOUSE CREEK CHANNEL CHANGE

N86°52'43"E 1074.74'

N04°56'27"E 113.36'

L. = 283.60'
L.C. = 282.92'
L.C.B.= N19°37'15"E
R. = 1181.74'

N40°36'23"W 106.00'

N02°48'13"W 30.00'

L. = 406.80'
L.C. = 403.65'
L.C.B.= N16°52'15"E
R. = 941.74'

EXISTING R/W OHLSON LANE EXISTING R/W

OHLSON LANE R/W ℄

FOUND COUNTY MONUMENT X=2,156,810.408 Y=169,177.120

STA. 61+72.59 S.T.H. 17= STA. 29+65.83 OHLSON ROAD BEARING N87°11'47"E X=2,158,199.061 Y=169,449.871

N86°52'43"E 292.11'

N86°52'43"E 435.12'

CURVE DATA

P.I. 59+57.72
Y 169264.527
X 2157807.887
△ = 72°24'20"
D = 05°30'
T = 762.52'
L = 1316.46'
E = 249.25'
R = 1041.74'
P.C. 51+95.21
P.T. 65+11.67
L.C.=1230.60'
L.C.B.=N21°11'07"E

LEGEND

----- PROPOSED STATE FUNDED TRAIL

SECTION LINE N86°52'43"E 2,371.23'

FOUND COUNTY MONUMENT X=2,159,178.122 Y=169,506.233

SE-SW 4-36-9

PELICAN

FILE NAME:

WISDOT/CADDS SHEET 75

PEN TABLE = #Plot#LASER#mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:#440307#DGN#040404_rp.dgn
DGN LEVELS ON = 1-62

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.9
05-25-1999					9040-05-70 212	
11-11-1999						
04-17-2000 NC						
05-19-2000 NC						

CITY

TOWN

OF

RHINELANDER

PELICAN

STA. 61+72.59 S.T.H. 17=
STA. 29+65.83 OHLSON ROAD
X=2,158,199.061
Y=169,449.871

FOUND ONEIDA COUNTY MONUMENT
X=2,156,810.408
Y=169,377.120

N86°52'43"E 1,074.36'

OHLSON LANE

N23°06'23"E 70.91'

1 A.P.

N87°11'47"E 153.11'

WPSC (49)

N32°10'44"E 218.50'

BRUCE A. AND RENEE M. BRADLEY (19)

N84°16'50"E 244.16'

SLAUGHTERHOUSE CREEK CHANNEL CHANGE

N86°52'43"E 846.54'

R. BEARING N81°21'42"E

SE-SW 4-36-9

N57°23'17"E 423.20'

SLOPE INTERCEPTS

P.I.=65+11.67

RICHARD D. AND COLLEEN V. WENOS (20)

V.566 R., P.846

HO.

P.C.=69+34.87

RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E.-10' WIDE-0.44 ACRES

N01°58'46"E 198.23'

NINA J. REINKE (66) V.575 R., P.542

N86°52'43"E 450.34'

N86°52'43"E 2,371.23'

SECTION LINE

EXISTING R/W

LOT 1 C.S.M. NO. 2326

N51°04'20"E 181.80'

1.68 ACRES LANDLOCKED

L. = 446.75'
L.C. = 444.04'
L.C.B.= N46°27'55"E
R. = 1171.74'

N01°58'46"E 594.04'

N01°58'46"E 548.06'

CONCORD 6 FUND, L.L.C. A WISCONSIN LIMITED LIABILITY CO. (62) V. 975, P. 157-158

(51) BURIED TELEPHONE CABLE-FRONTIER COMMUNICATIONS

STA. 78+12.74 S.T.H. 17 R/W
STA. 40+25.51 BUSINESS 8
X=2159273.834
Y=170616.215

S.T.H. 17 CURVE DATA

P.I. 59+57.72
Y 169264.527
X 2157807.887
△ = 72°24'20"
D = 05°30'
T = 762.52'
L = 1316.46'
E = 249.25'
R = 1041.74'
P.C. 51+95.21
P.T. 65+11.67
L.C.=1230.60'
L.C.B.=N21°11'07"E

FOUND COUNTY MONUMENT
X=2,159,178.122
Y=169,506.233

NORTH SHORE DRIVE CURVE DATA

P.I. 46+48.49
Y 172033.135
X 2158676.815
△ = 75°08'45"
D = 20°00'00"
T = 220.40'
L = 375.73'
E = 74.97'
R = 286.48'
P.C. 44+28.09
P.T. 48+03.82
L.C.=189.26'
L.C.B.=N32°54'25"E

C.T.H. C R. BEARING N86°39'48"E

EXISTING R/W

NORTHERN SECURITY NATIONAL BANK OF RHINELANDER

CONCORD 6, L.L.C. A WISCONSIN LIMITED LIABILITY CO.

EXISTING R/W

RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E.-10' WIDE-0.44 ACRES

L. = 664.13'
L.C. = 651.79'
L.C.B.= N38°12'12"E
R. = 991.74'

N15°21'01"W 246.70'

T.L.E. REQUIRED FOR SLOPING

N54°44'52"E 114.63'

N21°21'23"E 79.21'

P.C.=80+77.79

N06°44'17"E 77.79'

N06°44'40"E 114.36'

L. = 111.05'
L.C. = 111.03'
L.C.B.= S64°18'56"E
R. = 1432.39'

R BEARING S53°21'49"E

S.T.H. 17 CURVE DATA

P.I. 74+27.86
Y 170169.259
X 2159221.927
△ = 50°39'01"
D = 5°30'00"
T = 492.99'
L = 920.91'
E = 110.76'
R = 1041.74'
P.C. 69+34.78
P.T. 78+55.78
L.C.=891.22'
L.C.B.=N32°03'46"E

S.T.H. 17 CURVE DATA

P.I. 83+26.26
Y 171126.067
X 2159334.966
△ = 20°53'06"
D = 04°15'00"
T = 248.46'
L = 491.41'
E = 22.70'
R = 1348.14'
P.C. 69+28.26
P.T. 85+69.21 BK= 84+91.41 AH.
L.C.=488.70'
L.C.B.=N03°42'17"W

C.T.H. C CURVE DATA

P.I. 37+00.97
Y 170842.104
X 2158983.905
△ = 39°58'23"
D = 04°00'00"
T = 520.97'
L = 999.33'
E = 91.80'
R = 1432.39'
P.C. 31+80.00
P.T. 41+79.33
L.C.=979.18'
L.C.B.=S73°21'01"E

NORTH SHORE DRIVE CURVE DATA

P.I. 51+48.39
Y 172161.255
X 2159227.060
△ = 11°58'48"
D = 03°00'00"
T = 200.40'
L = 399.33'
E = 10.48'
R = 1909.86'
P.C. 49+47.99
P.T. 53+47.32
L.C.=398.60'
L.C.B.=N82°52'58"E

ONE-QUARTER LINE N88°55'48"E 5342.80'

FOUND COUNTY MONUMENT
X=2,156,627.481
Y=172,114.135

ALBERT C. AND PEGGY J. DIBBLES

JULIUS JR. AND MARY MUELLER (55) V.691 P.140

DANIEL A. AND SHELBY J. BLAMBERG (23) V.324 D., P.365

N01°44'49"E 40

EXISTING R/W

NORTH SHORE DRIVE (69)

EXISTING R/W

ROBERT D. COHEN, ET.AL.

V.481 R., P.154

DAVID MEINNERT AND NICHOLAS METROPULOS V. 1077, P. 260

P.T.=84+91.41 AH.=85+69.21 BK.

EQUATION

N09°41'40"W 141.32'

N14°08'50"W 716.02'

POINT "Y"

R BEARING N14°08'50"W

N21°26'36"W 65.60'

86+05.85

N01°58'40"E 356.01'

38+87.10 64.29'

N01°58'46"E 141.27'

N01°58'46"E 729.54'

ONE-QUARTER LINE N01°58'46"E 5493.83'

93+86.28

110'

ANN DAWSON

L. = 185.55'
L.C. = 185.51'
L.C.B.= N05°15'57"E
R. = 2814.53'

N01°44'49"E 119.40'

N01°44'49"E 200.98'

N75°37'59"E 60.04'

POINT "R"

POINT "S"

46+12.71 70'

46+75.03 104.73'

S88°15'11"E 33.00'

N32°54'25"E 189.25'

JAMES C. SEBESTYEN AND AUGUST A. SCHOENECK, JR. V. 984, P.573-576

(63) 5.57 ACRES REMAINING

MARATHON MEDIA OF RHINELANDER, L.L.C. V.896 R., P.361

(26)

1.38 ACRES REMAINING LOT 1 C.S.M. NO. 2429

N75°37'59"E 58.58'

47+57.77 70'

N75°37'59"E 85.71'

N75°37'59"E 529.57'

ONEIDA COUNTY (53) V.154 D., P.259

STA. 92+75.10 S.T.H. 17= STA. 50+00.00 N. SHORE DRIVE
X=2159082.692
Y=172126.912

N88°55'48"E

FOUND COUNTY MONUMENT
X=2,156,627.481
Y=172,114.135

P.T.

R BEARING N88°52'21"E

N. SHORE DRIVE

FOUND COUNTY MONUMENT
X=2159361.881
Y=174996.789

FOUND COUNTY MONUMENT
X=2161969.346
Y=172213.895

LEGEND

PROPOSED STATE FUNDED TRAIL

SIGN SCHEDULE			
SIGN NUMBER	OWNER (S)	STATION	DISTANCE
18-1	CLEAR LAKE MOTEL	77+55	72' LT.

FILE NAME:

WISDOT/CADDS SHEET 75

GB1
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62.

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.10
05-25-1999 NC					9040-05-70 213	
11-11-1999 NC						
04-17-2000 NC						
05-19-2000 NC						
11-20-2000 NC						

P.C.=69+34.87
SECTION LINE N86°52'43"E 2,371.23'
STA. 78+12.74 S.T.H. 17 R/W ℄ = STA. 40+25.51 BUSINESS 8
S.T.H. 17 R/W ℄ AND MEDIAN ℄
L. = 218.27'
L.C. = 218.06'
L.C.B.= N57°43'45"W
R. = 1432.39'
P.T.=78+55.78
12" PVC
24" RCP
BENCH
POOL
P.C.=80+77.79
EQUATION
P.T.=85+69.21 BK.= 84+91.41 AH.
TRANSMISSION LINE
RADIO TOWER
FOUND COUNTY MONUMENT X=215627.481 Y=172114.135
T 36 N R 9 E 5 4
N76°53'34"E
P.C. 100
95
90
85
80
75
73+32.05
130'
N01°58'46"E 594.04'
N01°58'46"E 548.06'
N01°58'46"E 187.32'
39+61.06
ONE-QUARTER LINE N01°58'46"E 5493.83'
N01°58'46"E 1329.42'
R BEARING, N14°08'50"W
NORTH SHORE DRIVE R/W ℄
TOWN
L.=190.14'
L.C.=189.93'
R.=1171.74'
N66°29'49"E 182.70'
COLLEEN G. CHARBARNEAU (57) V. 268 D., P.375
EVANGELINE BOSQUETTE AND SANDRA K. MALOOF (21) V.331 D., P. 39 V.332 D., P. 209
POINT "I"
(58) MICHAEL D. AND KELLY J. BARNETT V. 777 R., P. 650
EXISTING R/W
75+01.09
130'
43+45.52
120'
S53°21'49"E 79.47'
114+25
EQ
45+00
68.65'
N10°04'48"W 206.86'
N14°08'50"W 494.87'
85+91.41 AH.= 85+69.21 BK.
110'
80+49.17
139.73'
+77.19
110'
140'
N19°13'57"W 113.29'
T.L.E. REQUIRED FOR P.E. CONSTRUCTION
SLOPE INTERCEPTS
66+86.28
N01°58'46"E 208.94'
51+78.88
72.33'
75'
100'
P.T.
N80°16'35"E 318.10'
N88°55'48"E 1410.3'
RUINS
N. SHORE DRIVE
VAN NOCKER ROAD
EXISTING R/W
49.52'
S87°45'38"E 90.89'
40'
POINT "H"
ERNEST J. FREIGHT
(22) BERNICE BENNETT V. 131 D., P/510 V. 160 D., P. 5
BERNARD K. AND DIANE ECKERT
EDWARD J. AND MYRENE S. FURNO
JOAN A. LEMKE
SW-SE 4-36-9
NW-SE 4-36-9
M/R GNIS#3
(60')
FOUND COUNTY MONUMENT X=2,159,178.122 Y=159,506.233
SECTION LINE S89°03'57"E 3741.99'
FOUND 2" I.P. X=2162919.613 Y=169445.229
T 36 N R 9 E 9 10 3 4
S89°54'21"E 217.18'
STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION V.695 R., P.058
LAND ACQUIRED UNDER PROJECT 9040-05-21
L.=249.40'
L.C.=249.10'
L.C.B.=N03°02'16"E
R.=1488.14
MICHAEL AND EVDOKIA ROUMAN (27) V.878 D., P. 839
(51) EASEMENT-RHINELANDER TELEPHONE COMPANY V.161 P.489
55+00
31.92'
N01°07'13"W 33.00'
DRIVE-IN THEATER
(66')
EXISTING R/W
R BEARING N88°55'48"E
ONE-QUARTER LINE N88°55'48"E 5342.80'
FOUND COUNTY MONUMENT X=2159367.881 Y=174996.789
FOUND COUNTY MONUMENT X=2161969.346 Y=172213.895
T 36 N R 9 E 1 4 33 34
T 36 N R 9 E 4 3
N36°38'11"E 68.85'
EASEMENT FRONTIER COMMUNICATIONS V. 129, P.503
(51)
BUSINESS 8 R/W ℄
R BEARING S53°21'49"E
BUSINESS 8
P.L.
M.E.
OF

LEGEND

PROPOSED STATE FUNDED TRAIL

PELICAN

S.T.H. 17 CURVE DATA	S.T.H. 17 CURVE DATA	BUSINESS 8 CURVE DATA	NORTH SHORE DRIVE CURVE DATA
P.I. 74+27.86	P.I. 83+26.26	P.I. 37+00.97	P.I. 51+48.39
Y 170169.259	Y 171126.067	Y 170842.104	Y 172161.255
X 2159221.927	X 2159334.966	X 2158983.905	X 2159227.060
△ = 50°39'01"	△ = 20°53'06"	△ = 39°58'23"	△ = 11°58'47"
D = 5°30'00"	D = 04°15'00"	D = 04°00'00"	D = 03°00'00"
T = 492.99'	T = 248.46'	T = 520.97'	T = 200.40'
L = 920.91'	L = 491.41'	L = 999.33'	L = 399.33'
E = 110.76'	E = 22.70'	E = 91.80'	E = 10.48'
R = 1041.74'	R = 1348.14'	R = 1432.39'	R = 1909.86'
P.C. 69+34.78	P.C. 69+28.26	P.C. 31+80.00	P.C. 49+47.99
P.T. 78+55.78	P.T. 85+69.21 BK= 84+91.41 AH.	P.T. 41+79.33	P.T. 53+47.32
L.C.=891.22'	L.C.=488.70'	L.C.=979.18'	L.C.=398.60'
L.C.B.=N32°03'46"E	L.C.B.=N03°42'17"W	L.C.B.=S73°21'01"E	L.C.B.=N82°52'57"E

FILE NAME:

WISDOT/CADDS SHEET 75

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±±440307±DGN±040406_rp.dgn
DGN LEVELS ON = 1-63

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.11
05-25-1999					9040-05-70 214	
11-11-1999						
04-17-2000						
05-19-2000	NC					
11-20-2000						

SECTION LINE
N01°23'29"E 2783.77'

T 36 N R 9 E 5 4

X=2156627.481
Y=172114.135

FOUND COUNTY MONUMENT

CITY

S.T.H. 17
CURVE DATA

P.I. 108+61.29
Y 173665.000
X 2158695.000
△ = 21°33'12"
D = 04°15'00"
T = 256.60'
L = 507.14'
E = 24.20'
R = 1348.14'
P.C. 106+04.69
P.T. 111+11.83
L.C.=504.16'
L.C.B.=N24°55'27"W

SW-NW 4-36-9

GN

R BEARING N14°08'50"W

95+00 110'

+57.63 53.18'

HOUSE

+43.25 110'

69'

ONE A.P., UP TO 66' IN WIDTH, IN THE EAST 66' OF THE SE-NW ALONG THE NORTHERLY LINE OF NORTH SHORE DRIVE

S.T.H. 17
CURVE DATA

P.I. 120+80.19
Y 174659.765
X 2157980.169
△ = 38°57'44"
D = 04°15'00"
T = 476.90'
L = 916.76'
E = 81.87'
R = 1348.14'
P.C. 116+03.29
P.T. 125+20.05
L.C.=899.20'
L.C.B.=N16°13'11"W

OF

RHINELANDER

NW-NW 4-36-9

TIMBER HEIGHTS

LOT 19 LOT 20

(30) GERALDINE G. BIARD, AS TRUSTEE OF THE BIARD REVOCABLE LIVING TRUST

TIMBER HEIGHTS DRIVE

LOT 4 30 VOL.3 C.S.M. P.841
L. = 149.01'
L.C. = 149.00'
L.C.B.= S72°15'03"E
R. = 2864.79'

LOT 5 V.874 D., R. 144

(24) D. BRUCE AND M. DIANNE ARTHUR

LOT 6 V.884 R., P. 716

LOT 8 LOT 31 VOL.3 C.S.M. P.842

L. = 661.59'
L.C. = 656.08'
L.C.B.= N22°52'41"W
R. = 1478.14'

BILL K., INC.

LOT 32 VOL.3 C.S.M. P.842

(49) EASEMENT
WISCONSIN PUBLIC SERVICE CORP.
V. 155 D., P. 639

LOT 7

121+01.09 130'

STA. 121+37.20 S.T.H. 17=
STA. 60+00.00 C.T.H. "CC"
X=2158039.729
Y=1747755.675

FOUND COUNTY MONUMENT
X=2154695.079
Y=1748971.080

T 37 N R 9 E 32 33 4 5

L. = 192.94'
L.C. = 192.78'
L.C.B.= S08°54'40"E
R. = 1348.14'

125

S87°51'49"W 90.10'

BURIED GAS LINE (52)

BURIED TELEPHONE CABLE-FRONTIER COMMUNICATIONS (51)

LEGEND

- EXISTING STATE FUNDED TRAIL PROPOSED TO BE CONVERTED INTO A CLUB TRAIL.
- EXISTING STATE FUNDED TRAIL (NO CHANGES) ADMINISTERED BY ONEIDA COUNTY
- PROPOSED STATE FUNDED TRAIL
- PROPOSED SEGMENT OF STATE FUNDED TRAIL TO BE ELIMINATED

TOWN

ONE-QUARTER LINE N88°55'48"E 5342.80'

(59) KENNETH E. AND MICHELLE L. MILLER
V. 895, P. 32

N23°12'46"W 112.47'
N60°14'03"W 64.06'
109+40 160'
GAR.
95'
100.00'
HO.
N61°36'07"E 75.00'
T.L.E. REQ'D. FOR PRIVATE ENTRANCE CONSTRUCTION
107+66.13 151'
107+55.99 125'
108+80 125'
109+40 85'
110'
N88°30'18"E 42.25'
L.=186.22'
L.C.=186.05'
L.C.B.=N24°10'33"W
R.=1263.14'
INTERSECTION OF SOUTH LINE OF NE-NW, SECTION 4 AND EASTERLY NEW R/W LINE OF S.T.H. 17
N88°30'18"E 193.66'

EASEMENT
WISCONSIN PUBLIC SERVICE CORP. (49)
V. 119, P. 313

CLETUS AND EVELYN GILLIS

PAMELA A. BROWN

SE-NW 4-36-9

OF

N20°52'36"W 48.36'
N09°08'07"W 187.63'
105+12.77 170.30'
N00°06'49"W 231.65'
105+01.85 105'
N88°30'18"E 46.58'
POWER POLE (49)

EXISTING R/W

SPRING ROAD

N06°35'00"W 113.95'

EXISTING ROADWAY TO BE OBLITERATED.

1.15 ACRES SEVERED

N14°08'50"W 488.89'
N09°08'07"W 192.80'
N88°30'18"E 216.88'
99+00 120'
100+12.96 105'
100+10' 558'

1.17 ACRES SEVERED

N14°08'50"W 563.08'
R BEARING N14°08'50"W
N14°08'50"W 327.35'
106+04.69 100'
N32°33'35"W 107.88'
108+00 100'
103+00 85'
L.=225.19'
L.C.=224.95'
L.C.B.=N31°11'58"W
R.=1433.14'

C.T.H. "CC" REFERENCE LINE CURVE TANGENT

KENNETH C. KICHEFSKI REVOCABLE TRUST DATED NOVEMBER 3, 1999 (29)
V. 953 R., P. 651

N64°02'59"W 61.74'

N64°02'59"W 598.86'

95 100 +50

N14°08'50"W 56.85'
95+00 110'
N39°31'13"W 129.56'
65'
+57.63 53.18'
HOUSE
110'
+43.25 110'
N84°04'18"E 41.45'
N01°58'46"E 187.20'
S88°55'48"W 318.79'
N01°58'46"E 57.65'
95+00 248.54'
N75°51'10"E 148.54'
T.L.E. REQUIRED FOR BUILDING RAZING

N14°08'50"W 690.70'

SLOPE INTERCEPTS

RICHARD C. EDDY AND KATHLEEN SKEWAY (28)
V.488 R., P. 33

N18°08'02"W 143.83'

EXISTING ROADWAY TO BE OBLITERATED

C.T.H. "C"

L.=209.80'
L.C.=209.61'
L.C.B.=N18°17'52"W
R.=1448.14'
101+33.85 110'
102+11.24 100'
100'
EXISTING R/W

PELICAN

L.=124.44'
L.C.=124.40'
L.C.B.=N19°59'17"W
R.=1448.14'

C.T.H. "CC" CURVE DATA

P.I. 56+19.17
Y 174954.663
X 2157675.698
△ = 29°18'03"
D = 02°00'00"
T = 748.91'
L = 1465.04'
E = 96.47'
R = 2864.79'
P.C. 48+70.26
P.T. 63+35.30
L.C.=1449.13'
L.C.B.=S78°42'01"E

EASEMENT
WISCONSIN PUBLIC SERVICE CORP. (49)
V. 157, P. 1
V. 157, P. 131

N35°42'03"W 103.29'
130'
115+03.29
N32°50'18"W 200.25'
1¼" PIPE 26' DEEP
R/W LINE
8'
9.5'
8.5'
CONCRETE SLAB WITH WELL

L.=281.08'
L.C.=280.51'
L.C.B.=N24°34'23"W
R.=1263.14'
P.T.=111+11.83
N45°30'55"W 297.18'
113+00 140'
115'
110'
110+00 85'
107+66.13 151'
107+00 151'
105+12.77 170.30'
R BEARING N35°42'03"W 388.17'
N35°42'03"W
N43°57'48"W 104.38'
115+00 85'
111+11.83 85'
4-36-9
NE-NW
EXISTING R/W

C.T.H. "CC" R/W ℄ AND CONSTRUCTION ℄

S.T.H. 17 R/W ℄

KENNETH C. KICHEFSKI REVOCABLE TRUST DATED NOVEMBER 3, 1999 (29)
V. 953 R., P. 651

C.T.H. "CC" REFERENCE LINE CURVE TANGENT

L.=319.67'
L.C.=318.06'
L.C.B.=N74°02'02"W
R.=916.74'

C.T.H. "CC" CURVE DATA

P.I. 75+51.94
Y 174094.555
X 2159443.074
△ = 68°56'34"
D = 05°30'00"
T = 715.20'
L = 1253.50'
E = 221.88'
R = 1041.74'
P.C. 68+36.74
P.T. 80+90.24
L.C.=1179.24'
L.C.B.=N81°28'44"E

72+00 125'
74+06.54 75'
N74°45'50"W 192.93'

(200')

L.=459.91'
L.C.=457.50'
L.C.B.=N25°23'27"E
R.=1278.14'

R BEARING S64°02'59"E
N25°53'10"E 98.54'
67+75 98.54'
N64°02'59"W 61.74'
N87°14'48"W 67.17'
68+36.74 125'

L.=84.56'
L.C.=84.55'
L.C.B.=S69°54'54"E
R.=2864.79'
122+00.18 90'
119+49.44 70'

CITY

L.=109.46'
L.C.=109.45'
L.C.B.=S69°39'58"E
R.=2864.79'

OF

RHINELANDER ICE ASSOCIATION (31)
V. 512 D., P. 596
LOT 1 C.S.M.
V.45 MAPS P. 1076

RHINELANDER

SECTION LINE

S87°51'49"W 1268.86'

FOUND COUNTY MONUMENT
X=2159367.881
Y=1749967.789

T 37 N R 9 E 4 33

L.=236.05'
L.C.=235.70'
L.C.B.=N10°22'38"W
R.=1258.14'

P.T.=125+20.05

S01°58'46"W 5493.83'
S01°58'46"W 1738.32'
S01°58'46"W 236.43'
S01°58'46"W 615.40'

FILE NAME:

WISDOT/CADDS SHEET 75

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59, 61,62,63

GB1
PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±440307±DGN±040407_rp.dgn
61,62,63 DGN LEVELS ON = 1-63
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001 NC	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.12
05-25-1999 NC					9040-05-70 215	
11-11-1999 NC						
04-17-2000 NC						
05-19-2000 NC						
11-20-2000 NC						

S.T.H. 17 R/W ℄ AND MEDIAN ℄

105

95

℄ BEARING N14°08'50"W

SE-NW 4-36-9

ONE-QUARTER LINE N88°55'48"E 5342.80'

FOUND COUNTY MONUMENT X=2256821.481 Y=172174.135

T 36 N R 9 E 5 4

N88°55'48"E 2642.94'

STA. 97+75.10 S.T.H. 17=
STA. 50+00.00 N. SHORE DRIVE
X=2159082.692
Y=172126.912

NORTH SHORE DRIVE R/W ℄

N01°58'46"E 57.65'

N84°04'19"E 2.16'

52+00 65'

T.L.E. REQUIRED FOR P.E. CONSTRUCTION

P.L. ONE-QUARTER LINE N01°58'46"E 5493.83'

N01°58'46"E 1529.57'

75' 125' 55'

TOWN

S84°10'54"E 206.38'

N88°55'48"E 210.14'

P.T.

SHAWN S. EDDY (48) V. 783 R., P. 480

54+00 34.17'

S01°07'39"E 33.00'

P.L.

55

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 119, P. 313
(49)

DANIEL V. HICKEY ET.AL.

NORTH SHORE DRIVE CURVE DATA

P.I. 51+48.39
Y 172161.225
X 2159227.060
△ = 11°58'47"
D = 03°00'00"
T = 200.40'
L = 399.33'
E = 10.48'
R = 1909.86'
P.C. 49.47.99
P.T. 53+47.32
L.C.=398.60'
L.C.B.=N82°52'57"E

℄ BEARING N88°52'21"E

N. SHORE DRIVE

EXISTING R/W (66') EXISTING R/W

SW-NE 4-36-9

FOUND COUNTY MONUMENT X=2259169.346 Y=172213.895

T 36 N R 9 E 4 3

P.L.

P.L.

OF

GN

NE-NW 4-36-9

70

P.C.=68+36.72

C.T.H. "CC" CURVE DATA

P.I. 75+51.94
Y 174094.555
X 2159443.074
△ = 68°56'34"
D = 05°30'00"
T = 715.20'
L = 1253.50'
E = 221.88'
R = 1041.74'
P.C. 68+36.74
P.T. 80+90.24
L.C.=1179.24'
L.C.B.=N81°28'44"E

N01°58'46"E 632.38'

74+06.54 75'

N01°58'46"E 615.40'

C.T.H. "CC"

C.T.H. "CC" R/W ℄ AND CONSTRUCTION ℄

75

L. = 634.48'
L.C. = 623.16'
L.C.B.= N65°48'34"E
R. = 966.74'

SLOPE INTERCEPTS

EXISTING ROADWAY TO BE OBLITERATED

C.T.H. "C" EXISTING R/W CENTERLINE

DANIEL V. HICKEY ET.AL.
(32)
V.649 R., P. 292

NW-NE 4-36-9

80

P.I.=80+90.24

75' N47°00'27"E 109.76'

82+00 75'

N62°47'29"E 95.60'

82+92 50'

N42°59'33"W 50.00'

L. = 1254.20'
L.C. = 1250.29'
L.C.B.= N39°10'05"E
R. = 4583.25'

85

EXISTING R/W

(100')

EXISTING R/W

C.T.H. "C"

SECTION LINE N87°51'49"E 2674.66'

FOUND COUNTY MONUMENT X=2259367.881 Y=174096.789

T 36 N R 9 E 4 33

LEGEND

----- PROPOSED STATE FUNDED TRAIL

PELICAN

FILE NAME:

WISDOT/CADDS SHEET 75

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±440307±DGN±040408_rp.dgn
DGN LEVELS ON = 1-62

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997, 01-11-2001 NC, 12-21-1998, 06-27-2002 NC, 05-25-1999, 11-11-1999, 04-17-2000 NC, 05-19-2000, 11-20-2000	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
	SCALE, FT. 0 100 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.13
				9040-05-70 216	

SECTION LINE N05°23'11"E 2544.58'

CITY

C.T.H. "CC" R/W ℄

EXISTING R/W

FOUND COUNTY MONUMENT X=2156695.079 Y=174891.080

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 155 D., P. 638
(49)

GERALD N. FERCELLO
(33)
V.469 R., P.769

SW-SW 33-37-9

S.T.H. 17 CURVE DATA

P.I. 120+80.19
Y 174659.765
X 2157980.169
△ = 38°57'44"
D = 04°15'00"
T = 476.90'
L = 916.76'
E = 81.87'
R = 1348.14'
P.C. 116+03.29
P.T. 125+20.05
L.C.=899.20'
L.C.B.=N16°13'11"W

OF

P.L.

(60')

WINNEBAGO STREET

EXISTING R/W

COUNTY OF ONEIDA
A WISCONSIN MUNICIPAL CORPORATION
(35)
V.631 R., P.763

GAETAN A. RIOPEL
(37)
V.986 R., P.418

NW-SW 33-37-9

FOUND COUNTY MONUMENT X=2156933.943 Y=177430.424

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 157 D., P. 129
(49)

RHINELANDER

T.L.E. REQUIRED FOR SLOPING

RHINELANDER WISCONSIN CONGREGATION OF JEHOVAH'S WITNESSES, INC.
(34)
V.642 R., P.236

SLOPE INTERCEPTS

(51) BURIED TELEPHONE CABLE-FRONTIER COMMUNICATIONS

(49) BURIED ELECTRIC

L. = 199.36'
L.C. = 199.20'
L.C.B.= N00°40'57"W
R. = 1448.14'

L. = 189.94'
L.C. = 189.78'
L.C.B.= N00°46'29"W
R. = 1348.14'

N12°43'35"E 182.43'

N87°51'49"E 100.10'

N87°51'49"E 1318.60'

123+65.20 100'

125+20.05 100'

127+00 70'

135+05.88 70'

135+65.95 70'

139+00 70'

140+00 90'

143+00 90'

144+00 75'

N03°15'41"E 1200.00'

N08°02'54"W 101.98'

N03°15'41"E 300.00'

N11°47'32"E 101.12'

N03°15'41"E 1127.49'

N85°21'12"E 585.72'

ACCESS POINT

145 322.54' N03°15'41"E

N85°21'12"W 75.02'

150

123+30.11

R BEARING N03°15'41"E

EXISTING R/W

CHIPPEWA DRIVE

N03°15'41"E 1868.30'

N03°15'41"E 332.38'

N86°44'19"W 90.00'

146+85.30 100.21'

N85°21'12"W 101.37'

N87°51'49"E 90.10'

66'

N03°15'41"E 989.85'

POINT "J" 135+09.90 90'

POINT "K"

POINT "L"

POINT "M"

POINT "N"

POINT "O"

S.T.H. 17 R/W ℄ AND MEDIAN ℄

N87°55'53"W 150.00'

NW CORNER SE 1/4-SW 1/4
COMPUTED USING SURVEY RECORDED IN THE ONEIDA COUNTY SURVEYORS OFFICE AS MAP NO. L1448
X=2158126.282
Y=176153.019

S87°55'53"E 150.00'

135+13.03 239.97'

135+79.04 239.97'

N03°15'41"E 66.01'

N05°13'48"E 297.12'

S85°04'29"E 150.00'

146+80.94 250.14'

N05°13'48"E 33.00'

147+18.28 101.34'

147+13.92 251.28'

N85°04'29"W 150.00'

L. = 181.46'
L.C. = 181.31'
L.C.B.= N00°52'09"W
R. = 1258.14'

P.T.=125+20.05

TOWN

CITY

ZION EVANGELICAL LUTHERAN CHURCH OF RHINELANDER, WISCONSIN
(36)
V.414 R., P.377

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 155 D., P. 640
(49)

OF

SE-SW 33-37-9

ONEIDA COUNTY
(38)
V.852 R., P.558

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 155 D., P. 640
(49)

OF

NE-SW 33-37-9

V.394 P. 108

FOUND COUNTY MONUMENT X=2155367.881 Y=174999.789

SECTION LINE N87°51'49"E 2674.66'

FOUND BERNTSEN A-1 FEDERAL MONUMENT X=2159517.308 Y=177214.163

NW CORNER NE 1/4-SW 1/4
COMPUTED USING SURVEY RECORDED IN THE ONEIDA COUNTY SURVEYORS OFFICE AS MAP NO. B242.

C.T.H. "CC" CURVE DATA

P.I. 75+51.94
Y 174094.555
X 2159443.074
△ = 68°56'34"
D = 05°30'00"
T = 715.20'
L = 1253.51'
E = 221.88'
R = 1041.74'
P.C. 68+36.74
P.T. 88+05.45
L.C.=1179.24'
L.C.B.=N81°28'44"E

PINE LAKE

NOTE: ACCESS TO EXISTING CHIPPEWA DRIVE HAS BEEN CONTROLLED UNDER STATE PROJECT NUMBER 9997-02-70. LOCATIONS ARE AS SHOWN ON THIS RIGHT OF WAY PLAT.

LEGEND

- - - EXISTING STATE FUNDED TRAIL (NO CHANGES) ADMINISTERED BY ONEIDA COUNTY

RHINELANDER

FILE NAME:
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

PEN TABLE = ±Plot±LASER±mv80pp.tbl
DATE OF PLOT = 10/14/02
DESIGN FILE IS L:±440307±DGN±040409_rp.dgn
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,63

REVISION DATE		ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
07-21-1997	01-11-2001	S.T.H. 17	ONEIDA	03-03-97	9040-05-22	
12-21-1998	06-27-2002 NC	SCALE, FT. 0 200	GRID FACTOR 0.99990947		FEDERAL PROJECT NUMBER	4.14
05-25-1999					9040-05-70 217	
11-11-1999						
04-17-2000						
05-19-2000 NC						
11-20-2000						

TOWN OF PINE LAKE

CITY OF RHINELANDER

SW-NW 33-37-9 | NW-NW 33-37-9 | SW-SW 28-37-9 | SE-NW 33-37-9 | NE-NW 33-37-9 | SE-SW 28-37-9

FOUND COUNTY MONUMENT X=2156933.943 Y=177430.424

ACCESS POINT

BURIED TELEPHONE CABLE-FRONTIERS COMMUNICATIONS

BURIED GAS LINE

SLOPE INTERCEPTS

N03°15'41"E 77.46'
N85°21'12"W 75.02'
S85°21'12"E 1127.49'
N11°47'32"E 101.12'
N03°15'41"E 1000.00'
147+20.73
N85°21'12"W 101.37'
N03°15'41"E 202.66'
S86°44'19"E 90.00'
N03°15'41"E 1099.86'
147+18.28 101.34'
POINT "O"
147+51.35 99.51'
N03°15'41"E 576.62'
N00°05'49"E 172.30'
N85°04'29"W 150.00'
147+13.92 251.28'
POINT "P" 147+43.99 249.45'
N00°05'49"E 33.12'
N84°20'33"W 98.65'
N03°15'41"E 423.24'
N13°26'16"W 104.40'
N13°01'04"W 26.35'
160+50 52.26'
ACCESS POINT
N03°16'41"E 92.38'
N37°52'41"E 95.64'
N03°15'41"E 50.70'
S86°44'19"E 47.30'
N03°15'41"E 248.18'
N03°15'41"E 133.83'
N03°16'01"E 264.98'
N70°46'23"E 588.02'
N87°57'10"W 179.02'
N03°16'41"E 238.86'
N70°43'23"E 271.66'
N19°13'37"W 64.76'
N15°07'33"E 32.85'
N12°03'48"W 85.35'
N00°52'42"W 128.24'
N84°20'33"W
N03°15'41"E 216.53'
32.40'
159+82.32 82.56'
160+42.22 87.23'
159+00 60'
160+73.91 S.T.H. 17 R/W ℄ =
STA. 69+81.92 SHAWNEE LANE
X=2158210.830
Y=178683.897
75+00 64.76'
68+87.32
69+80.57
163+00 90.91'
164+93.53 182.39
165+00 65'-T.L.E
164+00 45'
165+00 60'-T.L.E
165+00 60'
STA. 166+39.82 S.T.H. 17 R/W ℄ =
STA. 79+69.89 STEVENS ST.
SLOPE INTERCEPTS
P.C.=160+23.24
P.T.=168+35.81
P.C.+174+55.43
P.T.=180+20.17
END RELOCATION ORDER
STA. 172+15.11
PROJECT 9040-05-22

S.T.H. 17 R/W ℄ AND MEDIAN ℄

60 33' WIDE EASEMENT FOR INGRESS AND EGRESS FOR PARCEL 60 REMAINS (10' ON NEW R/W ACQUIRED FROM PARCEL 42 AND 23' ON PARCEL 42 REMAINDER, PER V.524, P. 284 AND V.933, P. 370)

EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 157 D., P. 130
49

SHAWNEE LANE R/W ℄
BEARING N84°20'33"W

JOHN MICHAEL CIRILLI, ET.AL.
41
V.611 D., P.186

PEGGY J. FEIGHT
39

PEGGY J. FEIGHT, ET. AL.
61

JEFFREY M. AND CHERYL J. ZDROIK
42
V.828 D., P.379

ONEIDA WHOLESALE LIQUOR HOUSE, INC.
43
V.569 D., P.667

T.L.E. REQUIRED FOR SLOPING

L. = 241.00'
L.C. = 240.30'
L.C.B.= N18°16'46"E
R. = 909.93'

L. = 314.71'
L.C. = 313.09'
L.C.B.= N41°56'29"E
R. = 894.93'

KENNETH L. CLARK, TRUSTEE-FEE
WILLIAM L. KOPECKO-L.C.
V.777 D., P.127

DOUGLAS RIVER GROUP, INC.
V.933, P.370-1
60
EASEMENT
WISCONSIN PUBLIC SERVICE CORPORATION
V. 157 D., P. 2
49

NW CORNER NE 1/4-SW 1/4
COMPUTED USING SURVEY RECORDED IN THE ONEIDA COUNTY SURVEYORS OFFICE AS MAP NO. B242.

LEGEND
---- EXISTING CLUB TRAIL NO STATE OR COUNTY INVOLVEMENT
— · — EXISTING STATE FUNDED TRAIL (NO CHANGES) ADMINISTERED BY ONEIDA COUNTY

GERALD AND JEANINE NITKE
44
V.604 R., P.65
V.523 D., P.584

PETER JR. AND ROBERT L. MICHELSON
45
V.583 R., P.208

LOT 1 C.S.M. VOL. 2, P. 319

ROBERT MICHELSON, ET.AL.

LOT 2 C.S.M. VOL. 2, P. 319
V.788 R., P.441

VERNON NOVAK
V.244 D., P.29

FOUND COUNTY MONUMENT X=2156590.614 Y=179828.762

LOT 4 CSM VOL. 1, P. 268
LOT 3 CSM VOL. 1, P. 268
LOT 2 CSM VOL. 1, P. 268
LOT 1 CSM VOL. 1, P. 268

S38°36'31"E 10.13'
N38°36'31"W 60.00'
R BEARING N52°00'51"E
+35.67 60'
+35.24 47.80'
1 A.P.

NOTE: ACCESS TO EXISTING CHIPPEWA DRIVE HAS BEEN CONTROLLED UNDER STATE PROJECT NUMBER 9997-02-70. LOCATIONS ARE AS SHOWN ON THIS RIGHT OF WAY PLAT.

FOUND BERNTSEN A-1 FEDERAL MONUMENT X=2159517.308 Y=177214.163

FOUND 1½" IRON PIPE WITH BRASS CAP X=2159603.577 Y=178519.236

S.T.H. 17 R/W ℄ CURVE DATA

P.I. 164+55.96
Y 179065.423
X 2158231.225
△ = 48°45'15"
D = 06°00'00"
T = 432.72'
L = 812.57'
E = 93.47'
R = 954.93'
P.C. 160+23.24
P.T. 168+35.81
L.C.=788.28'
L.C.B.=N27°38'19"E

STEVENS ST. R/W ℄ CURVE DATA

P.I. 77+70.67
Y 179331.021
X 2158244.874
△ = 54°53'08"
D = 15°00'00"
T = 198.36'
L = 365.90'
E = 48.43'
R = 381.97'
P.C. 75+72.31
P.T. 79+38.22
L.C.=352.07'
L.C.B.=S81°33'02"E

S.T.H. 17 R/W ℄ CURVE DATA

P.I. 177+40.27
Y 179888.378
X 2159285.156
△ = 18°26'53"
D = 03°16'00"
T = 284.84'
L = 564.74'
E = 22.98'
R = 1753.97'
P.C. 174+55.43
P.T. 180+20.17
L.C.=562.30'
L.C.B.=N42°47'30"E

FILE NAME:

WISDOT/CADDS SHEET 75

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = I-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	218

PLAN AND PROFILE
FOR
STA. 3+39.33-STA. 19+00
S.T.H. 17 /GERMOND/U.S.H. 8 ONEIDA COUNTY

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
31	234+90	PK NAIL IN TRIPLE BASEWOOD - 100' LT..	1566.54
32	11+34	PK NAIL IN 18" MAPLE - 27' RT..	1587.99
29	17+84	PK NAIL IN PP #9L35 - 52' RT..	1550.70

BEGIN PROJECT 9040-05-70
STA. 3+39.33

STA. 8"G"+00 RESTORE P.E. LT..
OBLITERATE OLD ROADWAY
SAW CUT REQ'D.
CONSTRUCTION LIMITS STA. 8"G"+00
STA. 8"G"+15 RESTORE P.E. RT..
STA. 10"G"+00 RESTORE P.E. RT.. 1-18" X 92' C.P. REQ'D
GERMOND RD. R/W ℄
GERMOND ROAD CONSTRUCTION ℄
GERMOND ROAD
P.I.=227+20.38
P.I.=228+30.10
P.I.=235+00.38
P.C.=10"G"+28.65
P.T.=15"G"+19.93
P.C.=15"G"+27.24
P.T.=18"G"+85.58 GERMOND RD. R/W ℄
P.T.=19"G"+34.58-GERMOND RD. CONST. ℄
U.S.H. 8
EXISTING R/W
STA. 3+39.33 S.T.H. 17 R/W ℄= STA. 20"G"+00.00 GERMOND ROAD R/W ℄ STA. 232+05.96 U.S.H. 8 CONST. ℄
STA. 3+39.33 S.T.H. 17 NBND. CONST. ℄= STA. 232+23.46 U.S.H. 8 CONST. ℄
STA. 20"G"+15.13 GERMOND RD. CONSTRUCTION ℄= STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
SLOPE INTERCEPTS
P.C.=12+75.27 N.BND CONST. ℄ AND R/W ℄
OBLITERATE ROADWAY
OLD 8 ROAD
PELICAN RIVER
(REMOVE)
P.C.=116"OE"+61.54
P.T.=118"OE"+08.93
P.C.=121"OE"+31.19
P.T.=122"OE"+66.95
123"OE"
118"OE"
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 4+50 ±
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 121"OE"+30 ±
NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

GERMOND ROAD PROFILE

STA. 13"G"+00
1-24"x114" C.P.
CLASS III REQ'D.
STA. 18"G"+50
1-42"x29"x50' C.P.
CLASS III REQ'D.
STA. 16+48
STRUCTURE B-43-47
2-SPAN 54" PRESTRESSED GIRDER BRIDGE
CLEAR ROADWAY WIDTH 44
WATER SURFACE ELEVATION=1823.00
STA. 3+39.33 S.T.H. 17 NBND. CONST. ℄= STA. 232+23.46 U.S.H. 8 CONST. ℄
STA. 20"G"+15.13 GERMOND ROAD= STA. 232+35.46 U.S.H. 8
FINISHED GRADE
PRESENT PROFILE
E.B.S. REQ'D.
300' V.C.
350' V.C.
500' V.C.
-1.87% NBND. CONST. ℄
+0.68% NBND. CONST. ℄

8"G" 9"G" 10"G" 11"G" 12"G" 13"G" 14"G" 15"G" 16"G" 17"G" 18"G" 19"G" 20"G"
1568.67 1566.81 1564.94 1563.07 1561.20 1559.34 1557.47 1555.60 1553.80 1552.44 1551.60 1551.26 1551.43 1552.05 1552.73 1553.42 1554.10
3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD
DATE: 7/1/02
FILE NAME: 05010I PP_DG
PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	219

PLAN AND PROFILE
FOR
STA. 19+00-STA. 49+00
S.T.H. 17 ONEIDA COUNTY

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

OBLITERATE ROADWAY

OLD 8 ROAD

P.T.=116"OH"+00.32

1-18"x50' C.P. REQ'D.

RUINS

P.T.=28+19.45 N.BND. CONST. ℄ AH.
=28+34.78 N.BND. CONST. ℄ BK

EQUATION

SLOPE INTERCEPTS

P.C.=39+18.91 S.BND E.O.P. CONST. ℄

P.T.=42+05.15 S.BND E.O.P. CONST. ℄

STA. 43+02.36 S.BND CONST. ℄

S.T.H. 17 R/W ℄

S.T.H. 17 E.O.P. CONST. ℄

S.T.H. 17 SBND. CONST. ℄

P.C.=49+10.08 S.BND CONST. ℄

P.C.=121+31.19

STA. 19+10.71 S.T.H. 17 R/W ℄ =
STA. 120+00.00 OLD 8 ROAD

STA. 19+13.68 S.T.H. 17 N.BND CONST. ℄ =
STA. 120+17.81 OLD 8 ROAD CONST. ℄

DEMOLITION SITE TO BE REMOVED
APPROXIMATE LOCATION

S.T.H. 17
NBND. CONST. ℄

STA. 19+13.68 S.T.H. 17 NBND. CONST. ℄ =
STA. 120"OH"+17.81 OLD 8 ROAD CONST. ℄

EQUATION 3ft.78' 80.55'

NBND. CONST. ℄ EQUATION

FINISHED GRADE

+0.68% N. BND. CONST. ℄

D.G. LT +0.8%

D.G. LT +1.2%

D.G. LT +1.5%

D.G. RT -4%

R.B.S. REQ'D.

PRESENT PROFILE

D.G. LT +0.5%

D.G. LT +3.5%

MARSH EXCAVATION

D.G. LT +2.5%

D.G. LT +5.5%

STA. 27+00
1-36"x44' REQ'D.

P.C.+00 1563.77

P.T.+00 1566.90

R.B.S. REQ'D.

800' V.C.

D.G. LT & RT +0.5%

D.G. LT & RT -0.5%

-0.85% NBND. CONST. ℄

P.T.+00 1563.10

D.G. LT & RT -0.9%

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
1554.10	1554.78	1555.47	1556.15	1556.83	1557.51	1558.20	1558.88	1559.56	1560.25	1561.04	1561.72	1562.40	1563.08	1563.77	1564.36	1564.75	1564.96	1564.97	1564.79	1564.42	1563.86	1563.10	1562.25	1561.40	1560.55	1559.70	1558.85	1558.00	1557.15	1556.30

1590 1580 1570 1560 1550 1540 1530 1520 1510

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050102 PP.DGN

PLOT NAME:
SCALE:

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
242	66+53	TOP SE COR. TRANSFORMER PAD-155' LT.	1578.94
240	70+58	TOP OF POWER BOX-140' LT.	1567.25
13	60+80	PK NAIL IN PP-80' LT.	1544.67
11	78+75	PK NAIL IN PP-69' LT.	1567.29

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	220

PLAN AND PROFILE
FOR
STA. 49+00-STA. 79+00
S.T.H. 17 /LINCOLN ST./C.T.H. C ONEIDA COUNTY

P.I. 25"OH"+00.03 OHLSON RD.
SAW CUT REQ'D
CONSTRUCTION LIMITS STA. 26"OH"+50
CONSTRUCTION LIMITS, STA. 27"OH"+50
STA. 61+72.58 S.T.H. 17 R/W ℄ = STA. 29"OH"+65.86 OHLSON LANE
EQUATION
SEPTIC DRAIN FIELD (TO REMAIN)
RETAINING WALL REQ'D. STA. 67+50-71+50 LT.
RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E. 10' WIDE
LINCOLN STREET CONSTRUCTION ℄
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 41"C"+70 +/-
SLOPE INTERCEPTS
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
S.T.H. 17 SBND. CONST. ℄
P.T.=65+11.67 R/W ℄ =64+97.33 N.BND. CONST. ℄ BK. =65+22.16 S.BND. CONST. ℄ BK.
P.C.=69+34.87 S.BND. N.BND. CONST. ℄ AND R/W
STA. 78+09.10 S.T.H. 17 SBND. CONST. ℄
STA. 40"L"+16.93 LINCOLN STREET
STA. 78+12.74 S.T.H. 17 R/W ℄ =
STA. 40"L"+25.52 LINCOLN STREET
STA. 40"C"+25.52 C.T.H. C
STA. 78+16.32 S.T.H. 17 NBND. CONST. ℄
STA. 40"C"+34.11 C.T.H. C
40"+57" C.P. (REMOVE)
CONSTRUCT CHANNEL SEE DETAIL AND CROSS SECTIONS
OBLITERATE OLD ROAD
+50 OHLSON LN. ℄ SAW CUT REQ'D
+18 OHLSON LN. ℄ SAW CUT REQ'D
P.I.-34"OH"+99.94
LUMBER LA.
OHLSON LA.
P.C.=51+96.32 S.BND. E.O.P. CONST. ℄
P.I.=51+96.32 S.BND. E.O.P. CONST. ℄
P.C.=51+08.89 S.BND. E.O.P. CONST. ℄
P.C.=52+08.18
P.C.=51+95.21
CONSTRUCTION LIMITS STA. 33"OH"+65
(REMOVE) 12" RCP WALL
P.T.=41"C"+79.33
S.T.H. 17 NBND. CONST. ℄
P.T.=78+55.78 R/W ℄ =78+62.85 N.BND. ℄ BK. =78+48.71 S.BND. ℄ BK.
EQUATION
24" RCP
12" PVC
BUILDING
POWER BOX
MALL
GN

OHLSON LANE PROFILE

PRESENT PROFILE
S.T.H. 17 SBND. CONST. ℄
STA. 29"OH"+65.86 OHLSON LANE = STA. 61+72.58 S.T.H. 17 R/W ℄
100' V.C. P.I.+50 1559.74
P.I.+50 1554.40
P.I.+00 1558.74
FINISHED GRADE
-2.00%
SBND. CONST. ℄ EQUATION 22.15' 88.33'
NBND. CONST. ℄ EQUATION 97.33' 88.33'
EQUATION
25"OH" 26"OH" 27"OH" 28"OH" 29"OH" 30"OH" 31"OH" 32"OH" 33"OH" 34"OH"
1568.00 1559.65 1558.50
-0.850% NBND. CONST. ℄
-0.850% SBND. CONST. ℄
D.C. LT. -0.3%
D.C. RT. AND LT. -0.3%
D.C. RT. -0.9%
D.C. LT. -2.8%
D.C. LT. -1.0%
EBS REQ'D.
MARSH EXCAVATION
STA. 58+15 1-42"x38' REQ'D.
CHANNEL CHANGE PROFILE
P.C.+35.66 1545.79 NBND. CONST. ℄
P.C.+60.49 1545.59 SBND. CONST. ℄
D.C. RT. +0.3%
D.C. RT. +0.4%
D.C. LT. +0.5%
D.C. LT. +0.8%
STA. 62+00-63+00
STA. 63+00-64+00
STA. 61+72.58 S.T.H. 17 NBND. CONST. ℄ = STA. 29"OH"+65.86 OHLSON LANE
1100' V.C.
P.I.+00 1540.91 SBND. CONST. ℄
P.I.+00 1541.12 NBND. CONST. ℄
D.C. RT. +0.2%
D.C. RT. +0.25%
SBND. CONST. ℄ FINISHED GRADES
NBND. CONST. ℄ FINISHED GRADES
P.C.+00 SBND. CONST. ℄ 1560.85
P.T.+50 SBND. CONST. ℄ 1559.20
P.C.+00 NBND. CONST. ℄ 1560.90
P.T.+50 NBND. CONST. ℄ 1559.28
400' V.C.
P.I.+00 1567.50
P.T.+00 1569.13 SBND. CONST. ℄
P.T.+00 1569.42 NBND. CONST. ℄
+0.961% SBND. CONST. ℄
+0.958% NBND. CONST. ℄
+3.324% SBND. CONST. ℄
+3.297% NBND. CONST. ℄
STA. 40"L"+25.52 LINCOLN STREET = STA. 40"C"+25.52 C.T.H. "C" = STA. 78+12.74 S.T.H. 17 R/W ℄
SBND. CONST. ℄ EQUATION 48.71' 44.22'
NBND. CONST. ℄ EQUATION 62.85' 44.22'

1600 1590 1580 1570 1560 1550 1540 1530 1520

1556.30 1555.45 1554.60 1553.75 1552.90 1552.05 1551.20 1550.35 1549.50 1548.65 1547.80 1546.95 1546.10 1545.32 1544.90 1544.86 1545.12 1545.78 1546.82 1548.23 1550.02 1552.18 1554.73 1557.65 1560.90 1563.90 1566.33 1568.16 1569.42 1570.37 1571.40

49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,
DATE: 2/12/02 FILE NAME: 050103 PP.DGN
ORIGINATOR: PROJECT NO. 4403070.00 REVISED BY: DJD
PLOT NAME: SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	221

PLAN AND PROFILE
FOR
STA. 79+00-STA. 109+00
S.T.H. 17/NORTH SHORE — **ONEIDA COUNTY**

SEE CONSTRUCTION DETAIL FOR SPRING ROAD CURVE DATA AND ALIGNMENT LAYOUT INFORMATION

T.L.E. REQ'D. FOR P.E. CONST.

REMOVE EXISTING PIPE AND INSTALL 2-30" C.M.P.

STA. 20"S"+00.00 SPRING ROAD

EISENHOWER WAY EXISTING R/W

45"E" BM EXISTING R/W

EQUATION

STA. 48"E"+81.93 EISENHOWER WAY = STA. 10"S"+00.00 SPRING RD.

STA. 92+75.44 S.T.H. 17 S. BND. R = STA. 49"E"+91.99 EISENHOWER WAY

S.T.H. 17 R/W R

STA. 92+75.10 S.T.H. 17 R/W R = STA. 50"E"+00.00 EISENHOWER WAY = STA. 50"NS"+00.00 NORTH SHORE DRIVE

SLOPE INTERCEPTS

P.C.=80+7.19 S.T.H. 17 R/W R AND S.BND. N.BND. CONST. R

P.T.=84+91.41 R/W R AH. =85+72.12 N.BND. CONST. R BK. =85+66.29 S.BND. CONST. R BK.

P.C.=49"E"+47.99

P.T.=53"NS"+47.32

EISENHOWER WAY

SHORE DR.

OBLITERATE OLD ROAD

CONSTRUCTION LIMITS STA. 15"S"+50

15"S"

20"S"

SPRING RD.

OBLITERATE ROADWAY

P.C.=106+04.69 R/W R N.BND. CONST. R

P.C.=106+21.86 S.BND. N.BND. CONST. R

S.T.H. 17 SBND. CONST. R

S.T.H. 17 NBND. CONST. R

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 51"NS"+00 ± AND STA. 98+40 ±

STA. 92+74.72 S.T.H. 17 NBND. CONST. R = STA. 50"NS"+08.01 NORTH SHORE DRIVE

T.L. (T.L.E.) FOR P.E. CONSTRUCTION

CONSTRUCTION LIMITS STA. 54"NS"+00

SAW CUT REQ'D.

SHAWN S. EDDY

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
17		PK NAIL IN PP - END SPRING RD.	1567.69

EQUATION 166.29' 8.59' SBND. CONST. R EQUATION

112.20' 8.59' NBND. CONST. R EQUATION

+0.967% SBND. CONST. R +0.958% NBND. CONST. R

D.G. RT. +1.0% D.G. RT. +1.7% D.G. RT. +1.2% D.G. LT. +0.5% D.G. LT. -1.4% D.G. LT. +2.0%

E.B.S. REQ'D.

P.C.+00 1582.66 SBND. CONST. R

P.C.+00 1582.71 NBND. CONST. R

P.I.+00 1587.50

1000' V.C.

STA. 96+00 1-36"x186' REQ'D.

FINISHED GRADE

PRESENT PROFILE

D.G. RT. -1.0% D.G. RT. -2.0% D.G. RT. +0.5% D.G. RT. +2.5% D.G. RT. +1.0% D.G. RT. +4.8% D.G. LT. +0.5% D.G. LT. +3.0% D.G. LT. +1.0%

P.T.+00 1580.67 NBND. AND SBND. CONST. R

-1.367% NBND. CONST. R -1.367% SBND. CONST. R

P.C.+00 1577.45 SBND./NBND. CONST. R

800' V.C.

MARSH EXCAVATION

D.G. RT. +0.8% D.G. LT. +4.8% D.G. LT. +2.0% D.G. LT. +3.5% D.G. LT. +0.5%

STA. 105+00 1-36"x170' REQ'D.

SPRING ROAD

STA. 20"S"+35 2=30"x36' C.P. REQ'D.

STA. 20+30 2-30"x38' REQ'D.

PRESENT PROFILE

P.I.+00 1559.85

+2.23%

FINISHED GRADE

P.I.+00 1568.56

STA. 80+75 1-30"x198' REQ'D.

SBND. CONST. R FINISHED GRADES

NBND. CONST. R FINISHED GRADES

1571.40 1572.36 1573.32 1574.27 1575.23 1576.19 1577.15 BK. 1577.92 AH. 1578.88 1579.83 1580.79 1581.75 1582.71 1583.55 1584.16 1584.52 1584.67 1584.59 1584.27 1583.72 1582.93 1581.92 1580.67 1579.30 1577.93 1576.56 1575.19 1573.82 1572.45 1571.29 1570.49 1570.07

1571.30 1572.27 1573.24 1574.20 1575.17 1576.14 1577.10 BK. 1577.83 AH. 1578.80 1579.76 1580.73 1581.70 1582.68 1583.51 1584.13 1584.51 1584.66 1584.58 1584.26 1583.71

79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109

1600 1590 1580 1570 1560 1550 1540 1530 1520

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050104 PP.DGN

PLOT NAME:
SCALE:

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	222

PLAN AND PROFILE
FOR
STA. 109+00-STA. 139+00
S.T.H. 17 ONEIDA COUNTY

STA. 121+37.17 S.T.H. 17 R/W/ ℄ =
STA. 60"CC"+00.00 C.T.H. CC

BURIED FIBER OPTIC (APPROXIMATE LOCATION)

SLOPE INTERCEPTS

P.C.=115+59.24 S.BND. CONST. ℄

P.C.=115+56.47 N.BND. CONST. ℄

P.T.=110+88.94 S.BND. CONST. ℄

P.T.=110+96.17 N.BND. CONST. ℄

P.T.=110+11.83 R/W ℄

S.T.H. 17 R/W ℄

WELL ABANDON

P.C.=116+03.29 R/W ℄

STA. 63+80 PE RT. DO NOT RESTORE

STA. 63+95 PE RT. CONSTRUCT 1-18"x 36' C.P. REQ'D.

P.I.=66"CC"+12.85 W.BND. CONST. ℄

=66"CC"+10.17 W.BND. CONST. ℄ AH.

EQUATION

C.T.H. CC R/W ℄ AND CONSTRUCTION ℄

SLOPE INTERCEPTS

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 66"CC"+00 ±

65"CC"

C.T.H. CC

EXISTING R/W

STA. 64"CC"+20 CE LT. RESTORE 1-18"x 54' C.P. REMOVE 1-18"x 50' C.P. REQ'D.

P.I.=64"CC"+62.65

P.I.=68"CC"+85.32 E.BND. CONST. ℄ BK.

=68"CC"+87.42 E.BND. CONST. ℄ AH.

P.T.=123+52.50 S.BND. CONST. ℄

P.T.=123+47.64 N.BND. CONST. ℄

STA. 122+02.59 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+45.67 C.T.H. CC CONST. ℄

T.L.E. REQ'D FOR SLOPING

REMOVE 24" CMP

S.T.H. 17 R/W ℄ AND CONST. ℄

P.T.=125+20.05 R/W ℄ AH.
=125+46.07 N.BND. CONST. ℄ BK.
=125+50.93 S.BND. CONST. ℄ BK.

STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄ =
STA. 59"CC"+63.00 C.T.H. CC CONST. ℄

EQUATION

BURIED FIBER OPTIC (APPROXIMATE LOCATION)

CONTRACTOR SHALL CLEAR AND GRUB A PATH FOR A PROPOSED SNOWMOBILE TRAIL WITHIN THE RIGHT OF WAY ON THE EAST SIDE OF CHIPPEWA DRIVE FROM C.T.H. CC TO STEVENS STREET. THE PATH SHALL BE A MINIMUM OF 12 FEET IN WIDTH AND GRADED TO AN EVEN PLANE.

REMOVE 24" CMP

F.E. REQ'D

CONSTRUCTION LIMITS
STA. 51"W"+18

PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 50"W"+75 ±

CONSTRUCTION LIMITS
STA. 48"W"+00 -
STA. 50"W"+00.00 WINNEBAGO ST.=
STA. 135+39.17 S.T.H. 17

REMOVE 18" CMP

WINNEBAGO ST.

EXIST. R/W

EXISTING R/W

ASPHALT LOT

BUILDING

UTILITY MARKER

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
18	122+37	PK NAIL IN PP - 20' RT.	1588.97
20	135+21	TOP OF FIRE HYDRANT - 38' RT.	1592.93

WINNEBAGO STREET

STA. 50"W"+00.00 WINNEBAGO ST.=
STA. 135+39.17 S.T.H. 17

PRESENT PROFILE

FINISHED GRADE

MARSH EXCAVATION

E.B.S. REQ'D.

800' V.C.

300' V.C.

328' V.C.

L.B.S. REQ'D.

STA. 50"W"+90 1-2"x15"x60' REQ'D.

STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄ =
STA. 59"CC"+63.00 C.T.H. CC CONST. ℄

STA. 122+02.59 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+45.67 C.T.H. CC CONST. ℄

EQUATION 50.93' 79.95'

SBND. CONST. ℄ EQUATION 45.07' 79.95'

NBND. CONST. ℄ EQUATION

NBND. P.C.+00 1591.62

SBND. P.C.+00 1591.90

P.I. 126+19.12 1594.39

P.I. 126+23.98 1594.39

P.T. 127+69.12 SBND. ℄ 1593.80

P.T. 127+72.90 NBND. ℄ 1593.80

P.C.+72 NBND. 1589.50

P.C.+72 SBND. 1589.48

-0.393% NBND. CONST. ℄

-0.392% SBND. CONST. ℄

+1.660% SBND. CONST. ℄

+1.660% NBND. CONST. ℄

D.C. LT.-0.5%

D.C. RT.+1.0%

D.C. RT.+2.0%

D.C. RT.+2.5%

D.C. LT.+1.5%

D.C. RT.+0.5%

D.C. RT.+0.25%

P.I.+00 1567.00

P.T.+00 1573.64

P.C.+80 1591.02

P.I.+52 1590.78

P.I.+20 1591.09

P.I.+00 1591.27

P.I.+48 1590.54

P.I.+68 1590.78

P.I.+52 1590.76

P.I.+36 1590.76

P.C.+00 1592.94

1.36%

2.17%

0.77%

S.T.H. 17 SBND. CONST. ℄ FINISHED GRADES

1592.51 1592.11 1591.72 1591.33 1590.94 1590.55 1590.15 1589.76 1589.38

S.T.H. 17 NBND. CONST. ℄ FINISHED GRADES

1591.90 1593.49 1593.91 1593.68 1593.29 1592.90 1592.52 1592.13 1591.73 1591.34 1590.95 1590.55 1590.16 1589.77 1589.40

1570.07 1570.03 1570.36 1571.08 1572.17 1573.64 1575.30 1576.96 1578.62 1580.28 1581.94 1583.60 1585.26 1586.92 1588.58 1590.24 1591.90 1593.45 1593.90 1593.70 1593.31 1592.91

47"W" 48"W" 49"W" 50"W" 51"W 52"W

109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139

1620 1610 1600 1590 1580 1570 1560 1550 1540

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 05OJ05 PP.DGN

PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	223

PLAN AND PROFILE
FOR
STA. 139+00-STA. 169+00
S.T.H. 17 ONEIDA COUNTY

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 NBND. CONST. ℄
REMOVE CMP
SLOPE INTERCEPTS
STA. 147+17.23 S.T.H. 17 R/W ℄ = STA. 60"F"+00.00 FUTURE ST.
STA. 153+23 C.E. LT. RESTORE SAW CUT REQ'D.
SAW CUT REQ'D
CONSTRUCTION LIMITS STA. 67"SH"+50
STA. 160+73.91 S.T.H. 17 R/W ℄ = STA. 69"SH"+81.90 SHAWNEE LANE
P.I.=79"ST"+38.27
163+00 DITCH 182.39' 90.89' TO R/W
STA. 100"NC"+08.44 CONSTRUCTION LIMITS
P.T.=101"NC"+25.30
SAW CUT REQ'D.
CONSTRUCTION LIMITS STA. 102+00
SAVE TREE
T.L.E. REQ'D. FOR SLOPING
SAW CUT REQ'D.
STA. 166+40 RT. C.E. RESTORE
STA. 166+39.82 S.T.H. 17 R/W ℄ = STA. 79"ST"+69.89 STEVENS STREET
EQUATION P.T.=168+35.81 R/W ℄ AH = 168+29.00 N.BND. ℄ BK. = 168+42.62 S.BND. ℄ BK.
STA. 169+80 RT. C.E. RESTORE
STA. 77+56.95 STEVENS ST. = STA. 100+01.28 N. CHIPPEWA DR.
CONCRETE CURB AND GUTTER 30-INCH, TYPE D, REQ'D.
CONCRETE CURB AND GUTTER 18-INCH, TYPE D REQ'D.
P.C.=160+23.21 S.BND. CONST. ℄
P.C.=160+23.24 N.BND CONST. ℄
BUILDING
SHED
BLDG.
ASPHALT
CABC
ASPHALT LOT
GAS SIGN
GAS MARKER
EXISTING R/W
R/W LINE
30"CP
CONTRACTOR SHALL CLEAR AND GRUB A PATH FOR A PROPOSED SNOWMOBILE TRAIL WITHIN THE RIGHT OF WAY ON THE EAST SIDE OF CHIPPEWA DRIVE FROM C.T.H. CC TO STEVENS STREET. THE PATH SHALL BE A MINIMUM OF 12 FEET IN WIDTH AND GRADED TO AN EVEN PLANE.
PROTECTIVE POLYMER FOR SNOWMOBILE CROSSING REQUIRED STA. 163+20 ±

NOTE: SEE CONSTRUCTION DETAILS FOR CURB AND GUTTER LAYOUT

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
22	152+27	TOP OF FIRE HYDRANT - 25' LT.	1596.26
25	168+68	PK NAIL IN PP #49814 - 31' LT.	1601.35

STEVENS STREET PROFILE
1" = 50' HORIZONTAL
1" = 5' VERTICAL
STA. 79"ST"+10.17 STEVENS ST. SBND. CONST. ℄ = STA. 165+52.40 S.T.H. 17 SBND. CONST. ℄
STA. 79"ST"+53.63 STEVENS ST. NBND. CONST. ℄ = STA. 166+39.16 S.T.H. 17 SBND. CONST. ℄
STA. 140+85 1-42"x154' REQ'D.
328' V.C.
300' V.C.
200' V.C.
S.T.H. 17 SBND. CONST. ℄ FINISHED GRADES
S.T.H. 17 NBND. CONST. ℄ FINISHED GRADES
STEVENS ST. NBND. CONST. ℄
STEVENS ST. SBND. CONST. ℄
PRESENT PROFILE

FUTURE STREET PROFILE
STA. 60"F"+00.00 FUTURE ST. = STA. 147+17.23 S.T.H. 17 R/W ℄
1" = 10' VERT.
1" = 100' HORIZ.
FINISHED GRADE
PRESENT PROFILE
100' V.C.

NORTH CHIPPEWA DRIVE PROFILE
STA. 100"NC"+01.28 N. CHIPPEWA DR. = STA. 77"ST"+56.95 STEVENS ST. SBND. CONST. ℄
1" = 0' VERT.
1" = 100' HORIZ.
ULTIMATE GRADELINE (BY OTHERS)
PRESENT PROFILE
FINISHED GRADE
100' V.C.

SHAWNEE LANE
STA. 69"SH"+81.90 SHAWNEE LN. = STA. 160+73.91 S.T.H. 17 R/W ℄
1" = 10' VERT.
1" = 100' HORIZ.
PRESENT PROFILE
FINISHED GRADE
STA. 67"SH"+75 2-12"x36" REQ'D.
EQUATION P.C.=06.81 1601.25 SBND. CONST. ℄ STEVENS ST. P.I.+00 1603.00 SBND. 1602.70 NBND.
SHAWNEE LANE
400' V.C.
E.B.S. REQ'D.
S.T.H. 17 SBND. CONST. ℄ FINISHED GRADES
S.T.H. 17 NBND. CONST. ℄ FINISHED GRADES
EQUATION P.T.=1+00 1603.00 SBND. CONST. ℄ 1602.76 NBND. CONST. ℄

57"F" 58"F" 59"F" 60"F" 61"F" 62"F"
99"NC" 100"NC" 101"NC" 102"NC" 103"NC" 104"NC"
67"SH" 68"SH" 69"SH"
75"ST" 76"ST" 77"ST" 78"ST" 79"ST" 80"ST"

1589.40 1589.26 1589.42 1589.90 1590.53 1591.17 1591.81 1592.46 1593.10 1593.74 1594.38 1594.84 1594.94 1594.67 1594.22 1593.78 1593.33 1593.05 1593.09 1593.46 1594.16 1594.19 1595.02 1595.88 1596.74 1597.60 1598.46 1599.32 1600.18 1601.02 1601.65 1601.99
139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY: DJD
DATE: 7/1/02
FILE NAME: 050106 PP.DGN
PLOT NAME:
SCALE:
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	224

PLAN AND PROFILE
FOR
STA. 169+00-STA. 175+00
S.T.H. 17 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR: DJD
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050107 PP.DGN

PLOT NAME:
SCALE:

S.T.H. 17 SBND. CONST. ℄
S.T.H. 17 R/W ℄
S.T.H. 17 NBND. CONST. ℄
P.C.=174+55.43 R/W ℄ AND S.BND, N.BND CONST. ℄
P.T.
EXISTING R/W
SLOPE INTERCEPTS
24"CP
SAW CUT REQ'D.
18" CMP REMOVE CMP
ASPHALT LOT
STORAGE SHED
STA. 169+80 RT. C.E. RESTORE
STA. 172+50 RT. C.E. RESTORE
STA. 174+00 RT. 1-18"x28' C.M.P. REMOVE P.E. RESTORE
END PROJECT STA. 175+00.00
CONTRACTOR SHALL CLEAR AND GRUB A PATH FOR A PROPOSED SNOWMOBILE TRAIL WITHIN THE RIGHT OF WAY ON THE EAST SIDE OF CHIPPEWA DRIVE FROM C.T.H. CC TO STEVENS STREET. THE PATH SHALL BE A MINIMUM OF 12 FEET IN WIDTH AND GRADED TO AN EVEN PLANE.

P.I.=00 1603.00 SBND. CONST. ℄ 1602.70 NBND. CONST. ℄
P.T.+00 1601.89 SBND. CONST. ℄
P.T.=25 1601.81 NBND. CONST. ℄
P.I.=00 1599.67 SBND. CONST. ℄
P.I.=00 1600.33 NBND. CONST. ℄
FINISHED GRADE
PRESENT PROFILE
-0.555% S.B. CONST. ℄
-0.395% N.B. CONST. ℄
D.G. LT. +1.0%
D.G. LT. +0.2%
D.G. LT. +0.4%
1400' V.C. SBND. ℄
450' V.C. NBND. ℄
F.B.S. REQ'D.

S.T.H. 17 SBND CONST ℄ FINISHED GRADES
1602.29 1602.27 1601.89 1601.34 1600.76 1600.23 1599.67

S.T.H. 17 NBND CONST ℄ FINISHED GRADES
1601.99 1602.08 1601.90 1601.52 1601.12 1600.73 1600.33

1630 1620 1610 1600 1590 1580 1570 1560 1550

169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	225

PLAN AND PROFILE
FOR
STA. 223+45-STA. 242+00
U.S.H. 8 ONEIDA COUNTY

GERMOND ROAD
ASPHALT PE
GAS SIGN
CABC PE
SAW CUT REQ'D
CONSTRUCTION LIMITS STA. 13"G"+00
OBLITERATE OLD ROADWAY
U.S.H. 8 CONSTRUCTION ℄
WOODS
P.I.
S.T.H. 17 R/W ℄
6+39.35 100'
S.T.H. 17 CONSTRUCTION ℄
6+39.32 100'
GN
HO.
BCBC.
P.I.
STA. 3+39.33 S.T.H. 17 CONSTRUCTION ℄ =
STA. 232+23.46 U.S.H. 8 CONSTRUCTION ℄
STA. 240+63
P.E. RESTORE
1- 24" x 46' C.P. REMOVE
1- 24" x 46' C.P. REQ'D
CABC PE
EXISTING R/W
229+55.95 150'
234+55.94 150'
BM #30
BM #31
STA. 10"G"+00.00 GERMOND RD. =
STA. 223+73.87 U.S.H. 8
SLOPE INTERCEPTS
225
230
235
240
245
24" CMP
EQUATION
SAW CUT REQ'D.
P.T.
STA. 3+39.33 S.T.H. 17 R/W ℄ =
STA. 20"G"+00.00 GERMOND ROAD R/W ℄
STA. 232+05.96 U.S.H. 8 CONSTRUCTION ℄
CONSTRUCTION LIMITS STA. 221+50
CONSTRUCTION LIMITS STA. 241+50
15
R/W
T.SIGN
17+91.77 120'
STA. 232+35.46 U.S.H. 8 CONSTRUCTION ℄ =
STA. 20"G"+15.13 GERMOND ROAD CONSTRUCTION ℄
MARKER POST FOR RIGHT OF WAY (TYP.)
OBLITERATE OLD ROADWAY
SLOPE INTERCEPTS
P.C.
P.T.
I.P.
GERMOND ROAD CONSTRUCTION ℄
16+00 120'
NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
31	234+90	6" NAIL IN 12" BASSWOOD - 100' LT.	1566.54

STA. 3+39.33 S.T.H. 17 CONSTRUCTION ℄ =
STA. 232+23.46 U.S.H. 8 CONSTRUCTION ℄
P.I. 1+40 1578.16
MATCH EXISTING PAVEMENT GRADE
-1.16%
D.G. RT. -0.5%
D.G. RT. -0.7%
D.G. LT. -0.50%
FINISHED GRADE
PRESENT PROFILE
D.G. RT. -1.50%
P.I. 23+46 1567.94
-1.02%
D.G. LT. -1.0%
D.G. RT. -0.50%
D.G. RT. -1.0%
D.G. RT. -0.50%
D.G. RT. -0.50%
P.I. 41+50 1557.97

1590 1580 1570 1560 1550 1540 1530 1520 1510

1577.52 1576.36 1575.20 1574.04 1572.88 1571.72 1570.56 1569.40 1568.24 1567.15 1566.13 1565.11 1564.09 1563.07 1562.05 1561.03 1560.01 1558.99

217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247

GB2
PEN TABLE = ±Plot±LASER#level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

ORIGINATOR: DJD
PROJECT NO. 4403O7.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050108 PP.DGN

PLOT NAME:
SCALE:

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	226

PLAN AND PROFILE
FOR
OLD 8 STA. 113"OE"+00-127"OE"+00 ONEIDA COUNTY

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

STA. 120"OH"+00.00 OLD 8 RD. CONST. ℄ = STA. 19+10.00 S.T.H. 17 R/W ℄

STA. 120"OH"+17.81 OLD 8 RD. CONST. ℄ = STA. 19+13.68 S.T.H. 17 CONST. ℄

STA. 126"OE"+25 PE ℄ RESTORE 1-18"x 34' C.P. REQ'D.

SLOPE INTERCEPTS

SAW CUT REQ'D.

REMOVE CMP

OBLITERATE OLD ROAD

OLD 8 ROAD CONSTRUCTION ℄

SLOPE INTERCEPTS 1 - 18"x 32' C.P. REQ'D.

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄

CONSTRUCTION LIMITS STA. 113"OE"+00

CONSTRUCTION LIMITS STA. 127"OE"+00

EXISTING R/W

OLD 8 ROAD

ABANDONED RAILROAD BED

JACOBSON DRIVE

PELICAN RIVER

CABC PE

BM#28

BM#29

BM#36

115"OE"

120"OE"

125"OE"

P.I.+00 1551.40

PRESENT PROFILE

-0.09%

D.G. RT. -0.6%

D.G. LT. -0.50%

NO V.C. P.C. +86.5 1550.90

P.I.+50 1550.88

D.G. LT. +0.67%

D.G. RT. -0.23%

127' V.C.

P.I.+50 1550.97

P.C.+99 1554.78

P.I.+00 1554.16

P.I.+00 1558.26

NO V.C. P.T. +61 1555.96

P.I.+00 1554.82

FINISHED GRADE

122' V.C.

D.G. LT. -1.6%

D.G. RT. -1.6%

200' V.C.

P.C.+00 1543.02

P.I.+00 1539.20

P.I.+00 1536.79

STA. 117"OE"+50
1-24"x48' C.P. REQ'D.
INLET ELEV.=1546.70
DISCHARGE ELEV.=1545.90

105"OE" 106"OE" 107"OE" 108"OE" 109"OE" 110"OE" 111"OE" 112"OE" 113"OE" 114"OE" 115"OE" 116"OE" 117"OE" 118"OE" 119"OE" 120"OE" 121"OE" 122"OE" 123"OE" 124"OE" 125"OE" 126"OE" 127"OE" 128"OE" 129"OE" 130"OE" 131"OE" 132"OE" 133"OE" 134"OE" 135"OE"

1551.40 1551.31 1551.21 1551.12 1551.02 1550.93 1550.95 1553.50 1556.93 1554.48 1550.66 1546.84 1543.02 1539.55 1536.79

1580 1570 1560 1550 1540 1530 1520 1510 1500

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62.

ORIGINATOR: DJD
PROJECT NO. 4403070.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050109 PP.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	227

PLAN AND PROFILE

STA. 33"L"+50-47"C"+00 FOR LINCOLN ST./C.T.H. "C" ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-62

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050110 PP.DGN

PLOT NAME:
SCALE:

NOTE: SEE ALIGNMENT DIAGRAMS FOR CURVE DATA AND ALIGNMENT LAYOUT.

STA. 35+64 CONCRETE DRIVEWAY. REQUIRED

STA. 35+08 CONCRETE DRIVEWAY. REQUIRED

EISENHOWER WAY

LINCOLN STREET

SAW CUT REQ'D.

EXISTING R/W

T.L.E. REQ'D. FOR SLOPING AND PRIVATE ENTRANCE CONSTRUCTION

ASPHALT C.E. (RESTORE)

80+00 90'

38+87.10 64.29'

RESTORE

DAY SHOP

ASPH.

SIGN

P.L.

35"L"

40"L"

45"C"

GN

SLOPE INTERCEPTS

STA. 45"C"+33.15 C.T.H. C= STA. 10"V"+00.00 VANNOCKER ROAD

CONSTRUCTION LIMITS STA. 47"C"+00.00

42" C.P. (TO REMAIN)

38+97.25 55.69'

RESTAURANT

ASPHALT C.E. (RESTORE)

ASPHALT PARKING LOT

STA. 78+09.10 S.T.H. 17 SBND. CONST. ℞= STA. 40"L"+16.93 LINCOLN STREET

STA. 78+16.32 S.T.H. 17 NBND. CONST. ℞= STA. 40"C"+34.11 C.T.H. C

47"C" SAW CUT REQ'D.

C.T.H. C

(REMOVE)

INSTALL

12" RET. WALL (REMOVE)

CHANNEL CHANGE REQ'D. SEE X-SECTIONS AND CONSTRUCTION DETAILS FOR LOCATION.

44+25 120'

45+00 68.65

43+45.52 120'

CONSTRUCTION LIMITS STA. 8"V"+85.00

SAW CUT REQ'D.

CONSTRUCTION LIMITS STA. 34"L"+00.00

76+32.49 50'

RESTRICTIVE DEVELOPMENT EASEMENT AND P.L.E. 10' WIDE

NOTE: SEE CONSTRUCTION DETAILS FOR CURB AND GUTTER LAYOUT

VANNOCKER ROAD PROFILE

STA. 10"V"+00.00 VANNOCKER RD.= STA. 45"C"+33.00 C.T.H. C

STA. 40"L"+16.93 LINCOLN STREET= STA. 78+09.11 S.T.H. 17 SBND. CONST. ℞

STA. 40"C"+34.11 C.T.H. C ℞= STA. 78+16.33 S.T.H. 17 NBND. CONST. ℞

PRESENT PROFILE

P.I. +00 1581.60

-2.60%

P.I. +00 1579.00

-2.70%

P.I. +00 1573.60

-2.00%

P.C. +13.16 1569.33

78' V.C.

P.T. +91.16 1569.57

+3.18%

+0.23%

P.I. +34.11 1570.53

P.I. +16.93 1570.49

P.I. +52.16 1568.55

P.I. +59.88 1571.45

P.C. +60 1571.45

+0.98%

P.I. +25 1572.09

130' V.C.

P.T. +90 1569.82

-3.49%

FINISHED GRADE

7'V"

8'V"

9'V"

10'V"

STA. 9"V"+32 1-18" REQ'D.

P.C. +00 1562.49

200' V.C.

P.I. +00 1559.00

P.T. +00 1558.42

+0.58%

P.I. +00 1557.85

O.C. RD. -2.4%

P.C. +15 1559.76

70' V.C.

P.I. +35 1558.88

+2.80%

P.I. +00 1560.16

P.I. +50 1558.18

P.I. +00 1559.18

SPECIAL DITCHES RIGHT

STA. 43+00	541.45
STA. 43+50	541.60
STA. 44+00	541.70
STA. 44+50	541.00

STA. 42"C"+30 1-42"x72" REQ'D.

1585 1580 1575 1570 1565 1560 1555 1550 1545

+50 33"C" +50 34"C" +50 35"C" +50 36"C" +50 37"C" +50 38"C" +50 39"C" +50 40"C" +50 41"C" +50 42"C" +50 43"C" +50 44"C" +50 45"C" +50 46"C" +50 47"C" +50

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	228

PLAN AND PROFILE

STA. 43+00-STA. 55+00 FOR EISENHOWER WAY/NORTH SHORE DR. ONEIDA COUNTY

SHAWN S. EDDY

STA. 48"NS"+81.93 NORTH SHORE DR.=
STA. 20"S"+00.00 SPRING RD.

SAW CUT REQ'D.

CONSTRUCTION LIMITS

EXISTING R/W

45"E"

EXISTING R/W

STA. 92+75.44 S.T.H. 17 S. BND ℄=
STA. 49"E"+91.99 EISENHOWER WAY

STA. 92+75.10 S.T.H. 17 R/W ℄=
STA. 50"E"+00.00 EISENHOWER WAY=
STA. 50"NS"+00.00 NORTH SHORE DR.

SLOPE INTERCEPTS

+75.03 104.73'

46+75 47.53'

+57.77 70'

+07.43 90'

44+50 32.25'

EISENHOWER WAY

N. SHORE DR.

SLOPE INTERCEPTS

T.I. (T.L.E.) FOR P.E. CONSTRUCTION

+57.83 65.19'

+00 34.17'

55"NS"

SAW CUT REQ'D.

+78.88 72.33'

+00 34.92'

P.T.

SLOPE INTERCEPTS

T.I. (T.L.E.) FOR P.E. CONSTRUCTION

CONSTRUCTION LIMITS
STA. 55"NS"+33

STA. 92+74.72 S.T.H. 17 NBND. CONST. ℄=
STA. 50"NS"+08.01 NORTH SHORE DRIVE

+86.28 110'

STA. 50"E"+00.00 EISENHOWER WAY=
STA. 50"NS"+00.00 NORTH SHORE DRIVE=
STA. 92+74+72 S.T.H. 17 NBND. CONST ℄

STA. 49"E"+91.99 EISENHOWER WAY=
STA. 92+75+44 S.T.H. 17 SBND. CONST. ℄

STA. 50"NS"+08.01 NORTH SHORE DRIVE=
STA. 92+74+72 S.T.H. 17 NBND. CONST ℄

P.I.+00 1583.03

P.C.+35 1580.13

200' V.C.

P.I.+37 1581.00

P.I.+68 1584.25

P.C.+35 1580.13

P.I.+32 1584.34

P.I.+94 1584.45

P.C.+08 1584.46

P.C.+41 1584.25

P.I.+41 1583.70

P.I.+33 1585.17

-0.602%

+0.982%

+0.503%

PRESENT PROFILE

FINISHED GRADE

1595 1590 1585 1580 1575 1570 1565 1560 1555

1583.03 1582.43 1581.83 1581.41 1581.67 1582.60 1583.58 1583.77 1583.61 1584.00 1584.50 1585.00

+50 43"E" +50 44"E" +50 45"E" +50 46"E" +50 47"E" +50 48"E" +50 49"E" +50 50 +50 51"NS" +50 52"NS" +50 53"NS" +50 54"NS" +50 55"NS" +50 56"NS" +50 57"NS" +50

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR: DJD
PROJECT NO. 440307.00

DATE: 9/1/02
FILE NAME: 050114 PP.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	229

PLAN AND PROFILE
FOR
STA. 20"S"+00-STA. 26"S"+00
SPRING RD. ONEIDA COUNTY

CONSTRUCTION LIMITS
SAW CUT REQ'D.
HO.
45"E"
44+50
32.25'
P.T.
P.C.
SIGN
EISENHOWER WAY CONSTRUCTION ℄
46+75
47.53'
47+57.17
70'
STA. 48"NS"+81.93 EISENHOWER WAY=
STA. 20"S"+00.00 SPRING RD.
OBLITERATE OLD ROADWAY
BUILDING
W
G
15"S"
CONSTRUCTION LIMITS
STA. 15"S"+50
SPRING RD.
DECK
TH
G.
105+12.77
170.30'
105+01.85
105'
100+12.95
105'
SPRING RD. CONSTRUCTION ℄
S.T.H. 17 R/W ℄
231.00
120'
C.T.H. C
S.T.H. 17

P.I. 1+20.80
1582.64
P.I. 1+11
1583.54
P.C. 1+21
1582.64
180' V.C.
P.T. 1+01
1581.31
FINISHED GRADE
PRESENT PROFILE
P.I. 1+20
1573.40

18"S"	+50	19"S"	+50	20"S"	+50	21"S"	+50	22"S"	+50	23"S"	+50	24"S"	+50	25"S"	+50	26"S"	+50	27"S"	+50	28"S"	+50	29"S"	+50	30"S"	+50	31"S"	+50	32"S"	+50	33"S"
						1582.85		1582.83		1582.32		1581.33		1580.09		1578.85		1577.61		1576.38		1575.14		1573.90							

1590 1585 1580 1575 1570 1565 1560 1555 1550

LEVELS ON • 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.58.59.60.61.62.

ORIGINATOR: DJD
PROJECT NO. 4403O7.00

DATE:
FILE NAME: 050113 PP.DGN

PLOT NAME:
SCALE:

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

NOTE: SEE ALIGNMENT DIAGRAMS
FOR CURVE DATA AND
ALIGNMENT LAYOUT.

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	230

PLAN AND PROFILE
FOR
STA. 48"CC"+00-STA. 63"CC"+00 ONEIDA COUNTY
C.T.H. CC

GN

P.I.=46+36.86

P.I.=52"CC"+50.00 S.T.H. 17
WBND. AND EBND. CONST. ℄

SAW CUT
REQ'D.

50"CC"

55"CC"

60"CC"

SLOPE INTERCEPTS

123+65.20
100'

EXISTING R/W

122+00.18
90'

STA. 63+80 PE
DO NOT RESTORE

BM#18

EXISTING R/W

P.C.

P.T.

P.C.

P.T.

P.C.

EXISTING R/W

STA. 121+93.93 S.T.H. 17 SBND. CONST. ℄ =
STA. 59"CC"+44.01 C.T.H. CC WBND. CONST. ℄

STA. 121+22.08 S.T.H. 17 NBND. CONST. ℄ =
STA. 59"CC"+61.27 C.T.H. CC WBND. CONST. ℄

STA. 59"CC"+63.00 C.T.H. CC CONST. ℄ =
STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄

121+01.09
165'

120

119+49.44
70'

EXISTING R/W

P.I.

HO.

P.I.

P.C.
70'

CONSTRUCTION LIMITS
STA. 48"CC"+00.00

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
18	122+06	SET 6" NAIL IN PP - 9' RT.	1588.97

STA. 59"CC"+63.00 C.T.H. CC CONST. ℄ =
STA. 121+93.41 S.T.H. 17 NBND. CONST. ℄

PRESENT
PROFILE

FINISHED
GRADE

P.I.+00
1569.03

+1.997%

P.C.+50
1582.01

200' V.C.

P.I.+50
1584.01

-3.189%

D.C. R.I. +1.5%

P.C.+75
1585.61

P.T.+50
1587.80

D.C. R.I. +0.5%

P.I.+73
1592.46

200' V.C.

P.T.+73
1589.92

-1.039%

STA. 60"CC"+34
1-24"x156' REQ'D.

P.C.+50
1583.74

200' V.C.

P.I.+66
1580.70

+1.693%

P.T.+60
1582.58

P.C.+00
1583.33

1620	1610	1600	1590	1580	1570	1560	1550	1540

33"CC"	34"CC"	35"CC"	36"CC"	37"CC"	38"CC"	39"CC"	40"CC"	41"CC"	42"CC"	43"CC"	44"CC"	45"CC"	46"CC"	47"CC"	48"CC"	49"CC"	50"CC"	51"CC"	52"CC"	53"CC"	54"CC"	55"CC"	56"CC"	57"CC"	58"CC"	59"CC"	60"CC"	61"CC"	62"CC"	63"CC"
															1569.03	1571.03	1573.02	1575.02	1577.02	1579.02	1581.01	1583.12	1586.02	1589.57	1590.73	1588.60	1585.56	1582.72	1581.89	1583.33

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 7/1/02
FILE NAME: 050111 PP.DGN

PLOT NAME:
SCALE:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	231

PLAN AND PROFILE
FOR
C.T.H. CC
STA. 63"CC"+00-84"CC"+00 ONEIDA COUNTY

GB2
PEN TABLE = ±Plot±LASER±level.tbl
DATE OF PLOT = 10/14/02
DGN NA
DGN LEVELS ON = 1-63

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62

ORIGINATOR:
PROJECT NO. 440307.00
REVISED BY: DJD

DATE: 10/6/99
FILE NAME: 050112 PP.DGN

PLOT NAME:
SCALE:

GN

P.I.

STA. 64+20
CE LT. RESTORE
1-18"x 54' C.P. REMOVE
1-18"x 50' C.P. REQ'D.

EXISTING R/W

65"CC"

67+75
98.54'

68+36.14
125'

70"CC"

72+00
125'

74+06.54
75'

75"CC"

SLOPE INTERCEPTS

80"CC"

82+82
45'

92+00
15'

+90.24
75'

P.T.

SAW CUT
REQ'D.

C.T.H. CC

CONSTRUCTION LIMITS
STA. 84"CC"+00.00

SLOPE INTERCEPTS

C.T.H. CC
R/W ℄

OBLITERATE
OLD ROAD

NOTE: SEE ALIGNMENT DIAGRAMS
FOR CURVE DATA AND
ALIGNMENT LAYOUT.

STA. 63+95
C.E. LT. CONSTRUCT
1-18"x 36' C.P. REQ'D.

G CATV

EXISTING R/W

P.C.

+103.29
70'

115+00
85'

EQUATION

12.85'
89.83'
C.T.H. CC
WBND. CONST. ℄

EQUATION

85.32'
12.58'
C.T.H. CC
EBND. CONST. ℄

P.I.+00
1585.21

+1.87%

D.G. LT. -0.3%

200' V.C.

P.T.+00
1584.78

D.G. LT. -0.4%

D.G. RT. -0.4%

P.C.+00
1583.33

D.G. LT. -0.4%

D.G. LT. -0.2%

D.G. RT. -0.6%

FINISHED
GRADE

-0.432%

D.G. LT. -0.6%

PRESENT
PROFILE

D.G. RT. -0.3%

P.C.+00
1581.41

400' V.C.

P.T.+00
1583.01

+1.276%

P.I.+00
1591.94

P.I.+00
1580.46

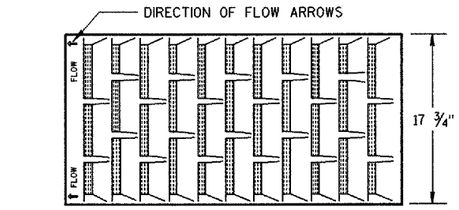
MARSH
EXCAVATION

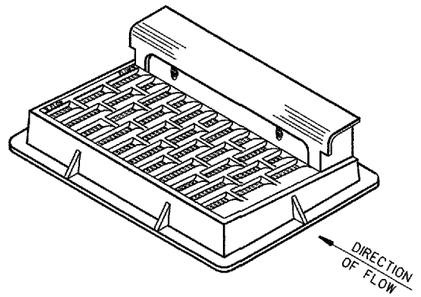
STA. 73+00
1-36"x 78' R.C.C.P. REQ'D.

1620	1610	1600	1590	1580	1570	1560	1550	1540

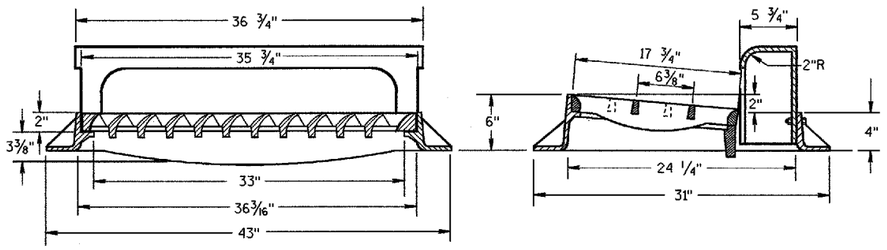
1583.33	1584.63	1584.75	1584.35	1583.91	1583.48	1583.05	1582.62	1582.19	1581.76	1581.41	1581.11	1581.41	1581.95	1583.01	1584.29	1585.56	1586.84	1588.11	1589.39	1590.66	1591.94
63"CC"	64"CC"	65"CC"	66"CC"	67"CC"	68"CC"	69"CC"	70"CC"	71"CC"	72"CC"	73"CC"	74"CC"	75"CC"	76"CC"	77"CC"	78"CC"	79"CC"	80"CC"	81"CC"	82"CC"	83"CC"	84"CC"	85"CC"	86"CC"	87"CC"	88"CC"	89"CC"	90"CC"	91"CC"	92"CC"	93"CC"

NOTE:
GRATE IS REVERSIBLE.





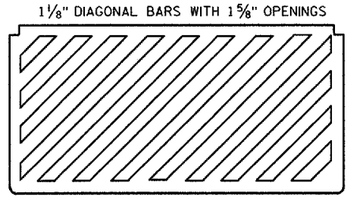
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)
FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

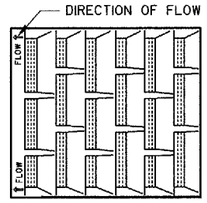
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS

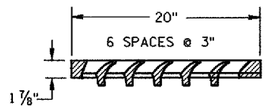


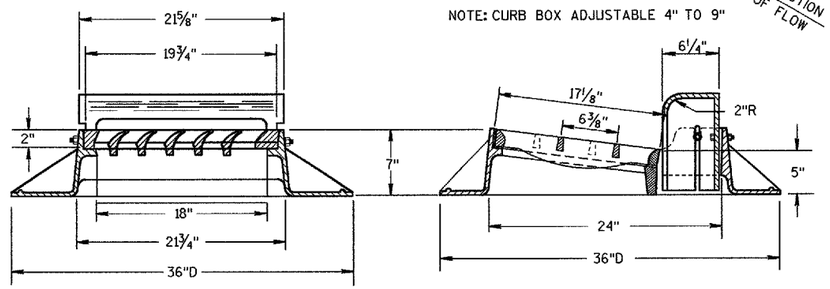
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

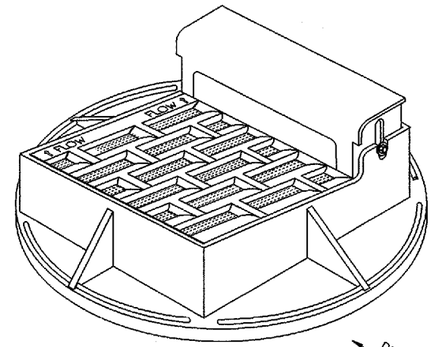






TYPE "A"

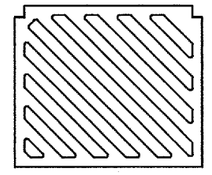
(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

GENERAL NOTES

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

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

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

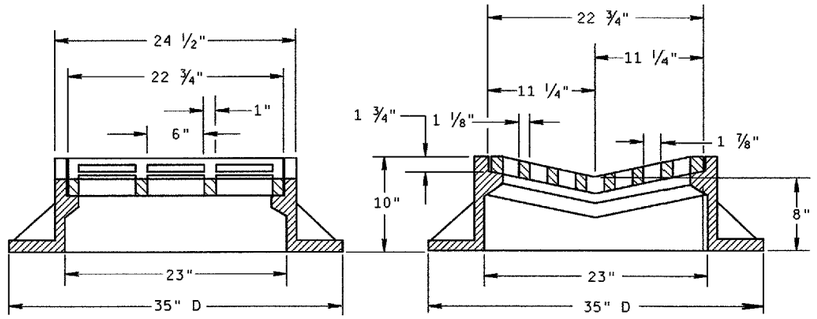
INLET COVERS
TYPE A, H, A-S, & H-S

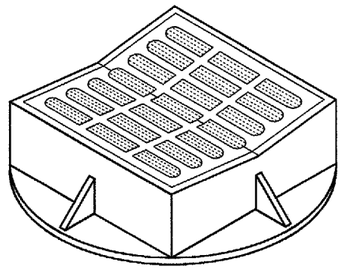
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/04/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-16a

S.D.D. 8 A 5-16a

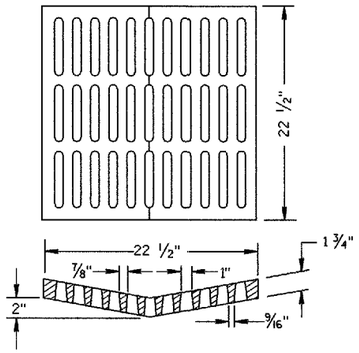




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

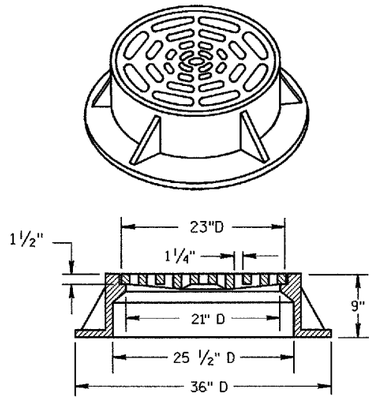


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

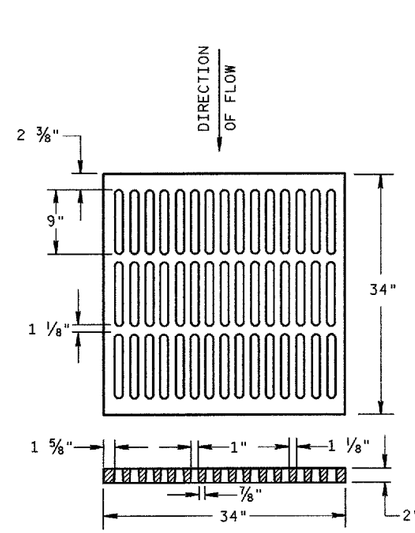
GENERAL NOTES

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

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

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

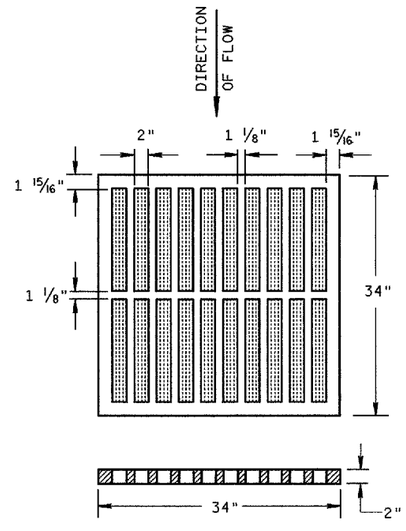


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

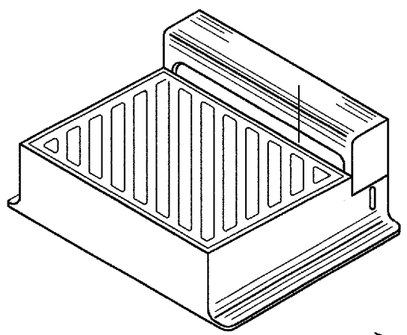


TYPE "MS"

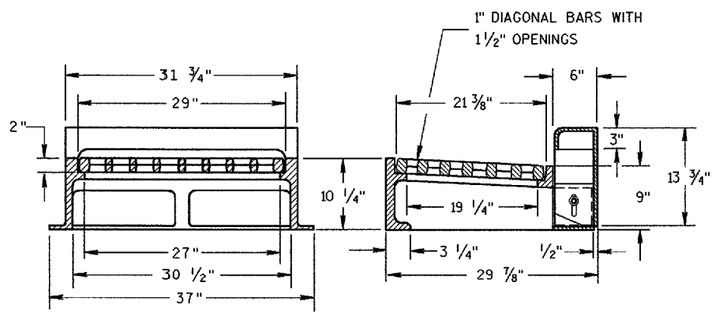
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

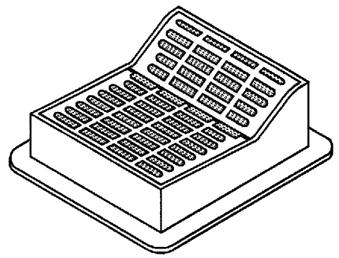
APPROVED 10/04/99
DATE

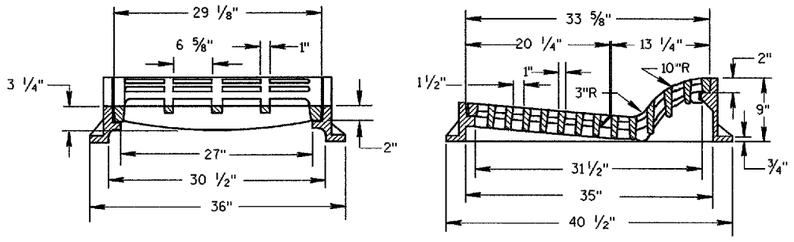
Roy L. Thinesen
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 A 5-16b

S.D.D. 8 A 5-16b



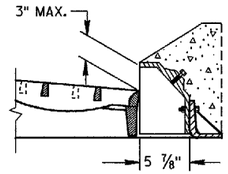


TYPE "F"

(APPROXIMATE WEIGHT 645 LBS.)

FRAME.....300 LBS.
GRATE..... 165 LBS.
GRATE..... 180 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT 79 LBS.)
CURB BOX.....79 LBS.

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

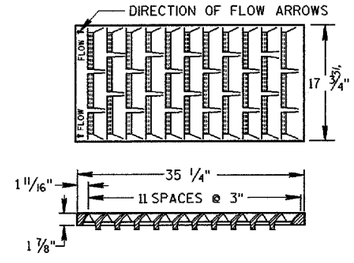
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

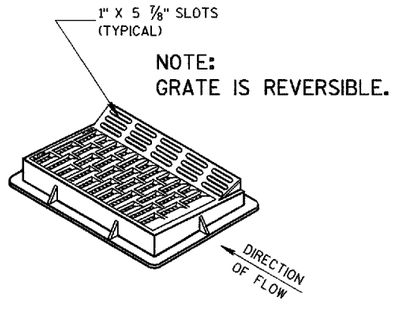
GENERAL NOTES

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

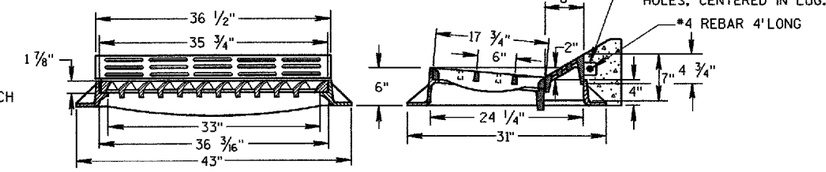
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





NOTE:
GRATE IS REVERSIBLE.

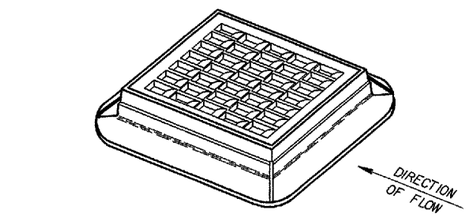


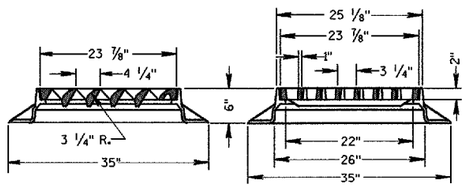
TYPE "HM"

(APPROXIMATE WEIGHT 375 LBS.)
FRAME.....175 LBS.
GRATE.....138 LBS.
CURB BOX..... 62 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.

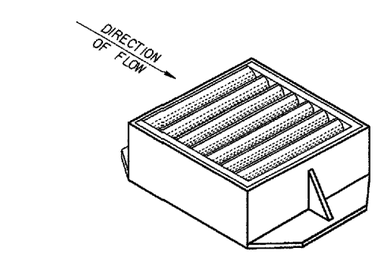
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

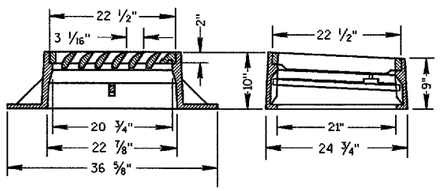




TYPE "S"

(APPROXIMATE WEIGHT 334 LBS.)
FRAME.....165 LBS.
GRATE.....169 LBS.





TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)
FRAME.....270 LBS.
GRATE..... 130 LBS.
SAFETY BAR..... 5 LBS.

INLET COVERS
TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/04/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-16c

S.D.D. 8 A 5-16c

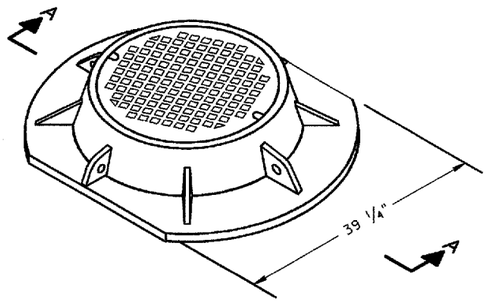
GENERAL NOTES

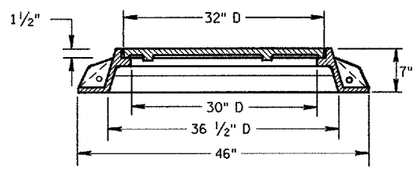
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



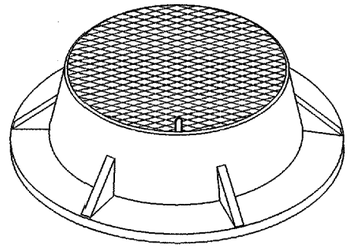


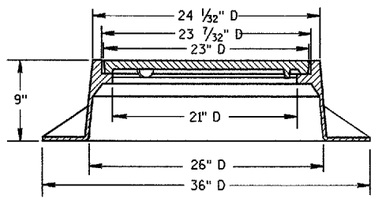
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 415 LBS.)

FRAME.....210 LBS.
LID.....205 LBS.

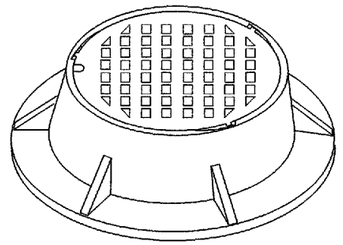


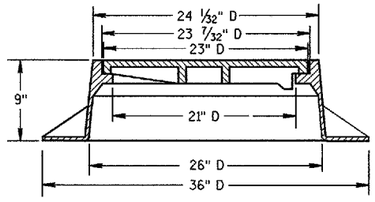


TYPE "J"

(APPROXIMATE WEIGHT 250 LBS.)

FRAME.....135 LBS.
LID.....115 LBS.





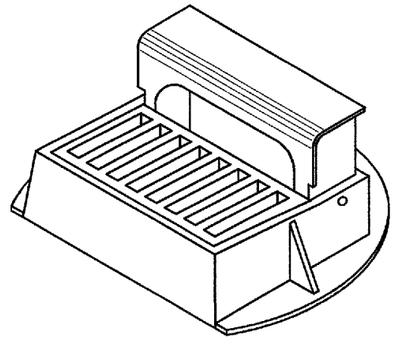
TYPE "J" SPECIAL

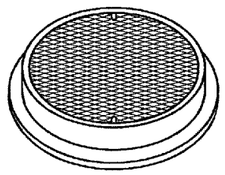
TYPE "B" NON-ROCKING SELF-SEAL LID

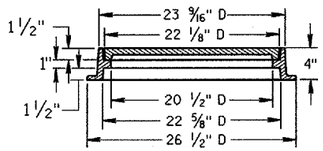
(APPROXIMATE WEIGHT 245 LBS.)

FRAME.....145 LBS.
LID.....100 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)



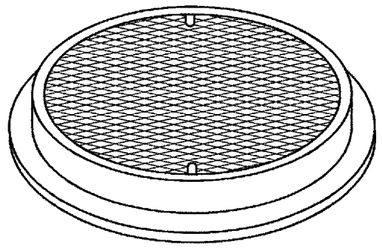


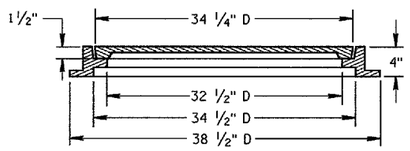


TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

FRAME.....75*
LID.....70*

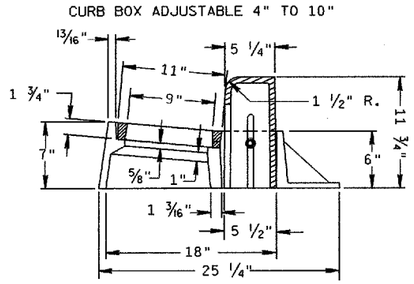


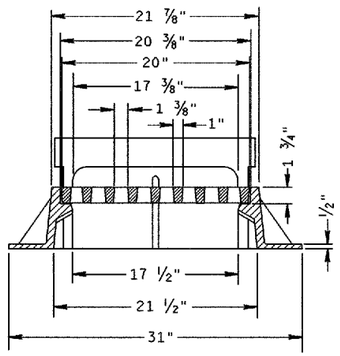


TYPE "M"

(APPROXIMATE WEIGHT 385 LBS.)

FRAME.....125*
LID.....260*





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME.....198 LBS.
GRATE.....50 LBS.
CURB BOX.....92 LBS.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

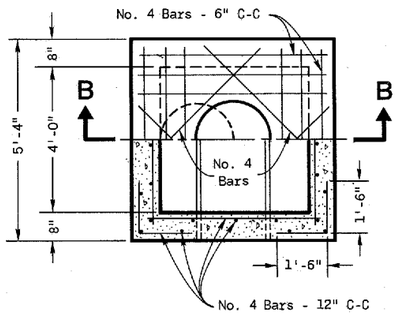
APPROVED 10/04/99
DATE

Roy L. Rhineer
CHIEF ROADWAY DEVELOPMENT ENGINEER

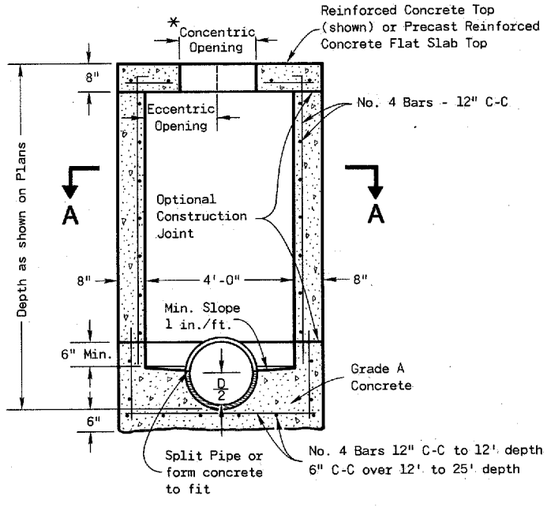
FHWA

S.D.D. 8 A 5-16d

S.D.D. 8 A 5-16d

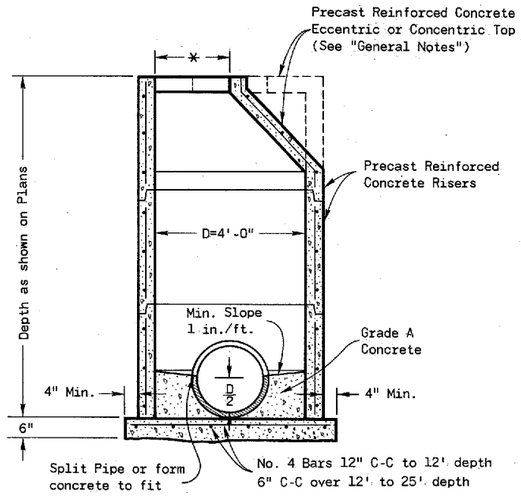


HALF SECTION **A–A**

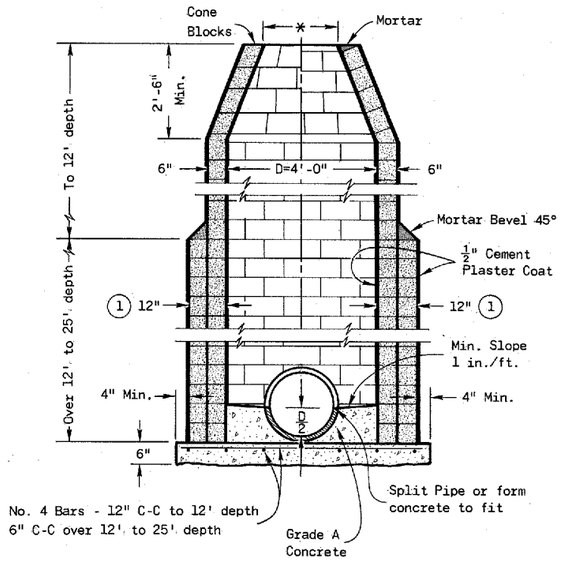


SECTION **B–B**

REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE



CONCRETE BLOCK

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on concrete block structures. The Cone Tops shall be installed on a bed of mortar.

Eccentric Cone Tops may be used on all structures, and Concentric Cone Tops shall be used only on structures 5 feet or less in depth, unless otherwise directed by the Engineer.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to Federal Specification TT-P-645 or equivalent. Steps of approved Polypropelene plastic coated reinforcement bar will be acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.

* Use 2'-0" diameter opening with Type "C", "L" and "J" covers, or 3'-0" diameter with Type "K" and "M" covers.

(1) 2 courses 6" block.

MANHOLES TYPE 1

State of Wisconsin
Department of Transportation

APPROVED 4-13-82
DATE

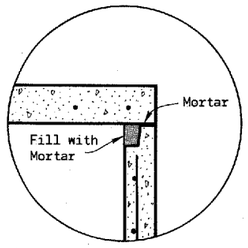
CHIEF DESIGN ENGINEER

FHWA

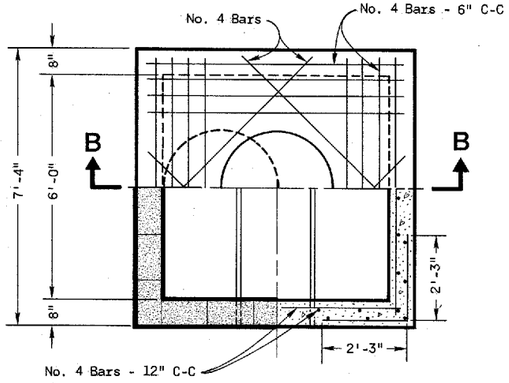
S.D.D. 8 B 6-3

MANHOLES TYPE 1

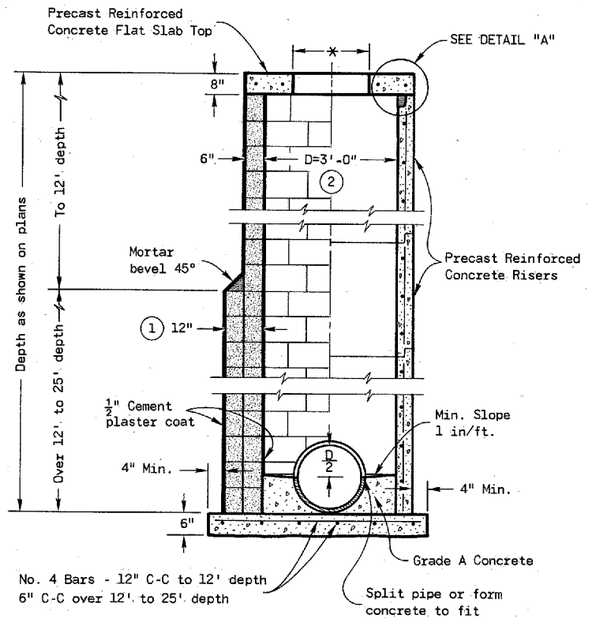
S.D.D. 8 B 6-3



DETAIL "A"



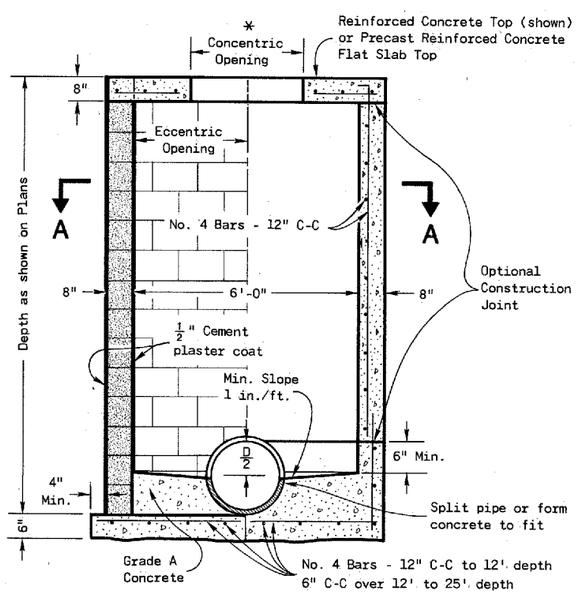
HALF SECTION A-A



CONCRETE BLOCK

2 PRECAST REINFORCED CONCRETE

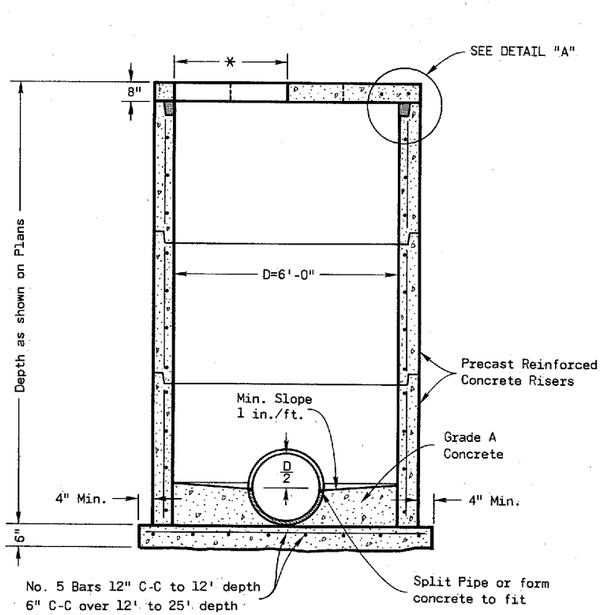
MANHOLES TYPE 2



SECTION B-B

CONCRETE BLOCK

REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 3

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure , and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6" in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to federal specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar are acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

All precast inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

* Use 2'-0" diameter opening with type "C", "L", and "J" covers, or 3'-0" diameter with type "K" and "M" covers.

(1) 2 courses 6" block.

(2) When connecting pipes are 24" or larger the Precast Manholes may be increased to 42" diameter.

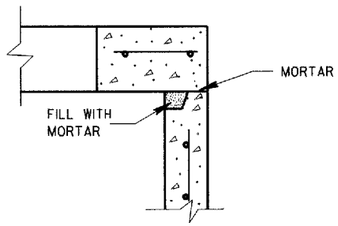
MANHOLES TYPE 2 & 3

State of Wisconsin
Department of Transportation

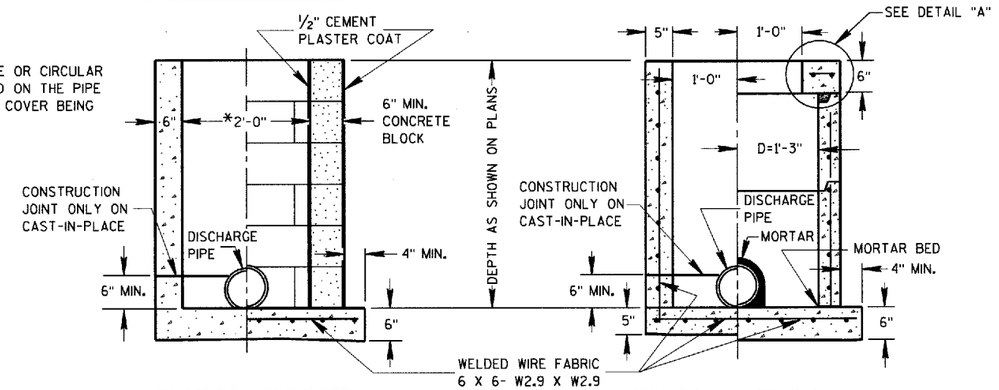
APPROVED 4-13-82
DATE
CHIEF DESIGN ENGINEER
FHWA

S.D.D. 8 B 7-3

S.D.D. 8 B 7-3



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

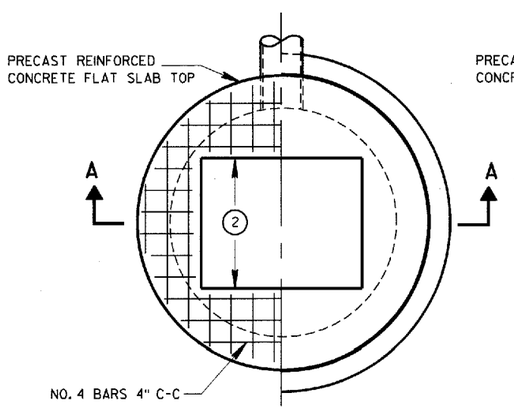
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

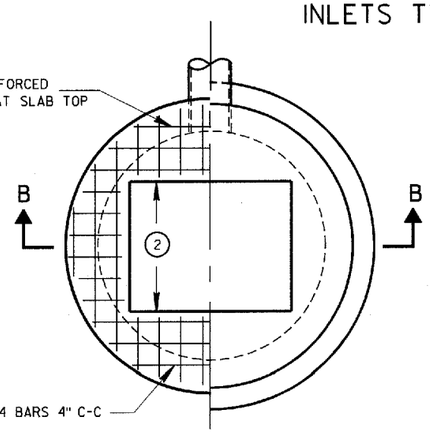
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

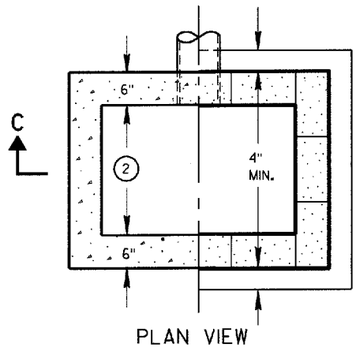
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



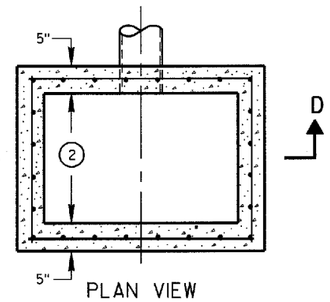
PLAN VIEW



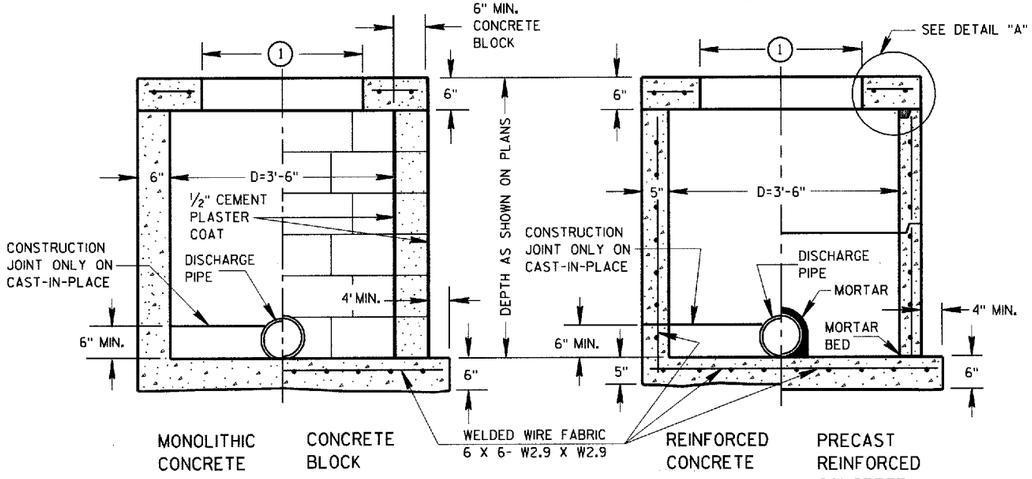
PLAN VIEW



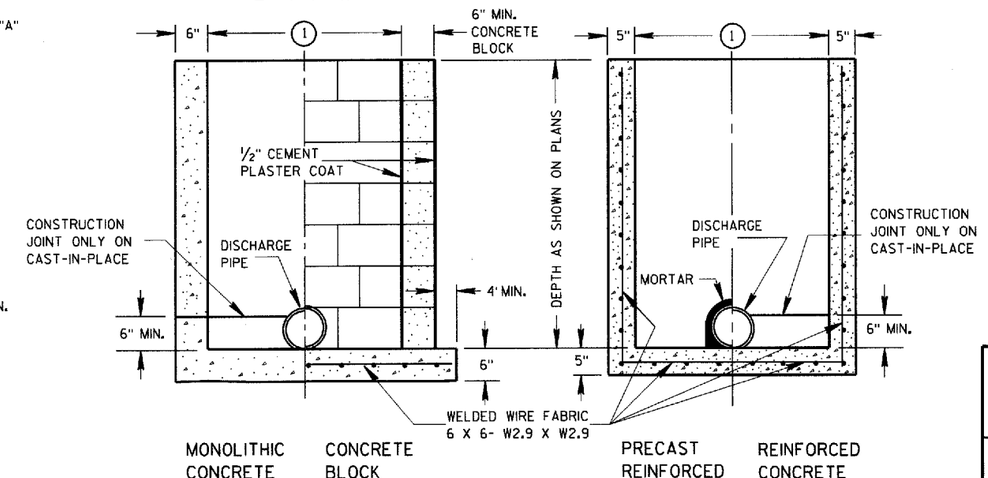
PLAN VIEW



PLAN VIEW



SECTION A-A



SECTION B-B

SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

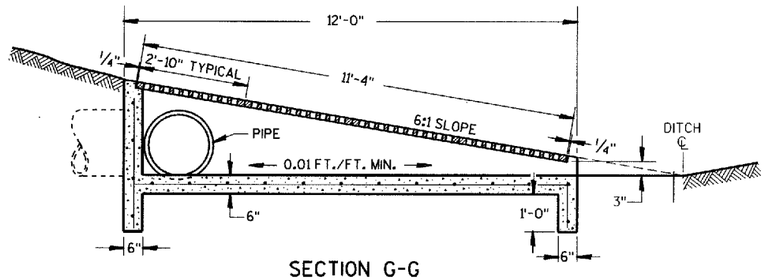
APPROVED
8/26/94
DATE

Roy L. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER

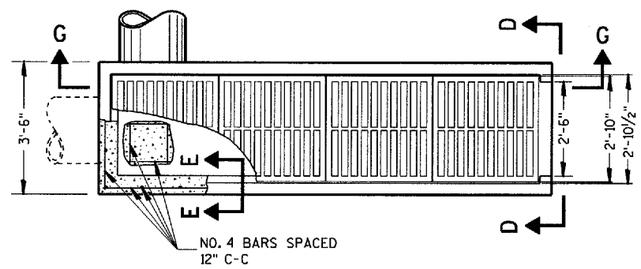
FHWA

S.D.D. 8 C 1-5

S.D.D. 8 C 1-5

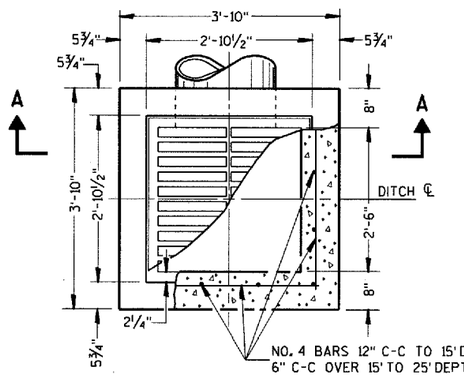


SECTION G-G

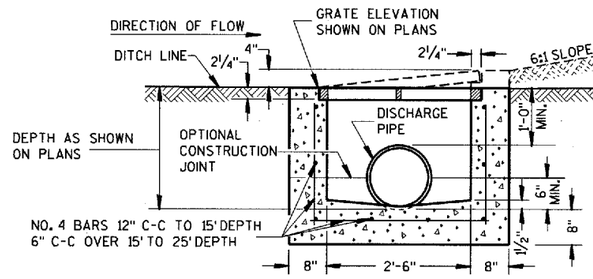


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

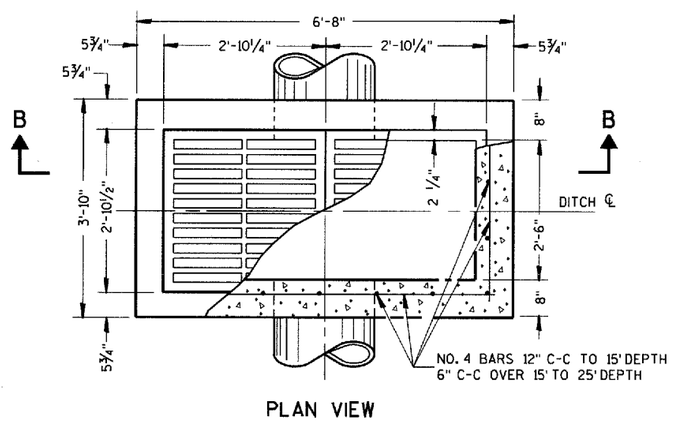


PLAN VIEW

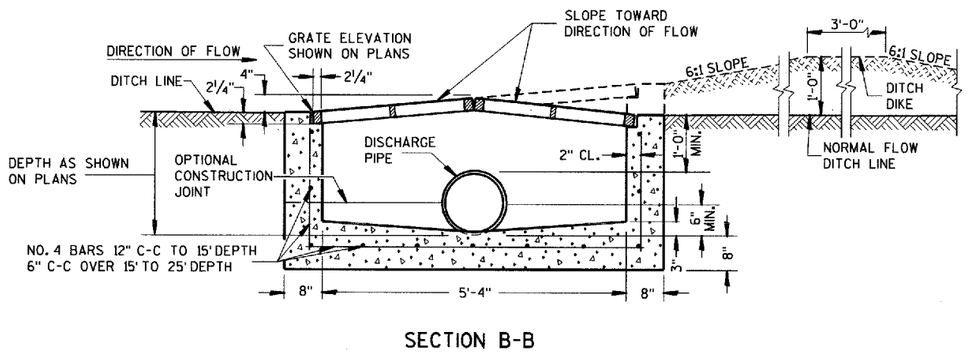


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8

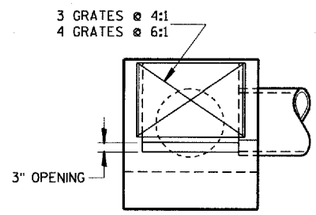


PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9



SECTION D-D

GENERAL NOTES

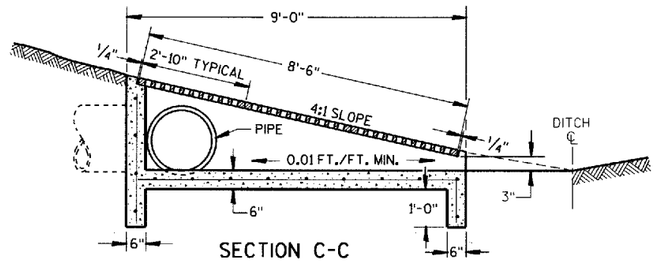
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

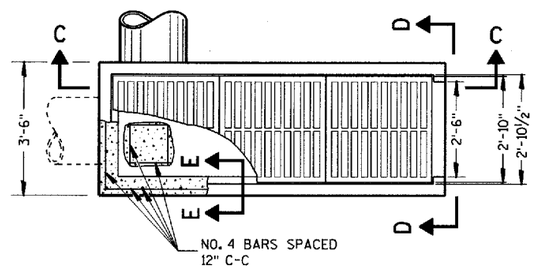
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

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

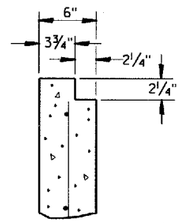


SECTION C-C



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/10/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 C 5-2

S.D.D. 8 C 5-2

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

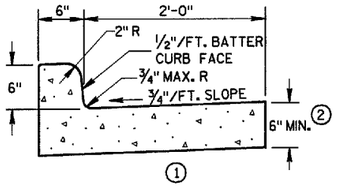
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

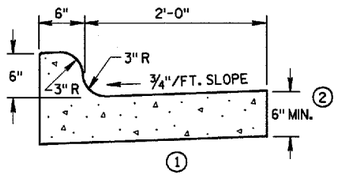
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

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

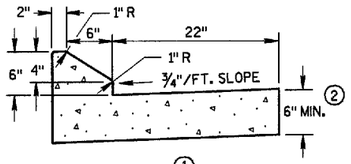
(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



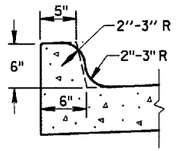
(1)
TYPES A & D



(1)
TYPES K & L

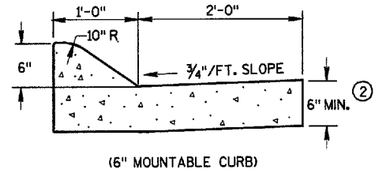


(1)
TYPES G & J

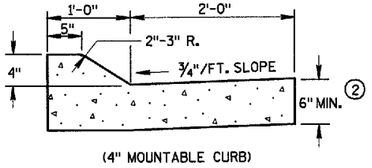


OPTIONAL CURB SHAPE
(1)
FOR TYPES K & L

CONCRETE CURB & GUTTER 30"



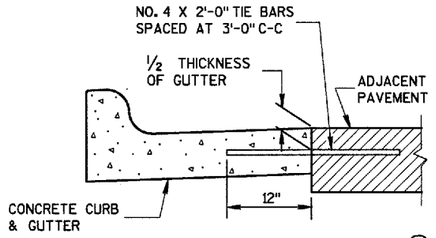
(6" MOUNTABLE CURB)



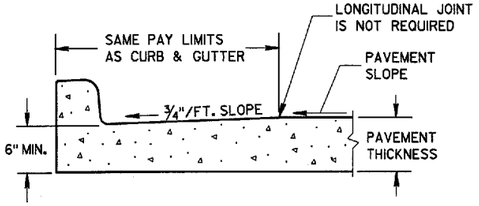
(4" MOUNTABLE CURB)

(1)
TYPES A & D

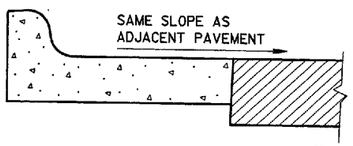
CONCRETE CURB & GUTTER 36"



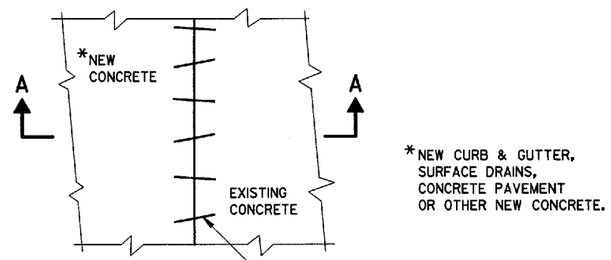
(1)
TYPICAL TIE BAR LOCATION



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



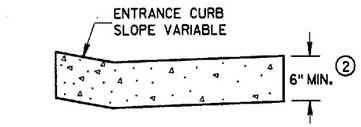
REVERSE SLOPE GUTTER (3)
(TYPICAL FOR ALL CURB & GUTTER TYPES)



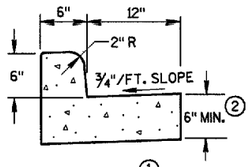
PLAN VIEW

SECTION A-A

PAVEMENT TIES

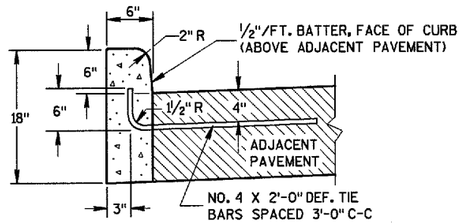


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

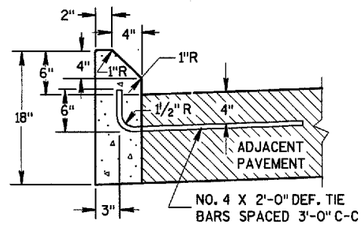


(1)
TYPES A & D

CONCRETE CURB & GUTTER 18"



(1)
TYPES A & D



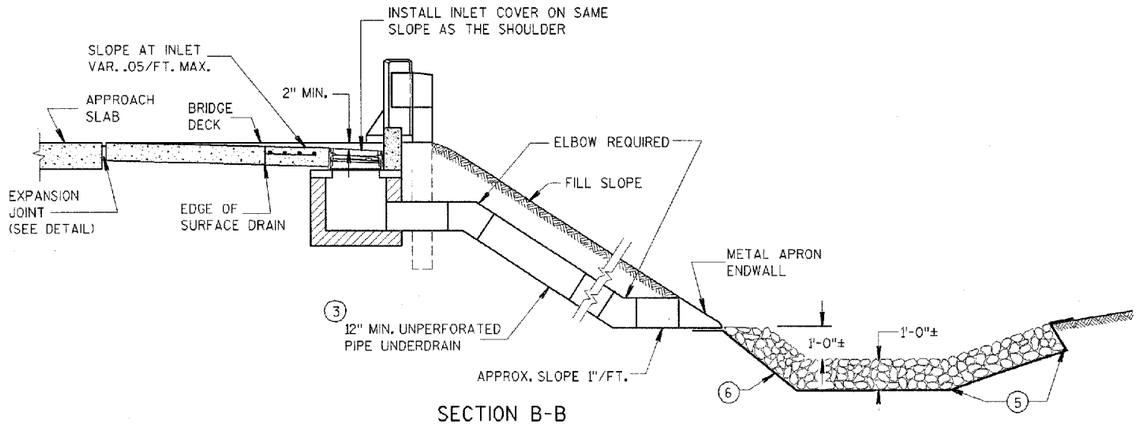
(1)
TYPES G & J

CONCRETE CURB

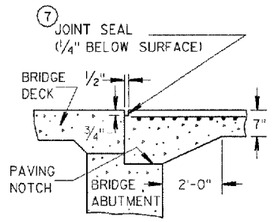
CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 04/10/99 (DATE) Roy L. Thomsen CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

S.D.D. 8 D 1-13

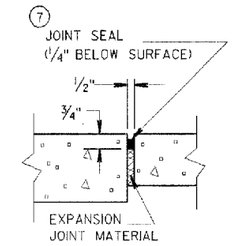
S.D.D. 8 D 1-13



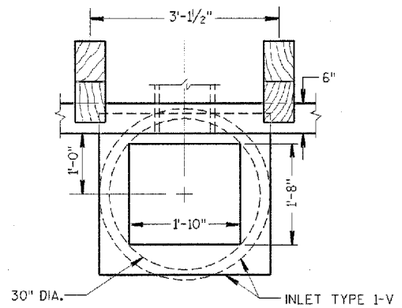
SECTION B-B



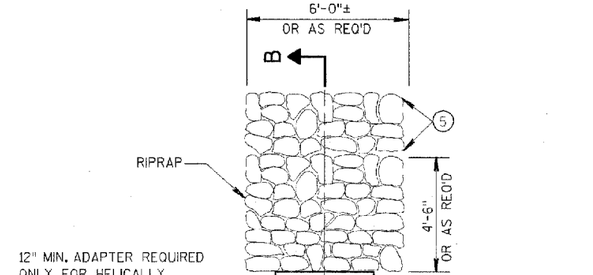
SECTION D-D

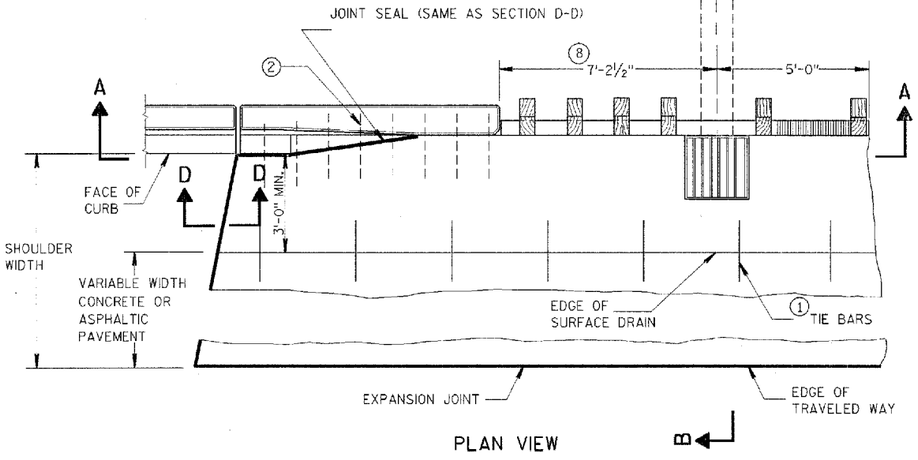


EXPANSION JOINT DETAIL

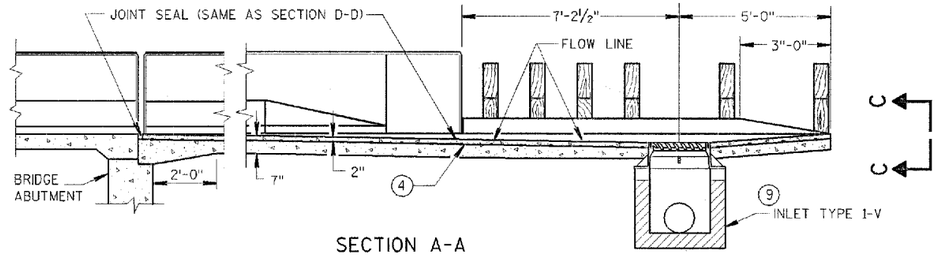


PLAN VIEW

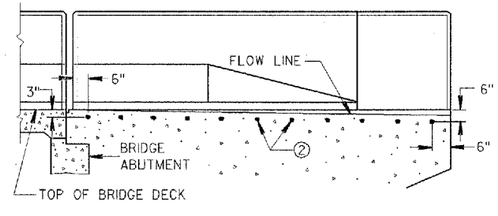




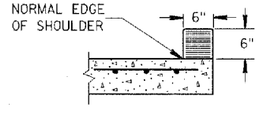
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

GENERAL NOTES

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

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR PAVEMENT TIES PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 (EXCEPT SECTION 612.2.3 DRAIN TILE).

