

# AS - BUILT - PLAN

## STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION PLAN OF PROPOSED IMPROVEMENT ~~CTH JJ - STH 150~~ CTH-II (WEST SIDE ARTERIAL) CTH CB WINNEBAGO COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4619-03-71	STP 1999 20A	1

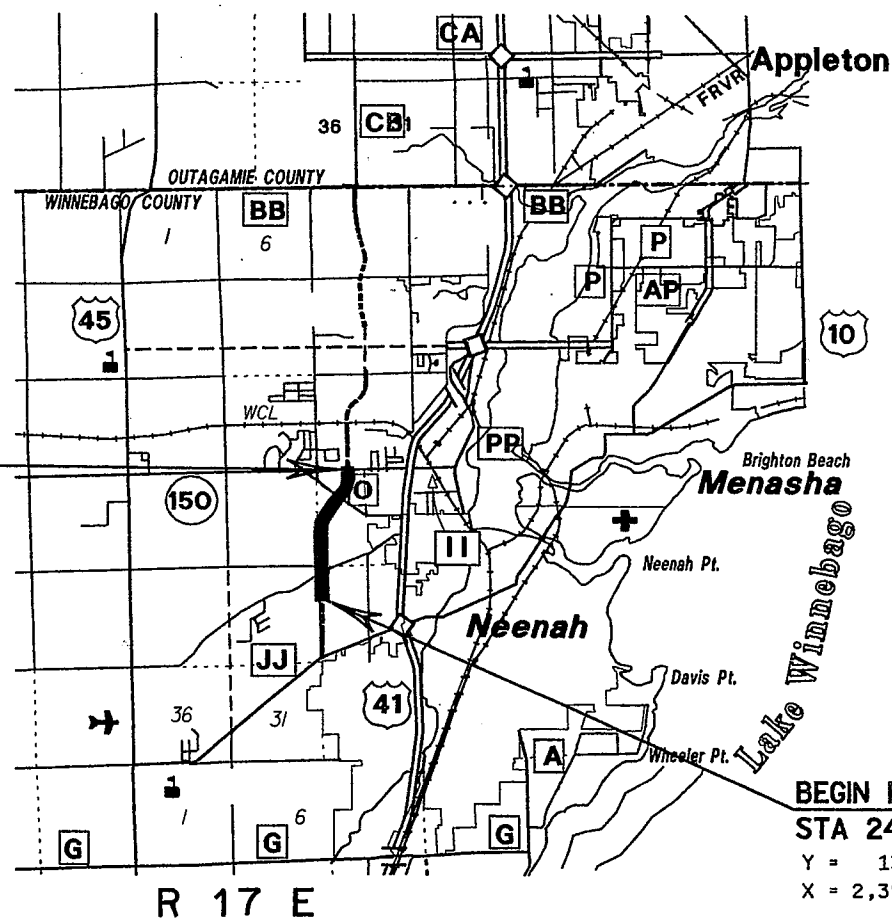
### INDEX OF SHEETS

- Sheet No. 1 Title
- Sheet No. 21-239 Typical Sections and Details  
(Includes Erosion Control Plan)
- Sheet No. 31-35 Estimate of Quantities
- Sheet No. 3A-3F Miscellaneous Quantities
- Sheet No. 41-432 Right of Way Plat
- Sheet No. 51-512 Plan and Profile
- Sheet No. 61-631 Standard Detail Drawings
- Sheet No. — Sign Plates
- Sheet No. — Structure Plans
- Sheet No. 91-94 Computer Earthwork Data
- Sheet No. 95-925 Cross Sections

TOTAL SHEETS = 151



STATE PROJECT NUMBER  
4619-03-71

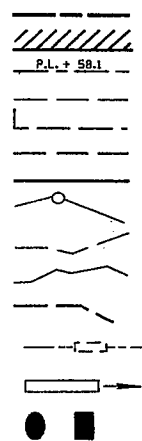


### DESIGN DESIGNATION

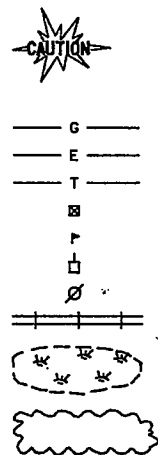
- A.D.T. (1995) = 14,100
- A.D.T. (2015) = 20,600
- D.H.V. (2015) = 1,566
- D. = 55-45%
- T. = 9.5%
- DESIGN SPEED = 45 MPH
- ESALS = 6,978,800

### CONVENTIONAL SIGNS

- COUNTY LINE
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SURVEY LINE
- SLOPE INTERCEPT
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE
- EXISTING CULVERT
- PROPOSED CULVERT  
(Box or Pipe)
- CULVERT (Profile View)



- COMBUSTIBLE FLUIDS
- UNDERGROUND UTILITIES
- GAS
- ELECTRIC
- TELEPHONE OR TELEGRAPH
- SERVICE PEDESTAL
- CABLE MARKER
- POWER POLE
- TELEPHONE POLE
- RAILROAD
- MARSH AREA
- WOODED OR SHRUB AREA



END PROJECT  
STA 308+80.00

BEGIN PROJECT  
STA 241+50  
Y = 130,880.511  
X = 2,392,331.217

LAYOUT  
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.275 MI.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.G.S. DATUM.

ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, CENTRAL ZONE.

APPROVED FOR  
WINNEBAGO COUNTY

DATE 02-29-98  
HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED  
BY

MEAD & HUNT  
ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

ERIC W. JOHNSON  
E-29584  
Oregon, WI  
PROFESSIONAL ENGINEER  
DATE 10/28/98  
CONSULTING ENGINEER

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY  
Surveyor MEAD & HUNT, INC.  
Designer MEAD & HUNT, INC.  
District Examiner ROB WAGNER  
District Supervisor BRUCE ENKE  
Proj. Dev. Engineer  
C.O. Examiner M.A. MOHLMAN

APPROVED FOR DISTRICT OFFICE  
DATE 1/27/99  
H. Bruce Enke  
(Signature)

WINNEBAGO COUNTY 4619-03-71

40-D  
2-FWI

### GENERAL NOTES

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

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

ALL DISTANCES ARE GROUND DISTANCES.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

CURB AND GUTTER RADII ARE SHOWN TO THE EDGE OF PAVEMENT

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL, AS DETERMINED IN THE FIELD.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES SHALL BE DETERMINED IN THE FIELD.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN ARE APPROXIMATE AND SHALL BE DETERMINED IN THE FIELD.

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

EROSION CONTROL FEATURES AS SHOWN ON THE EROSION CONTROL PLAN ARE SUGGESTED LOCATIONS. THEIR EXACT LOCATION WILL BE DETERMINED IN THE FIELD.

UPON COMPLETION OF EACH INLET INSTALLATION, EROSION CONTROL FILTER BAG INLET PROTECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON THE PLAN TO MINIMIZE SEDIMENTATION IN THE INLET.

ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS OF SILT FENCE FOR SILTY SOILS.

THE WETLANDS SHOWN ON THE PLAN REPRESENT THOSE DELINEATED BY REPRESENTATIVES OF WINNEBAGO COUNTY AND THE WDNR. THE LIMITS SHOWN ARE APPROXIMATE.

WETLAND AREAS OUTSIDE THE GRADING LIMITS SHALL BE AVOIDED DURING CONSTRUCTION ACTIVITIES UNDER THIS CONTRACT. NO MATERIALS SHALL BE STOCKPILED IN WETLAND AREAS OUTSIDE THE GRADING LIMITS.

THE ITEM "REMOVING OLD CULVERTS" WILL PERTAIN ONLY TO THOSE CULVERTS ENUMERATED IN THE SUMMARY OF MISCELLANEOUS QUANTITIES. ALL OTHER CULVERTS TO BE REMOVED WILL BE INCIDENTAL TO UNCLASSIFIED EXCAVATION.

EXCAVATION BELOW SUBGRADE (E.B.S.) AS SHOWN ON THE PLAN SHALL BE MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION. THE EXACT LIMITS AND LOCATIONS ARE TO BE DETERMINED IN THE FIELD.

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW EXCAVATION OR UNCLASSIFIED EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.30 FOR BORROW EXCAVATION.

WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DETERMINED IN THE FIELD.

DISTURBED AREAS THAT WERE PREVIOUSLY LAWNS SHALL BE SEEDED WITH SEED MIXTURE NO. 40. SEED MIXTURE NO. 30 SHALL BE USED ON ALL REMAINING CUT AND FILL SLOPES.

6 INCH AND 4 INCH ASPHALTIC CONCRETE PAVEMENT SHALL BE CONSTRUCTED WITH AN 1 1/2 INCH UPPER COURSE, AND 2 - 2/4 INCH OR 1 - 2 1/2 INCH LOWER COURSE.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.025 GALLONS PER SQUARE YARD, AND SHALL BE PLACED BETWEEN LAYERS OF ASPHALTIC PAVEMENT.

CLEAR ZONE SHALL BE 24-FEET IN FILL SECTION AND 20-FEET IN DITCH SECTION WITH 4:1 MAXIMUM SLOPES ON CTH CB ONLY.

PERMANENT SIGNS SHALL BE FURNISHED & INSTALLED BY WINNEBAGO COUNTY AND ARE NOT SHOWN ON THIS PLAN.

### STANDARD DETAIL DRAWINGS

8A5-14a, b	INLET COVERS
8A5-14d	INLET AND MANHOLE COVERS
8C1-5	INLETS TYPE 1,2,3 & 4
8C5-2	INLETS TYPE 8,9,10 AND 11
8D1-12	CONCRETE CURB, CONCRETE CURB AND GUTTER, AND PAVEMENT TIES
8D4-3	CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME
8E6-7	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
8E9-5	SILT FENCE
8F1-11	APRON ENDWALLS FOR CULVERT PIPE
8F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
8F4-5	JOINT TIES FOR CONCRETE PIPE
8F5-1	CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER
9A1-11a	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION PASSING LANE
9A1-11b	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A"
9B2-6	CONDUIT
9B4-3	PULL BOX
9F4-2	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULL BOX
9F8-2	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
11B1-1	CONCRETE CORRUGATED MEDIAN
11B2-1	CONCRETE MEDIAN NOSE
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C11-5	RURAL DOWELED CONCRETE PAVEMENT
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C7-5a	PAVEMENT MARKING SYMBOLS
15C8-8a	PAVEMENT MARKING (MAINLINE)
15C8-8b	PAVEMENT MARKING (INTERSECTIONS)
15C8-8d	PAVEMENT MARKING (LEFT TURN LANE)
15C8-8e	PAVEMENT MARKING (ISLANDS, STOP LINE, AND CROSS WALK)
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
16A1-5	LANDMARK REFERENCE MONUMENTS AND COVERS

### UTILITIES

WEPCO ELECTRIC OPERATIONS  
ATTN: JOHN THIEL  
800 S. LYNNDALE DRIVE  
P.O. BOX 1699  
APPLETON, WI 54913-1699  
(920) 380-3554

WEPCO GAS OPERATIONS  
ATTN: DENNIS GERARD  
800 S. LYNNDALE DRIVE  
P.O. BOX 1699  
APPLETON, WI 54913-1699  
(920) 380-3466

AMERITECH  
ATTN: TOM KOTESKI  
221 W. WASHINGTON ST., 4TH FLOOR  
APPLETON, WI 54911  
(920) 735-3252

TOWN OF MENASHA  
SANITARY DISTRICT NO. 4  
ATTN: STEVEN LAABES  
2340 AMERICAN DRIVE  
NEENAH, WI 54956  
(920) 739-5128  
SEWER

TOWN OF MENASHA  
SANITARY DISTRICT NO. 4  
ATTN: JEFF ROTH  
2340 AMERICAN DRIVE  
NEENAH, WI 54956  
(920) 739-5128  
WATER

TIME WARNER CABLE  
ATTN: STEVE POEHLIN  
1001 KENNEDY AVENUE  
PO BOX 145  
KIMBERLY, WI 54136-0145  
(920) 831-9207

ANR PIPELINE COMPANY  
ATTN: JERRY BINOTTO  
W3925 PIPELINE LANE  
P.O. BOX 145  
EDEN, WI 53019  
(920) 477-4211

DEPARTMENT OF NATURAL RESOURCES LIAISON  
KELLEY O'CONNOR  
WISCONSIN DEPARTMENT OF NATURAL RESOURCES  
NORTHEASTERN DISTRICT  
1125 N. MILITARY AV.  
GREEN BAY, WI  
(920) 492-5819



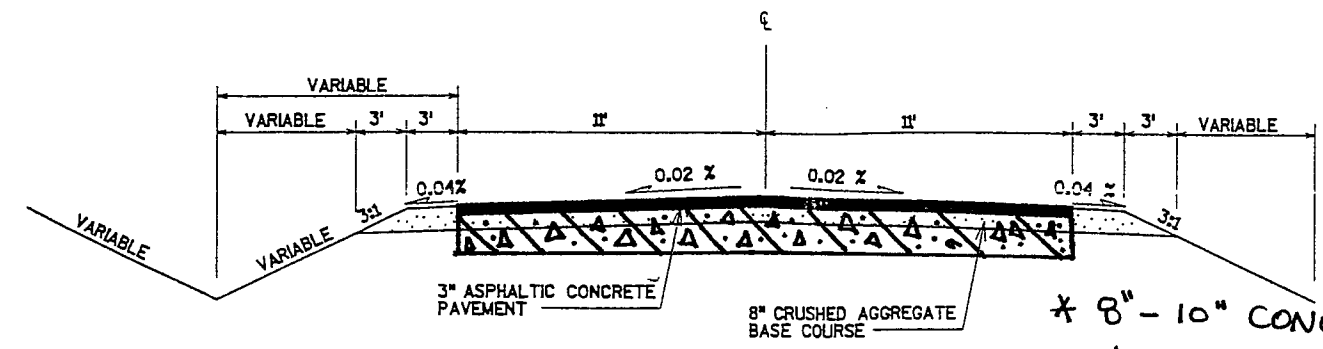
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

**CALL DIGGERS HOTLINE**  
1-800-242-8511  
TOLL FREE  
FAX A LOCATE 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

WISCONSIN STATUTE 182.0175 (1974)  
REQUIRES MINIMUM OF 3 WORK DAYS  
NOTICE BEFORE YOU EXCAVATE.

### STANDARD ABBREVIATIONS

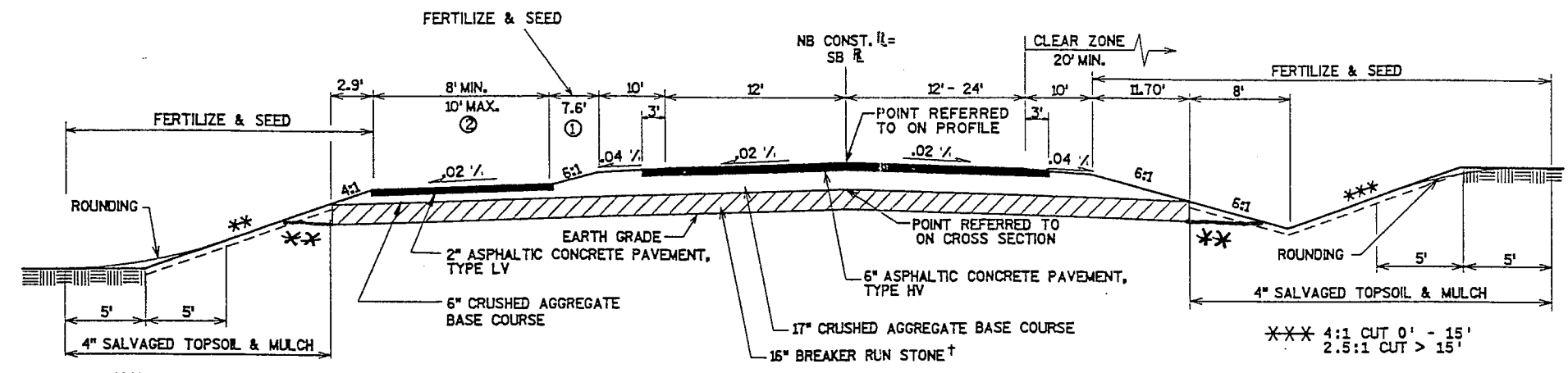
Δ	CENTRAL ANGLE OR DELTA
B	BUILDING
B.M.	BENCH MARK
C&G	CURB AND GUTTER
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CL	CENTERLINE
CMP	CORRUGATED METAL CULVERT PIPE
CSCP	CORRUGATED STEEL CULVERT PIPE
EOP	EDGE OF PAVEMENT
EXIST	EXISTING
F.E.	FIELD ENTRANCE
EL. OR ELEV.	ELEVATION
E.O.P.	EDGE OF PAVEMENT
e	EXTERNAL DISTANCE
H	HOUSE
L	LENGTH
LT.	LEFT
L.F.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MIN.	MINIMUM
NC	NORMAL CROWN
NB	NORTHBOUND
NTS.	NOT TO SCALE
PAV'T	PAVEMENT
P.E.	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
R/W	RIGHT OF WAY
R	RADIUS
RL	REFERENCE LINE
RT.	RIGHT
REQ'D	REQUIRED
RCCP	REINFORCED CONCRETE CULVERT PIPE
REM.	REMOVE
RCHEP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
R.R.	RAILROAD
RO	RUNOUT
SB	SOUTHBOUND
SE	SUPERELEVATION
S.F. OR SQ. FT.	SQUARE FOOT
STA.	STATION
S.Y. OR SQ. YD.	SQUARE YARD
T	TANGENT
TYP.	TYPICAL
YD	YARD



\* 8" - 10" CONCRETE PAVEMENT UNDER THE ASPHALT ON C.T.H. "O" AND OAKRIDGE ROAD. STA. 11+90 - STA. 28+23 C.T.H. "O" AND STA. 38+50 RT. - STA. 48+80 OAKRIDGE ROAD.

EXISTING TYPICAL SECTION

\* CTH O  
\* OAKRIDGE ROAD  
\* STROHMEYER DRIVE  
\* LARSEN ROAD  
\* PENDELTON ROAD



PROPOSED TYPICAL SECTION

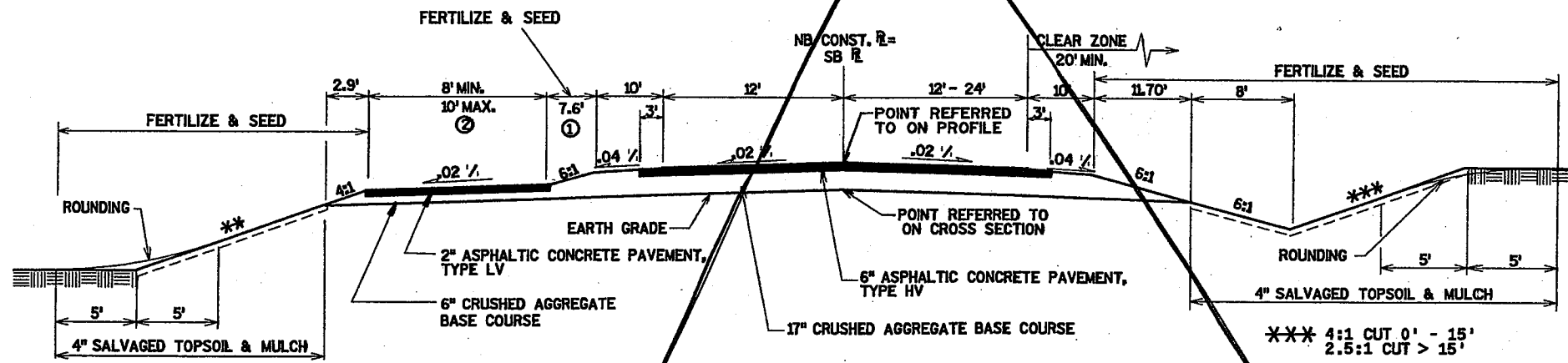
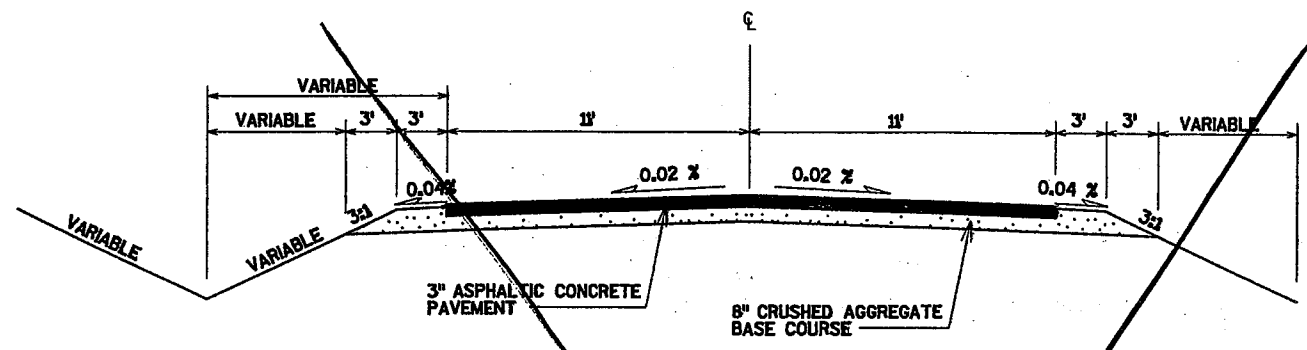
CTH CB  
STA 241+50 TO STA 241+63.55  
STA 260+77.38 TO STA 284+94.92

- ① 4:1 MAX. SLOPE WITH 4.8' SEPARATION FROM STA 260+77.38 TO STA 265+00 (WETLAND MITIGATION SITE)
- ② STA 265+50 TO STA 270+50, BIKE PATH LOCATED OUTSIDE OF DITCH  
STA 279+50 TO STA 285+50, BIKE PATH LOCATED OUTSIDE OF DITCH

† 16" BREAKER RUN STONE SHALL BE USED FROM STA. 280+00 TO 294+10

\*\* BREAKER RUN DAYLIGHTED TO DITCH

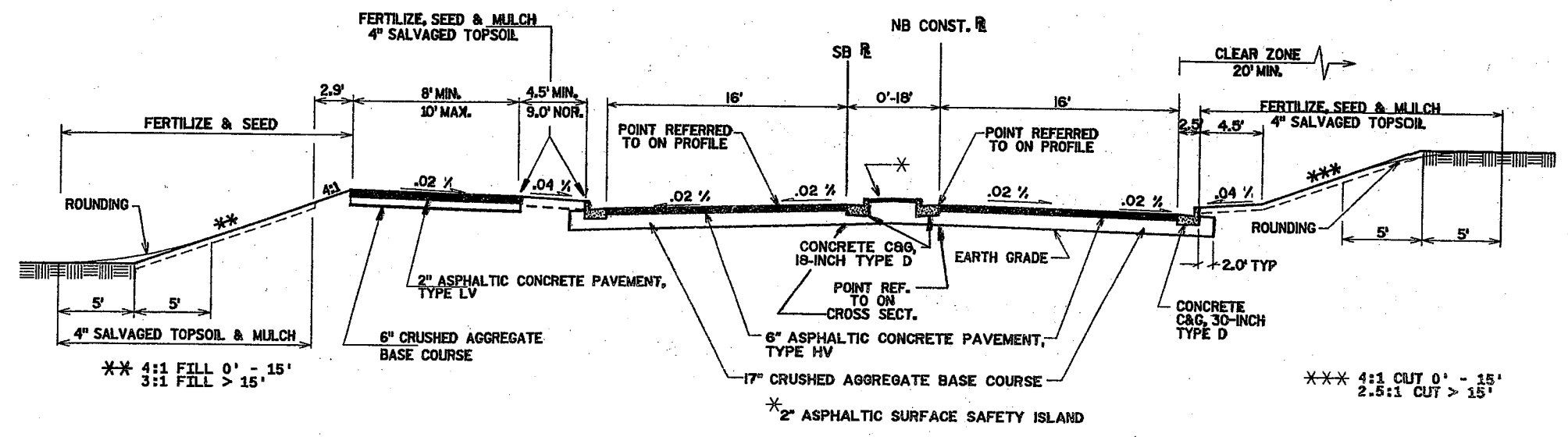




**PROPOSED TYPICAL SECTION**

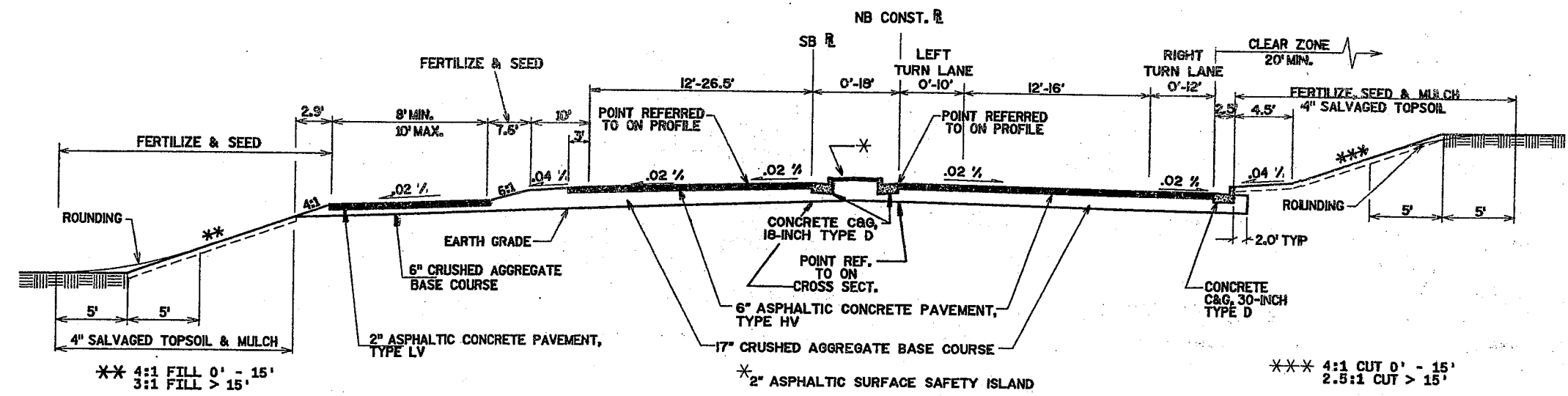
CTH CB  
STA 241+50 TO STA 241+63.55  
STA 260+77.38 TO STA 284+94.92

- ① 4:1 MAX. SLOPE WITH 4.8' SEPARATION FROM STA 260+77.38 TO STA 265+00 (WETLAND MITIGATION SITE)
- ② STA 265+50 TO STA 270+50, BIKE PATH LOCATED OUTSIDE OF DITCH  
STA 279+50 TO STA 285+50, BIKE PATH LOCATED OUTSIDE OF DITCH



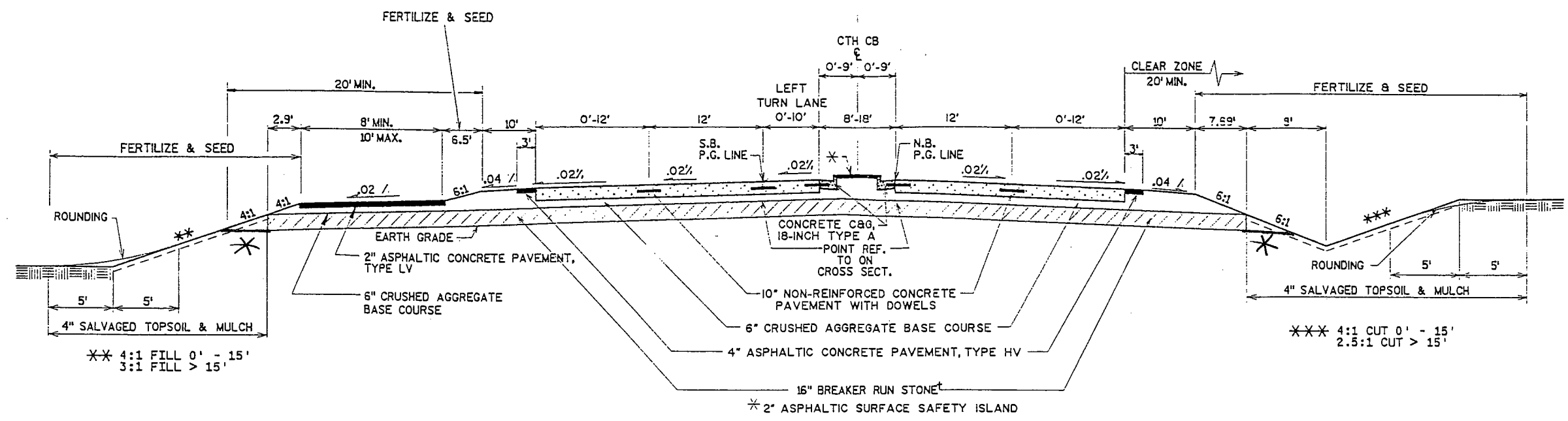
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 244+30 TO STA 247+00



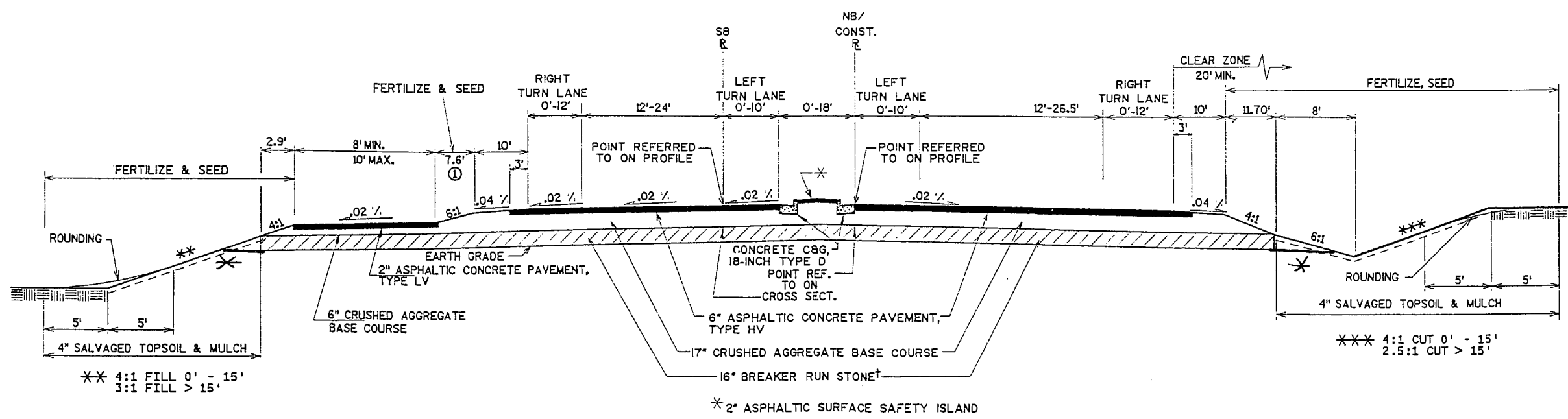
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 241+63.55 TO STA 244+30  
STA 247+00 TO STA 251+58.68



**PROPOSED TYPICAL SECTION**

CTH CB  
 STA 291+32.10 (BEGIN CONCRETE PAVEMENT) TO STA 305+88.74  
 NOTE: STA 291+32.10, CTH CB @ = STA 291+32.10, NB CONST. R, 9.0' LT.



**PROPOSED TYPICAL SECTION**

CTH CB  
 STA 251+58.68 TO STA 260+77.38  
 STA 284+94.92 TO STA 291+32.10 (END ASPHALT PAVEMENT)

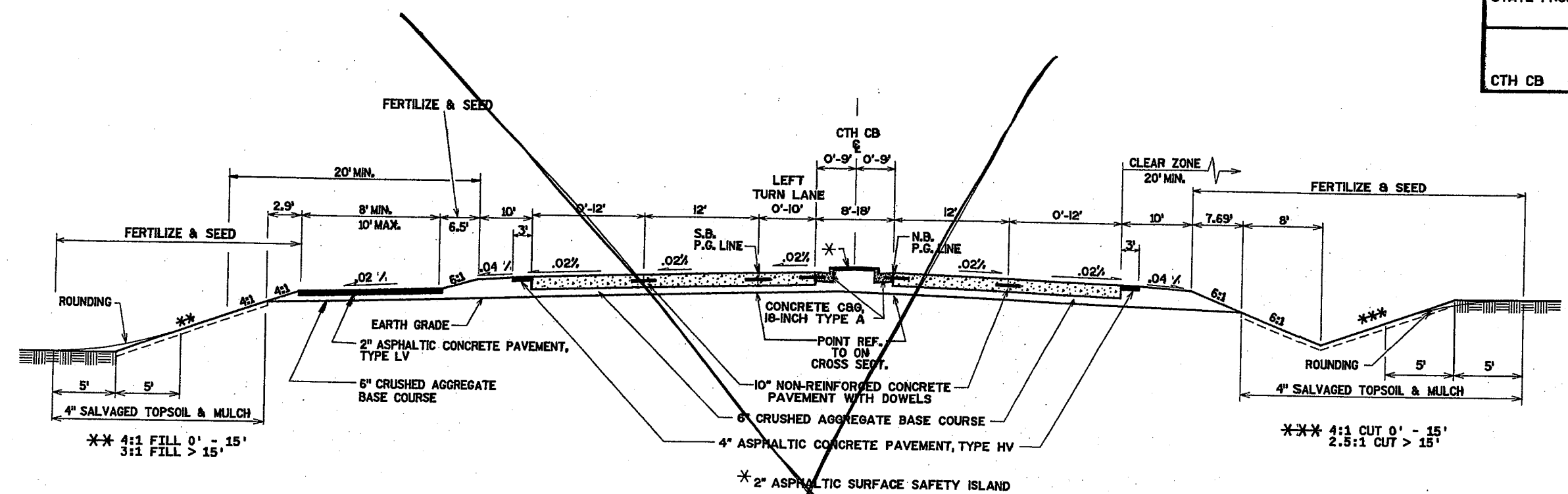
① 4:1 MAX. SLOPE WITH 4.8' SEPARATION FROM STA 253+00 TO STA 260+77.38 (WETLAND MITIGATION SITE)

† 16" BREAKER RUN STONE SHALL BE USED FROM STA. 280+00 TO 294+10

\* BREAKER RUN DAYLIGHTED TO DITCH.

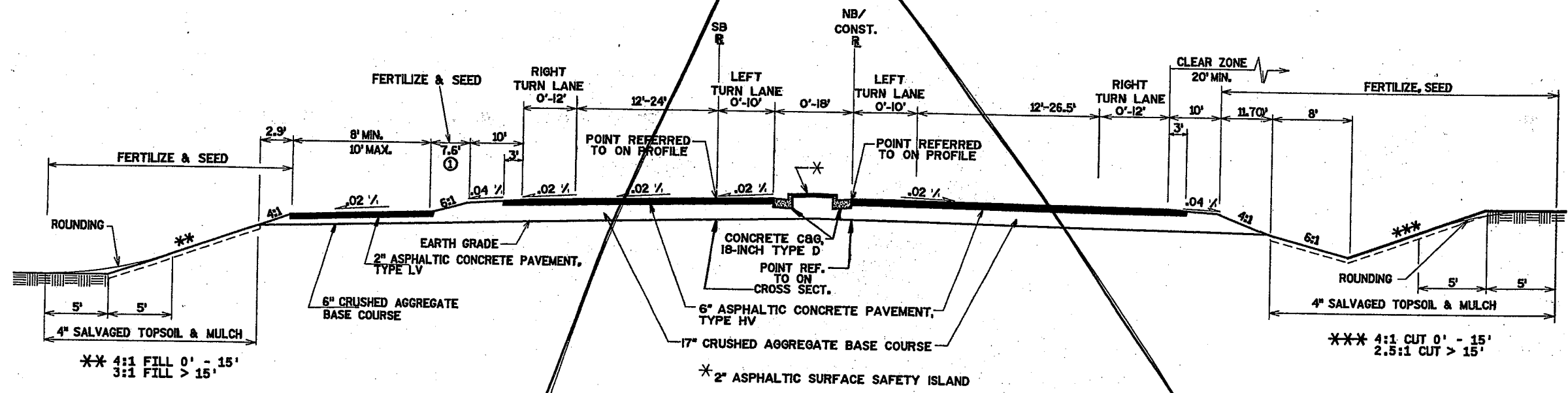






**PROPOSED TYPICAL SECTION**

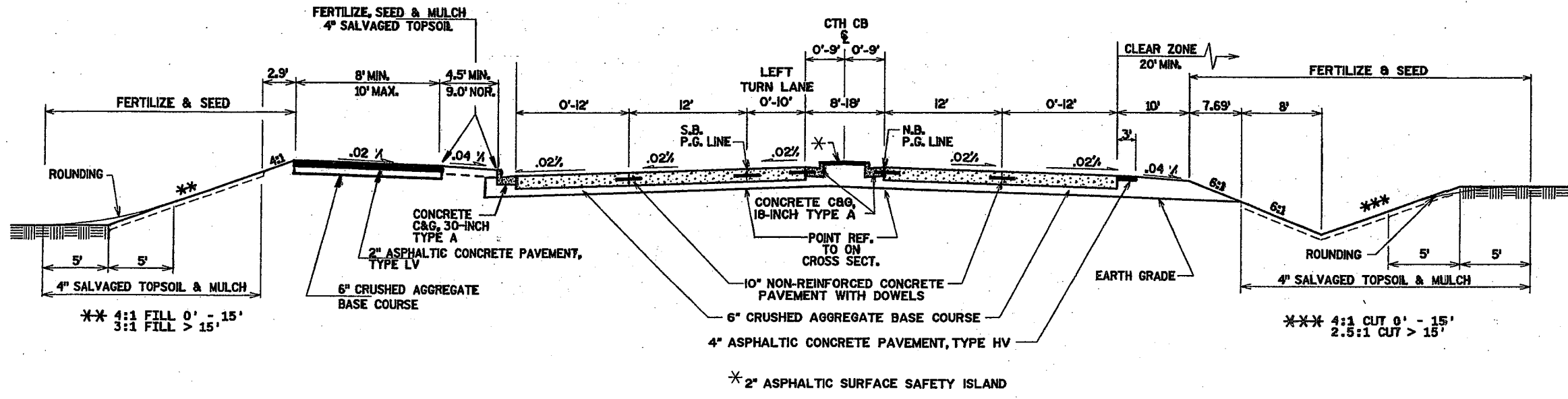
CTH CB  
 STA 291+32.10 (BEGIN CONCRETE PAVEMENT) TO STA 305+88.74  
 NOTE: STA 291+32.10, CTH CB  $\phi$  = STA 291+32.10, NB CONST. R., 9.0' LT.



**PROPOSED TYPICAL SECTION**

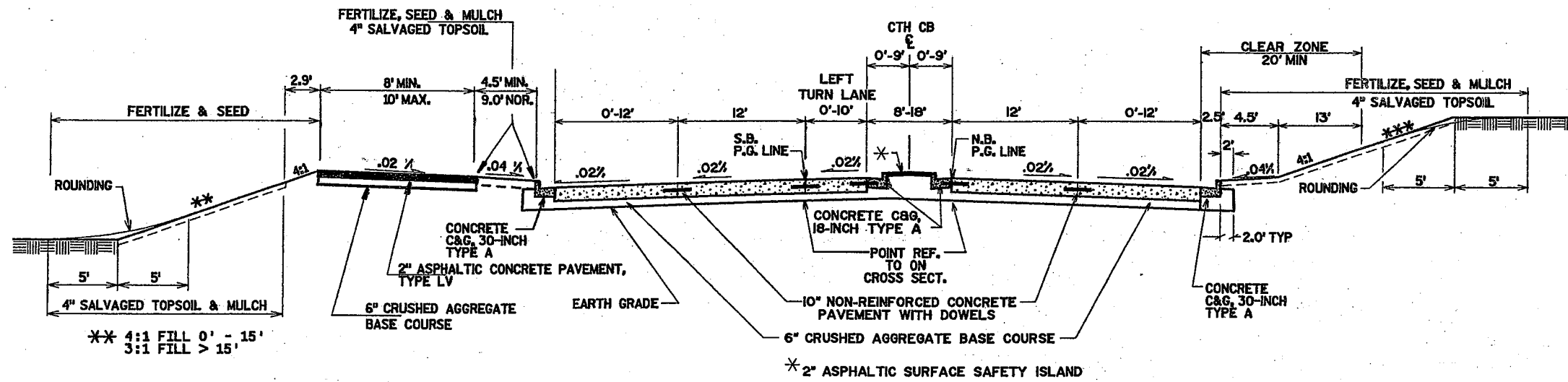
CTH CB  
 STA 251+58.68 TO STA 260+77.38  
 STA 284+94.92 TO STA 291+32.10 (END ASPHALT PAVEMENT)

① 4:1 MAX. SLOPE WITH 4.8' SEPARATION FROM STA 253+00 TO STA 260+77.38 (WETLAND MITIGATION SITE)



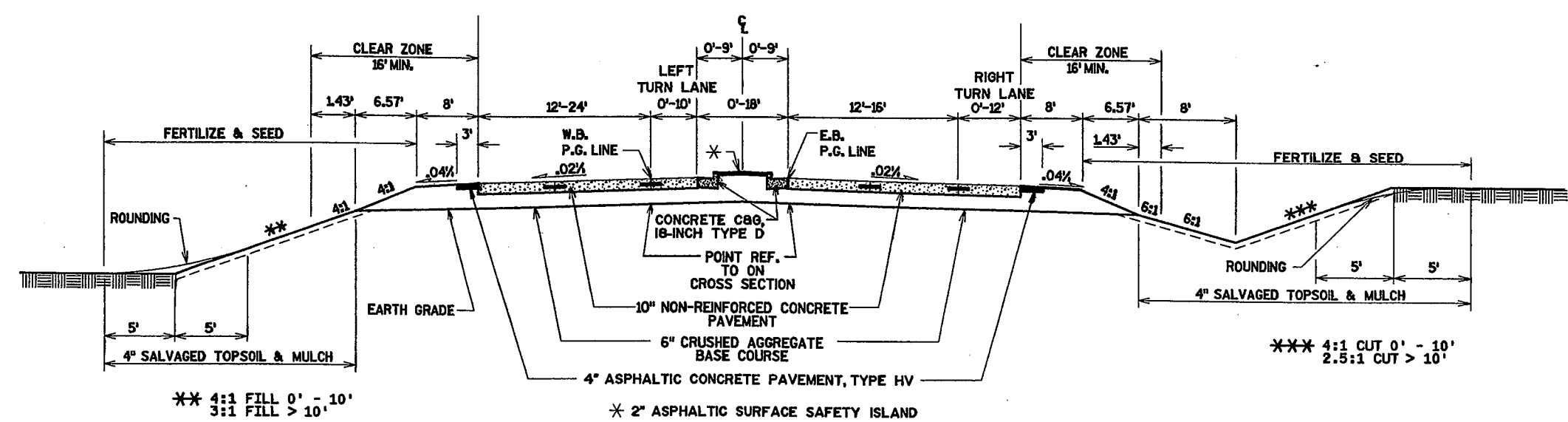
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 305+88.74 TO STA 307+50



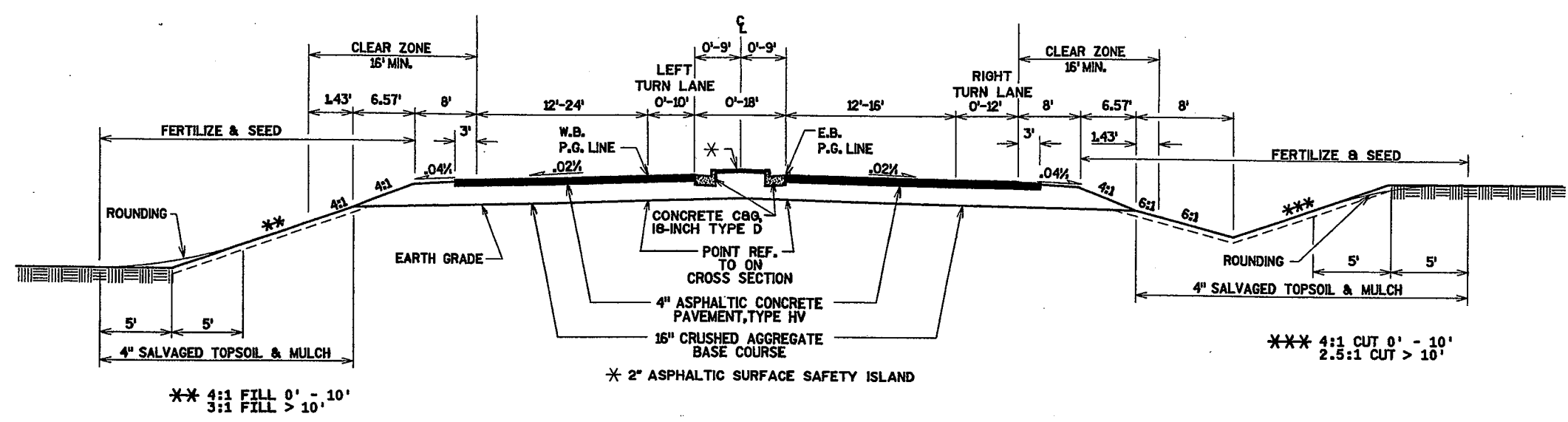
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 307+50 TO STA 308+80



**PROPOSED TYPICAL SECTION - SIDE ROADS**

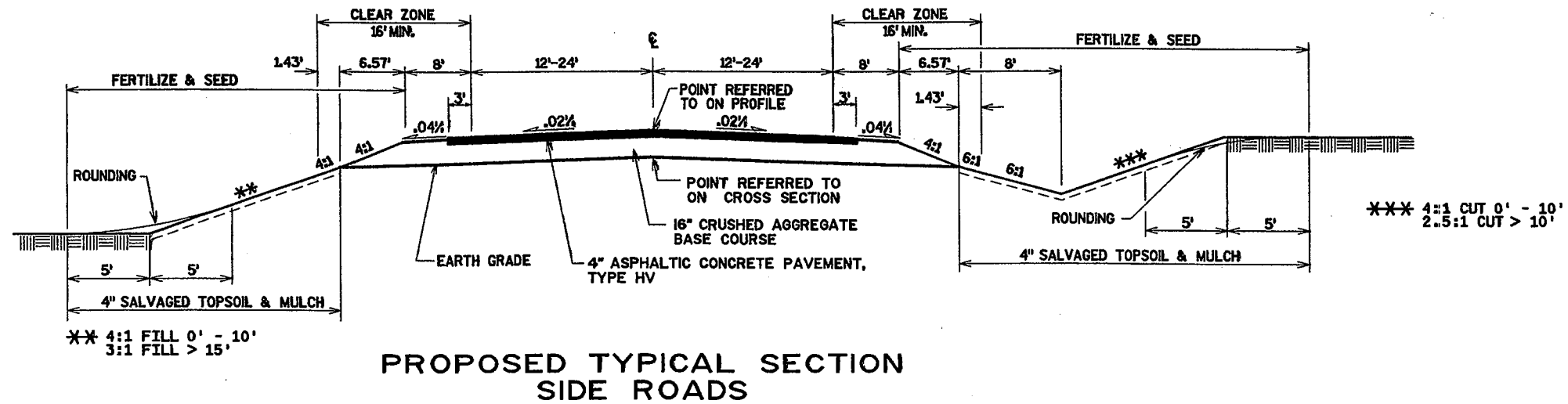
CTH 0  
 STA 19+11.63, RT. TO STA 20+91.58, RT.  
 STA 19+21.00, LT. TO STA 21+00.96, LT.



