

CITY OF SUPERIOR K-STREET STORM SEWER REPAIR PHASE II RECORD DRAWINGS

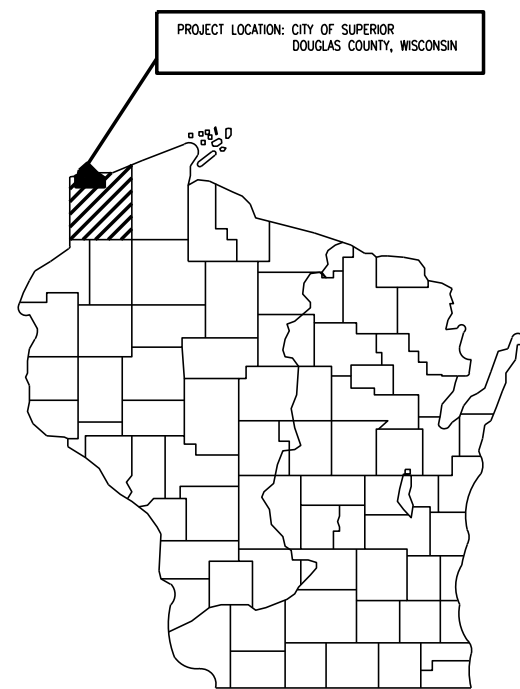
SUPERIOR, WISCONSIN
JANUARY 25, 2021

RECORD DRAWING NOTE

THE RECORD DRAWINGS ARE A COMPILED REPRESENTATION OF THE CONSTRUCTED PROJECT BASED ON THE CONSTRUCTION INFORMATION PROVIDED BY THE FOLLOWING:

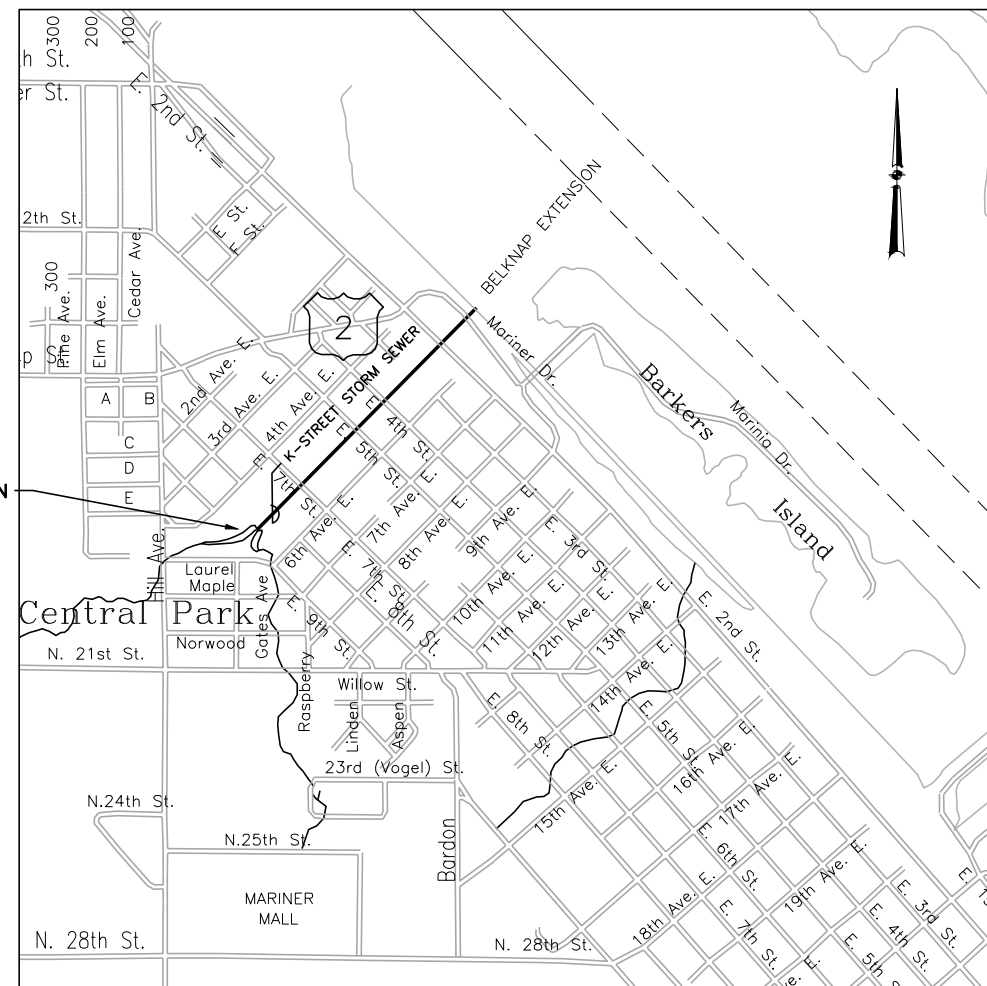
- PCI ROADS

THE ACCURACY OF THE INFORMATION CANNOT BE GUARANTEED.



WISCONSIN

PROJECT LOCATION



SHEET NUMBER	DRAWING NUMBER	DRAWING DESCRIPTION
001-GENERAL		
1		COVER SHEET
2	001-G-1	GENERAL LEGEND / STRUCTURAL LEGEND / GENERAL SITE LEGEND
002- SITE DEVELOPMENT		
3	CIVIL 002-CK-1	SITE KEY MAP
4	002-CP-1	REPAIR PLAN STA 24+03 - STA 21+93
5	002-CP-2	REPAIR PLAN STA 21+93 - STA 19+46
6	002-CP-3	REPAIR PLAN STA 19+46 - STA 16+97
7	002-CP-4	REPAIR PLAN STA 16+97 - STA 14+49
8	002-CP-5	REPAIR PLAN STA 14+49 - STA 12+01
9	002-CP-6	REPAIR PLAN STA 12+01 - STA 9+53
10	002-CP-7	REPAIR PLAN STA 9+53 - STA 7+05
11	002-CP-8	REPAIR PLAN STA 7+05 - STA 4+58
12	002-CP-9	REPAIR PLAN STA 4+58 - STA 2+30
13	002-CP-10	REPAIR PLAN STA 2+30 - STA 0+00
999- STANDARD DETAILS		
14	CIVIL 999-C-1	K-STREET STORM SEWER EXISTING CONDITIONS
15	999-C-2	K-STREET STORM SEWER EXISTING CONDITIONS
16	999-C-3	REPAIR DETAILS
17	999-C-4	REPAIR DETAILS
18	999-C-5	TRAFFIC CONTROL DETAILS

PREPARED FOR:



CITY OF SUPERIOR
1316 NORTH 14TH STREET
SUPERIOR, WI 54880

PREPARED BY



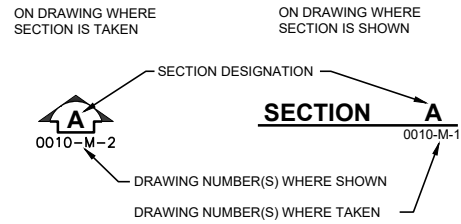
3311 WEEDEN CREEK ROAD
SHEBOYGAN, WISCONSIN
53081 920-208-0296

GENERAL LEGEND

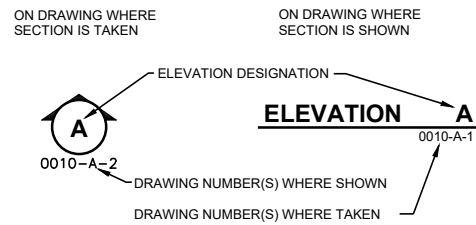
DISCIPLINE IDENTIFIER

DISCIPLINE	DISCIPLINE IDENTIFIER	DISCIPLINE STANDARD DETAIL NUMBERS
GENERAL	G	NONE
SITE	C	C001 - C999
SITE REMOVAL	CR	NONE
SITE FACILITIES	CF	NONE
SITE KEY	CK	NONE
SITE GRADING	CG	NONE
SITE PIPING	CP	NONE
SITE PIPING REMOVAL	CPR	NONE
INSTRUMENTATION AND CONTROL	N	N001 - N999
REMOVALS	R	NONE
ISOMETRIC VIEW	IV	NONE
PILING	F	NONE
ARCHITECTURAL	A	A001 - A999
STRUCTURAL	S	S001 - S999
PROCESS-MECHANICAL	M	M001 - M999
PLUMBING	P	P001 - P999
HVAC	H	H001 - H999
ELECTRICAL	E	E001 - E999

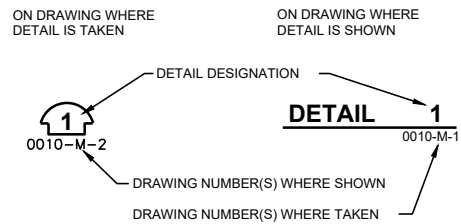
SECTION DESIGNATION



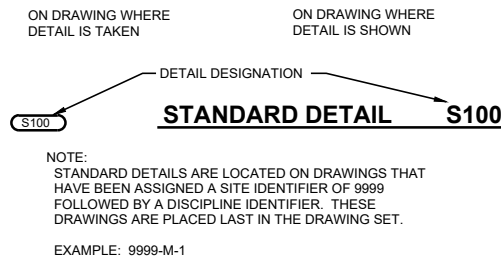
CASEWORK ELEVATION DESIGNATION



DETAIL DESIGNATION



STANDARD DETAIL DESIGNATION



GENERAL NOTES:

- DIMENSIONS OR COORDINATES TAKE PRECEDENCE OVER SCALE. CONTRACTORS TO VERIFY ALL DIMENSIONS AND COORDINATES IN THE FIELD FOR PROPER FIT AND ALIGNMENT.
- THE CONTRACTOR SHALL CONTACT THE DIGGER'S HOTLINE AT 1-800-242-8511 A MINIMUM OF 72 HOURS PRIOR TO PERFORMING ANY EARTH MOVING OR EXCAVATION ACTIVITIES. THE CONTRACTOR SHALL ALSO CONTACT ANY OTHER UTILITIES WHICH MAY BE PRESENT WHICH ARE NOT PART OF THE ONE CALL SYSTEM.
- EXISTING BURIED UTILITIES SHOWN IN PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH THE AVAILABLE RECORDS AND FIELD INFORMATION AVAILABLE TO THE ENGINEER. OTHER UTILITIES MAY ALSO BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING FROM THE OWNERS OF THE EXISTING UTILITIES THE LOCATION OF THEIR BURIED FACILITIES. ANY UTILITIES DAMAGED OR DESTROYED BY THE CONTRACTOR'S OPERATIONS WHETHER SHOWN ON THE DRAWINGS OR NOT, SHALL BE REPLACED OR REPAIRED TO THE UTILITY'S SATISFACTION AT NO COST TO THE OWNER.
- IF UTILITY FACILITIES OTHER THAN THOSE SHOWN ARE LOCATED, OR IF UTILITIES ARE LOCATED WHICH ARE NOT IN ACCORDANCE WITH THE LOCATION SHOWN ON THE DRAWINGS, THE ENGINEER SHALL BE NOTIFIED TO DETERMINE IF PLAN REVISIONS ARE NEEDED. CONTRACTOR IS REQUIRED TO FIELD LOCATE ALL CROSSING UTILITIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION ACTIVITIES TO ALLOW ENGINEER TO REVISE LOCATIONS OF NEW FACILITIES TO AVOID CONFLICTS WITHOUT ADDITIONAL COST TO OWNER.
- ACCESS CONSTRAINTS TO BE PLACED ON THE CONTRACTOR FOR THE PROJECT ARE SPECIFIED IN SECTION 01110 OF THE SPECIFICATIONS.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SITE FACILITIES DURING CONSTRUCTION. CONTRACTOR SHALL PLAN HIS WORK SEQUENCE AND ACTIVITIES TO ENSURE THAT HIS WORK DOES NOT INTERFERE WITH PUBLIC NEEDS OR PUBLIC FACILITIES OPERATIONS, DELIVERIES, PICKUPS OR OTHER ACCESS NEEDS.
- THE CONTRACTOR SHALL COORDINATE THE ACTIVITIES OF HIS PERSONNEL, SUBCONTRACTORS, AND UTILITIES PERFORMING WORK ON THIS PROJECT. THE CONTRACTOR SHALL ALSO COORDINATE WITH CITY CREWS AND OTHER CONTRACTORS WORKING IN OR NEAR THE PROJECT AREA.
- THE CONTRACTOR SHALL MAINTAIN ON FILE WITH THE OWNER AND ENGINEER A CURRENT LIST OF EMERGENCY TELEPHONE NUMBERS FOR THE CONTRACTORS SUPERVISORY PERSONNEL ASSIGNED TO THIS PROJECT. NO LESS THAN 2 NAMES WITH 24 HOUR PHONE NUMBERS SHALL BE INCLUDED.
- ELEVATIONS CALLED OUT ON THE DRAWINGS ARE TYPICALLY AT THE "INVERT" OR BOTTOM OF PIPES AND STRUCTURES, ALONG THE FLOW LINE IN GUTTERS AND SWALES, AND AT THE "RIM" OR TOP (FINISHED GRADE) OF THE FRAME AND COVERS. OTHER ELEVATIONS ARE SPECIFICALLY NOTED.
- UNLESS NOTED OTHERWISE RESTORATION OF EXISTING SANITARY SEWERS AND SERVICE LINES, WATER MAINS AND SERVICE LINES, STORM SEWERS, OTHER UTILITIES, SIDEWALKS, CURBS, DRIVEWAYS, STREETS OR OTHER IMPROVEMENTS NOT SHOWN AS BEING REMOVED, REPLACED OR MODIFIED BY THE PROJECT IS REQUIRED ONLY TO THE EXTENT THEY ARE DAMAGED OR DISTURBED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL RESTORE ALL DAMAGED AND DISTURBED IMPROVEMENTS TO THE IMPROVEMENT OWNERS AND ENGINEERS SATISFACTION.
- WHERE NEW WORK ABUTS EXISTING WHICH ARE TO REMAIN IN PLACE, THE CONTRACTOR SHALL PROVIDE NEAT SAWCUTS, FULL DEPTH AT THE LIMIT OF CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE SUPPORT AND SHALL MAINTAIN SERVICE TO ALL ABOVE AND BELOW GRADE UTILITIES INCLUDING POLES, CABLES, WIRES, WATER, GAS, STORM, AND SANITARY FACILITIES, OR WITH THE WRITTEN CONCURRENCE OF THE UTILITY OWNER, MAY REMOVE, STORE, REINSTALL AND REPLACE AS NECESSARY.
- CONTRACTOR IS RESPONSIBLE FOR SITE SAFETY DURING CONSTRUCTION OF THE PROJECT.
- AS PART OF THE CONTRACTORS RESPONSIBILITIES A DETAILED SET OF RECORD DRAWINGS SHALL BE KEPT TO RECORD CHANGES OR DEVIATIONS FROM THE PLANS AND TO SHOW EXISTING UNDERGROUND UTILITIES OR OTHER FEATURES ENCOUNTERED DURING CONSTRUCTION.