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R'

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".

(9) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C1 FOR DETAILS.

CONCRETE SURFACE DRAIN DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 7/2/90 DATE

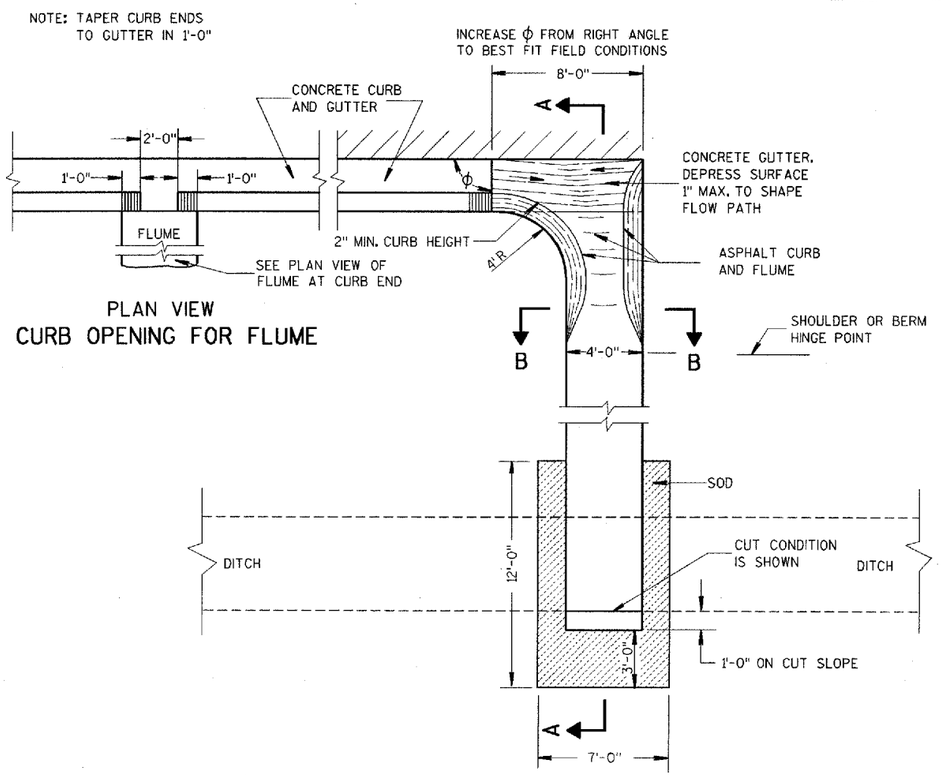
STATE DESIGN ENGINEER FOR HWYS

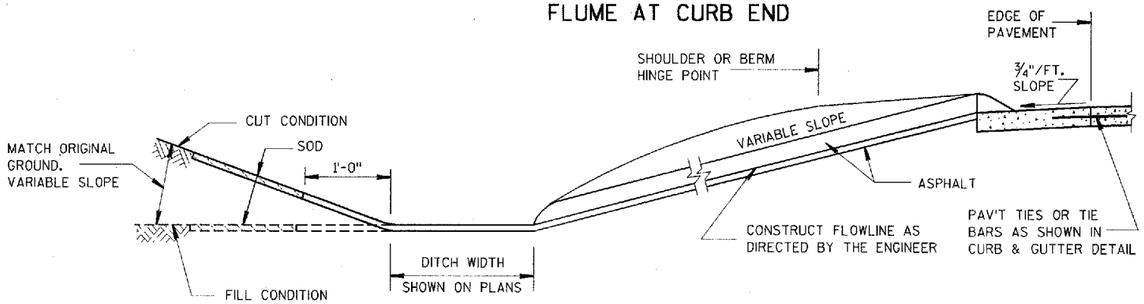
FHWA

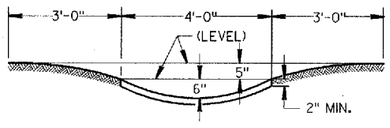
S.D.D. 8 D 3-4

S.D.D. 8 D 3-4

ASPHALTIC FLUME







GENERAL NOTES

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

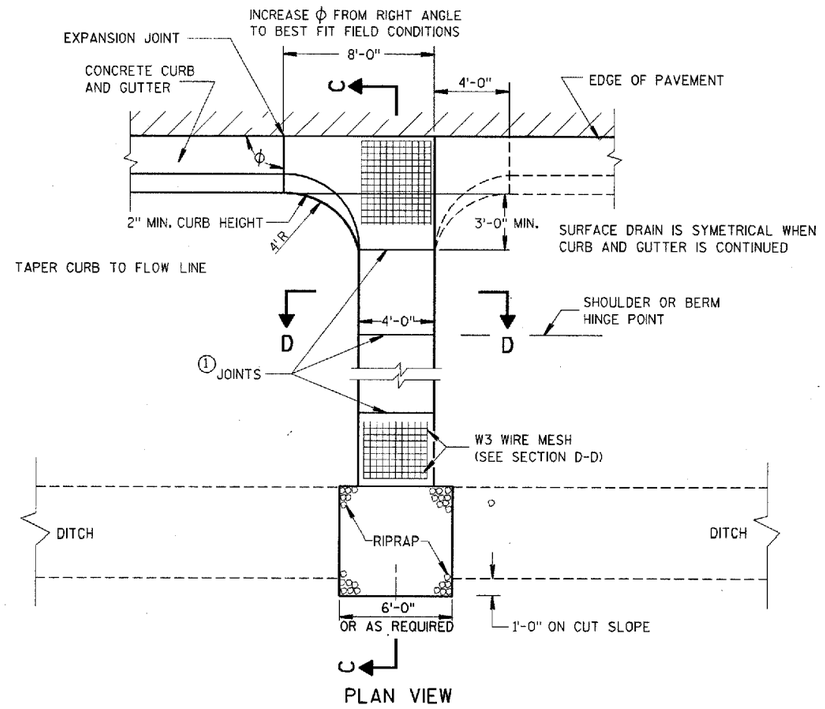
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

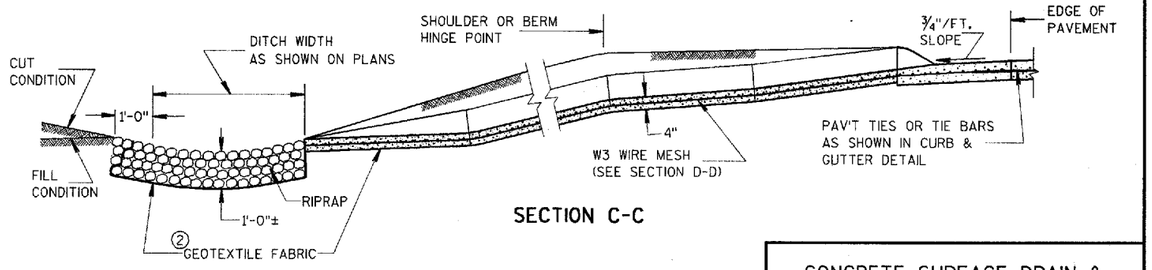
① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

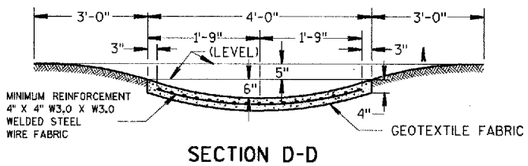
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

③ CONCRETE SURFACE DRAIN







CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

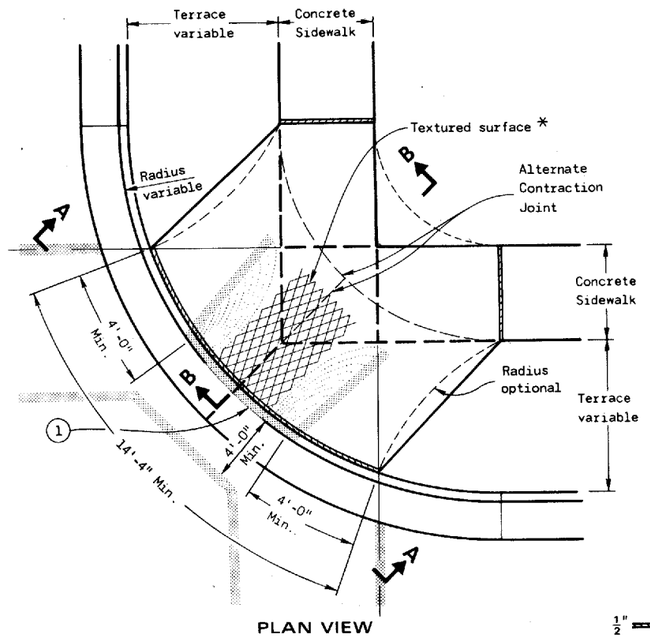
APPROVED 10/23/09 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 D 4-3

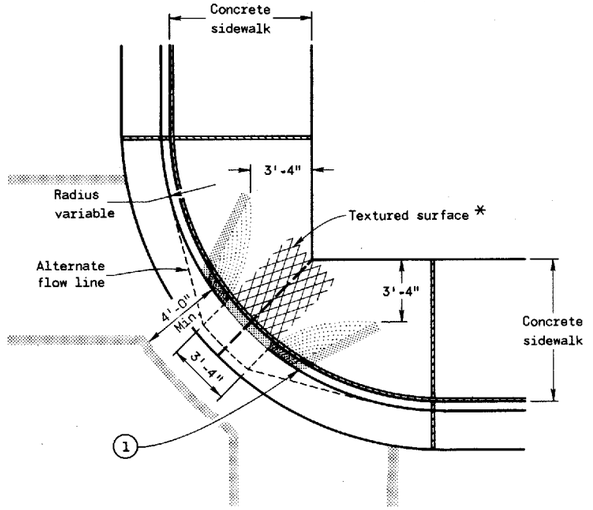
S.D.D. 8 D 4-3



PLAN VIEW

TYPE 1 RAMP

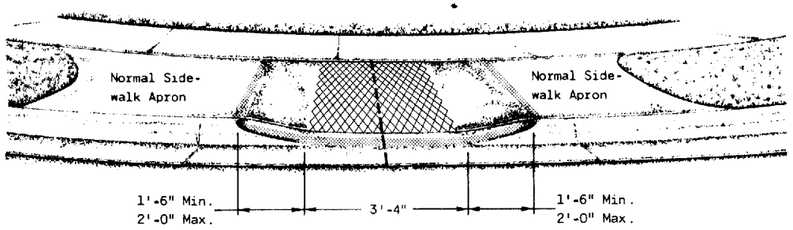
(CENTER OF CORNER RADIUS)



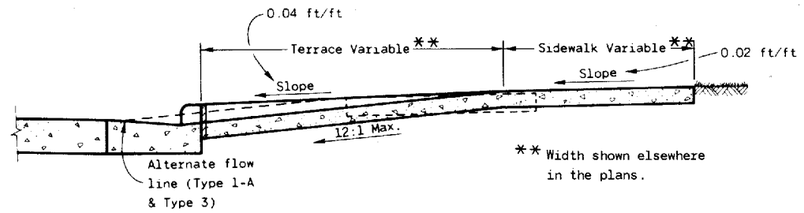
PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)



VIEW **A-A**



SECTION **B-B**

$\frac{1}{2}$" EXPANSION JOINTS - SIDEWALK

CONTRACTION JOINTS

Location of joints may be varied from those shown to better fit site conditions and/or local government preference.

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.

Ramps shall be built at 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

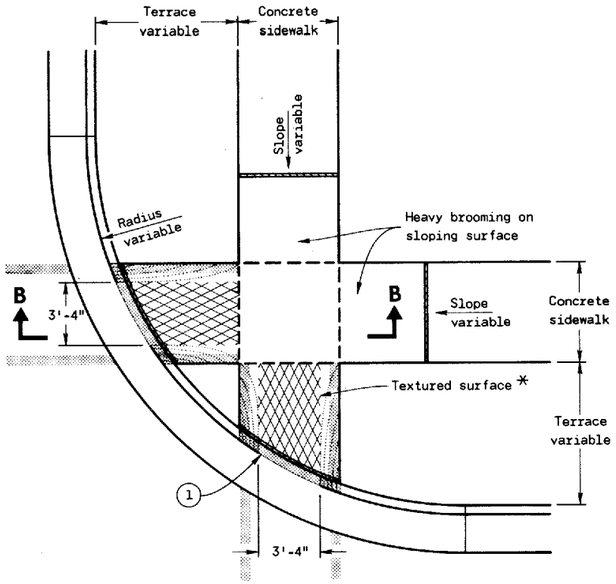
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{3}{8}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{4}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

1 The ramp shall be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municapality or the department will apply this striping unless otherwise specified in the contract.

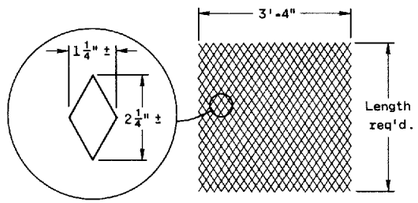
If a municapality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



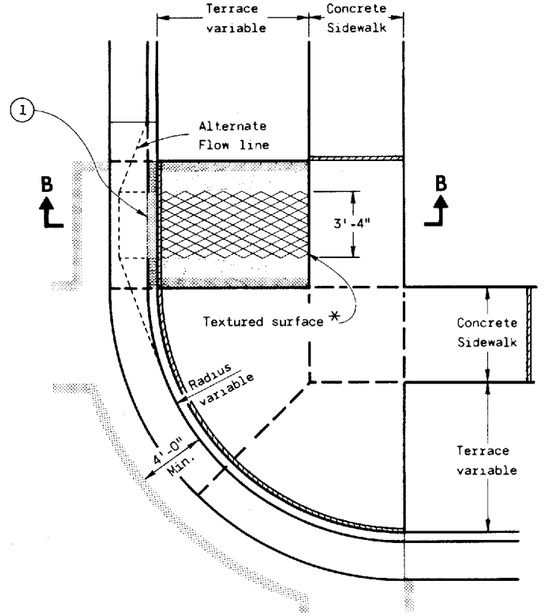
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN * .



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS

State of Wisconsin
Department of Transportation

APPROVED 10-23-84 DATE

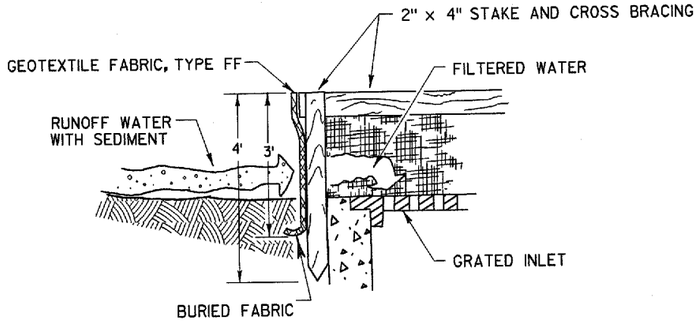
CHIEF DESIGN ENGINEER

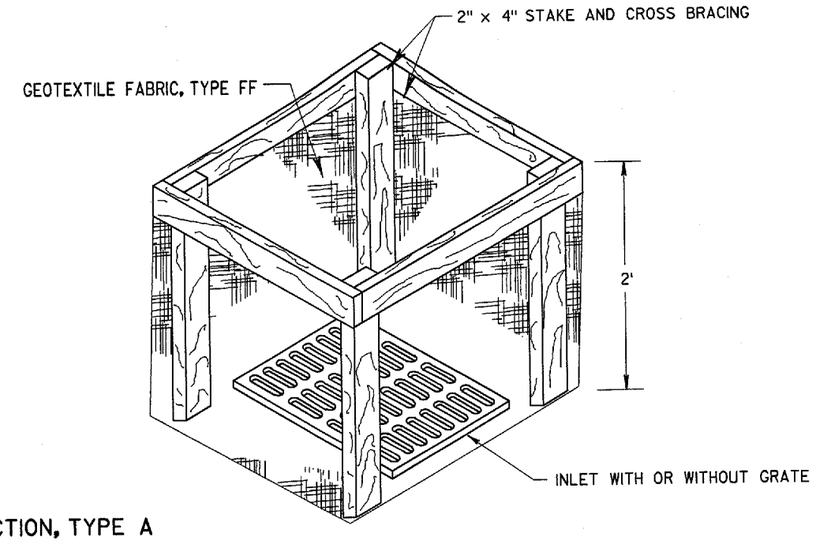
FHWA

S.D.D. 8 D 5-8

S.D.D. 8 D 5-8

NOTE: ATTACH GEOTEXTILE FABRIC, TYPE FF TO THE TOP OF STAKES AND CROSS BRACINGS.





INLET PROTECTION, TYPE A

GENERAL NOTES:

FABRIC SHALL BE REPLACED AT THE ENGINEERS DISCRETION.

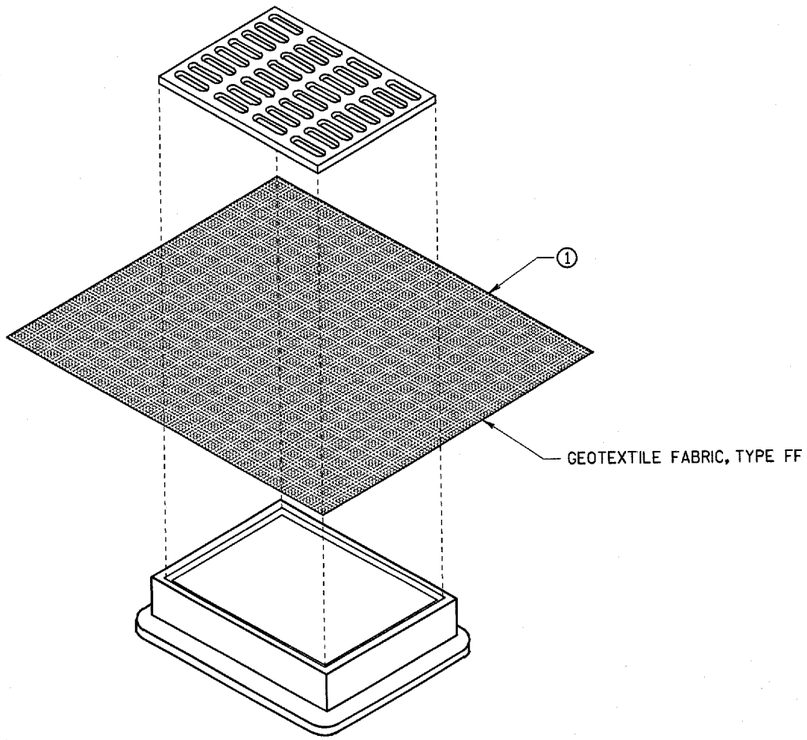
THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX.

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

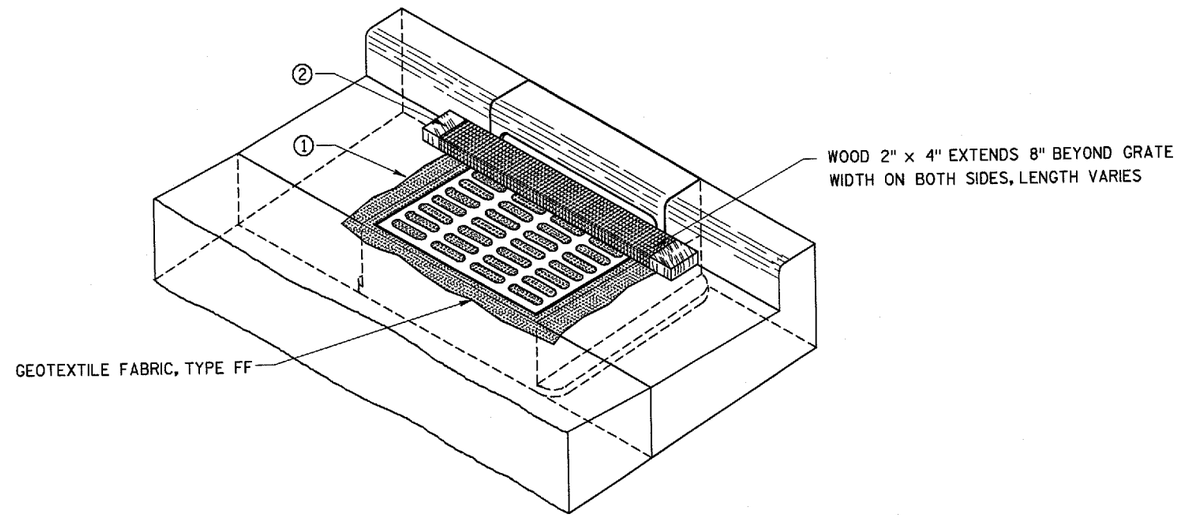
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FABRIC SIZE SHALL BE 8" (MIN) GREATER ON ALL SIDES OF THE INLET COVER TO PROVIDE A HAND HOLD WHEN MAINTENANCE OR REMOVAL IS REQUIRED.

② FOR INLET PROTECTION, TYPE C, WITH A CURB BOX, AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES.



INLET PROTECTION, TYPE B (WITHOUT CURB BOX)
(CAN BE INSTALLED ON ANY INLET TYPE)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION
TYPE A, B AND C

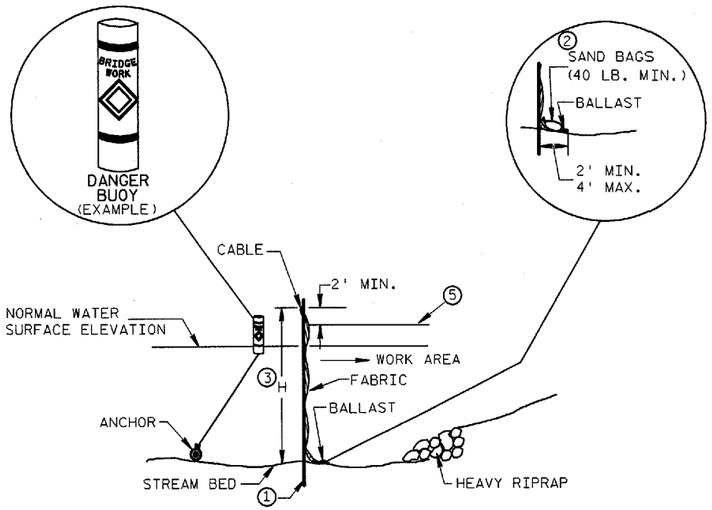
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 03/06/00 (DATE)
CHIEF ROADWAY DEVELOPMENT ENGINEER

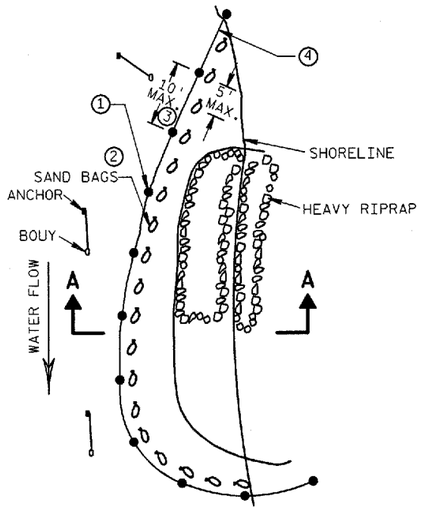
FHWA

S.D.D. 8 E 10-1

S.D.D. 8 E 10-1



SECTION A-A



PLAN VIEW

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) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS.

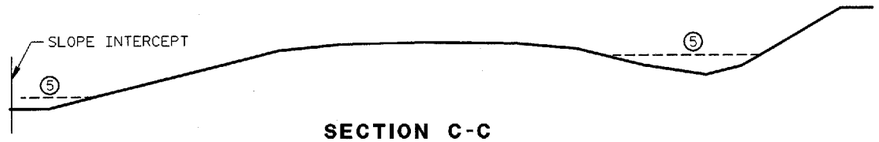
(3) WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

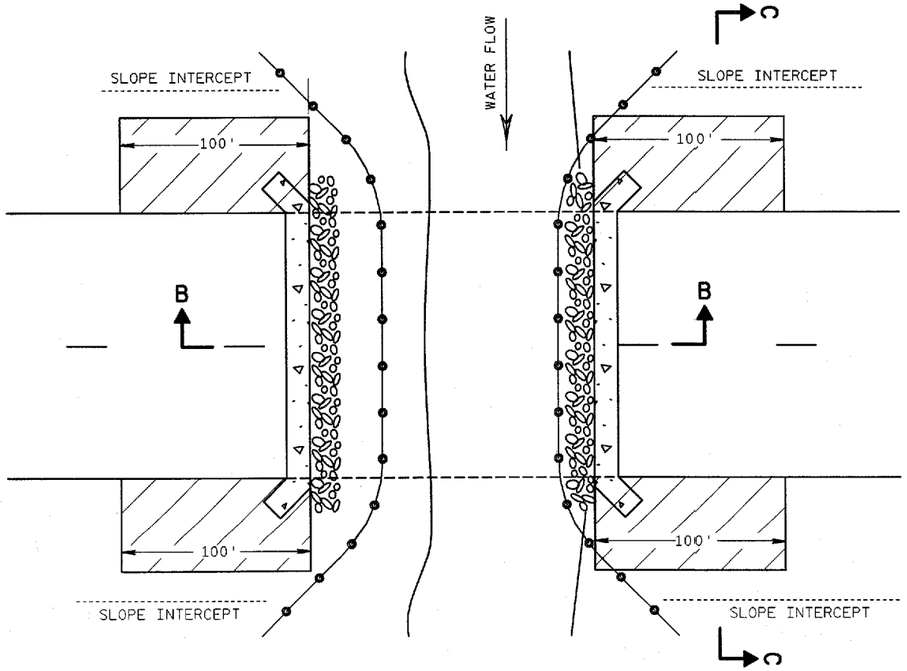
(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

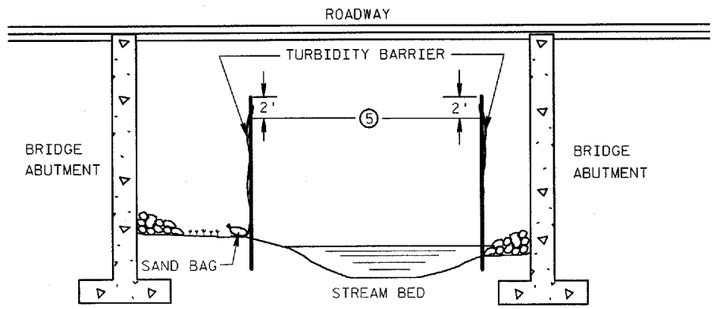
TURBIDITY BARRIER PLACEMENT DETAIL



SECTION C-C



PLAN VIEW



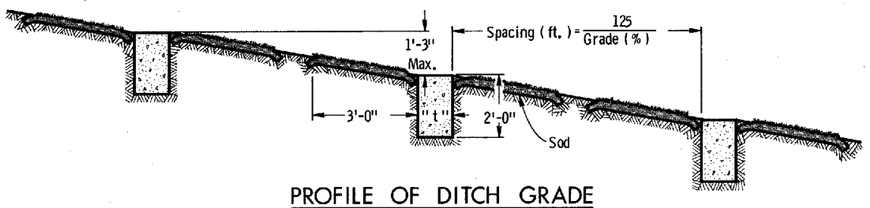
SECTION B-B

TURBIDITY BARRIER DETAIL SHOWING EROSION CONTROL PLACEMENT

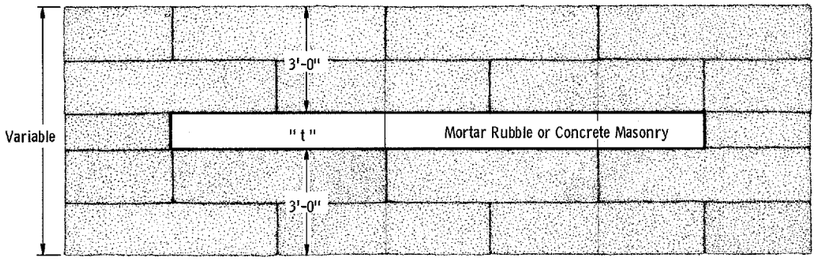
TURBIDITY BARRIER
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 03/06/00 (DATE) CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

S.D.D. 8 E 11-1

S.D.D. 8 E 11-1

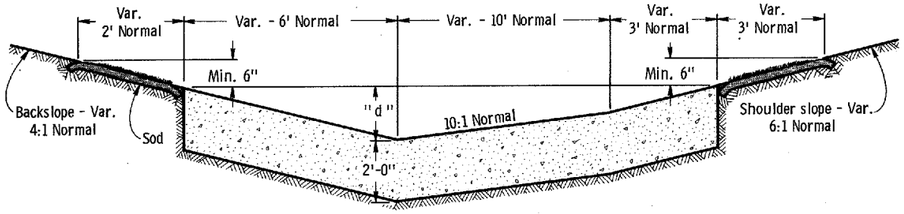


PROFILE OF DITCH GRADE

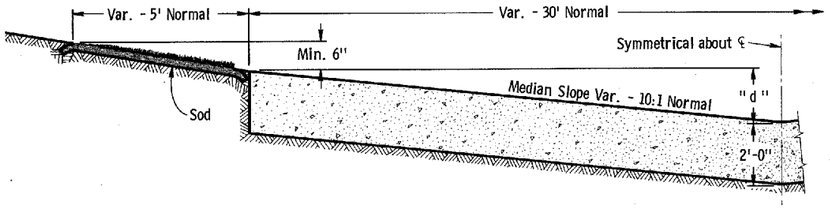


PLAN VIEW SHOWING MASONRY AND SOD

" t " - Masonry thickness shall be 0'-9" for concrete and 1'-0" for mortar rubble.



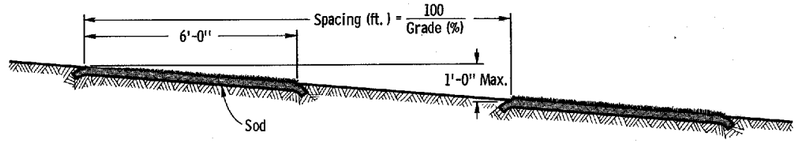
SIDE DITCH CROSS SECTION



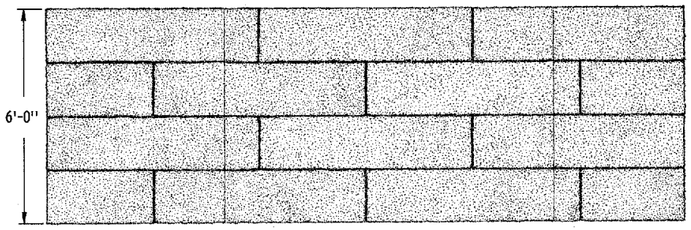
MEDIAN DITCH CROSS SECTION

" d " - The minimum depth of the masonry portion of the ditch checks shall be equal to the maximum depth of flow. The normal " d " will be 1'-6".

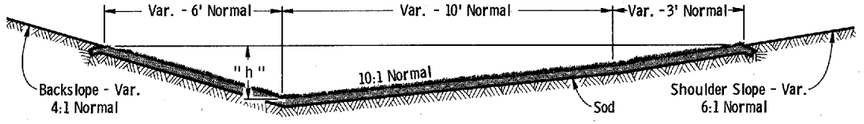
MASONRY AND SOD DITCH CHECKS



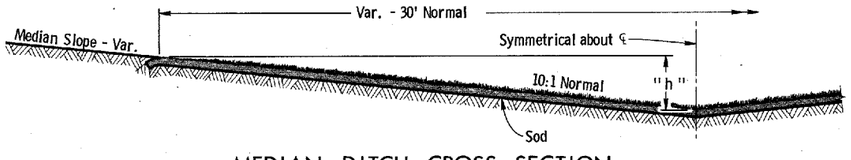
PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

" h " - The minimum height of ditch to be sodded shall be equal to the maximum depth of flow plus 6". The normal " h " will be 1'-6".

SOD DITCH CHECKS

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.

Alternate designs for ditch checks, of the material or combination of materials shown hereon, may be used upon written permission of the Engineer.

Sod strips for ditch checks may be placed either transversely or longitudinally to the direction of water flow.

SOD OR MASONRY AND SOD DITCH CHECKS

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
9/7/71 — DATE
H. C. Herried — ACTING CHIEF DESIGN ENGINEER

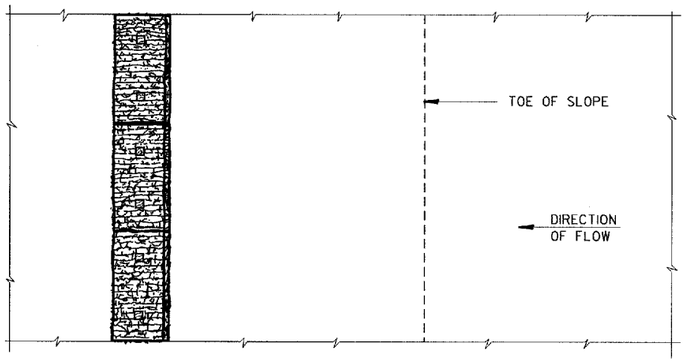
APPROVED:
9/7/71 — DATE
W. J. Dammeier — STATE HIGHWAY ENGINEER

S.D.D. 8E 4-2

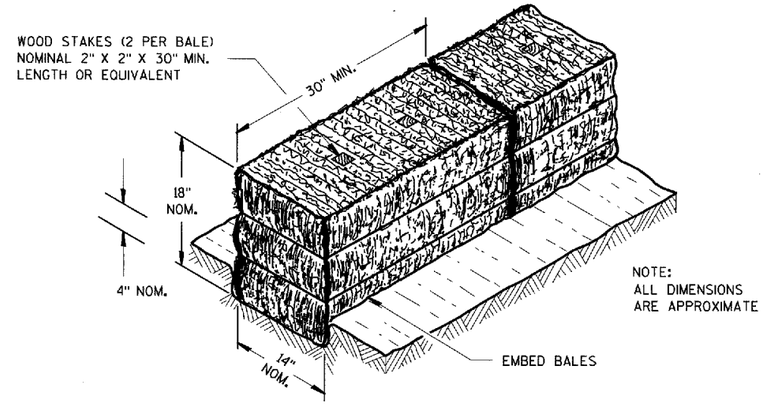
S.D.D. 8E 4-2

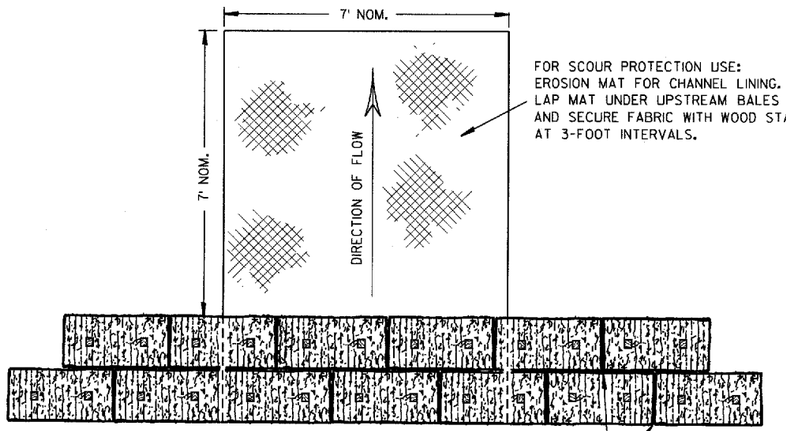
GENERAL NOTES

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

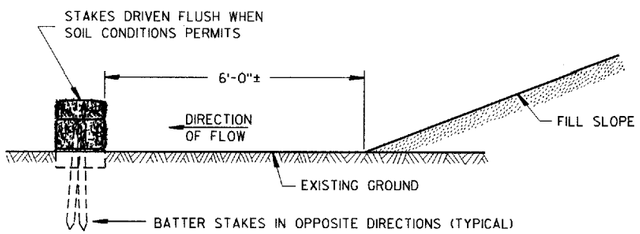


PLAN VIEW





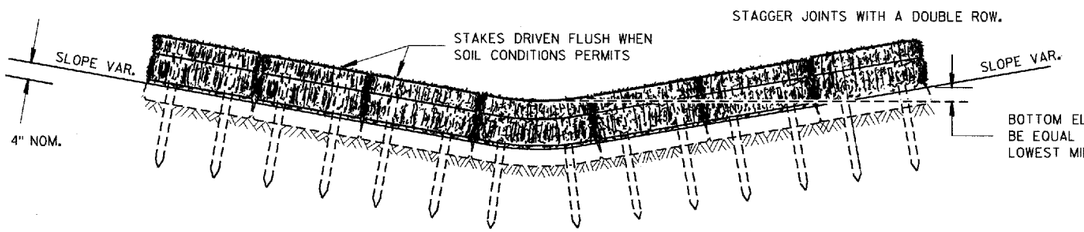
PLAN VIEW



FRONT ELEVATION

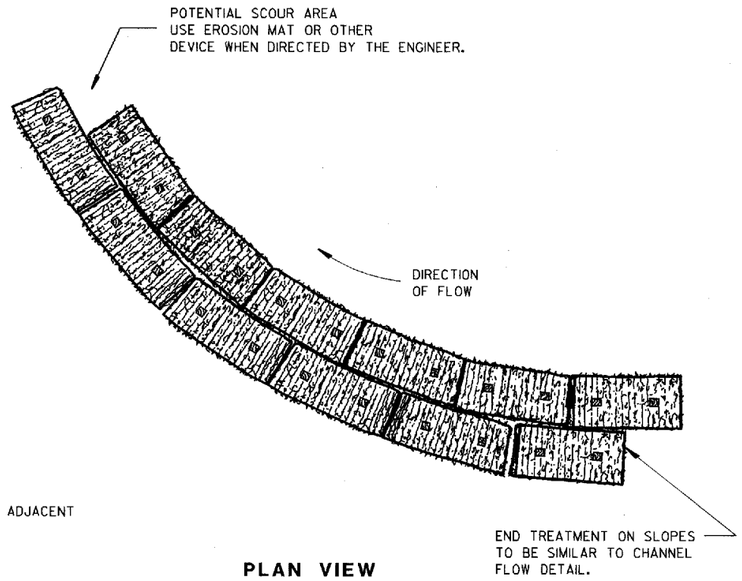
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW



FRONT ELEVATION

EROSION BALES FOR CHANNEL FLOW



PLAN VIEW

EROSION BALES WHEN ALTERING THE DIRECTION OF FLOW

TYPICAL INSTALLATIONS OF EROSION BALES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

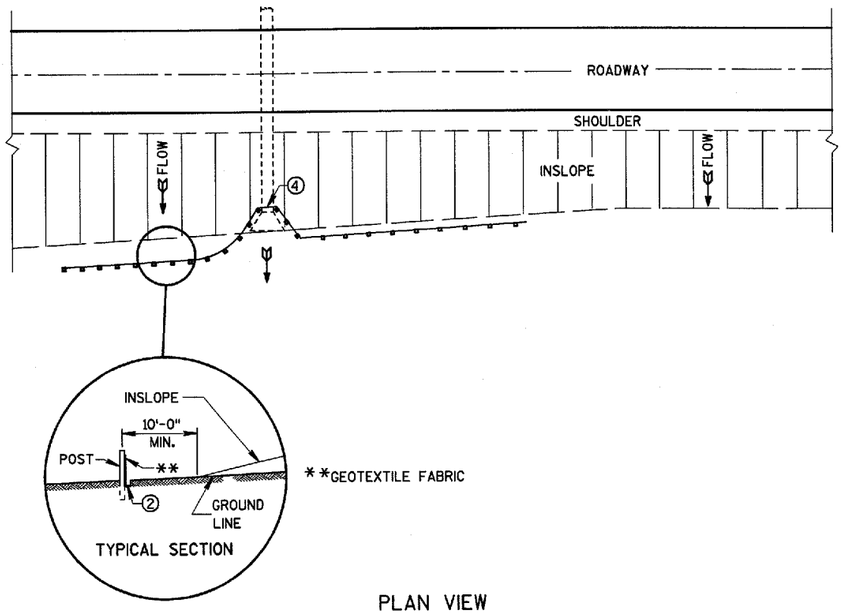
APPROVED
6/29/94
DATE

Roy K. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

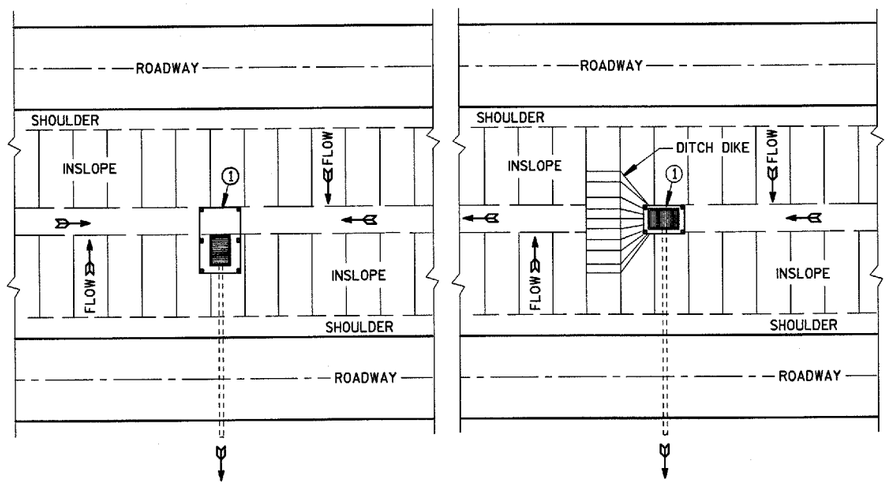
S.D.D. 8 E 8-2

S.D.D. 8 E 8-2



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

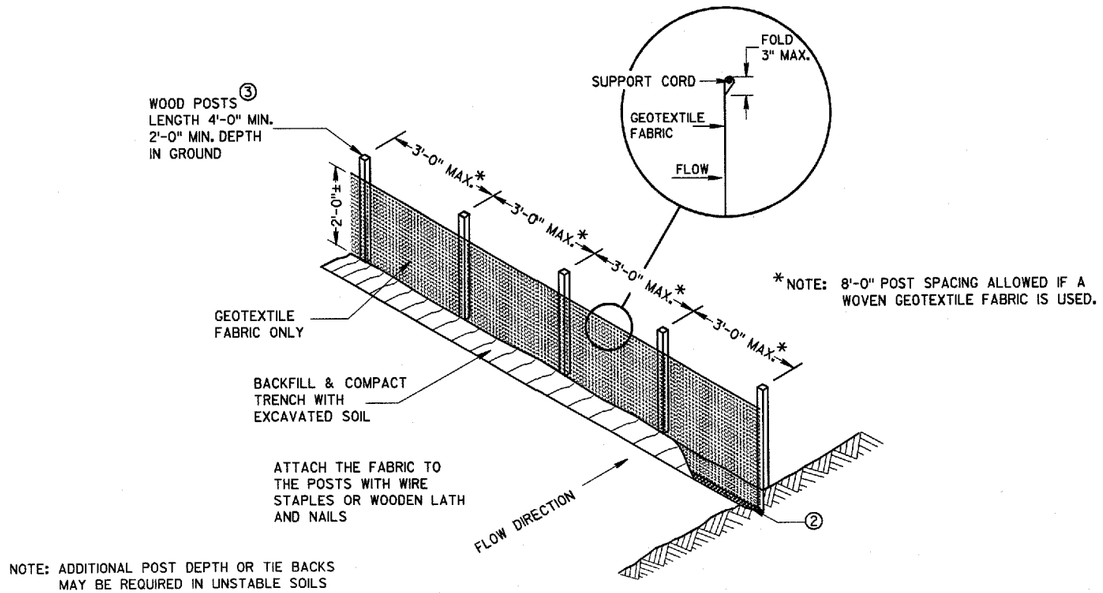
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

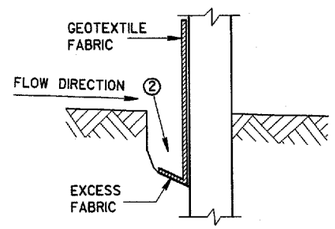
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

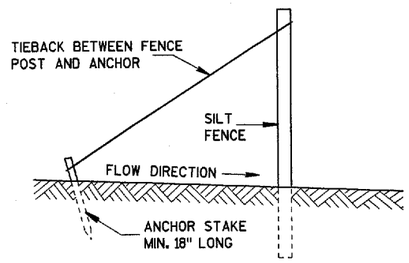


NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE



TRENCH DETAIL



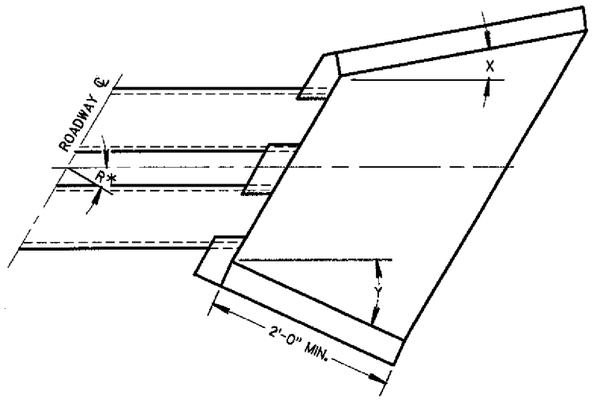
SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 03/06/00 DATE FHWA	CHIEF ROADWAY DEVELOPMENT ENGINEER

S.D.D. 8 E 9-5

S.D.D. 8 E 9-5



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

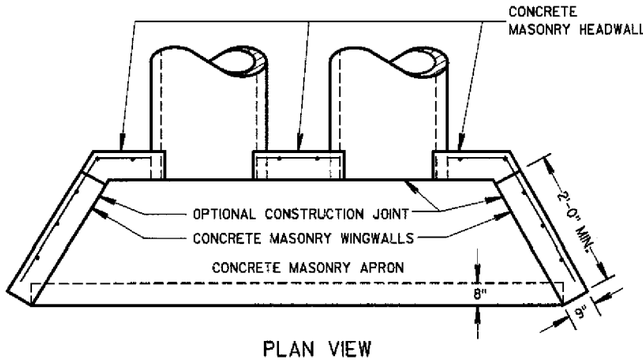
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

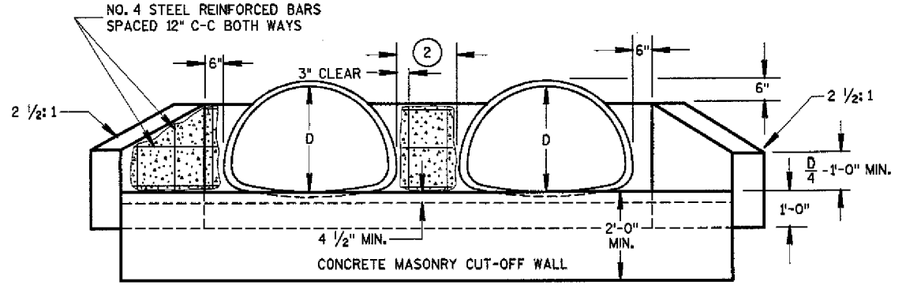
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



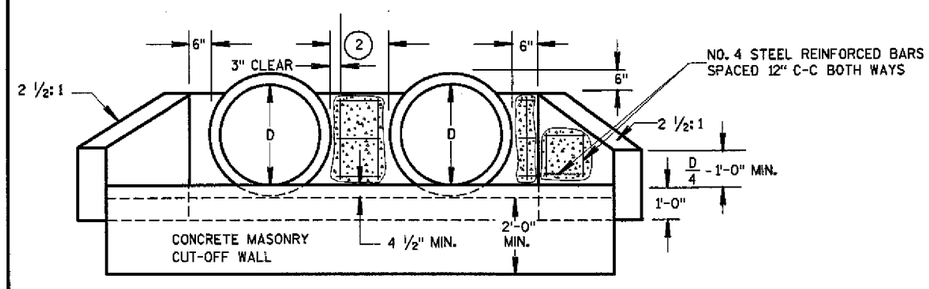
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



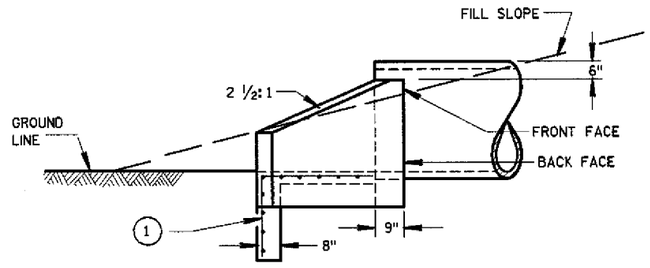
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/14/98 DATE

Roy D. Thunstrom
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 F 10-1

S.D.D. 8 F 10-1

METAL APRON ENDWALLS

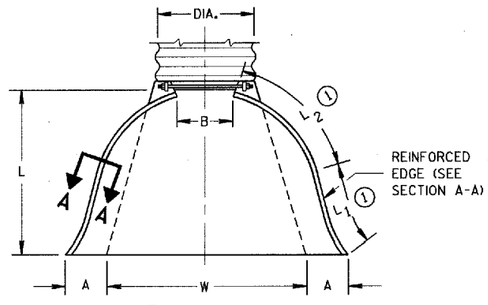
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

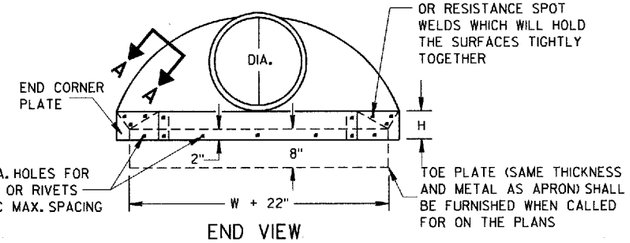
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/3 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - 30 **	* 72 - 78 **	* 21 - 27 **	99	102	5 1/2	2 to 1
72	7	* 24 - 36 **	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - 36 **	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

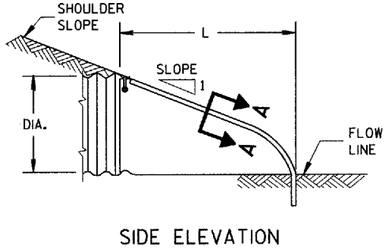
*MINIMUM
**MAXIMUM



PLAN VIEW

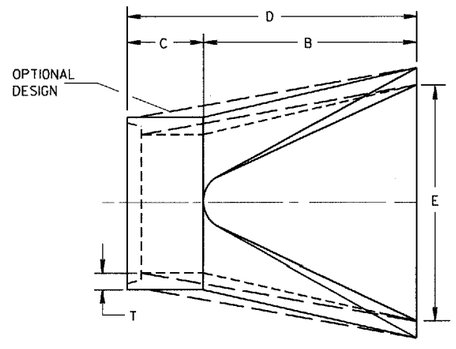


END VIEW

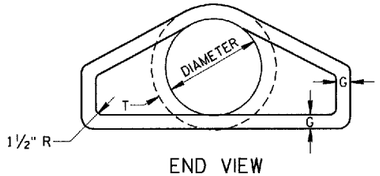


SIDE ELEVATION

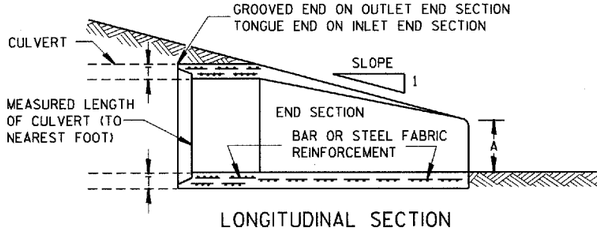
METAL ENDWALLS



PLAN

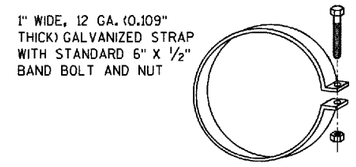


END VIEW



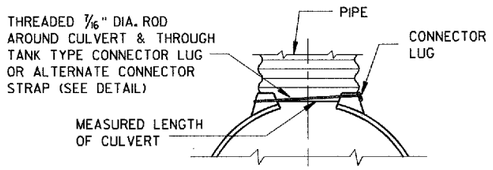
LONGITUDINAL SECTION

CONCRETE ENDWALLS

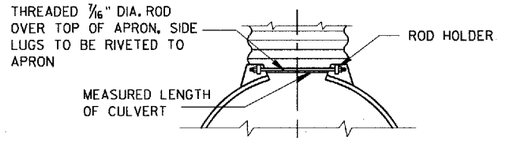


ALTERNATE FOR TYPE 1 CONNECTION

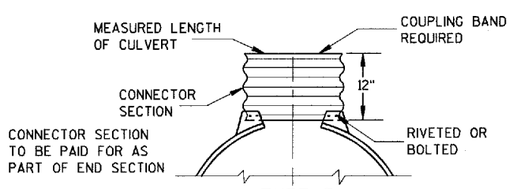
END SECTION CONNECTOR STRAP



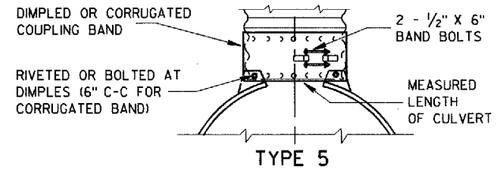
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

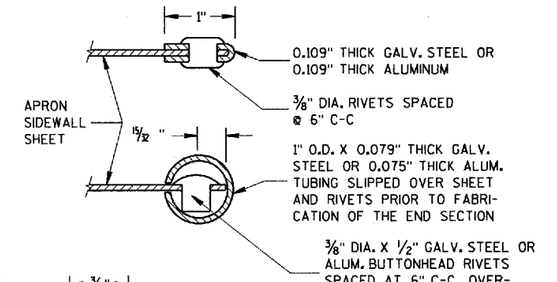
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

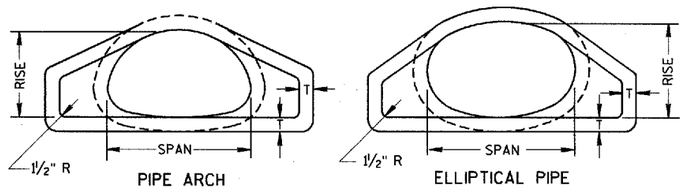
APPROVED
11/30/94
DATE

Roger L. Hinegardner
CHIEF ROADWAY DEVELOPMENT ENGINEER

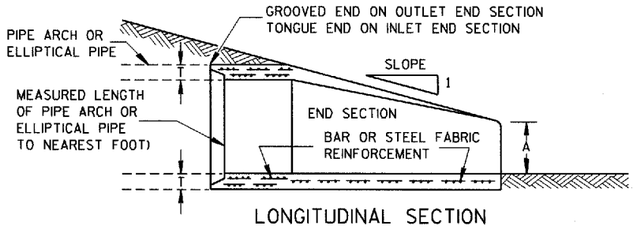
FHWA

S.D.D. 8 F 1-11

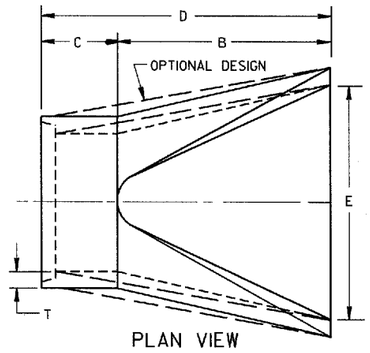
S.D.D. 8 F 1-11



END VIEW

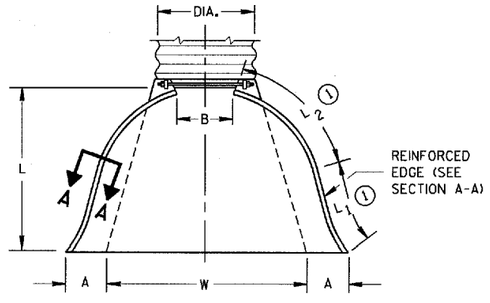


LONGITUDINAL SECTION

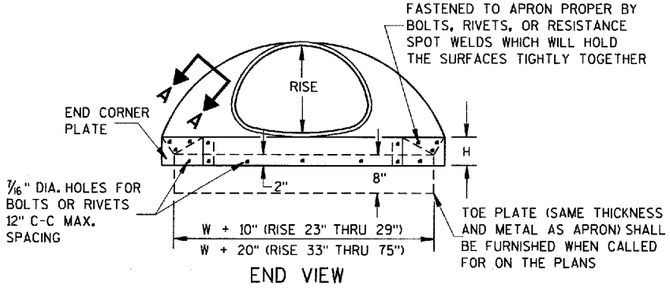


PLAN VIEW

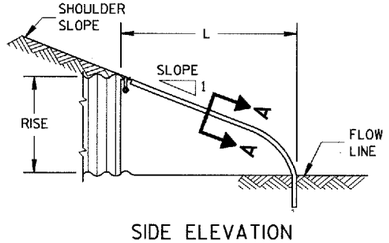
CONCRETE ENDWALLS



PLAN VIEW

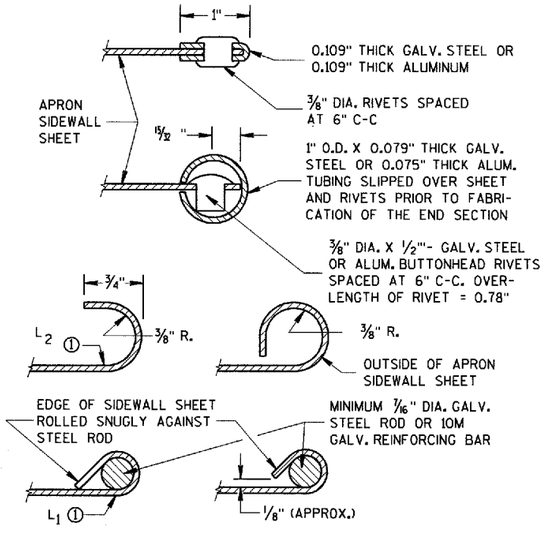


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 3/4	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 3/4	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72 3/4	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

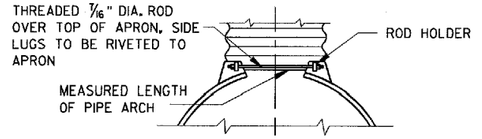
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11 5/8	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

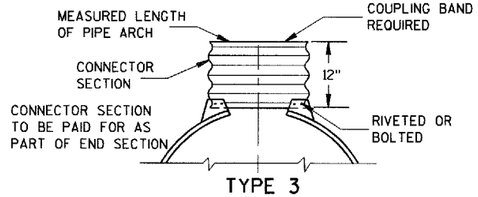
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



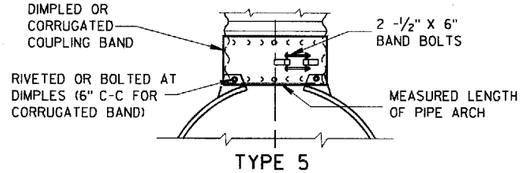
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

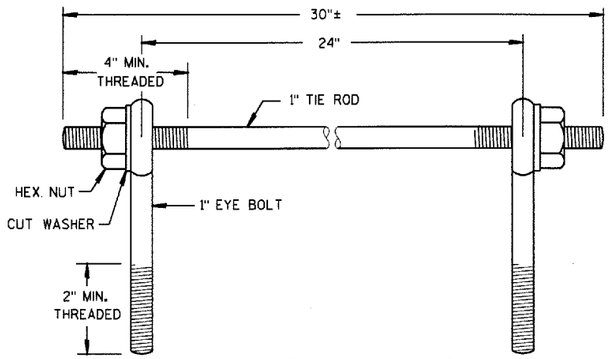
APPROVED
11/30/94
DATE

Doug L. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER

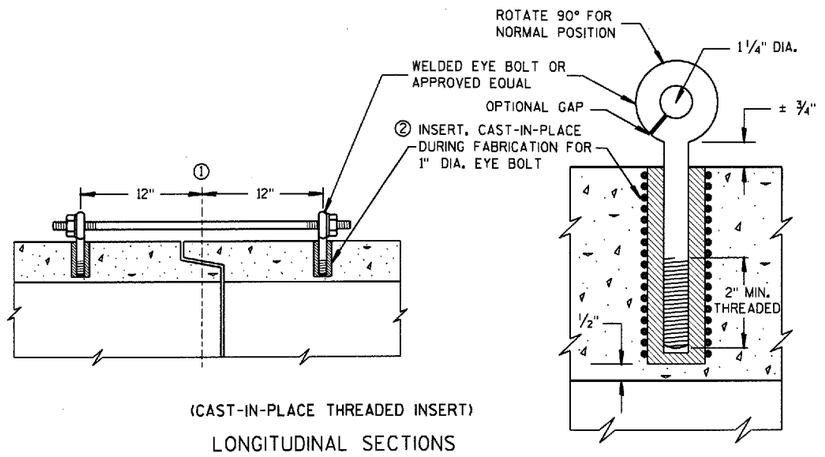
FHWA

S.D.D. 8 F 2-1

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CILVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

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

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

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

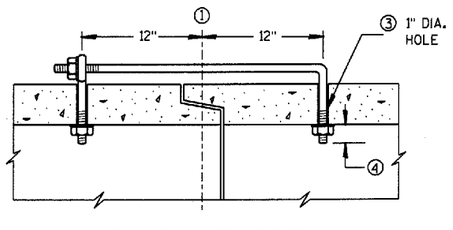
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

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

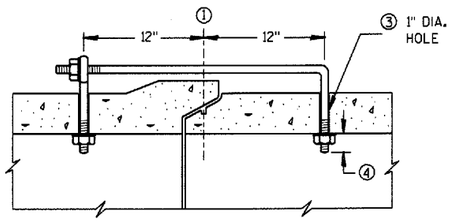
⑤ ROD DIAMETER + 1 INCH.

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

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

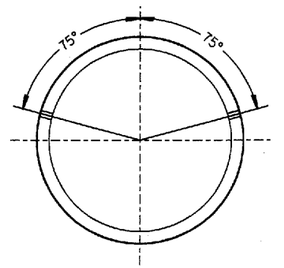
EYE BOLT DIMENSION TABLE

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

ADJUSTABLE TIE ROD TABLE

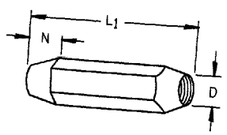
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES

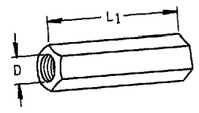


PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



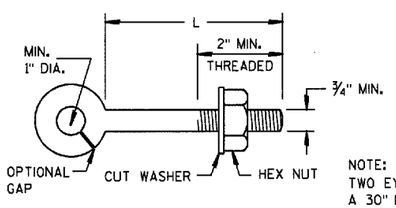
TAPERED



PLAIN

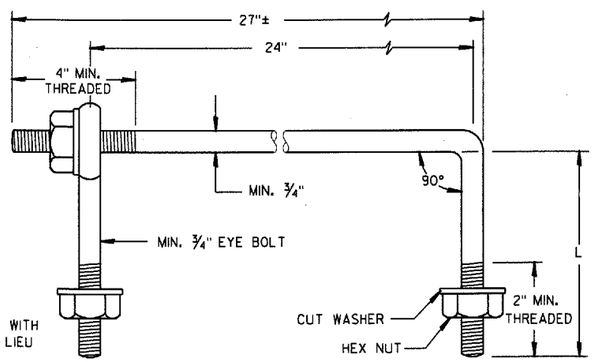
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

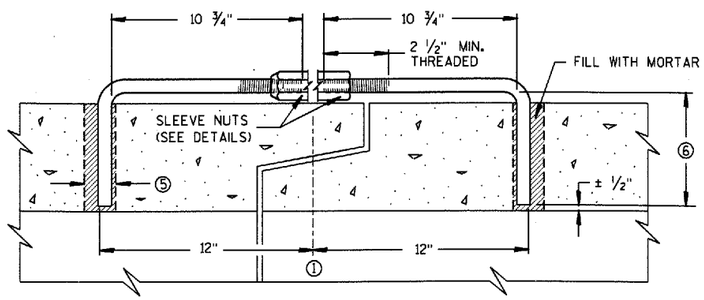
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

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

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



LONGITUDINAL SECTION

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

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

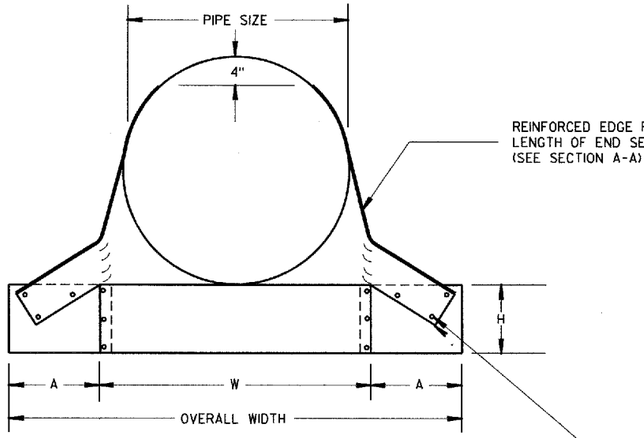
APPROVED 6/16/92 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

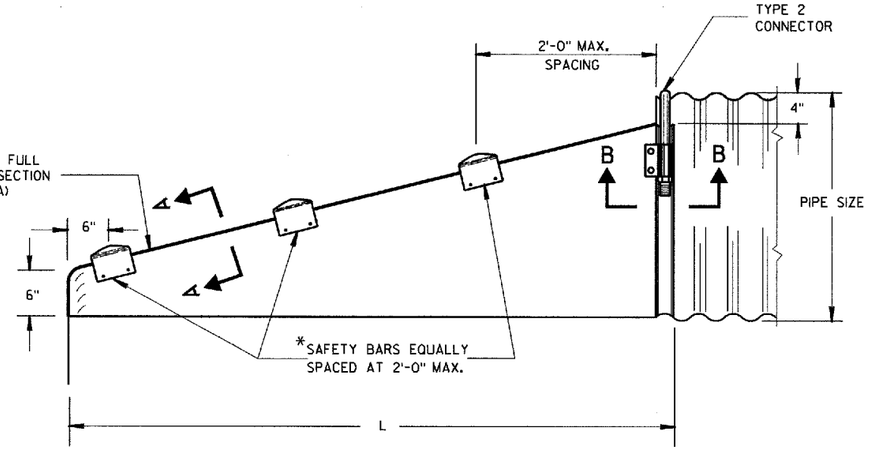
S.D.D. 8 F 4-5

S.D.D. 8 F 4-5



FRONT VIEW

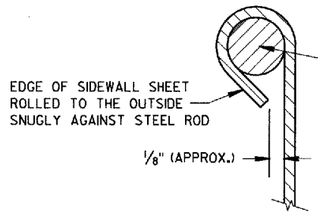
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



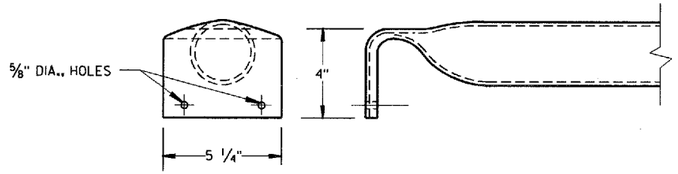
SIDE VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

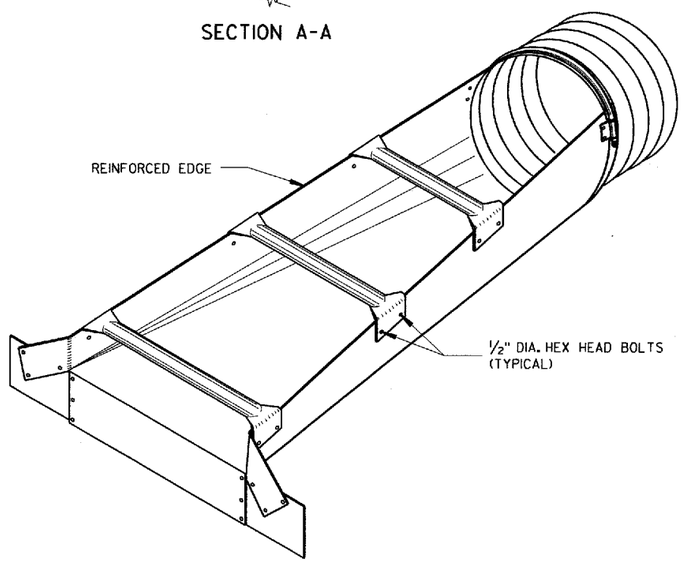
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



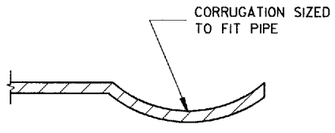
SECTION A-A



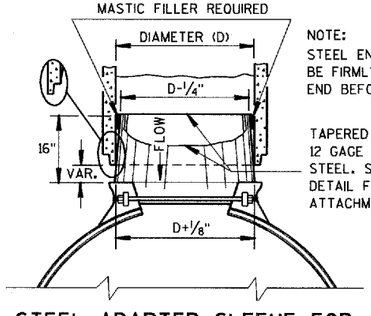
DETAIL OF SAFETY BAR



ISOMETRIC VIEW



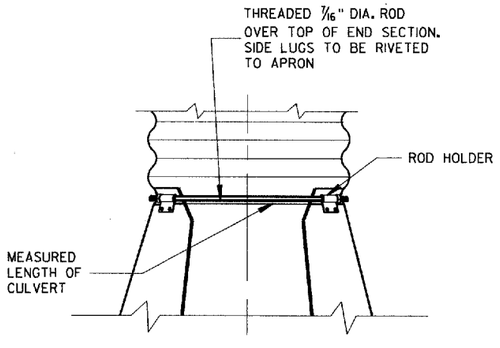
SECTION B-B



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2 CONNECTION 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.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE

PIPE DIA. (IN.)	MIN. THICK. (inches)	DIMENSIONS (inches)				L DIMENSIONS	
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	6:1	30
18	.064	8	6	24	40	6:1	48
21	.064	8	6	27	43	6:1	66
24	.064	8	6	30	46	6:1	84
30	.109	12	9	36	60	6:1	120
36	.109	12	9	42	66	6:1	156
42	.109	16	12	48	80	5.63 TO 1	180
48	.109	16	12	54	86	4.74 TO 1	180
54	.109	16	12	60	92	——	——

STEEL APRON ENDWALLS FOR PIPE ARCH

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	17	13	.064	8	6	23	39	6:1	18
18	21	15	.064	8	6	27	43	6:1	30
21	24	18	.064	8	6	30	46	6:1	48
24	28	20	.064	8	6	34	50	6:1	60
30	35	24	.079	12	9	41	65	6:1	84
36	42	29	.109	12	9	48	72	6:1	114
42	49	33	.109	16	12	55	87	6:1	138
48	57	38	.109	16	12	63	95	6:1	168
54	64	43	.109	16	12	70	102	5.45 TO 1	180

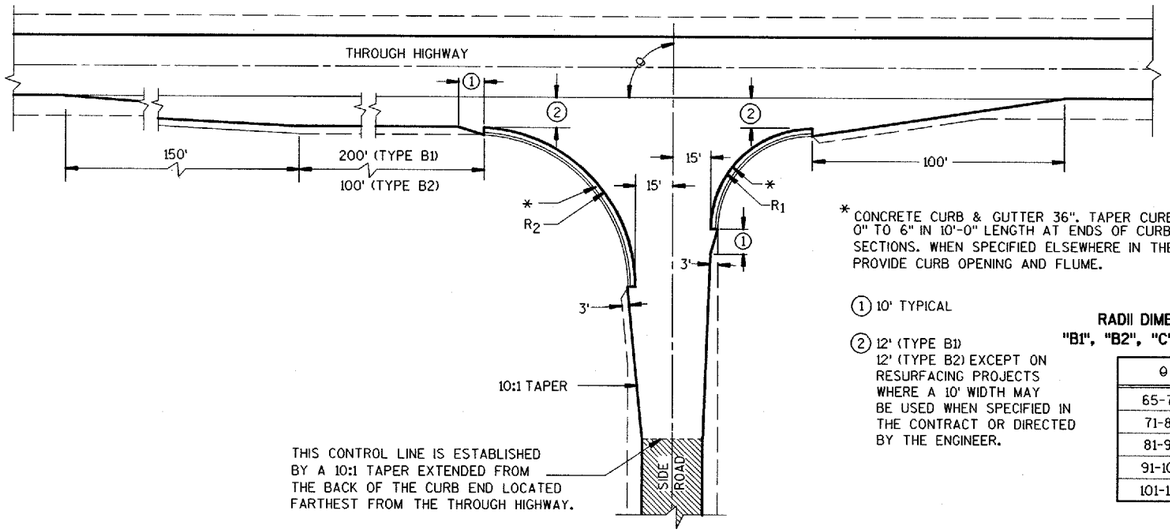
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 4/17/95 DATE
Roy D. Thimsen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 7-3

S.D.D. 8 F 7-3



TYPE "B1" AND "B2"

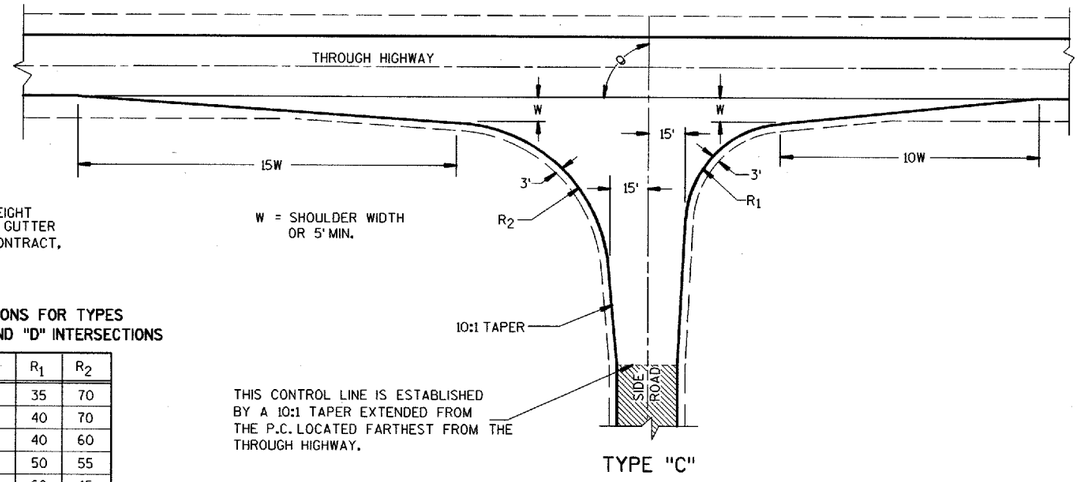
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

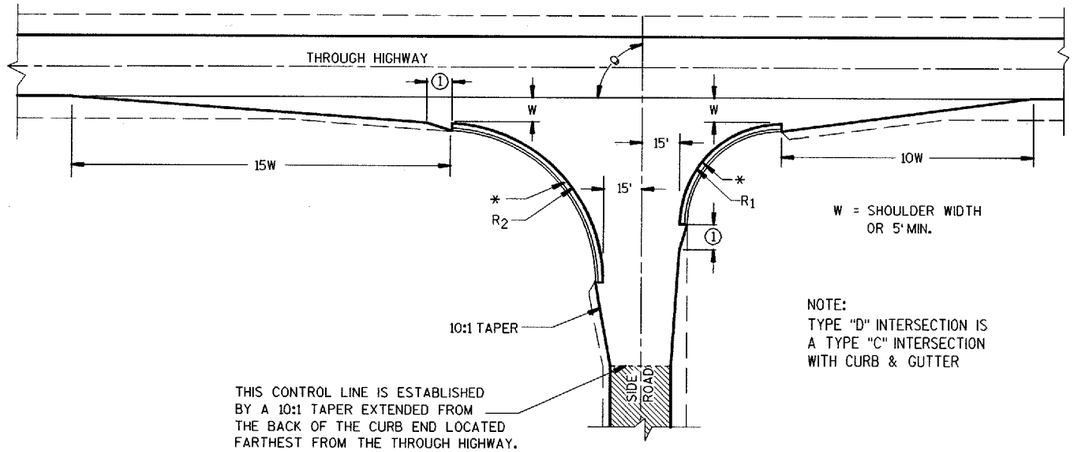
RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



W = SHOULDER WIDTH OR 5' MIN.

TYPE "C"



W = SHOULDER WIDTH OR 5' MIN.

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

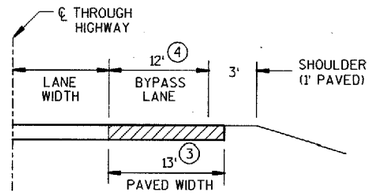
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

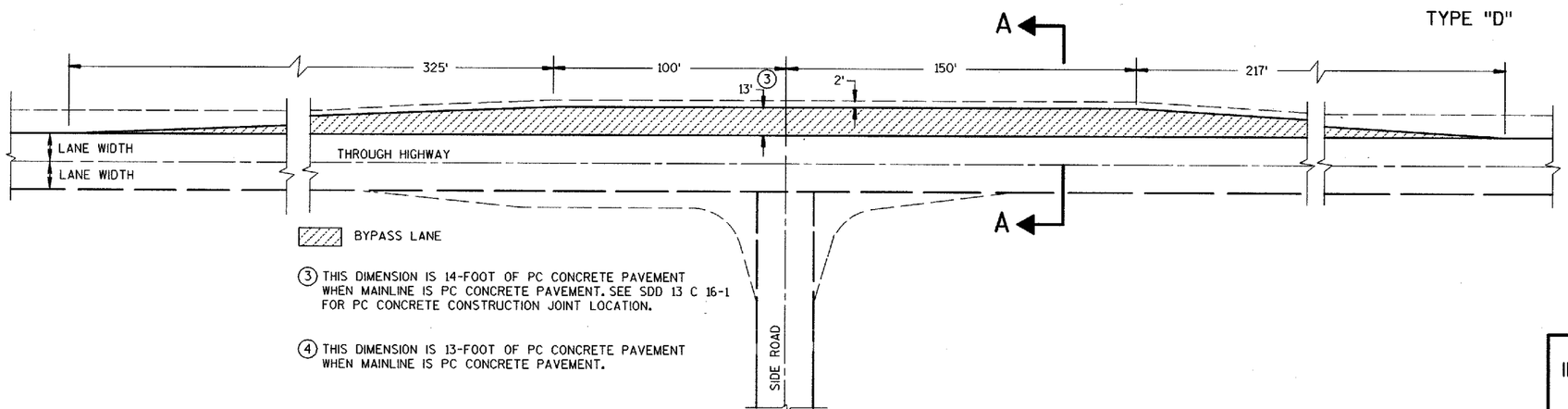
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

▨ EXISTING SURFACE



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

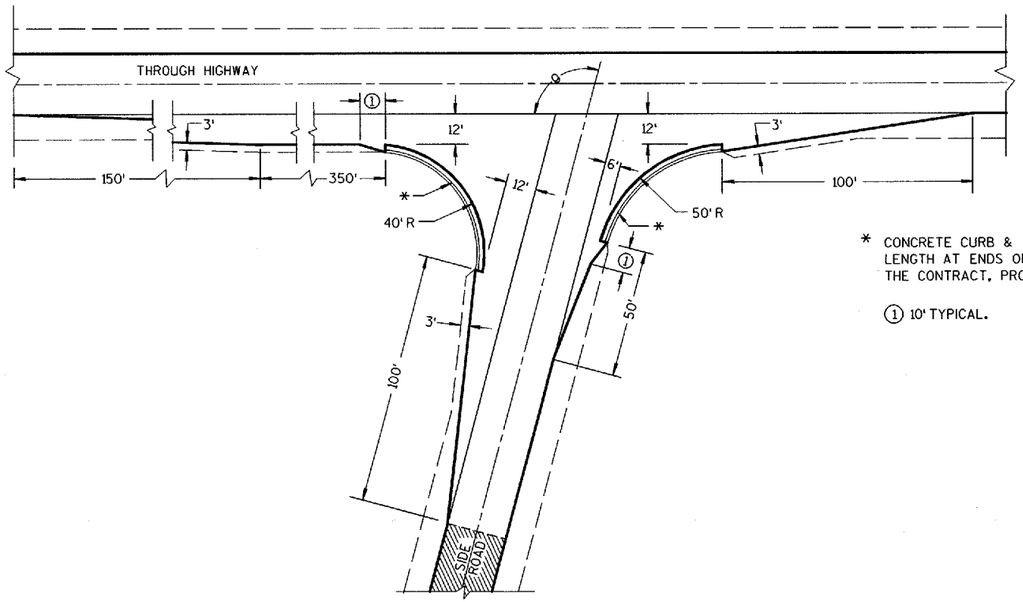
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 A 1-11a

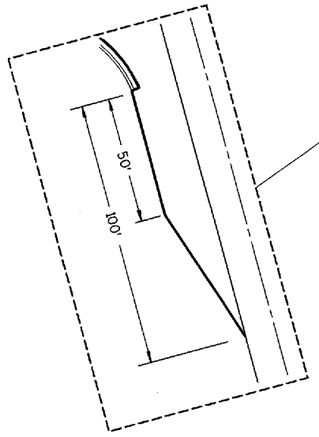
S.D.D. 9 A 1-11a

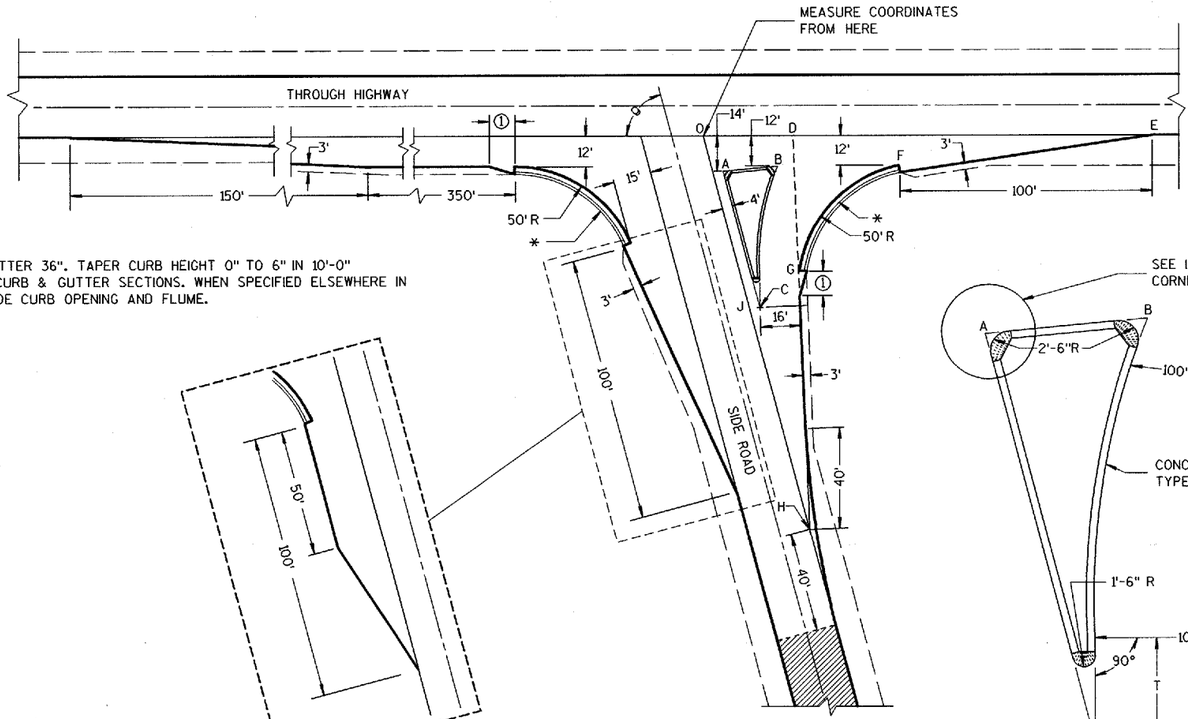


θ = MORE THAN 80°

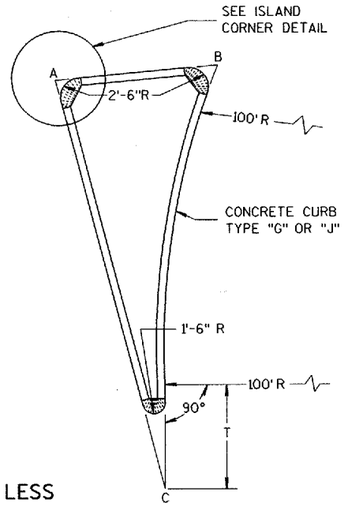
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL.

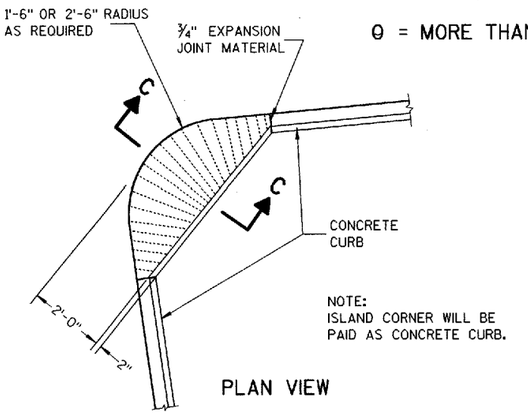




θ = ACUTE ANGLES 80° OR LESS

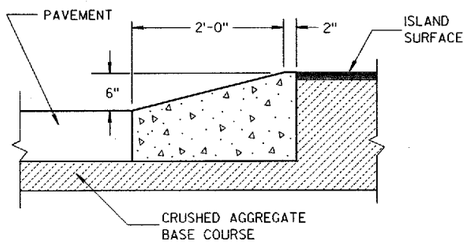


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

EXISTING SURFACE

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X/Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A" SIDE ROAD INTERSECTION DETAILS

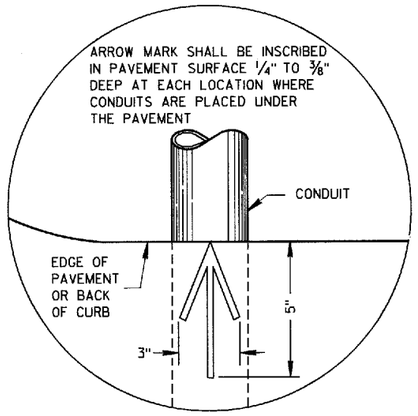
AT-GRADE SIDE ROAD INTERSECTION, TYPE 'A'

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 4/03/98 DATE
Roy L. Thimsen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

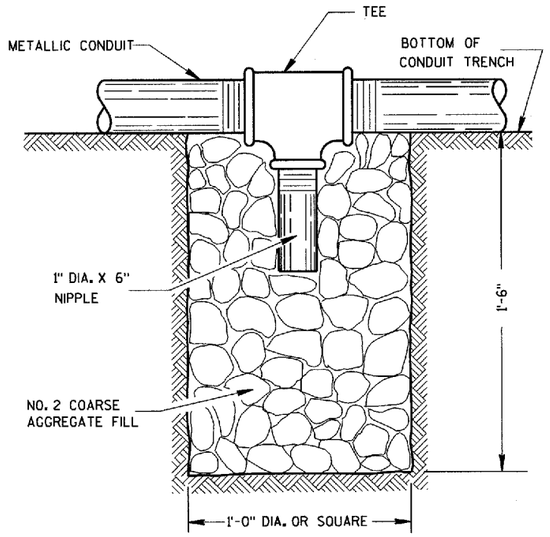
S.D.D. 9 A 1-11b

S.D.D. 9 A 1-11b



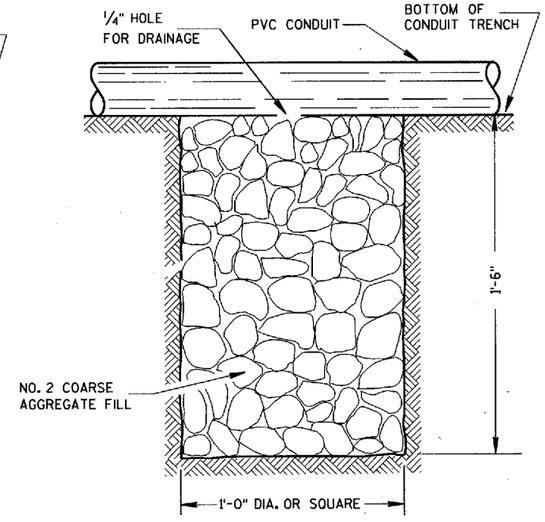
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

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.

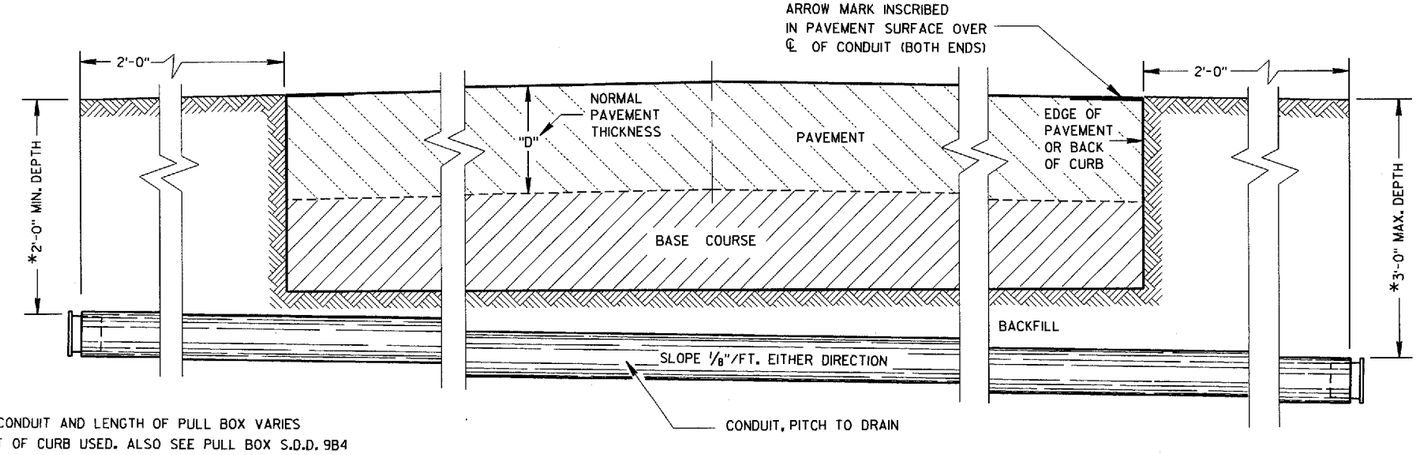
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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.).

POLY ROPE OR A PULL 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 UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.



*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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 B 2-6

S.D.D. 9 B 2-6

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE									
		CORRUGATED STEEL									POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24	12
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *											
FRAME AND COVER		60	60	60	110	110	110	155	155	155	60

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

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

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

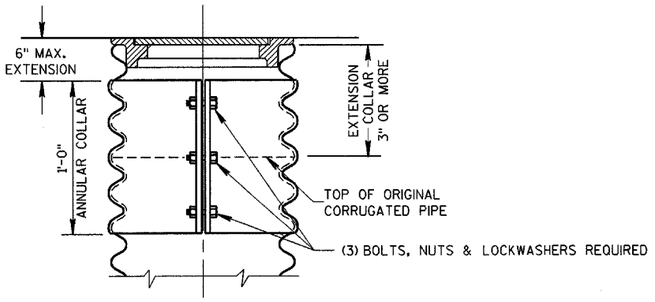
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

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

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.



CORRUGATED PIPE EXTENDER

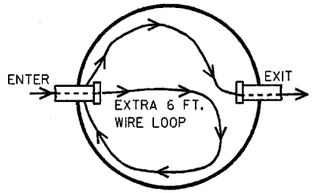
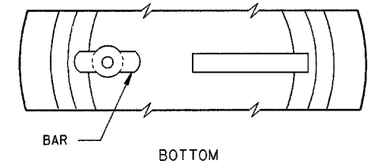
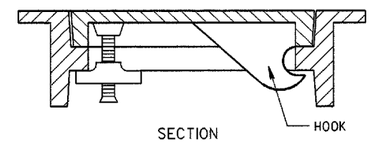


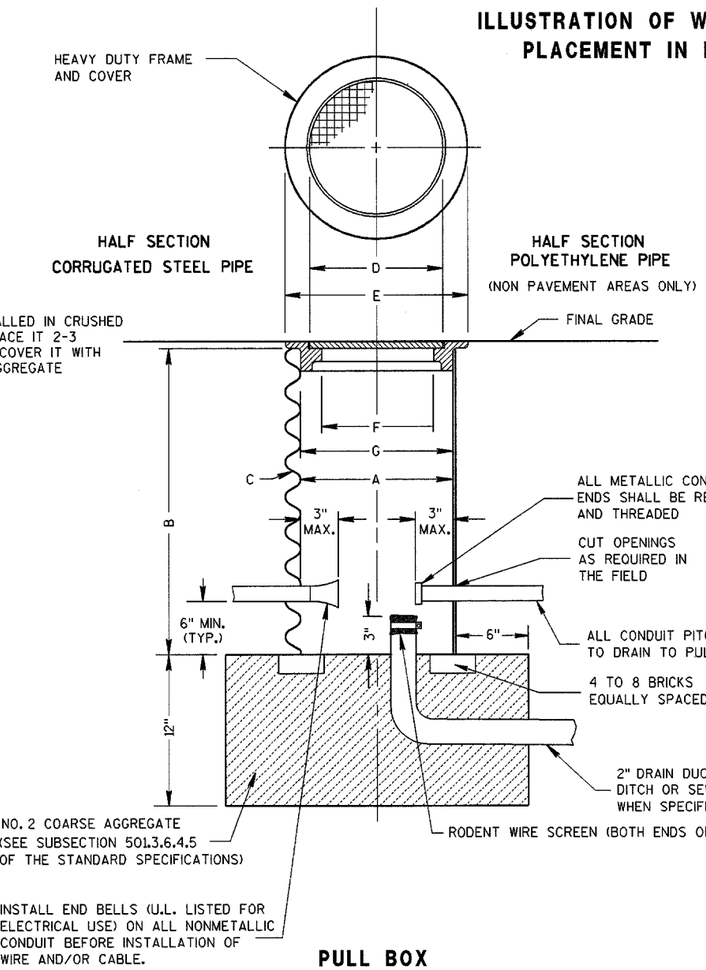
ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX



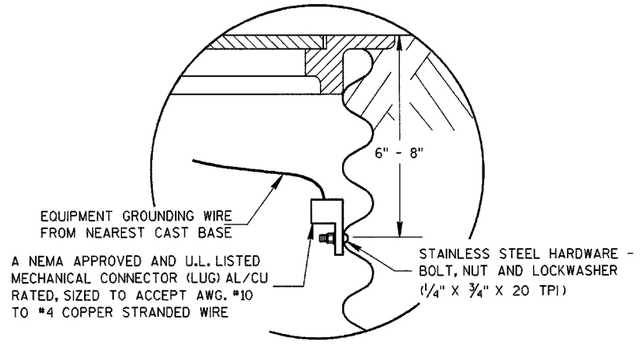


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

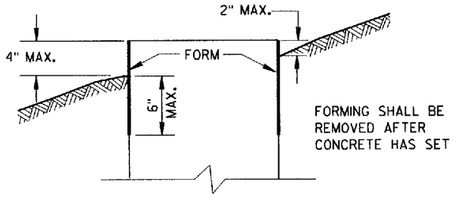
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/11/02
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 4-5

S.D.D. 9 B 4-5

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
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1FOOT 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 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS. ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

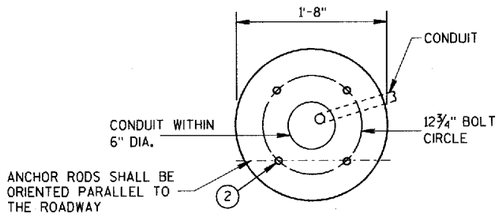
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

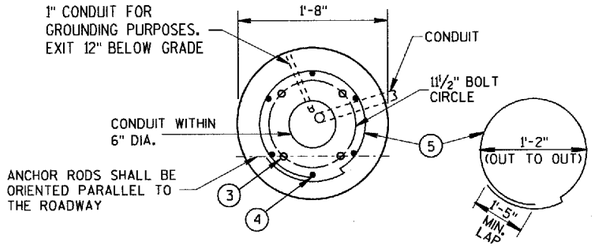
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

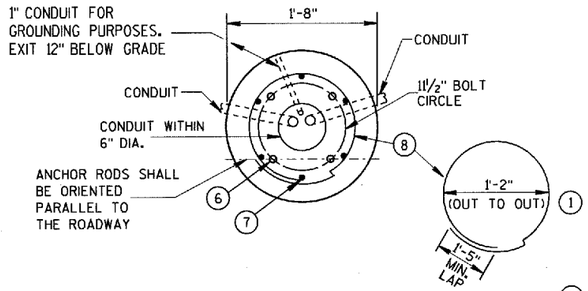
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

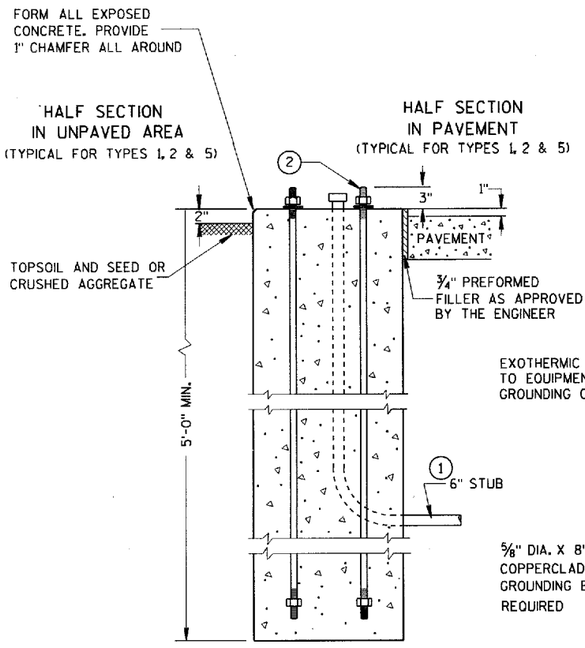
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.









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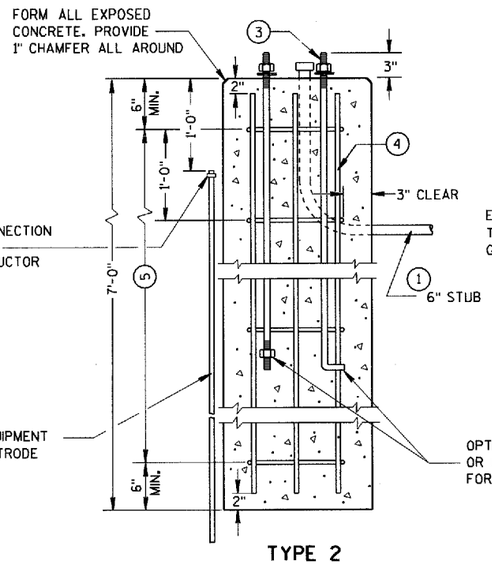

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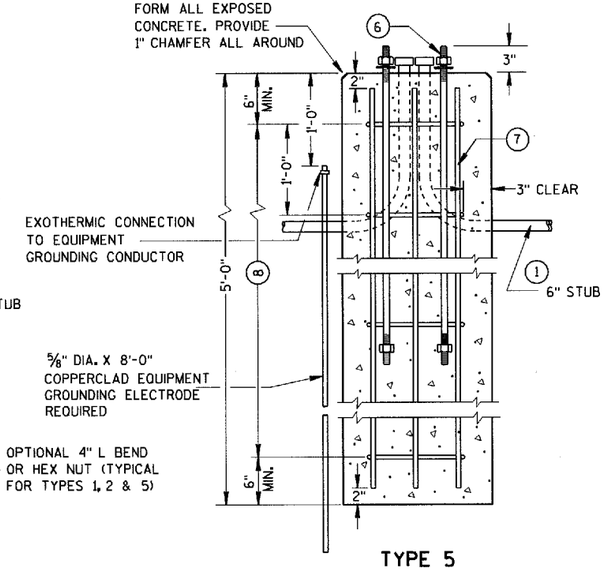


TYPE 5

CONCRETE BASES

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 2-2

S.D.D. 9 C 2-2

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, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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 AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

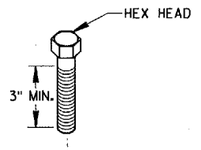
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

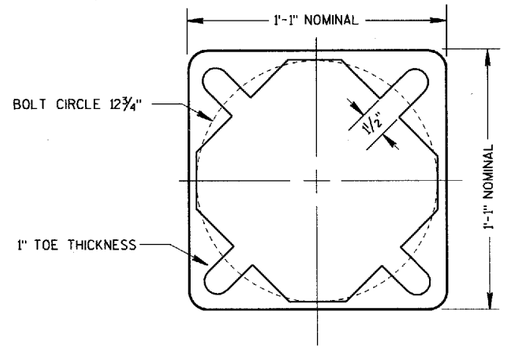
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

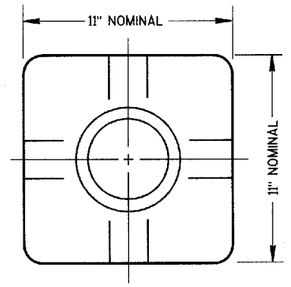
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

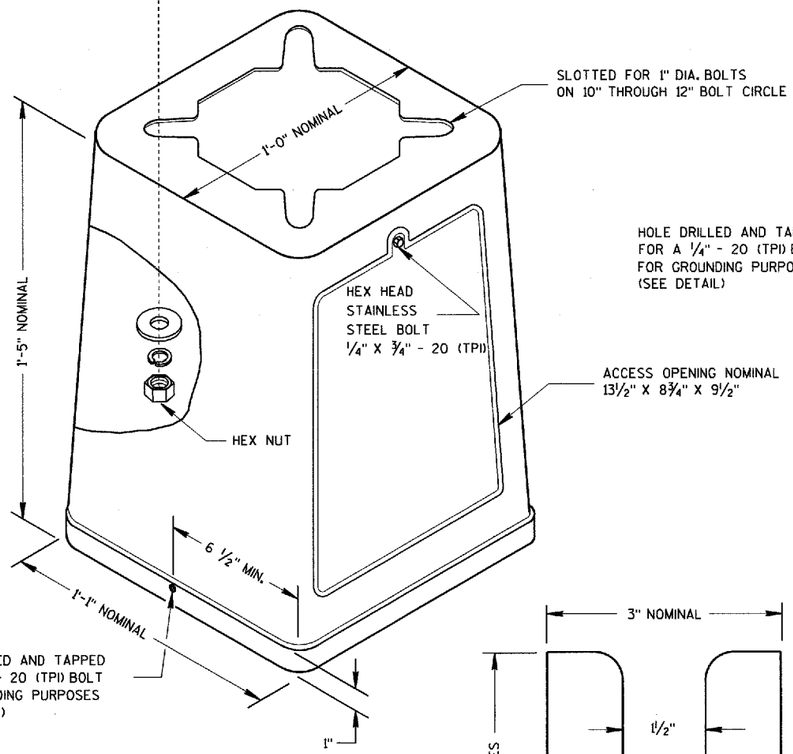




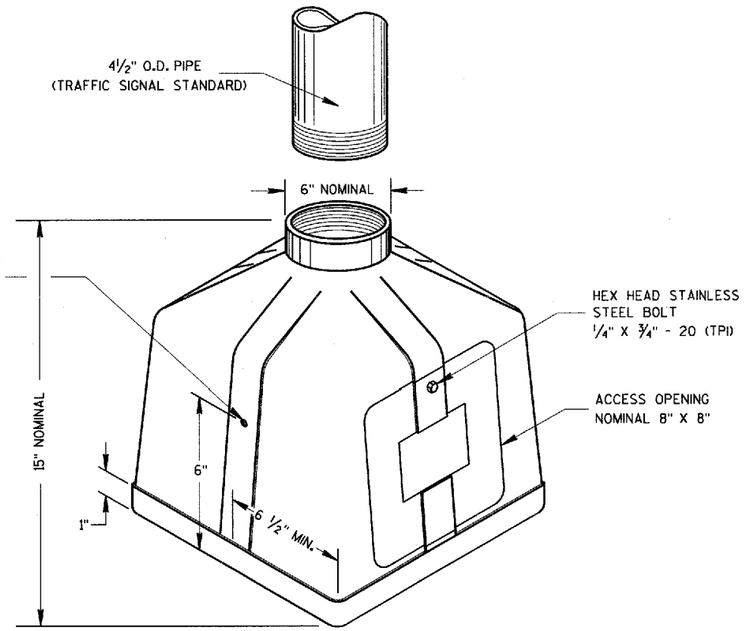
BOTTOM VIEW (PEDESTAL BASE)



TOP VIEW (PEDESTAL BASE)

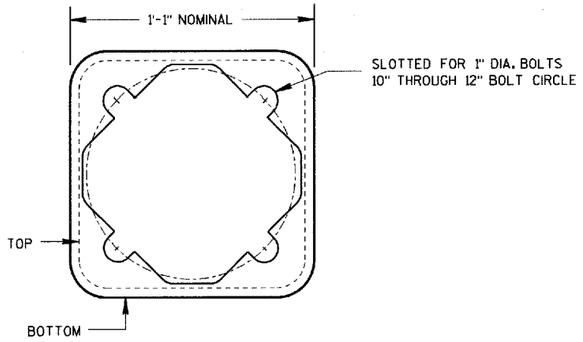


ISOMETRIC VIEW

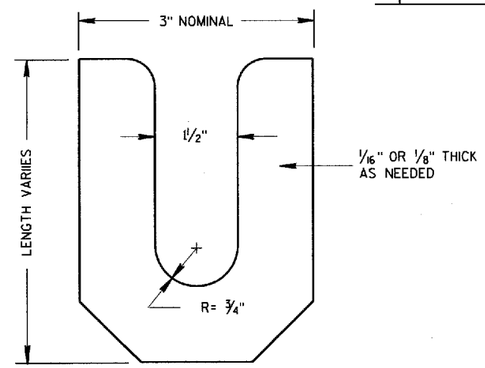


ISOMETRIC VIEW

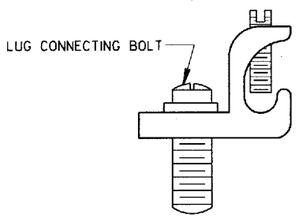
PEDESTAL BASE



BOTTOM VIEW (TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

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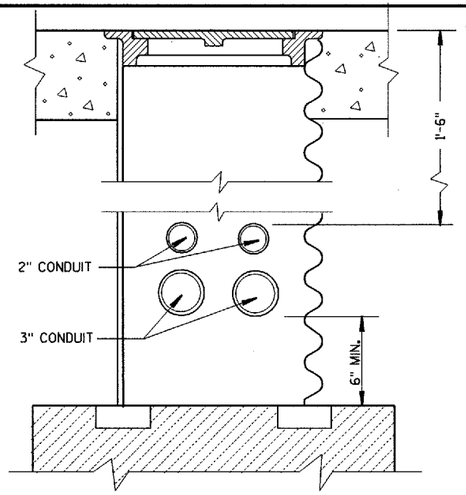
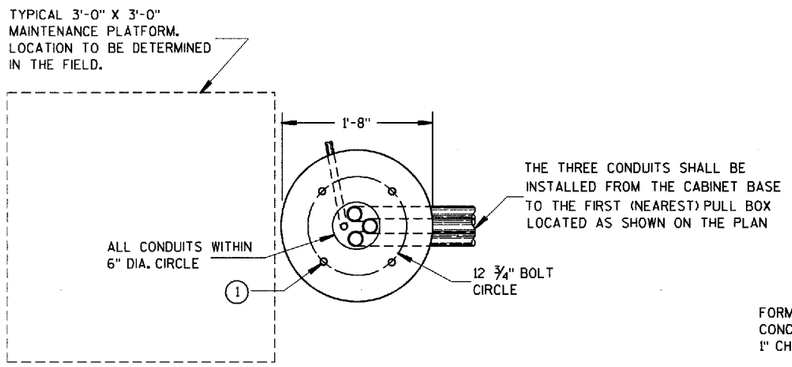
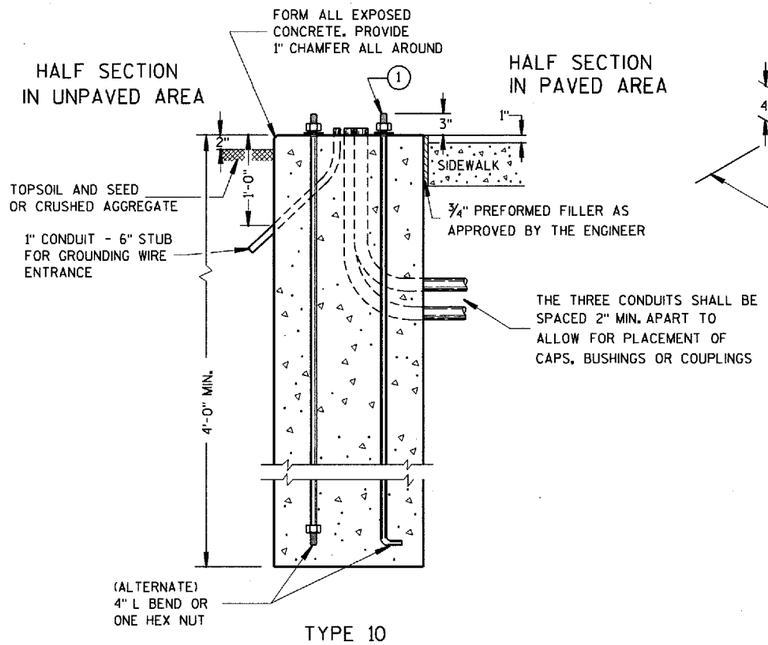
CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.32

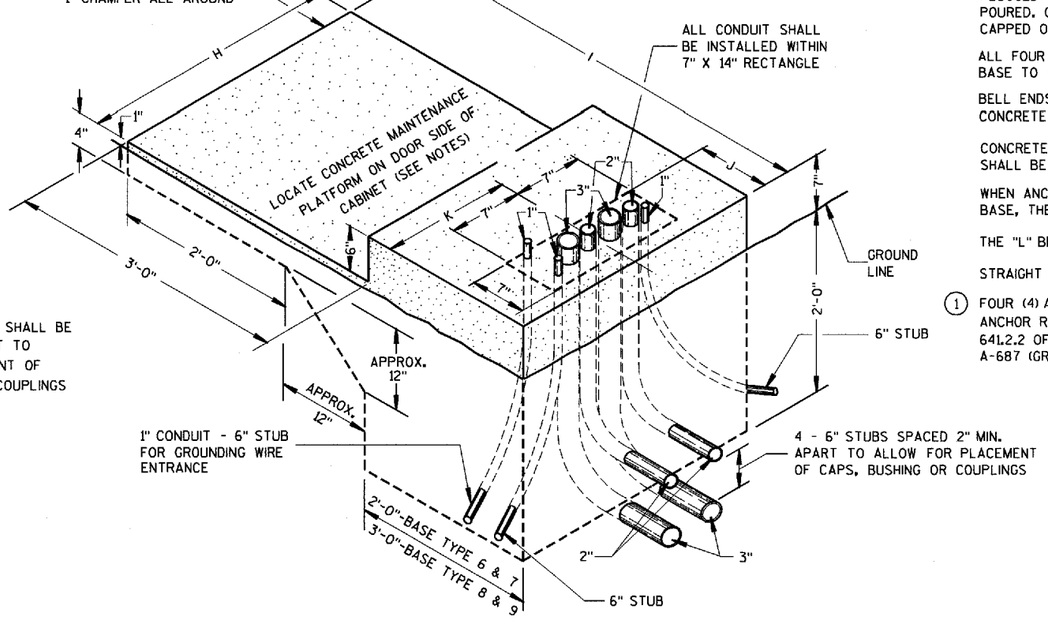


CONDUIT LOCATIONS IN 24" X 36" PULL BOX
(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)





TYPE 10



TYPE 6,7,8 AND 9
(ISOMETRIC VIEW)

GENERAL NOTES

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

INSTALL FOUR 1/2 INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS 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 SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449, OR ASTM. A-687 (GRADE 105).

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES

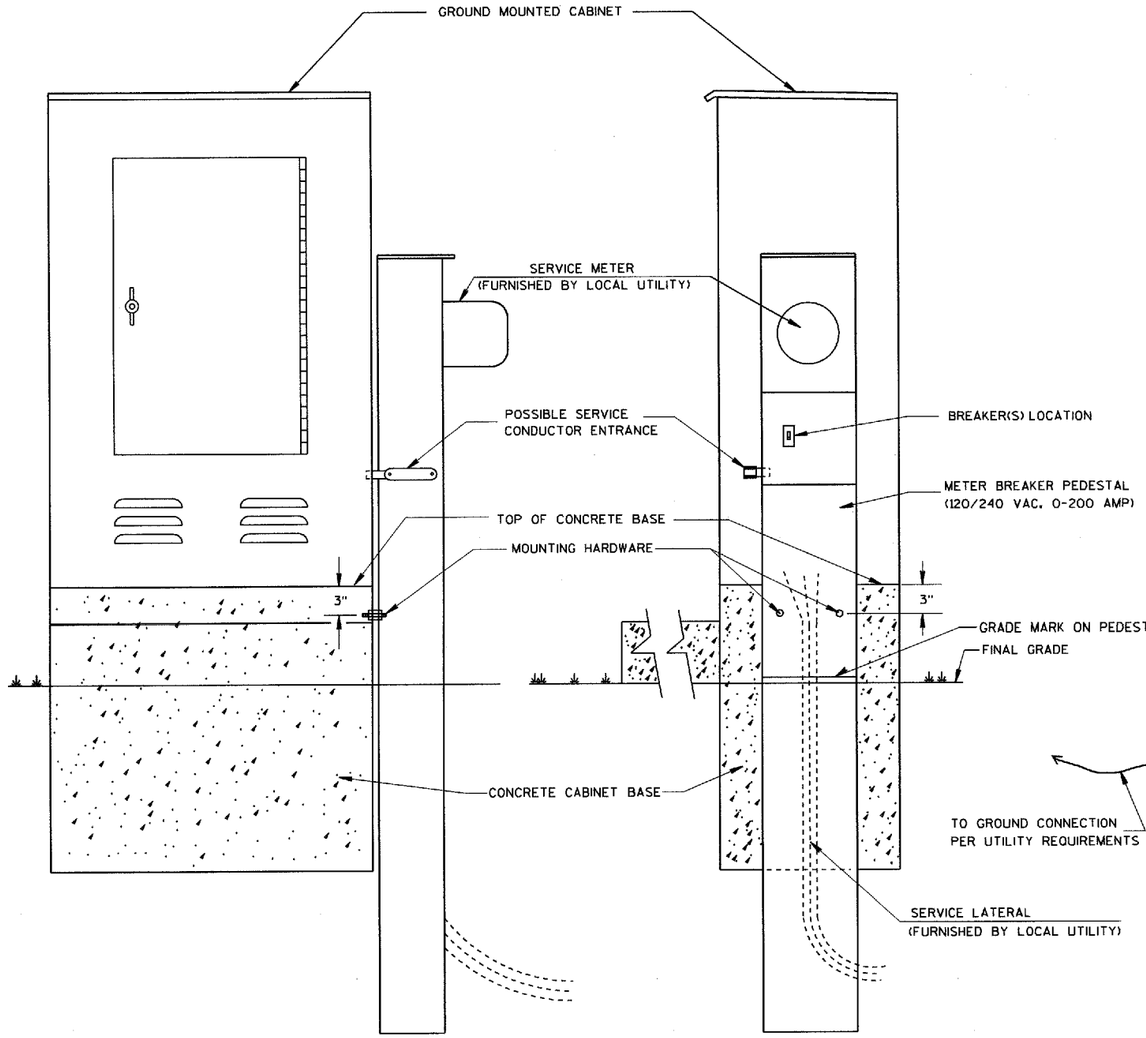
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 5-2

S.D.D. 9 C 5-2



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, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRIC SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

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.

CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

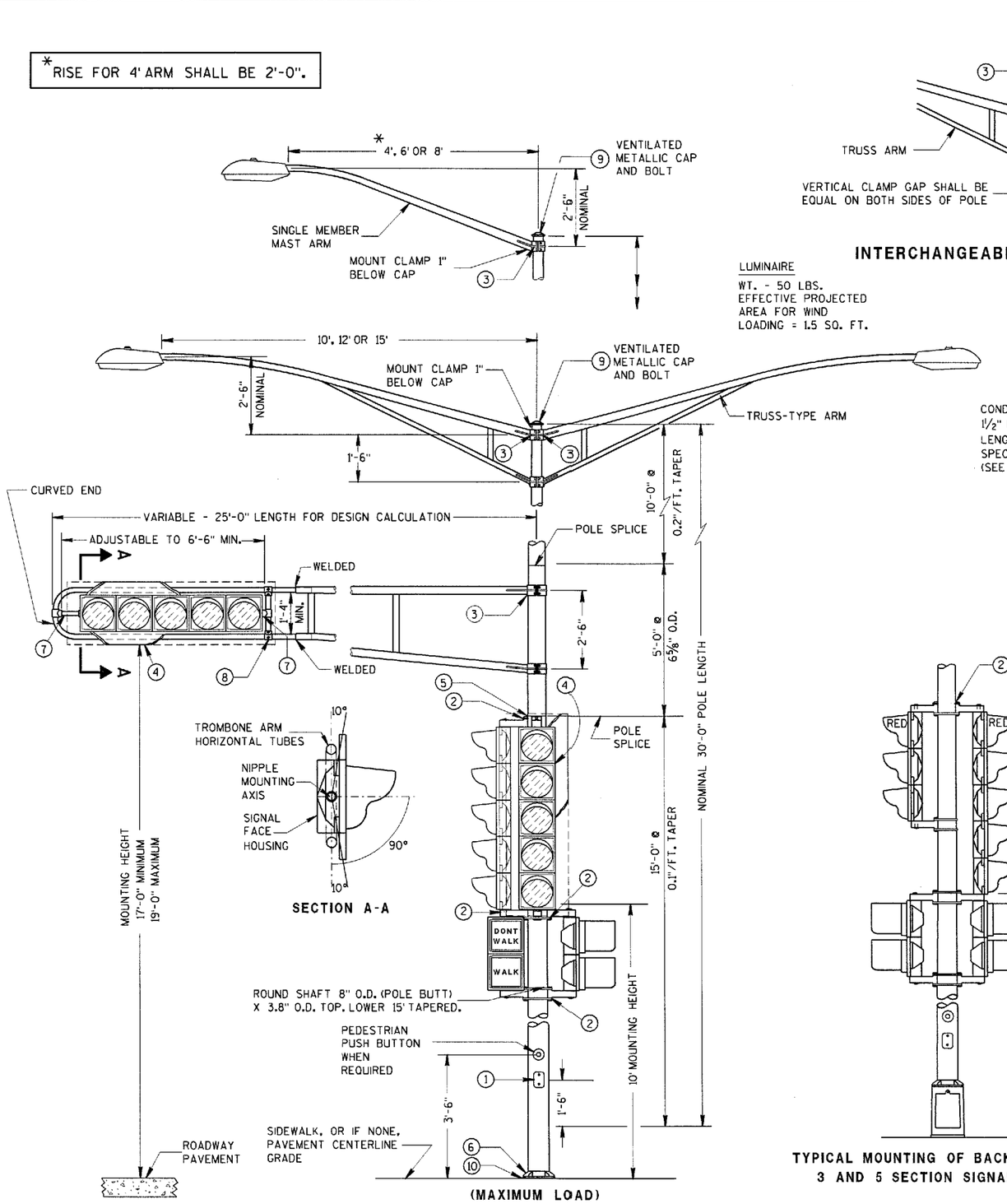
APPROVED
10/21/96
DATE
FHWA

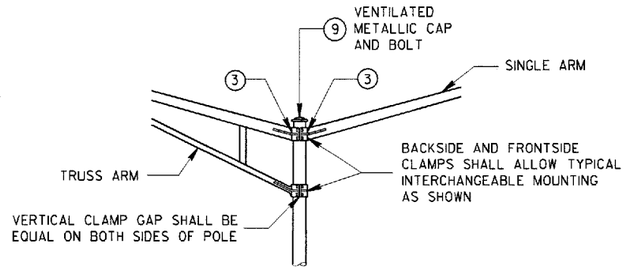
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 D 1-2

S.D.D. 9 D 1-2

*RISE FOR 4' ARM SHALL BE 2'-0".

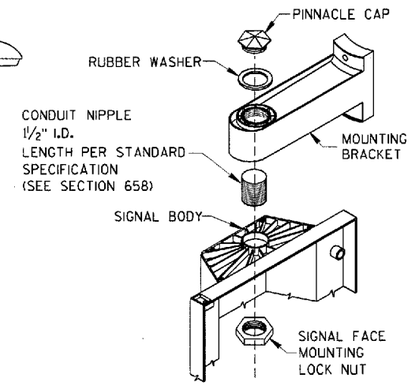




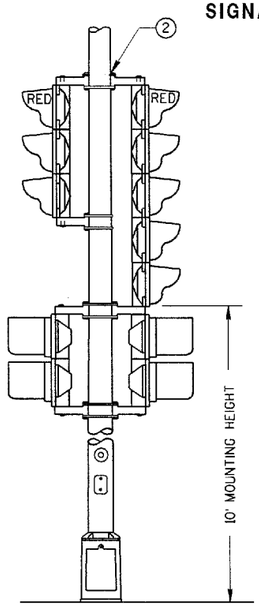
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

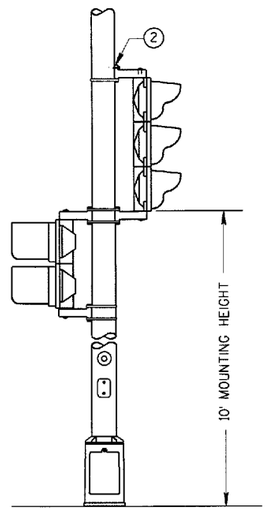
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 3 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

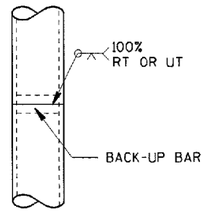
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
6. TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)
8. VERTICAL STRUT (ADJUSTABLE), ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

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.



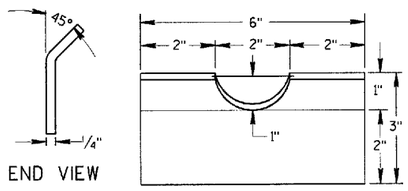
POLE SPLICE DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

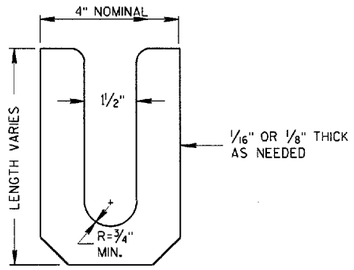
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 E 1-3b

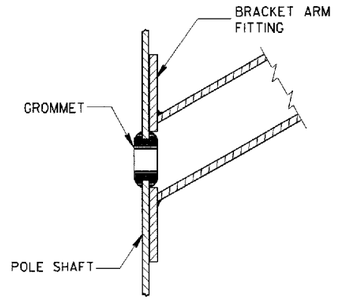
S.D.D. 9 E 1-3b



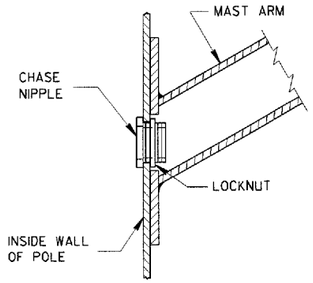
RECTANGULAR CLAMP SHIM
(4 TO A SET)



LEVELING SHIM (15)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

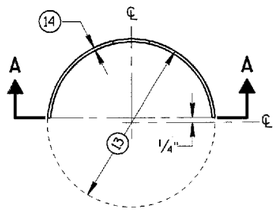
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

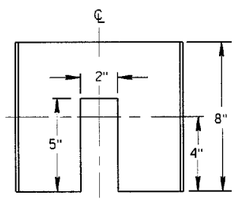
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15.) 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.

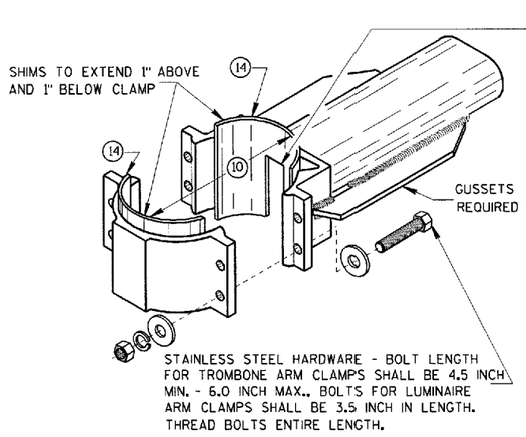
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



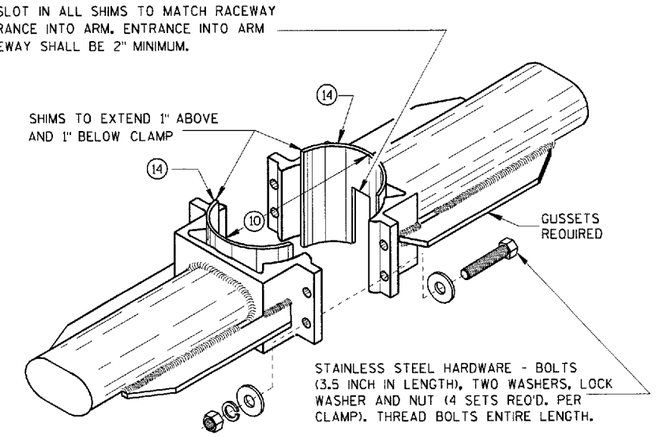
PLAN VIEW



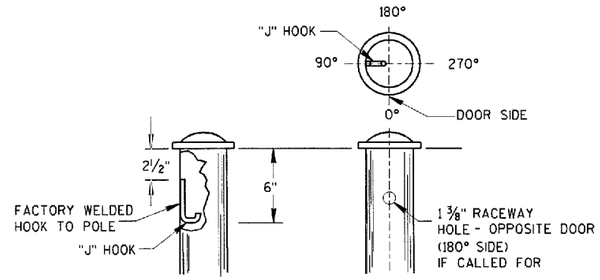
SECTION A-A
CIRCULAR CLAMP SHIM
(2 TO A SET)



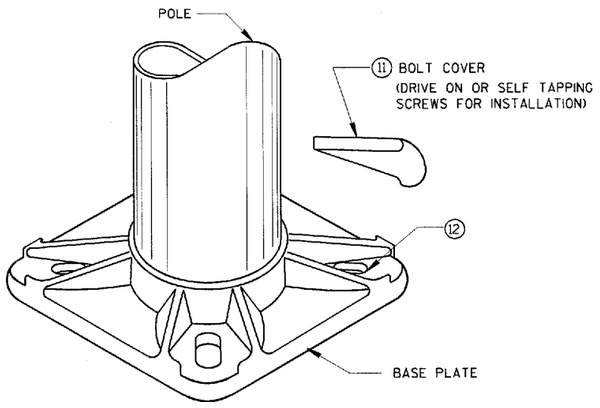
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



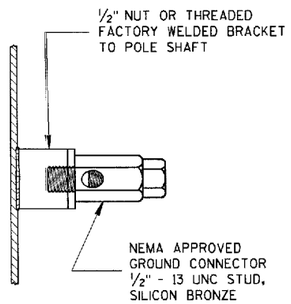
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

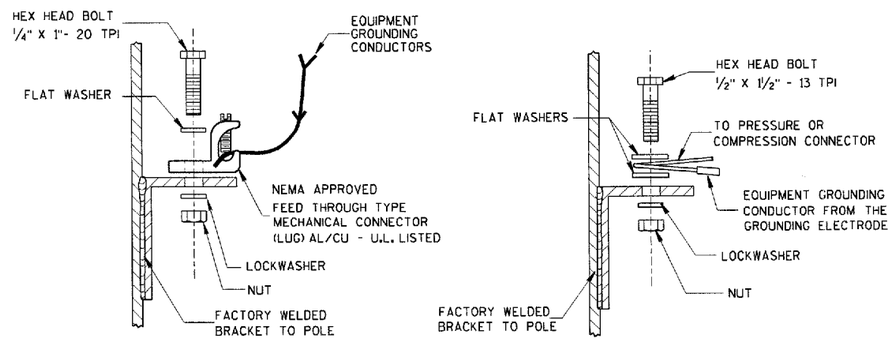


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

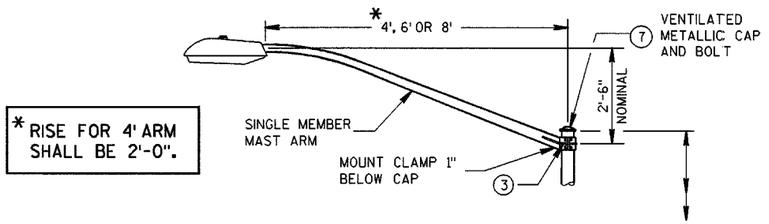
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6/13/12 /DATE
FHWA

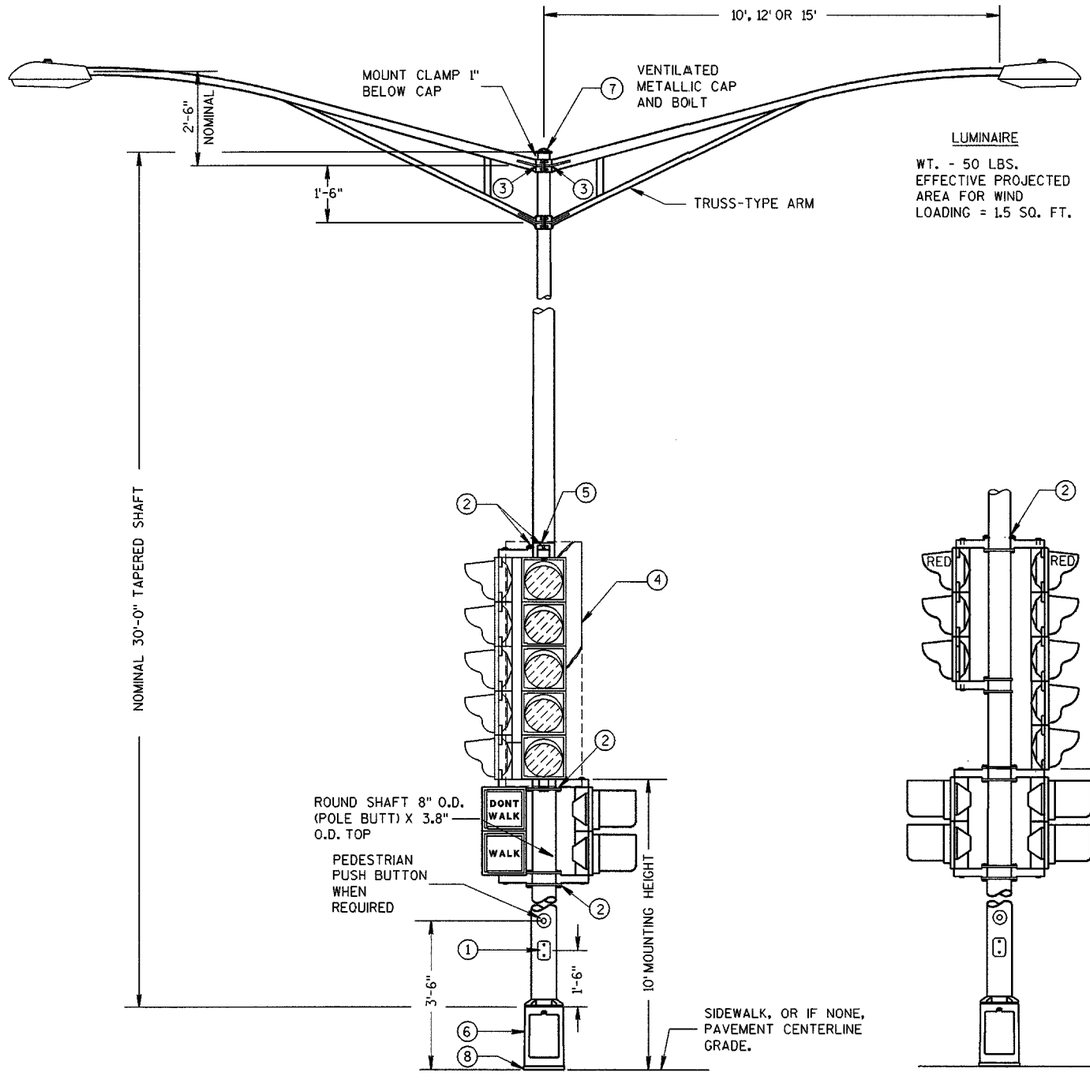
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 E 1-3g

S.D.D. 9 E 1-3g



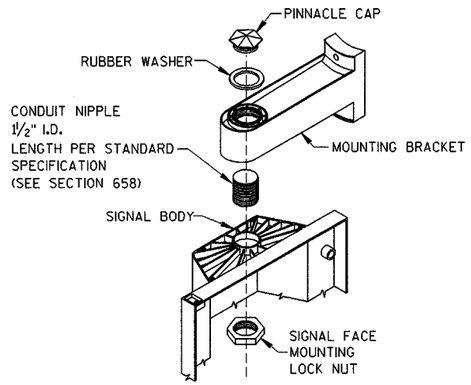
*RISE FOR 4' ARM SHALL BE 2'-0".