**PROPOSED TYPICAL SECTION - SIDE ROADS**

OAKRIDGE ROAD EAST  
 STA 29+00 TO STA 36+27  
 STA 36+93 TO STA 41+71.71 ①  
 CTH 0  
 STA 11+90.00 TO STA 19+11.63, RT.  
 STA 11+90.00 TO STA 19+21.00, LT.  
 STA 20+91.58, RT. TO STA 28+22.59  
 STA 21+00.96, LT. TO STA 28+22.59

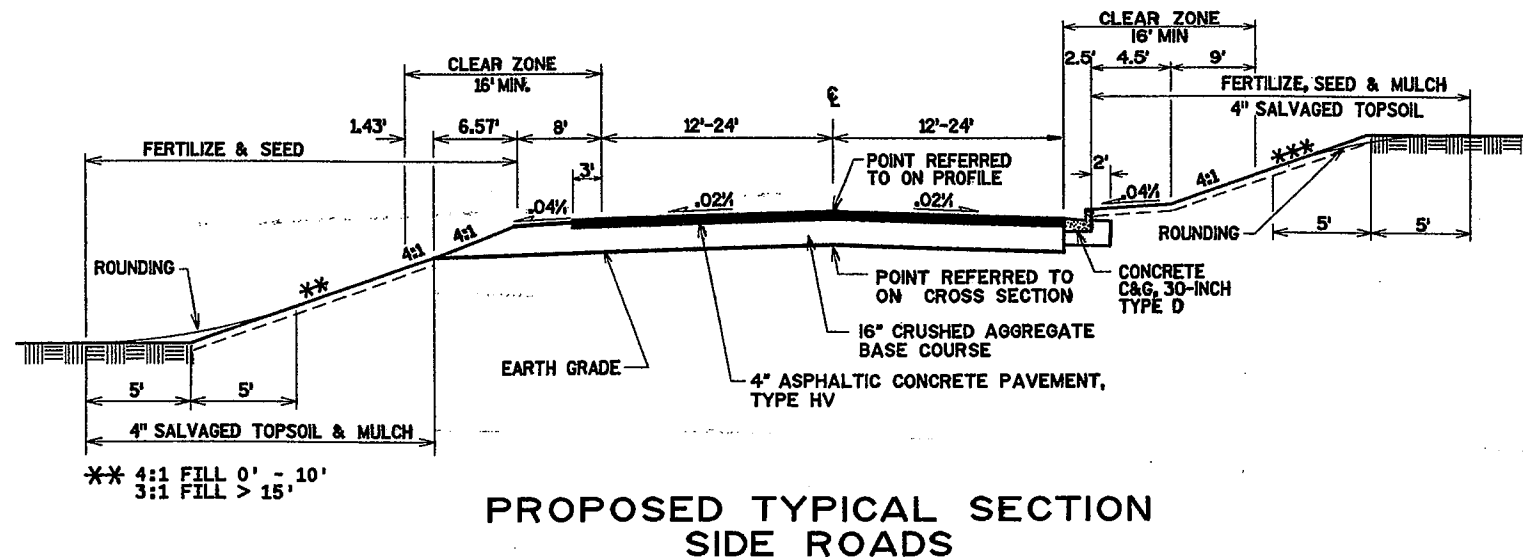
① CONCRETE CURB & GUTTER, 30-INCH, TYPE D REQ'D, RT SIDE ONLY



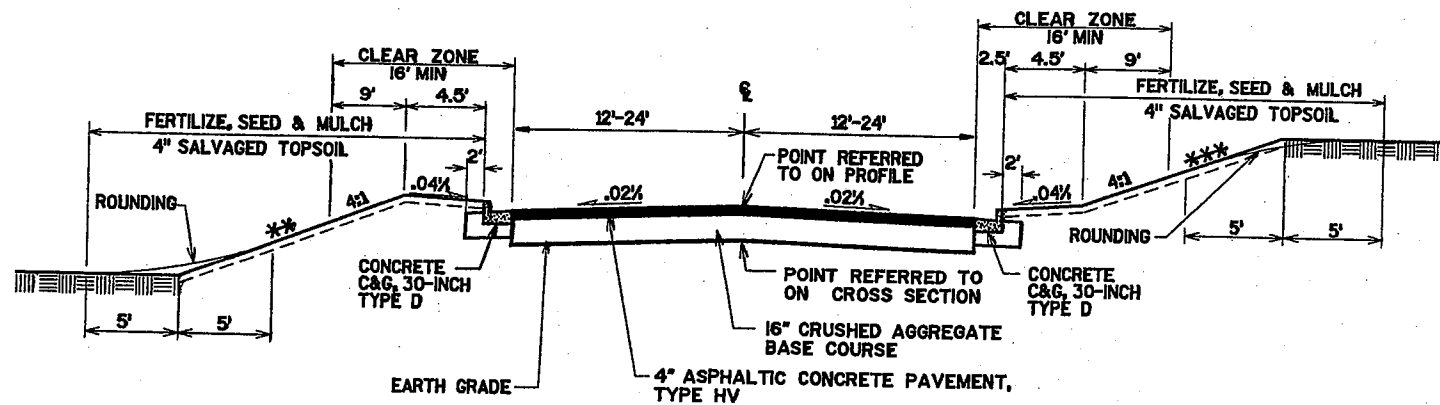
- |                                                                                    |                                                                                |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| LARSEN ROAD<br>STA 24+00.00 TO STA 27+44.85                                        | STROHMEYER DRIVE<br>STA 13+80.00 TO STA 14+00.00                               |
| OAKRIDGE ROAD EAST<br>STA 27+44.85 TO STA 29+00.00<br>STA 47+20.00 TO STA 48+07.87 | OAKRIDGE COURT<br>STA 10+20.00 TO STA 12+89.57<br>STA 16+50.00 TO STA 17+92.49 |
| OAKRIDGE ROAD WEST<br>STA 8+32.02 TO STA 23+13.96 ①                                | OAKRIDGE LANE<br>STA 20+00.00 TO STA 22+43.27                                  |
- ① CONCRETE CURB & GUTTER, 30-INCH, TYPE D REQ'D, LEFT SIDE ONLY  
STA 8+32.02 TO STA 10+50

3' C.A.B.C. SHOULDER RATHER THAN AN 8' SHOULDER AS SHOWN IN TYPICAL.

3' C.A.B.C. SHOULDER AROUND CUL DE SAC WAS ELIMATED. 30" CURB + GUTTER WAS ADDED.

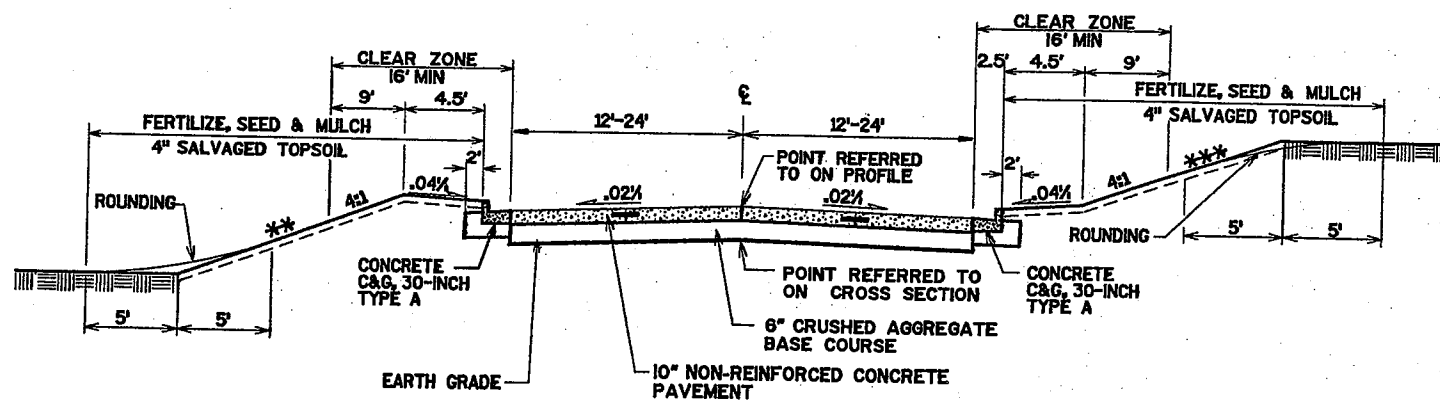


OAKRIDGE ROAD EAST  
STA 41+71.71 TO STA 45+00.00



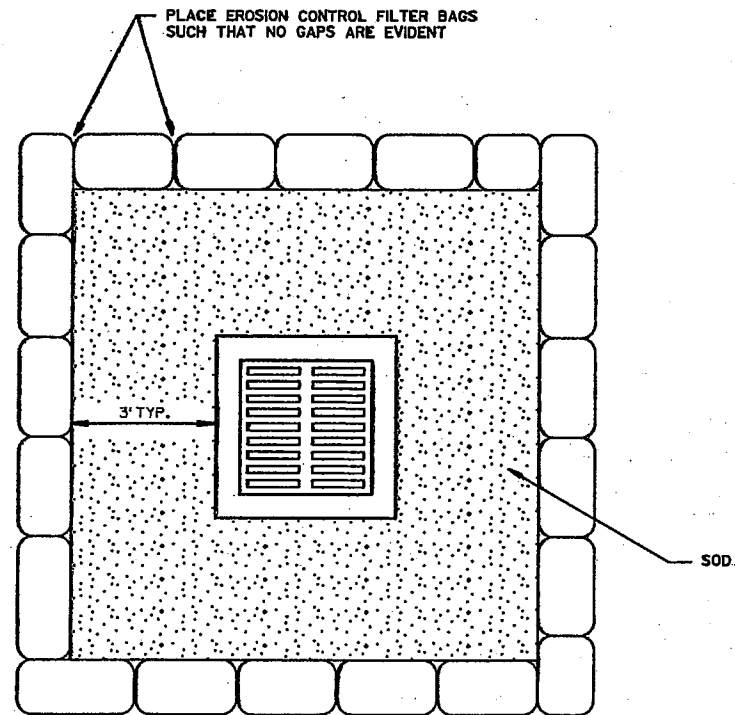
**PROPOSED TYPICAL SECTION  
 SIDE ROADS**

OAKRIDGE ROAD EAST  
 STA 45+00.00 TO STA 47+20.00  
 STROHMEYER DRIVE  
 STA 10+93.00 TO STA 13+80.00



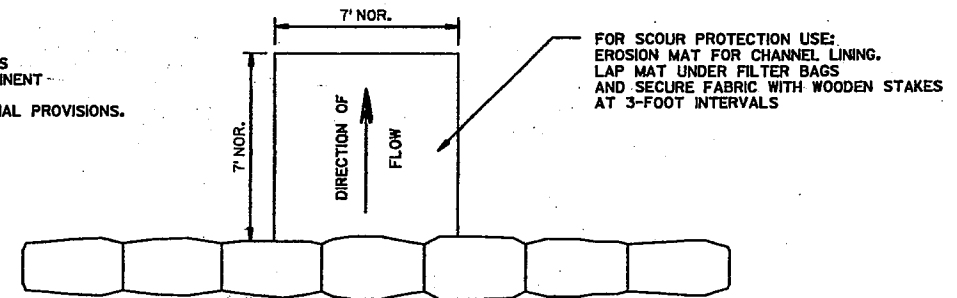
**PROPOSED TYPICAL SECTION  
 SIDE ROADS**

STROHMEYER DRIVE  
 STA 10+00.00 TO STA 10+93.00

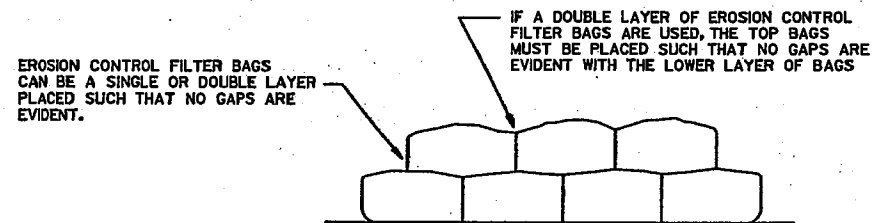


NOTE: EROSION CONTROL FILTER BAGS MAY BE USED ON PAVEMENT OR BARE GROUND. TREAT INLETS THAT ARE SPACED 8 FEET OR LESS AS ONE INLET FOR EROSION CONTROL.

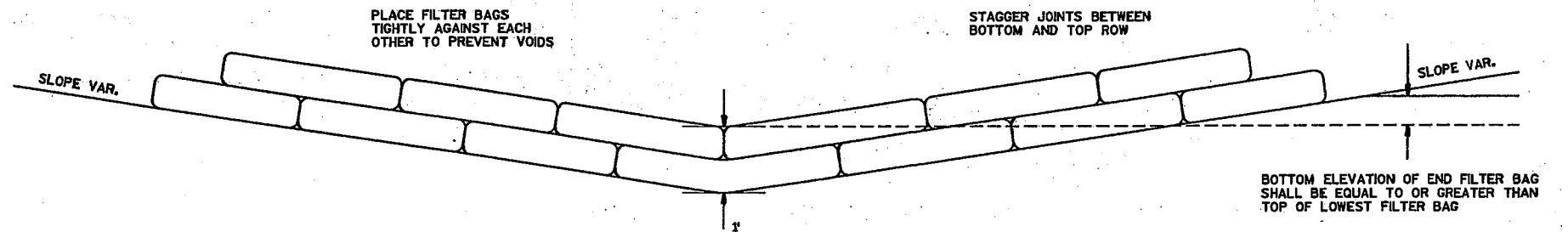
NOTE: DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DETAIL SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW



DETAIL FOR EROSION CONTROL  
(FILTER BAGS & SOD FOR AREA INLETS)

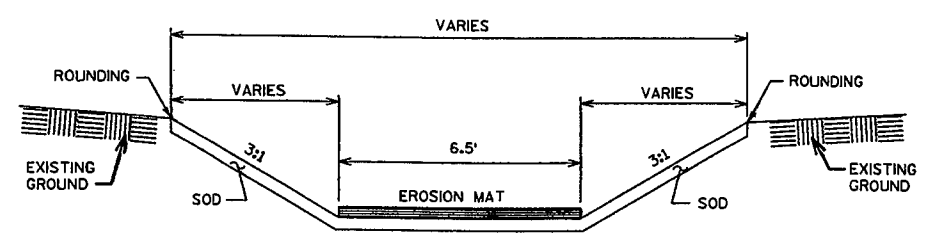


FRONT ELEVATION

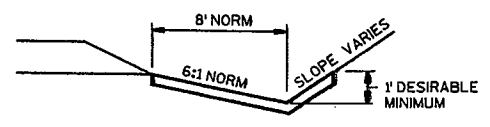
FILTER BAG DITCH CHECK DETAIL

**FILTER BAG DESCRIPTION**

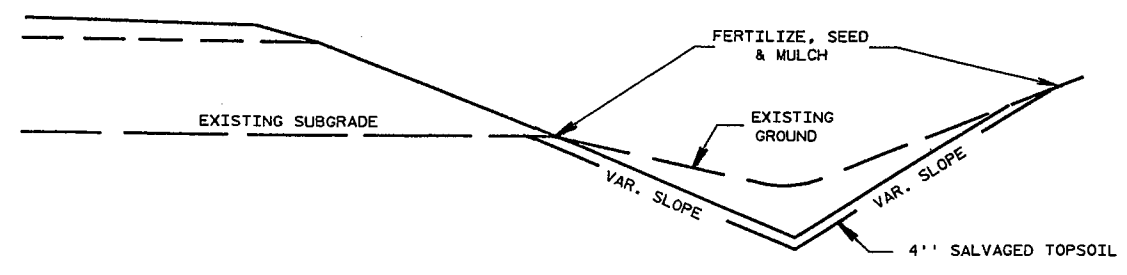
COARSE AGGREGATE FOR CONCRETE MASONRY, SIZE 1, CONTAINED IN PERVIOUS BURLAP BAGS OR SYNTHETIC NET BAGS (1/8-INCH MESH) APPROXIMATELY 24 INCHES LONG, 12 INCHES WIDE AND 6 INCHES HIGH



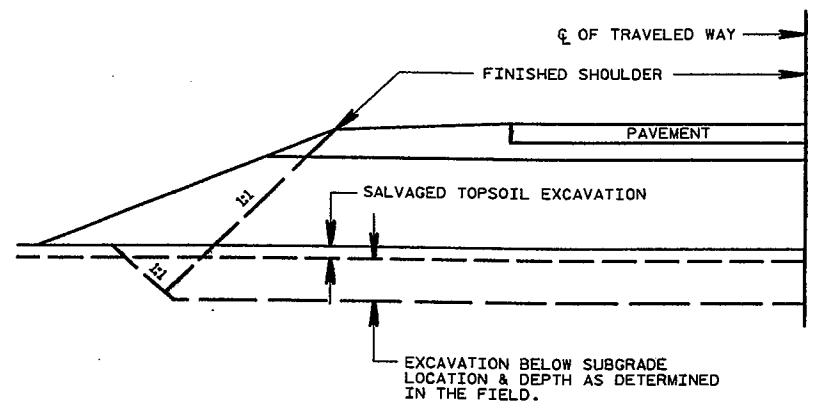
**FLAT BOTTOM DITCH DETAIL**  
STA. 31+34.00 LT. OAKRIDGE ROAD EAST



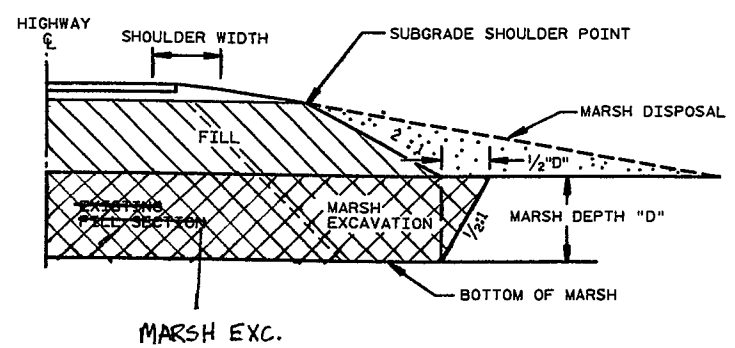
**SOD DETAIL FOR DITCHES**



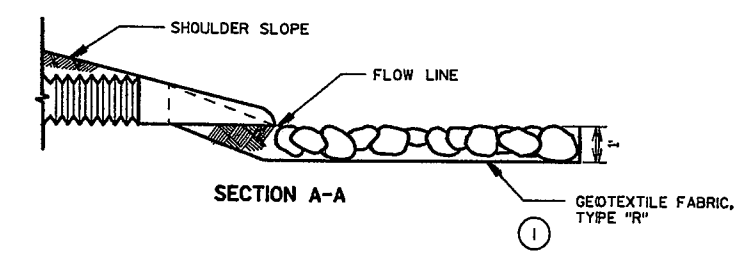
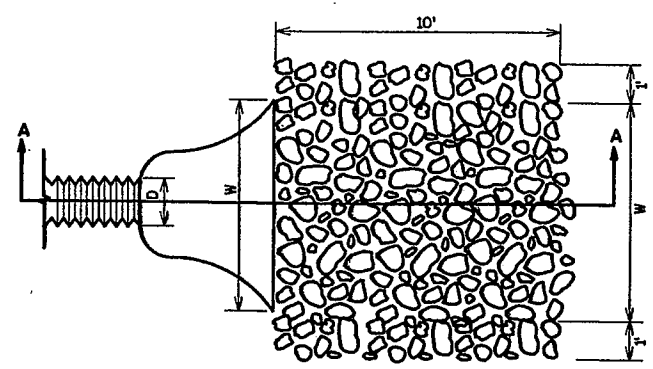
**DITCH SHAPING DETAIL**  
STA. 28+22.00 TO STA. 29+00.00, LT. & RT. CTH '0'



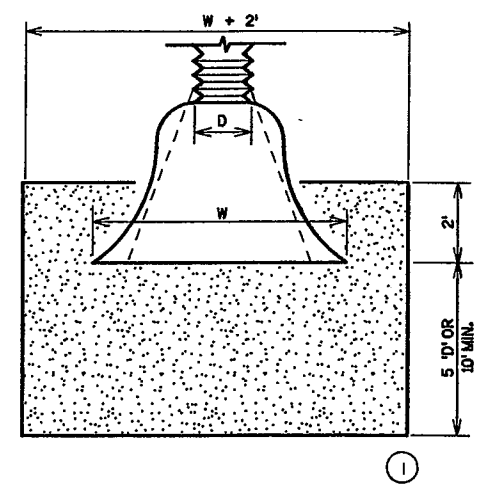
**DETAIL FOR EXCAVATION BELOW SUBGRADE - CTH CB**  
~~STA 251+00 TO STA 259+00, LT & RT~~  
~~STA 290+00 TO STA 293+00, LT & RT~~  
*EBS LIMITS DO NOT MATCH EARTHWORK SUMMARY TABLE.*



**TYPICAL MARSH EXCAVATION - OAKRIDGE ROAD WEST**  
\* STA. 13+00 TO STA 20+00, LT & RT

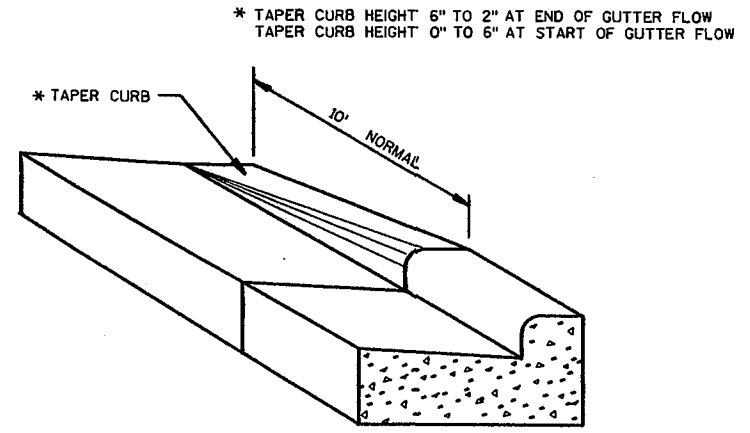
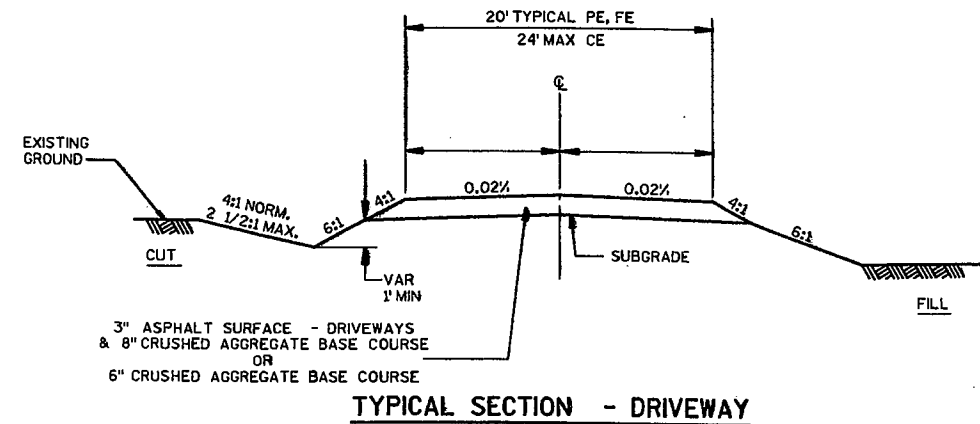


**MEDIUM RANDOM RIPRAP AT PIPE DISCHARGE**

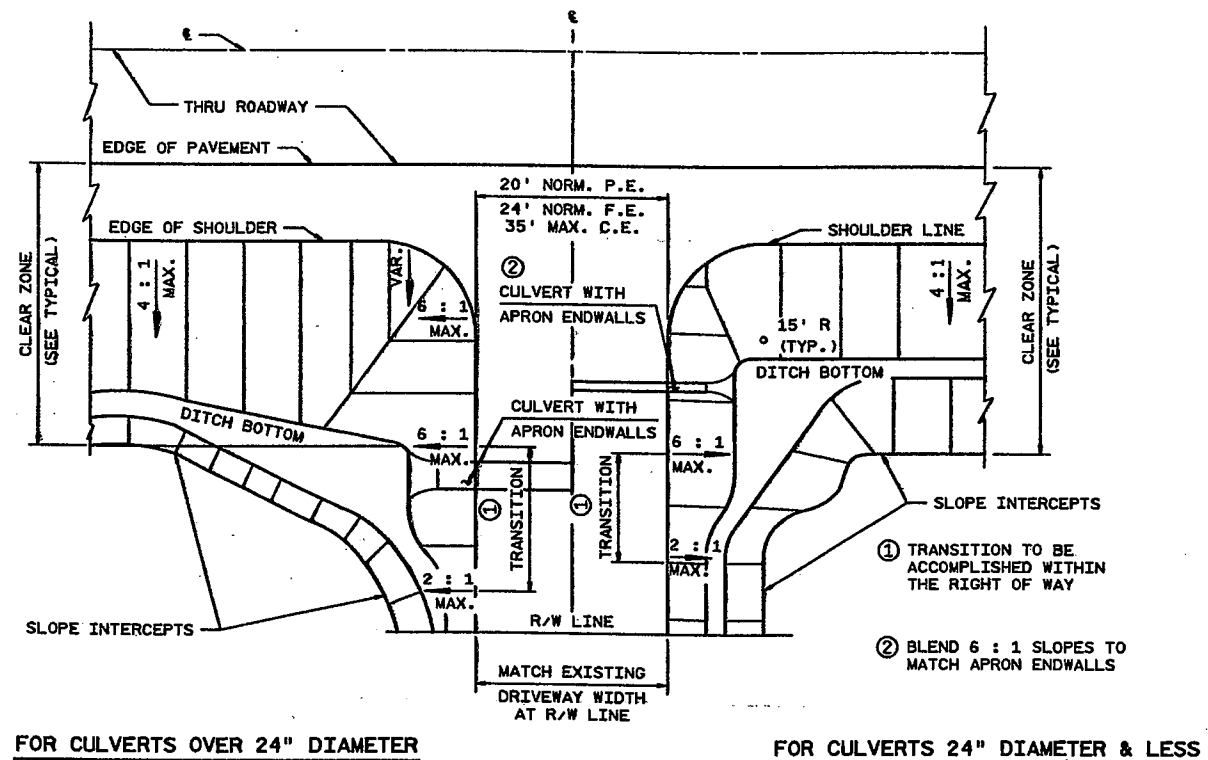


**SOD AT PIPE DISCHARGE**

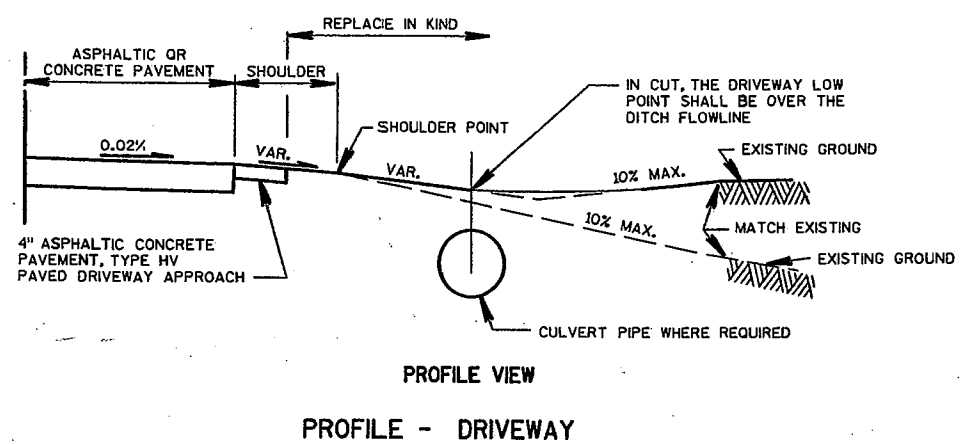
① SEE EROSION CONTROL PLANS FOR LOCATIONS



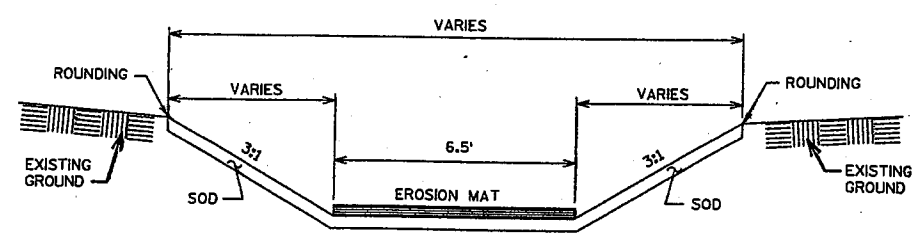
**DETAIL OF CURB & GUTTER TERMINI**



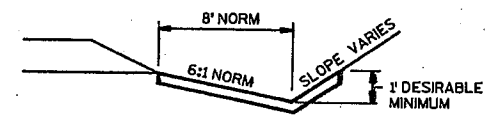
**PLAN VIEW - DRIVEWAY**  
RURAL ONLY



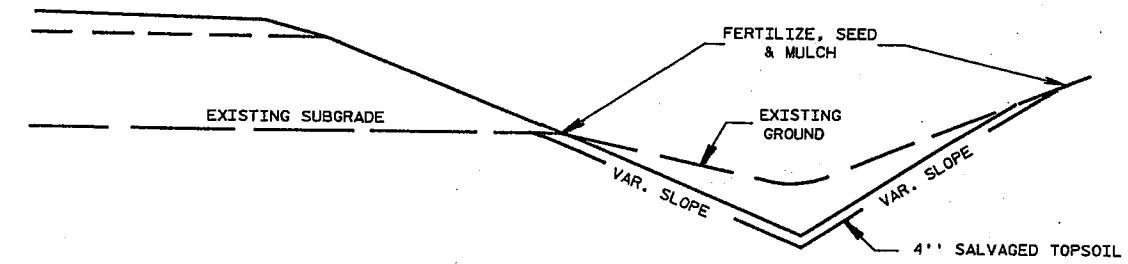




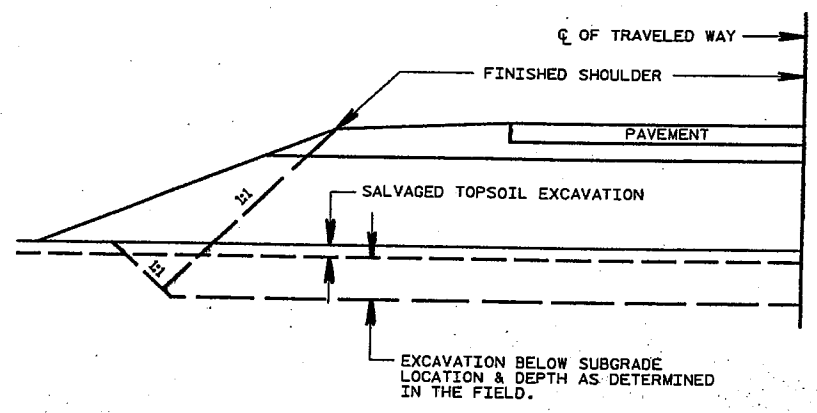
**FLAT BOTTOM DITCH DETAIL**  
STA. 31+34.00 LT. OAKRIDGE ROAD EAST



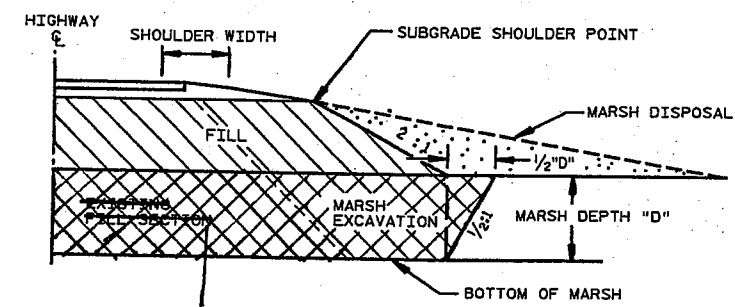
**SOD DETAIL FOR DITCHES**



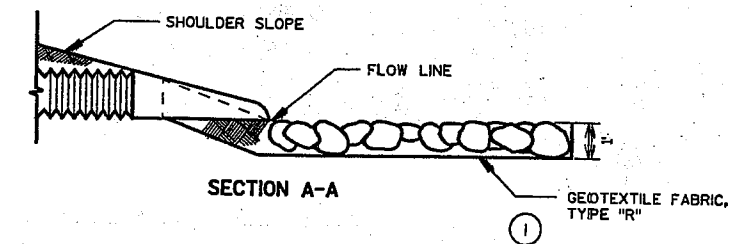
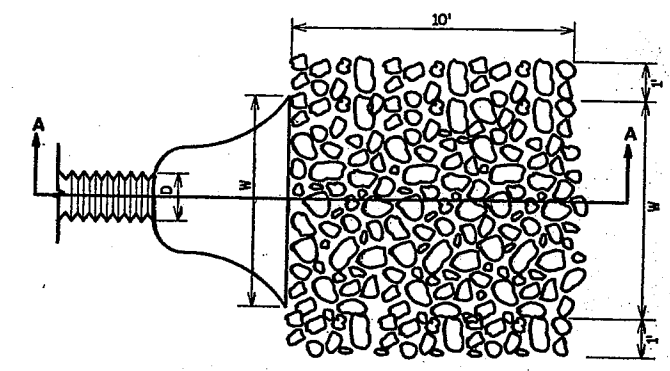
**DITCH SHAPING DETAIL**  
STA. 28+22.00 TO STA. 29+00.00, LT. & RT. CTH 'O'



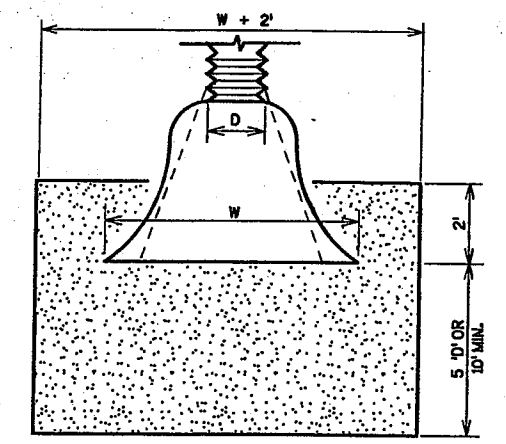
**DETAIL FOR EXCAVATION BELOW SUBGRADE - CTH CB**  
~~STA 251+00 TO STA 259+00, LT & RT~~  
~~STA 290+00 TO STA 293+00, LT & RT~~  
*EBS LIMITS DO NOT MATCH EARTHWORK SUMMARY TABLE.*



**TYPICAL MARSH EXCAVATION - OAKRIDGE ROAD WEST**  
\* STA. 13+00 TO STA 20+00, LT & RT

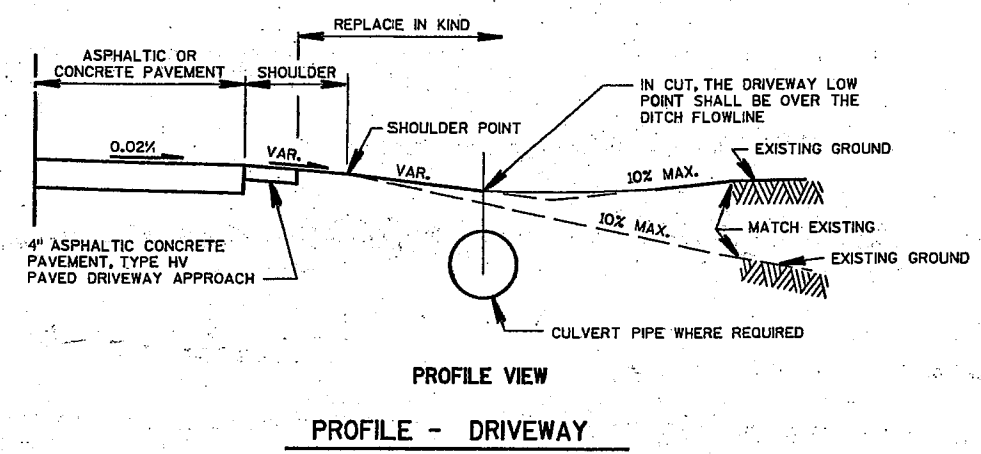
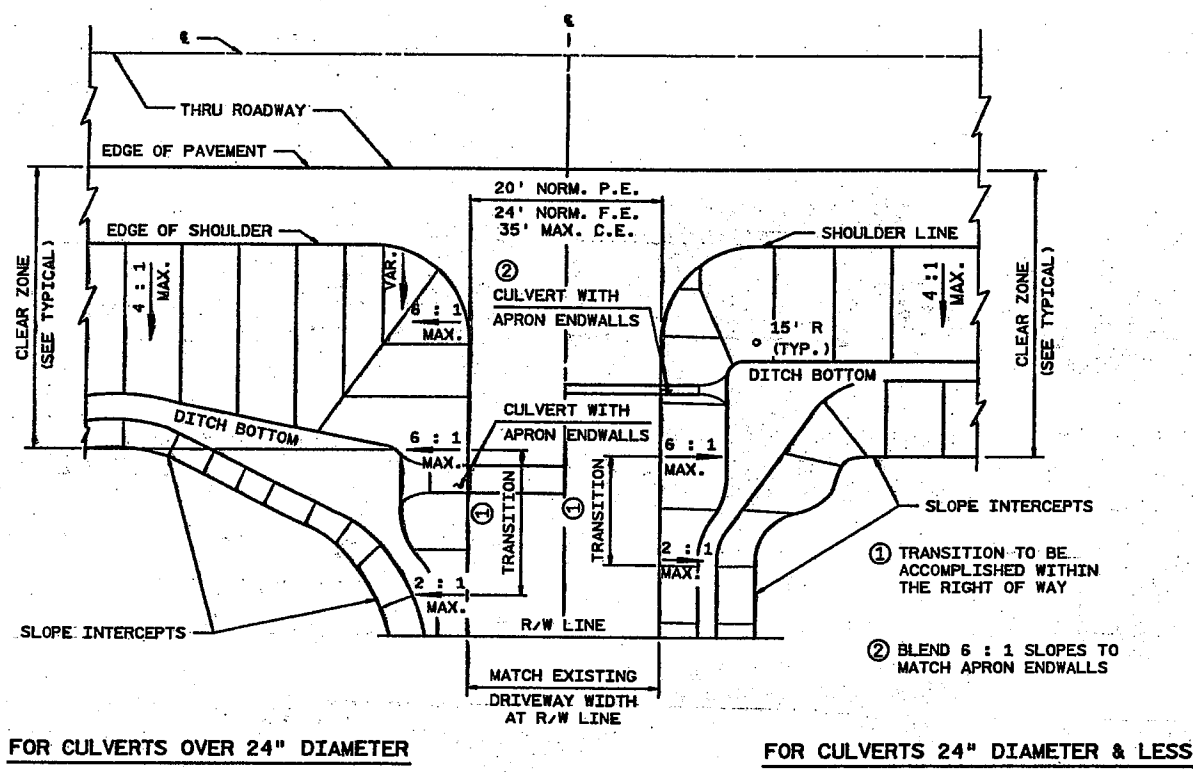
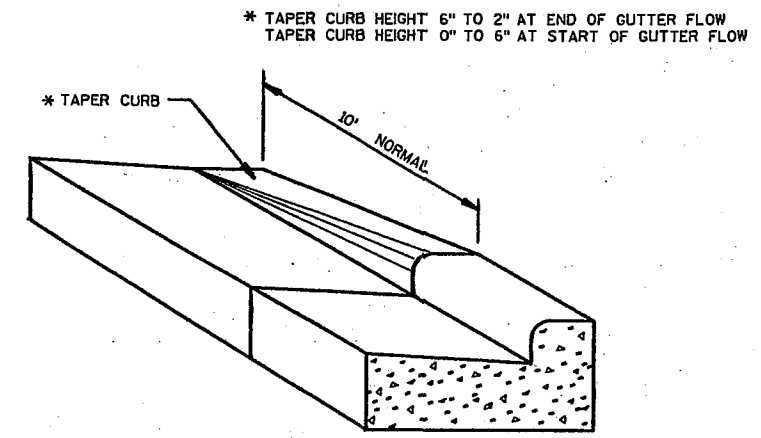
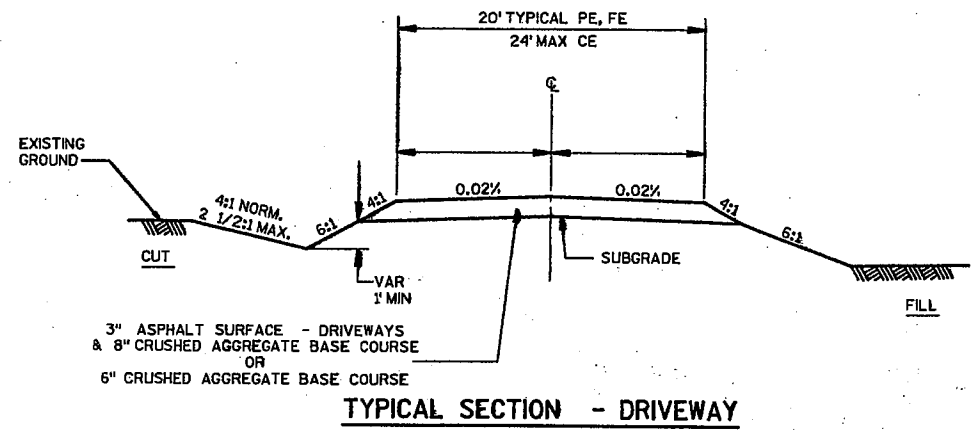