STRUCTURAL LEGEND

ABBREVIATIONS

ADDL	ADDITIONAL	MFR	MANUFACTURER
AL	ALUMINUM	MH	MANHOLE
ALT	ALTERNATE	MIN	MINIMUM
B/	BOTTOM OF	MO	MINIMUM MASONRY OPENING
BLDG	BUILDING	NO. or #	NUMBER
BLK	BLOCK	NTS	NOT TO SCALE
BOT	BOTTOM	OC	ON CENTER
€	CENTERLINE	OPNG	OPENING
CJT	CONTROL JOINT	PCC	PLAIN CEMENT CONCRETE
CLR	CLEAR	€	PREFORMED JOINT FILLER
CMU	CONCRETE MASONRY UNIT	PJF	RISER
COL	COLUMN	R	RADIUS
CONC	CONCRETE	RD	ROOF DRAIN
CONT	CONTINUOUS	REINF	REINFORCING
CONTR JT	CONTRACTION JOINT	REQD	REQUIRED
DBL	DOUBLE	SIM	SIMILAR
DIA	DIAMETER	SPA	SPACE OR SPACING
DIP	DUCTILE IRON PIPE	SS	STAINLESS STEEL
DN	DOWN	STL	STEEL
DWG	DRAWING	SQ	SQUARE
EA	EACH	T	TREAD
EF	EACH FACE	T/	TOP OF
EL	ELEVATION	T/S	TOP OF STEEL
EQUIP	EQUIPMENT	T&B	TOP AND BOTTOM
EW	EACH WAY	TYP	TYPICAL
EXP	EXPANSION	UNO	UNLESS NOTED OTHERWISE
EXP JT	EXPANSION JOINT	VERT	VERTICAL
EXT	EXTERIOR	W/	WITH
FD	FLOOR DRAIN	WD	WOOD
FTG	FOOTING	WWF	WELDED WIRE FABRIC
GA	GAUGE	WS	WATERSTOP
GALV	GALVANIZED		
HORZ	HORIZONTAL		
HP	HIGH POINT		
INSUL	INSULATION		
INT	INTERIOR		
LLH	LONG LEG HORIZONTAL		
LLV	LONG LEG VERTICAL		
LP	LOW POINT		

ABBREVIATIONS

AVG	AVERAGE	MAX	MAXIMUM
B/	BOTTOM OF	MFR	MANUFACTURER
BF	BLIND FLANGE	MH	MANHOLE
BFP	BACKFLOW PREVENTER	MIN	MINIMUM
€	CENTERLINE	MJ	MECHANICAL JOINT
CO	CLEAN OUT	NO. OR #	NUMBER
CONT	CONTINUATION	NTS	NOT TO SCALE
CPVC	CHLORINATED POLYVINYL CHLORIDE	OC	ON CENTER
		OD	OUTSIDE DIAMETER
DEG or °	DEGREE	P&ID	PROCESS AND INSTRUMENTATION DIAGRAM
DIA	DIAMETER	PCP	PRESTRESSED CONCRETE PIPE
DIP	DUCTILE IRON PIPE	PL	PROPERTY LINE
DWG	DRAWING	PVC	POLYVINYL CHLORIDE
ECC	ECCENTRIC	RCP	REINFORCED CONCRETE PIPE
EL	ELEVATION	RED	REDUCER
ELL	ELBOW	RMJ	RESTRAINED MECHANICAL JOINT
EXIST	EXISTING	SR	SHORT RADIUS
EA	EACH WAY	SST	STAINLESS STEEL
EXP	EXPANSION	STD	STANDARD
FCA	FLANGED COUPLING ADAPTOR	STL	STEEL
FLG	FLANGE		
FL	FLOOR	T/	TOP OF
		TYP	TYPICAL
GALV	GALVANIZED	W/	WITH
HB	HOSE BIB	WO	WITHOUT
HP	HIGH POINT	WL	WATER LEVEL
HWL	HIGH WATER LEVEL		
ID	INSIDE DIAMETER	YR	YEAR
IP	IRON PIN		
INV	INVERT		
LP	LOW POINT		
LR	LONG RADIUS		
LWL	LOW WATER LEVEL		

GENERAL SITE LEGEND

☐	POWER POLE
☐○	STREET LIGHT
→	GUY WIRE ANCHOR
☐	GUY POLE
⊗	WATER VALVE
⊙	WATER METER
⊙	GAS METER
⊙	FIRE HYDRANT
⊙	STORM INLET
⊙	TELEPHONE PEDESTAL
⊙	DECIDUOUS TREES & SIZE
⊙	FLAG POLE
— SAN —	SANITARY SEWER
— ST —	STORM SEWER
— OE —	OVERHEAD ELECTRIC LINE
— G —	NATURAL GAS MAIN
— X —	FENCE LINE
— W —	WATER MAIN
	RAILROAD

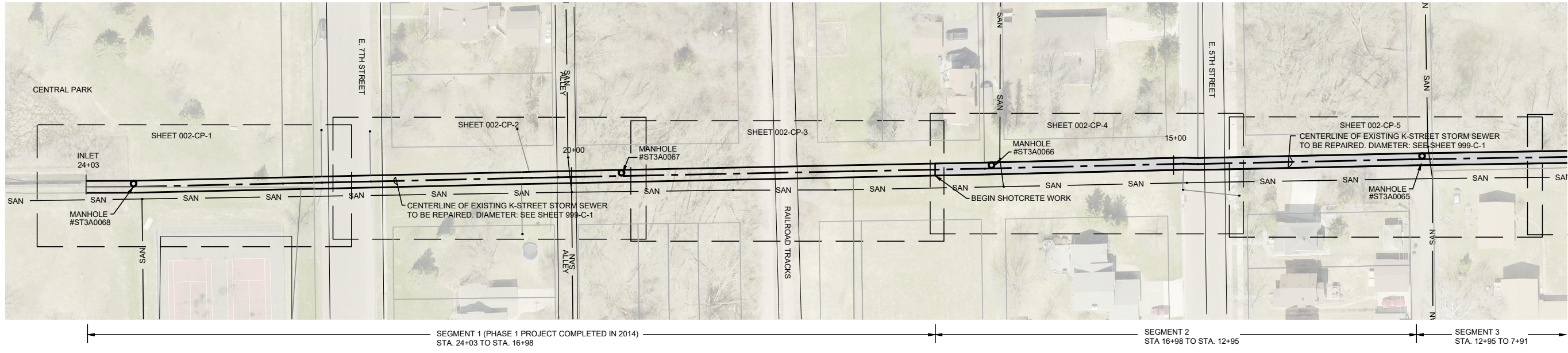
ALL ITEMS SHOWN IN HALF TONE ARE EXISTING.
ALL ITEMS SHOWN IN FULL TONE ARE REPAIRS.

Date	
Checked By	
Drawn By	
Revision Number	
1	TJT
2	TJT
3	JCH
4	EJL
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RECORD DRAWING
REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR
BY: RYAN SPELLMAN DATE: 07/20/2021

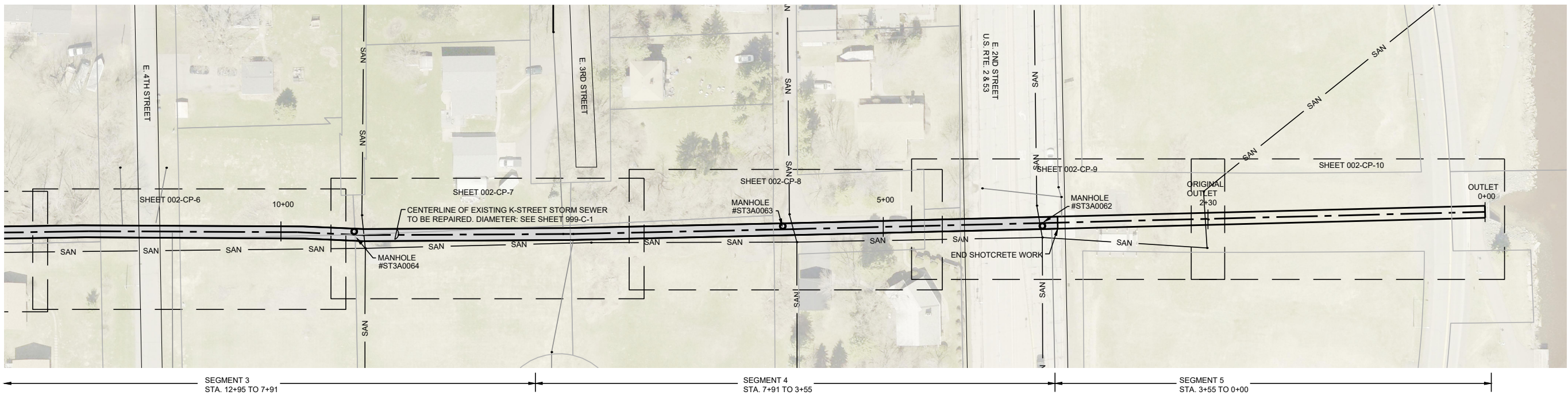
CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI

GENERAL LEGEND / STRUCTURAL LEGEND / GENERAL SITE LEGEND



GENERAL NOTES:

- SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSION AND MATERIAL INFORMATION.
- STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.



