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Sheet No. 7-7.2 Sign Plates
Sheet No. ——— Structure Plans
Sheet No. ——— Computer Earthwork Data
Sheet No. 9-9.63 Cross Sections

TOTAL SHEETS = 191

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

EAST RACINE STREET, CITY OF JANESVILLE

(FOREST PARK BLVD. – IH 90)

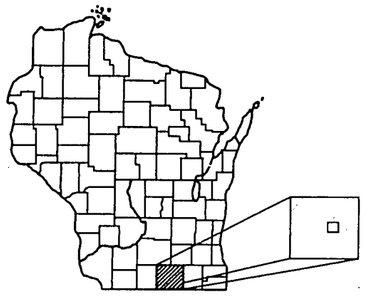
STH 11
ROCK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1701-04-73	———	———

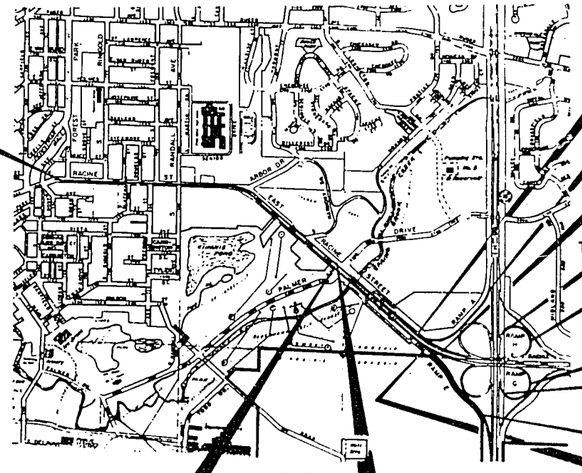
AS BUILT CONSTRUCTION PLAN

WORK TYPE PEM. PAVE., BASE COURSE, PAVE.
CONTRACTOR ZIGNEGO COMPANIES
PROJECT MANAGER F. ALFARO
WORK START-COMPLETED 4-20 / 9-30-94

STATE PROJECT NUMBER
1701-04-73



BEGIN PROJECT (MAINLINE)
STA. 99+10.00
X = 2,266,400 (±100)
Y = 249,000 (±100)



END CONSTRUCTION (RAMP A)
STA. 25"A"+71.67

BEGIN CONSTRUCTION (RAMP A)
STA. 10"A"+00.00

END PROJECT (MAINLINE)
STA. 270"WB"+83.32
STA. 270"EB"+66.44

BEGIN CONSTRUCTION (RAMP H)
STA. 10"H"+00.00

END CONSTRUCTION (RAMP H)
STA. 17"H"+32.34

BEGIN CONSTRUCTION (RAMP G)
STA. 10"G"+00.00

END CONSTRUCTION (RAMP G)
STA. 17"G"+20.55

END CONSTRUCTION (RAMP E)
STA. 20"E"+00.00

BEGIN CONSTRUCTION (RAMP E)
STA. 6"E"+00.00

EQUATION
STA. 147"EB"+36.49 BK. =
STA. 247"EB"+35.09 A.H.

EQUATION
STA. 147"WB"+53.60 BK. =
STA. 247"WB"+51.64 A.H.

DESIGN DESIGNATION

	(FOREST PARK – RANDALL AVE.)	(RANDALL AVE. – IH 90)
A.D.T. (1996)	= 12,150	= 11,100
A.D.T. (2016)	= 16,150	= 15,250
D.H.V. (2016)	= 2425	= 2220
D.	= 55 – 45	= 55 – 45
T. (% OF ADT)	= 8	= 8
V.	= 35 MPH	= 40 MPH – 50 MPH
ESALS	= N/A	= N/A

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED 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) — CAUTION
UNDERGROUND UTILITIES
GAS — G
ELECTRIC — E
TELEPHONE — T
SERVICE PEDESTAL
CABLE MARKER — P
EXISTING SIGN
EXISTING STREET LIGHT
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA

LAYOUT
SCALE 0 2000 FT.

TOTAL NET LENGTH OF CENTERLINE = 1.356 MI. (URBAN)

NOTE:
ALL COORDINATES SHOWN ON THIS PLAN ARE BASED ON THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE AND ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, JANESVILLE WEST, WI. QUADRANGLE FOR IDENTIFICATION ONLY.

ACCEPTED FOR
CITY OF JANESVILLE
Nov. 23, 93 — Richard Beatty, City Engr.
Date — City Official

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WISCONSIN 53588

Nov. 18, 1993 (Date) — (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor WESTBROOK
Designer WESTBROOK
District Examiner S.J.K.
District Supervisor H.W.M.
Proj. Dev. Engineer Richard E. Lathrop
C.O. Examiner K.N. BENSON

JAN 12-7-93

1/14/94

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.0

UTILITIES, GENERAL NOTES, STANDARD DETAIL DRAWINGS AND STANDARD ABBREVIATIONS

STANDARD DETAIL DRAWINGS

8A5-9b	INLET COVERS
8A5-9d	INLET AND MANHOLE COVERS
8C1-4	INLETS, TYPES 1, 2, AND 3
8D5-8	CURB RAMPS
8D1-11	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
8E7-1	EROSION MAT
8E8-1	TYPICAL INSTALLATIONS OF EROSION BALES
8E9-3	SILT FENCE
8F5-1	CLASS "B" BEDDING FOR CULVERT PIPE AND STORM SEWER
9B2-5	CONDUIT
9B4-1	PULL BOX
9C2-1	CONCRETE BASES
9C3-1	CAST BASES
9C5-1	CONCRETE CONTROL CABINET BASES
9D1-1	CABINET SERVICE INSTALLATION
9D2-1	SIGNAL OR LIGHTING CONTROL CABINET
9E1-1a	POLE MOUNTINGS FOR TRAFFIC SIGNALS, TYPE 2
9E1-1c	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
9E1-1e	HARDWARE DETAILS FOR POLE MOUNTINGS
9F5-1	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX (MULTIPLE LEAD-OUT)
13A4-3	ASPHALTIC SHOULDER RUMBLE STRIPS
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C13-1	DOWELED NON-REINFORCED CONCRETE PAVEMENT (TRANSVERSE JOINTS SPACED AT 20' AND NORMAL)
15C2-2	BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES
15C8-5a	PAVEMENT MARKING (MAINLINE AND INTERSECTIONS)
15C8-5d	PAVEMENT MARKING (RAMPS & GORES)
* 15C8-5C	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSSWALK)
15C11-4	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

* SEE CONSTRUCTION DETAIL FOR LOCATION OF CROSSWALK RELATIVE TO SIDEWALK LOCATION.

UTILITIES

* CROWN CABLE
JANESVILLE REGION
1407 CRESTON PARK DRIVE
P.O. BOX 1127
JANESVILLE, WI. 53545

ATTN: BOB MOULD
(608) 754-6799
FOR LOCATES CALL
(608) 754-2778

AMERITECH, INC.
301 EAST MILWAUKEE STREET
JANESVILLE, WI. 53545

ATTN: SUSAN POLLARD
(608) 755-5591

* JANESVILLE SEWER & WATER UTILITY
123 E. DELAVAN DRIVE
JANESVILLE, WI. 53545

ATTN: ROBERT BOLDT
(608) 755-3116

* CITY OF JANESVILLE - ENGINEERING DEPT.
TRAFFIC / STORM SEWER
CITY HALL
18 N. JACKSON ST.
P.O. BOX 5005
JANESVILLE, WI. 53547

ATTN: RON BEATTY
(608) 755-3160

WISCONSIN POWER AND LIGHT COMPANY
JANESVILLE DISTRICT OFFICE
17 SOUTH RIVER STREET
P.O. BOX 839
JANESVILLE, WI. 53545

ATTN: MIKE DAVIS OR JIM PALZKILL
(608) 757-7544 OR (608) 252-3456

* NOT MEMBERS OF DIGGERS HOTLINE

MEMBER
ONE CALL SYSTEMS INTERNATIONAL

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

GENERAL NOTES

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

SHRINKAGE OF EARTHWORK IS VARIABLE AND IS ESTIMATED AT 25%

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED, MULCHED AND SEEDED OR SODDED AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE AND COMMERCIAL ENTRANCES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

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

PAVEMENT SLOPES, BORDER SLOPES, ETC., MAY VARY WITHIN THE LIMITS OF THE TYPICAL SECTIONS.

WHEN PLACING TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE, THE TAPE SHALL BE CUT ACROSS IT'S WIDTH EVERY 25', THIS WILL LIMIT UNRAVELING.

CURB & GUTTER PLAN GRADES ARE FOR THE FLANGE LINE. DISTANCES SHOWN FOR CURB & GUTTER IN RADII ARE MEASURED ALONG THE FLANGE LINE.

ALL RADII SHOWN ON THE PLANS ARE MEASURED TO THE CURB FLANGE UNLESS OTHERWISE NOTED. ALL EXPOSED CURB ENDINGS SHALL BE SLOPED FROM 6" TO 0" IN 10 FEET.

ALL X-Y COORDINATES AND BEARINGS SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTH ZONE.

DISTANCES SHOWN ON THIS PLAN ARE ESTIMATED GROUND DISTANCES.

TOPSOIL SHALL BE PLACED TO A DEPTH OF 3 INCHES IN AREAS TO BE FERTILIZED, SEEDED, AND MULCHED. TOPSOIL SHALL BE PLACED TO A DEPTH OF 2 INCHES IN AREAS TO BE FERTILIZED AND SODDED.

ALL EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. MUNICIPAL SANITARY SEWER MANHOLES AND WATER VALVE BOXES SHALL BE ADJUSTED BY THE CONTRACTOR AS PART OF THIS CONTRACT.

SILT FENCE REQUIRED ON THIS PROJECT SHALL CONFORM TO THE SPECIFICATIONS FOR SILTY SOILS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALTIC DRIVEWAYS, SIDEWALKS OR SIDE STREETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

PAVEMENTS ARE TO BE SAWED TO PROVIDE A BUTT JOINT AT ALL ASPHALTIC INTERSECTIONS AND DRIVEWAYS.

BEARINGS ON THIS PLAN ARE GROUND BEARINGS AND ARE SHOWN TO THE NEAREST SECOND.

SET INLET FRAMES 2" LOWER THAN ELEVATION SHOWN ON PLANS (SEE DETAILS).

ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FT.

ALL INLET AND MANHOLE CASTINGS REPLACED, SHALL BE DISPOSED OF BY THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SIGNS AND STORING THEM IN THE RIGHT-OF-WAY. REINSTALLATION TO BE PERFORMED BY OTHERS

ALL PVC CONDUIT UNDER ROADWAYS SHALL BE SCHEDULE 80.

THE MEDIAN AREAS ARE DESIGNATED TO BE USED BY THE CONTRACTOR FOR MATERAIL STORAGE AND CONSTRUCTION ACTIVITIES.

THE ESTIMATES AND QUANTITIES ACCOUNT FOR FULL TURF RE-ESTABLISHMENT IN THE MEDIAN AREAS.

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

ALL "W" AND "WO" SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.

PERMANENT SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL IN USE SHALL BE COVERED.

TRAFFIC CONTROL SIGNS MAY BE REQUIRED TO BE COVERED DURING CERTAIN TIME PERIODS AS DIRECTED BY THE ENGINEER.

TYPE "C" (STEADY BURN) LIGHTS SHALL BE PROVIDED ON ALL (OR EVERY OTHER OR EVERY THIRD, ETC.) CHANNELIZING DEVICES, UNLESS OTHERWISE PROVIDED IN THE PLANS.

PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

CHANNELIZING DEVICES PLACED ADJACENT ATO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

ALL MISCELLANEOUS QUANTITY ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE SPECIFIED

REMOVAL OF CONCRETE DRIVEWAYS SHALL BE PAID FOR UNDER THE ITEM OF REMOVING PAVEMENT.

REMOVAL OF ASPHALTIC DRIVEWAYS SHALL BE PAID FOR UNDER THE ITEM OF REMOVING ASPHALTIC SURFACE.

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	L.F.	LINEAR FEET	RT.	RIGHT
AGG.	AGGREGATE	L.H.F.	LEFT HAND FORWARD	R/W	RIGHT-OF-WAY
B.M.	BENCH MARK	L.S.	LUMP SUM	RD.	ROAD
℄ OR CL	CENTERLINE	LT.	LEFT	RDWY.	ROADWAY
CR.	CRUSHED	MAX.	MAXIMUM	S.	SOUTH
C.T.H.	COUNTY TRUNK HIGHWAY	MIN.	MINIMUM	SA.	SANITARY SEWER MANHOLE
C.E.	CORPORATE ENTRANCE	N.	NORTH	SE	SOUTHEAST
CWT.	HUNDREDWEIGHT	NOR.	NORMAL	SHRK.	SHRINKAGE
C.Y.	CUBIC YARD	PAV'T.	PAVEMENT	S.R.	SIDE ROAD
D.H.	DOUBLE HEADED	P.C.	POINT OF CURVE	ST.	STORM SEWER MANHOLE
D.H.V.	DESIGN HOURLY VOLUME	P.I.	POINT OF INTERSECTION	STD.	STANDARD
DIR.	DIRECTED	P.E.	PRIVATE ENTRANCE	S.T.H.	STATE TRUNK HIGHWAY
E.	EAST	P.K.	PARKER-KALON NAIL	STA.	STATION
COR.	CORNER	ℙ OR PL	PROPERTY LINE	S.Y.	SQUARE YARD
EL. OR ELEV.	ELEVATION	P.P.	POWER POLE	T	TANGENT LENGTH OF CURVE
F.E.	FIELD ENTRANCE	PROJ.	PROJECT	℡	TRANSIT LINE
FT.	FOOT (FEET)	P.T.	POINT OF TANGENCY	UNCL.	UNCLASSIFIED EXCAVATION
GAL.	GALLON	PVMT.	PAVEMENT	V	DESIGN SPEED
H.W.	HIGH WATER	R.	RADIUS	V.C.	VERTICLE CURVE
IN.	INCHES	R.R.	RAILROAD	VAR.	VARIABLE
K	SIGHT DISTANCE	REINF.	REINFORCED	W.	WEST
L.	LENGTH OF CURVE	REQ'D.	REQUIRED	WM.	WATER MAIN MANHOLE

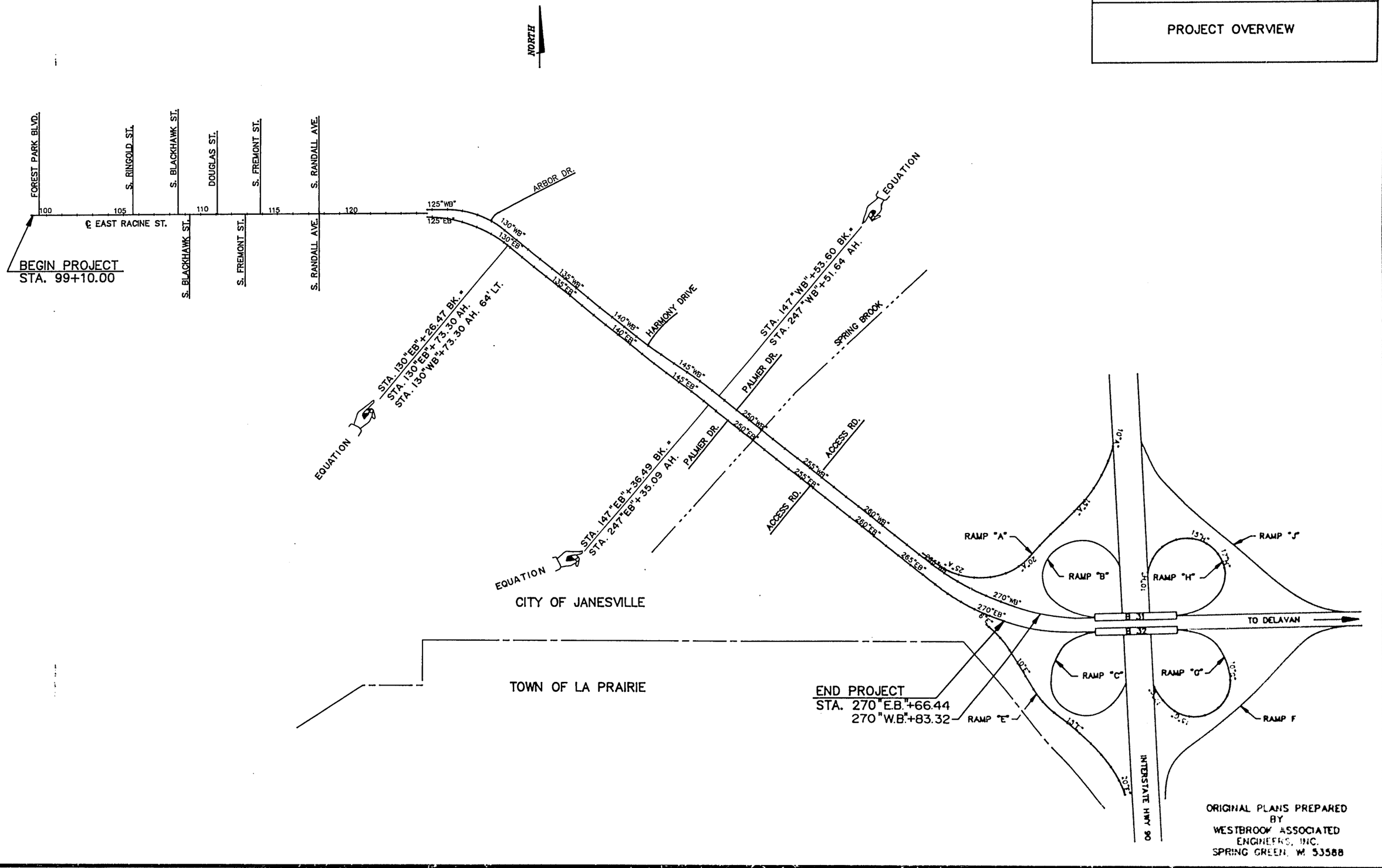
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE:5592TYP4 DISK #2 DATE:1-11-94 SCALE:1=1 ROT. <

5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.1

PROJECT OVERVIEW



ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI. 53588

5502 E. RACINE

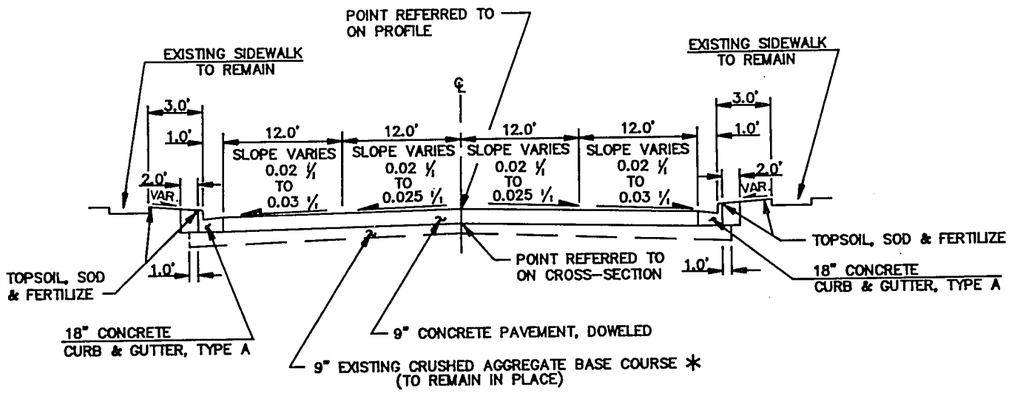
DWG. FILE:5592POV DISK # DATE:7-02-93 SCALE:1=300 ROT. <

PROJECT DESIGNATION	SHEET NO.
1701-04-73	22

TYPICAL SECTIONS

NOTE: FOR EXISTING SECTIONS REMOVE 8" REINFORCED CONCRETE PAVEMENT, THE EXISTING PAVEMENT HAS JOINTS SPACED AT 40' MIN.

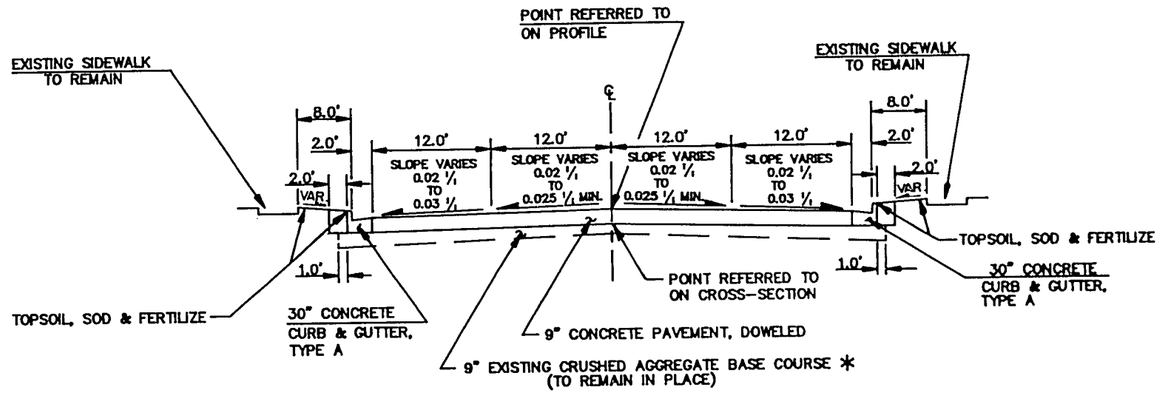
PROPOSED GRADE TYPICALLY MATCHES EXISTING TO WITHIN 0.1'. SEE CROSS SECTIONS FOR CUT OR FILL INFORMATION.



TYPICAL SECTION

EAST RACINE STREET
STA. 99+10 TO STA. 117+63

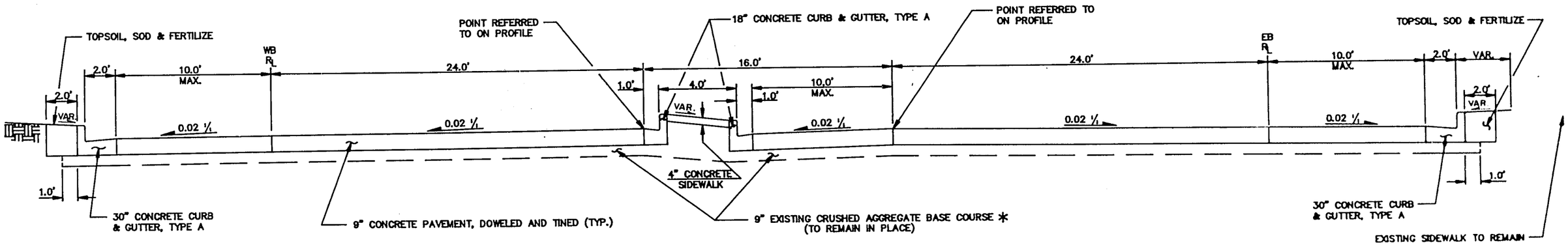
(FOREST PARK BLVD. – RANDALL AVE.)



TYPICAL SECTION

EAST RACINE STREET
STA. 117+63 TO STA. 124+66

(RANDALL AVE. – ARBOR DRIVE)



TYPICAL SECTION

EAST RACINE STREET
WITH TURNING LANES
STA. 124+66 TO STA. 147+00
STA. 248+00 TO STA. 249+60

(ARBOR DRIVE – PALMER DRIVE)

* ADD 1" ± NEW CRUSHED AGGREGATE BASE COURSE TO MEET PAVEMENT GRADES

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

DRAWING FILE: 5592TYP1 SCALE: 1=1 ROT. < DATE: 11-2-93

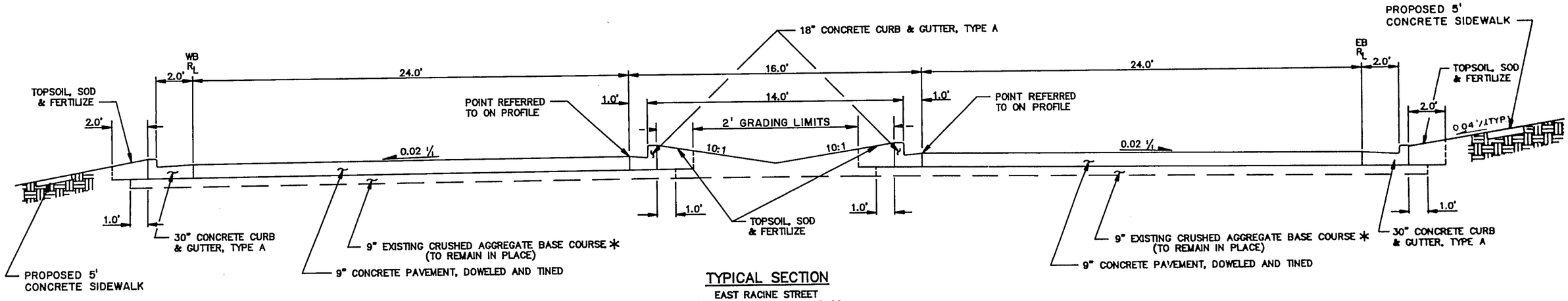
PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.3

TYPICAL SECTIONS

NOTE: FOR EXISTING SECTIONS REMOVE 8" REINFORCED CONCRETE PAVEMENT, THE EXISTING PAVEMENT HAS JOINTS SPACED AT 40' MIN.

PROPOSED GRADE TYPICALLY MATCHES EXISTING TO WITHIN 0.1'. SEE CROSS SECTIONS FOR CUT OR FILL INFORMATION.

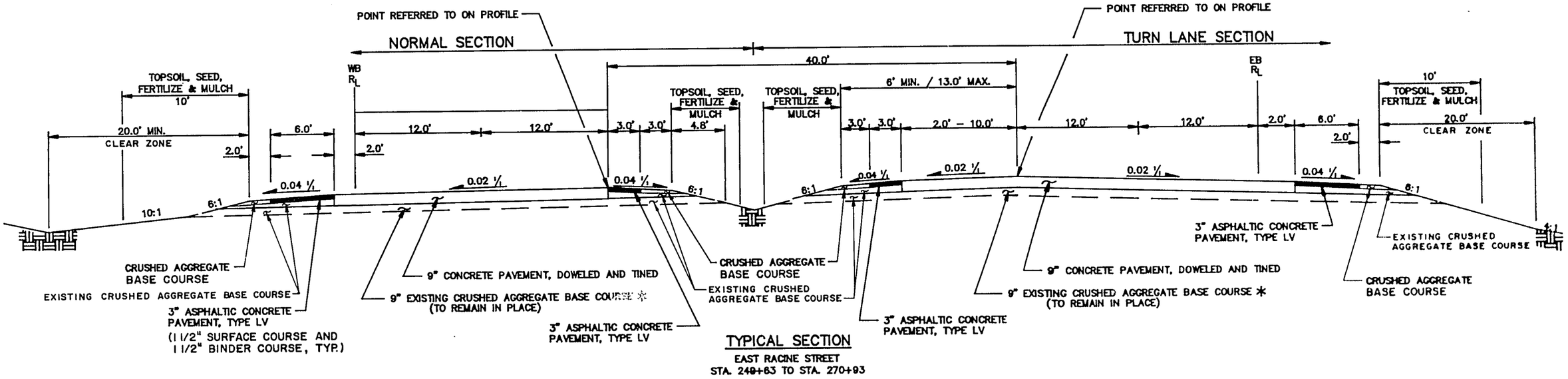
TOP 3" OF CRUSHED AGGREGATE SHOULDER TO BE LIMESTONE.



TYPICAL SECTION

EAST RACINE STREET
STA. 124+66 TO STA 147+00
STA. 248+00 TO STA 249+60
(WITHOUT TURNING LANES)

(ARBOR DR. – PALMER DR.)



TYPICAL SECTION

EAST RACINE STREET
STA. 248+63 TO STA. 270+93

(PALMER DR. – IH90)

* ADD 1" ± NEW CRUSHED AGGREGATE BASE COURSE TO MEET PAVEMENT GRADES

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

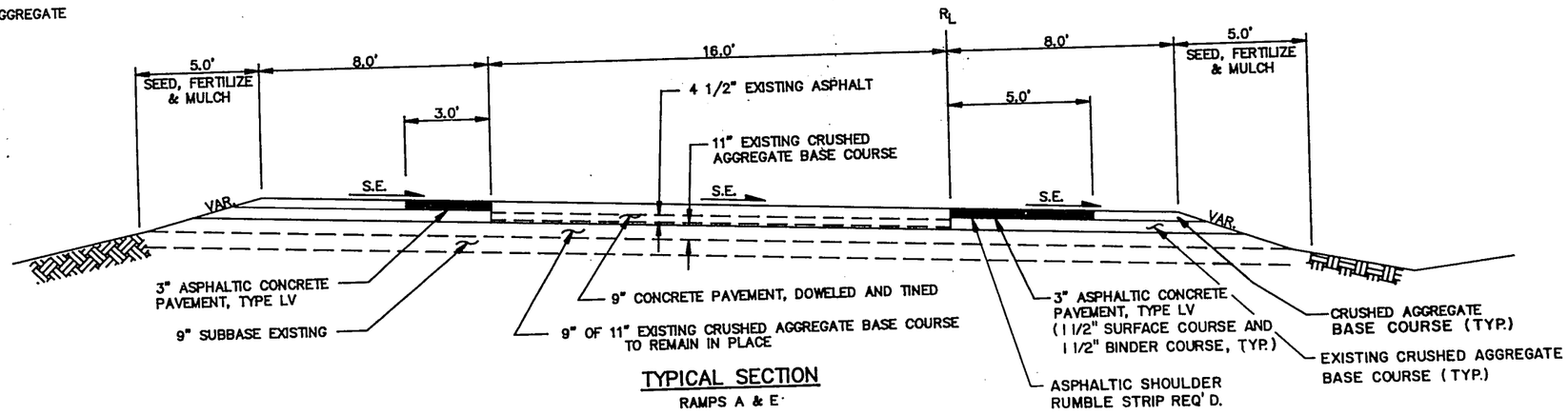
3502

DRAWING FILE: 5592TYP2 SCALE: 1=1 ROT. < DATE: 11-2-93

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.4

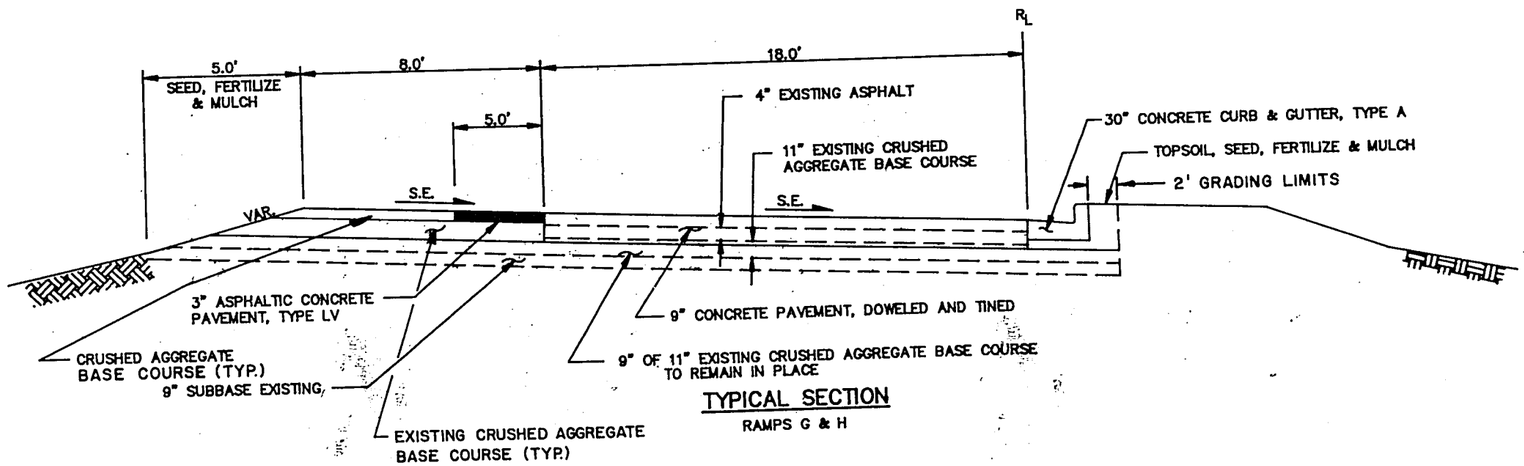
TYPICAL SECTIONS

NOTE: TOP 3 INCHES OF CRUSHED AGGREGATE SHOULDER TO BE LIMESTONE.



TYPICAL SECTION

RAMPS A & E



TYPICAL SECTION

RAMPS G & H

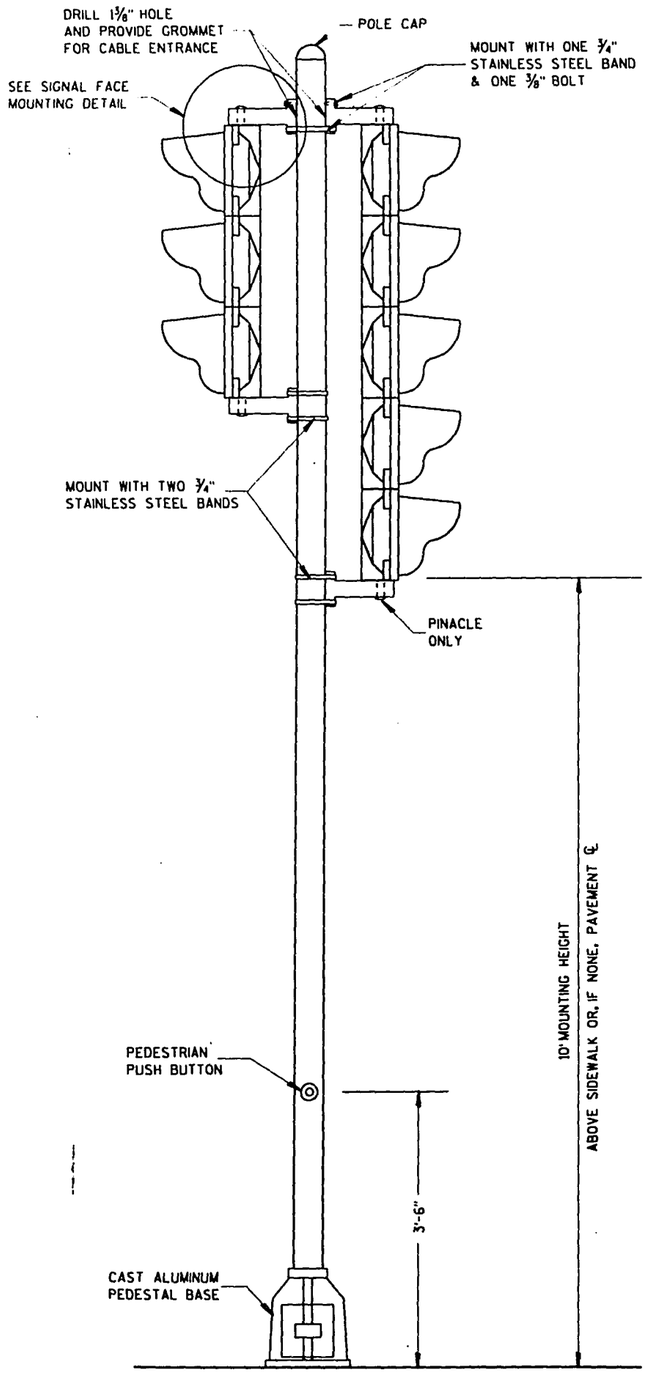
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5502

DATE: 7-28-93
ROT. <
SCALE: 1=1
DRAWING FILE: 5592TYP3

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	2.5

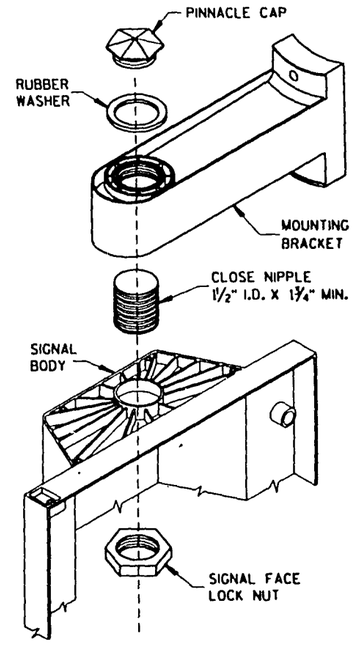
TRAFFIC SIGNAL STANDARD 15;13'



TRAFFIC SIGNAL STANDARD-15',13'

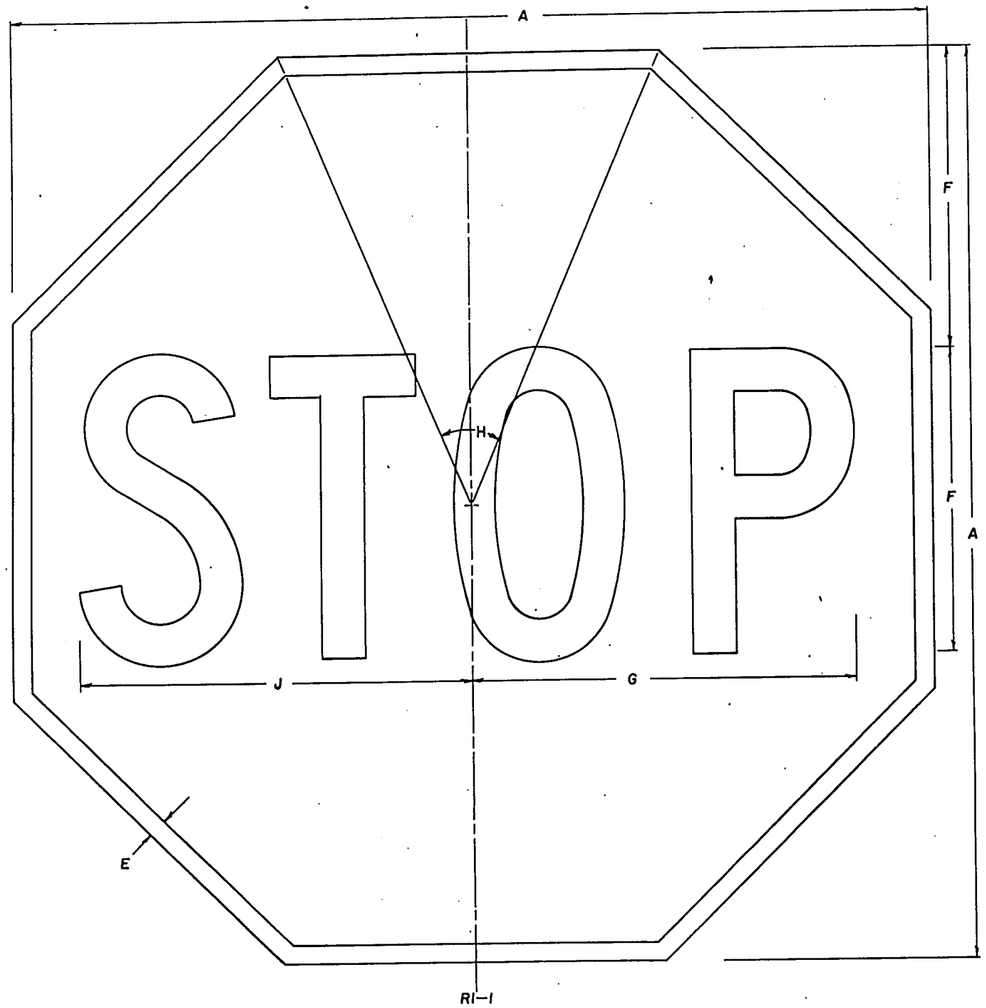
GENERAL NOTES

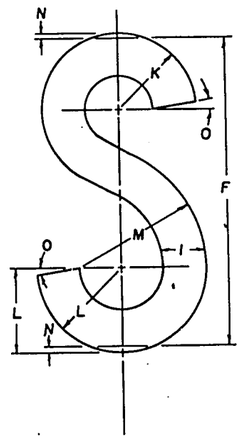
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.



SIGNAL FACE MOUNTING DETAIL

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





NOTES

1. Sign is Type II
2. Color:
   Background – Reflective Red
   Message – Reflective White
3. Face Material — Type H, Reflective Sheeting
4. Letters- Series C, with "S" modified
5. This drawing may be scaled for Freeway size only.

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	Bid Area Sq. Ft.
Minimum	1	24				$\frac{3}{8}$	8	10	45°	$1\frac{1}{8}$	$10\frac{1}{4}$	2	$2\frac{3}{16}$	$3\frac{1}{4}$	$\frac{1}{8}$	10°													3.31
Standard	2	30				$\frac{5}{8}$	10	$12\frac{1}{2}$	45°	$1\frac{13}{32}$	$12\frac{13}{16}$	$2\frac{1}{2}$	$2\frac{23}{32}$	$4\frac{1}{16}$	$\frac{5}{32}$	10°													5.18
Oversize	3	36				$\frac{3}{4}$	12	15	45°	$1\frac{11}{16}$	$15\frac{3}{8}$	3	$3\frac{9}{32}$	$4\frac{7}{8}$	$\frac{3}{16}$	10°													7.46
Exp-way	4	48				1	16	20	45°	$2\frac{1}{4}$	$20\frac{1}{2}$	4	$4\frac{3}{8}$	$6\frac{1}{2}$	$\frac{1}{4}$	10°													13.25
Freeway	5	48				1	16	20	45°	$2\frac{1}{4}$	$20\frac{1}{2}$	4	$4\frac{3}{8}$	$6\frac{1}{2}$	$\frac{1}{4}$	10°													13.25
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																											
Standard	2																											
Oversize	3																											
Exp-way	4																											
Freeway	5																											
Bicycle	6																											
Snowmobile	7																											

RV	CK	RA	RA
7	[illegible]		

Date Drawn – Date Redrawn – 10-3-79

Date Revised – 10-3-79

STANDARD SIGN
RI-1

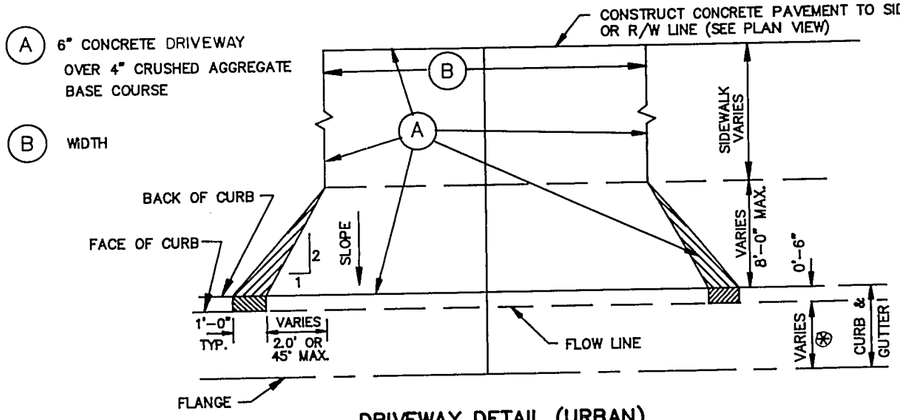
WISCONSIN DEPT OF TRANSPORTATION

APPROVED [illegible]
[illegible] Traffic Engineer

DATE 3-1-80 PLATE NO RI-17

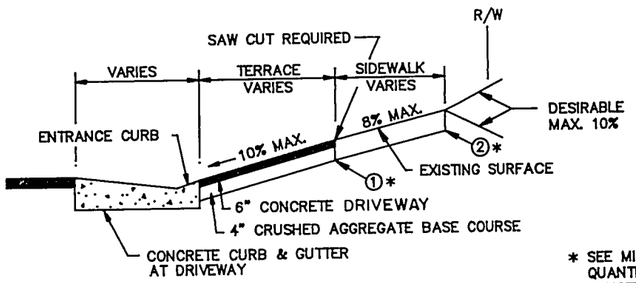
PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.7

CONSTRUCTION DETAILS



DRIVEWAY DETAIL (URBAN)

NOT TO SCALE



TYPICAL LONGITUDINAL SECTION AT CONCRETE SURFACE PRIVATE ENTRANCES

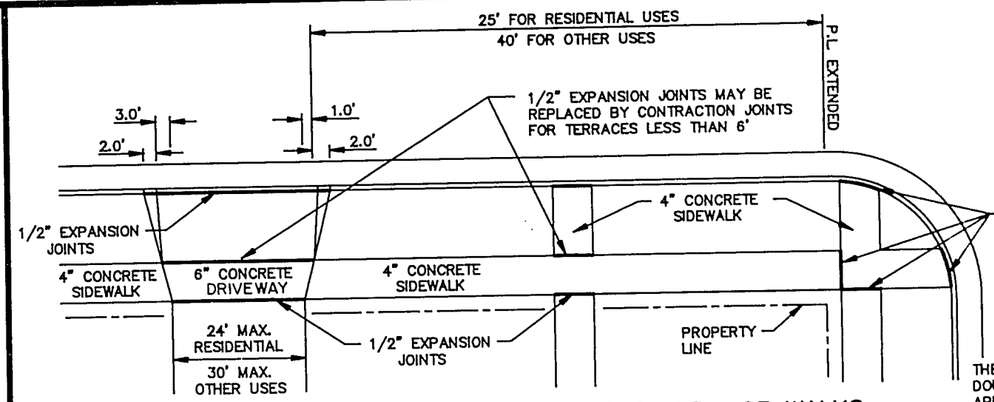
* SEE MISCELLANEOUS QUANTITIES FOR CONSTRUCTION LIMITS LOCATION 1 OR 2

NOTE: SIDEWALK THRU DRIVEWAY WILL BE PAID AS "CONCRETE DRIVEWAY"

WIDTH

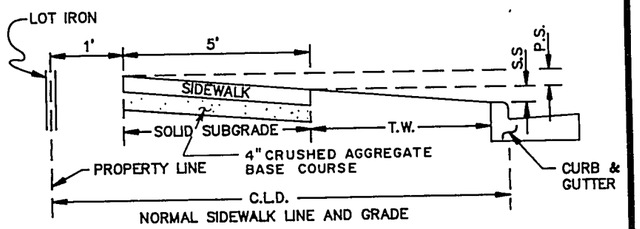
P.E.'S = MATCH EXISTING OR 12' MIN.–24' MAX.
C.E.'S = MATCH EXISTING OR 12' MIN.–35' MAX.

⊛ SEE PLAN VIEW



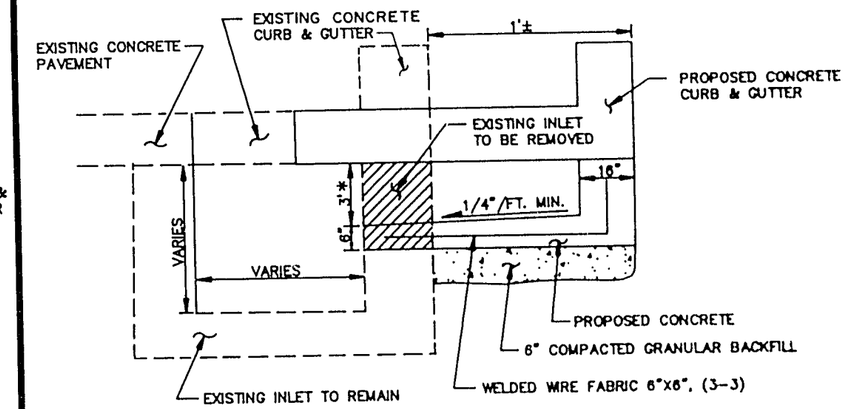
PLAN OF DRIVE APPROACHES & TERRACE WALKS

THESE STANDARDS APPLY FOR SINGLE OR DOUBLE DRIVEWAYS. DOUBLE DRIVEWAYS SHALL HAVE AT LEAST 10' ON EACH PROPERTY. APPROACHES SHALL BE 6" CONCRETE.



CURB LINE DIST. C.L.D.	TERRACE WIDTH (WALK TO CURB) T.W.	ELEVATION OF WALK ABOVE CURB	
		STREET SIDE S.S.	PROPERTY SIDE P.S.
9' TO 12'	2.5' TO 5.5'	2 3/4"	4"
13' TO 30'	6.5' TO 23.5'	4 3/4"	6"

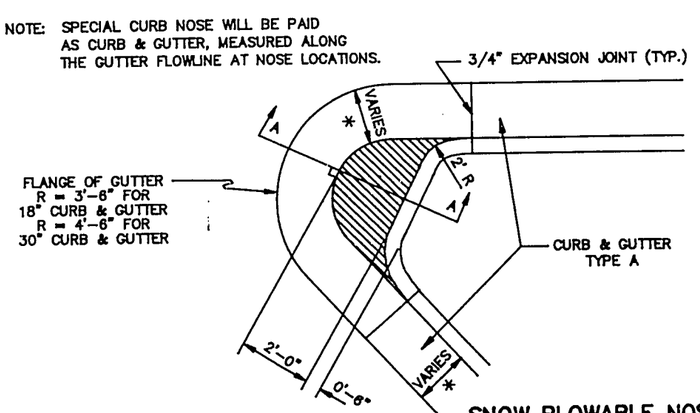
CONCRETE SIDEWALKS AND DRIVE APPROACHES NEW OR REPLACEMENT



* OR DEPTH OF EXISTING INLET IF LESS THAN 3'

INLET REHABILITATION

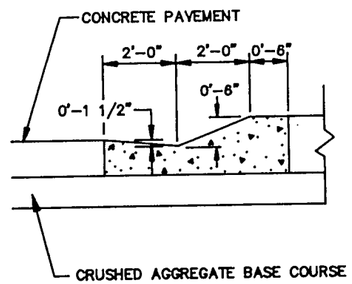
NOTE: SPECIAL CURB NOSE WILL BE PAID AS CURB & GUTTER, MEASURED ALONG THE GUTTER FLOWLINE AT NOSE LOCATIONS.



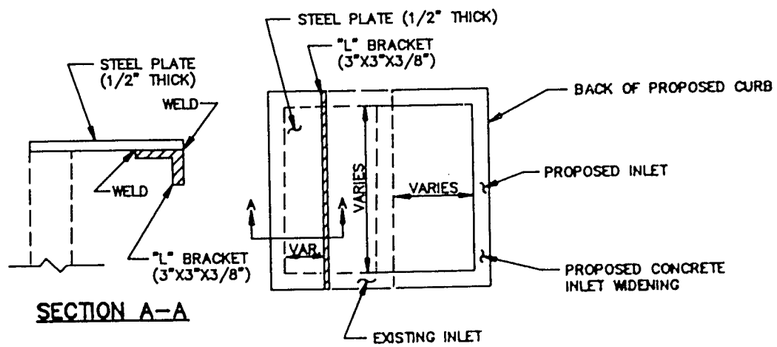
SNOW PLOWABLE NOSE DETAIL

(TO BE CONSTRUCTED AT ALL MEDIAN NOSES)

* SEE PLAN VIEW



SECTION A–A



SECTION A–A

PLAN VIEW

NOTE: STEEL PLATE TO BE FASTENED IN PLACE TO THE APPROVAL OF THE ENGINEER.

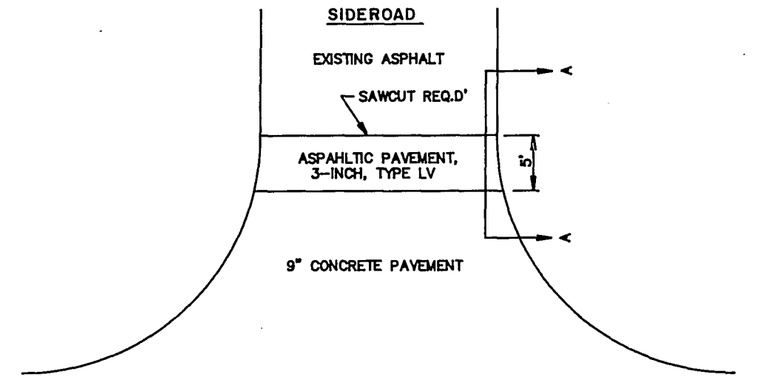
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

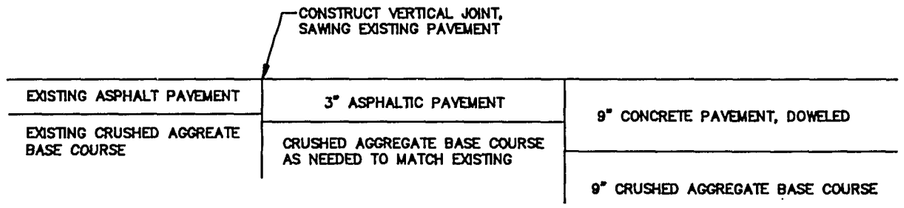
5592

DATE: 11-9-93
ROT. <
SCALE: 1=1
DRAWING FILE: 5592DT1

PROJECT DESIGNATION	SHEET NO.
1701-04-73	28

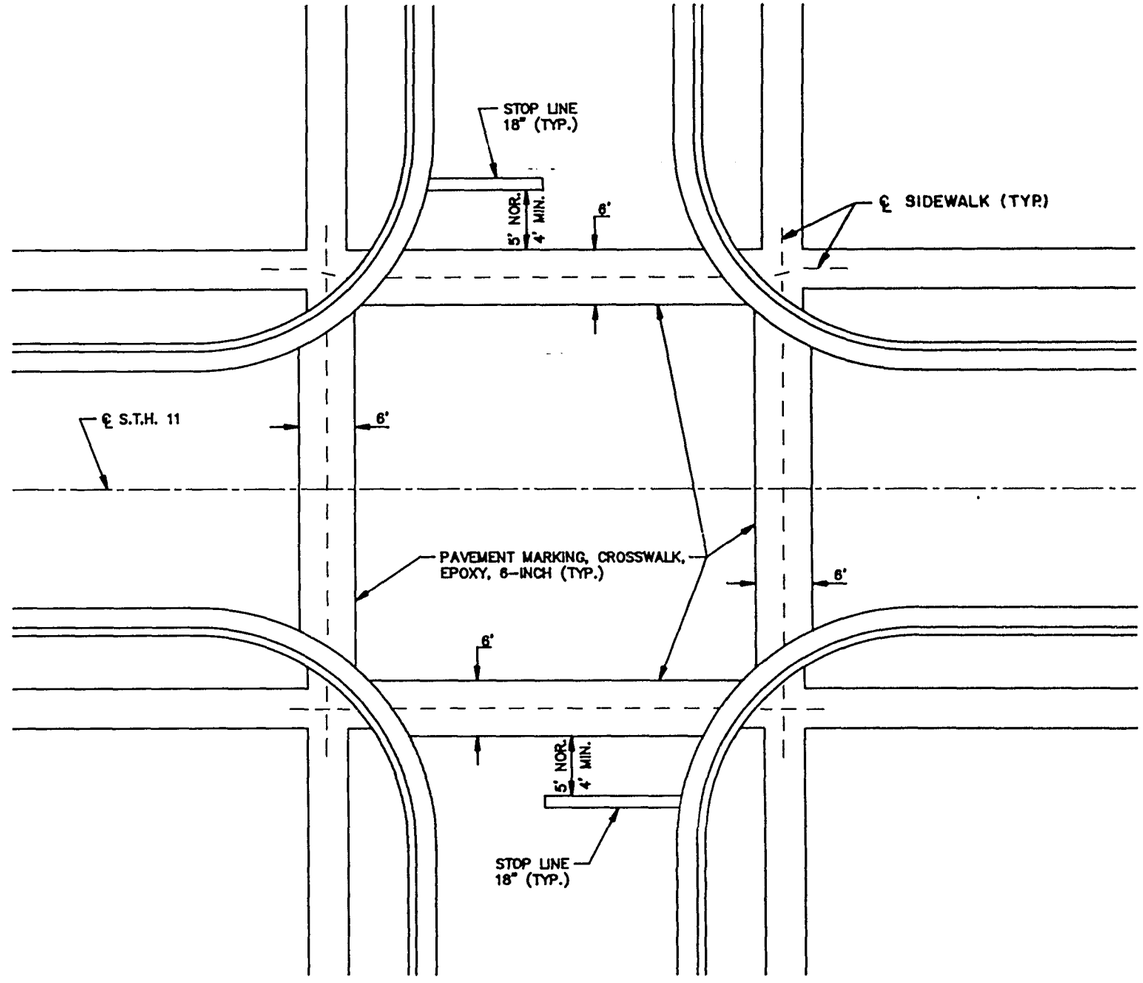
CONSTRUCTION DETAILS





SECTION A-A

TYPICAL BUTT JOINT DETAIL
FOR ALL ASPHALTIC SIDEROADS



TYPICAL PAVEMENT MARKING AND
CROSSWALK DETAIL FOR ALL SIDEROADS

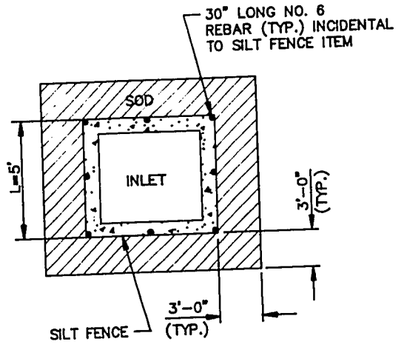
NOTE:
FOR "TEE" INTERSECTIONS PROVIDE ONE MAINLINE AND ONE SIDEROAD CROSSWALK, SEE PLAN SHEETS FOR EXACT CROSSWALK LOCATIONS.

ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. <
SCALE:1"=20'
DATE:11-9-93
DISK #
DWG FILE:5592DT4

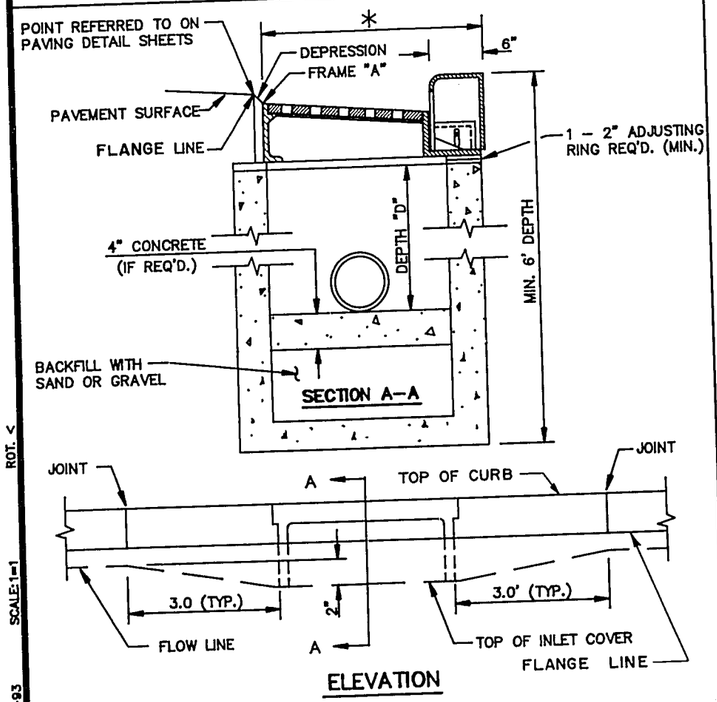
PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.9

CONSTRUCTION DETAILS



TYPICAL SOD AND SILT FENCE PLACEMENT

TYPE MS INLET COVER



ELEVATION

DETAIL OF CURB & GUTTER AT DEPRESSED INLETS

TYPE Z & WM INLET COVERS SHOWN

* 29 7/8" FOR TYPE WM COVER * 16 7/8" FOR TYPE Z COVER

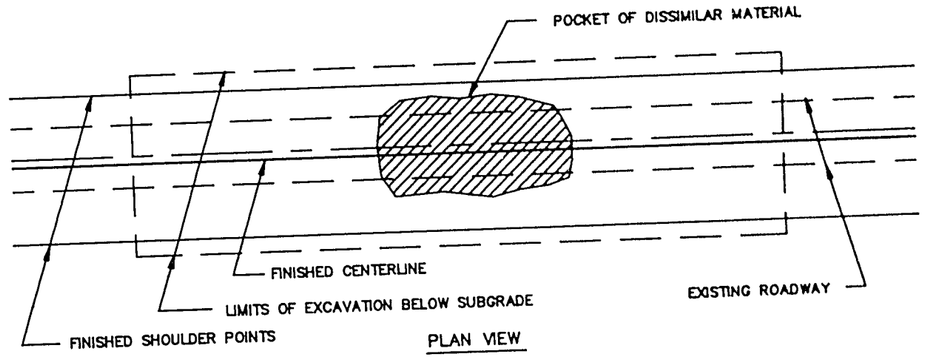
SOD FLUME DETAIL

REQUIRED AT ALL INTERSECTIONS

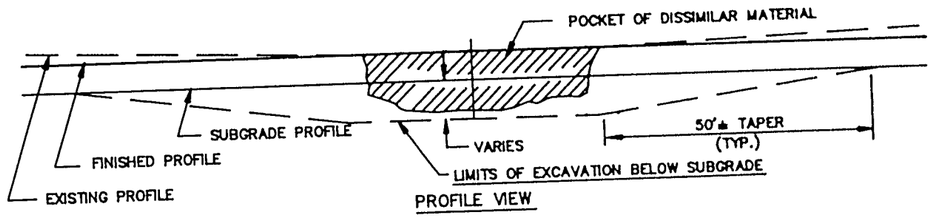
* 20' WITH RIGHT TURN LANE

TYPICAL PAVEMENT MARKING FOR SIDEROADS

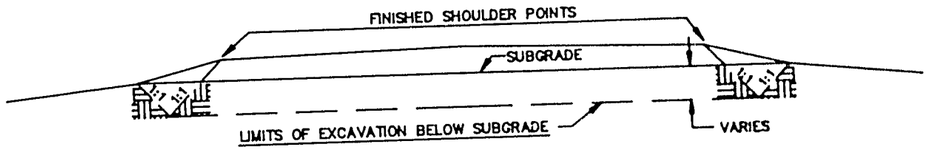
TAPER END LAYOUT FOR CONCRETE PAVEMENT



PLAN VIEW



PROFILE VIEW



CROSS SECTION VIEW

1. EXACT LOCATION OF E.B.S. (EXCAVATION BELOW SUBGRADE) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER. BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.
3. THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (E.B.S.)

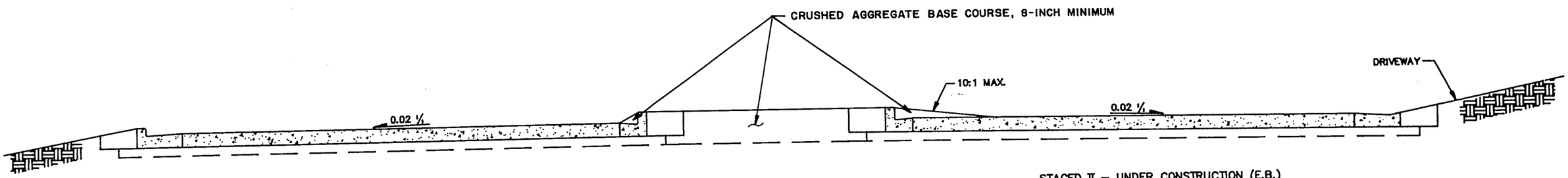
ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC
SPRING GREEN, WI 53588

3502

ROT. <
SCALE:1=1
DATE:11-2-93
DISK #2
DWG FILE:65920T3

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.10

CONSTRUCTION DETAILS

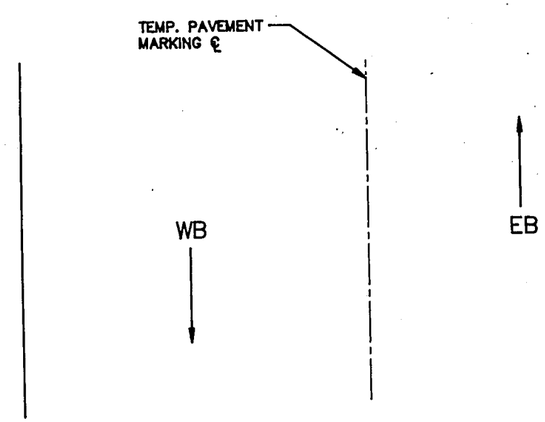


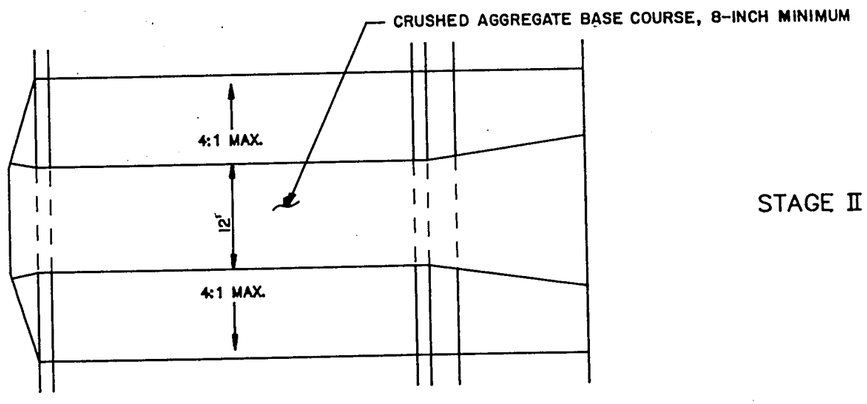
STAGE I – COMPLETED (W.B.)

STAGED II – UNDER CONSTRUCTION (E.B.)

MEDIAN CROSSOVER

(ARBOR DR. – PALMER DR.)





STAGE II CONSTRUCTION

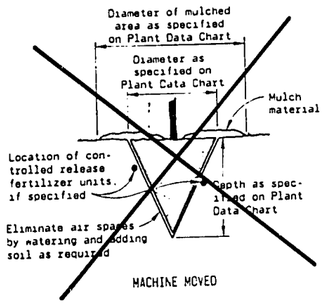
ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

3392

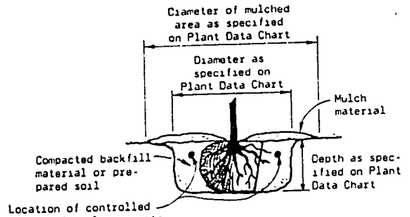
DRAWING FILE: 6592DT5 SCALE: 1=1 ROT. < DATE: 11-9-83

STATE PROJECT NUMBER 1701-04-73 | SHEET NO. 2.11

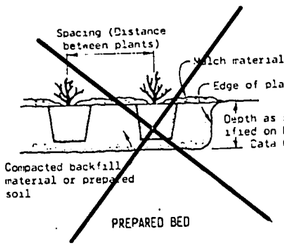
TREE & SHRUB PLANTING DETAILS



MACHINE MOVED

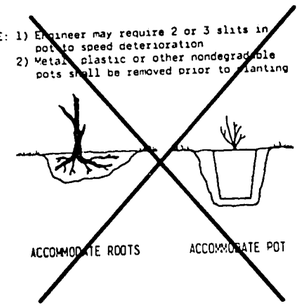


BALLED AND BURLAPPED, BARE ROOT OR POTTED OR CONTAINER GROWN



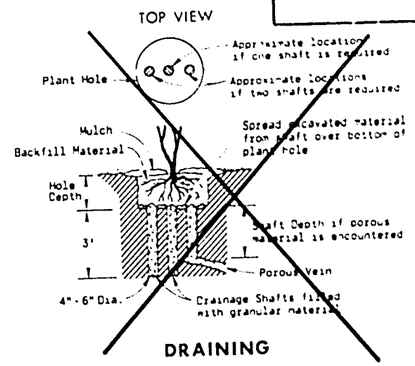
PREPARED BED

NOTE: 1) Engineer may require 2 or 3 slits in pot to speed deterioration
2) Metal, plastic or other nondegradable pots shall be removed prior to planting

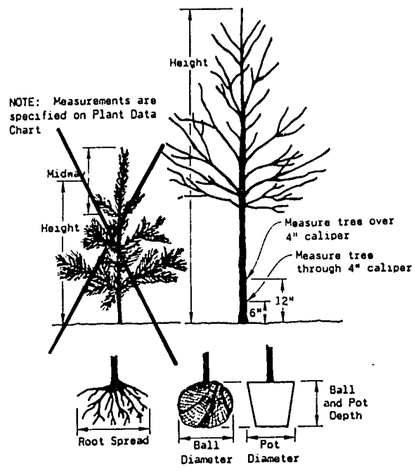


ACCOMMODATE ROOTS — ACCOMMODATE POT

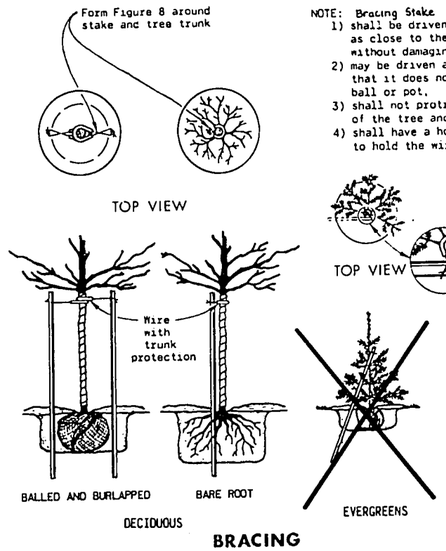
PLANTING



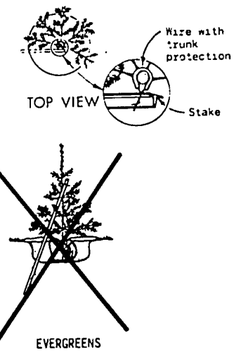
DRAINING



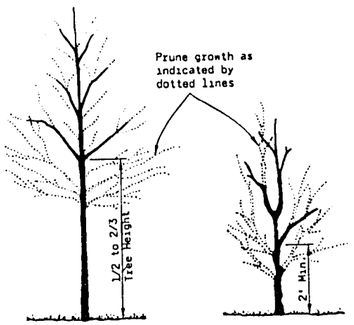
MEASURING



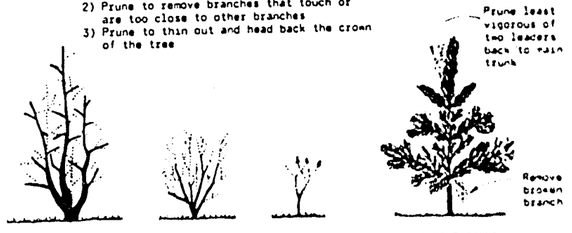
NOTE: Bracing Stake
1) shall be driven into the ground as close to the tree as possible without damaging the branches,
2) may be driven at such an angle that it does not penetrate the ball or pot,
3) shall not protrude above the top of the tree and
4) shall have a hole near the top to hold the wire in place.



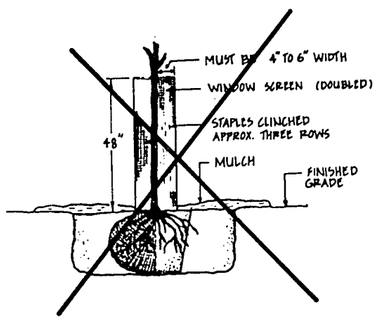
BRACING



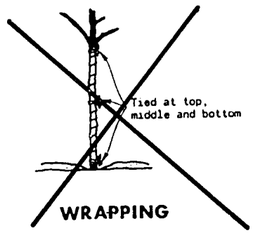
NOTE: When pruning, preserve character and shape of tree. Avoid leaving stubs - remove branch or twig back to the nearest crotch
1) Prune to remove dead and broken branches
2) Prune to remove branches that touch or are too close to other branches
3) Prune to thin out and head back the crown of the tree



PRUNING



PROTECTING



WRAPPING

NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions

Bracing, wrapping, and guying shall be used only when specified on the Plant Data Chart.

PLANT DATA CHART

	SYM.	COMMON NAME	SCIENTIFIC NAME	AMER. STAND TYPE	AVE. MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE BALL / POT DIAM.	BALL / POT DEPTH	ROOT SPREAD	PLANT HOLE DIAM.	PLANT HOLE DEPTH	GUYING OR BRACE	FERT UNITS REQ'D	RODENT PROTCT REQ'D	MULCH RING DIAM	PLANT SPACING IN BEDS
*	HL	HONEY LOCUST, MORAINE	GLEDITSIA TRIACANTHOS 'MORAINE'	1	50'	2"CAL.	B&B	24"	16"	—	36"	16"	BRACE	4	NO	48"	N/A
*	SP	PEAR, CHANTICLEER	PYRUS CALLERYANA "CHANTICLEER"	2	35'	2"CAL.	B&B	24"	16"	—	36"	16"	BRACE	4	NO	48"	N/A

BR: BARE ROOT
B&B: BALLED & BURLAPED
CG: CONTAINER GROWN

* = CONTAINER GROWN (CG) MAY BE ACCEPTED

SEE STANDARDS SHEET 42

PLOT SCALE: 1:1
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: HCGN:

* Change by the City of Janesville

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2

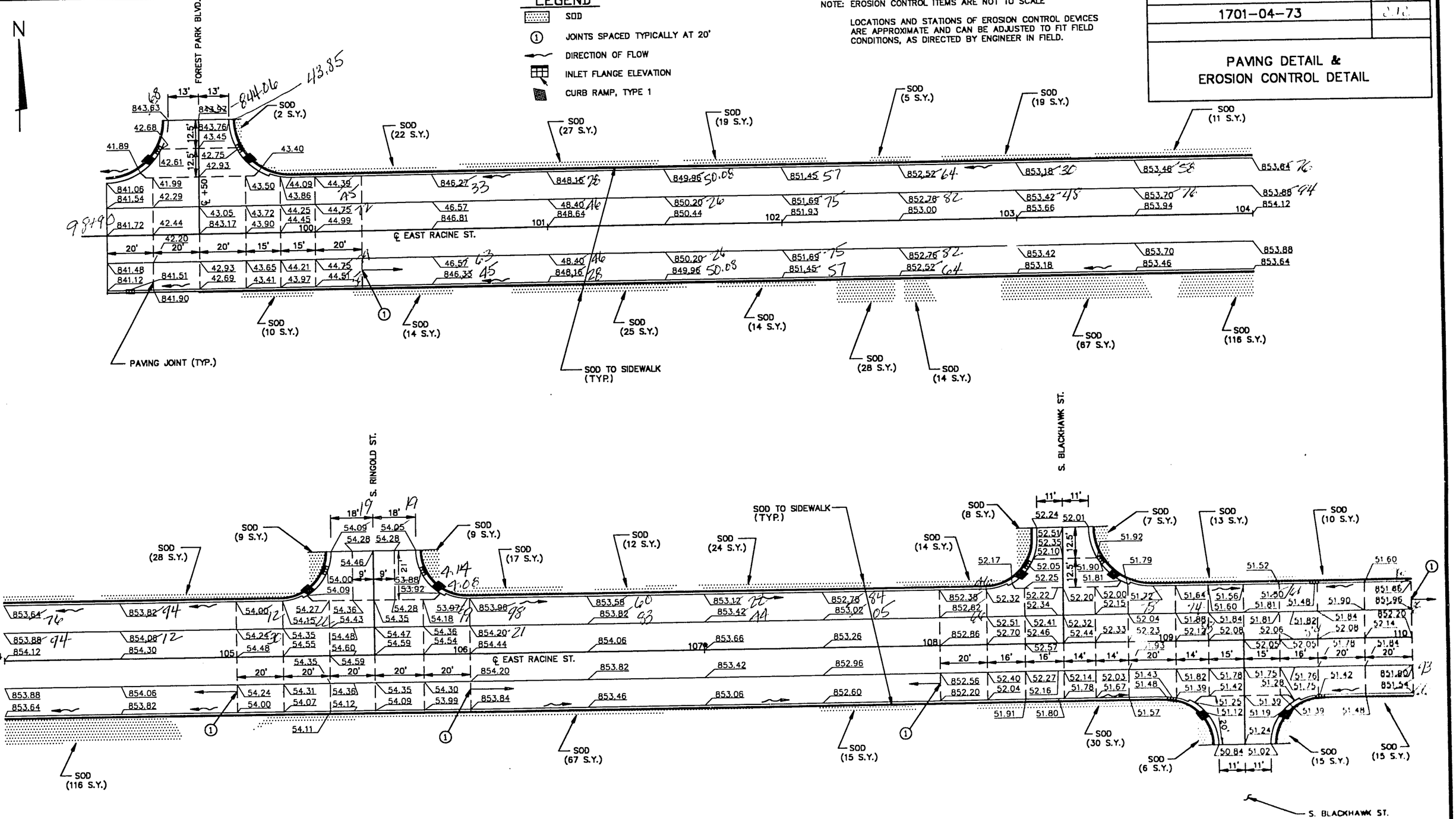
PAVING DETAIL & EROSION CONTROL DETAIL

LEGEND

- SOD
- ① JOINTS SPACED TYPICALLY AT 20'
- DIRECTION OF FLOW
- INLET FLANGE ELEVATION
- CURB RAMP, TYPE 1

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

ROT. < 0° SCALE:1"=20' DATE:11-9-93 DISK # DWG FILE:5592EC1

PROJECT DESIGNATION	SHEET NO.
1701-01-73	13

PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

LEGEND

- SOD
- DIRECTION OF FLOW
- INLET FLANGE ELEVATION
- CURB RAMP, TYPE 1

N

DOUGLAS ST.

S. FREMONT ST.

S. RANDALL AVE.

℄ EAST RACINE ST.

SOD (32 S.Y.)

SOD (4 S.Y.)

SOD (4 S.Y.)

SOD TO SIDEWALK (TYP.)

SOD (42 S.Y.)

SOD (24 S.Y.)

SOD (11 S.Y.)

SOD (11 S.Y.)

SOD (22 S.Y.)

SOD (13 S.Y.)

SOD (6 S.Y.)

SOD (25 S.Y.)

SOD (11 S.Y.)

SOD (13 S.Y.)

SOD (17 S.Y.)

SOD (9 S.Y.)

SOD (8 S.Y.)

SOD (52 S.Y.)

SOD (19 S.Y.)

SOD (14 S.Y.)

SOD (15 S.Y.)

SOD (40 S.Y.)

SOD TO SIDEWALK (TYP.)

SOD (18 S.Y.)

SOD (69 S.Y.)

SOD (84 S.Y.)

SOD (42 S.Y.)

SOD (8 S.Y.)

SOD (9 S.Y.)

SOD (12 S.Y.)

SOD (6 S.Y.)

SOD (43 S.Y.)

SOD (11 S.Y.)

SOD (25 S.Y.)

SOD (36 S.Y.)

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

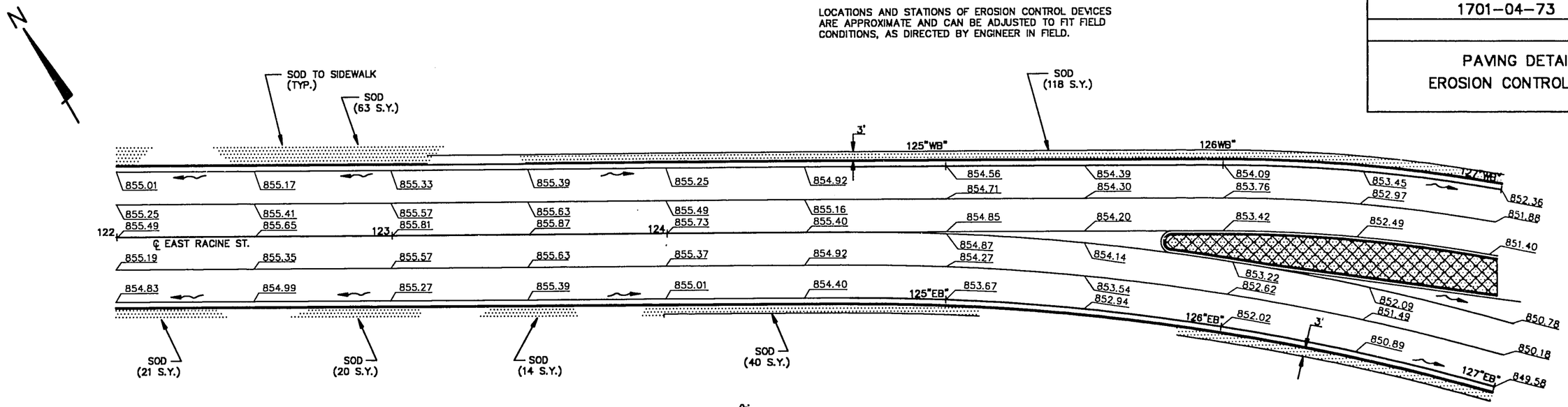
ROT. < 0°
SCALE: 1"=20'
DATE: 11-9-93
DISK #
DWG FILE: 5592EC2

PROJECT DESIGNATION	SHEET NO.
1701-04-73	3.14

PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.



LEGEND

- SOD
- REINFORCED SOD
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- ① JOINTS SPACED TYPICALLY AT 20'
- INLET FLANGE ELEVATION
- HANDICAP CURB RAMP, TYPE 1

ORIGINAL PLANS PREPARED BY
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SPRING GREEN, WI 53588

DWG FILE: 5592EC3 DISK # DATE: 11-9-93 SCALE: 1"=20' ROT. < 30°

5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	15

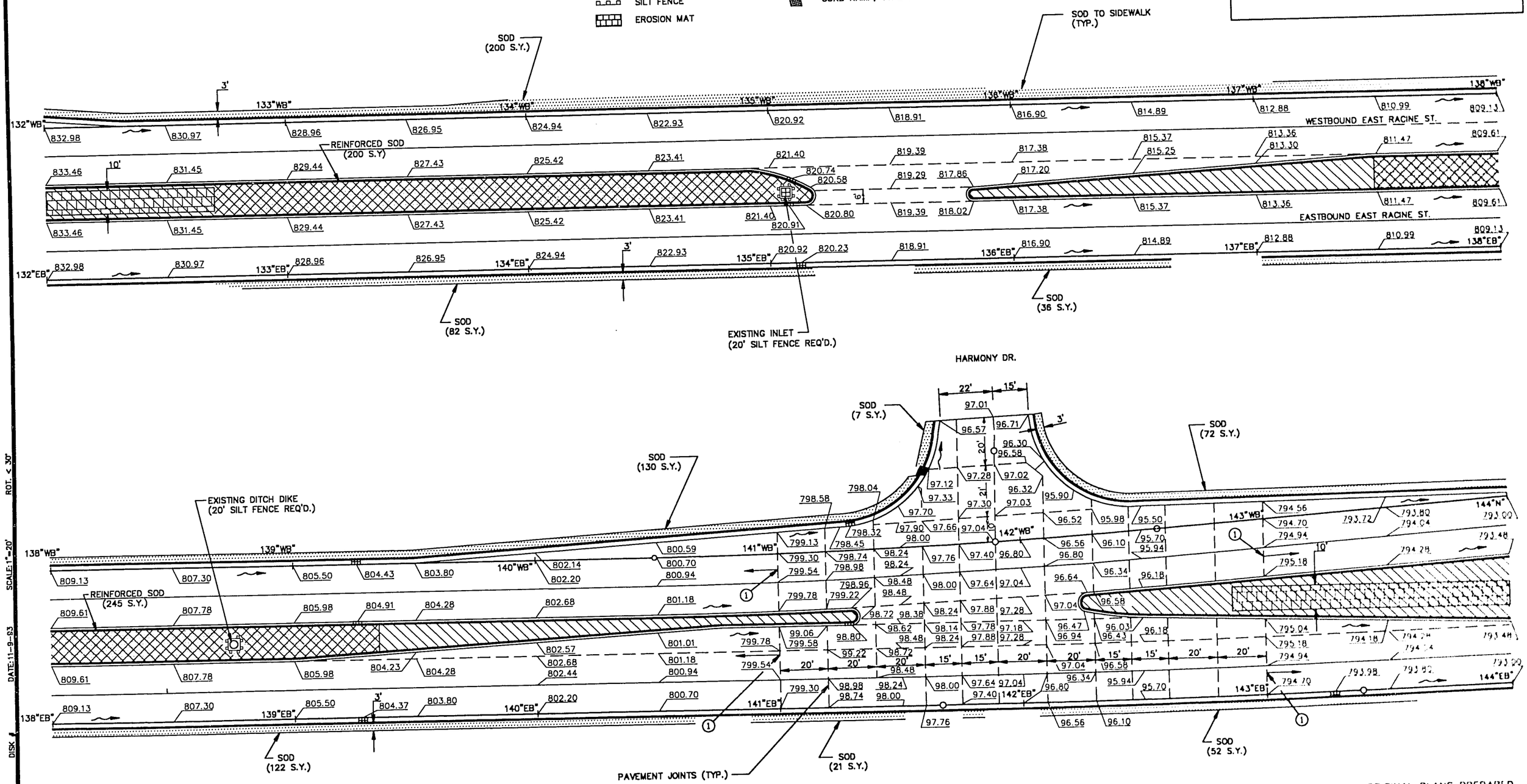
PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

LEGEND

- SOD
- REINFORCED SOD
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- ① JOINTS SPACED TYPICALLY AT 20'
- INLET FLANGE ELEVATION
- CURB RAMP, TYPE 1



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5562

ROT. < 30°
SCALE: 1"=20'
DATE: 11-9-93
DISK #
DWG FILE: 5592EC4

PROJECT DESIGNATION	SHEET NO.
1701-04-73	

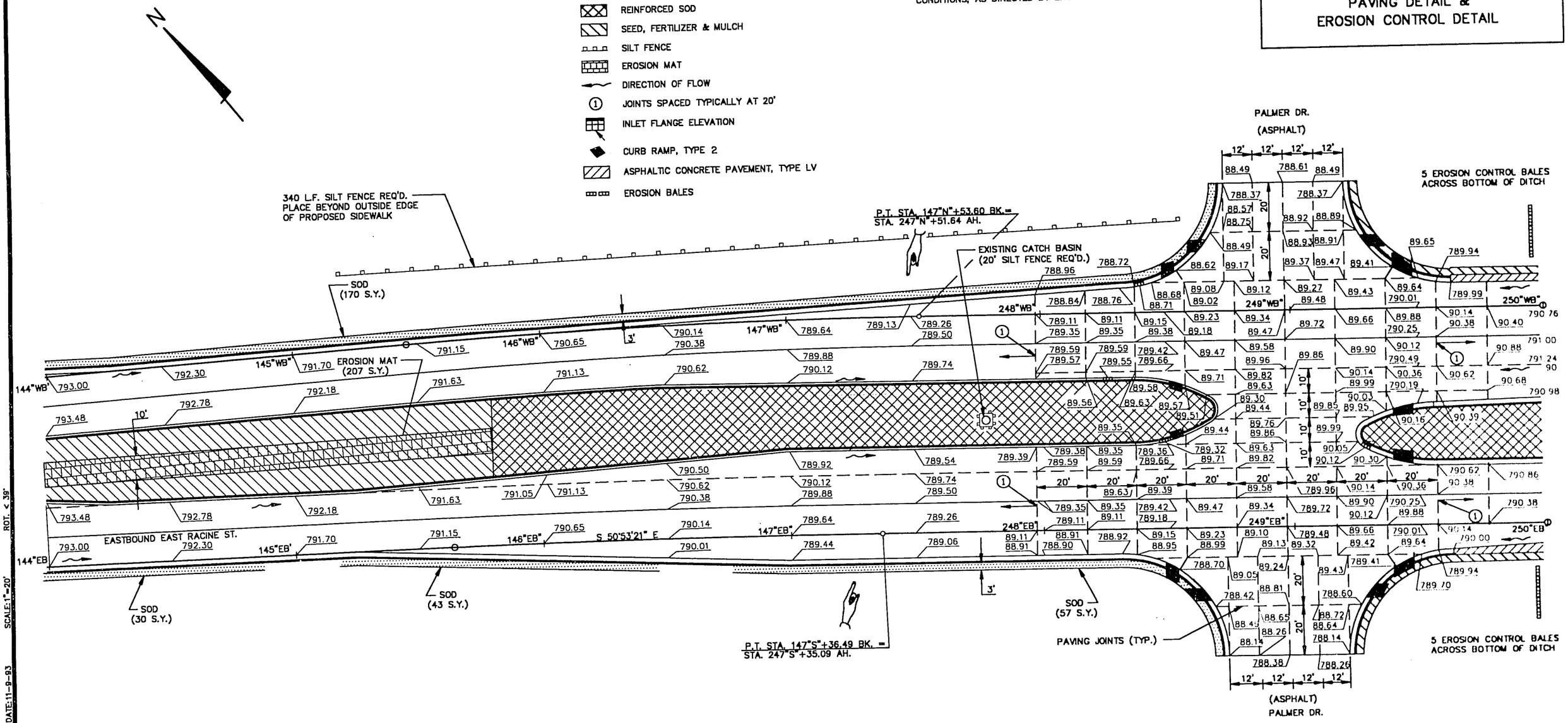
PAVING DETAIL & EROSION CONTROL DETAIL

LEGEND

- SOD
- REINFORCED SOD
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- ① JOINTS SPACED TYPICALLY AT 20'
- INLET FLANGE ELEVATION
- CURB RAMP, TYPE 2
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- EROSION BALES

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.