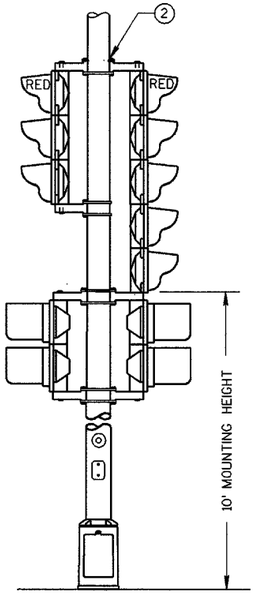
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

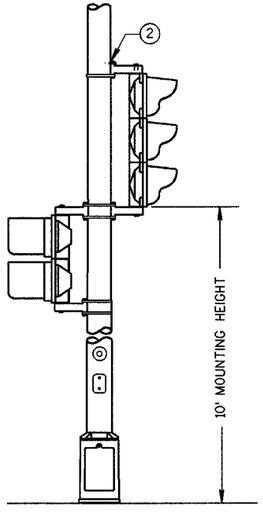
(MAXIMUM LOAD)



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

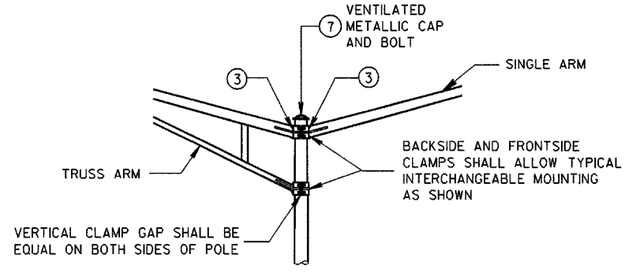
POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
8. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

TYPE 4 POLE MOUNTING CONFIGURATION

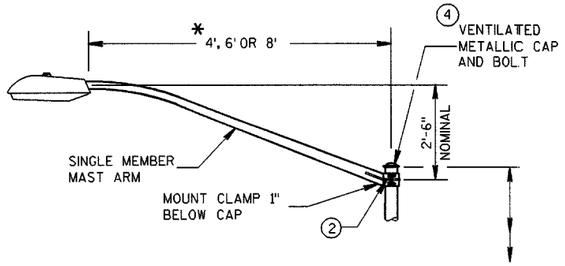
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

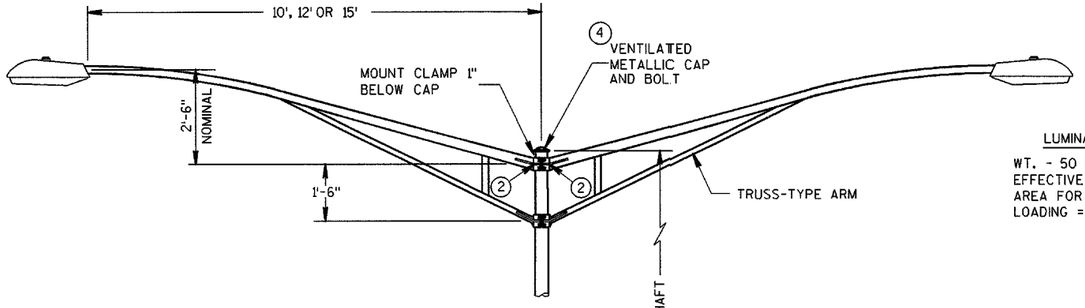
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 E 1-4c

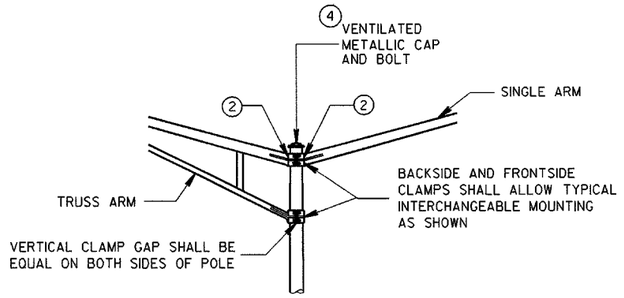
S.D.D. 9 E 1-4c

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL $2\frac{3}{8}$ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

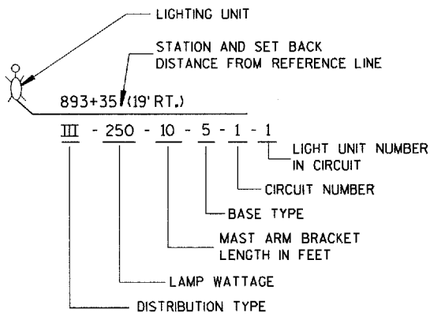
1. 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) $\frac{1}{4}$" X $\frac{3}{4}$" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR $1\frac{3}{8}$" HOLE IN POLE SHAFT FOR WIRING.
3. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
4. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) $\frac{1}{4}$" X $\frac{3}{4}$" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
5. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

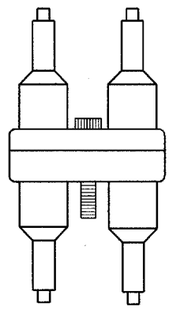
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 E 1-4d

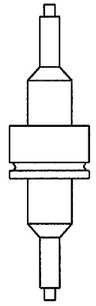
S.D.D. 9 E 1-4d



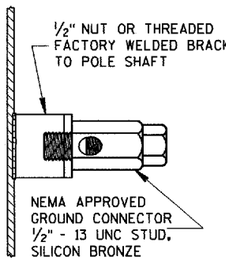
LIGHTING UNIT CODE
(TYPICAL)

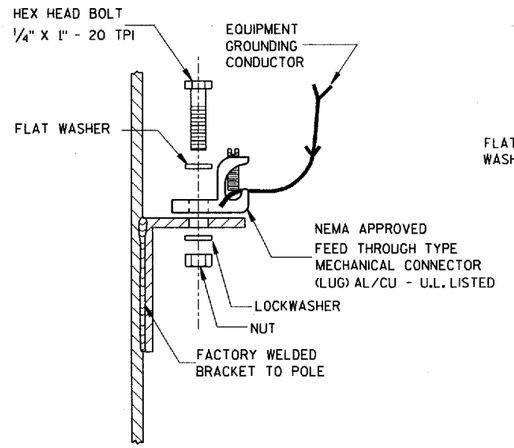


DETAIL "A"
DOUBLE POLE

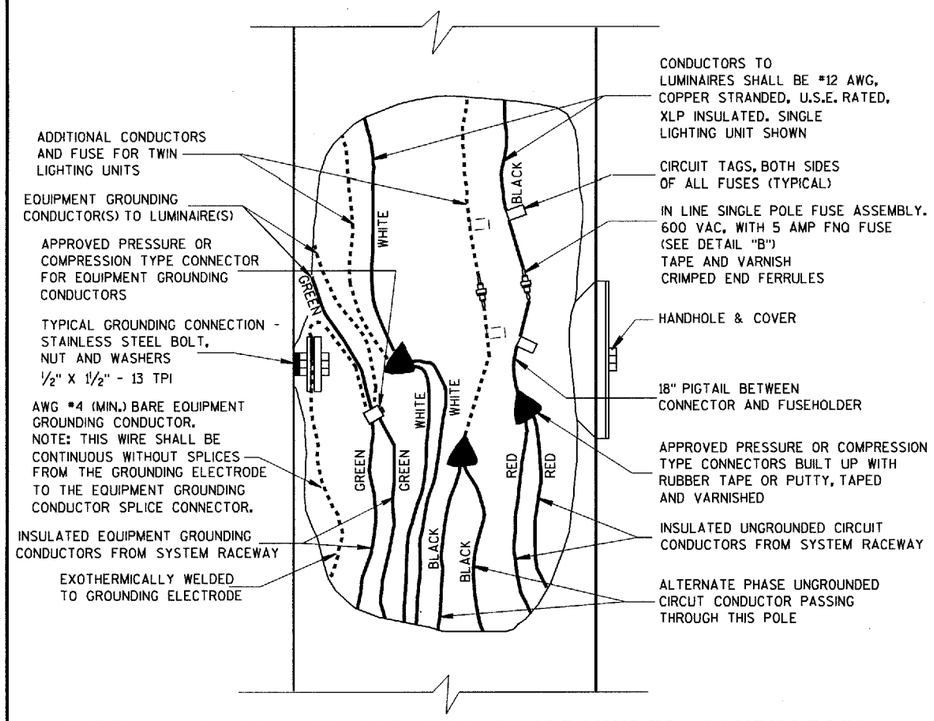


DETAIL "B"
SINGLE POLE

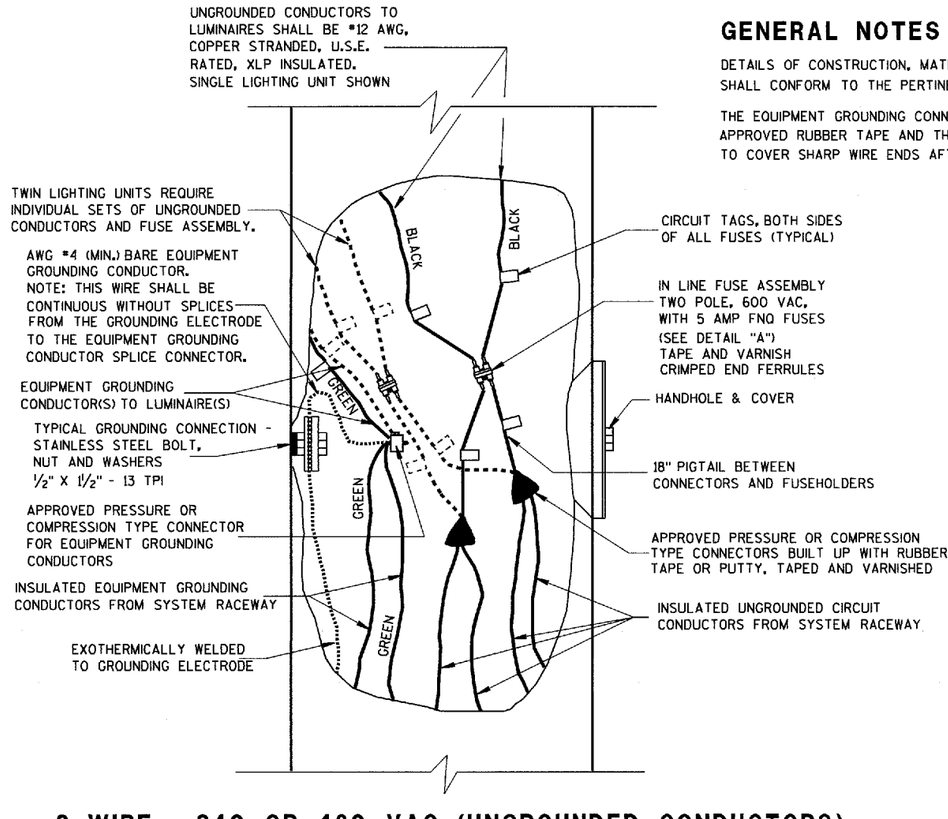




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

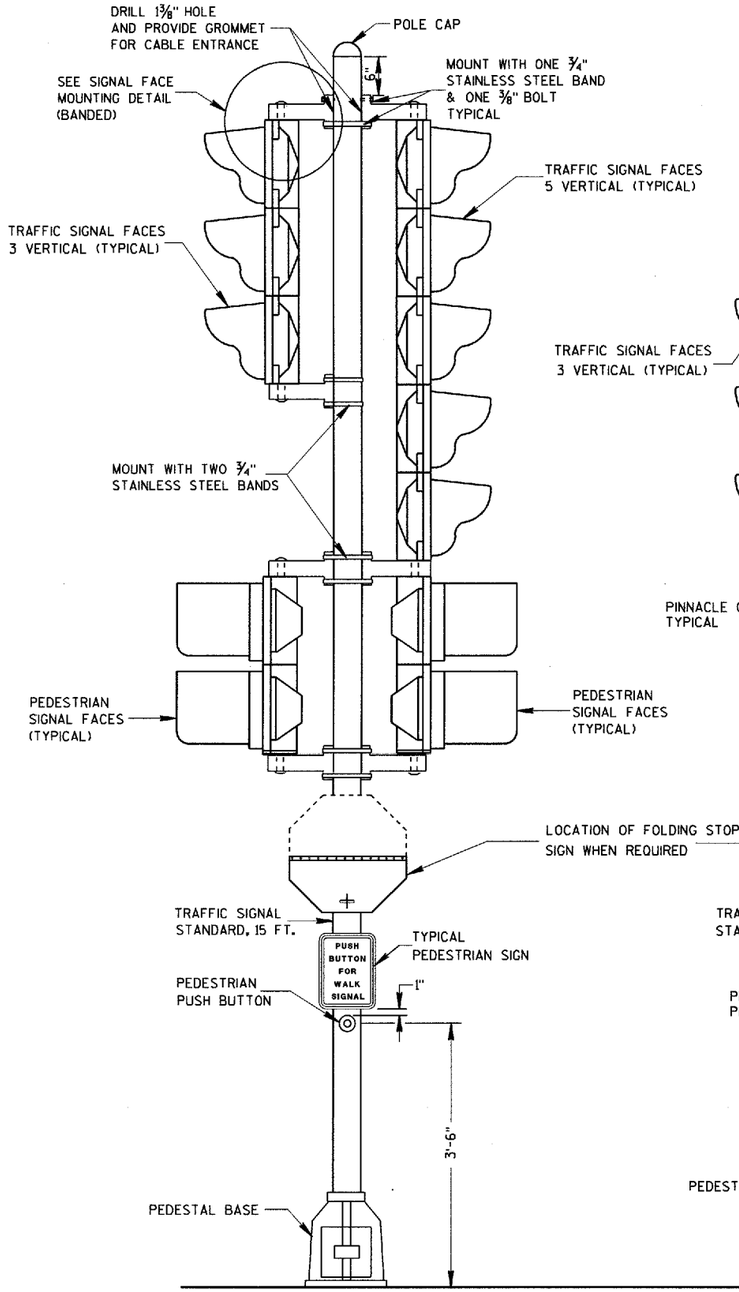
NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

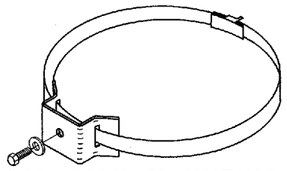
APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 E 3-2

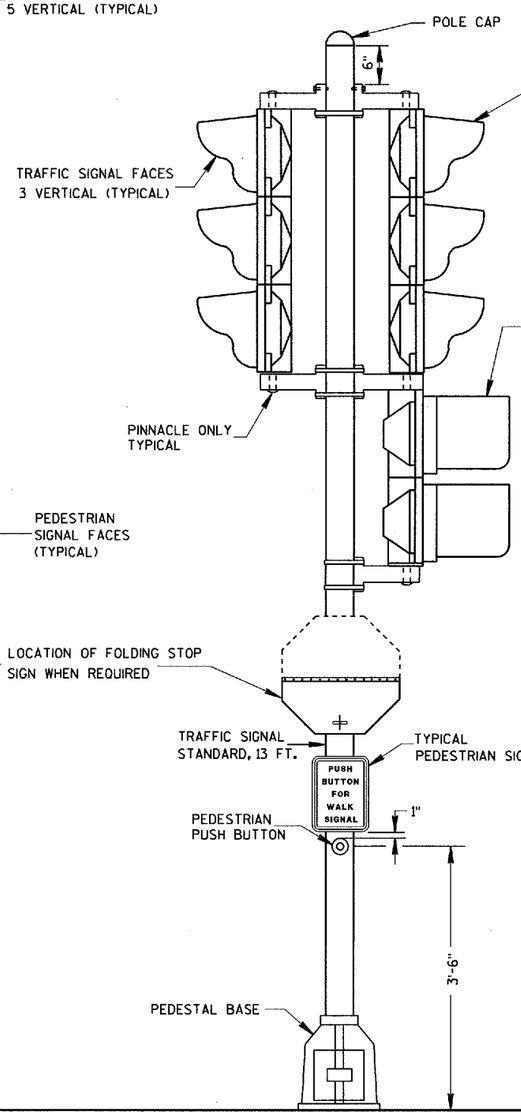
S.D.D. 9 E 3-2



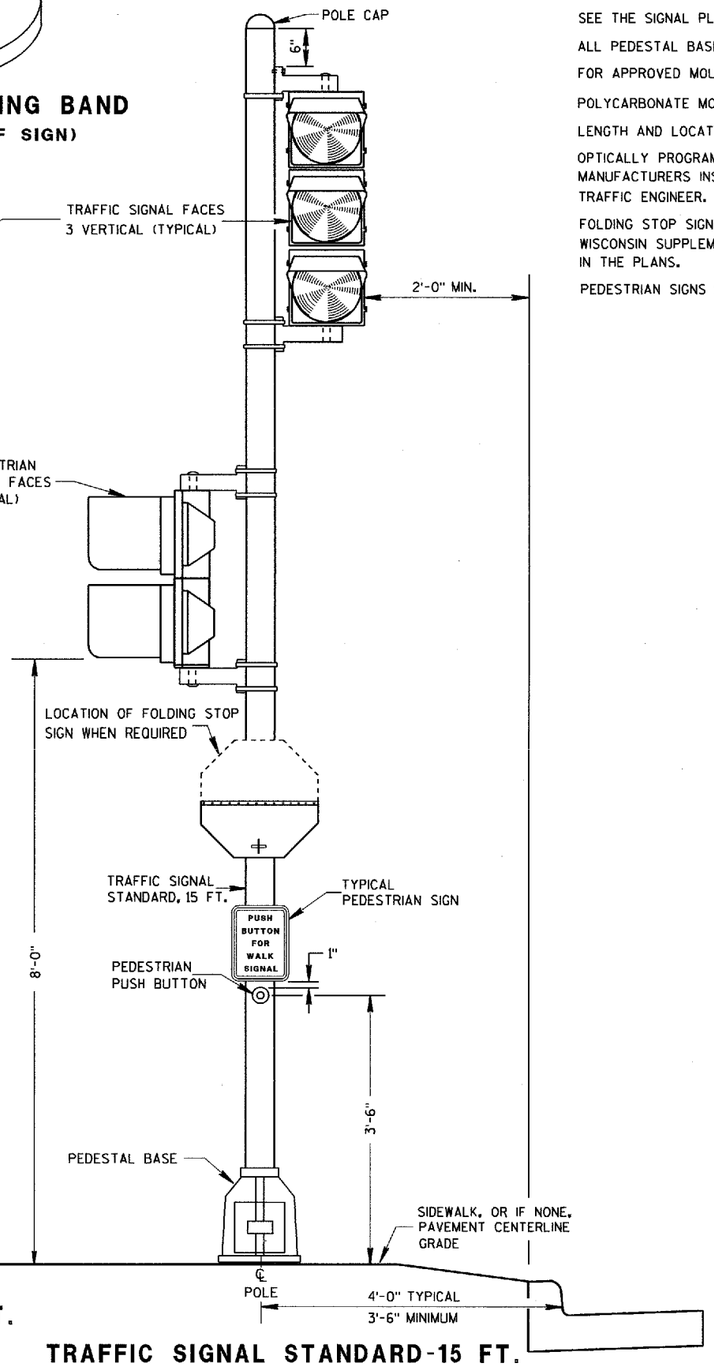
TRAFFIC SIGNAL STANDARD-15 FT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-13 FT.



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.

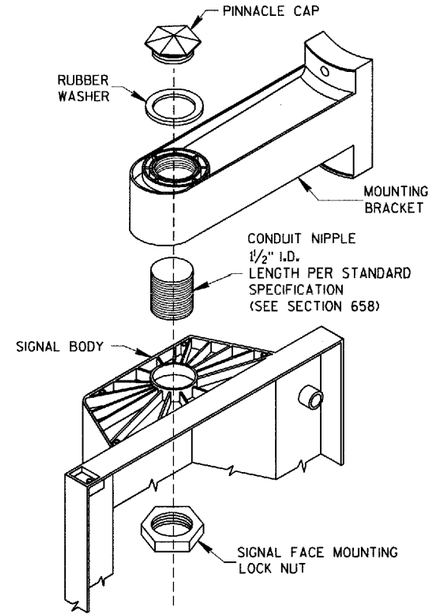
POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

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 DISTRICT 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.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

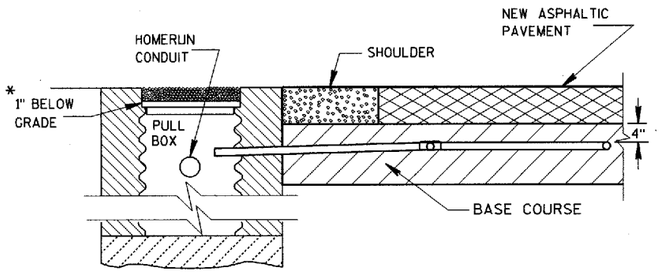
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS (TYPICAL)
13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 E 6-1

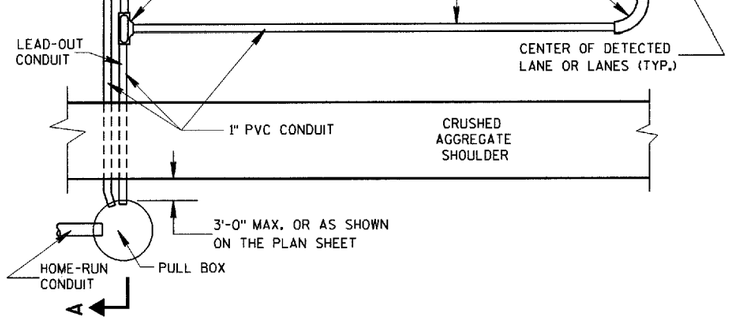
S.D.D. 9 E 6-1



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

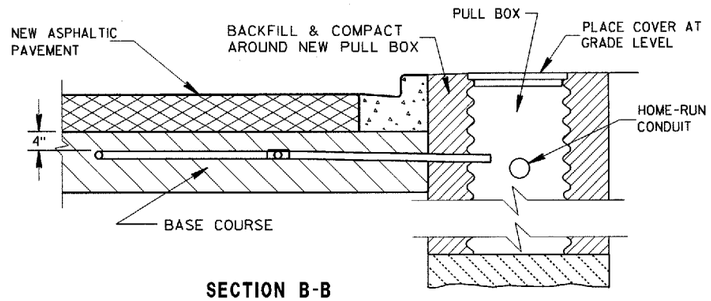
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

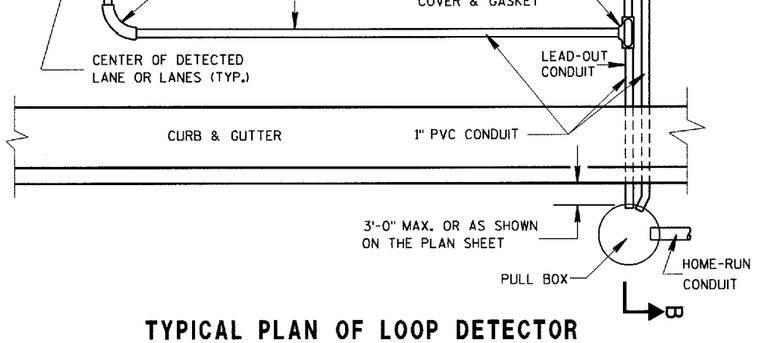
SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

DRIVE A 1½" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW ASPHALTIC PAVEMENT)

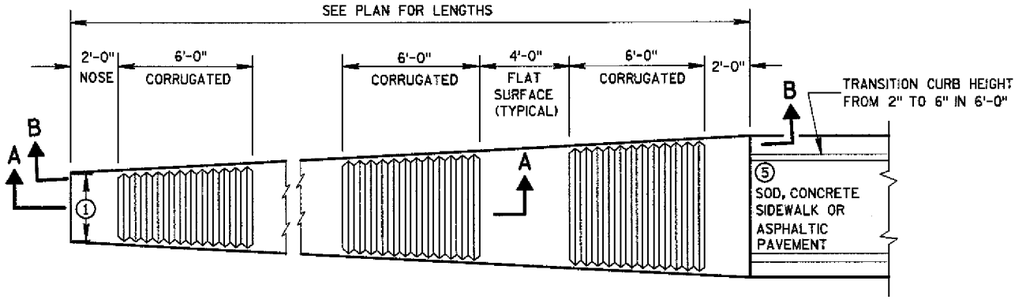
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

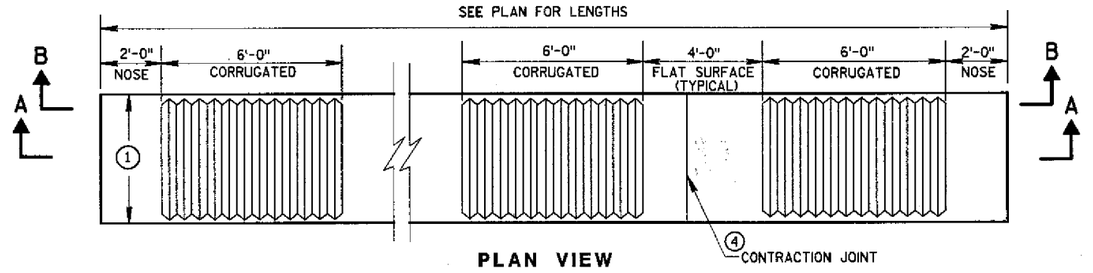
S.D.D. 9 F 8-2

S.D.D. 9 F 8-2



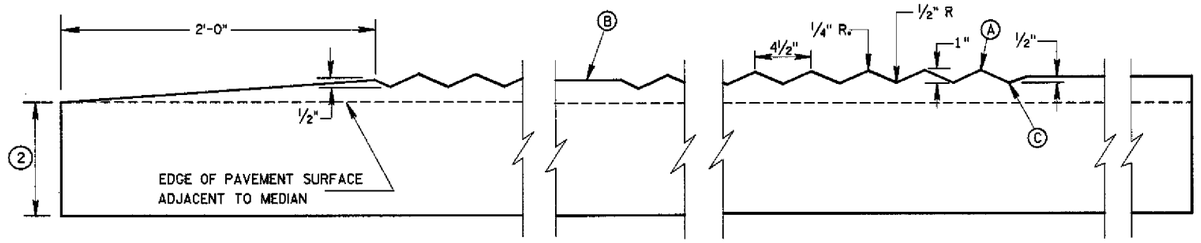
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

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.

WHEN REQUIRED IN THE CONTRACT, FLAT SURFACES BETWEEN THE CORRUGATIONS SHALL BE MARKED WITH YELLOW PAVEMENT MARKING.

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE MEDIAN SHALL EQUAL THE DEPTH OF THE ADJACENT PAVEMENT STRUCTURE.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

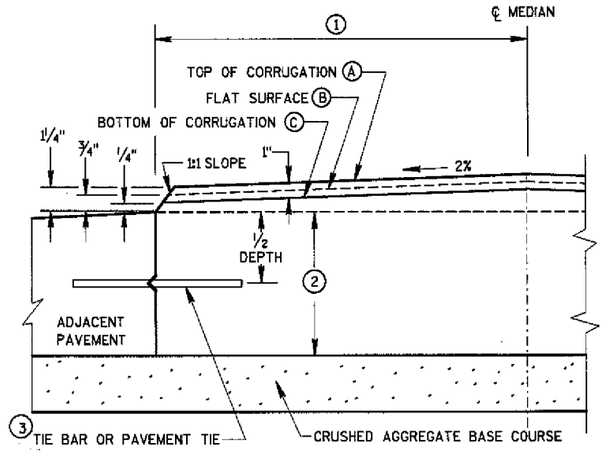
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE.
(3) ASPHALTIC PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

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.

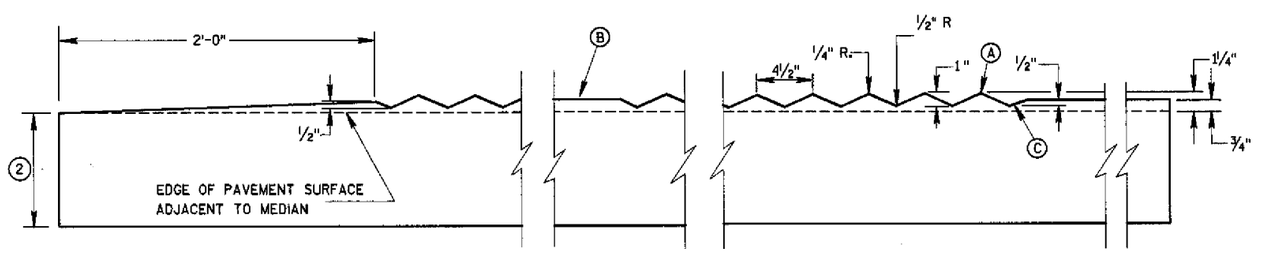
(4) CONCRETE PAVEMENT TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH CRUSHED AGGREGATE BASE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

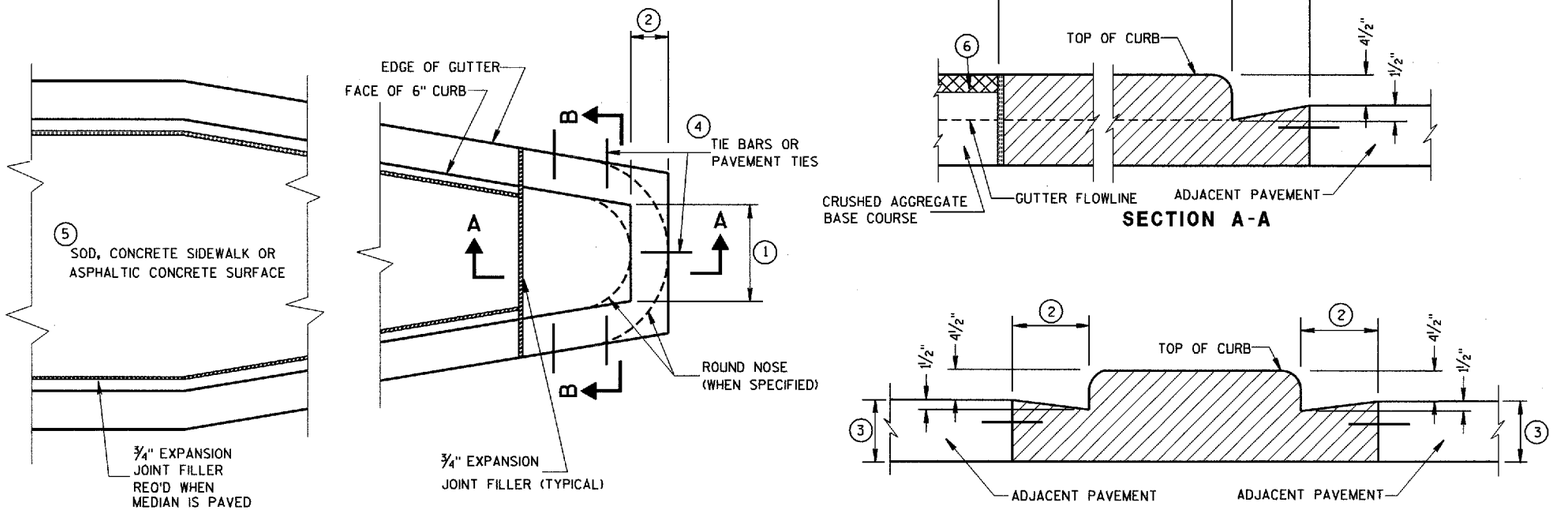
APPROVED 10/08/98
DATE

Terry L. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 11 B 1-2

S.D.D. 11 B 1-2



GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

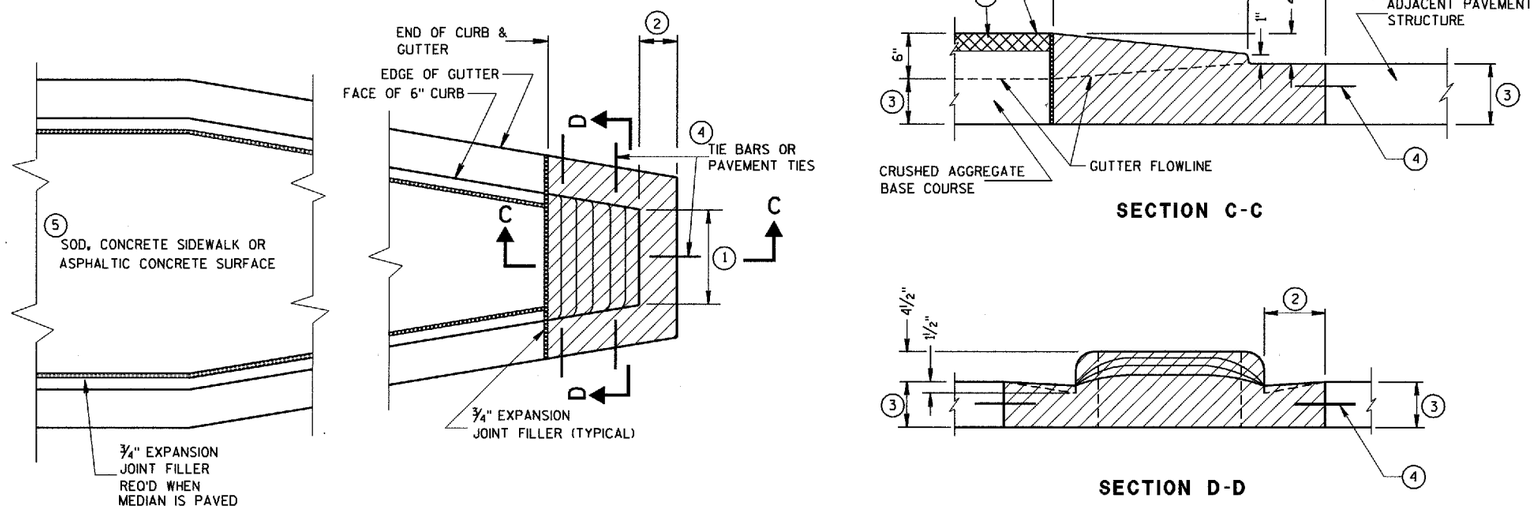
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN BLUNT NOSE DETAIL

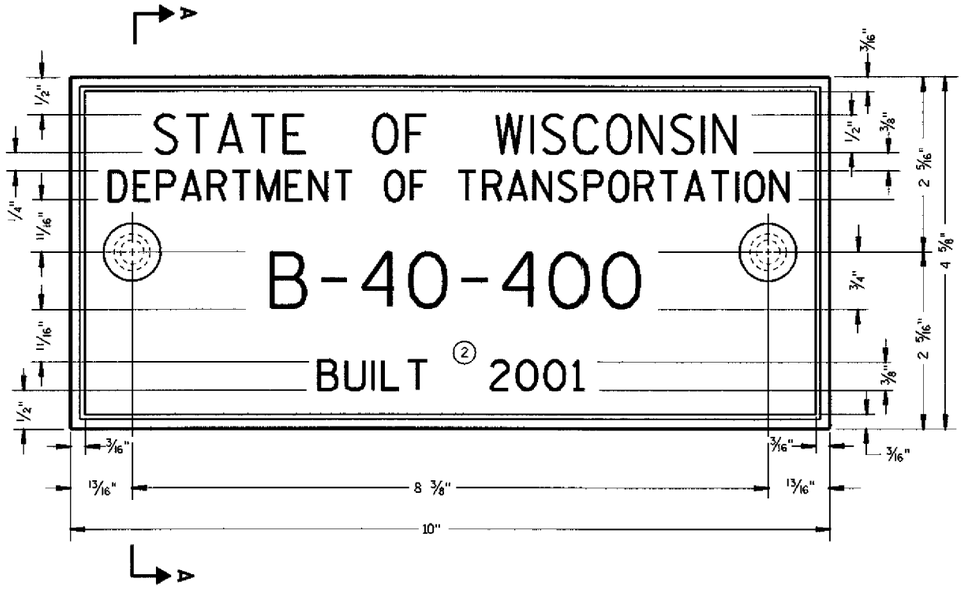


CONCRETE MEDIAN SLOPED NOSE DETAIL

CONCRETE MEDIAN NOSE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 07/30/96 DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

S.D.D. 11 B 2-1

S.D.D. 11 B 2-1



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

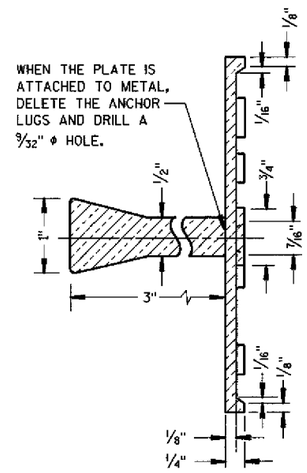
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 506.2.4 OF THE STANDARD SPECIFICATIONS.

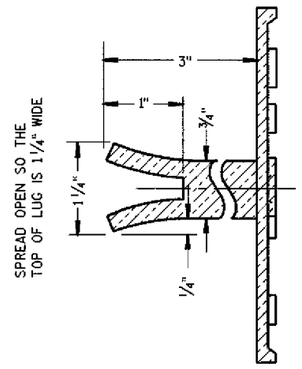
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

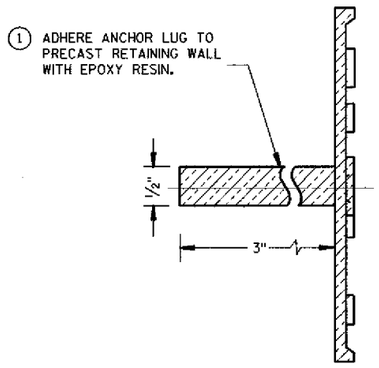
② REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

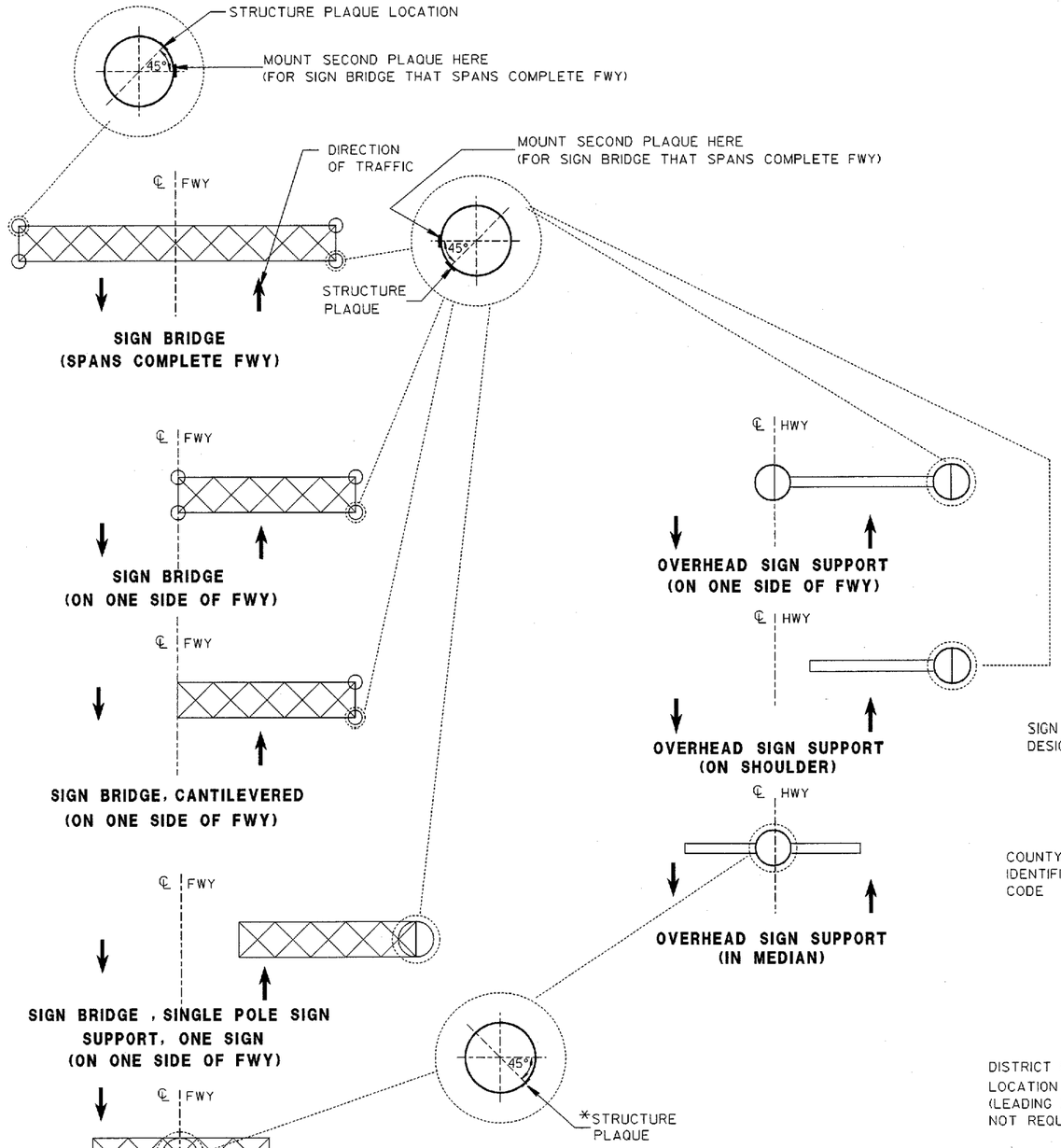
NAME PLATE
(STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/28/00 DATE
S. A. Woods CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA

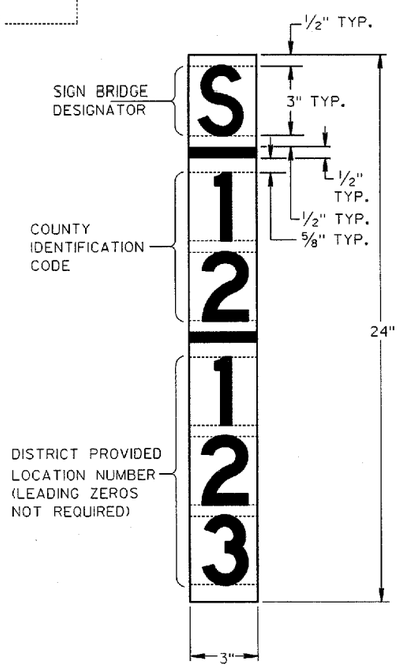
S.D.D. 12 A 3-7

S.D.D. 12 A 3-7



*WHEN SIGNS FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF SIGN BRIDGE & OVERHEAD SIGN SUPPORT STRUCTURE PLAQUES



SIGN BRIDGE AND OVERHEAD SIGN SUPPORT STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

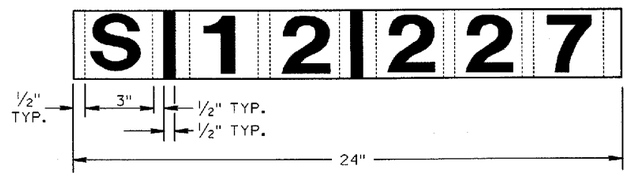
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

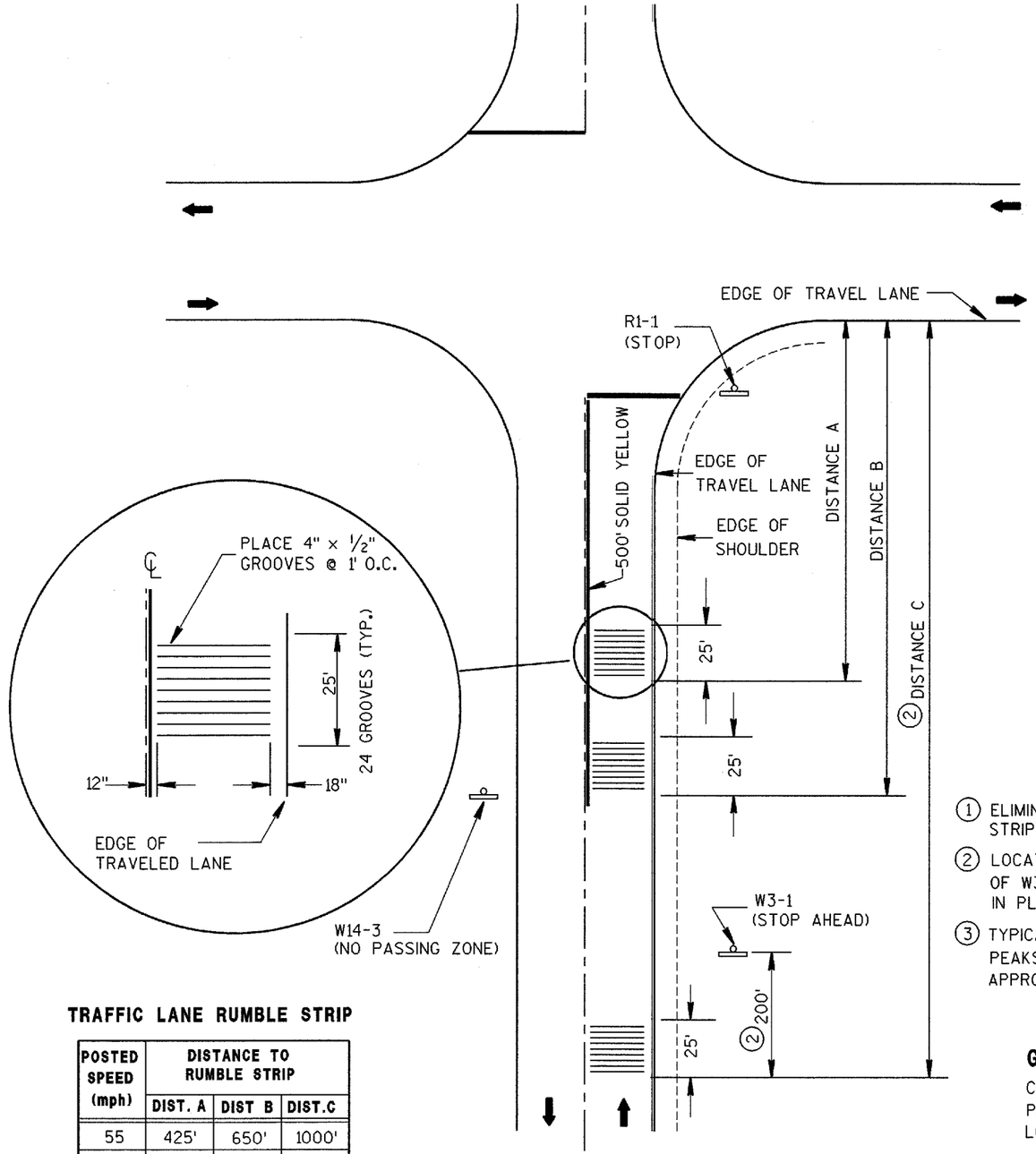
WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, SIGN BRIDGES & OVERHEAD SIGN SUPPORT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-22-99 DATE FHWA	Chester J. Spong CHIEF SIGNS AND MARKING ENGINEER

S.D.D. 12 A 4-1



ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

PLAN VIEW

RUMBLE STRIP LOCATION

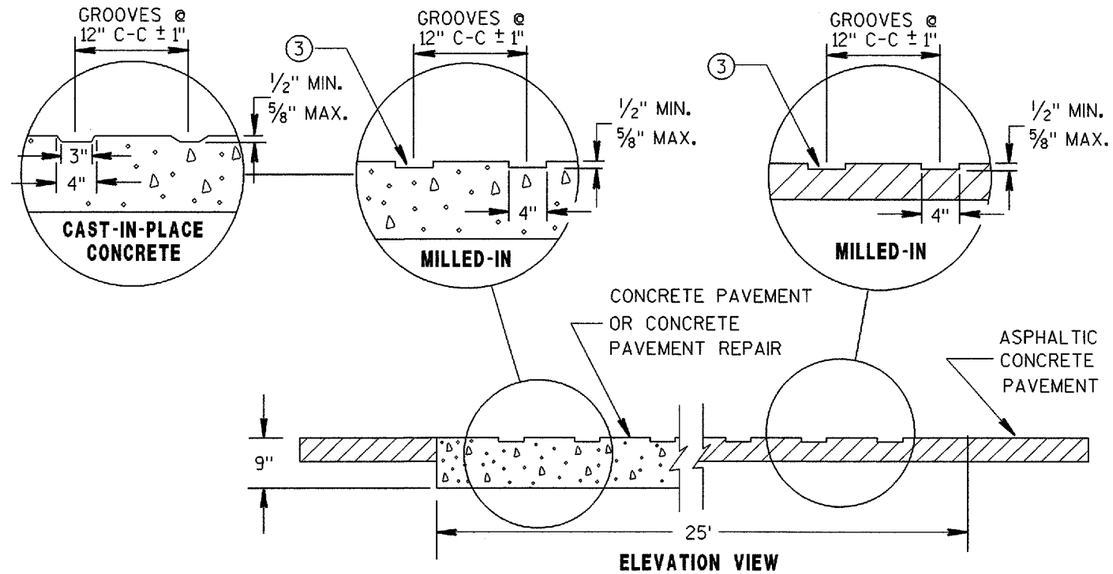
TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (mph)	DISTANCE TO RUMBLE STRIP		
	DIST. A	DIST B	DIST.C
55	425'	650'	1000'
50	325'	450'	800'
45	275'	400'	650'
40	225'	(1)	550'
35	175'	(1)	475'
≤30	125'	(1)	425'

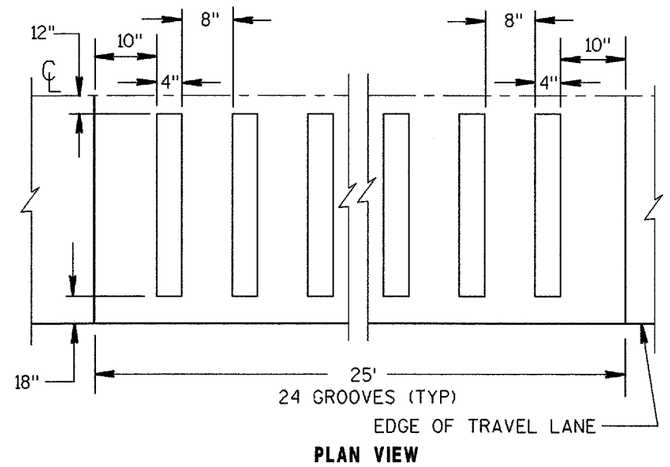
(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"



ELEVATION VIEW



PLAN VIEW

CONCRETE PAVEMENT MILLED-IN OR CAST-IN-PLACE

ASPHALTIC PAVEMENT MILLED-IN

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN CONCRETE PAVEMENT IS INSTALLED IN THE RUMBLE STRIP AREA, THE CONCRETE SHALL EXTEND FROM THE ℄ TO THE EDGE OF TRAVEL WAY.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

RUMBLE STRIPS AT INTERSECTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

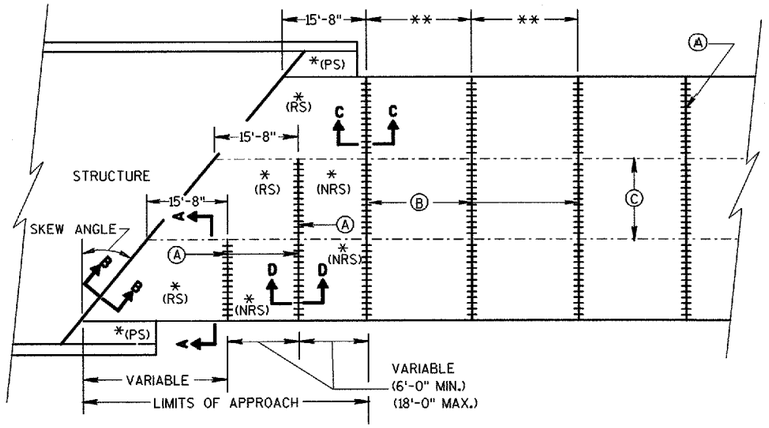
APPROVED 6/22/01 (DATE)

CHIEF ROADWAY DEVELOPMENT ENGINEER

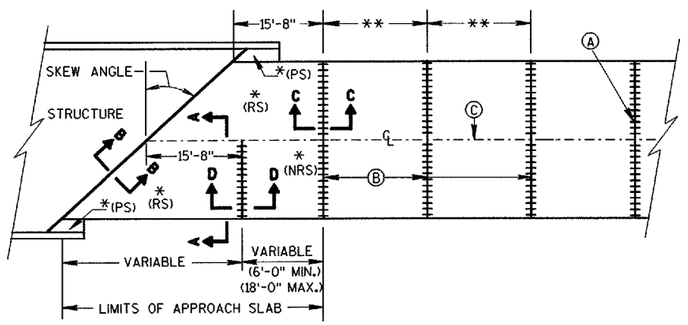
FHWA

S.D.D. 13 A 6-2

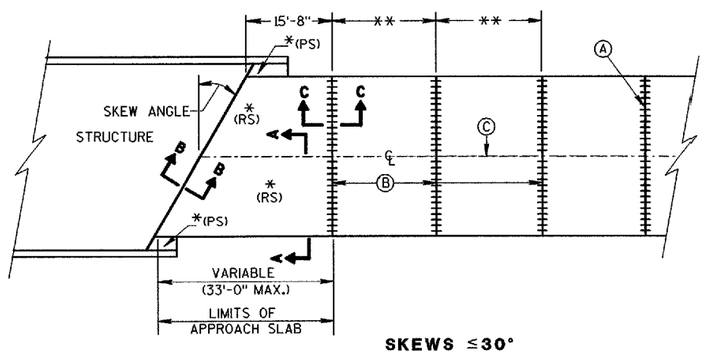
S.D.D. 13 A 6-2



SKEWED PAVEMENT
MORE THAN 2 LANES



SKEWS >30°
(PAVEMENT WIDTH ≤30')



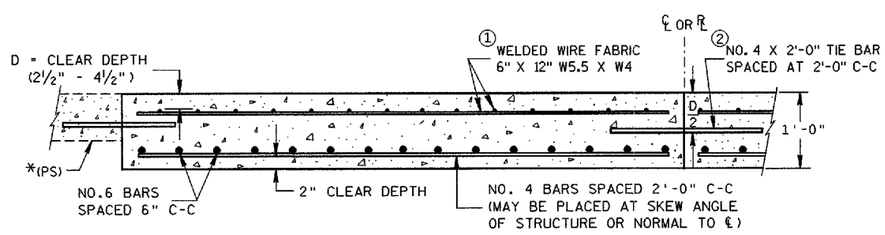
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

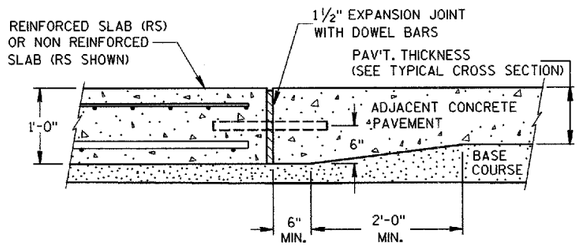
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C11 & SDD 13C12)

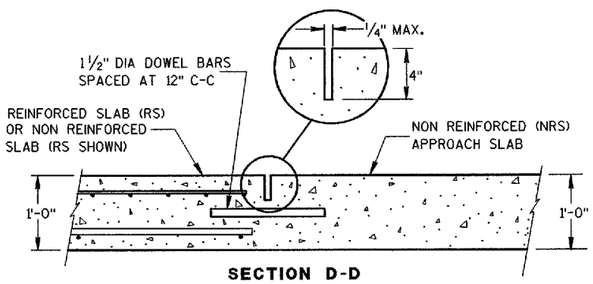
(A) STANDARD CONTRACTION JOINT NORMAL OR SKEWED TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL OR SKEWED TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

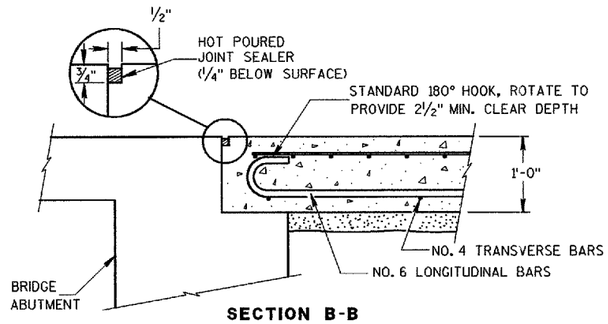
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

DOWEL BARS ARE NOT REQUIRED WHEN THE APPROACH SLAB ABUTS AN ASPHALT PAVEMENT OVER BASE COURSE.

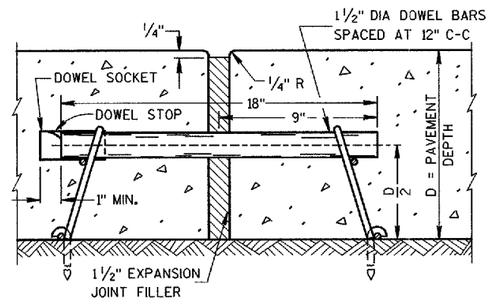
SPLICING OF NO. 6 BARS IN THE APPROACH SLAB IS PERMITTED FOR SKEWED STRUCTURES ONLY. SPLICES SHALL BE STAGGERED, WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP SHALL BE 20 INCHS.

① NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS MAY BE USED FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② TIE BARS BETWEEN REINFORCED SLABS MAY BE OMITTED WHERE SLAB REINFORCEMENT EXTEND ACCROSS THE CENTERLINE OR REFERENCE LINE.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT

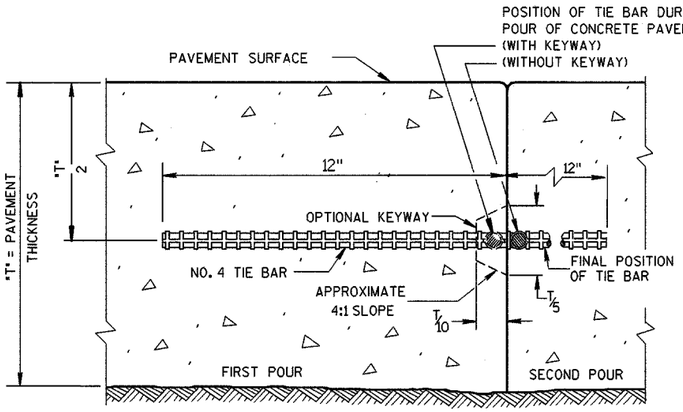
CONCRETE PAVEMENT
APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

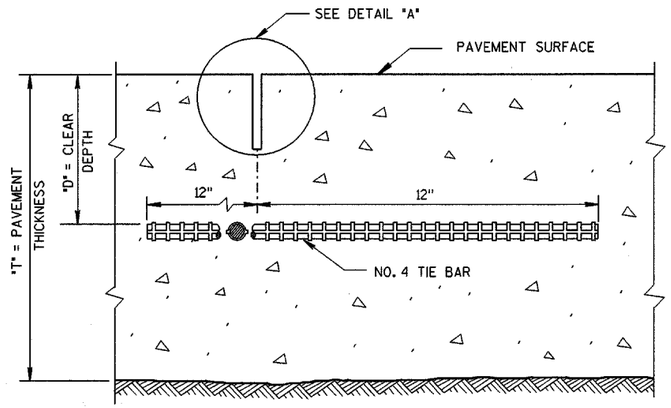
APPROVED
10-14-99
DATE
CHIEF PAVEMENTS & RESEARCH ENGINEER
FHWA

S.D.D. 13 B 2-4

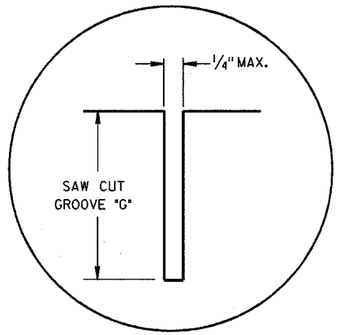
S.D.D. 13 B 2-4



CONSTRUCTION JOINT



SAWED JOINT



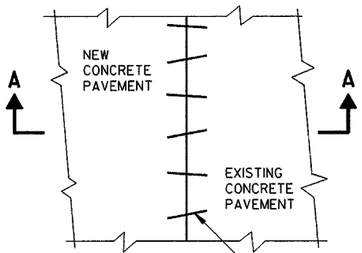
DETAIL "A"

GENERAL NOTES

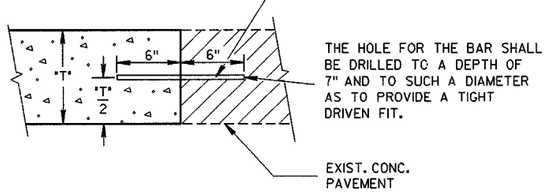
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.

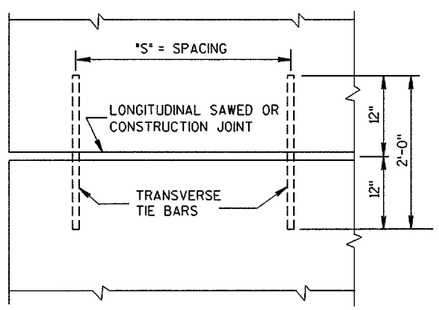


PLAN VIEW



SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	
			PAVEMENT WIDTH	
			24' OR 26'	30'
6, 6 1/2"	3"±1/2"	2"	48"	42"
7, 7 1/2"	3 1/4"±1"	2 1/4"	45"	36"
8, 8 1/2"	3 3/4"±1"	2 1/2"	39"	30"
9, 9 1/2"	4 1/4"±1"	3"	33"	27"
10, 10 1/2"	4 3/4"±1"	3 1/4"	30"	24"
11, 11 1/2"	5 1/4"±1"	3 3/4"	27"	21"
12"	5 3/4"±1"	4	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/6/02 DATE
Bill Duckett PAVEMENT ENGINEER
FHWA

S.D.D. 13 C 1-11

S.D.D. 13 C 1-11

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) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO AASHTO M183. GALVANIZE ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

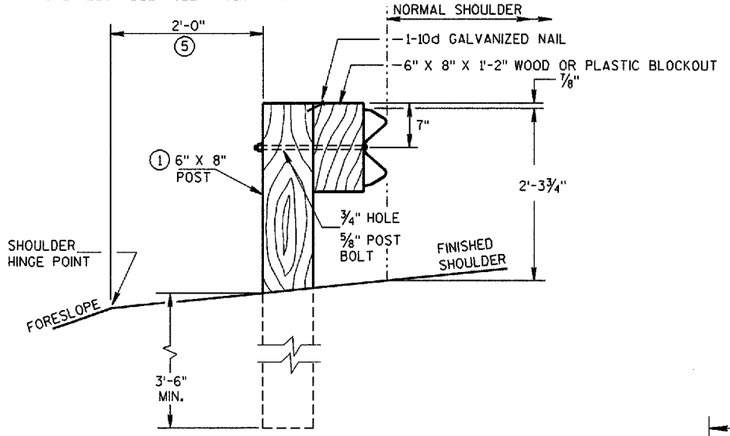
(5) WHEN SPECIFIED IN THE PLANS, THE 2-FOOT MINIMUM TO HINGE POINT MAY BE REDUCED OR ELIMINATED IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

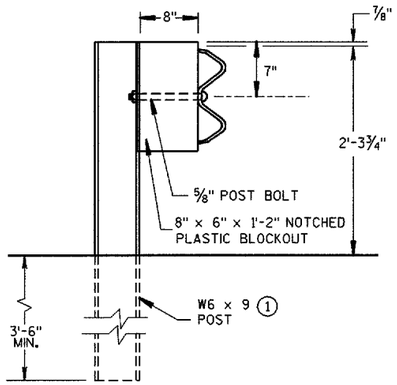
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

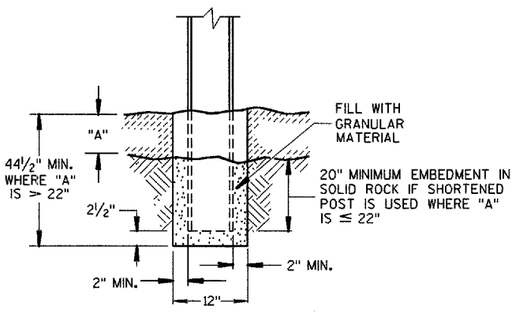
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



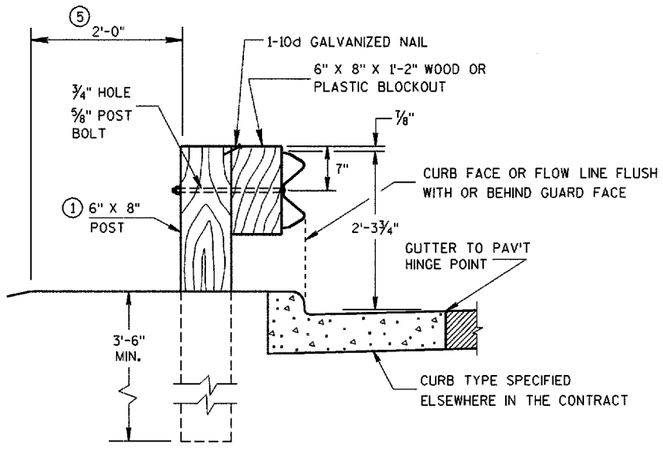
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



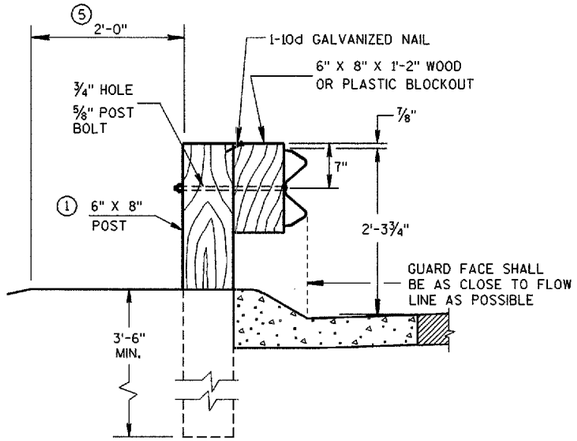
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



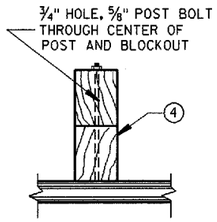
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



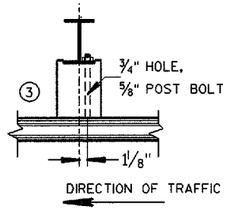
END VIEW
LOCATED ALONG A CURBED ROADWAY



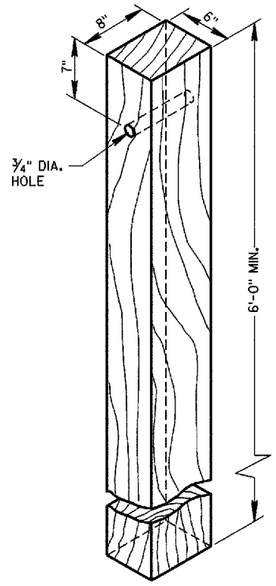
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



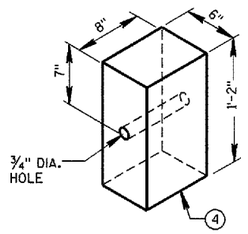
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



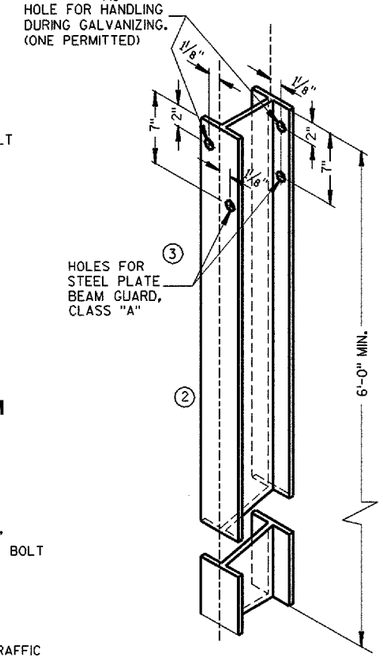
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



WOOD POST
(6"X8") NOMINAL

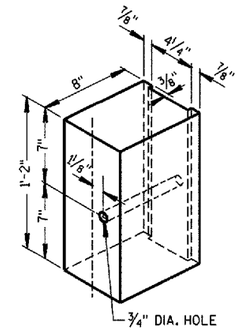


WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



NOTCHED PLASTIC BLOCKOUT
FOR STEEL POSTS

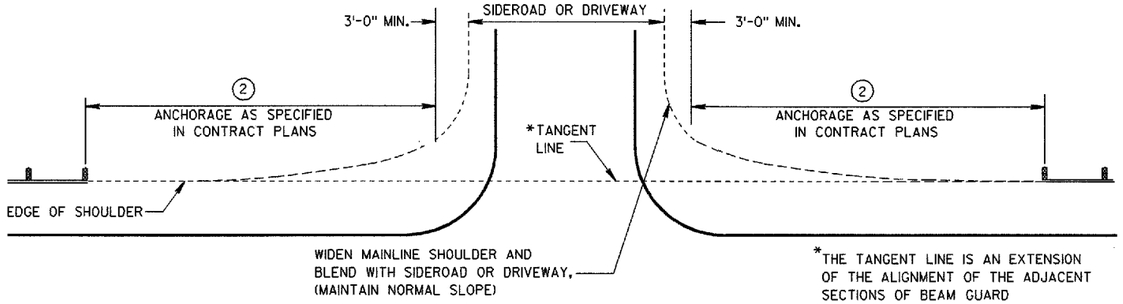
STEEL PLATE BEAM GUARD,
CLASS 'A'
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

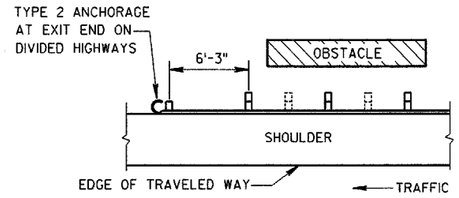
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

S.D.D. 14 B 15-4a

S.D.D. 14 B 15-4a



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

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.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

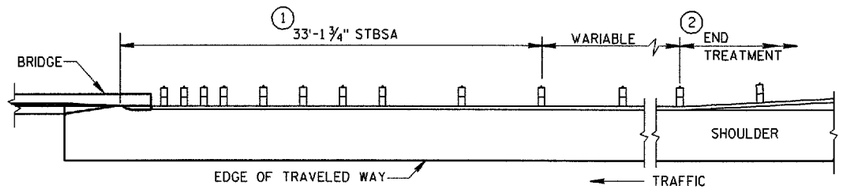
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) USE STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA).

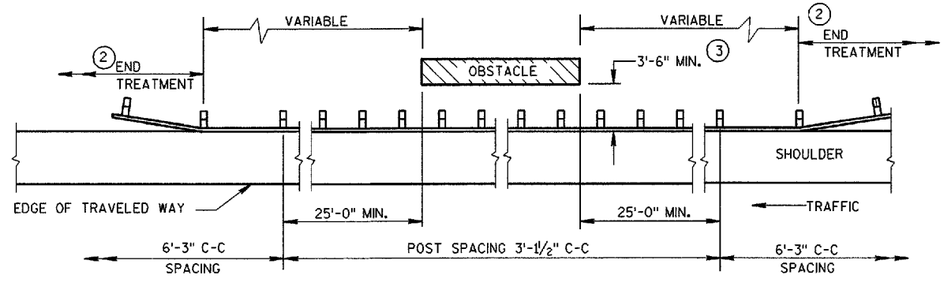
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3) DESIGN DEFLECTION OF W-BEAM BARRIER SYSYTEM

LATERAL DISTANCE TO FIXED OBJECT	POST SPACING
3'-6" TO 4'-6"	3' - 1½"
4'-6" AND OVER	6' - 3"

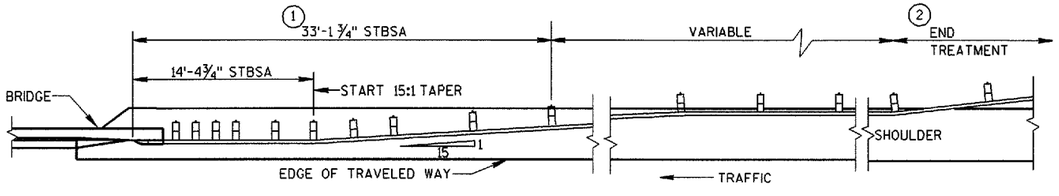


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

STEEL PLATE BEAM GUARD, CLASS 'A' (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

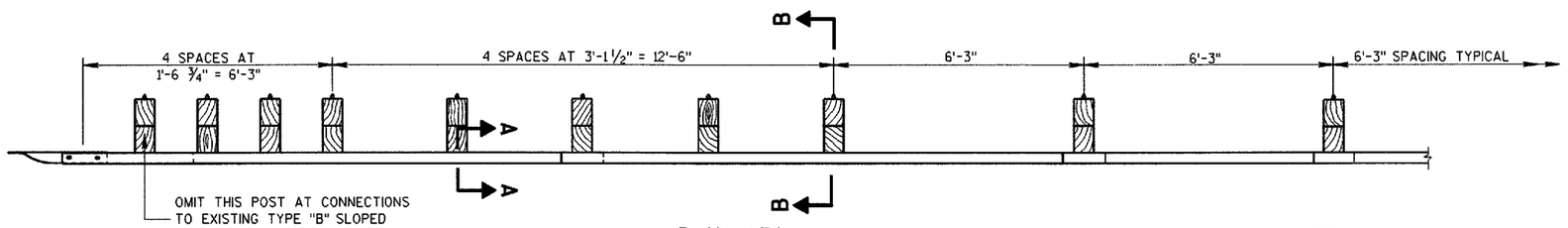
APPROVED
12/08/00
DATE

John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER

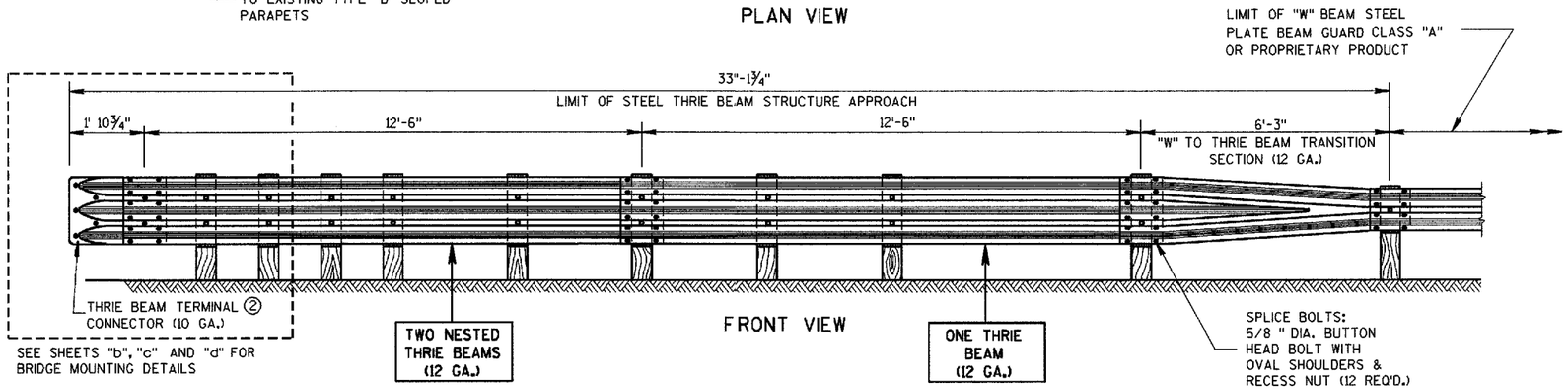
FHWA

S.D.D. 14 B 18-4a

S.D.D. 14 B 18-4a



PLAN VIEW



FRONT VIEW

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.

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

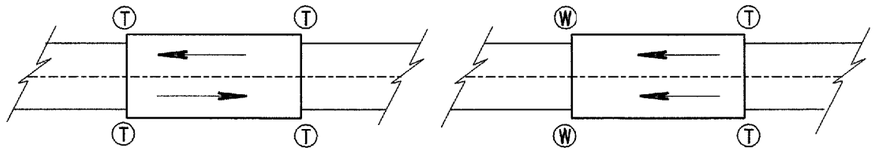
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY.

① INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 4'-0" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

② BRIDGE RAILING TYPE "W" DO NOT REQUIRE A TERMINAL CONNECTOR.

③ WHEN SPECIFIED IN THE PLANS, THE CONTRACTOR MAY REDUCE OR ELIMINATE THE 2 FOOT MINIMUM TO HINGE POINT IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

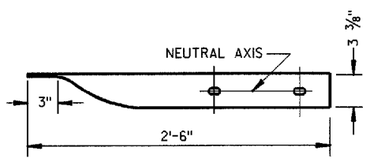


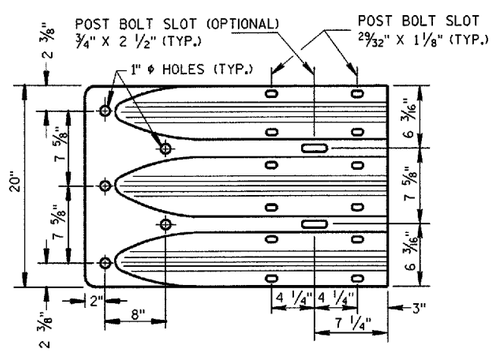
TWO WAY TRAFFIC ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

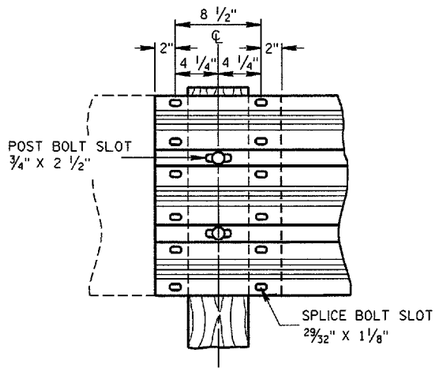
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

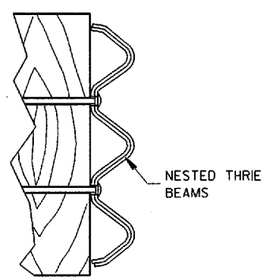




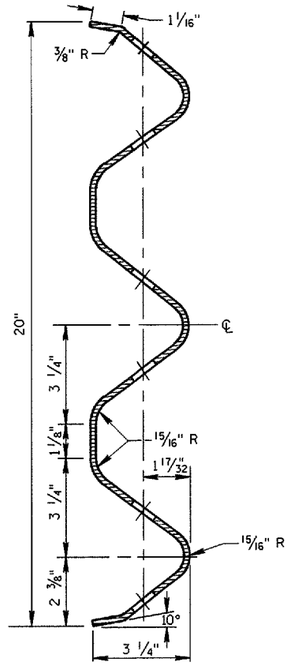
THRIE BEAM TERMINAL CONNECTOR



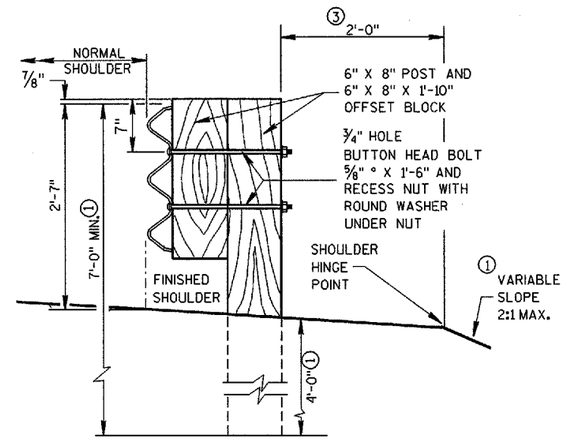
THRIE BEAM SPLICE



PARTIAL SECTION A-A



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION B-B

STEEL THRIE BEAM
STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 20-5a

S.D.D. 14 B 20-5a

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

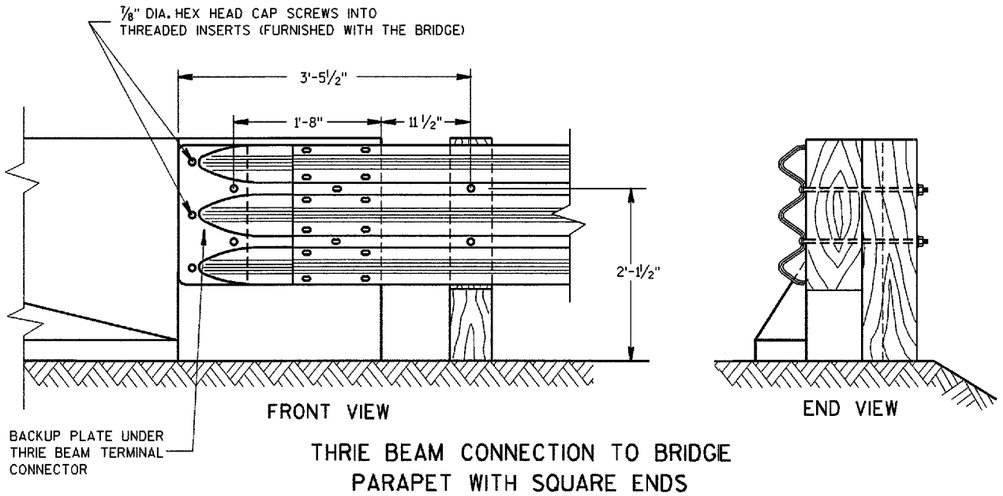
① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 1/4" O.D. X 5/32" THICK.

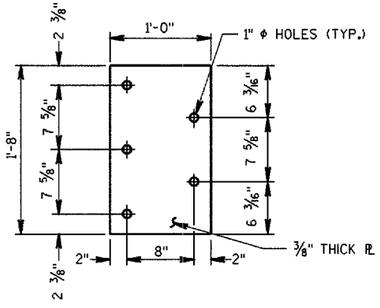
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

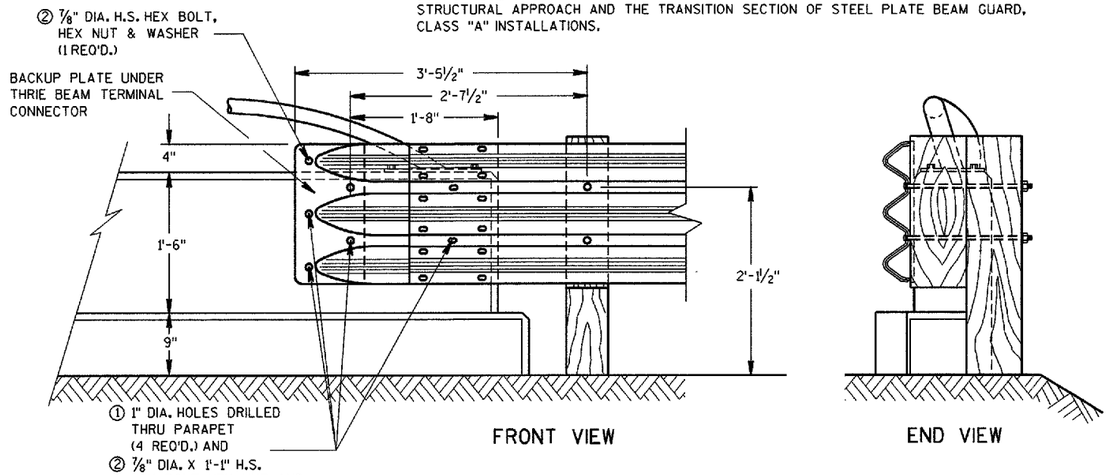
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



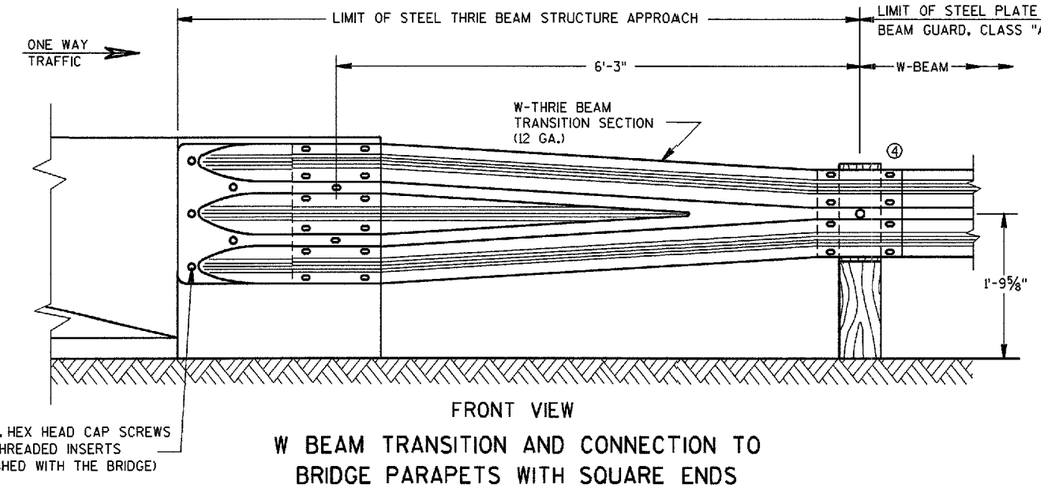
THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



② BACKUP PLATE DETAIL



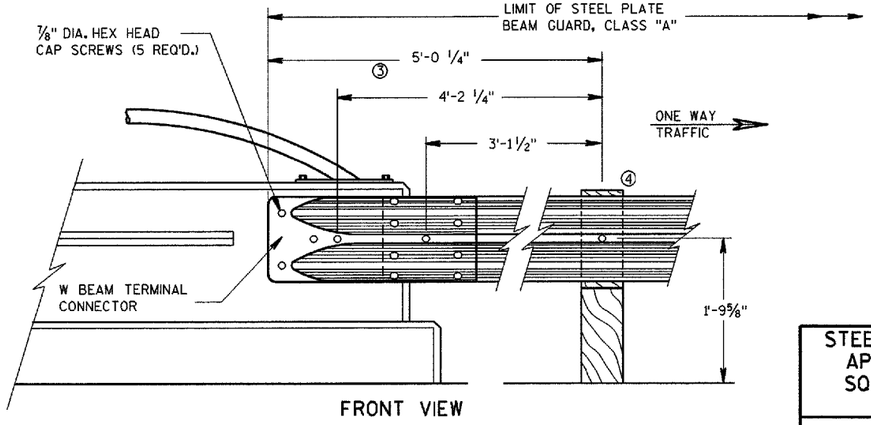
THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

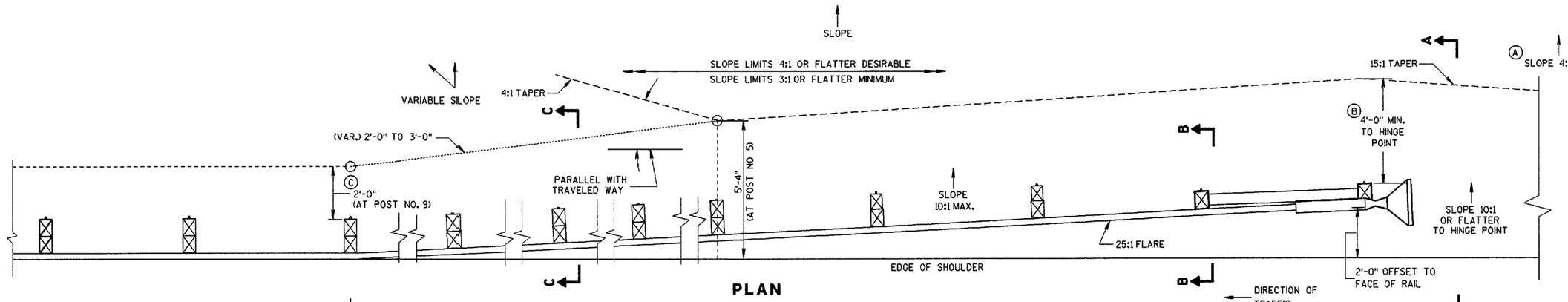
STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/08/00 DATE
John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 20-5b

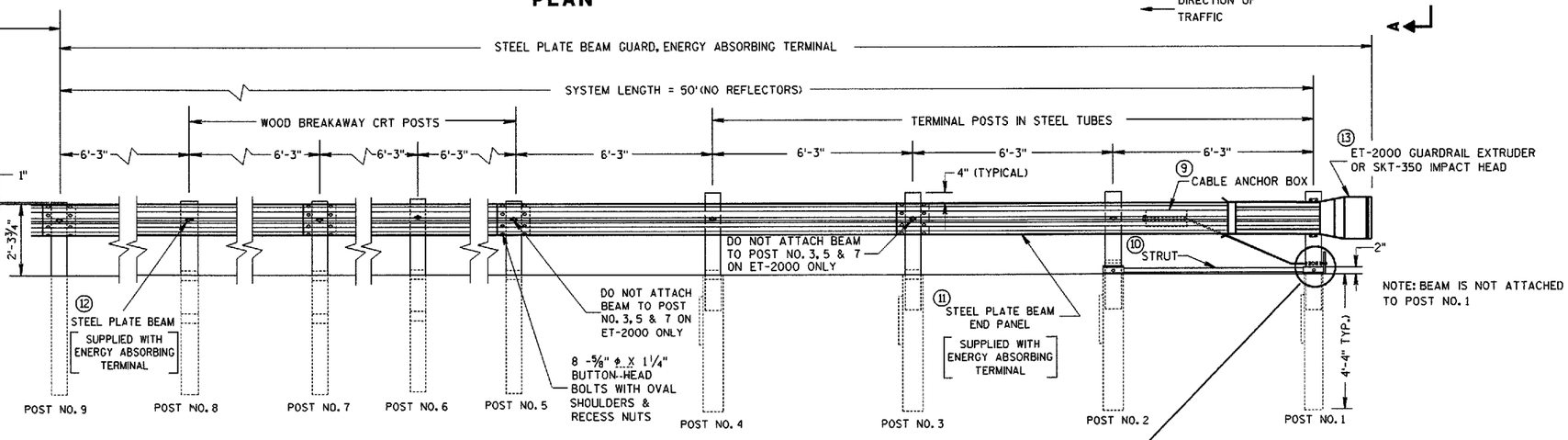
S.D.D. 14 B 20-5b



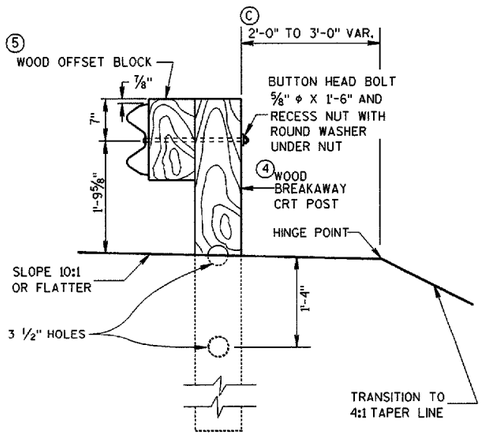
PLAN

BILL OF MATERIALS

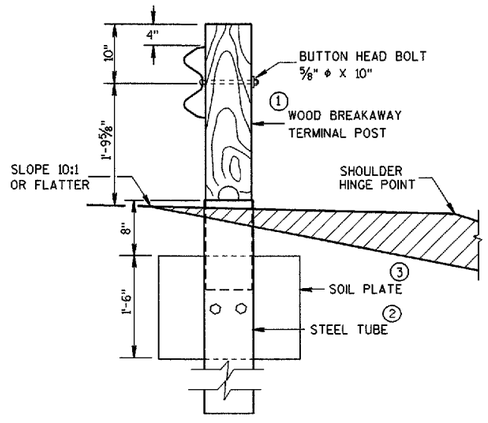
NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
③	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350 & ET-2000
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	1	ET-2000 GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING: 18" X 18"



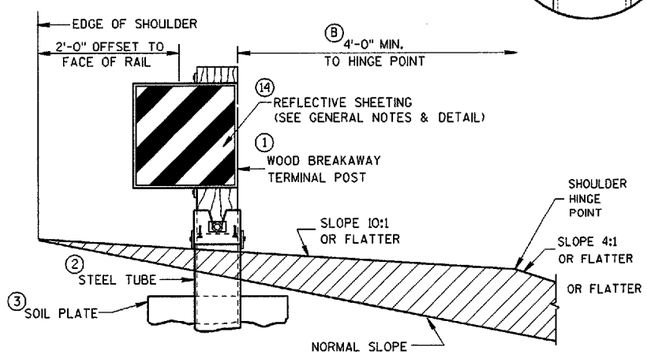
ELEVATION



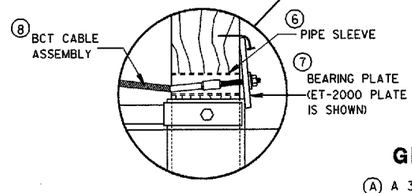
SECTION C-C
TYPICAL AT POST NOS. 5-8 INC.



SECTION B-B
TYPICAL AT POST NO. 2
(ADD WOOD OFFSET BLOCK AT POST 3 & 4)



SECTION A-A
TYPICAL AT POST NO. 1



GENERAL NOTES

(A) A 3:1 OR FLATTER SLOPE MAY BE USED FOR INSTALLATION ON EXISTING HIGHWAYS.

(B) WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 4-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK. SIMILIARLY THE 15:1 TAPER MAY BE REDUCED TO 4:1.

(C) WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 2-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK.

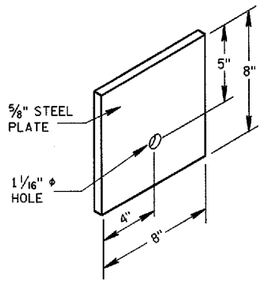
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

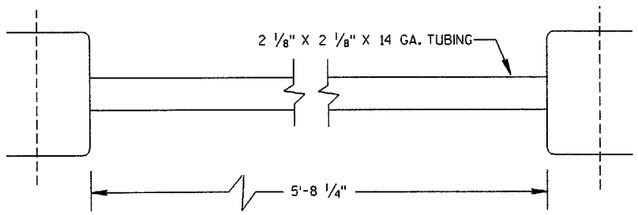
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 24-3a

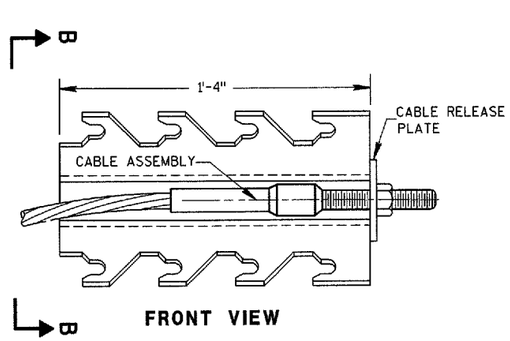
S.D.D. 14 B 24-3a



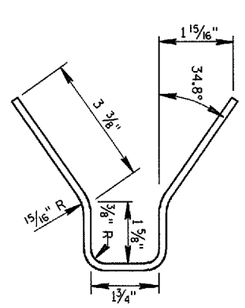
STEEL BEARING PLATE (SKT-350)



STRUT DETAIL (SKT-350)



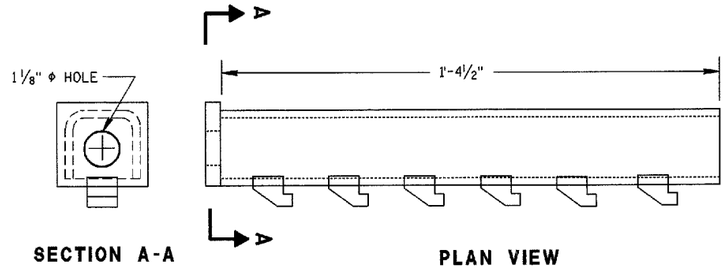
FRONT VIEW



SECTION B-B

CABLE ANCHOR BOX (SKT-350)

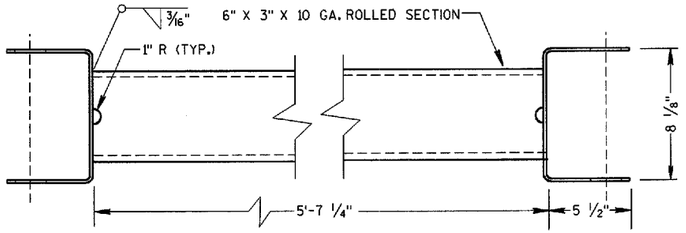
(SKT-350)



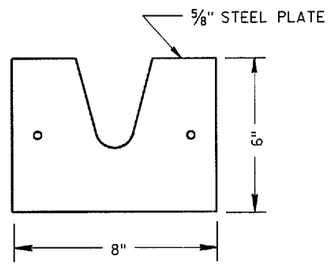
SECTION A-A

PLAN VIEW

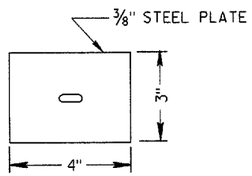
CABLE ANCHOR BOX (ET-2000)



STRUT DETAIL (ET-2000)

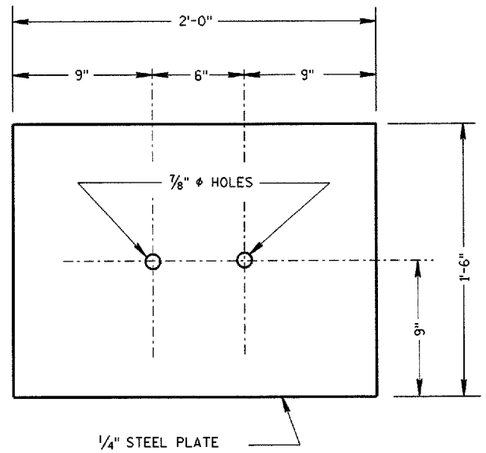


STEEL BEARING PLATE (ET-2000)



BEARING PLATE WASHER ET-2000)

(ET-2000)



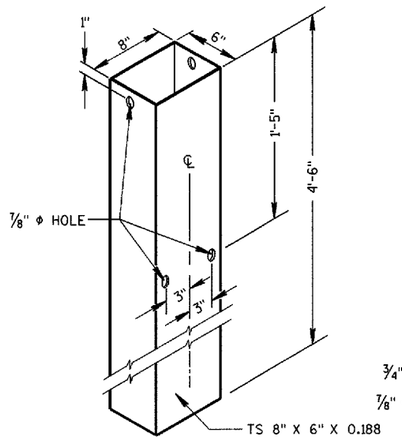
SOIL PLATE (SKT-350 & ET-2000)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 24-3b

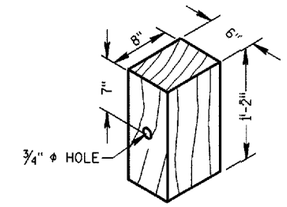
S.D.D. 14 B 24-3b



STEEL TUBE

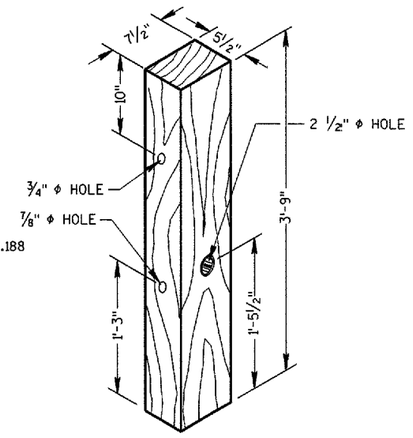
(POSTS NO. 1-4

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500



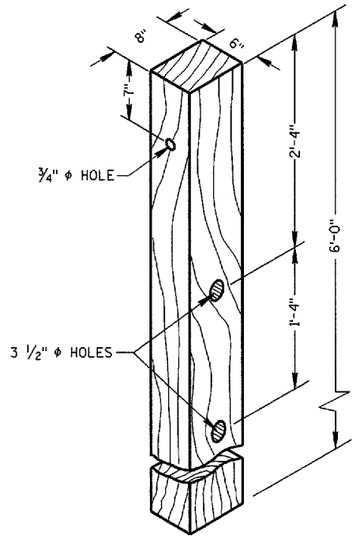
WOOD OFFSET BLOCK

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



TERMINAL POST

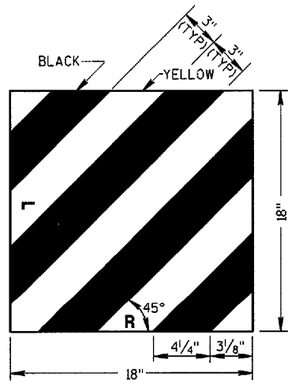
(POSTS NO. 1-4



CRT POST

(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



REFLECTIVE SHEETING DETAIL

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

THE "ET-2000" IS AVAILABLE FROM SYRO, INC., 2524 N. STEMMONS FREEWAY, DALLAS TEXAS 75207. TELEPHONE 1-800-835-6086 OR 1-800-644-7976

THE "SKT-350" IS AVAILABLE FROM ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, ILLINOIS 60423. TELEPHONE (815) 464-5917

THE ET-2000, AND SKT-350 END TERMINALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-93b, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

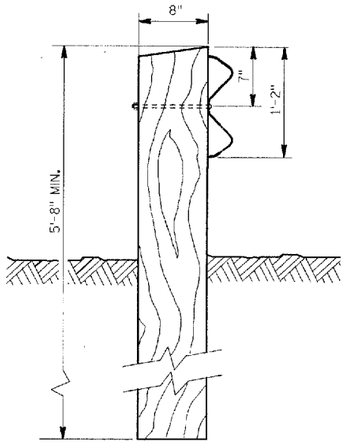
APPROVED 12/08/00 (DATE)

CHIEF ROADWAY DEVELOPMENT ENGINEER

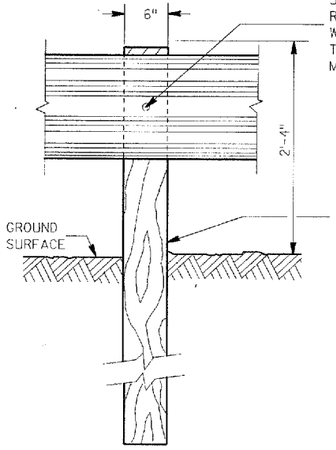
FHWA

S.D.D. 14 B 24-3c

S.D.D. 14 B 24-3c



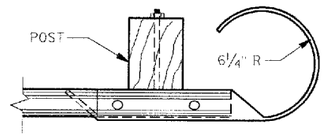
END VIEW



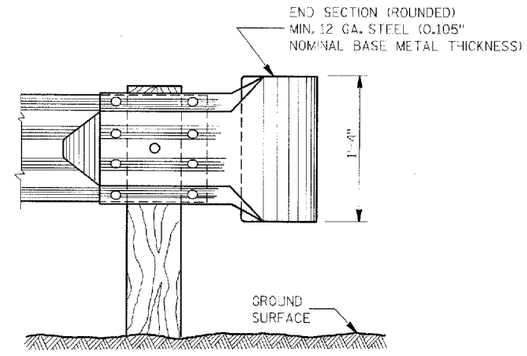
FRONT VIEW

BUTTONHEAD MOUNTING BOLT 5/8 " DIA. X LENGTH AS REQUIRED, SECURED WITH WASHER & NUT. THREAD END TO BE BURRED FOLLOWING MOUNTING.

SAWED TREATED TIMBER POSTS 6" X 8" X 6'-0" SHALL BE FURNISHED AND PLACED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.



PLAN

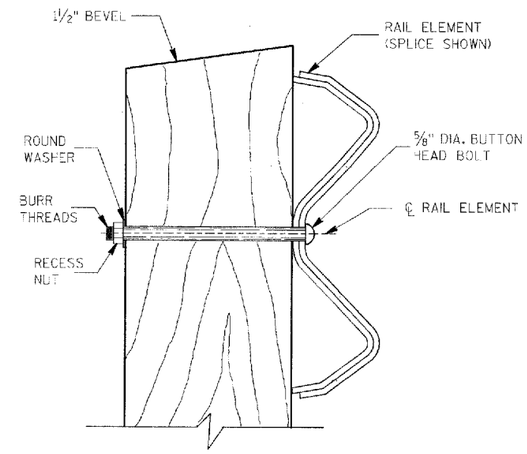


FRONT ELEVATION

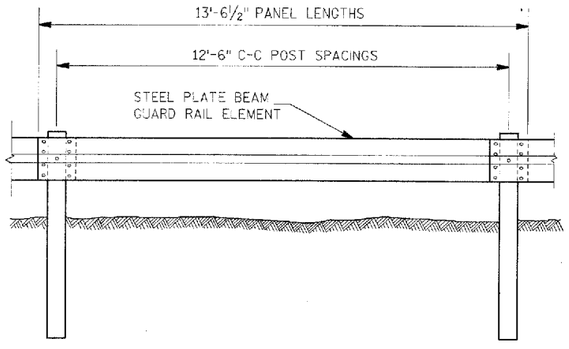
END SECTION (ROUNDED) DETAILS

GENERAL NOTES

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

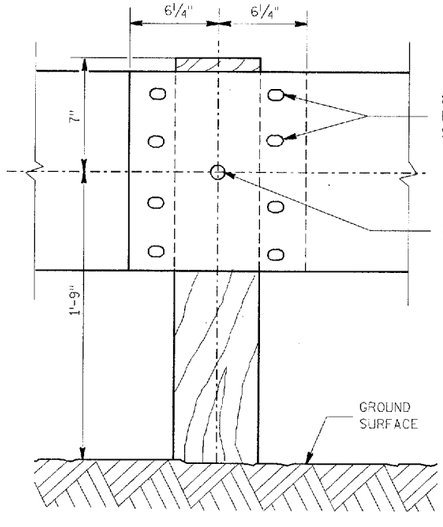


BUTTON HEAD BOLT DETAIL



FRONT VIEW

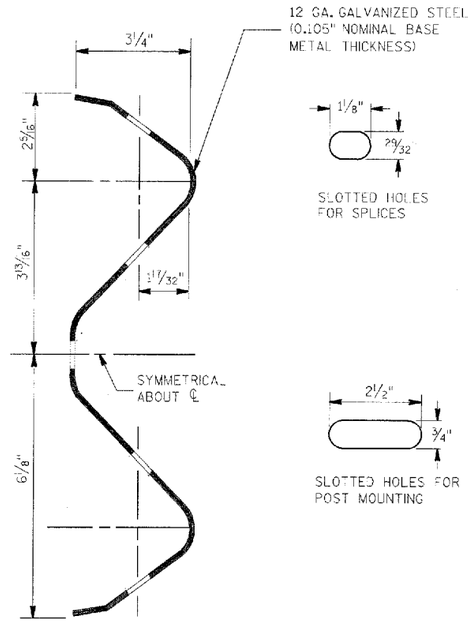
POST DETAIL



8 -⅝" DIA. X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

BUTTON HEAD BOLT ⅝" DIA. X LENGTH REQUIRED, SECURED WITH ROUND WASHER AND RECESS NUT. (SEE BUTTON HEAD BOLT DETAIL).

RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL



SECTION THRU RAIL ELEMENT

STEEL PLATE BEAM GUARD
CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-25-85
DATE

CHIEF DESIGN ENGINEER

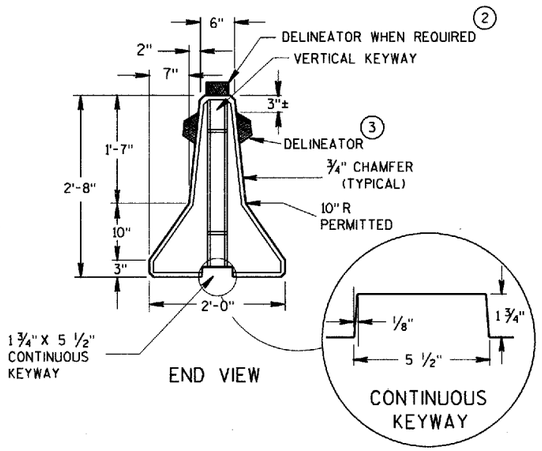
FHWA

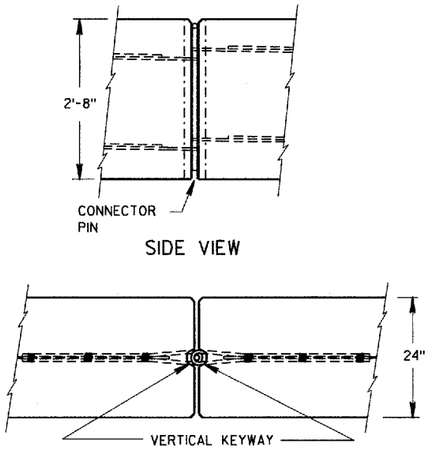
S.D.D. 14 B 3-2

S.D.D. 14 B 3-2

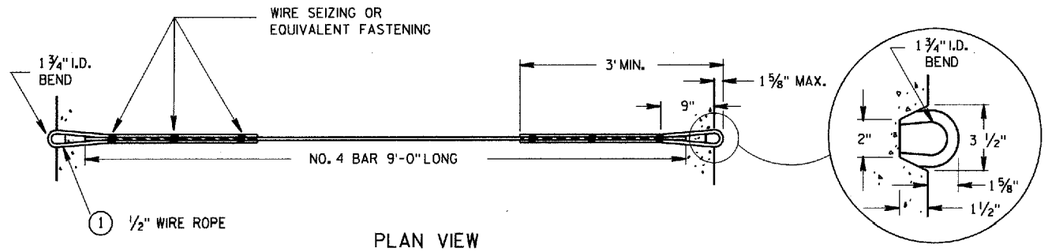
DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE (1)	½"	2	6'- 0"
BOTTOM CONN. WIRE ROPE (1)	½"	2	6'- 0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'- 0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'- 0"
STEEL CONNECTING PIN	1¼" DIA.	1	2'- 6"
BOTTOM TIE BARS	NO. 4	5	1'- 8"
VERTICAL STEEL BAR	NO. 4	10	2'- 1"
HORIZONTAL STEEL BAR	NO. 5	4	9'- 4"

BILL OF MATERIALS



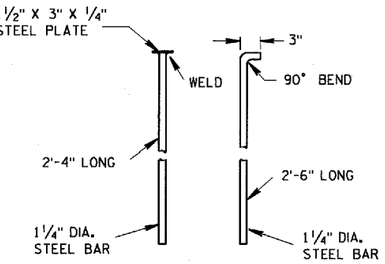


PIN & LOOP CONNECTION DETAILS

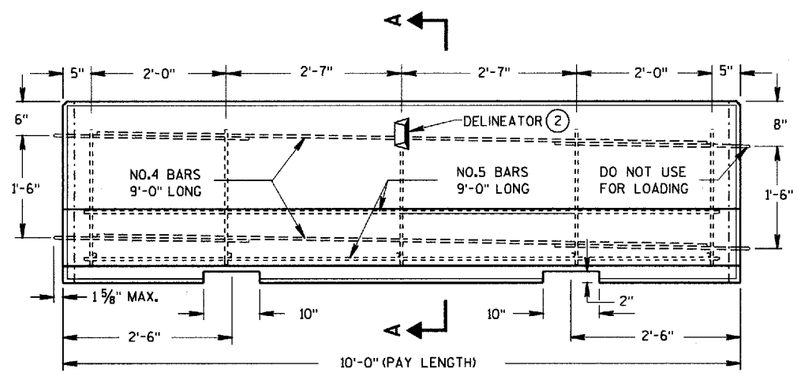


PLAN VIEW

TOP & BOTTOM CONNECTOR ASSEMBLY (1)

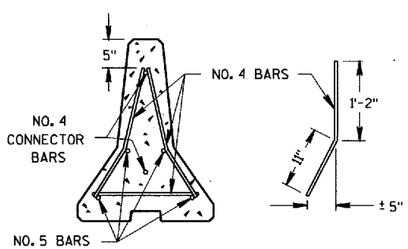


ALTERNATE CONNECTING PINS



SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT

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.

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT AS DETAILED ON THIS DRAWING OR WELDED STEEL WIRE FABRIC ADEQUATE TO ASSURE SAFE HANDLING STRENGTH.

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

WIRE ROPE SHALL BE ZINC-COATED 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC-COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

DELINEATORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE DELINEATOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW WHEN LOCATED TO THE LEFT OF TRAFFIC AND WHITE WHEN LOCATED TO THE RIGHT OF TRAFFIC. MAXIMUM SPACING SHALL BE 20 FEET.

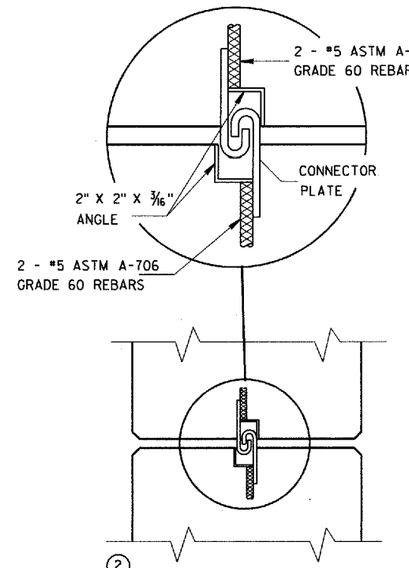
(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF ½ INCH WIRE ROPE (16'-6" MIN. LENGTH). THE NO. 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

(2) TOP MOUNTED DELINEATORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FEET.

(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE DELINEATORS ON BOTH SIDES. TOP MOUNTED DELINEATORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

ALTERNATE DESIGN

J-J HOOKS PORTABLE CONCRETE BARRIER BY EASI-SET INDUSTRIES MAY BE FURNISHED INSTEAD OF THE BARRIER DETAILED ON THIS DRAWING. CONTACT INFORMATION : EASISET INDUSTRIES, P.O. BOX 300, MIDLAND, VIRGINIA 22728, TELEPHONE (703) 439-8911.



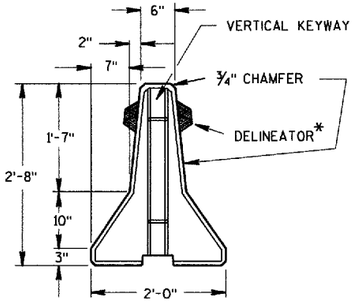
(2) J-J HOOK CONNECTOR
(ALTERNATIVE TO PIN & LOOP CONNECTOR)

TEMPORARY PRECAST CONCRETE BARRIER

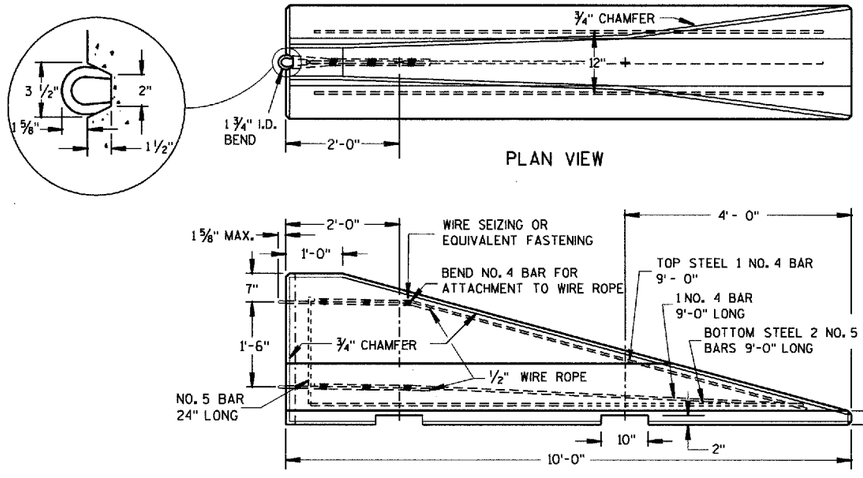
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 7-9a

S.D.D. 14 B 7-9a



END VIEW



PLAN VIEW

SIDE VIEW

END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER

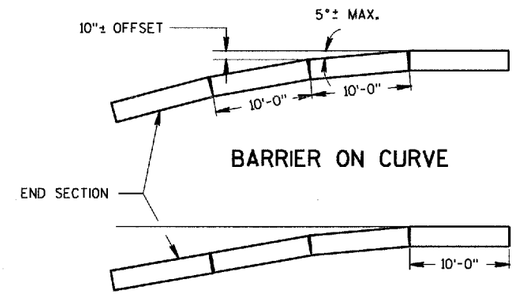
GENERAL NOTES

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.

THE PORTABLE CRASH CUSHION SHALL BE THE G-R-E-A-T CZ IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC: ONE EAST WACKER DRIVE, CHICAGO, IL., 60601.

THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. THE CRASH CUSHION PLATFORM SHALL BE ANCHORED TO EITHER 6 INCH MINIMUM CONCRETE PAVEMENT OR 3 INCH MINIMUM ASPHALTIC SURFACES THAT HAVE A PREPARED COMPACTED SUBBASE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

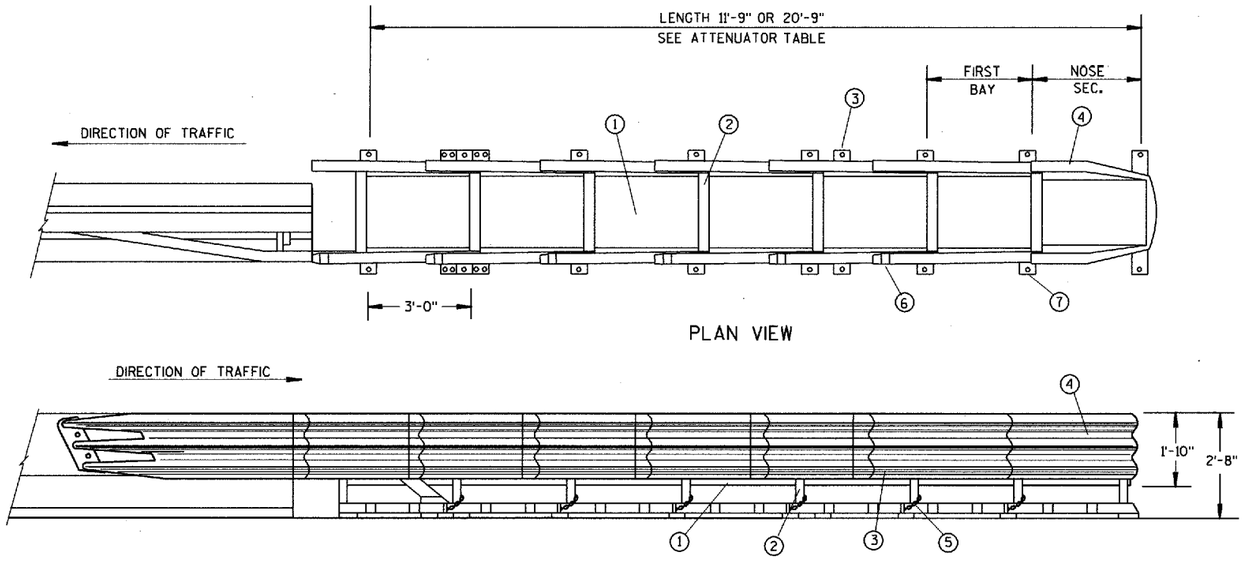
* WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, DELINEATORS ARE REQUIRED ON BOTH SIDES.



BARRIER ON CURVE

FLARE AT BARRIER END

OPERATING SPEED, MPH	FLARE RATE
40 OR LESS	10 : 1
50 OR MORE	15 : 1



PLAN VIEW

NOTE: CROSS SLOPE OF UNIT NOT TO EXCEED 5%

SIDE VIEW

CONSTRUCTION ZONE PORTABLE CRASH CUSHION

1. HEX-FOAM CARTRIDGE
2. DIAPHRAGM
3. THRIE BEAM FENDER PANEL
4. NOSE COVER
5. STABILIZING CHAIN
6. DEFLECTOR PANEL
7. ANCHORAGE DEVICE (WHERE ONE-WAY TRAFFIC EXISTS)

ATTENUATOR TABLE

ATTENUATOR LENGTH	NO. OF BAYS	DESIGN SPEED MPH
11'- 9"	3	40 OR LESS
20'- 9"	6	40 TO 55

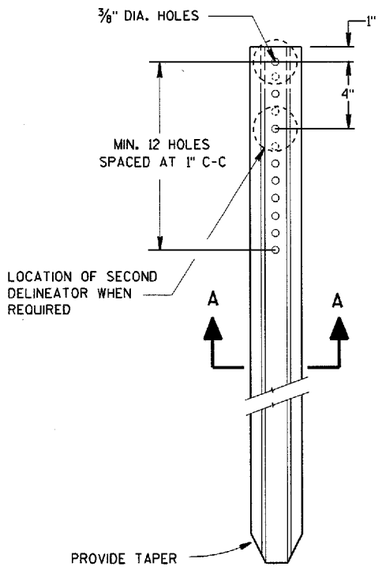
TEMPORARY PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

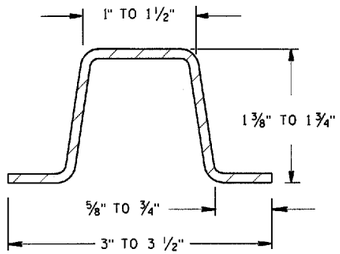
APPROVED 10/24/95 Roy L. Thimsen
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 7-9b

S.D.D. 14 B 7-9b

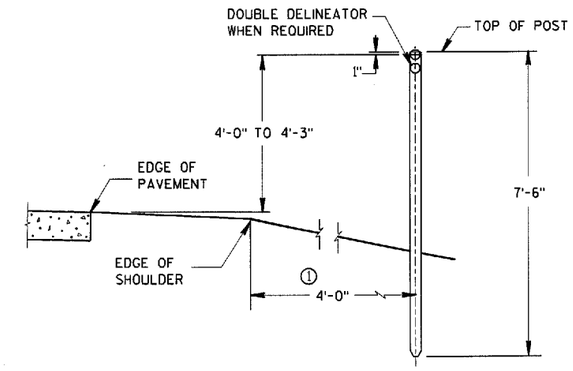


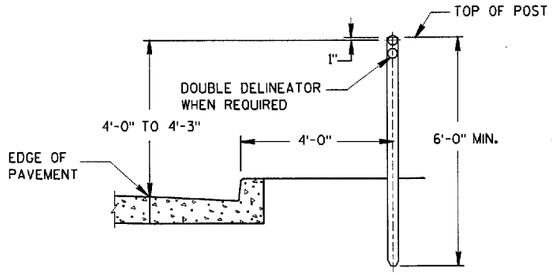
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



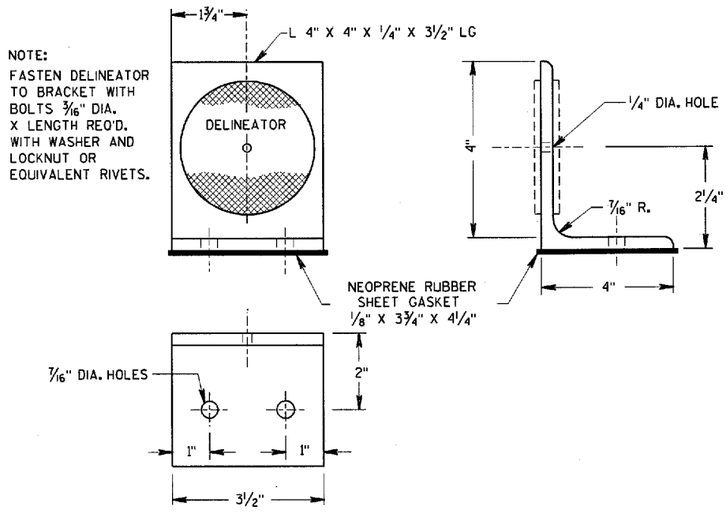


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

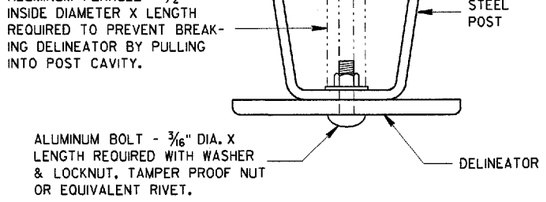
GENERAL NOTES

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

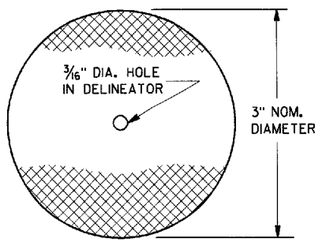
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



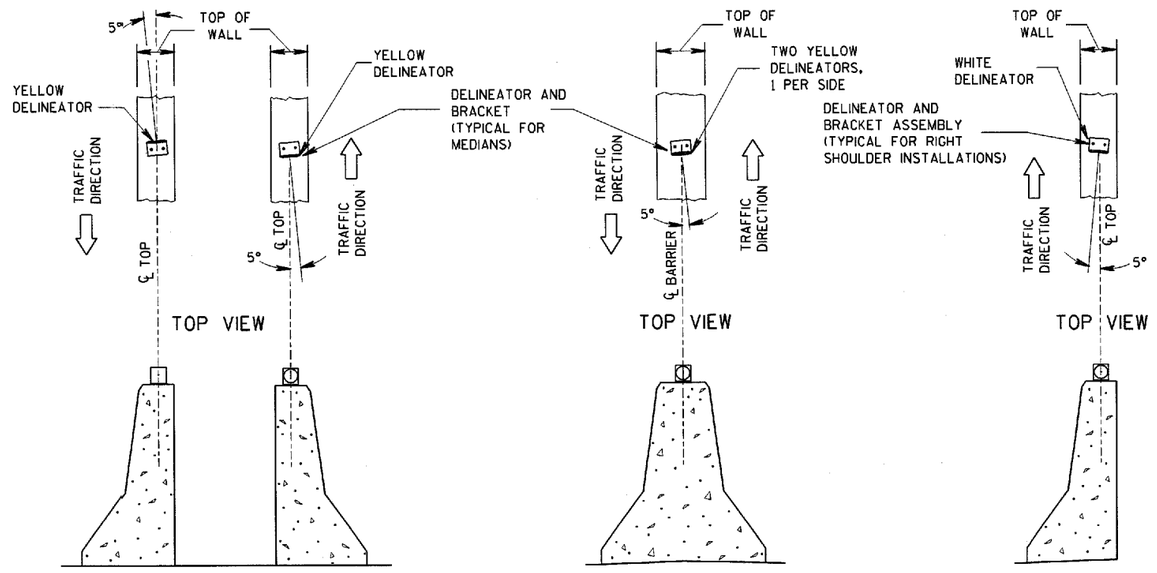
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR

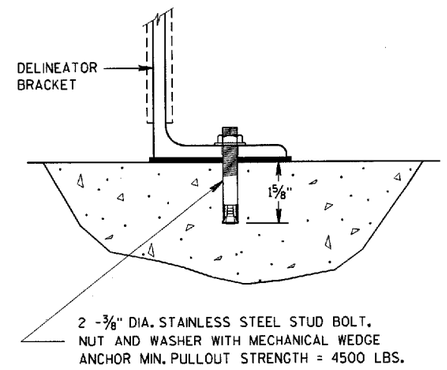


DELINEATOR



DOUBLE BARRIERS IN MEDIAN — MEDIAN BARRIER — BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

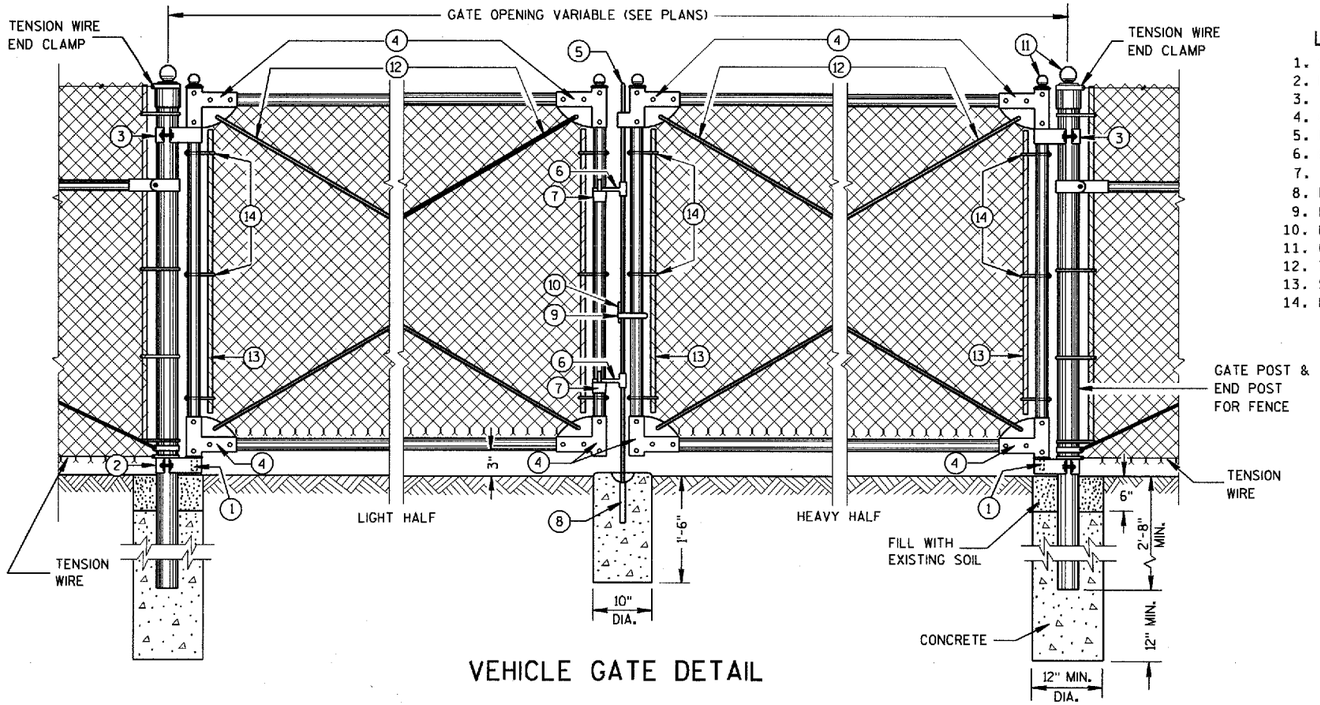
DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

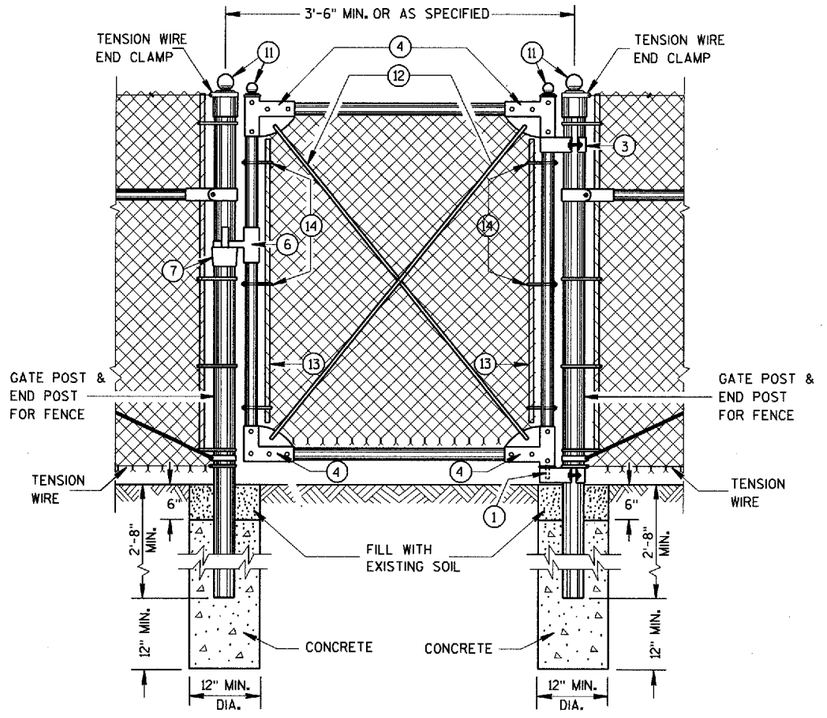
APPROVED
5-19-00
DATE
Chester J. Seng
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 A 2-5

S.D.D. 15 A 2-5



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

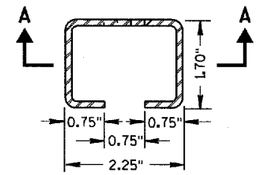
LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. CORNER ELBOW
5. PLUNGER ROD
6. LATCH FORK
7. FORK CATCH
8. PLUNGER ROD CATCH
9. LOCK KEEPER GUIDE
10. LOCK KEEPER
11. ORNAMENTAL TOPS
12. TRUSS RODS
13. STRETCHER BAR
14. HOOK BOLTS

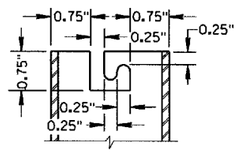
GENERAL NOTES

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. DETAILS NOT COVERED BY ANY OF THE ABOVE SHALL CONFORM TO THE MANUFACTURERS SPECIFICATIONS.

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

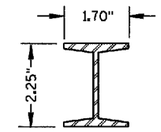


TOP VIEW

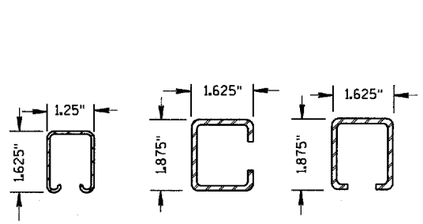


SECTION A-A

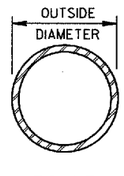
ALTERNATIVE POST TOP



"H" SECTION



FORMED



ROUND

CROSS SECTIONS OF POSTS AND RAILS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FENCE POSTS AND RAILS

USE	FENCE HT. FEET	SHAPE	OUTSIDE DIMENSIONS INCHES	WEIGHT LBS./L.F.
TERMINAL POSTS **	6 AND LESS	ROUND	2.375	3.65
	6 AND LESS	*ROUND	2.375	3.12
	OVER 6	ROUND	2.875	5.79
	OVER 6	*ROUND	2.875	4.64
	ALL HEIGHTS	FORMED	3.5 X 3.5	5.14
LINE POSTS	6 AND LESS	ROUND	1.90	2.72
		*ROUND	1.90	2.28
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	1.65
	OVER 6	ROUND	2.375	3.65
		*ROUND	2.375	3.12
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	2.28
BRACE RAIL		ROUND	1.66	2.27
		*ROUND	1.66	1.84
		FORMED	1.625 X 1.25	1.35

* HIGH STRENGTH STEEL

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

GATE FRAME MEMBERS, SIZE AND WEIGHT

GATE FABRIC HEIGHT (FEET)	OUTSIDE DIMENSION (INCHES)	WEIGHT LBS./L.F.
6 OR LESS		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84
OVER 6		
Round	1.90	2.72
Round	1.90	*2.28
Rectangular	2.00	2.52
INTERIOR BRACING		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84

* HIGH STRENGTH STEEL

GATE POST SIZE AND WEIGHT

GATE LEAF WIDTH (FEET)	POST SIZE (INCHES)	
	OUTSIDE DIAMETER (INCHES)	WEIGHT LBS./L.F.
6 AND UNDER	2.875	5.79
	2.875	*4.64
OVER 6 TO 12	4.00	9.10
	4.00	*8.65
OVER 12 TO 18	6.62	18.97
	6.62	*18.02

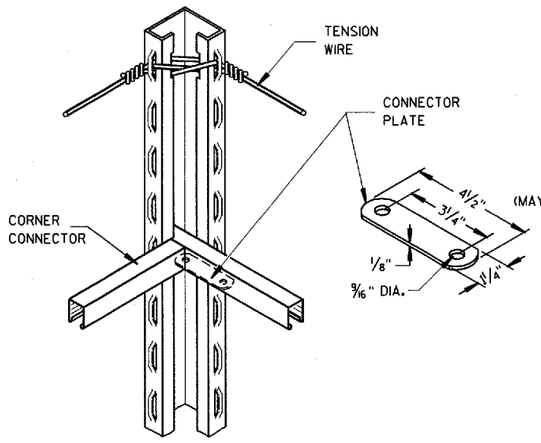
* HIGH STRENGTH STEEL

CHAIN LINK FENCE

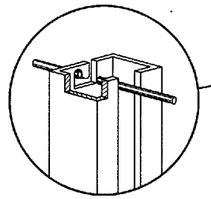
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 B 3-10a

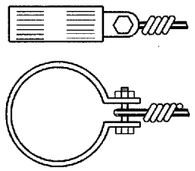
S.D.D. 15 B 3-10a



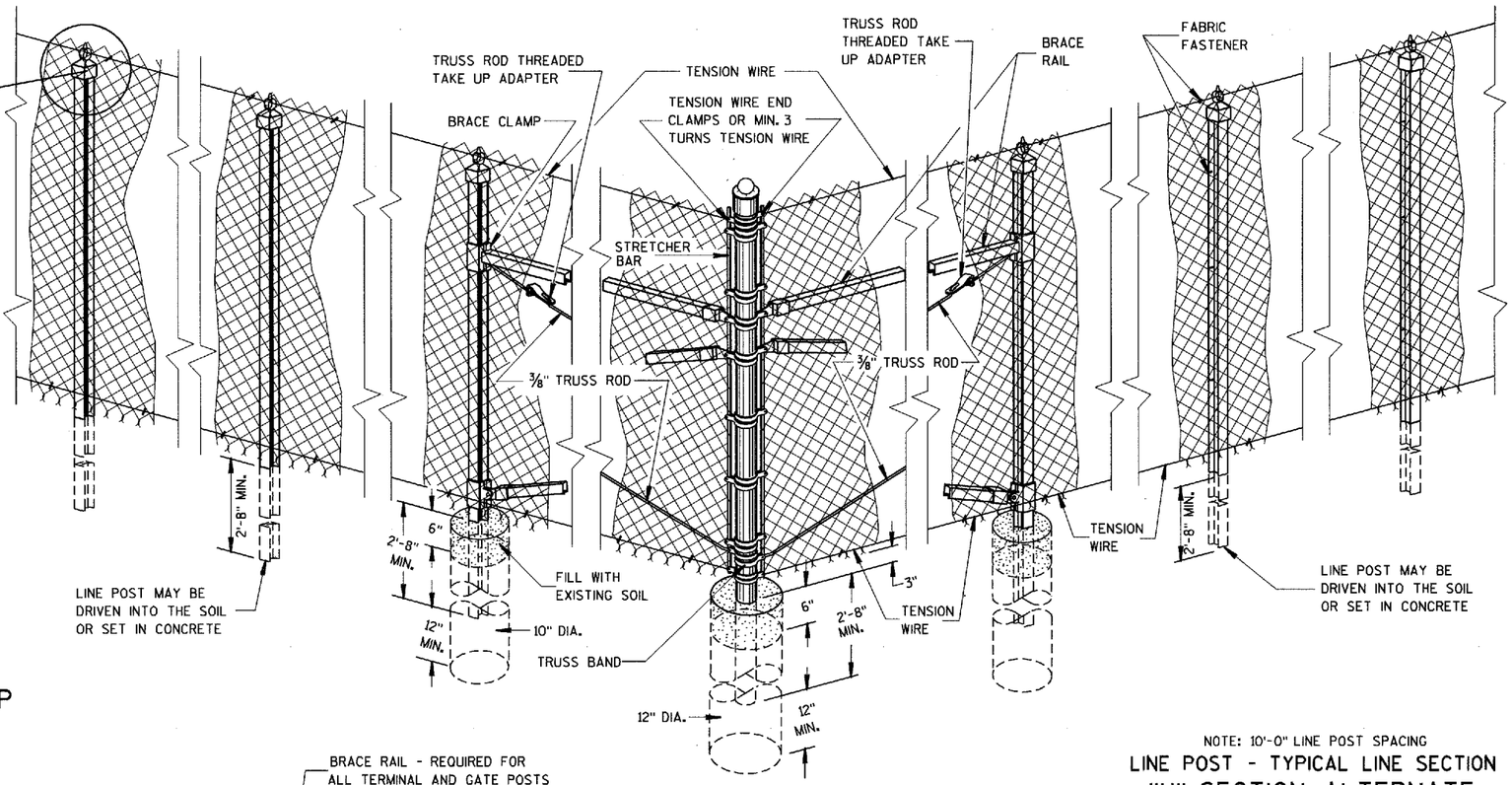
BRACE RAIL CORNER CONNECTION
ROLL FORMED POST



ALTERNATIVE POST TOP
(MAY BE USED INSTEAD OF LOOP CAP)

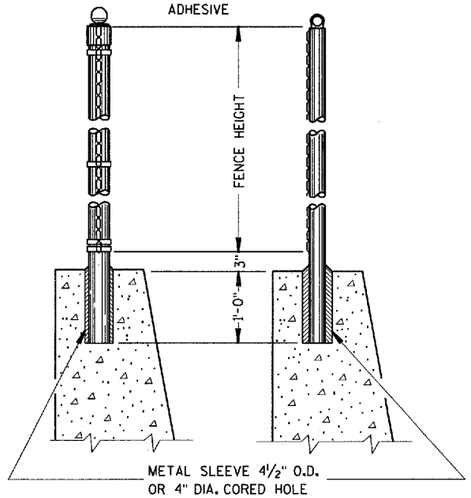


TENSION WIRE END CLAMP



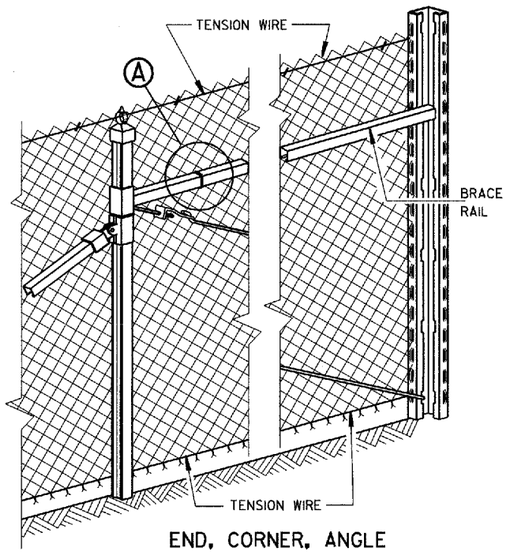
END, CORNER, ANGLE
INTERSECTION & INTERMEDIATE
BRACED POSTS
PIPE ALTERNATE

NOTE: 10'-0" LINE POST SPACING
LINE POST - TYPICAL LINE SECTION
"H" SECTION ALTERNATE

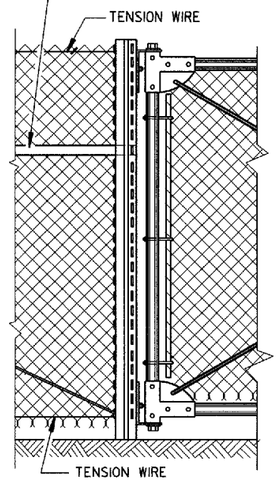


END POST & CORNER POST LINE POST

DETAILS OF FENCE ON WALL

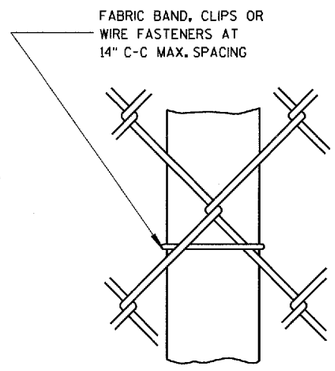


END, CORNER, ANGLE
INTERSECTION & INTERMEDIATE
BRACED POSTS

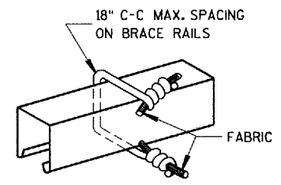


TERMINAL OR GATE POST

ROLL FORMED ALTERNATE
NOTE: DETAILS OF FOOTINGS ARE SHOWN ON THE PIPE ALTERNATE DETAIL



LINE POST
FABRIC FASTENER



BRACE RAIL
FABRIC FASTENER
Ⓐ

CHAIN LINK FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/25/95 Roy D. Thimsen
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 15 B 3-10b

S.D.D. 15 B 3-10b

TWO-LANE ROADWAY

SYMBOLS

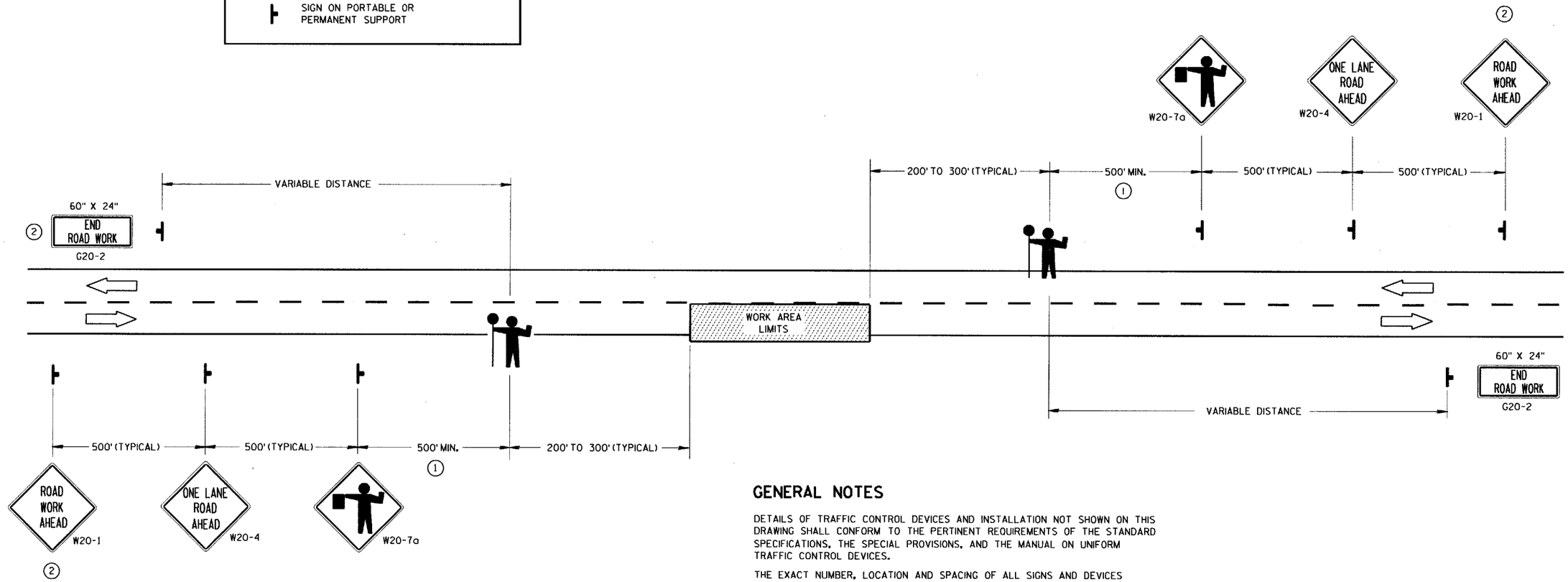
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

W20-7b

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED 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 DIRECTED BY THE ENGINEER.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/17/94 Peter F. Rusch
DATE STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 12-2

S.D.D. 15 C 12-2

GENERAL NOTES

ORIENT ANCHOR BOLTS IN FOOTING AND PROVIDE ANCHOR BOLT STICK OUT ABOVE TOP OF CONCRETIE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BASES (SHAFT) 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 BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

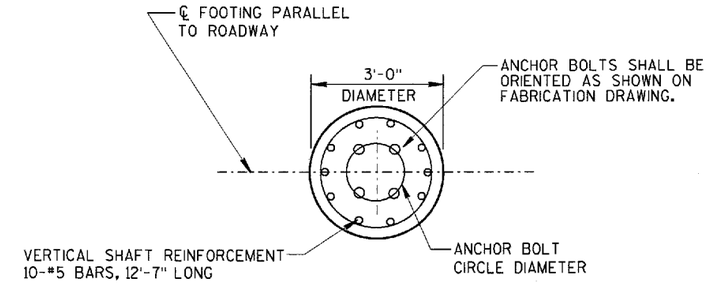
THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

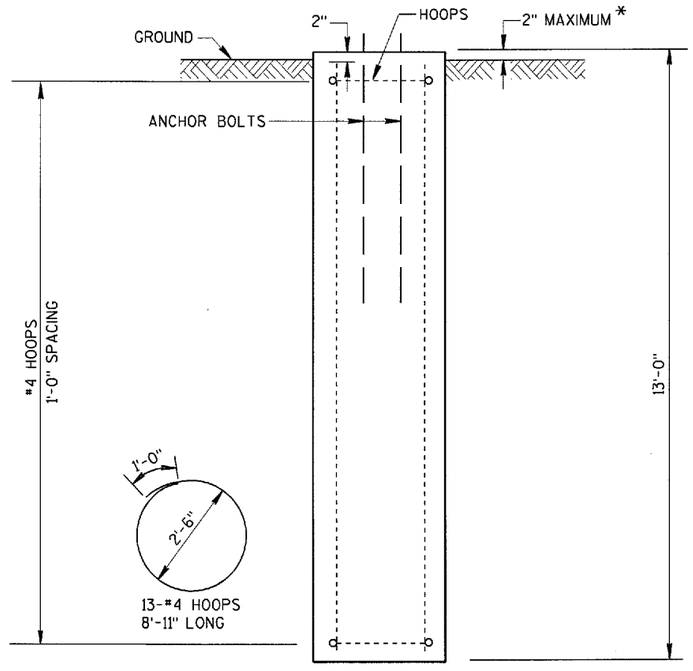
THE REINFORCEMENT AND ANCHOR BOLTS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ANY DAMAGE TO THE CONCRETE BASE DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR BOLTS	AASHTO M314 GRADE 55



PLAN VIEW



ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

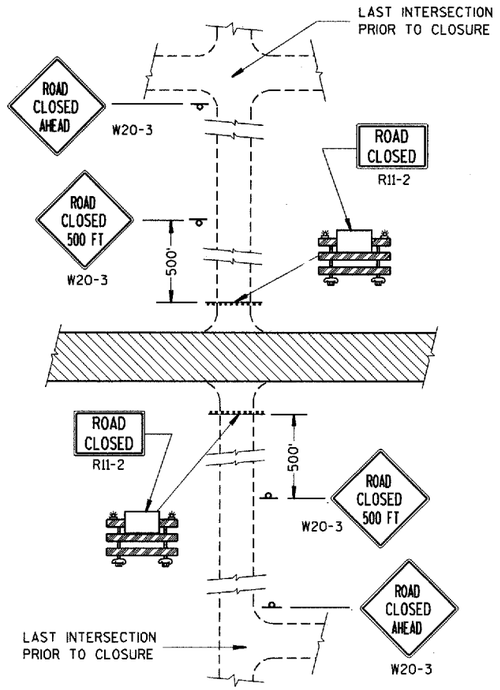
CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 209 LBS. PER FOOTING

MONOTUBE OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

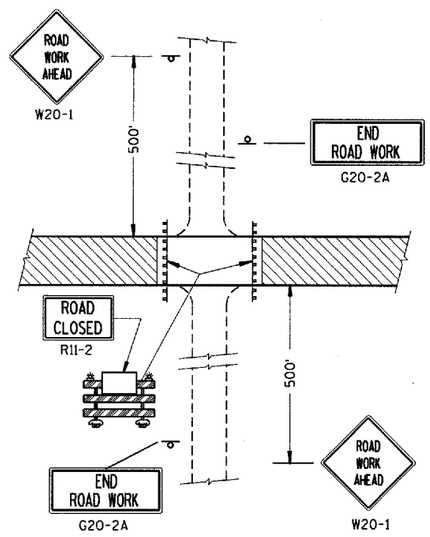
APPROVED
10/4/01 DATE
Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 15-1



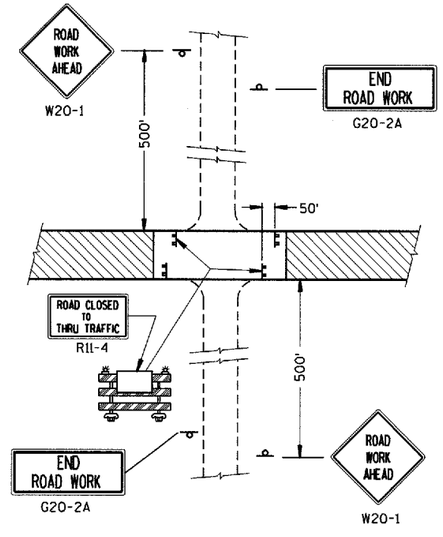
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

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 FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED ____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
- R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".
- G20-2A SIGNS SHALL BE 48" X 24".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST 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.