RECORD DRAWING
 REVISED TO CONFORM TO
 CONSTRUCTION RECORDS
 PROVIDED BY CONTRACTOR
 BY: RYAN SPELLMAN DATE: 07/20/2021

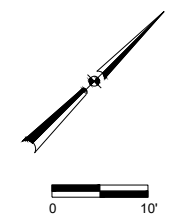
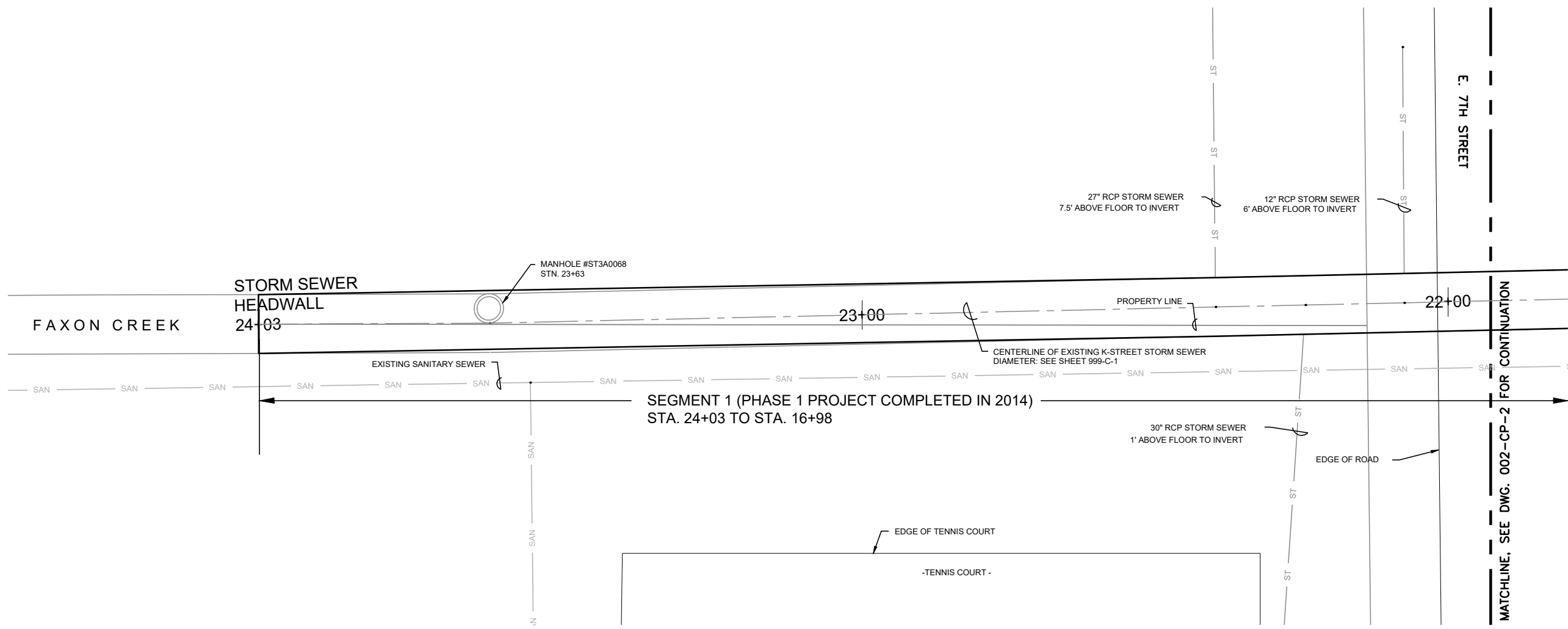
Revision Number	
Revision Description	
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CK1.DWG
Project No.	13786
Project Date	01/25/2021

CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
SITE KEY

DONOHUE

Sheet No. **3**

Drawing No. **002-CK-1**



GENERAL NOTES:

1. SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
3. NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL LOCATE LATERALS SHOWN IN THE INSPECTION REPORT AND IDENTIFY ANY OTHERS IF THE LATERALS WERE NOT SHOWN. ACTIVE LATERALS SHALL REMAIN FUNCTIONAL.
4. WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
5. AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.

**NO WORK ON THIS SHEET
SHOWN FOR CONTINUITY**

Revision Number	Revision Description	Drawn By	Checked By	Date
1	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			

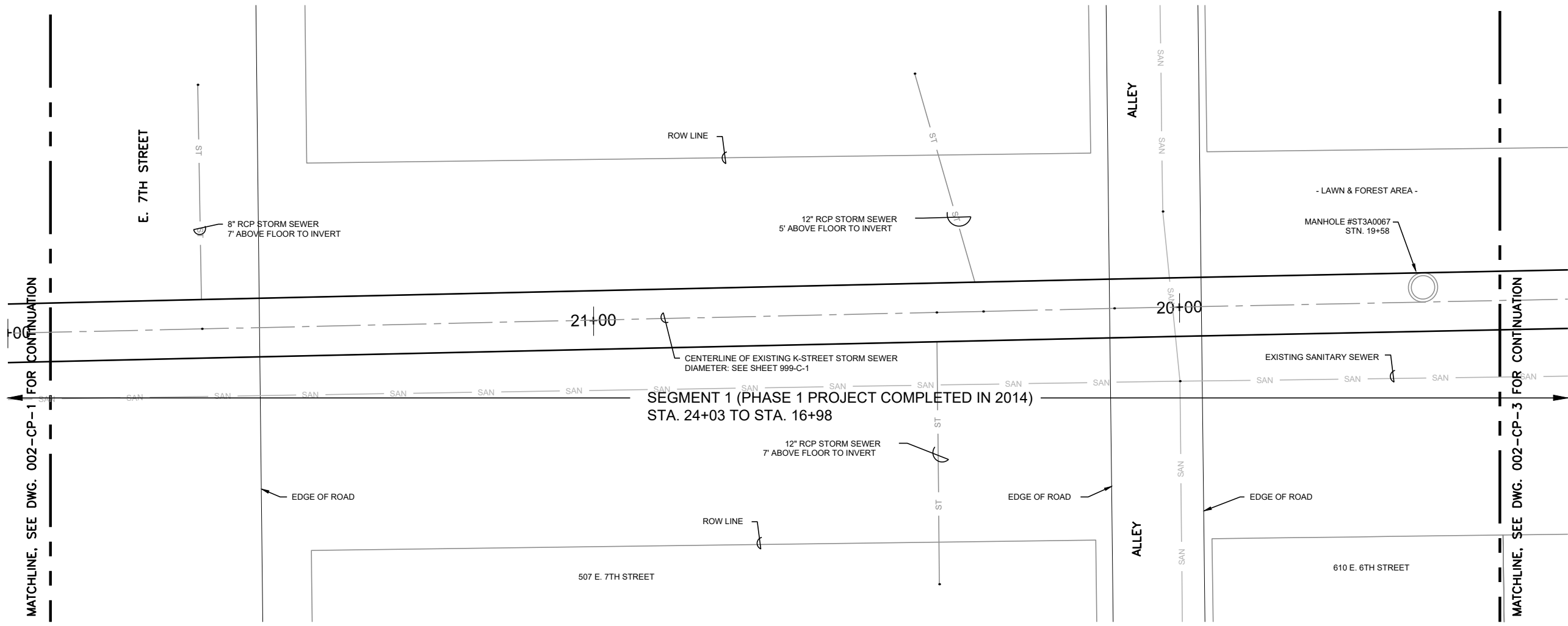
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

**CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 24+03 TO STA. 21+93**

DONOHUE

Sheet No. **4**

Drawing No. **002-CP-1**



GENERAL NOTES:

1. SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
3. NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
4. WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
5. AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.

**NO WORK ON THIS SHEET
SHOWN FOR CONTINUITY**

Revision Number	Revision Description	Drawn By	Checked By	Date
1	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			

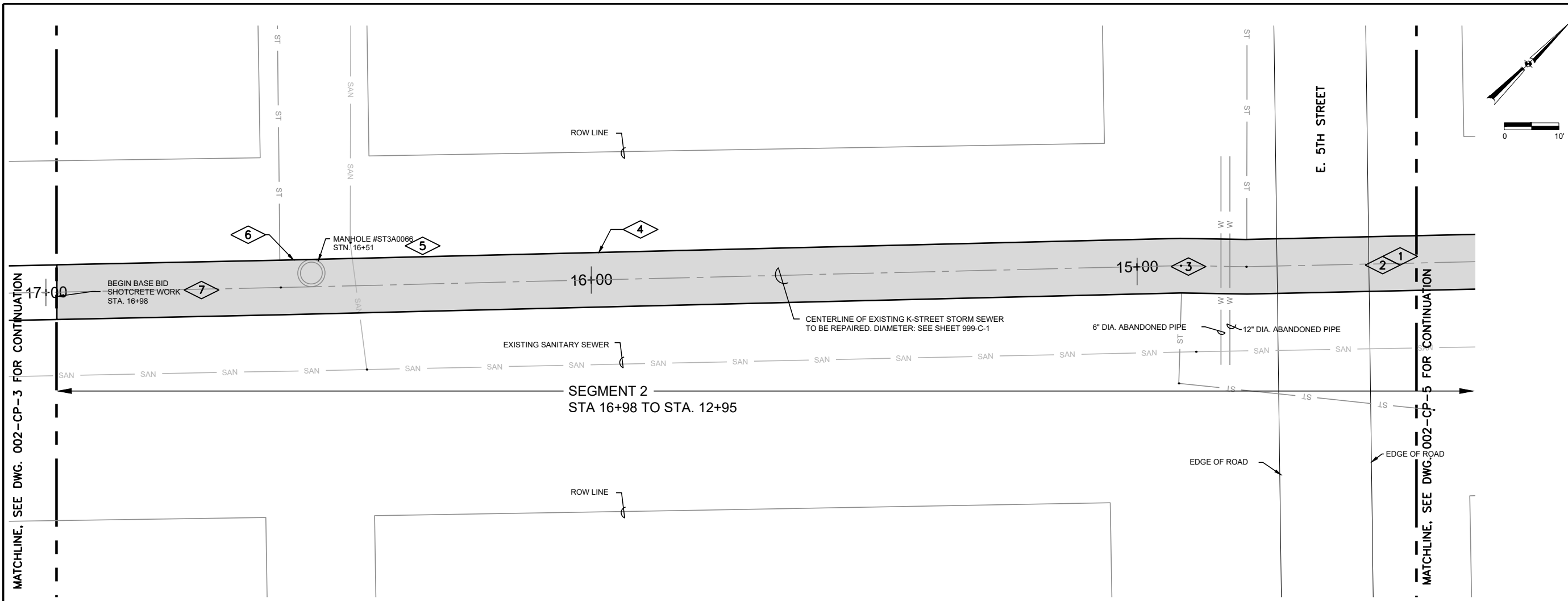
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

**CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 21+93 TO STA. 19+46**

DONOHUE

Sheet No. **5**

Drawing No. **002-CP-2**



Revision Number	Revision Description	Drawn By	Checked By	Date
1	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			
Designed By	TJT	Drawn By	TJT	
Checked By	JCH	Approved By	EJL	
Filename	002CP1.DWG	Project No.	13786	
Project Date	01/25/2021			

GENERAL NOTES:

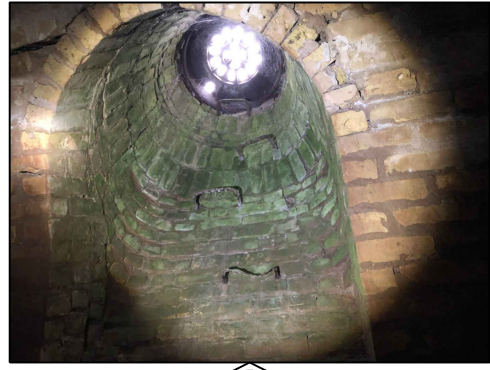
- SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
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- NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
- WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
- AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.
- PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

PLAN NOTES:

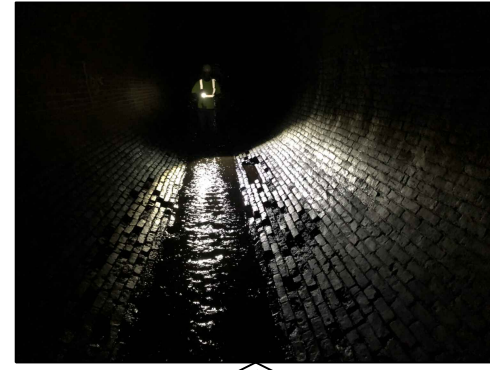
- STATION 14+48 TO 14+63 REPAIR MISSING AND DELAMINATED BRICKS ON EAST WALL. SEE CONDITIONS PICTURE BELOW. SEE DETAIL (C005) ON DRAWING NO. 999-C-4 FOR REPAIR.
- STATION 12+95 TO 14+98 REPAIR BRICKS ON CEILING (10-12 BRICKS WIDE). SEE CONDITIONS PICTURE ON DRAWING NO. 002-CP-5.
- STATION 14+98 TO 16+48 REPAIR BRICK ON CEILING (5-6 BRICKS WIDE SAGGING). SEE CONDITIONS PICTURE BELOW.
- STATION 15+98 REPAIR LARGE HOLE IN EAST SIDE OF FLOWLINE (4 BRICKS X 3 BRICKS WIDE.) SEE CONDITIONS PICTURE BELOW.
- STATION 16+51 MANHOLE #ST3A0066 - REMOVE STEPS, PROVIDE SHOT CRETE LINING OF MANHOLE RISER. SEE CONDITIONS PICTURE BELOW.
- STATION 16+55 EXTEND 12" DIAMETER RCP AND PATCH FULL DEPTH AROUND AND BELOW PIPE. SEE CONDITIONS PICTURE BELOW.
- SEGMENT 2 STATION 12+95 TO STATION 16+98 FULL CIRCUMFERENCE SHOTCRETE REPAIR. SEE DETAIL (C003) ON DRAWING NO. 999-C-3.