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WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

ROT. < 39° SCALE:1"=20' DATE:11-9-93 DISK # DWG FILE:5592EC5

PROJECT DESIGNATION	SHEET NO.
1701-04-73	

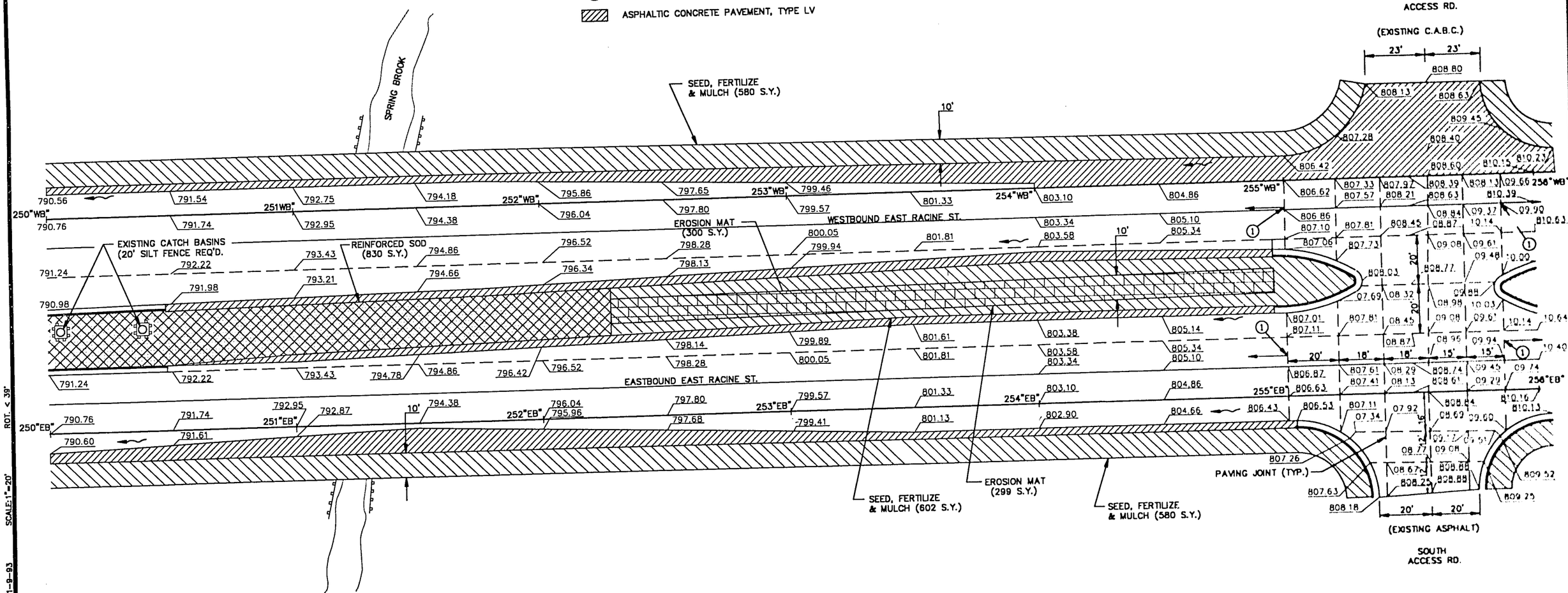
PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

LEGEND

- SOD
- REINFORCED SOD
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- (1) JOINTS SPACED TYPICALLY AT 20'
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5572

ROT. < 39°
SCALE: 1"=20'
DATE: 11-9-93
DISK #
DWG FILE: 5592EC6

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

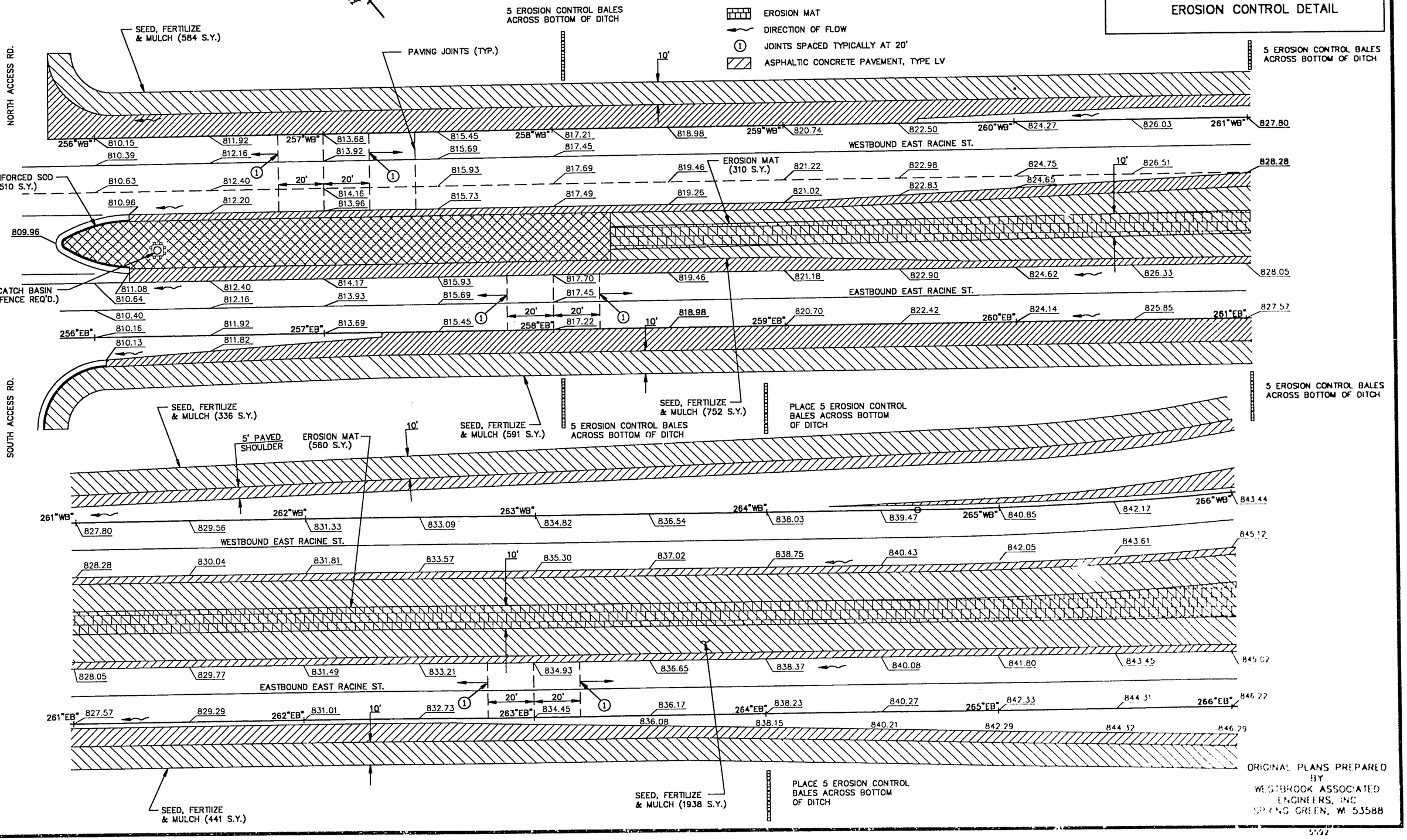
NORTH

LEGEND

- SOD
- REINFORCED SOD
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- (1) JOINTS SPACED TYPICALLY AT 20'
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV

PROJECT DESIGNATION	SHEET NO.
1701-04-73	8

PAVING DETAIL & EROSION CONTROL DETAIL



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC
SPRING GREEN, WI 53588

5592

SCALE:1"=20' DATE:11-9-93 DISK DWG FILE:5592EC7 ROT. < 39°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	11

PAVING DETAIL & EROSION CONTROL DETAIL

LEGEND

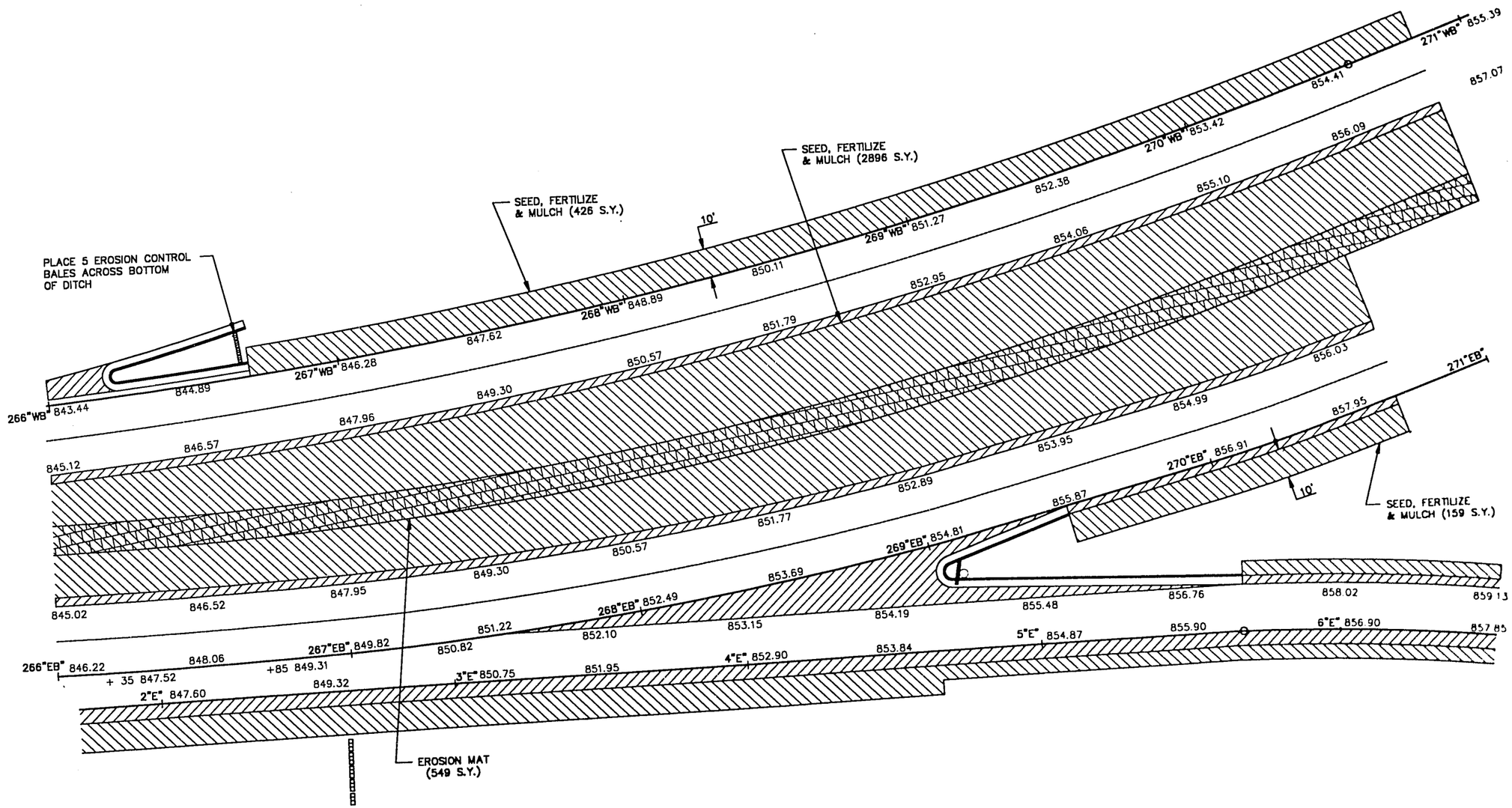
- SEED, FERTILIZER & MULCH
- SILT FENCE
- EROSION MAT
- DIRECTION OF FLOW
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

N

NOTE: ALL PAVING ELEVATIONS TAKEN AT EVEN STATIONS, AT A 50' INTERVAL, ON EDGE OF DRIVING LANE.



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

DWG FILE:5592EC8 DISK # DATE:11-9-93 SCALE:1"=20' ROT. < 129°

LEGEND

- SOD
- SEED, FERTILIZER & MULCH
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV AND CRUSHED AGGREGATE BASE COURSE

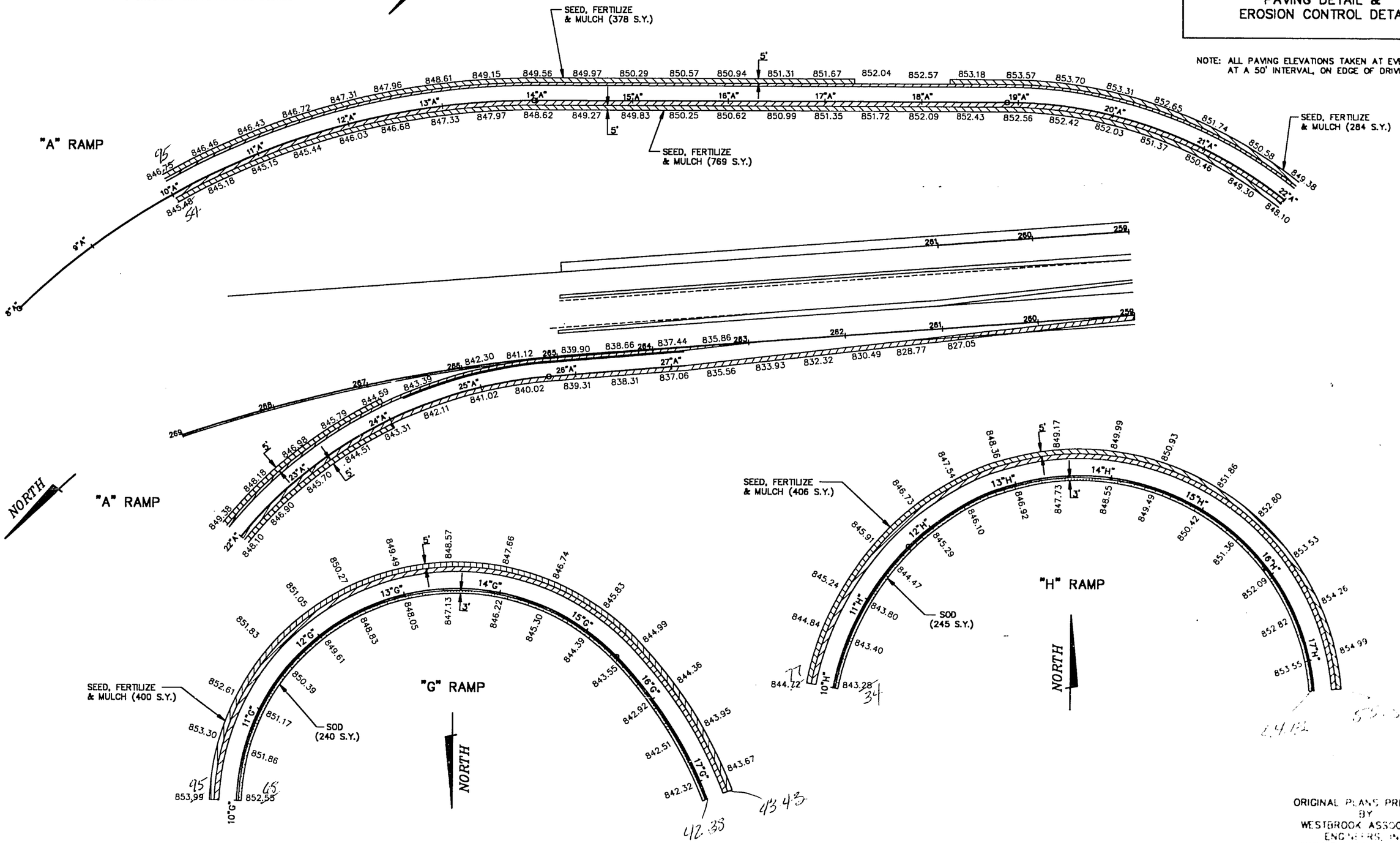
NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

PROJECT DESIGNATION	SHEET NO.
1701-04-73	

PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: ALL PAVING ELEVATIONS TAKEN AT EVEN STATIONS, AT A 50' INTERVAL, ON EDGE OF DRIVING LANE.



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC
SPRING GREEN, WI 53588

DWG FILE:5592EC9 DISK # DATE:11-3-93 SCALE:1"=50' ROT: < 139°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	21

PAVING DETAIL & EROSION CONTROL DETAIL

NOTE: EROSION CONTROL ITEMS ARE NOT TO SCALE

LOCATIONS AND STATIONS OF EROSION CONTROL DEVICES ARE APPROXIMATE AND CAN BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY ENGINEER IN FIELD.

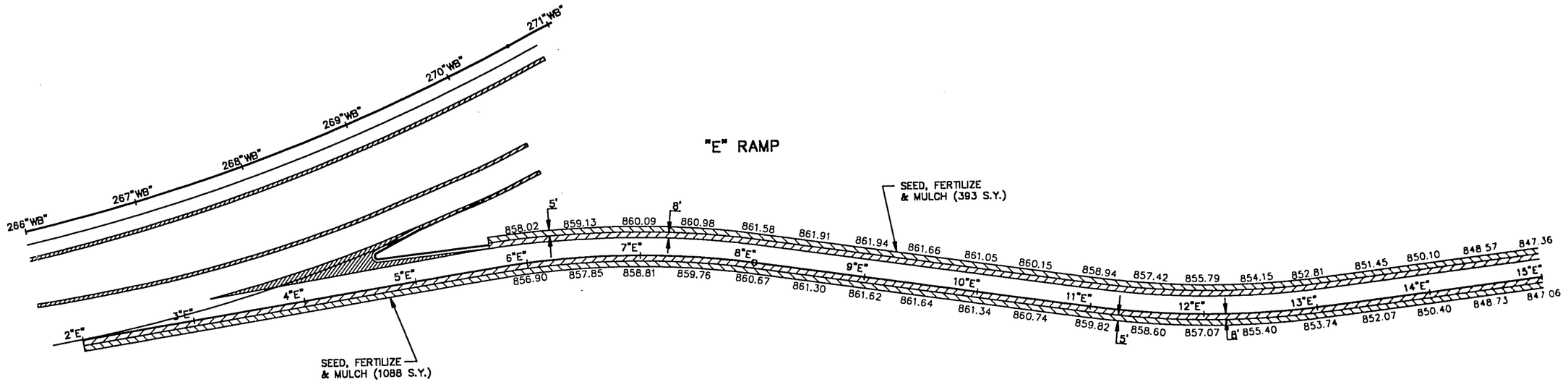
NORTH

LEGEND

- SEED, FERTILIZER & MULCH
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV AND CRUSHED AGGREGATE BASE COURSE

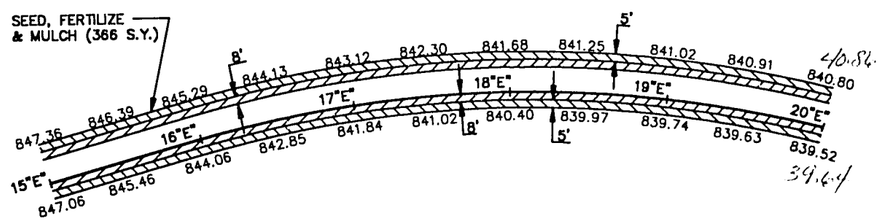
NOTE: ALL PAVING ELEVATIONS TAKEN AT EVEN STATIONS, AT A 50' INTERVAL, ON EDGE OF DRIVING LANE.

"E" RAMP



NORTH

"E" RAMP



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

DWG FILE:5592EC10 DISK # DATE:11-9-93 SCALE:1"=50' ROT. < 45° & 57°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.22

SIGNING & PAVEMENT MARKING DETAILS

N

NOTE: ALL SIGNS ARE TO BE SIGN SIZE CODE 2.
SIGN RE-INSTALLATION BY OTHERS

LEGEND

① CENTERLINE MARKING, 4-INCH (SOLID) YELLOW

② LANE LINE MARKING, 4-INCH (BROKEN) WHITE

③ STOP LINE MARKING, 18-INCH WHITE

④ CROSS WALK MARKING, 6-INCH WHITE

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

FOREST PARK BLVD.

W1-2L
TO BE REINSTALLED AT SAME STATION, LT.

W4-2
TO BE REINSTALLED AT SAME STATION, LT.

R8-3
NO PARKING
MOUNTED ON LIGHT POST, TO REMAIN

100 101 102 103 104
℄ EAST RACINE ST.

B.O.P. STA. 99+10

SPEED LIMIT 25 R2-1
R8-3
NO PARKING
MOUNTED ON LIGHT POST, TO REMAIN

SCHOOL
SPEED LIMIT 15 S4-51
WHEN CHILDREN ARE PRESENT S4-2
MOUNTED ON LIGHT POST, TO REMAIN

11 M1-6
BUSINESS M4-3
14 M1-4
R8-a
TO BE REINSTALLED AT SAME STATION, LT.

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

S. BLACKHAWK ST.

SCHOOL
SPEED LIMIT 15 S4-51
WHEN CHILDREN ARE PRESENT S4-2
TO BE REINSTALLED AT SAME STATION, LT.

RIGHT LANE ENDS
W9-1
TO BE REINSTALLED AT SAME STATION, LT.

S2-1
TO REMAIN

S. RINGOLD ST.

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

S1-1
TO BE REINSTALLED AT SAME STATION, LT.

104 105 106 107 108 109 110
℄ EAST RACINE ST.

S1-1
TO BE REINSTALLED AT SAME STATION, RT.

R8-3
NO PARKING
MOUNTED ON LIGHT POST, TO REMAIN

S. BLACKHAWK ST.

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, RT.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. < 0°
SCALE: 1"=20'
DATE: 7-28-93
DISK #
DWG FILE: 5592PM1

5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.23

SIGNING & PAVEMENT MARKING DETAILS

LEGEND

① CENTERLINE MARKING, 4-INCH (SOLID) YELLOW

② LANE LINE MARKING, 4-INCH (BROKEN) WHITE

③ STOP LINE MARKING, 18-INCH WHITE

④ CROSS WALK MARKING, 6-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II
SIGN REINSTALLATION IS BY OTHERS.

N

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

SPEED LIMIT 25
R2-1
TO BE REINSTALLED AT SAME STATION, LT.

DOUGLAS ST.

TELEPHONE T
EXISTING SIGN TO BE REINSTALLED AT SAME STATION, LT.

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

S. FREMONT ST.

110 111 112 113 114 115 116
℄ EAST RACINE ST.

P NO PARKING
R8-3
MOUNTED ON LIGHT POST, TO REMAIN

S. FREMONT ST.

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, RT.

11 BUSINESS 14
M1-6 M4-3 M1-4
TO REINSTALLED AT SAME STATION RT.

SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT
S4-51 S4-2
TO BE REINSTALLED AT SAME STATION, RT.

S. RANDALL AVE.

118 117 118 119 120 121 122
℄ EAST RACINE ST.

SPEED LIMIT 25
R2-1
P NO PARKING
R8-3
MOUNTED ON LIGHT POST, TO REMAIN

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5562

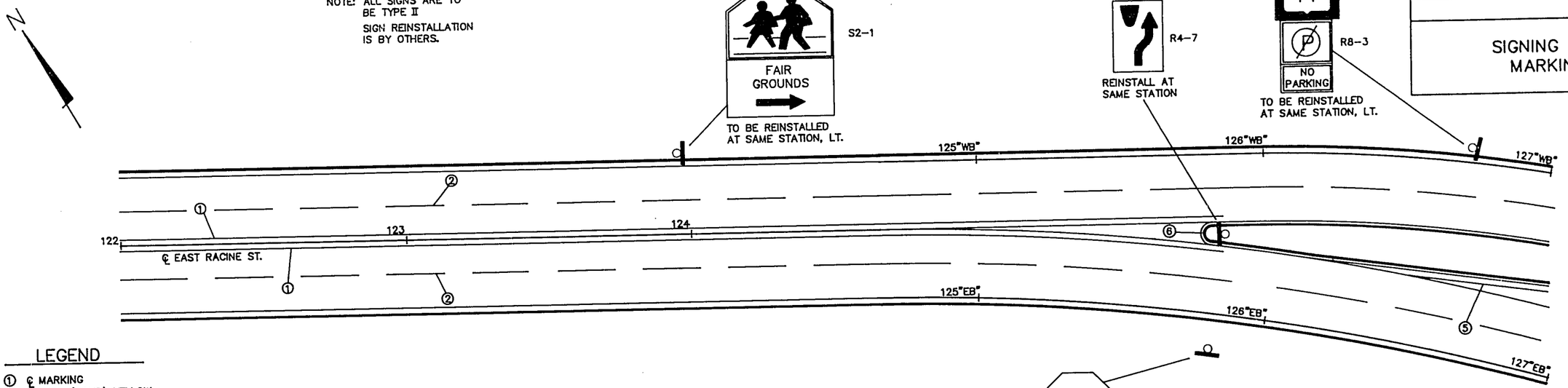
ROT. < 0°
SCALE:1"=20'
DATE:11-9-93
DISK #
DWG FILE:5562PM2

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.24

SIGNING & PAVEMENT MARKING DETAILS

NOTE: ALL SIGNS ARE TO BE TYPE II

SIGN REINSTALLATION IS BY OTHERS.



LEGEND

① ℄ MARKING 4-INCH (SOLID) YELLOW

② LANE LINE MARKING, 4-INCH (BROKEN) WHITE

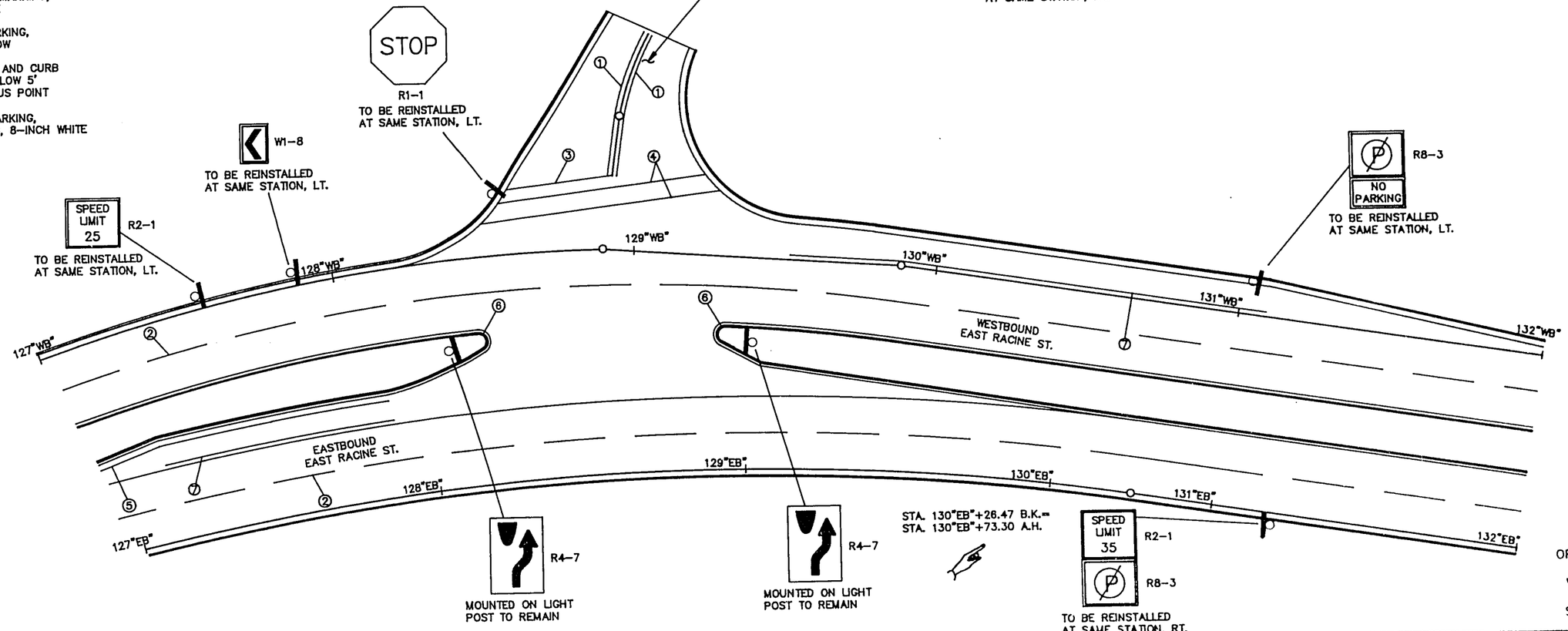
③ STOP LINE MARKING, 18-INCH WHITE

④ CROSS WALK MARKING, 6-INCH WHITE

⑤ EDGELINE MARKING, 4-INCH YELLOW

⑥ ISLAND NOSE AND CURB MARKING, YELLOW 5' BEYOND RADIUS POINT

⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

3592

DWG FILE:5592PM3 DISK: DATE:11-2-93 SCALE:1"=20' ROT. < 30°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.25

SIGNING & PAVEMENT MARKING DETAILS

NOTE: ALL SIGNS ARE TO BE TYPE II
SIGN REINSTALLATION IS BY OTHERS.

N

W1-2L
TO BE REINSTALLED AT SAME STATION, LT.

R4-7
TO BE REINSTALLED AT SAME STATION, LT.

REDUCED SPEED AHEAD R2-5a
TO BE REINSTALLED AT SAME STATION, LT.

132"WB" 133"WB" 134"WB" 135"WB" 136"WB" 137"WB" 138"WB"
WESTBOUND EAST RACINE ST.

EASTBOUND EAST RACINE ST.
132"EB" 133"EB" 134"EB" 135"EB" 136"EB" 137"EB" 138"EB"

W1-2L
TO BE REINSTALLED AT SAME STATION, RT.

R4-7
MOUNTED ON LIGHT POLE, TO REMAIN

REDUCED SPEED AHEAD R2-5a
TO BE REINSTALLED AT SAME STATION, RT.

LEGEND

② LANE LINE MARKING, 4-INCH (BROKEN) WHITE

③ STOP LINE MARKING, 18-INCH WHITE

④ CROSS WALK MARKING, 6-INCH WHITE

⑤ EDGELINE MARKING, 4-INCH YELLOW

⑥ ISLAND NOSE AND CURB MARKING, YELLOW 5' BEYOND RADIUS POINT

⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE

STOP
R1-1
TO BE REINSTALLED AT SAME STATION, LT.

HARMONY DR.

TELEPHONE T
EXISTING SIGN TO BE REINSTALLED AT SAME STATION, LT.

R8-3 NO PARKING
TO BE REINSTALLED AT SAME STATION, LT.

138"WB" 139"WB" 140"WB" 141"WB" 142"WB" 143"WB" 144"WB"
WESTBOUND EAST RACINE ST.

EASTBOUND EAST RACINE ST.
138"EB" 139"EB" 140"EB" 141"EB" 142"EB" 143"EB" 144"EB"

R8-3 NO PARKING
TO BE REINSTALLED AT SAME STATION, RT.

R4-7
TO BE REINSTALLED AT SAME STATION, RT.

R4-7
TO BE REINSTALLED AT SAME STATION, RT.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. < 30°
SCALE:1"=20'
DATE:11-9-93
DISK #
DWG FILE:5592PN4

PROJECT DESIGNATION	SHEET NO.
1701-04-73	226

SIGNING & PAVEMENT MARKING DETAILS

LEGEND

- ASPHALTIC CONCRETE, TYPE LV
- ② LANE LINE MARKING, 4-INCH (BROKEN) WHITE
- ③ STOP LINE MARKING, 18-INCH WHITE
- ④ CROSS WALK MARKING, 6-INCH WHITE
- ⑤ EDGELINE MARKING, 4-INCH YELLOW
- ⑥ ISLAND NOSE AND CURB MARKING, YELLOW 5' BEYOND RADIUS POINT
- ⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II
SIGN REINSTALLATION IS BY OTHERS.

N

TELEPHONE T

EXISTING SIGN TO BE REINSTALLED AT SAME STATION, LT.

P.T. STA. 147"N"+53.60 BK.=
STA. 247"N"+51.84 AH.

STOP
R1-1
TO BE REMOVED

SPEED LIMIT 35 R2-1
AIRPORT
TO BE REINSTALLED AT STA. 248"WB"+25, LT.

PALMER DR.

144"WB" 145"WB" 146"WB" 147"WB" 248"WB" 250"WB"

144"EB" EASTBOUND EAST RACINE ST. 145"EB" 146"EB" S 50°53'21" E 147"EB" 248"EB" 250"EB"

SPEED LIMIT 35 R2-1
TO BE REINSTALLED AT STA. 248"WB"+25, RT.

P.T. STA. 147"S"+36.49 BK. =
STA. 247"S"+35.09 AH.

R8-3 NO PARKING
TO BE REINSTALLED AT SAME STATION, RT.

ONE WAY R6-2R
TO BE REINSTALLED AT SAME STATION, LT.

R4-7
TO BE REINSTALLED AT SAME STATION, LT.

PALMER DR.

SPEED LIMIT 45 (2) R2-1
TO BE REINSTALLED AT SAME STATION, LT. & RT.

STOP
R1-1
TO BE REMOVED

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

ROT. < 39°
SCALE:1"=20'
DATE:11-9-93
DISK #
DWG FILE:5592PM5

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.27

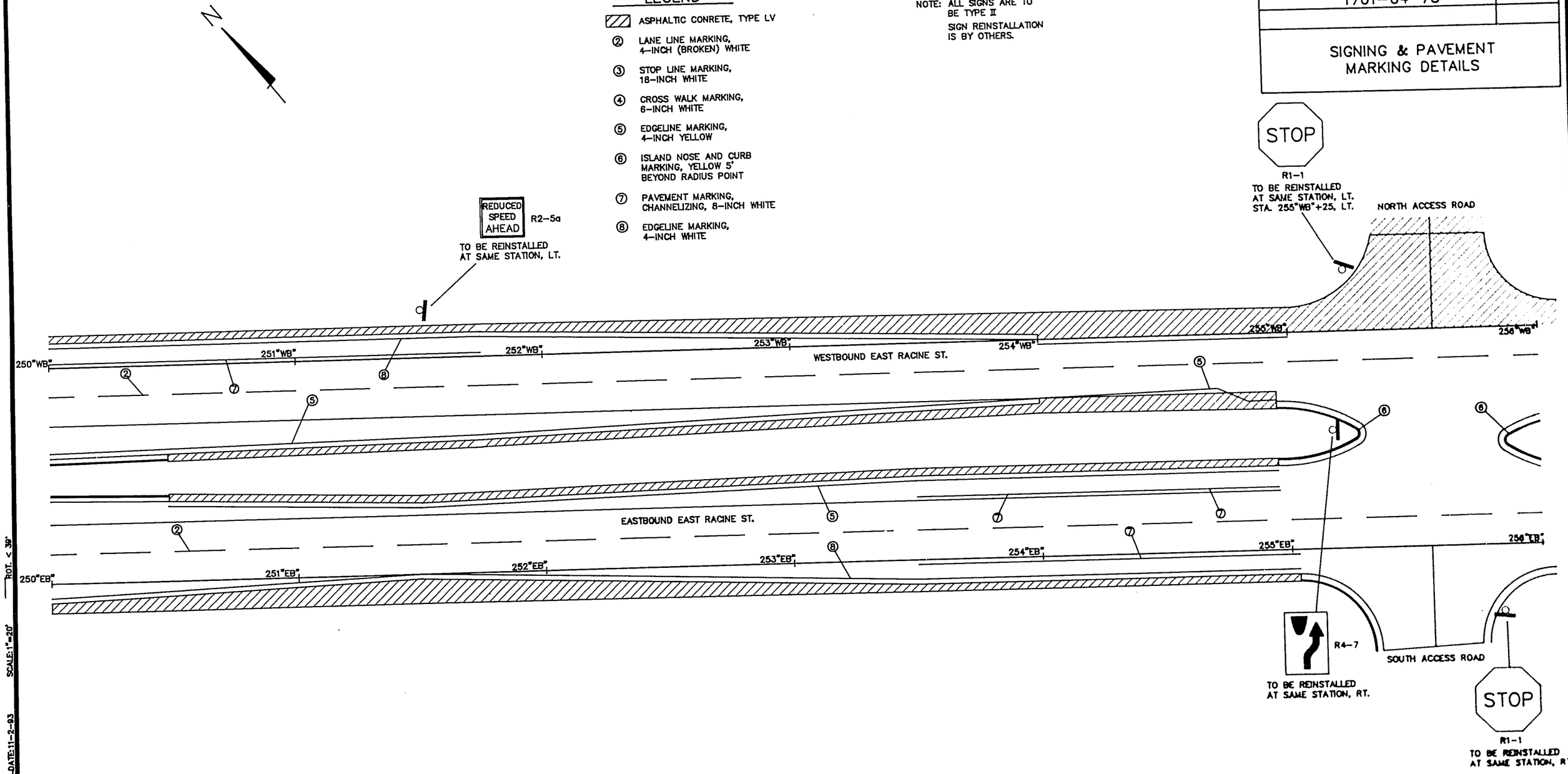
SIGNING & PAVEMENT MARKING DETAILS

LEGEND

- ASPHALTIC CONRETE, TYPE LV
- ② LANE LINE MARKING, 4-INCH (BROKEN) WHITE
- ③ STOP LINE MARKING, 18-INCH WHITE
- ④ CROSS WALK MARKING, 6-INCH WHITE
- ⑤ EDGELINE MARKING, 4-INCH YELLOW
- ⑥ ISLAND NOSE AND CURB MARKING, YELLOW 5' BEYOND RADIUS POINT
- ⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II

SIGN REINSTALLATION IS BY OTHERS.



ROT. < 39°
SCALE:1"=20'
DATE:11-2-93
DISK #
DWG FILE:5502PM6

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

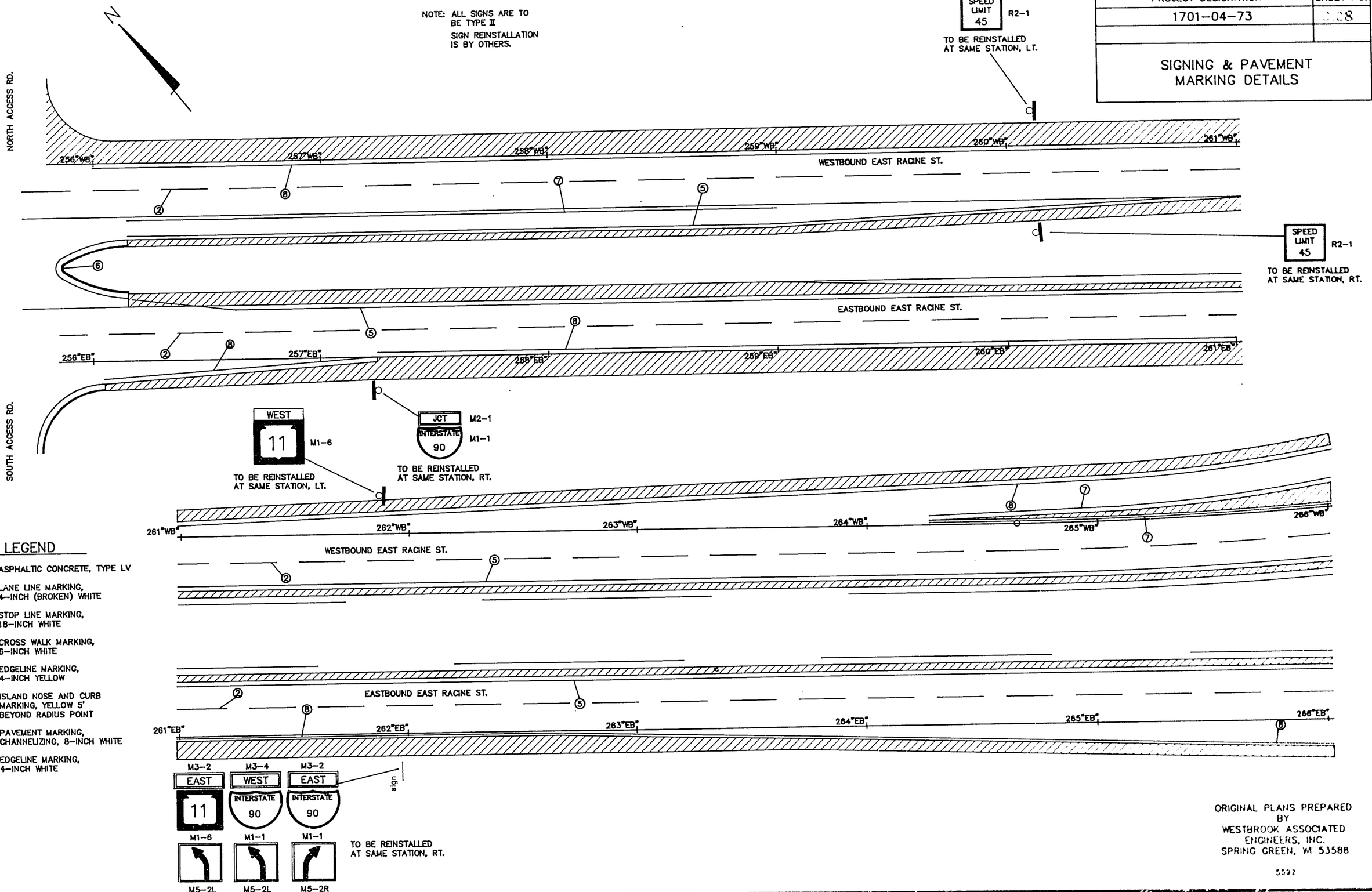
5502

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2 28

SIGNING & PAVEMENT MARKING DETAILS

NOTE: ALL SIGNS ARE TO BE TYPE II

SIGN REINSTALLATION IS BY OTHERS.



LEGEND

- ASPHALTIC CONCRETE, TYPE LV
- ② LANE LINE MARKING, 4-INCH (BROKEN) WHITE
- ③ STOP LINE MARKING, 18-INCH WHITE
- ④ CROSS WALK MARKING, 6-INCH WHITE
- ⑤ EDGELINE MARKING, 4-INCH YELLOW
- ⑥ ISLAND NOSE AND CURB MARKING, YELLOW 5' BEYOND RADIUS POINT
- ⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

DWG FILE: 5592PM7 DISK # DATE:11-2-93 SCALE:1"=20' ROT. < 39°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.29

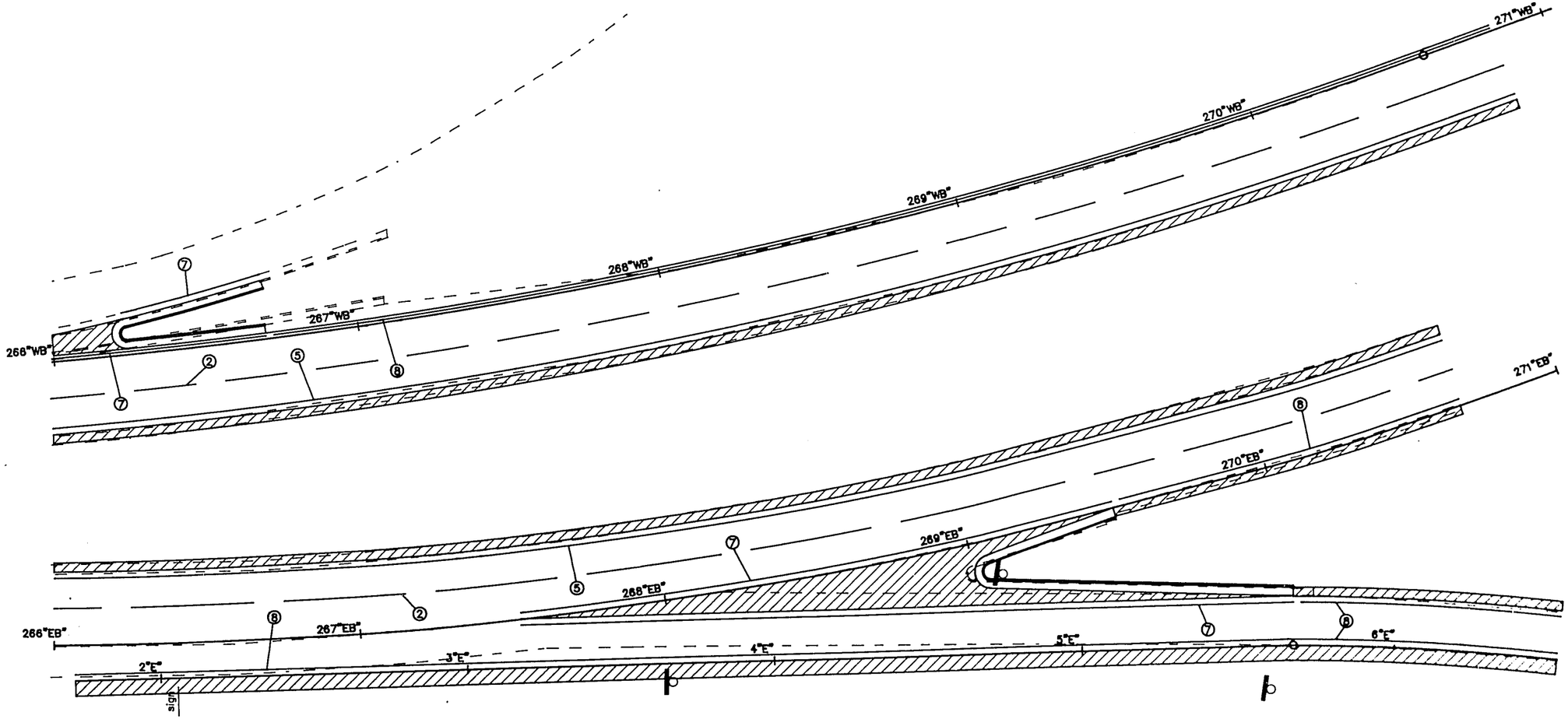
SIGNING & PAVEMENT MARKING DETAILS

LEGEND

- ASPHALTIC CONCRETE, TYPE LV
- ② LANE LINE MARKING, 4-INCH (BROKEN) WHITE
- ⑤ EDGELINE MARKING, 4-INCH YELLOW
- ⑦ PAVEMENT MARKING CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II
SIGN REINSTALLATION IS BY OTHERS.

N



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

3582

DWG FILE:53922948 DISK # DATE:11-2-93 SCALE:1"=20' ROT. < 129°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.30

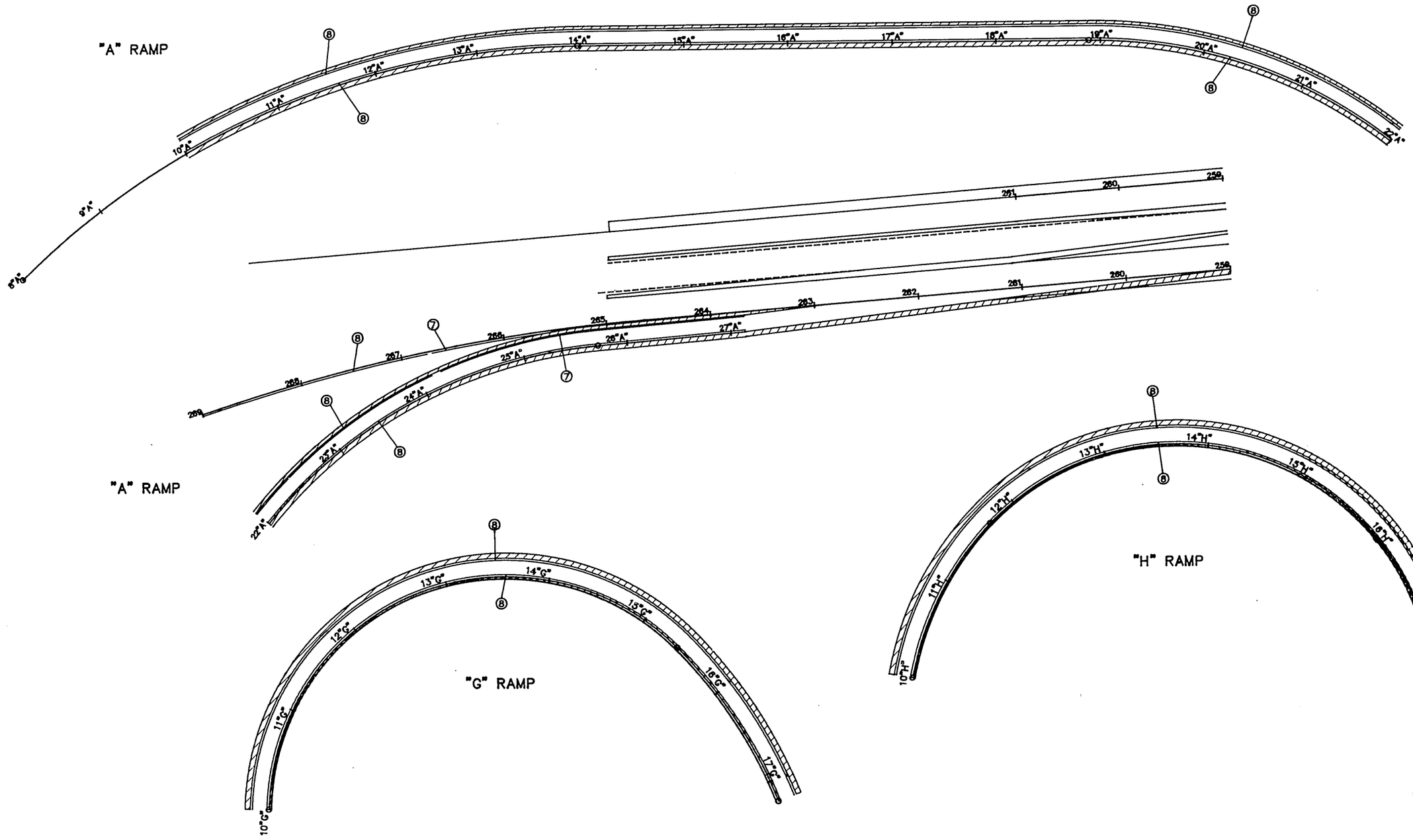
SIGNING & PAVEMENT MARKING DETAILS

NORTH

LEGEND

- ▨ ASPHALTIC CONCRETE, TYPE LV
- ⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II



ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5502

DWG FILE:65922MB DISK # DATE:11-2-93 SCALE:1"=50' ROT. < 139°

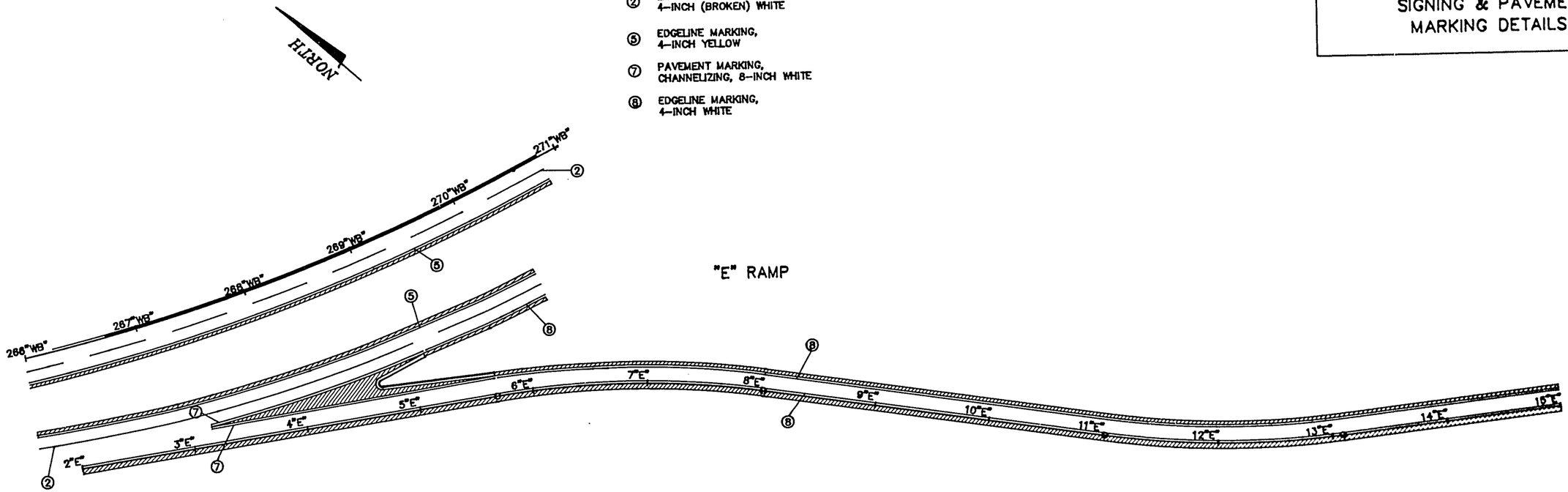
PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.31

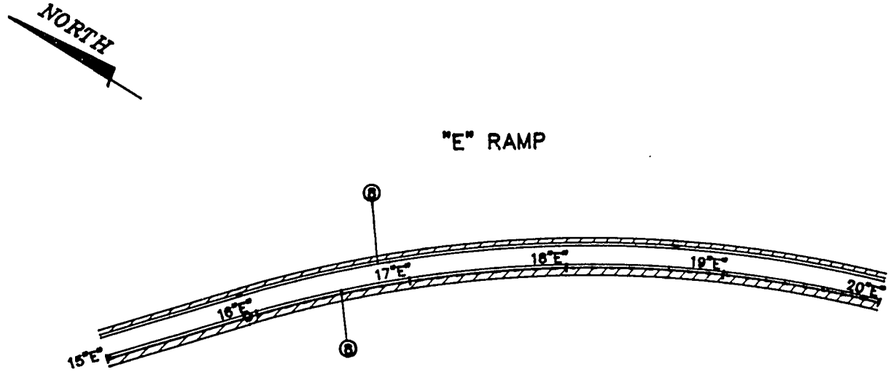
SIGNING & PAVEMENT MARKING DETAILS

LEGEND

- ASPHALTIC CONCRETE, TYPE LV
- ② LANE LINE MARKING, 4-INCH (BROKEN) WHITE
- ⑤ EDGELINE MARKING, 4-INCH YELLOW
- ⑦ PAVEMENT MARKING, CHANNELIZING, 8-INCH WHITE
- ⑧ EDGELINE MARKING, 4-INCH WHITE

NOTE: ALL SIGNS ARE TO BE TYPE II





ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5562

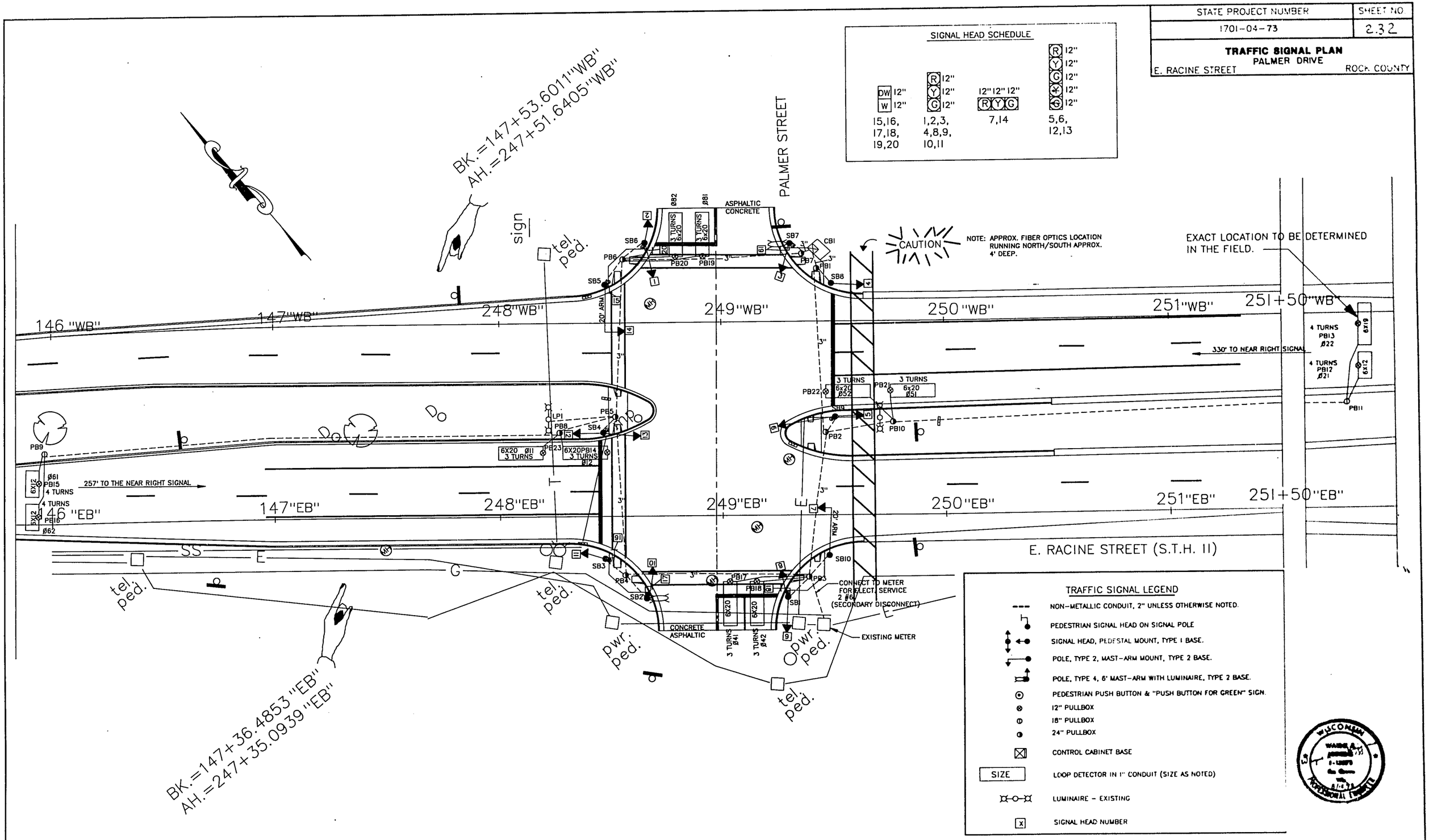
DWG FILE:65929H10 DISK # DATE:11-2-93 SCALE:1"=50' ROT. < 45° & 67°

STATE PROJECT NUMBER	SHEET NO
1701-04-73	2.32

TRAFFIC SIGNAL PLAN
PALMER DRIVE
E. RACINE STREET — ROCK COUNTY

SIGNAL HEAD SCHEDULE

DW 12" / W 12"	R 12" / Y 12" / G 12"	12" 12" 12" R Y G	R 12" / Y 12" / G 12" / ← 12" / ↓ 12"
15,16, 17,18, 19,20	1,2,3, 4,8,9, 10,11	7,14	5,6, 12,13



TRAFFIC SIGNAL LEGEND

- NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED.
- PEDESTRIAN SIGNAL HEAD ON SIGNAL POLE
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE.
- POLE, TYPE 2, MAST-ARM MOUNT, TYPE 2 BASE.
- POLE, TYPE 4, 6' MAST-ARM WITH LUMINAIRE, TYPE 2 BASE.
- PEDESTRIAN PUSH BUTTON & "PUSH BUTTON FOR GREEN" SIGN.
- 12" PULLBOX
- 18" PULLBOX
- 24" PULLBOX
- CONTROL CABINET BASE
- SIZE — LOOP DETECTOR IN 1" CONDUIT (SIZE AS NOTED)
- LUMINAIRE - EXISTING
- X — SIGNAL HEAD NUMBER

WISCONSIN — WAYNE R. HIGGINS — E-16975 — PROFESSIONAL ENGINEER — 8/14/93

REVISED: _____ BY: _____

TRAFFIC ENGINEERING SERVICES, INC.
13000 West Bluemound Road • Suite 205 • Elm Grove, Wi. 53122 • (414)797-9097 • Fax (414)797-8373

DRAWN BY: C.S.
APPROVED BY: WAYNE R. HIGGINS, PE-PRES.
DATE: AUGUST 1993
FILENAME: JANESIG.DWG

SCALE: 1"=20'

INTERSECTION OF E. RACINE STREET AND PALMER DRIVE

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	2.33

PALMER DRIVE
SEQUENCE OF OPERATION

E. RACINE STREET — ROCK COUNTY

SEQUENCE OF OPERATION

NOT USED

	HEAD NUMBERS	ø1 R/W	ø1 CLEAR TO *	*	ø2 R/W	ø2 CLEAR TO *	*
ø1	12,6	~~G~~	~~Y~~	-	-	-	-
ø2	4,14,13	R	R	R	G	Y	R
ø3	——	-	-	-	-	-	-
ø4	9,3,1	R	R	R	R	R	R
ø5	5,13	-	-	-	-	-	-
ø6	11,7,6	R	R	R	R	R	R
ø7	——	-	-	-	-	-	-
ø8	2,10,8	R	R	R	R	R	R
ø2P	17,18	D	D	D	W/F	D	D
ø4P	——						
ø6P	19,20	D	D	D	D	D	D
ø8P	15,16	D	D	D	D	D	D

	ø3 R/W	ø3 CLEAR TO *	*	ø4 R/W	ø4 CLEAR TO *	*	FLASH
				-	-	-	-
				R	R	R	Y
				-	-	-	
				G	Y	R	R
				-	-	-	
				R	R	R	Y
				-	-	-	
				R	R	R	R
				D	D	D	
				D	D	D	
				D	D	D	

NOT USED

	HEAD NUMBERS	ø5 R/W	ø5 CLEAR TO *	*	ø6 R/W	ø6 CLEAR TO *	*
ø1	12,6	-	-	-	-	-	-
ø2	4,14,13	R	R	R	R	R	R
ø3	——	-	-	-	-	-	-
ø4	9,3,1	R	R	R	R	R	R
ø5	5,13	~~G~~	~~Y~~	R	-	-	-
ø6	11,7,6	R	R	R	G	Y	R
ø7	——	-	-	-	-	-	-
ø8	2,10,8	R	R	R	R	R	R
ø2P	17,18	D	D	D	D	D	D
ø4P	——						
ø6P	19,20	D	D	D	W/F	D	D
ø8P	15,16	D	D	D	D	D	D

	ø7 R/W	ø7 CLEAR TO *	*	ø8 R/W	ø8 CLEAR TO *	*
				-	-	-
				R	R	R
				-	-	-
				R	R	R
				-	-	-
				R	R	R
				-	-	-
				G	Y	R
				D	D	D
				D	D	D
				W/F	D	D

BARRIER

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS & EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6x20	3
12	2			X		1				6x20	3
21	3	X			2	2				6x12	4
22	3	X			2	2				6x12	4
41	4	X			4	4				6x20	3
42	5	X			4	4		X		6x20	3
51	6	X			5	5				6x20	3
52	7			X		5				6x20	3
61	8	X			6	6				6x12	4
62	8	X			6	6				6x12	4
81	9	X			8	8				6x20	3
82	10	X			8	8				6x20	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY	PHASE RECALL
1		W/6	——
2	X	W/6	W/6
3			
4	X	W/8	——
5		W/2	
6	X	W/2	W/2
7			
8	X	W/4	——

OVERLAPS

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

CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
ø 1	5 OR 6	2,4,8
ø 2	5 OR 6	1,4,8
ø 3	——	——
ø 4	8	1,2,5,6
ø 5	1 OR 2	3,4,6,8
ø 6	2	3,4,7,8
ø 7	——	——
ø 8	4	2,3,6,7

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	
IN SEPERATE CONTROL CABINET	X

GENERAL NOTES:

1. ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING 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 ALTERNATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

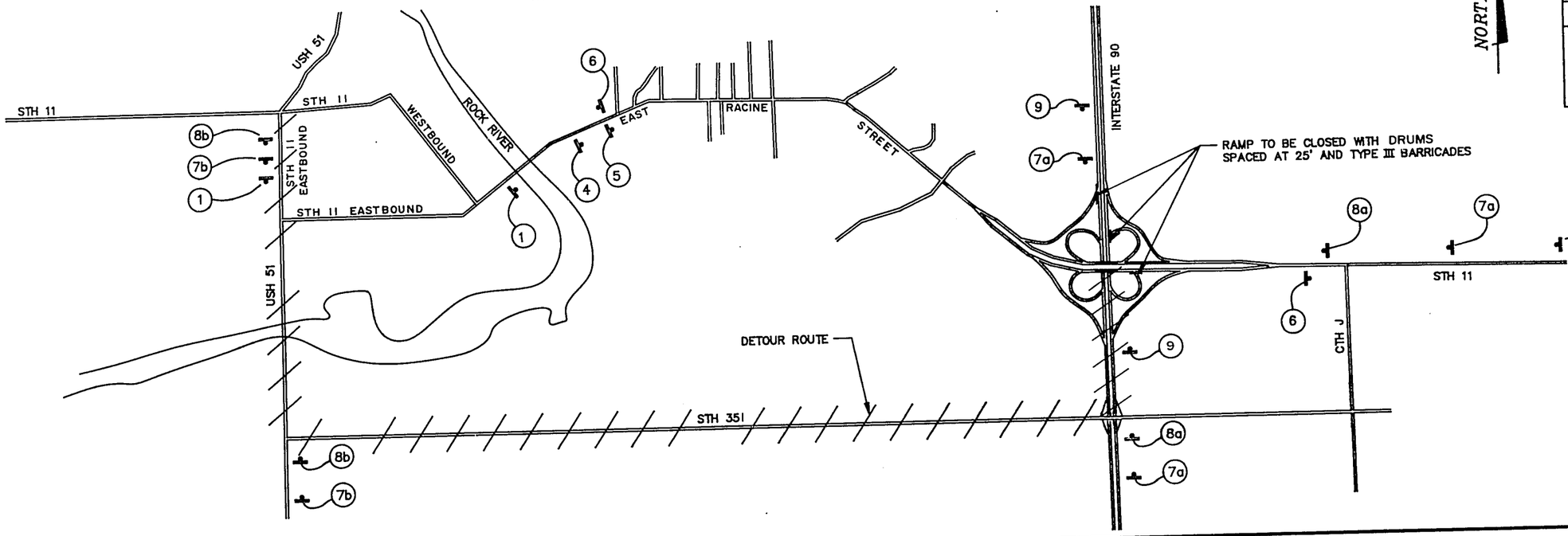
SIGNAL NO.

DATE

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.34

TRAFFIC CONTROL SIGN GENERAL LAYOUT

NOTE: DETOUR WORKER ROUTE (NOT SHOWN) TO BE PROVIDED AND INSTALLED BY WISCONSIN DEPARTMENT OF TRANSPORTATION



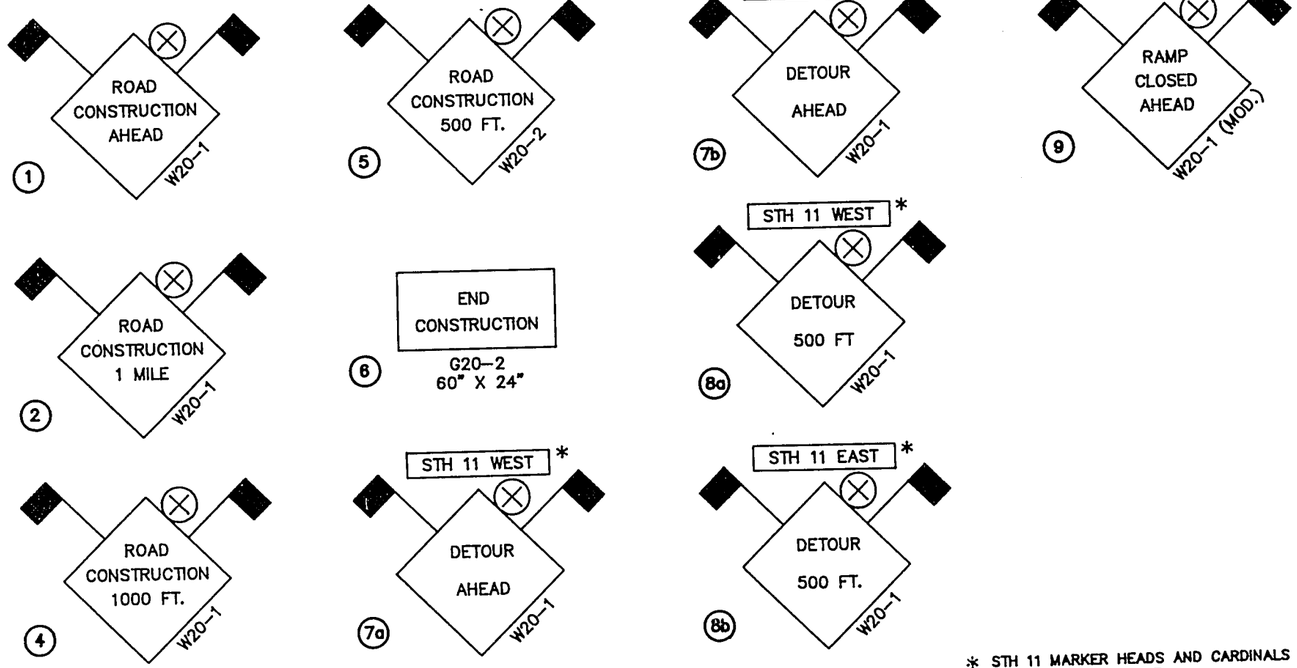
LEGEND

- SIGN ON FIXED SUPPORT
- WARNING LIGHT, TYPE A (FLASHING)
- 24" X 24" MIN. ORANGE FLAGS

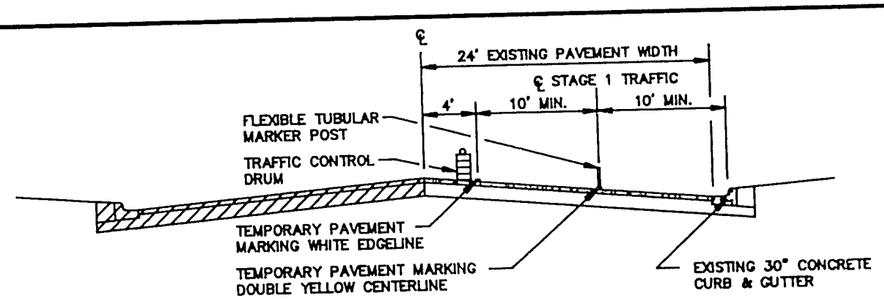
NOTES: ALL SIGNS ARE REQUIRED DURING EACH STAGE OF CONSTRUCTION UNLESS OTHERWISE NOTED.

ALL SIGNS TO BE BLACK ON ORANGE, HIGH INTENSITY SHEETING.

USE OF ADVANCE WARNINGS AND G20-2 SIGNS NEAR THE ROCK RIVER SHALL BE COORDINATED WITH PROJECT I.D. #1701-01-72



* STH 11 MARKER HEADS AND CARDINALS TO BE PROVIDED BY W. D.O.T.

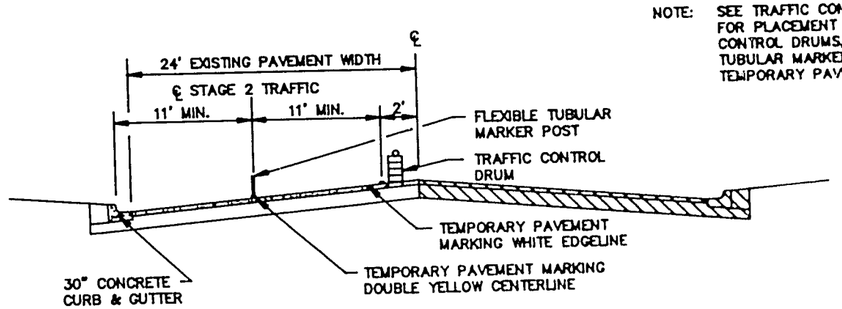


TYPICAL SECTION

EAST RACINE STREET
STA. 117+63 TO STA. 124+67
STAGE 1 CONSTRUCTION

CONSTRUCTION AREA

NOTE: SEE TRAFFIC CONTROL PLANS FOR PLACEMENT OF TRAFFIC CONTROL DRUMS, FLEXIBLE TUBULAR MARKER POSTS AND TEMPORARY PAVEMENT MARKINGS.



TYPICAL SECTION

EAST RACINE STREET
STA. 117+63 TO STA. 124+67
STAGE 2 CONSTRUCTION

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592 E. RACINE

DWG FILE: 5592LAY DISK # DATE: 11-09-93 SCALE: 1=1 ROT. <

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.35

NOT STAGED CONSTRUCTION

N

BEGIN PROJECT
AT STA. 99+10

250'

FOREST PARK BLVD.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

+50

99

100 101 102 103 104

℄ EAST RACINE ST.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

① ROAD CLOSED AHEAD
W20-3A
48" X 48"

② END CONSTRUCTION
G20-2
60" X 24"

① ② 250'

S. RINGOLD ST.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

104 105 106 107 108 109 110

℄ EAST RACINE ST.

250'

S. BLACKHAWK ST.

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

② ①

S. BLACKHAWK ST.

LEGEND

CONSTRUCTION AREA - NOT STAGED

TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED

SIGN ON FIXED BASE

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

ROT. < 0°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 5592SG1

5592

PROJECT DESIGNATION	SHEET NO.
1701-01-73	2.36

STAGE 1 CONSTRUCTION

N

① ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

② (NON-STAGED CONSTRUCTION FROM FOREST PARK BLVD. TO RANDALL AVE.)

DOUGLAS ST.

S. FREMONT ST.

℄ EAST RACINE ST.

S. RANDALL AVE.

250'

110 111 112 113 114 115 116

① ROAD CLOSED AHEAD
W20-3A
48" X 48"

② END CONSTRUCTION
G20-2
60" X 24"

W06-3
48" X 48"

DO NOT PASS
R4-1
24" X 30"

① ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

W06-3
48" X 48"

DO NOT PASS
R4-1
24" X 30"

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT 50' C-C UNLESS OTHERWISE NOTED.
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

116 117 118 119 120 121 122

25' C-C SPACING

25' C-C SPACING (TYP.)

4" 10' 10' 10' 10' 10'

℄ EAST RACINE ST.

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄, 4-INCH, PAINT

TEMP. PAVEMENT MARKING EDGELINE WHITE, 4-INCH, PAINT

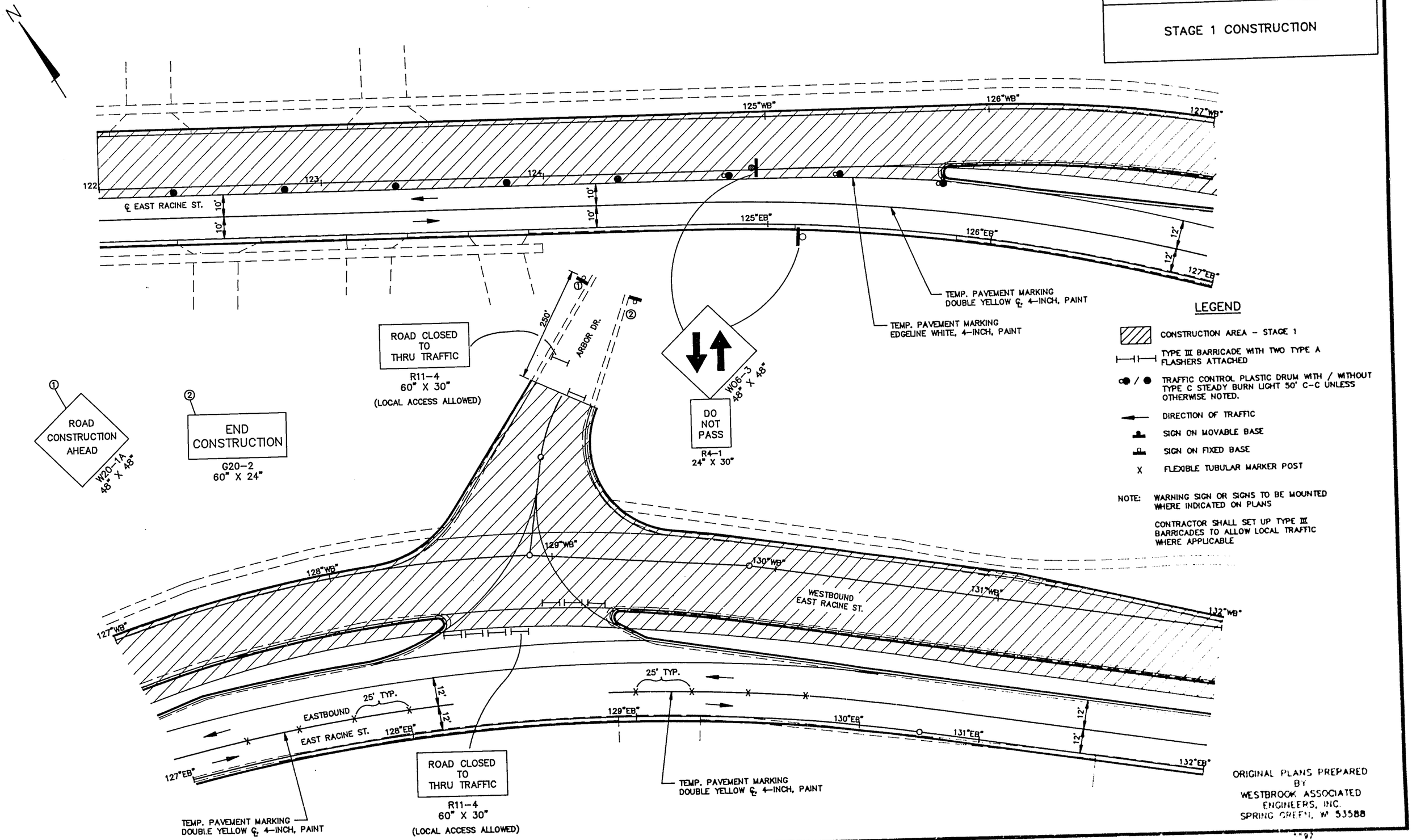
SEE TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. SHEET NO.

ORIGINAL PLANS PREPARED BY WESTBROOK ASSOCIATED ENGINEERS, INC. SPRING GREEN, WI 53588

ROT. < 0°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 5592SC2

PROJECT DESIGNATION	SHEET NO.
1701–04–73	2.37

STAGE 1 CONSTRUCTION



LEGEND

- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT 50' C–C UNLESS OTHERWISE NOTED.
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE: 5592SC3 DISK # DATE: 11-09-93 SCALE: 1"=20' ROT. < 30°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2 38

STAGE 1 CONSTRUCTION

① ROAD CONSTRUCTION AHEAD
W20-1A
48" X 48"

② END CONSTRUCTION
G20-2
60" X 24"

N

132"WB" 133"WB" 134"WB" 135"WB" 136"WB" 137"WB" 138"WB"

WESTBOUND EAST RACINE ST.

12' 12'

132"EB" 133"EB" 134"EB" 135"EB" 136"EB" 137"EB" EASTBOUND EAST RACINE ST. 138"EB"

12' 12'

TEMP. PAVEMENT MARKING
DOUBLE YELLOW ℄ 4-INCH, PAINT

LEGEND

- CONSTRUCTION AREA - STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

① ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

HARMONY DR.

250'

② ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

W06-3
48" X 48"

DO NOT PASS
R4-1
24" X 30"

W06-3
48" X 48"

DO NOT PASS
R4-1
24" X 30"

138"WB" 139"WB" 140"WB" 141"WB" 142"WB" 143"WB" 144"WB"

WESTBOUND EAST RACINE ST.

25' TYP. 25' TYP.

12' 12'

138"EB" 139"EB" 140"EB" EASTBOUND EAST RACINE ST. 141"EB" 142"EB" 143"EB" 144"EB"

12' 12'

TEMP. PAVEMENT MARKING
DOUBLE YELLOW ℄ 4-INCH, PAINT

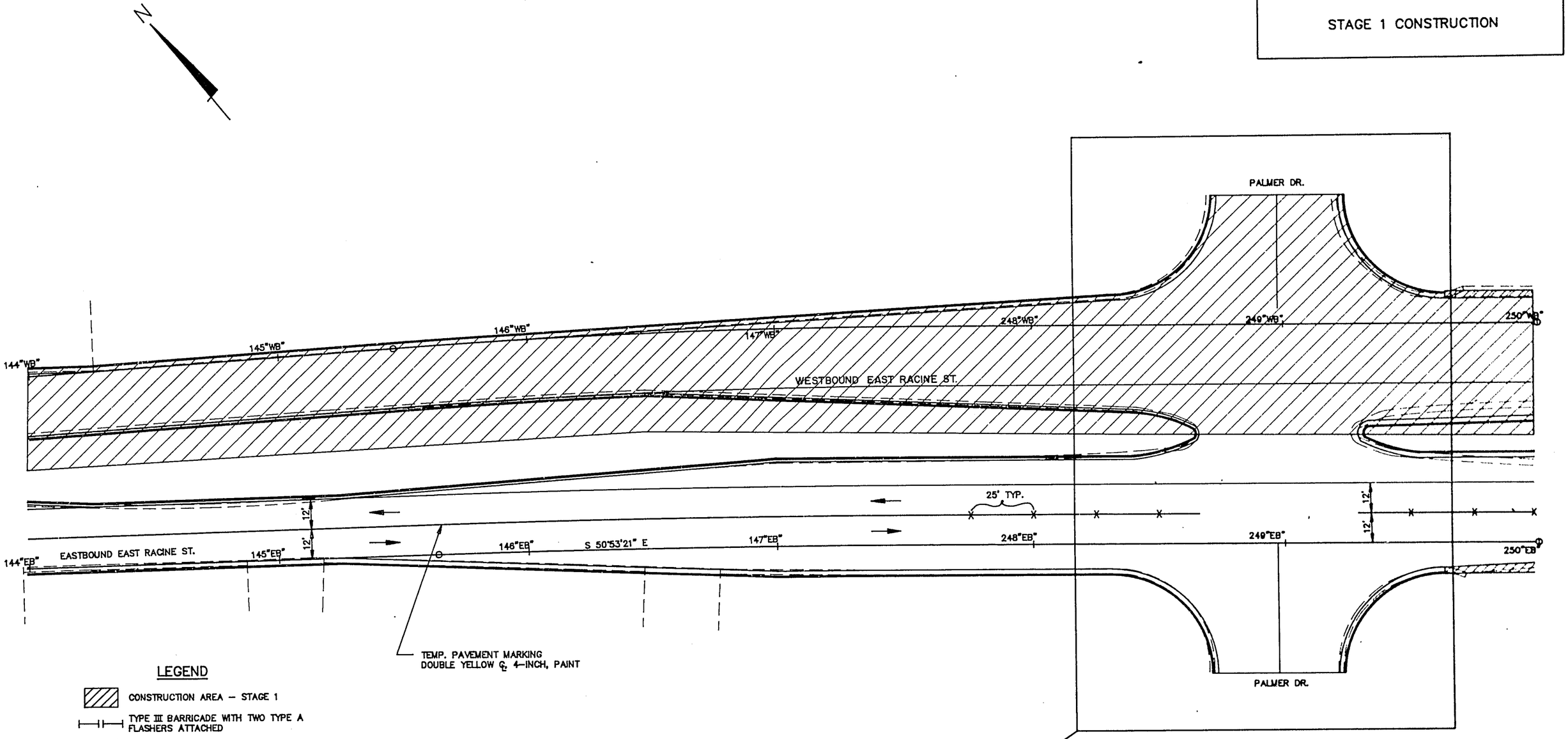
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

ROT: < 30°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 5592SC4

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.39

STAGE 1 CONSTRUCTION



LEGEND

- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- DIRECTION OF TRAFFIC
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

SEE TRAFFIC CONTROL DETAILS
PALMER DRIVE
SHEET NO.

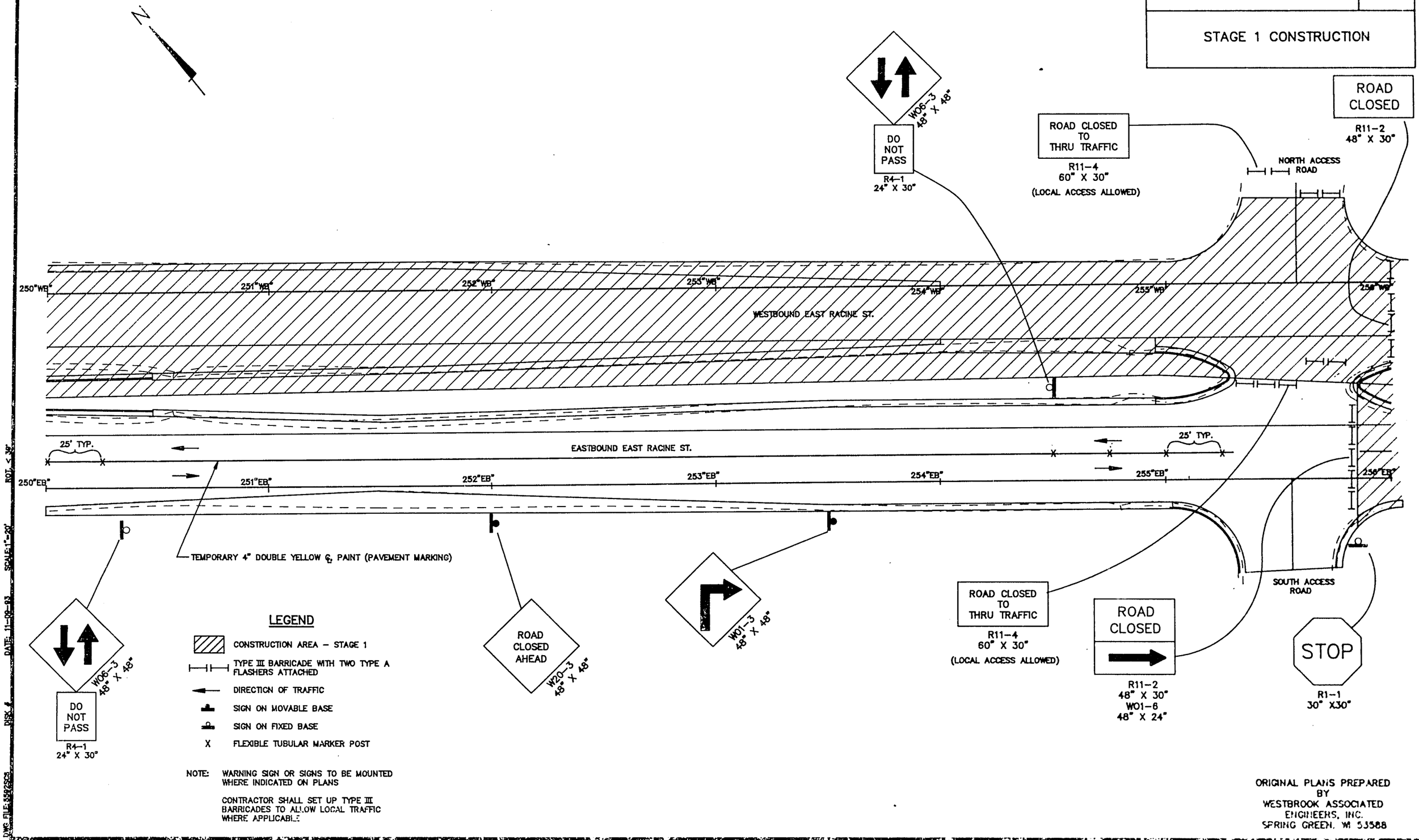
ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

3582

DWG FILE:5582S25 DISK: 4 DATE: 11-09-93 SCALE:1"=20' ROT: < 39°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.40

STAGE 1 CONSTRUCTION



LEGEND

- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X — FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

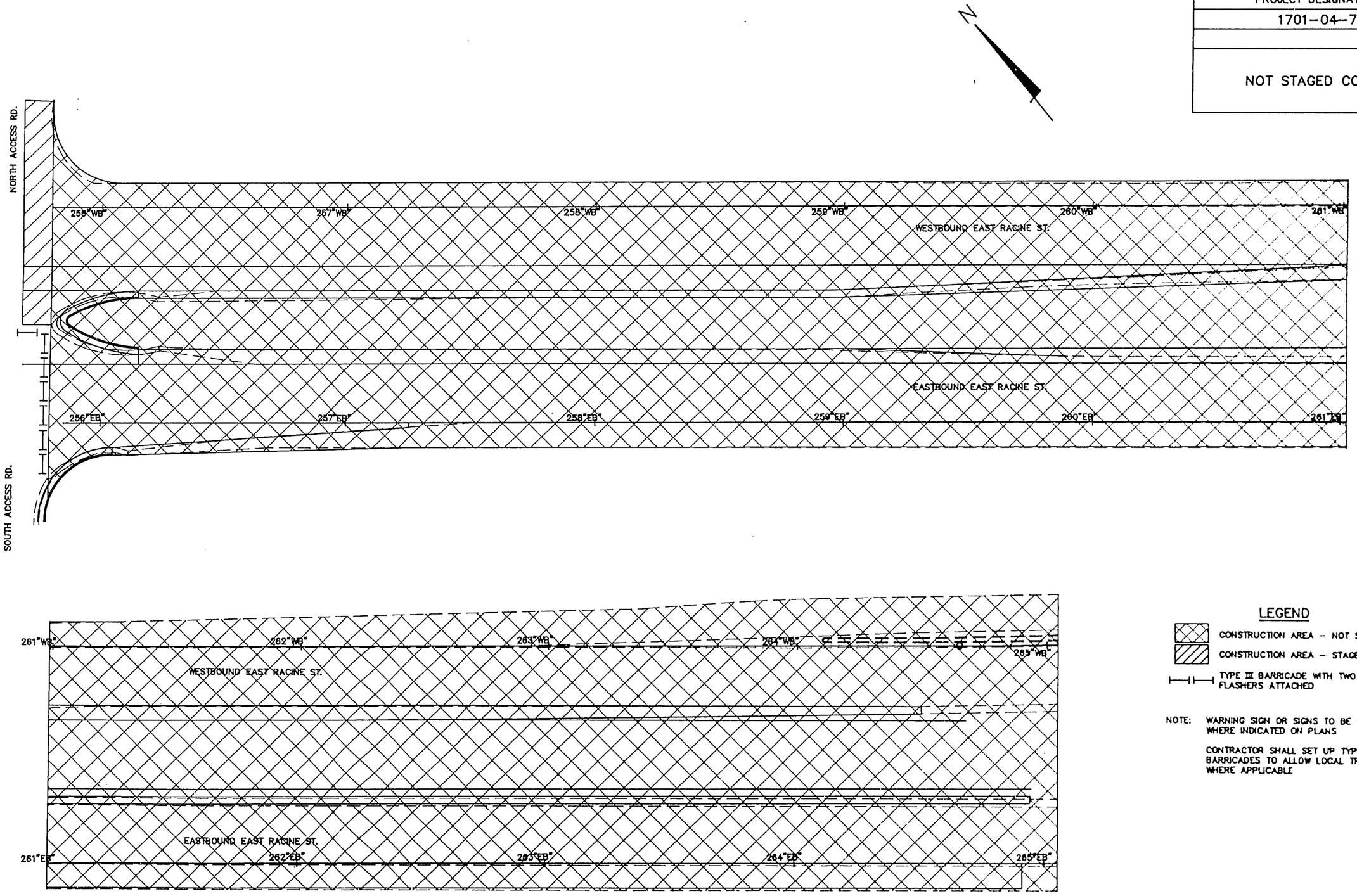
CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE: 5592SCS DISK: 4 DATE: 11-09-93 SCALE: 1"=20' ROT: < 38°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.41

NOT STAGED CONSTRUCTION



LEGEND

- CONSTRUCTION AREA - NOT STAGED
- CONSTRUCTION AREA - STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE:4592SC7 DISK # DATE: 11-2-93 SCALE:1"=20' ROT. < 39°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2 42

NOT STAGED CONSTRUCTION

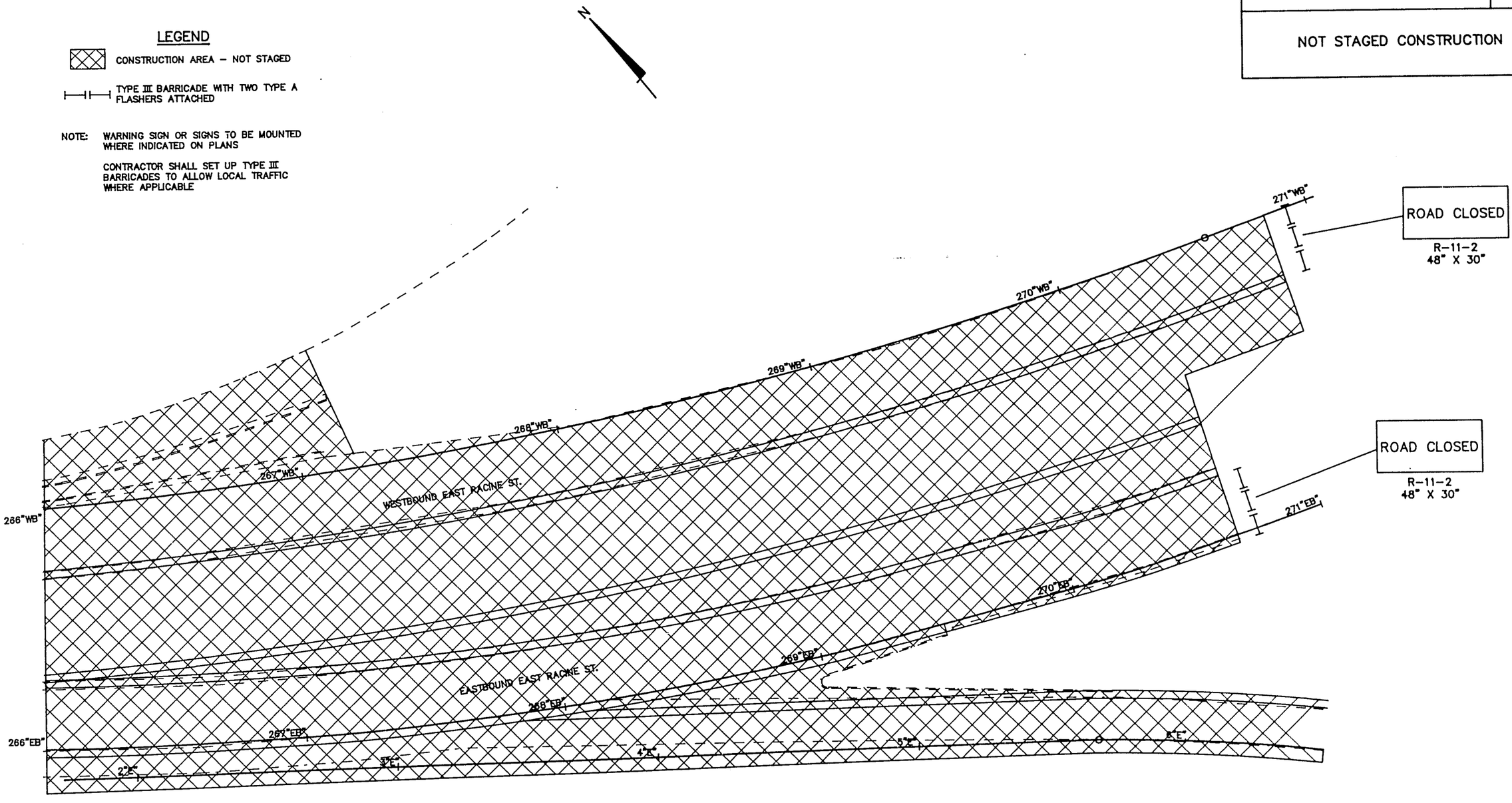
LEGEND

CONSTRUCTION AREA – NOT STAGED

TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE



ORIGINAL PLANS PREPARED
BY
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

DWG FILE:5592SC9 DISK: 4 DATE:11-09-93 SCALE:1"=20' ROT: < 39°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.43

TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. STAGE 1 CONSTRUCTION PART 1A

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

ROAD CONSTRUCTION AHEAD
W20-1
48" X 48"
①

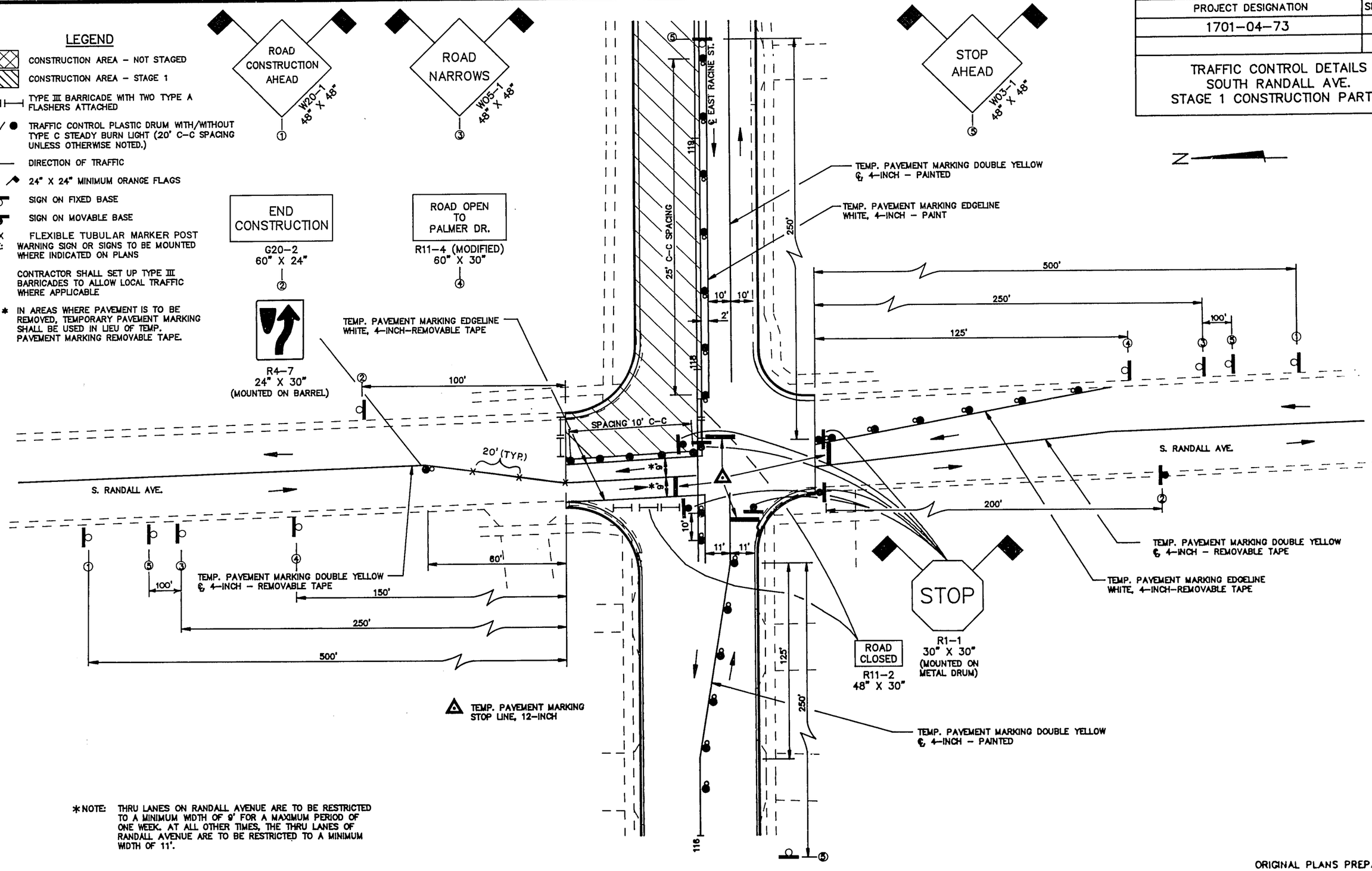
ROAD NARROWS
W05-1
48" X 48"
③

STOP AHEAD
W03-1
48" X 48"
⑤

END CONSTRUCTION
G20-2
60" X 24"
②

ROAD OPEN TO PALMER DR.
R11-4 (MODIFIED)
60" X 30"
④

R4-7
24" X 30"
(MOUNTED ON BARREL)



*NOTE: THRU LANES ON RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 9' FOR A MAXIMUM PERIOD OF ONE WEEK. AT ALL OTHER TIMES, THE THRU LANES OF RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 11'.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE:5392SSSC DSK # DATE: 11-09-93 SCALE:1"=20' ROT: < 0°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	44

TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. STAGE 1 CONSTRUCTION PART 1B

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

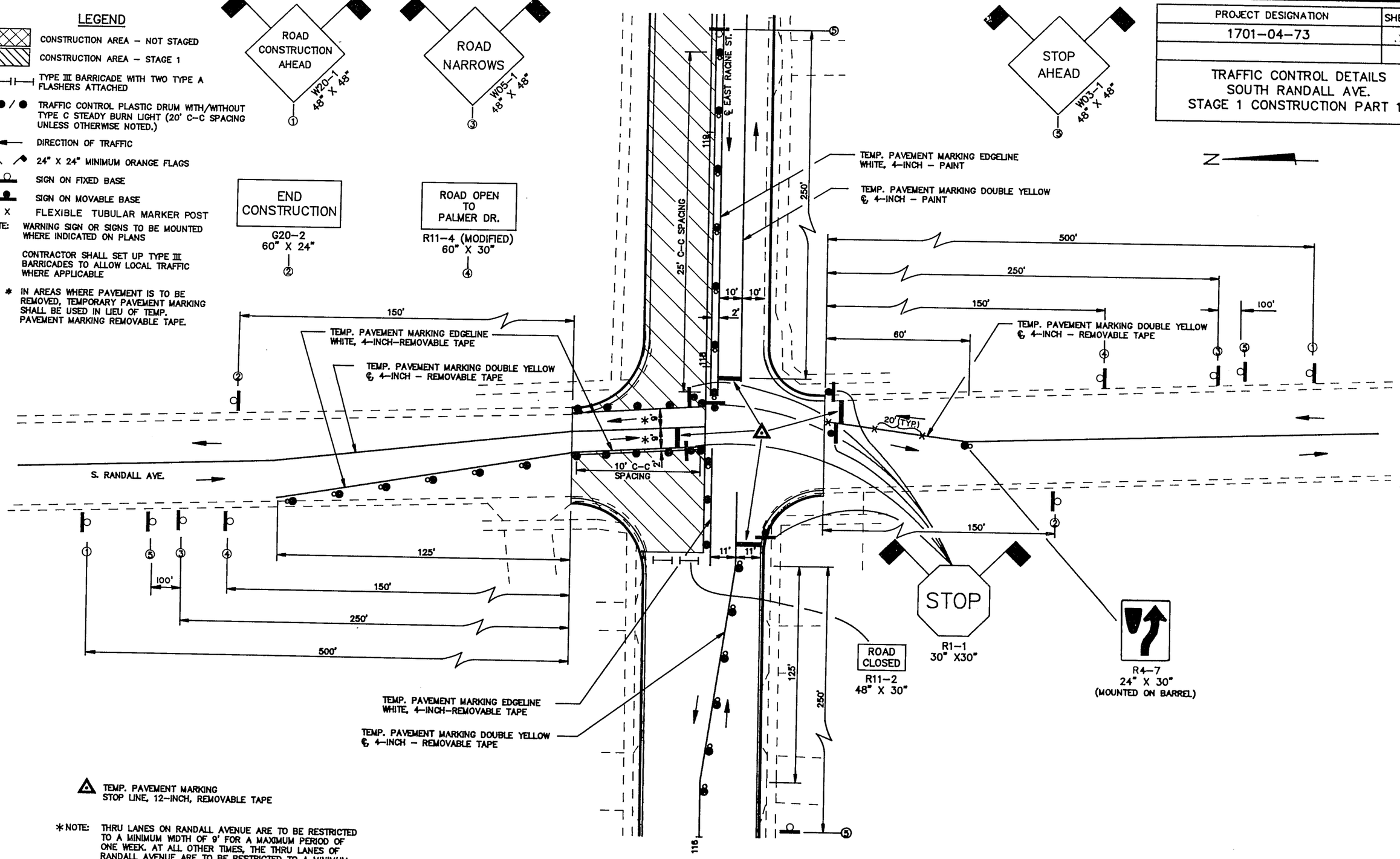
ROAD CONSTRUCTION AHEAD
W20-1
48" X 48"
①

ROAD NARROWS
W05-1
48" X 48"
③

STOP AHEAD
W03-1
48" X 48"
⑤

END CONSTRUCTION
G20-2
60" X 24"
②

ROAD OPEN TO PALMER DR.
R11-4 (MODIFIED)
60" X 30"
④



△ TEMP. PAVEMENT MARKING STOP LINE, 12-INCH, REMOVABLE TAPE

*NOTE: THRU LANES ON RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 9' FOR A MAXIMUM PERIOD OF ONE WEEK. AT ALL OTHER TIMES, THE THRU LANES OF RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 11'.

