AS-BUILT PLAN

NEL FEB 09

PROJECT ID: 4994-00-87, 6432-11-71
WITH N/A

COUNTY: WINNEBAGO

ORDER OF SHEETS

TOTAL SHEETS = 254

24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH Y
STH 76 - CTH A
CTH Y
WINNEBAGO COUNTY

STATE PROJECT NUMBER
4994-00-87

STH 76 & CTH Y INTERSECTION
STH 76 - CTH A
STH 76
WINNEBAGO COUNTY

STATE PROJECT NUMBER
6432-11-71

Addendum Attached To Back

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4994-00-87	STP 2008486	1
6432-11-71		

AS BUILT PLAN
NO.
SUPERVISOR KEN GORSEGE | DAVE SCHMIDT
RESIDENT MICK MAGALSKI
CONTRACTOR ZIGNEGO COMPANIES
COMPLETED 9/16/2009

PLAN ADDITIONS/DELETIONS: 2, 80, & 96

REVISED PLAN SHEETS: 112

ACCEPTED FOR
WINNEBAGO COUNTY
5/20/08 DATE
(SIGNATURE)

ORIGINAL PLANS PREPARED BY
WISCONSIN
MICHAEL R. SIMON
E-25860
APPLETON
WIS.
PROFESSIONAL ENGINEER
5-20-08 DATE
SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
SURVEYOR McMAHON
DESIGNER McMAHON
MANAGEMENT CONSULTANT SEH
C.O. EXAMINER

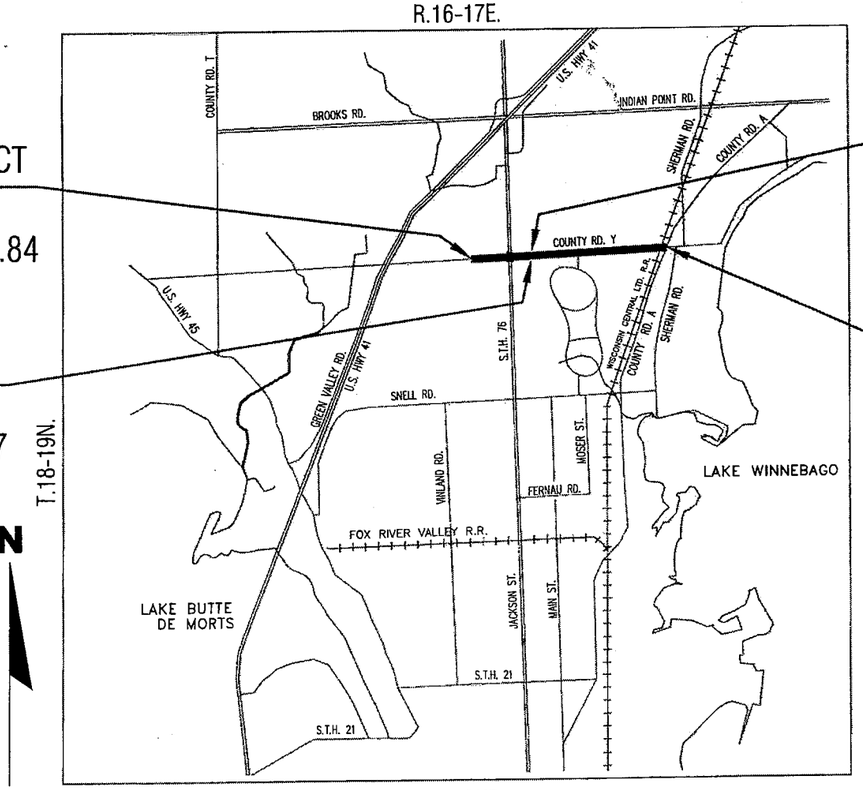
APPROVED FOR THE DEPARTMENT
DATE: 5/27/08
MANAGEMENT CONSULTANT SIGNATURE

BEGIN PROJECT
6432-11-71
STA 195+01.84
N. 497006.9132
E. 791101.5316

END PROJECT
6432-11-71
STA 200+86.77
N. 497017.1392
E. 791688.3377

BEGIN PROJECT
4994-00-87
STA 200+86.77
N. 497017.1392
E. 791688.3377

END PROJECT
4994-00-87
STA 258+53.16
N. 497090.9279
E. 797452.2513



LAYOUT
SCALE 0 0.5 1 mile

TOTAL NET LENGTH OF CENTERLINE = 1.092 MILES (PROJECT 4994-00-87)
TOTAL NET LENGTH OF CENTERLINE = 0.111 MILES (PROJECT 6432-11-71)

–"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM," WINNEBAGO COUNTY

DESIGN DESIGNATION

	4994-00-87 CTH Y	6432-11-71 STH 76
A.A.D.T. (2008)	5100	17,500
A.A.D.T. (2028)	7920	26,500
D.H.V. (2028)	790	2650
D.D.	0.50	0.50
T. (% OF ADT)	4.7	4.7
DESIGN SPEED	50 MPH	50 MPH
ESALS	751,900	2,095,100

CONVENTIONAL SYMBOLS

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

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

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

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ Originator : _____ PLOT SCALE : _____

WSDOT/CADDS SHEET 10

GENERAL NOTES

BEARINGS AND COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WINNEBAGO COUNTY COORDINATE SYSTEM. DISTANCES SHOWN ARE GROUND DISTANCES.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN AND CROSS SECTIONS ARE APROXIMATE AND ARE BASED ON UTILITY LOCATES OBTAINED FROM THE UTILITIES WHEN THE SURVEY DATA WAS COLLECTED PRIOR TO THE FINAL DESIGN OF THE PROJECT. IT IS ANTICIPATED THAT UTILITY FACILITIES WILL BE RELOCATED AS PART OF THIS PROJECT AS DESCRIBED IN THE SPECIAL PROVISIONS. LOCATIONS OF THE PROPOSED RELOCATED UTILITY FACILITIES ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT LIMITS THAT ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS.

WHEN THE QUANTITIES OF BASE AGGREGATE DENSE, BREAKER RUN AND HMA PAVEMENT ARE MEASURED FOR PAYMENT BY THE TON, THE THICKNESS AS SHOWN ON THE TYPICAL SECTIONS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

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

THE EXACT LOCATION OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL RADII SHOWN ON THE PLAN SHEETS ARE TO THE BACK OF CURB.

CONCRETE SIDEWALK AREAS SHALL CONSIST OF 4–INCHES CONCRETE AND 4–INCHES BASE AGGREGATE DENSE 1 1/4–INCH.

CONCRETE PAVEMENT JOINTS IN ADDITION TO THOSE REQUIRED TO MEET THE SPACING REQUIREMENTS OF THE STANDARD DETAIL DRAWING FOR URBAN DOWELED CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM CONCRETE PAVEMENT 8–INCH. THIS INCLUDES ALL ADDITIONAL JOINTS REQUIRED AT INTERSECTIONS, MANHOLES, INLETS, VALVES AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS.

THE ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE FINISHED SUBGRADE ELEVATIONS AT THE CENTERLINE AND GUTTER FLANGE LINE, AND FINISHED SURFACE ELEVATIONS AT THE SLOPE INTERCEPTS.

THE EXACT LIMITS OF CONCRETE, ASPHALT OR GRAVEL DRIVEWAY REMOVALS AND REPLACEMENT, AND CONCRETE SIDEWALK REMOVAL AND REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL CURB RAMPS SHOWN ON THE PLAN SHALL BE TYPE 2 UNLESS OTHERWISE SPECIFIED ON THE PLANS. CURB RAMP DETECTABLE WARNING FIELDS ARE REQUIRED AT ALL CURB RAMP LOCATIONS. REFER TO PAVEMENT MARKING DETAIL FOR CURB RAMP INFORMATION.

CONCRETE DRIVEWAYS SHALL CONSIST OF 7–INCHES CONCRETE AND 6–INCHES BASE AGGREGATE DENSE 1 1/4–INCH.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED SHALL BE RESTORED WITH TOPSOIL, FERTILIZER, SEED, AND MULCH.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPLETE THE VOLUME OF MATERIAL REQUIRED IS 30% FOR COMMON EXCAVATION.

EXCAVATION BELOW SUBGRADE (EBS) AREAS ARE CALLED OUT AS UNDISTRIBUTED ON THE PLAN QUANTITIES FOR COMMON EXCAVATION. THESE AREAS ARE TO BE BACKFILLED WITH BREAKER RUN. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

THE PER PHASE TOTALS SHOWN ON THE MISCELLANEOUS QUANTITIES SHEETS ARE APPROXIMATE AND WILL VARY ACCORDING TO THE CONTRACTORS OPERATIONS.

STANDARD ABBREVIATIONS AND SYMBOLS

ADJ.	ADJUST
ASPH	ASPHALT
AVE.	AVENUE
⊕	BENCH MARK
B–B	BACK TO BACK OF CURB
B.A.D.	BASE AGGREGATE DENSE
B.O.C. or B/C	BACK OF CURB
℄ or CL	CENTERLINE
CONC.	CONCRETE
C.M.P.	CORRUGATED METAL CULVERT PIPE
C.T.H.	COUNTY TRUNK HIGHWAY
CL.	CLASS
△	DELTA
D.	DEGREE OF CURVE
DW	DRIVEWAY
E.	EAST
EB	EASTBOUND
E–MAT	EROSION MAT
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EOR	END OF RADIUS
EXIST.	EXISTING
F–F	FACE TO FACE OF CURB
FL	FLOWLINE
GRAV	GRAVEL
GV	GAS VALVE
HDPE	HIGH DENSITY POLYETHYLENE CULVERT PIPE
HE	HIGHWAY EASEMENT
HMA	HMA
H.P.	HIGH POINT
HYD.	HYDRANT
L.	LENGTH OF CURVE
L.V.C.	LENGTH OF VERTICAL CURVE
L.S.	LANDSCAPING
LT.	LEFT
MH	MANHOLE
MAX	MAXIMUM
MIN	MINIMUM
NB	NORTH BOUND
NO.	NUMBER
NOR.	NORMAL
P.E.	PRIVATE ENTRANCE
P.G.L.	PROFILE GRADE LINE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
P.V.C.	POINT OF VERTICAL CURVATURE
P.V.I.	POINT OF VERTICAL INTERSECTION
P.V.T.	POINT OF VERTICAL TANGENCY
P/L	PROPERTY LINE
PVT.	PAVEMENT
PED.	PEDESTAL
R or RAD	RADIUS
R.C.P.	REINFORCED CONCRETE PIPE
RECON.	RECONSTRUCT
REQ'D	REQUIRED
R/L	REFERENCE LINE
REM.	REMOVE
R/W	RIGHT OF WAY
RD.	ROAD
RT.	RIGHT
S.	SOUTH
SAN	SANITARY SEWER
SB	SOUTH BOUND
S.D.D.	STANDARD DETAIL DRAWING
S.I.	SLOPE INTERCEPT
STA.	STATION
S.T.H.	STATE TRUNK HIGHWAY
STA.	STATION
SW	CONCRETE SIDEWALK
T.I.	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED INTEREST
TYP.	TYPICAL
V.C.	VERTICAL CURVE
WB	WESTBOUND
W	WATERMAIN
WV	WATER VALVE/SHUTOFF
⊙	HYDRANT W/AUXILIARY VALVE
●—⌑	LIGHT POLE

UTILITIES

AT&T
CHARLES BARTELT
70 E DIVISION STREET
FOND DU LAC, WI 54935
PHONE (920) 929-1013
FAX (920) 929-1064
PAGER (414) 318-0479
CELL (920) 948-2170
cb1461@att.com

MULTIMEDIA COMMUNICATIONS &
ENGINEERING, INC.
JOEL MIKULSKY
PO BOX 11064
GREEN BAY, WI 54307
PHONE (920) 676-0494
FAX (920) 822-4377

CHARTER COMMUNICATIONS
GLEN YOST
165 KNIGHTS WAY
FOND DU LAC, WI 54935
PHONE (920) 907-7720 - EXT 1610
FAX (920) 907-7727

CITY OF OSHKOSH PUBLIC WORKS
DAVID PATEK
215 CHURCH AVENUE
OSHKOSH, WI 54902-1130
(920) 236-5065

TDS TELECOM
STEVE JAKUBIEC
10 COLLEGE AVE
SUITE 218A
APPLETON, WI 54911
(920) 882-4166
steve.jakubiec@tdstelecom.com

SPRINT
JIM BURTON
5600 NORTH RIVER ROAD
SUITE 500
ROSEMONT, IL 60018
PHONE (847) 318-3437
CELL (708) 955-6659
FAX (847) 318-3199
james.m.burton@sprint.com

TIME WARNER CABLE
VINCE ALBIN
1001 KENNEDY AVENUE
PO BOX 145
KIMBERLY, WI 54136-0145
(920) 831-9211

US SIGNAL COMPANY / RVP FIBER
CHRIS LENTINE
201 IONIA, SW
GRAND RAPIDS, MI 49503
PHONE (616) 988-7194
CELL (616) 295-8490
clentine@ussignal.com.com

WINNEBAGO COUNTY FIBER OPTIC
PATTY FRANCOUR
415 JACKSON STREET
PO BOX 2808
OSHKOSH, WI 54901
(920) 236-4708

WISCONSIN PUBLIC SERVICE ELECTRICAL
DAVE PETERSON
3300 N. MAIN STREET
OSHKOSH, WI 54901
(920) 236-5910

WISCONSIN PUBLIC SERVICE GAS
PAUL SPANGLER
3300 N MAIN ST
OSHKOSH, WI 54901
(920) 236 5908

CANADIAN NATIONAL RAILROAD, WISCONSIN
CENTRAL DIVISION RAILROAD
TERRY LEE
1625 DEPOT STREET
STEVENS POINT, WI 54481
(715) 345-2503

WISCONSIN DOT NE REGION
TRAFFIC SECTION
BOB SCHUURMANS
(920) 492-5710

CANADIAN NATIONAL RAILWAY CONTACTS

RAILROAD FLAGGING CONTACT
TOM TUCKER, TOM.TUCKER@CN.CA
2800 LIVERNOIS, SUITE 330
TROY, MI 48083
OFFICE 248-740-6227
FAX 248-740-6550

MAIN RAILROAD CONTACT
TERRY LEE, MANAGER-ENGR'G SRVC'S
1625 DEPOT STREET
STEVENS POINT, WI 54481
OFFICE 715-345-2503 MOBILE 715-572-7803
FAX 715-345-2507

RAILROAD CROSSING SIGNAL CONTACT
JACK PALACH, SIGNALS DESIGN OFFICER
1625 DEPOT STREET
STEVENS POINT, WI 54481
OFFICE 715-345-2521 MOBILE 715-572-7821
FAX 715-345-2507

24 HOUR EMERGENCY RAILROAD
SIGNAL CONTACT 1-800-616-3432

CALL BEFORE YOU DIG

CANADIAN NATIONAL RAILWAY IS NOT PART OF
THE DIGGERS HOTLINE SYSTEM. CALL CHRISTINE GRZESIAK
715-345-2506 WHEN DIGGING ON RAILROAD R/W

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .26	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .80											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA= 12.24 ACRES
TOTAL DISTRUBED AREA= 14.86 ACRES

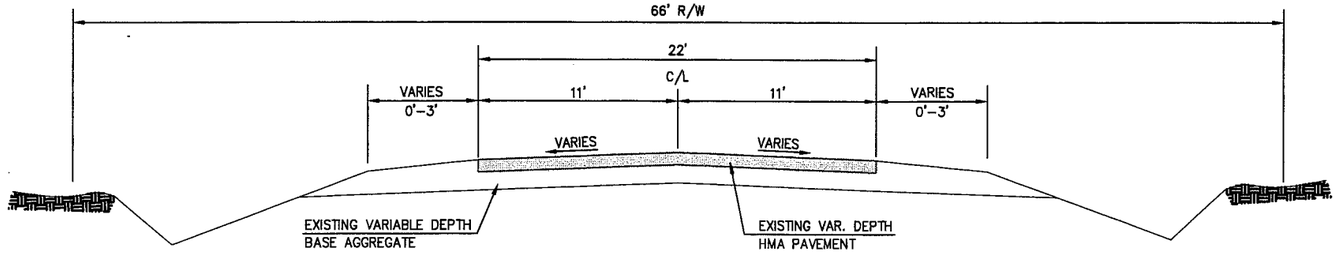
DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
625 E. COUNTY ROAD Y
SUITE 700
OSHKOSH, WI 54901-9731
ATTENTION: SHELLY ALLNESS
(920) 303-5442

DESIGN CONTACT

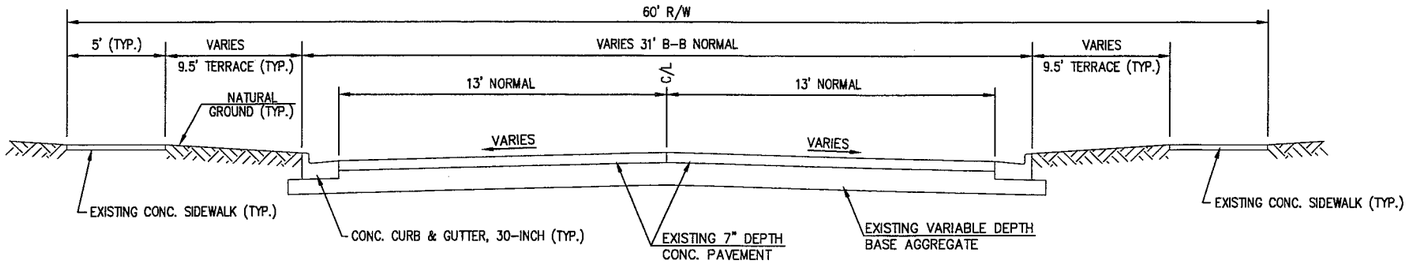
MIKE SIMON
McMAHON ASSOCIATES
1445 McMAHON DRIVE
NEENAH, WI 54956
(920) 751-4200

DIGGERS HOTLINE
Toll Free (800) 242-8511
Milwaukee Area (414) 258-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com



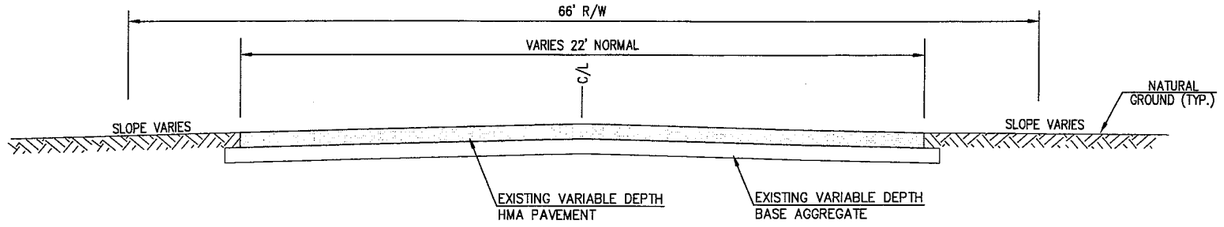
CTH 'Y' EXISTING TYPICAL SECTION

STA. 195+01.84 – STA. 258+53.16



EXISTING TYPICAL SECTION

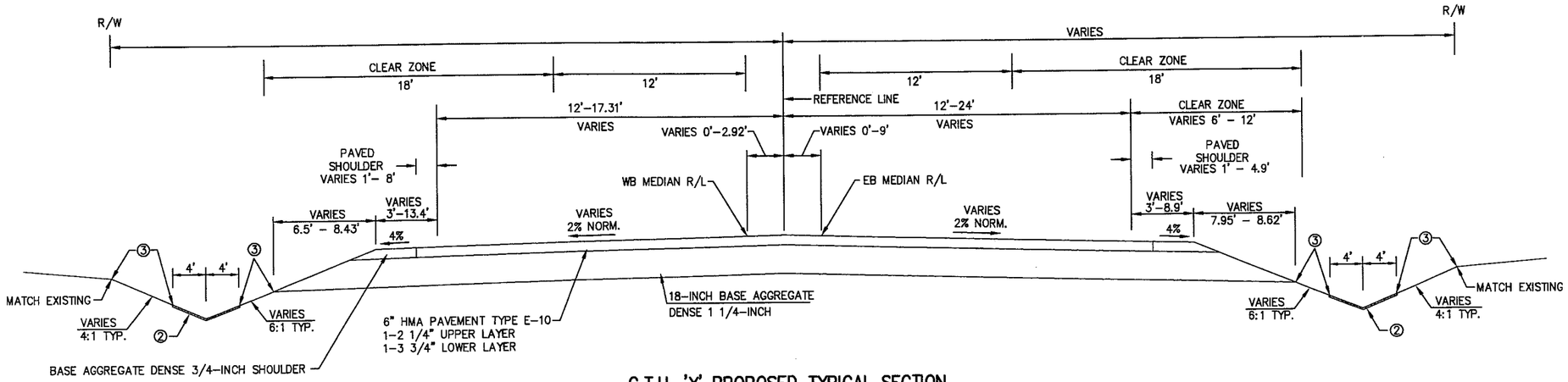
SODA CREEK RD. AND JACKTAR CT.



BUTLER AVE. EXISTING TYPICAL SECTION

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 4	E

WSDOT/CADDS SHEET 42



C.T.H. 'Y' PROPOSED TYPICAL SECTION

STA. 195+01.84 TO STA. 197+04.88

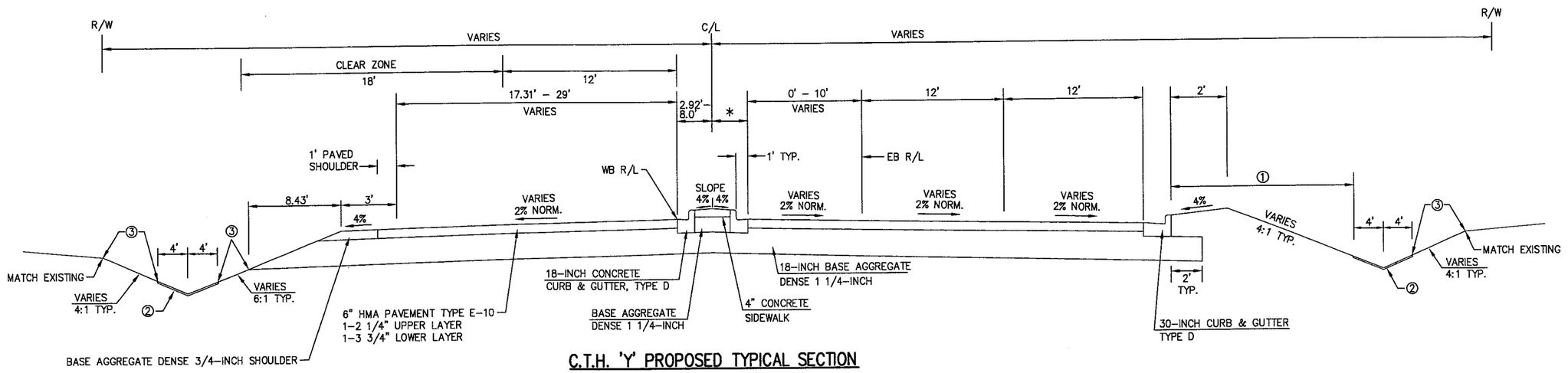
NOTE: LIMITS OF RAISED MEDIAN ARE STA. 196+98.93 TO STA. 199+43.41

KEYED NOTES

① TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE A.

② TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE B.

③ TOPSOIL, SEED, FERTILIZER AND MULCH.



C.T.H. 'Y' PROPOSED TYPICAL SECTION

STA. 197+04.88 – STA. 199+53.51

* C/L TO EB MEDIAN CURB FLANGE VARIES FROM 1' LT. TO 9' RT.

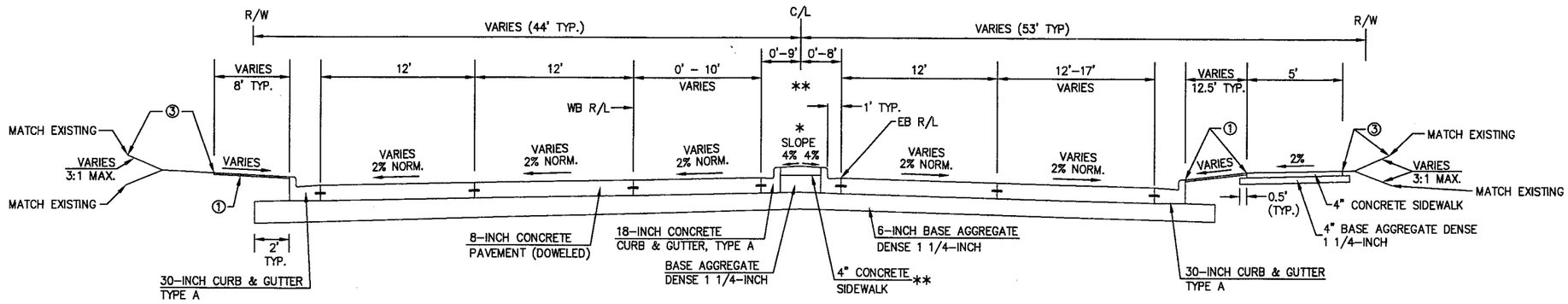
NOTES: LIMITS OF RAISED MEDIAN ARE STA. 196+98.93 TO STA. 199+43.41.

PAVEMENT SECTION FROM STA. 199+05.72 TO STA. 199+53.51 TO CONSIST OF 4–INCHES HMA TYPE E–10 OVER 8–INCH CONCRETE BASE H.E.S. AND 12–INCHES B.A.D. 1 1/4–INCH

STATE PROJECT NUMBER: 6432–11–71	HWY: CTH Y	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 5	E

WISDOT/CADDS SHEET 42

cschuh, W:\DWG\W0002\970343\00\TYPICAL SECTIONS\TYP PROP.dwg 09/29/08 10:10 AM



C.T.H. 'Y' PROPOSED TYPICAL SECTION

STA. 200+37.07 – STA. 205+90.21

*LIMITS OF RAISED MEDIAN ARE STA. 200+59.40 TO STA. 205+18.76

** MEDIAN CROSS OVER STA. 203+60 – STA. 204+40
SEE PAVING DETAILS FOR ADDITIONAL INFORMATION

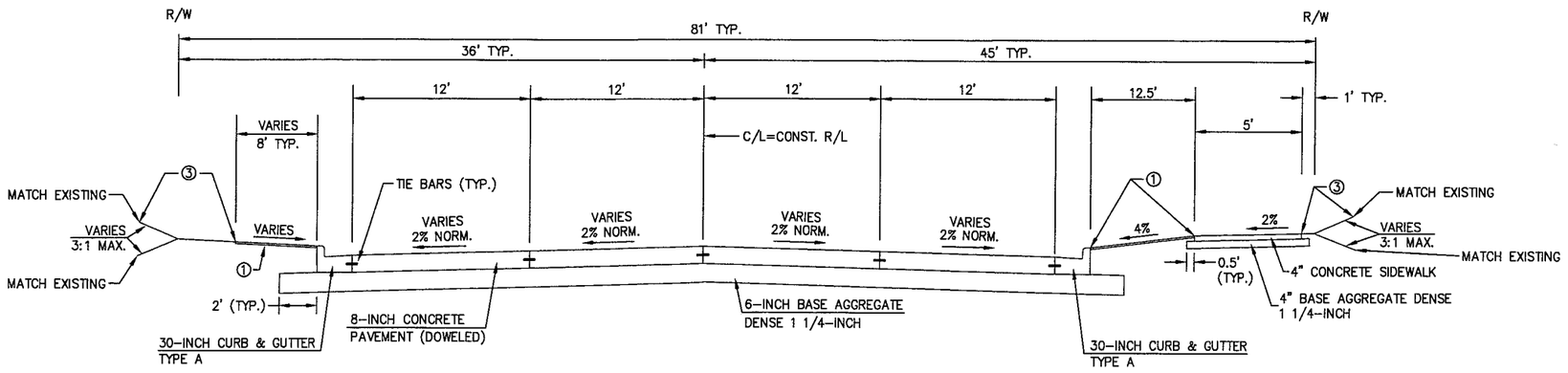
NOTE: PAVEMENT SECTION FROM STA. 200+37.07 TO STA. 200+87.92 TO CONSIST OF 4–INCHES HMA TYPE E–10 OVER 8–INCH CONCRETE BASE H.E.S. AND 12–INCHES B.A.D. 1 1/4–INCH

KEYED NOTES

① TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE A.

② TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE B.

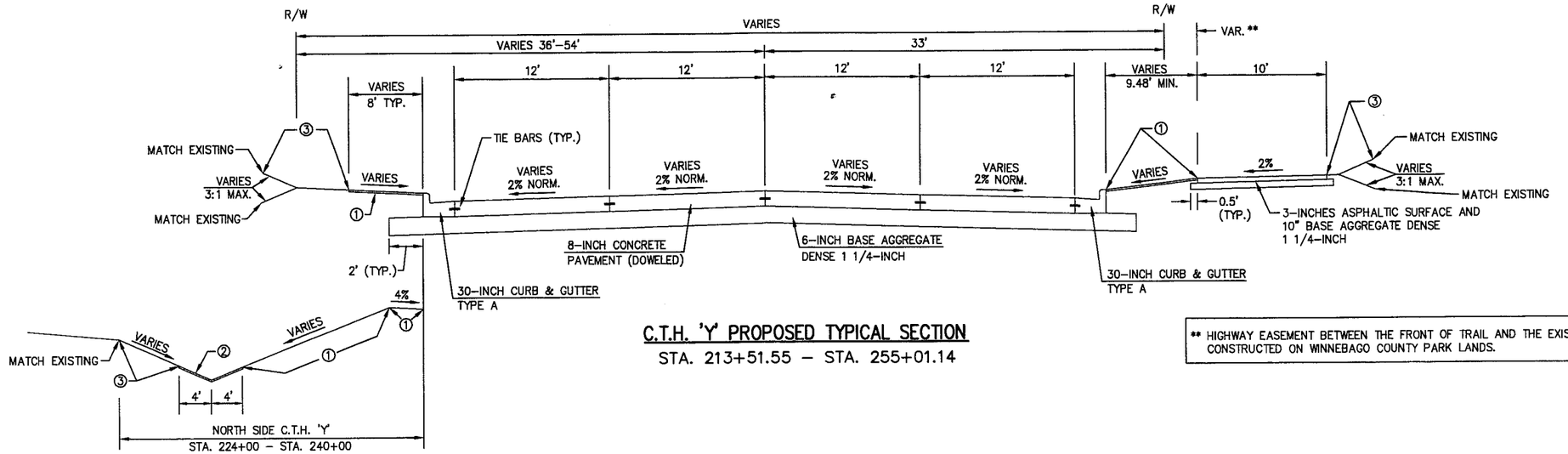
③ TOPSOIL, SEED, FERTILIZER AND MULCH.



C.T.H. 'Y' PROPOSED TYPICAL SECTION

STA. 205+90.21 – STA. 213+51.55

STATE PROJECT NUMBER: 4994–00–87 & 6432–11–71	HWY: CTH Y	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 6	E



C.T.H. 'Y' PROPOSED TYPICAL SECTION

STA. 213+51.55 – STA. 255+01.14

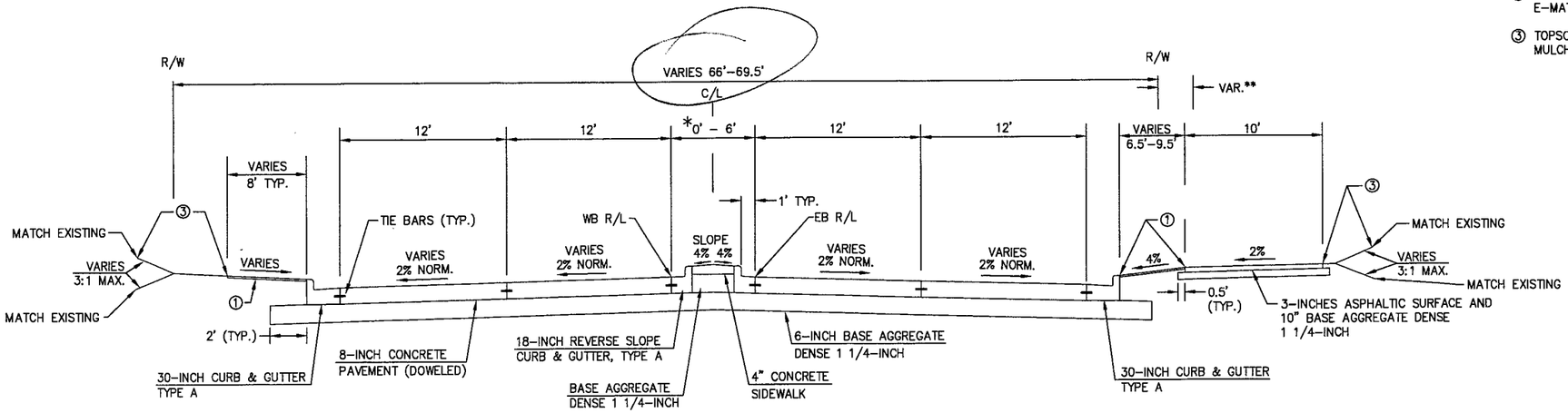
** HIGHWAY EASEMENT BETWEEN THE FRONT OF TRAIL AND THE EXISTING R/W. TRAIL TO BE CONSTRUCTED ON WINNEBAGO COUNTY PARK LANDS.

KEYED NOTES

① TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE A.

② TOPSOIL, SEED, FERTILIZER AND E–MAT. CLASS I, TYPE B.

③ TOPSOIL, SEED, FERTILIZER AND MULCH.



C.T.H. 'Y' PROPOSED TYPICAL SECTION AT CROSSING APPROACHES

STA. 255+01.14 – STA. 258+53.16

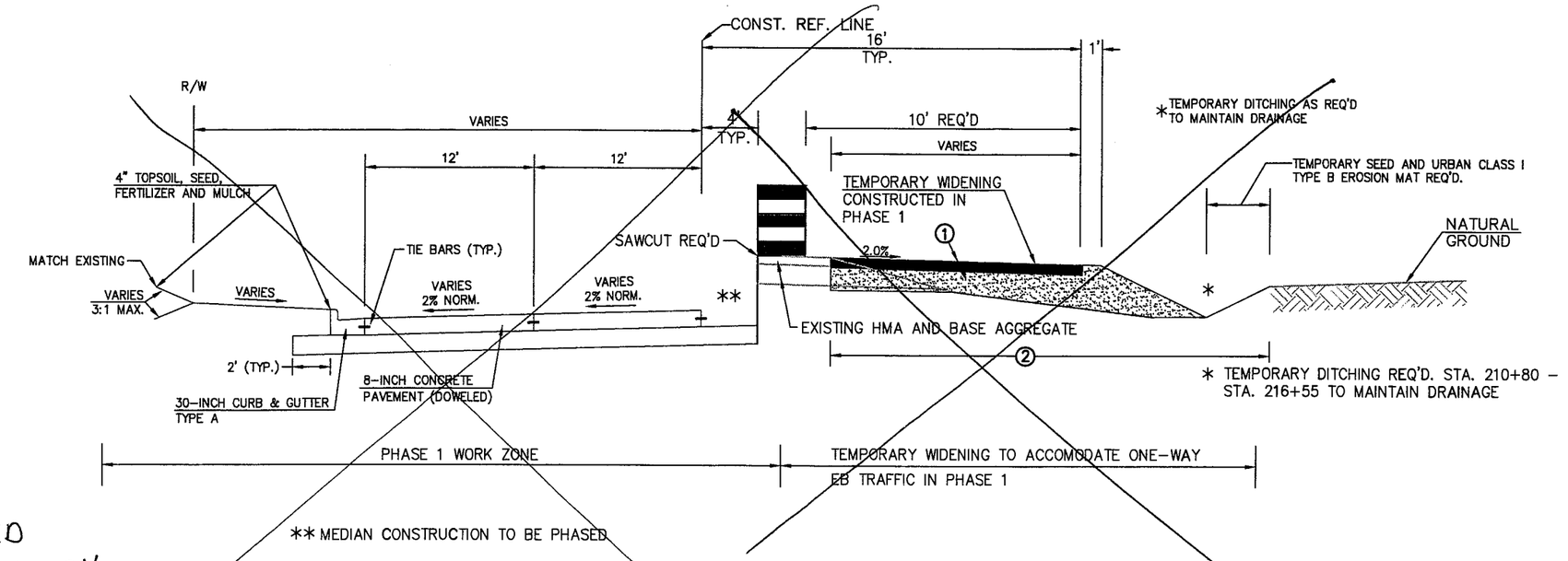
*LIMITS OF RAISED MEDIAN ARE STA. 256+01.50 TO STA 256+93.56 AND STA 257+41.48 TO STA 257+97.00

STA. 256+79.07 RT. – STA. 257+44.91 RT. RAILROAD CROSSING TYPICAL SECTION CONSISTS OF 6" HMA TYPE E–10 AND 18" BASE AGGREGATE DENSE 1 1/4–INCH, 6" HMA TO BE CONSTRUCTED IN TWO LAYERS: 1–2 1/4" UPPER LAYER AND 1–3 3/4" LOWER LAYER

STA. 256+90.23 LT. – STA. 257+56.09 LT. RAILROAD CROSSING TYPICAL SECTION CONSISTS OF 6" HMA TYPE E–10 AND 18" BASE AGGREGATE DENSE 1 1/4–INCH, 6" HMA TO BE CONSTRUCTED IN TWO LAYERS: 1–2 1/4" UPPER LAYER AND 1–3 3/4" LOWER LAYER

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 7	E

WSDOT/CADDS SHEET 42



C.T.H. 'Y' PROPOSED TYPICAL SECTION AND TEMPORARY WIDENING PHASE 1

STA. 200+37.07 – STA. 258+53.16

CONTRACTOR TO VERIFY PROPOSED WIDTH OF WIDENING REQUIRED TO ACCOMODATE CONSTRUCTION OPERATIONS AND TO MAINTAIN ONE LANE FOR ONE WAY TRAFFIC PRIOR TO CONSTRUCTION. SEE PHASING DIAGRAMS AND TYPICAL SECTIONS TO VERIFY ESTIMATED WIDTHS REQUIRED FOR CONSTRUCTION OPERATIONS.

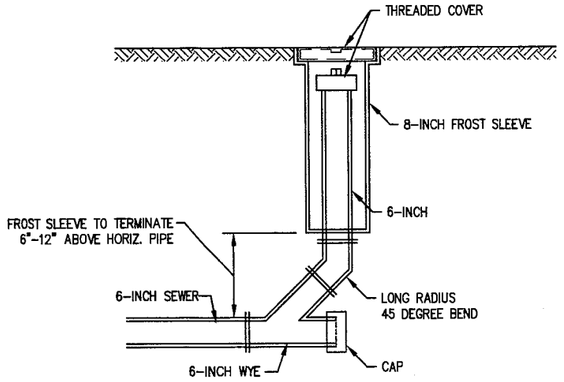
① WIDEN EXISTING ROADWAY WITH MIN. OF 12-INCHES BASE AGGREGATE DENSE, 1 1/4-INCH AND 3 INCHES ASPHALTIC SURFACE, TEMPORARY TO PROVIDE ONE TRAVEL LANE AS SHOWN IN PHASE 1 TRAFFIC CONTROL DETAILS.

② STRIP ALL TOPSOIL BETWEEN EXISTING EDGE OF PAVEMENT AND PROPOSED MATCH POINT PRIOR TO CONSTRUCTING BASE AGGREGATE DENSE, 1 1/4-INCH
PAYMENT FOR EXCAVATION REQUIRED FOR TEMPORARY ROAD AND TEMPORARY DITCHING WILL BE MEASURED AND PAID FOR AS COMMON EXCAVATION.
ENGINEER TO APPROVE SUBGRADE PRIOR TO INSTALLATION OF BASE AGGREGATE DENSE.

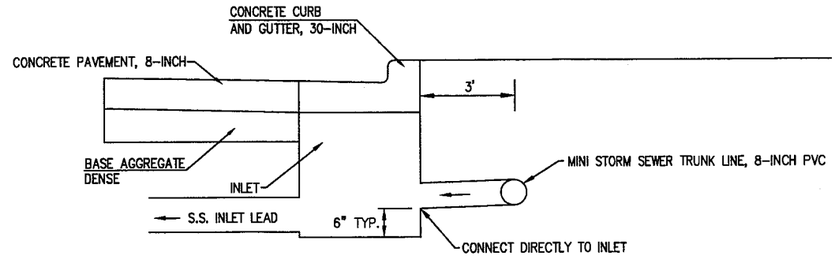
C.T.H. 'Y' PROPOSED TYPICAL SECTIONS ON SHEETS 6 AND 7.

TEMP. WIDENING AND TEMP. DITCHING WAS ELIMINATED IN CONTRACT MODIFICATION

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 8	E



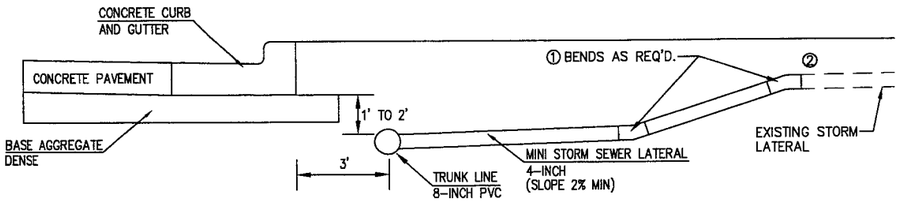
MINI-STORM SEWER CLEANOUT DETAIL



SECTION VIEW

MINI-STORM SEWER INLET CONNECTION DETAIL

INLET STRUCTURE 19A



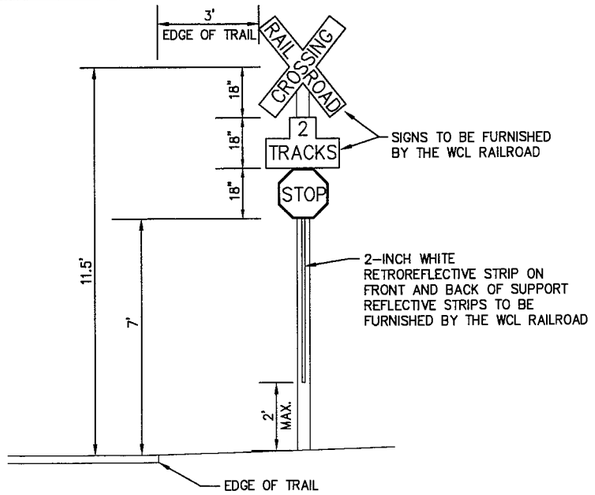
SECTION VIEW

① ANY BEND REQ'D. TO MAKE THE CONNECTION TO EXISTING STORM LATERALS WILL BE CONSIDERED INCIDENTAL TO THE ITEM OF MINI-STORM SEWER, 4-INCH.

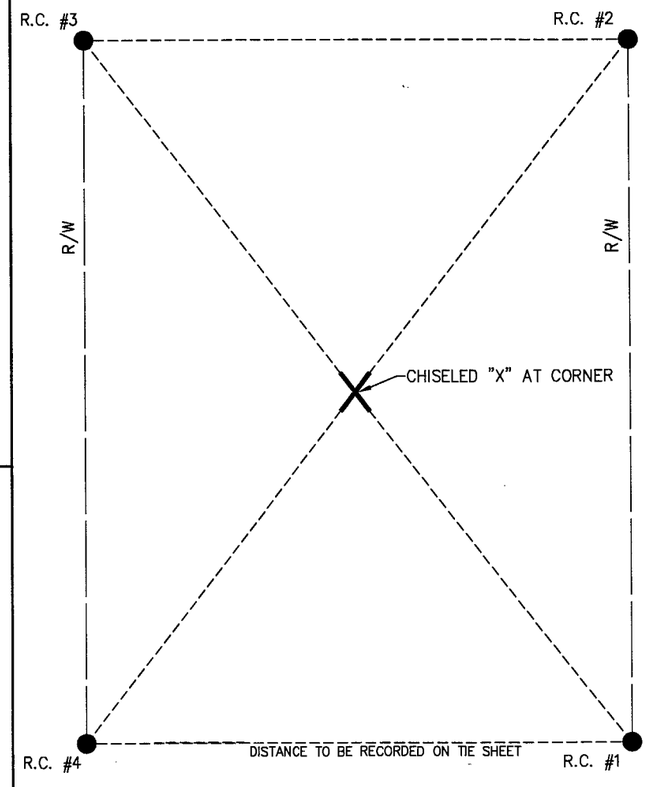
② EXACT LIMITS OF REMOVAL OF EXISTING STORM LATERALS REQ'D. TO MAKE CONNECTION WILL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THIS WORK TO BE CONSIDERED INCIDENTAL TO THE ITEM OF MINI-STORM SEWER, 4-INCH.

MINI-STORM SEWER LATERAL DETAIL

LATERALS CONNECTED TO EXISTING STORM LATERALS
CTH Y STA. 221+23 LT., STA. 221+58 LT. & 222+06 LT.



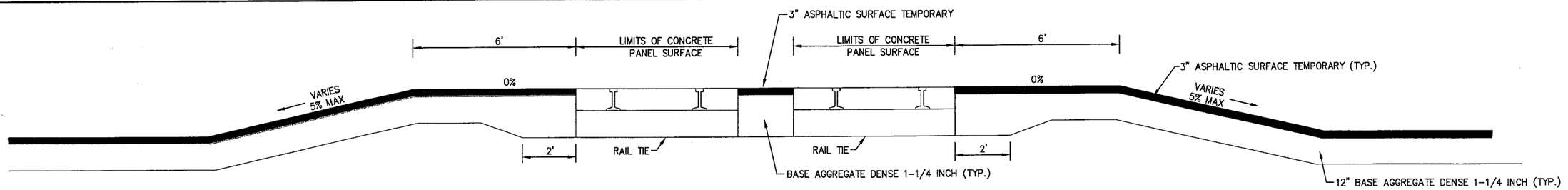
SIGN MOUNTING DETAIL FOR AT GRADE CROSSING OF THE RECREATION TRAIL AND THE WCL RAILROAD



● PISTON PIN STYLE WITNESS MONUMENT WITH REFERENCE CAP NO.'S 1 THROUGH 4

R.C. = REFERENCE CAP NO.'S 1 THROUGH 4

LANDMARK REFERENCE MONUMENT, SPECIAL

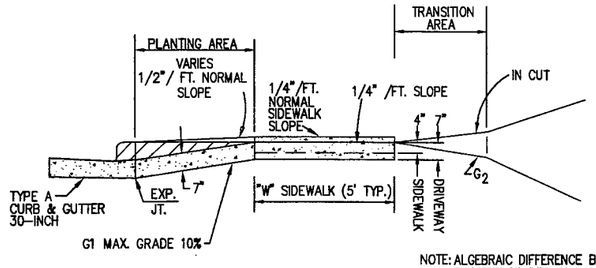


TEMPORARY ASPHALT RAMP AT NEW CONCRETE PANEL SURFACE (CTH Y CROSSING)

NOTE - WIDTH OF RAMP TO VARY IN ACCORDANCE WITH TRAFFIC STAGING AND CONSTRUCTION OPERATIONS

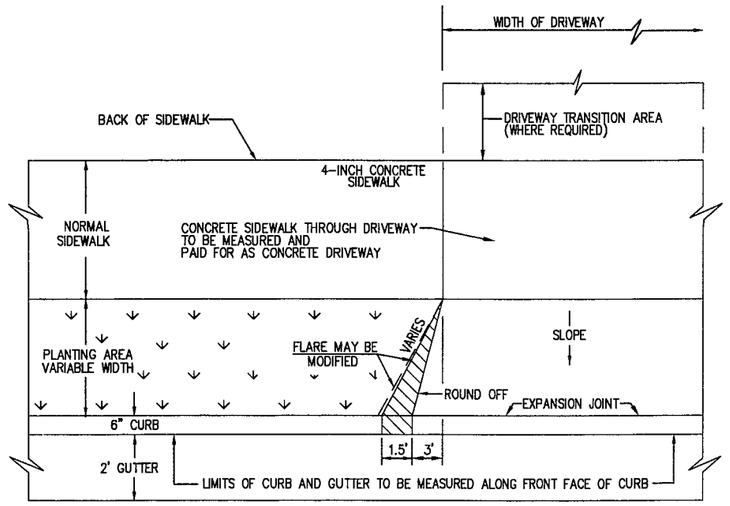
STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET NO: 9	E

WSDOT/CADDS SHEET 42

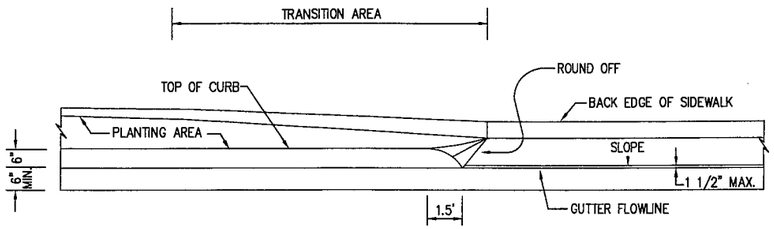


NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 AND G2 EXTENDED IN FILLS MAX. 15%

PROFILE PARALLEL TO C/L OF DRIVEWAY

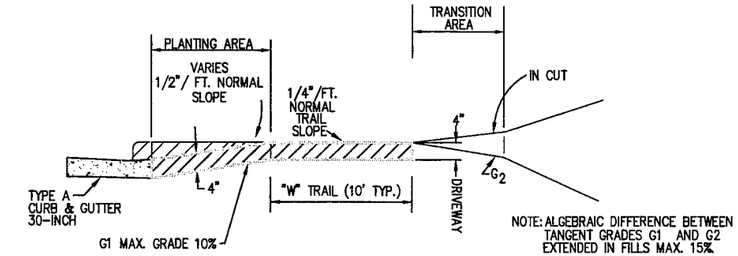


PLAN
CONCRETE DRIVEWAY DETAIL



PROFILE PARALLEL TO CENTERLINE OF ROADWAY

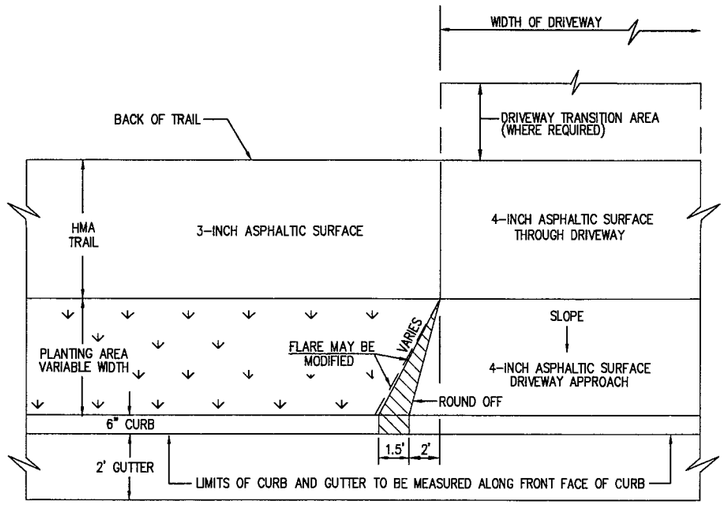
DRIVEWAY DETAIL STA. 200+37.07 RT. – 213+51.31 RT., WITH 5' CONCRETE SIDEWALK



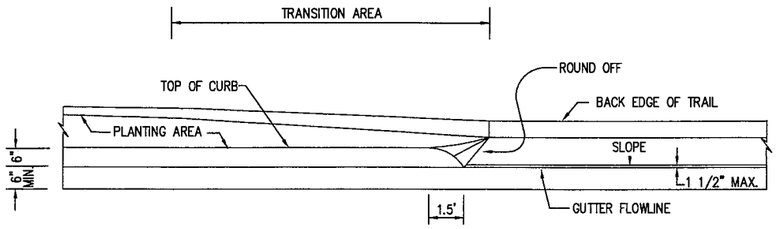
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 AND G2 EXTENDED IN FILLS MAX. 15%

HMA TRAIL TYPICAL SECTION THROUGH DRIVEWAYS CONSISTS OF 4" ASPHALTIC SURFACE AND 12-INCHES BASE AGRREGATE DENSE 1 1/4-INCH

PROFILE PARALLEL TO C/L OF DRIVEWAY

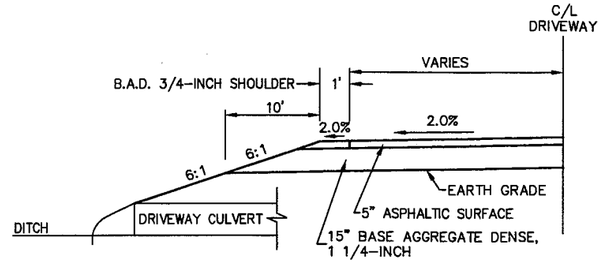


PLAN
HMA DRIVEWAY DETAIL



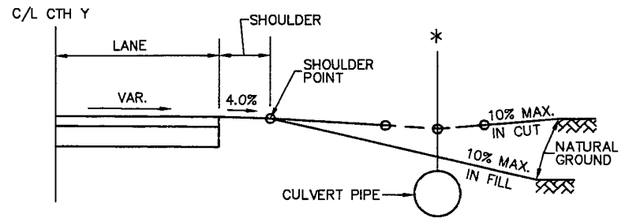
PROFILE PARALLEL TO CENTERLINE OF ROADWAY

DRIVEWAY DETAIL STA. 213+51.31 RT. – 258+53.16 RT., WITH 10' ASPHALT TRAIL



5" ASPHALTIC SURFACE TO BE CONSTRUCTED IN TWO LIFTS, 2-INCH UPPER LAYER AND 3-INCH LOWER LAYER.

1/2 TYPICAL RURAL DRIVEWAY CROSS SECTION (IN CUT)



* IN CUT, PLACE THE LOW POINT OF THE DRIVEWAY OVER THE NORMAL DITCH LINE

TYPICAL RURAL DRIVEWAY PROFILE

C.T.H. Y
STA. 196+00 LT. AND STA. 196+50 RT.

GENERAL NOTES FOR DRIVEWAYS

MATERIALS FOR DRIVEWAY TRANSITION AREAS TO BE SAME AS EXISTING.

FOR ASPHALTIC DRIVEWAYS USE 12" BASE AGGREGATE DENSE, 1 1/4-INCH AND 4" ASPHALTIC SURFACE, (PROJECT NUMBER 4994-00-87). ASPHALTIC SURFACE TO BE CONSTRUCTED IN TWO LIFTS, 2-INCH UPPER AND 2-INCH LOWER.

FOR ASPHALTIC DRIVEWAYS USE 15" BASE AGGREGATE DENSE, 1 1/4-INCH AND 5" ASPHALTIC SURFACE, (PROJECT NUMBER 6432-11-71). ASPHALTIC SURFACE TO BE CONSTRUCTED IN TWO LIFTS, 2-INCH UPPER AND 3-INCH LOWER.

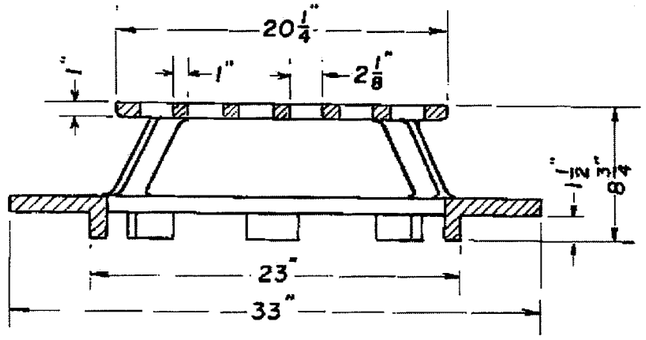
EXISTING AGGREGATE DRIVEWAYS SHALL BE PAVED WITH ASPHALTIC SURFACE TO THE R/W.

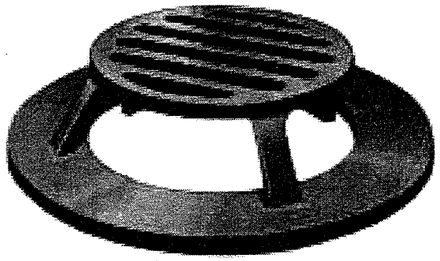
FOR CONCRETE DRIVEWAYS, USE 7" OF CONCRETE AND 6" BASE AGGREGATE DENSE 1 1/4-INCH.

LENGTH OF TRANSITION AREA TO BE DETERMINED BY THE ENGINEER.

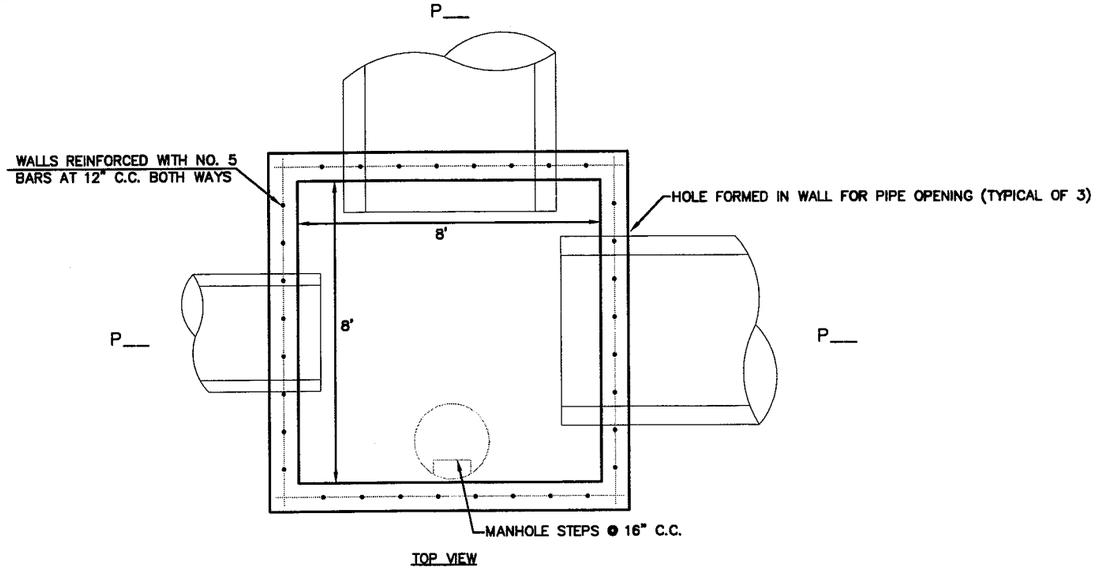
MATCH EXISTING WIDTH OF RESIDENTIAL AND COMMERCIAL DRIVEWAYS AT THE R/W.

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET NO:	E

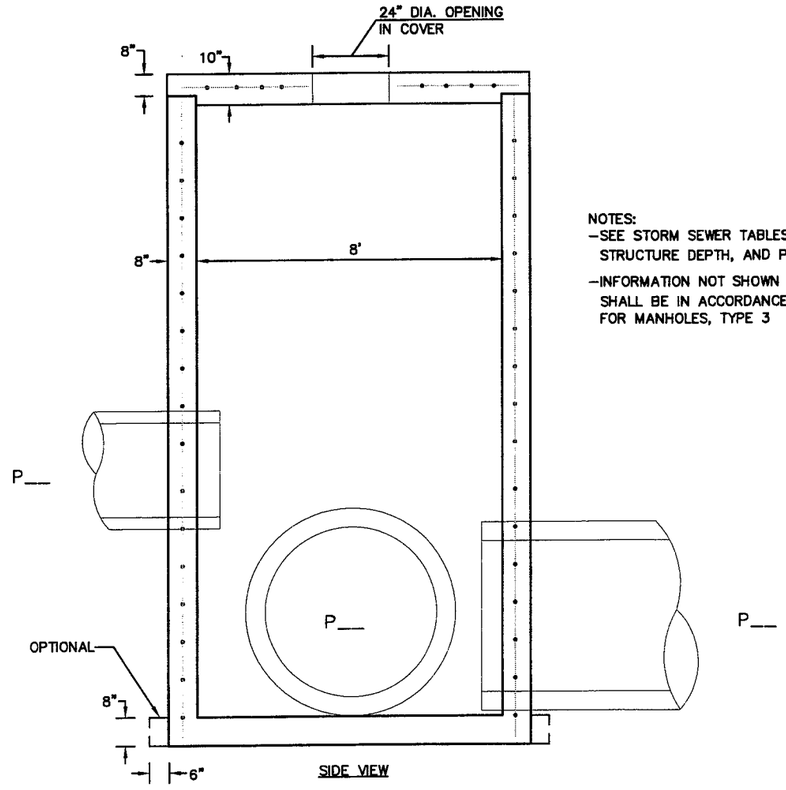




INLET COVER, TYPE A SPECIAL
WEIGHT = 219 LBS.



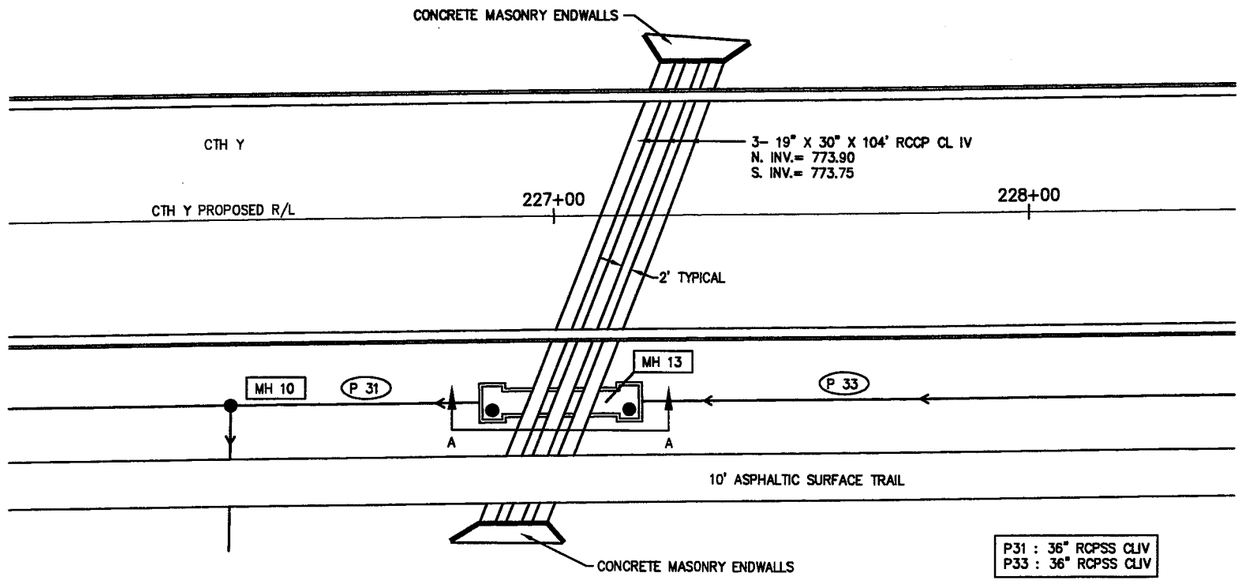
TOP VIEW



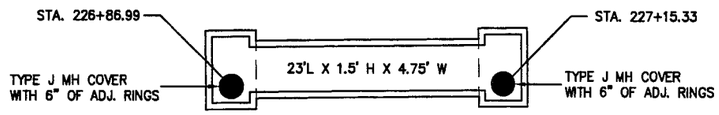
SIDE VIEW

NOTES:
- SEE STORM SEWER TABLES FOR INVERT ELEVATIONS, STRUCTURE DEPTH, AND PIPE SIZES
- INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE S.D.D. FOR MANHOLES, TYPE 3

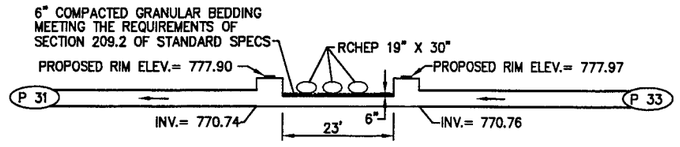
BOX MANHOLE



STORM SEWER MH13

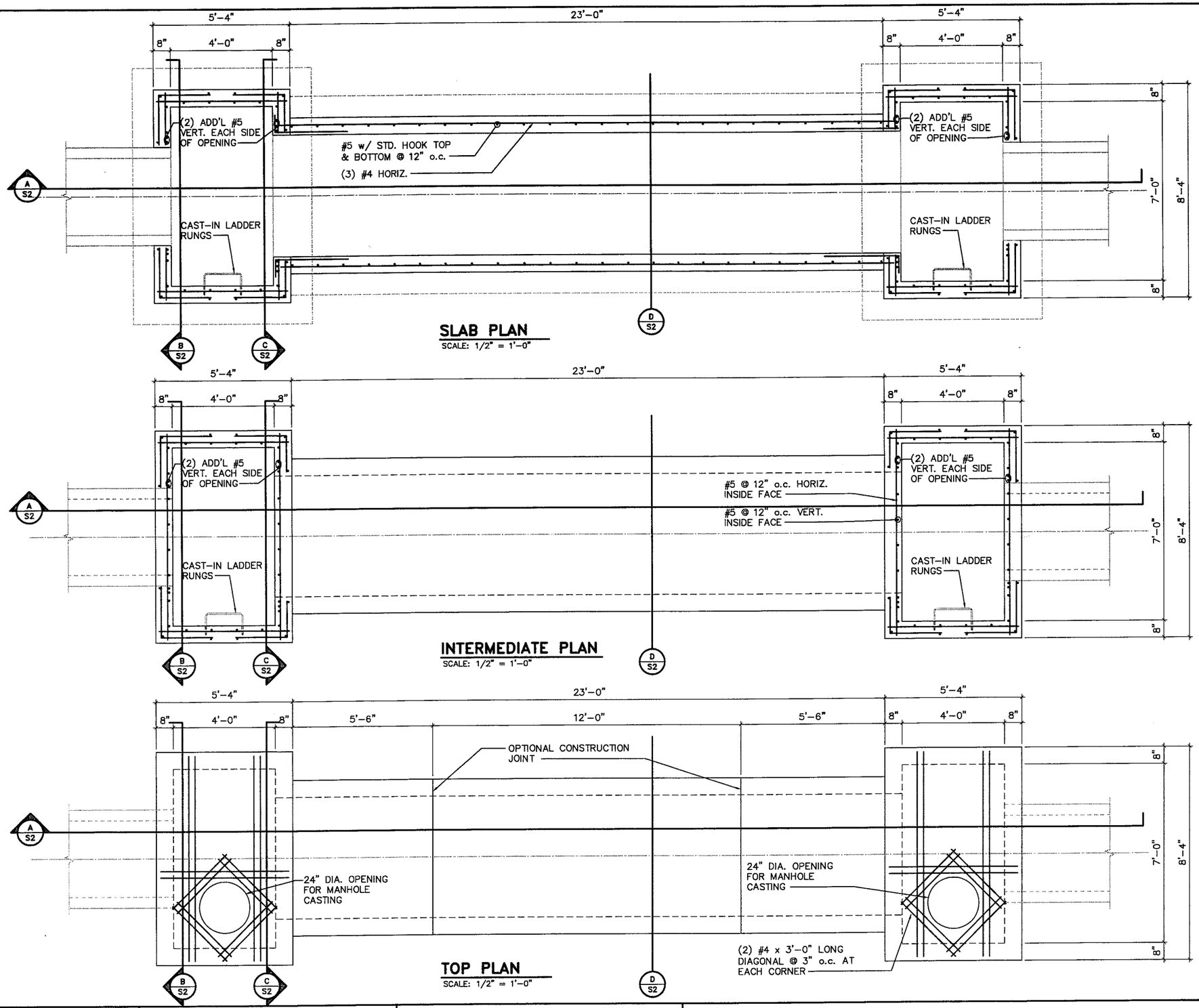


MH 13 PLAN VIEW



SECTION A-A

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL FOR MH 13 1 OF 3	SHEET NO: 12	E

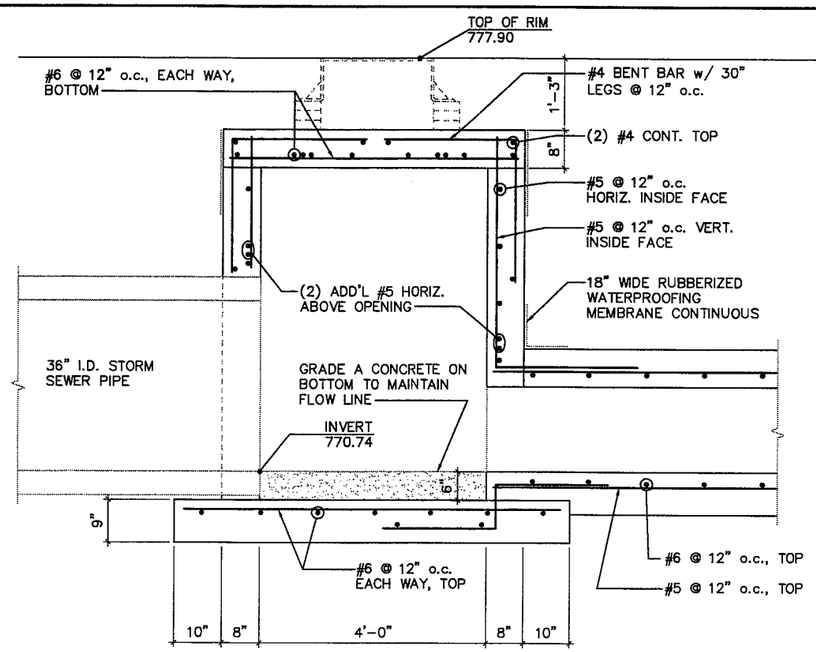


SLAB PLAN
SCALE: 1/2" = 1'-0"

INTERMEDIATE PLAN
SCALE: 1/2" = 1'-0"

TOP PLAN
SCALE: 1/2" = 1'-0"

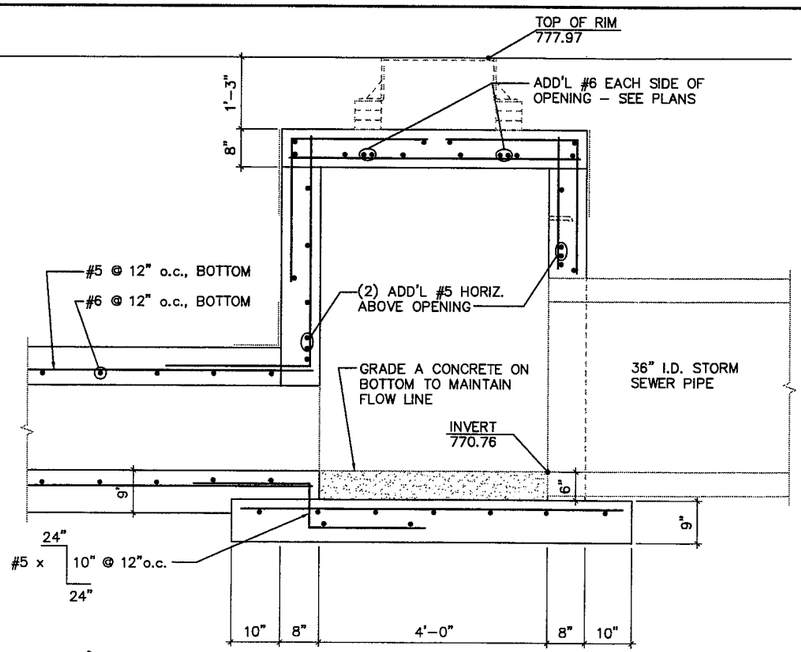
STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL FOR MH 13 2 OF 3	SHEET NO: 13	E

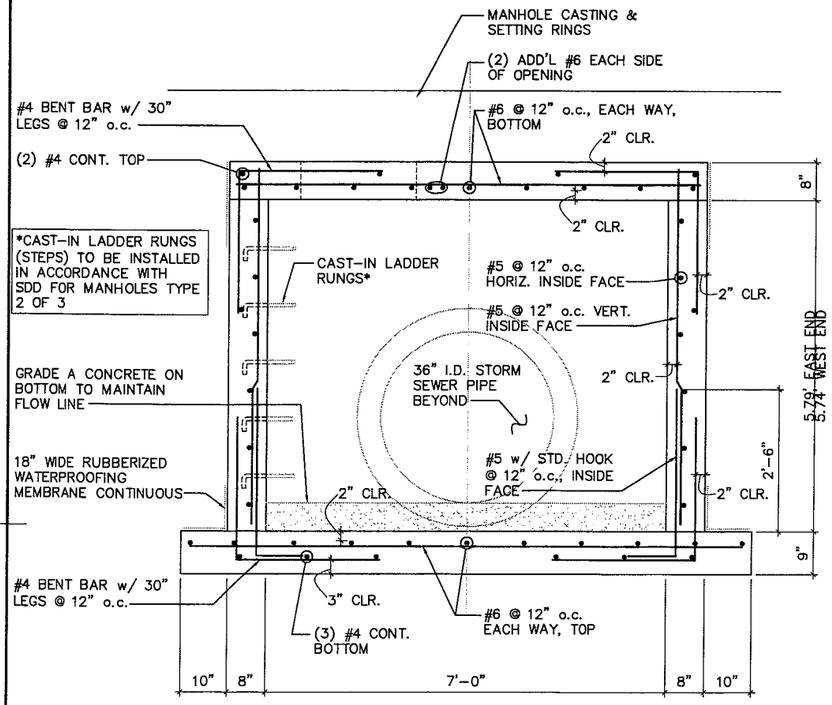


SECTION (LOOKING NORTH)

SCALE: 3/4" = 1'-0"

A S2

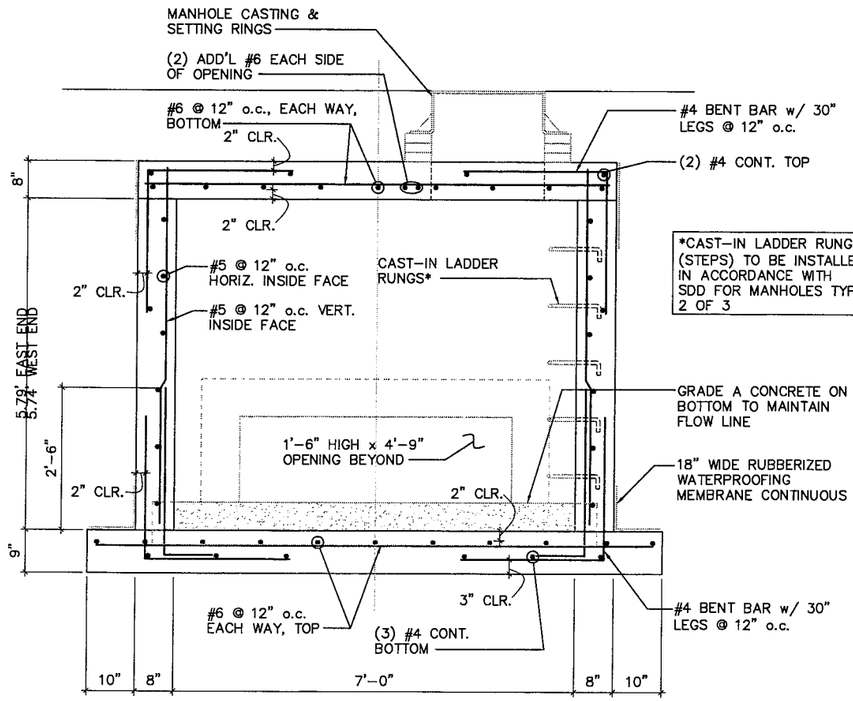




SECTION

SCALE: 3/4" = 1'-0"

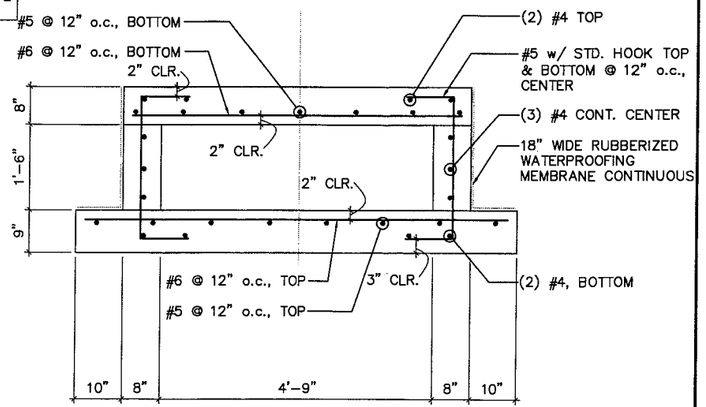
B S2



SECTION

SCALE: 3/4" = 1'-0"

C S2



SECTION

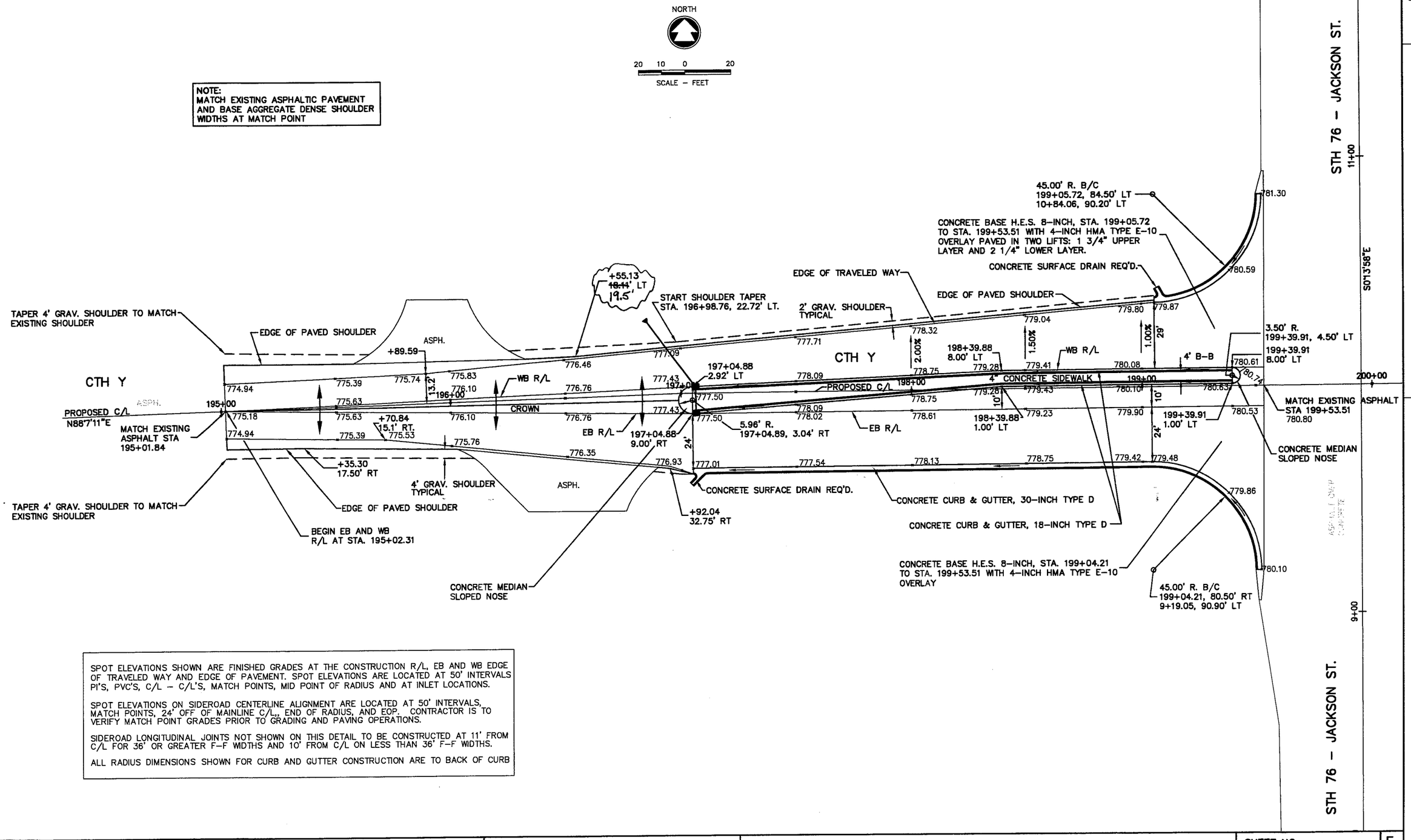
SCALE: 3/4" = 1'-0"

D S2

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL FOR MH 13 3 OF 3	SHEET NO: 14	E

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NOTE:
MATCH EXISTING ASPHALTIC PAVEMENT AND BASE AGGREGATE DENSE SHOULDER WIDTHS AT MATCH POINT



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, EB AND WB EDGE OF TRAVELED WAY AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS PI'S, PVC'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F-F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F-F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 15 E

WISDOT/CADDS SHEET 42

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET

STH 76 – JACKSON ST.

ASPHALT OVER CONCRETE

HOUSE

45.00' R. B/C
200+87.92, 80.50' LT
10+81.20, 91.50' RT

CONCRETE BASE H.E.S. 8–INCH, STA. 200+37.07 TO STA. 200+87.92 WITH 4–INCH HMA TYPE E–10 OVERLAY PAVED IN TWO LIFTS: 1 3/4" UPPER LAYER AND 2 1/4" LOWER LAYER.

CONCRETE CURB & GUTTER 18–INCH TYPE A

MEDIAN CROSS OVER REQ'D.
DRIVEWAY ENTRANCE CURB
STA. 203+60–204+40
TRANSITION FROM DRIVEWAY ENTRANCE CURB TO FULL HEAD CURB IN 6–FEET. (TYP.)

STA. 203+60 TO STA. 204+40
TYPICAL SECTION FOR MEDIAN CROSS OVER TO BE 7" CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE.

205+73.33 CTH Y=
10+00 SODA CREEK RD.

END EB AND WB R/L, STA. 205+90.21
PROPOSED C/L=
CONSTRUCTION R/L
STA. 205+90.21

CTH Y

200+59.40
1.00' RT

3.54' R.
+59.92, 4.50' RT

BEGIN CONC. PAV'T.
STA 200+87.92

WB MEDIAN R/L

+52.71
1.00' RT

+88.27
33' LT

+87.71
9.00' LT

WB MEDIAN R/L

3.00' R.
205+18.64, 0.18' LT

205+18.76
2.82' RT

WB R/L

+90.72
24' LT.
206+00

P.I. STA
200+00
200+22.83
N89°15'48"E
N89°29'6"E

4" CONC. SIDEWALK

CROWN

204+00

205+18.76
3.18' LT

CONCRETE MEDIAN SLOPED NOSE

200+59.40
8.00' RT

BEGIN CONC. PAV'T.
STA 200+86.77

EB MEDIAN R/L

+87.44
8.00' RT

+87.92
32' RT

EB R/L

MATCH EXISTING ASPHALT STA 200+37.07
780.90

CONCRETE MEDIAN SLOPED NOSE

BEGIN SIDEWALK STA. 201+00

+35.77

CONC

5' CONCRETE SIDEWALK

DRIVEWAY ELIMINATED

CONCRETE BASE H.E.S. 8–INCH, STA. 200+37.07 TO STA. 200+86.77 WITH 4–INCH HMA TYPE E–10 OVERLAY PAVED IN TWO LIFTS: 1 3/4" UPPER LAYER AND 2 1/4" LOWER LAYER.

GARAGE

45.00' R. B/C
200+85.77, 84.50' RT
9+16.19, 91.00' RT

CONCRETE SURFACE DRAIN REQ'D.

TYPE 2 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D. (TYP)
RAMP TO BE CONSTRUCTED WITH 7–INCH CONCRETE OVER 4–INCHES BASE AGGREGATE DENSE. 7–INCH CONCRETE TO BE PAID FOR AS CONCRETE DRIVEWAY 7–INCH. LIMITS OF 7–INCH CONCRETE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

24.50' R. B/C
205+32.78, 53.31' RT
9+46.37, 40.12' LT

HOUSE

MATCH EXISTING CONCRETE PAVEMENT STA 9+35
PAVEMENT TIES REQ'D.

TYPE 2 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D. (TYP)
RAMP TO BE CONSTRUCTED WITH 7–INCH CONCRETE OVER 4–INCHES BASE AGGREGATE DENSE. 7–INCH CONCRETE TO BE PAID FOR AS CONCRETE DRIVEWAY 7–INCH. LIMITS OF 7–INCH CONCRETE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

SODA CREEK RD

24.50' R. B/C
206+13.04, 51.00' RT
9+49.32, 40.12 RT

STH 76 – JACKSON ST.

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, EB AND WB R/L'S AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS PI'S, PVC'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 16	E

WSDOT/CADDS SHEET 42

pmagalski W:\DWG\W0002\970343\00\DETAILS\PAVING 02.dwg 04/28/08 11:49 AM (X–CTH Y, FINAL ROW–COMPS DEW)

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L, EB AND WB MEDIAN R/L AND EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS PI'S, PVC'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R. AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

END EB AND WB R/L STA. 205+90.21
PROPOSED C/L= CONSTRUCTION R/L STA. 205+90.21

WIDENED ~20' FOR TRUCKS

205+73.33 CTH Y= 10+00 SODA CREEK RD.

208+74.24 CTH Y= 10+00 JACKTAR RD.

GRAV. ASPH.

ASPH.

CTH Y

PROPOSED CONST. R/L

3.00' R. 205+18.64, 0.18' LT

+90.72 24' LT.

205+00 206+00 207+00 208+00 209+00 210+00 211+00

777.93 777.74 777.65 777.58 777.54 777.36 777.15 776.95 776.75 776.62 776.56 776.46 776.36 776.16 775.96 775.85 775.78 775.79

778.41 778.29 778.22 778.13 778.07 778.02 777.97 777.82 777.63 777.43 777.23 777.10 777.04 776.94 776.84 776.79 776.64 776.44 776.27 776.24 775.73

LP +72.89 LP +72.89 LP +80

2.04% 2.13% 2.04% 2.04% 2.08%

PVC +30 776.33

CONCRETE MEDIAN SLOPED NOSE

777.93 777.81 777.65 777.49 777.37 777.36 777.15 776.95 776.75 776.62 776.46 776.31 776.16 775.96 775.85 775.79 775.79

776.21 776.12 776.30 776.25 776.24 776.11 776.56 776.57 776.60 776.83 776.86

777.48 777.24 777.22 777.25 777.37 777.40 777.22 777.25 776.30 776.30 776.57 776.60

CONC. CONC. CONC.

5' CONCRETE SIDEWALK 5' CONCRETE SIDEWALK

ASPH.

13.2' 13.2' 12.9' 13.1'

9+00

24.50' R. B/C
206+13.04, 51.00' RT
9+49.32, 40.12' RT

24.50' R. B/C
209+13.55, 51.00' RT
9+49.60, 40.06' RT

24.50' R. B/C
205+32.78, 53.31' RT
9+46.37, 40.12' LT

24.50' R. B/C
208+33.47, 51.00' RT
9+48.39, 40.00' LT

HOUSE HOUSE HOUSE HOUSE

MATCH EXISTING CONCRETE PAVEMENT STA 9+35 PAVEMENT TIES REQ'D.

MATCH EXISTING CONCRETE PAVEMENT STA 9+00 PAVEMENT TIES REQ'D.

SODA CREEK RD

JACKTAR RD

S07°19"E

TYPE 2 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D. (TYP)
RAMP TO BE CONSTRUCTED WITH 7–INCH CONCRETE OVER 4–INCHES BASE AGGREGATE DENSE. 7–INCH CONCRETE TO BE PAID FOR AS CONCRETE DRIVEWAY 7–INCH. LIMITS OF 7–INCH CONCRETE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TYPE 2 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D. (TYP)
RAMP TO BE CONSTRUCTED WITH 7–INCH CONCRETE OVER 4–INCHES BASE AGGREGATE DENSE. 7–INCH CONCRETE TO BE PAID FOR AS CONCRETE DRIVEWAY 7–INCH. LIMITS OF 7–INCH CONCRETE TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 17	E

WISDOT/CADDS SHEET 42

cpossen W:\DWG\W0002\970343\00\DETAILS\PAVING 03.dwg 05/27/08 9:21 AM (X–CTH Y, FINAL ROW–COMPS DEW)

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET

HOUSE

CONC

ASPH.

ASPH.

ASPH.

CONC.

LP +72.89
775.73

2.13%

2.04%

2%

PVT +30
776.39

CTH Y

24'

211+00
776.28

212+00
776.76

PROPOSED CONST. R/L

213+00
777.28

214+00
777.81

12'

12'

12'

12'

CTH Y

215+00
778.33

PVC +20
778.44

HP +79.69
778.59

2%

1.88%

2%

216+00
778.57

PVT +40
778.43

778.38

775.79 775.91 776.02 776.28 776.54 776.80 777.06 777.33 777.59 777.85 777.96 778.07 778.14 778.09 777.95 777.90

LP +72.89
776.24

2.08%

2.04%

2%

776.28 776.50 776.76 777.02 777.54 778.07 778.55

2%

1.88%

2%

LP +80
775.74

775.75 775.79 775.91 776.02 776.28 776.54 776.80 777.06 777.33 777.59 777.85 777.96 778.07 778.14 778.09 777.95 777.90

+51.86
39' RT.

+81.86
36' RT.

10' ASPHALTIC SURFACE TRAIL

CONC

5' CONCRETE SIDEWALK

ASPH.

+71.89
46' RT.

+51.86, 44' RT.,
END 5' CONCRETE SIDEWALK,
TAPER ASPHALTIC SURFACE
TO 10' WIDTH

CHURCH

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 18	E

WSDOT/CADDS SHEET 42

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET

CONC.

DRIVEWAY ELIMINATED

ASPH.

ASPH.

777.90 777.63 777.48 777.46 777.59 777.76 777.80 777.90 777.88 777.77 777.72 777.52 777.27 777.02 776.64 776.27 775.98 775.90

778.38 777.97 778.28 778.36 778.25 778.00 777.75 777.50 777.12 776.75 776.45 776.38

24' 12' 12' 24'

2% 2.13% 2% 1.92% 2% 2% 1.96% 2%

217+00 CTH Y 218+00 219+00 220+00 221+00 CTH Y 222+00

PVC +00 778.11

LP +54.99 777.97

PVT +00 778.07

PVC +40 778.24

HP +95.71 778.36

PVT +60 778.20

PROPOSED CONST. R/L

PVC +40 776.45

10' ASPHALT TRAIL

10' ASPHALT TRAIL

+19.66 46' RT.

+19.66 54' RT.

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

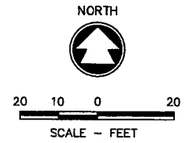
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

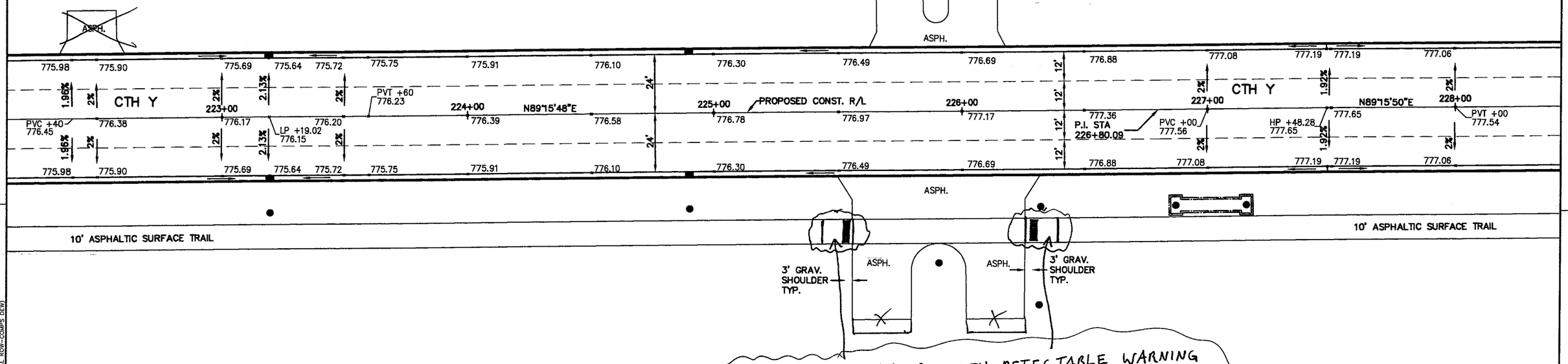
STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 19 E

WSDOT/CADDS SHEET 42

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS



— — — — CTH Y MAINLINE LONGITUDINAL JOINT



TYPE 2 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D (TYP)
RAMP TO BE CONSTRUCTED WITH 7-INCH CONCRETE OVER 4-INCHES BASE AGGREGATE DENSE. 7-INCH CONCRETE TO BE PAID FOR AS CONCRETE DRIVEWAY
7-INCH. LIMITS OF 7-INCH CONCRETE TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 20	E

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

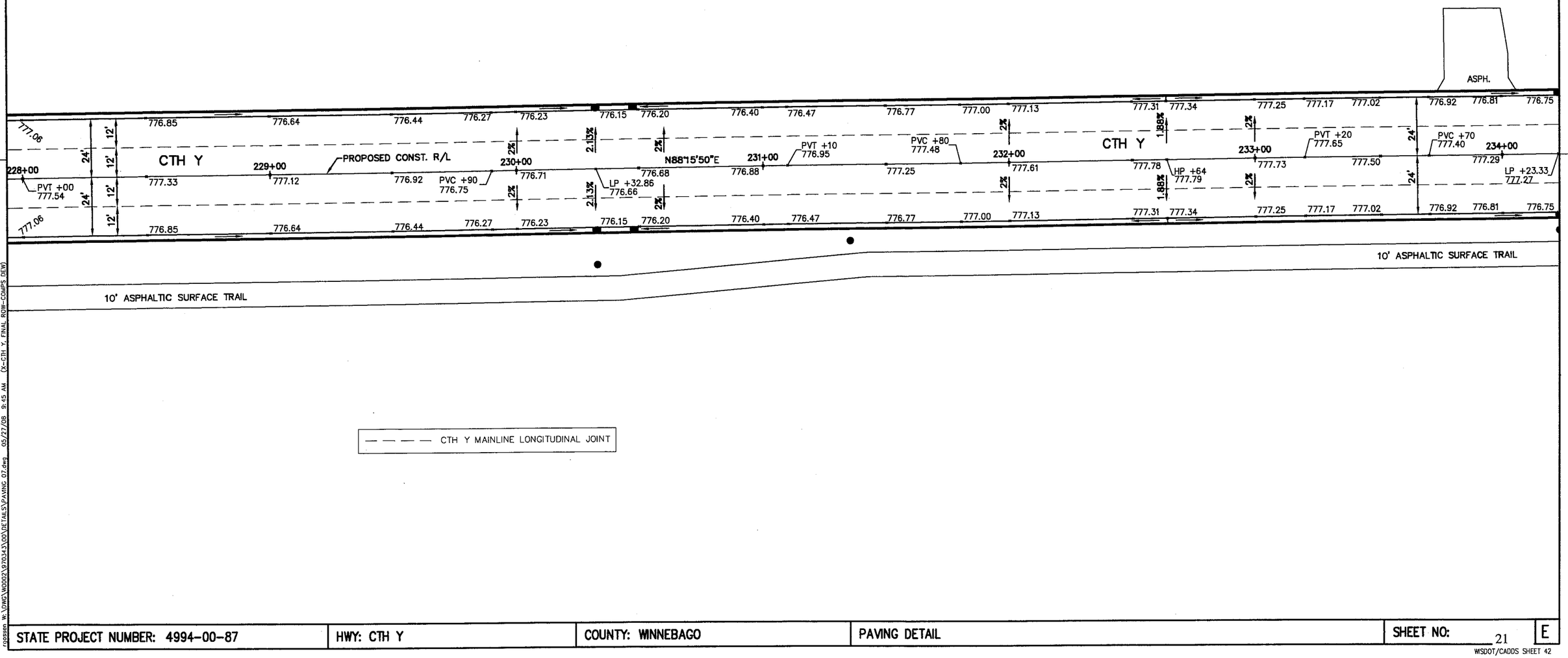
SCALE – FEET

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB



— — — — CTH Y MAINLINE LONGITUDINAL JOINT

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 21	E

WSDOT/CADDS SHEET 42

rogsen W:\DWG\W0002\9703433\00\DETAILS\PAVING 07.dwg 05/27/08 9:45 AM (X-CTH Y, FINAL ROW-COMPS DEW)

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET

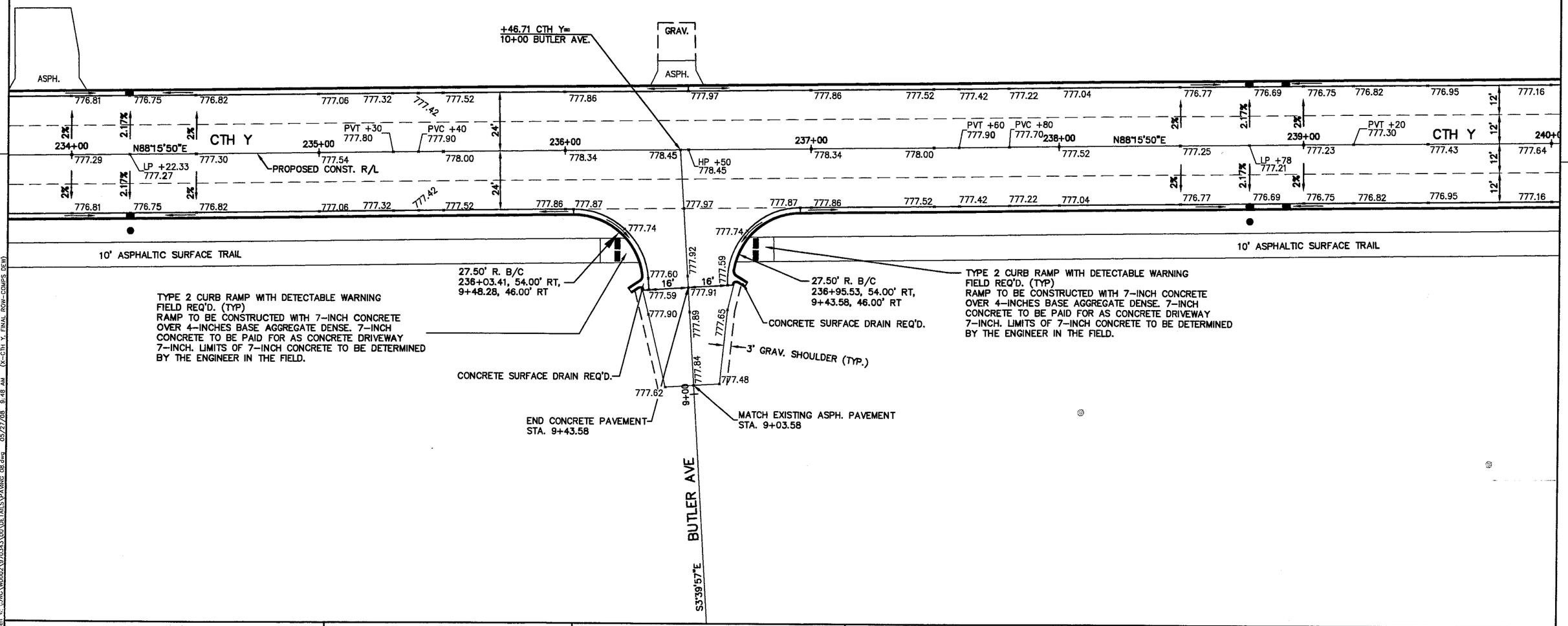
SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

— — — — CTH Y MAINLINE LONGITUDINAL JOINT



STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 22	E

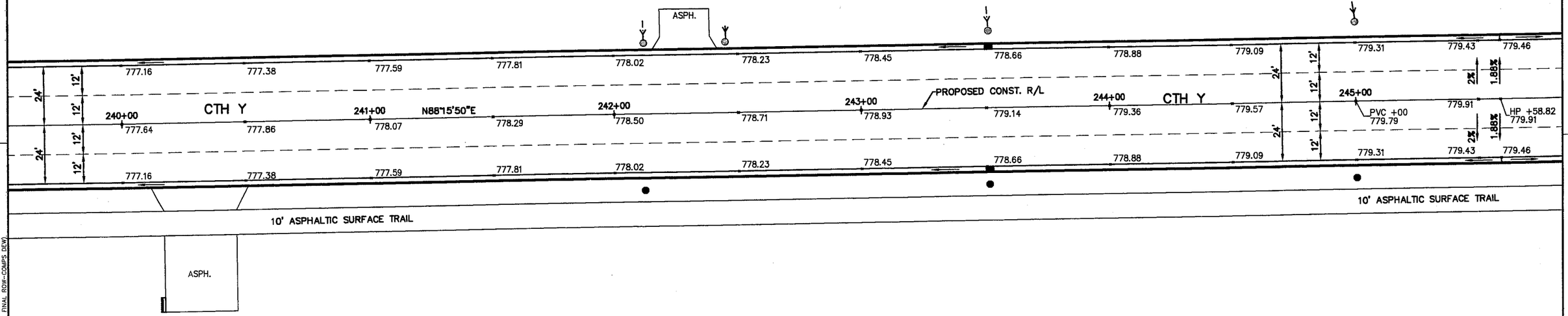
WSDOT/CADDS SHEET 42

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET



— — — — CTH Y MAINLINE LONGITUDINAL JOINT

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 23	E

WSDOT/CADDS SHEET 42

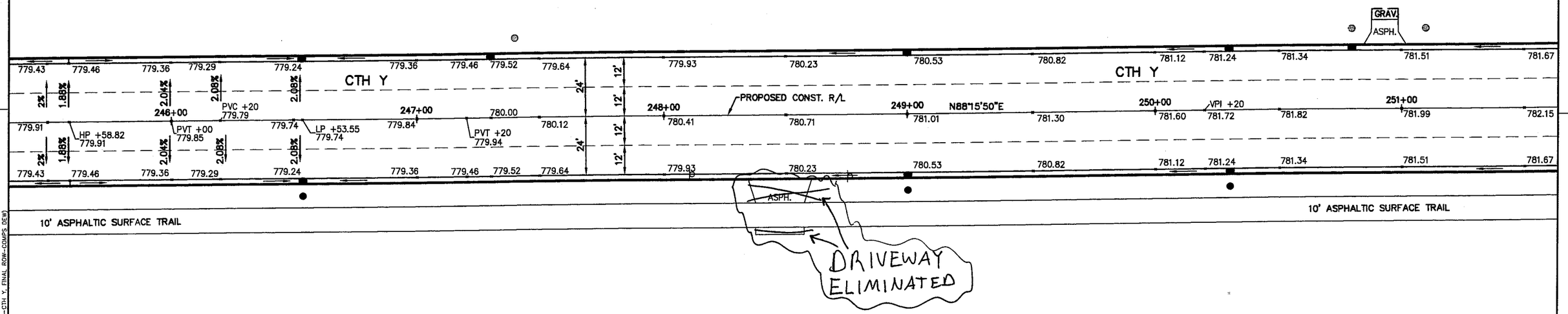
pmadalski W:\DWG\W0002\9703433\00\DETAILS\PAVING 08.dwg 04/22/08 11:52 AM (X-CTH Y, FINAL ROW-COMPS DEW)

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

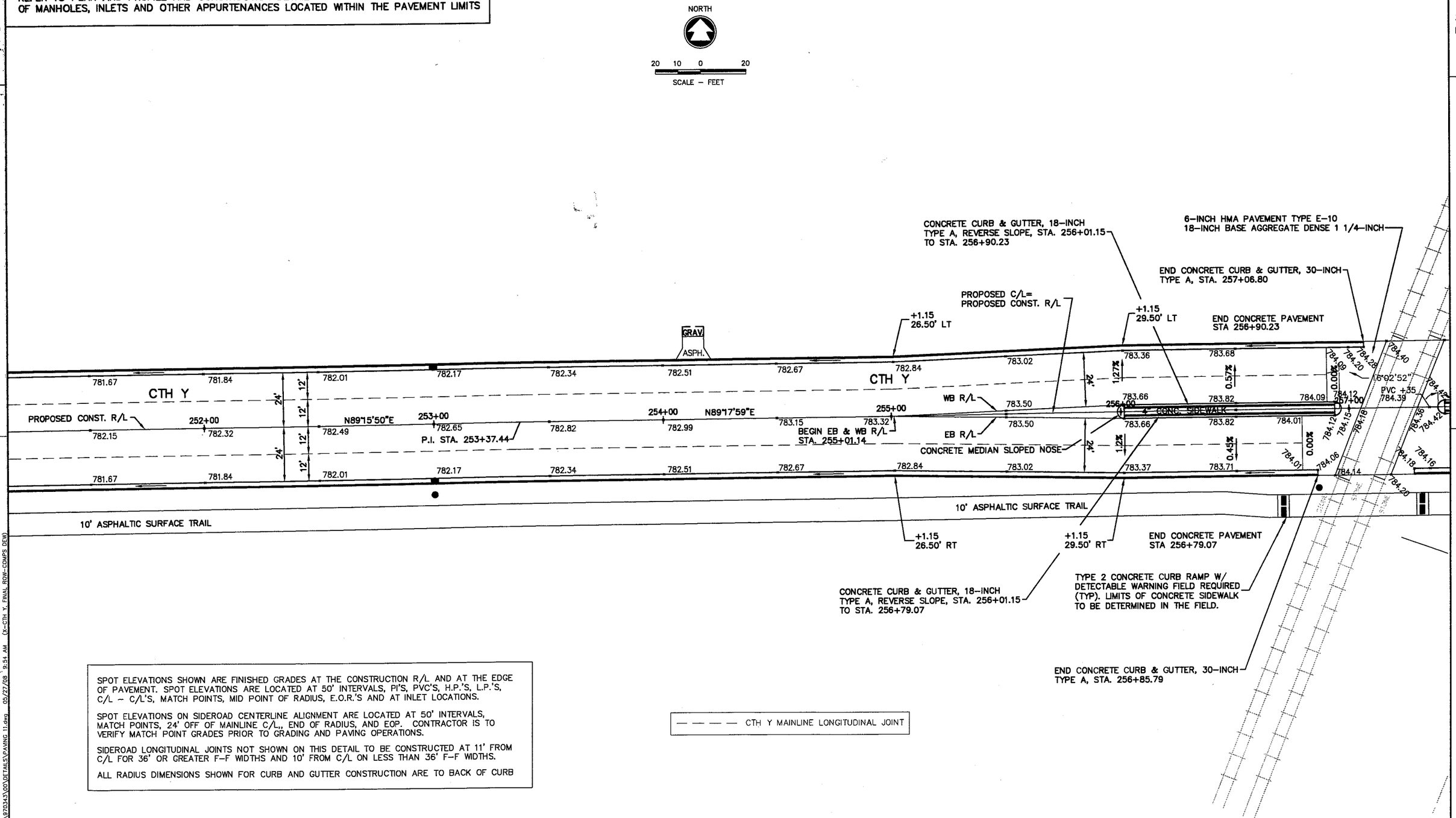
STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 24	E

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

NORTH

20 10 0 20

SCALE – FEET



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 25 E

WSDOT/CADDS SHEET 42

REFER TO PLAN AND PROFILE AND CONSTRUCTION DETAIL SHEETS FOR LOCATIONS OF MANHOLES, INLETS AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, H.P.'S, L.P.'S, C/L – C/L'S, MATCH POINTS, MID POINT OF RADIUS, E.O.R.'S AND AT INLET LOCATIONS.

SPOT ELEVATIONS ON SIDEROAD CENTERLINE ALIGNMENT ARE LOCATED AT 50' INTERVALS, MATCH POINTS, 24' OFF OF MAINLINE C/L,, END OF RADIUS, AND EOP. CONTRACTOR IS TO VERIFY MATCH POINT GRADES PRIOR TO GRADING AND PAVING OPERATIONS.

SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 36' OR GREATER F–F WIDTHS AND 10' FROM C/L ON LESS THAN 36' F–F WIDTHS.

ALL RADIUS DIMENSIONS SHOWN FOR CURB AND GUTTER CONSTRUCTION ARE TO BACK OF CURB

NORTH

20 10 0 20
SCALE – FEET

— — — — CTH Y MAINLINE LONGITUDINAL JOINT

SEE MEDIAN DETAIL BELOW

END CONCRETE CURB & GUTTER, 30–INCH TYPE A, STA. 257+49.33

6–INCH HMA PAVEMENT TYPE E–10
18–INCH BASE AGGREGATE DENSE 1 1/4–INCH

END CONCRETE CURB & GUTTER, 30–INCH TYPE A, STA. 257+06.80

END CONCRETE PAVEMENT STA 256+90.23

END CONCRETE PAVEMENT STA 257+56.09

72.50' R. B/C
258+01.66, 102.00' LT
10+59.32, 125.96' LT

+1.15
26.50' LT

+1.15
29.50' LT

CTH Y

CTH Y

782.84 783.02 783.36 783.68 783.30 783.94 783.50 782.91 782.73

GRAV.

ASPH.

ASPH. TRAIL

WISCONSIN CENTRAL LIMITED RR

CTH A

2% 2% 1.27% 0.57% 0.30% 0.58% 1.77% 2.00%

255+00 783.32

256+00 783.66 783.82 784.09

257+00 784.12

PVC +35 784.39

+05.19

+29.96

784.44 784.37

258+00

PVT +05 784.00 783.20

PVT +05 784.00 783.20

783.66 783.82 784.01

4" CONC. SIDEWALK

WB R/L

EB R/L

PROPOSED CONST. R/L

783.50 783.50

2% 2% 1.2% 0.45% 0.00% 1.25% 1.38% 1.50%

782.84 783.02 783.37 783.71 784.12 784.01

MATCH EXISTING CONCRETE
STA 258+53.16
PAVEMENT TIES REQ'D.

CONC. MEDIAN SLOPED NOSE (TYP.)

10' ASPHALTIC SURFACE TRAIL

+1.15
26.50' RT

+1.15
29.50' RT

END CONCRETE PAVEMENT STA 256+79.07

END CONCRETE PAVEMENT STA 257+44.91

782.75

42.50' R. B/C
257+75.69, 72.00' RT
8+88.18, 85.24' LT

783.15

TYPE 2 CONCRETE CURB RAMP W/ DETECTABLE WARNING FIELD REQUIRED (TYP). LIMITS OF CONCRETE SIDEWALK TO BE DETERMINED IN THE FIELD.

TYPE 2 CONCRETE CURB RAMP W/ DETECTABLE WARNING FIELD REQUIRED (TYP). LIMITS OF CONCRETE SIDEWALK TO BE DETERMINED IN THE FIELD.

END CONCRETE CURB & GUTTER, 30–INCH TYPE A, STA. 256+85.79

END CONCRETE CURB & GUTTER, 30–INCH TYPE A, STA. 257+28.21

6–INCH HMA PAVEMENT TYPE E–10
18–INCH BASE AGGREGATE DENSE 1 1/4–INCH

MEDIAN DETAIL

PROPOSED C/L=
PROPOSED CONST. R/L

255+00

PROPOSED CONST. R/L

BEGIN EB & WB R/L
STA. 255+01.14

WB R/L

EB R/L

CONCRETE MEDIAN SLOPED NOSE (TYP.)

256+00

+01.50
3' RT.

+01.50
3' RT.

+01.50, C/L
3' R.

CONCRETE CURB & GUTTER, 18–INCH
TYPE A, REVERSE SLOPE, STA. 256+01.15
TO STA. 256+90.23

END CONCRETE PAVEMENT
STA 256+90.23

END CONCRETE PAVEMENT
STA 256+79.07

CONCRETE CURB & GUTTER, 18–INCH
TYPE A, REVERSE SLOPE, STA. 256+01.15
TO STA. 256+79.07

+93.56
3' LT.

257+00

+93.56
3' RT.

+93.56, C/L
3' R.

END CONCRETE PAVEMENT
STA 257+44.91

END CONCRETE PAVEMENT
STA 257+56.09

CONCRETE CURB & GUTTER, 18–INCH
TYPE A, REVERSE SLOPE, STA. 257+56.09
TO STA. 257+97

+41.48
3' LT.

+41.48
3' RT.

+41.48, C/L
3' R.

+97
3' LT.

258+00

+97
3' RT.

WB R/L

EB R/L

4" CONC. SIDEWALK

CONCRETE CURB & GUTTER, 18–INCH
TYPE A, REVERSE SLOPE, STA. 257+44.91
TO STA. 257+97

* NOTE: CONCRETE CURB & GUTTER 18–INCH TYPE D REQ'D. ADJACENT TO HMA PAVEMENT

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 26	E

WSDOT/CADDS SHEET 42

cpossen W:\DWG\WD002\970143\GD\DETAILS\PAVING 12.dwg 10/21/08 2:46 PM (k-CTH Y, AT&T FIBER only)

NORTH

20 10 0 20

SCALE – FEET

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

STH 76 – JACKSON ST.

INLET 98
777.52

INLET 99
777.52

P 98
12" RCP SS
@ 0.34%

P 99
12" RCP SS
@ 0.36%

773.76

773.88

773.92

EW 97

EXISTING C/L PROFILE

780
778
776
774
772

NORTH

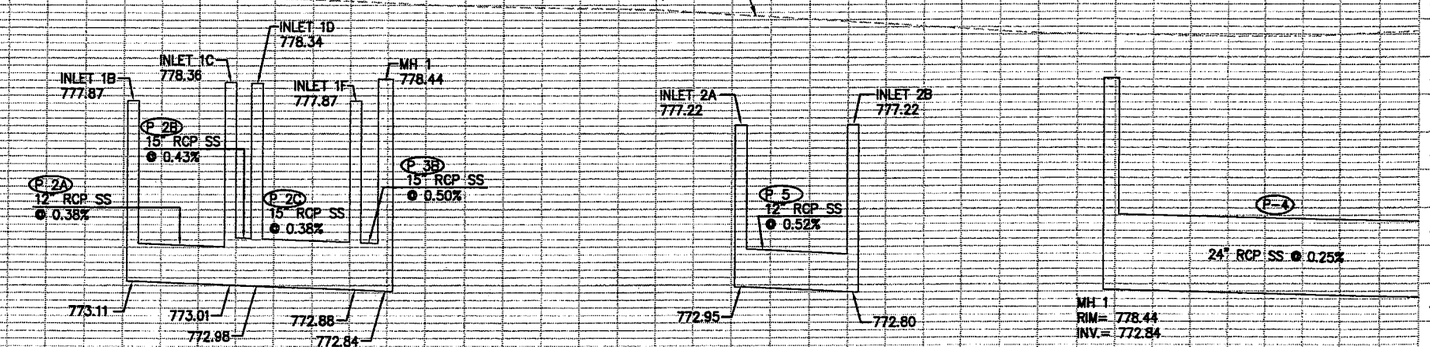
20 10 0 20

SCALE – FEET

MOVED INLETS 10' WEST

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.



STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY:	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 28 E

WSDOT/CADDS SHEET 40

rgassen W:\DWG\W0002\970343\DD\Plan and Profile\02-STORM.dwg 07/16/08 1:32 PM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy)

NORTH

20 10 0 20

SCALE — FEET

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

66' 8" PVC

29' 8" WM

REMOVE STORM SEWER PIPE

REMOVE STORM SEWER STRUCTURE

REMOVE STORM SEWER PIPE

REMOVE STORM SEWER STRUCTURE

REMOVE STORM SEWER PIPE

P 12B TO BE TEED INTO MAINLINE STORM SEWER PIPE

MH 4 move 2' South

Yard Drain 207+25

EXISTING SWALE

SODA CREEK RD

JACKTAR RD

HOUSE

EXISTING C/L PROFILE

EXISTING C/L PROFILE

P-7 24" RCP SS @ 0.21%

P-12A 24" RCP SS @ 0.08%

P-15 36" RCP SS @ 0.08%

MH 2
RIM=778.02
INV.= 772.62

MH 3
RIM=777.12
INV.= 772.14

INLET 3A 776.30

INLET 3B 776.62

INLET 3C 776.62

MH 3 777.12

P98 12" RCP SS @ 1.00%

P 9 15" RCP SS @ 0.30%

P 10 15" RCP SS @ 0.50%

772.41 772.32 772.17 772.14

MH 4
RIM= 776.28
INV.= 771.94

INLET 4A 775.78

INLET 4B 775.78

MH 4 776.28

P 13 18" RCP SS @ 0.20%

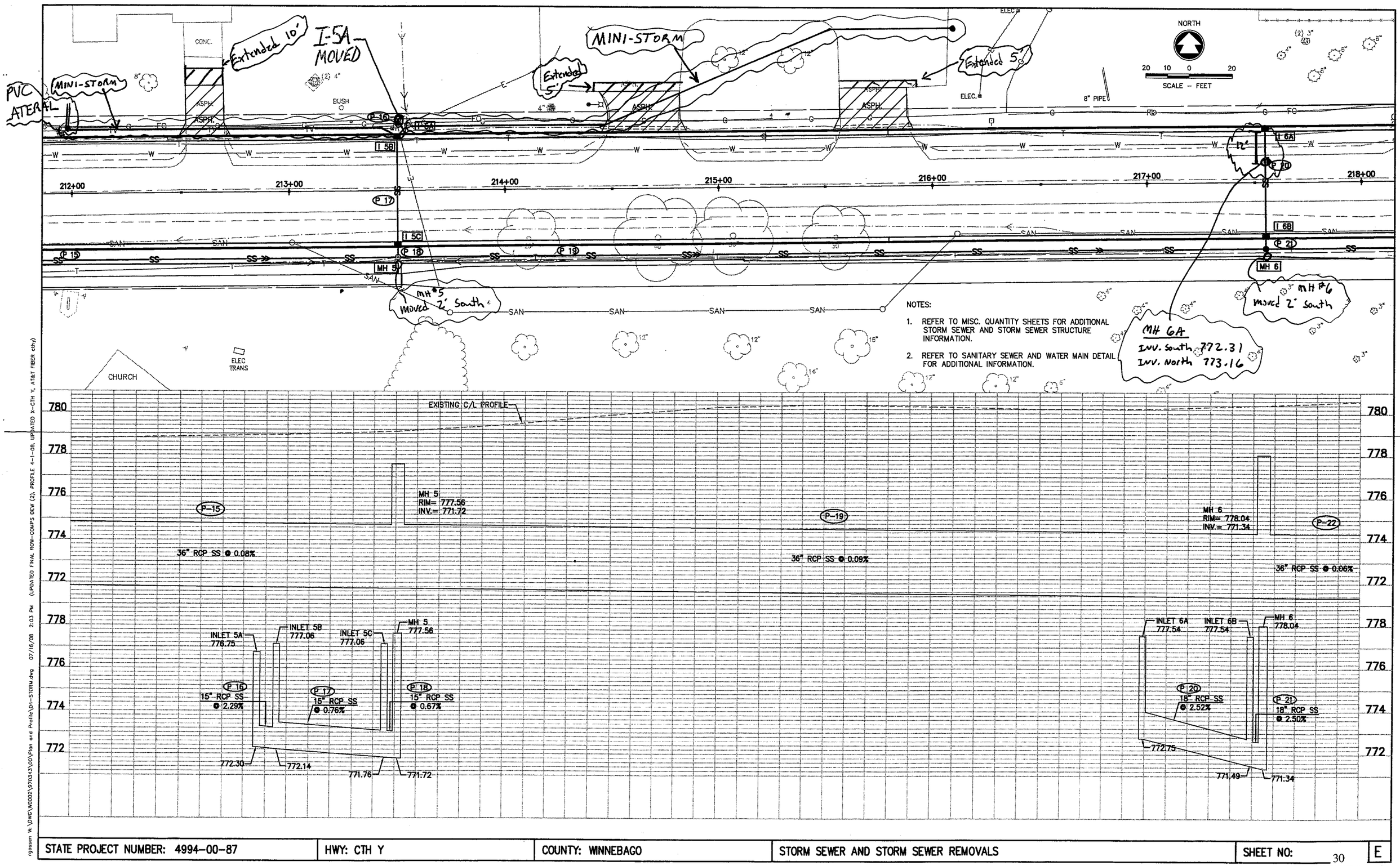
P 14 18" RCP SS @ 0.17%

772.05 771.95 771.94

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 29 E

WISDOT/CADDS SHEET 40

rgaasen W:\DWG\WD002\970343\00\Plan and Profile\03-STORM.dwg 07/18/08 8:42 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-C



rgossen W:\DWG\W0002\S970343\100\Plan and Profile\04-STORM.dwg 07/16/08 2:03 PM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER dlh)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 30	E

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.

REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

NORTH

20 10 0 20

SCALE – FEET

Extended 10'

* CONNECT TO EXISTING 4" PVC PIPES

MINI-STORM

4" PVC

4" PVC

4" PVC

ASPH.

ASPH.

ASPH. GRAVEL

H-5

I 8A

I 8B

I 9A

I 9B

P 22

P 23

P 24A

P 24B

P 24

P 25

P 26

P 27

MH 7

MH 8

MH 9

218+00

219+00

220+00

221+00

222+00

223+00

224+00

10' ASPHALT RECREATIONAL TRAIL

SLUSH

MH #7 MOVED 2' SOUTH

Waste SITE

COUNTY PARKS BERMS CONSTRUCTED

EXISTING C/L PROFILE

P-22

P-23

P-24

P-27

36" RCP SS @ 0.06%

36" RCP SS @ 0.08%

36" RCP SS @ 0.09%

36" RCP SS @ 0.06%

MH 7
RIM= 778.35
INV.= 771.23

MH 8
777.67

MH 8
RIM= 777.67
INV.= 771.09

MH 9
RIM= 776.58
INV.= 770.88

INLET 8A
775.02

INLET 8B
775.02

INLET 9A
775.72

INLET 9B
775.72

MH 9
776.58

P 24A
12" RCP SS
@ 0.70%

P 24B
12" RCP SS
@ 0.70%

P 25
18" RCP SS
@ 0.70%

P 26
18" RCP SS
@ 0.70%

771.54

771.19

771.09

771.33

770.98

770.88

780
778
776
774
772
770

rgausen W:\DWG\W0002\P70343\00\Plan and Profile\05-STORM.dwg 07/16/08 8:58 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 31	E

10' ASPHALT RECREATIONAL TRAIL

REFER TO PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR STORM SEWER AND DITCH AT COMMUNITY PARK FOR ADDITIONAL INFORMATION.

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

NORTH

20 10 0 20

SCALE – FEET

EXISTING C/L PROFILE

MH 33
RIM= 776.91
INV.= 770.78

P-27 — 36" RCP SS @ 0.06%

P-27A — 36" RCP SS @ 0.06%

P-31 — 36" RCP SS @ 0.10%

P-33 — 36" RCP SS @ 0.08%

MH 10
RIM= 777.66
INV.= 770.69

INV.= 770.74 — SEE STRUCTURE DETAIL FOR MH 13 — INV.= 770.76

INLET 33A
776.26

INLET 33B
776.26

P-27C
12" RCP SS
@ 0.70%

P-27B
12" RCP SS
@ 0.70%

771.13

770.88

770.76

MH 11A
775.76

P-28B
12" RCP SS
@ 6.29%

ENDWALL 11B

773.75

771.11

ENDWALL 11A

P-28A
18" RCP SS
@ 6.00%

773.75

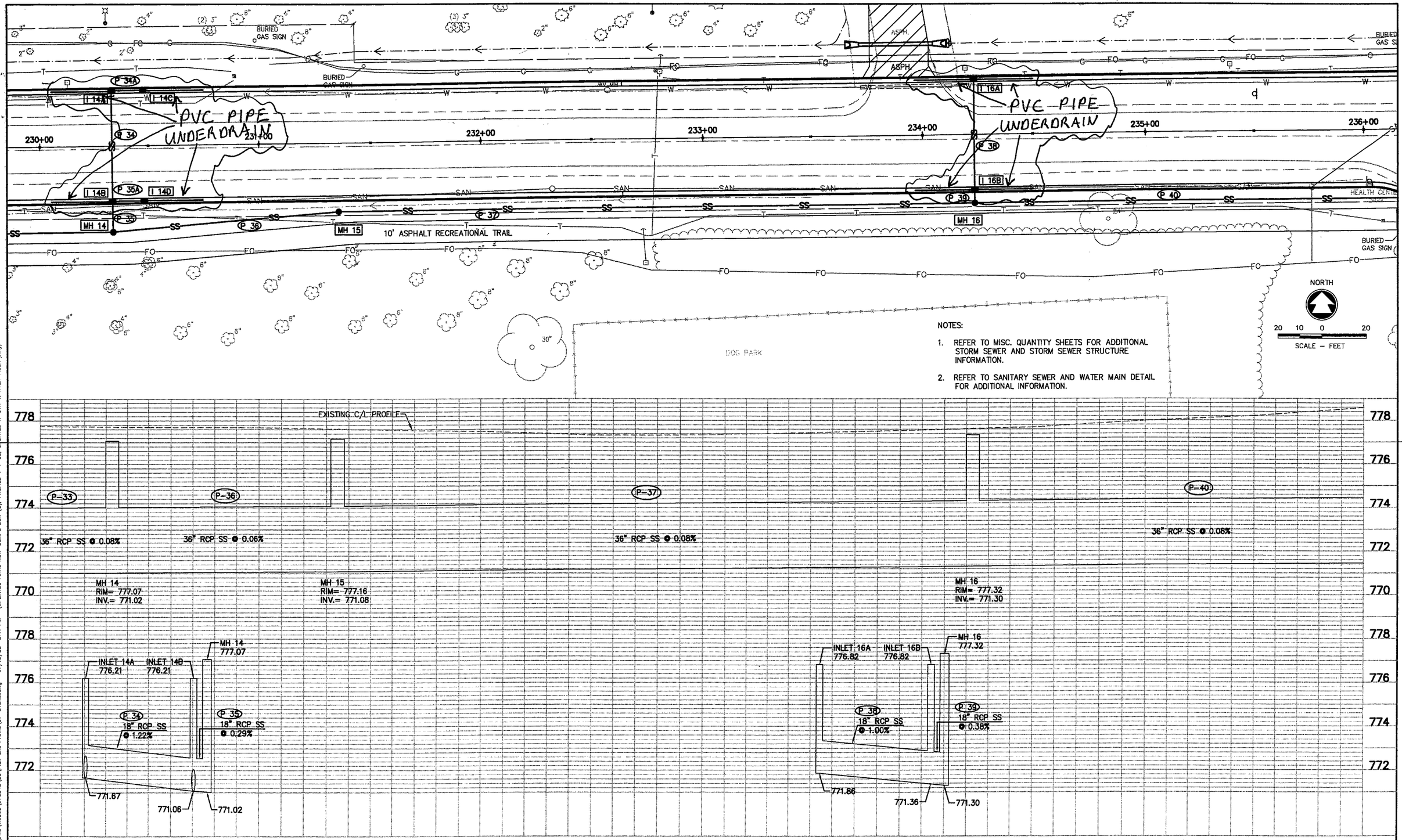
MH 11
775.68

P-28C
18" RCP SS
@ 1.00%

771.11

770.67

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVAL	SHEET NO: 32 E



NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVAL	SHEET NO: 33 E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\97034\00\Plan and Profile\07-STORM.dwg 07/16/08 3:11 PM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER ,city)

8" Storm lateral repaired

10" Storm lateral tied into 30" Storm Sewer

PVC PIPE UNDERDRAIN

SAN MH#1 (BY CITY)

GRAV.

FIBER OPTIC VAULT

BURIED GAS SIGN

ASPH.

GATE

GRAVEL

PROP'D. 10" SAN. SEWER

12" WATERMAIN

HEALTH CENTER SIGN

H-6 V-3 B-4 B-5 T-1

16.50'

235+00 236+00 237+00 238+00 239+00 240+00 241+00

P 40 P 41 P 41A P 41B P 42 P 43

I 17A I 17B I 17C I 14C

MH 17

10' ASPHALT RECREATIONAL TRAIL

BUTLER AVE.