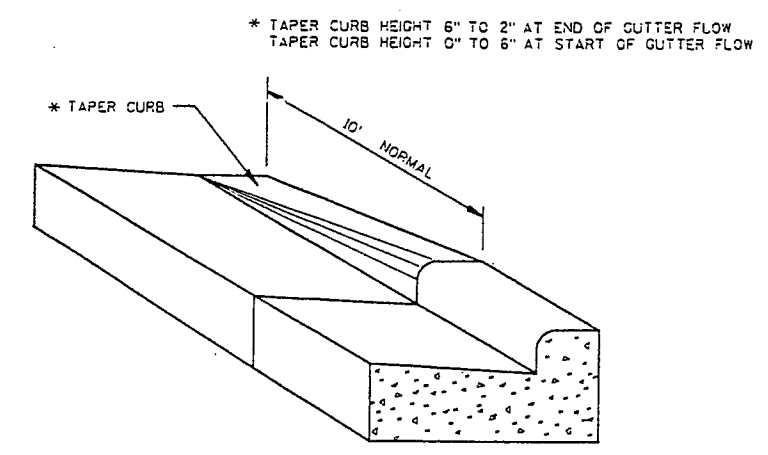
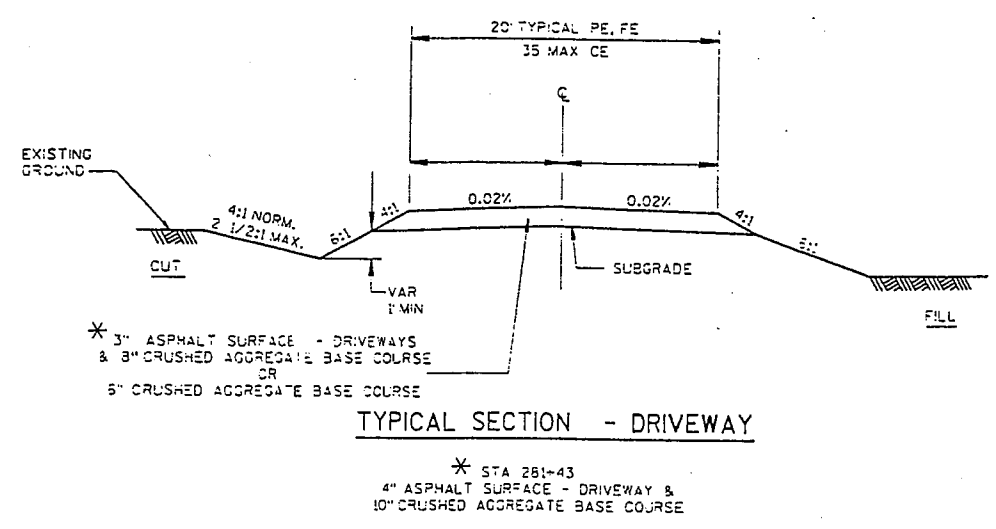
**MEDIUM RANDOM RIPRAP AT PIPE DISCHARGE**



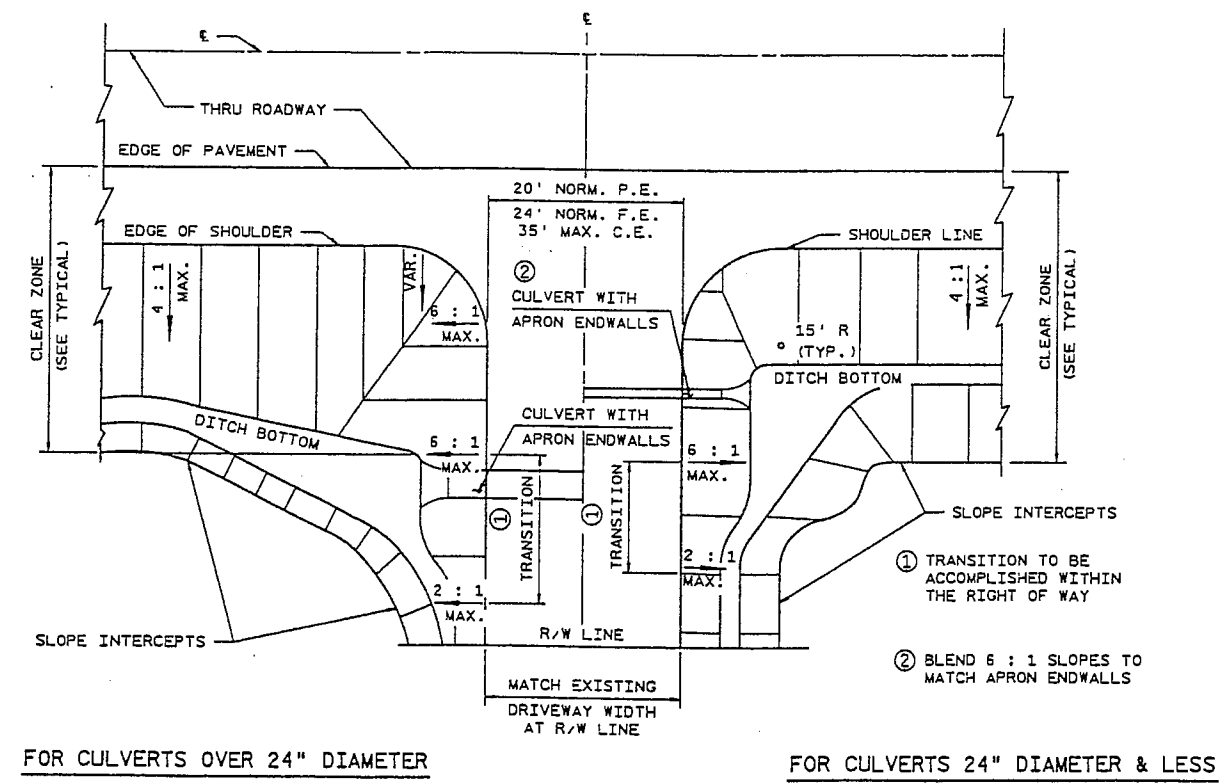
**SOD AT PIPE DISCHARGE**

① SEE EROSION CONTROL PLANS FOR LOCATIONS

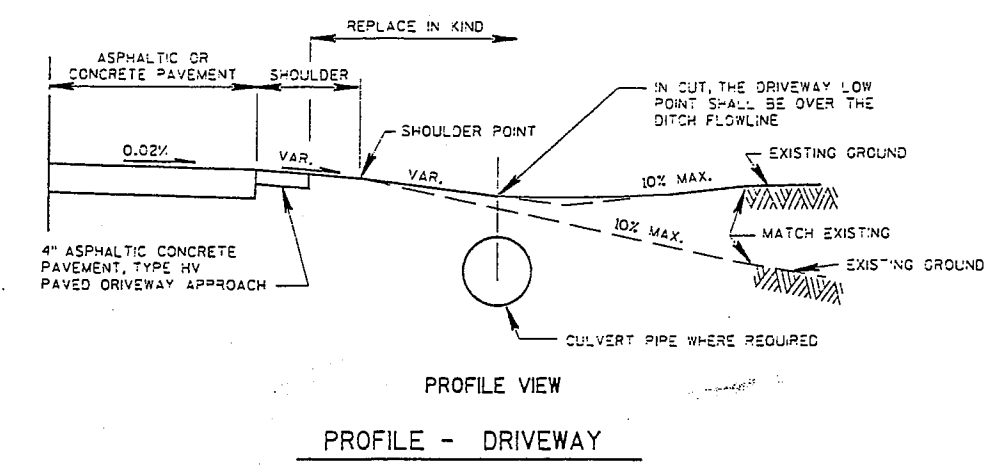




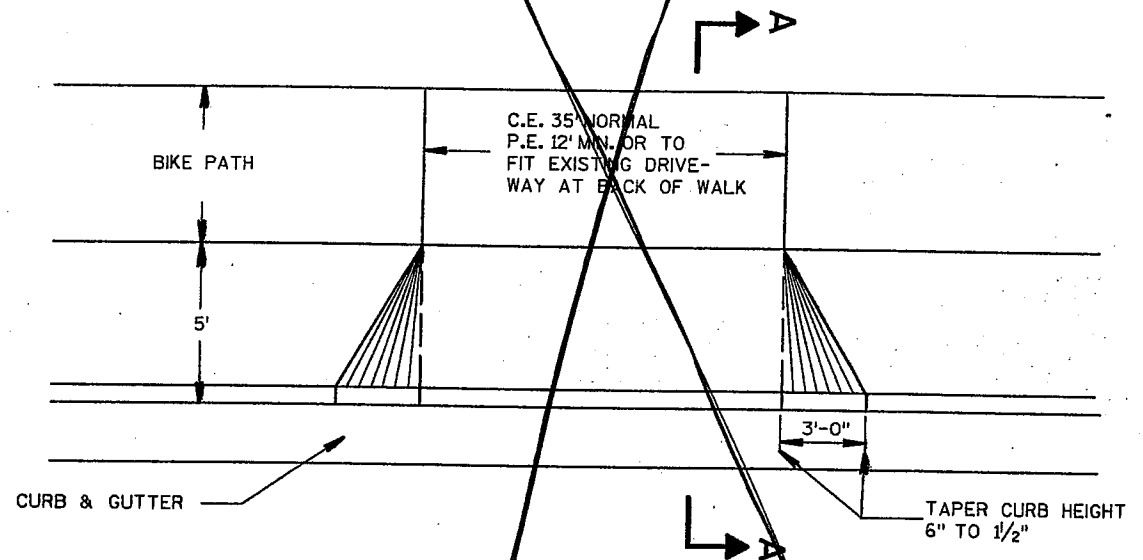
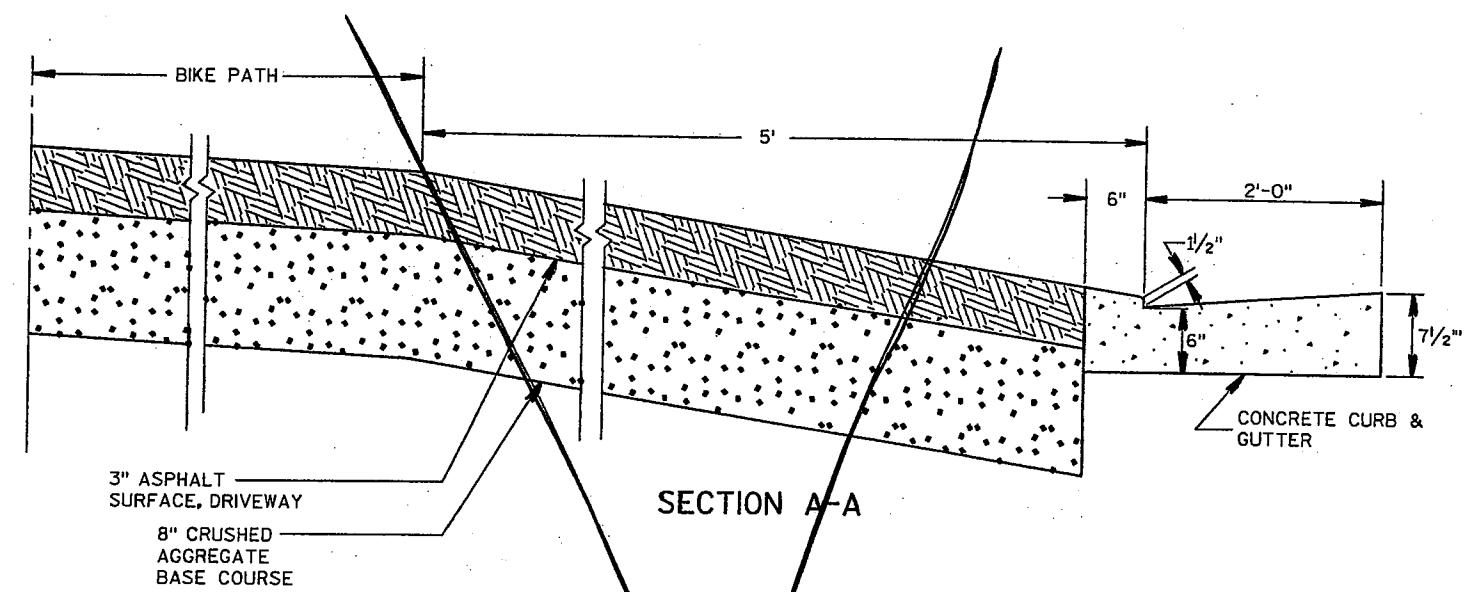
**DETAIL OF CURB & GUTTER TERMINI**



**PLAN VIEW - DRIVEWAY**  
RURAL ONLY



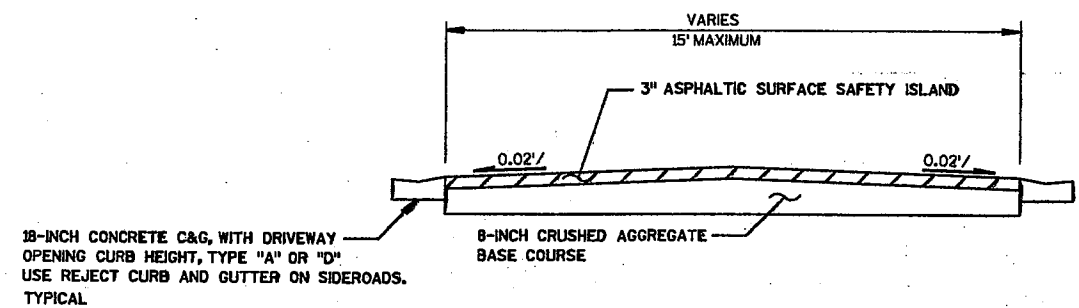




**PRIVATE AND COMMERCIAL ENTRANCES (URBAN)**

CTH CB  
 242+36, RT. P.E.  
 246+34, RT. P.E.

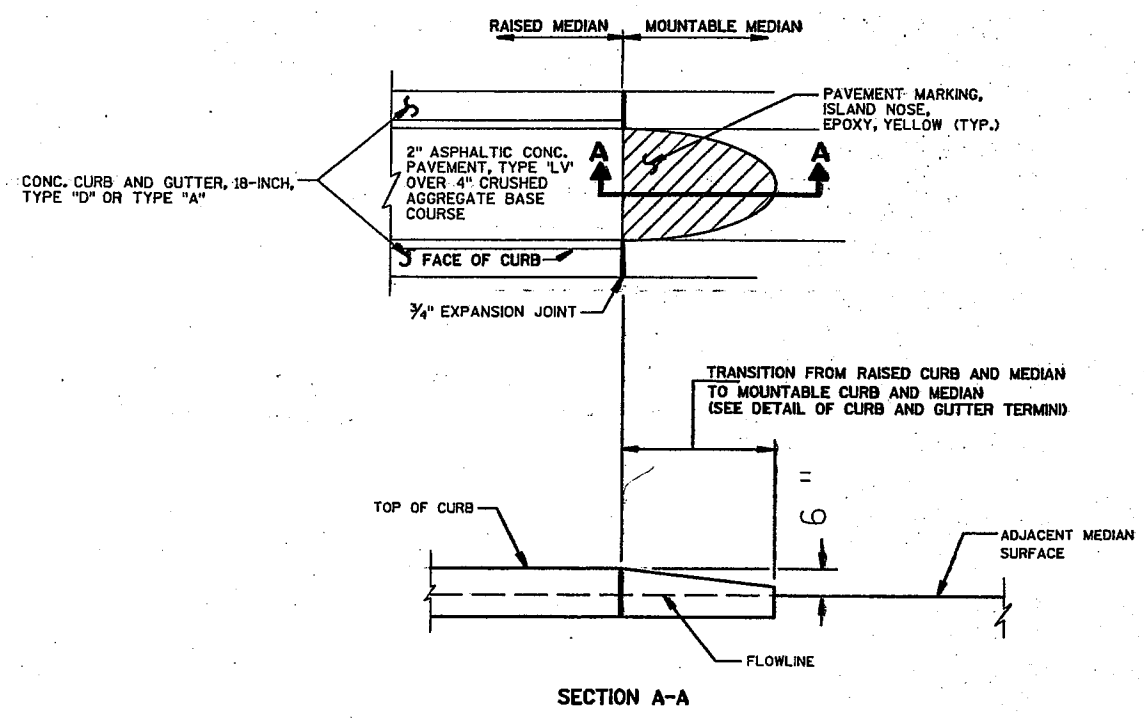
STROHMEYER DRIVE  
 11+30, RT. C.E.  
 12+10, LT. C.E.  
 13+30, RT. C.E.  
 13+36, LT. C.E.



MOUNTABLE MEDIAN DETAIL

**MOUNTABLE MEDIAN LOCATIONS**

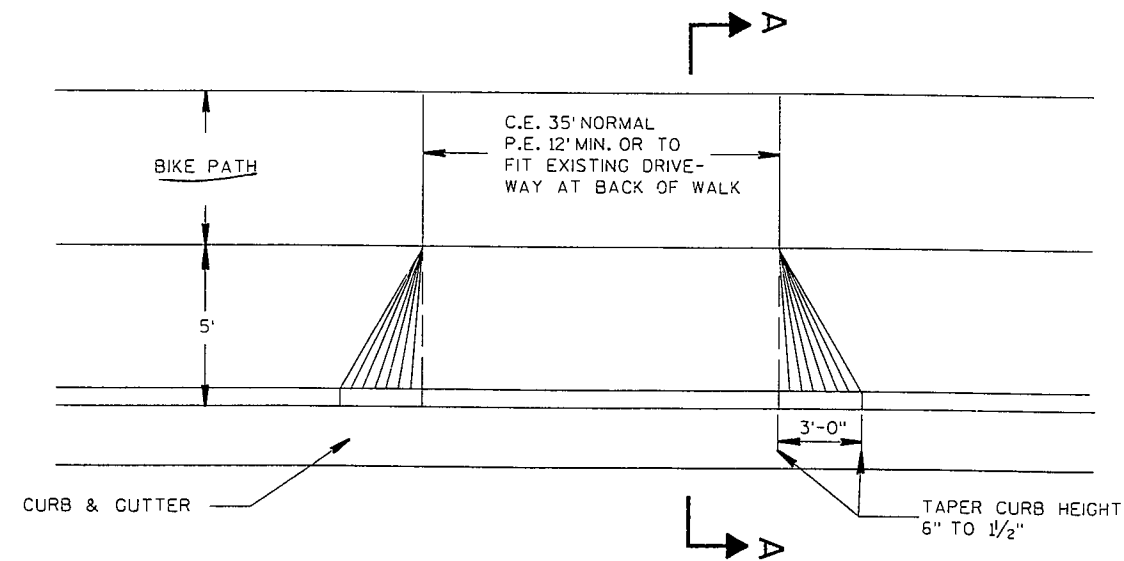
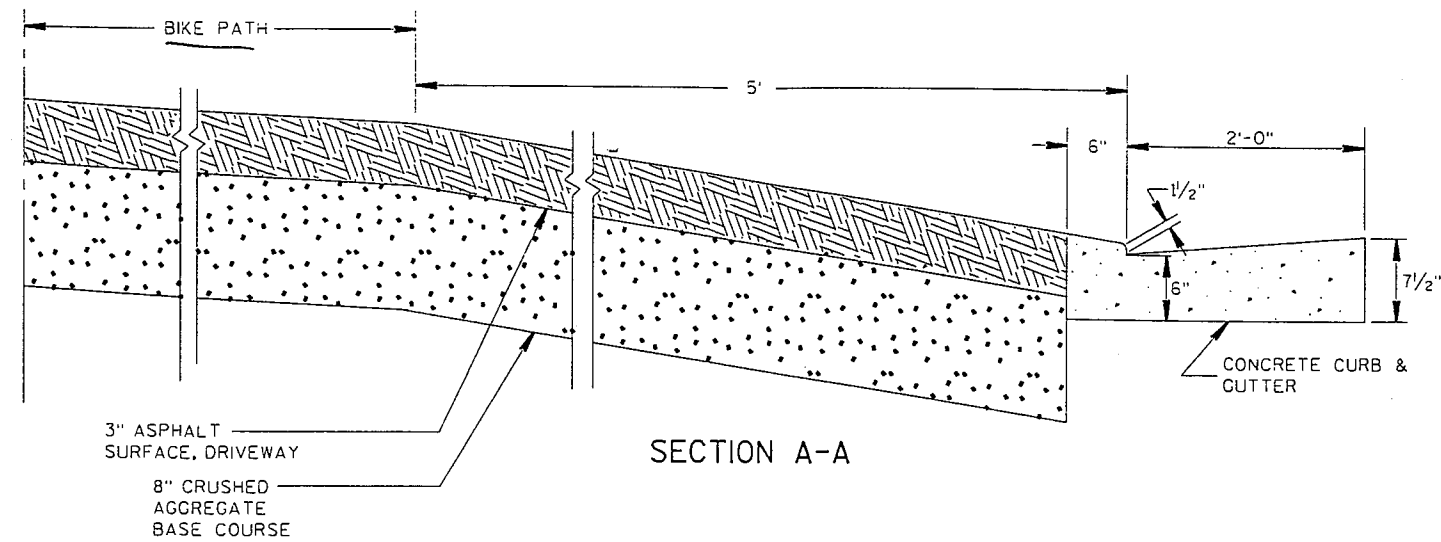
STATION TO STATION	LOCATION
243+49 - 246+91	CTH CB
12+65 - 15+23	CTH 0
19+32 - 19+42	CTH 0 AT BIKE PATH CROSSING
22+96 - 27+48	CTH 0
32+65 - 34+80	OAKRIDGE ROAD EAST



MEDIAN ISLAND NOSE DETAIL

**MEDIAN ISLAND NOSE DETAIL LOCATIONS**

STATION	LOCATION
246+91, CTH CB	RT. & LT.
15+23, CTH 0	RT. & LT.
22+96, CTH 0	RT. & LT.
34+80, OAKRIDGE ROAD EAST	RT. & LT.
32+65, OAKRIDGE ROAD EAST	RT. & LT.



PRIVATE AND COMMERCIAL ENTRANCES (URBAN)

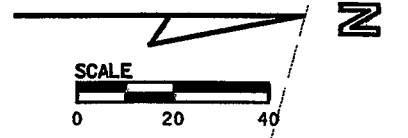
CTH CB  
~~242-36, RT. P.E.~~  
~~246-34, RT. P.E.~~ **BIKE PATH ON LEFT SIDE.**

STROHMEYER DRIVE  
 11+35, RT. C.E.  
 12+00, LT. C.E. **NO BIKE PATH ON STROHMEYER DRIVE.**  
 13+20, RT. C.E.  
 13+26, LT. C.E.





INTERSECTION DETAIL  
CTH CB/OAKRIDGE RD (EAST) WINNEBAGO COUNTY



BRYAN K.  
8 AMY M.  
BANMGARTNER

STA 250+85.45, 92.00' LT CTH CB NB RL=  
STA 35+83.33, 83.00' RT, OAKRIDGE RD (EAST)

STA 35+80 OAKRIDGE RD  
1-24" x 128" RCOR CLASS III  
2-CONC. APRON ENDWALLS REQ'D  
INL. 778.6 (SOUTH)  
DISCH. 777.6 (NORTH)

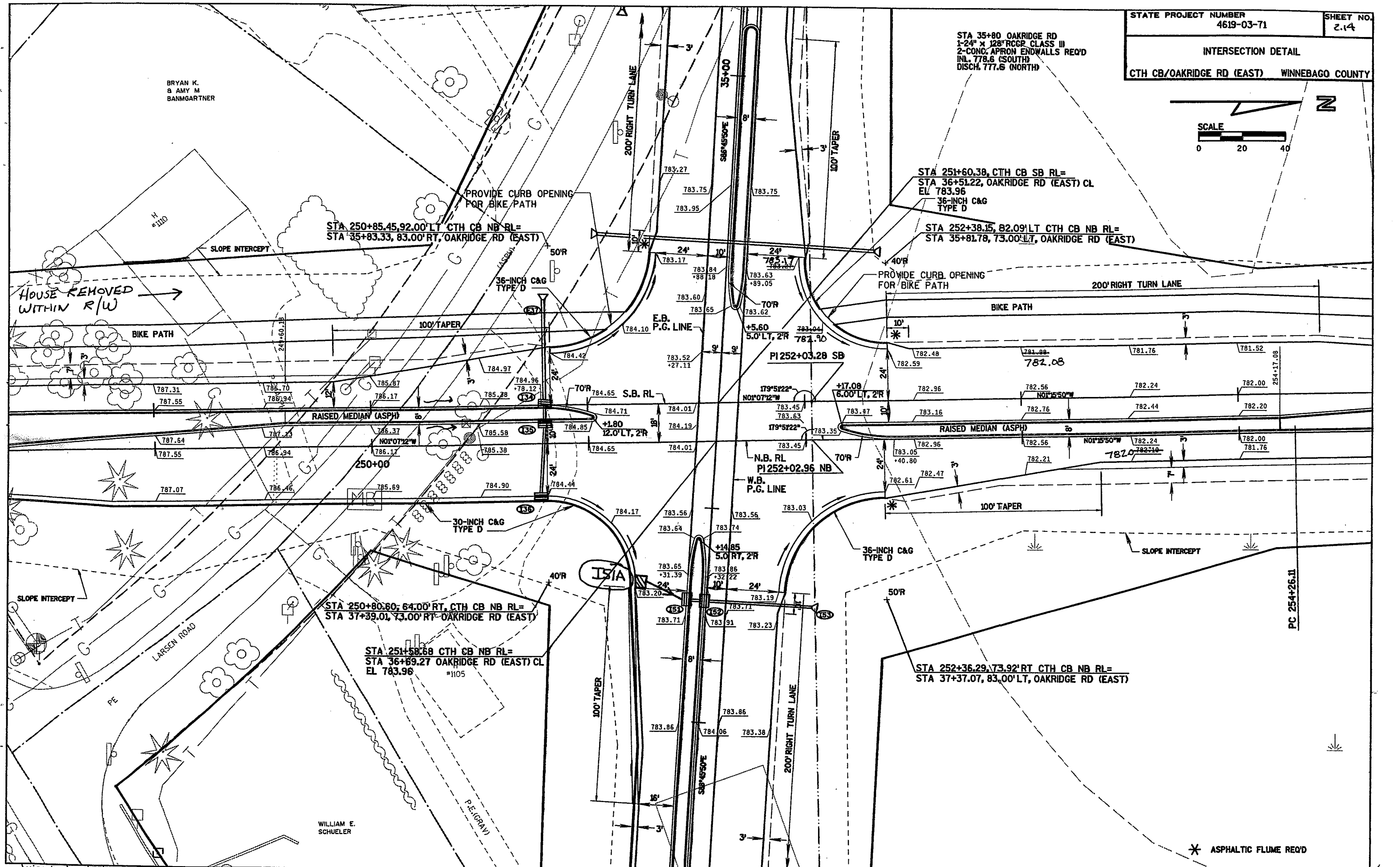
STA 251+60.38, CTH CB SB RL=  
STA 36+51.22, OAKRIDGE RD (EAST) CL  
EL 783.96  
36-INCH C&G  
TYPE D

STA 252+38.15, 82.09' LT CTH CB NB RL=  
STA 35+81.78, 73.00' LT, OAKRIDGE RD (EAST)

STA 250+80.80, 64.00' RT, CTH CB NB RL=  
STA 37+39.01, 73.00' RT, OAKRIDGE RD (EAST)

STA 251+58.68 CTH CB NB RL=  
STA 36+59.27 OAKRIDGE RD (EAST) CL  
EL 783.96  
#1105

STA 252+36.29, 73.92' RT CTH CB NB RL=  
STA 37+37.07, 83.00' LT, OAKRIDGE RD (EAST)



HOUSE REMOVED  
WITHIN R/W

PROVIDE CURB OPENING  
FOR BIKE PATH

PROVIDE CURB OPENING  
FOR BIKE PATH

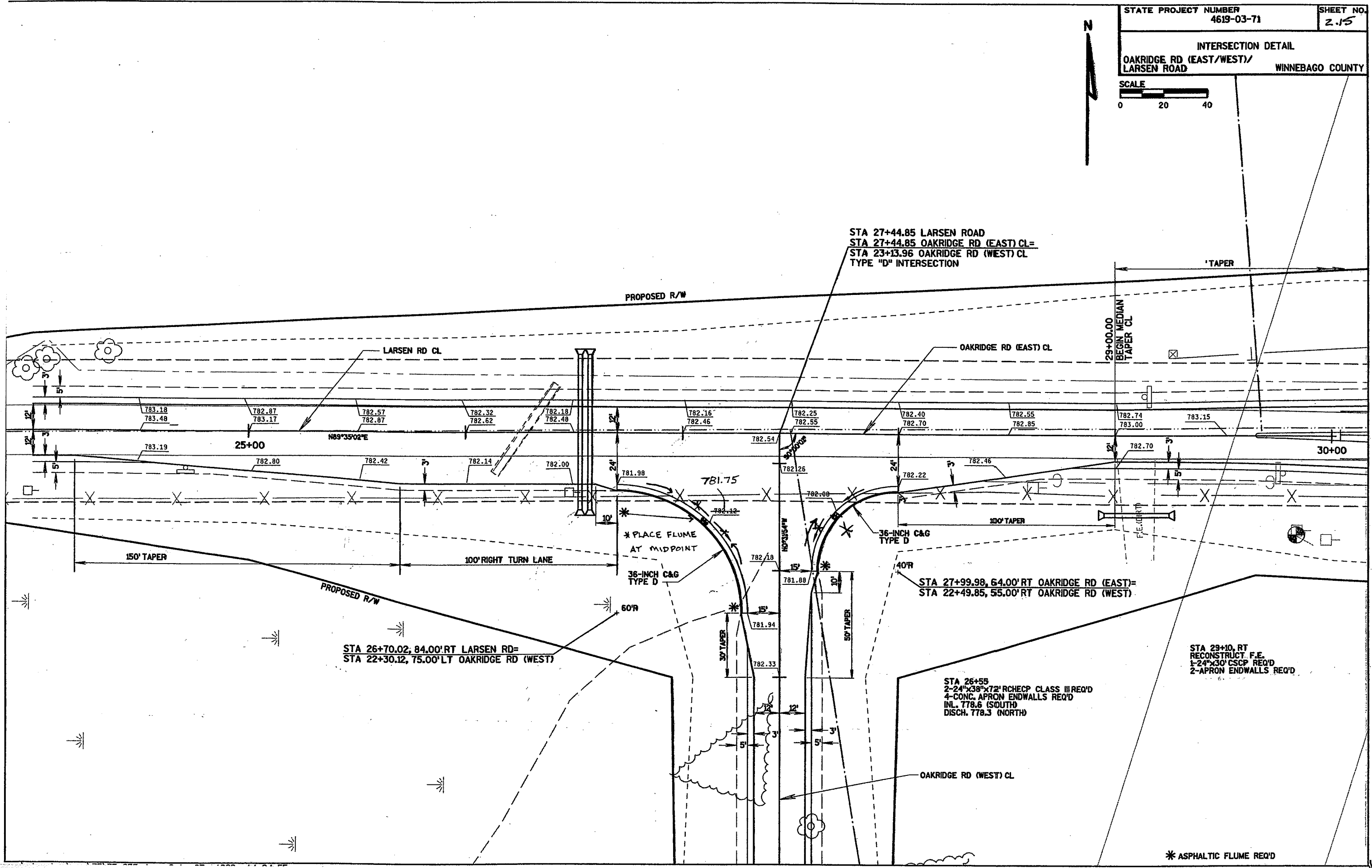
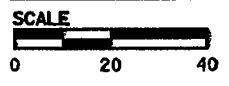
SLOPE INTERCEPT

SLOPE INTERCEPT

\* ASPHALTIC FLUME REQ'D

WILLIAM E.  
SCHUELER

INTERSECTION DETAIL  
OAKRIDGE RD (EAST/WEST)/  
LARSEN ROAD WINNEBAGO COUNTY



STA 27+44.85 LARSEN ROAD  
STA 27+44.85 OAKRIDGE RD (EAST) CL=  
STA 23+13.96 OAKRIDGE RD (WEST) CL  
TYPE "D" INTERSECTION

STA 26+70.02, 84.00' RT LARSEN RD=  
STA 22+30.12, 75.00' LT OAKRIDGE RD (WEST)

STA 27+99.98, 64.00' RT OAKRIDGE RD (EAST)=  
STA 22+49.85, 55.00' RT OAKRIDGE RD (WEST)

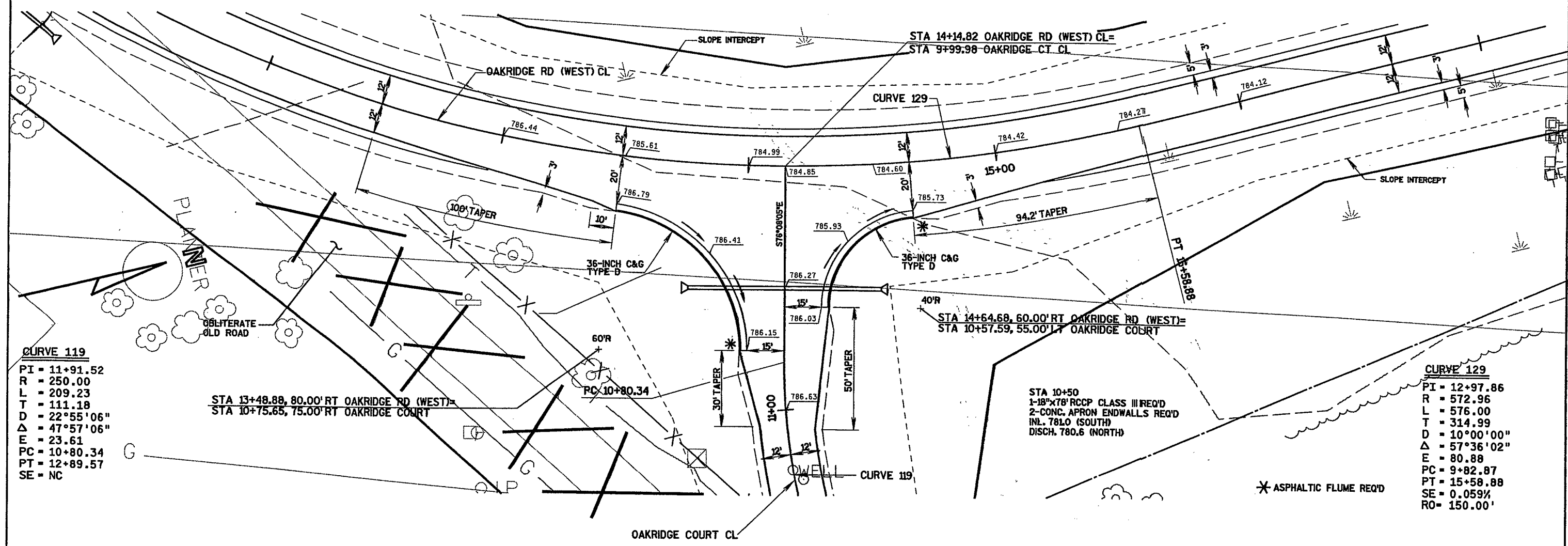
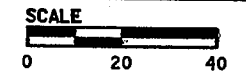
STA 26+55  
2-24"x38"x72' RCHECP CLASS III REQ'D  
4-CONC. APRON ENDWALLS REQ'D  
INL. 778.6 (SOUTH)  
DISCH. 778.3 (NORTH)

STA 29+10, RT  
RECONSTRUCT. F.E.  
1-24"x30' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

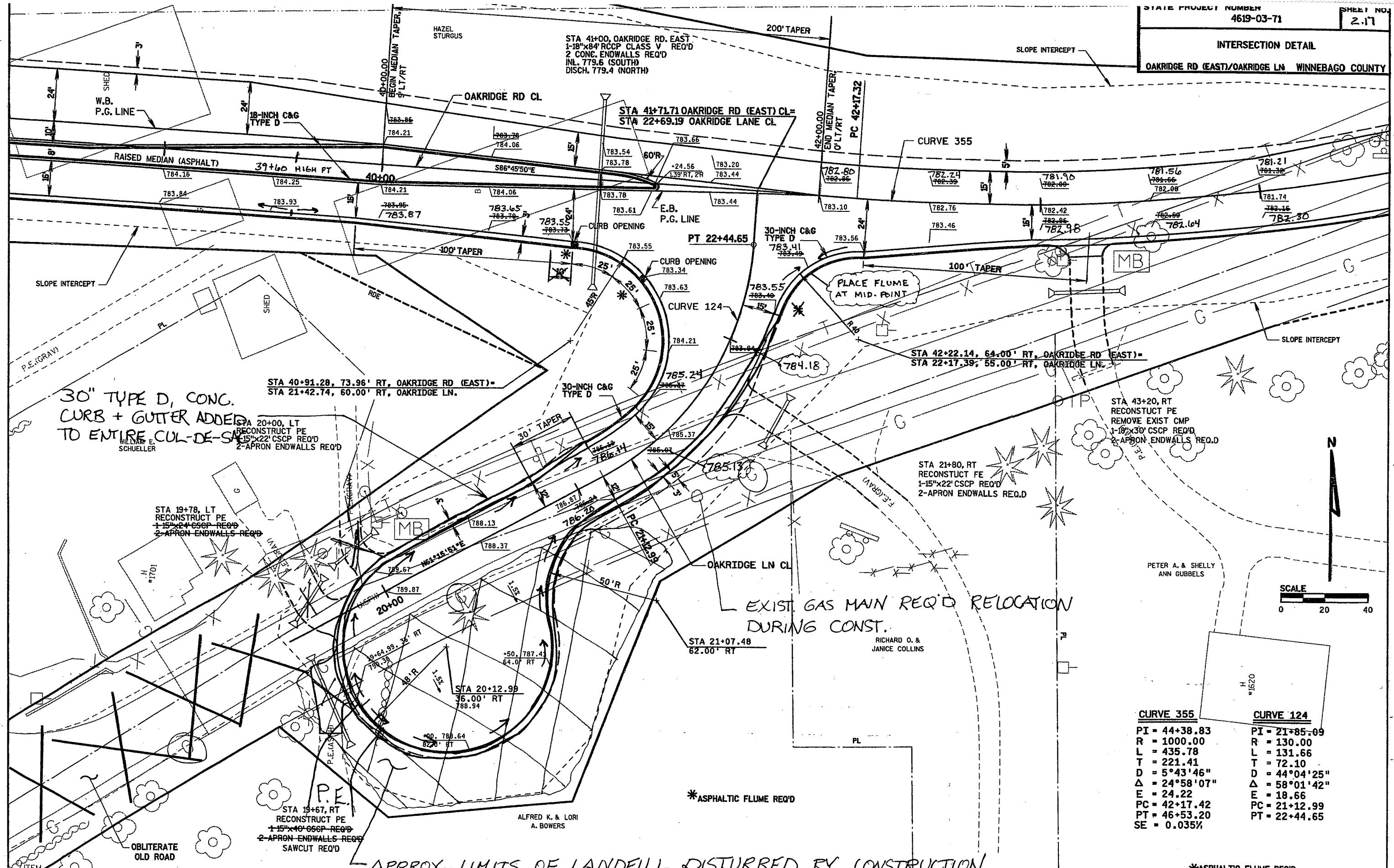
\* ASPHALTIC FLUME REQ'D

INTERSECTION DETAIL

OAKRIDGE RD (WEST)/OAKRIDGE CT WINNEBAGO COUNTY



INTERSECTION DETAIL  
OAKRIDGE RD (EAST)/OAKRIDGE LN WINNEBAGO COUNTY



30" TYPE D, CONC. CURB + GUTTER ADDED TO ENTIRE CUL-DE-SAC

STA 19+78, LT RECONSTRUCT PE 1-15"x24" CSCP REQ'D 2-APRON ENDWALLS REQ'D

STA 19+67, RT RECONSTRUCT PE 1-15"x40" CSCP REQ'D 2-APRON ENDWALLS REQ'D SAWCUT REQ'D

OBLITERATE OLD ROAD

EXIST. GAS MAIN REQ'D RELOCATION DURING CONST.