ORIGINAL PLANS PREPARED BY WESTBROOK ASSOCIATED ENGINEERS, INC. SPRING GREEN, WI 53588

DWG FILE: 6502SSC DISK: # DATE: 11-09-93 SCALE: 1"=20' NOT < 0'

3392

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.45

TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. STAGE 1 CONSTRUCTION PART 2

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

ROAD CONSTRUCTION AHEAD
W20-1
48" X 48"
①

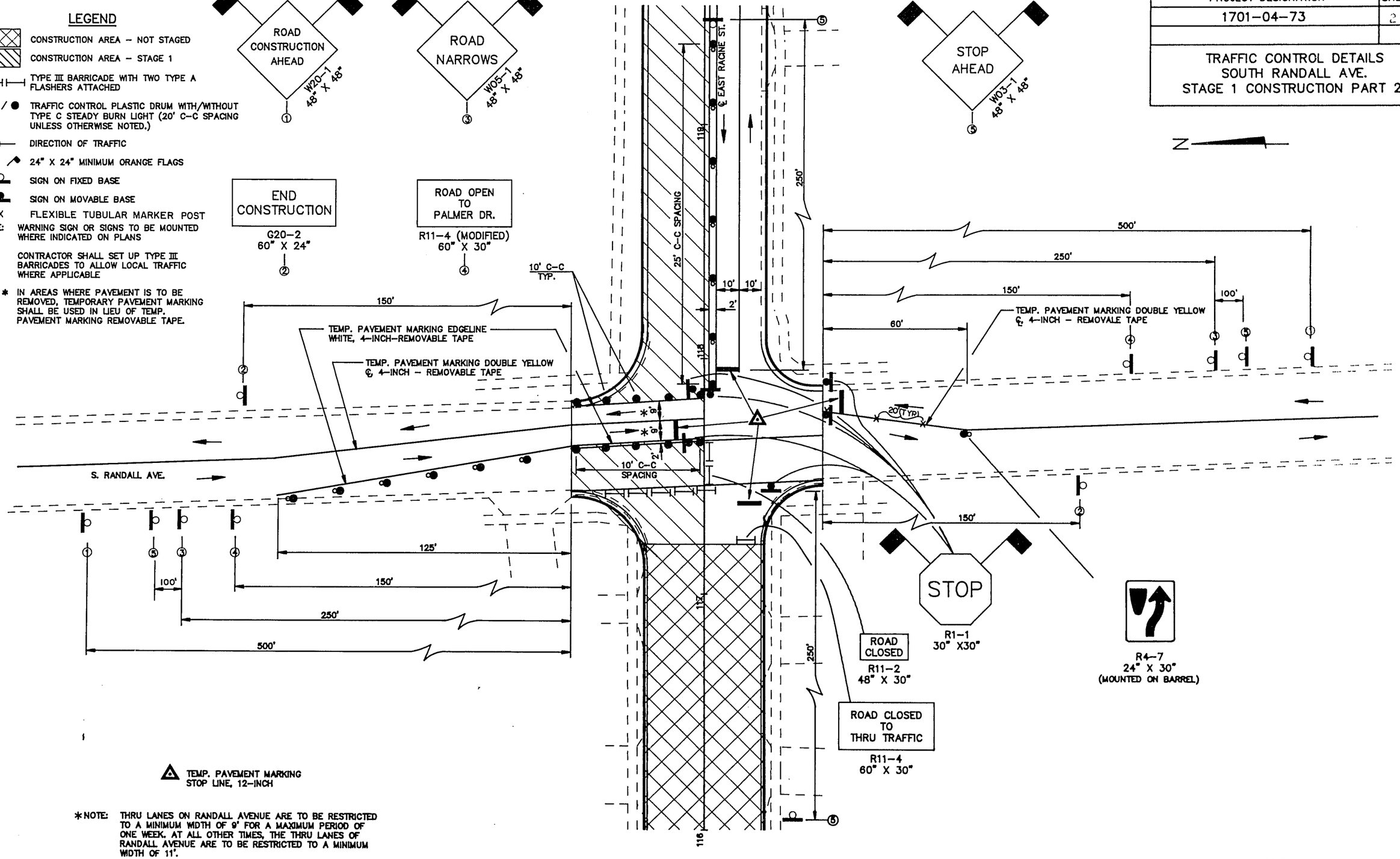
ROAD NARROWS
W05-1
48" X 48"
③

END CONSTRUCTION
G20-2
60" X 24"
②

ROAD OPEN TO PALMER DR.
R11-4 (MODIFIED)
60" X 30"
④

STOP AHEAD
W03-1
48" X 48"
⑤

N



△ TEMP. PAVEMENT MARKING STOP LINE, 12-INCH

*NOTE: THRU LANES ON RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 9' FOR A MAXIMUM PERIOD OF ONE WEEK. AT ALL OTHER TIMES, THE THRU LANES OF RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 11'.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE: 55202220 DISK: 4 DATE: 11-09-93 SCALE: 1"=20' ROT. < 0°

5582

PROJECT DESIGNATION	SHEET NO.
1701-04-73	46

TRAFFIC CONTROL DETAILS
PALMER DRIVE
STAGE 1 CONSTRUCTION PART A

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE

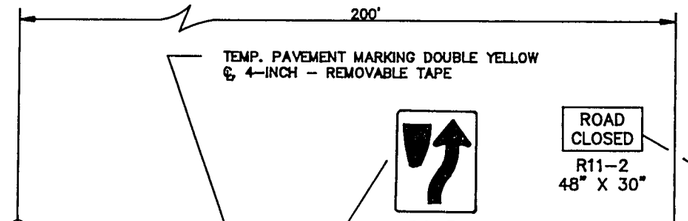
NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

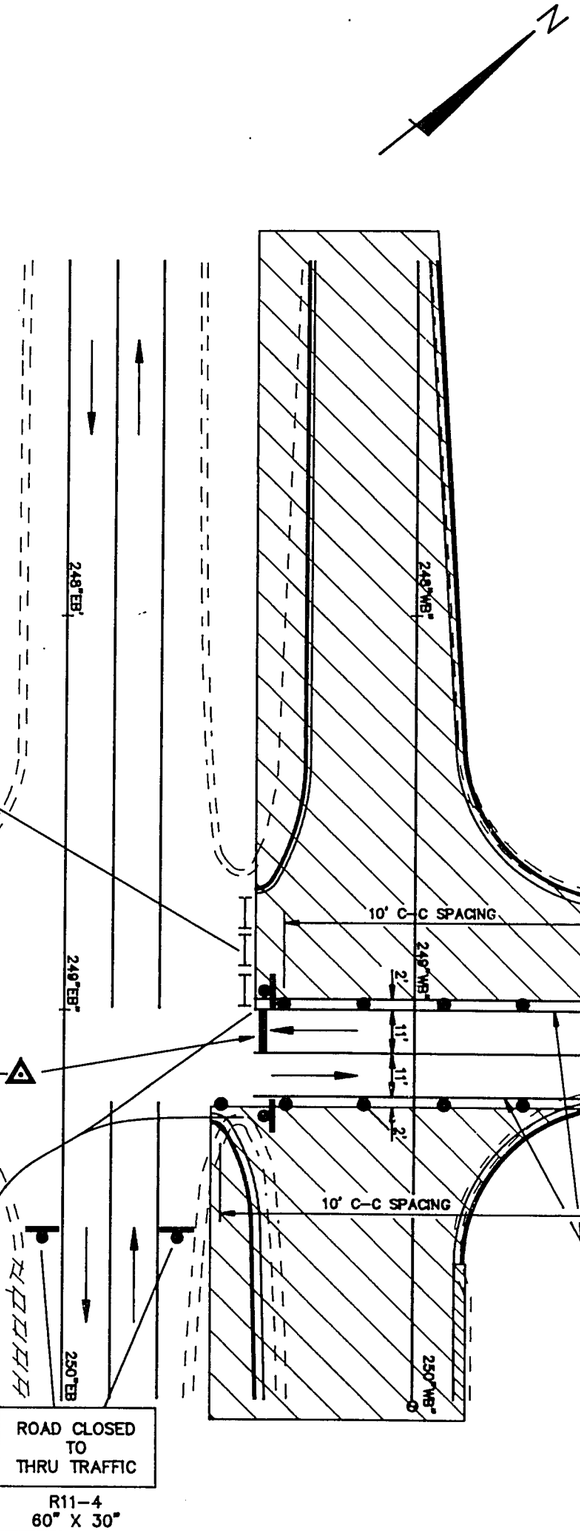
CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

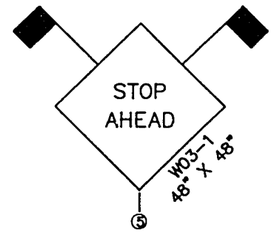
* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

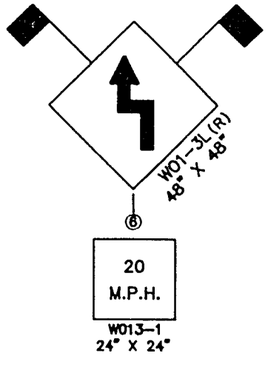
NOTE: TAPERS ON PALMER DR. ARE CALCULATED USING SPEED OF 20 M.P.H.

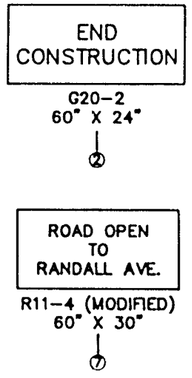
ALL TRAFFIC CONTROL PLASTIC DRUMS TO BE SPACED 20' C-C UNLESS OTHERWISE NOTED.

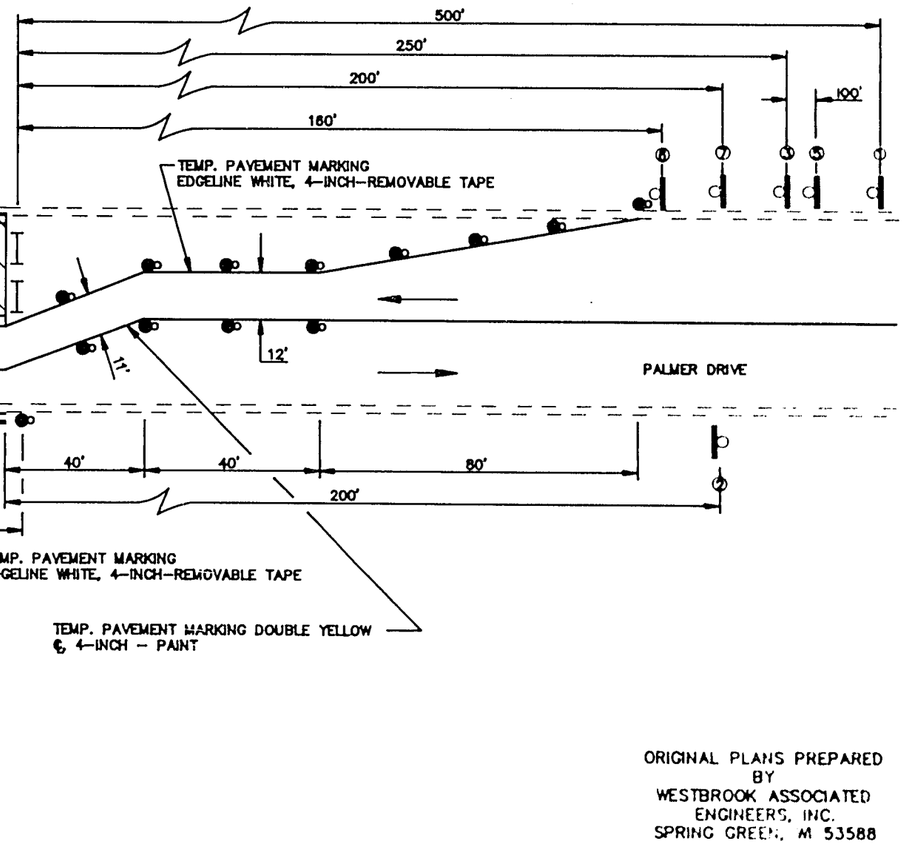












TEMP. PAVEMENT MARKING STOP LINE, 12-INCH

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5392

DWG FILE=5592SCID DISK 4 DATE: 11-09-93 SCALE:1"=20' ROT. < -81°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.47

TRAFFIC CONTROL DETAILS
PALMER DRIVE
STAGE 1 CONSTRUCTION PART B

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 1
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C–C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE

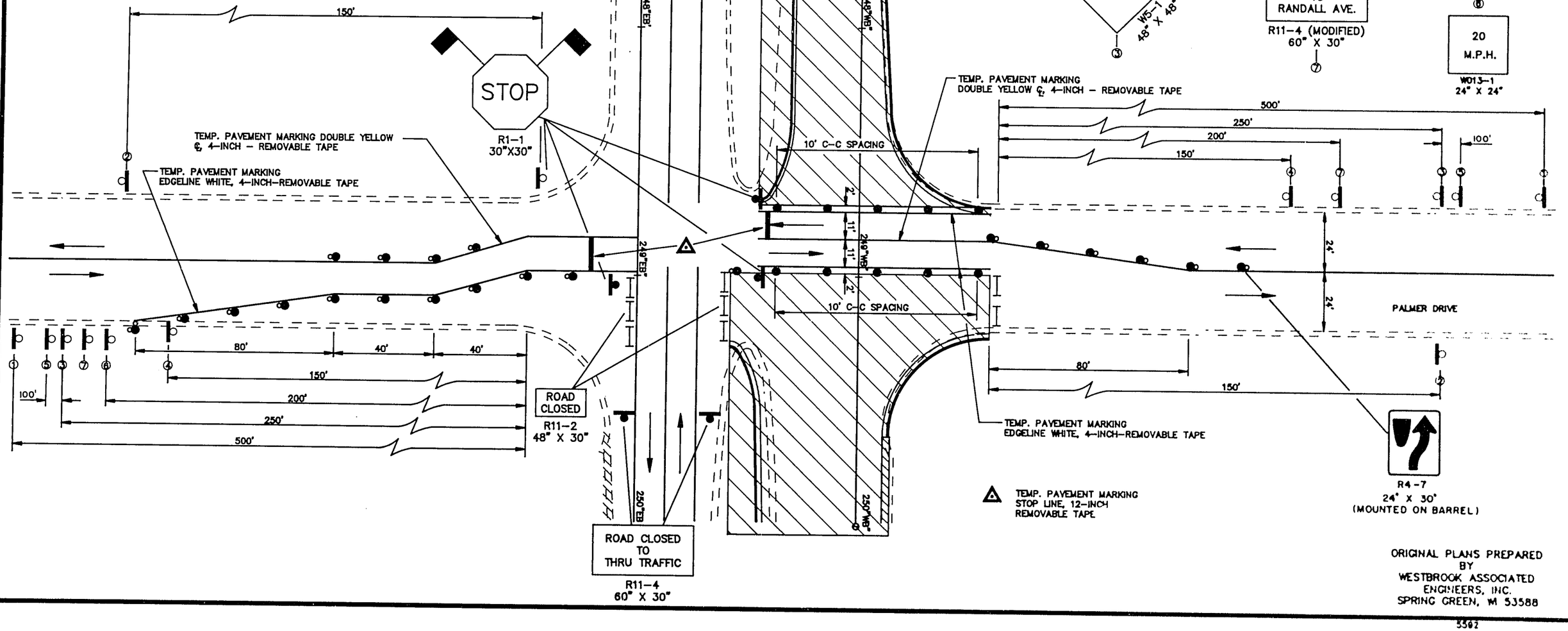
NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

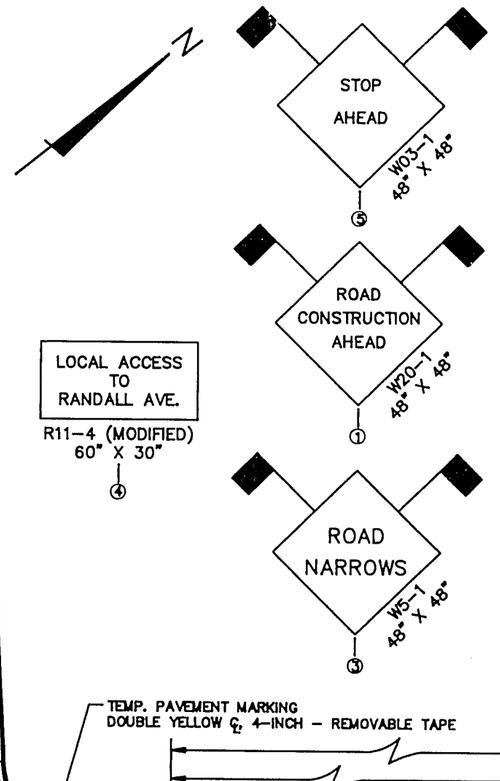
CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

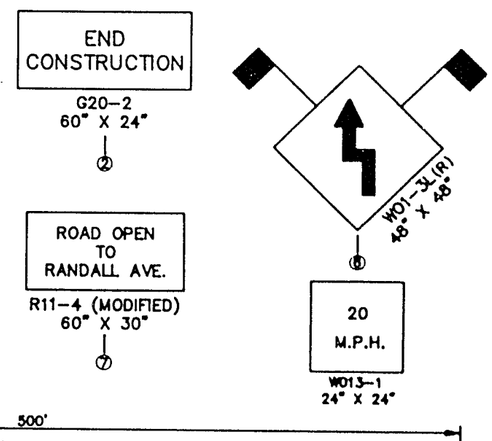
* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

NOTE: TAPERS ON PALMER DR. ARE CALCULATED USING SPEED OF 20 M.P.H.

ALL TRAFFIC CONTROL PLASTIC DRUMS TO BE SPACED 20' C–C UNLESS OTHERWISE NOTED.







ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5362

DWG FILE:5592SCD1 DISK # DATE:11-09-93 SCALE:1"=20' ROT. < -81°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2 48

STAGE 2 CONSTRUCTION

N

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"
(LOCAL ACCESS ALLOWED)

DOUGLAS ST.

S. FREMONT ST.

S. RANDALL AVE.

250'

℄ EAST RACINE ST.

110 111 112 113 114 115 116 117 118 119 120 121 122

W06-3
48" X 48"

DO NOT PASS
R4-1
24" X 30"

TEMP. PAVEMENT MARKING EDGELINE WHITE, 4-INCH-REMOVABLE TAPE

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄, 4-INCH - REMOVABLE TAPE

25' TYP.

25' C-C SPACING

11' 2'

LEGEND

- CONSTRUCTION AREA - NOT STAGED
- CONSTRUCTION AREA - STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT 50' C-C UNLESS OTHERWISE NOTED.
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

SEE TRAFFIC CONTROL DETAILS
SOUTH RANDALL AVE.
SHEET NO.

① ROAD CLOSED AHEAD
W20-3A
48" X 48"

② END CONSTRUCTION
G20-2
60" X 24"

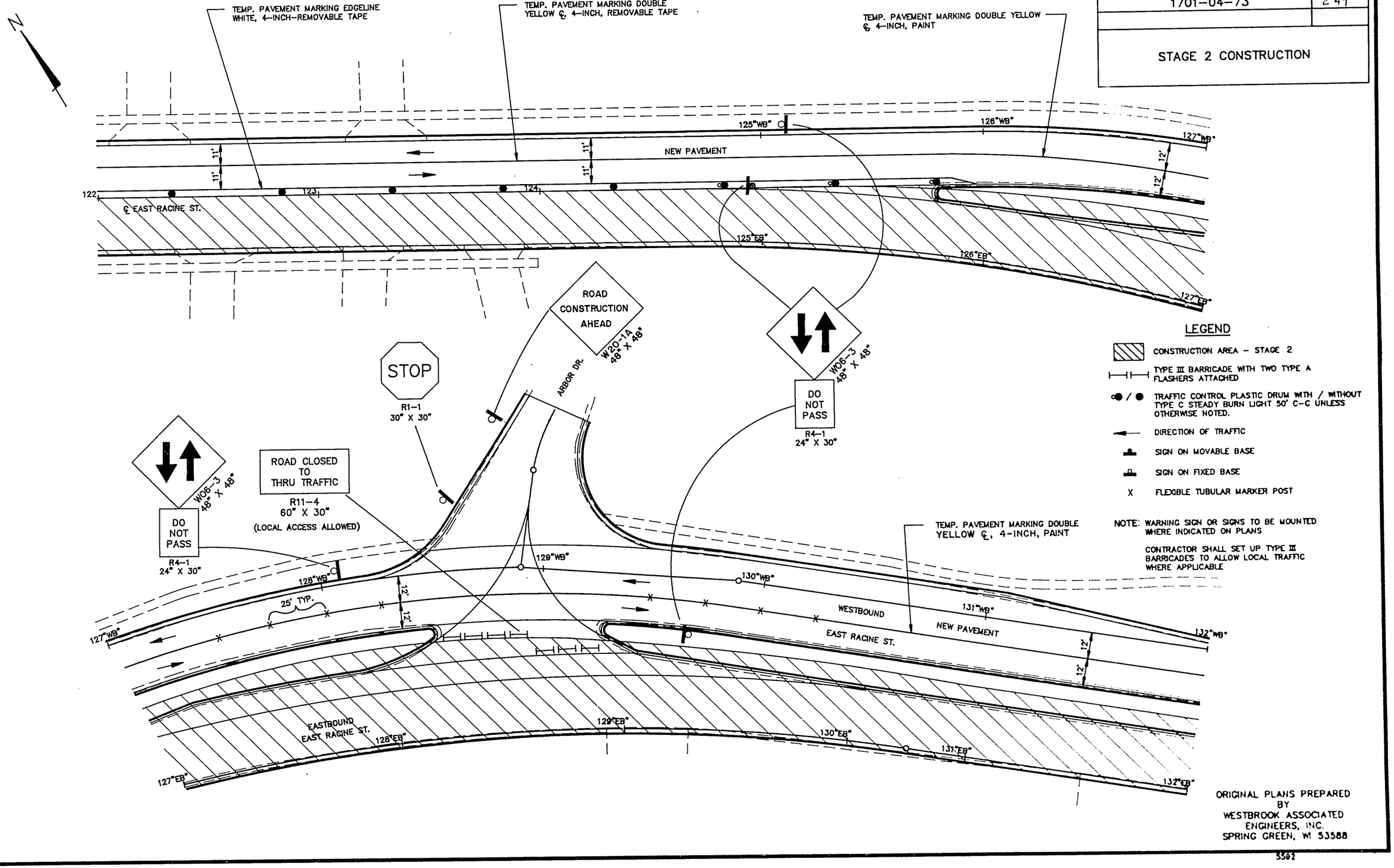
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

3592

ROT. < 0°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 5592SC2B

PROJECT DESIGNATION	SHEET NO.
1701-04-73	249

STAGE 2 CONSTRUCTION



LEGEND

- CONSTRUCTION AREA - STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- ● / ● TRAFFIC CONTROL PLASTIC DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT 50' C-C UNLESS OTHERWISE NOTED.
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5562

DWG FILE 5592SG3B DISK # DATE: 11-09-93 SCALE: 1"=20' ROT. < 30°

PROJECT DESIGNATION	SHEET NO.
1701–04–73	30

STAGE 2 CONSTRUCTION

N

ROAD CLOSED TO THRU TRAFFIC
R11–4
60" X 30"
(LOCAL ACCESS ALLOWED)

TEMP. PAVEMENT MARKING DOUBLE YELLOW
@ 4–INCH, PAINT

MEDIAN CROSSOVER (SEE DETAIL)

132"WB" 133"WB" 134"WB" 135"WB" 136"WB" 137"WB" 138"WB"

12' 12'

NEW PAVEMENT

WESTBOUND EAST RACINE ST.

12' 12'

132"EB" 133"EB" 134"EB" 135"EB" 136"EB" 137"EB" EASTBOUND EAST RACINE ST. 138"EB"

MEDIAN CROSSOVER (SEE DETAIL)

LEGEND

- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

W06–3
48" X 48"

DO NOT PASS
R4–1
24" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11–4
60" X 30"
(LOCAL ACCESS ALLOWED)

HARMONY DR.

W06–3
48" X 48"

DO NOT PASS
R4–1
24" X 30"

138"WB" 139"WB" 140"WB" 141"WB" 142"WB" 143"WB" 144"WB"

WESTBOUND EAST RACINE ST.

25' TYP.

12' 12'

138"EB" 139"EB" EASTBOUND EAST RACINE ST. 140"EB" 141"EB" 142"EB" 143"EB" 144"EB"

TEMP. PAVEMENT MARKING DOUBLE YELLOW
@ 4–INCH, PAINT

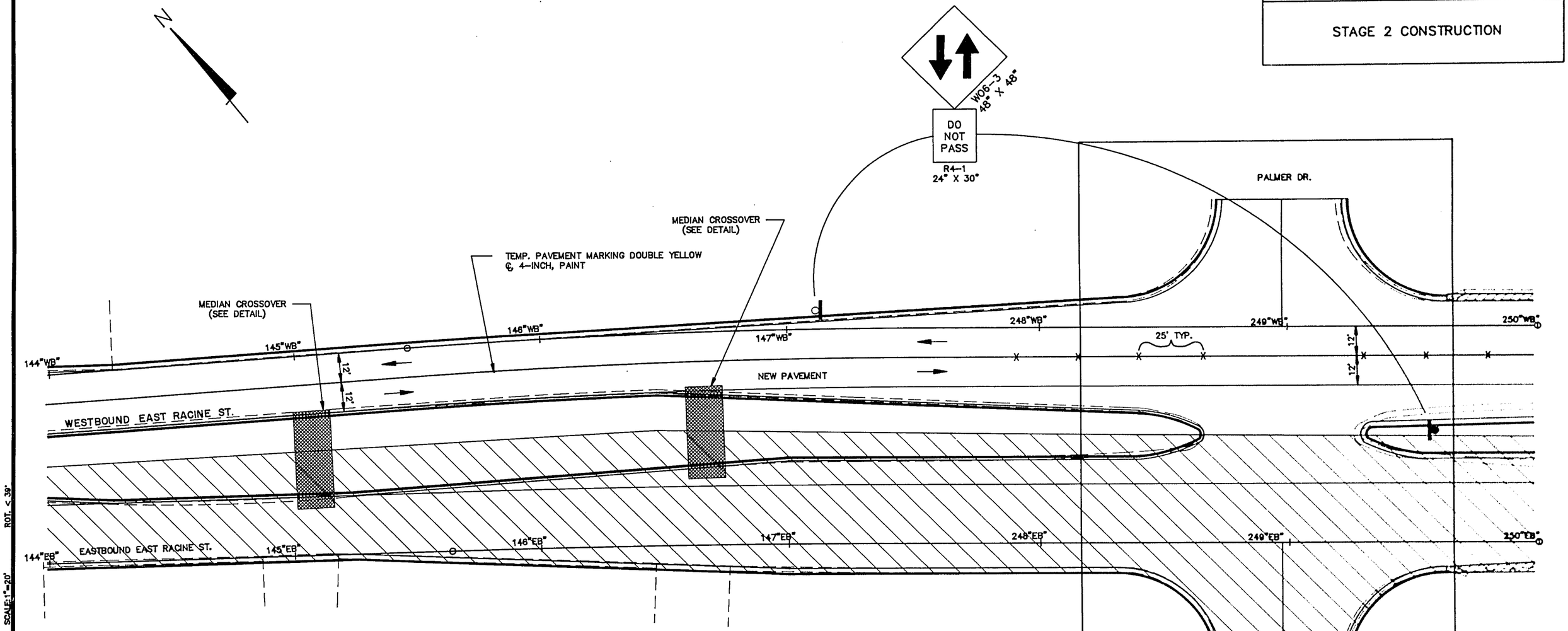
ROT. < 30°
SCALE:1"=20'
DATE:11–09–93
DISK #
DWG FILE:5592SC48

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	3.51

STAGE 2 CONSTRUCTION



LEGEND

- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

SEE TRAFFIC CONTROL DETAILS PALMER DRIVE SHEET NO.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. <.39°
SCALE:1"=20'
DATE: 11-09-93
DISK #
DWG FILE:55929C59

PROJECT DESIGNATION	SHEET NO.
1701-04-73	292

STAGE 2 CONSTRUCTION

LEGEND

- CONSTRUCTION AREA – STAGE 2
- ASPHALTIC CONCRETE, TYPE LV
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH / WITHOUT TYPE C STEADY BURN LIGHT 20' C-C UNLESS OTHERWISE NOTED.
- DIRECTION OF TRAFFIC
- SIGN ON MOVABLE BASE
- SIGN ON FIXED BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

N

W06-3 48" X 48"
DO NOT PASS
R4-1 24" X 30"

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄, 4-INCH, PAINT

250"WB" 251"WB" 252"WB" 253"WB" 254"WB"

NEW PAVEMENT

WESTBOUND EAST RACINE ST.

EASTBOUND EAST RACINE ST.

250"EB" 251"EB" 252"EB" 253"EB" 254"EB"

W01-3R 48" X 48"

ROAD CLOSED AHEAD
W20-3 48" X 48"
⑤

W06-3 48" X 48"
DO NOT PASS
R4-1 24" X 30"

STOP
R1-1 30" X30"

ROAD CLOSED
R11-2 48" X 30"

W01-6 48" X 24"

NORTH ACCESS RD.

255"WB" 256"WB"

25' TYP.

12' 12'

20' TYP.

255"EB" 256"EB"

TEMP. PAVEMENT MARKING, DOUBLE YELLOW ℄, 4-INCH, REMOVABLE TAPE

10' 10'

SOUTH ACCESS RD.

ROAD CLOSED
R11-2 48" X 30"

STOP
R1-1 30" X30"
(MOUNT SIGN ON METAL DRUM)

STAGE 2 A DETAIL

STOP
R1-1 30" X30"
(MOUNT SIGN ON METAL DRUM)

ROAD CLOSED
R11-2 48" X 30"

(LOCAL ACCESS ALLOWED)

12' 12'

20' TYP.

255"EB" 256"EB"

10' 10'

TEMP. PAVEMENT MARKING, DOUBLE YELLOW ℄, 4-INCH, REMOVABLE TAPE

ROAD CLOSED
R11-2 48" X 30"

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5302

ROT. < 39°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 55972S2B

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2 53

TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. STAGE 2 CONSTRUCTION PART 2A

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED, TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

ROAD CONSTRUCTION AHEAD
W20-1
48" X 48"
①

ROAD NARROWS
W05-1
48" X 48"
③

STOP AHEAD
W03-1
48" X 48"
⑤

END CONSTRUCTION
G20-2
60" X 24"
②

ROAD OPEN TO PALMER DR.
R11-4 (MODIFIED)
60" X 30"
④

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄ 4-INCH – REMOVABLE TAPE

TEMP. PAVEMENT MARKING EDGELINE WHITE, 4-INCH-REMOVABLE TAPE

△ TEMP. PAVEMENT MARKING, STOP LINE, 12-INCH, REMOVABLE TAPE

℄ EAST RACINE ST.

250'

119'

25' C-C SPACING

11' 11' 2'

118'

500'
250'
150'
125'
100'

20' (TYP.)

*9'

10' TYP.

2'

S. RANDALL AVE.

150'

125'

100'

150'

250'

500'

TEMP. PAVEMENT MARKING EDGELINE WHITE, 4-INCH-REMOVABLE TAPE

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄ 4-INCH – REMOVABLE TAPE

R4-7
24" X 30"
(MOUNTED ON BARREL)

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

STOP
R1-1
30" X30"

118'

250'

*NOTE: THRU LANES ON RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 9' FOR A MAXIMUM PERIOD OF ONE WEEK. AT ALL OTHER TIMES, THE THRU LANES OF RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 11'.

ORIGINAL PLANS PREPARED BY WESTBROOK ASSOCIATED ENGINEERS, INC. SPRING GREEN, WI 53588

5802

DWG FILE:5597052A6 DISK: # DATE: 11-09-93 SCALE:1"=20' ROT: < 0°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	254

TRAFFIC CONTROL DETAILS SOUTH RANDALL AVE. STAGE 2 CONSTRUCTION PART 2B

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE
- X FLEXIBLE TUBULAR MARKER POST

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED. TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

ROAD CONSTRUCTION AHEAD
W20-1
48" X 48"
①

ROAD NARROWS
W05-1
48" X 48"
③

STOP AHEAD
W03-1
48" X 48"
⑤

END CONSTRUCTION
G20-2
60" X 24"
②

ROAD OPEN TO PALMER DR.
R11-4 (MODIFIED)
60" X 30"
④

R4-7
24" X "
(MOUNTED ON BARREL)

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

STOP
R1-1
30" X30"

℄ EAST RACINE ST.

250'
25' C-C SPACING
11' 11' 2'
119'
117'
116'

S. RANDALL AVE.

20' (TYP.)
10' TYP.
2'
*
*

150'
250'
500'
125'
100'
60'

TEMP. PAVEMENT MARKING DOUBLE YELLOW ℄ 4-INCH – REMOVABLE TAPE

TEMP. PAVEMENT MARKING, STOP LINE, 12-INCH REMOVABLE TAPE

TEMP. PAVEMENT MARKING EDGELINE WHITE, 4-INCH-REMOVABLE TAPE

*NOTE: THRU LANES ON RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 9' FOR A MAXIMUM PERIOD OF ONE WEEK. AT ALL OTHER TIMES, THE THRU LANES OF RANDALL AVENUE ARE TO BE RESTRICTED TO A MINIMUM WIDTH OF 11'.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. < 0°
SCALE: 1"=20'
DATE: 11-09-93
DISK #
DWG FILE: 5592SC3C

5397

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.55

TRAFFIC CONTROL DETAILS
PALMER DRIVE
STAGE 2 CONSTRUCTION PART A

LEGEND

- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C–C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE

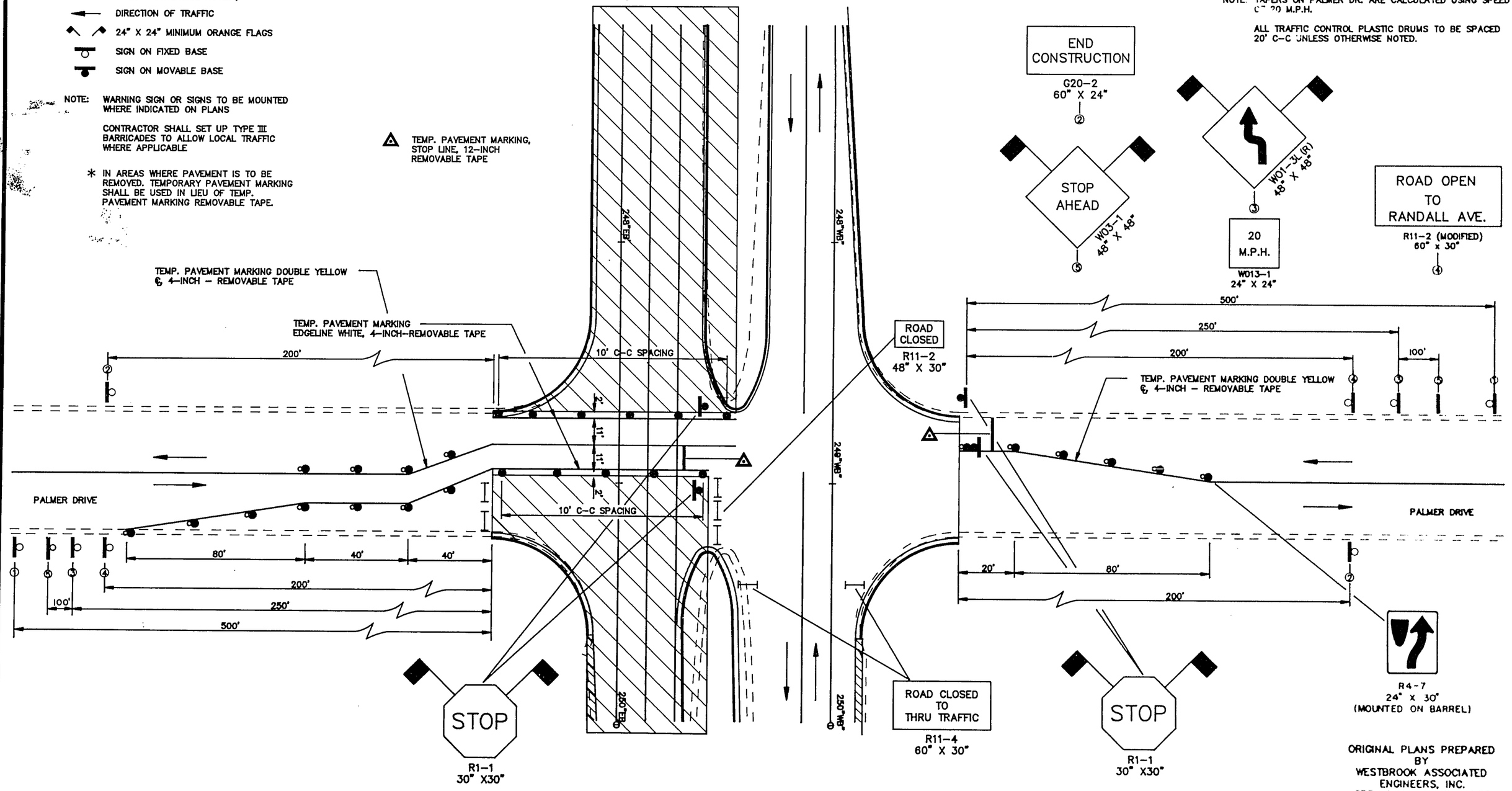
NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

* IN AREAS WHERE PAVEMENT IS TO BE REMOVED. TEMPORARY PAVEMENT MARKING SHALL BE USED IN LIEU OF TEMP. PAVEMENT MARKING REMOVABLE TAPE.

△ TEMP. PAVEMENT MARKING, STOP LINE, 12–INCH REMOVABLE TAPE

N



NOTE. TAPERS ON PALMER DR. ARE CALCULATED USING SPEED OF 20 M.P.H.

ALL TRAFFIC CONTROL PLASTIC DRUMS TO BE SPACED 20' C–C UNLESS OTHERWISE NOTED.

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE:B5202240 DISK 4 DATE: 11-09-93 SCALE:1"=20' ROT. < -51"

5502

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.56

TRAFFIC CONTROL DETAILS
PALMER DRIVE
STAGE 2 CONSTRUCTION PART B

LEGEND

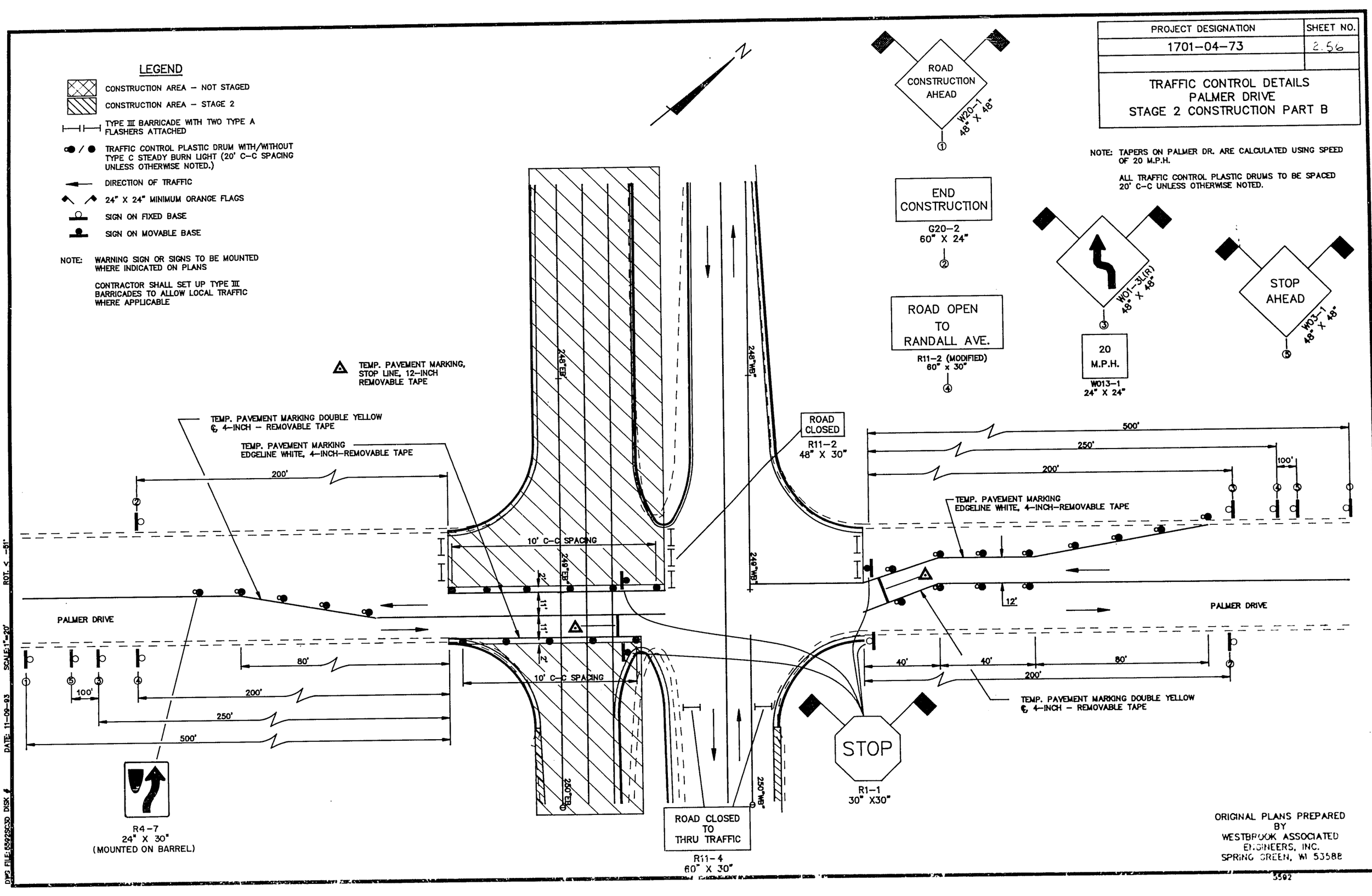
- CONSTRUCTION AREA – NOT STAGED
- CONSTRUCTION AREA – STAGE 2
- TYPE III BARRICADE WITH TWO TYPE A FLASHERS ATTACHED
- TRAFFIC CONTROL PLASTIC DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT (20' C-C SPACING UNLESS OTHERWISE NOTED.)
- DIRECTION OF TRAFFIC
- 24" X 24" MINIMUM ORANGE FLAGS
- SIGN ON FIXED BASE
- SIGN ON MOVABLE BASE

NOTE: WARNING SIGN OR SIGNS TO BE MOUNTED WHERE INDICATED ON PLANS

CONTRACTOR SHALL SET UP TYPE III BARRICADES TO ALLOW LOCAL TRAFFIC WHERE APPLICABLE

NOTE: TAPERS ON PALMER DR. ARE CALCULATED USING SPEED OF 20 M.P.H.

ALL TRAFFIC CONTROL PLASTIC DRUMS TO BE SPACED 20' C-C UNLESS OTHERWISE NOTED.



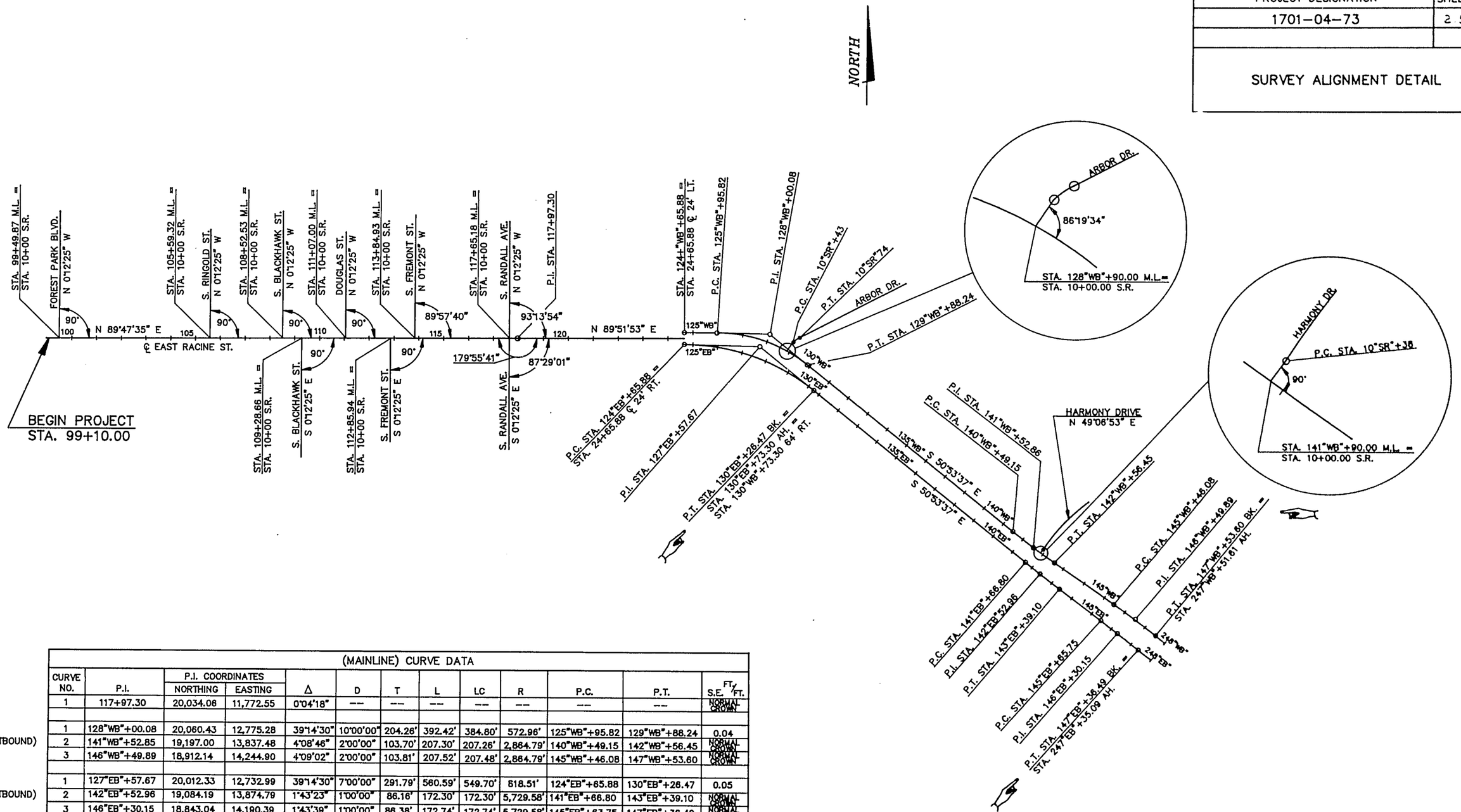
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

3502

DWG FILE:5502SCSD DISK # DATE: 11-09-93 SCALE:1"=20' ROT. < -51°

PROJECT DESIGNATION	SHEET NO.
1701-04-73	257

SURVEY ALIGNMENT DETAIL



(MAINLINE) CURVE DATA

	CURVE NO.	P.I.	P.I. COORDINATES NORTHING	P.I. COORDINATES EASTING	Δ	D	T	L	LC	R	P.C.	P.T.	S.E. FT/FT.
	1	117+97.30	20,034.06	11,772.55	0°04'18"	--	--	--	--	--	--	--	NORMAL CROWN
(WESTBOUND)	1	128"WB"+00.08	20,060.43	12,775.28	39°14'30"	10°00'00"	204.26'	392.42'	384.80'	572.96'	125"WB"+95.82	129"WB"+88.24	0.04
	2	141"WB"+52.85	19,197.00	13,837.48	4°08'46"	2°00'00"	103.70'	207.30'	207.26'	2,864.79'	140"WB"+49.15	142"WB"+56.45	NORMAL CROWN
	3	146"WB"+49.89	18,912.14	14,244.90	4°09'02"	2°00'00"	103.81'	207.52'	207.48'	2,864.79'	145"WB"+46.08	147"WB"+53.60	NORMAL CROWN
(EASTBOUND)	1	127"EB"+57.67	20,012.33	12,732.99	39°14'30"	7°00'00"	291.79'	560.59'	549.70'	818.51'	124"EB"+65.88	130"EB"+26.47	0.05
	2	142"EB"+52.96	19,084.19	13,874.79	1°43'23"	1°00'00"	86.16'	172.30'	172.30'	5,729.58'	141"EB"+66.80	143"EB"+39.10	NORMAL CROWN
	3	146"EB"+30.15	18,843.04	14,190.39	1°43'39"	1°00'00"	86.38'	172.74'	172.74'	5,729.58'	145"EB"+63.75	147"EB"+36.49	NORMAL CROWN

DWG FILE:5592S1 DISK # DATE:7-9-93 SCALE:1"=200' ROT. < 0°

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.56

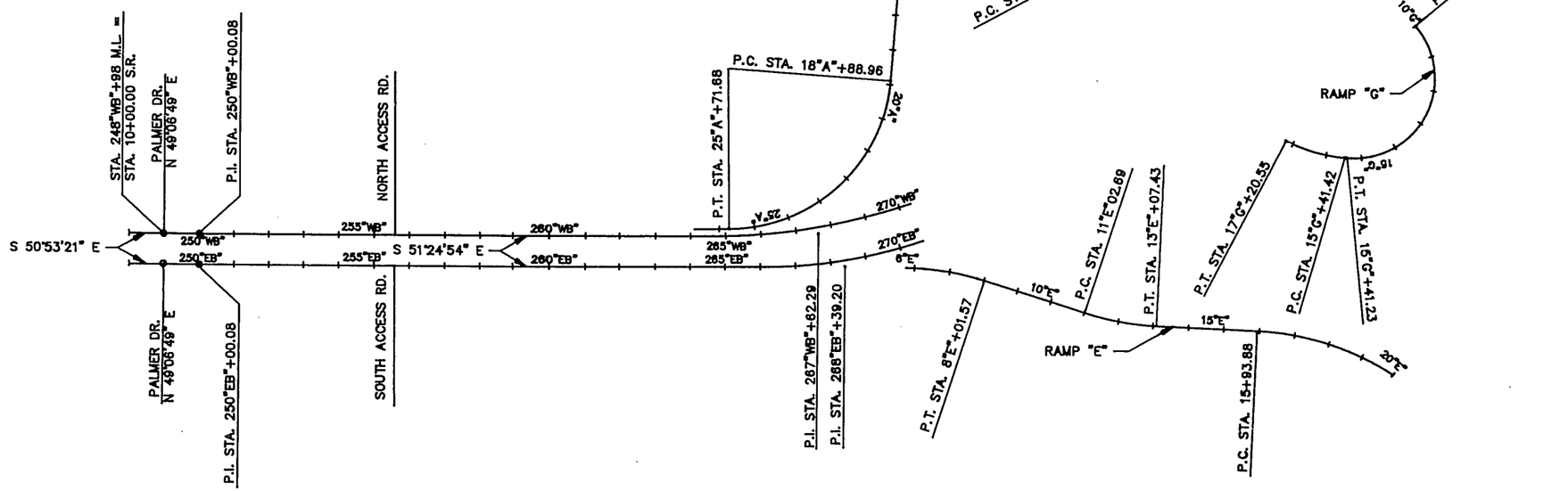
SURVEY ALIGNMENT DETAIL

(MAINLINE) CURVE DATA

	CURVE NO.	P.I.	P.I. COORDINATES NORTHING	P.I. COORDINATES EASTING	Δ	D	T	L	LC	R	P.C.	P.T.	S.E.
(WESTBOUND)	4	250"WB"+00.08	18,689.98	14,518.16	0°31'33"	---	---	---	---	---	---	---	---
	5	267"WB"+65.29	17,589.01	15,898.05	19°49'26"	3°19'59"	300.37'	594.73'	591.77'	1,718.90'	264"WB"+64.92	270"WB"+59.65	---
(EASTBOUND)	4	250"EB"+00.00	18,621.45	14,462.96	0°31'33"	---	---	---	---	---	---	---	---
	5	268"EB"+39.20	17,379.71	16,165.81	18°56'18"	4°08'28"	231.00'	457.79'	455.71'	1,385.00'	266"EB"+08.20	270"EB"+65.99	---

(RAMP) CURVE DATA

CURVE NO.	P.I.	P.I. COORDINATES NORTHING	P.I. COORDINATES EASTING	Δ	D	T	L	LC	R	P.C.	P.T.	S.E.
(RAMP A) 1	11+14.46	18,378.21	16,860.32	45°05'41"	7°32'20"	315.54'	598.16'	582.84'	760.00'	7+98.91	13+97.08	---
(RAMP A) 2	23+10.74	17,504.22	16,043.46	81°13'41"	12°27'20"	421.78'	682.71'	641.06'	460.00'	18+88.96	25+71.68	---
(RAMP E) 1	6+85.95	17,295.60	16,118.10	17°34'20"	7°32'20"	117.47'	233.09'	232.18'	760.00'	5+68.48	8+01.57	---
(RAMP E) 2	12+05.67	16,860.08	16,405.07	15°18'51"	7°28'48"	102.98'	204.74'	204.13'	766.00'	11+02.69	13+07.43	---
(RAMP E) 3	19+23.37	16,385.56	16,945.14	48°52'34"	7°32'20"	329.48'	621.79'	604.59'	760.00'	15+93.88	22+15.67	---
(RAMP G) 1	15+52.90	16,456.16	17,608.37	134°49'32"	24°54'40"	552.89'	541.22'	424.72'	230.00'	10+00.00	15+41.23	---
(RAMP G) 2	16+32.22	16,895.44	17,137.62	23°01'19"	12°51'08"	90.79'	179.13'	177.93'	445.81'	15+41.42	17+20.55	---
(RAMP H) 1	10+87.48	17,784.55	17,082.23	33°23'37"	19°38'53"	87.47'	169.98'	167.56'	291.61'	10+00.00	11+69.96	---
(RAMP H) 2	17+14.24	18,240.54	17,519.47	131°32'14"	23°23'23"	544.27'	562.38'	446.76'	244.96'	11+69.96	17+32.34	---



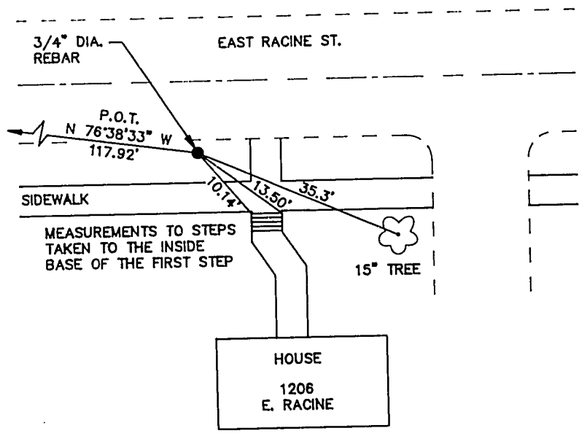
DWG FILE:5592SL2 DISK # DATE:11-2-93 SCALE:1"=200' ROT. < 39°

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

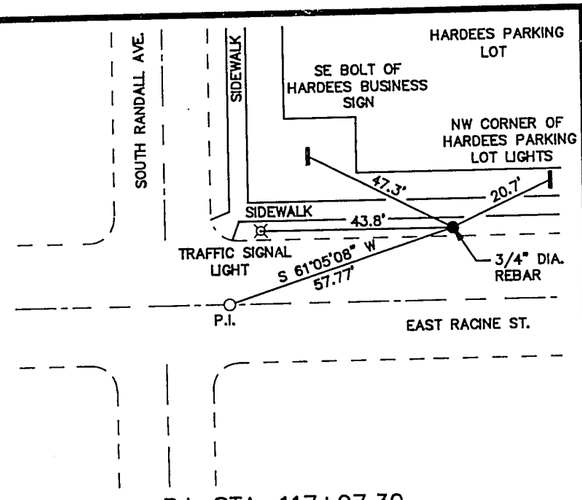
5592

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.59

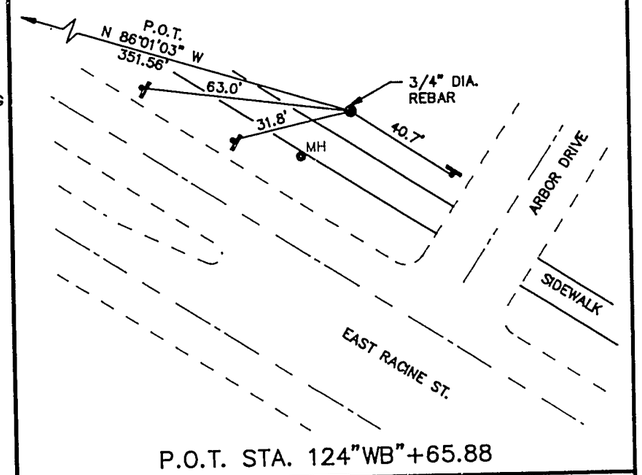
PROJECT TIES



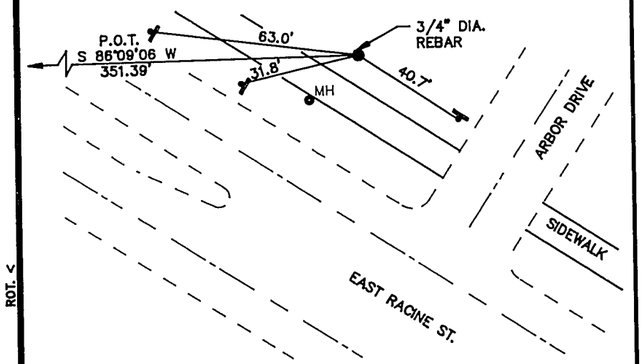
P.O.T. STA. 99+10.00



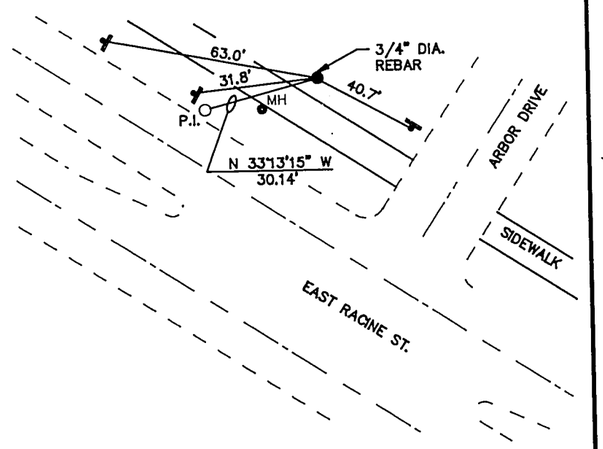
P.I. STA. 117+97.30



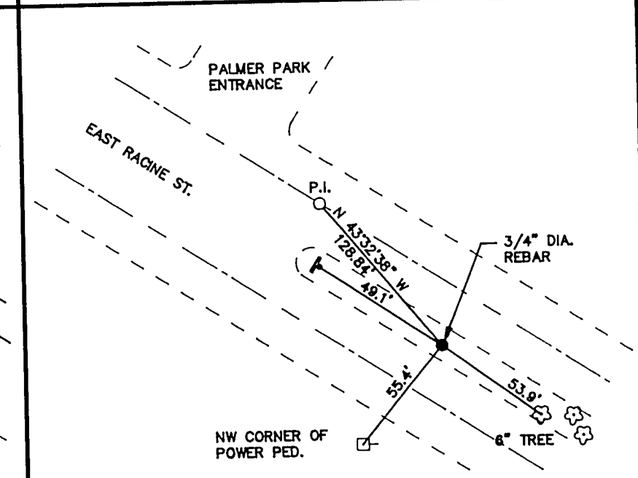
P.O.T. STA. 124"WB"+65.88



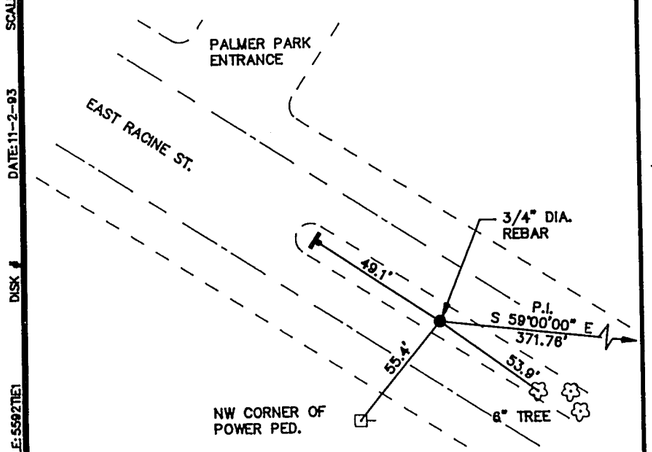
P.O.T. STA. 124"EB"+65.88



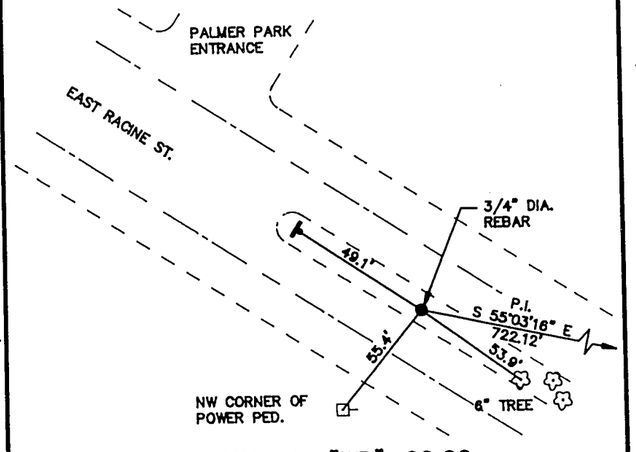
P.I. STA. 128: WB"+00.08



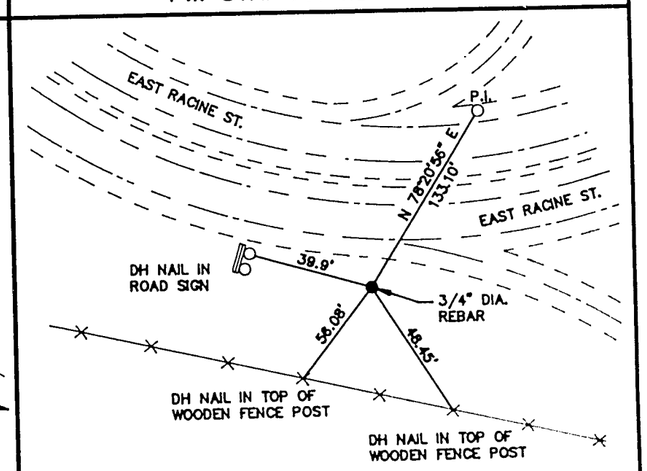
P.I. STA. 141"WB"+52.85



P.I. STA. 146"WB"+49.89



P.I. STA. 250"WB"+00.00



P.I. STA. 267"WB"+65.29

NORTH

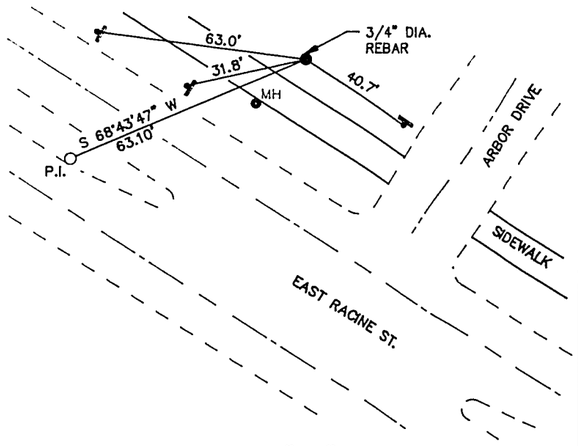
ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5562

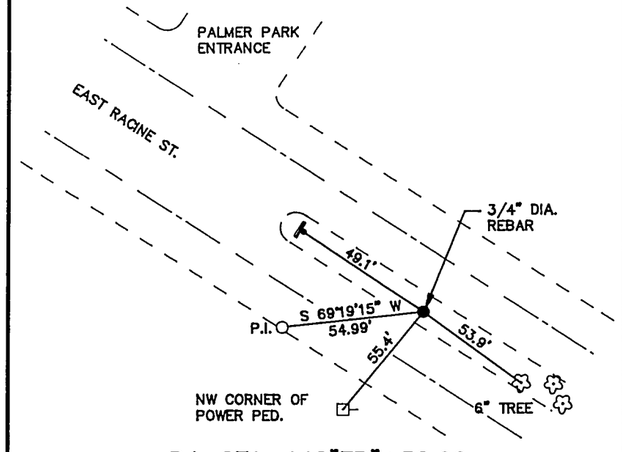
ROT. <
SCALE: 1=1
DATE: 11-2-93
DISK #
DWG FILE: 5562TIE1

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.60

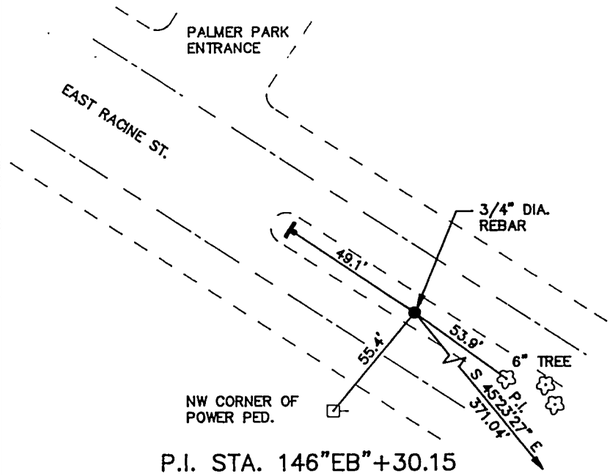
PROJECT TIES



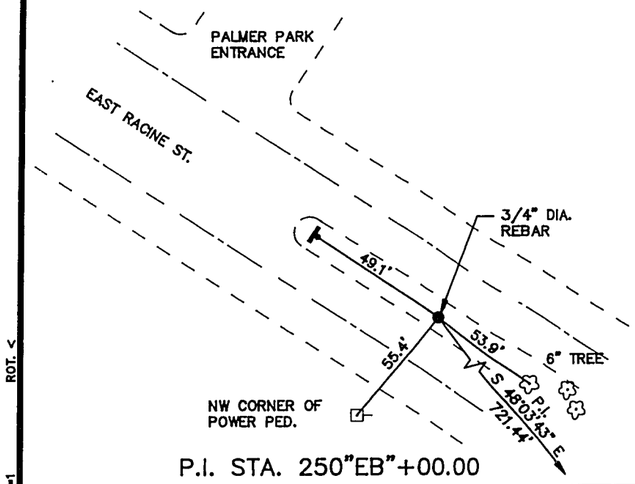
P.I. STA. 127"EB"+57.67



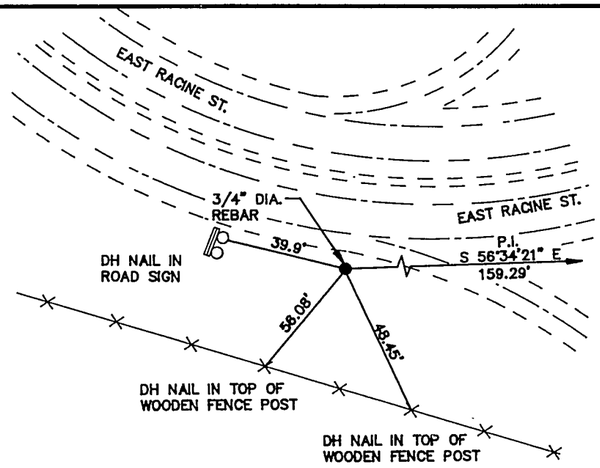
P.I. STA. 142"EB"+52.96



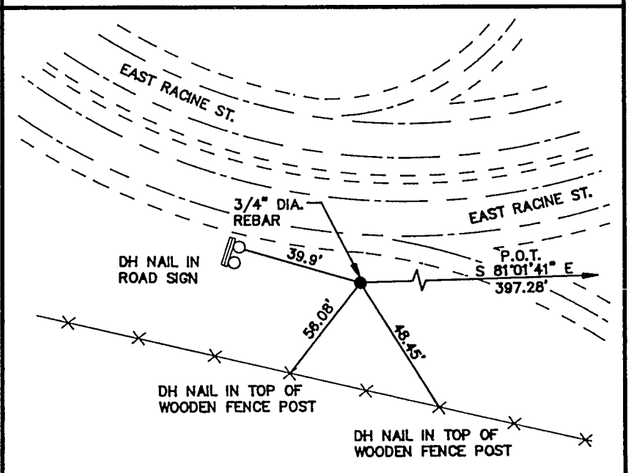
P.I. STA. 146"EB"+30.15



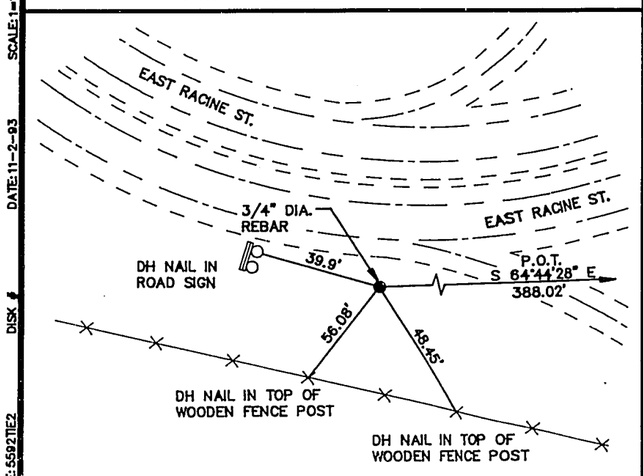
P.I. STA. 250"EB"+00.00



P.I. STA. 268"EB"+39.20



P.O.T. STA. 270"WB"+ 83.32



P.O.T. STA. 270"EB"+ 66.44

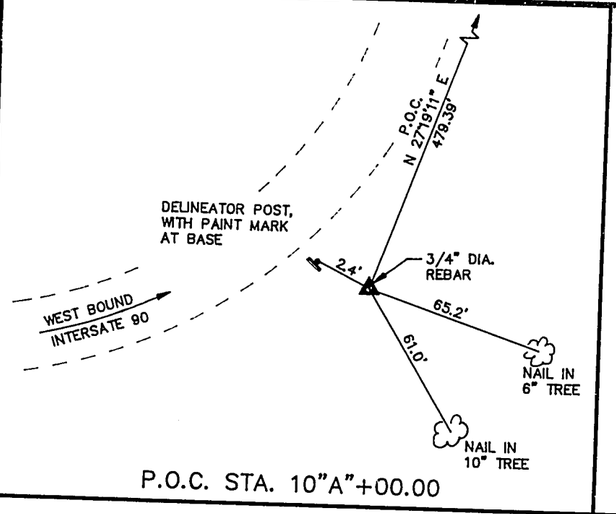
NORTH

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

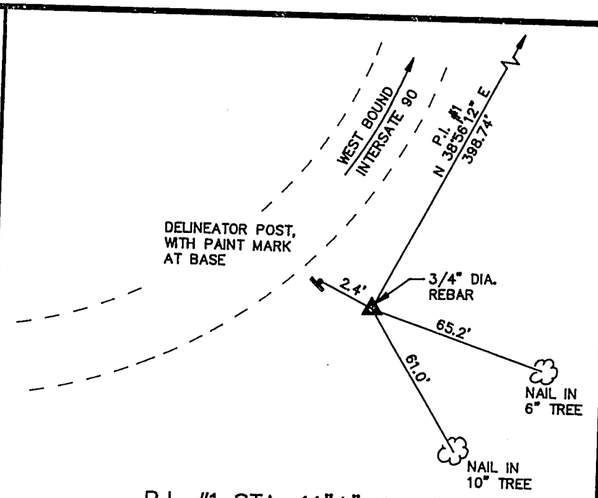
ROT. V
SCALE:1=1
DATE:11-2-93
DISK #
DWG FILE:5592TIE2

PROJECT DESIGNATION	SHEET NO.
1701-04-73	2.61

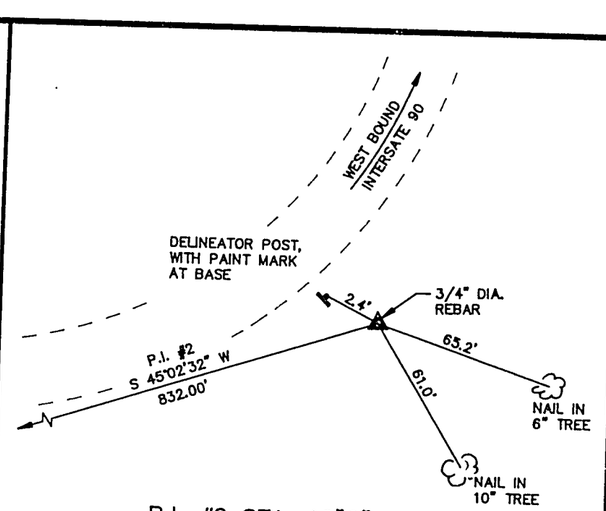
RAMP TIES



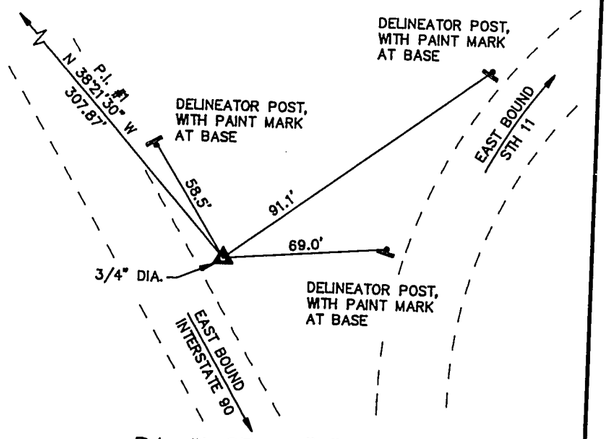
P.O.C. STA. 10"A"+00.00



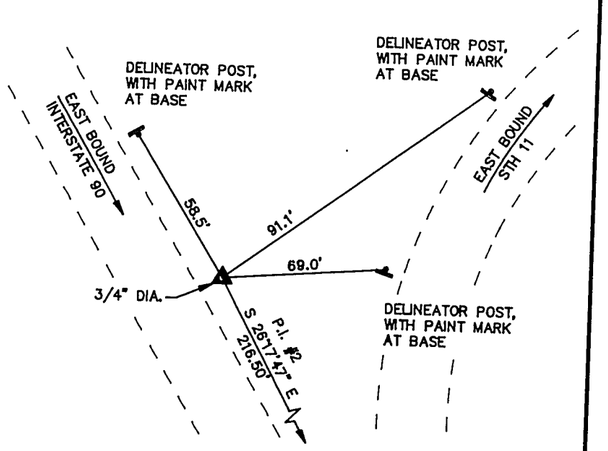
P.I. #1 STA. 11"A"+14.46



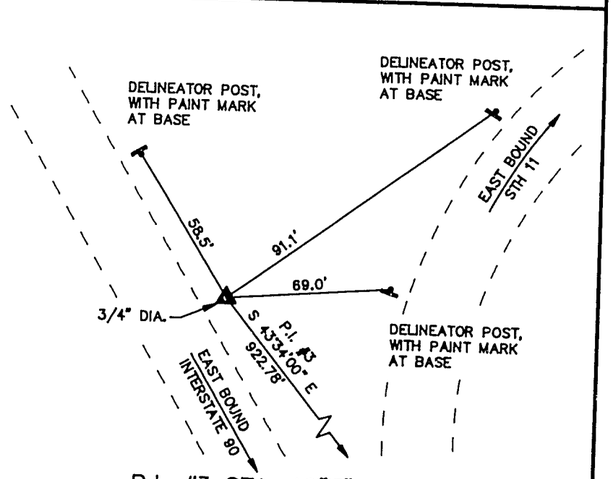
P.I. #2 STA. 16"G"+32.21



P.I. #1 STA. 6"E"+85.95



P.I. #2 STA. 12"E"+05.67



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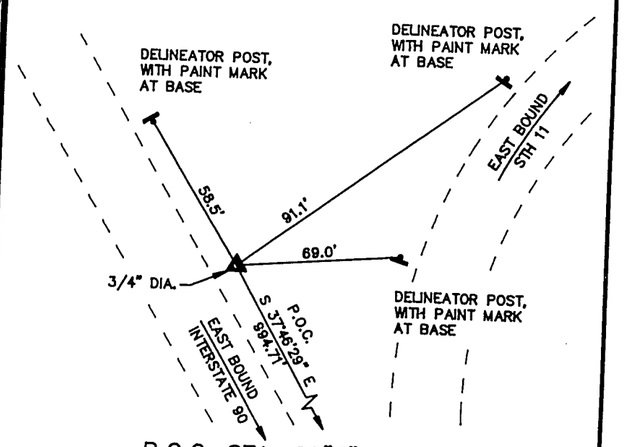


P.O.C. STA. 20"E"+00.00

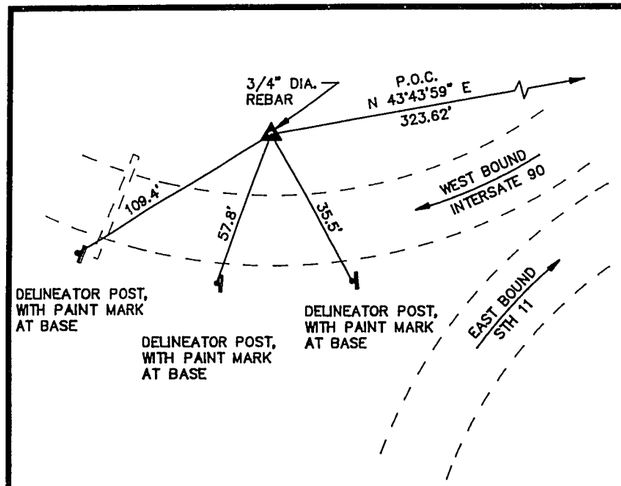
NORTH

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

DWG FILE:55927TE4 DISK: 4 DATE:11-2-93 SCALE:1=1 ROT: <

PROJECT DESIGNATION	SHEET NO.
1701-04-73	

RAMP TIES



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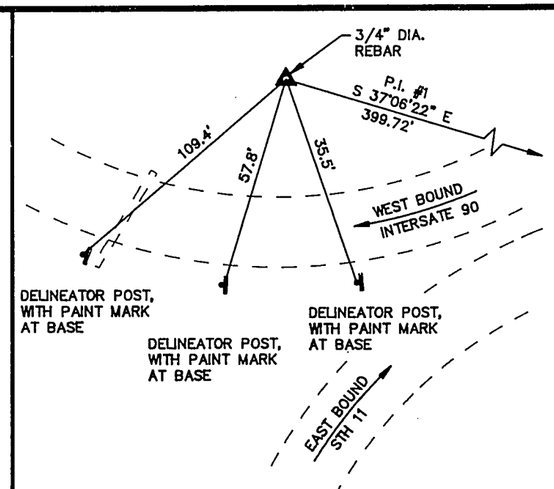

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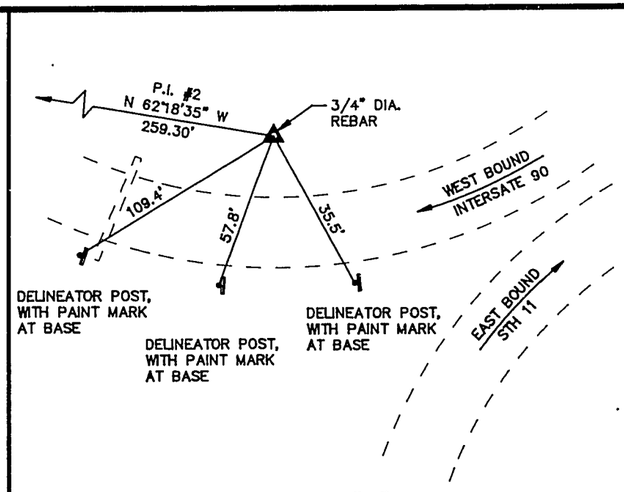

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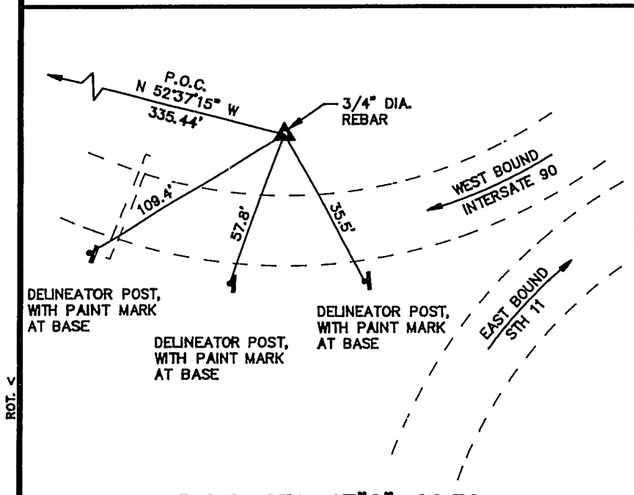

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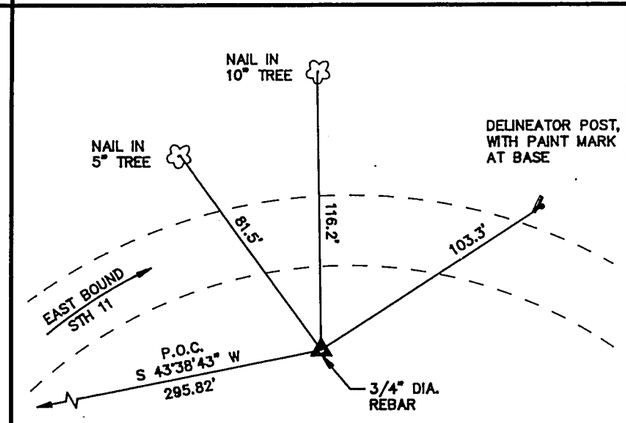

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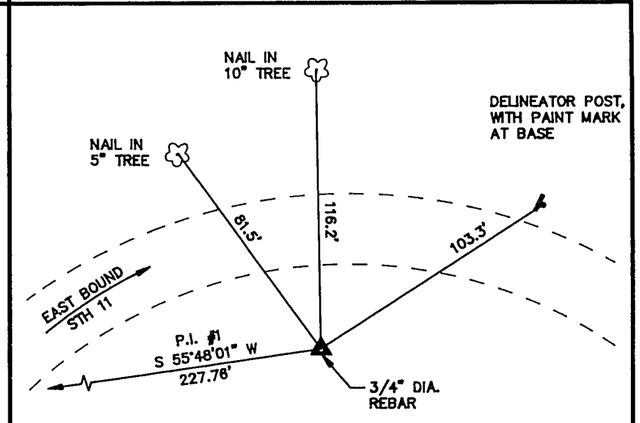

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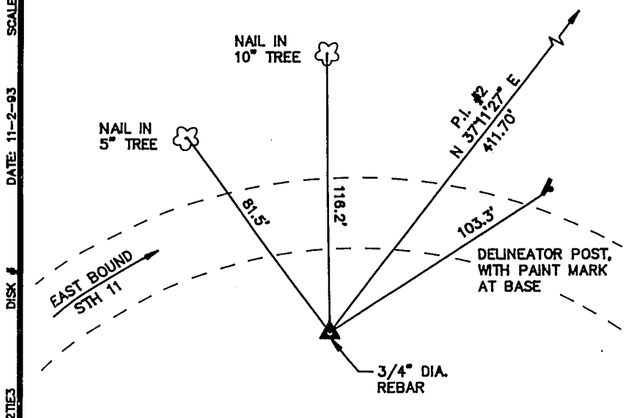

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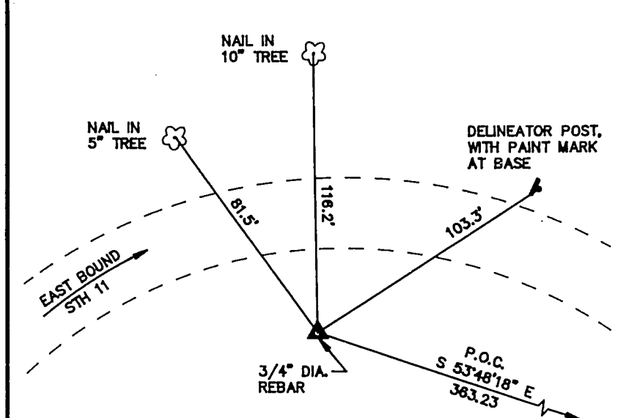


P.O.C. STA. 17"H"+32.36

NORTH

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

ROT. <
SCALE:1=1
DATE: 11-2-03
DISK #
DWG FILE:5592TIES

DATE 01/20/94

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1701-04-73 QUANTITY
20102	CLEARING	I.D.	60.00	60.00
20105	GRUBBING	I.D.	60.00	60.00
20401	REMOVING PAVEMENT	S.Y.	50,300.00	50,300.00
20402	REMOVING ASPHALTIC SURFACE	S.Y.	13,900.00	13,900.00
20405	REMOVING CURB AND GUTTER	L.F.	2,250.00	2,250.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	370.00	370.00
20416	REMOVING INLETS	EACH	1.00	1.00
20419	REMOVING ASPHALTIC SURFACE, BUTT JOINTS	S.Y.	175.00	175.00
20482	ABANDONING INLETS	EACH	1.00	1.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	2,600.00	2,600.00
20901	GRANULAR BACKFILL	C.Y.	1,000.00	1,000.00
21111	PREPARATION OF FOUNDATION FOR CONCRETE PAVEMENT	L.S.	1.00	1.00
21301	FINISHING ROADWAY	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	6,680.00	6,680.00
30409	SHAPING SHOULDERS	STA.	101.00	101.00
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	80.00	80.00
40714	ASPHALTIC CONCRETE PAVEMENT, TYPE LV	TON	1,300.00	1,300.00
41509	CONCRETE PAVEMENT, 9-INCH	S.Y.	55,700.00	55,700.00
41519	H.E.S. CONCRETE PAVEMENT, 9-INCH	S.Y.	1,290.00	1,290.00
41531	CONCRETE DRIVEWAY	S.Y.	1,070.00	1,070.00
41572	DOWEL BARS	EACH	342.00	342.00
41575	CONCRETE PAVEMENT GAPS	EACH	16.00	16.00
60119	CONCRETE CURB AND GUTTER, 18-INCH, TYPE A	L.F.	7,200.00	7,200.00
60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	8,720.00	8,720.00
60160	CONCRETE CURB AND GUTTER, 36-INCH, TYPE A	L.F.	540.00	540.00
60204	CONCRETE SIDEWALK, 4-INCH	S.F.	19,950.00	19,950.00
60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	44.00	44.00

Sheet 3

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1701-04-73 QUANTITY
61121	INLETS, TYPE 1	EACH	1.00	1.00
61147	INLETS, TYPE 2	EACH	1.00	1.00
61163	INLET COVERS, TYPE C	EACH	3.00	3.00
61168	INLET COVERS, TYPE Z	EACH	6.00	6.00
61171	INLET COVERS, TYPE WM	EACH	14.00	14.00
61182	ADJUSTING MANHOLE COVERS	EACH	56.00	56.00
61183	ADJUSTING INLET COVERS	EACH	45.00	45.00
61334	NONMETALLIC CONDUIT, 2-INCH	L.F.	1,321.00	1,321.00
61801	MAINTENANCE AND REPAIR OF HAUL ROADS	L.S.	1.00	1.00
61910	MOBILIZATION	L.S.	1.00	1.00
62202	ASPHALTIC SHOULDER RUMBLE STRIP	L.F.	4,010.00	4,010.00
62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	70.00	70.00
62401	WATER	MGAL	1,850.00	1,850.00
62501	TOPSOIL	S.Y.	4,550.00	4,550.00
62702	MULCHING	S.Y.	16,930.00	16,930.00
62803	EROSION MAT, DELIVERED	S.Y.	2,400.00	2,400.00
62804	EROSION MAT, INSTALLED	S.Y.	2,400.00	2,400.00
62811	EROSION BALES, DELIVERED	EACH	60.00	60.00
62812	EROSION BALES, INSTALLED	EACH	60.00	60.00
62815	SILT FENCE, DELIVERED	L.F.	460.00	460.00
62816	SILT FENCE, INSTALLED	L.F.	460.00	460.00
62817	SILT FENCE MAINTENANCE	L.F.	920.00	920.00
62902	FERTILIZER, TYPE A	CWT.	11.00	11.00
63002	SEEDING	LB.	315.00	315.00
63101	SODDING	S.Y.	3,600.00	3,600.00
63102	REINFORCED SODDING	S.Y.	2,650.00	2,650.00
63201	TREES, HONEY LOCUST, MORAINE, 2-INCH CAL. , B&B	EACH	2.00	2.00
63202	TREES, PEAR, CHANTICLEER, 2-INCH CAL., B&B	EACH	1.00	1.00
63702	SIGNS, TYPE II, REFLECTIVE	S.F.	12.25	12.25