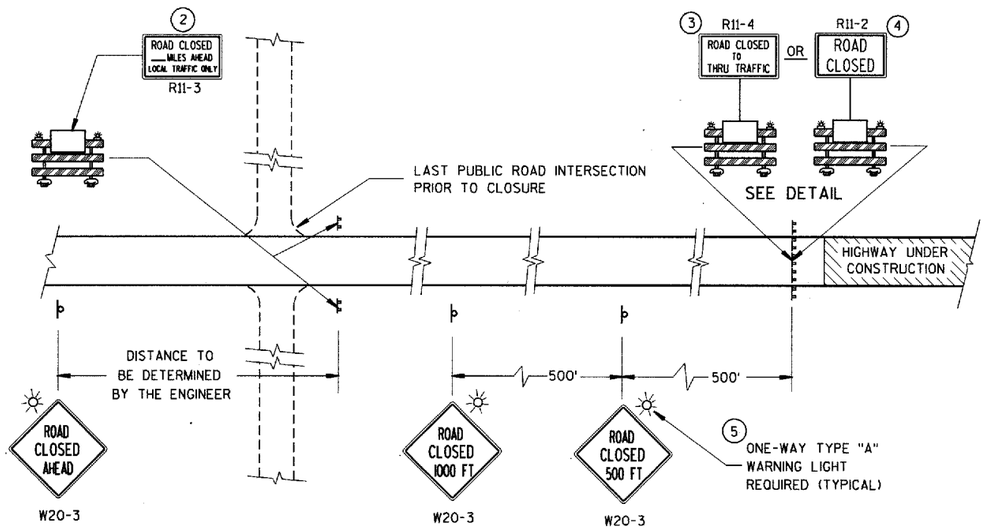
(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL

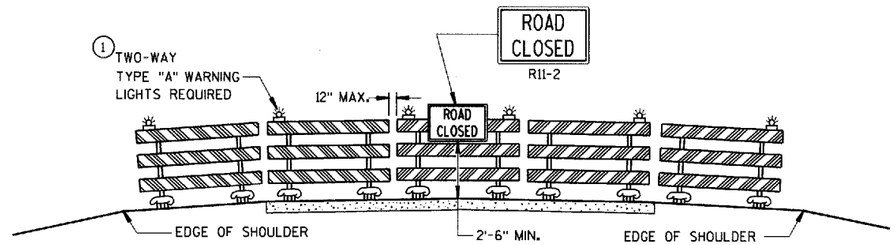
(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

SIDEROAD CLOSURES

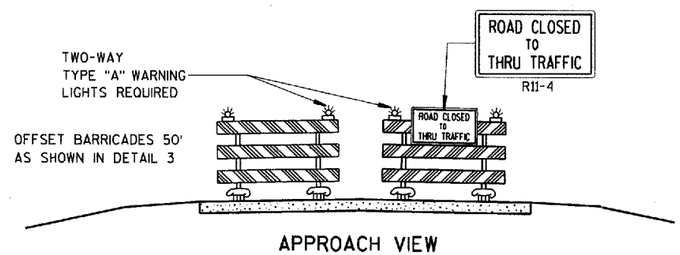


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

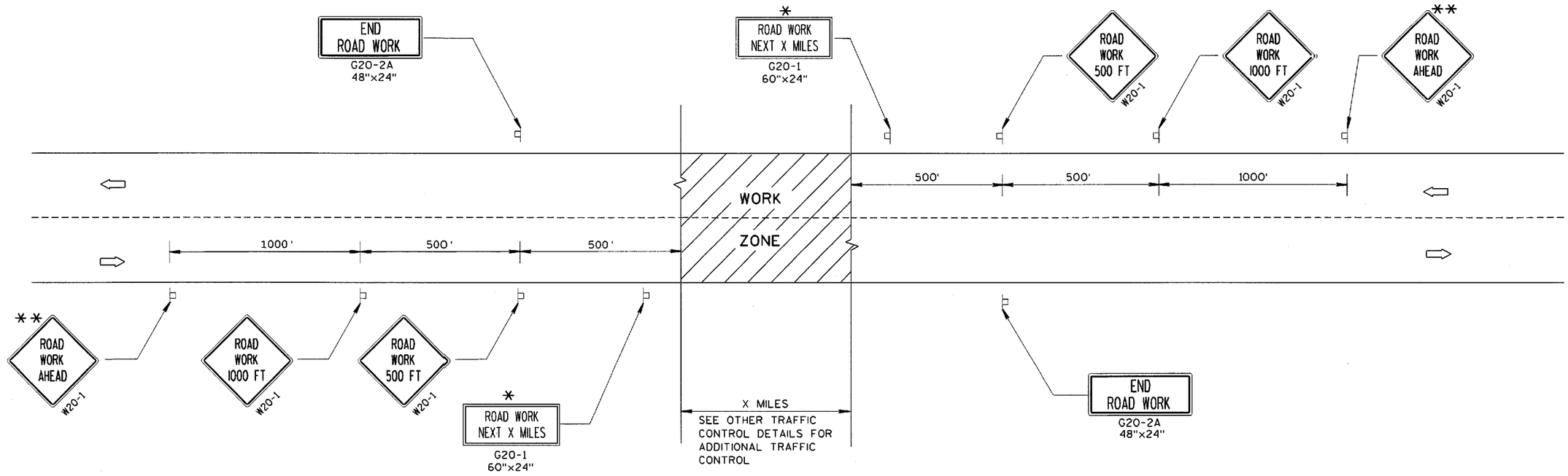
BARRICADES AND SIGNS FOR ROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

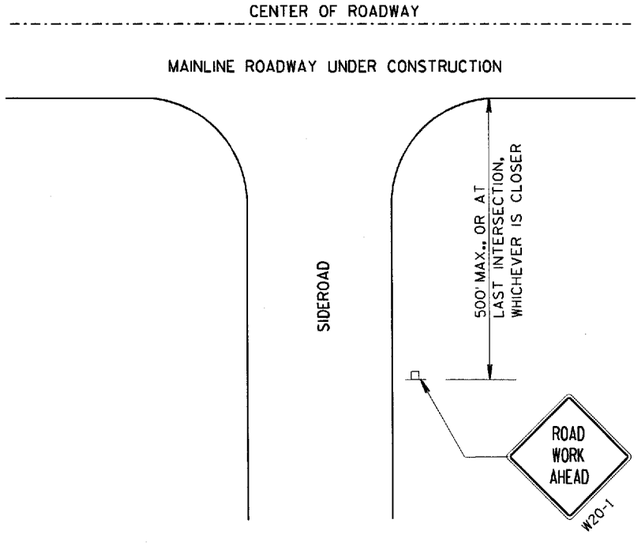
APPROVED
8-10-95
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

S.D.D. 15 C 2-3

S.D.D. 15 C 2-3



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL,
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

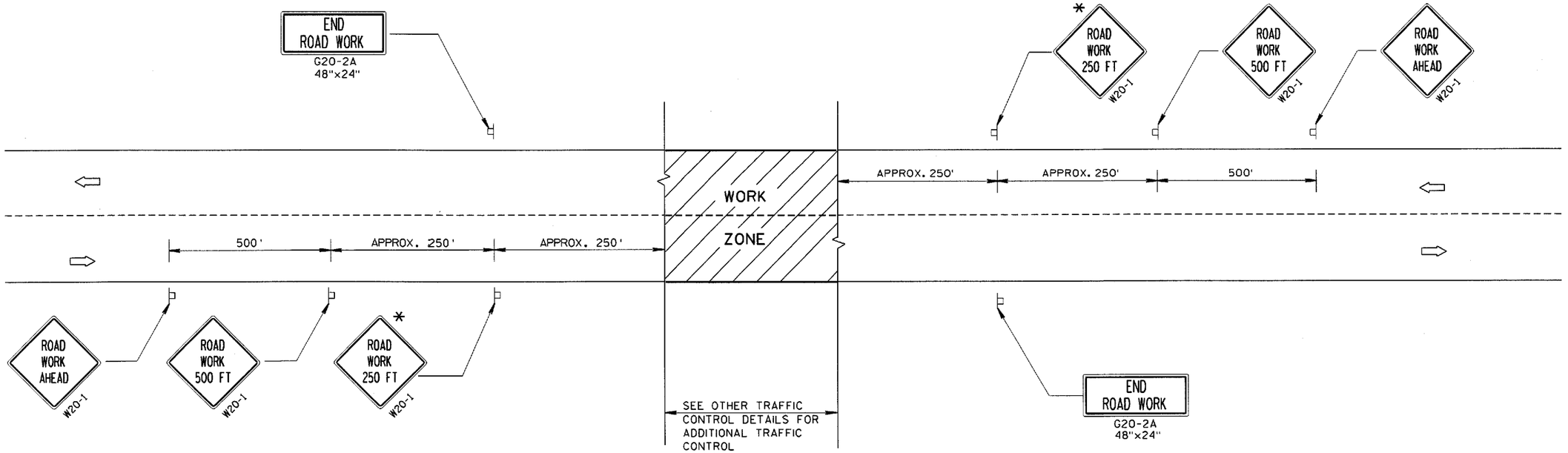
APPROVED
5/23/00
DATE

Charles J. Spang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 4-1

S.D.D. 15 C 4-1



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

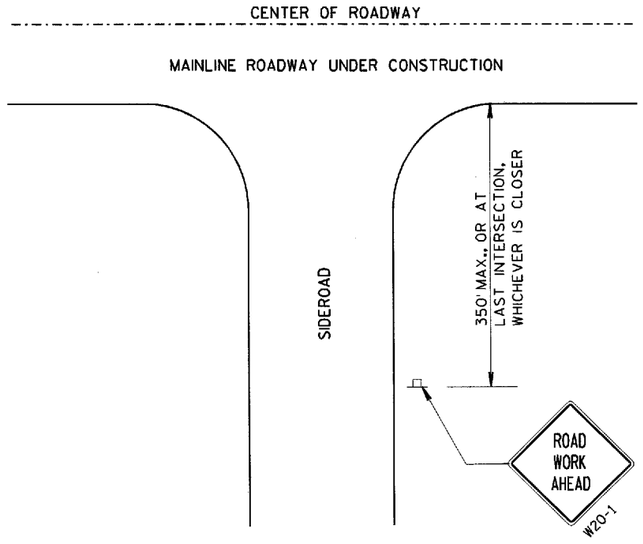
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
40 M.P.H. OR LESS
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

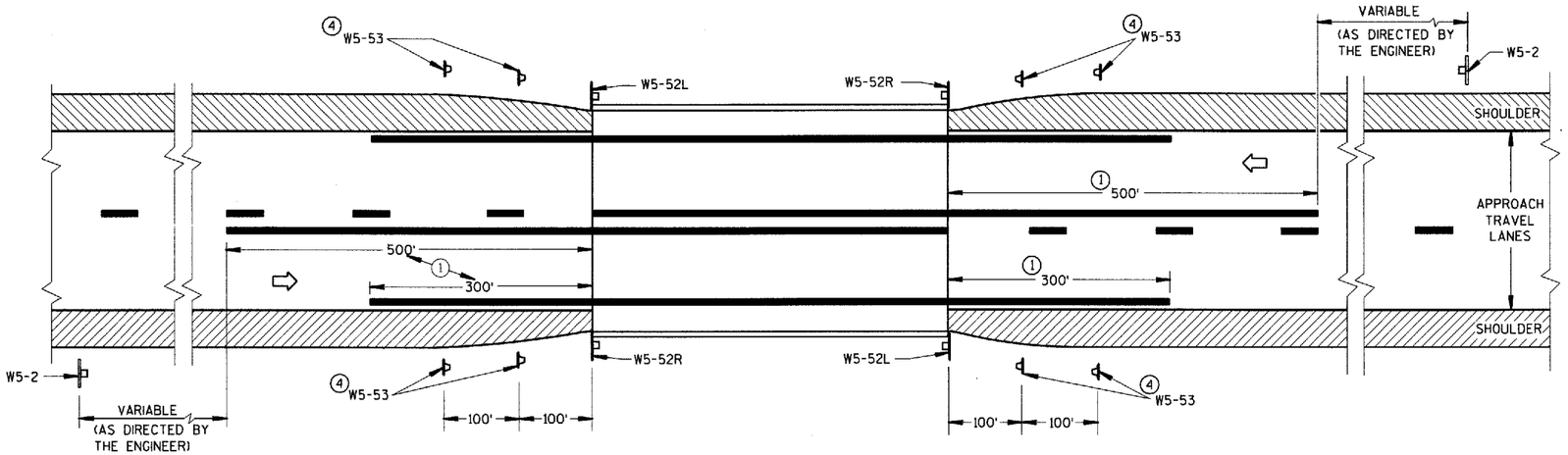
APPROVED
5/23/00
DATE

Chester J. Spong
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 5-1

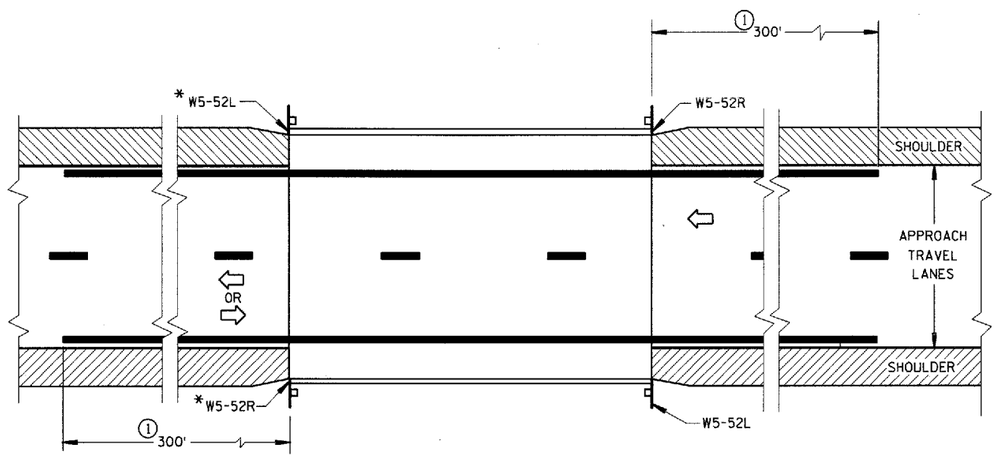
S.D.D. 15 C 5-1



SITUATION 1

WARRANTING CRITERION:

BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET

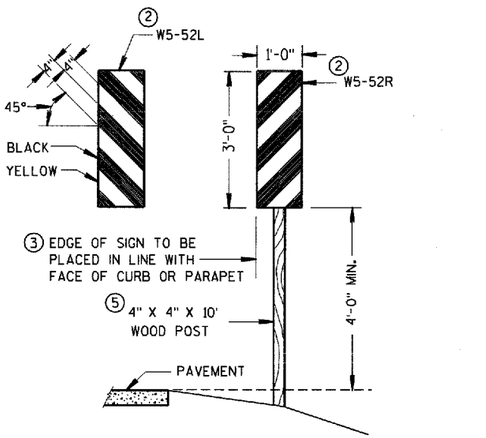


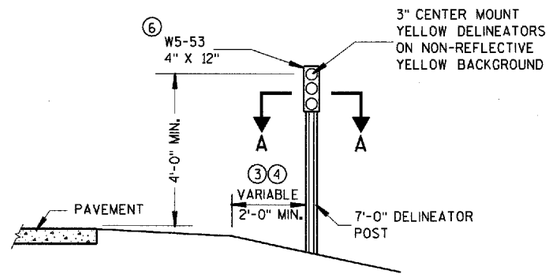
*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

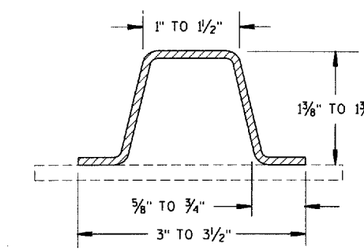
WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.





OBJECT MARKER PLACEMENT



SECTION A-A
(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

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.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

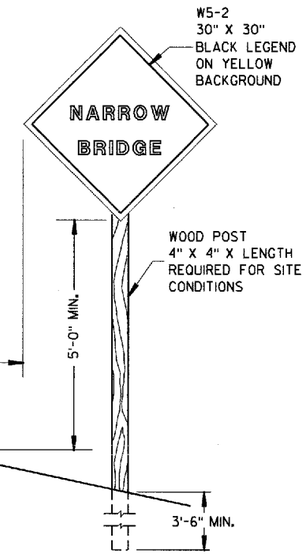
② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.

③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.

⑤ A 10 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.

⑥ NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT

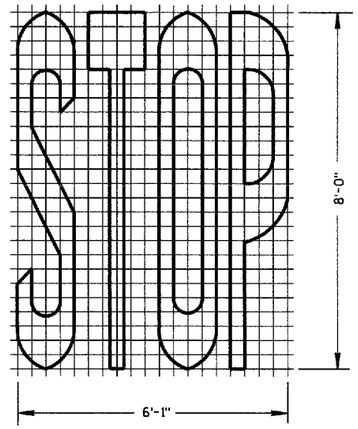
SIGNING & MARKING FOR TWO LANE BRIDGES

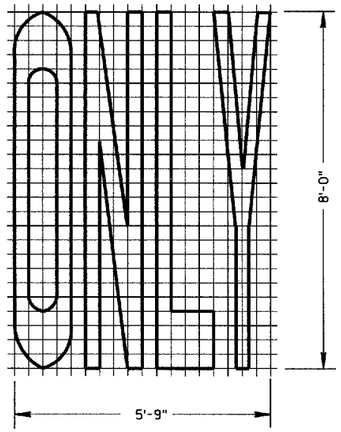
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

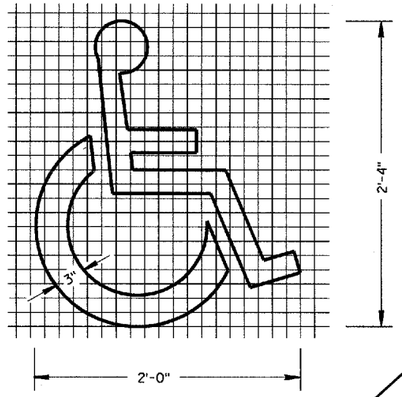
APPROVED
8-7-95 DATE
Charles J. Spang for DIRECTOR, OFFICE OF TRAFFIC
FHWA

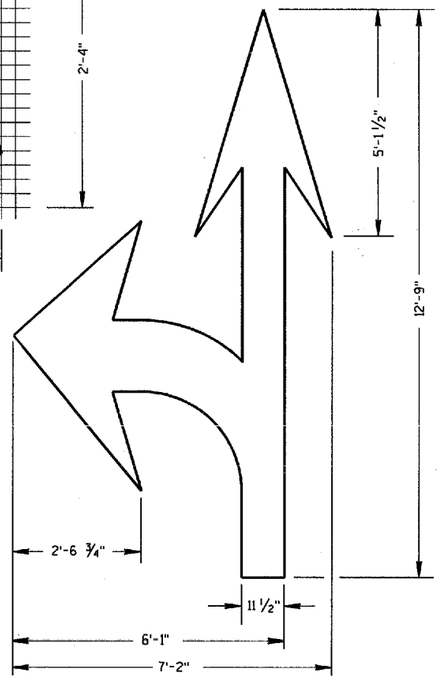
S.D.D. 15 C 6-4

S.D.D. 15 C 6-4









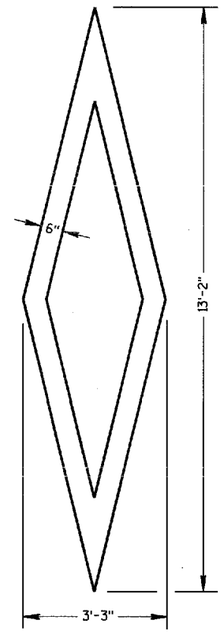
TYPE 3

GENERAL NOTES

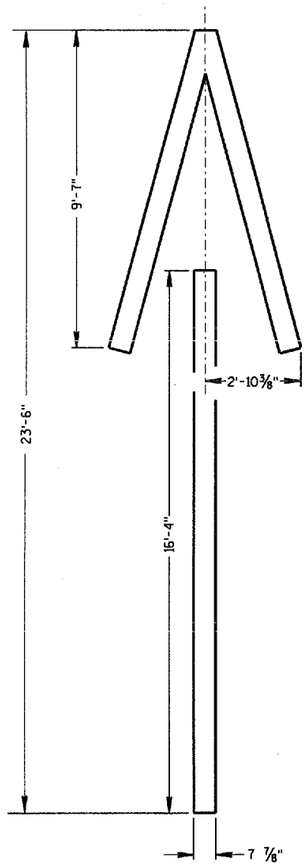
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

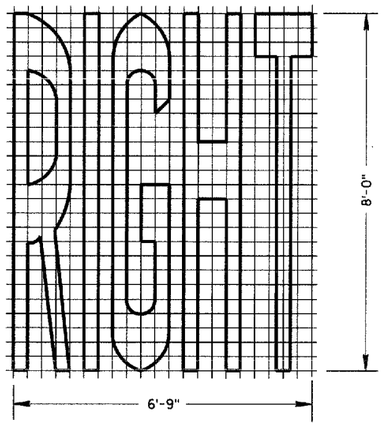
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

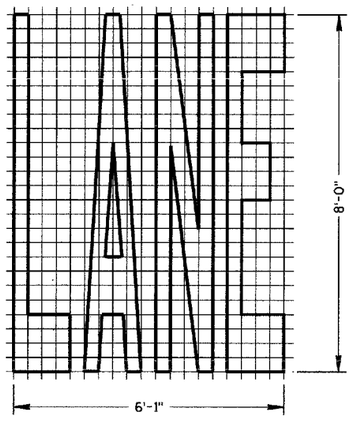


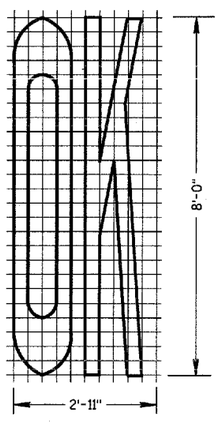
PREFERENTIAL LANE SYMBOL

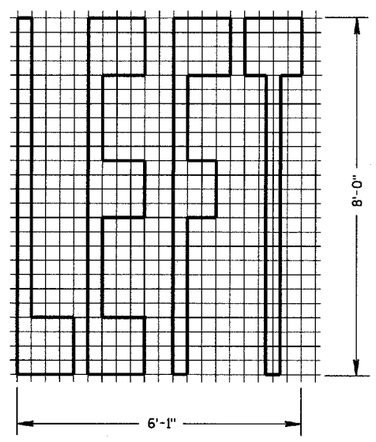


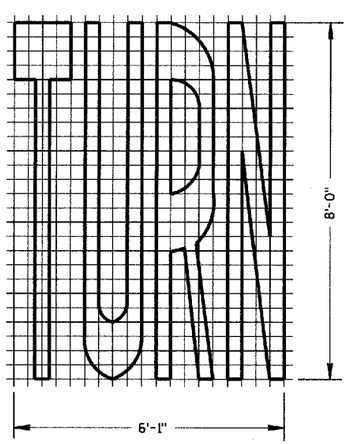
TYPE 4

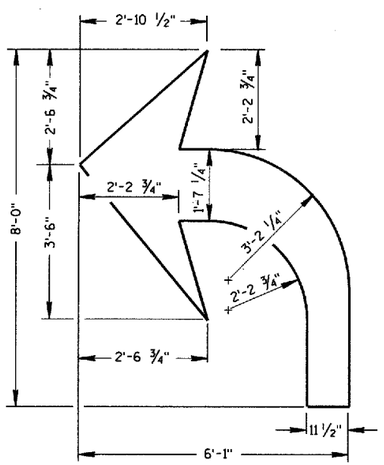




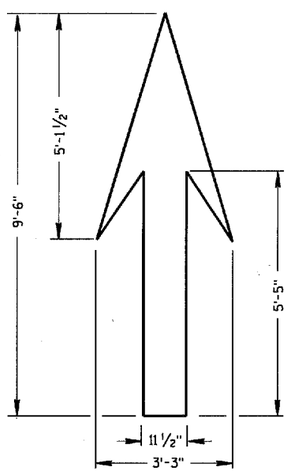








TYPE 2



TYPE 1

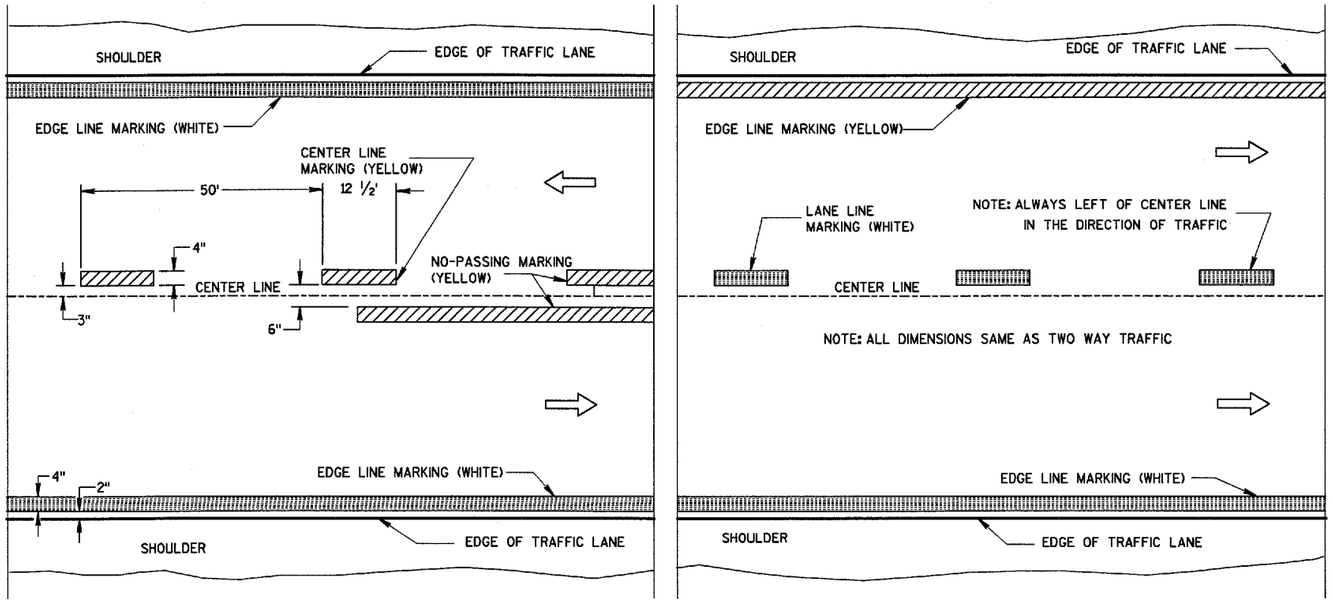
PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-28-95
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

S.D.D. 15 C 7-5a

S.D.D. 15 C 7-5a



TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

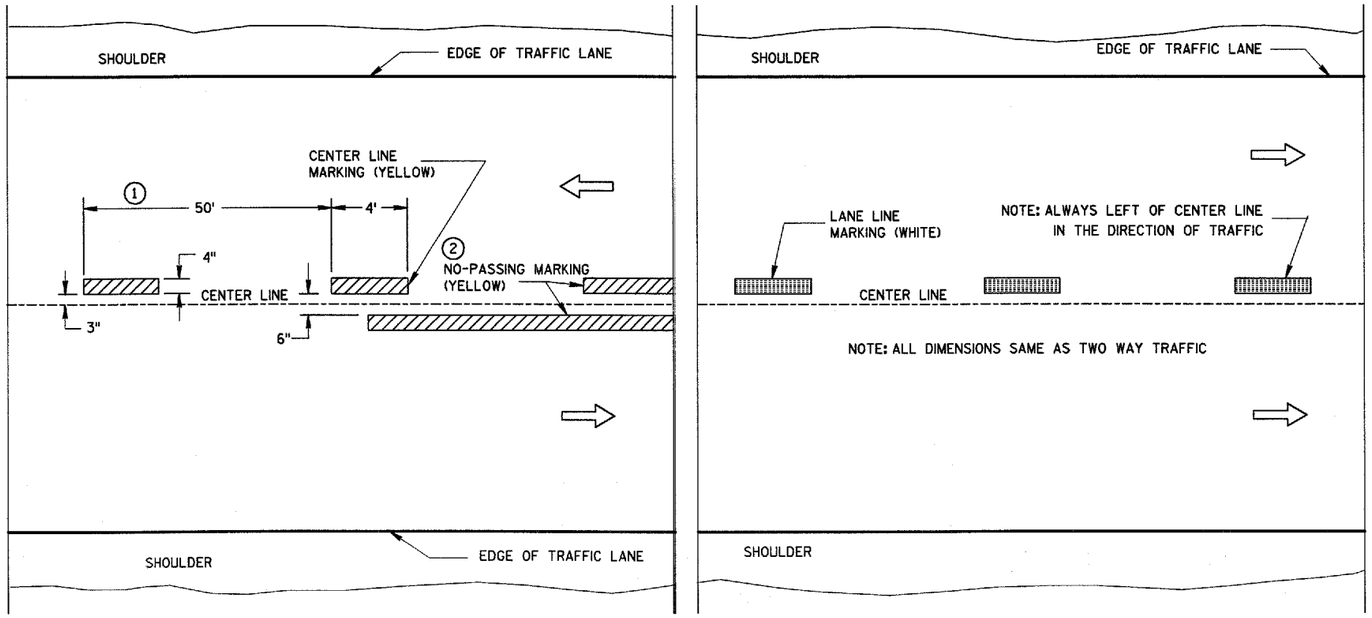
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

(2) NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

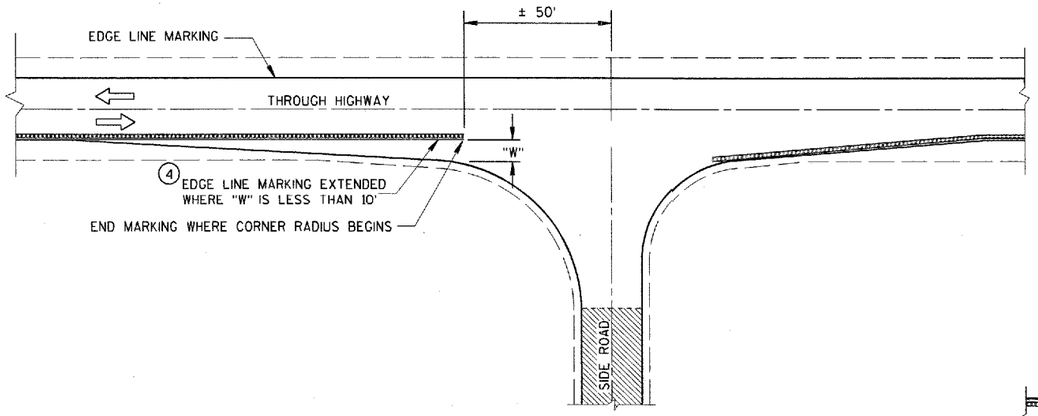
PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-17-00
DATE
Chester J. Sparus
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 8-9a

S.D.D. 15 C 8-9a

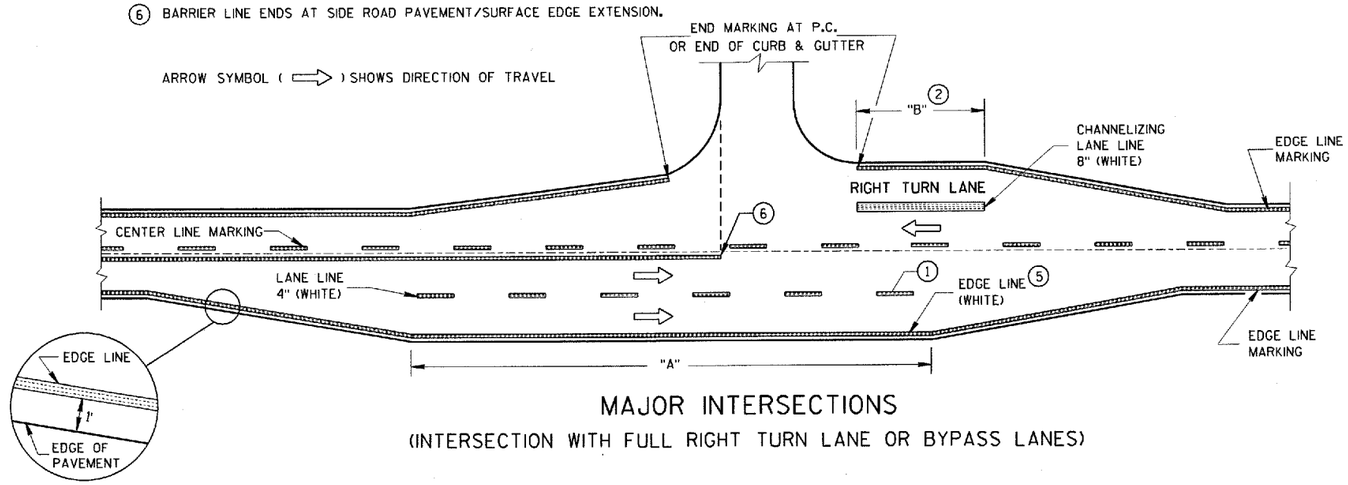


MINOR INTERSECTION WITHOUT CURBS

NOTES

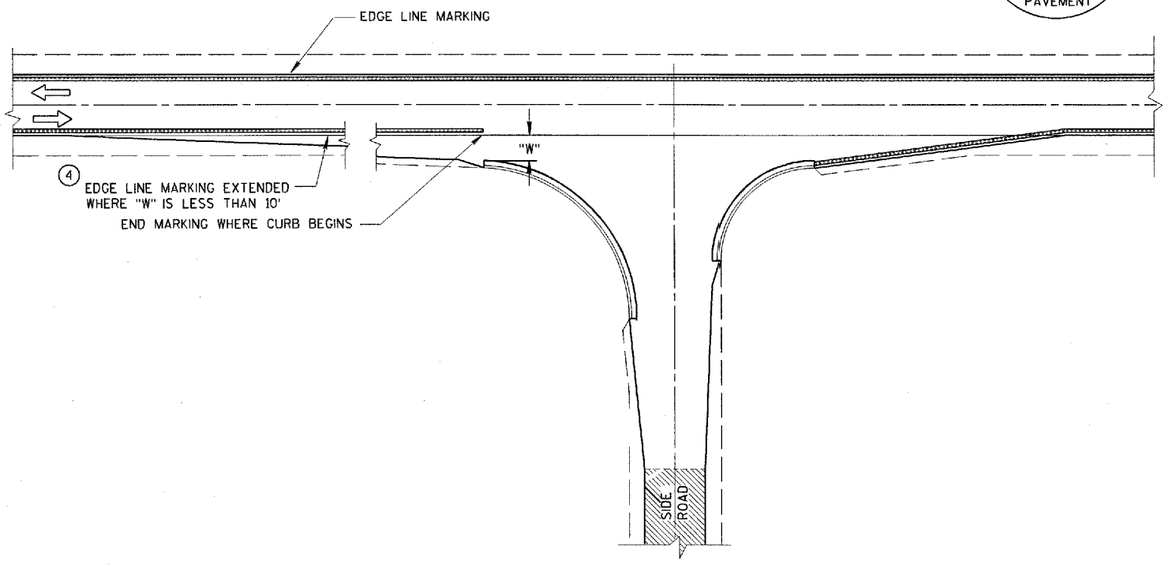
EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
4. LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.
5. THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
6. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.



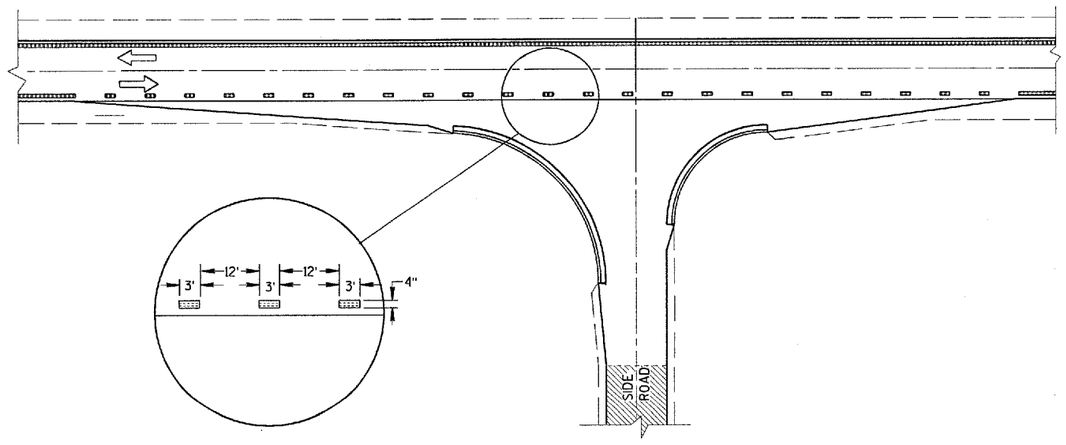
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

3 (FOR SPECIAL CONDITIONS AS SPECIFIED)

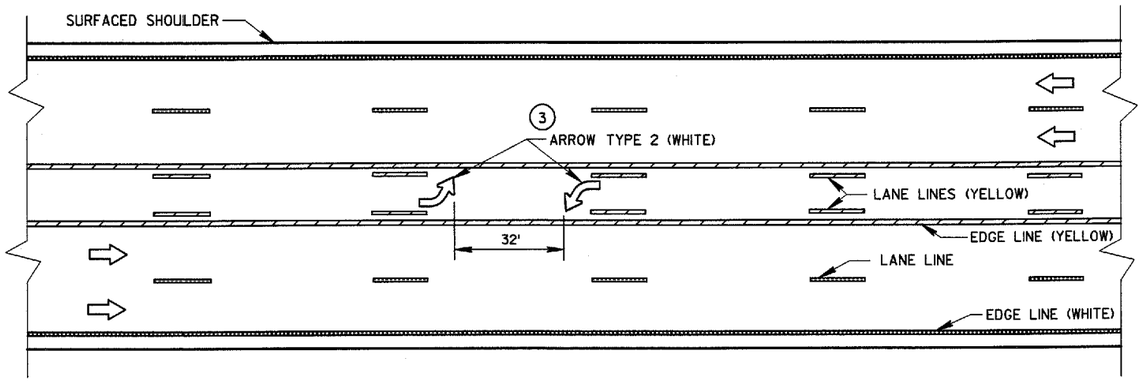
PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9b

S.D.D. 15 C 8-9b

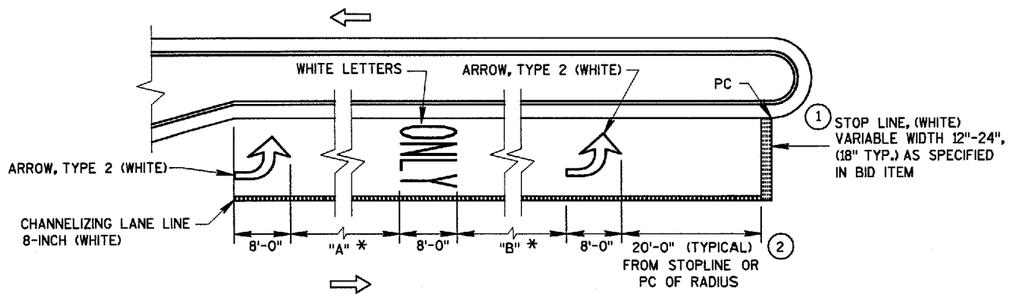
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

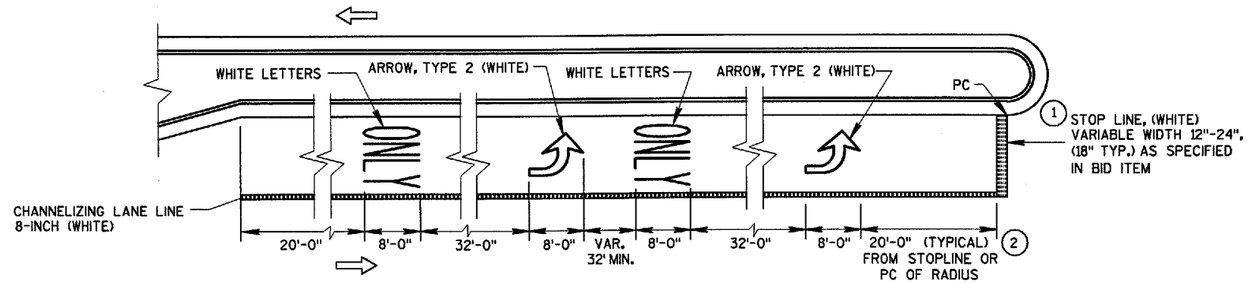
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

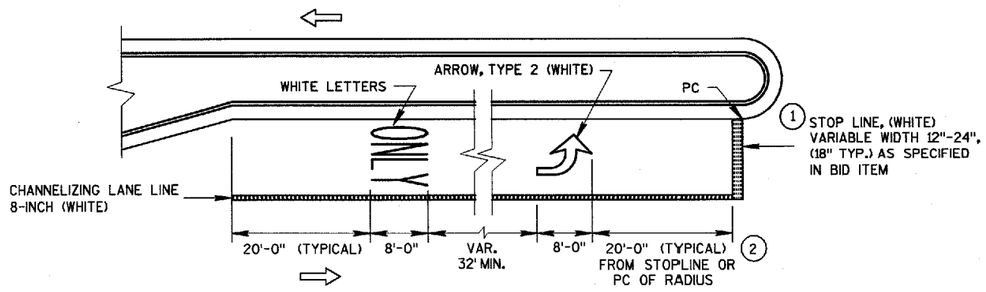


*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



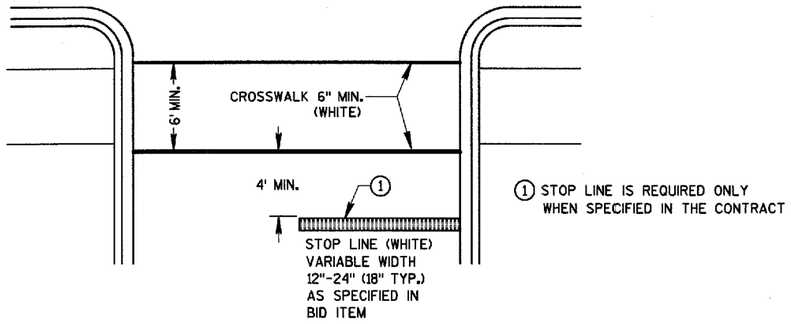
LEFT TURN LANE
(LENGTH UNDER 108')

PAVEMENT MARKING
(LEFT TURN LANE)

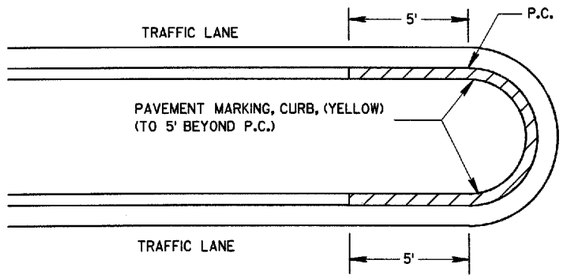
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9d

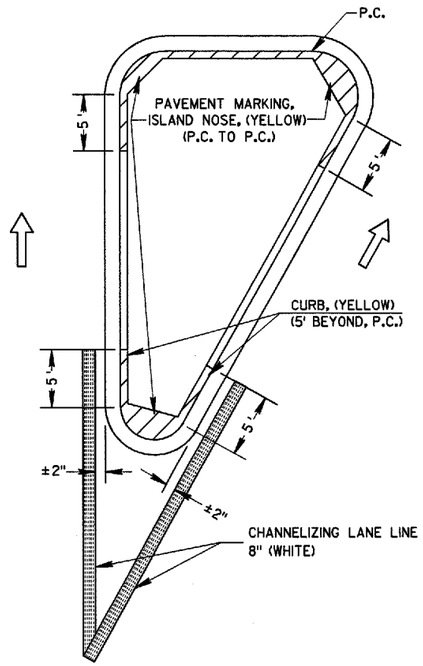
S.D.D. 15 C 8-9d



STOP LINE AND CROSSWALK

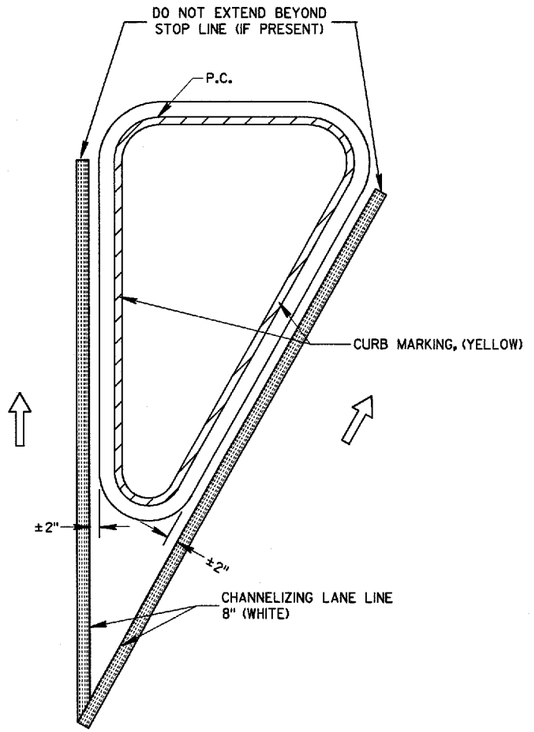


MEDIAN CURB



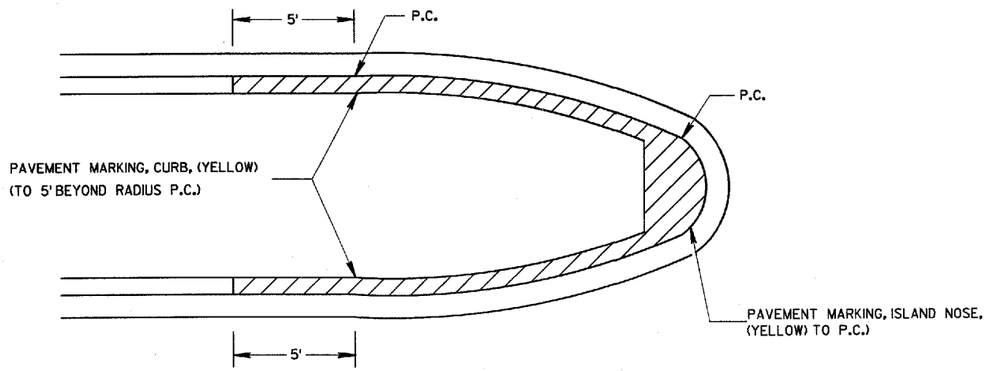
LARGE ISLAND

(GREATER THAN 50' PERIMETER OR ANY SIDE
GREATER THAN 25' BETWEEN CURVES)



SMALL ISLAND

(LESS THAN 50' PERIMETER OR ANY SIDE
LESS THAN 25' BETWEEN CURVES)



BULLET NOSE ISLAND

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

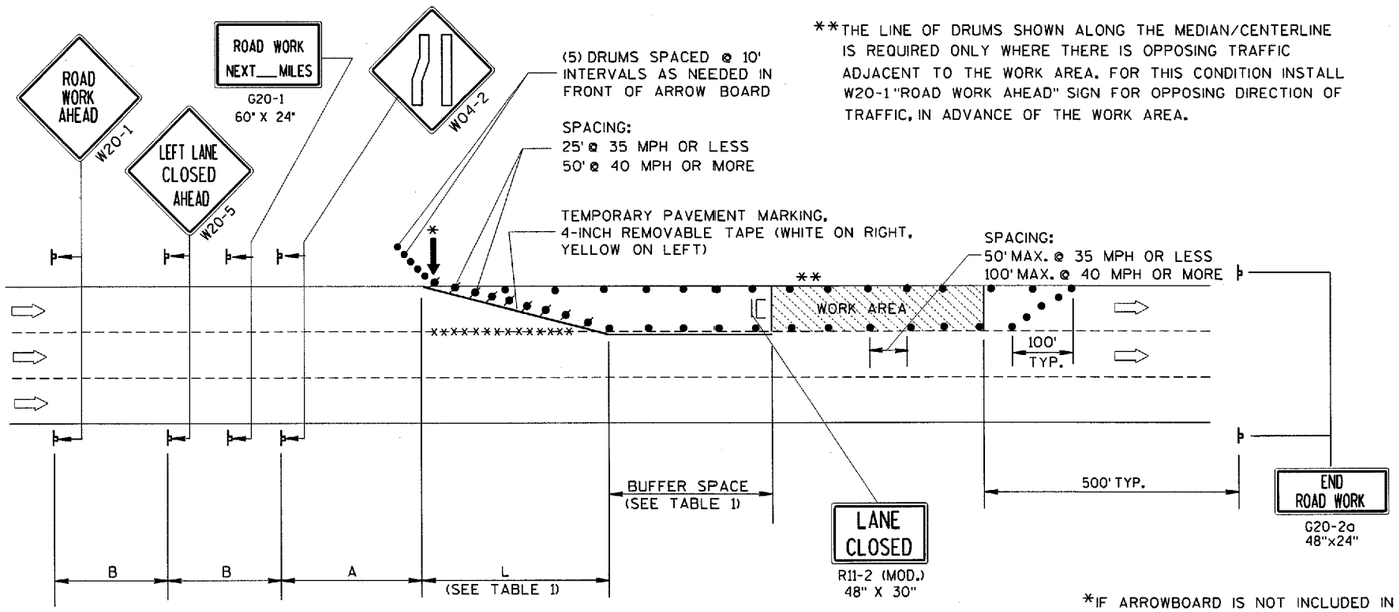
APPROVED

DATE CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 8-9e

S.D.D. 15 C 8-9e



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

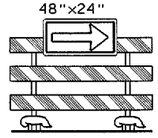


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

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.

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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 PORTABLE SUPPORTS.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, 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.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Charles J. Sprang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 D 20-1

S.D.D. 15 D 20-1

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- ARROW BOARD
- IC/C TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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 PORTABLE SUPPORTS.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

W20-1, 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.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

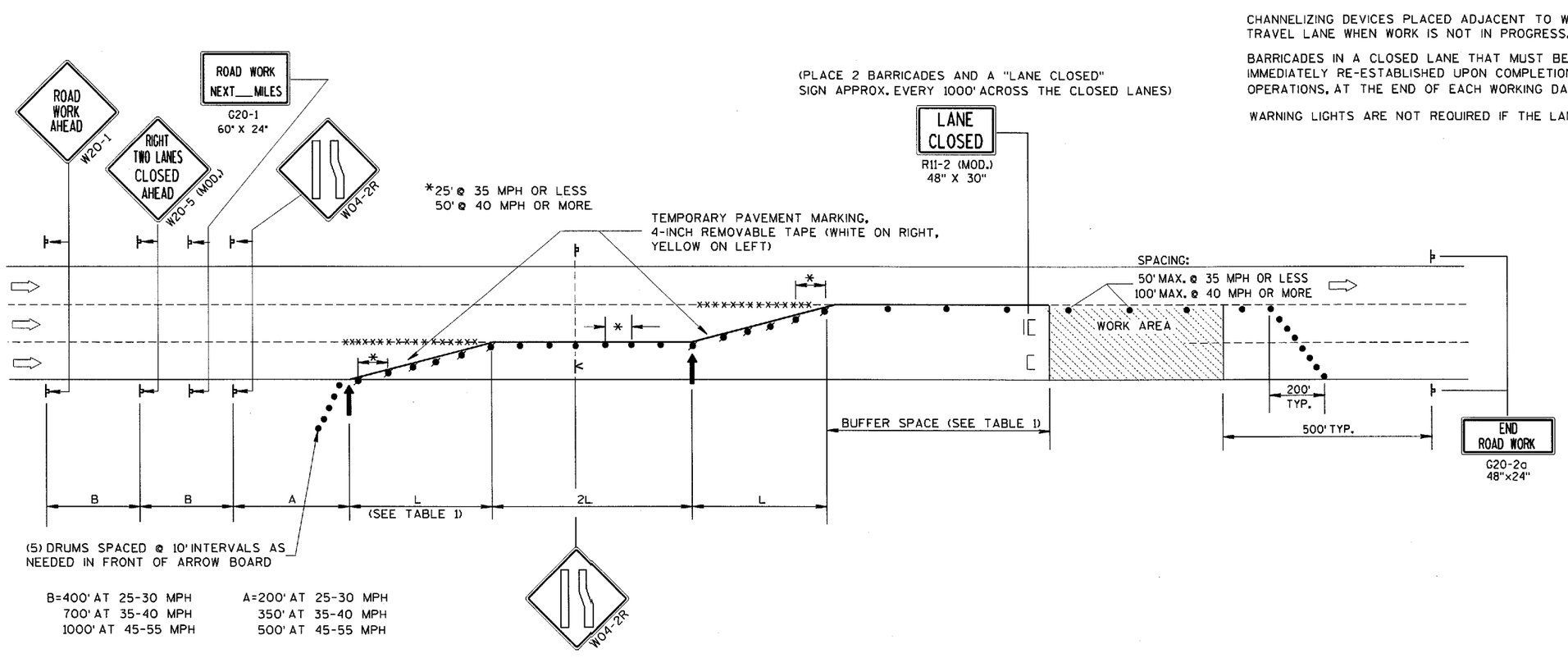
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Charles J. Spang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 D 22-1

S.D.D. 15 D 22-1

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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

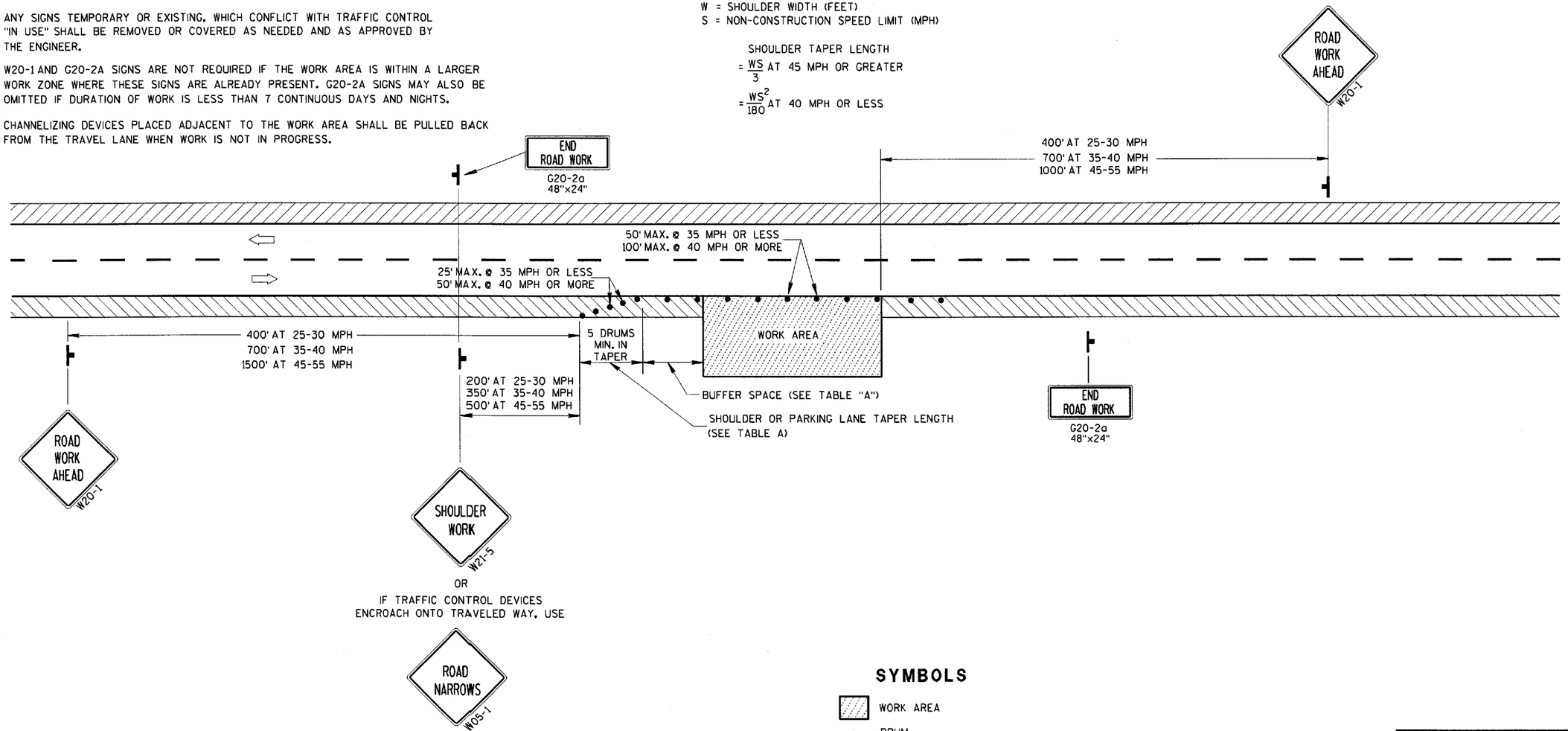
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

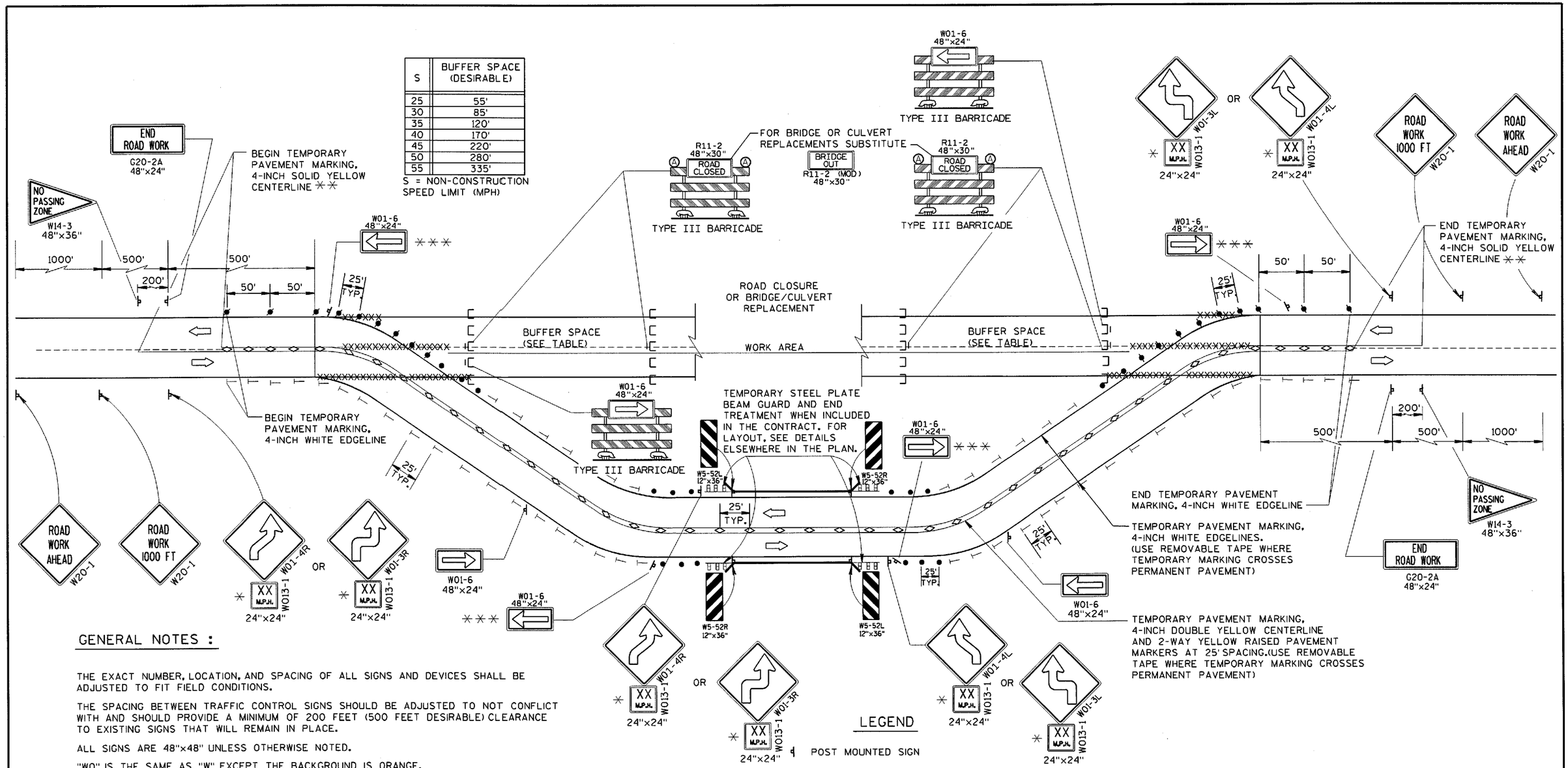
TRAFFIC CONTROL,
WORK ON SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Charles J. Sparg
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 D 28-1

S.D.D. 15 D 28-1



GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

* INDICATE THE ADVISORY SPEED PLATE LEGEND IN THE MISCELLANEOUS QUANTITIES. IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

** WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

*** OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

- POST MOUNTED SIGN
- DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- DRUM
- TYPE III BARRICADE (8' EQUIVALENT) WITHOUT / WITH SIGN
- WARNING LIGHT, TYPE A (LOW-INTENSITY FLASHING)
- TEMPORARY DELINEATOR, CRYSTAL (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT

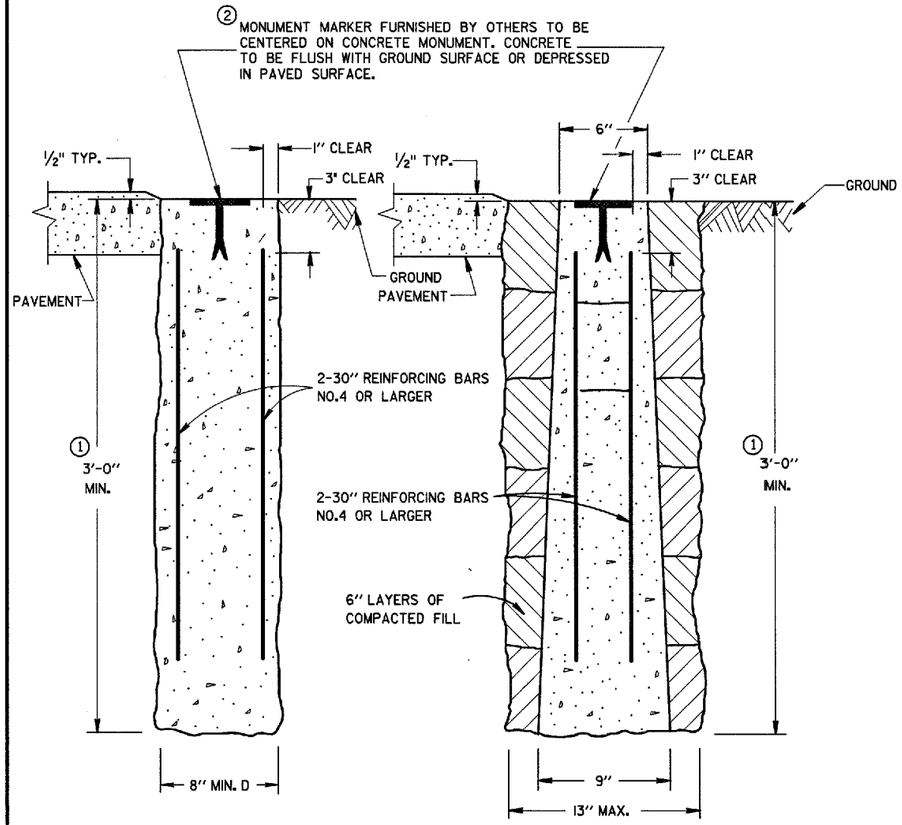
TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Curtis J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 D 31-1

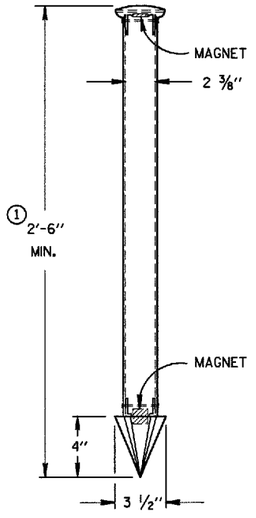
S.D.D. 15 D 31-1



CAST-IN-PLACE PRECAST

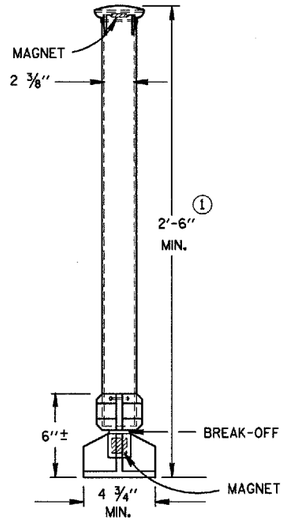
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D

BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

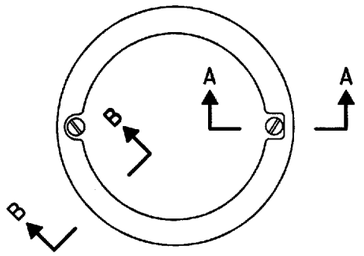
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

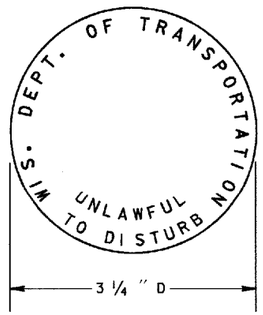
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

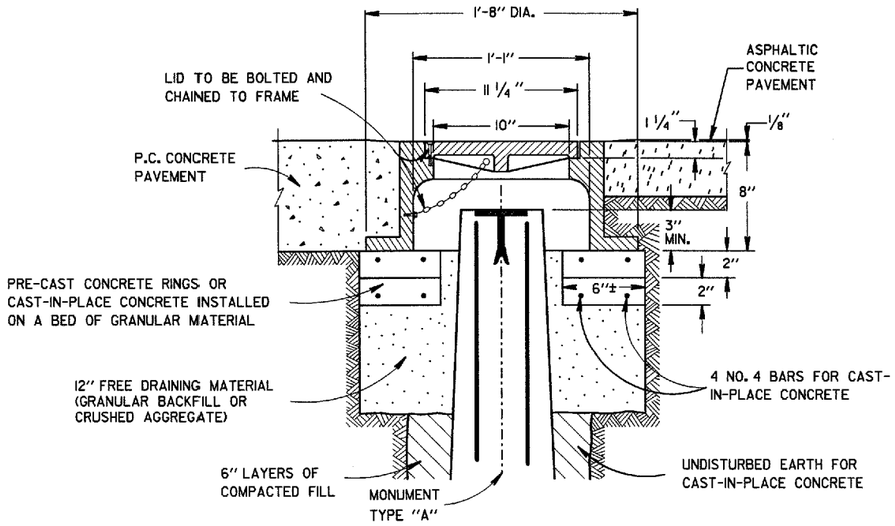


TOP VIEW



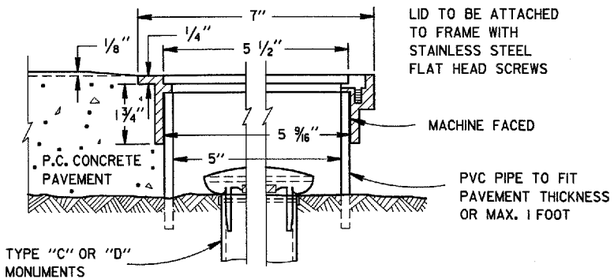
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/22/99 DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

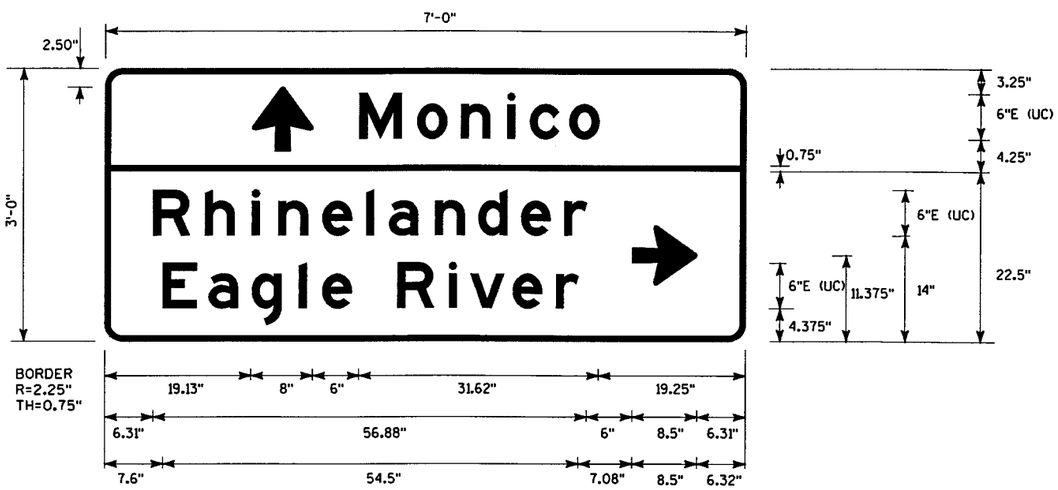
FHWA

S.D.D. 16 A 1-6

S.D.D. 16 A 1-6

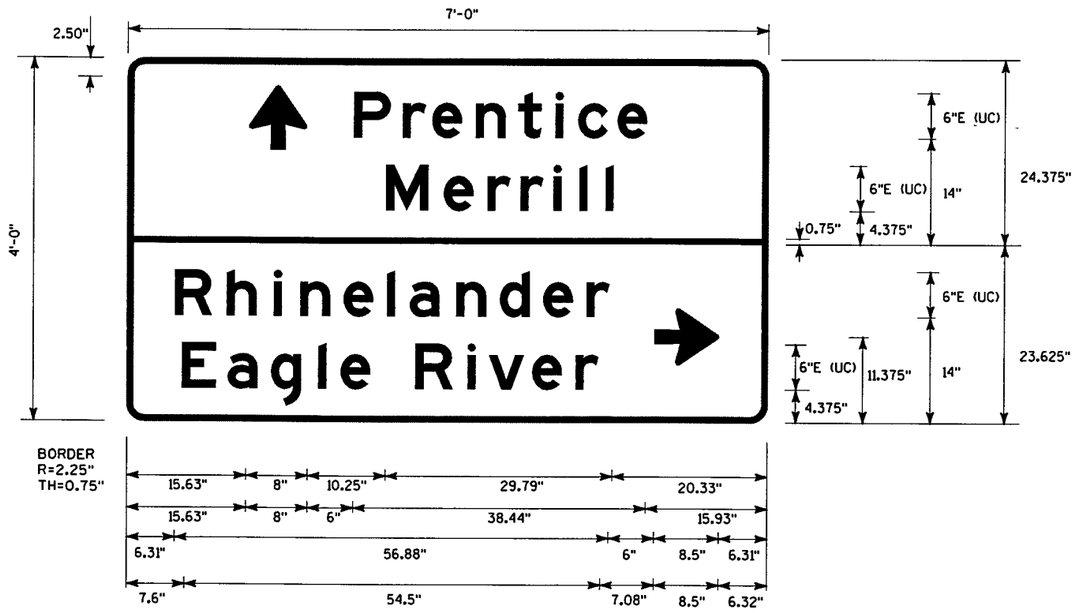
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	305.
SIGN PLATES	
S.T.H. 17	ONEIDA COUNTY

TYPICAL SIGN
D1 - 3



25

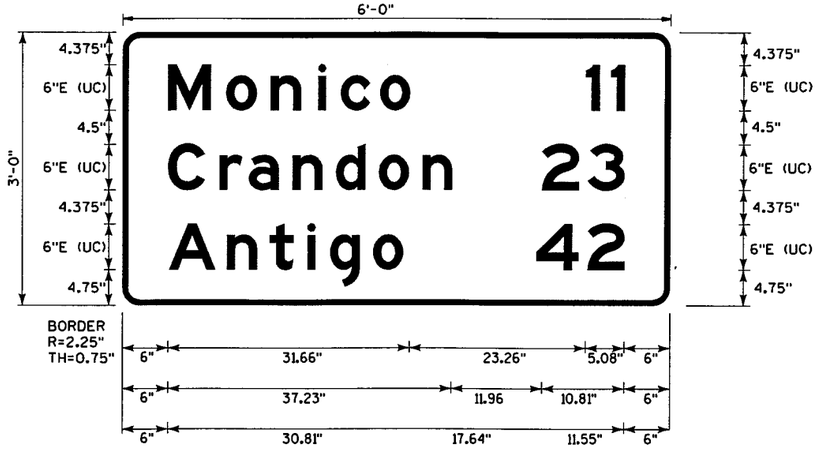
TYPICAL SIGN
D1 - 4



45

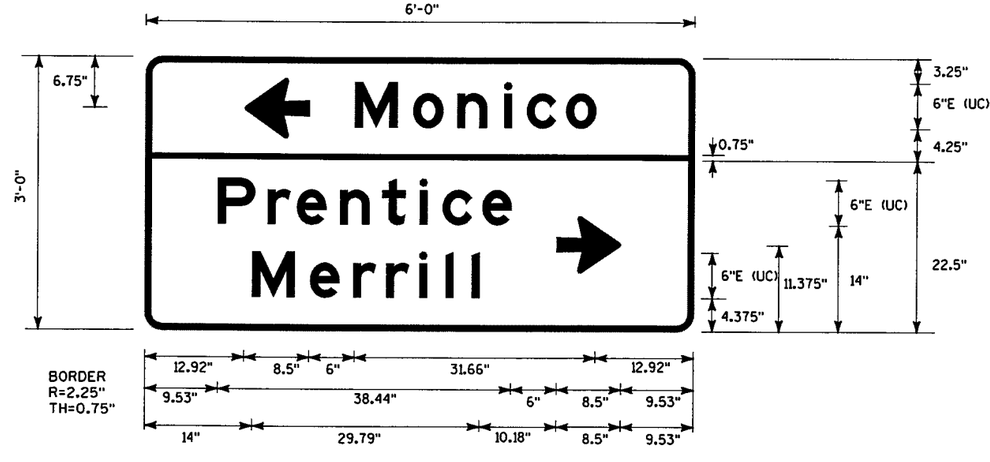
NOTES:
1. SIGN IS TYPE II - REFLECTIVE - REFERENCE WISDOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. SIGNS SHALL HAVE 4 1/2-INCH LC/6-INCH UC MESSAGE COPY, SERIES E.

TYPICAL SIGN
D2 - 3



51

TYPICAL SIGN
D1 - 3

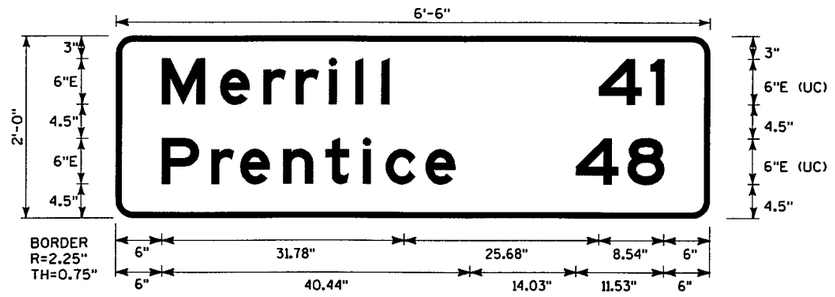


65

ORIGINATOR:
PROJECT NO. 440307.00
DATE: 10/14/02
FILE NAME: 023215 PS.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,

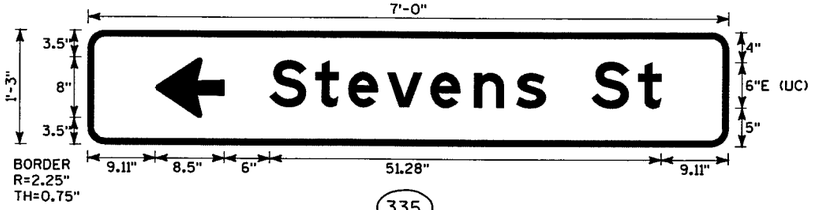
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	306
SIGN PLATES	
S.T.H. 17	ONEIDA COUNTY

TYPICAL SIGN
D2 - 2



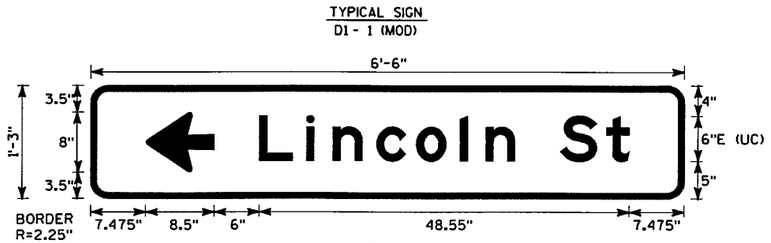
15

TYPICAL SIGN
D1 - 1 (MOD)



335

TYPICAL SIGN
D1 - 1 (MOD)

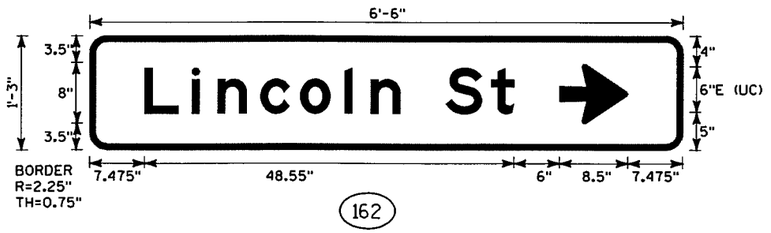


105

TYPICAL SIGN
D1 - 1 (MOD)

340

TYPICAL SIGN
D1 - 1 (MOD)



162

NOTES:
1. SIGN IS TYPE II - REFLECTIVE - REFERENCE WISDOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION LATEST EDITION.
2. COLOR:
   BACKGROUND - GREEN
   MESSAGE - WHITE
3. SIGNS SHALL HAVE 4 1/2-INCH LC/6-INCH UC MESSAGE COPY, SERIES E.

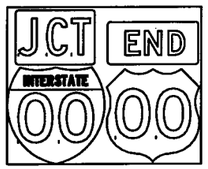
ORIGINATOR:
PROJECT NO. 440307.00
DATE: 10/14/02
FILE NAME: 023216 PS.DGN
PLOT NAME:
SCALE:
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,

FILE NAME: tr_stdplate 0215.dgn PLOT SCALE: 1.81
REVIS. DATE: 3/02/00
ORIGINATOR: SANDY ANDERSON
LEVELS ON - 2.3. 5.6. 63.

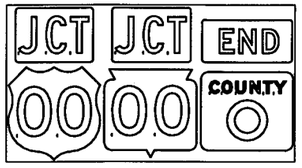
STATE PROJECT NUMBER 9040-05-70 | SHEET NO. 307

TYPICAL ASSEMBLIES

J1-1

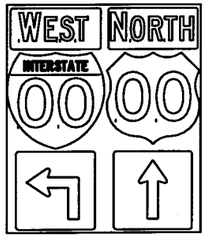


J1-2

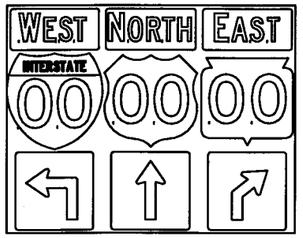


J1-3

J2-1

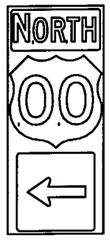


J2-2

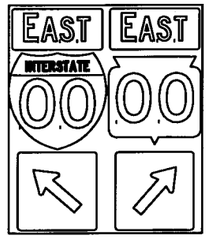


J2-3

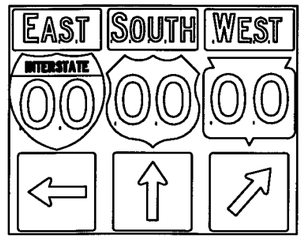
JV



J3-1

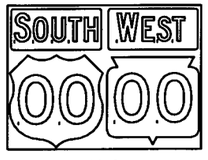


J3-2

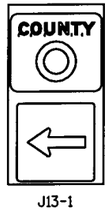


J3-3

J4-1



J4-2



J13-1

J12-1

J32-1

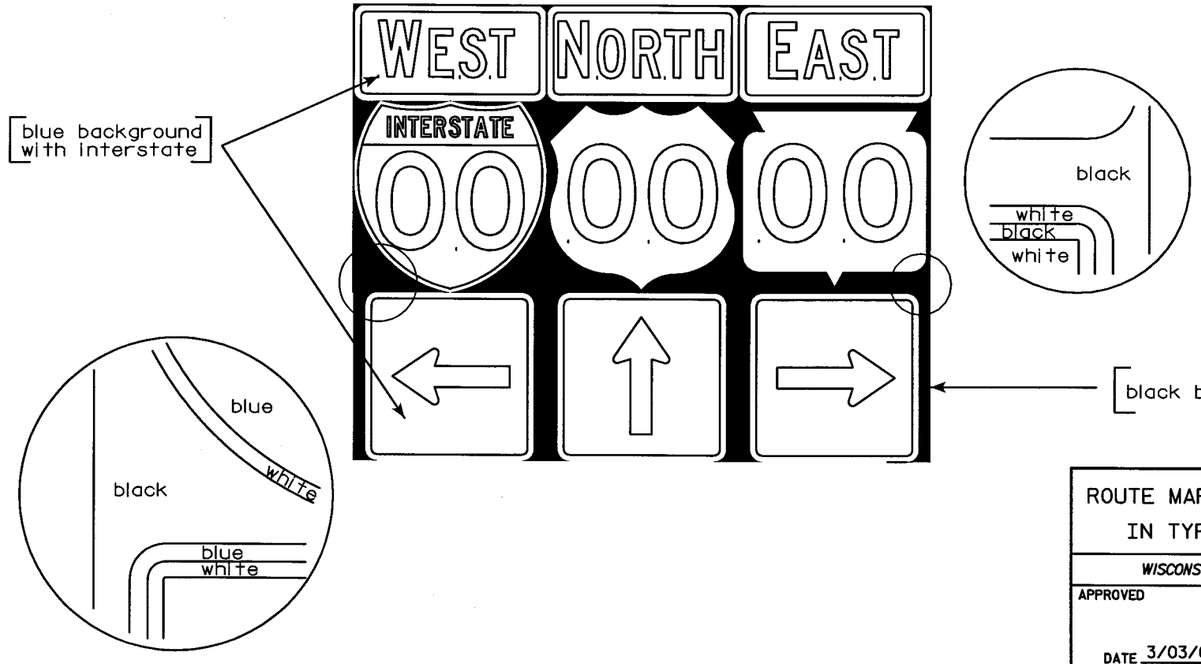
J33-1

J23-1

J22-1

NOTES

1. Signs are Type II - Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.



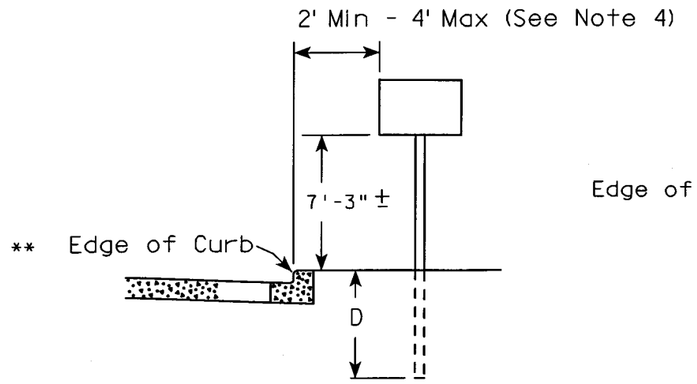
ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

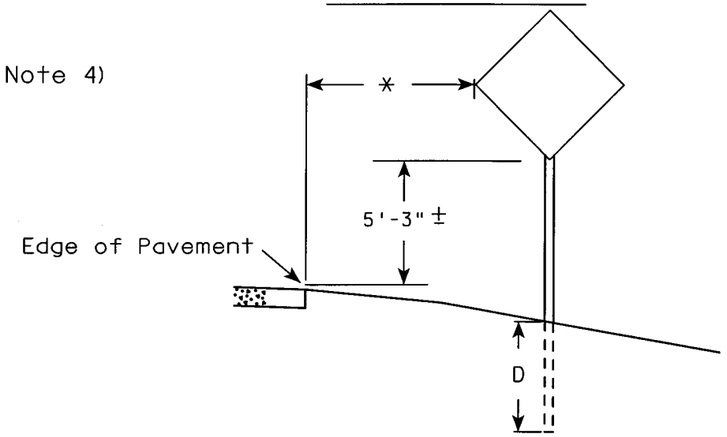
APPROVED Chester J Spragg
for State Traffic Engineer

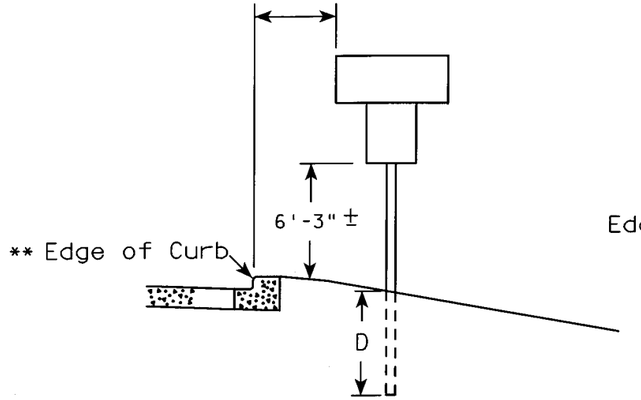
DATE 3/03/00 PLATE NO. A2-1S.2

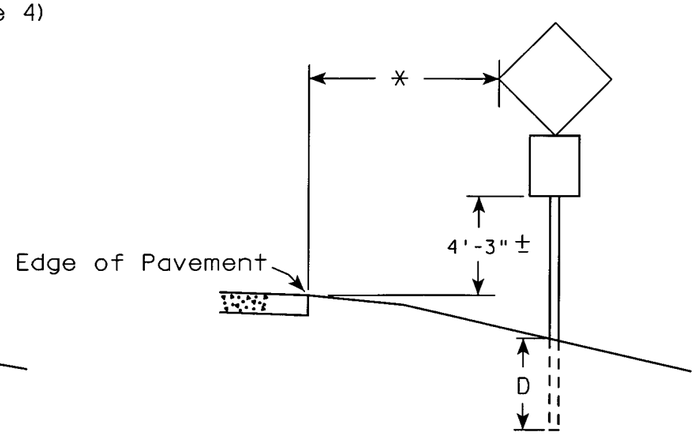
URBAN AREA



RURAL AREA (See Note 2)







GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'-3" ± or 6'-3" ± depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" ± or 5"-3" ± per urban or rural detail respectively.
4. Offset distance shall be consistent with existing signs or consistent throughout length of project.
5. The (±) tolerance for mounting height is 3 inches.

POST EMBEDMENT DEPTH

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

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted.

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spanz for State Traffic Engineer

DATE 07/23/01 PLATE NO. A4-3.11

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 308 | E

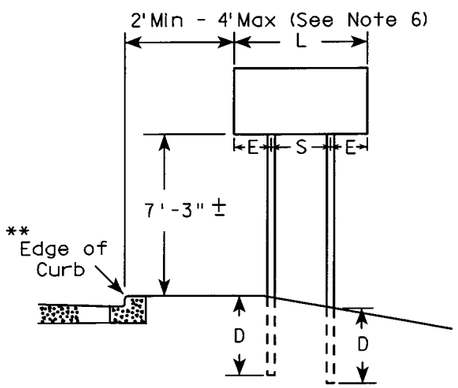
FILE NAME : C:\Users\Projects\tr_stdplate\A43.DGN PLOT DATE: 03-SEP-2002 06:23 ORG DATE : Originator : Dist PLOT SCALE : 104.761905:1.000000

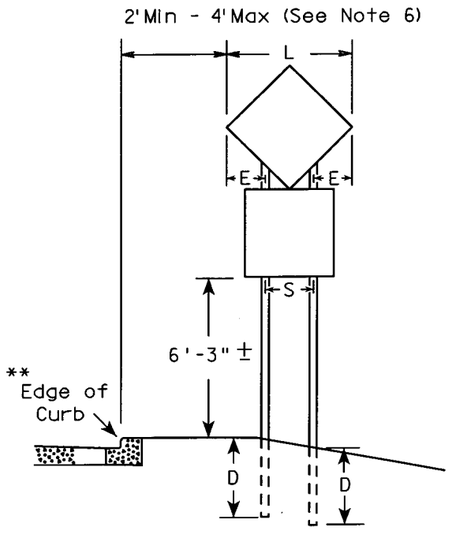
WISDOT/CADDS SHEET 42

LEVELS ON - 2 5,6 10,11,12,13,14,15,16

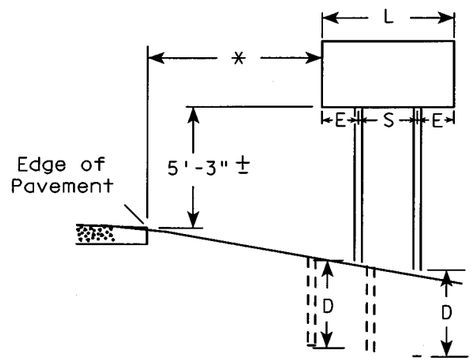
58,59,60,61,62,63

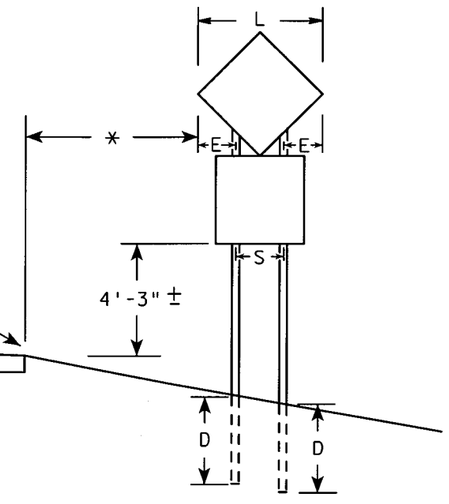
URBAN AREA

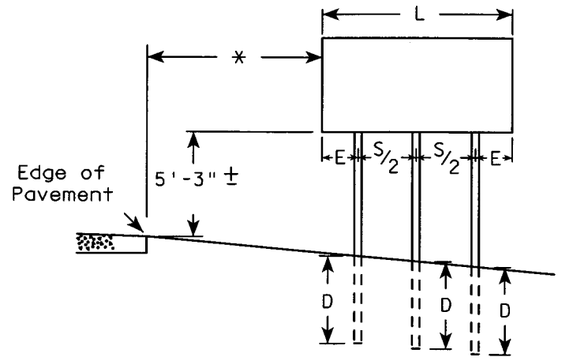




RURAL AREA (See Note 3)







GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
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. Minimum mounting height for J assemblies (A4-5) is 7'-3" ± or 5'-3" ± per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from 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 where there is sidewalk adjacent to the roadway or parking is permitted.

DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

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 Chester J Spanje for State Traffic Engineer

DATE 10/4/01 PLATE NO. A4-4.6

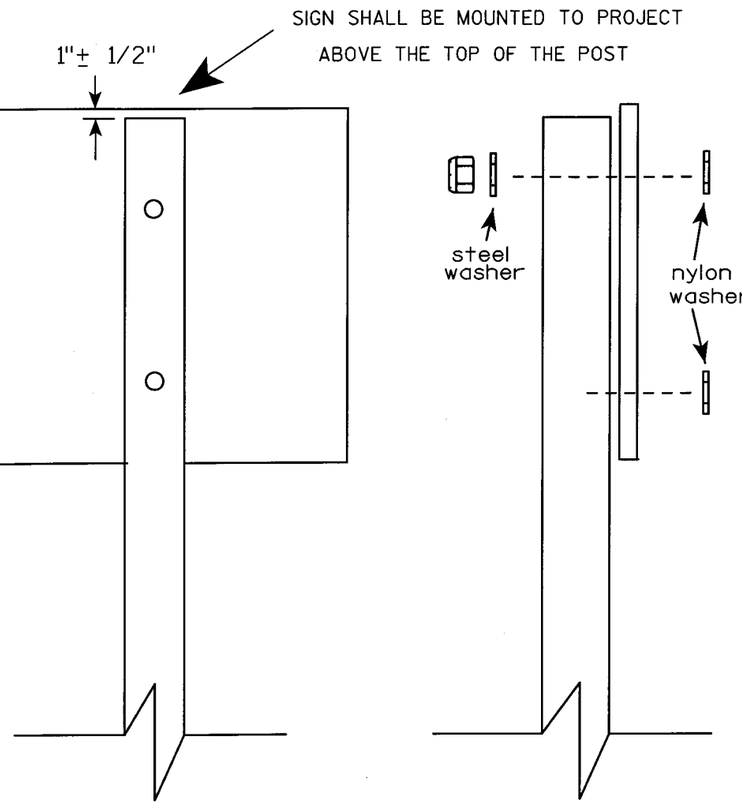
STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 309 | E

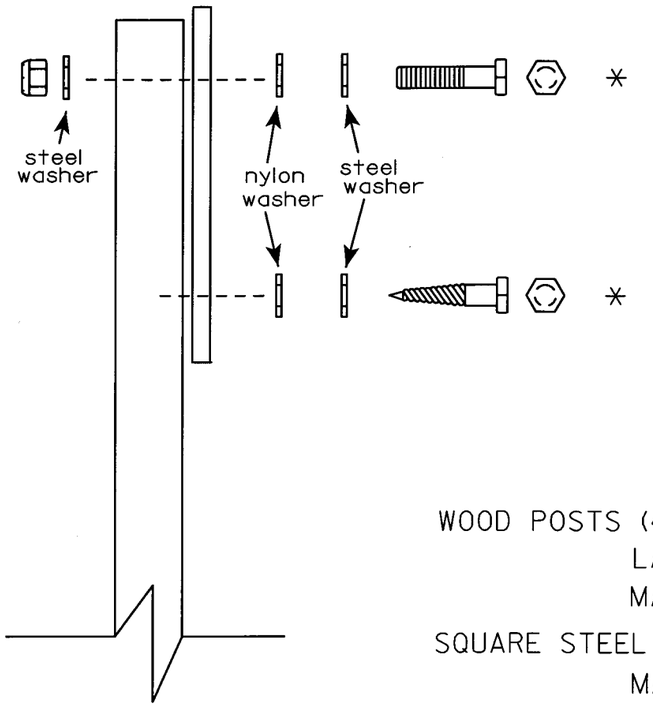
FILE NAME : C:\Users\Projects\tr_stdplate\A44.DGN PLOT DATE: 03-SEP-2002 06:23 ORG DATE : 7/23/01 Originator : Sandy Anderson PLOT SCALE : 104.761905:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON • 2.3 5.6 R.

58.59 63





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

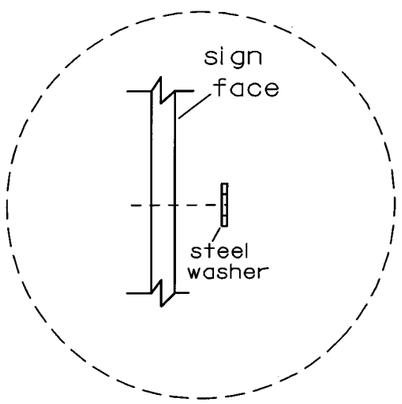
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* 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 9 sq. ft. or larger require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 4/03/02 PLATE NO. A4-8.5

STATE PROJECT NUMBER: 9040-05-70	HWY:	COUNTY:			SHEET NO: 310	E

58,59,63,64,65,66,67,68,69,70,71,72,73,74,75,76,77,78,79,80,81,82,83,84,85,86,87,88,89,90,91,92,93,94,95,96,97,98,99,100,101,102,103,104,105,106,107,108,109,110,111,112,113,114,115,116,117,118,119,120,121,122,123,124,125,126,127,128,129,130,131,132,133,134,135,136,137,138,139,140,141,142,143,144,145,146,147,148,149,150,151,152,153,154,155,156,157,158,159,160,161,162,163,164,165,166,167,168,169,170,171,172,173,174,175,176,177,178,179,180,181,182,183,184,185,186,187,188,189,190,191,192,193,194,195,196,197,198,199,200,201,202,203,204,205,206,207,208,209,210,211,212,213,214,215,216,217,218,219,220,221,222,223,224,225,226,227,228,229,230,231,232,233,234,235,236,237,238,239,240,241,242,243,244,245,246,247,248,249,250,251,252,253,254,255,256,257,258,259,260,261,262,263,264,265,266,267,268,269,270,271,272,273,274,275,276,277,278,279,280,281,282,283,284,285,286,287,288,289,290,291,292,293,294,295,296,297,298,299,300,301,302,303,304,305,306,307,308,309,310,311,312,313,314,315,316,317,318,319,320,321,322,323,324,325,326,327,328,329,330,331,332,333,334,335,336,337,338,339,340,341,342,343,344,345,346,347,348,349,350,351,352,353,354,355,356,357,358,359,360,361,362,363,364,365,366,367,368,369,370,371,372,373,374,375,376,377,378,379,380,381,382,383,384,385,386,387,388,389,390,391,392,393,394,395,396,397,398,399,400,401,402,403,404,405,406,407,408,409,410,411,412,413,414,415,416,417,418,419,420,421,422,423,424,425,426,427,428,429,430,431,432,433,434,435,436,437,438,439,440,441,442,443,444,445,446,447,448,449,450,451,452,453,454,455,456,457,458,459,460,461,462,463,464,465,466,467,468,469,470,471,472,473,474,475,476,477,478,479,480,481,482,483,484,485,486,487,488,489,490,491,492,493,494,495,496,497,498,499,500,501,502,503,504,505,506,507,508,509,510,511,512,513,514,515,516,517,518,519,520,521,522,523,524,525,526,527,528,529,530,531,532,533,534,535,536,537,538,539,540,541,542,543,544,545,546,547,548,549,550,551,552,553,554,555,556,557,558,559,560,561,562,563,564,565,566,567,568,569,570,571,572,573,574,575,576,577,578,579,580,581,582,583,584,585,586,587,588,589,590,591,592,593,594,595,596,597,598,599,600,601,602,603,604,605,606,607,608,609,610,611,612,613,614,615,616,617,618,619,620,621,622,623,624,625,626,627,628,629,630,631,632,633,634,635,636,637,638,639,640,641,642,643,644,645,646,647,648,649,650,651,652,653,654,655,656,657,658,659,660,661,662,663,664,665,666,667,668,669,670,671,672,673,674,675,676,677,678,679,680,681,682,683,684,685,686,687,688,689,690,691,692,693,694,695,696,697,698,699,700,701,702,703,704,705,706,707,708,709,710,711,712,713,714,715,716,717,718,719,720,721,722,723,724,725,726,727,728,729,730,731,732,733,734,735,736,737,738,739,740,741,742,743,744,745,746,747,748,749,750,751,752,753,754,755,756,757,758,759,760,761,762,763,764,765,766,767,768,769,770,771,772,773,774,775,776,777,778,779,780,781,782,783,784,785,786,787,788,789,790,791,792,793,794,795,796,797,798,799,800,801,802,803,804,805,806,807,808,809,810,811,812,813,814,815,816,817,818,819,820,821,822,823,824,825,826,827,828,829,830,831,832,833,834,835,836,837,838,839,840,841,842,843,844,845,846,847,848,849,850,851,852,853,854,855,856,857,858,859,860,861,862,863,864,865,866,867,868,869,870,871,872,873,874,875,876,877,878,879,880,881,882,883,884,885,886,887,888,889,890,891,892,893,894,895,896,897,898,899,900,901,902,903,904,905,906,907,908,909,910,911,912,913,914,915,916,917,918,919,920,921,922,923,924,925,926,927,928,929,930,931,932,933,934,935,936,937,938,939,940,941,942,943,944,945,946,947,948,949,950,951,952,953,954,955,956,957,958,959,960,961,962,963,964,965,966,967,968,969,970,971,972,973,974,975,976,977,978,979,980,981,982,983,984,985,986,987,988,989,990,991,992,993,994,995,996,997,998,999,1000,1001,1002,1003,1004,1005,1006,1007,1008,1009,1010,1011,1012,1013,1014,1015,1016,1017,1018,1019,1020,1021,1022,1023,1024,1025,1026,1027,1028,1029,1030,1031,1032,1033,1034,1035,1036,1037,1038,1039,1040,1041,1042,1043,1044,1045,1046,1047,1048,1049,1050,1051,1052,1053,1054,1055,1056,1057,1058,1059,1060,1061,1062,1063,1064,1065,1066,1067,1068,1069,1070,1071,1072,1073,1074,1075,1076,1077,1078,1079,1080,1081,1082,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1109,1110,1111,1112,1113,1114,1115,1116,1117,1118,1119,1120,1121,1122,1123,1124,1125,1126,1127,1128,1129,1130,1131,1132,1133,1134,1135,1136,1137,1138,1139,1140,1141,1142,1143,1144,1145,1146,1147,1148,1149,1150,1151,1152,1153,1154,1155,1156,1157,1158,1159,1160,1161,1162,1163,1164,1165,1166,1167,1168,1169,1170,1171,1172,1173,1174,1175,1176,1177,1178,1179,1180,1181,1182,1183,1184,1185,1186,1187,1188,1189,1190,1191,1192,1193,1194,1195,1196,1197,1198,1199,1200,1201,1202,1203,1204,1205,1206,1207,1208,1209,1210,1211,1212,1213,1214,1215,1216,1217,1218,1219,1220,1221,1222,1223,1224,1225,1226,1227,1228,1229,1230,1231,1232,1233,1234,1235,1236,1237,1238,1239,1240,1241,1242,1243,1244,1245,1246,1247,1248,1249,1250,1251,1252,1253,1254,1255,125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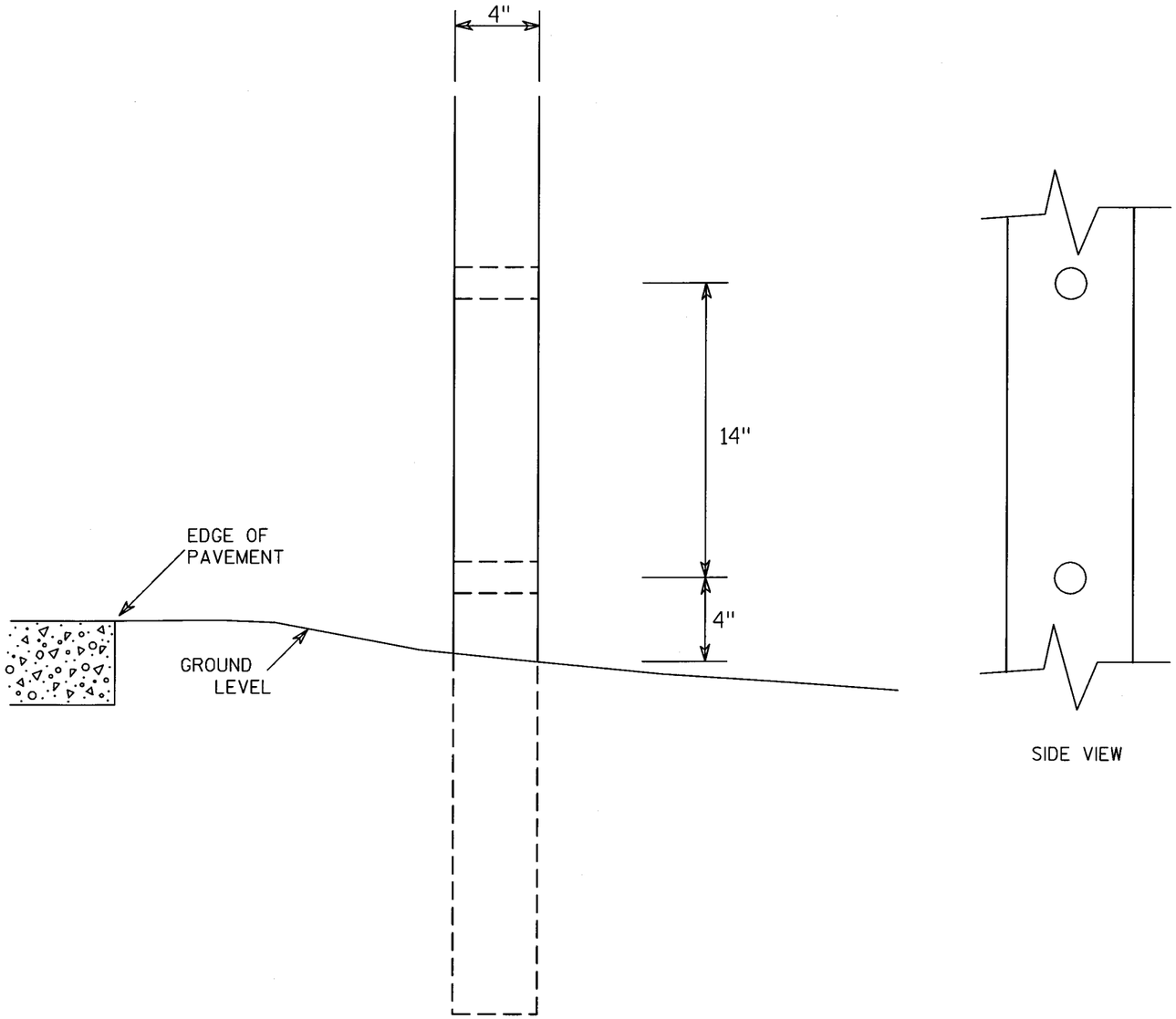


SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

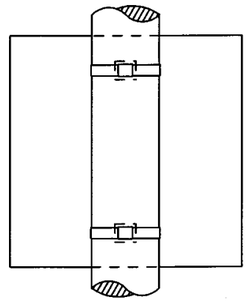
APPROVED Chester J Spang for State Traffic Engineer

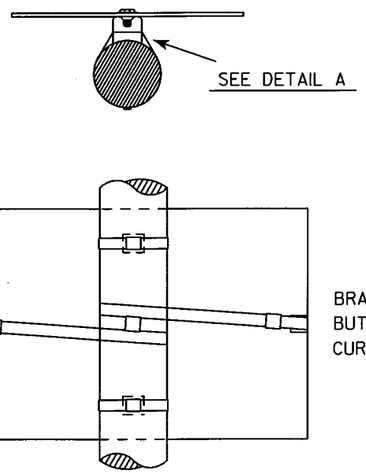
DATE 3/27/97 PLATE NO. A4-11.2

9040-05-70 SHEET NO: 311 E

58.59 62.63
LEVELS ON - 2.3, 5.6, 10.
FILE NAME : C:±Users±Projects±tr_stdplate±A411.DGN PLOT DATE: 03-SEP-2002 06:25 ORG DATE : Originator : Don Kluever
WISDOT/CADDS SHEET 42

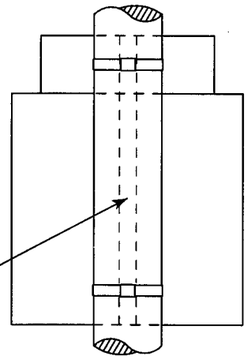
SINGLE SIGN





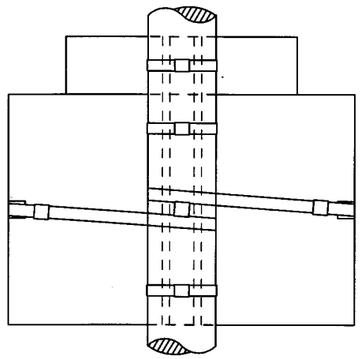
SEE DETAIL A

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET

SEE DETAIL B

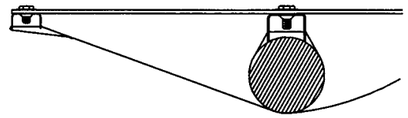


BRACKET BANDING

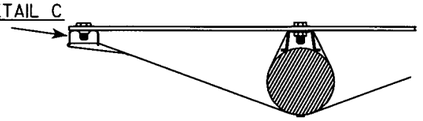
USE ONE BRACE BAND ON EACH SIGN 16 SQUARE FEET MAXIMUM.

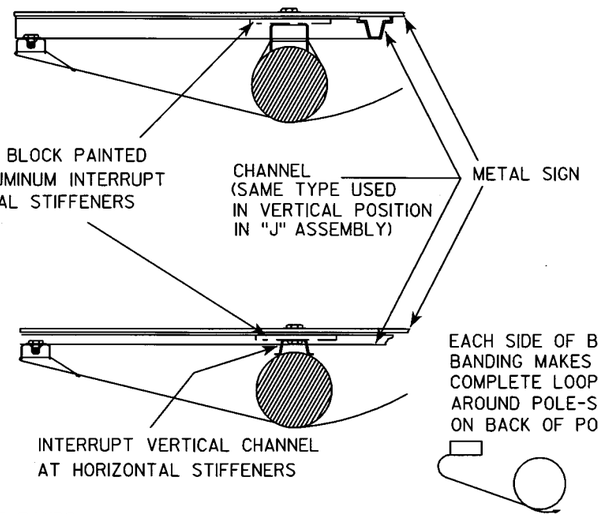
BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.

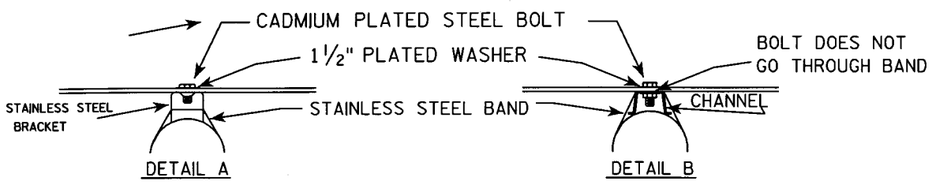
BRACKET BANDING

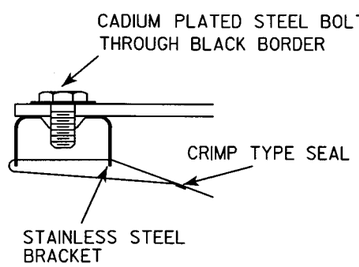


DETAIL C









BRACE BANDING

NUMBER OF BRACKET BANDS

WHEN THE AREA OF THE SIGN OR SIGN ASSEMBLY IS LESS THAN 10 SQUARE FEET, TWO BRACKET BANDS SHALL BE USED. WHEN THE AREA IS 10 SQUARE FEET OR MORE, THREE BRACKET BANDS SHALL BE USED.

MATERIAL

BANDING AND ASSEMBLY BRACKET SHALL BE STAINLESS STEEL. ALL BANDS SHALL BE ¾" (INCH) IN WIDTH.

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 4/30/01 PLATE NO. A5-9.1

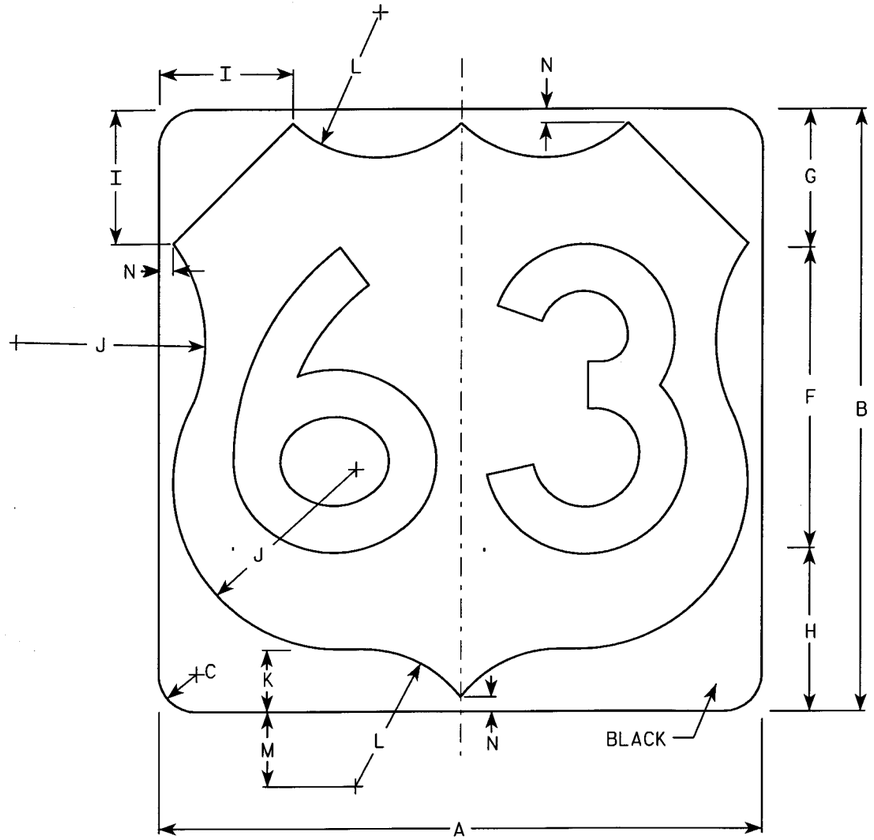
STATE PROJECT NUMBER: 9040-05-10	HWY:	COUNTY:			SHEET NO: 312	E

FILE NAME : C:±Users±Projects±tr_stdplate±A59.DGN PLOT DATE: 03-SEP-2002 06:25 REV DATE : 12/14/00 Originator : Sandy Anderson PLOT SCALE : 37.714286:1.000000

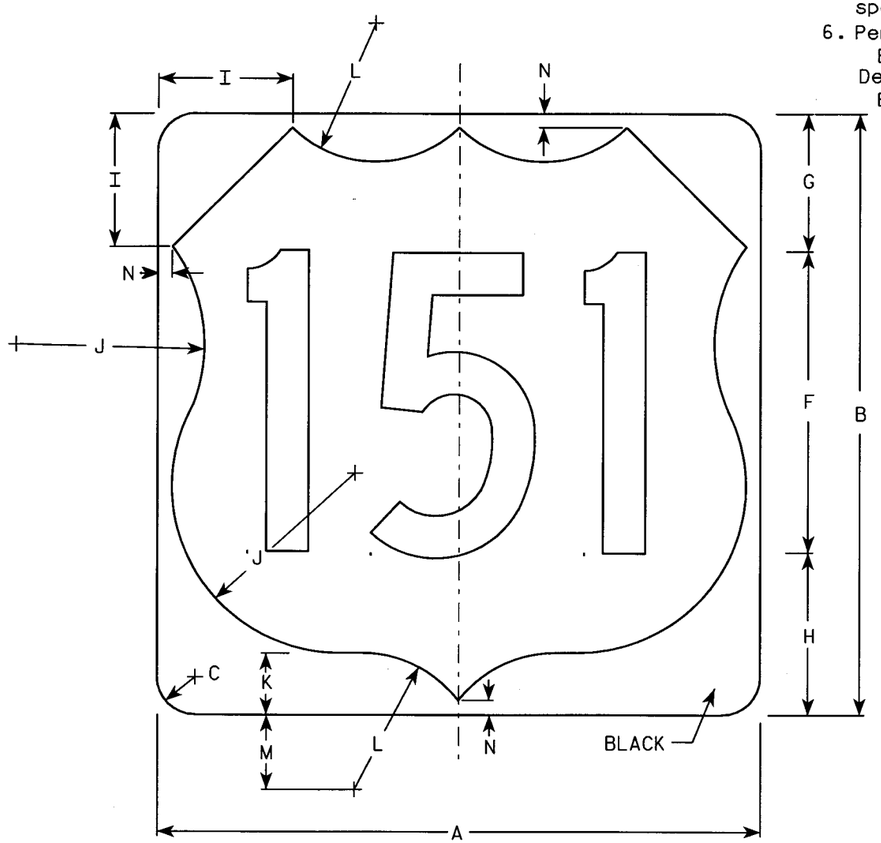
WISDOT/CADDS SHEET 42

58.59.60. 63

LEVELS ON • 2.3.4.5.6.7. 10.



M1-4



M1-4

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.	Areq m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/19/02 PLATE NO. M1-4.8

STATE PROJECT NUMBER: 9040-05-70

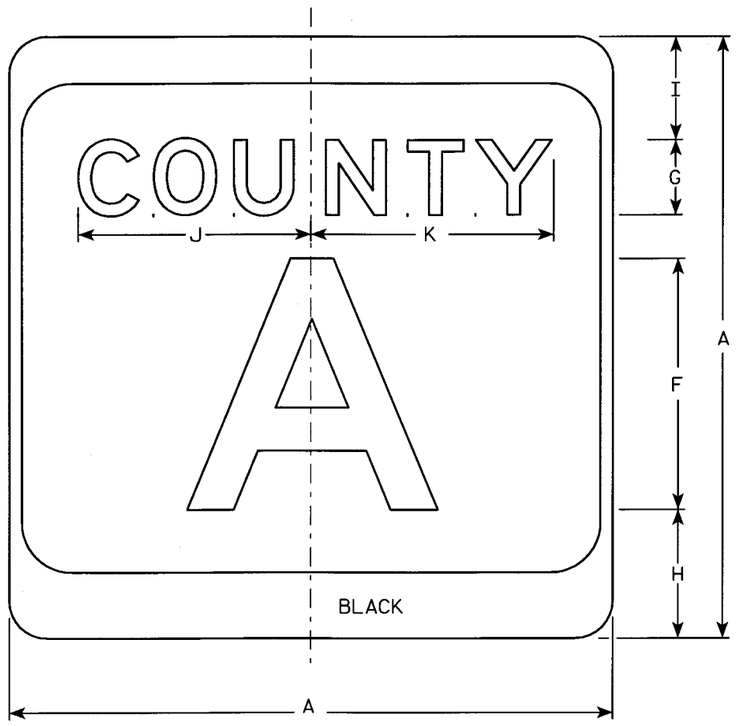
SHEET NO: 313 E

58.59.60.61.62.

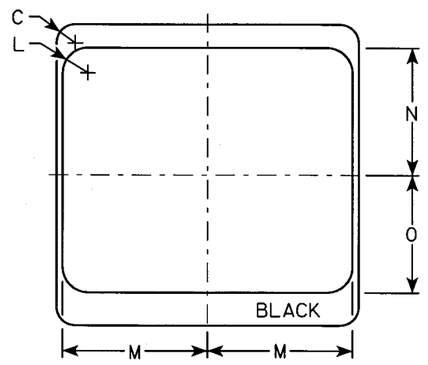
LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M14.DGN PLOT DATE : 03-SEP-2002 06:32 ORG DATE : 1980 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropirate letters & optically adjust spacing to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8												4.0	.36
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spaw for State Traffic Engineer

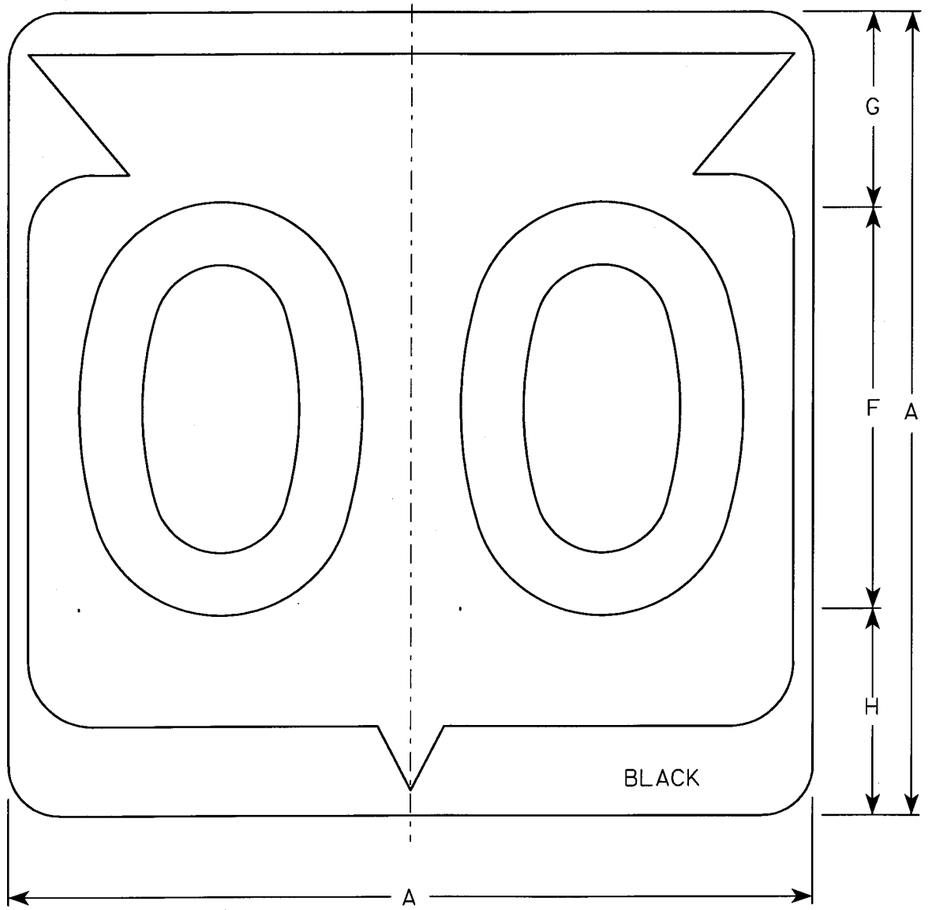
DATE 3/20/02 PLATE NO. M1-5A.7

STATE PROJECT NUMBER: 9040-05-70

SHEET NO: 314 E

58.59.60.61.62.63

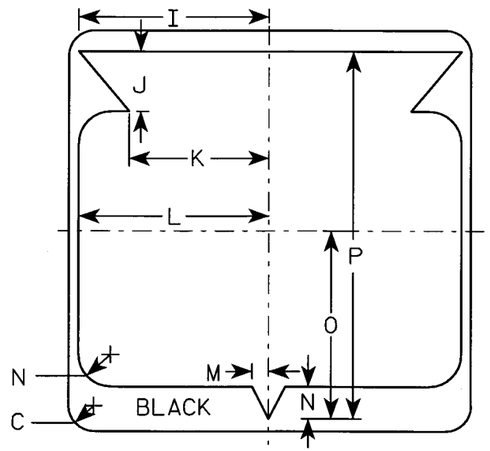
LEVELS ON - 2.3. 5.6. 10.



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

STATE PROJECT NUMBER: 9040-05-70

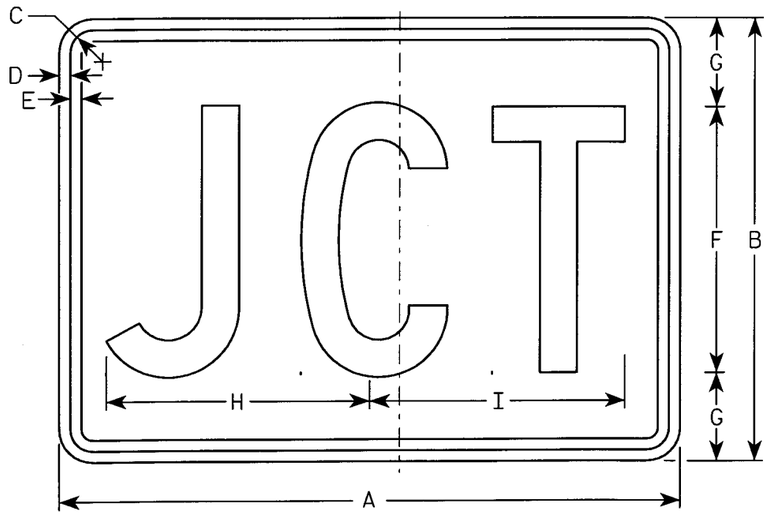
SHEET NO: 315 E

FILE NAME : C:\Users\Projects\tr_stdplate\M16.DGN PLOT DATE : 03-SEP-2002 06:30 ORG DATE : 1980 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42

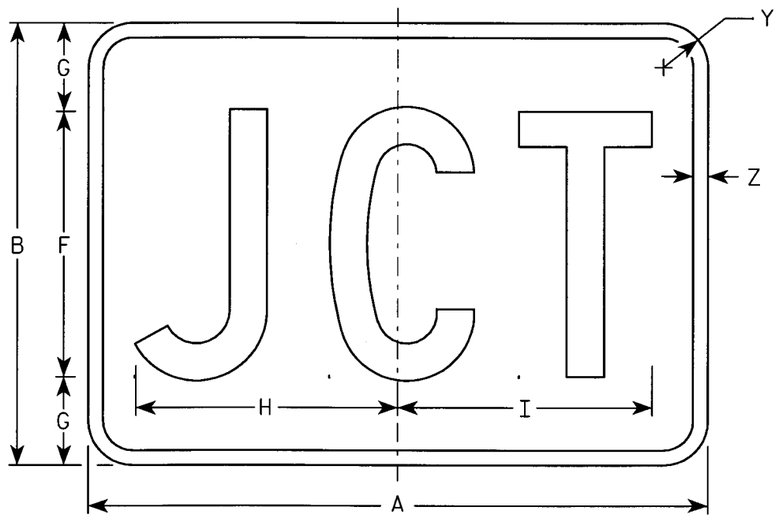
LEVELS ON - 2,3, 5,6, 10,

58,59,60,61,62,63



M2-1
MK2-1
MM2-1*
MR2-1

*See Note 6



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM2-1.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M2-1.9

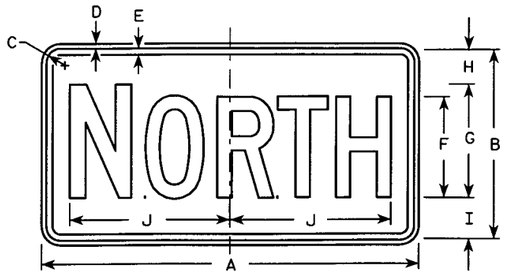
STATE PROJECT NUMBER: 9040-05-70

SHEET NO: 316 E

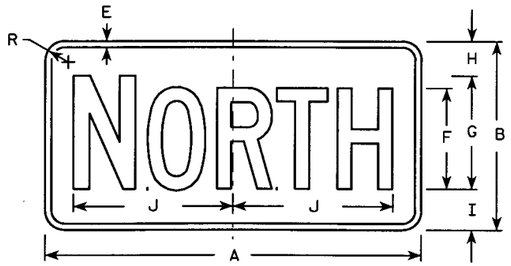
LEVELS ON • 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M21.DGN PLOT DATE : 03-SEP-2002 06:30 ORG DATE : 10/19/00 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42



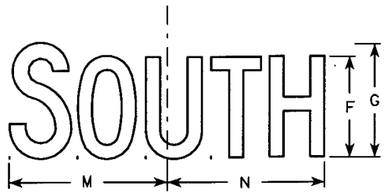
M3-1
MK3-1
MO3-1



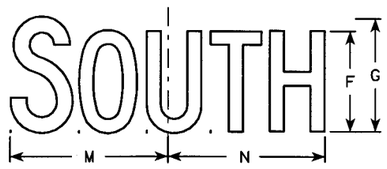
MB3-1
MG3-1
MM3-1*
MN3-1

M3-2
MK3-2
MO3-2

MB3-2
MG3-2
MM3-2*
MN3-2



M3-3
MK3-3
MO3-3



MB3-3
MG3-3
MM3-3*
MN3-3

M3-4
MK3-4
MO3-4

MB3-4
MG3-4
MM3-4*
MN3-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   MO3-1 thru MO3-4 Background - Orange - Reflective
   Message - Black
6. Border shall be omitted on MM series.
7. Note the first letter of each direction is larger than the remainder of the message.

* See Note 6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	1 1/8	3/8	1/2	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00	0.18
3	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
4	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
5	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

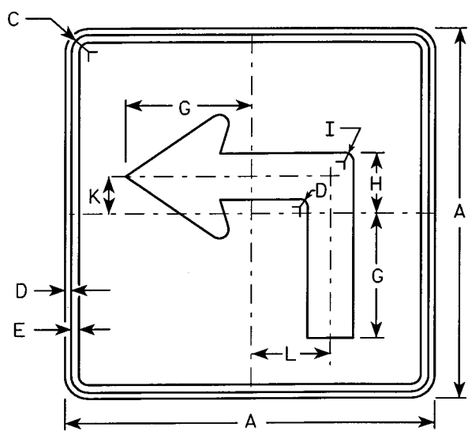
APPROVED Chester J Spay for State Traffic Engineer

DATE 3/20/02 PLATE NO. M3-1.10

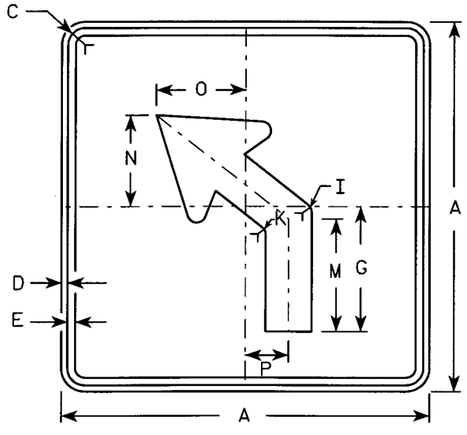
STATE PROJECT NUMBER: 9040-05-70

SHEET NO: 317 E

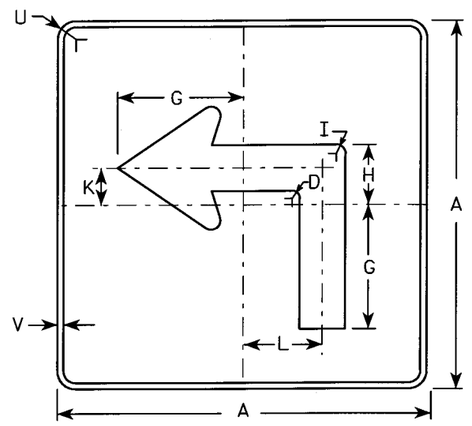
58,59,60,61,62,63 LEVELS ON - 2,3,5,6,10.