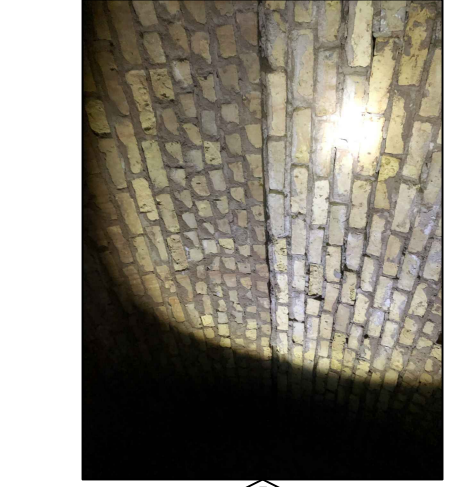
16+55 12" RCP
NTS



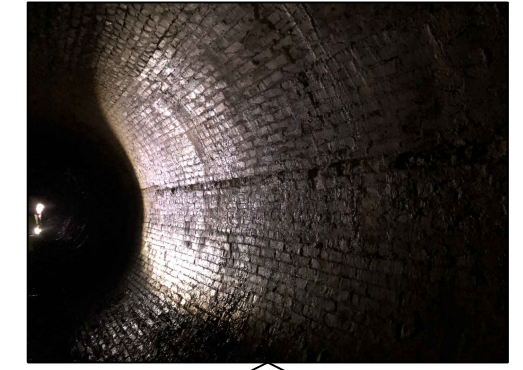
16+51 MANHOLE #ST3A0066
NTS



15+98 EAST FLOWLINE
NTS



14+98 TO 16+48 CEILING
NTS



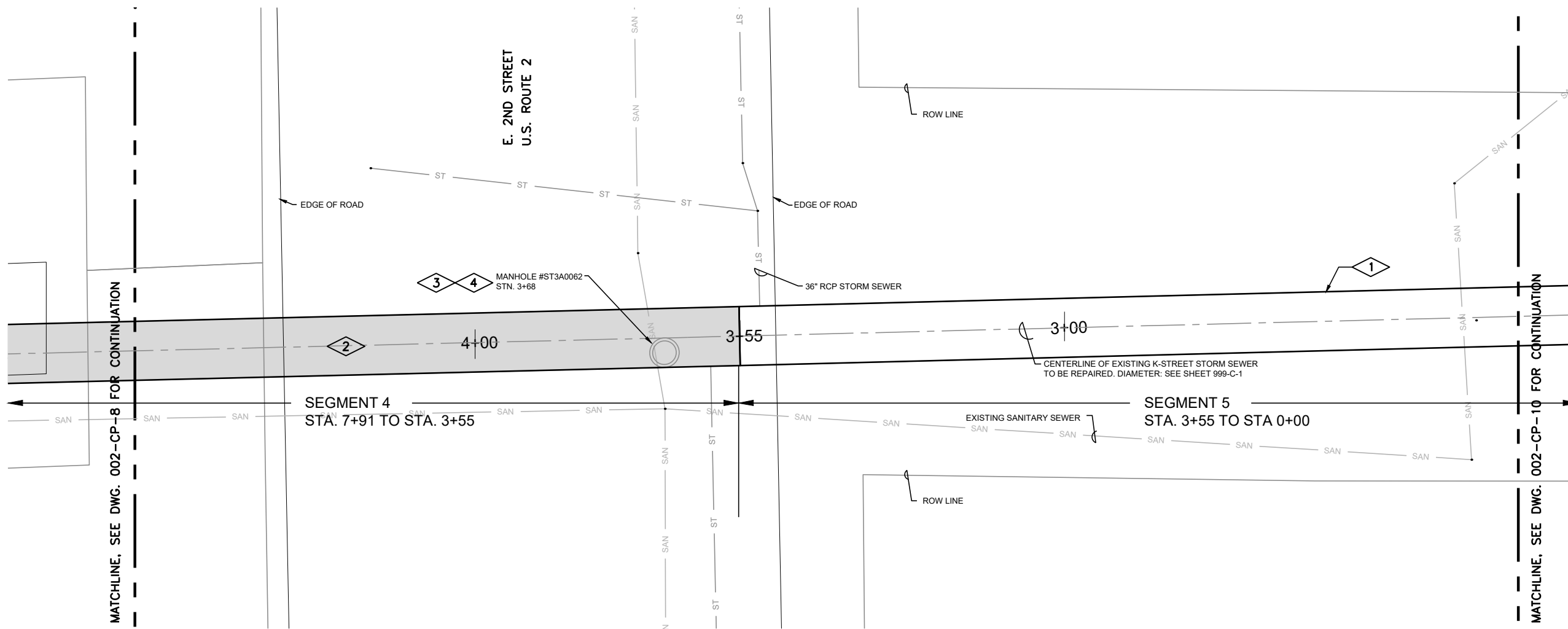
14+48 TO 14+63 EAST WALL
NTS

CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 16+97 TO STA. 14+49



Sheet No. 7
Drawing No.

002-CP-4

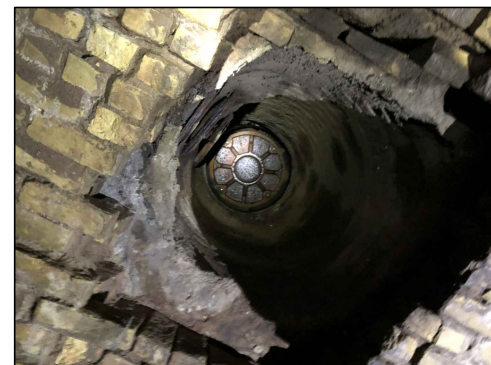


GENERAL NOTES:

- SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
- STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
- NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
- WORK ON THIS SHEET IS CONTAINED IN THE BASE BID AND ALTERNATE BID #1. SEE SECTION 01230 FOR DESCRIPTION OF ADDITIVE ALTERNATE BID #1.
- WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
- AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.
- PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

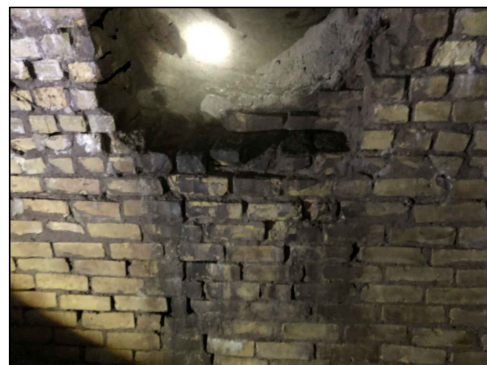
PLAN NOTES:

- STATION 2+50 CUT AND REMOVE TORN PLASTIC PIPE LINER INVERT. ONE LARGE FLAP AT THE THIRD PIPE JOINT FROM THE UPSTREAM END OF THE PLASTIC LINED PIPE. HIGH LAKE LEVEL WAS ABOUT 2 TO 3 FEET DEEP AT THE TIME OF INSPECTION. CONTRACTOR IS RESPONSIBLE FOR BYPASS PUMPING DURING CONSTRUCTION TO PROVIDE A DRY INVERT TO PERFORM WORK. SEE CONDITIONS PICTURE BELOW.
- SEGMENT 4 STATION 3+55 TO STATION 7+91 FULL CIRCUMFERENCE SHOTCRETE REPAIR. SEE DETAIL (C003) ON DRAWING NO. 999-C-3.
- IF CONTRACTOR ENTERS SEWER VIA MH 0, PROVIDE TRAFFIC CONTROL ACCORDING TO WISCONSIN DEPARTMENT OF TRANSPORTATION DETAIL 15D20, SHOWN ON SHEET 18. SEE SPECIFICATION SECTION 01110
- STATION 3+68 - REPAIR BRICK ON CEILING AND WALL AT MANHOLE #ST3A0062 OPENING. PROVIDE SHOT CRETE LINING OF MANHOLE RISER.



STATION 3+68 MANHOLE #ST3A0062

NTS



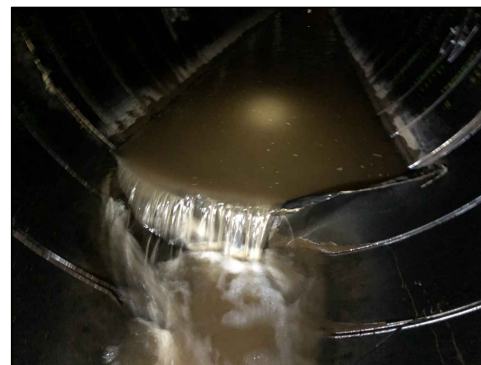
STATION 3+68 CEILING AT MH 0

NTS



STATION 3+68 WALLN AT MH 0

NTS



2+50 +/- SEGMENT 5

NTS

Revision Description	Date
RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021	
Revision Number	Checked By
	Drawn By
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

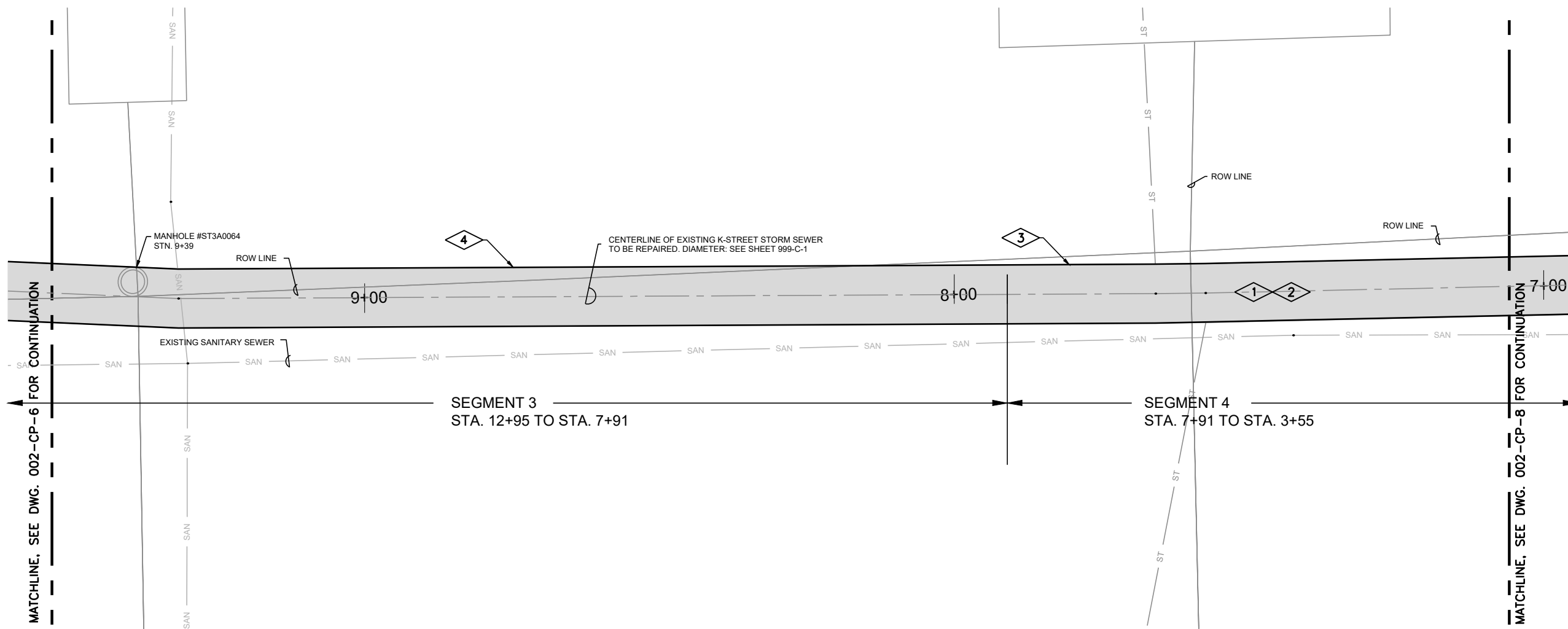
CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 4+58 TO STA. 2+30



Sheet No. 12

Drawing No.

002-CP-9

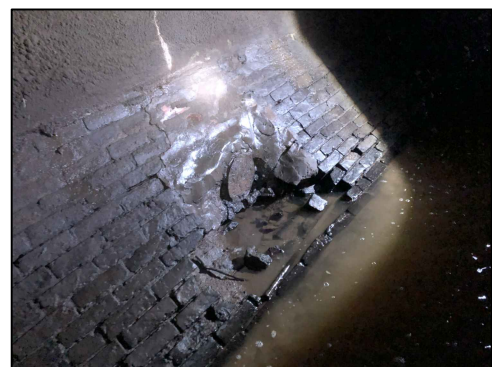


GENERAL NOTES:

1. SEE SHEET 999-C-5 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
3. NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
4. WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
5. AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.
6. PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

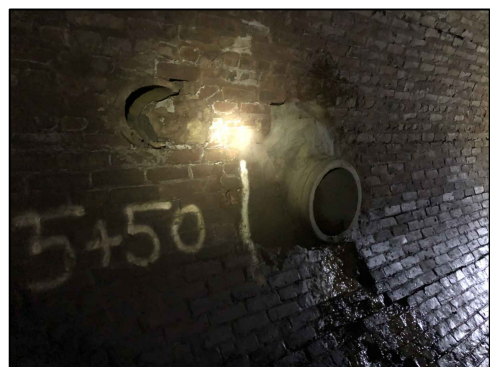
PLAN NOTES:

1. STATION 6+23 TO 7+91 REPAIR BRICKS ON CEILING (10 BRICKS WIDE). SEE CONDITIONS PICTURE BELOW.
2. SEGMENT 4 STATION 3+55 TO STATION 7+91 FULL CIRCUMFERENCE SHOTCRETE REPAIR. SEE DETAIL (C003) ON DRAWING NO. 999-C-3.
3. STATION 7+73 REPAIR MISSING BRICKS BELOW INLET PIPES - 15" WEST AND 36" EAST. SEE CONDITIONS PICTURE BELOW.
4. STATION 8+78 REPAIR MISSING BRICKS AROUND INLET PIPE WITH FLAP GATE. SEE CONDITIONS PICTURE BELOW. PROVIDE FIELD FIT SMOOTH SHOT CRETE INVERT, WHILE RETAINING FUNCTION OF FLAP GATE. COORDINATE WITH FIELD ENGINEER.