Sheet 21

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1701-04-73 QUANTITY	
63827	REMOVING SIGNS, TYPE II	EACH	78.00	78.00	
63830	REMOVING SMALL SIGN SUPPORTS	EACH	58.00	58.00	
64002-1	POLES, TYPE 2	EACH	2.00	2.00	CCO# 2
64004	POLES, TYPE 4	EACH	2.00	2.00	
64012	CONCRETE BASES, TYPE 1	EACH	6.00	6.00	
64013	CONCRETE BASES, TYPE 2	EACH	4.00	4.00	
64032	LUMINAIRES, 150 WATTS, HIGH PRESSURE SODIUM	EACH	2.00	2.00	
64051	MAST ARMS, SINGLE MEMBER, 6-FOOT	EACH	2.00	2.00	
64075	ELECTRICAL WIRE, LIGHTING, NO. 12	L.F.	152.00	152.00	
~~64202~~	~~FIELD OFFICE, TYPE B~~	~~L.S.~~	~~1.00~~	~~1.00~~	CCO#1
64210	FIELD LABORATORY	L.S.	1.00	1.00	"
64220	FIELD OFFICE TY C	LS	1.00	1.00	"
64301	TRAFFIC CONTROL	L.S.	1.00	1.00	
64313	TRAFFIC CONTROL, DRUMS	DAYS	18,195.00	18,195.00	
64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	11,179.00	11,179.00	
64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	22,148.00	22,148.00	
64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	14,485.00	14,485.00	
64326	TRAFFIC CONTROL, SIGNS	DAYS	18,971.00	18,971.00	
64329	TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POSTS	EACH	80.00	80.00	
64333	TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER BASES	EACH	80.00	80.00	
64406	PAVEMENT MARKING, EPOXY, 4-INCH	L.F.	26,750.00	26,750.00	
64414	PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH	L.F.	2,360.00	2,360.00	
64437	PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH	L.F.	475.00	475.00	
64457	PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH	L.F.	1,970.00	1,970.00	
64480	TEMPORARY PAVEMENT MARKING, STOP LINE, REMOVABLE TAPE, 12-INCH	L.F.	290.00	290.00	
64481	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE	L.F.	9,720.00	9,720.00	

Sheet 3.2

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1701-04-73 QUANTITY
64484	TEMPORARY PAVEMENT MARKING	L.F.	14,090.00	14,090.00
64487	REMOVING PAVEMENT MARKINGS	L.F.	6,940.00	6,940.00
64493	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	340.00	340.00
64496	PAVEMENT MARKING, ISLAND NOSE, EPOXY	S.F.	160.00	160.00
64602	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	470.00	470.00
90002	INLET REHABILITATION	EACH	2.00	2.00
90003	ELECTRICAL WIRE, LIGHTING, UF 12-2/GRD.	L.F.	321.00	321.00
90006	MEDIAN CROSSOVER	EACH	4.00	4.00
90007	NONMETALLIC CONDUIT, SCHEDULE 80, 3-INCH	L.F.	618.00	618.00
90008	ELECT. SERV. TRAFF. SIG., METER BREAKER PEDESTAL, E. RACINE ST. & PALMER DR.	L.S.	1.00	1.00
90402	QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE	TON	1,300.00	1,300.00
90660	ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	L.F.	1,629.00	1,629.00
90785	CONCRETE CONTROL CABINET BASES, TYPE 9	EACH	1.00	1.00
90793	PULL BOXES, 12X36-INCH	EACH	26.00	26.00
90795	PULL BOXES, 18X36-INCH	EACH	2.00	2.00
90797	PULL BOXES, 24X36-INCH	EACH	12.00	12.00
90800	PEDESTAL BASES	EACH	6.00	6.00
90801	TRANSFORMER BASES	EACH	4.00	4.00
90810	TRAFFIC SIGNAL STANDARDS, STEEL, 13-FT.	EACH	4.00	4.00
90811	TRAFFIC SIGNAL STANDARDS, STEEL, 15-FT	EACH	2.00	2.00
90814	MAST ARMS, TRAFFIC SIGNAL TROMBONE, 20-FT.	EACH	2.00	2.00
90817	TRAFFIC SIGNAL FACES, 3-12 VERTICAL	EACH	8.00	8.00
90819	TRAFFIC SIGNAL FACES, 5-12 VERTICAL	EACH	4.00	4.00
90823	TRAFFIC SIGNAL FACES, 3-12 HORIZONTAL	EACH	2.00	2.00

Sheet 3 of 3

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1701-04-73 QUANTITY	
90830	PEDESTRIAN SIGNAL FACES, 12-INCH	EACH	6.00	6.00	
90833	PEDESTRIAN PUSH BUTTONS	EACH	8.00	8.00	
90834	TRAFFIC SIGNAL MOUNTING HARDWARE, E. RACINE ST. & PALMER DR.	L.S.	1.00	1.00	
90838	BACKPLATES	EACH	2.00	2.00	
90841	TRAFFIC SIGNAL CABLE, 5 CONDUCTOR, NO. 14	L.F.	250.00	250.00	
90842	TRAFFIC SIGNAL CABLE, 7 CONDUCTOR, NO. 14	L.F.	68.00	68.00	
90844	TRAFFIC SIGNAL CABLE, 12 CONDUCTOR, NO. 14	L.F.	113.00	113.00	
90845	TRAFFIC SIGNAL CABLE, 19 CONDUCTOR, NO. 14	L.F.	808.00	808.00	
90859-1	TRAFFIC SIGNAL CONTROLLER, FULLY ACTUATED, 8 PHASE	EACH	1.00	1.00	CCO#2
90870	LOOP DETECTOR AMPLIFIER, E. RACINE ST. & PALMER DR.	L.S.	1.00	1.00	
90871	LOOP DETECTOR CONDUIT, 1-INCH	L.F.	1,101.00	1,101.00	
90872	LOOP DETECTOR WIRE	L.F.	2,318.00	2,318.00	
90873	LOOP DETECTOR LEAD IN CABLE	L.F.	2,860.00	2,860.00	
90009	3C#6 RHH-RHW-USE CU WIRE	EACH	2,375	2,375	CCO#2
90010	PEDESTRIAN PUSH BUTTON SIGNS.	EACH	8.00	8.00	CCO#2
61126	RECONSTRUCTING MANHOLES	EACH	7.00	7.00	CCO#3
61129	RECONSTRUCTING INLETS	EACH	6.00	6.00	CCO#3
90011	REPAIR WASHOUT & PLACE RIP RAP	LS.	1.00	1.00	CCO#4
90012	WIDEN DRIVEWAYS, 24" WIDE STA. 132"EB"+50	LS.	1.00	1.00	CCO#4

PROJECT DESIGNATION	SHEET NO.
1701-04-73	34

MISCELLANEOUS QUANTITIES

REMOVING PAVEMENT

STA. -- STA.	LOCATION	ROADWAY S.Y.	DRIVEWAY-CURB & GUTTER S.Y.
99+10 – 124+68.88	MAINLINE	14,772	1,010
124"EB"+68.88 – 130"EB"+26.47	MAINLINE	1,998	247
124"WB"+68.88 – 129"WB"+88.24	MAINLINE	1,749	231
130"EB"+73.30 – 144"EB"+00	MAINLINE	4,098	572
129"WB"+88.24 – 144"WB"+00	MAINLINE	4,549	571
144"EB"+00 – 147"EB"+36.49	MAINLINE	1,168	112
247"EB"+35.09 – 270"EB"+66	MAINLINE	8,514	171
144"WB"+00 – 147"WB"+51.64	MAINLINE	1,007	286
247"WB"+51.64 – 270"WB"+83	MAINLINE	8,437	–
UNDISTRIBUTED FOR DRIVEWAYS		–	808
	TOTAL	46,292	4,008

REMOVING ASPHALTIC SURFACE

STA. – STA.	LOCATION	S.Y.
249"EB"+60 – 261"EB"+00	MAINLINE LT. & RT.	1250
249"WB"+64 – 261"WB"+00	MAINLINE LT. & RT.	1521
261"WB"+00 – 270"WB"+83.32	MAINLINE LT. & RT.	1325
261"EB"+00 – 270"EB"+66.44	MAINLINE LT. & RT.	1325
10"G"+00 – 17"G"+20	RAMP G	1440
10"H"+00 – 17"H"+32	RAMP H	1464
10"A"+00 – 25"A"+71	RAMP A	2836
6"E"+00 – 20"E"+00	RAMP E	2480
UNDISTRIBUTED FOR DRIVEWAYS		259
	TOTAL	13,900

REMOVING CURB & GUTTER

STATION	LOCATION	L.F.
10"H"+00 – 17"H"+32	RAMP "H"	730
10"G"+00 – 17"G"+21	RAMP "G"	720
--	RAMP "A" GORE WITH STH 11	630
--	RAMP "E" GORE WITH STH 11	170
	TOTAL	2,250

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	S.Y.
99+10 – 99+90	FOREST PARK BLVD.	11
105+19 – 105+99	S. RINGOLD ST.	11
108+19 – 108+90	S. BLACKHAWK ST.	11
108+96 – 109+62	S. BLACKHAWK ST.	11
110+72 – 111+42	DOUGLAS ST.	11
112+42 – 113+32	S. FREMONT ST. "S"	11
113+42 – 114+28	S. FREMONT ST. "N"	11
117+12 – 118+12	S. RANDALL AVE.	21
128"WB"+22 – 129"WB"+55	ARBOR DR.	11
141"WB"+26 – 142"WB"+50	HARMONY DR.	11
17+40 – 18+20	RAMP "A"	53
12+00 – 15+10	RAMP "E"	60
11+30 – 12+45	RAMP "G"	70
15+15 – 16+15	RAMP "H"	67
	TOTAL	370

REMOVING INLETS

STATION	LOCATION	EACH
248"WB"+50	MAINLINE, 35' RT.	1
	TOTAL	1

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

STATION	LOCATION	S.Y.
113+85	S. FREMONT ST.	18
117+65	S. RANDALL AVE.	42
128"WB"+90	ARBOR DR.	15
141"WB"+90	HARMONY DR.	22
249"WB"+00	PALMER DR.	54
255"EB"+56	S. ACCESS RD.	24
	TOTAL	175

ABANDONING INLETS

STATION	LOCATION	EACH
249"EB"+32	MAINLINE, 40' LT.	1
	TOTAL	1

GRANULAR BACKFILL

LOCATION	C.Y.
UNDISTRIBUTED FOR EXCAVATION BELOW SUBGRADE	1000
TOTAL	1000

CRUSHED AGGREGATE BASE COURSE *

GROUP CODE	STA. – STA.	LOCATION	SHLDR. (TON)	BASE (TON)
010	99+10 – 124+65	MAINLINE	–	947
010	124"WB"+65 – 147"WB"+53.60	MAINLINE	–	430
010	124"EB"+65 – 147"EB"+36.49	MAINLINE	–	412
020	124"EB"+00 – 248"EB"+65	MAINLINE RT., SIDEWALK	–	292
020	142"WB"+15 – 248"WB"+65	MAINLINE LT., SIDEWALK	–	18
010	247"WB"+51.64 – 270"WB"+83.32	MAINLINE	284	981
010	247"EB"+35.09 – 270"EB"+66.44	MAINLINE	275	960
010	7"A"+98.81 – 25"A"+71.67	RAMP "A"	730	–
010	5"E"+68.49 – 22"E"+15.67	RAMP "E"	761	–
010	10"G"+00 – 17"G"+20.55	RAMP "G"	287	–
010	10"H"+00 – 17"H"+32.34	RAMP "H"	303	–
		GROUP CODE 010 TOTAL	2,640	3,730
		GROUP CODE 020 TOTAL	--	310

* ALL CRUSHED AGGREGATE BASE COURSE SHALL BE CRUSHED STONE, GRADATION NO. 3

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

STA. – STA.	LOCATION	ASPHALTIC PAVEMENT TON	ASPHALTIC MATERIAL FOR PLANT MIXES TON
249"EB"+60 – 261"EB"+00	MAINLINE LT. & RT.	216	13
249"WB"+64 – 261"WB"+00	MAINLINE LT. & RT.	262	16
261"EB"+00 – 270"EB"+66.44	MAINLINE LT. & RT.	175	10
261"WB"+00 – 270"WB"+83.32	MAINLINE LT. & RT.	132	10
10"G"+00 – 17"G"+20.55	RAMP "G"	110	7
10"H"+00 – 17"H"+32.34	RAMP "H"	115	7
10"A"+00 – 25"A"+21.67	RAMP "A"	153	9
6"E"+00 – 20"E"+00	RAMP "E"	135	8
	TOTAL	1,300	80

CLEARING & GRUBBING

STATION	LOCATION	I.D.
124"EB"+15	MAINLINE, 35' RT.	35"
138"EB"+40	MAINLINE, 15' RT.	10"
142"EB"+90	MAINLINE, 10' RT.	15"
	TOTAL	60

CONCRETE PAVEMENT, 9 INCH

STATION – STATION	LOCATION	S.Y.
99+10 – 124+65.88	MAINLINE	13,522
FOREST PARK BLVD.	MAINLINE TO SAWCUT	113
S. RINGOLD ST.	MAINLINE TO SAWCUT	111
S. BLACKHAWK ST.	MAINLINE TO SAWCUT	172
DOUGLAS ST.	MAINLINE TO SAWCUT	86
S. FREMONT ST.	MAINLINE TO SAWCUT	274
S. RANDALL AVE.	MAINLINE TO SAWCUT	220
124"WB"+65.88 – 127"WB"+00	MAINLINE	641
124"EB"+65.88 – 127"EB"+00	MAINLINE	562
127"WB"+00 – 132"WB"+00	MAINLINE	1,685
127"EB"+00 – 132"EB"+00	MAINLINE E.B. TO W.B.	1,522
ARBOR DRIVE	MAINLINE TO MATCH	345
132"EB"+00 0– 138"EB"+00	M,AINLINE E.B.	1,600
132"WB"+00 – 138"WB"+00	MAINLINE W.B.	1,600
135"EB"+15 – 137"WB"+49	LEFT TURN/TAPER	209
138"EB"+00 – 144"EB"+00	MAINLINE E.B.	1,600
139"EB"+02 – 144"EB"+25	TURNING BAY E.B.	386
141"WB"+30 – 142"WB"+30	BETWEEN MEDIAN	94
138"WB"+00 – 144"WB"+00	MAINLINE W.B.	1,600
139"WB"+50 – 144"WB"+26	HARMONY DR. & TURNING LANES	595
144"WB"+00.64 – 147"WB"+53.60	MAINLINE	945
247"WB"+51.61 – 270"WB"+83.32	MAINLINE	6093
144"EB"+00 – 147"EB"+36.49	MAINLINE	900
247"EB"+35.09 – 270"EB"+66.44	MAINLINE	6089
PALMER DRIVE	E.B. & W.B. TURNING LANES	2,235
250"WB"+00 – 254"WB"+00	TURNING LANES & TAPERS	660
250"EB"+00 – 251"EB"+50	TURNING LANES & TAPERS	210
251"EB"+50 – 255"EB"+00	TURNING LANES & TAPERS	635
255"EB"+600 – 261"EB"+00	SOUTH ACCESS RD. & TURNING LANES	1,205
259"WB"+58 – 265"WB"+10	RAMP "A" TAPER	565
262"EB"+68 – 266"EB"+08	RAMP "E" TAPER	189
10"G"+00 – 17"G"+20.55	RAMP G	1,440
10"H"+00 – 17"H"+32.34	RAMP H	1,464
8+00 – 25+72	RAMP A	3,150
1+75 – 19+00	RAMP E	2,983
	TOTAL	55,700

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC
SPRING GREEN, WI 53588

ROT. <
SCALE:
DATE:1-11-94
DISK #
DWG FILE:5592M01

PROJECT DESIGNATION	SHEET NO.
1701-04-73	38

MISCELLANEOUS QUANTITIES

CONCRETE PAVEMENT GAPS

STATION	LOCATION	EACH
114+43	C.E. MAINLINE, LT.	1
114+91	C.E. MAINLINE, RT.	1
114+95	C.E. MAINLINE, LT.	1
115+24	C.E. MAINLINE, LT.	1
117+65	RANDALL AVE.	2
119+00	C.E. MAINLINE, LT.	1
125+45	C.E. MAINLINE, RT.	1
125+66	C.E. MAINLINE, RT.	1
131"EB"+70	C.E. MAINLINE, RT.	1
132"EB"+10	C.E. MAINLINE, RT.	1
135"EB"+20	C.E. MAINLINE, RT.	1
145"EB"+02	C.E. MAINLINE, RT.	1
146"EB"+60	C.E. MAINLINE, RT.	1
248+98, "EB" & "WB"	PALMER DR.	2
255+56, "EB" & "WB"	ACCESS RD.	2
	TOTAL	16

H.E.S. CONCRETE PAVEMENT, 9-INCH

STATION	LOCATION	S.Y.
114+43	C.E. MAINLINE, LT.	32
114+91	C.E. MAINLINE, RT.	32
114+95	C.E. MAINLINE, LT.	32
115+24	C.E. MAINLINE, LT.	32
117+65	RANDALL AVE.	220
119+00	C.E. MAINLINE, LT.	32
125+45	C.E. MAINLINE, RT.	32
125+66	C.E. MAINLINE, RT.	32
131"EB"+70	C.E. MAINLINE, RT.	32
132"EB"+10	C.E. MAINLINE, RT.	32
135"EB"+20	C.E. MAINLINE, RT.	55
145"EB"+02	C.E. MAINLINE, RT.	32
146"EB"+60	C.E. MAINLINE, RT.	60
248+98, "EB" & "WB"	PALMER DR.	460
255+56, "EB" & "WB"	ACCESS RD.	175
	TOTAL	1,290

DOWEL BARS

STATION	LOCATION	EACH
99+10	BEGINNING OF PROJECT	48
105+59	S. RINGOLD ST.	36
108+52	S. BLACKHAWK ST.	22
109+29	S. BLACKHAWK ST.	22
111+07	DOUGLAS ST.	26
112+87	S. FREMONT ST.	36
270"WB"+83.32	END OF PROJECT	48
10"G"+00	RAMP G	18
17"G"+00	RAMP G	18
10"H"+00	RAMP H	18
17"H"+32	RAMP H	18
10"A"+00	RAMP A	16
20"E"+00	RAMP E	16
	TOTAL	342

CONCRETE DRIVEWAY

STATION	CONSTRUCTION LIMITS LOCATION	LOCATION	S.Y.
99+58	2	MAINLINE RT.	17
100+07	2	MAINLINE RT.	15
100+58	2	MAINLINE LT.	9
100+71	2	MAINLINE RT.	23
101+51	2	MAINLINE LT.	9
101+66	2	MAINLINE RT.	9
102+18	2	MAINLINE RT.	8
102+29	2	MAINLINE LT.	16
102+60	2	MAINLINE LT.	10
102+80	2	MAINLINE RT.	35
103+28	2	MAINLINE LT.	9
103+62	2	MAINLINE RT.	19
104+35	2	MAINLINE LT.	10
104+90	2	MAINLINE RT.	26
106+45	2	MAINLINE LT.	9
106+93	2	MAINLINE LT.	9
107+25	2	MAINLINE RT.	34
107+75	2	MAINLINE LT.	9
107+96	2	MAINLINE RT.	10
108+10	2	MAINLINE RT.	11
109+32	2	MAINLINE LT.	9
109+76	2	MAINLINE LT.	9
110+08	2	MAINLINE RT.	12
110+98	2	MAINLINE RT.	10
111+43	2	MAINLINE RT.	13
111+96	2	MAINLINE RT.	9
112+64	2	MAINLINE LT.	14
114+30	2	MAINLINE RT.	17
114+91	2	MAINLINE RT.	9
114+95	2	MAINLINE LT.	9
115+24	2	MAINLINE LT.	9
115+69	2	MAINLINE RT.	18
115+78	2	MAINLINE LT.	9
116+22	2	MAINLINE LT.	22
116+24	2	MAINLINE RT.	22
116+80	2	MAINLINE RT.	22
116+93	2	MAINLINE LT.	12
119+32	2	MAINLINE RT.	13
119+92	2	MAINLINE RT.	19
120+09	2	MAINLINE LT.	20
120+62	2	MAINLINE RT.	10
121+42	2	MAINLINE LT.	21
121+66	2	MAINLINE RT.	22
122+22	2	MAINLINE LT.	21
122+50	2	MAINLINE RT.	19
123+19	2	MAINLINE RT.	19
123+29	2	MAINLINE LT.	20
123+79	2	MAINLINE RT.	19
125+45	1	MAINLINE RT.	13
125+66	1	MAINLINE RT.	13
129"EB"+14	1	MAINLINE RT.	36
131"EB"+75	1	MAINLINE RT.	33
132"EB"+30	1	MAINLINE RT.	33
135"EB"+60	1	MAINLINE RT.	35
136"EB"+83	1	MAINLINE RT.	36
140"EB"+75	1	MAINLINE RT.	20
141"EB"+62	1	MAINLINE RT.	21
141"EB"+95	1	MAINLINE RT.	20
143"EB"+73	1	MAINLINE RT.	32
145"EB"+02	1	MAINLINE RT.	27
146"EB"+60	1	MAINLINE RT.	26
		TOTAL	1,070

CONCRETE CURB & GUTTER 36 INCH TYPE A

STATION	LOCATION	L.F.
ACCESS ROAD	MEDIAN	144
SOUTH ACCESS ROAD	S.W. RADII	50
SOUTH ACCESS ROAD	S.E. RADII	46
266"WB"+24	GORE	170
268"WB"+64	GORE	130
	TOTAL	540

CONCRETE CURB & GUTTER, 18 INCH, TYPE A

STATION	LOCATION	L.F.
99+10 - 108+96	MAINLINE, RT.	986
99+90 - 105+19	MAINLINE, LT.	529
105+99 - 108+19	MAINLINE, LT.	220
108+90 - 110+72	MAINLINE, LT.	182
109+62 - 112+42	MAINLINE, RT.	280
113+32 - 117+22	MAINLINE, RT.	390
111+42 - 113+42	MAINLINE, LT.	200
114+28 - 117+12	MAINLINE, LT.	284
125"WB"+78 - 128"WB"+48	MEDIAN	520
129"WB"+26 - 135"WB"+19	MEDIAN	1179
135"EB"+81 - 141"EB"+34	MEDIAN	1110
142"WB"+22 - 147"WB"+53.60	MEDIAN	1070
247"WB"+51.64 - 248"WB"+70	MEDIAN	250
	TOTAL	7,200

CONCRETE CURB & GUTTER, 30 INCH, TYPE A

STATION - STATION	LOCATION	L.F.
FOREST PARK BLVD.	N.W. RADIUS	43
FOREST PARK BLVD.	N.E. RADIUS	39
S. RINGOLD ST.	N.W. RADIUS	35
S. RINGOLD ST.	N.E. RADIUS	35
S. BLACKHAWK ST.	N.W. RADIUS	40
S. BLACKHAWK ST.	N.E. RADIUS	43
S. BLACKHAWK ST.	S.W. RADIUS	32
S. BLACKHAWK ST.	S.E. RADIUS	32
DOUGLAS ST.	N.W. RADIUS	35
DOUGLAS ST.	N.E. RADIUS	35
S. FREMONT ST.	N.W. RADIUS	43
S. FREMONT ST.	N.E. RADIUS	43
S. FREMONT ST.	S.W. RADIUS	43
S. FREMONT ST.	S.E. RADIUS	43
S. RANDALL AVE.	N.W. RADIUS	50
S. RANDALL AVE.	N.E. RADIUS	50
S. RANDALL AVE.	S.W. RADIUS	43
S. RANDALL AVE.	S.E. RADIUS	39
118+09 - 124"EB"+66	MAINLINE, RT.	657
118+12 - 125"WB"+96	MAINLINE, LT.	784
124"EB"+66 - 130"EB"+73	MAINLINE, RT.	561
125"WB"+96 - 128"WB"+22	MAINLINE, LT.	226
129"WB"+53 - 129"WB"+88	MAINLINE, LT.	37
ARBOR DRIVE	N.W. C & G	116
ARBOR DRIVE	E E, RADIUS	72
129"WB"+89 - 131"WB"+08	MAINLINE, LT.	119
131"WB"+08 - 133"WB"+00	MAINLINE, LT.	193
130"EB"+73 - 145"EB"+25	MAINLINE, RT.	1452
133"WB"+00 - 139"WB"+50	MAINLINE, LT.	650
139"WB"+50 - 141"WB"+26	MAINLINE, LT.	176
HARMONY DRIVE	N.W. RADIUS	66
HARMONY DRIVE	N.E. RADIUS	66
142"WB"+50 - 144"WB"+26	MAINLINE, LT.	176
144"WB"+26 - 147"WB"+53.60	MAINLINE, LT.	320
247"WB"+51.64 - 248"WB"+32	MAINLINE, LT.	80
145"EB"+25 - 147"EB"+36.49	MAINLINE, RT.	229
247"EB"+35.09 - 248"EB"+31	MAINLINE, RT.	79
PALMER DRIVE	N.W. RADIUS	66
PALMER DRIVE	N.E. RADIUS	66
PALMER DRIVE	S.W. RADIUS	66
PALMER DRIVE	S.E. RADIUS	66
249"EB"+34- END OF CURB	MEDIAN	222
10"G"+00 - 17"G"+20.55	RAMP G	720
10"H"+00 - 17"H"+32.34	RAMP H	732
	TOTAL	8,720

ORIGINAL PLANS PREPARED BY WESTBROOK ASSOCIATED ENGINEERS, INC SPRING GREEN, WI 53588

DWG FILE:5592M02 DISK # DATE:1-11-94 SCALE: ROT. <

PROJECT DESIGNATION	SHEET NO.
1701-04-73	30

MISCELLANEOUS QUANTITIES

UNCLASSIFIED EXCAVATION

GROUP CODE	LOCATION	C.Y.
020	MAINLINE SIDEWALK RT.	339
020	MAINLINE SIDEWALK, LT.	63
010	RAMP A	516
010	RAMP E	689
010	RAMP G	496
010	RAMP H	497
	GROUP CODE 010 TOTAL	2,198
	GROUP CODE 020 TOTAL	402

RCP, CLASS III, STORM SEWER, 12-INCH *

INLET STATION AND LOCATION FROM	TO	LENGTH FEET	ELEVATION INLET	ELEVATION DISCHARGE
248"WB"+10, 28' RT.	248"WB"+50, 35' RT.	44	786.92	785.60
	TOTAL	44		

* CLASS "B" BEDDING FOR CULVERT PIPE REQUIRED. SEE STANDARD DETAIL DRAWING "CLASS "B" BEDDING FOR CULVERT PIPE".

ADJUST INLET COVERS

STATION	LOCATION	EACH
99+20	MAINLINE, 24' RT.	1
99+32	MAINLINE, 38' LT.	1
99+67	MAINLINE, 38' LT.	1
105+53	MAINLINE, 38' LT.	1
105+93	MAINLINE, 38' LT.	1
108+37	MAINLINE, 34' LT.	1
108+69	MAINLINE, 34' LT.	1
108+98	MAINLINE, 25' RT.	1
109+60	MAINLINE, 24' LT.	1
109+63	MAINLINE, 24' RT.	1
110+90	MAINLINE, 35' LT.	1
111+24	MAINLINE, 35' LT.	1
113+63	MAINLINE, 35' LT.	1
114+09	MAINLINE, 35' LT.	1
115+24	MAINLINE, 24' LT. & RT.	2
117+40	MAINLINE, 40' LT.	1
117+86	MAINLINE, 36' LT.	1
117+96	MAINLINE, 24' RT.	1
120+57	MAINLINE, 24' RT.	1
120+64	MAINLINE, 24' LT.	1
122+00	MAINLINE, 24' RT.	1
128"WB"+33	MAINLINE, 3' LT.	1
128"WB"+37	MAINLINE, 24' & 33' RT.	2
128"EB"+86	MAINLINE, 1' RT.	1
131"WB"+32	MAINLINE, 9' LT.	1
131"EB"+32	MAINLINE, 1' RT.	1
135"EB"+09	MAINLINE, 24', 30' & 35' LT.	3
135"EB"+12	MAINLINE, 1' RT.	1
139"WB"+27	MAINLINE, 1' LT. - 24'RT.	2
139"EB"+27	MAINLINE, 1' RT.	1
141"WB"+29	MAINLINE, 12' LT., 28' RT.	2
141"EB"+30	MAINLINE, 29' RT.	1
143"EB"+23	MAINLINE, 1' RT.	1
248"WB"+40	MAINLINE, 12' LT.	1
248"WB"+46	MAINLINE, 46' RT.	1
11"G"+71	RAMP G, RT.	1
17"G"+13	RAMP G, RT.	1
15"H"+90	RAMP H, RT.	1
10"H"+37	RAMP H, RT.	1
	TOTAL	45

SHAPING SHOULDERS

STA. - STA.	LOCATION	STA.
249"EB"+63 - 270"EB"+66.44	MAINLINE	21
249"WB"+64 - 270"WB"+83.32	MAINLINE	21
10"A"+00 - 27"A"+13.75	RAMP A	27
1"E"+70 - 20"E"+00	RAMP E	18
10"G"+00 - 17"G"+20.74	RAMP G	7
10"H"+00 - 17"H"+32.34	RAMP H	7
	TOTAL	101

STORM SEWER INLETS & COVERS

STATION	LOCATION	INLET TYPE	* COVER TYPE	FLOWLINE ELEV.	FLOWLINE ELEV.
248"WB"+10	28' RT.	2	WM	789.42	786.92
248"WB"+50	35' RT.	1	C	789.65	784.35
	TYPE	C	WM	1	2
	TOTALS	1	1	1	1

* INLET COVERS ALSO SHOWN ELSEWHERE

ADJUSTING MANHOLE COVERS

GROUP CODE	STATION	EACH	REMARKS
010	99+20, 20' RT.	1	STORM SEWER
040	99+51	1	SANITARY SEWER
040	99+98, 11' LT.	1	WATER
040	101+49	1	SANITARY SEWER
040	105+61	1	SANITARY SEWER
010	105+81, 14' LT.	1	STORM SEWER
040	105+94, 10' LT.	1	WATER
010	108+50, 12' LT.	1	STORM SEWER
040	108+53	1	SANITARY SEWER
010	109+21, 22' RT.	1	STORM SEWER
010	109+22, 12' LT.	1	STORM SEWER
040	109+27	1	SANITARY SEWER
040	109+35, 9' LT.	1	WATER
010	111+01, 13' LT.	1	STORM SEWER
040	111+08	1	SANITARY SEWER
010	113+52, 9' LT.	1	STORM SEWER
040	113+86	1	SANITARY SEWER
010	114+11, 18' LT.	1	STORM SEWER
010	115+24, 18' LT.	1	STORM SEWER
040	117+31, 10' LT.	1	WATER
010	117+37, 18' LT.	1	STORM SEWER
040	117+63	1	SANITARY SEWER
040	117+63, 20' LT.	1	SANITARY SEWER
010	117+86, 25' LT.	1	STORM SEWER
010	117+90, 15' RT.	1	STORM SEWER
040	120+62, 15' LT.	1	WATER
010	120+64, 15' RT.	1	STORM SEWER
040	120+71, 19' LT.	1	SANITARY SEWER
010	121+99, 13' RT.	1	STORM SEWER
040	122+26, 20' LT.	1	SANITARY SEWER
040	122+26, 24' RT.	1	SANITARY SEWER
040	123+64, 22' LT.	1	WATER
040	124+09, 19' RT.	1	WATER
040	125"EB"+85, 7' LT.	1	SANITARY SEWER
040	127"EB"+30, 20' LT.	1	SANITARY SEWER
040	128"EB"+78, 12' LT.	1	SANITARY SEWER
010	129"WB"+27, 13' RT.	1	STORM SEWER
010	131"WB"+27, 17' RT.	1	STORM SEWER
040	132"EB"+12, 4' LT.	1	WATER
040	132"EB"+74	1	SANITARY SEWER
010	135"WB"+19, 18' RT.	1	STORM SEWER
040	136"EB"+48, 4' RT.	1	SANITARY SEWER
010	139"WB"+26, 19' RT.	1	STORM SEWER
040	140"EB"+22, 4' RT.	1	SANITARY SEWER
010	141"WB"+29, 20' RT.	1	STORM SEWER
040	143"EB"+98, 5' RT.	1	SANITARY SEWER
040	145"EB"+12, 3' RT.	1	WATER
040	145"EB"+20, 10' RT.	1	SANITARY SEWER
040	145"EB"+30, 4' RT.	1	WATER
040	247"EB"+49, 14' RT.	1	SANITARY SEWER
040	248"WB"+69, 8' LT.	1	SANITARY SEWER
040	248"EB"+94, 29' RT.	1	SANITARY SEWER
040	249"EB"+15, 5' RT.	1	WATER
010	249"EB"+30, 33' LT.	1	CATCH BASIN
010	250"WB"+35, 45' RT.	1	STORM SEWER
040	255"WB"+25, 20' LT.	1	SANITARY SEWER

TOTALS

GROUP CODE 010	21 EACH
GROUP CODE 040	35 EACH

CONCRETE SIDEWALK, 4-INCH

GROUP CODE	STA. - STA.	LOCATION	S.F.
020	124"EB"+00 - 147"EB"+36.49	MAINLINE RT.	9,700
020	142"WB"+15 - 147"WB"+53.60	MAINLINE LT.	2,683
010	99+10 - 99+90	FOREST PARK BLVD.	280
010	105+19 - 105+99	S. RINGOLD ST.	280
010	108+19 - 108+90	S. BLACKHAWK ST.	280
010	108+96 - 109+62	S. BLACKHAWK ST.	280
010	110+72 - 111+42	DOUGLAS ST.	280
010	112+42 - 113+32	S. FREMONT ST.	280
010	113+42 - 114+28	S. FREMONT ST.	280
010	117+12 - 118+12	S. RANDALL AVE.	565
010	128"WB"+22 - 129"WB"+53	ARBOR DR.	280
010	141"WB"+26 - 142"WB"+50	HARMONY DR.	280
010	248"WB"+32 - 249"WB"+64	PALMER DR.	755
010	17"A"+40 - 18"A"+20	RAMP A MEDIAN	476
010	12"E"+00 - 13"E"+10	RAMP E MEDIAN	546
010	11"G"+30 - 12"G"+45	RAMP G MEDIAN	628
010	15"H"+15 - 16"H"+15	RAMP H MEDIAN	600
010	248"WB"+50	PALMER DR. MEDIAN	100
010	249"EB"+25	PALMER DR. MEDAIN	160
020	247"WB"+51.64 - 248"WB"+65	MAINLINE, LT.	567
020	247"EB"+35.09 - 248"EB"+65	MAINLINE, RT.	650
	GROUP CODE 020 TOTAL		13,600
	GROUP CODE 010 TOTAL		6,350

INLET COVERS

STATION	LOCATION	* COVER TYPE	REMARKS
105+81	MAINLINE, 36.5' LT.	WM	NEW INLET COVER
109+59	MAINLINE, 25' LT.	Z	NEW INLET COVER
113+62	MAINLINE, 36' LT.	WM	NEW INLET COVER
117+39	MAINLINE, 41.5' LT.	WM	NEW INLET COVER
117+97	MAINLINE, 29.5' RT.	WM	NEW INLET COVER
120+59	MAINLINE, 26' LT.	WM	NEW INLET COVER
128"WB"+33	MAINLINE, 3' LT.	WM	NEW INLET COVER
128"WB"+38	MAINLINE, 25' RT.	C	NEW CATCH BASIN COVER
128"EB"+85	MAINLINE, 2' RT.	WM	NEW INLET COVER
131"EB"+32	MAINLINE, 2' RT.	WM	NEW INLET COVER
135"EB"+08	MAINLINE, 25' LT.	Z	NEW INLET COVER
135"WB"+09	MAINLINE, 30' RT.	Z	NEW INLET COVER
135"EB"+12	MAINLINE, 2' RT.	WM	NEW INLET COVER
135"WB"+18	MAINLINE, 2' LT.	WM	NEW INLET COVER
139"WB"+27	MAINLINE, 25' RT.	C	NEW CATCH BASIN COVER
139"EB"+28	MAINLINE, 2' RT.	WM	NEW INLET COVER
141"EB"+29	MAINLINE, 35' LT.	Z	NEW INLET COVER
248"EB"+49	MAINLINE, 36' LT.	Z	NEW INLET COVER
248"WB"+49	MAINLINE, 13' LT.	Z	NEW INLET COVER
248"WB"+41	MAINLINE, 13' LT.	WM	NEW INLET COVER
249"EB"+30	MAINLINE, 33' LT.	WM	NEW INLET COVER
		C	Z	WM
	TOTALS	2	6	13

* INLET COVERS ALSO SHOWN ELSEWHERE

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

5592

ROT. <
SCALE:
DATE: 1-11-94
DISK #
DWG FILE: 5592M03

PROJECT DESIGNATION	SHEET NO.
1701-04-73	3D

MICELLANEOUS QUANTITIES

ASPHALTIC SHOULDER RUMBLE STRIP

STA. - STA.	LOCATION	L.F.
10"A"+00 - 31"A"+82.30	RAMP A, RT.	2180
1"E"+70 - 20"E"+00	RAMP E, RT.	1830
	TOTAL	4,010

CALCIUM CHLORIDE SURFACE TREATMENT

STA. - STA.	LOCATION	TON
99+10 - 270+83	MAINLINE	70
	TOTAL	70

WATER

LOCATION	MGAL
UNDISTRIBUTED	1850
TOTAL	1850

REMOVING SIGNS TYPE II & REMOVING SMALL SIGN SUPPORTS

STATION	LOCATION	TYPE 2 SIGNS EACH	SIGN SUPPORTS EACH
99+32	FOREST PARK BLVD, LT.	1	1
100+04	MAINLINE LT.	1	1
102+99	MAINLINE RT.	1	1
104+66	MAINLINE RT.	1	1
104+79	MAINLINE LT.	1	1
105+36	S. RINGOLD ST., LT.	1	1
106+04	MAINLINE LT.	1	1
107+93	MAINLINE LT.	4	1
108+38	S. BLACKHAWK ST. LT.	1	1
108+89	MAINLINE LT.	2	1
109+44	S. BLACKHAWK ST. RT.	1	1
110+72	MAINLINE LT.	1	1
110+90	DOUGLAS ST. LT.	1	1
112+91	MAINLINE LT.	1	1
113+10	S. FREMONT ST. RT.	1	1
113+63	S. FREMONT ST. LT.	1	1
114+51	MAINLINE RT.	3	1
115+45	MAINLINE RT.	2	1
123+96	MAINLINE LT.	2	1
125"EB"+83	MAINLINE RT.	1	1
125"EB"+85	MAINLINE LT.	1	1
126"WB"+73	MAINLINE LT.	2	1
127"WB"+56	MAINLINE LT.	1	1
127"WB"+90	MAINLINE LT.	1	1
128"WB"+55	ARBOR DR. LT.	1	1
131"WB"+03	MAINLINE LT.	1	1
131"EB"+18	MAINLINE RT.	2	1
133"WB"+82	MAINLINE LT.	1	1
133"WB"+82	MAINLINE RT.	1	1
135"EB"+95	MAINLINE LT.	1	1
136"WB"+70	MAINLINE LT.	1	1
136"WB"+72	MAINLINE RT.	1	1
139"WB"+43	MAINLINE LT.	1	1
139"EB"+90	MAINLINE RT.	1	1
141"WB"+30	MAINLINE RT.	1	1
141"WB"+61	HARMONY DR. LT.	1	1
142"EB"+32	MAINLINE LT.	1	1
143"WB"+25	MAINLINE LT.	1	1
145"EB"+85	MAINLINE RT.	1	1
146"EB"+59	MAINLINE LT.	1	1
146"WB"+95	MAINLINE LT.	1	1
248"WB"+50	MAINLINE RT.	1	1
248"WB"+62	PALMER LT.	1	1
249"EB"+28	PALMER RT.	1	1
249"WB"+81	MAINLINE, LT.	3	1
249"WB"+81	MAINLINE, RT.	1	1
249"EB"+88	MAINLINE LT.	1	1
249"EB"+88	MAINLINE RT.	1	1
251"WB"+50	MAINLINE LT.	1	1
255"WB"+23	ACCESS RD. LT.	1	1
255"WB"+18	MAINLINE RT.	1	1
255"EB"+84	ACCESS RD. RT.	1	1
257"EB"+22	MAINLINE RT.	2	1
260"WB"+10	MAINLINE LT.	1	1
260"WB"+10	MAINLINE RT.	1	1
261"WB"+87	MAINLINE LT.	1	1
261"EB"+98	MAINLINE RT.	9	2
	TOTALS	78	58

TRAFFIC CONTROL, DRUMS

STAGE	STA. - STA.	DRUM (EACH)	DAYS	DRUM (DAYS)
1	117+84 - 119+34	7	70	490
1	119+84 - 125"EB"+75	13	70	910
2	117+84 - 119+34	7	70	490
2	119+84 - 125"EB"+79	13	70	910
2	255"EB"+59	7	42	294
2A	255"EB"+59	9	28	252
1-1A	116+00 - 119+35	20	23	460
1-1B	116+20 - 119+35	26	23	598
1-2	117+40 - 119+35	19	24	456
2-2A	117+40 - 119+35	14	35	490
2-2B	117+50 - 119+35	11	35	385
1-A	248"EB"+60 - 249"EB"+25	30	35	1050
1-B	248"EB"+60 - 249"EB"+25	30	35	1050
2-A	248"EB"+60 - 249"EB"+25	28	35	980
2-B	248"EB"+60 - 249"EB"+25	28	35	980
			TOTAL	18,195

EROSION CONTROL

GROUP CODE	LOCATION	TOPSOIL (S.Y.)	MULCH (S.Y.)	SEEDING MIX #30(LBS.)	SEEDING MIX #40(LBS.)	FERTILIZER TYPE "A"(CWT.)	EROSION BALES DELIVERED(EA.)	EROSION BALES INSTALLED(EA.)	SOD(S.Y.)	SOD REINFORCED(S.Y.)	EROSION MAT INSTALLED(S.Y.)	EROSION MAT DELIVERED(S.Y.)
010	MAINLINE (99+10 - 147+53)	2146	1131	-	20	.71	-	-	3025	1070	690	690
020	MAINLINE, SIDEWALK (124"EB"+00 - 147"EB"+36.49)	1526	1338	-	26.1	.69	-	-	-	-	-	-
020	MAINLINE, SIDEWALK (142"WB"+15 - 147"WB"+53.60)	494	492	-	8.9	.31	-	-	-	-	-	-
010	MAINLINE (249+50 - 270+83)	64	9885	187	-	6.68	60	60	90	1580	1710	1710
010	RAMP G	160	400	7	-	.26	-	-	240	-	-	-
010	RAMP H	160	406	7	-	.26	-	-	245	-	-	-
010	RAMP A	-	1431	26	-	.90	-	-	-	-	-	-
010	RAMP E	-	1847	33	-	1.19	-	-	-	-	-	-
	GROUP CODE 010 TOTALS	2,530	15,100	260	20	10	60	60	3600	2650	2400	2400
	GROUP CODE 020 TOTALS	2,020	1,830	-	35	1	-	-	-	-	-	-

SILT FENCE

STATION	LOCATION	DELIVERED(L.F.)	INSTALLED(L.F.)	MAINTENANCE(L.F.) *
128"EB"+08	45' LT.	20	20	40
135"EB"+08	30' LT.	20	20	40
138"EB"+75	30' LT.	20	20	40
145"WB"+25 - 248"WB"+65	SIDEWALK, LT.	340	340	680
147"EB"+80	45' LT.	20	20	40
250"EB"+05	50' LT.	20	20	40
250"EB"+45	50' LT.	20	20	40
	TOTALS	460	460	920

* MAINTAINED TWICE

TREES, HONEY LOCUST, 2 - INCH DIA.

GROUP CODE	STATION	LOCATION	EACH
020	124"EB"+15	MAINLINE, RT.	1
020	138"EB"+40	MAINLINE, RT.	1
		TOTAL	2

TREES, CHANTICLER PEAR, 2 - INCH DIA.

GROUP CODE	STATION	LOCATION	EACH
020	142"EB"+90	MAINLINE, RT.	1
		TOTAL	1

TRAFFIC CONTROL, BARRICADES, TYPE III

STAGE	STATION	BARRICADES (EACH)	DAYS	BARRICADE (DAYS)
-	ADVANCE SIGNS	9	140	1260
-	99+10	4	85	340
-	99+45	3	85	255
-	105+60	4	85	340
-	108+60	2	85	170
-	109+30	2	85	170
-	111+05	2	85	170
-	112+90	2	85	170
-	113+90	2	85	170
1	129"WB"+80	9	70	630
1	135"WB"+50	6	70	420
1	141"WB"+90	7	70	490
1	255"WB"+60	18	70	1260
-	270"EB"+66	3	140	420
-	270"EB"+83	3	140	420
2	128"WB"+90	7	70	490
2	135"WB"+50	6	70	420
2	141"WB"+90	9	70	630
2	255"EB"+60	14	70	980
1-1A	117+50	7	23	161
		2		
1-1B	117+20		23	46
1-2	117+50	8	24	192
2-2A	117+60	8	35	280
2-2B	117+00 - 118+00	8	35	280
1-A	248+80	5	35	175
		8		
1-B	249"WB"+10		35	280
2-A	249"EB"+10	7	35	245
2-B	248"EB"+90	9	35	315
			TOTAL	11,179

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC
SPRING GREEN, WI 53588

ROT. <
SCALE:
DATE:1-11-94
DISK #
DWG FILE:5592MQ4

PROJECT DESIGNATION	SHEET NO.
1701-04-73	3E

MICELLANEOUS QUANTITIES

TRAFFIC CONTROL WARNING LIGHTS TYPE "A"

STAGE	STATION	(EACH)	DAYS	LIGHT (DAYS)
–	ADVANCE SIGNS	18	140	2520
–	99+10	8	85	680
–	99+45	6	85	510
–	105+60	8	85	680
–	108+60	4	85	340
–	109+30	4	85	340
–	111+05	4	85	340
–	112+90	4	85	340
–	113+90	4	85	340
–	270"EB"+66	6	140	840
–	270"EB"+83	6	140	840
1	129"WB"+90	18	70	1260
1	135"WB"+50	12	70	840
1	141"WB"+90	14	70	980
1	255"WB"+60	36	70	2520
1-A	248+80	10	35	350
1-1A	117+50	14	23	322
1-B	249"EB"+10	16	35	350
1-1B	117+20	4	23	92
1-2	117+50	16	24	384
2	128"WB"+90	14	70	980
2	135"WB"+50	12	70	840
2	141"WB"+90	18	70	1260
2	255"EB"+60	28	70	1960
2-A	249"EB"+10	14	35	490
2-B	248"EB"+90	18	35	630
2-2A	117+60	16	35	560
2-2B	117+00 – 118+00	16	35	560
			TOTAL	22,148

PAVEMENT MARKING, EPOXY, 4-INCH

CENTERLINE MARKING (SOLID YELLOW)

STA. – STA.	LOCATION	L.F.
99+10 – 125+80	MAINLINE	5340
249"WB"+98	PALMER DR.	400
117+65	RANDALL AVE.	400
128"WB"+90	ARBOR DR.	100
	TOTAL	6,240

LANE LINE MARKING (BROKEN WHITE)

STA. – STA.	LOCATION	L.F.
99+10 – 125+00	"EB" & "WB", MAINLINE	1225
125"EB"+00 – 147"EB"+36.49	MAINLINE	525
125"WB"+00 – 147"WB"+53.60	MAINLINE	550
247"WB"+51.64 – 270"WB"+83.32	MAINLINE	562
247"EB"+36.49 – 270"EB"+66.44	MAINLINE	568
	TOTAL	3,430

EDGE LINE MARKING (SOLID YELLOW)

STA. – STA.	LOCATION	L.F.
126"EB"+13 – 127"EB"+92	"EB" LT. TURN LANE	145
135"WB"+84 – 137"WB"+39	"WB" LT. TURN LANE	130
139"EB"+32 – 141"EB"+30	"EB" LT. TURN LANE	190
249"WB"+50 – 270"WB"+83	"WB" LT. TURN LANE	2010
250"EB"+45 – 254"EB"+95	"EB" LT. TURN LANE	450
256"EB"+15 – 270"EB"+66	MAINLINE – MEDIAN	1455
	TOTAL	4,380

EDGE LINE MARKING (SOLID WHITE)

STA. – STA.	LOCATION	L.F.
249"WB"+64 – 270"WB"+83	MAINLINE	1840
249"EB"+63 – 270"EB"+66	MAINLINE	1855
10"A"+00 – 25"A"+72	RAMP A	3000
6"E"+00 – 20"E"+00	RAMP E	3100
10"G"+00 – 17"G"+20	RAMP G	1440
10"H"+00 – 17"H"+32	RAMP H	1465
	TOTAL	12,700

TRAFFIC CONTROL SIGNS

STAGE	STATION	(EACH)	DAYS	SIGN (DAYS)
–	ADVANCE SIGNS	18	140	2520
–	99+50	2	85	280
–	105+60	2	85	280
–	108+60	2	85	280
–	109+25	2	85	280
–	111+05	2	85	280
–	112+90	2	85	280
–	113+85	2	85	280
1	118+20	2	70	140
1	121+90	2	70	140
1	124"EB"+95	2	70	140
1	125"EB"+15	2	70	140
1	128"EB"+45	1	70	70
1	129"WB"+00	2	70	140
1	135"EB"+45	1	70	70
1	136"EB"+60	4	70	280
1	139"EB"+00	2	70	140
1	141"EB"+80	2	70	140
1	141"WB"+90	2	70	140
1	143"EB"+00	2	70	140
1	143"EB"+95	2	70	140
1	250"EB"+35	2	70	140
1	252"EB"+00	1	70	70
1	253"EB"+50	1	70	70
1	254"EB"+50	2	70	140
1	255"EB"+55	1	70	70
1	255"EB"+80	2	70	140
1	270"WB"+93	2	140	280
2	118"WB"+25	2	70	140
2	121"WB"+90	2	70	140
2	124"WB"+95	2	70	140
2	125"WB"+10	2	70	140
2	128"WB"+10	2	70	140
2	128"EB"+55	1	70	70
2	128"WB"+50	1	70	70
2	128"WB"+80	1	70	70
2	129"WB"+65	2	70	140
2	135"WB"+50	1	70	70
2	136"WB"+40	4	70	280
2	139"WB"+05	2	70	140
2	141"WB"+85	1	70	70
2	142"WB"+95	2	70	140
2	143"WB"+85	2	70	140
2	147"WB"+10	2	70	140
2	249"WB"+60	2	70	140
2	250"WB"+45	4	70	280
2	250"WB"+70	1	70	70
2	251"WB"+10	1	70	70
2	254"WB"+70	2	70	140
2	255"EB"+50	1	35	35
2	255"EB"+85	2	35	70
2	255"EB"+90	1	35	35
2A	255"EB"+50	1	35	35
2A	255"EB"+70	2	35	70
2A	255"EB"+90	2	35	70
1-1A	116+00 – 119+00	21	23	483
1-1B	116+00 – 119+00	20	23	460
1-2	116+00 – 119+00	22	24	528
2-2A	116+00 – 119+00	22	35	770
2-2B	116+00 – 119+00	22	35	770
1-A	248"EB"+00 – 250"EB"+00	19	35	665
1-B	248"EB"+00 – 250"EB"+00	19	35	665
2-A	248"EB"+00 – 250"EB"+00	19	35	665
2-B	248"EB"+00 – 250"EB"+00	18	35	630
			TOTAL	18,971

PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH

STA. – STA.	LOCATION	L.F.
127"EB"+10 – 127"EB"+87	MAINLINE	77
129"WB"+50 – 131"WB"+10	MAINLINE	160
140"EB"+77 – 141"EB"+30	MAINLINE	53
147"EB"+00 – 147"EB"+36.49	MAINLINE	140
247"EB"+35.09 – 248"EB"+40	MAINLINE	130
249"WB"+65 – 251"WB"+75	MAINLINE	210
253"EB"+50 – 255"EB"+03	MAINLINE	300
256"WB"+15 – 259"WB"+00	MAINLINE	290
263"WB"+70 – 266"WB"+70	MAINLINE	600
267"EB"+50 – 269"EB"+50	MAINLINE	400
	TOTAL	2,360

PAVEMENT MARKING, STOP LINE, EPOXY 18-INCH

STATION	LOCATION	L.F.
99+50	FOREST PARK BLVD.	15
105+60	S. RINGOLD ST.	20
108+53	S. BLACKHAWK ST. "N"	13
109+30	S. BLACKHAWK ST. "S"	11
111+07	DOUGLAS ST.	14
112+87	S. FREMONT ST. "S"	20
113+85	S. FREMONT ST. "N"	20
117+65	S. RANDALL AVE.	94
128"WB"+90	ARBOR DR.	35
141"WB"+90	HARMONY DR.	24
248"WB"+98	PALMER DR.	155
255"WB"+58	ACCESS RD.	54
	TOTAL	475

PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH

STATION	LOCATION	L.F.
99+50	FOREST PARK BLVD.	86
105+60	S. RINGOLD ST.	99
108+53	S. BLACKHAWK ST. "N"	79
109+30	S. BLACKHAWK ST. "S"	65
111+07	DOUGLAS ST.	75
112+87	S. FREMONT ST. "S"	108
113+85	S. FREMONT ST. "N"	101
117+65	S. RANDALL AVE.	447
128"WB"+90	ARBOR DR.	150
141"WB"+90	HARMONY DR.	90
248"WB"+98	PALMER DR.	670
	TOTAL	1,970

TEMPORARY PAVEMENT MARKING, STOP LINE 12-INCH

STAGE	STATION	LOCATION	L.F.
1-1A	117+35	RT.	11
1-1A	117+50	LT.	9
1-1A	117+60	RT.	10
1-1A	117+70	RT.	12
1-1B	117+25	RT.	11
1-1B	117+70	LT.	9
1-1B	117+80	RT.	10
1-1B	117+90	RT.	10
1-2	117+40	RT.	10
1-2	117+70	LT.	9
1-2	117+75	RT.	10
1-2	117+95	RT.	10
2-2A	117+50	LT.	10
2-2A	117+75	LT.	9
2-2A	117+75	RT.	9
2-2A	118+00	LT.	11
2-2B	117+35	LT.	12
2-2B	117+45	LT.	9
2-2B	117+60	RT.	9
2-2B	118+00	LT.	11
1-A	249"EB"+05	LT.	11
1-A	249"EB"+10	RT.	9
1-B	248"EB"+80	LT.	11
1-B	249"EB"+95	RT.	12
2-A	248"WB"+80	LT.	12
2-A	248"WB"+90	RT.	11
2-B	249"WB"+05	LT.	12
2-B	249"WB"+15	RT.	11
		TOTAL	290

TRAFFIC CONTROL, WARNING LIGHTS, TYPE C

STATION – STATION	LOCATION	STAGE	EACH	DAYS	LIGHT (DAYS)
---	ADVANCE SIGNS	–	60	140	8400
117+80 – 119+35	MAINLINE	1	7	70	490
124+80 – 125+80	MAINLINE	1	3	70	210
117+80 – 119+25	MAINLINE	2	7	70	490
124+80 – 125+80	MAINLINE	2	3	70	210
255"EB"+20 – 255"EB"+60	MAINLINE	2	7	70	490
255"EB"+25 – 255"EB"+55	MAINLINE	2A	9	35	315
	S. RANDALL AVE.	1-1A	15	23	345
	S. RANDALL AVE.	1-1B	14	23	322
	S. RANDALL AVE.	1-2	7	24	168
	S. RANDALL AVE.	2-2A	8	35	280
	S. RANDALL AVE.	2-2B	7	35	245
	PALMER DR.	1-A	17	35	595
	PALMER DR.	1-B	21	35	735
	PALMER DR.	2-A	17	35	595
	PALMER DR.	2-B	17	35	595
				TOTAL	14,485

ORIGINAL PLANS PREPARED BY
WESTBROOK ASSOCIATED ENGINEERS, INC
SPRING GREEN, WI 53588

5592

ROT. <
SCALE:
DATE:1-11-84
DISK #
DWG FILE:5592MQ5

PROJECT DESIGNATION	SHEET NO.
1701-04-73	3F

MISCELLANEOUS QUANTITIES

TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE

DOUBLE YELLOW

STAGE	STA. – STA.	L.F.
2	117+95 – 112+00	812
2	122+00 – 126+00	800
2A	255"EB"+39	162
2	255"EB"+78	164
1–1A	117+60	484
1–1B	117+70	610
2–2A	117+70	600
2–2B	117+70	600
1–A	249"WB"+10	280
1–B	248"WB"+80	668
2–A	248"EB"+90	490
2–B	249"EB"+10	600

EDGELINE WHITE

STAGE	STA. – STA.	L.F.
2	117+81 – 122+00	419
2	122+00 – 124+66	266
2	124"WB"+66 – 126"WB"+00	134
1–1A	117+60	272
1–1B	117+70	285
1–2	117+70	50
2–2A	117+60	280
2–2B	117+60	280
1–A	249"WB"+10	345
1–B	248"WB"+90	385
2–A	248"EB"+90	345
2–B	249"EB"+10	389
	TOTAL	9,720

PAVEMENT MARKING, CURB RAMP, EPOXY

STATION	LOCATION	L.F.
99+50	FOREST PARK BLVD.	28
105+59	S. RINGOLD ST.	24
108+52	S. BLACKGAWK ST.	24
109+29	S. BLACKHAWK ST.	28
111+07	DOUGLAS ST.	24
112+87	S. FREMONT ST.	24
113+85	S. FREMONT ST.	24
117+65	S. RANDALL AVE.	50
128"WB"+90	ARBOR DR.	32
141"WB"+90	HARMONY DR.	32
248"EB"+90	PALMER DR.	50
	TOTAL	340

PAVEMENT MARKING, ISLAND NOSE, EPOXY

WHITE

STATION	LOCATION	S.F.
125"WB"+82	MAINLINE MEDIAN	15
128"EB"+20	MAINLINE MEDIAN	15
128"EB"+90	MAINLINE MEDIAN	15
135"EB"+15	MAINLINE MEDIAN	15
135"EB"+80	MAINLINE MEDIAN	12
141"EB"+30	MAINLINE MEDIAN	12
142"EB"+25	MAINLINE MEDIAN	15
248"EB"+70	MAINLINE MEDIAN	15
249"EB"+25	MAINLINE MEDIAN	15
255"EB"+30	MAINLINE MEDIAN	15
255"EB"+80	MAINLINE MEDIAN	16
	TOTAL	160

REMOVING PAVEMENT MARKING

STA. – STA.	STAGE	L.F.	REMARKS
117+20 – 147"EB"+36.49	1	754	REMOVAL OF EASTBOUND CENTERLINE
247"EB"+35.09 – 255"EB"+80	1	211	REMOVAL OF EASTBOUND CENTERLINE
126"WB"+00 – 147"WB"+53.60	*	4308	REMOVING TEMP. PAVEMENT MARKING
247"WB"+51.64 – 255"WB"+85	*	1667	REMOVING TEMP. PAVEMENT MARKING
	TOTAL	6940	

* AFTER STAGE 2 CONSTRUCTION

INLET REHABILITATION

STATION	LOCATION	EACH
128"WB"+37	MAINLINE, 24' RT.	1
135"EB"+09	MAINLINE, 35' LT.	1
	TOTAL	2

TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POSTS

STAGE	STA. – STA.	LOCATION	MARKER POSTS EACH	BASES EACH
1	117+55, LT.	S. RANDALL AVE.	3	3
1	117+70, RT.	S. RANDALL AVE.	3	3
2	117+70, RT.	S. RANDALL AVE.	7	7
2	117+55, LT.	S. RANDALL AVE.	3	3
1	118+25 – 119+00	MAINLINE, 14' RT.	4	4
1	127"EB"+25 – 128"EB"+00	MAINLINE, 12' LT.	4	4
1	129"EB"+00 – 129"EB"+75	MAINLINE, 12' LT.	4	4
1	140"EB"+50 – 141"EB"+25	MAINLINE, 12' LT.	4	4
1	142"EB"+25 – 143"EB"+00	MAINLINE, 12' LT.	4	4
1	247"EB"+75 – 248"EB"+50	MAINLINE, 12' LT.	4	4
1	249"EB"+50 – 250"EB"+25	MAINLINE, 12' LT.	4	4
1	254"EB"+50 – 255"EB"+25	MAINLINE, 12' LT.	4	4
2	118+00 – 118+75	MAINLINE, 13' LT.	4	4
2	127"WB"+50 – 128"WB"+25	MAINLINE, 12' RT.	4	4
2	129"WB"+50 – 130"WB"+25	MAINLINE, 12' RT.	4	4
2	140"WB"+50 – 141"WB"+25	MAINLINE, 12' RT.	4	4
2	142"WB"+25 – 143"WB"+00	MAINLINE, 12' RT.	4	4
2	247"WB"+90 – 248"WB"+65	MAINLINE, 12' RT.	4	4
2	249"WB"+30 – 250"WB"+05	MAINLINE, 12' RT.	4	4
2	254"WB"+55 – 255"WB"+30	MAINLINE, 12' RT.	4	4
		TOTALS	80	80

TEMPORARY PAVEMENT MARKING, PAINT

DOUBLE YELLOW

STAGE	STA. – STA.	L.F.
1	117+95 – 122+00	810
1	122+00 – 124+66	532
1	124"EB"+66 – 127"EB"+00	468
1	127"EB"+00 – 128"EB"+19	238
1	128"EB"+88 – 132"EB"+00	624
1	132"EB"+00 – 138"EB"+00	1200
1	138"EB"+00 – 141"EB"+33	666
1	142"EB"+23 – 144"EB"+00	354
1	144"EB"+00 – 147"EB"+36.49	672
1	247"EB"+36.49 – 248"EB"+66.44	262
1	249"EB"+28 – 250"EB"+00	144
1	250"EB"+00 – 255"EB"+30	1060
1A	249"WB"+10	260
2	126"WB"+00 – 127"WB"+00	200
2	127"WB"+00 – 132"WB"+00	1000
2	132"WB"+00 – 138"WB"+00	1200
2	138"WB"+00 – 144"WB"+00	1200
2	144"WB"+00 – 147"WB"+53.60	704
2	247"WB"+51.64 – 256"WB"+00	1696

EDGELINE WHITE

STAGE	STA. – STA.	L.F.
1	117+81 – 122+00	419
1	122+00 – 124+66	266
1	124"EB"+66 – 125"EB"+81	115
	TOTAL	14,090

SAWING CONCRETE PAVEMENT, FULL DEPTH

STATION	LOCATION	L.F.
99+10	BEGINNING OF PROJECT	52
99+50	FOREST PARK BLVD.	31
105+59	S. RINGOLD ST.	41
108+52	S. BLACKHAWK ST.	27
109+29	S. BLACKHAWK ST.	27
111+07	DOUGLAS ST.	31
112+87	S. FREMONT ST. "S"	41
125"EB"+40	P.E., RT.	64
128"EB"+90	P.E., RT.	44
130"EB"+30	P.E., RT.	52
270+83	END OF PROJECT	60
	TOTAL	470

MEDIAN CROSSOVERS

STATION	LOCATION	EACH
132"EB"+00	MEDIAN	1
138"EB"+83	MEDIAN	1
145"EB"+02	MEDIAN	1
146"EB"+60	MEDIAN	1
	TOTAL	4

RANDALL AVE. LOOP DETECTOR CONDUIT, 1–INCH, NONMETALLIC CONDUIT, 2–INCH, SCHEDULE 80, 3–INCH AND PULLBOXES

STATION	LOOP NO.	LOCATION	PULL BOXES * 24"X36" EACH	PULL BOXES * 12"X36" EACH	LOOP * DETECTOR CONDUIT 1–INCH L.F.	NONMETALLIC * CONDUIT 2–INCH L.F.	NONMETALLIC * CONDUIT SCHEDULE 80 3–INCH L.F.	LOOP DETECTOR DIMENSIONS FT. X FT.
116+50, 6' RT.	1	MAINLINE	–	1	28	24	–	6 X 6
115+60, 18' RT.	2	MAINLINE	–	1	28	11	–	6 X 6
117+10, 6' RT.	3	MAINLINE	–	1	28	24	–	6 X 6
117+10, 4' RT.	4	MAINLINE	–	1	28	11	–	6 X 6
117+78, 45' RT.	5	RANDALL AVE.	–	1	42	34	–	6 X 15
117+53, 50' LT.	6	RANDALL AVE.	–	1	42	14	–	6 X 15
118+05, 6' LT.	7	MAINLINE	–	1	28	24	–	6 X 6
118+05, 18' LT.	8	MAINLINE	–	1	28	11	–	6 X 6
118+85, 6' LT.	9	MAINLINE	–	1	28	24	58	6 X 6
118+85, 18' LT.	10	MAINLINE	–	1	28	11	62	6 X 6
117+18	–	MAINLINE	–	–	–	24	58	–
117+65, 29' LT.	–	RANDALL AVE.	–	–	–	11	62	–
118+05 – 119+85, 30, LT.	–	MAINLINE	–	–	–	180	–	–
119+85, 30' LT.	–	MAINLINE	–	1	–	–	–	–
118+05, 30' LT.	–	MAINLINE	1	–	–	–	–	–
117+18, 28' RT.	–	MAINLINE	1	–	–	–	–	–
117+18, 30' LT.	–	MAINLINE	1	–	–	–	–	–
117+10, 28' RT.	–	MAINLINE	–	1	–	–	–	–
117+40, 38' RT.	–	MAINLINE	–	1	–	–	–	–
115+60, 28' RT.	–	MAINLINE	–	1	–	–	–	–
115+60 – 117+10, 28' RT.	–	MAINLINE	–	–	–	150	–	–
117+18 – 117+40, 28' RT.	–	MAINLINE	–	–	–	17	–	–
		TOTAL	3	14	308	535	120	

* ALSO SHOWN ELSEWHERE

ROT. < SCALE: DATE:1-11-94 DISK # DWG FILE:5592M08

5592

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	36
PALMER DRIVE **MISCELLANEOUS QUANTITIES**	
E. RACINE STREET	ROCK COUNTY

POLES, BASES, MAST ARMS & LUMINAIRES

*	SIGNAL BASE NO.	STATION	LOCATION	CONC. CONTROL CABINET BASES, TYPE 9 EACH	CONCRETE BASES, TYPE 1 EACH	CONCRETE BASES, TYPE 2 EACH	PEDESTAL BASES EACH	TRANSFORMER BASES EACH	TRAFFIC SIGNAL STANDARDS, 13 FT. EACH	TRAFFIC SIGNAL STANDARDS, 15 FT. EACH	POLES, TYPE 2 EACH	POLES, TYPE 4 EACH	MAST ARMS, TRAFFIC SIGNAL TROMBONE, 20 FT. EACH	MAST ARM 6 FT. EACH	LUMINAIRES, 150W, HPS, 120V EACH
010	CB1	249+42 "WB"	33' LT.	1	–	–	–	–	–	–	–	–	–	–	–
010	SB1	249+29 "WB"	125' RT.	–	1	–	1	–	1	–	–	–	–	–	–
010	SB2	248+66 "WB"	125' RT.	–	–	1	–	1	–	–	–	–	–	–	–
010	SB3	248+47 "WB"	107' RT.	–	1	–	1	–	1	–	–	–	–	–	–
010	SB4	248+47 "WB"	50' RT.	–	1	–	1	–	–	1	–	–	–	–	–
010	SB5	248+48 "WB"	18' LT.	–	–	1	–	1	–	–	1	–	1	–	–
010	SB6	248+67 "WB"	36' LT.	–	1	–	1	–	1	–	–	–	–	–	–
010	SB7	249+32 "WB"	36' LT.	–	–	1	–	1	–	–	–	–	–	–	–
010	SB8	249+50 "WB"	17' LT.	–	1	–	1	–	1	–	–	–	–	–	–
010	SB9	249+51 "WB"	44' RT.	–	1	–	1	–	–	1	–	–	–	–	–
010	SB10	249+47 "WB"	106' RT.	–	–	1	–	1	–	–	1	–	1	–	–
			010 TOTALS	1	6	4	6	4	4	2	2	–	2	–	–
030		248+66 "WB"	125' RT.	–	–	–	–	–	–	–	–	1	–	1	1
030		249+32 "WB"	36' LT.	–	–	–	–	–	–	–	–	1	–	1	1
			030 TOTALS	–	–	–	–	–	–	–	–	2	–	2	2

* GROUP CODE

SIGNAL FACES

HEAD NO.	SIGNAL BASE NO.	TYPE OF MOUNT	PEDESTRIAN PUSH BUTTONS EACH	VERTICAL, 12-12-12 EACH	VERTICAL, 12-12-12-12-12 EACH	HORIZONTAL, 12-12-12 EACH	BACKPLATES EACH	PEDESTRIAN SIGNAL FACES 12-INCH EACH
1	SB6	POST	1	1	–	–	–	–
2	SB6	POST	–	1	–	–	–	–
3	SB7	POST	1	1	–	–	–	–
4	SB8	POST	–	1	–	–	–	–
5	SB9	POST	1	–	1	–	–	–
6	SB9	POST	–	–	1	–	–	–
7	SB10	MAST ARM	–	–	–	1	1	–
8	SB1	POST	1	1	–	–	–	–
9	SB1	POST	–	1	–	–	–	–
10	SB2	POST	1	1	–	–	–	–
11	SB3	POST	1	1	–	–	–	–
12	SB4	POST	1	–	1	–	–	–
13	SB4	POST	–	–	1	–	–	–
14	SB5	MAST ARM	1	–	–	1	1	–
15	SB5	POST	–	–	–	–	–	1
16	SB3	POST	–	–	–	–	–	1
17	SB2	POST	–	–	–	–	–	1
18	SB1	POST	–	–	–	–	–	1
19	SB7	POST	–	–	–	–	–	1
20	SB6	POST	–	–	–	–	–	1
		TOTALS	8	8	4	2	2	6

ELECTRICAL WIRE, LIGHTING

LOCATION–LOCATION	TYPE 12–2/W GRD. L.F.	NO. 12 XLP POLE WIRE L.F.
LP1–SB7	197	38x2=76
LP1–SB2	124	38x2=76
TOTALS	321	152

LOOP DETECTOR CONDUIT, 1-INCH * LOOP DETECTOR LEAD IN CABLE AND LOOP DETECTOR WIRE

LOOP PHASE NO.	LOOP WIRE L.F.	LEAD IN CABLE L.F.	1–INCH CONDUIT L.F.
11	176	197	62
12	168	197	58
21	168	427	48
22	252	427	78
41	222	160	65
42	198	160	73
51	178	124	63
52	186	124	67
61	160	428	44
62	190	428	59
81	222	94	85
82	198	94	73
TOTALS	2318	2860	793

* LOOP DETECTOR CONDUIT, 1-INCH ALSO SHOWN ELSEWHERE

PULLBOX *

PULLBOX NUMBER	12x36 EACH	18x36 EACH	24x36 EACH	STATION	LOCATION
PB1	–	–	1	249+44 "WB"	24' LT.
PB2	–	–	1	249+47 "WB"	47' RT.
PB3	–	–	1	249+38 "WB"	115' RT.
PB4	–	–	1	248+56 "WB"	115' RT.
PB5	–	–	1	248+52 "WB"	43' RT.
PB6	–	–	1	248+56 "WB"	29' LT.
PB7	–	–	1	249+37 "WB"	31 LT.
PB8	–	–	1	248+27 "WB"	50' RT.
PB9	–	1	–	145+97 "WB"	53' RT.
PB10	–	–	1	249+77 "WB"	46' RT.
PB11	–	1	–	252+79 "WB"	41' RT.
PB12	1	–	–	252+85 "WB"	24' RT.
PB13	1	–	–	252+85 "WB"	09' RT.
PB14	1	–	–	248+49 "WB"	59' RT.
PB15	1	–	–	145+94 "WB"	67' RT.
PB16	1	–	–	145+94 "WB"	82' RT.
PB17	1	–	–	249+03 "WB"	118' RT.
PB18	1	–	–	249+16 "WB"	118' RT.
PB19	1	–	–	248+93 "WB"	30' LT.
PB20	1	–	–	248+80 "WB"	30' LT.
PB21	1	–	–	249+76 "WB"	32' RT.
PB22	1	–	–	249+47 "WB"	32' RT.
PB23	1	–	–	248+20 "WB"	59' RT.
TOTALS	12	2	9		

* ALSO SHOWN ELSEWHERE

NONMETALLIC CONDUIT *

FROM--TO	2–INCH	SCHEDULE 80 3–INCH
CB1–PB1	–	15
PB1–SB6	13	–
PB1–PB2	–	79
PB2–PB10	34	–
PB2–PB3	–	70
PB3–SB10	17	–
PB3–SB1	17	–
PB3–PB4	–	86
PB4–SB2	18	–
PB4–SB3	16	–
PB4–PB5	–	76
PB5–SB4	13	–
PB5–PB6	30	–
PB5–LP1	34	–
PB5–PB6	–	76
PB6–SB5	18	–
PB6–SB6	16	–
PB6–PB7	–	84
PB7–SB7	11	–
PB7–CB1	–	12
PB8–PB9	235	–
PB10–PB11	302	–
PB2–SB9	12	–
TOTALS	786	498

* ALSO SHOWN ELSEWHERE

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	3H

MISCELLANEOUS QUANTITIES

E. RACINE STREET — ROCK COUNTY

TRAFFIC SIGNAL CABLE NO. 14

FROM – TO	HEAD NO.	CABLE LAYOUT COLOR CODE	NO. OF CONDUCTORS 5/C L.F.	7/C L.F.	12/C L.F.	19/C L.F.
CB1–SB2	10	R/BK, O/BK, G/BK	15	--	--	262
	--	BK/R PED BUTTON	5	--	--	--
	--	W/BK PED COMMON	--	--	--	--
	11	R, O, G	--	--	--	--
	--	BLUE PED BUTTON	--	--	--	--
	--	BLACK PED COMMON	--	--	--	--
SB2–SB3 (JUMPER)	11	R, O, G	15	--	33	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
CB1–SB10	7	R, O, G	45	--	--	--
	8	R/BK, O/BK, G/BK	--	--	--	171
	9	R/W, BLU/W, G/W	--	--	--	--
	--	BLUE PED BUTTON	--	--	--	--
	--	BLACK PED COMMON	--	--	--	--
SB10–SB1 (JUMPER)	8	R/BK, O/BK, G/BK	15	--	24	--
	9	R/W, BLU/W, G/W	15	--	--	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
CB1–SB9	5	R, O, G, W/BK, BK/R	--	17	--	99
	6	R/BK, O/BK, G/BK, BLU/BK, BK/W	--	17	--	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
CB1–SB8	4	R/BK, O/BK, G/BK	15	--	27	--
CB1–SB7	3	R, O, G	15	--	--	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
CB1–SB6	1	R/W, BLU/W, G/W	15	--	--	105
	2	R, O, G	15	--	--	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
	14	R/BK, O/BK, G/BK	--	--	--	--
	--	BLU/BK PED BUTTON	--	--	--	--
	--	BK/R PED COMMON	--	--	--	--
SB6–SB5 (JUMPER)	14	R/BK, O/BK, G/BK	45	--	29	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
CB1–SB4	12	R/BK, O/BK, G/BK, BLU/BK, BK/W	--	17	--	171
	13	R, O, G, W/BK, BK/R	--	17	--	--
	--	BLUE PED BUTTON	5	--	--	--
	--	BLACK PED COMMON	--	--	--	--
		TOTAL	250	68	113	808

ELECTRICAL WIRE, TRAFFIC SIGNALS NO. 10 RHW, XLP

BONDED JUMPERS (STRANDED) L.F.		BONDING AND NEUTRAL (STRANDED) (1EACH) L.F.	
SB8–PB1	14	CB1–SB8	26x2= 52
SB9–PB2	13	SB8–SB9	98x2= 196
SBJ–PB4	16	SB9–SB10	100x2= 200
SB4–PB5	13	SB10–SB1	33x2= 66
SB6–PB6	17	SB1–SB2	118x2= 236
		SB2–SB3	32x2= 64
		SB3–SB4	101x2= 202
		SB4–SB5	103x2= 206
		SB5–SB6	33x2= 66
		SB6–SB7	111x2= 222
		SB7–CB1	23x2= 46
	73		1556
TOTAL	1629		

SIGNING

SIGN NO.	LOCATION	SIGN CODE NO.	SIGN MESSAGE	SIZE INCHES	SIGN AREA TYPE 11 S.F.	REMARKS
23	248+18 "WB" 18' LT.	R3–7R	RIGHT LANE MUST TURN RIGHT	30x30	6.25	MOUNTED ON FAR RIGHT SIGNAL POLE
24	248+66 "WB" 125' RT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
25	248+47 "WB" 107' RT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
26	248+47 "WB" 50' RT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
27	248+48 "WB" 18' LT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
28	248+67 "WB" 36' LT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
29	249+32 "WB" 36' LT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
30	249+29 "WB" 125' RT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
31	249+51 "WB" 44' RT.	R10–3	PUSH BUTTON FOR GREEN LIGHT	9x12	.75	ABOVE PUSH BUTTON ON SIGNAL POLE
				TOTAL	12.25	

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.0

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
1	99+78	HYDRANT ⊙ FOREST PARK, TOP OF NUT; 36.85' LT.	847.28

LEGEND
XXXXX SAWCUT
■ CURB RAMP (TYPE 1)

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

N

1-4" CONDUIT
30" CURB & GUTTER, TYPE A (TYP. FOR RADII)
FOREST PARK BLVD. (N 12°00'56" W)
BM #1
99+10 50' LT.
99+90 50' LT.
EXISTING FIRE HYDRANT
STA. 100+58, LT. RECONSTRUCT P.E.
EXISTING R/W
STA. 101+51, LT. RECONSTRUCT P.E.
STA. 102+29, LT. RECONSTRUCT P.E.
STA. 102+60, LT. RECONSTRUCT P.E.
STA. 103+28, LT. RECONSTRUCT P.E.
18" CURB & GUTTER, TYPE A (TYP.)
PULL BOX ELEC. PED.
1-4" CONDUIT
PULL BOX
R=27'
13'
13'
1-2", & 2-4" STREET LIGHT CONDUITS
2-4" & 1-2" CONDUITS
℄ EAST RACINE ST.
N 89°47'35" E
WISCONSIN POWER & LIGHT CO.
2-2" & 1-4" CONDUIT
BURIED LIGHT CABLE
BURIED LIGHT CABLE (TYP.)
1-4" & 2-2" CONDUITS
ADJUST EXISTING MANHOLE (TYP.)
EXISTING R/W
EXISTING STEPS (TYP.)
18" CURB & GUTTER, TYPE A (TYP.)
CAUTION
ADJUST EXISTING MANHOLE
EXISTING SIDEWALK TO REMAIN (TYP.)
STA. 99+58, RT. RECONSTRUCT P.E.
STA. 100+07, RT. RECONSTRUCT P.E.
STA. 100+71, RT. RECONSTRUCT P.E.
STA. 101+66, RT. RECONSTRUCT P.E.
STA. 102+18, RT. RECONSTRUCT P.E.
STA. 102+80, RT. RECONSTRUCT P.E. (SEE DRIVEWAY CONSTRUCTION DETAIL)
STA. 103+62, RT. RECONSTRUCT P.E.

BEGIN PROJECT AT STA. 99+10
X=2,266,400 ± (100')
Y=249,000 ± (100')

P.I. STA.102+33.80 EL. 853.52
+0.36%
+3.64%
L=200'
SSD=300
P.C. STA. 101+33.80 EL. 848.87
P.T. STA. 103+33.80 EL. 853.88
PROPOSED ℄ PROFILE EAST RACINE ST.
EXISTING ℄ PROFILE EAST RACINE ST.
EXISTING ℄ ELEVATIONS EAST RACINE ST.
PROPOSED ℄ ELEVATIONS EAST RACINE ST.
841.72
841.72
845.00
848.64
850.44
851.93
853.00
853.66

854 852 850 848 846 844 842 840

99+10 100+00 101+00 +50 102+00 +50 103+00 104+00

DRAWING FILE: 5592PP1 SCALE: 1"=20' ROT. < 0° DATE: 11-4-93

5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.1

LEGEND

XXXXX SAWCUT

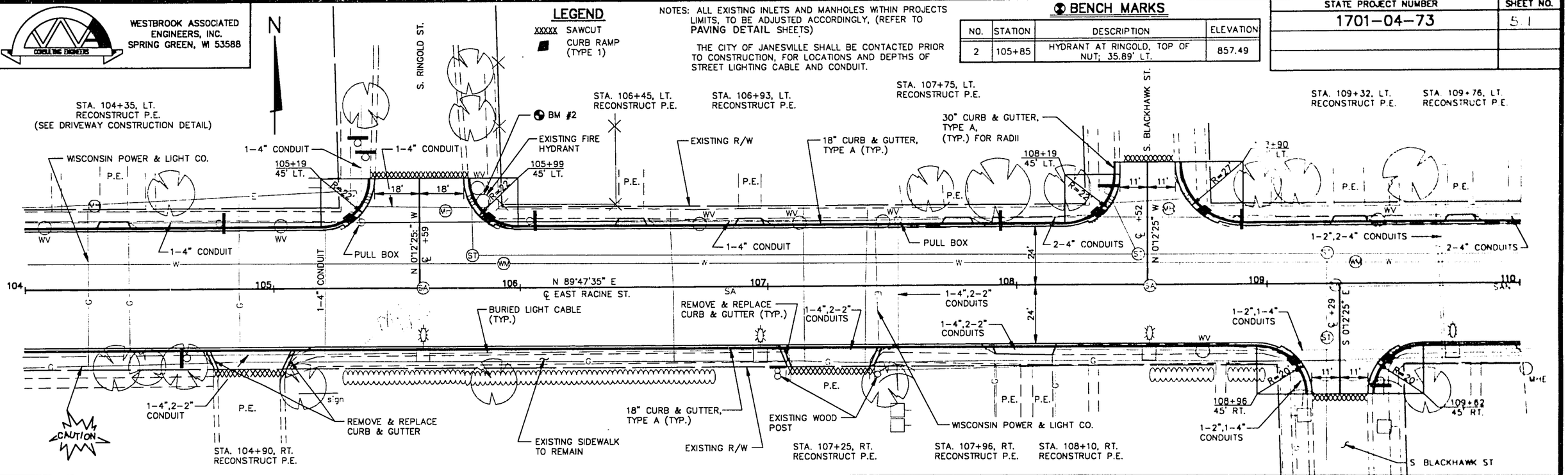
CURB RAMP (TYPE 1)

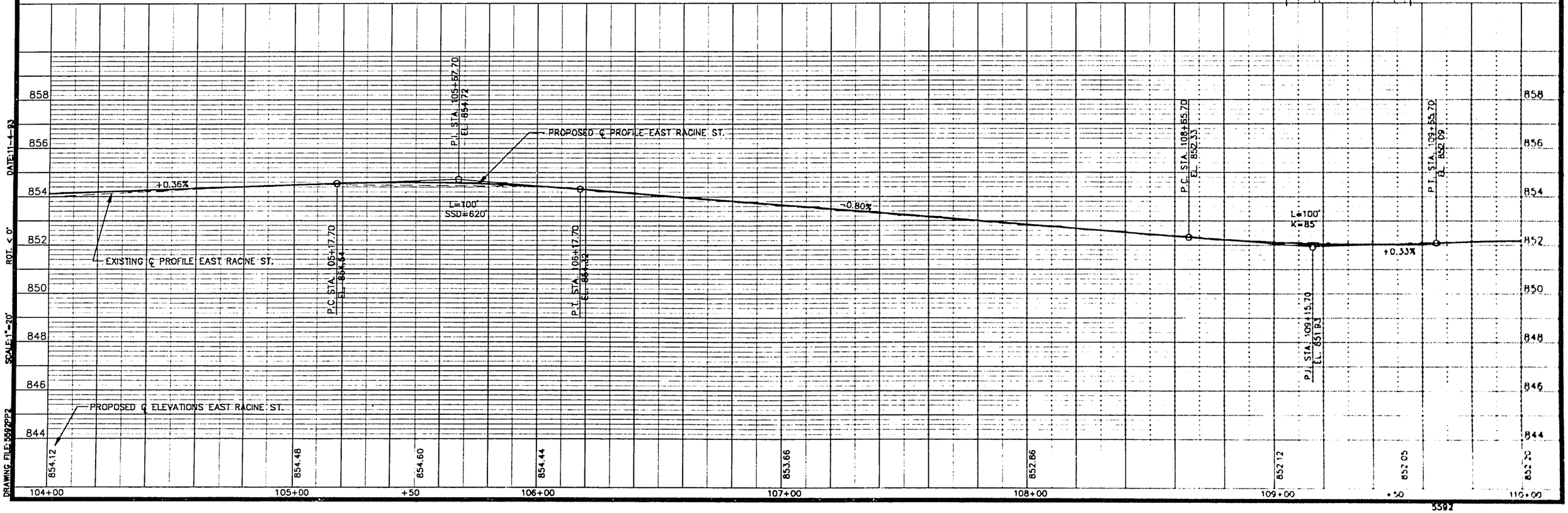
NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
2	105+85	HYDRANT AT RINGOLD, TOP OF NUT; 35.89' LT.	857.49





DATE: 11-4-93
ROT. < 0°
SCALE: 1"=20'
DRAWING FILE: 5592PP2

5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
3	111+26	HYDRANT ⊕ DOUGLAS ST. TOP OF NUT; 45.20' LT.	855.69
4	113+60	HYDRANT ⊕ S. FREMONT ST. TOP OF NUT; 38.19' LT.	855.88

NOTE: THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

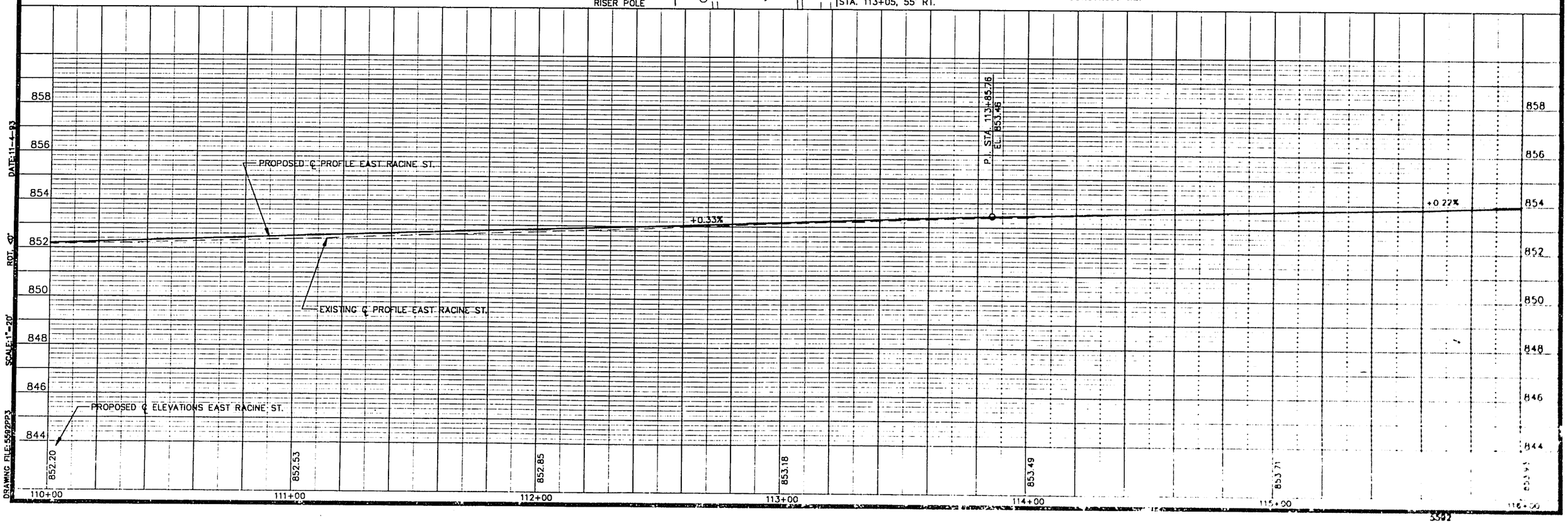
LEGEND
- XXXXX SAWCUT
- CURB RAMP (TYPE 1)
- NONMETALLIC CONDUIT, 2-INCH
- LOOP DETECTOR CONDUIT, 1-INCH
- NONMETALLIC CONDUIT SCHEDULE 80 3-INCH

NOTE: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

N

WISCONSIN POWER & LIGHT CO.
2-4" CONDUITS
110+72 45' LT.
DOUGLAS ST.
BM #3
EXISTING FIRE HYDRANT (TYP.)
111+42 45' LT.
CAUTION
2-4" CONDUITS
1-4" CONDUIT
EXISTING R/W
STA. 112+64 LT. RECONSTRUCT P.E.
113+42 50' LT.
BM #4
S. FREMONT ST.
SEE BUTT JOINT DETAIL
STA. 114+43, LT. REMOVE C.E.
STA. 114+95, LT. RECONSTRUCT C.E.
30" CURB & GUTTER, TYPE A, (TYP. FOR RADII)
114+28 50' LT.
STA. 115+24, LT. RECONSTRUCT C.E.
STA. 115+78, LT RECONSTRUCT P.E.
18" CURB & GUTTER, TYPE A (TYP.)
1-4" CONDUIT
2-4" CONDUIT
EXISTING C.E. STA. 114+02, 60' LT.
PULL BOX
2-4" CONDUITS
N 0°12'25" W ℄ +07
N 0°12'25" W ℄ +85
89°47'35" E ℄ EAST RACINE ST.
S 0°12'25" E ℄ +87
2-2", 2-4" CONDUITS
PULL BOX
BURIED LIGHT CABLE (TYP.)
1-4" CONDUIT
1-4" CONDUIT
112+42 50' LT.
1-2", 1-4" CONDUIT
CATV RISER POLE
S. FREMONT ST.
EXISTING C.E. STA. 113+05, 55' RT.
113+32 50' RT.
EXISTING SIDEWALK TO REMAIN
18" CURB & GUTTER, TYPE A (TYP.)
1-4", 2-2" CONDUITS
EXISTING R/W
CATV UNDERGROUND VAULT

STA. 110+08, RT. RECONSTRUCT P.E.
STA. 110+98, RT. RECONSTRUCT P.E.
STA. 111+43, RT. RECONSTRUCT P.E.
STA. 111+96, RT. RECONSTRUCT P.E.
STA. 113+49, RT. REMOVE P.E.
STA. 114+30, RT. CONSTRUCT C.E.
STA. 114+91, RT. RECONSTRUCT C.E.
STA. 115+69, RT. RECONSTRUCT P.E.



DATE: 11-4-93
ROT: 0°
SCALE: 1" = 20'
DRAWING FILE: 5582PP3

3582

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.3

NOTE: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

NOTE: THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

LEGEND

- XXXXX SAWCUT
- CURB RAMP (TYPE 1)
- NONMETALLIC CONDUIT, 2- INCH
- LOOP DETECTOR CONDUIT, 1- INCH
- NONMETALLIC CONDUIT SCHEDULE 80. 3- INCH
- 12" PULL BOX
- 24" PULL BOX

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
5	117+24	HYDRANT ⊙ S. RANDALL, TOP OF NUT; 36.76' LT.	856.61

N

STA. 116+22, LT. RECONSTRUCT P.E.
STA. 116+93, LT. RECONSTRUCT P.E.
STA. 117+45, 72' LT. RECONSTRUCT P.E.
STA. 120+09, LT. RECONSTRUCT P.E.
STA. 121+42, LT. RECONSTRUCT P.E.
STA. 116+24, RT. RECONSTRUCT P.E.
STA. 116+80, RT. RECONSTRUCT P.E.
STA. 119+32, RT. RECONSTRUCT P.E.
STA. 119+92, RT. RECONSTRUCT P.E.
STA. 120+62, RT. RECONSTRUCT P.E.
STA. 121+66, RT. RECONSTRUCT P.E.

18" CURB & GUTTER, TYPE A
EXISTING FIRE HYDRANT
2-4" CONDUIT
S. RANDALL AVE.
SEE BUTT JOINT DETAIL
30" CURB & GUTTER, TYPE A, (TYP. FOR RADII)
117+12 55' LT.
118+12 56' LT.
2-4" CONDUITS
3-4" CONDUITS
PULL BOX
30" CURB & GUTTER, TYPE A
12" PULL BOX
24" PULL BOX
WISCONSIN BELL
PULL BOX
CAUTION
EXISTING CONCRETE SIDEWALK TO REMAIN (TYP.)
EXISTING R/W
PULL BOX
BM #5
P.I. STA. 117+97.30
1-2"-1-4" CONDUIT
2-4" CONDUITS
N 89°47'35" E
N 89°51'53" E
℄ EAST RACINE ST.
87°29'01"
S 01°12'25" E
N 01°12'25" W
179'55'41"
1-4" CONDUIT
1-4",2-2" CONDUITS
BURIED LIGHT CABLE (TYP.)
18" CURB & GUTTER, TYPE A
117+22 50' RT.
118+09 46' RT.
EXISTING TRAFFIC SIGNAL (TYP.)
CATV RISER POLE
WISCONSIN POWER & LIGHT CO.