GV 10"

FIBER OPTIC SIGN

JAMES P. COUGHLIN CENTER SIGN

DNR

TREES

BRUSH

NORTH

SCALE – FEET 20 10 0 20

NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

EXISTING C/L PROFILE

MH 17
RIM= 777.71
INV= 771.66

P=40 P=43

36" RCP SS @ 0.08%

30" RCP SS @ 0.34%

EXISTING 12" WATERMAIN

PROPOSED 12" D.I. WATERMAIN

INLET 17A 777.21 INLET 17B 777.21 MH 17 777.71

P 41 18" RCP SS @ 0.92%

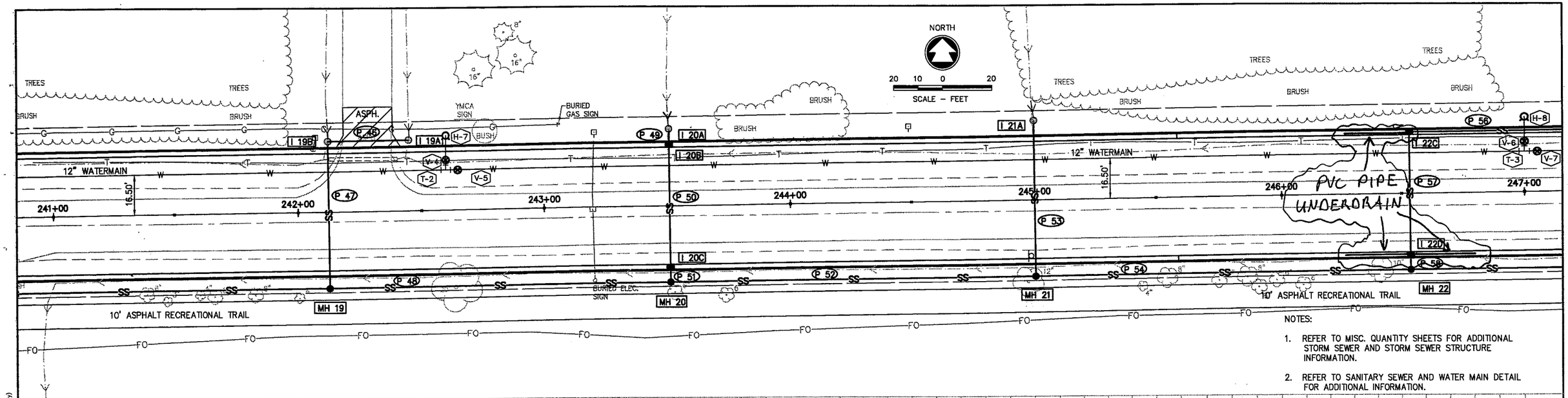
P 42 18" RCP SS @ 1.00%

772.18 771.72 771.66

778 776 774 772 770

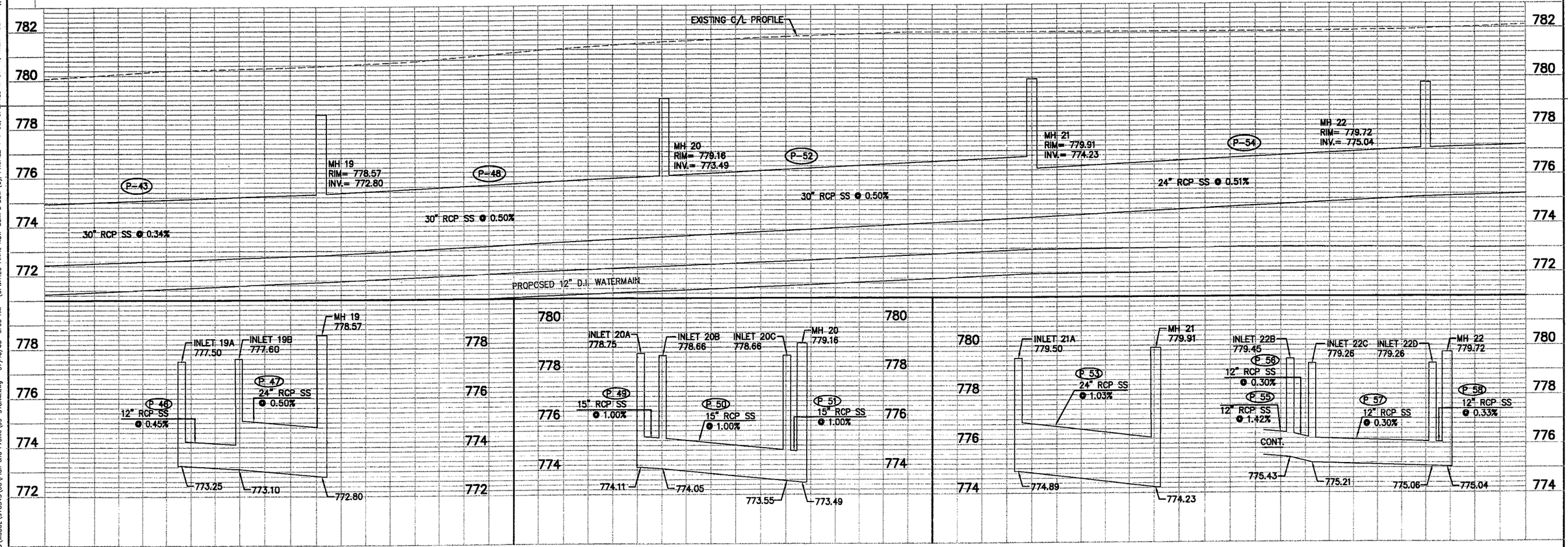
rgossen W:\DWG\W0002\970343\00\Plan and Profile\08-STORM.dwg 07/18/08 9:00 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER city)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVAL	SHEET NO: 34	E



NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVAL	SHEET NO: 35	E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\970343\00\Plan and Profile\09-STORM.dwg 07/18/08 9:03 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy)

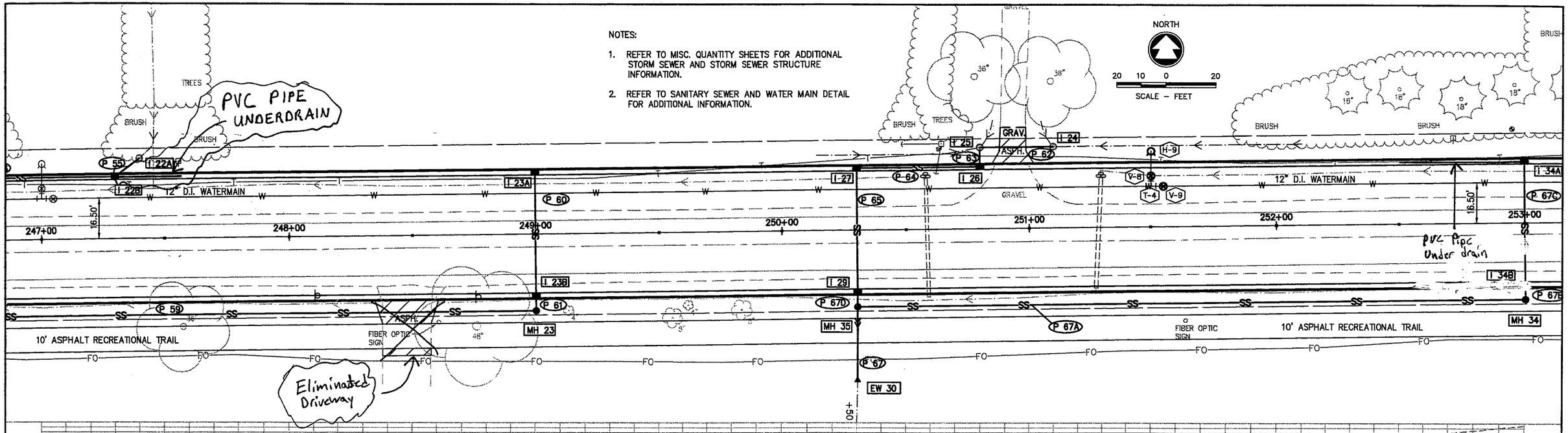
NOTES:

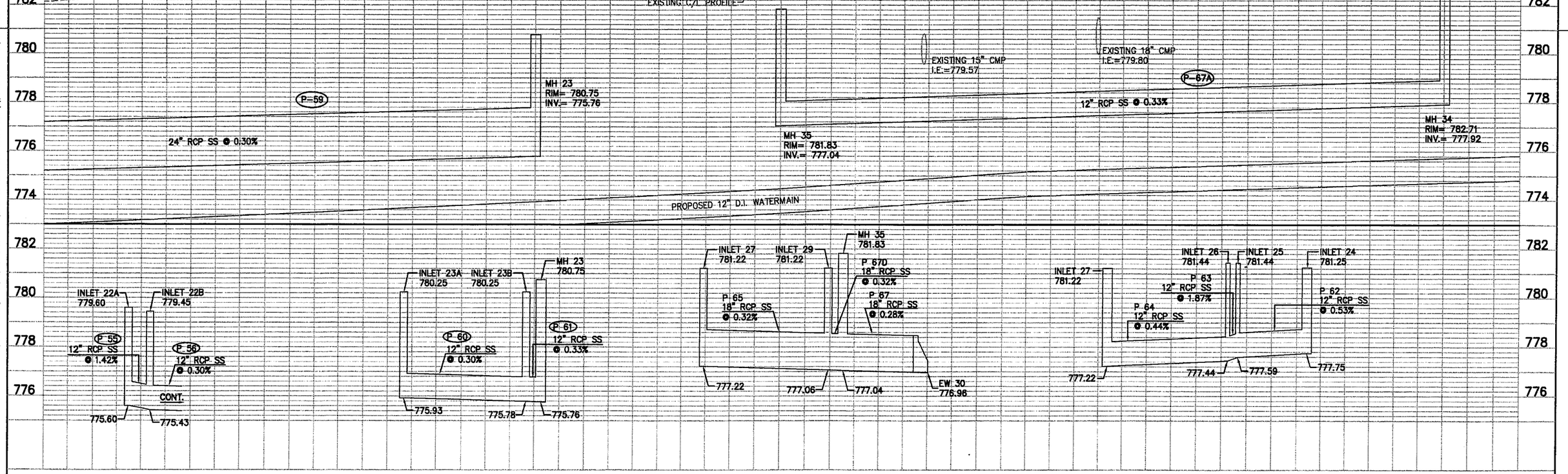
1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

NORTH

20 10 0 20

SCALE – FEET

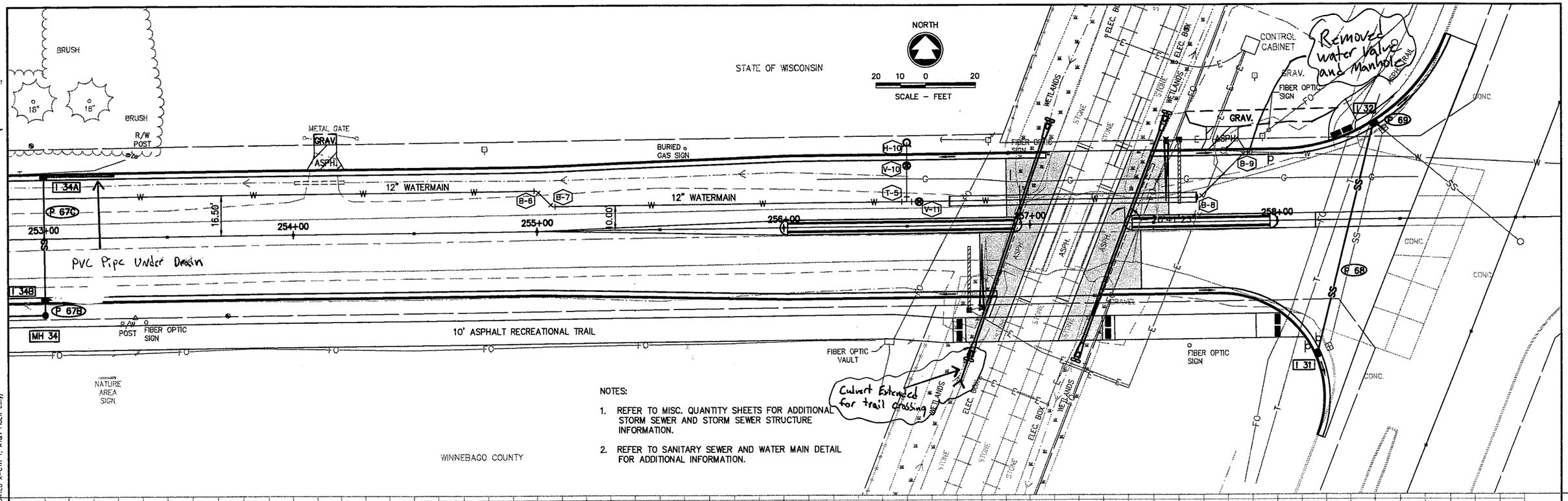




STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 36	E

WSDOT/CADDS SHEET 40

rgossen W:\DNGV\R0092\970343\00\Plan and Profile\10-STORM.dwg 07/18/08 9:05 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-



NOTES:

1. REFER TO MISC. QUANTITY SHEETS FOR ADDITIONAL STORM SEWER AND STORM SEWER STRUCTURE INFORMATION.
2. REFER TO SANITARY SEWER AND WATER MAIN DETAIL FOR ADDITIONAL INFORMATION.

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	STORM SEWER AND STORM SEWER REMOVALS	SHEET NO: 37	E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\WD002\970343\00\Plan and Profile\11-STORM.dwg 10/07/08 9:46 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER city)

PROJECT ID: **4994-00-87, 6432-11-71**
WITH: N/A

COUNTY: **WINNEBAGO**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT
SANITARY SEWER AND WATERMAIN

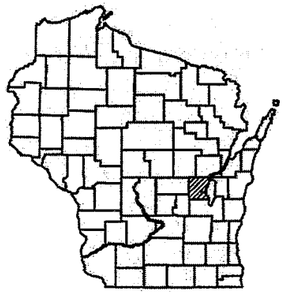
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4994–00–87		
6432–11–71		

CTH Y
STH 76 - CTH A
CTH Y
WINNEBAGO COUNTY

STATE PROJECT NUMBER
4994-00-87

STH 76 & CTH Y INTERSECTION
STH 76 - CTH A
STH 76
WINNEBAGO COUNTY

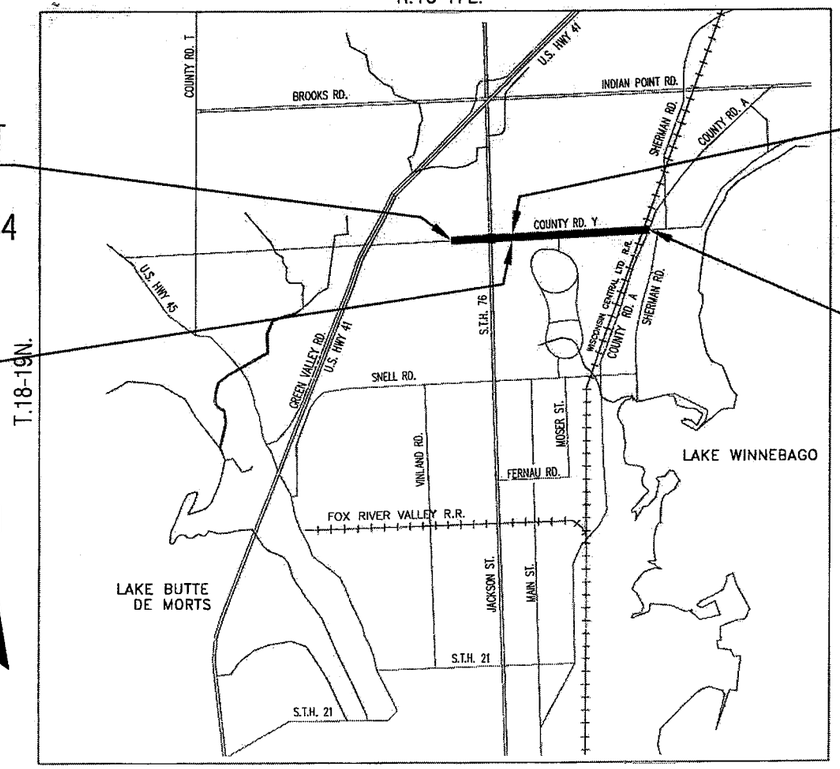
STATE PROJECT NUMBER
6432-11-71



N

BEGIN PROJECT
6432-11-71
STA 195+01.84
N. 497006.9132
E. 791101.5316

END PROJECT
6432-11-71
STA 200+86.77
N. 497017.1392
E. 791688.3377



BEGIN PROJECT
4994-00-87
STA 200+86.77
N. 497017.1392
E. 791688.3377

END PROJECT
4994-00-87
STA 258+53.16
N. 497090.9279
E. 797452.2513

N

LAYOUT
SCALE 0 0.5 1 mile

TOTAL NET LENGTH OF CENTERLINE = 1.203 MILES

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE		UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

ORIGINAL PLANS PREPARED BY

WISCONSIN
PETER P. GULBRONSON
E-31578
KAUKAUNA, WI
PROFESSIONAL ENGINEER

5/21/08
DATE

SIGNATURE

1 OF 14

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WINNEBAGO COUNTY COORDINATE SYSTEM."

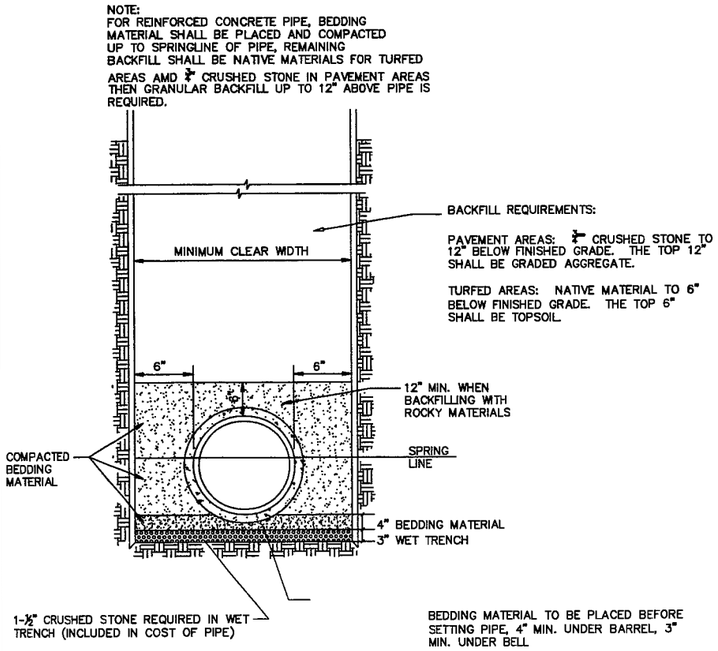
38

WISDOT/CADDS SHEET 10

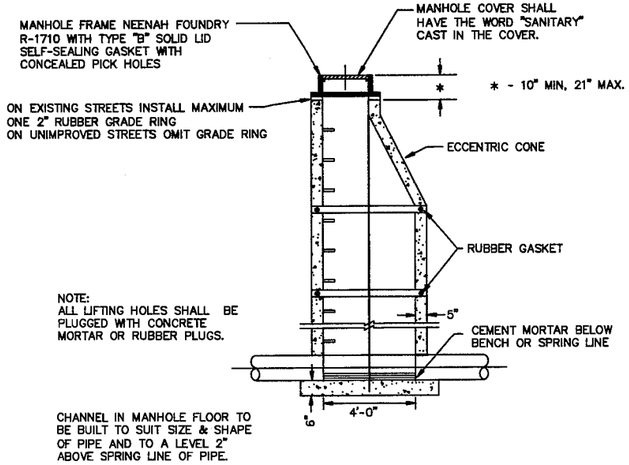
FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ Originator : _____ PLOT SCALE : _____

pmgaast W:\DMG\60002\370543\From City\UPDATED TITLE SHEET.dwg 05/21/08 9:33 AM

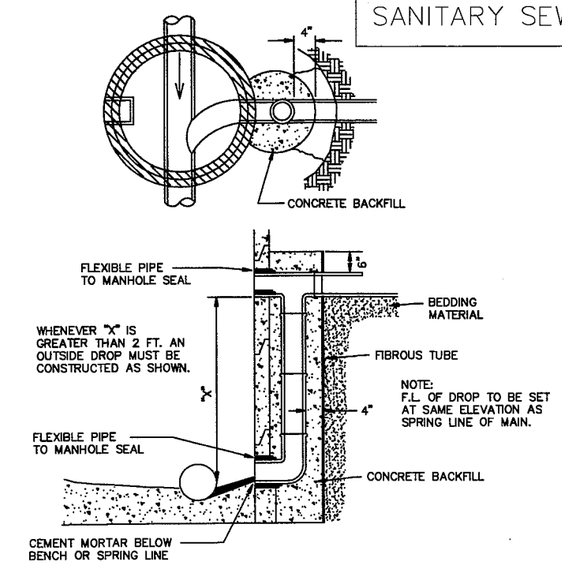
SANITARY SEWER DETAILS



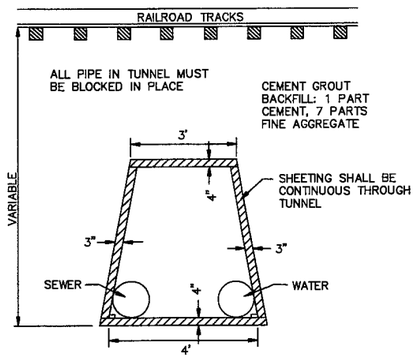
STANDARD SECTION
(CLASS "B" BEDDING)



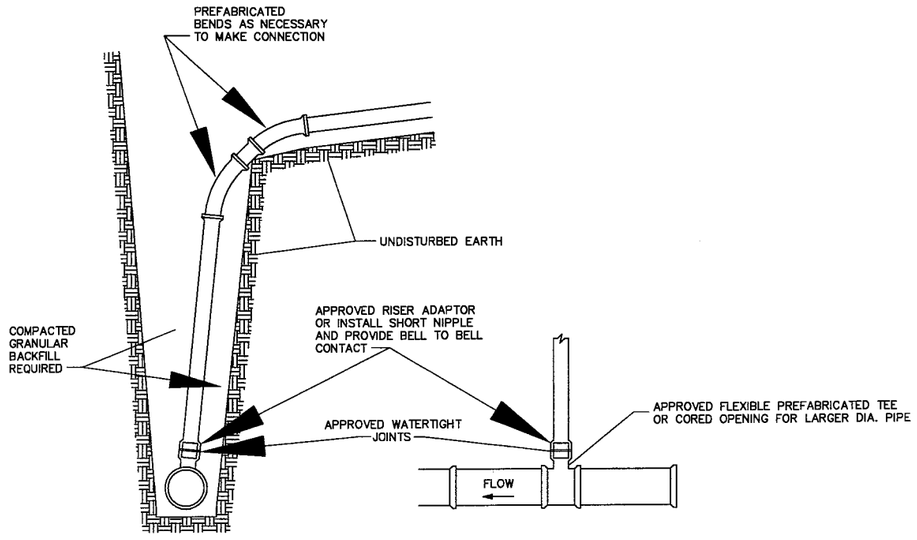
STANDARD PRECAST MANHOLE



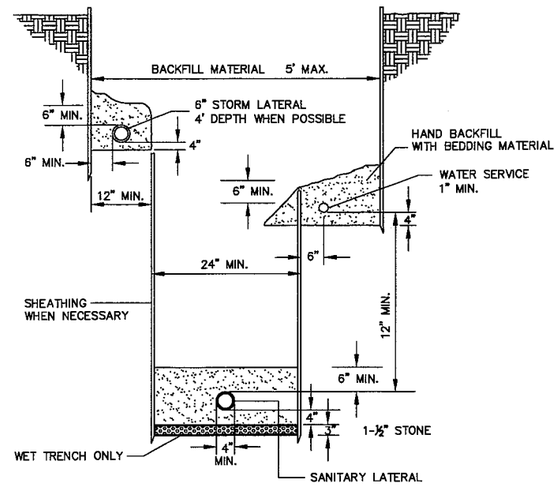
OUTSIDE DROP PRECAST MANHOLE



TUNNEL SECTION



STANDARD RISER DETAIL
(FLEXIBLE RISER TO FLEXIBLE MAIN)

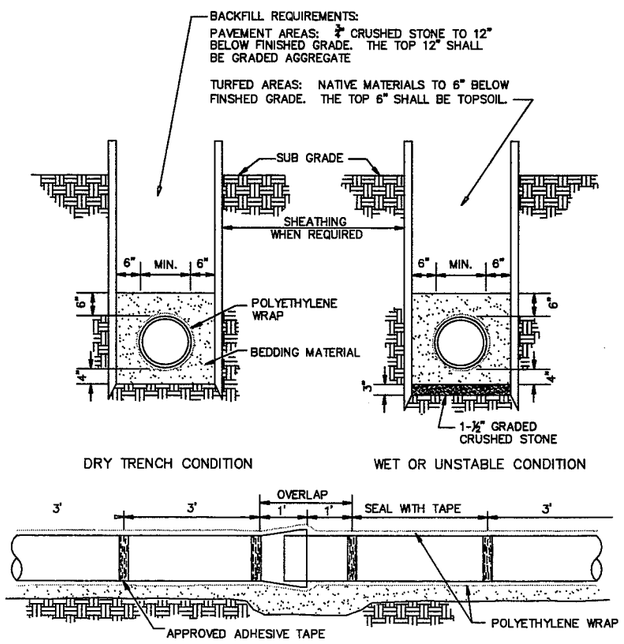


STANDARD SECTION FOR SERVICES
(STORM, SANITARY & WATER)

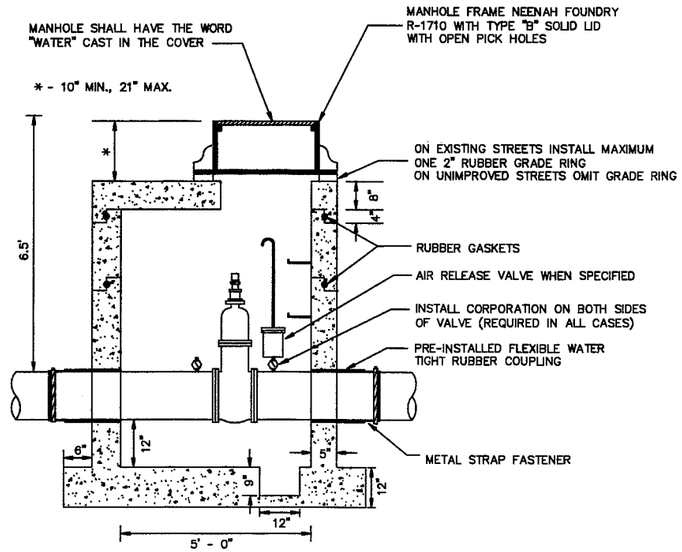
CITY OF OSHKOSH, WISCONSIN

REVISIONS
5/24/2007

WATER MAIN DETAILS
(NOT TO SCALE)

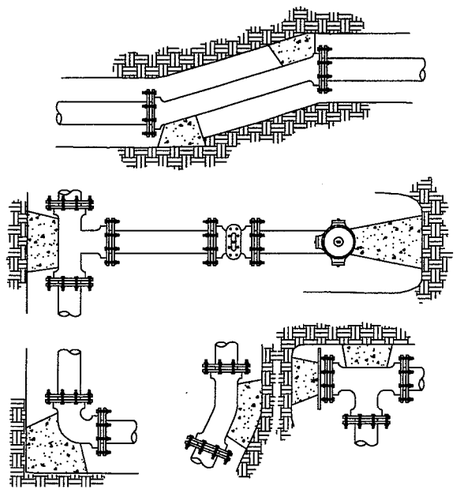


STANDARD WATER MAIN TRENCH SECTION

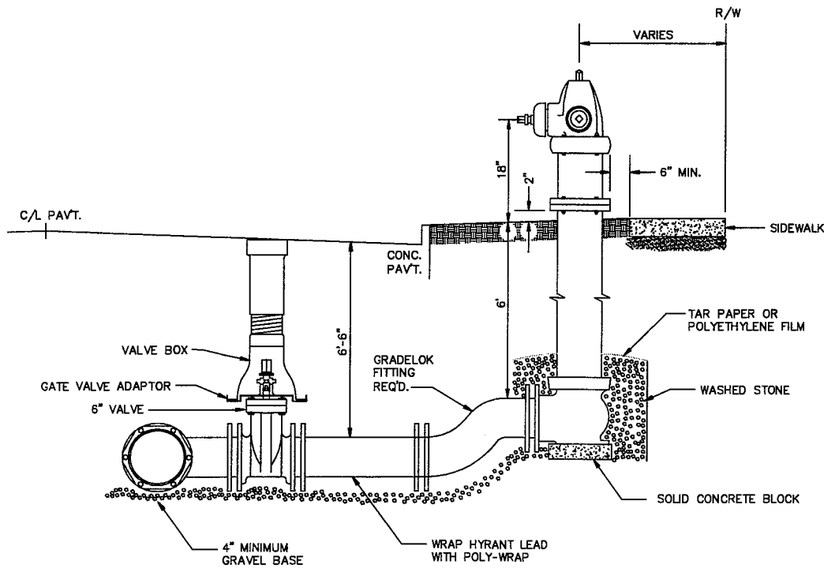


STANDARD WATER VALVE MANHOLE

(5' DIAMETER)



THRUST BLOCK LOCATION



TYPICAL HYDRANT INSTALLATION MECHANICAL JOINT

ESTIMATED QUANTITIES

3 EACH – ADJUST SANITARY MANHOLE
4.0 VF – RECONSTRUCT SANITARY MANHOLE

PROPOSED SLOPE INTERCEPT

STA. 195+38, 16.5' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=775.19
REMOVE 1–4" RING

STA. 196+51, 22.1' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.44
REMOVE ALL 6–2" RINGS AND
ADD 1–1' SECTION AND 1–2" RING

PROPOSED SLOPE INTERCEPT

STA. 198+18, 22.5' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=778.55
REMOVE 1–2" RING

STA. 199+27, 68.0' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=780.25
REMOVE ADJUSTING RINGS

EXISTING C/L PROFILE

PROPOSED C/L PROFILE

MATCH LINE 200+00

195+00 196+00 197+00 198+00 199+00 200+00

784 782 780 778 776 774 772 770

STATE PROJECT NUMBER: 4994–00–87 & 6432–11–71	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	4 OF 14	SHEET NO: 41	E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\P70343\From City\UPDATED WATERMAIN1.dwg 10/22/08 10:14 AM (PROFILE SHEET. UPDATED FINAL ROW-COMPS DEW (2). PROFILE 4-1-08, UPDATED X-CTH Y. FINAL ROW-COMPS DEW. WATERMAIN-1, X-CTH Y. AT&T FIBER.ctby)

ESTIMATED QUANTITIES

5.0 VF – RECONSTRUCT SANITARY MANHOLE
2 EACH – ADJUST SANITARY MANHOLE

24.1 LF – 6" D.I. WATERMAIN W/POLYWRAP
1 EACH – ADJUST WATER VALVE MANHOLE
1 EACH – RELOCATE HYDRANT
1 EACH – RELOCATE 6" VALVE
1 EACH – REMOVE 10" VALVE
1 EACH – REMOVE 6" VALVE
1 EACH – 10" CAP
1 EACH – 6" CAP

WATERMAIN FITTING SCHEDULE

H2: HYDRANT, STA. 205+26.05, 39.0' RT.
V1: 6" VALVE, STA. 205+28.90, 39.0'RT.

STA. 200+69.70, 39.5' LT
REMOVE 10" VALVE AND
CAP 10" SECTION

STA. 200+84.2, 25.1' LT
ADJUST WATER VALVE MANHOLE
PROP'D RIM=780.42

STA. 201+28, 28.6' LT.
REMOVE 6" VALVE AND
CAP 6" TEE SECTION

STA. 201+02, 22.4' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=780.10
REPLACE CASTING WITH 6" CASTING

STA. 200+60, 66.5' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=780.00
REMOVE 2–3" RINGS

STA. 202+52.4, 22.2' RT.
RECONSTRUCT SANITARY MANHOLE
REMOVE 2–1' SECTIONS AND ADD 9" ADJUSTMENT

PROPOSED SLOPE INTERCEPT

PROPOSED SLOPE INTERCEPT

HOUSE
REMOVE 6" VALVE AND HYDRANT
EXTEND 24.1 L.F. OF 6" WATERMAIN
RELOCATE 6" VALVE AND HYDRANT

SODA CREEK RD

EXISTING C/L PROFILE

PROPOSED C/L PROFILE

24" RCP SS @ 0.25%

MH 1
RIM= 778.44
INV.= 772.84

MATCH LINE 200+00

MATCH LINE 206+00

784
782
780
778
776
774
772
770

200+00 201+00 202+00 203+00 204+00 205+00 206+00

rgossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN2.dwg 07/15/08 8:10 AM (UPDATED FINAL ROW-COMPS DGW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy)

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	5 OF 14	SHEET NO: 42	E

WATERMAIN FITTING SCHEDULE

H3: HYDRANT, STA. 208+31.9, 35.2' RT.
B3: 6" 45°BEND, STA. 208+46.2, 42.1' RT.
V2: 12"X 8" TAPPING SLEEVE & VALVE, STA. 208+81.1, 17.0' LT.
H4: HYDRANT, STA. 211+20.0, 31.2' LT.

ESTIMATED QUANTITIES

57.8 LF – 8" PVC SANITARY SEWER W/ PLUG
1 EACH – TAP INTO EXISTING SANITARY MANHOLE
1 EACH – ADJUST SANITARY MANHOLE
5.2 VF – RECONSTRUCT SANITARY MANHOLE

19.0 LF – 8" D.I. WATERMAIN W/ POLYWRAP
23.0 LF – 6" D.I. WATERMAIN W/ POLYWRAP
2 EACH – 6" 45°BEND
1 EACH – 12" X 8" TAPPING SLEEVE & VALVE
1 EACH – 8" CAP
2 EACH – RELOCATE HYDRANT
1 EACH – ADJUST WATER VALVE MANHOLE

STA. 208+73.40, 22.10' RT.
EXTEND 57.8 L.F. OF 8" PVC SANITARY SEWER @ S=0.40% AND PLUG END
APPROXIMATE DEPTH 11.6'

STA. 208+81.40, 17.00' LT.
12"X8" TAPPING SLEEVE & VALVE
EXTEND 19.0 L.F. 8" WATERMAIN AND CAP

STA. 211+09.0, 18.1' LT.
ADJUST WATER VALVE MANHOLE
PROP'D RIM=775.97
REMOVE ALL ADJUSTUNG RINGS

REMOVE HYDRANT AND EXTEND 4.5 L.F. OF 6" WATERMAIN AND RELOCATE HYDRANT

PROPOSED SLOPE INTERCEPTS

SODA CREEK RD

JACKTAR RD

HOUSE

STA. 206+01.2, 22.8' RT.
ADJUST SANITARY MANHOLE
PROP'D RIM=777.56
REMOVE 2–2" ADJUSTING RINGS

REMOVE HYDRANT AND EXTEND 18.5 L.F. OF 6" WATERMAIN AND RELOCATE HYDRANT

STA. 208+73.40, 22.1' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=77.48
REMOVE ALL RINGS AND REPLACE WITH 1–1'SECTION

STA. 209+52.10, 22.40' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.18
REMOVE CONE AND TURN TO NORTH
REMOVE ALL ADJUSTING RINGS AND REPLACE WITH 1–8" RING

PROPOSED SLOPE INTERCEPTS

EXISTING C/L PROFILE

PROPOSED C/L PROFILE

24" RCP SS @ 0.21%

24" RCP SS @ 0.08%

36" RCP SS @ 0.08%

MH 2
RIM=778.02
INV.= 772.62

MH 3
RIM=777.12
INV.= 772.14

MH 4
RIM= 776.28
INV.= 771.94

MATCH LINE 206+00

MATCH LINE 212+00

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

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	6 OF 14	SHEET NO: 43	E

WSDOT/CADDS SHEET 40

rgrossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN3.dwg 07/18/08 8:08 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER ethy)

ESTIMATED QUANTITIES

9.0 VF – RECONSTRUCT SANITARY MANHOLE

STA. 213+01.6, 23.9' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.80
REMOVE CONE AND TURN TO NORTH
REMOVE 1–1'SECTION AND ALL ADJUSTING RINGS
AND REPLACE WITH 1–8" RING

STA. 216+11.4, 22.6' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=777.99
REMOVE CONE AND TURN TO NORTH
REMOVE ALL ADJUSTING RINGS AND
REPLACE WITH 1–3" ADJUSTING RING

PROPOSED SLOPE INTERCEPT

MH 5
RIM= 777.56
INV.= 771.72

MH 6
RIM= 778.04
INV.= 771.34

36" RCP SS @ 0.08%

36" RCP SS @ 0.09%

36" RCP SS @ 0.06%

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	7 OF 14	SHEET NO: 44	E

WISDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\9703431\From City\UPDATED WATERMAIN4.dwg 07/18/08 8:07 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy)

WATERMAIN FITTING SCHEDULE

H5: HYDRANT, STA. 218+15.16, 30.2' LT.

REMOVE HYDRANT AND EXTEND 3.5 LF OF 6" WATERMAIN AND RELOCATE HYDRANT

PROPOSED SLOPE INTERCEPT

STA. 219+11.8, 23.1' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=777.86
REMOVE CONE AND TURN TO NORTH
REMOVE ALL ADJUSTING RINGS AND REPLACE WITH 1–8" ADJUSTING RING

PROPOSED SLOPE INTERCEPT

STA. 222+12.8, 23.7' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.20
REMOVE CONE AND TURN TO NORTH
REMOVE 1–1' SECTION AND ADJUSTING RING AND REPLACE WITH 1–4" RING

10' ASPHALT RECREATIONAL TRAIL

ESTIMATED QUANTITIES

9.0 VF – RECONSTRUCT SANITARY MANHOLE

3.5 LF – 6" WATERMAIN W/ POLYWRAP
1 EACH – RELOCATE HYDRANT

MATCH LINE 218+00

MATCH LINE 224+00

EXISTING C/L PROFILE

PROPOSED C/L PROFILE

36" RCP SS @ 0.06%

36" RCP SS @ 0.08%

36" RCP SS @ 0.09%

36" RCP SS @ 0.06%

MH 7
RIM= 778.35
INV.= 771.23

MH 8
RIM= 777.67
INV.= 771.09

MH 9
RIM= 776.58
INV.= 770.88

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	8 OF 14	SHEET NO: 45	E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN5.dwg 7/18/08 8:04 AM {UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER city}

STA. 225+33.7, 16.5' LT.
ADJUST WATER VALVE MANHOLE
PROP'D RIM=776.53
REMOVE ALL ADJUSTING RINS AND
REPLACE WITH 1-4" ADJUSTING RING

STA. 225+47.3, 30.8' LT.
ADJUST HYDRANT

STA. 225+10.8, 30.8' LT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.90
REMOVE CONE, INSTALL 1-1' SECTION,
RE-INSTALL CONE AND 1-2" ADJUSTING RING

STA. 225+10.9, 24.0' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=776.34
REMOVE CONE AND TURN TO NORTH
ADD 1-4" ADJUSTING RING

STA. 227+08.7, 21.6' LT.
RECONSTRUCT WATER VALVE MANHOLE
PROP'D RIM=777.12
REMOVE CONE AND ALL ADJUSTING RINGS
AND INSTALL 2-1' SECTIONS AND REINSTALL CONE

STA. 228+69.2, 30.9' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=777.26
REMOVE CONE, INSTALL 3-1' SECTIONS,
AND RE-INSTALL CONE

10' ASPHALT RECREATIONAL TRAIL

PROPOSED SLOPE INTERCEPT

PROPOSED SLOPE INTERCEPT

WETLANDS

ESTIMATED QUANTITIES

15.0 VF – RECONSTRUCT SANITARY MANHOLE

1 EACH – ADJUST WATER VALVE MANHOLE
4 VF – RECONSTRUCT WATER VALVE MANHOLE
1 EACH – ADJUST HYDRANT

MATCH LINE 224+00

MATCH LINE 230+00

PROPOSED C/L PROFILE

EXISTING C/L PROFILE

P-27 — 36" RCP SS @ 0.06%

P-27A — 36" RCP SS @ 0.06%

P-31 — 36" RCP SS @ 0.10%

P-33 — 36" RCP SS @ 0.08%

MH 33
RIM= 776.91
INV.= 770.78

MH 10
RIM= 777.66
INV.= 770.69

INV.= 770.74

SEE STRUCTURE DETAIL FOR MH 13

INV.= 770.76

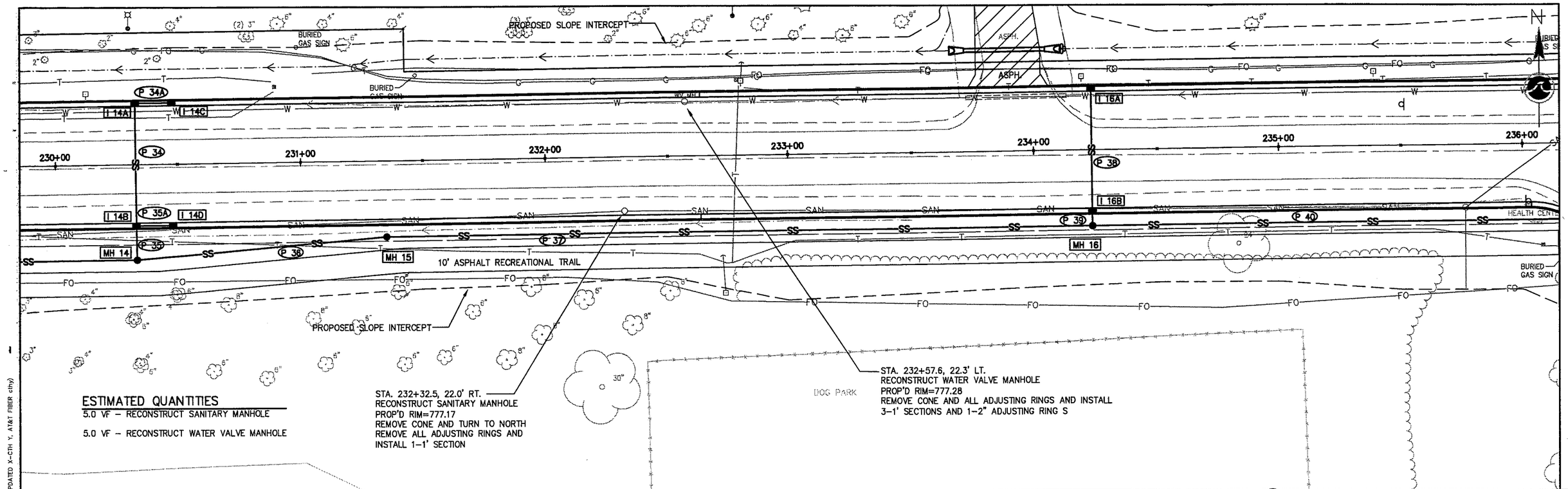
224+00 225+00 226+00 227+00 228+00 229+00 230+00

784 782 780 778 776 774 772 770

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	9 OF 14	SHEET NO: 46	E

WSDOT/CADDS SHEET 40

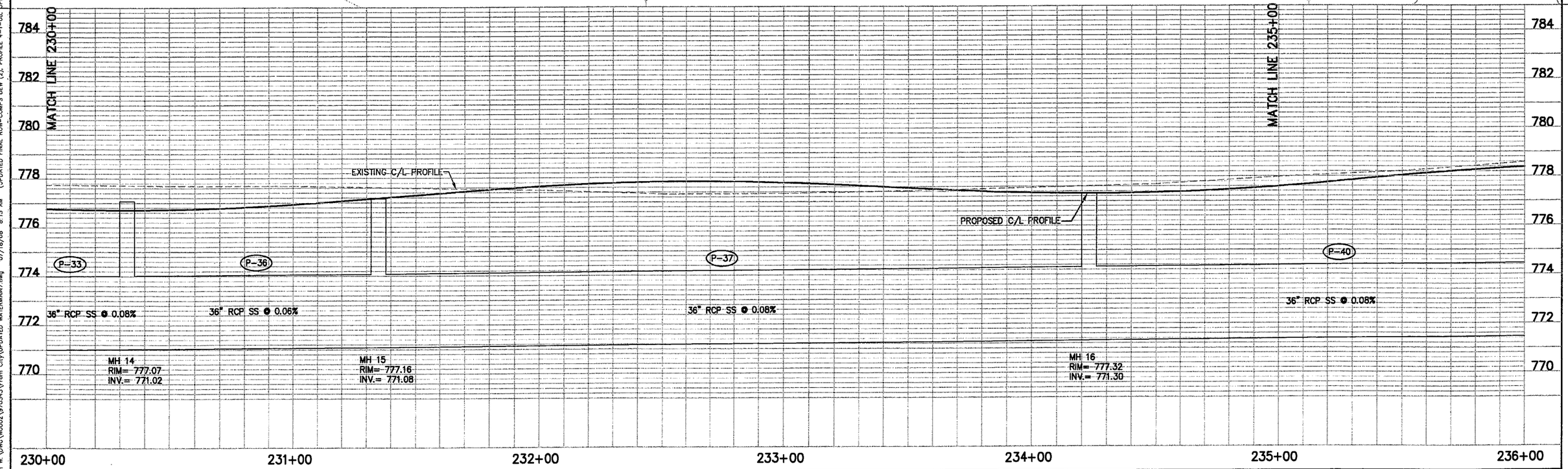
rgossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN6.dwg 07/18/08 8:13 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-



ESTIMATED QUANTITIES

5.0 VF – RECONSTRUCT SANITARY MANHOLE

5.0 VF – RECONSTRUCT WATER VALVE MANHOLE



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	10 OF 14	SHEET NO: 47 E

WISDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN7.dwg 07/18/08 8:15 AM {UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER cthy}

STA. 235+76.7, 24.9' RT.
RECONSTRUCT SANITARY MANHOLE
PROP'D RIM=777.70
REMOVE CONE AND TURN TO NORTH
REMOVE ALL ADJUSTING RINGS AND
INSTALL 1-1' SECTION AND 1-8" ADJUSTING RING

PROP'D SAN MH#1

STA. 236+87.5, 21.7' LT.
REMOVE 12"X6" REDUCER
AND HYDRANT, RELOCATE AT
STA. 237+20

PROPOSED SLOPE INTERCEPT

PROP'D. 139 LF - 10" PVC SANITARY SEWER

PROP'D. 12" D.I. WATERMAIN W/ POLY WRAP

STA. 236+76.3, 21.6' LT.
RECONSTRUCT WATER VALVE MANHOLE
PROP'D RIM=777.96
REMOVE CONE AND INSTALL
1-1' SECTION AND 4" ADJUSTING RING

BUTLER AVE.

10' ASPHALT RECREATIONAL TRAIL

PROPOSED SLOPE INTERCEPT

EXISTING C/L PROFILE

PROPOSED C/L PROFILE

MH 17
RIM= 777.71
INV.= 771.66

MATCH LINE 235+00

36" RCP SS @ 0.08%

30" RCP SS @ 0.34%

CONNECT TO EXISTING 12" WATERMAIN
STA. 236+87.50, 21.7' LT.
T.O.P.=770.54+/-

EXISTING 12" WATERMAIN

PROPOSED 12" D.I. WATERMAIN W/POLY WRAP

T.O.P.=770.73

T.O.P.=770.45

T.O.P.=770.81

T.O.P.=771.24

139 LF-10" PVC SAN. SEWER @ S=0.28%

STA. 235+76.7, 24.9' RT.
CONNECT TO EXISTING MANHOLE
PROP'D RIM=777.70
12"(W&S)=759.47
10"(NE)=760.22
D=18.23'

PROPOSED MH#1
STA. 236+90, 55.63' LT.
RIM=779.50
10"(SW)=760.61
D=18.89'

WATERMAIN FITTING SCHEDULE

B4: 12"-45°BEND, STA. 236+88.07, 21.67' LT.
B5: 12"-45°BEND, STA. 236+93.30, 16.50' LT.
T1: 2"X12"X6" TEE, STA. 237+20.00, 16.50' LT.
V3: 6" VALVE, STA 237+20.00, 20.50' LT.
H6: HYDRANT, STA. 237+20.00, 30.50' LT.

ESTIMATE OF QUANTITIES

139.0 LF - 10" PVC SANITARY SEWER
18.9 VF - STANDARD 4' DIAMETER SANITARY MANHOLE
5.0 VF - RECONSTRUCT SANITARY MANHOLE
1 EACH - TAP INTO EXISTING SANITARY SEWER MANHOLE

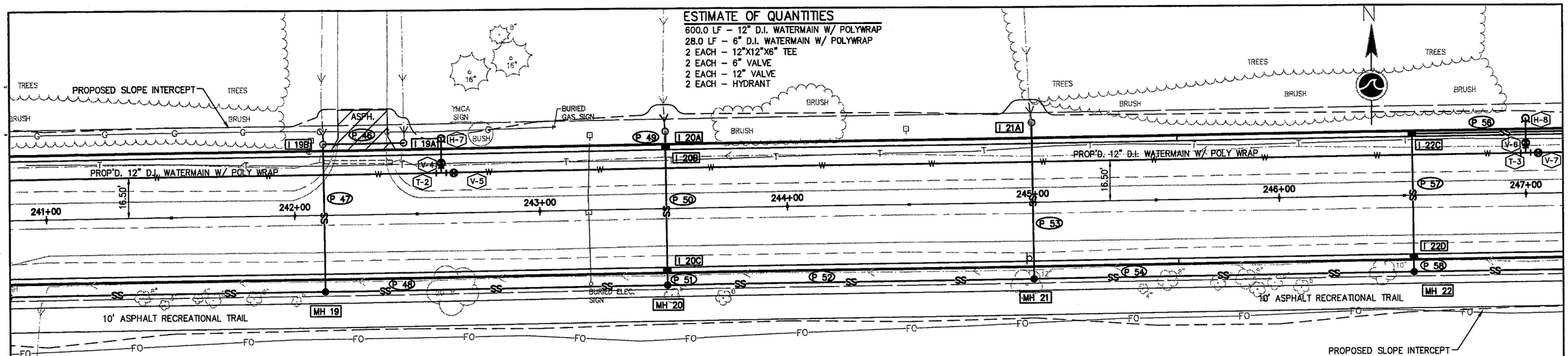
412.5 LF - 12" D.I. WATERMAIN W/ POLYWRAP
14.0 LF - 6" D.I. WATERMAIN W/POLYWRAP
4.0 VF - RECONSTRUCT WATER VALVE MANHOLE
1 EACH - CONNECTION TO EXISTING 12" WATERMAIN
2 EACH - 12"-45°BEND
1 EACH - 12"X12"X6" TEE
1 EACH - 6" VALVE
1 EACH - RELOCATE HYDRANT
1 EACH - REMOVE 12"X6" REDUCER

778 776 774 772 770 768 766 764 762 760 758

235+00 236+00 237+00 238+00 239+00 240+00 241+00

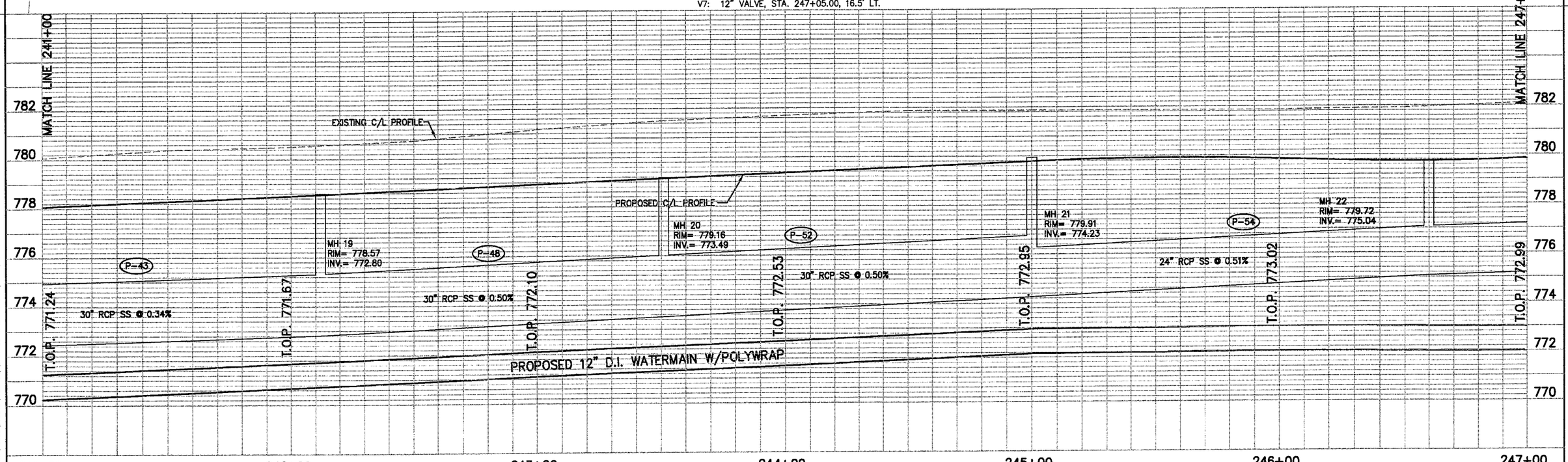
ESTIMATE OF QUANTITIES

600.0 LF – 12" D.I. WATERMAIN W/ POLYWRAP
28.0 LF – 6" D.I. WATERMAIN W/ POLYWRAP
2 EACH – 12"X12"X6" TEE
2 EACH – 6" VALVE
2 EACH – 12" VALVE
2 EACH – HYDRANT



WATERMAIN FITTING SCHEDULE

T2: 12"X12"X6" TEE, STA. 242+60.00, 16.50' LT.
V4: 6" VALVE, STA. 242+60.00, 20.30' LT.
H7: HYDRANT, STA. 242+60.00, 30.50' LT.
V5: 12" VALVE, STA. 242+65.0, 16.50' LT.
T3: 12"X12"X6" TEE, STA. 247+00.00, A6.5' LT.
V6: 6" VALVE, STA. 247+00.00, 20.30' LT.
H8: HYDRANT, STA. 247+00.00, 30.5' LT.
V7: 12" VALVE, STA. 247+05.00, 16.5' LT.

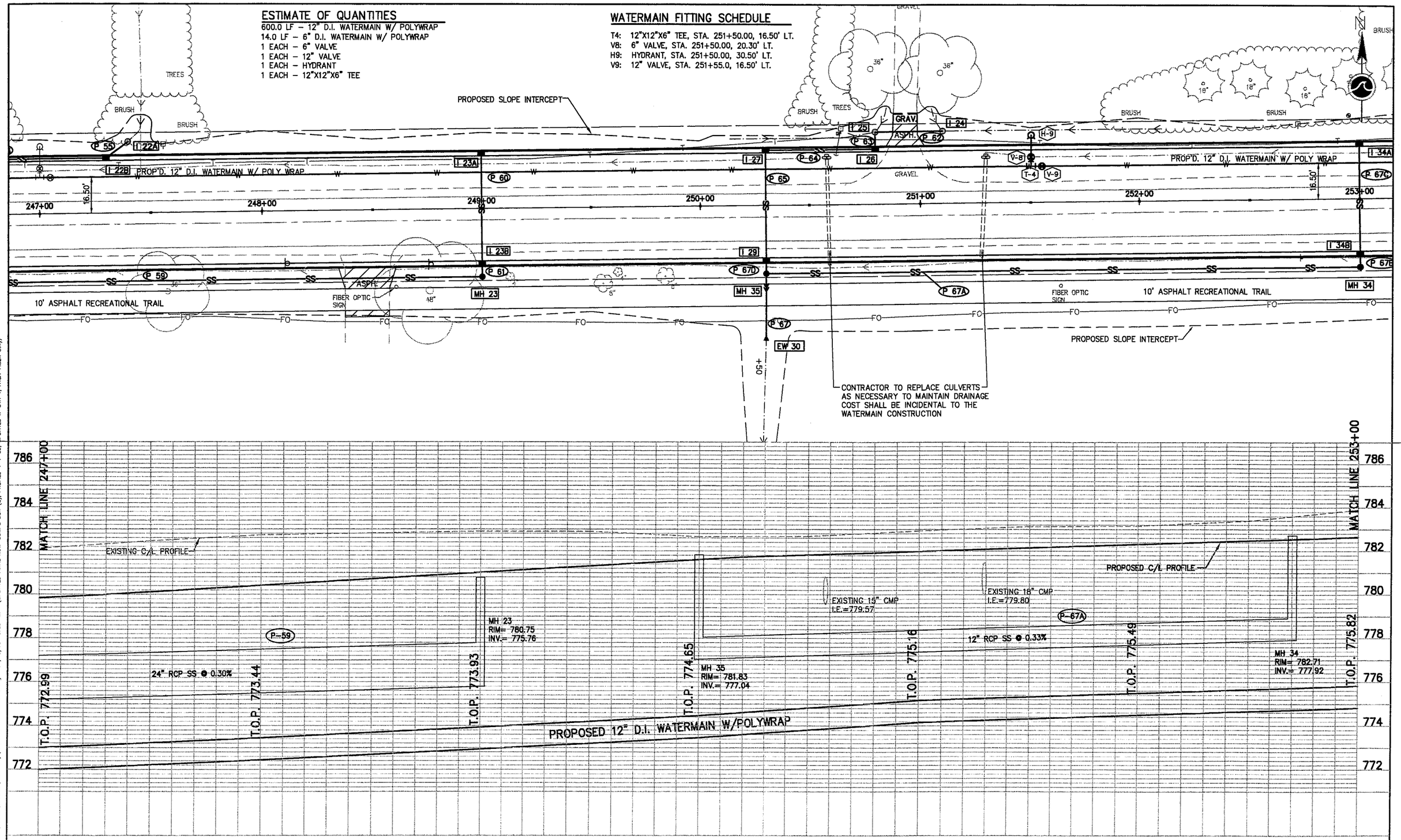


ESTIMATE OF QUANTITIES

600.0 LF – 12" D.I. WATERMAIN W/ POLYWRAP
14.0 LF – 6" D.I. WATERMAIN W/ POLYWRAP
1 EACH – 6" VALVE
1 EACH – 12" VALVE
1 EACH – HYDRANT
1 EACH – 12"X12"X6" TEE

WATERMAIN FITTING SCHEDULE

T4: 12"X12"X6" TEE, STA. 251+50.00, 16.50' LT.
V8: 6" VALVE, STA. 251+50.00, 20.30' LT.
H9: HYDRANT, STA. 251+50.00, 30.50' LT.
V9: 12" VALVE, STA. 251+55.0, 16.50' LT.



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	13 OF 14	SHEET NO: 50 E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\WOD12\970343\From City\UPDATED WATERMAIN10.dwg 07/18/08 8:23 AM {UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, (PDATED X-CTH Y, AT&T FIBER cthy)

ESTIMATE OF QUANTITIES

488.0 LF – 12" D.I. WATERMAIN W/ POLYWRAP
24.0 LF – 6" D.I. WATERMAIN W/ POLYWRAP
100.0 LF – 24" STEEEL CASING PIPE
4 EACH – 12" 45° BENDS
1 EACH – 12"X12"X6" TEE
1 EACH – 6" VALVE
1 EACH – 12" VALVE
1 EACH – CONNECTION TO EXISTING 12" WATERMAIN
1 EACH – ADJUST WATER VALVE MANHOLE
1 EACH – RELOCATE HYDRANT
1 EACH – REMOVE 12"X6" REDUCER

STA. 257+78.50, 28.30' LT.
REMOVE EXISTING HYDRANT
AND 12"X6" REDUCER, RELOCATE
TO STA 256+50

STA. 256+92 TO STA. 257+67
JACK AND BORE 75 LINEAL FEET
OF 24" STEEL CASING PIPE

STA. 257+89.3, 28.1' LT.
ADJUST WATER VALVE MANHOLE
INSTALL 1–6" ADJUSTING RING

STA. 257+88.44, 28.30' LT.
CONNECT TO EXISTING 12" WATERMAIN

STATE OF WISCONSIN

WINNEBAGO COUNTY

PROPOSED SLOPE INTERCEPT

PROPOSED SLOPE INTERCEPT

I 34A PROP'D. 12" D.I. WATERMAIN W/ POLY WRAP

I 34B

I 31

I 32

P 67C

P 67B

P 68

P 69

MH 34

H-10

V-10

T-5

V-11

B-6

B-7

B-8

B-9

16.50'

0.00'

253+00

254+00

255+00

256+00

257+00

258+00

BRUSH

18"

18"

BRUSH

R/W POST

METAL GATE

GRAV.

ASPH.

BURIED ℄ GAS SIGN

FIBER OPTIC SIGN

NATURE AREA SIGN

10' ASPHALT RECREATIONAL TRAIL

FIBER OPTIC VAULT

CONTROL CABINET

INSTALL 1–6" ADJUSTING RING

ASPH. TRAIL

CONC.

GRAVEL

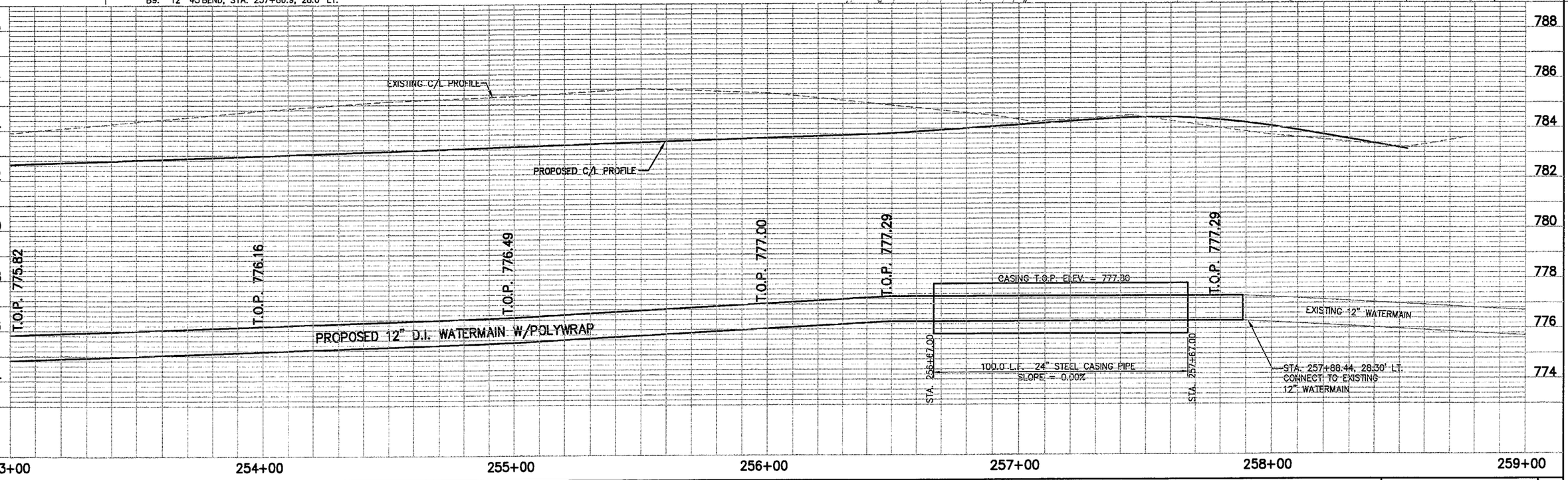
WETLANDS

ELEC. BOX

STONE

WATERMAIN FITTING SCHEDULE

B6: 12" 45°BEND, STA. 255+00.00, 16.5' LT.
B7: 12" 45°BEND, STA. 255+06.50, 10.0' LT.
T5: 12"X12"X6" TEE, STA. 256+50.00, 10.0' LT.
V10: 6" VALVE, STA. 256+50.00, 23.70' LT.
H10: HYDRANT, STA. 256+50.00, 35.50' LT.
V11: 12" VALVE, STA. 256+55.0, 10.0' LT.
B8: 12" 45°BEND, STA. 257+68.6, 10.0' LT.
B9: 12" 45°BEND, STA. 257+86.9, 28.0' LT.



STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	SANITARY SEWER & WATER MAIN	14 OF 14	SHEET NO: E

WSDOT/CADDS SHEET 40

rgossen W:\DWG\W0002\970343\From City\UPDATED WATERMAIN11.dwg 12/07/08 9:59 AM (UPDATED FINAL ROW-COMPS DEW (2), PROFILE 4-1-08, UPDATED X-CTH Y, AT&T FIBER chly)

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

NORTH

20 10 0 20

SCALE – FEET

STH 76 – JACKSON ST.

11+00

GRADE TO DRAIN

SLOPE INTERCEPT

TLE

FIBER OPTIC SIGN

ASPH.

CTH Y

195+00

196+00

197+00

198+00

199+00

200+00

R/W POST

BURIED GAS SIGN

AMERITECH SIGN

GATE

OHE

SAN

FO

W

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STH 76 – JACKSON ST.

9+00

STATE PROJECT NUMBER: 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 52	E

WSDOT/CADDS SHEET 42

russsen W:\DWG\W0002\9703431\01\DETAILS\01-EROSION CONTROL.dwg 10/22/08 10:17 AM (X-CTH Y, AT&T FIBER 4thy)

NORTH

20 10 0 20

SCALE – FEET

STH 76 – JACKSON ST.

ASPHALT OVER CONCRETE

GRADE TO DRAIN

36"

HOUSE

LANDSCA

TRAFFIC CONTROL CABINET

WV MH

BURIED GAS SIGN

CONC. SIDEWALK

SLOPE INTERCEPT

TLE

ASPH.

GRAV.

CTH Y

11+00

200+00

201+00

202+00

203+00

204+00

205+00

206+00

SAN

OHE

CONC

GARAGE

HOUSE

SLOPE INTERCEPT

GRADE TO DRAIN

9+00

SODA CREEK RD

STH 76 – JACKSON ST.

LEGEND

EROSION MAT, URBAN, CLASS 1, TYPE A

EROSION MAT, URBAN, CLASS 1, TYPE B

INLET PROTECTION, TYPE A

INLET PROTECTION, TYPE C

SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE DITCH CHECKS

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

rgossen W:\DWG\W0022\970343\00\DETAILS\02-EROSION CONTROL.dwg 07/21/08 11:35 PM (X-CTH Y; AT&T FIBER cthy)

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 53	E

WSDOT/CADDS SHEET 42

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

NORTH

20 10 0 20

SCALE – FEET

SLOPE INTERCEPT

GRADE TO DRAIN

TLE

CTH Y

205+00 206+00 207+00 208+00 209+00 210+00 211+00

SODA CREEK RD 9+00

JACKTAR RD 9+00

HOUSE

BURIED GAS SIGN

ELEC. SIGN

ELEC TRANS

FIBER OPTIC SIGN TV

FIBER OPTIC VAULT

EX. 18" STO.

WOOD POST

ASPH. CONC. GRAV. GRAVEL

NORTH

20 10 0 20

SCALE – FEET

HOUSE

CONC

TLE

SLOPE INTERCEPT

GRADE TO DRAIN

ASPH.

BUSH

FIBER OPTIC VAULT

BURIED GAS SIGN

FIBER OPTIC SIGN

TV

WV MH

W

211+00

212+00

213+00

214+00

215+00

216+00

SAN

SS

CONC

SLOPE INTERCEPT

TLE

CHURCH

ELEC TRANS

ELEC

GAS METER

5" PIPE

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

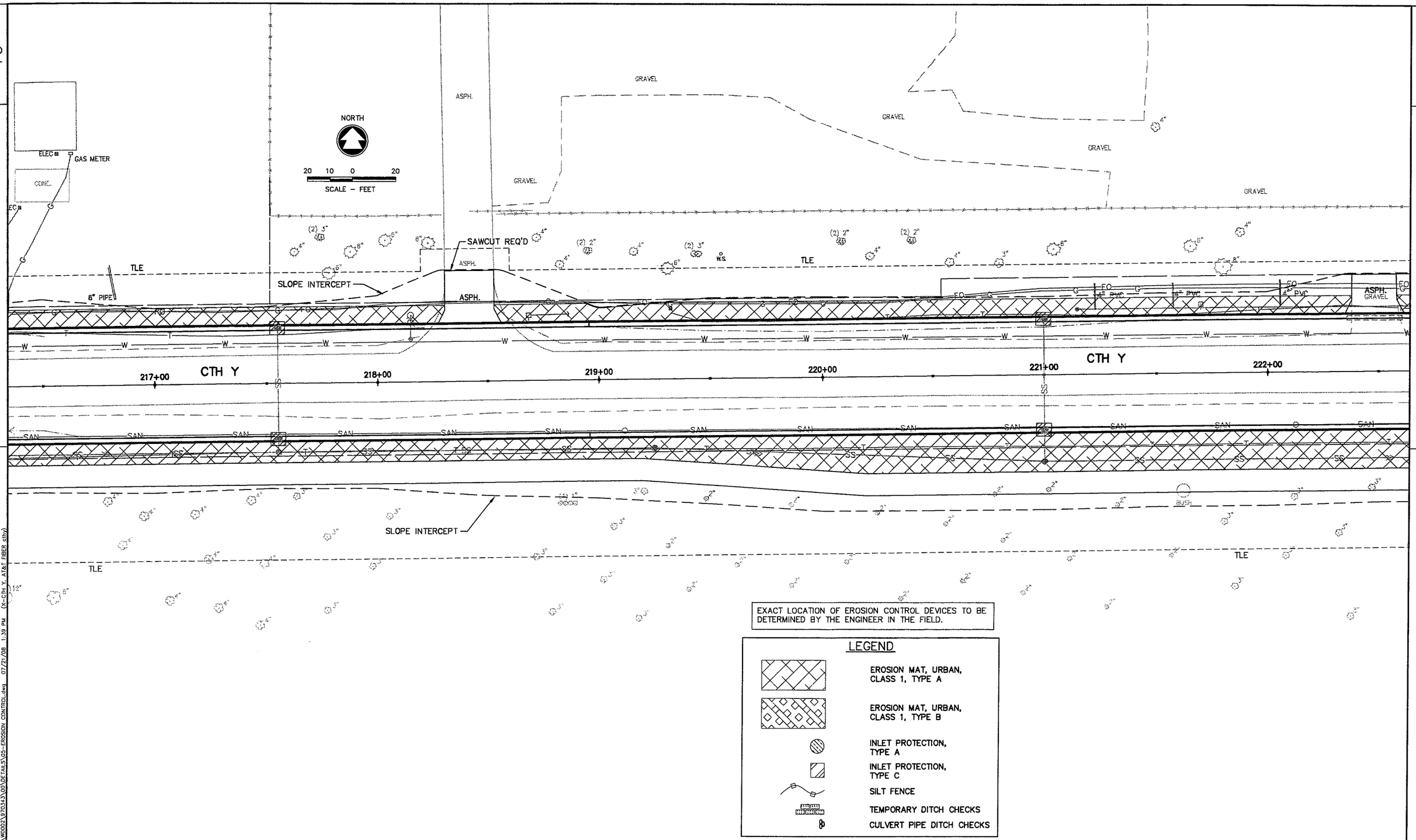
LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 55	E

WSDOT/CADDS SHEET 42

crossen W:\DWGS\WD002\970343\CO\DETAILS\04-EROSION CONTROL.dwg 07/21/08 1:37 PM (X-CTH Y, AT&T FIBER cthy)



EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 56	E

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 57	E

WISDOT/CADDS SHEET 42

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

NORTH

20 10 0 20

SCALE – FEET

SLOPE INTERCEPT

BURIED GAS SIGN

BURIED

TLE

GRADE TO DRAIN

ASPH.

GATE

CTH Y

228+00 229+00 230+00 231+00 232+00 233+00 234+00

SLOPE INTERCEPT

TLE

TLE

(X-CTH Y AT&T FIBER.dwg) 07/21/08 2:01 PM

cgossen W:\DWGS\WC0021\97034-31\GD\DETAILS\07-EROSION CONTROL.dwg

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 58	E

NORTH

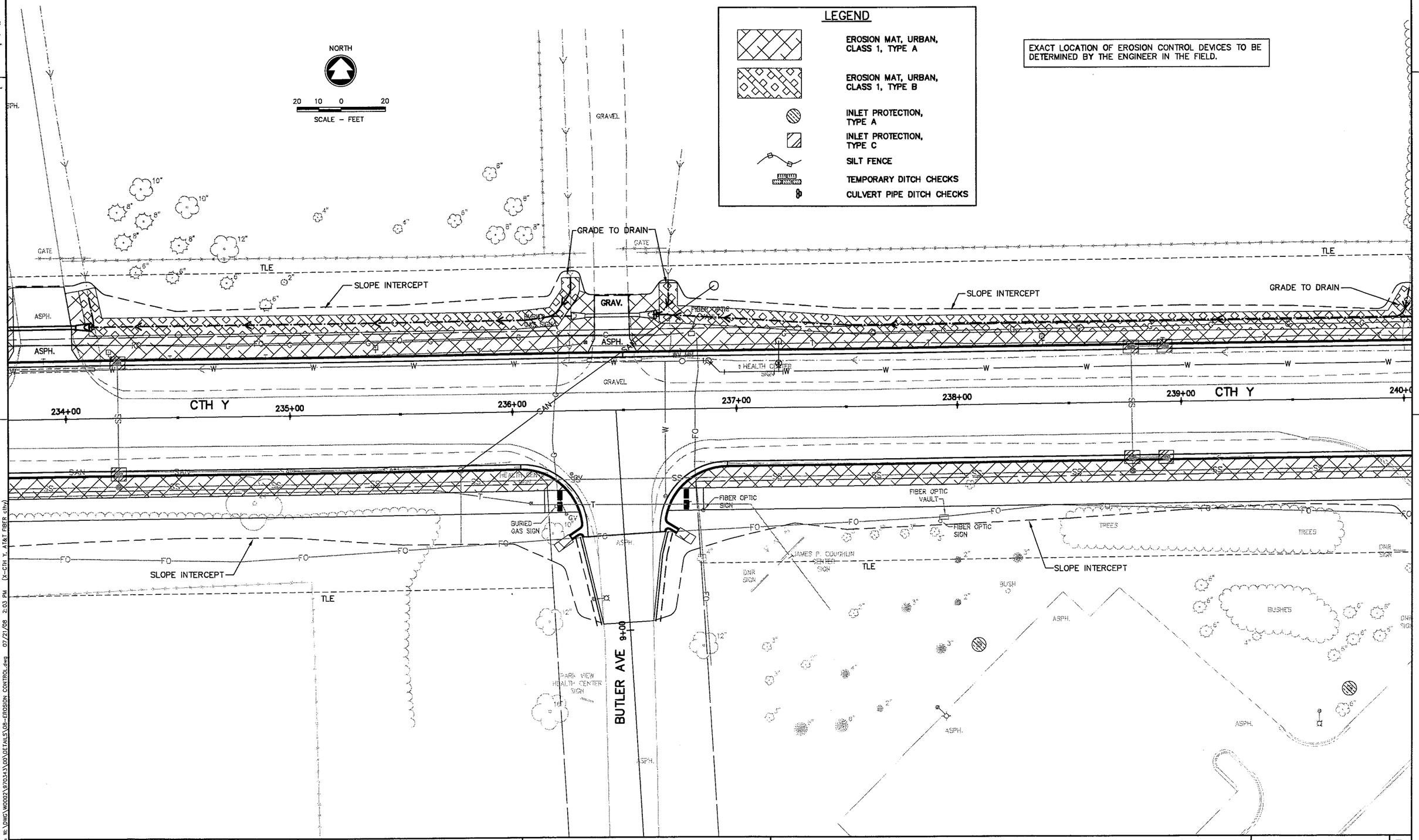
20 10 0 20

SCALE – FEET

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 59	E

NORTH

20 10 0 20

SCALE – FEET

GRADE TO DRAIN

SLOPE INTERCEPT

TLE

BRUSH

TREES

ASPH.

YMCA SIGN

BURIED GAS SIGN

240+00 CTH Y 241+00 242+00 243+00 244+00 CTH Y 245+00

SS

FO

W

T

SLOPE INTERCEPT

DNR SIGN

PANEL

SATELLITE DISH

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

rgossen W:\DWG\W0002\970343\007\DETAILS\09-EROSION CONTROL.dwg 07/21/08 2:04 PM (X-CTH Y, AT&T FIBER.dtw)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 60	E

WISDOT/CADDS SHEET 42

NORTH

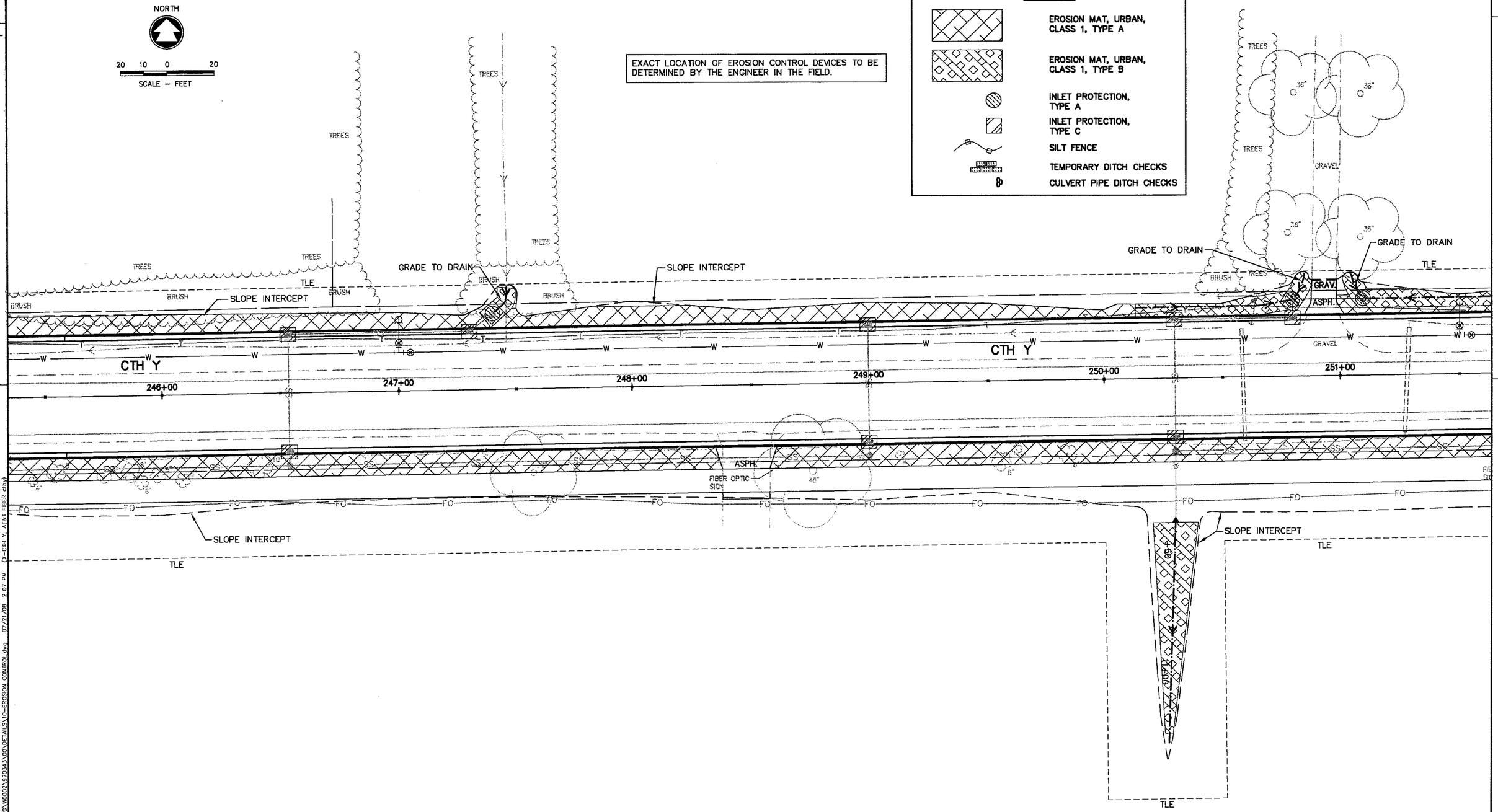
20 10 0 20

SCALE – FEET

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 61	E

WISDOT/CADDS SHEET 42

rgobson W:\DWG\W0002\970343\00\DETAILS\10-EROSION CONTROL.dwg 07/21/08 2:07 PM (X-CTH Y, AT&T FIBER cthy)

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

NORTH

20 10 0 20

SCALE – FEET

STATE OF WISCONSIN

WINNEBAGO COUNTY

CTH Y

252+00 253+00 254+00 255+00 256+00 257+00

BRUSH

SLOPE INTERCEPT

TLE

R/W POST

METAL GATE

GRAV

ASPH

BURIED GAS SIGN

FIBER OPTIC SIGN

FIBER OPTIC VAULT

NATURE AREA SIGN

WETLANDS

STONE

S 02°52" W

SS

FO

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 62	E

WSDOT/CADDS SHEET 42

rgossen W:\DWC\WD0021\970341\00\DETAILS\11-EROSION CONTROL.dwg 07/21/08 2:10 PM (X-CTH Y, AT&T FIBER.ctb)

NORTH

20 10 0 20

SCALE – FEET

EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

WCL RR

FVW RR

CTH A

STATE OF WISCONSIN

WINNEBAGO COUNTY

CTH Y

255+00

256+00

257+00

258+00

SLOPE INTERCEPT

TLE

BURIED GAS SIGN

WETLANDS

STONE

ELEC. BOX

CONTROL CABINET

GRAV.

ASPH.

FIBER OPTIC SIGN

ASPH. TRAIL

CONC.

GRAVEL

I 32

I 31

P 68

P 69

W

WV MH

SS

FO

E

HE

FIBER OPTIC VAULT

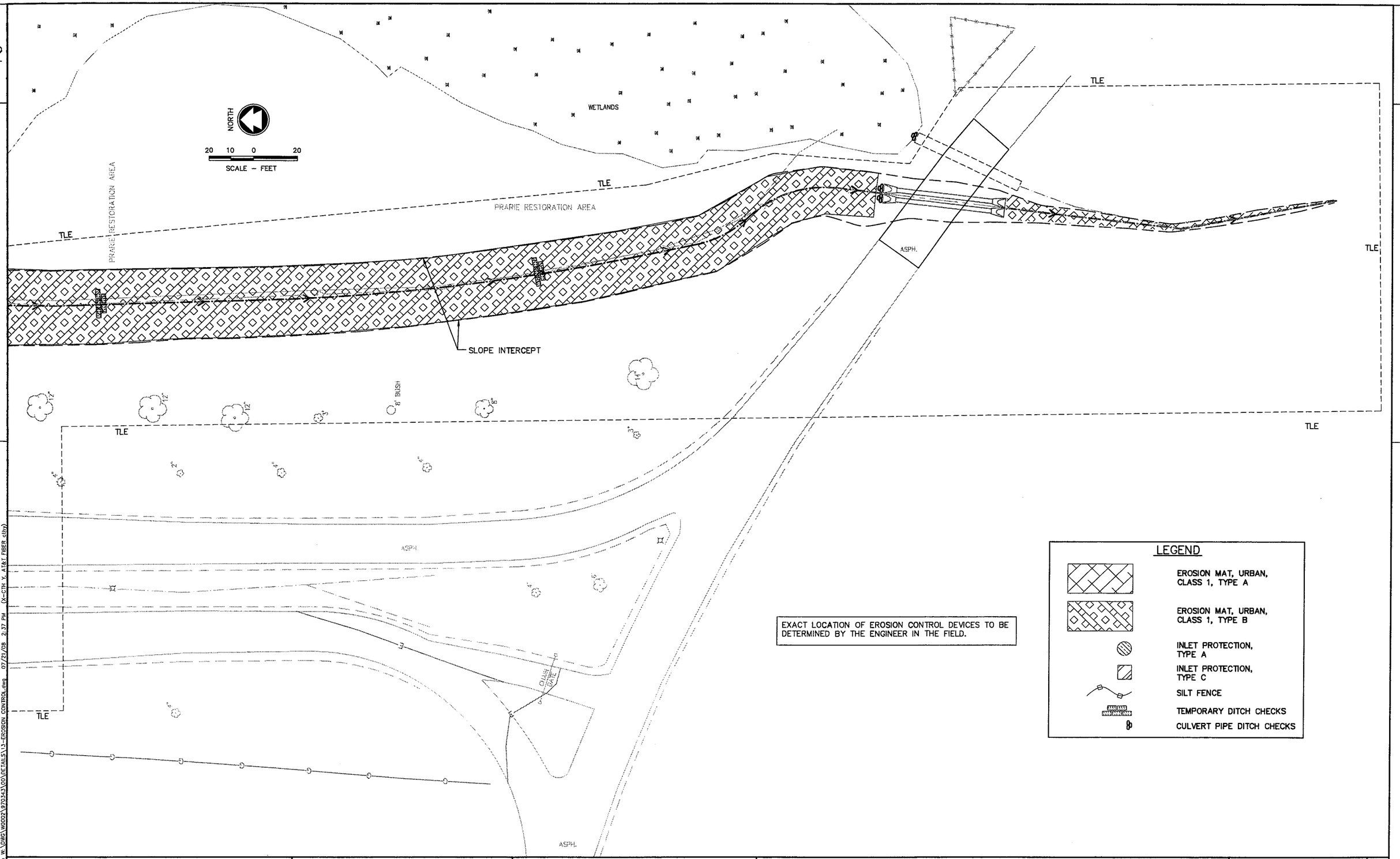
LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 63 E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\9702343\00\DETAILS\12-EROSION CONTROL.dwg 10/21/08 2:38 PM (X-CTH Y, AT&T FIBER.ctb)



EXACT LOCATION OF EROSION CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- INLET PROTECTION, TYPE A
- INLET PROTECTION, TYPE C
- SILT FENCE
- TEMPORARY DITCH CHECKS
- CULVERT PIPE DITCH CHECKS

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	EROSION CONTROL DETAIL	SHEET NO: 64	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\13-EROSION CONTROL.dwg 07/21/08 2:37 PM (X-CTH Y, AT&T FIBER ctb)

A - EXTENDED 500' WEST OF STA. 195+00

NORTH

20 10 0 20

SCALE – FEET

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE MOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

ASPH.

CTH Y

195+00 196+00 197+00 198+00 199+00 200+00 11+00

MOVE 5 SIGNS
REMOVE 1 SIGN SUPPORT

MOVE 1 SIGN
(MOUNTED ON SIGNAL POLE)

ASPHALT OVER CONCRETE

DETECTABLE WARNING FIELD REQ'D

9+00 8+00

STH 76 – JACKSON ST

LEGEND

- A PAVEMENT MARKING, NO PASSING EPOXY, 4-INCH (DOUBLE YELLOW)
- B PAVEMENT MARKING, LANE LINE, EPOXY, 4-INCH (DASHED WHITE)
- C PAVEMENT MARKING, EPOXY, 8-INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH (WHITE)
- E PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH (YELLOW)
- H PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J PAVEMENT MARKING, DIAGONAL, EPOXY, 12-INCH (YELLOW)
- K PAVEMENT MARKING, CROSSWALK, EPOXY, 12-INCH (WHITE)
- L PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

N PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH (WHITE)

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING DETAIL	SHEET NO: 65	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\PAVEMENT MARKING INT 1.dwg 10/22/08 10:19 AM (X-CTH Y, AT&T FIBER cthy)

NORTH

20 10 0 20

SCALE – FEET

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE MOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

REMOVE 1 SIGN
REMOVE 1 SIGN SUPPORT

MOVE 4 SIGNS
REMOVE 4 SIGN SUPPORTS

MOVE 3 SIGNS
REMOVE 1 SIGN SUPPORT

DETECTABLE WARNING FIELD REQ'D

CTH Y

STH 76 – JACKSON ST

11+00 | 10+00 | 9+00 | 8+00

200+00 | 201+00 | 202+00 | 203+00 | 204+00

HOUSE | GARAGE | TRAFFIC CONTROL CABINET | 36" | ASPHALT OVER CONCRETE | CONC. SIDEWALK | CONC CURB | CONC | ASPH. | ASPH | 2% | 3.6% | 5%

LEGEND

- A PAVEMENT MARKING, NO PASSING EPOXY, 4-INCH (DOUBLE YELLOW)
- B PAVEMENT MARKING, LANE LINE, EPOXY, 4-INCH (DASHED WHITE)
- C PAVEMENT MARKING, EPOXY, 8-INCH (WHITE)
- D PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH (WHITE)
- E PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH (YELLOW)
- H PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J PAVEMENT MARKING, DIAGONAL, EPOXY, 12-INCH (YELLOW)
- K PAVEMENT MARKING, CROSSWALK, EPOXY, 12-INCH (WHITE)
- L PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING DETAIL	SHEET NO: 66	E

LEGEND

- [A] PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- [B] PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- [C] PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- [D] PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- [E] PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- [F] PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- [G] PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- [H] PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- [I] PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- [J] PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- [K] PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- [L] PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- [M] PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

NORTH

20 10 0 20

SCALE – FEET

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE–ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

MOVE 1 SIGN
REMOVE 1 SIGN SUPPORT

CTH Y

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

MOVE 3 SIGNS
REMOVE 1 SIGN SUPPORT

MOVE 2 SIGNS
REMOVE 1 SIGN SUPPORT

MOVE 1 SIGN
REMOVE 1 SIGN SUPPORT

MOVE 3 SIGNS
REMOVE 1 SIGN SUPPORT

MOVE 1 SIGN
REMOVE 1 SIGN SUPPORT

SODA CREEK RD

JACKTAR RD

9+00

HOUSE

ASPH. GRAV. GRAVEL CONC. CONC. SIDEWALK CONC. CURB

rgossen W:\DWG\W0002\970343\00\DETAILS\PAVEMENT MARKING INT 3.dwg 07/22/08 9:28 AM (X-CTH Y, AT&T FIBER city)

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 67 E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

HOUSE

CONC.

ASPH.

BUSH

MOVE 3 SIGNS
REMOVE 1 SIGN SUPPORT

CTH Y

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

CHURCH

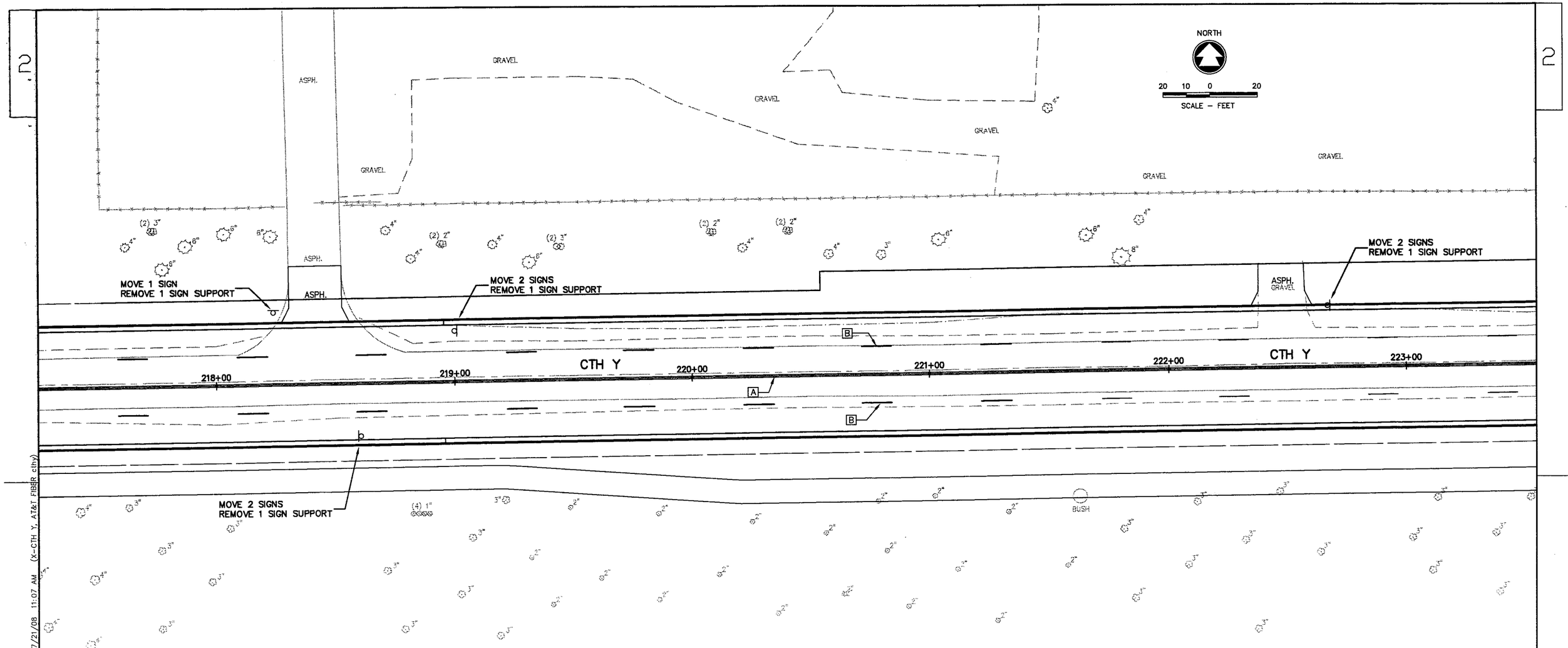
LEGEND

- A — PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- B — PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- C — PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- D — PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E — PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F — PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G — PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- H — PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I — PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J — PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- K — PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- L — PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M — PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

rgossen W:\DWG\W0002\970343\00\DETAILS\PAVEMENT MARKING INT 4.dwg 07/21/08 11:04 AM (X-CTH Y, AT&T FIBER cthy)

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 68	E

WISDOT/CADDS SHEET 42



LEGEND

- A — PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- B — PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- C — PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- D — PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E — PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F — PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G — PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- H — PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I — PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J — PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- K — PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- L — PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M — PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE–ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 69	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\PAVEMENT MARKING INT 5.dwg 07/21/08 11:07 AM (X-CTH Y, AT&T FIBER cthy)

2

NORTH

20 10 0 20

SCALE – FEET

GRASS

ASPH.

LANDSCAPING & CO. PARK SIGN

RETAINING WALL

GRAVEL DRAINAGE WAY

ASPH.

MOVE 1 SIGN
REMOVE 1 SIGN SUPPORT

B

224+00 CTH Y 225+00 226+00 227+00 228+00 CTH Y 229+00

A

MOVE 2 SIGNS
REMOVE 1 SIGN SUPPORT

B

ASPH.

K

RETAINING WALL

LANDSCAPING & CO. PARK SIGN

ASPH. ASPH.

ASPH. ASPH.

D

LEGEND

- A — PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- B — PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- C — PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- D — PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E — PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F — PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G — PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- H — PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I — PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J — PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- K — PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- L — PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M — PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE–ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 70	E

NORTH

20 10 0 20

SCALE – FEET

CTH Y

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

GATE

ASPH.

ASPH.

CTH Y

DOG PARK

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

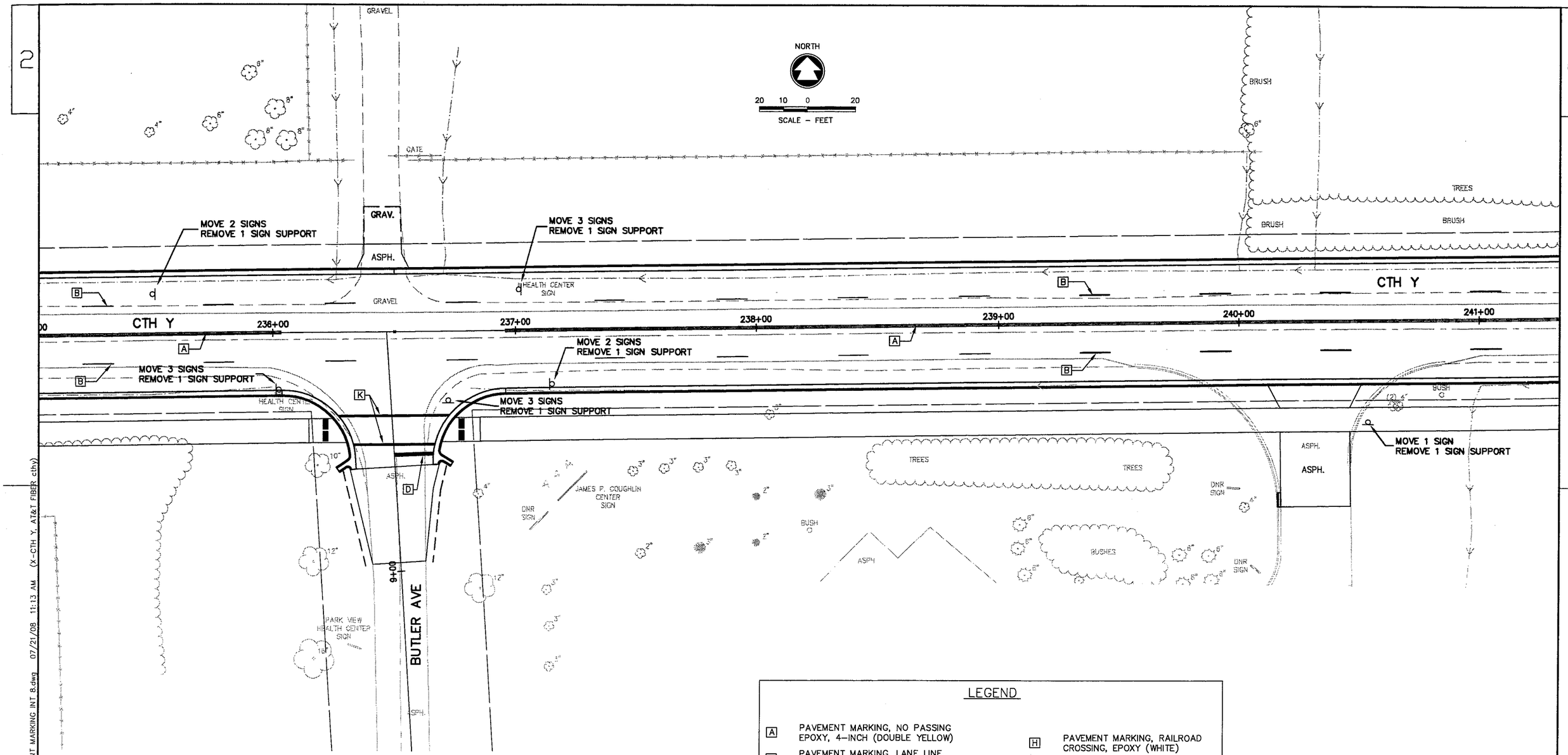
ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

LEGEND

- [A] PAVEMENT MARKING, NO PASSING EPOXY, 4-INCH (DOUBLE YELLOW)
- [B] PAVEMENT MARKING, LANE LINE, EPOXY, 4-INCH (DASHED WHITE)
- [C] PAVEMENT MARKING, EPOXY, 8-INCH (WHITE)
- [D] PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH (WHITE)
- [E] PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- [F] PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- [G] PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH (YELLOW)
- [H] PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- [I] PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- [J] PAVEMENT MARKING, DIAGONAL, EPOXY, 12-INCH (YELLOW)
- [K] PAVEMENT MARKING, CROSSWALK, EPOXY, 12-INCH (WHITE)
- [L] PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- [M] PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 71	E

rgossen W:\DWG\W0002\970343\GD\DETAILS\PAVEMENT MARKING INT 7.dwg 07/21/08 11:11 AM (X-CTH Y, AT&T FIBER cthy)



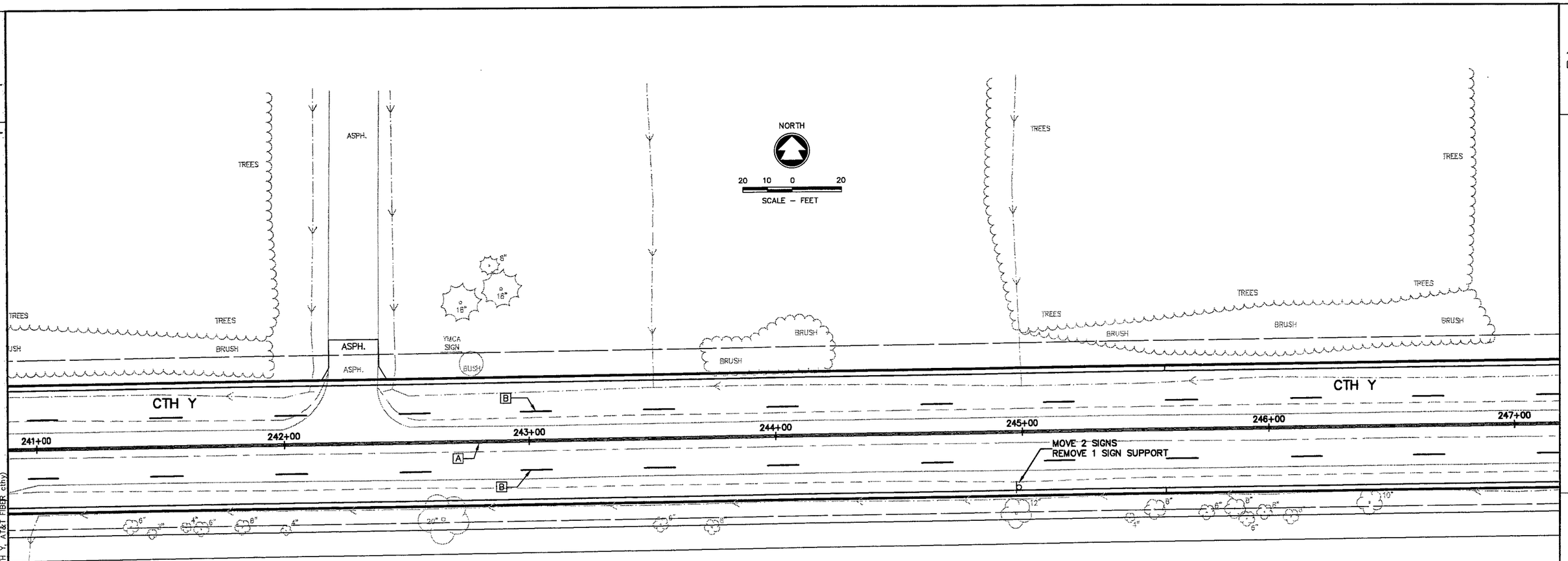
INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

LEGEND

- [A] PAVEMENT MARKING, NO PASSING EPOXY, 4-INCH (DOUBLE YELLOW)
- [B] PAVEMENT MARKING, LANE LINE, EPOXY, 4-INCH (DASHED WHITE)
- [C] PAVEMENT MARKING, EPOXY, 8-INCH (WHITE)
- [D] PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH (WHITE)
- [E] PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- [F] PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- [G] PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH (YELLOW)
- [H] PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- [I] PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- [J] PAVEMENT MARKING, DIAGONAL, EPOXY, 12-INCH (YELLOW)
- [K] PAVEMENT MARKING, CROSSWALK, EPOXY, 12-INCH (WHITE)
- [L] PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- [M] PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 72	E



INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

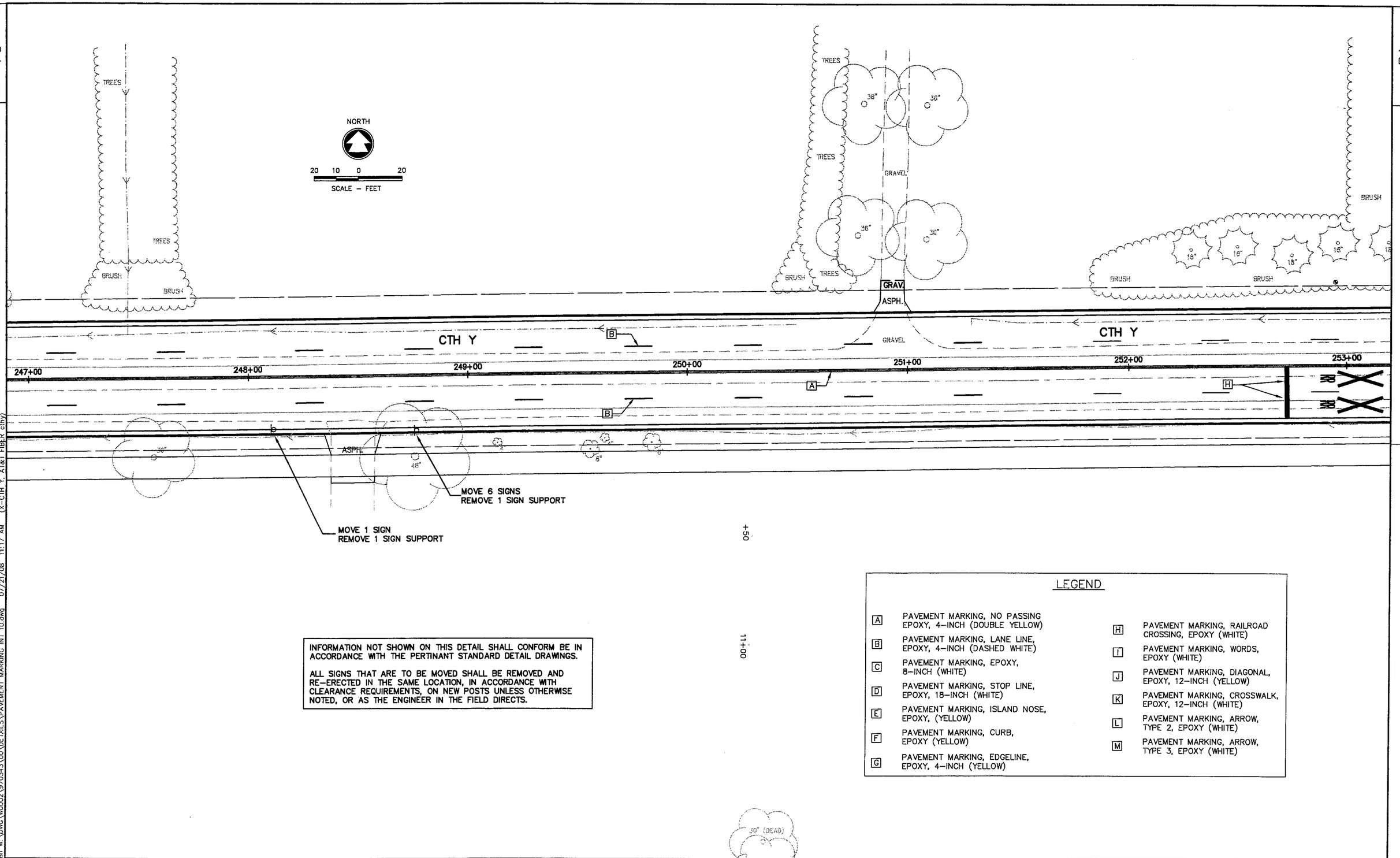
ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

LEGEND

- A — PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- B — PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- C — PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- D — PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E — PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F — PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G — PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- H — PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I — PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J — PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- K — PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- L — PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M — PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 73	E

WSDOT/CADDS SHEET 42



INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE–ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

LEGEND

- [A] PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- [B] PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- [C] PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- [D] PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- [E] PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- [F] PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- [G] PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- [H] PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- [I] PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- [J] PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- [K] PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- [L] PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- [M] PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGNING DETAIL	SHEET NO: 74	E

WISDOT/CADDS SHEET 42

LEGEND

- A — PAVEMENT MARKING, NO PASSING EPOXY, 4–INCH (DOUBLE YELLOW)
- B — PAVEMENT MARKING, LANE LINE, EPOXY, 4–INCH (DASHED WHITE)
- C — PAVEMENT MARKING, EPOXY, 8–INCH (WHITE)
- D — PAVEMENT MARKING, STOP LINE, EPOXY, 18–INCH (WHITE)
- E — PAVEMENT MARKING, ISLAND NOSE, EPOXY, (YELLOW)
- F — PAVEMENT MARKING, CURB, EPOXY (YELLOW)
- G — PAVEMENT MARKING, EDGELINE, EPOXY, 4–INCH (YELLOW)
- H — PAVEMENT MARKING, RAILROAD CROSSING, EPOXY (WHITE)
- I — PAVEMENT MARKING, WORDS, EPOXY (WHITE)
- J — PAVEMENT MARKING, DIAGONAL, EPOXY, 12–INCH (YELLOW)
- K — PAVEMENT MARKING, CROSSWALK, EPOXY, 12–INCH (WHITE)
- L — PAVEMENT MARKING, ARROW, TYPE 2, EPOXY (WHITE)
- M — PAVEMENT MARKING, ARROW, TYPE 3, EPOXY (WHITE)

24-INCH WHITE (S.D.D. 15C9-7a)

INFORMATION NOT SHOWN ON THIS DETAIL SHALL CONFORM BE IN ACCORDANCE WITH THE PERTINANT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE–ERECTED IN THE SAME LOCATION, IN ACCORDANCE WITH CLEARANCE REQUIREMENTS, ON NEW POSTS UNLESS OTHERWISE NOTED, OR AS THE ENGINEER IN THE FIELD DIRECTS.

* FURNISHED BY WCL RAILROAD

NORTH

20 10 0 20

SCALE – FEET

WINNEBAGO COUNTY

STATE OF WISCONSIN

CTH Y

CTH A

WCL RR

FVW RR

BRUSH

METAL GATE

GRAV.

ASPH.

NATURE AREA SIGN

R4–7 REQ'D

R8–8 REQ'D

R1–1, R15–1* AND R15–2* REQ'D.

MOVE 2 SIGNS
REMOVE 1 SIGN SUPPORT

CONTROL CABINET

ELEC. BOX

WETLANDS

STONE

GRAVEL

ASPH. TRAIL

CONC.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PAVEMENT MARKING DETAIL	SHEET NO: 75 E

WISDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\PAVEMENT MARKING RR.dwg 10/22/08 8:05 AM (X-CTH Y, AT&T FIBER.dtby)

LEGEND

TEMPORARY WIDENING

CONSTRUCTION ZONE

SIGN ON PORTABLE OR PERMANENT SUPPORT

TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS

TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS AND SIGN ATTACHED

DIRECTION OF VEHICULAR TRAVEL

NON-METALLIC DRUMS WITH TYPE C WARNING LIGHTS

NON-METALLIC DRUMS

FLEXIBLE TUBULAR MARKER POST

EXISTING CANTILEVERED AUTOMATIC FLASHING SIGNALS FOR RAILROAD CROSSING

EXISTING GATE MECHANISM FOR RAILROAD CROSSING

PROPOSED GATE MECHANISM FOR RAILROAD CROSSING

TRAFFIC CONTROL NOTES:

PORTABLE SUPPORTS ALLOWED FOR SIGN PLACEMENT ON PAVEMENT ONLY.

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THE FOLLOWING DETAIL DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD DETAIL DRAWINGS AND THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

SIGN, BARRICADE, AND DRUM LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

ALL SIGN SIZES SHALL CONFORM TO THE REQUIREMENTS FOR A CONVENTIONAL ROAD AS DESCRIBED IN THE MUTCD. THE MINIMUM SIZE FOR A DIAMOND SHAPED TEMPORARY TRAFFIC CONTROL SIGN SHALL BE 48" X 48".

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

A MINIMUM OF 10-FOOT WIDE TRAVEL LANES SHALL BE MAINTAINED. TEMPORARY WIDENING MAY BE REQUIRED TO MAINTAIN MINIMUM LANE WIDTHS IN PHASES 1, 3, AND 4.

PAVEMENT GAPS ARE TO BE SUFFICIENT SIZE TO ALLOW TRUCK ACCESS TO BUSINESSES.

ADDITIONAL DRUMS ARE TO BE PLACED AT PRIVATE ENTRANCES AND SIDEROADS AT THE DIRECTION OF THE ENGINEER IN THE FIELD.

TEMPORARY SIGNALS ARE TO BE PLACED AT THE INTERSECTION OF CTH Y AND STH 76. SEE TEMPORARY SIGNAL PLANS FOR MORE INFORMATION.

TRAFFIC CONTROL DURING 2008 CONSTRUCTION SHALL BE CONSISTENT WITH STANDARD DETAIL DRAWING TRAFFIC CONTROL FOR LANE CLOSURE, OR STANDARD DETAIL DRAWING TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY, DEPENDING ON THE LOCATION OF THE WORK ZONE.

- Contract Modification #1 combines Phases 1 & 2.
→ Also eliminates ALL temp. widening

NORTH

20 10 0 20

SCALE – FEET

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL B.

ROAD CLOSED
R11-2

TYPE III BARRICADE

EXISTING CONTROLLER CABINET AND BASE TO REMAIN IN CURRENT LOCATION THROUGHOUT CONSTRUCTION. THE EXISTING ELECTRIC SERVICE WILL BE USED FOR THE TEMPORARY CONTROLLER AND TEMPORARY SIGNALS.

STH 76 – JACKSON ST

12+00

11+00

3+00

197+00 198+00 199+00 200+00 201+00 202+00

50' TYP.

CTH Y

HOUSE

CONC. SIDEWALK

ASPHALT OVER CONCRETE

LANDSCAPING

FIBER OPTIC SIGN

R/W POST

BURIED GAS SIGN

AMERITECH SIGN

FIBER OPTIC SIGN

BURIED GAS SIGN

W01-6

W013-1

25 M.P.H.

W013-1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

R3-2

R3-2 OR R3-1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

CONFIGURATION WITH HEAD NUMBERS	
R Y G 3V 1,2,3, 4,5,6	R Y G ~~G~~ 4V 7,8,9

LEGEND

TEMPORARY POLE WITH LUMINAIRE AND LUMINAIRE ARM.

SPAN MOUNTED SIGNAL FACES

3-V 6 3-V 6

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10-FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL AND TEMPORARY SIGNAL PLAN	SHEET NO: 77	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\9703431\00\DETAILS\TC PHASE 1-1.dwg 10/22/08 11:04 AM (X-CTH Y, AT&T FIBER city)

TRAFFIC CONTROL SHOWN FOR THE SODA CREEK RD INTERSECTION IS TYPICAL OF TRAFFIC CONTROL REQUIRED FOR JACKTAR RD AND BUTLER AVE AS WELL. BUTLER AVE TO HAVE A ROAD WORK AHEAD SIGN PLACED AT THE INTERSECTION WITH CTH A.

NORTH

20 10 0 20

SCALE – FEET

W01–6

TYPE III BARRICADE

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–1

CONC. SIDEWALK

BURIED GAS SIGN

ASPH.

GRAV.

CONC. WALL

TELE

202+00

203+00

204+00

205+00

206+00

207+00

50' TYP.

CTH Y

SAN

WRONG WAY

R5–1a

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

CONC. SIDEWALK

GARAGE

HOUSE

R3–2

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

9+00

SODA CREEK RD

25 M.P.H.

W013–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

HOUSE

R3–2

ROAD CLOSED AHEAD

W20–3

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 78	E

WSDOT/CADDS SHEET 42

pmagalski W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1-2.dwg 05/22/08 10:51 AM (X-CTH Y, FINAL ROW-COMPS DEW)

TRAFFIC CONTROL SHOWN FOR THE JACKTAR RD INTERSECTION IS TYPICAL OF TRAFFIC CONTROL REQUIRED FOR SODA CREEK RD AND BUTLER AVE AS WELL. BUTLER AVE TO HAVE A ROAD WORK AHEAD SIGN PLACED AT THE INTERSECTION WITH CTH A.

NORTH

20 10 0 20

SCALE – FEET

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

W01–6

TYPE III BARRICADE

WRONG WAY

R5–1a

R3–1

HOUSE

CONC.

ASPH.

GRAY.

GRAVEL

CONC. WALL

BURIED GAS SIGN

BURIED ELEC. SIGN

FIBER OPTIC VAULT

FIBER OPTIC

WOOD POST

207+00

208+00

209+00

210+00

211+00

212+00

213+00

50' TYP.

CTH Y

25 M.P.H.

W013–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

JACKTAR RD

9+00

EX. 18" STM.

CONC. SIDEWALK

R3–2

ROAD CLOSED AHEAD

W20–3

CHURCH

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 79	E

WSDOT/CADDS SHEET 42

pmagolski W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1-3.dwg 04/28/08 1:45 PM (X-CTH Y, FINAL ROW-COMPS DEW)

NORTH

20 10 0 20

SCALE – FEET

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–1

R3–1

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

WRONG WAY

R5–1a

GAS METER

CONC.

8" PIPE

ASPH.

GRAVEL

BUSH

213+00

214+00

215+00

216+00

217+00

218+00

50' TYP.

CTH Y

CTH Y

TEMPORARY DITCHING TO ACCOMMODATE TEMPORARY WIDENING. SEE 2008 CONSTRUCTION DETAILS FOR MORE INFORMATION.

25 M.P.H.

W013–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 80	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1-4.dwg 04/29/08 10:18 AM (X-CTH Y, FINAL ROW-COMPS DEW)

GRAVEL

NORTH

20 10 0 20

SCALE – FEET

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–1

4" PVC

219+00 220+00 221+00 222+00 223+00 224+00

CTH Y

50' TYP.

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1-5.dwg 04/29/08 10:20 AM (X-CTH Y, FINAL ROW-COMPS DEW)

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 81 E

WISDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

GRAVEL DRAINAGE WAY

MH

FIBER OPTIC VAULT

R3–1

BURIED GAS SIGN

GRASS

ASPH.

SIGN

LANDSCAPING & SIGN PIER

RETAINING WALL

WATER METER VAULT

GRAVEL DRAINAGE WAY

WV MH

225+00

226+00

227+00

228+00

229+00

230+00

50' TYP.

CTH Y

CTH Y

TELE

FIBER OPTIC VAULT

WRONG WAY

R5–1a

FIBER OPTIC SIGN

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

25 M.P.H.

W013–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

R3–2

WETLANDS

W01–6

TYPE III BARRICADE

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 82	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1-6.dwg 04/29/08 10:23 AM (X-CTH Y, FINAL ROW-COMPS FEW)

NORTH

20 10 0 20

SCALE – FEET

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

WRONG WAY

R5–1a

ASPH.

GATE

BURIED GAS SIGN

WV MH

231+00

232+00

233+00

234+80

235+00

236+00

50' TYP.

CTH Y

HEALTH CENTER SIGN

GV

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 83	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1–7.dwg 04/29/08 10:24 AM (X–CTH Y_FINAL ROW–COMPS_NEW)

TRAFFIC CONTROL SHOWN FOR THE BUTLER AVE INTERSECTION IS TYPICAL OF TRAFFIC CONTROL REQUIRED FOR SODA CREEK RD AND JACKTAR RD AS WELL. BUTLER AVE TO HAVE A ROAD WORK AHEAD SIGN PLACED AT THE INTERSECTION WITH CTH A.

NORTH

20 10 0 20

SCALE – FEET

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

WRONG WAY
R5–1a

BURIED GAS SIGN

FIBER OPTIC VAULT

FIBER OPTIC SIGN

HEALTH CENTER SIGN

GRAVEL

GATE

TREES

BRUSH

236+00

237+00

238+00

239+00

240+00

241+00

CTH Y

50' TYP.

CTH Y

BUTLER AVE

9+00

JAMES P. COUGHLIN CENTER SIGN

DNR SIGN

BUSH

BUSHES

ASPH.

PARK VIEW HEALTH CENTER SIGN

25
M.P.H.
W013–1

ROAD CLOSED AHEAD
W20–3

W01–6

TYPE III BARRICADE

R3–2

SATELLITE DISH

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

pmagalski W:\DWG\W0002\970343\00\DETAILS\TC PHASE 1–8.dwg 04/28/08 2:24 PM (X–CTH Y, FINAL ROW–COMPS DEW)

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 84	E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–1

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

WRONG WAY

R5–1a

ASPH.

TREES

BRUSH

YMCA SIGN

BURIED GAS SIGN

242+00

243+00

244+00

245+00

246+00

247+00

CTH Y

50' TYP.

25 M.P.H.

WO13–1

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10–FOOT LANE. SEE TYPICAL SECTION.

WO13–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 85	E

WISDOT/CADDS SHEET 42

pmagalski W:\DWG\W0002\9703431\00\DETAILS\TC PHASE 1-9.dwg 04/28/08 2:29 PM (X-CTH Y_FINAL ROW-COMPS_DEW)

2

NORTH

20 10 0 20

SCALE – FEET

TREES

BRUSH

TREES

36"

36"

TREES

GRAVEL

36"

36"

BRUSH

TREES

BRUSH

BRUSH

18"

18"

18"

18"

18"

BRUSH

BRUSH

R/W POST

248+00

249+00

250+00

251+00

252+00

253+00

50' TYP.

CTH Y

CTH Y

FIBER OPTIC SIGN

FIBER OPTIC SIGN

R/W POST

FIBER OPTIC SIGN

NATURE AREA SIGN

25 M.P.H.

W013-1

+50

11+00

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10-FOOT LANE. SEE TYPICAL SECTION.

W013-1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

R5-1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

pmagalski W:\DWG\W0002\9703433\00\DETAILS\TC PHASE 1-10.dwg 04/28/08 2:31 PM (X-CTH Y, FINAL ROW-COMPS DEW)

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 86	E

PHASE 1 CROSSING NOTES:

1. ONE LANE FOR ONE-WAY EASTBOUND TRAFFIC TO BE LOCATED ON SOUTH SIDE OF EXISTING CENTERLINE. TRAFFIC TO BE MAINTAINED ON EXISTING PAVEMENT WHILE WESTBOUND LANES OF CTH Y ARE CONSTRUCTED.
2. EXISTING HIGHWAY – RAIL GRADE CROSSING ADVANCE WARNING SIGNS FOR EASTBOUND TRAFFIC WILL REMAIN IN PLACE.
3. FOR THE EASTBOUND RAILROAD SIGNALS, THE EXISTING CANTILEVERED RAILROAD SIGNALS REMAIN IN PLACE AND EXISTING GATE MECHANISM TO REMAIN IN PLACE.
4. FOR THE WESTBOUND RAILROAD SIGNALS, THE EXISTING CANTILEVERED RAILROAD SIGNALS REMAIN IN PLACE AND THE RAILROAD WILL REMOVE THE EXISTING GATE MECHANISM EARLY IN TO PHASE 1.
5. WISCONSIN CENTRAL LTD. RAILROAD TO INSTALL CROSSING SURFACES EARLY DURING PHASE 1.
6. CONTRACTOR TO INSTALL TEMPORARY ASPHALT RAMPS AT THE RAILROAD APPROACHES IN ORDER TO PROTECT THE CONCRETE PANEL SURFACE. REFER TO TEMPORARY ASPHALT RAMP DETAIL FOR ADDITIONAL INFORMATION.
7. PRIOR TO THE START OF PHASE 2, THE EXISTING GATE MECHANISM TO BE RELOCATED TO ITS FINAL POSITION.

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON CTH A AS WELL AS EAST OF CTH A ON SUNNYVIEW RD TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL B.

NORTH

20 10 0 20

SCALE – FEET

WCL RR

FVW RR

RIGHT TURN LANE CLOSED

ROAD CLOSED
R11-2

TYPE III BARRICADE

TO REMAIN IN PLACE

CONTROL CABINET

FINAL LOCATION OF GATE MECHANISM

REMOVE

STATE OF WISCONSIN

METAL GATE

BURIED GAS SIGN

FIBER OPTIC SIGN

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

CTH Y

50' TYP.

R3-1

SUNNYVIEW RD

DO NOT ENTER
R5-1

WRONG WAY
R5-1a

R5-1a SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

TO REMAIN IN PLACE

FIBER OPTIC VAULT

FIBER OPTIC SIGN

25 M.P.H.
W013-1

W013-1 SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

WINNEBAGO COUNTY

CTH A

R3-2

TO REMAIN IN PLACE

LEFT TURN LANE CLOSED

NOTE:
EXISTING AGGREGATE SHOULDER TO BE PAVED TO PROVIDE THE MINIMUM OF ONE 10-FOOT LANE. SEE TYPICAL SECTION.

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 1 TRAFFIC CONTROL	SHEET NO: 87 E

WISDOT/CADDS SHEET 42

rgossen W:\DWG\W0002_970343\00\DETAILS\TC PHASE 1 RR.dwg 10/07/08 1:16 PM (X-CTH Y_AT&T FIBER city)

SEQUENCE OF OPERATION

N

NOT USED | NOT USED

	HEAD NUMBERS	#1 R/W	#1 CLEAR TO * *	#2 R/W	#2 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	FLASH
RING 1										
Ø2	1,2,3			G	Y R			R	R R	Y
Ø4	7,8,9			R	R R			~~G~~,G	Y R	R
Ø6	4,5,6			R	R R			R	R R	Y

NOT USED | NOT USED | NOT USED

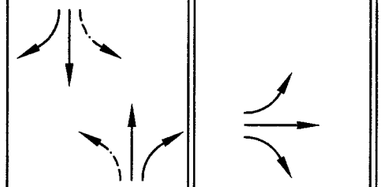
	HEAD NUMBERS	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#7 R/W	#7 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
RING 2									
Ø2	1,2,3			R	R R				
Ø4	7,8,9			R	R R				
Ø6	4,5,6			G	Y R				

BARRIER

Sq 11
/

N

PHASE 2 & 6 | PHASE 4



PHASE 2 & 6	PHASE 4
G/C= 0.690 G= 60" Y + R= 6" OFF= 0.0%	G/C= 0.172 G= 15" Y + R= 6" OFF= 75.8%

Y=4" R=2.0"

C=87 SEC G=75 SEC= 86.2% Y=12.0 SEC = 13.8% PED= 0.0 SEC = 0.0%

RING 1: NOT USED Ø1 | Ø2 | NOT USED Ø3 | Ø4

RING 2: NOT USED Ø5 | Ø6 | NOT USED Ø7 | NOT USED Ø8

BARRIER

N

OVERLAPS

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

CHART 1

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

TYPE OF INTERCONNECT	
NONE	X
TBC (FUTURE USE)	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
2. IF ANY OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
3. PROVIDE FOR HAND CONTROL OPERATION.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL
1	–	–	–
2	–	6	MAX
3	–	–	–
4	–	–	MAX
5	–	–	–
6	–	2	MAX
7	–	–	–
8	–	–	–

NORTH

20 10 0 20

SCALE – FEET

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL B.

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

R3-2

LEFT TURN LANE CLOSED

STH 76 – JACKSON ST

12+00

11+00

R3-2 OR R3-1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

EXISTING CONTROLLER CABINET AND BASE TO REMAIN IN CURRENT LOCATION THROUGHOUT CONSTRUCTION. THE EXISTING ELECTRIC SERVICE WILL BE USED FOR THE TEMPORARY CONTROLLER AND TEMPORARY SIGNALS.

R5-1a SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

R5-1

R5-1a

HOUSE

ASPHALT OVER CONCRETE

LANDSCAPING

TRAFFIC SIGNAL CABINET

CONC. SIDEWALK

BURIED GAS SIGN

FIBER OPTIC SIGN

R/W POST

BURIED GAS SIGN

CTH Y

197+00

198+00

199+00

200+00

201+00

202+00

CTH Y

CONC

CONC. CURB

GUTTER

GARA

AMERITECH SIGN

FIBER OPTIC SIGN

BURIED GAS SIGN

AMERITECH SIGN

DRIVEWAY TO BE CLOSED DURING THE DURATION OF PHASE 2 CONSTRUCTION

CONFIGURATION WITH HEAD NUMBERS				
3V–L 7	3V–R 8	4V–LR 9	3V 1,2,3, 4,5,6	4–V 10,11,12

W013-1 SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

RIGHT LANE MUST TURN RIGHT
R3-7

LEFT LANE MUST TURN LEFT
R3-7

R3-1

RIGHT TURN LANE CLOSED

ROAD CLOSED
R11-2

TYPE III BARRICADE

LEGEND

TEMPORARY POLE WITH LUMINAIRE AND LUMINAIRE ARM.

SPAN MOUNTED SIGNAL FACES

3-V 6 3-V 6

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 2 TRAFFIC CONTROL & TEMPORARY SIGNAL PLAN	SHEET NO: 89	E

WSDOT/CADDS SHEET 42

rgossen W:\DWC\W0002\970343\00\DETAILS\TC PHASE 2-1.dwg 10/22/08 11:07 AM (X-CTH Y, AT&T FIBER cthy)

TRAFFIC CONTROL SHOWN FOR THE SODA CREEK RD INTERSECTION IS TYPICAL OF TRAFFIC CONTROL REQUIRED FOR JACKTAR RD AND BUTLER AVE AS WELL. BUTLER AVE TO HAVE A ROAD WORK AHEAD SIGN PLACED AT THE INTERSECTION WITH CTH A.

NORTH

20 10 0 20

SCALE – FEET

R5–1a SIGNS TO BE PLACED AT 1000' INTERVALS AND EAST OF EACH INTERSECTION

WRONG WAY
R5–1a

R3–2 OR R3–1 SIGNS SHALL BE PLACED AT ALL BUSINESS DRIVEWAYS ALONG CTH Y WITHIN THE CONSTRUCTION AREA

R3–2

WRONG WAY
R5–1a

25
M.P.H.
W013–1

W013–1 SIGNS TO BE PLACED AT 1000' INTERVALS AND WEST OF EACH INTERSECTION

BREAK

LANDSCAPING

36"

HOUSE

CONC. SIDEWALK

TRAFFIC SIGNAL CONTROL CABINET

BURIED GAS SIGN

ASPH.

50' TYP.

CTH Y

201+00 202+00 203+00 204+00 205+00 206+00 9+00

CONC

ASPH.

CONC

DRIVEWAY TO BE CLOSED DURING THE DURATION OF PHASE 2 CONSTRUCTION

GARAGE

R3–1

ROAD CLOSED
R11–2

TYPE III BARRICADE

HOUSE

CONC. SIDEWALK

SODA CREEK RD

HOUSE

R3–1

ROAD CLOSED AHEAD
W20–3

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 2 TRAFFIC CONTROL	SHEET NO: 90	E

WISDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\970343\00\DETAILS\TC PHASE 2-2.dwg 04/21/08 9:57 AM (X-CTH Y, FINAL ROW-COMPS DEW)

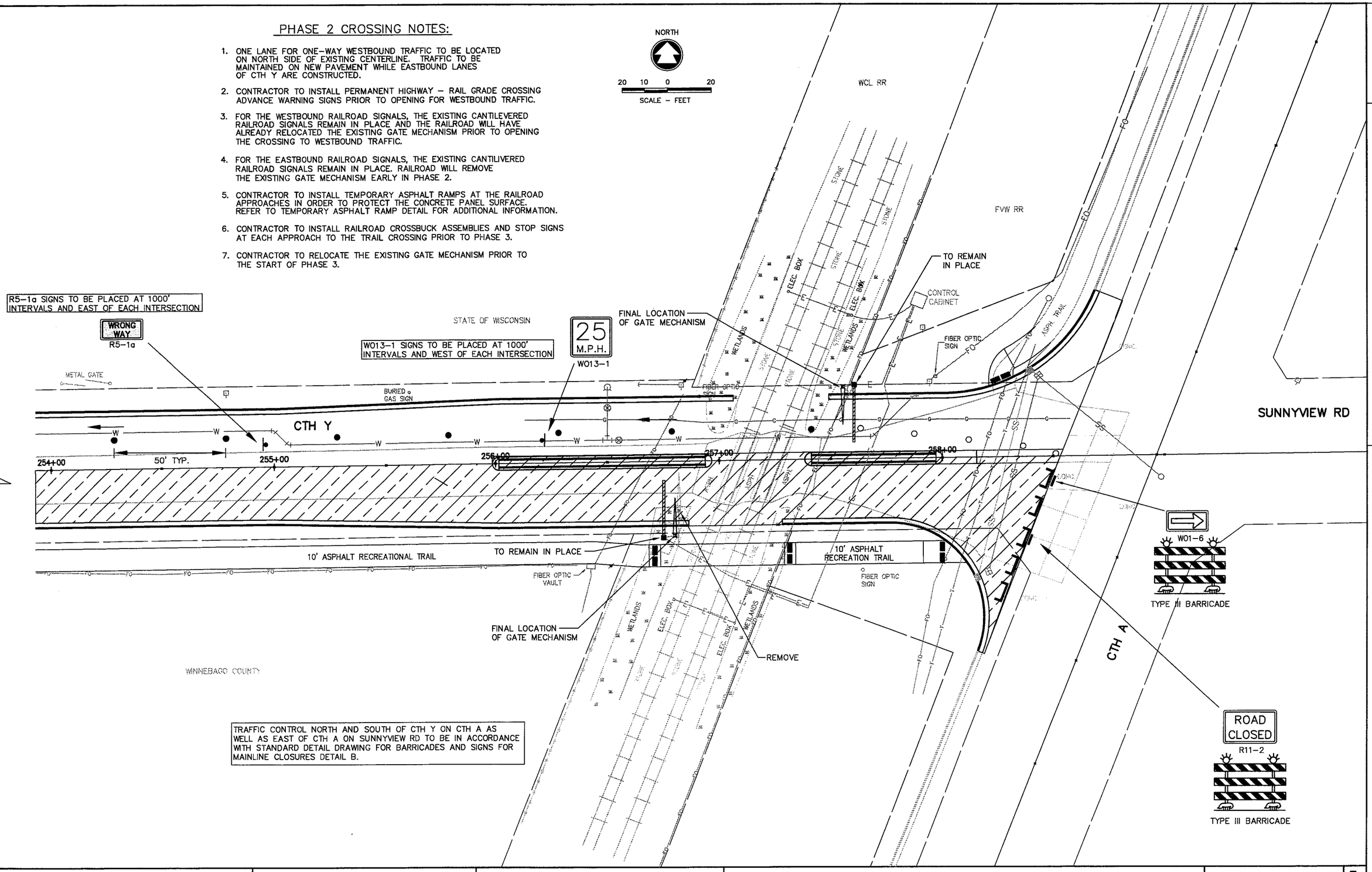
PHASE 2 CROSSING NOTES:

1. ONE LANE FOR ONE-WAY WESTBOUND TRAFFIC TO BE LOCATED ON NORTH SIDE OF EXISTING CENTERLINE. TRAFFIC TO BE MAINTAINED ON NEW PAVEMENT WHILE EASTBOUND LANES OF CTH Y ARE CONSTRUCTED.
2. CONTRACTOR TO INSTALL PERMANENT HIGHWAY – RAIL GRADE CROSSING ADVANCE WARNING SIGNS PRIOR TO OPENING FOR WESTBOUND TRAFFIC.
3. FOR THE WESTBOUND RAILROAD SIGNALS, THE EXISTING CANTILEVERED RAILROAD SIGNALS REMAIN IN PLACE AND THE RAILROAD WILL HAVE ALREADY RELOCATED THE EXISTING GATE MECHANISM PRIOR TO OPENING THE CROSSING TO WESTBOUND TRAFFIC.
4. FOR THE EASTBOUND RAILROAD SIGNALS, THE EXISTING CANTILIVERED RAILROAD SIGNALS REMAIN IN PLACE. RAILROAD WILL REMOVE THE EXISTING GATE MECHANISM EARLY IN PHASE 2.
5. CONTRACTOR TO INSTALL TEMPORARY ASPHALT RAMPS AT THE RAILROAD APPROACHES IN ORDER TO PROTECT THE CONCRETE PANEL SURFACE. REFER TO TEMPORARY ASPHALT RAMP DETAIL FOR ADDITIONAL INFORMATION.
6. CONTRACTOR TO INSTALL RAILROAD CROSSBUCK ASSEMBLIES AND STOP SIGNS AT EACH APPROACH TO THE TRAIL CROSSING PRIOR TO PHASE 3.
7. CONTRACTOR TO RELOCATE THE EXISTING GATE MECHANISM PRIOR TO THE START OF PHASE 3.