RICHARD O. & JANICE COLLINS

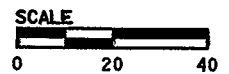
CURVE 355	CURVE 124
PI = 44+38.83	PI = 21+85.09
R = 1000.00	R = 130.00
L = 435.78	L = 131.66
T = 221.41	T = 72.10
D = 5°43'46"	D = 44°04'25"
Δ = 24°58'07"	Δ = 58°01'42"
E = 24.22	E = 18.66
PC = 42+17.42	PC = 21+12.99
PT = 46+53.20	PT = 22+44.65
SE = 0.035%	

APPROX. LIMITS OF LANDFILL DISTURBED BY CONSTRUCTION.  
CURB AND GUTTER WAS ADDED AND THE DITCHES WERE FILLED AND CAPPED WITH CLAY BORROW. SEE CROSS-SECTION SHEET

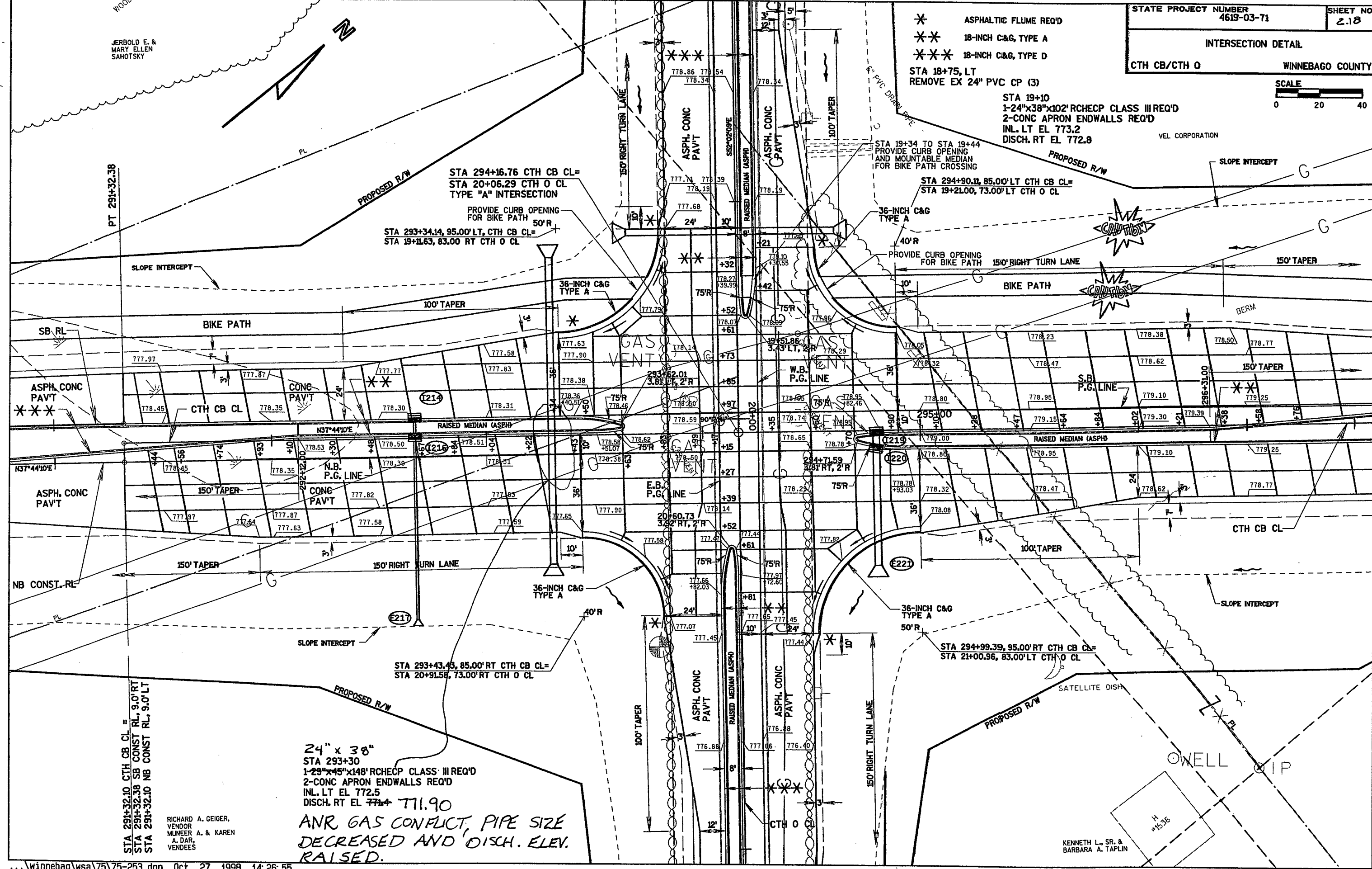
\*ASPHALTIC FLUME REQ'D

JERBOLD E. & MARY ELLEN SAHOTSKY

INTERSECTION DETAIL CTH CB/CTH O WINNEBAGO COUNTY



- \* ASPHALTIC FLUME REQ'D
  - \*\* 18-INCH C&G, TYPE A
  - \*\*\* 18-INCH C&G, TYPE D
- STA 18+75, LT REMOVE EX 24" PVC CP (3)
- STA 19+10  
1-24"x38"x102' RCHECP CLASS III REQ'D  
2-CONC APRON ENDWALLS REQ'D  
INL. LT EL 773.2  
DISCH. RT EL 772.8
- VEL CORPORATION



STA 294+16.76 CTH CB CL=  
STA 20+06.29 CTH O CL  
TYPE "A" INTERSECTION

PROVIDE CURB OPENING FOR BIKE PATH 50'R

STA 293+34.14, 95.00' LT, CTH CB CL=  
STA 19+11.63, 83.00' RT CTH O CL

STA 19+34 TO STA 19+44  
PROVIDE CURB OPENING AND MOUNTABLE MEDIAN FOR BIKE PATH CROSSING

STA 294+90.11, 85.00' LT CTH CB CL=  
STA 19+21.00, 73.00' LT CTH O CL

STA 293+43.43, 85.00' RT CTH CB CL=  
STA 20+91.58, 73.00' RT CTH O CL

STA 294+99.39, 95.00' RT CTH CB CL=  
STA 21+00.96, 83.00' LT CTH O CL

PT 291+32.38

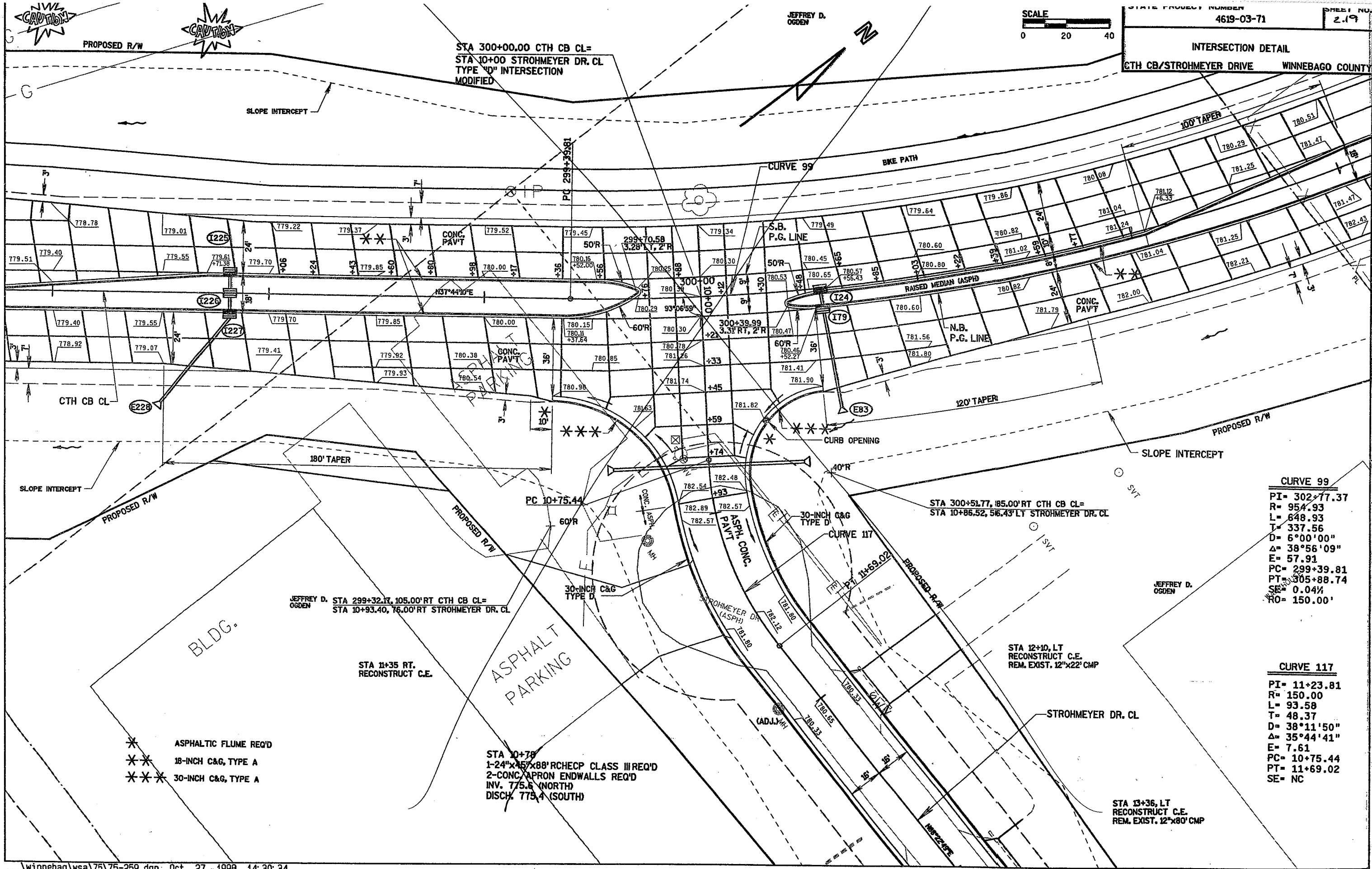
STA 291+32.10 CTH CB CL =  
STA 291+32.38 SB CONST RL, 9.0' RT  
STA 291+32.10 NB CONST RL, 9.0' LT

24" x 38"  
STA 293+30  
1-24"x45"x148' RCHECP CLASS III REQ'D  
2-CONC APRON ENDWALLS REQ'D  
INL. LT EL 772.5  
DISCH. RT EL 771.90

ANR GAS CONFLICT, PIPE SIZE DECREASED AND DISCH. ELEV. RAISED.

RICHARD A. GEIGER,  
VENDOR  
MUNEER A. & KAREN  
A. DAR  
VENDEES

KENNETH L., SR. & BARBARA A. TAPLIN



...winnebag\wsa\75\75-259.dgn Oct. 27, 1998 14:30:34

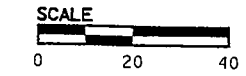
SEE SHEET 2.19 R, ALSO SEE REVISED PLAN/PROFILE AND CROSS SECTION SHEETS.



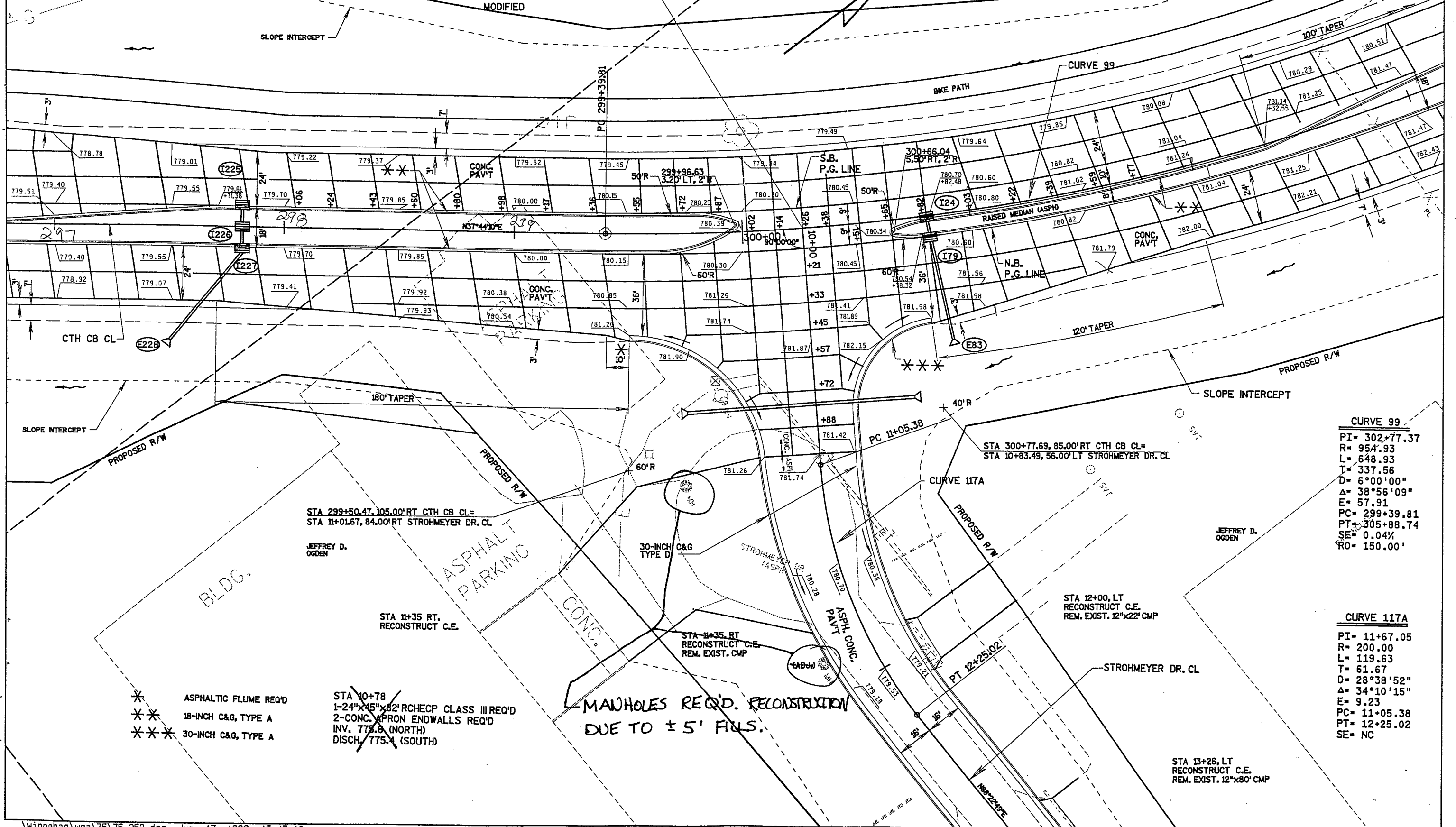
PROPOSED R/W

STA 300+26.23 CTH CB CL=  
STA 10+00 STROHMEYER DR. CL  
TYPE "D" INTERSECTION  
MODIFIED

JEFFREY D. OGDEN



STATE PROJECT NUMBER  
4619-03-71  
SHEET NO.  
2.19 R  
INTERSECTION DETAIL  
CTH CB/STROHMEYER DRIVE WINNEBAGO COUNTY



**CURVE 99**  
PI= 302+77.37  
R= 954.93  
L= 648.93  
T= 337.56  
D= 6°00'00"  
Δ= 38°56'09"  
E= 57.91  
PC= 299+39.81  
PT= 305+88.74  
SE= 0.04%  
RO= 150.00'

**CURVE 117A**  
PI= 11+67.05  
R= 200.00  
L= 119.63  
T= 61.67  
D= 28°38'52"  
Δ= 34°10'15"  
E= 9.23  
PC= 11+05.38  
PT= 12+25.02  
SE= NC

- \* ASPHALTIC FLUME REQ'D
- \*\* 18-INCH C&G, TYPE A
- \*\*\* 30-INCH C&G, TYPE A

STA 10+78  
1-24"X45"X82" RCHECP CLASS III REQ'D  
2-CONC. APRON ENDWALLS REQ'D  
INV. 778.8 (NORTH)  
DISCH. 775.4 (SOUTH)

MANHOLES REQ'D. RECONSTRUCTION  
DUE TO ± 5' FILS.

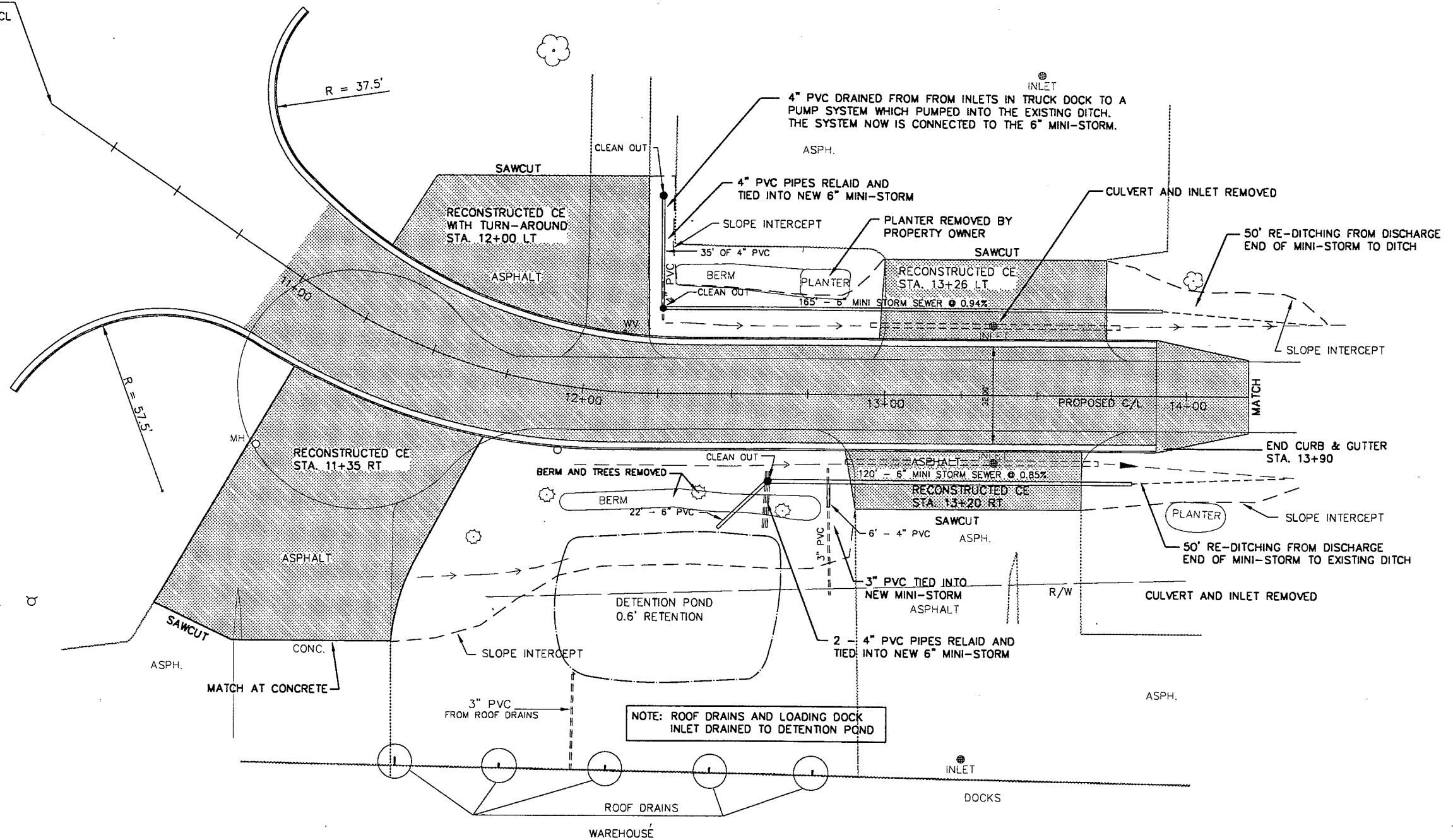
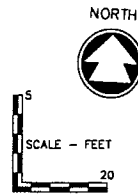
NOTE: THIS REVISION WAS REVISED. SEE ATTACHED SHEETS.



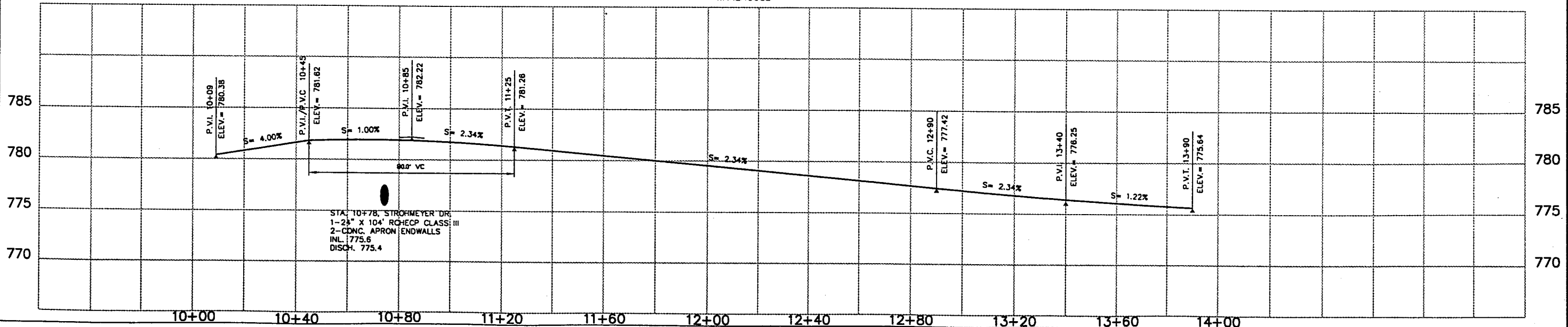


# STROHMEYER DRIVE AS-BUILT

STA. 300+26.23 CTH CB CL=  
 STA. 10+00 STROHMEYER DR. CL



NOTE: ROOF DRAINS AND LOADING DOCK INLET DRAINED TO DETENTION POND



STA. 10+78, STROHMEYER DR.  
 1-21" x 10' RC-HECP CLASS III  
 2-CONC. APRON ENDWALLS  
 INL. 775.6  
 DISCH. 775.4

**ASBUILT (STREET RECONSTRUCTION) TOWN OF MENASHA STROYMEYER DRIVE / C.T.H. "CB"**

DESIGNED: PNM  
 DRAWN: MPK/KRH  
 CHECKED: PNM

DATE: FEB., 2000  
 PROJECT NO.: W059-99216.04  
 SHEET NO.: 1

FILE NO.: CAD

McMANIS ASSOCIATES, INC. ENGINEERS, SCIENTISTS & SURVEYORS  
 1445 McManis Drive, Neenah, WI 54956  
 P.O. Box 1025, Neenah, WI 54957-1025  
 TEL: 920-751-4200 FAX: 920-751-4284

C:\dwg\RR\W059\MS\9921604\01-alo.dwg 07/12/00 8:51 AM

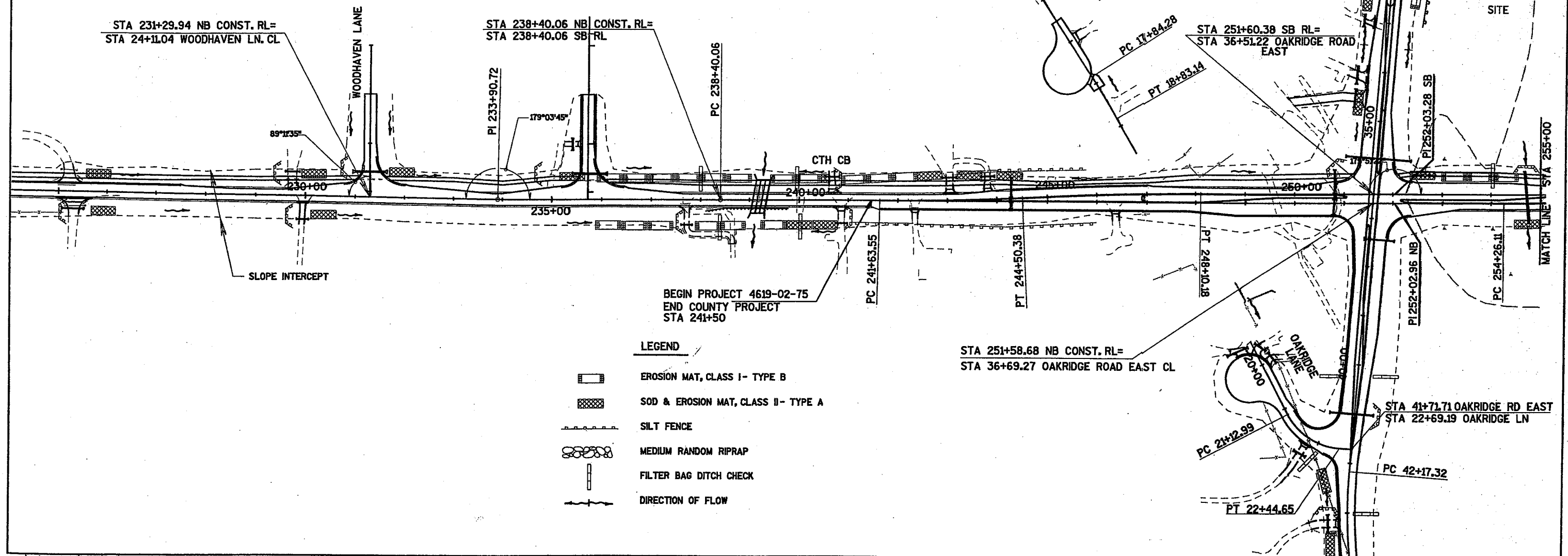


# RUNOFF COEFFICIENT TABLE

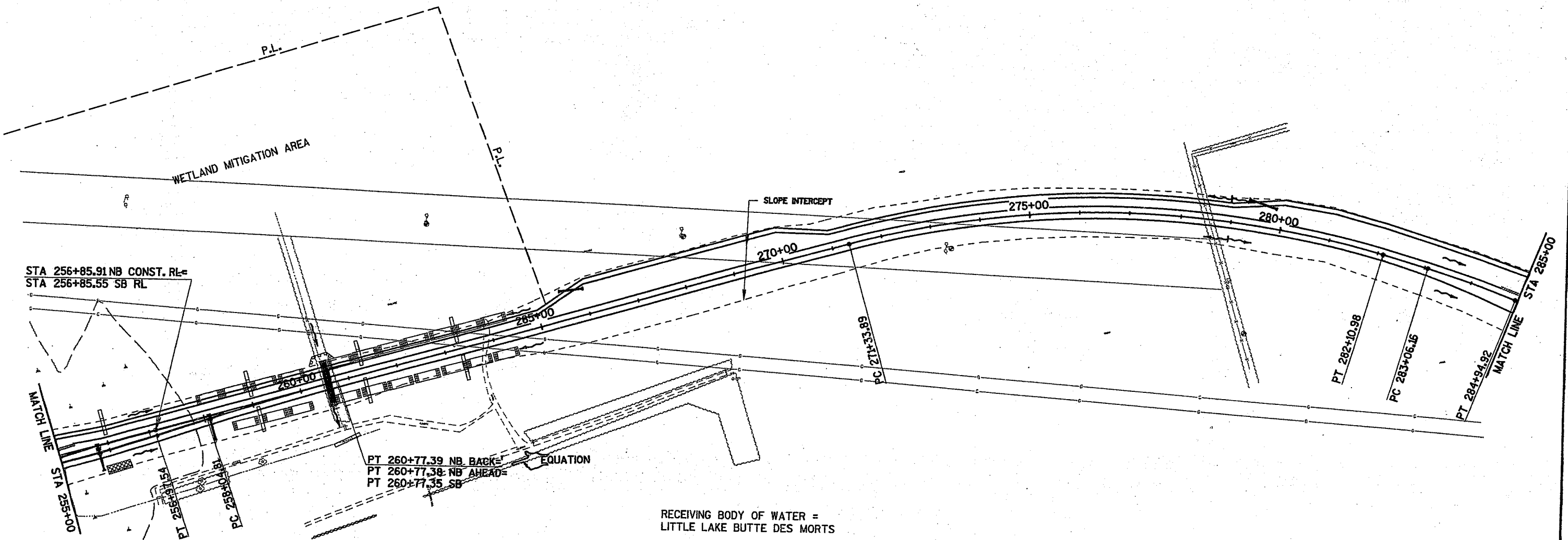
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
MEDIAN STRIP-TURF	.22	.30	.39	.26	.34	.44	.30	.37	.50	.34	.41	.56
SIDE SLOPE-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
PAVEMENT:												
ASPHALT				.70 - .95								
CONCRETE				.80 - .95								
BRICK				.70 - .80								
DRIVES, WALKS				.75 - .85								
ROOFS				.75 - .95								
GRAVEL ROADS, SHOULDERS				.40 - .60								

STATE PROJECT NUMBER  
4619-03-71  
SHEET NO.  
220  
EROSION CONTROL  
CTH CB  
WINNEBAGO COUNTY

TOTAL PROJECT AREA = 39.5 ACRES  
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 18.3 ACRES



- LEGEND**
- EROSION MAT, CLASS I- TYPE B
  - SOD & EROSION MAT, CLASS II- TYPE A
  - SILT FENCE
  - MEDIUM RANDOM RIPRAP
  - FILTER BAG DITCH CHECK
  - DIRECTION OF FLOW



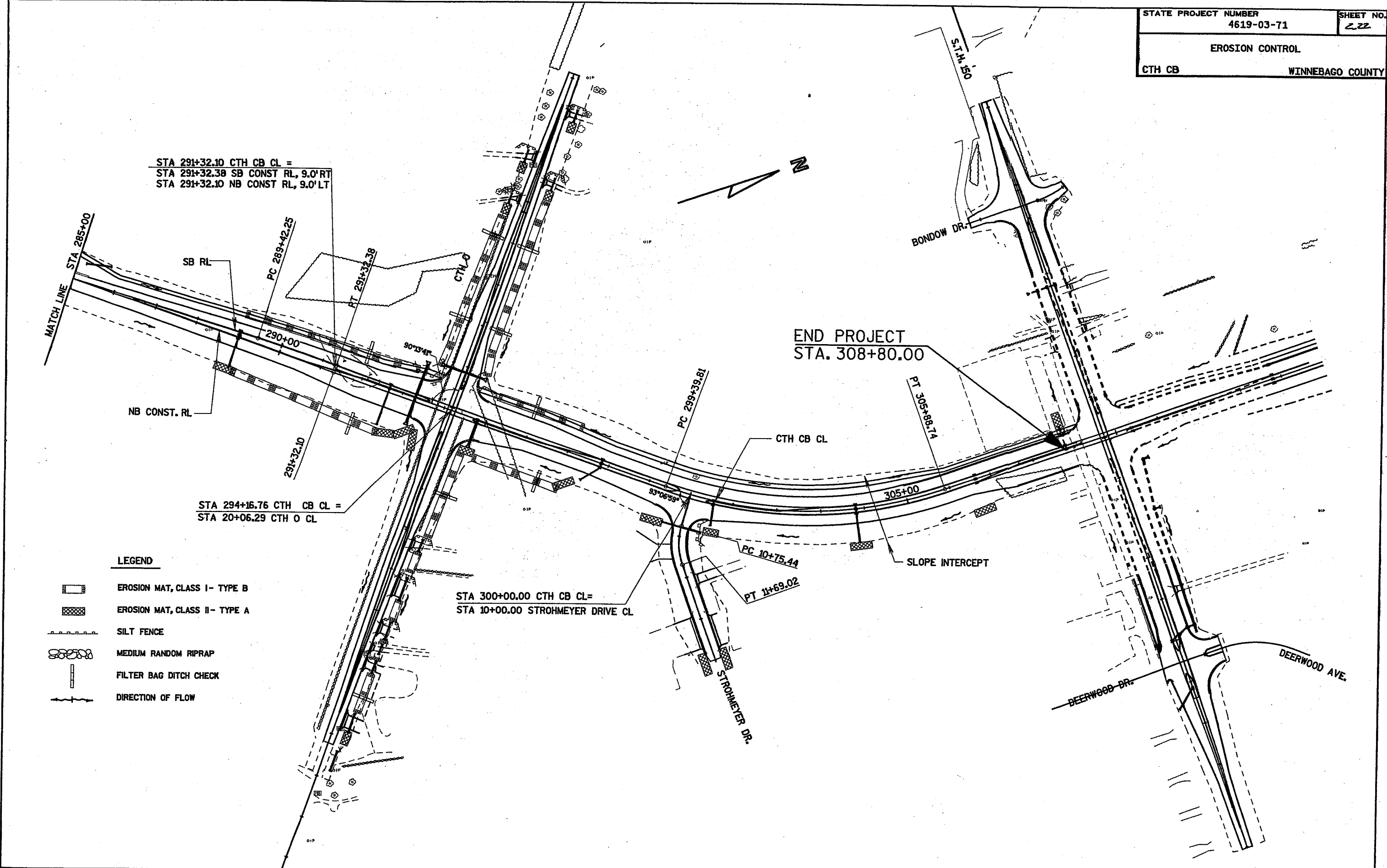
STA 256+85.91 NB CONST. RL=  
STA 256+85.55 SB RL

PT 260+77.39 NB BACKS  
PT 260+77.38 NB AHEAD  
PT 260+77.35 SB

RECEIVING BODY OF WATER =  
LITTLE LAKE BUTTE DES MORTS

**LEGEND**

- EROSION MAT, CLASS I- TYPE B
- EROSION MAT, CLASS II- TYPE A
- SILT FENCE
- MEDIUM RANDOM RIPRAP
- FILTER BAG DITCH DETAIL
- DIRECTION OF FLOW





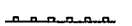



STA 291+32.10 CTH CB CL =  
 STA 291+32.38 SB CONST RL, 9.0' RT  
 STA 291+32.10 NB CONST RL, 9.0' LT

STA 294+16.76 CTH CB CL =  
 STA 20+06.29 CTH O CL

STA 300+00.00 CTH CB CL=  
 STA 10+00.00 STROHMEYER DRIVE CL

END PROJECT  
 STA. 308+80.00

**LEGEND**

-  EROSION MAT, CLASS I- TYPE B
-  EROSION MAT, CLASS II- TYPE A
-  SILT FENCE
-  MEDIUM RANDOM RIPRAP
-  FILTER BAG DITCH CHECK
-  DIRECTION OF FLOW

BLD.  
#1501

ANR PIPELINE  
COMPANY

REGULATOR  
STATION  
(GRAV)

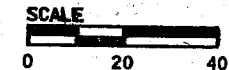
STA. 309+71.35 CTH CB CL=  
STA. 19+97.00 STH 150 CL

CONSTRUCTION NOTES

1. ALL PAVEMENT MARKING SHOWN IS FOR INFORMATION ONLY.
2. THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING CABLE INTO SYSTEM.
3. ALL LUMINAIRES ARE 250 WPS UNLESS NOTED OTHERWISE.
4. THE EXACT LOCATIONS FOR SIGNAL BASES AND PULL BOXES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
5. TRAFFIC SIGNAL AND DETECTOR LOOP LOCATIONS ARE TO BE APPROVED BY WISDOT DISTRICT NO. 3 TRAFFIC ENGINEER PRIOR TO INSTALLATION.
6. WISDOT DISTRICT NO. 3 TO PROVIDE ELECTRICAL SERVICE AND CONTROLLER CABINET WITH BASE.
7. PHOTOCCELL IS TO BE INSTALLED ON CONTROLLER CABINET.

STATE PROJECT NUMBER  
4619-03-71 SHEET NO.  
2.25

TRAFFIC SIGNAL PLAN  
CTH CB/STH 150 WINNEBAGO COUNTY



CROPLAND

FUTURE SIDEWALK

200' TO STOP LINE

ELECTRICAL WORK TO BE COMPLETE  
UNDER THIS CONTRACT

TRAFFIC SIGNAL HEADS TO FACE SOUTH  
WILL BE INSTALLED BY THE DEPARTMENT

LEGEND

- ☐ CONTROL CABINET
- PVC CONDUIT, 2" UNLESS OTHERWISE NOTED
- ↖ SIGNAL HEAD, PEDESTAL MOUNT
- ↗ SIGNAL HEAD, MAST-ARM MOUNT
- ⊗ PULL BOX 18"x24"
- ⊙ PULL BOX 24"x36"
- LUMINAIRE WITHOUT PHOTOCCELL
- ▭ PROPOSED LOOP DETECTOR IN 1" PVC
- 3-V  
5 MOUNTING CONFIGURATION SIGNAL HEAD NUMBER  
NOTE: ALL LENSES ARE 12-INCH

CONFIGURATION WITH HEAD NUMBERS	
3-V	3-H
1, 2, 3, 5 6, 7, 10, 11 12, 14, 15, 16	⊗ ⊙ 4, 8, 9, 13

TRAFFIC CONTROL SIGNALS  
STH 150 AND CTH CB

SIGNAL NO. 663  
WISCONSIN DEPARTMENT OF TRANSPORTATION

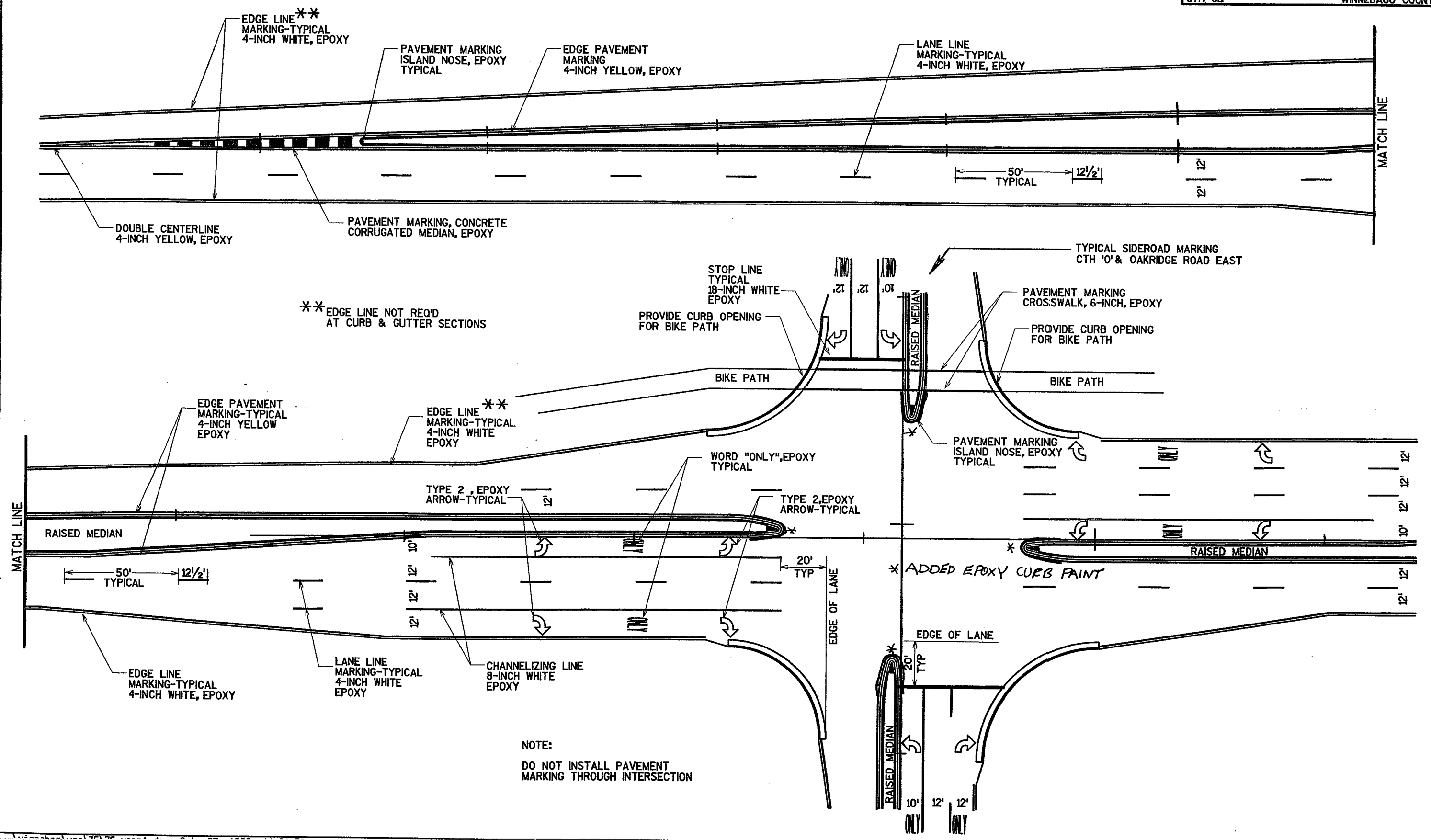
APPROVAL RECOMMENDED  
Date \_\_\_\_\_ District Chief Traffic Engineer

APPROVED  
Date \_\_\_\_\_ State Traffic Engineer

LD. NO.

# CTH CB MAINLINE TYPICAL

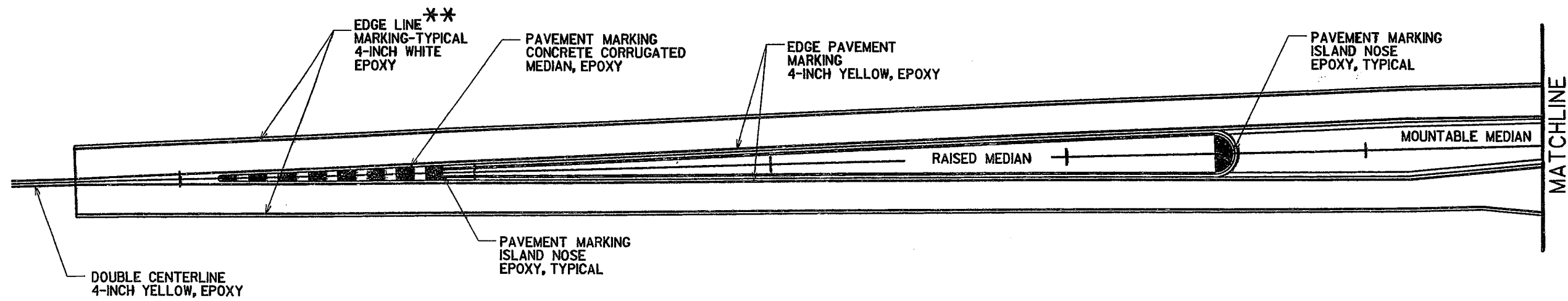
STATE PROJECT NUMBER 4619-03-71	SHEET NO 2-24
PAVEMENT MARKING DETAILS	
CTH CB	WINNEBAGO COUNTY



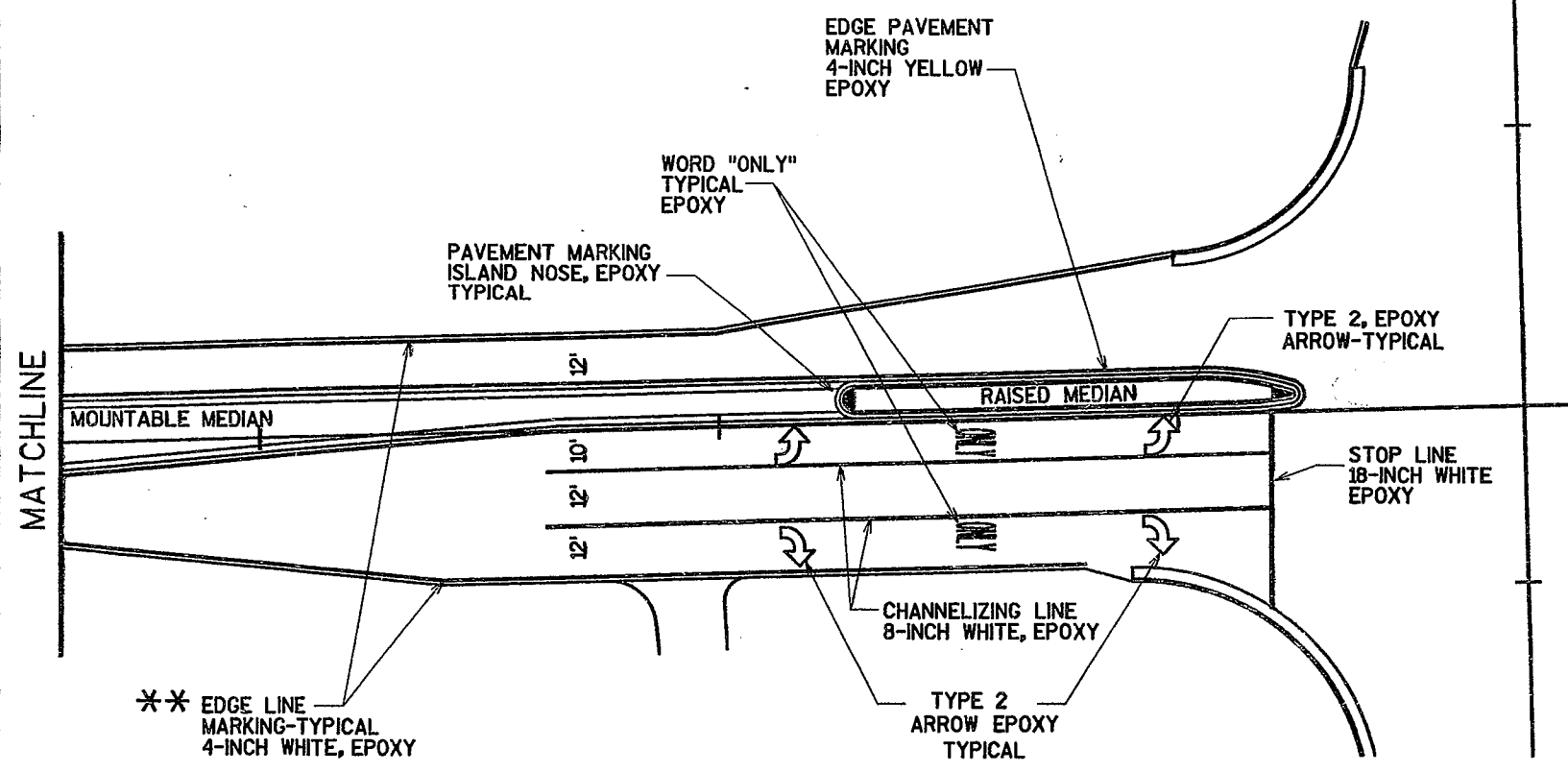
STATE PROJECT NUMBER 4619-03-71	SHEET NO 2-25
PAVEMENT MARKING DETAILS	
CTH CB	WINNEBAGO COUNTY

# SIDEROAD TYPICAL

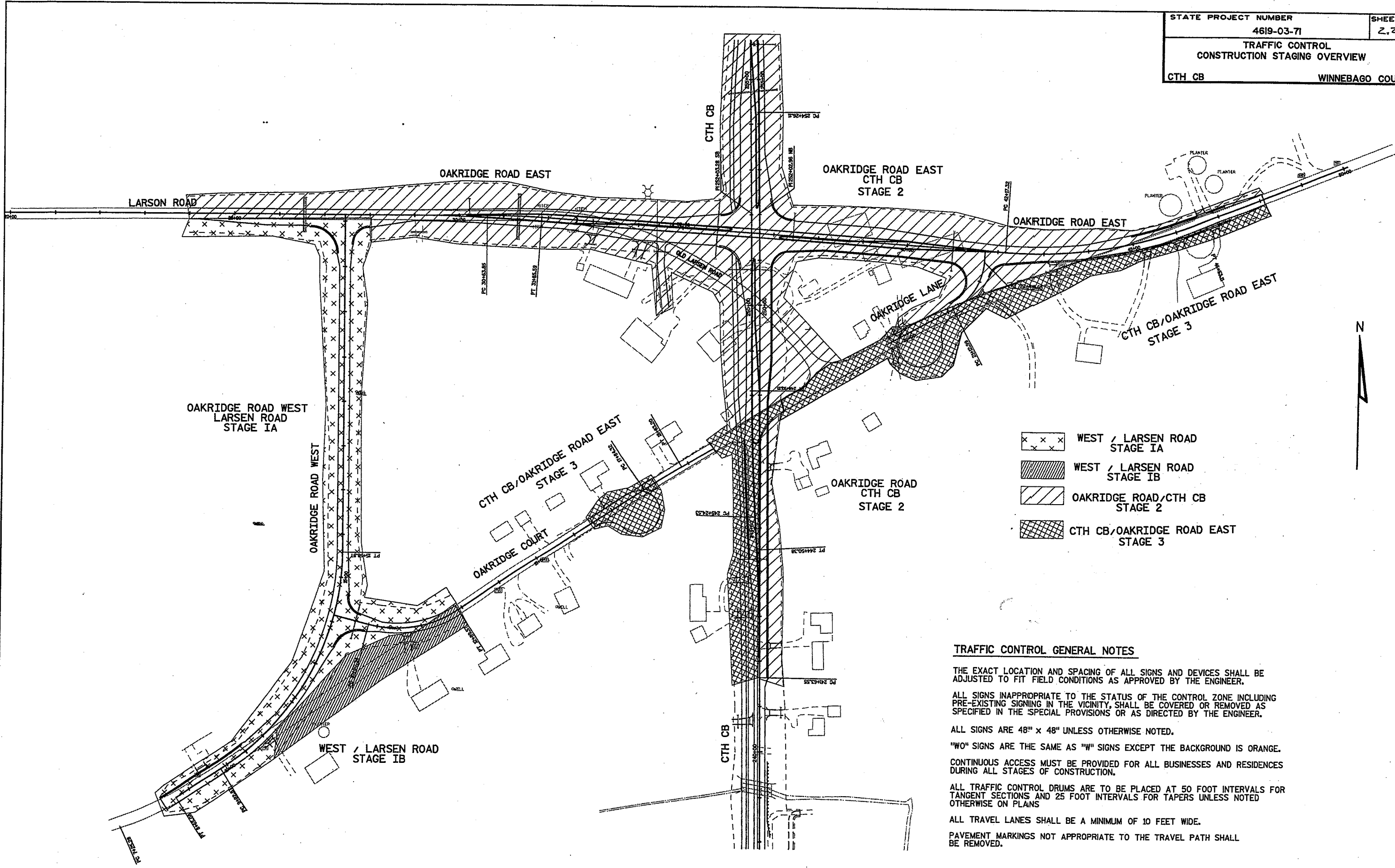
OAKRIDGE ROAD EAST  
CTH 0



\*\* EDGE LINE NOT REQ'D  
AT CURB & GUTTER SECTIONS







- WEST / LARSEN ROAD STAGE 1A
- WEST / LARSEN ROAD STAGE 1B
- OAKRIDGE ROAD/CTH CB STAGE 2
- CTH CB/OAKRIDGE ROAD EAST STAGE 3

**TRAFFIC CONTROL GENERAL NOTES**

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

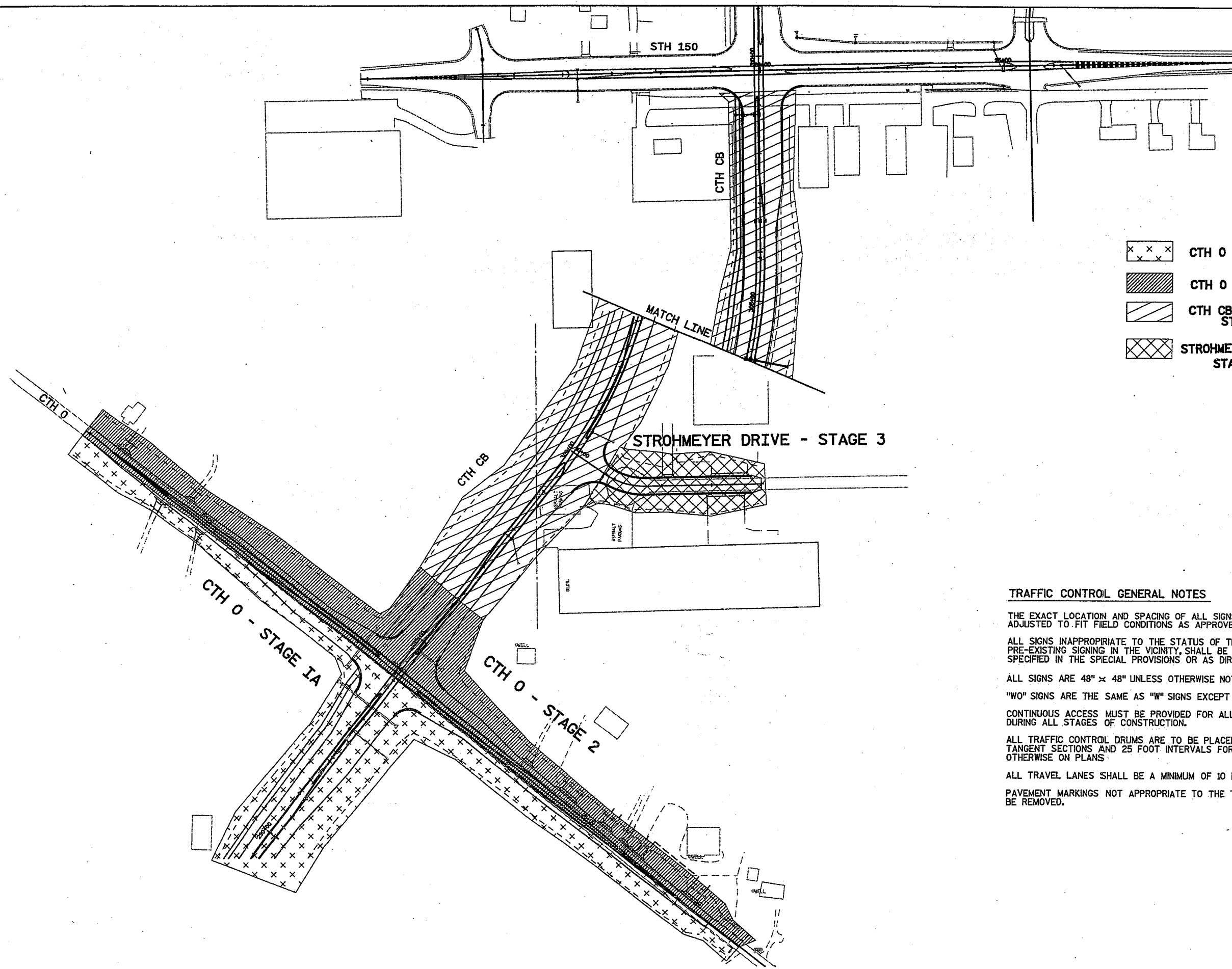
"W" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.





CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

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



-  CTH 0 - STAGE IA
-  CTH 0 - STAGE 2
-  CTH CB / STH 150 STAGE 1
-  STROHMEYER DRIVE STAGE 3



**TRAFFIC CONTROL GENERAL NOTES**

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS.

ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

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

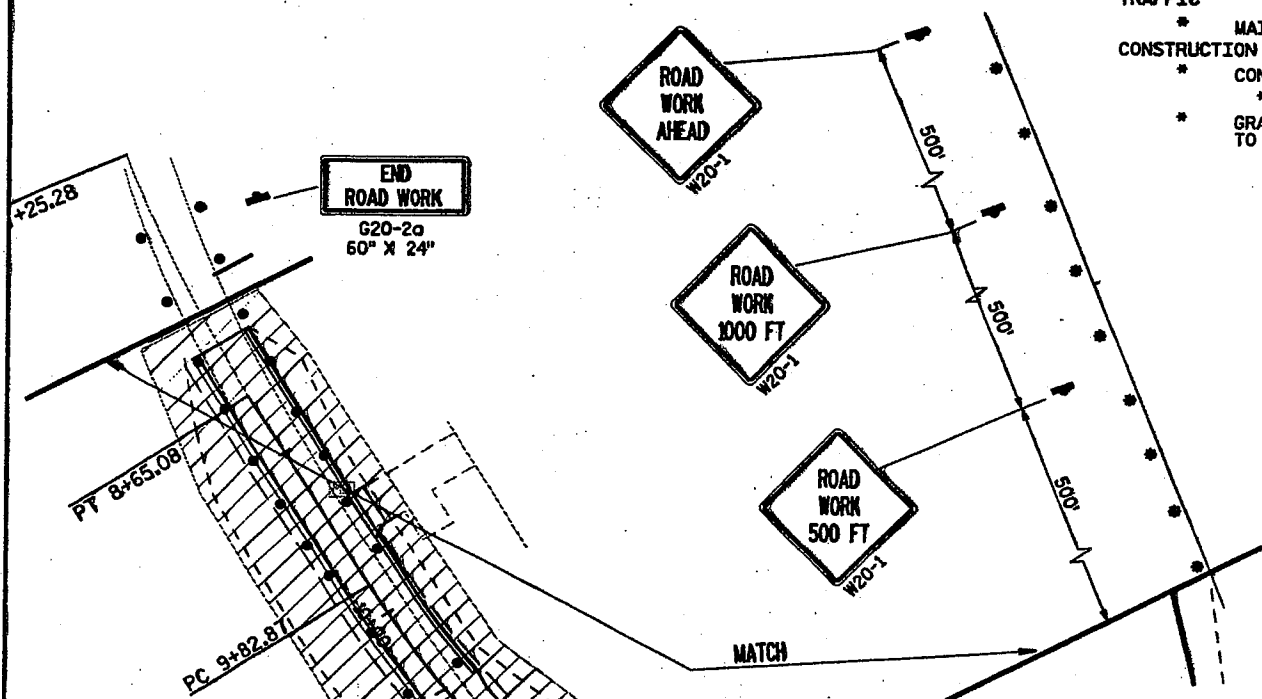
**STAGING OF CTH CB**

STATE PROJECT NUMBER 4619-03-71	SHEET NO 2.28
TRAFFIC CONTROL	
CTH CB WINNEBAGO COUNTY	

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

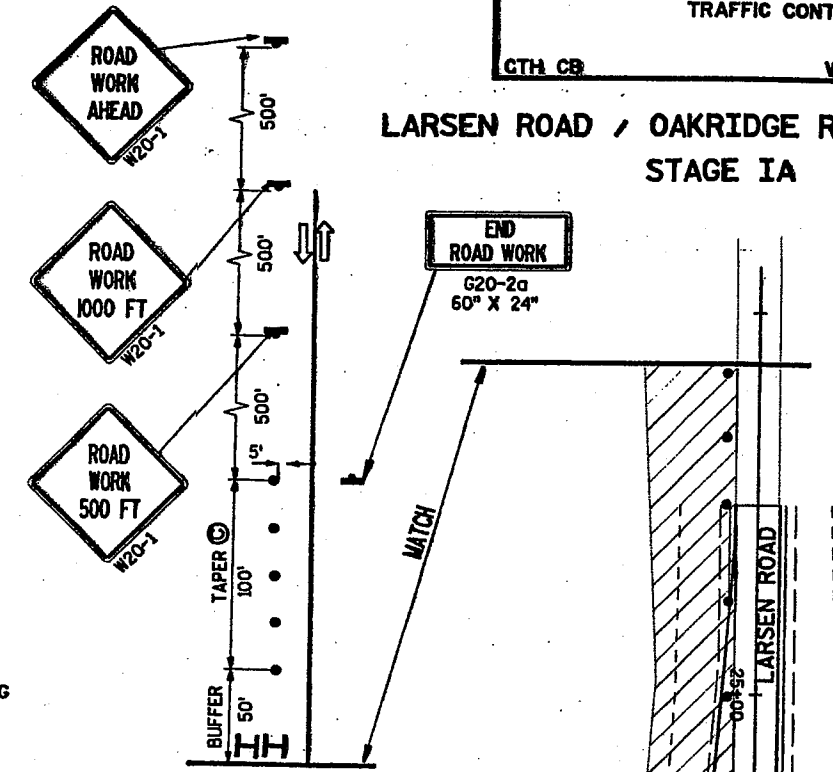
STAGE 1A  
TRAFFIC

- \* MAINTAIN TRAFFIC ON ALL EXISTING ROADWAYS
- CONSTRUCTION
  - \* CONSTRUCT OAKRIDGE RD WEST & OAKRIDGE CT CONNECTION.
  - \* BEGIN CONSTRUCTION OF CTH CB FROM STATION 251+00 TO 308+80
  - \* GRADE AND PLACE CABG FOR EASTBOUND CTH 0, FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC IN STAGE 2.



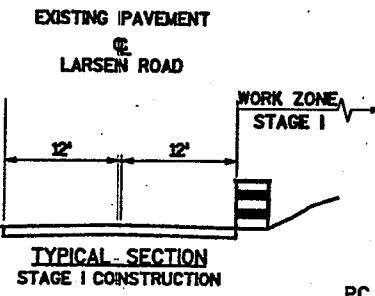
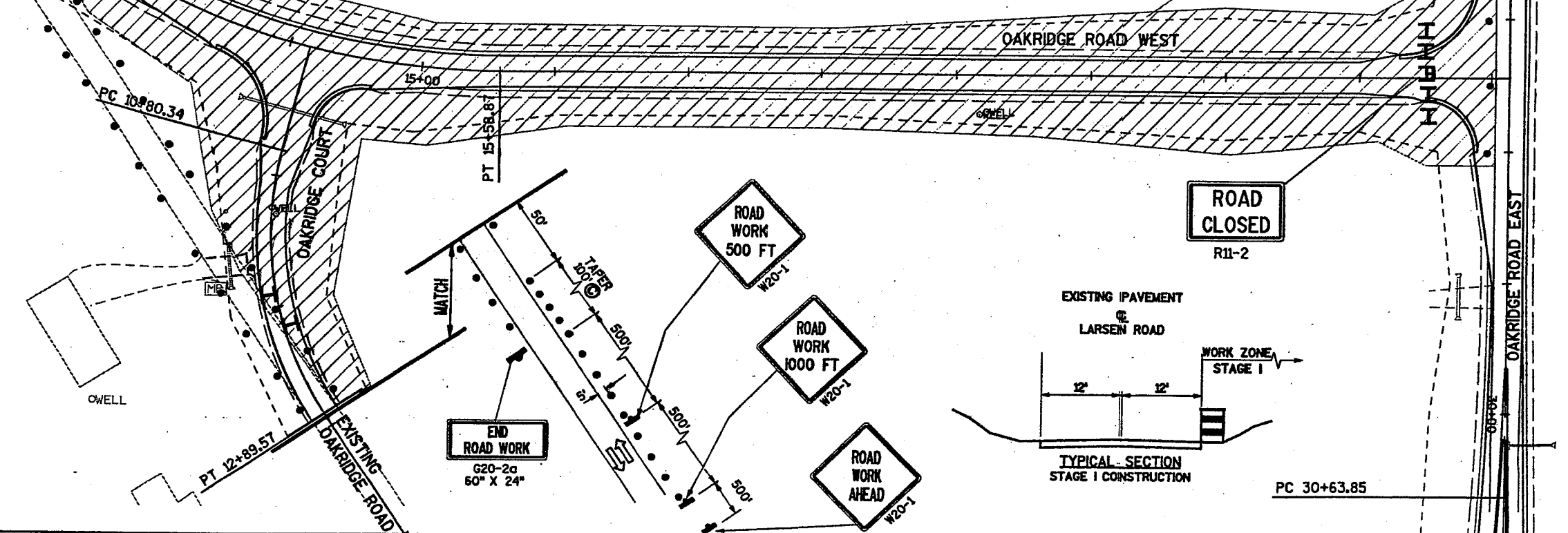
**TRAFFIC CONTROL GENERAL NOTES**

- THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.
- "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.
- ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS.
- ALL TEMPORARY TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.



**LARSEN ROAD / OAKRIDGE ROAD WEST  
STAGE 1A**

- LEGEND**
- ▶ EXISTING SIGN
  - ▶ CONSTRUCTION SIGN
  - /// WORK ZONE
  - I TYPE II BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - E TYPE II BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - ⚡ FLAGGER
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ⊙ TYPE "C" WARNING LIGHT

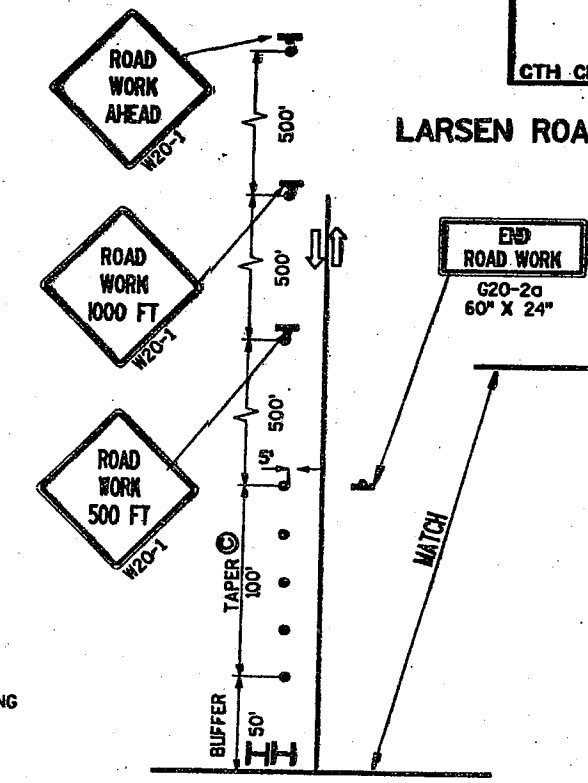
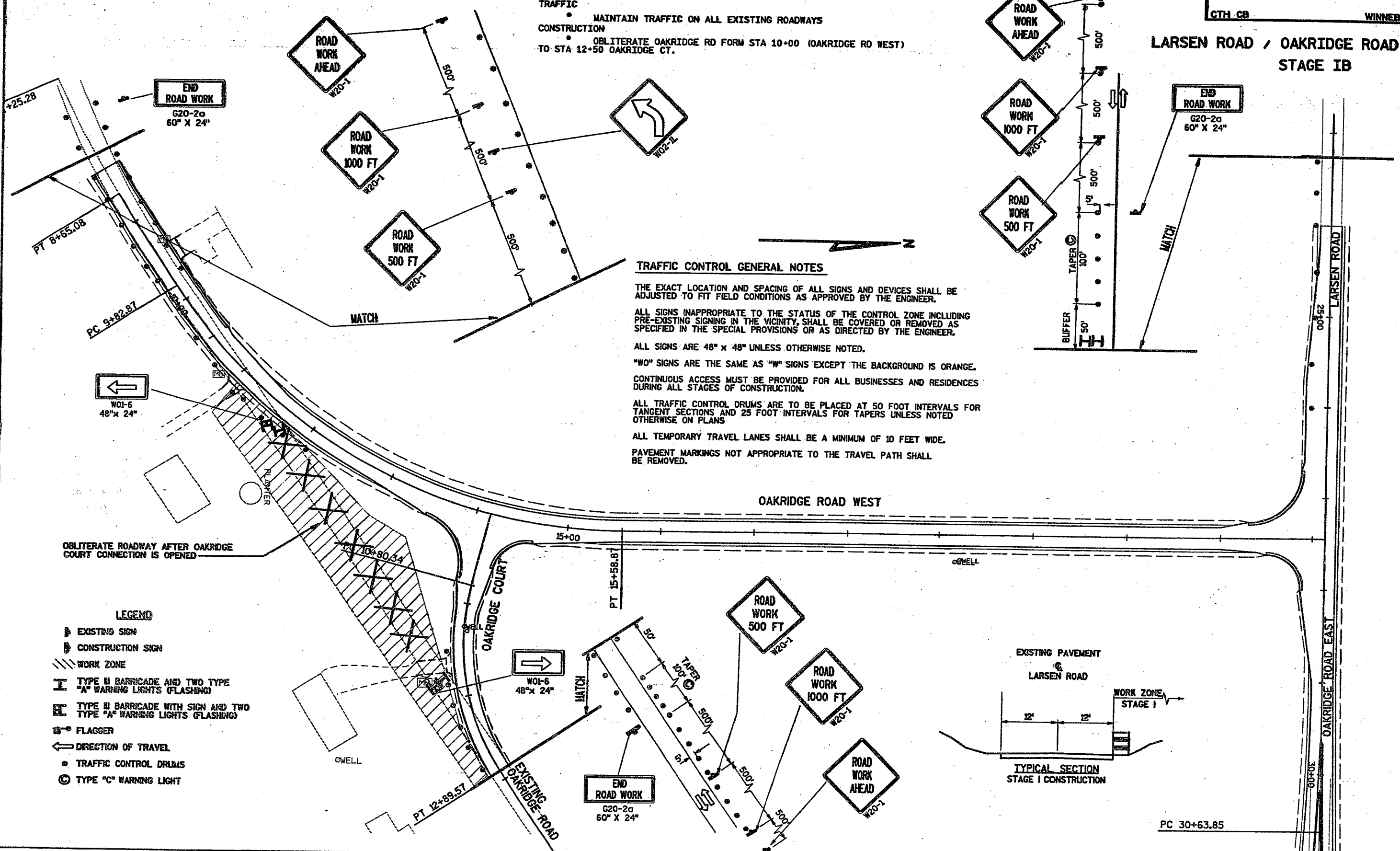


STAGING OF CTH CB

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT  
 STAGE 1B TRAFFIC  
 \* MAINTAIN TRAFFIC ON ALL EXISTING ROADWAYS  
 CONSTRUCTION  
 \* OBLITERATE OAKRIDGE RD FROM STA 10+00 (OAKRIDGE RD WEST) TO STA 12+50 OAKRIDGE CT.

STATE PROJECT NUMBER 4619-03-71	SHEET NO 2.29
TRAFFIC CONTROL	
CTH CB WINNEBAGO COUNTY	

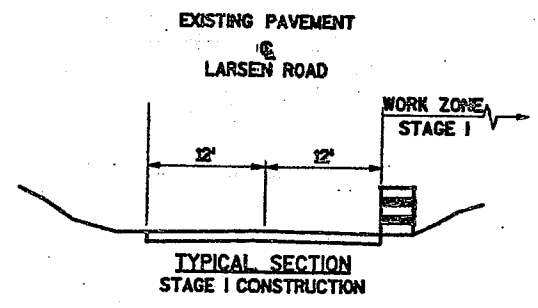
LARSEN ROAD / OAKRIDGE ROAD WEST  
 STAGE 1B



TRAFFIC CONTROL GENERAL NOTES

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.  
 ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.  
 ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.  
 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.  
 CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.  
 ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS  
 ALL TEMPORARY TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.  
 PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

- LEGEND
- ▶ EXISTING SIGN
  - ▬ CONSTRUCTION SIGN
  - ▨ WORK ZONE
  - I TYPE II BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - E TYPE II BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - ♠ FLAGGER
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ⊙ TYPE "C" WARNING LIGHT



PC 30+63.85

**OAKRIDGE ROAD  
CTH CB  
STAGE 2**

**STAGING OF CTH CB**

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 2 TRAFFIC**

- \* CLOSE LARSEN RD FROM OAKRIDGE WEST (28+00) TO EXISTING OAKRIDGE (44+50)
- \* RE-ROUTE LARSEN RD TRAFFIC ONTO OAKRIDGE WEST THEN OAKRIDGE COURT/ROAD
- \* REMOVE NECESSARY PAVEMENT ON CTH O FROM 11+00 TO 16+50 & 24+50 TO 28+20 TO PROVIDE A LEVEL CABG SURFACE FOR STAGE 2 TRAFFIC. THEN SWITCH CTH O TRAFFIC ONTO CABG SOUTH OF EXISTING PAVEMENT
- \* MAINTAIN TRAFFIC ON PENDLETON ROAD

**CONSTRUCTION**

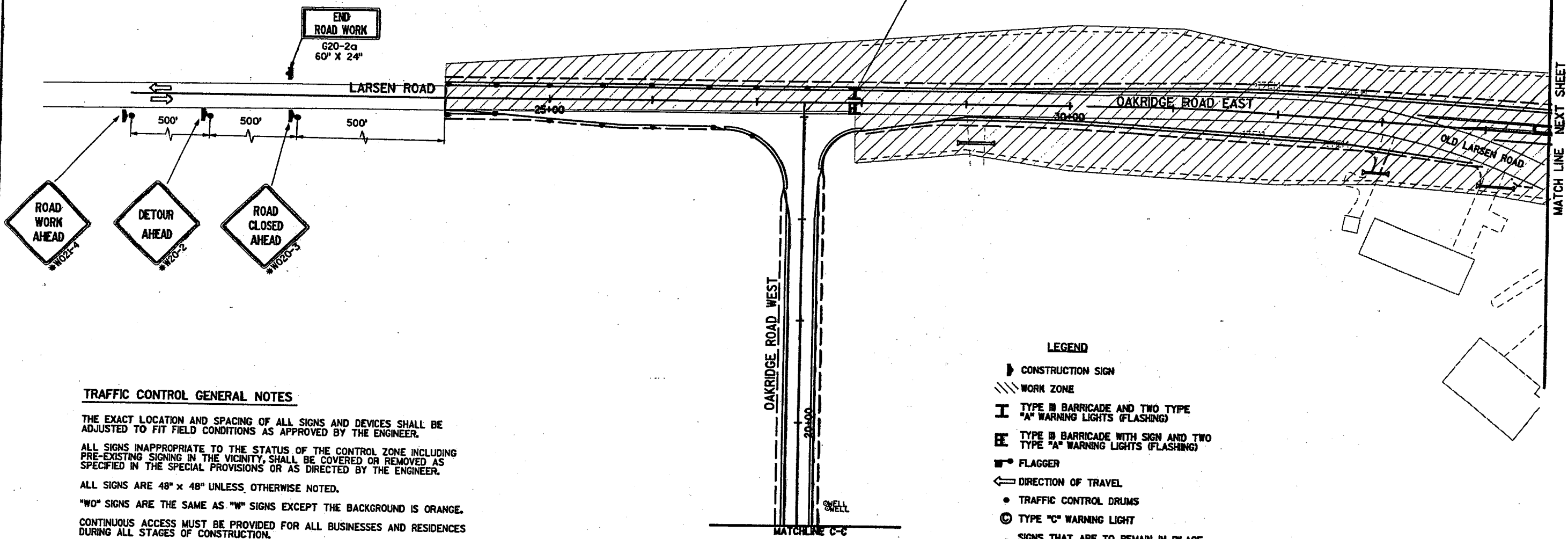
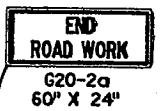
- \* CONSTRUCT LARSEN/OAKRIDGE RD EAST 24+00 TO 44+50 INCLUDING CTH CB TO 248+00. MAINTAIN ACCESS TO HOMES ON LARSEN ROAD NEAR STA 33+00
- \* CONTINUE CONSTRUCTION OF CTH CB FROM 248+00 TO 308+80
- \* GRADE AND PLACE CABG ON NORTHBOUND LANES OF CTH CB (PENDLETON) FROM BEGINNING OF PROJECT TO 247+00, FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC DURING STAGE 3 TO BE DONE IN CONJUNCTION WITH CONSTRUCTION OF NB LANE AND EAST HALF OF CULVERT ON PROJECT TO SOUTH.
- \* CONSTRUCT MEDIANS AND WESTBOUND LANES OF CTH O
- \* REMOVE ABANDONED LARSEN ROAD



R11-2  
48" x 30"



M4-9R  
30" x 24"



**LEGEND**

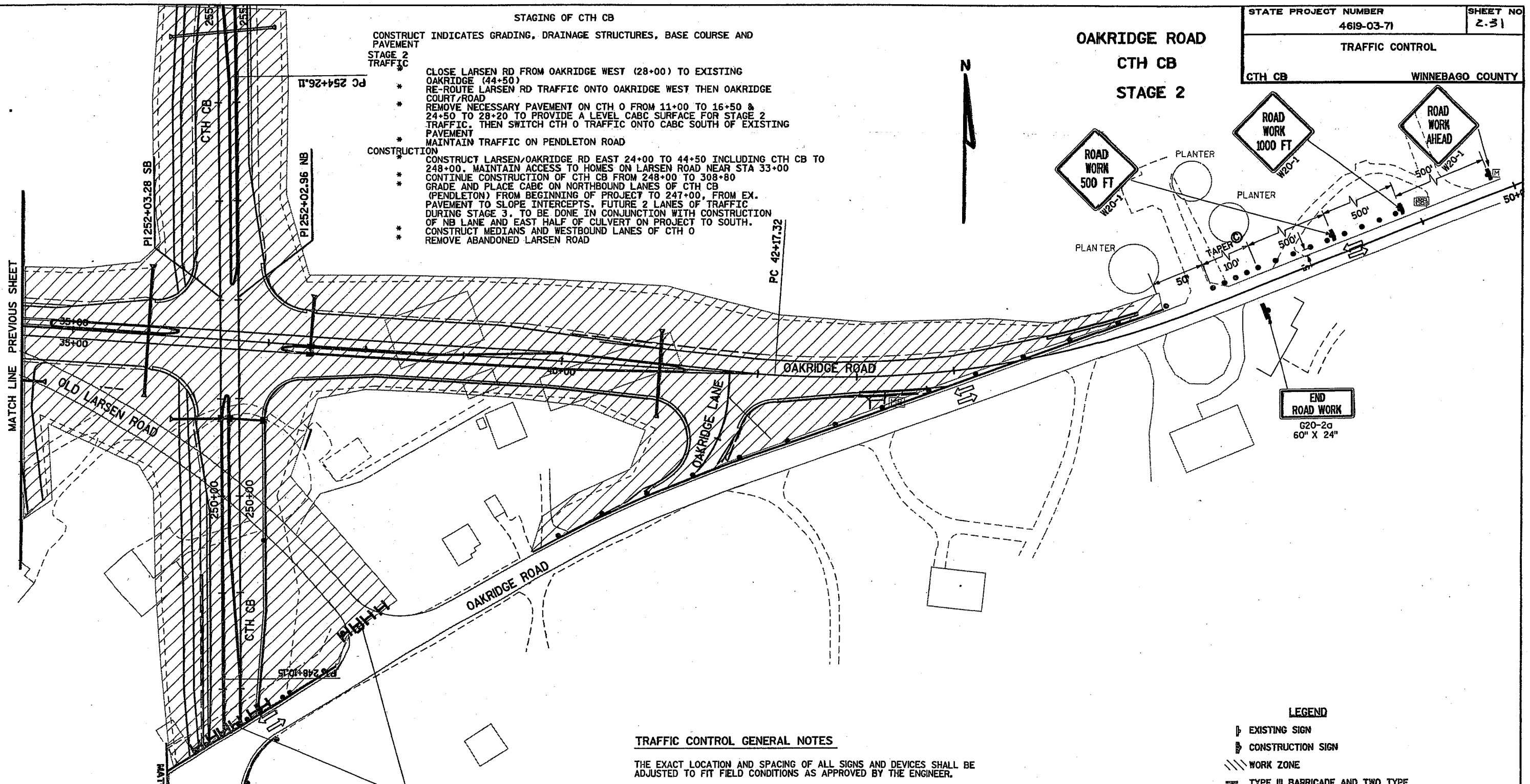
- ▬ CONSTRUCTION SIGN
- ▨ WORK ZONE
- I TYPE B BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- E TYPE B BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- ⬮ FLAGGER
- ⇐ DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- ⊙ TYPE "C" WARNING LIGHT
- \* SIGNS THAT ARE TO REMAIN IN PLACE FOR REMAINDER OF PROJECT

**TRAFFIC CONTROL GENERAL NOTES**

- THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.
- ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS
- ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

OAKRIDGE ROAD  
 CTH CB  
 STAGE 2

STAGING OF CTH CB  
 CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT  
 STAGE 2 TRAFFIC  
 \* CLOSE LARSEN RD FROM OAKRIDGE WEST (28+00) TO EXISTING OAKRIDGE (44+50)  
 \* RE-ROUTE LARSEN RD TRAFFIC ONTO OAKRIDGE WEST THEN OAKRIDGE COURT ROAD  
 \* REMOVE NECESSARY PAVEMENT ON CTH 0 FROM 11+00 TO 16+50 & 24+50 TO 28+20 TO PROVIDE A LEVEL CABG SURFACE FOR STAGE 2 TRAFFIC. THEN SWITCH CTH 0 TRAFFIC ONTO CABG SOUTH OF EXISTING PAVEMENT  
 \* MAINTAIN TRAFFIC ON PENDLETON ROAD  
 CONSTRUCTION  
 \* CONSTRUCT LARSEN/OAKRIDGE RD EAST 24+00 TO 44+50 INCLUDING CTH CB TO 248+00. MAINTAIN ACCESS TO HOMES ON LARSEN ROAD NEAR STA 33+00  
 \* CONTINUE CONSTRUCTION OF CTH CB FROM 248+00 TO 308+80  
 \* GRADE AND PLACE CABG ON NORTHBOUND LANES OF CTH CB (PENDLETON) FROM BEGINNING OF PROJECT TO 247+00, FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC DURING STAGE 3 TO BE DONE IN CONJUNCTION WITH CONSTRUCTION OF NB LANE AND EAST HALF OF CULVERT ON PROJECT TO SOUTH.  
 \* CONSTRUCT MEDIANS AND WESTBOUND LANES OF CTH 0  
 \* REMOVE ABANDONED LARSEN ROAD



END ROAD WORK  
 G20-2a  
 60" X 24"

ROAD CLOSED  
 R11-2  
 48" X 30"

TRAFFIC CONTROL GENERAL NOTES

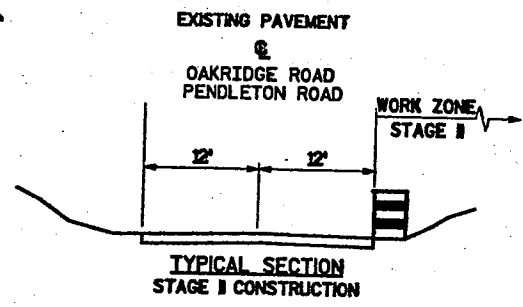
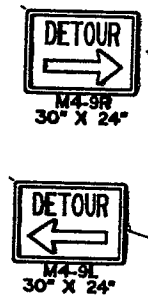
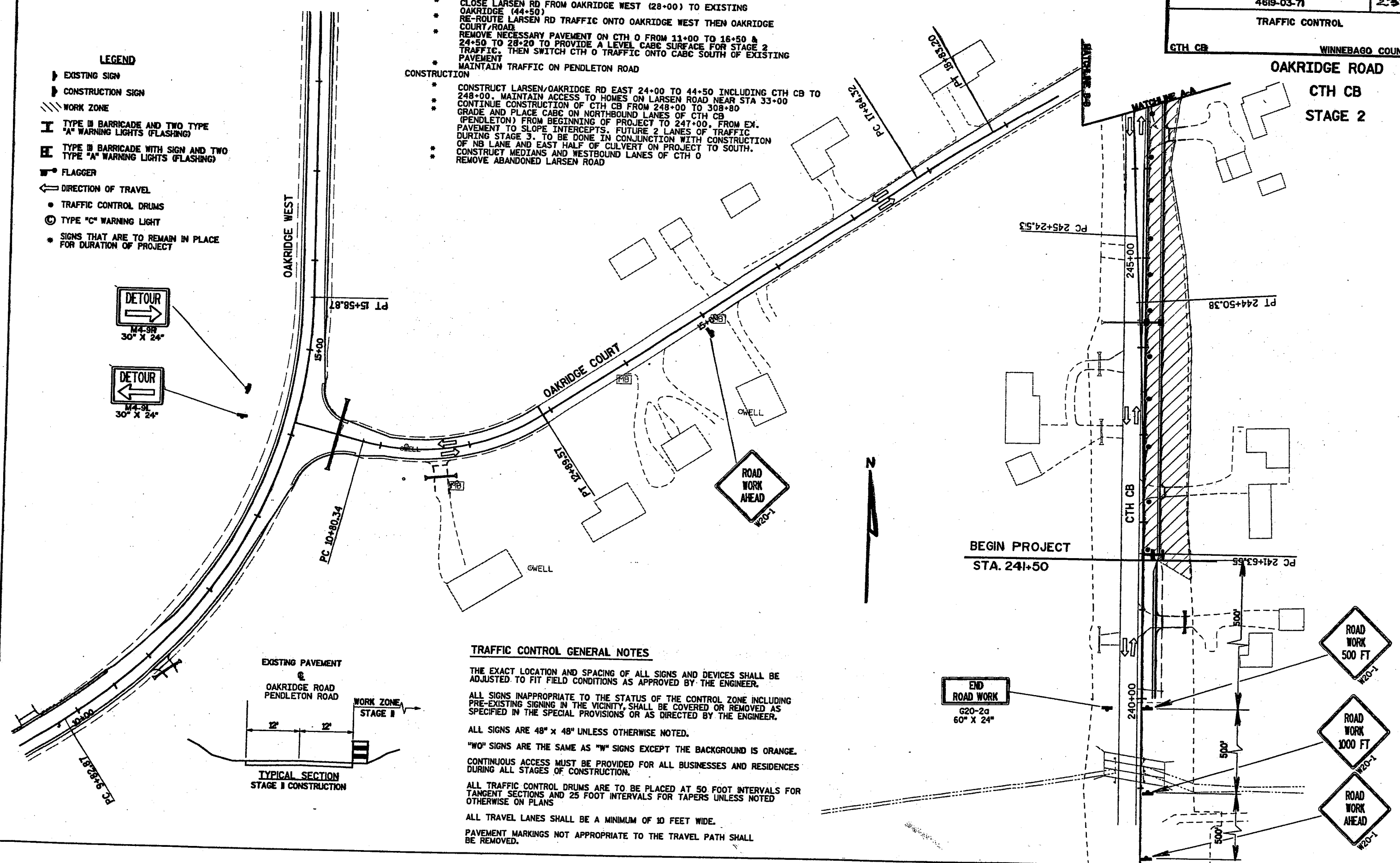
THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.  
 ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.  
 ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.  
 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.  
 CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.  
 ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS  
 ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.  
 PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

- LEGEND
- ▬ EXISTING SIGN
  - ▬ CONSTRUCTION SIGN
  - ▬ WORK ZONE
  - ⊥ TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - ⊥ TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - ⊥ FLAGGER
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ⊙ TYPE "C" WARNING LIGHT
  - \* SIGNS THAT ARE TO REMAIN IN PLACE FOR REMAINDER OF PROJECT

**OAKRIDGE ROAD  
CTH CB  
STAGE 2**

- STAGE 2 TRAFFIC**
- \* CLOSE LARSEN RD FROM OAKRIDGE WEST (28+00) TO EXISTING OAKRIDGE (44+50)
  - \* RE-ROUTE LARSEN RD TRAFFIC ONTO OAKRIDGE WEST THEN OAKRIDGE COURT/ROAD
  - \* REMOVE NECESSARY PAVEMENT ON CTH 0 FROM 11+00 TO 16+50 & 24+50 TO 28+20 TO PROVIDE A LEVEL C&B SURFACE FOR STAGE 2 TRAFFIC. THEN SWITCH CTH 0 TRAFFIC ONTO C&B SOUTH OF EXISTING PAVEMENT
  - \* MAINTAIN TRAFFIC ON PENDLETON ROAD
- CONSTRUCTION**
- \* CONSTRUCT LARSEN/OAKRIDGE RD EAST 24+00 TO 44+50 INCLUDING CTH CB TO 248+00. MAINTAIN ACCESS TO HOMES ON LARSEN ROAD NEAR STA 33+00
  - \* CONTINUE CONSTRUCTION OF CTH CB FROM 248+00 TO 308+80
  - \* GRADE AND PLACE C&B ON NORTHBOUND LANES OF CTH CB (PENDLETON) FROM BEGINNING OF PROJECT TO 247+00. FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC DURING STAGE 3. TO BE DONE IN CONJUNCTION WITH CONSTRUCTION OF NB LANE AND EAST HALF OF CULVERT ON PROJECT TO SOUTH.
  - \* CONSTRUCT MEDIANS AND WESTBOUND LANES OF CTH 0
  - \* REMOVE ABANDONED LARSEN ROAD

- LEGEND**
- ▶ EXISTING SIGN
  - ▶ CONSTRUCTION SIGN
  - /// WORK ZONE
  - I TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - E TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - FLAGGER
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ⊙ TYPE "C" WARNING LIGHT
  - \* SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT



**TRAFFIC CONTROL GENERAL NOTES**

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

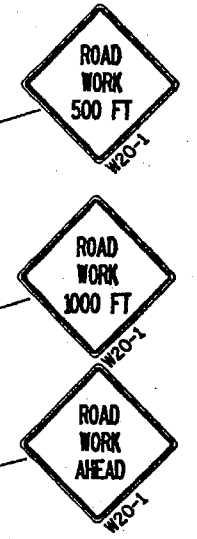
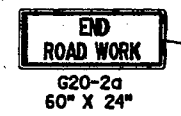
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

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



CTH CB/OAKRIDGE ROAD EAST STAGE 3

TRAFFIC CONTROL WINNEBAGO COUNTY

TRAFFIC CONTROL GENERAL NOTES

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

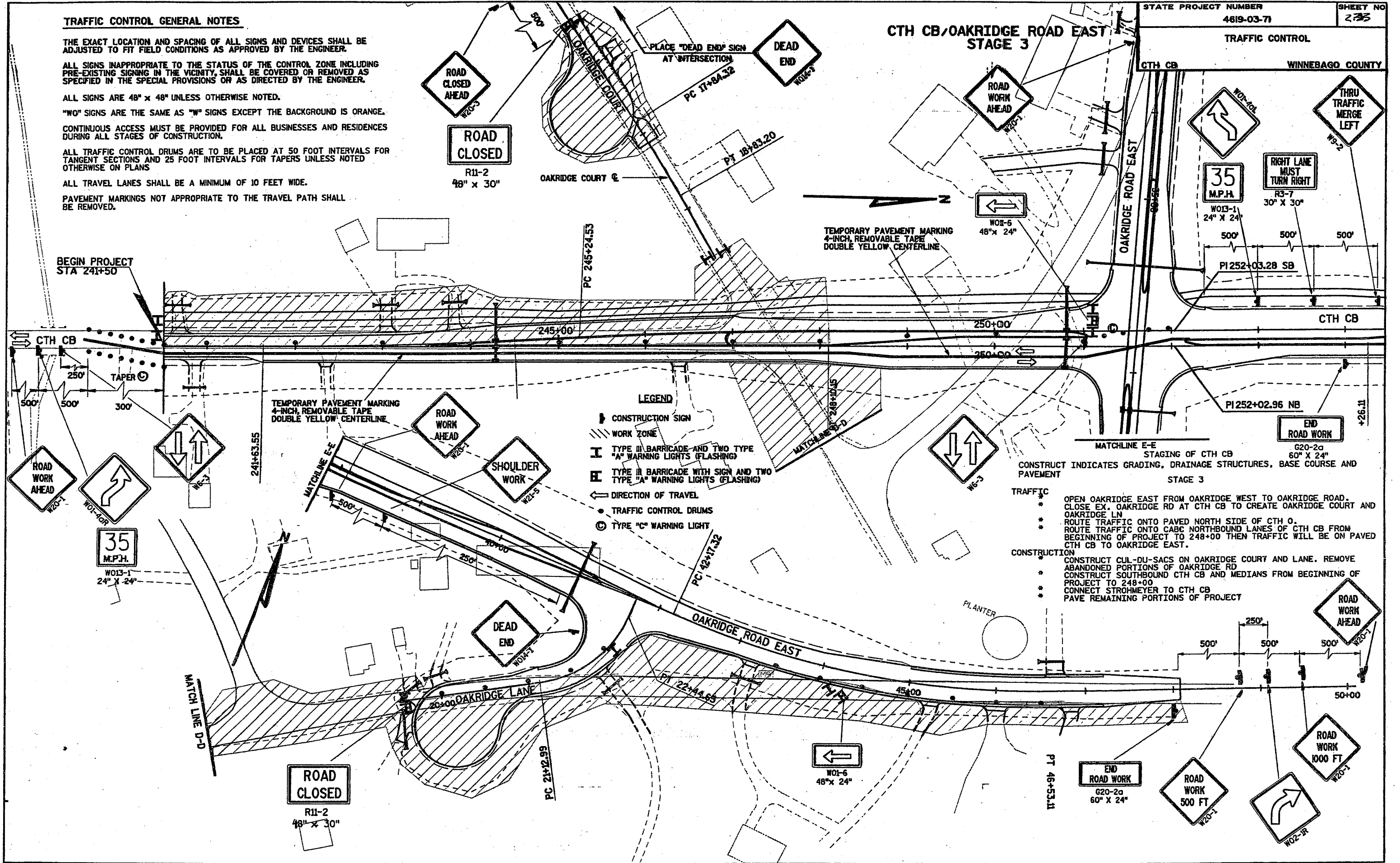
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS.

ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

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



- LEGEND**
- CONSTRUCTION SIGN
  - WORK ZONE
  - TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - TYPE II BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - TYPE "C" WARNING LIGHT

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

STAGING OF CTH CB

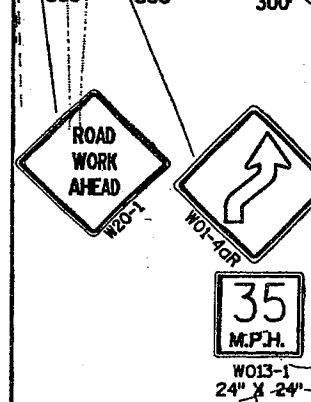
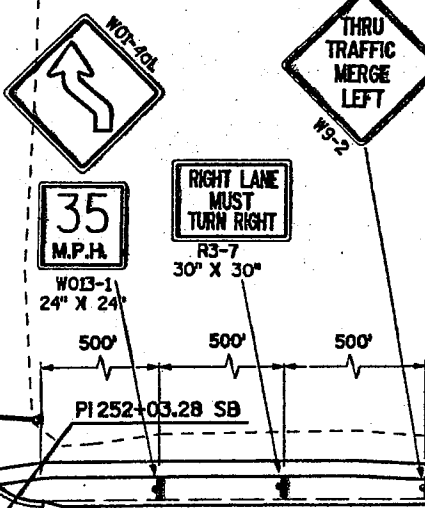
TRAFFIC

- OPEN OAKRIDGE EAST FROM OAKRIDGE WEST TO OAKRIDGE ROAD. CLOSE EX. OAKRIDGE RD AT CTH CB TO CREATE OAKRIDGE COURT AND OAKRIDGE LN
- ROUTE TRAFFIC ONTO PAVED NORTH SIDE OF CTH O.
- ROUTE TRAFFIC ONTO CABO NORTHBOUND LANES OF CTH CB FROM BEGINNING OF PROJECT TO 248+00 THEN TRAFFIC WILL BE ON PAVED CTH CB TO OAKRIDGE EAST.