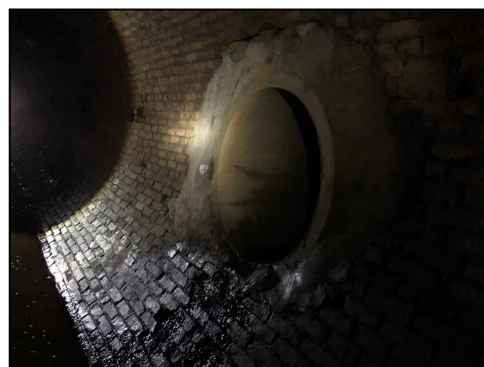
8+78 INLET PIPE WITH FLAP GATE

NTS



7+73 15" RCP WEST

NTS



7+73 36" RCP EAST

NTS



6+23 TO 7+91 CEILING

NTS

Revision Number	Revision Description	Drawn By	Checked By	Date
1	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			

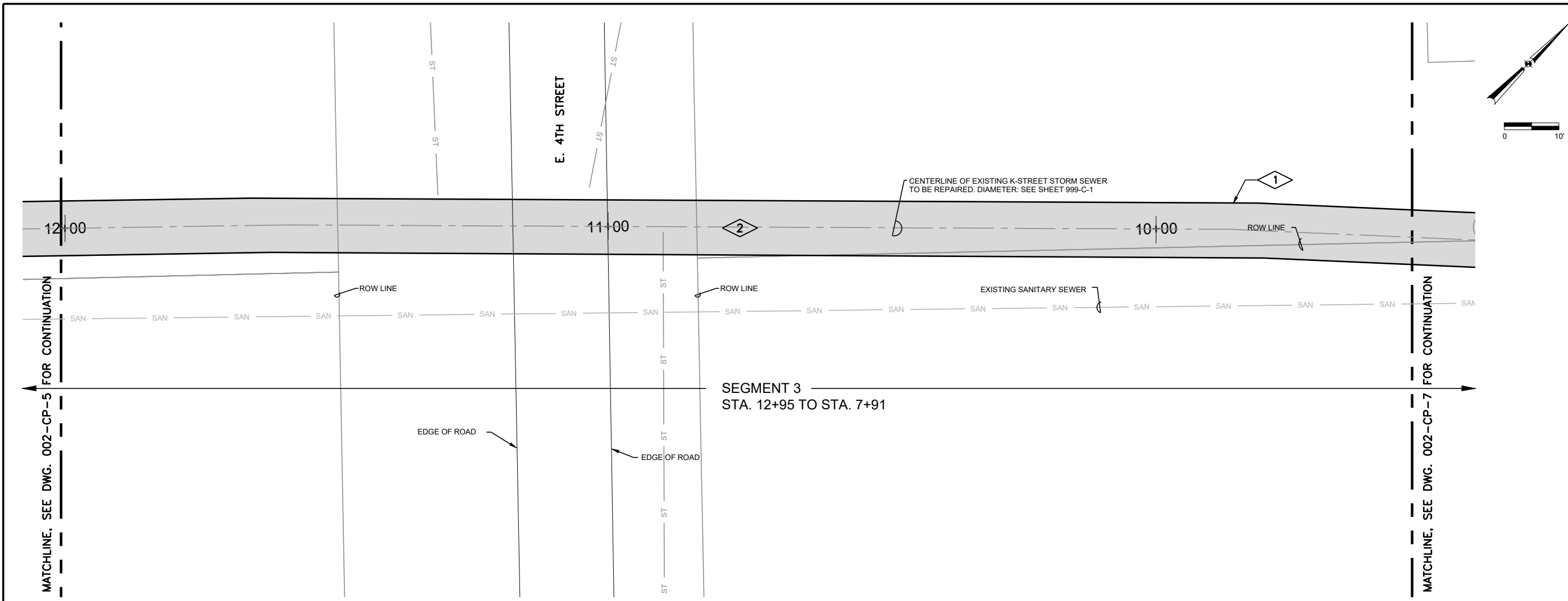
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

CITY OF SUPERIOR
K-STREET STORM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 9+53 TO STA. 7+05



Sheet No. 10
Drawing No.

002-CP-7

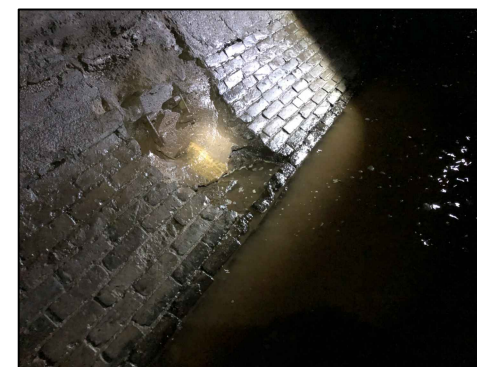


GENERAL NOTES:

1. SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
3. NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
4. WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
5. AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.
6. PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

PLAN NOTES:

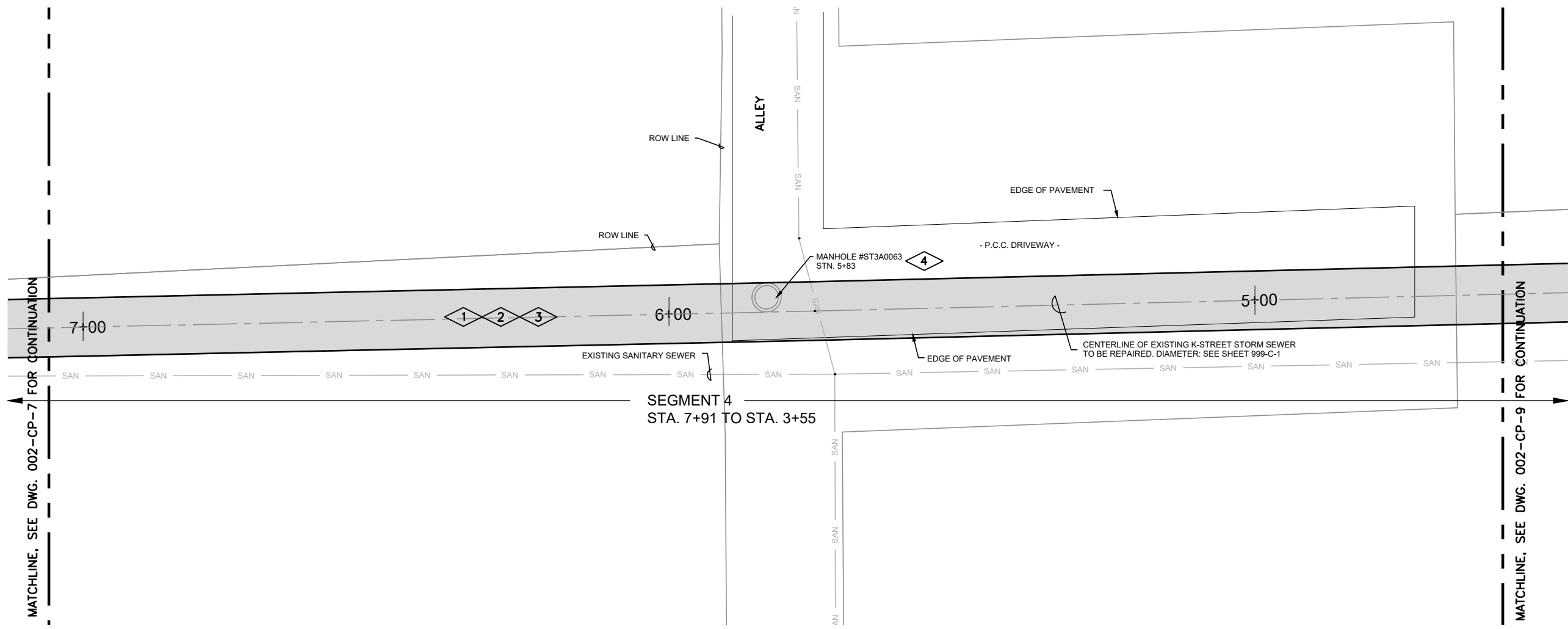
1. STATION 9+83 REPAIR MISSING BRICKS AROUND INLET PIPE WITH FLAP GATE. SEE CONDITIONS PICTURE BELOW. PROVIDE FIELD FIT SMOOTH SHOT CRETE INVERT, WHILE RETAINING FUNCTION OF FLAP GATE. COORDINATE WITH FIELD ENGINEER.
2. SEGMENT 3 STATION 7+91 TO 12+95 PARTIAL CIRCUMFERENCE SHOTCRETE REPAIR. SEE DETAIL (C004) ON DRAWING NO. 999-C-3.



1
9+83 INLET PIPE WITH FLAP GATE
 NTS

Revision Number	Revision Description
1	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	E.JL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 12+01 TO STA. 9+53



SEGMENT 4
STA. 7+91 TO STA. 3+55

GENERAL NOTES:

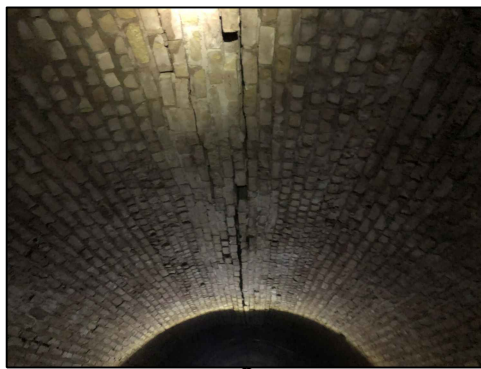
1. SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
3. NOT ALL SEWER LATERAL CONNECTIONS TO THE K-STREET STORM SEWER ARE SHOWN. LATERALS LOCATIONS SHOWN ARE APPROXIMATE.
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6. PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

PLAN NOTES:

1. STATION 5+98 TO 6+23 REPAIR BRICKS ON CEILING (3 BRICKS WIDE). SEE CONDITIONS PICTURE BELOW.
2. STATION 6+23 TO 7+91 REPAIR BRICKS ON CEILING (10 BRICKS WIDE). SEE CONDITIONS PICTURE BELOW.
3. SEGMENT 4 STATION 3+55 TO STATION 7+91 FULL CIRCUMFERENCE SHOTCRETE REPAIR. SEE DETAIL (C003) ON DRAWING NO. 999-C-3.
4. STATION 5+83 MANHOLE #ST3A0063 - PROVIDE SHOT CRETE LINING OF MANHOLE RISER.



2
6+23 TO 7+91
NTS
CEILING



1
5+98 TO 6+23
NTS
CEILING

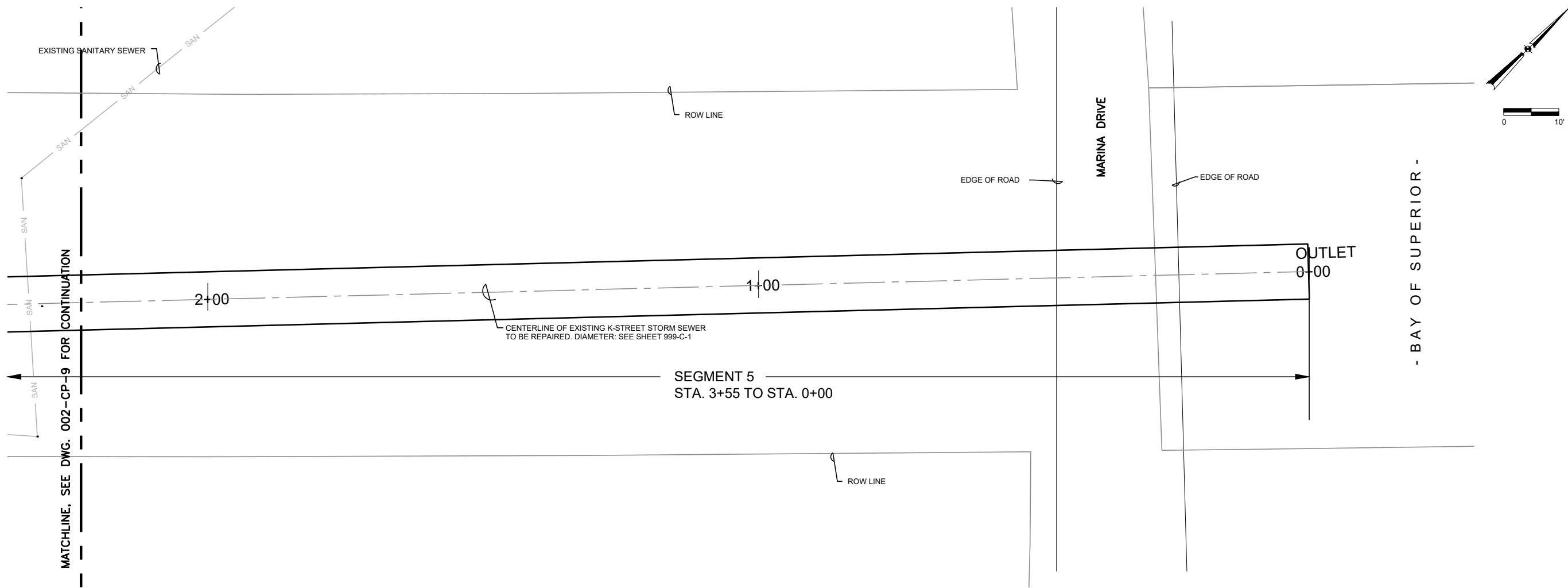
Revision Number	Revision Description	Drawn By	Checked By	Date
	RECORD DRAWING			
	REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR			
	BY: RYAN SPELLMAN DATE: 07/20/2021			

Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	002CP1.DWG
Project No.	13786
Project Date	01/25/2021

CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 7+05 TO STA. 4+58



Sheet No. 11
Drawing No. 002-CP-8



GENERAL NOTES:

1. SEE SHEET 999-C-2 FOR K-STREET STORM SEWER PIPE CROSS SECTION DIMENSIONS, MATERIAL INFORMATION.
2. STATIONING PROVIDED IS THE "ADJUSTED STATIONING" USED BY THE CITY OF SUPERIOR. THIS STATIONING IS ADJUSTED BY ADDING 2+23 FEET TO THE STATIONING FROM THE INSPECTION REPORT REFERENCED IN SECTION 01110. THE INSPECTION REPORT STATIONING WAS MARKED IN THE STORM SEWER WITH SPRAY PAINT DURING THE INSPECTION.
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4. WHERE EXISTING LAWNS, LANDSCAPED AREAS, PLANTINGS, TREES, BUSHES, ORNAMENTAL SHRUBS, AND OTHER SURFACE FEATURES ARE DISTURBED BY THE WORK, CONTRACTOR SHALL RESTORE THEM TO THEIR ORIGINAL CONDITIONS WITH LIKE-KIND MATERIALS. SEE SECTION 02920.
5. AVERAGE SLOPE IN K-STREET STORM SEWER IS 0.21%. SLOPE VARIES ALONG THE SEWER. CONTRACTOR SHALL MEASURE AND VERIFY THE SLOPE EVERY 100 FEET OF THE K-STREET SEWER BEFORE SHOTCRETE APPLICATION. CONTRACTOR SHALL MATCH EXISTING SLOPE WITH SHOTCRETE APPLICATION.
6. PHOTO DETAILS PROVIDED BELOW ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INCLUDE ALL ELEMENTS OF REPAIR REQUIRED.

NO WORK ON THIS SHEET SHOWN FOR CONTINUITY

Revision Number	Revision Description	Drawn By	Checked By	Date
	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			
Designed By	TJT			
Drawn By	TJT			
Checked By	JCH			
Approved By	E.JL			
Filename	002CP1.DWG			
Project No.	13786			
Project Date	01/25/2021			

**CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR PLAN
STA. 2+30 TO STA. 0+00**



Sheet No. 13

Drawing No.

002-CP-10

CONDITION NOTES:

- SEE FIELD INSPECTION NOTES FOR FURTHER DETAIL ALONG EACH SECTION OF STORM SEWER.
- NOTES NUMBERED AFTER 10 DO NOT NECESSARILY CORRESPOND TO THE 2013 NOTE NUMBERING SCHEME.
- ① PLASTIC LINER ERODED/TORN ALONG FLOWLINE OF METAL PIPE MOST OF LENGTH.
- ① WIDE JOINT SPACING (0" TO 1 1/2") BETWEEN STEEL PIPE SECTIONS, STA 0+67.
- ② MINOR DEFORMATION AND WIDE JOINT (0" TO 1 1/2") PRESENT AT STEEL PIPE JOINT, STA 0+97.
- ③ MANHOLE WITH BRICK RISER. GOOD CONDITION.
- ④ MANHOLE WITH SHOTCRETE REPAIRED RISER. GOOD CONDITION.
- ⑤ MANHOLE WITH BRICK RISER. RECOMMEND APPROXIMATELY 50% TUCKPOINT REPAIR.
- ⑥ DETERIORATED MORTAR BETWEEN BRICKS AROUND MANHOLE AT CEILING OF SEWER, TUCKPOINT.
- ⑦ CRACK/SEPARATION ALONG LONGITUDINAL BRICK JOINTS IN ROOF. 3 BRICKS WIDE AT STA 3+75 TO 4+00, 10 BRICKS WIDE AT STA 4+00 TO 5+68, 10-12 BRICKS WIDE AT STA 10+72 TO 12+75, 5-6 BRICKS WIDE AT STA 12+75 TO 14+25 (BRICKS SAGGING). RECOMMEND 100% TUCKPOINT OR REMOVE AND REPLACE BRICKS.
- ⑧ LINE OF BRICK MISSING INTERMITTENTLY AT WATER LINE (STA 1+50 TO 2+50).
- ⑨ WASHOUT IN BRICKS IN FLOOR AND AT FLOWLINE, STA 7+20, BELOW MH2, GENERAL DEBRIS IN FLOW CHANNEL.

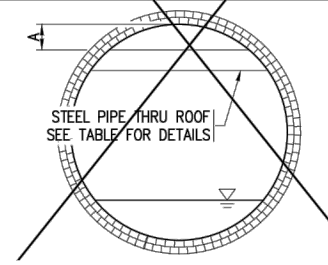
- ⑩ LARGE FLAP OF PLASTIC LINER PULLED UP AT APPROXIMATELY THIRD PIPE SEAM, HOLDING BACK 12-18" WATER.
- ⑪ AREAS OF BRICK MISSING (SLOUGHING OFF SIDE WALLS) ALONG BOTTOM HALF OF SEWER. STA 5+68 TO 9+00, 10+72 TO 14+75.
- ⑫ APPROXIMATELY 25% OF BRICK (WALLS AND ROOF) IS DELAMINATED, STA 1+32 TO 3+75.
- ⑬ RUBBLE/DEBRIS IN FLOOR, STA 9+00 TO 9+25. DETERIORATED FLOOR BELOW.
- ⑭ 3'X1' SECTION OF RICK MISSING AT ROOF, STA 5+55.
- ⑮ WALLS SATURATED FROM LEACHING WATER. STA 4+00 TO 4+25 (E. LOWER 2/3, W. LOWER 1/2), STA 10+75 TO 11+75 EAST, STA 12+00 TO 12+40 EAST, STA 12+96 TO 13+04 EAST.
- ⑯ RECOMMEND POURED CONCRETE INVERT WITH 100% TUCKPOINTING ABOVE INVERT IN LOWER 1/3 OF SECTION STA 1+75 TO 14+75. (POTENTIAL TO 100% TUCKPOINT LOWER 1/3 FROM STA 5+68 TO 10+72).
- ⑰ RECOMMEND TUCKPOINTING OF UPPER 2/3 OF STORM SEWER 50%, STA 10+72 TO 14+75.
- ⑱ ROW OF BRICKS CENTER HEIGHT OF EAST WALL POPPED OR SEVERELY DELAMINATED, STA 12+25 TO 12+40.
- ⑲ LARGE HOLE EAST FLOWLINE, FULL COURSE BRICK MISSING, 4 BRICKS X 3 BRICKS WIDE, STA 13+75.
- ⑳ SEAM BETWEEN THE 2014 POURED INVERT AND WALL SHOTCRETE IS NEATER/TIGHTER ALONG WEST SIDE SEAM ON EAST IS GENERALLY ROUGHER AND WEEPING MORE WATER. INTERMITTENT WEEPING ALONG BOTH SEAMS FULL LENGTH.
- ㉑ ROOF HAS BEEN ADEQUATELY PATCHED WITH NEW BRICK AND MORTAR, STA 14+25 TO 14+75.
- ㉒ 15" INLET WEST SIDE AND 36" INLET EAST SIDE AT STA 5+50. BRICK SIGNIFICANTLY ERODED BELOW BOTH PIPE INLETS.
- ㉓ VOID IN WALL AT ABANDONED PIPE, STA 14+28 WEST.
- ㉔ 12" RCP, 7' ABOVE INVERT, STA 14+32 WEST. BRICK MISSING AT AND BELOW PIPE. RECOMMEND FULL DEPTH FILL AND PIPE EXTENSION.
- ㉕ RUBBER PLASTIC PORTS IN NEW SHOTCRETE SURFACE (INJECTION GROUT? DRAINAGE RELIEF?), SOME LEAKING WATER, STA 19+60 TO 19+80.
- ㉖ SHOTCRETE SURFACE NOTICEABLY ROUGHER FROM APPROXIMATELY STA 15+75 TO 16+50 THAN THE REST OF THE 2014 SHOTCRETE SURFACE.
- ㉗ INLET PIPES WITH FLAP GATES, WEST SIDE AT STA 6+55 AND 7+60. BRICKS MISSING AROUND INLETS TO WATERLINE.
- ㉘ DEBRIS IN FLOW CHANNEL, STA 1+75.

MANHOLE LOCATIONS	
MANHOLE	STATION
MH0	1+45
MH1	3+60
MH2	7+16
MH3	10+72
MH4	14+28
MH5	17+87
MH6	21+40

STEEL PIPES THROUGH ROOF		
STATION	PIPE DIA.	DIM. "A"
5+24	18"Ø	0"
12+60	12"Ø	24"
12+63	6"Ø	24"
19+55	INACCESSIBLE	B/PIPE @ T/ ROOF

K STREET SEWER FOUNDATION TYPE	
	ON PILES
	ON MASONRY

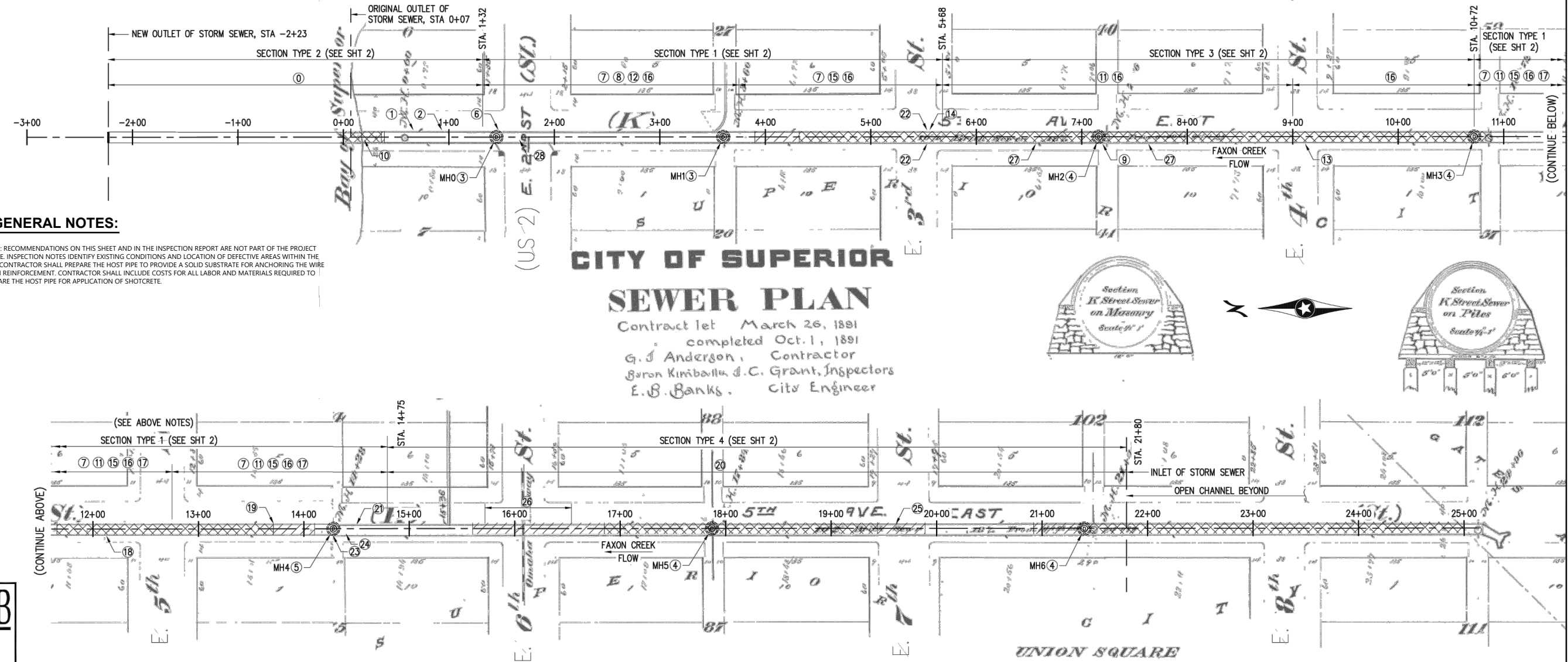
⊙ ABSENCE OF HATCHING INDICATES UNKNOWN FOUNDATION.