NORTH

20 10 0 20

SCALE – FEET



TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON CTH A AS WELL AS EAST OF CTH A ON SUNNYVIEW RD TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL B.

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 2 TRAFFIC CONTROL	SHEET NO: 91	E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 2 RR.dwg 10/07/08 1:45 PM (X-CTH Y, AT&T FIBER cthy)

SEQUENCE OF OPERATION

N

NOT USED | ↓ | ← | ⇄

RING 1

	HEAD NUMBERS	#1 R/W	#1 CLEAR TO * *	#2 R/W	#2 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	FLASH
Ø2	1,2,3			G Y R		R R R		R R R		Y
Ø3	10,11,12			R R R		~~G~~, G Y R		R R R		R
Ø4	7,8,9			R R R		R R R		~~G,G~~ Y R		R
Ø6	4,5,6			R R R		R R R		R R R		Y

NOT USED | ↑ | NOT USED | NOT USED

RING 2

	HEAD NUMBERS	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#7 R/W	#7 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
Ø2	1,2,3			R R R					
Ø3	10,11,12			R R R					
Ø4	7,8,9			R R R					
Ø6	4,5,6			G Y R					

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

CHART 1

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

TYPE OF INTERCONNECT	
NONE	X
TBC (FUTURE USE)	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

Sq 17 **/**

N

PHASE 2 & 6	PHASE 3	PHASE 4
G/C= 0.568 G= 50" Y + R= 6" OFF= 0.0%	G/C= 0.114 G= 10" Y + R= 6" OFF= 63.6%	G/C= 0.114 G= 10" Y + R= 6" OFF= 81.8%

Y=4" R=2.0"

C=88 SEC G=70 SEC= 79.6% Y=18 SEC = 20.4% PED= 0.0 SEC = 0.0%

N

RING 1: NOT USED Ø1 | Ø2 | Ø3 | Ø4

RING 2: NOT USED Ø5 | Ø6 | NOT USED Ø7 | NOT USED Ø8

BARRIER

OVERLAPS

NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
2. IF ANY OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
3. PROVIDE FOR HAND CONTROL OPERATION.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL
1	–	–	–
2	–	6	MAX
3	–	–	MAX
4	–	–	MAX
5	–	–	–
6	–	2	MAX
7	–	–	–
8	–	–	–

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

ADVANCE WARNING SIGNS ON STH 76 TO BE IN ACCORDANCE WITH THE STANDARD DETAIL DRAWING FOR ROAD CLOSURE.

NORTH

20 10 0 20

SCALE - FEET

W01-6
TYPE III BARRICADE

ROAD CLOSED
R11-2
TYPE III BARRICADE

W01-3R

25 M.P.H.
W013-1

STH 76 - JACKSON ST

CTH Y

CTH Y R/L

CTH Y EB R/L

100'

125'

25' TYP.

50' TYP.

12' TYP.

12' TYP.

195+00

196+00

197+00

198+00

199+00

12+00

11+00

+05.76
24.21' RT.

+14.45
29.15' RT.

+88.44
32.51' RT.

+74.77
32.97' RT.

BEGIN TEMPORARY WIDENING
STA. 194+51.41

SEE NOTE

NOTE: ISLAND AND PULLBOX TO BE REMOVED PRIOR TO BEGINNING PHASE 3. TEMPORARY ASPHALT PATCHING REQ'D.

NOTE: DIMENSIONS FOR THE TEMP. WIDENING ARE FROM THE CTH Y R/L

FIBER OPTIC SIGN
AMERITECH SIGN
BURIED GAS SIGN
R/W POST
R/W POST
FIBER OPTIC SIGN
AMERITECH SIGN
BURIED GAS SIGN
R/W POST
FO-VAULT
WELL

STATE PROJECT NUMBER: 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 3 TRAFFIC CONTROL	SHEET NO: 93 E

WSDOT/CADDS SHEET 42

rgossen W:\DWG\W0002\970343\00\DETAILS\TC PHASE 3-1.dwg 10/22/08 11:10 AM (X-CTH Y, AT&T FIBER cthy)

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

NORTH

20 10 0 20

SCALE – FEET

PLACE ADVANCE WARNING SIGNS AT 500' SPACING BETWEEN SIGNS STARTING FROM STATION 209+00

CENTER LANE CLOSED 500FT. W20-5

CENTER LANE CLOSED 1000FT. W20-5

CENTER LANE CLOSED AHEAD W20-5

EXISTING CONTROLLER CABINET AND BASE TO REMAIN IN CURRENT LOCATION THROUGHOUT CONSTRUCTION. THE EXISTING ELECTRIC SERVICE WILL BE USED FOR THE TEMPORARY CONTROLLER AND TEMPORARY SIGNALS.

TO BE PLACED AT STA. 209+00

RIGHT LANE MUST TURN RIGHT R3-7

RIGHT LANE MUST TURN RIGHT R3-7

RIGHT LANE MUST TURN RIGHT R3-7

ROAD WORK AHEAD (W20-1) SIGNS TO BE PLACED ON SODA CREEK RD AND JACKTAR RD IN ACCORDANCE WITH THE STANDARD DETAIL DRAWING FOR SIDEROAD CLOSURES

W012-1

ROAD CLOSED R11-2

TYPE III BARRICADE

STH 76 – JACKSON ST

CTH Y

TEMPORARY PAVEMENT MARKING 8" REMOVABLE TAPE (DASHED WHITE)

*SEE NOTE

W01-6

TYPE III BARRICADE

LANE CLOSED R11-2

TYPE III BARRICADE

CONFIGURATION WITH HEAD NUMBERS

3-V 1,2,3, 4,5,6	4-V 7,8,9, 10,11,12
R	R
Y	Y
G	G
	~~G~~

*NOTE: ISLAND AND PULLBOX TO BE REMOVED PRIOR TO BEGINNING PHASE 3. TEMPORARY ASPHALT PATCHING REQ'D.

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 3 TRAFFIC CONTROL & TEMPORARY SIGNAL PLAN	SHEET NO: 94	E

SEQUENCE OF OPERATION

N

NOT USED | ↓ | ← | →

	HEAD NUMBERS	#1 R/W	#1 CLEAR TO * *	#2 R/W	#2 CLEAR TO * *	#3 R/W	#3 CLEAR TO * *	#4 R/W	#4 CLEAR TO * *	FLASH
RING 1										
Ø2	1,2,3			G Y R		R R R		R R R		Y
Ø3	10,11,12			R R R		~~G~~, G Y R		R R R		R
Ø4	7,8,9			R R R		R R R		~~G~~, G Y R		R
Ø6	4,5,6			R R R		R R R		R R R		Y

NOT USED | NOT USED | NOT USED | ↑

	HEAD NUMBERS	#5 R/W	#5 CLEAR TO * *	#6 R/W	#6 CLEAR TO * *	#7 R/W	#7 CLEAR TO * *	#8 R/W	#8 CLEAR TO * *
RING 2									
Ø2	1,2,3			R R R					
Ø3	10,11,12			R R R					
Ø4	7,8,9			R R R					
Ø6	4,5,6			G Y R					

BARRIER

Sq 17
/

N

PHASE 2 & 6	PHASE 3	PHASE 4
G/C= 0.679 G= 50" Y + R= 6" OFF= 0.0%	G/C= 0.114 G= 10" Y + R= 6" OFF= 63.6%	G/C= 0.114 G= 10" Y + R= 6" OFF= 81.8%

Y=4.0" R=2.0"

C=88 SEC G=70 SEC= 79.6% Y=18 SEC = 20.4% PED= 0.0 SEC = 0.0%

RING 1: NOT USED Ø1 | ↓ Ø2 | ← Ø3 | → Ø4

RING 2: NOT USED Ø5 | ↑ Ø6 | NOT USED Ø7 | NOT USED Ø8

BARRIER

OVERLAPS

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

CHART 1

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

TYPE OF INTERCONNECT	
NONE	X
TBC (FUTURE USE)	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
2. IF ANY OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
3. PROVIDE FOR HAND CONTROL OPERATION.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL
1	–	–	–
2	–	6	MAX
3	–	–	MAX
4	–	–	MAX
5	–	–	–
6	–	2	MAX
7	–	–	–
8	–	–	–

NOTE: DIMENSIONS FOR THE TEMP. WIDENING ARE FROM THE CTH Y R/L

NORTH

20 10 0 20

SCALE – FEET

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

NOTE:
PROPOSED TYPICAL SECTION TO BE MODIFIED TEMPORARILY TO PROVIDE THE MINIMUM REQUIRED 11-FOOT LANES. REMOVAL OF THE TEMPORARY WIDENING TO BE CONSIDERED INCIDENTAL TO ITEMS OF RESTORATION (TOPSOIL, SEED, FERTILIZER, MULCH, AND EROSION MAT).

STH 76 – JACKSON ST

12+00

11+00

9+00

BEGIN TEMPORARY WIDENING
STA 194+64.00

+01.84
24.00' LT

+66.85
24.00' LT

+23.34
24.00' LT

+00.00
26.82' LT

+29.36
31.62' LT

100'

125'

25' TYP.

12' TYP

12' TYP

CTH Y

195+00

196+00

197+00

198+00

199+00

200+00

ASPH.

FIBER OPTIC SIGN

R/W POST

VAR.

GAS SIGN

AMERITECH SIGN

FIBER OPTIC SIGN

BURIED GAS SIGN

AMERITECH SIGN

W01-3L

W01-6

TYPE III BARRICADE

ROAD CLOSED
R11-2

TYPE III BARRICADE

ROAD CLOSED
R11-2

TYPE III BARRICADE

R4-7

9 Δ-3

3-V 1

3-V 2

4 Δ-3

1 Δ-3

3-V 3

3-V 4

3-V 5

ASPHALT PAVER

cgossen W:\DWG\W0002\9703413\00\DETAILS\TC PHASE 4-1.dwg 10/22/08 11:12 AM (X-CTH Y, AT&T FIBER cthy)

STATE PROJECT NUMBER: 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 4 TRAFFIC CONTROL	SHEET NO: 96	E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

NOTE:
LOCATION OF TEMPORARY SIGNAL POLES TO BE APPROVED BY THE ENGINEER IN THE FIELD. TEMPORARY POLES TO BE LOCATED TO ALLOW FOR THE STAGED CONSTRUCTION OF THE PERMANENT TRAFFIC SIGNALS, STORM SEWER, AND CULVERT PIPES.

TRAFFIC CONTROL NORTH AND SOUTH OF CTH Y ON STH 76 AS WELL AS WEST OF STH 76 ON CTH Y TO BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING FOR ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

PLACE ADVANCE WARNING SIGNS AT 500' SPACING BETWEEN SIGNS STARTING AT STATION 209+00

CENTER LANE CLOSED 500FT. W20-5

CENTER LANE CLOSED 1000FT. W20-5

CENTER LANE CLOSED AHEAD W20-5

STH 76 – JACKSON ST

ROAD CLOSED R11-2

TYPE III BARRICADE

R4-7

DO NOT ENTER R5-1

EXISTING CONTROLLER CABINET AND BASE TO REMAIN IN CURRENT LOCATION THROUGHOUT CONSTRUCTION. THE EXISTING ELECTRIC SERVICE WILL BE USED FOR THE TEMPORARY CONTROLLER AND TEMPORARY SIGNALS.

TO BE PLACED AT STATION 209+00

LEFT LANE MUST TURN LEFT R3-7

R3-7 LEFT LANE MUST TURN LEFT R3-7

W012-1

TEMPORARY PAVEMENT MARKING 8" REMOVABLE TAPE (DASHED WHITE)

CTH Y

LEFT LANE MUST TURN LEFT R3-7

W01-6

TYPE III BARRICADE

LANE CLOSED R11-2

TYPE III BARRICADE

ROAD WORK AHEAD (W20-1) SIGNS TO BE PLACED ON SODA CREEK RD AND JACKTAR RD

CONFIGURATION WITH HEAD NUMBERS	
R Y G 3-V 1,2,3, 4,5,6	R Y G 4-V 7,8,9, 10,11,12

LEGEND

TEMPORARY POLE WITH LUMINAIRE AND LUMINAIRE ARM.

SPAN MOUNTED SIGNAL FACES

3-V 6 3-V 6

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PHASE 4 TRAFFIC CONTROL & TEMPORARY SIGNAL PLAN	SHEET NO: 97 E

WISDOT/CADDS SHEET 42

pmaglaski W:\DWG\W0002\970343\00\DETAILS\TC PHASE 4-2.dwg 05/22/08 11:17 AM (X-CTH Y, FINAL ROW-COMPS DEW)

SEQUENCE OF OPERATION

N

RING 1

NOT USED

	HEAD NUMBERS	#1 CLEAR TO R/W	* *			#2 CLEAR TO R/W	* *			#3 CLEAR TO R/W	* *			#4 CLEAR TO R/W	* *			FLASH
Ø2	1,2,3					G	Y	R		R	R	R		R	R	R		Y
Ø3	10,11,12					R	R	R		~~G~~,G	Y	R		R	R	R		R
Ø4	7,8,9					R	R	R		R	R	R		~~G~~,G	Y	R		R
Ø6	4,5,6					R	R	R		R	R	R		R	R	R		Y

NOT USED | NOT USED | NOT USED

	HEAD NUMBERS	#5 CLEAR TO R/W	* *			#6 CLEAR TO R/W	* *			#7 CLEAR TO R/W	* *			#8 CLEAR TO R/W	* *		
Ø2	1,2,3					R	R	R									
Ø4	7,8,9					R	R	R									
Ø6	4,5,6					G	Y	R									
Ø8	10,11,12					R	R	R									

RING 2

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

CHART 1

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

TYPE OF INTERCONNECT	
NONE	X
TBC (FUTURE USE)	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

TYPE OF LIGHTING	
NONE	
IN TRAFFIC CONTROL CABINET	X
IN SEPARATE CONTROL CABINET	

Sq 17
/

N

PHASE 1	PHASE 3	PHASE 4
G/C= 0.568 G= 50" Y + R= 6" OFF= 0.0%	G/C= 0.114 G= 10" Y + R= 6" OFF= 63.6%	G/C= 0.114 G= 10" Y + R= 6" OFF= 81.8%

Y=4.0" R=2.0"

C=88 SEC G=70 SEC= 79.6% Y=18 SEC = 20.4% PED= 0.0 SEC = 0.0%

N

RING 1

NOT USED 01	02	03	04

RING 2

NOT USED 05	06	NOT USED 07	NOT USED 08

BARRIER

OVERLAPS

NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CHART 1).
2. IF ANY OPPOSING THRU PHASES ARE TIMED CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
3. PROVIDE FOR HAND CONTROL OPERATION.

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / O	PHASE RECALL
1	–	–	–
2	–	6	MAX
3	–	–	MAX
4	–	–	MAX
5	–	–	–
6	–	2	MAX
7	–	–	–
8	–	–	–

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	TEMPORARY SIGNAL SEQUENCING FOR CTH Y AND STH 76 INTERSECTION – PHASE 4	SHEET NO: 98	E

WISDOT/CADDS SHEET 42

SEE REPLACEMENT SHEET 99A

2

2

LEGEND

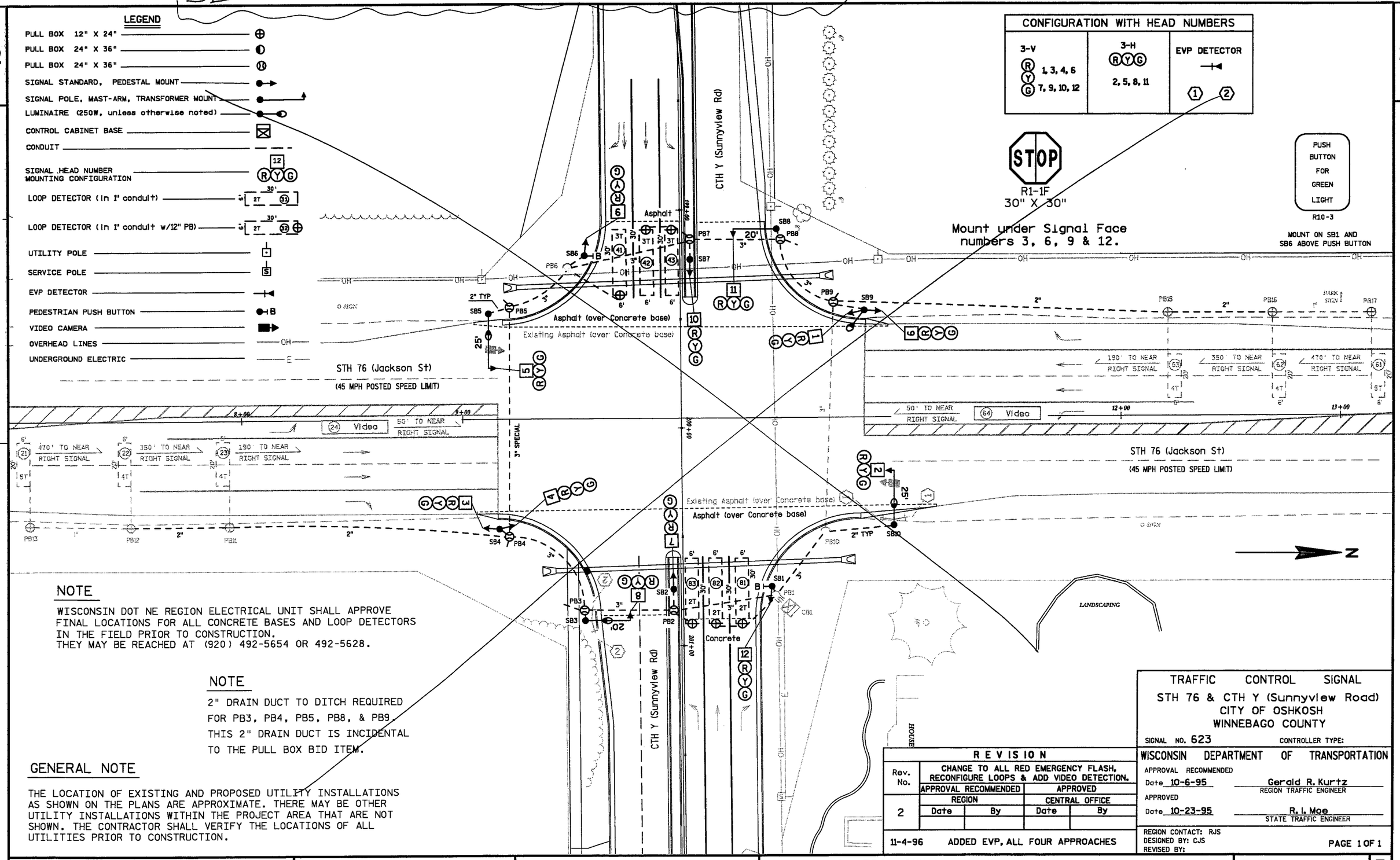
- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- PULL BOX 24" X 36"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE, MAST-ARM, TRANSFORMER MOUNT
- LUMINAIRE (250W, unless otherwise noted)
- CONTROL CABINET BASE
- CONDUIT
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION
- LOOP DETECTOR (In 1" conduit)
- LOOP DETECTOR (In 1" conduit w/12" PB)
- UTILITY POLE
- SERVICE POLE
- EVP DETECTOR
- PEDESTRIAN PUSH BUTTON
- VIDEO CAMERA
- OVERHEAD LINES
- UNDERGROUND ELECTRIC

CONFIGURATION WITH HEAD NUMBERS		
3-V R Y G 1, 3, 4, 6 7, 9, 10, 12	3-H R Y G 2, 5, 8, 11	EVP DETECTOR 1 2

STOP
R1-1F
30" X 30"

Mount under Signal Face numbers 3, 6, 9 & 12.

PUSH BUTTON FOR GREEN LIGHT
R10-3
MOUNT ON SB1 AND SB6 ABOVE PUSH BUTTON



NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES AND LOOP DETECTORS IN THE FIELD PRIOR TO CONSTRUCTION.
THEY MAY BE REACHED AT (920) 492-5654 OR 492-5628.

NOTE

2" DRAIN DUCT TO DITCH REQUIRED FOR PB3, PB4, PB5, PB8, & PB9. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM.

GENERAL NOTE

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. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

REVISION				
Rev. No.	CHANGE TO ALL RED EMERGENCY FLASH, RECONFIGURE LOOPS & ADD VIDEO DETECTION.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
	Date	By	Date	By
2				
11-4-96	ADDED EVP, ALL FOUR APPROACHES			

TRAFFIC CONTROL SIGNAL
STH 76 & CTH Y (Sunnyview Road)
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. 623 CONTROLLER TYPE:

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
Date 10-6-95 Gerald R. Kurtz, REGION TRAFFIC ENGINEER
APPROVED
Date 10-23-95 R. L. Moe, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: CJS
REVISED BY:
PAGE 1 OF 1

PROJECT NO: 4994-00-87	HWY: STH 76	COUNTY: WINNEBAGO	TRAFFIC CONTROL SIGNAL S-623	SHEET E

FILE NAME : F:\d3_traffi\S-623const.dgn PLOT DATE : 11-APR-2008 14:54 PLOT BY : dotc5s PLOT NAME : S-623const,rev2 PLOT SCALE : 40.000000:1.000000 WISDOT/CADDS SHEET 42

2

LEGEND

PULL BOX 24" X 36"

SIGNAL STANDARD OR TYPE 4 POLE

TYPE 2 POLE

SALVAGE TRAFFIC SIGNALS SUMMARY

13' STANDARD (2 TOTAL)
TYPE 2 POLE (4 TOTAL)
TYPE 4 POLE (2 TOTAL)

REMOVE PULL BOX

PULL BOX TO REMAIN

REMOVE PULL BOX

REMOVE PULL BOX

CTH Y (Sunnyview Rd)

STH 76 (Jackson St)

SALVAGE SIGNAL
REMOVE CONCRETE BASE

STH 76 (Jackson St)

SALVAGE SIGNAL
REMOVE CONCRETE BASE

REMOVE PULL BOX

PULL BOX TO REMAIN

CONCRETE CONTROL CABINET BASE TO REMAIN

REMOVE PULL BOX

CTH Y (Sunnyview Rd)

HOUSE

N

GENERAL NOTE

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. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

TRAFFIC CONTROL SIGNAL
STH 76 & CTH Y (Sunnyview Road)
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. 623 CONTROLLER TYPE:

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 10-6-95 Gerald R. Kurtz
REGION TRAFFIC ENGINEER

APPROVED
Date 10-23-95 R. I. Moe
STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: CJS
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 4994-00-87	HWY: STH 76	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL - SALVAGE & REMOVALS	SHEET E

FILE NAME : F:\d3_troffi\S-623salvage.dgn PLOT DATE : 11-APR-2008 14:52 PLOT BY : datc5s PLOT NAME : S-623salvage,rev2 PLOT SCALE : 40.000000:1.000000
WISDOT/CADDS SHEET 42

2

LEGEND

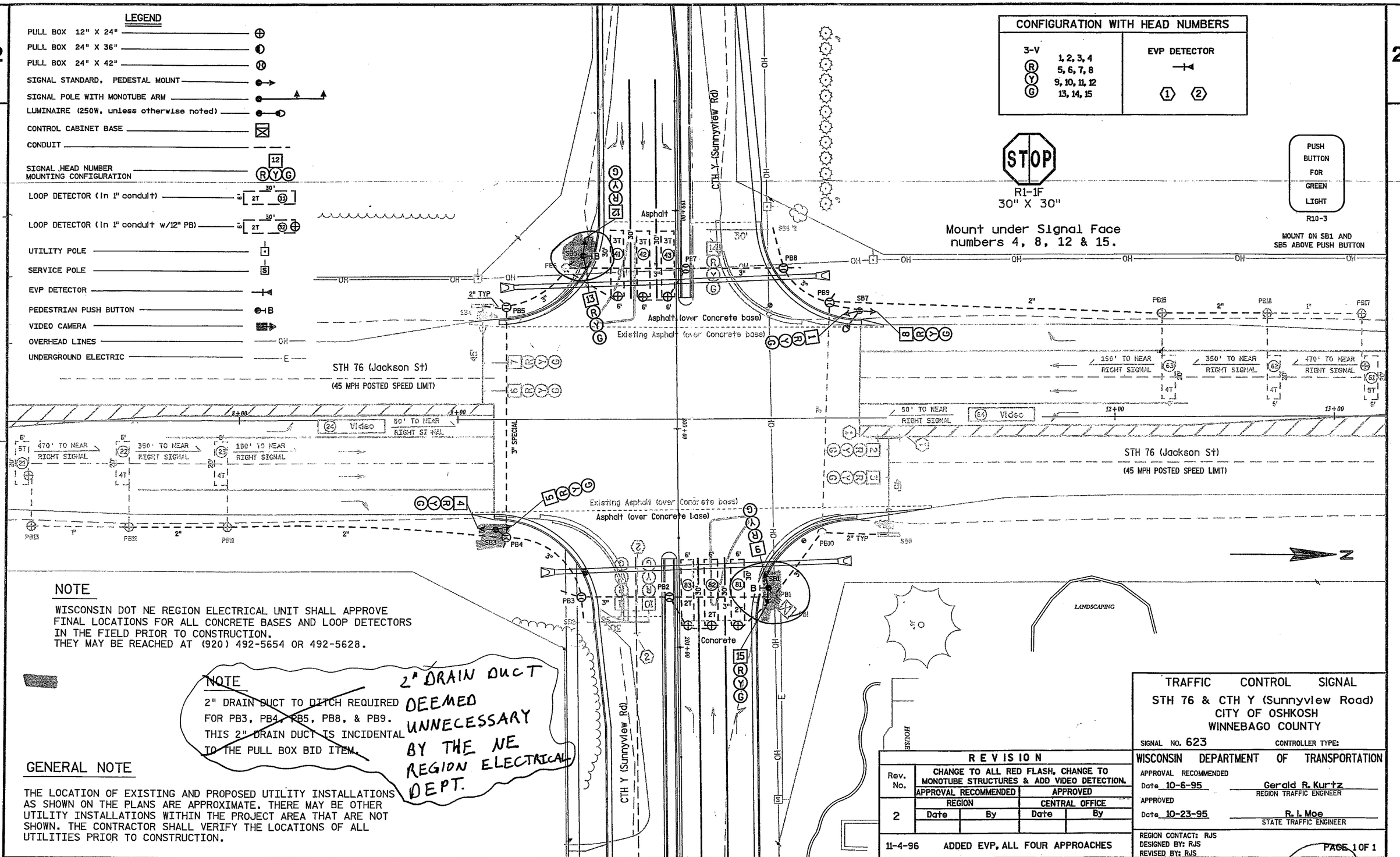
- PULL BOX 12" X 24"
- PULL BOX 24" X 36"
- PULL BOX 24" X 42"
- SIGNAL STANDARD, PEDESTAL MOUNT
- SIGNAL POLE WITH MONOTUBE ARM
- LUMINAIRE (250W, unless otherwise noted)
- CONTROL CABINET BASE
- CONDUIT
- SIGNAL HEAD NUMBER MOUNTING CONFIGURATION
- LOOP DETECTOR (In 1" conduit)
- LOOP DETECTOR (In 1" conduit w/12" PB)
- UTILITY POLE
- SERVICE POLE
- EVP DETECTOR
- PEDESTRIAN PUSH BUTTON
- VIDEO CAMERA
- OVERHEAD LINES
- UNDERGROUND ELECTRIC

CONFIGURATION WITH HEAD NUMBERS	
3-V R 1, 2, 3, 4 Y 5, 6, 7, 8 G 9, 10, 11, 12 13, 14, 15	EVP DETECTOR 1 2

STOP
R1-1F
30" X 30"

Mount under Signal Face numbers 4, 8, 12 & 15.

PUSH BUTTON FOR GREEN LIGHT
R10-3
MOUNT ON SB1 AND SB5 ABOVE PUSH BUTTON



NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES AND LOOP DETECTORS IN THE FIELD PRIOR TO CONSTRUCTION.
THEY MAY BE REACHED AT (920) 492-5654 OR 492-5628.

NOTE

~~2" DRAIN DUCT TO DITCH REQUIRED FOR PB3, PB4, PB5, PB8, & PB9. THIS 2" DRAIN DUCT IS INCIDENTAL TO THE PULL BOX BID ITEM.~~

2" DRAIN DUCT DEEMED UNNECESSARY BY THE NE REGION ELECTRICAL DEPT.

GENERAL NOTE

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. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

REVISION				
Rev. No.	CHANGE TO ALL RED FLASH, CHANGE TO MONOTUBE STRUCTURES & ADD VIDEO DETECTION.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
2	Date	By	Date	By
11-4-96	ADDED EVP, ALL FOUR APPROACHES			

TRAFFIC CONTROL SIGNAL
STH 76 & CTH Y (Sunnyview Road)
CITY OF OSHKOSH
WINNEBAGO COUNTY

SIGNAL NO. 623 CONTROLLER TYPE:

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 10-6-95 Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 10-23-95 R. I. Moe, STATE TRAFFIC ENGINEER

REGION CONTACT: RJS
DESIGNED BY: RJS
REVISED BY: RJS

PAGE 1 OF 1

PROJECT NO: 6432-11-71	HWY: STH 76	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL - TRAFFIC CONTROL SIGNAL S-623	SHEET 99A	E

POINT #	NORTHING	EASTING	STATION	LOCATION	ELEVATION	DESCRIPTION
C.P. #1	497033.4186	791168.6442	195+69.79	24.29' LT	775.22	MAG NAIL
C.P. #2	496985.1858	791547.0458	199+47.20	30.45' RT	781.32	MAG NAIL
C.P. #3	497016.3170	791622.4080	200+22.83	0.00' OFFSET	781.14	SEC. COR. / BERSTEIN MON.
C.P. #4	496623.7688	791641.8506	200+37.23	392.77' RT	777.68	MAG NAIL
C.P. #5	497041.7338	791644.8664	200+45.62	25.13' LT	781.62	MAG NAIL
C.P. #6	497367.0099	791641.1663	200+46.10	350.42' LT	780.89	MAG NAIL
C.P. #7	497180.7608	793430.5757	218+32.97	141.18' LT	779.97	MAG NAIL
C.P. #8	496655.5697	793726.5239	221+22.14	387.77' RT	776.75	MAG NAIL
C.P. #9	496787.5507	794203.4938	226+00.77	261.94' RT	775.44	MAG NAIL
C.P. #10	497210.1880	794211.3511	226+14.06	160.56' LT	776.71	MAG NAIL
C.P. #11	496452.9097	794245.1125	226+38.08	597.09' RT	774.95	MAG NAIL
C.P. #12	496874.7964	794559.8758	229+58.24	179.28' RT	774.47	NAIL
C.P. #13	497288.9602	794973.5078	233+77.16	229.54' LT	776.62	MAG NAIL
C.P. #14	496943.1883	795051.2663	234+50.47	117.21' RT	775.27	NAIL
C.P. #15	496873.1536	795570.3503	239+68.61	193.90' RT	776.96	MAG NAIL
C.P. #16	497169.2093	795819.4790	242+21.52	98.93' LT	779.20	MAG NAIL
C.P. #17	497215.3842	795820.2604	242+22.90	145.09' LT	779.32	MAG NAIL
C.P. #18	496819.9569	796671.7990	250+69.29	261.24' RT	773.80	MAG NAIL
C.P. #19	497074.7987	797595.2168	253+37.29	0.05' RT	784.17	SEC. COR. / BERSTEIN MON.
C.P. #20	497084.5753	796936.4219	259+95.91	17.88' RT	784.01	MAG NAIL

NORTH

50 25 0 50

SCALE – FEET

C.P. #6

MATCH EXISTING PAVEMENT
STA. 200+37.06
N 497016.5000
E 791636.6411

MATCH EXISTING PAVEMENT
STA. 199+53.51
N 497015.6936
E 791553.0859

BEGIN EB AND WB MEDIAN R/L STA. 195+02.31

45.00' R. B/C
199+05.72, 84.50' LT
10+84.06, 90.20' LT
N 497099.7611
E 791504.5428

45.00' R. B/C
200+87.92, 80.50' LT
10+81.20, 91.50' RT
N 497097.6473
E 791686.4498

+73.33 CTH Y=
10+00 SODA CREEK RD.
N 497023.3960
E 792172.8610

+74.24 CTH Y=
10+00 JACKTAR RD.
N 497027.2654
E 792473.7430

WB MEDIAN REFERENCE LINE

REFERENCE LINE

C.P. #1

C.P. #5

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

N88°07'11"E

N89°29'06"E

N89°15'48"E

CTH Y

C.P. #2

C.P. #3

EB MEDIAN REFERENCE LINE

PROPOSED C/L

PROPOSED C/L

P.I. STA 197+00
178°38'4"
N 497013.4155
E 791299.5861

45.00' R. B/C
199+04.21, 80.50' RT
9+19.05, 90.90' LT
N 496934.7541
E 791504.5128

45.00' R. B/C
200+85.77, 84.50' RT
9+16.19, 91.00' RT
N 496932.6332
E 791686.4198

24.50' R. B/C
205+32.78, 53.31' RT
9+46.37, 40.12' LT
N 496969.5736
E 792132.9994

END EB AND WB MEDIAN R/L STA. 205+90.21
PROPOSED C/L = CONSTRUCTION R/L STA.
205+90.21

24.50' R. B/C
206+13.04, 51.00' RT,
9+49.32, 40.12' RT
N 496972.9108
E 792213.2241

24.50' R. B/C
208+33.47, 51.00' RT,
9+48.39, 40.00' RT
N 496975.7453
E 792433.6312

24.50' R. B/C
209+13.55, 51.00' RT,
9+49.60, 40.06' RT
N 496976.7762
E 792513.7002

BEGIN PROJECT 4994-00-87
STA. 195+01.84
N 497006.9132
E 791101.5316

11+00

9+00

8+00

S01°13'58"E

S01°16'28"E

S07°19"E

STH 76 – JACKSON ST

SODA CREEK RD

JACKTAR RD

P.I. STA 200+22.83
179°46'41"
N 497016.3170
E 791622.4080
SECTION CORNER

STA. 199+95.51 CTH Y=
STA. 10+00 STH 76
N 497016.0714
E 791595.0841

C.P. #4

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
196+39.79	25.67' LT	NAIL IN PP	775.58
199+26.91	89.37' RT	NAIL IN PP	777.77
200+73.25	58.79' LT	HYD TAG BOLT	782.41
8+38.68 SODA CREEK RD	24.21' LT	NAIL IN LP	779.34
8+41.60 JACKTAR RD	23.95' RT	NAIL IN LP	777.75

NOTES:

CTH Y REFERENCE LINE DOES NOT PARALLEL THE SECTION LINE THROUGHOUT THE ALIGNMENT. THE REFERENCE LINE = SECTION LINE FROM STA. 200+22.83 TO STA. 257+37.44.

COORDINATES ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY.

SIDEROAD CENTERLINES ARE BEST FIT ALIGNMENTS BASED UPON A SPLIT OF EXISTING PAVEMENT WIDTH DIMENSIONS.

ALL STATIONS AND OFFSETS LISTED ARE DIMENSIONED OFF THE REFERENCE LINE.

SEE PAVING DETAIL SHEETS FOR MEDIAN LOCATION AND MEDIAN R/L LOCATIONS.

SEE PAVING DETAIL SHEETS FOR MEDIAN AND MEDIAN R/L LOCATIONS.

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 101	E

WSDOT/CADDS SHEET 42

POINT #	NORTHING	EASTING	STATION	LOCATION	ELEVATION	DESCRIPTION
C.P. #1	497033.4186	791168.6442	195+69.79	24.29' LT	775.22	MAG NAIL
C.P. #2	496985.1858	791547.0458	199+47.20	30.45' RT	781.32	MAG NAIL
C.P. #3	497016.3170	791622.4080	200+22.83	0.00' OFFSET	781.14	SEC. COR. / BERSTEIN MON.
C.P. #4	496623.7688	791641.8506	200+37.23	392.77' RT	777.68	MAG NAIL
C.P. #5	497041.7338	791644.8664	200+45.62	25.13' LT	781.62	MAG NAIL
C.P. #6	497367.0099	791641.1663	200+46.10	350.42' LT	780.89	MAG NAIL
C.P. #7	497180.7608	793430.5757	218+32.97	141.18' LT	779.97	MAG NAIL
C.P. #8	496655.5697	793726.5239	221+22.14	387.77' RT	776.75	MAG NAIL
C.P. #9	496787.5507	794203.4938	226+00.77	261.94' RT	775.44	MAG NAIL
C.P. #10	497210.1880	794211.3511	226+14.06	160.56' LT	776.71	MAG NAIL
C.P. #11	496452.9097	794245.1125	226+38.08	597.09' RT	774.95	MAG NAIL
C.P. #12	496874.7964	794559.8758	229+58.24	179.28' RT	774.47	NAIL
C.P. #13	497288.9602	794973.5078	233+77.16	229.54' LT	776.62	MAG NAIL
C.P. #14	496943.1883	795051.2663	234+50.47	117.21' RT	775.27	NAIL
C.P. #15	496873.1536	795570.3503	239+68.61	193.90' RT	776.96	MAG NAIL
C.P. #16	497169.2093	795819.4790	242+21.52	98.93' LT	779.20	MAG NAIL
C.P. #17	497215.3842	795820.2604	242+22.90	145.09' LT	779.32	MAG NAIL
C.P. #18	496819.9569	796671.7990	250+69.29	261.24' RT	773.80	MAG NAIL
C.P. #19	497074.7987	797595.2168	253+37.29	0.05' RT	784.17	SEC. COR. / BERSTEIN MON.
C.P. #20	497084.5753	796936.4219	259+95.91	17.88' RT	784.01	MAG NAIL

NORTH

50 25 0 50

SCALE – FEET

▲C.P. #7

+74.24 CTH Y=
10+00 JACKTAR RD.
N 497027.2654
E 792473.7430

REFERENCE LINE

208+00 209+00 210+00 211+00 N89°15'48"E 212+00 213+00 214+00 215+00 216+00 217+00 N89°15'48"E 218+00 219+00 220+00 221+00 222+00 223+00

CTH Y

CTH Y

24.50' R. B/C
209+13.55, 51.00' RT,
9+49.60, 40.06' RT
N 496976.7762
E 792513.7002

24.50' R. B/C
208+33.47, 51.00' RT,
9+48.39, 40.00' RT
N 496975.7453
E 792433.6312

S07°19"E 9+00

JACKTAR RD

BENCH MARK ⊕			
STATION	OFFSET	LOCATION	ELEV.
8+41.60 JACKTAR RD	23.95' RT	NAIL IN LP	777.75
214+38.83	39.58' LT	NAIL IN LP	779.51

NOTES:

CTH Y REFERENCE LINE DOES NOT PARALLEL THE SECTION LINE THROUGHOUT THE ALIGNMENT. THE REFERENCE LINE = SECTION LINE FROM STA. 200+22.83 TO STA. 257+37.44.

COORDINATES ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY.

SIDEROAD CENTERLINES ARE BEST FIT ALIGNMENTS BASED UPON A SPLIT OF EXISTING PAVEMENT WIDTH DIMENSIONS.

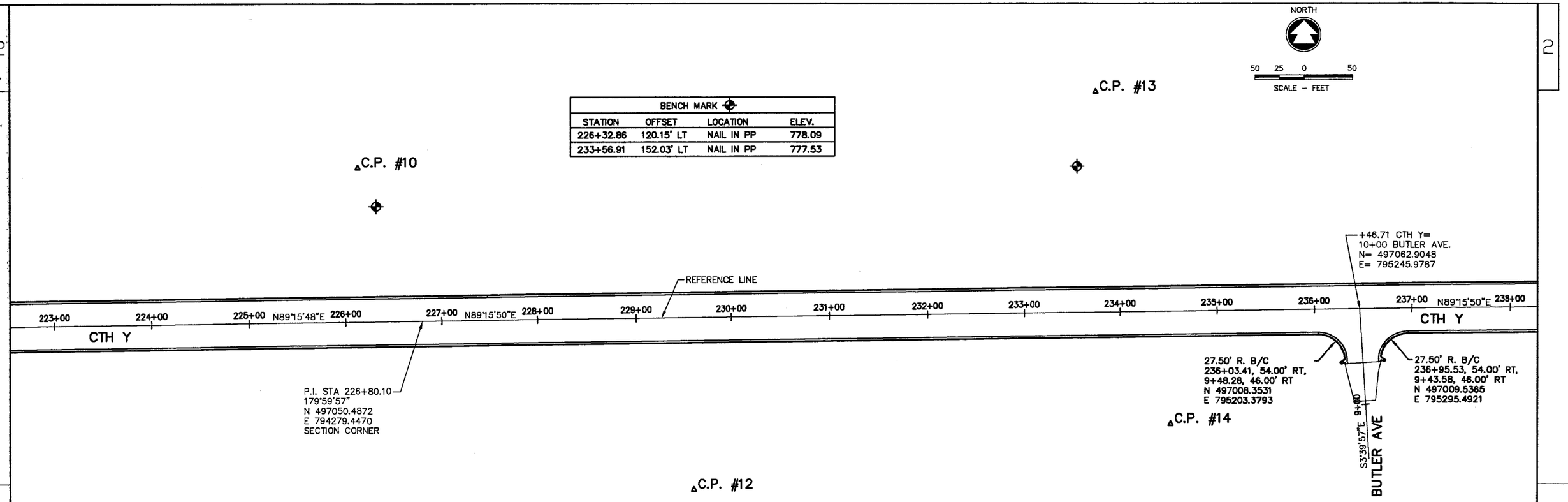
ALL STATIONS AND OFFSETS LISTED ARE DIMENSIONED OFF THE REFERENCE LINE.

SEE PAVING DETAIL SHEETS FOR MEDIAN LOCATION AND MEDIAN R/L LOCATIONS.

▲C.P. #8

pmarolski W:\DWG\WR002\970343\02\HORIZ ALIGN\Vt ALIGN 02.dwg 04/22/08 2:06 PM

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 102	E



BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
226+32.86	120.15' LT	NAIL IN PP	778.09
233+56.91	152.03' LT	NAIL IN PP	777.53

NOTES:

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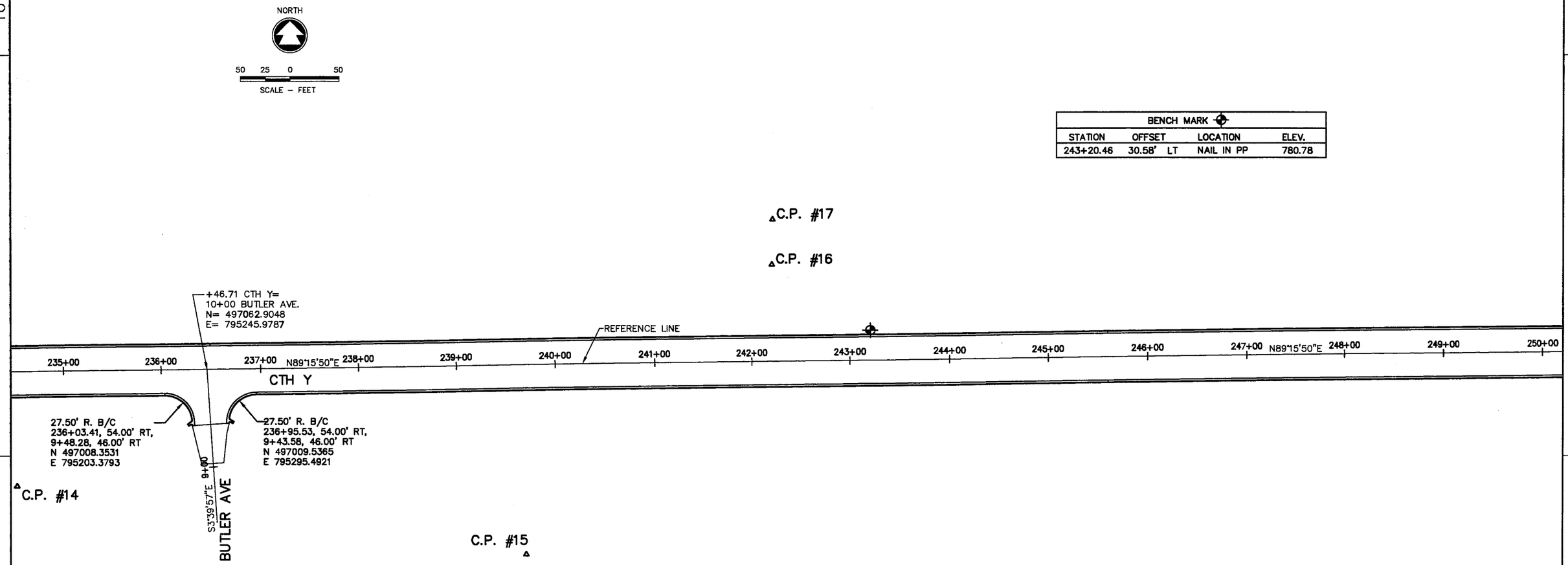
SEE PAVING DETAIL SHEETS FOR MEDIAN LOCATION AND MEDIAN R/L LOCATIONS.

POINT #	NORTHING	EASTING	STATION	LOCATION	ELEVATION	DESCRIPTION
C.P. #1	497033.4186	791168.6442	195+69.79	24.29' LT	775.22	MAG NAIL
C.P. #2	496985.1858	791547.0458	199+47.20	30.45' RT	781.32	MAG NAIL
C.P. #3	497016.3170	791622.4080	200+22.83	0.00' OFFSET	781.14	SEC. COR. / BERSTEIN MON.
C.P. #4	496623.7688	791641.8506	200+37.23	392.77' RT	777.68	MAG NAIL
C.P. #5	497041.7338	791644.8664	200+45.62	25.13' LT	781.62	MAG NAIL
C.P. #6	497367.0099	791641.1663	200+46.10	350.42' LT	780.89	MAG NAIL
C.P. #7	497180.7608	793430.5757	218+32.97	141.18' LT	779.97	MAG NAIL
C.P. #8	496655.5697	793726.5239	221+22.14	387.77' RT	776.75	MAG NAIL
C.P. #9	496787.5507	794203.4938	226+00.77	261.94' RT	775.44	MAG NAIL
C.P. #10	497210.1880	794211.3511	226+14.06	160.56' LT	776.71	MAG NAIL
C.P. #11	496452.9097	794245.1125	226+38.08	597.09' RT	774.95	MAG NAIL
C.P. #12	496874.7964	794559.8758	229+58.24	179.28' RT	774.47	NAIL
C.P. #13	497288.9602	794973.5078	233+77.16	229.54' LT	776.62	MAG NAIL
C.P. #14	496943.1883	795051.2663	234+50.47	117.21' RT	775.27	NAIL
C.P. #15	496873.1536	795570.3503	239+68.61	193.90' RT	776.96	MAG NAIL
C.P. #16	497169.2093	795819.4790	242+21.52	98.93' LT	779.20	MAG NAIL
C.P. #17	497215.3842	795820.2604	242+22.90	145.09' LT	779.32	MAG NAIL
C.P. #18	496819.9569	796671.7990	250+69.29	261.24' RT	773.80	MAG NAIL
C.P. #19	497074.7987	797595.2168	253+37.29	0.05' RT	784.17	SEC. COR. / BERSTEIN MON.
C.P. #20	497084.5753	796936.4219	259+95.91	17.88' RT	784.01	MAG NAIL

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 103	E

WISDOT/CADDS SHEET 42



BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
243+20.46	30.58' LT	NAIL IN PP	780.78

NOTES:

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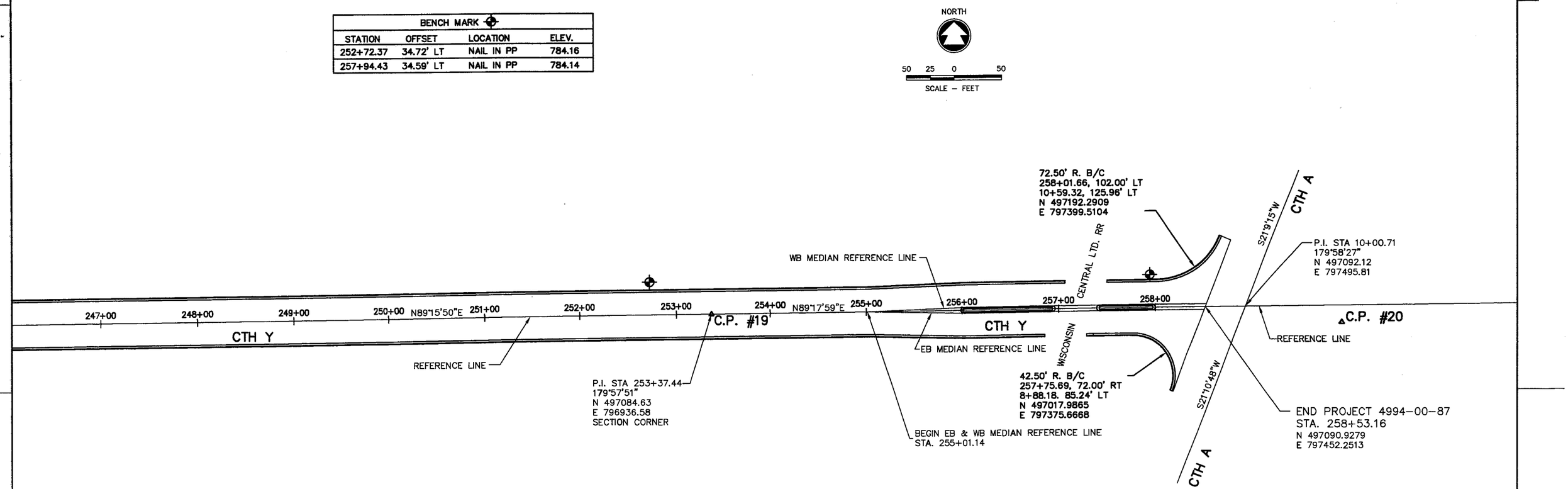
SEE PAVING DETAIL SHEETS FOR MEDIAN LOCATION AND MEDIAN R/L LOCATIONS.

POINT #	NORTHING	EASTING	STATION	LOCATION	ELEVATION	DESCRIPTION
C.P. #1	497033.4186	791168.6442	195+69.79	24.29' LT	775.22	MAG NAIL
C.P. #2	496985.1858	791547.0458	199+47.20	30.45' RT	781.32	MAG NAIL
C.P. #3	497016.3170	791622.4080	200+22.83	0.00' OFFSET	781.14	SEC. COR. / BERSTEIN MON.
C.P. #4	496623.7688	791641.8506	200+37.23	392.77' RT	777.68	MAG NAIL
C.P. #5	497041.7338	791644.8664	200+45.62	25.13' LT	781.62	MAG NAIL
C.P. #6	497367.0099	791641.1663	200+46.10	350.42' LT	780.89	MAG NAIL
C.P. #7	497180.7608	793430.5757	218+32.97	141.18' LT	779.97	MAG NAIL
C.P. #8	496655.5697	793726.5239	221+22.14	387.77' RT	776.75	MAG NAIL
C.P. #9	496787.5507	794203.4938	226+00.77	261.94' RT	775.44	MAG NAIL
C.P. #10	497210.1880	794211.3511	226+14.06	160.56' LT	776.71	MAG NAIL
C.P. #11	496452.9097	794245.1125	226+38.08	597.09' RT	774.95	MAG NAIL
C.P. #12	496874.7964	794559.8758	229+58.24	179.28' RT	774.47	NAIL
C.P. #13	497288.9602	794973.5078	233+77.16	229.54' LT	776.62	MAG NAIL
C.P. #14	496943.1883	795051.2663	234+50.47	117.21' RT	775.27	NAIL
C.P. #15	496873.1536	795570.3503	239+68.61	193.90' RT	776.96	MAG NAIL
C.P. #16	497169.2093	795819.4790	242+21.52	98.93' LT	779.20	MAG NAIL
C.P. #17	497215.3842	795820.2604	242+22.90	145.09' LT	779.32	MAG NAIL
C.P. #18	496819.9569	796671.7990	250+69.29	261.24' RT	773.80	MAG NAIL
C.P. #19	497074.7987	797595.2168	253+37.29	0.05' RT	784.17	SEC. COR. / BERSTEIN MON.
C.P. #20	497084.5753	796936.4219	259+95.91	17.88' RT	784.01	MAG NAIL

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 104	E

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
252+72.37	34.72' LT	NAIL IN PP	784.16
257+94.43	34.59' LT	NAIL IN PP	784.14



C.P. #18

NOTES:

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SEE PAVING DETAIL SHEETS FOR MEDIAN AND MEDIAN R/L LOCATIONS.

POINT #	NORTHING	EASTING	STATION	LOCATION	ELEVATION	DESCRIPTION
C.P. #1	497033.4186	791168.6442	195+69.79	24.29' LT	775.22	MAG NAIL
C.P. #2	496985.1858	791547.0458	199+47.20	30.45' RT	781.32	MAG NAIL
C.P. #3	497016.3170	791622.4080	200+22.83	0.00' OFFSET	781.14	SEC. COR. / BERSTEIN MON.
C.P. #4	496623.7688	791641.8506	200+37.23	392.77' RT	777.68	MAG NAIL
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C.P. #6	497367.0099	791641.1663	200+46.10	350.42' LT	780.89	MAG NAIL
C.P. #7	497180.7608	793430.5757	218+32.97	141.18' LT	779.97	MAG NAIL
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C.P. #9	496787.5507	794203.4938	226+00.77	261.94' RT	775.44	MAG NAIL
C.P. #10	497210.1880	794211.3511	226+14.06	160.56' LT	776.71	MAG NAIL
C.P. #11	496452.9097	794245.1125	226+38.08	597.09' RT	774.95	MAG NAIL
C.P. #12	496874.7964	794559.8758	229+58.24	179.28' RT	774.47	NAIL
C.P. #13	497288.9602	794973.5078	233+77.16	229.54' LT	776.62	MAG NAIL
C.P. #14	496943.1883	795051.2663	234+50.47	117.21' RT	775.27	NAIL
C.P. #15	496873.1536	795570.3503	239+68.61	193.90' RT	776.96	MAG NAIL
C.P. #16	497169.2093	795819.4790	242+21.52	98.93' LT	779.20	MAG NAIL
C.P. #17	497215.3842	795820.2604	242+22.90	145.09' LT	779.32	MAG NAIL
C.P. #18	496819.9569	796671.7990	250+69.29	261.24' RT	773.80	MAG NAIL
C.P. #19	497074.7987	797595.2168	253+37.29	0.05' RT	784.17	SEC. COR. / BERSTEIN MON.
C.P. #20	497084.5753	796936.4219	259+95.91	17.88' RT	784.01	MAG NAIL

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 105	E

WISDOT/CADDS SHEET 42

DATE 17DEC08

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4994-00-87 QUANTITY	6432-11-71 QUANTITY
0010	201.0105	CLEARING	STA	16.000	16.000	
0020	201.0120	CLEARING	ID	472.000	460.000	12.000
0030	201.0205	GRUBBING	STA	16.000	16.000	
0040	201.0220	GRUBBING	ID	472.000	460.000	12.000
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	25.000	21.000	4.000
0060	204.0100	REMOVING PAVEMENT	SY	486.000	486.000	
0070	204.0150	REMOVING CURB & GUTTER	LF	644.000	186.000	458.000
0080	204.0155	REMOVING CONCRETE SIDEWALK	SY	28.000	28.000	
0090	204.0195	REMOVING CONCRETE BASES	EACH	8.000		8.000
0100	204.0210	REMOVING MANHOLES	EACH	2.000	2.000	
0110	204.0215	REMOVING CATCH BASINS	EACH	4.000	4.000	
0120	204.0220	REMOVING INLETS	EACH	2.000	2.000	
0130	204.0245	REMOVING STORM SEWER (SIZE) 01. 12-INCH	LF	282.000	282.000	
0140	204.0245	REMOVING STORM SEWER (SIZE) 02. 15-INCH	LF	8.000	8.000	
0150	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	34.000	34.000	
0160	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. PULL BOXES	EACH	7.000		7.000
0170	205.0100	EXCAVATION COMMON	CY	36,436.000	33,740.000	2,696.000
0180	213.0100	FINISHING ROADWAY (PROJECT) 01. 4994-00-87	EACH	1.000	1.000	
0190	213.0100	FINISHING ROADWAY (PROJECT) 02. 6432-11-71	EACH	1.000		1.000
0200	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	80.000		80.000
0210	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	20,540.000	16,788.000	3,752.000
0220	311.0110	BREAKER RUN	TON	11,800.000	11,240.000	560.000
0230	320.0345	CONCRETE BASE HES 8-INCH	SY	900.000		900.000
0240	415.0080	CONCRETE PAVEMENT 8-INCH	SY	31,568.000	31,568.000	
0250	415.2000.S	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	9,970.000	9,470.000	500.000
0260	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	404.000	404.000	
0270	416.0610	DRILLED TIE BARS	EACH	103.000	103.000	
0280	416.0805	CONCRETE PAVEMENT GAPS	EACH	12.000	12.000	
0290	416.1010	CONCRETE SURFACE DRAINS	CY	5.000	3.000	2.000
0300	455.0115	ASPHALTIC MATERIAL PG64-22	TON	65.400	6.300	59.100
0310	455.0605	TACK COAT	GAL	83.000	7.000	76.000
0320	460.1110	HMA PAVEMENT TYPE E-10	TON	1,091.000	105.000	986.000
0330	465.0105	ASPHALTIC SURFACE	TON	940.000	940.000	
0340	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	365.000	365.000	
0350	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	486.000	420.000	66.000
0360	504.0900	CONCRETE MASONRY ENDWALLS	CY	8.000	8.000	
0370	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	306.000	183.000	123.000
0380	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	12.000	8.000	4.000
0390	522.0315	CULVERT PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	182.000	182.000	
0400	522.0324	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	275.000		275.000
0410	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	2.000	1.000	1.000
0420	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	4.000	4.000	
0430	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	2.000	2.000	
0440	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	4.000		4.000

DATE 17DEC08

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4994-00-87 QUANTITY	6432-11-71 QUANTITY
0450	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	1.000	1.000	
0460	523.0524	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH	EACH	4.000	4.000	
0470	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	1,249.000	1,126.000	123.000
0480	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	443.000	41.000	402.000
0490	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	11,781.000	11,501.000	280.000
0500	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	242.000	48.000	194.000
0510	602.0405	CONCRETE SIDEWALK 4-INCH	SF	9,357.000	7,799.000	1,558.000
0520	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	136.000	128.000	8.000
0530	608.0412	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	LF	1,170.000	1,124.000	46.000
0540	608.0415	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	LF	261.000	261.000	
0550	608.0418	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	LF	536.000	536.000	
0560	608.0424	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	1,086.000	1,086.000	
0570	608.0430	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH	LF	622.000	622.000	
0580	608.0436	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	2,762.000	2,762.000	
0590	608.0442	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 42-INCH	LF	214.000	214.000	
0600	611.0201	MANHOLES TYPE 1	EACH	10.000	10.000	
0610	611.0210	MANHOLES TYPE 3	EACH	15.000	15.000	
0620	611.0301	INLETS TYPE 1	EACH	11.000	9.000	2.000
0630	611.0303	INLETS TYPE 3	EACH	48.000	48.000	
0640	611.0530	MANHOLE COVERS TYPE J	EACH	26.000	26.000	
0650	611.0612	INLET COVERS TYPE C	EACH	1.000	1.000	
0660	611.0624	INLET COVERS TYPE H	EACH	48.000	48.000	
0670	611.0666	INLET COVERS TYPE Z	EACH	4.000	2.000	2.000
0680	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 4994-00-87	EACH	1.000	1.000	
0690	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 02. 6432-11-71	EACH	1.000		1.000
0700	619.1000	MOBILIZATION	EACH	1.000	0.900	0.100
0710	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	207.000	94.000	113.000
0720	624.0100	WATER	MGAL	303.000	273.000	30.000
0730	625.0100	TOPSOIL	SY	23,101.000	20,975.000	2,126.000
0740	627.0200	MULCHING	SY	9,877.000	9,877.000	
0750	628.1504	SILT FENCE	LF	595.000	595.000	
0760	628.1520	SILT FENCE MAINTENANCE	LF	595.000	595.000	
0770	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	8.000	4.000	4.000
0780	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	4.000	2.000	2.000
0790	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	14,236.000	14,236.000	
0800	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	6,240.000	4,049.000	2,191.000
0810	628.7005	INLET PROTECTION TYPE A	EACH	14.000	14.000	
0820	628.7015	INLET PROTECTION TYPE C	EACH	51.000	49.000	2.000
0830	628.7504	TEMPORARY DITCH CHECKS	LF	165.000	120.000	45.000
0840	628.7550	CULVERT PIPE DITCH CHECKS	EACH	27.000	24.000	3.000
0850	629.0210	FERTILIZER TYPE B	CWT	14.600	13.200	1.400
0860	630.0140	SEEDING MIXTURE NO. 40	LB	494.000	456.000	38.000

DATE 17DEC08

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4994-00-87 QUANTITY	6432-11-71 QUANTITY
0870	630.0170	SEEDING MIXTURE NO. 70	LB	6.000	6.000	
0880	630.0200	SEEDING TEMPORARY	LB	743.000	683.000	60.000
0890	634.0416	POSTS WOOD 4X4-INCH X 16-FT	EACH	29.000	28.000	1.000
0900	637.0202	SIGNS REFLECTIVE TYPE II	SF	73.000	46.750	26.250
0910	638.2102	MOVING SIGNS TYPE II	EACH	67.000	62.000	5.000
0920	638.2602	REMOVING SIGNS TYPE II	EACH	2.000		2.000
0930	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	31.000	29.000	2.000
0940	642.5201	FIELD OFFICE TYPE C	EACH	1.000	0.900	0.100
0950	643.0100	TRAFFIC CONTROL (PROJECT) 01. 4994-00-87	EACH	1.000	1.000	
0960	643.0100	TRAFFIC CONTROL (PROJECT) 02. 6432-11-71	EACH	1.000		1.000
0970	643.0300	TRAFFIC CONTROL DRUMS	DAYS	16,732.000	15,548.000	1,184.000
0980	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAYS	1,932.000	1,628.000	304.000
0990	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	24.000		24.000
1000	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	24.000		24.000
1010	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAYS	3,864.000	3,256.000	608.000
1020	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAYS	1,381.000	1,125.000	256.000
1030	643.0900	TRAFFIC CONTROL SIGNS	DAYS	7,098.000	6,266.000	832.000
1040	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	14.000	4.000	10.000
1050	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	13,981.000	12,072.000	1,909.000
1060	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	630.000	376.000	254.000
1070	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	2.000	2.000	
1080	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	5.000	2.000	3.000
1090	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	1.000		1.000
1100	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	5.000	4.000	1.000
1110	647.0456	PAVEMENT MARKING CURB EPOXY	LF	80.000	50.000	30.000
1120	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	213.000	128.000	85.000
1130	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	8.000	5.000	3.000
1140	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	102.000	43.000	59.000
1150	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	465.000	465.000	
1160	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	2,100.000		2,100.000
1170	649.0801	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH	LF	100.000		100.000
1180	650.4000	CONSTRUCTION STAKING STORM SEWER SYSTEM	EACH	93.000	90.000	3.000
1190	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	6,529.000	6,027.000	502.000
1200	650.5000	CONSTRUCTION STAKING BASE	LF	620.000	117.000	503.000
1210	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	1,610.000	89.000	1,521.000
1220	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	15.000	11.000	4.000
1230	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	5,932.000	5,932.000	
1240	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 01. 4994-00-87	LS	1.000	1.000	
1250	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 02. 6432-11-71	LS	1.000		1.000
1260	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	7,498.000	6,996.000	502.000
1270	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	825.000		825.000
1280	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	380.000		380.000
1290	652.0615	CONDUIT SPECIAL 3-INCH	LF	110.000		110.000
1300	652.0800	CONDUIT LOOP DETECTOR	LF	270.000		270.000
1310	653.0105	PULL BOXES STEEL 12X24-INCH	EACH	6.000		6.000

DATE 17DEC08 — ESTIMATE OF QUANTITIES

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4994-00-87 QUANTITY	6432-11-71 QUANTITY
1320	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	7.000		7.000
1330	654.0101	CONCRETE BASES TYPE 1	EACH	5.000		5.000
1340	654.0102	CONCRETE BASES TYPE 2	EACH	5.000		5.000
1350	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	750.000		750.000
1360	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	1,400.000		1,400.000
1370	655.0305	CABLE TYPE UF 2-12 AWG GROUNDED	LF	690.000		690.000
1380	655.0515	ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	LF	2,625.000		2,625.000
1390	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	600.000		600.000
1400	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	2,770.000		2,770.000
1410	655.0800	LOOP DETECTOR WIRE	LF	1,390.000		1,390.000
1420	657.0100	PEDESTAL BASES	EACH	5.000		5.000
1430	657.0255	TRANSFORMER BASES STANDARD 11 1/2-INCH BOLT CIRCLE	EACH	5.000		5.000
1440	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	5.000		5.000
1450	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	2.000		2.000
1460	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 01. CTH Y AND STH 76	LS	1.000		1.000
1470	659.0125	LUMINAIRES UTILITY HPS 250 WATTS	EACH	4.000		4.000
1480	661.0200	TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) 01. CTH Y AND STH 76	LS	1.000		1.000
1490	690.0150	SAWING ASPHALT	LF	7,216.000	6,468.000	748.000
1500	690.0250	SAWING CONCRETE	LF	319.000	319.000	
1510	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	200.000	200.000	
1520	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	1,000.000	1,000.000	
1530	SPV.0060	SPECIAL 01. MANHOLE BOX	EACH	3.000	3.000	
1540	SPV.0060	SPECIAL 02. MANHOLE BOX CULVERT	EACH	1.000	1.000	
1550	SPV.0060	SPECIAL 03. LANDMARK REFERENCE MONUMENT, SPECIAL	EACH	2.000	2.000	
1560	SPV.0060	SPECIAL 04. GRADING AND SHAPING FOR INLETS	EACH	10.000	10.000	
1570	SPV.0060	SPECIAL 05. INLET COVERS TYPE A SPECIAL	EACH	10.000	10.000	
1580	SPV.0060	SPECIAL 06. UTILITY LINE OPENINGS	EACH	12.000	11.000	1.000
1590	SPV.0060	SPECIAL 07. MINI STORM SEWER CLEANOUTS	EACH	1.000	1.000	
1600	SPV.0060	SPECIAL 08. INSTALL RAILROAD FURNISHED SIGNS	EACH	4.000	4.000	
1610	SPV.0060	SPECIAL 10. POLES TYPE 2 SPECIAL	EACH	1.000		1.000
1620	SPV.0060	SPECIAL 11. POLES TYPE 3 SPECIAL	EACH	3.000		3.000
1630	SPV.0060	SPECIAL 12. POLES TYPE 4 SPECIAL	EACH	1.000		1.000
1640	SPV.0060	SPECIAL 13. TROMBONE ARMS 20-FT SPECIAL	EACH	2.000		2.000
1650	SPV.0060	SPECIAL 14. TROMBONE ARMS 25-FT SPECIAL	EACH	2.000		2.000
1660	SPV.0060	SPECIAL 15. TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL SPECIAL	EACH	8.000		8.000
1670	SPV.0060	SPECIAL 16. TRAFFIC SIGNAL FACE 3-12 INCH HORIZONTAL SPECIAL	EACH	4.000		4.000
1680	SPV.0060	SPECIAL 17. LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT SPECIAL	EACH	4.000		4.000
1690	SPV.0060	SPECIAL 20. ADJUSTING SANITARY MANHOLES	EACH	6.000	2.000	4.000
1700	SPV.0060	SPECIAL 21. TAP EXISTING SANITARY MANHOLE	EACH	1.000	1.000	
1710	SPV.0060	SPECIAL 30. ADJUST WATER VALVE MANHOLES	EACH	4.000	3.000	1.000
1720	SPV.0060	SPECIAL 31. CONNECTION TO EXISTING WATER MAIN	EACH	2.000	2.000	
1730	SPV.0060	SPECIAL 32. WATER MAIN 6-INCH GATE VALVE	EACH	5.000	5.000	

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DATE 17DEC08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4994-00-87 QUANTITY	6432-11-71 QUANTITY
1740	SPV.0060	SPECIAL 33. WATER MAIN 12-INCH GATE VALVE	EACH	4.000	4.000	
1750	SPV.0060	SPECIAL 34. WATER MAIN 12" X 8" TAPPING SLEEVE AND VALVE	EACH	1.000	1.000	
1760	SPV.0060	SPECIAL 35. RELOCATE WATER MAIN 6-INCH GATE VALVE	EACH	1.000	1.000	
1770	SPV.0060	SPECIAL 36. HYDRANTS	EACH	3.000	3.000	
1780	SPV.0060	SPECIAL 37. RELOCATE HYDRANTS	EACH	6.000	6.000	
1790	SPV.0060	SPECIAL 38. ADJUST HYDRANTS	EACH	1.000	1.000	
1800	SPV.0060	SPECIAL 39. REMOVE WATER MAIN 10-INCH VALVE	EACH	1.000		1.000
1810	SPV.0060	SPECIAL 40. REMOVE WATER MAIN 6-INCH VALVE	EACH	1.000	1.000	
1820	SPV.0060	SPECIAL 41. REMOVE WATER MAIN 12" X 6" REDUCER	EACH	2.000	2.000	
1830	SPV.0060	SPECIAL 43. WATER MAIN 6-INCH 45 DEGREE BEND	EACH	1.000	1.000	
1840	SPV.0060	SPECIAL 44. WATER MAIN 12-INCH 45 DEGREE BEND	EACH	6.000	6.000	
1850	SPV.0060	SPECIAL 45. WATER MAIN 12" X 12" X 6" TEES	EACH	5.000	5.000	
1860	SPV.0060	SPECIAL 46. WATER MAIN 6-INCH CAP	EACH	1.000	1.000	
1870	SPV.0060	SPECIAL 47. WATER MAIN 8-INCH CAP	EACH	1.000	1.000	
1880	SPV.0060	SPECIAL 48. WATER MAIN 10-INCH CAP	EACH	1.000		1.000
1890	SPV.0075	SPECIAL 01. STREET SWEEPING	HRS	50.000	50.000	
1900	SPV.0090	SPECIAL 01. SANITARY SEWER 8-INCH	LF	57.800	57.800	
1910	SPV.0090	SPECIAL 02. SANITARY SEWER 10-INCH	LF	139.000	139.000	
1920	SPV.0090	SPECIAL 05. STORM SEWER PIPE PVC SDR 35 6-INCH	LF	19.000	19.000	
1930	SPV.0090	SPECIAL 06. CULVERT PIPE RC HE CLASS HE-IV 19 X 30-INCH	LF	312.000	312.000	
1940	SPV.0090	SPECIAL 07. CULVERT PIPE RC HE CLASS HE-IV 24 X 38-INCH	LF	88.000	88.000	
1950	SPV.0090	SPECIAL 08. MINI STORM SEWER AND LATERALS 4-INCH	LF	12.000	12.000	
1960	SPV.0090	SPECIAL 09. MINI STORM SEWER AND LATERALS 8-INCH	LF	205.000	205.000	
1970	SPV.0090	SPECIAL 10. DUCTILE IRON WATER MAIN 6-INCH	LF	130.600	130.600	
1980	SPV.0090	SPECIAL 11. DUCTILE IRON WATER MAIN 8-INCH	LF	19.000	19.000	
1990	SPV.0090	SPECIAL 12. DUCTILE IRON WATER MAIN 12-INCH	LF	2,101.000	2,101.000	
2000	SPV.0090	SPECIAL 13. 24-INCH STEEL CASING PIPE	LF	100.000	100.000	
2010	SPV.0105	SPECIAL 01. TEMPORARY DITCHING AND GRADING PROJECT 4994-00-87	LS	1.000	1.000	
2020	SPV.0105	SPECIAL 02. SALVAGE TRAFFIC SIGNALS SPECIAL	LS	1.000		1.000
2030	SPV.0200	SPECIAL 01. SANITARY MANHOLES	VF	18.900	18.900	
2040	SPV.0200	SPECIAL 02. RECONSTRUCT SANITARY MANHOLES	VF	58.200	54.200	4.000
2050	SPV.0200	SPECIAL 10. RECONSTRUCT WATER VALVE MANHOLES	VF	13.000	13.000	

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
*198+00 LT		12		12
200+86.77 – 202+00 RT	2		2	
214+10 RT		28		28
214+15 LT		4		4
214+75 RT		40		40
215+05 RT		36		36
215+50 RT		30		30
219+20 RT		3		3
222+10 RT		3		3
222+45 RT		3		3
223+10 RT		3		3
223+50 RT		3		3
223+85 RT		3		3
226+35 RT		8		8
226+65 RT		10		10
228+20 RT		3		3
228+50 RT		3		3
229+10 RT		3		3
229+25 RT		3		3
229+35 RT		3		3
229+60 RT		3		3
229+85 RT		3		3
230+10 RT		4		4
230+49 RT		4		4
230+50 RT		6		6
232+00 – 236+00 RT	4		4	
236+10 RT		10		10
238+00 – 239+00 RT	1		1	
240+00 – 242+00 LT	2		2	
240+60 RT		4		4
240+62 RT		6		6
241+40 RT		6		6
241+45 RT		3		3
241+55 RT		4		4
241+60 RT		6		6
241+80 RT		6		6
242+00 RT		4		4
242+65 RT		20		20
243+00 – 245+00 LT	2		2	
243+50 RT		6		6
243+75 RT		6		6
244+98 RT		12		12
245+00 – 248+00 LT	3		3	
245+40 RT		4		4
245+50 RT		8		8
245+75 RT		6		6
245+80 RT		8		8
245+90 RT		6		6
246+00 RT		6		6
246+10 RT		6		6
246+40 RT		10		10
247+60 RT		36		36
248+75 RT		48		48
249+10 RT		4		4
249+50 RT		6		6
249+60 RT		4		4
249+80 RT		6		6
251+00 – 253+00 LT	2		2	
PROJECT TOTALS	16	472	16	472
*6432-11-71		12		12
4994-00-87	16	460	16	460

REMOVING CONCRETE SIDEWALK
204.0155

STATION TO STATION	LOCATION	S.Y.	PHASE
9+43 – 9+68 LT	SODA CREEK RD	14	2
9+46 – 9+70 RT	SODA CREEK RD	13	2
9+40 – 9+67 LT	JACKTAR RD	15	2
9+41 – 9+65 RT	JACKTAR RD	13	2
PROJECT TOTAL		28	

REMOVING CURB & GUTTER
204.0150

STATION	LOCATION	L.F.	PHASE
*NW QUAD CTH Y / STH 76	STH 76 INT	67	3
*SW QUAD CTH Y / STH 76	STH 76 INT	58	4
*SE QUAD CTH Y / STH 76	STH 76 INT	69	2
*NE QUAD CTH Y / STH 76	STH 76 INT	59	1
*EB RIGHT TURN ISLAND	STH 76 INT	103	3
*WB RIGHT TURN ISLAND	STH 76 INT	102	1
202+04 RT	PE RT	15	2
202+04 RT	PE LT	15	2
240+31 RT	PE RT	92	2
240+31 RT	PE LT	64	2
PROJECT TOTAL		644	
*6432-11-71		458	
4994-00-87		186	

REMOVING SMALL PIPE CULVERTS
203.0100

STATION	LOCATION	EACH	REMARKS	PHASE
*195+94.22	DRIVEWAY LT	1	18" CMP	3
*196+49.37	DRIVEWAY RT	1	15" CMP	4
*199+32.46	CROSS CULVERT	1	24" RCP	3 AND 4
*200+63.39	CROSS CULVERT	1	24" RCP	1 AND 2
203+98	DRIVEWAY RT	1	12" CMP	2
205+74	DRIVEWAY LT	1	18" CMP	1
209+28	DRIVEWAY LT	1	18" CMP	1
210+57	DRIVEWAY RT	1	15" CMP	2
210+80	CROSS CULVERT	1	15" CMP	1 AND 2
212+61	DRIVEWAY LT	1	18" RCP	1
214+65	DRIVEWAY LT	1	15" CMP	1
215+73	DRIVEWAY LT	1	15" CMP	1
222+48	DRIVEWAY LT	1	18" X 24" CMP	1
225+69.97	DRIVEWAY RT	1	18" CMP	2
225+90.38	DRIVEWAY RT	1	12" HDPE	2
227+16.74	CROSS CULVERT	1	24" X 33" CMP	1 AND 2
227+34	CROSS CULVERT	1	18" CMP	1 AND 2
233+88.45	DRIVEWAY LT	1	12" X 18" CMP	1
236+45.66	DRIVEWAY LT	1	18" CMP	2008
242+26	DRIVEWAY LT	1	15" CMP	1
250+59	CROSS CULVERT	1	15" CMP	1 AND 2
251+29	CROSS CULVERT	1	18" CMP	1 AND 2
254+11	DRIVEWAY LT	1	15" CMP	1
256+96.37	CROSS CULVERT	1	12" HDPE	STORM SEWER & UTILITY
257+39.14	CROSS CULVERT	1	15" RCP	STORM SEWER & UTILITY
PROJECT TOTAL		25		
*6432-11-71		4		
4994-00-87		21		

REMOVING PAVEMENT
204.0100

STATION	LOCATION	S.Y.	DESCRIPTION	PHASE
258+00 – 258+53.16	CTH Y	139	MAINLINE	1 AND 2
9+35 – 10+00	SODA CREEK RD	109	MAINLINE	*2
9+00 – 10+00	JACKTAR RD	183	MAINLINE	*2
9+00 – 10+00	JACKTAR RD	55	DRIVEWAY APRONS	2
PROJECT TOTAL		486		

* INCLUDES REMOVAL REQUIRED FOR STORM SEWER INSTALLATION

REMOVING STORM SEWER STRUCTURE

STATION	LOCATION	204.0210 MANHOLE EACH	204.0215 CATCH BASIN EACH	204.0220 INLET EACH	PHASE
205+38.43	21.98' RT		1		STORM SEWER & UTILITY
205+89.31	15.52' RT	1			STORM SEWER & UTILITY
206+15.21	23.03' RT		1		STORM SEWER & UTILITY
208+43.59	21.01' RT		1		STORM SEWER & UTILITY
208+88.13	18.84' RT	1			STORM SEWER & UTILITY
209+27.12	21.78' RT		1		STORM SEWER & UTILITY
258+19.41	52.39' RT			1	2
258+43.12	37.67' LT			1	1
PROJECT TOTAL		2	4	2	

REMOVING STORM SEWER

STATION TO STATION	LOCATION	204.0245.01 12-INCH L.F.	204.0245.02 15-INCH L.F.	204.0245.03 18-INCH L.F.	REMARKS	PHASE
205+38.43 – 205+89.31	CTH Y	51			PVC PIPE	STORM SEWER & UTILITY
205+89.31 – 206+15.21	CTH Y	27			PVC PIPE	STORM SEWER & UTILITY
206+15.21 – 208+43.59	CTH Y	28			PVC PIPE	STORM SEWER & UTILITY
208+43.59 – 208+88.13	CTH Y	45			PVC PIPE	STORM SEWER & UTILITY
208+88.13 – 209+27.12	CTH Y	39			PVC PIPE	STORM SEWER & UTILITY
208+88.13 – I 3E	JACKTAR RD			34	CONC PIPE	STORM SEWER & UTILITY
EXIST I 31 – EXIST I 32	CTH Y	92			CONC PIPE	1 AND 2
I 32	CTH Y		8		CONC PIPE	1
PROJECT TOTALS		282	8	34		

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

BASE AGGREGATE AND BREAKER RUN

STATION TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON
*195+01.74 – 199+53.51	CTH Y MAINLINE	80	3282	
*200+37.07 – 200+86.77	CTH Y MAINLINE		470	
200+86.77 – 258+53.16	CTH Y MAINLINE		12405	
9+35 – 9+76	SODA CREEK RD		58	
9+00 – 9+76	JACKTAR RD		108	
9+03.58 – 9+76	BUTLER AVE		206	
200+37.07 – 213+51.86	SIDEWALK		187	
213+51.86 – 258+53.16	TRAIL		578	
195+01.84 – 258+53.16	DRIVEWAYS		1000	
195+01.84 – 258+53.16	STORM SEWER & UTILITY CROSSINGS		840	
200+37.07 – 258+53.16	PHASE 1 TEMP WIDENING		1222	
195+51.41 – 198+74.77	PHASE 3 TEMP WIDENING		117	
194+64 – 198+29.36	PHASE 4 TEMP WIDENING		67	
200+86.77 – 258+53.16	UNDISTRIBUTED (EBS AREAS)			11240
195+01.74 – 200+86.77	UNDISTRIBUTED (EBS AREAS)			560
PROJECT TOTALS		80	20540	11800
*6432-11-71		80	3752	560
4994-00-87			16788	11240
PER PHASE	STORM SEWER & UTILITY		840	
	PHASE 1		7900	
	PHASE 2		7800	
	PHASE 3	60	2000	
	PHASE 4	20	2000	

EARTHWORK SUMMARY

LOCATION	205.0100 EXCAVATION COMMON C.Y.	FILL C.Y.	*EXPANDED FILL C.Y.	MASS HAUL (WASTE) C.Y.
*CTH Y 195+01.84 – 200+86.77	2696	102	133	2563
CTH Y 200+86.77 – 258+53.16	25178	4617	6002	19176
SODA CREEK RD	114	2	3	111
JACKTAR RD	278	2	3	275
BUTLER AVE	142	15	20	123
STORM SEWER OUTFALL BY WETLANDS	1039	0	0	1039
DITCH AT 250+30 RT	39	0	0	39
TEMPORARY WIDENING	250	0	0	250
** DRIVEWAYS	750	0	0	750
EBS (UNDISTRIBUTED)	5950	0	0	5950
PROJECT TOTALS	36436	4738	6160	30276
*6432-11-71	2696	102	133	2563
4994-00-87	33740	4840	6026	27714
PER PHASE STORM SEWER & UTILITY	1039	0	0	1039
	13237	1386	1802	11435
PHASE 2	13710	3250	4225	9485
PHASE 3	1400	51	66	1334
PHASE 4	1100	51	66	1034
EBS	5950	0	0	5950

* EXPANSION FACTOR FOR FILL = 30%

** EXCAVATION COMMON FOR DRIVEWAYS REPRESENTS THE VOLUME REQUIRED TO CONSTRUCT THE PAVEMENT SECTION FOR THE DRIVEWAYS

CONCRETE BASE HES, 8-INCH
320.0345

STATION TO STATION	LOCATION	S.Y.	REMARKS
*199+04.21 – 199+53.51	CTH Y	445	PHASE 3 AND 4
*200+37.07 – 200+86.77	CTH Y	455	PHASE 1 AND 2
PROJECT TOTAL		900	
*6432-11-71		900	
4994-00-87		0	
PER PHASE	PHASE 1	228	
	PHASE 2	227	
	PHASE 3	223	
	PHASE 4	222	

ASPHALTIC ITEMS

STATION TO STATION	LOCATION	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	455.0115 ASPHALTIC MATERIAL PG64-22 TON	455.0605 TACK COAT GAL	PHASE
*195+01.84 – 199+05.72	CTH Y	770				46.2	54	1, 2, 3, 4
*195+05.72 – 199+53.51	CTH Y CONC BASE AREA	107				6.4	11	3 AND 4
*200+37.07 – 200+86.77	CTH Y CONC BASE AREA	109				6.5	11	1 AND 2
256+79.07 – 257+56.09	CTH Y RAILROAD APPROACHES	105				6.3	7	1 AND 2
256+79.07 – 257+56.09	TEMPORARY RAMPS AT RAILROAD APPROACHES				70			1 AND 2
10+44.12 – 11+50	BUTLER AVE		50					2
213+51.86 – 258+53.16	ASPHALT TRAIL		890					2
195+01.84 – 258+53.16	DRIVEWAYS			365				1 AND 2
200+37.07 – 258+53.16	PHASE 1 TEMPORARY WIDENING				350			1
*194+51.41 – 199+53.51	PHASE 3 TEMPORARY WIDENING				42			3
*194+64 – 199+53.51	PHASE 4 TEMPORARY WIDENING				24			4
PROJECT TOTALS		1091	940	365	486	65.4	83	
*6432-11-71		986			66	59.1	76	
4994-00-87		105	940	365	420	6.3	7	
PER PHASE								
	PHASE 1	106		175	350	6.4	9	
	PHASE 2	106	940	170	70	6.4	9	
	PHASE 3	441		10	42	26.3	33	
	PHASE 4	438		10	24	26.3	32	

CONCRETE DRIVEWAY, 7-INCH
416.0170

STATION TO STATION	LOCATION	S.Y.	PHASE
202+04 RT	CTH Y	61	2
203+99 RT	CTH Y	53	2
204+00	CTH Y MEDIAN	109	2
210+57 RT	CTH Y	54	2
9+22 LT	JACKTAR RD	28	2
9+26 RT	JACKTAR RD	27	2
SW QUAD BUTLER AVE	TRAIL	15	2
SE QUAD BUTLER AVE	TRAIL	15	2
WEST RR / TRAIL APPROACH	TRAIL	6	2
EAST RR / TRAIL APPROACH	TRAIL	6	2
SW QUAD CTH A	TRAIL	17	2
NW QUAD CTH A	TRAIL	13	2
PROJECT TOTAL		404	

DRILLED TIE BARS
416.0610

STATION	LOCATION	EACH	PHASE
240+16 RT	CTH Y (CURB IN PE)	2	2
258+53.16	CTH Y	75	1 AND 2
9+35	SODA CREEK RD	13	2
9+00	JACKTAR RD	13	2
PROJECT TOTAL		103	

CONCRETE PAVEMENT, 8-INCH
415.0080

STATION TO STATION	LOCATION	S.Y.	REMARKS	PHASE
200+86.77 – 256+90.23	CTH Y	30185	MAINLINE EB & WB LANES	1 AND 2
257+44.91 – 258+53.16	CTH Y	819	MAINLINE EB & WB LANES	1 AND 2
9+35 – 9+76	SODA CREEK RD	151		2
9+00 – 9+76	JACKTAR RD	255		2
9+43.58 – 9+76	BUTLER AVE	158		2
PROJECT TOTAL		31568		
PER PHASE	PHASE 1	15502		
	PHASE 2	16066		

CONCRETE PAVEMENT GAPS
416.0805

LOCATION	NO. OF LANES	EACH	PHASE
202+00 RT	2	1	PHASE 2
205+80 LT	2	1	PHASE 1
209+25 LT	2	1	PHASE 1
210+60 RT	2	1	PHASE 2
212+60 LT	2	1	PHASE 1
214+60 LT	2	1	PHASE 1
226+00 LT	2	1	PHASE 1
226+10 RT	2	1	PHASE 2
242+15 LT	2	1	PHASE 1
250+90 LT	2	1	PHASE 1
CTH Y AT SODA CREEK RD RT	2	1	PHASE 2
CTH Y AT JACKTAR RD RT	2	1	PHASE 2
PROJECT TOTAL	12		

CONCRETE SURFACE DRAINS
416.1010

STATION	LOCATION	C.Y.	PHASE
*197+04.88 RT	CTH Y	1	4
*199+05.72 LT	CTH Y	1	3
9+16.19 RT	STH 76	1	2
9+43.58 RT	BUTLER AVE	1	2
9+48.28 LT	BUTLER AVE	1	2
PROJECT TOTALS		5	
*6432-11-71		2	
4994-00-87		3	

CONCRETE MASONRY ENDWALLS
504.0900

LOCATION	C.Y.	REMARKS
227+16.74 RT, LT	8	3 – 19"X 30" CONC PIPE
PROJECT TOTALS	8	
PER PHASE PHASE 1	4	
PHASE 2	4	

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CULVERT PIPES

STATION	LOCATION	CORRUGATED STEEL 18-INCH 521.0118 LF	REINFORCED CONCRETE CLASS IV 15-INCH 522.0315 LF	REINFORCED CONCRETE CLASS IV 24-INCH 522.0324 LF	RC HE CLASS HE-IV 19 X 30-INCH SPV.0090.06 LF	RC HE CLASS HE-IV 24 X 38-INCH SPV.0090.07 LF	THICKNESS	REMARKS	PHASE
*195+94.22 LT	CTH Y	~~51~~ 58.5					0.064		3
*196+49.37 RT	CTH Y	~~72~~ 82.5					0.064		4
*199+32.46	CTH Y			146					4
*200+63.39	CTH Y			~~129~~ 130					1
225+90.38 LT	CTH Y	~~126~~ 127					0.064	TWIN PIPES	1
227+16.74	CTH Y				312			TRIPLE PIPES, LHF 21039'50"	1
233+88.45 LT	CTH Y	~~33~~ 34					0.064		1
236+45.66	CTH Y	24					0.064		2008
256+96.37	CTH Y		~~89~~ 88.3						2008
257+39.14	CTH Y		~~93~~ 99.4						2008
17+03.48	PARK ENTRANCE RD					88 111.3		TWIN PIPES	2008
	PROJECT TOTALS	306	182	275	312	88			
	*6432-11-71	123		275					
	4994-00-87	183	182		312	88			

APRON ENDWALLS

STATION	LOCATION	STEEL 18-INCH 521.1018 EACH	REINFORCED CONCRETE 15-INCH 522.1015 EACH	REINFORCED CONCRETE 24-INCH 522.1024 EACH	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24 X 38-INCH 523.0524 EACH	THICKNESS	REMARKS	PHASE
*195+94.22 LT	CTH Y	2				0.064		3
*196+49.37 RT	CTH Y	2				0.064		4
*199+32.46	CTH Y			2			JOINT TIES REQ'D **	3
*200+63.39	CTH Y			2			JOINT TIES REQ'D **	1
225+90.38 LT	CTH Y	4				0.064	TWIN PIPES	1
233+88.45 LT	CTH Y	2				0.064		1
236+45.66	CTH Y	2				0.064		1
256+96.37	CTH Y		2				JOINT TIES REQ'D **	STORM SEWER & UTILITY
257+39.14	CTH Y		2				JOINT TIES REQ'D **	STORM SEWER & UTILITY
17+03.48	COMMUNITY PARK				4		JOINT TIES REQ'D **	STORM SEWER & UTILITY
	PROJECT TOTALS	12	4	4	4			
	*6432-11-71'	4		4				
	4994-00-87'	8	4		4			

** NON-BID ITEM, FOR INFORMATIONAL PURPOSES ONLY

CONCRETE SIDEWALK 4-INCH
602.0405

STATION TO STATION	LOCATION	S.F.	PHASE
*197+04.88 – 199+39.91	MEDIAN	1271	2
*200+59.40 – 200+86.77	MEDIAN	287	2
200+86.77 – 203+60	MEDIAN	1341	2
204+40 – 205+18.76	MEDIAN	496	2
STH 76 – SODA CREEK RD	RT	2237	2
SODA CREEK RD – JACKTAR RD	RT	1448	2
JACKTAR RD – 213+51.86	RT	2277	2
	PROJECT TOTAL	9357	
	*6432-11-71	1558	
	4994-00-87	7799	

CURB RAMP DETECTABLE WARNING FIELD YELLOW
602.0505

LOCATION	S.F.	PHASE
*SE QUAD CTH Y / STH 76	8	2
SW QUAD CTH Y / SODA CREEK RD	8	2
SE QUAD CTH Y / SODA CREEK RD	8	2
SW QUAD CTH Y / JACKTAR RD	8	2
SE QUAD CTH Y / JACKTAR RD	8	2
SW QUAD CTH Y / BUTLER AVE	16	2
SE QUAD CTH Y / BUTLER AVE	16	2
WEST RR APPROACH	16	2
EAST RR APPROACH	16	2
SW QUAD CTH Y / CTH A	16	2
NW QUAD CTH Y / CTH A	16	2
PROJECT TOTAL	136	
*6432-11-71	8	
4994-00-87	128	

CONCRETE CURB & GUTTER, TYPE D

STATION TO STATION	LOCATION	601.0407 18-INCH LF	601.0411 30-INCH LF	PHASE
*197+04.88 – 199+04.64	MEDIAN RT	201		4
*197+04.88 – 199+05.72	MEDIAN LT	201		3
*197+11.14 – 199+04.64	RT		194	4
240+16	DRIVEWAY RT	6		2
256+79.07 – 256+85.79	RT		7	2
256+79.07 – 256+93.56	MEDIAN RT	14		2
256+90.23 – 256+93.56	MEDIAN LT	3		1
256+90.23 – 257+06.80	LT		17	1
257+28.21 – 257+44.91	RT		17	2
257+41.48 – 257+44.91	MEDIAN RT	3		2
257+41.48 – 257+56.09	MEDIAN LT	15		1
257+49.33 – 257+56.09	LT		7	1
PROJECT TOTAL		443	242	
*6432-11-71		402	194	
4994-00-87		41	48	

CONCRETE CURB & GUTTER, TYPE A

STATION TO STATION	LOCATION	601.0405 18-INCH LF	601.0409 30-INCH LF	PHASE
*199+04.64 – 199+39.91	MEDIAN RT	35		4
*199+05.72 – 199+39.91	MEDIAN LT	34		3
–	*SW QUAD CTH Y / STH 76		72	4
–	*NW QUAD CTH Y / STH 76		65	3
	*SE QUAD CTH Y / STH 76		71	2
–	*NE QUAD CTH Y / STH 76		72	1
*200+59.40 – 200+86.77	MEDIAN RT	27		2
*200+59.40 – 200+86.77	MEDIAN LT	27		1
200+86.770 – 205+18.76	MEDIAN RT	433		2
200+86.77 – 205+18.76	MEDIAN LT	433		1
200+86.77 – 205.31.80	RT		396	2
200+87.92 – 256+90.23	LT		5603	1
	SW QUAD CTH Y / SODA CREEK RD		41	2
	SE QUAD CTH Y / SODA CREEK RD		39	2
9+35 – 9+49.32	SODA CREEK RD RT		14	2
9+35 – 9+46.37	SODA CREEK RD LT		11	2
206+13.04 – 208+33.47	RT		220	2
	SW QUAD CTH Y / JACKTAR RD		39	2
	SE QUAD CTH Y / JACKTAR RD		39	2
9+00 – 9+49.60	JACKTAR RD RT		50	2
9+00 – 9+48.39	JACKTAR RD LT		48	2
209+13.55 – 236+03.41	RT		2690	2
	SW QUAD CTH Y / BUTLER AVE		41	2
	SE QUAD CTH Y / BUTLER AVE		38	2
236+95.53 – 256+79.07	RT		1984	2
256+01.50 – 256+79.07	MEDIAN RT	78		2
256+01.50 – 256+90.23	MEDIAN LT	89		1
257+44.91 – 257+75.69	RT		31	2
257+44.91 – 257+97.00	MEDIAN RT	52		2
257+56.09 – 257+97.00	MEDIAN LT	41		1
257+56.09 – 258+01.66	LT		46	1
	SW QUAD CTH Y / CTH A		84	2
	NW QUAD CTH Y / CTH A		87	1
PROJECT TOTAL		1249	11781	
*6432-11-71		123	280	
4994-00-87		1126	11501	

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

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STORM SEWER SUMMARY

PIPE NO.	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	OUTLET ELEVATION	SPV.0090.05 PVC SDR 35 6-INCH L.F.	608.0412 RCPSS 12-INCH L.F.	608.0415 RCPSS 15-INCH L.F.	608.0418 RCPSS 18-INCH L.F.	608.0424 RCPSS 24-INCH L.F.	608.0430 RCPSS 30-INCH L.F.	608.0436 RCPSS 36-INCH L.F.	608.0442 RCPSS 42-INCH L.F.	SLOPE %
P-1	I 1A	I 1B	773.90 773.17	773.11 773.99		15 11.5							0.40
P-2A	~~I 1B~~ I 1A	I 1C	773.90 773.11	773.01 773.69		26 28.5							0.38
P-2B	I 1C	I 1D	773.68 773.01	772.98 773.62			7 7.5						0.43
P-2C	I 1D	I 1E ~~I 1F~~	773.59 772.98	772.88 773.20			26 26						0.38
P-3A	I 1E	I 1F	773.18 772.96	772.88 772.91		15 16							0.53
P-3B	I 1F	MH 1	772.90 772.88	772.84 772.84			8 8.0						0.50
P-4	MH 1	MH 2	772.74 772.84	772.62 772.60					88 87.1				0.25
P-5	I 2A	I 2B	772.47 772.95	772.80 772.83		29 29.5							0.52
P-6	I 2B	MH 2	772.83 ~~772.80~~	772.62 772.66			31 30.6						0.58
P-7	MH 2	MH 3	772.66 772.62	772.14 772.14					228 228.3				0.21
P-8	I 3A	I 3B	772.43 772.41	772.32 772.30		9 7.7							1.00
P-9	I 3B	I 3C	772.30 772.32	772.17 772.20			50 52						0.30
P-10	I 3C	MH 3	772.17 772.17	772.14 772.14			6						0.50
P-11	I 3D	I 3E	772.41 772.20	772.08 772.25		28 29							0.43
P-12A	MH 3	MH 4	772.16 772.14	~~774.84~~ 771.94					246 247				0.08
P-12B	I 3F	P-12A INLINE TEE	772.17 ~~774.55~~	771.98 ~~724.33~~	19								1.00
P-13	I 4A	I 4B	772.02 772.05	771.95 771.95				51 51.7					0.20
P-13A	I 4C	I 4A	772.09 772.11	772.05 772.02		15 15.2							0.40
P-14	I 4B	MH 4	771.94 771.95	771.94 771.94				6 8.6					0.17
P-14A	I 4D	I 4B	772.00 772.01	771.95 771.97		15 14.6							0.40
P-15	MH 4	MH 5	771.94 ~~771.84~~	771.72 771.71							270 264		0.08
P-16	I 5A	I 5B	772.25 772.30	772.14 772.21			7 8.6						2.29
P-17	I 5B	I 5C	772.16 772.14	771.76 771.76			50 51						0.76
P-18	I 5C	MH 5	771.76 771.76	771.72 771.72			6 9						0.67
P-19	MH 5	MH 6	771.70 771.72	771.34 771.30							404 413		0.09
P-20	I 6A	I 6B	771.52 772.75	771.49 771.49				50 38					2.52
P-21	I 6B	MH 6	771.49 771.49	771.34 771.30				6 8					2.50
P-22	MH 6	MH 7	771.25 771.34	771.23 771.20							170 170.3		0.06
P-23	MH 7	MH 8	771.19 771.23	771.09 771.09							176 177.8		0.08
P-24	MH 8	MH 9	771.06 771.09	770.88 770.86							218 221		0.10
P-24A	I 8A	I 8B	771.52 771.54	771.19 771.18		50 51.7							0.70
P-24B	I 8B	MH 8	771.18 771.19	771.09 771.10		14 15							0.70
P-25	I 9A	I 9B	771.30 771.33	770.98 770.96				50 51					0.70
P-26	I 9B	MH 9	770.91 770.98	770.88 770.86				14 14					0.71
P-27	MH 9	MH 33	770.86 770.88	770.78 770.79							172 169.4		0.06
P-27A	MH 33	MH 10	770.75 770.78	770.69 770.66							140 145.5		0.06
P-27B	I 33B	MH 33	770.86 770.88	770.78 770.84		14							0.70
P-27C	I 33A	I 33B	771.21 771.13	770.88 770.87		50 51.6							0.70
P-28	MH 10	MH 11	770.62 770.69	770.67 770.66								40 41.5	0.05
P-28A *	EW 11A	MH 11A	773.56 773.75	771.11 771.22				44 66					6.00
P-28B *	EW 11B	MH 11A	773.71 773.75	771.11 771.07		42							6.29
P-28C	MH 11A	MH 11	771.07 771.11	770.67 770.64				44 45.2					1.00
P-29	MH 11	MH 12	770.62 770.67	770.57 770.57								126 126.3	0.08
P-30 *	MH 12	EW 12A	770.57 770.57	770.53 770.51								48 39.4	0.08
P-31	MH 13	MH 10	770.74 770.74	770.69 770.62							51 54.2		0.10
P-33	MH 14	MH 13	771.03 771.02	770.76 770.77							317 317.9		0.08
P-34	I 14A	I 14B	771.75 ~~771.62~~	~~771.06~~ 771.08				50 51.5					1.22
		SUBTOTALS			19	322	191	315	562	0	1918	214	

* JOINT TIES REQ'D – NON-BID ITEM, FOR INFORMATIONAL PURPOSES ONLY

NOTE: ALL STORM SEWER TO BE CONSTRUCTED DURING THE STORM SEWER AND UTILITY PHASE WITH THE EXCEPTION OF PIPE RUN P-68, P-69, P-98 AND P-99 P-68 AND P-69 TO BE CONSTRUCTED DURING PHASES 1 AND 2, P-98 AND P-99 TO BE CONSTRUCTED DURING PHASES 3 AND 4.

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER SUMMARY

PIPE NO.	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	OUTLET ELEVATION	SPV.0090.05 PVC SDR 35 6-INCH L.F.	608.0412 RCPSS 12-INCH L.F.	608.0415 RCPSS 15-INCH L.F.	608.0418 RCPSS 18-INCH L.F.	608.0424 RCPSS 24-INCH L.F.	608.0430 RCPSS 30-INCH L.F.	608.0436 RCPSS 36-INCH L.F.	608.0442 RCPSS 42-INCH L.F.	SLOPE %
P-34A	I 14C	I 14A	771.80 ~~771.73~~	~~771.67~~ 771.73		15 14.5							0.40
P-35	I 14 B	MH 14	771.02 ~~771.08~~	771.02 771.03				14 15					0.29
P-35A	I 14D	I 14B	771.21 ~~771.12~~	~~771.06~~ 771.07		15 14.5							0.40
P-36	MH 15	MH 14	771.06 771.08	771.02 771.03							102 101.6		0.06
P-37	MH 16	MH 15	771.30 ~~771.30~~	771.08 771.06							288		0.08
P-38	I 16A	I 16B	771.80 771.86	~~771.36~~ 771.40				50 51.7					1.00
P-39	I 16B	MH 16	771.40 ~~771.36~~	~~771.30~~ 771.34				16 6					0.38
P-40	MH 17	MH 16	771.68 ~~771.66~~	~~771.30~~ 771.35							454 454.7		0.08
P-41	I 17A	I 17B	772.29 ~~772.18~~	~~771.72~~ 771.86				50 51.3					0.92
P-41A	I 17C	I 17A	772.27 772.24	772.18 772.20		15 15.2							0.40
P-41B	I 17D	I 17B	772.12 771.78	~~771.72~~ 771.77		15 15.4							0.40
P-42	I 17B	MH 17	771.77 ~~771.72~~	~~771.66~~ 771.65				6 6.3					1.00
P-43	MH 19	MH 17	772.77 ~~772.80~~	~~771.66~~ 771.68						334 335.5			0.34
P-46	I 19A	I 19B	773.34 ~~773.25~~	~~773.10~~ 773.14		~~33~~ 33.5							0.45
P-47	I 19B	MH 19	773.07 ~~773.10~~	~~772.80~~ 772.90					60 62.5				0.50
P-48	MH 20	MH 19	772.54 773.49	~~772.80~~ 772.85						139 137			0.50
P-49	I 20A	I 20B	774.30 ~~774.11~~	~~774.08~~ 774.09			6 6.5						1.00
P-50	I 20B	I 20C	774.09 ~~774.05~~	~~773.55~~ 773.65			50 52						1.00
P-51	I 20C	MH 20	773.66 ~~773.55~~	~~773.48~~ 773.54			6 7.5						1.00
P-52	MH 21	MH 20	774.29 ~~774.23~~	773.49 773.54						149 147			0.50
P-53	I 21A	MH 21	774.81 ~~774.89~~	~~774.23~~ 774.29					64 65				1.03
P-54	MH 22	MH 21	775.04 775.04	774.23 774.81					160 155				0.51
P-55	I 22A	I 22B	775.25 775.60	775.43 775.55		12 13							1.42
P-56	I 22B	I 22C	775.55 775.43	775.21 775.26		74 78							0.30
P-57	I 22C	I 22D	775.25 775.21	775.06 775.06		50 51							0.30
P-58	I 22D	MH 22	775.04 775.06	775.04 774.99		~~8~~ 7							0.33
P-59	MH 23	MH 22	775.77 ~~775.76~~	775.04 774.99					240 249				0.30
P-60	I 23A	I 23B	776.03 ~~775.93~~	~~775.78~~ 775.88		50 51							0.30
P-61	I 23B	MH 23	775.84 ~~775.78~~	~~775.76~~ 775.80		6 7							0.33
P-62	I 24	I 25	777.86 777.75	777.59 777.60		30							0.53
P-63	I 25	I 26	777.54 777.59	777.44 777.48		~~8~~ 7							1.87
P-64	I 26	I 27	777.46 777.44	777.22 777.27		~~80~~ 49							0.44
P-65	I 27	I 29	777.26 777.22	777.06 777.15				50 51					0.32
P-67 *	MH 35	EW 30	777.04 777.04	776.96 776.96				29 23					0.28
P-67A	MH 34	MH 35	777.93 777.93	777.04 777.03		~~270~~ 271							0.33
P-67B	I 34B	MH 34	777.96 777.97	777.93 777.93		6							0.70
P-67C	I 34A	I 34B	778.26 778.32	777.97 777.96		50							0.70
P-67D	I 29	MH 35	777.16 777.06	777.04 777.01									0.32
P-68	I 31	I 32	777.25 777.77	777.30 777.32		97 95		6 5.5					0.48
P-69	I 32	EXISTING PIPE	777.24	EXISTING			8 12						–
*P-98	I 98	EW 97	773.86 ~~773.88~~	~~773.76~~ 773.73		35 33.7							0.34
*P-99	I 99	I 98	773.93 ~~773.82~~	~~773.88~~ 773.89		11							0.36
		SUBTOTALS			0	848	70	221	524	622	844	0	
		PROJECT TOTALS			19	1170	261	536	1086	622	2762	214	
		*6432-11-71			–	46	–	–	–	–	–	–	
		4994-00-87			19	1,124	261	536	1,086	622	2,762	214	

* JOINT TIES REQ'D – NON-BID ITEM, FOR INFORMATIONAL PURPOSES ONLY

NOTE: ALL STORM SEWER TO BE CONSTRUCTED DURING THE STORM SEWER AND UTILITY PHASE WITH THE EXCEPTION OF PIPE RUN P-68, P-69, P-98 AND P-99 P-68 AND P-69 TO BE CONSTRUCTED DURING PHASES 1 AND 2, P-98 AND P-99 TO BE CONSTRUCTED DURING PHASES 3 AND 4.

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES

STRUCTURE NO.	STATION	LOCATION	ENDWALLS 522.1012 12-INCH EACH	ENDWALLS 522.1018 18-INCH EACH	ENDWALLS 522.1042 42-INCH EACH	MANHOLES 611.0201 TYPE 1 EACH	MANHOLES 611.0210 TYPE 3 EACH	MANHOLES SPV.0060.01 BOX EACH	MANHOLES SPV.0060.02 BOX CULVERT EACH	INLETS 611.0301 TYPE 1 EACH	INLETS 611.0303 TYPE 3 EACH	INLETS 611.0612 TYPE C EACH	INLET COVERS 611.0624 TYPE H EACH	INLET COVERS 611.0666 TYPE Z EACH	INLET COVERS SPV.0060.05 TYPE A SPECIAL EACH	MANHOLE COVERS 611.0530 TYPE J EACH	CONSTRUCTION STAKING 650.4000 EACH	RIM ELEVATION	FLOWLINE OF STUCTURE	STRUCTURE DEPTH
*I 99	197+06.40	7.3' RT								1				1			1	777.52	773.92	2.60
*I 98	197+06.40	1.47' LT								1				1			1	777.52	773.88	2.64
*EW 97	196+86.44	31.5' LT	1														1	–	773.76	–
MH 1	205+19	35.25' RT				1										1	1	778.44	772.84	4.35
I 1A	205+00	30.53' LT									1		1				1	777.93	773.17	3.76
I 1B	205+15	29.87' LT									1		1				1	777.87	773.11	3.76
I 1C	205+13	1.93' LT								1				1			1	778.36	773.01	4.35
I 1D	205+17.27	1.38' RT								1				1			1	778.34	772.98	4.36
I 1E	205+00	30.08' RT									1		1				1	777.93	772.96	3.97
I 1F	205+15	29.48' RT									1		1				1	777.87	772.88	3.99
MH 2	206+06.58	31.25' RT					1									1	1	778.02	772.62	4.15
I 2A	9+44.26 SODA CR	15.63' LT									1		1				1	777.22	772.95	3.27
I 2B	9+44.32 SODA CR	15.63' RT									1		1				1	777.22	772.80	3.42
MH 3	208+34.18	31.25' RT				1										1	1	777.12	772.14	3.73
I 3A	208+42.22	30.5' LT								1					1		1	776.30	772.41	3.39
I 3B	208+34.18	26.5' LT									1		1				1	776.62	772.32	3.30
I 3C	208+33.47	26.5' RT									1		1				1	776.62	772.17	3.45
I 3D	9+46.82 JACKTAR CT	15.52' RT									1		1				1	776.11	772.20	2.91
I 3E	9+47.10 JACKTAR CT	15.52' LT									1		1				1	776.11	772.08	3.03
I 3F	210+37	50' RT								1					1		1	775.75	772.17	3.08
MH 4	210+80	31.25' RT					1									1	1	776.28	771.94	3.09
I 4A	210+72.89	26.5' LT									1		1				1	775.78	772.05	2.73
I 4B	210+80	26.5' RT									1		1				1	775.78	771.95	2.83
I 4C	210+87.89	26.5' LT									1		1				1	775.76	772.11	2.65
I 4D	210+95	26.5' RT									1		1				1	775.77	772.01	2.76
MH 5	213+50	31.25' RT					1					1					1	777.56	771.72	4.59
I 5A	213+55	30.5' LT								1					1		1	776.75	772.30	3.95
I 5B	213+50	26.5' LT									1		1				1	777.06	772.14	3.92
I 5C	213+50	26.5' RT									1		1				1	777.06	771.76	4.30
MH 6	217+54.99	31.25' RT					1									1	1	778.04	771.34	5.45
I 6A	217+54.99	26.5' LT									1		1				1	777.54	772.75	3.79
I 6B	217+54.99	26.5' RT									1		1				1	777.54	771.49	5.05
MH 7	219+25	31.25' RT					1									1	1	778.35	771.23	5.87
MH 8	221+00	39.25' RT					1									1	1	777.67	771.09	5.33
I 8A	221+00	26.5 LT									1		1				1	775.02	771.54	2.48
I 8B	221+00	26.5 RT									1		1				1	775.02	771.19	2.83
MH 9	223+19.02	39.25' RT					1									1	1	776.58	770.88	4.45
I 9A	223+19.02	26.5' LT									1		1				1	775.72	771.33	3.39
I 9B	223+19.02	26.5' RT									1		1				1	775.72	770.98	3.74
I 33A	224+90	26.5' LT									1		1				1	776.26	771.13	4.13
I 33B	224+90	26.50' RT									1		1				1	776.26	770.88	4.38
MH 33	224+90	39.25' RT					1									1	1	776.91	770.78	4.88
MH 10	226+31.85	39.25' RT						1								1	1	777.66	770.69	5.72
		SUBTOTALS	1	0	0	2	8	1	0	7	24	1	24	4	3	10	43			

LOCATION IS TO CENTER BACK OF CURB FOR TYPE 3 INLETS AND TYPE 1 MANHOLES WITH INLET CASTINGS
LOCATION IS TO CENTER OF STRUCTURES FOR INLETS BEHIND CURB
FLOW LINE OF STRUCTURE = LOWEST PIPE FLOWLINE ELEVATION ENTERING STRUCTURE.
RIM ELEVATION =FINISHED EDGE OF PAVEMENT AT STRUCTURES WITH TYPE H CASTING

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 12" FOR TYPE 3 INLETS WITH TYPE H INLET CASTINGS.
STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 6" FOR INLETS BEHIND CURB
STRUCTURE DEPTH= RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 15" FOR MANHOLES WITH TYPE J CASTINGS

NOTE: ALL STRUCTURES TO BE INSTALLED DURING THE STORM SEWER AND UTILITY PHASE WITH THE EXCEPTION OF I 99, I 98, EW 97 (PHASES 3 AND 4), AND I 31, I 32 (PHASES 1 & 2).

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

STORM SEWER STRUCTURES

STRUCTURE NO.	STATION	LOCATION	ENDWALLS 522.1012 12-INCH EACH	ENDWALLS 522.1018 18-INCH EACH	ENDWALLS 522.1042 42-INCH EACH	MANHOLES 611.0201 TYPE 1 EACH	MANHOLES 611.0210 TYPE 3 EACH	MANHOLES SPV.0060.01 BOX EACH	MANHOLES SPV.0060.02 BOX CULVERT EACH	INLETS 611.0301 TYPE 1 EACH	INLETS 611.0303 TYPE 3 EACH	INLETS 611.0612 TYPE C EACH	INLET COVERS 611.0624 TYPE H EACH	INLET COVERS 611.0666 TYPE Z EACH	INLET COVERS SPV.0060.05 TYPE A SPECIAL EACH	MANHOLE COVERS 611.0530 TYPE J EACH	CONSTRUCTION STAKING 650.4000 EACH	RIM ELEVATION	FLOWLINE OF STUCTURE	STRUCTURE DEPTH
MH 11	10+40.25 DITCH COMMUNITY PARK	0.0'						1								1	1	775.68	770.67	3.76
MH 11A	225+90.39	62' RT				1										1	1	775.76	771.11	3.40
EW 11A	225+44.58	62' RT		1													1	–	773.75	–
EW 11B	225+90.22	105.84' RT	1														1	–	773.75	–
MH 12	11+66.20 DITCH COMMUNITY PARK	0.0'						1								1	1	775.95	770.57	4.13
EW 12A	12+18.23 DITCH COMMUNITY PARK	0.0'			1												1	–	770.53	–
MH 13	227+01.16	39.25' RT							1							2	1	777.97	770.75	5.97
MH 14	230+32.86	39.25' RT					1									1	1	777.07	771.02	4.80
I 14A	230+32.86	26.5' LT									1		1				1	776.21	771.67	3.54
I 14B	230+32.86	26.5' RT									1		1				1	776.21	771.06	4.15
I 14C	230+47.86	26.5' LT									1		1				1	776.67	771.73	3.94
I 14D	230+47.86	26.5' RT									1		1				1	776.67	771.72	4.55
MH 15	231+35	31.25' RT					1									1	1	777.16	771.08	4.83
MH 16	234+23.33	31.25' RT					1									1	1	777.32	771.30	4.77
I 16A	234+23.33	26.5' LT									1		1				1	776.82	771.86	3.96
I 16B	234+23.33	26.5' RT									1		1				1	776.82	771.36	4.46
MH 17	238+78	31.25' RT					1									1	1	777.71	771.66	4.80
I 17A	238+78	26.5' LT									1		1				1	777.21	772.18	4.03
I 17B	238+78	26.5' RT									1		1				1	777.21	771.72	4.49
I 17C	238+93	26.5' LT									1		1				1	776.74	772.24	3.50
I 17D	238+93	26.5' RT									1		1				1	776.74	771.78	3.96
MH 19	242+12	31.25' RT					1									1	1	778.57	772.80	4.52
I 19A	242+45	29' LT				1									1		1	777.50	773.25	3.75
I 19B	242+12	29' LT				1									1		1	777.60	773.10	4.00
MH 20	243+51	31.25' RT					1									1	1	779.16	773.49	4.42
I 20A	243+51	31.5' LT								1					1		1	778.75	774.11	4.14
I 20B	243+51	26.5' LT									1		1				1	778.66	774.05	3.61
I 20C	243+51	26.5' RT									1		1				1	778.66	773.55	4.11
MH 21	245+00	31.25' RT					1									1	1	779.91	774.23	4.43
I 21A	245+00	32.5' LT				1									1		1	779.50	774.89	4.11
MH 22	246+53.55	31.25' RT				1										1	1	779.72	775.04	3.43
I 22A	247+40	32.5' LT								1					1		1	779.60	775.60	3.50
I 22B	247+30	26.5' LT									1		1				1	779.45	775.43	3.02
I 22C	246+53.55	26.5' LT									1		1				1	779.26	775.21	3.05
I 22D	246+53.55	26.5' RT									1		1				1	779.26	775.06	3.20
MH 23	249+00	31.25' RT				1										1	1	780.75	775.76	3.74
I 23A	249+00	26.5' LT									1		1				1	780.25	775.93	3.32
I 23B	249+00	26.5' RT									1		1				1	780.25	775.78	3.47
I 24	251+10	33' LT								1					1		1	781.25	777.75	3.00
I 25	250+80	33' LT								1					1		1	781.44	777.59	3.35
I 26	250+80	26.5' LT									1		1				1	781.44	777.44	3.00
I 27	250+30	26.5' LT									1		1				1	781.22	777.22	3.00
I 29	250+30	26.5' RT									1		1				1	781.22	777.06	3.16
EW 30	250+30	61.75' RT		1													1	–	776.96	–
MH 35	250+30	31.25' RT				1										1	1	781.83	777.04	3.54
MH 34	253+00	31.25' RT				1										1	1	782.71	777.93	3.53
I 34A	253+00	26.5'LT									1		1				1	782.17	778.32	3.85
I 34B	253+00	26.5' RT									1		1				1	782.17	777.97	4.20
I 31	258+14.63	54.99' RT									1		1				1	782.75	777.77	3.98
I 32	258+39.41	40.10' LT									1		1				1	782.73	777.24	4.49
SUBTOTALS			1	2	1	8	7	2	1	3	24	0	24	0	7	16	50			
PROJECT TOTALS			2	2	1	10	15	3	1	11	48	1	48	4	10	26	93			
6432-11-71			1	–	–	–	–	–	–	2	–	–	–	2	–	–	3			
4994-00-87			1	2	1	10	15	3	1	9	48	1	48	2	10	26	90			

LOCATION IS TO CENTER BACK OF CURB FOR TYPE 3 INLETS AND TYPE 1 MANHOLES WITH INLET CASTINGS
LOCATION IS TO CENTER OF STRUCTURES FOR INLETS BEHIND CURB
FLOW LINE OF STRUCTURE = LOWEST PIPE FLOWLINE ELEVATION ENTERING STRUCTURE.
RIM ELEVATION =FINISHED EDGE OF PAVEMENT AT STRUCTURES WITH TYPE H CASTING

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 12" FOR TYPE 3 INLETS WITH TYPE H INLET CASTINGS.
STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 6" FOR INLETS BEHIND CURB
STRUCTURE DEPTH= RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 15" FOR MANHOLES WITH TYPE J CASTINGS

NOTE: ALL STRUCTURES TO BE INSTALLED DURING THE STORM SEWER AND UTILITY PHASE WITH THE EXCEPTION OF I 99, I 98, EW 97 (PHASES 3 AND 4), AND I 31, I 32 (PHASES 1 & 2).

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

LANDSCAPING SUMMARY

STATION	LOCATION	625.0100 TOPSOIL S.Y.	627.0200 MULCHING S.Y.	628.2006 EROSION MAT URBAN, CLASS I TYPE A S.Y.	628.2008 EROSION MAT URBAN, CLASS I TYPE B S.Y.	629.0210 FERTILIZER TYPE B CWT.	630.0140 SEEDING MIXTURE NO. 40 LB.	630.0170 SEEDING MIXTURE NO. 70 LB.	630.0200 SEEDING TEMPORARY LB.	PHASE
*195+01.84 – 200+86.77	CTH Y	2126			2126	1.4	38		57	2
200+86.77 – 258+53.16	CTH Y	19140	9877	8597	666	12.1	326	4	141	2 AND 4
200+86.774 – 258+53.16		1835		5639	2872	1.1	31	1	382	STORM SEWER & UTILITY
210+80 – 216+55	PHASE 1 WIDENING				511				14	1
–	UNDISTRIBUTED						99	1	146	
PROJECT TOTALS		23101	9877	14236	6240	14.6	494	6	743	
*6432-11-71		2126			2191	1.4	38		60	
4994-00-87		20975	9877	14236	4049	13.2	456	6	683	
PER PHASE	2008	1835		5639	2937	1.1	31	1	385	
	PHASE 1	9000	4180	4100	1693	5.7	154		98	
	PHASE 2	10750	4993	4000	1411	6.8	184	4	100	
	PHASE 3	696	323	297	91	0.4	12		6	
	PHASE 4	820	381	200	108	0.5	14		8	

NOTE: TEMPORARY SEEDING REQUIRED ON ALL AREAS DISTURBED THE STORM SEWER AND UTILITY PHASE CONSTRUCTION

WATER
624.0100

STATION TO STATION	LOCATION	MGAL	REMARKS
*195+01.84 – 200+86.77	CTH Y	17	FOR DUST CONTROL
*195+01.84 – 200+86.77	CTH Y	13	FOR SEEDING
200+86.77 – 258+53.16	CTH Y	156	FOR DUST CONTROL
200+86.77 – 258+53.16	CTH Y	117	FOR SEEDING
PROJECT TOTALS		303	
*6432-11-71		30	
4994-00-87		273	

SILT FENCE

STATION TO STATION	LOCATION	628.1504 SILT FENCE L.F.	628.1520 SILT FENCE MAINTENANCE L.F.	PHASE
200+86.77 – 258+53.16	CTH Y	470	470	STORM SEWER & UTILITY
–	UNDISTRIBUTED	125	125	
PROJECT TOTALS		595	595	

INLET PROTECTION

STATION TO STATION	STRUCTURE	628.7005 TYPE A EACH	628.7015 TYPE C EACH
*197+06.40	I 99		1
*197+06.40	I 98		1
205+00	I 1A		1
205+15	I 1B		1
205+13	I 1C		1
205+17.27	I 1D		1
205+00	I 1E		1
205+15	I 1F		1
9+44.26 SODA CR	I 2A		1
9+44.32 SODA CR	I 2B		1
208+42.22	I 3A	1	
208+34.18	I 3B		1
208+33.47	I 3C		1
9+46.82 JACKTAR CT	I 3D		1
9+47.10 JACKTAR CT	I 3E		1
210+37	I 3F	1	
210+72.89	I 4A		1
210+80	I 4B		1
210+87.89	I4C		1
210+95	I4D		1
213+55	I 5A	1	
213+50	I 5B		1
213+50	I 5C		1
213+50	MH 5	1	
217+54.99	I 6B		1
217+54.99	I 6A		1
221+00	I8A		1
221+00	I8B		1
223+19.02	I 9A		1
223+19.02	I 9B		1
224+90	I33A		1
224+90	I33B		1
230+32.86	I 14A		1
230+32.86	I 14B		1
230+47.86	I 14C		1
230+47.86	I 14D		1
234+23.33	I 16A		1
234+23.33	I 16B		1
238+08	EXISTING, 109' RT	1	
238+86	I 17A		1
238+86	I 17B		1
238+93	I 17C		1
238+93	I 17D		1
239+74	EXISTING, 131' RT	1	
240+94	EXISTING, 148' RT	1	
242+45	I 19A	1	
242+12	I 19B	1	
243+51	I 20A	1	
243+51	I 20B		1
243+51	I 20C		1
245+00	I 21A	1	
246+60.55	I 22C		1
246+60.55	I 22D		1
247+40	I 22A	1	
247+30	I 22B		1
249+00	I 23A		1
249+00	I 23B		1
251+10	I 24	1	
250+80	I 25	1	
250+80	I 26		1
250+30	I 27		1
250+30	I 29		1
253+00	I 34A		1
253+00	I 34B		1
258+14.63	I 31		1
258+39.41	I 32		1
PROJECT TOTAL		14	51
*6432-11-71		–	2
4994-00-87		14	49

NOTE: INLET PROTECTION TO BE INSTALLED CONCURRENTLY WITH STRUCTURE INSTALLATION.