CONSTRUCTION

- CONSTRUCT CUL-DU-SACS ON OAKRIDGE COURT AND LANE. REMOVE ABANDONED PORTIONS OF OAKRIDGE RD
- CONSTRUCT SOUTHBOUND CTH CB AND MEDIANS FROM BEGINNING OF PROJECT TO 248+00
- CONNECT STROHMEYER TO CTH CB
- PAVE REMAINING PORTIONS OF PROJECT

BEGIN PROJECT STA 241+50



ROAD CLOSED  
R11-2  
48" x 30"

END ROAD WORK  
G20-2a  
60" x 24"

ROAD WORK 1000 FT  
W20-1

ROAD WORK 500 FT  
W20-1

W01-6  
48" x 24"

ROAD CLOSED  
R11-2  
48" x 30"

W06-5  
48" x 24"

35  
M.P.H.  
W013-1  
24" x 24"

RIGHT LANE MUST TURN RIGHT  
R3-7  
30" x 30"

THRU TRAFFIC MERGE LEFT  
W9-2

ROAD WORK AHEAD  
W20-1

SHOULDER WORK  
W22-5

DEAD END  
W01-5

W6-3

ROAD WORK AHEAD  
W20-1

W02-1R

PT 46+53.11

PC 245+24.53

PT 18+83.20

TEMPORARY PAVEMENT MARKING  
4-INCH, REMOVABLE TAPE  
DOUBLE YELLOW CENTERLINE

TEMPORARY PAVEMENT MARKING  
4-INCH, REMOVABLE TAPE  
DOUBLE YELLOW CENTERLINE

TAPER

LEGEND

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

TRAFFIC

- OPEN OAKRIDGE EAST FROM OAKRIDGE WEST TO OAKRIDGE ROAD. CLOSE EX. OAKRIDGE RD AT CTH CB TO CREATE OAKRIDGE COURT AND OAKRIDGE LN
- ROUTE TRAFFIC ONTO PAVED NORTH SIDE OF CTH O.
- ROUTE TRAFFIC ONTO CABO NORTHBOUND LANES OF CTH CB FROM BEGINNING OF PROJECT TO 248+00 THEN TRAFFIC WILL BE ON PAVED CTH CB TO OAKRIDGE EAST.

CONSTRUCTION

- CONSTRUCT CUL-DU-SACS ON OAKRIDGE COURT AND LANE. REMOVE ABANDONED PORTIONS OF OAKRIDGE RD
- CONSTRUCT SOUTHBOUND CTH CB AND MEDIANS FROM BEGINNING OF PROJECT TO 248+00
- CONNECT STROHMEYER TO CTH CB
- PAVE REMAINING PORTIONS OF PROJECT

OAKRIDGE ROAD EAST

OAKRIDGE LANE

OAKRIDGE ROAD EAST

CTH CB

WINNEBAGO COUNTY

CTH CB

PI 252+02.96 NB

END ROAD WORK  
G20-2a  
60" x 24"

MATCHLINE D-D

MATCHLINE E-E

MATCHLINE D-D

MATCHLINE E-E

PC 21+12.99

PT 22+44.65

PT 46+53.11

PT 46+53.11

PT 46+53.11



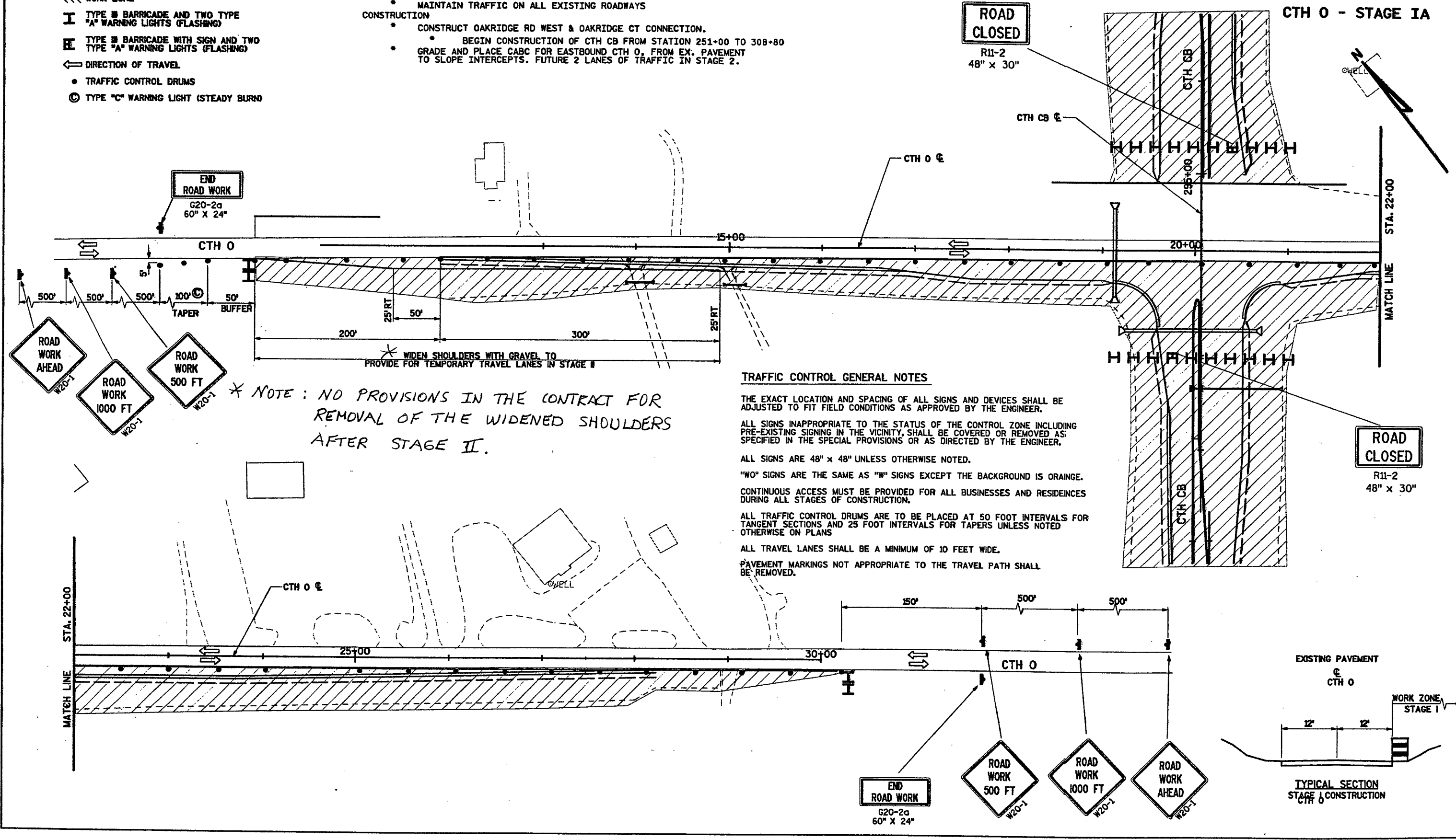
STAGING OF CTH CB

LEGEND

- CONSTRUCTION SIGN
- WORK ZONE
- TYPE B BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE B BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- TYPE "C" WARNING LIGHT (STEADY BURN)

- CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT
- STAGE 1A TRAFFIC
- \* MAINTAIN TRAFFIC ON ALL EXISTING ROADWAYS
- CONSTRUCTION
- \* CONSTRUCT OAKRIDGE RD WEST & OAKRIDGE CT CONNECTION.
  - \* BEGIN CONSTRUCTION OF CTH CB FROM STATION 251+00 TO 308+80
  - \* GRADE AND PLACE CABC FOR EASTBOUND CTH 0, FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC IN STAGE 2.

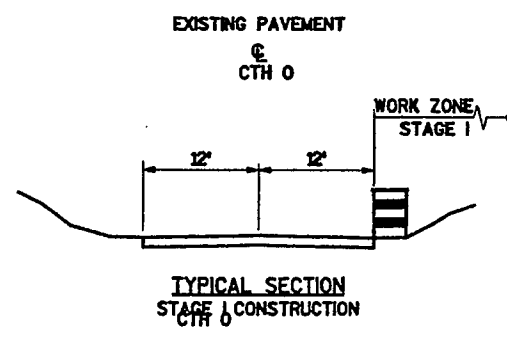
CTH 0 - STAGE IA



\* NOTE: NO PROVISIONS IN THE CONTRACT FOR REMOVAL OF THE WIDENED SHOULDERS AFTER STAGE II.

TRAFFIC CONTROL GENERAL NOTES

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- ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.
- ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS
- ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.



**TRAFFIC CONTROL GENERAL NOTES**

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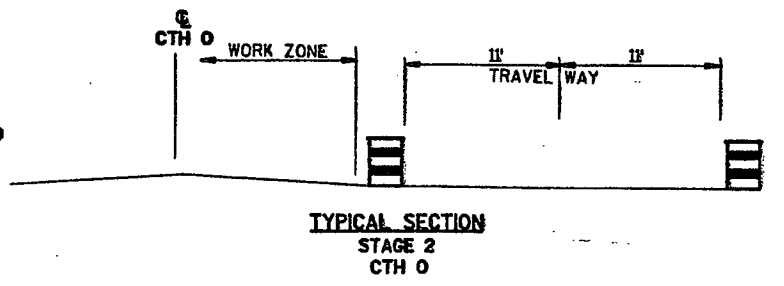
CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

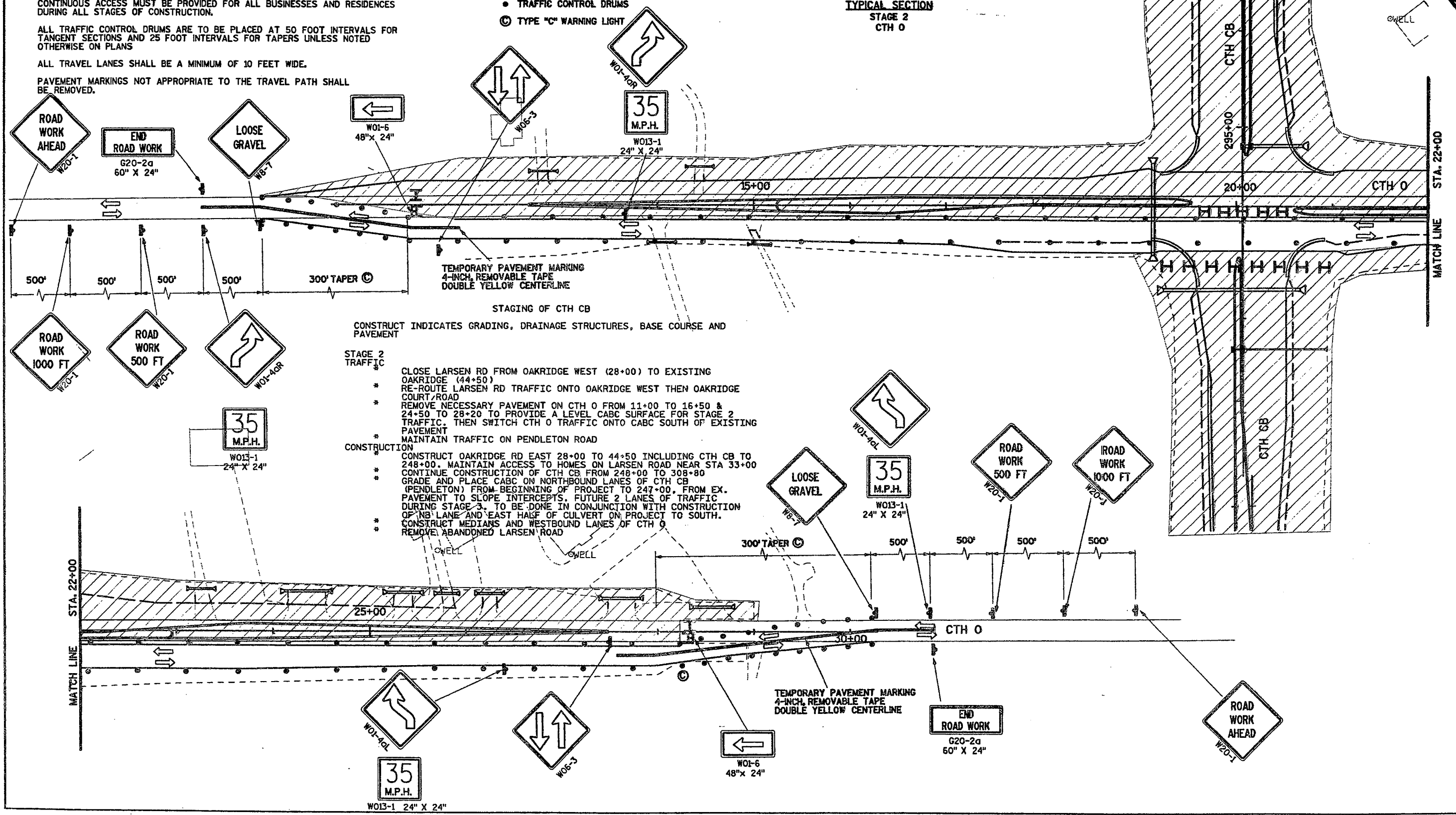
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

- LEGEND**
- CONSTRUCTION SIGN
  - WORK ZONE
  - TYPE B BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - TYPE B BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - TYPE "C" WARNING LIGHT



CTH CB WINNEBAGO COUNTY

**CTH 0 - STAGE 2**



CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 2 TRAFFIC**

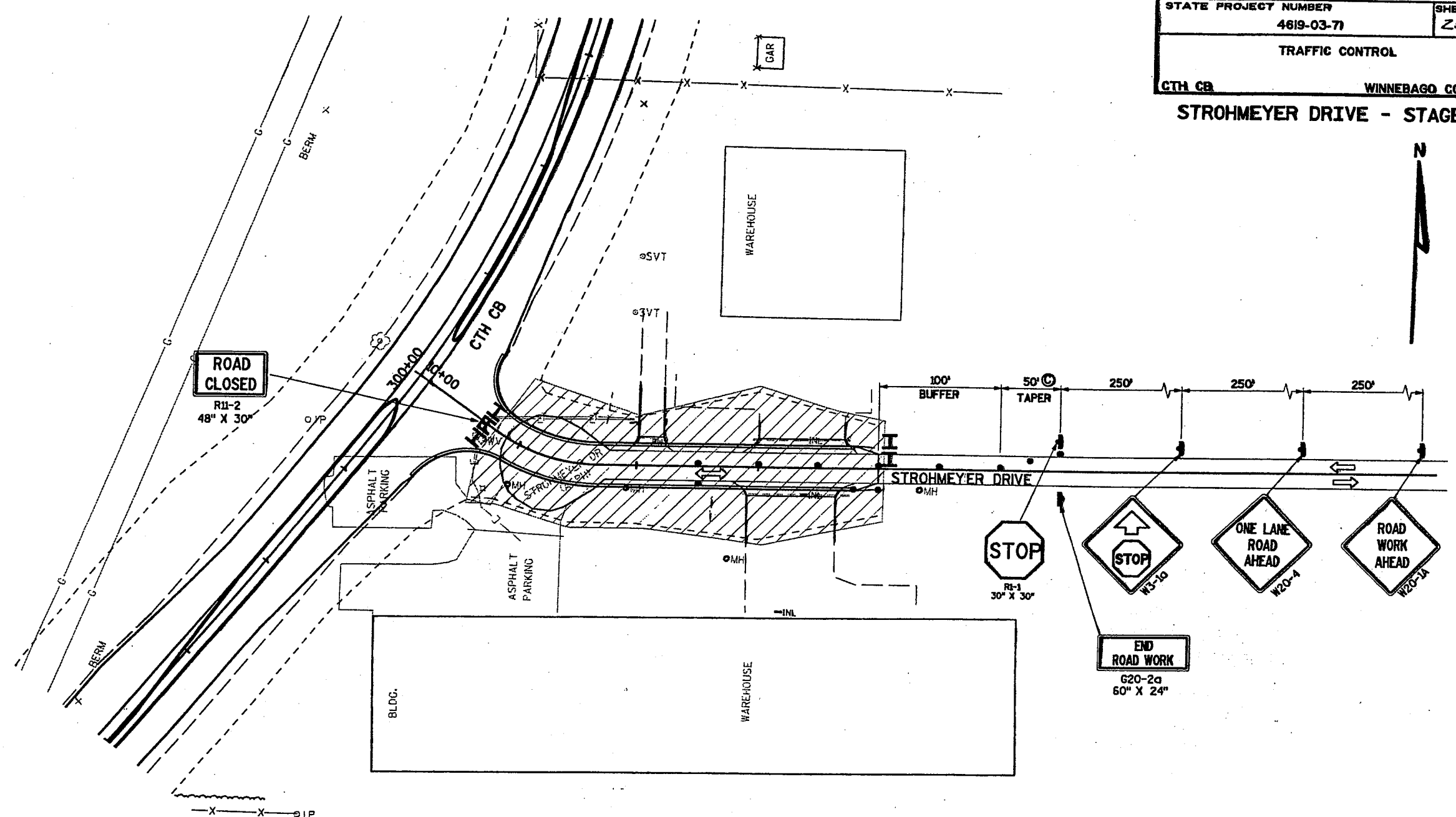
- \* CLOSE LARSEN RD FROM OAKRIDGE WEST (28+00) TO EXISTING OAKRIDGE (44+50)
- \* RE-ROUTE LARSEN RD TRAFFIC ONTO OAKRIDGE WEST THEN OAKRIDGE COURT ROAD
- \* REMOVE NECESSARY PAVEMENT ON CTH 0 FROM 11+00 TO 16+50 & 24+50 TO 28+20 TO PROVIDE A LEVEL CABG SURFACE FOR STAGE 2 TRAFFIC. THEN SWITCH CTH 0 TRAFFIC ONTO CABG SOUTH OF EXISTING PAVEMENT
- \* MAINTAIN TRAFFIC ON PENDLETON ROAD

**CONSTRUCTION**

- \* CONSTRUCT OAKRIDGE RD EAST 28+00 TO 44+50 INCLUDING CTH CB TO 248+00. MAINTAIN ACCESS TO HOMES ON LARSEN ROAD NEAR STA 33+00
- \* CONTINUE CONSTRUCTION OF CTH CB FROM 248+00 TO 308+80
- \* GRADE AND PLACE CABG ON NORTHBOUND LANES OF CTH CB (PENDLETON) FROM BEGINNING OF PROJECT TO 247+00. FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC DURING STAGE 3. TO BE DONE IN CONJUNCTION WITH CONSTRUCTION OF NB LANE AND EAST HALF OF CULVERT ON PROJECT TO SOUTH.
- \* CONSTRUCT MEDIANS AND WESTBOUND LANES OF CTH 0
- \* REMOVE ABANDONED LARSEN ROAD

**STROHMEYER DRIVE - STAGE 3**

- LEGEND**
- ▬ CONSTRUCTION SIGN
  - ▨ WORK ZONE
  - I TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - E TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ⊙ TYPE "C" WARNING LIGHT



**TRAFFIC CONTROL GENERAL NOTES**

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

ALL TEMPORARY TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

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

**STAGING OF CTH CB**

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 3 TRAFFIC**

- \* OPEN OAKRIDGE EAST FROM OAKRIDGE WEST TO OAKRIDGE ROAD. CLOSE EX. OAKRIDGE RD AT CTH CB TO CREATE OAKRIDGE COURT AND OAKRIDGE LN
- \* ROUTE TRAFFIC ONTO PAVED NORTH SIDE OF CTH O.
- \* ROUTE TRAFFIC ONTO CABIC NORTHBOUND LANES OF CTH CB FROM BEGINNING OF PROJECT TO 248+00 THEN TRAFFIC WILL BE ON PAVED CTH CB TO OAKRIDGE EAST.

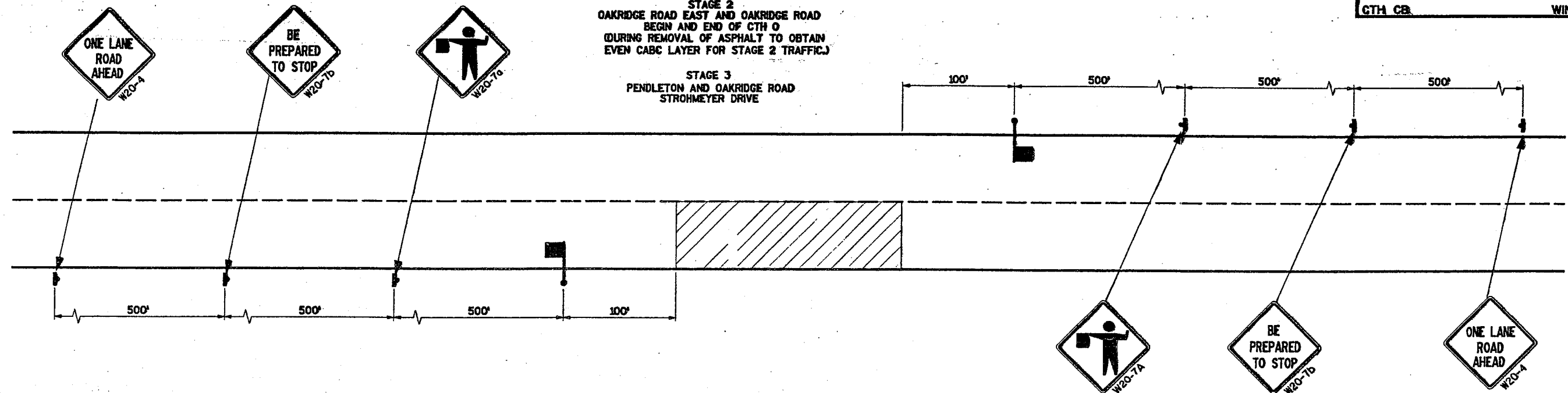
**CONSTRUCTION**

- \* CONSTRUCT CUL-DU-SACS ON OAKRIDGE COURT AND LANE. REMOVE ABANDONED PORTIONS OF OAKRIDGE RD
- \* CONSTRUCT SOUTHBOUND CTH CB AND MEDIANS FROM BEGINNING OF PROJECT TO 248+00
- \* CONNECT STROHMEYER TO CTH CB
- \* PAVE REMAINING PORTIONS OF PROJECT

STAGE 1  
OAKRIDGE ROAD WEST AND OAKRIDGE ROAD MATCH  
OAKRIDGE COURT AND OAKRIDGE ROAD WEST MATCH

STAGE 2  
OAKRIDGE ROAD EAST AND OAKRIDGE ROAD  
BEGIN AND END OF CTH 0  
(DURING REMOVAL OF ASPHALT TO OBTAIN  
EVEN CABC LAYER FOR STAGE 2 TRAFFIC.)

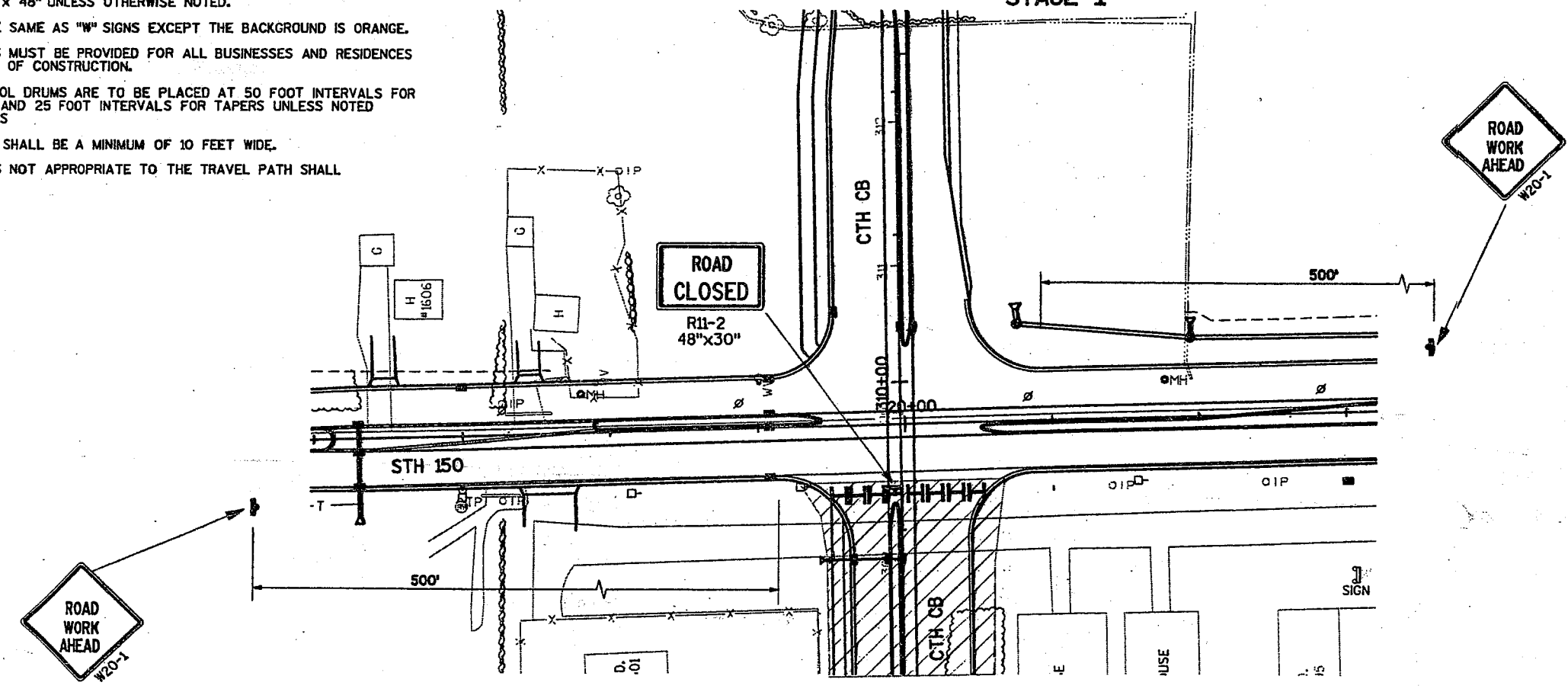
STAGE 3  
PENDLETON AND OAKRIDGE ROAD  
STROHMAYER DRIVE



**TRAFFIC CONTROL GENERAL NOTES**

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- CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.
- ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS
- ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

**CTH CB / STA 150  
STAGE 1**



- LEGEND**
- CONSTRUCTION SIGN
  - WORK ZONE
  - TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - FLAGGER
  - DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - TYPE "C" WARNING LIGHT



**CURVE 128**  
 PI= 7+95.34  
 Y= 130570.308  
 X= 2390841.956  
 R= 848.83  
 L= 139.80  
 T= 70.06  
 D= 6°45'00"  
 Δ= 9°26'12"  
 E= 2.89  
 PC= 7+25.28  
 PT= 8+65.08

**CURVE 129**  
 PI= 12+97.86  
 Y= 130839.762  
 X= 2391397.85  
 R= 572.96  
 L= 576.00  
 T= 314.99  
 D= 10°00'00"  
 Δ= 57°36'02"  
 E= 80.88  
 PC= 9+82.87  
 PT= 15+58.87

**CURVE 119**  
 PI= 11+91.52  
 Y= 130966.125  
 X= 2391564.203  
 R= 250.00  
 L= 209.23  
 T= 111.18  
 D= 22°55'06"  
 Δ= 47°57'06"  
 E= 23.61  
 PC= 10+80.34  
 PT= 12+89.57

**CURVE 122**  
 PI= 31+24.74  
 Y= 131912.491  
 X= 2391636.153  
 R= 1909.86  
 L= 121.74  
 T= 60.89  
 D= 3°00'00"  
 Δ= 3°39'08"  
 E= 0.97  
 PC= 30+63.85  
 PT= 31+85.59

**CURVE 13**  
 PI= 20+21.33  
 Y= 126932.289  
 X= 2392269.979  
 R= 918.73  
 L= 296.16  
 T= 149.38  
 D= 6°15'00"  
 Δ= 18°30'37"  
 E= 12.09  
 PC= 18+71.95  
 PT= 21+68.11

**CURVE 125**  
 PI= 18+33.77  
 Y= 131333.402  
 X= 2391975.414  
 R= 1909.86  
 L= 98.88  
 T= 49.45  
 D= 3°00'00"  
 Δ= 2°57'59"  
 E= 0.64  
 PC= 17+84.32  
 PT= 18+83.20

**CURVE 93**  
 PI= 208+16.15  
 Y= 127340.580  
 X= 2392254.246  
 R= 5717.58  
 L= 285.64  
 T= 142.85  
 D= 1°00'08"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 204+73.30  
 PT= 207+58.94

**CURVE 94**  
 PI= 209+76.55  
 Y= 127700.214  
 X= 2392230.218  
 R= 5741.58  
 L= 286.84  
 T= 143.43  
 D= 0°59'52"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 208+33.10  
 PT= 211+9.94

**CURVE 43**  
 PI= 243+07.00  
 Y= 131030.266  
 X= 2392196.570  
 R= 5741.58  
 L= 286.89  
 T= 143.45  
 D= 0°59'52"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 241+63.55  
 PT= 244+50.44

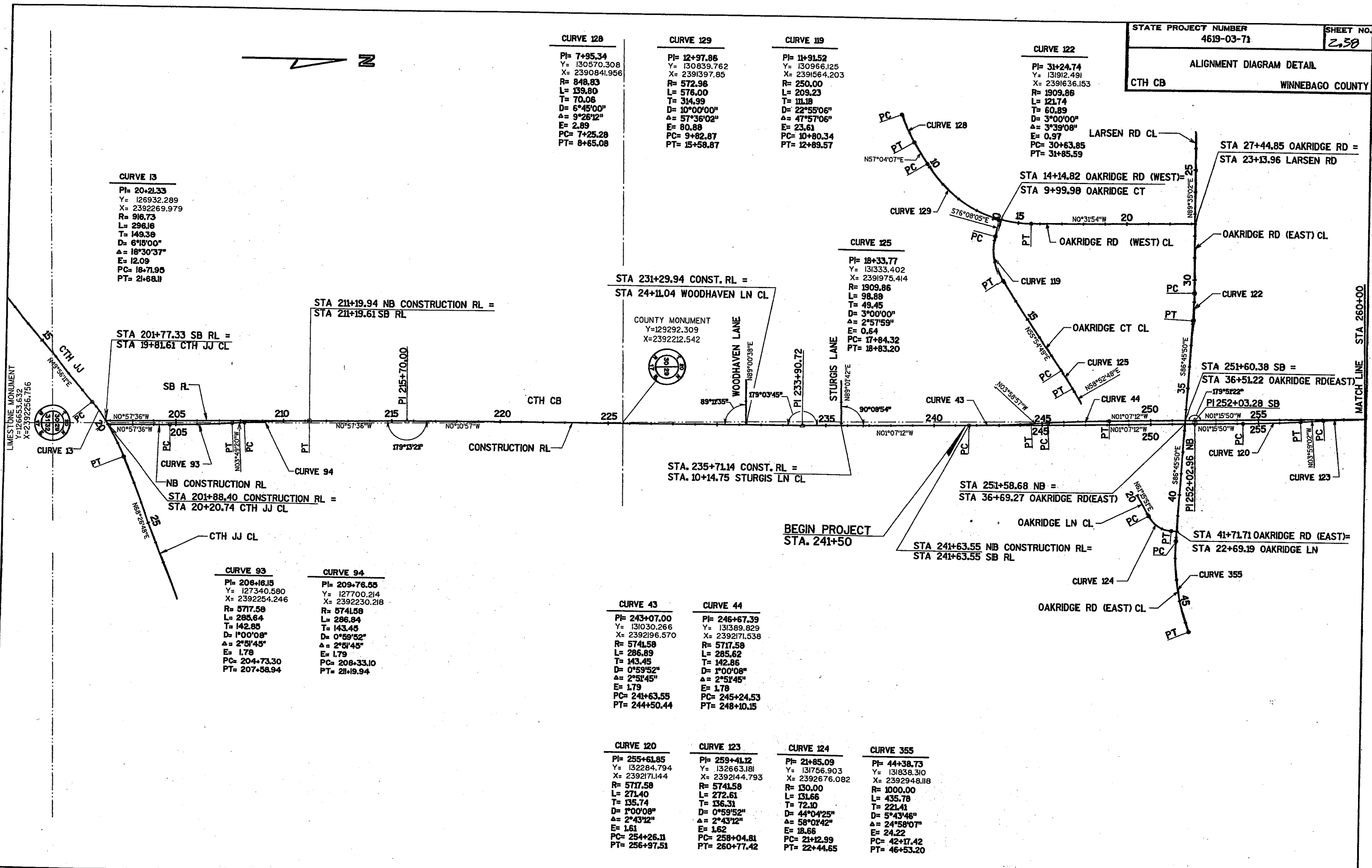
**CURVE 44**  
 PI= 246+67.39  
 Y= 131389.829  
 X= 2392171.538  
 R= 5717.58  
 L= 285.62  
 T= 142.86  
 D= 1°00'08"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 245+24.53  
 PT= 248+10.15

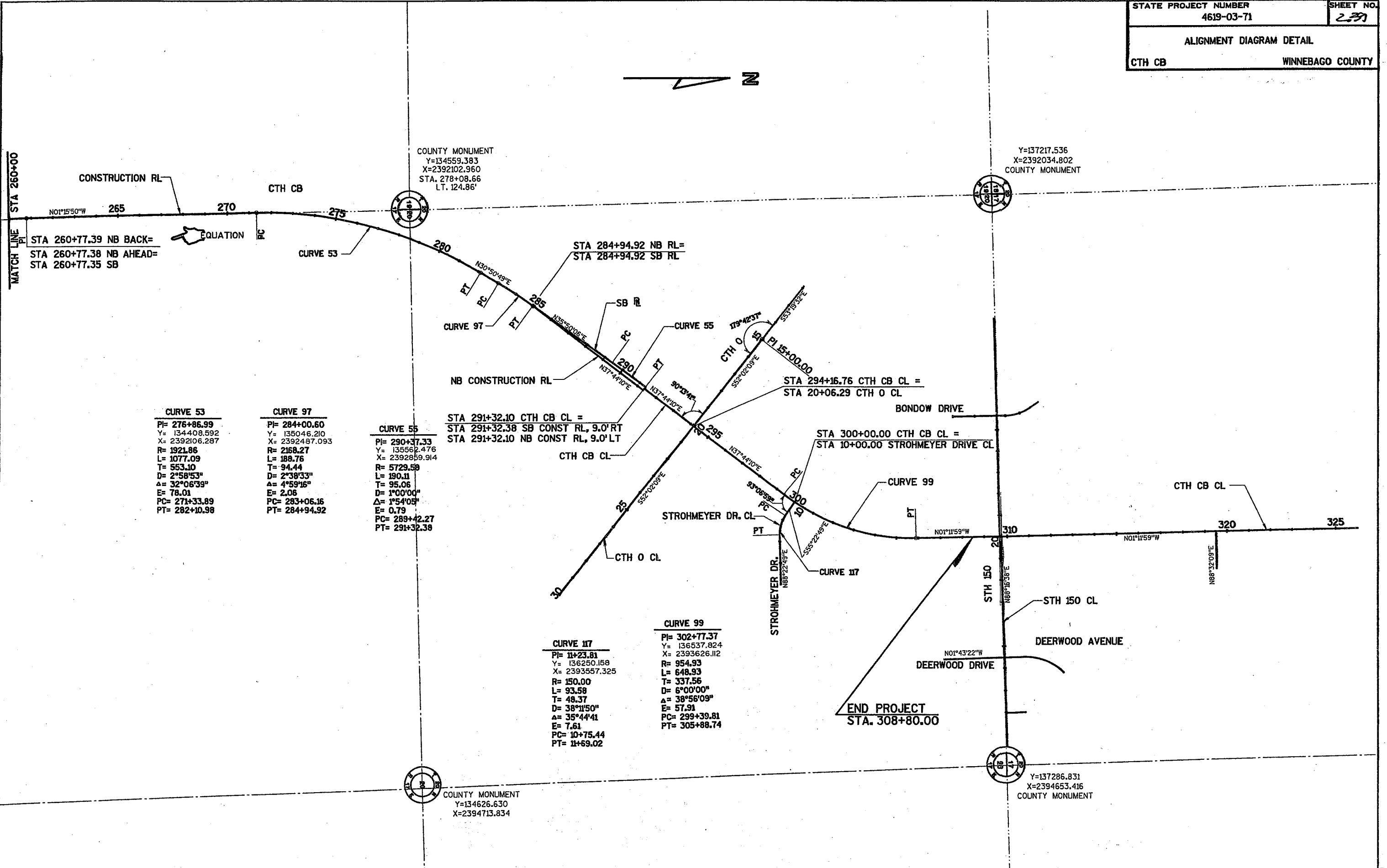
**CURVE 120**  
 PI= 255+61.85  
 Y= 132284.794  
 X= 2392171.144  
 R= 5717.58  
 L= 271.40  
 T= 135.74  
 D= 1°00'08"  
 Δ= 2°43'12"  
 E= 1.61  
 PC= 254+26.11  
 PT= 256+97.51

**CURVE 123**  
 PI= 259+41.12  
 Y= 132663.181  
 X= 2392144.793  
 R= 5741.58  
 L= 272.61  
 T= 136.31  
 D= 0°59'52"  
 Δ= 2°43'12"  
 E= 1.62  
 PC= 258+04.81  
 PT= 260+77.42

**CURVE 124**  
 PI= 21+85.09  
 Y= 131756.903  
 X= 2392676.082  
 R= 130.00  
 L= 131.66  
 T= 72.10  
 D= 44°04'25"  
 Δ= 58°01'42"  
 E= 18.66  
 PC= 21+12.99  
 PT= 22+44.65

**CURVE 355**  
 PI= 44+38.73  
 Y= 131838.310  
 X= 2392948.118  
 R= 1000.00  
 L= 435.78  
 T= 221.41  
 D= 5°43'46"  
 Δ= 24°58'07"  
 E= 24.22  
 PC= 42+17.42  
 PT= 46+53.20





COUNTY MONUMENT  
Y=134559.383  
X=2392102.960  
STA. 278+08.66  
LT. 124.86'

Y=137217.536  
X=2392034.802  
COUNTY MONUMENT

COUNTY MONUMENT  
Y=134626.630  
X=2394713.834

Y=137286.831  
X=2394653.416  
COUNTY MONUMENT

**CURVE 53**  
PI= 276+86.99  
Y= 134408.592  
X= 2392106.287  
R= 1921.86  
L= 1077.09  
T= 553.10  
D= 2°58'53"  
Δ= 32°06'39"  
E= 78.01  
PC= 271+33.89  
PT= 282+10.98

**CURVE 97**  
PI= 284+00.60  
Y= 135046.210  
X= 2392487.093  
R= 2168.27  
L= 188.76  
T= 94.44  
D= 2°38'33"  
Δ= 4°59'16"  
E= 2.06  
PC= 283+06.16  
PT= 284+94.92

**CURVE 55**  
PI= 290+37.33  
Y= 135562.476  
X= 2392859.914  
R= 5729.59  
L= 190.11  
T= 95.06  
D= 1°00'00"  
Δ= 1°54'05"  
E= 0.79  
PC= 289+42.27  
PT= 291+32.38

**CURVE 117**  
PI= 11+23.81  
Y= 136250.158  
X= 2393557.325  
R= 150.00  
L= 93.58  
T= 48.37  
D= 38°11'50"  
Δ= 35°44'41"  
E= 7.61  
PC= 10+75.44  
PT= 11+69.02

**CURVE 99**  
PI= 302+77.37  
Y= 136537.824  
X= 2393626.112  
R= 954.93  
L= 648.93  
T= 337.56  
D= 6°00'00"  
Δ= 38°56'09"  
E= 57.91  
PC= 299+39.81  
PT= 305+88.74

MATCH LINE  
STA 260+00

END PROJECT  
STA. 308+80.00

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## ESTIMATE OF QUANTITIES

SHEET: 3.1

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4619-03-71 QUANTITY
0010	20101	CLEARING	STA.	40.50	40.50
0020	20104	GRUBBING	STA.	40.50	40.50
0030	20330	REMOVING OLD CULVERTS	EACH	21.00	21.00
0040	20412	REMOVING FENCE	L.F.	2,601.00	2,601.00
0050	20484	SITE CLEARANCE, PARCEL 42 - HAZEL STURGIS FARM	LS	1.00	1.00
0060	20501	COMMON EXCAVATION	C.Y.	30,305.00	30,305.00
0070	20505	MARSH EXCAVATION	C.Y.	2,014.00	2,014.00
0080	20801	BORROW EXCAVATION	C.Y.	45,289.00	45,289.00
0090	20811	SELECTED BORROW EXCAVATION	C.Y.	12,247.00	12,247.00
0100	21301	FINISHING ROADWAY	LS	1.00	1.00
0110	21401	OBLITERATING OLD ROAD	STA.	7.00	7.00
0120	30404	CRUSHED AGGREGATE BASE COURSE	TON	92,247.00	92,247.00
0130	40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	1,704.00	1,704.00
0140	40301	QMP, ASPHALTIC MIXTURE	TON	14,854.00	14,854.00
0150	40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	891.00	891.00
0160	40712	ASPHALTIC CONCRETE PAVEMENT, TYPE HV	TON	14,122.00	14,122.00
0170	40714	ASPHALTIC CONCRETE PAVEMENT, TYPE LV	TON	732.00	732.00
0180	41104	ASPHALTIC SURFACE, SAFETY ISLANDS	TON	712.00	712.00
0190	41105	ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES	TON	110.00	110.00
0200	41510	CONCRETE PAVEMENT, 10-INCH	S.Y.	13,360.00	13,360.00
0210	41605	CONCRETE DRIVEWAY, 6-INCH	S.Y.	28.00	28.00
0220	41653	PAVEMENT TIES	EACH	70.00	70.00
0230	41665	CONCRETE PAVEMENT GAPS	EACH	2.00	2.00
0240	50409	CONCRETE MASONRY, ENDWALLS	C.Y.	8.40	8.40
0250	52002	CULVERT PIPE, CLASS III, 15-INCH	L.F.	374.00	374.00
0260	52003	CULVERT PIPE, CLASS III, 18-INCH	L.F.	356.00	356.00
0270	52004	CULVERT PIPE, CLASS III, 21-INCH	L.F.	90.00	90.00
0280	52005	CULVERT PIPE, CLASS III, 24-INCH	L.F.	30.00	30.00
0290	52060	APRON ENDWALLS FOR CULVERT PIPE, 15-INCH	EACH	30.00	30.00
0300	52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	20.00	20.00
0310	52062	APRON ENDWALLS FOR CULVERT PIPE, 21-INCH	EACH	4.00	4.00
0320	52063	APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	2.00	2.00

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## ESTIMATE OF QUANTITIES

SHEET: 3.2

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4619-03-71 QUANTITY
0330	52203	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 18-INCH	L.F.	78.00	78.00
0340	52205	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 24-INCH	L.F.	230.00	230.00
0350	52246	REINFORCED CONCRETE CULVERT PIPE, CLASS V, 18-INCH	L.F.	84.00	84.00
0360	52260	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 12-INCH	EACH	13.00	13.00
0370	52262	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	4.00	4.00
0380	52264	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	6.00	6.00
0390	52336	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 19X30-INCH	L.F.	192.00	192.00
0400	52338	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 24X38-INCH	L.F.	480.00	480.00
0410	52340	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 29X45-INCH	L.F.	236.00	236.00
0420	52361	REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 19X30-INCH	EACH	4.00	4.00
0430	52363	REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 24X38-INCH	EACH	6.00	6.00
0440	52365	REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 29X45-INCH	EACH	4.00	4.00
0450	60119	CONCRETE CURB AND GUTTER, 18-INCH, TYPE A	L.F.	3,262.00	3,262.00
0460	60120	CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	8,350.00	8,350.00
0470	60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	572.00	572.00
0480	60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	3,277.00	3,277.00
0490	60160	CONCRETE CURB AND GUTTER, 36-INCH, TYPE A	L.F.	270.00	270.00
0500	60170	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D	L.F.	511.00	511.00
0510	60604	MEDIUM RANDOM RIPRAP	C.Y.	64.00	64.00
0520	60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	935.00	935.00
0530	60829	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 24-INCH	L.F.	284.00	284.00
0540	61121	INLETS, TYPE 1	EACH	27.00	27.00