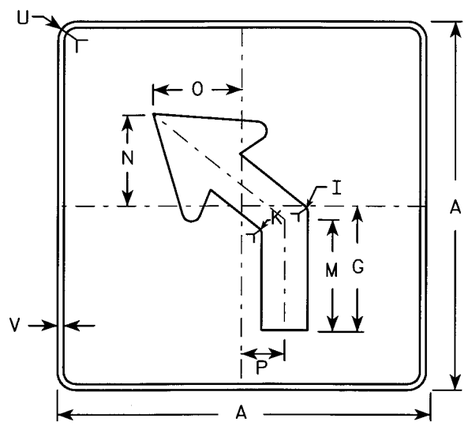
M5-1L
MK5-1L
MM5-1L (See Note 7)
MO5-1L
MR5-1L



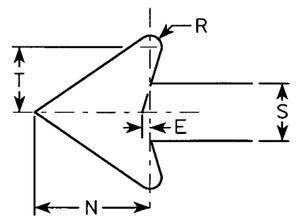
M5-2L
MK5-2L
MM5-2L (See Note 7)
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.
7. Border shall be omitted on MM series.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange for State Traffic Engineer

DATE 3/20/02 PLATE NO. M5-1.9

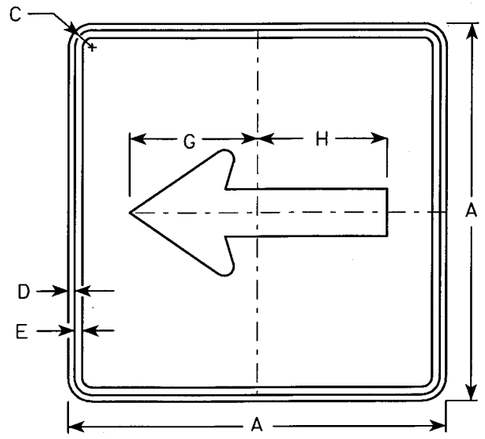
STATE PROJECT NUMBER: 9040-05-10 | SHEET NO: 318 | E

FILE NAME : C:\Users\Projects\tr_stdplate\M51.DGN | PLOT DATE : 03-SEP-2002 06:29 | ORG DATE : 1980 | Originator : Sandy Anderson

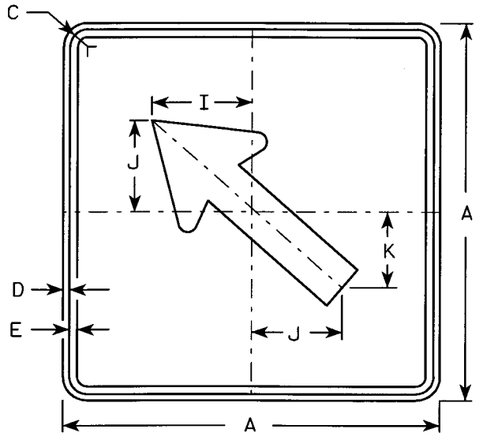
WISDOT/CADDS SHEET 42

58.59.60.61.62.63

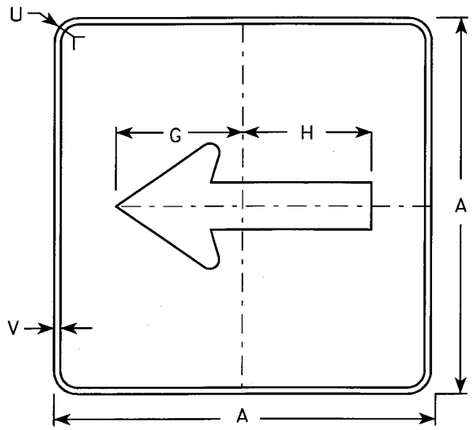
LEVELS ON - 2.3, 5.6, 10



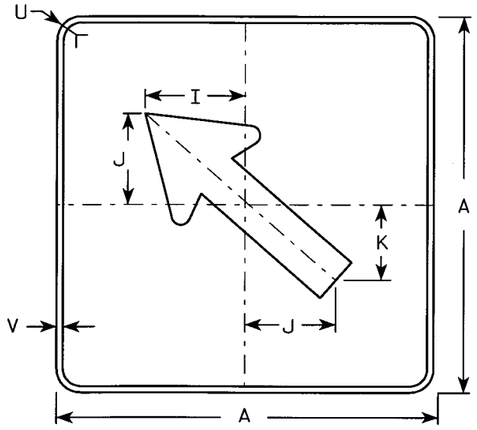
M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1



M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



MB6-1
MG6-1
MN6-1



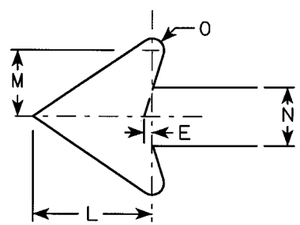
MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective
5. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25	0.56

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

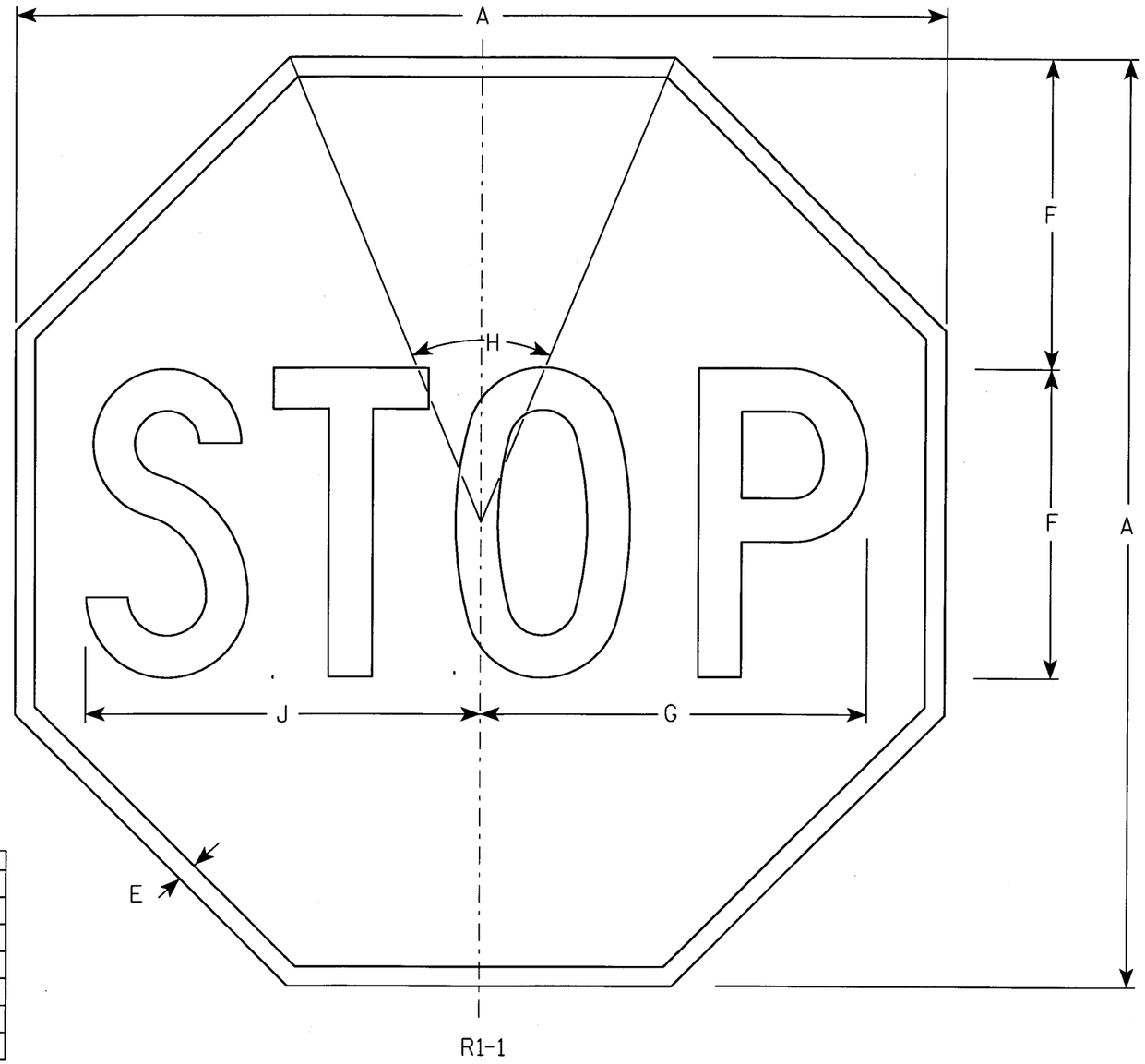
DATE 3/20/02 PLATE NO. M6-1.11

STATE PROJECT NUMBER: 9040-05-70 | SHEET NO: 319 | E

58.59.60.61.62.63 LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M61.DGN PLOT DATE : 03-SEP-2002 06:31 ORG DATE : 1980 Originator : Sandy Anderson

WISDOT/CADDS SHEET 42



NOTES

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

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm
6	450 mm X 450 mm
7	300 mm X 300 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	24				3/8	8	10	45°		10 1/4																	3.31	0.31
2	30				5/8	10	12 1/2	45°		12 3/4																	5.18	0.48
3	36				3/4	12	15	45°		15 3/8																	7.46	0.69
4	48				1	16	20	45°		20 1/2																	13.25	1.23
5	48				1	16	20	45°		20 1/2																	13.25	1.23
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86	0.17
7	12				1/4	4	5	45°		5 1/8																	0.78	0.07

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 10/15/98 PLATE NO. R1-1.11

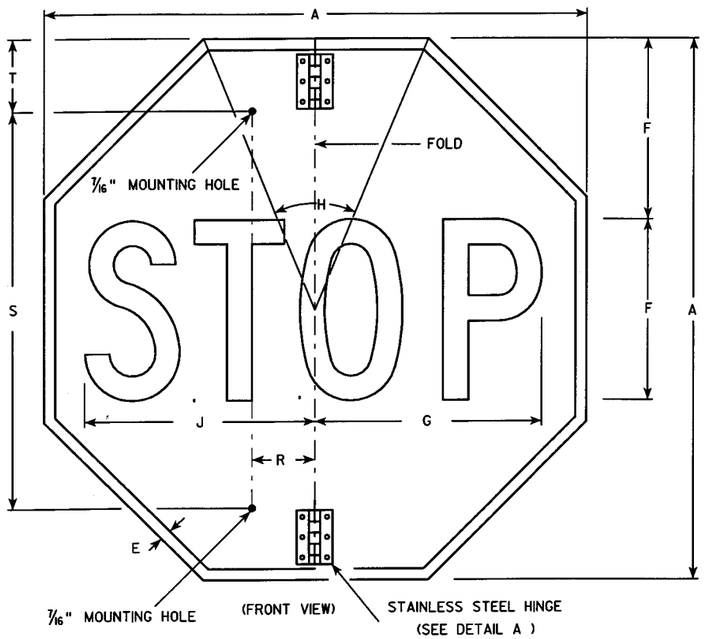
STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 320 E

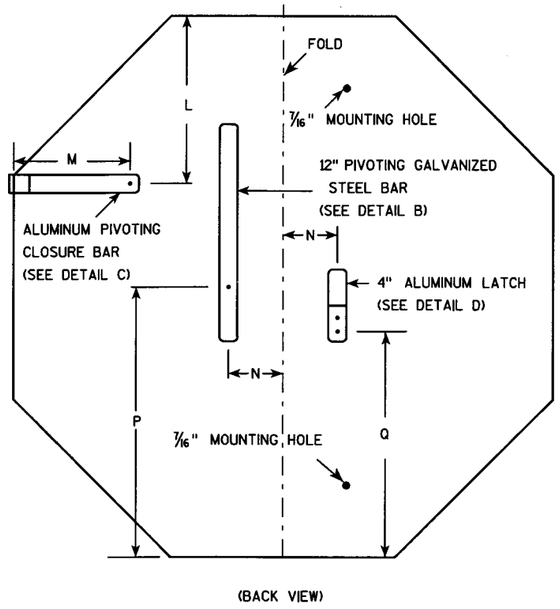
FILE NAME : C:\Users\Projects\tr_stdplate\R11.DGN PLOT DATE : 03-SEP-2002 07:12 ORG DATE : 1980 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 4.513636:1.000000

WISDOT/CADDS SHEET 42

58.59 61. 63

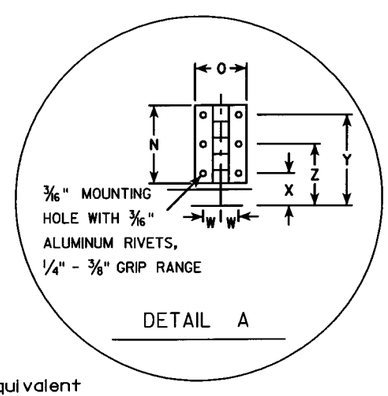
LEVELS ON - 2.3. 5.6. 10.



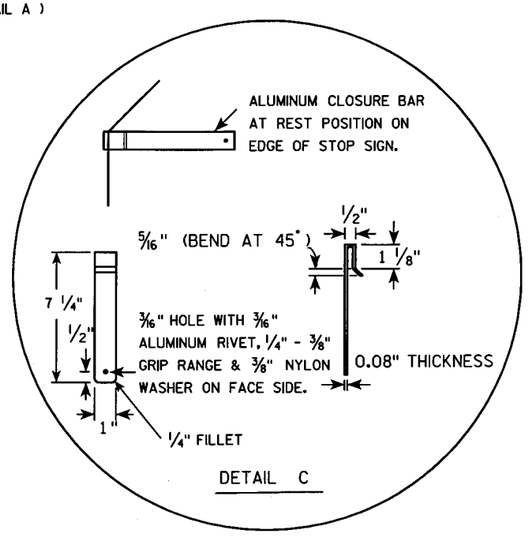


NOTES

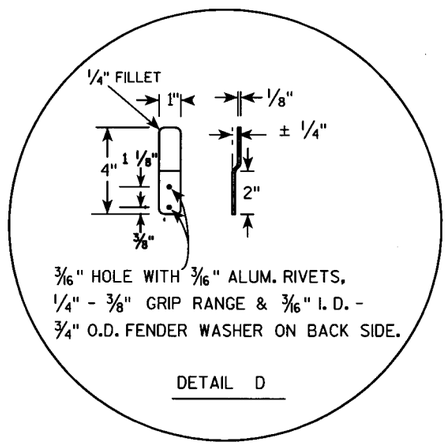
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



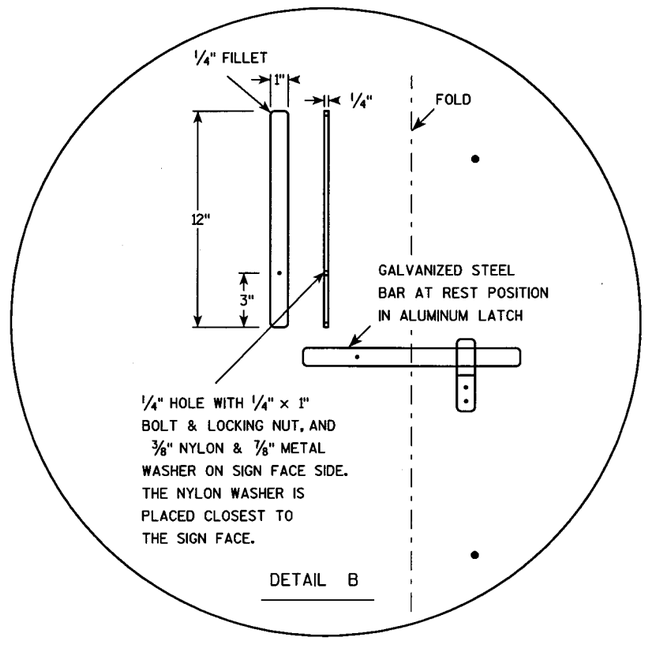
DETAIL A



DETAIL C



DETAIL D



DETAIL B

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18	0.48
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46	0.69
4																												
5																												

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprague
for State Traffic Engineer

DATE 2/18/00 PLATE NO. R1-1F.2

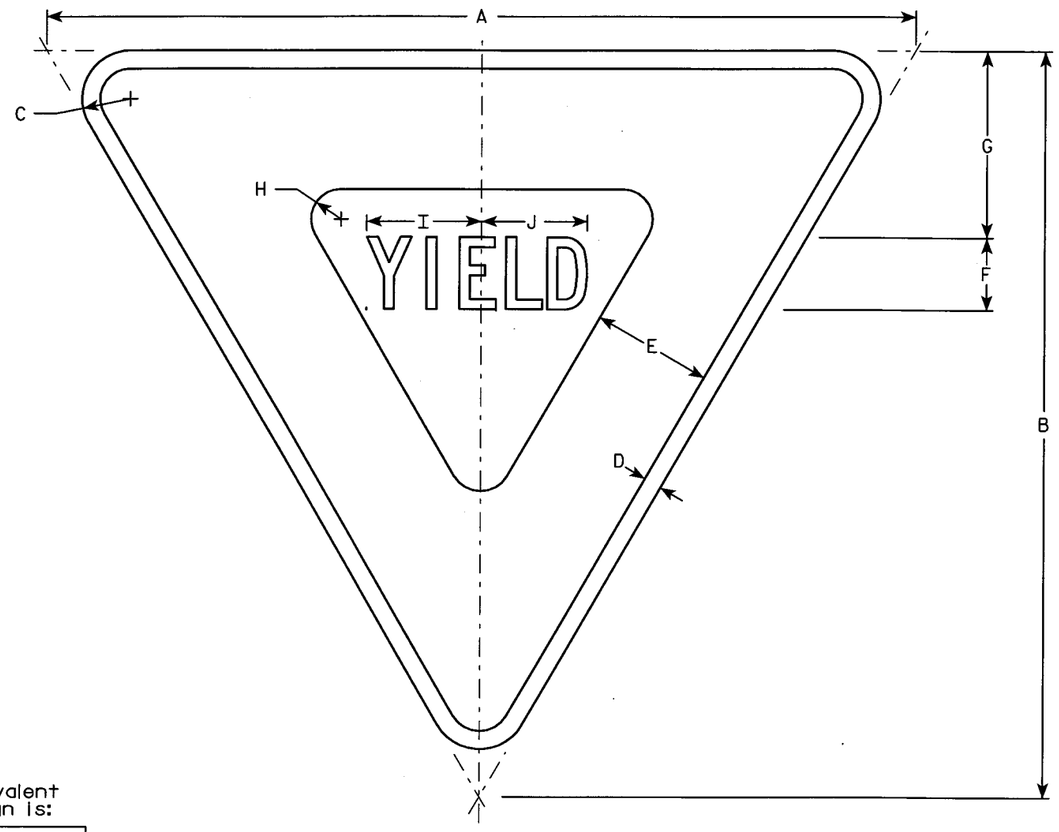
9040-05-70

SHEET NO: 321 E

LEVELS ON - 2,3,4,5,6,7, 9,10.

FILE NAME : C:±Users±Projects±tr_stdplate±R11F.DGN PLOT DATE: 03-SEP-2002 06:38 ORG DATE : 2/15/00 Originator : Don Kluever

WISDOT/CADDS SHEET 42



R1-2

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 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 650 mm
2	900 mm X 775 mm
3	
4	1200 mm X 1050 mm
5	1500 mm X 1300 mm
6	600 mm X 525 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	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71	0.24
2	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88	0.35
3																												
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00	0.63
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83	0.98
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75	0.16

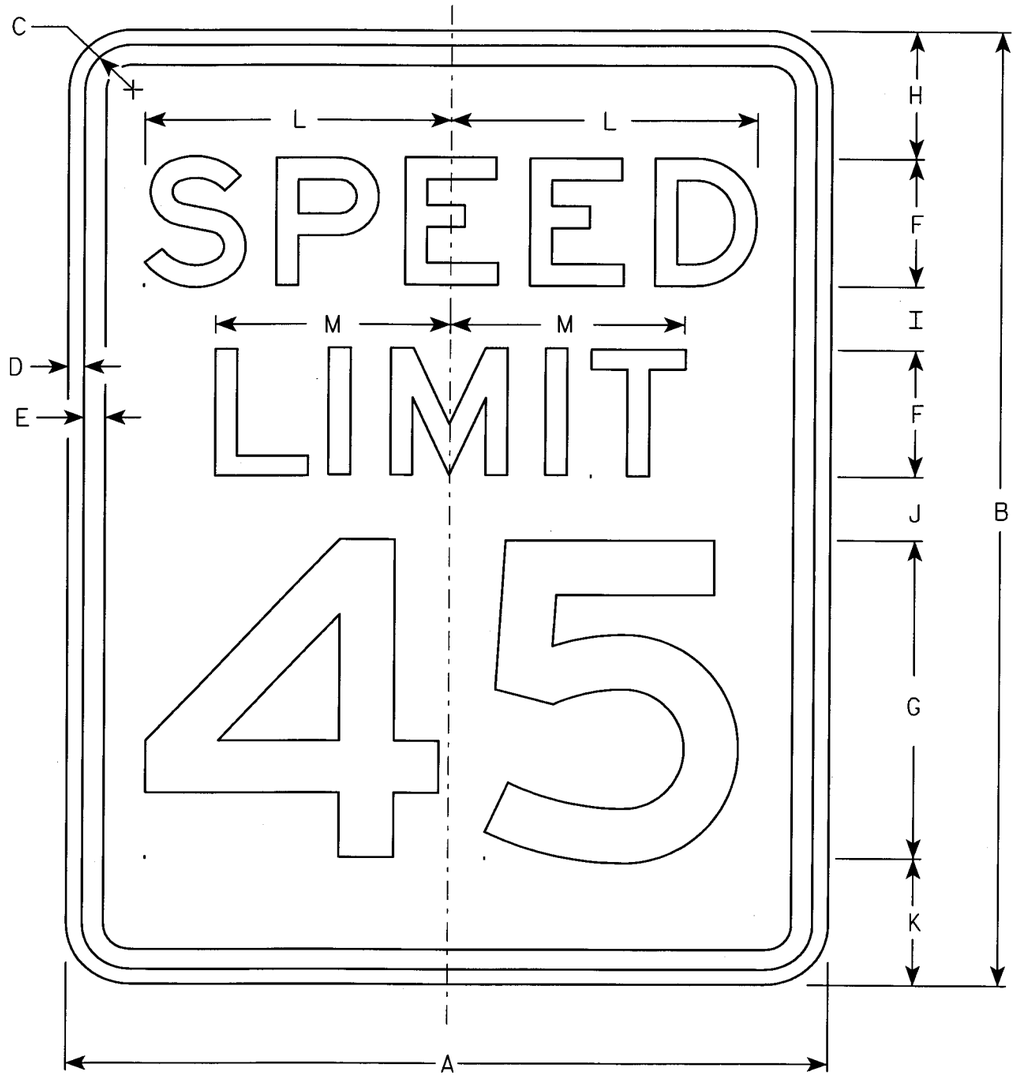
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 2/03/98 PLATE NO. R1-2.10

PLOT NAME: RI-2.9
PLOT SCALE: 3 : 1
FILE NAME: RI-2.9
ORIGINATOR: FOTH & VAN DYKE
LEVELS ON - 2, 3, 5, 6, 10, 12
56, 59, 63



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.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0	.28
2	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	.46
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
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	1.86

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chesta J Spang for State Traffic Engineer

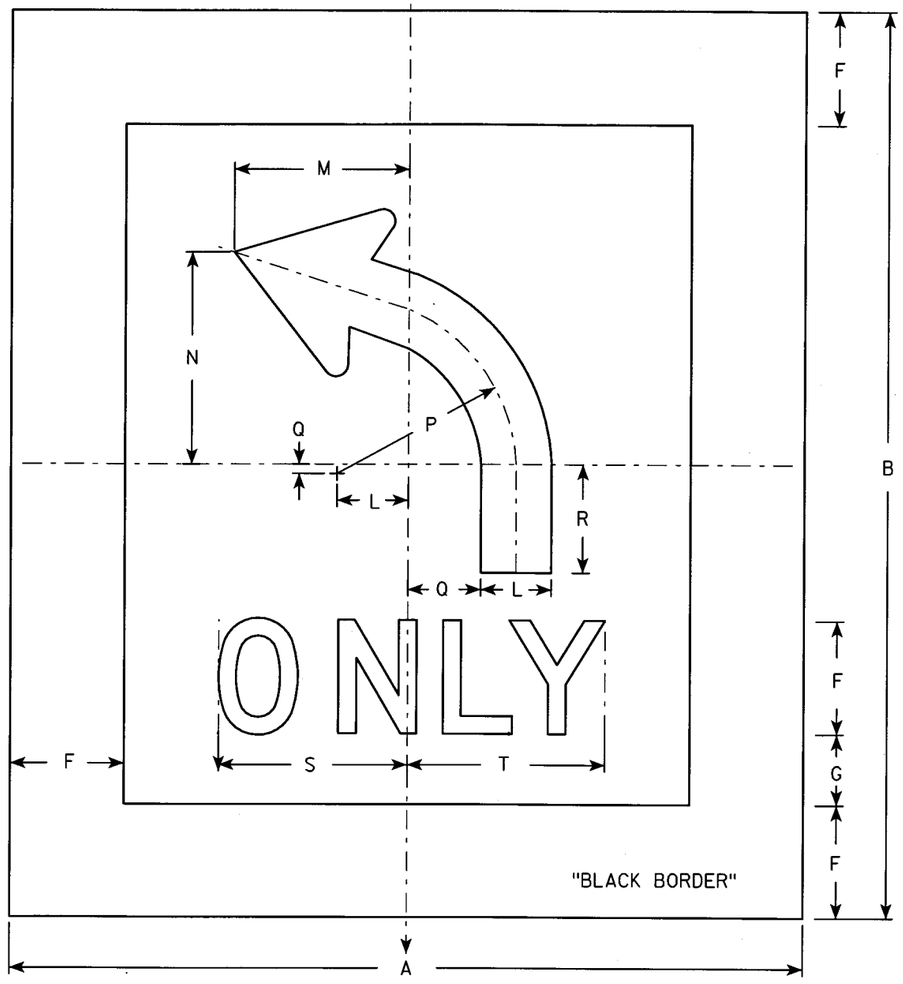
DATE 2/01/02 PLATE NO. R2-1.11

STATE PROJECT NUMBER: 9040-05-70

SHEET NO: 323 E

58.59 60.61.62.63
LEVELS ON - 2.3. 5.6. 10.

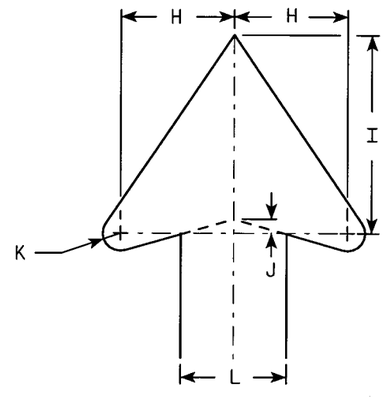
58.59.60.61.62.63



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	1050 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	1/2	9 1/2	3 7/8	5 3/4	10	10 1/2							14.0	1.26
3																												
4																												
5																												

STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 10/28/96 PLATE NO. R3-5.5

STATE PROJECT NUMBER: 9040-05-70

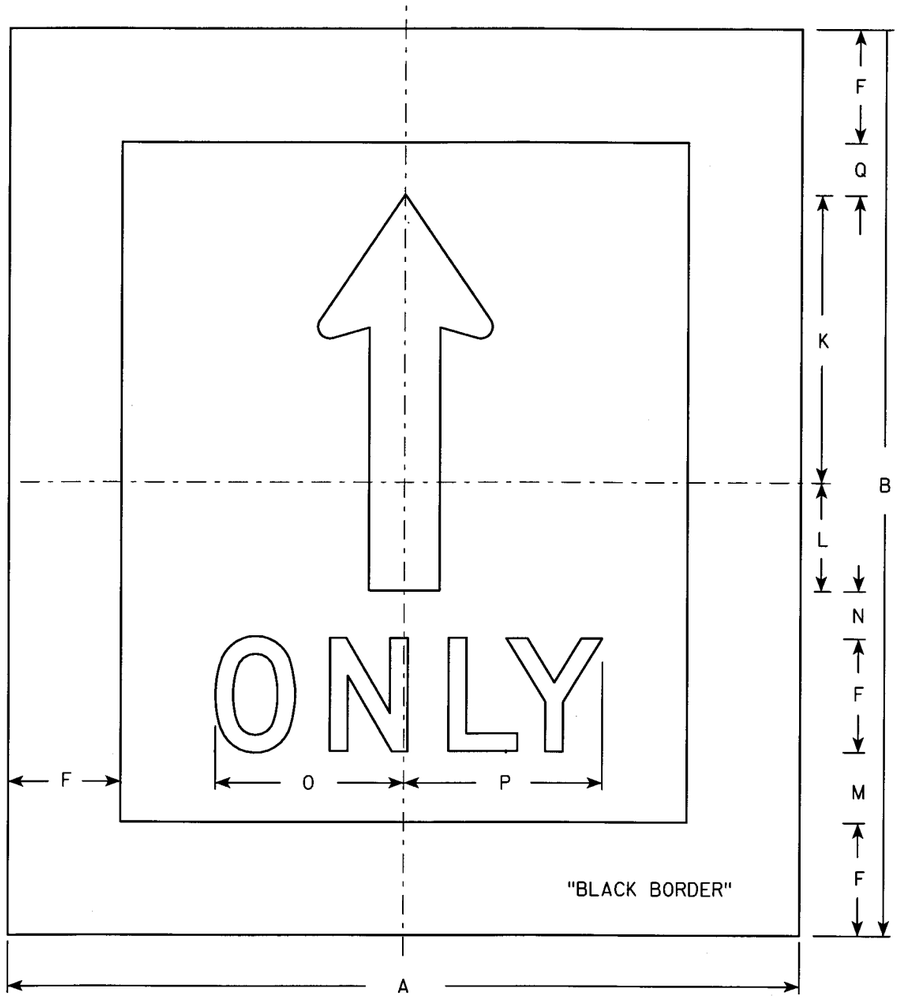
SHEET NO: 324 E

LEVELS ON • 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\R35.DGN PLOT DATE : 03-SEP-2002 06:53 ORG DATE : 10/28/96 Originator : Don Kluever

WISDOT/CADDS SHEET 42

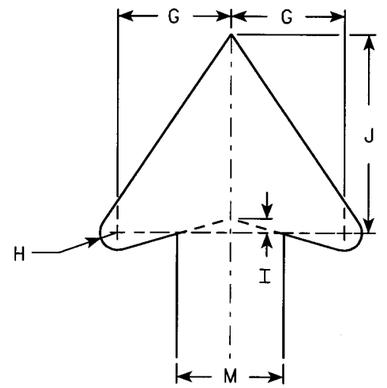
58,59,60,61,62,63



R3-5A

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. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	1050 mm X 1200 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2	2 3/4										14.0	1.26
3																												
4																												
5																												

STANDARD SIGN
R3-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 10/28/96 PLATE NO. R3-5A.4

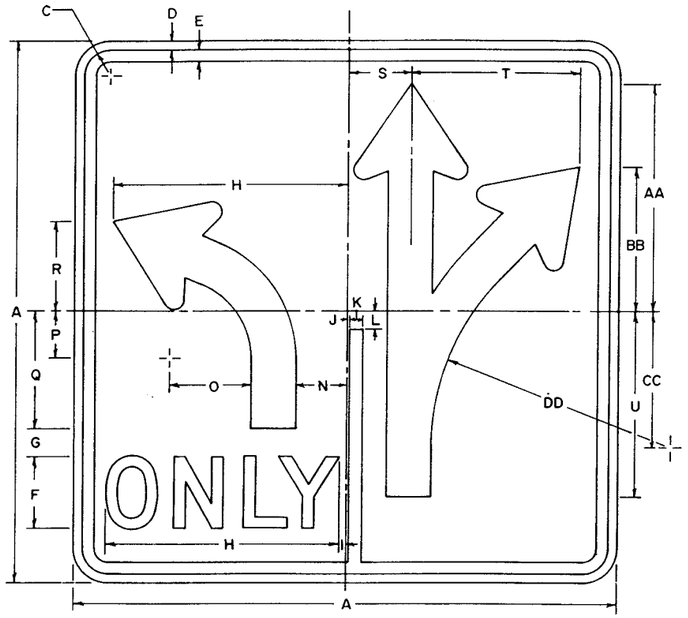
STATE PROJECT NUMBER: 9040-05-70

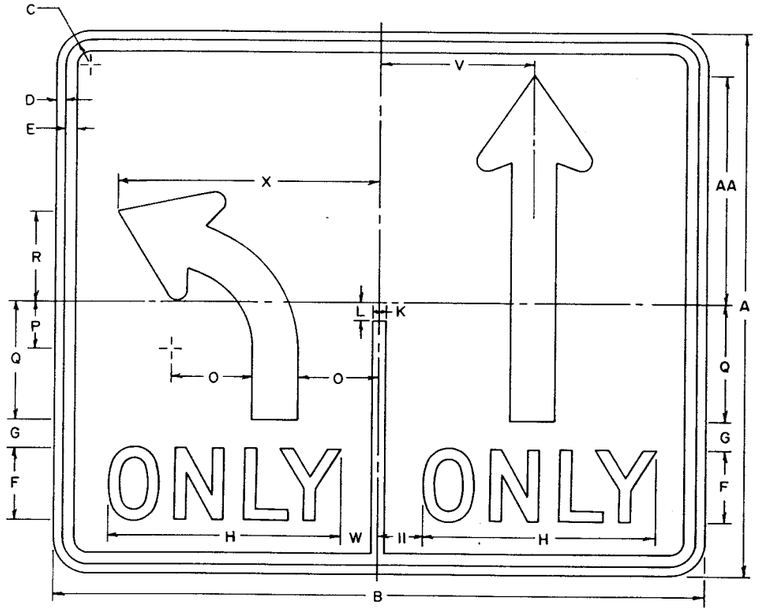
SHEET NO: 325 E

LEVELS ON • 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\R35A.DGN PLOT DATE : 03-SEP-2002 06:56 ORG DATE : 10/28/96 Originator : Don Kluever

WISDOT/CADDS SHEET 42





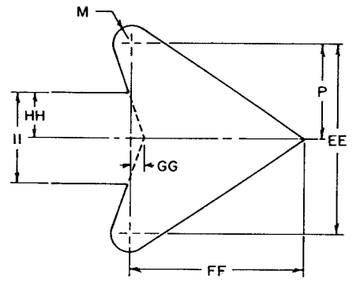
NOTES

1. Sign is Type II - Reflective - reference WIS D.O.T. Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background – White
   Message – Black
3. Message Series "D".
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

R3-8

SIZE	CODE 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	30 x 30 Bid Area Sq. Ft.	36 x 30 Bid Area Sq. Ft.
Minimum	1																												
Standard	2	30	36	1 3/8	1/2	5/8	4	1 1/2	12 7/8	3/8	1/8	3/4	1	1/2	2 3/4	4 1/2	2 5/8	6 1/2	5	3 1/2	9 3/8	10 1/4	8 1/2	2	14 1/2			6.25	7.5
Oversize	3																												
Exp-way	4																												
Freeway	5																												
Bicycle	6																												
Snowmobile	7																												

		AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ
Minimum	1	12 5/8	8	7 1/2	13 1/4	5 1/4	4 3/4	3/8	1 1/4	2 1/2																	
Standard	2																										
Oversize	3																										
Exp-way	4																										
Freeway	5																										
Bicycle	6																										
Snowmobile	7																										



RV	CK	RA	RA
3			

Date Drawn – Date Redrawn – 9-1-81

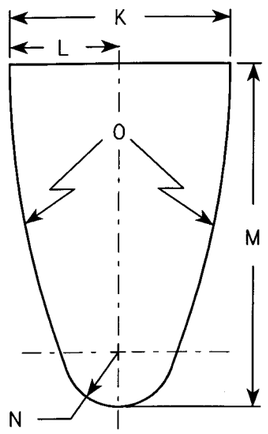
Date Revised –

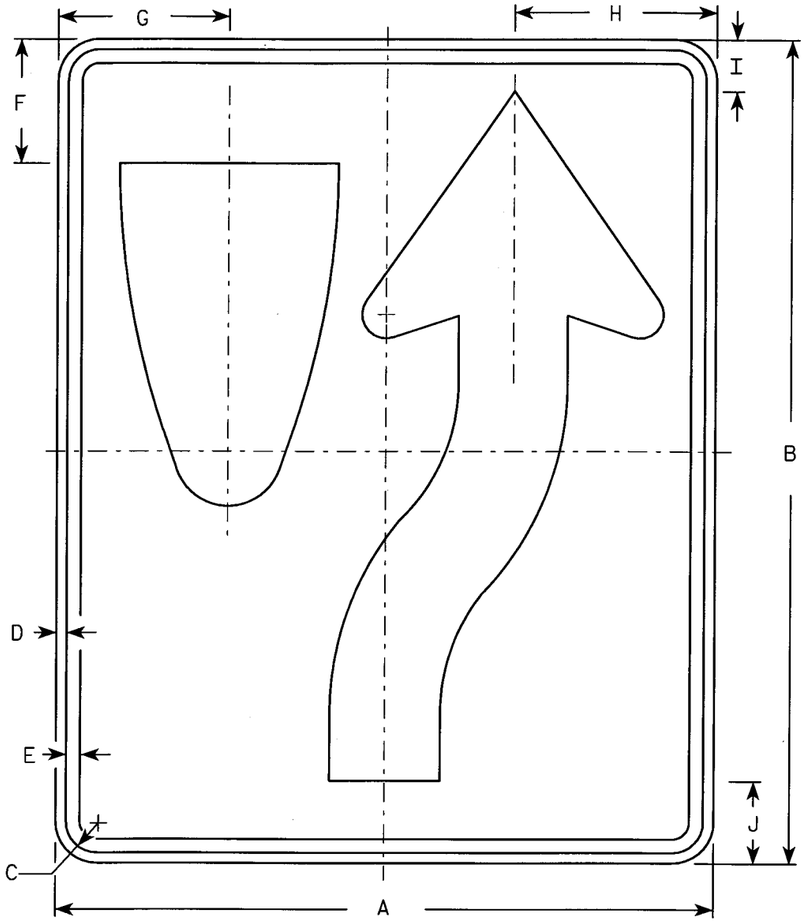
TYPICAL SIGNS
R3-8 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Chief Traffic Engineer

DATE 1-6-83 PLATE NO R3-8.3

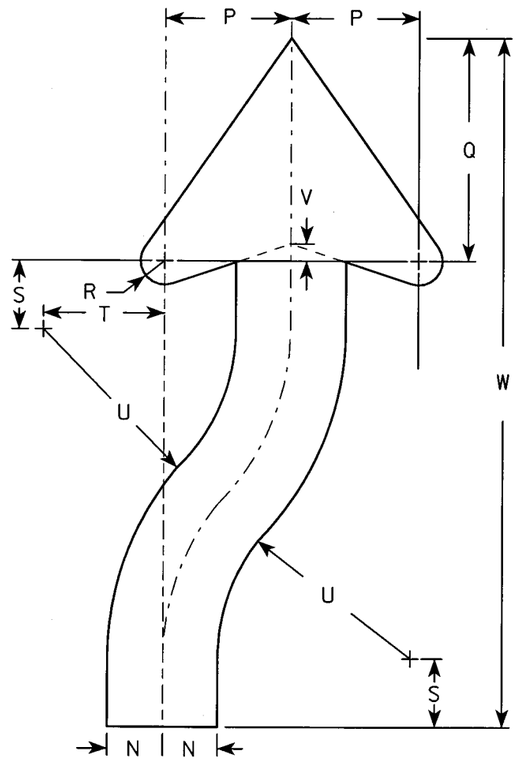




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0	.27
2	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0	.45
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0	1.08

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

STATE PROJECT NUMBER: 9040-05-70

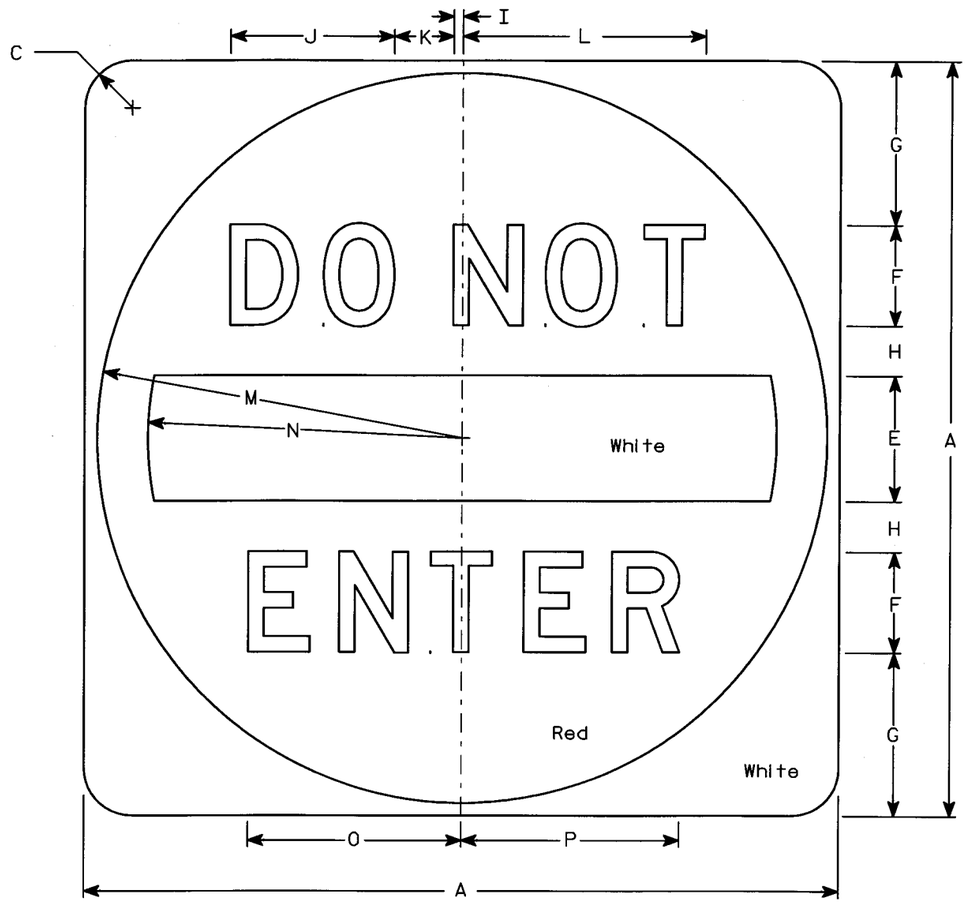
SHEET NO: 327 E

FILE NAME : C:\Users\Projects\tr_stdplate\R47.DGN PLOT DATE : 03-SEP-2002 06:51 ORG DATE : 12/15/97 Originator : Don Kluever

WISDOT/CADDS SHEET 42

LEVELS ON - 2.3. 5.6. 10.

58.59.60.61.62.63



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26	0.56
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0	1.44

STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

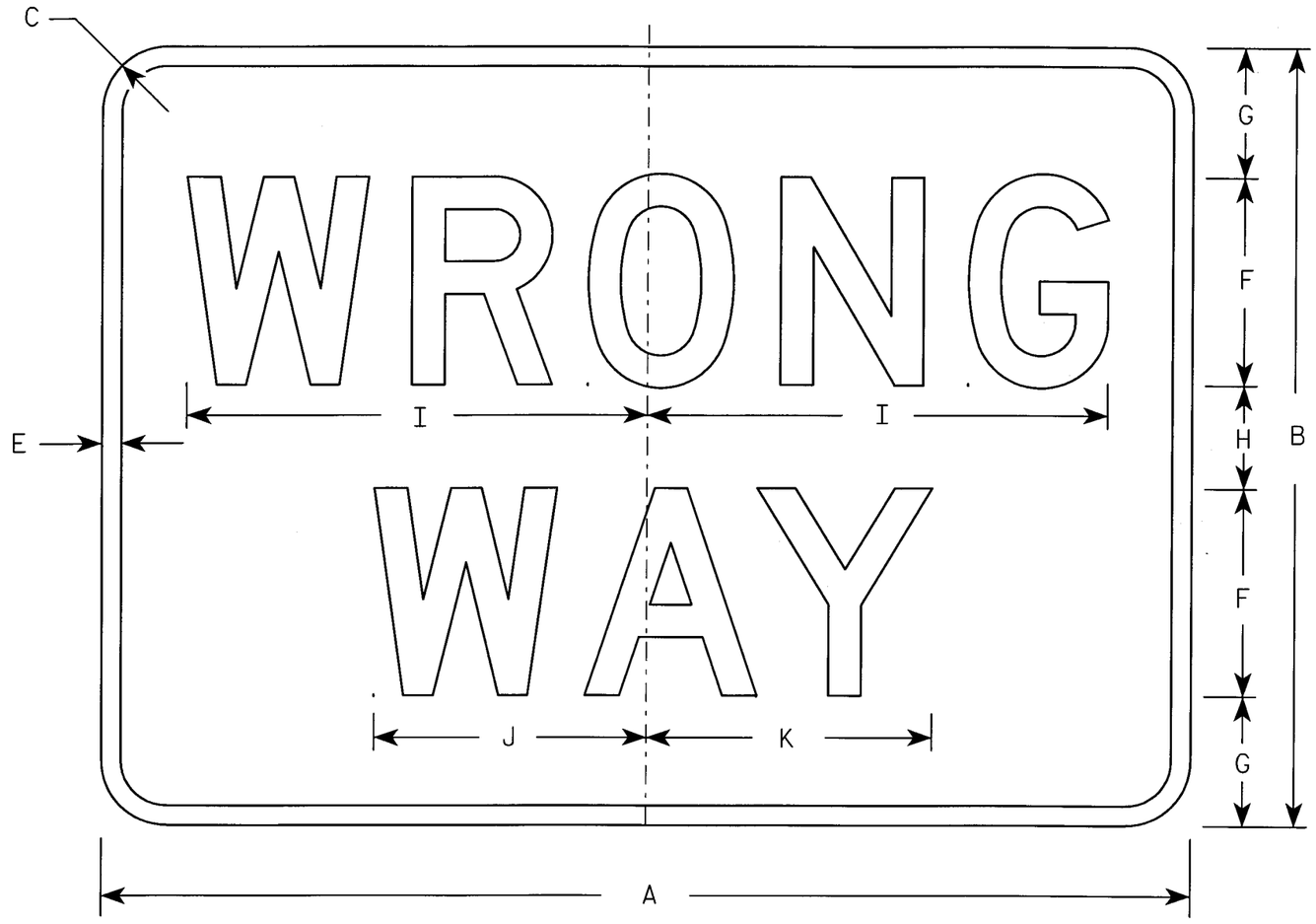
APPROVED Chester J Spong
for State Traffic Engineer

DATE 2/6/02 PLATE NO. R5-1.13

STATE PROJECT NUMBER: 9040-05-70

SHEET NO: 328 E

58.59.60.61.62.63
LEVELS ON - 2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\R51.DGN
PLOT DATE : 03-SEP-2002 06:57
ORG DATE : 4/21/98
Originator : Don Kluever
WISDOT/CADDS SHEET 42



R5-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 450 mm
2	900 mm X 600 mm
3	1050 mm X 750 mm
4	1050 mm X 750 mm
5	1050 mm X 750 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	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75	0.34
2	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00	0.54
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75	0.79

STANDARD SIGN
R5-9

WISCONSIN DEPT OF TRANSPORTATION

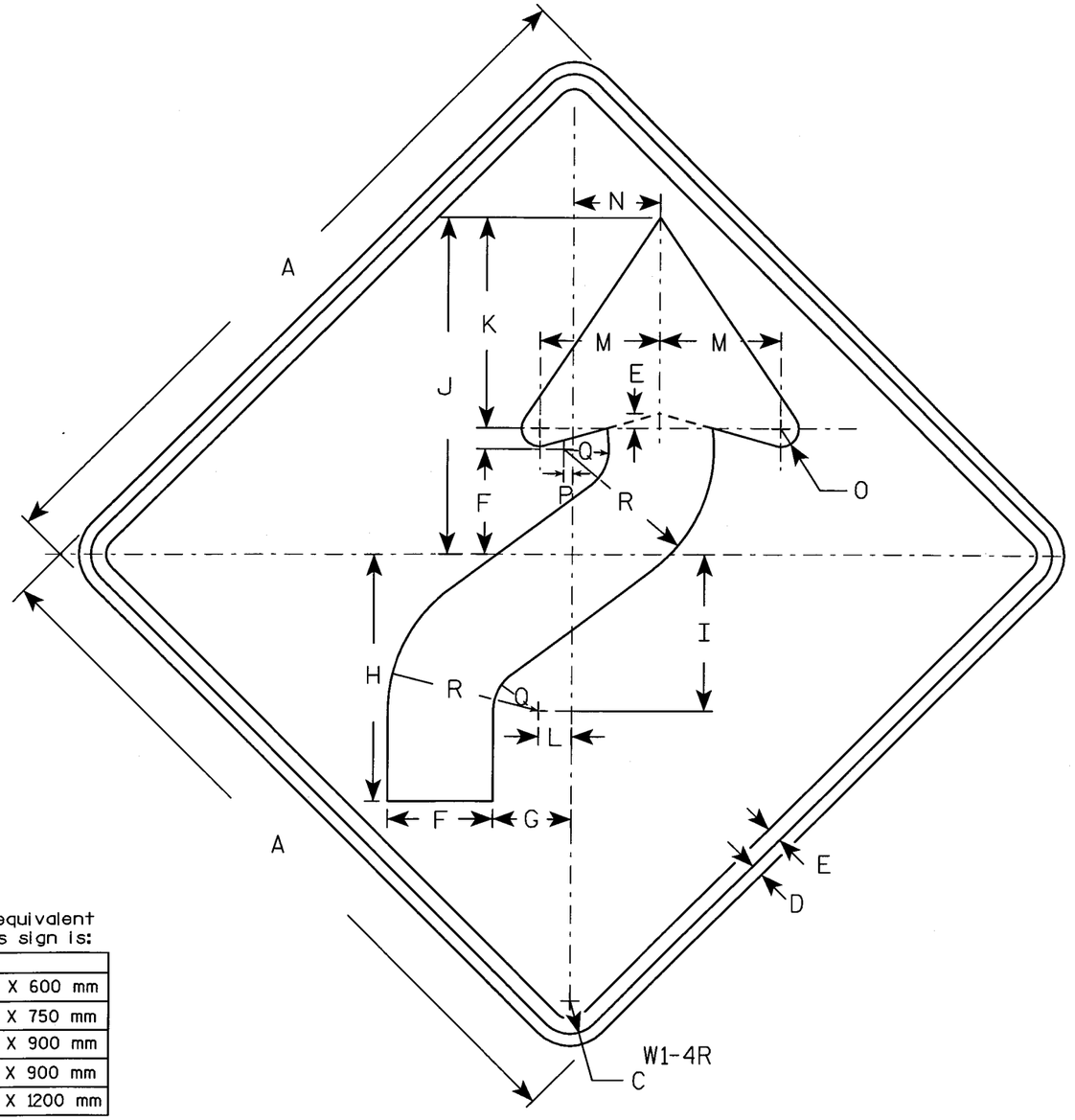
APPROVED Chester J Spagg
for State Traffic Engineer

DATE 12/1/97 PLATE NO. R5-9.8

9040-05-70

SHEET NO: 329 E

LEVELS ON - 2.3. 5.6. 10.
59.59 63



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0	0.36
2	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25	0.56
3	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	0.81
4	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	0.81
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	1.44

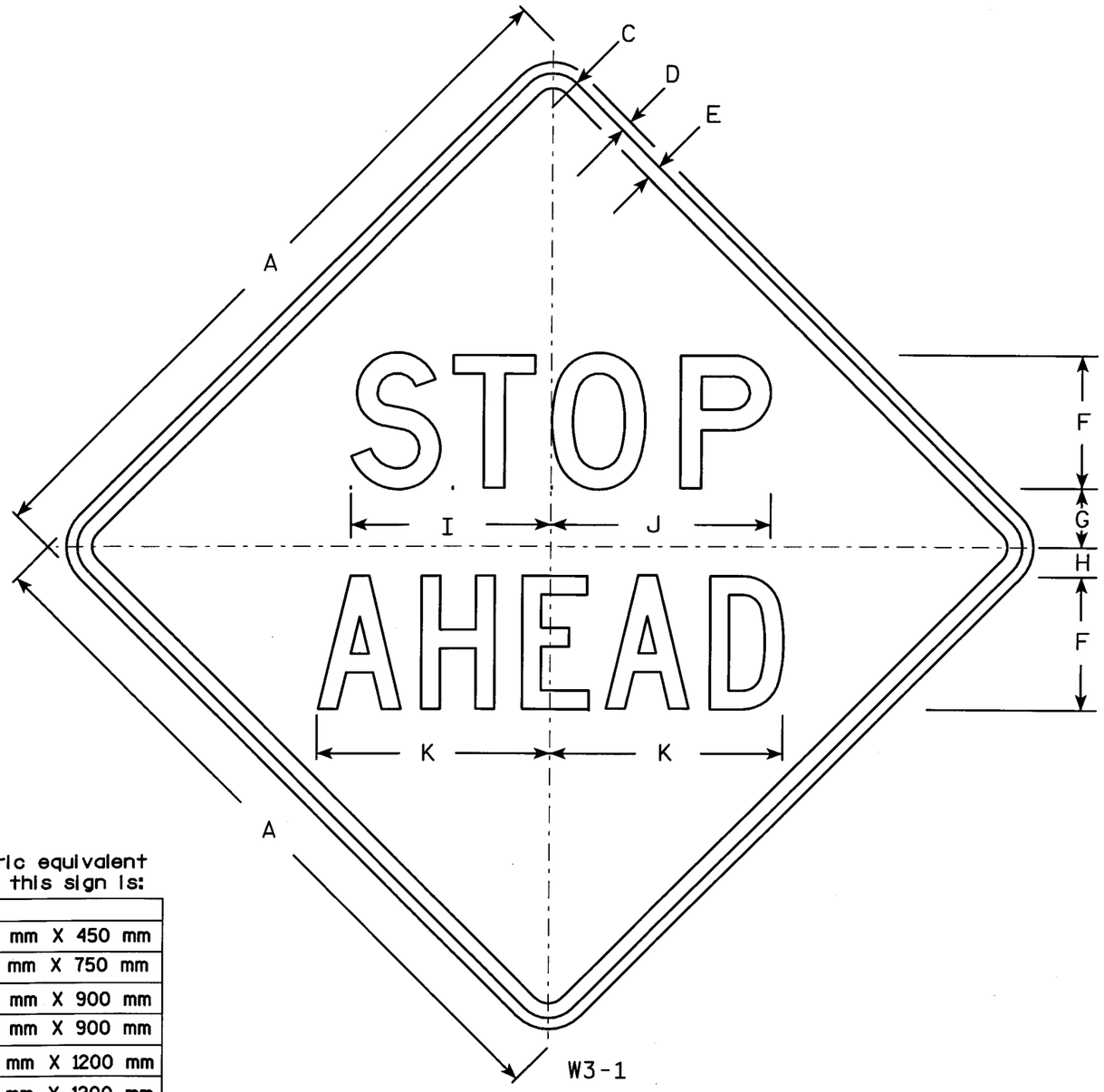
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-4.9

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 330 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. STOP is Series D and AHEAD is Series C.

Metric equivalent for this sign is:

SIZE	
BIKE	450 mm X 450 mm
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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
BIKE	18		1 1/8	3/8	3/8	3	1 3/4	3/4	4 3/4	5 1/4	5 3/8																2.25	0.20
1	30		1 3/8	1/2	5/8	6	2 1/2	1 1/4	9	9 7/8	10 1/2																6.25	0.56
2	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
3	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
4	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44
5	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44

STANDARD SIGN
W3-1

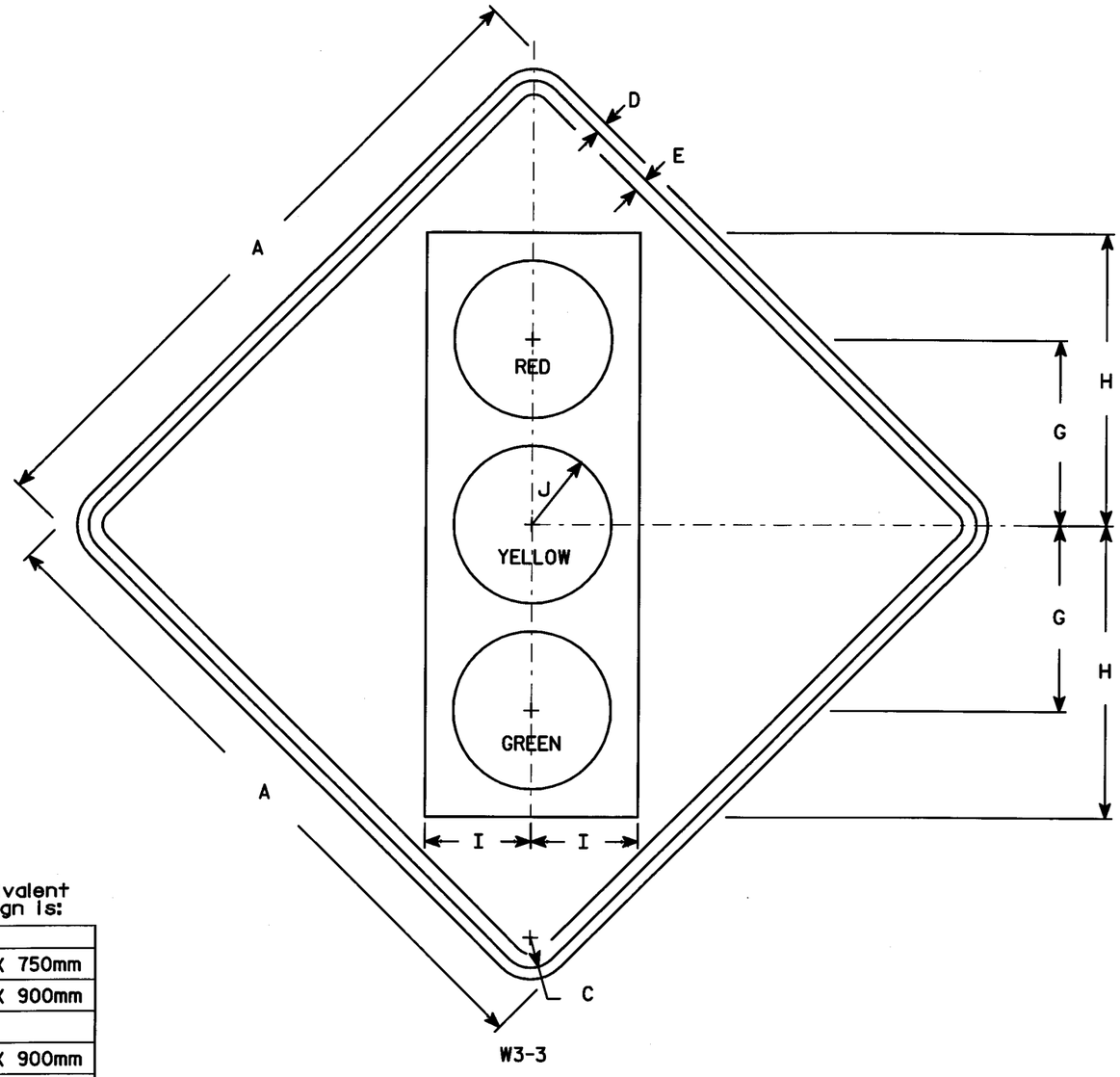
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/25/02 PLATE NO. W3-1.10

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 331 | E

58.59.60.61. 63
10. 5.6. 1.2.3. LEVELS ON -



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

Metric equivalent for this sign is:

SIZE	
1	750mm X 750mm
2	900mm X 900mm
3	
4	900mm X 900mm
5	1200mm X 1200mm

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	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25	0.56
2	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
3																												
4	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0	1.44

STANDARD SIGN
W3-3

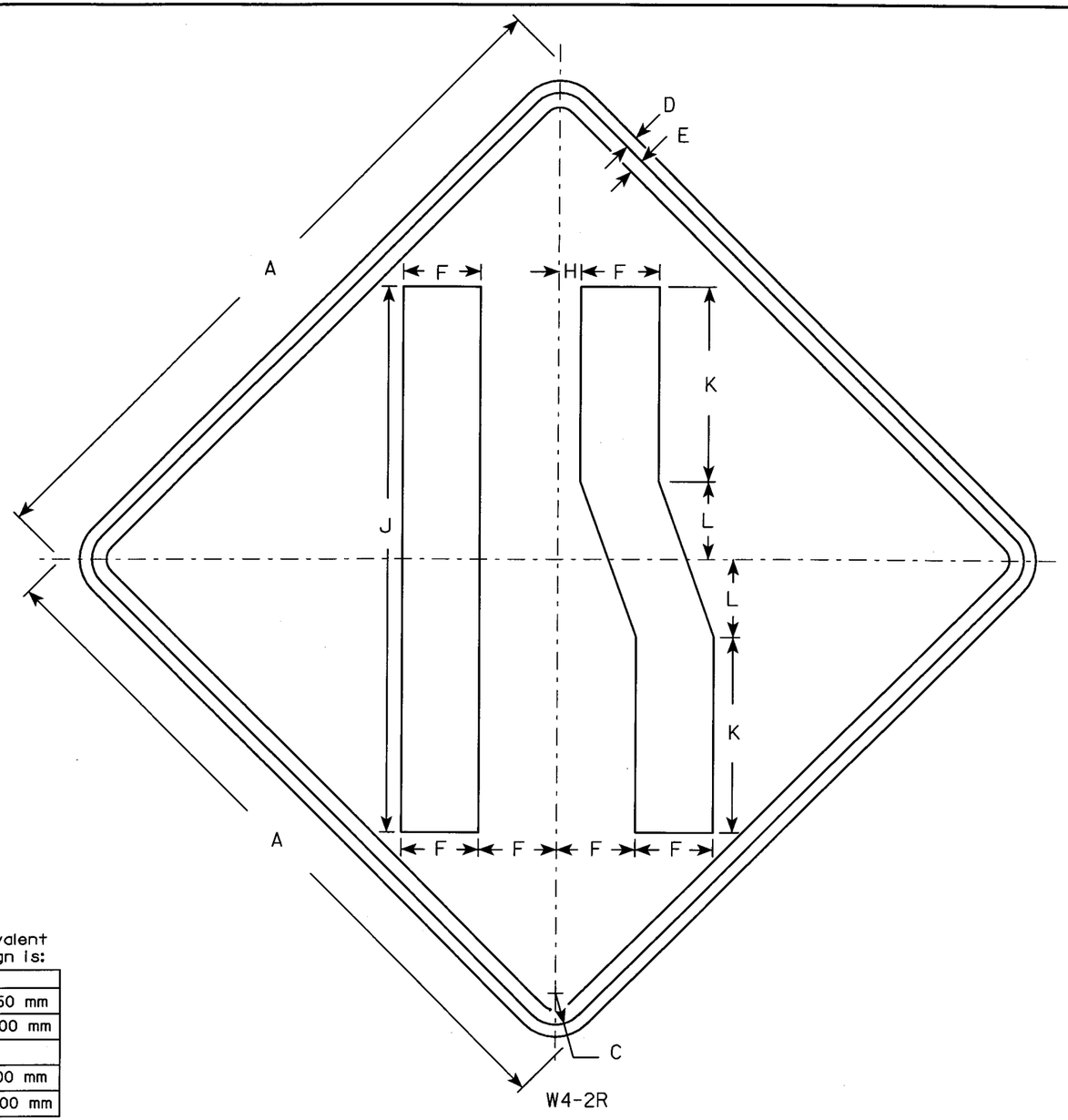
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagy for State Traffic Engineer

DATE 01/14/02 PLATE NO. W3-3.7

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 332 | E

58.59.60. 63
LEVELS ON - 1.2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\W33.DGN
PLOT DATE : 03-SEP-2002 07:14
ORG DATE :
PLOT NAME :
Originator : Artie Noll
PLOT SCALE : 7.857143:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	900 mm X 900 mm
5	1200 mm X 1200 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	30		1 3/8	1/2	5/8	3		7/8		23	8 1/4	3 1/4															6.25	0.56
2	36		1 5/8	5/8	3/4	4		1 1/8		28	10	4															9.0	0.81
3																												
4	36		1 5/8	5/8	3/4	4		1 1/8		28	10	4															9.0	0.81
5	48		2 1/4	3/4	1	5		1 1/2		37	13 1/4	5 1/4															16.0	1.44

STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chesta J Sponge for State Traffic Engineer

DATE 7/7/97 PLATE NO. W4-2.9

9040-05-70

SHEET NO: 333 E

FILE NAME : C:±Users±Projects±tr_stdplate±W42.DGN PLOT DATE: 03-SEP-2002 07:18 ORG DATE : 7/7/97 Originator : Don Kluever

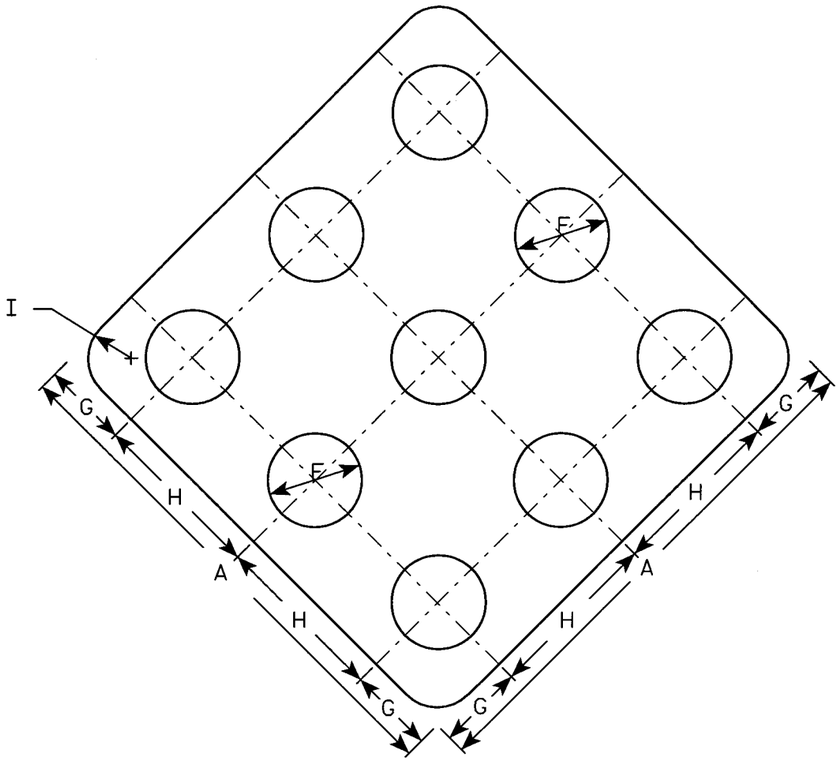
WISDOT/CADDS SHEET 42

LEVELS ON - 2,3, 5,6, 10,

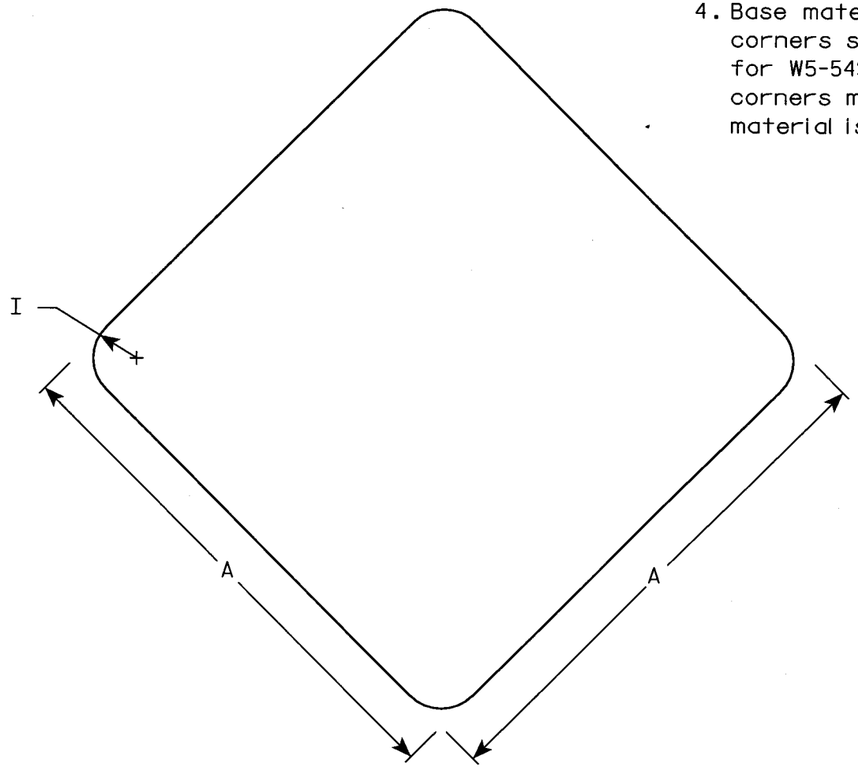
58,59,63

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 3
3. W5-54D Message Units are 3" center mount Yellow delineators as per 633.2.3
4. Base material for W5-54D shall be metal and corners shall be rounded. Base material for W5-54S may be plywood or metal and corners may be square or rounded when material is plywood but rounded when metal.



W5-54D



W5-54S

Metric equivalent for this sign is:

SIZE	
1	300 mm X 300 mm
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12					3 1/4	2	4	1																		1.0	0.09
2	18					3 1/4	3	6	1 1/2																		2.25	0.20
3																												
4																												
5																												

STANDARD SIGN
W5-54D & W5-54S

WISCONSIN DEPT OF TRANSPORTATION

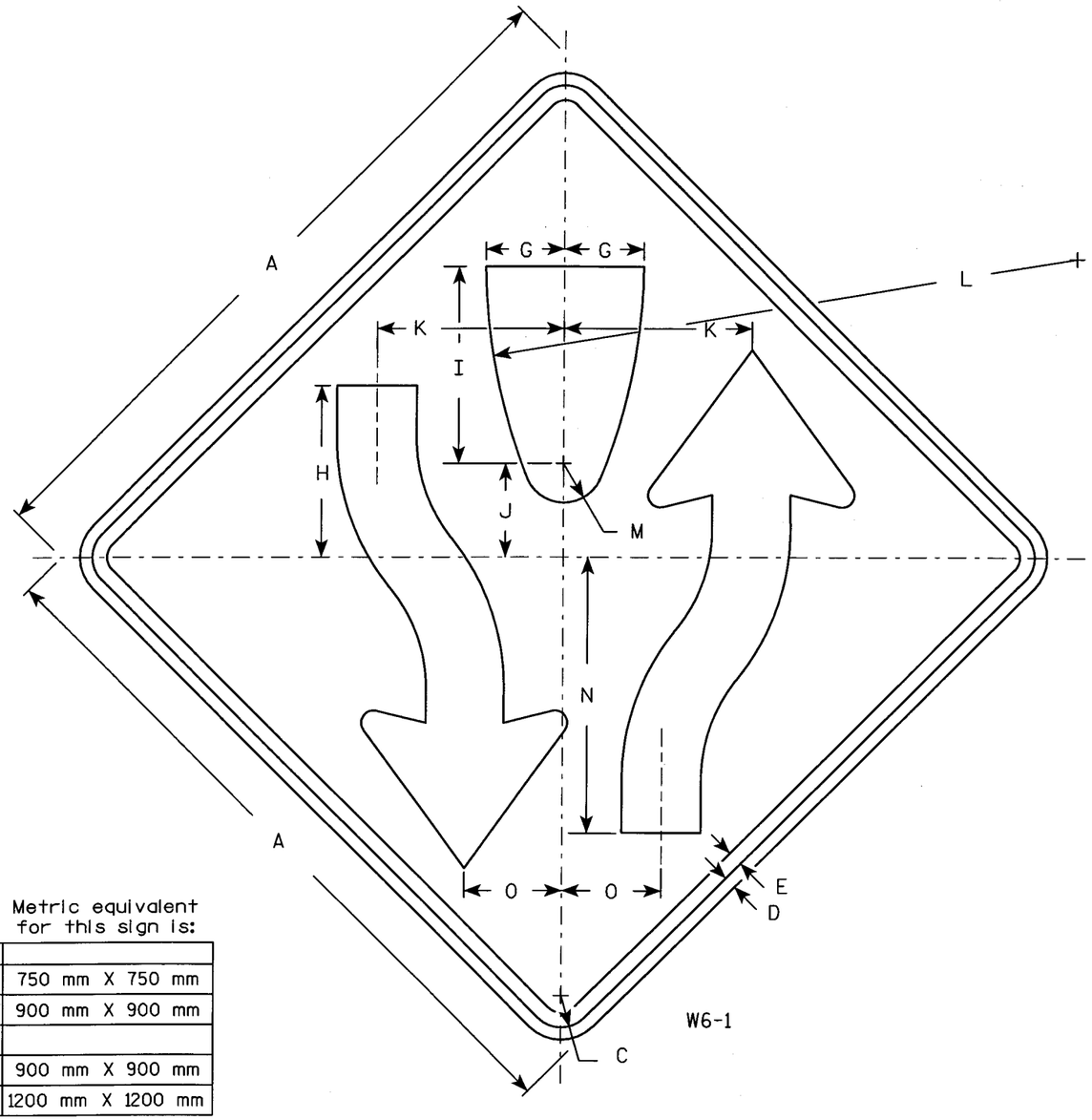
APPROVED Chester J Spang for State Traffic Engineer

DATE 01/15/02 PLATE NO. W5-54.7

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 334 | E

LEVELS ON - 1,2,3, 5,6, 10,
58,59,60, 63

FILE NAME : C:\Users\Projects\tr_stdplate\W554.DGN PLOT DATE : 03-SEP-2002 07:15 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 5.238095:1.000000
WISDOT/CADDS SHEET 42



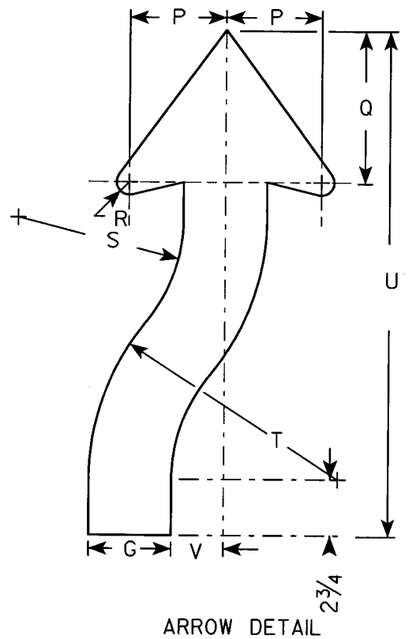
W6-1

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	900 mm X 900 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



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.	Area m²
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25	0.56
2	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0	0.81
3																												
4	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0	0.81
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0	1.44

STANDARD SIGN
W6-1 & W6-2

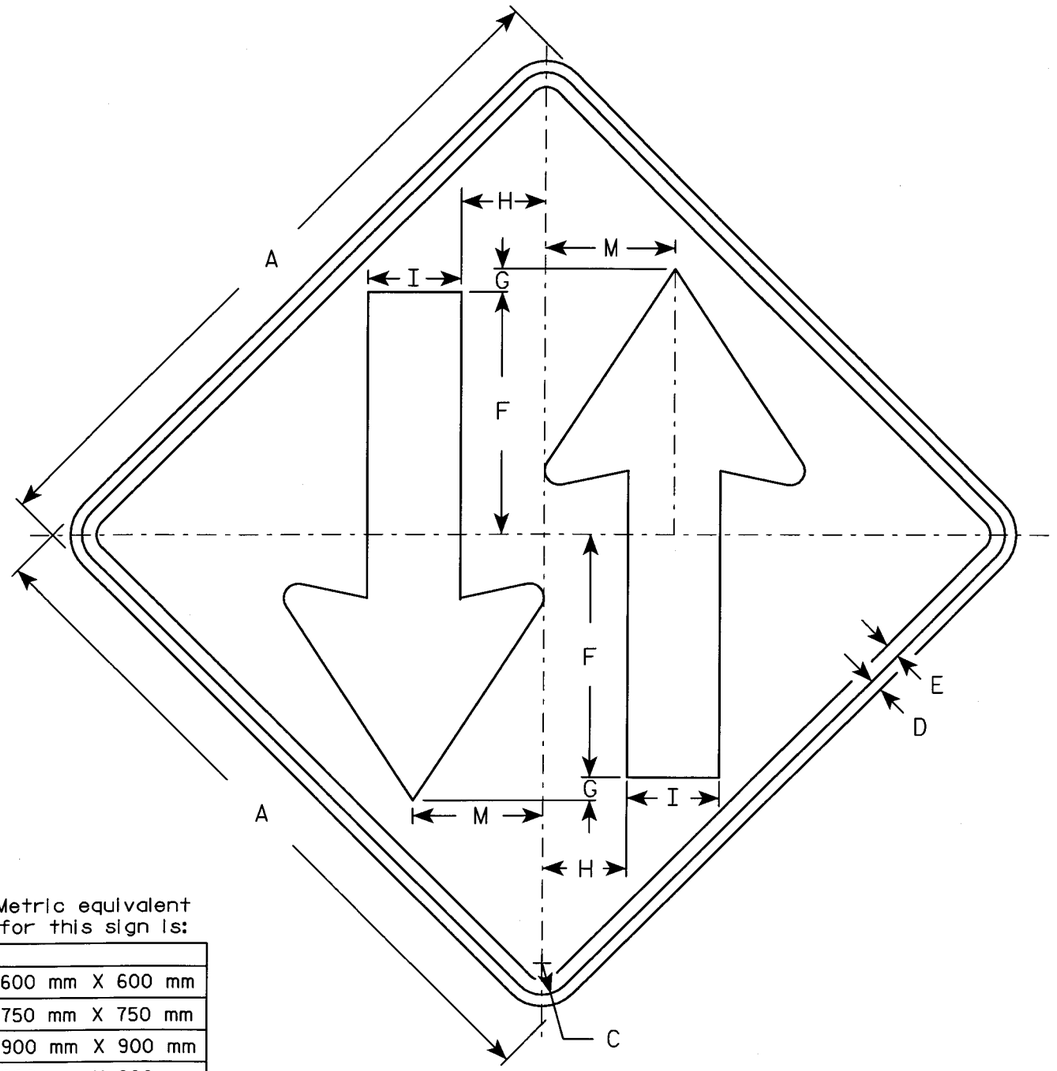
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spray for State Traffic Engineer

DATE 01/15/02 PLATE NO. W6-1.11

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 335 | E

LEVELS ON - 1,2,3, 5,6, 10.
58,59,63



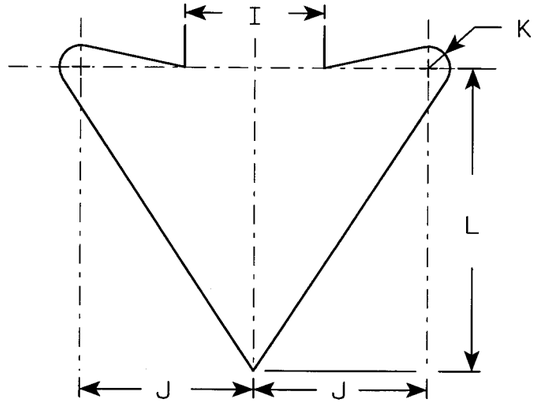
W6-3

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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.	Area m2
1	24		1 1/8	3/8	1/2	8 1/8	1	2	3	4	1/2	7	3 1/2														4.0	0.36
2	30		1 3/8	1/2	5/8	10 1/2	1	3 5/8	4	5	5/8	8 3/4	5 5/8														6.25	0.56
3	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0	0.81
4	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0	0.81
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0	1.44

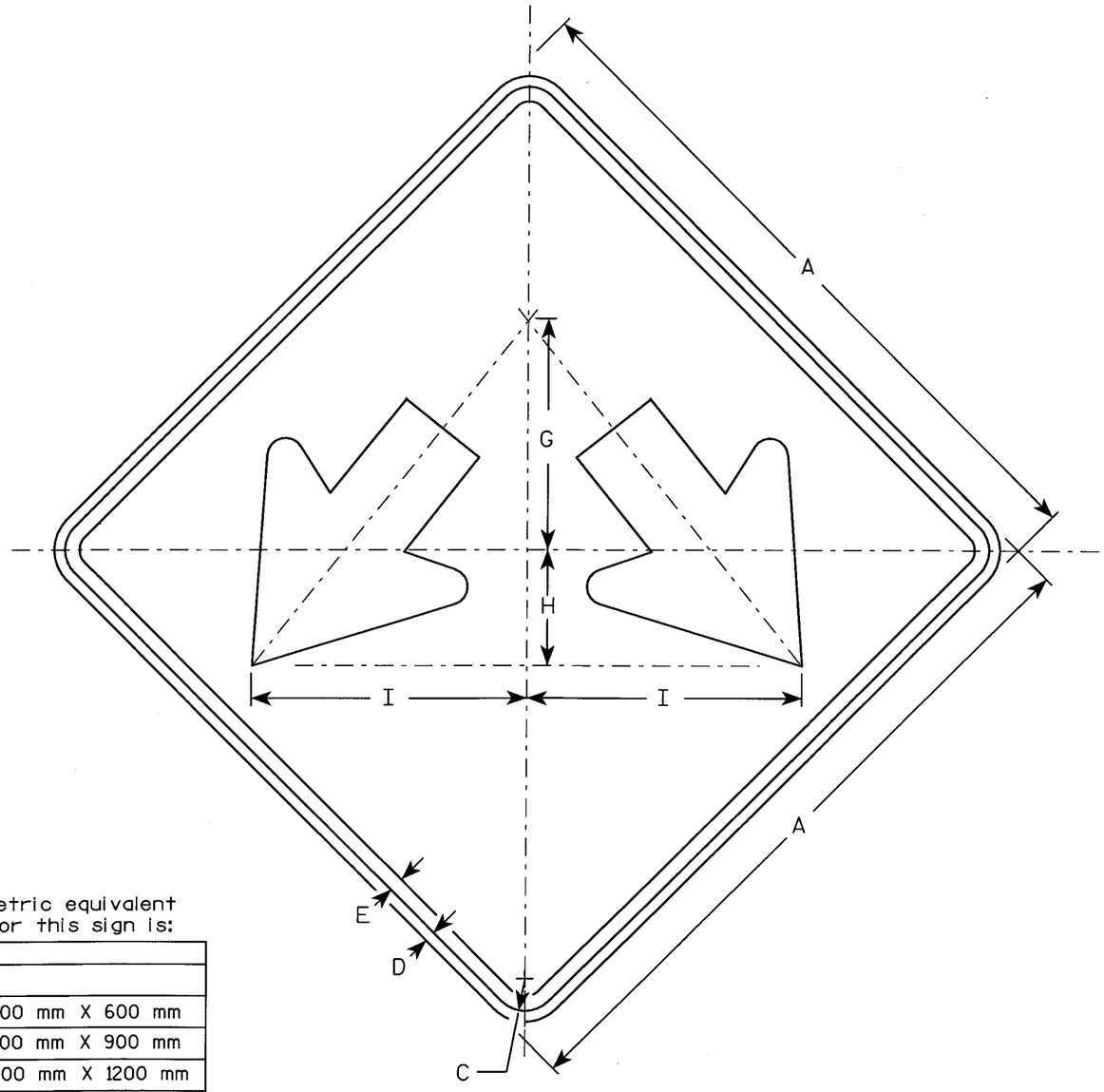
STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay for State Traffic Engineer

DATE 01/15/02 PLATE NO. W6-3.7

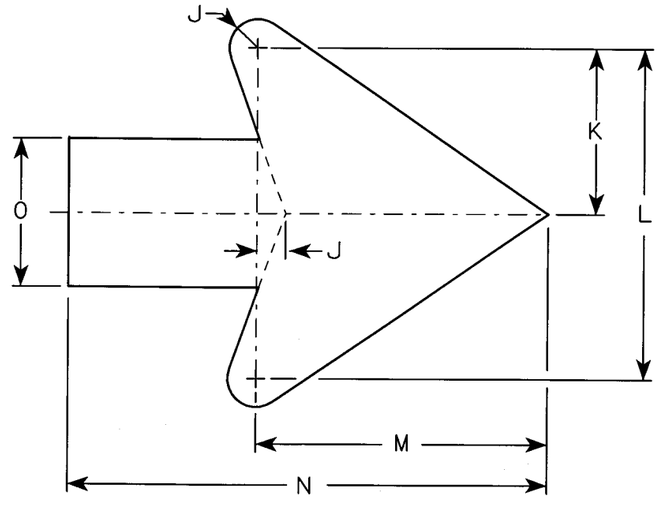
STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 336 | E



W12-1D

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	2400 mm X 2400 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 sq.
1																												
2	24		1 1/8	3/8	1/2		8	4	9 1/2	5/8	3 5/8	7 1/4	6 3/8	10 1/2	3 1/8												4.0	0.36
3	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0	0.81
4	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0	1.44
5	96		4 1/2	1 1/2	2		32	16	38	2 1/2	14 1/2	29	25 1/2	42	12 1/2												64.0	5.76

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sparge for State Traffic Engineer

DATE 01/22/02 PLATE NO. W12-1D.12

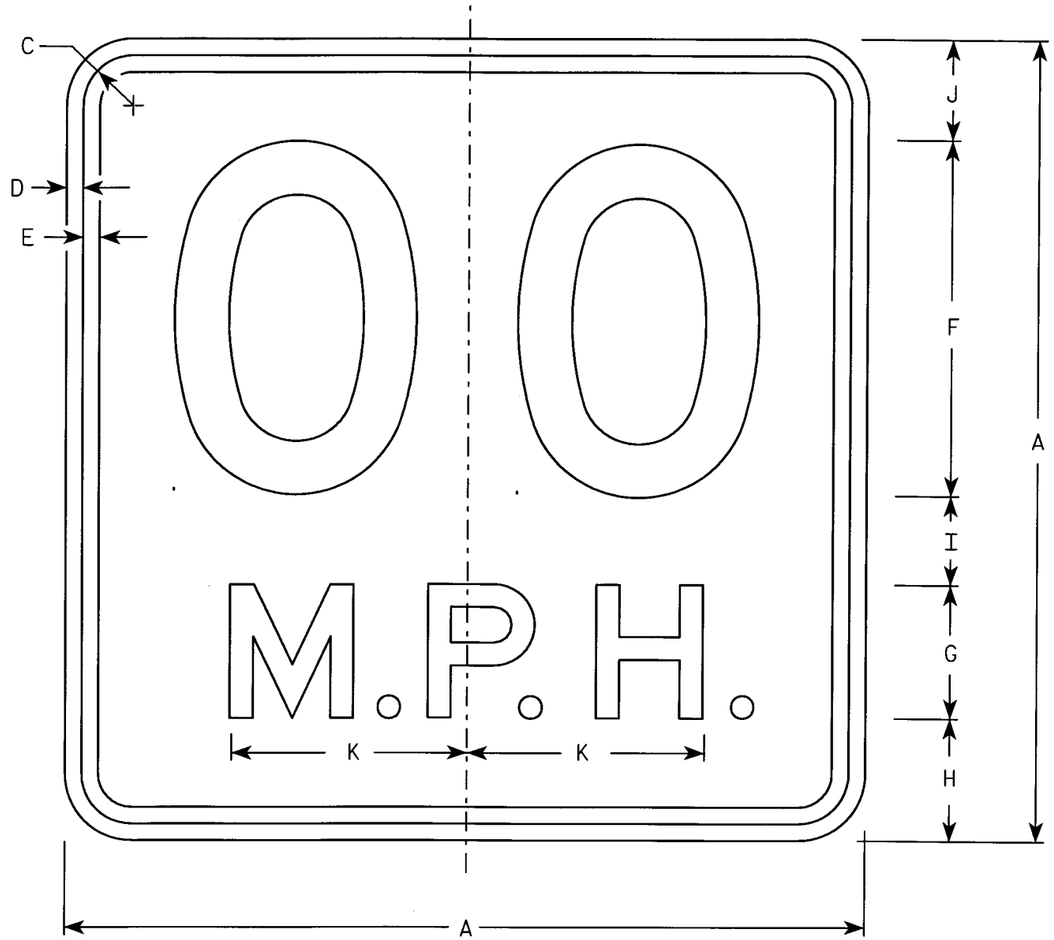
STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 337 | E

FILE NAME : C:\Users\Projects\tr_stdplate\W121D.DGN PLOT DATE : 03-SEP-2002 07:17 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 4.976190:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON - I.B.J. 5.6. 10.

58.59.63



W13-1 & W13-1W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 7
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E
7. W13-1 has a yellow background while W13-1W has a white background.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 450 mm
2	450 mm X 450 mm
3	600 mm X 600 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81

STANDARD SIGN
W13-1 & W13-1W

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprague for State Traffic Engineer

DATE 01/22/02 PLATE NO. W13-1.11

STATE PROJECT NUMBER: 9040-05-70 | HWY: | COUNTY: | SHEET NO: 338 | E

FILE NAME : C:\Users\Projects\tr_stdplate\W131.DGN PLOT DATE : 03-SEP-2002 07:14 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 3.404762:1.000000

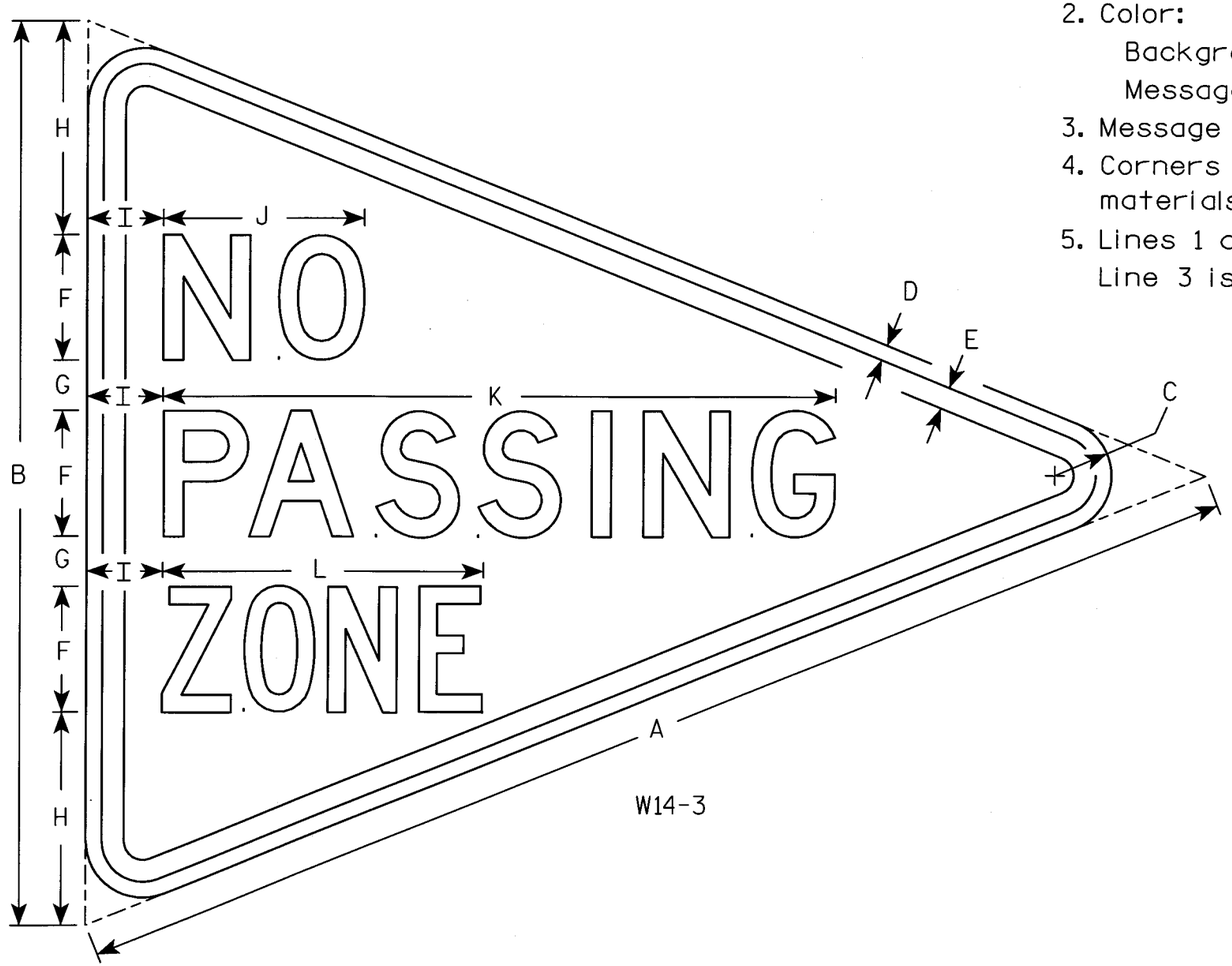
WISDOT/CADDS SHEET 42

LEVELS ON - 2,3, 5,6, 10.

58,59,63

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 900 mm
3	1600 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0	.54
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7	.96
4																												
5																												

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay
for State Traffic Engineer

DATE 1/21/98 PLATE NO. W14-3.8

9040-05-70

SHEET NO: 339 E

FILE NAME : C:±Users±Projects±tr_stdplate±W143.DGN PLOT DATE: 03-SEP-2002 07:17 ORG DATE : 1/21/98 Originator : Don Kluever

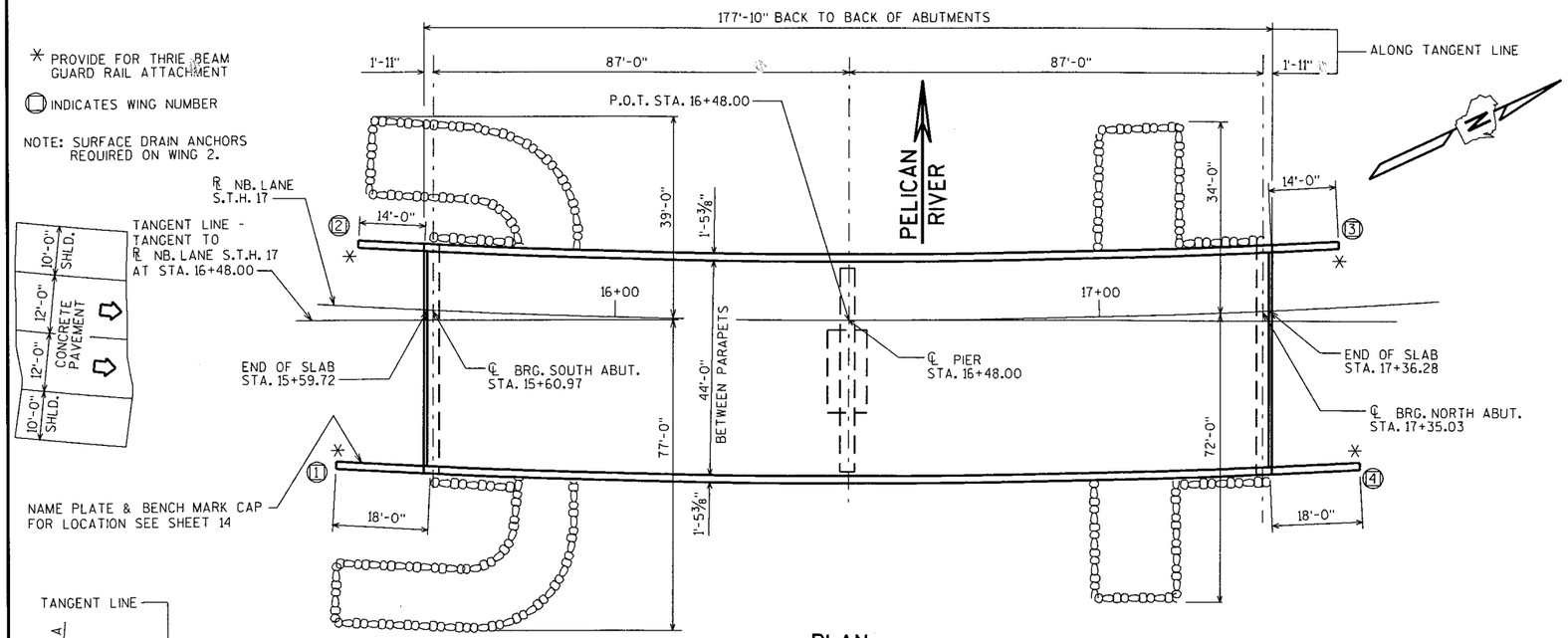
WISDOT/CADDS SHEET 42

LEVELS ON - 2,3, 5,6, 10,

58,59,63

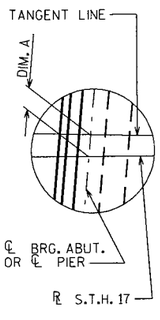
DISTRICT 7 CONTACT: ROBIN STAFFORD (715)-365-5750 FEDERAL WORK CODE = 08

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	340



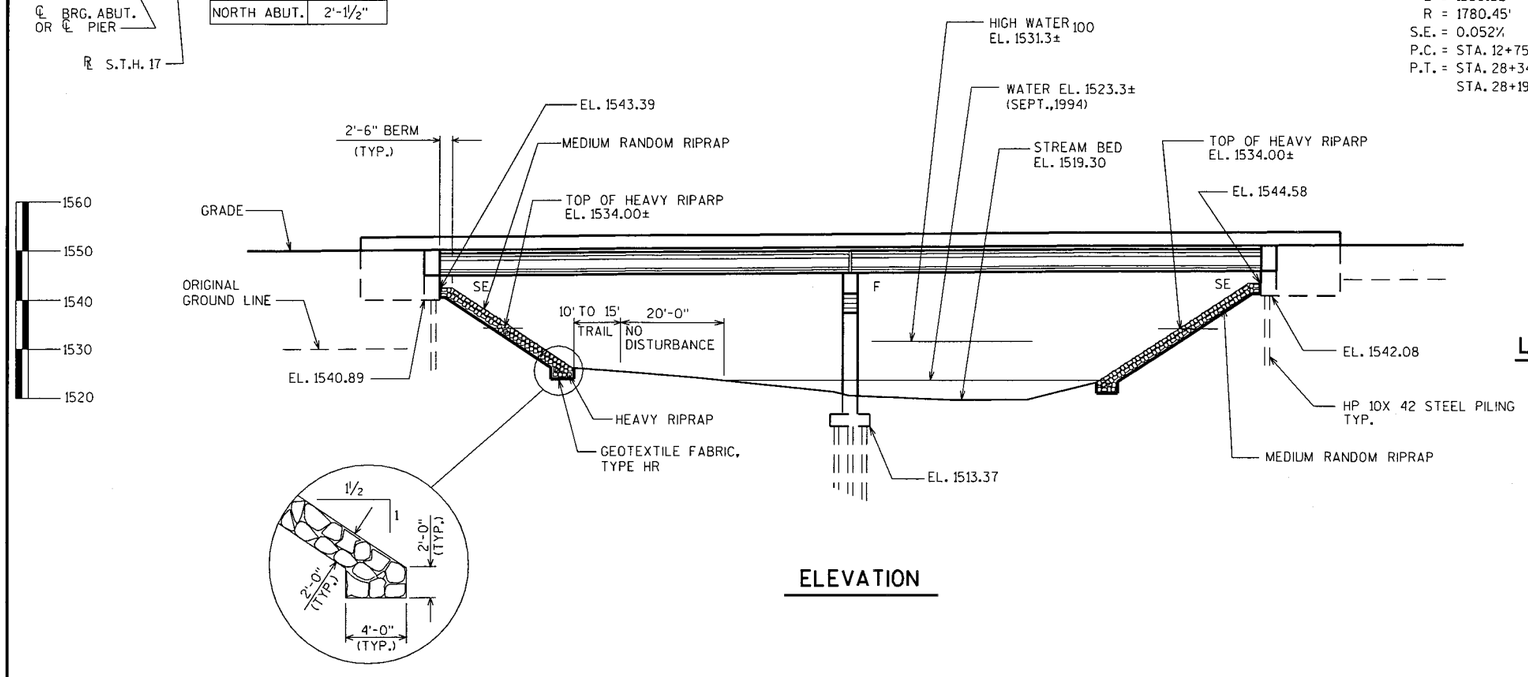
PLAN

2 SPAN-54" PRESTRESSED GIRDERS



OFFSET TABLE

LOCATION	DIM. A
SOUTH ABUT.	2'-1½"
PIER	0
NORTH ABUT.	2'-1½"



ELEVATION

DESIGN DATA

LIVE LOAD:

DESIGN RATING; HS-20
INVENTORY RATING; HS-21
OPERATIONAL RATING; HS-37
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY SLAB — f'c = 4,000 P.S.I. ALL OTHER — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.
54" PRESTRESSED GIRDERS, CONCRETE MASONRY — f'c = 6,000 P.S.I.
STRANDS-½" Φ WITH ULTIMATE TENSILE STRENGTH OF 270,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.
SOUTH ABUTMENT ESTIMATED 55'-0" LONG.
NORTH ABUTMENT ESTIMATED 35'-0" LONG.
PILE POINTS ARE REQUIRED - BOTH ABUTMENTS

PIER TO BE SUPPORTED ON HP 10 X 42 STEEL PILING
DRIVEN TO A MINIMUM BEARING VALUE OF 55 TONS PER PILE.
ESTIMATED 10'-0" LONG.
PRE-BORING OF ALL PIER PILES IS REQUIRED.

CURVE DATA

S.T.H. 17 NB. CONST. ℄

P.I. = STA. 21+09.03
Δ = 50°-11'-10"
D = 3°-13'-05"
T = 833.76'
L = 1559.52'
R = 1780.45'
S.E. = 0.052%
P.C. = STA. 12+75.27
P.T. = STA. 28+34.78BK
STA. 28+19.45AH

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} =3,600 C.F.S.
VEL. =3.30 F.P.S.
HW.= EL. 1531.3±
WATERWAY AREA= 1081.0 SQ. FT.
DRAINAGE AREA= 258.7 SQ. MI.
ROAD OVERTOPPING = NA
SCOUR CRITICAL CODE = 5

TRAFFIC VOLUME

S.T.H. 17
A.D.T.=5,000 (2012)
R.D.S.=55 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. PIER
9. STEEL DIAPHRAGM
10. 54" PRESTRESSED GIRDER DETAILS
11. SUPERTRUCTURE
12. SUPERSTRUCTURE DETAILS
13. FRAMING/OFFSET TANGET DETAILS
14. SLOPED FACED PARAPET - TYPE LF

BRIDGE OFFICE CONTACT = KENT BAHLER (608) 266-8490
BRIDGE OFFICE CONTACT = BOB JONES (608) 266-5092

NO.	DATE	REVISION	BY

Plans Prepared By **WISDOT**
BUREAU OF STRUCTURES

STRUCTURE B-43-47

S.T.H. 17 OVER PELICAN RIVER

COUNTY: ONEIDA		TOWN/CITY/VILLAGE: PELICAN	
DESIGN SPEC.: AASHTO STD. SPEC. 2002		LOAD: HS-20	CONST. SPEC.: 1996
DESIGNED BY: KAT	DESIGN CK'D.: SDR	DRAWN BY: DDS	PLANS CK'D.: BJ

APPROVED: H H Anderson 10-03-02
CHIEF STRUCTURAL DESIGN ENGINEER — DATE

GENERAL PLAN

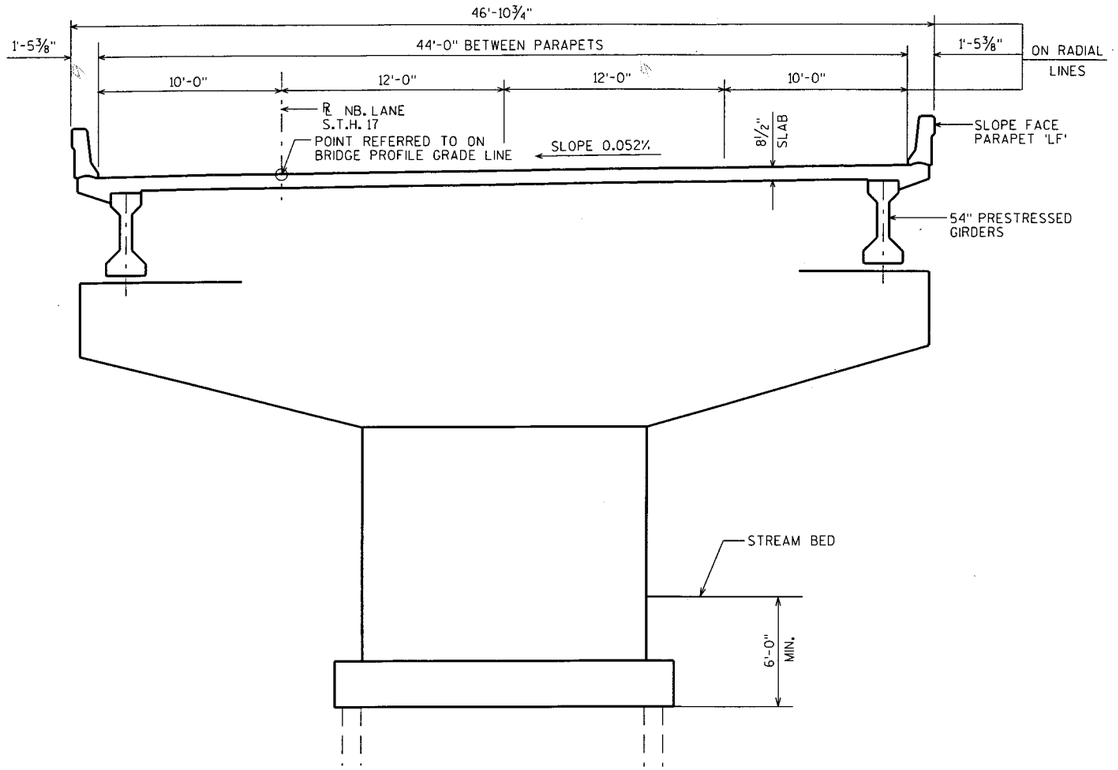
SHEET 1 OF 14

DATE: JULY 02

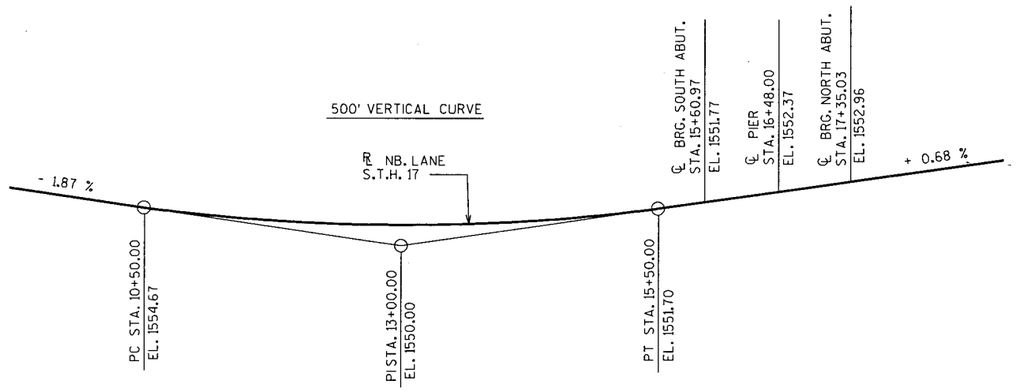
I.D. 9040-05-02

FILE= 01-4347GP1.DGN
SCALE = 15.00

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	341



CROSS SECTION THRU ROADWAY LOOKING NORTH



PROFILE GRADE LINE S.T.H. 17

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	NORTH ABUT.	PIER	TOTALS
EXCAVATION FOR STRUCTURES, BRIDGES, B-43-47	L.S.	——	——	——	——	1
COFFERDAMS, STRUCTURE B-43-47	L.S.	——	——	——	——	1
STRUCTURE BACKFILL	C.Y.	——	250	250	——	500
MEDIUM RANDOM RIPRAP	C.Y.	——	70	75	——	145
CONCRETE MASONRY, BRIDGES	C.Y.	328	60	60	91	539
PROTECTIVE SURFACE TREATMENT	S.Y.	1035	——	——	——	1035
PRESTRESSED GIRDER, I TYPE, 54-INCH	L.F.	874	——	——	——	874
HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	——	3480	3475	13215	20170
COATED HIGH-STRENGTH BAR STEEL REINFORCEMENT, BRIDGES	LB.	65110	2435	2425	——	69970
NON-LAMINATED ELASTOMERIC BEARING PADS	EACH	——	5	5	5	15
STEEL DIAPHRAGMS, STRUCTURE B-43-47	EACH	16	——	——	——	16
STEEL PILING, DELIVERED AND DRIVEN, HP 10-INCH 42 POUND	L.F.	——	550	350	170	1070
RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	——	11	11	——	22
HEAVY RIPRAP	C.Y.	——	240	155	——	395
PIPE UNDERDRAIN, 6-INCH	L.F.	——	64	64	——	128
PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	——	20	20	——	40
GEOTEXTILE FABRIC, TYPE DF	S.Y.	——	55	55	——	110
GEOTEXTILE FABRIC, TYPE HR	S.Y.	——	500	350	——	850
ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	4	——	——	——	4
OMP, READY MIXED CONCRETE MASONRY FOR BRIDGES, 5 CYLINDERS	C.Y.	328	60	60	91	539
OMP, BRIDGE STRENGTH INCENTIVE, CONCRETE MASONRY	DOL.	——	——	——	——	5390
PILE POINTS	EACH	——	10	10	——	20
PREBORE STEEL PILING	L.F.	——	——	——	170	170
NON-BID ITEMS						
FILLER	SIZE	——	——	——	——	½" & ¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

ELASTOMERIC BEARING PADS NEED NOT BE INDIVIDUALLY MOLDED PROVIDED THE CUT EDGES ARE SMOOTH AND TRUE.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE IN PLACE BEFORE ABUTMENT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION AT THE PIER.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE GRADATION OF THE STRUCTURE BACKFILL SHALL MEET THE REQUIREMENTS OF SECTION 209.2.2 OF THE STANDARD SPECIFICATIONS FOR GRADE 1 MATERIAL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC.	1996	DRAWN BY	DDS	PLANS CK'D.	BJ

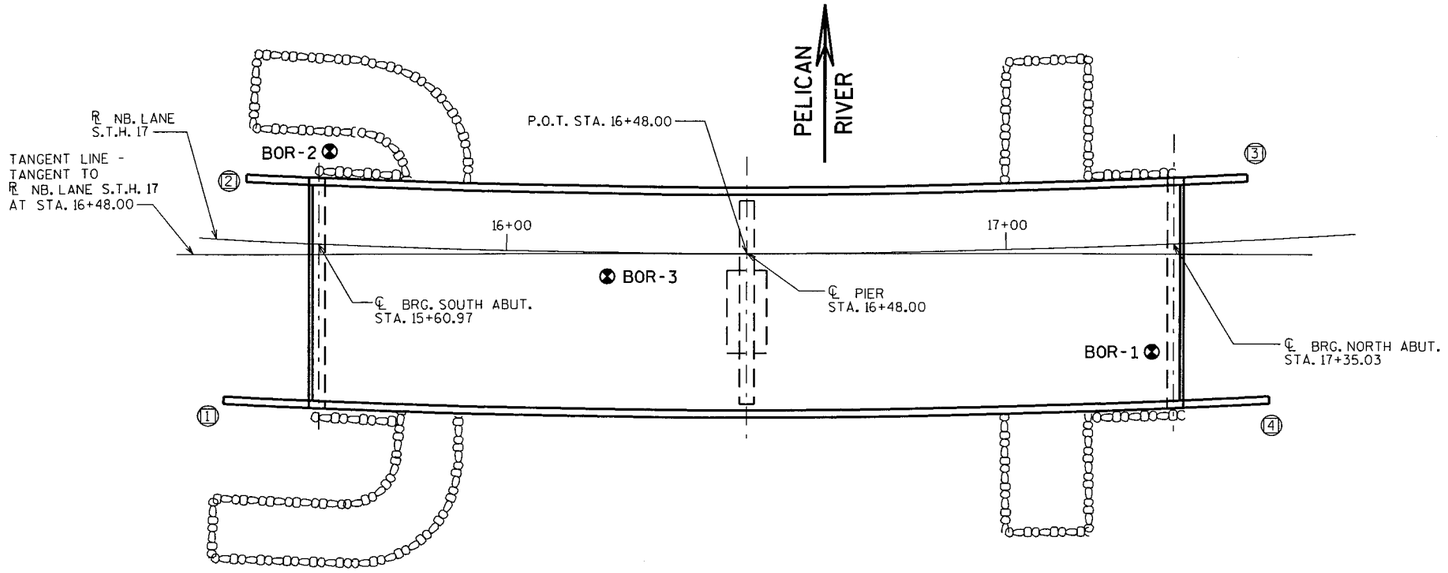
CROSS SECTION & QUANTITIES

SHEET 2

FILE= PREPLAN.DGN
SCALE = 4

STH 17 OVER PELICAN RIVER
USH 8 TO BRICHWOOD DRIVE, ONEIDA COUNTY

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	342



ABBREVIATIONS

F—Fine M—Medium C—Coarse
Ws—Weathered So—Sound

MATERIAL SYMBOLS

Topsoil, Silt, Sandstone, Sand, Peat, Limestone, Gravel, Clay, Igneous Rock

LEGEND OF PROBING

Probing No.
Sta.
Elevation
7 Average Blows Per Foot
95/6=95 Blows for 6" Penetration
Probing taken with a 350# Wt. Falling 18" on a 2" O.D. Point.
Refusal 95/6

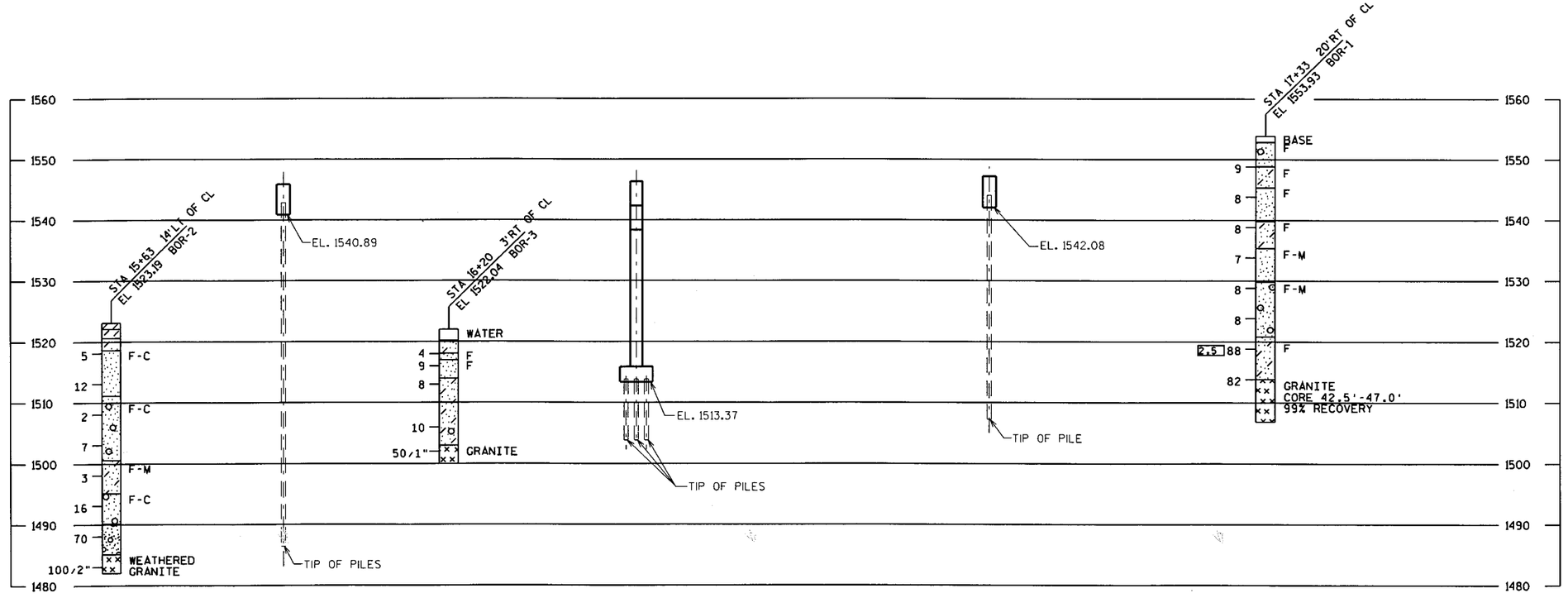
LEGEND OF BORING

Boring No.
Sta.
Elev.
Unconfined Strength Tons/Ft² → 7.7
Blows Per Ft. Using 140# Wt. Falling 30"
Wash Sample
Sandy Gravel
F
Boulders or Cobbles
Sand
Shelby Tube—S.T.
Ground Water Elevation
Silty Clay
No Ground Water Observed Above This Elevation
So Limestone

Unless otherwise specified, the blows per foot at the locations indicated are based on driving a 2" O.D. x 1.4" I.D. split spoon sampler with a 140# hammer having a free fall of 30". The blow count is taken in undisturbed soil immediately below a cased or open hole eliminating side friction on the drive pipe.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

To obtain relative data concerning the character of material in and upon which the foundation might be built, borings and/or soundings were made at points approximately as indicated on this drawing. The data presented herein represents the findings of the subsurface explorations made. However, because the depths investigated are limited and the area of the borings and/or soundings is very small in relation to the entire area, the Division of Highways does not warrant conditions below the depths investigated or that the classification of material encountered in these investigations is necessarily typical of the entire site.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

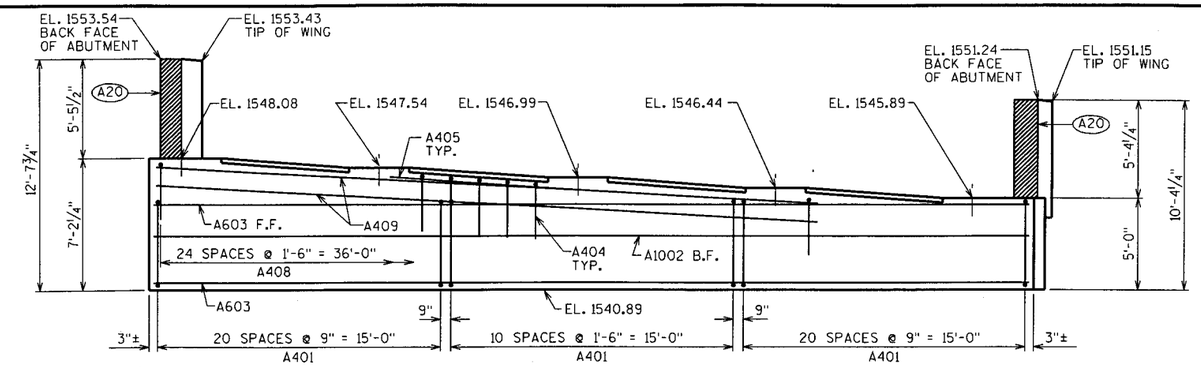
CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D. BJ

SUBSURFACE EXPLORATION

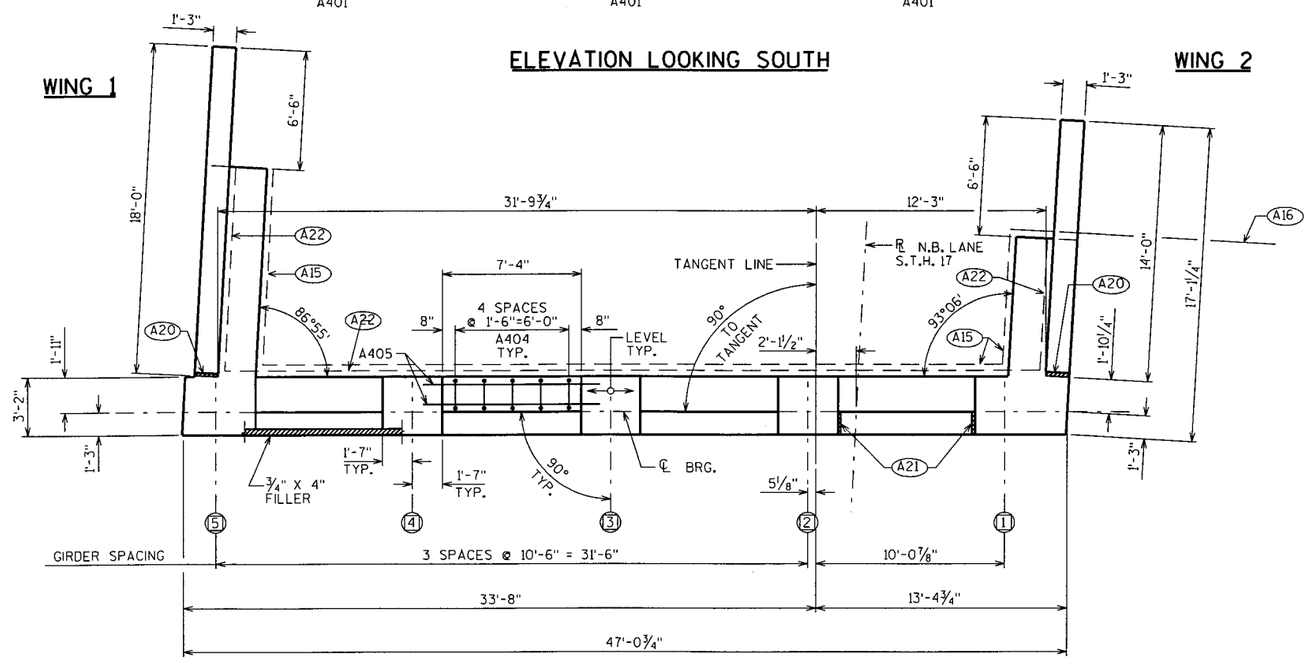
SHEET 3

FILE = 03-4347SOILS.DGN
SCALE = 15

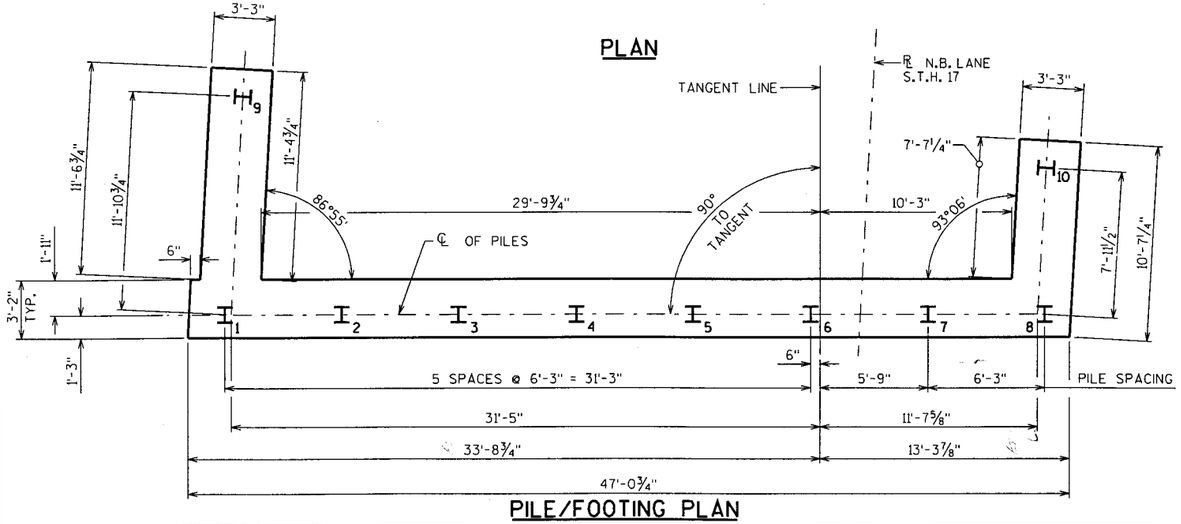
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	343



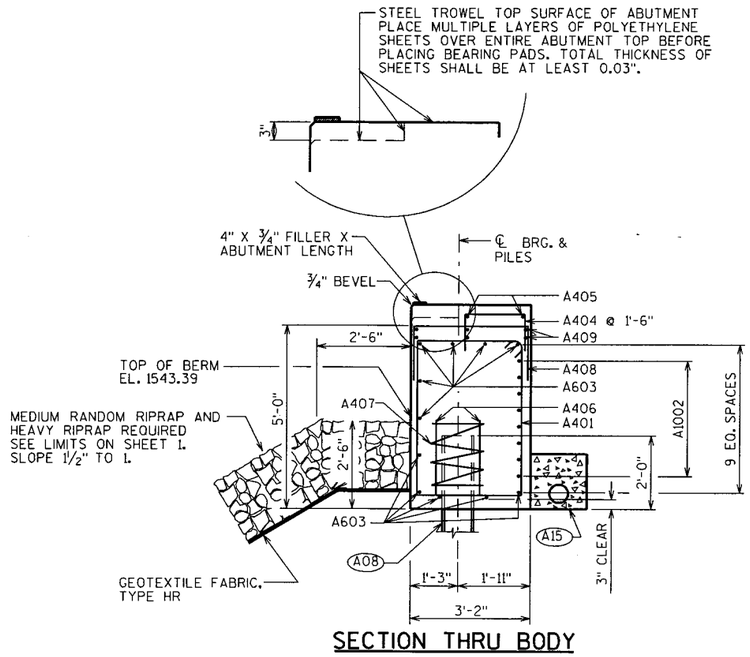
ELEVATION LOOKING SOUTH



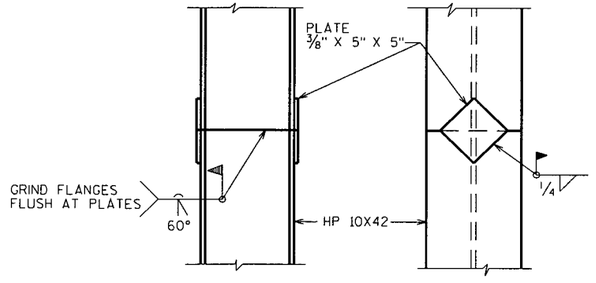
PLAN



PILE/FOOTING PLAN



SECTION THRU BODY



PILE SPLICE DETAIL

(A08) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 55'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE. PILE POINTS ARE REQUIRED.

(A15) PIPE UNDERDRAINS, 6 INCH. SLOPE 0.5% MIN. TO DRAIN. ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE 1 COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF, WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK UP VERT. FACES OF BEAM SEATS.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

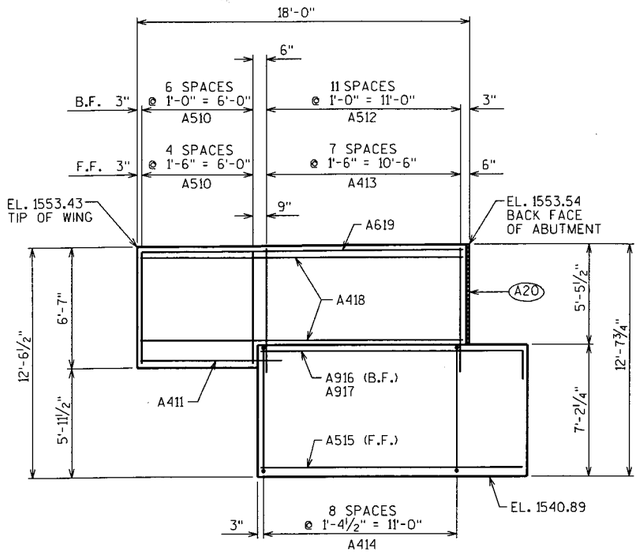
CONST. SPEC.	1996	DRAWN BY	DDS	PLANS CK'D.	

SOUTH ABUTMENT

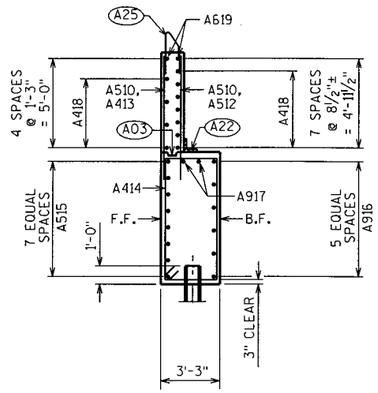
SHEET 4

FILE= 04-4347SABUT.DGN
SCALE = 4

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	344



ELEVATION - WING 1



SECTION THRU WING 1

A03 OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

A20 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

A22 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

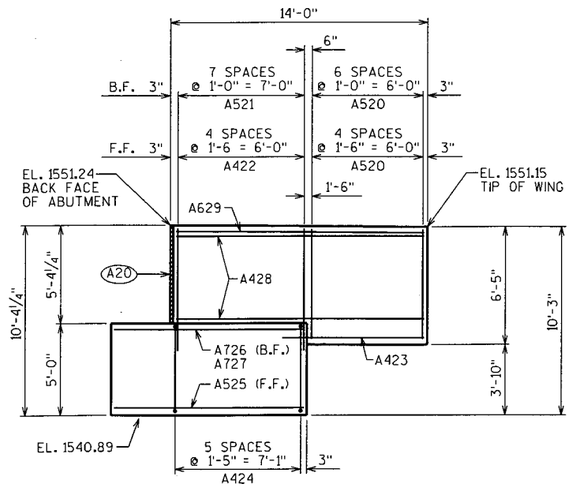
A25 FOR PPT. BARS & DIMENSION SEE PARAPET SHEET 14.

A27 A430 BARS SPACED @ 1'-0" CTRS. EMBED 1'-0" INTO WING CONC. LOCATE 3" DOWN FROM TOP OF WING @ BACKFACE TO 6" DOWN @ WING TIP. (DRILLED IN EPOXY ANCHORED #4 BARS 2'-0" LONG MAY BE USED. COST INCIDENTAL TO BID ITEM "COATED HIGH STRENGTH BAR STEEL REINFORCEMENT, BRIDGES.".

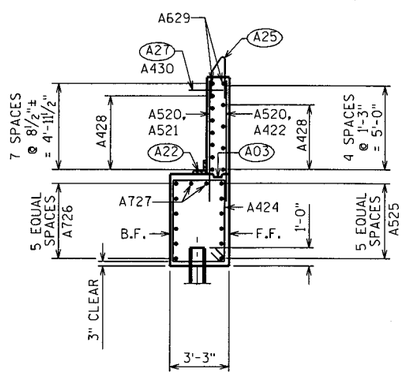
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

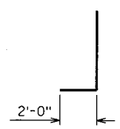
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401		53	14'-10"	X		VERTICAL - BODY - STIRRUPS
A1002		8	46'-8"			HORIZONTAL - BODY
A603		11	46'-8"			HORIZONTAL - BODY
A404		20	4'-5"	X		VERTICAL - BODY - BETWEEN BEAM SEATS
A405		8	9'-4"			HORIZONTAL - BODY - BETWEEN BEAM SEATS
A406		16	2'-3"			VERTICAL - 2 PER BODY PILE
A407		8	28'-0"	X		SPIRAL WRAP AROUND BODY PILES
A408		26	8'-8"	X		VERTICAL - BODY
A409		6	36'-0"			HORIZONTAL - BODY
A510	X	12	6'-3"			VERTICAL - WING 1
A411	X	2	7'-8"			HORIZONTAL - WING 1
A512	X	12	6'-9"			VERTICAL - WING 1
A413	X	8	6'-9"			VERTICAL - WING 1
A414	X	9	19'-10"	X		VERTICAL - WING 1 - STIRRUP
A515	X	8	14'-4"			HORIZONTAL - WING 1
A916	X	6	16'-3"	X		HORIZONTAL - WING 1
A917	X	2	14'-3"			HORIZONTAL - WING 1
A418	X	11	17'-8"			HORIZONTAL - WING 1
A619	X	2	17'-8"			HORIZONTAL - WING 1
A520	X	12	6'-1"			VERTICAL - WING 2
A521	X	8	6'-8"			VERTICAL - WING 2
A422	X	5	6'-8"			VERTICAL - WING 2
A423	X	2	7'-8"			HORIZONTAL - WING 2
A424	X	6	15'-6"	X		VERTICAL - WING 2 - STIRRUP
A525	X	6	10'-3"			HORIZONTAL - WING 2
A726	X	6	9'-3"			HORIZONTAL - WING 2
A727	X	2	10'-3"			HORIZONTAL - WING 2
A428	X	11	13'-8"			HORIZONTAL - WING 2
A629	X	2	13'-8"			HORIZONTAL - WING 2
A430	X	14	2'-0"			SURFACE DRAIN ANCHORS



ELEVATION - WING 2



SECTION THRU WING 2



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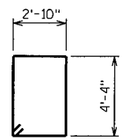

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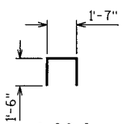

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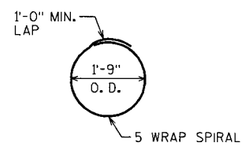

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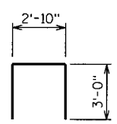

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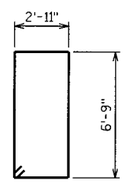

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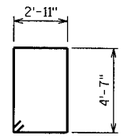


A424

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

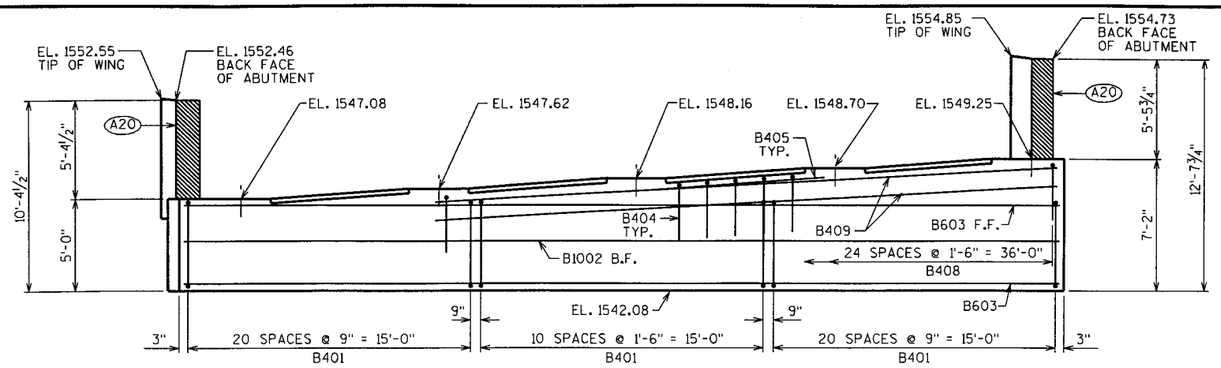
CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D. BJ

SOUTH ABUTMENT DETAILS

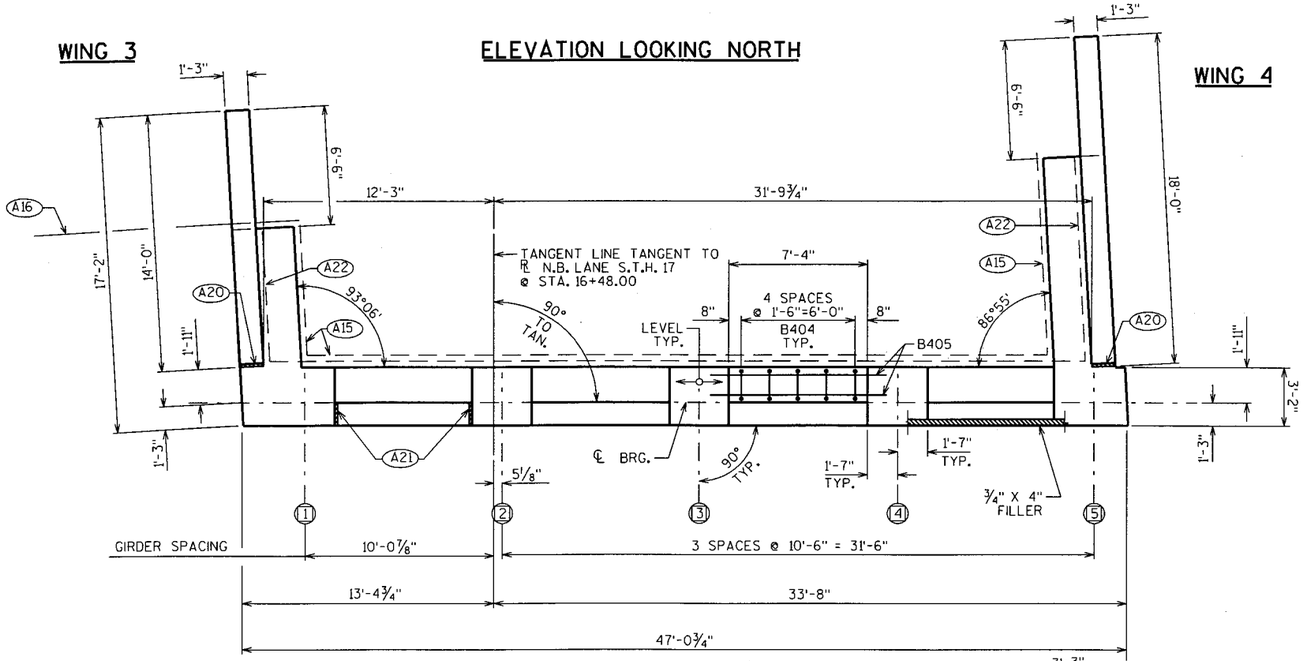
SHEET 5

FILE= 05-4347SABUTDET.DGN
SCALE = 4

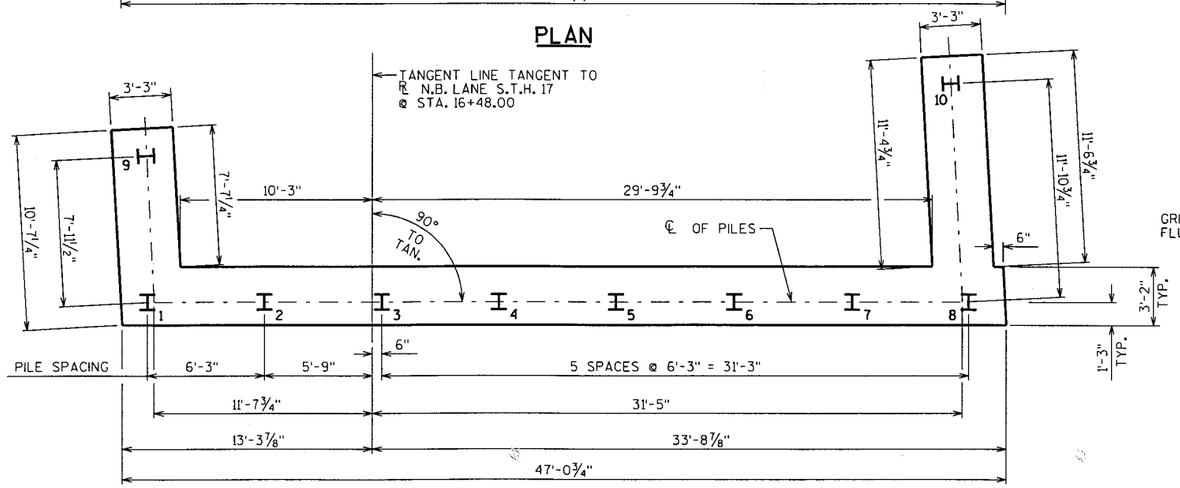
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	345



ELEVATION LOOKING NORTH

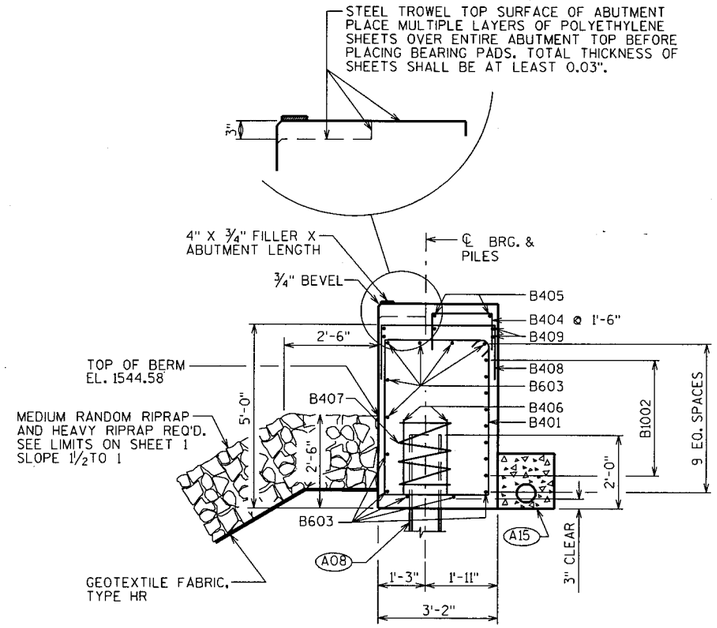


PLAN

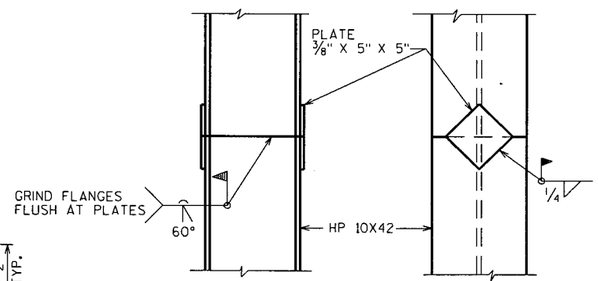


PILE/FOOTING PLAN

STEEL TROWEL TOP SURFACE OF ABUTMENT PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".