CONCRETE MEDIAN SLOPED NOSE
620.0300

STATION TO STATION	LOCATION	S.F.	PHASE
*197+04.89	MEDIAN	69	4
*199+39.91	MEDIAN	22	4
*200+59.92	MEDIAN	22	2
205+18.64	MEDIAN	22	2
256+01.50	MEDIAN	18	2
256+93.56	MEDIAN	18	2
257+41.48	MEDIAN	18	2
257+97.00	MEDIAN	18	2
PROJECT TOTAL		207	
*6432-11-71		113	
4994-00-87		94	

DITCH CHECKS

LOCATION	628.7504 TEMPORARY L.F.	628.7550 CULVERT PIPE EACH	REMARKS	PHASE
*196+25 LT		1	PROPOSED PIPE	3
*196+95 RT		1	PROPOSED PIPE	4
*197+40 LT	15		PROPOSED DITCHING	3
*197+40 RT	15		PROPOSED DITCHING	4
*199+00 RT	15		PROPOSED DITCHING	4
*199+32 LT		1	PROPOSED PIPE	3
*200+63 LT		1	PROPOSED PIPE	1
225+45 RT		1	PROPOSED PIPE	2
225+50 LT		2	PROPOSED PIPE	1
225+90 RT		1	PROPOSED PIPE	2
227+25 LT		3	PROPOSED PIPE	1
234+10 LT		1	PROPOSED PIPE	1
236+65 LT		1	PROPOSED PIPE	1
257+05 LT		2	PROPOSED PIPE	1
257+50 LT		2	PROPOSED PIPE	1
13+00 DITCH @ COMMUNITY PARK	15		PROPOSED DITCHING	STORM SEWER & UTILITY
15+00 DITCH @ COMMUNITY PARK	15		PROPOSED DITCHING	STORM SEWER & UTILITY
16+00 DITCH @ COMMUNITY PARK		2	PROPOSED PIPE	STORM SEWER & UTILITY
250+30 RT	15		PROPOSED DITCHING	STORM SEWER & UTILITY
UNDISTRIBUTED **	75	8		
PROJECT TOTAL	165	27		
*6432-11-71	45	3		
4994-00-87	120	24		

** INCLUDES PHASE 1 TEMPORARY WIDENING

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

TRAFFIC CONTROL

LOCATION	SERVICE PERIOD (DAYS)	643.0900 SIGNS (NO.)	643.0900 SIGNS (DAYS)	643.0420 BARRICADES TYPE III (NO.)	643.0420 BARRICADES TYPE III (DAYS)	643.0300 DRUMS (NO.)	643.0300 DRUMS (DAYS)	643.0705 WARNING LIGHTS TYPE A (NO.)	643.0705 WARNING LIGHTS TYPE A (DAYS)	643.0715 WARNING LIGHTS TYPE C (NO.)	643.0715 WARNING LIGHTS TYPE C (DAYS)	FLEXIBLE TUBULAR MARKER POSTS 643.0500 EACH	FLEXIBLE TUBULAR MARKER BASES 643.0600 EACH	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH 649.0400 L.F.	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH 649.0801 L.F.
2008 CONSTRUCTION	40	29	1160			15	600			5	200				
PHASE 1	37	67	2479	19	703	204	7548	38	1406	10	370				
PHASE 2	37	71	2627	25	925	200	7400	50	1850	15	555				
*PHASE 3	16	30	480	11	176	50	800	22	352	10	160	12	12	1050	50
*PHASE 4	16	22	352	8	128	24	384	16	256	6	96	12	12	1050	50
PROJECT TOTALS			7098		1932		16732		3864		1381	24	24	2100	100
*6432-11-71			832		304		1184		608		256	24	24	2100	100
4994-00-87			6266		1628		15548		3256		1125				

NOTE:
DRUMS QUANTITY INCLUDES ADDITIONAL DRUMS TO BE PLACED AS NEEDED IN PAVEMENT GAPS AND OTHER APPROPRIATE LOCATIONS

MOVING AND REMOVING SIGNS, SUPPORTS

STATION	LOCATION	638.2102 MOVING SIGNS, TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	634.0416 POSTS WOOD 4X4-INCH X 16-FT EACH	DESCRIPTION	PHASE
*197+50 RT	CTH Y	5		1	1	CTH Y, STH 76, ARROWS, NO PARKING	4
*199+25 RT	CTH Y		1			YIELD	4
*200+60 LT	CTH Y		1	1		YIELD	1
201+80 RT	CTH Y	3		1	1	ADOPT A HIGHWAY, NO PARKING	2
202+50 LT	CTH Y	4		1	1	CTH Y, STH 76, ARROWS	1
207+40 RT	CTH Y	2		1	1	FIRE STATION, NO PARKING	2
210+55 LT	CTH Y	1		1	1	SIGNALS AHEAD	1
215+20 LT	CTH Y	3		1	1	STH 76, NO PARKING	1
218+20 LT	CTH Y	1		1	1	STOP SIGN	1
218+55 RT	CTH Y	2		1	1	SPEED LIMIT, NO PARKING	2
219+00 LT	CTH Y	2		1	1	SPEED LIMIT, NO PARKING	1
222+70 LT	CTH Y	2		1	1	FIRE STATION, NO PARKING	1
225+55 LT	CTH Y	1		1	1	STOP SIGN	1
226+35 RT	CTH Y	2		1	1	STOP SIGN, DO NOT ENTER	2
235+50 LT	CTH Y	2		1	1	SPEED LIMIT, NO PARKING	1
236+00 RT	CTH Y	3		1	1	HEALTH CENTER SIGNS	2
237+00 LT	CTH Y	3		1	1	HEALTH CENTER SIGNS	1
237+15 RT	CTH Y	2		1	1	SPEED LIMIT, NO PARKING	2
240+50 RT	CTH Y	1		1	1	STOP SIGN	2
245+00 RT	CTH Y	2		1	1	RR ADVANCE WARNING, NO PARKING	2
248+10 RT	CTH Y	1		1	1	STOP SIGN AHEAD	2
248+75 RT	CTH Y	6		1	1	CTH Y, CTH A, NO PARKING, WIN CO HEALTH DEPT	2
258+00 LT	CTH Y	2		1	1	STOP SIGN, RR ADVANCE WARNING	1
258+10 RT	CTH Y	2		1	1	CTH A, ARROWS	2
258+15 RT	CTH Y	2		1	1	STOP SIGN, CROSS TRAFFIC DOES NOT STOP	2
9+15 RT	STH 76	2		1	1	CTH Y, ARROW	2
9+42 LT	SODA CREEK RD	1		1	1	DEAD END	2
9+65 RT	SODA CREEK RD	3		1	1	STOP SIGN, STREET SIGNS	2
9+40 LT	JACKTAR RD	1		1	1	DEAD END	2
9+55 RT	JACKTAR RD	3		1	1	STOP SIGN, STREET SIGNS	2
9+70 RT	BUTLER AVE	3		1	1	STOP SIGN, STREET SIGNS	2
PROJECT TOTALS		67	2	30	29*		
*6432-11-71		5	2	1	1		
4994-00-87		62		29	28		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL COVERING SIGNS
643.0905.S

LOCATION	DESCRIPTION	EACH	DESCRIPTION	TIME FRAME
CTH A	SOUTH OF CTH Y	2	CTH Y, ARROW	DURING PHASE 1
CTH A	NORTH OF CTH Y	2	CTH Y, ARROW	DURING PHASE 1
*197+50 RT	CTH Y	2	CTH Y, ARROW	DURING PHASE 2
*STH 76	SOUTH OF CTH Y	4	CTH Y (2), ARROW (2)	DURING PHASE 2
*STH 76	NORTH OF CTH Y	4	CTH Y (2), ARROW (2)	DURING PHASE 2
PROJECT TOTALS		14		
*6432-11-71		10		
4994-00-87		4		

TYPE II SIGNS AND SUPPORTS

STATION	LOCATION	INSTALL RAILROAD FURNISHED SIGNS SPV.0060.08 EACH	SIGNS, REFLECTIVE TYPE II 637.0202 SF	SIZE	SIGN CODE	POSTS WOOD 4X4-INCH X 16 FT 634.0416 EACH	DESCRIPTION	PHASE
*197+10	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	4
*197+10 RT	CTH Y		11.25	54 X 30	R3-8-W	1	LEFT ONLY, AHEAD ONLY, RIGHT AND THRU	4
*199+35	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	4
*200+60	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	2
202+00	CTH Y		4.00	24 X 24	R3-2	1	NO LEFT TURN	2
203+55	CTH Y		4.00	24 X 24	R3-4	1	NO U TURN	2
204+00 LT	CTH Y		11.25	54 X 30	R3-8-W	1	LEFT ONLY, AHEAD ONLY, RIGHT ONLY	1
204+50	CTH Y		4.00	24 X 24	R3-4	1	NO U TURN	2
205+10	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	2
256+10	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	2
256+60 RT	CTH Y		5.00	24 X 30	R4-7	1	KEEP RIGHT	2
257+95	CTH Y		5.00	24 X 30	R8-8	1	DO NOT STOP ON TRACKS	2
256+85	CTH Y		1.75	18X48	R1-1		STOP	2
256+85	CTH Y	1		48X9	R15-1	1**	CROSSBUCKS	2
256+85	CTH Y	1		27X18	R15-2		NUMBER OF TRACKS	2
257+25	CTH Y		1.75	18X48	R1-1		STOP	2
257+25	CTH Y	1		48X9	R15-1	1**	CROSSBUCKS	2
257+25	CTH Y	1		27X18	R15-2		NUMBER OF TRACKS	2
PROJECT TOTALS			73.00			14		
*6432-11-71			26.25			4		
4994-00-87		4	46.75			10		

** R1-1, R15-1, AND R15-2 TO BE MOUNTED ON A COMMON SUPPORT AT EACH APPROACH TO THE TRAIL CROSSING. R15-1 AND R15-2 SIGNS TO BE FURNISHED BY RAILROAD AND INSTALLED BY CONTRACTOR

SAWING CONCRETE
690.0250

STATION	LOCATION	L.F.	DESCRIPTION	REMARKS
258+53.16	CTH Y	189	MATCH POINT	PHASE 1 AND 2
240+35 RT	CTH Y	1.5	DRIVEWAY CURB	PHASE 2
9+35	SODA CREEK RD	31.5	MATCH POINT	PHASE 2
9+45 RT,LT	SODA CREEK RD	10	SIDEWALK	PHASE 2
9+00	JACKTAR RD	31	MATCH POINT	PHASE 2
9+22 LT	JACKTAR RD	23	DRIVEWAY	PHASE 2
9+26 RT	JACKTAR RD	23	DRIVEWAY	PHASE 2
9+45 RT,LT	JACKTAR RD	10	SIDEWALK	PHASE 2
	PROJECT TOTAL	319		

SAWING ASPHALT
690.0150

STATION	LOCATION	L.F.	DESCRIPTION	REMARKS
17+00	COUNTY PARK ENT	44	STORM SEWER OUTFALL	PHASE 1
*195+01.84 – 199+53.51	CTH Y	452	LONGITUDINAL CUT	PHASE 3
*195+01.84	CTH Y	37	MATCH POINT	PHASE 3 AND 4
*196+00 LT	CTH Y	27	DRIVEWAY	PHASE 3
*196+50 RT	CTH Y	42	DRIVEWAY	PHASE 4
*199+53.51	CTH Y	190	MATCH POINT	PHASE 3 AND 4
200+37.07 – 200+86.77	CTH Y	50	LONGITUDINAL CUT 4' RT	PHASE 1
200+86.77 – 258+53.16	CTH Y	5766	LONGITUDINAL CUT 4' RT	PHASE 1
200+37.07	CTH Y	209	MATCH POINT	PHASE 1 AND 2
202+04 RT	CTH Y	30	DRIVEWAY	PHASE 2
204+00 RT	CTH Y	22	DRIVEWAY	PHASE 2
205+75 LT	CTH Y	26	DRIVEWAY	PHASE 1
210+58 RT	CTH Y	29	DRIVEWAY	PHASE 2
212+60 LT	CTH Y	18	DRIVEWAY	PHASE 1
214+60 LT	CTH Y	38	DRIVEWAY	PHASE 1
215+80 LT	CTH Y	31	DRIVEWAY	PHASE 1
218+40 LT	CTH Y	22	DRIVEWAY	PHASE 1
225+60 RT	CTH Y	24	DRIVEWAY	PHASE 2
225+70 LT	CTH Y	20	DRIVEWAY	PHASE 1
226+00 LT	CTH Y	20	DRIVEWAY	PHASE 1
226+10 RT	CTH Y	24	DRIVEWAY	PHASE 2
233+90 LT	CTH Y	24	DRIVEWAY	PHASE 1
240+35 RT	CTH Y	29	DRIVEWAY	PHASE 2
242+25 LT	CTH Y	20	DRIVEWAY	PHASE 1
9+03.58	BUTLER AVE	22	MATCH POINT	PHASE 2
	PROJECT TOTAL	7216		
	*6432-11-71	748		
	4994-00-87	6468		

UTILITY LINE OPENING
SPV.0060.06

STATION	LOCATION	EACH	REMARKS
*199+25, 55' LT	CTH Y	1	STORM SEWER & UTILITY PHASE
205+96, 32' LT	CTH Y	1	STORM SEWER & UTILITY PHASE
225+33, 39' RT	CTH Y	1	STORM SEWER & UTILITY PHASE
226+32, 47' RT	CTH Y	1	STORM SEWER & UTILITY PHASE
231+20, 40' LT	CTH Y	1	STORM SEWER & UTILITY PHASE
258+36, 36' LT	CTH Y	1	STORM SEWER & UTILITY PHASE
195+01.84 – 258+53.16	CTH Y	6	UNDISTRIBUTED
	PROJECT TOTAL	12	
	*6432-11-71	1	
	4994-00-87	11	

MINI STORM SEWER AND LATERALS

STATION	LOCATION	SPV.0090.08 4-INCH L.F.	SPV.0090.09 8-INCH L.F.	COMMENTS
221+14 – 223+19.02	CTH Y		205	CONNECT TO I 9A
221+23 LT	CTH Y	4		CONNECT TO EXISTING 4"
221+58 LT	CTH Y	4		CONNECT TO EXISTING 4"
222+06 LT	CTH Y	4		CONNECT TO EXISTING 4"
	PROJECT TOTAL	12	205	

MINI STORM SEWER CLEANOUTS
SPV.0060.07

STATION	LOCATION	EACH
221+14 LT	CTH Y	1
	PROJECT TOTAL	1

GRADING AND SHAPING FOR INLETS
SPV.0060.04

STRUCTURE	EACH	PHASE
I 3A	1	1
I 3F	1	2
I 5A	1	1
I 19A	1	1
I 19B	1	1
I 20A	1	1
I 21A	1	1
I 22A	1	1
I 24	1	1
I 25	1	1
PROJECT TOTAL	10	

LANDMARK REFERENCE MONUMENT SPECIAL
SPV.0060.03

STATION	LOCATION	EACH	DESCRIPTION
226+80.10	0' OFFSET, CTH Y	1	T19N, R16E
253+37.45	0' OFFSET, CTH Y	1	T19N, R16E / R17E
	PROJECT TOTAL	2	

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

PAVEMENT MARKING

STATION TO STATION	LOCATION	PHASE	646.0106 CENTERLINE EPOXY 4-INCH L.F.	646.0106 LANE LINE EPOXY 4-INCH L.F.	646.0106 EDGELINE EPOXY 4-INCH L.F.	646.0126 EPOXY 8-INCH L.F.	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0176 ARROWS EPOXY TYPE 3 EACH	647.0356 WORDS EPOXY EACH	647.0456 CURB EPOXY L.F.	647.0566 STOP LINE EPOXY 18-INCH L.F.	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-INCH L.F.	647.0776 CROSSWALK 12-INCH EPOXY L.F.	647.0110 RAILROAD CROSSING EPOXY EACH
*195+01.84 – 199+53.51	CTH Y	4	800	38	1059	200	1	1	1	20	45	2	59		
*200+37.07 – 200+86.77	CTH Y	4		12		54	2			10	40	1			
200+37.07 – 258+53.16	CTH Y	2	9836	978	1258	376	2		4	50	86	5	43	136	2
10+00 – 10+50.24	SODA CREEK RD	2									13			60	
9+21.22 – 10+00	JACKTAR RD	2									13			60	
10+00 – 10+75	BUTLER AVE	2									16			79	
9+45.63 – 10+00	COUNTY PARK ENT	2												130	
	PROJECT TOTALS		10636	1028	2317	630	5	1	5	80	213	8	102	465	2
	*6432-11-71		800	50	1059	254	3	1	1	30	85	3	59		
	4994-00-87		9836	978	1258	376	2		4	50	128	5	43	465	2

646.0106 TOTAL PAVEMENT MARKING EPOXY 4-INCH= 13981

CONSTRUCTION STAKING SUBGRADE
650.4500

STATION TO STATION	LOCATION	L.F.	PHASE
*195+01.84 – 199+53.51	CTH Y	452	3 AND 4
*200+37.87 – 200+86.77	CTH Y	50	1 AND 2
200+86.77 – 258+53.16	CTH Y	5766	1 AND 2
9+35 – 10+00	SODA CREEK RD	65	2
9+00 – 10+00	JACKTAR RD	100	2
9+03.58 – 10+00	BUTLER AVE	96	2
	PROJECT TOTAL	6529	
	*6432-11-71	502	
	4994-00-87	6027	

CONSTRUCTION STAKING, BASE
650.5000

STATION TO STATION	LOCATION	L.F.	PHASE
*195+01.84 – 199+53.51	CTH Y	452	3 AND 4
200+37.07 – 200+86.77	CTH Y	51	1 AND 2
256+79.07 – 257+56.09	CTH Y	77	1 AND 2
9+03.58 – 9+43.58	BUTLER AVE	40	2
	PROJECT TOTAL	620	
	*6432-11-71	503	
	4994-00-87	117	

CONSTRUCTION STAKING, CURB AND GUTTER
650.5500

STATION TO STATION	LOCATION	L.F.	PHASE
*197+04.88 – 199+53.51	CTH Y	1323	3 AND 4
*200+37.07 – 200+86.77	CTH Y	198	1 AND 2
240+16 RT	DRIVEWAY	6	2
256+79.07 – 257+56.09	CTH Y	83	1 AND 2
	PROJECT TOTAL	1610	
	*6432-11-71	1521	
	4994-00-87	89	

CONSTRUCTION STAKING, PIPE CULVERTS
650.6000

STATION	LOCATION	EACH	REMARKS	PHASE
*195+94.22 LT	CTH Y	1		3
*196+49.37 RT	CTH Y	1		4
*199+32.46	CTH Y	1	CONC REQ'D	3 AND 4
*200+63.39	CTH Y	1	CONC REQ'D	1 AND 2
225+90.38 LT	CTH Y	2	TWIN PIPES	1
227+16.74	CTH Y	3	TRIPLE PIPES, CONC REQ'D	1 AND 2
233+88.45 LT	CTH Y	1		1
236+45.66	CTH Y	1		2008
256+96.37	CTH Y	1	CONC REQ'D	2008
257+39.14	CTH Y	1	CONC REQ'D	2008
17+03.48	OUTFALL BY WETLANDS	2	TWIN PIPES, CONC REQ'D	2008
	PROJECT TOTALS	15		
	*6432-11-71	4		
	4994-00-87	11		

CONSTRUCTION STAKING, CONCRETE PAVEMENT
650.7000

STATION TO STATION	LOCATION	L.F.	PHASE
200+86.77 – 256+90.23	CTH Y	5603	1 AND 2
257+44.91 – 258+53.16	CTH Y	108	1 AND 2
9+35 – 10+00	SODA CREEK RD	65	2
9+00 – 10+00	JACKTAR RD	100	2
9+43.58 – 10+00	BUTLER AVE	56	2
	PROJECT TOTAL	5932	

CONSTRUCTION STAKING SLOPE STAKES
650.9920

STATION TO STATION	LOCATION	L.F.	PHASE
*195+01.84 – 199+53.51	CTH Y	452	3 AND 4
*200+37.07 – 200+86.77	CTH Y	50	1 AND 2
200+86.77 – 258+53.16	CTH Y	5766	1 AND 2
9+35 – 10+00	SODA CREEK RD	65	2
9+00 – 10+00	JACKTAR RD	100	2
9+03.58 – 10+00	BUTLER AVE	96	2
10+00 – 18+75	STORM SEWER OUTFALL	875	2008
10+36 – 11+30	DITCH AT 250+30 RT	94	2008
	PROJECT TOTAL	7498	
	*6432-11-71	502	
	4994-00-87	6996	

ALL STAKING TO BE DONE DURING THE STORM SEWER AND UTILITY PHASE EXCEPT FOR STRUCTURES I 99, I 98, EW 97 (PHASES 3 & 4) AND I 31, I 32 (PHASES 1 & 2)

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0020 UNLESS OTHERWISE NOTED

3

3

SANITARY SEWER

STATION – STATION	OFFSET	8-INCH SPV.0090.01 LF	10-INCH SPV.0090.02 LF
208 + 73	LT	57.8	
235+76 – 236+90	RT & LT		139
TOTAL		57.8	139

SANITARY MANHOLES

STATION	OFFSET	ADJUST SPV.0060.20 EACH	RECONSTRUCT SPV.0200.02 VF	SPV.0200.01 VF
*195 + 38	RT	1		
*196 + 51	RT		4.0	
*198 + 18	RT	1		
*199 + 27	RT	1		
*200 + 60	RT	1		
201 + 02	RT	1		
202 + 52	RT		5.0	
206 + 01	RT	1		
208 + 73	RT		1.2	
209 + 52	RT		4.0	
213 + 01	RT		5.0	
216 + 11	RT		4.0	
219 + 11	RT		4.0	
222 + 12	RT		5.0	
225 + 10	RT		4.0	
225 + 10	LT		5.0	
228 + 69	RT		6.0	
232 + 32	RT		5.0	
235 + 76	RT		6.0	
236 + 87	LT			18.9
TOTAL		6	58.2	18.9
*6432-11-71		4	4	
4994-00-87		2	54.2	18.9

DUCTILE IRON WATER MAIN

STATION – STATION	OFFSET	6-INCH SPV.0090.10 LF	8-INCH SPV.0090.11 LF	12-INCH SPV.0090.12 LF
205+26 – 205+50	RT	24.1		
208+31 – 208+46	RT	18.5		
208 + 81	LT		19.0	
211 + 20	LT	4.5		
218 + 15	LT	3.5		
236+87 – 241+00	LT			413.0
237 + 20	LT	14.0		
241+00 – 247+00	LT			600.0
242 + 60	LT	14.0		
247 +00	LT	14.0		
247+00 – 253+00	LT			600.0
251 + 50	LT	14.0		
253+00 – 257+89	LT			488.0
256 + 50	LT	24.0		
TOTAL		130.6	19.0	2101.0

CONNECTION TO EXISTING WATER MAIN
SPV.0060.31

STATION	OFFSET	12-INCH EACH
236 + 87	LT	1
257 + 88	LT	1
TOTAL		2

WATER VALVE MANHOLES

STATION	OFFSET	ADJUST SPV.0060.30 EACH	RECONSTRUCT SPV.0200.10 VF
*200 + 84	LT	1	
211 + 09	LT	1	
225 + 33	LT	1	
227 + 08	LT		4.0
232 + 57	LT		5.0
236 + 76	LT		4.0
257 + 89	LT	1	
TOTAL		4	13
*6432-11-71		1	
4994-00-87		3	13.0

WATER MAIN BENDS

STATION	OFFSET	6-INCH 45 DEGREE SPV.0060.43 EACH	12-INCH 45 DEGREE SPV.0060.44 EACH
208 + 46	RT	1	
236 + 88	LT		1
236 + 93	LT		1
255 + 00	LT		1
255 + 06	LT		1
257 + 68	LT		1
257 + 86	LT		1
TOTAL		1	6

WATER MAIN CAPS

STATION	OFFSET	6-INCH SPV.0060.46 EACH	8-INCH SPV.0060.47 EACH	10-INCH SPV.0060.48 EACH
*200 + 69	LT			1
201 + 28	LT	1		
208 + 81	LT		1	
TOTAL		1	1	1
*6432-11-71				1
4994-00-87		1	1	

HYDRANTS

STATION	OFFSET	RELOCATE SPV.0060.37 EACH	ADJUST SPV.0060.38 EACH	SPV.0060.36 EACH
205 + 26	RT	1		
208 + 31	RT	1		
212 + 20	LT	1		
218 + 15	LT	1		
225 + 47	LT		1	
237 + 20	LT	1		
242 + 60	LT			1
247 + 00	LT			1
251 + 50	LT			1
256 + 50	LT	1		
TOTAL		6	1	3

WATER MAIN GATE VALVES

STATION	OFFSET	RELOCATE 6-INCH SPV.0060.35 EACH	6-INCH SPV.0060.32 EACH	12-INCH SPV.0060.33 EACH	12"X8" TAPPING SLEEVE AND VALVE SPV.0060.34 EACH
205 + 28	LT	1			
208 + 81	LT				1
237 + 20	LT		1		
242 + 60	LT		1		
242 + 65	LT			1	
247 + 00	LT		1		
247 + 05	LT			1	
251 + 50	LT		1		
251 + 55	LT			1	
256 + 50	LT		1		
256 + 55	LT			1	
TOTAL		1	5	4	1

WATER MAIN TEES
SPV.0060.45

STATION	OFFSET	12"X12"X6" EACH
237 + 20	LT	1
242 + 50	LT	1
247 + 00	LT	1
251 + 50	LT	1
256 + 50	LT	1
TOTAL		5

TAP EXISTING SANITARY MANHOLE
SPV.0060.21

STATION	OFFSET	EACH
235 + 76	RT	1
TOTAL		1

REMOVE WATER MAIN

STATION	OFFSET	6-INCH VALVE SPV.0060.40 EACH	10-INCH VALVE SPV.0060.39 EACH	12'X6" REDUCER SPV.0060.41 EACH
*200 + 69	LT		1	
201 + 28	LT	1		
236 + 87	LT			1
257 + 78	LT			1
TOTAL		1	1	2
*6432-11-71			1	
4994-00-87		1		2

24-INCH STEEL CASING PIPE
SPV.0090.13

STATION – STATION	OFFSET	24-INCH LF
256+67 – 257+67	LT	100
TOTAL		100

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

3

REMOVING PULL BOXES SPECIAL
204.9060.S

LOCATION	EACH
STH 76 & CTH Y	7
TOTALS	7

Removing Concrete Bases
204.0195

LOCATION	EACH
STH 76 & CTH Y	8
TOTALS	8

PULL BOXES STEEL

LOCATION	653.0105 12x24-inch EACH	653.0140 24x42-Inch EACH
STH 76 & CTH Y	6	7
TOTALS	6	7

Concrete Bases

LOCATION	654.0101 Type 1 EACH	654.0102 Type 2 EACH
STH 76 & CTH Y	~~5~~ 7	~~8~~ 1
TOTALS	~~5~~ 7	~~8~~ 1

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	652.0225 2-Inch LF	652.0235 3-Inch LF	652.0615 3-Inch Special LF
PB1	SB1	5		
PB1	PB2		50	
~~PB2~~	~~SB2~~	~~10~~		
PB2	PB3		40	
PB3	~~SB3~~ SB2	~~5~~ 10		
PB3	PB4		~~80~~ 50	
PB4	PB11	200		
PB11	PB12	160		
PB4	~~SB4~~ SB3	5		
PB4	PB5			110
PB5	~~SB5~~ SB4	10		
PB5	PB6		40	
PB6	~~SB6~~ SB5	10		
PB6	PB7		55	
~~PB7~~	~~SB7~~	~~10~~		
PB7	PB8		45	
PB8	~~SB8~~ SB6	~~5~~ 20		
PB8	PB9		~~40~~ 30	
PB9	PB15	200		
PB15	PB16	160		
PB9	~~SB9~~ SB7	15		
PB9	PB10		15	
PB10	~~SB10~~ SB8	30		
PB10	PB1		35	
TOTALS		825	~~380~~ 360	110

Loop Detectors

LOCATION	LOOP NO.	Standard Detail Drawing	# of Turns	652.0800 Conduit LF	655.0700 Lead In Cable LF	655.0800 Wire LF
STH 76 & CTH Y	22				540	
STH 76 & CTH Y	23				380	
STH 76 & CTH Y	41	9F7-3	3	100	320	280
STH 76 & CTH Y	42	9F7-3	3	85	260	270
STH 76 & CTH Y	43	9F7-3	3	85	260	250
STH 76 & CTH Y	62				530	
STH 76 & CTH Y	63				370	
STH 76 & CTH Y	81	9F9-3	2	95	20	200
STH 76 & CTH Y	82	9F9-3	2	85	~~20~~ 10	220
STH 76 & CTH Y	83	9F9-3	2	85	70	170
TOTALS				270	~~2,770~~ 2,820	1,390

Electrical Wire Lighting 12 AWG

(120 Volt System) FROM	TO	655.0610 (Black) LF	655.0610 (White) LF	655.0610 (Green) LF
~~SB7~~	Luminaire	50	50	50
~~SB5~~	Luminaire	50	50	50
~~SB9~~	Luminaire	50	50	50
~~SB10~~	Luminaire	50	50	50
Subtotals		~~200~~ 50	~~200~~ 50	~~200~~ 50
Total			~~400~~ 150	

Cable Type UF 2-12 AWG Grounded
655.0305

FROM	TO	LF
CB1	~~SB3~~ SB2	150
~~SB3~~ SB2	~~SB5~~ SB4	230
CB1	~~SB10~~ SB8	110
~~SB10~~ SB8	~~SB9~~ SB7	200
TOTAL		690

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

TRAFFIC SIGNALS

LOCATION	657.0100 Pedestal Bases EACH	657.0255 Transformer Bases Standard 11 1/2-Inch Bolt Circle EACH	SPV.0060.10 Poles Type 2 SPECIAL EACH	SPV.0060.11 Poles Type 3 SPECIAL EACH	SPV.0060.12 Poles Type 4 SPECIAL EACH	657.0420 Standards Aluminum 13-FT EACH	658.0500 Pedestrian Push Buttons EACH	SPV.0060.13 Trombone Arms 20-FT SPECIAL EACH	SPV.0060.14 Trombone Arms 25-FT SPECIAL EACH	SPV.0060.15 Traffic Signal Face 3-12 Inch vertical SPECIAL EACH	SPV.0060.16 Traffic Signal Face 3-12 Inch horizontal SPECIAL EACH	658.5069 Mounting Hardware LS
STH 76 & CTH Y	~~3~~	~~1~~	~~0~~	~~0~~	1	~~3~~	2	~~0~~	~~0~~	8	~~0~~	1
TOTALS	~~3~~	~~1~~	~~0~~	~~0~~	1	~~3~~	2	~~0~~	~~0~~	8	~~0~~	1

Salvage Traffic Signals Special
SPV.0105.02

Discuss @ PreCon

LOCATION	LS
STH 76 & CTH Y	1
TOTALS	1

TRAFFIC SIGNAL CABLE

LOCATION	FROM	TO	655.0230 5-14 AWG LF	655.0260 12-14 AWG LF	HEAD NO.	655.0230 Base to Head 5-14 AWG LF
STH 76 (North Side)	CB1	~~SB10~~ SB10		110	~~2~~	~~50~~
	~~SB10~~ SB8	~~SB9~~ SB7		200	1	15
					~~8~~ 8	15
CTH Y (East Side)	CB1	SB1		40	~~12~~ 9	15
	~~SB1~~	~~CB2~~		~~110~~	~~7~~ 15	15
	~~SB2~~ SB1	~~SB3~~ SB2		~~95~~ 170	~~8~~	~~45~~
STH 76 (South Side)	CB1	~~SB4~~ SB3		230	~~3~~ 5	15
					4	15
	~~SB4~~ SB3	~~SB5~~ SB4		160	~~5~~	~~50~~
CTH Y (West Side)	CB1	~~SB8~~ SB6		260	~~11~~	~~45~~
	~~SB8~~ SB6	~~SB7~~ SB5		~~90~~ 190	~~10~~ 12	15
	~~SB7~~	~~SB6~~		~~110~~	~~9~~ 13	15
Peds (east side)	CB1	SB1	40			
(west side)	CB1	~~SB6~~ SB5	400			
Subtotals			440	~~1,400~~ 1360		~~310~~ 120
Totals			~~750~~ 560	~~1,400~~ 1360		

NB & EB

RED LED	=	RED CONDUCTOR
YELLOW LED	=	ORANGE CONDUCTOR
GREEN LED	=	GREEN CONDUCTOR

SB & WB

RED LED	=	RED W/BLACK CONDUCTOR
YELLOW LED	=	ORANGE W/ BLACK CONDUCTOR
GREEN LED	=	GREEN W/ BLACK CONDUCTOR

PEDS

PUSH BUTTON	=	BLACK CONDUCTOR

Electrical Wire Traffic Signals 10 AWG
655.0515

FROM	TO	(Grounded Conductor) (White) LF		(Equipment Grounding Conductor) (Green) LF
CB1	SB1	40		40
SB1	PB1			15
SB1	SB2	~~110~~ 160		~~110~~ 160
~~SB2~~ SB1	PB2			~~20~~ 90
SB2	SB3	~~90~~ 120		~~90~~ 120
SB3	~~PB3~~			~~15~~ 100
SB3	SB4	~~100~~ 170		~~100~~ 170
~~SB4~~ SB3	PB4			15
SB4	SB5	~~100~~ 100		~~100~~ 100
SB5	~~PB5~~			~~20~~ 80
SB5	SB6	~~100~~ 190		~~100~~ 190
~~SB6~~ SB5	PB6			20
SB6	SB7	110		110
SB7	~~PB7~~ PB9			~~20~~ 30
SB7	SB8	~~90~~ 210		~~90~~ 210
SB8	~~PB8~~ PB10			~~15~~ 40
SB8	~~SB9~~ CB1	~~100~~ 120		~~100~~ 120
~~SB9~~ SB5	~~PB9~~ PB5			25
~~SB9~~ SB7	~~SB10~~ PB7	~~200~~		~~200~~ 100
~~SB10~~ SB1	~~PB10~~ PB8			~~40~~ 80
~~SB10~~	CB1	~~110~~		~~110~~
Subtotals		~~1,210~~	~~2,625~~	~~1,415~~
Totals		1220	3,010	1790

Lighting Summary

LOCATION	659.0125 Luminaires Utility HPS 250 Watts EACH	SPV.0060.17 Luminaire Arms Truss Type 4-Inch Clamp 12-FT EACH
STH 76 & CTH Y	~~1~~	~~1~~
TOTAL	~~1~~	~~1~~

CONVENTIONAL SIGNS AND ABBREVIATIONS

∠	ANGLE
AC	ACRE
⊕	BENCH MARK
BLDG	BUILDING
℄ or CL	CENTERLINE
CONC.	CONCRETE
C.M.C.P.	CORRUGATED METAL CULVERT PIPE
C.T.H.	COUNTY TRUNK HIGHWAY
△	DELTA
D.	DEGREE OF CURVE
E.	EAST
E	EXTERNAL DISTANCE
ELEV	ELEVATION
EXIST.	EXISTING
F.E.	FIELD ENTRANCE
FL	FLOWLINE
GN	GRID NORTH
GV	GAS VALVE
ha	HECTARE
H.S.E.	HOUSE
km	KILOMETER
LT.	LEFT
MH	MANHOLE
MAX	MAXIMUM
MIN	MINIMUM
m	METER
N	NORTH
NO.	NUMBER
NOR.	NORMAL
P.E.	PRIVATE ENTRANCE
P.I.	POINT OF INTERSECTION
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
P.L.E.	PERMANENT LIMITED EASEMENT
P/L	PROPERTY LINE
PED.	PEDESTAL
R	RADIUS
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REM.	REMAINING
REQ'D	REQUIRED
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
●	3/4" x 24" ROUND IRON REBAR WEIGHING 1.5 LBS/LINEAL FT SET
✓	3/4" REBAR FOUND
RD.	ROAD
RT.	RIGHT
S	SLOPE
S.	SOUTH
STA.	STATION
S.T.H.	STATE TRUNK HIGHWAY
T.I.	TEMPORARY INTEREST
T.L.E.	TEMPORARY LIMITED EASEMENT
TYP.	TYPICAL
WV	WATER VALVE/SHUTOFF
⊕ B-9	MONITORING WELLS
✦ VEX-21	VAPOR EXTRACTION WELLS
( )	RECORDED AS BEARING/DISTANCE BY RIGHT-OF-WAY PLAT PREPARED BY CPC CIVIL PROFESSIONAL CONSULTANTS INC.

CORPORATE LIMITS

PROPERTY LINE

SECTION LINE

EXISTING RIGHT OF WAY

NEW RIGHT OF WAY

SLOPE INTERCEPT

SECTION CORNER

EXISTING PERMANENT LIMITED EASEMENT BY CPC CIVIL PROFESSIONAL CONSULTANTS PLAT OF RIGHT-OF-WAY DATED 12/12/2000

TEMPORARY LIMITED EASEMENT

PREVIOUSLY ACQUIRED RIGHT-OF-WAY BY CPC CIVIL PROFESSIONAL CONSULTANTS PLAT OF RIGHT-OF-WAY DATED 12/12/2000

RIGHT-OF-WAY ACQUISITION

HIGHWAY EASEMENT

EDGE OF TREES/BUSH

—G— EXISTING UNDERGROUND GAS
—T— EXISTING UNDERGROUND TELEPHONE
—TV— EXISTING UNDERGROUND TELEVISION
—E— EXISTING UNDERGROUND ELECTRIC

AMENDED PLAT NOTE

THIS C.T.H. Y RIGHT-OF-WAY PLAT PREPARED AS STATE PROJECT 4994-00-87 IS AN AMENDMENT TO A RIGHT-OF-WAY PLAT PREPARED AS STATE PROJECT 4994-00-87 BY CPC CIVIL PROFESSIONAL CONSULTANTS, INC. ORIGINALLY SIGNED 12/12/2000.

THIS AMENDED PLAT IS PREPARED TO BEST MATCH THE PREVIOUS RIGHT-OF-WAY PLAT PREPARED BY CPC DATED 12/12/2000 WITH SOME DIFFERENCES FOUND AND NOTED ON THE INDIVIDUAL SHEETS. PREVIOUS PLAT INFORMATION FROM THE CPC PLAT OF RIGHT-OF-WAY ARE FADED BACK WITH A LIGHT SHADING AND LINETYPES. ADDITIONAL ACQUISITIONS/EASEMENTS THAT NEED TO BE ACQUIRED AS WELL AS ADDITIONAL DATA RELATED TO THIS AMENDED PROJECT 4994-00-87 ARE NOTED WITH DARKER TEXT AND LINE TYPES.

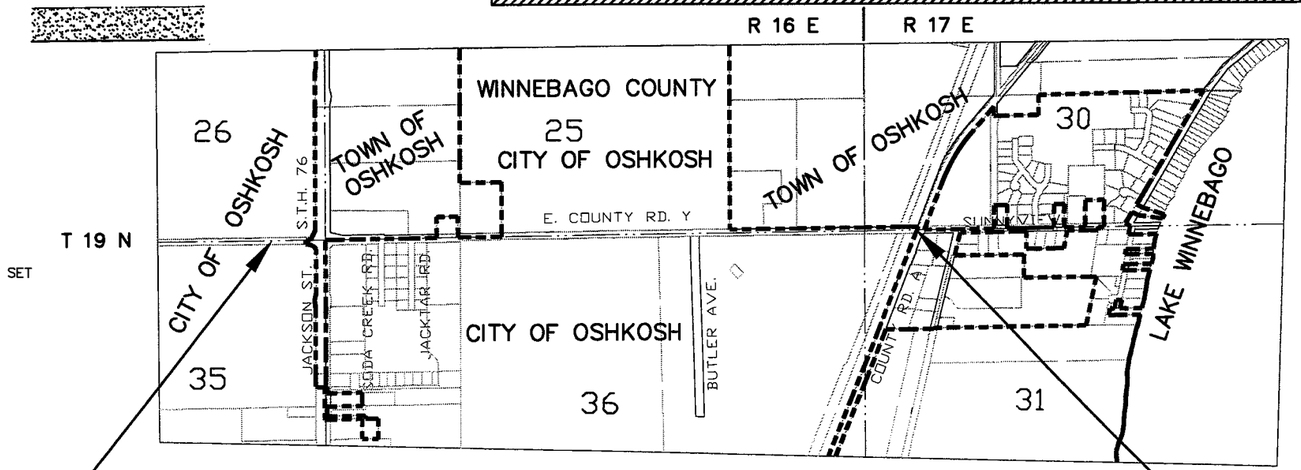
ALL BEARINGS AS NOTED ON THIS AMENDED PLAT ARE ORIENTED TO THE WINNEBAGO COUNTY COORDINATE SYSTEM. THE PREVIOUS PLAT PREPARED BY CPC CIVIL PROFESSIONAL CONSULTANTS WAS ORIENTATED TO THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE.

ALL PREVIOUS DEEDS AND EASEMENTS SIGNED AND RECORDED IN RELATION TO THE PREVIOUS RIGHT-OF-WAY PLAT CAN BE FOLLOWED WITH THE SHOWN RECORDED AS BEARINGS AND DISTANCES SHOWN ON THIS PLAT.

STATE PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
4994-00-87		
FEDERAL PROJECT NUMBER	4.0R	9

PLAT OF RIGHT OF WAY REQUIRED FOR
STH 76 – C.T.H. A

C.T.H. Y
WINNEBAGO COUNTY



BEGIN RELOCATION ORDER
STA 195+01.84
520.88' WEST AND 9.40' SOUTH OF THE NORTHEAST CORNER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 16 EAST

LAYOUT
SCALE 0 1/4 mi

END RELOCATION ORDER
STA 258+53.16
515.67' EAST AND 6.91' SOUTH OF THE NORTHEAST CORNER OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 16 EAST

TOTAL NET LENGTH OF CENTERLINE = 1.203 MILES

NOTES

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

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES REFERENCED TO CURRENT DEEDS OF RECORD OR OTHER SURVEYS OF PUBLIC RECORD.

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO WINNEBAGO COUNTY COORDINATES.

RIGHT OF WAY MONUMENTS WILL BE SET PRIOR TO COMPLETION OF THE PROJECT BY McMAHON ASSOCIATES, INC.

THE AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS AND INTERESTS REQUIRED MAY BE APPROXIMATE AND DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNERS WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

WISCONSIN DAVID M. SCHMALZ S-1261 NEENAH WI LAND SURVEYOR

SURVEYOR'S CERTIFICATE

The property os shown and described on this map was surveyed under my direction and control according to the Wisconsin Administrative Code, Chapter A-E7 of Minimum Standards for Property Surveys, and is a correct representation of said survey, to the best of my knowledge and belief.

3-7-08 *date*

David M. Schmalz *Registered Land Surveyor*

REVISION DATE
6/2008–ADD UNDERGROUND UTILITIES

APPROVED FOR
WINNEBAGO COUNTY

DIRECTOR OF PUBLIC WORKS

DATE

PLAT PREPARED
BY
McMAHON ASSOCIATES, INC.
NEENAH, WISCONSIN

mabing W:\DWG\W0002\970343\RW PLAT\00-C.T.H. Y RW TITLE.dwg 06/18/08 3:17 PM

REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	
	SCALE, FT. 0	GRID FACTOR		FEDERAL PROJECT NUMBER	4.1R

SCHEDULE OF LANDS & INTEREST REQUIRED

PARCEL NO.	**PARCEL ID**	SHEET NO.	OWNERSHIP	INTEREST REQUIRED	TOTAL EXISTING ACRES	INTEREST ACQUIRED BY ORIGINAL PLAT	NEW R/W ACQUIRED ACRES	EXISTING R/W ACQUIRED ACRES	TOTAL ACQUIRED ACRES	REMAINING ACRES	T.L.E. REQUIRED SQUARE FEET	**HIGHWAY EASEMENT REQUIRED SQUARE FEET**	**P.L.E. EXISTING SQUARE FEET**
1	**91268510000**	**4.3R**	WINNEBAGO COUNTY	**QUIT CLAIM, TLE**	–		**0.14**	0.18	**0.32**	–	**6,410**		
2	**91268500000**	**4.3R**	WINNEBAGO COUNTY	**QUIT CLAIM, TLE**	92.51		**0.11**	0.18	**0.29**	**92.22**	**6,734**		
3	**91529020000**	**4.3R**	JACKSON HIGHLAND APARTMENT, LLC	**TLE**	5.25	0.13			0.00	5.12	**2,575**		
4	**18027602**	**4.3R**	**BRET MAR LLC**	**TLE**	5.01	0.87			0.00	4.14	**11,172**		
5	**91529032000**	**4.3R**	**NICOLET APARTMENTS I II LLC**	**TLE**	0.44	0.14				0.30	**1,136**		
6	**91529031100**	**4.3R**	**NICOLET APARTMENTS I II LLC**	**TLE**	0.44	0.12			0.00	0.32	**1,800**		
7	**91529031000**	**4.4R**	**NICOLET APARTMENTS I II LLC**	**TLE**	0.44	0.12			0.56	0.32	**1,800**		
8	**91529030100**	**4.4R**	**NICOLET APARTMENTS I II LLC**	**TLE**	0.44	0.12			0.00	0.32	**1,800**		
9	**18027604**	**4.4R**	MARY L. RUPNOW	**TLE**	16.46	0.25			0.00	16.21	**3,704**		
10	**91530100000**	**4.4R**	**WILLIAM E. RUPNOW & MARY L. RUPNOW**	**TLE**	0.84	0.17				0.67	**3,965**		
11	**91529010000**	**4.4R**	CHURCH OF CHRIST IN OSHKOSH, INC.	**TLE**	4.77	0.34			0.00	4.43	**4,920**	**216**	
12	**18027701**	**4.4R**	TOWN OF OSHKOSH	**TLE**	5.00	0.33			0.00	4.67	**6,051**		
13	**91530000000**	**4.4R–4.5R**	**WINNEBAGO COUNTY FAIRGROUNDS**	**QUIT CLAIM, TLE**	153.30		0.51	1.71	2.22	151.08	**33,379**		
14	**91529000000**	**4.4R–4.5R**	WINNEBAGO COUNTY PARK	**HIGHWAY EASEMENT, TLE**	–		0.81	1.45	2.26	–	**184,140**	**19,361**	
15	**91529500000**	**4.5R–4.7R**	WINNEBAGO COUNTY	**HIGHWAY EASEMENT, TLE**	–		0.74	1.76		–	**88,527**	**7,045**	
16	**18028201 & 18028202**	**4.6R**	OSHKOSH COMMUNITY YOUNG MEN'S CHRISTIAN ASSOCIATION, INC.	**TLE**	19.99	0.55			0.00	19.44	**6,412**		
17	**180282**	**4.6R–4.7R**	BERNADETTE M. NETZER	**TLE**	20.00	0.55			0.00	19.45	**5,642**		
18	**180583**	**4.7R**	**FOX VALLEY TECHNICAL COLLEGE**	**TLE**	39.29	29.00			0.00	10.29	**2,927**		
19	**91529600000 & 180584**	**4.7R & 4.8**	WISCONSIN CENTRAL LIMITED RAILROAD	PLE	–								**2,738**
20		**4.4R, 4.6R**	WISCONSIN PUBLIC SERVICE – ELECTRIC	RELEASE OF RIGHTS									
21		**4.3R–4.6R**	WISCONSIN PUBLIC SERVICE – GAS	RELEASE OF RIGHTS									
22		**4.3R, 4.4R, 4.6R**	CITY OF OSHKOSH	RELEASE OF RIGHTS									
23		**4.3R, 4.5R, 4.7R**	AMELIA SYSTEMS – WINNEBAGO COUNTY FIBER OPTICS	RELEASE OF RIGHTS									
24		**4.3R–4.6R**	AMERITECH	RELEASE OF RIGHTS									
25		**4.7R, 4.8**	**SPRINT**	**TEMPOARY CONSTRUCTION EASEMENT**									
26		**4.7R, 4.8**	**TDS TELECOM**	**TEMPOARY CONSTRUCTION EASEMENT**									
27	**180585 & 91529610000**	**4.8**	**WISCONSIN CENTRAL LTD**	**HIGHWAY EASEMENT**	–							**25,908**	
					–								
					–								
							2.31				**373,094**	**52,530**	**2,738**

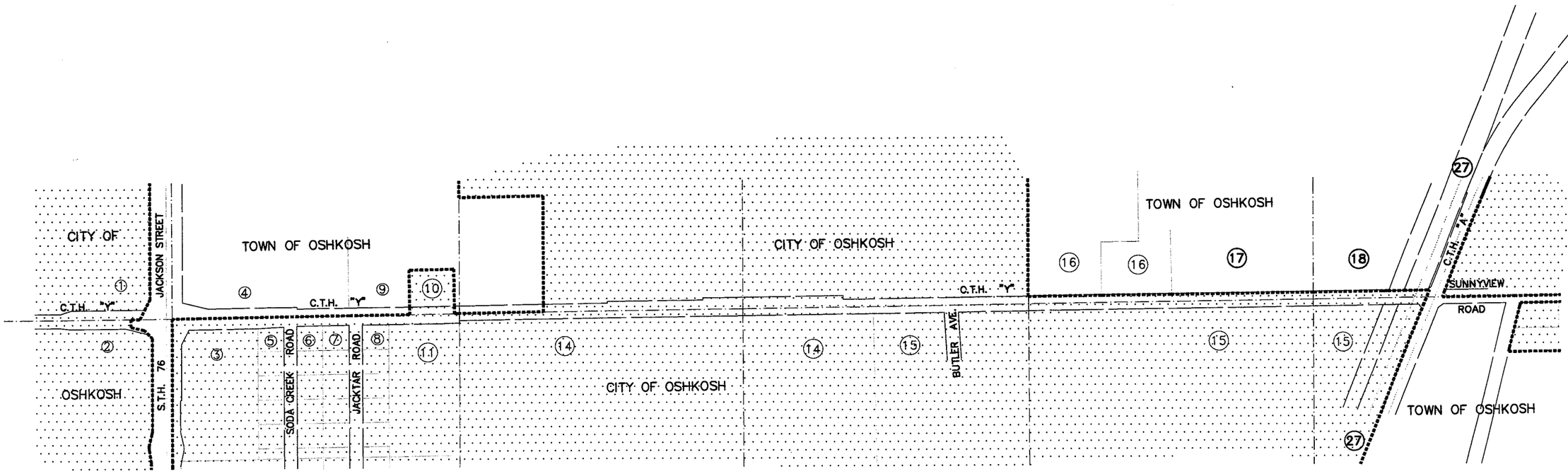
NOTES:
THE PARCEL NUMBERS USED ON THIS PLAT CORRESPOND TO THE SAME PARCEL NUMBERS USED ON THE ORIGINAL PLAT PREPARED BY CPC, INC.

CURRENT OWNERSHIPS AS SHOWN ON THIS PLAT HAVE CHANGED FOR SOME PARCELS THAT WERE SHOWN ON THE ORIGINAL PLAT.

THE "INTEREST REQUIRED" COLUMN INDICATES INTERESTS TO BE ACQUIRED BY THIS AMENDED PLAT. INTERESTS THAT HAVE BEEN PREVIOUSLY ACQUIRED BY THE ORIGINAL PLAT PREPARED BY CPC, INC IN 2001 ARE SHOWN IN THE "INTEREST ACQUIRED BY ORIGINAL PLAT" COLUMN.

REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.2R
	SCALE, FT. 0 250 500	GRID FACTOR		FEDERAL PROJECT NUMBER	

NORTH



REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.3R
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	

PT. NO.	BEARING	DISTANCE
1000		
104	N89°15'48"E	1329.03'
15	S00°09'01"E	45.00'
12	S89°15'48"W	747.99'
11	S86°37'15"W	60.09'
10	S86°37'15"W	113.43'
9	S89°15'48"W	330.02'
105	S89°15'48"W	77.82'
1000	N00°03'53"W	53.00'

PT. NO.	BEARING	DISTANCE
1000		
119	S89°28'55"W	522.84'
40	N00°31'05"W	28.28'
41	N70°35'56"E	51.67'
45	N89°28'55"E	346.87'
102	N89°28'55"E	127.36'
1000	S00°09'19"E	45.00'

COUNTY MONUMENT FOUND
N=499667.74
E=791615.23

COUNTY MONUMENT FOUND
P.I. STA 200+22.84
N=497016.32
E=791622.41

PT. NO.	BEARING	DISTANCE
1000		
106	N00°09'19"W	75.62'
107	N89°50'41"E	47.90'
6	S76°01'03"E	122.36'
7	N89°15'48"E	416.32'
8	S00°44'12"E	8.02'
108	N89°15'48"E	746.14'
104	S00°04'35"E	36.00'
1000	S89°15'48"W	1329.03'

NORTH

CITY OF OSHKOSH

JACKSON STREET

SECTION LINE

TOWN OF OSHKOSH

(1) WINNEBAGO COUNTY
PARCEL ID 91268510000

(4) BRET MAR LLC
PARCEL ID 018027602
TRACT1, CSM-VOL.1, PAGE 477

SEE SHEET NO. 4.4R

COUNTY MONUMENT FOUND
N=496992.44
E=788982.58

195+01.84 PROJECT LIMIT
NORTH-497006.91 EAST-791101.53

C.T.H. "Y"

REFERENCE LINE
N89°29'06"E

PI 197+00.01
N-497013.42
E-791299.59

(2) WINNEBAGO COUNTY
PARCEL ID 91268500000

(3) JACKSON HIGHLAND APARTMENTS
PARCEL ID 91529020000

(5) NICOLET APARTMENTS I II LLC
PARCEL ID 91529032000
LOT 20 ANDERS PLAT

(6) NICOLET APARTMENTS I II LLC
PARCEL ID 91529031100
LOT 11 ANDERS PLAT

SODA CREEK ROAD

T.L.E. FOR SLOPING

SLOPE INTERCEPT

BLDG

207+00 MATCH LINE

COUNTY MONUMENT FOUND
226+80.10
N=497050.49
E=794279.45

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
5	496943.34	791512.10
6	497062.46	791788.80
7	497067.81	792205.08
8	497059.81	792205.19
9	496964.31	791700.30
10	496968.56	792030.30
11	496975.24	792143.53
12	496978.79	792203.52
40	497039.87	791099.33
41	497057.03	791148.07
42	496973.73	791099.93
43	496962.05	791151.19
44	496964.56	791428.48
45	497060.17	791494.93
101	497012.61	791212.45
102	497060.13	791622.29
103	496943.47	791622.49
105	496963.31	791622.47
106	497091.90	791622.20
107	497092.03	791670.06

PT. NO.	BEARING	DISTANCE
1000		
119	S89°28'55"W	522.84'
42	S00°31'05"E	37.86'
43	S77°10'08"E	52.57'
44	N89°28'55"E	277.30'
5	S75°45'41"E	86.27'
103	N89°56'07"E	110.39'
1000	N00°03'53"W	72.85'

S.T.H. 76

COUNTY MONUMENT FOUND
N=494347.91
E=791625.43

REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.4R
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	

PT. NO.	BEARING	DISTANCE
1001	S89°15'48"W	1328.23'
104	N00°04'35"W	36.00'
108	N89°15'48"E	400.15
109	S00°05'44"E	36.00'
110	N89°15'48"E	928.06'
1001		

NORTH

TOWN OF OSHKOSH

9 MARY L. RUPNOW PARCEL ID 018027604

10 MARY L. & WILLIAM E. RUPNOW PARCEL ID – 91530100000 TRACT 1, CSM-VOL. 1, PAGE 392

12 TOWN OF OSHKOSH PARCEL ID 018027701

13 WINNEBAGO COUNTY FAIR GROUNDS PARCEL ID 91530000000

CITY OF OSHKOSH

SW1/4 SW1/4 SEC. 25 / SE1/4 SW1/4 SEC. 25

BLDG

T.L.E. FOR SLOPING

SLOPE INTERCEPT

208+44.19 65.00 RT

208+44.20 55.00 LT

208+65.01 65.00

208+65.01 45.00

211+20.13 55.00

211+20.14 45.00

213+28.83 70.00

213+28.83 55.00

213+75.01 70.00

213+75.01 50.00

218+20.01 60.00

218+20.01 50.00

218+60.01 60.00

218+60.01 50.00

(N88°13'56"E)

N89°15'48"E

(N01°46'04"W) N00°44'12"W 8.00' (8.05')

220+54.07 44.00' LT

220+54.07 36.00' LT

1447.95'

2657.26'

447.97' (448.16')

SECTION LINE

REFERENCE LINE

208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221

NO. 4.3R

NO. 4.5R

MATCH SHEET

MATCH SHEET

7 8 11 14 15 22 109 110 104 108 28 35' 70' 30' 33' 36'

207+23.31 60.00

208+43.30 60.00

209+03.30 60.00

210+23.31 60.00

210+22.96 55.00

210+45.04 55.00

213+51.31 60.00

213+51.53 36.00

213+51.12 80.00

219+19.64 36.00

220+19.64 44.00

JACKTAR ROAD

NICOLET APARTMENTS I II LLC PARCEL ID 91529031000 LOT 10 ANDERS PLAT

NICOLET APARTMENTS I II LLC PARCEL ID 91529030100 LOT 1 ANDERS PLAT

CHURCH OF CHRIST IN OSHKOSH, INC. PARCEL ID – 91529010000 LOT 1, CSM-VOL. 1, PAGE 1770

CITY OF OSHKOSH

WINNEBAGO COUNTY PARCEL ID 91529000000

NW1/4 NW1/4 SEC. 36 / NE1/4 NW1/4 SEC. 36

T 19 N R 16 E 26 25 35 36

T 19 N R 16 E 25 36

COUNTY MONUMENT FOUND
STA 200+22.84
N=497016.32
E=791622.41

COUNTY MONUMENT FOUND
STA 226+80.10
N=497050.49
E=794279.45

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
13	496981.87	792443.52
14	496982.64	792503.51
15	496988.41	792951.45
~~16~~	~~496986.41~~	~~792951.47~~
~~17~~	~~496993.71~~	~~793519.66~~
~~18~~	~~496985.71~~	~~793519.76~~
19	497086.43	793652.90
20	497078.43	793653.01
104	497033.41	792951.33
108	497069.41	792951.28
109	497071.56	793351.41
110	497038.55	793351.46

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REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.5R
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	

COUNTY MONUMENT PER
WINNEBAGO COUNTY COORDS
N=499699.53
E=794277.46

CITY OF OSHKOSH

CITY OF OSHKOSH

CITY OF OSHKOSH

CITY OF OSHKOSH

NORTH

WINNEBAGO COUNTY FAIR GROUNDS
PARCEL ID 91530000000

WINNEBAGO COUNTY
PARCEL ID 91529000000

WINNEBAGO COUNTY
PARCEL ID 91529500000

SLOPE INTERCEPT

T.L.E. FOR SLOPING

REFERENCE LINE

SECTION LINE

WETLANDS

WETLANDS AS DELINEATED BY THE WISCONSIN DEPT OF NATURAL RESOURCES

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
21	497092.17	794098.80
22	497102.17	794098.67
23	497104.49	794279.41
~~24~~	~~496995.49~~	~~794279.76~~
~~25~~	~~497001.44~~	~~794743.06~~
~~26~~	~~497069.44~~	~~794742.95~~
27	497110.43	794741.66
28	497092.93	794741.88

PT. NO.	BEARING	DISTANCE
1001	S89°15'48"W	928.06'
110	N00°05'44"W	36.00'
109	N89°15'48"E	301.63'
20	N00°44'12"W	8.05'
19	N89°15'48"E	445.94'
21	N00°44'12"W	10.00'
22	N89°15'48"E	180.75'
23	N89°15'50"E	462.29'
27	S00°44'10"E	17.50'
28	N89°15'50"E	868.04'
111	S00°18'27"E	36.50'
112	S89°15'50"W	1330.71'
100		

COUNTY MONUMENT FOUND
STA 226+80.09
N=497050.49
E=794279.45

COUNTY MONUMENT FOUND
STA 253+37.45
N=497084.63
E=796936.58

COUNTY MONUMENT FOUND
STA 200+22.54
N=497016.32
E=791622.41

COUNTY MONUMENT PER
WINNEBAGO COUNTY COORDS
N=494389.14
E=794294.35

MATCH SHEET NO. 4.4R

MATCH SHEET NO. 4.6R

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REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.6R
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	

PT. NO.	BEARING	DISTANCE
1002	S89°15'50"W	1326.64'
112	N00°18'27"W	36.50'
111	N89°15'50"E	1326.82'
32	N89°13'57"E	351.33'
35	N21°11'47"E	11.01'
117	N89°13'57"E	71.17'
118	S21°11'47"W	50.38'
116	S89°13'57"W	408.24'
1002		

NORTH

CITY OF OSHKOSH

(13) WINNEBAGO COUNTY **FAIR GROUNDS**
PARCEL ID 91530000000

TOWN OF OSHKOSH

(16) OSHKOSH COMMUNITY YOUNG MEN'S CHRISTIAN ASSOCIATION, INC.
PARCEL ID 018028202

(16) OSHKOSH COMMUNITY YOUNG MEN'S CHRISTIAN ASSOCIATION, INC.
PARCEL ID 018028201

TOWN OF OSHKOSH

(17) BERNADETTE M. NETZER
PARCEL ID 0180282

30' ELECTRIC AND TELEPHONE EASEMENT

SW1/4 SE1/4 SEC. 25 | SE1/4 SE1/4 SEC. 25

NO. 4.5R — MATCH SHEET

NO. 4.7R — MATCH SHEET

SLOPE INTERCEPT

T.L.E. FOR SLOPING

240+11.28 65.00

240+50.00 65.00

240+50.00 45.00

(N88°13'59"E) N89°15'50"E 868.04'

111

1326.82'

SECTION LINE C.T.H. "Y"

36.50

(2194.41') 2194.86'

2857.35'

236+00 237+00 238+00 239+00 N89°15'50"E 240+00 241+00 242+00 243+00 244+00 245+00 246+00 247+00 248+00 249

(N88°13'59"E) 112

REFERENCE LINE

33'

236+15.51 36.00

236+17.76 80.00

236+83.34 70.00

236+61.60 35.98

240+05.01 70.00

240+05.01 85.00

240+55.01 70.00

240+55.01 85.00

SIGN

BUFFER

AVENUE

33' 33'

22 OSHKOSH

T.L.E. FOR SLOPING

SLOPE INTERCEPT

(15) WINNEBAGO COUNTY
PARCEL ID 91529500000

CITY OF OSHKOSH

CITY OF OSHKOSH

NW1/4 NE1/4 SEC. 36 | NE1/4 NE1/4 SEC. 36

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
29	497015.52	795215.95
30	497016.36	795282.03
111	497104.08	795609.85
112	497067.58	795610.05
~~113~~	~~497020.58~~	~~795610.31~~

T 19 N R 16 E — 25 36

COUNTY MONUMENT FOUND
STA 226+80.10
N=497050.49
E=794279.45

T 19 N R 16 E R 17 E — 25 30 36 31

COUNTY MONUMENT FOUND
STA 253+37.45
N=497084.63
E=796936.58

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REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.7R
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	

NORTH

COUNTY MONUMENT PER
WINNEBAGO COUNTY COORDS
N=499731.63
E=796935.34

T 19 N R 16 E R 17 E 25 30

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
~~31~~	~~497037.62~~	~~796936.78~~
32	497121.13	796936.56
~~33~~	~~497042.84~~	~~797326.46~~
34	497126.79	797359.02
35	497125.83	797287.86
~~36~~	~~497041.89~~	~~797255.30~~
114	497031.11	797251.12
115	497032.00	797322.26
116	497090.09	797344.79
117	497136.10	797291.84
118	497137.05	797362.99

PT. NO. 1002	BEARING	DISTANCE
116	N89°13'57"E	408.24'
115	S21°11'47"W	62.33'
114	S89°16'59"W	71.14'
113	N21°11'47"E	62.24'
1002	S89°13'57"W	337.08'

TOWN OF OSHKOSH

17 BERNADETTE M. NETZER
PARCEL ID 0180282

NO. 4.6R

(N88°13'59"E)
N89°15'50"E

SLOPE INTERCEPT

T.L.E. FOR SLOPING

1326.82'

(2194.41')
2194.86'

253+37.50 45.00

(32) (N88°16'08"E)
N89°13'57"E

SLOPE INTERCEPT

256+92.49 45.00

351.33'

C.T.H.

+00 N89°15'50"E 250+00 | 251+00 | 252+00 2657.33' 253+00 | P.I. 253+37.45 | 254+00 | SECTION LINE 255+00 N89°13'57"E 256+00 | 257+00 | 258+00 | 259+00 | 2639.24' 260+00 | 261+00

(N88°13'59"E)

REFERENCE LINE

1002

36.5

33'

(N88°16'08"E)

(2640.00')

SUNNYVIEW ROAD

33'

MATCH SHEET

250+00.01 70.00

250+50.01 70.00

SLOPE INTERCEPT

COUNTY MONUMENT FOUND
STA 253+37.45
N=497084.63
E=796936.58

253+37.45 36.00

253+37.40 70.00

2654.53'

SLOPE INTERCEPT

T.L.E. FOR SLOPING

256+44.61 36.00

256+46.22 70.00

256+59.34 37.67

T 19 N R 16 E R 17 E 25 30 36 31

250+00.01 180.00

250+50.01 180.00

CITY OF OSHKOSH

COUNTY MONUMENT FOUND
STA 226+80.10
N=497050.49
E=794279.45

T 19 N R 16 E 25 36

T 19 N R 16 E R 17 E 36 31

COUNTY MONUMENT PER
WINNEBAGO COUNTY COORDS
N=494430.12
E=796947.80

S0°14'32"E

TOWN OF OSHKOSH

18 FOX VALLEY TECHNICAL COLLEGE
PARCEL ID 0180583

WETLANDS AS DELINEATED BY THE WISCONSIN DEPT OF NATURAL RESOURCES

15 WINNEBAGO COUNTY
PARCEL ID 91529500000

19 WISCONSIN CENTRAL LIMITED RR
PARCEL ID 91529600000

WETLANDS AS DELINEATED BY THE WISCONSIN DEPT OF NATURAL RESOURCES

19 WISCONSIN CENTRAL LIMITED RR

PARCEL ID 0180584

WISCONSIN CENTRAL LTD 27

PARCEL ID 0180585

TDS TELECOM

SPRINT 26

25

C.T.H. "A"

106+00 | 107+00 | 108+00

33.28'

CITY OF OSHKOSH

105+00

SUNNYVIEW ROAD 33'

25 SPRINT

26 TDS TELECOM

27 WISCONSIN CENTRAL LTD
PARCEL ID 91529610000

104+00

258+53.16 END RELOCATION ORDER
NORTH-497091.53 EAST-797452.24

33' 33'

103+00

C.T.H. "A"

TOWN OF OSHKOSH

102+00

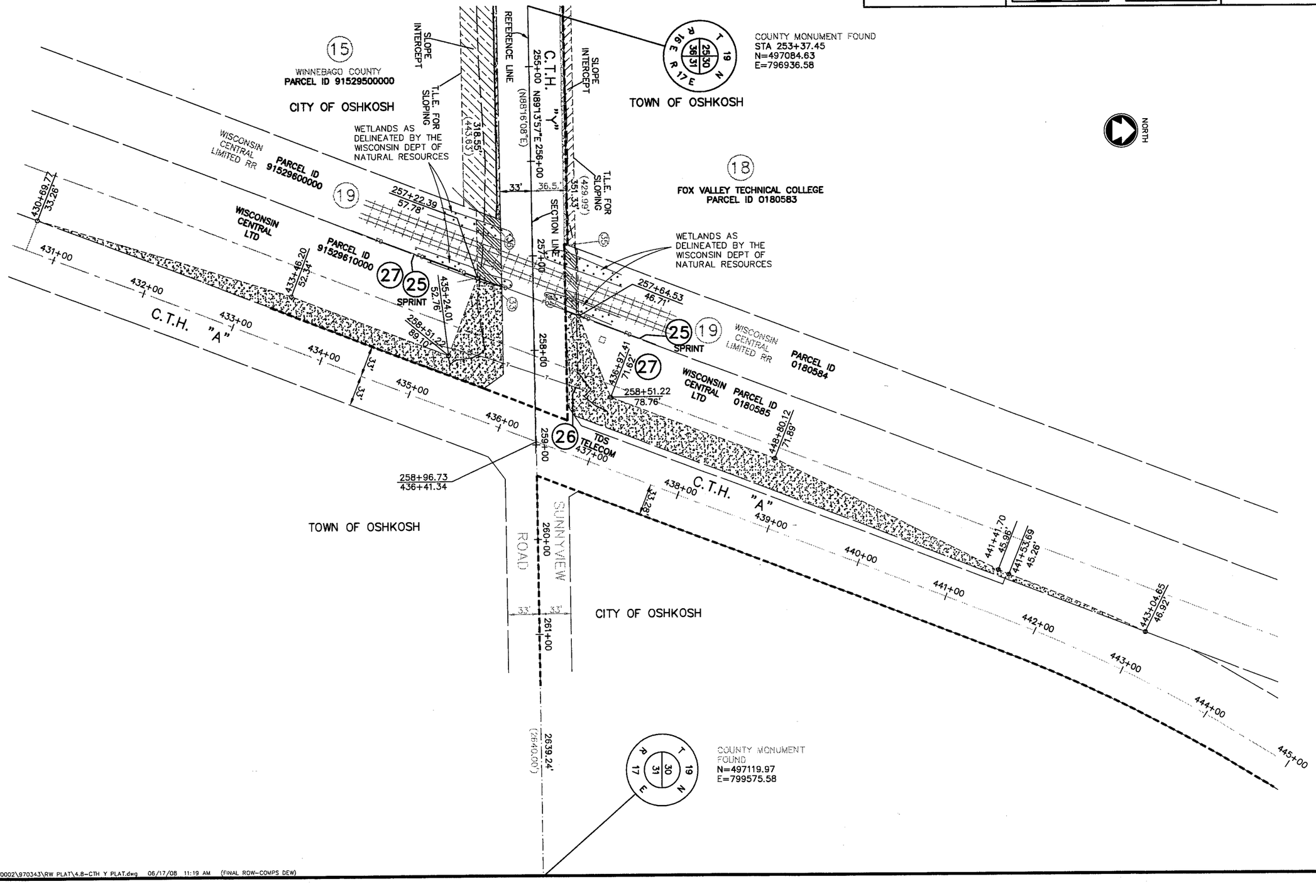
101+00

WINNEBAGO COUNTY COORDINATES		
PT. NO	NORTHING	EASTING
31	497037.62	796936.78
32	497121.13	796936.56
33	497042.84	797326.46
34	497126.79	797359.02
35	497125.83	797287.86
36	497041.89	797255.30
113	497089.14	797273.63
114	497031.11	797251.12
115	497032.00	797322.26
116	497090.09	797344.79
117	497136.10	797291.84
118	497137.05	797362.99

T 19 N R 17 E 30 31

COUNTY MONUMENT PER
WINNEBAGO COUNTY COORDS
N=497119.97
E=799575.58

REVISION DATE	ROUTE	COUNTY	DATE	STATE PROJECT NUMBER	SHEET NUMBER
	C.T.H. Y	WINNEBAGO	2/2008	4994-00-87	4.8
	SCALE, FT. 0 50 100	GRID FACTOR		FEDERAL PROJECT NUMBER	



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NORTH

20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

STA 195+94.22 LT
REMOVE EXIST 18" CMP
18" X 51' CMP REQ'D
WEST INV. = 771.89
EAST INV. = 772.48

STA 199+32.46
REMOVE EXIST 24" RCP
24" X 146' RCP REQ'D
NORTH INV. = 776.75
SOUTH INV. = 776.00

STA 196+49.37 RT
REMOVE EXIST 15" CMP
15" X 72' CMP REQ'D
WEST INV. = 772.58
EAST INV. = 773.40

BENCH MARK

STATION	OFFSET	LOCATION	ELEV.
196+39.79	26.57' LT	NAIL IN PP	775.58
199+26.91	89.37' RT	NAIL IN PP	777.77

BEGIN PROJECT 6432-11-71
STA. 195+01.84

+01.48
64.75' LT

+00.79
33.00' LT

+99.15
33.11' RT

+98.68
55.22' RT

+03.48
60.00' LT

+25.00
60.00' RT

+29.41
128.70' RT

SEE CROSS SECTIONS FOR PROPOSED DITCH ELEVATIONS

SLOPE INTERCEPT

GRADE TO DRAIN

TLE

SAWCUT REQ'D

ASPH.

FIBER OPTIC SIGN

AMERITECH SIGN

BURIED GAS SIGN

GATE

WELL

R/W POST

OHE

FO

SAN

W

G

T

CTH Y

WB R/L

EB R/L

CTH Y PROPOSED C/L

28.25'

37.76'

4-INCH CONC. SIDEWALK

MATCH EXISTING ASPHALT PAVEMENT STA 195+01.84 SAWCUT REQ'D

MATCH EXISTING ASPHALT OVERLAID CONCRETE STA 199+53.51 FULL DEPTH SAWCUT REQ'D

ASPHALT OVER CONCRETE

STH 76 JACKSON ST

195+00 196+00 197+00 198+00 199+00 200+00 11+00 9+00

SCALE – FEET

MATCH 195+01.84
ELEV.= 775.18
S= 0.94%

P.V.I. 196+00
ELEV.= 776.10

S= 1.33%

PROPOSED WB R/L PROFILE

EXISTING C/L PROFILE

MATCH 199+53.51
ELEV.= 780.79

STA. 199+32.46
1-24" RCP REQ'D.

WB R/L (TYPICAL)

℄ EBS GRADES

775.63 776.10 776.76 777.43 778.09 778.75 779.41 780.08 780.74

782 780 778 776 774

195 196 197 198 199 200

STATE PROJECT NUMBER: 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 134 E

WISDOT/CADDS SHEET 40

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STH 76 – JACKSON ST

SLOPE INTERCEPT

+71.84
105.29' LT
36"

END PROJECT 6432-11-71
STA. 200+86.77

HOUSE

STA 200+63.39
REMOVE EXIST 24" RCP
24" X 129' RCCP REQ'D
NORTH INV. = 777.00
SOUTH INV. = 776.40

NORTH

20 10 0 20
SCALE – FEET

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
200+73.25	58.79' LT	HYD TAG BOLT	782.41

STA 205+74 LT
REMOVE EXIST 18" CMP

ASPH.

GRAV.

+75.01
55.00' LT

CONC. SIDEWALK

TLE

SLOPE INTERCEPT

END EB & WB R/L
BEGIN CONST. R/L
STA. 205+90.21

SAWCUT REQ'D

ASPH.

TRAFFIC CONTROL CABINET

BURIED GAS SIGN

REM.

MATCH EXISTING ASPHALT OVERLAID CONCRETE
STA 200+37.07
FULL DEPTH SAWCUT REQ'D.

200+00

201+00

WB R/L

202+00

203+00

44'

MEDIAN CROSS-OVER
SEE PAVING DETAILS

204+00

205+00

206+00

WB R/L

EB R/L

EB R/L

CTH Y

53'

REMOVE CURB

5' CONC. SIDEWALK

TLE

REMOVE CURB

SAWCUT REQ'D

+00.00
58.00' RT

GARAGE

SAWCUT REQ'D

+23.33
58.00' RT

+23.31
60.00' RT

SLOPE INTERCEPT

+43.28
60.00' RT

SAWCUT REQ'D

HOUSE

SAWCUT REQ'D

+87.66
76.57' RT

SLOPE INTERCEPT

LEGEND

TREE TO BE REMOVED

STA 203+98 RT
REMOVE EXIST 12" CMP

MATCH EXISTING
CONCRETE PAVEMENT
STA 9+35
FULL DEPTH SAWCUT REQ'D
PAVEMENT TIES REQ'D.

SODA CREEK RD

BEGIN PROJECT 4994-00-87
STA. 200+86.77

SCALE – FEET
2
20

784
782
780
778
776

MATCH 200+37.07
ELEV.= 780.87

P.V.I. 201+00
ELEV.= 780.40

S= -0.74%

S= -0.60%

P.V.I. 203+00
ELEV.= 779.20

EXISTING C/L PROFILE

S= -0.39%

PROPOSED EB R/L PROFILE

STA. 200+63.39
1-24" RCCP REQ'D.

℄ EBS GRADES

END EB & WB R/L PROFILE
BEGIN CONSTRUCTION R/L PROFILE
STA. 205+90.21

EB R/L
(TYPICAL)

780.77 780.40 780.10 779.80 779.50 779.20 779.00 778.81 778.61 778.41 778.22 778.02

200 201 202 203 204 205 206

STATE PROJECT NUMBER: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 135	E

WISDOT/CADDS SHEET 40

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NORTH

20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
8+38.68 SODA CREEK RD	24.21' LT	NAIL IN LP	779.34
8+41.60 JACKTAR RD	23.95' RT	NAIL IN LP	777.75

STA 205+74 LT
REMOVE EXIST 18" CMP

STA 209+28 LT
REMOVE EXIST 18" CMP

STA 210+80
REMOVE EXIST 15" CMP

STA 210+57 RT
REMOVE EXIST 12" CMP

GRADE SWALE TO DRAIN

SLOPE INTERCEPT

SAWCUT REQ'D

CTH Y PROPOSED CONST. R/L

WB R/L

EB R/L

CTH Y

SODA CREEK RD 9+00

JACKTAR RD 9+00

MATCH EXISTING CONCRETE PAVEMENT STA 9+35
SAWCUT REQ'D
PAVEMENT TIES REQ'D.

MATCH EXISTING CONCRETE PAVEMENT STA 9+00
SAWCUT REQ'D
PAVEMENT TIES REQ'D.

+44.19 65.00' LT
+44.20 55.00' LT
+65.01 65.00' LT
+65.01 45.00' LT
+43.28 60.00' RT
+03.28 60.00' RT
+43.30 60.00' RT
+03.30 60.00' RT

SCALE – FEET

EXISTING C/L PROFILE

S= -0.39%

END EB R/L PROFILE
BEGIN CONSTRUCTION R/L PROFILE
STA. 205+90.21

PROPOSED CONSTRUCTION R/L PROFILE

℄ EBS GRADES

EB R/L (TYPICAL) 778.22

CTH Y CONST. R/L (TYPICAL) 778.02

100' V.C.

P.V.C. 210+30 ELEV. = 776.33

P.V.I. 210+80 ELEV. = 776.13

778.41 777.82 777.63 777.43 777.23 777.04 776.84 776.64 776.44 776.27 776.28

782 780 778 776 774

205 206 207 208 209 210 211

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 136 E

WISDOT/CADDS SHEET 40

pmagalski W:\DWG\W6002\970343\00\Plan and Profile\CTH Y 03.dwg 05/22/08 11:27 AM (X-CTH Y, FINAL ROW-COMPS DEW)

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
214+38.83	39.58' LT	NAIL IN LP	779.51

LEGEND

TREE TO BE REMOVED

NORTH

20 10 0 20

SCALE -- FEET

STA 212+61 LT
REMOVE EXIST 18" CMP

STA 214+65 LT
REMOVE EXIST 15" CMP

STA 215+73 LT
REMOVE EXIST 15" CMP

STA 210+57 RT
REMOVE EXIST 15" CMP

HOUSE

CHURCH

CONC.

ASPH.

BUSH

ELEC

ELEC TRANS

FIBER OPTIC VAULT

BURIED GAS SIGN

FIBER OPTIC SIGN

WV MH

+20.14
45.00' LT

+20.13
55.00' LT

+28.83
70.00' LT

+23.83
55.00' LT

+75.01
70.00' LT

+75.01
50.00' LT

+51.31
60.00' RT

+51.12
80.00' RT

GRADE SWALE TO DRAIN

SLOPE INTERCEPT

SAWCUT REQ'D

TLE

CTH Y

CTH Y PROPOSED CONST. R/L

SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS

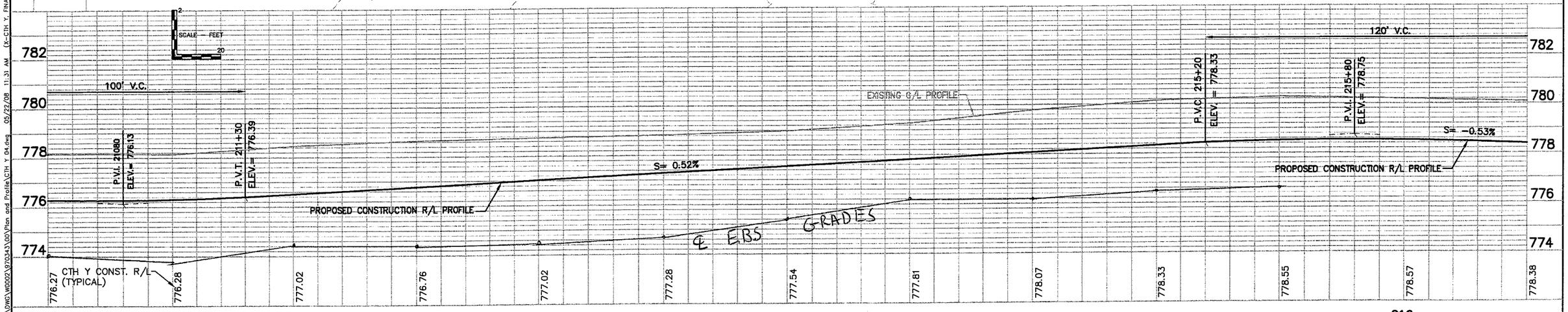
5' CONC SIDEWALK

10' ASPH TRAIL

30' TRANSITION FROM 5' CONCRETE SIDEWALK TO 10' ASPHALT TRAIL

211+00 212+00 213+00 214+00 215+00 216+00

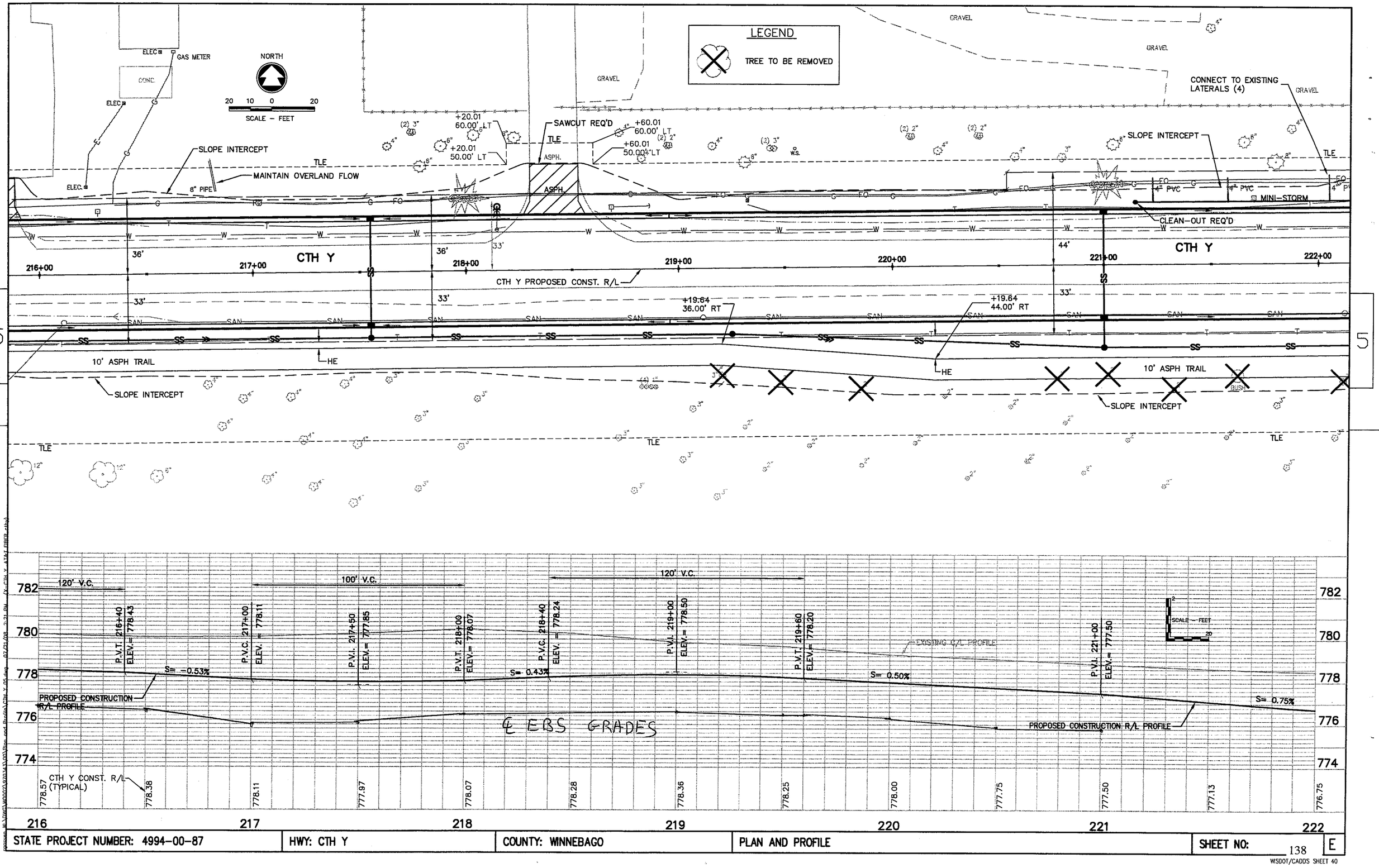
36' 33' 45' 33'



STATE PROJECT NUMBER: 4994-00-87 | HWY: CTH Y | COUNTY: WINNEBAGO | PLAN AND PROFILE | SHEET NO: 137 E

WSDOT/CADDS SHEET 40

pmagolski W:\DWG\W0002A\970343\00\Plan and Profile\CTH Y 04.dwg 05/22/08 11:31 AM (X-CTH Y, FINAL ROW-COMPS DEW)



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 138	E

WISDOT/CADDS SHEET 40

NORTH

20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

STA 222+48 LT
REMOVE EXIST 18" X 24" CMP

STA 225+90.38 LT
2 – 18" X 63" CMP REQ'D
NORTH INV. = 773.90
SOUTH INV. = 773.75

STA 227+34
REMOVE EXIST 18" CMP

STA 227+16.74
REMOVE EXIST 24" X 33" CMP
3 – 19" X 30" X 104" RC HE CLIV REQ'D
NORTH INV. = 773.90
SOUTH INV. = 773.75

STA 226+00
REMOVE EXIST 24" CMP

STA 225+69.97 RT
REMOVE EXIST 18" CMP

STA 225+90.39 RT
REMOVE EXIST 12" HDPE

SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS

CTH Y PROPOSED CONST. R/L

SLOPE INTERCEPT

GRADE SWALE TO DRAIN

SAWCUT REQ'D

+90.01 80.00' LT

+90.01 50.00' LT

+40.01 80.00' LT

+40.04 54.00' LT

54'

21°39'50" LHF

CTH Y

GRAVEL

ASPH.

GRASS

WETLANDS

RETAINING WALL

MINI-STORM

4" PVC

FIBER OPTIC VAULT

WATER METER VAULT

BURIED GAS SIGN

FIBER OPTIC SIGN

LANDSCAPING & CO. PARK SIGN

GRAVEL DRIVE WAY

GRAVEL DRAINAGE WAY

TLE

SAN

SS

FO

TELE

W

WV MH

MH

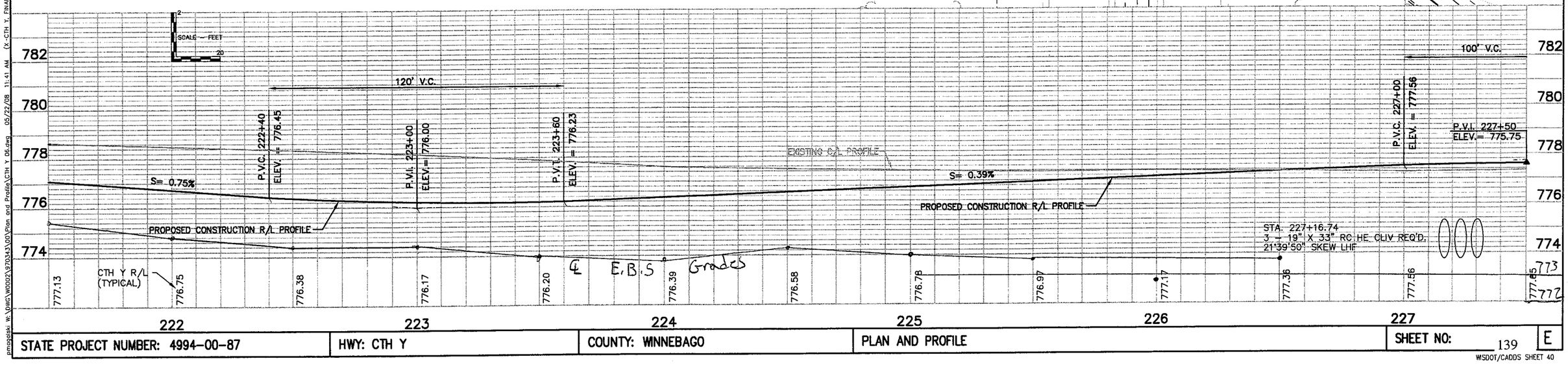
HE

BUSH

W.S.

BENCH MARK

STATION	OFFSET	LOCATION	ELEV.
226+32.86	120.15' LT	NAIL IN PP	778.09



STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 139 E

WSDOT/CADDS SHEET 40

pmagolski W:\DWG\W0002\970343\00\Plan and Profile\CTH Y 06.dwg 05/22/08 11:41 AM (X-CTH Y, FINAL ROW-COMPS DEW)

STA 227+16.74
REMOVE EXIST 24" X 33" CMP
3 – 19" X 30" X 104' RCCP REQ'D
NORTH INV. = 773.90
SOUTH INV. = 773.75

NORTH

20 10 0 20
SCALE – FEET

LEGEND

TREE TO BE REMOVED

GRADE SWALE TO DRAIN

GRAVEL DRAINAGE WAY

SLOPE INTERCEPT

SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS

+43.04
65.00' LT

+43.03
54.00' LT

SLOPE INTERCEPT

TLE

BURIED GAS SIGN

54'

33'

33'

36.5'

227+00

228+00

229+00

230+00

231+00

232+00

233+00

CTH Y

CTH Y PROPOSED CONST. R/L

STA 227+34
REMOVE EXIST 18" CMP

+42.66
44.00' RT

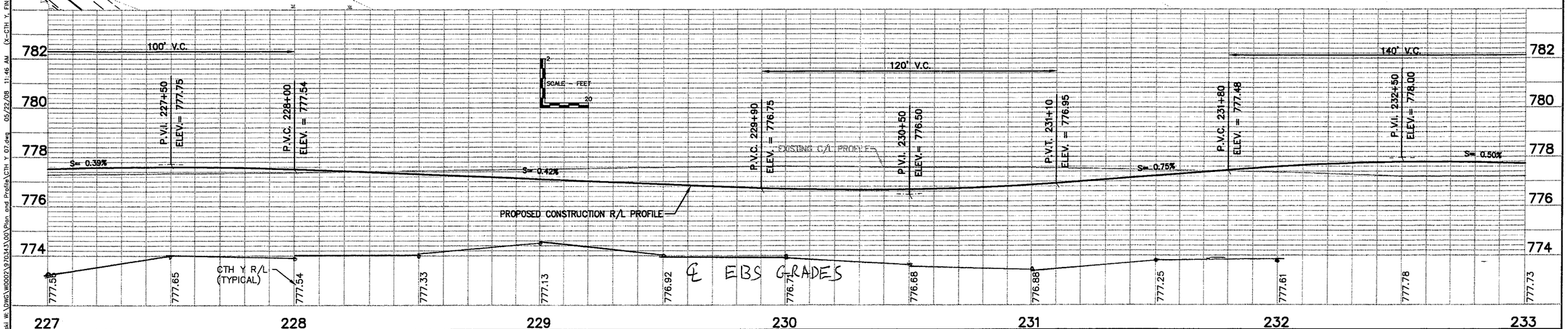
+42.66
36.00' RT

10' ASPHALT TRAIL

SLOPE INTERCEPT

TLE

WETLANDS



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 140 E

WISDOT/CADDS SHEET 40

proposal w:\DWGS\W0002\9703433\00\Plan and Profile\CTH Y 07.dwg 05/22/08 11:46 AM (X-CTH Y, FINAL ROW-COMPS DEV)

STA 233+88.45 LT
REMOVE EXIST 12" X 18" CMP
18" X 33' CMP REQ'D
EAST INV. = 774.90
WEST INV. = 774.83

STA 236+45.66 LT
REMOVE EXIST 18" CMP
18" X 24' CMP REQ'D
EAST INV. = 775.40
WEST INV. = 775.22

NORTH

20 10 0 20
SCALE – FEET

LEGEND
TREE TO BE REMOVED

SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS

SAWCUT REQ'D

GRADE SWALE TO DRAIN

SLOPE INTERCEPT

CTH Y PROPOSED CONST. R/L

CTH Y

36.5'

33'

10' ASPHALT TRAIL

GRAV.

FIBER OPTIC VAULT

FIBER OPTIC SIGN

BURIED GAS SIGN

HEALTH CENTER SIGN

GRAVEL

ASPH.

JAMES P. COUGHLIN CENTER SIGN

DNR SIGN

DO NOT DAMAGE SIGN LIGHTING

BUSH

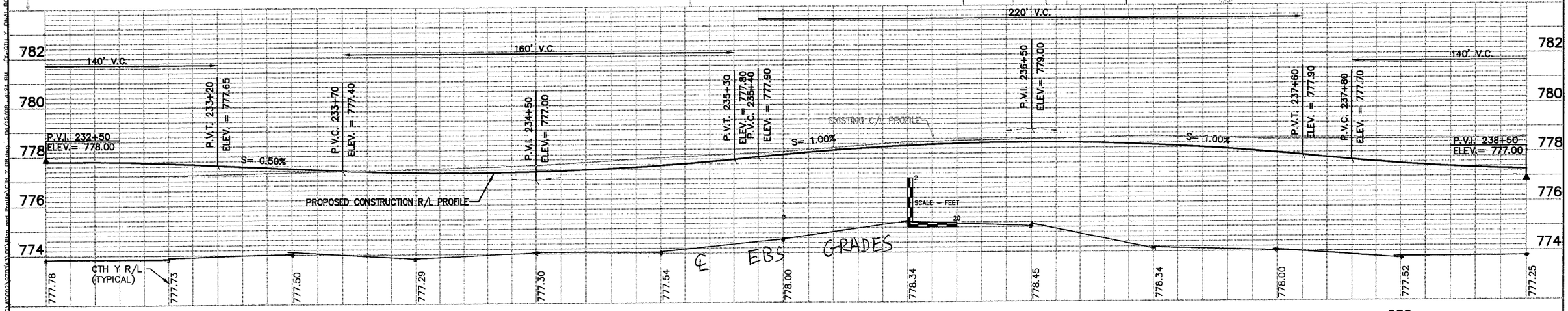
+83.34
70.00' RT

BUTLER AVE 9+00

MATCH EXISTING ASPHALT PAVEMENT STA 9+03.58
SAWCUT REQ'D

Gab will placed on top of storm sewer IN field.

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
233+56.91	152.03' LT	NAIL IN PP	777.53



EBS GRADES

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 141	E

WISDOT/CADDS SHEET 40

NORTH

20 10 0 20

SCALE – FEET

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
233+56.91	152.03' LT	NAIL IN PP	777.53

STA 242+26 LT
REMOVE EXIST 15" CMP

SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS

SLOPE INTERCEPT

GRADE SWALE TO DRAIN

+50.00 65.00' LT

+50.00 45.00' LT

SAWCUT REQ'D

GRADE SWALE TO DRAIN

SLOPE INTERCEPT

℄ CTH Y

36.5'

33'

238+00 239+00 240+00 241+00 242+00 243+00 244+00

CTH Y PROPOSED CONST. R/L

CTH Y

10' ASPH TRAIL

10' ASPH TRAIL

FIBER OPTIC SIGN

SLOPE INTERCEPT

+05.01 70.00' RT

DNR SIGN

TAPER FROM 6-INCH CURB HEAD TO ZERO IN SIX FEET

+05.01 85.00' RT

SAWCUT REQ'D

+55.01 70.00' RT

+55.01 85.00' RT

EXISTING DRAINAGE SWALE TO BE MAINTAINED BEYOND PROPOSED SLOPE INTERCEPTS

SLOPE INTERCEPT

BUSHES

SATELLITE DISH

PANEL

PANEL

LEGEND

TREE TO BE REMOVED

140' V.C.

P.V.I. 238+50
ELEV. = 777.00

P.V.I. 239+20
ELEV. = 777.30

S= 1.00%

S= 0.43%

EXISTING C/L PROFILE

PROPOSED CONSTRUCTION R/L PROFILE

℄ EBS GRADES

CTH Y R/L (TYPICAL)

782 780 778 776 774

777.52 777.25 777.23 777.43 777.64 777.86 778.07 778.29 778.50 778.71 778.93 779.14 779.36

238 239 240 241 242 243 244

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 142	E

WISDOT/CADDS SHEET 40

NORTH

20 10 0 20

SCALE – FEET

GRADE SWALE TO DRAIN

SLOPE INTERCEPT

TLE

TREES

BRUSH

244+00

245+00

246+00

247+00

248+00

249+00

CTH Y PROPOSED CONST. R/L

CTH Y

36.5'

33'

10' ASPH TRAIL

HE

FO

SS

W

ASPH.

FIBER OPTIC SIGN

48

12"

10"

LEGEND

TREE TO BE REMOVED

SCALE – FEET

784

782

780

778

776

100' V.C.

P.V.C. 245+00
ELEV.= 779.79

P.V.I. 245+50
ELEV.= 780.00

P.V.T. 246+00
ELEV.= 779.85

P.V.C. 246+20
ELEV.= 779.76

P.V.I. 246+70
ELEV.= 779.64

P.V.T. 247+20
ELEV.= 779.83

S= 0.43%

S= 0.30%

S= 0.59%

PROPOSED CONSTRUCTION R/L PROFILE

EXISTING C/L PROFILE

℄ EBS GRADES

CTH Y R/L (TYPICAL)

779.14 779.36 779.57 779.79 779.91 779.85 779.72 779.79 780.03 780.27 780.51 780.76 781.00

244 245 246 247 248 249

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 143 E

WSDOT/CADDS SHEET 40

pmaniaski W:\DWG\W0002\970343\00\Plan and Profile\CTH Y 10.dwg 09/22/08 11:53 AM (X-CTH Y, FINAL ROW-COMPS BEW)

NORTH

20 10 0 20

SCALE – FEET

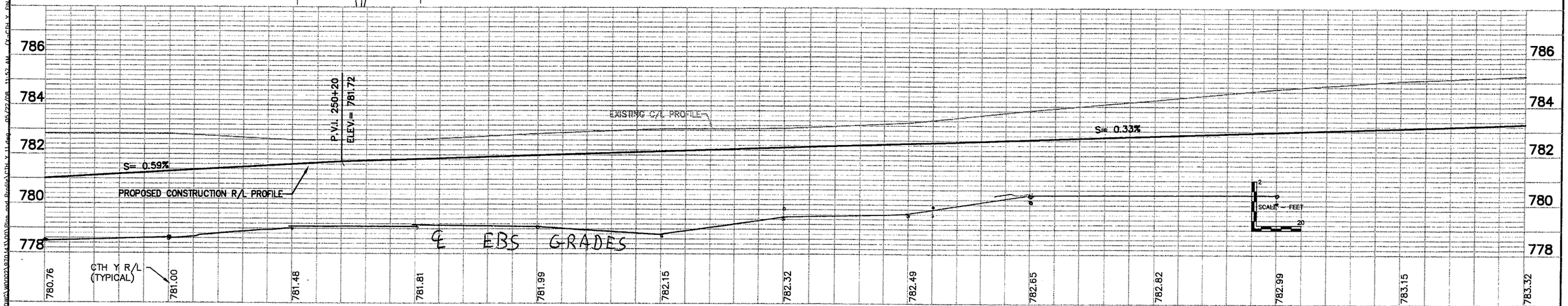
TREES
GRAVEL
36"
35"
BRUSH
TREES
GRADE SWALE TO DRAIN
SLOPE INTERCEPT
GRAV.
ASPH.
SEE CROSS SECTIONS FOR PROPOSED SWALE FLOW LINE ELEVATIONS
BRUSH
16"
18"
BRUSH
R/W POST
STA 254+11 LT
REMOVE EXIST 15" CMP
METAL GATES TO REMAIN
GRADE AROUND GATES
METAL GATE
TLE
W
36.5'
33'
CTH Y
249+00
250+00
251+00
252+00
253+00
254+00
255+00
STA 250+59
REMOVE EXIST 18" CMP
STA 251+29
REMOVE EXIST 18" CMP
CTH Y PROPOSED CONST. R/L
SS
10' ASPH TRAIL
HE
FIBER OPTIC SIGN
FO
NATURE AREA SIGN
SLOPE INTERCEPT
+00.01
70.00' RT
+50.01
70.00' RT
+50
+11.00
SEE DITCH PLAN AND PROFILE SHEET FOR ADDITIONAL INFORMATION

WINNEBAGO COUNTY

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
252+72.37	34.72' LT	NAIL IN PP	784.16

LEGEND

TREE TO BE REMOVED



STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 144 E

WISDOT/CADDS SHEET 40

LEGEND

TREE TO BE REMOVED

STA 256+96.37
REMOVE EXIST 12" HDPE
15" X 89' RCCP REQ'D
NORTH INV. = 781.00
SOUTH INV. = 780.25

RAILROAD CROSSING TO BE CONSTRUCTED BY OTHERS

STATE OF WISCONSIN

FVW RR

CTH A

NORTH

20 10 0 20

SCALE – FEET

+92.46
45.00' LT

SLOPE INTERCEPT

TLE

BURIED GAS SIGN

CONTROL CABINET

FIBER OPTIC SIGN

GRAV.

ASPH.

LIMITS OF HMA PAVEMENT

MATCH EXISTING CONCRETE PAVEMENT STA 258+53.16
FULL DEPTH SAWCUT REQ'D
PAVEMENT TIES REQ'D.

SUNNYVIEW RD

WV MH

CTH Y

WB R/L

255+00

256+00

257+00

258+00

68°10'55"

CTH Y PROPOSED CONST. R/L

EB R/L

36.5'

33'

10' ASPH TRAIL

HE

FO

FIBER OPTIC VAULT

+46.23
70.00' RT

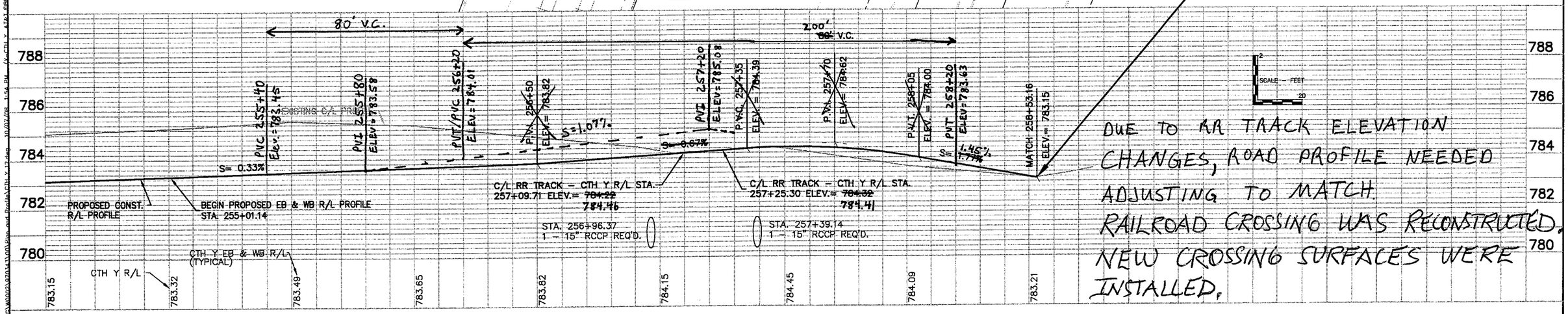
TLE

WINNEBAGO COUNTY

BENCH MARK			
STATION	OFFSET	LOCATION	ELEV.
257+94.43	34.59' LT	NAIL IN PP	784.14

STA 257+39.14
REMOVE EXIST 15" RCP
15" X 93' RCCP REQ'D
NORTH INV. = 780.80
SOUTH INV. = 780.35

END PROJECT 4994–00–87
STA. 258+53.16



DUE TO RR TRACK ELEVATION CHANGES, ROAD PROFILE NEEDED ADJUSTING TO MATCH. RAILROAD CROSSING WAS RECONSTRUCTED, NEW CROSSING SURFACES WERE INSTALLED.

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 145 E

WSDOT/CADDS SHEET 40

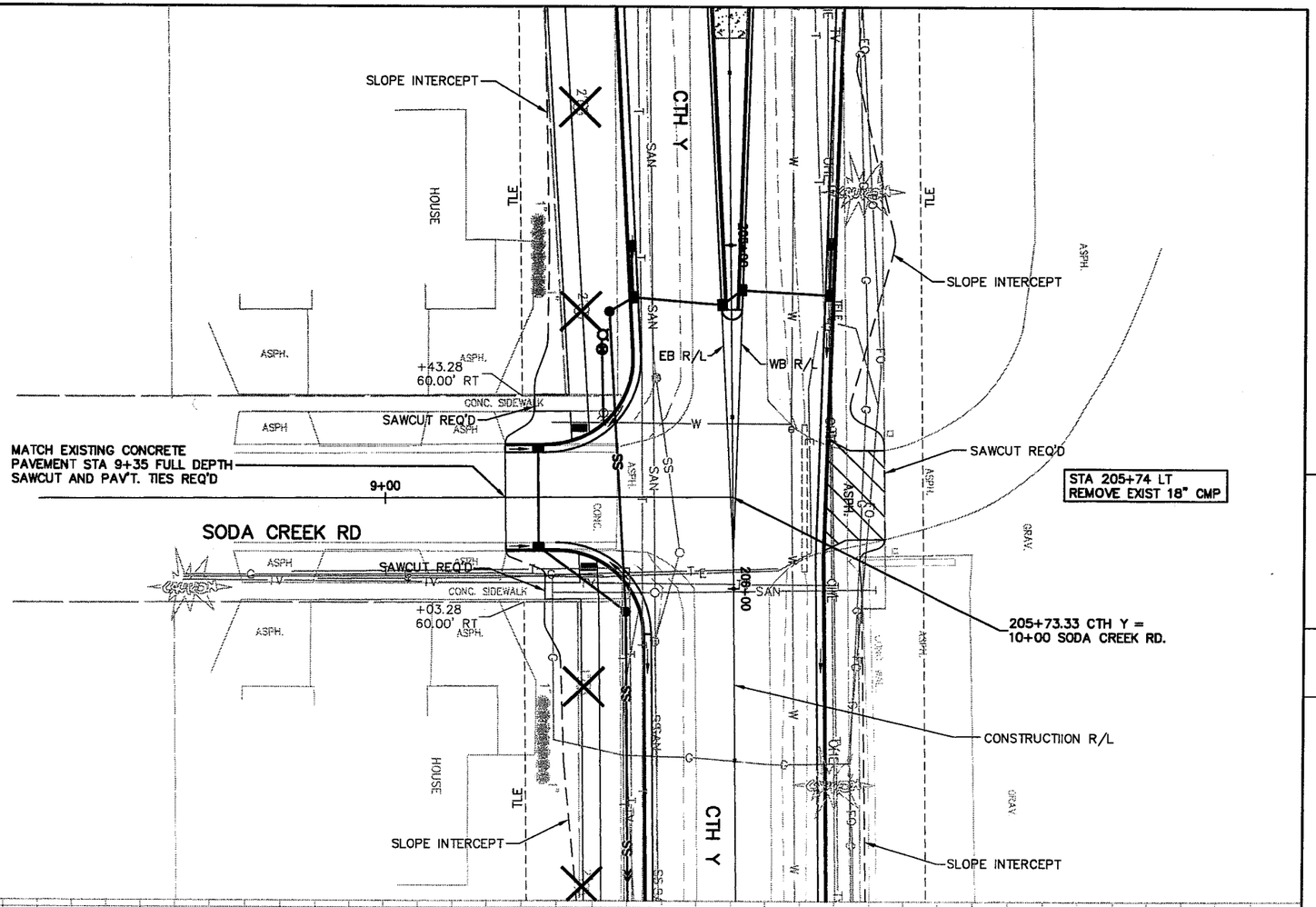
NORTH

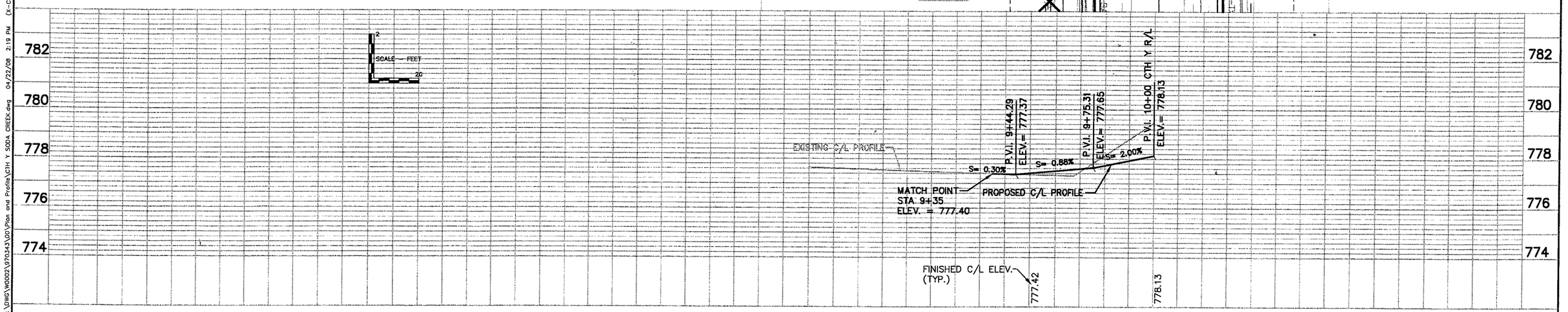
20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED





STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 146 E

WISDOT/CADDS SHEET 40

pmagolski W:\DWG\W0002\97034-31\001\Plan and Profile\CTH Y SODA CREEK.dwg 04/22/08 2:19 PM (X-CTH Y, FINAL ROW-COMPS DEV)

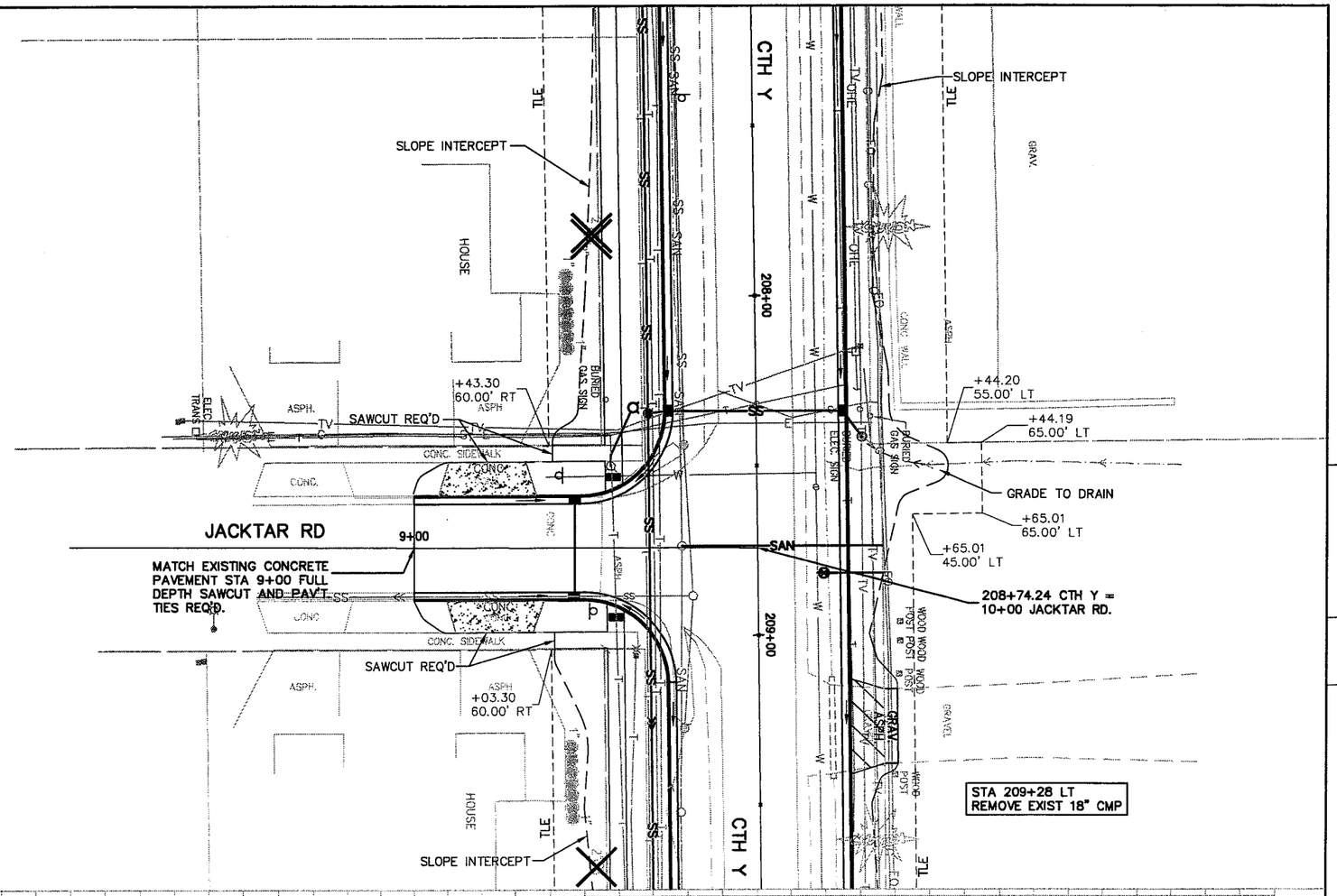
NORTH

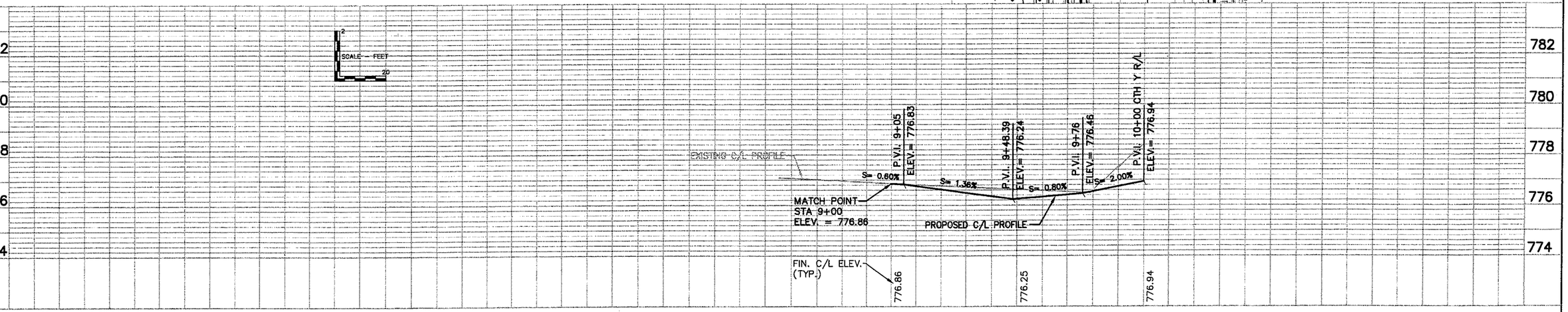
20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED





STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PLOT	SHEET NO: 147 E

WSDOT/CADDS SHEET 40

pmagelski W:\DWG\W0002\97034-3\GO\Plan and Profile\CTH Y JACKTAR.dwg 04/22/08 2:20 PM (X-CTH Y, FINAL ROW-COMPS DEW)

NORTH

20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

SLOPE INTERCEPT

TLE

CTH Y

SLOPE INTERCEPT

STA 236+45.66 LT
REMOVE EXIST 18" CMP
18" X 24' CMP REQ'D
EAST INV. = 775.40
WEST INV. = 775.22

+17.76
80.00' RT

BURIED GAS SIGN

PARK VIEW HEALTH CENTER SIGN

END CONCRETE PAV'T.
STA. 9+43.58

BUTLER AVE

9+00

GRADE TO DRAIN

MATCH EXISTING ASPHALT PAVEMENT
STA 9+03.58 SAWCUT REQ'D

+83.34
70.00' RT

CONCRETE SURFACE DRAIN REQ'D

FIBER OPTIC SIGN

OHM SIGN

236+00

237+00

208+74.24 CTH Y =
10+00 BUTLER AVE.

SLOPE INTERCEPT

SCALE – FEET

EXISTING C/L PROFILE

S= 0.18%

S= 2.00%

P.V.I. 9+76
ELEV.= 777.97

P.V.I. 10+00 CTH Y R/L
ELEV.= 778.45

MATCH POINT
STA 9+03.58
ELEV. = 777.84

PROPOSED C/L PROFILE

FINISHED C/L ELEV.
(TYP.)

777.92

778.45

782
780
778
776
774

8 9 10

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 148 E

WISDOT/CADDS SHEET 40

pmagolski, W:\DWG\W0002\970343\00\Plan and Profile\CTH Y BUTLER.dwg 04/28/08 4:22 PM (Y-CTH Y, FINAL ROW-COMPS DEW)

PROPOSED DITCH C/L COORDINATE INFORMATION

STA	NORTHING	EASTING	
10+00	497010.63	794231.72	
10+40.25	496970.39	794231.33	
10+66.20	496891.85	794329.80	
12+14.48	496843.84	794325.58	
12+81.28	496777.04	794322.11	
14+57.38	496601.12	794329.70	
15+75.39	496485.07	794351.17	
PC 16+18.64	496447.21	794372.06	
PI 16+30.31	496436.98	794377.70	R. = 36.85'
PT 16+40.64	496426.72	794376.55	
18+03.07	496264.64	794357.65	
18+75	496194.06	794370.65	

NORTH

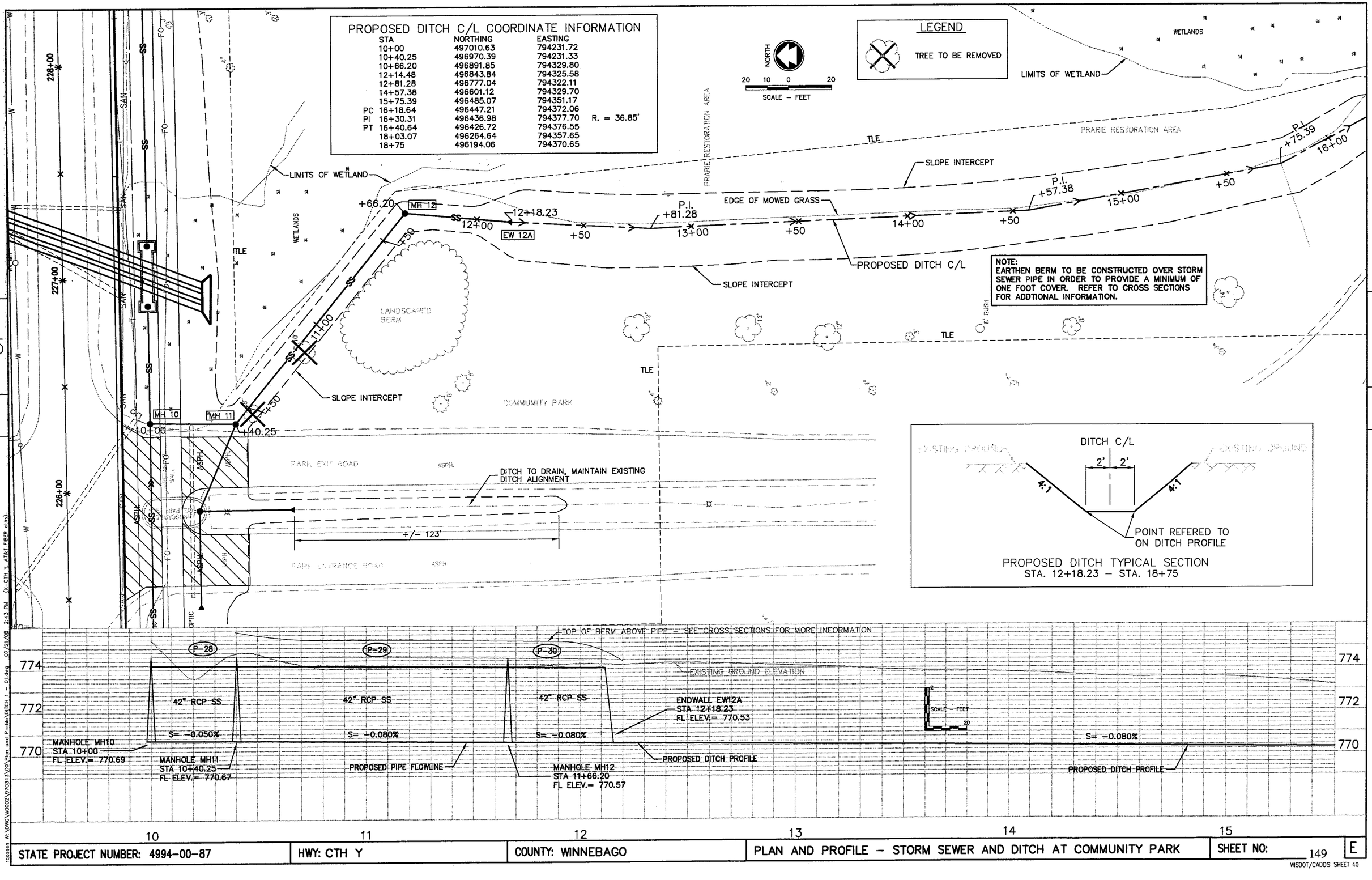
20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

NOTE:
EARTHEN BERM TO BE CONSTRUCTED OVER STORM SEWER PIPE IN ORDER TO PROVIDE A MINIMUM OF ONE FOOT COVER. REFER TO CROSS SECTIONS FOR ADDTIONAL INFORMATION.

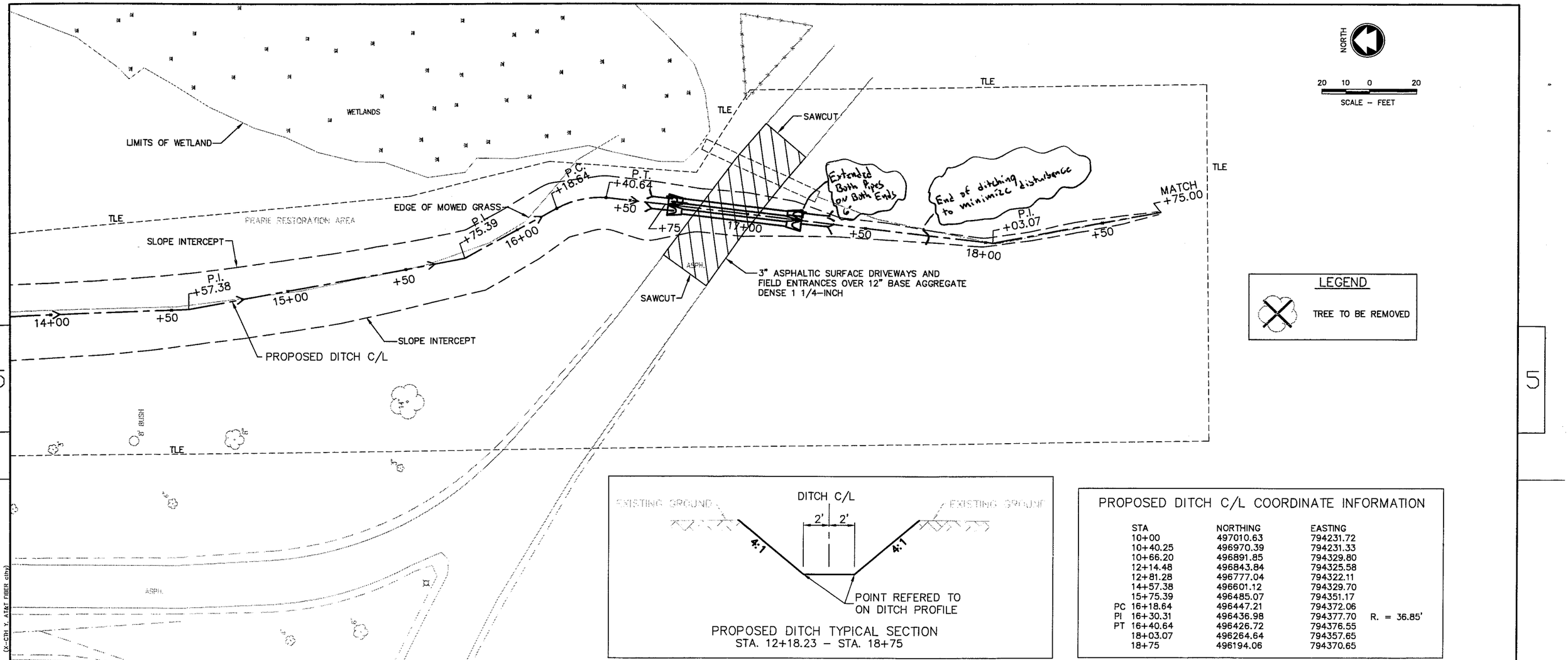


PROPOSED DITCH TYPICAL SECTION
STA. 12+18.23 – STA. 18+75

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE – STORM SEWER AND DITCH AT COMMUNITY PARK	SHEET NO: 149 E

WISDOT/CADDS SHEET 40

rajasen W:\DWG\W0002\97034\00\Plan and Profile\DITCH 1 - 01.dwg 07/21/08 2:43 PM (K-CTH Y, AT&T FIBER only)



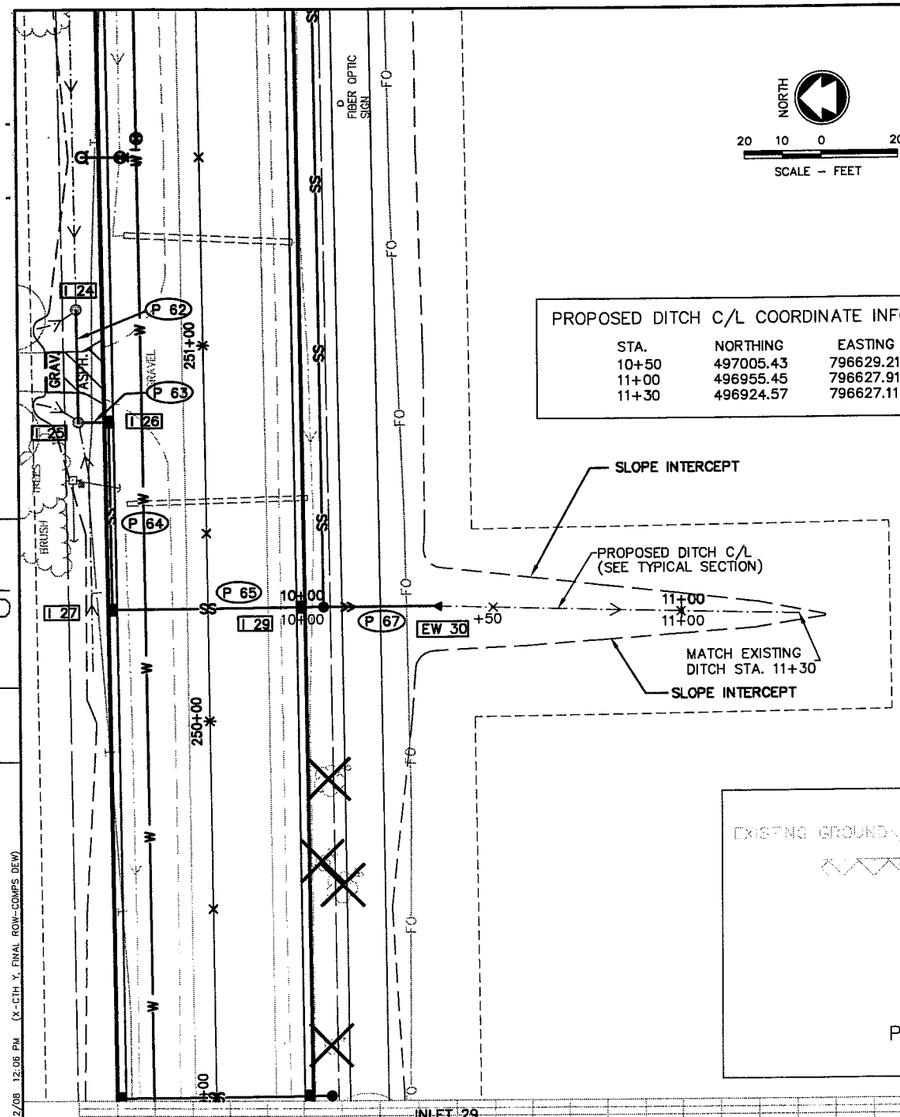
PROPOSED DITCH C/L COORDINATE INFORMATION

	STA	NORTHING	EASTING	
	10+00	497010.63	794231.72	
	10+40.25	496970.39	794231.33	
	10+66.20	496891.85	794329.80	
	12+14.48	496843.84	794325.58	
	12+81.28	496777.04	794322.11	
	14+57.38	496601.12	794329.70	
	15+75.39	496485.07	794351.17	
PC	16+18.64	496447.21	794372.06	
PI	16+30.31	496436.98	794377.70	R. = 36.85'
PT	16+40.64	496426.72	794376.55	
	18+03.07	496264.64	794357.65	
	18+75	496194.06	794370.65	

STATE PROJECT NUMBER: 4994–00–87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE – STORM SEWER DITCH AT COMMUNITY PARK	SHEET NO: 150	E

WSDOT/CADDS SHEET 40

rgassen W:\DWG\WK002\Y70343\02\Plan and Profile\DITCH 1 – 02.dwg 07/21/08 3:33 PM (X-CTH Y, AT&T FIBER only)



NORTH

20 10 0 20

SCALE – FEET

LEGEND

TREE TO BE REMOVED

PROPOSED DITCH C/L COORDINATE INFORMATION

STA.	NORTHING	EASTING
10+50	497005.43	796629.21
11+00	496955.45	796627.91
11+30	496924.57	796627.11

SLOPE INTERCEPT

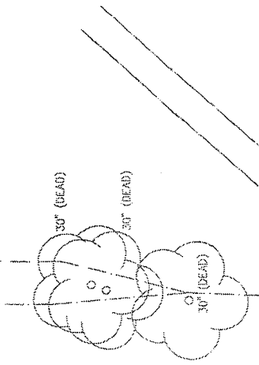
PROPOSED DITCH C/L (SEE TYPICAL SECTION)

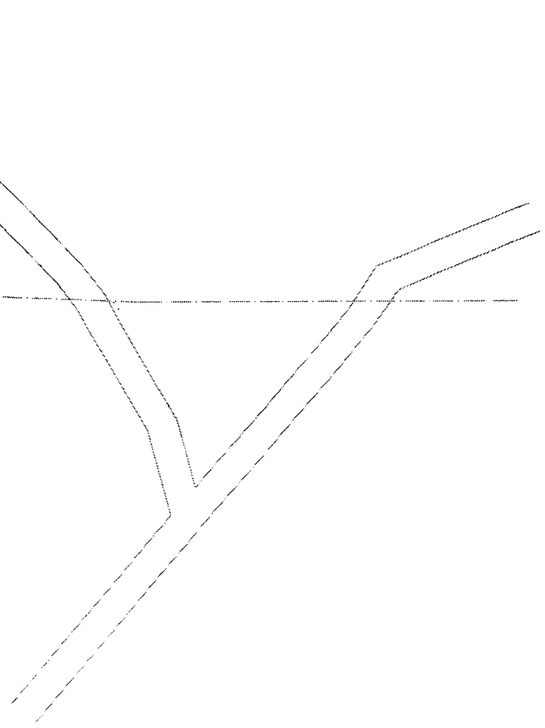
11+00

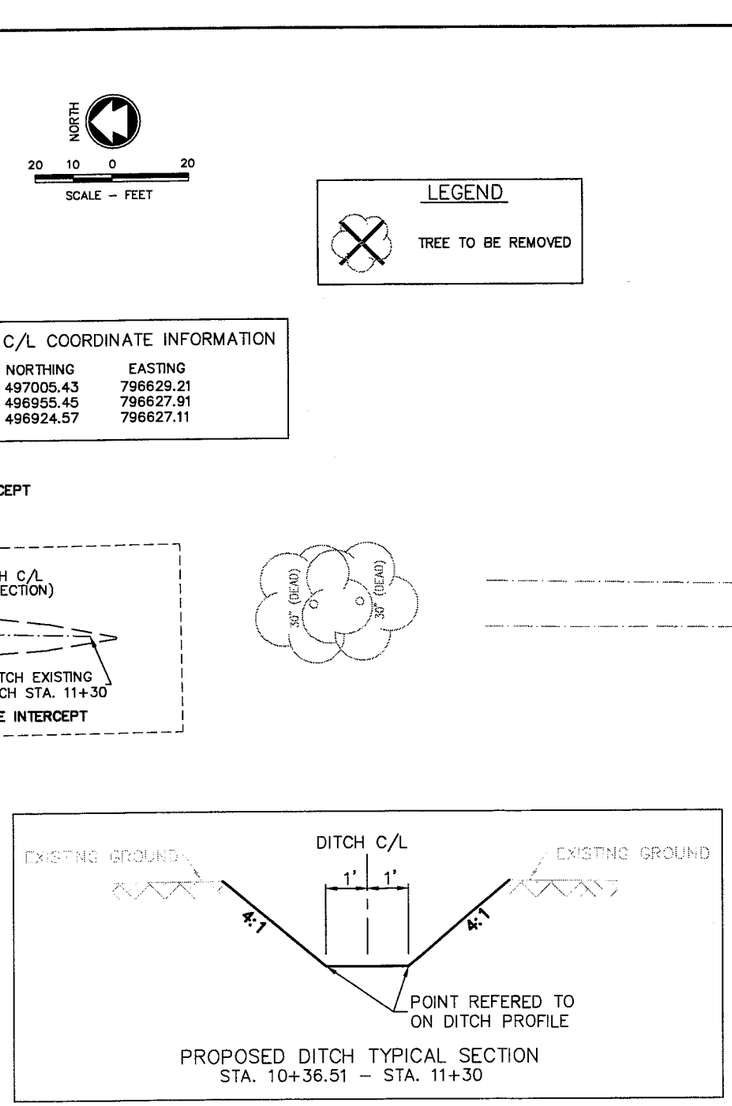
11+00

MATCH EXISTING DITCH STA. 11+30

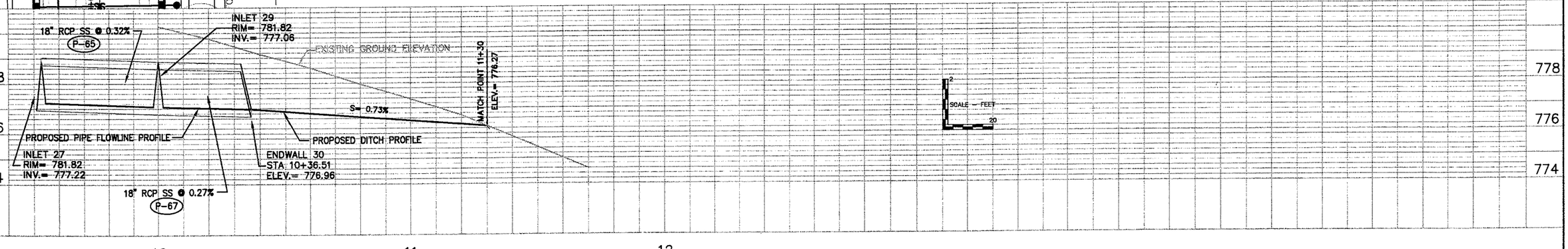
SLOPE INTERCEPT







PROPOSED DITCH TYPICAL SECTION
STA. 10+36.51 – STA. 11+30



SCALE – FEET

2 0 20

STATE PROJECT NUMBER: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	PLAN AND PROFILE – DITCH AT 250+30 RT	SHEET NO: 151 E

WISDOT/CADDS SHEET 40

pmagolski W:\DWG\W0002\97034300\Plan and Profile\DITCH 2 - 01.dwg 05/22/08 12:06 PM (X-CTH Y, FINAL ROW-COMPS DEW)

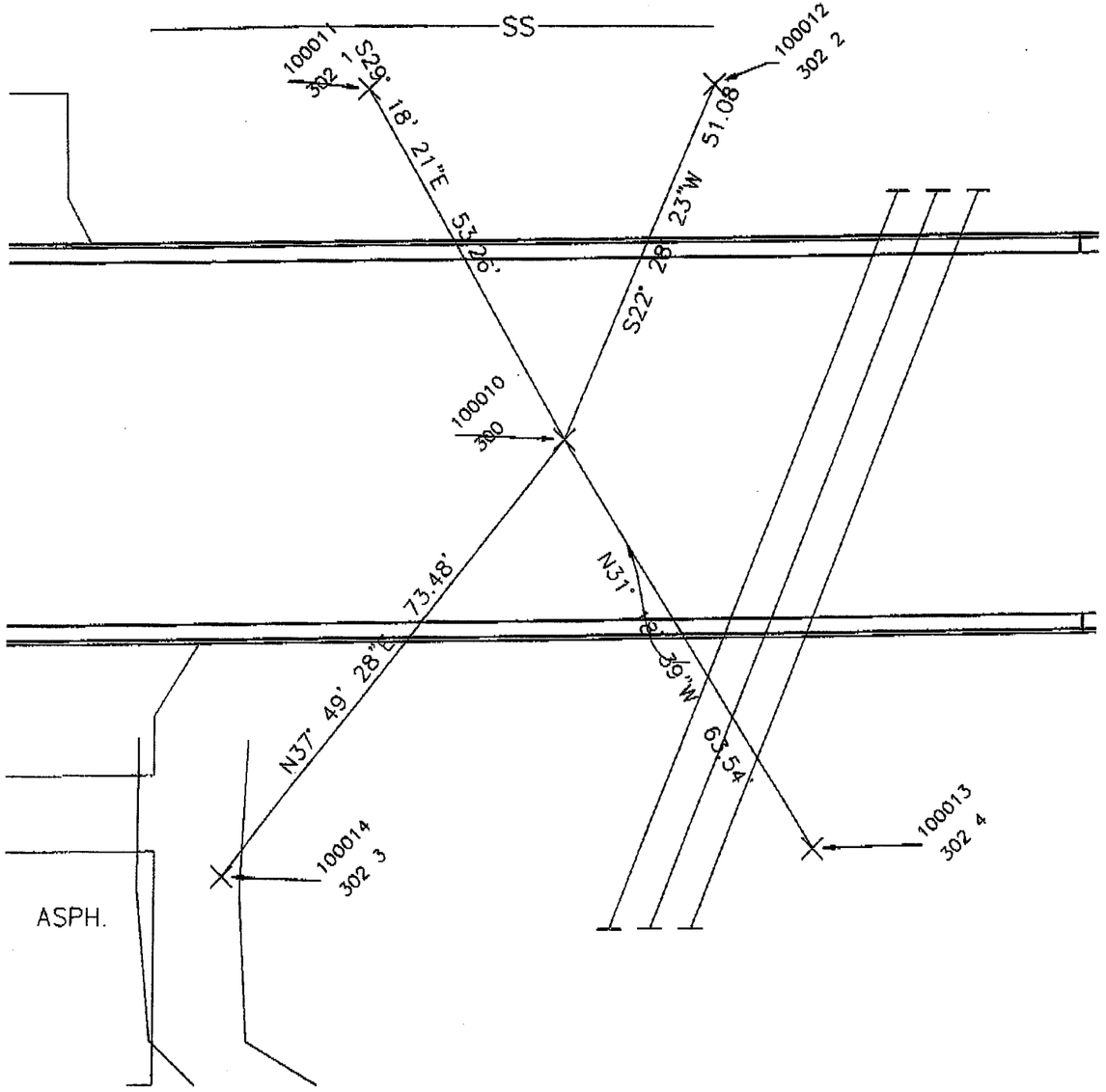
Standard Detail Drawing List

08A5-16A	INLET COVERS TYPE A, H, A-S, & H-S
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A5-17D	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, J-H, J-H-S, L & M
08B6-4	MANHOLES TYPE 1
08B7-4	MANHOLES TYPE 2 & 3
08C1-5	INLETS TYPE 1, 2, 3 & 4
08D1-16	CONCRETE CURB, CONCRETE CURB AND GUTTER & PAVEMENT TIES
08D4-4	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D5-11A	CURB RAMPS TYPES 1 AND 1-A
08D5-11B	CURB RAMPS TYPES 2 AND 3
08D5-11C	CURB RAMPS TYPE 4A
08D5-11D	CURB RAMPS TYPE 4B
08D5-11E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E8-3	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
08F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F4-6	JOINT TIES FOR CONCRETE PIPE
08F10-1	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B2-7	CONDUIT
09B4-9	PULL BOX
09C2-4	CONCRETE BASES, TYPES 1, 2 & 5
09C3-2	TRANSFORMER/PEDESTAL BASES
09E1-6A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E1-6B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E1-8C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E1-4G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E3-2	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E6-2	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F7-3	LOOP DETECTOR INSTALLED IN NEW CONCRETE BASE WITH NEW ASPHALTIC OVERLAY ROUND CSCP PULLBOX
09F9-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
09G1-2A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-2B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-2D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-2E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-2F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-2G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B2-2	CONCRETE MEDIAN NOSE
13B1-9	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C1-12	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C13-5	URBAN DOWELED CONCRETE PAVEMENT
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C4-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C7-8A	PAVEMENT MARKING SYMBOLS
15C7-8B	PAVEMENT MARKING WORDS
15C8-10A	PAVEMENT MARKING (MAINLINE)
15C8-10D	PAVEMENT MARKING (LEFT TURN LANE)
15C8-11E	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C9-7A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-3	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-2	MEDIAN ISLAND MARKING
15D28-1	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

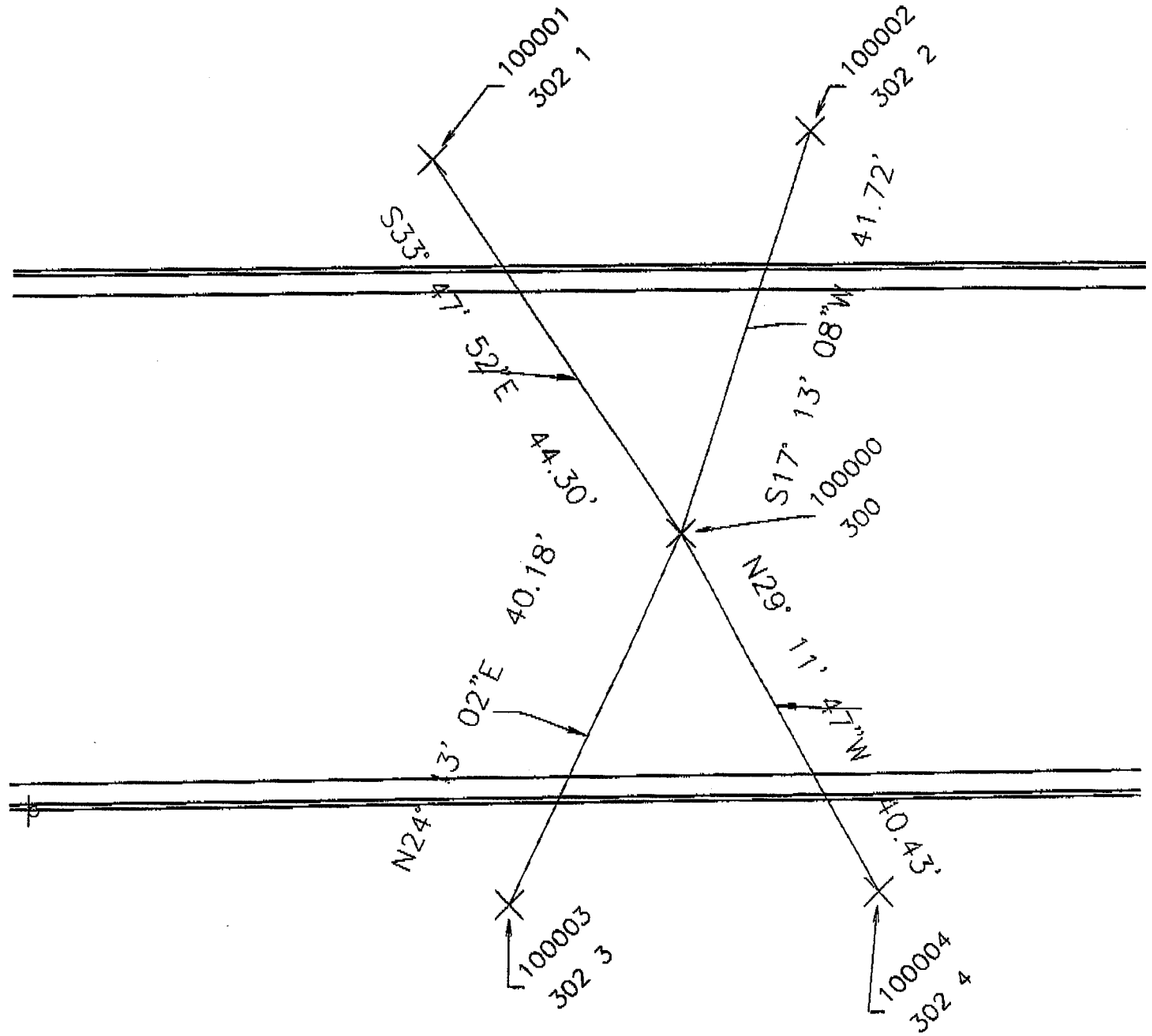
6

Section Corner ties

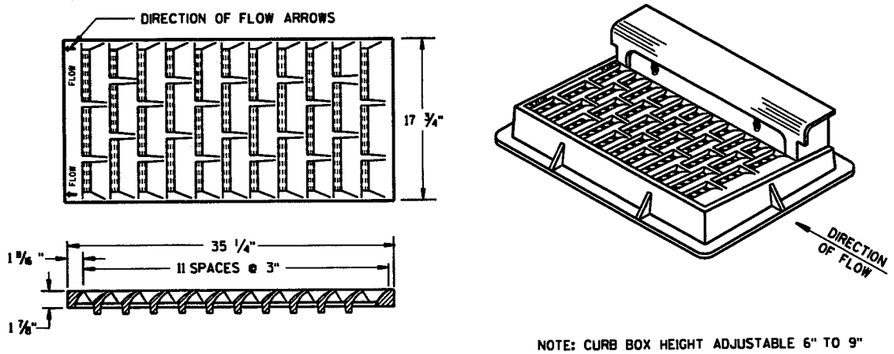
~~pins~~
By triple pipes



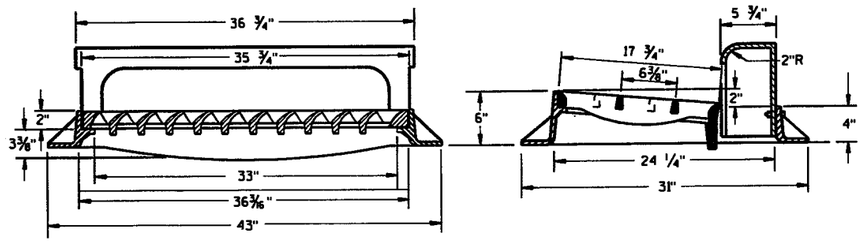
Fifth East



NOTE:
GRATE IS REVERSIBLE.