PROFILE

PROPOSED ℄ PROFILE EAST RACINE ST.
EXISTING ℄ PROFILE EAST RACINE ST.
PROPOSED ℄ ELEVATIONS EAST RACINE ST.
P.I. STA. 119+63.40 EL. 854.73
+0.22%
+0.32%
853.93
854.15
854.37
854.59
854.85
855.17
855.49
862
860
858
856
854
852
850
848
116+00
117+00
118+00
119+00
120+00
121+00
122+00

DATE:11-4-93
ROT. < 0°
SCALE:1"=20'
DRAWING FILE:5592PP4

5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.4

CURVE DATA – "WB" RL

P.I. STA. 128"WB"+00.08
D = 10°00'00"
Δ = 39°14'30"
R = 572.96'
T = 204.26'
L = 392.42'
P.C. STA. 125+95.82
P.T. STA. 129+88.24

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
6	123+57	HYDRANT ACROSS FROM LUND COUNTERTOPS & CABINETS, TOP OF NUT; 30.71' LT.	858.56

CURVE DATA – "EB" RL

P.I. STA. 127"EB"+57.67
D = 7°00'00"
Δ = 39°14'30"
R = 818.51'
T = 291.79'
L = 560.59'
P.C. STA. 124+65.88
P.T. STA. 130+26.47

LEGEND

XXXXX SAWCUT

N

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY. (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

STA. 122+22, LT.
RECONSTRUCT P.E.

STA. 123+29, LT.
RECONSTRUCT P.E.

EXISTING SIDEWALK TO REMAIN

30" CURB & GUTTER, TYPE A

EXISTING FIRE HYDRANT

BM #6

EXISTING R/W

PULL BOX

STA. 124"WB"+65.88 =
STA. 124+65.88 ℄, 24' LT.

CAUTION

P.C STA. 125"WB"+95.82

PULL BOX

125"WB"

126"WB"

127"WB"

WESTBOUND RL

N 89°51'53" E

1-4" CONDUIT

2-4" CONDUITS

125"WB"+82, 28' RT.
4' RADIUS

PROPOSED WESTBOUND PROFILE LINE

18-INCH CURB & GUTTER, TYPE A

N 89°51'53"E
℄ EAST RACINE ST.

WISCONSIN POWER & LIGHT CO.

1-2" CONDUIT

BURIED LIGHT CABLE (TYP.)

125"EB"

126"EB"

STA. 126"EB"+13, 24' LT.
BEGIN INSIDE LANE TAPER

EASTBOUND RL

127"EB"

PROPOSED EASTBOUND PROFILE LINE

P.C. STA. 124"EB"+65.88 =
STA. 124+65.88 ℄, 24' RT.

3.0' P.L.E. REQ'D.

4.0' T.L.E. REQ'D.

5.0' CONCRETE SIDEWALK

30" CURB & GUTTER, TYPE A

EXISTING R/W

STA. 122+50, RT.
RECONSTRUCT P.E.

STA. 123+19, RT.
RECONSTRUCT P.E.

STA. 123+79, RT.
RECONSTRUCT P.E.

TREE TO BE REMOVED (STA. 124+15)

ARCHIE D. REESE

SCHNEIDER FUNERAL DIRECTORS

STA. 125+45, RT.
RECONSTRUCT C.E.

STA. 125+66, RT.
RECONSTRUCT C.E.

P.E.

C.E.

SIGN

PROPOSED WESTBOUND PROFILE LINE ELEVATIONS EAST RACINE ST.

PROPOSED EASTBOUND PROFILE LINE ELEVATIONS EAST RACINE ST.

PROPOSED ℄ ELEVATION EAST RACINE ST.

855.49	855.81"WB" 855.81"EB"	855.87"WB" 855.87"EB"	855.73"WB" 855.73"EB"	855.40"WB" 855.40"EB"	854.86"WB" 854.87"EB"	854.20"WB" 854.14"EB"	853.42"WB" 853.22"EB"	852.49"WB" 852.09"EB"	851.40"WB" 850.78"EB"

P.C. STA. 122"WB"+89.25
EL. 855.74

P.C. STA. 122"EB"+99.54
EL. 855.81

P.I. STA. 125"EB"+74.54
EL. 856.69

P.I. STA. 126"WB"+41.76
EL. 856.52

+0.32%

+0.32%

+0.22%

L=550'
SSD=410'

L=705'
SSD=460'

-4.16%

-4.01%

PROPOSED PROFILE – WESTBOUND MEDIAN EDGE OF THRU LANE

PROPOSED PROFILE – EASTBOUND MEDIAN EDGE OF THRU LANE

EXISTING PROFILE – WESTBOUND MEDIAN EDGE OF THRU LANE

860
858
856
854
852
850
848
846

122+00 +50 123+00 +50 124+00 +50 125+00 +50 126+00 +50 127+00

DATE:11-5-03
ROT. < 0°
SCALE:1"=20'
DRAWING FILE:5592PP5

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.5

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

LEGEND
XXXXX SAWCUT
CURE RAMP (TYPE 1)

N

STA. 128"WB"+05, 58' LT.
1-4" CONDUIT
BEGIN CURVE STA. 10+43
STA. 128"WB"+22, 52' LT.
STA. 10+73 ℄ ARBOR DR.
SEE BUTT JOINT DETAIL
ARBOR DR.
STA. 129"WB"+53, 52' LT.
R=42'
129"WB"+71, 37' LT.
P.T. STA. 129"WB"+88.24
PROPOSED WESTBOUND PROFILE LINE
PULL BOX
R=52'
86°19'34"
129"WB"
R=80'
EXISTING SIDEWALK TO REMAIN (TYP.)
30" CURB & GUTTER, TYPE A (TYP.)
EXISTING R/W
PROPOSED PROFILE LINE EAST RACINE ST.
10'
24'
R=100'
127"WB"
128"WB"
WESTBOUND RL
2-4" CONDUITS
STA. 128"WB"+44, 28' RT. 4' RADIUS
WISCONSIN POWER & LIGHT CO.
STA. 128"WB"+90 = STA. 10+00, ℄ ARBOR DR.
STA. 129"WB"+30, 28' RT. 4' RADIUS
WESTBOUND EAST RACINE ST.
S 50°53'37" E
130"WB"
131"WB"
132"WB"
133"WB"
BM #7
BURIED LIGHT CABLE (TYP.)
STA. 131"WB"+08, 10' LT. BEGIN OUTSIDE LANE TAPER
STA. 132"WB"+33 END LANE TAPER
18" CURB & GUTTER TYPE A
STA. 129"EB"+05, 34' LT. BEGIN INSIDE LANE TAPER
EXISTING INLET TO BE REHABILITATED (SEE DETAIL)
EASTBOUND EAST RACINE ST.
EASTBOUND RL
P.T. STA. 130"EB"+26.47 BK.= STA. 130"EB"+73.30 AH.= STA. 130"WB"+73.30, 64' LT.
STA. 130"EB"+25, 24' LT. END LANE TAPER
18-INCH CURB & GUTTER TYPE A
STA. 127"EB"+13, 34' LT. END LANE TAPER
127"EB"
128"EB"
129"EB"
130"EB"
131"EB"
132"EB"
133"EB"
1-2" CONDUIT
5.0' CONCRETE SIDEWALK
PROPOSED EASTBOUND PROFILE LINE
30" CURB & GUTTER, TYPE A (TYP.)
40'
60'
110'
yard lite
77.71'
35'
C.E.
20'
5.0' SIDEWALK
STA. 129+14, RT. RECONSTRUCT P.E. (CONCRETE)
P.L.E. REQ'D. FOR SIDEWALK
STA. 129+55, RT. TREE TO REMAIN
D&W PROPERTIES
30'
T.L.E. REQ'D. FOR SIDEWALK
CRC INVESTMENTS
BUILDING
CAUTION

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
7	128"EB"+09	SE NUT ON STREETLIGHT, PINK 41.42' LT.	844.91

MATCH POINTS

STA. 130"EB"+26.47 B.K. =
STA. 130"EB"+73.30 A.H. =
STA. 130"WB"+73.30
AT ELEV. 838.55

-4.16%
-4.01%
-4.02%
PROPOSED PROFILE - WEST BOUND MEDIAN EDGE OF THRU LANE
EXISTING PROFILE - WEST BOUND MEDIAN EDGE OF THRU LANE
PROPOSED PROFILE - EAST BOUND MEDIAN EDGE OF THRU LANE
PROPOSED PROFILE - EASTBOUND MEDIAN EDGE OF THRU LANE
PROPOSED PROFILE - WESTBOUND MEDIAN EDGE OF THRU LANE
EXISTING PROFILE - MEDIAN EDGE OF THRU LANE
P.T. STA. 128"EB"+49.54 EL. 845.66
P.T. STA. 129"WB"+94.55 EL. 841.84
PROPOSED WESTBOUND PROFILE LINE EAST RACINE ST.
PROPOSED EASTBOUND PROFILE LINE EAST RACINE ST.

851.40"WB" 850.78"EB"
850.16"WB" 849.26"EB"
848.76"WB" 847.55"EB"
847.20"WB" 845.64"EB"
845.48"WB" 843.63"EB"
843.62"WB" 841.63"EB"
841.50"WB" 839.62"EB"
837.48
833.46
829.44

PROPOSED PROFILE LINE ELEVATIONS EAST RACINE ST

852 850 848 846 844 842 840 838
842 840 838 836 834 832 830 828
127+00 +50 128+00 +50 129+00 +50 130+00 131+00 132+00 133+00

DATE:11-4-83
ROT. < 30°
SCALE:1"=20'
DRAWING FILE:5592PP8

5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

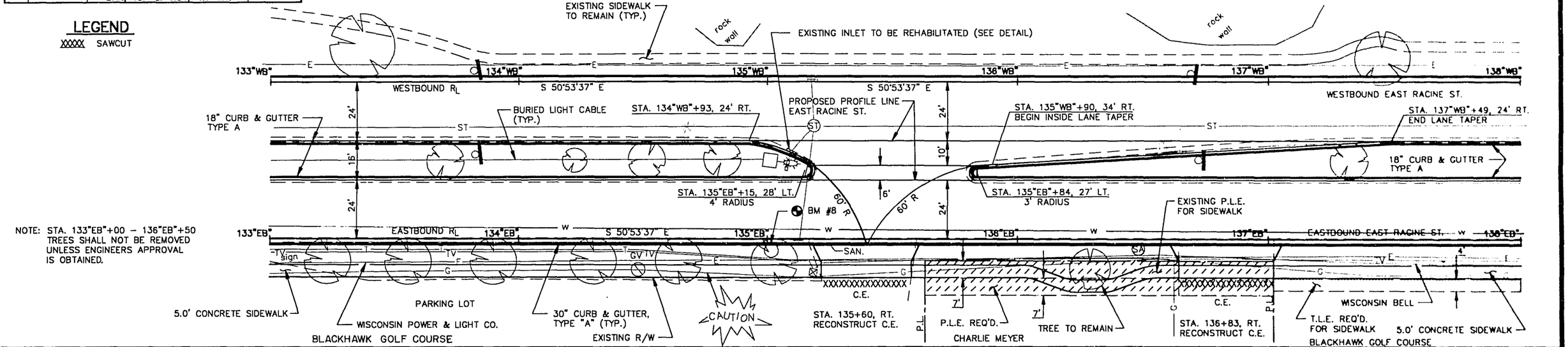
STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.46

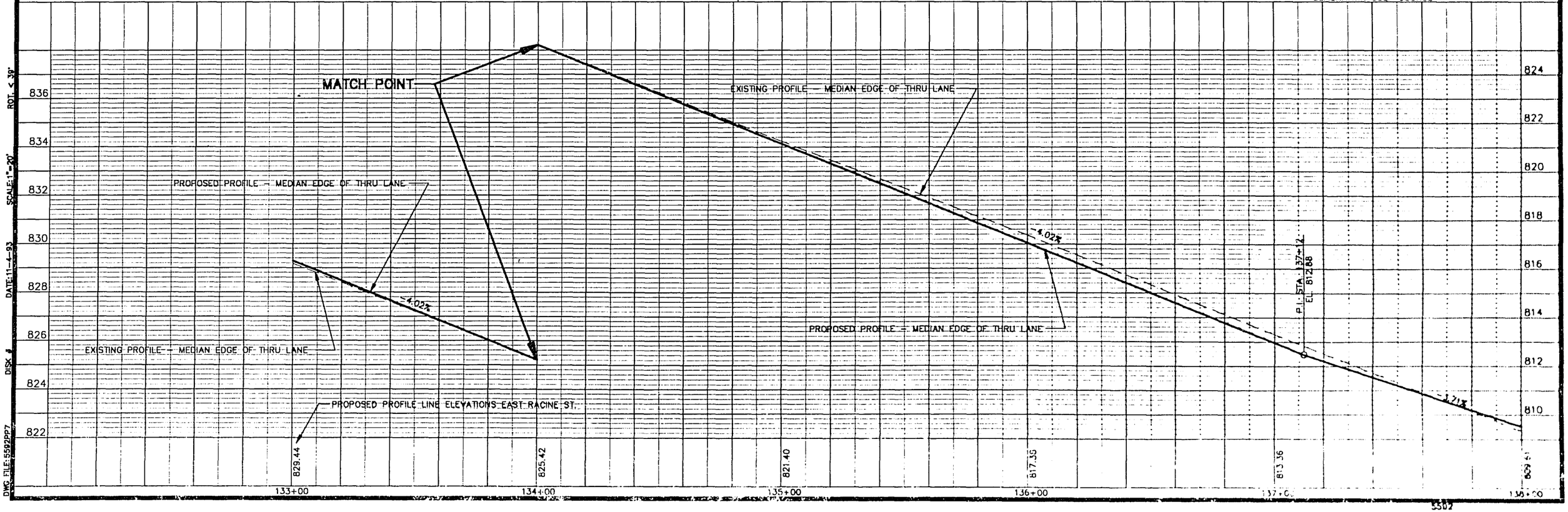
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
8	135"EB"+02	HYDRANT WEST OF CHARLIES BAR, TOP OF NUT; 4.7' RT.	823.34

LEGEND

XXXX SAWCUT





ROT. ≤ 30°
SCALE: 1"=20'
DATE: 11-4-93
DISK #
DWG FILE: 5592PP7

5302

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	57

CURVE DATA – "WB" RL

P.I. STA. 141"WB"+52.85
D. = 2°00'00"
Δ = 4°08'46"
R. = 2864.79'
T. = 103.70'
L. = 207.30'
P.C. STA. 140"WB"+49.15
P.T. STA. 142"WB"+56.45

CURVE DATA – "EB" RL

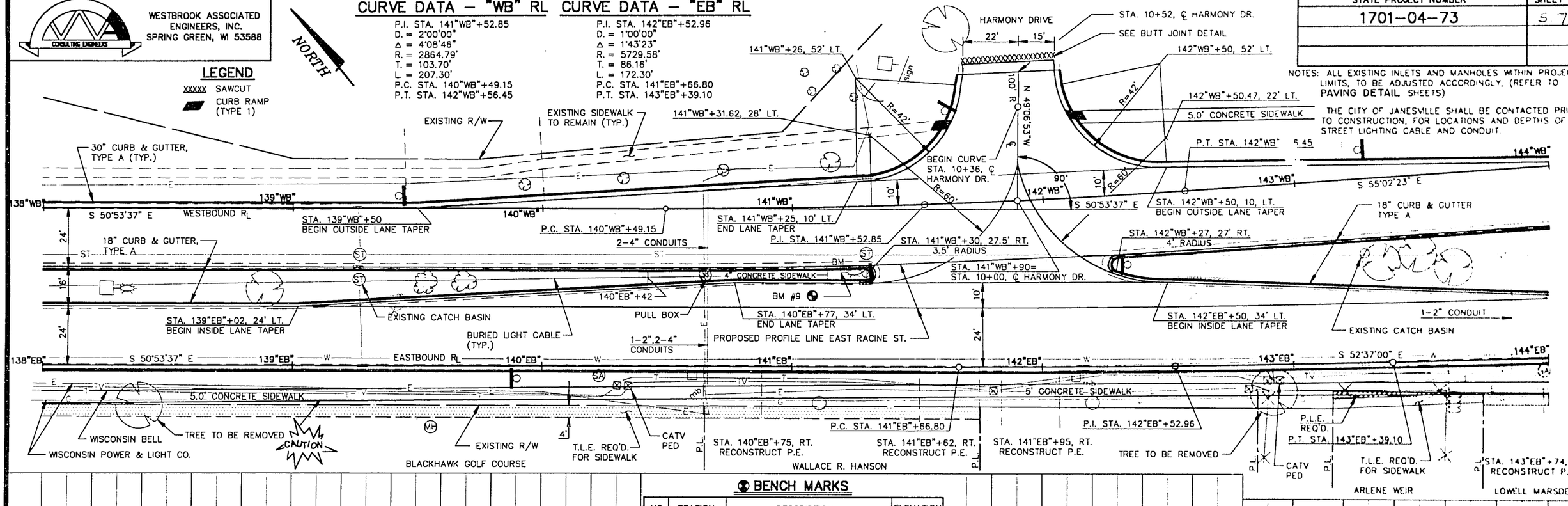
P.I. STA. 142"EB"+52.96
D. = 1°00'00"
Δ = 1°43'23"
R. = 5729.58'
T. = 86.16'
L. = 172.30'
P.C. STA. 141"EB"+66.80
P.T. STA. 143"EB"+39.10

NORTH

LEGEND
XXXXX SAWCUT
CURB RAMP (TYPE 1)

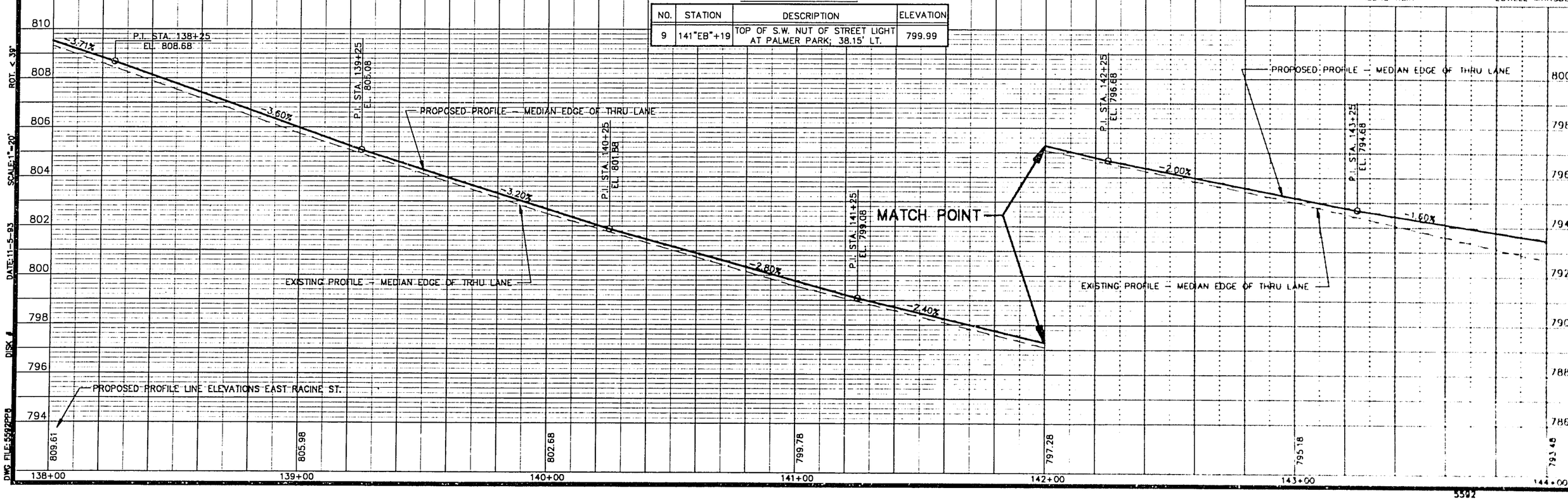
NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY. (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
9	141"EB"+19	TOP OF S.W. NUT OF STREET LIGHT AT PALMER PARK; 38.15' LT.	799.99



5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.8

CURVE DATA – "WB" RL

P.I. STA. 146"WB"+49.89
D. = 2°00'00"
Δ = 4°09'02"
R. = 2864.79'
T. = 103.81'
L. = 207.52'
P.C. STA. 145"WB"+46.08
P.T. STA. 147"WB"+53.60

CURVE DATA – "EB" RL

P.I. STA. 146"EB"+30.13
D. = 1°00'00"
Δ = 1°43'39"
R. = 5729.58'
T. = 86.38'
L. = 172.74'
P.C. STA. 145"EB"+63.75
P.T. STA. 147"EB"+36.49

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

LEGEND

- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE BASE COURSE
- * FIBER OPTIC CABLE BURIED APPROXIMATELY 4' DEEP (CONTACT WISCONSIN BELL PRIOR TO EXCAVATING)
- CURB RAMP (TYPE I)

NORTH

SLOPE INTERCEPTS

EXISTING R/W

30" CURB & GUTTER, TYPE A

5.0' CONCRETE SIDEWALK

P.I. STA. 146"WB"+49.89

P.T. STA. 147"WB"+53.60 BK. = STA. 247"WB"+51.64 AH.

144"WB" 145"WB" 146"WB" 147"WB"

S 55°02'23" E

STA. 144"WB"+26 END LANE TAPER

P.C. STA. 145"WB"+46.08

STA. 146"WB"+00 BEGIN OUTSIDE LANE TAPER

WESTBOUND EAST RACINE ST.

18" CURB & GUTTER TYPE A

BURIED LIGHT CABLE

STA. 146"WB"+46, 24' RT. BEGIN INSIDE LANE TAPER

STA. 144"EB"+25, 24' LT. END LANE TAPER

EASTBOUND EAST RACINE ST.

144"EB" 145"EB" 146"EB" 147"EB"

S 52°37'00" E

STA. 145"EB"+25, 24' LT. BEGIN INSIDE LANE TAPER

STA. 145"EB"+25 BEGIN OUTSIDE LANE TAPER

P.I. STA. 146"EB"+50.13

5.0' CONCRETE SIDEWALK

EXISTING R/W

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

LOWELL MARSDEN

BM #10

CATV PEDESTAL

SINNISSIPPI COUNCIL, INC.

P.C. STA. 145"EB"+63.75

STA. 145"EB"+02, RT. RECONSTRUCT P.E. (CONCRETE)

30" CURB & GUTTER, TYPE A

T.L.E. REQ'D.

CATV PEDESTAL

STA. 146"EB"+60, RT. RECONSTRUCT P.E. (CONCRETE)

P.I.

PROPOSED PROFILE LINE EAST RACINE ST.

STA. 248"WB"+10, 28' RT. 2 WM INLET

STA. 248"EB"+64, 40' LT. 6' RADIUS

STA. 248"WB"+32, 10' LT. END LANE TAPER

STA. 147"EB"+00, 34' LT. END LANE TAPER

12" R.C.P.S.S. CLASS III

EXISTING CATCH BASIN

STA. 147"EB"+00, 10' RT. END LANE TAPER

STA. 248"WB"+50, 35' RT. 1 C INLET

248"EB"+37, 1' LT.

248"WB" 248"EB" 249"WB" 249"EB"

S 50°53'21" E

5-4" CONDUITS

P.T. STA. 147"EB"+36.49 BK. = STA. 247"EB"+35.09 AH.

T.L.E. REQ'D.

P.L.E. REQ'D. FOR SIDEWALK

BM #11

STA. 248"EB"+31, 52' RT.

BLACKHAWK GOLF COURSE

SEE BUTT JOINT DETAIL

1-4" CONDUIT

248"WB"+32, 52' LT.

248"WB"+38, 7' LT.

PALMER DR.

5.0' SIDEWALK

R=60'

R=42'

SA

24'

S 49°06'49" W 3 "WB"+98

249"WB"+64, 52' LT.

FIBER OPTIC CABLE

P.I. STA 250"WB"+00

STA. 249"EB"+32, 40' LT. EXISTING INLET TO BE ABANDONED

250"WB"

180°31'33"

249"WB"+58, 3' RT.

5-4" CONDUITS

STA. 249"EB"+32, 37' LT. 6' RADIUS

8.0' SIDEWALK

STA. 249"EB"+30, 33' LT. TYPE WM COVER REQ'D. ON EXISTING CATCH BASIN

179°28'27"

STA. 249"EB"+60, 10' RT. BEGIN OUTSIDE LANE TAPER

250"EB"

N 49°06'49" E 3 "EB"+97

249"EB"+56, 11' RT.

P.I. STA. 250"EB"+00

STA. 249"EB"+63, 52' RT.

1-2" CONDUIT

2-4" CONDUITS

SEE BUTT JOINT DETAIL

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
10	145"EB"+21	TOP OF NUT ON HYDRANT; 9.87' RT.	794.44
11	248"EB"+25	TOP OF NUT ON HYDRANT; 15.25' RT.	791.01

P.I. STA. 144+25 EL. 793.08

P.I. STA. 145+25 EL. 791.88

1.20%

PROPOSED PROFILE – MEDIAN EDGE OF THRU LANE

P.C. STA. 146+98.12 EL. 790.14

EXISTING PROFILE – MEDIAN EDGE OF THRU LANE

STA. 248"EB" + 50, 35' RT. EXISTING INLET TO BE REMOVED TYPE I INLET WITH TYPE C COVER REQUIRED FLOWLINE ELEV. = 789.65 INVERT ELEV. = 784.35

L=500' K=110'

-1.00%

+3.52%

STA. 248"WB"+10, 28' RT. TYPE 2 INLET WITH TYPE WM COVER REQUIRED FLOWLINE ELEV. = 789.42 INVERT ELEV. = 786.92

12" X 44' – 30° R.C.P.S.S. CLASS III INVERT ELEV. = 786.92 DISCHARGE ELEV. = 785.60

P.I. STA. 249+48.12 EL. 787.63

STA. 249"EB"+30, 33' RT. TYPE 2 INLET WITH TYPE WM COVER REQUIRED ON EXISTING CATCH BASIN FLOWLINE ELEV. = 790.02

PROPOSED PROFILE LINE ELEVATIONS EAST RACINE ST.

793.48 792.18 791.13 790.12 789.74 789.58 789.66 790.49

794 792 790 788 786 784

144+00 145+00 146+00 147+00 +50 248+00 +50 249+00 +50 250+00

ROT < 38°
SCALE:1"=20'
DATE:11-5-93
DISK 4
DWG FILE:5592PP8

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY, (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

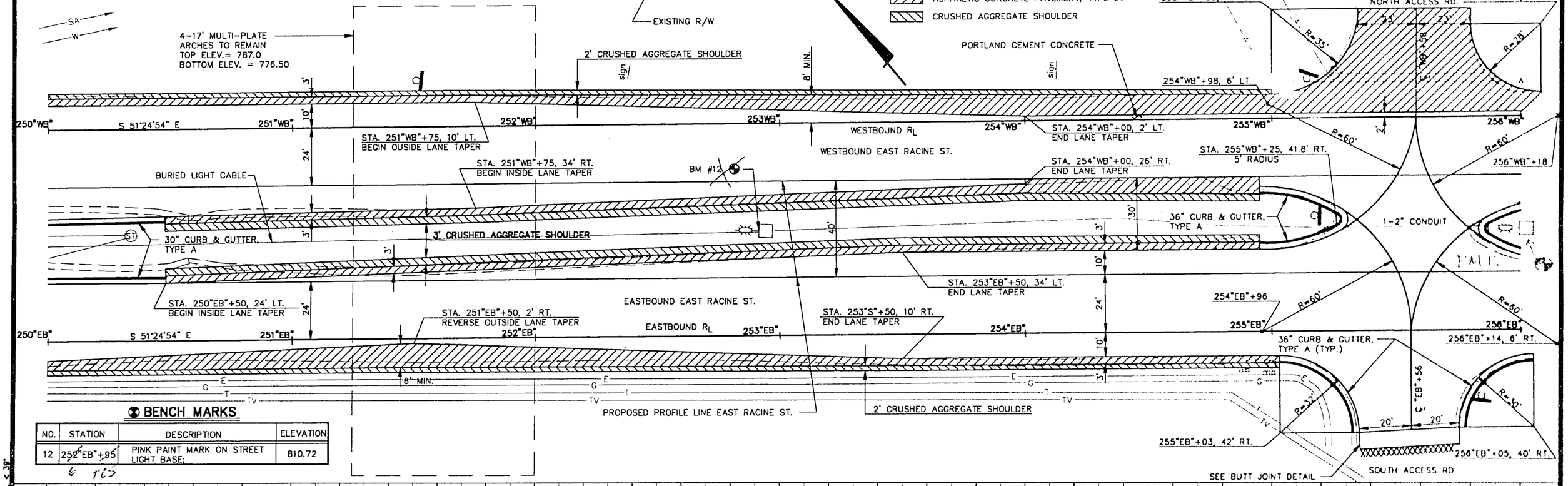
STATE PROJECT NUMBER	SHEET NO.
1701-04-73	6.9

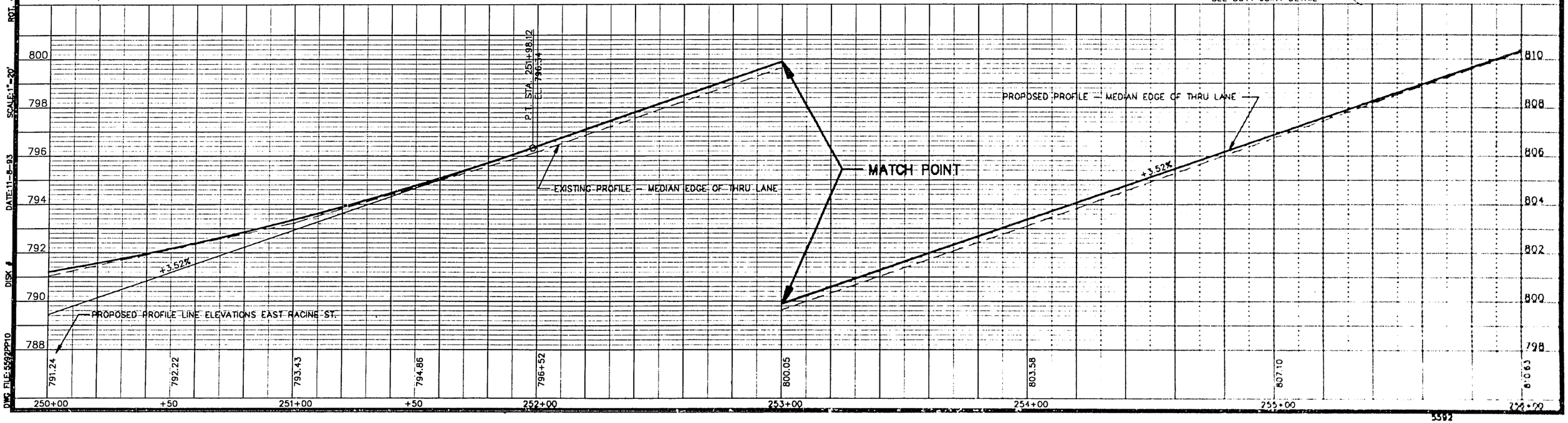
LEGEND

- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE SHOULDER
- PORTLAND CEMENT CONCRETE

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
12	252"EB"+95 & TC5	PINK PAINT MARK ON STREET LIGHT BASE;	810.72





ROT. < 39°
SCALE: 1"=20'
DATE: 11-8-93
DISK #
DWG FILE: 5592PP10

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	[illegible]

LEGEND

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

CRUSHED AGGREGATE SHOULDER

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
13	260"EB"+08	X IN PAINTED WHITE BOX ON 24" CULVERT END; 19.58' RT.	822.27

NOTES: ALL EXISTING INLETS AND MANHOLES WITHIN PROJECTS LIMITS, TO BE ADJUSTED ACCORDINGLY. (REFER TO PAVING DETAIL SHEETS)

THE CITY OF JANESVILLE SHALL BE CONTACTED PRIOR TO CONSTRUCTION, FOR LOCATIONS AND DEPTHS OF STREET LIGHTING CABLE AND CONDUIT.

NORTH ACCESS RD.

256"WB"+09, 36' LT.

R=28'

2' CRUSHED AGGREGATE SHOULDER

OUTSIDE LANE TAPER BEGINS
STA. 259"WB"+58.57, 2' LT.

256"WB" 257"WB" 258"WB" 259"WB" S 51°24'54" E 260"WB" 261"WB"

PORTLAND CEMENT CONCRETE

WESTBOUND EAST RACINE ST.

PORTLAND CEMENT CONCRETE

STA. 255"EB"+88, 41' RT.
5' RADIUS

STA. 259"WB"+00, 34' RT.
BEGIN INSIDE LANE TAPER

10'

1-2" CONDUIT

36" CURB & GUTTER, TYPE A

CRUSHED AGGREGATE SHOULDER

4'

STA. 259"EB"+00, 30' LT.
BEGIN INSIDE SHOULDER TAPER

STA. 259"EB"+90, 27' LT.
END INSIDE SHOULDER TAPER

EXISTING CATCH BASIN

PORTLAND CEMENT CONCRETE

EASTBOUND EAST RACINE ST.

STA. 256"EB"+05, 10' RT.
BEGIN OUTSIDE LANE TAPER

STA. 257"EB"+25, 2' RT.
END LANE TAPER

256"EB" 257"EB" 258"EB" 259"EB" S 51°24'54" E 260"EB" 261"EB"

2' CRUSHED AGGREGATE SHOULDER

mp

BM #13
(DOT BM ALSO)

SOUTH ACCESS RD.

R=30'

256"EB"+05, 40' RT.

PROPOSED PROFILE LINE EAST RACINE ST.

ROT. < 35°

SCALE: 1"=20'

DATE: 11-8-93

DISK

DW2 FILE: 5592PP11

P.I. STA. 258"EB"+50
EL. 819.46

+3.52%

+3.44%

MATCH POINT

EXISTING PROFILE WESTBOUND - MEDIAN EDGE OF THRU LANE

PROPOSED PROFILE WESTBOUND - MEDIAN EDGE OF THRU LANE

PROPOSED PROFILE EASTBOUND - MEDIAN EDGE OF THRU LANE

PROPOSED PROFILE LINE ELEVATIONS EAST RACINE ST.

810.63 814.16 817.69

821.22"WB"
821.18"EB"

824.75"WB"
824.62"EB"

826.28"WB"
826.05"EB"

820 818 816 814 812 810 808

828 826 824 822 820 818 816

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

3592

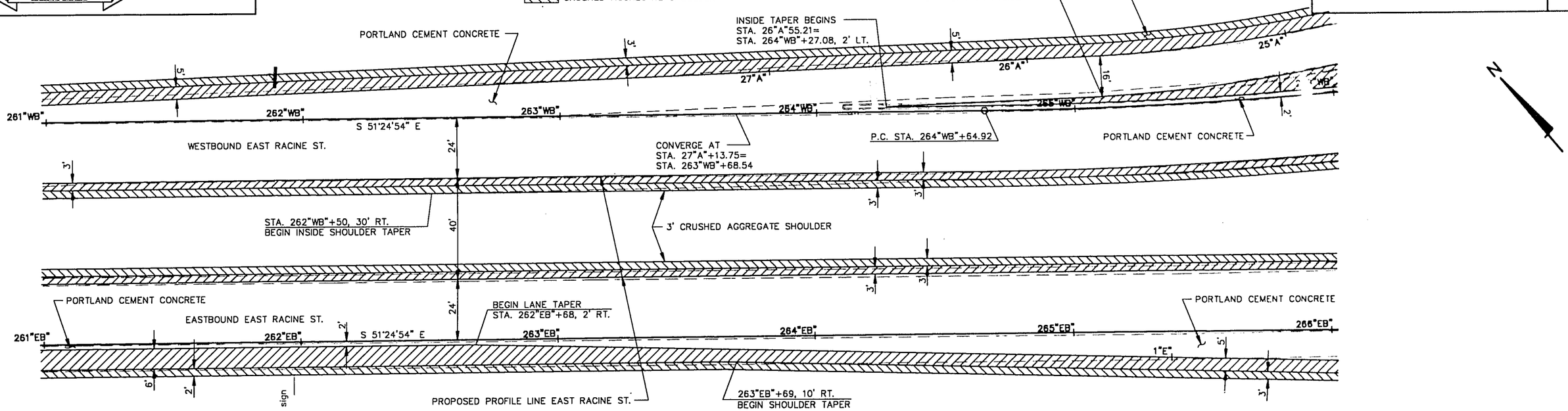
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

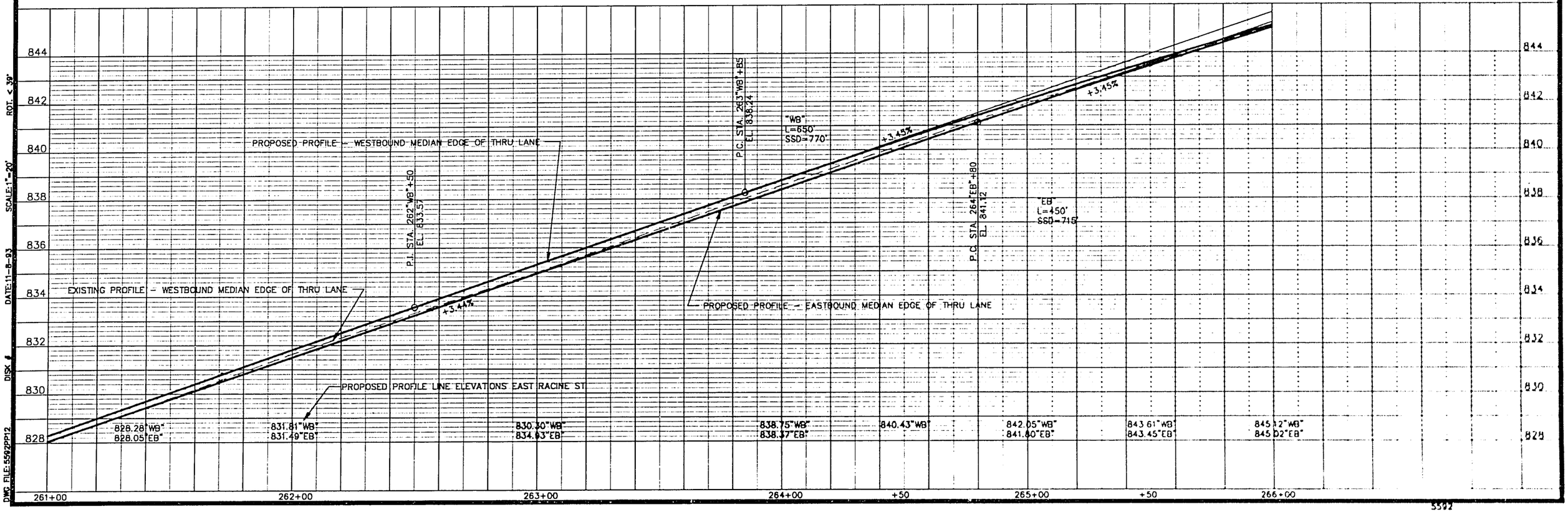
STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.11

LEGEND

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

CRUSHED AGGREGATE SHOULDER





5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.12

LEGEND
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE SHOULDER

P.T. STA. 270"WB"+59.65

END PROJECT "WB"
STA. 270"WB"+83.32

END PROJECT "EB"
STA. 270"EB"+66.44

36" CURB & GUTTER, TYPE A REQ'D.

2' CRUSHED AGGERGATE SHOULDER

PORTLAND CEMENT CONCRETE

S 71°14'20" E

3' CRUSHED AGGREGATE SHOULDER

S 51°24'54" E

STA. 266"WB"+24.42
5' RADIUS, 7' LT.

P.I. STA. 267"WB"+62.29

CURVE DATA "WB" RL
- P.I. STA. 267"WB"+62.29
- R. = 1718.90'
- D. = 3°19'59"
- Δ = 19°49'26"
- L. = 594.73'
- T. = 300.37'
- P.C. STA. 264"WB"+64.92
- P.T. STA. 270"WB"59.65

P.C. STA. 266"EB"+08.20

END TAPER
STA. 266"EB"+08.20=
STA. 1"E"+70

CONVERGE AT
STA. 267"EB"+48.91

S 70°09'27" E

STA. 268"EB"+64.25
5' RADIUS, 7' RT.

P.I. STA. 268"EB"+39.20

P.T. STA. 270"EB"+65.99

5' CRUSHED AGGREGATE SHOULDER

CURVE DATA "EB" RL
- P.I. STA. 268"WB"+39.20
- R. = 1385.00'
- D. = 4°08'28"
- Δ = 18°56'18"
- L. = 457.79'
- T. = 231.00'
- P.C. STA. 266"EB"+08.20
- P.T. STA. 270"EB"65.99

ASPHALTIC SHOULDER RUMBLE STRIP REQ'D.

BEGIN ASPHALTIC SHOULDER RUMBLE STRIP

3' CRUSHED AGGREGATE SHOULDER

P.I. STA. 269"EB"+30
EL. 853.53

EXISTING PROFILE – EASTBOUND EDGE OF THRU LANE

P.I. STA. 267"WB"+10
EL. 849.45

PROPOSED PROFILE – EASTBOUND EDGE OF THRU LANE

P.I. STA. 267"EB"+05
EL. 848.85

+3.44%
+3.45%

PROPOSED PROFILE – WESTBOUND EDGE OF THRU LANE

EXISTING PROFILE – WESTBOUND EDGE OF THRU LANE

P.T. STA. 270"WB"+35
EL. 855.80

845.12"WB"	847.96"WB"	850.57"WB"	852.95"WB"	855.10"WB"	857.07"WB"
845.02"EB"	847.95"EB"	850.57"EB"	852.89"EB"	854.99"EB"	854.99"EB"

266+00 | 267+00 | 268+00 | 269+00 | 270+00 | 271+00

ROT. < 39°
SCALE: 1"=20'
DATE: 11-8-93
DISK #
DWG FILE: 5582PP13

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.13

NORTH

LEGEND

- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE SHOULDER

CURVE #1 DATA "A" RAMP

P.I. STA. 11"A"+14.46
R. = 760.00'
D. = 7°32'20"
Δ = 45°05'41"
L. = 598.16'
T. = 315.54'
P.C. STA. 7"A"+98.91
P.T. STA. 13"A"+97.08

P.I. STA. 11"A"+14.46
PROPOSED R/L "A" RAMP
STA. 16"A"+80, LT. BEGIN CONCRETE CURB & GUTTER, 30-INCH, TYPE A
EXISTING CURB & GUTTER TO REMAIN
EXISTING "B" RAMP
REMOVE EXISTING CURB & GUTTER
P.I. STA. 23"A"+10.74
5' CRUSHED AGGREGATE SHOULDER
3' CRUSHED AGGREGATE SHOULDER
STA. 17"A"+40 – STA. 18"A"+20. LT. REMOVE EXISTING SIDEWALK
STA. 18"A"+80, LT. END CONCRETE CURB & GUTTER, 30-INCH, TYPE A
ASPHALTIC SHOULDER RUMBLE STRIP REQUIRED
P.T. STA. 13"A"+97.07
P.C. STA. 18"A"+88.96
P.C. STA. 7"A"+98.91

CURVE #2 DATA "A" RAMP

P.I. STA. 23"A"+10.73
R. = 460.00'
D. = 12°27'20"
Δ = 81°13'41"
L. = 682.71'
T. = 421.78'
P.C. STA. 18"A"+88.96
P.T. STA. 25"A"+71.68

MATCH EXISTING AT STA. 10"A"+00.00

P.C. STA. 10"A"+30 EL. 845.29
P.T. STA. 11"A"+80 EL. 845.77
P.I. STA. 11"A"+05 EL. 844.80
P.I. STA. 14"A"+94 EL. 849.84
P.C. STA. 14"A"+44 EL. 849.12
P.T. STA. 15"A"+44 EL. 850.21
P.C. STA. 18"A"+29 EL. 852.30
P.I. STA. 19"A"+79 EL. 853.40
P.T. STA. 21"A"+29 EL. 849.80
PROPOSED R/L PROFILE "A" RAMP
EXISTING R/L PROFILE "A" RAMP
L=150' K=80
L=100' K=475
L=300 K=360
-.65%
1.30%
+.73%
-2.40%
EXISTING R/L ELEVATION — RAMP "A"
PROPOSED R/L ELEVATION — RAMP "A"

	10"A"+00	+50	11"A"+00	+50	12"A"+00	13"A"+00	14"A"+00	+50	15"A"+00	16"A"+00	17"A"+00	18"A"+00	+50	19"A"+00	+50	20"A"+00	+50	21"A"+00	+50
EXISTING R/L ELEVATION	845.50		845.64		845.44	846.71	848.17	849.45	849.27	850.41	851.17	851.92	852.53	852.43	852.59	852.42	851.51	851.37	849.49	849.30
PROPOSED R/L ELEVATION	845.50		845.15			846.03	847.33	848.62		849.83	850.62	851.35	852.09		852.56		852.03		850.46	

ROT. < 133°
SCALE: 1"=50'
DATE: 11-8-93
DISK #
DWG FILE: 5592PP14

5592

WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.14

LEGEND

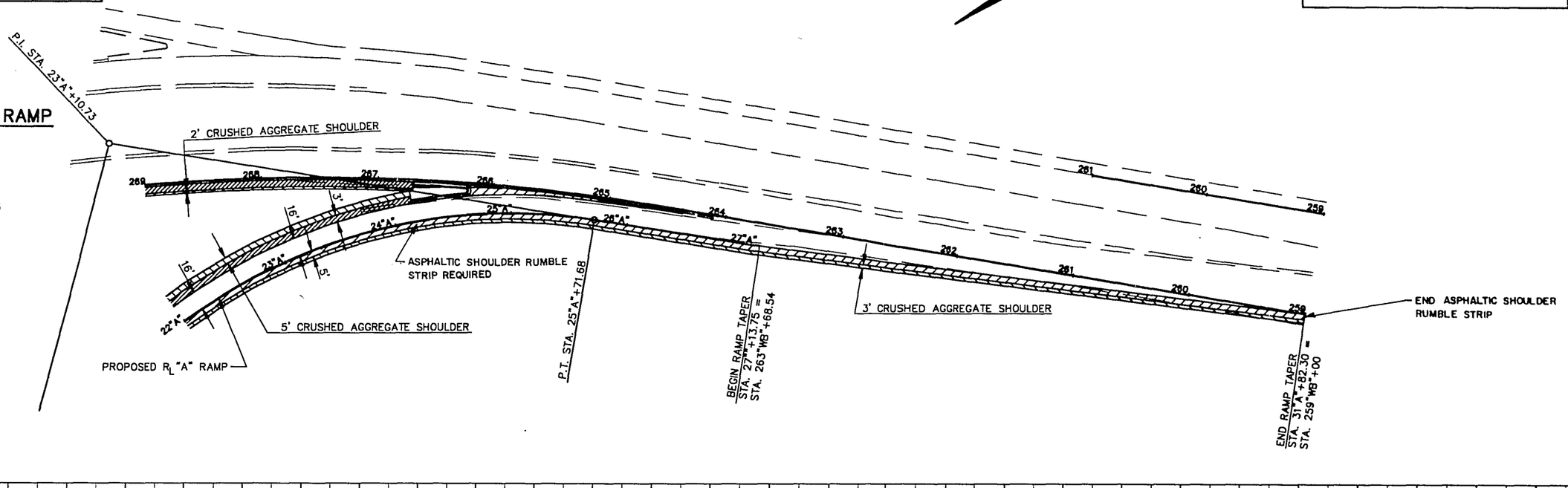
ASPHALTIC CONCRETE PAVEMENT, TYPE LV

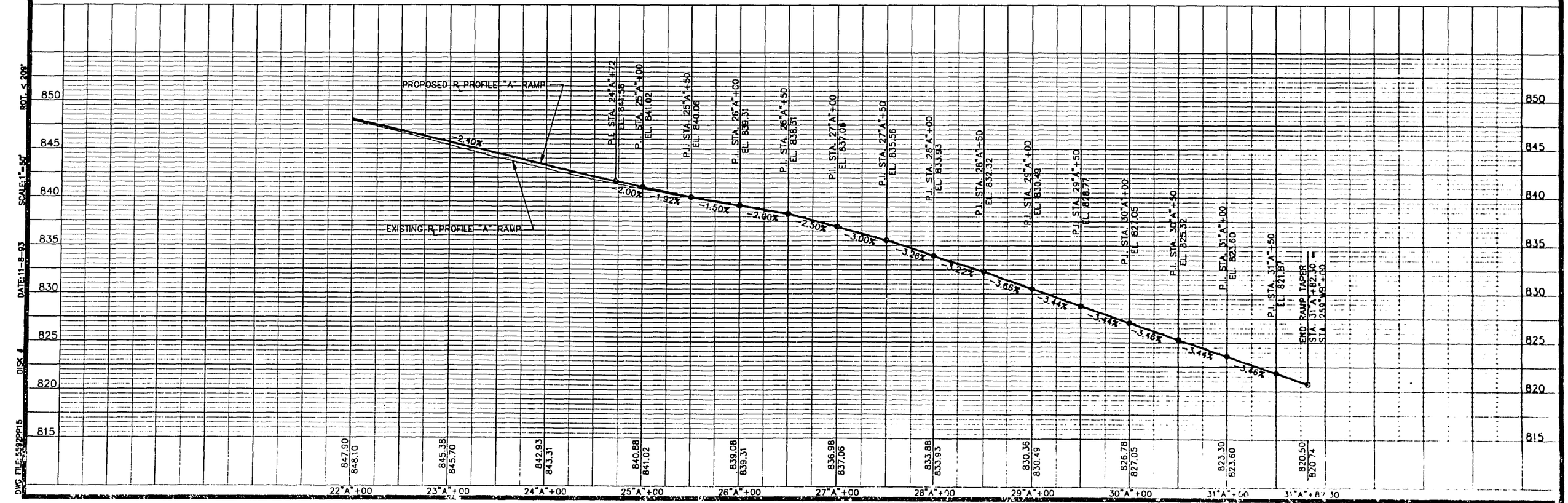
CRUSHED AGGREGATE SHOULDER

NORTH

CURVE #2 DATA "A" RAMP

P.I. STA. 23"A"+10.74
R. = 460.00'
D. = 12°27'20"
Δ = 81°13'41"
L. = 682.71'
T. = 421.78'
P.C. STA. 18"A"+88.16
P.T. STA. 25""+71.68





ROT. < 20°
SCALE: 1"=50'
DATE: 11-8-93
DISK #
DWG FILE: 5582PP15

5582

WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

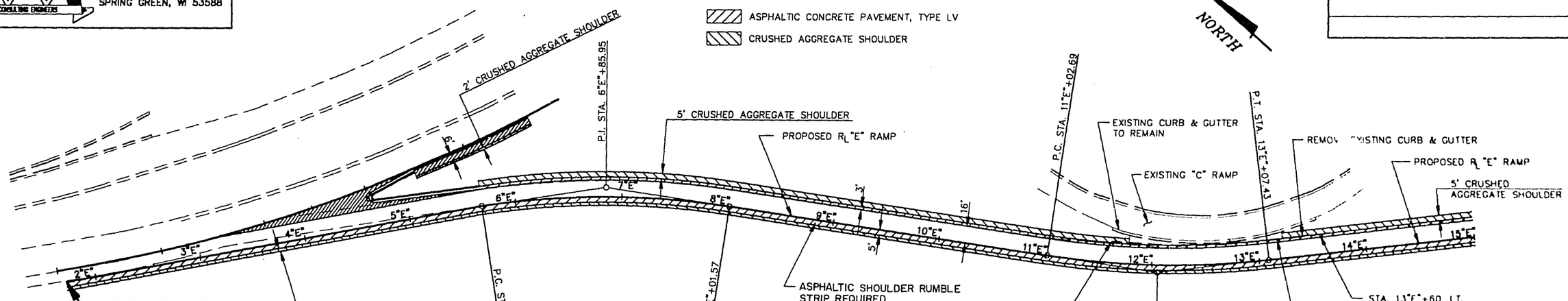
STATE PROJECT NUMBER	SHEET NO.
1704-04-73	5.15

LEGEND

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

CRUSHED AGGREGATE SHOULDER

NORTH

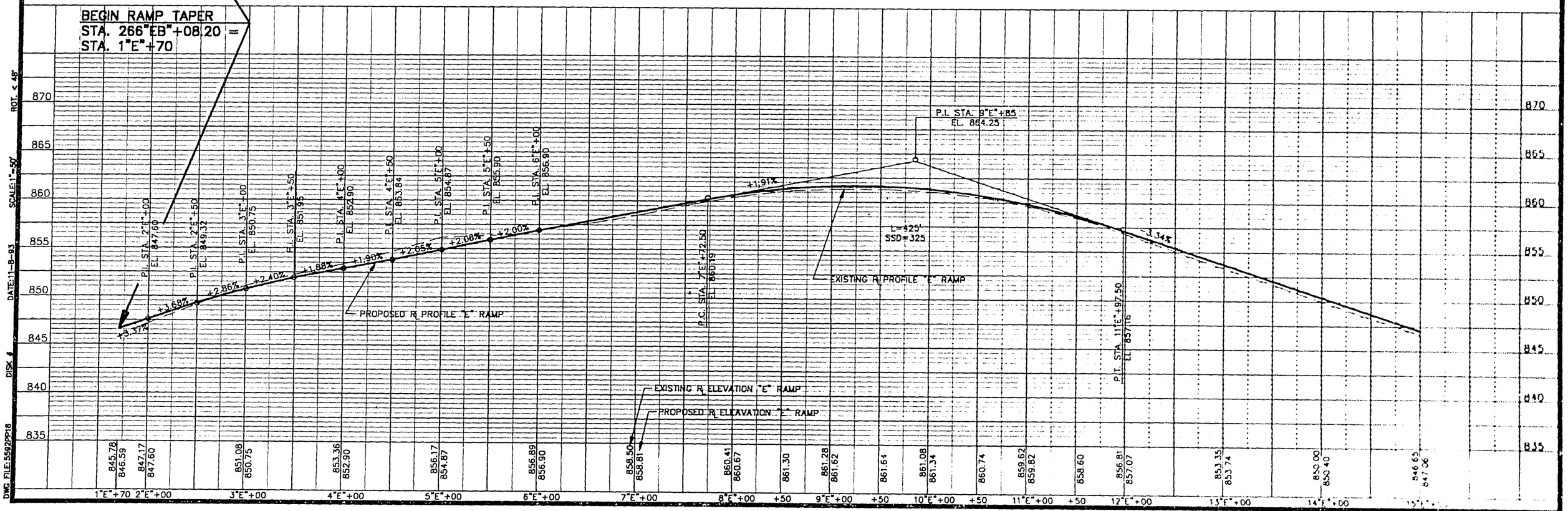


CURVE #1 DATA "E" RAMP

P.I. STA. 6"E"+85.95
R. = 760.00'
D. = 7°32'20"
Δ = 17°34'20"
L. = 233.09'
T. = 117.47'
P.C. STA. 5"E"+68.48
P.T. STA. 8"E"+01.57

CURVE #2 DATA "E" RAMP

P.I. STA. 12"E"+05.67
R. = 766.00'
D. = 7°28'48"
Δ = 15°18'51"
L. = 204.74'
T. = 102.98'
P.C. STA. 11"E"+02.69
P.T. STA. 13"E"+07.43



WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

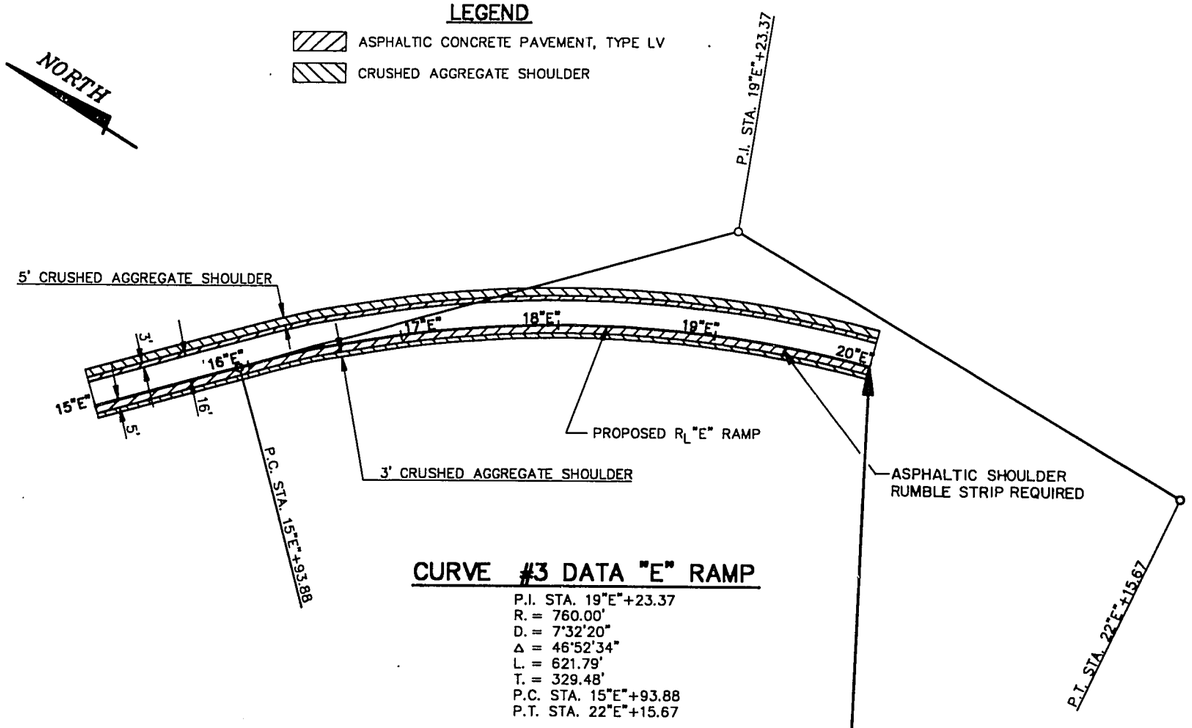
STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.16

LEGEND

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

CRUSHED AGGREGATE SHOULDER

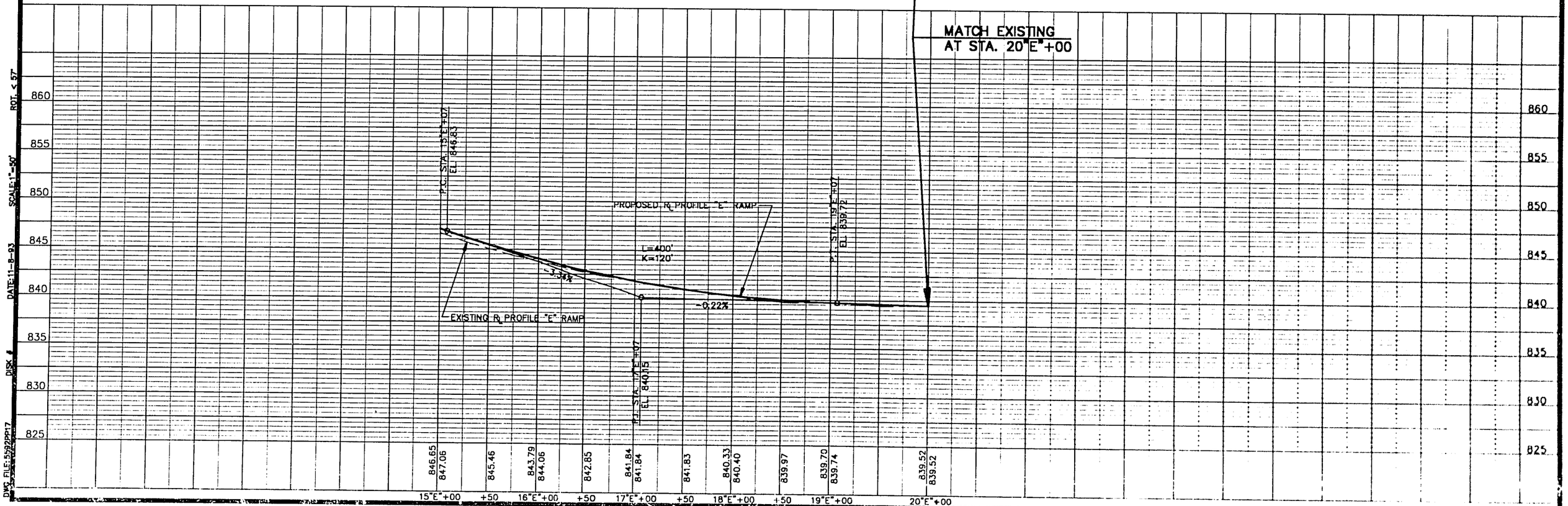
NORTH



CURVE #3 DATA "E" RAMP

P.I. STA. 19"E"+23.37
R. = 760.00'
D. = 7°32'20"
Δ = 46°52'34"
L. = 621.79'
T. = 329.48'
P.C. STA. 15"E"+93.88
P.T. STA. 22"E"+15.67

MATCH EXISTING
AT STA. 20"E"+00



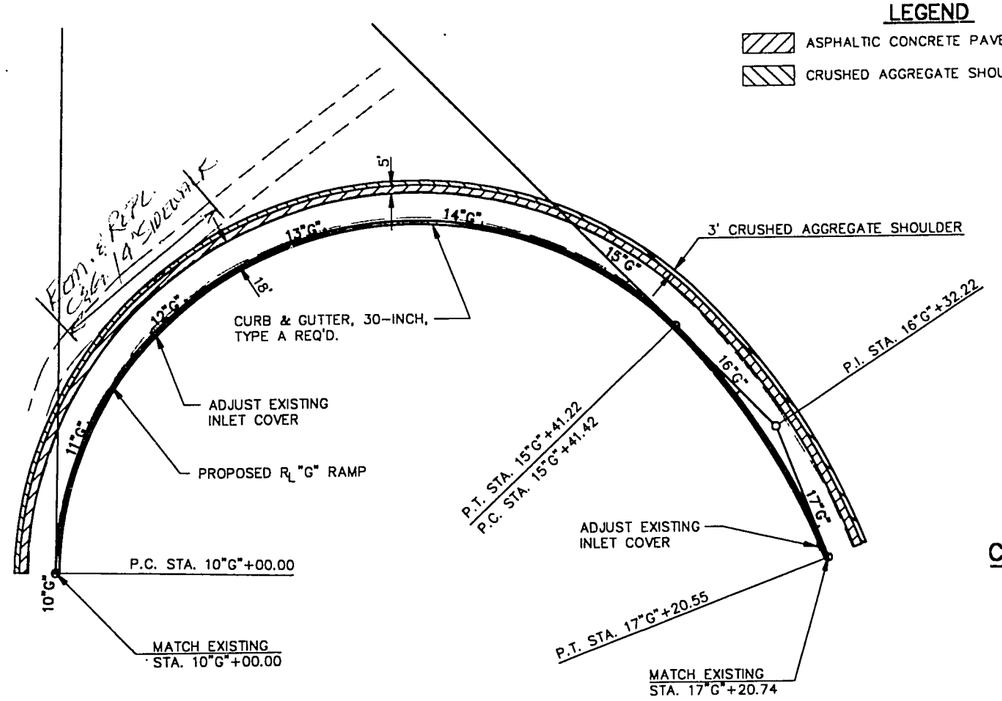
WESTBROOK ASSOCIATED
ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.17

NORTH

LEGEND

- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE SHOULDER

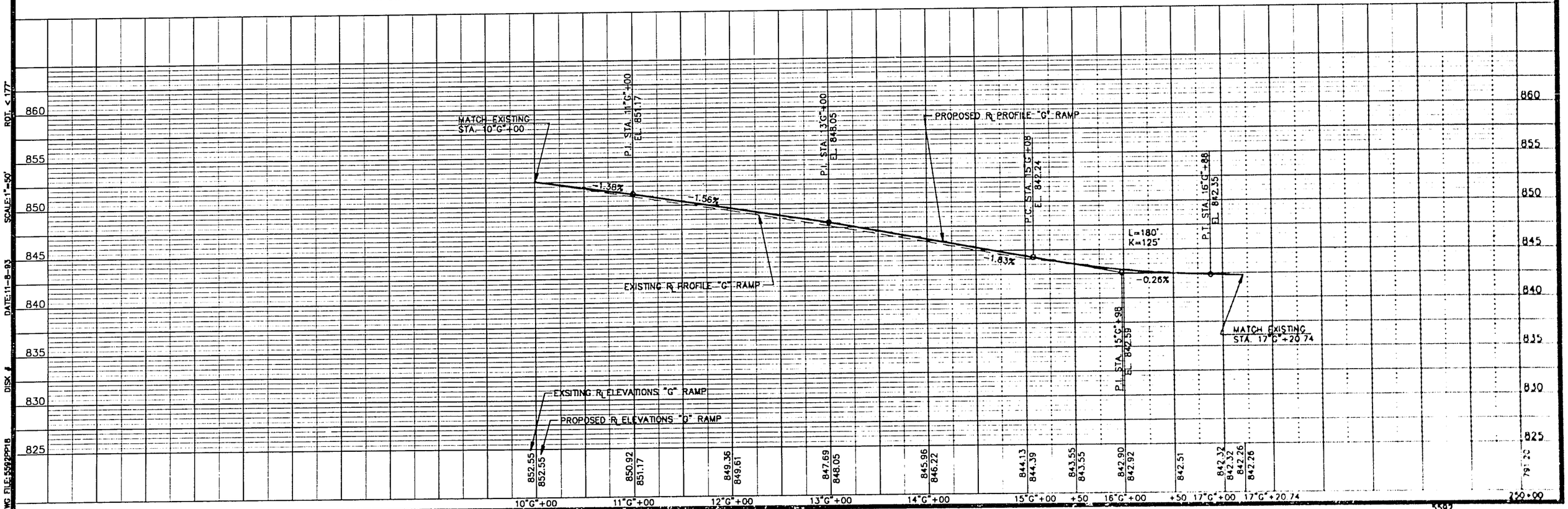


CURVE #1 DATA "G" RAMP

P.I. STA. 15"G"+52.90
R. = 230.00'
D. = 24°54'40"
Δ = 134°49'32"
L. = 541.22'
T. = 552.89'
P.C. STA. 10"G"+00.00
P.T. STA. 15"G"+41.22

CURVE #2 DATA "G" RAMP

P.I. STA. 16"G"+32.22
R. = 445.81'
D. = 12°51'07"
Δ = 23°01'19"
L. = 179.13'
T. = 90.79'
P.C. STA. 15"G"+41.42
P.T. STA. 17"G"+20.55



WESTBROOK ASSOCIATED ENGINEERS, INC.
SPRING GREEN, WI 53588

STATE PROJECT NUMBER	SHEET NO.
1701-04-73	5.18

NORTH

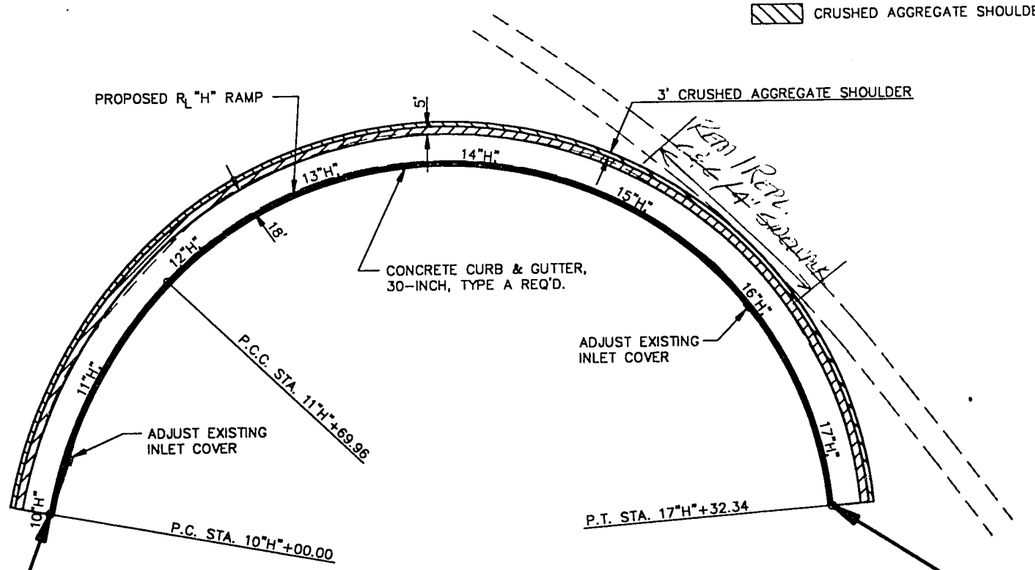
LEGEND
- ASPHALTIC CONCRETE PAVEMENT, TYPE LV
- CRUSHED AGGREGATE SHOULDER

CURVE #1 DATA "H" RAMP

P.I. STA. 10"H"+87.48
R. = 291.61'
D. = 19°38'53"
Δ = 33°23'43"
L. = 169.97'
T. = 87.47'
P.C. STA. 10"H"+00.00
P.T. STA. 11"H"+69.96

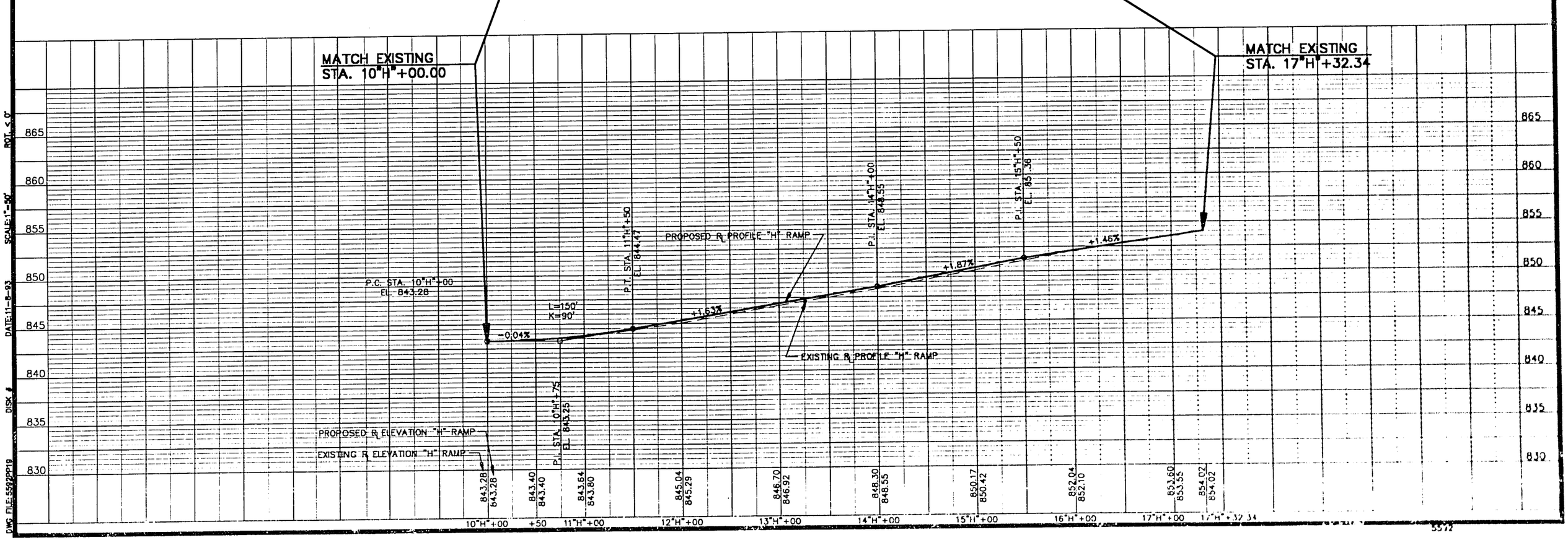
CURVE #2 DATA "H" RAMP

P.I. STA. 17"H"+14.24
R. = 244.96'
D. = 23°23'23"
Δ = 131°32'13"
L. = 562.37'
T. = 544.26'
P.C. STA. 11"H"+69.96
P.T. STA. 17"H"+32.34



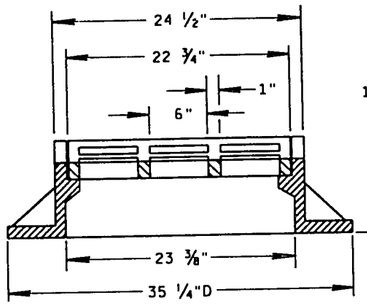
MATCH EXISTING
STA. 10"H"+00.00

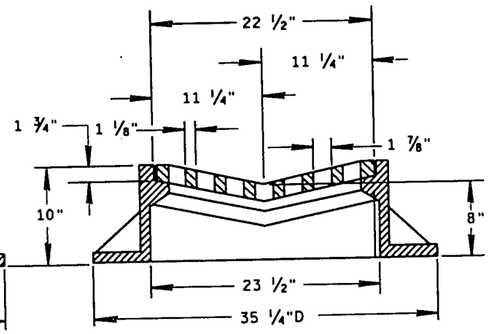
MATCH EXISTING
STA. 17"H"+32.34

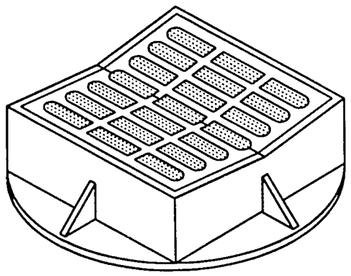


ROT. 4.0°
SCALE:1"=50'
DATE:11-8-93
DISK #
DWG FILE:5592PP19

5592



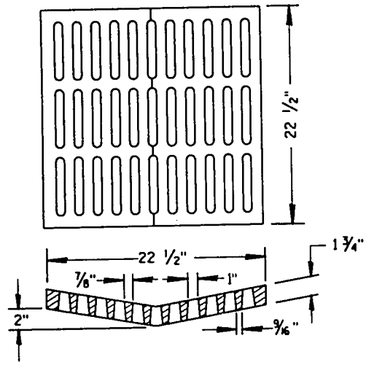




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

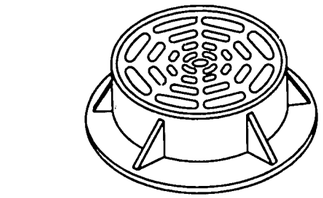


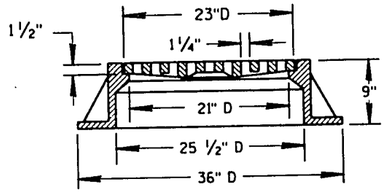
ALTERNATIVE GRATE FOR FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTE AS TYPE B-A ON THE DRAINAGE TABLE





TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

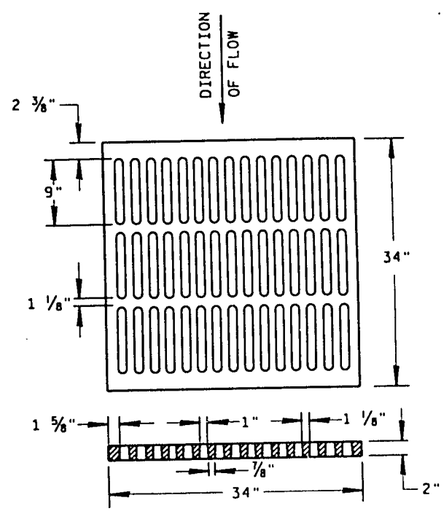
GENERAL NOTES

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.

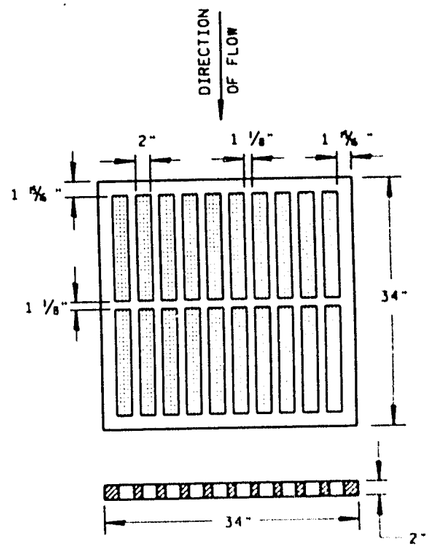


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTE AS TYPE MS-A ON THE DRAINAGE TABLE

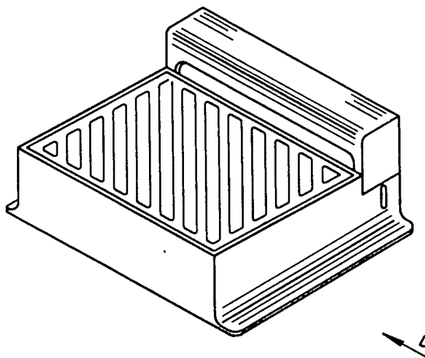


TYPE "MS"

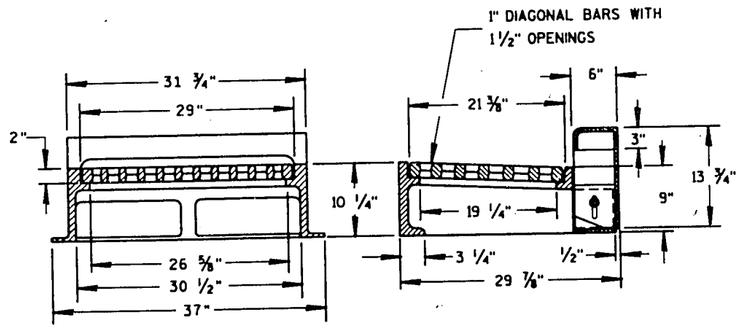
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTE 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/27/93
DATE
STATE DESIGN ENGINEER FOR HOTS
FHWA

S.D.D. 8 A 5-9b

S.D.D. 8 A 5-9b

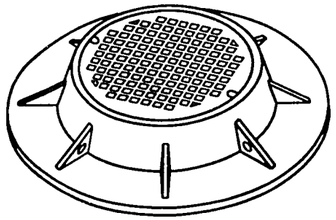
GENERAL NOTES

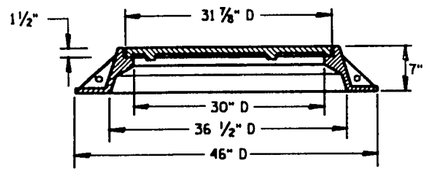
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

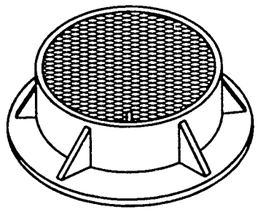


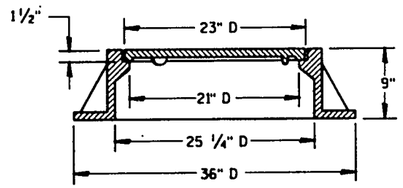


TYPE "K"

(APPROXIMATE WEIGHT 535 LBS.)

FRAME.....330 LBS.
LID.....205 LBS.

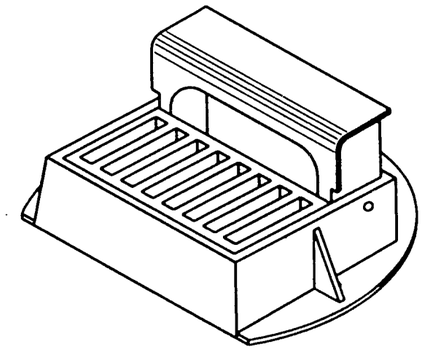




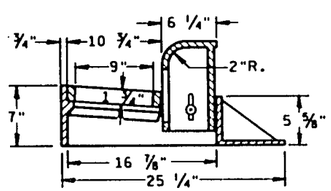
TYPE "J"

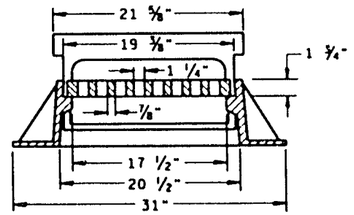
(APPROXIMATE WEIGHT 350 LBS.)

FRAME.....235 LBS.
LID.....115 LBS.



CURB BOX ADJUSTABLE 4" TO 10"

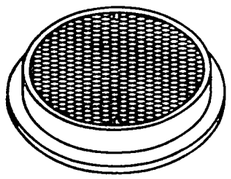


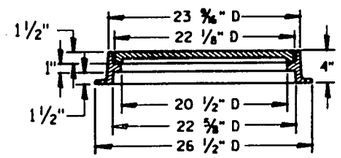


INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 280 LBS.)

FRAME.....145 LBS.
GRATE..... 50 LBS.
CURB BOX..... 85 LBS.

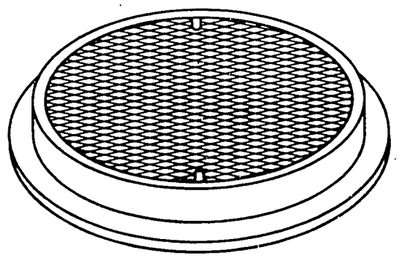


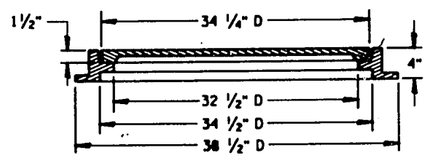


TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

FRAME.....75*
LID.....70*





TYPE "M"

(APPROXIMATE WEIGHT 385 LBS.)

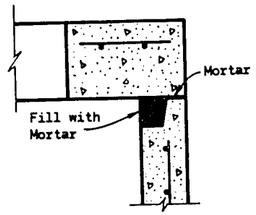
FRAME..... 125*
LID..... 260*

INLET AND MANHOLE COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

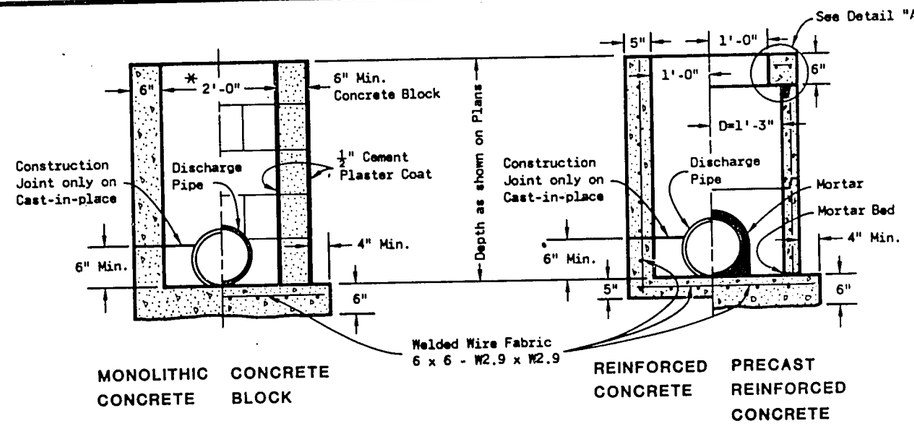
APPROVED
1/25/63
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 A 5-9d



DETAIL "A"

*Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.



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.

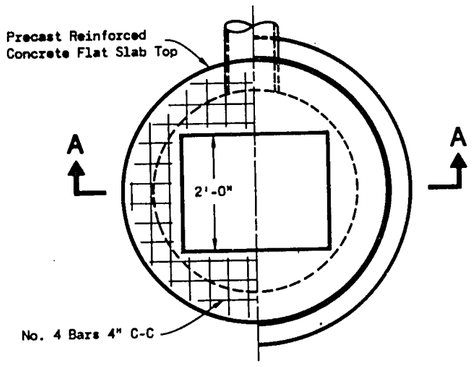
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

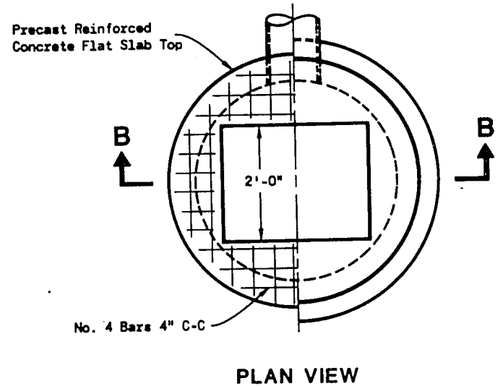
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

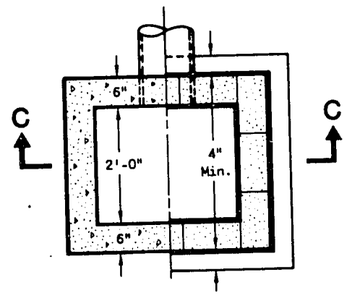
(1) Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



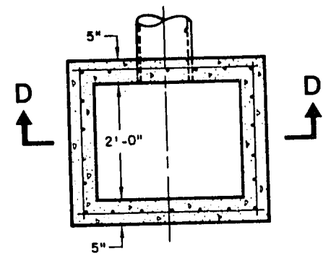
PLAN VIEW



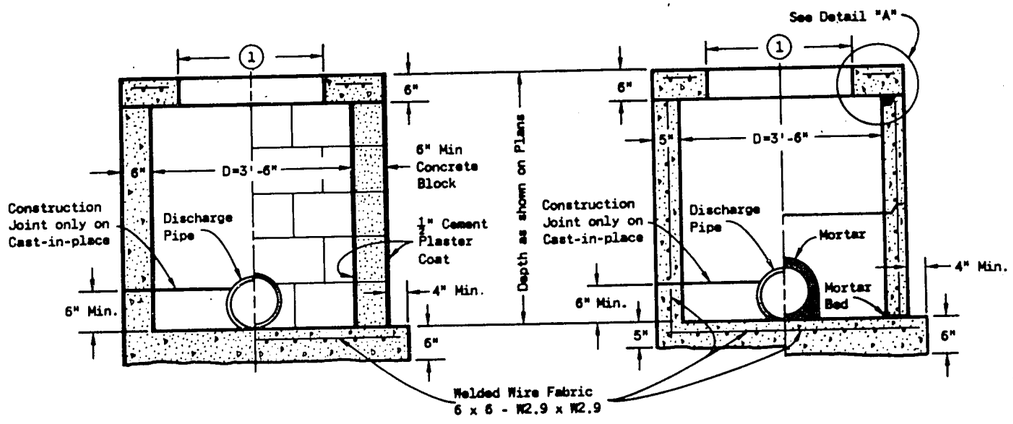
PLAN VIEW



PLAN VIEW

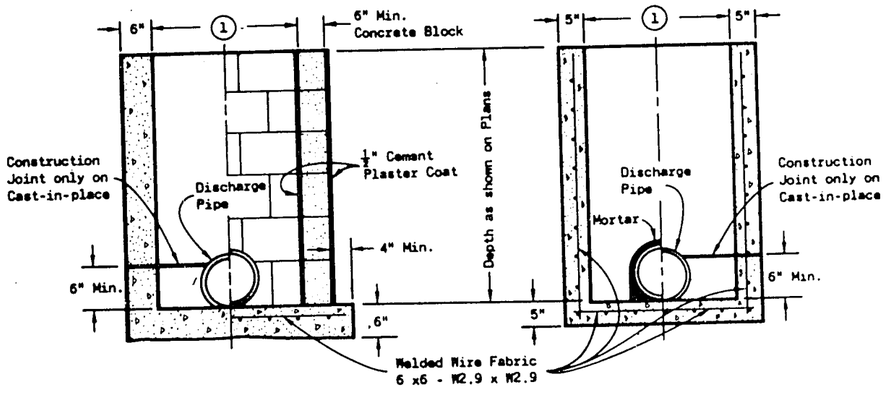


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2 & 3

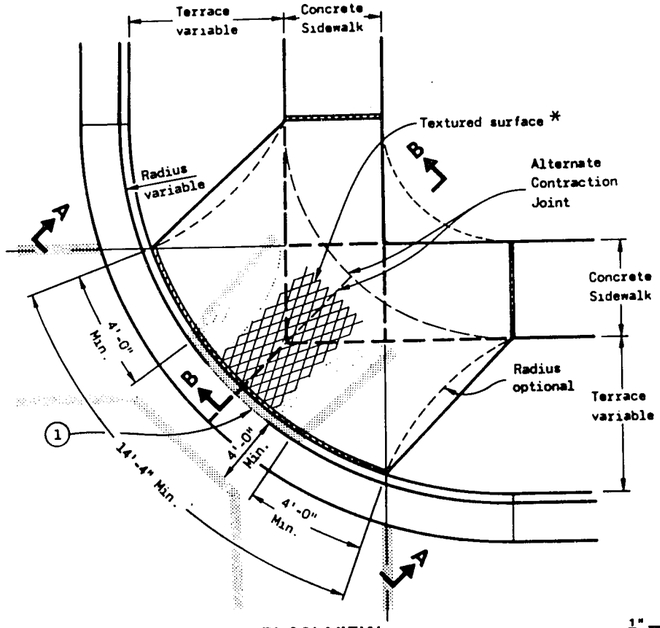
INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

APPROVED 4-13-82 DATE

S.D.D. 8 C 1-4

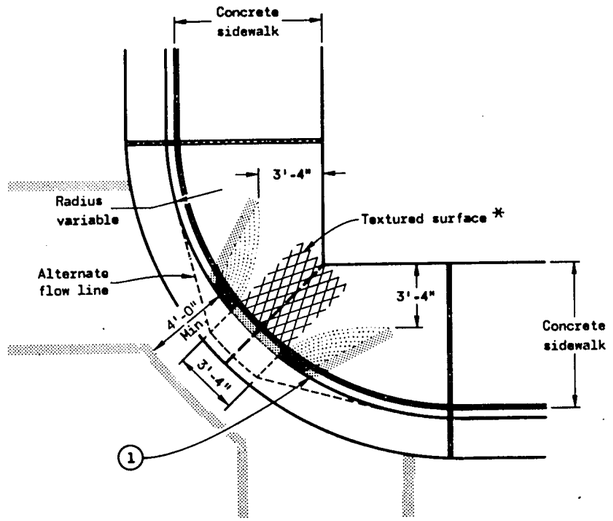
S.D.D. 8 C 1-4



PLAN VIEW

TYPE 1 RAMP

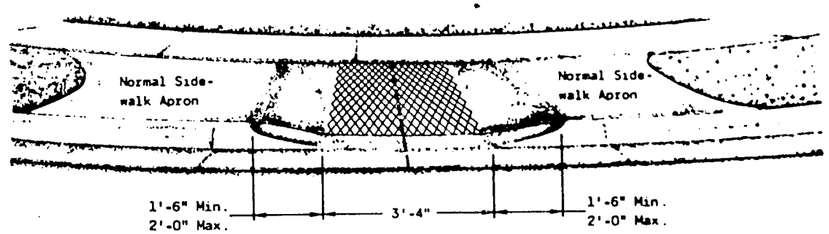
(CENTER OF CORNER RADIUS)



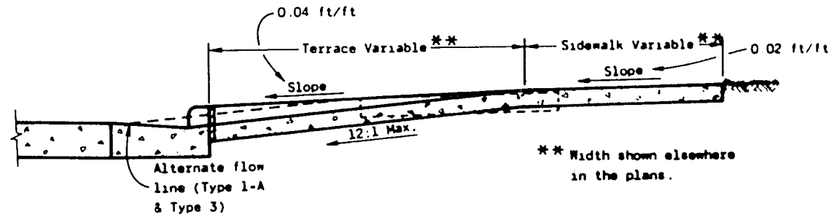
PLAN VIEW

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.

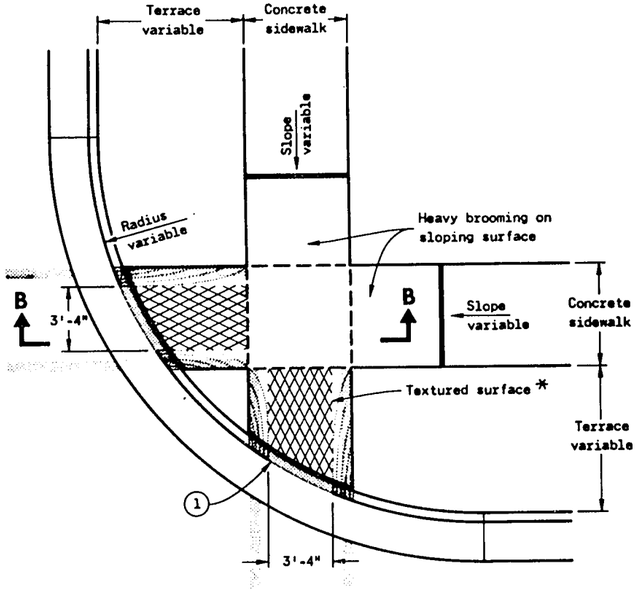
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp

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 $1\frac{1}{2}$ 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.

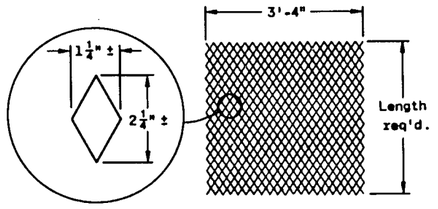
If a municapality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



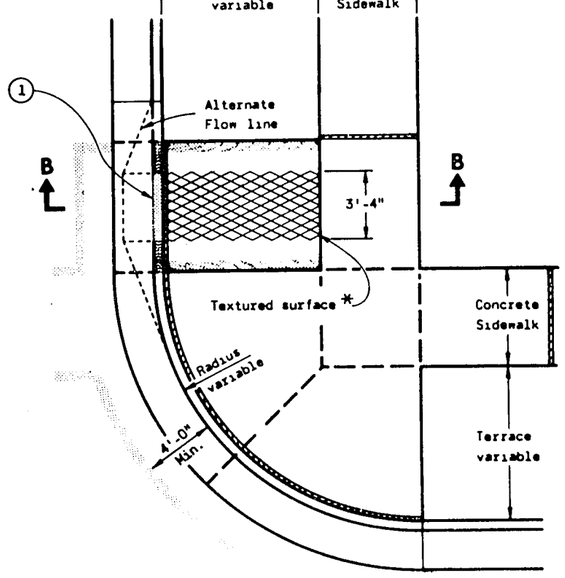
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN * .



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

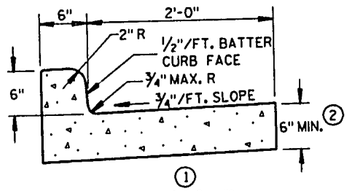
CURB RAMPS

State of Wisconsin
Department of Transportation

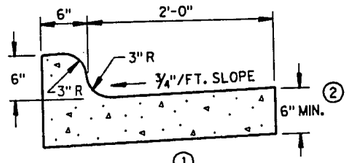
APPROVED 10-23-84 (DATE)

S.D.D. 8 D 5-8

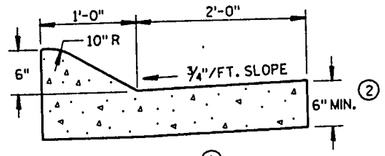
S.D.D. 8 D 5-8



① TYPES A & D

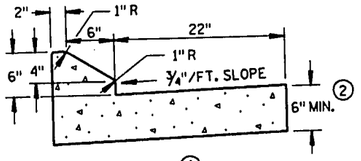


① TYPES K & L

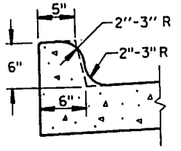


① TYPES A & D

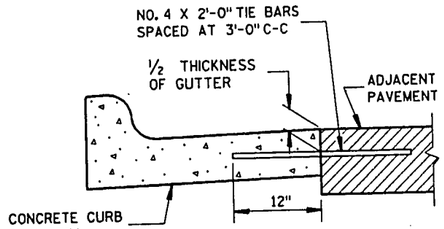
CONCRETE CURB & GUTTER 36"



① TYPES G & J



OPTIONAL CURB SHAPE FOR TYPES K ① & L



TYPICAL TIE BAR LOCATION ①

CONCRETE CURB & GUTTER 30"

GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE CURB OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE CURB, CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. TIE BARS AND A LONGITUDINAL CONSTRUCTION JOINT ARE NOT REQUIRED WITH THIS ALTERNATE.

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/8" WIDE.

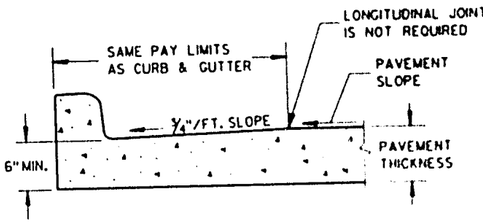
JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

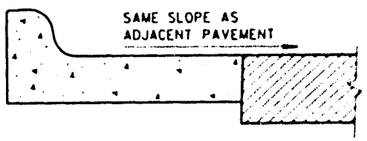
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

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.

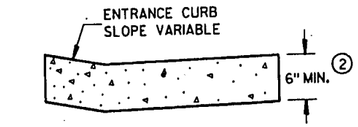
③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATIONS WILL BE SHOWN ELSEWHERE IN THE PLAN.



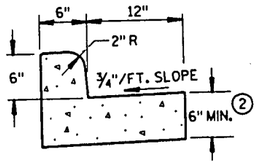
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER ③
(TYPICAL FOR ALL CURB & GUTTER TYPES)

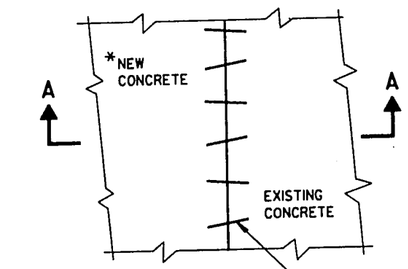


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



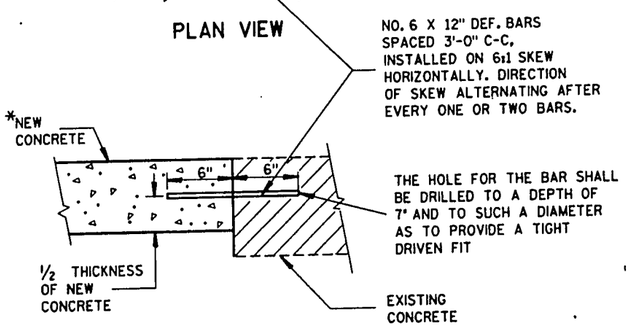
① TYPES A & D

CONCRETE CURB & GUTTER 18"

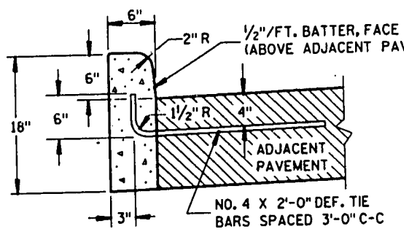


PLAN VIEW

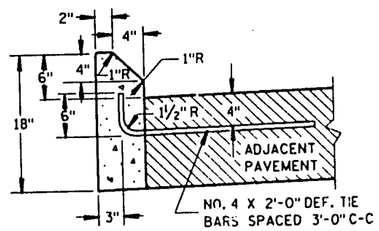
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



SECTION A-A
PAVEMENT TIES



① TYPES A & D



① TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

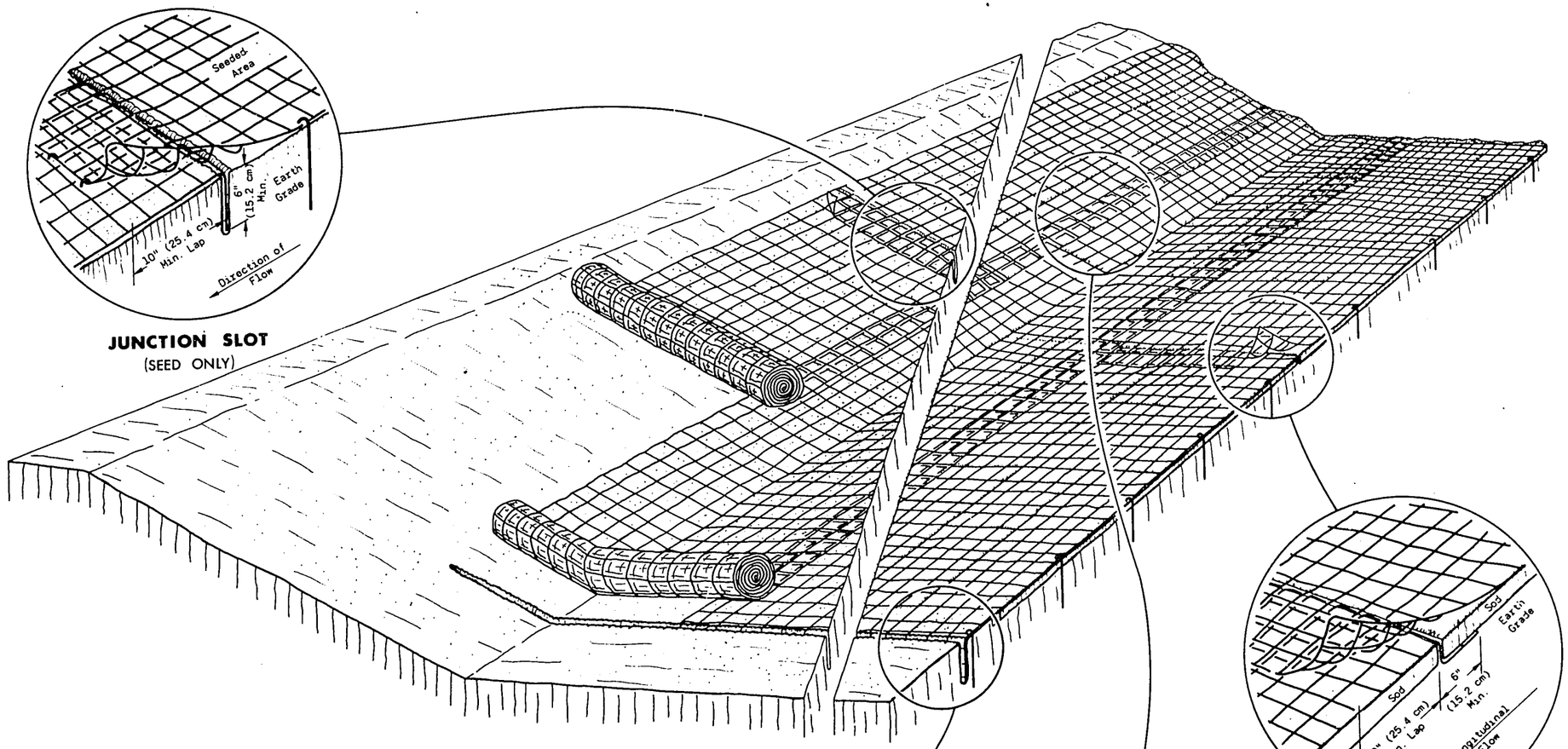
APPROVED
10-23-86
DATE
STATE DESIGN ENGINEER FOR WHWD

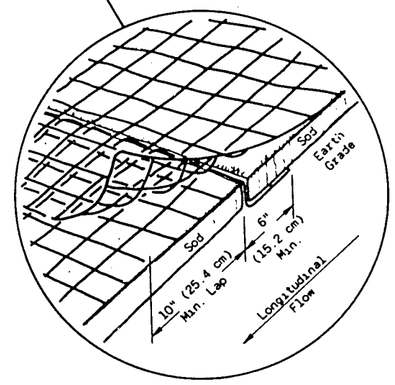
FHWA

S.D.D. 8 D 1-11

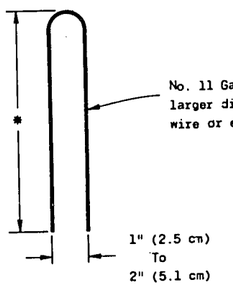
S.D.D. 8 D 1-11

JUNCTION SLOT
(SEED ONLY)



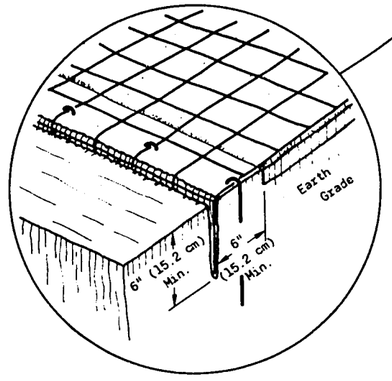


JUNCTION SLOT
(SOD ONLY)

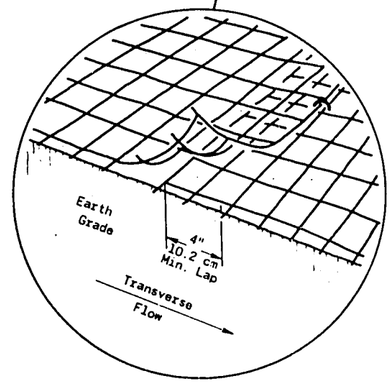


DETAIL OF TYPICAL STAPLE

*6" (15.2 cm) Min for firm soils
12" (30.5 cm) Min. for loose soils
8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)

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

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained

Lap Joints shall not be placed in the bottom of V-shaped ditches

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1 219 m) apart

Edges of the Erosion Mat shall be impressed in the soil

Erosion Mat shall be measured and payed for in accordance with the Standard Specifications

EROSION MAT OVER SOD

a. Only Jute Fabric will be permitted over sod

b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant

c. The width of Erosion Mat shall always equal the Sod width

d Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30 48 m) on grades up to and including 3 percent, and 50 feet (15 24 m) on grades exceeding 3 percent

METHOD OF DIMENSIONING
1'-0" (30.5 cm)
1'-0" (30.5 cm)
BASIS: 1 in. = EXACTLY 25.4 mm

EROSION MAT

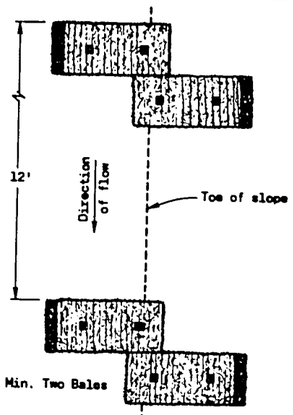
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
12-3-73 Date
Chief of Facilities Development

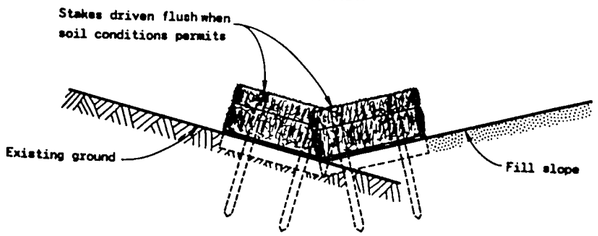
APPROVED
1-15-74 Date
Administrator

S.D.D. 8E7-1

S.D.D. 8E7-1

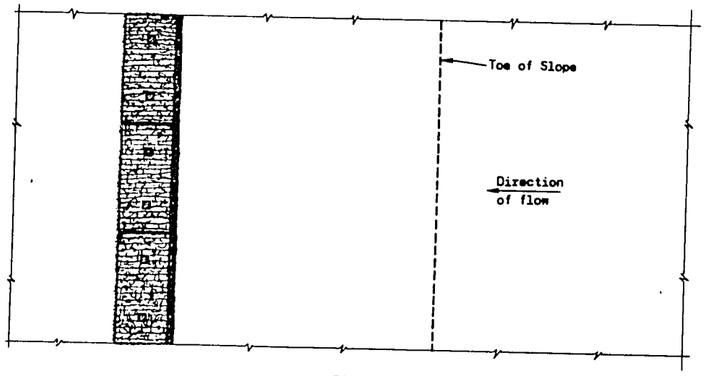


PLAN VIEW

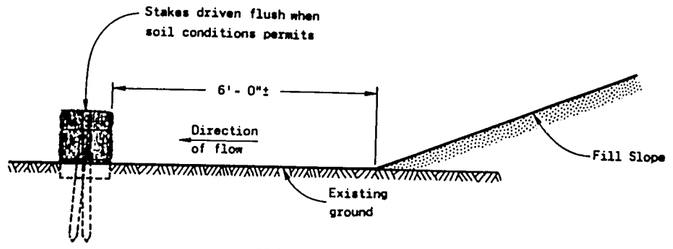


FRONT ELEVATION

WHEN EXISTING GROUND SLOPES TOWARD FILL SLOPE



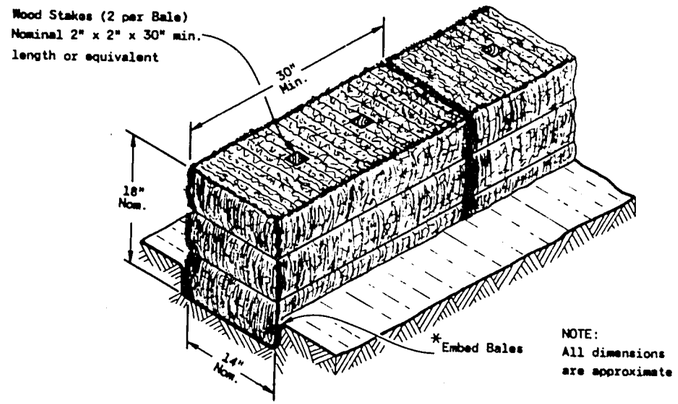
PLAN VIEW



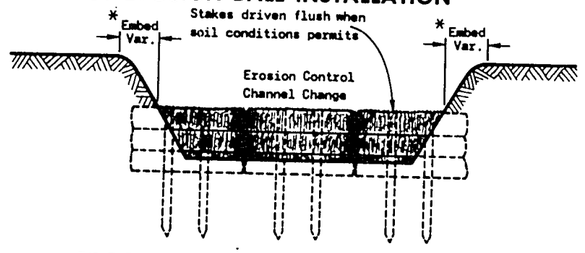
FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

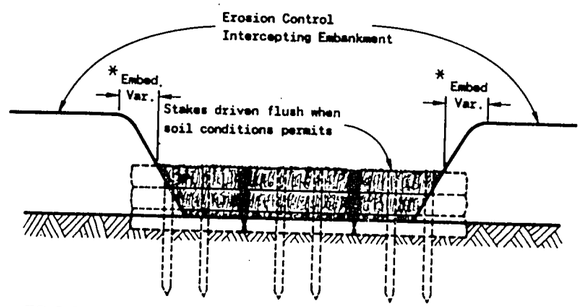
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE



DETAIL OF EROSION BALE INSTALLATION

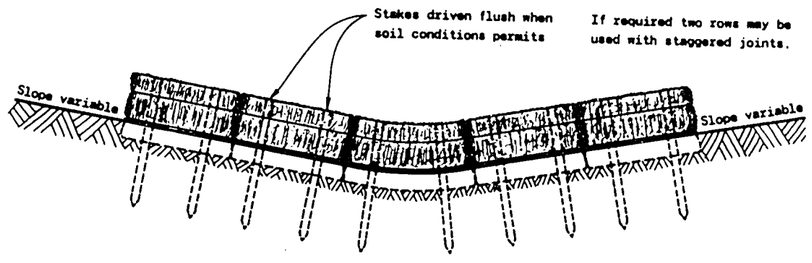


EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT

PLAN VIEW



FRONT ELEVATION

EROSION BALES ACROSS DITCH BOTTOM

GENERAL NOTES

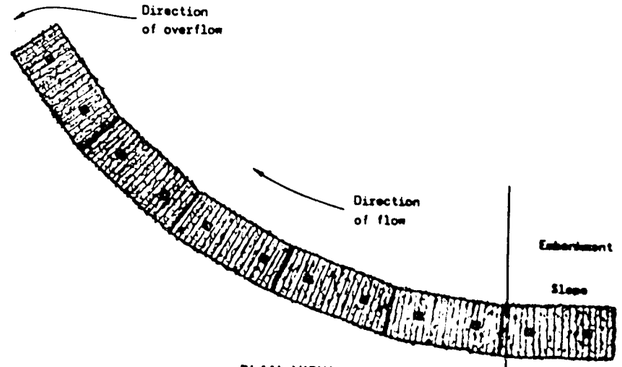
Details of construction materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Bales shall be placed end to end or overlapping at right angles to the direction of flow and far enough up the sides of the ditch to prevent eroding around ends.

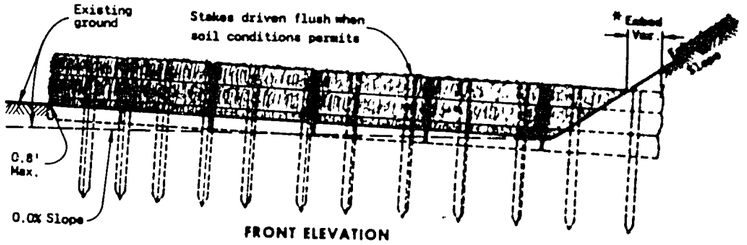
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

* As determined by the Engineer.



PLAN VIEW



FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

TYPICAL INSTALLATIONS OF EROSION BALES

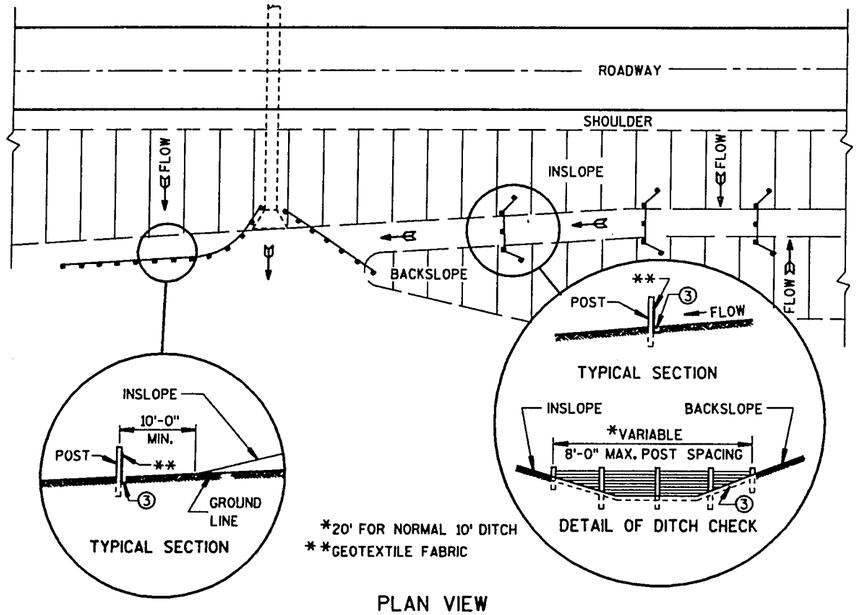
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
10/14/75 DATE
CHIEF OF FACILITIES DEVELOPMENT

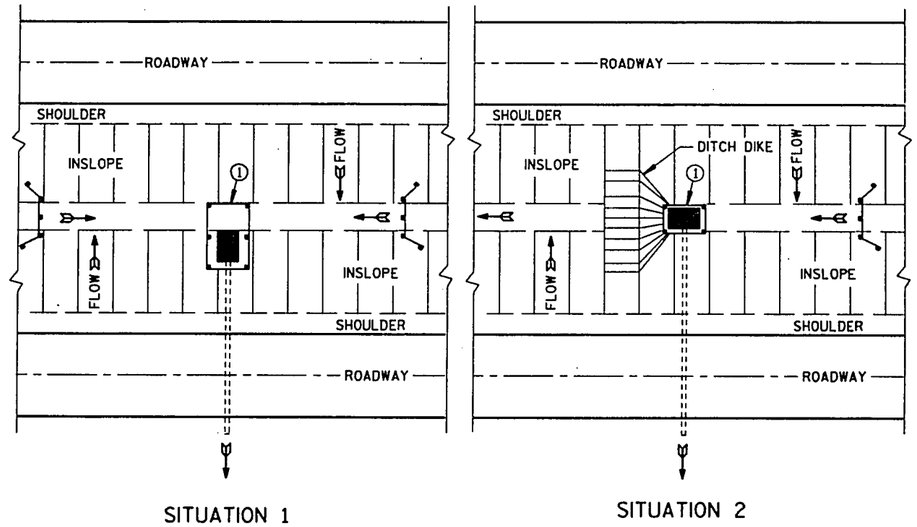
APPROVED
10/16/75 DATE

S.D.D. 8E8-1

S.D.D. 8E8-1



TYPICAL APPLICATIONS OF SILT FENCE



SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.

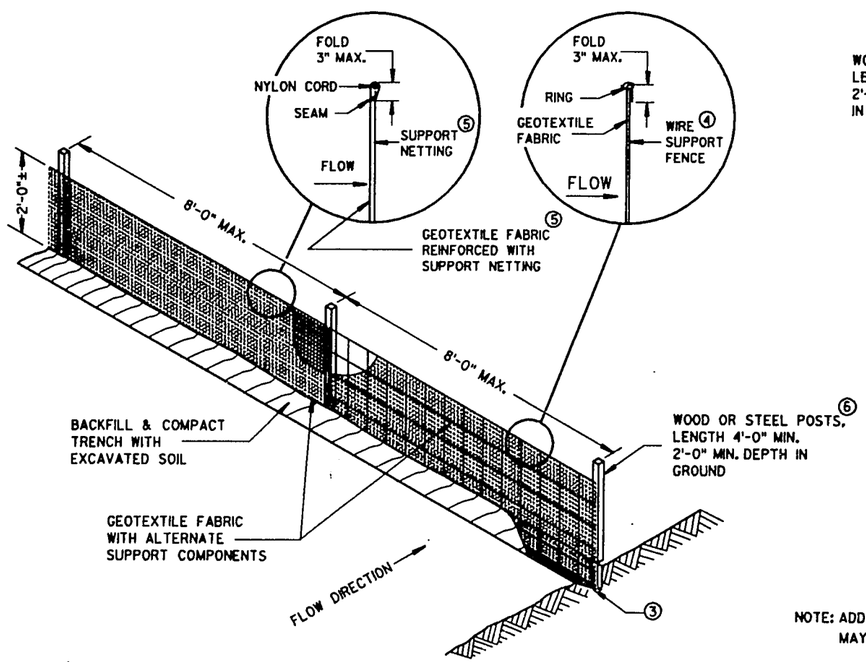
③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.

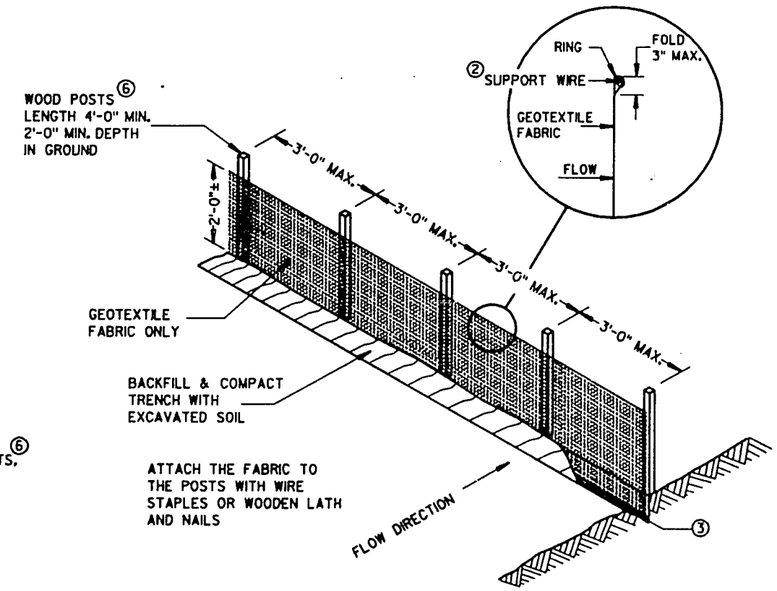
⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF ¾" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.

⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1½" X 3½" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OAK OR HICKORY.

ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.

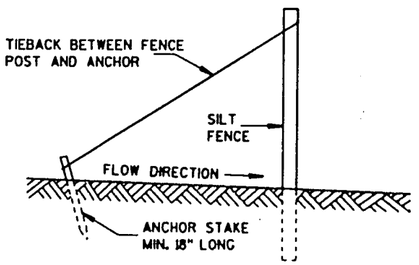


ALTERNATE "A"



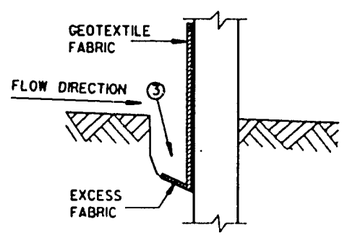
ALTERNATE "B"

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)



TRENCH DETAIL

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-31-88 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 E 9-3

S.D.D. 8 E 9-3

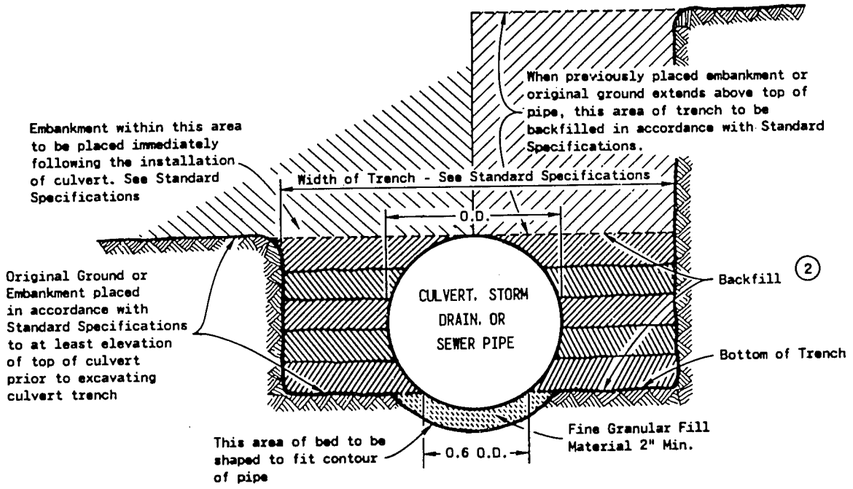
GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the Standard Specifications and the applicable Special Provisions.

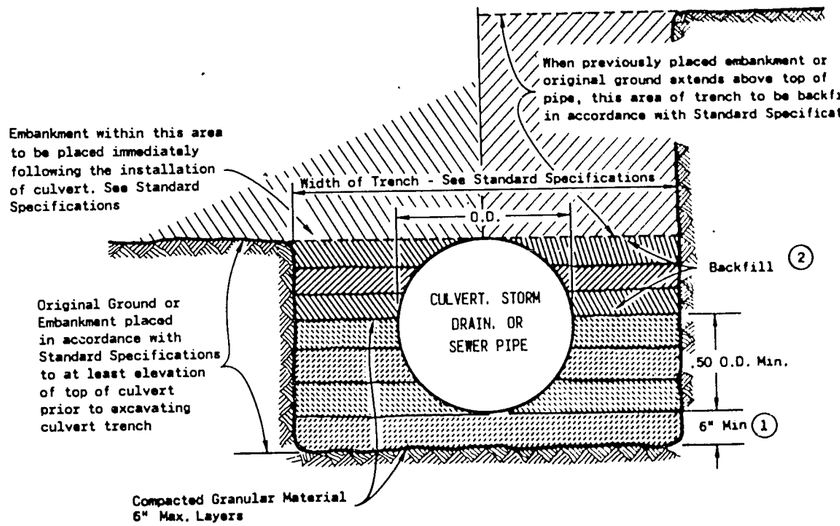
The shaped subgrade with granular foundation is an equal alternate to the granular foundation except where rock is encountered.

(1) Where rock, hard pan or fragmented material is encountered, the trench shall be excavated below the bottom of the pipe an amount equal to $\frac{1}{2}$ inch per foot of proposed embankment above the top of the pipe, but not less than 6 inches.

(2) Trench shall be backfilled as required by Standard Specifications, Section 520 for pipe culverts and Section 607 for storm sewers.



SHAPED SUBGRADE WITH GRANULAR FOUNDATION



GRANULAR FOUNDATION

CLASS "B" BEDDING

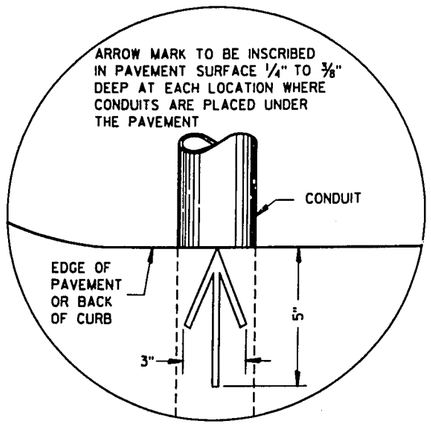
CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER

State of Wisconsin
Department of Transportation

APPROVED 4-7-83
DATE

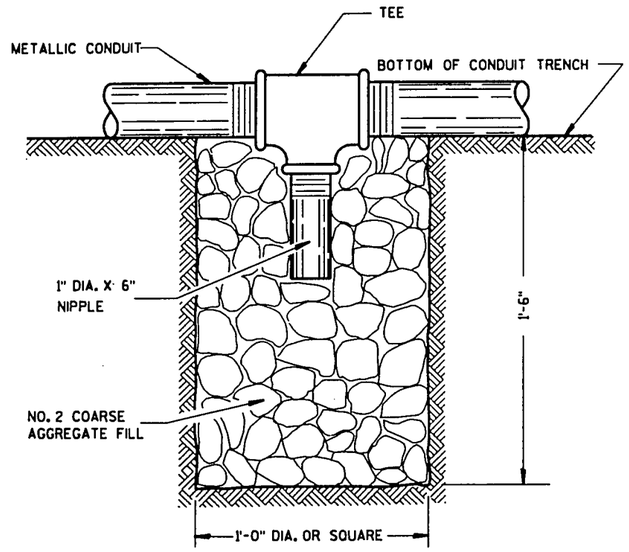
S.D.D. 8 F 5-1

S.D.D. 8 F 5-1



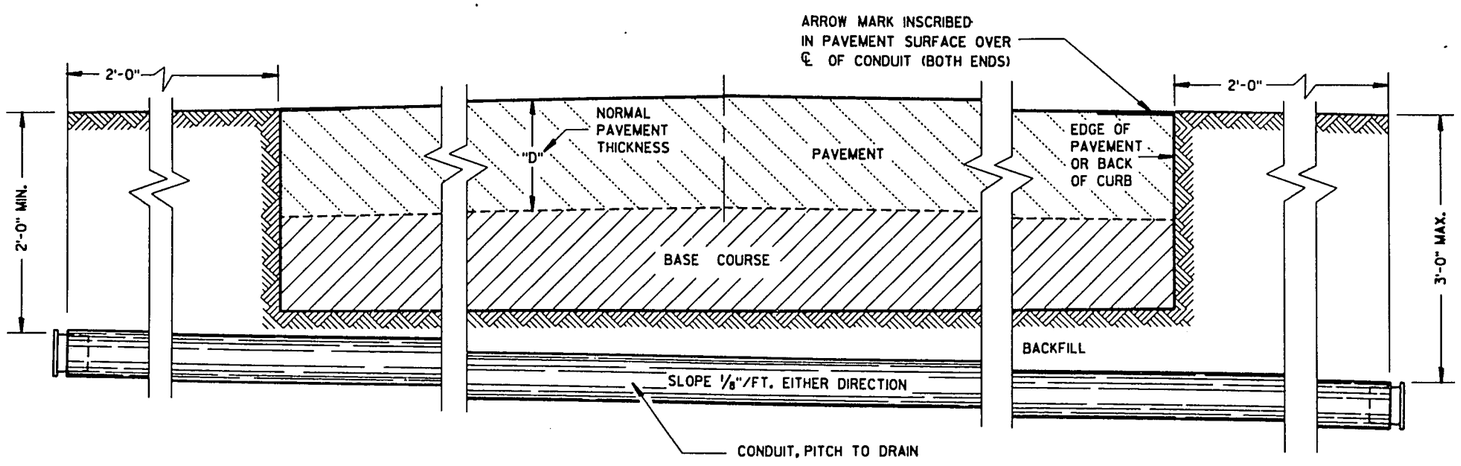
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR CONDUIT



SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 613.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 613.2.3) 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.

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

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 PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX).

A #12 GAUGE, GALVANIZED PULL WIRE SHALL BE INSTALLED IN EACH RUN OF CONDUIT THAT DOES NOT RECEIVE CABLE OR WIRE UNDER THIS CONTRACT. THE PULL WIRE SHALL BE DOUBLED BACK 2 FEET AT EACH END CAP OF THE CONDUIT RUN.

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

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.

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE — STATE ELECTRICAL ENGR FOR HWYS

9/15/92 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 9 B 2-5

S.D.D. 9 B 2-5

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE						
		CORRUGATED STEEL						POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	18	18	24	24	12
PIPE LENGTH **	B	24	36	24	36	24	36	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	16 1/4	16 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	20 1/2	20 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	14 1/2	14 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	17 1/2	17 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *								
FRAME AND COVER		60	60	110	110	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)

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.

POLYETHYLENE PULL BOXES SHALL NOT BE INSTALLED IN CONCRETE OR ASPHALTIC PAVEMENT. PULL BOXES LOCATED IN THE ROADWAY 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.

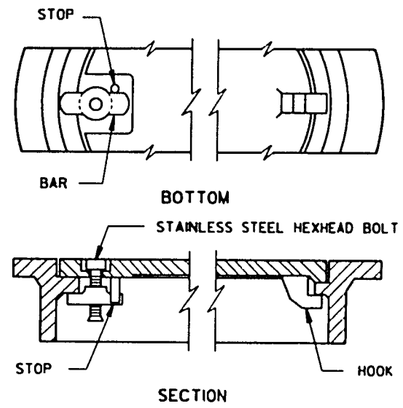
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

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.

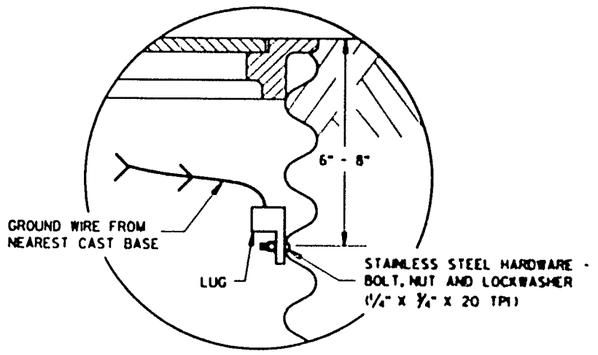
RODENT SCREEN SHALL BE 1/8" GALVANIZED STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

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

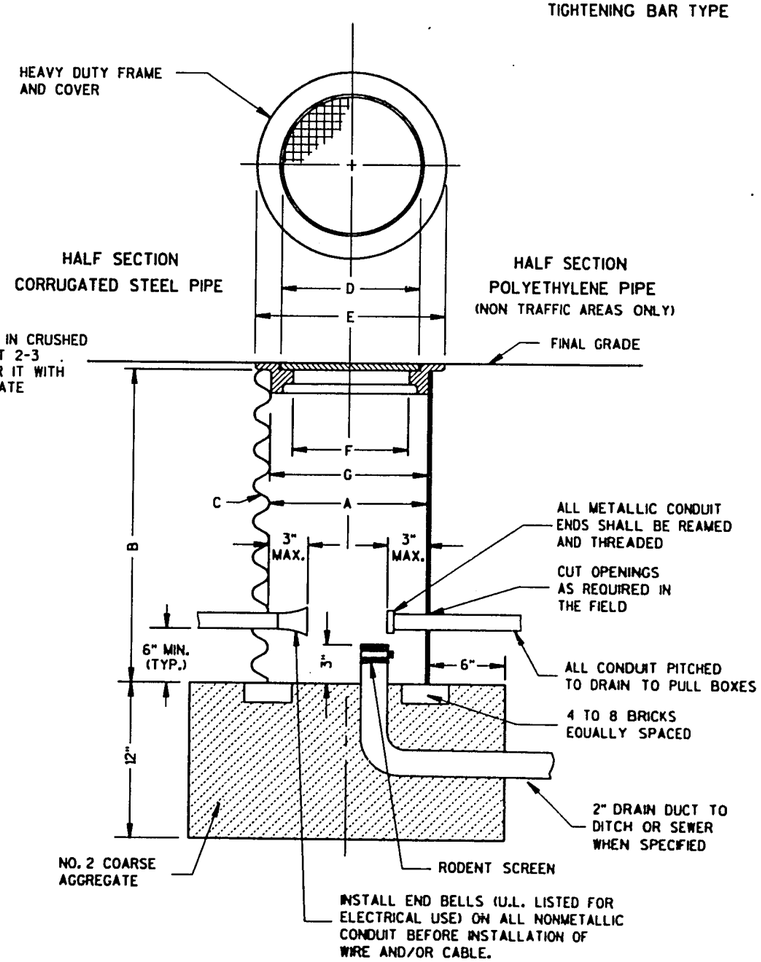


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

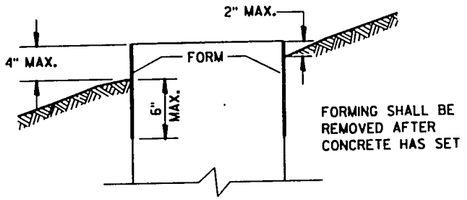
APPROVED
1/21/93 DATE — STATE ELECTRICAL ENGR FOR HOYS
1/21/93 DATE — STATE TRAFFIC ENGINEER FOR HOYS

FHBA

S.D.D. 9 B 4-1

S.D.D. 9 B 4-1

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE

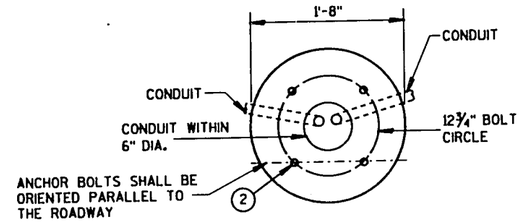


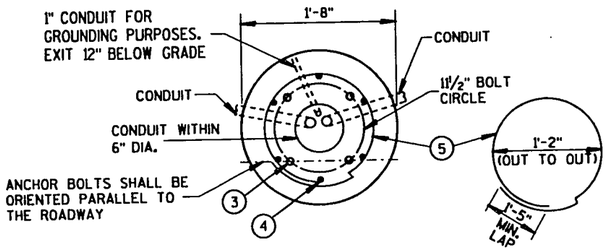
FORMING SHALL BE REMOVED AFTER CONCRETE HAS SET

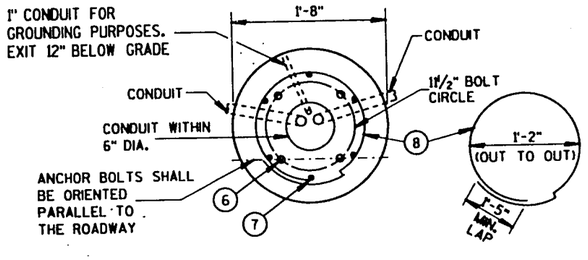
FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	.32	.57	.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

WELDING ANCHOR BOLTS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.



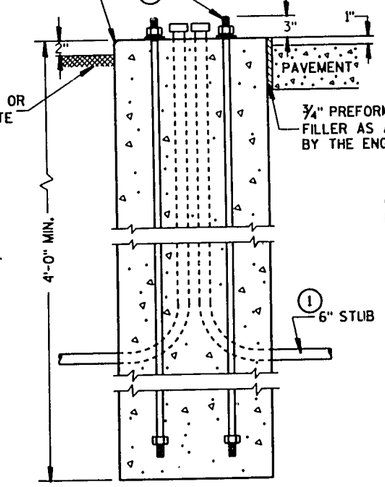




FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)

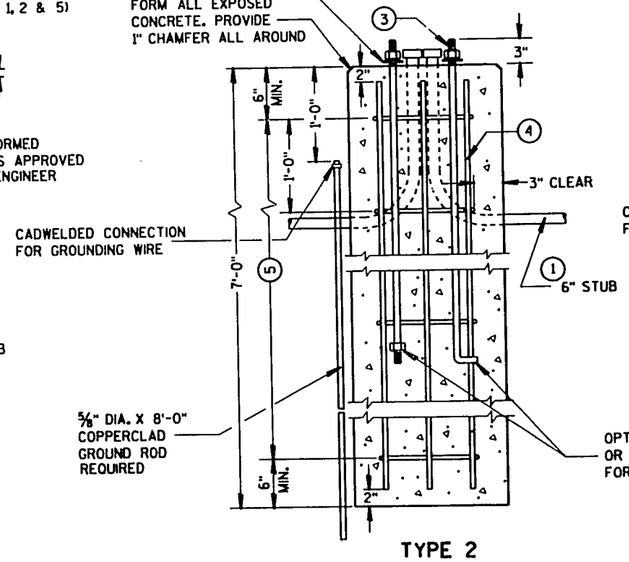
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)



TYPE 1

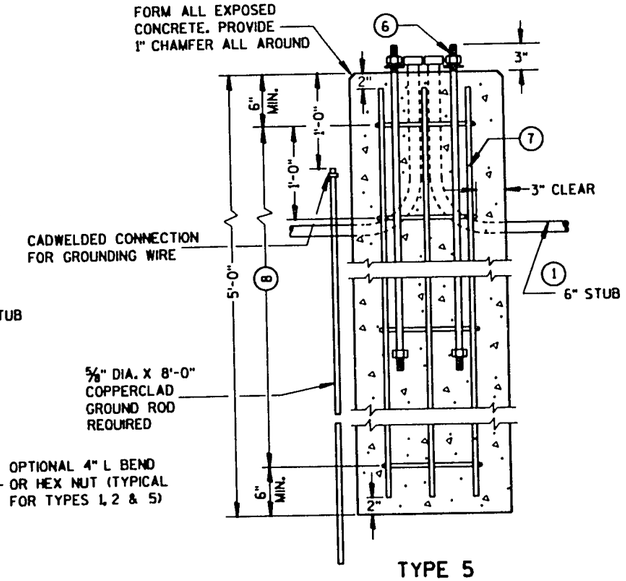
LOCK WASHER (TYPICAL)

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 2

FORM ALL EXPOSED CONCRETE. PROVIDE 1" CHAMFER ALL AROUND



TYPE 5

CONCRETE BASES

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.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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 CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL BE PLUGGED.

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.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 6 AWG, STRANDED COPPER GROUNDING WIRE SHALL BE CADWELDED TO THE GROUND ROD FOR TYPE 2 AND TYPE 5 BASES.

THE GROUNDING WIRE 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 GROUNDING WIRE SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR BOLTS SHALL BE THREADED 8" IN LENGTH ON EACH END OF THE BOLT, AND BE MANUFACTURED IN ACCORDANCE WITH SECTION 640.2.9 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WHEN ANCHOR BOLTS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

(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 BOLTS.

(3) (4) 1" DIA. X 5'-0" ANCHOR BOLTS.

(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 BOLTS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

CONCRETE BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR FOR HWYS
4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 9 C 2-1

S.D.D. 9 C 2-1

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 TO 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 ASTM A-449, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

4" BOLTS SHALL BE IN ACCORDANCE WITH SECTION 640.2.9 OF THE STANDARD SPECIFICATIONS, ASTM A-449 OR ASTM A-687 (GRADE 105).

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.

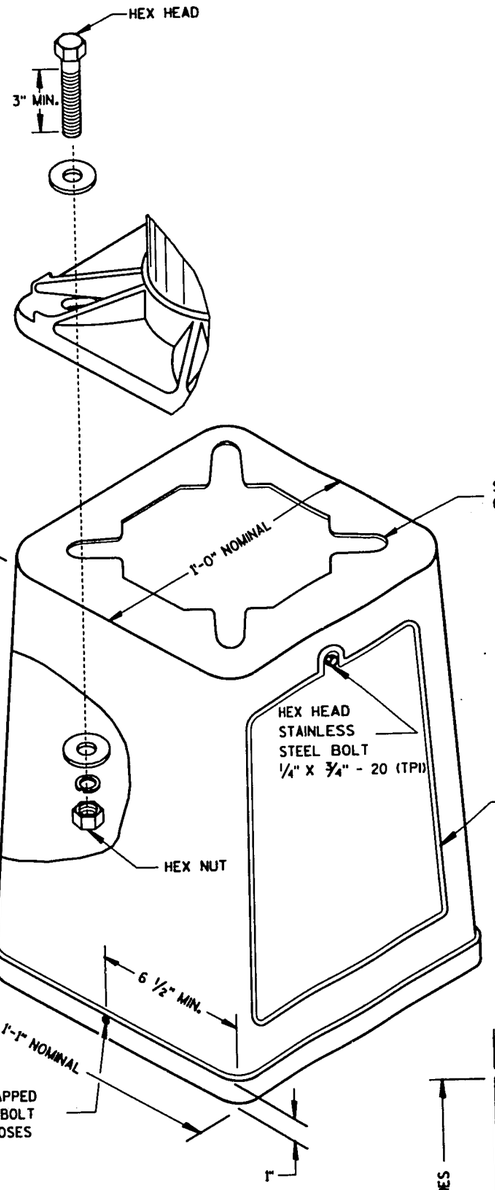
DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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.

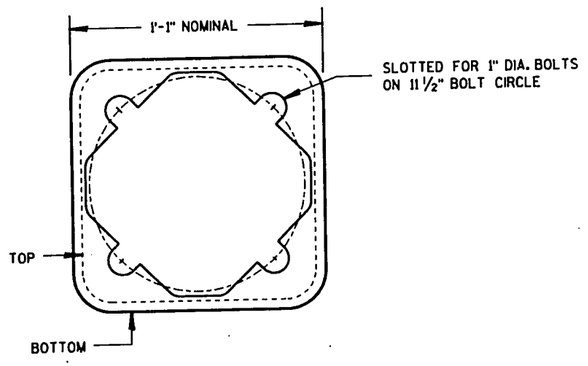
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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.

TEST REPORTS FROM AN FHWA APPROVED INDEPENDENT LABORATORY SHALL BE PROVIDED CERTIFYING THAT THE BASE HAS BEEN TESTED AND MEETS OR EXCEEDS ALL OF THE APPLICABLE 1985 AASHTO BREAKAWAY REQUIREMENTS. A STATEMENT OF CERTIFICATION FROM FHWA ATTESTING THAT SUCH TESTS HAVE BEEN ACCEPTED AND APPROVED SHALL BE SUPPLIED ALONG WITH THE BID.



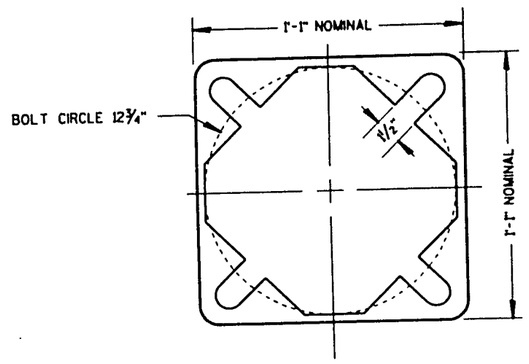
ISOMETRIC VIEW



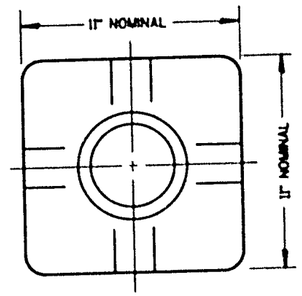
BOTTOM VIEW
(TRANSFORMER BASE)

TRANSFORMER BASE

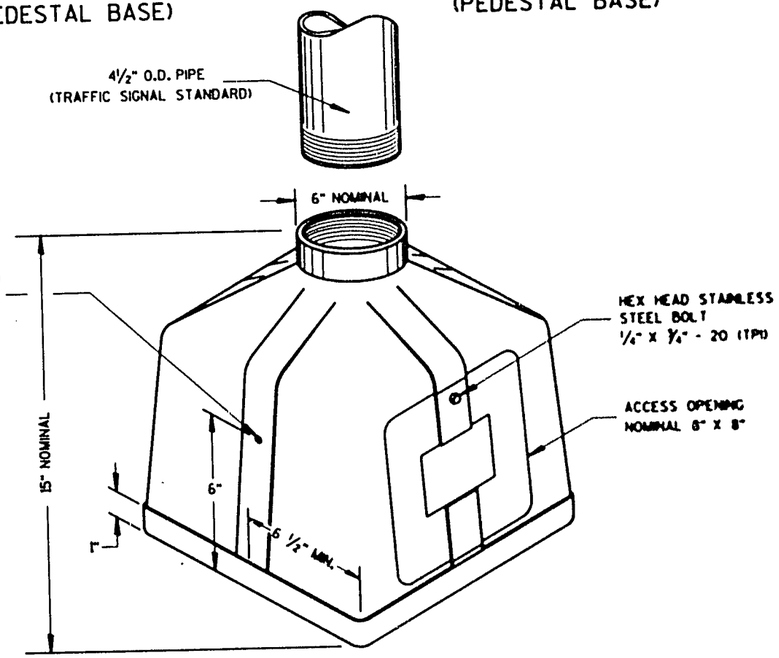
INTENDED FOR USE WITH TYPE 2, 3, 4 & 5 POLES



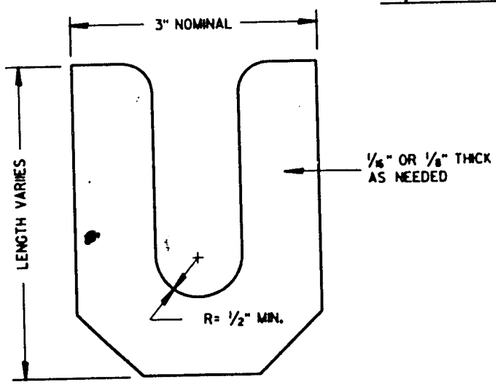
BOTTOM VIEW
(PEDESTAL BASE)



TOP VIEW
(PEDESTAL BASE)



ISOMETRIC VIEW
PEDESTAL BASE



LEVELING SHIM

CAST BASES

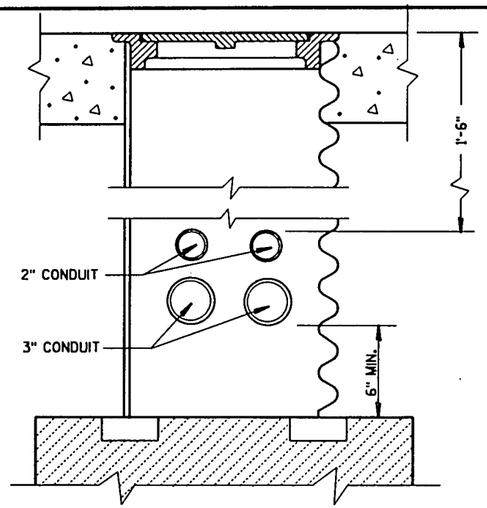
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR FOR HOTS
4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HOTS
FHWA

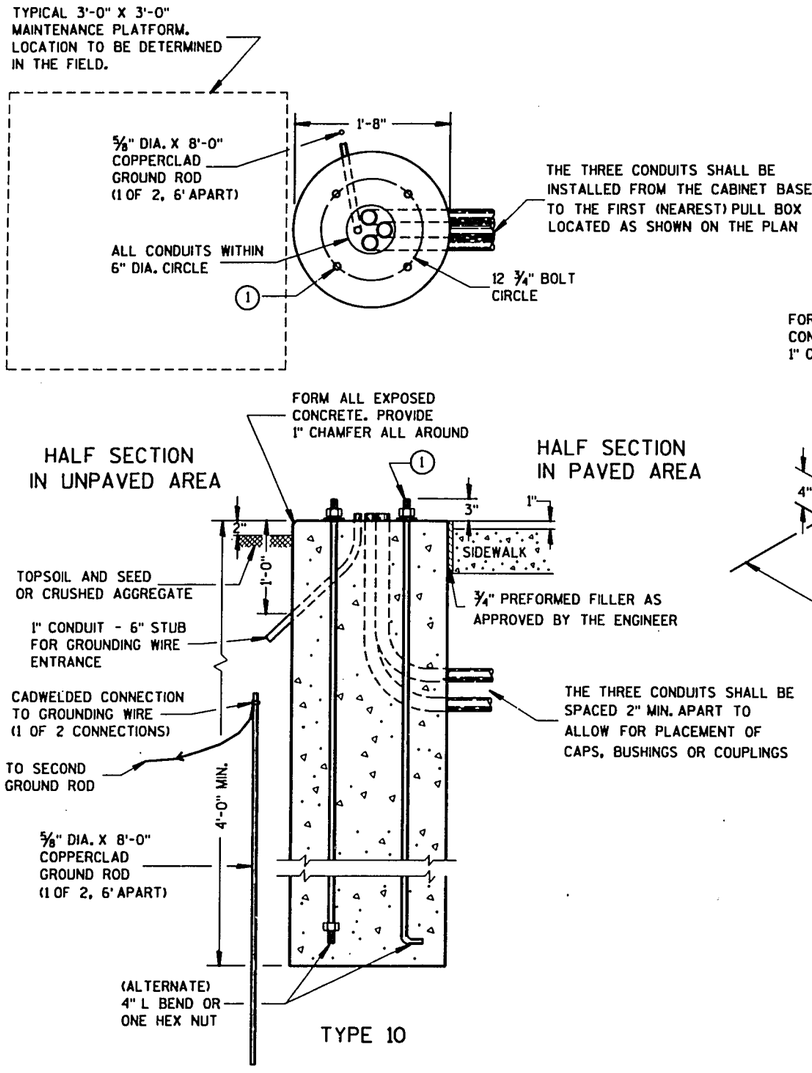
S.D.D. 9 C 3-1

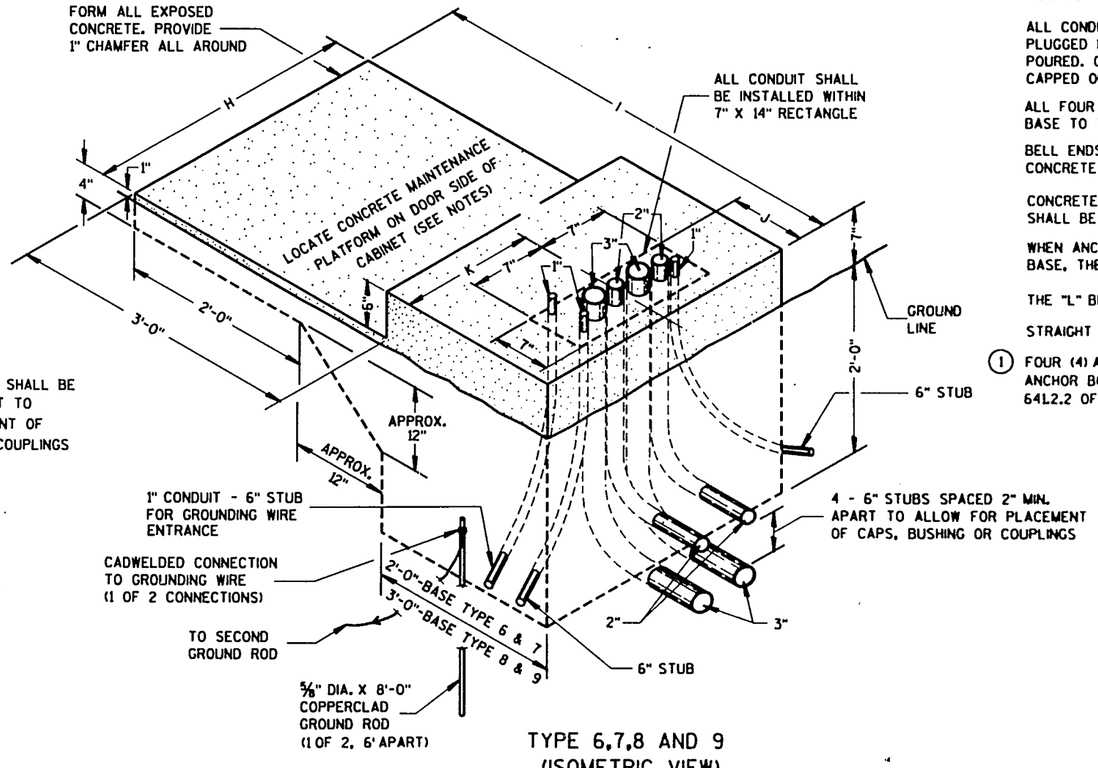
S.D.D. 9 C 3-1

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)





CONCRETE CONTROL CABINET BASES

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 BOLTS 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 BOLTS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR BOLTS SHALL BE THREADED 8" IN LENGTH ON EACH END OF THE BOLT.

(1) FOUR (4) ANCHOR BOLTS, 1" DIA. X 3'-6" ANCHOR BOLTS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 640.2.9 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449.

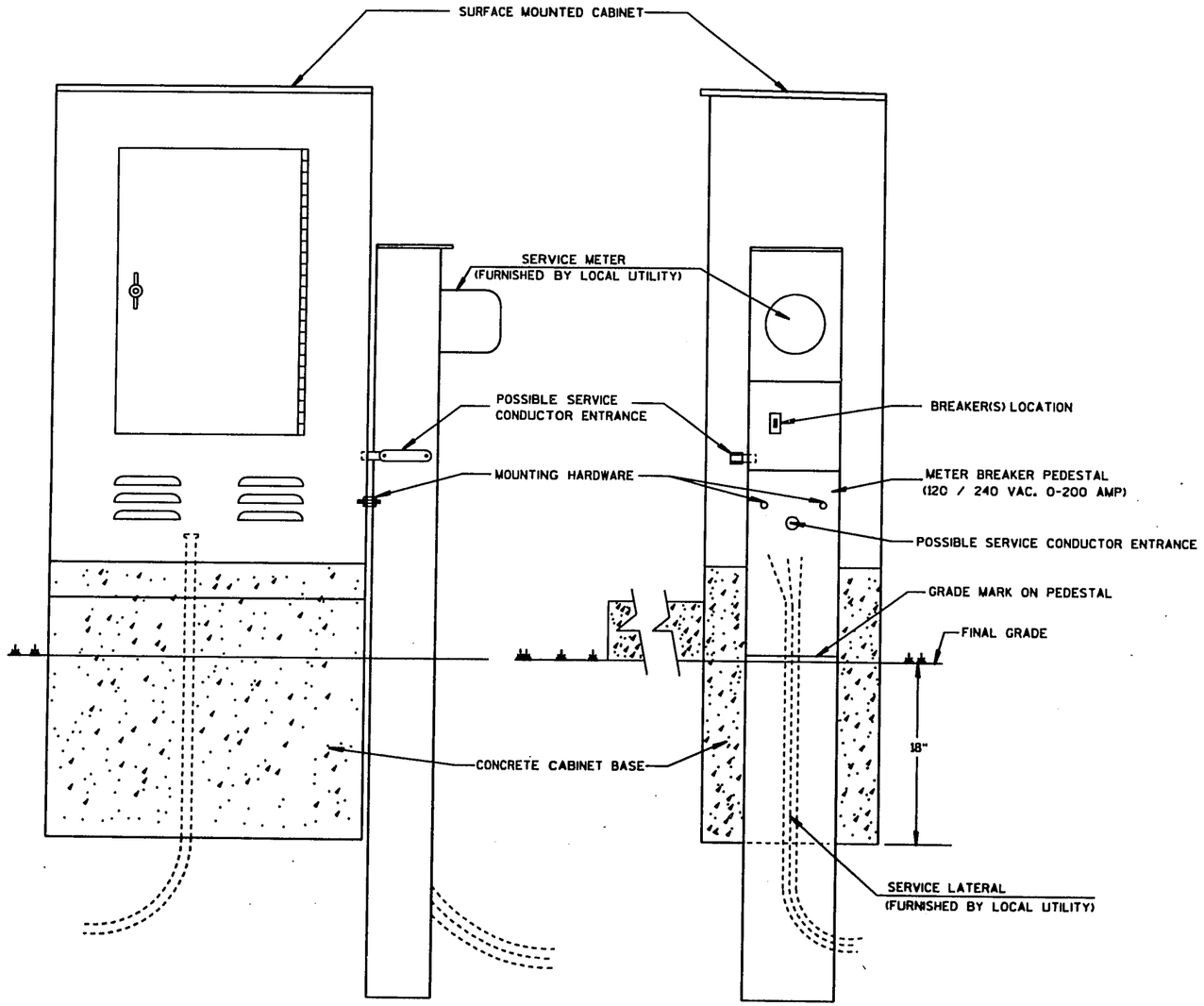
CONCRETE CONTROL CABINET BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR FOR HOTS
4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HOTS
FHWA

S.D.D. 9 C 5-1

S.D.D. 9 C 5-1



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.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AS REQUIRED AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

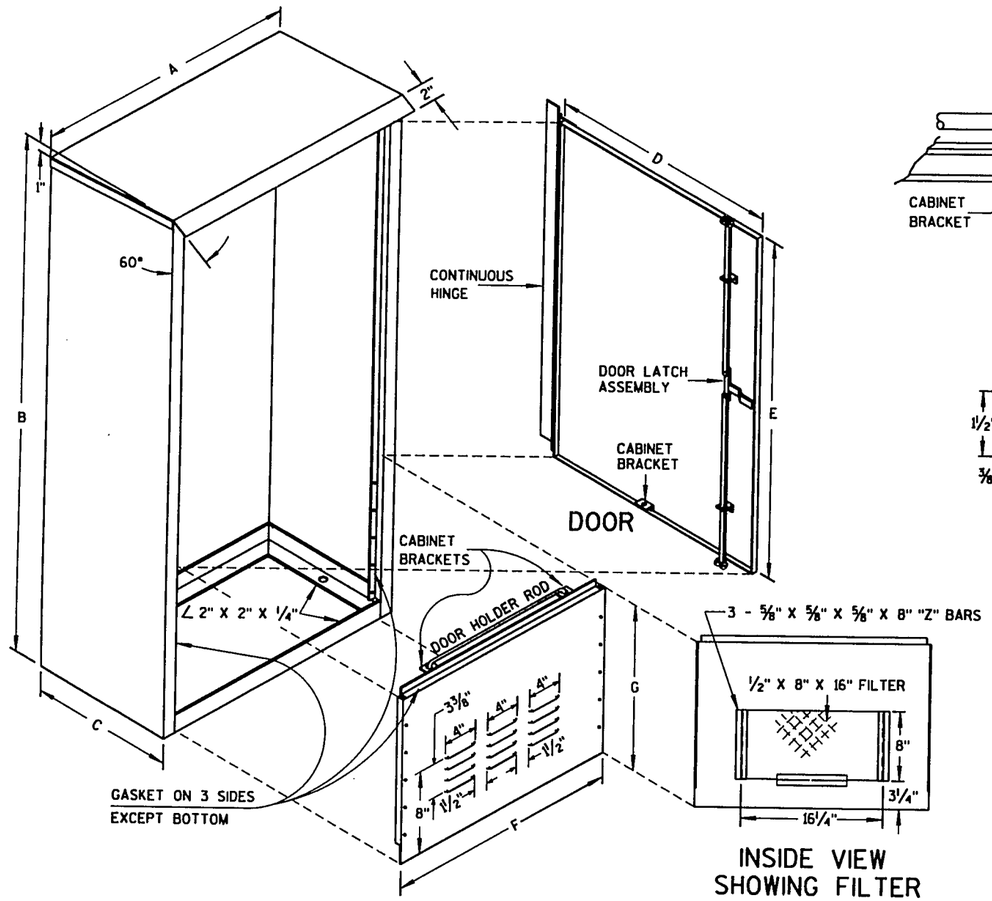
CABINET SERVICE INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/22/93
DATE
STATE ELECTRICAL ENGR FOR HRTS
4/21/93
DATE
STATE TRAFFIC ENGINEER FOR HRTS
FHWA

S.D.D. 9 D 1-1

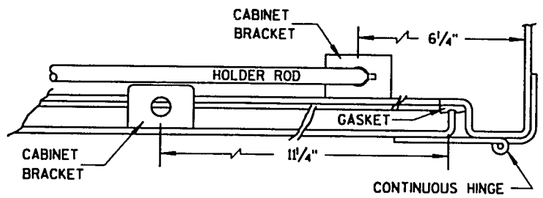
S.D.D. 9 D 1-1



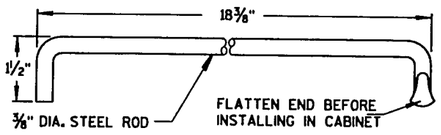
DOOR

INSIDE VIEW SHOWING FILTER

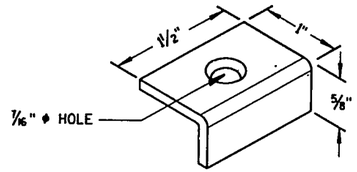
REMOVABLE COVER



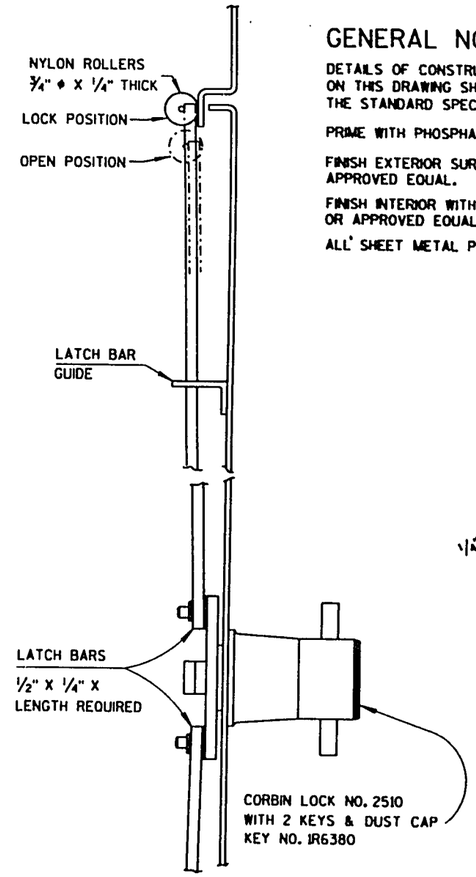
HINGE & DOOR HOLDER



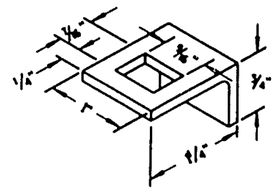
HOLDER ROD



CABINET BRACKET



LATCH ASSEMBLY



LATCH BAR GUIDE

GENERAL NOTES

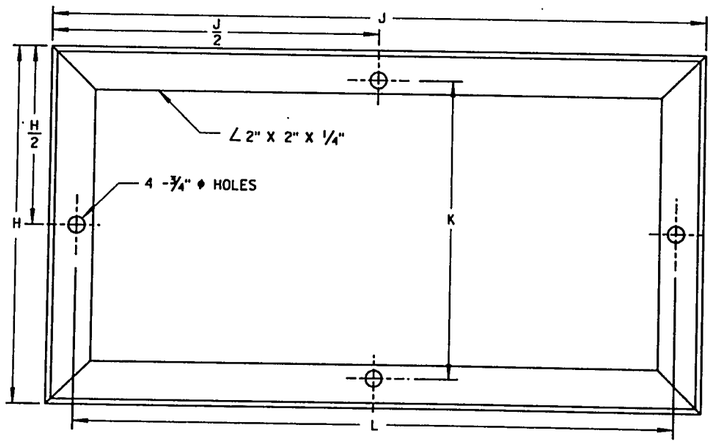
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE 12 GA. HRP&O.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2

SIGNAL OR LIGHTING CONTROL CABINET

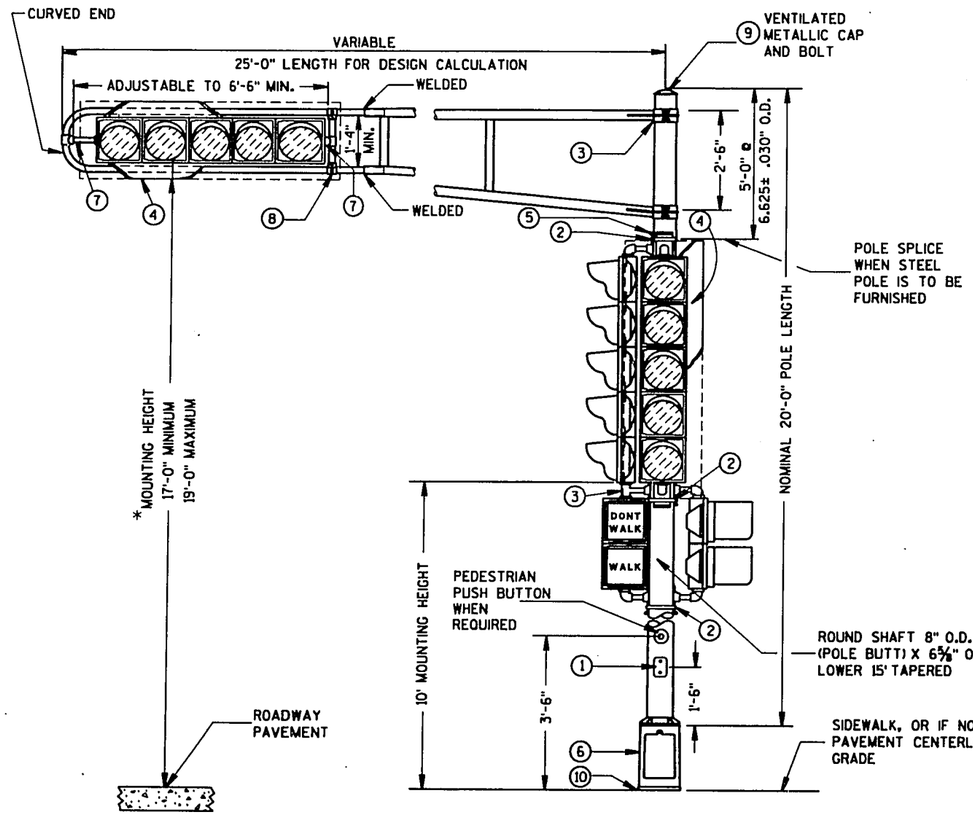
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR. FOR HWYS
4/22/93 DATE — STATE TRAFFIC ENGINEER FOR HWYS

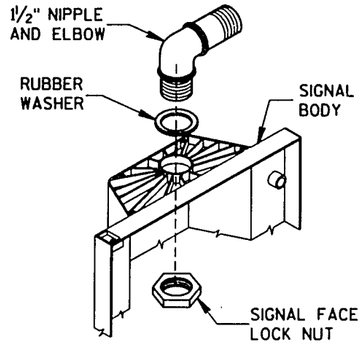
FHWA

S.D.D. 9 D 2-1

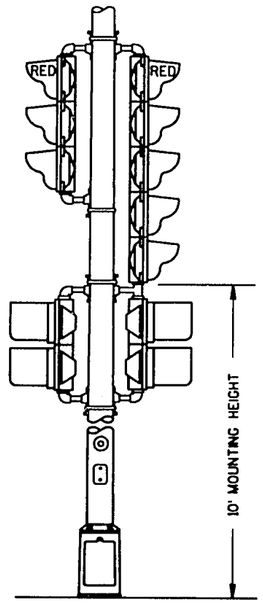
S.D.D. 9 D 2-1



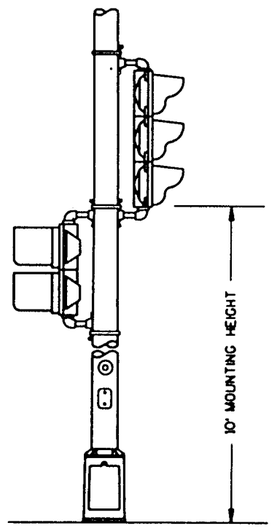
(MAXIMUM LOAD)



SIGNAL FACE MOUNTING DETAIL



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



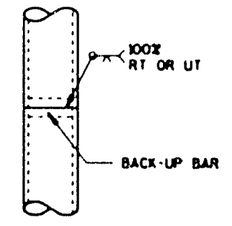
TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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 SPECIAL PROVISIONS).
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. BACKBOARDS ARE REQUIRED AT ALL TIMES ON TROMBONE MAST ARM MOUNTED SIGNAL FACES. VERTICAL MOUNTED SIGNAL FACES WITH BACKBOARDS REQUIRED ARE LOCATED AS SHOWN ON THE PLANS. BACKBOARDS ARE REQUIRED TO SURROUND SIGNAL FACES. BACKBOARDS SHALL EXTEND 5" BEYOND EXTREMITIES OF THE SIGNAL FACE.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. 1½" PIPE THREAD ON THE MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE. NIPPLE SHALL BE 1½" X 2".
8. VERTICAL STRUT (ADJUSTABLE), ONE (1) SET SCREW (¼" X ¾" LONG - 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 THE TRANSFORMER BASE.

*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF CERTIFICATION OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO SHIPMENT OF THE POLES. VERIFICATION AND APPROVAL OF THE TESTING CERTIFICATION FROM THE MANUFACTURER SHALL BE COMPLETED BY THE CENTRAL OFFICE BRIDGE SECTION.



TYPE 2 POLE MOUNTING CONFIGURATION

NOTE:
SHEET SDD 9 E 1-1a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

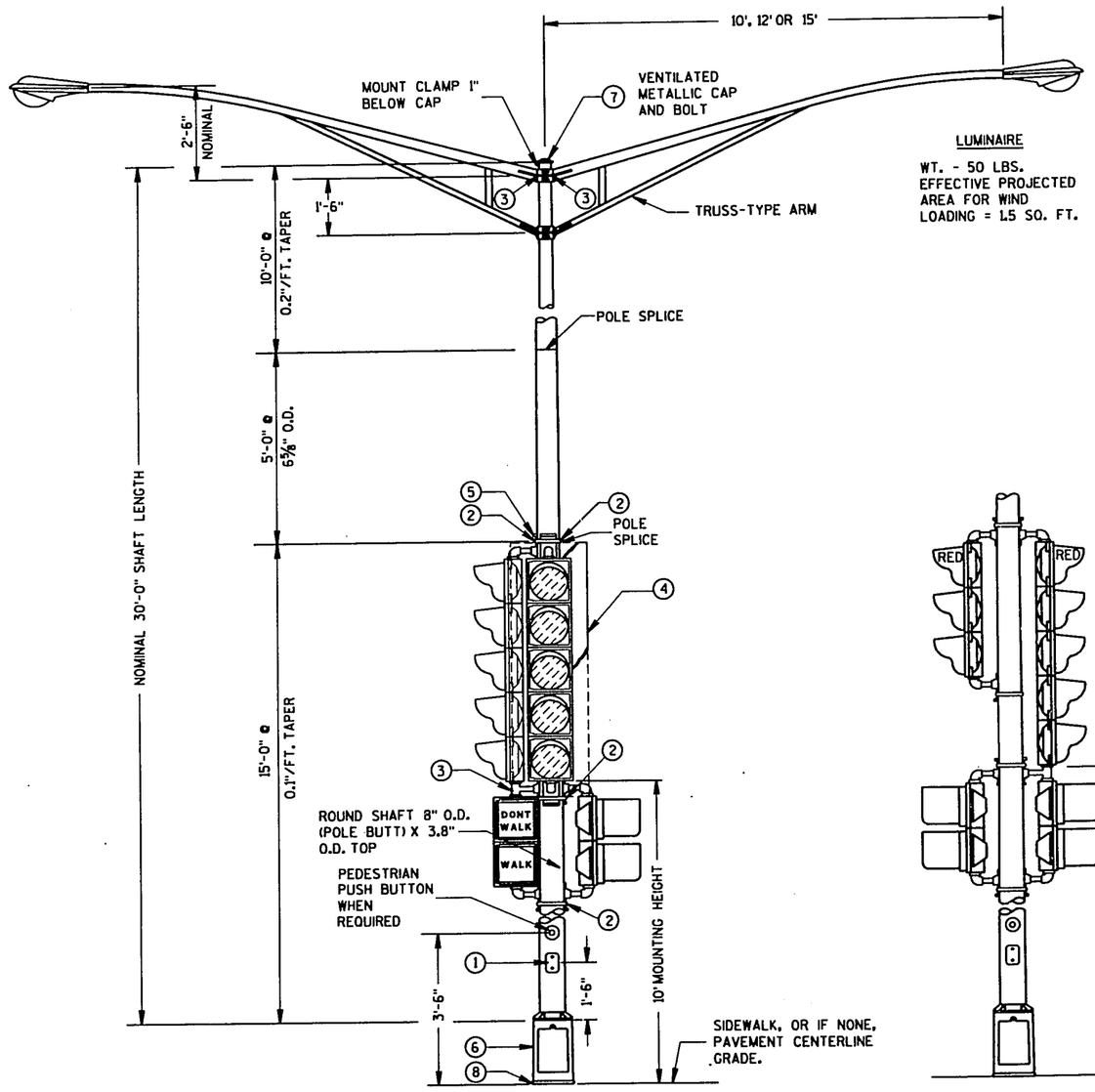
DESIGN NOTE: (WILL NOT APPEAR ON CONTRACT PLANS)
THIS DETAIL IS APPLICABLE WHEN SIGNALS ARE MOUNTED ON A TROMBONE ARM. DO NOT USE FOR LIGHTING.

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

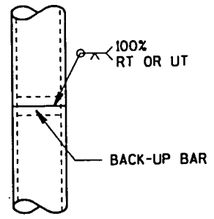
S.D.D. 9 E 1-1a

S.D.D. 9 E 1-1a

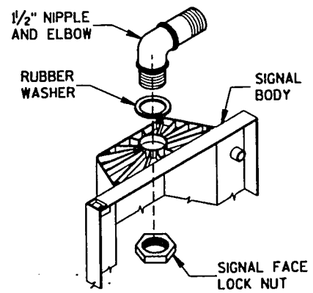


(MAXIMUM LOAD)

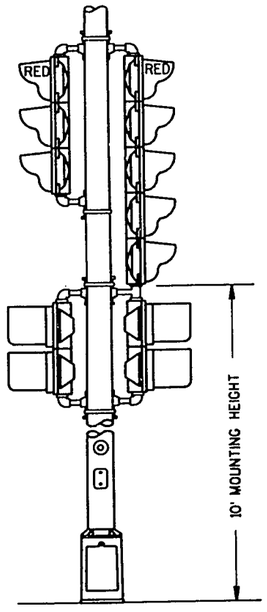
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF CERTIFICATION OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO THE SHIPMENT OF THE POLES. VERIFICATION AND APPROVAL OF THE TESTING CERTIFICATION FROM THE MANUFACTURER SHALL BE COMPLETED BY THE CENTRAL OFFICE BRIDGE SECTION.



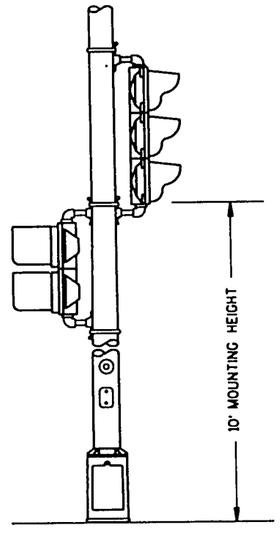
POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

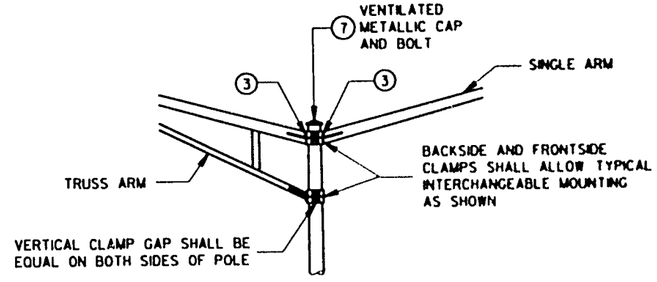
GENERAL NOTES

THE POLE USED IN THE TYPE 4 MOUNTING CONFIGURATION SHALL BE INTERCHANGEABLE WITH, AND MEET THE LOADING REQUIREMENTS OF A TYPE 3 POLE.

ALL LUMINAIRE POLE MOUNTINGS SHALL BE DESIGNED FOR TWIN 15' ARMS WITH LUMINAIRES.

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 ⅜" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE SPECIAL PROVISIONS).
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. VERTICAL MOUNTED SIGNAL FACES WITH BACKBOARDS REQUIRED ARE LOCATED AS SHOWN ON THE PLANS. BACKBOARDS ARE REQUIRED TO SURROUND SIGNAL FACES. BACKBOARDS SHALL EXTEND 5" BEYOND EXTREMITIES OF SIGNAL FACE.
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

NOTE:
SHEET SDD 9 E1-1a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

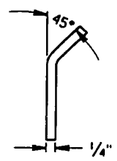
TYPE 4 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

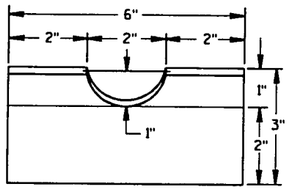
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 9 E 1-1c

S.D.D. 9 E 1-1c



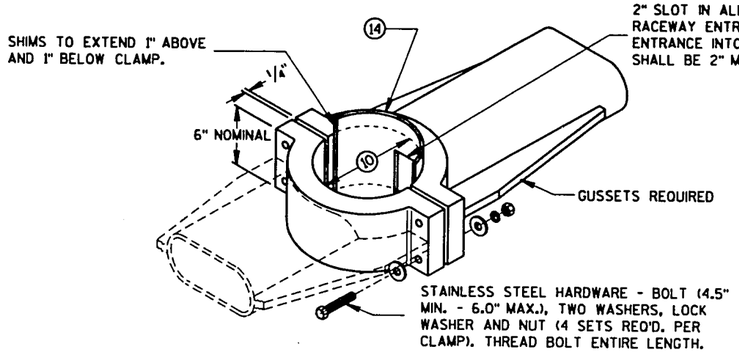
END VIEW



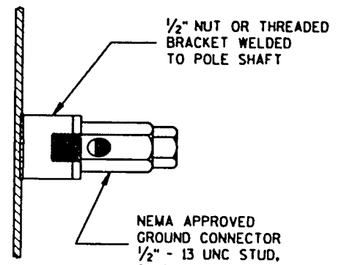
FRONT VIEW

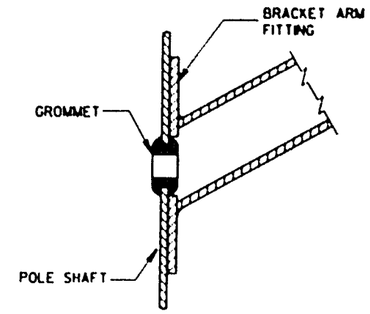
RECTANGULAR CLAMP SHIM

(4 TO A SET)

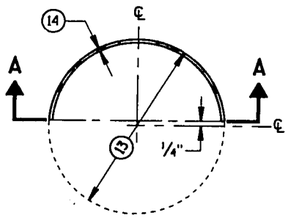


TYPICAL TROMBONE MAST ARM AND LUMINAIRE MAST ARM MOUNTING CLAMP

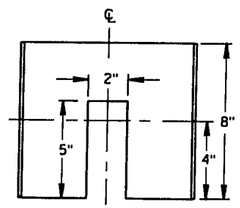




TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



PLAN VIEW



SECTION A-A

CIRCULAR CLAMP SHIM

(2 TO A SET)

GENERAL NOTES

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR BOLT COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR BOLTS.

(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 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

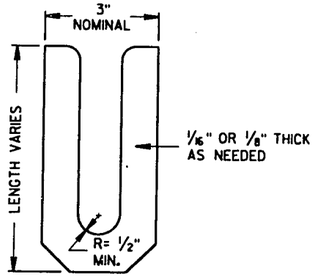
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

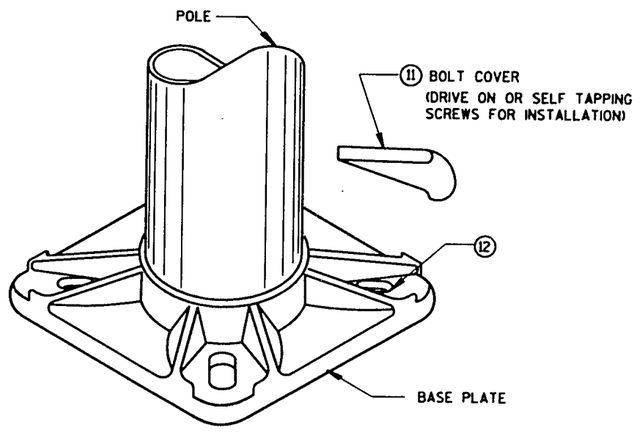
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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.

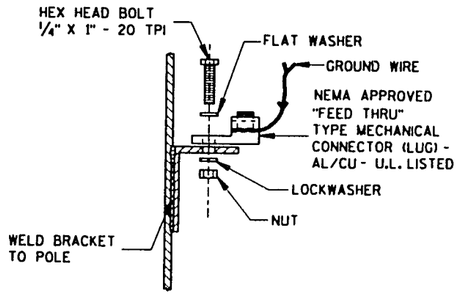
SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



LEVELING SHIM (15)

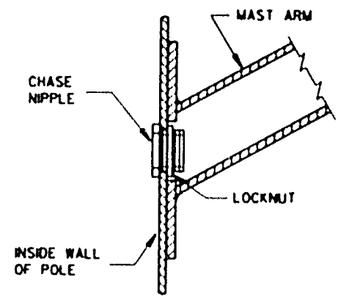


BASE PLATE

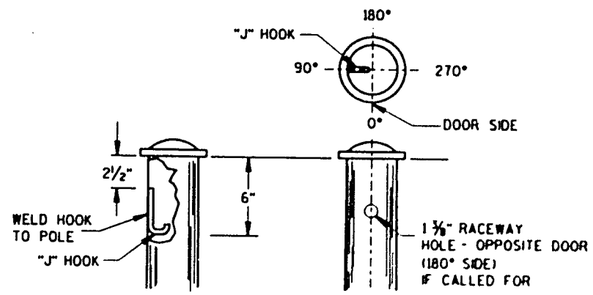


TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT



TYPICAL "J" HOOK LOCATION

NOTE:

THIS DRAWING IS REQUIRED WHEN DRAWINGS SDD 9 E 1-1a, b, c, OR d IS CALLED FOR IN THE PLANS.

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9/21/93 DATE — STATE ELECTRICAL ENGR FOR HWYS

1/21/93 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 9 E 1-1e

S.D.D. 9 E 1-1e

SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR 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.

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.

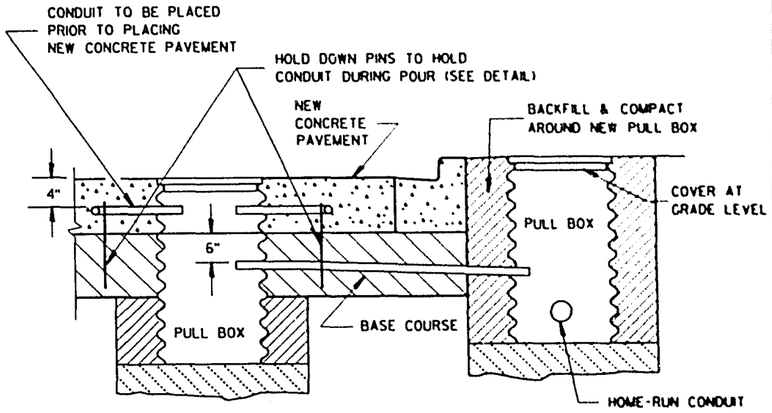
LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TURNS 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, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

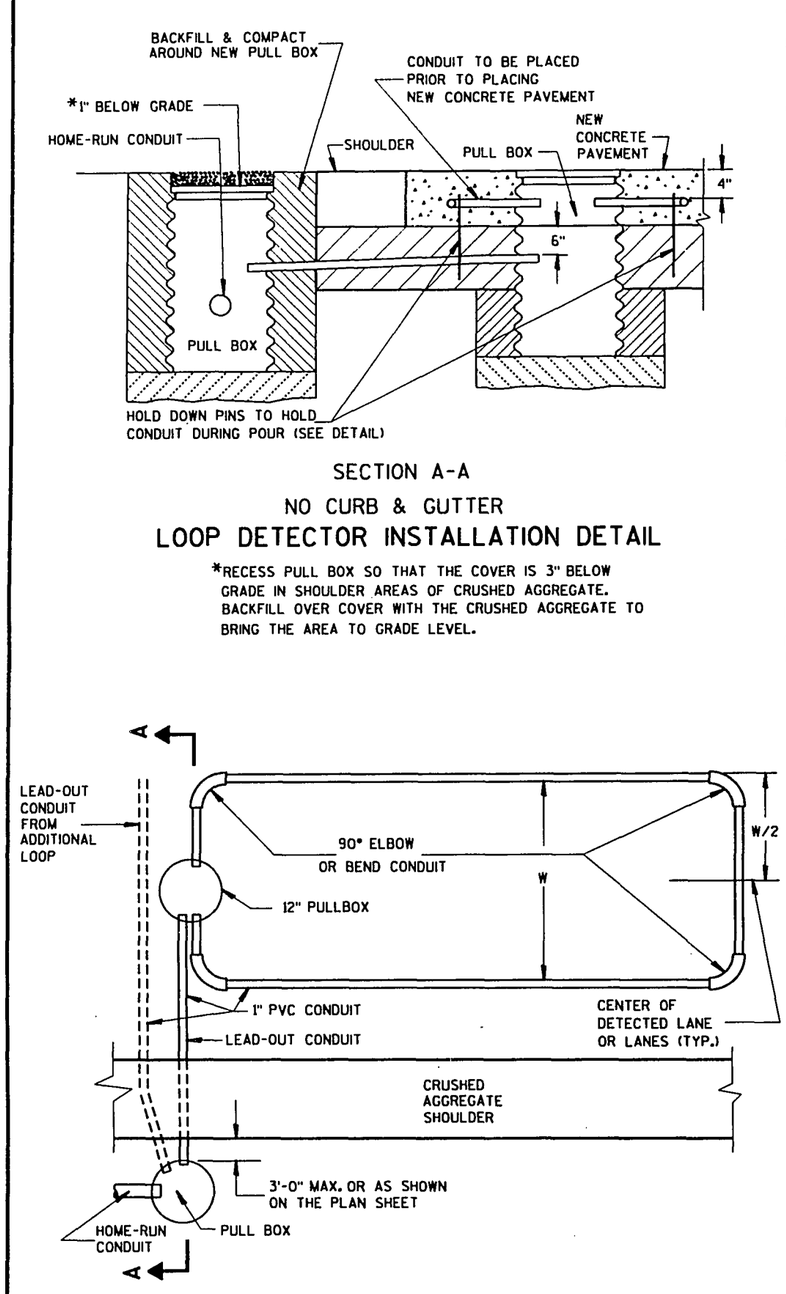
PROTECTION OF THE PULL BOX AND RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.