SECTION THRU BODY



PILE SPLICE DETAIL

(A08) SUPPORT ABUTMENT ON HP 10 x 42 STEEL PILING, ESTIMATED 35'-0" LONG & DRIVEN TO A MIN. BRC. VALUE OF 55 TONS PER PILE. PILE POINTS ARE REQUIRED.

(A15) PIPE UNDERDRAINS, 6 INCH. SLOPE 0.5% MIN. TO DRAIN. ENCLOSED IN 1'-6" X 1'-6" AREA OF SIZE I COARSE AGGREGATE (INCLUDED IN UNDERDRAIN BID ITEM) WRAPPED IN GEOTEXTILE FABRIC, TYPE DF, WITH 1'-6" OVERLAP.

(A16) PIPE UNDERDRAIN, 6 INCH, UNPERFORATED. TO SUITABLE DRAINAGE.

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A21) 3/4" CORK UP VERT. FACES OF BEAM SEATS.

(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

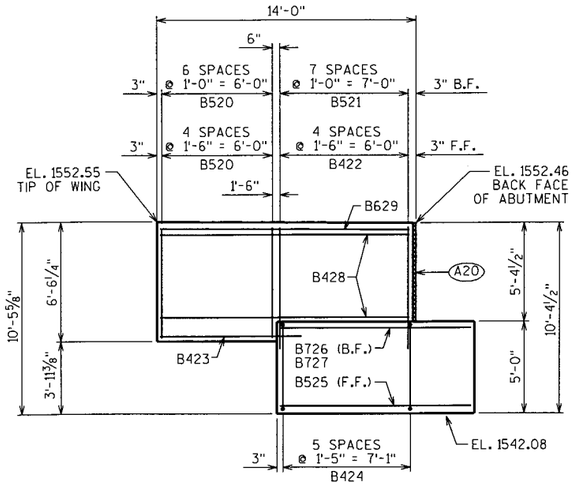
CONST. SPEC.	1996	DRAWN BY	DDS	PLANS CK'D.	BV

NORTH ABUTMENT

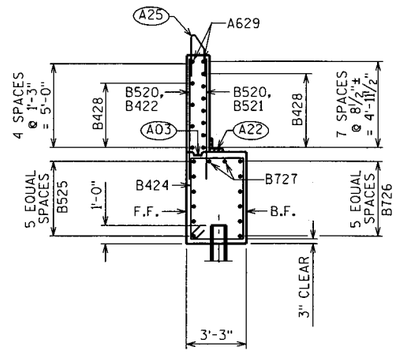
SHEET 6

FILE= 06-4347NABUT.DGN
SCALE = 4

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	346



ELEVATION - WING 3



SECTION THRU WING 3

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A20) 1/2" FILLER (INCLUDED IN WING LENGTH):SEAL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

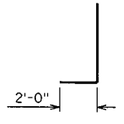
(A22) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A25) FOR PPT. BARS & DIMENSION SEE PARAPET SHEET 14.

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		53	14'-10"	X		VERTICAL - BODY - STIRRUPS
B1002		8	46'-8"			HORIZONTAL - BODY
B603		11	46'-8"			HORIZONTAL - BODY
B404		20	4'-5"	X		VERTICAL - BODY
B405		8	9'-4"			HORIZONTAL - BODY
B406		16	2'-3"			VERTICAL - ALONG EACH BODY PILE
B407		8	28'-0"	X		SPIRAL WRAP AROUND BODY PILES
B408		25	8'-8"	X		VERTICAL - BODY
B409		6	36'-0"			HORIZONTAL - BODY
B510	X	12	6'-3"			VERTICAL - WING 4
B411	X	2	7'-8"			HORIZONTAL - WING 4
B512	X	12	6'-9"			VERTICAL - WING 4
B413	X	8	6'-9"			VERTICAL - WING 4
B414	X	9	19'-10"	X		VERTICAL - WING 4 - STIRRUP
B515	X	8	14'-4"			HORIZONTAL - WING 4
B916	X	6	16'-3"	X		HORIZONTAL - WING 4
B917	X	2	14'-3"			HORIZONTAL - WING 4
B418	X	11	17'-8"			HORIZONTAL - WING 4
B619	X	2	17'-8"			HORIZONTAL - WING 4
B520	X	12	6'-1"			VERTICAL - WING 3
B521	X	8	6'-8"			VERTICAL - WING 3
B422	X	5	6'-8"			VERTICAL - WING 3
B423	X	2	7'-8"			HORIZONTAL - WING 3
B424	X	6	15'-6"	X		VERTICAL - WING 3 - STIRRUP
B525	X	6	10'-3"			HORIZONTAL - WING 3
B726	X	6	10'-3"			HORIZONTAL - WING 3
B727	X	2	9'-3"			HORIZONTAL - WING 3
B428	X	11	13'-8"			HORIZONTAL - WING 3
B629	X	2	13'-8"			HORIZONTAL - WING 3



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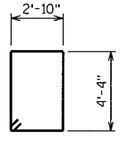

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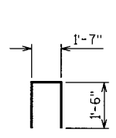

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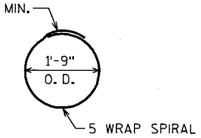

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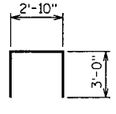

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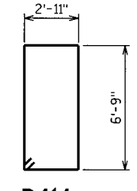

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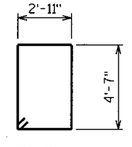

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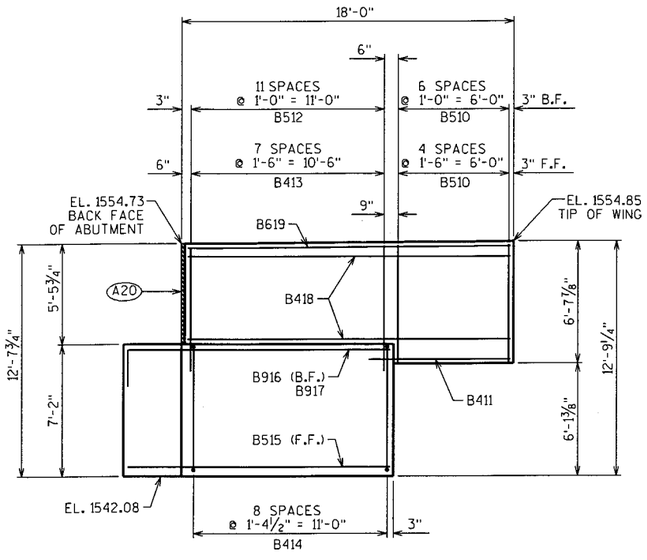
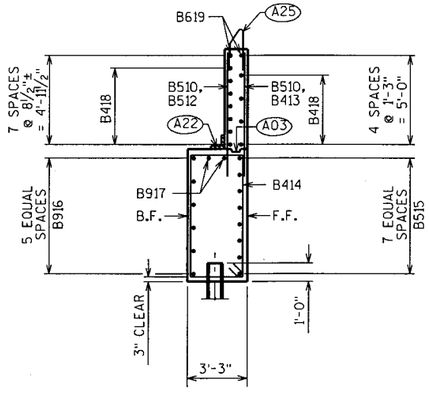


ELEVATION - WING 4



SECTION THRU WING 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D.

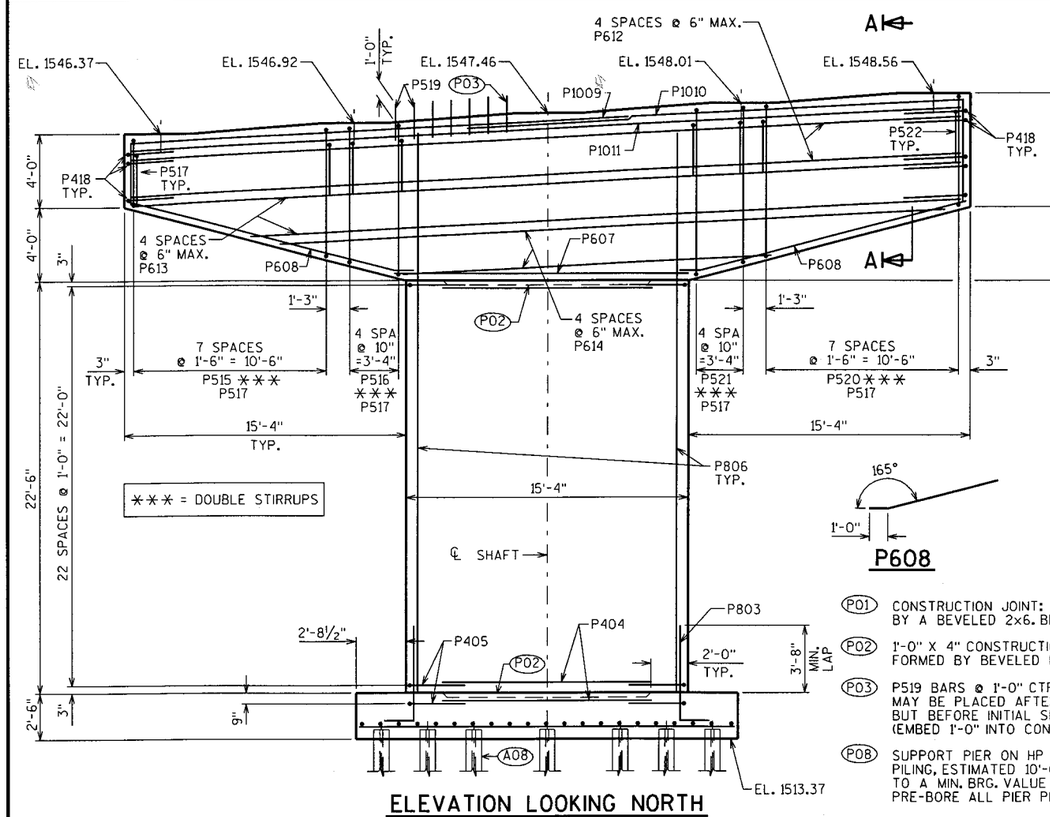
NORTH ABUTMENT DETAILS

SHEET 7

FILE= 07-4347NABUTDET.DGN

SCALE = 4

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	347



ELEVATION LOOKING NORTH

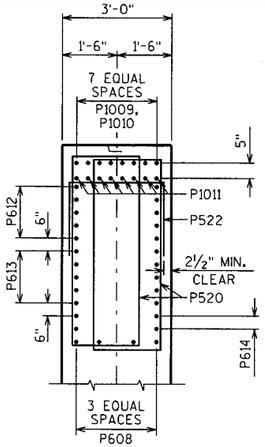
P608

(P01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2×6. BETWEEN BEAM SEATS.

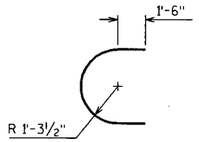
(P02) 1'-0" X 4" CONSTRUCTION JOINT FORMED BY BEVELED KEYWAY.

(P03) P519 BARS @ 1'-0" CTRS. BETWEEN BEAM SEATS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(P08) SUPPORT PIER ON HP 10 x 42 STEEL PILING, ESTIMATED 10'-0" LONG & DRIVEN TO A MIN. BRG. VALUE OF 55 TONS PER PILE. PRE-BORE ALL PIER PILING.



CROSS SECTION A-A



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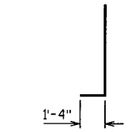
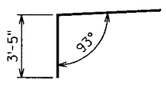


P803



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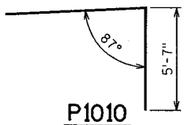


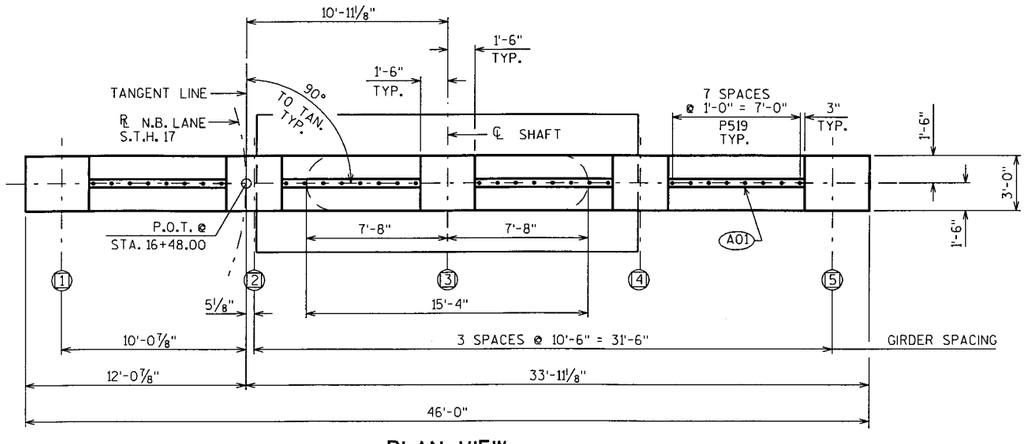
P1010

BILL OF BARS

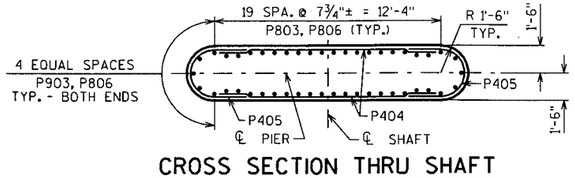
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
	P601		21	7'-2"			HORIZONTAL - FOOTING
	P802		15	20'-5"			HORIZONTAL - FOOTING
	P803		46	6'-9"	X		VERTICAL - SHAFT & FOOTING
	P404		48	12'-4"			HORIZONTAL - SHAFT
	P405		48	7'-0"	X		HORIZONTAL - SHAFT
	P806		46	30'-6"			VERTICAL - SHAFT
	P607		2	15'-4"			HORIZONTAL - CAP
	P608		4	16'-11	X		HORIZONTAL - CAP
	P1009		8	30'-0"	X		HORIZONTAL - CAP
	P1010		8	32'-2"	X		HORIZONTAL - CAP
	P1011		8	45'-6"			HORIZONTAL - CAP
	P612		10	45'-6"			HORIZONTAL - CAP
⚠	P613		10	42'-1"		X	HORIZONTAL - CAP
⚠	P614		10	28'-3"		X	HORIZONTAL - CAP
⚠	P515		16	14'-10	X	X	VERTICAL - CAP - STIRRUP
⚠	P516		10	19'-9"	X	X	VERTICAL - CAP - STIRRUP
	P517		26	5'-4"	X		VERTICAL - CAP
	P418		17	5'-5"	X		HORIZONTAL - CAP - ENDS
	P519		32	2'-0"			DOWEL BARS
⚠	P520		16	17'-10"	X	X	VERTICAL - CAP - STIRRUP
⚠	P521		10	21'-8"	X	X	VERTICAL - CAP - STIRRUP
	P522		20	6'-4"	X		VERTICAL - CAP - TOP WITH P806

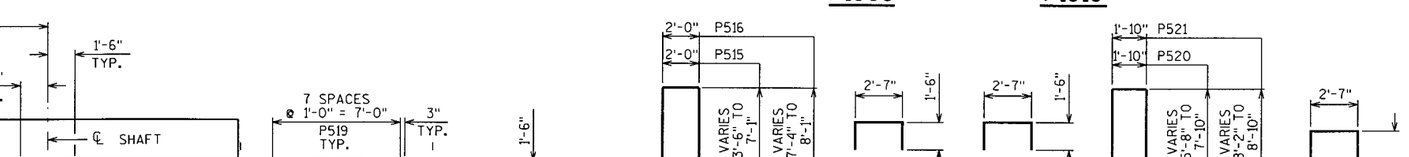
⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



PLAN VIEW



CROSS SECTION THRU SHAFT

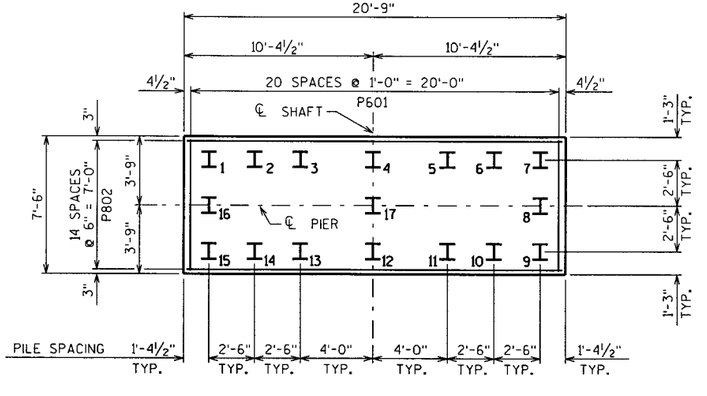


P515, P516 P517 P418 P520, P521 P522

BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
P613	2 SERIES OF 5	38'-11" TO 45'-3"
P614	2 SERIES OF 5	20'-4" TO 36'-2"
P515	2 SERIES OF 8	11'-4" TO 18'-6"
P516	2 SERIES OF 5	19'-0" TO 20'-6"
P520	2 SERIES OF 8	15'-8" TO 20'-0"
P521	2 SERIES OF 5	20'-8" TO 22'-0"

BUNDLE AND TAG EACH SERIES SEPARATELY.



FOOTING AND PILE PLAN

PRE-BORE AND GROUT ALL PIER PILING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC.	1996	DRAWN BY	DDS	PLANS CK'D.	BV

PIER

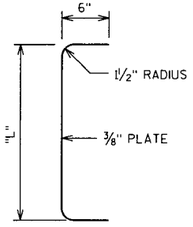
SHEET 8

FILE= 08-4347PIER.DGN
SCALE = 4

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	348

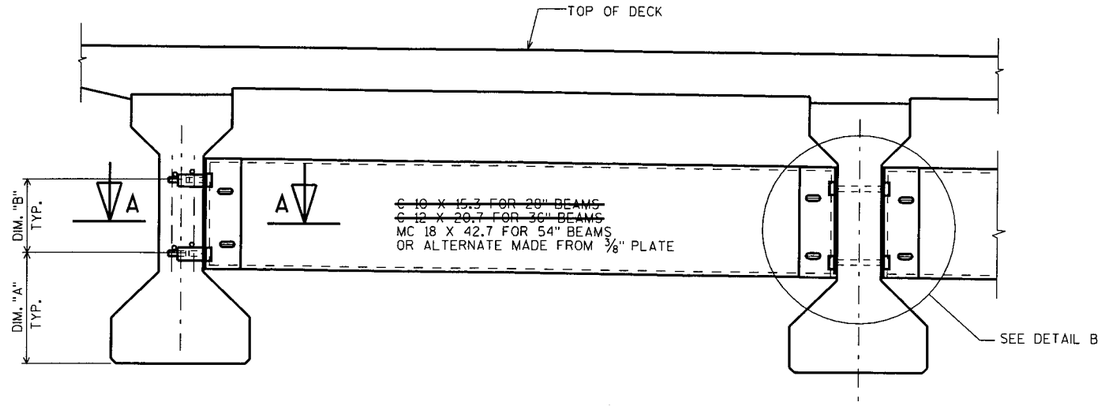
TABLE

GIRDER HEIGHT	DIM. "A"	DIM. "B"	DIM. "L"	* DIM. "X"
~~28"~~	~~1'-0 7/8"~~	~~6 7/8"~~	~~9 1/2"~~	~~2 1/4"~~
~~36"~~	~~1'-2 7/8"~~	~~9 7/8"~~	~~1'-1 1/8"~~	~~3 1/4"~~
~~45"~~	~~1'-5 7/8"~~	~~1'-1 7/8"~~	~~1'-6 1/2"~~	~~2 1/4"~~
54"	1'-7 7/8"	1'-5 7/8"	1'-9 1/2"	4 1/4"
~~54W"~~	~~1'-9 1/8"~~	~~1'-5 7/8"~~	~~1'-9 1/2"~~	~~4 1/4"~~



SECTION THRU ALTERNATE DIAPHRAGM

*DIM "X" = 2 1/2" FOR ALTERNATE PLATE DIAPHRAGM



EXTERIOR GIRDER

INTERIOR GIRDER

PART TRANSVERSE SECTION AT DIAPHRAGM

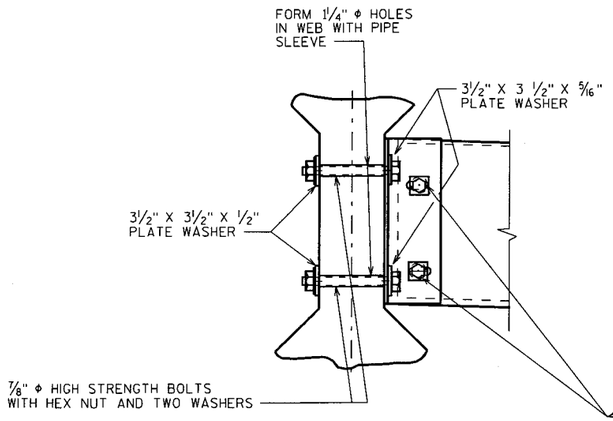
NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGM", STRUCTURE, EACH.

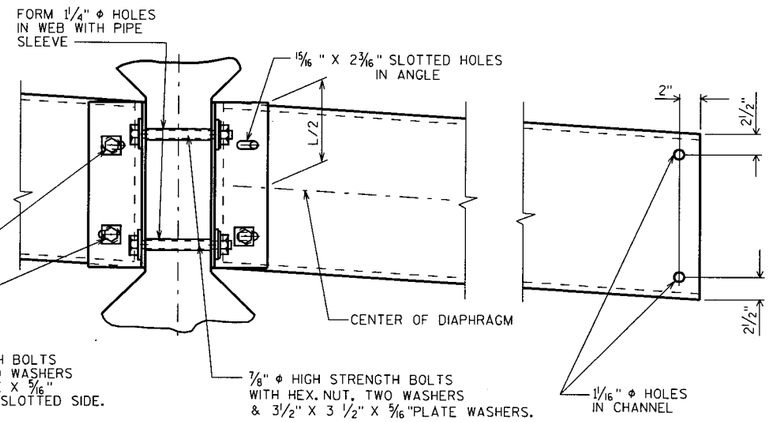
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36. ALL BOLTS, NUTS AND WASHERS SHALL BE ASTM A325 TYPE 1.

ALL DIAPHRAGM STRUCTURAL STEEL SHOWN SHALL BE HOT-DIPPED GALVANIZED. ALL BOLTS, NUTS AND WASHERS SHALL BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C. GALVANIZED NUTS SHALL BE TAPPED OVERSIZE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A563 AND SHALL MEET THE REQUIREMENTS OF SUPPLEMENTARY REQUIREMENT S1 OF ASTM A563. LUBRICANT AND TEST FOR COATED NUTS.

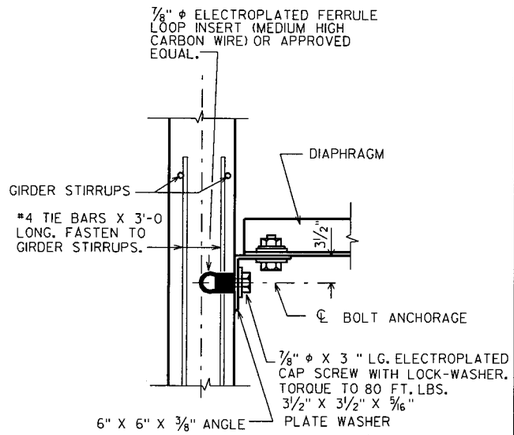


(FOR STAGGERED DIAPHRAGM)



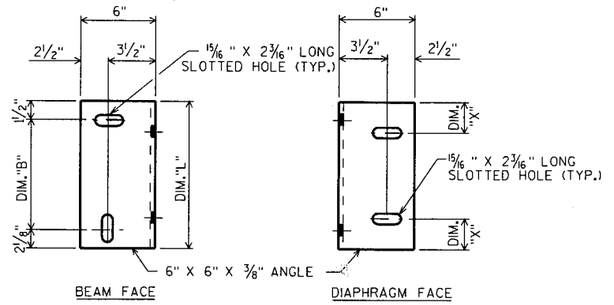
(FOR CONTINUOUS LINE OF DIAPHRAGMS)

DETAIL B



SECT. A-A

(FOR EXTERIOR ATTACHMENT)



DIAPHRAGM SUPPORT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

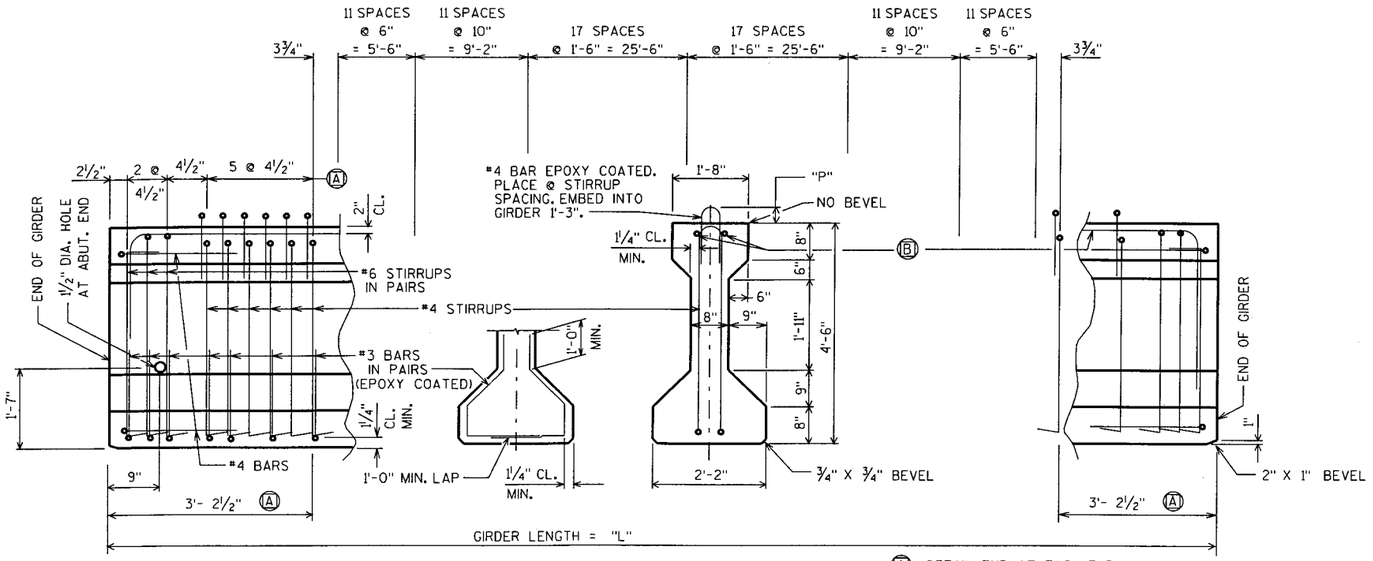
CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D.

STEEL DIAPHRAGM

SHEET 9

FILE= 09-4347DIA.DGN
SCALE =
6-00

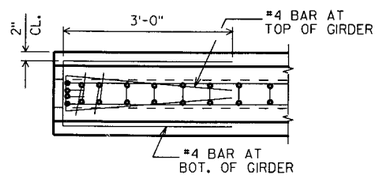
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	349



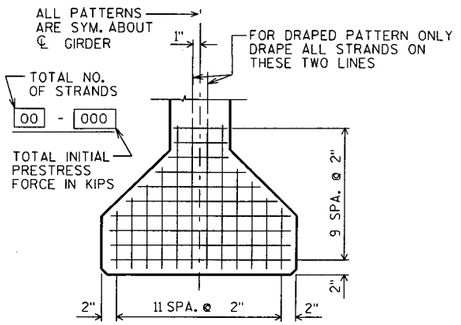
Ⓐ DETAIL TYP. AT EACH END

Ⓑ 2-BARS BEND DOWN 16 BAR DIA. AT ENDS USE #4'S

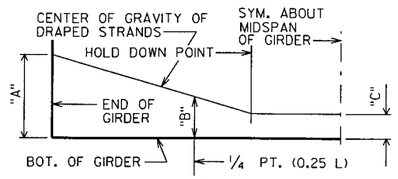
SIDE VIEW & TYP. SECTION IN SPAN



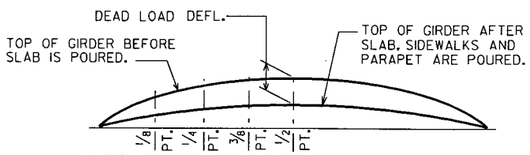
TOP VIEW OF GIRDER ENDS



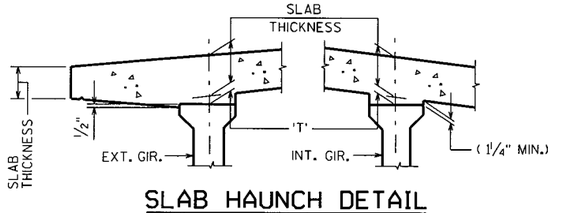
TYP. STRAND PATTERN



DRAPED STRAND PROFILE



DEAD LOAD DEFLECTION DIAGRAM



SLAB HAUNCH DETAIL

GIRDER NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 2" OF GIRDER, WHICH SHALL BE TROWEL FINISHED.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

PRESTRESSING STRANDS SHALL BE 0.5"ϕ - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270.000 psi AND SHALL BE FLUSH WITH THE ENDS OF THE GIRDER.

BEND EACH END OF #4 STIRRUPS 4½" AND #6 STIRRUPS 6½".

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT. IF THE FABRICATOR WANTS TO BUILD A BAR STEEL CAGE BY WELDING LONGITUDINAL REINFORCEMENT TO THE #4 STIRRUPS, 2 OPTIONS ARE AVAILABLE:

1. USE ASTM A706, GRADE 60 REINFORCEMENT AND THE STIRRUP SPACING AS SHOWN ON THE PLANS.
2. USE ASTM A615, GRADE 40 REINFORCEMENT AND A MODIFIED STIRRUP SPACING SUBMITTED TO AND APPROVED BY THE STRUCTURES DEVELOPMENT SECTION.

AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION

WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ASTM A497.

ENDS OF STRANDS SHALL BE PAINTED WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (THIS APPLIES ONLY TO THOSE ENDS OF GIRDERS THAT ARE FINALLY EXPOSED.)

IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR. THE PLAN SLAB THICKNESS SHALL BE HELD. NOTIFY BRIDGE OFFICE FOR HAUNCH HEIGHTS OVER 4".

TO DETERMINE 'T' ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT ⅛ POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- SLAB THICKNESS
= HAUNCH HEIGHT 'T'

DRAPED PATTERN

✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) ⅛	¼	⅜	½	CONC. STRGTH. f'c (P.S.I.)	"P"	DRAPED PATTERN DIA. OF STRAND	TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	87.375	0.46	0.79	0.98	1.05	6000	6	0.5	32	4800	46	15.25	18.25	5		
2	87.375	0.46	0.79	0.98	1.05	6000	6	0.5	32	4800	46	15.25	18.25	5		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC. 1996 | DRAWN BY DDS | PLANS CK'D.

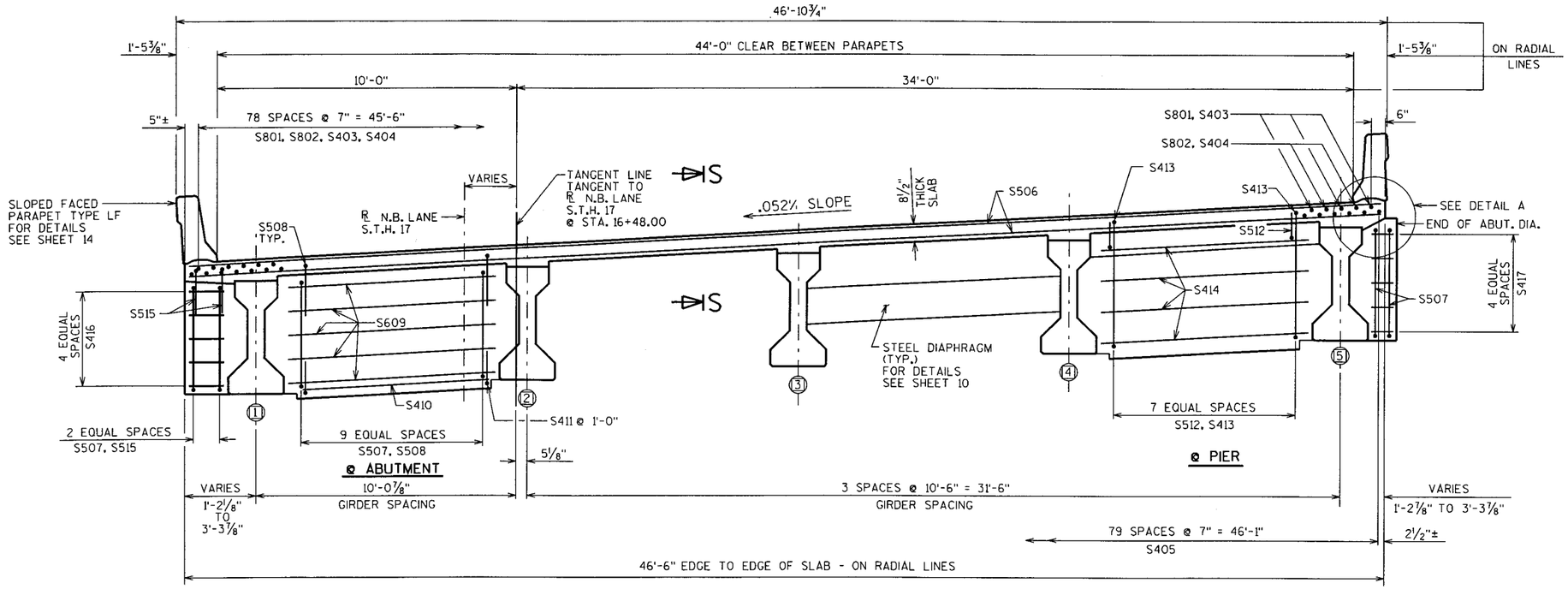
54" PRESTRESSED GIRDER DETAILS

SHEET 10

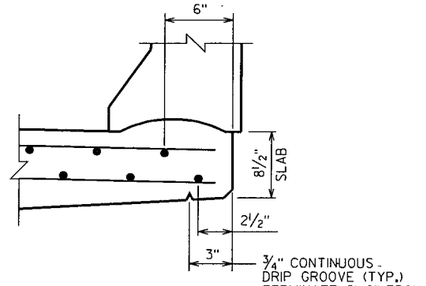
LV = 12345678

FILE= 10_4347GIRD.DGN
SCALE = 2.666
6-01

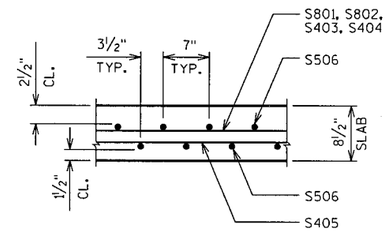
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	350



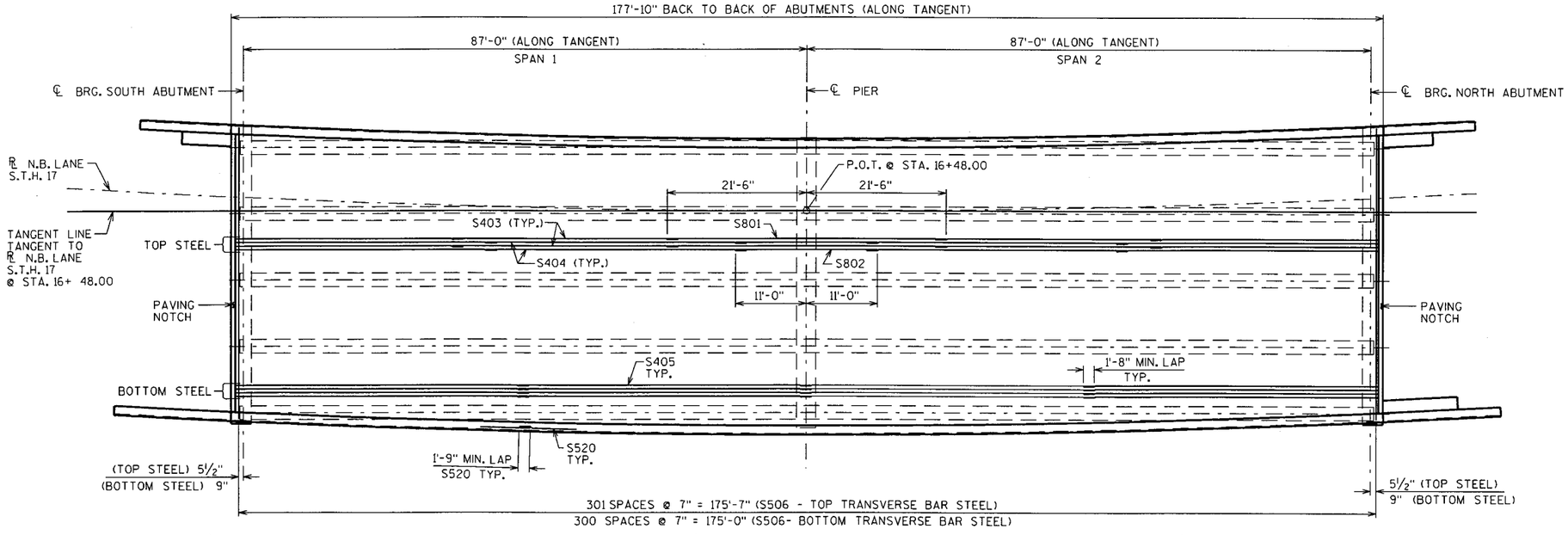
CROSS SECTION THRU ROADWAY - LOOKING NORTH



DETAIL A



SECTION S



PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

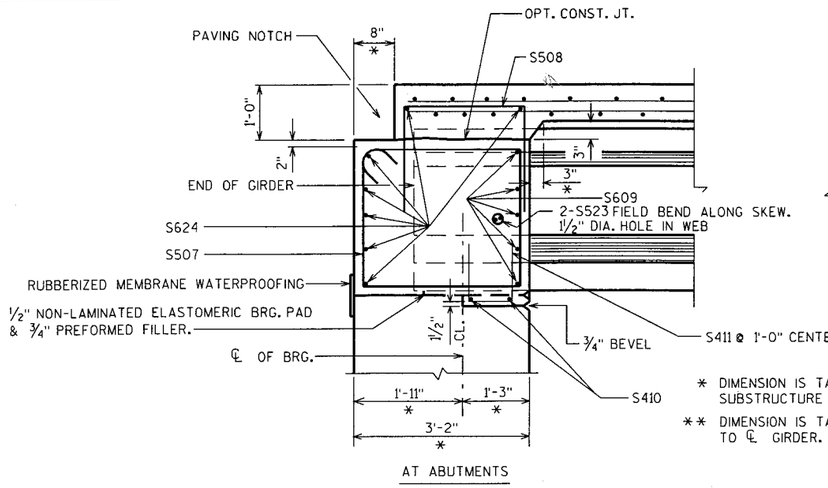
CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D.

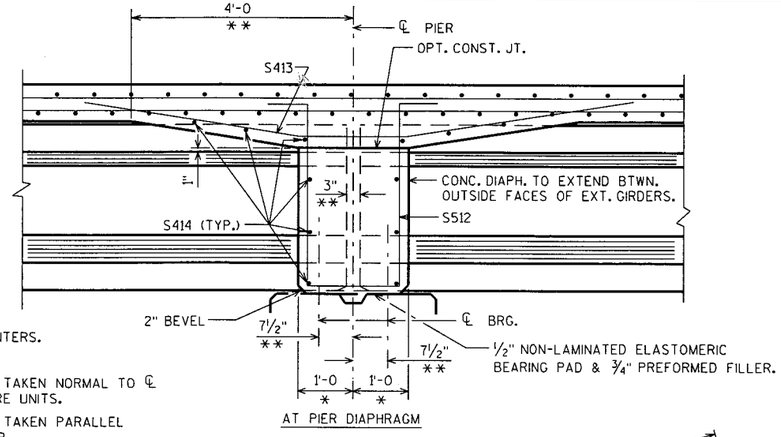
SUPERSTRUCTURE

SHEET 11

FILE= 11-4347SUPER.DGN
SCALE = 10

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	351





* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

PART LONGIT. SECTION

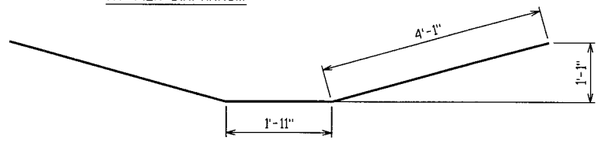
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

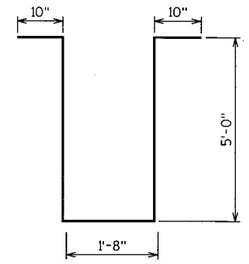
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S801	X	40	43'-0"			LONGITUDINAL - TOP
S802	X	39	22'-0"			LONGITUDINAL - TOP
S403	X	160	35'-0"			LONGITUDINAL - TOP
S404	X	156	40'-3"			LONGITUDINAL - TOP
S405	X	320	45'-4"			LONGITUDINAL - BOTTOM
S506	X	603	46'-2"			TRANSVERSE - TOP & BOTTOM
S507	X	90	14'-6"	X		VERTICAL - ABUT. DIA.
S508	X	80	4'-11"	X		VERTICAL - ABUT. DIA.
S609	X	40	8'-0"			HORIZONTAL - ABUT. DIA.
S410	X	16	7'-0"			HORIZONTAL - ABUT. DIA.
S411	X	64	3'-3"	X		VERTICAL - ABUT. DIA.
S512	X	32	12'-10"	X		VERTICAL - PIER DIA.
S413	X	32	8'-0"	X		VERTICAL - PIER HAUNCH
S414	X	48	8'-0"			HORIZONTAL - PIER DIA.
S515	X	6	5'-11"	X		VERTICAL - ABUT. DIA. - SW & NW ENDS
S416	X	10	1'-9"			HORIZONTAL - ABUT. DIA. - SW & NW CORNERS
S417	X	10	7"			HORIZONTAL - ABUT. DIA. - SE & NE CORNERS
S518		NOT	USED			
S419		NOT	USED			
S520	X	40	45'-4"			HORIZONTAL - PARAPET
S521	X	534	4'-10"	X		VERTICAL - PARAPET
S522	X	534	4'-5"	X		VERTICAL - PARAPET
S523	X	20	6'-0"			HORIZONTAL - THRU GIRDERS
S624	X	14	46'-6"			HORIZONTAL - ABUT. DIA.

TOP OF DECK ELEVATIONS

	℄ BRG. S. ABUT.	⅛ PT.	¼ PT.	⅜ PT.	½ PT.	⅝ PT.	¾ PT.	⅞ PT.	℄ PIER	⅛ PT.	¼ PT.	⅜ PT.	½ PT.	⅝ PT.	¾ PT.	⅞ PT.	℄ BRG. N. ABUT.
GIRDER 1	1551.36	1551.41	1551.46	1551.51	1551.57	1551.64	1551.70	1551.77	1551.84	1551.92	1552.00	1552.08	1552.17	1552.26	1552.35	1552.45	1552.55
GIRDER 2	1551.91	1551.96	1552.01	1552.06	1552.12	1552.18	1552.25	1552.32	1552.39	1552.46	1552.54	1552.63	1552.71	1552.80	1552.89	1552.99	1553.09
GIRDER 3	1552.46	1552.50	1552.56	1552.61	1552.67	1552.73	1552.79	1552.86	1552.93	1553.01	1553.09	1553.17	1553.26	1553.34	1553.44	1553.53	1553.63
GIRDER 4	1553.01	1553.05	1553.10	1553.16	1553.22	1553.28	1553.34	1553.41	1553.48	1553.56	1553.63	1553.72	1553.80	1553.89	1553.98	1554.08	1554.17
GIRDER 5	1553.55	1553.60	1553.65	1553.71	1553.76	1553.82	1553.89	1553.96	1554.03	1554.10	1554.18	1554.26	1554.34	1554.43	1554.52	1554.62	1554.72



S413



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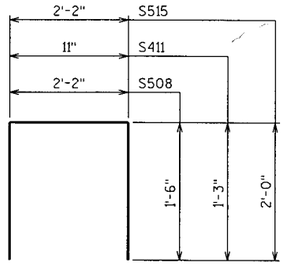
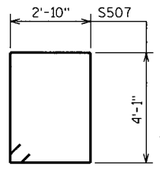


S508, S411, S515



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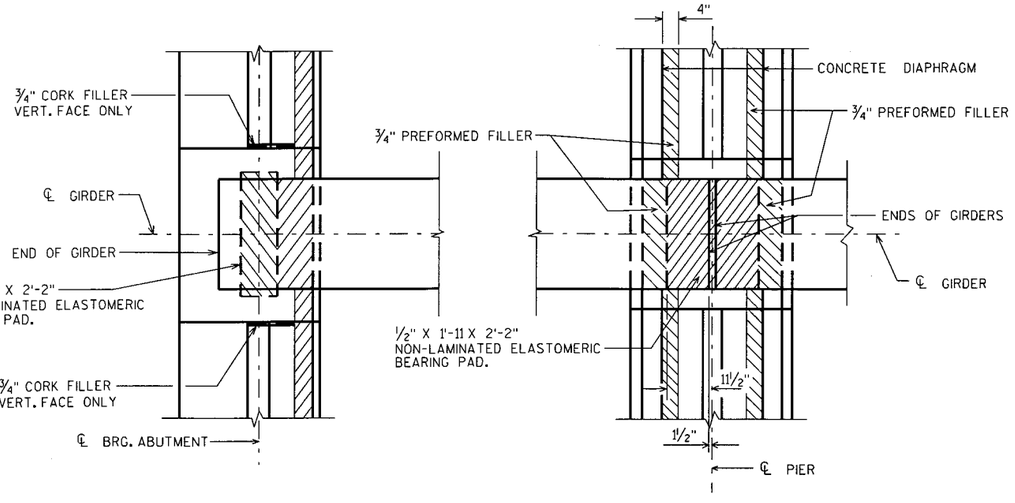
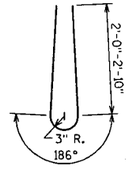
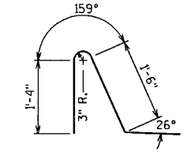


BEARING PAD DETAIL



S521



S522

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D BJ

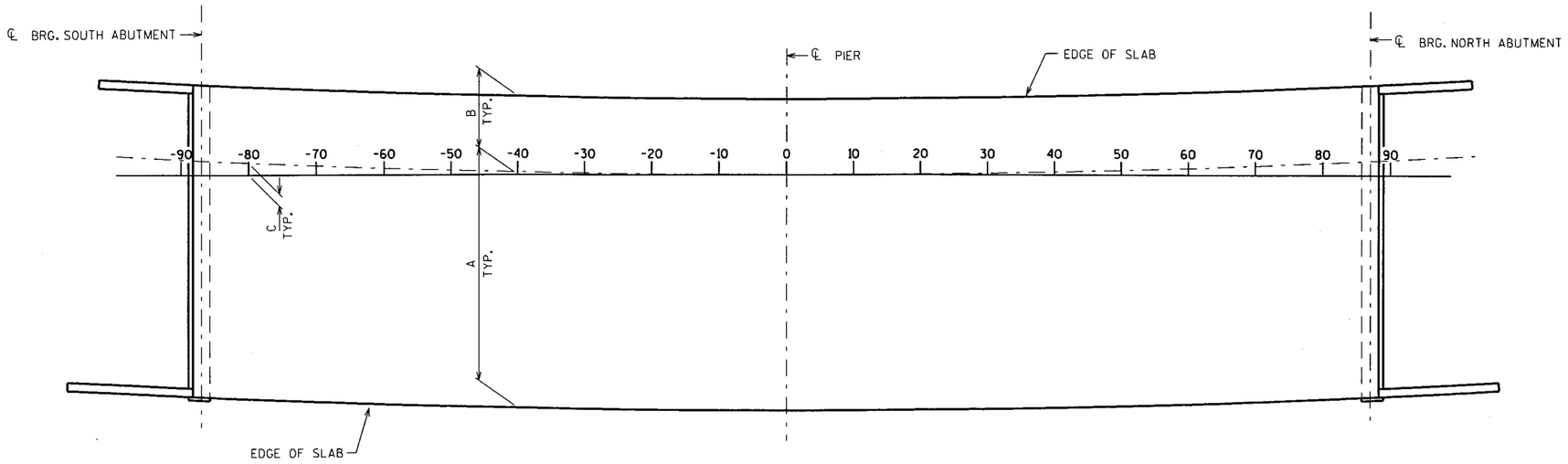
SUPERSTRUCTURE DETAILS

SHEET 12

FILE= 13-4347SUPERDET.DGN
SCALE = 1.333
6-01

20 16 12 9 7 4 2

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	352

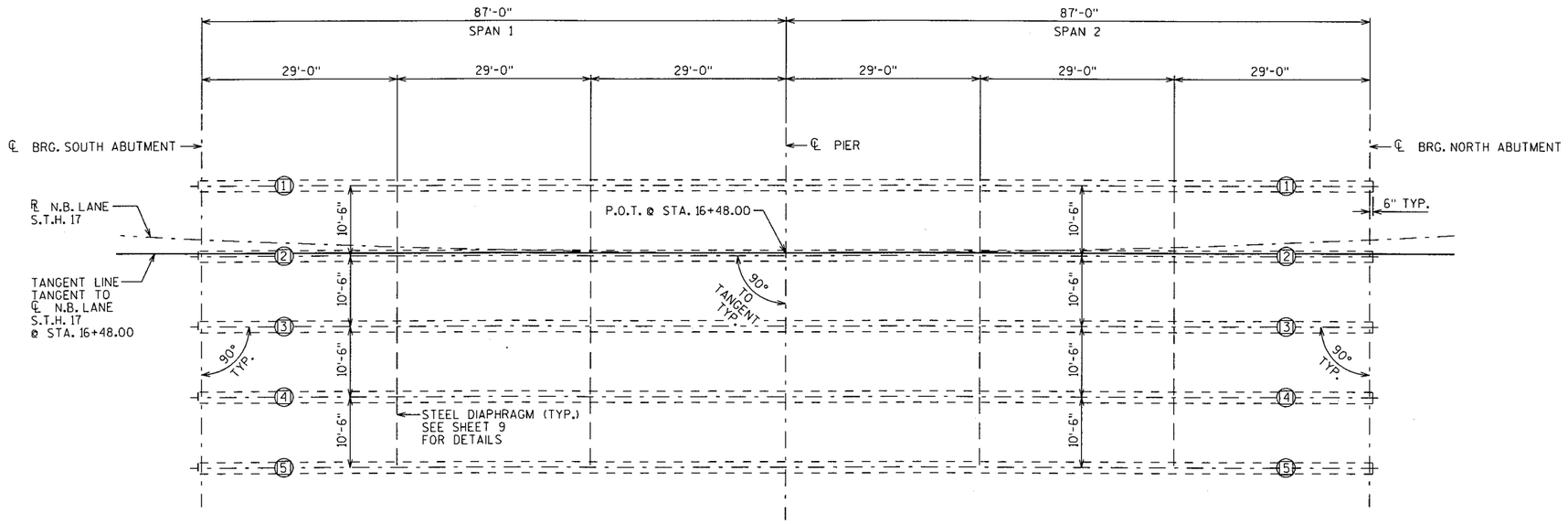


TANGENT OFFSETS

TABLE OF TAN. OFFSETS

DISTANCES ARE TYP. FOR BOTH + PLUS & - MINUS LOCATIONS FROM POINT OF TANGENCY (OFFSETS ARE NORMAL TO TAN. LINE.)

DIST.	A	B	C
0	35'-3"	11'-3"	0
10	35'-2 5/8"	11'-3 3/8"	0'-0 3/8"
20	35'-1 5/8"	11'-4 3/8"	0'-1 3/8"
30	35'-0"	11'-6"	0'-3"
40	34'-9 3/4"	11'-8 3/8"	0'-5 3/8"
50	34'-6 3/4"	11'-11 1/2"	0'-8 3/8"
60	34'-3 1/8"	12'-3 1/4"	1'-0 1/8"
70	33'-10 1/8"	12'-7 5/8"	1'-4 1/2"
80	33'-5 1/8"	13'-0 3/4"	1'-9 1/2"
90	33'-0 1/4"	13'-6 1/2"	2'-3 3/8"



FRAMING PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

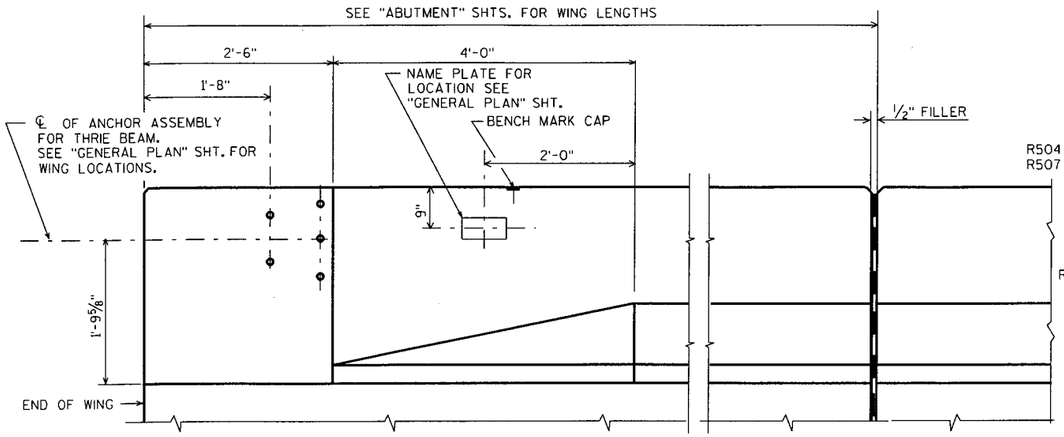
CONST. SPEC. 1996	DRAWN BY DDS	PLANS CK'D

FRAMING/OFFSET TANGENT DETAILS

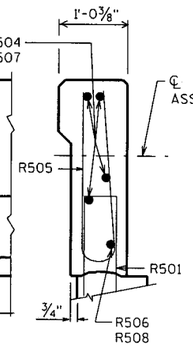
SHEET 13

FILE= 13-4347FRAMING.DGN
SCALE = 10

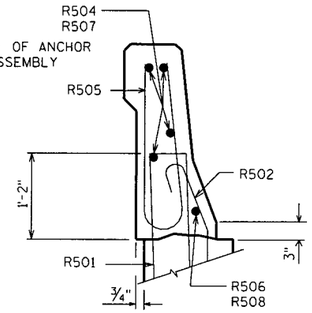
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	353



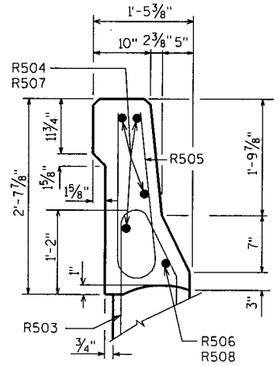
INSIDE ELEVATION



SECTION A



SECTION B

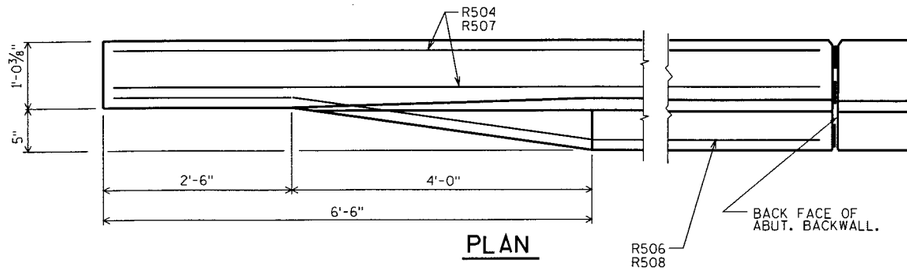


SECTION C

BILL OF BARS

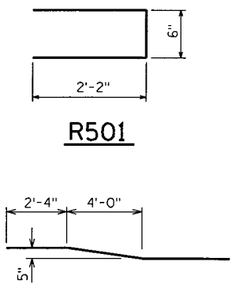
FOR ABUTMENT PARAPETS

BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	28	28	4-7	X		PARAPET VERT.
R502	X	16	16	3-2	X		PARAPET VERT.
R503	X	28	28	4-8	X		PARAPET VERT.
R504	X	4	4	13-8			PARAPET HORIZ.
R505	X	56	56	4-10	X		PARAPET VERT.
R506	X	1	1	13-8	X		PARAPET HORIZ.
R507	X	4	4	17-8			PARAPET HORIZ.
R508	X	1	1	17-8	X		PARAPET HORIZ.

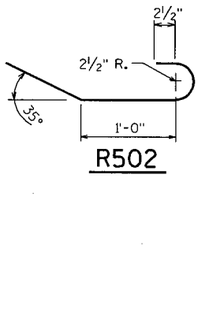


PLAN

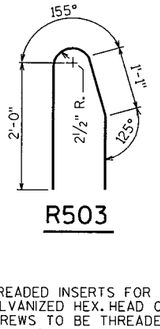
OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9" MIN. JOINT SPACING OF 80'-0" DEFINE CONST. JOINT WITH A ¾" 'V' GROOVE.



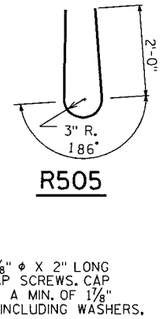
R501



R502

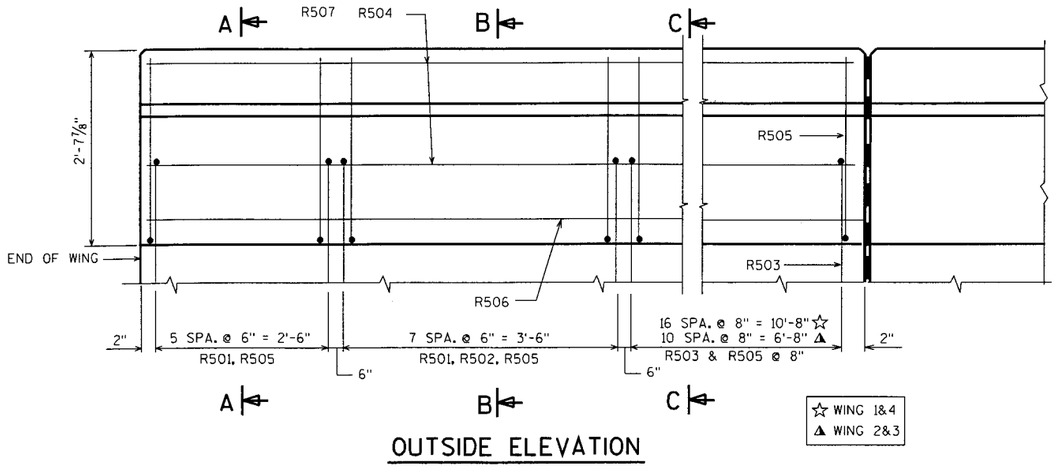


R503

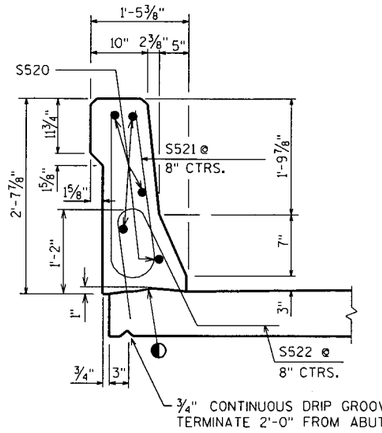


R505

R506, R508

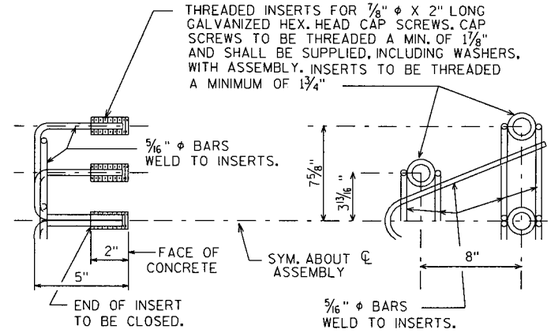


OUTSIDE ELEVATION



SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-43-47

CONST. SPEC.	1996	DRAWN BY	DDS	PLANS CK'D	BV

SLOPED FACE PARAPET LF

SHEET 14

7 910112 7

12

FILE= 14-4347PP.DGN
SCALE = 1.00
1-02

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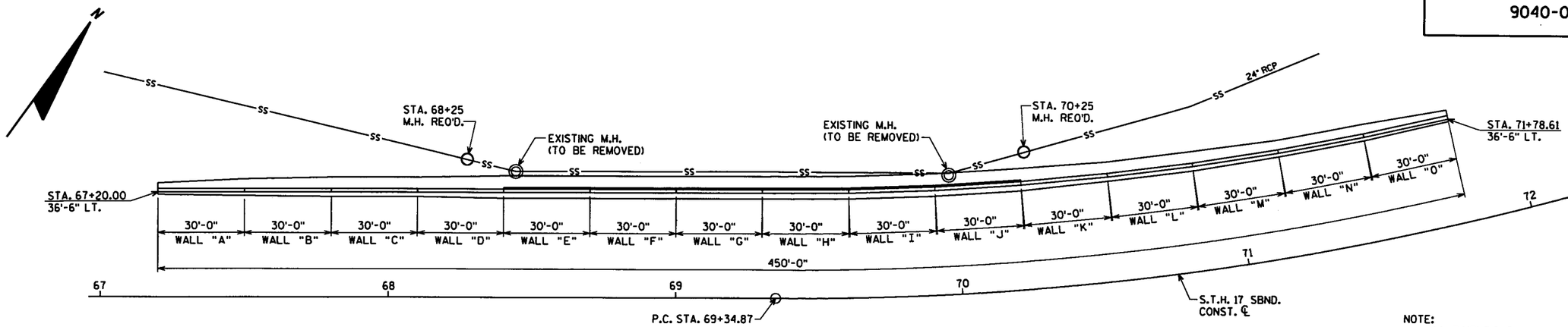
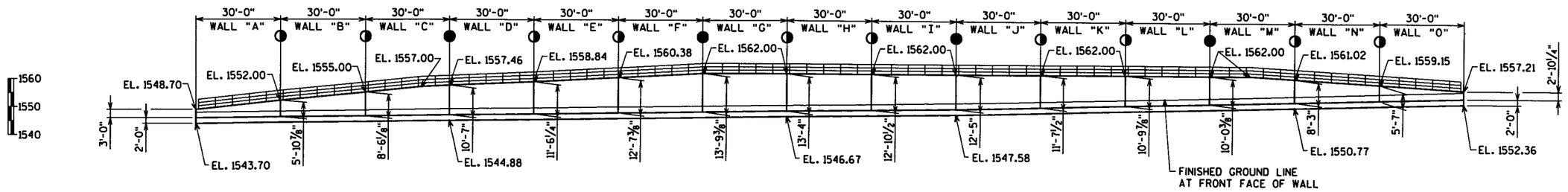
PEN TABLE = ±plot72±LASER±smbr.tbl
DATE OF PLOT = 7/29/02
DESIGN FILE IS U:±trbridge±440307gp.dgn
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	354



PLAN

NOTE:
ALL DIMENSIONS AND STATIONS TAKEN ALONG FRONT FACE OF WALL AT TOP OF FOOTING.



ELEVATION

DESIGN DATA

ULTIMATE DESIGN STRESSES:

CONCRETE MASONRY ____ f'_c = 3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60) ____ f'_y = 60,000 p.s.i.

FOUNDATION DATA:

THE MAXIMUM DESIGN SOIL PRESSURE AT RETAINING WALL IS 2.0 TONS/S.F.

TOTAL ESTIMATED QUANTITIES

BID ITEMS	AMOUNT
EXCAVATION FOR STRUCTURES, RETAINING WALLS R-43-5	1 L.S.
CONCRETE MASONRY, RETAINING WALLS	448 C.Y.
HIGH-STRENGTH BAR STEEL REINFORCEMENT, RETAINING WALLS	36,790 LB.
STRUCTURE BACKFILL	1,200 C.Y.
RUBBERIZED MEMBRANE WATERPROOFING	25 S.Y.
PIPE RAILING, STRUCTURE R-43-5	1 L.S.
PIPE UNDERDRAIN, 6-INCH	450 L.F.
PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	130 L.F.
GEOTEXTILE FABRIC, TYPE DF	475 S.Y.
PAINTING CONCRETE, STRUCTURE R-43-5	405 S.Y.
NON-BID ITEMS	
FILLER	¾ SIZE

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALLS "A", "B" & "C" DETAILS
3. WALLS "D", "E" & "F" DETAILS
4. WALLS "G", "H" & "I" DETAILS
5. WALLS "J", "K" & "L" DETAILS
6. WALLS "M", "N" & "O" DETAILS
7. WALL DETAILS
8. WALL DETAILS AND BILL OF BARS
9. PIPE RAILING

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST DIGIT OF A THREE DIGIT BAR NO. AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR NO. SIGNIFIES THE BAR SIZE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF A.A.S.H.T.O. DESIGNATION M 153, TYPE I, II OR III OR A.A.S.H.T.O DESIGNATION M 213.

OPTIONAL TRANSVERSE CONSTRUCTION JOINTS ARE PERMITTED IN FOOTINGS WITH A MINIMUM SPACING OF 3 PANEL LENGTHS. FOOTING JOINTS SHOULD BE OFFSET A MINIMUM OF 1'-0" FROM WALL JOINTS. RUN BAR STEEL THRU FOOTING JOINTS.

BACKFILL THE FRONT FACE OF WALLS BEFORE THE BACKFACE.

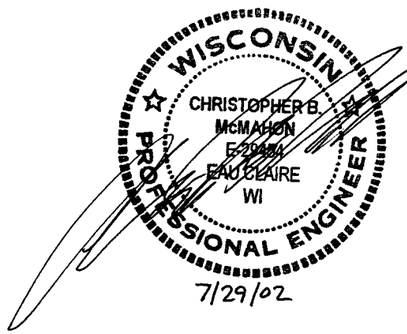
AT THE BACK FACE ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE RETAINING WALL SHALL BE PAINTED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE SHEET 2 FOR DETAILS.

● DENOTES VERTICAL EXPANSION JOINT - SEE SHEET 2 FOR DETAILS.



BRIDGE OFFICE CONTACT:
GERRY ANDERSON
(608)-266-8488

CONSULTANT CONTACT:
CHRIS MCMAHON
(715)-834-3161

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Scientists/Surveyors
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-43-5

RETAINING WALL ALONG S.T.H. 17

County ONEIDA		~~Town/City/Village~~ RHINELANDER	
Design Spec. A.A.S.H.T.O. '02		Load HS-20	Const. Spec. 1996
Designed By DNS	Design Checked	Drawn By GLO	Plans Checked CBM

Approved M H Anderson — Chief Bridge Design Engineer — 10-08-02 Date

GENERAL PLAN

SHEET 1 OF 9

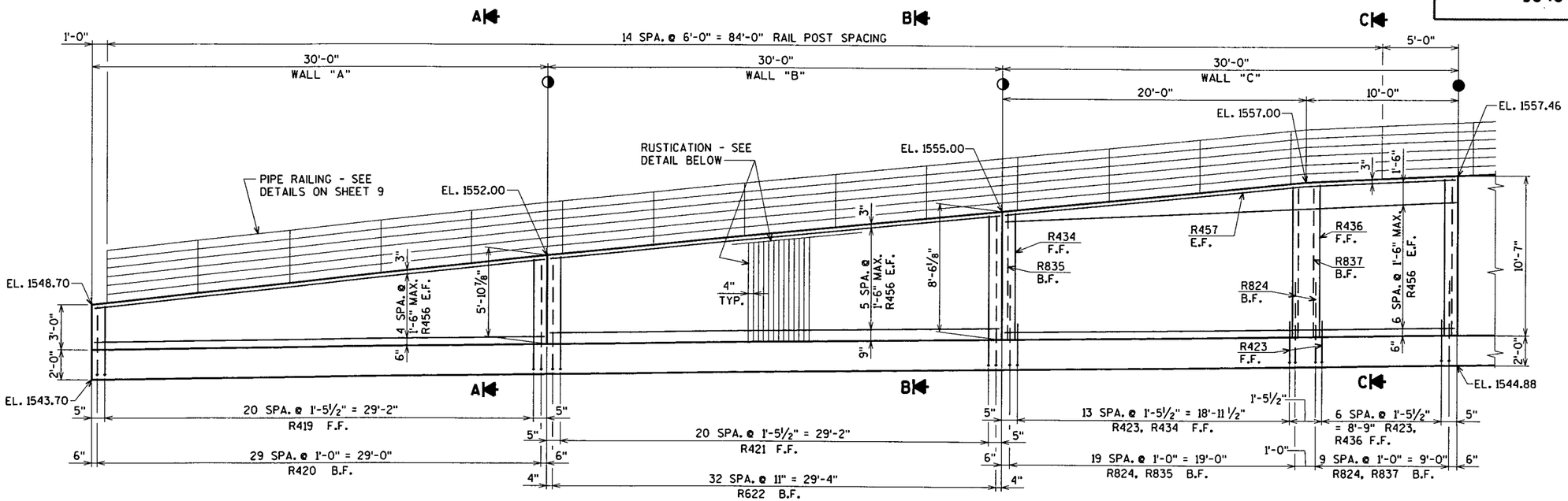
DATE:

REFERENCE FILES

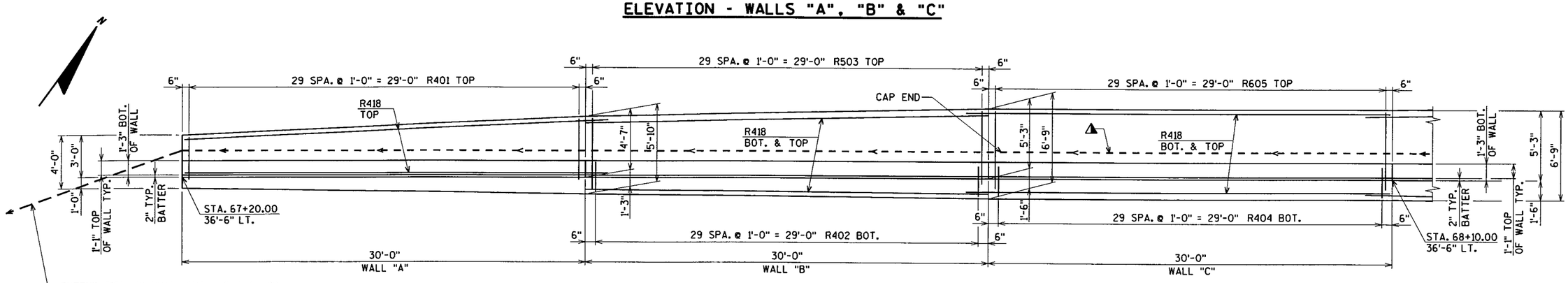
DATE:
DATE:
DATE:

CHECKED BY:
BACK CHECKED BY:
CORRECTED BY:

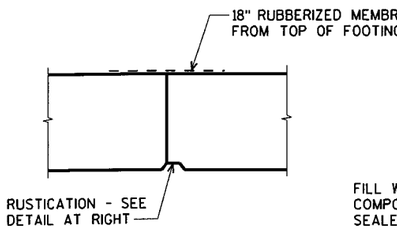
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	355



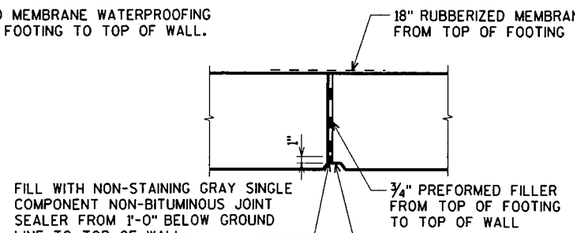
ELEVATION - WALLS "A", "B" & "C"



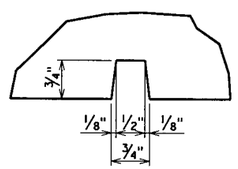
PLAN - WALLS "A", "B" & "C"



VERT. CONTRACTION JOINT DETAIL
(DO NOT RUN STEEL THRU JOINT)



VERT. EXPANSION JOINT DETAIL
(DO NOT RUN STEEL THRU JOINT)



RUSTICATION DETAIL
FOR HORIZ. & VERT. RUSTICATIONS

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE DETAILS AT LEFT.

● DENOTES VERTICAL EXPANSION JOINT - SEE DETAILS AT LEFT.

⚠ PIPE UNDERDRAIN FOR DETAIL SEE SHEET 8

No.	Date	Revision	By

PLANS PREPARED BY
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Engineers/Architects
Scientists/Surveyors
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

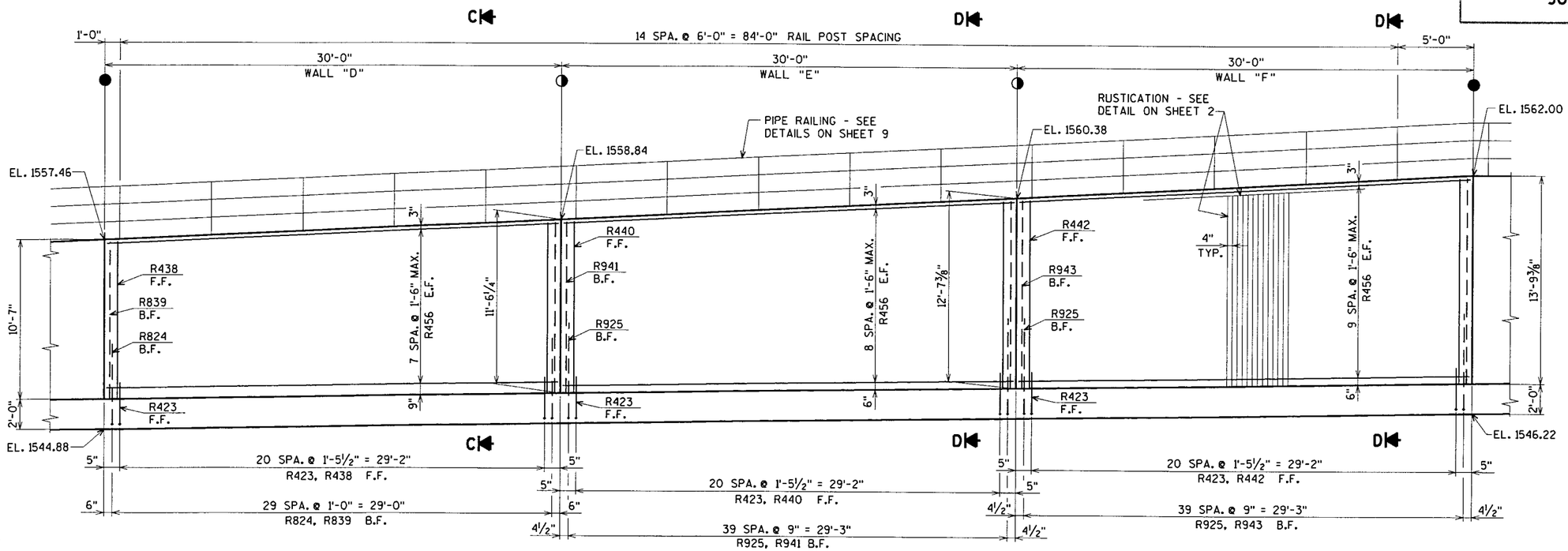
STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.D.	RAF

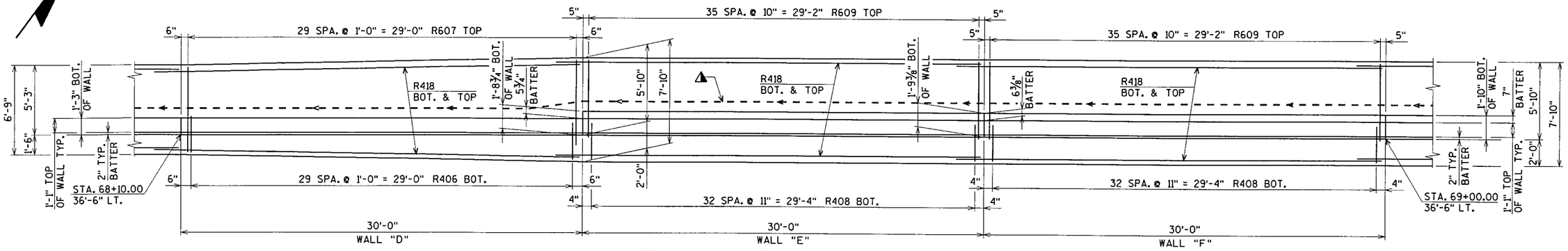
WALLS "A", "B" & "C" DETAILS

SHEET 2 OF 9

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	356



ELEVATION - WALLS "D", "E" & "F"



PLAN - WALLS "D", "E" & "F"

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE DETAILS ON SHEET 2.

● DENOTES VERTICAL EXPANSION JOINT - SEE DETAILS ON SHEET 2.

⚠ PIPE UNDERDRAIN FOR DETAIL SEE SHEET 8

No.	Date	Revision	By

PLANS PREPARED BY
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Engineers/Architects
Scientists/Surveyors
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

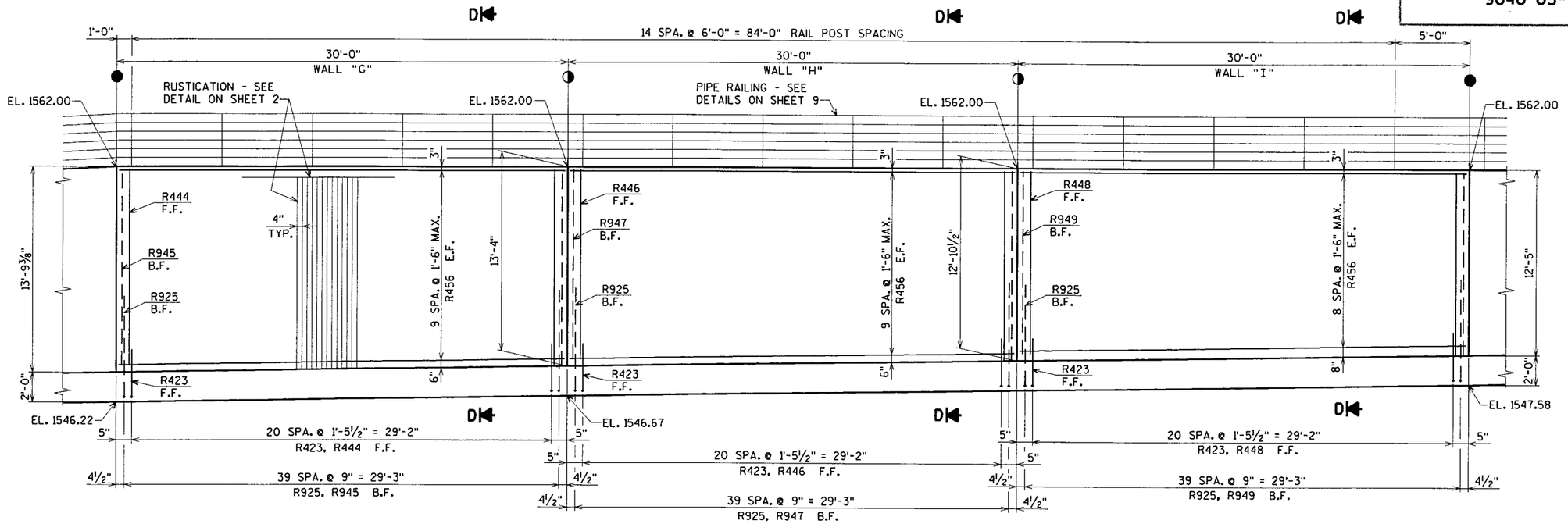
STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.O.	RAF

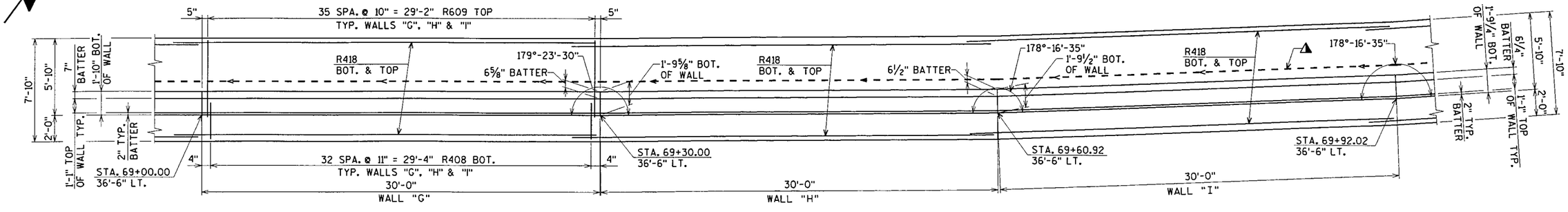
WALLS "D", "E" & "F" DETAILS

SHEET 3 OF 9

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	357



ELEVATION - WALLS "G", "H" & "I"



PLAN - WALLS "G", "H" & "I"

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE DETAILS ON SHEET 2.

● DENOTES VERTICAL EXPANSION JOINT - SEE DETAILS ON SHEET 2.

△ PIPE UNDERDRAIN FOR DETAIL SEE SHEET 8

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Engineers/Architects
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Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

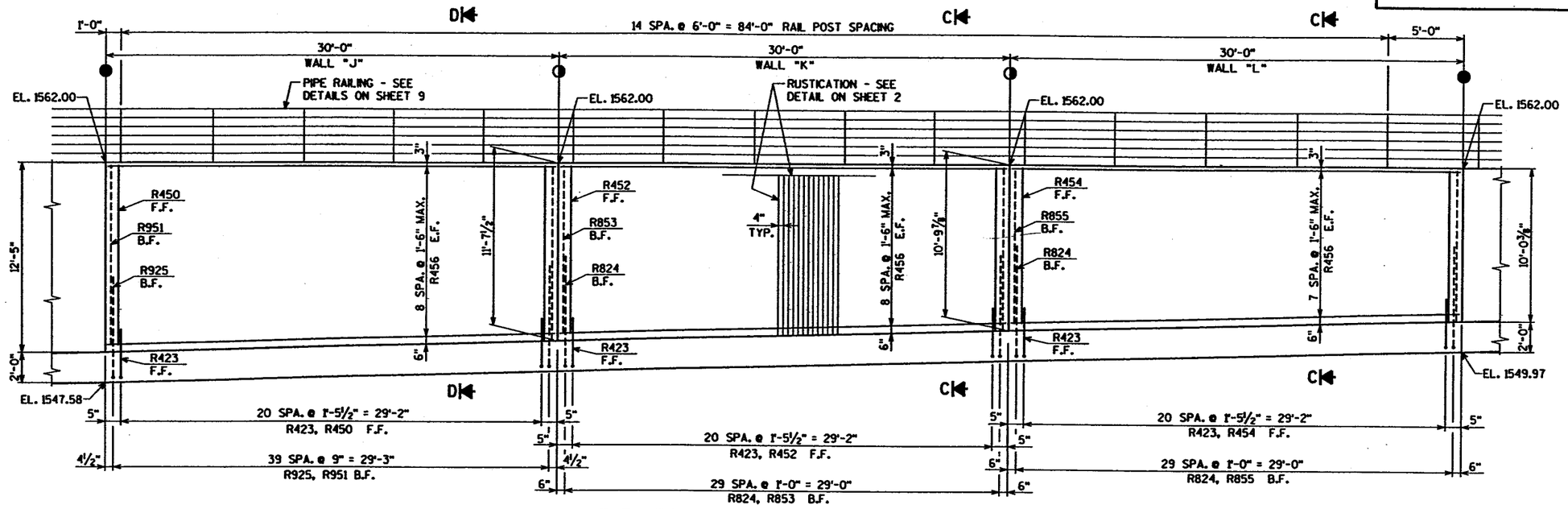
STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.D.	RAF

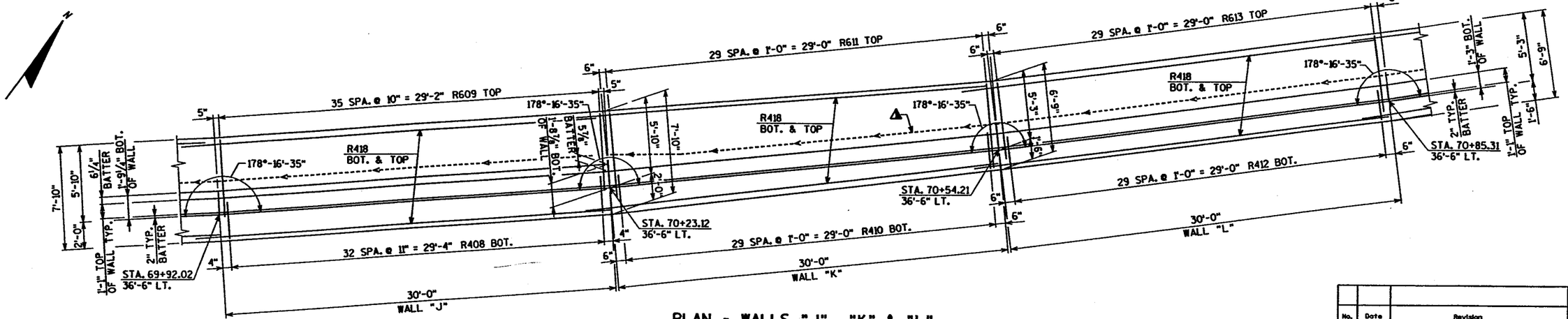
WALLS "G", "H" & "I" DETAILS

SHEET 4 OF 9

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	358



ELEVATION - WALLS "J", "K" & "L"



PLAN - WALLS "J", "K" & "L"

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE DETAILS ON SHEET 2.

● DENOTES VERTICAL EXPANSION JOINT - SEE DETAILS ON SHEET 2.

⚠ PIPE UNDERDRAIN FOR DETAIL SEE SHEET 8

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Scientists/Surveyors
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-43-5

Const. Spec. 1996 | Drawn By G.L.O. | Plans Checked RAF

WALLS "J", "K" & "L" DETAILS

SHEET 5 OF 9

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DGN LEVELS ON = 1-63

REFERENCE FILES

DATE:
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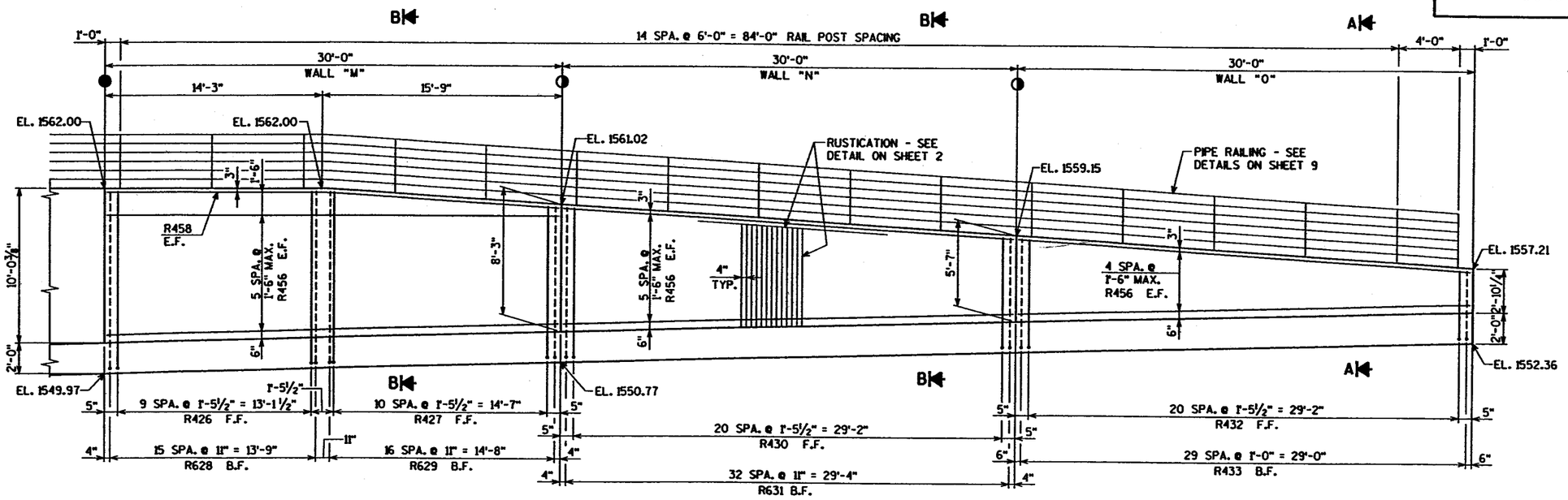
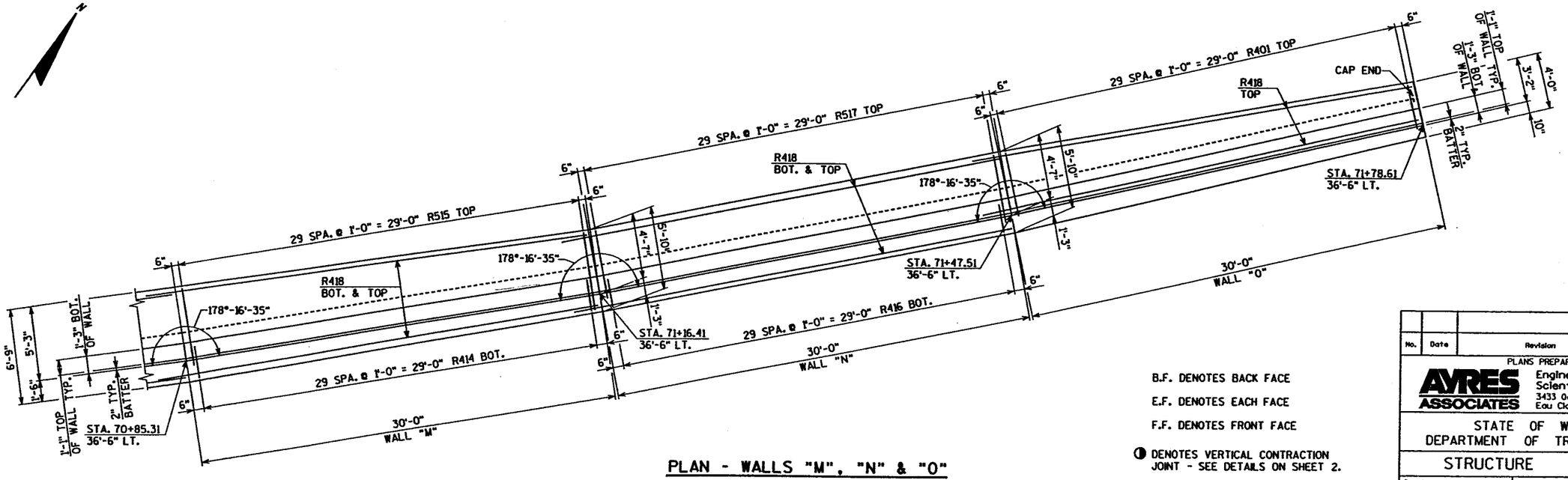
DATE:

CHECKED BY:
BACK CK. BY:
CORRECTED BY:

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	359



ELEVATION - WALLS "M", "N" & "O"



PLAN - WALLS "M", "N" & "O"

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

◑ DENOTES VERTICAL CONTRACTION JOINT - SEE DETAILS ON SHEET 2.

● DENOTES VERTICAL EXPANSION JOINT - SEE DETAILS ON SHEET 2.

⚠ PIPE UNDERDRAIN FOR DETAIL SEE SHEET 8

No.	Date	Revision	By

PLANS PREPARED BY
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.P.	RAF

WALLS "M", "N" & "O" DETAILS

SHEET 6 OF 9

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DATE:
DATE:
DATE:
CHECKED BY:
BACK CH. BY:
CORRECTED BY:

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STATE PROJECT NUMBER	SHEET NO.
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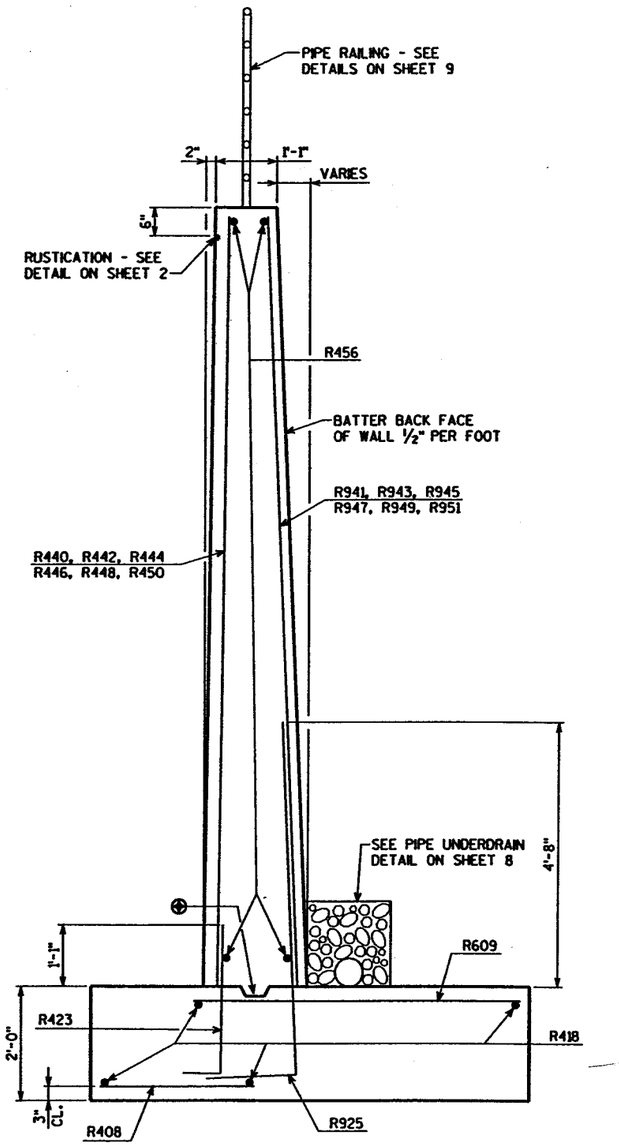
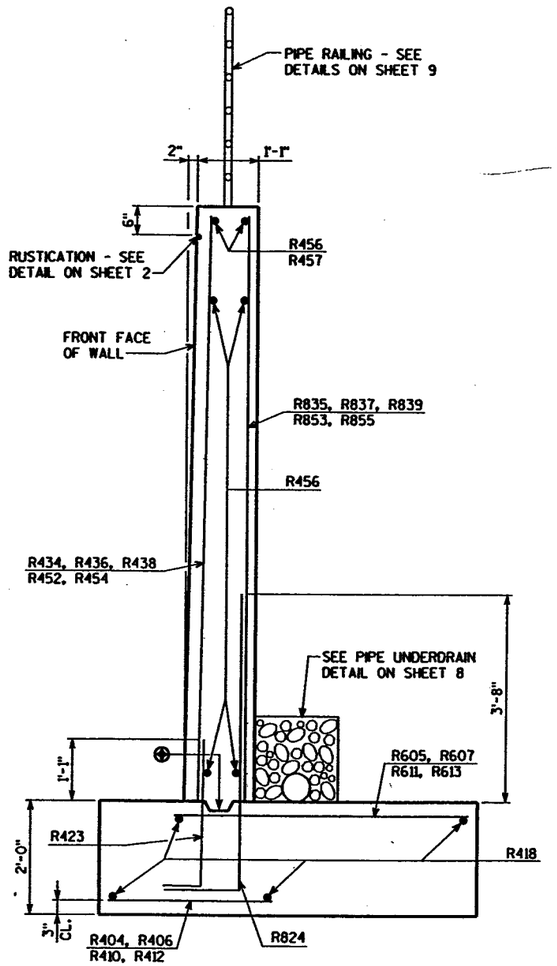
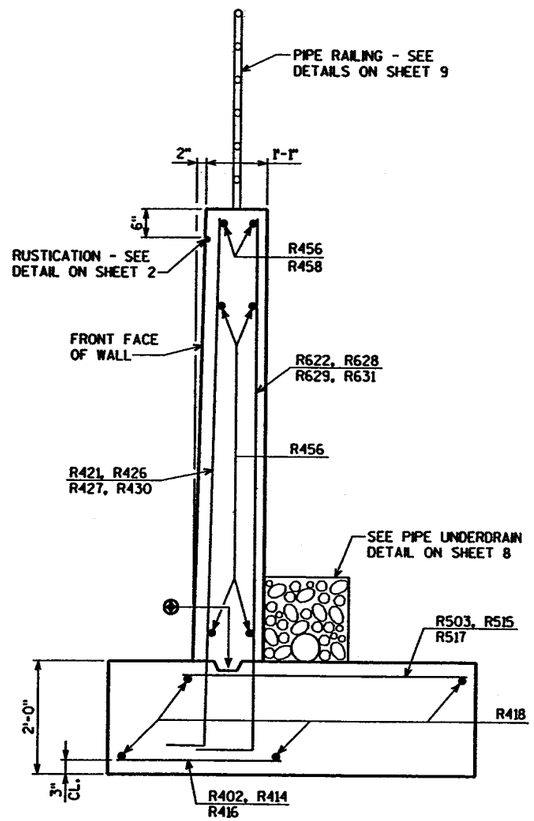


SECTION D
WALLS "E" THRU "J"



SECTION C
WALLS "C", "D", "K" & "L"



SECTION B
WALLS "B", "M" & "N"

⊕ KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

No.	Date	Revision	By

PLANS PREPARED BY
AYRES ASSOCIATES
Engineers/Architects
Scientists/Surveyors
3433 Oakwood Hills Parkway
Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.D.	RAF

WALL DETAILS

SHEET 7 OF 9

REFERENCE FILES

DATE:
DATE:
DATE:

CHECKED BY:
BACK CH. BY:
CORRECTED BY:

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DATE OF PLOT = 6/27/02
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DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NO.
9040-05-70	361

BILL OF BARS

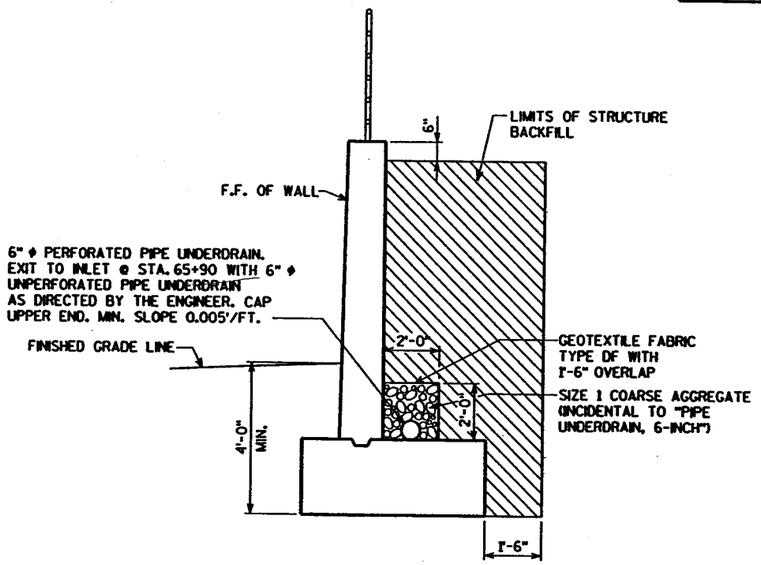
BAR. NO.	COATED BAR	NO. REQ'D.	LENGTH	BENT BAR	BUNDLED BAR	SERIES	36,790# UNCOATED LOCATION
R401		60	3-11			⊗	FOOTING TOP WALL A & O
R402		30	2-11				FOOTING BOT. WALL B
R503		30	5-6				FOOTING TOP WALL B
R404		30	2-3				FOOTING BOT. WALL C
R605		30	5-10				FOOTING TOP WALL C
R406		30	2-9				FOOTING BOT. WALL D
R607		30	6-5				FOOTING TOP WALL D
R408		198	2-9				FOOTING BOT. WALL E THRU J
R609		216	5-10				FOOTING TOP WALL E THRU J
R410		30	2-9				FOOTING BOT. WALL K
R611		30	6-5				FOOTING TOP WALL K
R412		30	2-3				FOOTING BOT. WALL L
R613		30	5-10				FOOTING TOP WALL L
R414		30	2-3				FOOTING BOT. WALL M
R515		30	5-6				FOOTING TOP WALL M
R416		30	2-0				FOOTING BOT. WALL N
R517		30	4-10				FOOTING TOP WALL N
R418		56	31-10				FOOTING BOT. & TOP ALL WALLS
R419		21	6-7	X		⊗	FOOTING DOWELS WALL A F.F.
R420		30	6-7	X		⊗	FOOTING DOWELS WALL A B.F.
R421		21	9-4	X		⊗	FOOTING DOWELS WALL B F.F.
R622		33	9-7	X		⊗	FOOTING DOWELS WALL B B.F.
R423		210	3-5	X			FOOTING DOWELS WALL C THRU L F.F.
R824		120	6-7	X			FOOTING DOWELS WALL C, D, K & L B.F
R925		240	7-9	X			FOOTING DOWELS WALL E THRU J B.F.
R426		10	12-0	X		⊗	FOOTING DOWELS WALL M F.F.
R427		11	11-1	X		⊗	FOOTING DOWELS WALL M F.F.
R628		16	12-3	X		⊗	FOOTING DOWELS WALL M B.F.
R629		17	11-4	X		⊗	FOOTING DOWELS WALL M B.F.
R430		21	9-0	X		⊗	FOOTING DOWELS WALL N F.F.
R631		33	9-3	X		⊗	FOOTING DOWELS WALL N B.F.
R432		21	6-4	X		⊗	FOOTING DOWELS WALL O F.F.
R433		30	6-4	X		⊗	FOOTING DOWELS WALL O B.F.
R434		14	9-2			⊗	WALL C VERT. F.F.
R835		20	9-2			⊗	WALL C VERT. B.F.
R436		7	10-2			⊗	WALL C VERT. F.F.
R837		10	10-2			⊗	WALL C VERT. B.F.
R438		21	10-10½			⊗	WALL D VERT. F.F.
R839		30	10-10½			⊗	WALL D VERT. B.F.
R440		21	11-10½			⊗	WALL E VERT. F.F.
R941		40	11-10½			⊗	WALL E VERT. B.F.
R442		21	13-0			⊗	WALL F VERT. F.F.
R943		40	13-0			⊗	WALL F VERT. B.F.
R444		21	13-4½			⊗	WALL G VERT. F.F.
R945		40	13-4½			⊗	WALL G VERT. B.F.
R446		21	13-0			⊗	WALL H VERT. F.F.
R947		40	13-0			⊗	WALL H VERT. B.F.
R448		21	12-5½			⊗	WALL I VERT. F.F.
R949		40	12-5½			⊗	WALL I VERT. B.F.
R450		21	11-10			⊗	WALL J VERT. F.F.
R951		40	11-10			⊗	WALL J VERT. B.F.
R452		21	11-0			⊗	WALL K VERT. F.F.
R853		30	11-0			⊗	WALL K VERT. B.F.
R454		21	10-2½			⊗	WALL L VERT. F.F.
R855		30	10-2½			⊗	WALL L VERT. B.F.
R456		234	29-7				WALLS A THRU O HORIZ. E.F.
R457		2	29-7	X			WALL C HORIZ. TOP E.F.
R458		2	29-7	X			WALL M HORIZ. TOP E.F.

BENDING DIMENSIONS ARE OUT TO OUT OF BARS.

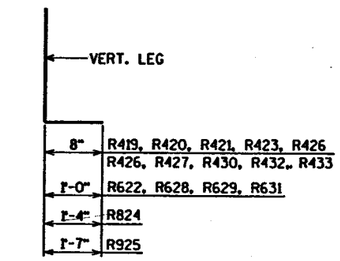
⊗ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

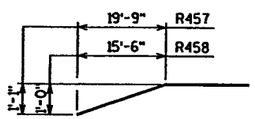
BAR SERIES TABLE

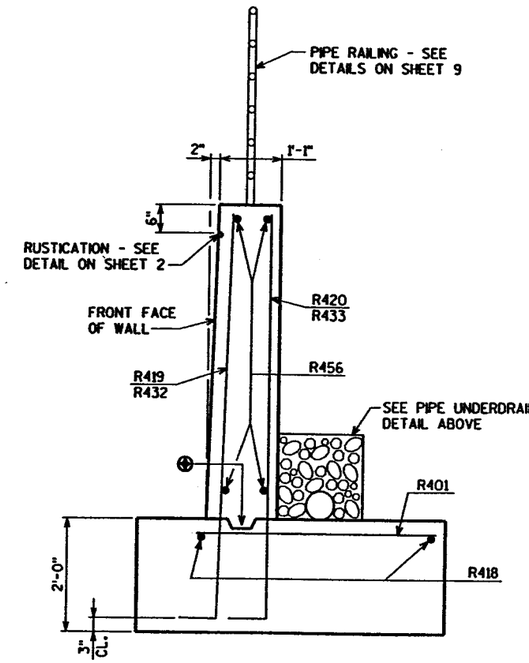
BAR MARK	NO REQ'D.	LENGTH
R401	2 SERIES OF 30	3-2 TO 4-8
R419	1 SERIES OF 21	5-2 TO 8-0
R420	1 SERIES OF 30	5-2 TO 8-0
R421	1 SERIES OF 21	8-1 TO 10-7
R622	1 SERIES OF 33	8-4 TO 10-10
R426	1 SERIES OF 10	12-2 TO 11-10
R427	1 SERIES OF 11	11-9 TO 10-5
R628	1 SERIES OF 16	12-5 TO 12-1
R629	1 SERIES OF 17	12-0 TO 10-8
R430	1 SERIES OF 21	10-4 TO 7-8
R631	1 SERIES OF 33	10-7 TO 7-11
R432	1 SERIES OF 21	5-0 TO 7-8
R433	1 SERIES OF 30	5-0 TO 7-8
R434	1 SERIES OF 14	8-4 TO 10-0
R835	1 SERIES OF 20	8-4 TO 10-0
R436	1 SERIES OF 7	10-0 TO 10-4
R837	1 SERIES OF 10	10-0 TO 10-4
R438	1 SERIES OF 21	10-5 TO 11-4
R839	1 SERIES OF 30	10-5 TO 11-4
R440	1 SERIES OF 21	11-4 TO 12-5
R941	1 SERIES OF 40	11-4 TO 12-5
R442	1 SERIES OF 21	12-5 TO 13-7
R943	1 SERIES OF 40	12-5 TO 13-7
R444	1 SERIES OF 21	13-7 TO 13-2
R945	1 SERIES OF 40	13-7 TO 13-2
R446	1 SERIES OF 21	13-2 TO 12-8
R947	1 SERIES OF 40	13-2 TO 12-8
R448	1 SERIES OF 21	12-8 TO 12-3
R949	1 SERIES OF 40	12-8 TO 12-3
R450	1 SERIES OF 21	12-3 TO 11-5
R951	1 SERIES OF 40	12-3 TO 11-5
R452	1 SERIES OF 21	11-5 TO 10-7
R853	1 SERIES OF 30	11-5 TO 10-7
R454	1 SERIES OF 21	10-7 TO 9-10
R855	1 SERIES OF 30	10-7 TO 9-10



STRUCTURE BACKFILL AND PIPE UNDERDRAIN DETAIL







SECTION A
WALLS "A" & "O"

B.F. DENOTES BACK FACE

E.F. DENOTES EACH FACE

F.F. DENOTES FRONT FACE

⊕ KEYED CONST. JOINT - FORMED BY A SURFACED BEVELED 2" x 6".

No.	Date	Revision	By

PLANS PREPARED BY
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Eau Claire, WI 54701

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.O.	RAF

WALL DETAILS AND BILL OF BARS

SHEET 8 OF 9

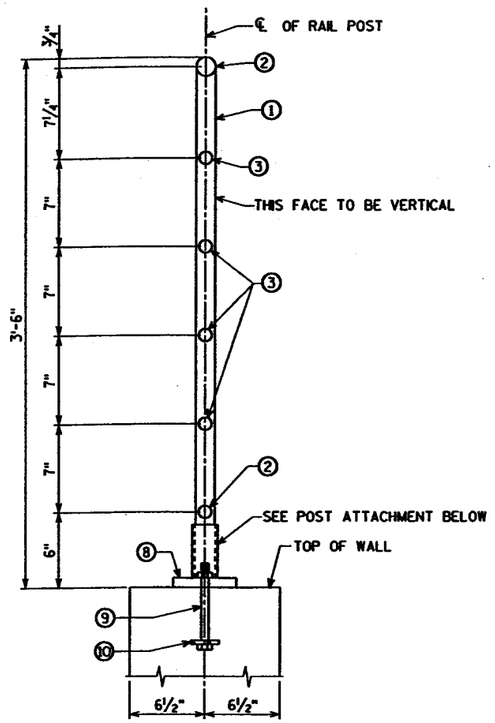
REFERENCE FILES

DATE:
DATE:
DATE:

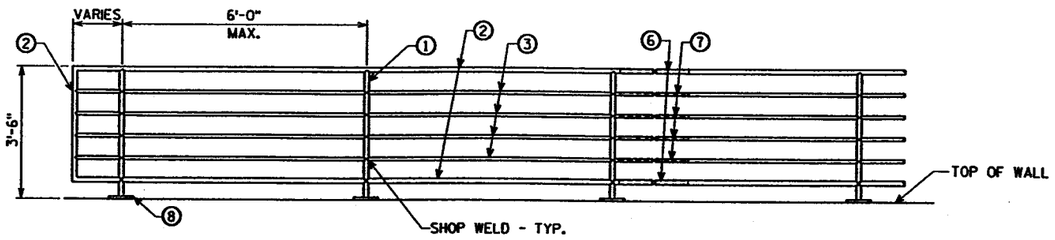
CHECK
BACK C.
CORRECTED BY:

PLOT NAME = P:±2LASI7±44030706RL.prf
PEN TABLE = ±plot72±LASER±smbr.tbl
DATE OF PLOT = 6/27/02
DESIGN FILE IS U:±trbridge±44030706RL.dgn
DGN LEVELS ON = 1-63

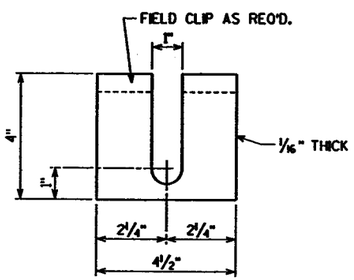
STATE PROJECT NUMBER	SHEET NO.
9040-05-70	362



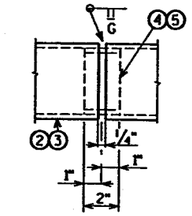
SECTION THRU RAILING



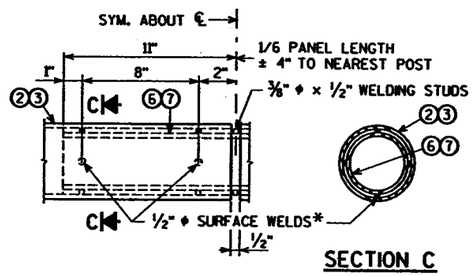
PART ELEVATION OF RAILING



POST SHIM DETAILS
PROVIDE 4 SHIMS PER POST.



SHOP RAIL SPLICE DETAIL
(LOCATION MUST BE SHOWN ON THE SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

*MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

SECTION C

LEGEND

① 1½" ϕ STEEL PIPE FOR POST. CUT BOTTOM OF POST TO MATCH TOP OF CONCRETE. PLACE POSTS VERTICAL.

② 1½" ϕ STEEL PIPE FOR TOP & BOT. RAIL. WELD TO NO. 1.

③ 1" ϕ STEEL PIPE FOR INTERMEDIATE RAILS. WELD TO NO. 1.

④ 1" ϕ PIPE SLEEVE FOR NO. 2. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF 1 ⅜".

⑤ ½" ϕ ROD SLEEVE FOR NO. 3. PROVIDE "SLIDING FIT" WITH A MINIMUM OUT TO OUT DIMENSION OF ⅝".

⑥ 1" ϕ PIPE SLEEVE x 1'-10" LONG FOR NO. 2. PROVIDE ½" ϕ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 2. PROVIDE ⅜" ϕ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑦ ½" ϕ ROD SLEEVE x 1'-10" LONG FOR NO. 3. PROVIDE ½" ϕ SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 3. PROVIDE ⅜" ϕ x ½" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

⑧ PLATE ¾" x 5" x 8", WITH ⅝" ϕ HOLE FOR ANCHOR BOLTS NO. 9. WELD TO NO. 1 OR PIPE SLEEVE AS SHOWN.

⑨ A325 - ½" ϕ x 6⅞" LONG HEX BOLTS (GALVANIZED) WITH A325 NUT AND WASHER. 2 REQ'D. PER POST. THREAD 3" AND PLACE NORMAL TO PLATE NO. 8. CHAMFER TOP OF BOLTS BEFORE THREADING.

⑩ ¼" x 2" x 8" FLAT BAR, WITH ⅝" ϕ HOLES FOR ANCHOR BOLTS NO. 9.

GENERAL NOTES

BID ITEM SHALL BE "PIPE RAILING", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

ALL MATERIAL EXCEPT ANCHORAGE DETAIL (NO. 10) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS AND STEEL TUBING SHALL BE GIVEN A NO. 6 BLAST CLEANING BY S.S.P.C. SPECIFICATIONS.

FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE NO. 2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

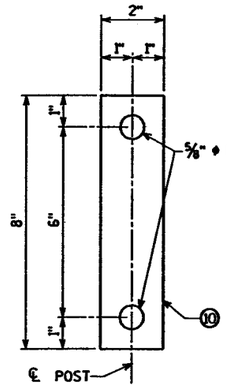
ALL MATERIALS USED IN FABRICATION SHALL BE MADE FROM MATERIALS CONFORMING TO A.S.T.M. DESIGNATION A709 GRADE 36 UNLESS NOTED OTHERWISE.

STEEL POST SHIMS MAY BE USED UNDER POSTS WHERE REQ'D. FOR ALIGNMENT.

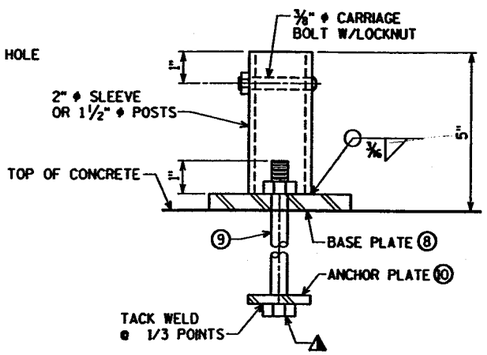
ALL RAILS, POSTS AND SLEEVES ARE STANDARD WEIGHT PIPE, SCHEDULE 40.

PLACE ALL NUTS ON OUTSIDE OF POSTS.

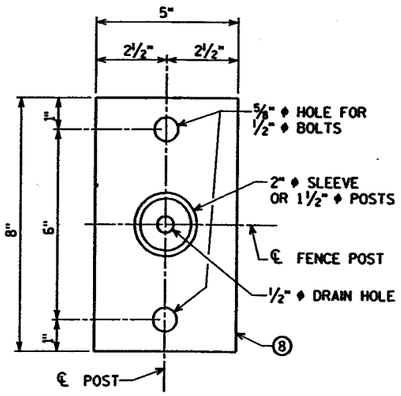
⊗ ½" ϕ CONCRERE MASONRY ANCHOR, TYPE "S", 6" EMBEDMENT (EPOXY ANCHORED) MIN. PULLOUT OF 10 KIPS. THREADED LENGTH OF ANCHOR, WASHER AND NUT SHALL BE GALVANIZED.



PLAN ANCHOR PLATE



ELEVATION



PLAN BASE PLATE

POST ATTACHMENT

UNIT SHALL BE GALV. AFTER FABRICATION

▲ ½" ϕ x 6⅞" LONG GALVANIZED HEX. BOLT WITH NUT AND WASHER. TYPE S, ½" ϕ CONCRETE MASONRY ANCHORS MAY BE SUBSTITUTED FOR ½" ϕ BOLTS. ANCHOR PLATE NOT REQUIRED WHEN TYPE S ANCHORS ARE USED. SEE ⊗ IN "GENERAL NOTES".

No.	Date	Revision	By

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-43-5

Const. Spec.	Drawn By	Plans Checked
1996	G.L.D.	RAF

PIPE RAILING

SHEET 9 OF 9

REFERENCE FILES
datarshastongdgn dw • 1-43
DATE: DATE: DATE:
CHECKED BY: BACK CH. BY: CORRECTED BY:

COMMON EXCAVATION - NORTH SHORE DRIVE

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
43"E"+00	0	85							0
43"E"+50	0	85	0	315	0.75	1.00	0	315	-315
44"E"+00	0	85	0	157	0.75	1.00	0	157	-472
45"E"+00	3	85	3	157	0.75	1.00	2	157	-628
45"E"+50	10	84	12	156	0.75	1.00	9	156	-775
46"E"+00	45	145	51	212	0.75	1.00	38	212	-949
47"E"+00	30	220	139	676	0.75	1.00	104	676	-1,521
48"E"+00	56	112	159	615	0.75	1.00	119	615	-2,016
48"E"+50	176	224	215	311	0.80	1.00	172	311	-2,155
49"E"+00	108	130	263	328	0.80	1.00	210	328	-2,273
50"NS"+00	0	0	0	0	0.80	1.00	0	0	-2,273
51"NS"+00	560	0	1,037	0	0.75	1.00	778	0	-1,495
51"NS"+75	520	0	1,500	0	0.75	1.00	1,125	0	-370
52"NS"+00	390	0	421	0	0.80	1.00	337	0	-33
52"NS"+50	390	0	289	0	0.80	1.00	231	0	198
52"NS"+75	210	0	611	0	0.80	1.00	489	0	687
53"NS"+00	150	0	167	0	0.80	1.00	133	0	821
53"NS"+50	120	0	250	0	0.80	1.00	200	0	1,021
54"NS"+00	40	0	148	0	0.75	1.00	111	0	1,132
55"NS"+00	0	0	74	0	0.00	1.00	0	0	1,132
TOTALS			5,339	2,928					

COMMON EXCAVATION -OLD U.S.H. 8

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
113"OE"+00	16	0							0
114"OE"+00	128	3	267	3	0.75	1.00	200	3	198
115"OE"+00	180	0	570	6	0.80	1.00	456	6	648
116"OE"+00	328	0	941	0	0.75	1.00	706	0	1,354
116"OE"+70	368	0	902	0	0.75	1.00	677	0	2,030
117"OE"+00	408	0	431	0	0.75	1.00	323	0	2,354
118"OE"+00	200	0	1,126	0	0.80	1.00	901	0	3,255
118"OE"+13	100	2	72	4	0.80	1.00	58	4	3,309
119"OE"+00	480	0	934	4	0.80	1.00	748	4	4,052
120"OE"+00	288	20	1,422	37	0.80	1.00	1,138	37	5,153
121"OE"+00	40	10	607	56	0.80	1.00	486	56	5,584
122"OE"+00	4	10	81	37	0.85	1.00	69	37	5,616
123"OE"+00	8	304	22	581	0.85	1.00	19	581	5,053
124"OE"+00	32	480	74	1,452	0.85	1.00	63	1,452	3,664
125"OE"+00	128	24	296	933	0.85	1.00	252	933	2,983
126"OE"+00	40	3	311	50	0.85	1.00	264	50	3,197
127"OE"+00	45	0	157	6	0.85	1.00	134	6	3,326
TOTALS			8,216	3,167					

COMMON EXCAVATION OHLSON ROAD

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
26"OH"+50	0	0							0
27"OH"+00	120	20	111	19	0.75	1.00	83	19	65
27"OH"+25	60	120	83	65	0.75	1.00	63	65	63
27"OH"+55	0	470	33	328	0.75	1.00	25	328	-240
28"OH"+00	0	0	0	392		1.00	0	392	-632
TOTALS			228	803					

COMMON EXCAVATION - GERMOND ROAD

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
8"G"+00	0	0							0
8"G"+22	120	0	49	0	0.75	1.00	37	0	37
8"G"+37	180	0	83	0	0.80	1.00	67	0	103
9"G"+00	60	120	67	33	0.75	1.00	50	33	120
9"G"+39	20	340	58	332	0.75	1.00	43	332	-169
10"G"+00	26	600	52	1,062	0.75	1.00	39	1,062	-1,192
11"G"+00	24	500	93	2,037	0.80	1.00	74	2,037	-3,155
12"G"+00	28	620	96	2,074	0.80	1.00	77	2,074	-5,152
12"G"+50	104	920	122	1,426	0.80	1.00	98	1,426	-6,480
13"G"+00	20	1,168	115	1,933	0.80	1.00	92	1,933	-8,321
13"G"+58	56	350	82	1,630	0.80	1.00	65	1,630	-9,887
14"G"+00	408	64	361	322	0.85	1.00	307	322	-9,902
14"G"+39	840	0	901	46	0.85	1.00	766	46	-9,182
14"G"+74	704	0	1,001	0	0.85	1.00	851	0	-8,331
16"G"+00	2,320	0	1,456	0	0.85	1.00	1,238	0	-7,094
16"G"+32	1,768	0	2,423	0	0.85	1.00	2,059	0	-5,035
17"G"+00	3,078	0	6,102	0	0.85	1.00	5,187	0	153
18"G"+00	2,618	0	10,548	0	0.85	1.00	8,966	0	9,118
18"G"+85	1,850	0	7,033	0	0.85	1.00	5,978	0	15,096
19"G"+00	2,332	0	1,162	0	0.85	1.00	987	0	16,084
19"G"+50	435	0	2,562	0	0.85	1.00	2,178	0	18,262
TOTALS			34,365	10,896					

COMMON EXCAVATION - C.T.H. C

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
33"C"+50	0	0							0
34"C"+00	90	10	83	9	0.75	1.00	63	9	53
34"C"+50	130	0	204	9	0.80	1.00	163	9	207
35"C"+00	130	0	241	0	0.80	1.00	193	0	400
35"C"+50	180	0	287	0	0.80	1.00	230	0	629
36"C"+00	205	0	356	0	0.80	1.00	285	0	914
36"C"+50	180	0	356	0	0.80	1.00	285	0	1,200
37"C"+00	230	0	380	0	0.80	1.00	304	0	1,503
37"C"+50	140	0	343	0	0.80	1.00	274	0	1,777
37"C"+60	100	0	44	0	0.80	1.00	36	0	1,813
37"C"+85	60	0	74	0	0.75	1.00	56	0	1,868
38"C"+00	140	20	56	6	0.75	1.00	42	6	1,905
38"C"+50	20	130	148	139	0.75	1.00	111	139	1,877
38"C"+55	10	150	3	26	0.75	1.00	2	26	1,853
39"C"+00	0	200	8	292	0.75	1.00	6	292	1,568
39"C"+50	70	450	65	602	0.75	1.00	49	602	1,014
40"C"+00	130	0	185	417	0.75	1.00	139	417	736
40"C"+50	40	1,420	157	1,315	0.75	1.00	118	1,315	-460
41"C"+00	40	1,330	74	2,546	0.75	1.00	56	2,546	-2,951
41"C"+50	18	1,650	54	2,759	0.75	1.00	40	2,759	-5,670
42"C"+00	0	1,880	17	3,269	0.75	1.00	13	3,269	-8,926
42"C"+50	0	1,550	0	3,176	0.75	1.00	0	3,176	-12,102
43"C"+00	0	1,270	0	2,611	0.75	1.00	0	2,611	-14,713
43"C"+50	20	1,010	19	2,111	0.75	1.00	14	2,111	-16,810
44"C"+00	0	730	19	1,611	0.75	1.00	14	1,611	-18,408
44"C"+50	10	400	9	1,046	0.75	1.00	7	1,046	-19,447
45"C"+00	0	60	9	426	0.75	1.00	7	426	-19,866
45"C"+50	70	0	65	56	0.75	1.00	49	56	-19,873
46"C"+00	70	20	130	19	0.75	1.00	97	19	-19,794
46"C"+50	80	0	139	19	0.75	1.00	104	19	-19,708
47"C"+00	70	50	139	46	0.75	1.00	104	46	-19,651
TOTALS			3,663	22,508					

COMMON EXCAVATION - C.T.H. CC

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
48"CC"+00	0	0							0
49"CC"+00	170	0	315	0	0.75	1.00	236	0	236
50"CC"+00	250	0	778	0	0.85	1.00	661	0	897
51"CC"+00	270	0	963	0	0.85	1.00	819	0	1,716
52"CC"+00	290	0	1,037	0	0.85	1.00	881	0	2,597
53"CC"+00	260	0	1,019	0	0.85	1.00	866	0	3,463
54"CC"+00	240	0	926	0	0.85	1.00	787	0	4,250
55"CC"+00	180	0	778	0	0.85	1.00	661	0	4,911
56"CC"+00	32	24	393	44	0.80	1.00	314	44	5,181
57"CC"+00	32	280	119	563	0.80	1.00	95	563	4,713
58"CC"+00	165	420	365	1,296	0.75	1.00	274	1,296	3,690
59"CC"+00	0	80	306	926	0.75	1.00	229	926	2,993
60"CC"+00	0	0	0	148	0.75	1.00	0	148	2,845
60"CC"+50	0	0	0	0	0.75	1.00	0	0	2,845
61"CC"+00	480	0	400	0	0.75	1.00	300	0	3,145
62"CC"+00	620	0	2,037	0	0.85	1.00	1,731	0	4,876
62"CC"+25	576	0	554	0	0.85	1.00	471	0	5,347
63"CC"+00	528	0	1,533	0	0.85	1.00	1,303	0	6,650
64"CC"+00	354	60	1,633	111	0.85	1.00	1,388	111	7,928
65"CC"+00	320	40	1,248	185	0.85	1.00	1,061	185	8,803
66"CC"+00	330	40	1,204	148	0.85	1.00	1,023	148	9,678
66"CC"+50	320	40	602	74	0.85	1.00	512	74	10,116
67"CC"+00	410	0	676	37	0.85	1.00	575	37	10,653
68"CC"+00	370	40	1,444	74	0.85	1.00	1,228	74	11,807
68"CC"+50	500	70	0	0	0.75	1.00	0	0	11,807
69"CC"+00	400	80	833	139	0.85	1.00	708	139	12,377
69"CC"+50	310	80	657	148	0.85	1.00	559	148	12,787
70"CC"+00	350	70	611	139	0.85	1.00	519	139	13,168
70"CC"+84	660	80	1,571	233	0.85	1.00	1,335	233	14,270
71"CC"+00	726	60	411	41	0.75	1.00	308	41	14,536

(CONTINUED)

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
71"CC"+34	845	50	989	69	0.85	1.00	841	69	15,308
72"CC"+00	690	90	1,876	171	0.85	1.00	1,595	171	16,732
73"CC"+00	120	300	1,500	722	0.85	1.00	1,275	722	17,284
73"CC"+23	0	370	51	285	0.75	1.00	38	285	17,037
73"CC"+97	0	380	0	1,028	0.75	1.00	0	1,028	16,009
75"CC"+00	0	380	0	42	0.75	1.00	0	42	15,967
76"CC"+00	0	420	0	1,481	0.75	1.00	0	1,481	14,486
77"CC"+00	0	550	0	1,796	0.75	1.00	0	1,796	12,689
77"CC"+42	500	620	389	910	0.75	1.00	292	910	12,071
78"CC"+00	210	150	763	827	0.85	1.00	648	827	11,892
78"CC"+45	270	0	400	125	0.80	1.00	320	125	12,087
78"CC"+79	310	20	365	13	0.80	1.00	292	13	12,367
78"CC"+89	280	50	109	13	0.75	1.00	82	13	12,436
79"CC"+00	260	60	110	22	0.75	1.00	83	22	12,496
80"CC"+00	220	10	889	130	0.85	1.00	756	130	13,122
80"CC"+65	150	20	445	36	0.80	1.00	356	36	13,442
80"CC"+85	150	20	111	15	0.75	1.00	83	15	13,511
81"CC"+00	110	20	72	11	0.75	1.00	54	11	13,554
81"CC"+25	170	20	130	19	0.75	1.00	97	19	13,632
81"CC"+60	230	10	259	19	0.80	1.00	207	19	13,820
81"CC"+85	180	10	190	9	0.80	1.00	152	9	13,963
82"CC"+15	20	60	111	39	0.75	1.00	83	39	14,007
82"CC"+50	10	60	19	78	0.75	1.00	15	78	13,944
82"CC"+86	0	100	7	107	0.75	1.00	5	107	13,842
83"CC"+26	90	20	67	89	0.75	1.00	50	89	13,804
84"CC"+00	0	60	123	110	0.75	1.00	93	110	13,786
	TOTALS		22,411	4,308					

COMMON EXCAVATION - SPRING RD.