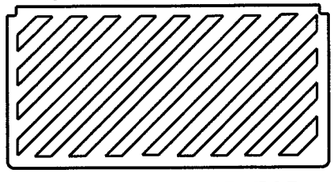
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)
FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

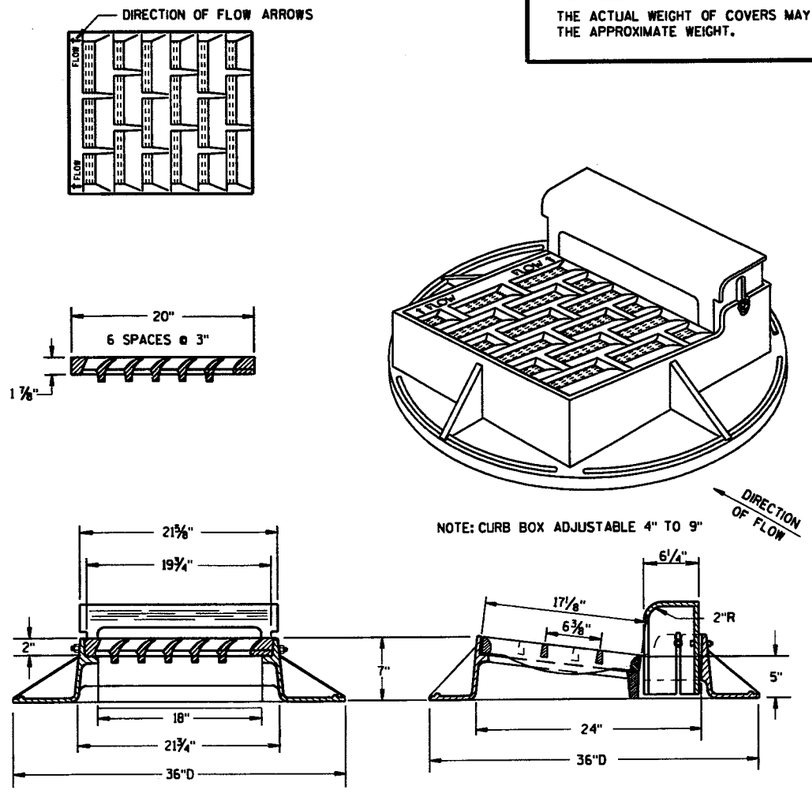
GENERAL NOTES

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.



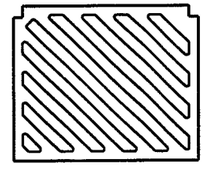
NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.

TYPE "A"

(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.

1" DIAGONAL BARS WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

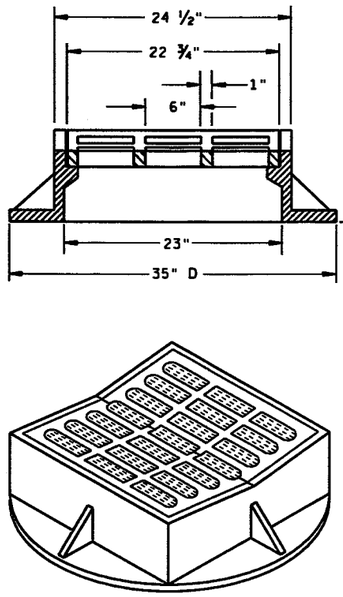
APPROVED
10/4/99
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

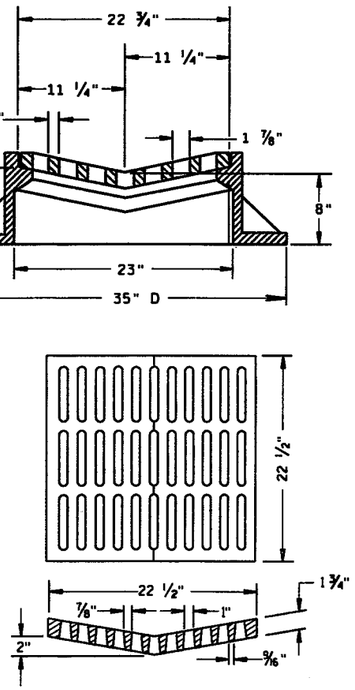
S.D.D. 8 A 5-16a



TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

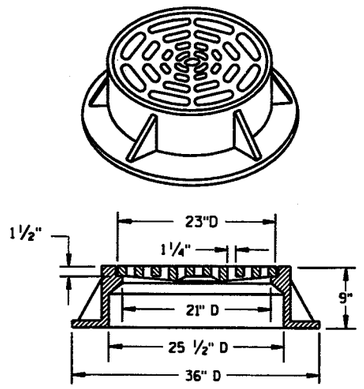


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

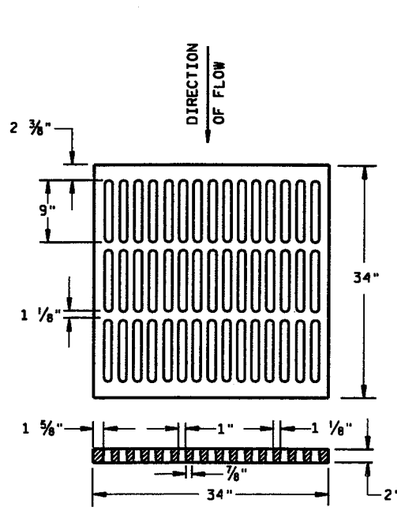
GENERAL NOTES

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

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

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

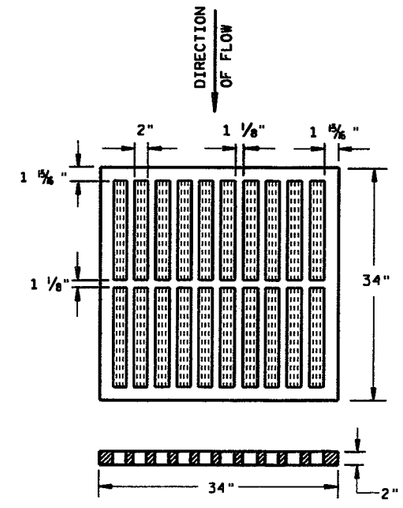


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

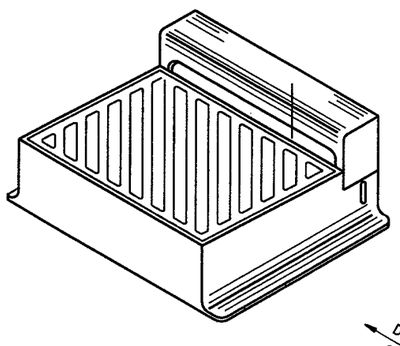


TYPE "MS"

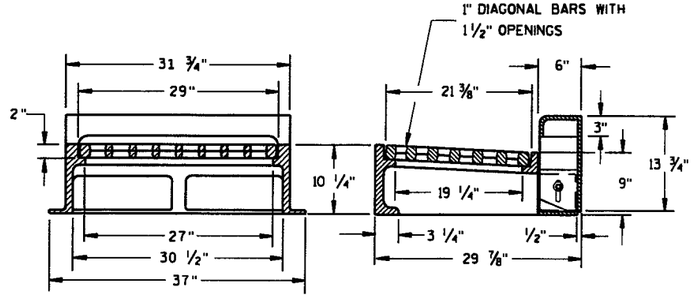
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

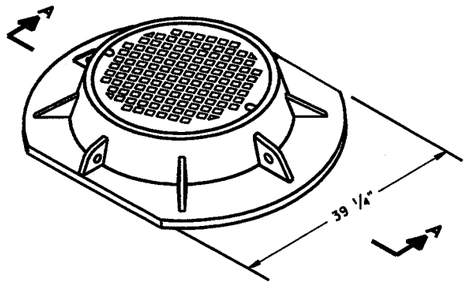
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

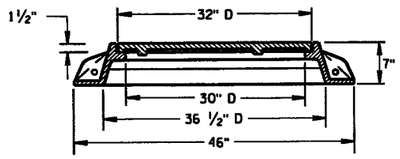
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/4/99 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-16b



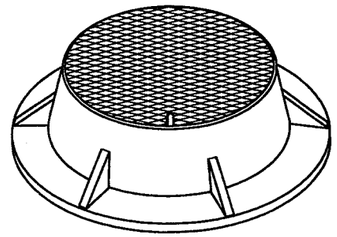


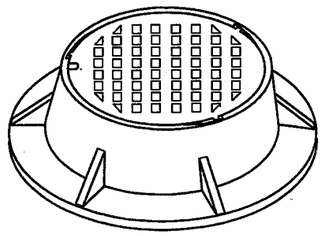
SECTION A-A

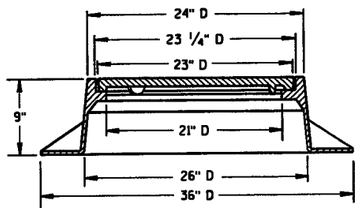
TYPE "K"

(APPROXIMATE WEIGHT 415 LBS.)

FRAME.....210 LBS.
LID.....205 LBS.



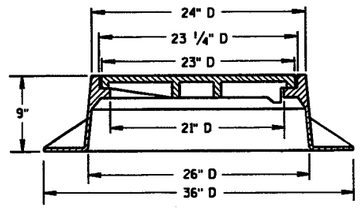




TYPE "J"

(APPROXIMATE WEIGHT 250 LBS.)

FRAME.....135 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 245 LBS.)

FRAME.....145 LBS.
LID.....100 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

GENERAL NOTES

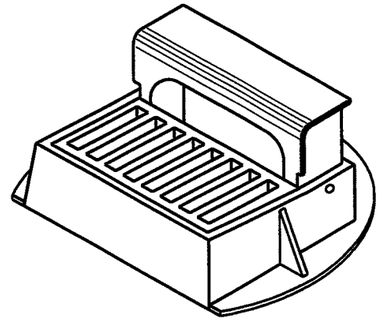
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

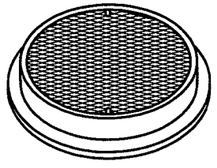
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

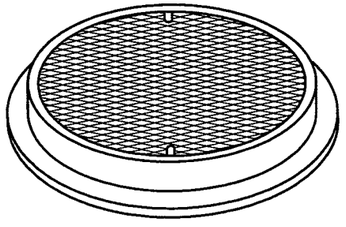
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

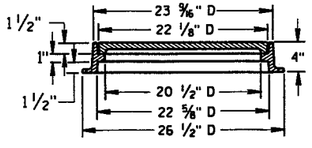
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

(1) MANUFACTURER MAY PROVIDE ADDITIONAL SEALS OR GASKETS.





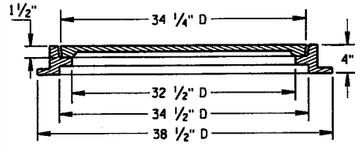




TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

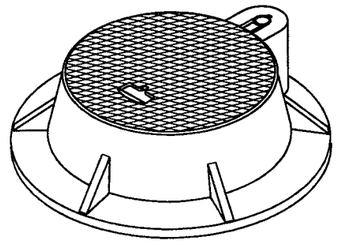
FRAME.....75*
LID.....70*

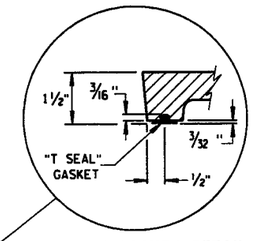


TYPE "M"

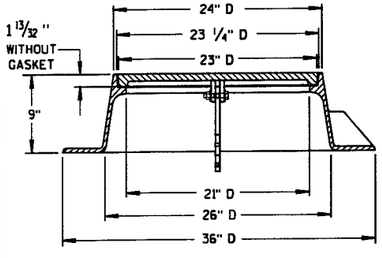
(APPROXIMATE WEIGHT 385 LBS.)

FRAME.....125*
LID.....260*





"T SEAL" GASKET DETAIL



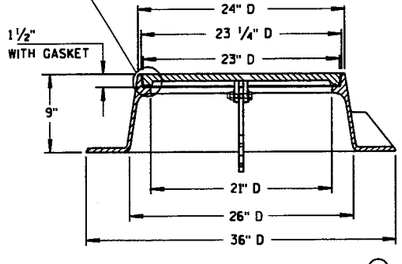
TYPE "J" HINGED

LID WITHOUT "T SEAL" GASKET

(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-H ON THE DRAINAGE TABLE)



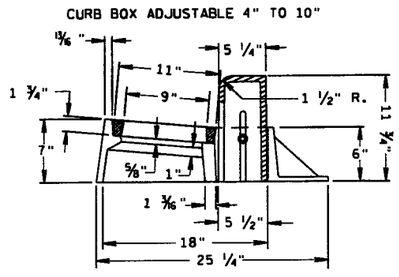
TYPE "J" HINGED-SPECIAL (1)

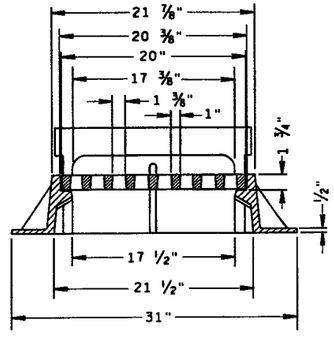
LID WITH "T SEAL" GASKET

(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-S-H ON THE DRAINAGE TABLE)





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME.....198 LBS.
GRATE.....50 LBS.
CURB BOX.....92 LBS.

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

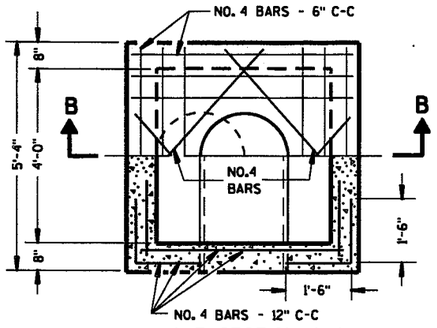
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
FHWA

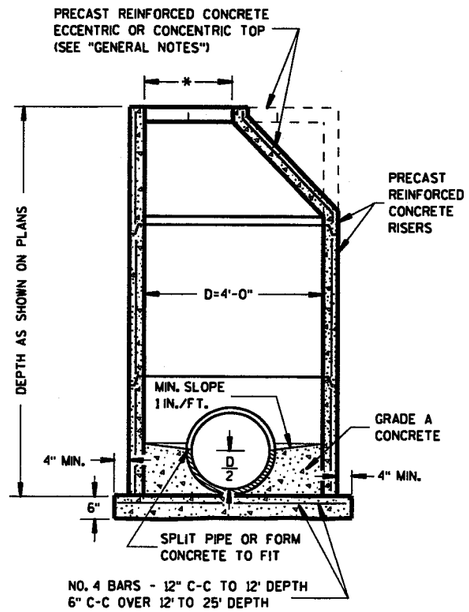
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 A 5-17d



HALF SECTION A-A



PRECAST REINFORCED CONCRETE

GENERAL NOTES

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

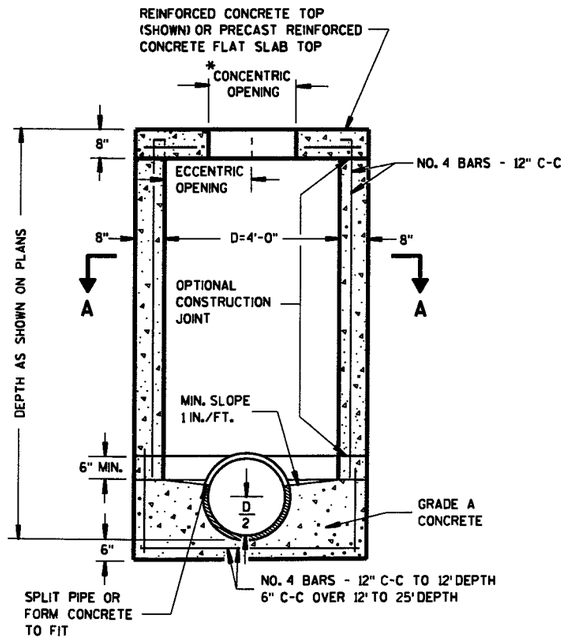
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

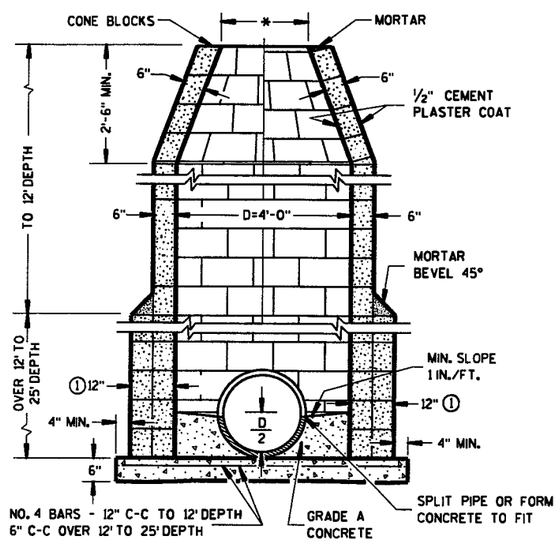
ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 6" BLOCK.



SECTION B-B
REINFORCED CONCRETE



CONCRETE BLOCK

MANHOLES TYPE 1

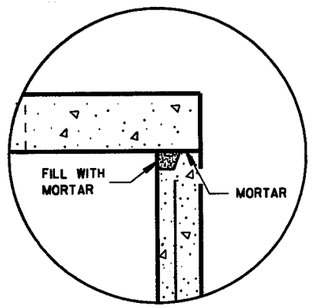
MANHOLES TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 9/9/05 DATE FHWA	/S/ Jerry M. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

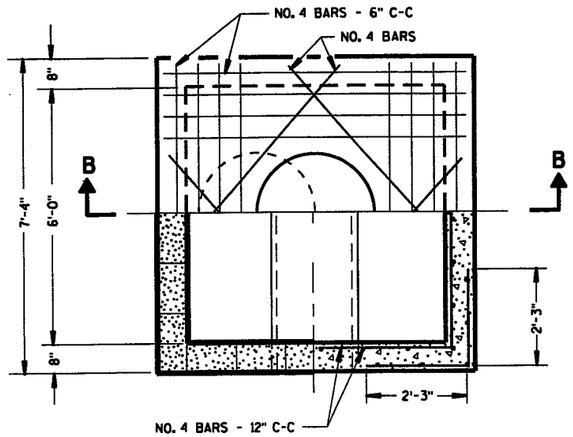
S.D.D. 8 B 6-4

6

S.D.D. 8 B 6-4



DETAIL "A"



HALF SECTION A-A

GENERAL NOTES

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

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

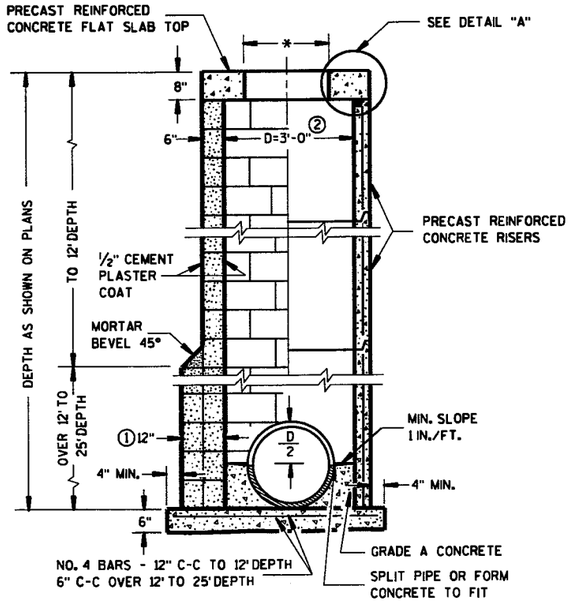
PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

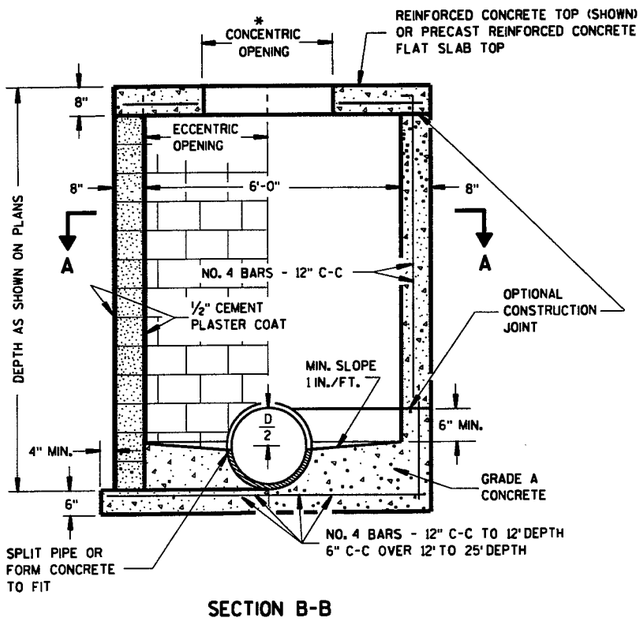
① 2 COURSES 6" BLOCK.

② WHEN CONNECTING PIPES ARE 24" OR LARGER THE PRECAST MANHOLES MAY BE INCREASED TO 42" DIAMETER.



CONCRETE BLOCK ② PRECAST REINFORCED CONCRETE

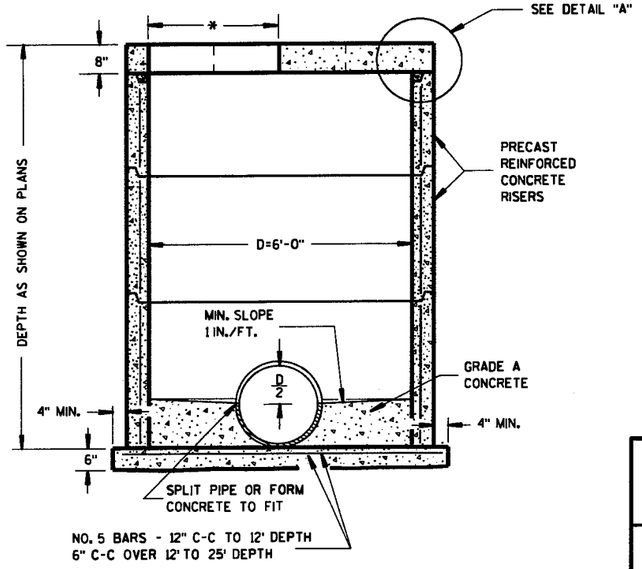
MANHOLES TYPE 2



SECTION B-B

CONCRETE BLOCK REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2 & 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/9/05 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 B 7-4

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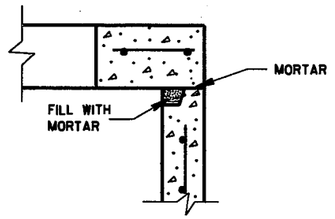
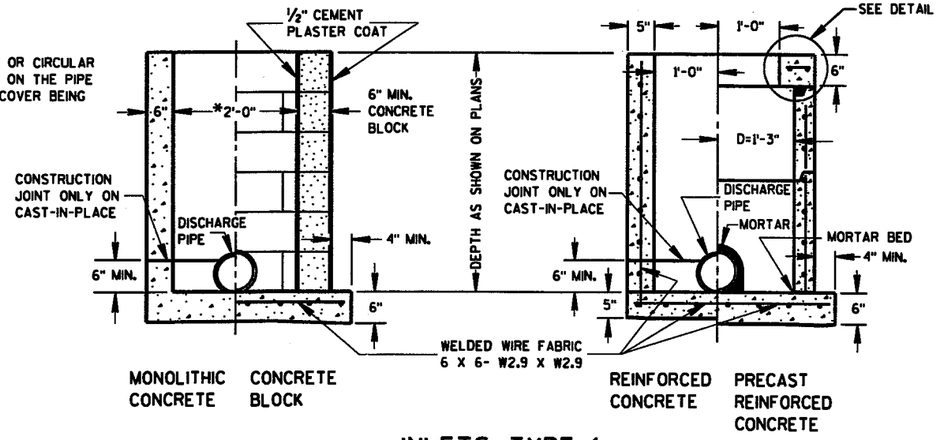
S.D.D. 8 B 7-4

*SELECTION OF SQUARE OR CIRCULAR DESIGN WILL BE BASED ON THE PIPE SIZES AND THE INLET COVER BEING UTILIZED



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

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

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

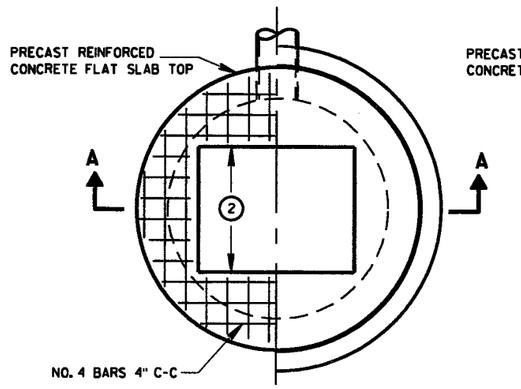
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

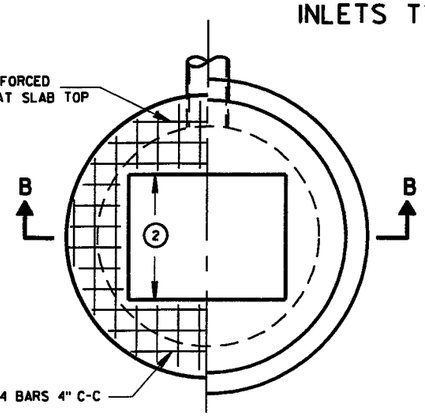
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

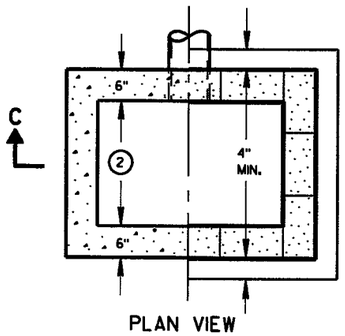
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



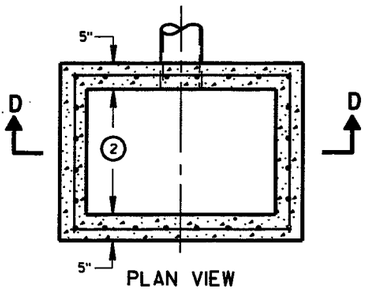
PLAN VIEW



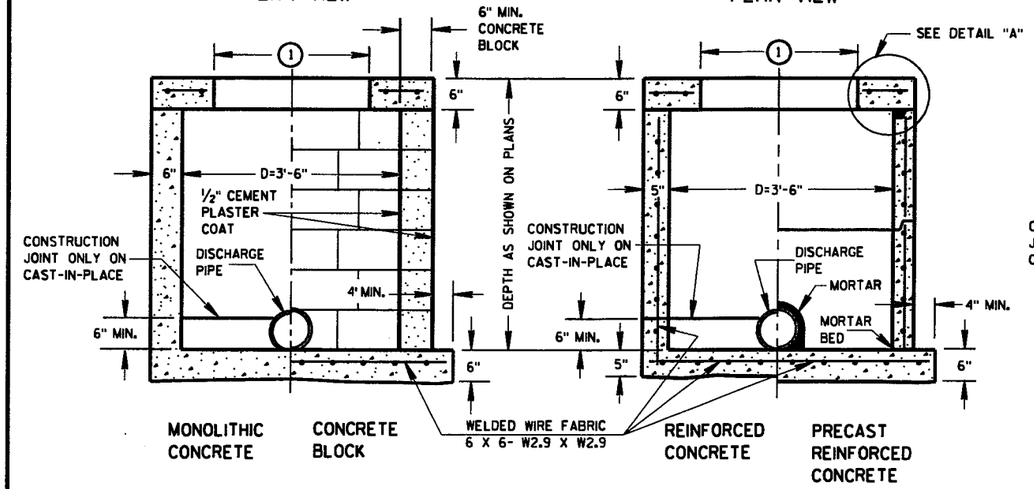
PLAN VIEW



PLAN VIEW

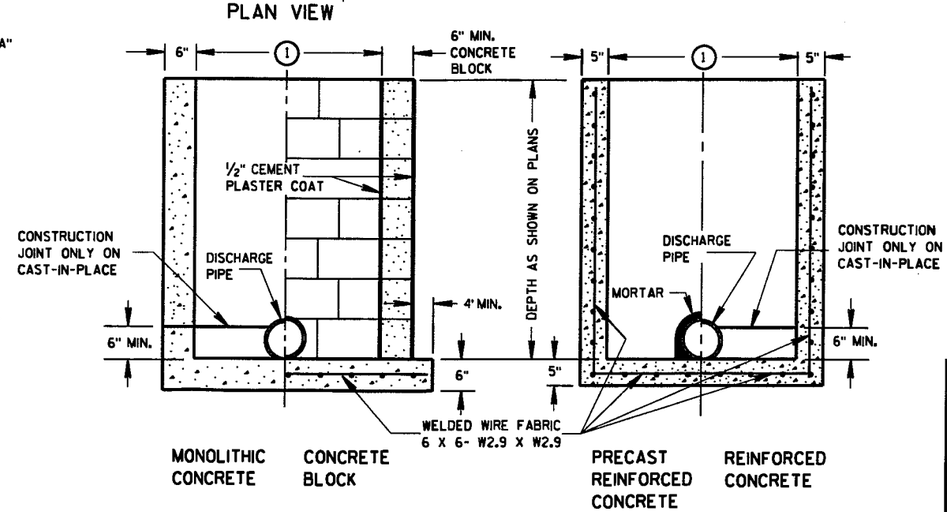


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

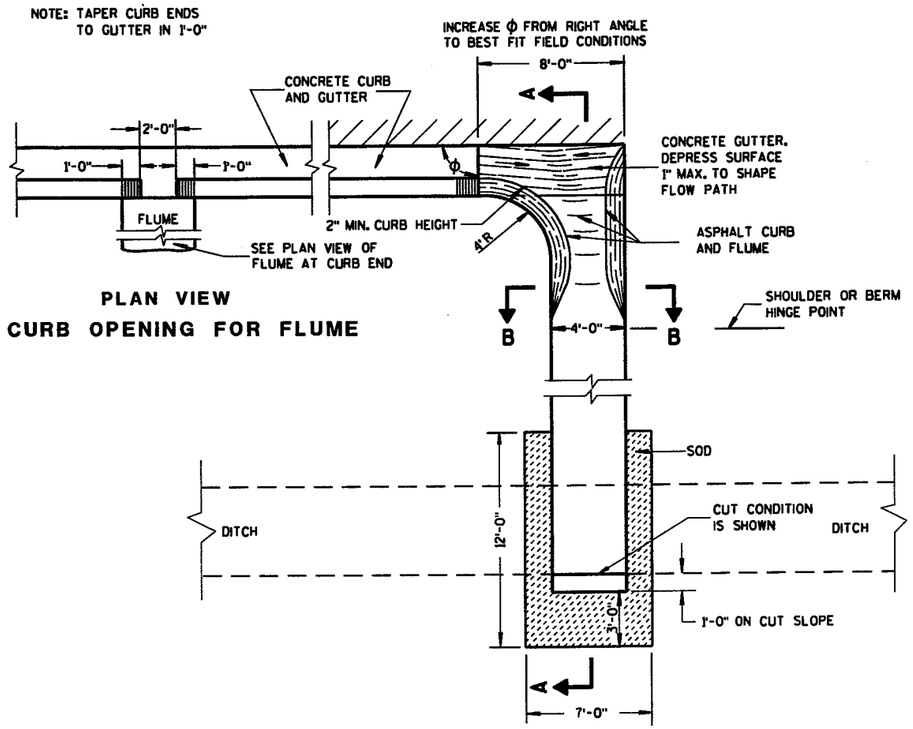
INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/26/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

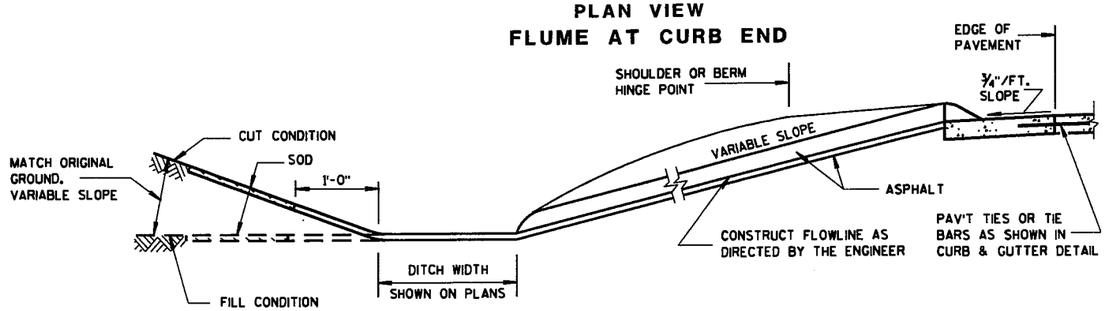
S.D.D. 8 C 1-5

ASPHALTIC FLUME

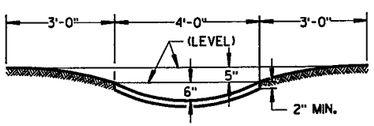


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

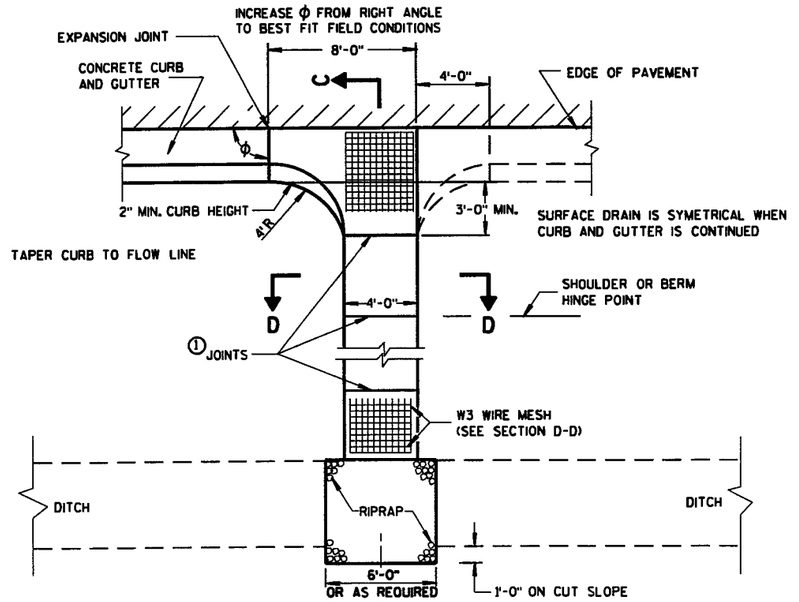
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

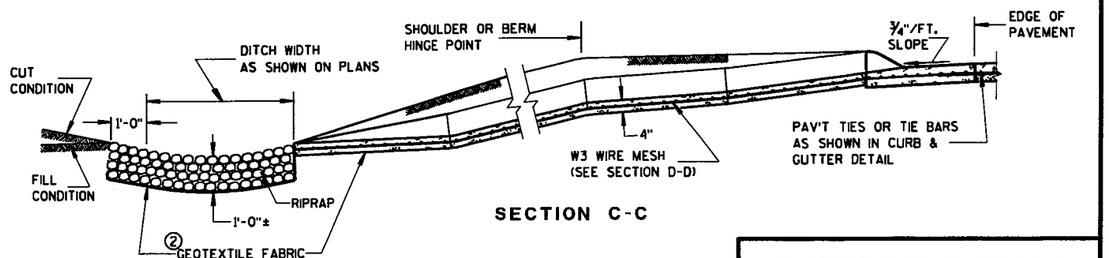
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

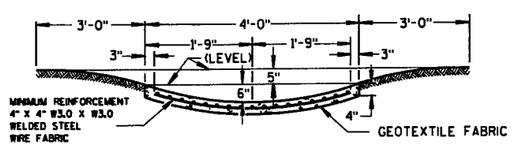
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

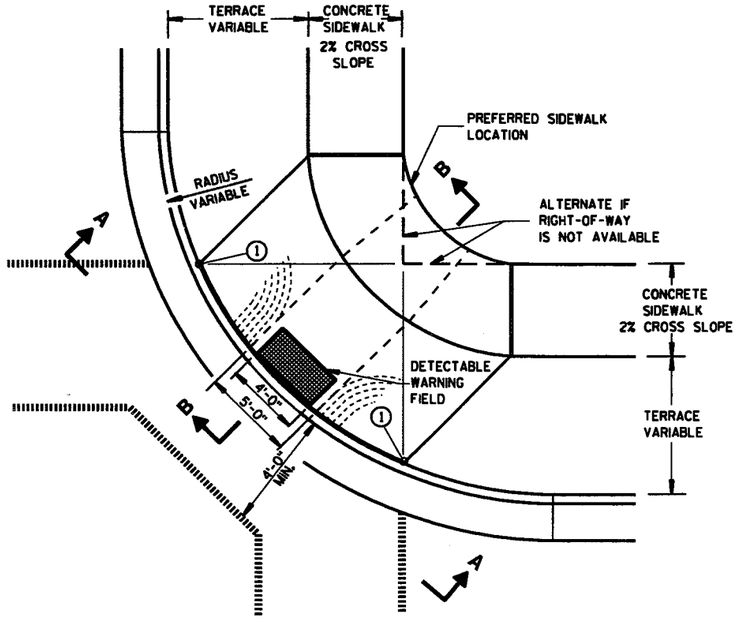
CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-17-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

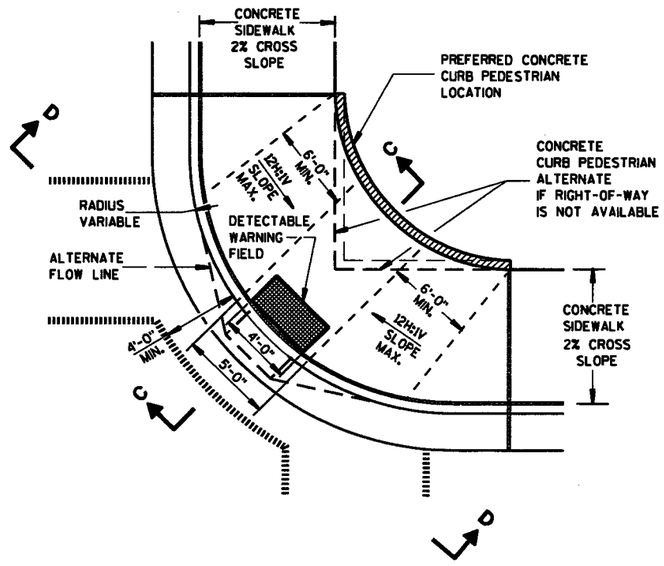
S.D.D. 8 D 4-4



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

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 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

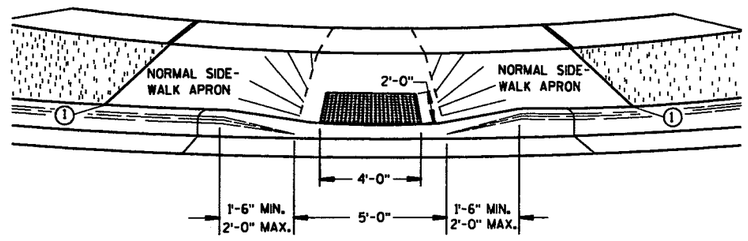
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

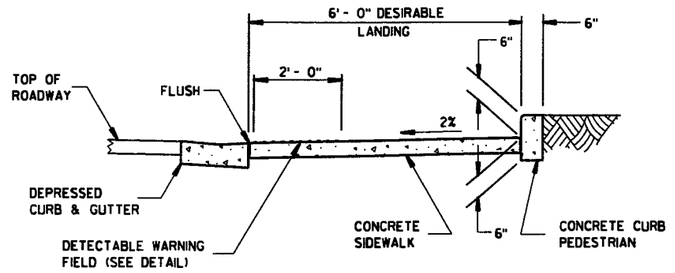
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

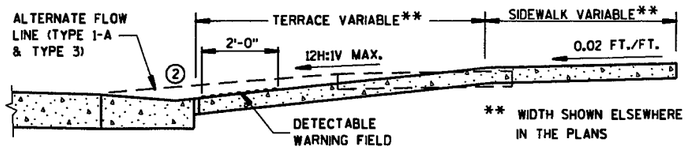
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



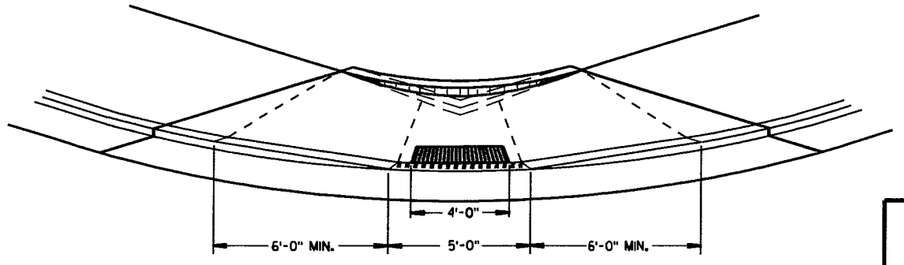
VIEW A-A



SECTION C-C



SECTION B-B



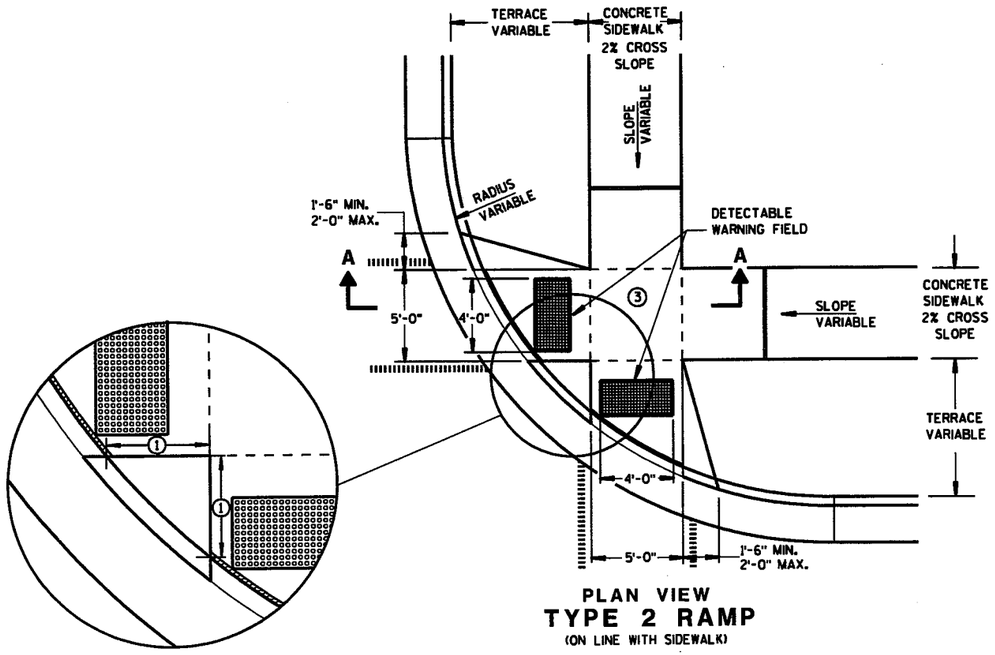
VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

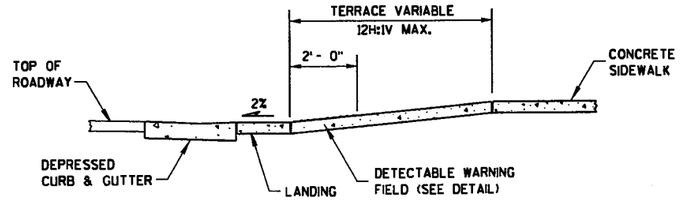
S.D.D. 8 D 5-11a



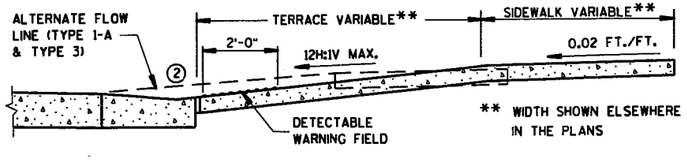
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

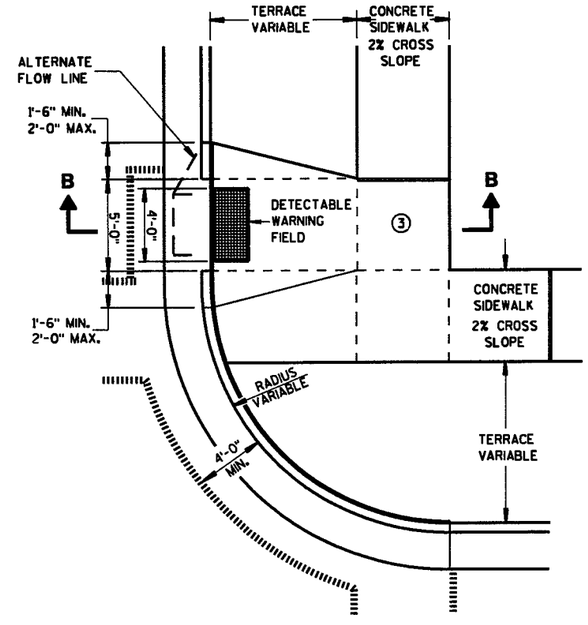
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

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



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

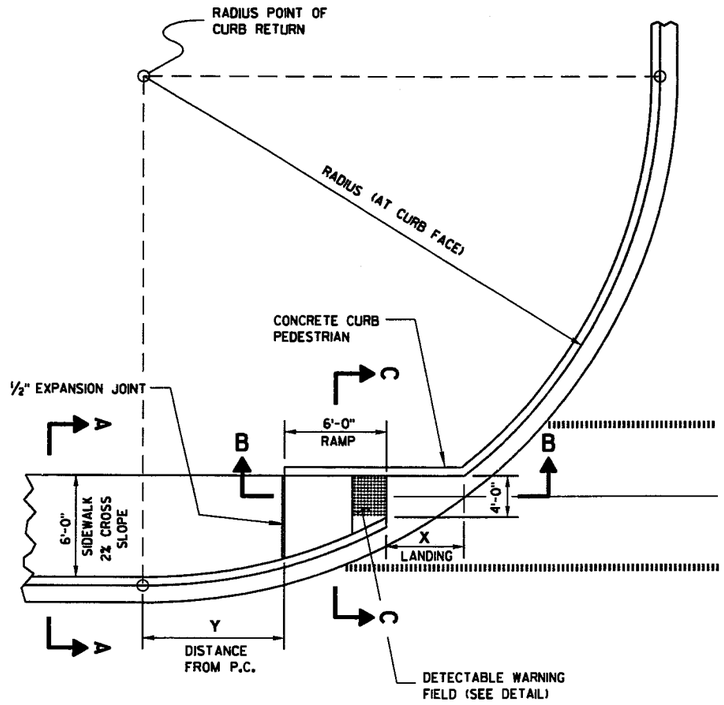
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11b

6

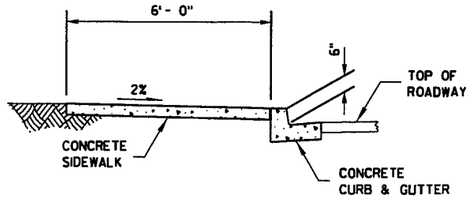
S.D.D. 8 D 5-11b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



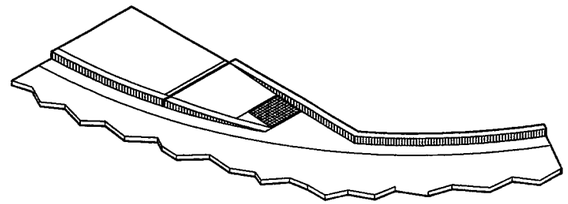
SECTION A-A

GENERAL NOTES

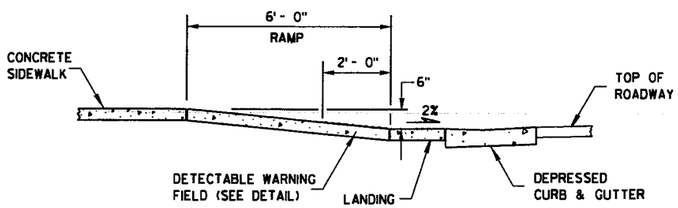
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

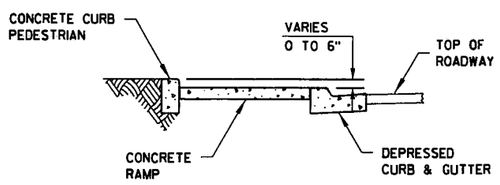
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

LEGEND

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

CURB RAMPS
TYPE 4A

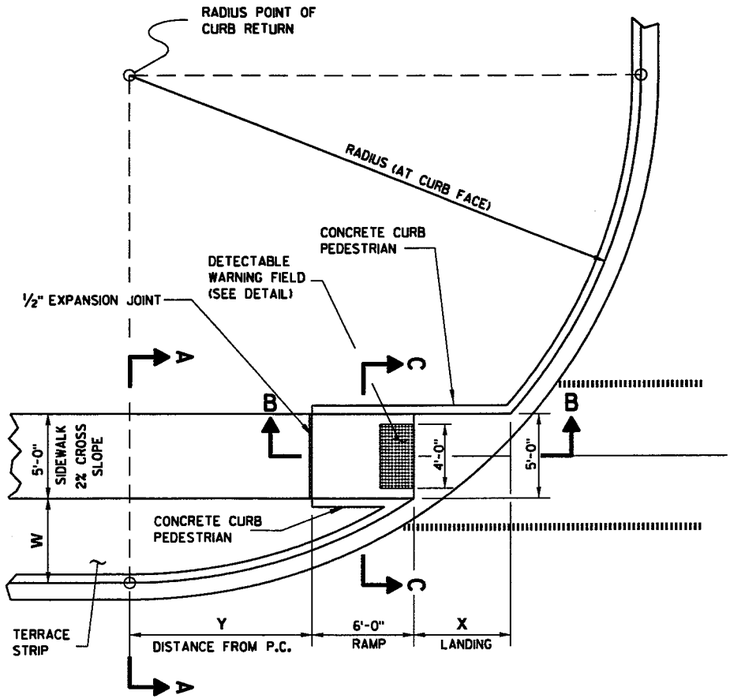
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11c

6

S.D.D. 8 D 5-11c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

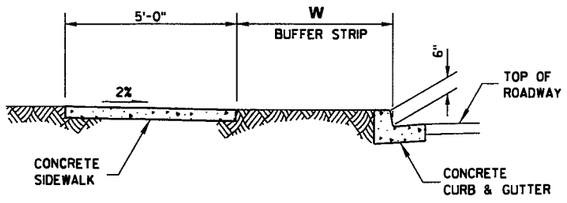
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

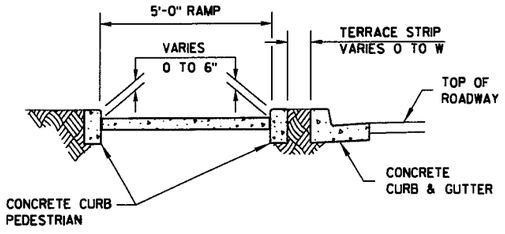
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'- ½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

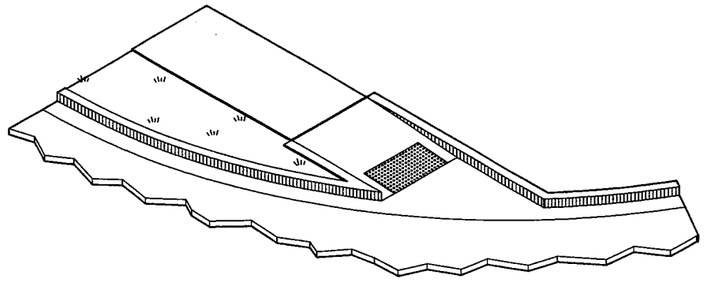
INTERMEDIATE RADII CAN BE INTERPOLATED



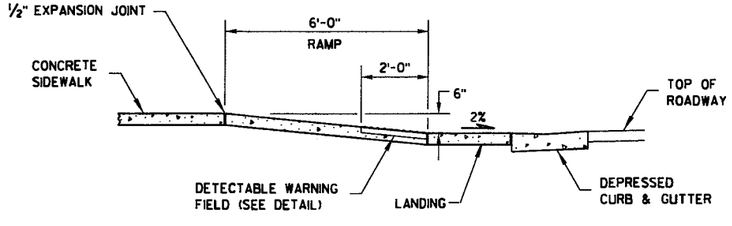
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

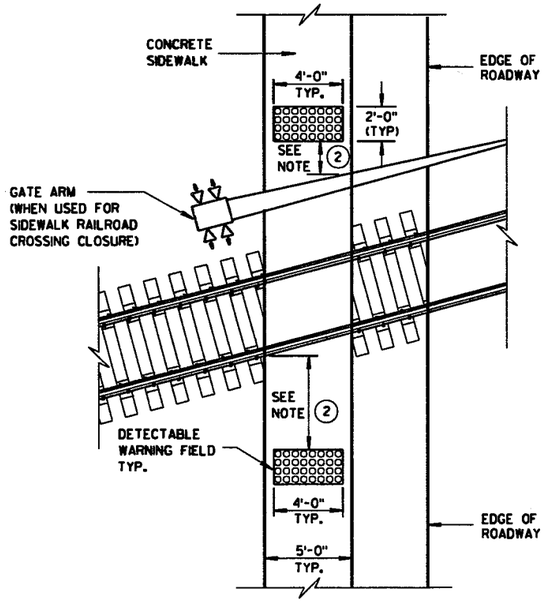
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

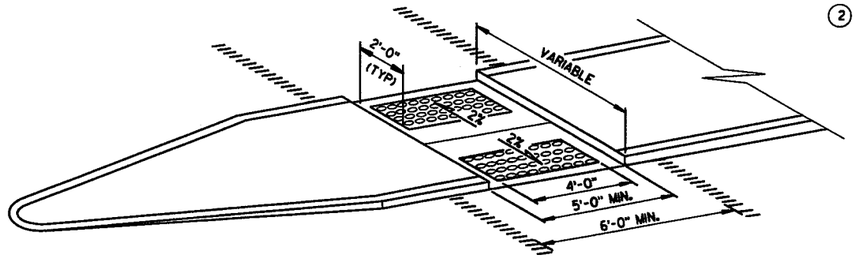
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

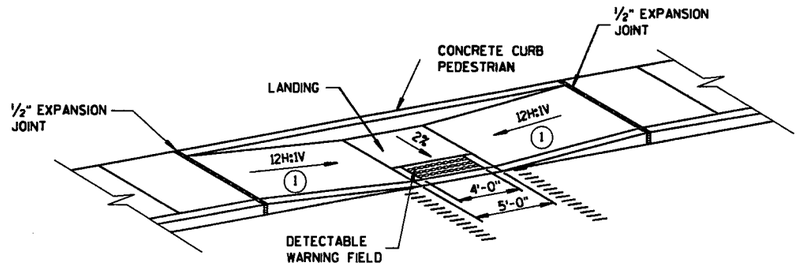
S.D.D. 8 D 5-11d



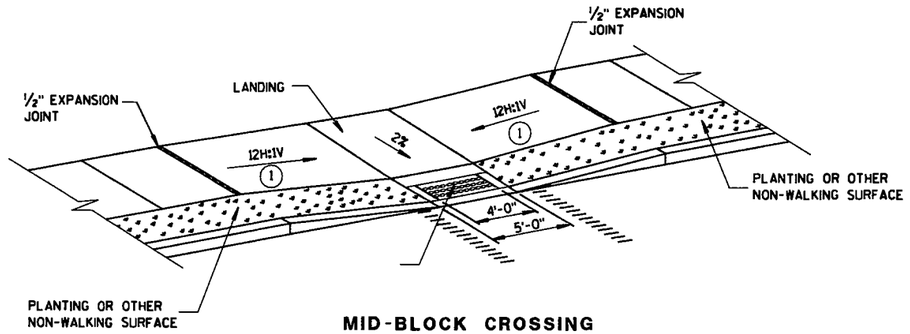
TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

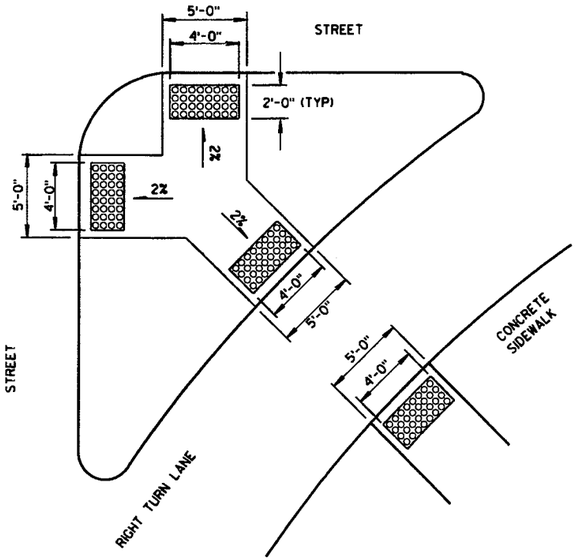


MID-BLOCK CROSSING
TYPE 7A



MID-BLOCK CROSSING
TYPE 7B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS

GENERAL NOTES

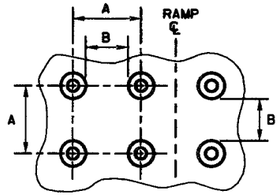
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

LEGEND

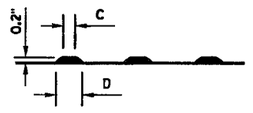
- ——— 1/2" EXPANSION JOINT-SIDEWALK
- - - - CONTRACTION JOINT FIELD LOCATED
- ▮▮▮▮▮▮▮▮▮▮▮▮ PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

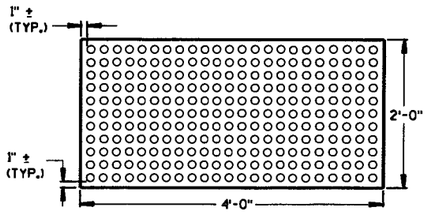
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

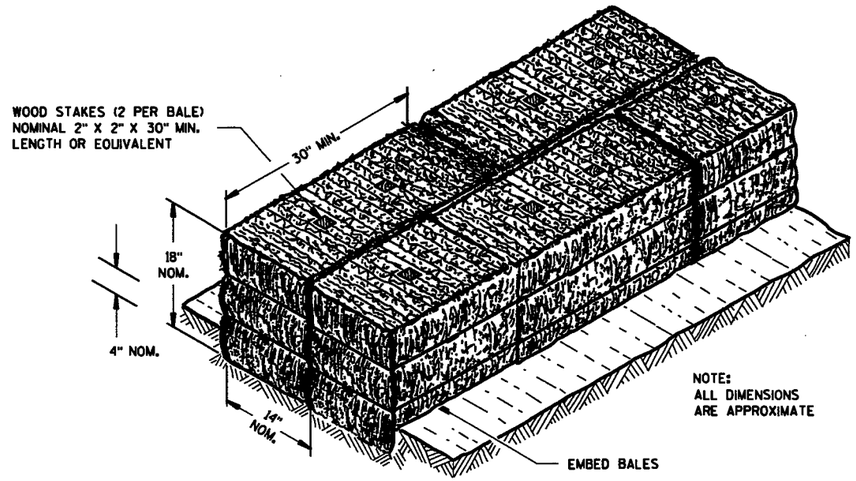
CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

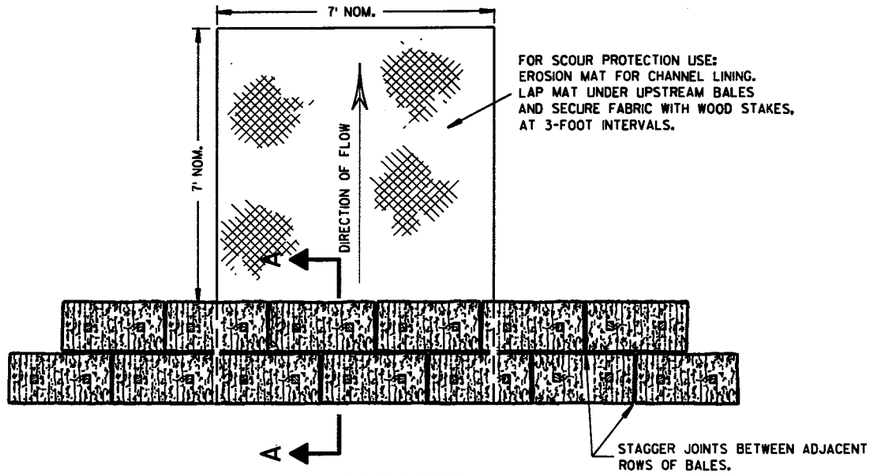
APPROVED
9/9/05 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

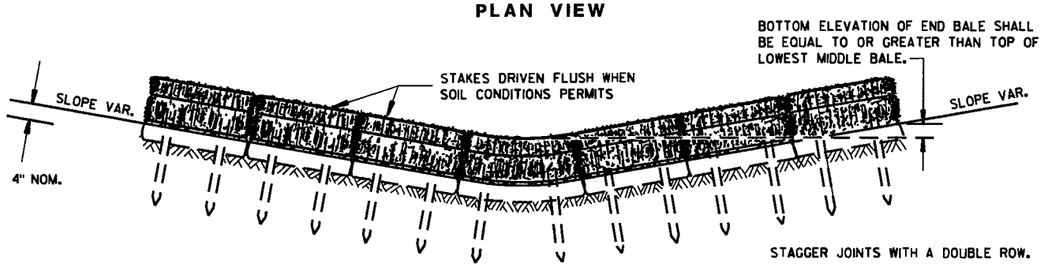
S.D.D. 8 D 5-11e



SECTION A-A



PLAN VIEW



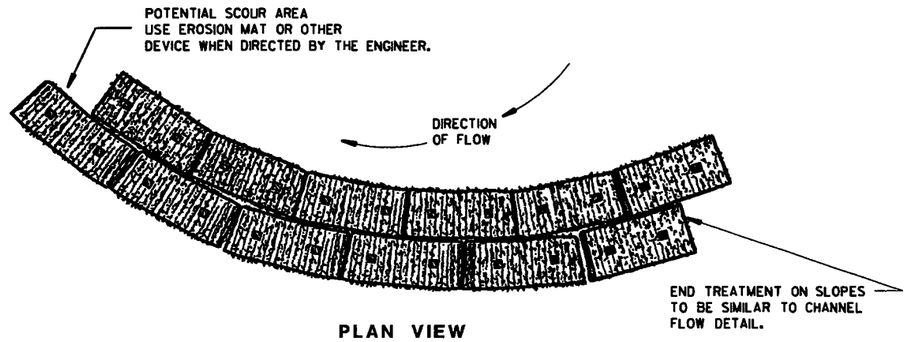
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

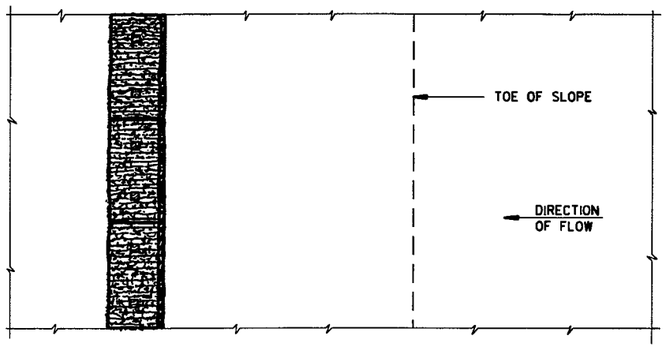
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

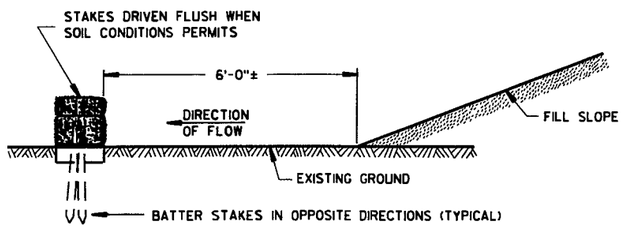


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

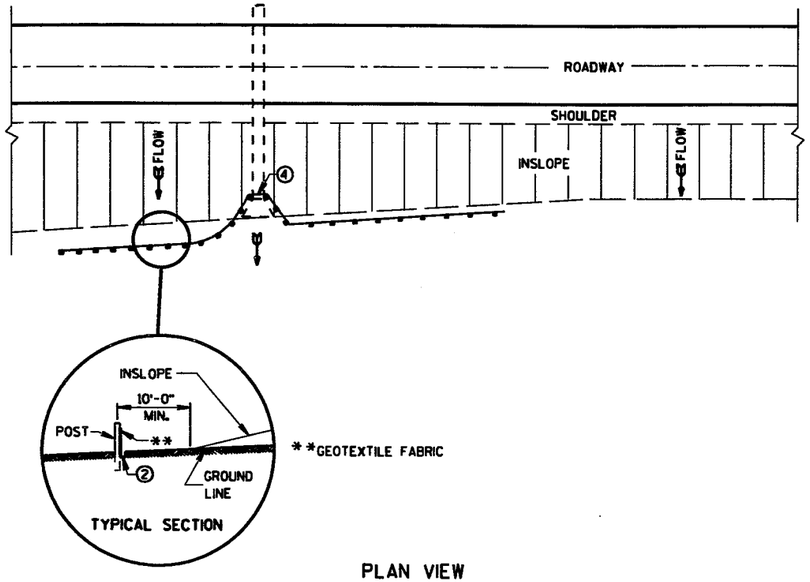
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

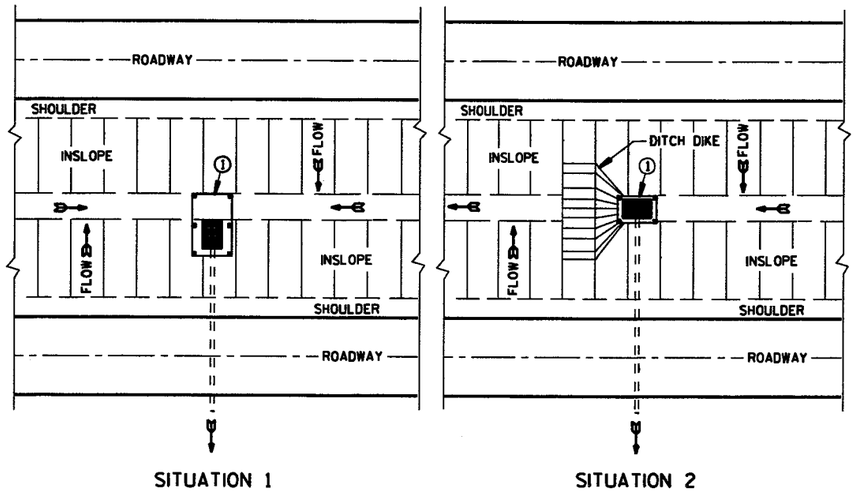
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

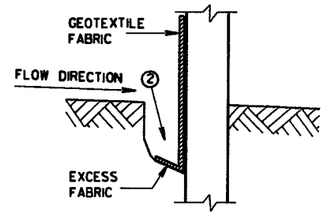
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

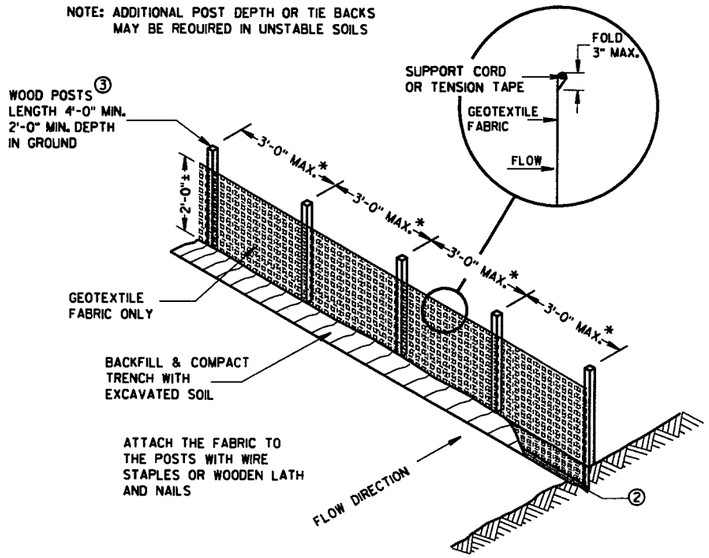
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

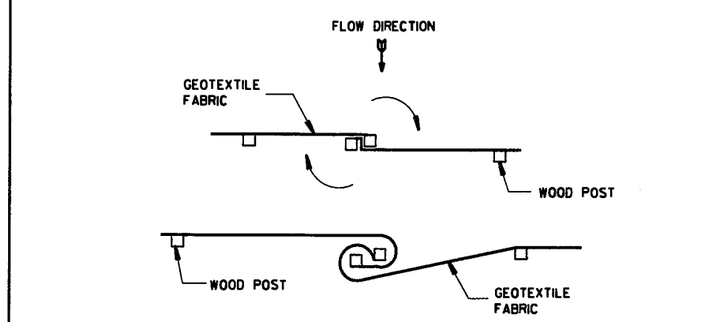
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



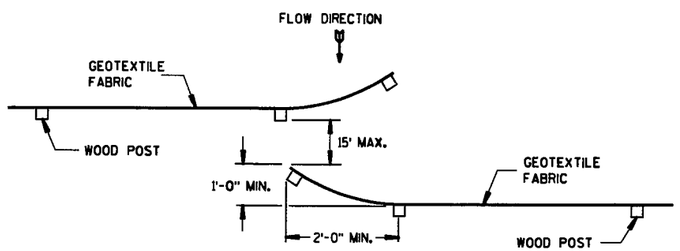
TRENCH DETAIL



SILT FENCE

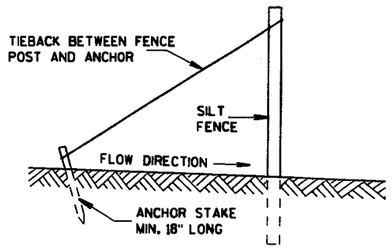


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

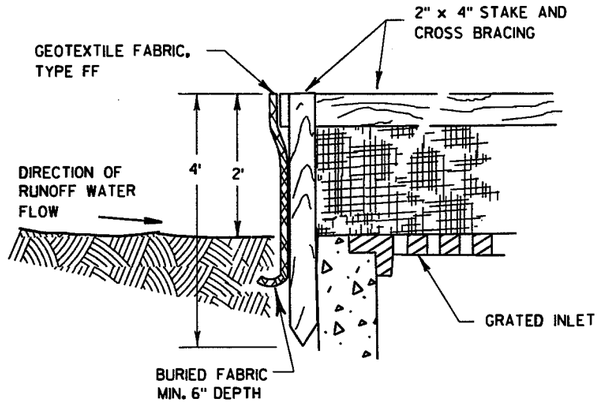
APPROVED
4-29-05
DATE
FHWA

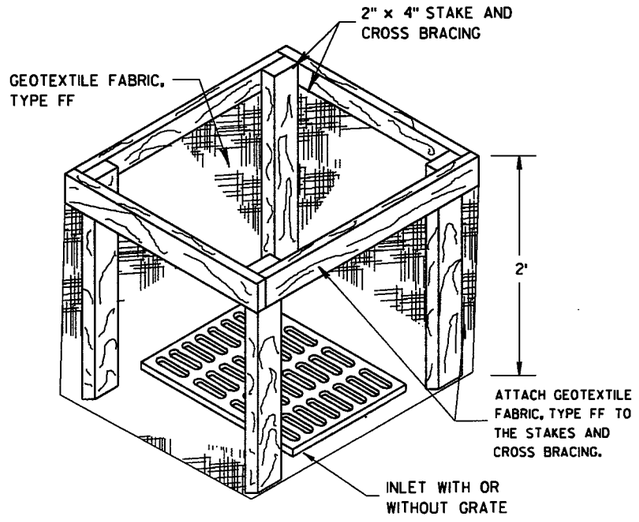
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

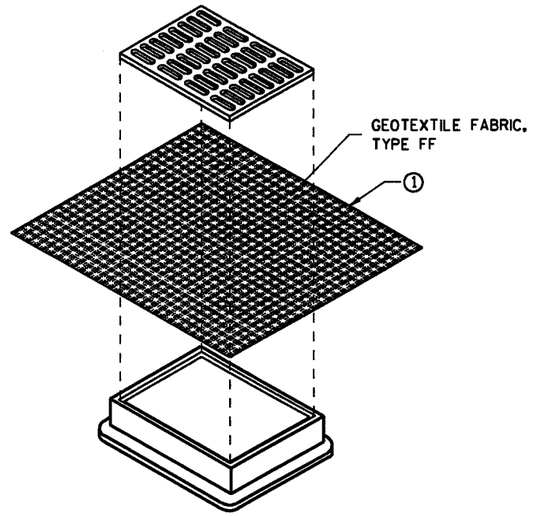
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



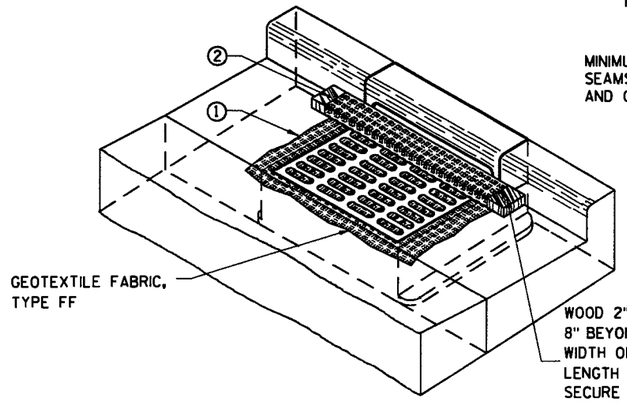


INLET PROTECTION, TYPE A

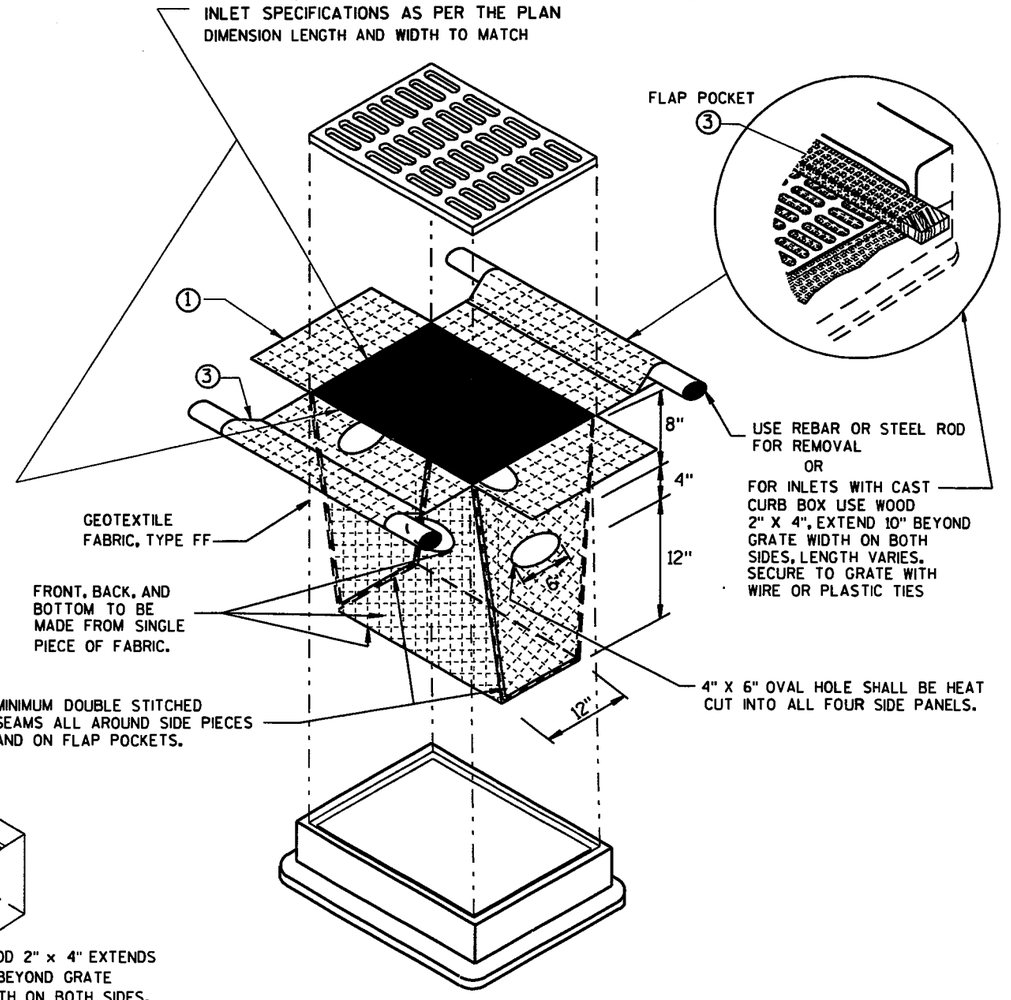


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
FHWA

CHIEF, ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

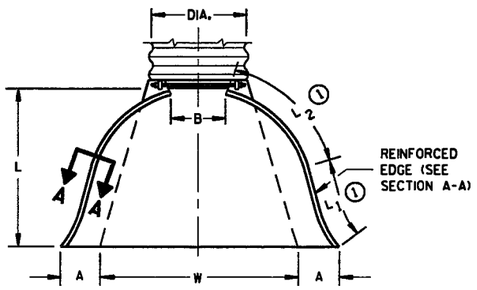
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

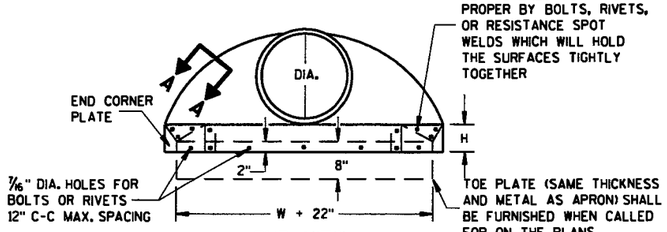
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/3 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

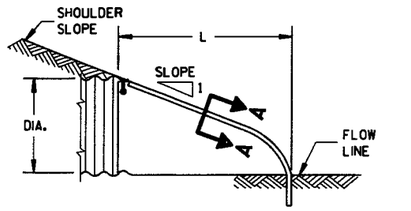
*MINIMUM
**MAXIMUM



PLAN VIEW

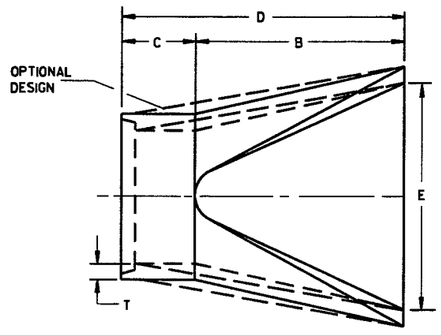


END VIEW

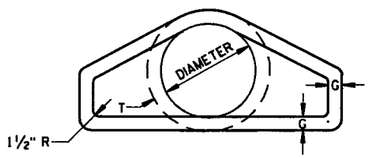


SIDE ELEVATION

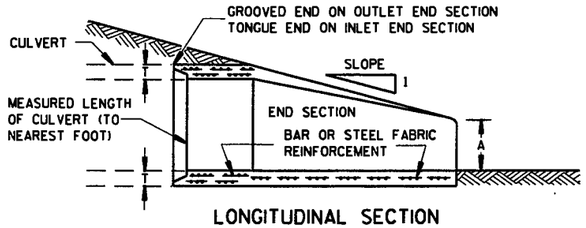
METAL ENDWALLS



PLAN

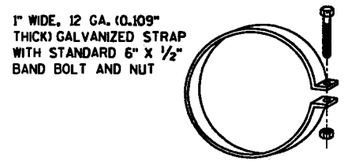


END VIEW



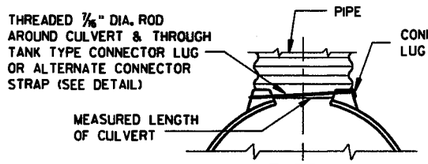
LONGITUDINAL SECTION

CONCRETE ENDWALLS

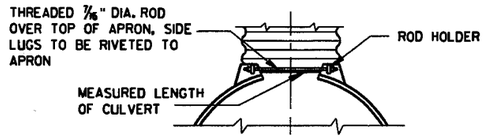


ALTERNATE FOR TYPE 1 CONNECTION

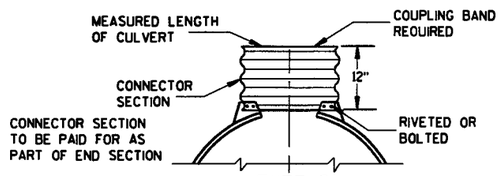
END SECTION CONNECTOR STRAP



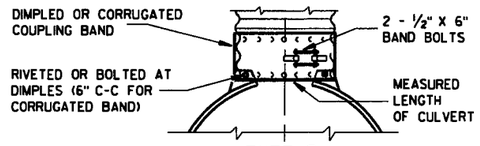
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

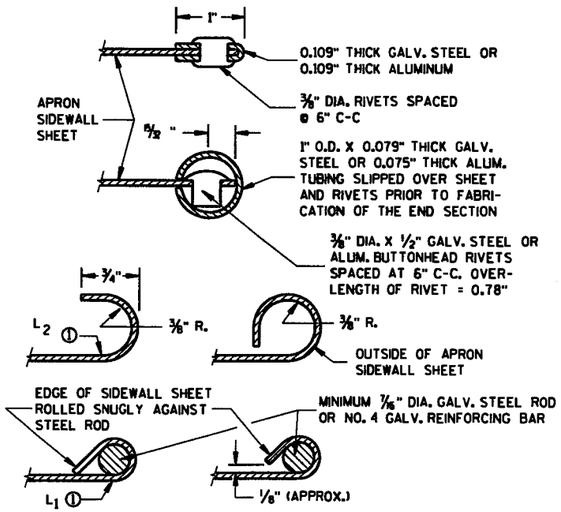
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

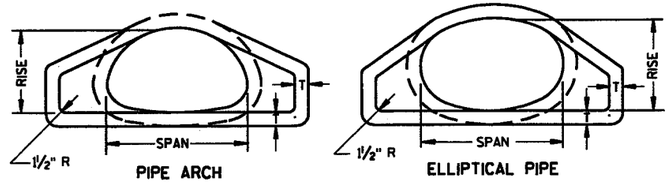
APPROVED
11/30/94
DATE

Roy D. Thomsen
CHIEF ROADWAY DEVELOPMENT ENGINEER

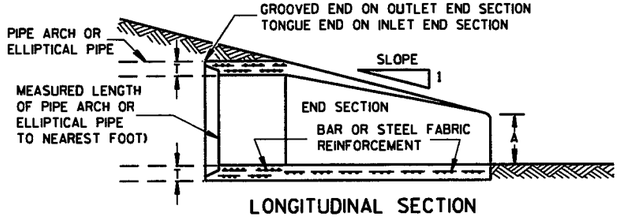
FHWA

6

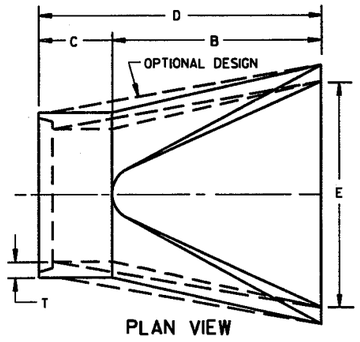
S.D.D. 8 F 1-11



END VIEW

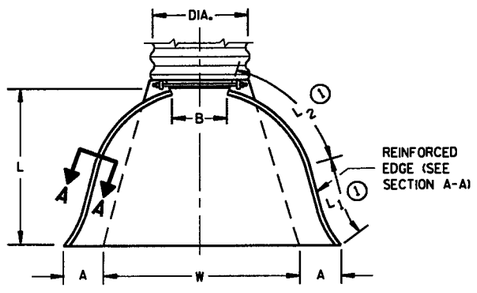


LONGITUDINAL SECTION

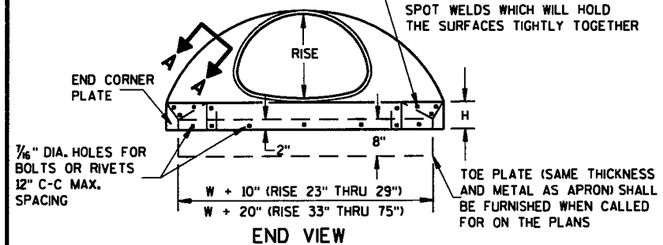


PLAN VIEW

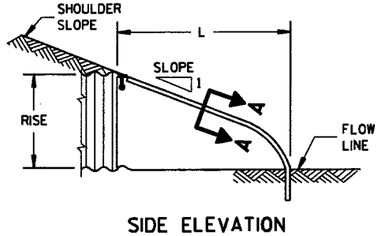
CONCRETE ENDWALLS



PLAN VIEW

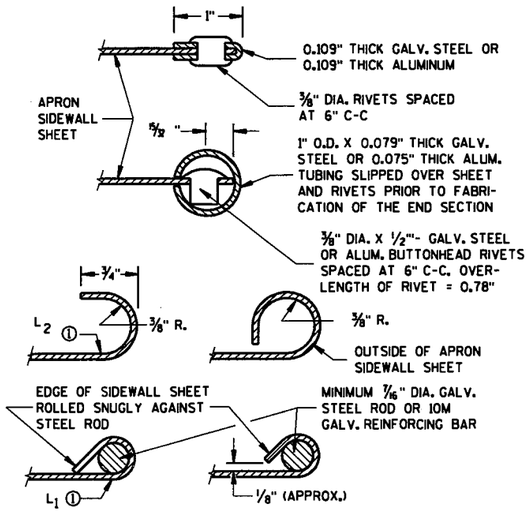


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(inches) SPAN	RISE	MIN. THICK. (inches) STEEL	ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(inches) SPAN	RISE	MIN. THICK. (inches) STEEL	ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

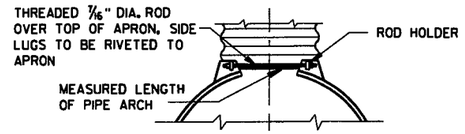
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅝	60	36	96	72	3 to 1
42	51	31	4½	15 5/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

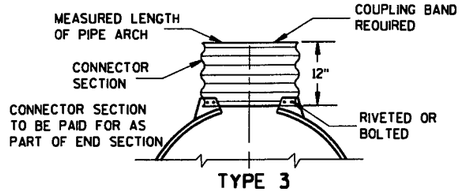
EQUIV. DIA. (Inches)	DIMENSIONS (inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅝	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



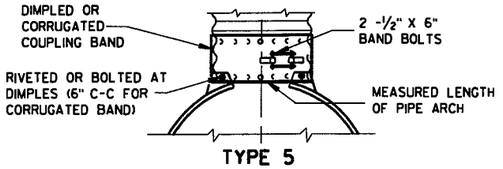
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:
ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 2-1

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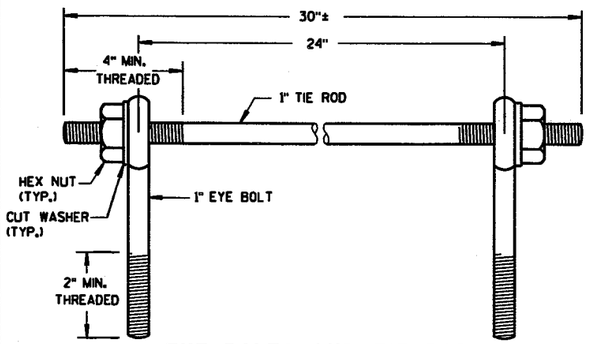
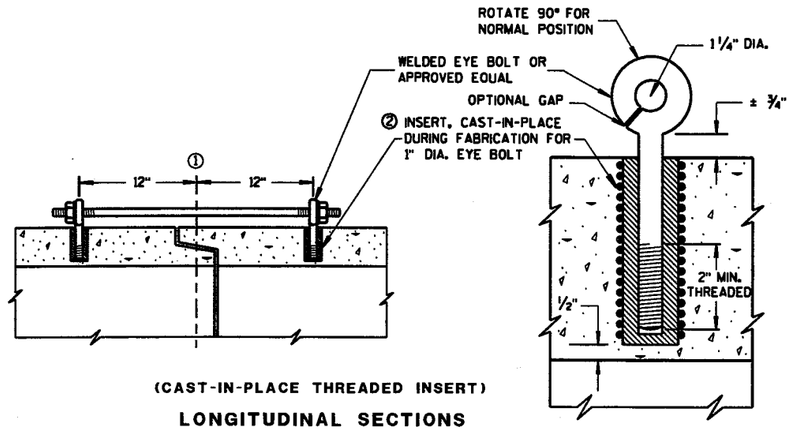
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

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

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CULVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

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

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

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

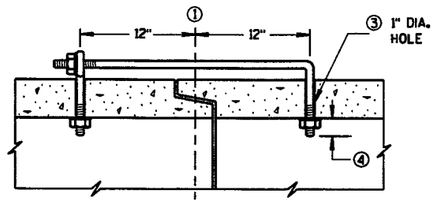
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

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

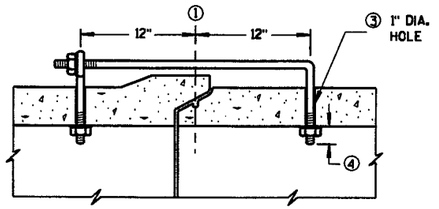
⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

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

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

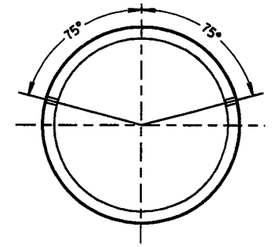
EYE BOLT DIMENSION TABLE

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

ADJUSTABLE TIE ROD TABLE

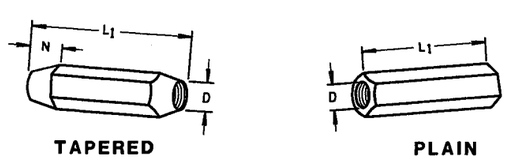
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 3/16

DIMENSIONS SHOWN ARE IN INCHES



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

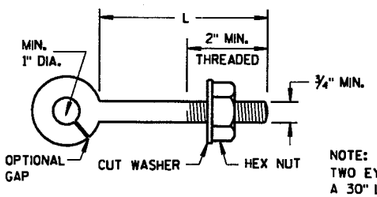
TRANSVERSE SECTION



TAPERED PLAIN

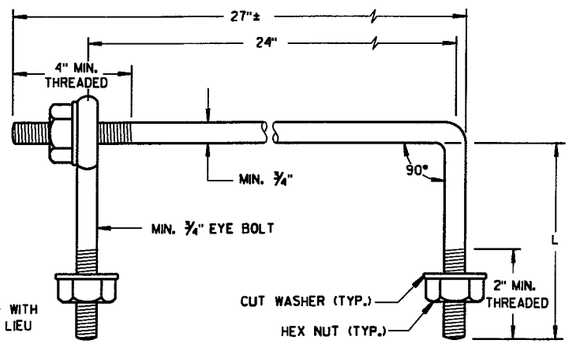
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

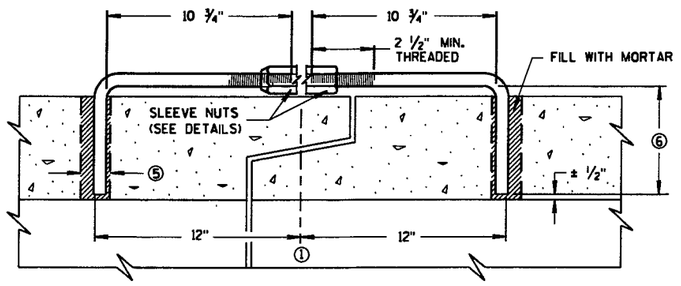
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

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

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



LONGITUDINAL SECTION

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

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

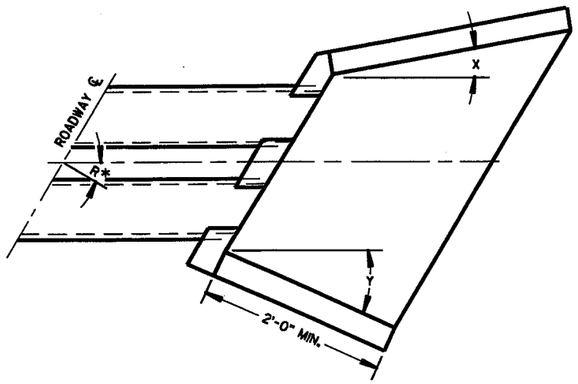
JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/07 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 4-6



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

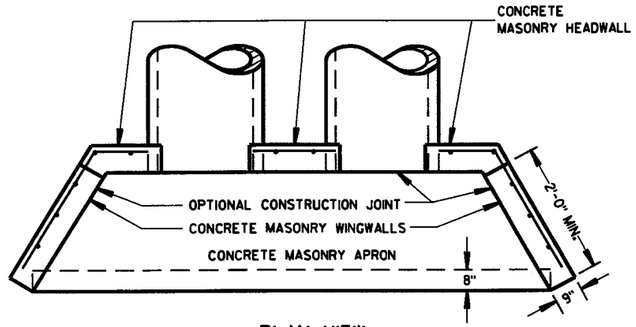
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

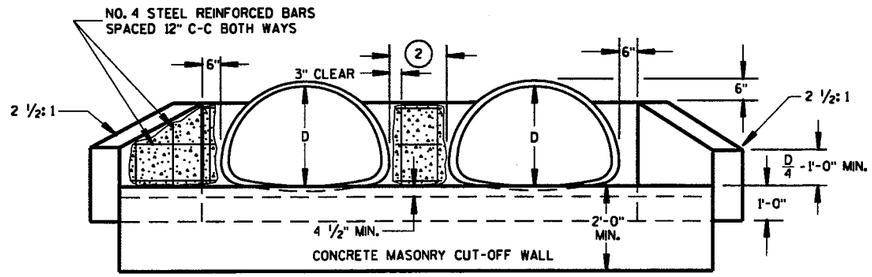
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



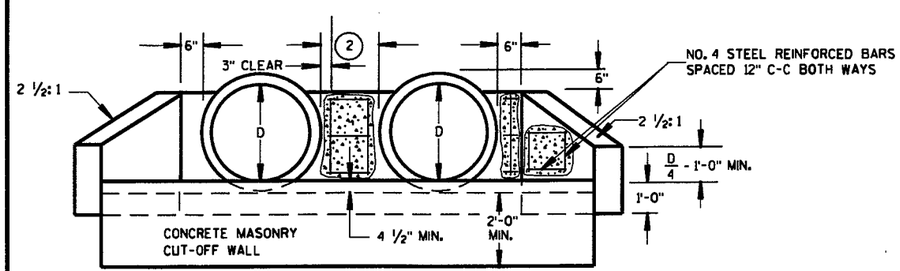
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



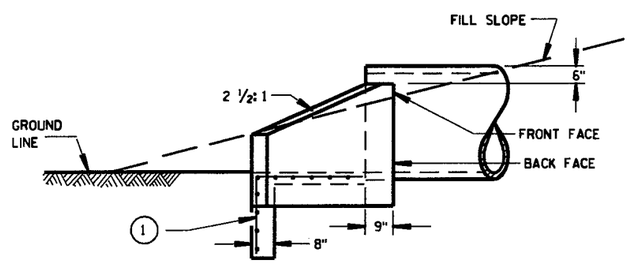
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 10-1

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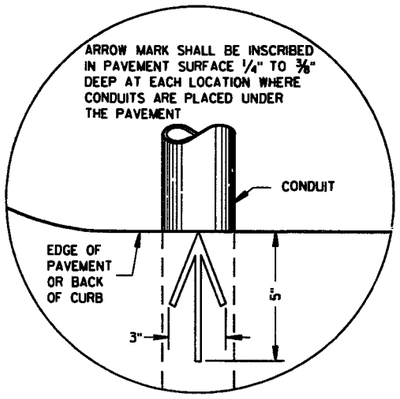
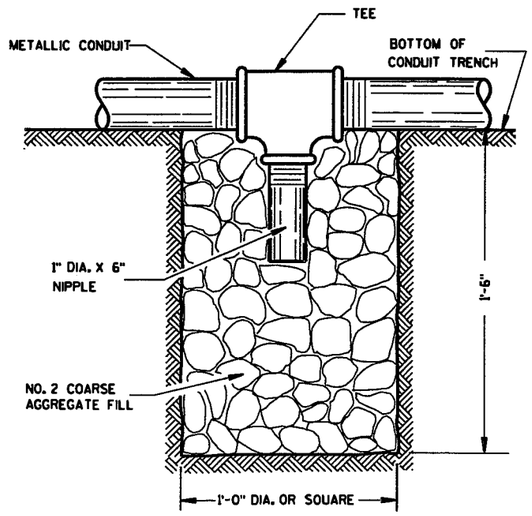
S.D.D. 8 F 10-1



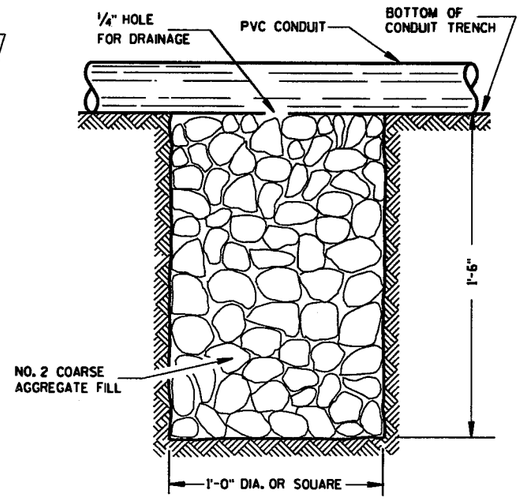
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

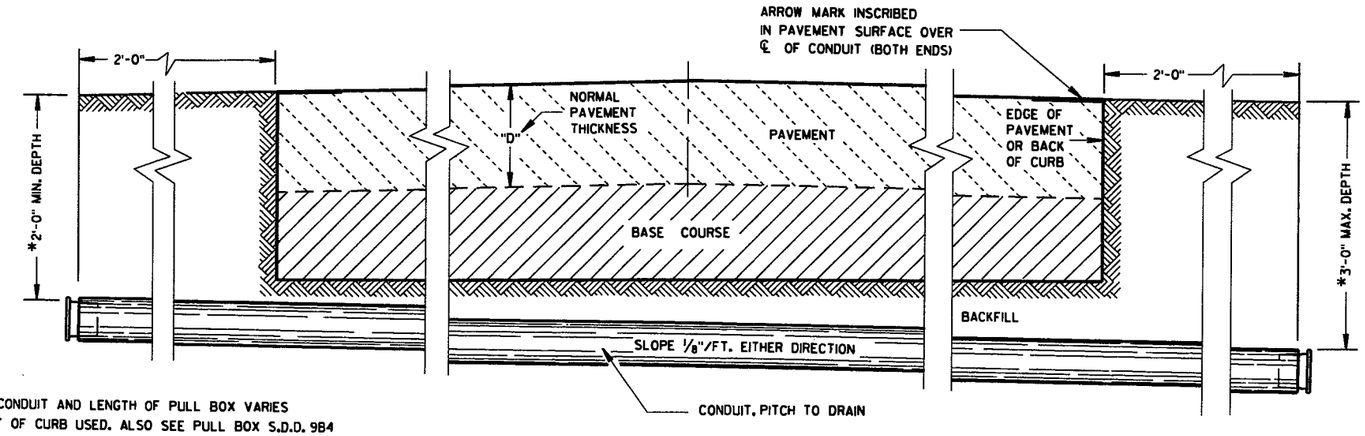
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/03
DATE

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

6

S.D.D. 9 B 2-7

6

S.D.D. 9 B 2-7

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

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

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

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

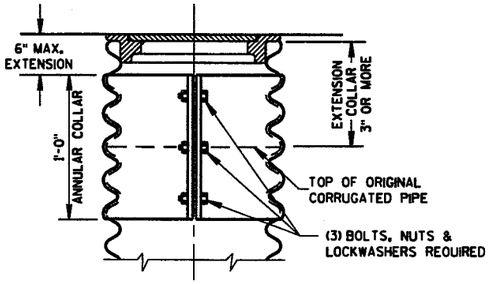
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

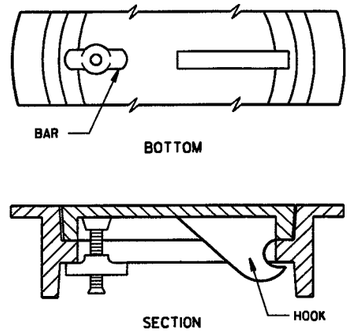
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG. COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

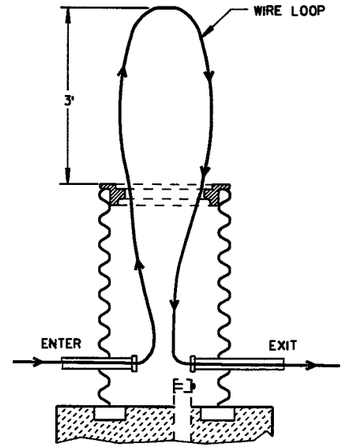


CORRUGATED PIPE EXTENDER

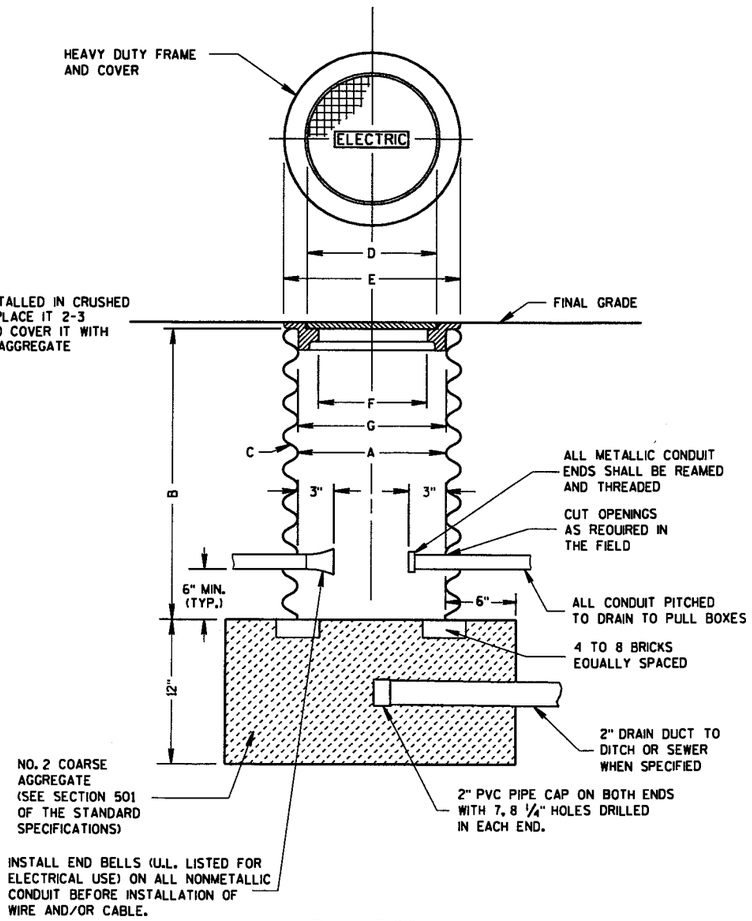


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

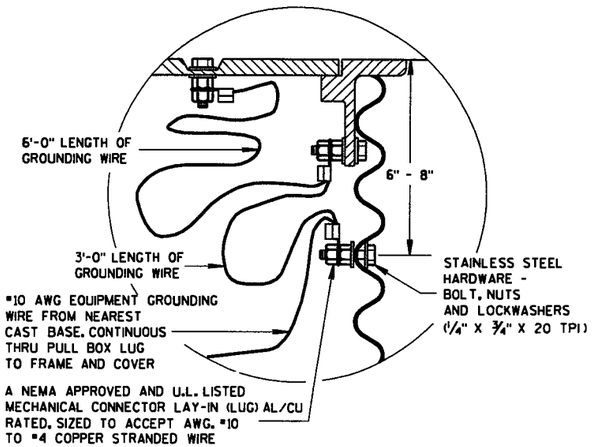


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



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

PULL BOX



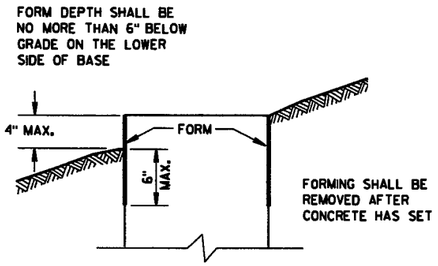
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/27/06 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 4-9



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

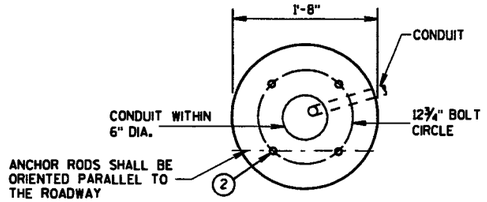
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

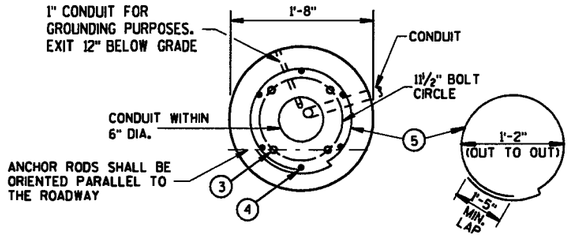
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

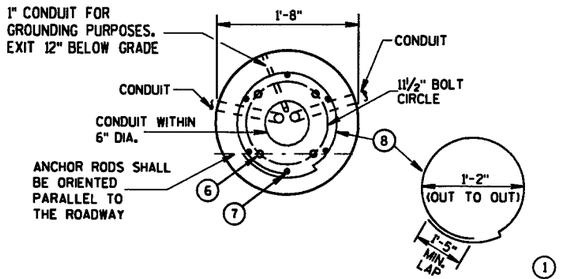
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

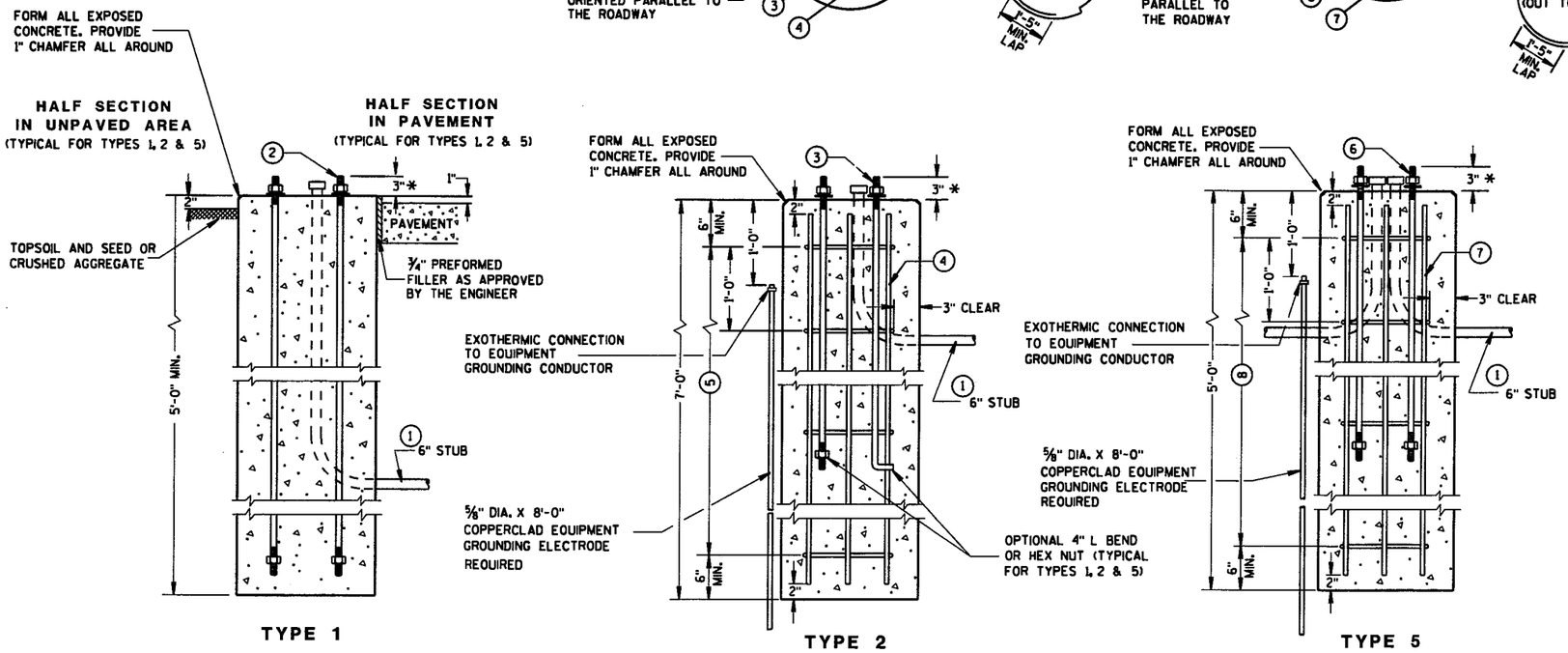
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.









CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 1/12/05 (DATE)
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

S.D.D. 9 C 2-4

S.D.D. 9 C 2-4

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

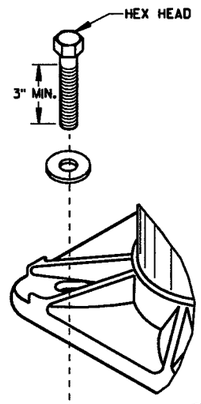
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

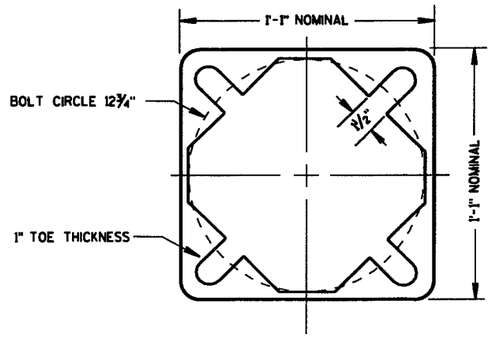
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

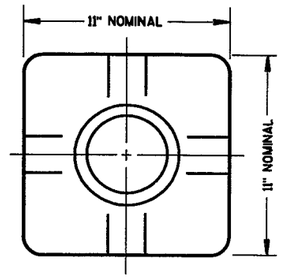
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

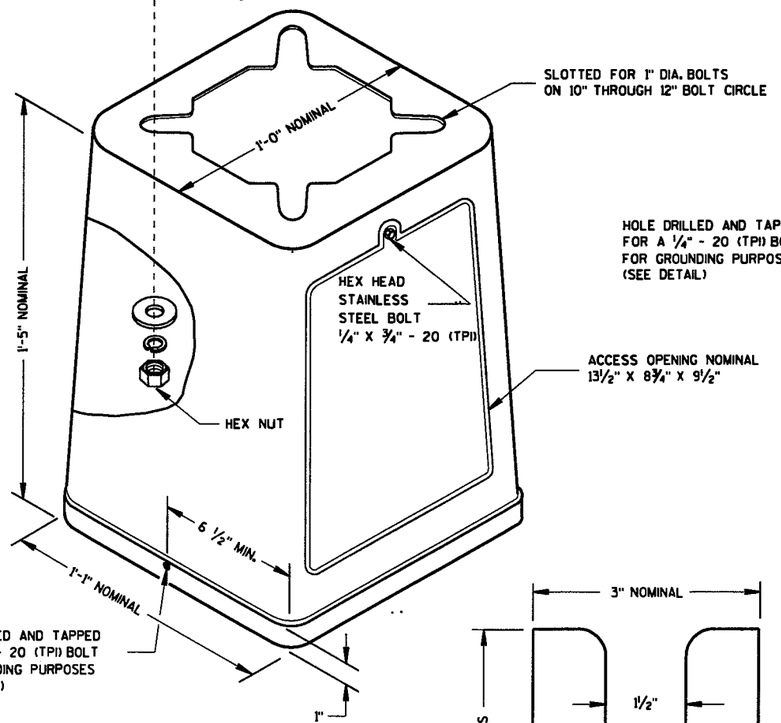




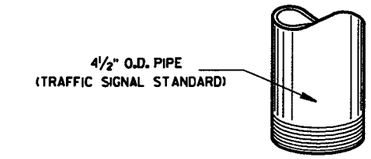
BOTTOM VIEW
(PEDESTAL BASE)

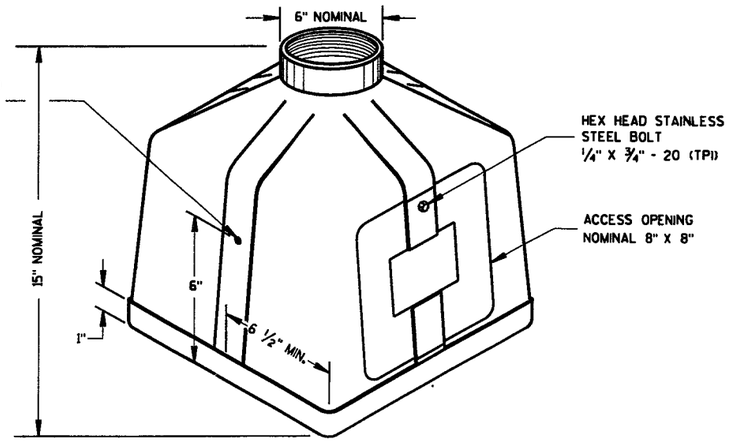


TOP VIEW
(PEDESTAL BASE)

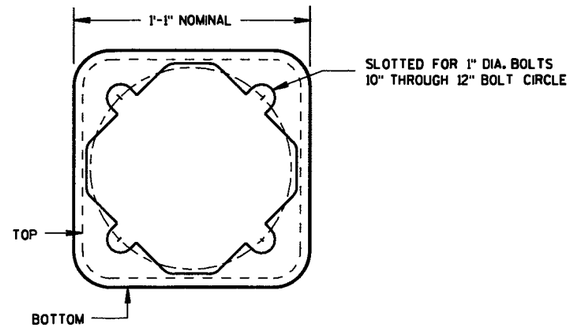


ISOMETRIC VIEW

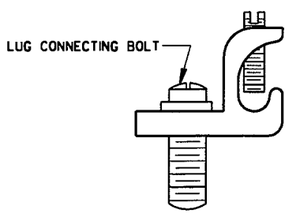




ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

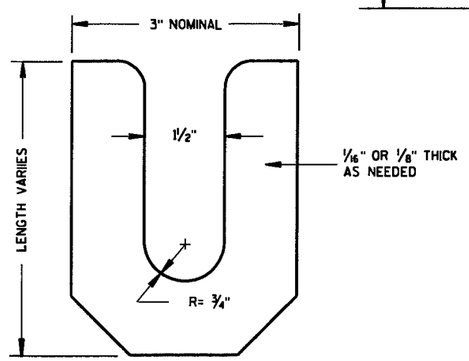


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

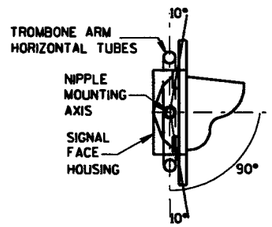
FHWA

6

S.D.D. 9 C 3-2

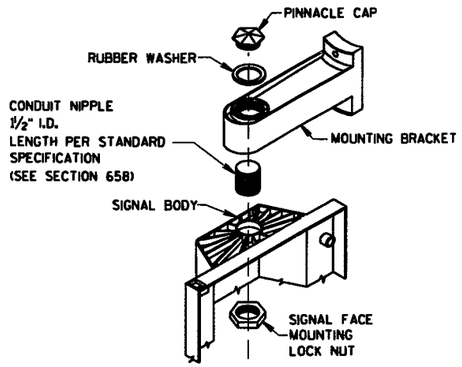
6

S.D.D. 9 C 3-2



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

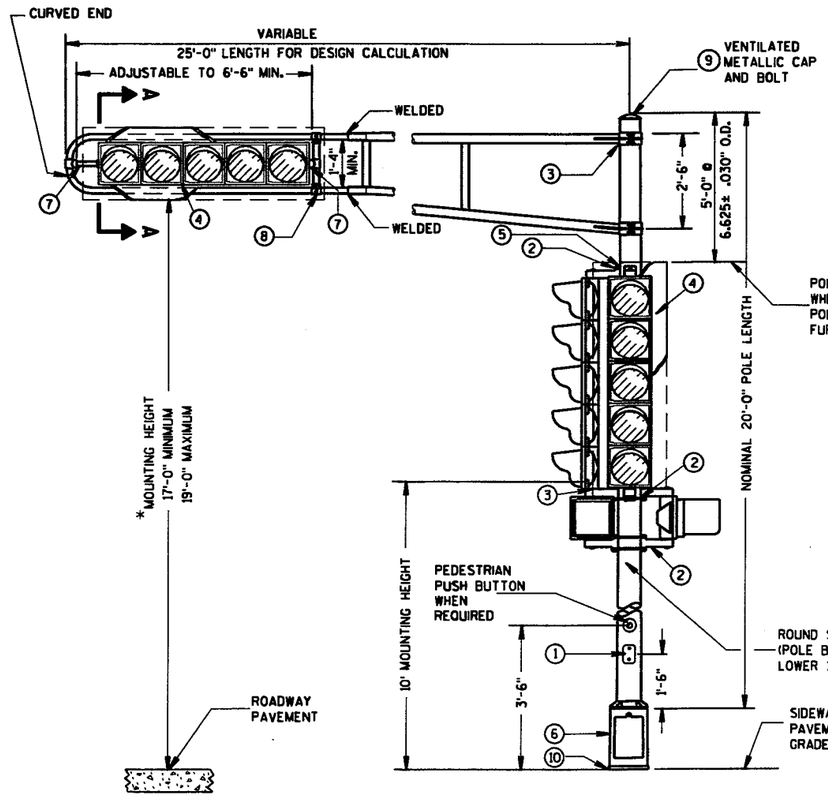
A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

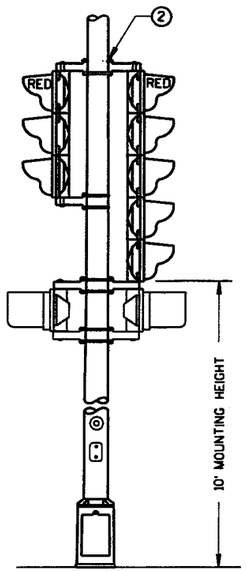
WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
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. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (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.

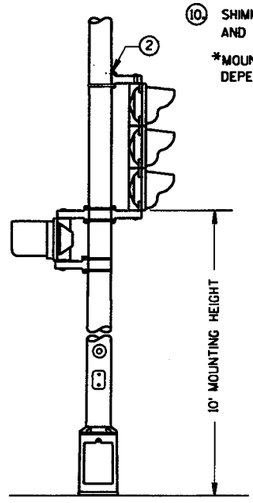
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.