ALL STEEL PIPES THROUGH TUNNEL HAVE BEEN REMOVED. NOTES ABOVE LEFT FOR REFERENCE ONLY.

GENERAL NOTES:

NOTE: RECOMMENDATIONS ON THIS SHEET AND IN THE INSPECTION REPORT ARE NOT PART OF THE PROJECT SCOPE. INSPECTION NOTES IDENTIFY EXISTING CONDITIONS AND LOCATION OF DEFECTIVE AREAS WITHIN THE PIPE. CONTRACTOR SHALL PREPARE THE HOST PIPE TO PROVIDE A SOLID SUBSTRATE FOR ANCHORING THE WIRE MESH REINFORCEMENT. CONTRACTOR SHALL INCLUDE COSTS FOR ALL LABOR AND MATERIALS REQUIRED TO PREPARE THE HOST PIPE FOR APPLICATION OF SHOTCRETE.



CITY OF SUPERIOR
SEWER PLAN
 Contract let March 26, 1891
 completed Oct. 1, 1891
 G. J. Anderson, Contractor
 Byron Kimball & C. Grant, Inspectors
 E. B. Banks, City Engineer



LHB ENGINEERS & ARCHITECTS
 DULUTH • MINNEAPOLIS
 21 W. Superior St., Ste. 500, DULUTH, MN 55802
 TEL 218/727-8946 • FAX 218/727-8956

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF WISCONSIN.
 NAME: Michael D. French LIC. NO. 37812 DATE 11/16/2020

LHB PROJECT No. 200428.00

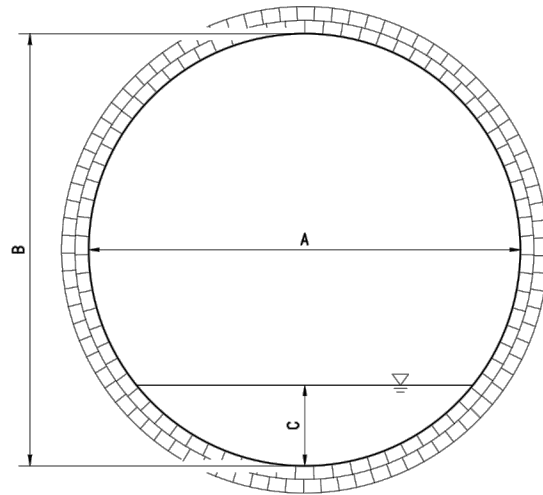
K STREET STORM SEWER CONDITION INSPECTION
 CITY OF SUPERIOR

SHEET 1 OF 2 SHEETS

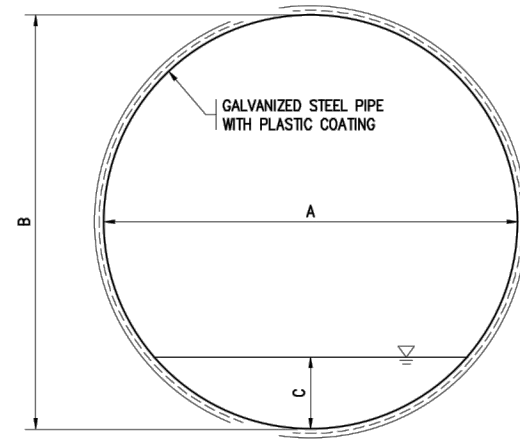
LHB 2020 INSPECTION NOTES
 K-STREET STORM SEWER C001
 NTS

Date	
Checked By	
Drawn By	
Revision Description	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021
Revision Number	
Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	E.JL
Filename	999CD1.DWG
Project No.	13786
Project Date	01/25/2021
CITY OF SUPERIOR K-STREET STORM SEWER REPAIR PHASE II SUPERIOR, WI	
K-STREET STORM SEWER EXISTING CONDITIONS	
Sheet No.	14
Drawing No.	999-C-1

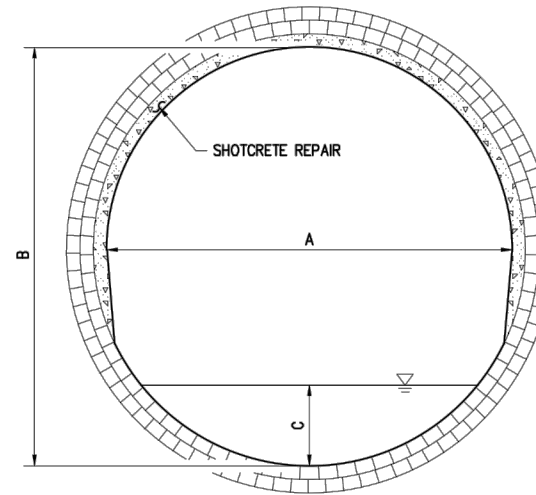




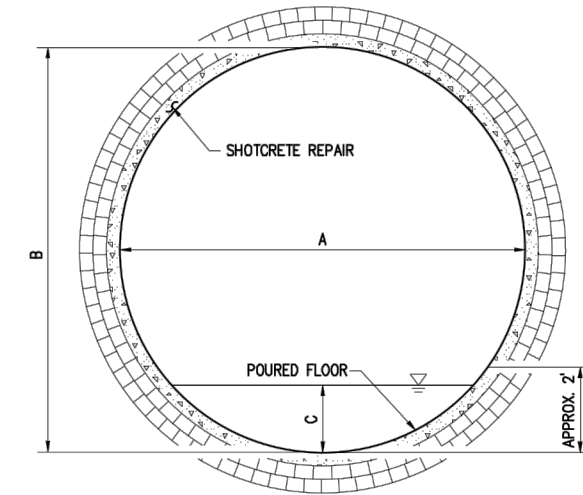
SECTION TYPE 1 (ORIGINAL BRICK)
 (STATION 1+32 TO 5+68 & 10+72 TO 14+75)
 (ADJ. STA. 3+55 TO 7+91 & 12+95 TO 16+98)



SECTION TYPE 2 (GALVANIZED CORRUGATED METAL PIPE W/PLASTIC COATING)
 (STATION -2+23 TO 1+32)
 (ADJ. STA. 0+0 TO 3+55)



SECTION TYPE 3 (SHOTCRETE REPAIR ABOVE ORIGINAL BRICK FLOWLINE)
 (STATION 5+68 TO 10+72)
 (ADJ. STA. 7+91 TO 12+95)



SECTION TYPE 4 (FULL SHOTCRETE REPAIR AND POURED CONCRETE FLOWLINE(2014))
 (STATION 14+75 TO 21+80)
 (ADJ. STA. 16+98 TO 24+03)

TABLE 999-1

ADJUSTED STATIONING	2+23	3+23	3+73	4+23	4+73	5+23	6+23	7+73	8+23	9+23	10+23	12+23	13+73	15+23	16+23	PHASE 1 LOCATION: STN. 18+03 TO STN. 24+03					INLET 24+03	STATION	
																	17+73	18+23	19+23	21+23	22+23	23+23	
K STREET SEWER SECTION TYPE AND DIMENSIONS																							
STATION	0+00	1+00	1+50 ②	2+00	2+50	3+00	4+00	5+50	6+00	7+00	8+00	10+00	11+50	13+00	14+00	15+50	16+00	17+00	19+00	20+00	21+00	21+80	
SECTION TYPE	2	2	1	1	1	1	1	1	3	3	3	3	1	1	1	4	4	4	4	4	4	4	
A	9'-5" ✓	9'-5"	10'-9" ✓	10'-6"	10'-6"	10'-6"	10'-8"	10'-6" ✓	10'-5"	10'-2" ✓	10'-4"	10'-4" ✓	10'-6"	10'-8"	10'-6" ✓			9'				9'	
B	9'-5" ✓	9'-5"	9'-10" ✓	10'-4"	10'-6"	10'-5"	10'-3"	10'-4" ✓	10'-8"	10'-1" ✓	9'-10"	9'-10" ✓	10'-4"	10'-2"	10'-6" ✓			9'				9'	
C	2"	2"	4"	1'-2"	1'-0"	1'-0"	9"	7"	7"	6"	6"	7"	4"	6"	4"							2"	
C	11"		8"					8 1/2"		6 1/2"		2 1/2"		3"				2"				2"	

KEY NOTES:

- ① SECTION TYPE NUMBER COINCIDES WITH SECTIONS DRAWN ABOVE TABLE.
 - ② SECTION INCLUDES POURED CONCRETE INVERT NEAR TRANSITION BETWEEN GALVANIZED STEEL PIPE WITH PLASTIC COATING AND ORIGINAL SEWER SECTION POURED OVER SANITARY SEWER FROM STATION 1+32 TO 1+75.
 - ③ WATER DEPTH MEASURED REPRESENTS LEVELS TAKEN DURING 07/02/2013 INSPECTION.
 - ④ WATER DEPTH MEASURED REPRESENTS LEVELS TAKEN DURING 08/20/2020 INSPECTION.
 - ⑤ MEASUREMENTS OF SECTION 4 FROM 2013 COPIED BELOW FOR REFERENCE ONLY. CROSS SECTIONAL AREA CHANGED SIGNIFICANTLY BY 2014 SHOTCRETE REPAIR WORK.
- ✓ DIMENSIONS VERIFIED DURING 08/20/2020 INSPECTION.

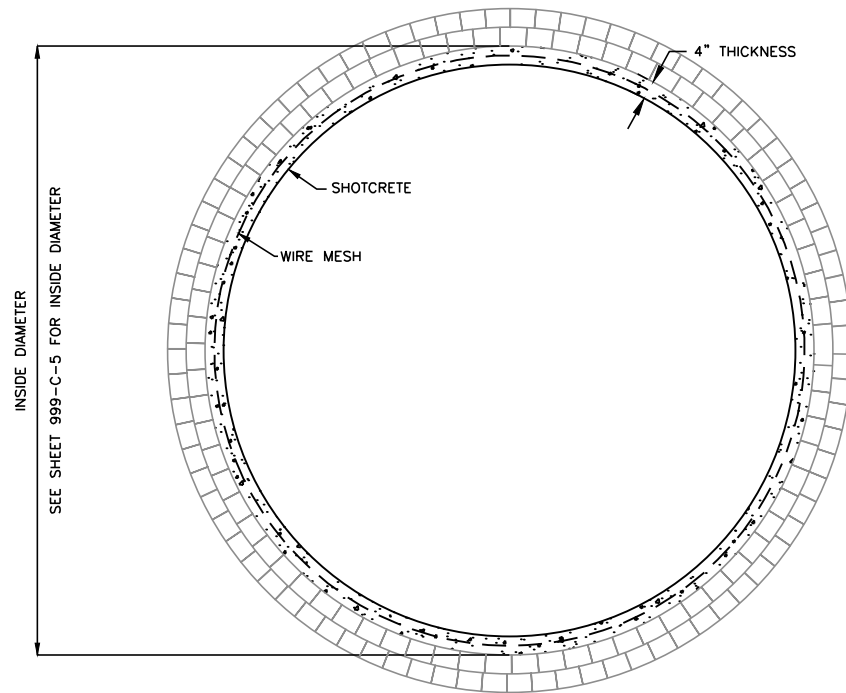
**CROSS SECTION DIMENSIONS
 K-STREET STORM SEWER C002**
 NTS

2013 DATA							
15+50	16+00	17+00	19+00	20+00	21+00	21+80	STATION
1	1	1	1	1	1	1	SECTION
10'-3"	10'-4"	10'-5"	10'-4"	10'-4"	10'-6"	10'-4"	A
10'-3"	10'-4"	10'-5"	10'-5"	10'-4"	10'-2"	10'-3"	B
5"	4"	4"	4"	8"	1'-0"	11"	C

Revision Number	Revision Description	Drawn By	Checked By	Date
	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			

Designed By	TJT
Drawn By	TJT
Checked By	JCH
Approved By	EJL
Filename	999CD1.DWG
Project No.	13786
Project Date	01/25/2021