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## ESTIMATE OF QUANTITIES

SHEET: 3.3

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4619-03-71 QUANTITY
0550	61122	INLETS, TYPE 3	EACH	6.00	6.00
0560	61123	INLETS, TYPE 8	EACH	5.00	5.00
0570	61156	INLET COVERS, TYPE H-S	EACH	1.00	1.00
0580	61167	INLET COVERS, TYPE H	EACH	5.00	5.00
0590	61168	INLET COVERS, TYPE Z	EACH	27.00	27.00
0600	61170	INLET COVERS, TYPE MS	EACH	5.00	5.00
0610	61183	ADJUSTING INLET COVERS	EACH	2.00	2.00
0620	61910	MOBILIZATION	LS	1.00	1.00
0630	62001	CONCRETE CORRUGATED MEDIAN	S.F.	1,449.00	1,449.00
0640	62003	CONCRETE MEDIAN SLOPED NOSE	S.F.	375.00	375.00
0650	62112	LANDMARK REFERENCE MONUMENTS AND ALUMINUM COVERS	EACH	5.00	5.00
0660	62203	ASPHALTIC FLUMES	S.Y.	220.00	220.00
0670	62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	30.00	30.00
0680	62401	WATER	MGAL	181.00	181.00
0690	62505	SALVAGED TOPSOIL	S.Y.	88,644.80	88,644.80
0700	62702	MULCHING	S.Y.	110,172.70	110,172.70
0710	62815	SILT FENCE, DELIVERED	L.F.	4,502.00	4,502.00
0720	62816	SILT FENCE, INSTALLED	L.F.	4,502.00	4,502.00
0730	62817	SILT FENCE MAINTENANCE	L.F.	9,004.00	9,004.00
0740	62819	MOBILIZATIONS, EROSION CONTROL	EACH	1.00	1.00
0750	62821	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	3.00	3.00
0760	62824	EROSION MAT, DELIVERED, CLASS I, TYPE B	S.Y.	3,628.00	3,628.00
0770	62825	EROSION MAT, INSTALLED, CLASS I, TYPE B	S.Y.	3,628.00	3,628.00
0780	62830	EROSION MAT, DELIVERED, CLASS II, TYPE A	S.Y.	330.00	330.00
0790	62831	EROSION MAT, INSTALLED, CLASS II, TYPE A	S.Y.	330.00	330.00
0800	62905	FERTILIZER, TYPE B	CWT.	75.90	75.90
0810	63003	SEEDING, TEMPORARY	LB.	211.00	211.00
0820	63010	SEEDING, MIXTURE NO. 30	LB.	2,781.30	2,781.30
0830	63015	SEEDING, BORROW PIT MIXTURE	LB.	150.00	150.00
0840	63101	SODDING	S.Y.	330.00	330.00
0850	63103	WATERING SODDED AREAS	MGAL	6.00	6.00
0860	63822	MOVING SIGNS, TYPE II	EACH	2.00	2.00
0870	64210	FIELD LABORATORY	LS	1.00	1.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4619-03-71 QUANTITY
0880	64220	FIELD OFFICE, TYPE C	LS	1.00	1.00
0890	64301	TRAFFIC CONTROL	LS	1.00	1.00
0900	64313	TRAFFIC CONTROL, DRUMS	DAYS	17,170.00	17,170.00
0910	64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	4,180.00	4,180.00
0920	64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	7,320.00	7,320.00
0930	64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	4,555.00	4,555.00
0940	64326	TRAFFIC CONTROL, SIGNS	DAYS	3,485.00	3,485.00
0950	64505	GEOTEXTILE FABRIC, TYPE R	S.Y.	136.00	136.00
0960	64602	PAVEMENT MARKING, 4-INCH, EPOXY	L.F.	48,634.00	48,634.00
0970	64618	PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY	L.F.	1,857.00	1,857.00
0980	64642	REMOVING PAVEMENT MARKINGS	L.F.	1,210.00	1,210.00
0990	64710	PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY	L.F.	218.00	218.00
1000	64718	PAVEMENT MARKING, CROSSWALK, 6-INCH, EPOXY	L.F.	350.00	350.00
1010	64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	EACH	30.00	30.00
1020	64758	PAVEMENT MARKING, WORDS, EPOXY	EACH	19.00	19.00
1030	64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	EACH	19.00	19.00
1040	64904	TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE	L.F.	3,550.00	3,550.00
1050	65010	CONSTRUCTION STAKING, SUBGRADE	STA.	204.10	204.10
1060	65020	CONSTRUCTION STAKING, CRUSHED AGGREGATE BASE COURSE	STA.	164.40	164.40
1070	65030	CONSTRUCTION STAKING, CURB, GUTTER, AND CURB AND GUTTER	L.F.	16,242.00	16,242.00
1080	65216	NONMETALLIC CONDUIT, SCHEDULE 40, 1-INCH	L.F.	200.00	200.00
1090	65221	NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	L.F.	800.00	800.00
1100	65250	LOOP DETECTOR CONDUIT	L.F.	75.00	75.00
1110	65301	PULL BOXES, STEEL, 12X24-INCH	EACH	1.00	1.00
1120	65580	LOOP DETECTOR LEAD IN CABLE	L.F.	320.00	320.00
1130	65585	LOOP DETECTOR WIRE	L.F.	275.00	275.00
1140	66501	SAWING EXISTING PAVEMENT	L.F.	516.00	516.00
1150	66502	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	50.00	50.00
1160	90005	MISC 90005A, EROSION CONTROL FILTER BAGS, DELIVERED	EACH	686.00	686.00
1170	90005	MISC 90005B, EROSION CONTROL FILTER BAGS, INSTALLED	EACH	686.00	686.00

DATE 19JAN99

## ESTIMATE OF QUANTITIES

SHEET: 3.5

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4619-03-71 QUANTITY
1180	90005	MISC 90005C, EROSION CONTROL FILTER BAGS, MAINTENANCE	EACH	1,372.00	1,372.00
1190	90005	MISC 90005D, CONSTRUCTION STAKING, INLETS & MANHOLES	EACH	38.00	38.00
1200	90005	MISC 90005E, ADJUSTING MANHOLE COVERS	EACH	2.00	2.00
1210	90005	MISC 90005F, ADJUSTING WATER VALVE BOXES	EACH	2.00	2.00
1220	90031	MISC 90031A, PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, EPOXY	S.F.	574.00	574.00
1230	90034	MISC 90034A, QMP, SUBGRADE	C.Y.	61,106.00	61,106.00
1240	90037	MISC 90037A, CONSTRUCTION STAKING, PRELIMINARY	STA.	176.90	176.90
1250	90365	QMP, BASE COURSES	TON	92,247.00	92,247.00
1260	90394	PROFILOGRAPH	LS	1.00	1.00
1270	90401	QMP, PLACEMENT OF CONCRETE PAVEMENT	P.D.	6.00	6.00
1280	90421	QMP, AGGREGATE FOR CONCRETE PAVEMENT	S.Y.	13,360.00	13,360.00
1290	90785	CONSTRUCTION STAKING, PIPE CULVERTS	EACH	38.00	38.00
1300	90786	CONSTRUCTION STAKING, CONCRETE PAVEMENT	STA.	37.80	37.80
1310	90998	ON-THE-JOB TRAINING, ASP-1T	HRS.	200.00	200.00
1320	90999	ON-THE-JOB TRAINING, ASP-1	HRS.	1,000.00	1,000.00

**CLEARING AND GRUBBING**

STATION TO STATION LOCATION	CLEARING STA	GRUBBING STA
241+50 - 251+00 CTH CB	9.5	9.5
278+00 - 279+00 CTH CB	1	1
294+00 - 296+00 CTH CB	2	2
300+00 - 301+00 CTH CB	1	1
307+00 - 309+00 CTH CB	2	2
33+00 - 35+00 OAKRIDGE RD EAST	2	2
43+00 - 45+00 OAKRIDGE RD EAST	2	2
11+00 - 13+00 OAKRIDGE RD WEST	2	2
18+00 - 22+00 OAKRIDGE RD WEST	4	4
11+00 - 13+00 OAKRIDGE CT	2	2
19+50 - 20+50 OAKRIDGE LN	1	1
14+00 - 19+00 CTH O	5	5
21+00 - 28+00 CTH O	7	7
<b>TOTAL</b>	<b>40.5</b>	<b>40.5</b>

**REMOVING OLD CULVERTS**

STATION	LOCATION	SIZE	EACH
242+36	CTH CB RT	15"X20'	1
243+00	CTH CB LT	18"X28'	1
243+82	CTH CB LT	18"X22'	1
245+08	CTH CB LT	12"X24'	1
12+10	STROHMEYER DR LT	12"X22'	1
13+30	STROHMEYER DR RT	12"X92'	1
13+36	STROHMEYER DR LT	12"X80'	1
18+55	OAKRIDGE CT LT	15"X22'	1
26+28	LARSON RD	CROSS CMP	1
43+20	OAKRIDGE RD EAST RT	EX. CMP	1
45+27	OAKRIDGE RD EAST RT	EX. CMP	1
46+00	OAKRIDGE RD EAST RT	EX. CMP	1
46+84	OAKRIDGE RD EAST RT	EX. CMP	1
15+00	CTH O RT	15"X20'	1
23+34	CTH O LT	15"X25'	1
24+36	CTH O LT	15"X40'	1
25+34	CTH O LT	15"X25'	1
25+87	CTH O LT	15"X20'	1
26+25	CTH O LT	15"X25'	1
27+69	CTH O LT	15"X35'	1
28+60	CTH O LT	12" CMP	1
<b>TOTAL</b>			<b>21</b>

**REMOVING FENCE**

STATION TO STATION	LOCATION	LF
247+70 - 248+80	CTH CB LT	138
278+40 - 278+75	CTH CB LT/RT	118
294+30 - 296+00	CTH CB LT/RT	255
302+70 - 304+80	CTH CB LT/RT	330
305+45 - 305+55	CTH CB LT/RT	155
24+00 - 31+45	LARSON/OAKRIDGE EAST LT	765
42+00 - 44+70	OAKRIDGE RD EAST LT/RT	285
10+00 - 12+90	OAKRIDGE CT RT	325
20+00 - 22+05	OAKRIDGE LN LT/RT	230
<b>TOTAL</b>		<b>2,601</b>

**ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES**

STATION	LOCATION	TONS
243+00	CTH CB LT	7
243+82	CTH CB LT	6
246+34	CTH CB RT	2
18+55	OAKRIDGE CT LT	6
21+80	OAKRIDGE LA RT	5
46+00	OAKRIDGE RD EAST RT	8
46+84	OAKRIDGE RD EAST RT	5
47+60	OAKRIDGE RD	8
27+69	CTH O LT	18
11+40	STROHMEYER DR RT	14
12+10	STROHMEYER DR LT	3
13+36	STROHMEYER DR LT	8
UNDISTRIBUTED		20
<b>TOTAL</b>		<b>110</b>

**ASPHALTIC CONCRETE PAVEMENT, TYPE LV**

STATION TO STATION	LOCATION	TONS
241+50 - 308+80	BIKE PATH	732
<b>TOTAL</b>		<b>732</b>

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 3A
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

**SITE CLEARANCE, PARCEL 42, HAZEL STURIS FARM**

STATION	LOCATION	LS
252+00	CTH CB, RT	1

**OBLITERATING OLD ROAD**

STATION TO STATION LOCATION	STA	
250+50 - 35+00	CTH CB LT/OAKRIDGE RD RT	1.3
247+65 - 249+55	CTH CB RT	2.6
248+40 - 19+50	CTH CB RT/OAKRIDGE LA	1.5
42+00 - 43+30	OAKRIDGE RD RT	1.6
<b>TOTAL</b>	<b>7.0</b>	

**CRUSHED AGGREGATE BASE COURSE**

STATION TO STATION	LOCATION	SHOULDER TONS	ROAD BASE TONS	TOTAL TONS
241+50 - 291+32	CTH CB	3,012	37,689	40,701
291+32 - 308+80	CTH CB	665	10,609	11,274
24+00 - 36+27	LARSEN/OAKRIDGE RD EAST	376	7,553	7,929
36+93 - 48+08	OAKRIDGE RD EAST	150	6,914	7,064
8+32 - 22+90	OAKRIDGE RD WEST	415	6,585	7,000
10+20 - 12+89	OAKRIDGE CT	126	1,304	1,430
17+84 - 19+31	OAKRIDGE LA	75	2,170	2,245
11+90 - 28+23	CTH O	445	9,599	10,044
10+45 - 14+00	STROHMEYER DR	6	1,294	1,300
PEs AND FEs			600	600
241+50 - 308+80	BIKE PATH	2,510	2,510	2,510
UNDISTRIBUTED		150	150	150
<b>TOTAL</b>		<b>5,270</b>	<b>86,977</b>	<b>92,247</b>

**ASPHALTIC MATERIAL FOR TACK COAT**

STATION TO STATION LOCATION	GAL	
241+50 - 308+80	CTH CB	999
10+11 - 19+31	OAKRIDGE CT	45
22+45 - 19+65	OAKRIDGE LA	41
8+32 - 22+90	OAKRIDGE RD WEST	132
24+00 - 48+08	LARSEN/OAKRIDGE EAST	303
11+90 - 28+23	CTH O	149
10+36 - 14+00	STROHEYER DR	35
<b>TOTAL</b>	<b>1,704</b>	

**EARTHWORK SUMMARY**  
\*EXPANSION FACTOR = 30%

STAGE	STATION TO STATION	LOCATION	COMMON EXCAV. CY	FILL CY	EXPANDED FILL* CY	BORROW CY	WASTE CY	SELECT BORROW CY	EBS CY	MARSH EXCAV. CY
STAGE 1	248+00 - 308+80	CTH CB	7,224	35,330	45,929	38,705	0	9,629	7,407	0
	8+32.02 - 23+13.96	OAKRIDGE ROAD (WEST)	2,060	2,725	3,543	1,483	0	2,618	0	2,014
	9+99.98 - 17+92.49	OAKRIDGE COURT	868	642	835	0	33	0	0	0
	20+00 - 22+69.19	OAKRIDGE LANE	0	0	0	0	0	0	0	0
	11+90 - 28+22.59	CTH O	3,221	442	574	0	2,646	0	0	0
	248+00 - 308+80	BIKE PATH	1,237	1,608	2,091	854	0	0	0	0
<b>STAGE 1 TOTALS</b>			<b>14,610</b>	<b>40,747</b>	<b>52,972</b>	<b>41,042</b>	<b>2,679</b>	<b>12,247</b>	<b>7,407</b>	<b>2,014</b>
STAGE 2	241+50 - 248+00	CTH CB	2,371	2,452	3,188	736	0	0	0	0
	24+00 - 48+07.87	LARSEN RD/OAKRIDGE RD. (EAS)	8,460	5,128	6,666	0	1,794	0	0	0
	20+00 - 22+69.19	OAKRIDGE LANE	1,502	107	139	0	1,363	0	0	0
	11+90 - 28+22.59	CTH O	3,221	442	574	0	2,646	0	0	0
	241+50 - 248+00	BIKE PATH	0	239	311	311	0	0	0	0
<b>STAGE 2 TOTALS</b>			<b>15,554</b>	<b>8,368</b>	<b>10,878</b>	<b>1,047</b>	<b>5,803</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAGE 3	10+00 - 14+00	STROHMEYER DRIVE	141	2,570	3,341	3,200	0	0	0	0
<b>STAGE 3 TOTALS</b>			<b>141</b>	<b>2,570</b>	<b>3,341</b>	<b>3,200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PROJECT TOTALS</b>			<b>30,305</b>	<b>51,685</b>	<b>67,190</b>	<b>45,288</b>	<b>8,482</b>	<b>12,247</b>	<b>7,407</b>	<b>2,014</b>

**ASPHALTIC MATERIAL FOR PLANT MIXES**

STATION TO STATION LOCATION	TONS	
241+50 - 308+80	CTH CB	438
10+11 - 19+31	OAKRIDGE CT	26
22+45 - 19+65	OAKRIDGE LA	24
8+32 - 22+90	OAKRIDGE RD WEST	77
24+00 - 48+08	LARSEN/OAKRIDGE EAST	176
11+90 - 28+23	CTH O	86
10+36 - 14+00	STROHEYER DR	20
241+50 - 308+80	BIKE PATH	44
<b>TOTAL</b>	<b>891</b>	

**ASPHALTIC CONCRETE PAVEMENT, TYPE HV**

STATION TO STATION LOCATION	TONS	
241+50 - 308+80	CTH CB	7299
10+11 - 19+31	OAKRIDGE CT	440
22+45 - 19+65	OAKRIDGE LA	399
8+32 - 22+90	OAKRIDGE RD WEST	1279
24+00 - 48+08	LARSEN/OAKRIDGE EAST	2933
11+90 - 28+23	CTH O	1439
10+36 - 14+00	STROHEYER DR	333
<b>TOTAL</b>	<b>14,122</b>	

**ASPHALTIC SURFACE, SAFETY ISLAND**

STATION TO STATION LOCATION	TONS	
243+50 - 251+02	CTH CB	85
252+17 - 258+40	CTH CB	64
286+46 - 293+62	CTH CB	87
294+72 - 299+71	CTH CB	75
300+40 - 308+80	CTH CB	141
30+20 - 36+06	OAKRIDGE RD EAST	76
37+90 - 41+27	OAKRIDGE RD EAST	45
13+65 - 19+52	CTH O	50
20+61 - 27+48	CTH O	89
<b>TOTAL</b>	<b>712</b>	

**QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE**

14,854 TONS

CONCRETE PAVEMENT, 10-INCH

STATION TO STATION LOCATION	SY
291+32 - 308+80 CTH CB	12310
10+45 - 10+93 STROHMEYER DR	295
19+12 - 19+61 CTH 0	414
20+52 - 21+01 CTH 0	341
<b>TOTAL</b>	<b>13,360</b>

CONCRETE DRIVEWAY - 6-INCH

STATION	LOCATION	SY
9+48	OAKRIDGE RD WEST LT	17
11+06	OAKRIDGE RD WEST RT	11
<b>TOTAL</b>		<b>28</b>

CONCRETE PAVEMENT GAPS

STATION	LOCATION	EA
294+17	CTH CB NB	1
294+17	CTH CB SB	1
<b>TOTAL</b>		<b>2</b>

PAVEMENT TIES

STATION	LOCATION	EACH
308+80	RT	24
308+80	LT	46
<b>TOTAL</b>		<b>70</b>

\*TIE INTO STH 150 MAINLINE

CULVERT PIPES, CLASS III  
PRIVATE, FIELD AND COMMERCIAL ENTRANCES

STATION	LOCATION	CUVERT PIPE (CP)		21-INCH FEET	24-INCH FEET	CLASS	THICKNESS		APRON ENDWALLS					
		15-INCH FEET	18-INCH FEET				STEEL INCH	ALUM. INCH	15-INCH EACH	18-INCH EACH	21-INCH EACH	24-INCH EACH		
243+00	CTH CB LT		24			III	0.064	0.06			2			
243+82	CTH CB LT		22			III	0.064	0.06			2			
29+10	OAKRIDGE RD RT EAST				30	III	0.064	0.06						
33+04	OAKRIDGE RD RT EAST		20			III	0.064	0.06			2			
34+14	OAKRIDGE RD RT EAST		28			III	0.064	0.06			2			
43+20	OAKRIDGE RD RT EAST			30		III	0.064	0.06						
11+06	LARSEN RD RT			30		III	0.064	0.06				2		
11+66	OAKRIDGE CT		30	30		III	0.064	0.06				2		
18+55	OAKRIDGE CT LT		24			III	0.064	0.06			2			
19+78	OAKRIDGE LA LT		24			III	0.064	0.06			2			
19+67	OAKRIDGE LA RT		40			III	0.064	0.06			2			
20+00	OAKRIDGE LA LT		22			III	0.064	0.06			2			
21+80	OAKRIDGE LA RT		22			III	0.064	0.06			2			
12+80	CTH 0 LT		24			III	0.064	0.06			2			
13+92	CTH 0 RT		24			III	0.064	0.06			2			
14+43	CTH 0 LT		22			III	0.064	0.06			2			
15+00	CTH 0 RT		20			III	0.064	0.06			2			
23+34	CTH 0 LT			24		III	0.064	0.06						
24+36	CTH 0 LT			50		III	0.064	0.06					2	
25+34	CTH 0 LT			32		III	0.064	0.06					2	
25+87	CTH 0 LT			20		III	0.064	0.06					2	
26+25	CTH 0 LT			26		III	0.064	0.06					2	
27+69	CTH 0 LT				40	III	0.064	0.06					2	
28+60	CTH 0 LT				50	III	0.064	0.06					2	
34+50	OAKRIDGE RD RT EAST		28			III	0.064	0.06			2		2	
265+50	CTH CB LT			48		III	0.064	0.06			2			
279+50	CTH CB LT			48		III	0.064	0.06			2			
285+50	CTH CB LT			48		III	0.064	0.06			2			
<b>TOTAL</b>		<b>374</b>	<b>356</b>	<b>90</b>	<b>30</b>				<b>30</b>	<b>20</b>	<b>4</b>	<b>2</b>		

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 38
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

TOPSOIL, MULCHING, FERTILIZER AND SEEDING

STATION TO STATION	LOCATION	SALVAGED TOPSOIL S.Y.	MULCHING S.Y.	FERTILIZER TYPE B CWT.	SEEDING NO. 30 LB.	TEMPORARY SEEDING LB.	SEEDING BORROW PIT MIXTURE LB.
239+25 - 308+80	CTH CB	57,384.0	65,847.0	41.6	1,549.4	115.0	
24+00 - 48+07	LARSON/OAKRIDGE EAST	13,464.1	24,019.0	12.6	363.5	41.0	
8+13 - 22+50	OAKRIDGE RD WEST	4,683.9	4,683.9	3.0	126.5		
10+50 - 19+00	OAKRIDGE CT	1,817.0	1,817.0	1.2	36.8		
20+00 - 22+00	OAKRIDGE LA	1,420.8	1,420.8	0.9	38.4		
11+90 - 28+22	CTH 0	7,447.2	8,557.2	5.1	201.1	15.0	
10+70 - 14+00	STROHMEYER DR	2,427.8	2,427.8	1.5	65.6		
	UNDISTRIBUTED		1,400.0	10.0	400.0		
<b>TOTAL</b>		<b>88,644.8</b>	<b>110,172.7</b>	<b>75.9</b>	<b>2,781.3</b>	<b>211.0</b>	<b>150.0</b>

ADJUSTING MANHOLE COVERS

STATION	LOCATION	EACH
11+05	STROHMEYER DR., 35' RT	1
11+85	STROHMEYER DR., 18' RT	1
<b>TOTAL</b>		<b>2</b>

CROSS DRAINS

STATION	LOCATION	DIAMETER INCHES	LENGTH FEET	TYPE	CLASS	INLET ELEV.	DISCHARGE ELEV.	APRON ENDWALLS EACH	JOINT TIES EACH	CONCRETE MASONRY ENDWALL CY
26+55	LARSEN RD	2 - 24 X 38	72EA	RCHECP	III	778.1	777.7	4	24	
31+34	OAKRIDGE RD EAST	2 - 19 X 30	96EA	RCHECP	III	776.4	776.0	4	24	
35+80	OAKRIDGE RD EAST	24	128	RCCP	III	778.6	777.6	2	12	
10+50	OAKRIDGE CT	18	78	RCCP	III	781.0	780.6	2	12	
19+10	CTH 0	24 X 38	102	RCHECP	III	773.2	772.9	2	12	
10+78	STROHMEYER	29 X 45	88	RCHECP	III	775.6	775.4	2	12	
254+72	CTH CB	24	102	RCCP	III	774.8	774.5	2	12	
260+57	CTH CB	3 - 24 X 38	78EA	RCHECP	III	774.8	774.0	2	12	
293+30	CTH CB	29 X 45	148	RCHECP	III	772.5	771.4	2	12	4.2*
41+00	OAKRIDGE RD EAST	18	84	RCCP	V	779.6	779.4	2	12	

\*CONCRETE MASONRY REQUIRED EACH END OF THIS TRIPLE PIPE SET

ADJUSTING WATER VALVE BOXES

STATION	LOCATION	EACH
10+60	STROHMEYER DR., 15' RT	1
12+20	STROHMEYER DR., 20' LT	1
<b>TOTAL</b>		<b>2</b>

CONCRETE CORRUGATE MEDIAN

STATION	LOCATION	SF
242+62	CTH CB	255
258+40	CTH CB	270
286+46	CTH CB	255
30+20	OAKRIDGE RD EAST	156
41+27	OAKRIDGE RD EAST	147
12+65	CTH 0	156
27+48	CTH 0	210
<b>TOTAL</b>		<b>1,449</b>

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	SF
251+04	CTH CB	24
252+15	CTH CB	27
293+64	CTH CB	48
294+70	CTH CB	48
299+73	CTH CB	30
300+38	CTH CB	48
36+09	OAKRIDGE RD EAST	27
37+13	OAKRIDGE RD EAST	27
19+55	CTH 0	45
20+59	CTH 0	51
<b>TOTAL</b>		<b>375</b>

WATER AND CALCIUM CHLORIDE SURFACE TREATMENT

LOCATION	WATER MGAL	CALCIUM CHLORIDE SURFACE TREATMENT TONS
CTH CB	104	7
OAKRIDGE RD EAST/LARSEN	30	6
OAKRIDGE RD WEST	14	4
OAKRIDGE CT	5	1
OAKRIDGE LA	5	1
CTH 0	20	10
STROHMEYER DR	3	1
<b>TOTAL</b>	<b>181</b>	<b>30</b>

MOBILIZATIONS, EROSION CONTROL

1 EACH

MOBILIZATIONS, EMERGENCY EROSION CONTROL

3 EACH

WATERING SODDED AREAS

6 MGAL

LANDMARK REFERENCE MONUMENTS AND ALUMINUM COVERS

STATION	LOCATION	DESCRIPTION	EACH
252+03	LT 15.35'	NW CORNER	1
252+03	LT 15.35'	REFERENCE CORNER	1
252+03	LT 15.35'	REFERENCE CORNER	1
252+03	LT 15.35'	REFERENCE CORNER	1
252+03	LT 15.35'	REFERENCE CORNER	1
<b>TOTAL</b>			<b>5</b>

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 30
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

CONCRETE CURB AND GUTTER

STATION TO STATION	LOCATION	18-INCH FT.	TYPE A 30-INCH FT.	36-INCH FT.	18-INCH FT.	TYPE D 30-INCH FT.	36-INCH FT.	CONSTRUCTION STAKING, CURB AND GUTTER FT.
243+49 - 251+02	MEDIAN CTH CB				1506			1,506
241+64 - 250+81	RT CTH CB					917		917
244+30 - 247+00	LT CTH CB					270		270
252+17 - 258+39	MEDIAN CTH CB				1244			1,244
250+81 - 37+39	SE QUAD CTH CB/OAKRIDGE EAST					60		60
250+82 - 35+83	SW QUAD CTH CB/OAKRIDGE EAST						75	75
37+37 - 252+36	NE QUAD CTH CB/OAKRIDGE EAST						75	75
35+82 - 252+38	NW QUAD CTH CB/OAKRIDGE EAST						60	60
286+46 - 291+32	MEDIAN CTH CB				972			972
291+32 - 293+62	MEDIAN CTH CB	460						460
293+34 - 19+12	SW QUAD CTH CB/CTH O			75				75
293+43 - 20+92	SE QUAD CTH CB/CTH O			60				60
19+21 - 294+90	NW QUAD CTH CB/CTH O			60				60
21+01 - 294+99	NE QUAD CTH CB/CTH O			75				75
294+72 - 299+71	MEDIAN CTH CB	998						998
300+04 - 308+80	MEDIAN CTH CB	1680						1,680
305+89 - 308+80	LT CTH CB		291					291
307+50 - 308+80	RT CTH CB		130					130
26+70 - 22+30	SW QUAD OAKRIDGE WEST/LARSON RD.						91	91
22+50 - 28+00	SE QUAD OAKRIDGE WEST/LARSON RD.						60	60
30+19 - 36+06	MEDIAN OAKRIDGE EAST				1174			1,174
37+15 - 41+25	MEDIAN OAKRIDGE EAST				830			830
8+32 - 10+50	LT OAKRIDGE WEST					218		218
13+49 - 10+76	SE QUAD OAKRIDGE WEST/OAKRIDGE CT.						90	90
10+58 - 14+65	NE QUAD OAKRIDGE WEST/OAKRIDGE CT.						60	60
37+39 - 40+91	RT OAKRIDGE EAST						352	352
21+13 - 40+91	SW OAKRIDGE LANE/OAKRIDGE EAST						118	118
22+17 - 42+22	SE OAKRIDGE LANE/OAKRIDGE EAST						50	50
42+22 - 47+20	RT OAKRIDGE RD EAST						498	498
45+00 - 47+20	LT OAKRIDGE RD EAST						220	220
10+93 - 13+80	LT STROHMEYER DR						287	287
10+93 - 13+80	RT STROHMEYER DR						287	287
299+32 - 10+93	SE QUAD CTH CB/STROHMEYER DR		91					91
10+93 - 300+52	NE QUAD CTH CB/STROHMEYER DR		60					60
12+65 - 19+21	MEDIAN CTH O				1312			1,312
19+21 - 19+52	MEDIAN CTH O	62						62
20+61 - 20+92	MEDIAN CTH O	62						62
20+92 - 27+48	MEDIAN CTH O				1312			1,312
TOTAL		3,262	572	270	8,350	3,277	511	16,242

MEDIUM RIPRAP AND GEOTEXTILE FABRIC

STATION	LOCATION	MEDIUM RANDOM RIPRAP CY	GEOTEXTILE FABRIC TYPE R SY
244+28	CTH CB, LT	2	5
250+80	CTH CB, LT	2	5
36+00	OAKRIDGE RD. (EAST), LT	3	5
255+78	CTH CB, RT	2	5
258+10	CTH CB, RT	2	5
289+00	CTH CB, RT	2	5
292+67	CTH CB, RT	2	5
293+30	CTH CB, RT	5	9
294+80	CTH CB, RT	2	5
19+30	CTH O, RT	4	8
297+50	CTH CB, RT	2	5
10+78	STROHMEYER RD., RT	4	7
300+54	CTH CB, RT	2	5
303+80	CTH CB, RT	2	5
306+62	CTH CB, RT	2	5
308+80	CTH CB, LT	2	5
26+55	LARSEN RD., LT	8	16
31+34	OAKRIDGE RD. (EAST), LT	7	13
22+10	OAKRIDGE LANE, RT	3	6
10+50	OAKRIDGE COURT, LT	3	6
47+00	OAKRIDGE RD. (EAST), LT	3	6
		64	136

ADJUSTING INLET COVERS

STATION	LOCATION	EACH
13+45	STROHMEYER DR., 20' RT.	1
13+45	STROHMEYER DR., 20' LT.	1
TOTAL		2

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER	SHEET NO
4619-03-71	3D
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

STORM SEWER SUMMARY

STORM SEWER TABLE REVISED SEVERAL TIMES, SEE ATTACHED SHEETS.

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG	ELEV.	INLETS TYPE 1 EACH	INLETS TYPE 3 EACH	INLETS TYPE 8 EACH	INLET COVER TYPE Z EACH	INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III, STORM SEWER		% SLOPE	REIN. CONCRETE APRON ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH	
																	12-INCH FT	24-INCH FT				
I30	244+28	CTH CB	17.5' RT		785.36		1		1				3.83	I30 - I31	780.78	780.69	19		0.47		1	
I31	244+28	CTH CB	0.5' LT		785.68	1			1				4.24	I31 - I32	780.69	780.67	5		0.40		1	
I32	244+28	CTH CB	5.0' LT		785.68	1			1				4.26	I32 - E33	780.67	780.45	54		0.41	1 @ 12-INCH	1	
I34	250+80	CTH CB	17.0' LT		784.93	1			1				2.43	I34 - I35	781.75	781.68	7		1.00		1	
I35	250+80	CTH CB	11.0' LT		784.93	1			1				2.28	I35 - I36	781.98	781.75	36		0.42		1	
I36	250+80	CTH CB	25.5' RT		784.45		1			1			2.02	I34 - E37	781.68	781.50	50		0.36	1 @ 12-INCH	1	
I38	255+78	CTH CB	18.0' LT		781.29	1			1				3.34	I38 - I39	777.20	777.16	7		0.57		1	
I39	255+78	CTH CB	9.0' LT		781.79			1			1		3.88	I39 - I40	777.16	777.13	7		0.43		1	
I40	255+78	CTH CB	0.5' LT		781.29	1			1				3.41	I40 - E41	777.13	776.20	36		2.58	1 @ 12-INCH	1	
I42	258+10	CTH CB	5.0' LT		780.36	1			1				3.34	I42 - I43	776.27	776.24	6		0.50		1	
I43	258+10	CTH CB	0.5' LT		780.36	1			1				3.37	I43 - E44	776.24	776.00	40		0.60	1 @ 12-INCH	1	
I210	289+00	CTH CB	18.0' LT		779.30	1			1				3.87	I211 - I212	775.18	775.15	6		0.50		1	
I211	289+00	CTH CB	9.0' LT		779.80			1			1		3.40	I212 - E213	775.15	773.50	60		2.75	1 @ 12-INCH	1	
I212	289+00	CTH CB	0.5' LT		779.30	1			1				3.34	I214 - I216	774.21	774.18	8		0.38		1	
I214	292+67	CTH CB	8.5' LT		778.30	1			1				3.55	I216 - E217	774.18	773.40	62		1.26	1 @ 12-INCH	1	
I216	292+67	CTH CB	1.5' LT		778.48	1			1				3.18	I219 - I220	774.99	774.96	8		0.37		1	
I219	294+80	CTH CB	1.5' RT		778.92	1			1				3.03	I220 - E221	774.96	772.60	68		3.47	1 @ 12-INCH	1	
I220	294+80	CTH CB	8.4' RT		778.74	1			1				3.17	I225 - I226	775.73	775.71	9		0.22		1	
I225	297+82	CTH CB	8.5' LT		779.65	1			1				3.69	I226 - I227	775.71	775.68	9		0.33		1	
I226	297+82	CTH CB	C/L		780.15			1			1		3.22	I227 - E228	775.68	775.50	56		0.32	1 @ 12-INCH	1	
I227	297+82	CTH CB	8.5' RT		779.65	1			1				3.24	I24 - I79	776.57	776.54	8		0.38		1	
I24	300+54	CTH CB	1.5' RT		780.56	1			1				3.09	I79 - E83	776.54	776.37	60		0.28	1 @ 12-INCH	1	
I79	300+54	CTH CB	8.5' RT		780.38	1			1				3.16	I80 - I82	777.90	777.88	9		0.22		1	
I80	303+80	CTH CB	8.5' LT		781.81	1			1				3.68	I82 - I26	777.88	777.85	9		0.33		1	
I82	303+80	CTH CB	C/L		782.31			1			1		3.21	I26 - E85	777.85	777.40	58		0.78	1 @ 12-INCH	1	
I26	303+80	CTH CB	8.5' RT		781.81	1			1				2.64	I25 - I84	779.18	779.15	9		0.33		1	
I25	306+62	CTH CB	8.5' LT		782.57	1			1				3.17	I84 - I23	779.15	779.13	9		0.22		1	
I84	306+62	CTH CB	C/L		783.07			1			1		2.69	I23 - E236	779.13	779.00	56		0.23	1 @ 12-INCH	1	
I23	306+62	CTH CB	8.5' RT		782.57	1			1				2.34	I45 - I46	779.03	779.01	8		0.25		1	
I45	308+80	CTH CB	1.5' LT		782.12	1			1				2.18	I46 - I47	779.01	778.94	26		0.27		1	
I46	308+80	CTH CB	8.5' LT		781.94	1			1				1.77	I47 - E48	778.94	778.90	17		0.24	1 @ 12-INCH	1	
I47	308+80	CTH CB	34.0' LT		781.46		1				1		3.34	E229 - I230	778.30	777.48		34	2.41	1 @ 24-INCH	1	
E229	44+71	OAKRIDGE EAST	34.0' RT					1					5.34	I230 - I231	777.48	773.55		205	1.92		1	
I230	45+07	OAKRIDGE EAST	16.5' RT		781.57		1			1			4.26	I231 - E233	773.55	773.20		33	1.06	1 @ 24-INCH	1	
I231	47+00	OAKRIDGE EAST	16.5' RT		779.64		1			1			4.81	I232 - I231	773.88	773.55		12	2.75		1	
I232	47+00	OAKRIDGE EAST	16.5' LT		778.89			1					4.81	I234 - E235	777.85	776.40	40		3.63	1 @ 12-INCH	1	
I234	30+38	OAKRIDGE EAST	1.5' LT		783.41	1			1				5.70	I51 - I52	777.23	777.16	7		1.00		1	
I51	37+40	OAKRIDGE EAST	8.5' RT		783.68	1			1				5.77	I52 - E53	777.16	776.56	60		1.00		1	
I52	37+40	OAKRIDGE EAST	0.5' LT		783.68	1			1													1
						27	6	5	27	5	5	1					935	284			13 @ 12-INCH 2 @ 24-INCH	38

ASPHALTIC FLUMES

STATION	LOCATION	SY
252+36	CTH CB RT	14
252+36	CTH CB LT	13
293+34	CTH CB LT	12
299+32	CTH CB RT	14
300+52	CTH CB RT	14
26+70	LARSEN RD RT	14
35+83	OAKRIDGE RD RT	14
40+91	OAKRIDGE RD EAST	11
41+23	OAKRIDGE RD EAST RT	11
14+65	OAKRIDGE RD WEST RT	11
22+30	OAKRIDGE RD WEST LT	12
22+50	OAKRIDGE RD EAST RT	13
10+76	OAKRIDGE CT RT	11
22+12	OAKRIDGE LA RT	11
19+12	CTH O RT	12
19+21	CTH O LT	11
20+92	CTH O LT	10
21+01	CTH O LT	12
TOTAL		220

EROSION MAT, CLASS I, TYPE B

STATION TO STATION	LOCATION	ROAD	DELIVERED S.Y.	INSTALLED S.Y.
241+50 - 243+00	LT	CTH CB	133	133
253+00 - 254+50	LT	CTH CB	100	100
258+00 - 260+20	LT	CTH CB	147	147
258+00 - 260+20	RT	CTH CB	147	147
260+57 - 264+17	LT	CTH CB	240	240
260+57 - 264+17	RT	CTH CB	240	240
289+00 - 292+50	RT	CTH CB	250	250
289+00 - 293+50	LT	CTH CB	300	300
295+00 - 297+20	LT	CTH CB	147	147
295+00 - 297+20	RT	CTH CB	147	147
14+80 - 19+50	LT	CTH O	313	313
15+50 - 19+50	RT	CTH O	267	267
21+00 - 23+00	LT	CTH O	133	133
23+50 - 24+00	LT	CTH O	33	33
24+50 - 25+10	LT	CTH O	40	40
26+50 - 27+40	LT	CTH O	60	60
15+00 - 15+50	RT	OAKRIDGE RD WEST	33	33
10+60 - 11+10	RT	OAKRIDGE CT	33	33
10+70 - 11+20	LT	OAKRIDGE CT	33	33
25+30 - 26+50	LT	LARSEN RD	160	160
31+40 - 31+90	LT	OAKRIDGE RD EAST	66	66
47+20 - 48+00	RT	OAKRIDGE RD EAST	106	106
UNDISTRIBUTED			500	500
TOTAL			3,628	3,628

SILT FENCE

STATION TO STATION	LOCATION	ROAD	DELIVERED L.F.	INSTALLED L.F.	MAINTENANCE L.F.
240+80 AT INFLOW	LT	CTH CB	16	16	32
241+00 AT INFLOW	RT	CTH CB	16	16	32
241+00 - 246+00	RT	CTH CB	500	500	1,000
243+20 - 246+00	LT	CTH CB	280	280	560
250+90 AT INFLOW	LT	CTH CB	16	16	32
254+70 AT INFLOW	LT	CTH CB	16	16	32
260+57 AT INFLOW	LT	CTH CB	16	16	32
293+30 AT INFLOW	LT	CTH CB	16	16	32
26+55 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
29+50 - 32+80	LT	OAKRIDGE RD EAST	430	430	860
31+34 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
41+00 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
43+00 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
44+70 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
9+30 AT INFLOW	LT	OAKRIDGE RD EAST	16	16	32
10+80 AT INFLOW	RT	OAKRIDGE RD WEST	16	16	32
13+50 AT INFLOW	RT	OAKRIDGE RD WEST	16	16	32
12+20 - 22+00	LT	OAKRIDGE RD WEST	16	16	32
15+00 - 22+40	RT	OAKRIDGE RD WEST	1,000	1,000	2,000
11+90 AT INFLOW	RT	OAKRIDGE RD WEST	1,440	1,440	2,880
12+60 AT INFLOW	LT	OAKRIDGE CT	16	16	32
13+80 AT INFLOW	RT	CTH O	16	16	32
14+20 AT INFLOW	LT	CTH O	16	16	32
14+80 AT INFLOW	RT	CTH O	16	16	32
23+00 AT INFLOW	LT	CTH O	16	16	32
24+00 AT INFLOW	LT	CTH O	16	16	32
25+00 AT INFLOW	LT	CTH O	16	16	32
UNDISTRIBUTED			500	500	1,000
TOTAL			4,502	4,502	9,004

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

**TRAFFIC CONTROL, BARRICADES, TYPE III**

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	275
OAKRIDGE RD EAST/LARSEN RD	I	55
CTH O	I	635
LARSEN RD	II	240
PENDLETON RD	II	475
OAKRIDGE RD (EXISTING)	II	500
CTH O	II	1,055
HWY 150 (INT.)	II	635
OAKRIDGE CT	III	35
OAKRIDGE LA	III	35
STROHMEYER DR	III	80
OAKRIDGE RD	III	160
TOTAL		4,180

**TRAFFIC CONTROL, WARNING LIGHTS, TYPE A**

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	403
OAKRIDGE RD EAST/LARSEN RD	I	105
CTH O	I	1270
LARSEN RD	II	475
PENDLETON RD	II	955
OAKRIDGE RD (EXISTING)	II	635
CTH O	II	1905
HWY 150 (INT.)	II	1270
OAKRIDGE CT	III	70
OAKRIDGE LA	III	70
STROHMEYER DR	III	160
TOTAL		7,320

**TRAFFIC CONTROL, DRUMS**

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	1620
OAKRIDGE RD EAST/LARSEN	I	420
CTH O	I	1170
PENDLETON RD	II	1590
OAKRIDGE RD (EXISTING)	II	3020
CTH O	II	7470
PENDLETON RD	III	1130
OAKRIDGE CT	III	90
OAKRIDGE LA	III	90
OAKRIDGE RD EAST	III	360
STROHMEYER DR	III	210
TOTAL		17,170

**TRAFFIC CONTROL, SIGNS**

LOCATION	STAGE	DAYS
CTH CB	I	140
OAKRIDGE RD WEST	I	255
OAKRIDGE RD EAST	I	80
CTH O	I	135
LARSEN RD	II	400
OAKRIDGE RD WEST	II	160
PENDLETON RD	II	240
OAKRIDGE RD (EXIST.)	II	400
CTH O	II	815
PENDLETON RD	III	210
OAKRIDGE RD EAST	III	490
STROHMEYER DR	III	160
TOTAL		3,485

MISCELLANEOUS QUANTITIES  
CTH CB WINNEBAGO COUNTY

**CONSTRUCTION STAKING, SUBGRADE**

STATION TO STATION	LOCATION	STA.
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
247+00 - 291+32	CTH CB, NB RL	44.3
24+00 - 48+08	LARSEN/OAKRIDGE RD	24.1
8+32 - 23+14	OAKRIDGE RD WEST	14.8
10+00 - 12+90	OAKRIDGE CT	2.9
16+50 - 17+92	OAKRIDGE CT	1.4
19+65 - 22+69	OAKRIDGE LA	3.0
11+90 - 28+23	CTH O, STAGE I	16.3
11+90 - 28+23	CTH O, STAGE II	16.3
10+00 - 14+00	STROHMEYER DR	4.0
247+00 - 260+77	CTH CB, SB RL	13.8
284+95 - 291+32	CTH CB, SB RL	6.4
291+32 - 308+80	CTH CB, NB RL	17.5
291+32 - 308+80	CTH CB, SB RL	17.5
TOTAL		204.1