(MAXIMUM LOAD)



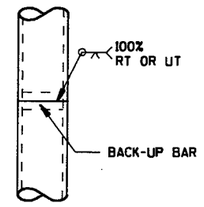
TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

S.D.D. 9 E 1-60

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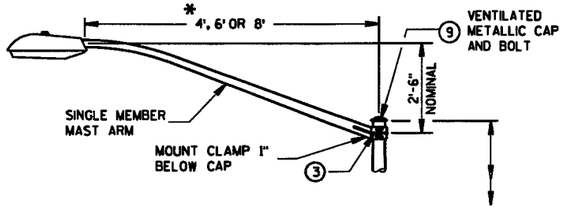
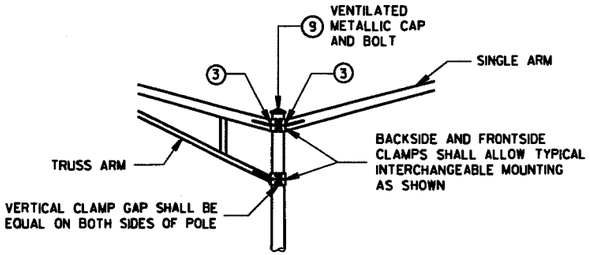
S.D.D. 9 E 1-60

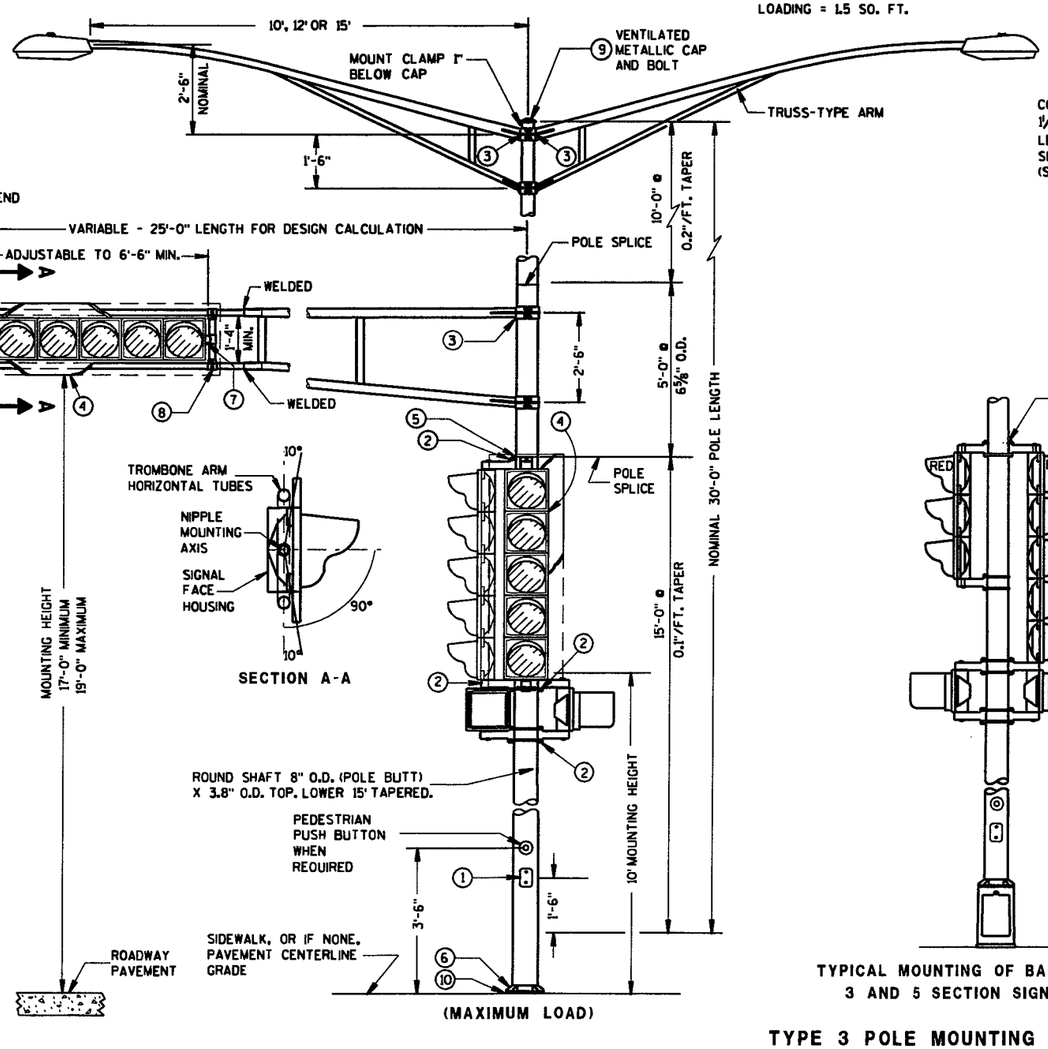
*RISE FOR 4' ARM SHALL BE 2'-0".

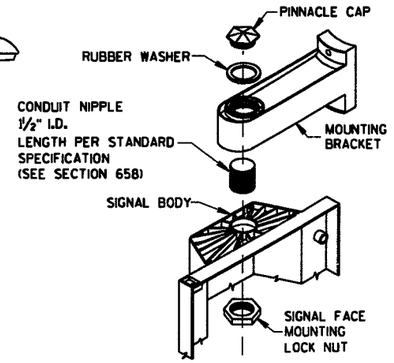




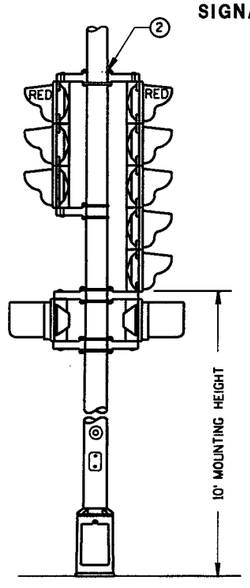
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE
WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

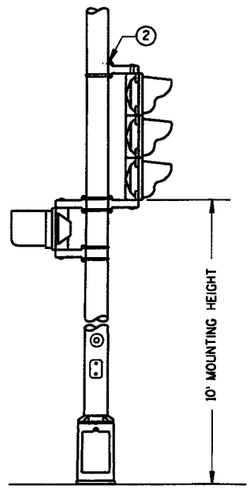




SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 3 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(L) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2.) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3.) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4.) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5.) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6.) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

(7.) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

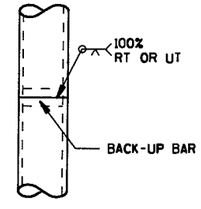
(8.) VERTICAL STRUT (ADJUSTABLE), ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9.) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10.) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

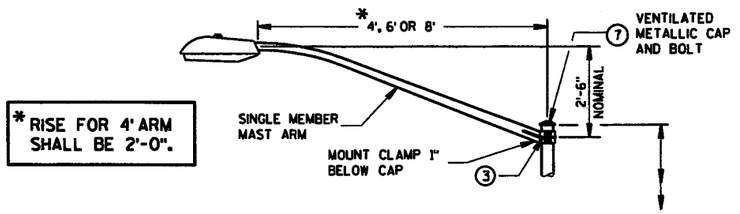
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

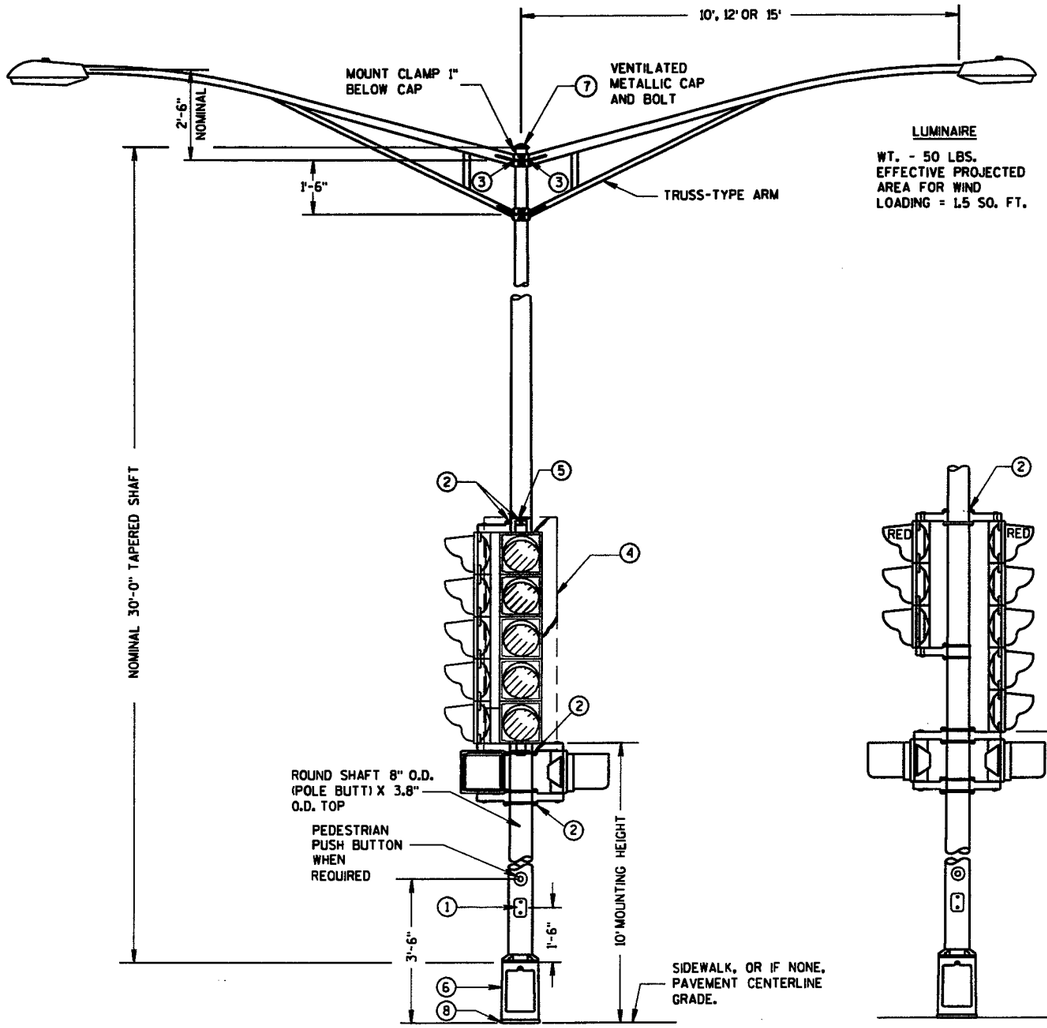
S.D.D. 9 E 1-6b

6

S.D.D. 9 E 1-6b



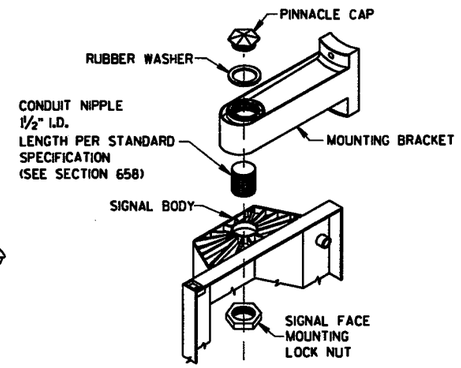
* RISE FOR 4' ARM SHALL BE 2'-0".



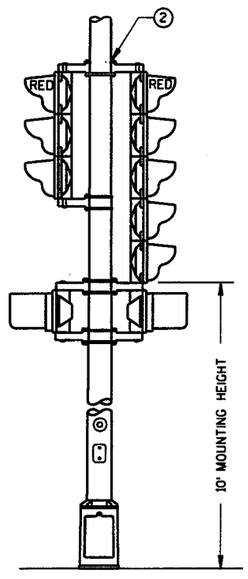
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

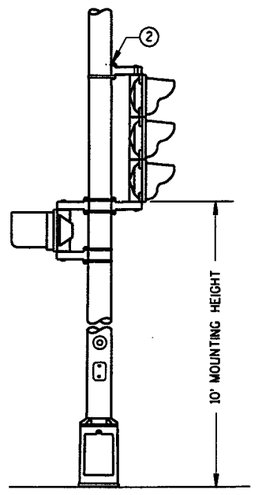
(MAXIMUM LOAD)



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

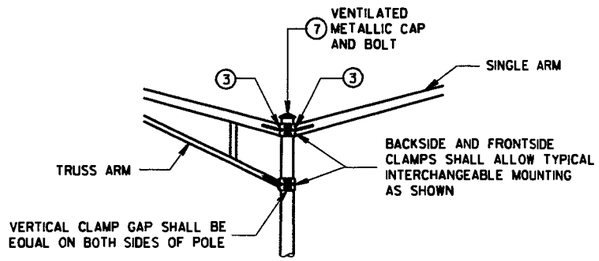
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

"TYPE 4" SHALL BE INDENT PRINTED WITH 1/2-INCH HIGH FIGURES ON TWO OPPOSITE EDGES OF POLE PLATE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
8. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

TYPE 4 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

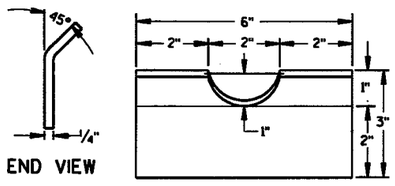
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

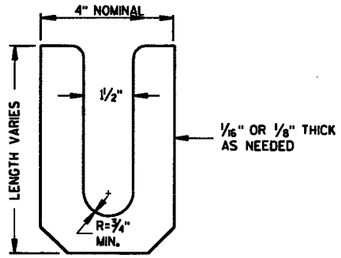
S.D.D. 9 E 1-8c

6

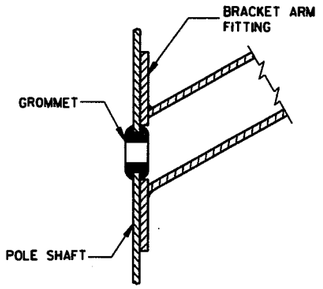
S.D.D. 9 E 1-8c



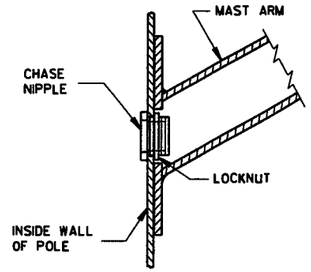
RECTANGULAR CLAMP SHIM
(4 TO A SET)



LEVELING SHIM (15)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

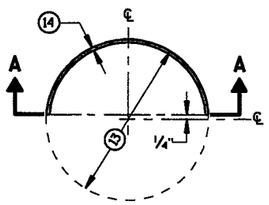
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

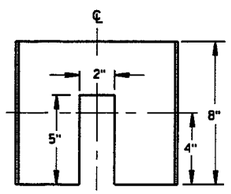
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

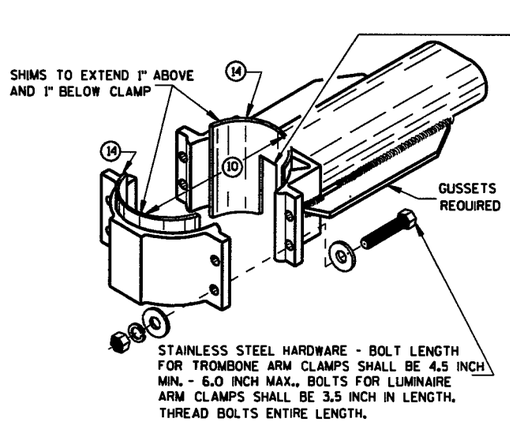
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



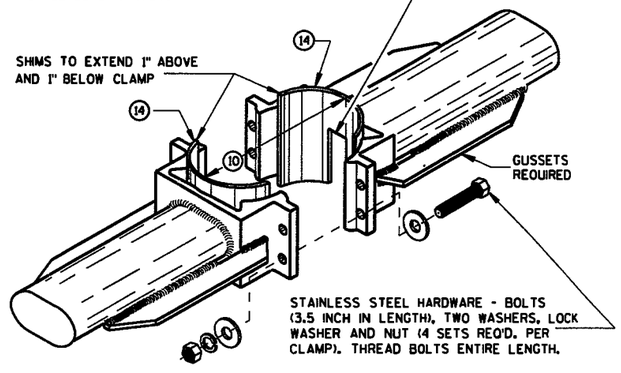
PLAN VIEW



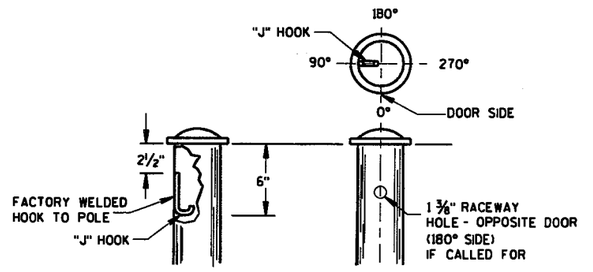
SECTION A-A
CIRCULAR CLAMP SHIM
(2 TO A SET)



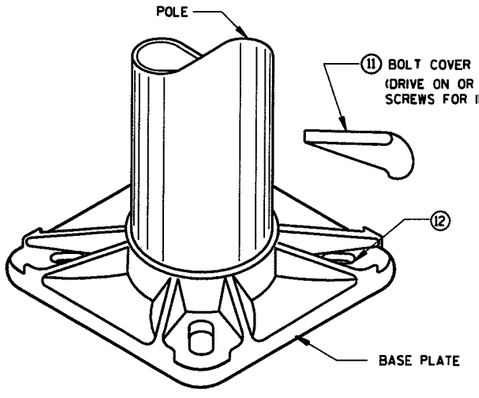
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



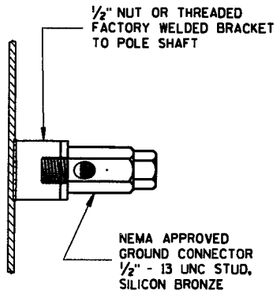
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

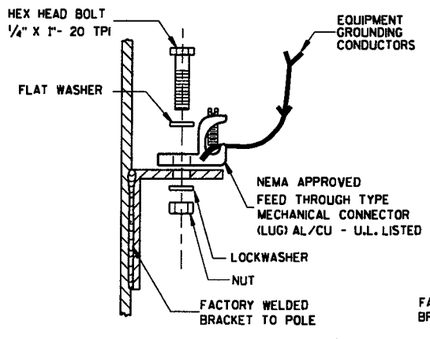


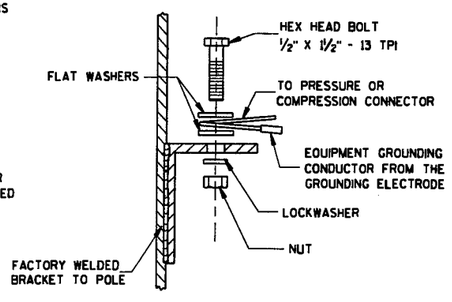
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/5/01 DATE
FHWA

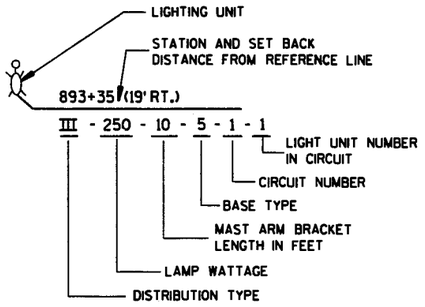
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

6

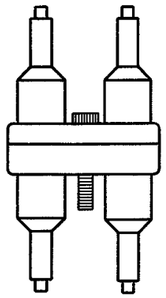
S.D.D. 9 E 1-49

6

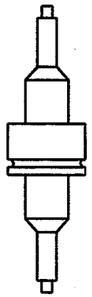
S.D.D. 9 E 1-49



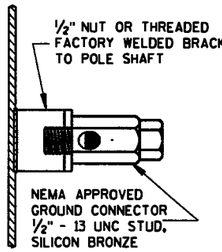
LIGHTING UNIT CODE
(TYPICAL)

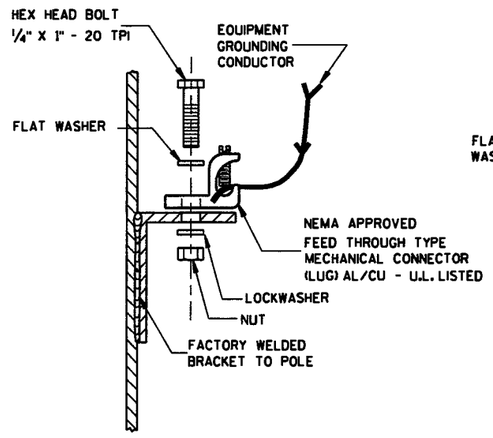


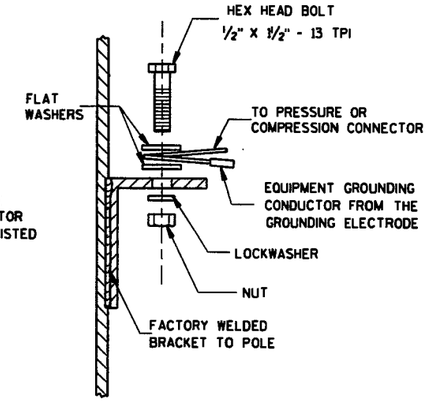
DETAIL "A"
DOUBLE POLE



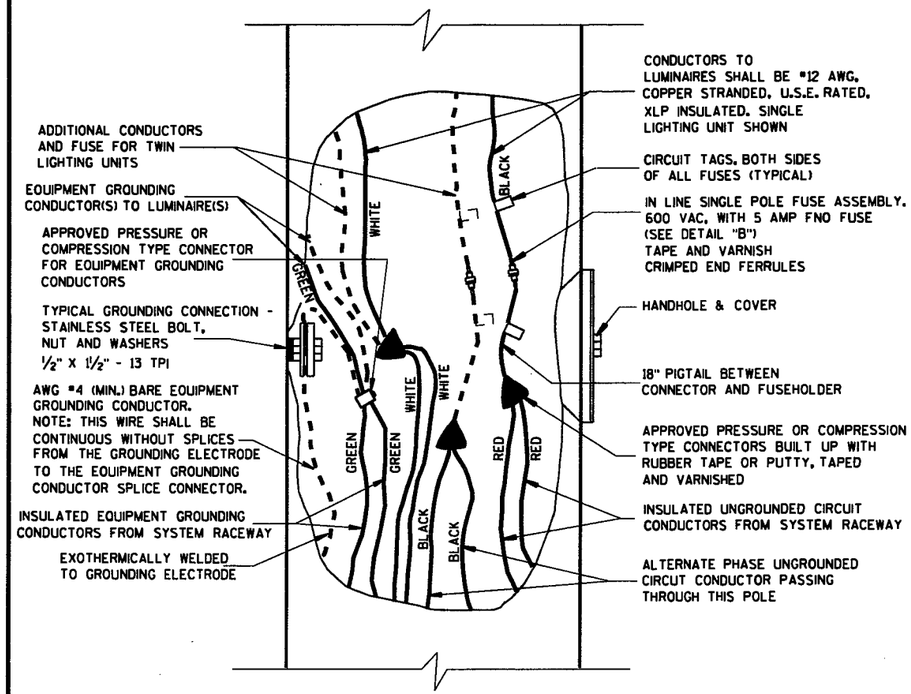
DETAIL "B"
SINGLE POLE



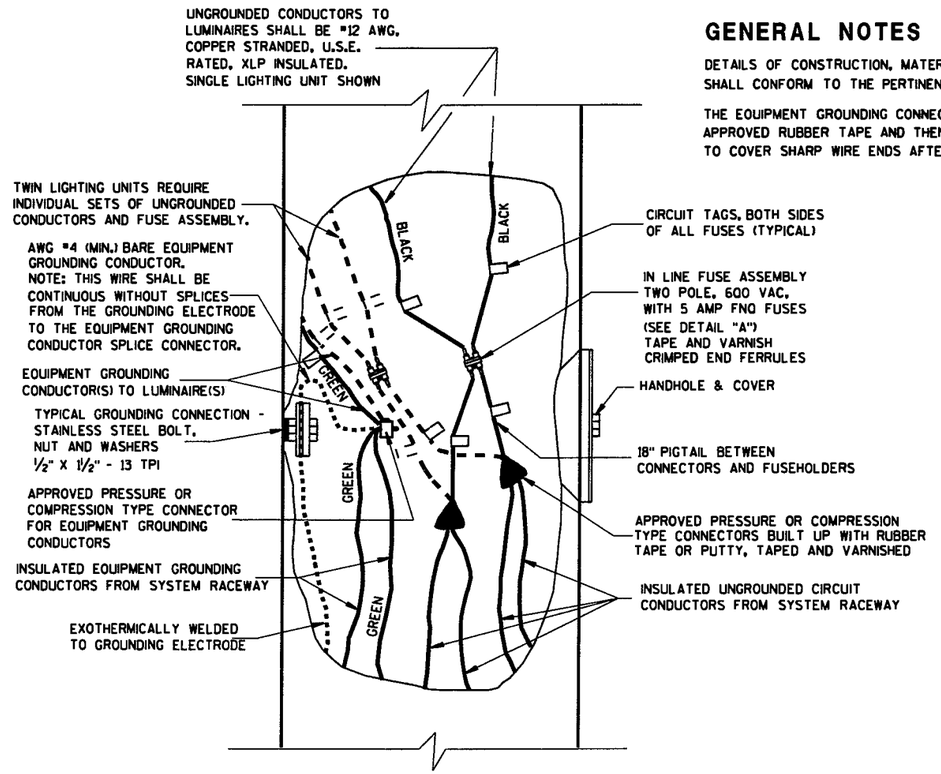




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

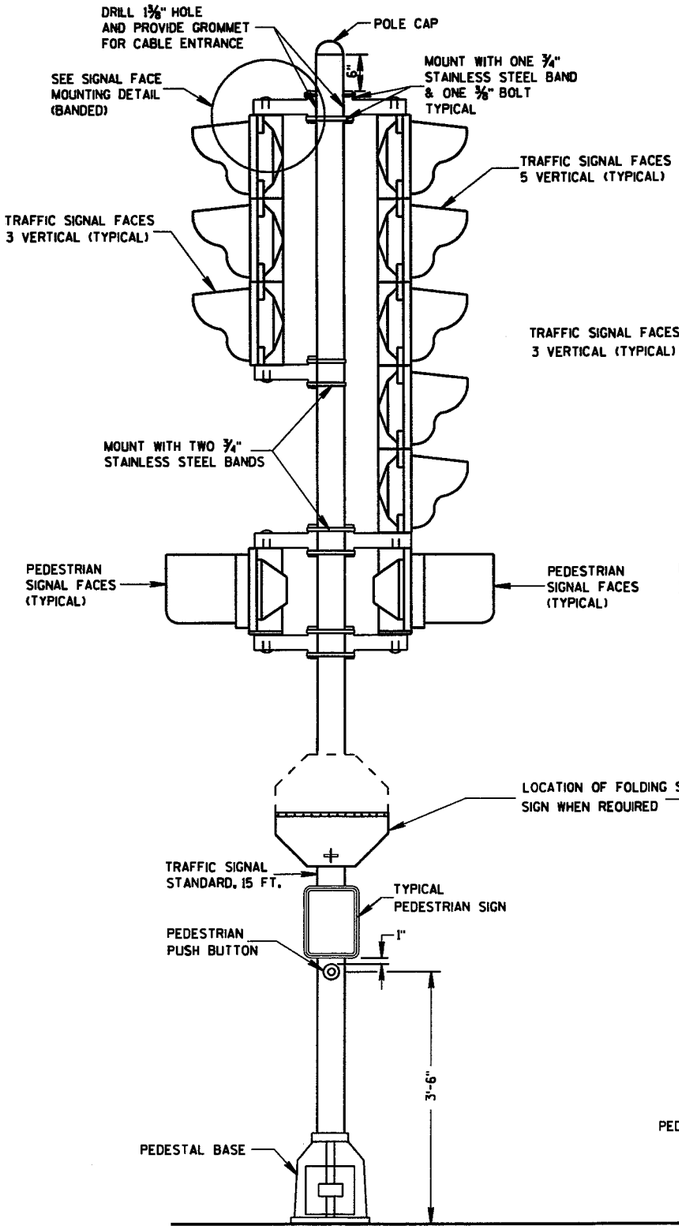
APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

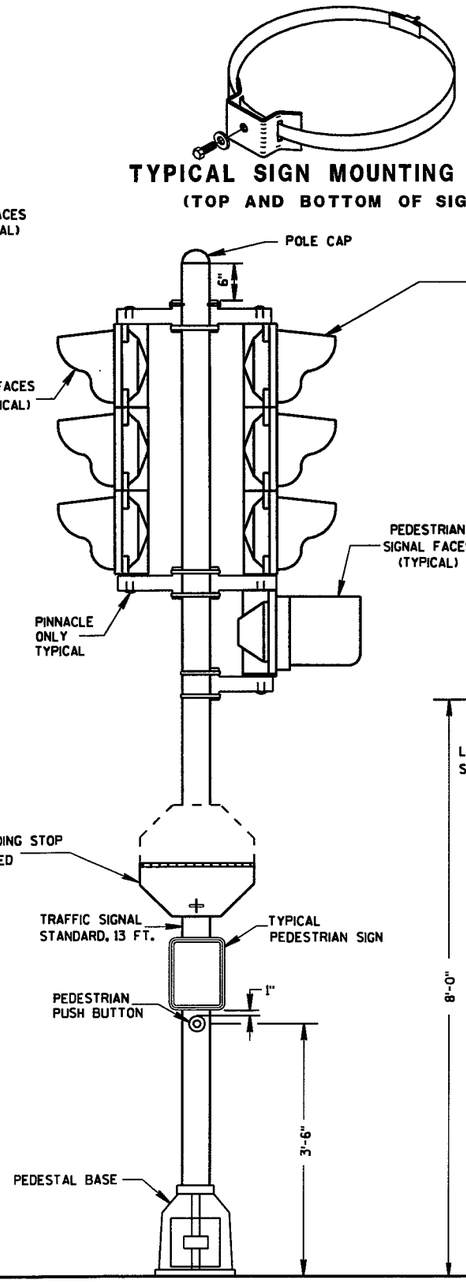
S.D.D. 9 E 3-2

6

S.D.D. 9 E 3-2

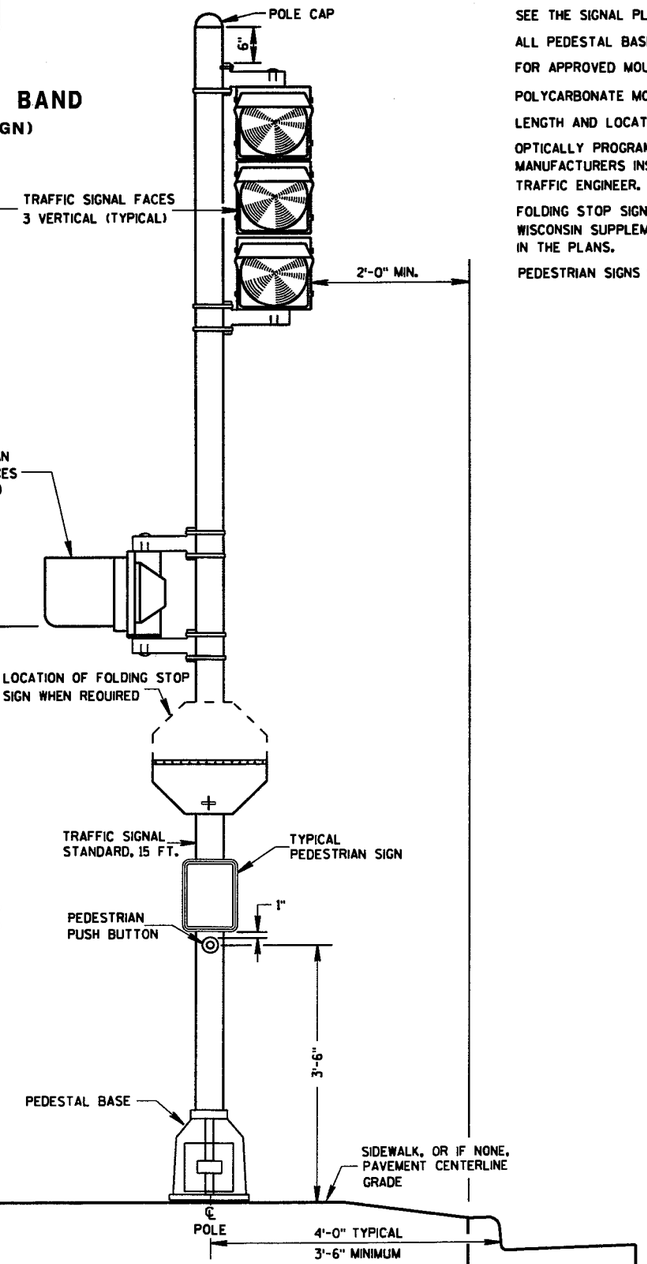


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

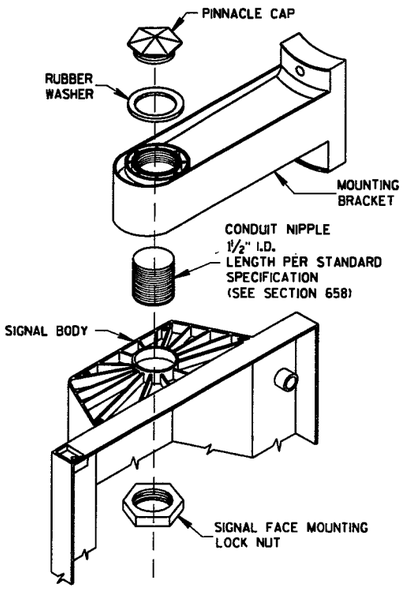
POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

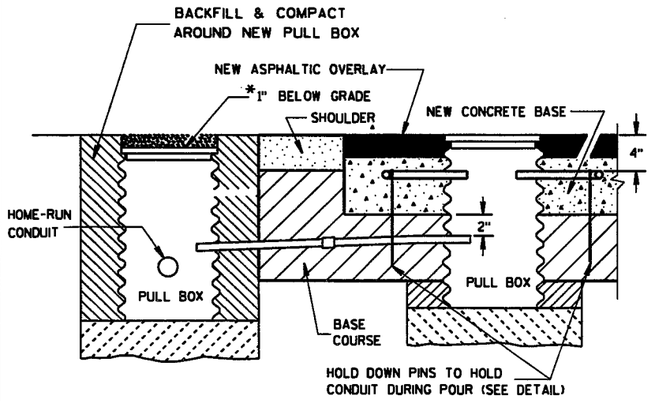
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS (TYPICAL)
13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/26/05 — DATE
FHWA

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 E 6-2



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.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

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.

VERIFY THICKNESS OF NEW ASPHALTIC OVERLAY BEFORE INSTALLING PULL BOX AND RELATED CONDUIT.

CONDUIT SHALL BE FULLY ENCASED IN NEW CONCRETE BASE (2" MINIMUM COVER).

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.

ANY PVC LEAD-OUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

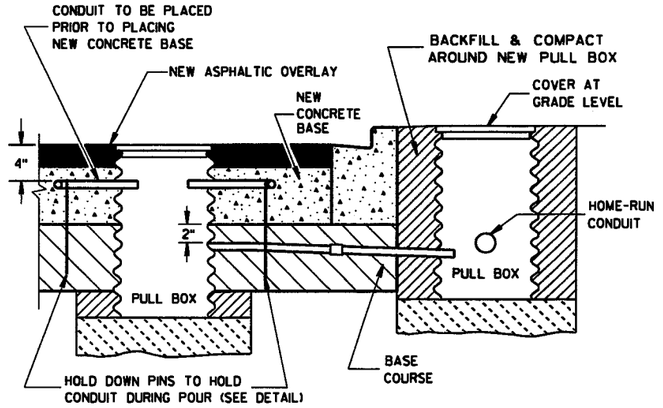
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, 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 THE NEW CONCRETE BASE IS POURED.

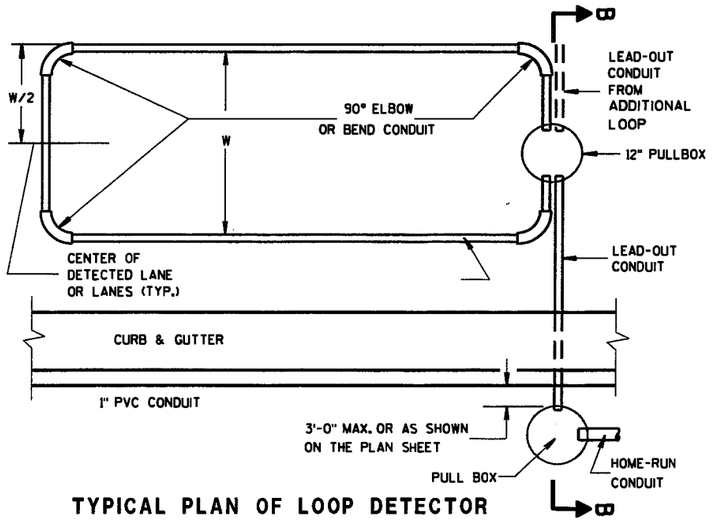
PROTECTION OF THE PULL BOX SHALL BE REQUIRED AFTER THE NEW CONCRETE BASE IS POURED AND BEFORE THE NEW ASPHALTIC OVERLAY IS PLACED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.

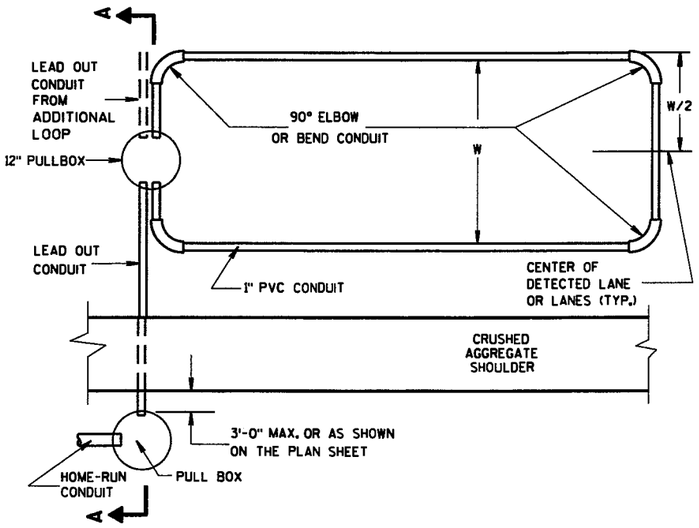


SECTION B-B
CURB & GUTTER

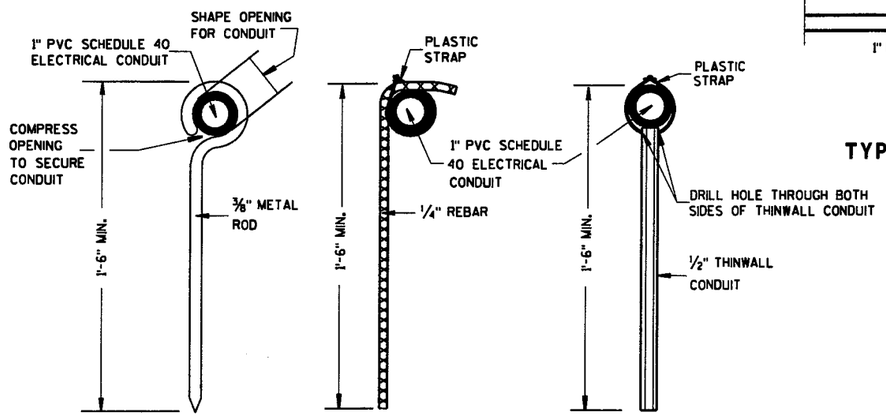
LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



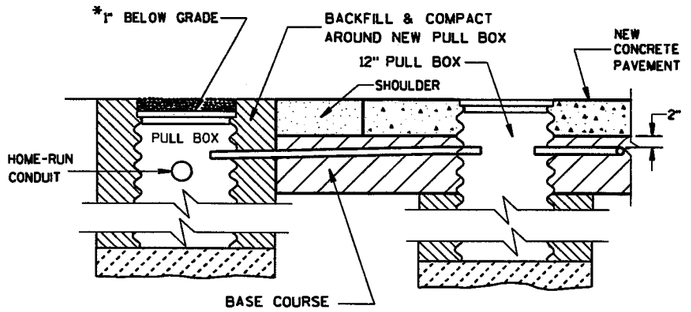
TYPICAL DETAILS FOR HOLD DOWN PINS

LOOP DETECTOR INSTALLED
IN NEW CONCRETE BASE
WITH NEW ASPHALTIC OVERLAY
ROUND CSCP PULLBOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 F 7-3



SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

*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.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

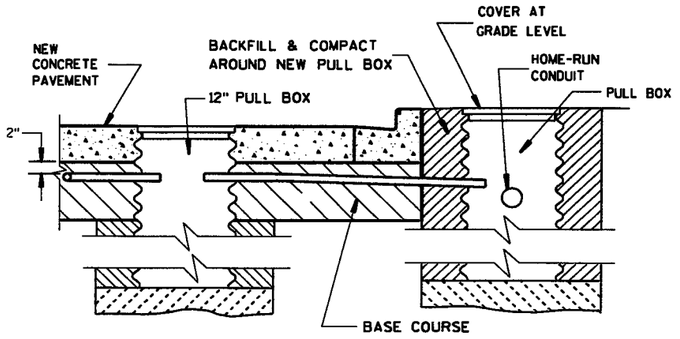
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

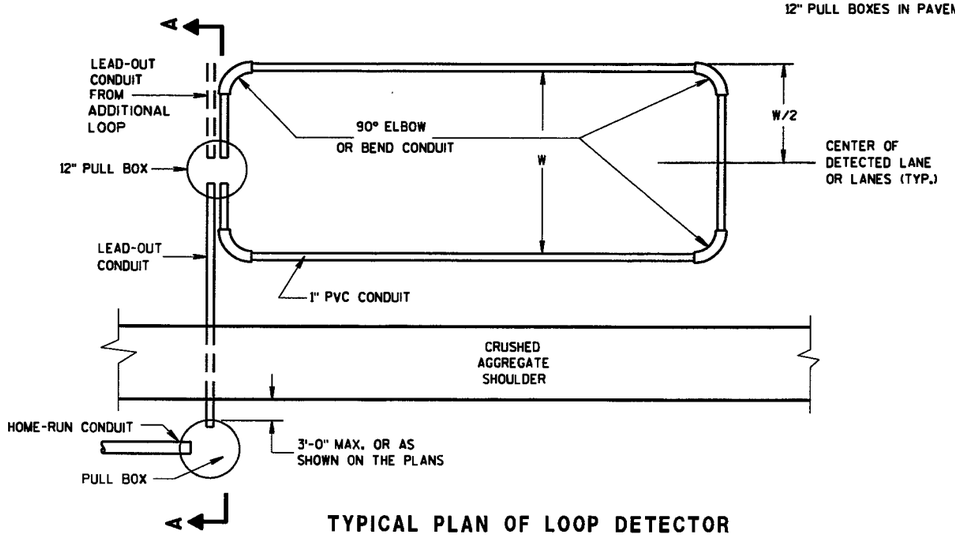
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



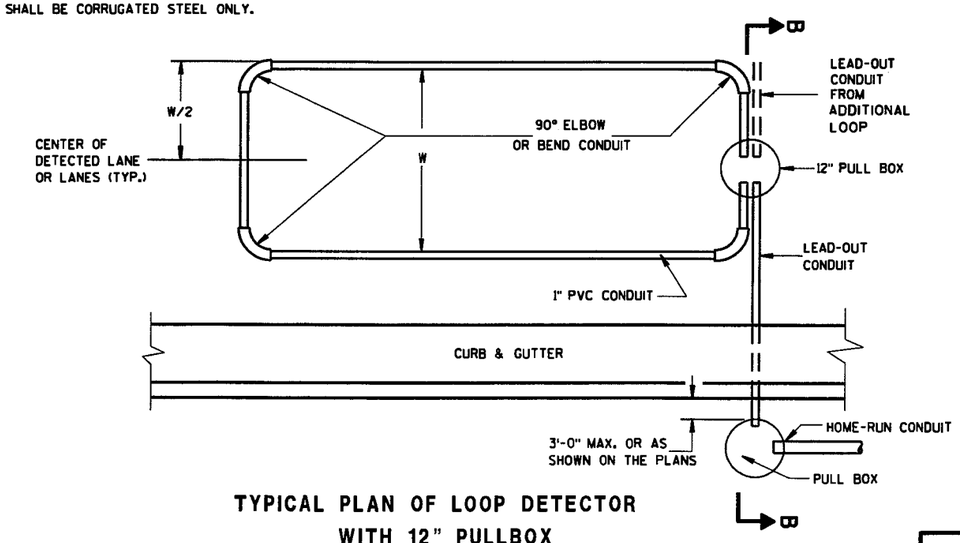
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

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S.D.D. 9 F 9-3

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S.D.D. 9 F 9-3

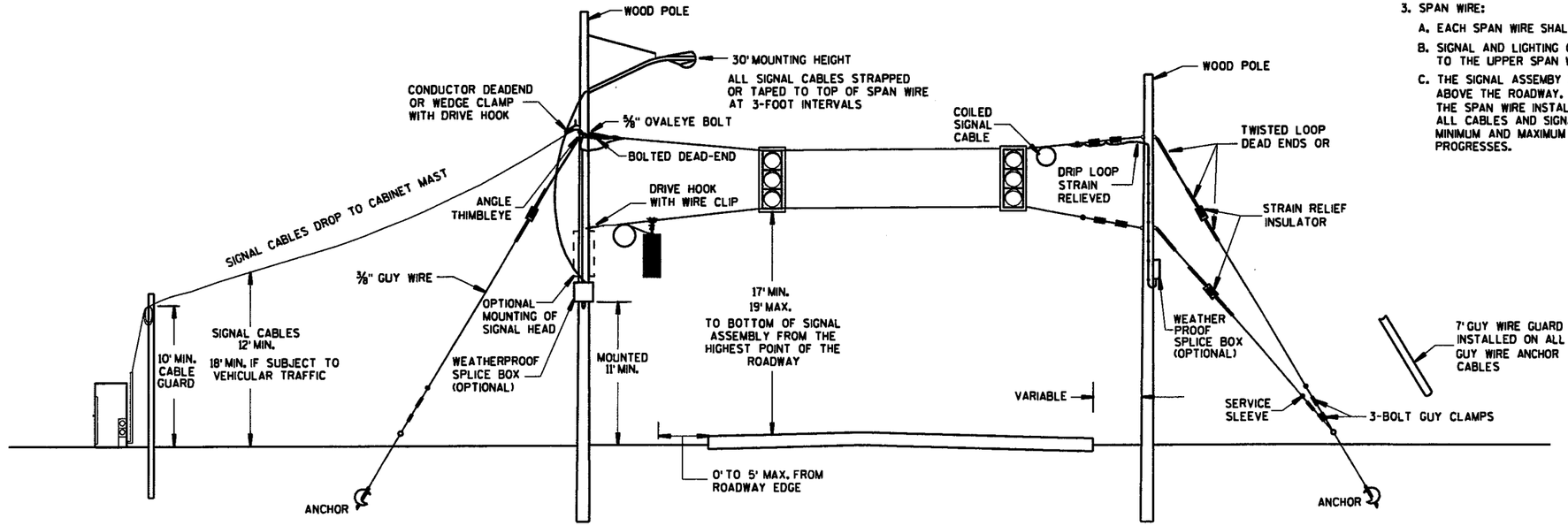
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-24-07 — DATE
/S/ Balu Ananthanarayanan — CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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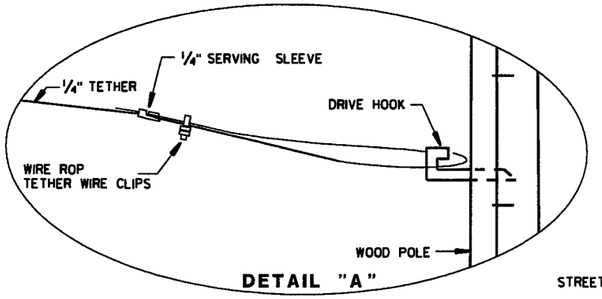
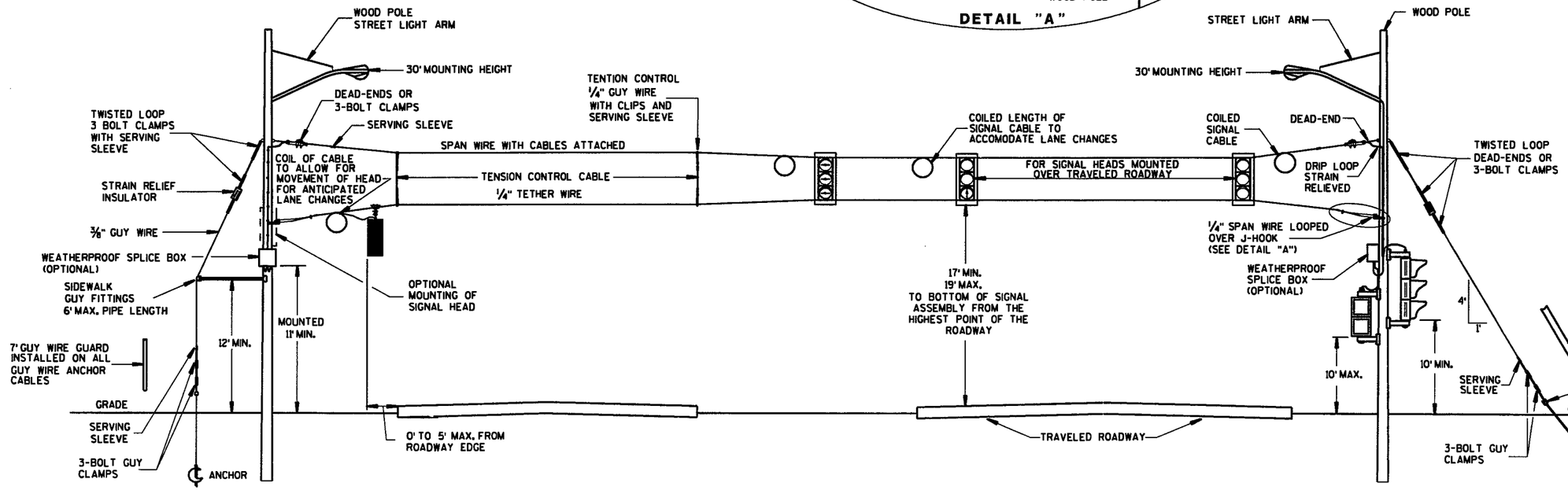
S.D.D. 9 G 1-2a



DETAIL "A"



GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-24-07 — DATE
/S/ Balu Ananthanarayanan — CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 G 1-2b

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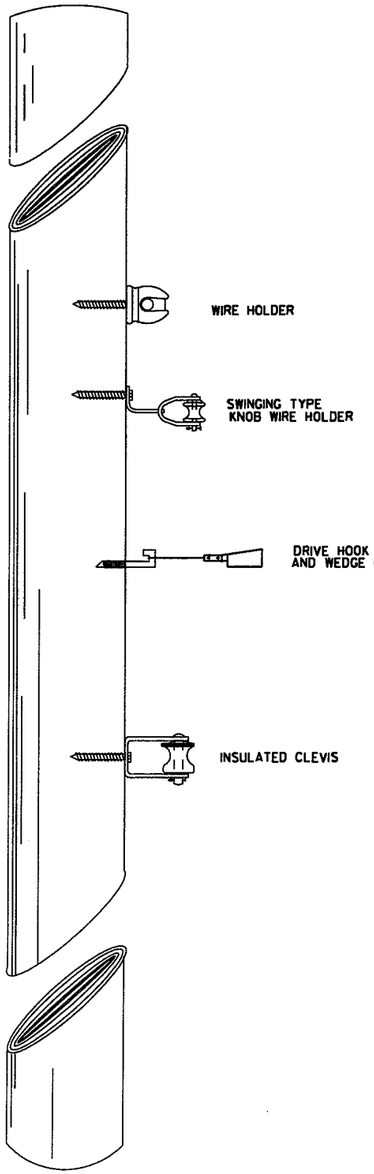
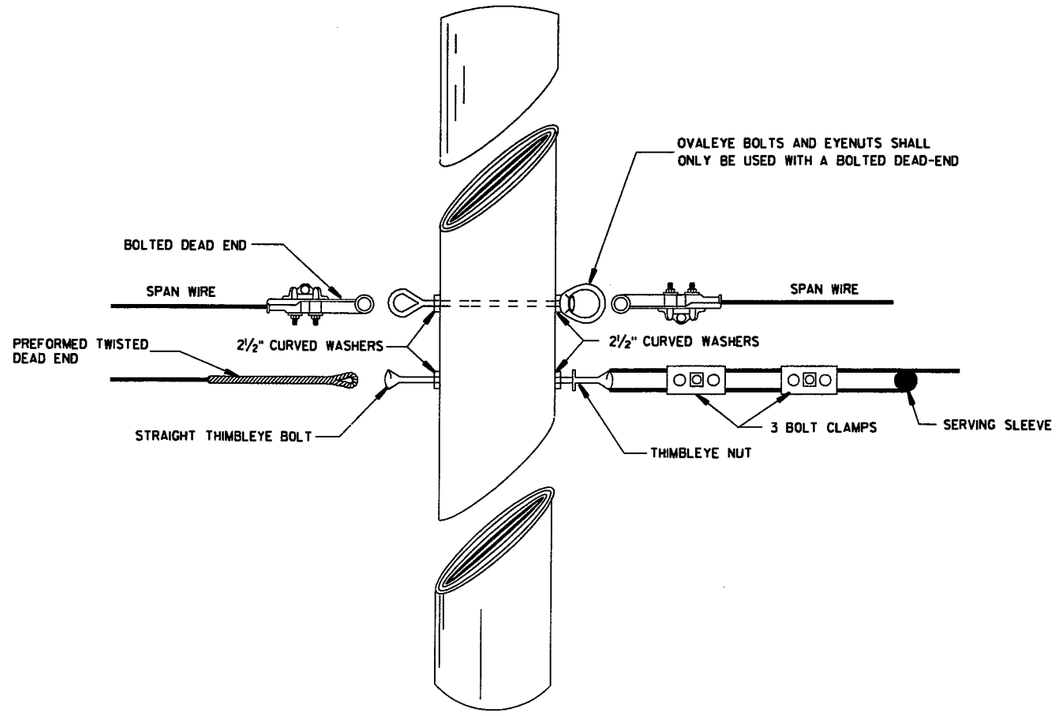
S.D.D. 9 G 1-2b



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

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S.D.D. 9 C 1-2d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-24-07
DATE

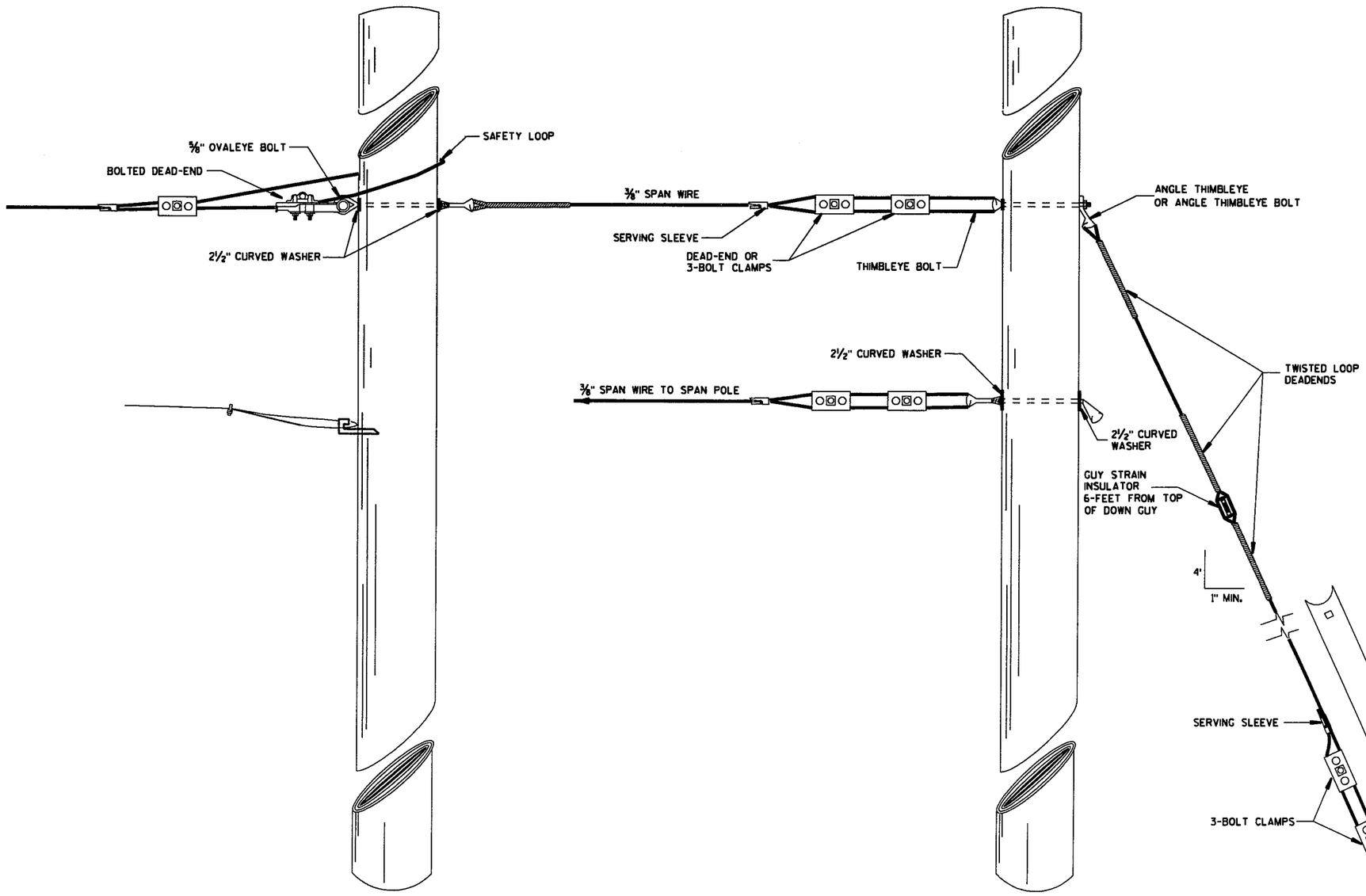
/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.

2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 5-24-07 DATE — /S/ Balu Ananthanarayanan, CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS FHWA

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S.D.D. 9 C 1-2e

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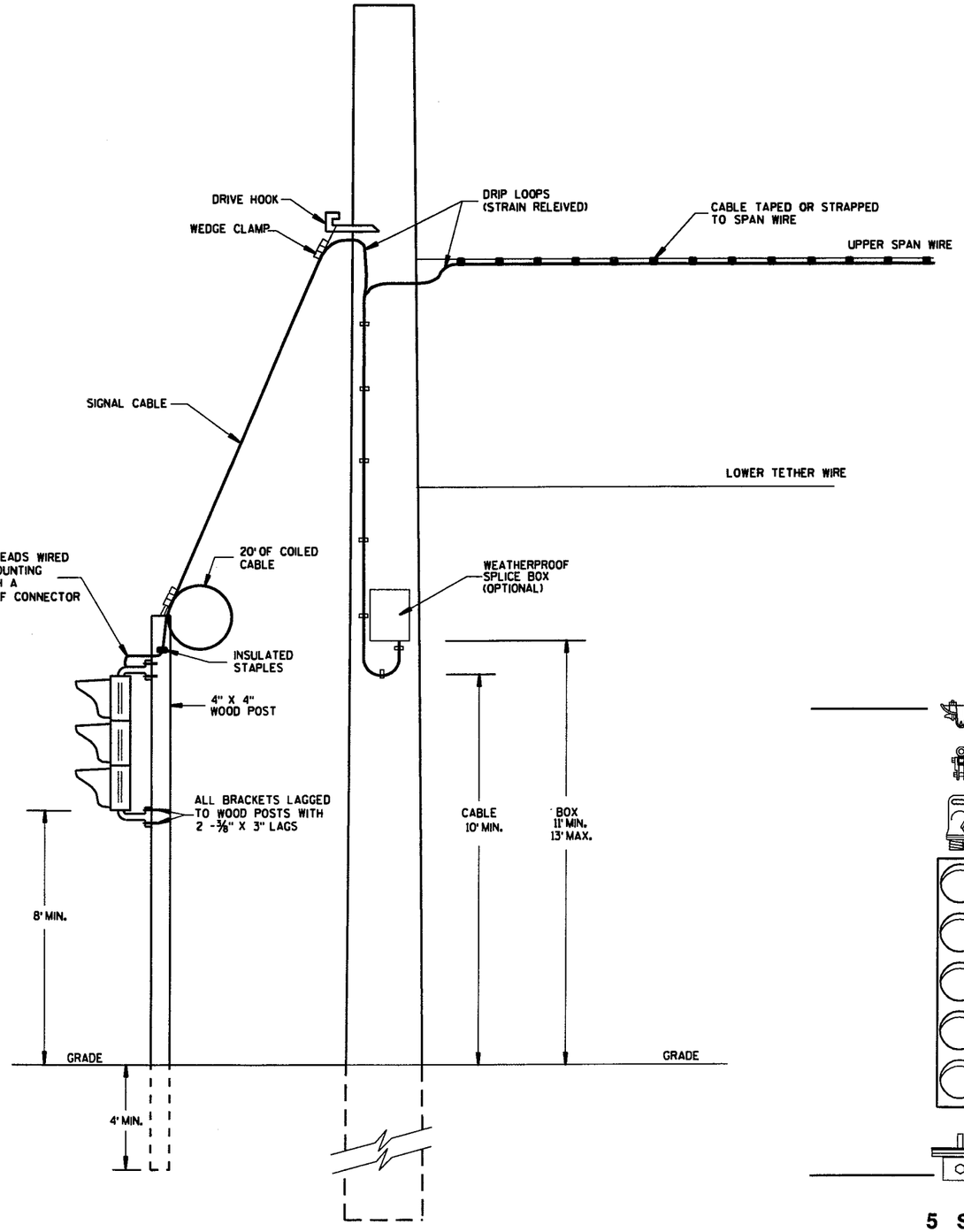
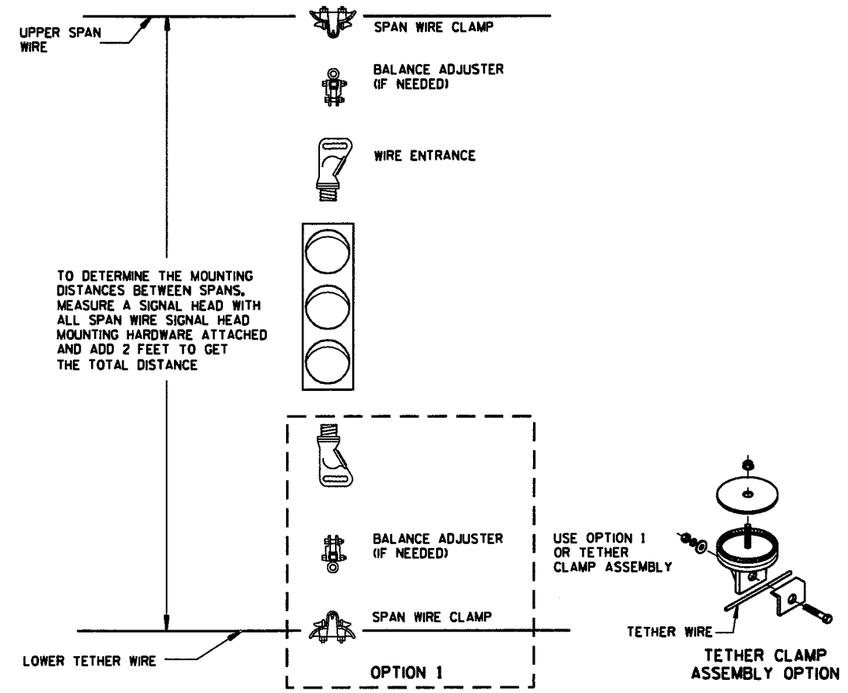
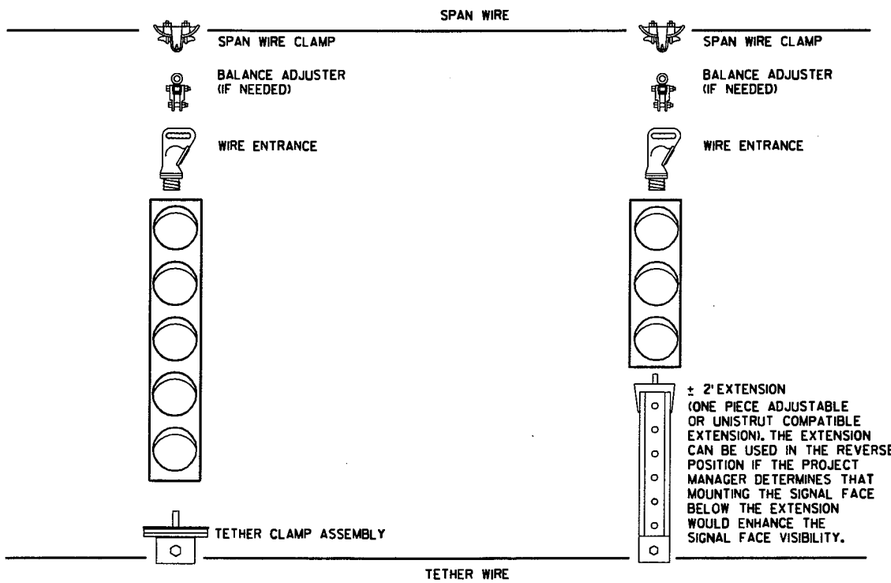
S.D.D. 9 C 1-2e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-24-07 DATE
/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 G 1-2f

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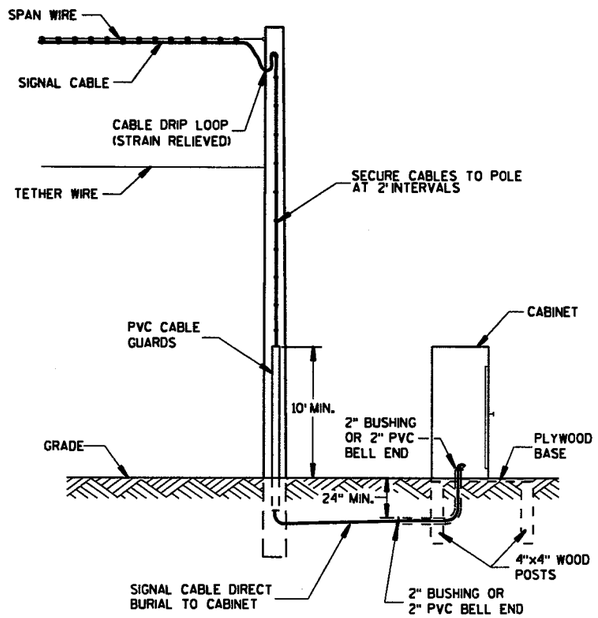
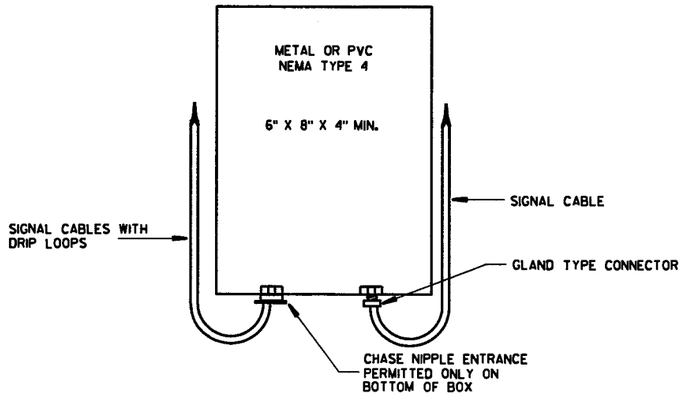
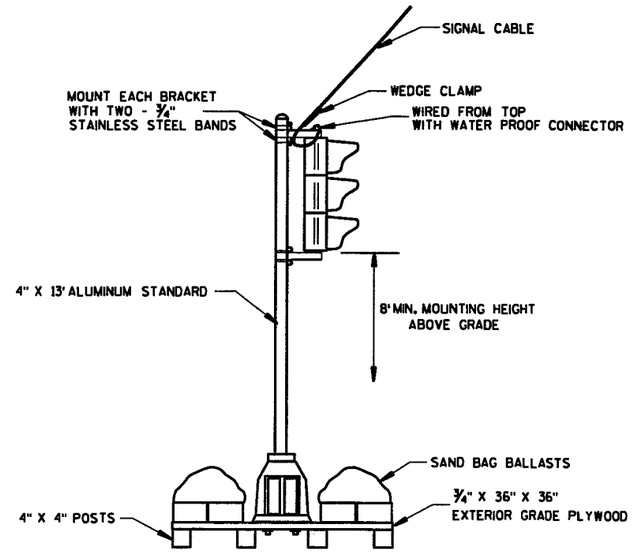
S.D.D. 9 G 1-2f

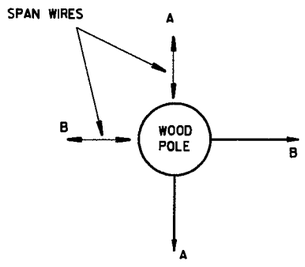




SPLICE BOX

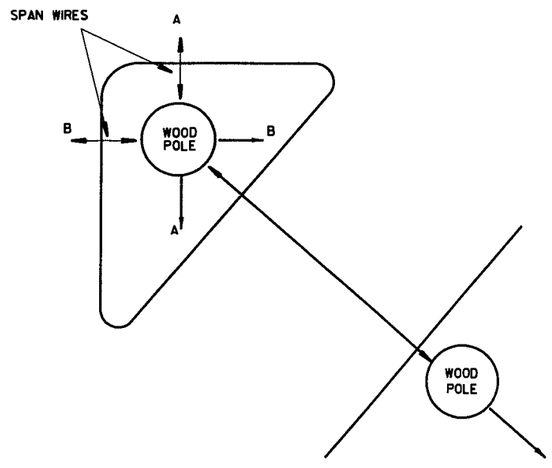


TYPICAL SKID TYPE TEMPORARY

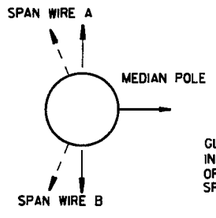


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-24-07 — DATE
/S/ Balu Ananthanarayanan — CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 G 1-2g

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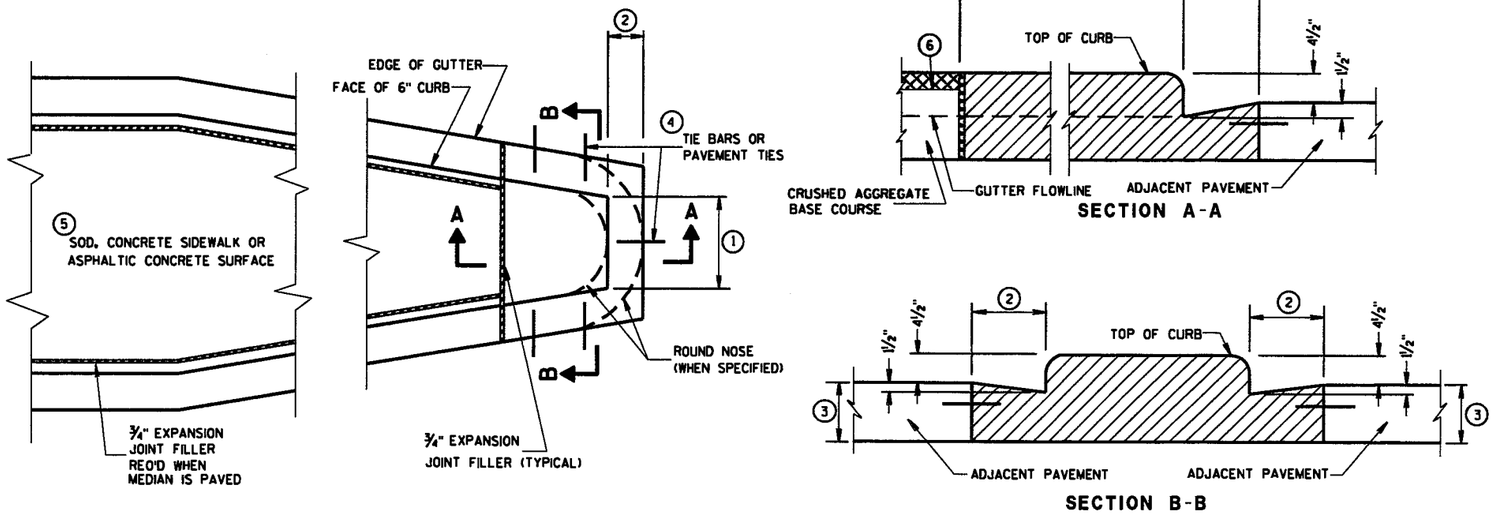
S.D.D. 9 G 1-2g



CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

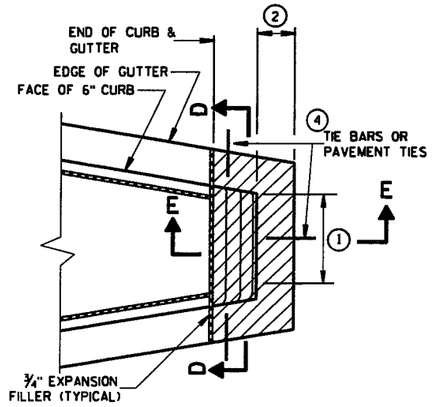
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

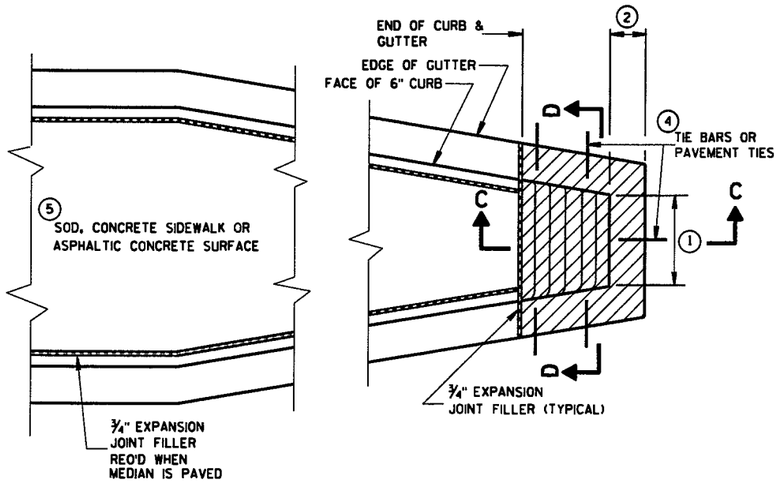
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

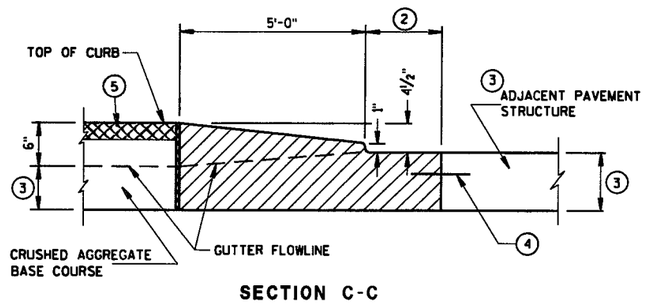
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

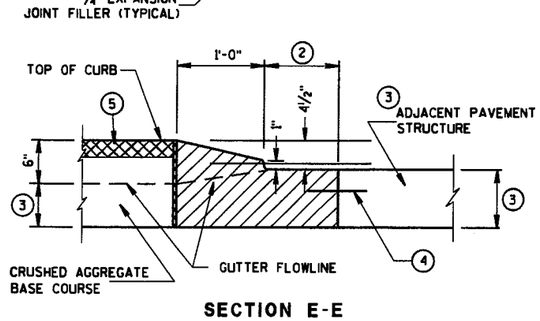
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



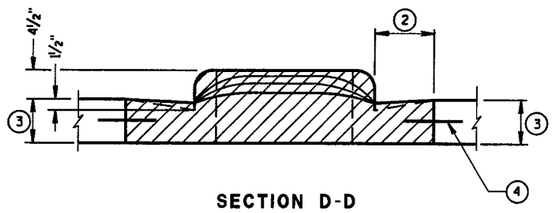


CONCRETE MEDIAN SLOPED NOSE TYPE 1





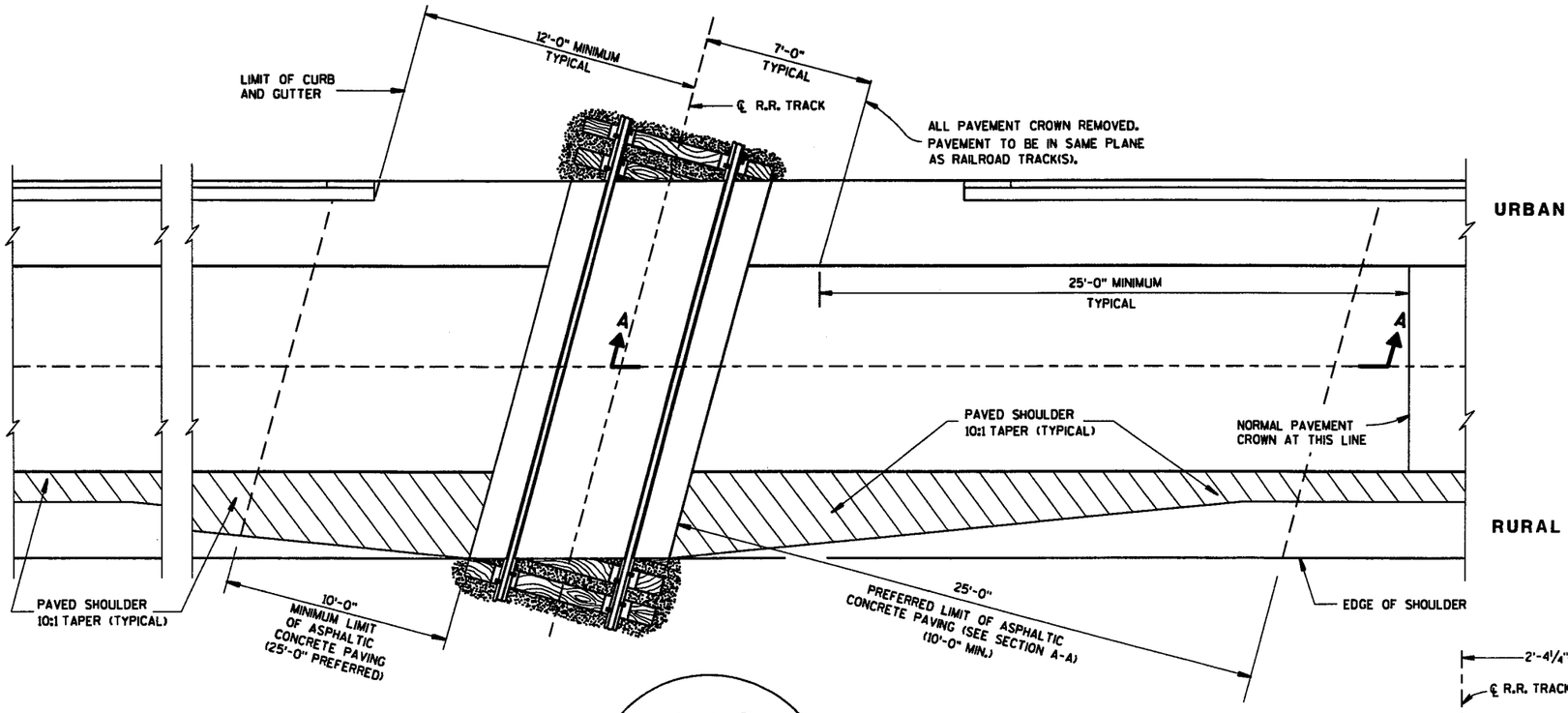
CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/06 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 11B 2-2



GENERAL NOTES

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

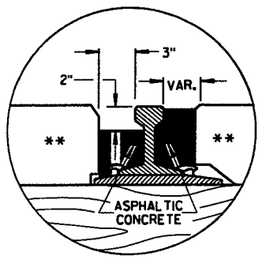
TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

ASPHALTIC CONCRETE APPROACHES AND ASPHALTIC CONCRETE CROSSING SURFACES ** TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

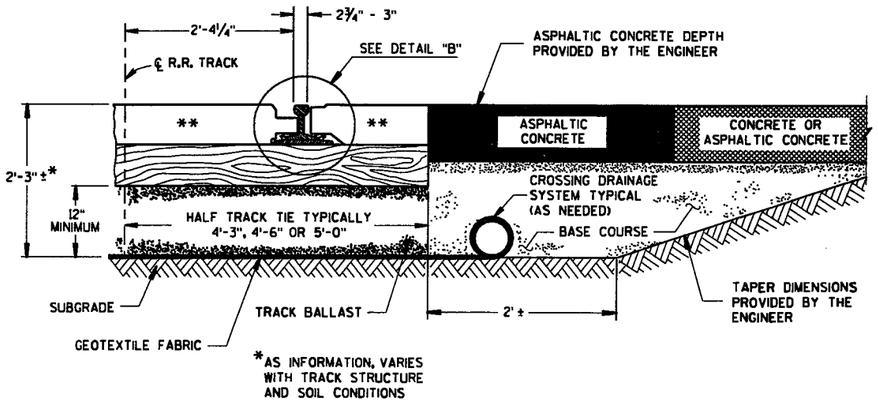
ASPHALTIC CONCRETE FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. ASPHALTIC FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

ASPHALTIC CONCRETE PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

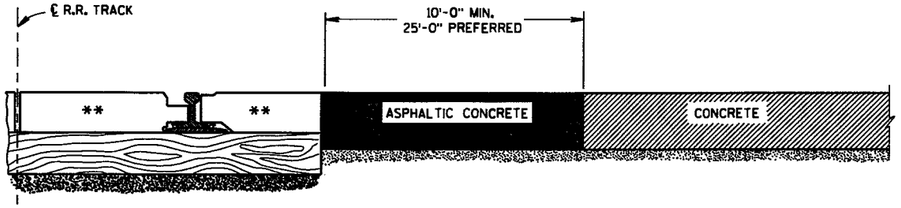
** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, ASPHALTIC CONCRETE OR A COMBINATION OF SUCH MATERIALS.



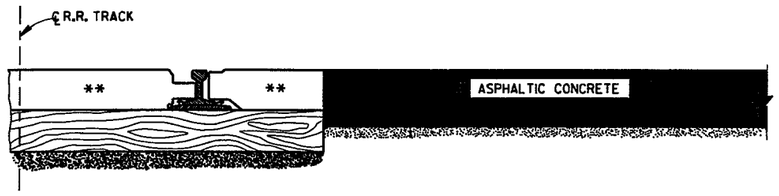
DETAIL B
ASPHALTIC CONCRETE FLANGEWAY AND FIELD FILLERS



TYPICAL HALF SECTION



SECTION A-A
CONCRETE PAVEMENT APPROACH



SECTION A-A
ASPHALTIC CONCRETE PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-12-06 DATE
/S/ Ronald E. Adams
CHIEF, RAILROADS & HARBORS SECTION
FHWA

6

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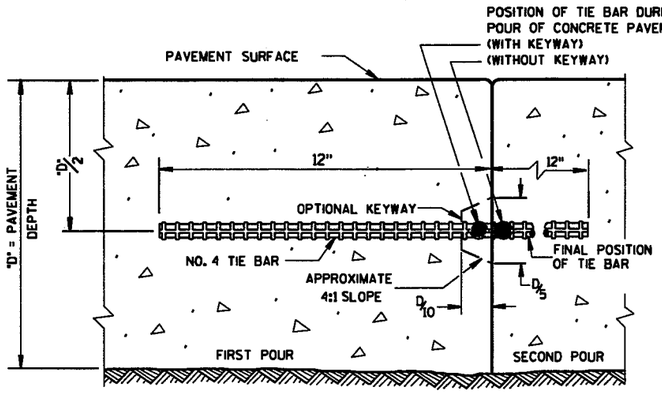
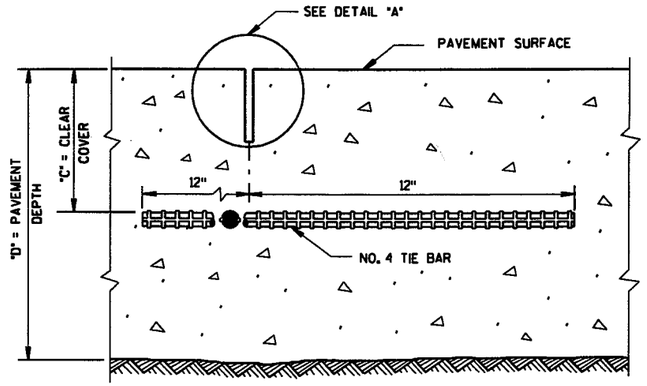
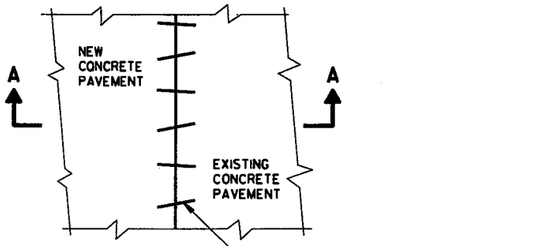
S.D.D. 13 B 1-9



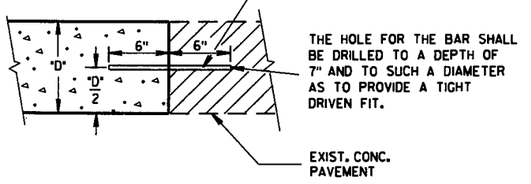
CONSTRUCTION JOINT



SAWED JOINT

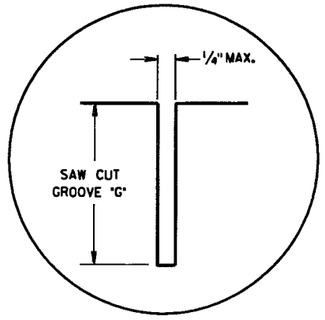


PLAN VIEW



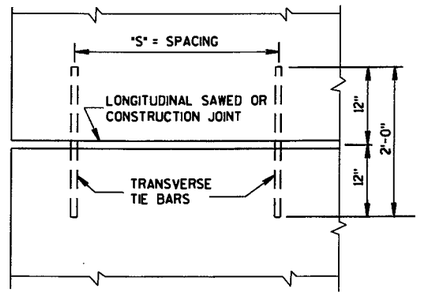
SECTION A-A

PAVEMENT TIES



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	
			PAVEMENT WIDTH	
			24' OR 26'	30'
6, 6 1/2"	3"±1/2"	2"	48"	42"
7, 7 1/2"	3 1/4"±1"	2 1/4"	45"	36"
8, 8 1/2"	3 3/4"±1"	2 1/2"	39"	30"
9, 9 1/2"	4 1/4"±1"	3"	33"	27"
10, 10 1/2"	4 3/4"±1"	3 1/4"	30"	24"
11, 11 1/2"	5 1/4"±1"	3 3/4"	27"	21"
12"	5 3/4"±1"	4	24"	21"



PLAN VIEW

SHOWING LOCATION OF TIE BARS

GENERAL NOTES

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

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/21/07
DATE

/S/ Steven W. Krebs
CHIEF MATERIALS MANAGEMENT ENGINEER

FHWA

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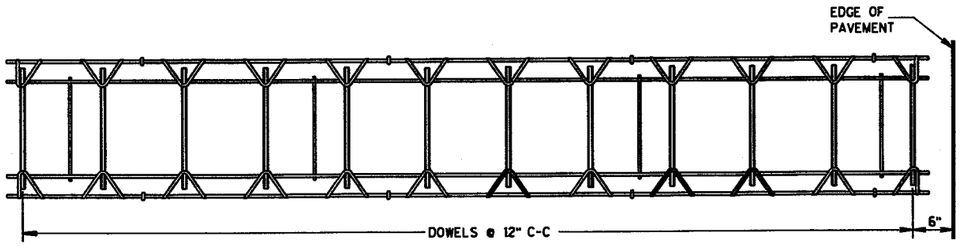
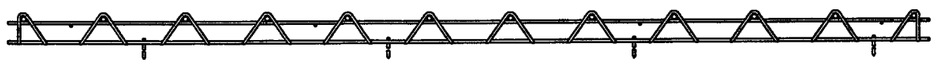
S.D.D. 13 C 1-12



PLAN VIEW

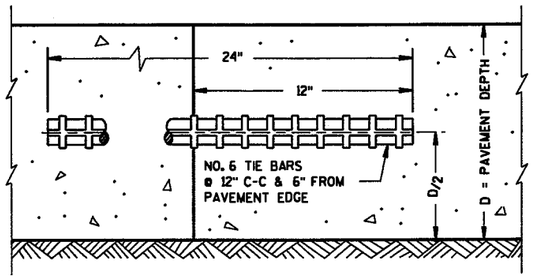


SIDE VIEW ①

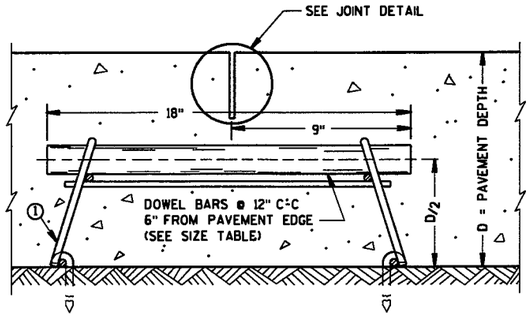
CONTRACTION JOINT DOWEL ASSEMBLY

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6",6 ½"	1¼"	12'
7",7 ½"	1¼"	14'
8",8 ½"	1¼"	15'
9",9 ½"	1¼"	15'
10" & ABOVE	1½"	15'



CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT

GENERAL NOTES

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

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE NORMAL TO THE CENTERLINE. THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS SHALL BE 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 PARALLEL TO CONTRACTION JOINTS.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

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.

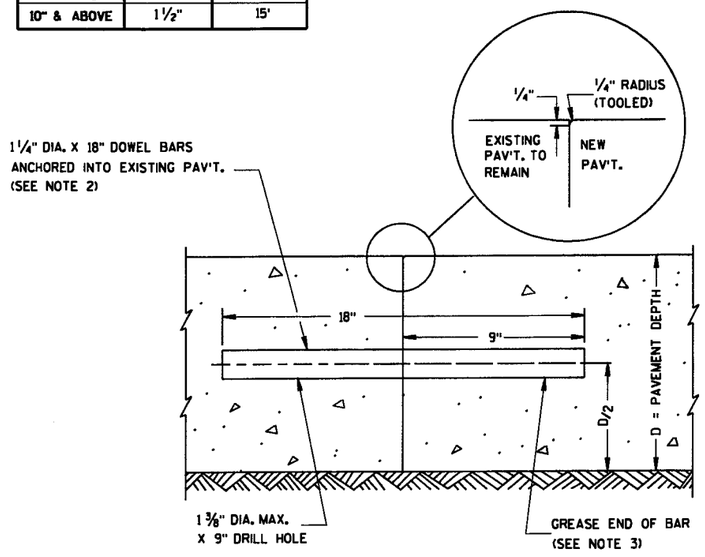
② DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.

③ THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF BOND BREAKING GREASE.

④ DOWEL BARS INSTALLED BY DRILLING SHALL BE SPACED 1'-3" ON CENTER. THE GROUPING OF DOWEL BARS SHALL BE CENTERED INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

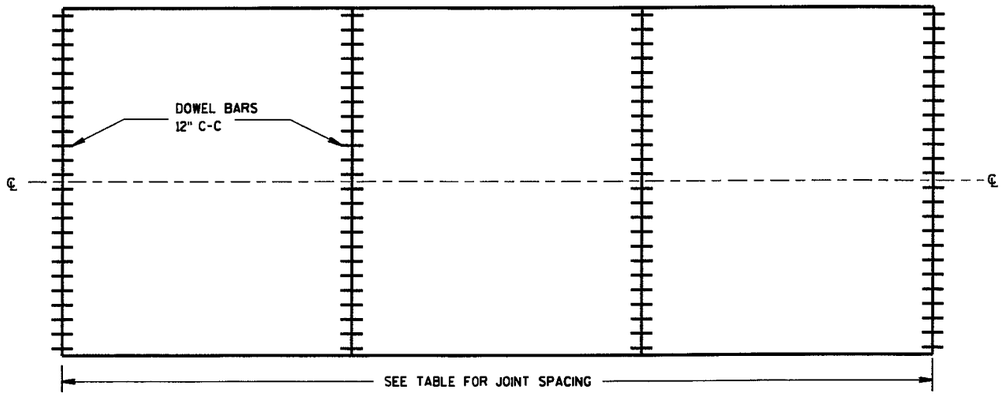
BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

THE DISTANCE FROM THE EDGE OF PAVEMENT OR LONGITUDINAL JOINT TO THE CENTER OF THE DOWEL BAR NEAREST THAT EDGE OR JOINT SHALL BE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 14 INCHES.

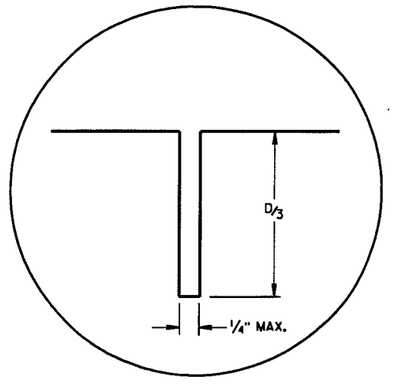


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/21/07 — DATE
/S/ Steven W. Krebs — CHIEF MATERIALS MANAGEMENT ENGINEER
FHWA

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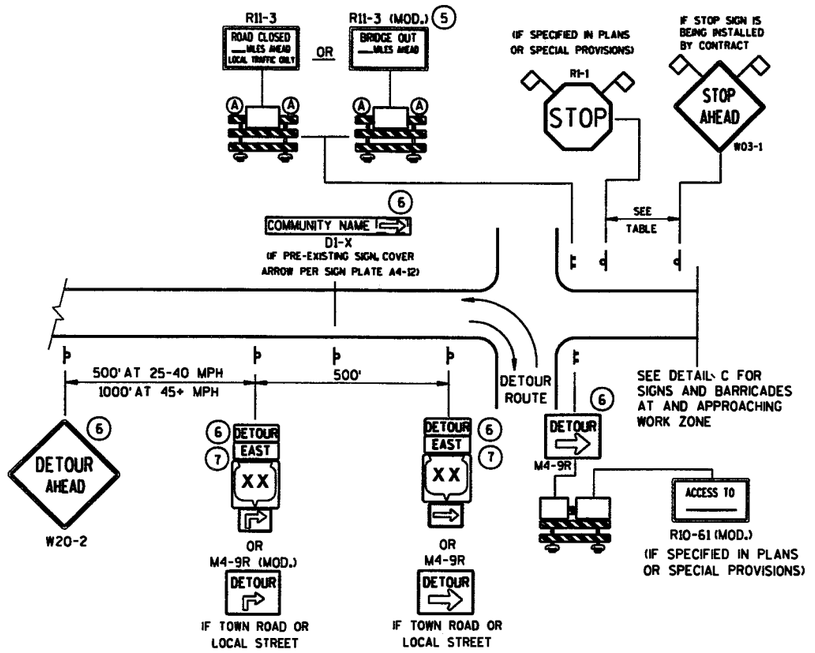
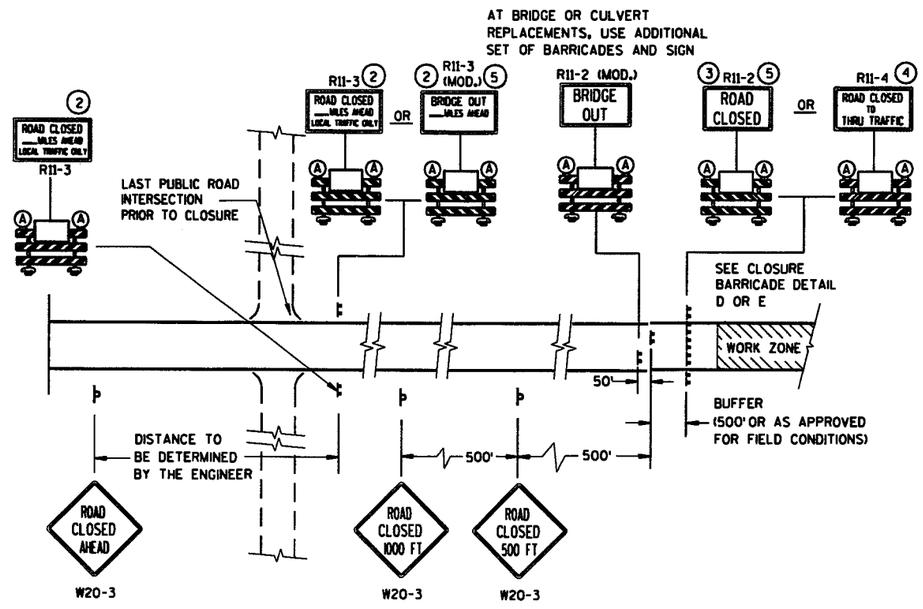


DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

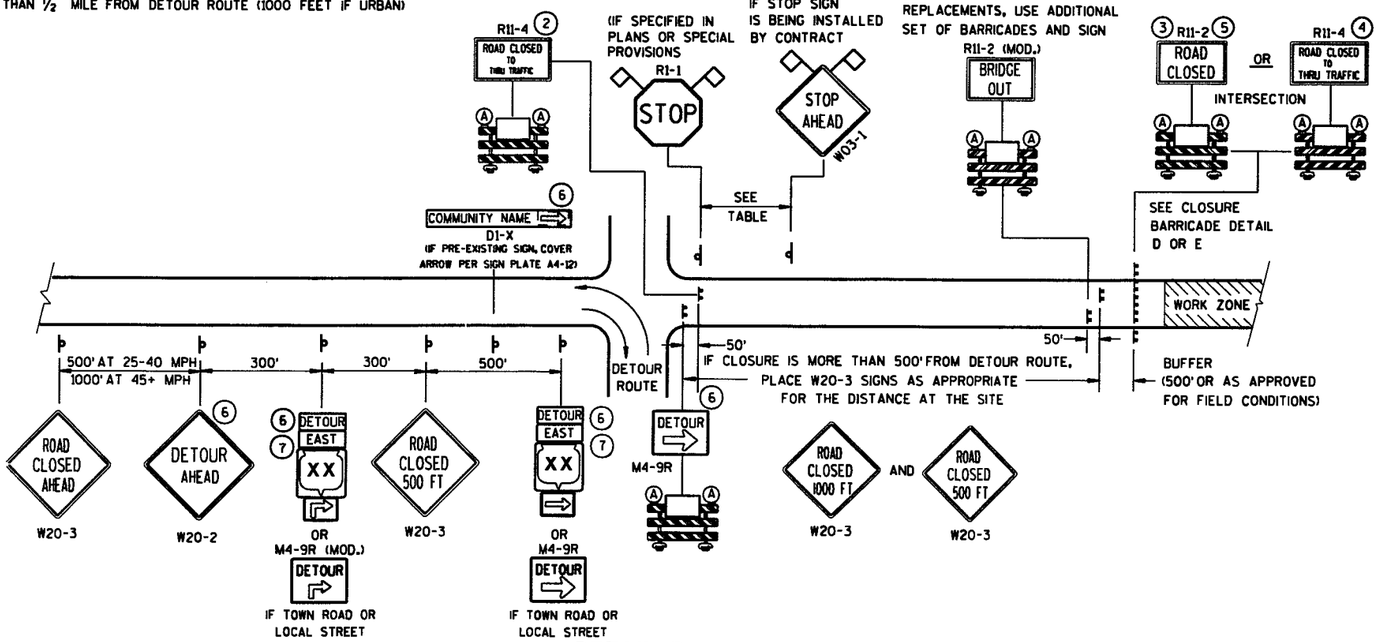


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4
- COUNTY XX — M1-5A
- XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 2-4a

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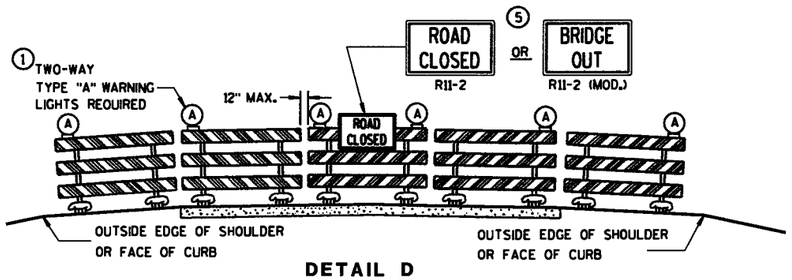
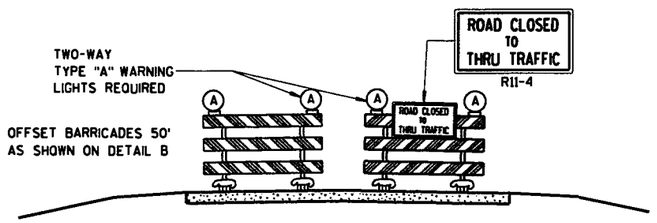
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03
DATE

Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 2-4b

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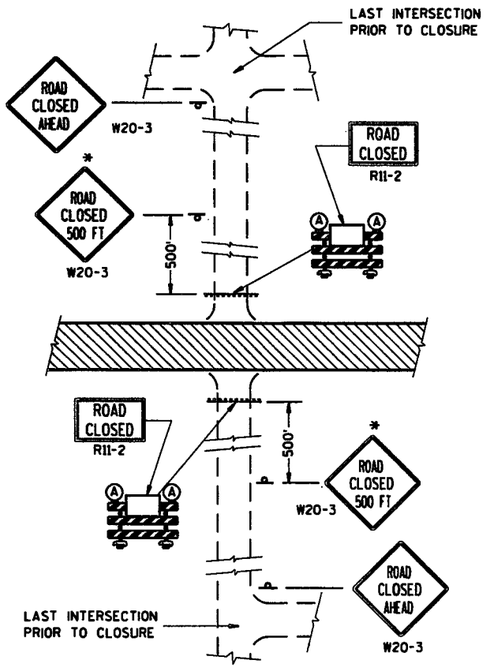
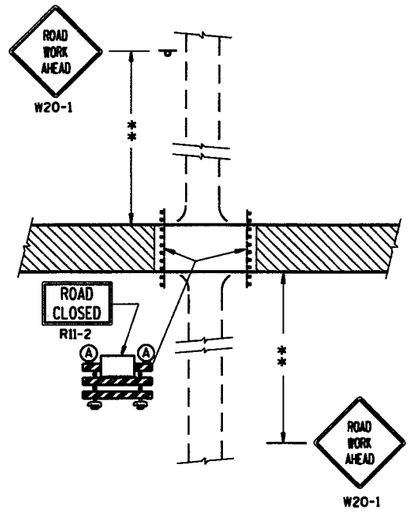
S.D.D. 15 C 2-4b



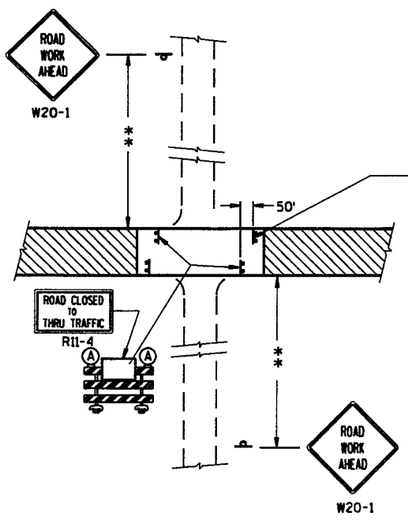
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).

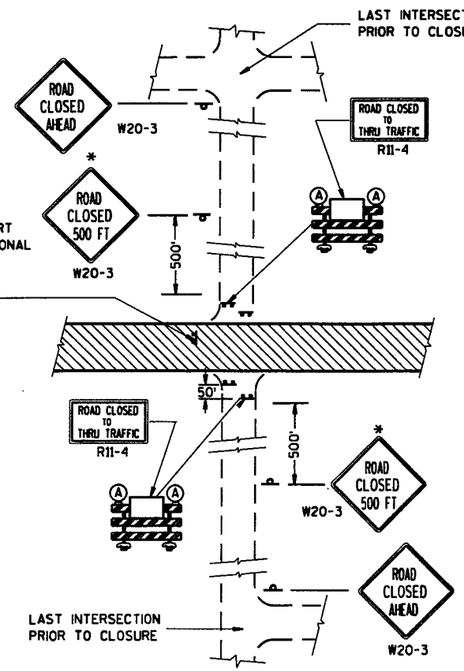


DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

FOR BRIDGE OR CULVERT REPLACEMENT, USE ADDITIONAL SIGN ON BARRICADE

BRIDGE OUT
XX MILES AHEAD
R11-3 (MOD.)



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

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

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

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

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

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

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03
DATE

Thomas N. Nottom for
CHIEF SIGNS AND MARKING ENGINEER

FHWA

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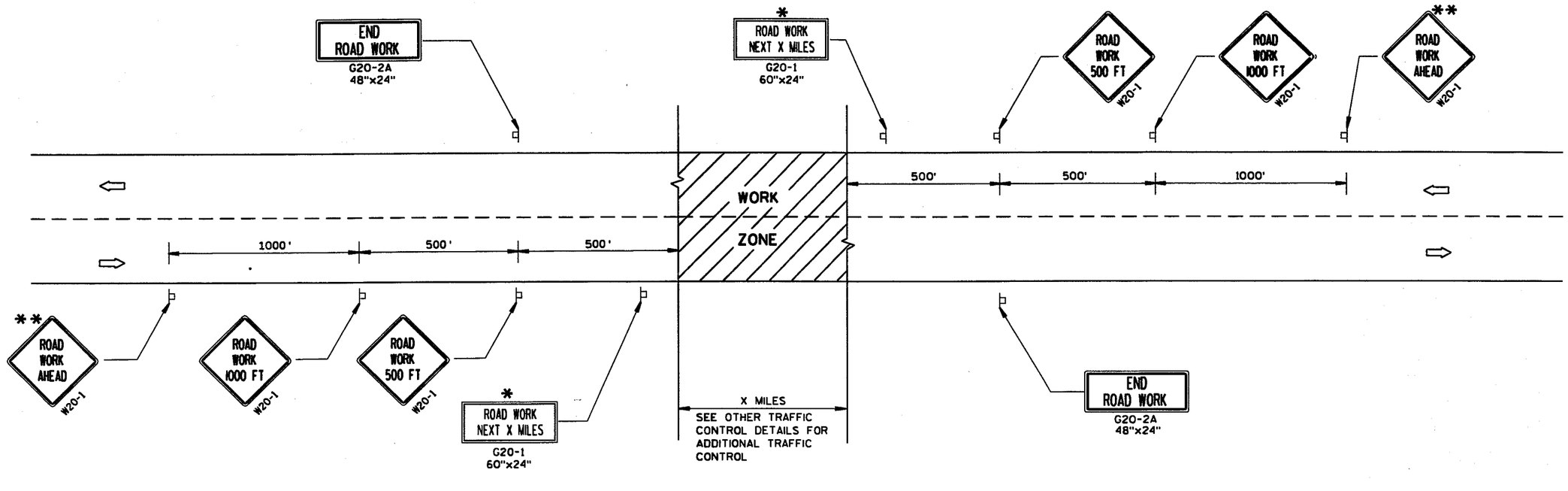
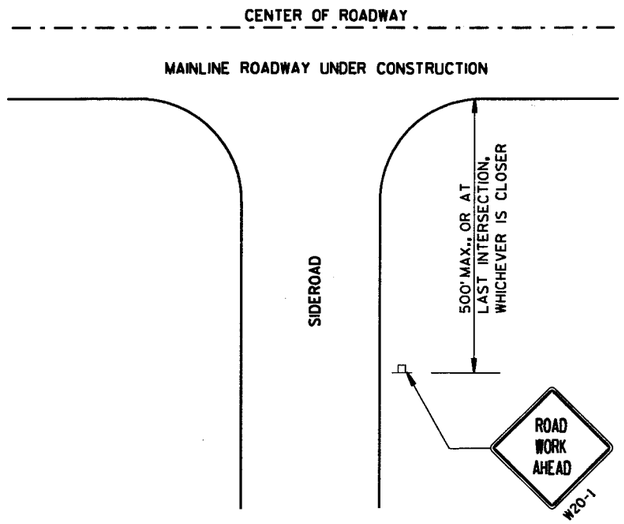
S.D.D. 15 C 3-1



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
Chester J. Sparr
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 4-1

6

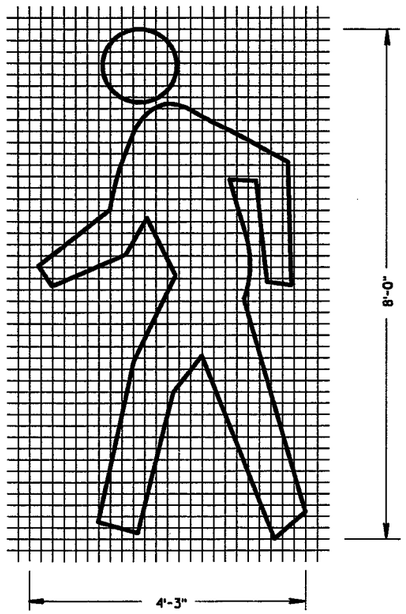
S.D.D. 15 C 4-1

GENERAL NOTES

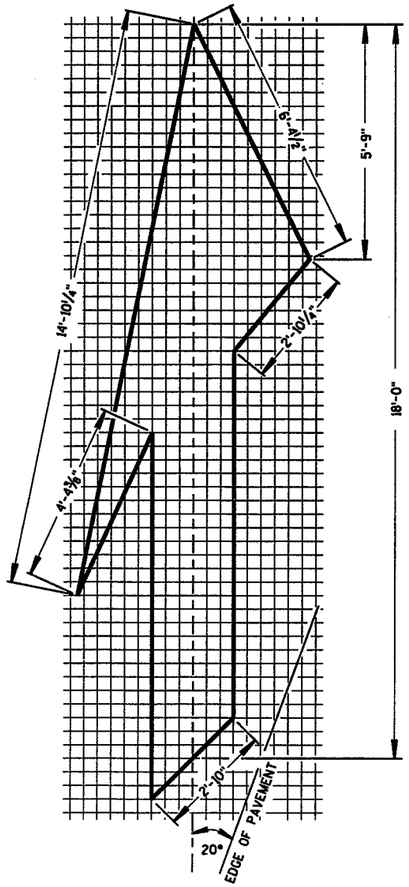
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

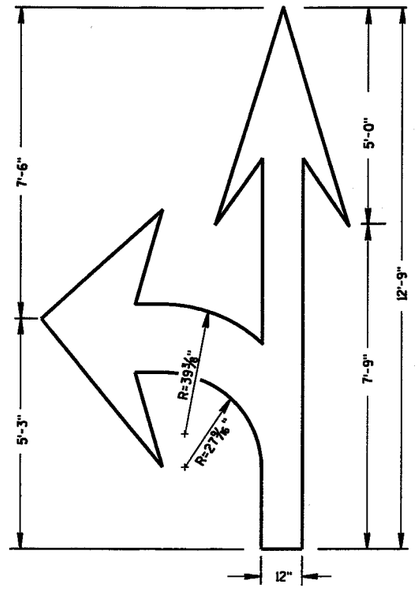
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



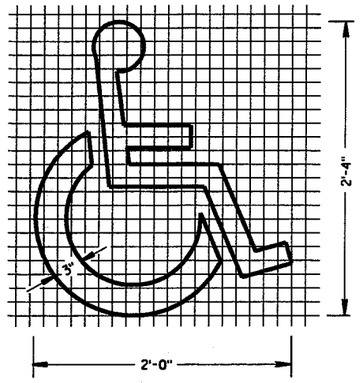
PEDESTRIAN SYMBOL

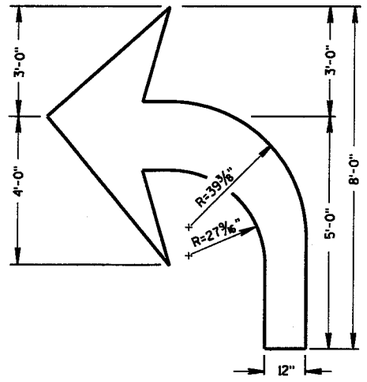


TYPE 5 LANE DROP ARROW

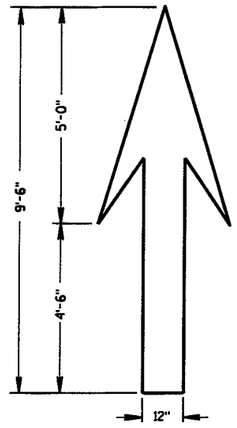


TYPE 3

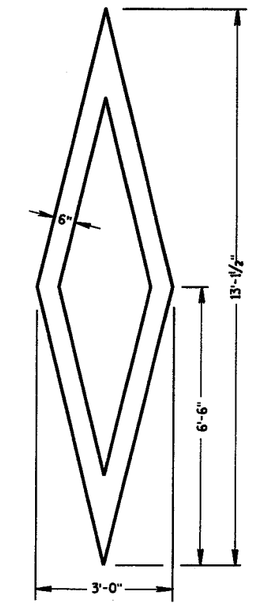




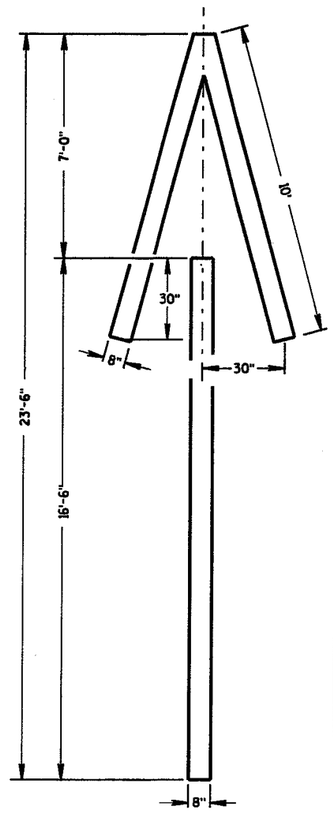
TYPE 2



TYPE 1



PREFERENTIAL LANE SYMBOL



TYPE 4

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/22/05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

6

S.D.D. 15 C 7-80

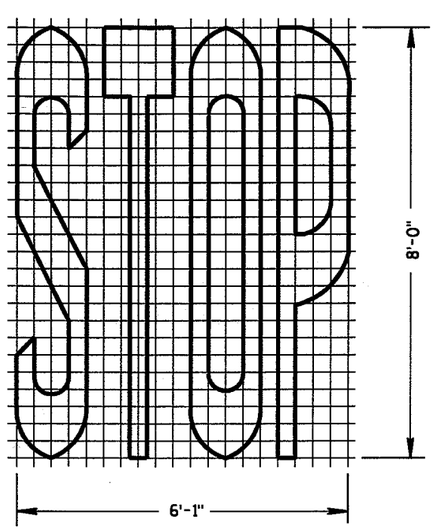
6

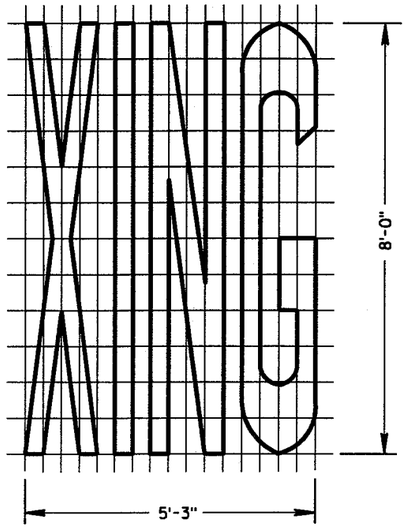
S.D.D. 15 C 7-80

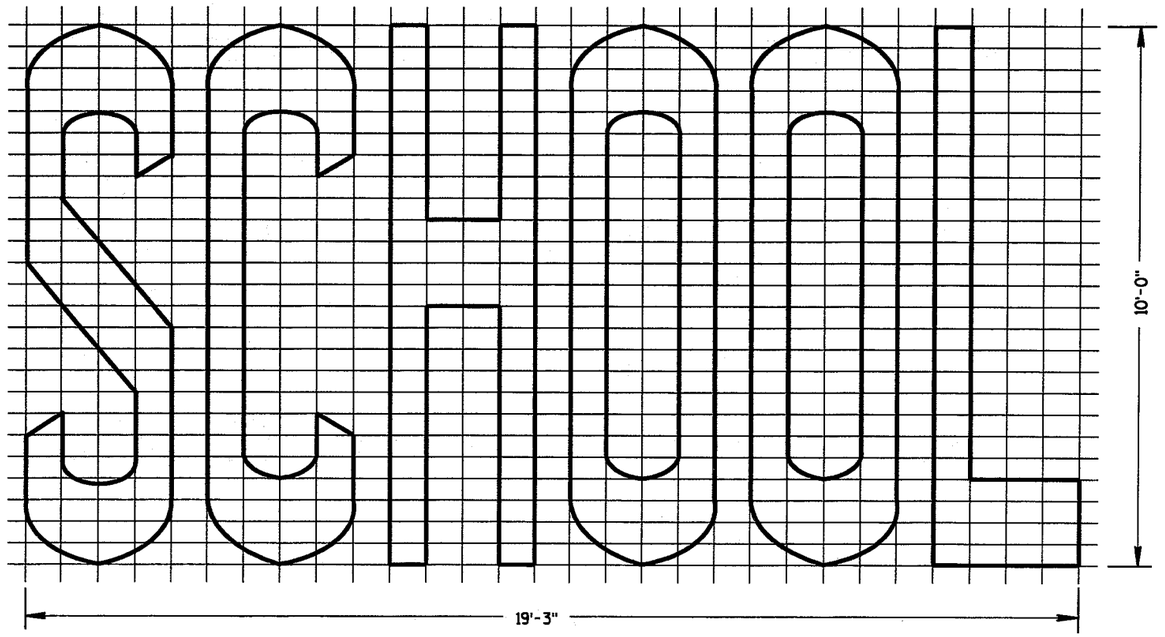
GENERAL NOTES

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

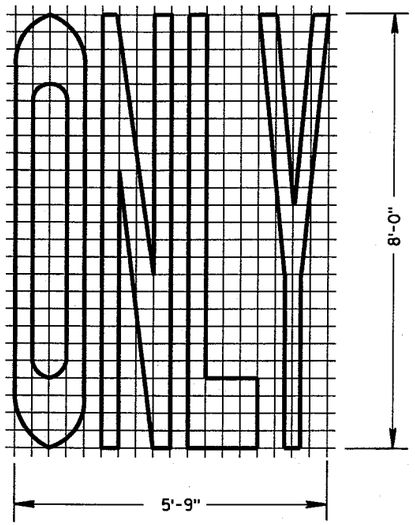
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

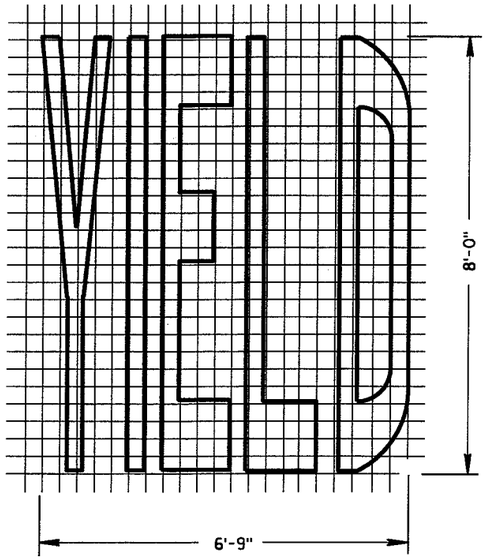


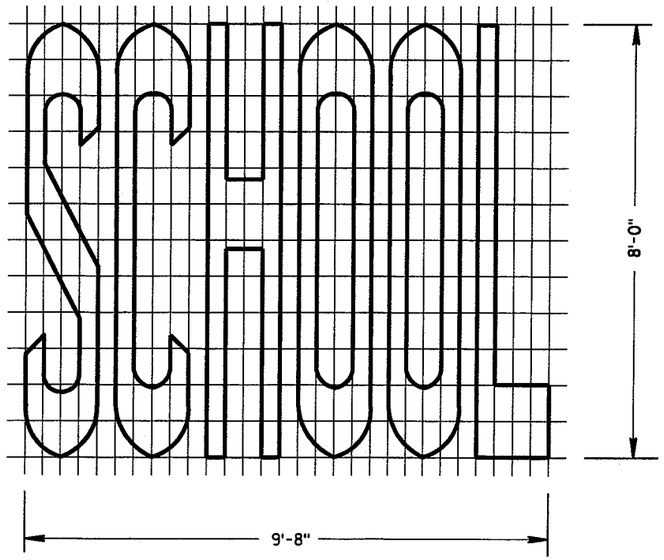




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-22-05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

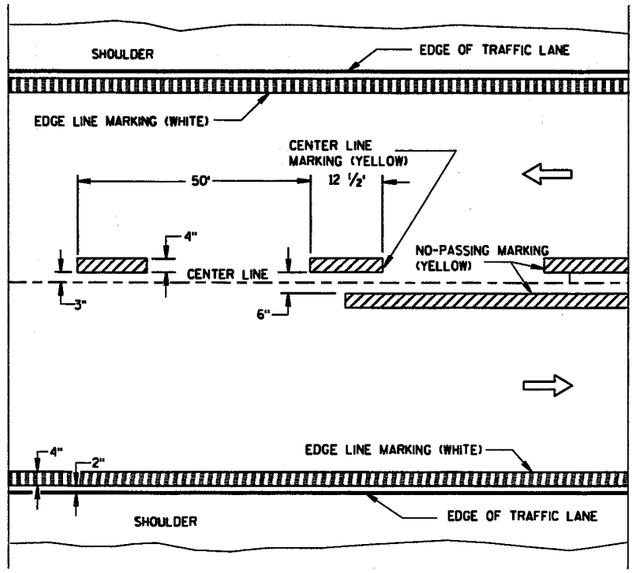
FHWA

S.D.D. 15 C 7-8b

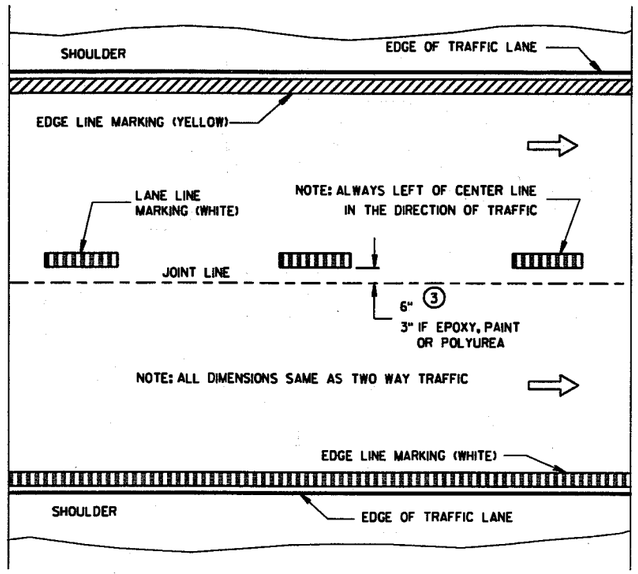
6

S.D.D. 15 C 7-8b

6

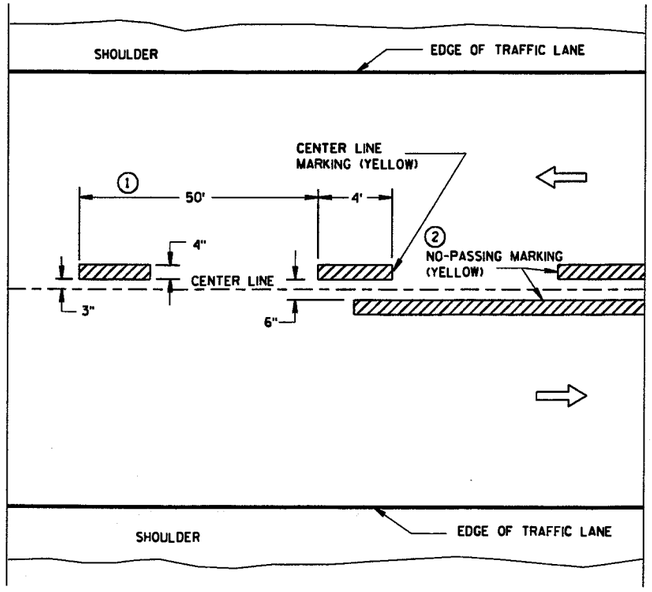


TWO WAY TRAFFIC

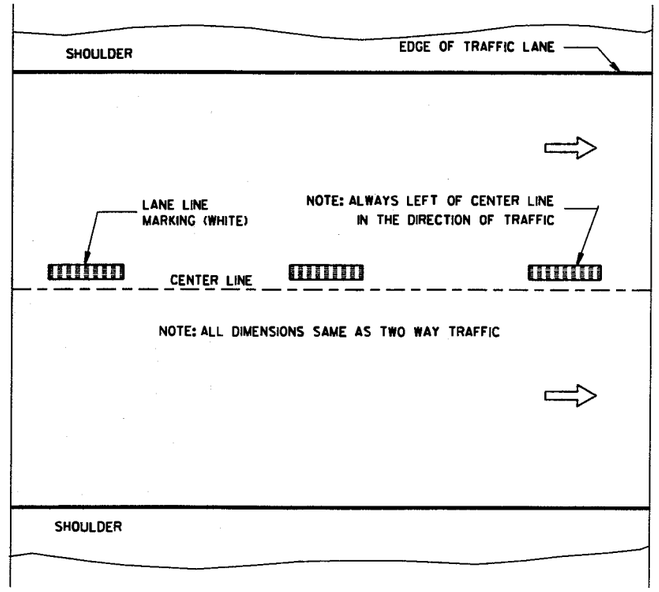


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

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

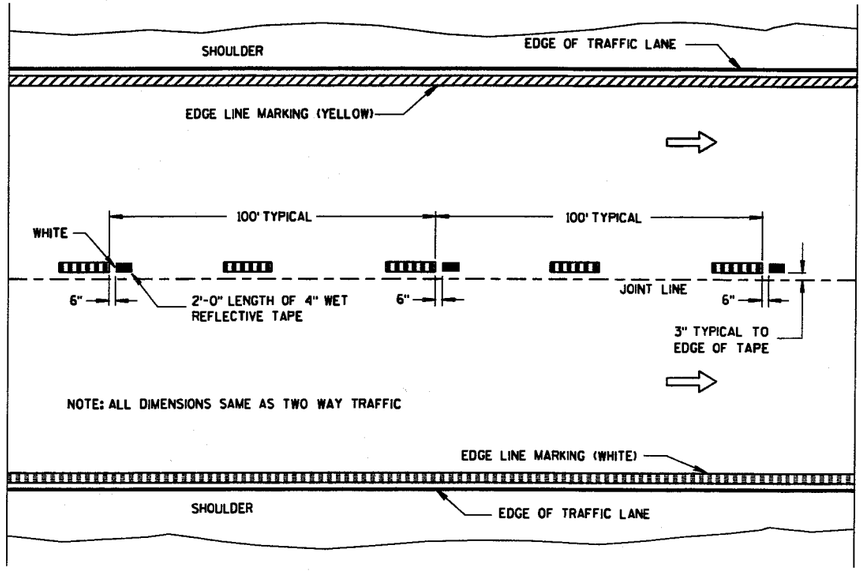
① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE. CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

③ DIMENSION FROM THE WHITE REFLECTIVE EDGE FOR WET REFLECTIVE TAPE PLACEMENT ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-16-07 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

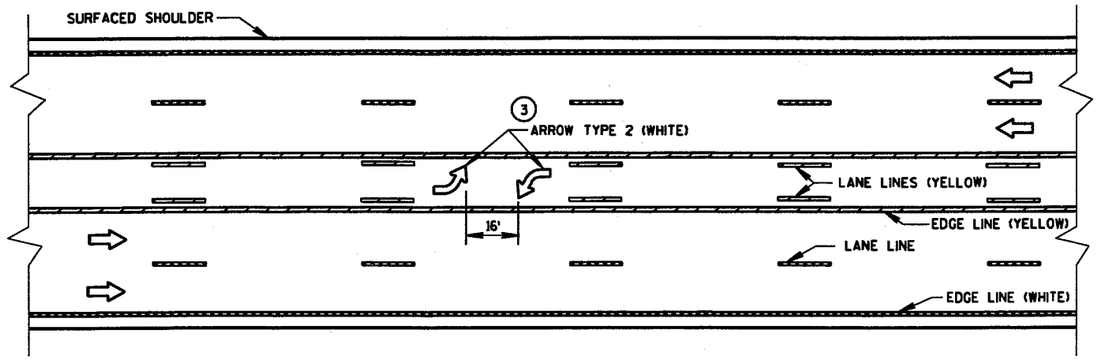
6

S.D.D. 15 C 8-10a

6

S.D.D. 15 C 8-10a

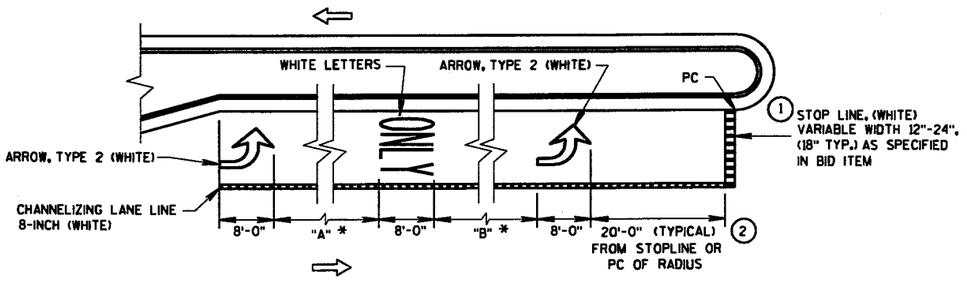
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

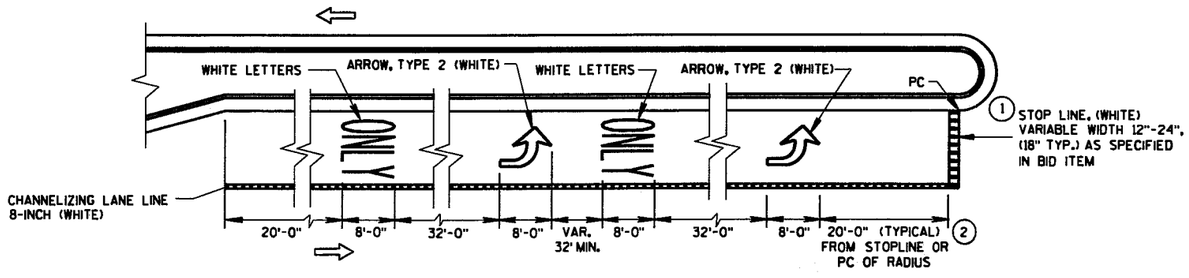
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

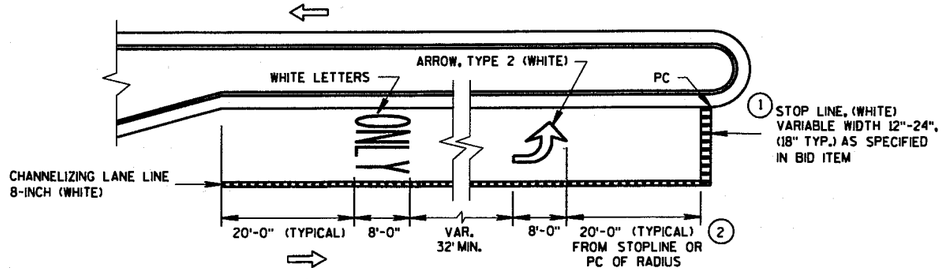


*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



LEFT TURN LANE
(LENGTH UNDER 108')

PAVEMENT MARKING
(LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

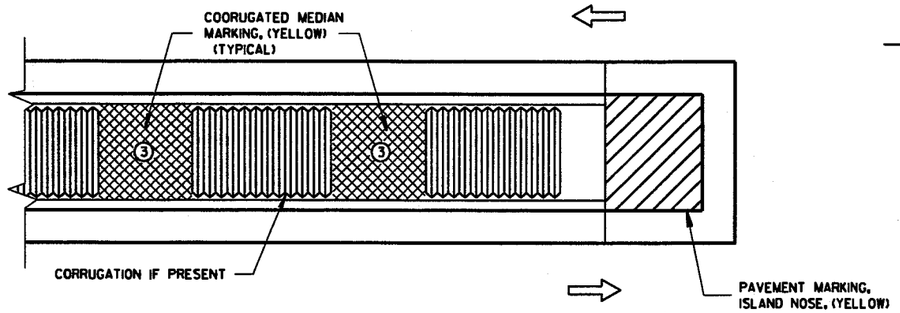
APPROVED
8/1/05 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

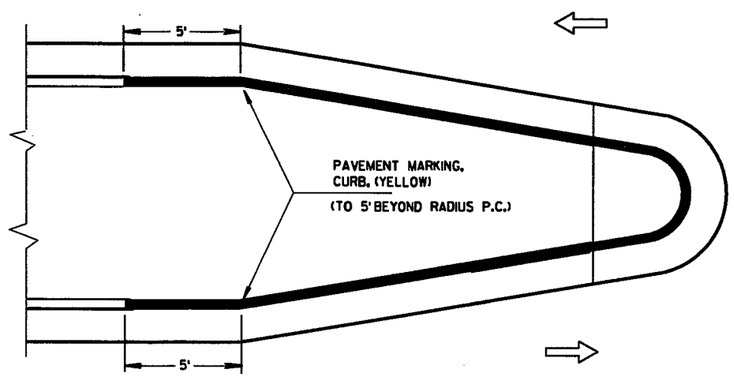
S.D.D. 15 C 8-10d

6

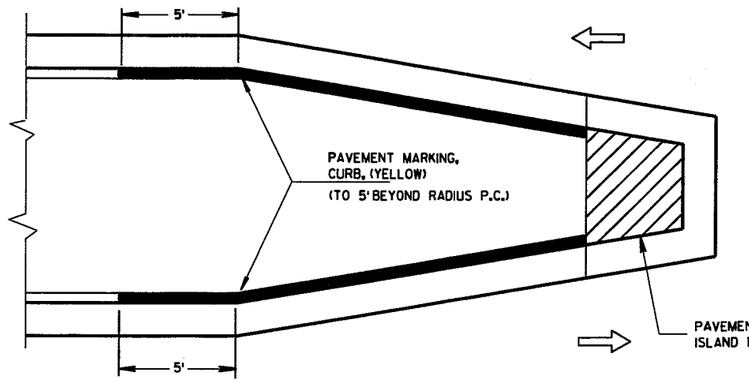
S.D.D. 15 C 8-10d



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

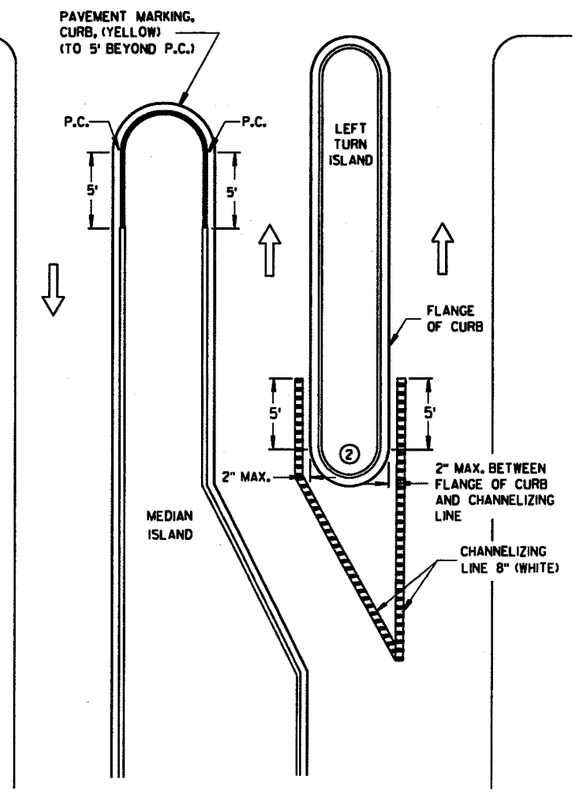


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

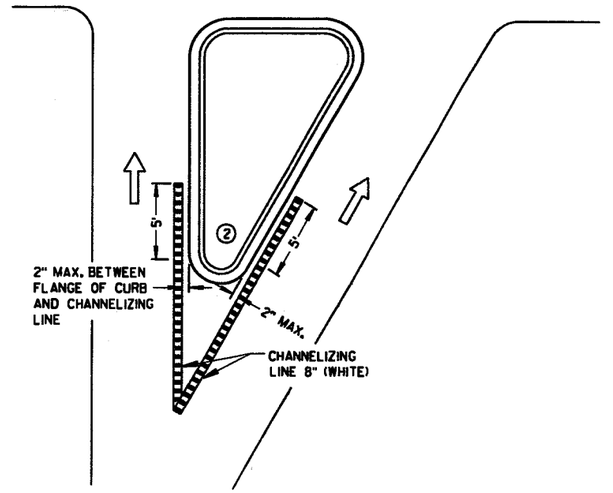
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



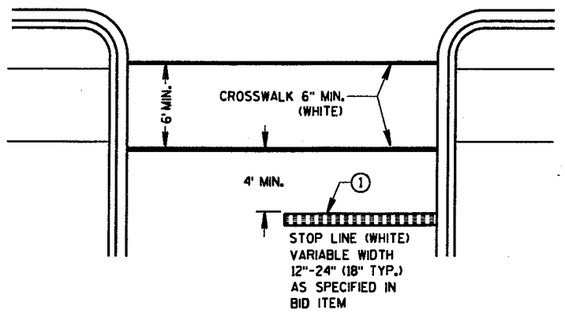
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
3. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

LEGEND

- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

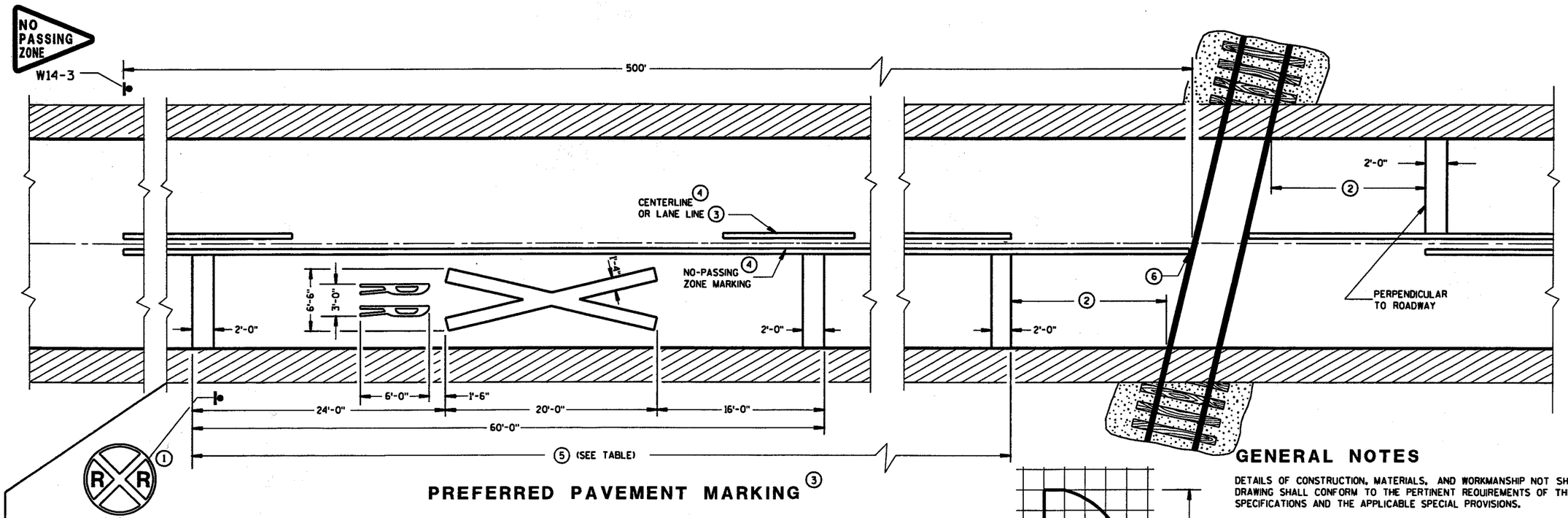
APPROVED
9-21-07 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

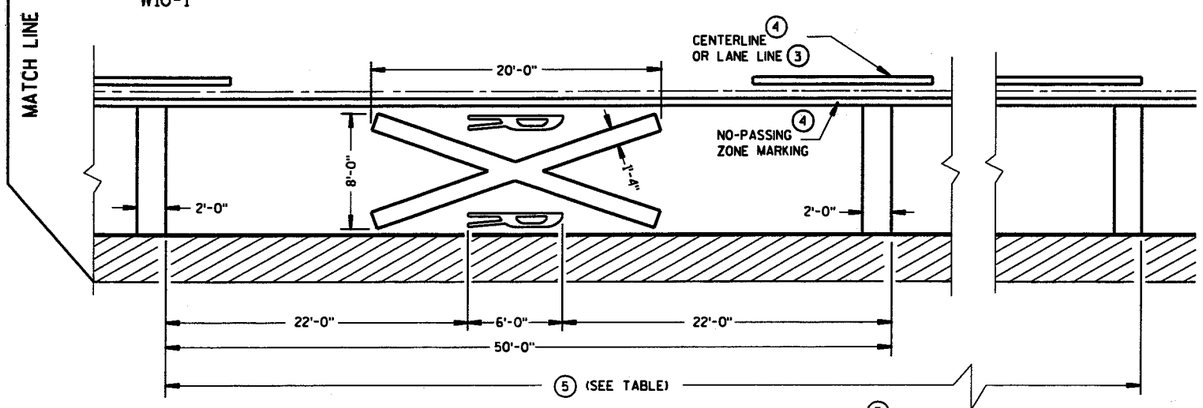
S.D.D. 15 C 8-11e

6

S.D.D. 15 C 8-11e



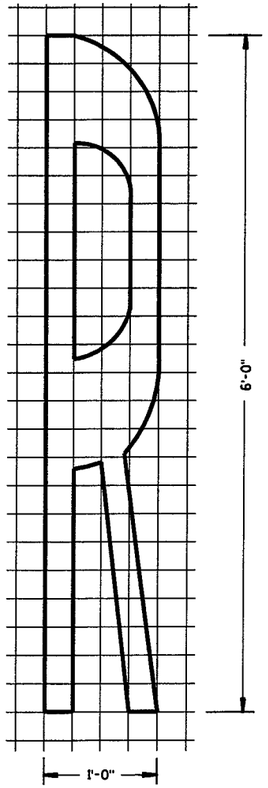
PREFERRED PAVEMENT MARKING ③



ALTERNATE PAVEMENT MARKING ③

⑤

Posted Speed (M.P.H.)	Minimum Dimension (Feet)
25	150
30	200
35	250
40	300
45	400
50	550
55	750
60	1000
65	1000



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.