**CITY OF SUPERIOR
 K-STREET STORM SEWER REPAIR
 PHASE II
 SUPERIOR, WI
 K-STREET STORM SEWER
 EXISTING CONDITIONS**



***NOTES:**

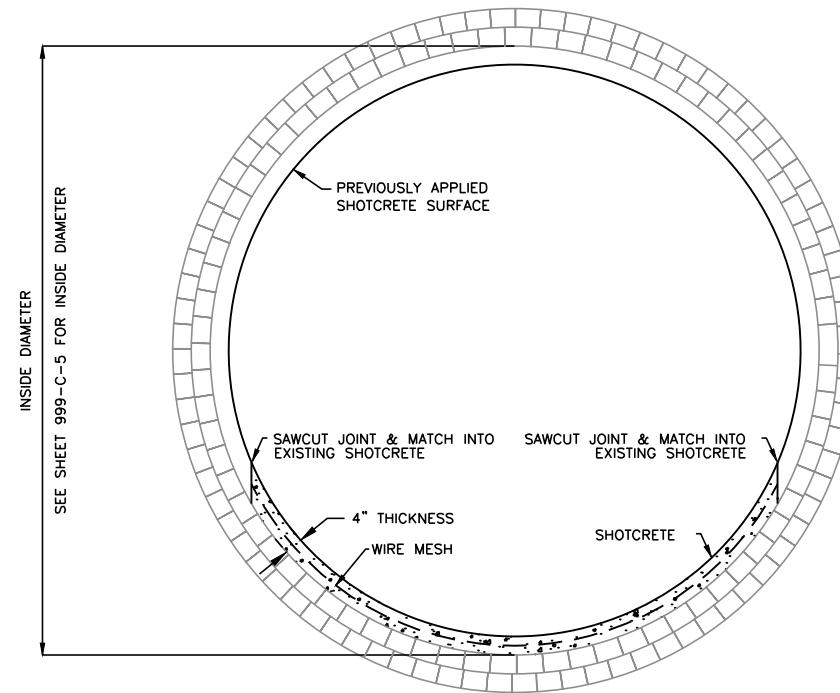
1. PROVIDE SHOTCRETE COATING WITH AN AVERAGE THICKNESS OF 4" ON THE INSIDE OF THE STORM SEWER.
2. SEE SPECIFICATION SECTION 03361.
3. PROVIDE 1½" CLEAR COVER FROM WALL.
4. EXISTING CONNECTION OF LATERAL SEWERS SHALL BE CAREFULLY PROTECTED TO MAINTAIN THE FULL OPENING OF THE CONNECTION. PROVIDE A SMOOTH PASSAGEWAY INTO THE LINED SEWER THAT WILL NOT OBSTRUCT FLOW OR CATCH SOLIDS.
5. CONTRACTOR IS ADVISED THAT STANDING WATER EXISTS IN THE SEWER FOR SEVERAL MONTHS PER YEAR. WATER LEVELS VARY FROM SEVERAL INCHES TO SEVERAL FEET DEEP DEPENDING ON WEATHER AND GROUND SATURATION. WATER LEVELS RISE RAPIDLY DURING RAIN EVENTS AND SEWER FLOWS FULL IN INTENSE STORMS. CONTRACTOR SHALL PUMP THE WATER FROM THE SEWER AS NEEDED TO COMPLETE THE WORK. INCLUDE PUMPING COSTS AS PART OF THE UNIT COST OF THE WORK.

**TYPICAL CROSS SECTION OF
FULL CIRCUMFERENCE
SHOTCRETE REPAIR C003**

NTS

3+55 TO 7+91
APPLY SHOTCRETE TO THE ENTIRE CIRCUMFERENCE OF THE PIPE.

12+95 TO 16+98
APPLY SHOTCRETE TO THE ENTIRE CIRCUMFERENCE OF THE PIPE.



***NOTES:**

1. PROVIDE SHOTCRETE COATING WITH AN AVERAGE THICKNESS OF 4" ON THE INSIDE OF THE STORM SEWER.
2. SEE SPECIFICATION SECTION 03361.
3. PROVIDE 1½" CLEAR COVER FROM WALL.
4. EXISTING CONNECTION OF LATERAL SEWERS SHALL BE CAREFULLY PROTECTED TO MAINTAIN THE FULL OPENING OF THE CONNECTION. PROVIDE A SMOOTH PASSAGEWAY INTO THE LINED SEWER THAT WILL NOT OBSTRUCT FLOW OR CATCH SOLIDS.
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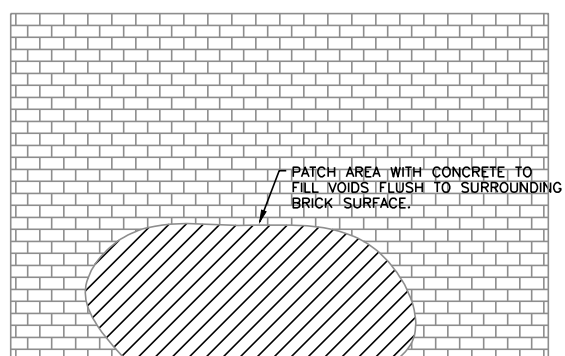
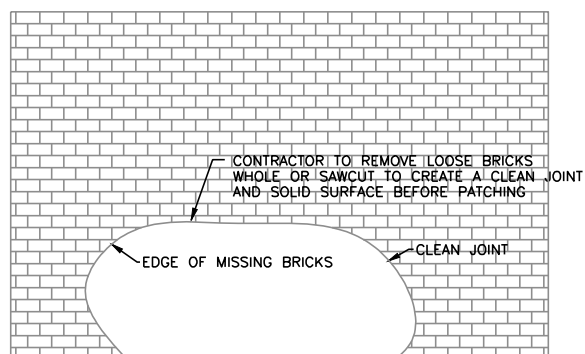
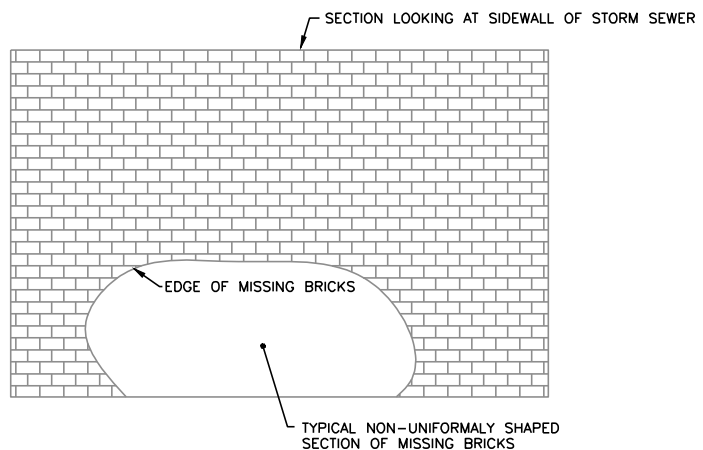
**TYPICAL CROSS SECTION OF
PARTIAL CIRCUMFERENCE
SHOTCRETE REPAIR C004**

NTS

7+91 TO 12+95
APPLY SHOTCRETE TO THE BOTTOM PORTION OF THE PIPE THAT HAS NOT BEEN PREVIOUSLY REPAIRED WITH SHOTCRETE.

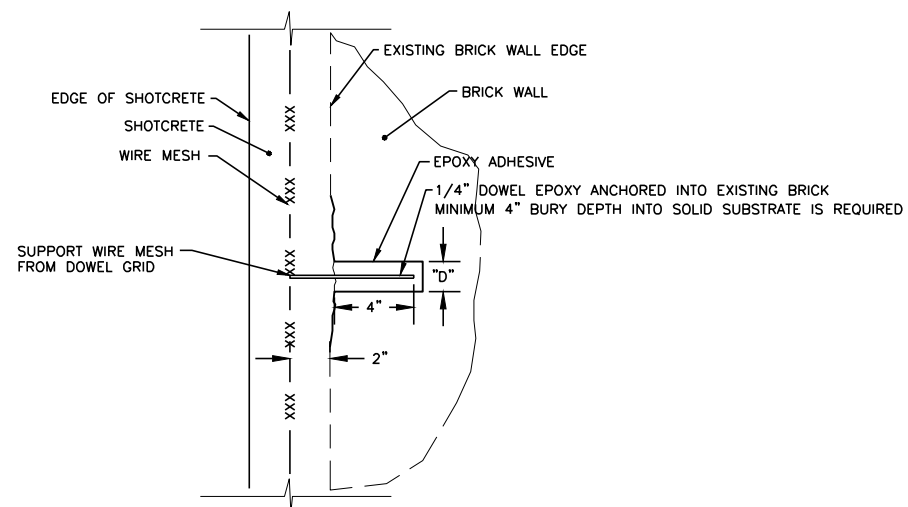
Revision Number	Revision Description	Drawn By	Checked By	Date
	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2011			
Designed By	TJT	Drawn By	TJT	
Checked By	JCH	Checked By	JCH	
Approved By	EJL	Approved By	EJL	
Filename	999CD2.DWG			
Project No.	13786			
Project Date	01/25/2011			

**CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR DETAILS**



**TYPICAL REPAIR OF
NON-UNIFORMLY SHAPED
SECTION OF MISSING BRICKS C005**

NTS



NOTES:

- HOLE DIAMETER "D" = 2 BAR DIAMETERS MAX.
- DOWELS TO BE LOCATED ON A 3-FOOT GRID TO SUPPORT WIRE MESH FROM BRICK WALL.
- SEE SPECIFICATION SECTION 03200 AND 03361

DRILLED IN DOWEL DETAIL S385

NTS

Revision Number	Revision Description	Drawn By	Checked By	Date
	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2021			
Designed By	TJT			
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**CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
REPAIR DETAILS**

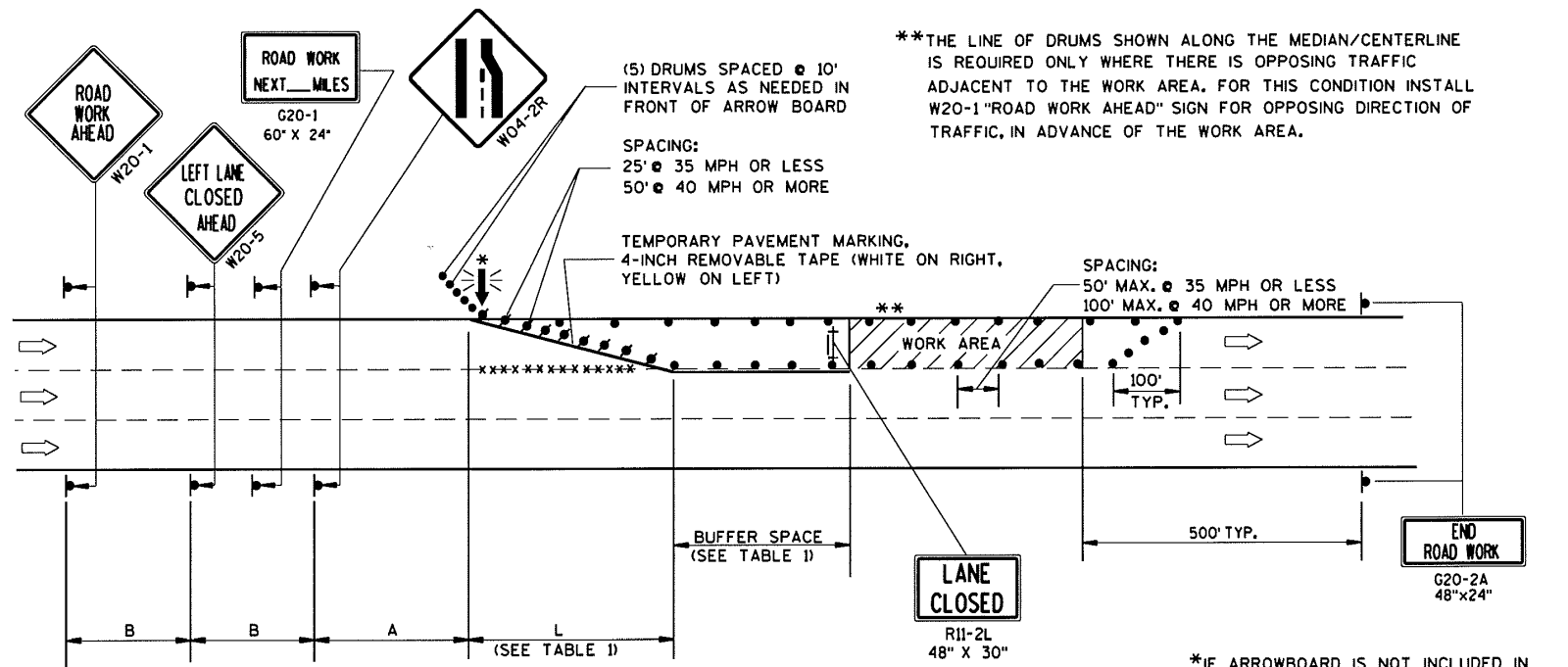


Sheet No. 17

Drawing No.

999-C-4

15D20: Traffic Control, Single Lane Closure, Non-Freeway/Expressway



B=400' AT 25-30 MPH	A=200' AT 25-30 MPH
700' AT 35-40 MPH	350' AT 35-40 MPH
1000' AT 45-55 MPH	500' AT 45-55 MPH

**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

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

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.

"W0" 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 4 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
8/2013 /S/ Travis Fettes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

Date	
Checked By	
Drawn By	
Revision Number	
Revision Description	RECORD DRAWING REVISED TO CONFORM TO CONSTRUCTION RECORDS PROVIDED BY CONTRACTOR BY: RYAN SPELLMAN DATE: 07/20/2013
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6

6

S.D.D. 15 D 20-2

S.D.D. 15 D 20-2

CITY OF SUPERIOR
K-STREET STROM SEWER REPAIR
PHASE II
SUPERIOR, WI
TRAFFIC CONTROL
DETAIL

**15D20
WisDOT TRAFFIC CONTROL
SINGLE LANE CLOSURE**

NTS



Sheet No. 18
Drawing No.

999-C-5