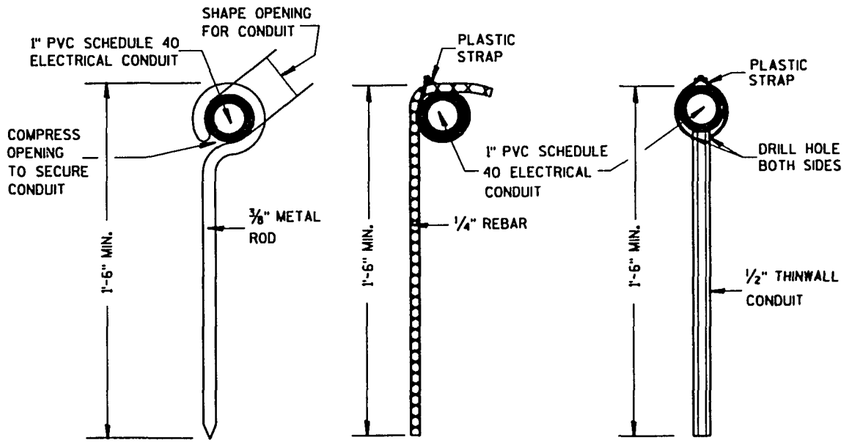
SECTION B-B

CURB & GUTTER

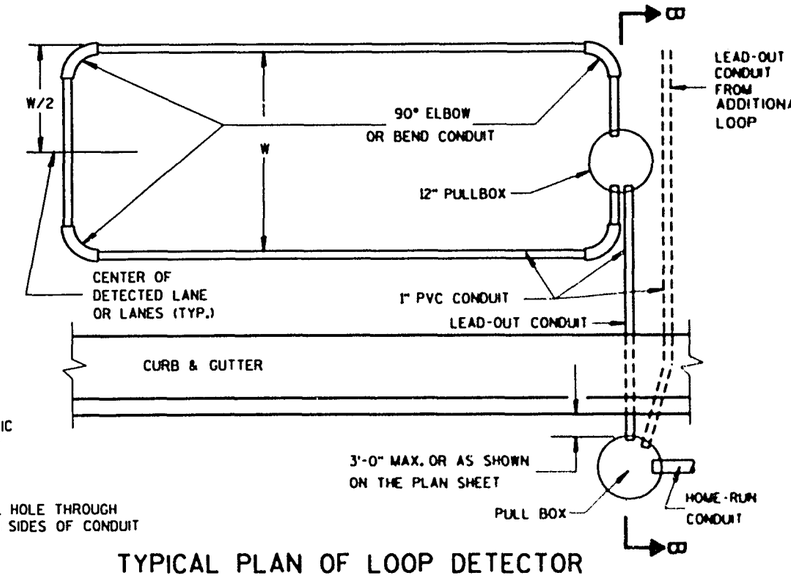
LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL DETAILS FOR HOLD DOWN PINS



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX

LOOP DETECTOR INSTALLED
IN NEW CONCRETE PAVEMENT
ROUND CSCP PULLBOX.
(MULTIPLE LEAD-OUT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/21/93 DATE — STATE ELECTRICAL ENGR FOR HBTS

4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HBTS

FHWA

S.D.D. 9 F 5-1

S.D.D. 9 F 5-1

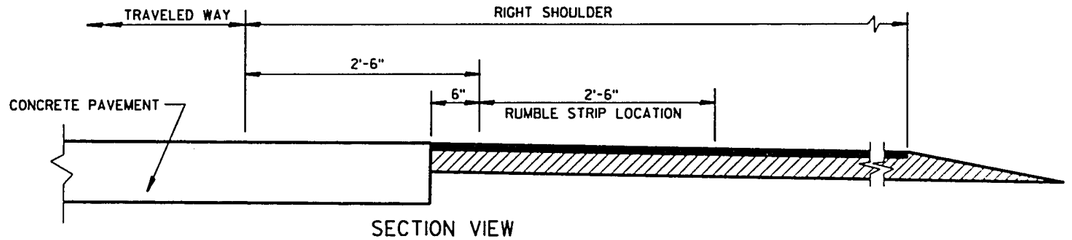
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

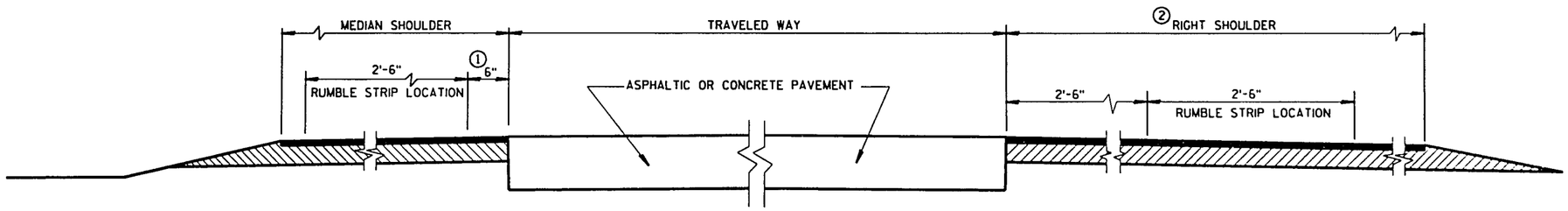
FINISH ROLLING OF THE ASPHALTIC SHOULDER SHALL INCLUDE THE SURFACE OVER THE RUMBLE STRIP DEPRESSIONS.

① 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.

② DIMENSIONS ALSO APPLY WHEN RUMBLE STRIPS ARE REQUIRED IN THE RIGHT SHOULDER OF RAMPS.



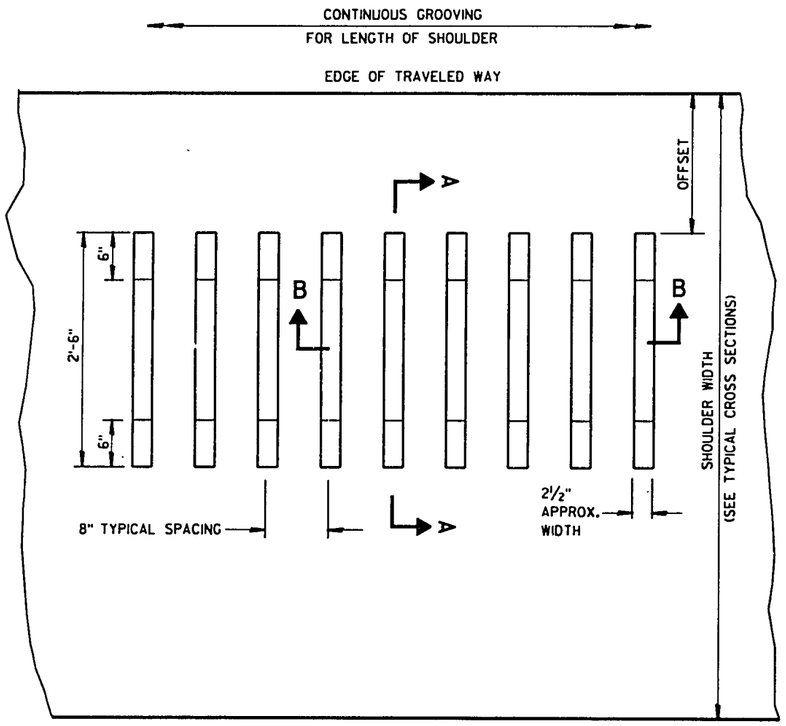
SECTION VIEW
(CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



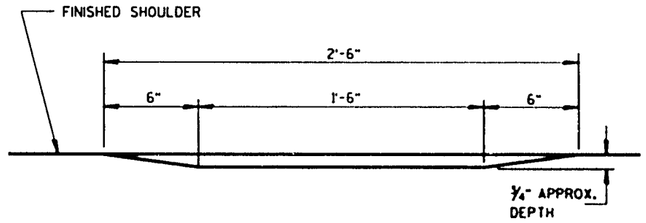
SECTION VIEW

TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

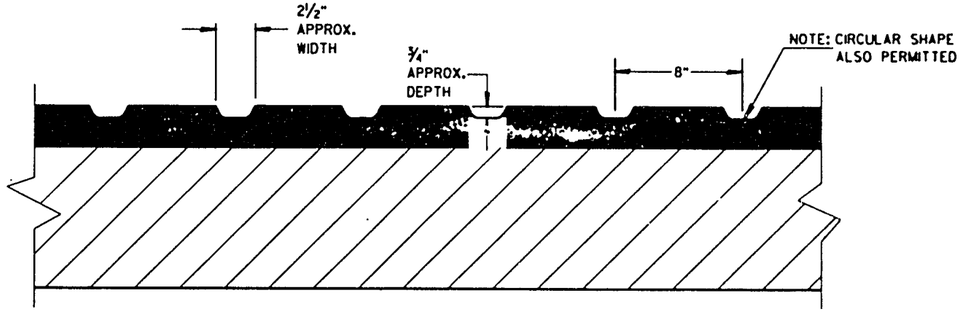
(ONE ROADWAY IS SHOWN)



PLAN VIEW



SECTION A-A



SECTION B-B

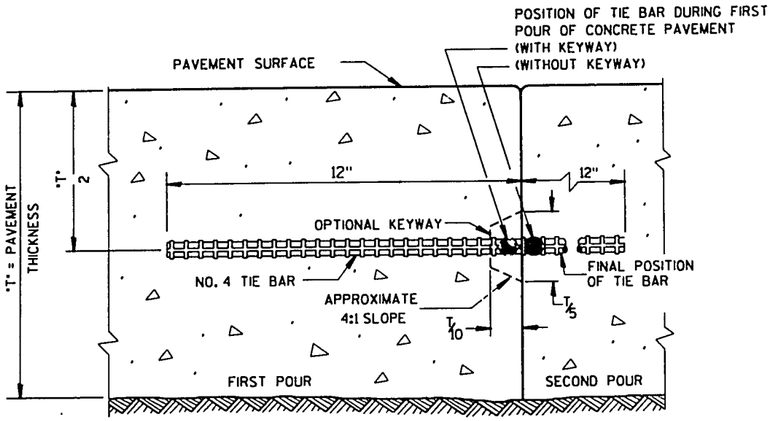
ASPHALTIC SHOULDER
RUMBLE STRIPS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

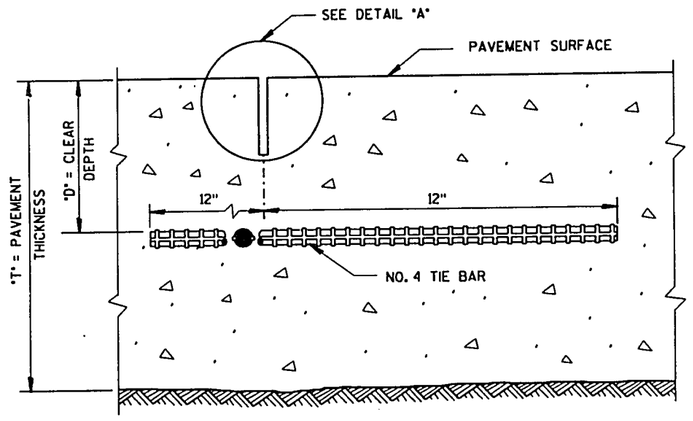
APPROVED
2/8/91
DATE
STATE DESIGN ENGINEER FOR WDOT
FHWA

S.D.D. 13 A 4-3

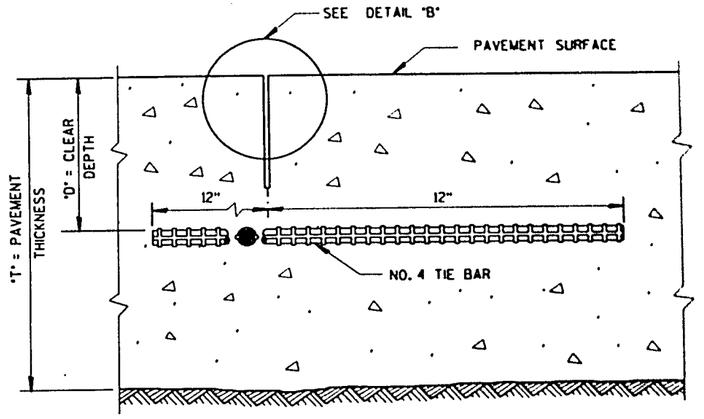
S.D.D. 13 A 4-3



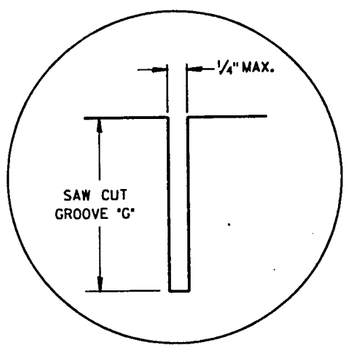
CONSTRUCTION JOINT



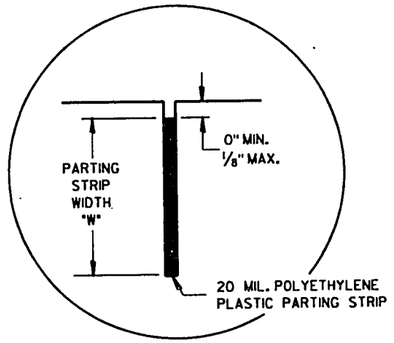
SAWED JOINT



RIBBON JOINT



DETAIL "A"



DETAIL "B"

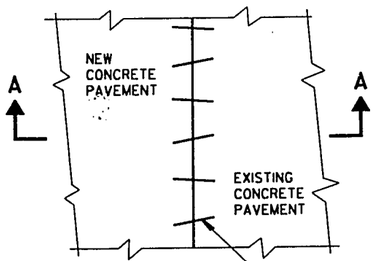
GENERAL NOTES

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

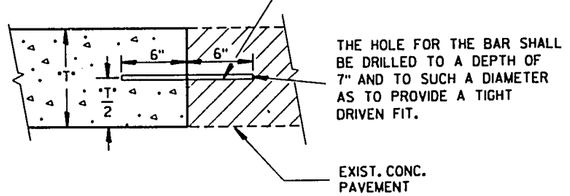
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

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.

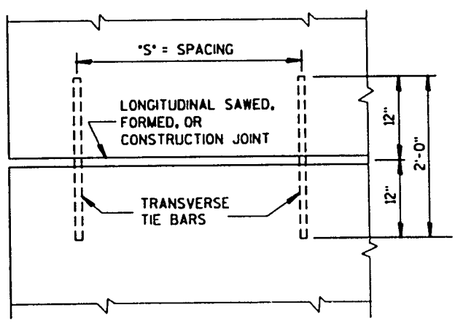


PLAN VIEW



SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"		PARTING STRIP WIDTH "W"
			PAVEMENT WIDTH		
			24' OR 26'	30'	
6"	3"±½"	1½"	48"	42"	2"
7"	3 ¼"±1"	1¾"	45"	36"	2 ¼"
8"	3 ¾"±1"	2"	39"	30"	2 ½"
9"	4 ¼"±1"	2 ¼"	33"	27"	3"
10"	4 ¾"±1"	2 ½"	30"	24"	3 ¼"
11"	5 ¼"±1"	2 ¾"	27"	21"	3 ¾"
12"	5 ¾"±1"	3"	24"	21"	4"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

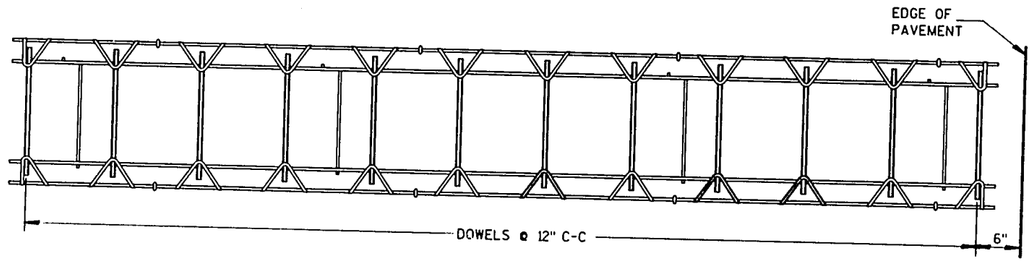
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/16/92 DATE
STATE DESIGN ENGINEER FOR FHWA

FHWA

S.D.D. 13 C 1-9

S.D.D. 13 C 1-9



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY①

DOWEL BAR SIZE TABLE

PAVEMENT DEPTH	DOWEL BAR DIAMETER
9" OR LESS	1¼"
MORE THAN 9"	1½"

GENERAL NOTES

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

CONTRACTION JOINTS

UNLESS OTHERWISE SPECIFIED OR SHOWN IN THE CONTRACT, CONTRACTION JOINTS MAY BE ORIENTED EITHER NORMAL TO THE CENTERLINE AS SHOWN OR SKEWED 6:1 RIGHT HAND FORWARD. THE LOCATION OF CONTRACTION JOINTS THRU INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND SURFACE.

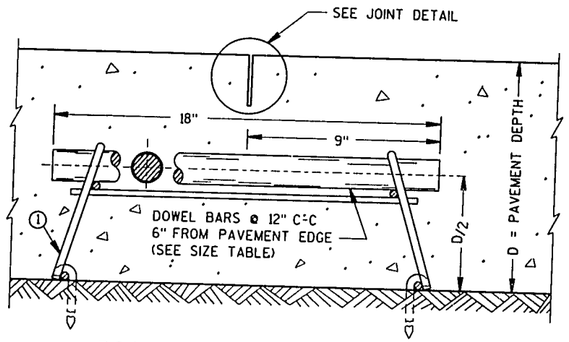
CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

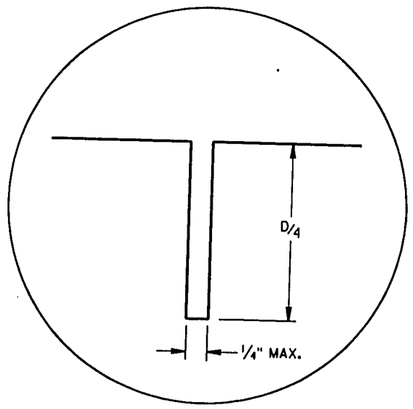
TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

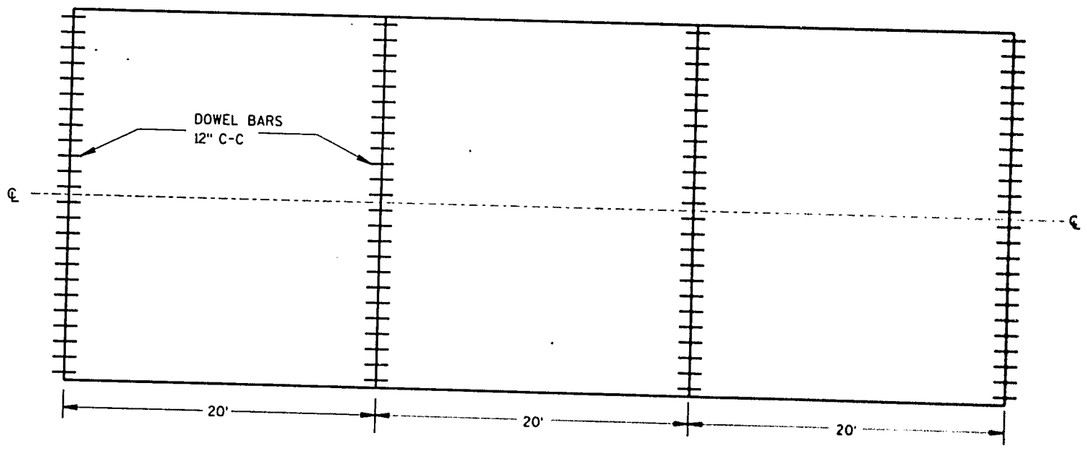
① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.



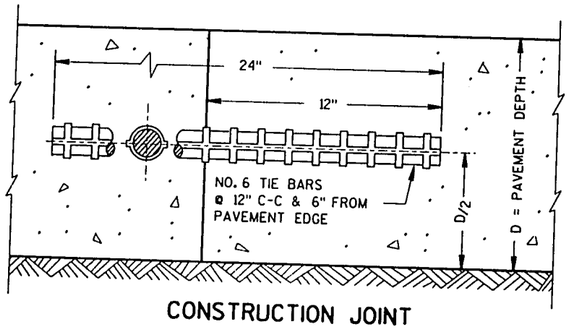
DOWELED CONTRACTION JOINT



JOINT DETAIL



CONTRACTION JOINT LOCATIONS



CONSTRUCTION JOINT

DOWELED NON-REINFORCED CONCRETE PAVEMENT
(TRANSVERSE JOINTS SPACED AT 20' & NORMAL)

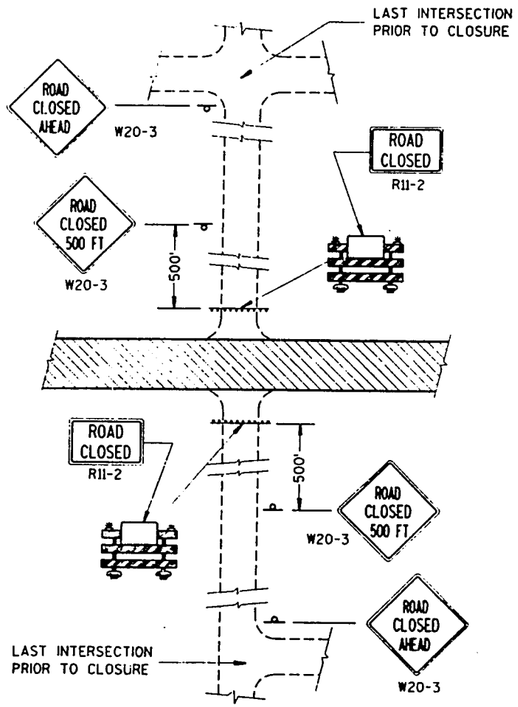
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/19/90
DATE
STATE DESIGN ENGINEER FOR FHWA

FHWA

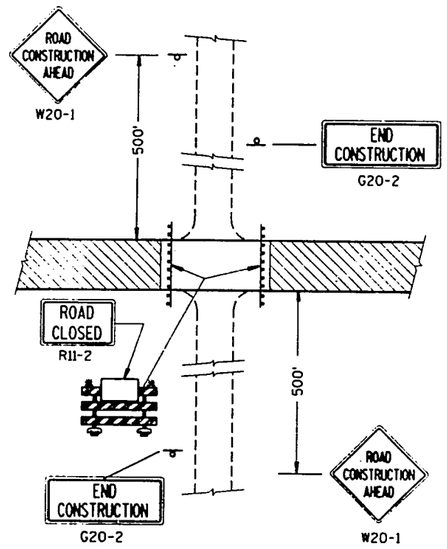
S.D.D. 13 C 13-1

S.D.D. 13 C 13-1



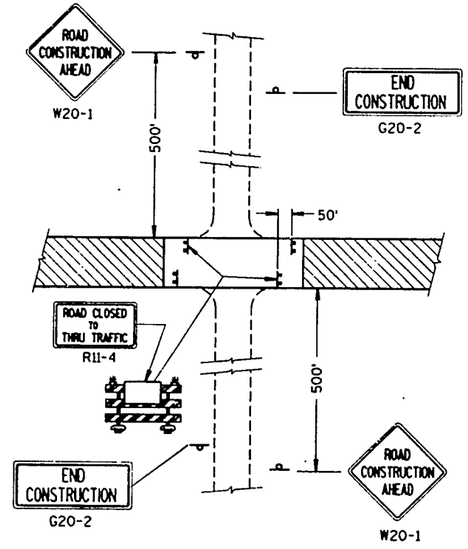
DETAIL 1

(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".
- G20-2 SIGNS SHALL BE 60" 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.

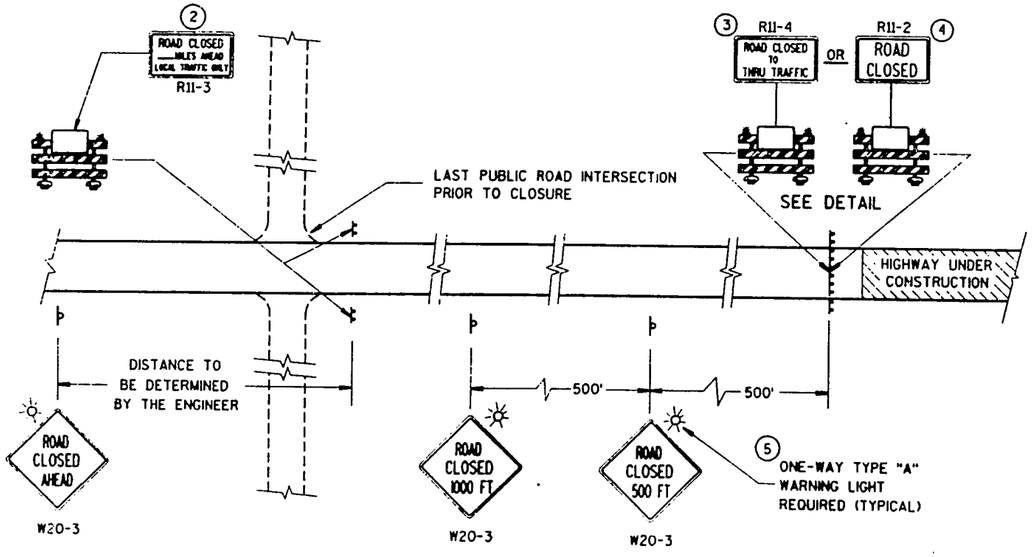
(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.

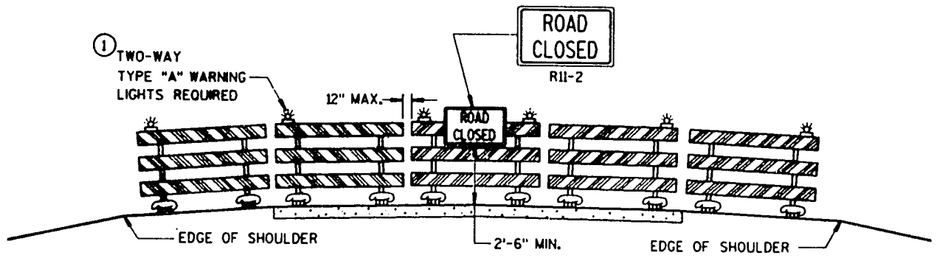
(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(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

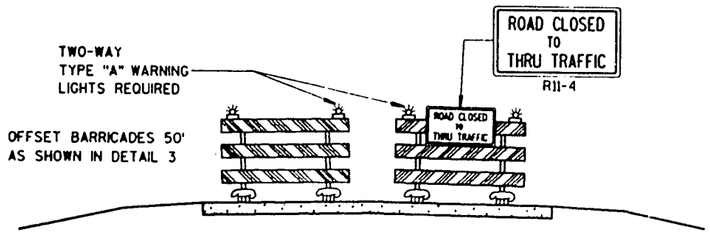


MAINLINE CLOSURE



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 TRAFFIC CONTROL FOR ROAD CLOSURES

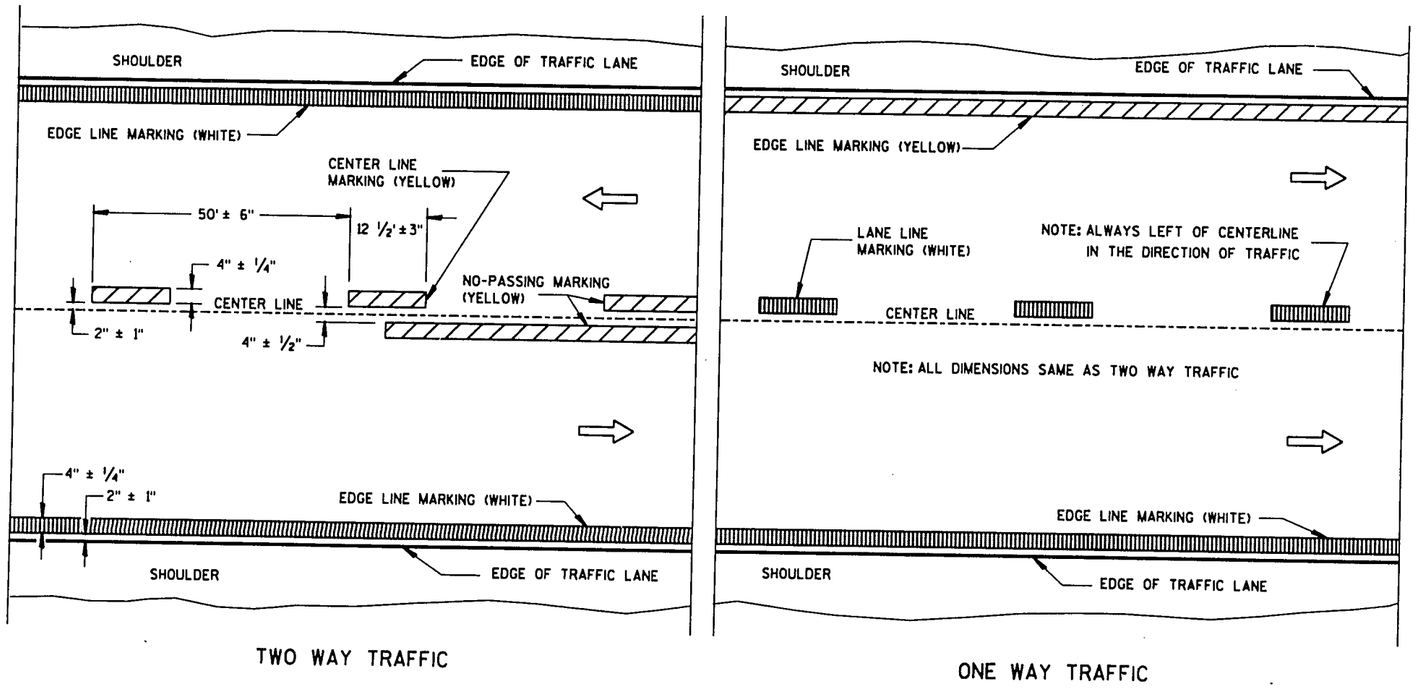
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-31-81
DATE
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

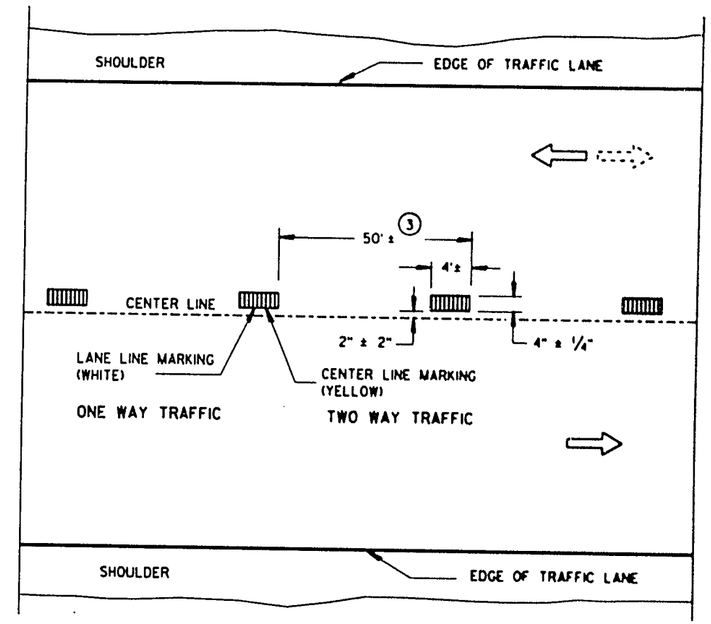
S.D.D. 15 C 2-2

S.D.D. 15 C 2-2



PERMANENT PAVEMENT MARKING

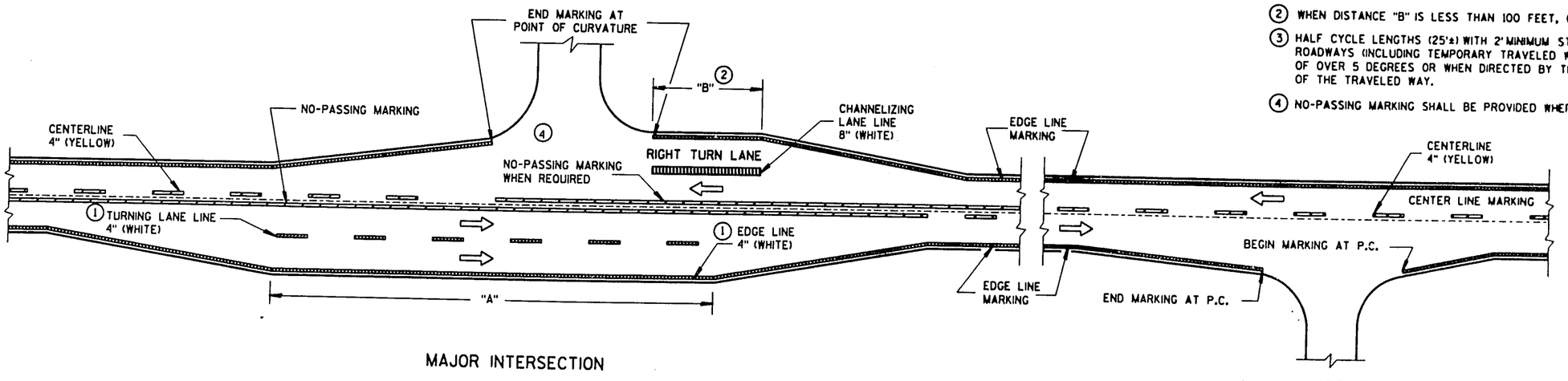
(SHOWS CYCLE FOR PERMANENT CENTER LINE MARKING)



TEMPORARY PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE MARKING)

NOTE:
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

GENERAL NOTES

DETAILS OF PAVEMENT MARKING NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.

② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

③ 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.

④ NO-PASSING MARKING SHALL BE PROVIDED WHERE SIGHT DISTANCE IS DEFICIENT.

NOTE:
THIS DRAWING CONSISTS OF UP TO FOUR SHEETS. SHEET 5a MAY BE USED ALONE OR SUPPLEMENTED BY SHEET 5b, SHEET 5c AND/OR SHEET 5d AS APPLICABLE

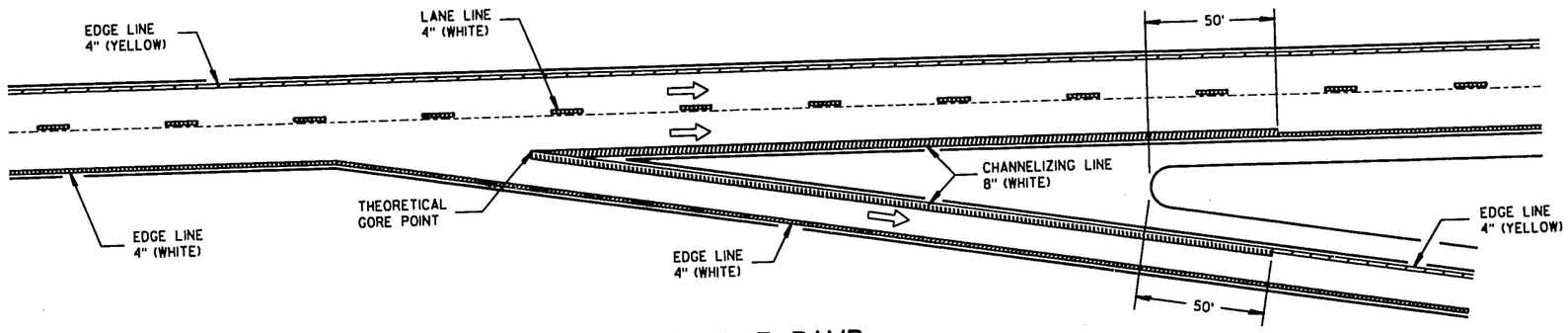
PAVEMENT MARKING
(MAINLINE & INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 7/20/93 DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

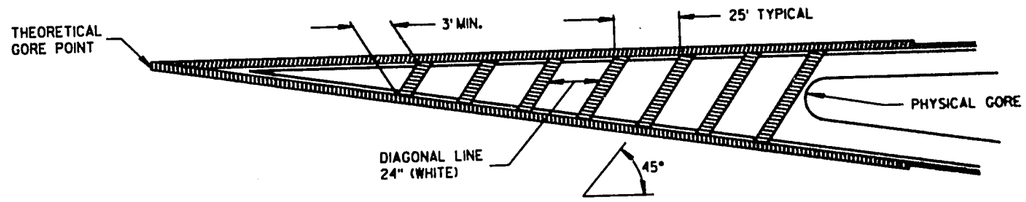
S.D.D. 15 C 8-5a

S.D.D. 15 C 8-5a

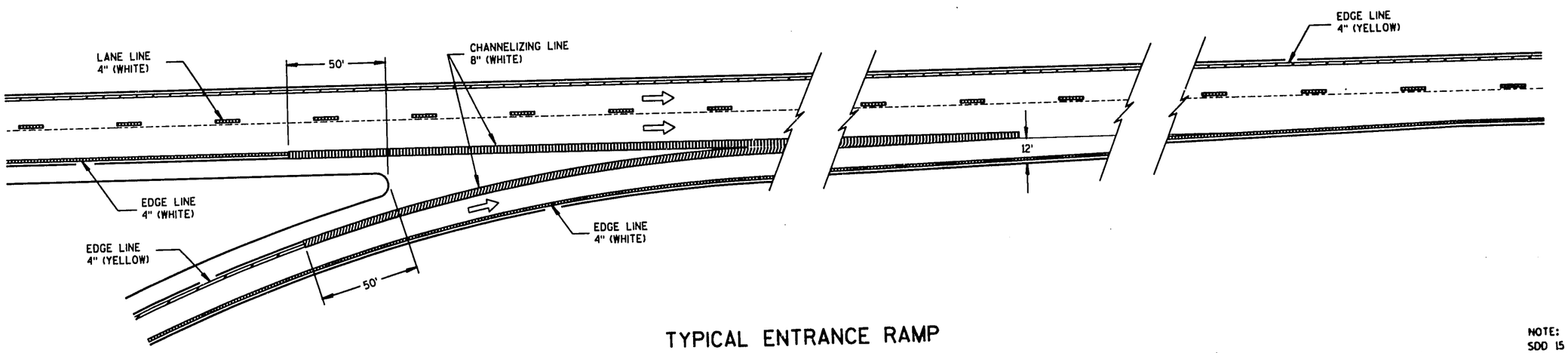


TYPICAL EXIT RAMP

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



CROSS-HATCH LINES AT
EXIT RAMP GORES WHEN REQUIRED



TYPICAL ENTRANCE RAMP

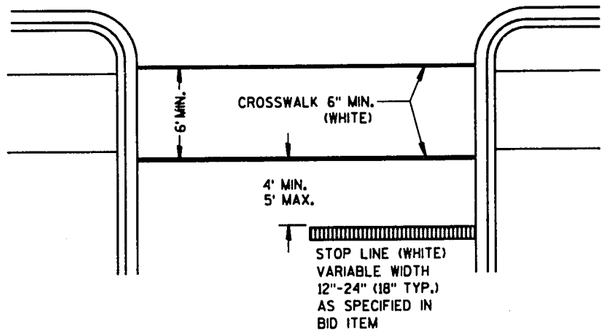
NOTE:
SDD 15 C 8-5a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(RAMPS AND GORES)

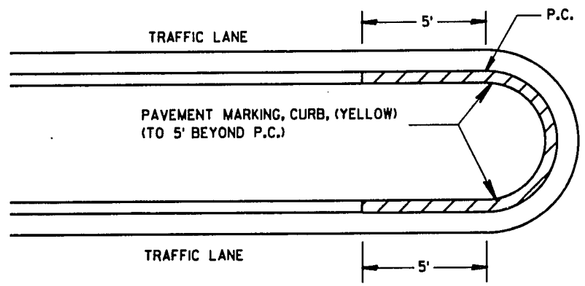
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-5d

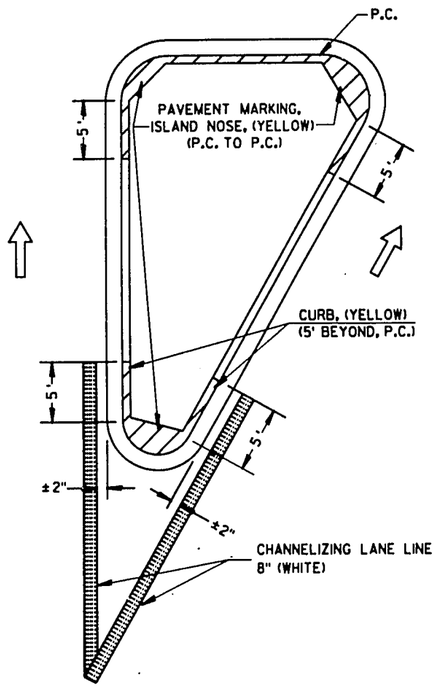
S.D.D. 15 C 8-5d



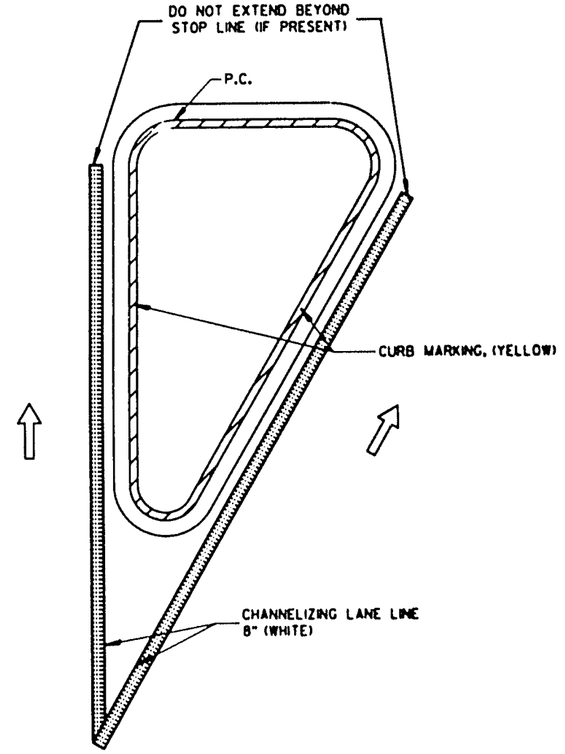
STOP LINE AND CROSSWALK



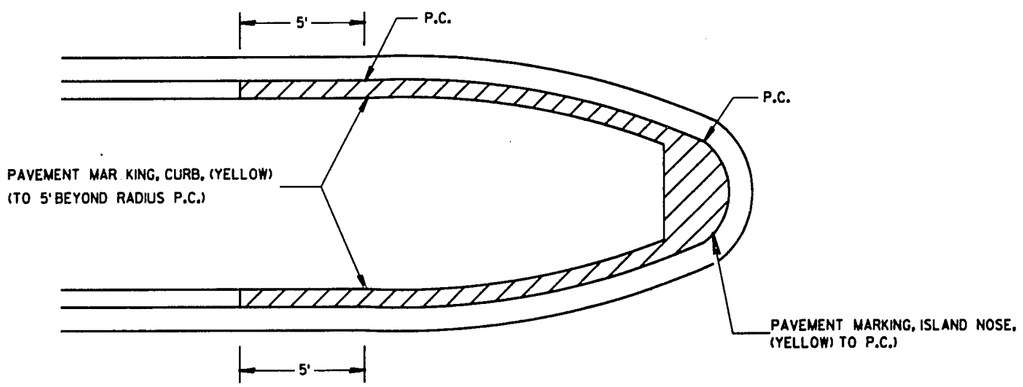
MEDIAN CURB



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

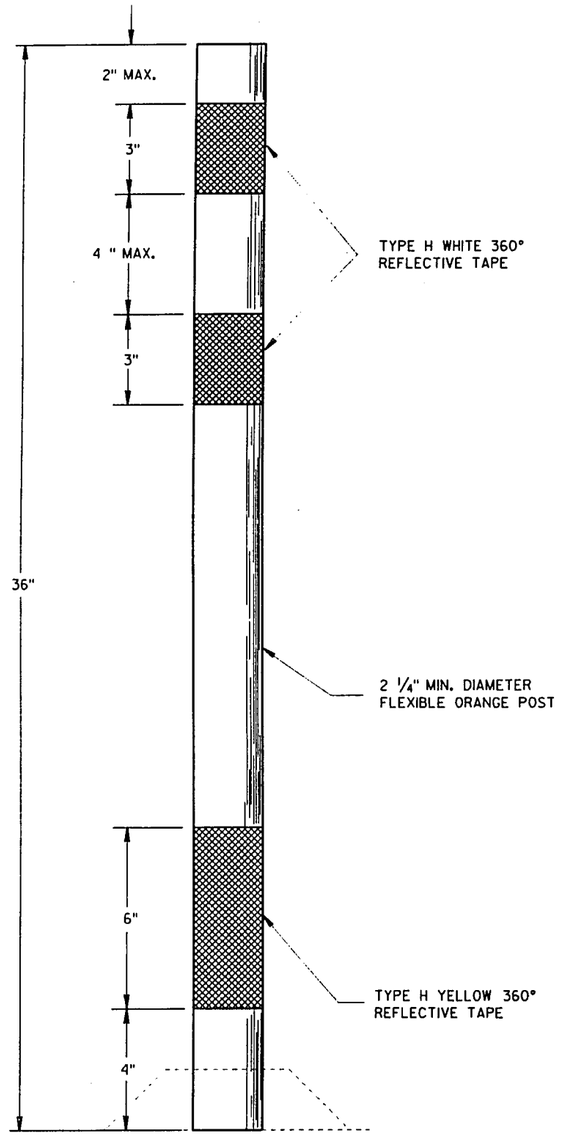
NOTE:
SDD 15 C 8-5a IS REQUIRED WHEN THIS DRAWING
IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK

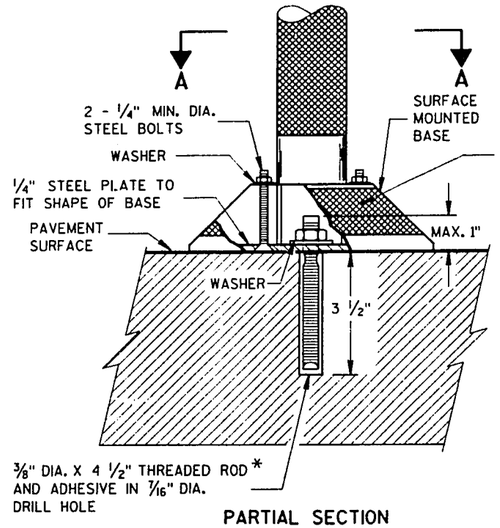
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-5c

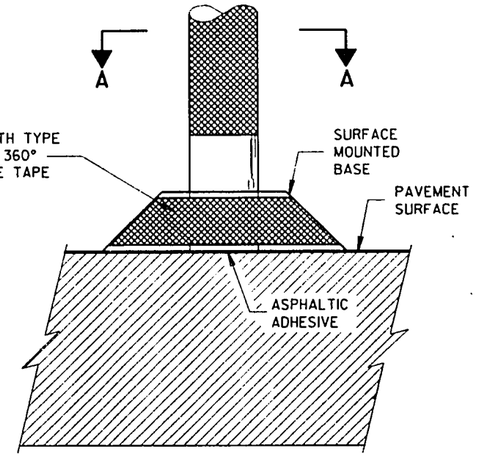
S.D.D. 15 C 8-5c



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



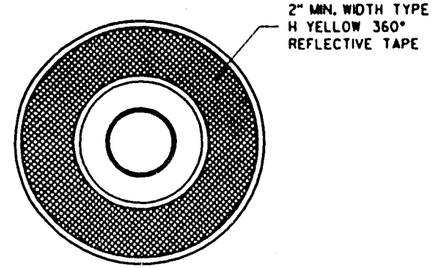
POST BASES ON NEW OR EXISTING PAVEMENT

GENERAL NOTES

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

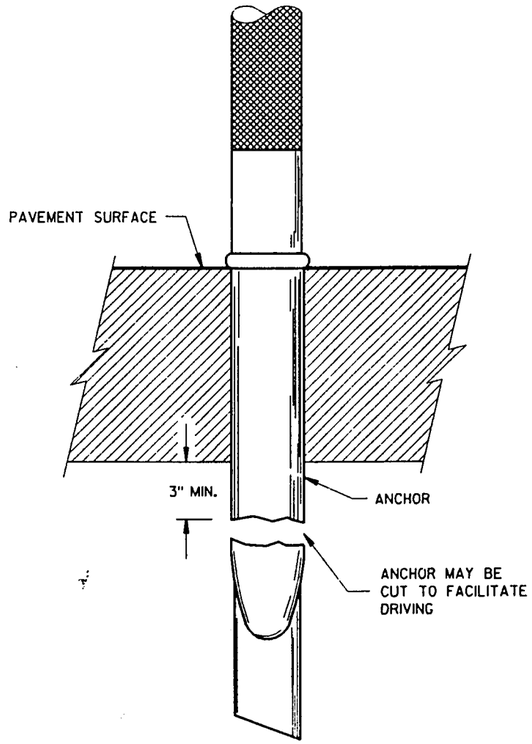
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

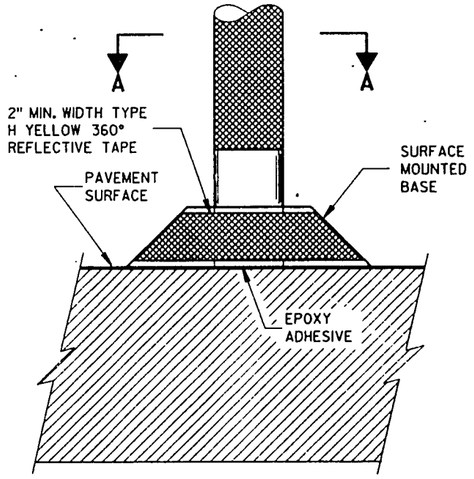
* THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.



SECTION A-A

SURFACE MOUNTED BASE





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-23-89
DATE
STATE TRAFFIC ENGINEER FOR HWYS

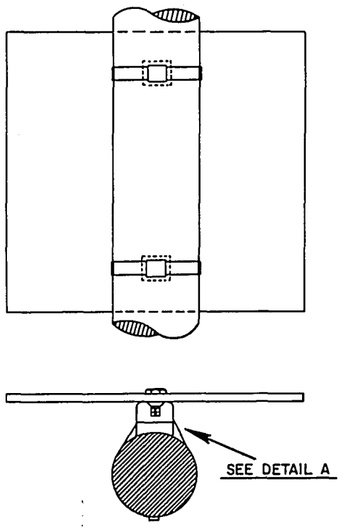
FHWA

S.D.D. 15 C 11-4

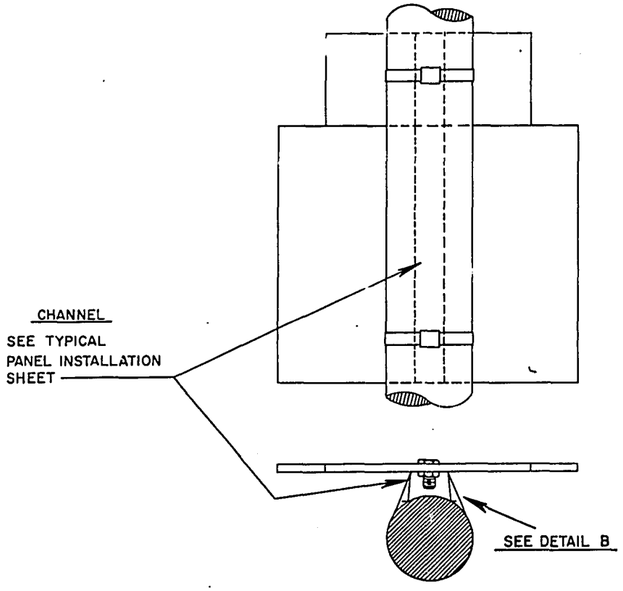
S.D.D. 15 C 11-4

PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1701-04-73	7.0	
PROJECT DESIGNATION		

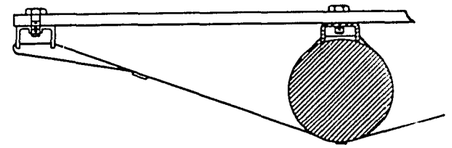
SINGLE SIGN

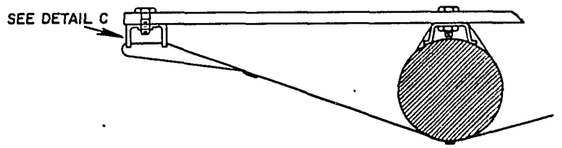


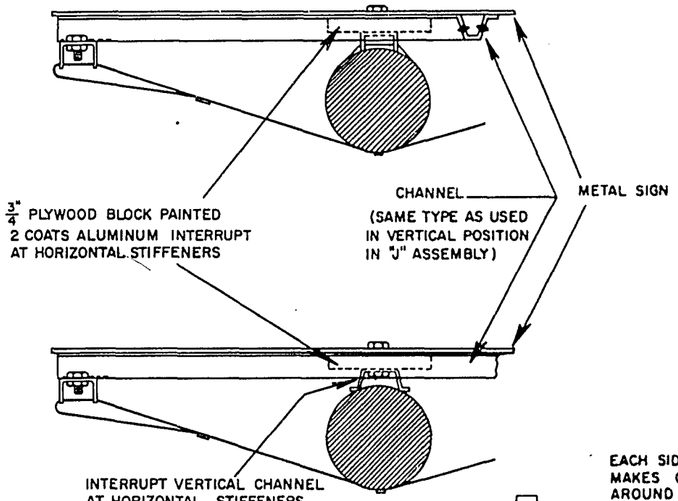
"J" ASSEMBLY

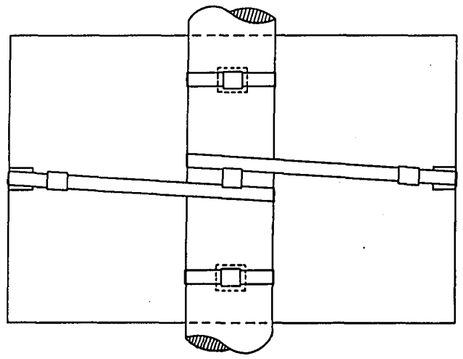


BRACKET BANDING





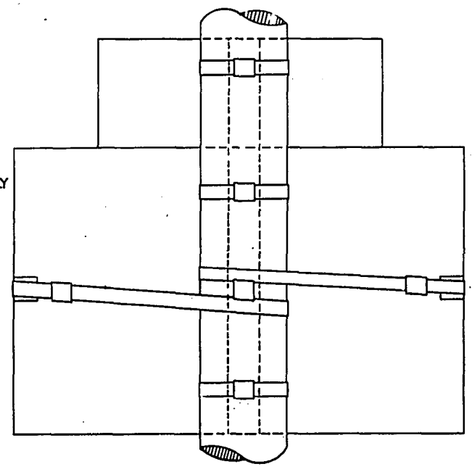


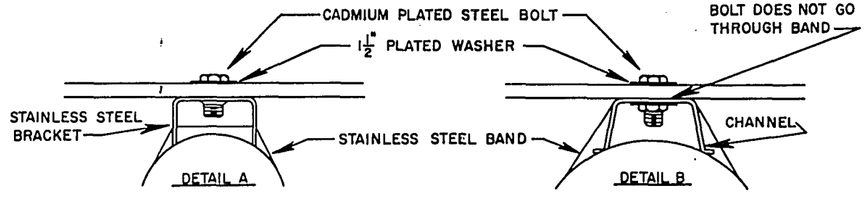


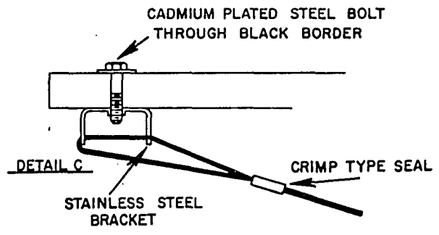
BRACKET BANDING

USE ONE BRACE BAND ON EACH SIGN 4 FEET OR MORE IN WIDTH.

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.







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 STAINLESS STEEL ALL BANDING SHALL BE ¾-INCH IN WIDTH

Date Redrawn - 2/18/71
Date Revised —

SIGN BANDING DETAILS

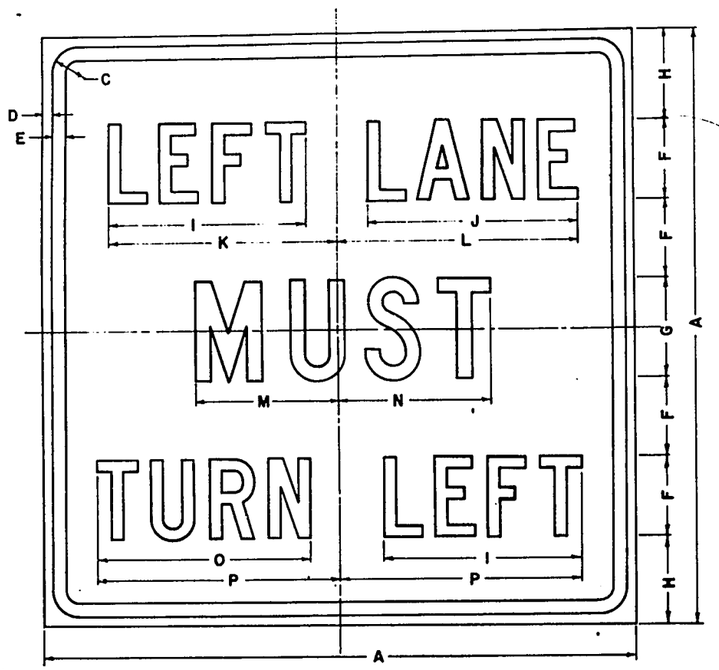
WISCONSIN DIVISION OF HIGHWAYS

APPROVED _____ CHIEF TRAFFIC ENGINEER
DATE _____ PLATE NO A9-9.1

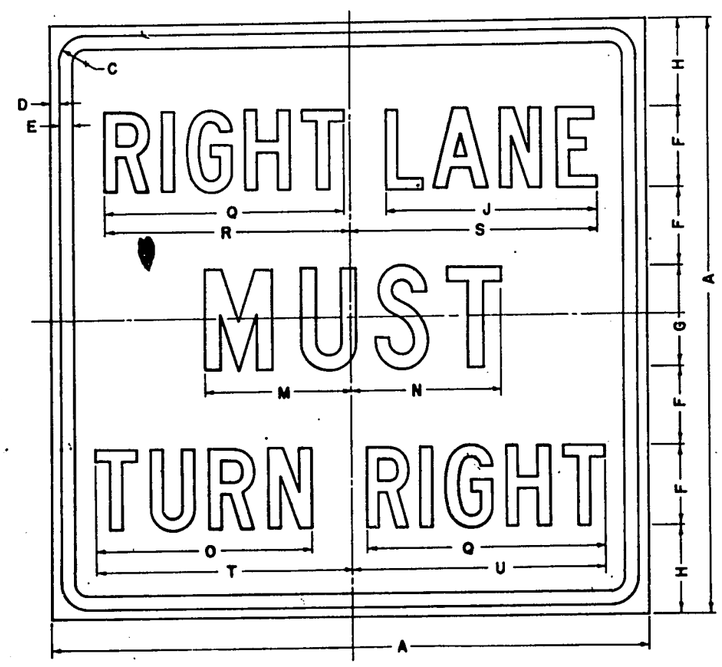
1701-04-73 7.1

NOTES:

1. Sign is Type II
2. Color:
   Background — Reflectorized White
   Message — Black
3. Face Material — Reflective Sheeting
4. Lettering — Series "C"



R3-7L



R3-7R

This plate replaces OLD CODES R58, R62, R96, R107.

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
Minimum	1	30		1 3/8	1/2	3/4	4	5	4 1/2	10	10 5/8	11 9/16	12 1/8	7 1/4	7 11/16	10 3/4	12 1/4	12 1/16	12 5/16	12 1/2	12 3/4	12 13/16					
Standard	2	30		1 3/8	1/2	3/4	4	5	4 1/2	10	10 5/8	11 9/16	12 1/8	7 1/4	7 11/16	10 3/4	12 1/4	12 1/16	12 5/16	12 1/2	12 3/4	12 13/16					
Oversize	3																										
Exp-way	4																										
Interstate	5																			5							

STANDARD SIGNS
R 3 - 7

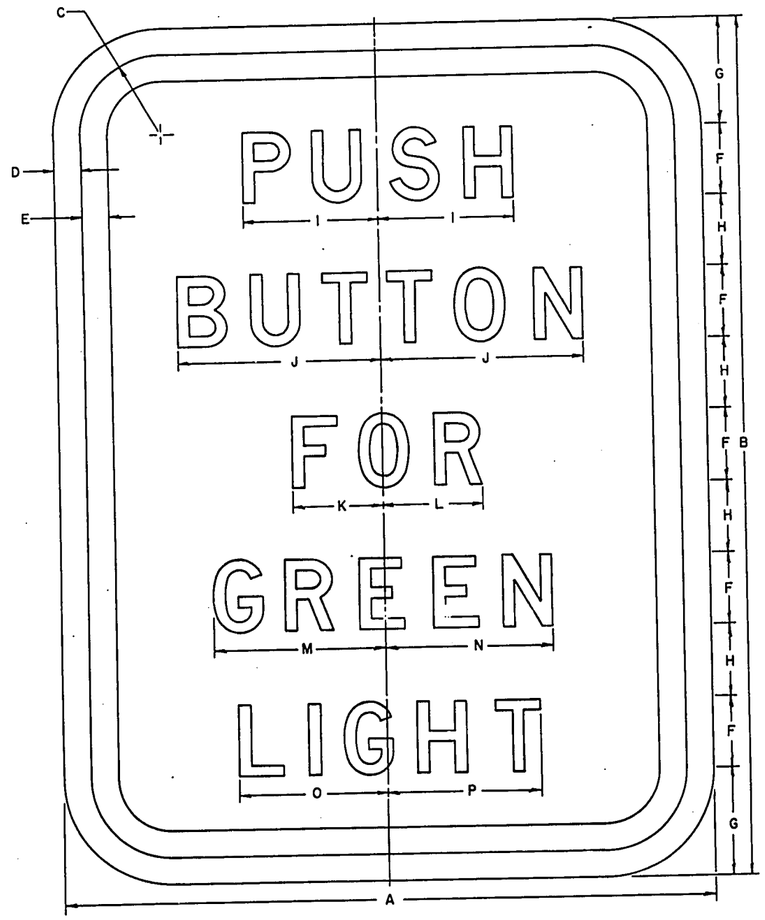
STATE HIGHWAY COMMISSION OF WISCONSIN

APPROVED E. L. Roettiger.
DATE 5-16-62 PLATE NO. R 3 - 7.1

PROJECT I. D.	SHEET NUMBER	TOTAL SHEETS
1701-04-73	72	
PROJECT DESIGNATION		

NOTES

1. Sign is Type II – Non-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.



R10-3

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	Bid Area Sq. Ft.
Minimum	1																											
Standard	2	9	12	1 1/8	3/8	3/8	1	1 1/2	1	1 7/8	2 13/16	1 1/4	1 3/8	2 3/8	2 5/16	2 1/16	2 1/8												.75
Oversize	3																											
Exp-way	4																											
Freeway	5																											

		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																										
Standard	2																										
Oversize	3																										
Exp-way	4																										
Freeway	5																										

RV	CK	RA	RA
.3	[illegible]		

Date Drawn — 8-7-62 Date Redrawn — 6-8-73

Date Revised —

STANDARD SIGN
R10-3

Old Code R9-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED [signature]
CHIEF TRAFFIC ENGINEER

DATE 9-25-81 PLATE NO R10-3

Old Plate No R9-61

1701-04-73 9.0

℄

R/W

R/W

847.89

0.020 ⅟

0.020 ⅟

101+00
850

STA. 100+71, RT
RECONSTRUCT P.E.

STA. 100+58, LT
RECONSTRUCT P.E.

846.06

0.025 ⅟

0.020 ⅟

0.020 ⅟

100+50
848

STA. 100+07, RT
RECONSTRUCT P.E.

844.24

0.030 ⅟

0.020 ⅟

0.020 ⅟

100+00
846

842.42

0.042 ⅟

0.020 ⅟

0.010 ⅟

0.020 ⅟

STA. 99+58 RT
RECONSTRUCT P.E.

99+50
842

FOREST PARK BLVD

STA. 99+10
BEGIN PROJECT

2 SCALE (FEET) 5

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

℄

8598

℄

R/W

853.19

0.020 ft/ft

0.020 ft/ft

R/W

103+50
854

STA. 103+28 LT.
RECONSTRUCT P.E.

852.91

103+00
854

STA. 102+80
RECONSTRUCT P.E.

STA. 102+60 LT.
RECONSTRUCT P.E.

852.25

102+50
854

STA. 102+29 LT.
RECONSTRUCT P.E.

851.18

STA. 102+18 RT.
RECONSTRUCT P.E.

102+00
852

STA. 101+66 RT.
RECONSTRUCT P.E.

STA. 101+51 LT.
RECONSTRUCT P.E.

R/W

849.69

0.020 ft/ft

0.020 ft/ft

R/W

101+50
852

2
SCALE
(FEET)
5

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

℄

℄

105+15
854

R/W

853.73

0.020 ⅄

0.020 ⅄

R/W

105+00
856

STA 104+90 RT.
RECONSTRUCT P.E.

104+60
856

104+50
856

853.55

STA 104+35 LT.
RECONSTRUCT P.E.

R/W

853.37

0.020 ⅄

0.020 ⅄

R/W

104+00
854

STA 103+62 RT.
RECONSTRUCT P.E.

2
SCALE
(FEET)
5

60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60

STA. 107+25, AT
RECONSTRUCT P.E.

107+00
854

R/W
854.91
0.025 ft/ft
0.020 ft/ft
0.020 ft/ft
0.030 ft/ft
R/W

STA. 106+93, LT.
RECONSTRUCT P.E.

106+50
854

853.31
0.020 ft/ft

STA. 106+45, LT.
RECONSTRUCT P.E.

106+05
854

R/W
853.69
0.020 ft/ft
0.020 ft/ft
0.030 ft/ft

106+00
854

S. RINGOLD ST.

853.85
R/W
0.000 ft/ft
0.010 ft/ft
0.020 ft/ft

105+50
854

SCALE (FEET)
2
5

60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60

℄

S. BLACKHAWK ST.

108+90
852

851.71

R/W

0.012 ⅟

0.010 ⅟

0.025 ⅟

0.030 ⅟

108+50
852

STA. 108+10, RT.
RECONSTRUCT P.E.

108+00
854

R/W

852.11

0.020 ⅟

STA. 107+75, LT.
RECONSTRUCT P.E.

STA. 107+96, RT.
RECONSTRUCT P.E.

R/W

852.51

R/W

0.020 ⅟

0.025 ⅟

0.030 ⅟

107+50
854

2
SCALE (FEET)
5

60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60

℄

STA. 110+08, RT.
RECONSTRUCT P.E.

110+00
852

R/W

851.45

0.025 ft/ft | 0.020 ft/ft | 0.025 ft/ft | 0.030 ft/ft

R/W

109+65
852

STA. 109+76, LT
RECONSTRUCT P.E.

S. BLACKHAWK ST.

109+50
852

851.31

0.025 ft/ft | 0.020 ft/ft

STA. 109+32, LT.
RECONSTRUCT P.E.

R/W

851.37

0.020 ft/ft | 0.025 ft/ft | 0.030 ft/ft

R/W

109+00
852

2
SCALE (FEET)
5

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

℄

℄

111+50
854

R/W

851.94

0.030 ⅟

0.020 ⅟

0.020 ⅟

0.025 →

RW

STA. 111+43, RT.
RECONSTRUCT P.E.

111+41
852

DOUGLAS ST.

851.78

0.014 ⅟

0.012 ⅟

0.011 ⅟

111+00
852

STA. 110+98, RT.
RECONSTRUCT P.E.

110+70
852

R/W

851.62

0.025

0.020

0.020 ⅟

0.025 ⅟

R/W

110+50
852

2
SCALE
(FEET)
5

60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60

5592

℄

113+31
854

852.43

R/W

S. FREMONT ST.

-0.030 ft/ft | -0.020 ft/ft | -0.014 ft/ft | -0.016 ft/ft

113+00
852

STA. 112+64, LT.
RECONSTRUCT P.E.

852.27

R/W

-0.020 ft/ft | -0.025 ft/ft

112+50
854

112+42
854

R/W

852.11

R/W

-0.030 ft/ft | -0.020 ft/ft | -0.020 ft/ft | -0.025 ft/ft

112+00
854

STA. 111+96, RT.
RECONSTRUCT P.E.

SCALE (FEET)
2
5

60 55 50 45 40 35 30 25 20 15 10 5 | 5 10 15 20 25 30 35 40 45 50 55 60

℄

5592

℄

R/W

852.85

0.030 ⅟ 0.025 ⅟ 0.020 ⅟ 0.030 ⅟

R/W

114+50
854

STA. 114+43, LT
REMOVE C.E.

STA 114+30, RT
CONSTRUCT C.E.

114+25
854

852.74

0.015 ⅟ 0.013 ⅟

114+00
854

S. FREMONT ST.

R/W

852.59

0.030 0.020 0.020 ⅟ 0.030 ⅟

R/W

113+50
854

STA. 113+49, RT.
REMOVE P.E.

113+40
854

2 SCALE (FEET) 5

60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60

5692

℄

R/W

853.40

-0.030 ½ -0.020 ½ -0.020 ½

R/W

117+00
854

STA. 116+93, LT.
RECONSTRUCT P.E.

STA. [illegible], RT.
RECONSTRUCT P.E.

853.29

-0.030 ½ -0.025 ½ -0.020 ½

116+50
854

STA. 116+24, RT.
RECONSTRUCT P.E.

STA. 116+22, LT.
RECONSTRUCT P.E.

853.18

-0.020 ½ -0.025 ½

116+00
854

STA. 115+78, LT.
RECONSTRUCT P.E.

STA. 115+69, RT.
RECONSTRUCT P.E.

853.07

-0.020 ½ -0.030 ½

115+50
854

STA. 115+24, LT.
RECONSTRUCT C.E.

R/W

852.96

-0.030 ½ -0.025 ½ -0.020 ½ -0.030 ½

R/W

115+00
854

STA. 114+95, LT.
RECONSTRUCT C.E.

STA. 114+91, RT.
RECONSTRUCT P.E.

SCALE (FEET)

2

5

60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60

℄

215680

8692

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.10

STA 119+92 RT
RECONSTRUCT P.E.

119+50
854

853.95

R/W

0.030 %

0.020 %

0.025 %

0.030 %

R/W

STA 119+32 RT
RECONSTRUCT P.E.

119+00
854

853.84

0.030 %

0.025 %

853.73

118+50
854

R/W

853.62

0.030 %

0.025 %

0.025 %

0.030 %

R/W

118+00
854

S. RANDALL AVE.

S. RANDALL AVE.

SCALE (FEET)

2

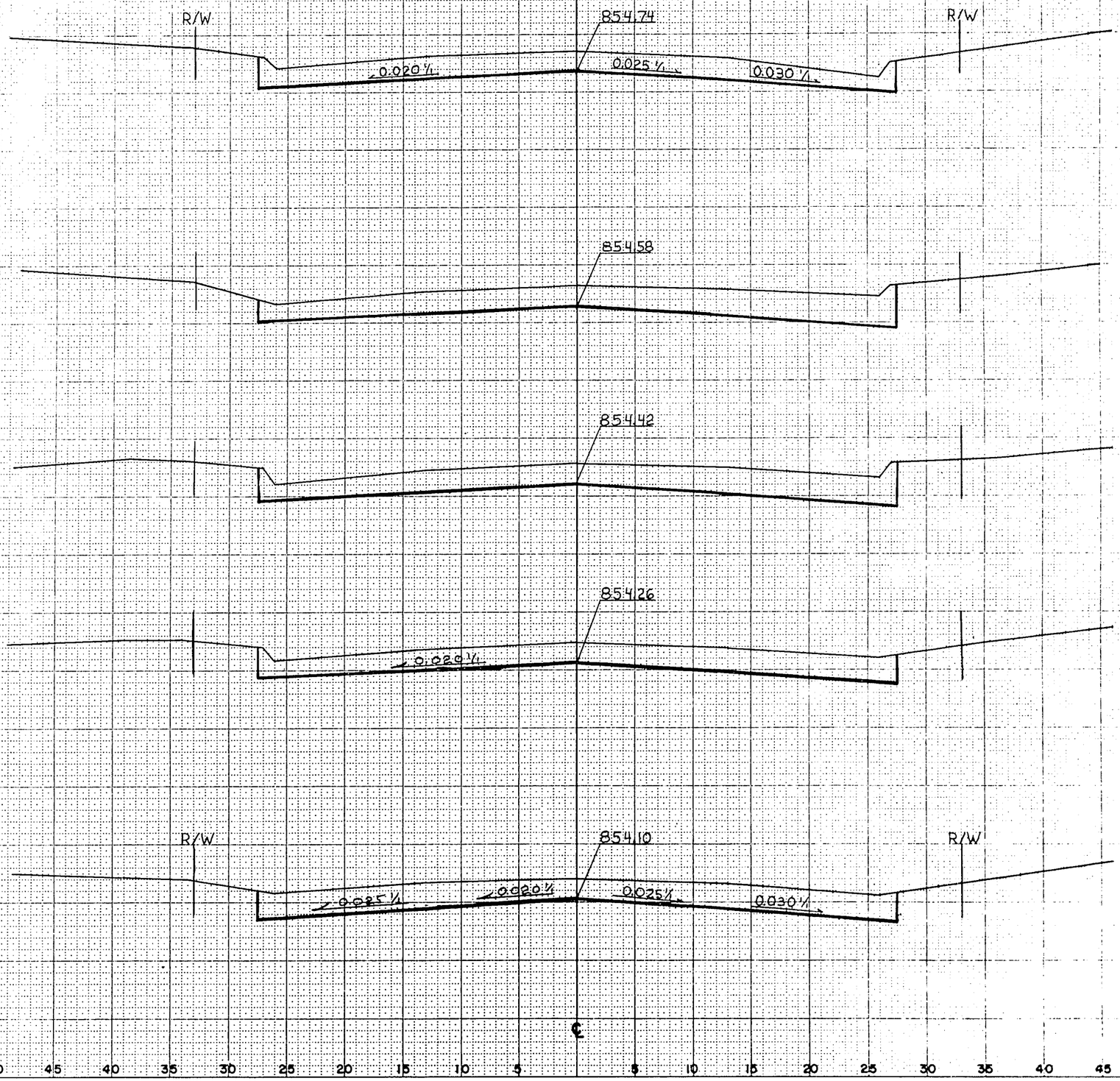
5

℄

60 55 50 45 40 35 30 25 20 15 10 5 5 10 15 20 25 30 33 40 45 50 55 60

5502

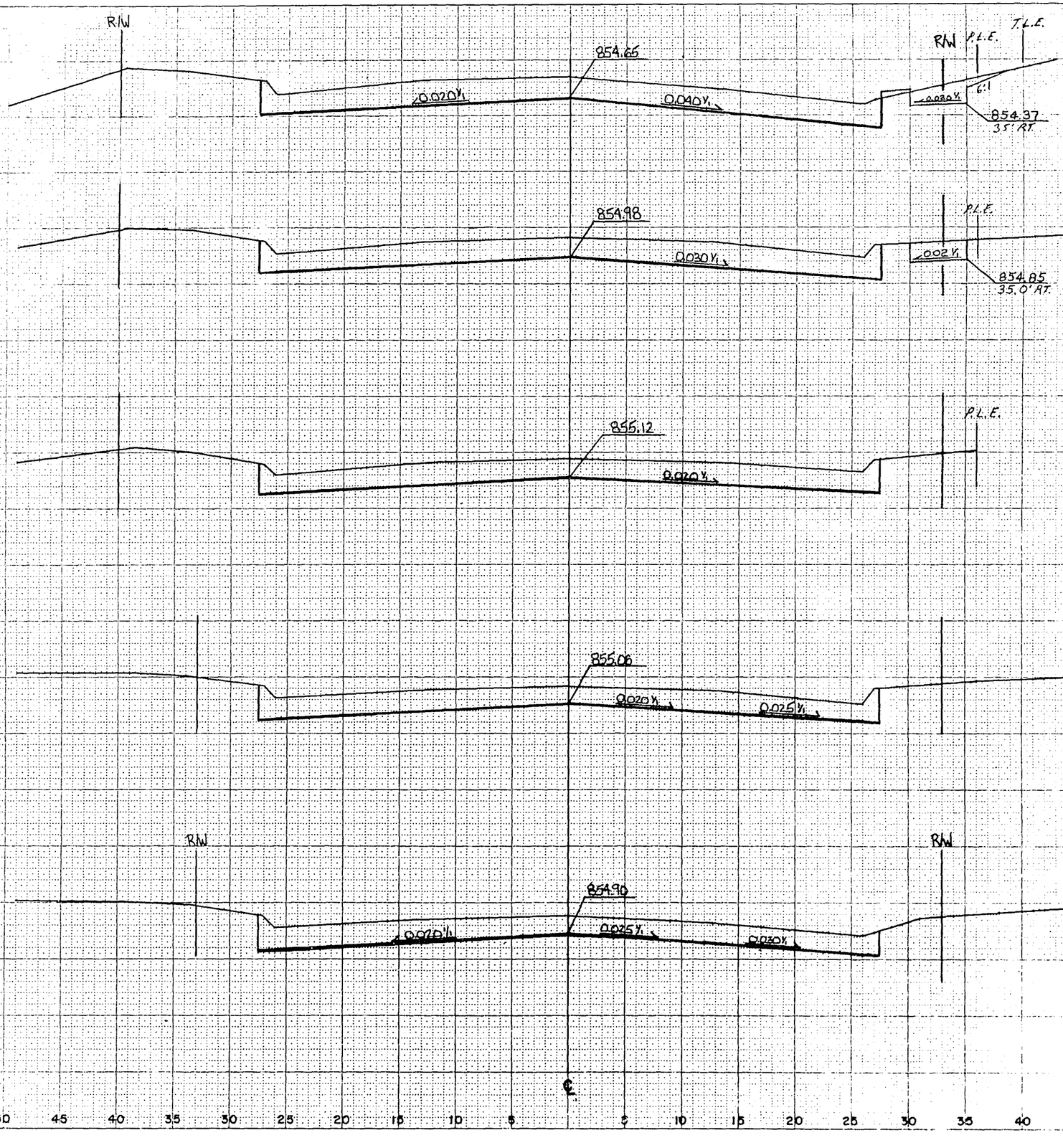
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.11



5592

Catalog No. 2130-C-121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.12



STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.13

"WB" R

F/W

850.65
24' RT.

0.040 ⅊

851.74
24' RT.

0.040 ⅊

853.67
24' RT.

0.028 ⅊

853.45
24' RT.

0.008 ⅊

R/W

854.10
24' RT.

0.012 ⅊

"EB" R

850.03
24' LT.

0.020 ⅊

0.050 ⅊

R/W 40' RT.

0.02 ⅊

850.08
16.5' RT.

127+00
852

R/W

851.34
24' LT.

0.020 ⅊

6:1

851.39
16.5' RT.

126+50
852

852.47
24' LT.

6:1

852.22
16.5' RT.

126+00
854

STA. 125+66, RT.
RECONSTRUCT C.E.

853.39
24' LT.

858.83
11' RT.

125+50
854

STA. 125+45, RT.
RECONSTRUCT C.E.

854.12
24' LT.

0.050 ⅊

R/W P.L.E. T.L.E.

0.02 ⅊

853.60
10' RT.

125+00
854

2
SCALE (FEET)
5

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35

DRAWING FILE: 5592SSC DATE: 6-7-93 ROT. < SCALE: 1=1

5592
Catalog No 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.14

"WB" ℄

"EB" ℄

ARBOR DRIVE

0.013 ⅊

0.013 ⅊

0.036 ⅊

0.03 ⅊

844.74

842.88

0.020 ⅊

0.05 ⅊

STA. 139+14, RT.
RECONSTRUCT P.E.

R/W

T.L.E.

YAR.

0.02 ⅊

842.46
14.5' RT

129+00
842

846.45

0.020 ⅊

0.040 ⅊

844.89

0.012

R/W 33' RT.

128+50
846

C.I.

844.64
16.5' RT

R/W 86' LT.

848.01

846.90

0.050 ⅊

R/W 38' RT.

128+00
848

C.I.

846.85
16.5' RT.

847.41

0.04 ⅊

848.51

0.010 ⅊

0.05 ⅊

R/W 40' RT.

127+50
850

0.02 ⅊

C.I.

SCALE (FEET)
2
5

R/W

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DRAWING FILE: 5592(3SEC

SCALE: 1=1

ROT. <

DATE: 6-7-83

5542

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.15

"WB"

R/W 91' LT.

832.71 — 0.020 ⅊

R/W 91' LT.

834.72 — 0.020 ⅊

R/W 91' LT.

836.73 — 0.010 ⅊ — 0.010 ⅊

R/W 89' LT.

840.85 — 0.010 ⅊ — 0.010 ⅊

R/W 87' LT.

842.87 — 0.020 ⅊ — 0.020 ⅊

"EB"

STA 132+30, RT.
RECONSTRUCT C.E.

832.71 — 0.020 ⅊ — 0.202 ⅊ — R/W — T.L.E. — 833.01, 15.5' RT.

132+00
834

STA. 131+25, RT.
RECONSTRUCT C.E.

834.72 — 0.028 ⅊ — VAR. — LEV. AT MAIN — T.L.E. — 833.70, 15.0' RT.

131+50
836

836.73 — 0.038 ⅊ — 4:1 — T.L.E. — 836.97, 11.5' RT.

131+00
838

STATION EQUATION
STA. 130"EB" + 26.47 BK. =
STA. 130"EB" + 73.30 AH. =
STA. 130"WB" +73.30

838.87 — 0.028 ⅊ — 0.049 ⅊ — VAR. — T.L.E. — 838.84, 11.5' RT.

130+00
842

840.88 — 0.028 ⅊ — 0.050 ⅊ — R/W — 8' — 4:1 — 0.028 ⅊ — T.L.E. — 840.83, 12.0' RT.

129+50
842

SCALE (FEET) 2 — 5

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35

DATE: 8-7-03
ROT. <
SCALE: 1=1
DRAWING FILE: 5502SEC

5502
Catalog No. 21130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.16

"WB" R

"EB" R

R/W 80' LT.

824.67 24' RT.

0.020 ↘

824.67

0.020

R/W

0.02↘

VAR.

825.94 15.5' RT.

134+00 828

R/W 80' LT.

826.68 24' RT.

826.68 24' LT.

VAR.

827.85 15.5' RT.

133+50 828

R/W 80' LT.

828.69 24' RT.

828.69 24' LT.

VAR.

829.86 15.5' RT.

133+00 830

R/W 81' LT.

830.70 24' RT.

0.020 ↘

830.70 24' LT.

0.020 ↘

R/W

0.02↘

VAR.

831.LT 15.5' RT.

132+50 832

SCALE (FEET) 2 5

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40

DRAWING FILE: 5502XSEC SCALE: 1=1 PLOT: DATE: 6-7-03

5502

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.17

"WB" ℄

R/W 96' LT.

816.63
24' RT

0.020 ⅛

0.020 ⅛

R/W 91' LT.

818.64
24' RT

0.010 ⅛

MATCH LINE

R/W 91' LT.

820.65
24' RT

0.020 ⅛

R/W 91' LT.

822.66
24' RT

0.020 ⅛

"EB" ℄

816.63
24' LT

0.020 ⅛

138+00
820

R/W

P.L.E.

0.02 ⅛

816.93
15.5' RT

STA. 135+60, RT.
RECONSTRUCT C.E.

MATCH LINE

818.64
24' LT

135+50
820

818.94
15.5' RT

820.65
24' LT

135+00
824

821.42
15.5' RT

822.66
24' LT

0.020 ⅛

134+50
828

R/W

0.02 ⅛

824.13
15.5' RT

2 SCALE (FEET) 5

35 30 25 20 15 10 5 0 5 10 15 20 25 30 35

35 30 25 20 15 10 5 0 5 10 15 20 25 30 35

DATE: 8-4-93

ROT ⊥

SCALE: 1in1

DRAWING FILE: 5592DSEC

5592

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.18

"WB" R

"EB" R

R/W 45' LT

808.86 24' RT

0.020 ↙

808.86 24' LT

0.020 ↘

R/W

T.L.E.

0.02 ↘

6:1

809.16 15.5' RT.

138+00
810

R/W 59' LT

810.72 24' RT

810.72 24' LT

T.L.E.

6:1

811.02 15.5' RT.

137+50
812

R/W 59' LT

812.61 24' RT

812.61 24' LT

P.L.E.

812.91 15.5' RT.

137+00
816

STA. 136+83 RT.
RECONSTRUCT C.E.

R/W 56' LT.

814.67 24' RT

0.020 ↙

0.020 ↘

814.67 24' LT

0.020 ↘

P.L.E.

R/W

VAR

.002 ↘

814.97 15.5' RT.

136+50
818

2 SCALE (FEET) 5

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40

DRAWING FILE: 5592DSEC SCALE 1=1 ROT. < DATE: 8-4-93

5592

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.19

"WB" $\mathbb{R}$

"EB" $\mathbb{R}$

R/W

800.43 24' RT.

800.43 24' LT.

-0.020 ft/ft

-0.020 ft/ft

-0.020 ft/ft

STA. 140+25, RT. RECONSTRUCT T.L.

T.L.E.

6:1

-0.028 ft/ft

800.73 15.5' RT

140+50 802

801.93 24' RT.

801.93 24' LT.

T.L.E.

6:1

802.23 15.5' RT.

140+00 804

803.53 24' RT.

803.53 24' LT.

-0.020 ft/ft

T.L.E.

6:1

808.83 15.5' RT.

139+50 804

805.23 24' RT.

805.23 24' LT.

T.L.E.

6:1

805.53 15.5' RT.

139+00 806

R/W

807.03 24' RT.

807.03 24' LT.

-0.020 ft/ft

-0.020 ft/ft

R/W

T.L.E.

6:1

-0.028 ft/ft

807.33 15.5' RT

138+50 806

SCALE (FEET) 2 5

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35

DRAWING FILE: 5502SEC SCALE: 1=1 ROT. < DATE: 6-4-93

3382
Catalog No. 71130-C131

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.20

"WB" ℄

R/W 123' LT.

795.61
31.0' LT.

0.02% ↘

0.020% ↗

794.78
24' RT.

"EB" ℄

794.78
24' LT.

0.020% ↘

0.020% ↗

R/W

6:1

0.02% ↗

794.58
14.5' RT.

143+00
796

R/W 125' LT.

796.95
34.0' LT.

0.02% ↘

795.38
24' RT.

795.38
24' LT.

0.015% ↗

6:1

795.68
15.0' RT.

142+50
796

STA. 142+15, LT.
BEGIN SIDEWALK

HARMONY DRIVE

796.53
24' RT.

0.000% ↘

0.010% ↗

MATCH LINE

796.53
24' LT.

0.010% ↗

MATCH LINE

VIA.

796.70
18.5' RT.

142+00
798

STA. 141+95, RT.
RECONSTRUCT P.E.

STA. 141+62, RT.
RECONSTRUCT P.E.
T.L.E.

797.15
24' RT.

0.010% ↗

0.013% ↗

MATCH LINE

797.73
24' LT.

0.010% ↗

MATCH LINE

6:1

798.03
15.5' RT.

141+50
798

R/W 81' LT.

799.03
24' RT.

0.020% ↗

799.03
24' LT.

0.010% ↗

0.020% ↗

R/W T.L.E.

6:1

0.02% ↗

2

SCALE (FEET)

5

141+00
800

798.12
15.5' RT.

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DRAWING FILE: 5592XSEC
ROT. <
SCALE: 1=1
DATE: 8-4-03

5592
Catalog No. 2130-0121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.21

"WB"
℄

R/W 65' LT
-0.02%
792.00
24.0' LT.
-0.020 %
791.43
24' RT.

R/W 72' LT
-0.02%
793.20
24.0' LT.
792.03
24' RT.

R/W 75' LT
-0.02% VAR.
794.15
25.5' LT.
792.73
24' RT.

R/W 80' LT
-0.02% VAR.
795.00
28.5' LT.
-0.020 %
793.53
24' RT.

"EB"
℄

791.43
24' LT
-0.020 %
STA. 145+02, RT
RECONSTRUCT P.E.
R/W
T.L.E.
-0.02%
791.60
15.5' RT.
145+00
792

792.03
24' LT
T.L.E.
792.20
14.5' RT.
144+50
792

792.73
24' LT
T.L.E.
6:1
793.03
13.5' RT.
144+00
794

STA. 143+74, RT.
RECONSTRUCT P.E.
R/W
P.L.E
T.L.E.
6:1
-0.02%
(793.83)
14.0' RT.
143+50
794

793.53
24' LT
-0.000%
-0.020 %

SCALE (FEET)
2
5

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DATE: 6-7-93
ROT. <
SCALE: 1=1
FILENAME: A5922SEC

5922
Drawing No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.22

"WB" ℄

"EB" ℄

STATION EQUATION
P.T. STA. 147 "EB" + 36.49 Bk. =
STA. 247 "EB" + 35.09 AH.

789.37
24' RT.

0.02↘

R/W 104' LT.

5:1

0.02↘

785.45
26.5' LT.

789.87
24' RT.

R/W 105' LT.

5:1

786.40
25.0' LT.

790.38
24' RT.

R/W 107' LT.

5:1

786.85
24.0' LT.

790.88
24' RT.

R/W 111' LT.

5:1

0.02↘

788.33
24.0' LT.

789.37
24' LT.

0.02↘

0.02↘

R/W

788.96
21' RT.

STA. 146+60, RT. 147+00
786
RECONSTRUCT P.E.

T.L.E.

789.87
24' LT.

0.02↘

789.73
20.0' RT.

146+50
788

T.L.E.

790.38
24' LT.

0.02↘

146+00
790

790.73
17.5' RT.

T.L.E.

790.88
24' LT.

0.02↘

R/W

145+50
792

791.23
17.5' RT.

SCALE (FEET)
2
5

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 40 35 30 25 20 15 10 5 0 5 10 15 20 25

DRAWING FILE: 5502XSEC
SCALE: 1=1
ROT: <
DATE: 8-7-03

5502

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9, 23

"WB" $\mathbb{R}_{\mathbb{L}}$

"EB" $\mathbb{R}_{\mathbb{L}}$

789.74 24' RT

0.020 ⅟

0.020 ⅟

0.020 ⅟

789.74 24' LT

0.020 ⅟

0.020 ⅟

249+50 790

789.21 24' RT

PALMER DRIVE

0.016 ⅟

0.020 ⅟

0.010 ⅟

MATCH LINE

MATCH LINE

789.21 24' LT

0.010 ⅟

0.020 ⅟

PALMER DRIVE

0.020 ⅟

249+00 788

STA. 248+65, LT.
END SIDEWALK
TYPE II RAMP

STA. 248+65, RT.
END SIDEWALK

788.91 24' RT

0.030 ⅟

0.020 ⅟

4:1

0.02 ⅟

788.55 29.0' LT.

788.91 24' LT

0.030 ⅟

248+50 790

788.84 24' RT

0.020 ⅟

R/W 62' LT

5:1

785.55 28.5' LT.

STATION EQUATION
P.T. STA. 147 "WB" + 53.60 BK. =
STA. 247 "WB" + 51.64 AH.

788.84 24' LT

0.020 ⅟

T.L.E. 45' RT.

248+00 790

P.L.E.

0.02 ⅟

R/W

788.40 21' RT.

788.99 24' RT

0.020 ⅟

0.020 ⅟

0.020 ⅟

R/W 62' LT

788.99 24' LT

0.020 ⅟

0.020 ⅟

0.020 ⅟

147+50 790

T.L.E.

0.02 ⅟

R/W

788.56 21' RT.

5:1

0.02 ⅟

10:1

28.0' LT.

SCALE (FEET)

2

5

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 40 35 30 25 20 15 10 5 0 5 10 15 20 25

DATE: 6-7-93

ROT. <

SCALE: 1=1

DRAWING FILE: 5592SSC

5592

Drawing No. 2136-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.24

"WB" ℄

"EB" ℄

R/W 110' LT.
794.11
24' RT.
-0.040 1/4
-0.020 1/4
-0.020 1/4
-0.040 1/4

794.11
24' LT.
-0.040 1/4
-0.020 1/4
-0.020 1/4
R/W 118' RT.
251+50
794

R/W 107' LT.
792.68
24' RT.
-0.040 1/4

792.68
24' LT.
-0.040 1/4
R/W 118' RT.
251+00
794

R/W 108' LT.
791.47
24' RT.
-0.040 1/4

791.47
24' LT.
-0.040 1/4
R/W 118' RT.
250+50
792

R/W 108' LT.
790.49
24' RT.
-0.040 1/4
-0.020 1/4
-0.020 1/4

790.49
24' LT.
-0.020 1/4
-0.040 1/4
R/W 118' RT.
250+00
790

SCALE (FEET)
2
5

25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DATE: 8-4-03
ROT. <
SCALE: 1=1
FILE: 5502XSEC

5502

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.25

"WB" ℄

"EB" ℄

R/W 105' LT.

802.83 24' RT.

0.040 ⅟

0.025 ⅟

0.020 ⅟

0.040 ⅟

802.83 24' LT.

0.040 ⅟

0.040 ⅟

0.020 ⅟

0.040 ⅟

R/W 118' RT.

254+00

802

R/W 108' LT.

801.06 24' RT.

VAR.

801.06 24' LT.

R/W 118' RT.

253+50

800

R/W 109' LT.

799.30 24' RT.

799.30 24' LT.

R/W 118' RT.

253+00

798

R/W 109' LT.

797.53 24' RT.

797.53 24' LT.

R/W 118 RT.

252+50

796

R/W 109' LT.

795.77 24' RT.

0.040 ⅟

0.020 ⅟

0.020 ⅟

0.040 ⅟

796.77 24' LT.

0.040 ⅟

0.020 ⅟

0.020 ⅟

0.040 ⅟

R/W 118' RT.

SCALE (FEET)

2

5

252+00

794

25 20 15 10 5 0 5 10 15 20 25 30 35 40

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DATE: 6-7-93

ROT. <

SCALE: 1=1

DRAWING FILE: 55922SEC

5552

Catalog No. 21300-C1H

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.26

"WB" ℄

"EB" ℄

809.88
24' RT.

809.89
24' LT.

256+00
812

R/W 162' LT.

0.040 ⅊

0.020 ⅊

0.010 ⅊

0.010 ⅊

0.020 ⅊

R/W 153' RT.

R/W 162' LT.
NORTH ACCESS ROAD

808.12
24' RT.

808.12
24' LT.

R/W 153' RT.
SOUTH ACCESS ROAD

0.013 ⅊

0.020 ⅊

0.005 ⅊

MATCH LINE

MATCH LINE

0.005 ⅊

0.010 ⅊

0.007 ⅊

255+50
806

806.35
24' RT.

806.36
24' LT.

R/W 109' LT.

0.040 ⅊

0.010 ⅊

0.010 ⅊

0.020 ⅊

R/W 118' RT.

255+00
806

804.59
24' RT.

804.59
24' LT.

R/W 108' LT.

0.040 ⅊

0.020 ⅊

0.040 ⅊

0.020 ⅊

0.020 ⅊

R/W 118' RT.

0.040 ⅊

254+50
804

2 SCALE (FEET) 5

25 20 15 10 5 0 5 10 15 20 25 30 35 40

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DATE: 6-7-93

ROT. <

SCALE: 1=1

CSU WORK FILE: 5502XSEC

5397

STATE PROJECT NUMBER	SHEET NUMBER
1701-04--73	9.27

"WB" ℓ

"EB" ℓ

816.94
24' RT

0.040↓

0.020↓

0.040↓

816.95
24' LT

0.040↓

0.020↓

0.040↓

R/W 113' LT.

R/W 108' RT.

258+00
816

815.18
24' RT

815.18
24' LT

R/W 118' LT.

R/W 108' RT.

257+50
814

813.41
24' RT

813.42
24' LT

R/W 118' LT.

R/W 108' RT.

257+00
812

811.65
24' RT

811.65
24' LT

0.040↓

0.020↓

0.040↓

0.040↓

0.020↓

0.040↓

R/W 118' LT.