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

① A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

② MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

③ REFLECTIVE WHITE.

④ REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

⑤ TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

⑥ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 — DATE

/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN

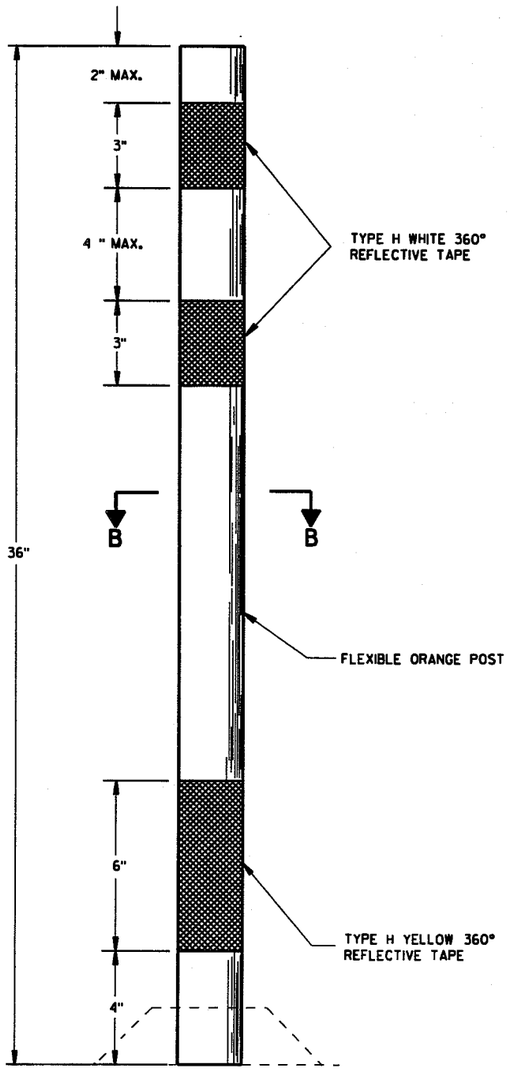
FHWA

6

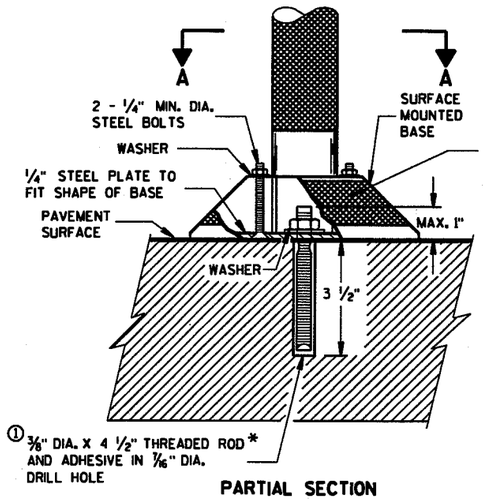
S.D.D. 15 C 9-7a

6

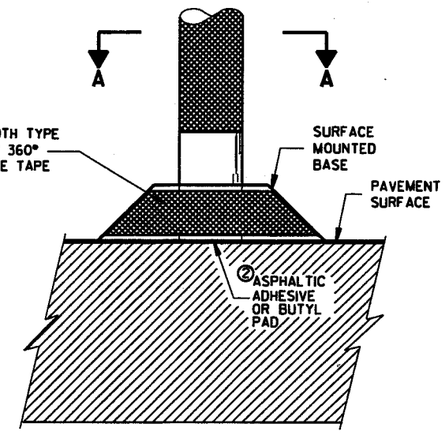
S.D.D. 15 C 9-7a



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

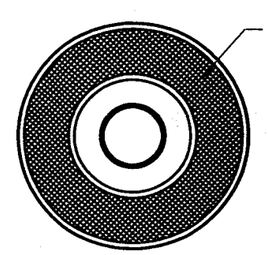
GENERAL NOTES

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.

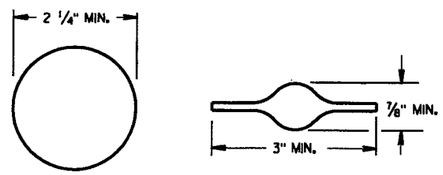
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



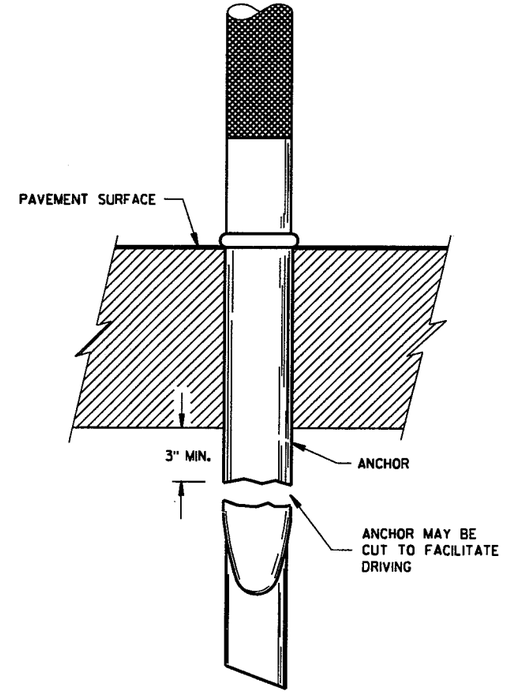
SECTION A-A

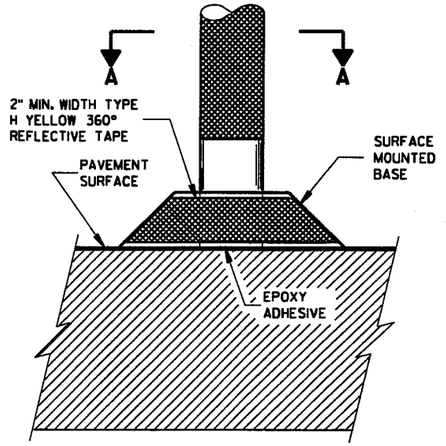
SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2/17/94 DATE FHWA	STATE TRAFFIC ENGINEER FOR HWYS

6

S.D.D. 15 C 11-5

6

S.D.D. 15 C 11-5

TWO-LANE ROADWAY

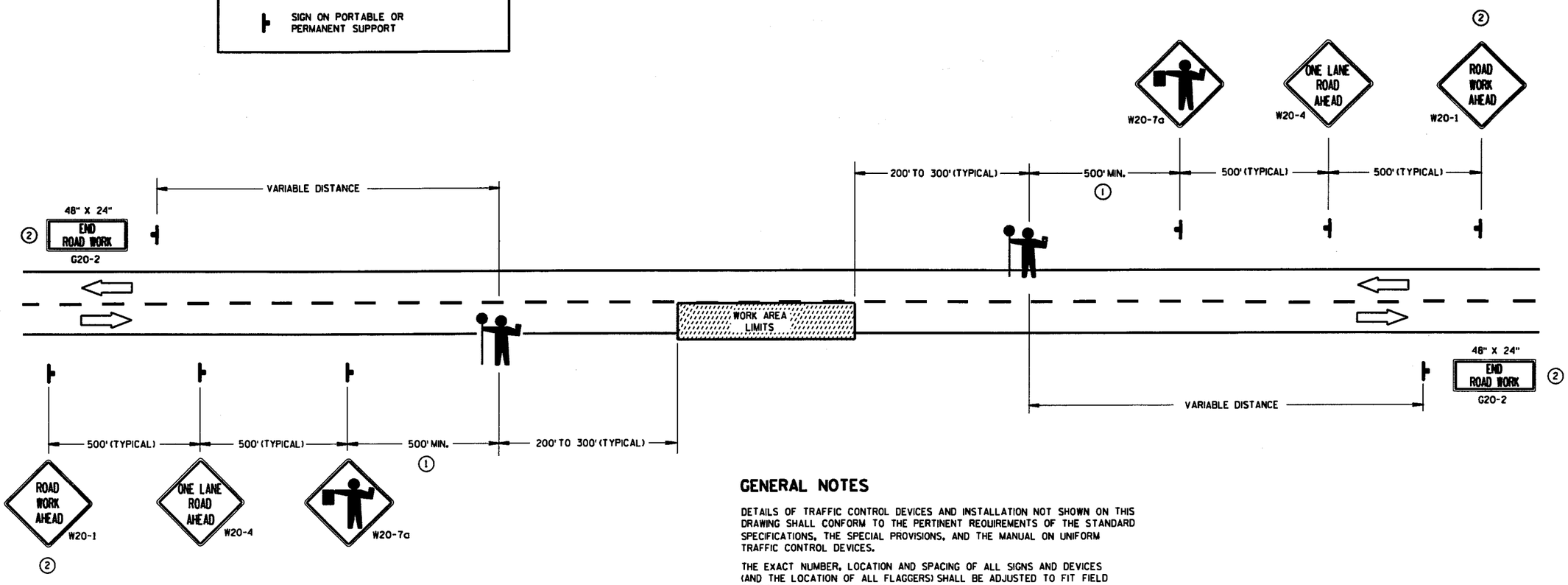
SYMBOLS

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

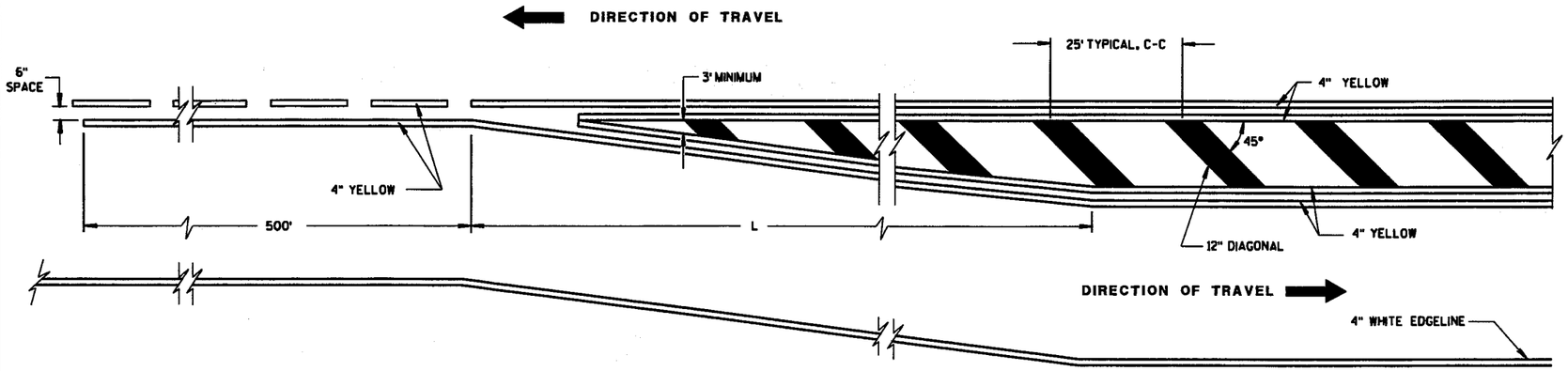
APPROVED
9/5/06 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 12-3

6

S.D.D. 15 C 12-3



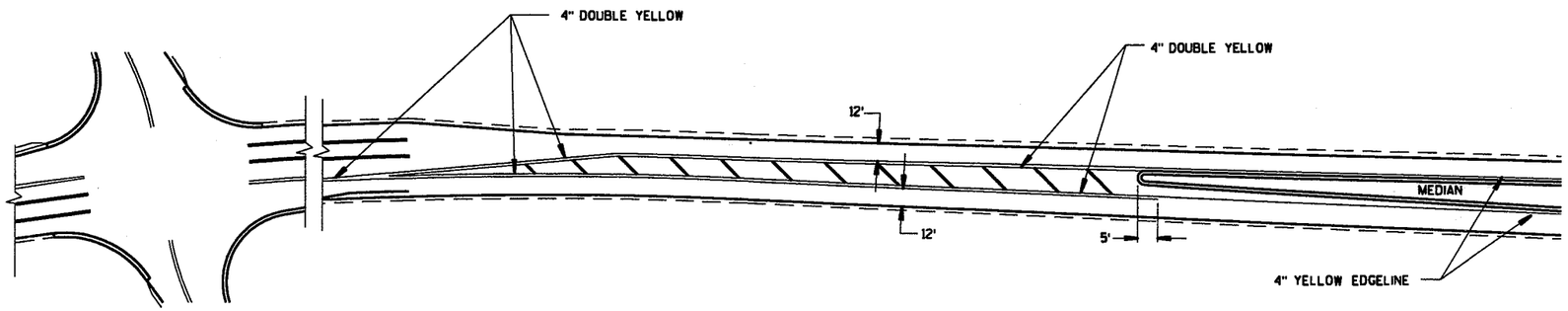
MEDIAN ISLAND DETAIL

GENERAL NOTE

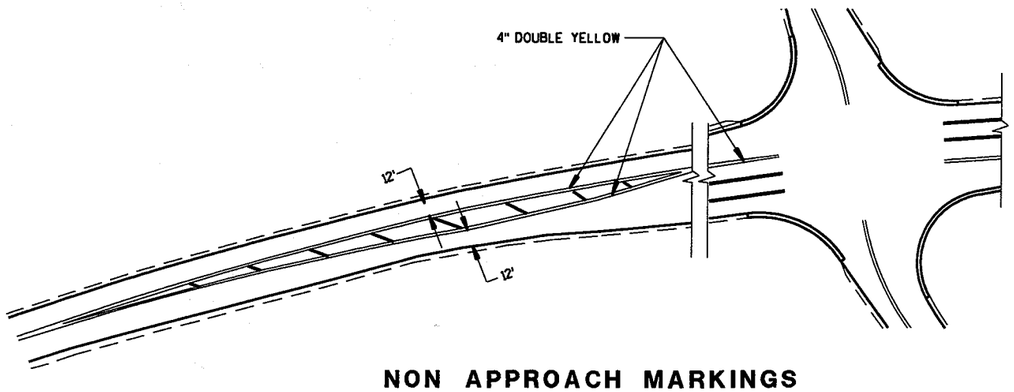
DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

MINIMUM SHIFTING TAPER LENGTH TABLE

POSTED SPEED (S)	TAPER LENGTH (L)
25	100'
30	100'
35	125'
40	165'
45	270'
50	300'
55	330'
65	390'



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-07 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 18-2

6

S.D.D. 15 C 18-2

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

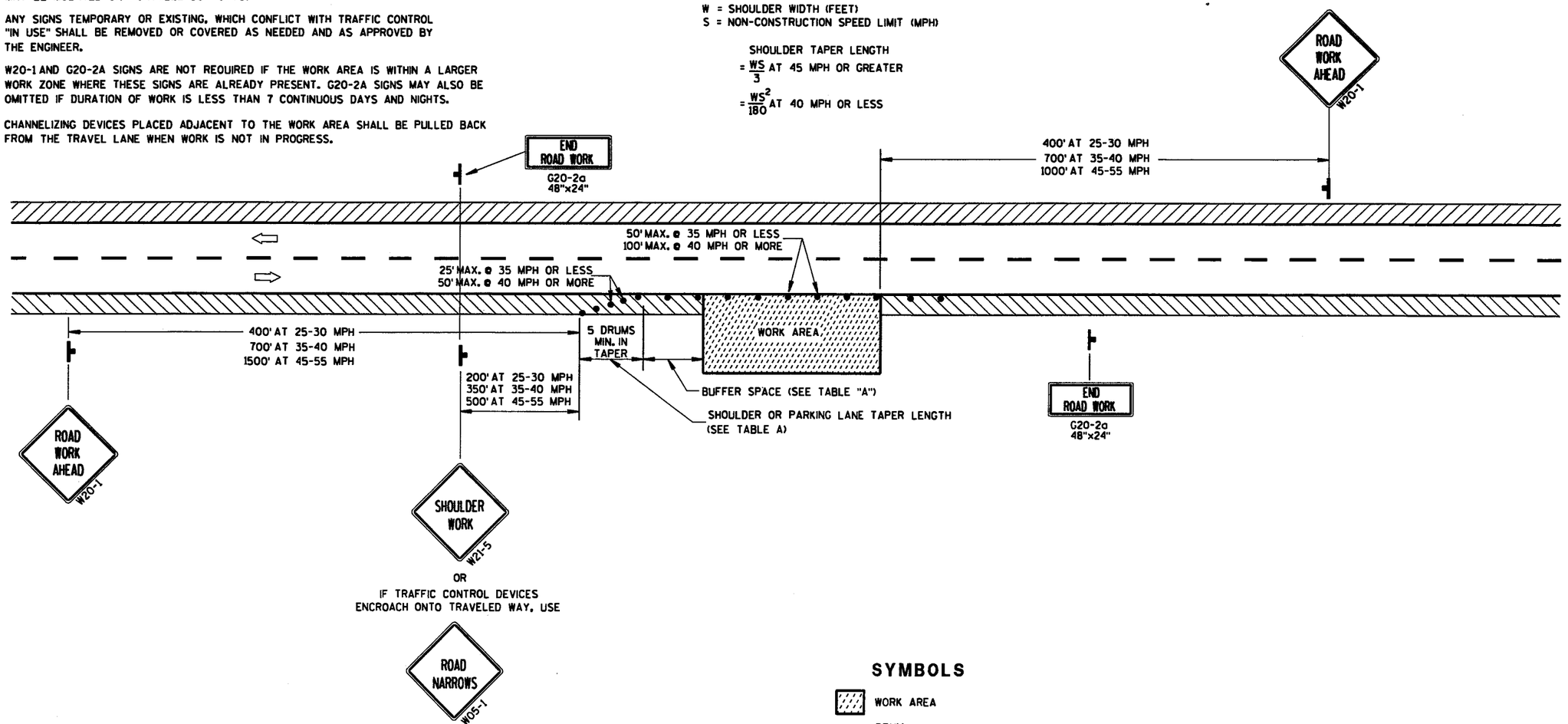
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	4	6	8	10	BUFFER SPACE (FEET)
	SHOULDER TAPER LENGTH (FEET)				
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Chester J. Spong
CHIEF SIGNS AND MARKING ENGINEER
FHWA

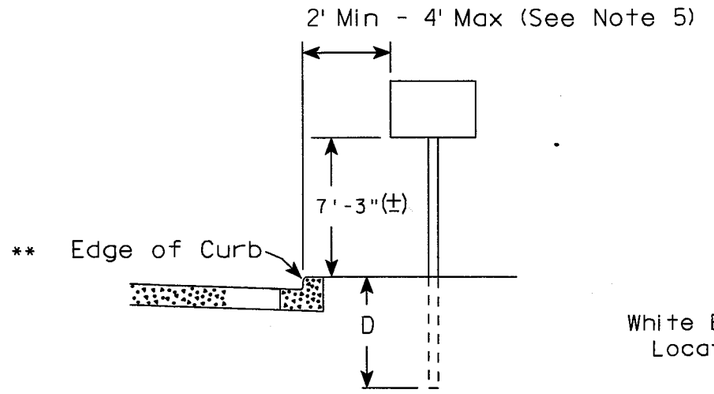
6

S.D.D. 15 D 28-1

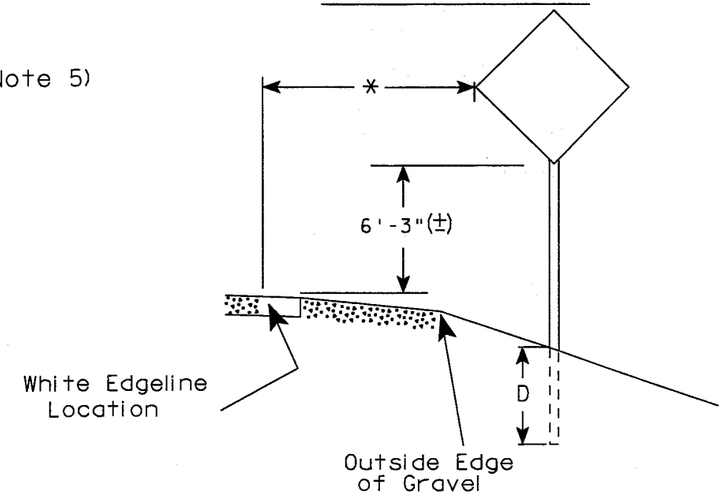
6

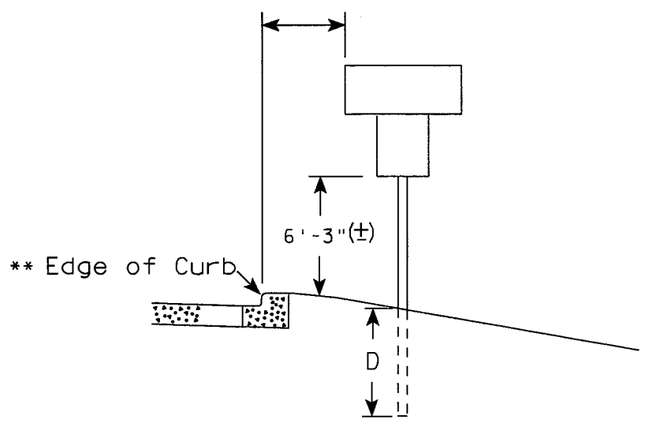
S.D.D. 15 D 28-1

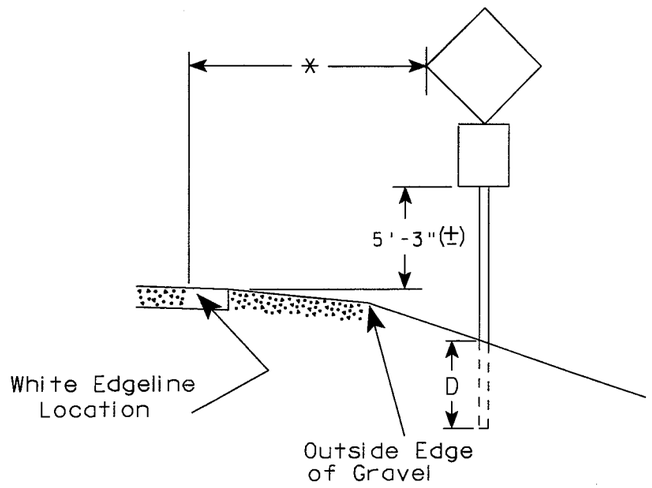
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

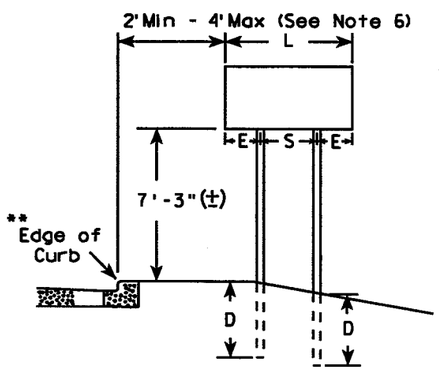
DATE 12/12/07 PLATE NO. A4-3.14

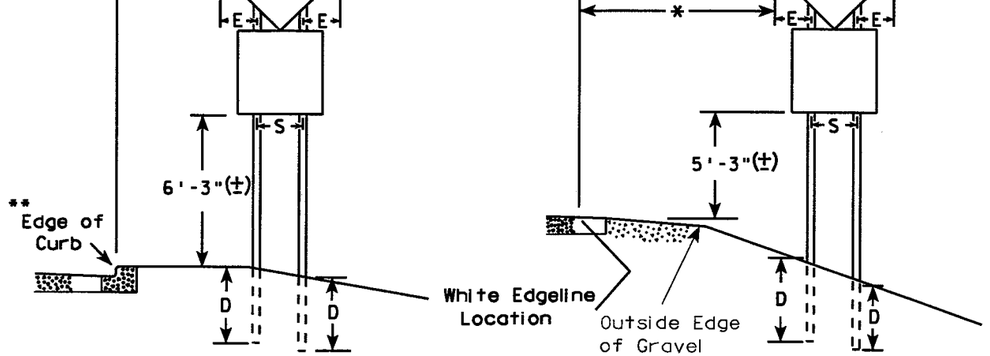
7

7

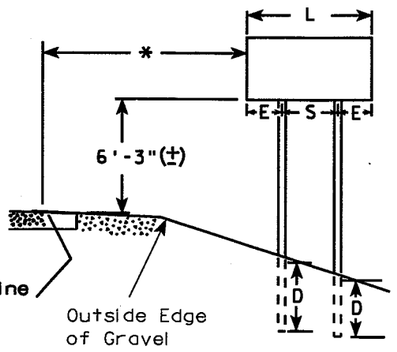
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E

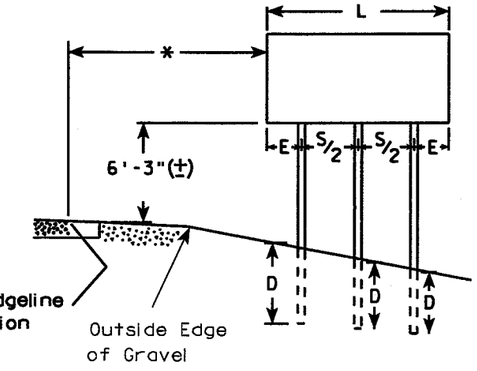
URBAN AREA





RURAL AREA (See Note 3)





DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

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

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

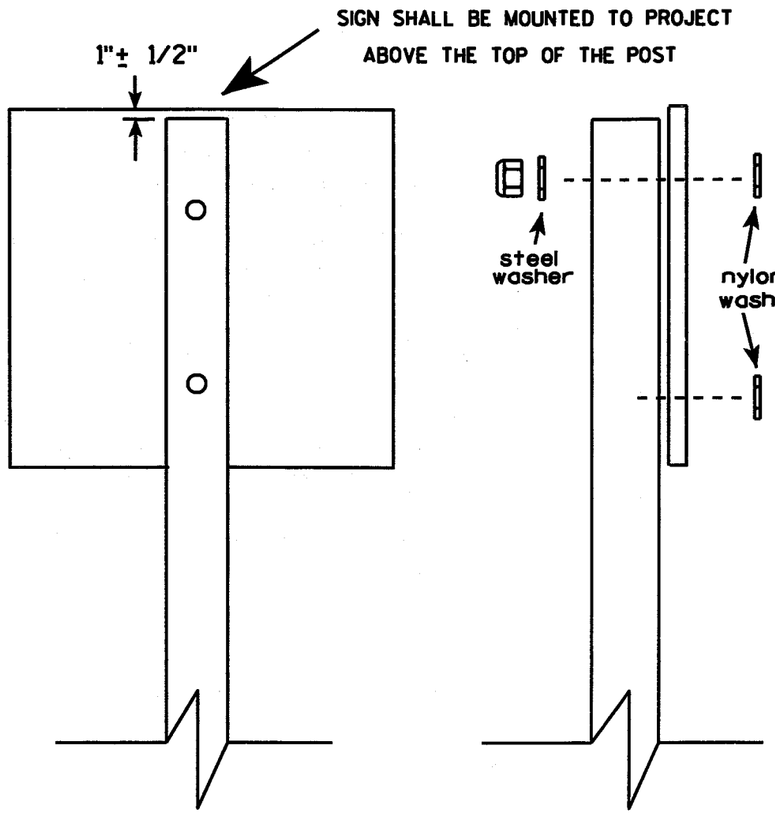
TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

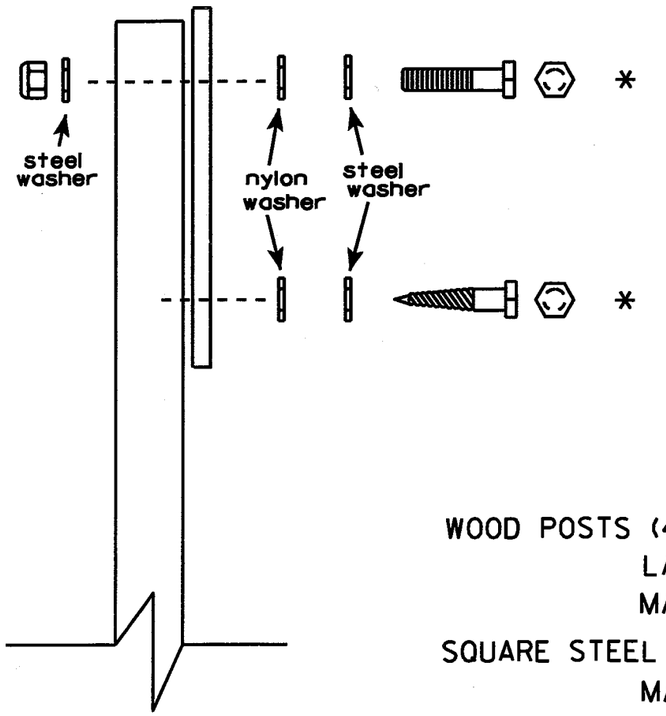
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/12/07 PLATE NO. A4-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

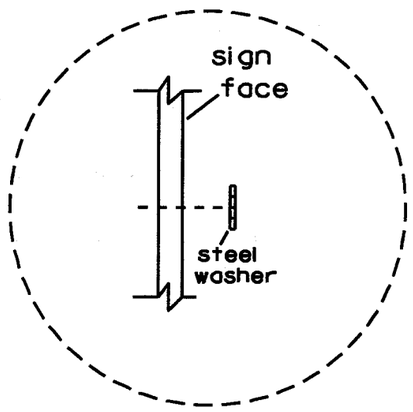
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

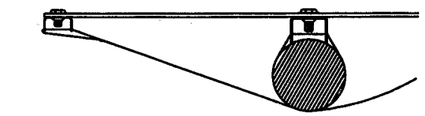
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

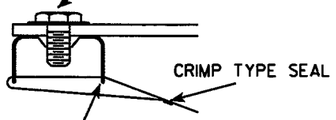
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/06 PLATE NO. A4-8.6

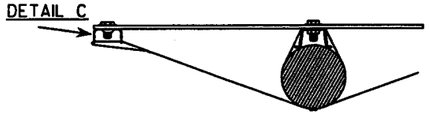
BRACE BANDING

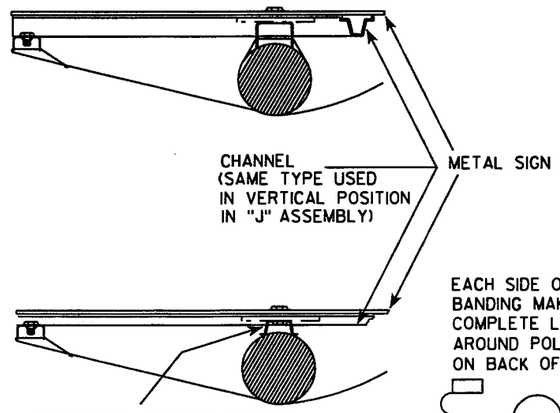


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



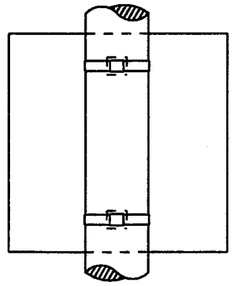
DETAIL C

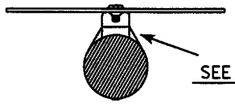




BRACKET BANDING

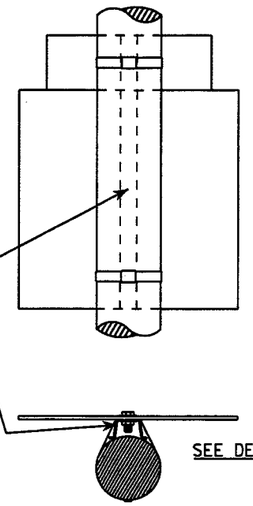
SINGLE SIGN

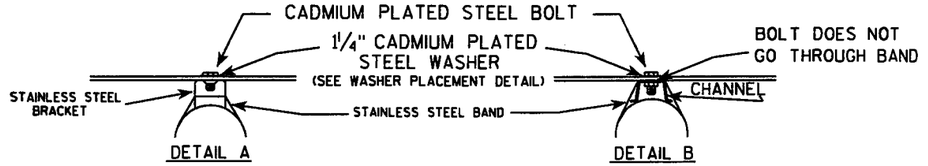




"J" ASSEMBLY

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

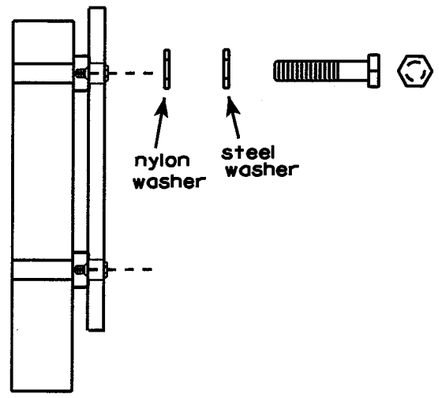




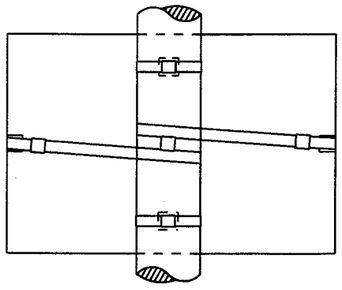
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

WASHER PLACEMENT

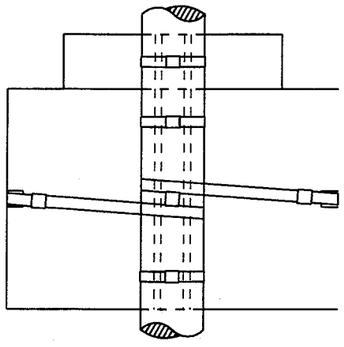


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS



BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



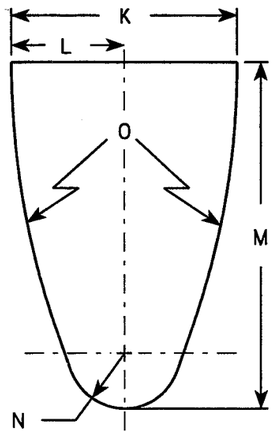
STANDARD SIGN
SIGN BANDING DETAILS

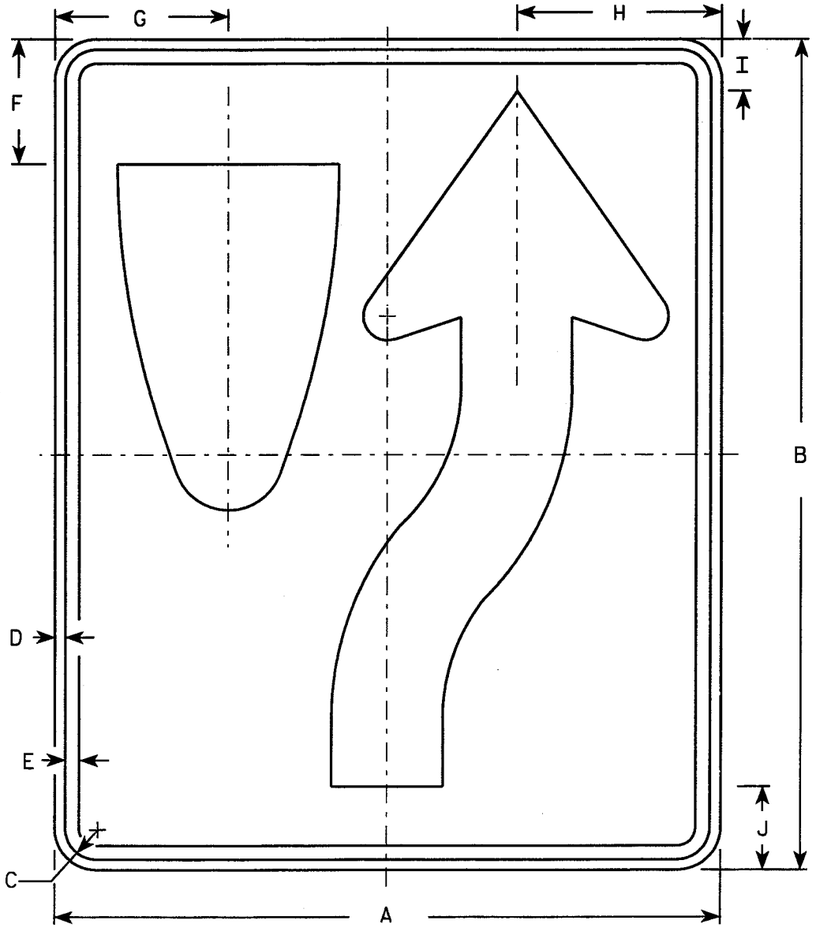
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211	E

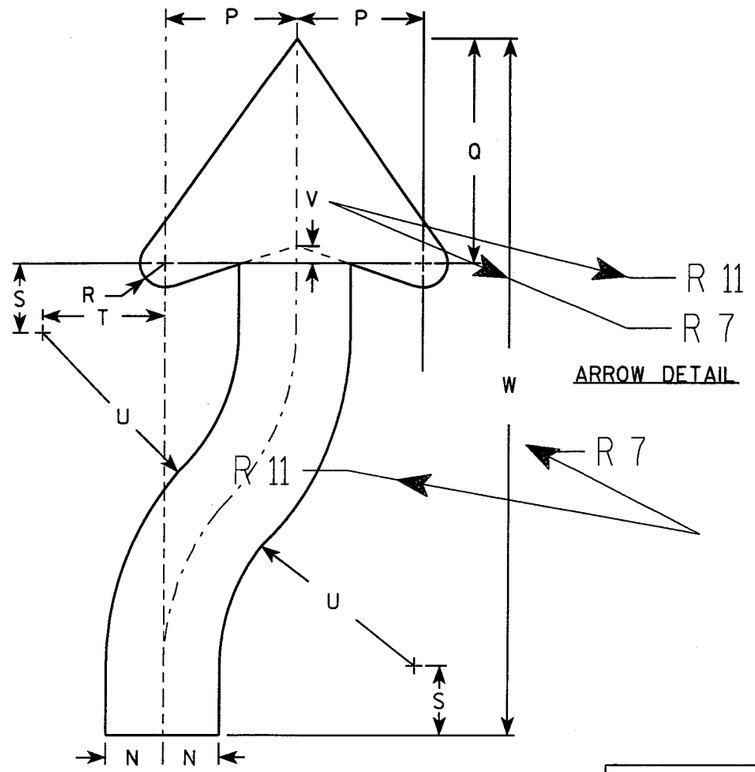




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0	.27
2	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0	.45
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0	1.08

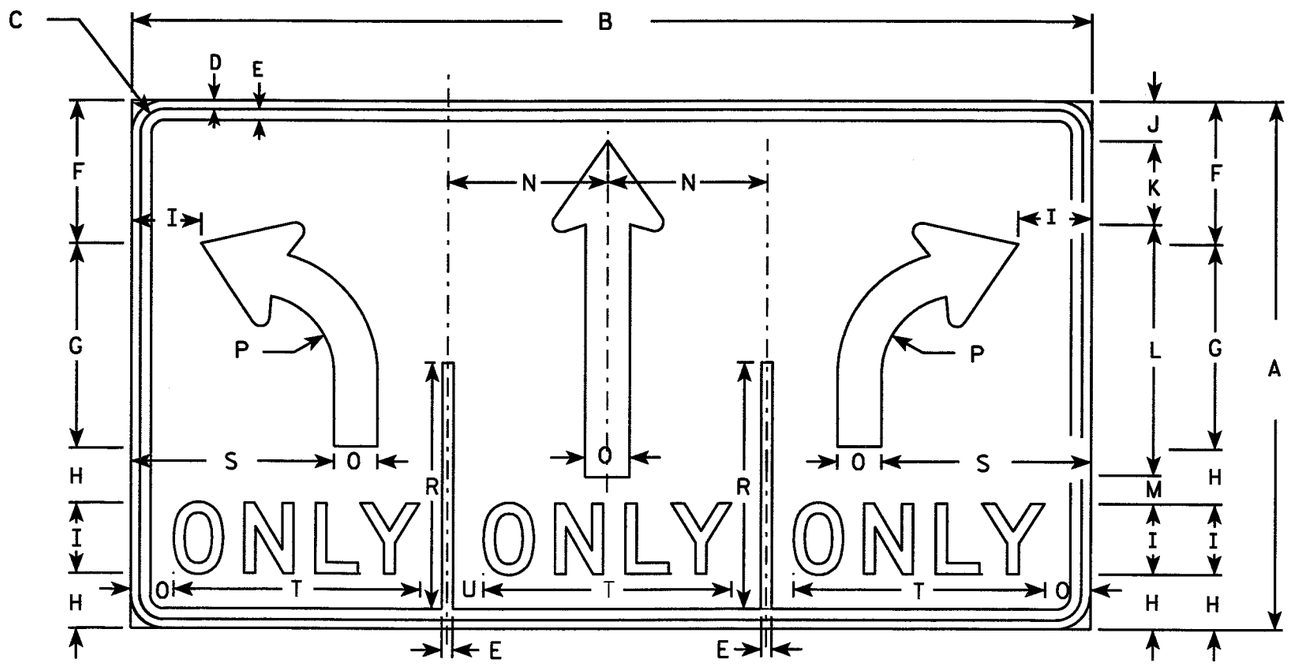
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sparks for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

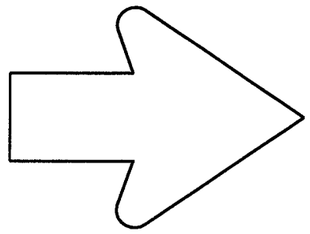
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 212	E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 1350 mm
3	
4	1200 mm X 2100 mm
5	1200 mm X 2100 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25	1.01
3																												
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0	2.52
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0	2.52

STANDARD SIGN
R3-8W

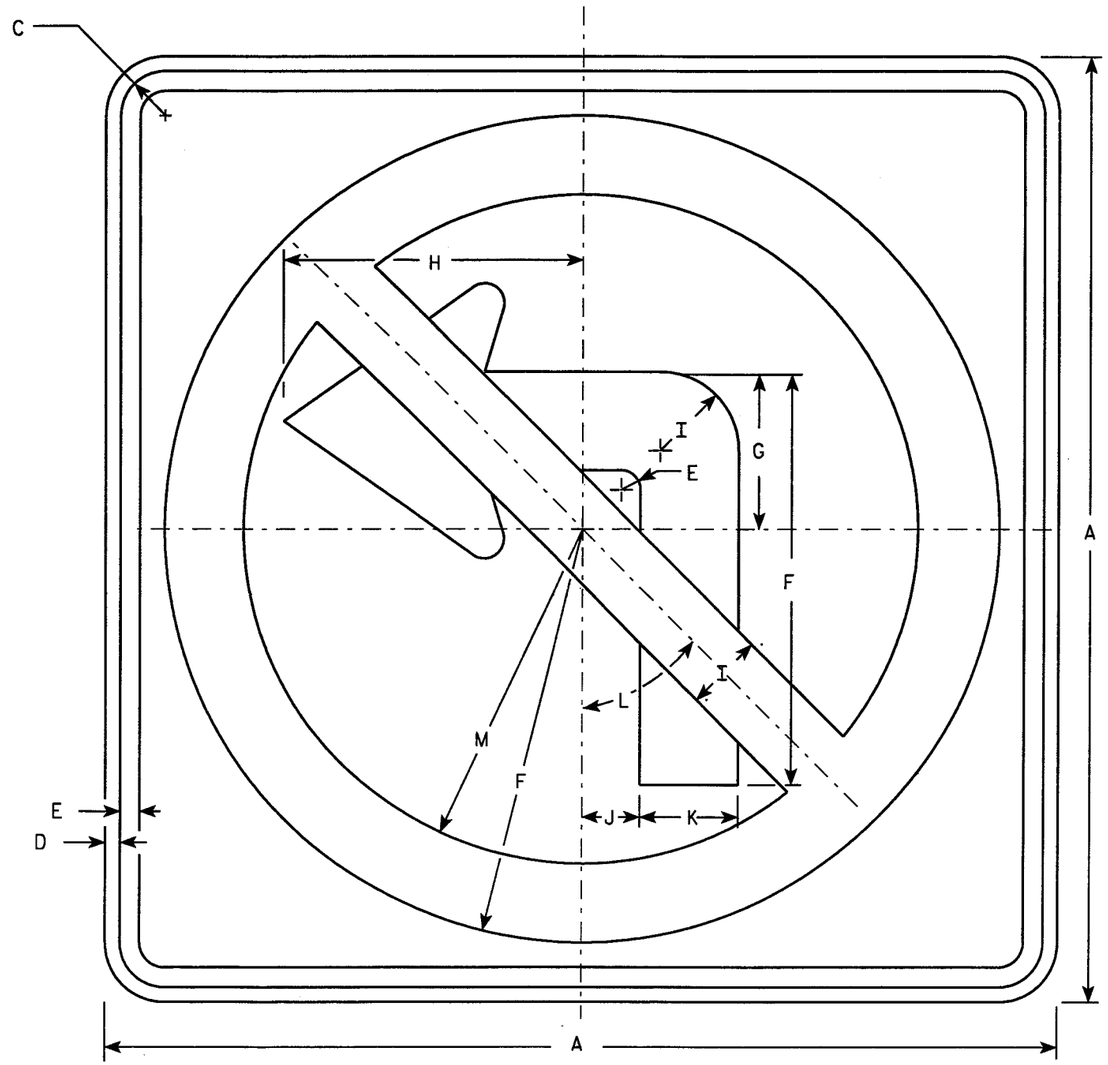
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/07 PLATE NO. R3-8W.3

PROJECT NO:

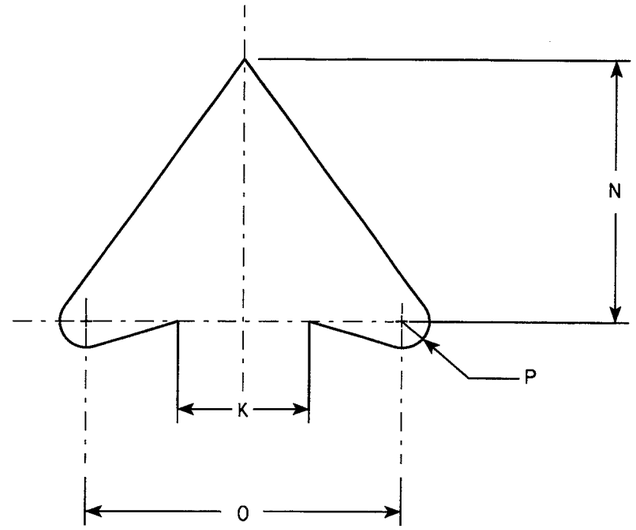
SHEET NO: 213 E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	600 mm X 600 mm
3	750 mm X 750 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0	0.36
2	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0	0.36
3	30		1 3/8	1/2	5/8	13 1/8	5	9 1/2	2 1/2	1 7/8	3 1/8	45°	10 5/8	6 1/4	7 1/2	5/8											6.25	0.56
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0	0.81
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0	1.44

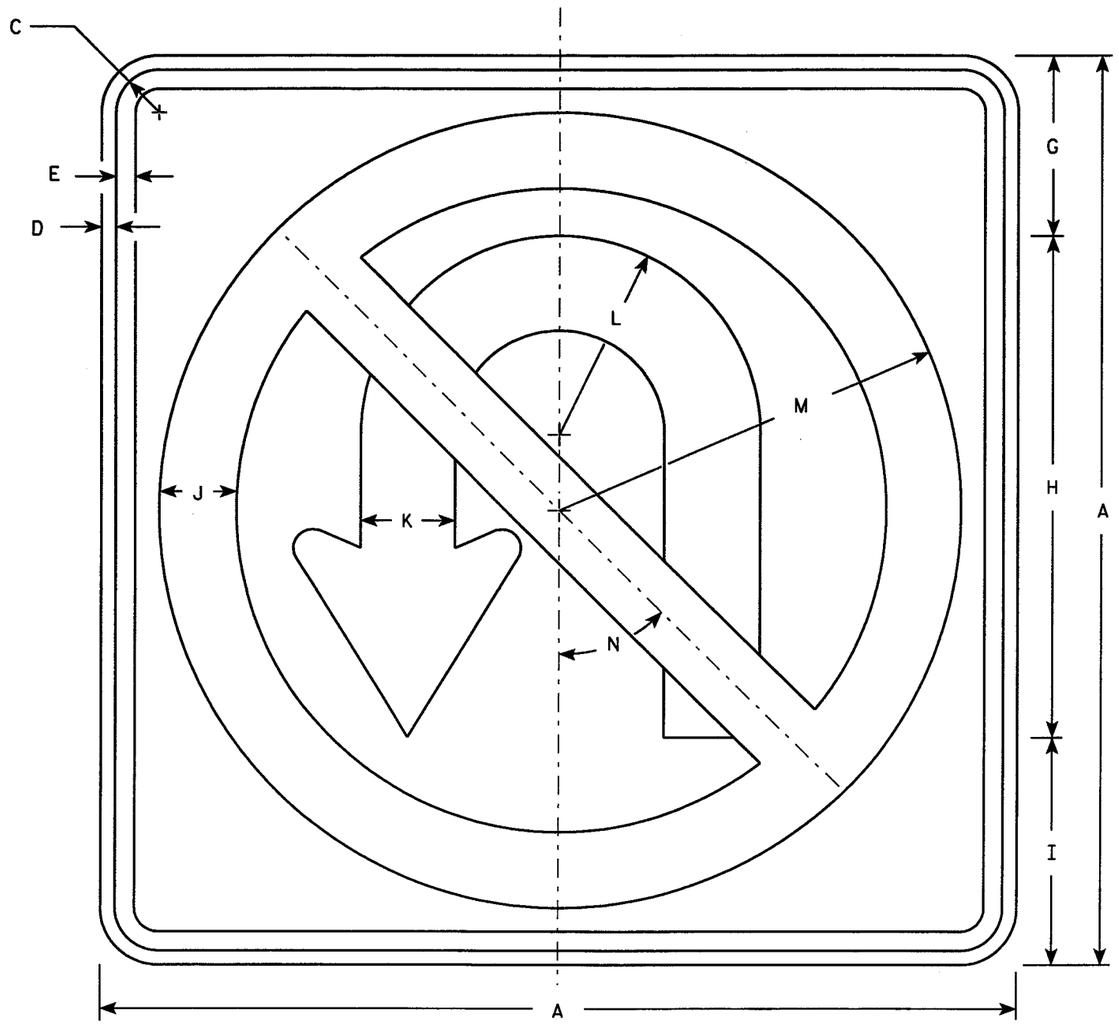
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/01/02 PLATE NO. R3-2.9

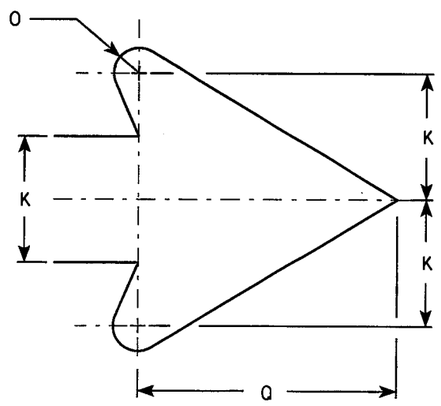
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	750 mm X 750 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0	0.36
3	30		1 3/8	1/2	5/8		6	16 5/8	7 1/2	2 1/2	3 1/8	6 5/8	13 1/8	45°	5/8		6 1/2										6.25	0.56
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0	0.81
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0	0.81

STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spacy for State Traffic Engineer

DATE 2/01/02 PLATE NO. R3-4.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E

R8-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	1200 mm X 1500 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 1/4	9 5/8	6 5/8	3 5/8	10														5.0	0.45
3	36	48	1 3/8	1/2	5/8	6	6	4	13 7/8	14 3/8	9 7/8	5 3/8	15														12.0	1.08
4	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	18 1/2	19 1/4	13 1/4	7 1/4	20														20.0	1.80
5																												

STANDARD SIGN
R8-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 2/8/02 PLATE NO. R8-8.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E

CTH Y EARTHWORK DATA

	Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station 195+01.84					
	CUT	98.24	3.64	3.64	
	FILL	2.56	0.09	0.09	
					3.54
Station 195+50.00					
	CUT	110.76	185.77	189.41	
	FILL	0.75	2.94	3.03	
					186.38
Station 196+00.00					
	CUT	121.79	215.32	404.74	
	FILL	0.12	0.81	3.84	
					400.90
Station 196+50.00					
	CUT	117.51	221.58	626.31	
	FILL	3.05	2.94	6.78	
					619.53
Station 197+00.00					
	CUT	101.70	202.97	829.29	
	FILL	4.00	6.52	13.30	
					815.98
Station 197+50.00					
	CUT	138.99	222.86	1052.15	
	FILL	15.99	18.50	31.81	
					1020.34
Station 198+00.00					
	CUT	128.12	247.33	1299.48	
	FILL	16.71	30.28	62.09	
					1237.39
Station 198+50.00					
	CUT	168.27	274.44	1573.91	
	FILL	12.11	26.69	88.78	
					1485.14
Station 199+00.00					
	CUT	172.05	315.11	1889.02	
	FILL	0.91	12.06	100.84	
					1788.19
Station 199+50.00					
	CUT	280.51	419.03	2308.06	
	FILL	0.00	0.84	101.68	
					2206.37
Station 200+00.00					
	CUT	0.00	259.73	2567.78	
	FILL	0.00	0.00	101.68	
					2466.10
Station 200+50.00					
	CUT	137.82	127.61	2695.40	
	FILL	0.00	0.00	101.68	
					2593.72
Station 201+00.00					
	CUT	77.62	199.49	2894.88	
	FILL	16.96	15.70	117.38	
					2777.50
Station 201+50.00					
	CUT	138.86	200.45	3095.33	
	FILL	0.14	15.83	133.21	
					2962.13
Station 202+00.00					
	CUT	184.12	299.06	3394.39	
	FILL	0.00	0.13	133.33	
					3261.06
Station 202+50.00					
	CUT	135.61	296.04	3690.44	
	FILL	0.03	0.03	133.36	
					3557.07
Station 203+00.00					
	CUT	166.29	279.53	3969.97	
	FILL	0.00	0.03	133.39	
					3836.57
Station 203+50.00					
	CUT	141.73	285.20	4255.17	
	FILL	0.13	0.12	133.51	
					4121.66
Station 204+00.00					
	CUT	156.84	276.45	4531.62	
	FILL	0.00	0.12	133.63	
					4398.00
Station 204+50.00					
	CUT	111.44	248.40	4780.03	
	FILL	0.81	0.75	134.37	
					4645.65
Station 205+00.00					
	CUT	99.83	195.62	4975.65	
	FILL	3.23	3.74	138.11	
					4837.53

	Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station 205+50.00					
	CUT	99.53	184.59	5160.23	
	FILL	0.00	2.99	141.10	
					5019.13
Station 206+00.00					
	CUT	111.94	195.80	5356.03	
	FILL	0.00	0.00	141.10	
					5214.93
Station 206+50.00					
	CUT	139.15	232.49	5588.52	
	FILL	0.31	0.29	141.39	
					5447.13
Station 207+00.00					
	CUT	122.51	242.28	5830.80	
	FILL	1.69	1.85	143.25	
					5687.55
Station 207+50.00					
	CUT	106.38	211.94	6042.73	
	FILL	1.10	2.58	145.83	
					5896.90
Station 208+00.00					
	CUT	121.65	211.13	6253.87	
	FILL	0.38	1.37	147.21	
					6106.66
Station 208+50.00					
	CUT	107.65	212.31	6466.18	
	FILL	1.48	1.72	148.93	
					6317.25
Station 209+00.00					
	CUT	111.47	202.89	6669.07	
	FILL	0.36	1.70	150.63	
					6518.44
Station 209+28.00					
	CUT	133.64	127.10	6796.16	
	FILL	2.30	1.38	152.01	
					6644.16
Station 209+50.00					
	CUT	128.26	106.70	6902.86	
	FILL	4.69	2.85	154.86	
					6748.01
Station 210+00.00					
	CUT	121.88	231.61	7134.47	
	FILL	2.95	7.08	161.94	
					6972.54
Station 210+50.00					
	CUT	166.88	267.37	7401.84	
	FILL	0.41	3.11	165.05	
					7236.80
Station 210+58.00					
	CUT	169.13	49.78	7451.62	
	FILL	0.63	0.15	165.20	
					7286.42
Station 211+00.00					
	CUT	142.64	242.49	7694.11	
	FILL	0.00	0.49	165.69	
					7528.42
Station 211+50.00					
	CUT	140.06	261.75	7955.86	
	FILL	0.07	0.06	165.75	
					7790.11
Station 212+00.00					
	CUT	137.92	257.38	8213.25	
	FILL	0.19	0.24	166.00	
					8047.25
Station 212+50.00					
	CUT	156.78	272.87	8486.12	
	FILL	0.00	0.18	166.17	
					8319.94
Station 212+61.00					
	CUT	163.50	65.24	8551.36	
	FILL	0.00	0.00	166.17	
					8385.18
Station 213+00.00					
	CUT	133.35	214.39	8765.75	
	FILL	0.49	0.35	166.53	
					8599.22
Station 213+50.00					
	CUT	130.35	244.17	9009.92	
	FILL	0.01	0.46	166.98	
					8842.94
Station 214+00.00					
	CUT	139.63	249.99	9259.91	
	FILL	4.91	4.55	171.54	
					9088.37

CTH Y EARTHWORK DATA cont.

	Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station 214+50.00					
	CUT	176.45	292.67	9552.58	
	FILL	0.00	4.55	176.08	
					9376.49
Station 214+65.00					
	CUT	191.97	102.34	9654.92	
	FILL	0.00	0.00	176.08	
					9478.83
Station 215+00.00					
	CUT	165.14	231.47	9886.38	
	FILL	1.21	0.78	176.87	
					9709.52
Station 215+50.00					
	CUT	156.43	297.76	10184.14	
	FILL	0.88	1.93	178.80	
					10005.34
Station 215+73.00					
	CUT	159.42	134.53	10318.67	
	FILL	0.10	0.42	179.22	
					10139.45
Station 216+00.00					
	CUT	129.97	144.69	10463.36	
	FILL	5.02	2.56	181.77	
					10281.59
Station 216+50.00					
	CUT	139.86	249.85	10713.21	
	FILL	2.62	7.07	188.84	
					10524.36
Station 217+00.00					
	CUT	157.93	275.73	10988.94	
	FILL	3.10	5.29	194.14	
					10794.81
Station 217+50.00					
	CUT	191.06	323.14	11312.08	
	FILL	0.13	2.99	197.12	
					11114.95
Station 218+00.00					
	CUT	198.83	361.01	11673.09	
	FILL	0.26	0.36	197.48	
					11475.61
Station 218+42.00					
	CUT	203.07	312.59	11985.68	
	FILL	2.88	2.44	199.92	
					11785.76
Station 218+50.00					
	CUT	195.69	59.08	12044.76	
	FILL	3.76	0.98	200.91	
					11843.85
Station 219+00.00					
	CUT	117.29	289.80	12334.56	
	FILL	18.40	20.52	221.43	
					12113.13
Station 219+50.00					
	CUT	107.63	208.26	12542.82	
	FILL	30.24	45.03	266.46	
					12276.36
Station 220+00.00					
	CUT	102.14	194.23	12737.05	
	FILL	34.15	59.62	326.08	
					12410.98
Station 220+50.00					
	CUT	100.02	187.19	12924.24	
	FILL	38.55	67.31	393.39	
					12530.85
Station 221+00.00					
	CUT	100.99	186.12	13110.36	
	FILL	35.34	68.41	461.80	
					12648.56
Station 221+50.00					
	CUT	111.38	196.64	13307.00	
	FILL	31.30	61.71	523.51	
					12783.49
Station 222+00.00					
	CUT	121.52	215.65	13522.64	
	FILL	27.95	54.86	578.37	
					12944.27
Station 222+50.00					
	CUT	169.19	269.18	13791.82	
	FILL	23.43	47.57	625.94	
					13165.88

	Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station 223+00.00					
	CUT	147.65	293.37	14085.19	
	FILL	23.56	43.51	669.45	
					13415.74
Station 223+50.00					
	CUT	123.85	251.40	14336.59	
	FILL	30.45	50.01	719.46	
					13617.13
Station 224+00.00					
	CUT	99.72	207.01	14543.60	
	FILL	41.31	66.45	785.91	
					13757.69
Station 224+50.00					
	CUT	93.98	179.36	14722.96	
	FILL	48.76	83.40	869.31	
					13853.65
Station 225+00.00					
	CUT	79.15	160.31	14883.27	
	FILL	72.80	112.55	981.86	
					13901.41
Station 225+50.00					
	CUT	83.70	150.78	15034.05	
	FILL	36.86	101.53	1083.39	
					13950.66
Station 226+00.00					
	CUT	78.35	150.04	15184.09	
	FILL	46.76	77.43	1160.82	
					14023.27
Station 226+50.00					
	CUT	61.54	129.52	15313.61	
	FILL	129.11	162.84	1323.66	
					13989.96
Station 227+00.00					
	CUT	33.29	87.81	15401.42	
	FILL	153.21	261.40	1585.06	
					13816.36
Station 227+50.00					
	CUT	29.15	57.81	15459.23	
	FILL	158.87	288.96	1874.01	
					13585.22
Station 228+00.00					
	CUT	31.78	56.42	15515.65	
	FILL	138.07	274.94	2148.96	
					13366.69
Station 228+50.00					
	CUT	41.93	68.26	15583.91	
	FILL	99.26	219.75	2368.71	
					13215.20
Station 229+00.00					
	CUT	52.87	87.78	15671.69	
	FILL	82.57	168.37	2537.08	
					13134.61
Station 229+50.00					
	CUT	65.41	109.51	15781.20	
	FILL	56.89	129.13	2666.21	
					13114.99
Station 230+00.00					
	CUT	83.77	138.12	15919.32	
	FILL	37.25	87.17	2753.38	
					13165.94
Station 230+50.00					
	CUT	92.10	162.84	16082.16	
	FILL	31.45	63.61	2816.99	
					13265.17
Station 231+00.00					
	CUT	78.55	158.00	16240.16	
	FILL	26.73	53.87	2870.86	
					13369.30
Station 231+50.00					
	CUT	51.92	120.80	16360.97	
	FILL	38.58	60.48	2931.34	
					13429.63
Station 232+00.00					
	CUT	32.05	77.75	16438.72	
	FILL	50.06	82.07	3013.41	
					13425.30
Station 232+50.00					
	CUT	19.37	47.61	16486.32	
	FILL	46.50	89.40	3102.81	
					13383.51
Station 233+00.00					
	CUT	21.10	37.47	16523.79	
	FILL	68.18	106.18	3209.00	
					13314.80

CTH Y EARTHWORK DATA cont.

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	233+50.00					
		CUT	33.79	50.82	16574.61	
		FILL	50.63	110.01	3319.01	
						13255.61
Station	233+89.58					
		CUT	57.80	67.13	16641.75	
		FILL	40.21	66.58	3385.59	
						13256.16
Station	234+00.00					
		CUT	62.23	23.16	16664.91	
		FILL	37.08	14.91	3400.50	
						13264.41
Station	234+50.00					
		CUT	57.20	110.58	16775.49	
		FILL	24.01	56.56	3457.06	
						13318.43
Station	235+00.00					
		CUT	58.25	106.89	16882.38	
		FILL	25.04	45.41	3502.47	
						13379.91
Station	235+50.00					
		CUT	46.24	96.75	16979.13	
		FILL	48.00	67.63	3570.10	
						13409.03
Station	236+00.00					
		CUT	55.35	94.07	17073.20	
		FILL	40.71	82.15	3652.25	
						13420.95
Station	236+50.00					
		CUT	64.44	110.92	17184.12	
		FILL	10.78	47.68	3699.93	
						13484.19
Station	237+00.00					
		CUT	56.90	112.36	17296.48	
		FILL	42.35	49.19	3749.12	
						13547.36
Station	237+50.00					
		CUT	65.14	113.00	17409.48	
		FILL	26.53	63.77	3812.89	
						13596.59
Station	238+00.00					
		CUT	90.75	144.35	17553.83	
		FILL	12.67	36.30	3849.19	
						13704.64
Station	238+50.00					
		CUT	112.38	188.09	17741.92	
		FILL	8.20	19.33	3868.52	
						13873.40
Station	239+00.00					
		CUT	126.92	221.58	17963.50	
		FILL	4.50	11.76	3880.28	
						14083.22
Station	239+50.00					
		CUT	161.07	266.65	18230.16	
		FILL	0.07	4.23	3884.51	
						14345.65
Station	240+00.00					
		CUT	164.29	301.25	18531.41	
		FILL	1.47	1.43	3885.94	
						14645.47
Station	240+50.00					
		CUT	174.03	313.25	18844.66	
		FILL	0.00	1.37	3887.30	
						14957.36
Station	241+00.00					
		CUT	138.07	288.97	19133.64	
		FILL	9.85	9.12	3896.43	
						15237.21
Station	241+50.00					
		CUT	150.41	267.11	19400.75	
		FILL	3.15	12.04	3908.46	
						15492.29
Station	242+00.00					
		CUT	150.26	278.40	19679.15	
		FILL	2.13	4.88	3913.34	
						15765.80
Station	242+28.28					
		CUT	169.12	167.26	19846.41	
		FILL	4.93	3.69	3917.04	
						15929.37

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	242+50.00					
		CUT	150.89	128.72	19975.12	
		FILL	1.50	2.58	3919.62	
						16055.50
Station	243+00.00					
		CUT	168.27	295.52	20270.64	
		FILL	0.54	1.89	3921.51	
						16349.13
Station	243+50.00					
		CUT	181.14	323.53	20594.17	
		FILL	0.00	0.50	3922.02	
						16672.15
Station	244+00.00					
		CUT	181.82	336.08	20930.24	
		FILL	0.07	0.06	3922.08	
						17008.17
Station	244+50.00					
		CUT	170.66	326.38	21256.62	
		FILL	0.55	0.57	3922.65	
						17333.97
Station	245+00.00					
		CUT	156.81	303.22	21559.84	
		FILL	0.45	0.92	3923.57	
						17636.27
Station	245+50.00					
		CUT	142.90	277.51	21837.35	
		FILL	4.92	4.97	3928.54	
						17908.81
Station	246+00.00					
		CUT	150.95	272.08	22109.43	
		FILL	4.93	9.12	3937.66	
						18171.78
Station	246+50.00					
		CUT	159.76	287.69	22397.12	
		FILL	1.12	5.60	3943.26	
						18453.86
Station	247+00.00					
		CUT	170.34	305.65	22702.77	
		FILL	1.50	2.42	3945.69	
						18757.08
Station	247+50.00					
		CUT	176.70	321.34	23024.11	
		FILL	0.06	1.45	3947.13	
						19076.98
Station	248+00.00					
		CUT	176.72	327.25	23351.36	
		FILL	0.96	0.95	3948.08	
						19403.28
Station	248+50.00					
		CUT	163.14	314.69	23666.04	
		FILL	0.76	1.59	3949.67	
						19716.37
Station	249+00.00					
		CUT	148.46	288.52	23954.56	
		FILL	0.73	1.38	3951.06	
						20003.51
Station	249+50.00					
		CUT	125.77	253.92	24208.49	
		FILL	3.08	3.53	3954.59	
						20253.90
Station	250+00.00					
		CUT	86.49	196.54	24405.03	
		FILL	23.15	24.29	3978.88	
						20426.15
Station	250+50.00					
		CUT	74.71	149.26	24554.28	
		FILL	44.94	63.04	4041.92	
						20512.37
Station	250+93.43					
		CUT	107.98	146.93	24701.21	
		FILL	46.56	73.59	4115.51	
						20585.71
Station	251+00.00					
		CUT	109.55	26.47	24727.68	
		FILL	43.15	10.92	4126.42	
						20601.26
Station	251+50.00					
		CUT	76.48	172.25	24899.93	
		FILL	44.51	81.17	4207.59	
						20692.34

CTH Y EARTHWORK DATA cont.

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	252+00.00					
		CUT	78.72	143.70	25043.63	
		FILL	50.66	88.12	4295.71	
						20747.92
Station	252+50.00					
		CUT	88.20	154.55	25198.17	
		FILL	42.59	86.35	4382.05	
						20816.12
Station	253+00.00					
		CUT	109.93	183.45	25381.63	
		FILL	34.71	71.58	4453.63	
						20927.99
Station	253+50.00					
		CUT	127.63	219.96	25601.59	
		FILL	28.22	58.27	4511.91	
						21089.68
Station	254+00.00					
		CUT	138.98	246.86	25848.45	
		FILL	17.51	42.34	4554.25	
						21294.20
Station	254+13.76					
		CUT	165.92	77.69	25926.14	
		FILL	14.85	8.25	4562.50	
						21363.64
Station	254+50.00					
		CUT	150.17	212.13	26138.27	
		FILL	11.00	17.35	4579.84	
						21558.43
Station	255+00.00					
		CUT	156.98	284.40	26422.67	
		FILL	7.19	16.84	4596.68	
						21825.98
Station	255+50.00					
		CUT	182.71	314.53	26737.19	
		FILL	1.74	8.27	4604.95	
						22132.24
Station	256+00.00					
		CUT	170.10	326.68	27063.87	
		FILL	0.56	2.13	4607.09	
						22456.79
Station	256+50.00					
		CUT	118.40	267.13	27331.00	
		FILL	2.82	3.13	4610.22	
						22720.79
Station	257+00.00					
		CUT	46.67	152.84	27483.85	
		FILL	14.25	15.81	4626.03	
						22857.82
Station	257+50.00					
		CUT	72.01	109.89	27593.74	
		FILL	41.53	51.65	4677.68	
						22916.06
Station	258+00.00					
		CUT	68.85	43.74	27695.21	
		FILL	4.51	8.07	4715.35	
						22979.86
Station	258+50.00					
		CUT	62.18	121.33	27816.53	
		FILL	0.00	4.18	4719.52	
						23097.01
Station	258+53.16					
		CUT	0.00	57.58	27874.11	
		FILL	0.00	0.00	4719.52	
						23154.59

SIDEROAD EARTHWORK DATA

SODA CREEK RD

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	9+35.00					
		CUT	43.06	27.91	27.91	
		FILL	0.00	0.00	0.00	
						27.91
Station	9+50.00					
		CUT	50.18	25.90	53.81	
		FILL	2.90	0.81	0.81	
						53.00
Station	9+75.31					
		CUT	78.85	60.48	114.29	
		FILL	0.00	1.36	2.17	
						112.12

JACKTAR RD

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	9+00.00					
		CUT	42.44	39.30	39.30	
		FILL	0.01	0.01	0.01	
						39.29
Station	9+50.00					
		CUT	58.83	93.77	133.07	
		FILL	1.55	1.45	1.46	
						131.62
Station	9+76.00					
		CUT	125.64	88.82	221.89	
		FILL	0.00	0.75	2.20	
						219.69
Station	10+00.00					
		CUT	0.00	55.84	277.73	
		FILL	0.00	0.00	2.20	
						275.53

BUTLER AVE

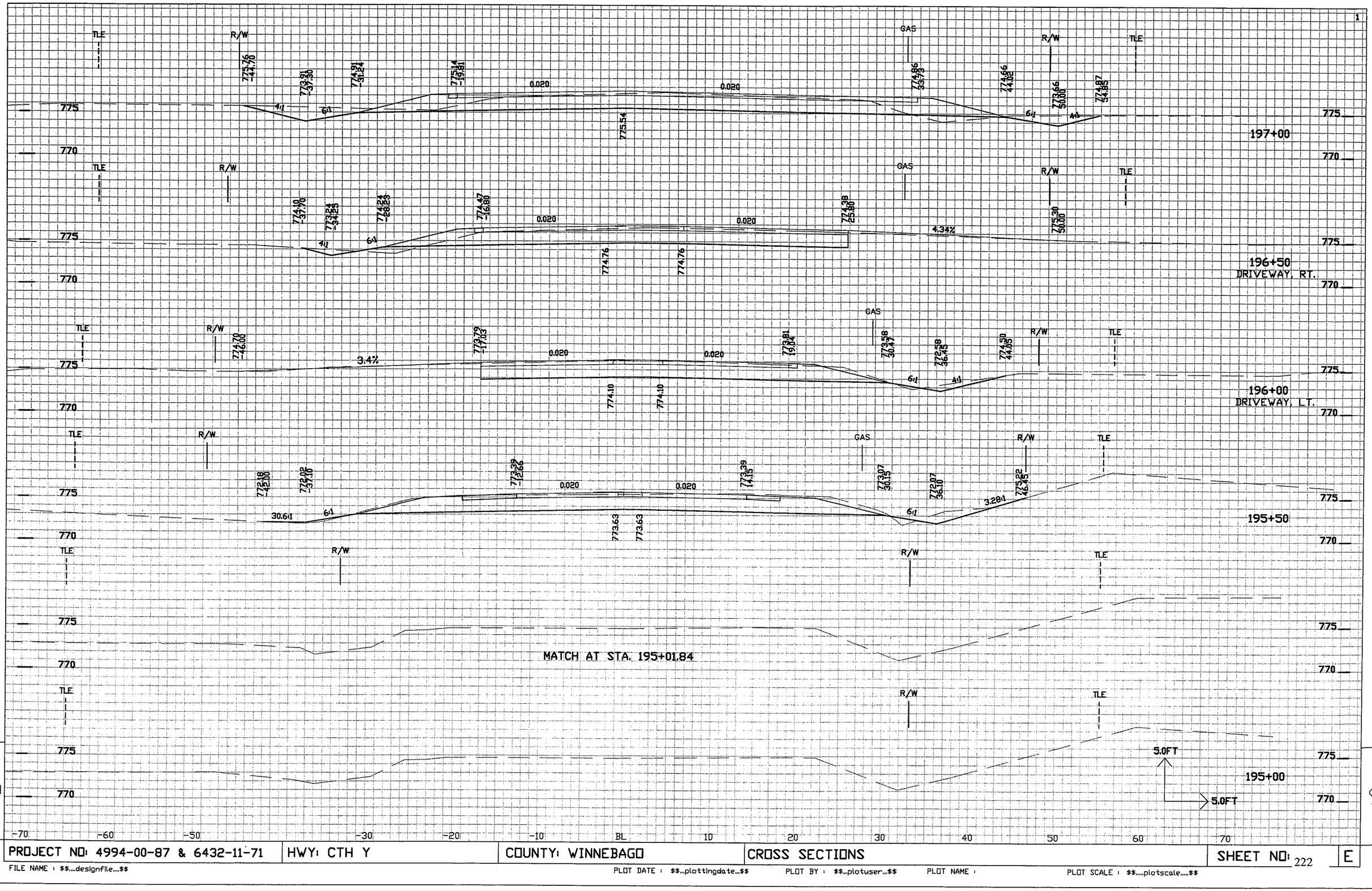
		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	9+03.58					
		CUT	38.93	2.58	2.58	
		FILL	0.11	0.01	0.01	
						2.57
Station	9+50.00					
		CUT	49.44	75.96	78.54	
		FILL	11.41	9.91	9.92	
						68.63
Station	9+76.00					
		CUT	82.32	63.44	141.98	
		FILL	0.00	5.49	15.41	
						126.57

STORM SEWER OUTFALL AT COMMUNITY PARK

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	12+20.00					
		CUT	68.51			
		FILL	0.00			
Station	12+40.00					
		CUT	70.48	51.48	51.48	
		FILL	0.00	0.00	0.00	51.48
Station	12+60.00					
		CUT	72.68	53.02	104.50	
		FILL	0.00	0.00	0.00	104.50
Station	12+80.00					
		CUT	70.43	53.00	157.51	
		FILL	0.00	0.00	0.00	157.51
Station	13+00.00					
		CUT	69.31	51.75	209.26	
		FILL	0.00	0.00	0.00	209.26
Station	13+20.00					
		CUT	67.16	50.55	259.81	
		FILL	0.00	0.00	0.00	259.81
Station	13+40.00					
		CUT	62.82	48.14	307.95	
		FILL	0.00	0.00	0.00	307.95
Station	13+60.00					
		CUT	62.90	46.56	354.51	
		FILL	0.00	0.00	0.00	354.51
Station	13+80.00					
		CUT	61.62	46.12	400.63	
		FILL	0.00	0.00	0.00	400.63
Station	14+00.00					
		CUT	60.12	45.09	445.72	
		FILL	0.00	0.00	0.00	445.72
Station	14+20.00					
		CUT	58.70	44.01	489.72	
		FILL	0.00	0.00	0.00	489.72
Station	14+40.00					
		CUT	56.84	42.79	532.51	
		FILL	0.00	0.00	0.00	532.51
Station	14+60.00					
		CUT	54.72	41.32	573.83	
		FILL	0.00	0.00	0.00	573.83
Station	14+80.00					
		CUT	55.21	40.71	614.54	
		FILL	0.00	0.00	0.00	614.54
Station	15+00.00					
		CUT	55.40	40.97	655.51	
		FILL	0.00	0.00	0.00	655.51
Station	15+20.00					
		CUT	52.65	40.02	695.53	
		FILL	0.00	0.00	0.00	695.53
Station	15+40.00					
		CUT	48.20	37.35	732.88	
		FILL	0.00	0.00	0.00	732.88
Station	15+60.00					
		CUT	43.66	34.02	766.90	
		FILL	0.00	0.00	0.00	766.90
Station	15+80.00					
		CUT	44.11	32.51	799.41	
		FILL	0.00	0.00	0.00	799.41
Station	16+00.00					
		CUT	40.76	31.43	830.85	
		FILL	0.00	0.00	0.00	830.85
Station	16+20.00					
		CUT	36.25	28.52	859.37	
		FILL	0.00	0.00	0.00	859.37
Station	16+40.00					
		CUT	28.50	23.98	883.35	
		FILL	0.00	0.00	0.00	883.35
Station	16+60.00					
		CUT	34.10	23.19	906.54	
		FILL	0.00	0.00	0.00	906.54
Station	16+80.00					
		CUT	62.37	35.73	942.27	
		FILL	0.00	0.00	0.00	942.27
Station	17+00.00					
		CUT	60.78	45.61	987.88	
		FILL	0.00	0.00	0.00	987.88
Station	17+20.00					
		CUT	30.24	33.71	1021.59	
		FILL	0.00	0.00	0.00	1021.59
Station	17+40.00					
		CUT	2.76	12.22	1033.81	
		FILL	0.00	0.00	0.00	1033.81
Station	17+60.00					
		CUT	2.49	1.95	1035.75	
		FILL	0.00	0.00	0.00	1035.75
Station	17+80.00					
		CUT	1.11	1.34	1037.09	
		FILL	0.00	0.00	0.00	1037.09
Station	18+00.00					
		CUT	0.48	0.59	1037.68	
		FILL	0.00	0.00	0.00	1037.68
Station	18+20.00					
		CUT	0.59	0.40	1038.08	
		FILL	0.00	0.00	0.00	1038.08
Station	18+40.00					
		CUT	1.00	0.59	1038.66	
		FILL	0.00	0.00	0.00	1038.66
Station	18+60.00					
		CUT	0.48	0.55	1039.21	
		FILL	0.00	0.00	0.00	1039.21
Station	18+75.00					
		CUT	0.01	0.14	1039.35	
		FILL	0.00	0.00	0.00	1039.35

DITCH AT 250+30 RT

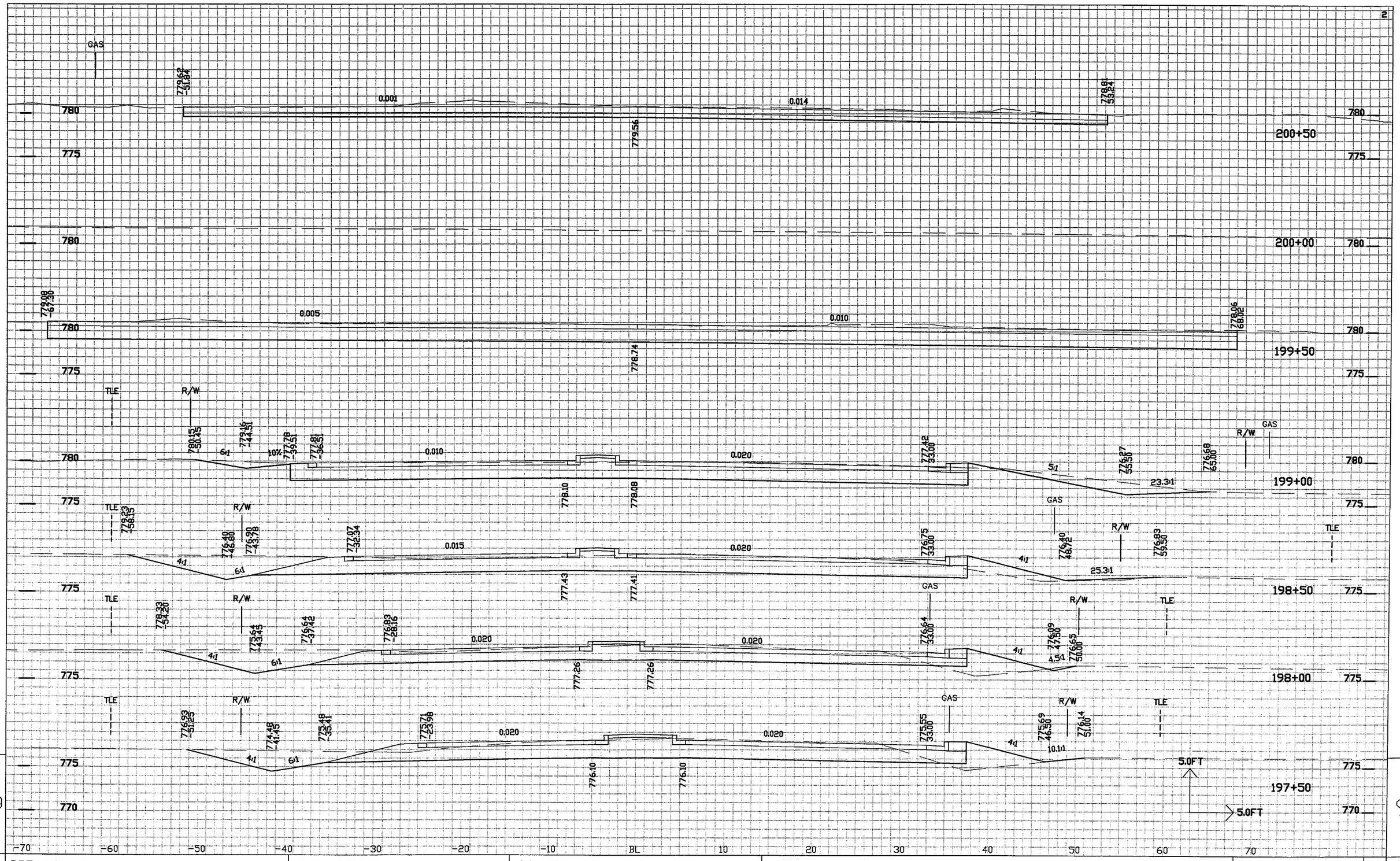
		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	10+40.00					
		CUT	27.89			
		FILL	0.00			
Station	10+60.00					
		CUT	19.81	17.67	17.67	
		FILL	0.00	0.00	0.00	17.67
Station	10+80.00					
		CUT	12.18	11.85	29.52	
		FILL	0.00	0.00	0.00	29.52
Station	11+00.00					
		CUT	6.19	6.80	36.32	
		FILL	0.00	0.00	0.00	36.32
Station	11+20.00					
		CUT	1.98	3.03	39.35	
		FILL	0.00	0.00	0.00	39.35



PROJECT NO: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 222	E

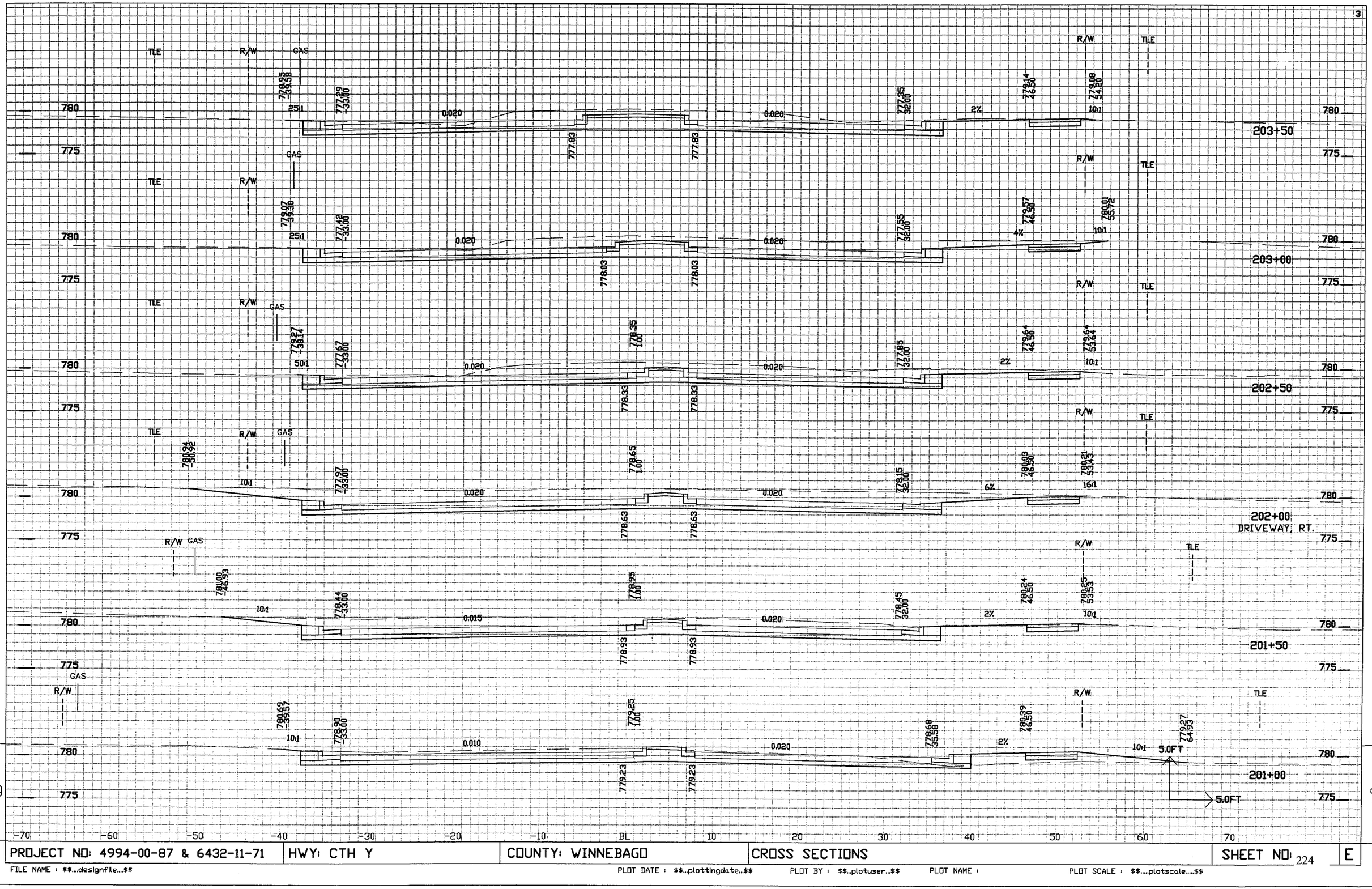
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

rgossen W:\DWG\W0002\970343\Cross Sections\CTH Y 4-1-08.dwg 06/18/08 11:57 AM



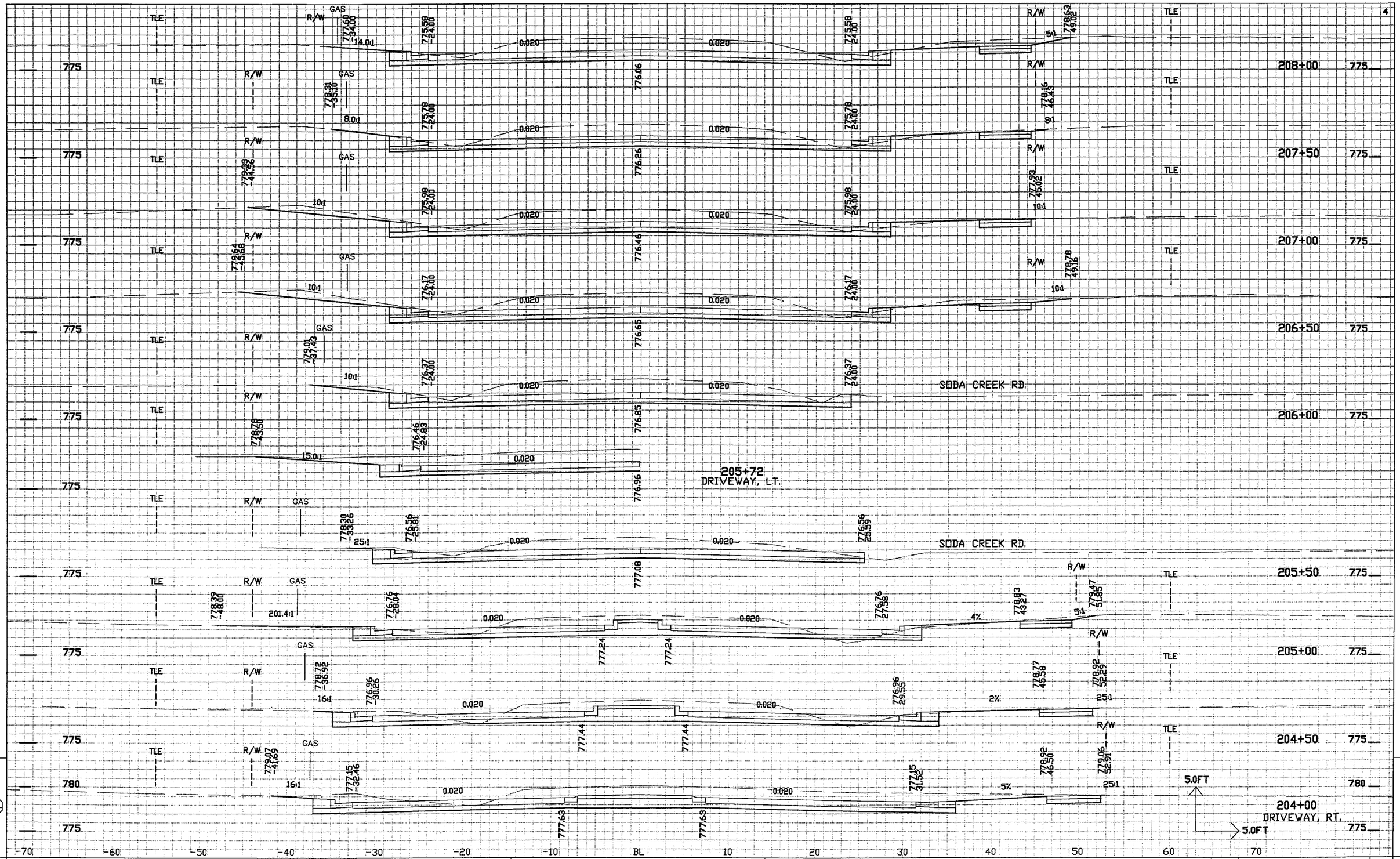
PROJECT NO: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 223	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87 & 6432-11-71	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 224	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 225	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

TLE
GAS
R/W
776.32
35.00
42.0:1
774.60
24.00
0.020
775.08
777.16
50.00
10.0:1
210+58
DRIVEWAY, RT.
776.95
35.00
37.7:1
774.62
24.00
775.10
777.06
12.5:1
210+50
776.68
35.00
21.7:1
774.79
24.00
775.27
777.16
46.72
10:1
210+00
776.93
38.17
12.8:1
774.99
24.00
775.47
778.24
51.11
6:1
209+50
777.64
40.00
13.0:1
775.08
24.00
775.56
778.04
49.39
6:1
209+28
DRIVEWAY, LT.
776.96
32.00
24.3:1
775.19
24.00
775.67
777.32
43.86
776.49
34.61
10:1
10%
775.39
24.00
775.87
209+00
5.0FT
208+50
-60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70
775 770

PROJECT NO: 4994-00-87 | HWY: CTH Y | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 226 | E

FILE NAME : $$...designfile...$$ | PLOT DATE : $$...plottingdate...$$ | PLOT BY : $$...plotuser...$$ | PLOT NAME :

9

214+00

213+50

213+00

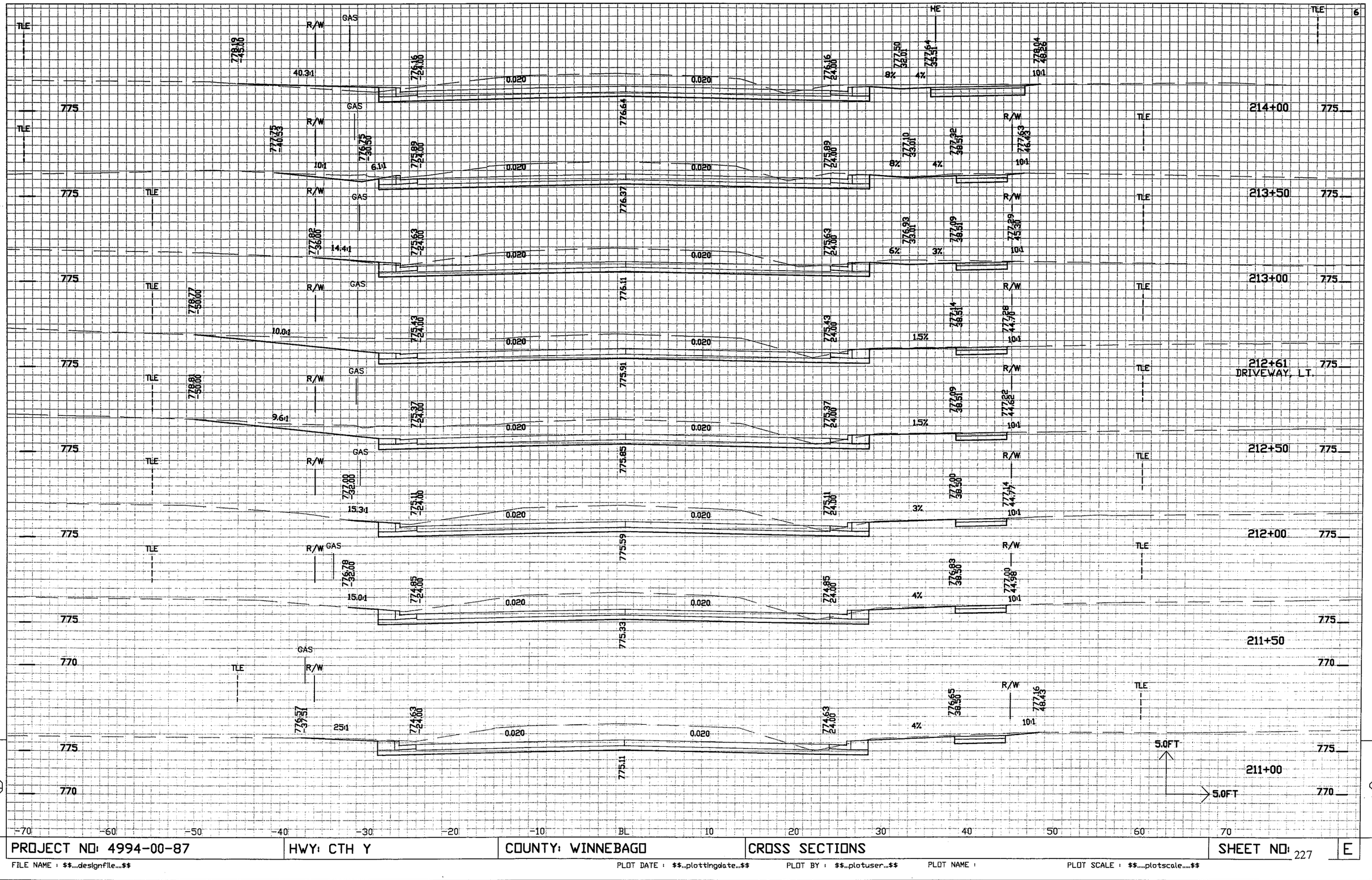
212+61
DRIVEWAY, LT.

212+50

212+00

211+50

211+00



PROJECT NO: 4994-00-87 | HWY: CTH Y | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 227 | E

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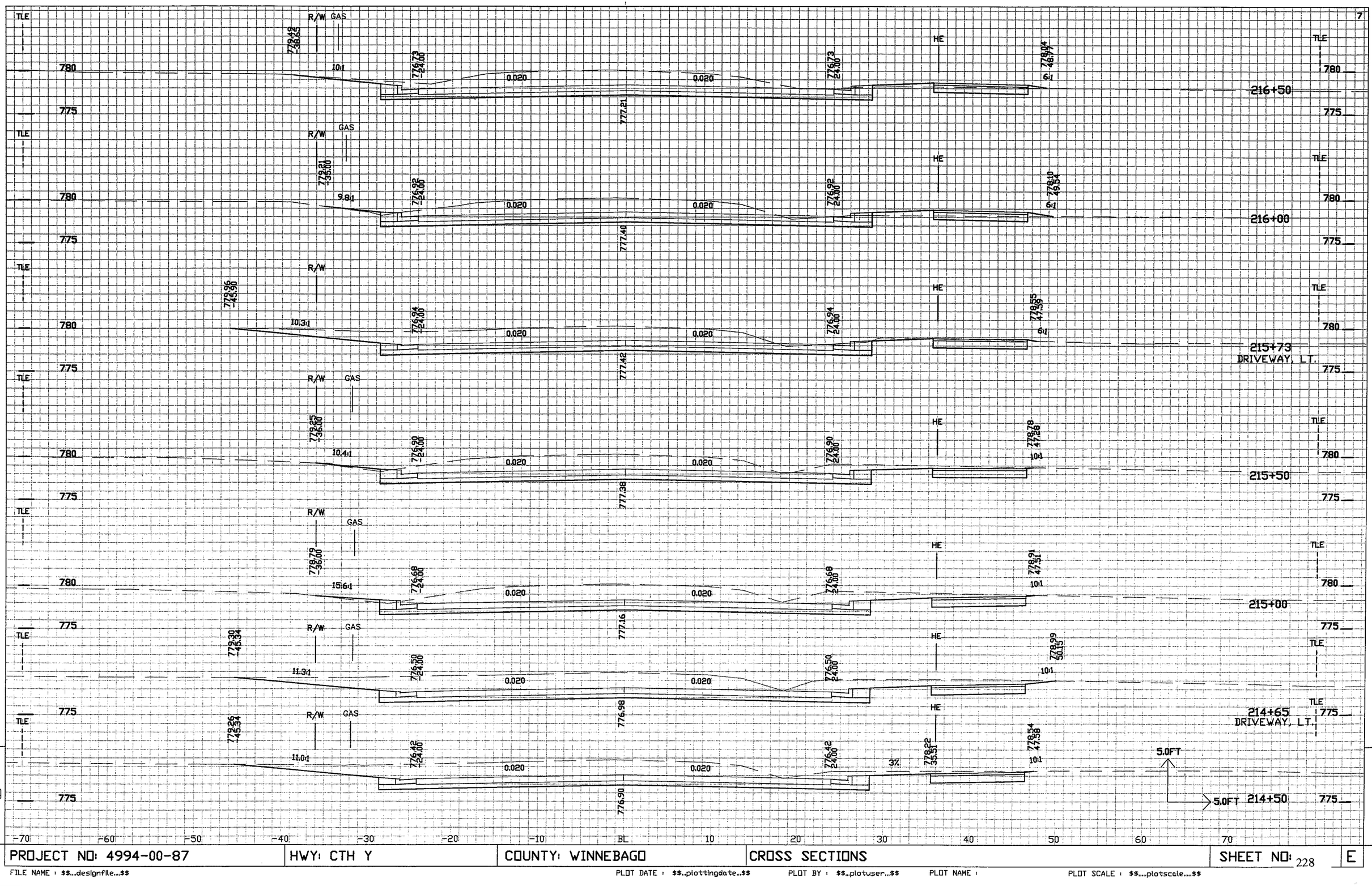
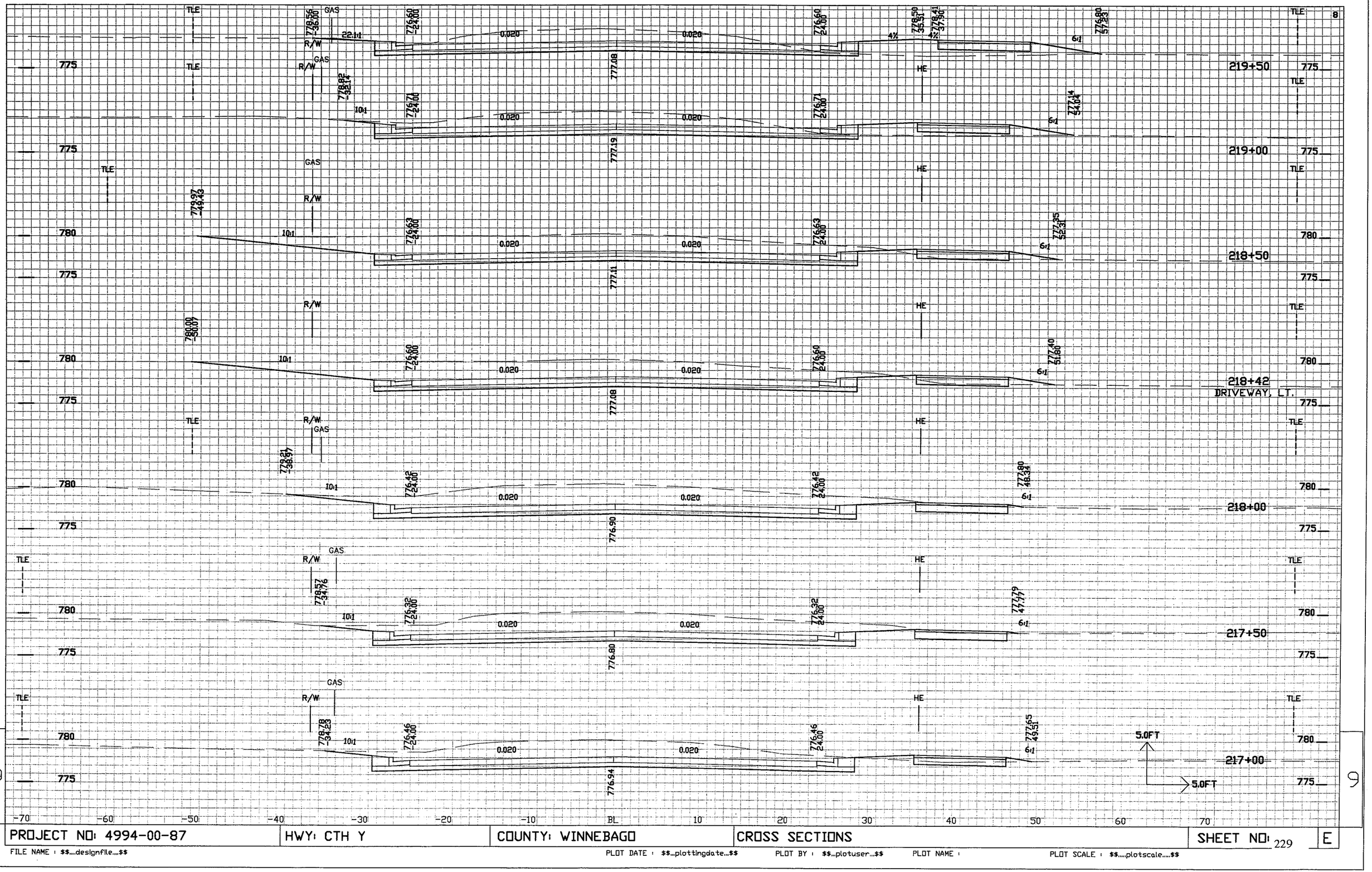


PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 228	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 229	E

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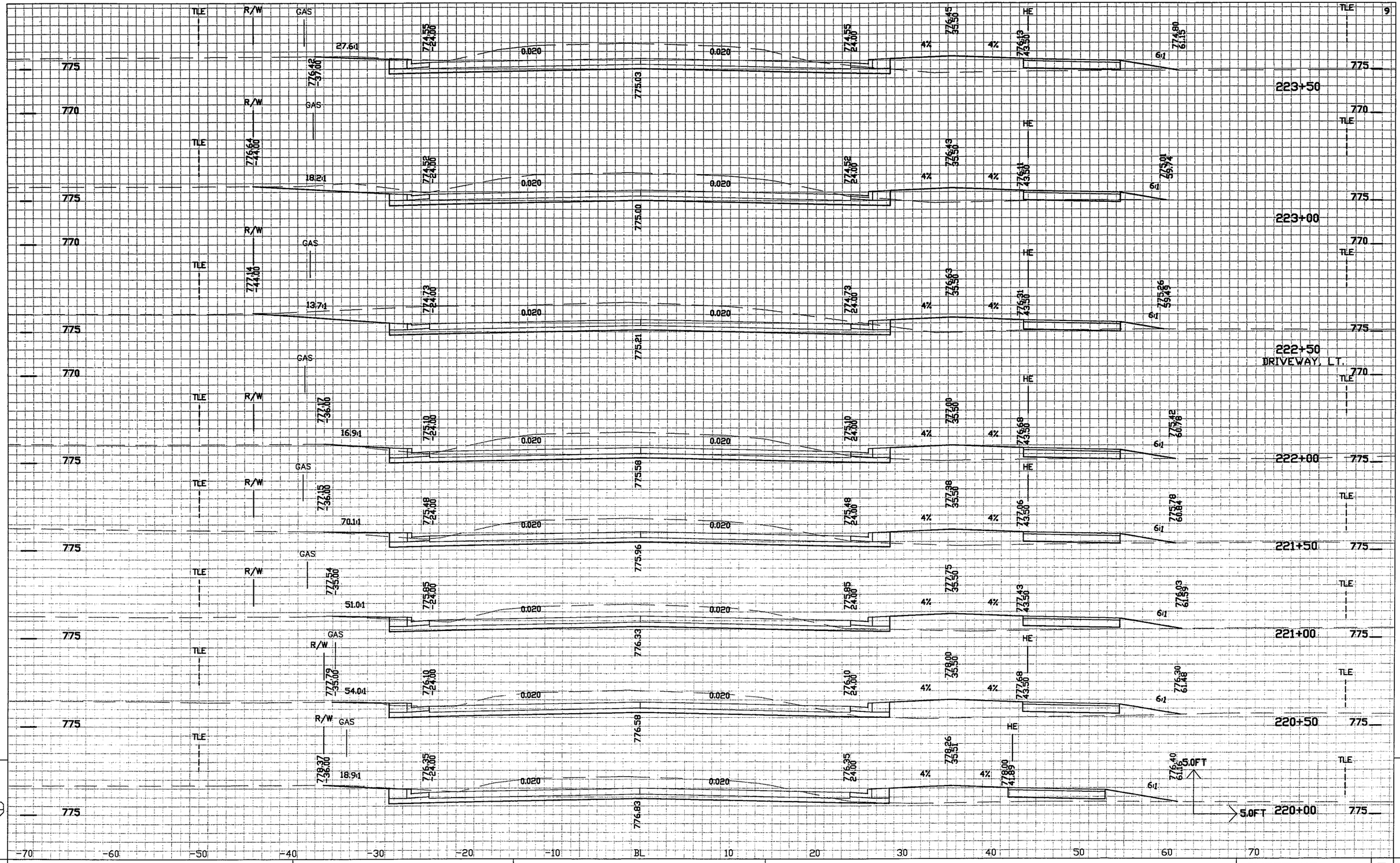

PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 230	E

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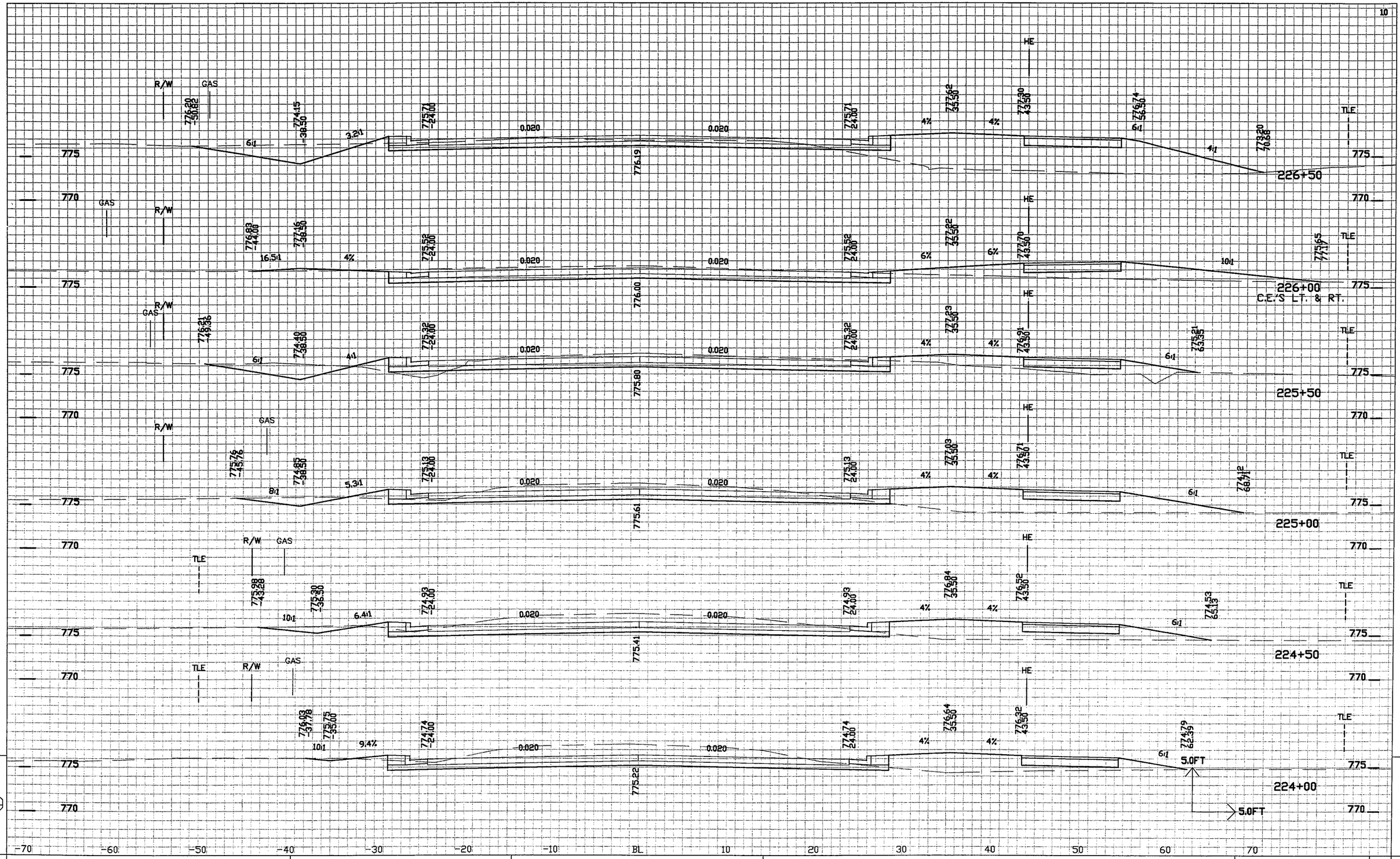

PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 231 E

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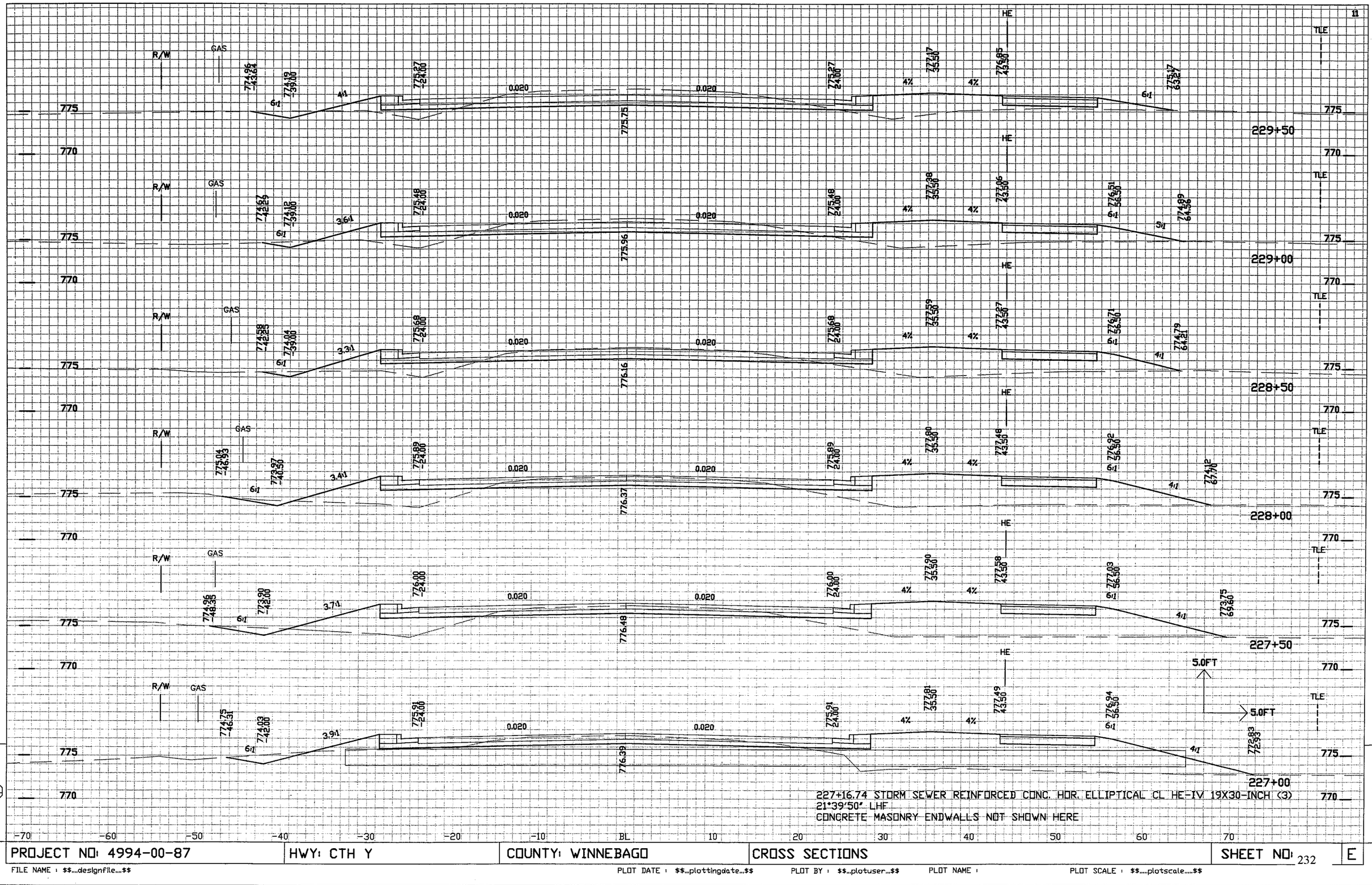
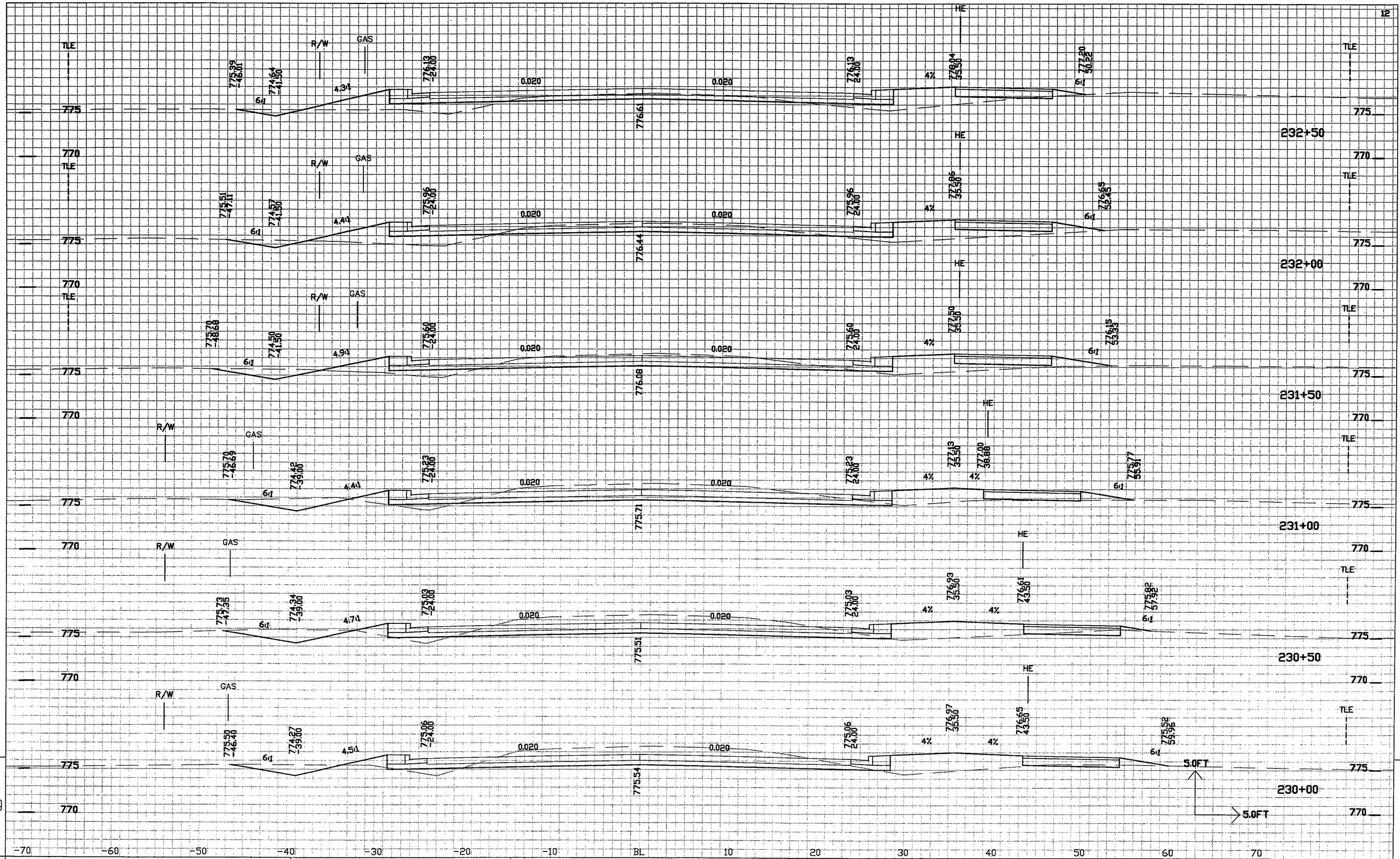


227+16.74 STORM SEWER REINFORCED CONC. HOR. ELLIPTICAL CL HE-IV 19X30-INCH (3)
21°39'50" LHF
CONCRETE MASONRY ENDWALLS NOT SHOWN HERE