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
10"S"+00	0	0							0
10"S"+50	0	138	0	128	0.75	1.00	0	128	-128
11"S"+00	0	304	0	409	0.75	1.00	0	409	-537
11"S"+50	0	155	0	425	0.75	1.00	0	425	-962
12"S"+00	30	66	28	205	0.75	1.00	21	205	-1,146
12"S"+50	55	62	79	119	0.75	1.00	59	119	-1,205
13"S"+00	107	0	150	57	0.75	1.00	113	57	-1,150
13"S"+50	165	0	252	0	0.75	1.00	189	0	-961
14"S"+00	171	0	311	0	0.80	1.00	249	0	-712
14"S"+50	90	0	242	0	0.80	1.00	193	0	-519
15"S"+00	87	0	164	0	0.80	1.00	131	0	-388
15"S"+50	5	0	85	0	0.75	1.00	64	0	-324
	TOTALS		1310	1343					

COMMON EXCAVATION - STEVENS STREET

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
75"ST"+00	90	0							0
75"ST"+50	70	100	148	93	0.75	1.00	111	93	19
76"ST"+00	50	170	111	250	0.75	1.00	83	250	-148
76"ST"+50	10	200	56	343	0.75	1.00	42	343	-449
77"ST"+00	0	290	9	454	0.75	1.00	7	454	-896
77"ST"+50	0	160	0	417	0.75	1.00	0	417	-1,313
78"ST"+00	60	560	56	667	0.75	1.00	42	667	-1,938
78"ST"+50	70	532	120	1011	0.75	1.00	90	1,011	-2,858
79"ST"+00	170	880	222	1307	0.75	1.00	167	1,307	-3,999
79"ST"+50	0	0	157	815	0.75	1.00	118	815	-4,696
	TOTALS		880	5356					

COMMON EXCAVATION USH 8

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
223+45	0	0							0
224+00	90	0	75	0	0.75	1.00	56	0	56
225+00	40	30	241	56	0.80	1.00	193	56	193
226+00	50	30	167	111	0.75	1.00	125	111	207
227+00	180	40	426	130	0.75	1.00	319	130	397
228+00	120	50	556	167	0.75	1.00	417	167	647
229+00	80	50	370	185	0.80	1.00	296	185	758
230+00	130	30	389	148	0.80	1.00	311	148	921
231+00	220	30	648	111	0.80	1.00	519	111	1,328
232+00	506	160	1,344	352	0.80	1.00	1,076	352	2,052
233+00	1,024	70	2,833	426	0.80	1.00	2,267	426	3,893
234+00	380	50	2,600	222	0.85	1.00	2,210	222	5,881
235+00	180	70	1,037	222	0.85	1.00	881	222	6,540
236+00	144	70	600	259	0.85	1.00	510	259	6,791
237+00	148	60	541	241	0.85	1.00	460	241	7,010
238+00	130	50	515	204	0.85	1.00	438	204	7,243
239+00	40	40	315	167	0.85	1.00	268	167	7,344
240+00	40	30	148	130	0.85	1.00	126	130	7,341
241+00	18	0	107	56	0.85	1.00	91	56	7,376
241+50	0	0	17	0	0.85	1.00	14	0	7,391
	TOTALS		12929	3185					

COMMON EXCAVATION-S.T.H.-17

STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
3+50	0	0							0
4+00	534	0	494	0	0.80	1.00	396	0	396
5+00	70	87	1,119	537	0.75	1.00	839	537	697
6+00	8	203	144	537	0.75	1.00	108	537	269
7+00	33	363	76	1,048		1.00	0	1,048	-779
8+00	74	174	198	994	0.75	1.00	149	994	-1,625
9+00	13	345	161	961	0.75	1.00	121	961	-2,466
10+00	35	1,648	89	3,691	0.75	1.00	67	3,691	-6,090
11+00	10	2,146	83	7,026	0.75	1.00	63	7,026	-13,053
12+00	35	2,007	83	7,691	0.75	1.00	63	7,691	-20,681
13+00	67	1,875	189	7,189	0.75	1.00	142	7,189	-27,729
14+00	81	1,948	274	7,080	0.75	1.00	206	7,080	-34,603
15+00	18	2,333	183	7,928	0.75	1.00	138	7,928	-42,393
16+00	0	3,264	33	10,365	0.75	1.00	25	10,365	-52,733
17+00	14	3,296	26	12,148	0.75	1.00	19	12,148	-64,861
18+00	182	138	363	6,359	0.75	1.00	272	6,359	-70,948
19+00	442	34	1,156	319	0.85	1.00	982	319	-70,285
20+00	349	0	1,465	63	0.85	1.00	1,245	63	-69,103
21+00	24	388	691	719	0.80	1.00	553	719	-69,269
22+00	28	1,058	96	2,678	0.75	1.00	72	2,678	-71,874
23+00	0	359	52	2,624	0.75	1.00	39	2,624	-74,459
24+00	0	505	0	1,600	0.75	1.00	0	1,600	-76,059
25+00	14	1,330	26	3,398	0.75	1.00	19	3,398	-79,438
26+00	22	1,002	67	4,319	0.75	1.00	50	4,319	-83,706
27+00	194	1,655	400	4,920	0.80	1.00	320	4,920	-88,307
28+00	284	1,756	885	6,317	0.80	1.00	708	6,317	-93,915
29+00	461	1,672	1,380	6,348	0.80	1.00	1,104	6,348	-99,160
30+00	241	201	1,300	3,469	0.75	1.00	975	3,469	-101,653
31+00	514	0	1,398	372	0.80	1.00	1,119	372	-100,907
32+00	1,028	201	2,856	372	0.80	1.00	2,284	372	-98,995
33+00	441	0	2,720	372	0.80	1.00	2,176	372	-97,191
34+00	513	0	1,767	0	0.85	1.00	1,502	0	-95,689
35+00	1,019	0	2,837	0	0.85	1.00	2,411	0	-93,277
36+00	681	0	3,148	0	0.85	1.00	2,676	0	-90,602
37+00	1,496	0	4,031	0	0.85	1.00	3,427	0	-87,175
38+00	1,611	0	5,754	0	0.85	1.00	4,891	0	-82,284
39+00	1,647	0	6,033	0	0.85	1.00	5,128	0	-77,156
40+00	2,015	0	6,781	0	0.85	1.00	5,764	0	-71,392
41+00	2,105	0	7,630	0	0.85	1.00	6,485	0	-64,906
42+00	2,465	0	8,463	0	0.85	1.00	7,194	0	-57,713
43+00	2,876	0	9,891	0	0.85	1.00	8,407	0	-49,306
44+00	2,981	0	10,846	0	0.85	1.00	9,219	0	-40,086
45+00	3,135	0	11,326	0	0.85	1.00	9,627	0	-30,459

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STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
45+00	3,135	0	11,067	0	0.85	1.00	9,407	0	-46,889
46+00	2,769	0	10,933	0	0.85	1.00	9,293	0	-37,596
47+00	3,266	0	11,176	0	0.85	1.00	9,500	0	-28,096
48+00	3,022	0	11,644	0	0.85	1.00	9,898	0	-18,198
49+00	936	91	7,330	169	0.85	1.00	6,230	169	-12,137
50+00	2,446	0	6,263	169	0.85	1.00	5,324	169	-6,982
51+00	2,028	47	8,285	87	0.85	1.00	7,042	87	-26
52+00	1,265	77	6,098	230	0.85	1.00	5,183	230	4,927
53+00	1,350	439	4,843	956	0.85	1.00	4,116	956	8,088
54+00	1,132	620	4,596	1,961	0.85	1.00	3,907	1,961	10,034
55+00	523	371	3,065	1,835	0.85	1.00	2,605	1,835	10,804
56+00	0	1,606	969	3,661	0.85	1.00	823	3,661	7,966
57+00	0	1,904	0	6,500	0.75	1.00	0	6,500	1,466
58+00	0	1,641	0	6,565	0.75	1.00	0	6,565	-5,099
59+00	168	1,220	311	5,298	0.80	1.00	249	5,298	-10,148
60+00	365	1,126	987	4,344	0.85	1.00	839	4,344	-13,654
61+00	398	842	1,413	3,644	0.85	1.00	1,201	3,644	-16,097
62+00	484	397	1,633	2,294	0.85	1.00	1,388	2,294	-17,003
63+00	371	543	1,583	1,741	0.85	1.00	1,346	1,741	-17,398
64+00	270	544	1,187	2,013	0.85	1.00	1,009	2,013	-18,402
65+00	318	479	1,089	1,894	0.85	1.00	926	1,894	-19,371
66+00	755	412	1,987	1,650	0.85	1.00	1,689	1,650	-19,332
67+00	365	1,086	2,074	2,774	0.85	1.00	1,763	2,774	-20,343
68+00	176	476	1,002	2,893	0.85	1.00	852	2,893	-22,384
69+00	25	678	372	2,137	0.85	1.00	316	2,137	-24,205
70+00	265	581	537	2,331	0.85	1.00	456	2,331	-26,080
71+00	210	658	880	2,294	0.85	1.00	748	2,294	-27,627
72+00	14	1,273	415	3,576	0.75	1.00	311	3,576	-30,891
73+00	0	2,094	26	6,235	0.75	1.00	19	6,235	-37,107
74+00	0	2,486	0	8,481	0.75	1.00	0	8,481	-45,589
75+00	0	2,629	0	9,472	0.75	1.00	0	9,472	-55,061
76+00	0	1,901	0	8,389	0.75	1.00	0	8,389	-63,450
77+00	0	1,410	0	6,131	0.75	1.00	0	6,131	-69,581
78+00	0	880	0	4,241	0.75	1.00	0	4,241	-73,822
79+00	0	1,672	0	4,726	0.75	1.00	0	4,726	-78,548
80+00	0	2,539	0	7,798	0.75	1.00	0	7,798	-86,346
81+00	5	3,118	9	10,476	0.75	1.00	7	10,476	-96,815
82+00	0	3,707	9	12,639	0.75	1.00	7	12,639	-109,447
83+00	0	2,055	0	10,670	0.75	1.00	0	10,670	-120,117
84+00	0	1,331	0	6,270	0.75	1.00	0	6,270	-126,388
85+00	39	1,390	72	5,039	0.75	1.00	54	5,039	-131,372
86+00	80	301	220	3,131	0.75	1.00	165	3,131	-134,339
87+00	735	115	1,509	770	0.85	1.00	1,283	770	-133,826
88+00	337	189	1,985	563	0.85	1.00	1,687	563	-132,702
89+00	11	519	644	1,311	0.85	1.00	548	1,311	-133,465

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STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
89+00	11	519	644	885	0.85	1.00	548	885	-127,460
90+00	561	115	1,059	1,174	0.85	1.00	900	1,174	-127,734
91+00	51	295	1,133	759	0.85	1.00	963	759	-127,530
92+00	487	115	996	759	0.85	1.00	847	759	-127,442
93+00	210	115	1,291	426	0.85	1.00	1,097	426	-126,771
94+00	3	1,231	394	2,493	0.85	1.00	335	2,493	-128,928
95+00	1	3,410	7	8,594	0.75	1.00	6	8,594	-137,517
96+00	52	2,285	98	10,546	0.75	1.00	74	10,546	-147,990
97+00	31	2,376	154	8,631	0.75	1.00	115	8,631	-156,506
98+00	9	2,396	74	8,837	0.75	1.00	56	8,837	-165,287
99+00	64	1,646	135	7,485	0.75	1.00	101	7,485	-172,671
100+00	142	1,081	381	5,050	0.85	1.00	324	5,050	-177,397
101+00	254	778	733	3,443	0.85	1.00	623	3,443	-180,216
102+00	30	1,797	526	4,769	0.85	1.00	447	4,769	-184,538
103+00	0	2,255	56	7,504	0.75	1.00	42	7,504	-192,000
104+00	0	2,108	0	8,080	0.75	1.00	0	8,080	-200,079
105+00	11	2,126	20	7,841	0.75	1.00	15	7,841	-207,905
106+00	1	1,798	22	7,267	0.75	1.00	17	7,267	-215,155
107+00	440	103	817	3,520	0.85	1.00	694	3,520	-217,981
108+00	503	64	1,746	309	0.85	1.00	1,484	309	-216,806
109+00	91	198	1,100	485	0.85	1.00	935	485	-216,356
110+00	421	21	948	406	0.85	1.00	806	406	-215,956
111+00	1,270	0	3,131	39	0.85	1.00	2,662	39	-213,333
112+00	1,673	0	5,450	0	0.85	1.00	4,633	0	-208,700
113+00	1,937	0	6,685	0	0.85	1.00	5,682	0	-203,018
114+00	1,005	0	5,448	0	0.85	1.00	4,631	0	-198,387
115+00	1,973	0	5,515	0	0.85	1.00	4,688	0	-193,699
116+00	776	172	5,091	319	0.85	1.00	4,327	319	-189,691
117+00	824	44	2,963	400	0.85	1.00	2,519	400	-187,572
118+00	680	0	2,785	81	0.85	1.00	2,367	81	-185,286
119+00	1,274	0	3,619	0	0.85	1.00	3,076	0	-182,211
120+00	1,289	0	4,746	0	0.85	1.00	4,034	0	-178,176
121+00	205	23	2,767	43	0.85	1.00	2,352	43	-175,867
122+00	455	3	1,222	48	0.85	1.00	1,039	48	-174,876
123+00	325	70	1,444	135	0.85	1.00	1,228	135	-173,784
124+00	155	87	889	291	0.85	1.00	756	291	-173,319
125+00	181	26	622	209	0.85	1.00	529	209	-172,999
126+00	56	159	439	343	0.80	1.00	351	343	-172,991
127+00	55	50	206	387	0.80	1.00	164	387	-173,214
128+00	99	20	285	130	0.80	1.00	228	130	-173,115
129+00	91	2	352	41	0.80	1.00	281	41	-172,874
130+00	42	153	246	287	0.80	1.00	197	287	-172,964
131+00	74	95	215	459	0.80	1.00	172	459	-173,252
132+00	47	154	224	461	0.80	1.00	179	461	-173,534

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STATION	END AREA CUT S.F.	END AREA FILL S.F.	VOLUME CUT C.Y.	VOLUME FILL C.Y.	FACTOR CUT	FACTOR FILL	EXPANDED VOLUME CUT C.Y.	EXPANDED VOLUME FILL C.Y.	MASS HAUL C.Y.
132+00	47	154	224	461	0.80	1.00	179	461	-168,426
133+00	53	50	185	378	0.80	1.00	148	378	-168,656
134+00	98	98	280	274	0.80	1.00	224	274	-168,706
135+00	173	75	502	320	0.80	1.00	401	320	-168,625
136+00	212	77	713	281	0.80	1.00	570	281	-168,336
137+00	206	73	774	278	0.80	1.00	619	278	-167,995
138+00	153	112	665	343	0.80	1.00	532	343	-167,805
139+00	94	187	457	554	0.80	1.00	366	554	-167,993
140+00	37	458	243	1,194	0.80	1.00	194	1,194	-168,993
141+00	7	596	81	1,952	0.75	1.00	61	1,952	-170,884
142+00	23	542	56	2,107	0.75	1.00	42	2,107	-172,950
143+00	50	433	135	1,806	0.75	1.00	101	1,806	-174,654
144+00	118	159	311	1,096	0.80	1.00	249	1,096	-175,501
145+00	165	158	524	587	0.80	1.00	419	587	-175,669
146+00	196	167	669	602	0.80	1.00	535	602	-175,736
147+00	170	55	678	411	0.80	1.00	542	411	-175,605
148+00	101	117	502	319	0.80	1.00	401	319	-175,522
149+00	41	73	263	352	0.80	1.00	210	352	-175,664
150+00	26	129	124	374	0.75	1.00	93	374	-175,945
151+00	11	129	69	478	0.75	1.00	51	478	-176,371
152+00	25	211	67	630	0.75	1.00	50	630	-176,951
153+00	52	211	143	781	0.75	1.00	107	781	-177,625
154+00	1	260	98	872	0.75	1.00	74	872	-178,424
155+00	100	21	187	520	0.75	1.00	140	520	-178,804
156+00	171	0	502	39	0.80	1.00	401	39	-178,441
157+00	181	0	652	0	0.80	1.00	521	0	-177,920
158+00	106	3	531	6	0.80	1.00	425	6	-177,500
159+00	20	61	233	119	0.80	1.00	187	119	-177,432
160+00	127	3	272	119	0.80	1.00	218	119	-177,333
161+00	4	344	243	643	0.80	1.00	194	643	-177,781
162+00	319	37	598	706	0.80	1.00	479	706	-178,008
163+00	38	184	661	409	0.80	1.00	529	409	-177,889
164+00	29	1,149	124	2,469	0.80	1.00	99	2,469	-180,258
165+00	0	598	54	3,235	0.75	1.00	40	3,235	-183,453
166+00	121	65	224	1,228	0.75	1.00	168	1,228	-184,513
167+00	283	146	748	391	0.75	1.00	561	391	-184,342
168+00	216	64	924	389	0.75	1.00	693	389	-184,038
169+00	192	33	756	180	0.75	1.00	567	180	-183,651
170+00	31	180	413	394	0.75	1.00	310	394	-183,736
171+00	157	44	348	415	0.80	1.00	279	415	-183,872
172+00	81	34	441	144	0.80	1.00	353	144	-183,664
173+00	142	41	413	139	0.80	1.00	330	139	-183,472
174+00	155	7	550	89	0.80	1.00	440	89	-183,121
175+00	137	0	541	13	0.80	1.00	433	13	-182,702
176+00	0	0	254	0	0.80	1.00	203	0	-182,499
TOTAL			286,841	409,833					

STATE PROJECT NUMBER: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	COMPUTER EARTHWORK DATA	SHEET NO: 366	E

MARSH EXCAVATION

STATION	LOCATION	END AREA (S.F.) CUT	FILL	EXP.	EXP. FILL	VOLUME MARSH
21+00	S.T.H.17	0	0	1.25	0	
22+00	S.T.H.17	220	220	1.25	275	407
23+00	S.T.H.17	0	0	1.25	0	407
26+00	S.T.H.17	0	0	1.25	0	0
27+00	S.T.H.17	140	140	1.25	175	259
28+00	S.T.H.17	280	280	1.25	350	778
29+00	S.T.H.17	160	160	1.25	200	815
30+00	S.T.H.17	0	0	1.25	0	296
56+00	S.T.H.17	0	0	1.25	0	0
57+00	S.T.H.17	1450	1450	1.25	1813	2,685
58+00	S.T.H.17	1210	1210	1.25	1513	4,926
59+00	S.T.H.17	1650	1650	1.25	2063	5,296
60+00	S.T.H.17	710	710	1.25	888	4,370
61+00	S.T.H.17	510	510	1.25	638	2,259
62+00	S.T.H.17	290	290	1.25	363	1,481
63+00	S.T.H.17	630	630	1.25	788	1,704
64+00	S.T.H.17	810	810	1.25	1013	2,667
65+00	S.T.H.17	400	400	1.25	500	2,241
66+00	S.T.H.17	590	590	1.25	738	1,833
67+00	S.T.H.17	550	550	1.25	688	2,111
68+00	S.T.H.17	0	0	1.25	0	1,019
78+00	S.T.H.17	0	0	1.25	0	0
79+00	S.T.H.17	70	70	1.25	88	130
80+00	S.T.H.17	330	330	1.25	413	741
81+00	S.T.H.17	1050	1050	1.25	1313	2,556
82+00	S.T.H.17	0	0	1.25	0	1,944
101+00	S.T.H.17	0	0	1.25	0	0
102+00	S.T.H.17	320	320	1.25	400	593
103+00	S.T.H.17	290	290	1.25	363	1,130
104+00	S.T.H.17	930	930	1.25	1163	2,259
105+00	S.T.H.17	740	740	1.25	925	3,093
106+00	S.T.H.17	840	840	1.25	1050	2,926
107+00	S.T.H.17	0	0	1.25	0	1,556
108+00	S.T.H.17	70	70	1.25	88	130
109+00	S.T.H.17	420	420	1.25	525	907
110+00	S.T.H.17	260	260	1.25	325	1,259
111+00	S.T.H.17	0	0	1.25	0	481
140+00	S.T.H.17	0	0	1.25	0	0
140+50	S.T.H.17	224	224	1.25	280	207
141+00	S.T.H.17	300	300	1.25	375	485
141+50	S.T.H.17	200	200	1.25	250	463
142+00	S.T.H.17	188	188	1.25	235	359
142+50	S.T.H.17	144	144	1.25	180	307
143+00	S.T.H.17	32	32	1.25	40	163
143+50	S.T.H.17	0	0	1.25	0	30
	S.T.H.17 TOTAL :					57,274

MARSH EXCAVATION

STATION	LOCATION	END AREA (S.F.) CUT	FILL	EXP.	EXP. FILL	VOLUME (C.Y.) MARSH	SELECTED
72"CC"+00	CTH CC	0	0	1.25	0	0	0
73"CC"+00	CTH CC	530	530	1.25	663	981	1,227
73"CC"+23	CTH CC	460	460	1.25	575	422	527
73"CC"+97	CTH CC	470	470	1.25	588	1,274	1,593
75"CC"+00	CTH CC	440	440	1.25	550	1,736	2,170
76"CC"+00	CTH CC	510	510	1.25	638	1,759	2,199
77"CC"+00	CTH CC	540	540	1.25	675	1,944	2,431
77"CC"+42	CTH CC	870	870	1.25	1088	1,097	1,371
77"CC"+91	CTH CC	0	0	1.25	0	789	987
	CTH CC TOTALS					10,003	12,504

MARSH EXCAVATION

STATION	LOCATION	END AREA (S.F.) CUT	FILL	EXP.	EXP. FILL	VOLUME (C.Y.) MARSH	SELECTED
41"C"+00	C.T.H. 'C'	0	0	1.25	0	0	0
42"C"+00	C.T.H. 'C'	500	500	1.25	625	926	1,157
42"C"+50	C.T.H. 'C'	240	240	1.25	300	685	856
43"C"+00	C.T.H. 'C'	170	170	1.25	213	380	475
43"C"+50	C.T.H. 'C'	0	0	1.25	0	157	197
	CTH C TOTALS					2,148	2,685

MARSH EXCAVATION

STATION	LOCATION	END AREA (S.F.) CUT	FILL	EXP.	EXP. FILL	VOLUME (C.Y.) MARSH	SELECTED
67"SH"+50	SHAWNEE	134	134	1.25	167.5		
68"SH"+00	SHAWNEE	0	0	1.25	0	248	310
	SHAWNEE TOTALS					248	310

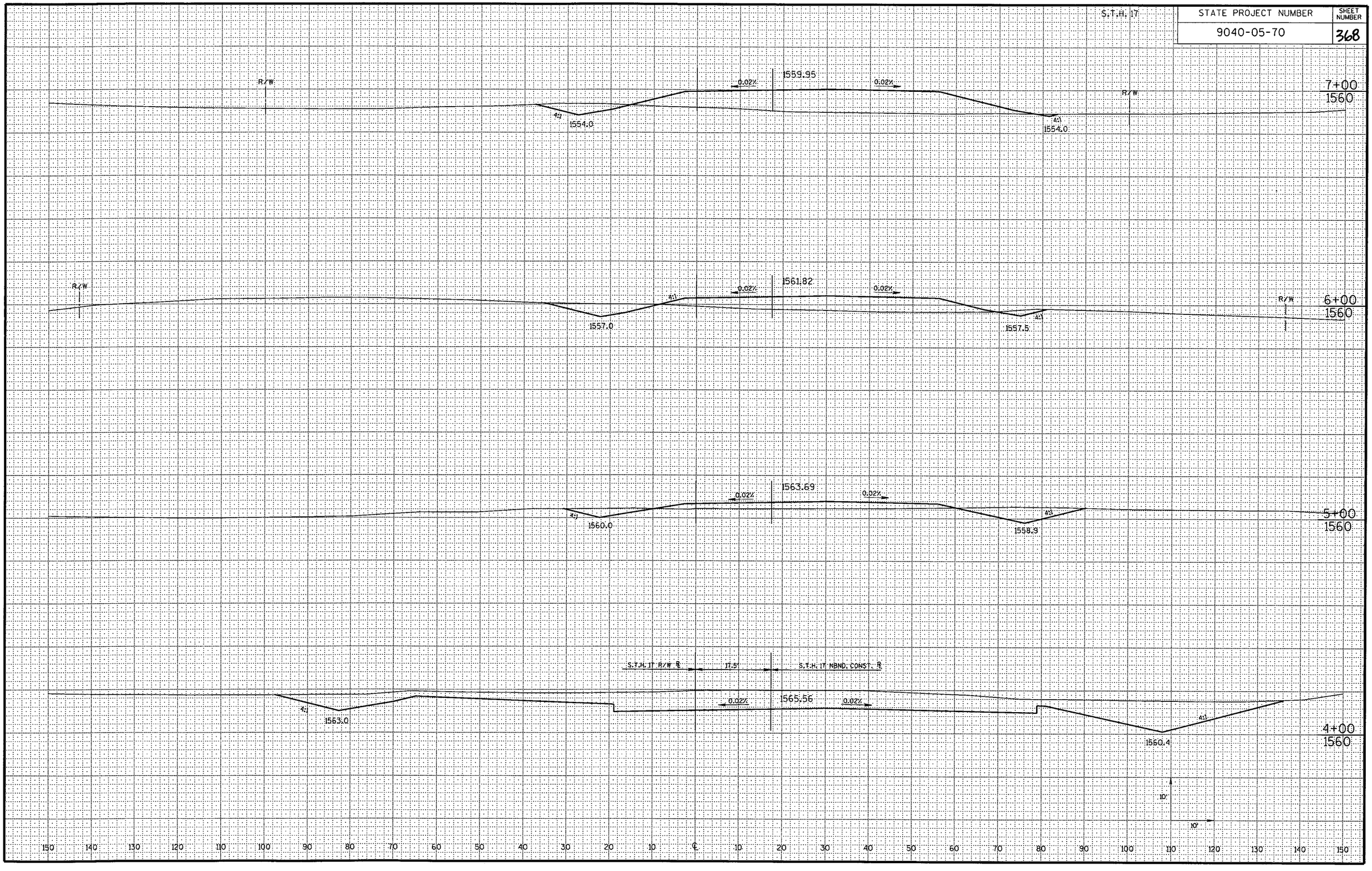
EXCAVATION BELOW SUBGRADE

				C.Y.
3+50	-	5+00	S.T.H. 17	2,830
5+00	-	7+00	S.T.H. 17	1,510
17+50	-	20+00	S.T.H. 17	3,090
20+00	-	24+00	S.T.H. 17	3,390
29+50	-	36+00	S.T.H. 17	4,520
50+50	-	55+50	S.T.H. 17	
85+40	-	90+00	S.T.H. 17	5,210
90+00	-	93+50	S.T.H. 17	7,000
106+50	-	108+50	S.T.H. 17	1,920
109+50	-	112+00	S.T.H. 17	2,470
120+25	-	124+00	S.T.H. 17	5,290
161+50	-	165+00	S.T.H. 17	3,290
166+25	-	168+00	S.T.H. 17	2,140
168+00	-	174+25	S.T.H. 17	7,650
		TOTAL		50,310
223+45	-	241+50	U.S.H. 8	-
8"G"+00	-	19"G"+50	GERMOND RD	-
13"G"+50	-	15"G"+00	GERMOND RD	720
26"OH"+50	-	28"OH"+00	OHLSON ROAD	-
48"CC"+00	-	77"CC"+91	C.T.H. "CC"	-
33"C"+50	-	47"C"+00	C.T.H. "C"	-
41"C"+00	-	43"C"+00	C.T.H. "C"	-
46"NS"+00	-	55"NS"+00	NORTH SHORE DR	-
75"ST"+00	-	79"ST"+50	STEVENS STREET	-
TOTALS				51,030

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±44030T±XSEC±Xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

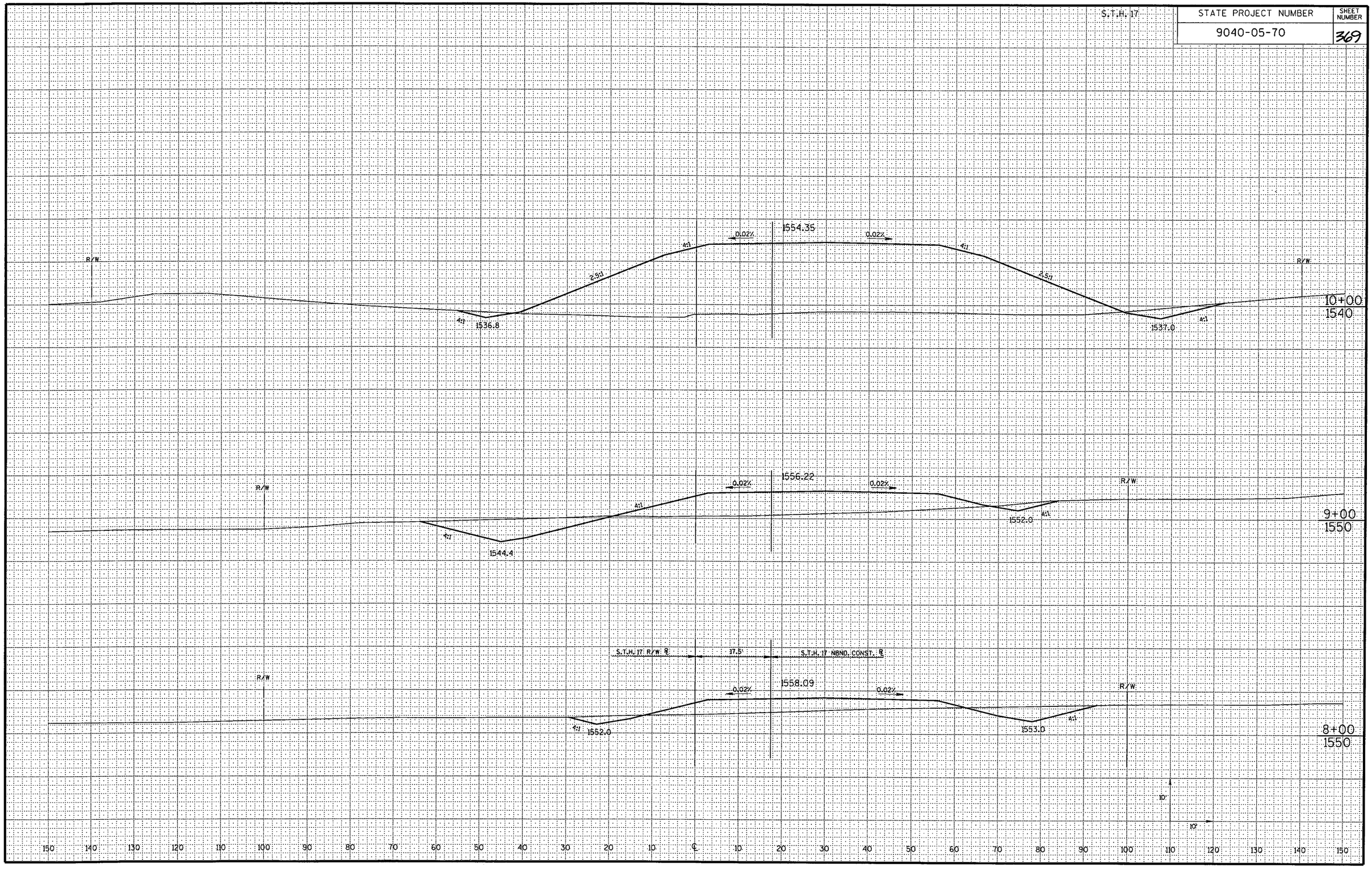
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	368



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XsecI0.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

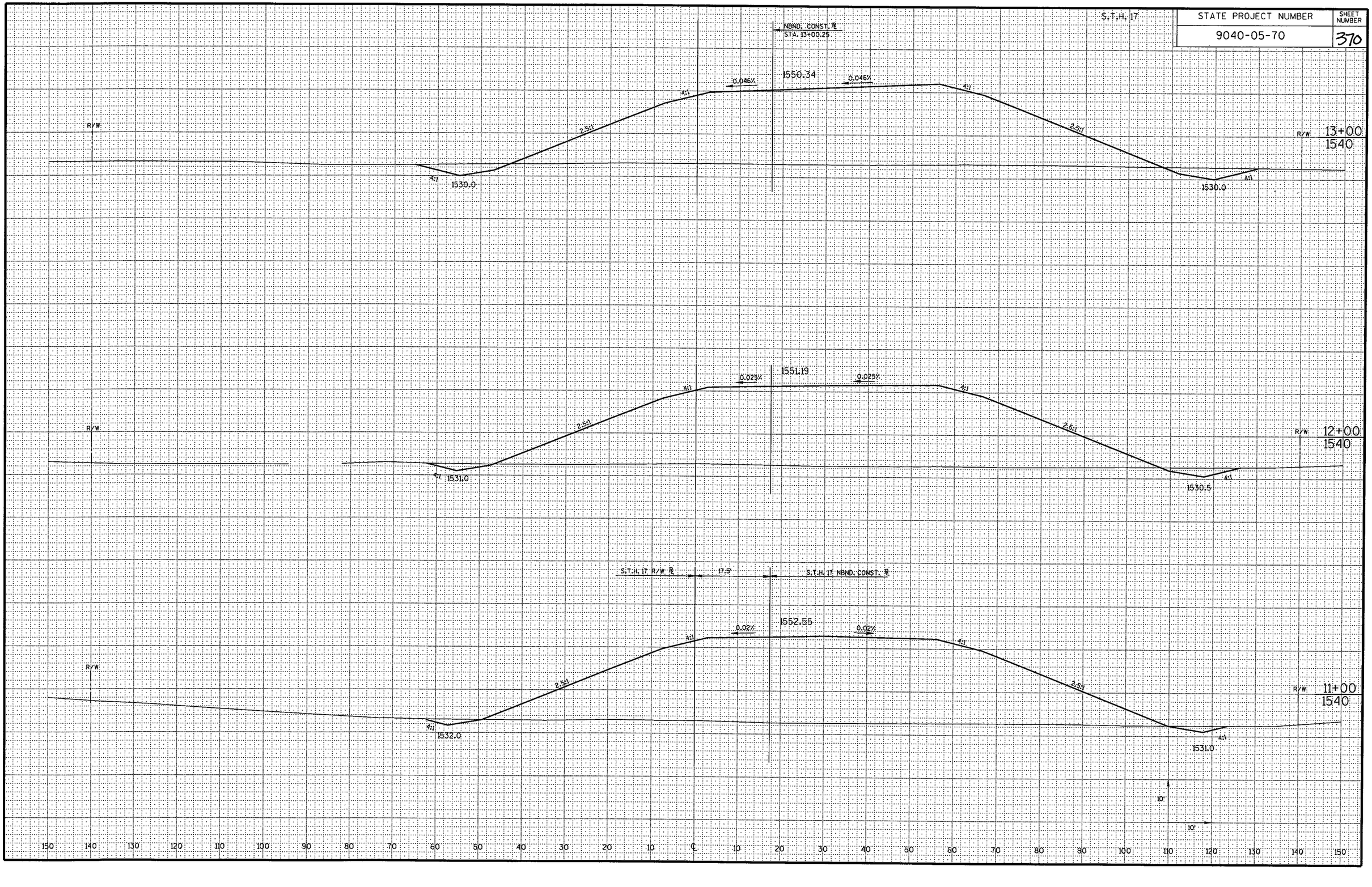
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	369



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±Xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

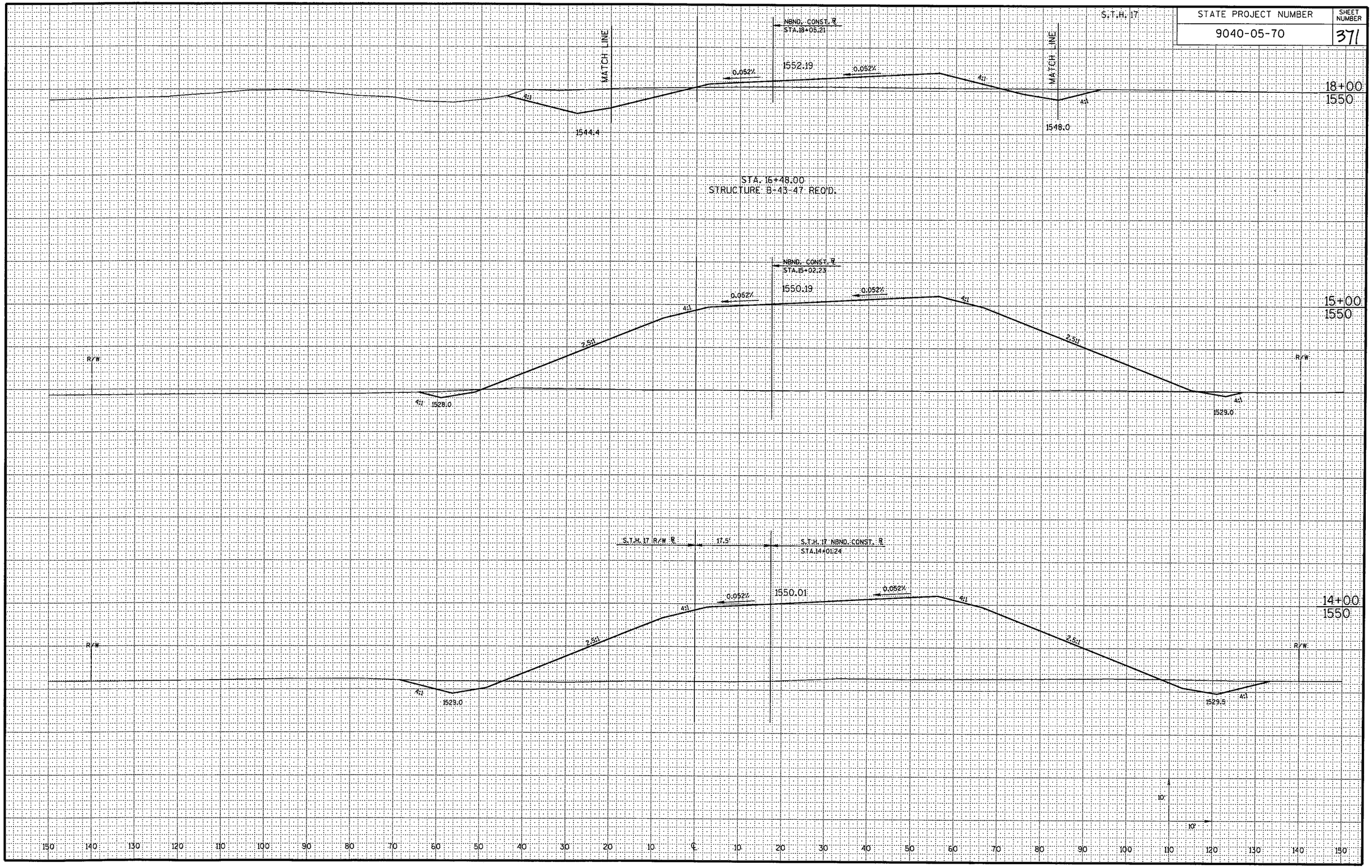
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	370



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±44030T±XSEC±XsecI0.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

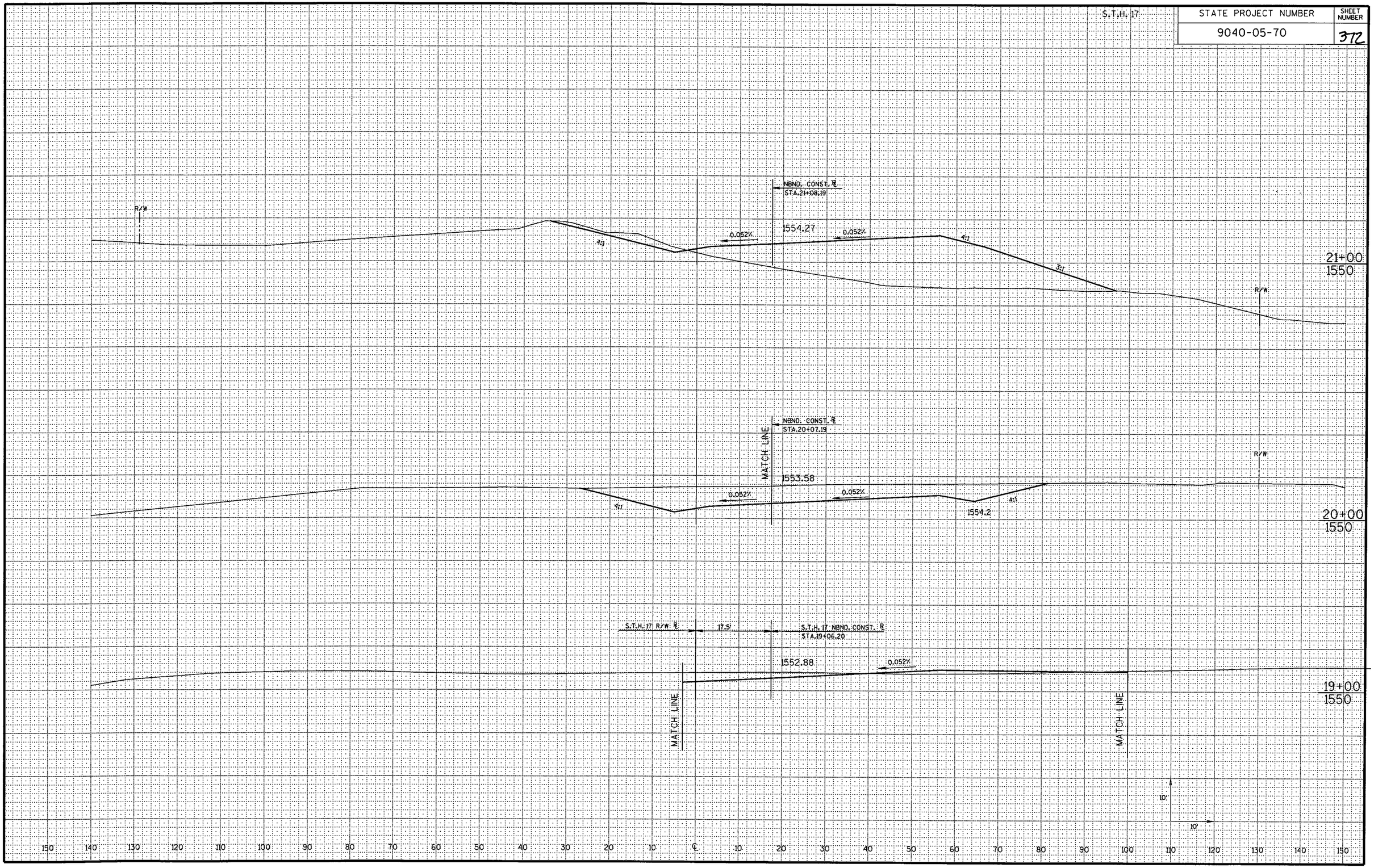
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	371



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±Xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	372



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±Xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	373

NBND. CONST. ℄
STA.24+11.17
1556.34
0.052%
0.052%
4:1
4:1
3:1
R/W
R/W
1548.0
24+00
1550

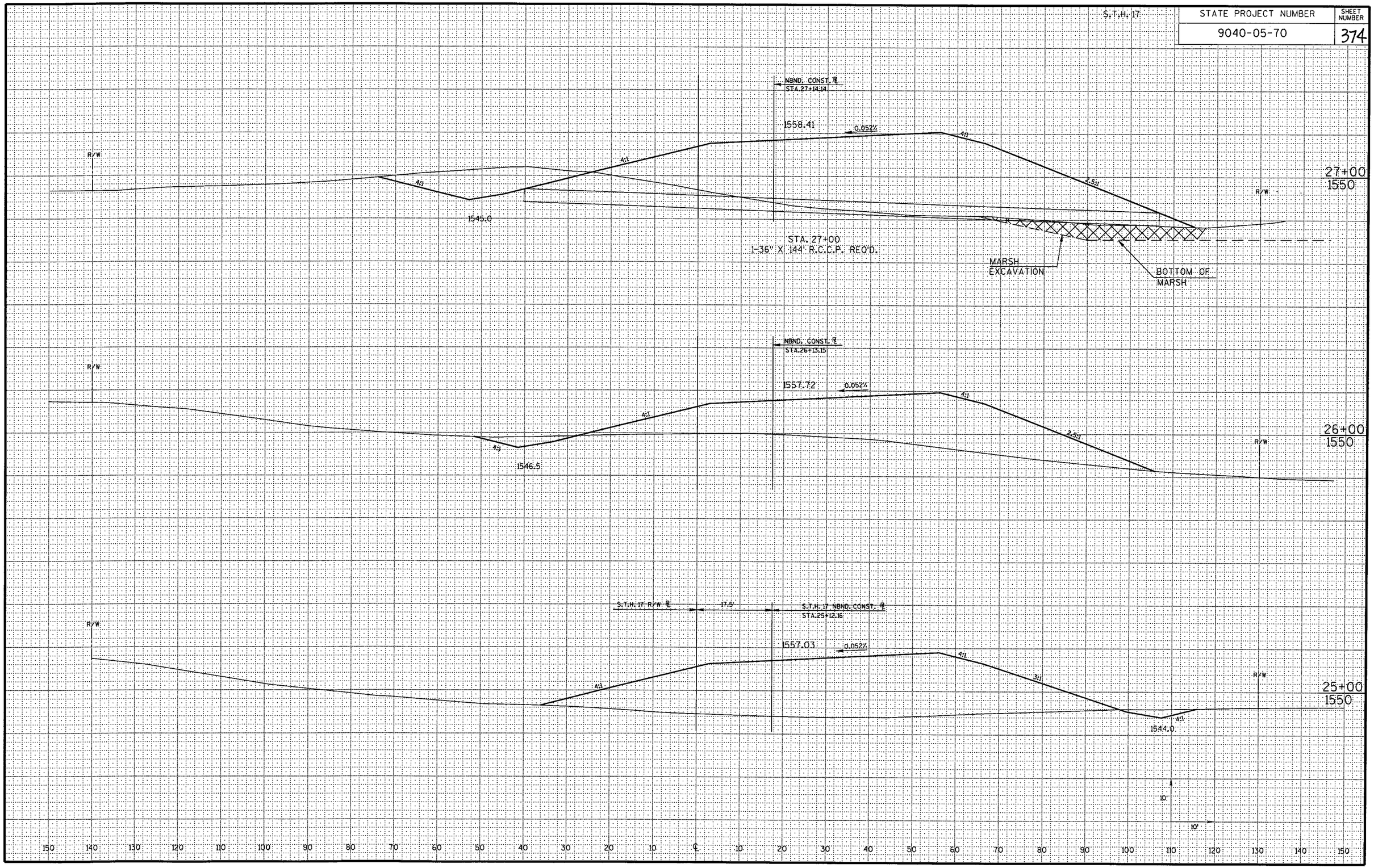
NBND. CONST. ℄
STA.23+10.17
1555.65
0.052%
0.052%
4:1
R/W
R/W
23+00
1550

S.T.H. 17 R/W ℄
17.5'
S.T.H. 17 NBND. CONST. ℄
STA.22+09.18
1554.96
0.052%
0.052%
4:1
4:1
1552.8
2.5:1
MARSH
EXCAVATION
R/W
BOTTOM OF
MARSH
10'
10'
22+00
1550

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	374

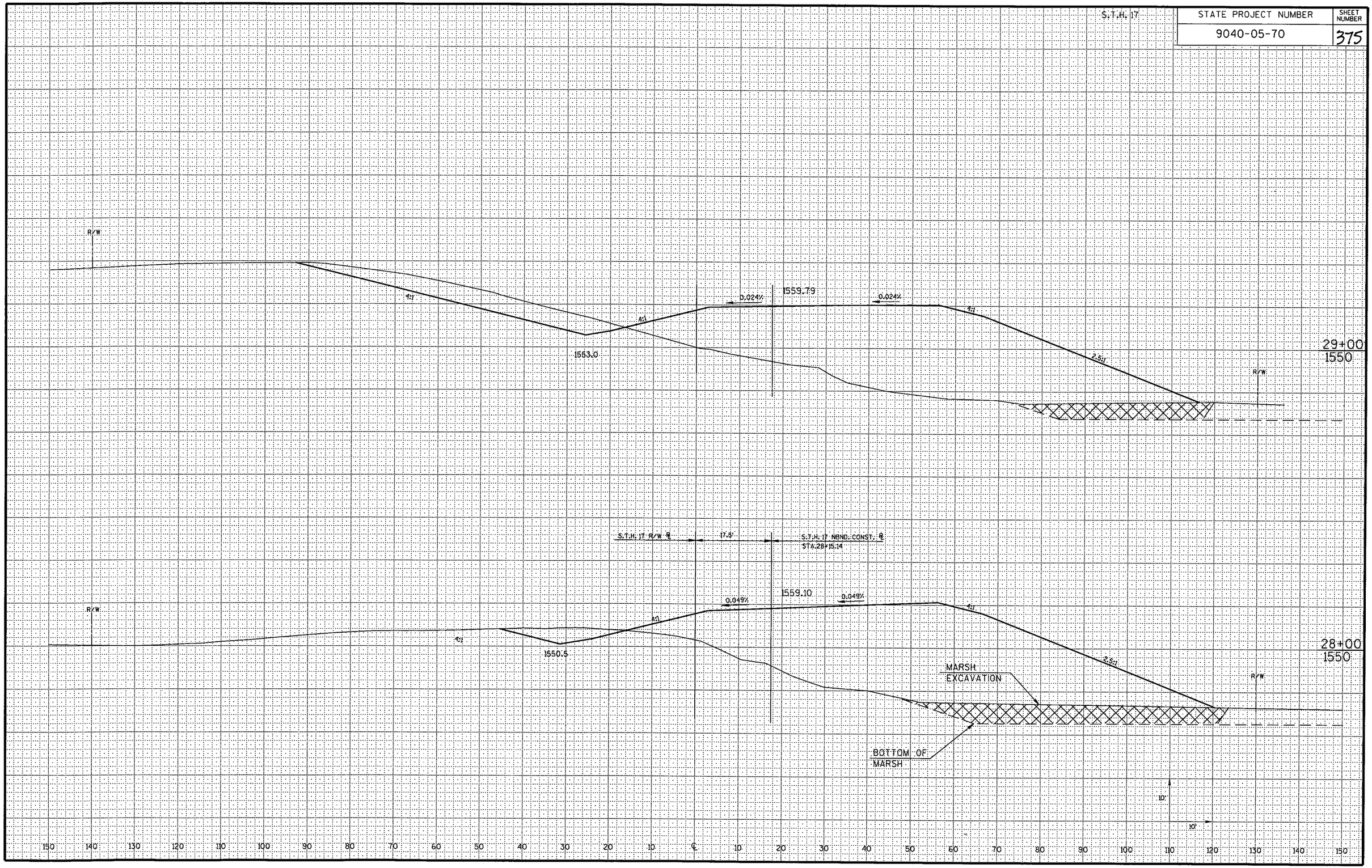
GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XsecI0.dgn
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

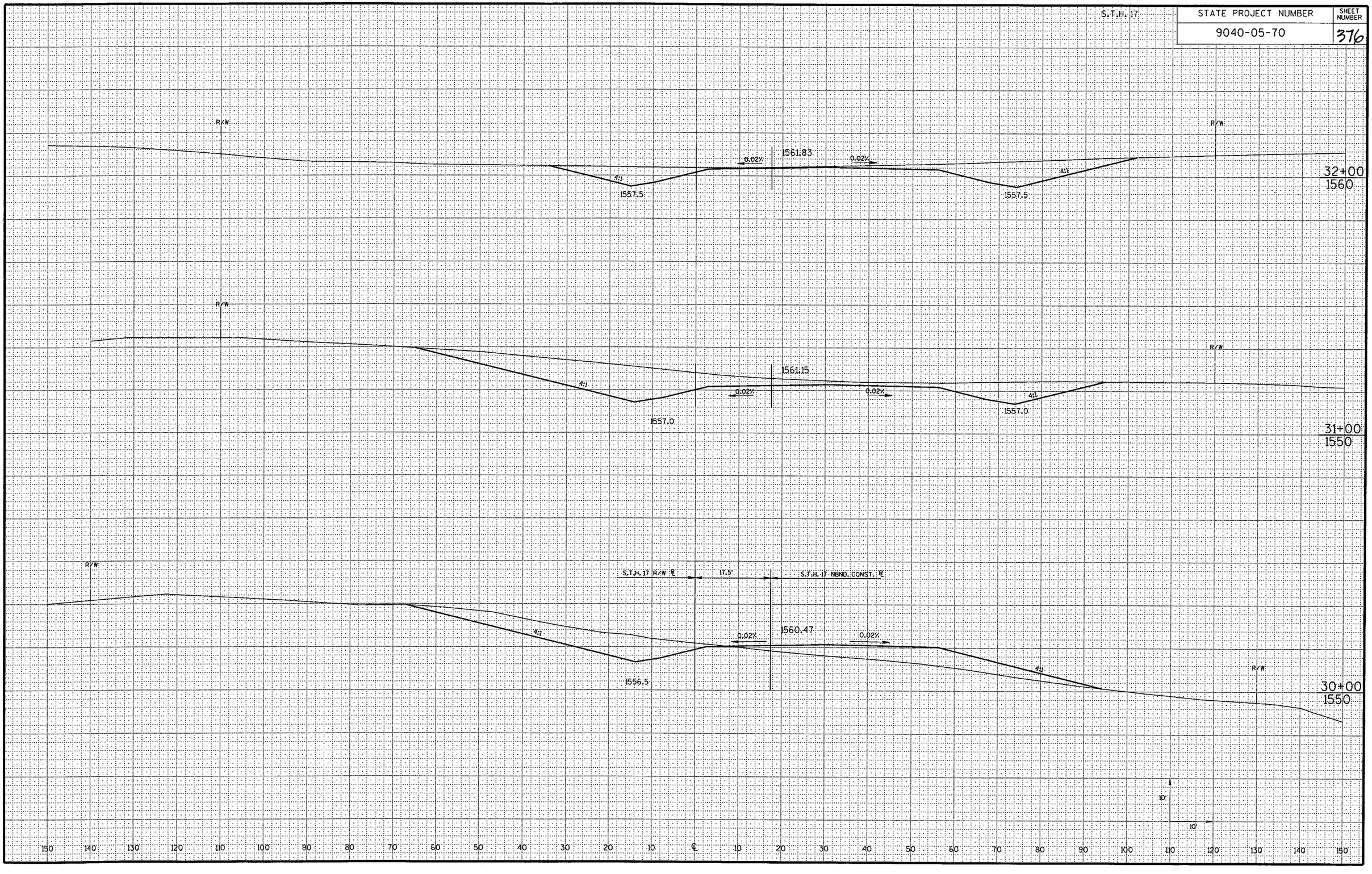
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	375



GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:#440307#xsec#xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

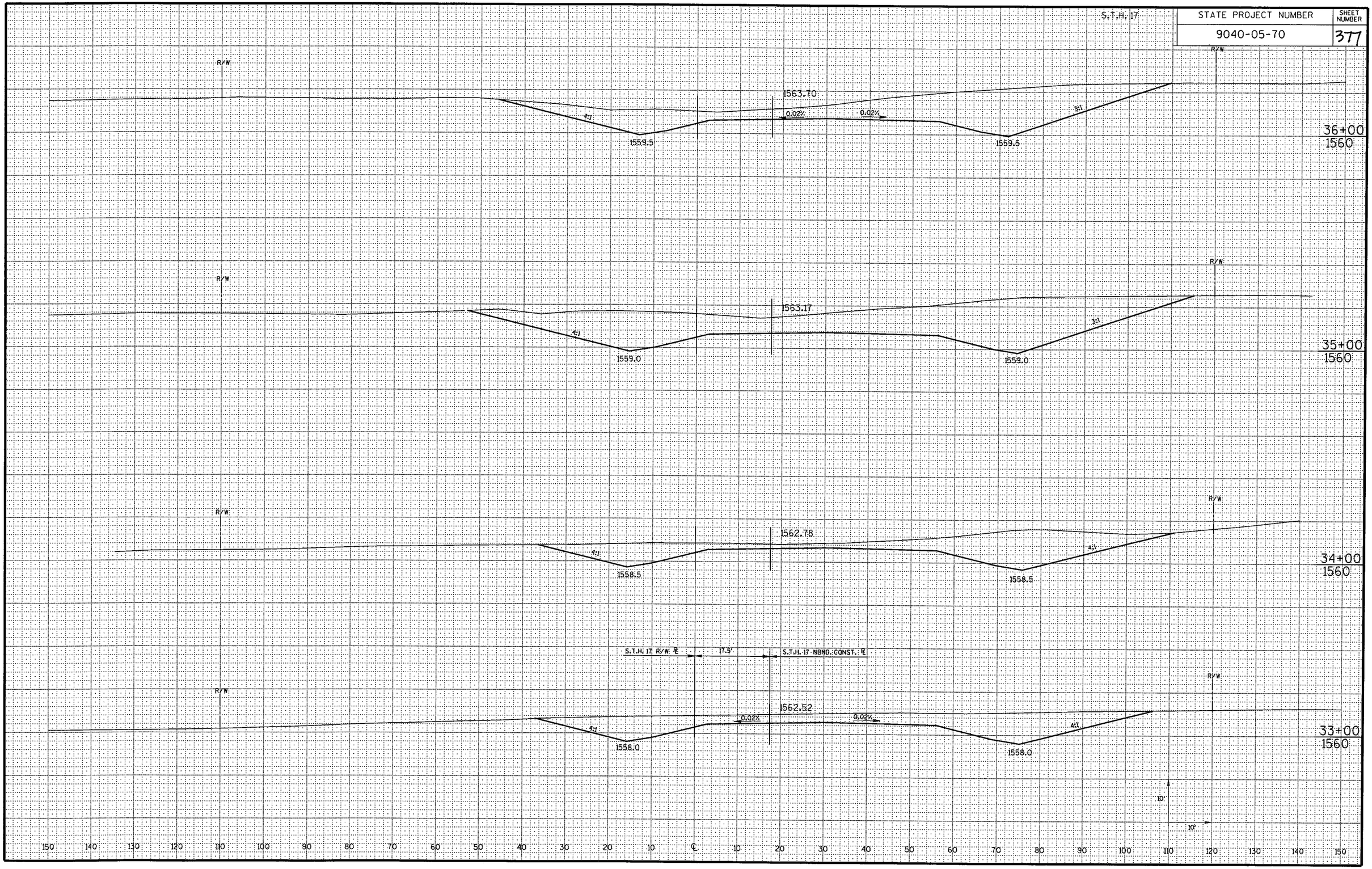
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	376



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

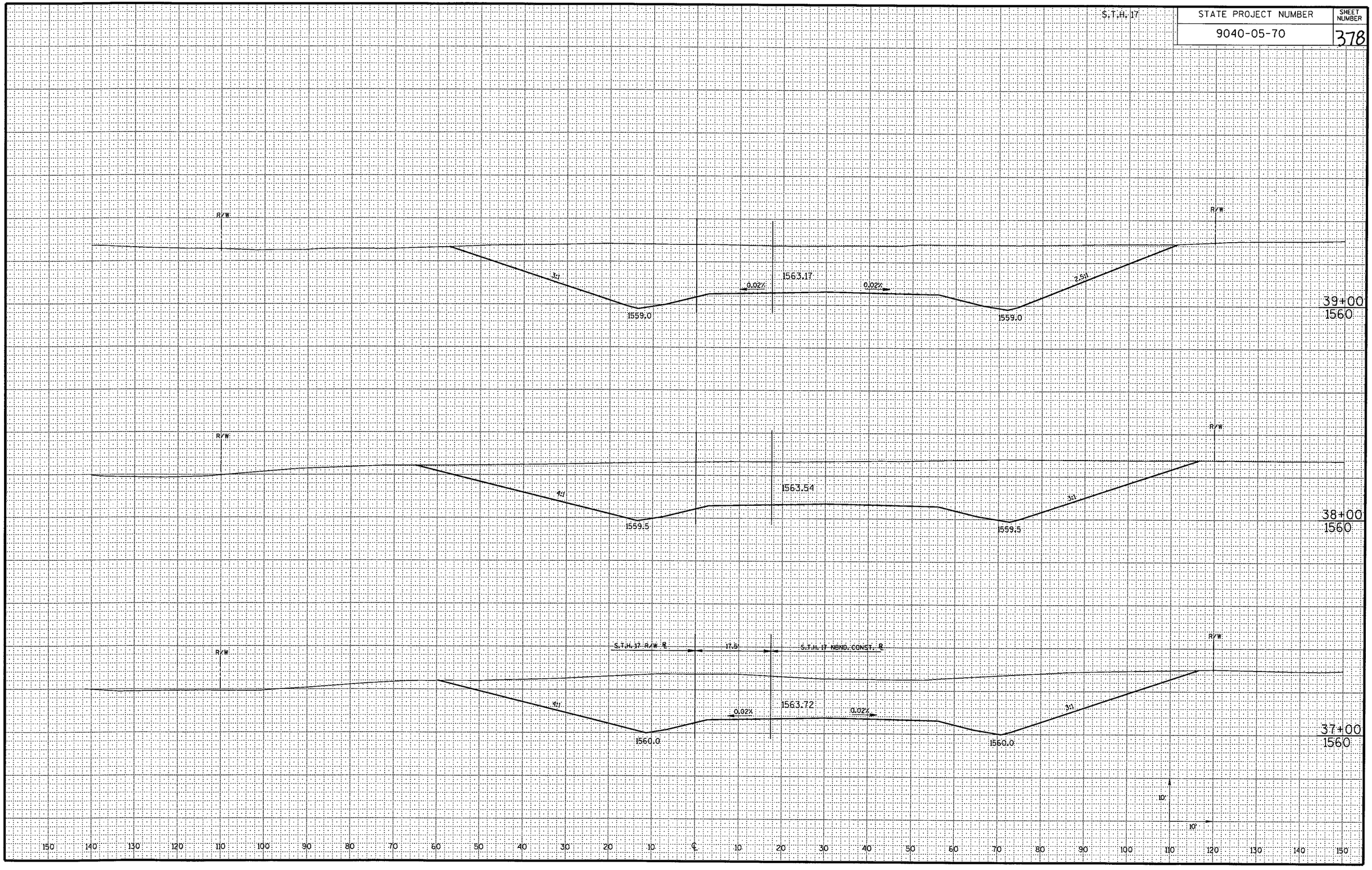
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	377



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	378



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	379

S.T.H. 17 R/W R — 10.50' — S.T.H. 17 SBND. E.O.P. CONST. R
STA. 42+00.11
17.5' — S.T.H. 17 NBND. CONST. R

R/W — 2.5:1 — 1556.7 — 1561.00 — 0.02% — 0.02% — 1556.7 — 2.25:1 — R/W

42+00
1560

S.T.H. 17 R/W R — 14.64' — S.T.H. 17 SBND. E.O.P. CONST. R
STA. 41+00.03
17.5' — S.T.H. 17 NBND. CONST. R

R/W — 2.5:1 — 1557.6 — 1561.85 — 0.02% — 0.02% — 1557.6 — 2.5:1 — R/W

41+00
1560

S.T.H. 17 R/W R — 16.93' — S.T.H. 17 SBND. E.O.P. CONST. R
STA. 40+00.00
17.5' — S.T.H. 17 NBND. CONST. R

R/W — 2.5:1 — 5:1 — 4:1 — 1558.5 — 1562.60 — 0.02% — 0.02% — 1558.5 — 2.5:1 — R/W

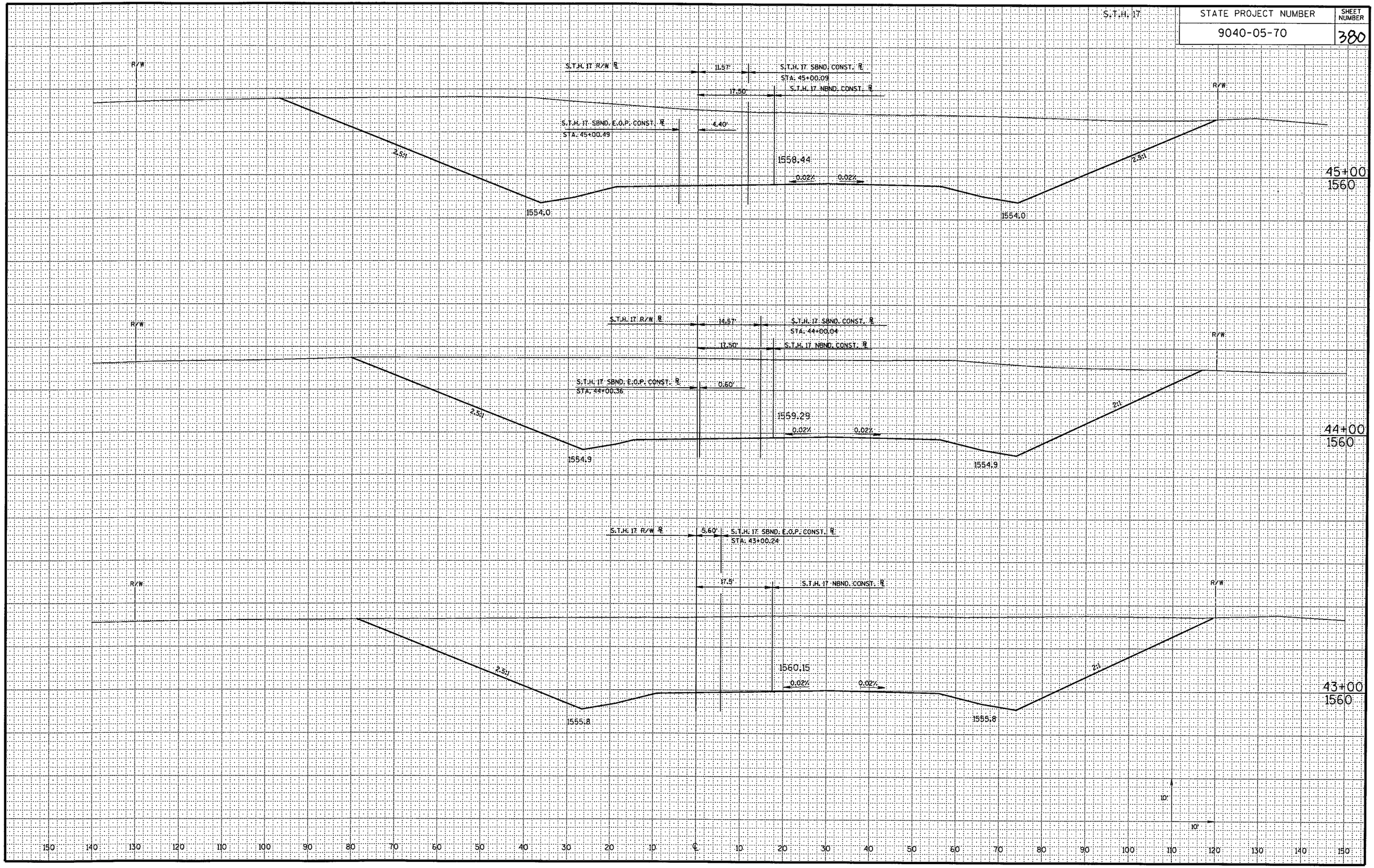
40+00
1560

10' — 10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

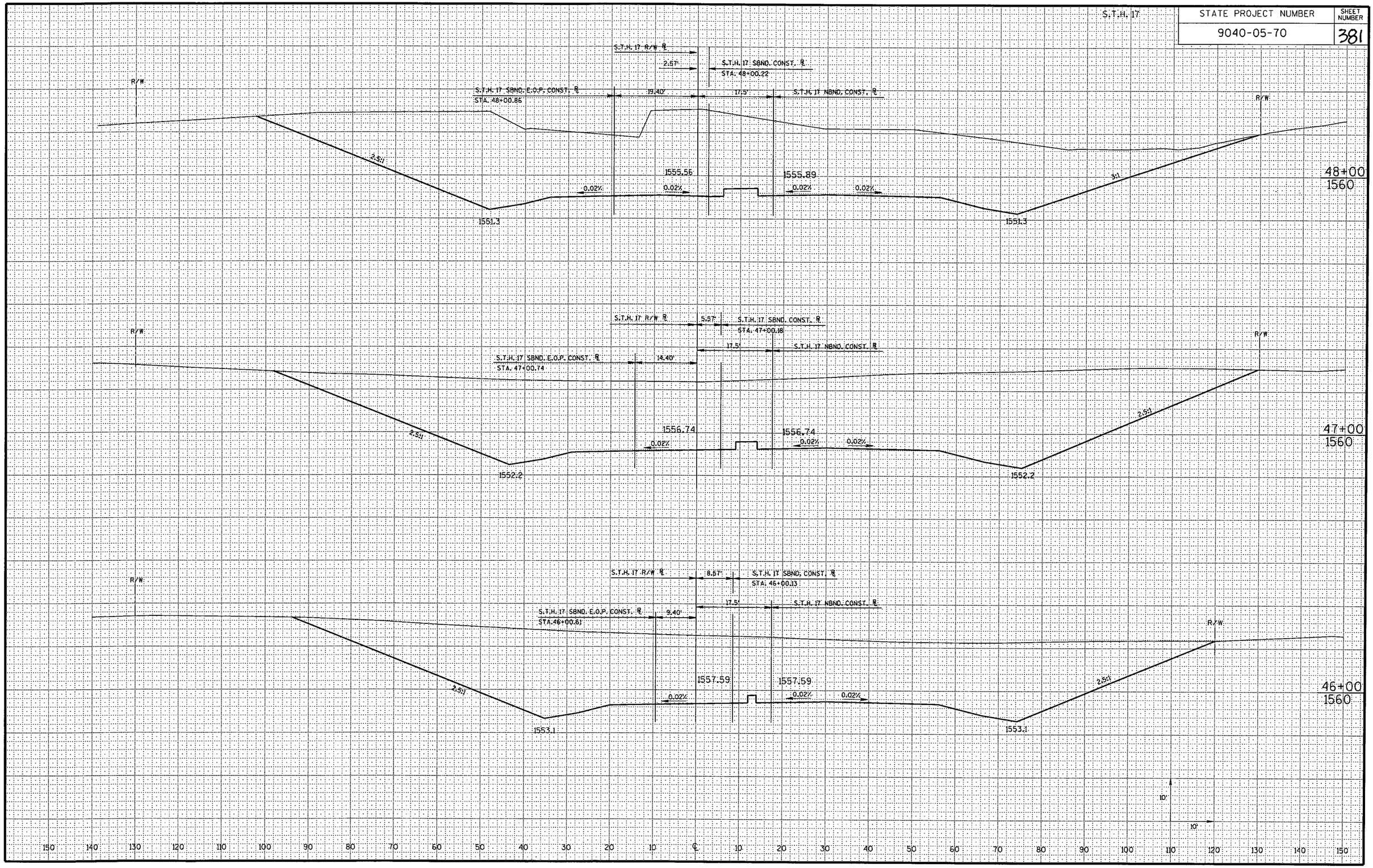
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	380



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

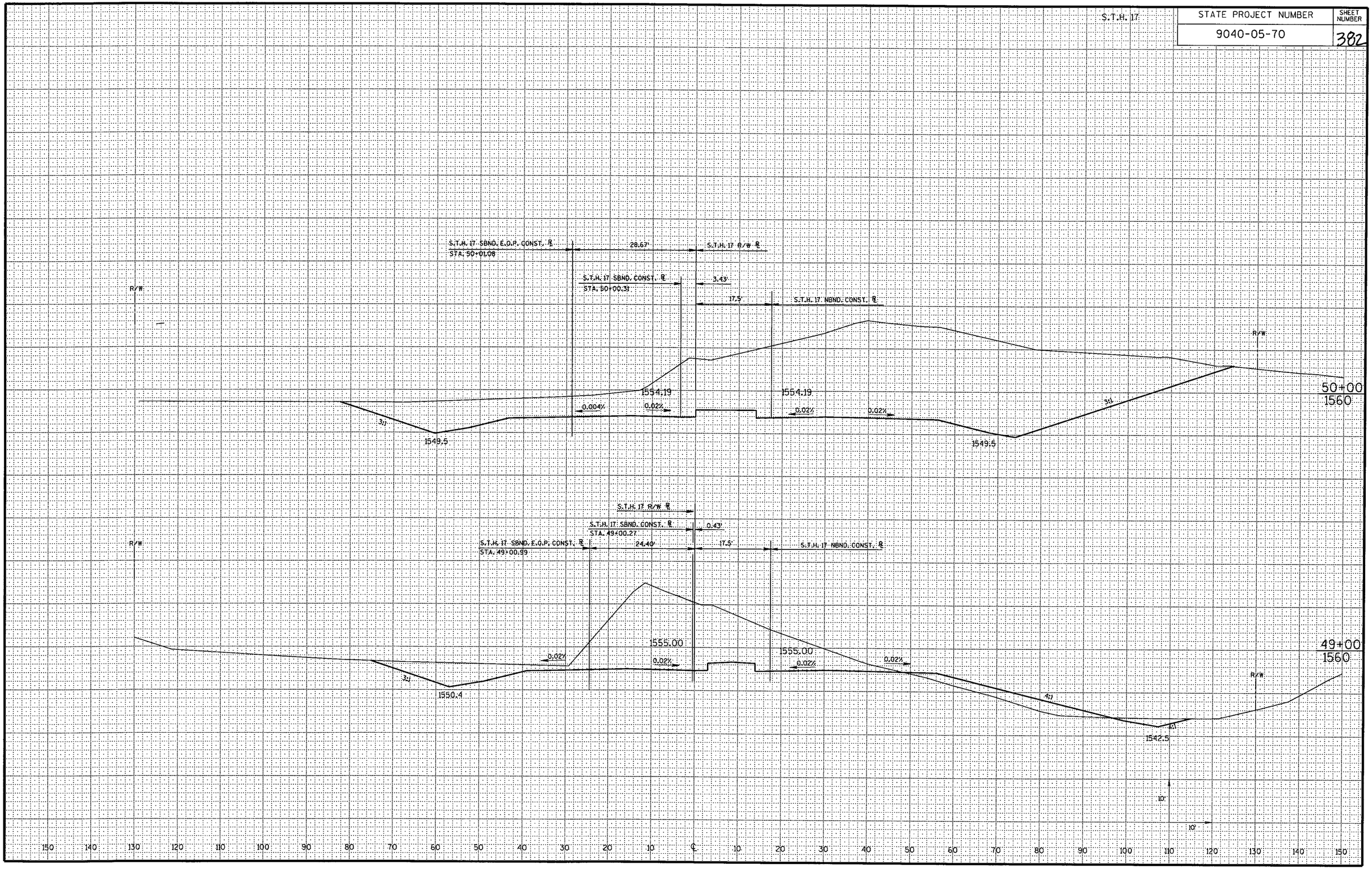
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	381



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec10.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

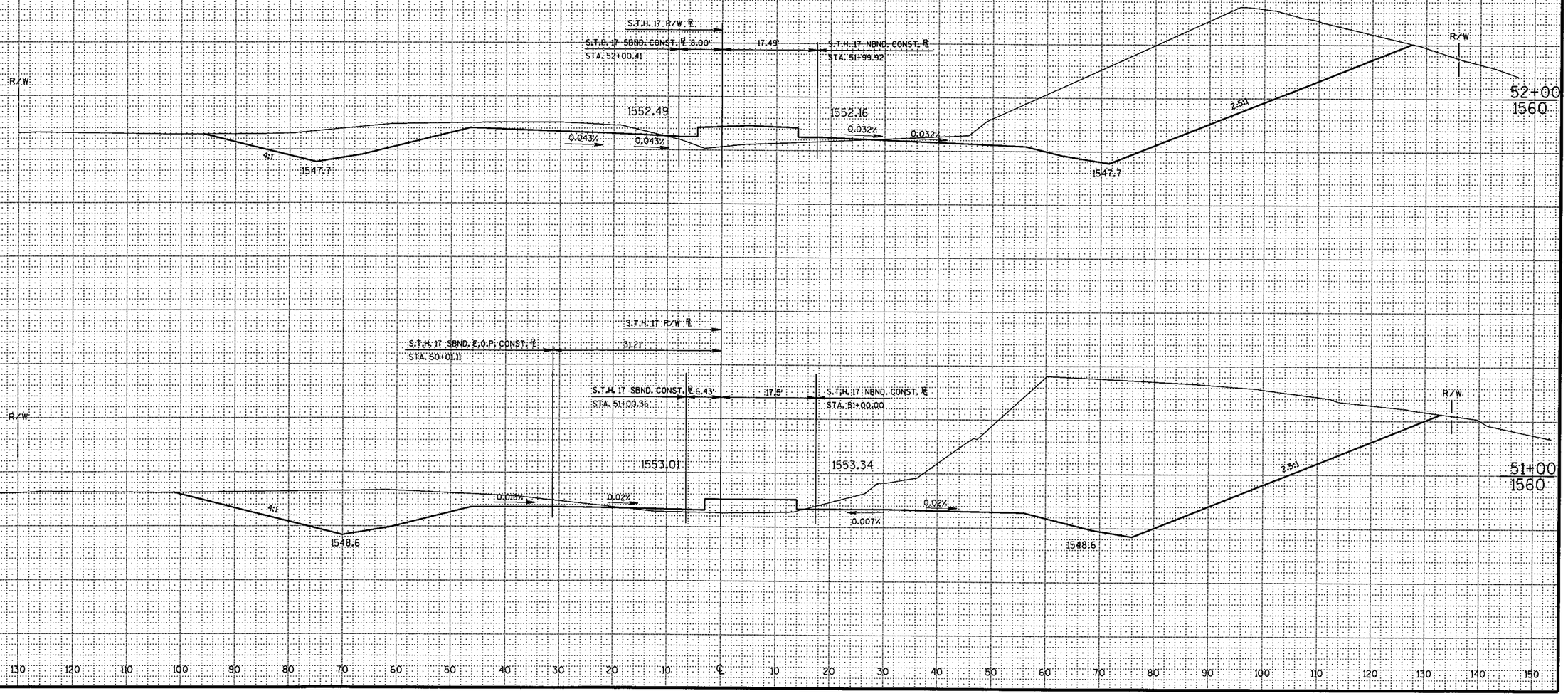
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	382



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±xsec±xsec20.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

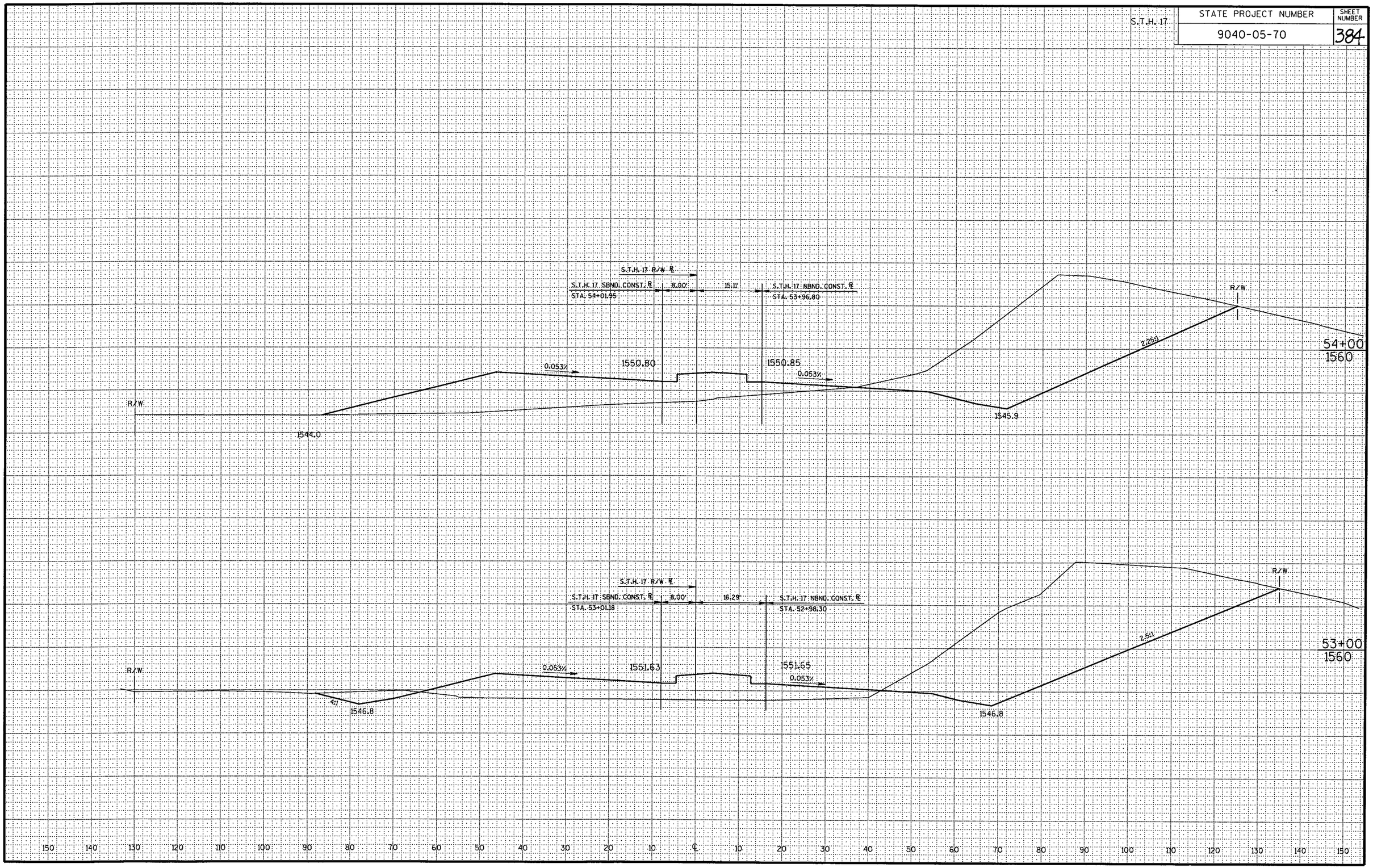
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	383



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsect±xsec20.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	384



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsect±xsec20.dgn
DGN LEVELS ON = 1-63

S.T.H. 17	STATE PROJECT NUMBER	SHEET NUMBER
	9040-05-70	385

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 11.97' S.T.H. 17 NBND. CONST. ℄
STA. 57+04.25 STA. 56+92.94
1548.19 1548.29
0.053/ 0.053/
3:1 2.5:1
R/W R/W
MARSH
EXCAVATION REQ'D
57+00
1550

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 12.94' S.T.H. 17 NBND. CONST. ℄
STA. 56+03.48 STA. 55+94.13
1549.05 1549.12
0.053/ 0.053/
3:1 3:1
R/W R/W
56+00
1550

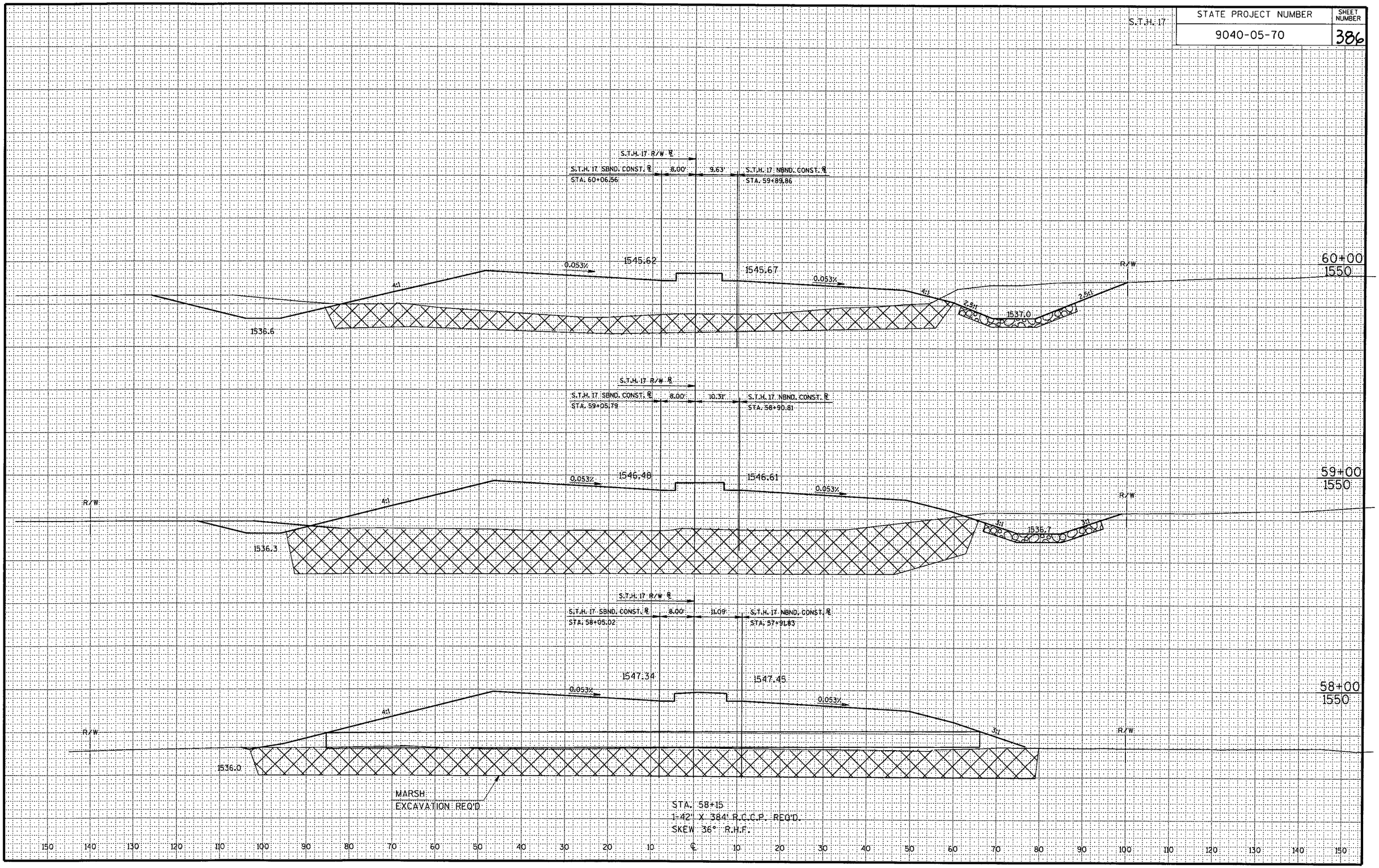
S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 13.99' S.T.H. 17 NBND. CONST. ℄
STA. 55+02.72 STA. 54+95.41
1549.90 1549.97
0.053/ 0.053/
3:1 4:1
R/W R/W
1543.0 1545.0
55+00
1550

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±xsec20.dgn
DGN LEVELS ON = 1-63

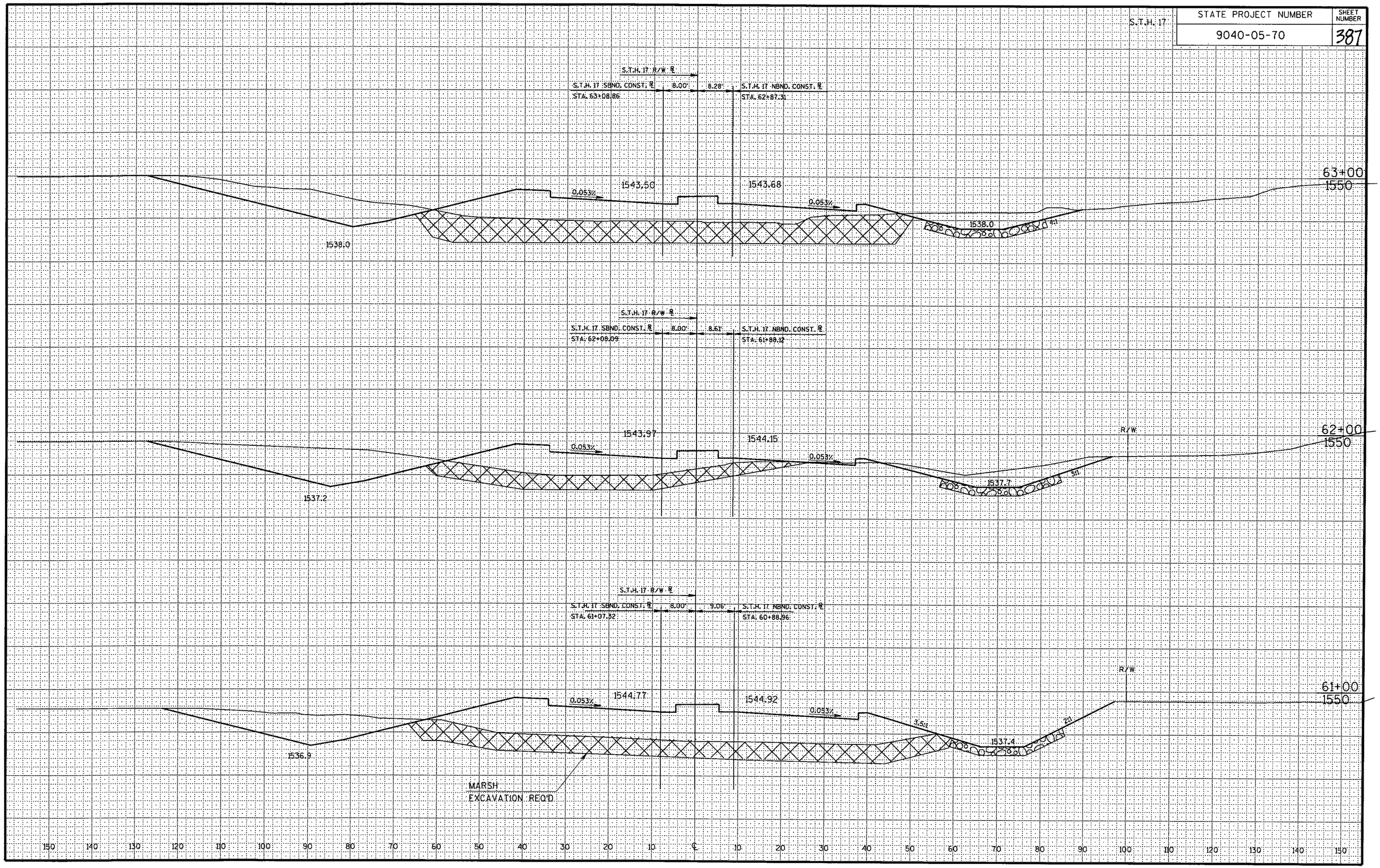
S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	386

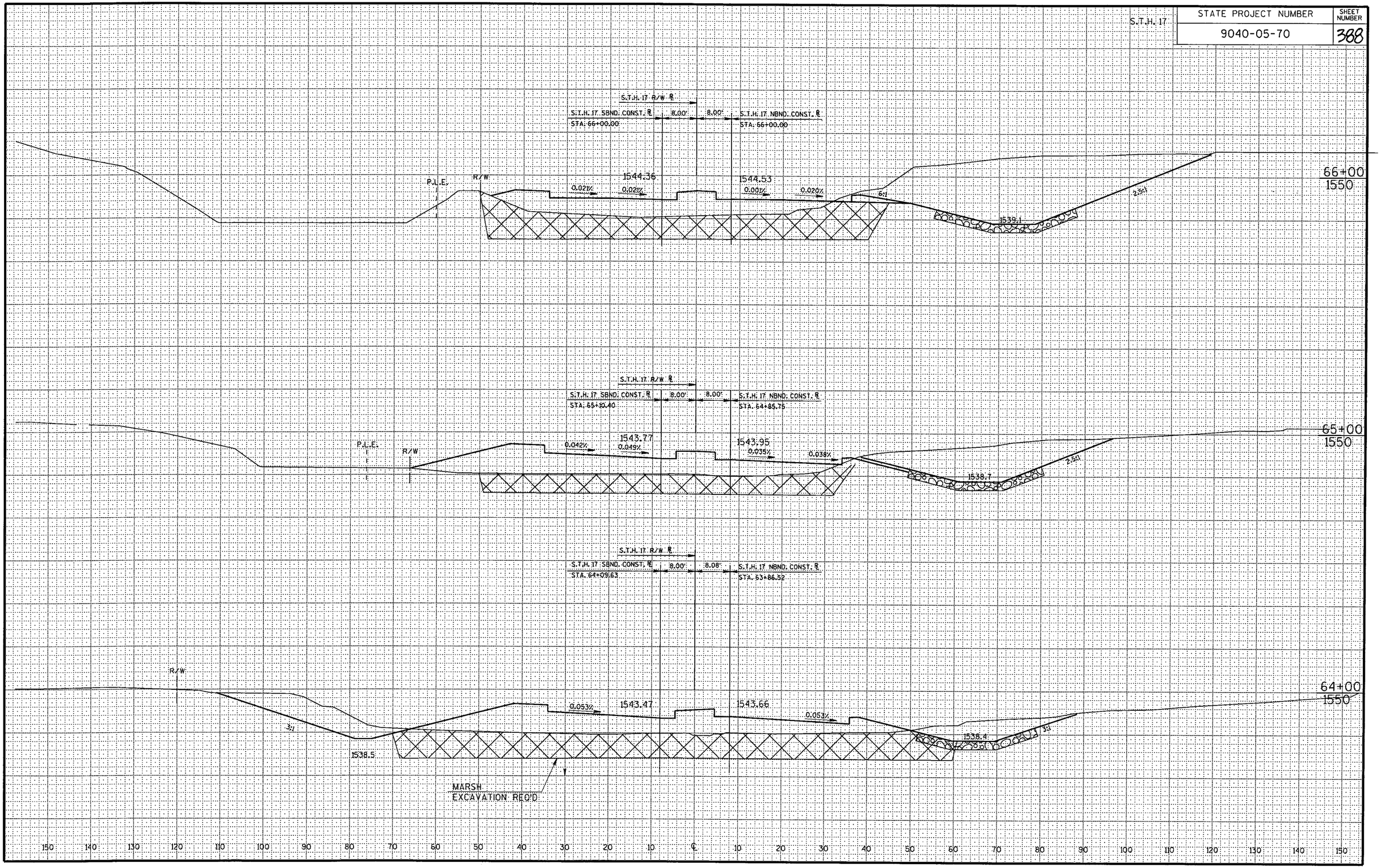


CB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±xsec±xsec20.dgn
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	387



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±44030?±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	389

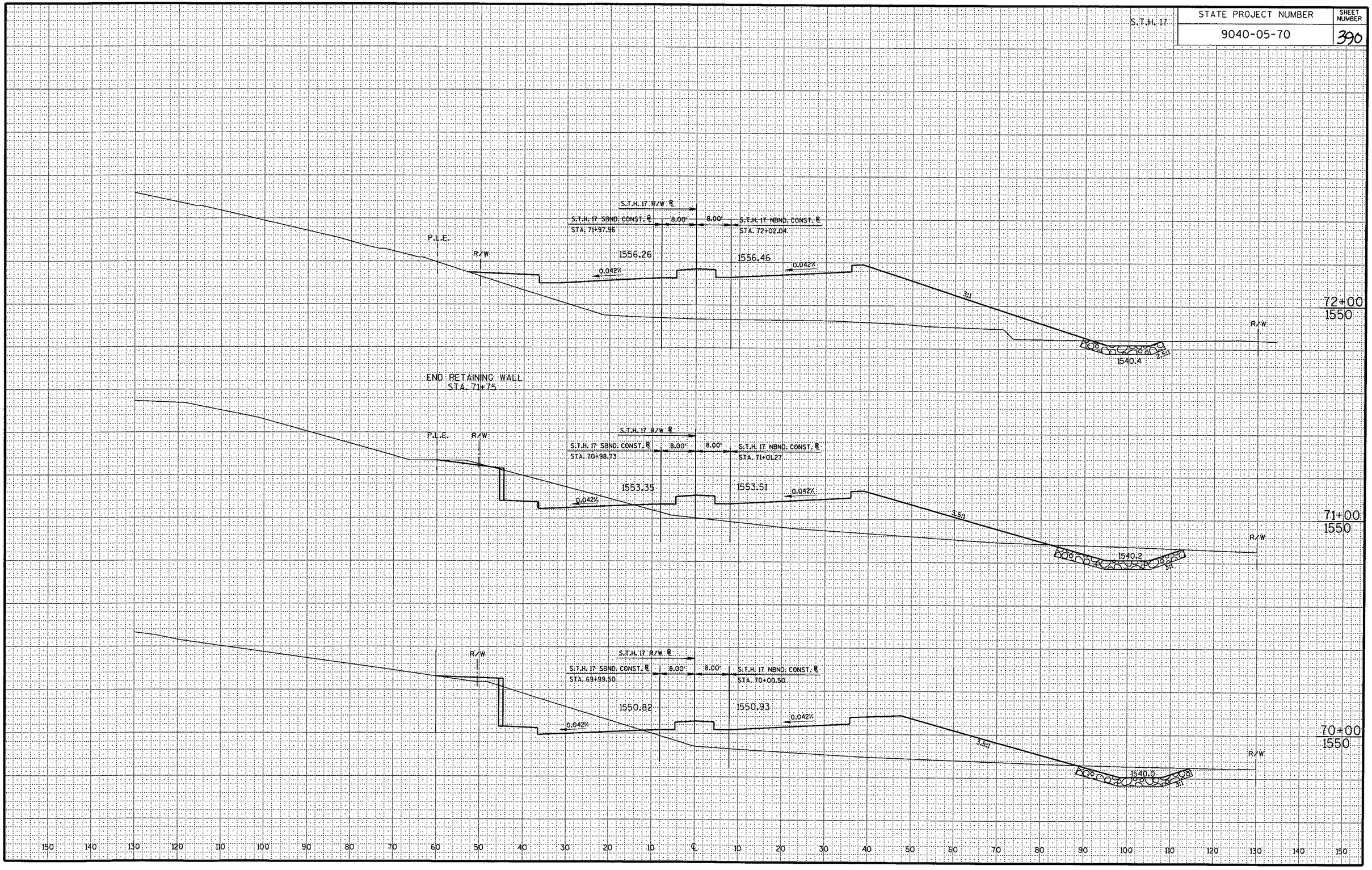
P.L.E.
R/W
S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄
STA. 69+00.00
8.00'
8.00'
S.T.H. 17 NBND. CONST. ℄
STA. 69+00.00
1548.64
1548.77
0.005%
0.015%
0.028%
0.028%
1539.8
2.5H
R/W
69+00
1550

P.L.E.
R/W
S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄
STA. 68+00.00
8.00'
8.00'
S.T.H. 17 NBND. CONST. ℄
STA. 68+00.00
1546.83
1546.98
0.02%
-0.020%
0.02%
0.02%
1539.6
2.5H
R/W
68+00
1550
BEGIN RETAINING WALL
STA. 67+20

P.L.E.
R/W
S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄
STA. 67+00.00
8.00'
8.00'
S.T.H. 17 NBND. CONST. ℄
STA. 67+00.00
1545.40
1545.57
0.02%
0.02%
0.02%
0.02%
1539.4
2.5H
R/W
67+00
1550
MARSH
EXCAVATION REQ'D

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63

S.T.H. 17	STATE PROJECT NUMBER	SHEET NUMBER
	9040-05-70	391

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 8.00' S.T.H. 17 NBND. CONST. ℄
STA. 74+95.56 STA. 75+04.34

1564.97 1565.19
R/W
P.L.E.
2:1
0.042%
0.052%
2.5:1
1541.1
75+00
1550

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 8.00' S.T.H. 17 NBND. CONST. ℄
STA. 73+96.43 STA. 74+03.57

R/W
P.L.E.
3.5:1
1562.53 1562.75
0.042%
0.052%
2.5:1
1540.9
74+00
1550

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ 8.00' 8.00' S.T.H. 17 NBND. CONST. ℄
STA. 72+97.20 STA. 73+02.80

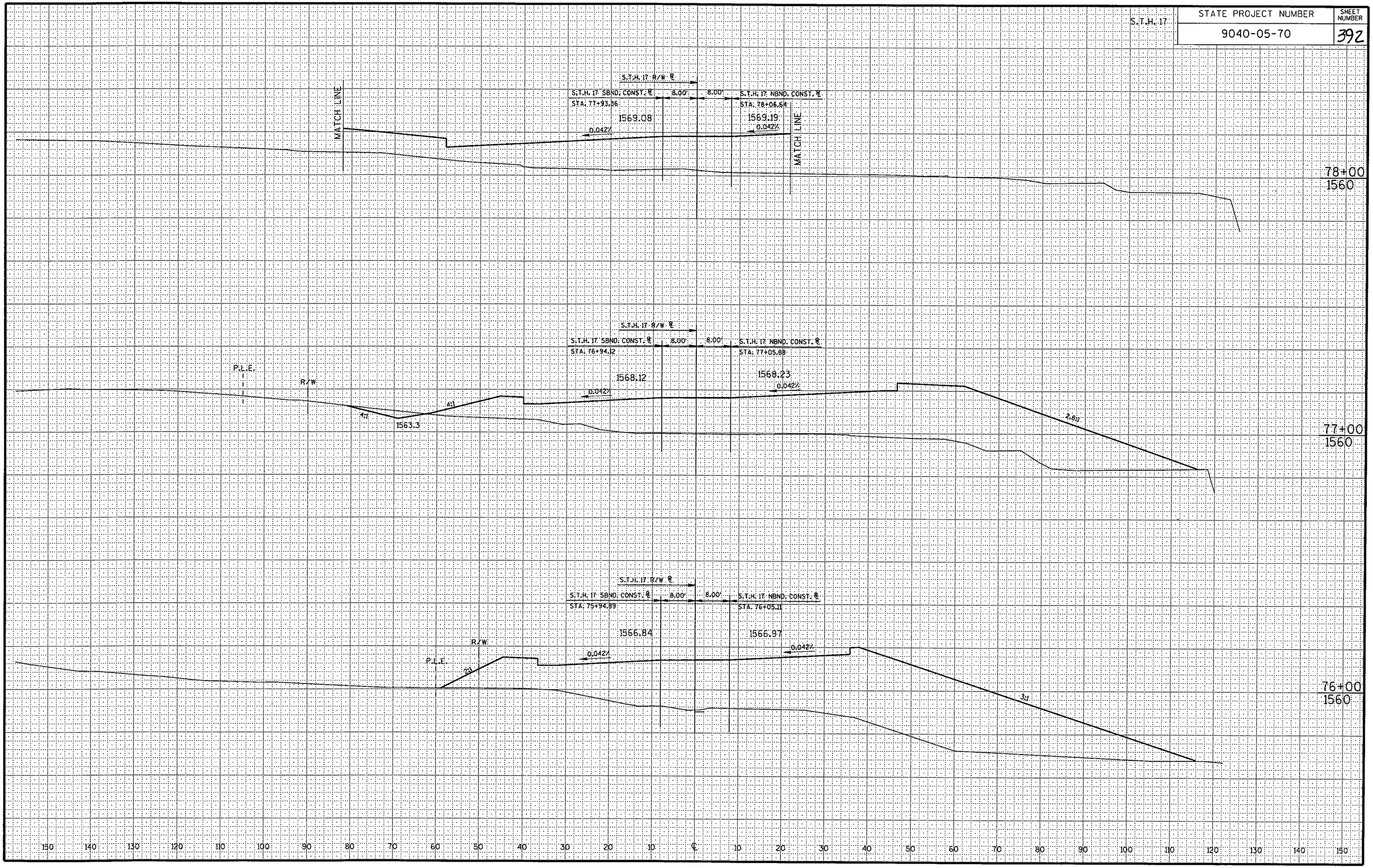
P.L.E. R/W
1559.56 1558.74
0.042%
0.052%
3:1
1540.85
R/W
73+00
1550

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	392



GB2
PEN TABLE = x:\Plot\LASER\v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:\440307\XSEC\xsec30.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	393

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ — 8.00' — 8.00' — S.T.H. 17 NBND. CONST. ℄
STA. 80+99.87 — STA. 81+00.13
1571.99 — 0.028% — 1572.07 — 0.033%
R/W — 2.5:1 — 2.5:1 — R/W
STA. 80+75
1-30" X 198' R.C.C.P. REQ'D.
2.5:1 — 1543.0
MARSH EXCAVATION REQ'D.
81+00
1560

S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ — 8.00' — 8.00' — S.T.H. 17 NBND. CONST. ℄
STA. 80+00.00 — STA. 80+00.00
1571.02 — 0.02% — 0.014% — 1571.11 — 0.02%
R/W — 4:1 — 3.5:1 — 2.5:1
MEDIUM RANDOM RIPRAP REQ'D.
MARSH EXCAVATION REQ'D.
80+00
1560

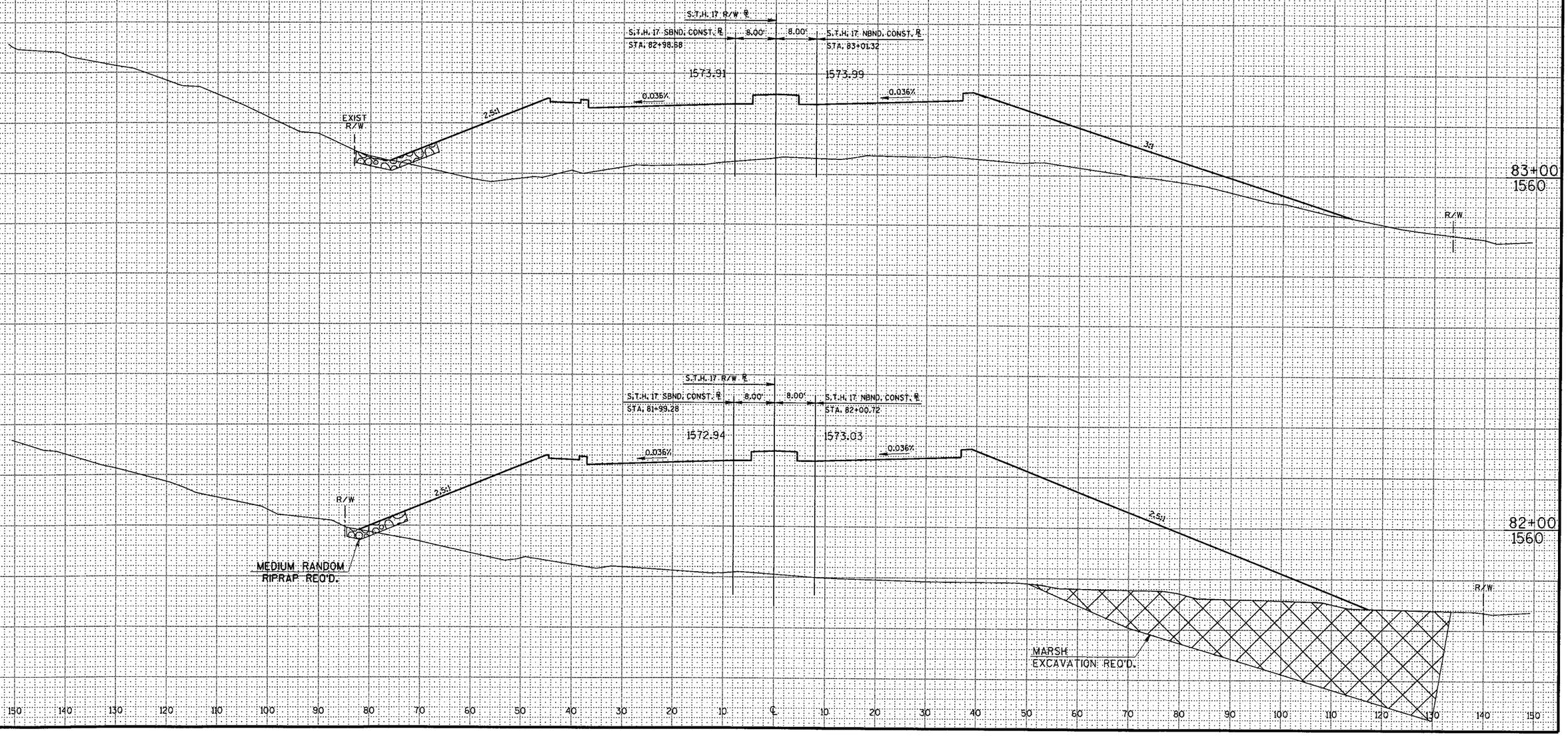
MATCH LINE
S.T.H. 17 R/W ℄
S.T.H. 17 SBND. CONST. ℄ — 8.00' — 8.00' — S.T.H. 17 NBND. CONST. ℄
STA. 79+00.00 — STA. 79+00.00
1570.05 — 0.02% — 1570.15 — 0.026%
3:1
MARSH EXCAVATION REQ'D.
79+00
1560

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±xsec30.dgn
DGN LEVELS ON = 1-63

S.T.H. 17

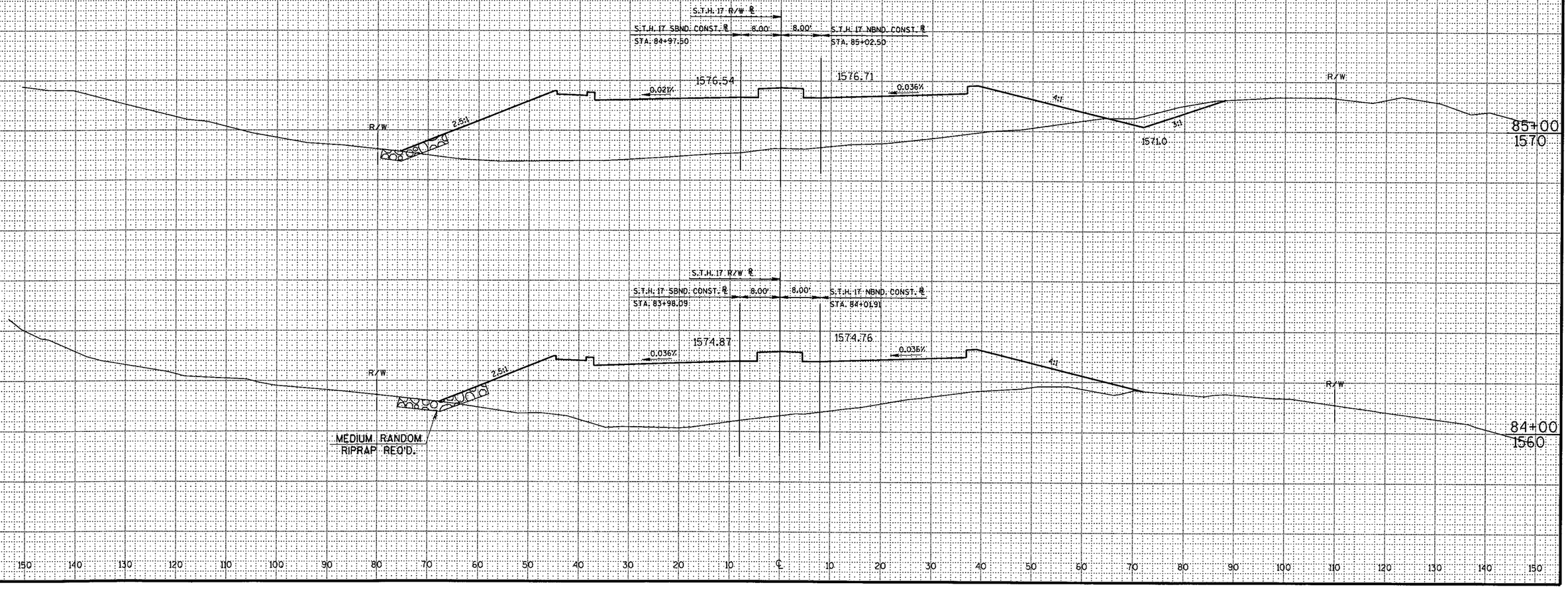
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	394



GB2
PEN TABLE = *Plot*LASER*v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:*440307*XSEC*xsec30.dgn
DGN LEVELS ON = 1-63

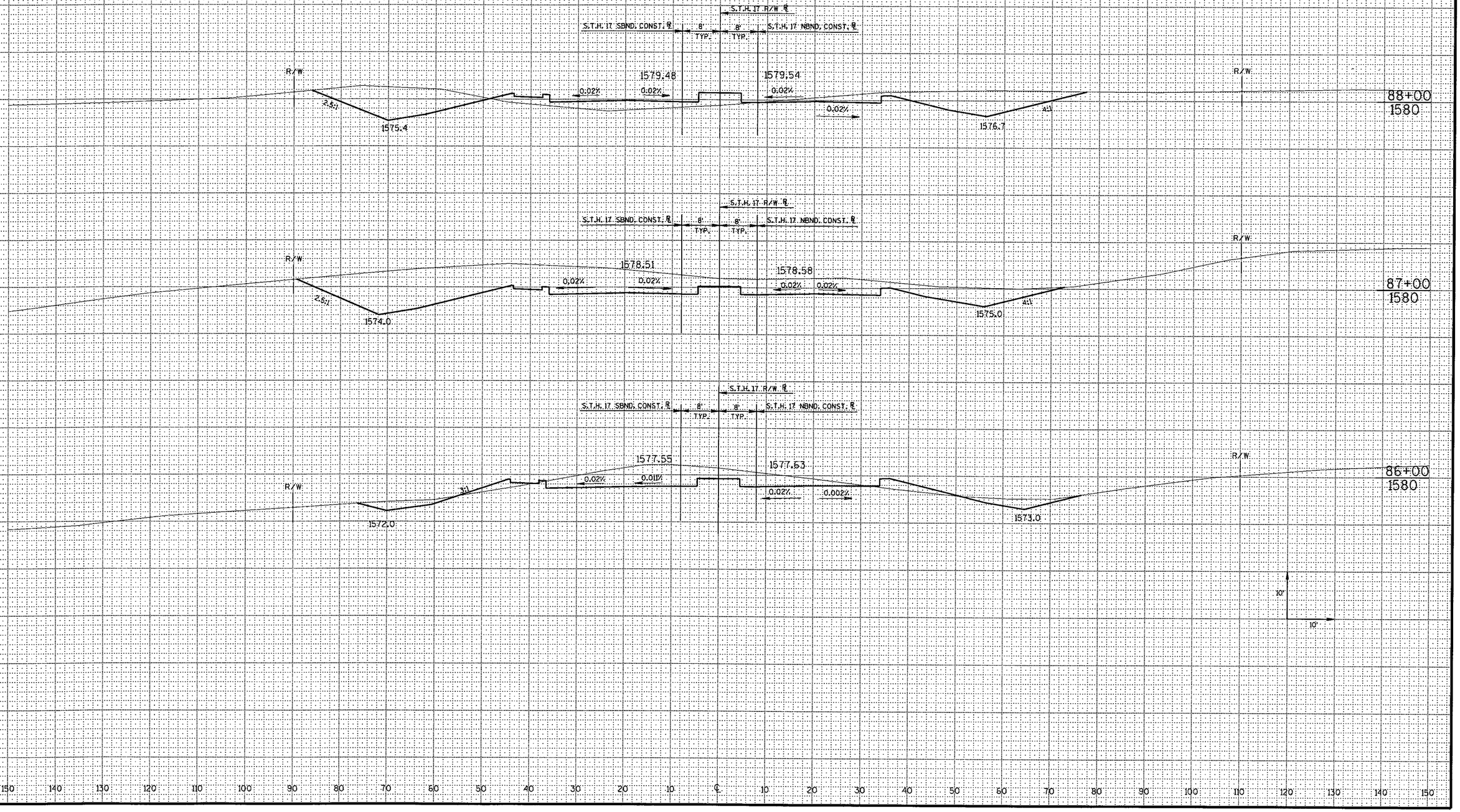
S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	395



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	396



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	397

S.T.H. 17

MATCH LINE

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1583.26 1583.27

0.01% 0.02% 0.02% 0.01%

93+00
1580

1582.88 1582.91

R/W

2:1

1580.6

0.015% 0.015% 0.015% 0.015%

4:1

92+00
1580

1582.26 1582.30

R/W

4:1

1580.1

0.02% 0.02% 0.02% 0.02%

1579.5

4:1

R/W

91+00
1580

1581.41 1581.46

R/W

4:1

0.02% 0.02% 0.02% 0.02%

1578.3

4:1

R/W

90+00
1580

8' TYP. 8' TYP.

1580.45 1580.50

10'

10'

0.02% 0.02% 0.02% 0.02%

R/W

4:1

R/W

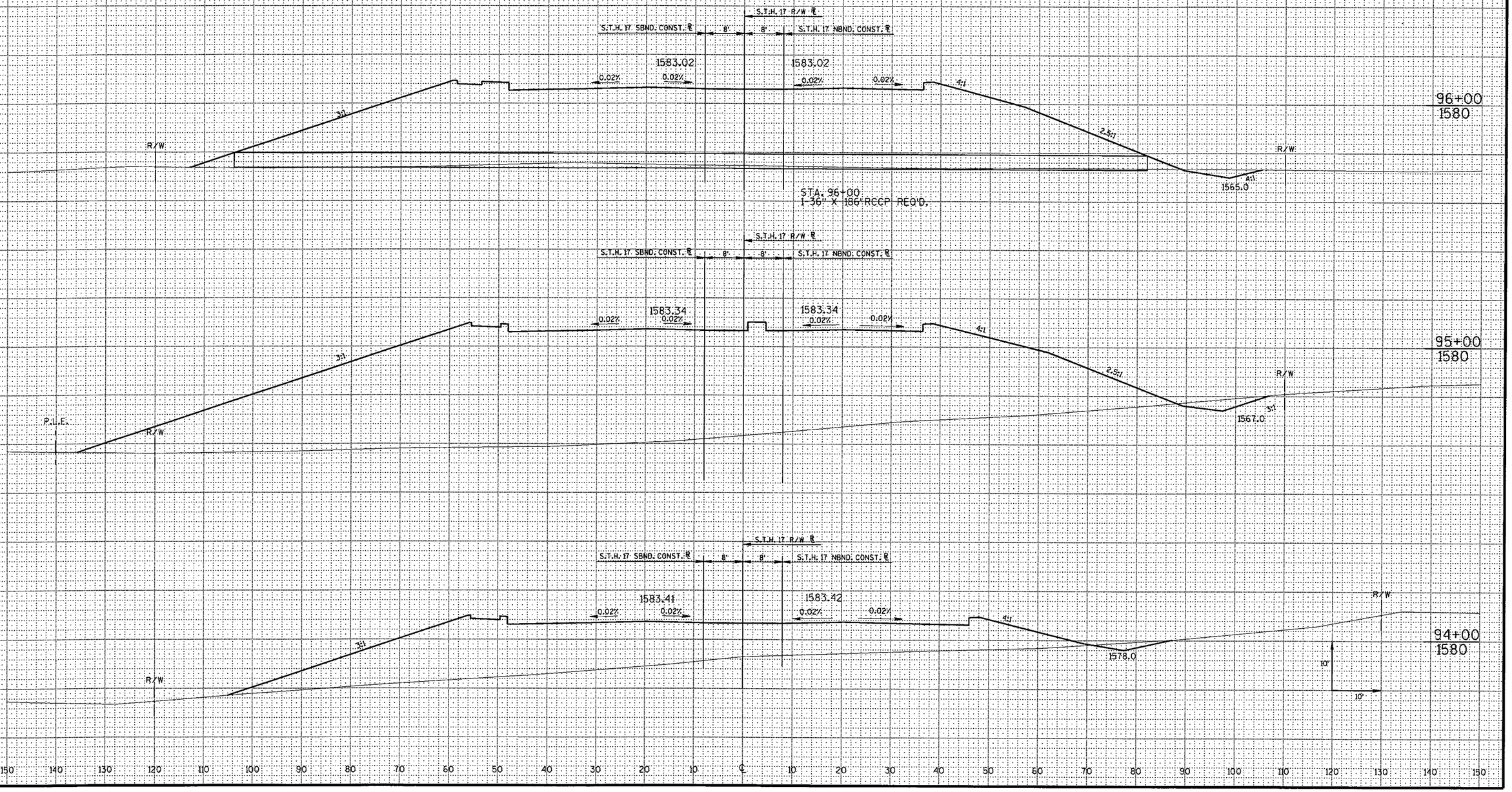
89+00
1580

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

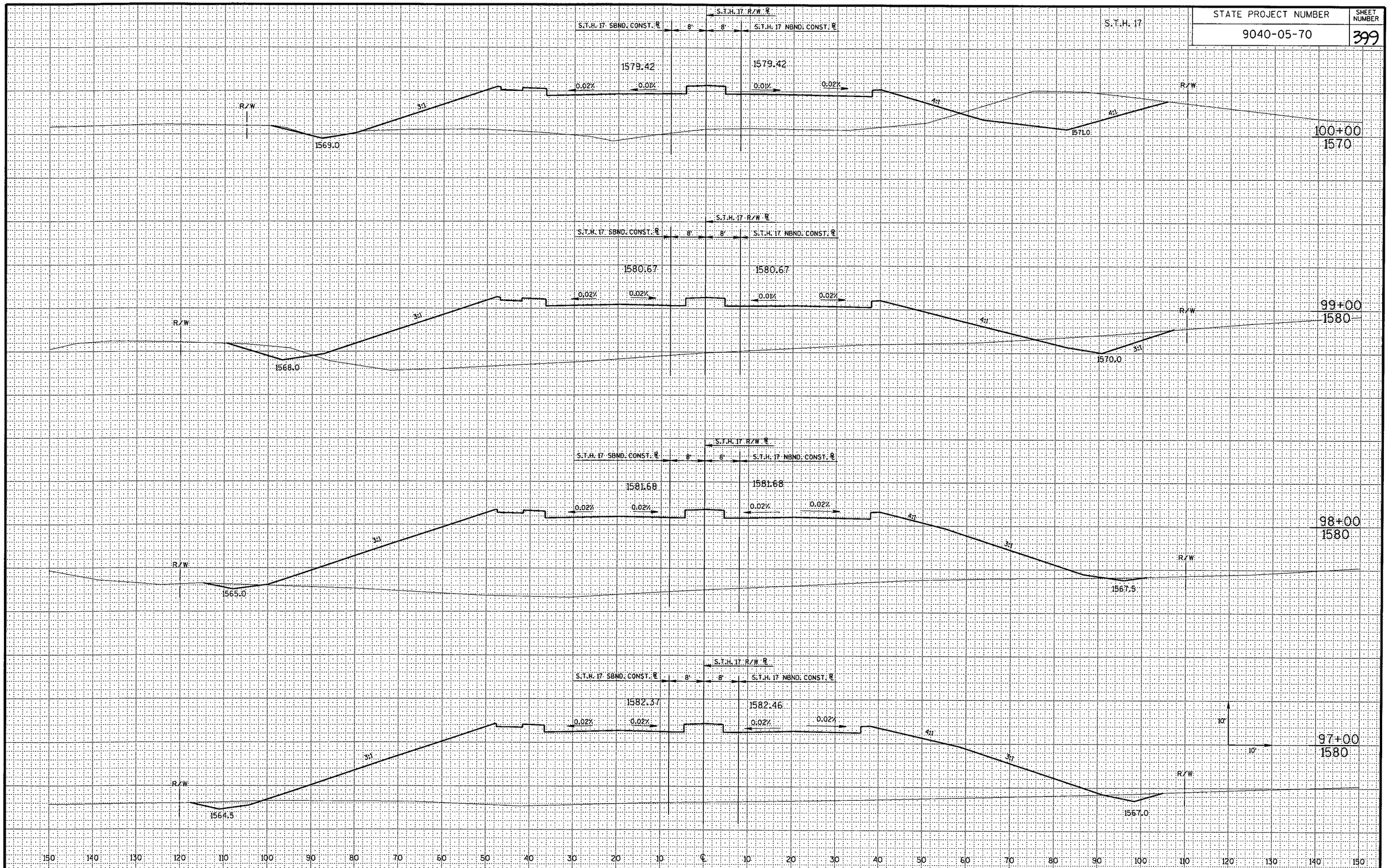
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	398



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

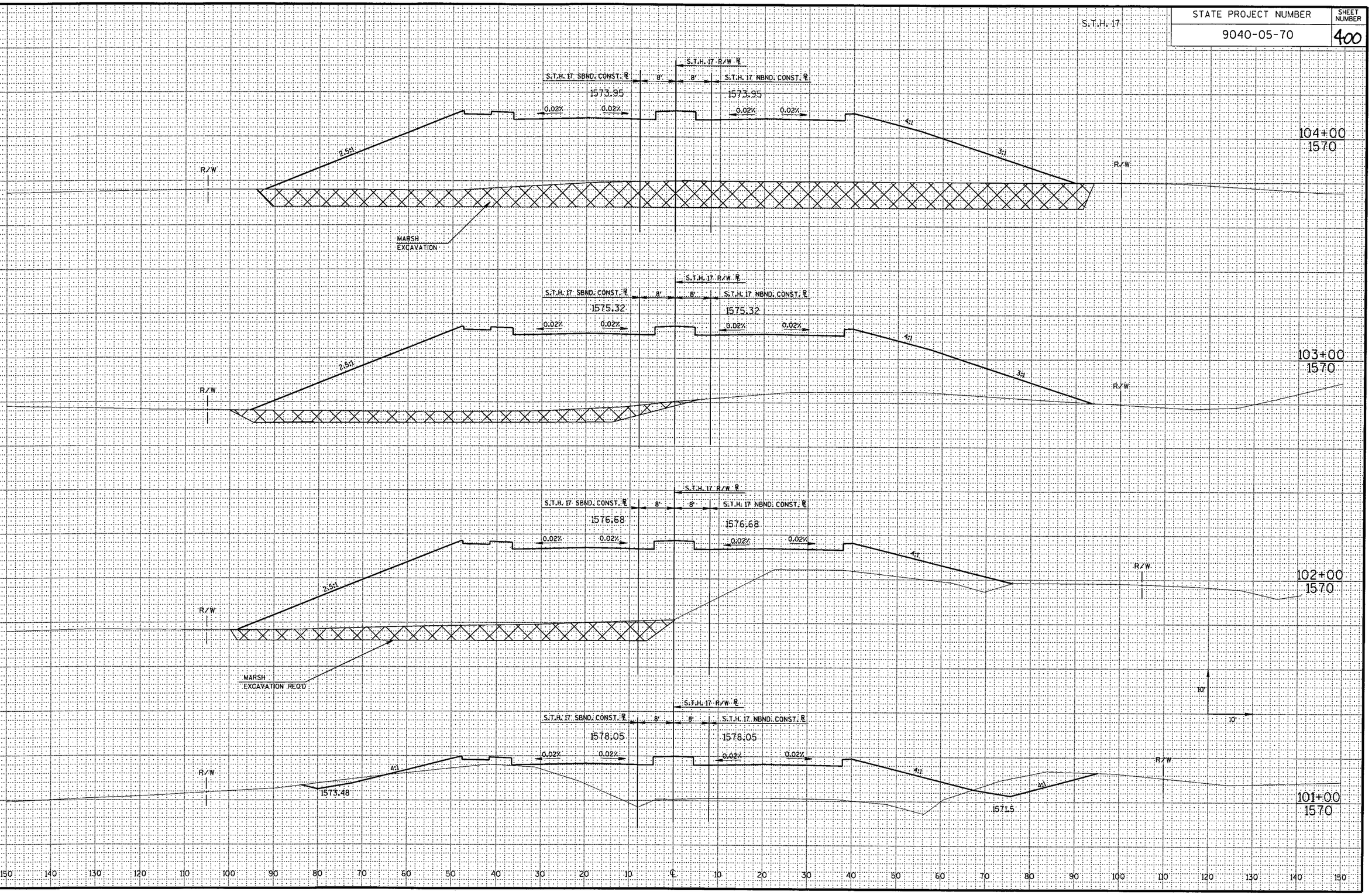
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	399

S.T.H. 17



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

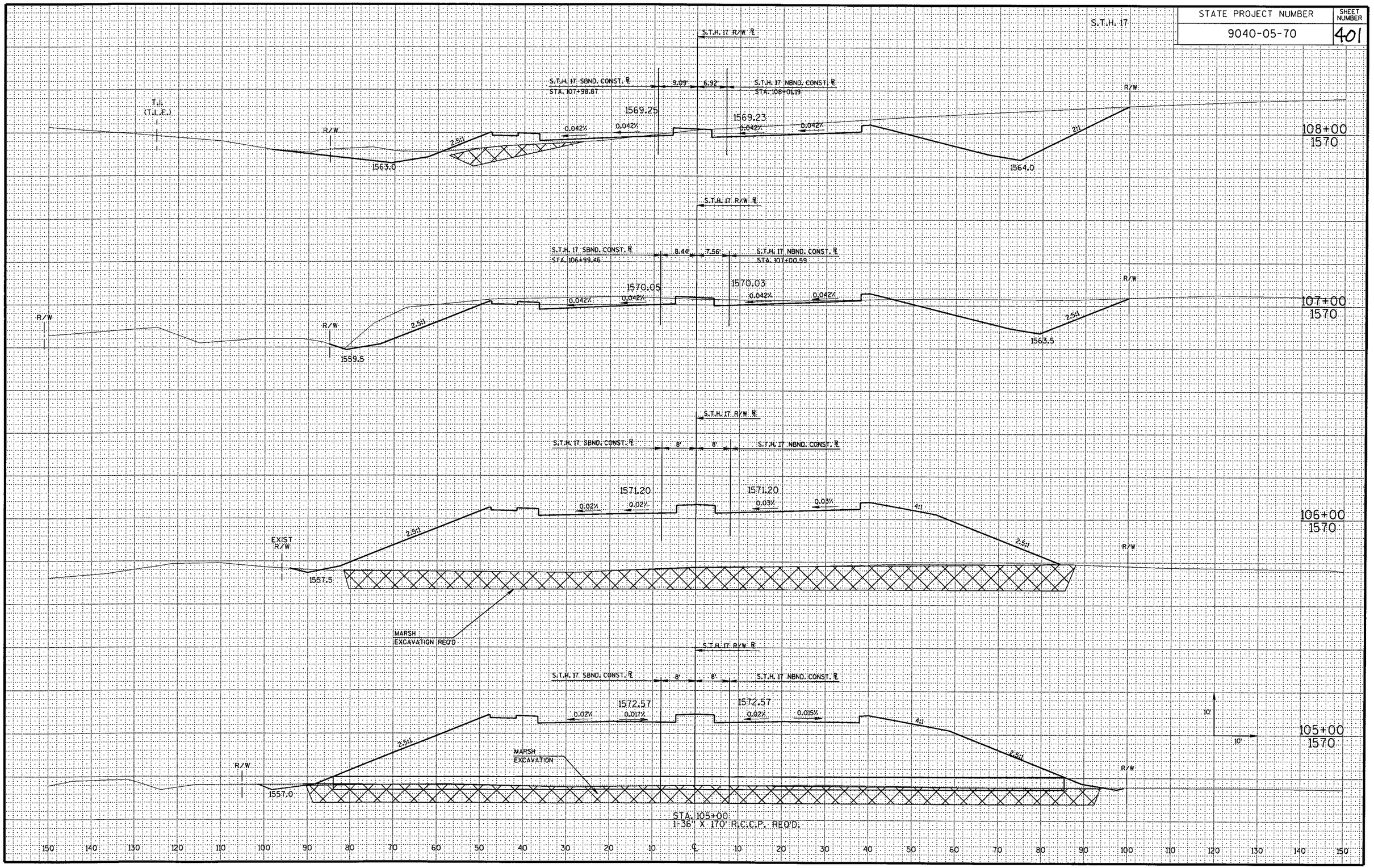
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	400



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

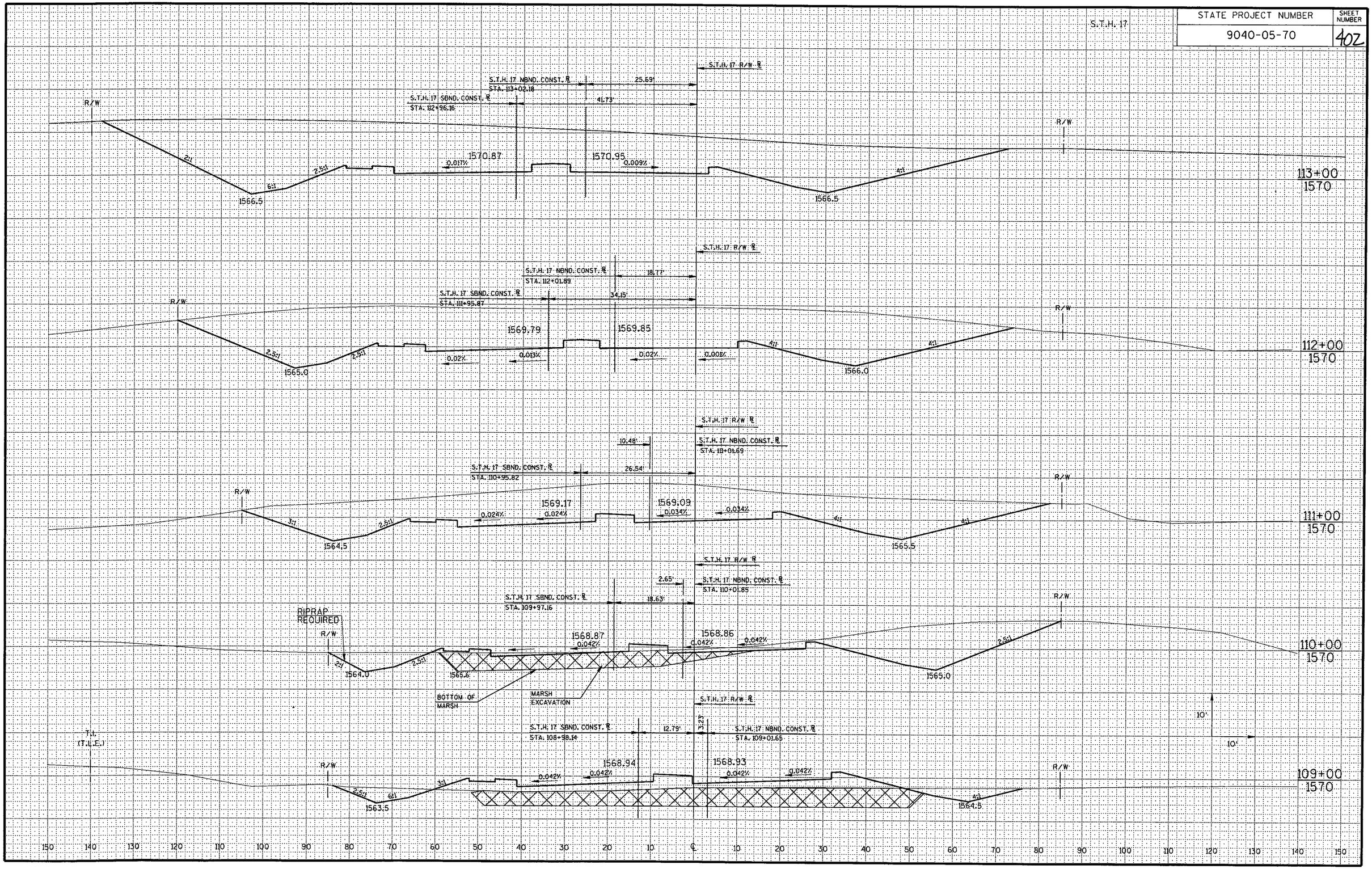
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	401

S.T.H. 17



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	402



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	403

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 117+06.57
50.36'

S.T.H. 17 SBND. CONST. ℄
STA. 117+01.70
66.36'

R/W

1577.39

1577.48

0.042%

0.042%

3:1

1572.0

R/W

117+00
1570

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 116+03.00
47.78'

S.T.H. 17 SBND. CONST. ℄
STA. 115+86.98
63.79'

1575.66

1575.76

R/W

3:1

0.042%

0.041%

3:1

1569.75

R/W

116+00
1570

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 115+02.76
40.85'

S.T.H. 17 SBND. CONST. ℄
STA. 114+96.73
56.89'

R/W

1574.00

1574.10

2.5:1

0.023%

0.003%

2.5:1

1567.5

R/W

115+00
1570

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 114+02.46
33.27'

S.T.H. 17 SBND. CONST. ℄
STA. 113+96.49
49.31'

1572.33

1572.43

R/W

3.5:1

3:1

0.004%

0.022%

3.5:1

1568.0

1567.0

R/W

10'

10'

114+00
1570

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	404

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 121+20.50
33.71'

S.T.H. 17 SBND. CONST. ℄
STA. 121+20.63
49.78'

R/W
1584.35
0.042%
1584.35
0.02%
0.042%
MATCH LINE
121+00
1580

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 120+17.48
41.87'

S.T.H. 17 SBND. CONST. ℄
STA. 120+16.17
57.90'

R/W
0.042%
1582.64
1582.64
0.042%
3:1
1578.2
120+00
1580

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 119+34.01
47.39'

S.T.H. 17 SBND. CONST. ℄
STA. 119+11.50
63.41'

R/W
4:1
1580.88
0.042%
1580.92
0.042%
3:1
1577.0
R/W
119+00
1580

S.T.H. 17 R/W ℄

S.T.H. 17 NBND. CONST. ℄
STA. 118+10.33
50.24'

S.T.H. 17 SBND. CONST. ℄
STA. 118+05.64
66.24'

R/W
1579.14
0.042%
1579.20
0.042%
3:1
1574.25
R/W
118+00
1580

10'
10'
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	405

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄
STA. 125+26.14

7.85'

8.15'

S.T.H. 17 NBND. CONST. ℄
STA. 125+30.75

1591.08

1591.13

R/W

4:1

0.02%

0.02%

0.02%

0.02%

2.5:1

1586.0

FIBER OPTIC

3:1

3:1

1585.0

R/W

125+00
1580

S.T.H. 17 R/W ℄

2.67'

S.T.H. 17 NBND. CONST. ℄
STA. 124+25.98

S.T.H. 17 SBND. CONST. ℄
STA. 124+29.84

13.39'

1589.48

1589.43

R/W

4:1

0.026%

0.001%

3:1

1586.5

FIBER OPTIC

4:1

4:1

1584.0

R/W

124+00
1580

S.T.H. 17 NBND. CONST. ℄
STA. 123+26.40

9.81'

S.T.H. 17 SBND. CONST. ℄
STA. 123+27.63

25.97'

1587.79

1587.75

4:1

4:1

0.042%

0.042%

1587.0

R/W

4:1

1583.0

FIBER OPTIC

123+00
1580

S.T.H. 17 NBND. CONST. ℄
STA. 122+23.31

22.99'

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄
STA. 122+24.36

39.10'

MATCH LINE

1586.07

1586.06

10'

10'

R/W

0.042%

0.042%

4:1

1580.3

122+00
1580

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	406

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

R/W

4:1

0.02%

1592.43

0.02%

1592.45

0.02%

0.02%

6:1

R/W

128+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

R/W

4:1

0.02%

1592.41

0.02%

1592.33

4:1

R/W

127+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

R/W

3.5:1

3.5:1

1586.0

0.02%

1592.11

0.02%

1592.03

0.02%

0.02%

4:1

R/W

126+00
1580

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	407

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W — 4:1 — 0.02% — 0.02% — R/W

1591.26 — 1591.26

131+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W — 6:1 — 0.02% — 0.02% — 4:1 — R/W

1591.45 — 1591.47

130+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W — 4:1 — 0.02% — 0.02% — 4:1 — R/W

1591.65 — 1591.65

130+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W — 6:1 — 0.02% — 0.02% — 6:1 — R/W

1592.04 — 1592.06

129+00
1590

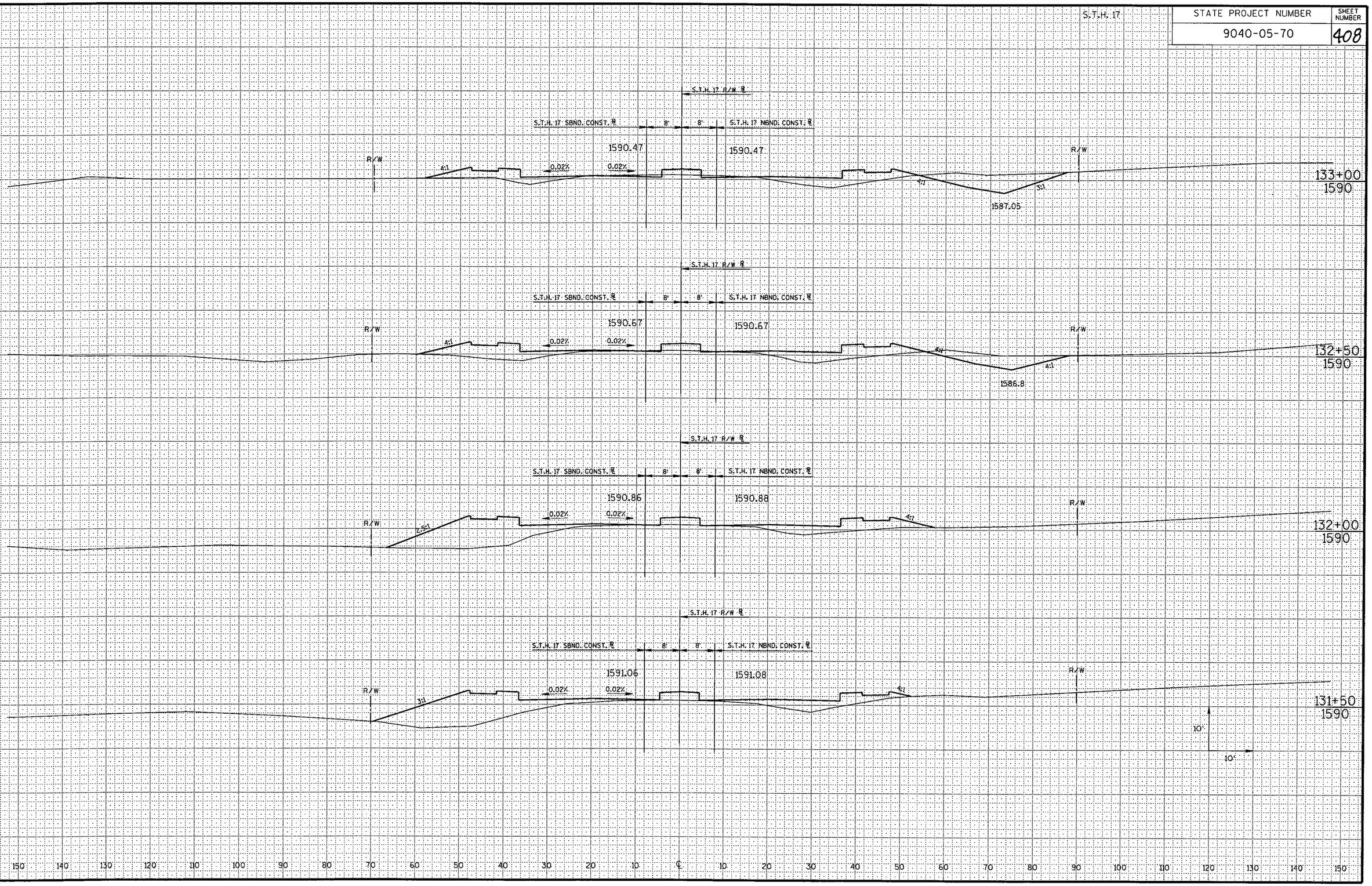
10' — 10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	408

S.T.H. 17



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	409

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1589.50 | 1589.50

R/W | R/W

6:1 | 0.02% | 0.02%

135+50
1590

T.L.
(T.L.E.)