R/W 108' RT.

256+50
812

2 SCALE (FEET) 5

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

DATE: 6-7-93

ROT. <

SCALE: 1=1

DRAWING FILE: 5592XSEC

STATE PROJECT NUMBER	SHEET NUMBER
1701–04–73	7.28

"WB" ℄

825.76
24' RT.

R/W 118' LT.

-0.040 ⅓

-0.020 ⅓

824.00
24' RT.

R/W 118' LT.

VAR.

822.23
24' RT.

R/W 118' LT.

VAR.

820.47
24' RT.

R/W 118' LT.

818.71
24' RT.

R/W 118' LT.

-0.040 ⅓

-0.020 ⅓

-0.040 ⅓

"EB" ℄

825.58
24' LT.

VAR.

-0.040 ⅓

-0.020 ⅓

-0.040 ⅓

R/W 109' RT.

260+50
826

823.87
24' LT.

VAR.

R/W 109' RT.

260+00
822

822.15
24' LT.

VAR.

R/W 109' RT.

259+50
820

820.43
24' LT.

VAR.

R/W 109' RT.

259+00
820

818.71
24' LT.

VAR.

-0.040 ⅓

-0.020 ⅓

-0.040 ⅓

R/W 109' RT.

258+50
818

30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30

2 SCALE (FEET) 5

DATE: 8-7-03
ROT ⊿
SCALE: 1=1
DRAWING FILE: 5502SSC

5502

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.29

"WB" R/L

829.29
24' RT.

0.040'/'

0.020'/'

0.040'/'

261+50
830

"EB" R/L

829.02
24' LT.

0.040'/'

0.020'/'

0.040'/'

261+50
828

"WB" R/L

827.53
24' RT.

0.040'/'

0.020'/'

0.040'/'

261+00
826

"EB" R/L

827.30
24' LT.

0.040'/'

0.020'/'

0.040'/'

261+00
826

2 SCALE (FEET) 5

DATE: 6-14-93

ROT: ←

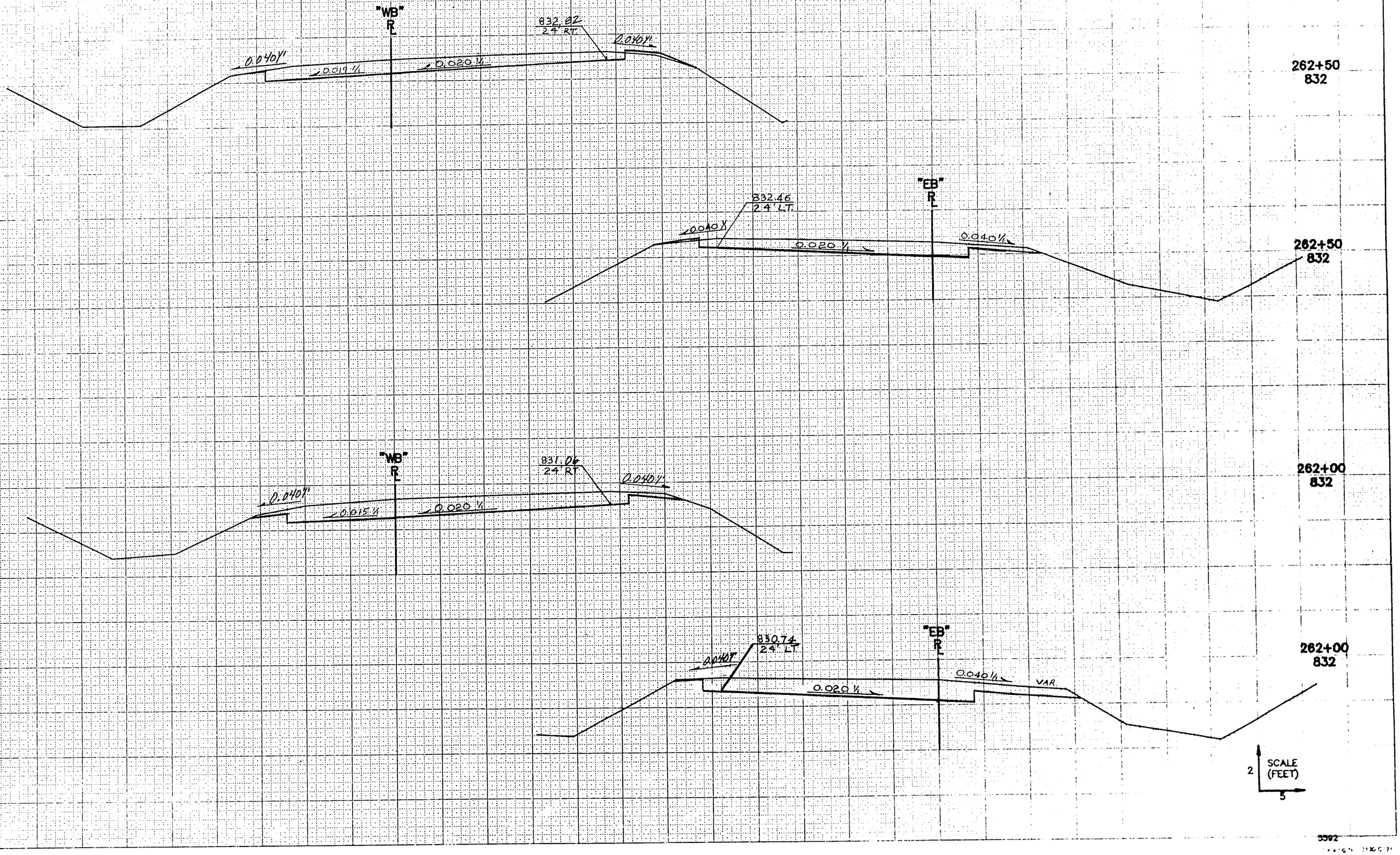
SCALE: 1=1

DRAWING FILE: K5022SEC

5302

Catalog No. 2130-C121

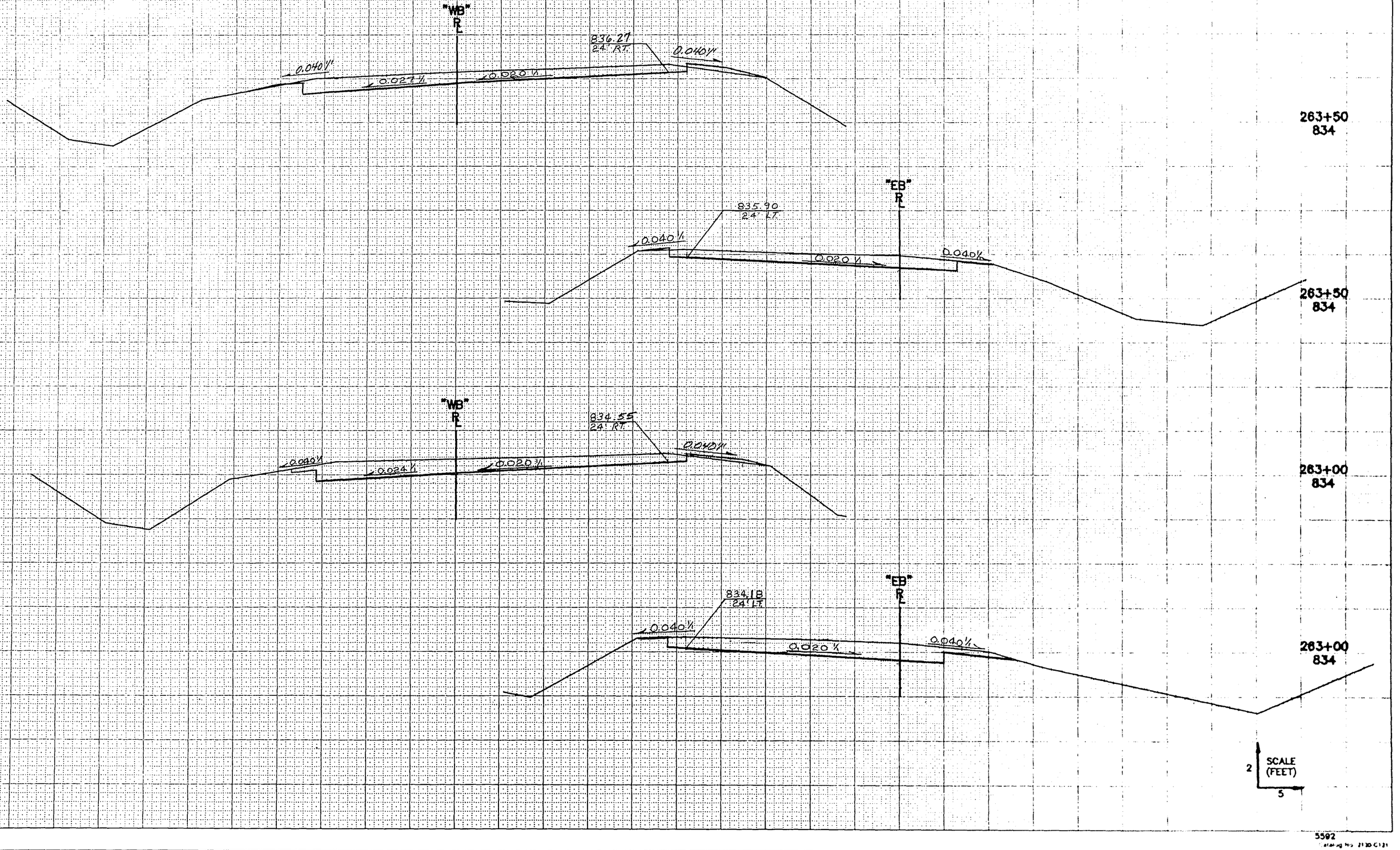
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.30



DRAWING FILE: 5392SSEC
SCALE: 1=1
ROT. <
DATE: 8-14-93

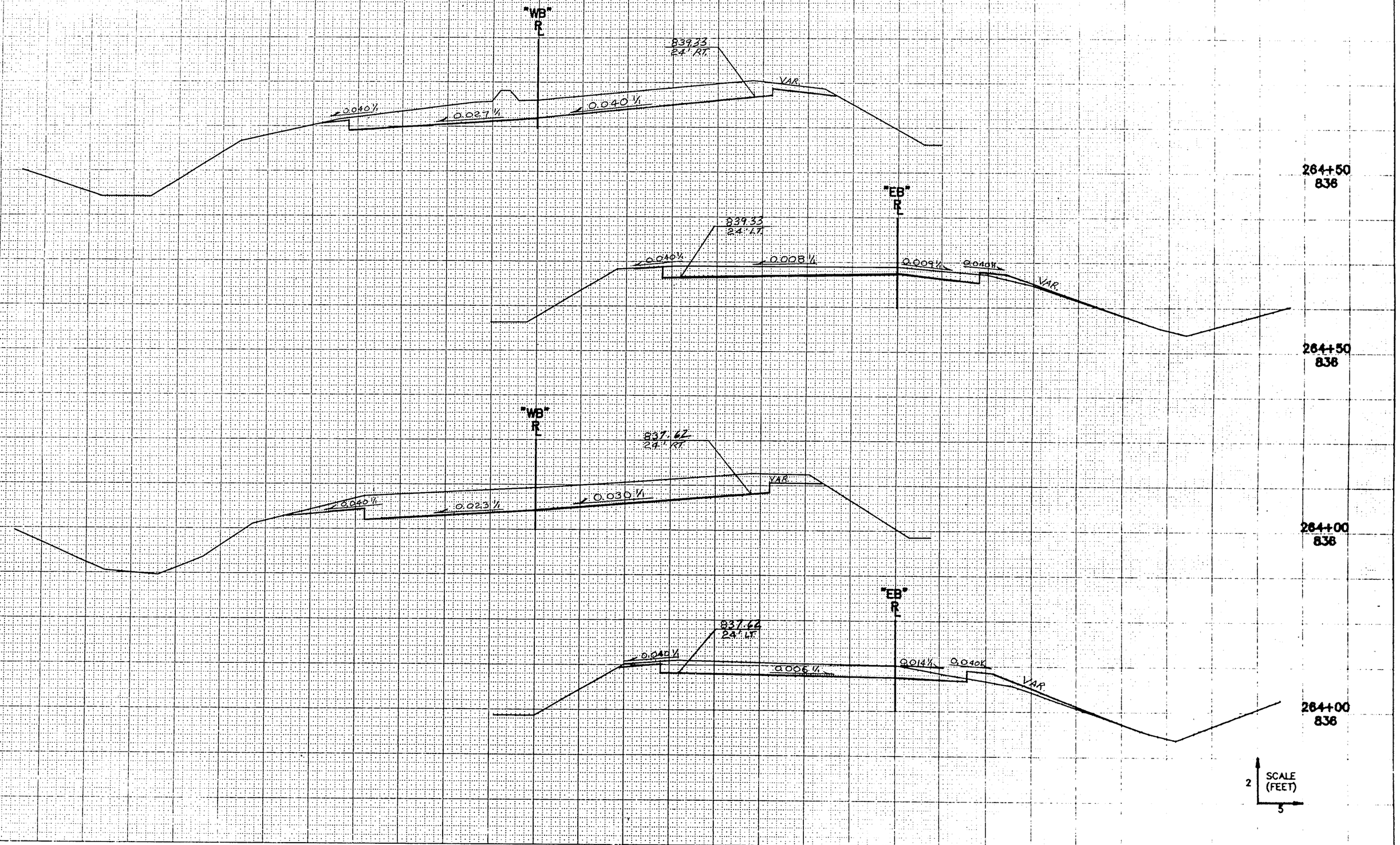
5392

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.31



DATE: 8-14-03
ROT. <
SCALE: 1=1
DRAWING FILE: 8592SSEC

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.32

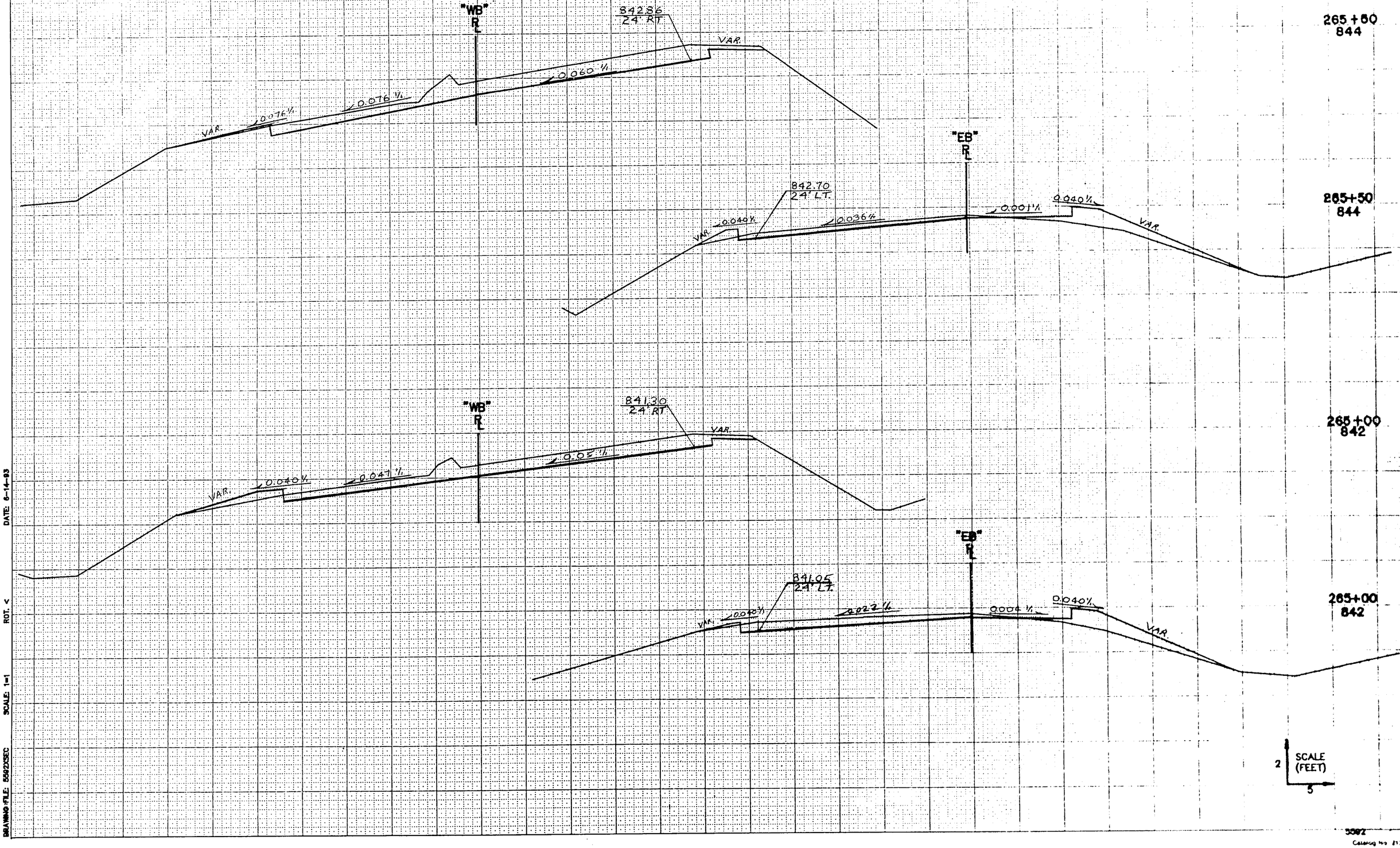


DRAWING FILE: 5502XSEC SCALE: 1=1 ROT. < DATE: 6-14-93

30

5502

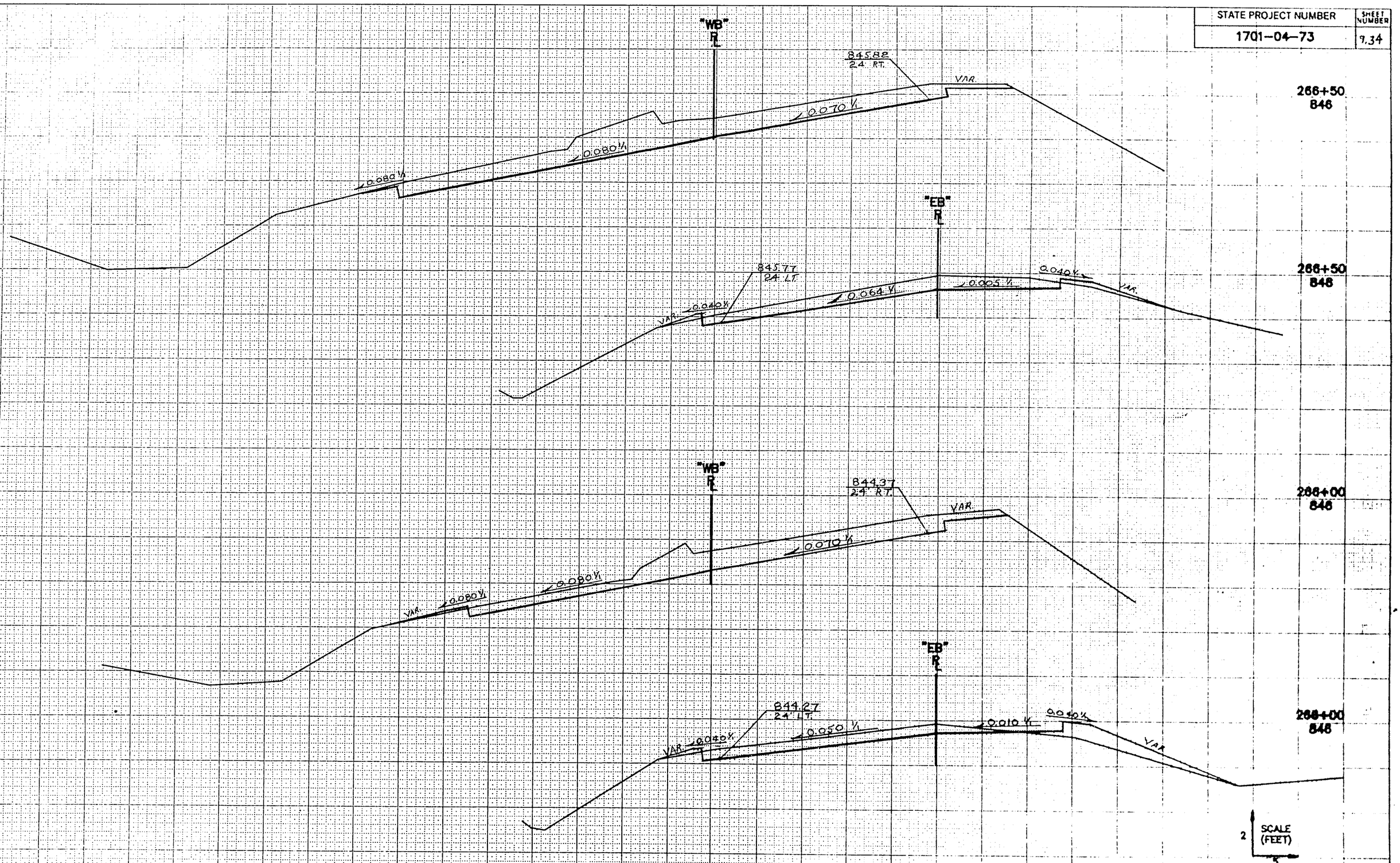
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.33



DATE: 6-14-03
ROT. <
SCALE: 1=1
DRAWING FILE: 8592XSEC

8592
Catalog No. 21306121

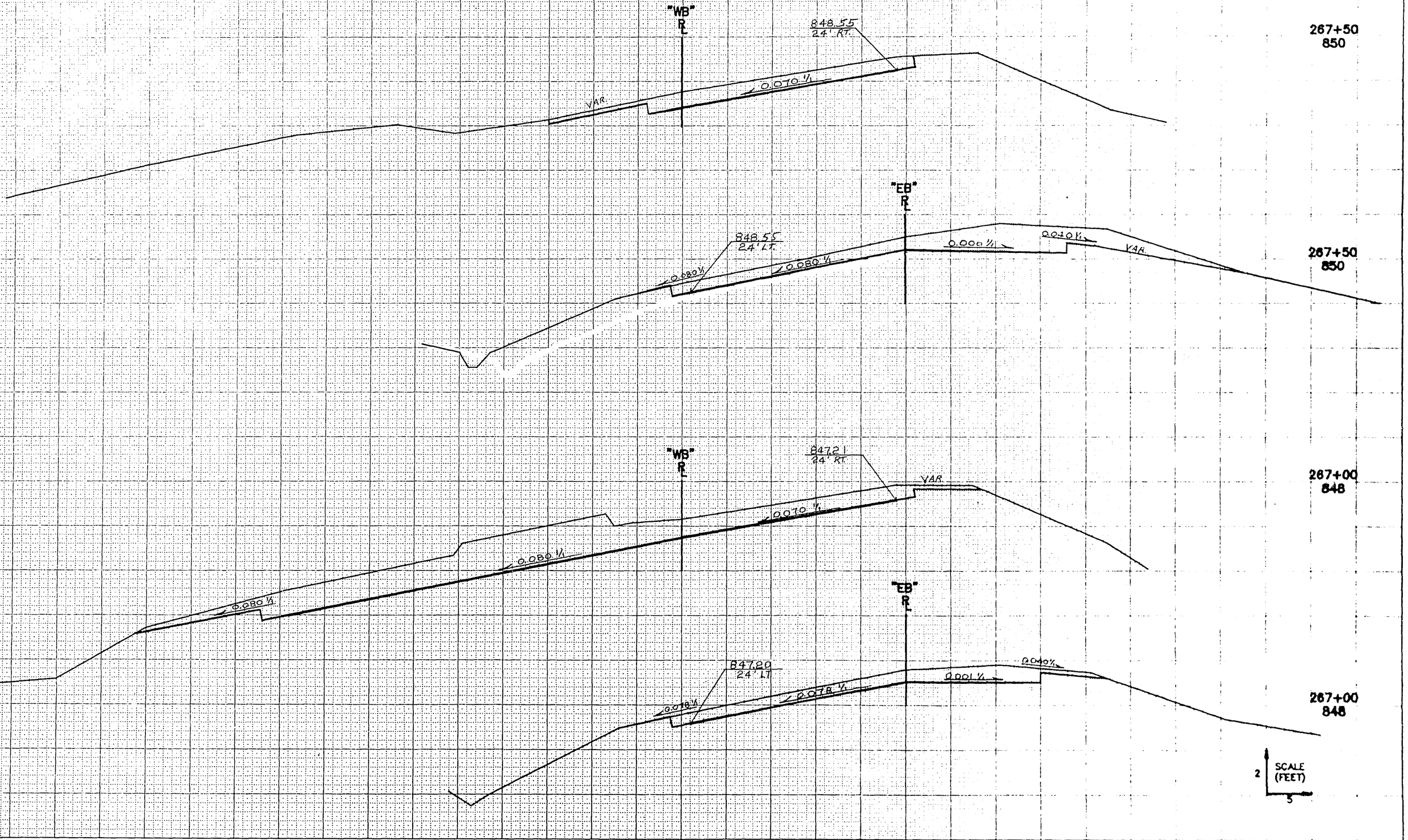
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.34



DATE: 6-14-93
ROT. <
SCALE: 1=1
DRAWING FILE: 85922XSEC

5002

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9 35

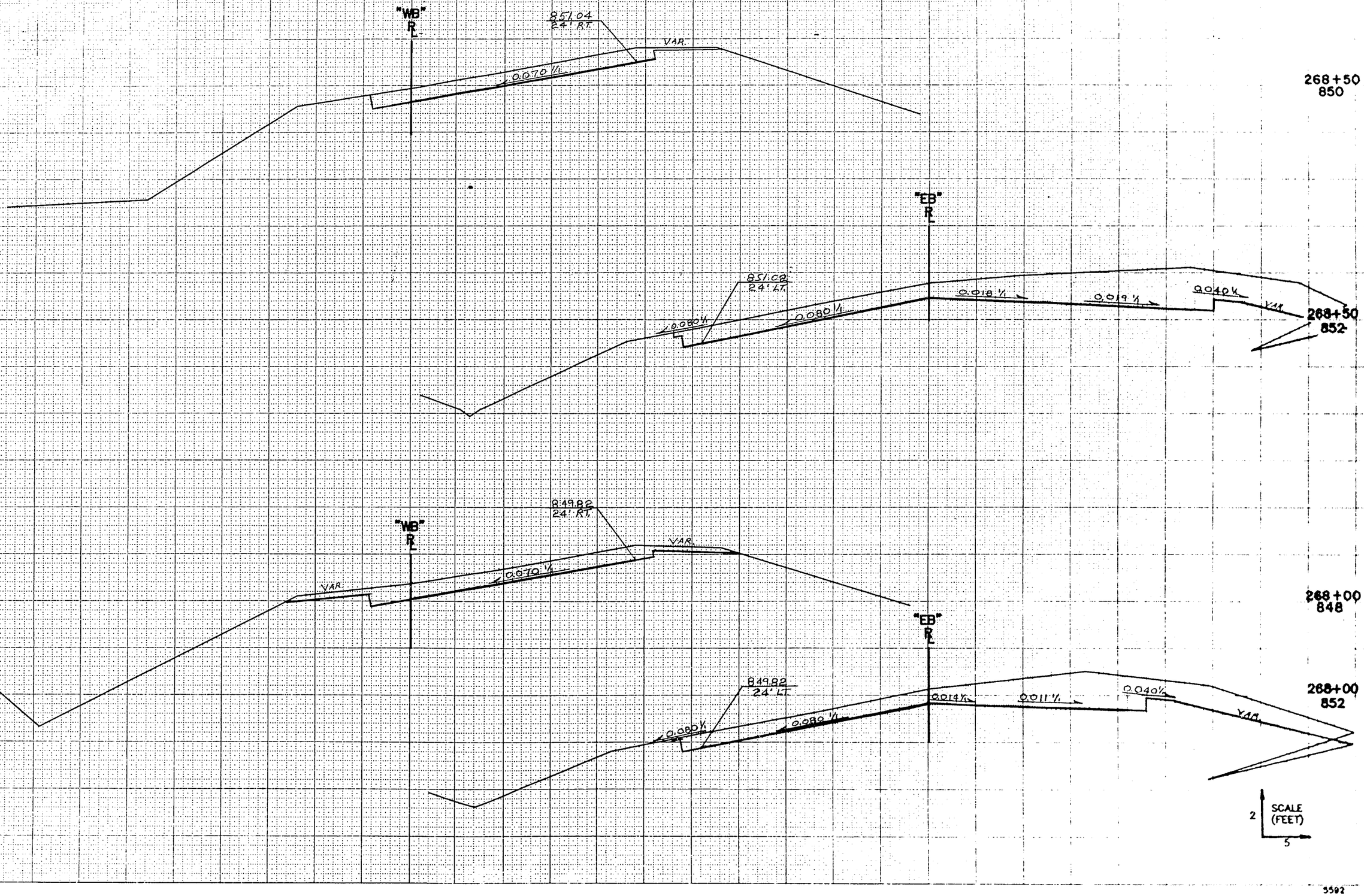


DRAWING FILE: 5502CSEC SCALE: 1=1 ROT. < DATE: 6-14-93

5502

Catalog No. 21330-C121

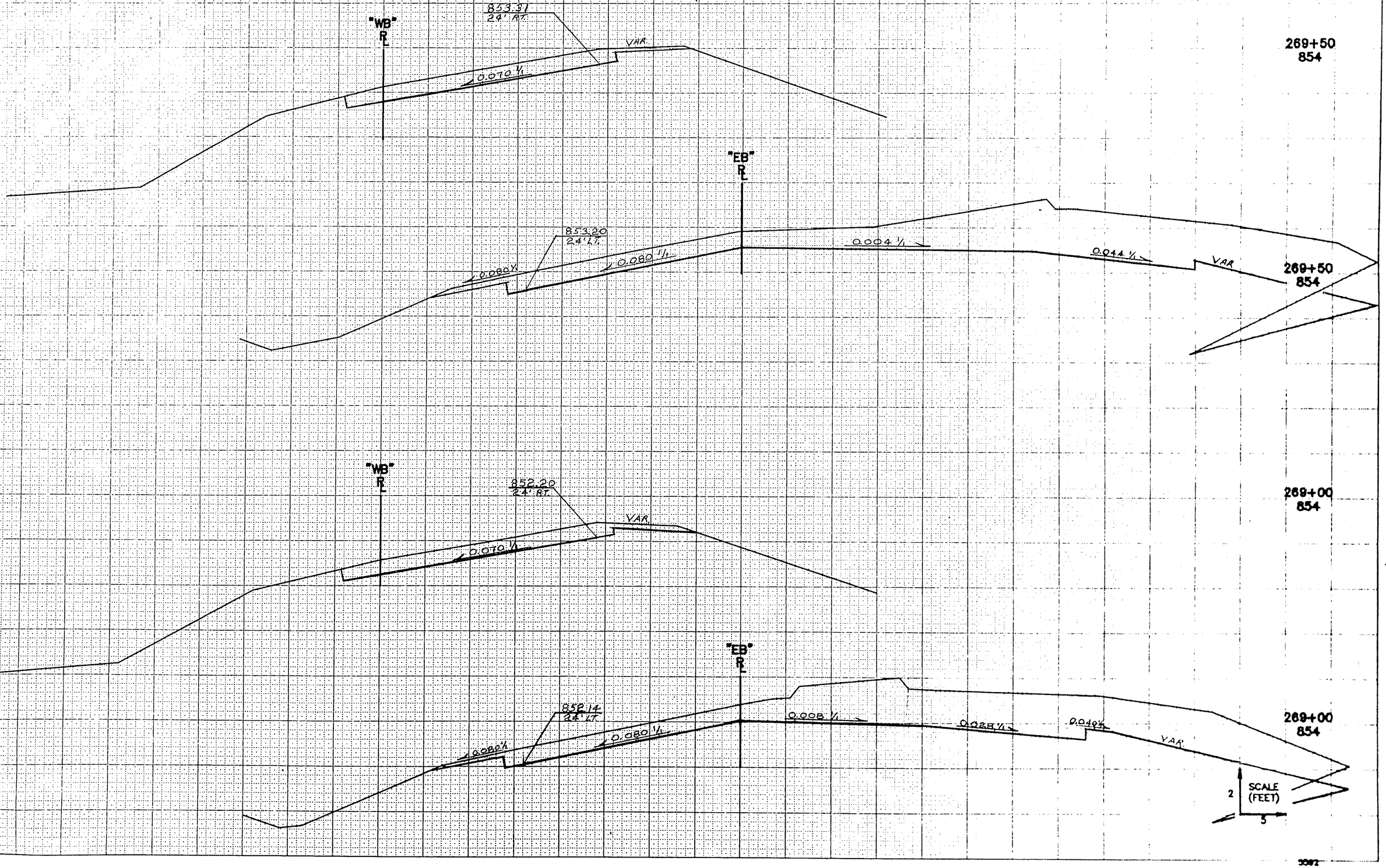
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.36



DRAWING FILE: 55923SEC SCALE: 1=1 ROT. < DATE: 8-14-93

5592

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.37



DRAWING FILE: 85922SSEC SCALE: 1=1 ROT. < DATE: 8-7-83

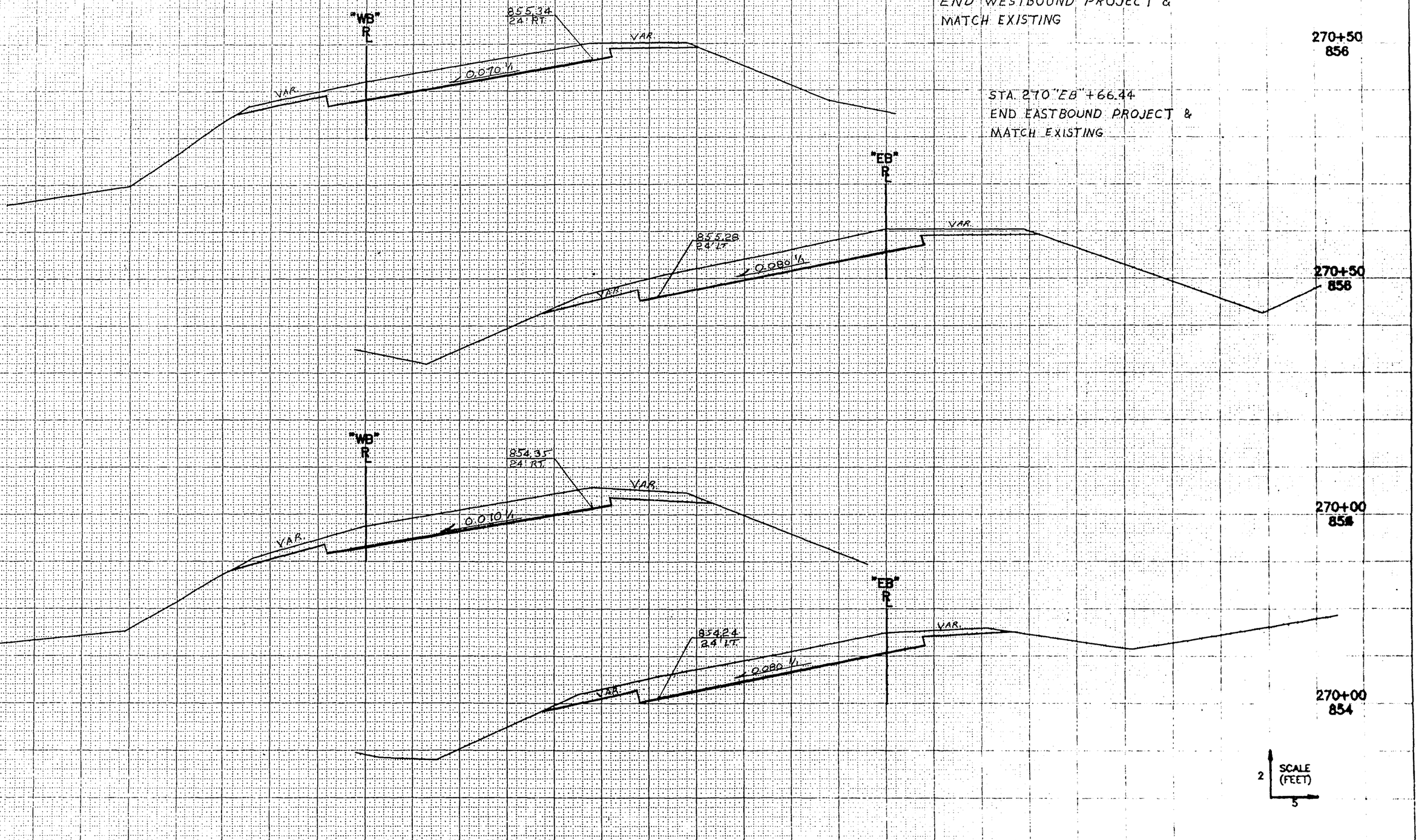
3092

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.38

STA. 270"WB"+83.32
END WESTBOUND PROJECT &
MATCH EXISTING

STA. 270"EB"+66.44
END EASTBOUND PROJECT &
MATCH EXISTING

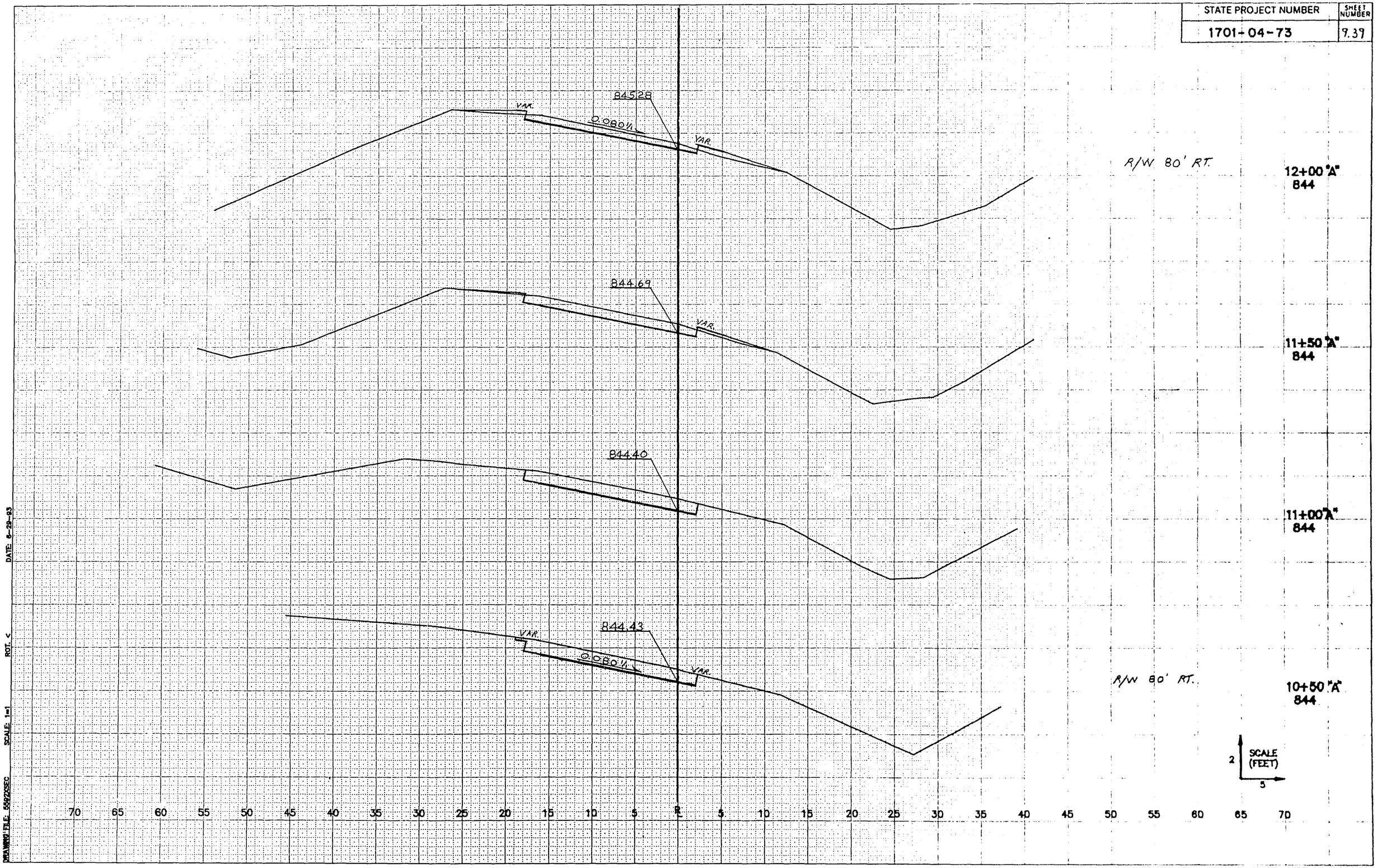


DRAWING FILE: 55922SSEC SCALE: 1=1 ROT. < DATE: 8-14-03

5982

drawing no. 2130-C121

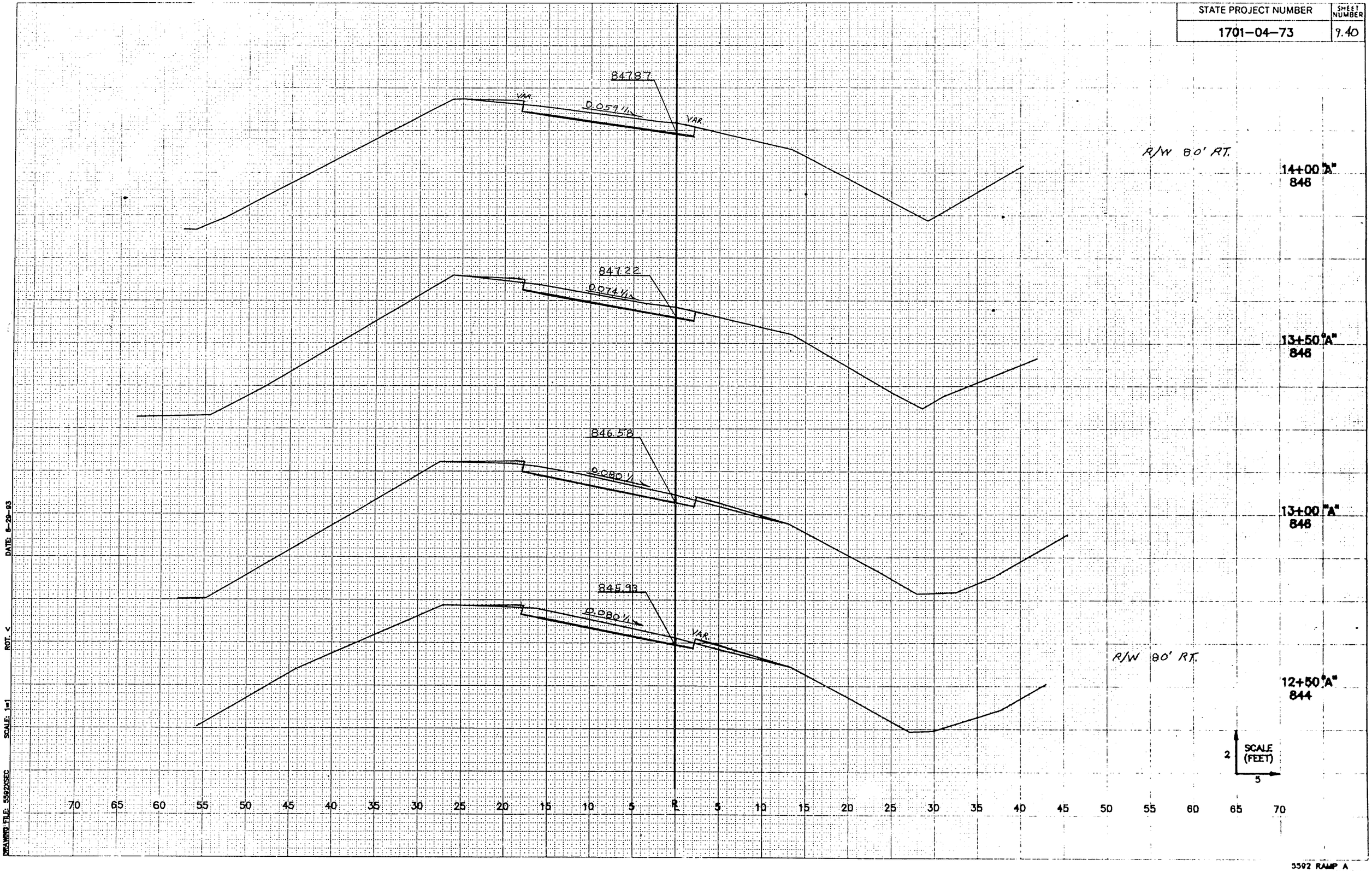
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.39



DRAWING FILE: 5592SSEC SCALE: 1=1 ROT. < DATE: 6-29-93

5592 RAMP A
Catalog No. 2130-C-121

STATE PROJECT NUMBER	SHEET NUMBER
1701–04–73	9.40



DRAWING FILE: 5592DSEC SCALE: 1=1 ROT. < DATE: 8-29-93

5592 RAMP A
Drawing No. 2130-C12

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.41

DRAWING FILE: 5592XSEC SCALE: 1=1 ROT: < DATE: 8-10-93

850.24
VAR.
0.020 ↘
VAR.
16+50 "A"
848
R/W 80' RT.

849.87
16+00 "A"
848

849.50
0.020 ↘
15+50 "A"
848

849.08
0.029 ↘
15+00 "A"
848

848.52
VAR.
0.044 ↘
VAR.
14+50 "A"
848
R/W 80' RT.

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

SCALE (FEET)
2
5

5592 RAMP A
Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.42

851.68

VAR. 0.047 ft/ft VAR.

R/W 80' RT.

18+50 "A"
850

851.34

0.030 ft/ft VAR.

18+00 "A"
850

850.97

VAR. 0.020 ft/ft

17+50 "A"
850

STA. 17+40 - STA. 18+20, LT.
REMOVE AND RECONSTRUCT
CONCRETE SIDEWALK

850.60

0.020 ft/ft

R/W 80' RT.

17+00 "A"
850

SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 R 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DATE: 8-10-93
ROT. <
SCALE: 1=1
DRAWING FILE: 5922XSEC

5922 - AMP A

STATE PROJECT NUMBER	SHEET NUMBER
1701–04–73	9.43

850.62
VAR.
0.080 ft/ft
VAR.
20+50 "A"
850
R/W 150' RT.

851.28
R/W 135' RT. 20+00 "A"
850

851.67
0.080 ft/ft
R/W 135' RT. 19+50 "A"
850

851.81
VAR.
0.063 ft/ft
VAR.
R/W 90' RT. 19+00 "A"
850

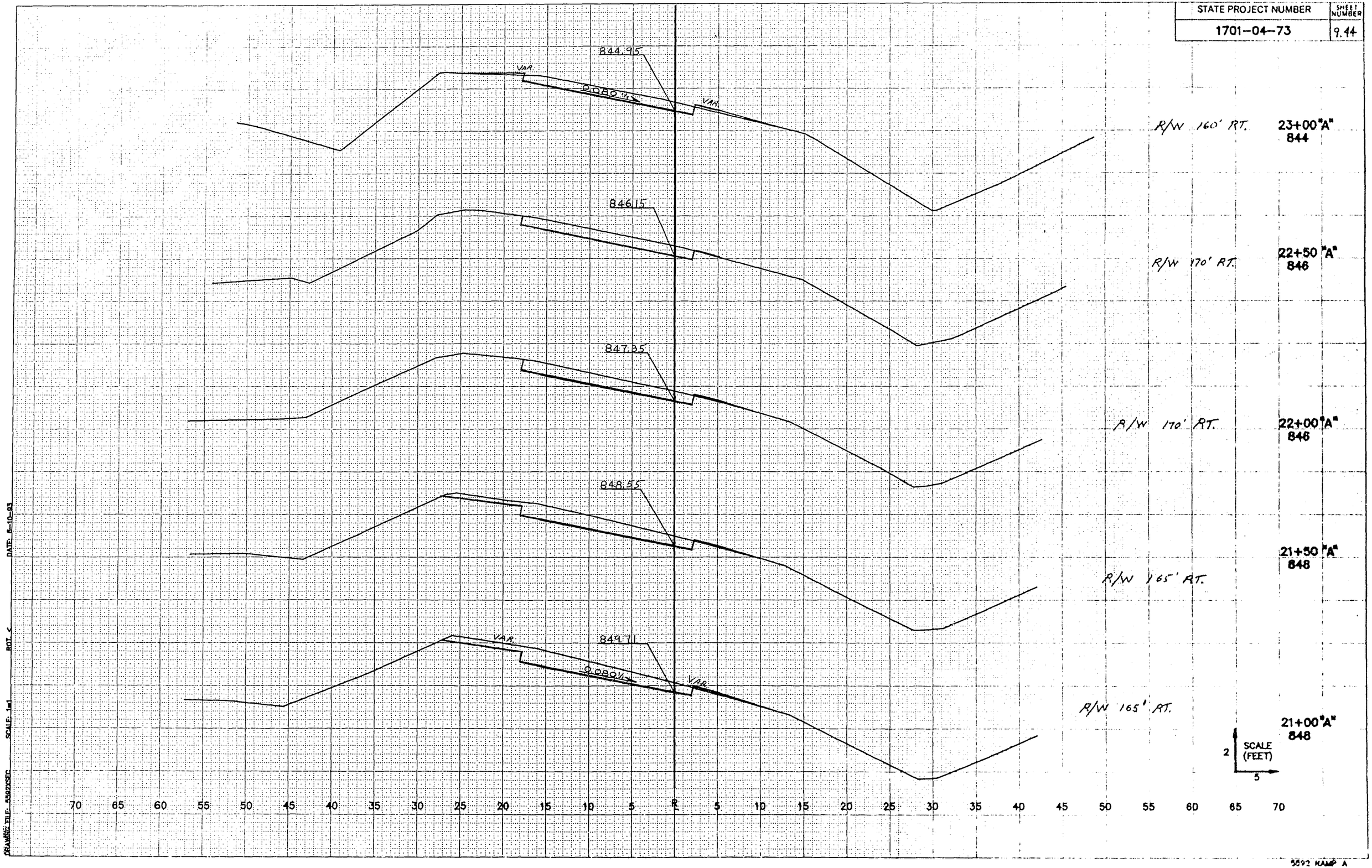
70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

SCALE (FEET)
2
5

DRAWING FILE: 5502SSEC SCALE: 1=1 ROT. < DATE: 6-10-93

5502 RAMP A
Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.44



R/W 160' RT. 23+00 "A" 844

R/W 170' RT. 22+50 "A" 846

R/W 170' RT. 22+00 "A" 846

R/W 165' RT. 21+50 "A" 848

R/W 165' RT. 21+00 "A" 848

2 SCALE (FEET) 5

DATE: 8-10-93

ROT. ←

SCALE: 1=1

DRAWING FILE: 5602SCR

5602 RAMP A

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.45

840.27
0.080 ft/ft
VAR.
R/W 90' RT.
25+00 "A"
840

841.36
R/W 120' RT.
24+50 "A"
842

842.56
R/W 135' RT.
24+00 "A"
842

84376
0.080 ft/ft
VAR.
R/W 150' RT.
23+50 "A"
844

SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DATE: 6-10-93
ROT. <
SCALE: 1=1
FILE: 5502RSEC

5502 RAMP A
Catalog No. 7130-C12

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.46

837.27

-0.040 ft/ft

VAR.

R/W 75' RT.

26+50 "A"
838

838.27

-0.055 ft/ft

R/W 90' RT.

26+00 "A"
838

839.27

-0.059 ft/ft

VAR.

R/W 90' RT.

25+50 "A"
840

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

2 SCALE (FEET) 5

DATE: 6-29-93

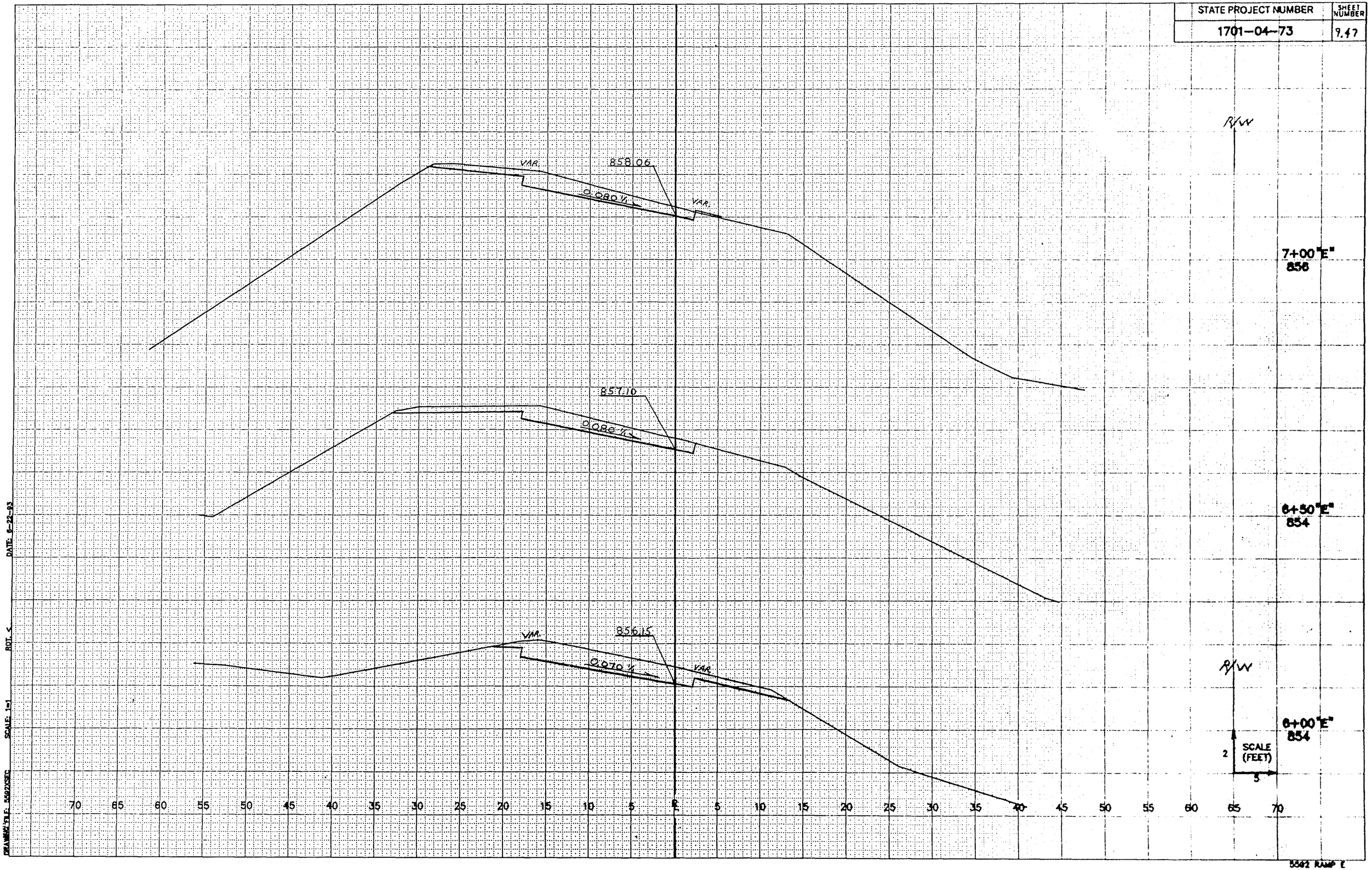
ROT. <

SCALE: 1=1

DRAWING FILE: 5592SSEC

5592 RAMP A

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.47



DATE: 6-22-93

ROT. <

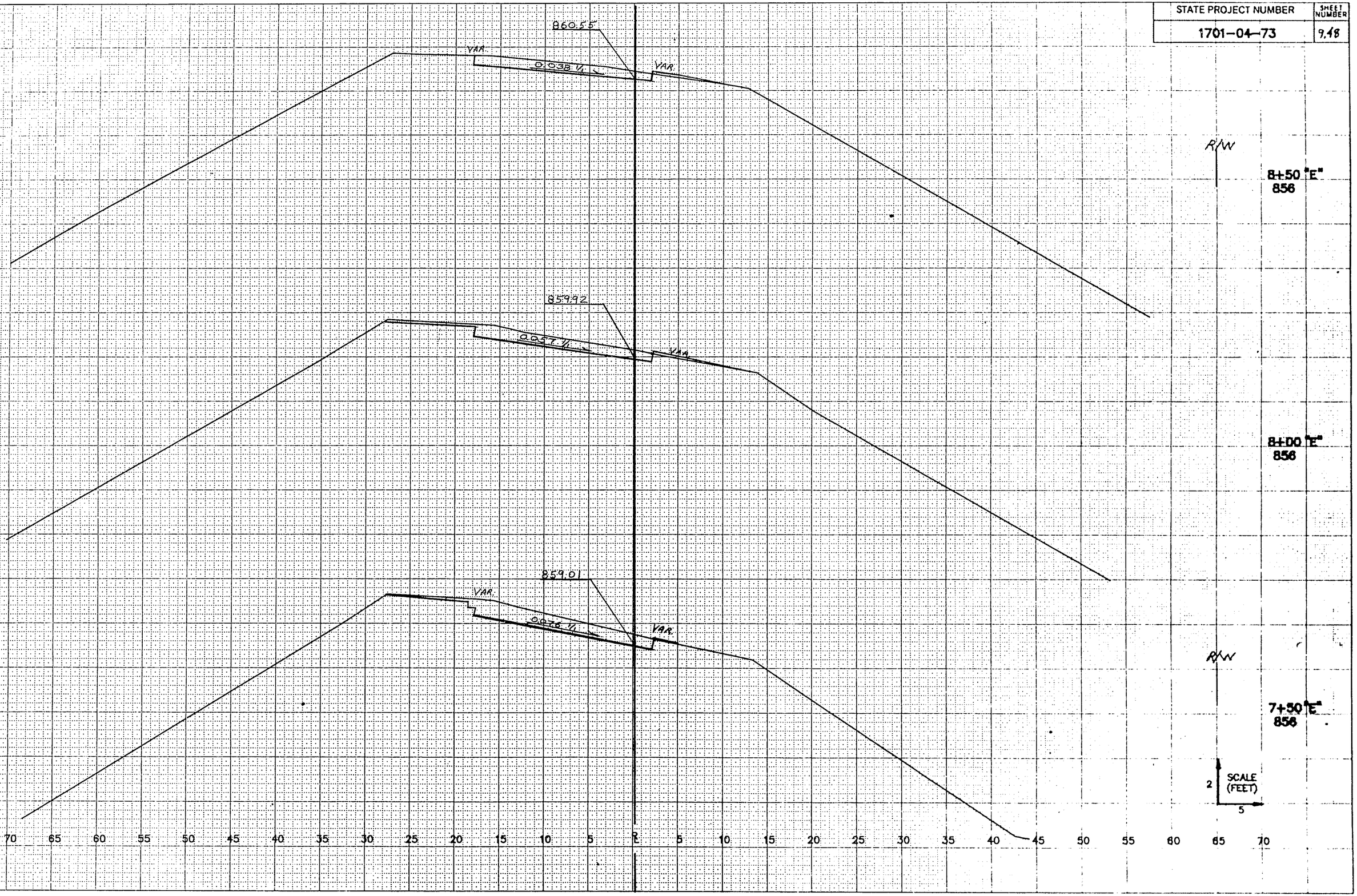
SCALE: 1=1

DRAWING FILE: 5502XSEC

5502 RAMP E

Catalog No 21130-C121

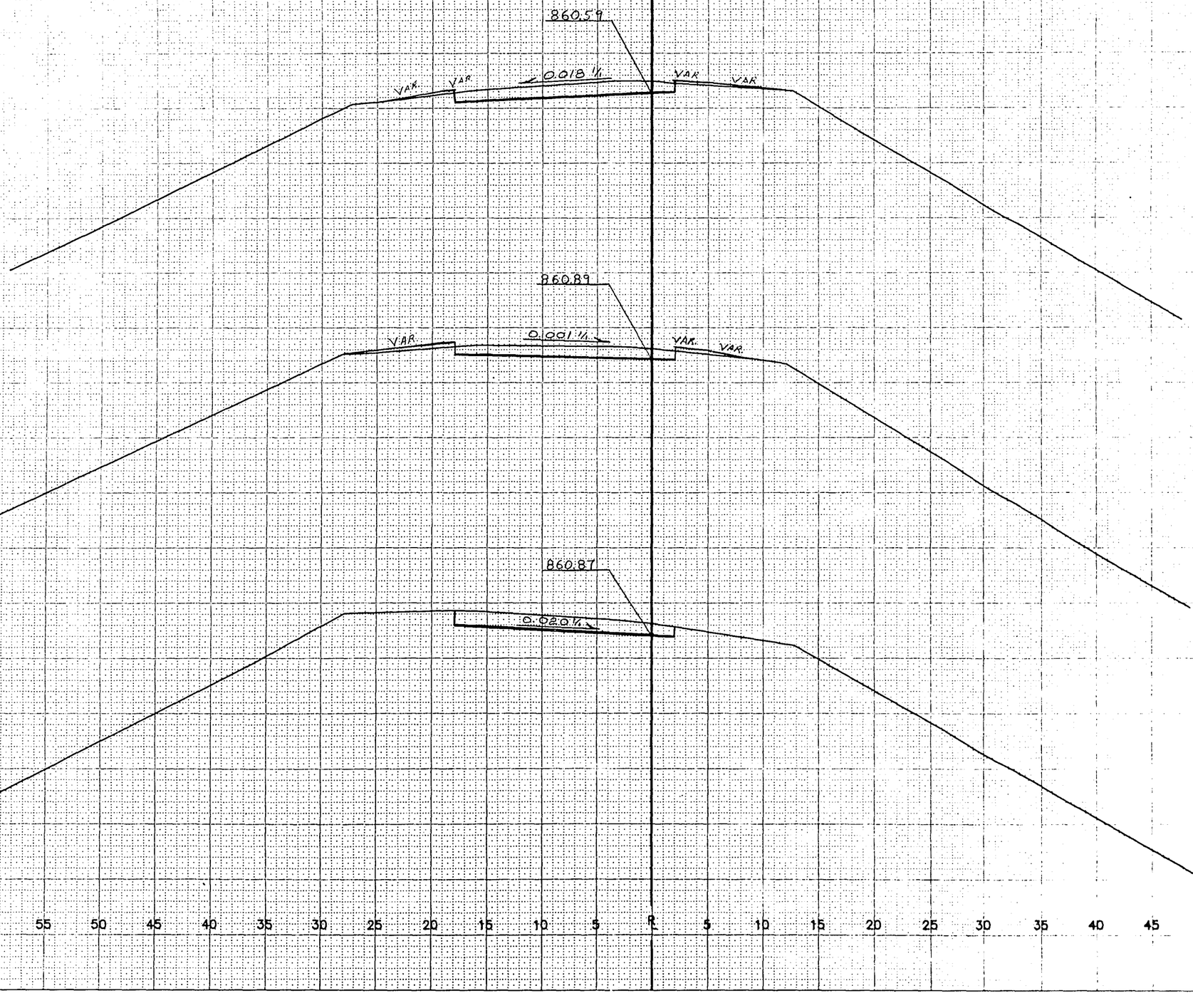
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.48



DATE: 6-22-93
ROT: ⊄
SCALES: 1=1
DRAWING FILE: 5502XSEC

5502 RAMP E
Catalog No. 21300-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.49



R/W

10+00 "E"
856

9+50 "E"
858

R/W

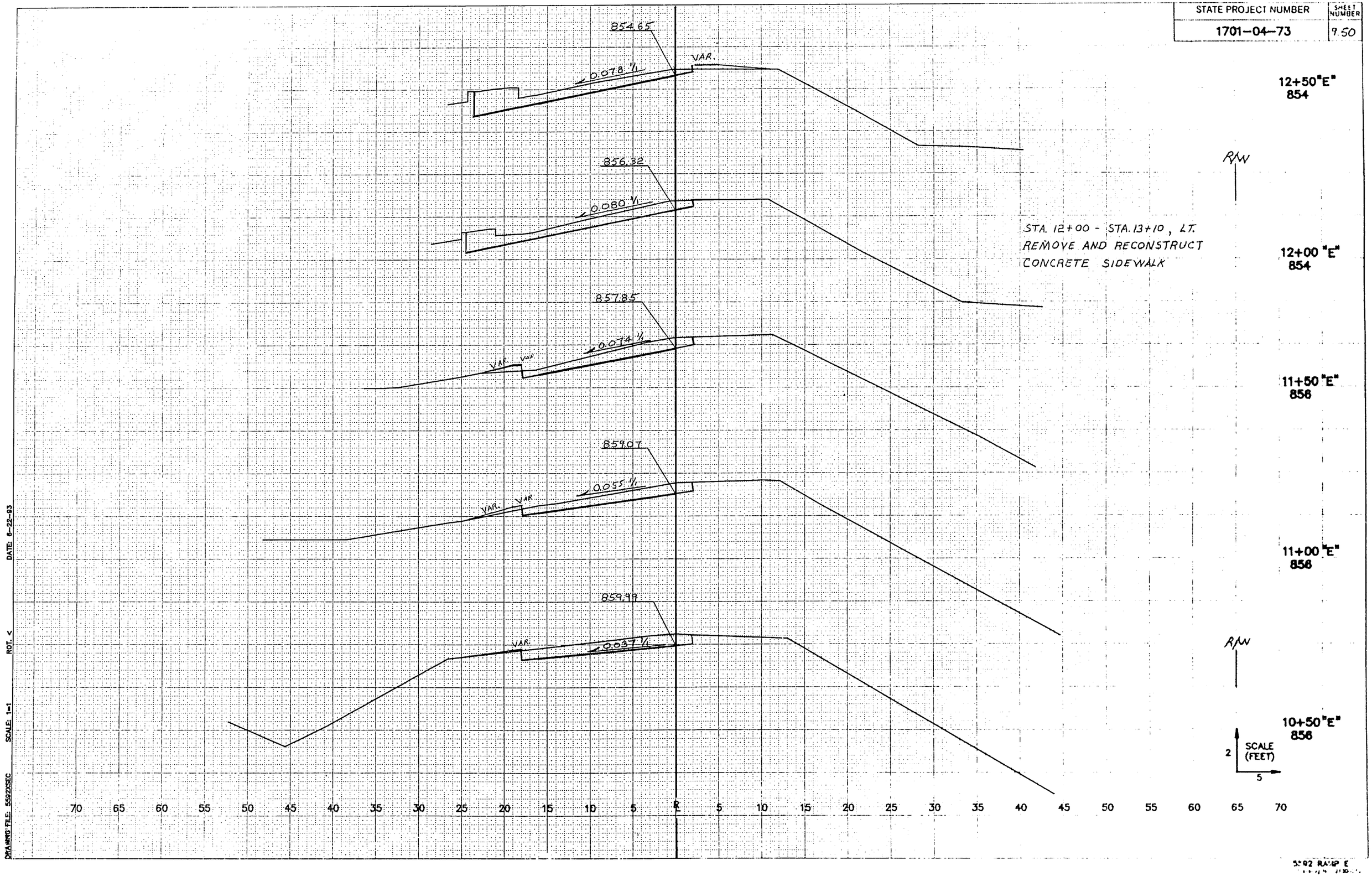
9+00 "E"
856

2 SCALE (FEET) 5

DRAWING FILE: 5582XSEC SCALE: 1=1 ROT. < DATE: 6-22-83

5582 RAMP E
Contract No. 2130 C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.50



DRAWING FILE: 5592XSEC SCALE: 1=1 ROT. < DATE: 6-22-93

5592 RAMP E

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.51

846.31
VAR.
0.019 ft/ft
VAR.
VAR.

15+00 "E"
844

847.98
0.010 ft/ft

R/W

14+50 "E"
848

849.65
VAR.
0.019 ft/ft
VAR.
VAR.

14+00 "E"
848

851.32
0.039 ft/ft
VAR.

13+50 "E"
850

852.99
0.058 ft/ft
VAR.

R/W

13+00 "E"
852

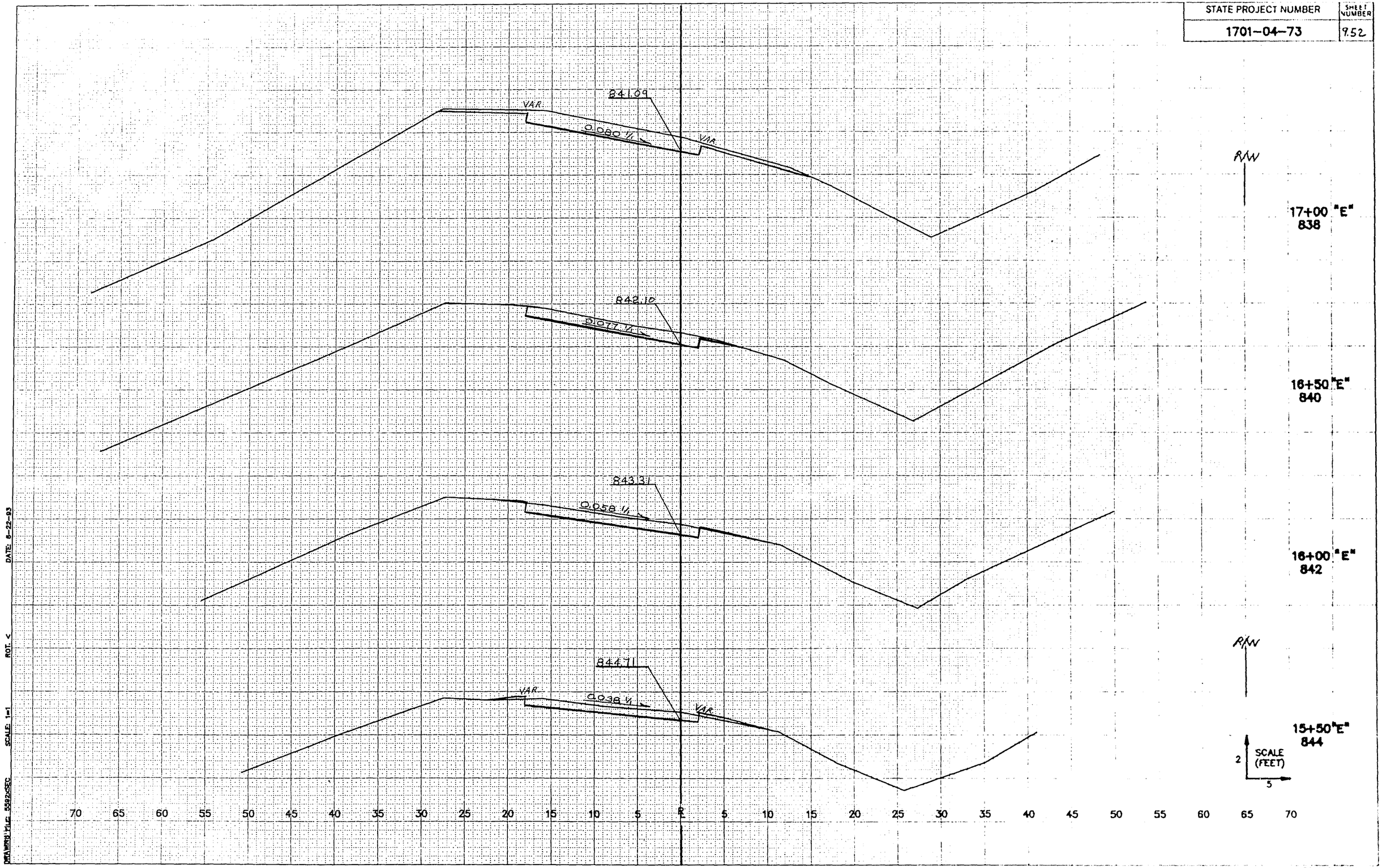
SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DRAWING FILE: 5562XSEC SCALE: 1=1 ROT. < DATE: 6-22-93

5562 RAMP E

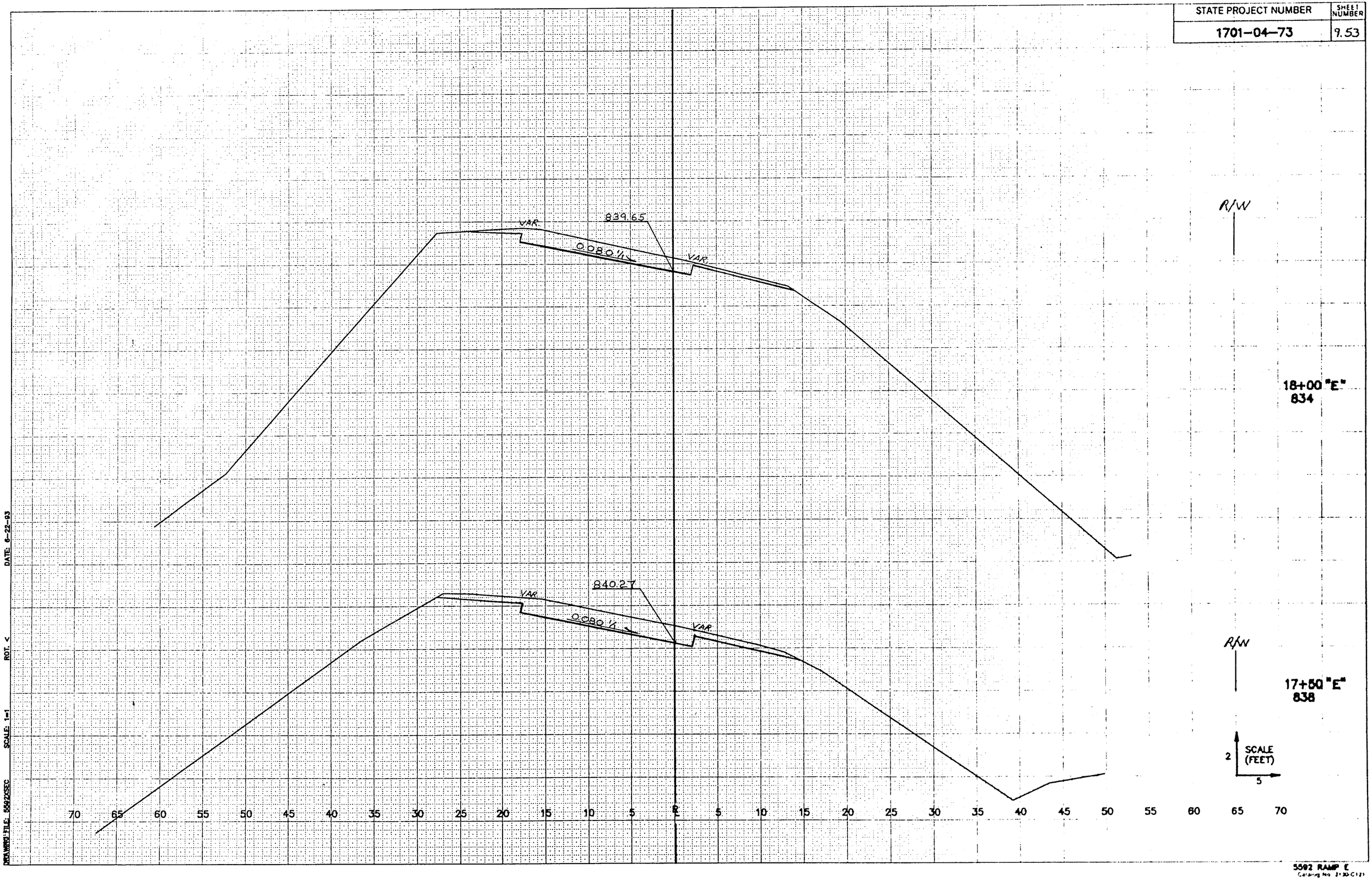
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.52



DATE: 8-22-93
ROT: <
SCALE: 1=1
DRAWING FILE: 5592-SEC

5592 RAMP E

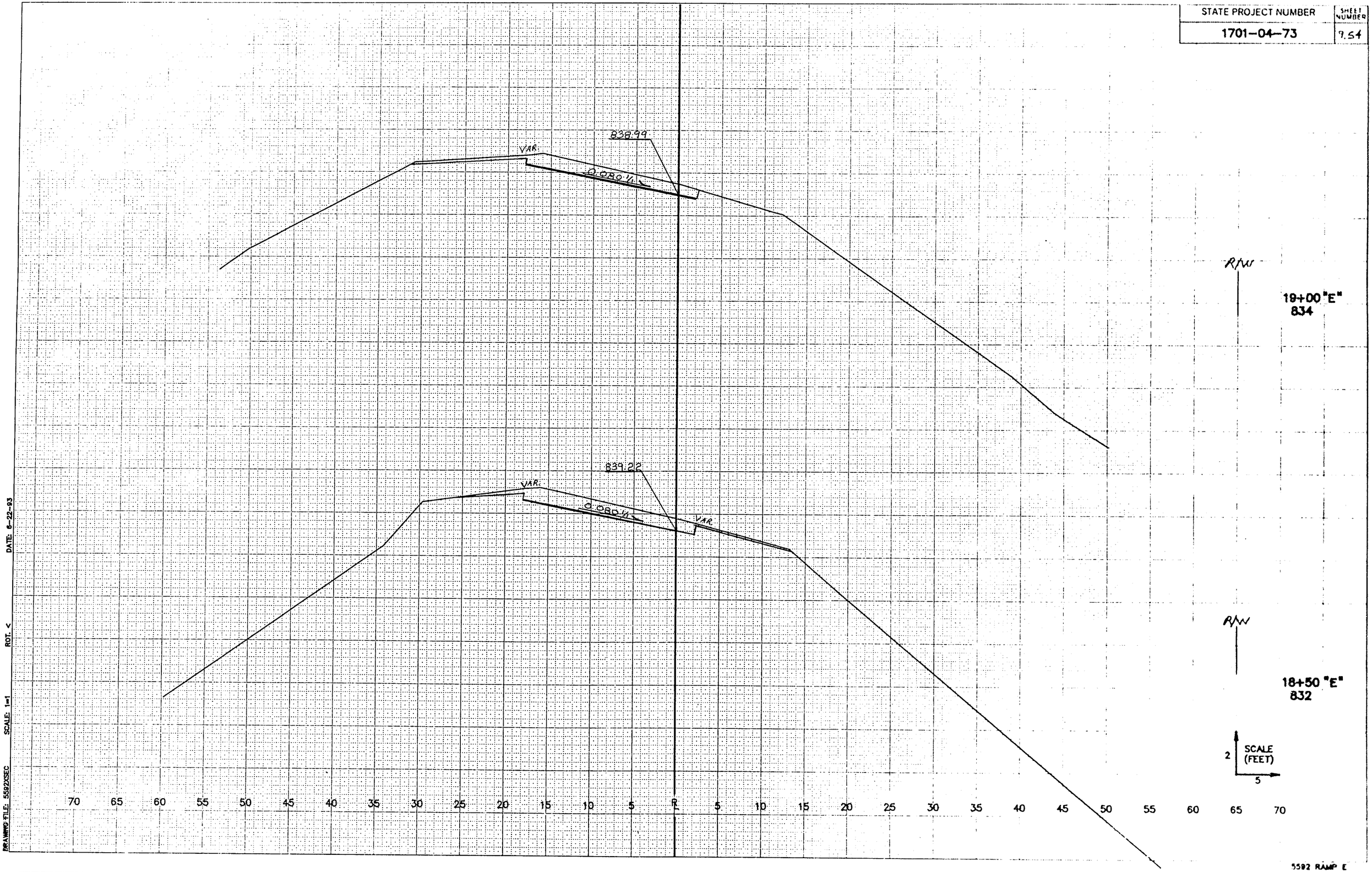
STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.53



DRAWING FILE: 5592SSEC SCALE: 1=1 ROT. < DATE: 6-22-93

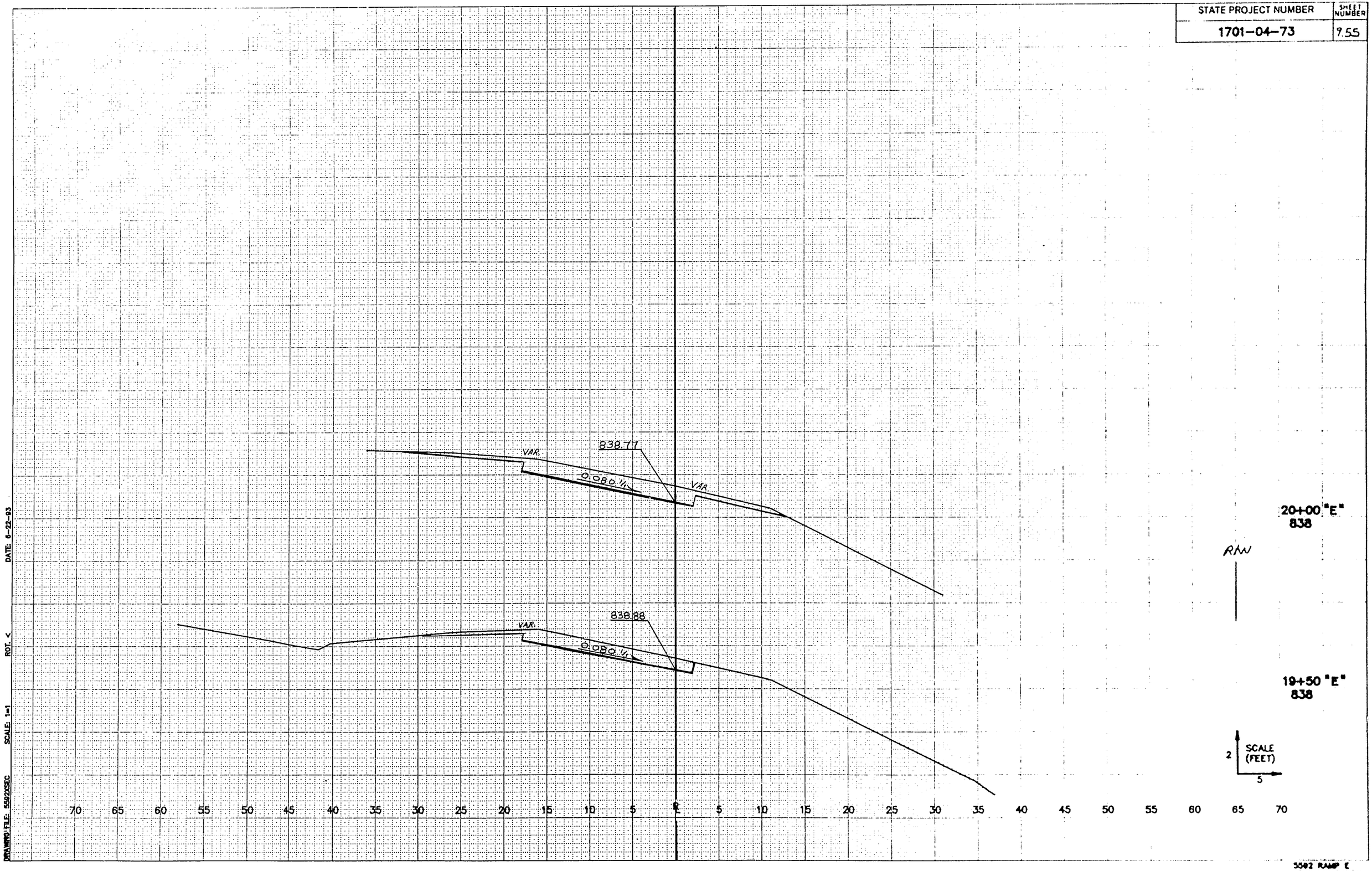
5592 RAMP E
Catalog No. 31300(13)

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.54



5592 RAMP E

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.55



DRAWING FILE: 5592CSEC SCALE: 1=1 ROT. < DATE: 6-22-93

5592 RAMP E

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	956

851.11
VAR.
-0.80%

851.80
VAR.
-0.80%

10+50 "G"
848

10+00 "G"
848

BEGIN PROJECT
RAMP G
STA. 10+00

SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DRAWING FILE: 5592XSEC SCALE: 1=1 ROT. < DATE: 6-22-93

5592 RAMP G

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.57

849.64

0.080 ft/ft

850.47

0.080 ft/ft

11+50 "G"
848

11+00 "G"
848

STA. 11+30 - STA. 12+45, LT.
REMOVE AND RECONSTRUCT
CONCRETE SIDEWALK

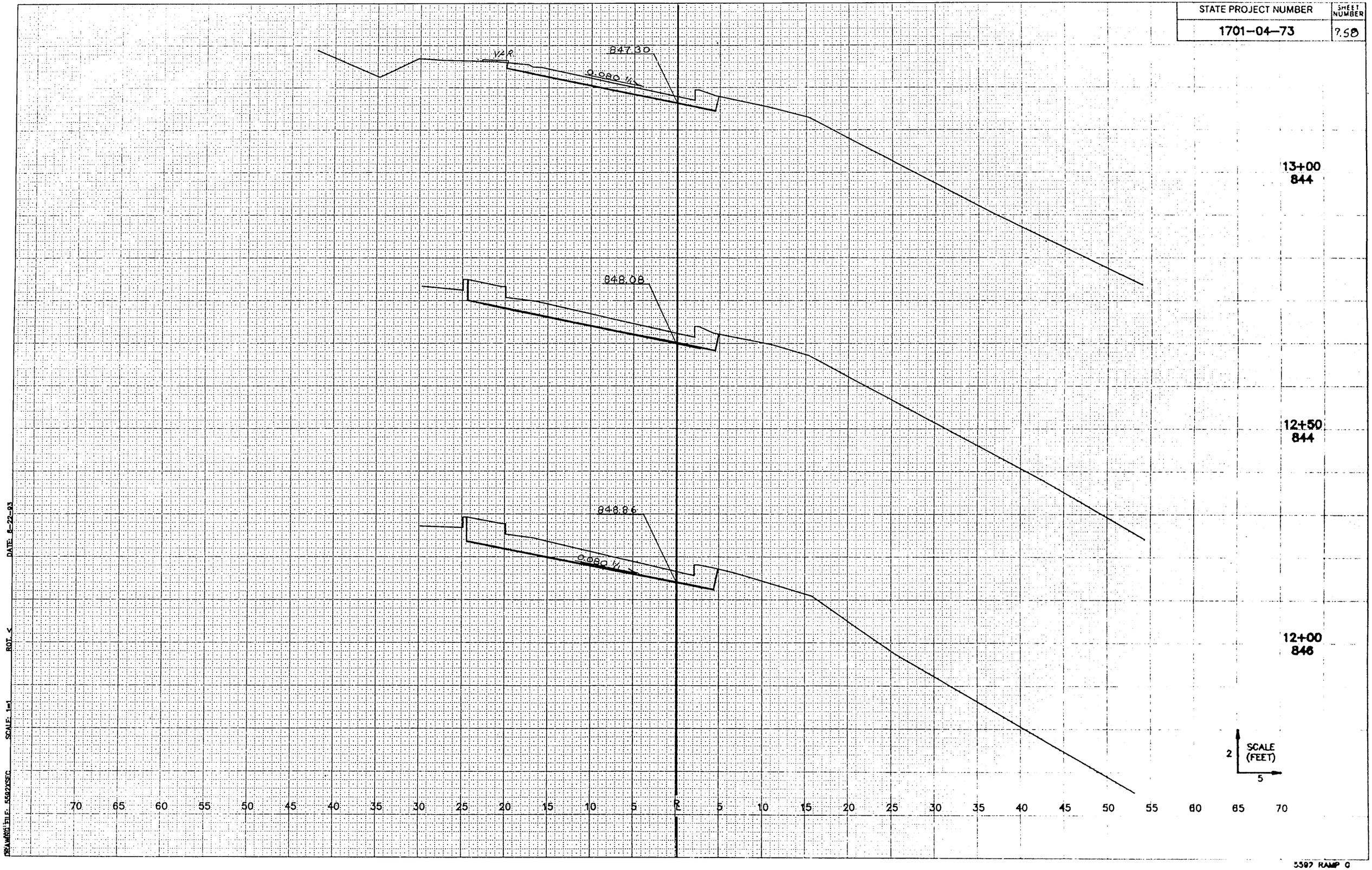
SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DATE: 6-22-93
SCALE: 1=1
ROT: <

5502 RAMP G

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.58



5592 RAMP O

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.59

843.64

@ 0.80 ft/ft

15+00 "G"
842

844.55

14+50 "G"
842

845.47

VAR

14+00 "G"
844

VAR

846.38

@ 0.80 ft/ft

13+50 "G"
844

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

SCALE (FEET)
2
5

DRAWING FILE: 5592SSEC SCALE: 1=1 ROT: < DATE: 8-22-93

5592 RAMP C
Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	960

END PROJECT
RAMP G
STA. 17+20.74
MATCH EXISTING

841.57
0.075 %

VAR.
841.76
0.080%

842.17
VAR.

842.80
0.080 %

17+00 "G"
842

16+50 "G"
842

16+00 "G"
842

15+50 "G"
842

SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DATE: 8-22-93
ROT. <
SCALE: 1=1
DRAWING FILE: 5592XSSG

5592 RAMP G

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.61

VAR. VAR. 845.35 S=.980 ft/ft

12+50 "H" 846

VAR. VAR. 844.54

12+00 "H" 844

843.72

11+50 "H" 844

843.05

11+00 "H" 844

842.65 S=.080 ft/ft

10+50 "H" 844

BEGIN PROJECT
RAMP H
STA. 10+00

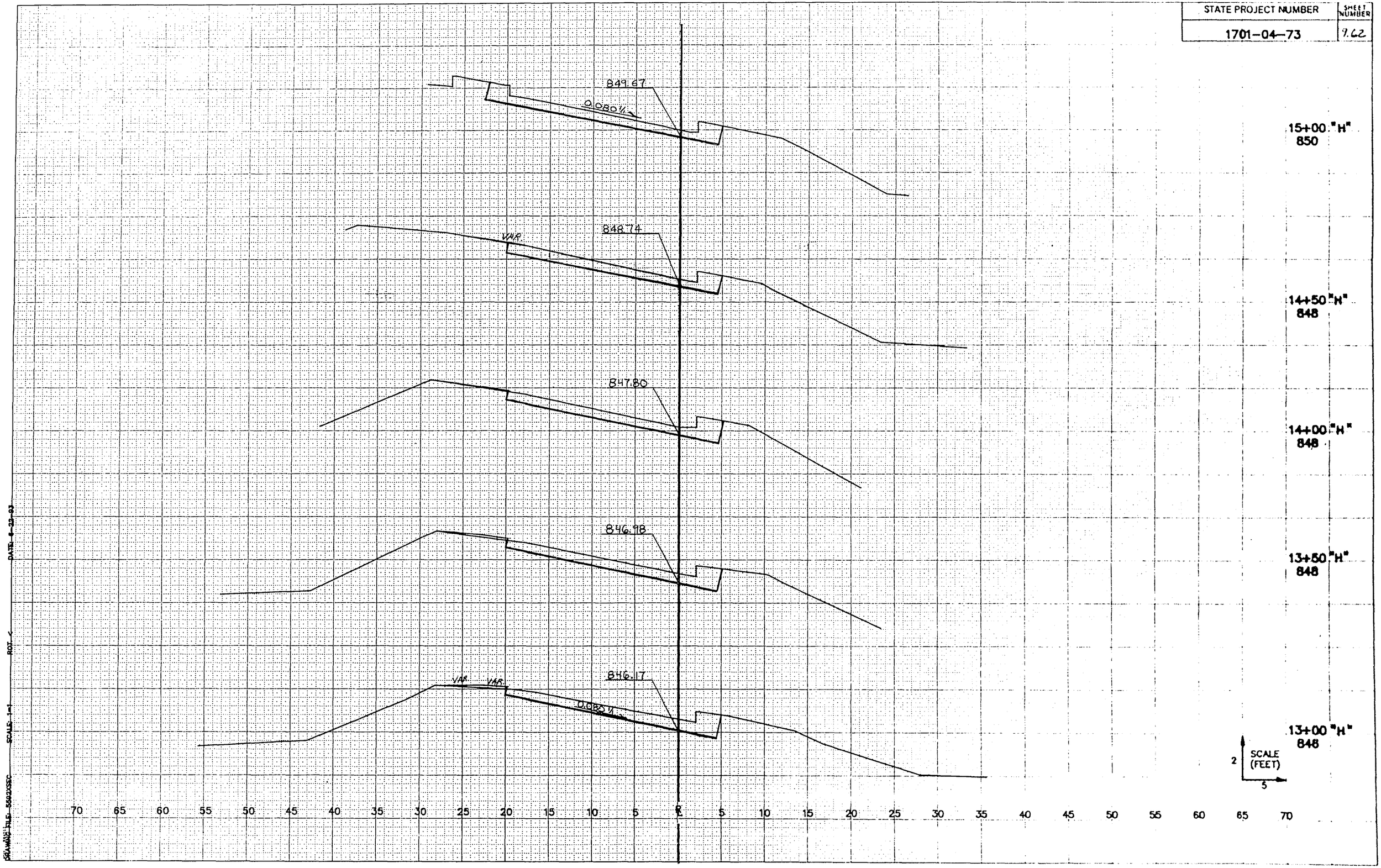
SCALE (FEET) 2 5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DATE: 8-22-03
ROT. <
SCALE: 1=1
FILE: 5502XSEC

5502 RAMP H

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	7.62



DATE: 6-22-93
ROT: V
SCALE: 1=1
PROFILE FILE: 5502DSSC

5502 RAMP H

STATE PROJECT NUMBER	SHEET NUMBER
1701-04-73	9.63

END PROJECT
RAMP H
STA. 17+32.34
MATCH EXISTING

VAR

852.80

0.080 ft/ft

852.07

851.34

850.61

0.080 ft/ft

17+00 "H"
852

16+50 "H"
852

16+00 "H"
852

15+50 "H"
850

STA. 15+15 - STA. 16+15, LT.
REMOVE AND RECONSTRUCT
CONCRETE SIDEWALK

SCALE (FEET)
2
5

70 65 60 55 50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50 55 60 65 70

DRAWING FILE: 5502CSEC SCALE: 1=1 BOT: ↙ DATE: 8-22-03

5502 RAMP H