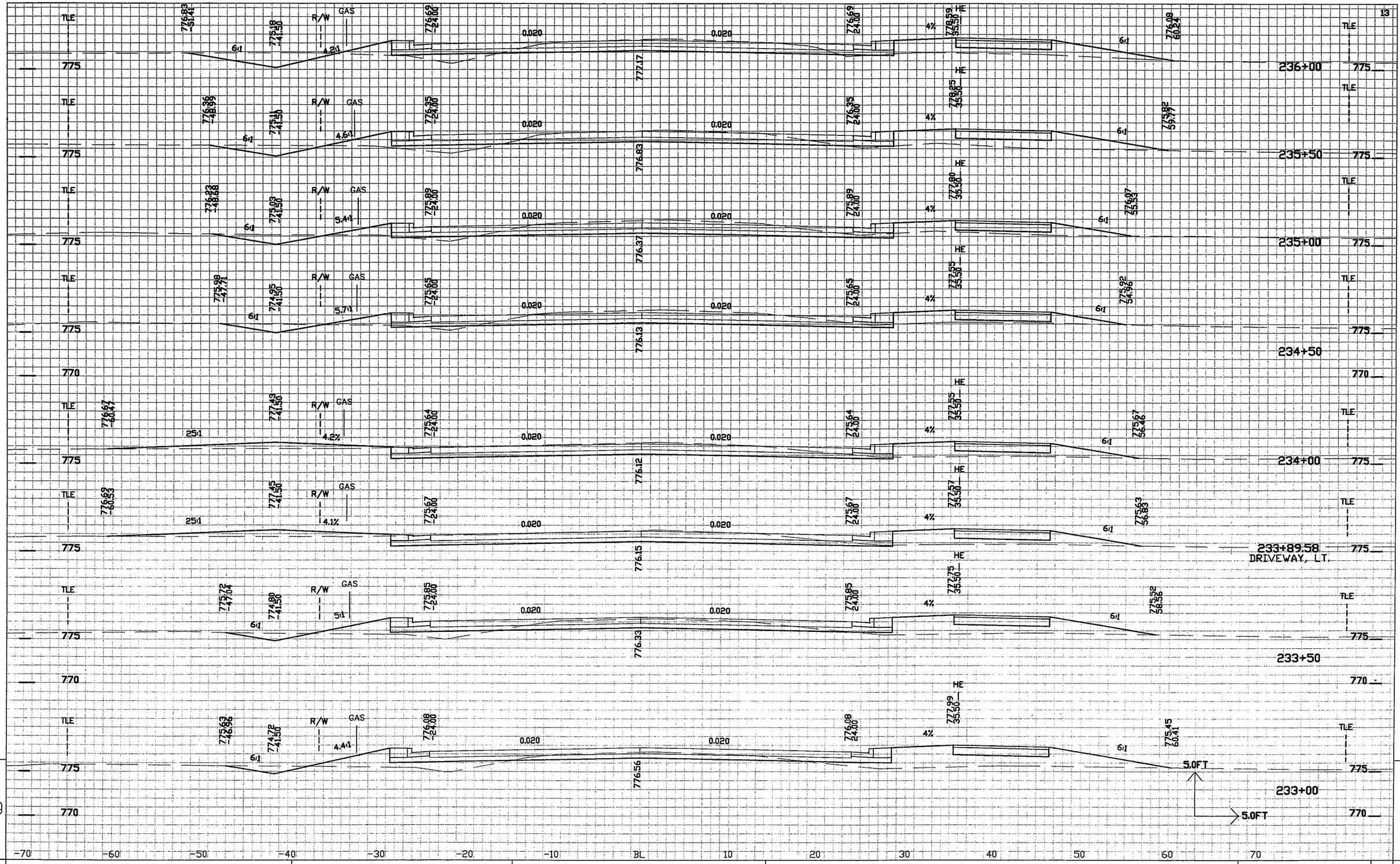
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 232	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 233	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 234	E

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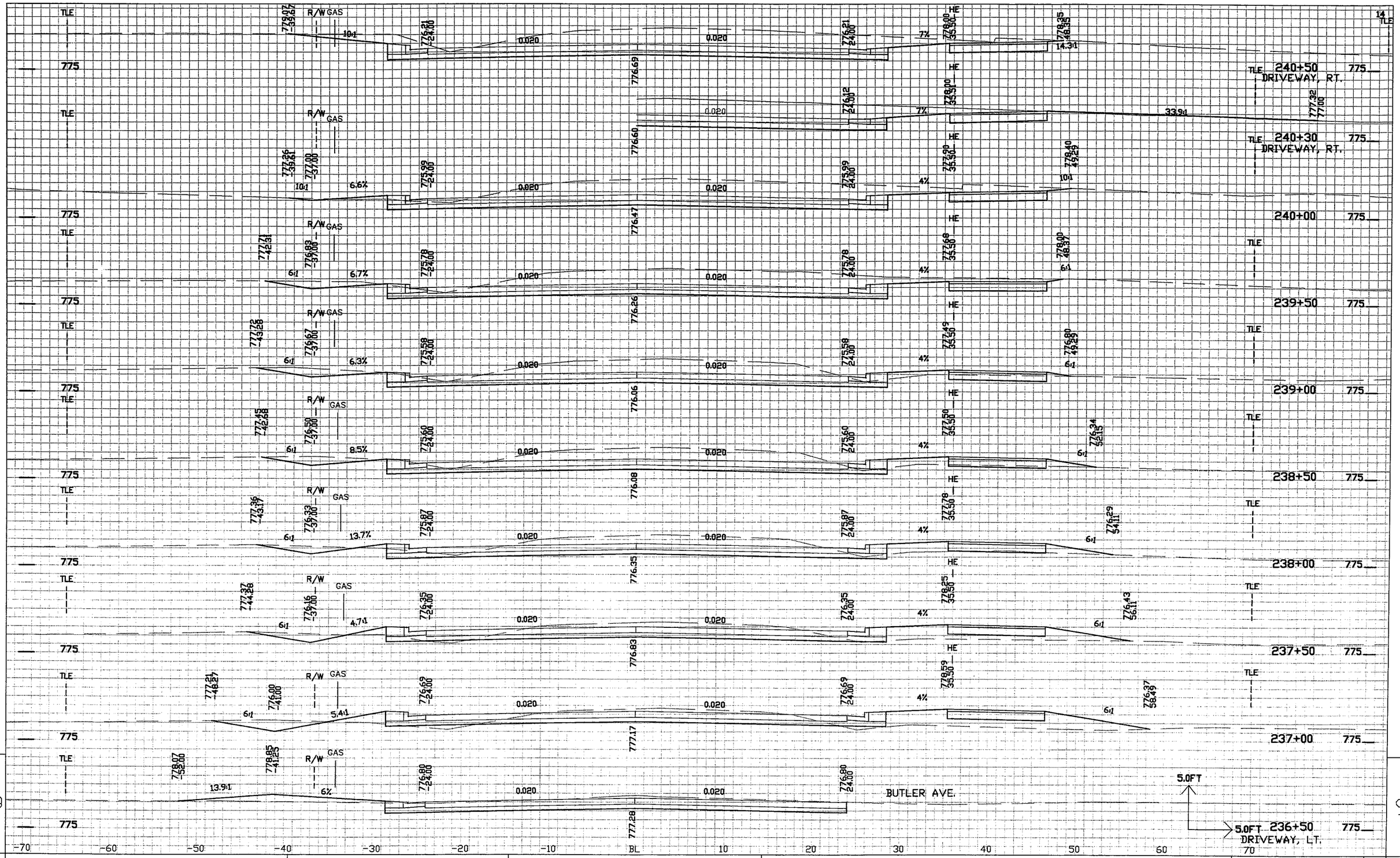

PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 235 E

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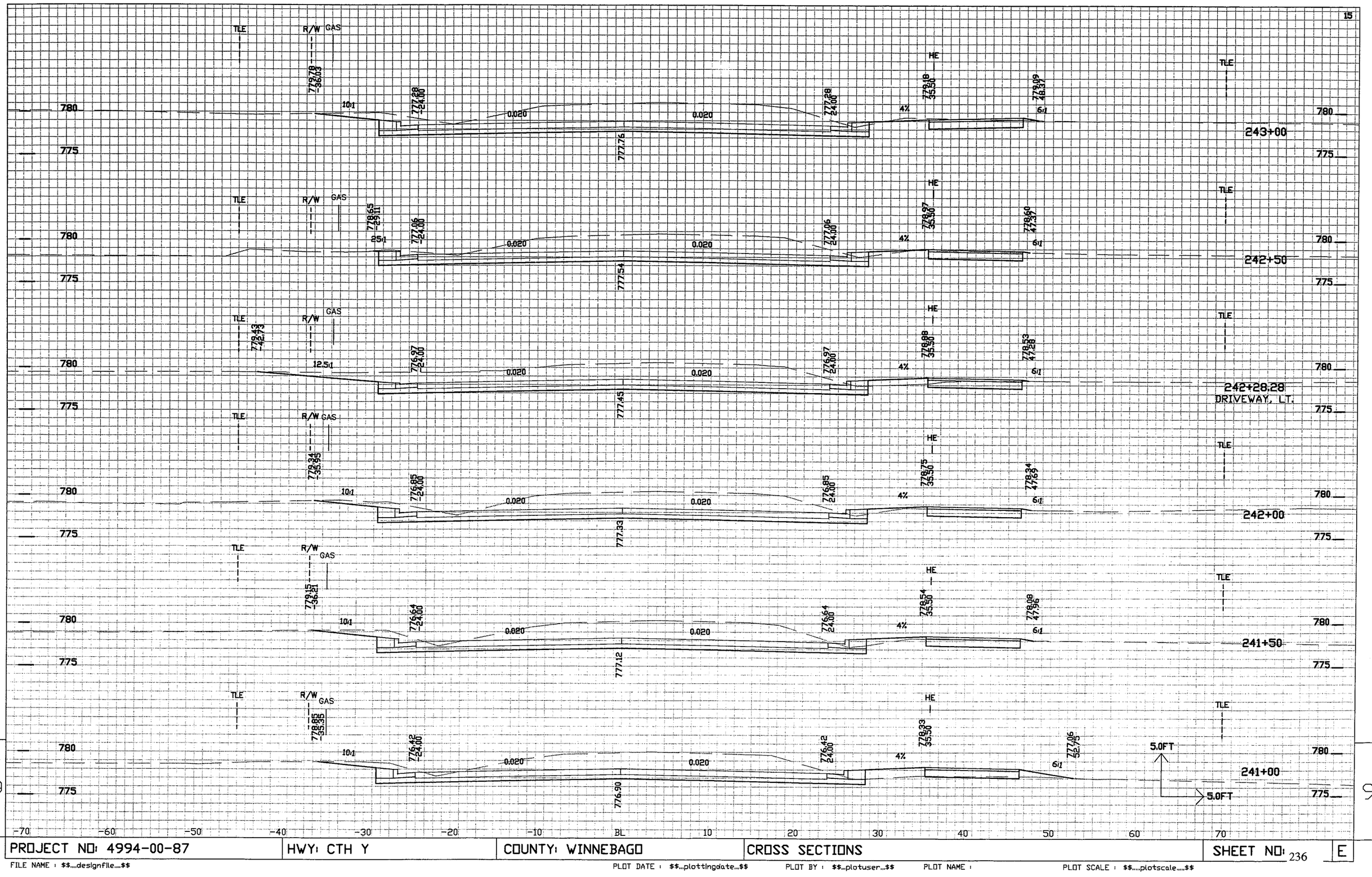
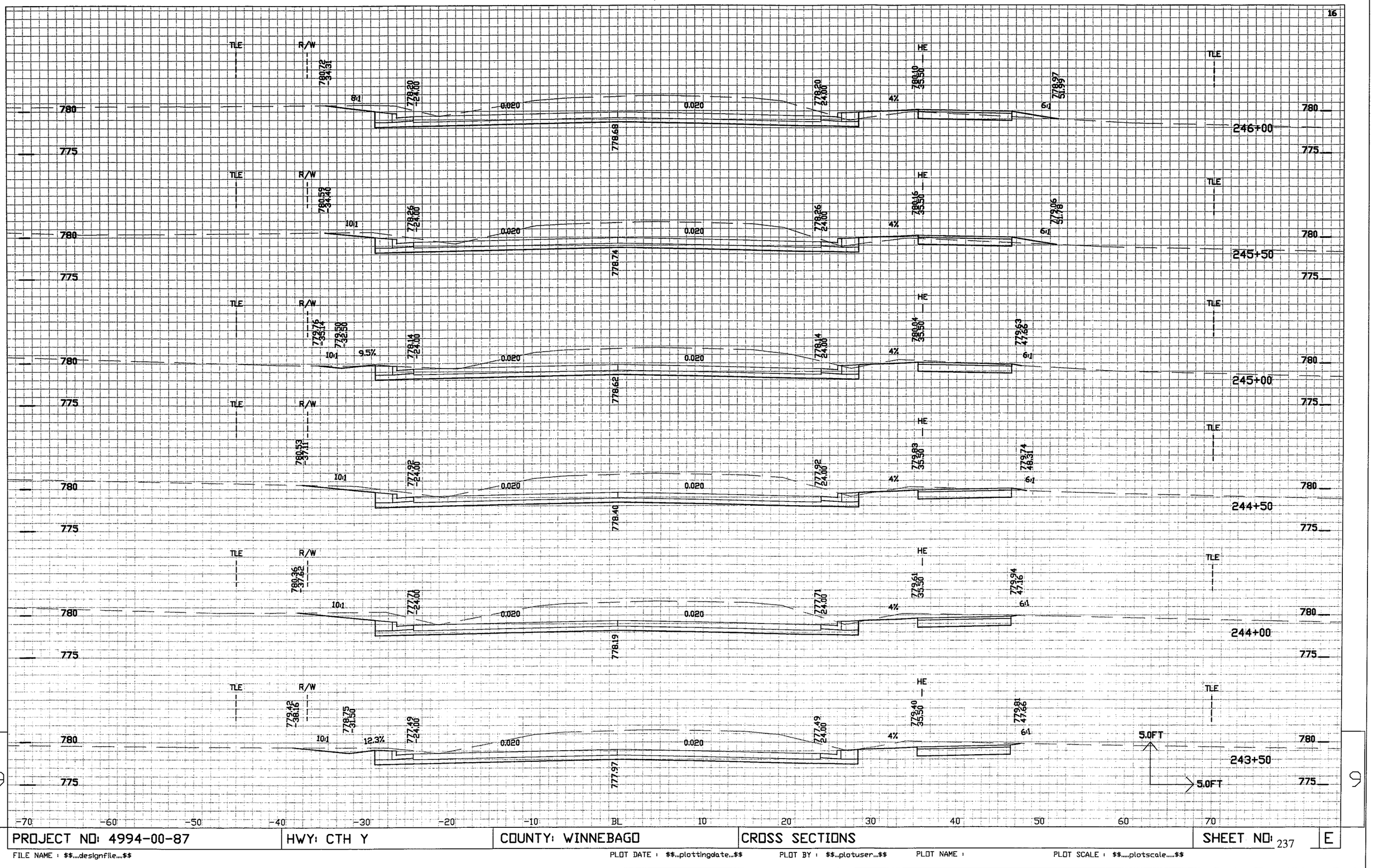


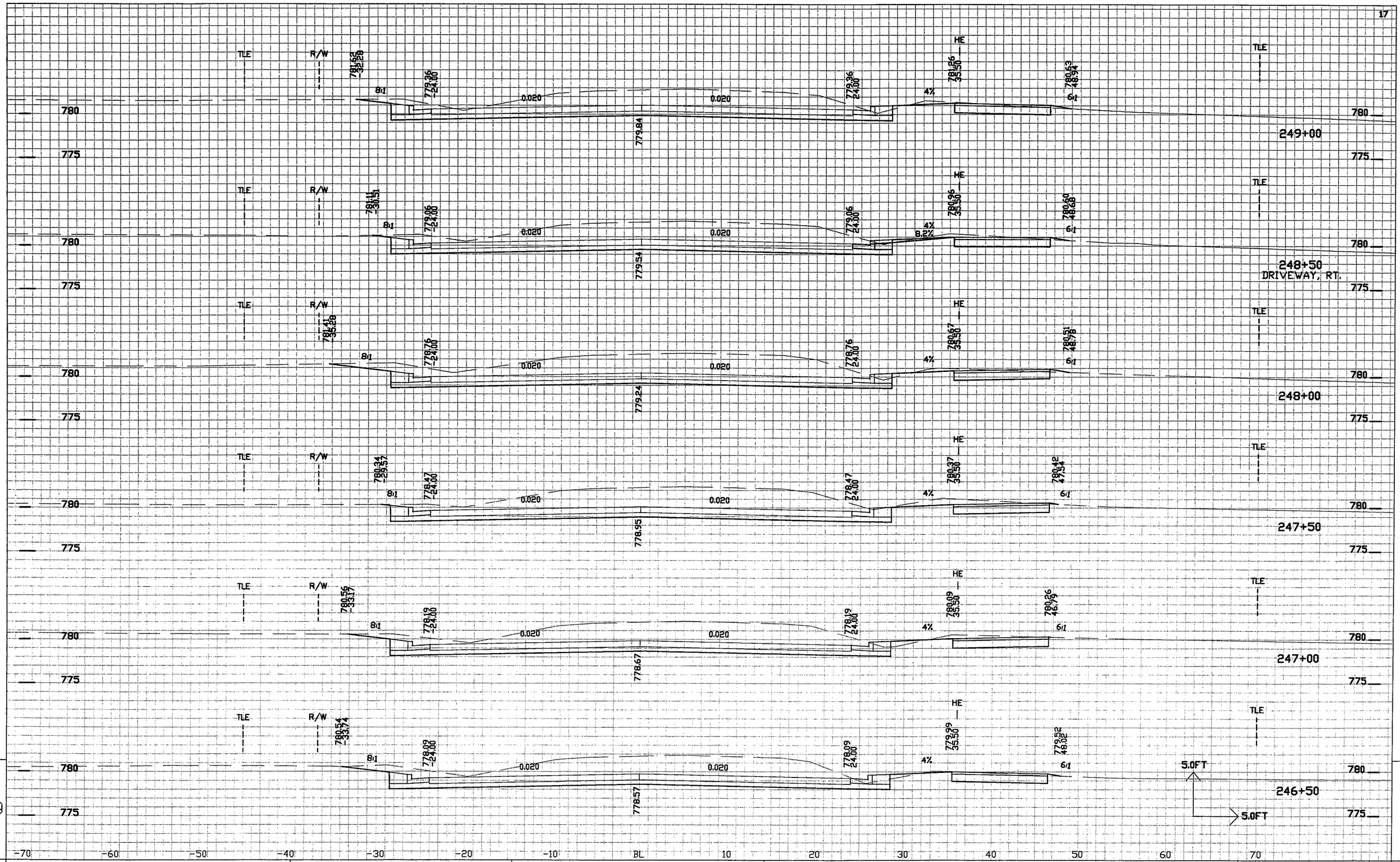
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 236	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



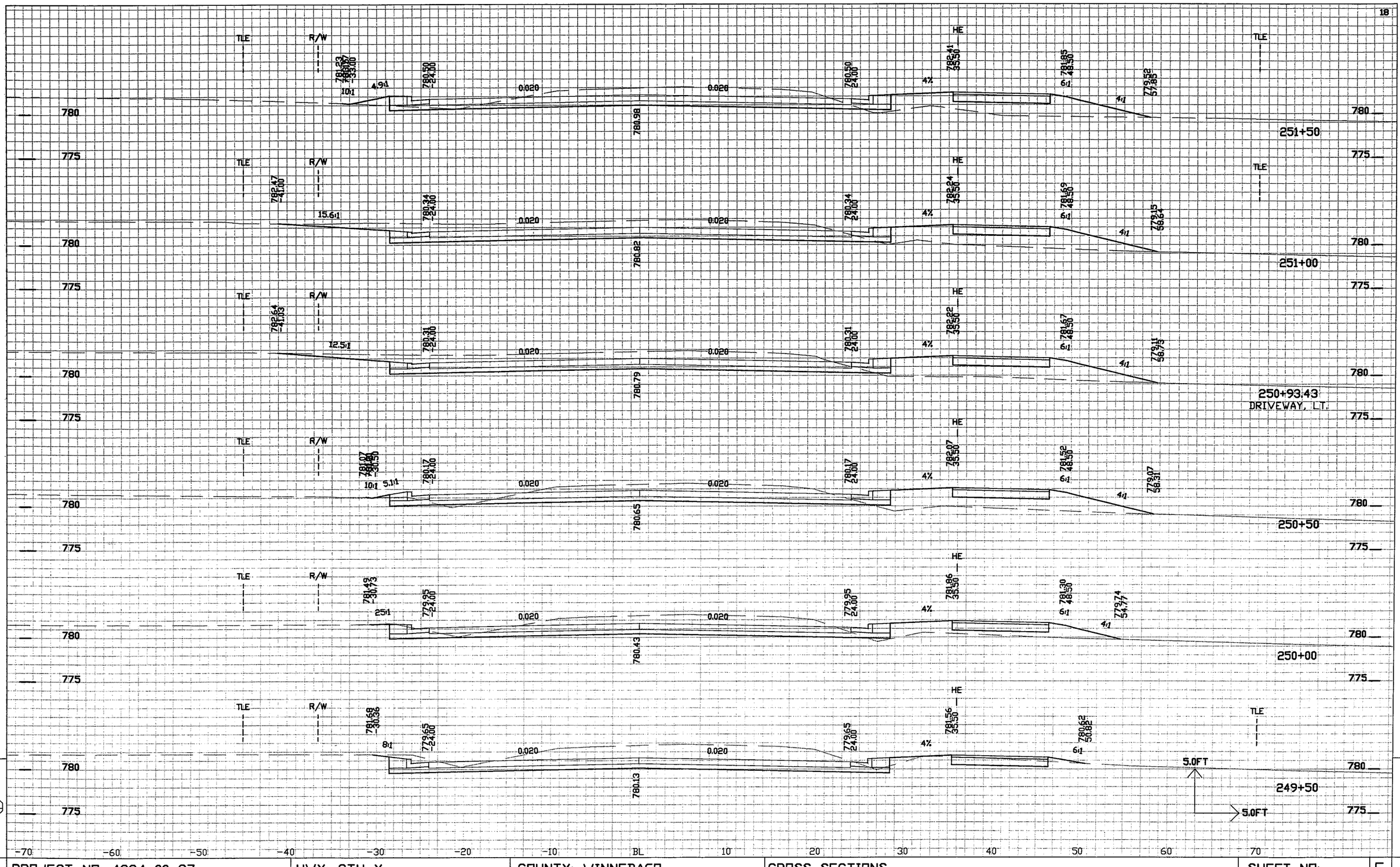
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 237	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$



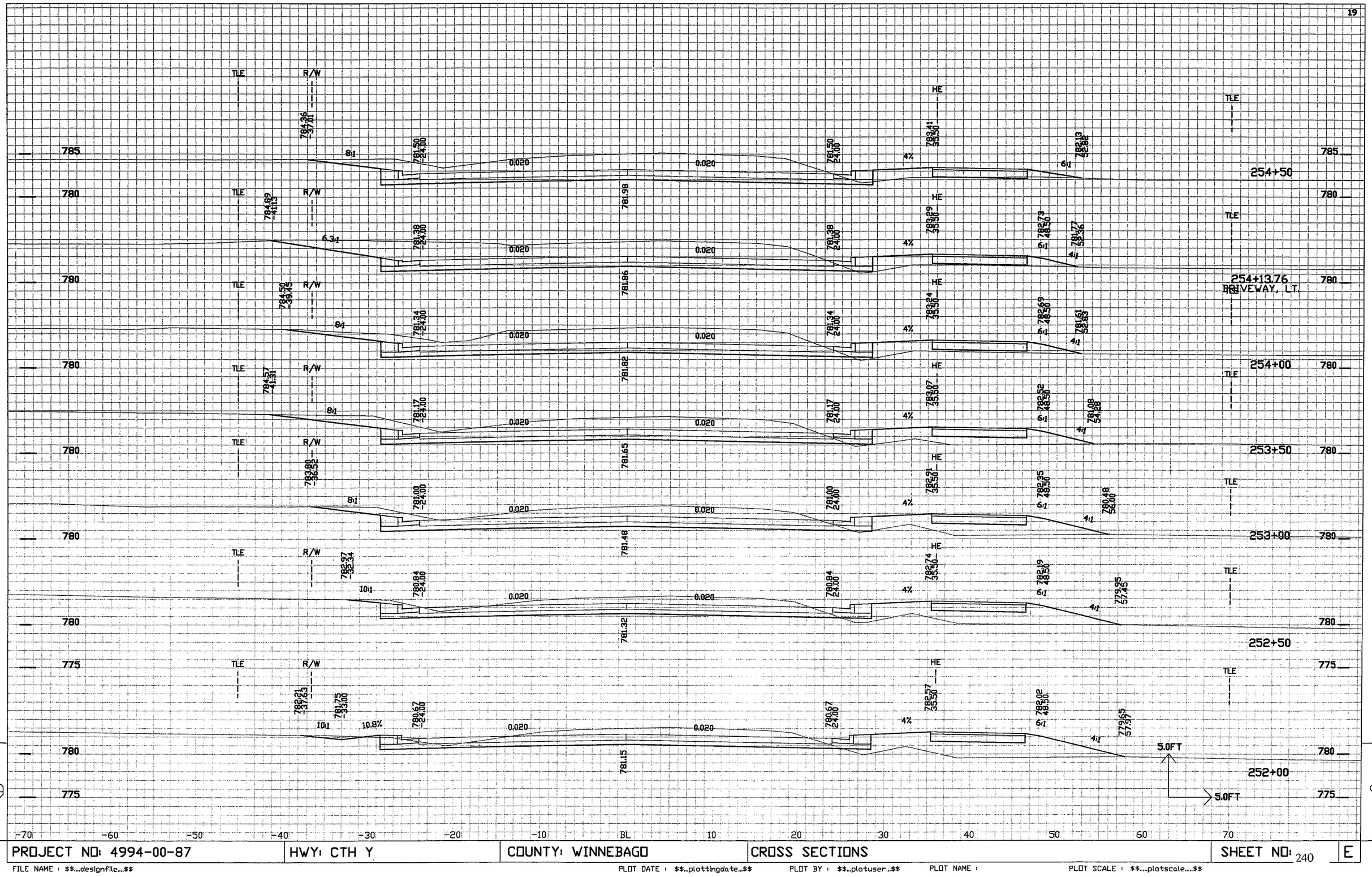
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 238	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 239	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 240	E

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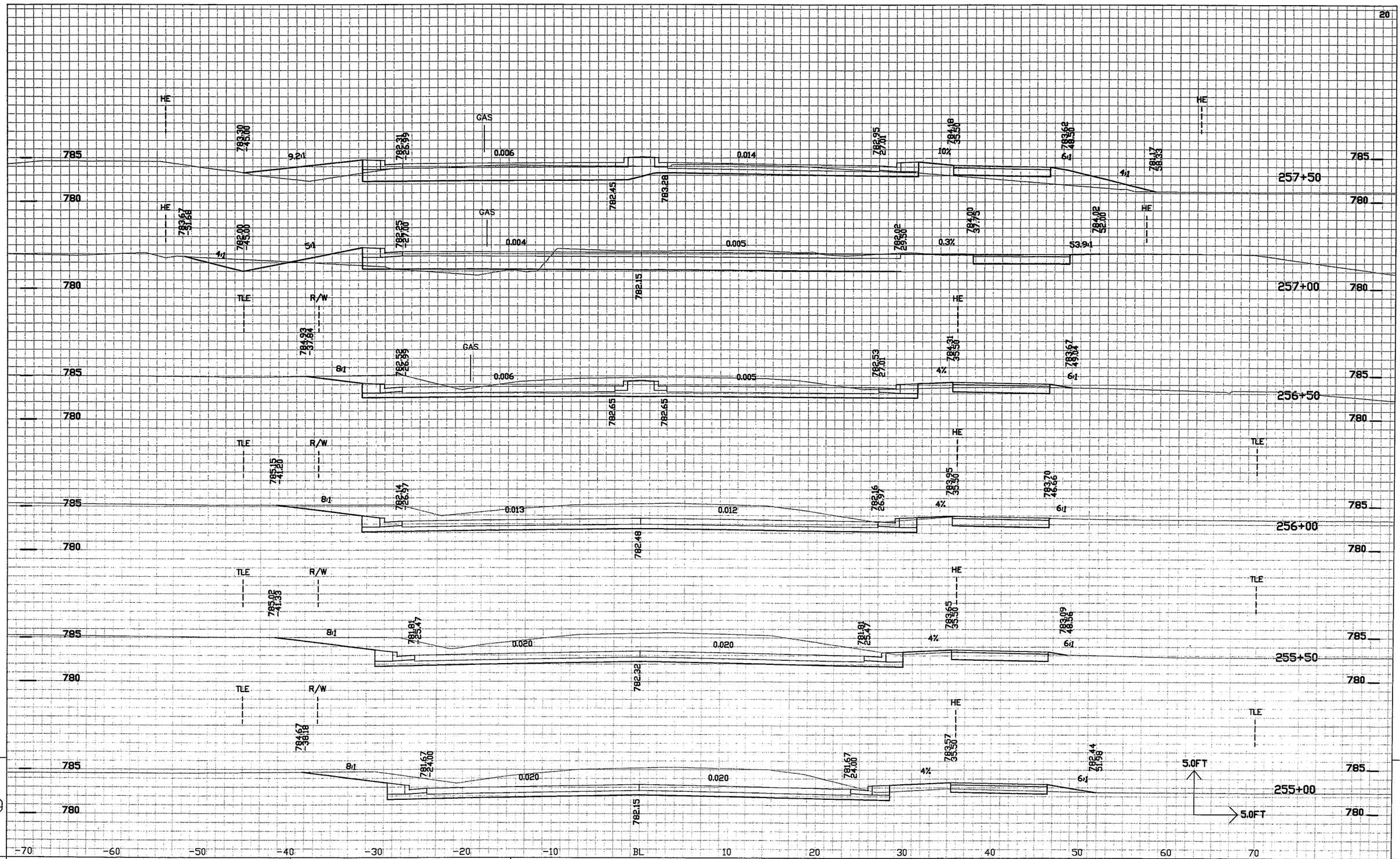
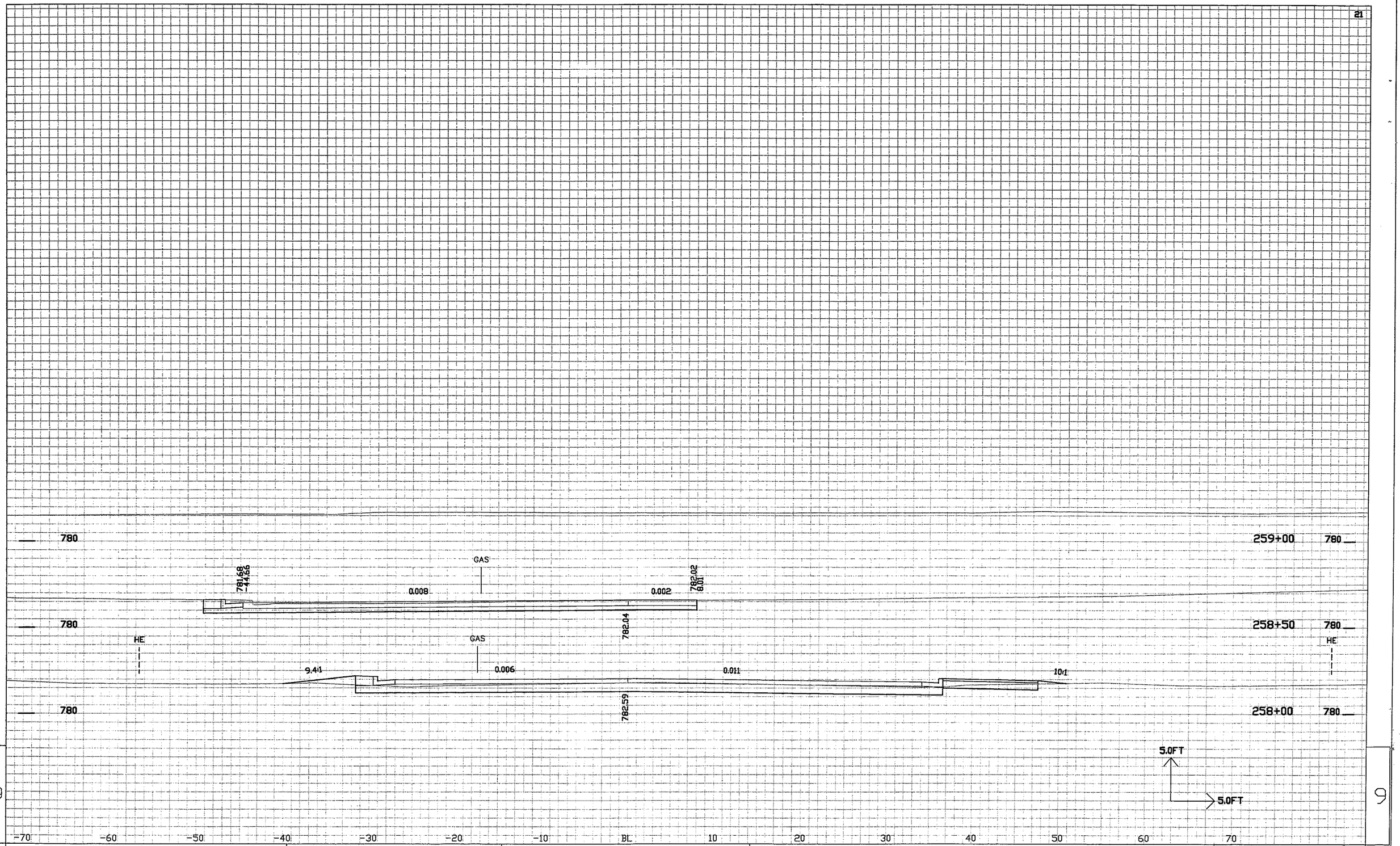


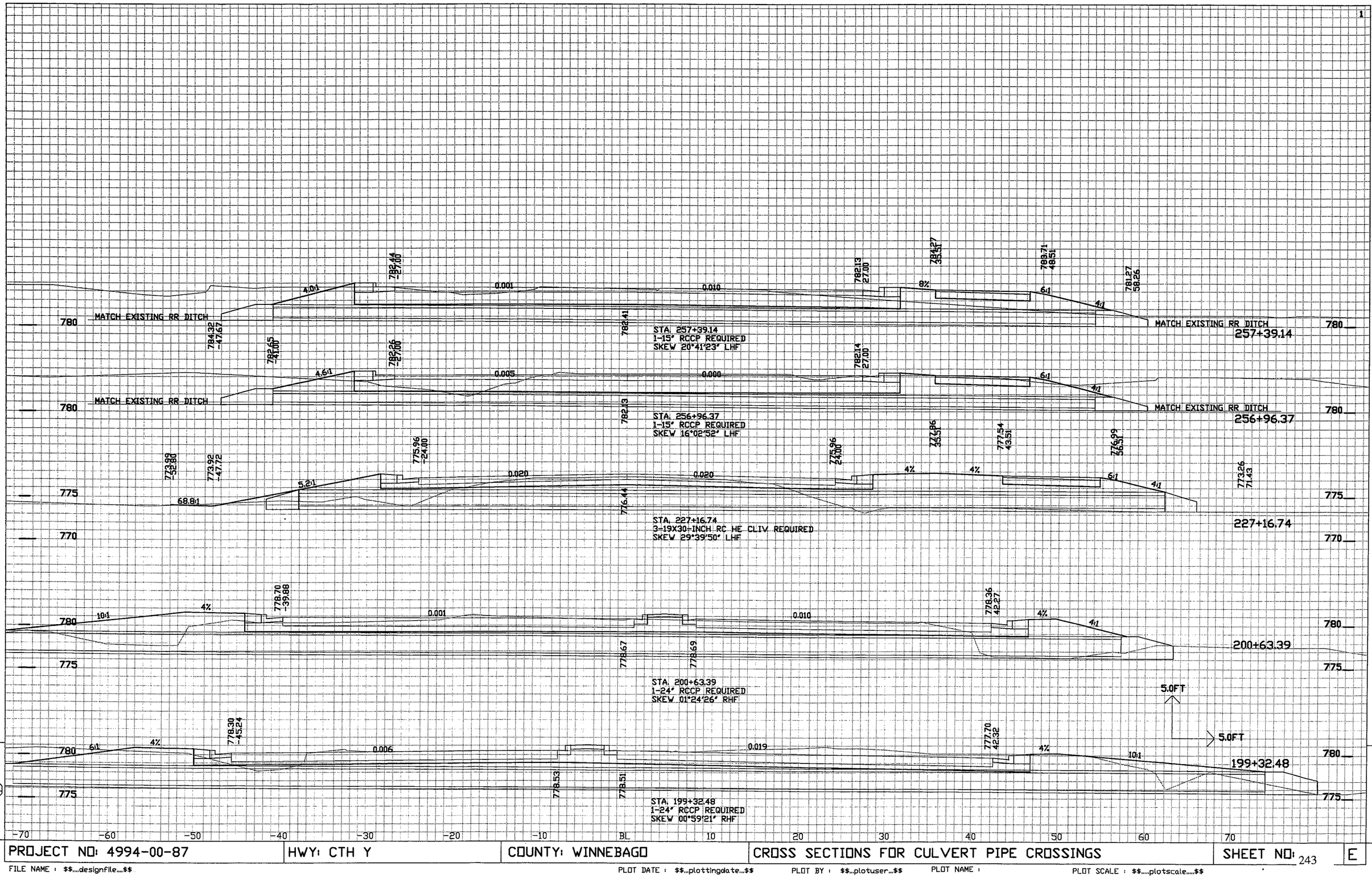
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 241	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 242	E

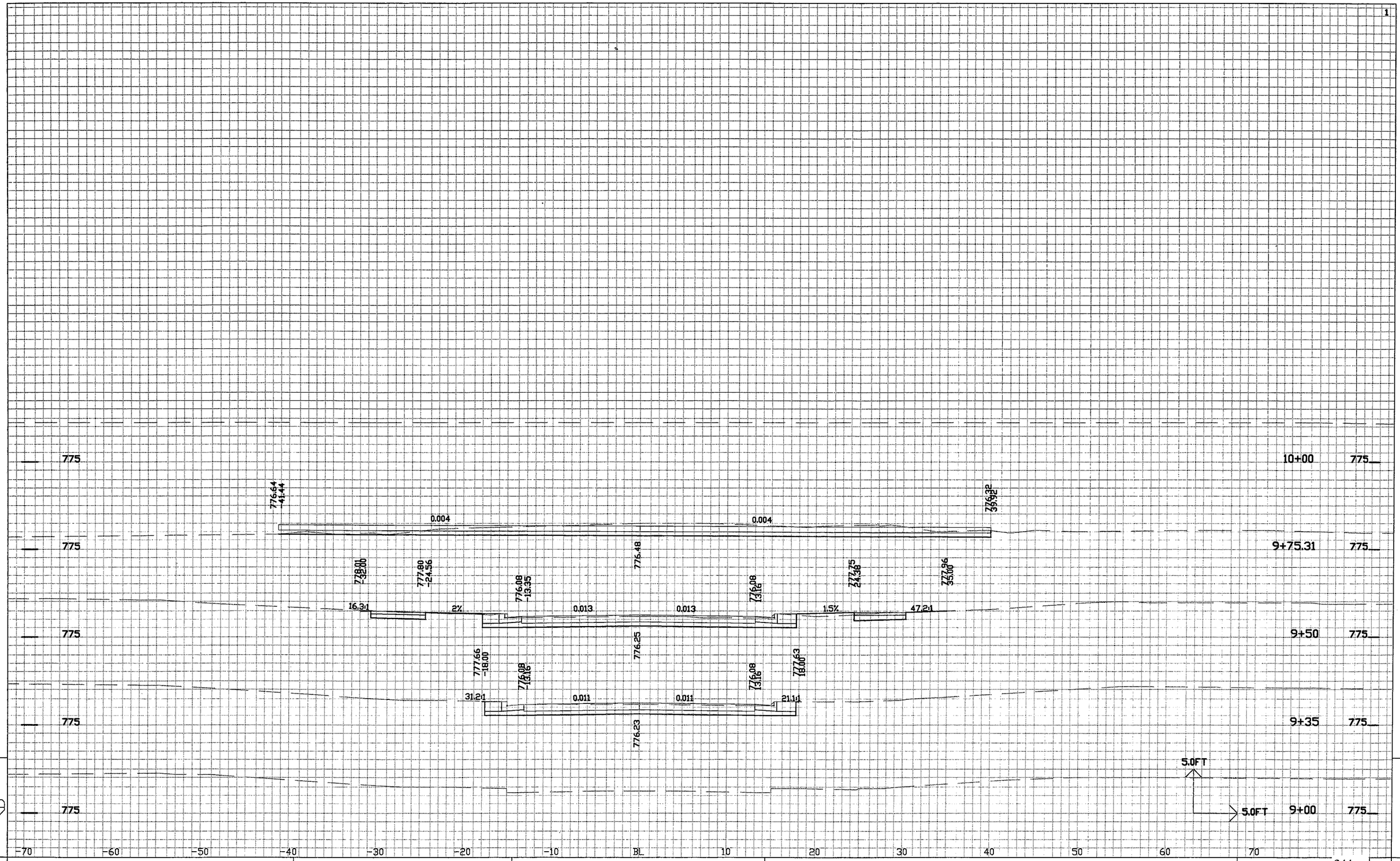
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS FOR CULVERT PIPE CROSSINGS	SHEET NO: 243 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

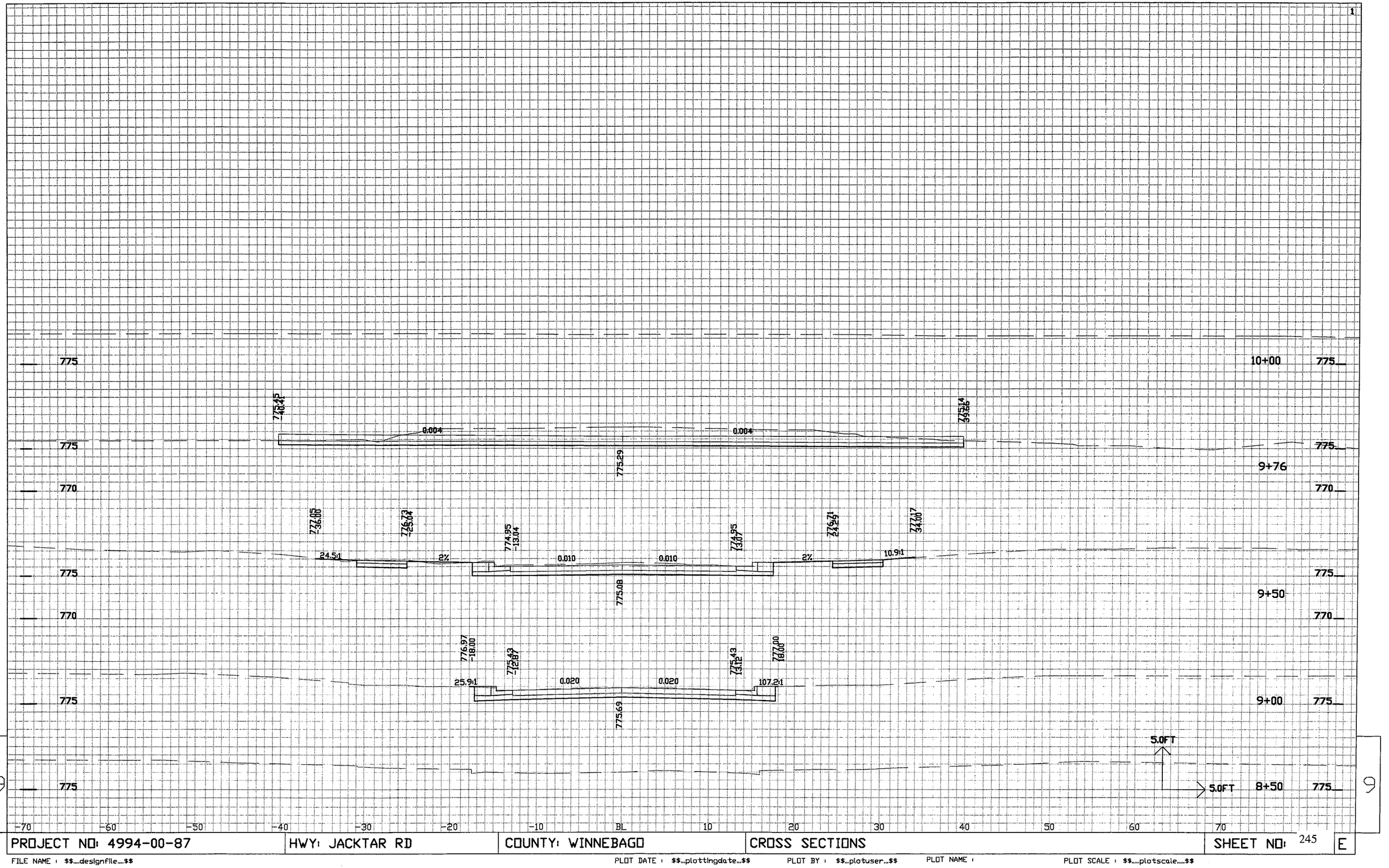
rgossen W:\DWG\WO002\97Ø343\Cross Sections\CULVERTS.dwg 10/21/08 2:54 PM



PROJECT NO: 4994-00-87	HWY: SODA CREEK RD	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 244	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale...$$

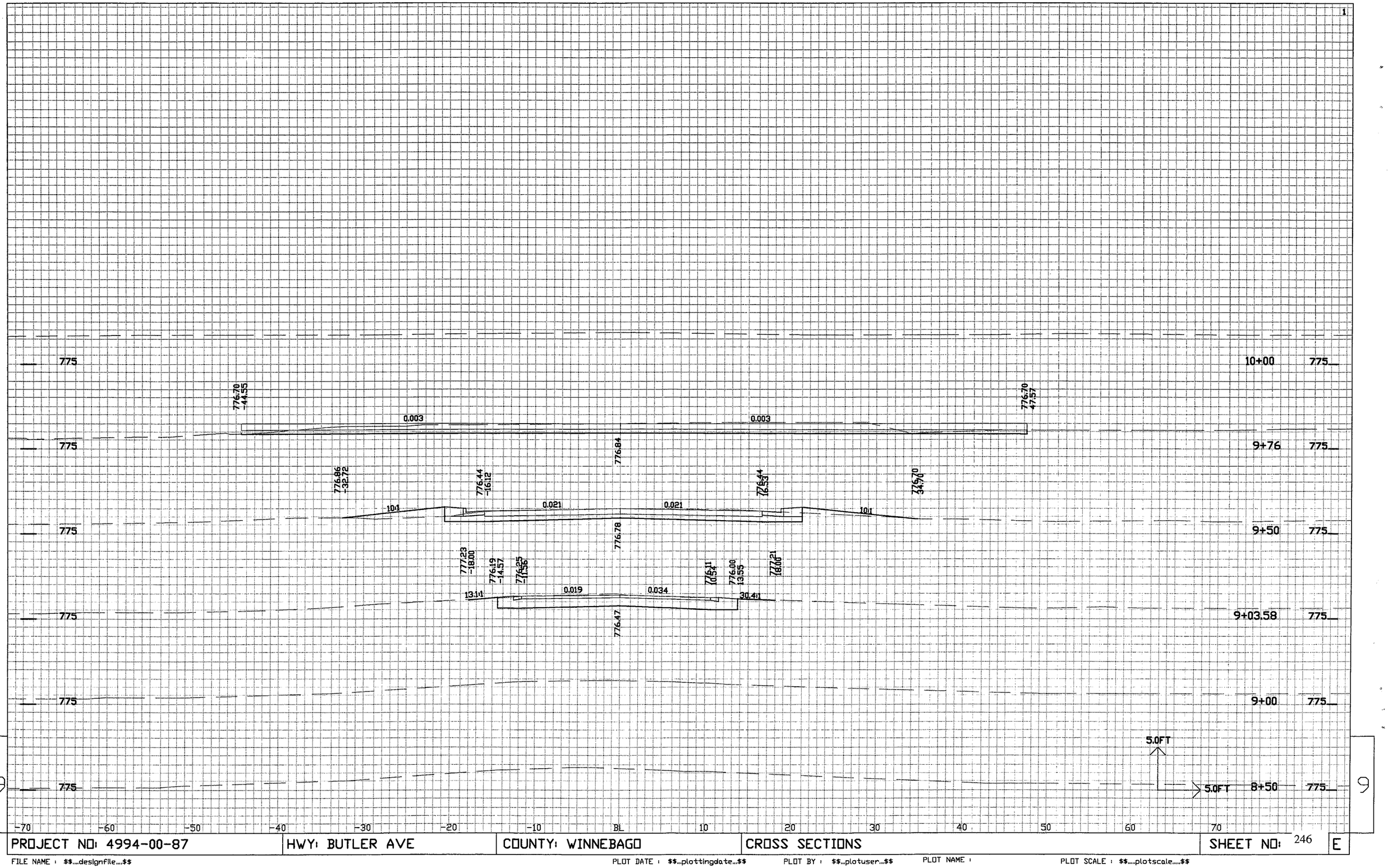
eschuh W:\UNGLWEBUU\WORK\Soda Creek J-20-08.dwg 05/11/08 1:36 AM



PROJECT NO: 4994-00-87	HWY: JACKTAR RD	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 245

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

cschuh W:\DWG\W0002\970343\Cross Sections\JACKTAR 3-20-08.dwg 04/17/08 7:59 AM



PROJECT NO: 4994-00-87	HWY: BUTLER AVE	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 246	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$

cschuh W:\DWG\W0002\970343\Cross Sections\BUTLER 3-20-08.dwg 04/17/08 8:00 AM

NOTE:
EARTHEN BERM TO BE CONSTRUCTED OVER STORM SEWER PIPE IN ORDER TO PROVIDE A MINUMUM OF ONE FOOT COVER. SWALE TO BE CONSTRUCTED ON WEST SIDE OF PIPE TO ALLOW FOR DRAINAGE.

11+00

HE 773.95 -4.33 | 770.62 -2.50 | 770.62 2.50 | 774.16 6.04 HE

774.18

1H 1H

775 770

10+80

HE 773.85 -5.71 | 770.64 -2.50 | 770.64 2.50 | 774.12 5.98 HE

774.25

1H 1H

775 770

10+60

HE 774.17 -6.02 | 770.65 -2.50 | 770.65 2.50 | 774.92 6.37 HE

774.55

1H 1H

775 770

10+40

HE 774.66 -6.46 | 770.67 -2.50 | 770.67 2.50 | 775.53 6.43 HE

1H 1H

775 770

10+20

HE 773.23 -5.22 | 770.68 -2.50 | 770.68 2.50 | 775.74 8.42 HE

1H 1H

775 770

10+00

HE 773.95 -6.18 | 770.69 -2.00 | 770.69 3.00 | 776.09 8.43 HE

1H 1H

5.0FT 5.0FT

775 770

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 247	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$

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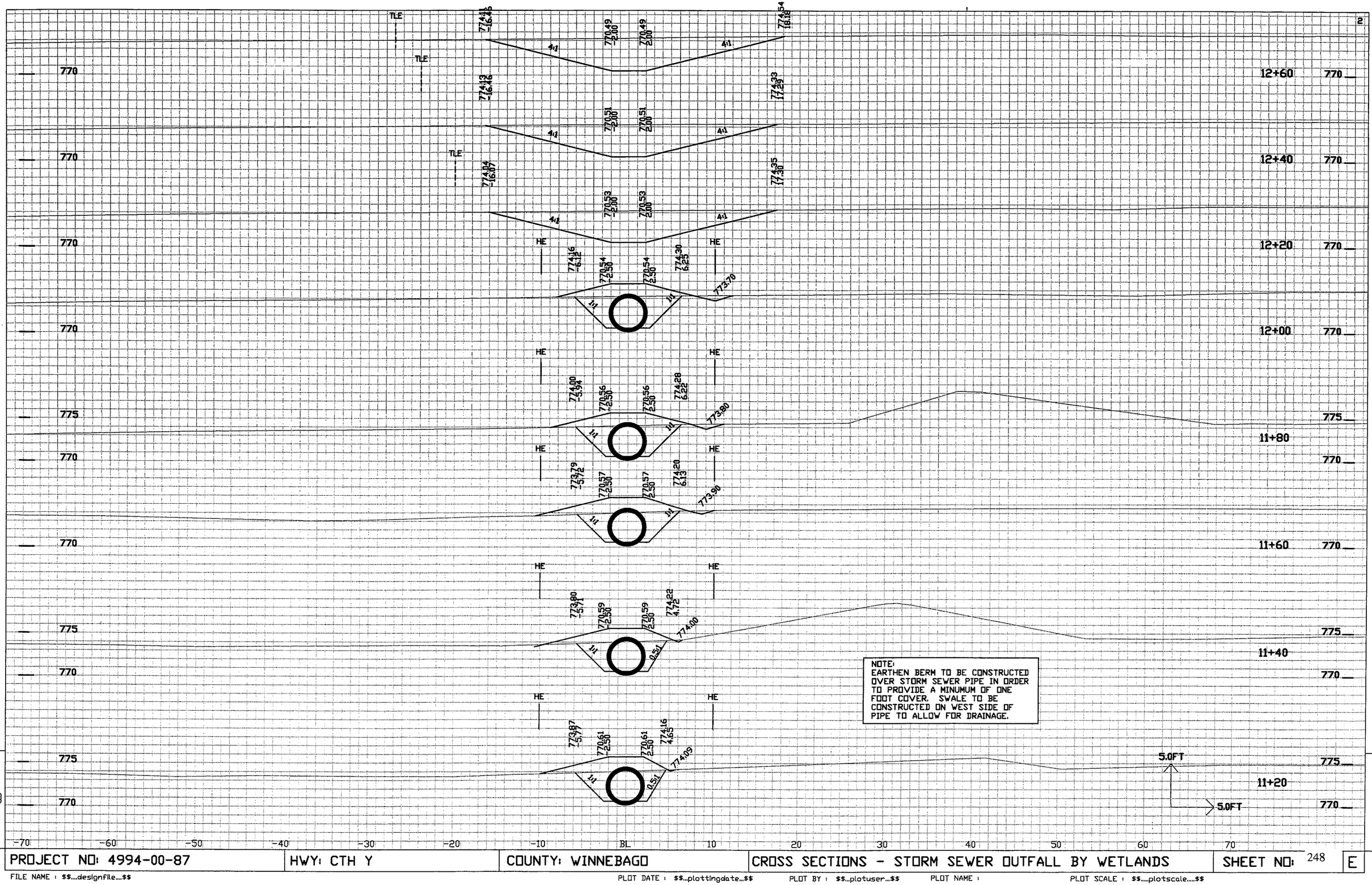
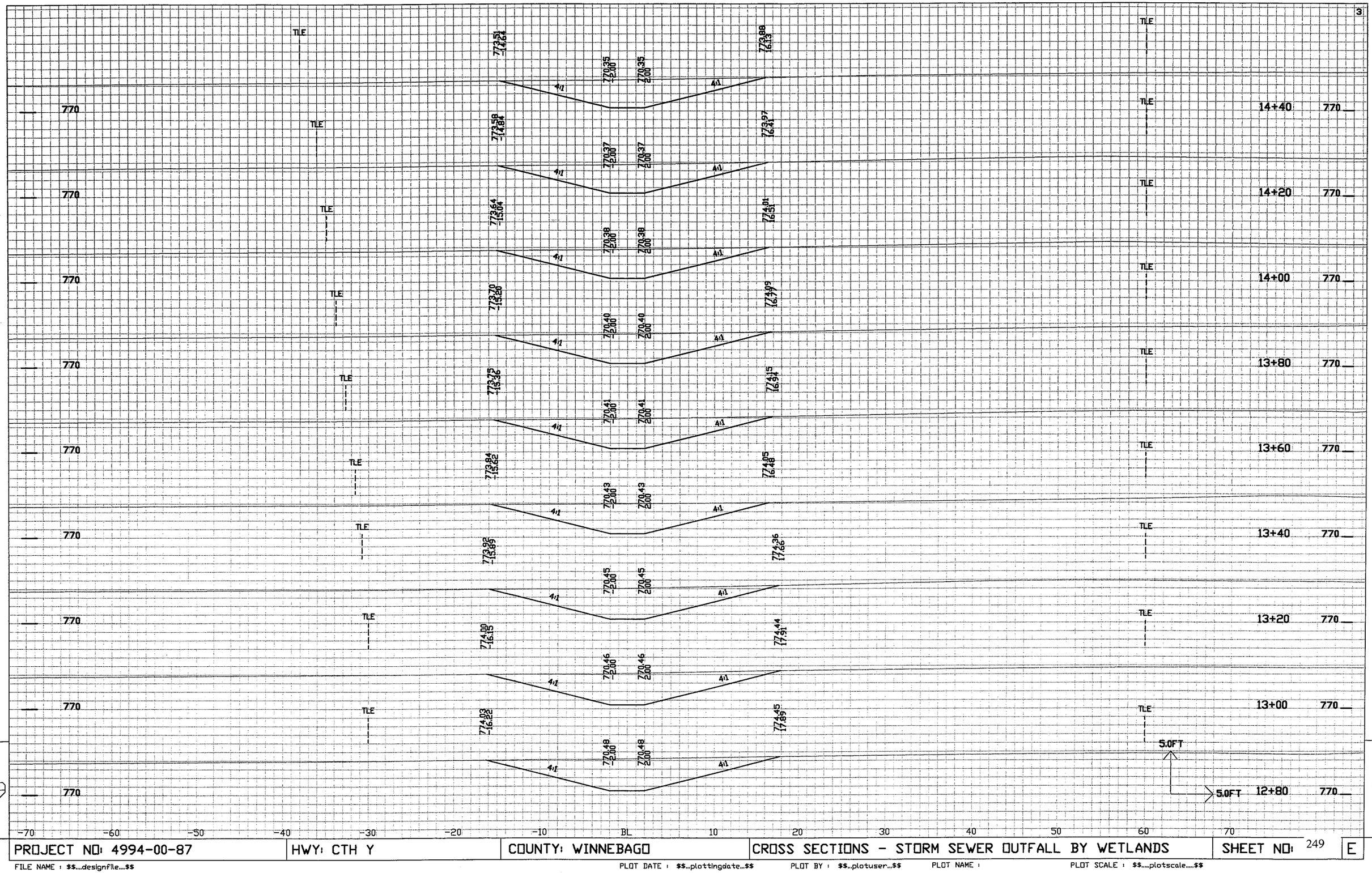


NOTE:
EARTHEN BERM TO BE CONSTRUCTED OVER STORM SEWER PIPE IN ORDER TO PROVIDE A MINUMUM OF ONE FOOT COVER. SWALE TO BE CONSTRUCTED ON WEST SIDE OF PIPE TO ALLOW FOR DRAINAGE.

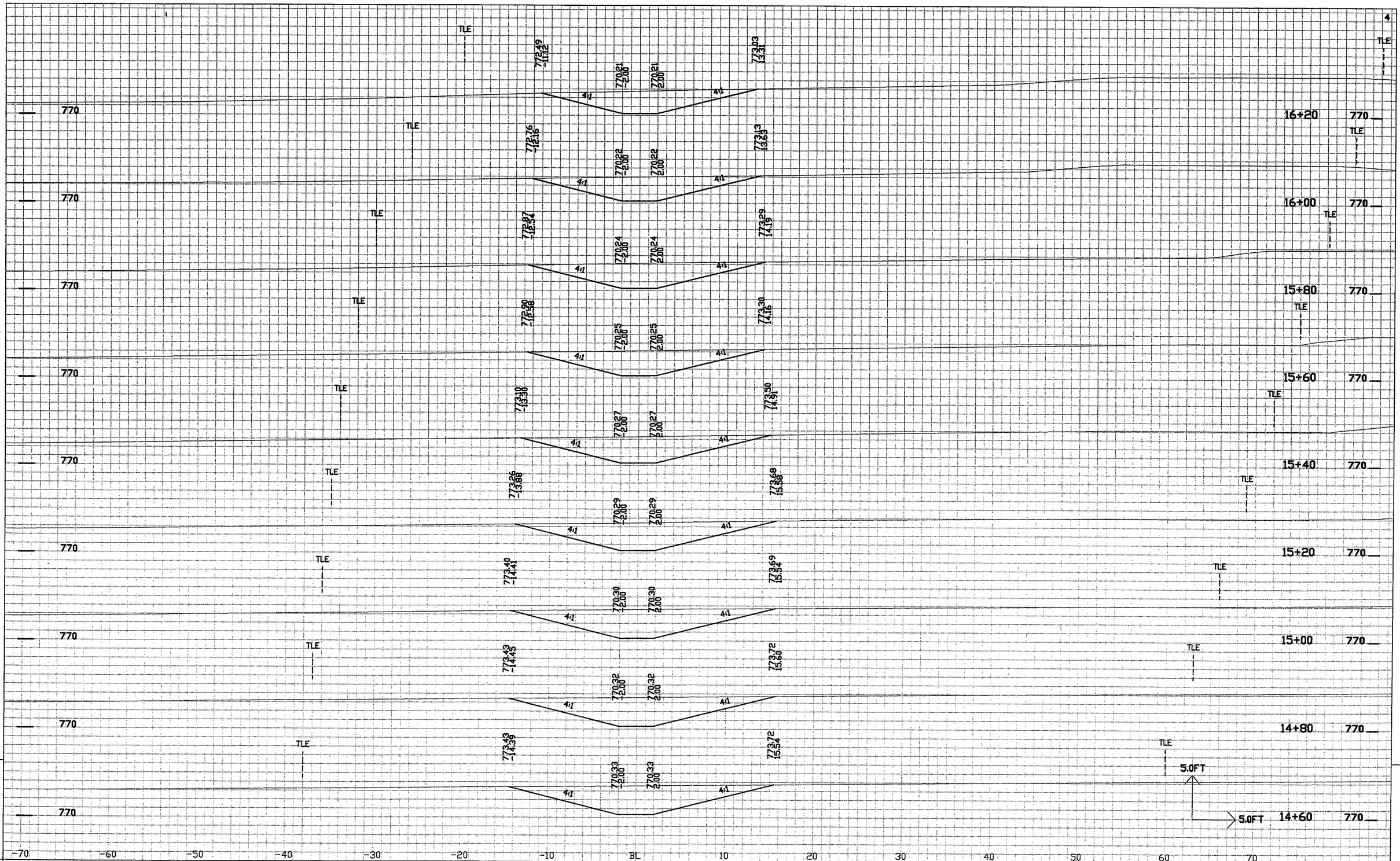
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 248	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 249 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 250	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$

18+00 770

17+80 770

17+60 770

17+40 770

17+20 770

17+00 770

16+80 770

16+60 770

16+40 770

770 TLE 770.27 1.83 770.06 1.00 770.06 1.00 770.26 1.79 4:1 4:1

770 TLE 770.43 2.40 770.08 1.00 770.08 1.00 770.43 2.40 4:1 4:1

770 TLE 770.61 3.57 770.10 1.50 770.10 1.50 770.62 3.58 4:1 4:1

770 TLE 770.46 3.41 770.11 2.00 770.11 2.00 770.76 4.60 4:1 4:1

770 TLE 773.17 8.04 770.13 5.00 770.13 5.00 771.87 6.74 4:1 4:1

770 TLE 774.42 9.28 770.14 5.00 770.14 5.00 774.33 9.19 4:1 4:1

770 TLE 773.80 8.64 770.16 5.00 770.16 5.00 774.67 9.51 4:1 4:1

2-24 X 38-INCH RCCP'S REQUIRED

770 TLE 772.92 9.37 770.17 2.00 770.17 2.00 773.70 10.12 4:1 4:1

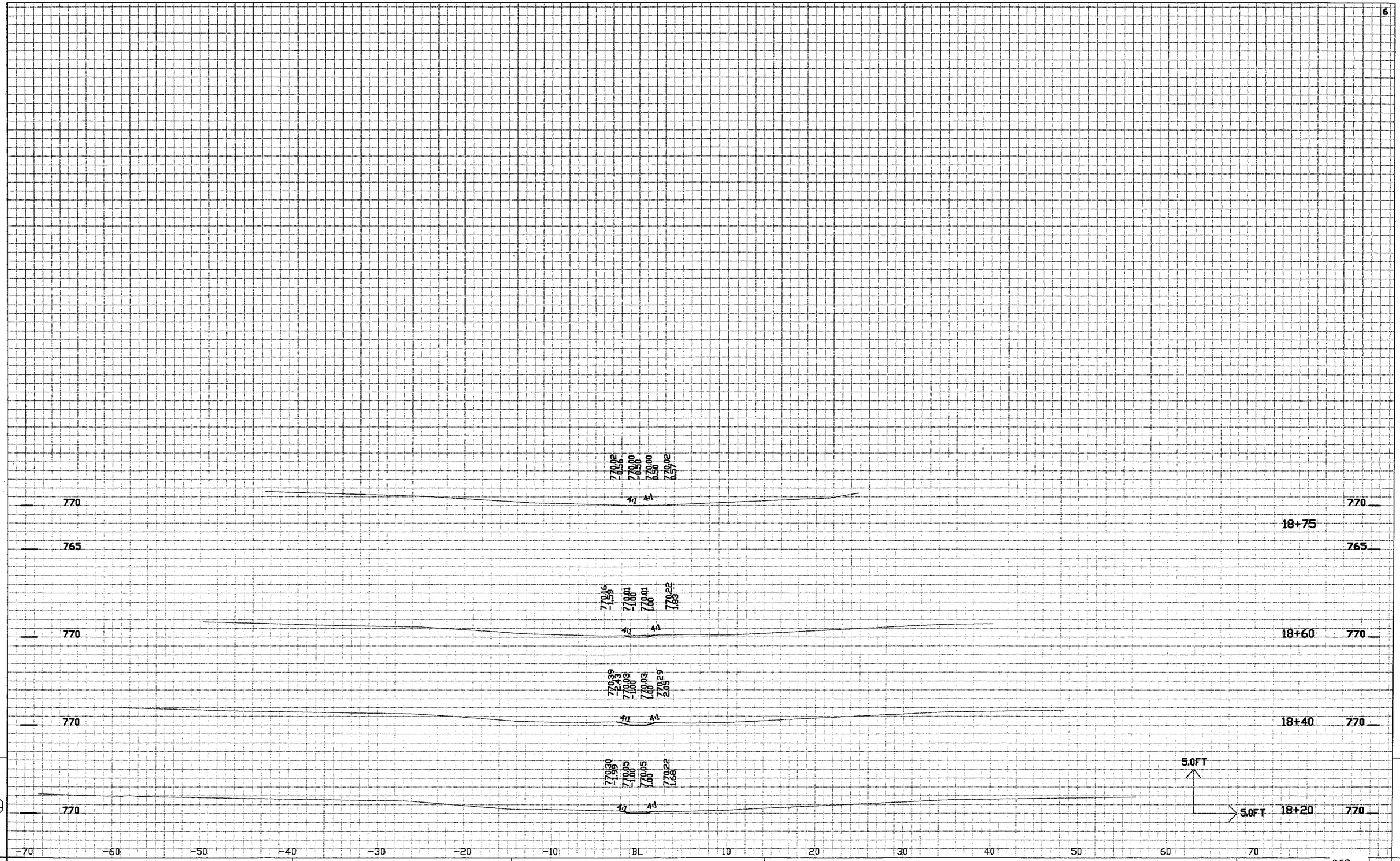
770 TLE 772.12 9.71 770.19 2.00 770.19 2.00 772.73 12.15 4:1 4:1

5.0FT 5.0FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

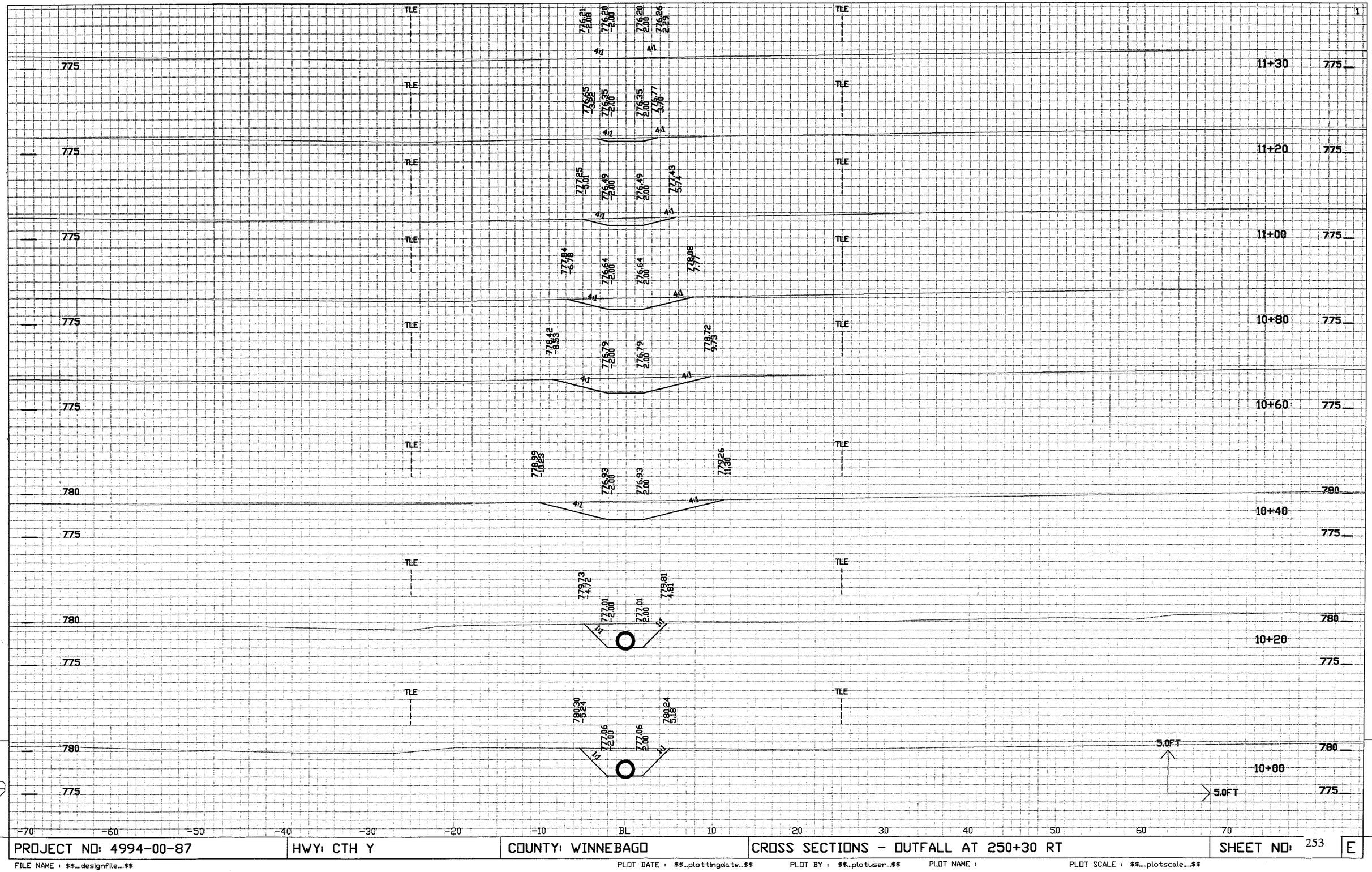
PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 251	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - STORM SEWER OUTFALL BY WETLANDS	SHEET NO: 252	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale.....$$



PROJECT NO: 4994-00-87	HWY: CTH Y	COUNTY: WINNEBAGO	CROSS SECTIONS - OUTFALL AT 250+30 RT	SHEET NO: 253	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

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Wisconsin Department of Transportation

Division of Transportation Systems Development
Bureau of Project Development
4802 Sheboygan Avenue, Rm 601
P O Box 7916
Madison, WI 53707-7916

Telephone: (608) 266-1631
Facsimile (FAX): (608) 266-8459

February 4, 2009

NOTICE TO ALL CONTRACTORS:

Proposal #24:	**4994-00-87, STP 2008 486**	**6432-11-71**
	CTH Y	**STH 76 and CTH Y Intersection**
	STH 76 – CTH A	**STH 76 – CTH A**
	CTH Y	**STH 76**
	Winnebago County	**Winnebago County**

Letting of February 10, 2009

This is Addendum No. 3, which provides for the following:

Special Provisions
The following special provision is revised:
Article 55, Plans

Schedule of Items
The following bid item quantity is revised:
Item 205.0100, Excavation Common; quantity increased from 36,436 CY to 36,936 CY.

Attached, dated February 4, 2009, is revised Schedule of Items Page 2.

The responsibility for notifying potential subcontractors and suppliers of these changes remains with the prime contractor.
Sincerely,

Jan G. Kinar, P.E.

Jan G. Kinar, P.E.
Contracts Development Engineer

ADDENDUM

4994-00-87 and 6432-11-71

Addendum No.	Article No.		Description	Date
3	55	Plans		2/04/2009

Addendum No. 3

Special Provisions

55. Plans.

On Plan Sheet 2, General Notes, add the following:

Plan quantities for base aggregate, excavation common, and asphaltic surface temporary are included for the construction and removal of the temporary widening required as shown in the traffic control details. Excavation common includes the removal of the widening and construction of temporary ditching not included on the plan cross sections. Quantities are based on constructing all fill sections for the temporary widening with base aggregate.

On Plan Sheet 80, Traffic Control Detail, delete the temporary ditching note and replace with the following:

Ditching required to accommodate the temporary widening. Refer to construction detail for additional information.

On Plan Sheet 96, Traffic Control Detail, delete the typical section note and replace with the following:

Temporarily modify the proposed typical section to provide a minimum lane width of 11-feet.

The following 8 ½ x 11-inch plan sheet is attached and made part of the plans for this proposal:

Revised Sheet 112, Miscellaneous Quantities.

ALL ITEMS ARE PROJECT ID 4994-00-87 UNLESS OTHERWISE NOTED

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

BASE AGGREGATE AND BREAKER RUN

STATION TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON
*195+01.74 - 199+53.51	CTH Y MAINLINE	80	3282	
*200+37.07 - 200+86.77	CTH Y MAINLINE		470	
200+86.77 - 258+53.16	CTH Y MAINLINE		12405	
9+35 - 9+76	SODA CREEK RD		58	
9+00 - 9+76	JACKTAR RD		108	
9+03.58 - 9+76	BUTLER AVE		206	
200+37.07 - 213+51.86	SIDEWALK		187	
213+51.86 - 258+53.16	TRAIL		578	
195+01.84 - 258+53.16	DRIVEWAYS		1000	
195+01.84 - 258+53.16	STORM SEWER & UTILITY CROSSINGS		840	
200+37.07 - 258+53.16	PHASE 1 TEMP WIDENING		1222	
195+51.41 - 198+74.77	PHASE 3 TEMP WIDENING		117	
194+64 - 198+29.36	PHASE 4 TEMP WIDENING		67	
200+86.77 - 258+53.16	UNDISTRIBUTED (EBS AREAS)			11240
195+01.74 - 200+86.77	UNDISTRIBUTED (EBS AREAS)			560
PROJECT TOTALS		80	20540	11800
*6432-11-71		80	3752	560
4994-00-87			16788	11240
PER PHASE	STORM SEWER & UTILITY		840	
	PHASE 1		7900	
	PHASE 2		7800	
	PHASE 3	60	2000	
	PHASE 4	20	2000	

EARTHWORK SUMMARY

LOCATION	205.0100 EXCAVATION COMMON C.Y.	FILL C.Y.	*EXPANDED FILL C.Y.	MASS HAUL (WASTE) C.Y.
*CTH Y 195+01.84 - 200+86.77	2696	102	133	2563
CTH Y 200+86.77 - 258+53.16	25178	4617	6002	19176
SODA CREEK RD	114	2	3	111
JACKTAR RD	278	2	3	275
BUTLER AVE	142	15	20	123
STORM SEWER OUTFALL BY WETLANDS	1039	0	0	1039
DITCH AT 250+30 RT	39	0	0	39
TEMPORARY WIDENING	750	0	0	750
** DRIVEWAYS	750	0	0	750
EBS (UNDISTRIBUTED)	5950	0	0	5950
PROJECT TOTALS	36936	4738	6160	30776
*6432-11-71	2696	102	133	2563
4994-00-87	33740	4840	6026	27714
PER PHASE STORM SEWER & UTILITY	1039	0	0	1039
PHASE 1	13284	1386	1802	11435
PHASE 2	14071	3250	4225	9485
PHASE 3	1459	51	66	1334
PHASE 4	1133	51	66	1034
EBS	5950	0	0	5950

* EXPANSION FACTOR FOR FILL = 30%
** EXCAVATION COMMON FOR DRIVEWAYS REPRESENTS THE VOLUME REQUIRED TO CONSTRUCT THE PAVEMENT SECTION FOR THE DRIVEWAYS

CONCRETE BASE HES, 8-INCH
320.0345

STATION TO STATION	LOCATION	S.Y.	REMARKS
*199+04.21 - 199+53.51	CTH Y	445	PHASE 3 AND 4
*200+37.07 - 200+86.77	CTH Y	455	PHASE 1 AND 2
PROJECT TOTAL		900	
*6432-11-71		900	
4994-00-87		0	
PER PHASE	PHASE 1	228	
	PHASE 2	227	
	PHASE 3	223	
	PHASE 4	222	

ASPHALTIC ITEMS

STATION TO STATION	LOCATION	460.1110 HMA PAVEMENT TYPE E-10 TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	455.0115 ASPHALTIC MATERIAL PG64-22 TON	455.0605 TACK COAT GAL	PHASE
*195+01.84 - 199+05.72	CTH Y	770				46.2	54	1, 2, 3, 4
*195+05.72 - 199+53.51	CTH Y CONC BASE AREA	107				6.4	11	3 AND 4
*200+37.07 - 200+86.77	CTH Y CONC BASE AREA	109				6.5	11	1 AND 2
256+79.07 - 257+56.09	CTH Y RAILROAD APPROACHES	105				6.3	7	1 AND 2
256+79.07 - 257+56.09	TEMPORARY RAMPS AT RAILROAD APPROACHES				70			1 AND 2
10+44.12 - 11+50	BUTLER AVE		50					2
213+51.86 - 258+53.16	ASPHALT TRAIL		890					2
195+01.84 - 258+53.16	DRIVEWAYS			365				1 AND 2
200+37.07 - 258+53.16	PHASE 1 TEMPORARY WIDENING				350			1
*194+51.41 - 199+53.51	PHASE 3 TEMPORARY WIDENING				42			3
*194+64 - 199+53.51	PHASE 4 TEMPORARY WIDENING				24			4
PROJECT TOTALS		1091	940	365	486	65.4	83	
*6432-11-71		986			66	59.1	76	
4994-00-87		105	940	365	420	6.3	7	
PER PHASE								
	PHASE 1	106		175	350	6.4	9	
	PHASE 2	106	940	170	70	6.4	9	
	PHASE 3	441		10	42	26.3	33	
	PHASE 4	438		10	24	26.3	32	

CONCRETE DRIVEWAY, 7-INCH
416.0170

STATION TO STATION	LOCATION	S.Y.	PHASE
202+04 RT	CTH Y	61	2
203+99 RT	CTH Y	53	2
204+00	CTH Y MEDIAN	109	2
210+57 RT	CTH Y	54	2
9+22 LT	JACKTAR RD	28	2
9+26 RT	JACKTAR RD	27	2
SW QUAD BUTLER AVE	TRAIL	15	2
SE QUAD BUTLER AVE	TRAIL	15	2
WEST RR / TRAIL APPROACH	TRAIL	5	2
EAST RR / TRAIL APPROACH	TRAIL	6	2
SW QUAD CTH A	TRAIL	17	2
NW QUAD CTH A	TRAIL	13	2
PROJECT TOTAL		404	

DRILLED TIE BARS
416.0610

STATION	LOCATION	EACH	PHASE
240+16 RT	CTH Y (CURB IN PE)	2	2
258+53.16	CTH Y	75	1 AND 2
9+35	SODA CREEK RD	13	2
9+00	JACKTAR RD	13	2
PROJECT TOTAL		103	

CONCRETE PAVEMENT, 8-INCH
415.0080

STATION TO STATION	LOCATION	S.Y.	REMARKS	PHASE
200+86.77 - 256+90.23	CTH Y	30185	MAINLINE EB & WB LANES	1 AND 2
257+44.91 - 258+53.16	CTH Y	819	MAINLINE EB & WB LANES	1 AND 2
9+35 - 9+76	SODA CREEK RD	151		2
9+00 - 9+76	JACKTAR RD	255		2
9+43.58 - 9+76	BUTLER AVE	158		2
PROJECT TOTAL		31568		
PER PHASE	PHASE 1	15502		
	PHASE 2	16066		

CONCRETE PAVEMENT GAPS
416.0805

LOCATION	NO. OF LANES	EACH	PHASE
202+00 RT	2	1	PHASE 2
205+80 LT	2	1	PHASE 1
209+25 LT	2	1	PHASE 1
210+60 RT	2	1	PHASE 2
212+60 LT	2	1	PHASE 1
214+60 LT	2	1	PHASE 1
226+00 LT	2	1	PHASE 1
226+10 RT	2	1	PHASE 2
242+15 LT	2	1	PHASE 1
250+90 LT	2	1	PHASE 1
CTH Y AT SODA CREEK RD RT	2	1	PHASE 2
CTH Y AT JACKTAR RD RT	2	1	PHASE 2
PROJECT TOTAL		12	

CONCRETE SURFACE DRAINS
416.1010

STATION	LOCATION	C.Y.	PHASE
*197+04.88 RT	CTH Y	1	4
*199+05.72 LT	CTH Y	1	3
9+16.19 RT	STH 76	1	2
9+43.58 RT	BUTLER AVE	1	2
9+48.28 LT	BUTLER AVE	1	2
PROJECT TOTALS		5	
*6432-11-71		2	
4994-00-87		3	

CONCRETE MASONRY ENDWALLS
504.0900

LOCATION	C.Y.	REMARKS
227+16.74 RT, LT	8	3 - 19"X 30" CONC PIPE
PROJECT TOTALS	8	
PER PHASE PHASE 1	4	
PHASE 2	4	

Addendum #3
Revised Sheet 112
February 5, 2009

STATE PROJECT NUMBER: 4994-00-87, 6432-11-71 | HWY: CTH Y | COUNTY: WINNEBAGO | MISCELLANEOUS QUANTITIES | SHEET NO: 112 | E

WSDOT/CADDS SHEET 42

CONTRACT: 20090210024
PROJECT(S): 4994-00-87, 6432-11-71
FEDERAL ID(S): STP 2008486, N/A

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE DOLLARS	UNIT PRICE CTS	BID AMOUNT DOLLARS	BID AMOUNT CTS
0110	204.0215 REMOVING CATCH BASINS	4.000 EACH		.		.
0120	204.0220 REMOVING INLETS	2.000 EACH		.		.
0130	204.0245 REMOVING STORM SEWER (SIZE) 01. 12-INCH	282.000 LF		.		.
0140	204.0245 REMOVING STORM SEWER (SIZE) 02. 15-INCH	8.000 LF		.		.
0150	204.0245 REMOVING STORM SEWER (SIZE) 03. 18-INCH	34.000 LF		.		.
0160	204.9060.S REMOVING (ITEM DESCRIPTION) 01. PULL BOXES	7.000 EACH		.		.
0170	205.0100 EXCAVATION COMMON	36,936.000 CY		.		.
0180	213.0100 FINISHING ROADWAY (PROJECT) 01. 4994-00-87	1.000 EACH		.		.
0190	213.0100 FINISHING ROADWAY (PROJECT) 02. 6432-11-71	1.000 EACH		.		.
0200	305.0110 BASE AGGREGATE DENSE 3/4-INCH	80.000 TON		.		.
0210	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	20,540.000 TON		.		.

CR-Y "R/R QUIET ZONE CROSSING"

CONSTRUCTION NOTES:

COORDINATION WITH THE CN RAILROAD, FLAGGERS AND PERMITTING ARE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

WORK SHALL BE PERFORMED IN ACCORDANCE WITH WisDOT STANDARD SPECIFICATIONS. SEE ATTACHED WisDOT S.D.D'S.

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON CTH Y DURING THE CONTRACT. THE CONTRACTOR SHALL PREPARE AND SUBMIT FOR APPROVAL A TRAFFIC CONTROL PLAN TO THE CITY OF OSHKOSH A MINIMUM OF 10 DAYS PRIOR TO BEGINNING WORK ON THE PROJECT. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MUTCD, LATEST EDITION AND THE ATTACHED S.D.D.'S.

AN ESTIMATED QUANTITY OF BASE AGGREGATE DENSE 1 1/4-INCH HAS BEEN INCLUDED IN THE CONTRACT FOR FINE GRADING AREAS BELOW THE PROPOSED CONCRETE PAVEMENT, CURB & GUTTER, SIDEWALK AND SLOPED NOSE. BASE AGGREGATE DENSE 1 1/4-INCH SHALL ALSO BE USED FOR BACKFILLING THE CURB & GUTTER 18-INCH TYPE A. MAINTAIN EXISTING BASE AGGREGATE IN ALL AREAS.

CTH Y ESTIMATED QUANTITIES

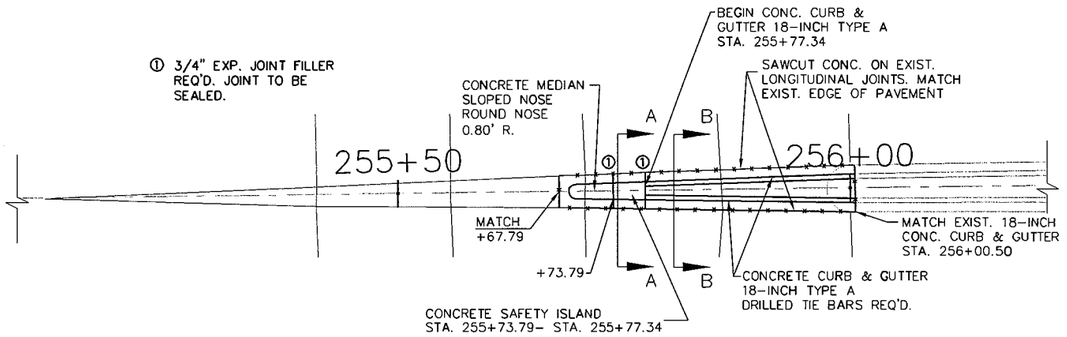
	Description	* WDOT Item No.	Quanity	Unit
	Removing Pavement	204.0100	25	S.Y.
	Base Aggregate Dense 1 1/4" Roadway	305.0120	20	TON
	Drilled Tie Bars	416.0610	50	EACH
	Concrete Curb and Gutter 18-Inch Type A	601.0405	64	L.F.
	Concrete Sidewalk 4-Inch	602.0405	70	S.F.
	Mobilization	619.1000	1	L.S.
	Concrete Median Sloped Nose	620.0300	22	S.F.
	Moving Signs, Type II	638.2102	1	EACH
	Traffic Control	643.0100	1	L.S.
	Pavement Marking Epoxy 4-Inch (Yellow Edgeline)	646.0106	70	L.F.
	Pavement Marking Curb Epoxy (Yellow)	647.0456	10	L.F.
	Pavement Marking Island Nose Epoxy (Yellow)	647.0606	1	EACH
	Sawing Concrete	690.0250	80	L.F.
**	Concrete Joint Sealing	SPV.0090.01	100	L.F.
**	Concrete Safety Island	SPV.0165.01	14.00	SF

*ALL ITEMS TO BE COMPLETED IN ACCORDANCE WITH WisDOT SPECIFICATIONS FOR THE REFERENCED BID ITEM.

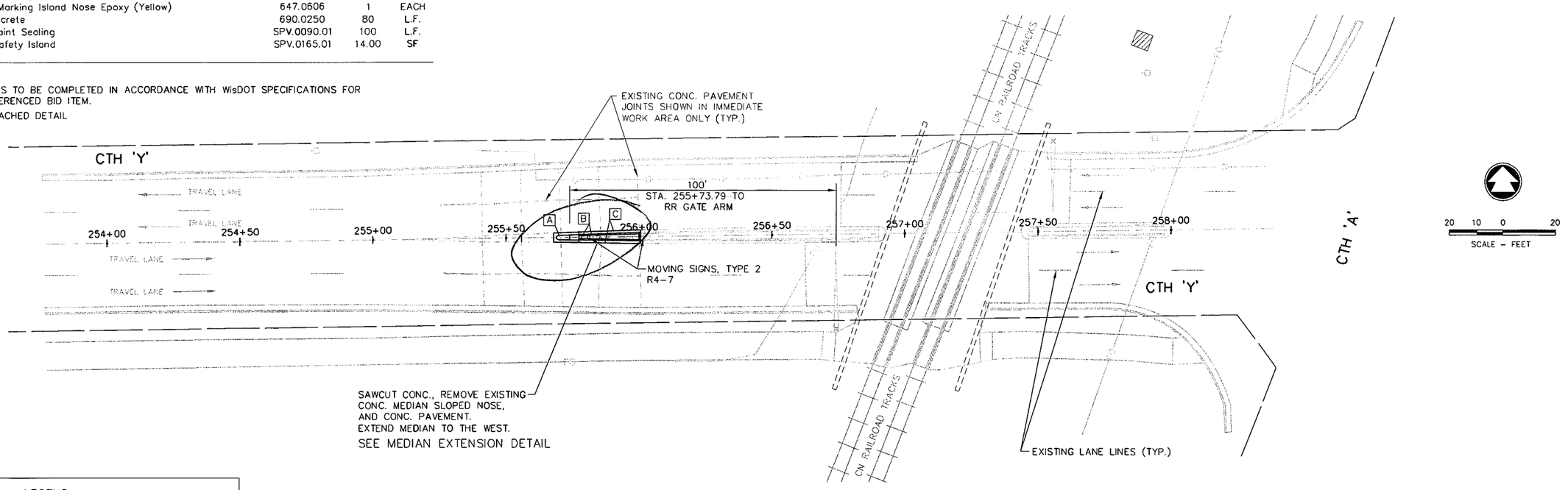
**SEE ATTACHED DETAIL

Per City of Oshkosh Updated 11/11

MEDIAN EXTENSION DETAIL
(NOT TO SCALE)



SEE ATTACHED FOR SECTION VIEWS (A-A & B-B)



LEGEND

SAWING CONCRETE

[A] PAVEMENT MARKING, ISLAND NOSE, EPOXY, YELLOW

[B] PAVEMENT MARKING, CURB, EPOXY, YELLOW

[C] PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH YELLOW

NOTE:
THE UTILITIES SHOWN IN PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND ELEVATIONS OF ALL UTILITIES FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITIES SHALL BE NOTIFIED 72 HRS. PRIOR TO EXCAVATION.

PROJECT NUMBER:	HWY: CTH 'Y'	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET:	E

WISDOT/CADDS SHEET 42

pmagalski W:\PROJECTS\00005\910429\00\03-CTH Y.dwg 09/27/11 8:09 AM (X-QUIET ZONE CROSSINGS, --Align Coords and Rotation, gm_rd, gm_par, gm_cos)

CONSTRUCTION NOTES:

COORDINATION WITH THE CN RAILROAD, FLAGGERS AND PERMITTING ARE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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CTH Y ESTIMATED QUANTITIES

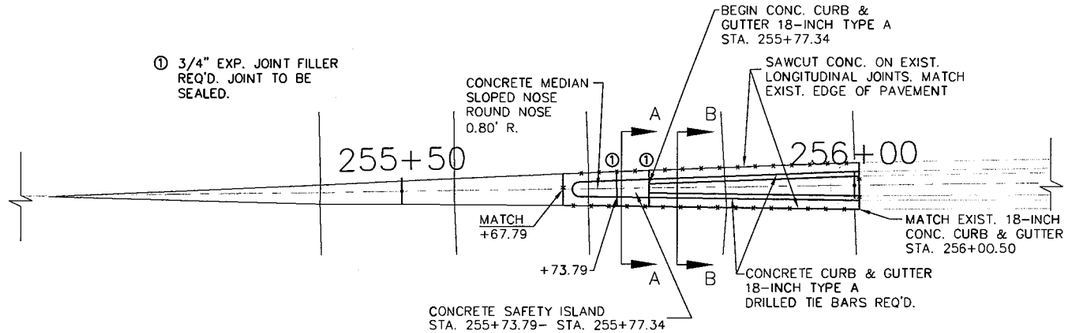
	Description	* WDOT Item No.	Quanity	Unit
	Removing Pavement	204.0100	25	S.Y.
	Base Aggregate Dense 1 1/4" Roadway	305.0120	20	TON
	Drilled Tie Bars	416.0610	50	EACH
	Concrete Curb and Gutter 18-Inch Type A	601.0405	64	L.F.
	Concrete Sidewalk 4-Inch	602.0405	70	S.F.
	Mobilization	619.1000	1	L.S.
	Concrete Median Sloped Nose	620.0300	22	S.F.
	Moving Signs, Type II	638.2102	1	EACH
	Traffic Control	643.0100	1	L.S.
	Sawing Concrete	690.0250	80	L.F.
**	Concrete Joint Sealing	SPV.0090.01	100	L.F.
**	Concrete Safety Island	SPV.0165.01	14.00	SF

* ALL ITEMS TO BE COMPLETED IN ACCORDANCE WITH WisDOT SPECIFICATIONS FOR THE REFERENCED BID ITEM.

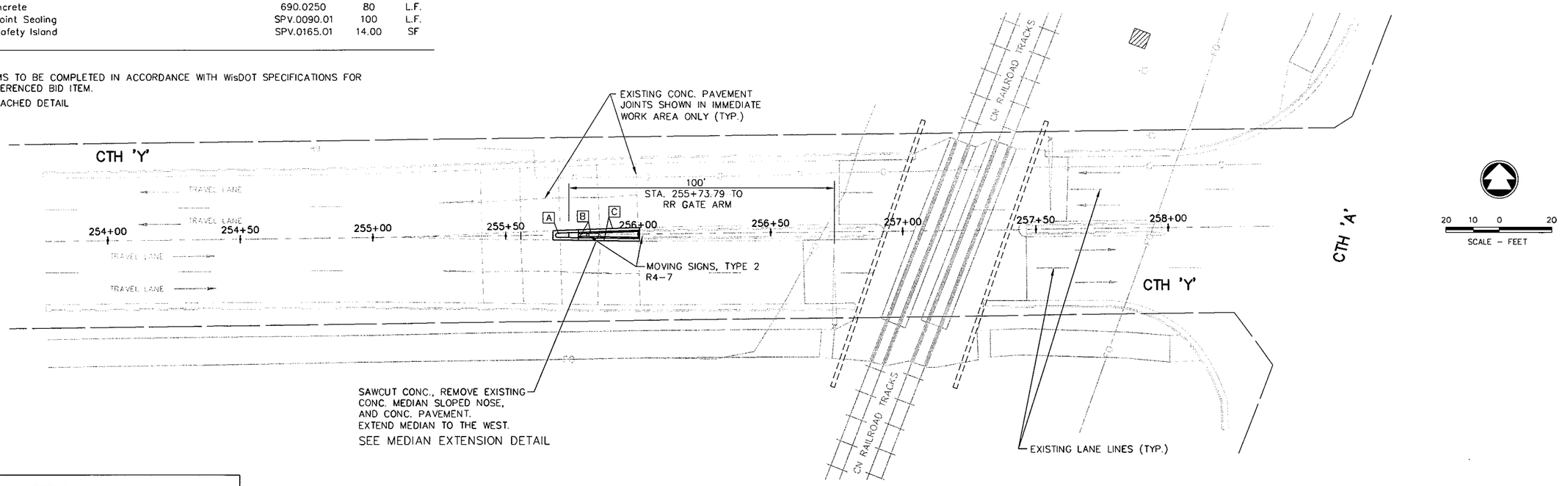
** SEE ATTACHED DETAIL

MEDIAN EXTENSION DETAIL

(NOT TO SCALE)



SEE ATTACHED FOR SECTION VIEWS (A-A & B-B)



LEGEND

- SAWING CONCRETE
- [A] PAVEMENT MARKING, ISLAND NOSE, EPOXY, YELLOW
- [B] PAVEMENT MARKING, CURB, EPOXY, YELLOW
- [C] PAVEMENT MARKING, EDGELINE, EPOXY, 4-INCH YELLOW

NOTE:
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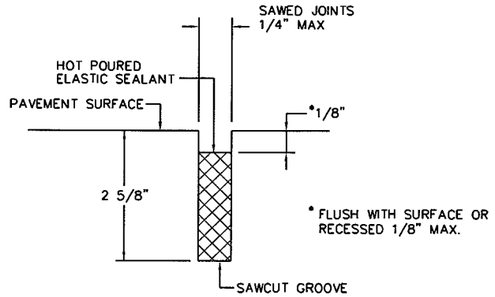
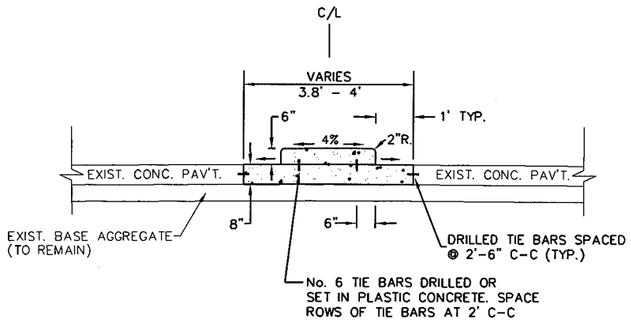
PROJECT NUMBER:	HWY: CTH 'Y'	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET:	E

WISDOT/CADDS SHEET 42

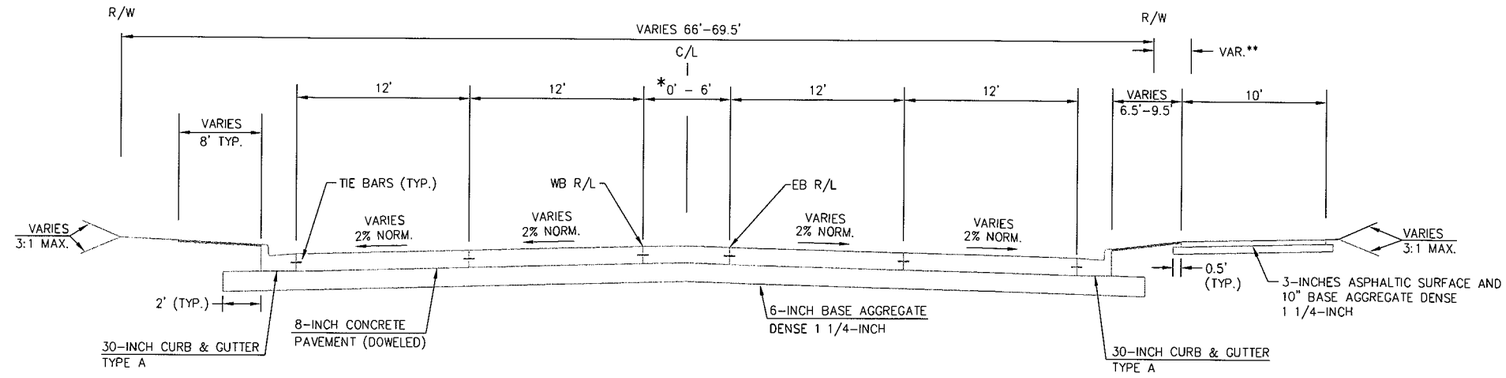


SEAL ALL CONSTRUCTION, LONGITUDINAL, AND TRANSVERSE CONCRETE PAVEMENT, CURB AND GUTTER, EXP. JOINTS AND SLOPED ISLAND NOSE JOINTS INCLUDING THE JOINT BETWEEN THE PAVEMENT AND CURB AND GUTTER.
FURNISH JOINT SEALANT MATERIAL CONFORMING TO THE REQUIREMENTS FOR THE SPECIFICATION FOR JOINT SEALANT, HOT-POURED, FOR CONCRETE AND ASPHALT PAVEMENT, ASTM DESIGNATION: D3405.

JOINT SEALING DETAIL FOR CONCRETE PAVEMENT

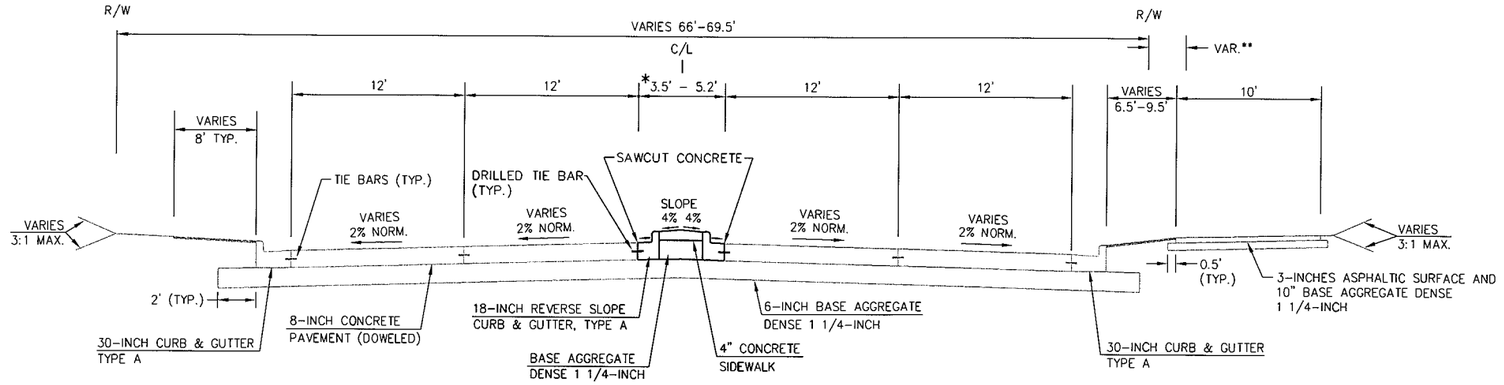


PROPOSED SECTION A-A
CONCRETE SAFETY ISLAND



EXISTING SECTION B-B
C.T.H. 'Y' TYPICAL EXISTING SECTION

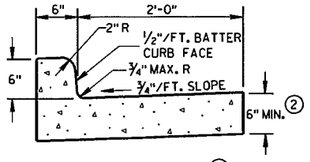
STA. 255+01.14 - STA. 258+53.16
* LIMITS OF RAISED MEDIAN ARE STA. 256+00.50 TO STA 256+93.56 AND STA 257+41.48 TO STA 257+97.00



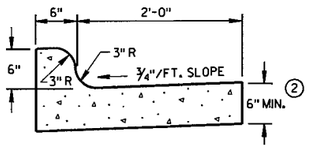
PROPOSED SECTION B-B
C.T.H. 'Y' PROPOSED TYPICAL SECTION FOR MEDIAN EXTENSION

STA. 255+67.79 - STA. 256+00.50
* LIMITS OF RAISED MEDIAN AND CONC. SAFETY ISLAND ARE STA. 255+73.79 TO MATCH STA. 256+00.50

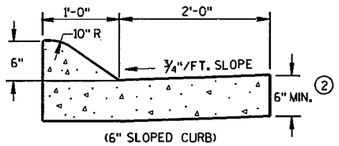
PROJECT NUMBER:	HWY: CTH 'Y'	COUNTY: WINNEBAGO	CONSTRUCTION DETAIL	SHEET:	E



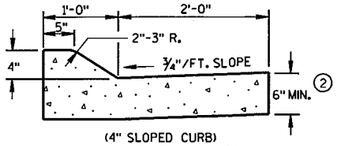
TYPES A & D ①



TYPES K & L ①

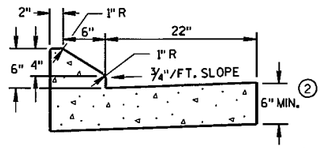


(6" SLOPED CURB)

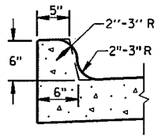


(4" SLOPED CURB)

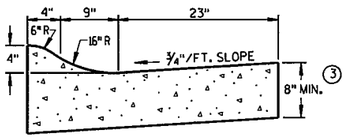
TYPES A & D ①



6" SLOPED CURB TYPES G & J ①

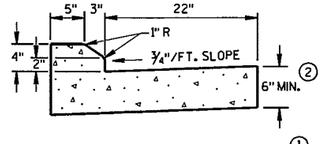


OPTIONAL CURB SHAPE
FOR TYPES K & L ①



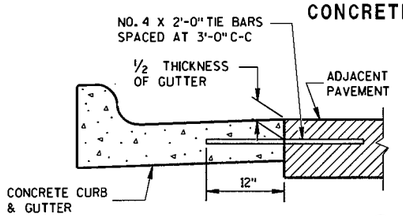
4" SLOPED CURB TYPES R & T ①④

CONCRETE CURB & GUTTER 36"

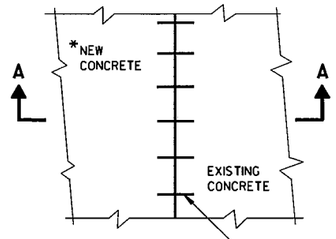


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

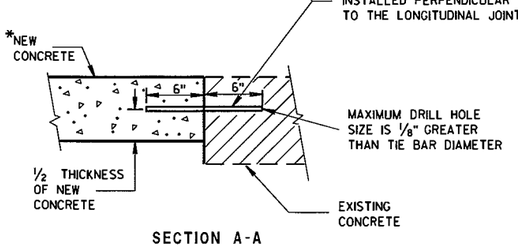


TYPICAL TIE BAR LOCATION ①



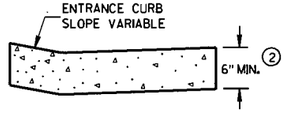
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

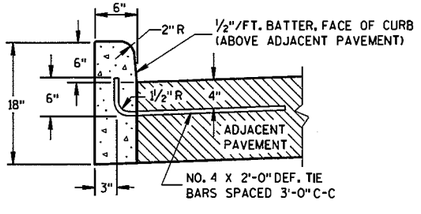


SECTION A-A

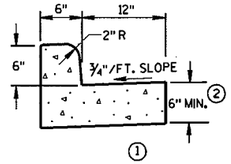
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

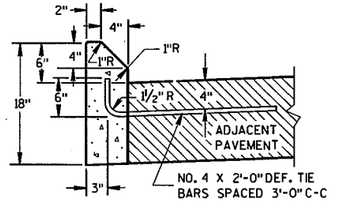


① TYPES A & D



① TYPES A & D

CONCRETE CURB & GUTTER 18"



① TYPES G & J

CONCRETE CURB

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

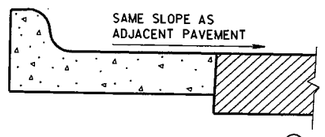
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

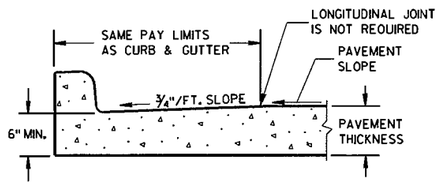
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

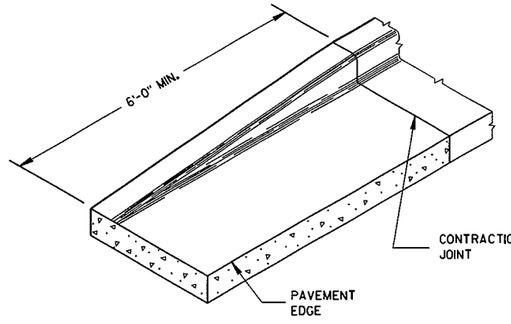
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

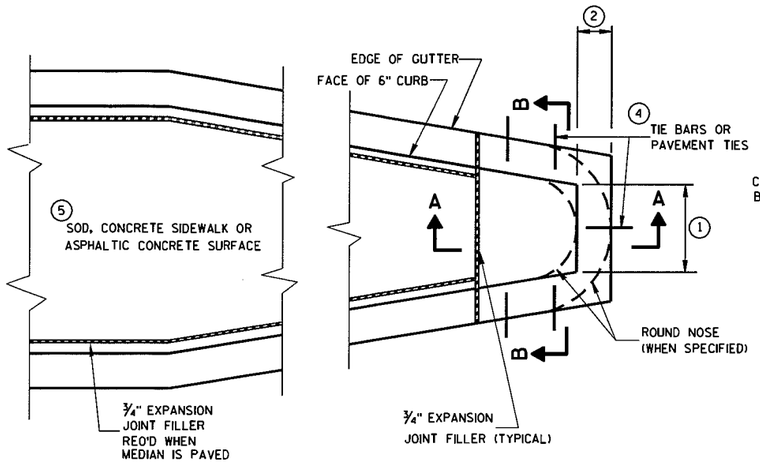
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

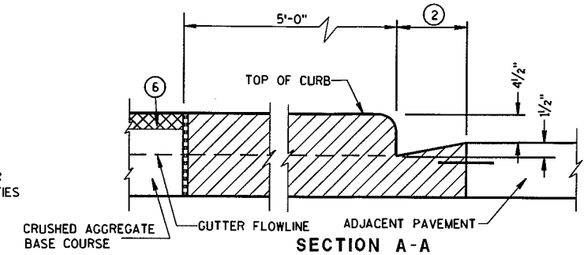
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

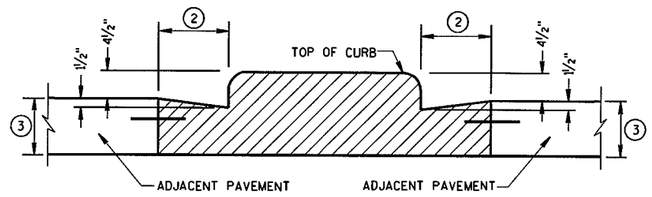
6

S.D.D. 8 D 1-17





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

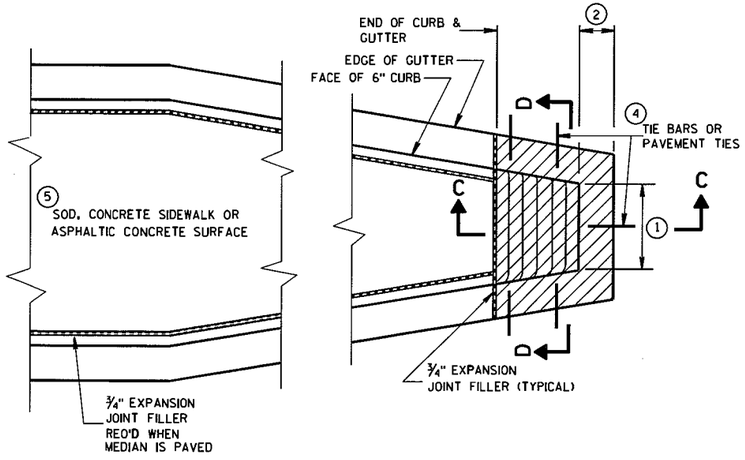
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

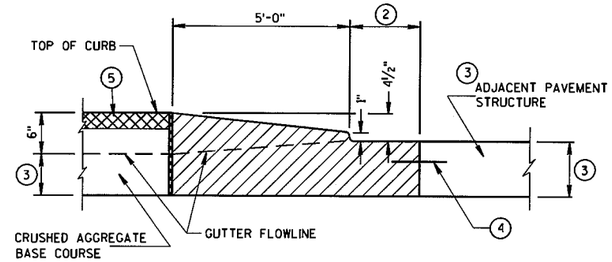
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

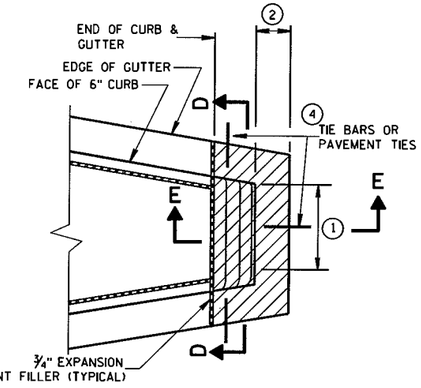
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

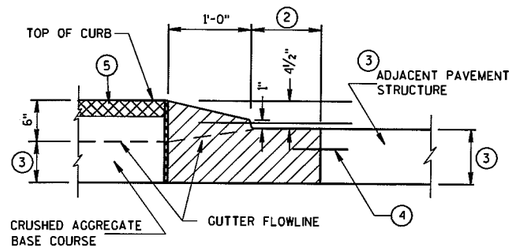




SECTION C-C

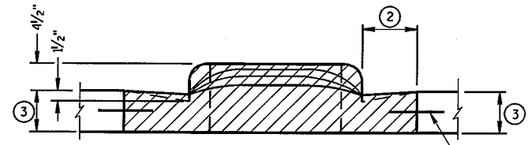
CONCRETE MEDIAN SLOPED NOSE TYPE 1





SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/8/06 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

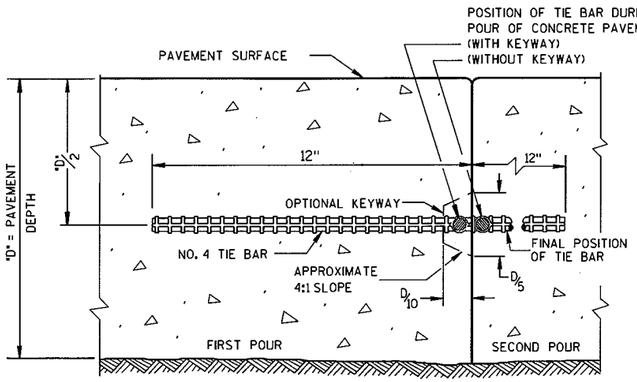
6

S.D.D. 11B 2-2

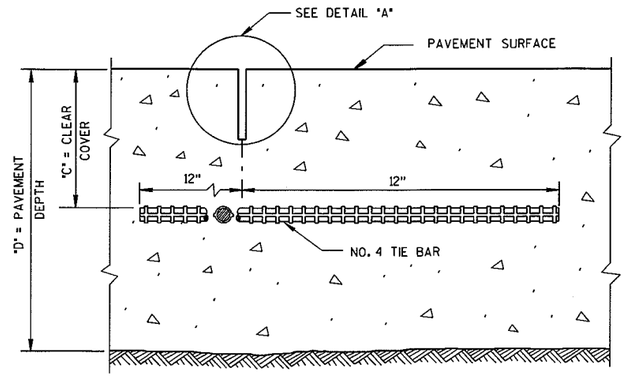
6

S.D.D. 11B 2-2

13C1: Concrete Pavement Longitudinal Joints and Ties



CONSTRUCTION JOINT



SAWED JOINT

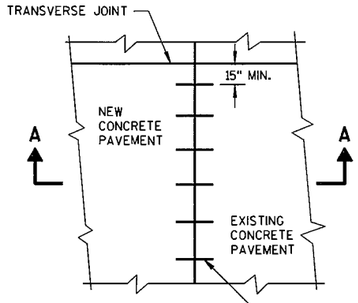
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

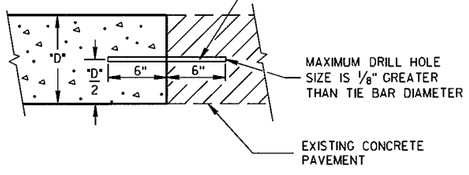
CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

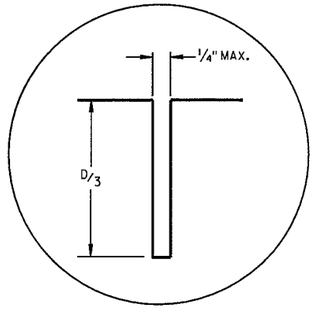
(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

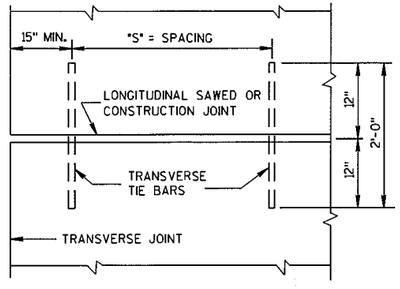


SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH	
		24' OR 26'	≥30'
6, 6 1/2"	3"±1/2"	48"	42"
7, 7 1/2"	3 1/4"±1"	45"	36"
8, 8 1/2"	3 3/4"±1"	39"	30"
9, 9 1/2"	4 1/4"±1"	33"	27"
10, 10 1/2"	4 3/4"±1"	30"	24"
11, 11 1/2"	5 1/4"±1"	27"	21"
12"	5 3/4"±1"	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-5-2010 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER
FHWA

6

S.D.D. 13 C 1-15

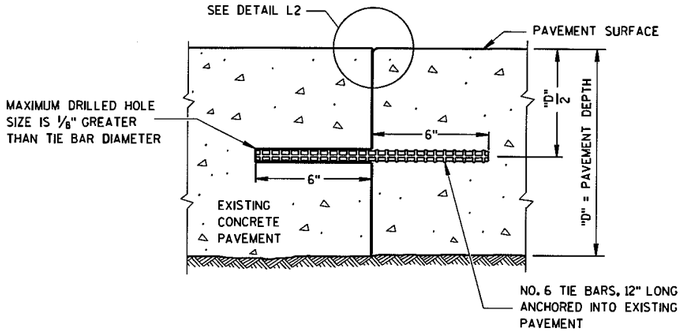
6

S.D.D. 13 C 1-15

GENERAL NOTES

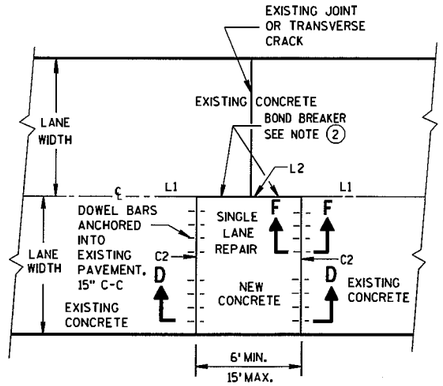
1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

2. USE AN ENGINEER-APPROVED BOND BREAKER FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.



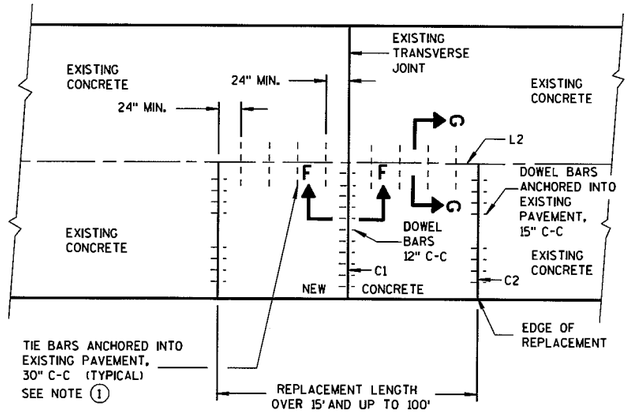
SECTION G-G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

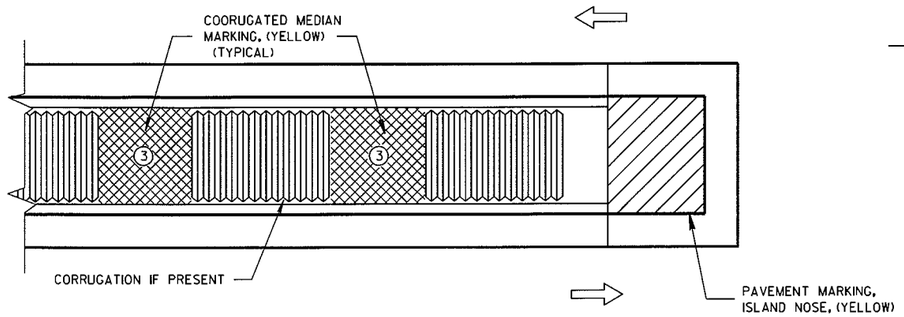
APPROVED
12-11-09 DATE
/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER
FHWA

6

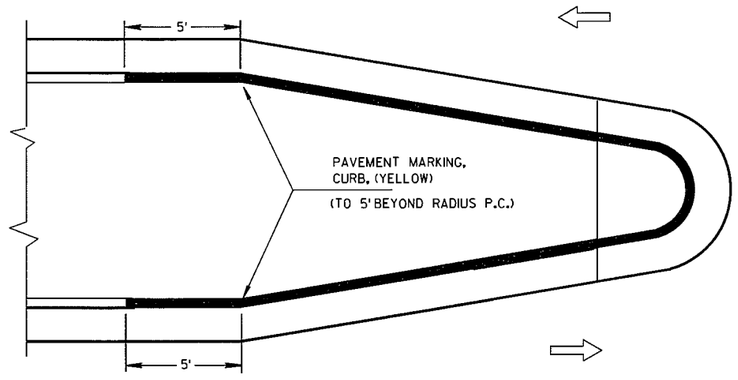
6

S.D.D. 13 C 9-8c

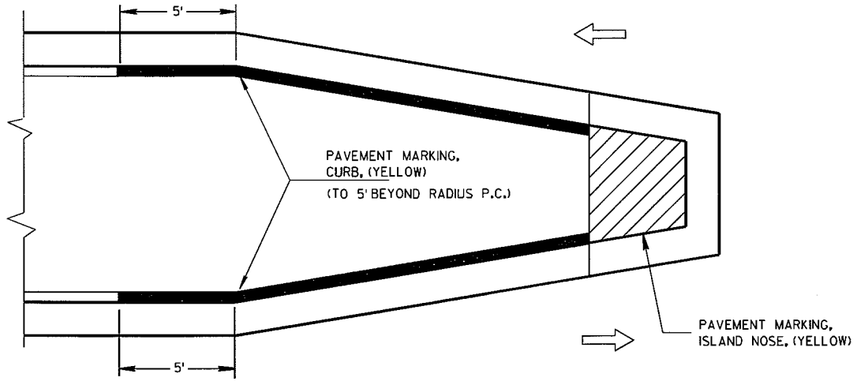
S.D.D. 13 C 9-8c



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

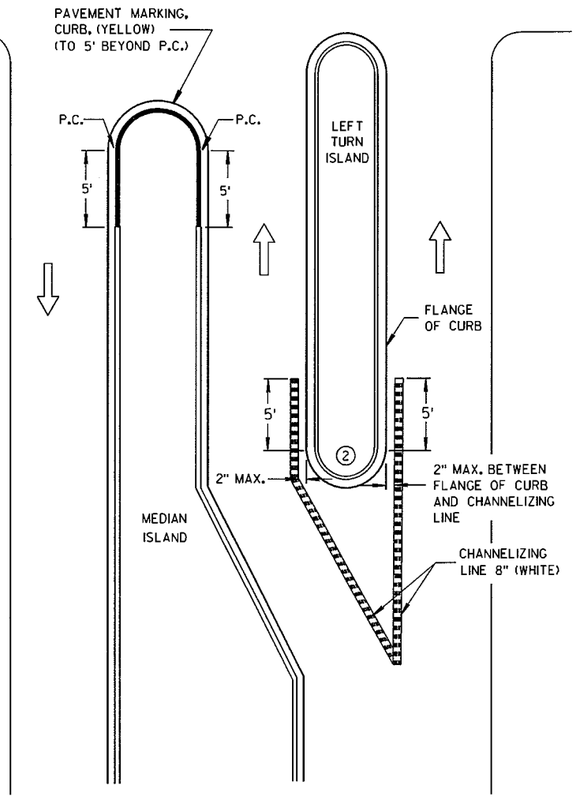


MEDIAN ISLAND WITH ROUND BLUNT NOSE

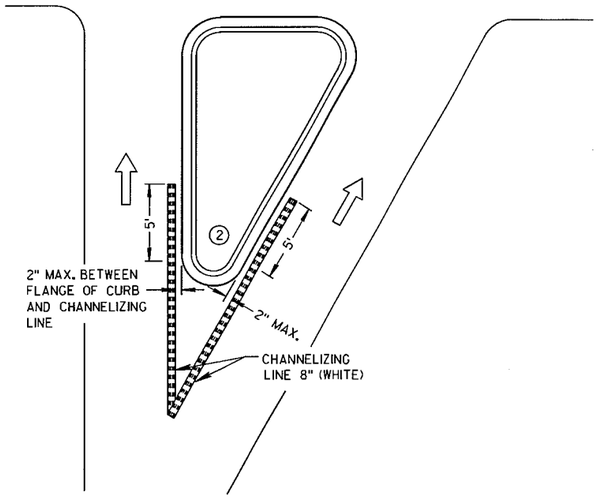


MEDIAN ISLAND WITH SLOPED NOSE

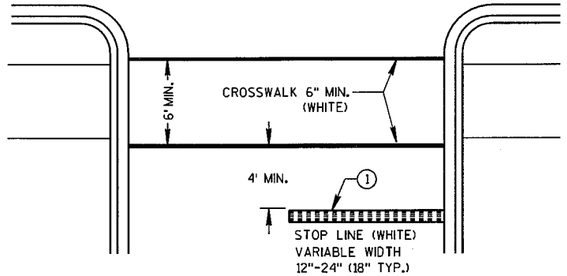
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

GENERAL NOTES

1. STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
3. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

LEGEND

- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-14f

6

S.D.D. 15 C 8-14f

15D12: Traffic Control, Lane Closure, Speeds Greater than 40 M.P.H.

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"W0" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

① CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

GENERAL NOTES CONTINUED:

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

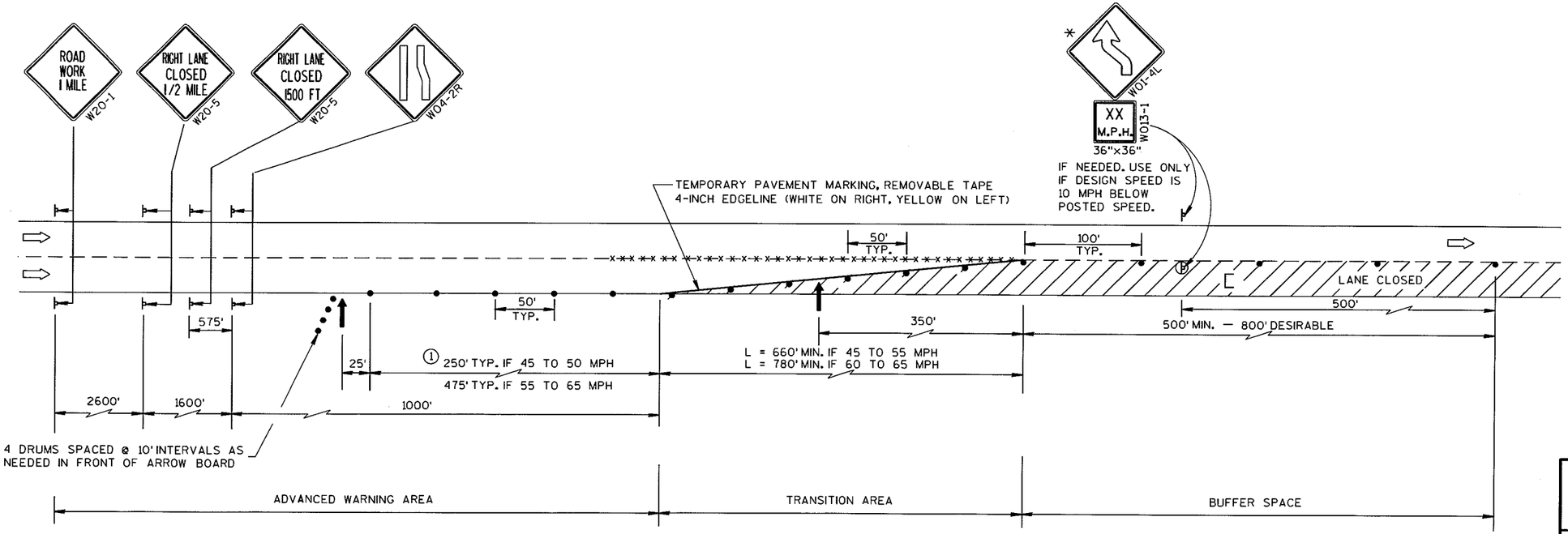
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

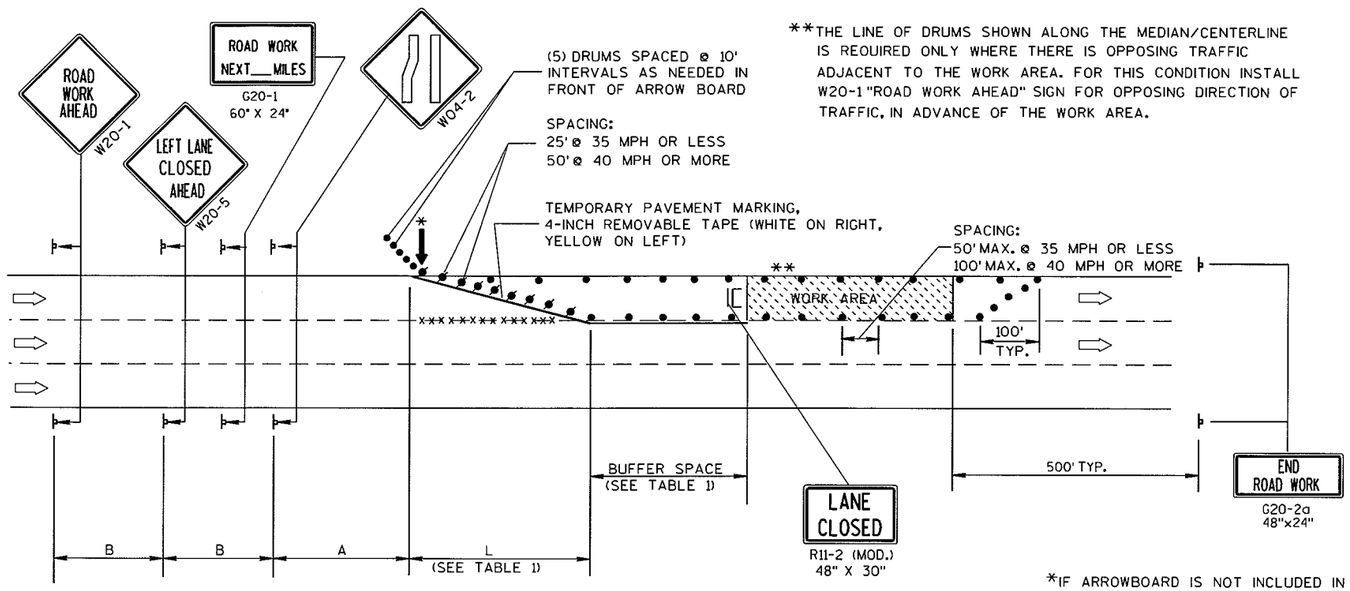
* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-7-95 — DATE
/S/ Chester J. Spang — DIRECTOR, OFFICE OF TRAFFIC
FHWA



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

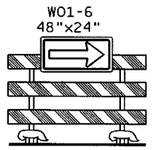


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
/S/ Chester J. Spang
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6
S.D.D. 15 D 20-1