1589.69 | 1589.69

4:1 | 0.02% | 0.02% | 4:1

135+00
1590

1589.89 | 1589.89

4:1 | 0.02% | 0.02% | 4:1

134+50
1590

1590.08 | 1590.08

0.02% | 0.02%

1587.55

134+00
1590

1590.28 | 1590.28

10' | 10'

0.02% | 0.02% | 4:1

1587.3 | 4:1

133+50
1590

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	410

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1588.71 1588.71

0.02% 0.02%

137+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1588.90 1588.90

0.02% 0.02%

137+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1589.10 1589.10

0.02% 0.02%

136+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1589.30 1589.30

2.5% 0.02% 0.02% 4:1

136+00
1590

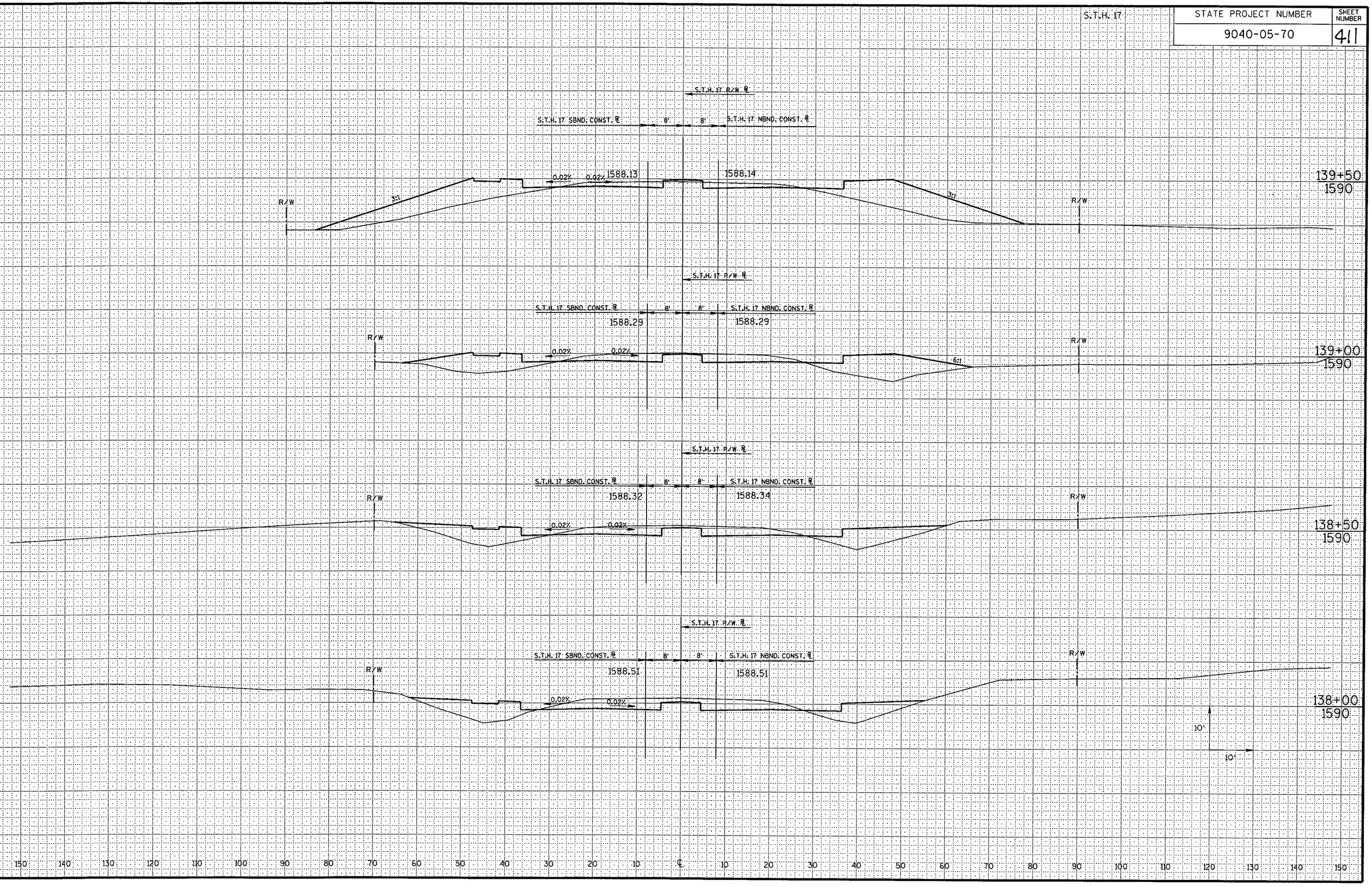
10' 10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 50 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±44030?±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

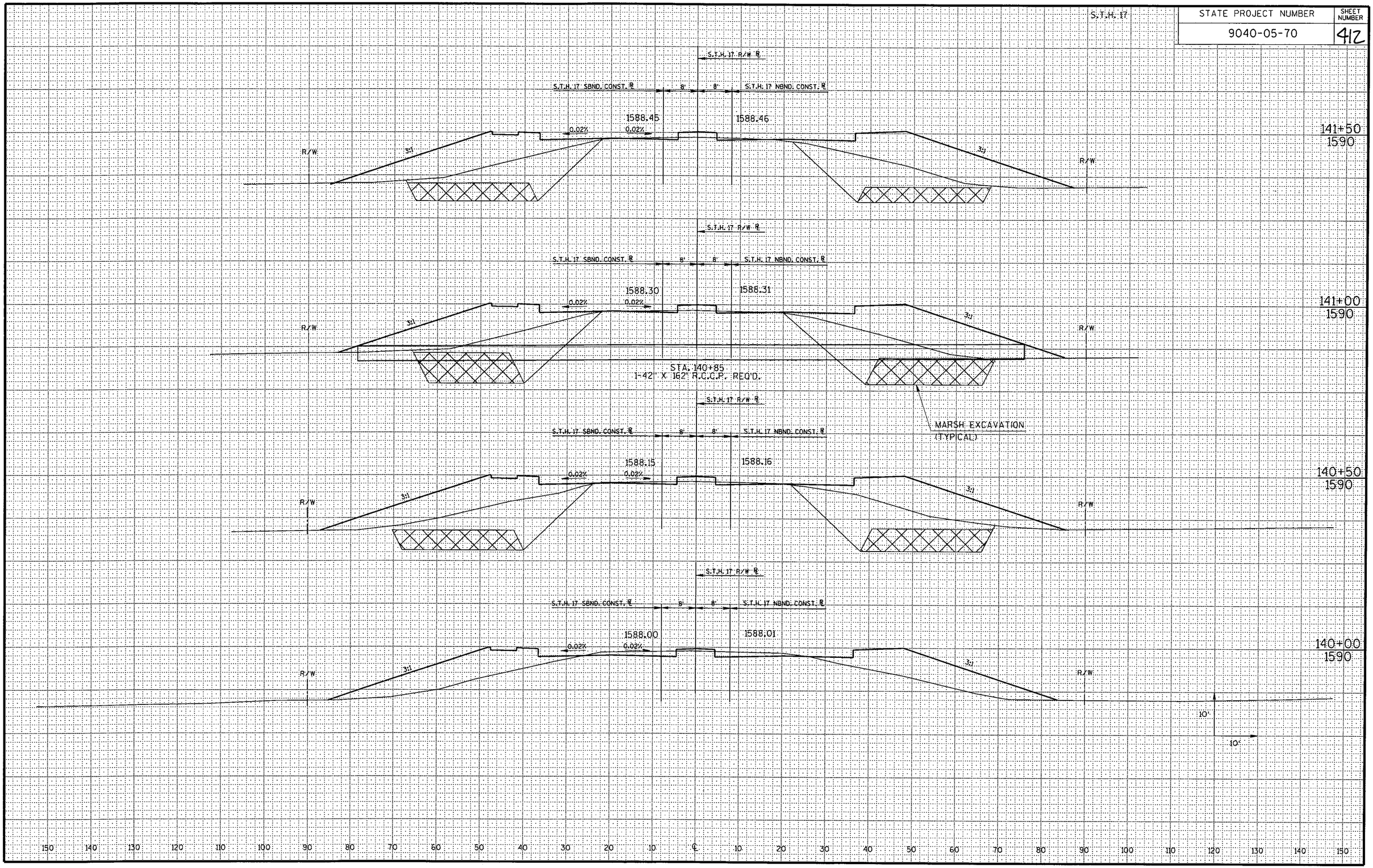
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	411

S.T.H. 17



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	412



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	43

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1589.55 1589.55

0.02% 0.02%

R/W R/W

143+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1589.18 1589.18

0.02% 0.02%

3:1 3:1

R/W R/W

143+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1588.92 1588.92

0.02% 0.02%

3:1 3:1

R/W R/W

142+50
1590

MARSH EXCAVATION
(TYPICAL)

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ | 8' | 8' | S.T.H. 17 NBND. CONST. ℄

1588.65 1588.65

0.02% 0.02%

3:1 3:1

R/W R/W

142+00
1590

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	414

S.T.H. 17

S.T.H. 17 R/W ℄

R/W

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1590.24 1590.24

0.02% 0.02%

145+50
1590

S.T.H. 17 R/W ℄

R/W

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1590.57 1590.57

0.02% 0.02%

145+00
1590

S.T.H. 17 R/W ℄

R/W

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1590.25 1590.25

0.02% 0.02%

144+50
1590

S.T.H. 17 R/W ℄

R/W

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1589.93 1589.93

0.02% 0.02%

10' 10'

144+00
1590

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	415

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

EXIST. R/W

1592.17 — 0.02% — 0.02% — 1592.17

147+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

MATCH LINE

1591.85 — 0.02% — 0.02% — 1591.85

MATCH LINE

147+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

EXIST R/W

1591.53 — 0.02% — 0.02% — 1591.53

146+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

EXIST R/W

1591.21 — 0.02% — 0.02% — 1591.21

146+00
1590

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	416

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1593.32 1593.32

0.02% 0.02%

3:1 6:1

R/W

149+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1592.91 1593.13

0.02% 0.02%

EXIST R/W

149+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1592.81 1592.81

0.02% 0.02%

EXIST R/W

148+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

R/W

1592.48 1592.49

0.02% 0.02%

EXIST R/W

148+00
1590

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80crr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	417

S.T.H. 17

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1593.33 — 0.02% — 0.02% — 1593.33

6:1

R/W

152+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1593.48 — 0.02% — 0.02% — 1593.48

6:1

R/W

151+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1593.63 — 0.02% — 0.02% — 1593.63

6:1

R/W

151+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1593.62 — 0.02% — 0.02% — 1593.62

6:1

R/W

150+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1593.47 — 0.02% — 0.02% — 1593.47

6:1

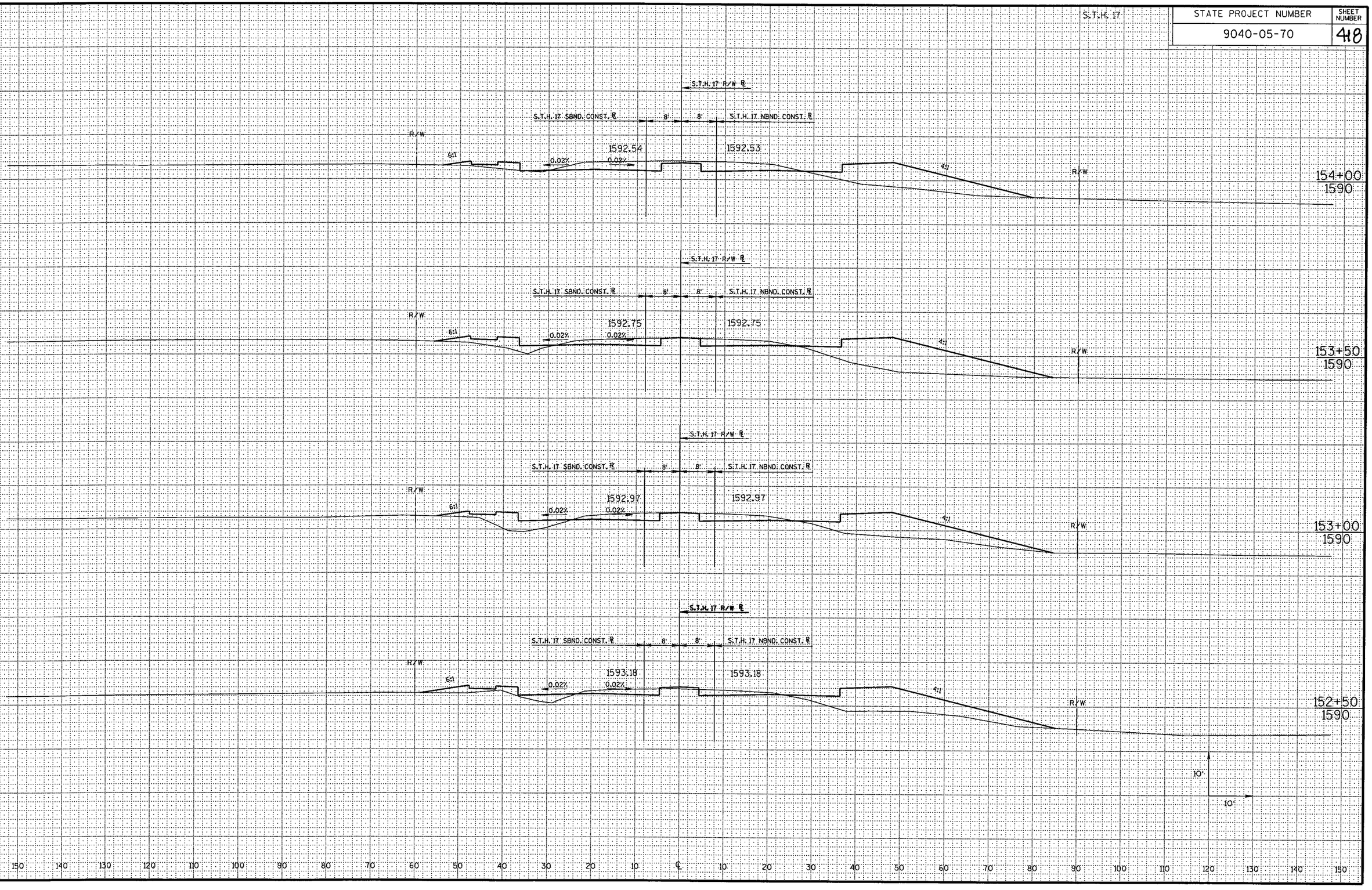
R/W

150+00
1590

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	419

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1591.97 — 0.02% — 0.02% — 1591.97

157+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1591.82 — 0.02% — 0.02% — 1591.82

6:1

156+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1591.89 — 0.02% — 0.02% — 1591.89

6:1

156+00
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1592.04 — 0.02% — 0.02% — 1592.04

6:1

155+50
1590

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1592.19 — 0.02% — 0.02% — 1592.19

6:1

155+00
1590

10'

10'

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

R/W

1592.75 — 0.02% — 0.02% — 1592.75

6:1

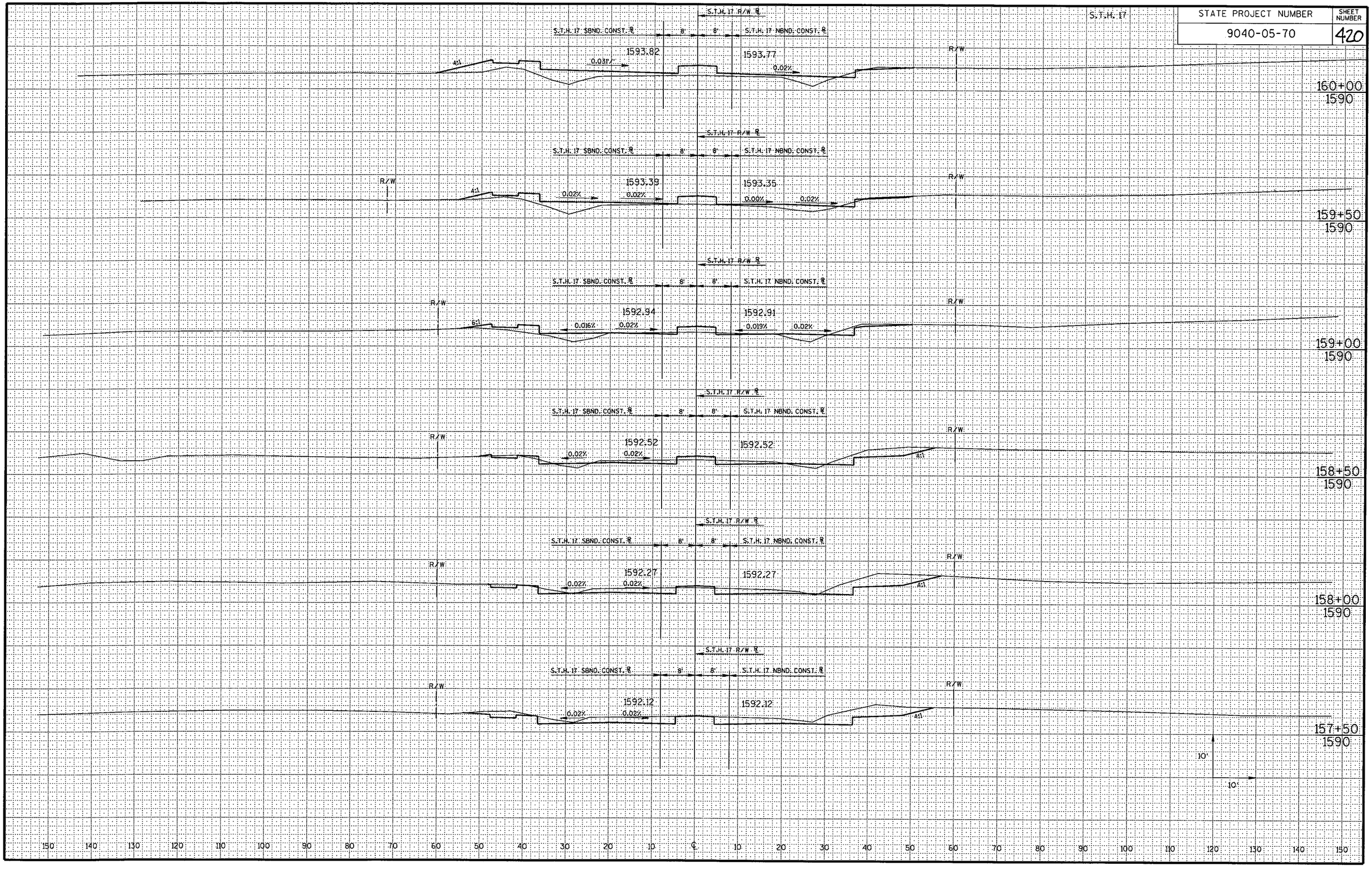
154+50
1590

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	420

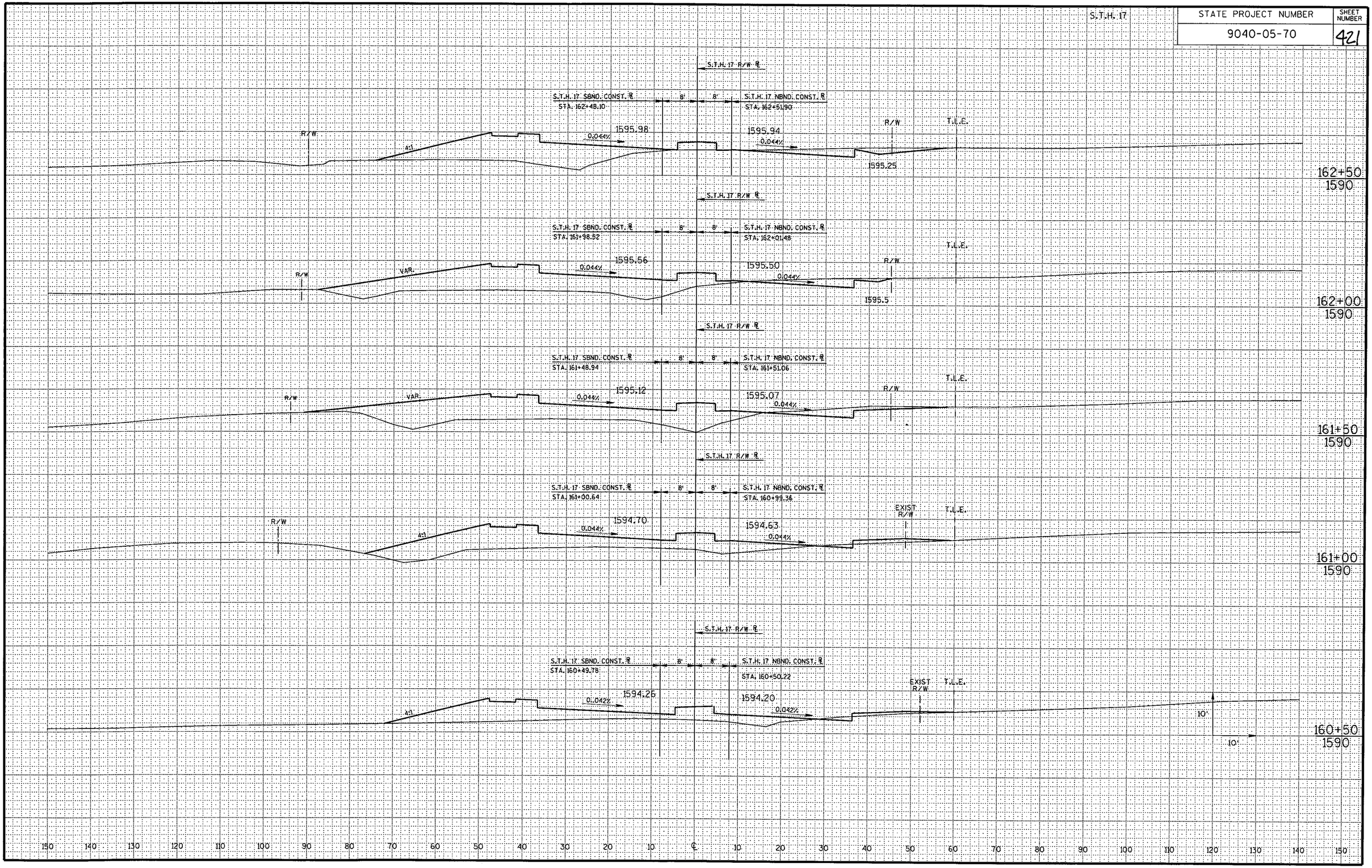
S.T.H. 17



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

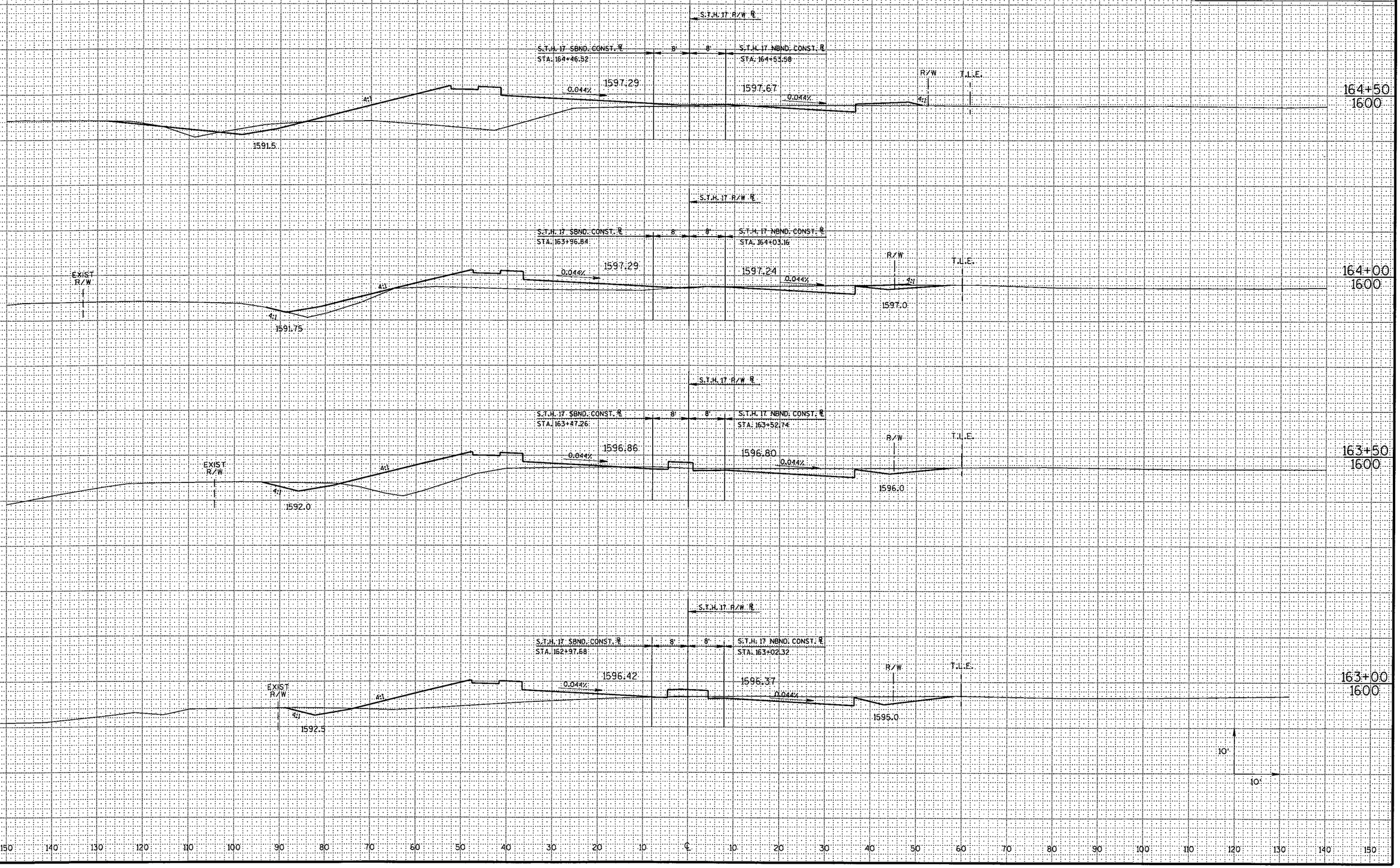
S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	421



GB2
PEN TABLE = #Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

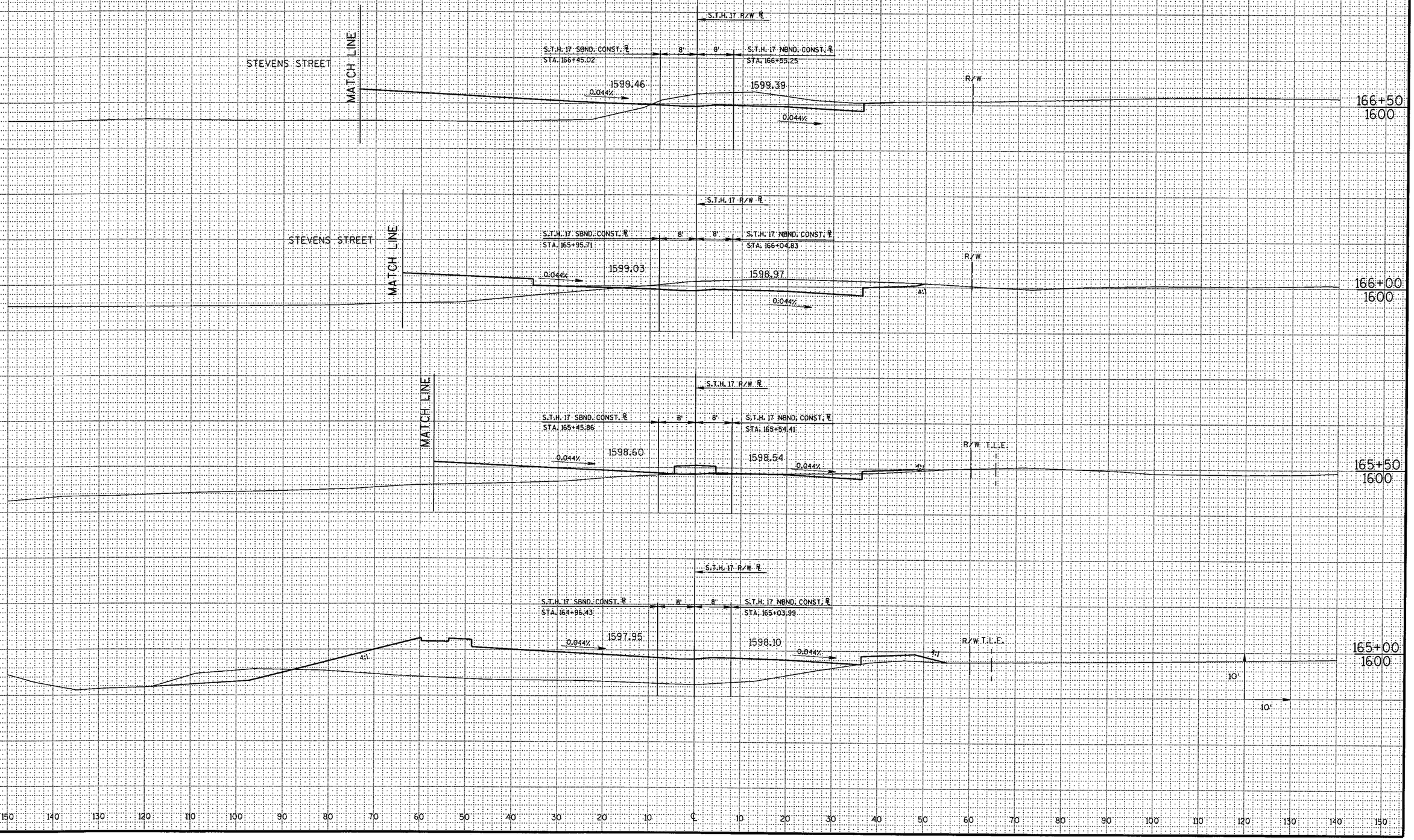
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	422



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

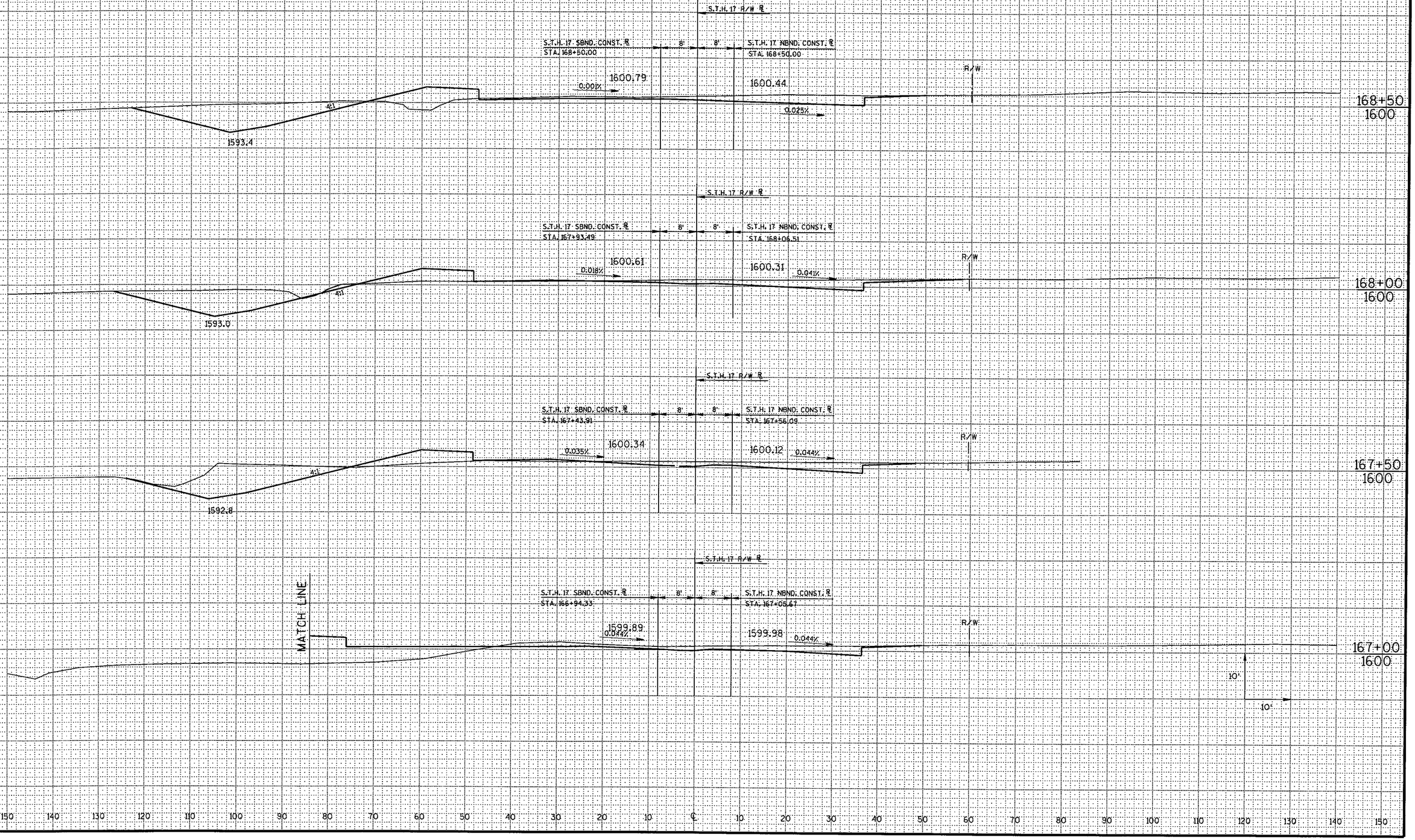
S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	423



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	424



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	425

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1600.75

1600.64

R/W

2.5:1

6:1

1594.4

170+50
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1600.90

0.02%

1600.79

0.02%

R/W

6:1

1594.3

170+00
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1601.05

0.02%

1600.74

0.02%

R/W

4:1

1594.0

169+50
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ — 8' — 8' — S.T.H. 17 NBND. CONST. ℄

1600.74

0.018%

0.018%

1600.59

0.02%

R/W

4:1

4:1

1593.7

169+00
1600

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	426

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1599.81 1600.04

4:1

172+50
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1600.09 1600.19

2.5:1

EXIST R/W

172+00
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1600.69 1600.34

EXIST R/W

171+50
1600

S.T.H. 17 R/W ℄

S.T.H. 17 SBND. CONST. ℄ 8' 8' S.T.H. 17 NBND. CONST. ℄

EXIST R/W

1600.60 1600.49

0.018% 0.02%

4:1

1594.6

R/W

171+00
1600

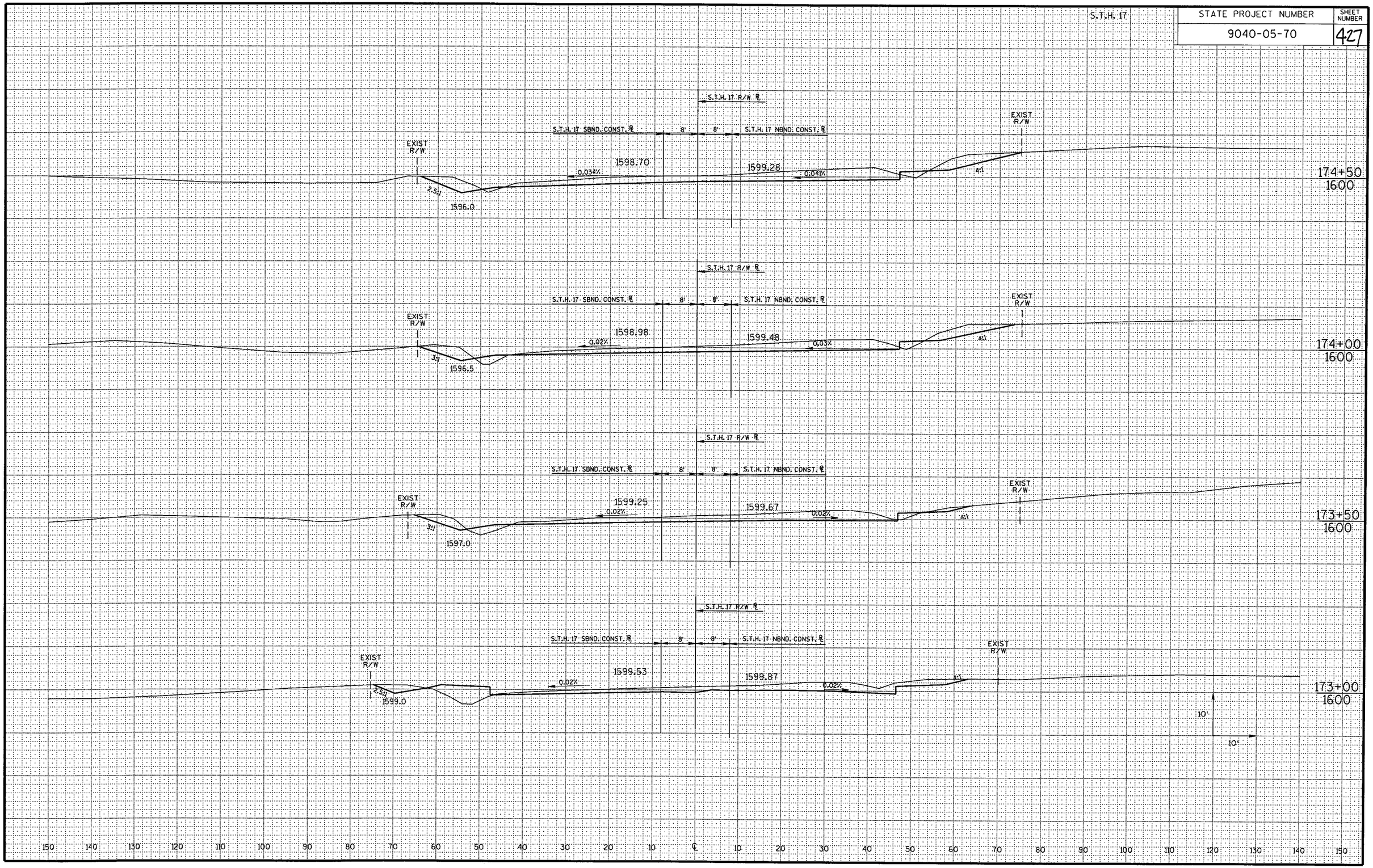
10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	427

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

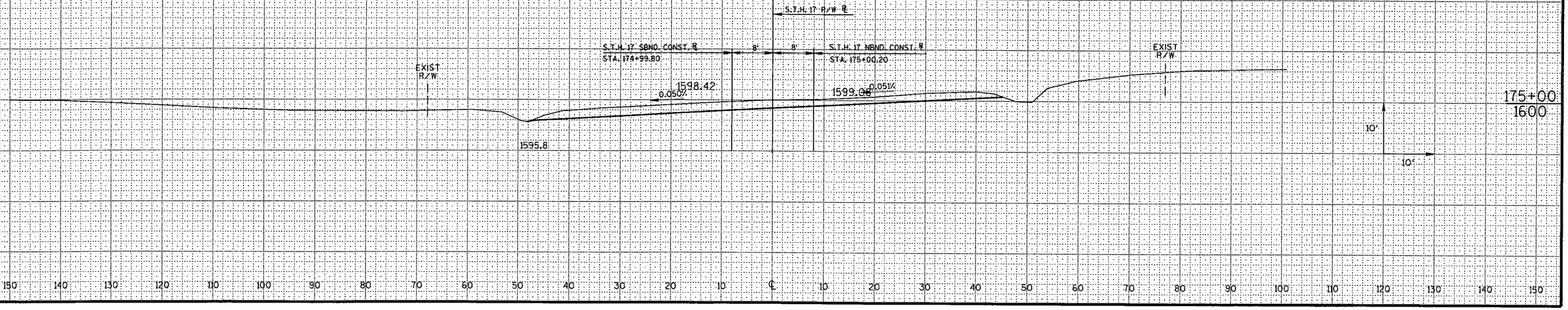


GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±XSEC69.DGN
DGN LEVELS ON = 1-63

S.T.H. 17

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	428

END PROJECT 9040-05-70
STA. 175+00.00



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±ush8.dgn
DGN LEVELS ON = 1-63

U.S.H. 8

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	429

U.S.H. 8 CONST. ℄ — 6.08' — U.S.H. 8 EBND. CONST. ℄
STA. 226+00.07
U.S.H. 8 WBND. CONST. ℄ — 5.94'
STA. 226+00.09
1573.95 | 1573.95
0.02% | 0.02%
4:1 | 4:1
1570.5

226+00
1570

0.29'
U.S.H. 8 CONST. ℄ — U.S.H. 8 EBND. CONST. ℄
STA. 225+00.00
U.S.H. 8 WBND. CONST. ℄ — 5.05'
STA. 225+00.08
1575.11 | 1575.11
0.02% | 0.02%
4:1

225+00
1570

U.S.H. 8 WBND. CONST. ℄ — U.S.H. 8 CONST. ℄ & EBND. CONST. ℄
STA. 224+00.03
1.63'
0.02% | 1576.27 | 1576.27 | 0.02%
4:1
1574.4

224+00
1570

CONSTRUCTION LIMITS
STA. 223+45
MATCH EXISTING

10'
10'

223+00
1570

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.±tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±ush8.dgn
DGN LEVELS ON = 1-63

U.S.H. 8

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	430

U.S.H. 8 CONST. ℄ — 13.00' — U.S.H. 8 EBND. CONST. ℄
STA. 229+00.38
U.S.H. 8 WBND. CONST. ℄ — 8.00'
STA. 229+00.10
1570.47 — 0.02% — 1570.47 — 0.02%
4:1 — 4:1
1567.8

229+00
1570

U.S.H. 8 CONST. ℄ — 13.00' — U.S.H. 8 EBND. CONST. ℄
STA. 228+00.38
U.S.H. 8 WBND. CONST. ℄ — 8.0'
STA. 228+00.10
1571.63 — 0.02% — 1571.63 — 0.02%
4:1 — 4:1
1567.7 — 1568.3

228+00
1570

U.S.H. 8 CONST. ℄ — 11.83' — U.S.H. 8 EBND. CONST. ℄
STA. 227+00.35
U.S.H. 8 WBND. CONST. ℄ — 6.84'
STA. 227+00.09
1572.79 — 0.02% — 1572.79 — 0.02%
4:1 — 4:1
1568.2 — 1569.0

227+00
1570

10' — 10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±ush8.dgn
DGN LEVELS ON = 1-63

U.S.H. 8

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	431

U.S.H. 8 CONST. ℄ — 13.00' — U.S.H. 8 EBND. CONST. ℄
STA. 232+00.38
U.S.H. 8 WBND. CONST. ℄ — 8.00'
STA. 232+00.10
MATCH LINE
1566.65
0.02%
1566.60
0.02%
MATCH LINE
232+00
1570

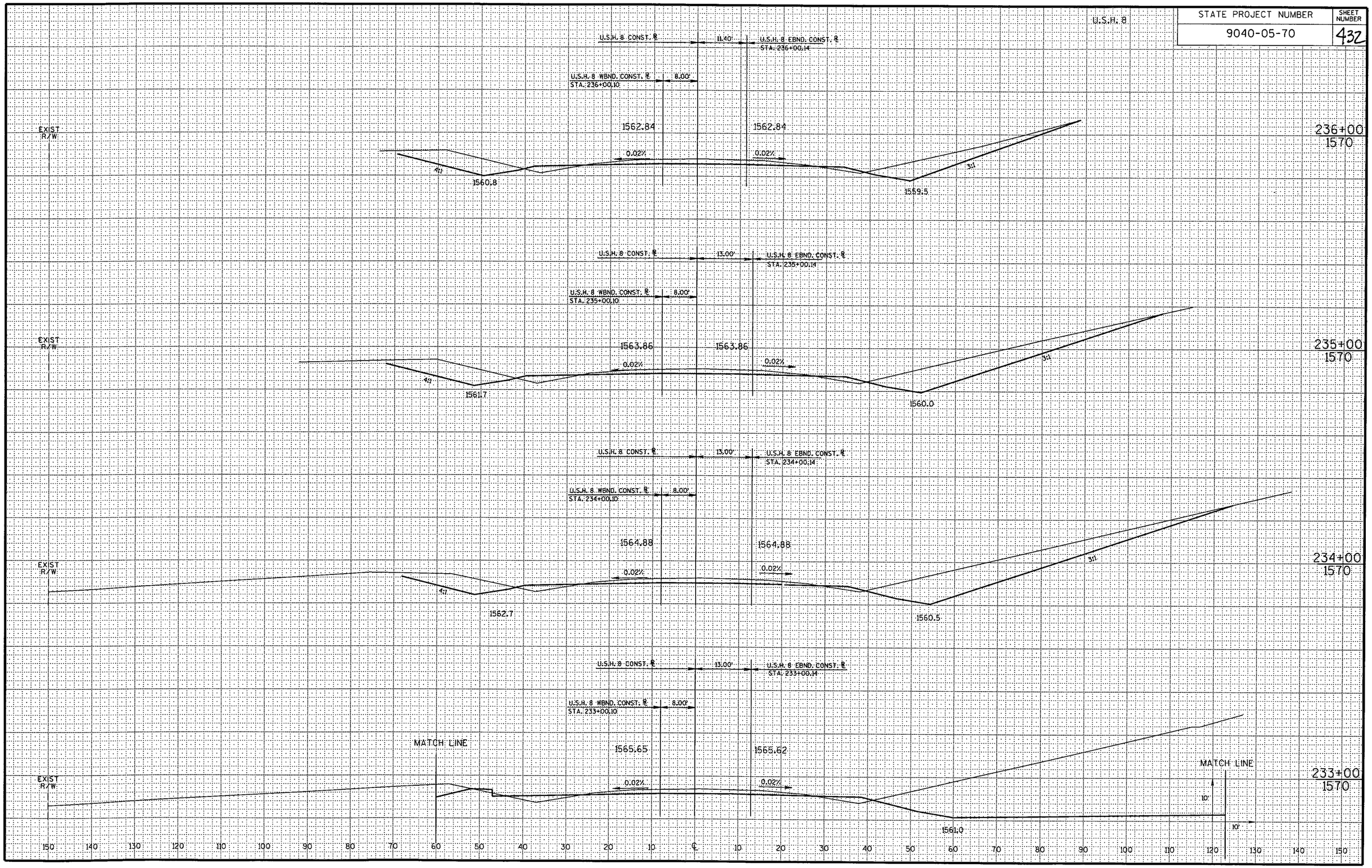
U.S.H. 8 CONST. ℄ — 13.00' — U.S.H. 8 EBND. CONST. ℄
STA. 231+00.38
U.S.H. 8 WBND. CONST. ℄ — 8.00'
STA. 231+00.10
1568.15
0.02%
1568.15
0.02%
4:1
1566.0
3:1
1564.4
231+00
1570

U.S.H. 8 CONST. ℄ — 13.00' — U.S.H. 8 EBND. CONST. ℄
STA. 230+00.38
U.S.H. 8 WBND. CONST. ℄ — 8.00'
STA. 230+00.10
1569.31
0.02%
1569.31
0.02%
4:1
3:1
1565.9
230+00
1570
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±ush8.dgn
DGN LEVELS ON = 1-63

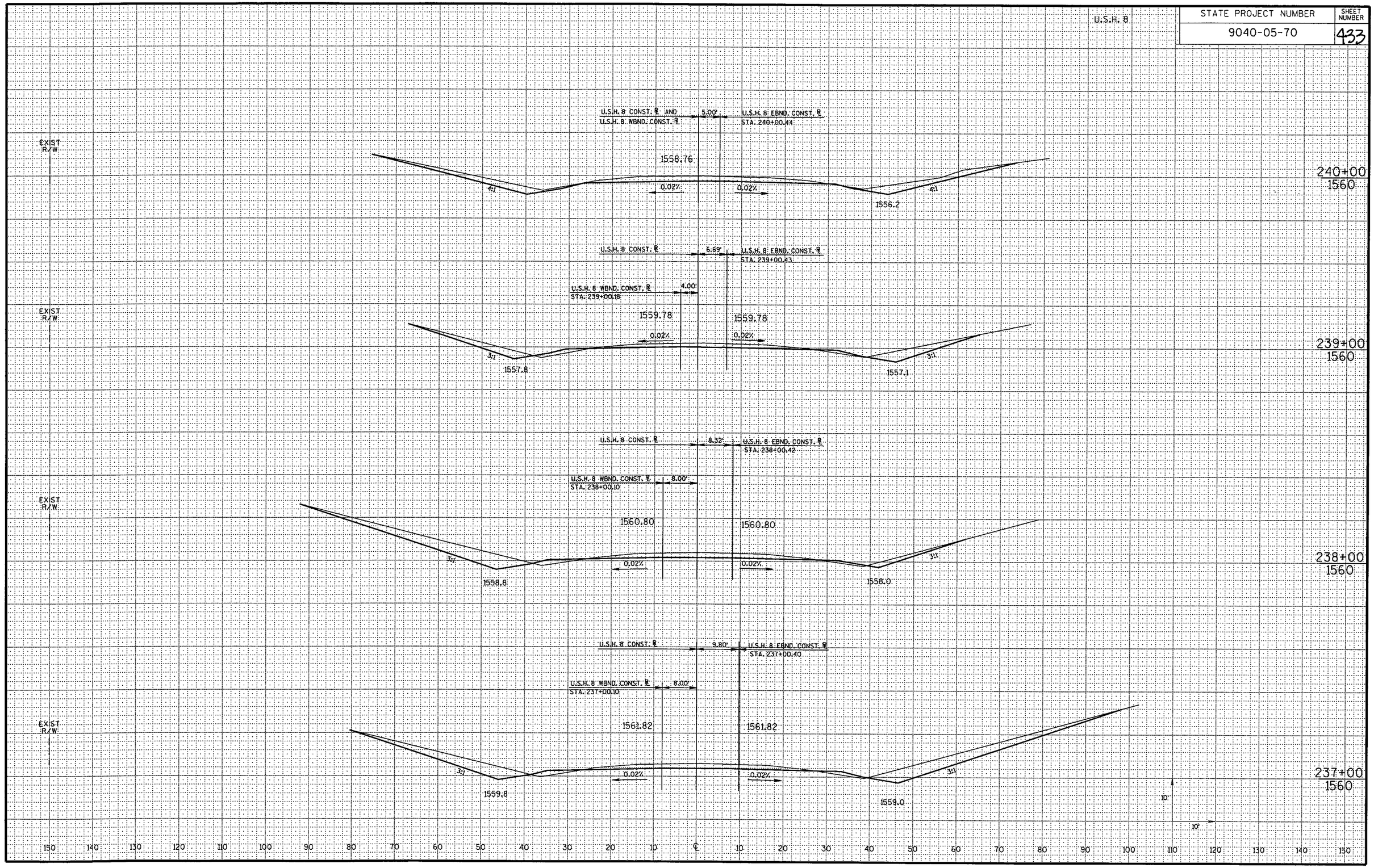
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	432



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±ush8.dgn
DGN LEVELS ON = 1-63

U.S.H. 8

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	433



GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:#440307#xsec#ush8.dgn
DGN LEVELS ON = 1-63

U.S.H. 8

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	434

242+00
1560

CONSTRUCTION LIMITS
STA. 241+50
MATCH EXISTING

U.S.H. 8 CONST. ℄ AND
U.S.H. 8 WBND. CONST. ℄

U.S.H. 8 EBND. CONST. ℄
STA. 241+00.47

1.67'

0.02%

1557.74

0.02%

1555.7

241+00
1560

10'

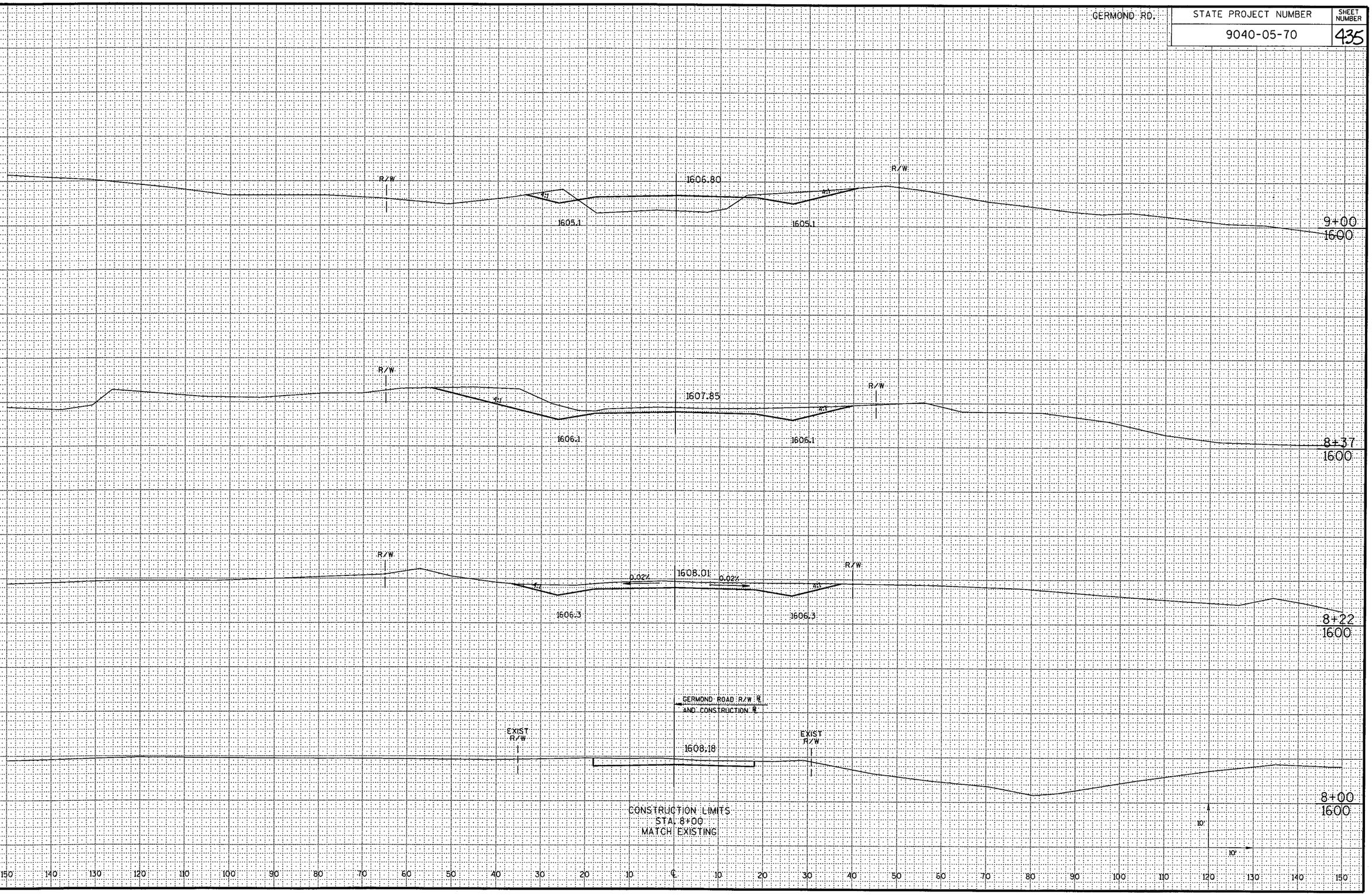
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	435



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	436

11+00
1580

R/W
4:1
3:1
0.06%
1599.49
1595.0
1582.0

10+00
1590

R/W
4:1
3:1
0.02%
1603.90
1597.0
1589.0

9+39
1590

GERMOND ROAD R/W ℄
AND CONSTRUCTION ℄

R/W
4:1
0.02%
1605.85
1598.0
1602.0

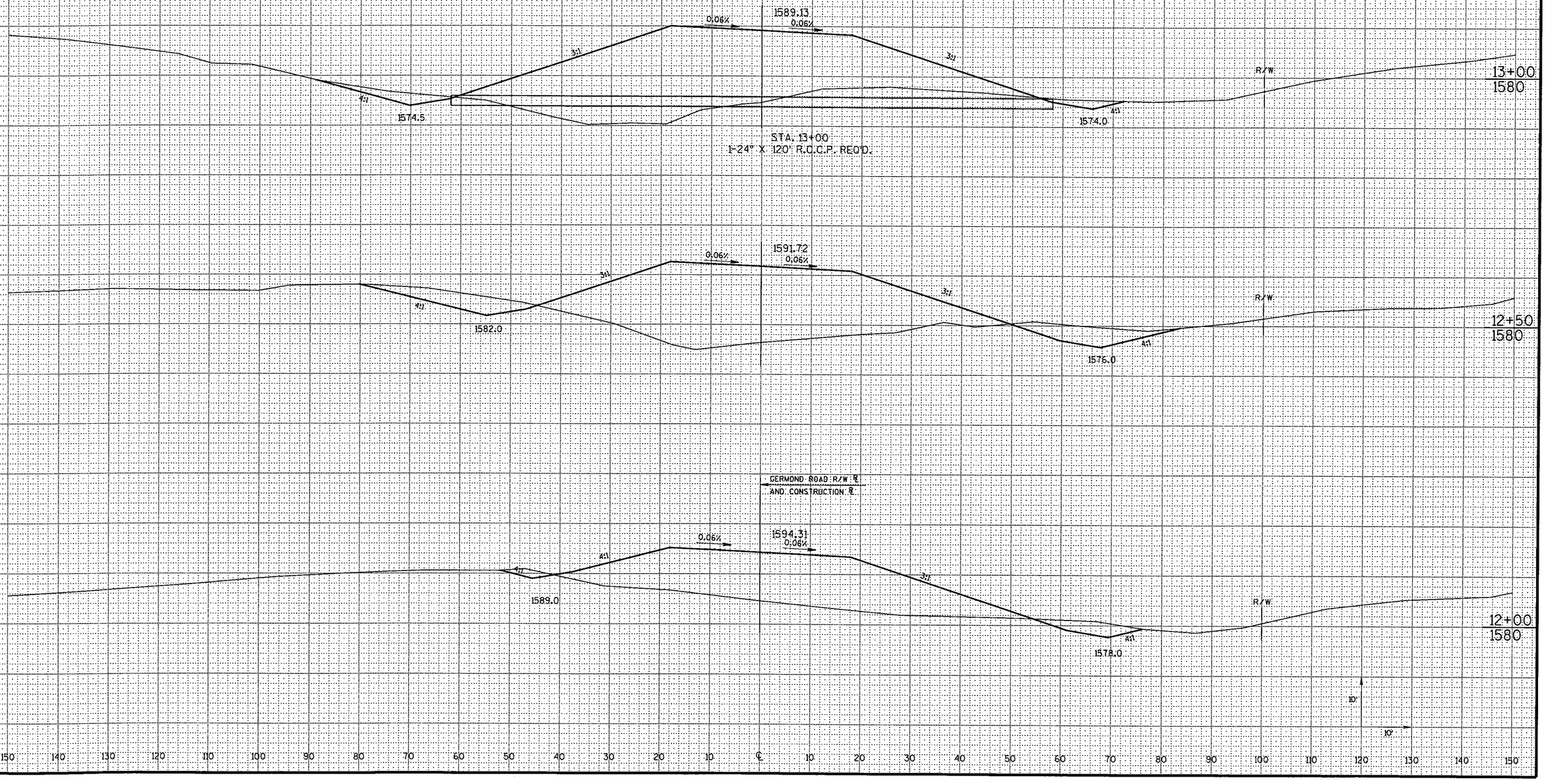
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:#440307#XSEC#Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	437



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = L±±440307±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	438

14+39
1580

R/W

4:1

0.055%

1581.94

0.055%

1572.6

4:1

14+00
1580

R/W

4:1

1583.5

4:1

0.06%

1583.96

0.06%

4:1

1572.8

4:1

R/W

13+58
1580

GERMOND ROAD R/W & ℄
AND CONSTRUCTION ℄

4:1

1584.0

4:1

0.06%

1586.13

0.06%

4:1

1573.0

4:1

R/W

10'

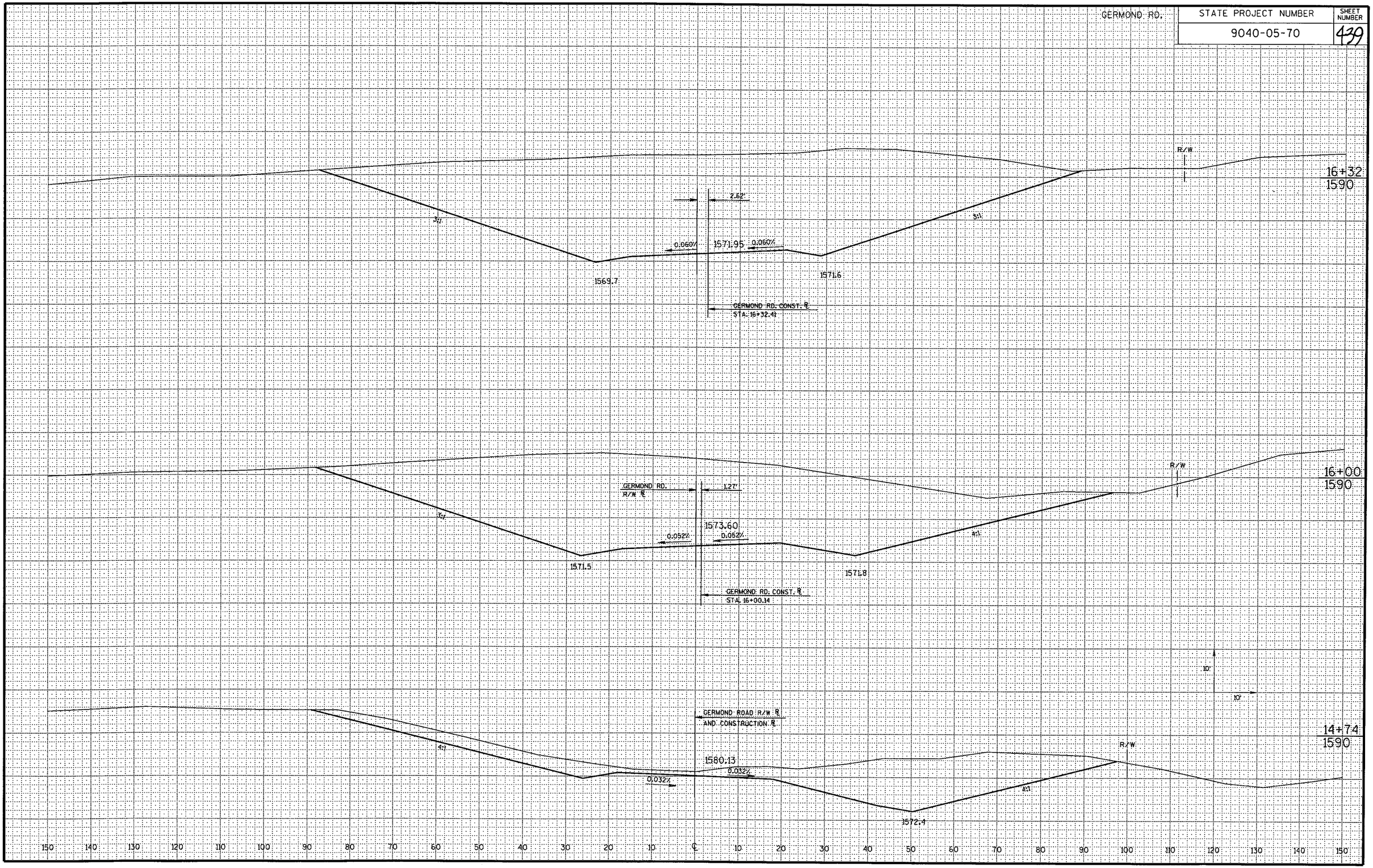
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

CB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/31/02
DGN FILE = L:±440307±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

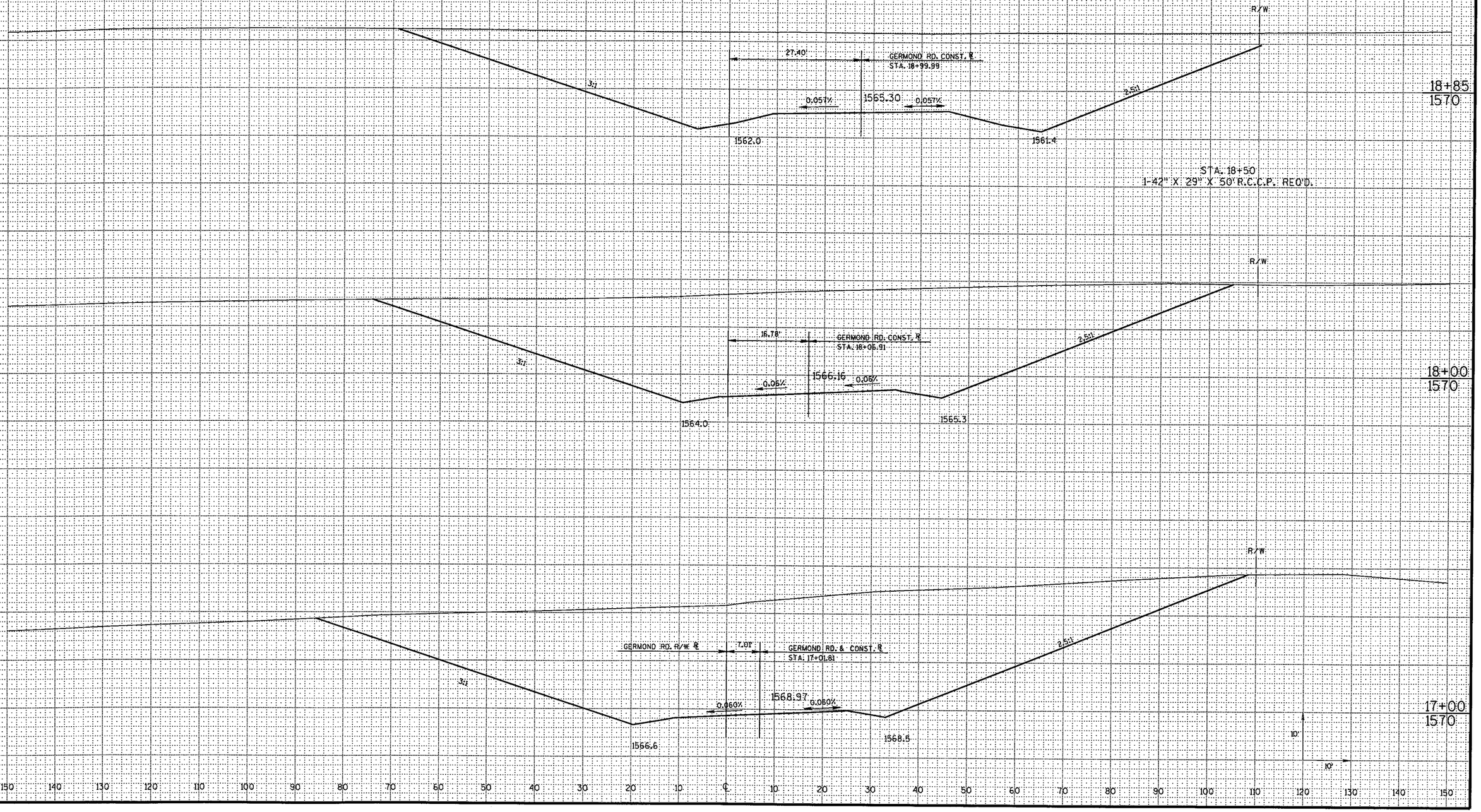
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	439



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = L:±440307±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

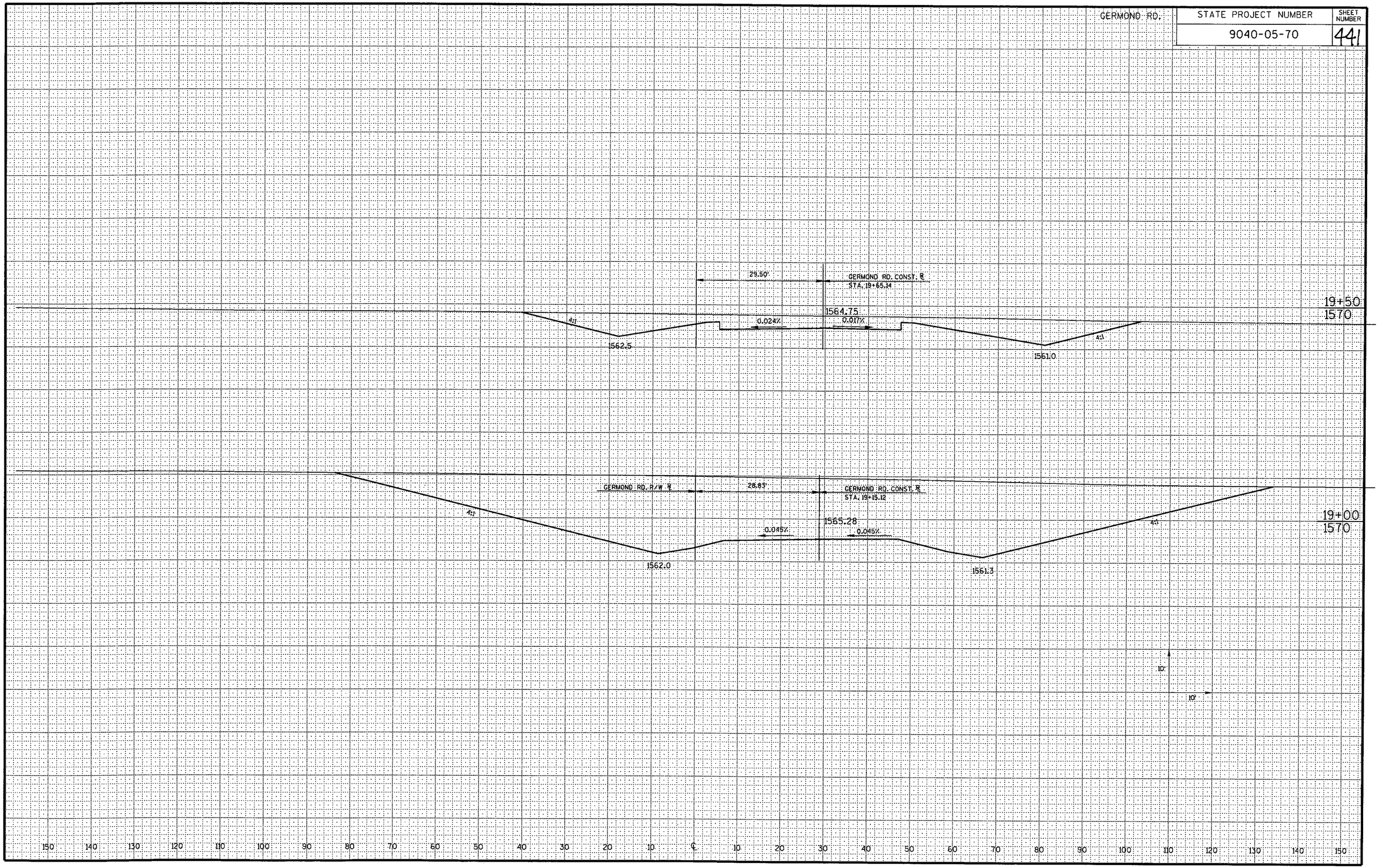
STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	440



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±44030T±XSEC±Germond.dgn
DGN LEVELS ON = 1-63

GERMOND RD.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	44



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±XSEC±0ld8.dgn
DGN LEVELS ON = 1-63

OLD 8 ROAD

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	442

R/W
4:1
1547.5
0.056%
1549.96
0.056%
4:1
1548.5
R/W
115+00
1550

R/W
1548.0
0.034%
1550.06
0.034%
4:1
1549.1
4:1
R/W
114+00
1550

OLD 8 ROAD R/W ℄
AND CONST. ℄
R/W
0.02%
1550.15
0.00%
R/W
113+00
1550

CONSTRUCTION LIMITS
STA. 113+00
MATCH EXISTING

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = L:±440307±XSEC±Old8.dgn
DGN LEVELS ON = 1-63

OLD 8 ROAD

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	443

R/W
2.5%
1546.5
0.047%
1549.77
0.047%
4:1
1546.6
117+00
1550

R/W
2.5%
1546.7
0.027%
1549.80
0.027%
4:1
1547.0
116+70
1550

OLD 8 ROAD R/W &
AND CONST. &

R/W
3.5%
1547.0
0.021%
1549.87
0.021%
4:1
1547.6
R/W
116+00
1550

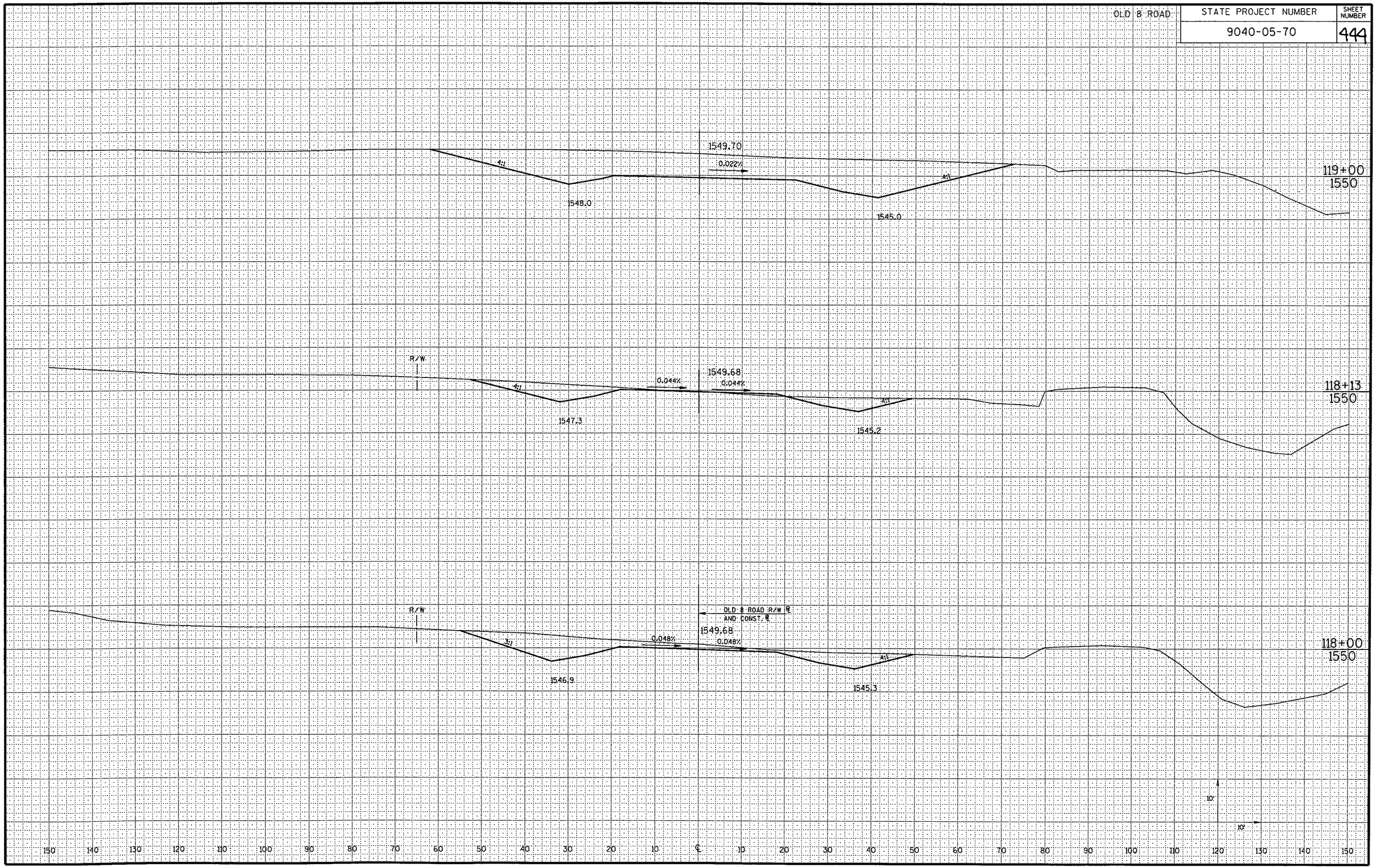
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

10'
10'

GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = L:#44030?#XSEC#Old8.dgn
DGN LEVELS ON = 1-63

OLD 8 ROAD

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	444



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = L:±440307±XSEC±Old8.dgn
DGN LEVELS ON = 1-63

OLD 8 ROAD

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	445

R/W

4%

1551.7

0.056

1553.24

0.056%

4%

1551.4

122+00
1550

1555.68

0.036%

4%

1553.3

1553.0

121+00
1550

MATCH LINE

OLD 8 ROAD R/W R.
AND CONST. R.

1552.25

120+00
1550

10'

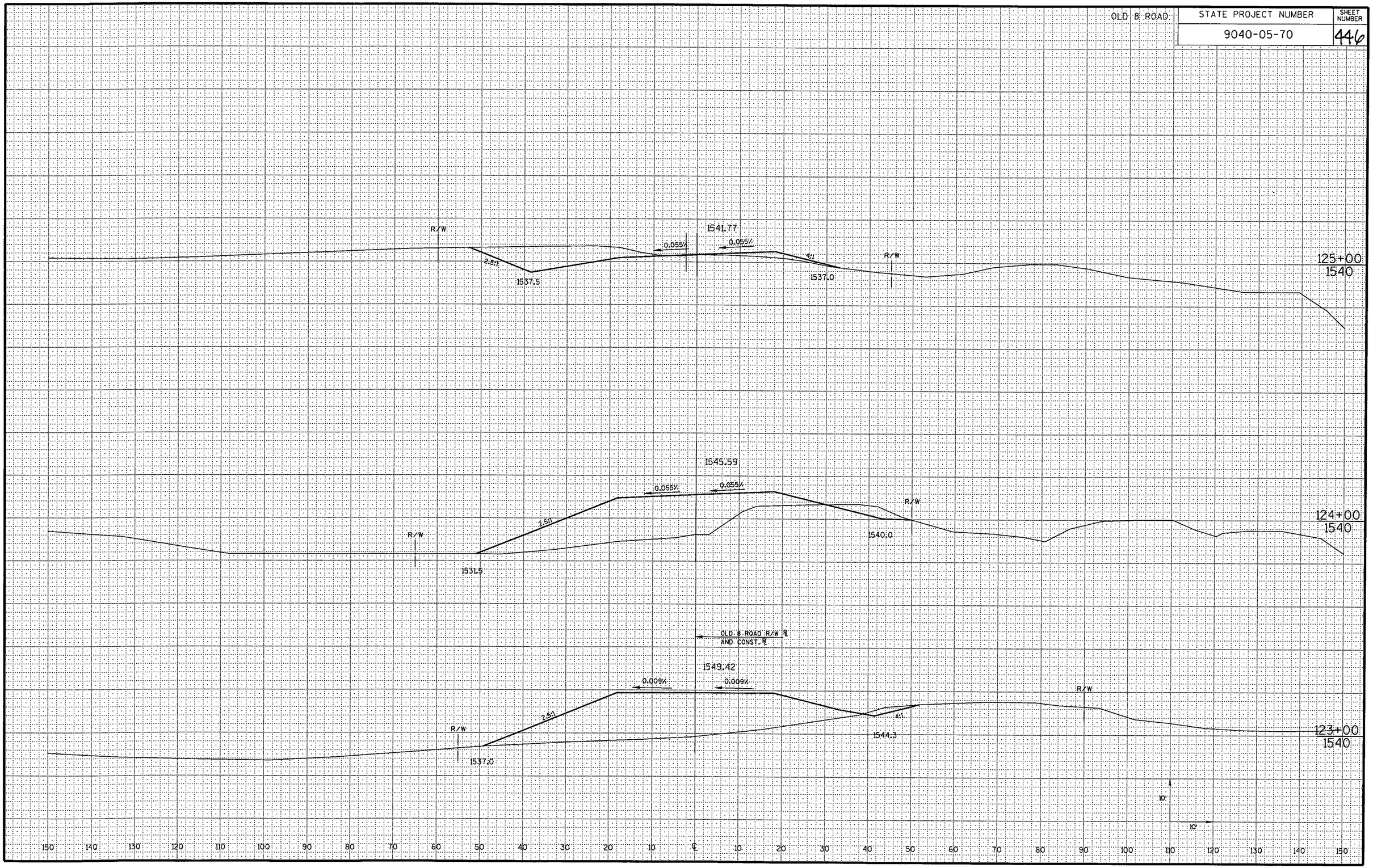
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±ASEC±Old8.dgn
DGN LEVELS ON = 1-63

OLD 8 ROAD

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	446



GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:#440307#XSEC#Old8.dgn
DGN LEVELS ON = 1-63

CONSTRUCTION LIMITS
STA. 27+00
MATCH EXISTING

EXIST R/W

1535.54

0.02%

0.013%

EXIST R/W

127+00
1540

OLD 8 ROAD R/W &
AND CONST. &

EXIST R/W

1538.30

0.033%

0.033%

20:8:1

3.5%

1538.0

1538.7

EXIST R/W

126+00
1540

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±XSEC±OHLSON.DGN
DGN LEVELS ON = 1-63

OHLSON LANE

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	448

OHLSON LANE R/W ℄ AND CONST. ℄

R/W

3:1

0.02%

1558.40

0.02%

4:1

1556.4

27+00
1560

R/W

CONSTRUCTION LIMITS
STA. 26+50
MATCH EXISTING

EXIST
R/W

EXIST
R/W

26+00
1560

EXIST
R/W

EXIST
R/W

25+00
1560

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = L±±440307±XSEC±OHLSON.DGN
DGN LEVELS ON = 1-63

OHLSON LANE

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	449

28+00
1550

27+55
1550

27+25
1550

1556.48
0.02%
0.02%
4:1
4:1

OHLSON LANE R/W ℄ AND CONST. ℄

R/W
3:1
1555.2
1557.21
0.02%
0.02%
4:1

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

LINCOLN STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	450

EXIST R/W

4:1

1577.75

1577.75

4:1

EXIST R/W

35+00
1580

EXIST R/W

4:1

1579.05

1579.05

4:1

EXIST R/W

34+50
1580

LINCOLN STREET R/W ℄
AND CONSTRUCTION ℄

WBND. E.O.P.

8.0' TYP.

8.0' TYP.

EBND. E.O.P.

EXIST R/W

7.8:1

1580.35

1580.35

4:1

EXIST R/W

34+00
1580

CONSTRUCTION LIMITS
STA. 34"L"+00
MATCH EXISTING

33+50
1580

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = I:±440307±xsect±cthc.dgn
DGN LEVELS ON = 1-63

LINCOLN STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	451

EXIST R/W

1572.35

1572.35

4:1

4:1

EXIST R/W

37+00
1570

EXIST R/W

1573.70

1573.70

4:1

4:1

EXIST R/W

36+50
1570

EXIST R/W

1575.05

1575.05

4:1

4:1

EXIST R/W

36+00
1570

LINCOLN STREET R/W &
AND CONSTRUCTION &

WBND. E.O.P.

EBND. E.O.P.

EXIST R/W

0.03%

1576.40

1576.40

0.03%

4:1

4:1

EXIST R/W

35+50
1570

8.0' TYP.

8.0' TYP.

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = l:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

LINCOLN STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	452

EXIST R/W

1570.65

1570.65

EXIST R/W

37+85
1570

EXIST R/W

1571.15

1571.15

EXIST R/W

37+60
1570

LINCOLN STREET R/W ℄
AND CONSTRUCTION ℄

WBND. E.O.P.

EBND. E.O.P.

EXIST R/W

1571.35

1571.35

EXIST R/W

37+50
1570

8.0' TYP.

8.0' TYP.

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

LINCOLN STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	453

EXIST R/W
5:1
1569.25
1569.25
EXIST R/W
4:1
38+55
1570

EXIST R/W
6:1
1569.35
1569.35
EXIST R/W
38+50
1570

LINCOLN STREET R/W ℄
AND CONSTRUCTION ℄
WBND. E.O.P.
EBND. E.O.P.
EXIST R/W
1570.35
1570.35
EXIST R/W
38+00
1570
8.0' TYP.
8.0' TYP.
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsects±thc.dgn
DGN LEVELS ON = 1-63

LINCOLN STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	454

40+00
1560

MATCH LINE

1567.75

1567.75

4%

1563.5

39+50
1560

LINCOLN STREET R/W ℄
AND CONSTRUCTION ℄

WBND. E.O.P.

EBND. E.O.P.

4%

1568.34

1568.34

4%

8.0'
TYP.

8.0'
TYP.

39+00
1560

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

CTH C

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	456

1569.69
1569.69
2.5:1
MATCH LINE
2.5:1
41+50
1560
TEMPORARY SHORING (TYPICAL)

MATCH LINE
1570.32
1570.32
2.5:1
41+00
1560
CTH C R/W & AND CONSTRUCTION &

C.T.H. C WBND. E.O.P.
C.T.H. C EBND. E.O.P.
MATCH LINE
1569.85
1569.85
3:1
10'
10'
8.0' TYP.
8.0' TYP.
40+50
1560

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsecs±cthc.dgn
DGN LEVELS ON 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	456

CTH C

1564.73 1564.73

2:1 5.18' 5.94' 3.5:1

43+00
1550

1541.45

TEMPORARY SHORING (TYPICAL)

1566.48 1566.48

RIPRAP REQ'D. (TYPICAL)

2:1 6.75' 7.53' 2.5:1

42+50
1550

CTH C R/W & CONSTRUCTION &

MARSH EXCAVATION REQ'D.

WBND. E.O.P. EBND. E.O.P.

0.02% 1567.22 1568.22 0.02%

2.5:1 8.8' TYP. 8.0' TYP. 2.5:1

10' 10'

42+00
1550

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = l:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	457

CTH C

1559.68 1559.68
5.18'
0.47'
2:1
3:1
4.83'
1549.0
R/W
44+50
1550

TEMPORARY
SHORING (TYPICAL)

1561.24 1561.24
5.77'
2.04'
2:1
2.5:1
R/W
44+00
1550
RIPRAP REQ'D.
(TYPICAL)
1541.7
2.5:1

CTH C R/W &
AND CONSTRUCTION &

WBND. E.O.P.
EBND. E.O.P.
1562.99 1562.99
3.61' 6.35'
2:1
2.5:1
10'
10'
R/W
43+50
1550
1541.5
2.5:1

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

CTH C

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	458

EXIST R/W

1557.17

2.8:1

2.3:1

46+00
1550

1557.64

2.5:1

45+50
1550

CTH C R/W ℄
AND CONSTRUCTION ℄

1558.48

R/W

2.5:1

45+00
1550

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthc.dgn
DGN LEVELS ON = 1-63

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	459

CTH C

47+50
1550

CONSTRUCTION LIMITS
STA. 47+00
MATCH EXISTING

EXIST R/W

1556.60

1556.2

3.5:1

47+00
1550

CTH C R/W & CONSTRUCTION ℄

EXIST R/W

1556.89

3:1

3:1

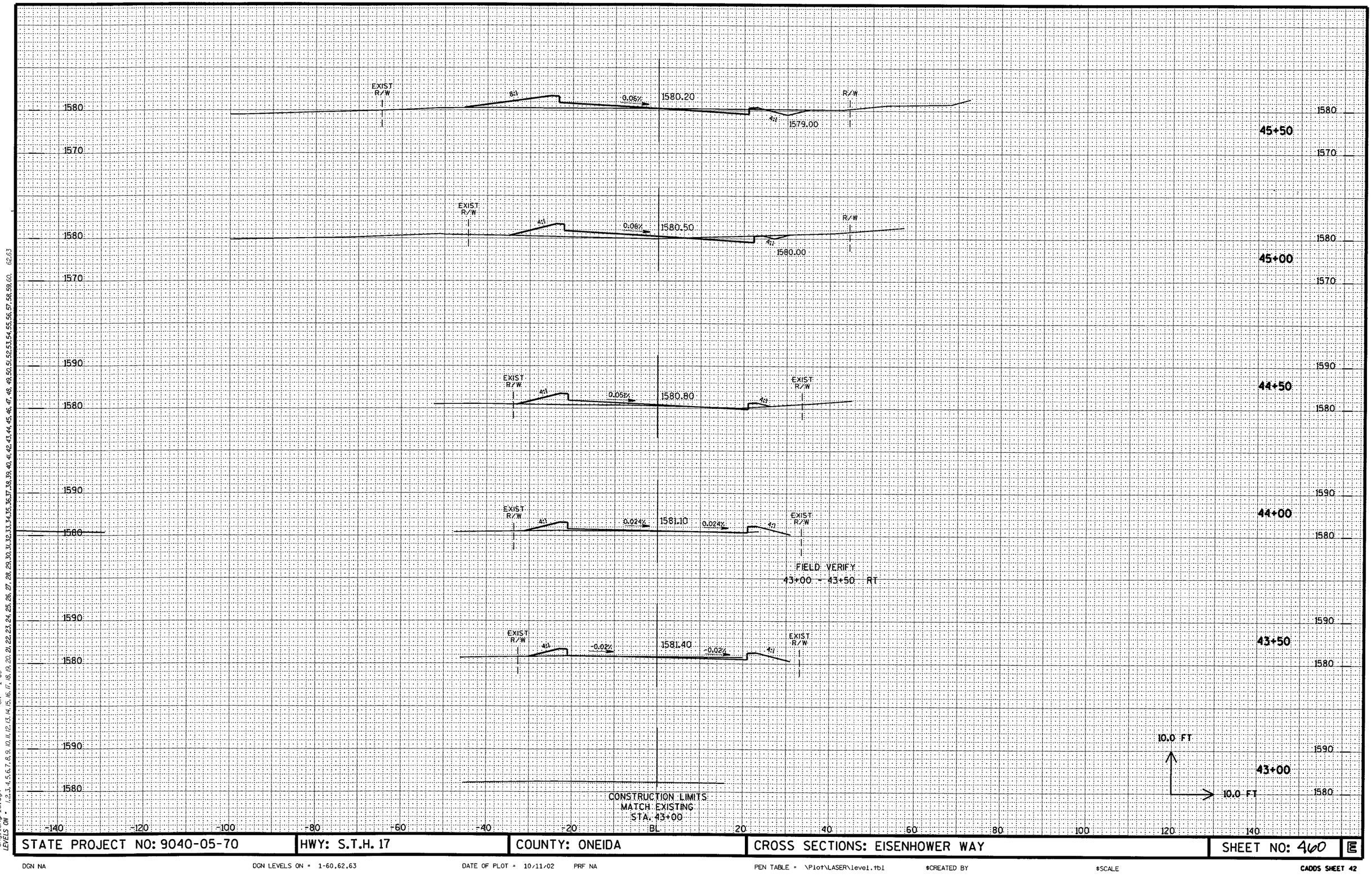
1555.0

46+50
1550

10'

10'

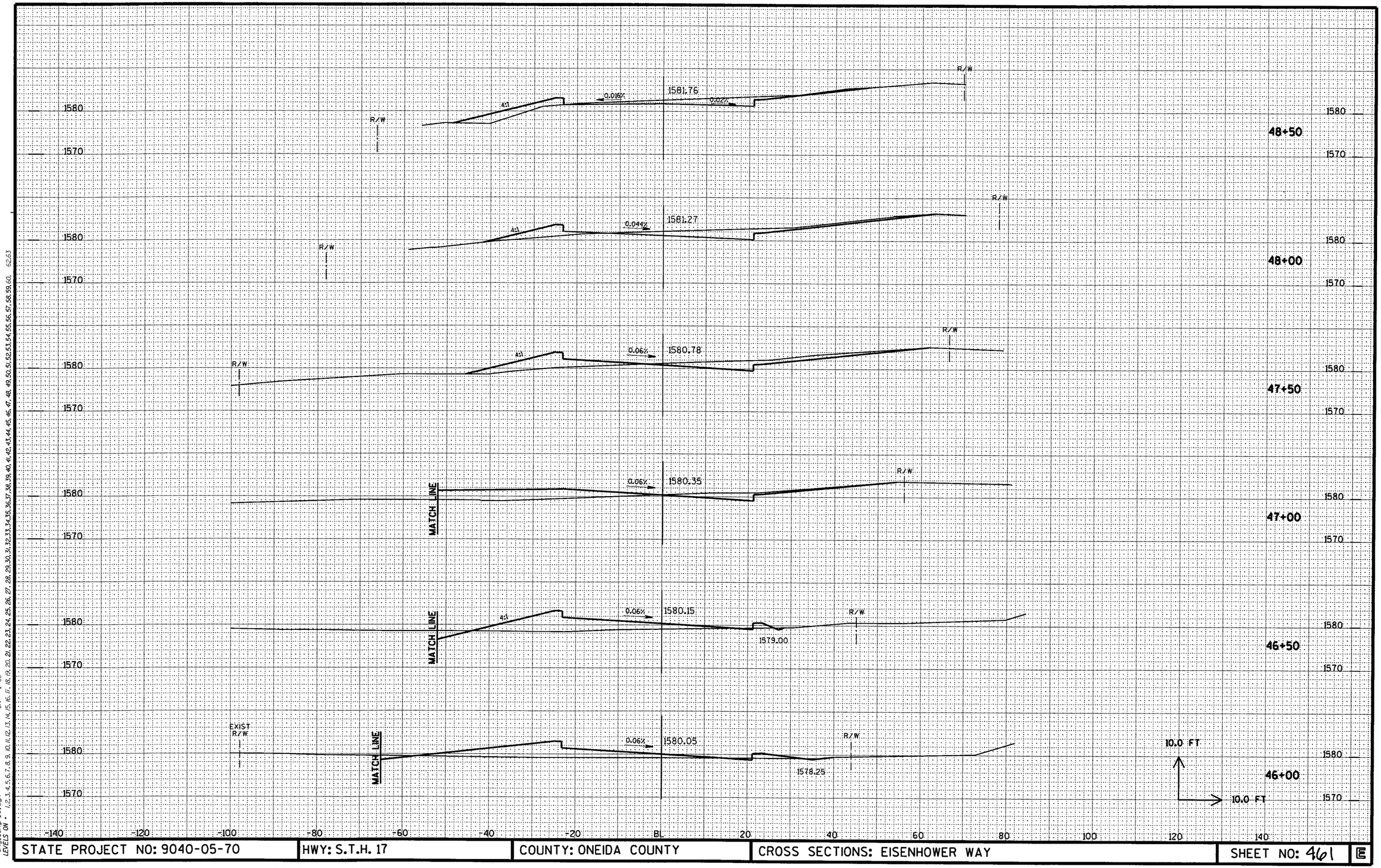
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



STATE PROJECT NO: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: EISENHOWER WAY	SHEET NO: 460 E

DGN NA | DGN LEVELS ON = 1-60,62,63 | DATE OF PLOT = 10/11/02 PRF NA | PEN TABLE = \Plot\LASER\level.tbl | $CREATED BY | $SCALE | CADDS SHEET 42

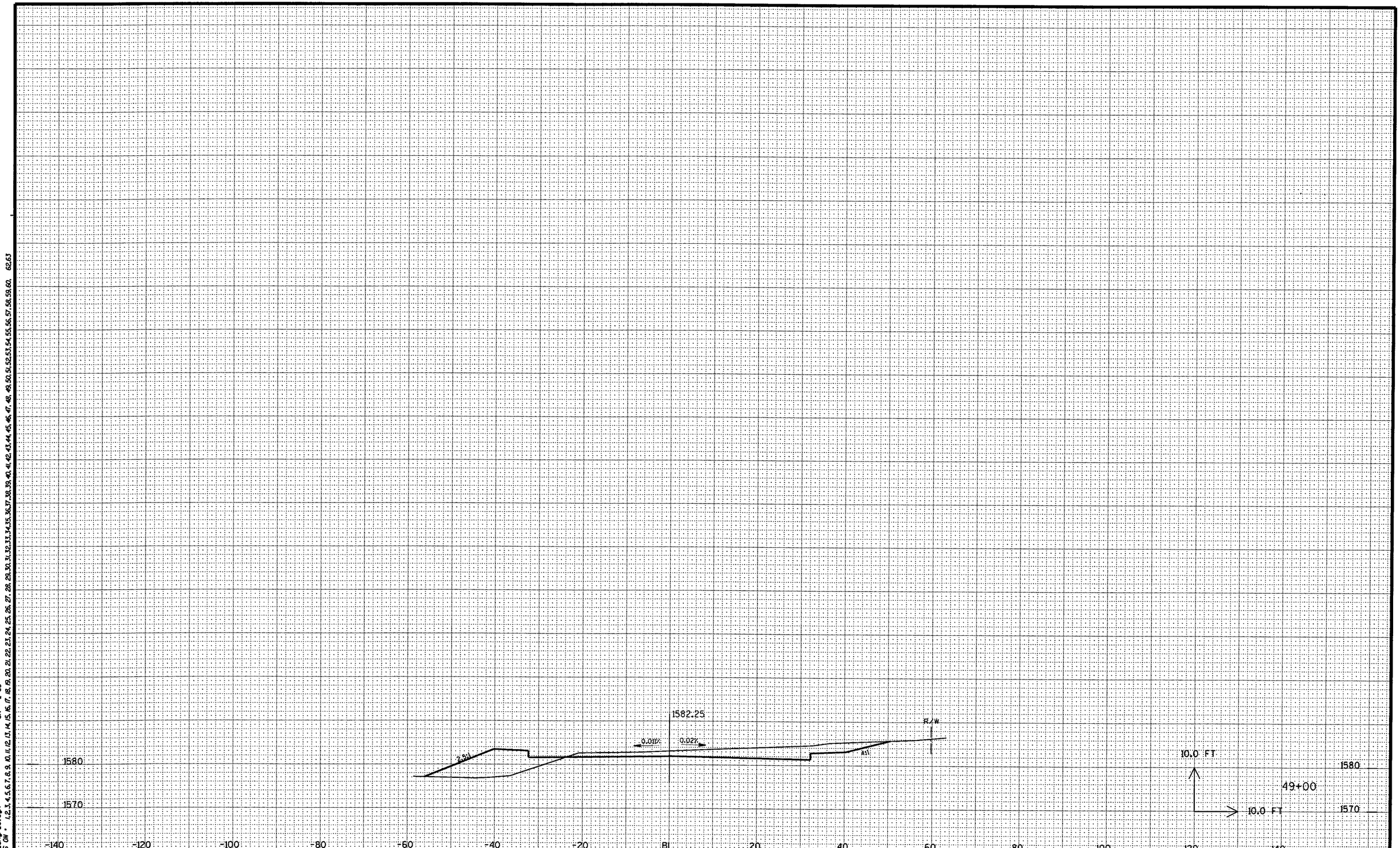
englishgrid.dgn
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 62,63
ON = 1-63



englishgrid.dgn
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 62,63
ON = 1-63

STATE PROJECT NO: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA COUNTY	CROSS SECTIONS: EISENHOWER WAY	SHEET NO: 461	E

DGN NA | DGN LEVELS ON = 1-60,62,63 | DATE OF PLOT = 10/11/02 | PRF NA | PEN TABLE = \Plot\LASER\level.tbl | $CREATED BY | $SCALE | CADDS SHEET 42



STATE PROJECT NO: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: EISENHOWER WAY	SHEET NO: 462

DGN NA | DGN LEVELS ON = 1-60,62,63 | DATE OF PLOT = 10/11/02 PRF NA | PEN TABLE = \Plot\LASER\level.tbl *CREATED BY | *SCALE | CADDS SHEET 42

englishgrid.dgn
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 62,63
ON = 1-63

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±NSHORE.DGN
DGN LEVELS ON = 1-63

NORTH SHORE DRIVE

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	463

NORTH SHORE DRIVE R/W ℄
& CONST. ℄

4:1

1581.40

4:1

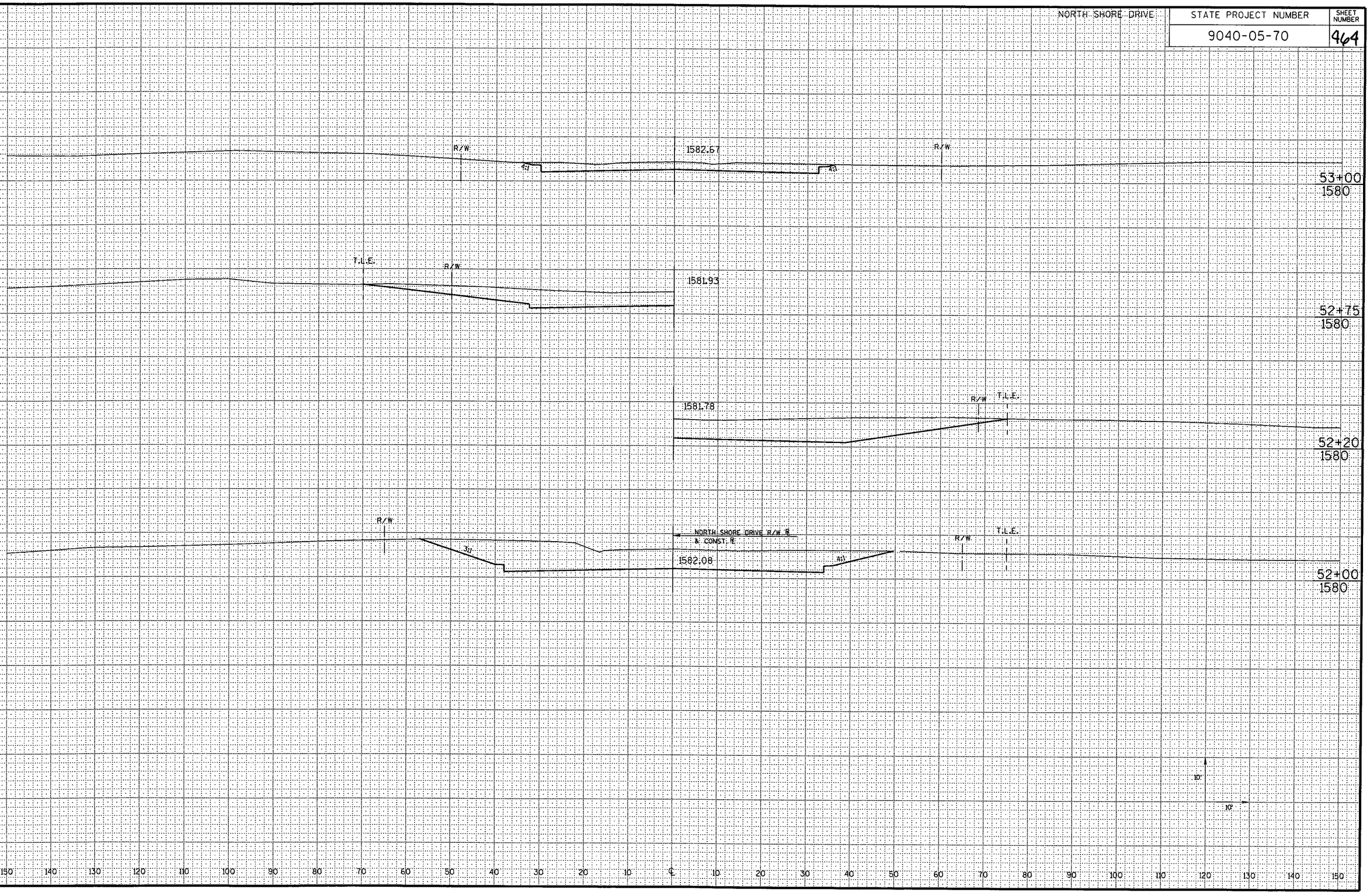
51+00
1570

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±NSHORE.DGN
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±NSHORE.DGN
DGN LEVELS ON = 1-63

NORTH SHORE DRIVE

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	465

56+00
1580

55+00
1580

CONSTRUCTION LIMITS
STA. 54+80
MATCH EXISTING

EXIST R/W

1583.17

R/W

54+00
1580

NORTH SHORE DRIVE R/W ℄
& CONST. ℄

1582.92

R/W

R/W 2.5%

53+50
1580

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±44030T±XSEC±SPRING.dgn
DGN LEVELS ON = 1-63

SPRING ROAD

13+50
1570
1576.31
0.052%
4:1
EXIST R/W

13+00
1570
1577.43
0.054%
0.054%
4:1
EXIST R/W

12+50
1570
1578.56
0.051%
0.057%
3:1
1577.40
EXIST R/W

12+00
1580
EXIST R/W
1579.68
0.06%
0.06%
4:1
3:1
1577.70
EXIST R/W

11+50
1580
EXIST R/W
1580.81
0.06%
0.06%
3:1
1577.90
EXIST R/W

11+00
1580
EXIST R/W
1581.57
0.044%
0.044%
SPRING ROAD
CONSTRUCTION ℄
4:1
PE
EXIST R/W

10+50
1580
1581.59
0.011%
0.011%
4:1

10 0 10 20

STATE PROJECT NUMBER: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: SPRING ROAD	SHEET NO: 466

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = l:±440307±XSEC±SPRING.dgn
DGN LEVELS ON = 1-63

SPRING ROAD

17+00
1560

16+50
1570

16+00
1570

CONSTRUCTION LIMITS
STA. 15+50
MATCH EXISTING

15+50
1570

15+00
1570

14+50
1580

14+00
1580

EXIST R/W
1572.00
0.02%
3:1
EXIST R/W
1572.93
0.02%
4:1
0.02%
EXIST R/W
1574.06
0.02%
4:1
SPRING ROAD CONSTRUCTION ℄
EXIST R/W
1575.18
0.045%
4:1
10'
10'
0.02%
EXIST R/W
0.02%
4:1
0.003%
EXIST R/W
4:1
EXIST R/W
0.02%
4:1
EXIST R/W
0.045%
4:1

10 20 30 40 50 60 70 80 90 ℄ 10 20 30 40 50 60 70 80 90

STATE PROJECT NUMBER: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: SPRING ROAD	SHEET NO: 467

PEN TABLE = ±Plot±LASER±v80cr.±bl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±XSEC±SPRING.dgn
DGN LEVELS ON = 1-63

SPRING ROAD

23+50 1560 — 1567.16
23+00 1560 — 1566.04
22+50 1560 — 1565.43
22+00 1560 — 1563.81
21+50 1560 — 1562.70
21+00 1560 — 1561.58
20+50 1560 — 1560.47
20+00 1560 — 1559.35

CONSTRUCTION LIMITS
STA. 23+88
MATCH EXISTING

CONSTRUCTION LIMITS
STA. 20+00
MATCH EXISTING

2-30" X 38' R.C.C.P. REQ'D
STA. 20+"S" +30

SPRING ROAD CONSTRUCTION ℄

4:1 · 2.5:1 · 0.02% · T.L.E. · R/W · ℄

STATE PROJECT NUMBER: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: SPRING ROAD	SHEET NO: 468

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. "CC"

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	469

EXIST R/W

C.T.H. CC CONST. R
STA. 51+00.13
3.08'
1573.69
0.008%
0.021%
4:1
C.T.H. CC R/W R
4:1
EXIST R/W
51+00
1570

C.T.H. CC CONST. R
STA. 50+00.04
1.80'
1571.69
0.02%
0.02%
4:1
C.T.H. CC R/W R
4:1
EXIST R/W
50+00
1570

C.T.H. CC CONST. R
STA. 49+00.00
0.15'
1569.70
0.02%
0.02%
C.T.H. CC R/W R
EXIST R/W
49+00
1570

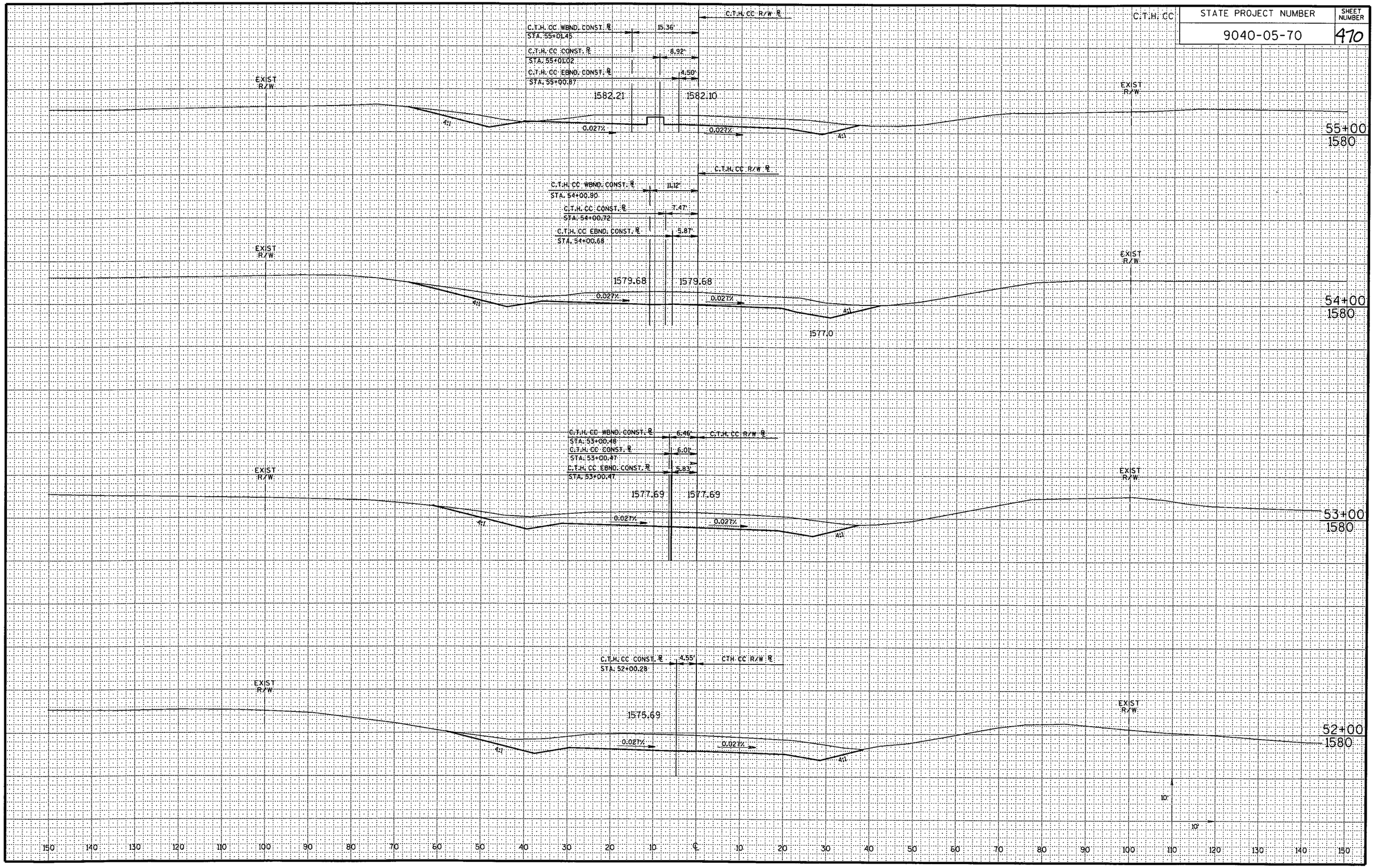
C.T.H. CC CONST. R
1567.70
0.02%
0.02%
EXIST R/W
EXIST R/W
48+00
1570

CONSTRUCTION LIMITS
STA. 48+00
MATCH EXISTING

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsect±cthcc.dgn
DGN LEVELS ON = 1-63



GB2
PEN TABLE = #Plot#LASER#v80or.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:#440307#xsec#cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC | STATE PROJECT NUMBER 9040-05-70 | SHEET NUMBER 471

C.T.H. CC R/W ℄
C.T.H. CC WBND. CONST. ℄ STA. 59+04.26 — 22.59'
C.T.H. CC CONST. ℄ STA. 59+02.70 — 14.59'
C.T.H. CC EBND. CONST. ℄ STA. 59+01.51 — 6.59'
MATCH LINE
1587.89
0.023%
4:1
EXIST R/W
59+00
1580

C.T.H. CC WBND. CONST. ℄ STA. 58+03.49 — 21.20'
C.T.H. CC R/W ℄
C.T.H. CC CONST. ℄ STA. 58+02.20 — 13.20'
C.T.H. CC EBND. CONST. ℄ STA. 58+01.30 — 5.20'
1590.77
1590.54
0.023%
0.023%
4:1
1586.5
4:1
1583.0
3:1
EXIST R/W
58+00
1580

C.T.H. CC R/W ℄
C.T.H. CC WBND. CONST. ℄ STA. 57+02.76 — 19.78'
C.T.H. CC CONST. ℄ STA. 57+01.76 — 11.78'
C.T.H. CC EBND. CONST. ℄ STA. 57+01.13 — 3.78'
EXIST R/W
1589.15
1588.96
0.023%
0.023%
4:1
1585.5
1582.4
EXIST R/W
57+00
1580

C.T.H. CC R/W ℄
C.T.H. CC WBND. CONST. ℄ STA. 56+02.07 — 18.19'
C.T.H. CC CONST. ℄ STA. 56+01.36 — 10.36'
C.T.H. CC EBND. CONST. ℄ STA. 56+01.01 — 2.77'
EXIST R/W
1585.47
1585.32
0.027%
0.025%
1582.4
1581.8
EXIST R/W
10'
10'
56+00
1580

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC WBND. CONST. ℄ — 25.33' — C.T.H. CC R/W ℄
STA. 61+05.95

C.T.H. CC CONST. ℄ — 17.33'
STA. 61+01.83

C.T.H. CC EBND. CONST. ℄ — 9.33'
STA. 61+02.09

EXIST R/W

1580.57

1580.30

0.023%

0.023%

MATCH LINE

61+00
1580

C.T.H. CC WBND. CONST. ℄ — 24.66' — C.T.H. CC R/W ℄
STA. 60+55.51

C.T.H. CC CONST. ℄ — 16.65'
STA. 60+53.53

C.T.H. CC EBND. CONST. ℄ — 8.65'
STA. 60+51.92

EXIST R/W

STA. 60+54
1-24"X 156' R.C.C.P. RE'D
SKEW 25° RHF

60+50
1580

C.T.H. CC WBND. CONST. ℄ — 23.97' — C.T.H. CC R/W ℄
STA. 60+05.00

C.T.H. CC CONST. ℄ — 15.97'
STA. 60+03.24

C.T.H. CC EBND. CONST. ℄ — 7.97'
STA. 60+01.77

60+00
1580

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	473

C.T.H. CC WBND. CONST. ℄ — 28.00' — C.T.H. CC R/W ℄
STA. 63+07.83
C.T.H. CC CONST. ℄ — 20.00'
STA. 63+05.15
C.T.H. CC EBND. CONST. ℄ — 11.99'
STA. 63+02.85

EXIST R/W
1582.16
1582.16
0.022%
0.022%
1576.9
4:1
EXIST R/W
63+00
1580

C.T.H. CC WBND. CONST. ℄ — 27.00' — C.T.H. CC R/W ℄
STA. 62+32.11
C.T.H. CC CONST. ℄ — 19.00'
STA. 62+29.64
C.T.H. CC EBND. CONST. ℄ — 11.00'
STA. 62+27.54

EXIST R/W
1580.95
1580.86
0.023%
0.023%
1577.2
4:1
EXIST R/W
62+25
1580

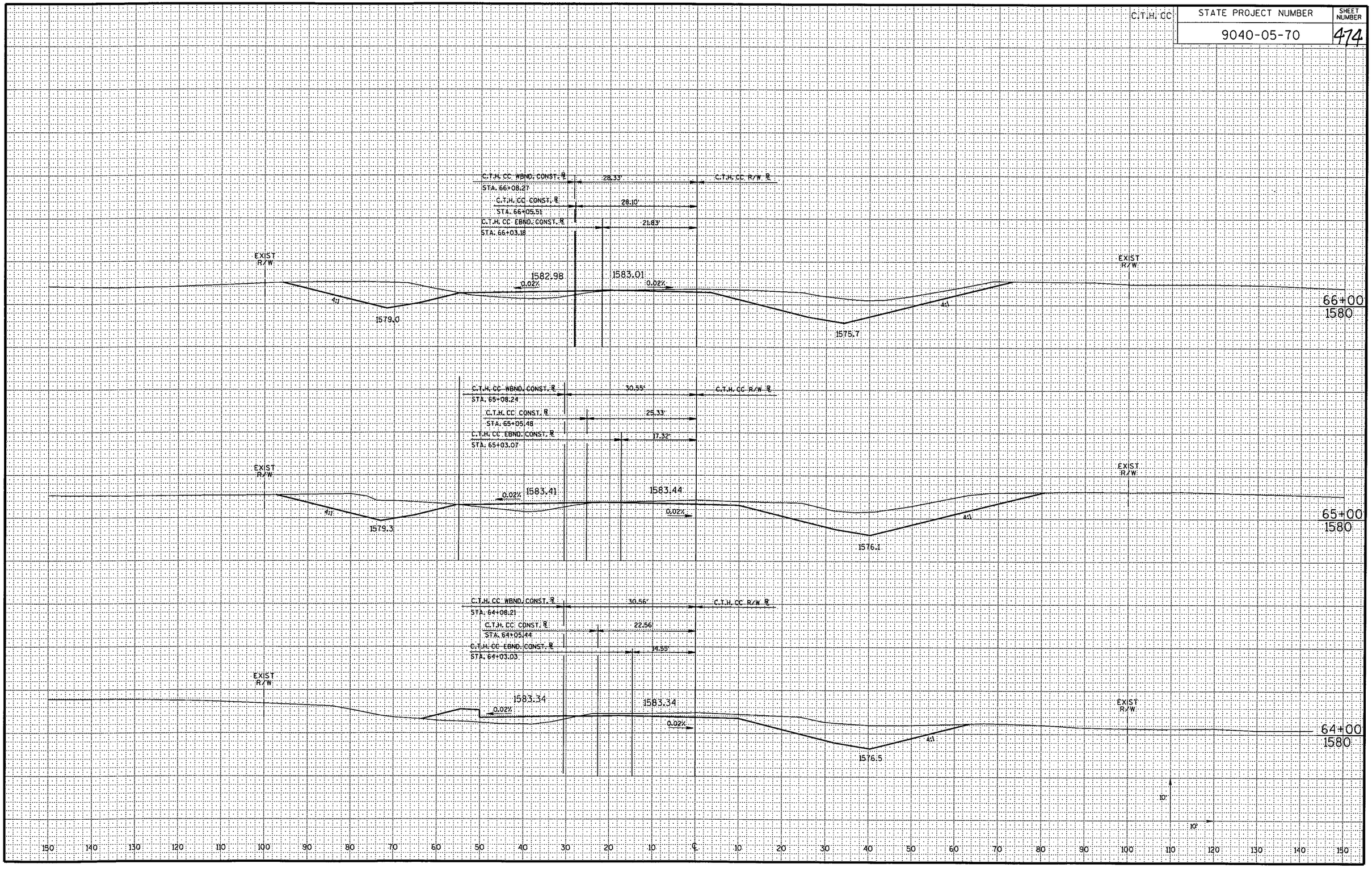
C.T.H. CC WBND. CONST. ℄ — 26.67' — C.T.H. CC R/W ℄
STA. 62+06.87
C.T.H. CC CONST. ℄ — 18.67'
STA. 62+04.47
C.T.H. CC EBND. CONST. ℄ — 10.67'
STA. 62+02.44

EXIST R/W
1580.61
1580.43
0.023%
0.023%
1577.3
4:1
EXIST R/W
62+00
1580

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/1/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC | STATE PROJECT NUMBER 9040-05-70 | SHEET NUMBER 475

68+00
1580

C.T.H. CC CONST. ℄
STA. 68+05.51
33.64'
C.T.H. CC R/W ℄
C.T.H. CC EBND. CONST. ℄
STA. 68+03.42
31.82'
EXIST R/W
1582.15
1582.15
0.027%
2.5:1
1578.4
4:1
1574.9
EXIST R/W

67+00
1580

C.T.H. CC CONST. ℄
STA. 67+05.51
30.87'
C.T.H. CC R/W ℄
C.T.H. CC EBND. CONST. ℄
STA. 68+03.30
26.83'
EXIST R/W
4:1
1582.58
1582.58
0.02%
0.0%
4:1
1575.3
EXIST R/W

66+50
1580

C.T.H. CC CONST. ℄
STA. 66+55.51
29.49'
C.T.H. CC R/W ℄
C.T.H. CC EBND. CONST. ℄
STA. 66+53.24
24.33'
EXIST R/W
4:1
1582.79
0.02%
0.02%
1578.8
4:1
1575.6
EXIST R/W
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±sec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	476

C.T.H. "CC" CONST. ℄
STA. 70+00.27
32.77'
C.T.H. "CC" R/W ℄
EXIST R/W
R/W
4:1
0.06%
1581.30
1577.5
1574.1
70+00
1580

C.T.H. CC CONST. ℄
STA. 69+51.86
33.74'
C.T.H. CC R/W ℄
EXIST R/W
R/W
4:1
0.08%
1581.51
1577.7
1574.3
3.5%
69+50
1580

C.T.H. CC CONST. ℄
STA. 69+03.49
34.63'
C.T.H. CC R/W ℄
EXIST R/W
R/W
4:1
0.06%
1581.73
1578.1
1574.5
69+00
1580

C.T.H. CC EBND. CONST. ℄
STA. 68+53.05
34.22'
C.T.H. CC R/W ℄
C.T.H. CC CONST. ℄
STA. 68+55.17
34.94'
EXIST R/W
R/W
4:1
1581.93
0.045%
1578.2
1574.7
68+50
1580

10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON 1-63

C.T.H. CC | STATE PROJECT NUMBER 9040-05-70 | SHEET NUMBER 477

C.T.H. CC CONST. ℄
STA. 71+30.98
29.82'
C.T.H. CC R/W ℄
R/W
4:1
1580.74
1576.8
1573.6
EXIST R/W
71+34
1570

C.T.H. CC CONST. ℄
STA. 70+97.25
30.63'
C.T.H. CC R/W ℄
R/W
4:1
0.06%
0.06%
1580.86
1577.0
1573.7
EXIST R/W
71+00
1570

C.T.H. CC CONST. ℄
STA. 70+82.40
30.98'
C.T.H. CC R/W ℄
R/W
4:1
1580.95
1577.1
1573.8
EXIST R/W
70+84
1570

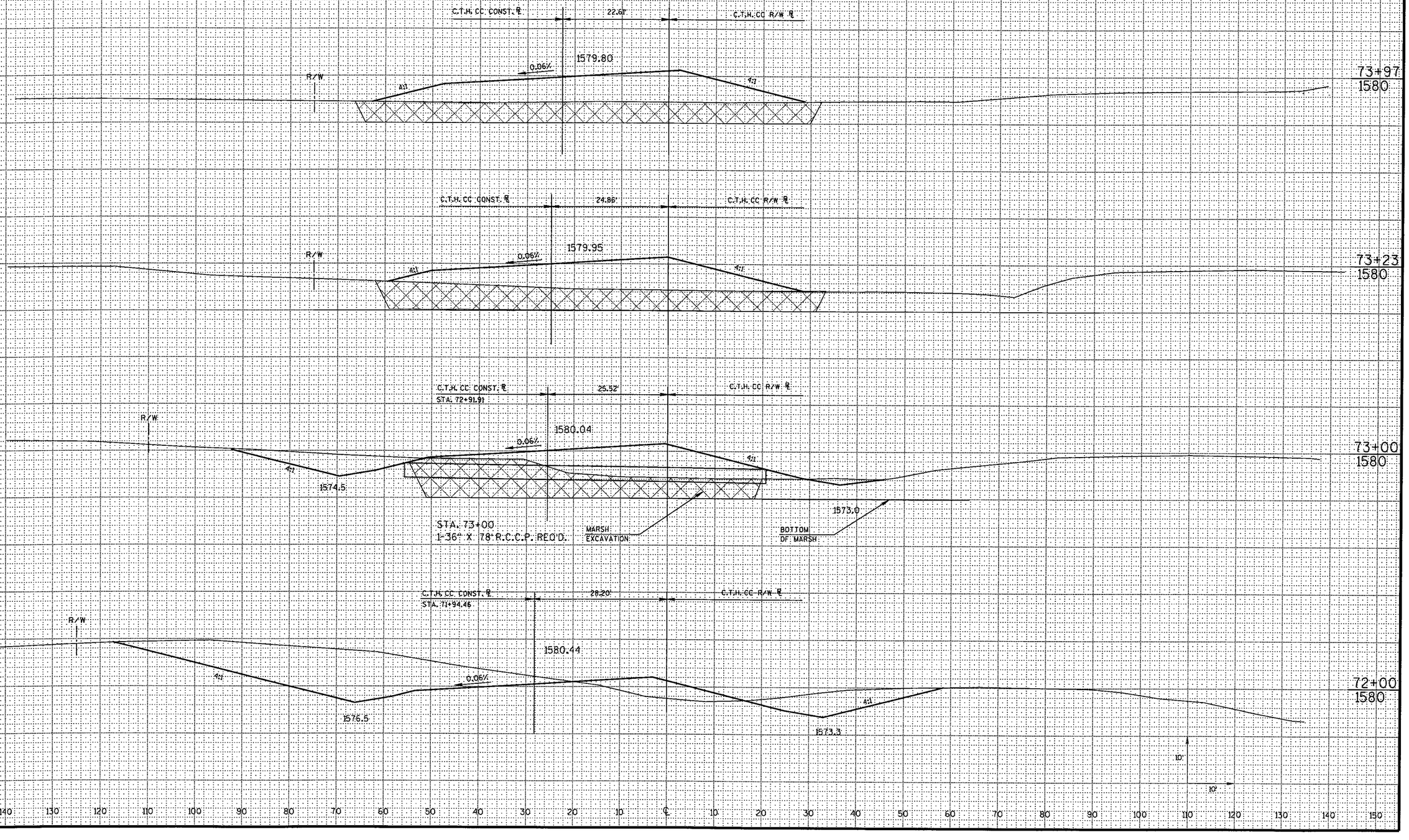
10'
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	478



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	479

C.T.H. CC CONST. ℄
STA. 77+26.64
11.23'
C.T.H. CC R/W ℄
1582.04
0.06%
R/W
4:1
5.6:1
EXIST R/W
77+42
1570

C.T.H. CC CONST. ℄
STA. 76+84.69
12.73'
C.T.H. CC R/W ℄
1581.70
0.06%
R/W
4:1
4:1
77+00
1570

C.T.H. CC CONST. ℄
STA. 75+86.01
16.19'
C.T.H. CC R/W ℄
1580.64
0.06%
R/W
4:1
4:1
MARSH EXCAVATION
BOTTOM OF MARSH
76+00
1570

C.T.H. CC CONST. ℄
19.49'
C.T.H. CC R/W ℄
1579.00
0.06%
R/W
4:1
4:1
10'
10'
75+00
1570

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsect±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	480

C.T.H. CC CONST. ℄ 5.89' C.T.H. CC R/W ℄
STA. 78+72.34

R/W

1583.89

4.2%

0.06%

1581.2

1582.6

EXIST R/W

78+89
1580

C.T.H. CC CONST. ℄ 6.26' C.T.H. CC R/W ℄
STA. 78+62.40

R/W

1583.76

4.2%

0.06%

1581.1

1582.5

EXIST R/W

78+79
1580

C.T.H. CC CONST. ℄ 7.51' C.T.H. CC R/W ℄
STA. 78+28.65

R/W

1583.33

4.1%

5.2%

0.06%

1580.6

1582.0

EXIST R/W

78+45
1580

C.T.H. CC CONST ℄ 9.15' C.T.H. CC R/W ℄
STA. 77+83.70

R/W

1582.47

0.06%

4.1%

1580.0

EXIST R/W

78+00
1580

10'

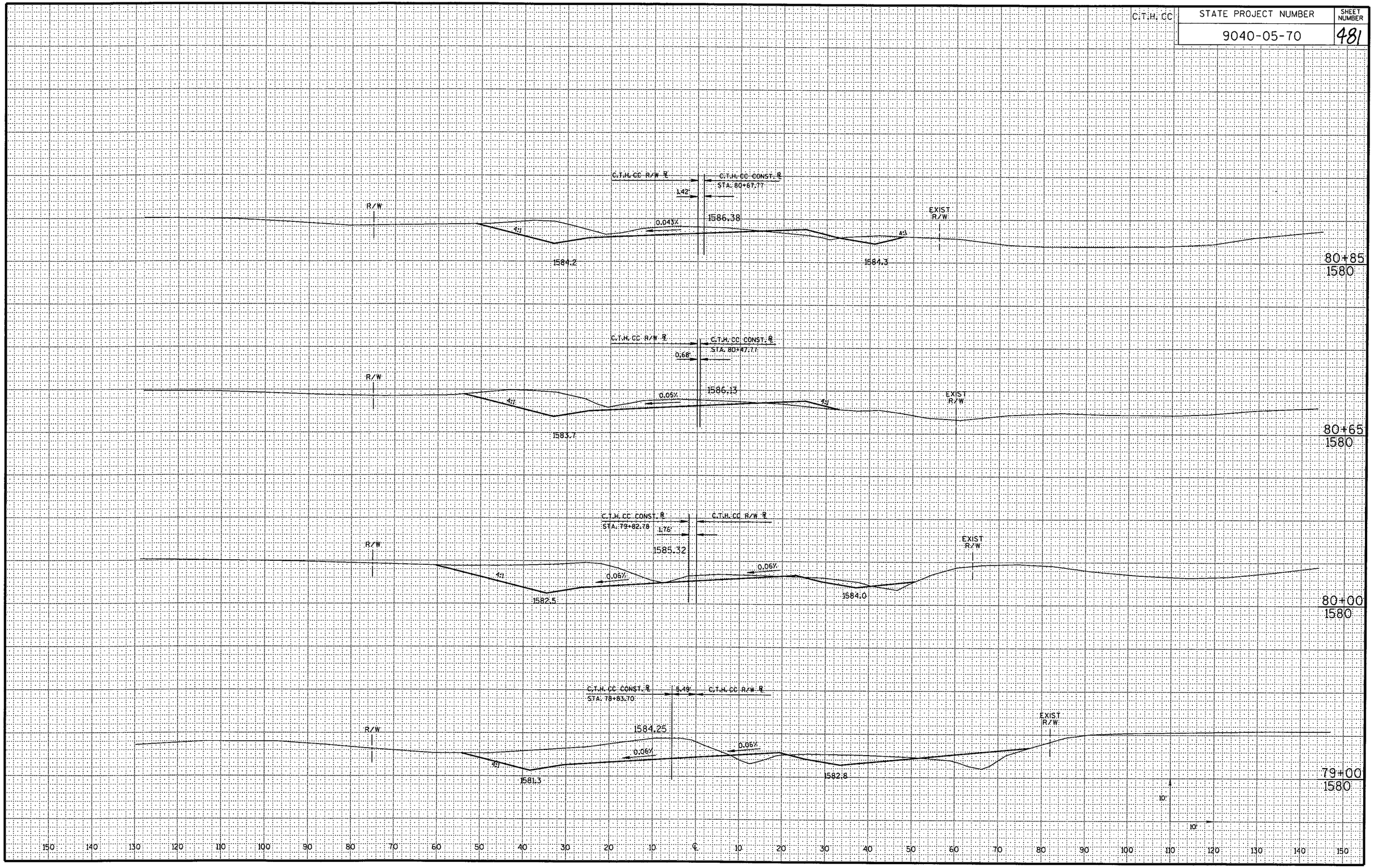
10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = #Plot#LASER#v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:#440307#xsec#cthcc.dgn
DGN LEVELS ON = 1-63

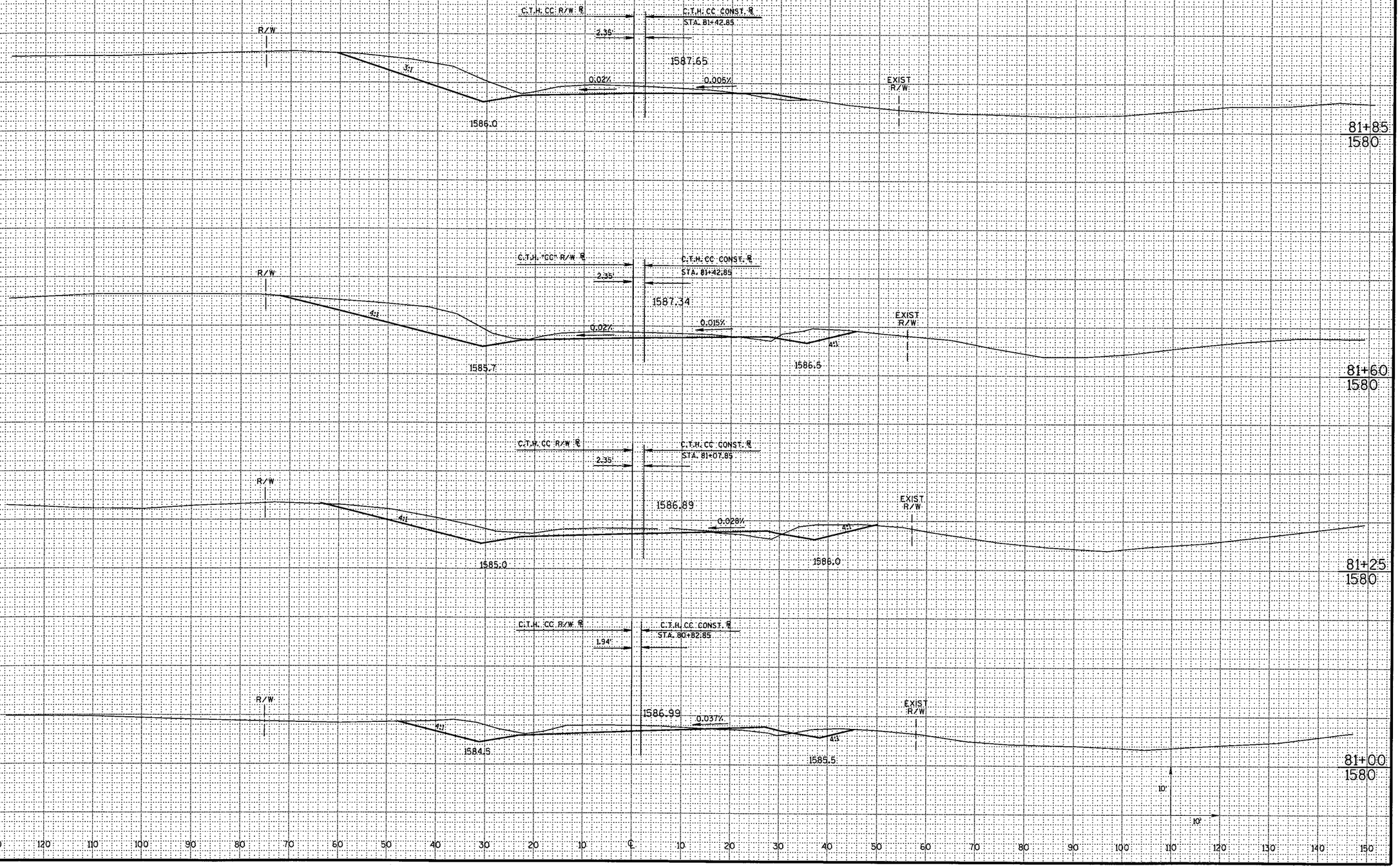
C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	481



GB2
PEN TABLE = $Plot$LASER$v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:440307xsec$cthcc.dgn
DGN LEVELS ON = 1-63

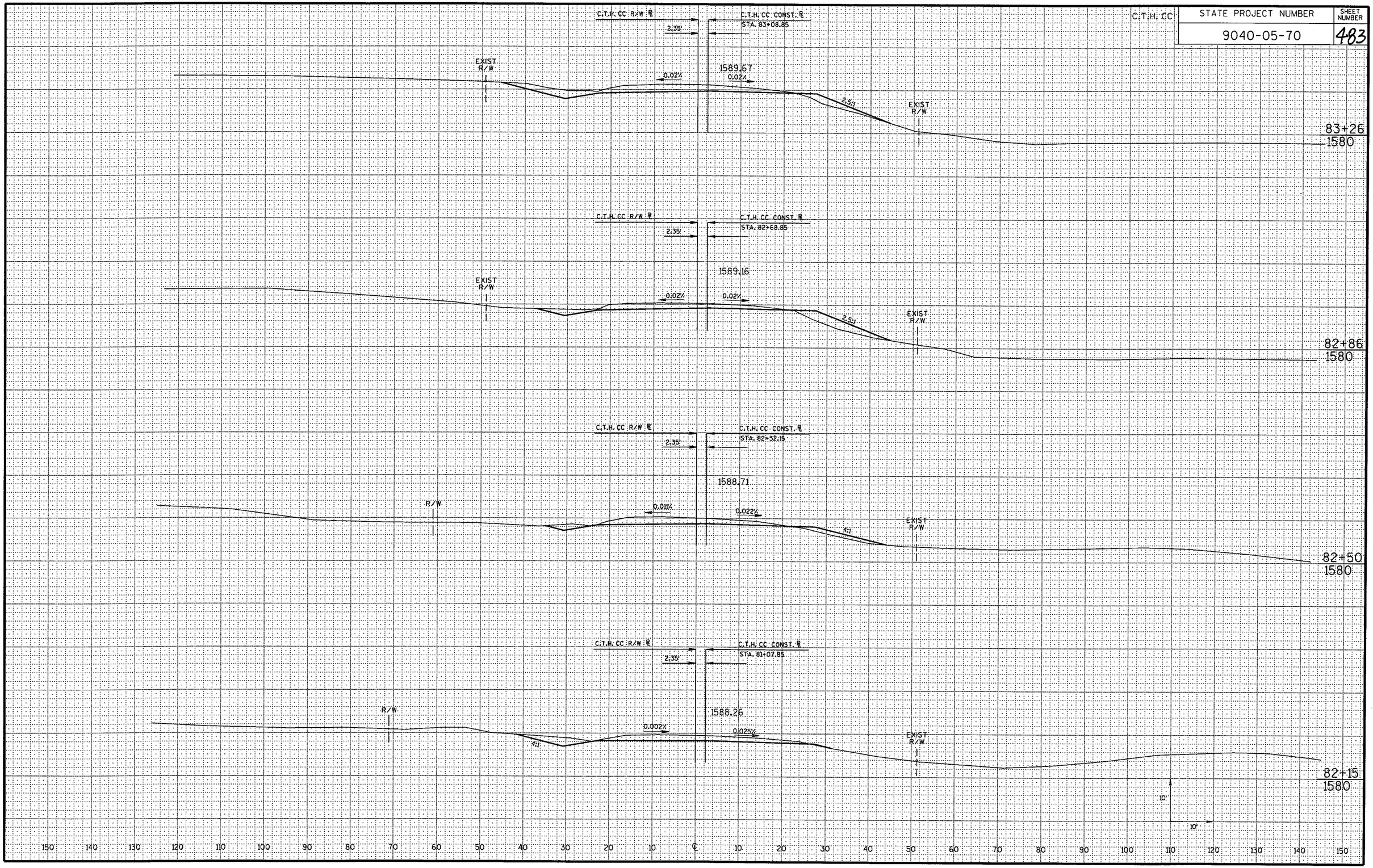
C.T.H. CC	STATE PROJECT NUMBER	SHEET NUMBER
	9040-05-70	482



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsects±thcc.dgn
DGN LEVELS ON 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	483



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsects±cthcc.dgn
DGN LEVELS ON = 1-63

C.T.H. CC

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	484

CONSTRUCTION LIMITS
STA. 84+00
MATCH EXISTING

C.T.H. CC R/W ℄

C.T.H. CC CONST. ℄
STA. 83+82.85

2.35'

1590.61

0.02%

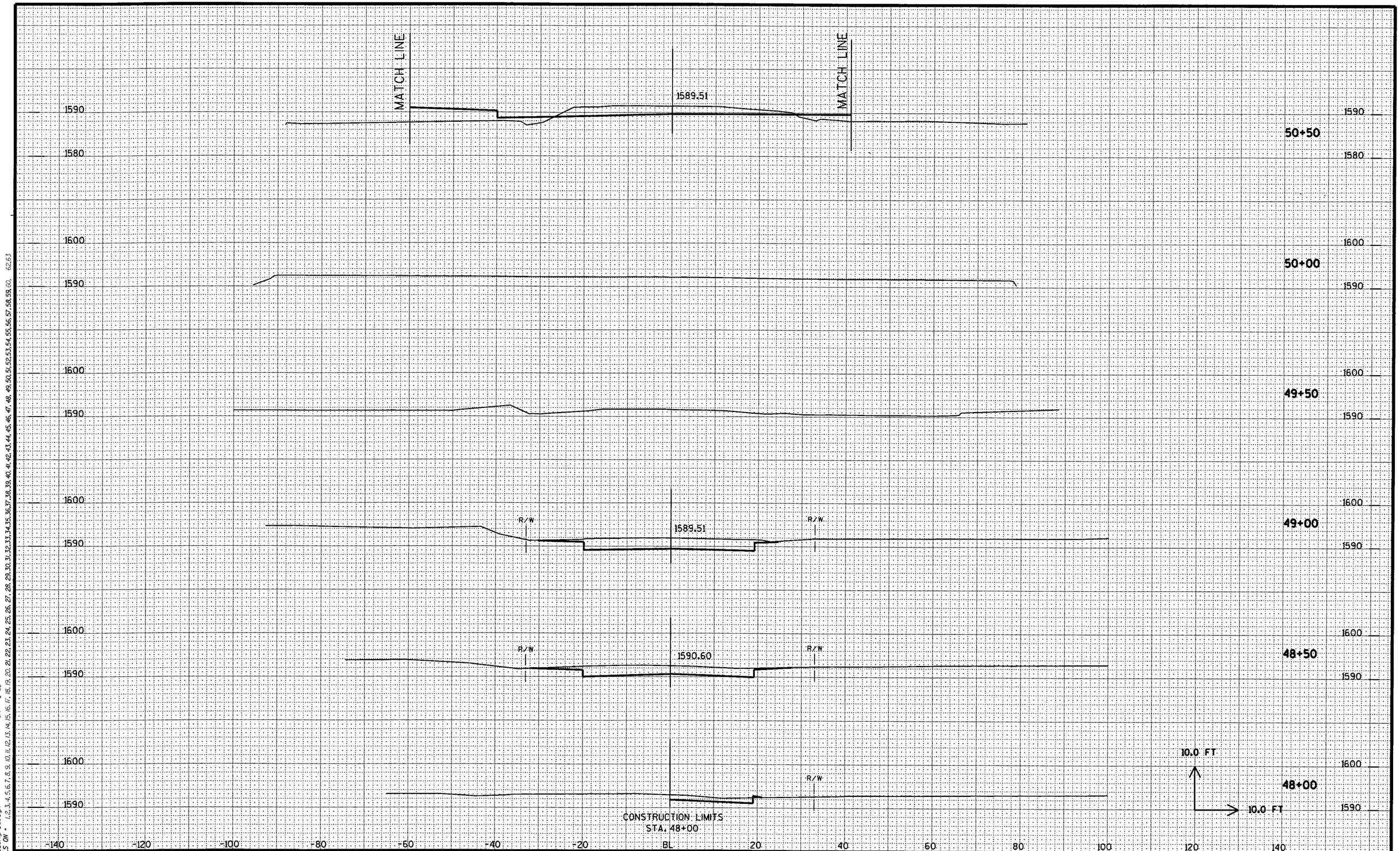
0.02%

84+00
1590

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



STATE PROJECT NO: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: WINNEBAGO	SHEET NO: 485 E

englishgrid.dgn
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 62,63
ON = 1-63

DGN NA | DGN LEVELS ON = 1-60,62,63 | DATE OF PLOT = 10/11/02 | PRF NA | PEN TABLE = \Plot\LASER\level.tbl | $CREATED BY | $SCALE | CADDS SHEET 42

englishgrid.dgn
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60, 62,63
ON = 1-63

1590
1580
1590
1580

CONSTRUCTION LIMITS
STA. 51+00

R/W
1590.29
R/W

1590
51+50
1580

10.0 FT
1590
51+00
10.0 FT
1580

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

STATE PROJECT NO: 9040-05-70	HWY: S.T.H. 17	COUNTY: ONEIDA	CROSS SECTIONS: WINNEBAGO	SHEET NO: 486	E

DGN NA
DGN LEVELS ON = 1-60,62,63
DATE OF PLOT = 10/11/02
PRF NA
PEN TABLE = \Plot\LASER\level.tbl
$CREATED BY
$SCALE
CADDS SHEET 42

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = I:±440307±xsec±shawnee.dgn
DGN LEVELS ON = 1-63

SHAWNEE LN.

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	487

68+50
1590

1590.65

68+00
1590

1590.40

4:1

1588.7

MARSH EXCAVATION

SHAWNEE LN. CONSTRUCTION ℄

67+50
1590

1590.15

4:1

MARSH EXCAVATION

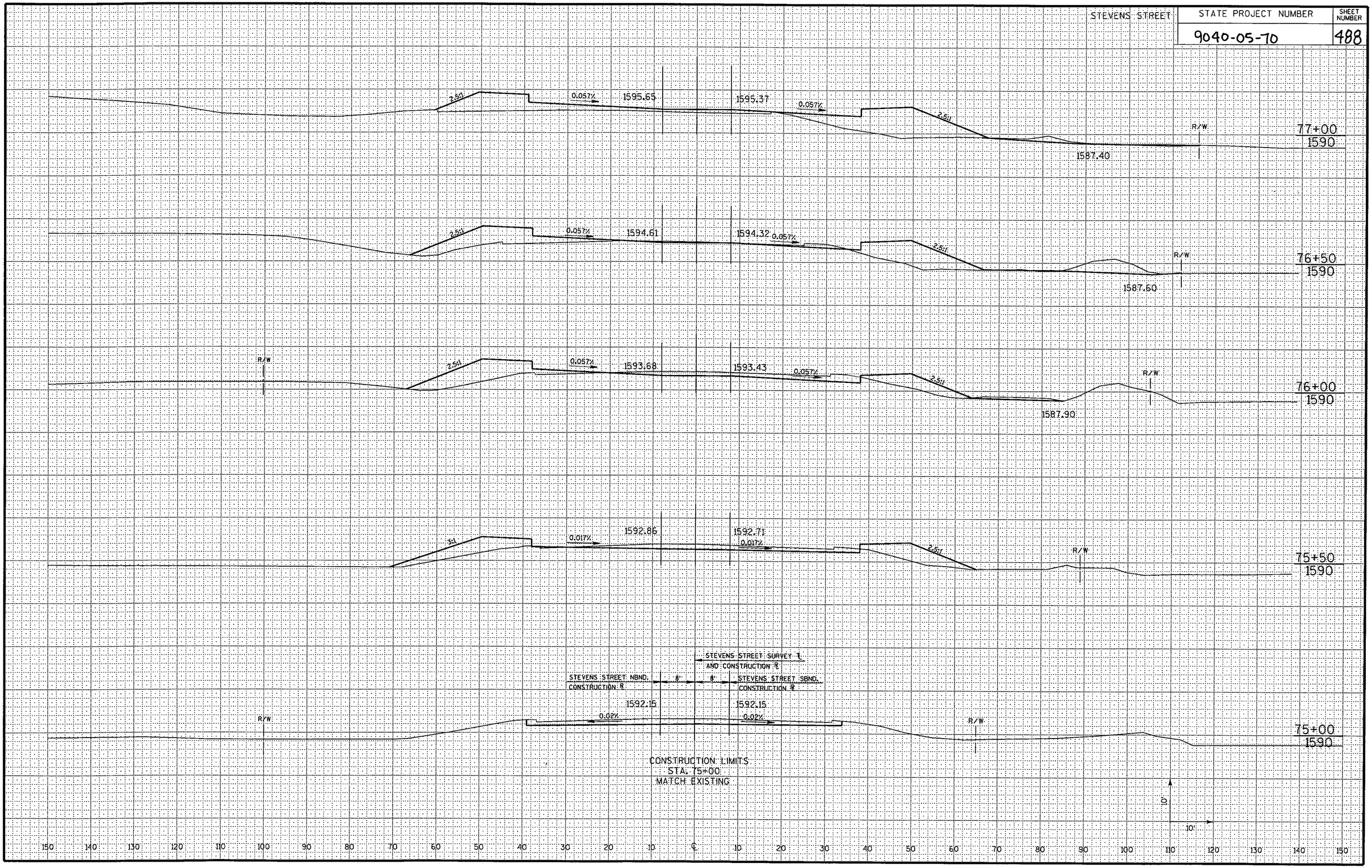
CONSTRUCTION LIMITS
STA. 67+50

10'

10'

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT 10/11/02
DGN FILE = L:±440307±XSEC±STEVENS.DGN
DGN LEVELS ON = 1-63



GB2
PEN TABLE = ±Plot±LASER±v80cr.tbl
DATE OF PLOT = 10/11/02
DGN FILE = L:±440307±XSEC±STEVENS.DGN
DGN LEVELS ON = 1-63

STEVENS STREET

STATE PROJECT NUMBER	SHEET NUMBER
9040-05-70	489

79+50
1600

79+00
1600

MATCH LINE

STA. 78+76
1-36" X 184' R.C.C.P. REQ'D.

78+50
1600

78+00
1600

77+50
1600

4:1
6:1
1593.0
0.004%
1599.94
1599.80
0.004%
1593.2
0.021%
1598.95
1598.77
0.021%
1593.4
0.037%
1597.85
1597.64
0.037%
MATCH LINE
0.054%
1596.75
1596.50
0.054%
1589.30
10'
10'

STEVENS STREET SURVEY ℄
AND CONSTRUCTION ℄
STEVENS STREET NBND.
CONSTRUCTION ℄
8'
8'
STEVENS STREET SBND.
CONSTRUCTION ℄

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150