**MOVING SIGNS, TYPE II**

EXISTING LOCATION	NEW LOCATION	MESSAGE	EACH
PENDLETON & OAKRIDGE	35+83 OAKRIDGE RD EAST RT	STOP	1
LARSEN & OAKRIDGE	35+37 OAKRIDGE RD EAST LT	STOP	1
TOTAL			2

**TRAFFIC CONTROL, WARNING LIGHTS, TYPE C**

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	350
OAKRIDGE RD EAST	I	175
CTH O	I	100
CTH CB	II	2160
OAKRIDGE RD	II	150
CTH O	II	1020
CTH CB	III	480
STROHMEYER DR	III	120
TOTAL		4555

**CRUSHED AGGREGATE**

**CONSTRUCTION STAKING, BASE COURSE**

STATION TO STATION	LOCATION	STA.
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
247+00 - 291+32	CTH CB, NB RL	44.3
24+00 - 48+08	LARSEN/OAKRIDGE RD	24.1
8+32 - 23+14	OAKRIDGE RD WEST	14.8
10+00 - 12+90	OAKRIDGE CT	2.9
16+50 - 17+92	OAKRIDGE CT	1.4
19+65 - 22+69	OAKRIDGE LA	3.0
11+90 - 28+23	CTH O, STAGE I	14.4
11+90 - 28+23	CTH O, STAGE II	14.4
10+00 - 14+00	STROHMEYER DR	3.1
247+00 - 260+77	CTH CB, SB RL	13.8
284+95 - 291+32	CTH CB, SB RL	6.4
TOTAL		164.4

**PAVEMENT MARKINGS, EPOXY**

STATION TO STATION	LOCATION	EDGE LINE SOLID 4-INCH WHITE LF	LANE LINE DASHED 4-INCH WHITE LF	DOUBLE CENTERLINE 4-INCH YELLOW LF	ISLAND NOSE YELLOW EACH	ARROWS TYPE 2 WHITE EACH	WORDS "ONLY" WHITE EACH	STOPLINE 18-INCH WHITE LF	CHANNELIZING 8-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	PAVEMENT MRKG. CONCRETE CORR. MEDIUM YELLOW SF
241+50 - 251+00	CTH CB LT/RT	2,062		1,918							
243+50	CTH CB										
244+20	CTH CB					1				100	
245+90	CTH CB					1					
246+91	CTH CB					1					
248+80 - 251+02	CTH CB RT		50			4	2		362		
251+00	CTH CB					1					
252+17 - 293+40	CTH CB LT/RT	8,210		8,250							
252+17	CTH CB					1					
252+17 - 254+40	CTH CB LT		50			4	4		400		
258+40 - 259+30	CTH CB									108	
285+00 - 290+00	CTH CB		125								
286+45	CTH CB									100	
290+00 - 293+62	CTH CB		88								
292+12 - 293+62	CTH CB RT					2	1		150		
293+62	CTH CB					1					
294+72	CTH CB					1					
294+95 - 308+80	CTH CB LT/RT	2,600		2,630							
294+71 - 308+80	CTH CB LT/RT		350								
294+71 - 296+31	CTH CB LT					2	1		160		
299+70	CTH CB					1					
300+40	CTH CB					1					
300+40 - 302+06	CTH CB LT					2	1		165		
24+00 - 36+05	LARSEN/OAKRIDGE EAST	2,410		1,990							
33+83 - 36+05	OAKRIDGE RD RT EAST		50			4	3		150		
30+19	OAKRIDGE RD EAST					1				62	
32+65	OAKRIDGE RD EAST					1					
34+45	OAKRIDGE RD EAST					1					
36+05	OAKRIDGE RD EAST					1			34	185	
37+15	OAKRIDGE RD EAST					1			34		
37+15 - 39+37	OAKRIDGE RD LT EAST		50			4	3		150		
37+15 - 48+08	OAKRIDGE RD EAST	1,990		2,198						58	
41+25	OAKRIDGE RD EAST					1					
8+32 - 22+50	OAKRIDGE RD WEST	2,680		2,800				20			
10+60 - 18+00	OAKRIDGE CT	480		480				20			
20+70 - 22+20	OAKRIDGE LA	180		300				20			
11+90 - 19+50	CTH O LT/RT	1,450		1,520							
12+65	CTH O					1					
15+25	CTH O		50			4	2		160		
17+90 - 19+50	CTH O RT					1		45			
19+50	CTH O					1		45		165	
20+60	CTH O					4	2		160		
20+55 - 22+25	CTH O LT		38								
20+60 - 28+23	CTH O LT/RT	1,455		1,530							
22+95	CTH O					1					
26+70	CTH O					1				84	
10+75 - 14+00	STROHMEYER DR			650							
TOTALS		23,517	851	24,266	19	30	19	218	1,857	350	574

**SOD & EROSION MAT, CLASS II, TYPE A**

STATION TO STATION	LOCATION	ROAD	DELIVERED S.Y.	INSTALLED S.Y.	SOD S.Y.
242+50 AT OUTFALL	LT	CTH CB	8	8	8
243+50 AT OUTFALL	LT	CTH CB	8	8	8
244+28 AT OUTFALL	LT	CTH CB	8	8	8
250+80 AT OUTFALL	LT	CTH CB	8	8	8
254+60 AT OUTFALL	RT	CTH CB	8	8	8
255+78 AT OUTFALL	RT	CTH CB	8	8	8
289+00 AT OUTFALL	RT	CTH CB	8	8	8
292+60 - 293+50	RT	CTH CB	24	24	24
297+50 AT OUTFALL	RT	CTH CB	8	8	8
299+40 AT OUTFALL	RT	CTH CB	8	8	8
303+80 AT OUTFALL	RT	CTH CB	8	8	8
306+62 AT OUTFALL	RT	CTH CB	8	8	8
308+80 AT OUTFALL	LT	CTH CB	8	8	8
26+55 AT OUTFALL	LT	LARSEN RD	8	8	8
29+30 AT OUTFALL	RT	OAKRIDGE RD EAST	8	8	8
31+34 AT OUTFALL	LT	OAKRIDGE RD EAST	16	16	16
32+60 AT OUTFALL	RT	OAKRIDGE RD EAST	8	8	8
34+40 AT OUTFALL	RT	OAKRIDGE RD EAST	8	8	8
42+10 AT OUTFALL	RT	OAKRIDGE RD EAST	8	8	8
43+50 AT OUTFALL	RT	OAKRIDGE RD	8	8	8
47+20 AT OUTFALL	RT	OAKRIDGE RD EAST	8	8	8
9+70 AT OUTFALL	LT	OAKRIDGE RD WEST	8	8	8
11+30 AT OUTFALL	RT	OAKRIDGE RD WEST	8	8	8
14+75 AT OUTFALL	RT	OAKRIDGE RD WEST	8	8	8
11+40 AT OUTFALL	RT	OAKRIDGE CT	8	8	8
13+10 AT OUTFALL	LT	CTH O	8	8	8
14+20 AT OUTFALL	RT	CTH O	8	8	8
14+50 AT OUTFALL	LT	CTH O	8	8	8
15+20 AT OUTFALL	RT	CTH O	8	8	8
27+80 AT OUTFALL	LT	CTH O	8	8	8
10+75 AT OUTFALL	LT	STROHMEYER DR	8	8	8
14+00	RT	STROHMEYER DR	8	8	8
UNDISTRIBUTED			50	50	50
TOTAL			330	330	330





ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

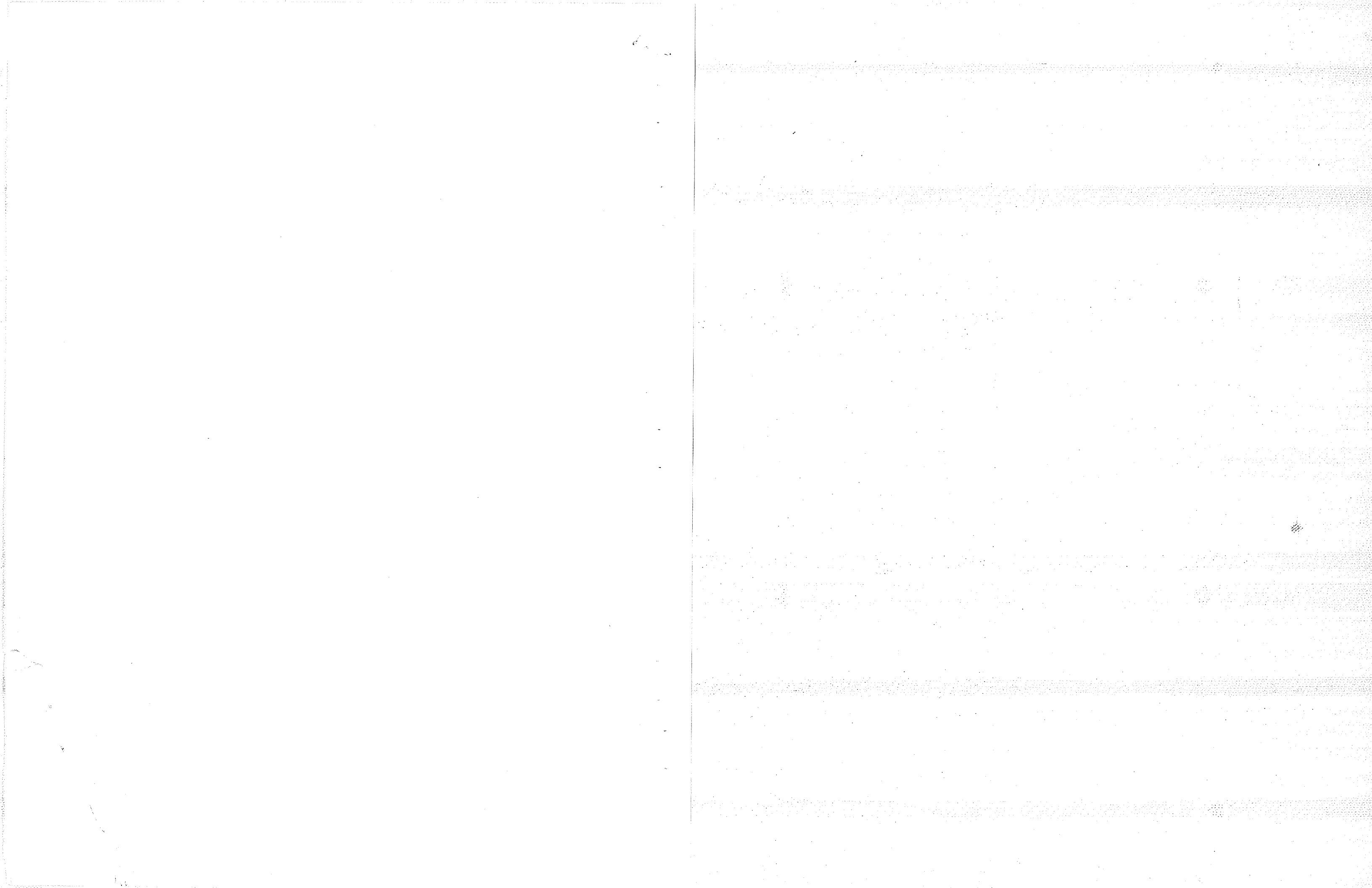
Mead & Hunt, Inc.

California, Kansas, Minnesota, Washington D.C., Wisconsin and India

Job WSA  
Sheet No. \_\_\_\_\_ of \_\_\_\_\_  
Calculated by SAH Date 6/25/99  
Checked by \_\_\_\_\_ Date \_\_\_\_\_  
Scale \_\_\_\_\_ Job No. \_\_\_\_\_

Top of Structure  
(Z = 0.65, H = 0.50)

STRUCTURE	FLANGE	CASTING BASE	P.C. TOP	ADJ.	BASE COURSE
I30	785.36	H 784.86	784.61	0.25	784.86
I31	785.68	Z 785.10	784.93	0.17	785.18
I32	785.68	Z 785.10	784.93	0.17	785.18
I34	784.93	Z 784.35	784.11	0.24	784.43
I35	784.93	Z 784.35	784.03	0.32	784.43
I36	784.45	H 783.95	783.92	0.03	783.95
I38	781.29	Z 780.71	780.54	0.17	780.79
I39	781.79	TYPE B			
I40	781.29	Z 780.71	780.54	0.17	780.79
I42	780.36	Z 779.78	779.61	0.17	779.86
I43	780.36	Z 779.78	779.61	0.17	779.86
I210	779.30	Z 778.72	778.55	0.17	778.80
I211	779.80	TYPE B			
I212	779.30	Z 778.72	778.55	0.17	778.80
I214	778.30	Z 777.72	777.55	0.17	777.47
I216	778.48	Z 777.90	777.73	0.17	777.65
I219	778.92	Z 778.34	778.17	0.17	778.09
I220	778.74	Z 778.16	777.99	0.17	777.91
I225	779.65	Z 779.07	778.90	0.17	778.82
I227	779.65	Z 779.07	778.90	0.17	778.82
I24	780.56	Z 779.98	779.81	0.17	779.73
I79	780.38	Z 779.80	779.63	0.17	779.55
I80	781.81	Z 781.23	781.06	0.17	780.98
I82	782.31	-			
I26	781.81	Z 781.23	781.06	0.17	780.98
I25	782.57	Z 781.99	781.82	0.17	781.74
I23	782.57	Z 781.99	781.82	0.17	781.74
I425	782.12	Z 781.54	781.37	0.17	781.29
I46	781.94	Z 781.36	781.19	0.17	781.11
I47	781.46	H 780.96	780.71	0.25	780.63
I230	781.57	H 781.07	780.82	0.25	781.24
I231	779.64	H 779.14	778.89	0.25	779.31
I232	778.89	H 778.39	778.14	0.25	778.56
I234	783.41	Z 782.83	782.66	0.17	783.08
I51	783.68	Z 783.10	782.93	0.17	783.35
	782.68	Z 782.10	781.92	0.17	782.35



STORM SEWER SUMMARY

3DA

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG ELEV.	INLETS TYPE 1 EACH	INLETS		INLET COVER TYPE Z EACH	INLET COVERS		INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III, STORM SEWER		% SLOPE	REIN. CONCRETE APRON ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH	
						INLETS TYPE 3 EACH	INLETS TYPE 8 EACH		INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH						12-INCH FT	24-INCH FT				
I30	244+28	CTH CB	17.5' RT	785.36			1						I30 - I31	780.78	780.69	19		0.47		1	
I31	244+28	CTH CB	0.5' LT	785.68	1			1					I31 - I32	780.69	780.67	5		0.40		1	
I32	244+28	CTH CB	5.0' LT	785.68	1			1					I32 - E33	780.67	780.45	54		0.41	1 @ 12-INCH	1	
I34	250+80	CTH CB	17.0' LT	784.93	1			1					I34 - I35	781.45	781.38	7		1.00		1	
I35	250+80	CTH CB	11.0' LT	784.93	1			1					I35 - I36	781.60	781.45	36		0.42		1	
I36	250+80	CTH CB	25.5' RT	784.45			1						I34 - E37	781.38	781.20	50		0.36	1 @ 12-INCH	1	
I38	255+78	CTH CB	18.0' LT	781.29	1			1					I38 - I39	777.20	777.16	7		0.57		1	
I39	255+78	CTH CB	9.0' LT	781.79				1					I39 - I40	777.16	777.13	7		0.43		1	
I40	255+78	CTH CB	0.5' LT	781.29	1			1					I40 - E41	777.13	776.20	36		2.58	1 @ 12-INCH	1	
I42	258+10	CTH CB	5.0' LT	780.36	1			1					I42 - I43	776.27	776.24	6		0.50		1	
I43	258+10	CTH CB	0.5' LT	780.36	1			1					I43 - E44	776.24	776.00	40		0.60	1 @ 12-INCH	1	
I210	289+00	CTH CB	18.0' LT	779.30	1			1					I210 - I211	775.21	775.18	6		0.50		1	
I211	289+00	CTH CB	9.0' LT	779.80				1					I211 - I212	775.18	775.15	6		0.50		1	
I212	289+00	CTH CB	0.5' LT	779.30	1			1					I212 - E213	775.15	773.50	60		2.75	1 @ 12-INCH	1	
I214	292+67	CTH CB	8.5' LT	778.30	1			1					I214 - I216	773.71	773.68	8		0.38		1	
I216	292+67	CTH CB	1.5' LT	778.48	1			1					I216 - E217	773.68	772.90	62		1.26	1 @ 12-INCH	1	
I219	294+80	CTH CB	1.5' RT	778.92	1			1					I219 - I220	774.49	774.46	8		0.37		1	
I220	294+80	CTH CB	8.4' RT	778.74	1			1					I220 - E221	774.46	772.10	68		3.47	1 @ 12-INCH	1	
I225	297+82	CTH CB	8.5' LT	779.65	1			1					I225 - I226	775.23	775.21	9		0.22		1	
I226	297+82	CTH CB	C/L	780.15				1					I226 - I227	775.21	775.18	9		0.33		1	
I227	297+82	CTH CB	8.5' RT	779.65	1			1					I227 - E228	775.18	775.00	56		0.32	1 @ 12-INCH	1	
I24	300+54	CTH CB	1.5' RT	780.56	1			1					I24 - I79	776.07	776.04	8		0.38		1	
I79	300+54	CTH CB	8.5' RT	780.38	1			1					I79 - E83	776.04	775.87	60		0.28	1 @ 12-INCH	1	
I80	303+80	CTH CB	8.5' LT	781.81	1			1					180 - 182	777.40	777.38	9		0.22		1	
I82	303+80	CTH CB	C/L	782.31				1					182 - 126	777.38	777.35	9		0.33		1	
I26	303+80	CTH CB	8.5' RT	781.81	1			1					I26 - E85	777.35	776.90	58		0.78	1 @ 12-INCH	1	
I25	306+62	CTH CB	8.5' LT	782.57	1			1					I25 - 184	778.88	778.85	9		0.33		1	
I84	306+62	CTH CB	C/L	783.07				1					184 - 123	778.85	778.83	9		0.22		1	
I23	306+62	CTH CB	8.5' RT	782.57	1			1					I23 - E236	778.83	778.70	56		0.23	1 @ 12-INCH	1	
I45	308+80	CTH CB	1.5' LT	782.12	1			1					I45 - 146	778.73	778.71	8		0.25		1	
I46	308+80	CTH CB	8.5' LT	781.94	1			1					I46 - I47	778.71	778.64	26		0.27		1	
I47	308+80	CTH CB	34.0' RT	781.46				1					I47 - E48	778.64	778.60	17		0.24	1 @ 12-INCH	1	
E229	44+71	OAKRIDGE EAST	34.0' RT				1						E229 - I230	778.30	777.48		34	2.41	1 @ 24-INCH	1	
I230	45+07	OAKRIDGE EAST	16.5' RT	781.57				1					I230 - I231	777.48	773.55		205	1.92		1	
I231	47+00	OAKRIDGE EAST	16.5' RT	779.64				1					I231 - E233	773.55	773.20		33	1.06	1 @ 24-INCH	1	
I232	47+00	OAKRIDGE EAST	16.5' LT	778.89				1					I232 - I231	773.88	773.55		12	2.75		1	
I234	30+38	OAKRIDGE EAST	1.5' LT	783.41	1			1					I234 - E235	777.85	776.40	40		3.63	1 @ 12-INCH	1	
I51	37+40	OAKRIDGE EAST	8.5' RT	783.68	1			1					I51 - I52	777.23	777.16	7		1.00		1	
I52	37+40	OAKRIDGE EAST	0.5' LT	783.68	1			1					I52 - E53	777.16	776.56	60		1.00		1	
					27		6	5	27								935	284		13 @ 12-INCH 2 @ 24-INCH	38



ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

MISCELLANEOUS QUANTITIES

CTH CB WINNEBAGO COUNTY

TRAFFIC CONTROL, BARRICADES, TYPE III

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	275
OAKRIDGE RD EAST/LARSEN RD	I	55
CTH O	I	635
LARSEN RD	II	240
PENDLETON RD	II	475
OAKRIDGE RD (EXISTING)	II	500
CTH O	II	1,059
HWY 150 (INT.)	III	635
OAKRIDGE CT	III	35
OAKRIDGE LA	III	35
STROHMEYER DR	III	80
OAKRIDGE RD	III	160
<b>TOTAL</b>		<b>4,180</b>

TRAFFIC CONTROL, WARNING LIGHTS, TYPE A

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	403
OAKRIDGE RD EAST/LARSEN RD	I	105
CTH O	I	1270
LARSEN RD	II	475
PENDLETON RD	II	955
OAKRIDGE RD (EXISTING)	II	635
CTH O	II	1905
HWY 150 (INT.)	III	1270
OAKRIDGE CT	III	70
OAKRIDGE LA	III	70
STROHMEYER DR	III	160
<b>TOTAL</b>		<b>7,320</b>

TRAFFIC CONTROL, DRUMS

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	1620
OAKRIDGE RD EAST/LARSEN	I	420
CTH O	I	1170
PENDLETON RD	II	1590
OAKRIDGE RD (EXISTING)	II	3020
CTH O	II	7470
PENDLETON RD	III	1130
OAKRIDGE CT	III	90
OAKRIDGE LA	III	90
OAKRIDGE RD EAST	III	360
STROHMEYER DR	III	210
<b>TOTAL</b>		<b>17,170</b>

TRAFFIC CONTROL, SIGNS

LOCATION	STAGE	DAYS
CTH CB	I	140
OAKRIDGE RD WEST	I	255
OAKRIDGE RD EAST	I	80
CTH O	I	135
LARSEN RD	II	400
OAKRIDGE RD WEST	II	160
PENDLETON RD	II	240
OAKRIDGE RD (EXIST.)	III	400
CTH O	III	815
PENDLETON RD	III	210
OAKRIDGE RD EAST	III	490
STROHMEYER DR	III	160
<b>TOTAL</b>		<b>3,485</b>

CONSTRUCTION STAKING, SUBGRADE

STATION TO STATION	LOCATION	STA.
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
247+00 - 291+32	CTH CB, NB RL	44.3
24+00 - 48+09	LARSEN/OAKRIDGE RD	24.1
8+32 - 23+14	OAKRIDGE RD WEST	14.8
10+00 - 12+90	OAKRIDGE CT	2.9
16+50 - 17+92	OAKRIDGE CT	1.4
19+65 - 22+69	OAKRIDGE LA	3.0
11+90 - 28+23	CTH O, STAGE I	16.3
11+90 - 28+23	CTH O, STAGE II	16.3
10+00 - 14+00	STROHMEYER DR	4.0
247+00 - 260+77	CTH CB, SB RL	13.8
284+95 - 291+32	CTH CB, SB RL	6.4
291+32 - 308+80	CTH CB, NB RL	17.5
291+32 - 308+80	CTH CB, SB RL	17.5
<b>TOTAL</b>		<b>204.1</b>

MOVING SIGNS, TYPE II

EXISTING LOCATION	NEW LOCATION	MESSAGE	EACH
PENDLETON & OAKRIDGE	35+83 OAKRIDGE RD EAST RT	STOP	1
LARSEN & OAKRIDGE	35+37 OAKRIDGE RD EAST LT	STOP	1
<b>TOTAL</b>			<b>2</b>

TRAFFIC CONTROL, WARNING LIGHTS, TYPE C

LOCATION	STAGE	DAYS
OAKRIDGE RD WEST	I	350
OAKRIDGE RD EAST	I	175
CTH O	I	100
CTH CB	II	2160
OAKRIDGE RD	II	150
CTH O	II	1020
CTH CB	III	480
STROHMEYER DR	III	120
<b>TOTAL</b>		<b>4555</b>

CRUSHED AGGREGATE

CONSTRUCTION STAKING, BASE COURSE

STATION TO STATION	LOCATION	STA.
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+64 - 247+00	CTH CB, SB RL, STAG	5.4
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
241+50 - 247+00	CTH CB, NB RL, STAG	5.5
247+00 - 291+32	CTH CB, NB RL	44.3
24+00 - 48+09	LARSEN/OAKRIDGE RD	24.1
8+32 - 23+14	OAKRIDGE RD WEST	14.8
10+00 - 12+90	OAKRIDGE CT	2.9
16+50 - 17+92	OAKRIDGE CT	1.4
19+65 - 22+69	OAKRIDGE LA	3.0
11+90 - 28+23	CTH O, STAGE I	14.4
11+90 - 28+23	CTH O, STAGE II	14.4
10+00 - 14+00	STROHMEYER DR	3.1
247+00 - 260+77	CTH CB, SB RL	13.8
284+95 - 291+32	CTH CB, SB RL	6.4
<b>TOTAL</b>		<b>164.4</b>

PAVEMENT MARKINGS, EPOXY

STATION TO STATION	LOCATION	EDGE LINE SOLID 4-INCH WHITE LF	LANE LINE DASHED 4-INCH WHITE LF	DOUBLE CENTERLINE 4-INCH YELLOW LF	ISLAND NOSE YELLOW EACH	ARROWS TYPE 2 WHITE EACH	WORDS "ONLY" WHITE EACH	STOPLINE 18-INCH WHITE LF	CHANNELIZING 8-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	PAVEMENT MRKG. CONCRETE CORR. MEDIAN YELLOW SF
241+50 - 251+00	CTH CB LT/RT	2,062		1,918							
243+50	CTH CB				1					100	
244+20	CTH CB				1						
245+90	CTH CB				1						
246+91	CTH CB				1						
248+80 - 251+02	CTH CB RT		50			4	2		362		
251+00	CTH CB				1						
252+17 - 293+40	CTH CB LT/RT	8,210		8,250							
252+17	CTH CB				1						
252+17 - 254+40	CTH CB LT		50			4	4		400		
258+40 - 259+30	CTH CB									100	
285+00 - 290+00	CTH CB		125							100	
286+45	CTH CB										
290+00 - 293+62	CTH CB		88								
292+12 - 293+62	CTH CB RT					2	1		150		
293+62	CTH CB				1						
294+72	CTH CB				1						
294+95 - 308+80	CTH CB LT/RT	2,600		2,630							
294+71 - 308+80	CTH CB LT/RT		350				2	1	160		
294+71 - 296+31	CTH CB LT										
299+70	CTH CB				1						
300+40	CTH CB				1						
300+40 - 302+06	CTH CB LT					2	1		165		
24+00 - 36+05	LARSEN/OAKRIDGE EAST	2,410		1,990							
33+83 - 36+05	OAKRIDGE RD RT EAST		50			4	3		150		
30+19	OAKRIDGE RD EAST									62	
32+65	OAKRIDGE RD EAST				1						
34+45	OAKRIDGE RD EAST				1						
36+05	OAKRIDGE RD EAST				1			34	185		
37+15	OAKRIDGE RD EAST				1			34			
37+15 - 39+37	OAKRIDGE RD LT EAST		50			4	3		150		
37+15 - 48+08	OAKRIDGE RD EAST	1,990		2,198						58	
41+25	OAKRIDGE RD EAST				1						
8+32 - 22+50	OAKRIDGE RD WEST	2,680		2,800				20			
10+60 - 18+00	OAKRIDGE CT	480		480				20			
20+70 - 22+20	OAKRIDGE LA	180		300				20			
11+90 - 19+50	CTH O LT/RT	1,450		1,520							
12+65	CTH O				1						
15+25	CTH O		50			4	2		160		
17+90 - 19+50	CTH O RT				1			45			
19+50	CTH O				1			45		165	
20+60	CTH O					4	2		160		
20+55 - 22+25	CTH O LT		38								
20+60 - 28+23	CTH O LT/RT	1,455		1,530							
22+95	CTH O				1						
26+70	CTH O				1						84
10+75 - 14+00	STROHMEYER DR			650							
<b>TOTALS</b>		<b>23,517</b>	<b>851</b>	<b>24,266</b>	<b>19</b>	<b>30</b>	<b>19</b>	<b>218</b>	<b>1,857</b>	<b>350</b>	<b>574</b>

SOD & EROSION MAT, CLASS II, TYPE A

STATION TO STATION	LOCATION	ROAD	DELIVERED S.Y.	INSTALLED S.Y.	SOD S.Y.
242+50 AT	OUTFALL	LT	8	8	8
243+50 AT	OUTFALL	LT	8	8	8
244+28 AT	OUTFALL	LT	8	8	8
250+80 AT	OUTFALL	LT	8	8	8
254+60 AT	OUTFALL	RT	8	8	8
255+78 AT	OUTFALL	RT	8	8	8
289+00 AT	OUTFALL	RT	8	8	8
292+60 - 293+50		RT	24	24	24
297+50 AT	OUTFALL	RT	8	8	8
299+40 AT	OUTFALL	RT	8	8	8
303+80 AT	OUTFALL	RT	8	8	8
306+62 AT	OUTFALL	RT	8	8	8
308+80 AT	OUTFALL	LT	8	8	8
26+55 AT	OUTFALL	LT	8	8	8
29+30 AT	OUTFALL	RT	8	8	8
31+34 AT	OUTFALL	LT	16	16	16
32+60 AT	OUTFALL	RT	8	8	8
34+40 AT	OUTFALL	RT	8	8	8
42+10 AT	OUTFALL	RT	8	8	8
43+50 AT	OUTFALL	RT	8	8	8
47+20 AT	OUTFALL	RT	8	8	8
9+70 AT	OUTFALL	LT	8	8	8
11+30 AT	OUTFALL	RT	8	8	8
14+75 AT	OUTFALL	RT	8	8	8
11+40 AT	OUTFALL	LT	8	8	8
13+10 AT	OUTFALL	LT	8	8	8
14+20 AT	OUTFALL	RT	8	8	8
14+50 AT	OUTFALL	LT	8	8	8
15+20 AT	OUTFALL	RT	8	8	8
27+80 AT	OUTFALL	LT	8	8	8
10+75 AT	OUTFALL	RT	8	8	8
14+00					
UNDISTRIBUTED			50	50	50
<b>TOTAL</b>			<b>330</b>	<b>330</b>	<b>330</b>

NOT CURRENT Revised S.S. 7-2-99 BY MEAD & HUNT

STORM SEWER SUMMARY

Table with columns: STR. NO., STATION, LOCATION, OFFSET, CASTING FLAG ELEV., INLETS TYPE 1 EACH, INLETS TYPE 3 EACH, INLETS TYPE 8 EACH, INLET COVER TYPE Z EACH, INLET COVER TYPE H EACH, INLET COVER TYPE MS EACH, INLET COVER TYPE H-S EACH, DEPTH FT, FROM STR. TO STR., INLET ELEV., DISCH. ELEV., REIN. CONC. PIPE CLASS III, STORM SEWER (12-INCH FT, 24-INCH FT, % SLOPE), REIN. CONCRETE APRON ENDWALLS, CONST. STAKING INLETS & MANHOLES EACH.

STROHMEYER CHANGE STROHMEYER CHANGE?  
NEED TO CHECK 150 PIPE IN CABO

18" -> 34  
243  
10  
18" -> 253'

ASPHALTIC FLUMES

Table with columns: STATION, LOCATION, SY. Rows include stations 252+36, 293+34, 299+46, 26+70, 35+83, 40+91, 41+23, 14+65, 22+30, 22+50, 10+76, 22+12, 19+12, 19+21, 20+92, 21+01, 13+70, 13+70.

EROSION MAT. CLASS I, TYPE B

Table with columns: STATION TO STATION, LOCATION, ROAD, DELIVERED S.Y., INSTALLED S.Y. Rows include stations 241+50-243+00, 253+00-254+50, 258+00-260+20, 258+00-260+20, 260+57-264+17, 260+57-264+17, 289+00-292+50, 289+00-293+50, 295+00-297+20, 295+00-297+20, 14+80-19+50, 15+50-19+50, 21+00-23+00, 23+50-24+00, 24+50-25+10, 26+50-27+40, 15+00-15+50, 10+60-11+10, 10+70-11+20, 25+30-26+50, 31+40-31+90, 47+20-48+00.

SILT FENCE, SILTY SOIL

Table with columns: STATION TO STATION, LOCATION, ROAD, DELIVERED L.F., INSTALLED L.F., MAINTENANCE L.F. Rows include stations 240+80 AT INFLOW, 241+00 AT INFLOW, 241+00 - 246+00, 243+20 - 246+00, 250+90 AT INFLOW, 254+70 AT INFLOW, 260+57 AT INFLOW, 293+30 AT INFLOW, 26+55 AT INFLOW, 29+50 - 32+80, 31+34 AT INFLOW, 41+00 AT INFLOW, 43+00 AT INFLOW, 44+70 AT INFLOW, 9+30 AT INFLOW, 10+80 AT INFLOW, 13+50 AT INFLOW, 12+20 - 22+00, 15+00 - 22+40, 11+90 AT INFLOW, 12+60 AT INFLOW, 13+80 AT INFLOW, 14+20 AT INFLOW, 14+80 AT INFLOW, 23+00 AT INFLOW, 24+00 AT INFLOW, 25+00 AT INFLOW.

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

NOT CURRENT

Revised S.S. 7.7.99  
 BY MEAD + HUNT

STORM SEWER SUMMARY

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG ELEV.	INLETS TYPE 1 EACH	INLETS TYPE 3 EACH	INLETS TYPE 8 EACH	INLET COVER TYPE Z EACH	INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III, 12-INCH FT	PIPE 15-INCH FT	% SLOPE	REIN. CONCRETE APRON	CONCRETE ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH		
I30	244+28	CTH CB	17.5' RT	785.36		1		1	1			3.83	I30 - I31	780.53	780.44	19		0.47			1		
I31	244+28	CTH CB	0.5' LT	785.68	1			1				4.24	I31 - I32	780.44	780.42	5		0.40			1		
I32	244+28	CTH CB	5.0' LT	785.68	1			1				4.26	I32 - E33	780.42	780.20	55		0.40	1 @ 12-INCH		1		
I34	250+80	CTH CB	17.0' LT	784.93	1			1				2.73	I34 - E37	781.20	780.80	52		0.77			1		
I35	250+80	CTH CB	11.0' LT	785.14	1			1				2.86	I35 - I34	781.28	781.20	7		1.14			1		
I36	250+80	CTH CB	25.5' RT	784.45		1			1			2.02	I36 - I35	781.43	781.28	36		0.42	1 @ 12-INCH		1		
I38	255+78	CTH CB	18.0' LT	781.29	1			1				3.34	I38 - I39	776.95	776.91	7		0.57			1		
I39	255+78	CTH CB	9.0' LT	781.79			1			1		3.88	I39 - I40	776.91	776.88	7		0.43			1		
I40	255+78	CTH CB	0.5' LT	781.29	1			1				3.41	I40 - E41	776.88	776.20	36		1.89	1 @ 12-INCH		1		
I42	258+10	CTH CB	5.0' LT	780.36	1			1				3.34	I42 - I43	776.02	775.99	6		0.50			1		
I43	258+10	CTH CB	0.5' LT	780.36	1			1				3.37	I43 - E44	775.99	775.75	41		0.59	1 @ 12-INCH		1		
I210	289+00	CTH CB	18.0' LT	779.30	1			1				3.34	I210 - I211	774.96	774.93	6		0.50			1		
I211	289+00	CTH CB	9.0' LT	779.80			1			1		3.87	I211 - I212	774.93	774.90	6		0.50			1		
I212	289+00	CTH CB	0.5' LT	779.30	1			1				3.40	I212 - E213	774.90	774.00	58		1.55	1 @ 12-INCH		1		
I214	292+33	CTH CB	8.5' LT	778.10	1			1				3.34	I214 - I216	773.76	773.73	8		0.38			1		
I216	292+33	CTH CB	1.5' LT	778.30	1			1				3.55	I216 - E217	773.73	773.20	63		0.84	1 @ 12-INCH		1		
I219	294+80	CTH CB	1.5' RT	778.92	1			1				3.18	I219 - I220	774.74	774.68	8		0.37			1		
I220	294+80	CTH CB	8.4' RT	778.74	1			1				3.03	I220 - E221	774.68	773.80	65		1.35	1 @ 12-INCH		1		
I225	297+82	CTH CB	8.5' LT	779.65	1			1				3.17	I225 - I226	775.48	775.46	9		0.22			1		
I226	297+82	CTH CB	C/L	780.15			1			1	4.69	3.69	I226 - I227	775.46	775.43	9		0.33			1		
I227	297+82	CTH CB	8.5' RT	779.65	1			1				3.22	I227 - E228	775.43	775.10	58		0.57	1 @ 12-INCH		1		
I24	300+80	CTH CB	1.5' RT	780.70	1			1				3.38	I24 - I79	776.32	776.29	8		0.38			1		
I79	300+80	CTH CB	8.5' RT	780.54	1			1				3.25	I79 - E83	776.29	776.00	62		0.47	1 @ 12-INCH		1		
I80	303+80	CTH CB	8.5' LT	781.81	1			1				3.16	I80 - I82	777.65	777.63	9		0.22			1		
I82	303+80	CTH CB	C/L	782.31			1			1	Should be 4.68	3.68	I82 - I26	777.63	777.60	9		0.33			1		
I26	303+80	CTH CB	8.5' RT	781.81	1			1				3.21	I26 - E85	777.60	777.20	59		0.68	1 @ 12-INCH		1		
I25	306+62	CTH CB	8.5' LT	782.57	1			1				2.64	I25 - I84	778.93	778.90	9		0.33			1		
I84	306+62	CTH CB	C/L	783.07			1			1		3.17	I84 - I23	778.90	778.88	9		0.22			1		
I23	306+62	CTH CB	8.5' RT	782.57	1			1				2.69	I23 - E236	778.88	778.70	57		0.32	1 @ 12-INCH		1		
I45	308+80	CTH CB	1.5' LT	782.12	1			1				1.92	I45 - I46	779.20	779.15	8		0.63			1		
I46	308+80	CTH CB	8.5' LT	781.94	1			1				1.79	I46 - I47	779.15	779.05	26		0.38			1		
I47	308+80	CTH CB	34.0' LT	781.46		1				1		1.41	I47 - E48	779.05	779.00	17		0.29	1 @ 12-INCH		1		
E229	44+71	OAKRIDGE EAST	34.0' RT										E229 - I230	777.77	777.77		34	2.41	1 @ 15-INCH		1		
I230	45+07	OAKRIDGE EAST	16.5' RT	781.57		1			1			3.34	I230 - I231	777.77	777.77		243	1.00			1		
I231	47+50	OAKRIDGE EAST	16.5' RT	778.37		1			1			2.67	I231 - E233	777.77	777.77		10	1.00	1 @ 15-INCH		1		
I232	47+00	OAKRIDGE EAST	16.5' LT	778.89		1			1			3.00	I232 - I231	774.90	774.75	60		2.50			1		
I234	30+38	OAKRIDGE EAST	1.5' LT	783.41	1			1				4.81	I234 - E235	777.60	776.40	40		0.50	1 @ 12-INCH		1		
I51	37+40	OAKRIDGE EAST	8.5' RT	783.68	1			1				5.70	I51 - I52	776.98	776.91	7		1.00			1		
I52	37+40	OAKRIDGE EAST	0.5' LT	783.88	1			1				5.77	I52 - E53	776.91	776.56	60		0.58			1		
					27	6	5	27	5	5	1					1001	287			13 @ 12-INCH	38		
																					2 @ 15-INCH		

R= 779.65

TC= 80.09

R= 781.82

TC= 82.26

changed →  
 need to be determined

~~STROMMEYER CHANGE~~  
~~STROMMEYER CHANGE 2~~

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

SILT FENCE, SILTY SOIL

ASPHALTIC FLUMES

STATION	LOCATION	SY
252+36	CTH CB RT	14
252+36	CTH CB LT	13
293+34	CTH CB LT	12
299+46	CTH CB RT	14
26+70	LARSEN RD RT	14
35+83	OAKRIDGE RD RT	14
40+91	OAKRIDGE RD EAST	11
41+23	OAKRIDGE RD EAST RT	11
14+65	OAKRIDGE RD WEST RT	11
22+30	OAKRIDGE RD WEST LT	12
22+50	OAKRIDGE RD EAST RT	13
10+76	OAKRIDGE CT RT	11
22+12	OAKRIDGE LA RT	11
19+12	CTH O RT	12
19+21	CTH O LT	11
20+92	CTH O LT	10
21+01	CTH O LT	12
13+70	STROMMEYER DR RT	12
13+70	STROMMEYER DR LT	12
TOTAL		230

EROSION MAT. CLASS I, TYPE B

STATION TO STATION	LOCATION	ROAD	DELIVERED S.Y.	INSTALLED S.Y.
241+50 - 243+00	LT	CTH CB	133	133
253+00 - 254+50	LT	CTH CB	100	100
258+00 - 260+20	LT	CTH CB	147	147
258+00 - 260+20	RT	CTH CB	147	147
260+57 - 264+17	LT	CTH CB	240	240
260+57 - 264+17	RT	CTH CB	240	240
289+00 - 292+50	RT	CTH CB	250	250
289+00 - 293+50	LT	CTH CB	300	300
295+00 - 297+20	LT	CTH CB	147	147
295+00 - 297+20	RT	CTH CB	147	147
14+80 - 19+50	LT	CTH O	313	313
15+50 - 19+50	RT	CTH O	267	267
21+00 - 23+00	LT	CTH O	133	133
23+50 - 24+00	LT	CTH O	33	33
24+50 - 25+10	LT	CTH O	40	40
26+50 - 27+40	LT	CTH O	60	60
15+00 - 15+50	RT	OAKRIDGE RD WEST	33	33
10+60 - 11+10	RT	OAKRIDGE CT	33	33
10+70 - 11+20	LT	OAKRIDGE CT	33	33
25+30 - 26+50	LT	LARSEN RD	160	160
31+40 - 31+90	LT	OAKRIDGE RD EAST	66	66
47+20 - 48+00	RT	OAKRIDGE RD EAST	106	106
UNDISTRIBUTED			500	500
TOTAL			3,628	3,628

STATION TO STATION	LOCATION	ROAD	DELIVERED L.F.	INSTALLED L.F.	MAINTENANCE L.F.
240+80 AT INFLOW	LT	CTH CB	16	16	32
241+00 AT INFLOW	RT	CTH CB	16	16	32
241+00 - 246+00	RT	CTH CB	500	500	1,000
243+20 - 246+00	LT	CTH CB	280	280	560
250+90 AT INFLOW	LT	CTH CB	16	16	32
254+70 AT INFLOW	LT	CTH CB	16	16	32
260+57 AT INFLOW	LT	CTH CB	16	16	32
293+30 AT INFLOW	LT	CTH CB	16	16	32
26+55 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
29+50 - 32+80	LT	OAKRIDGE RD EAST	430	430	860
31+34 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
41+00 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
43+00 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
44+70 AT INFLOW	RT	OAKRIDGE RD EAST	16	16	32
9+30 AT INFLOW	LT	OAKRIDGE RD WEST	16	16	32
10+80 AT INFLOW	RT	OAKRIDGE RD WEST	16	16	32
13+50 AT INFLOW	RT	OAKRIDGE RD WEST	16	16	32
12+20 - 22+00	LT	OAKRIDGE RD WEST	1,000	1,000	2,000
15+00 - 22+40	RT	OAKRIDGE RD WEST	1,440	1,440	2,880
11+90 AT INFLOW	RT	OAKRIDGE CT	16	16	32
12+60 AT INFLOW	LT	CTH O	16	16	32
13+80 AT INFLOW	RT	CTH O	16	16	32
14+20 AT INFLOW	LT	CTH O	16	16	32
14+80 AT INFLOW	RT	CTH O	16	16	32
23+00 AT INFLOW	LT	CTH O	16	16	32
24+00 AT INFLOW	LT	CTH O	16	16	32
25+00 AT INFLOW	LT	CTH O	16	16	32
UNDISTRIBUTED			500	500	1,000
TOTAL			4,502	4,502	9,004







1900

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

MISCELLANEOUS QUANTITIES  
CTH CB WINNEBAGO COUNTY

REMOVING PAVEMENT MARKINGS

STATION TO STATION LOCATION	DESCRIPTION	LF
STAGE I 8+00 - 11+00 12+90 - 14+00	OAKRIDGE RD WEST CENTERLINE OAKRIDGE CT CENTERLINE	300 110
STAGE II 9+00 - 12+00 28+00 - 31+00	CTH O CENTERLINE CTH O CENTERLINE	300 300
STAGE III 39+50 - 41+50	CTH CB CENTERLINE	200
TOTAL		1,210

NON-METALLIC CONDUIT, SCHEDULE 40, 1-INCH

STATION TO STATION PULL BOX TO PULL BOX	LF
307+07 - 308+93 PB 11 - PB 10	200

PULL BOX, STEEL, 12X24 INCH

STATION LOCATION	EACH
307+07 CTH CB RT	1

LOOP DETECTOR WIRE

STATION	LF
307+07	275
(4 TURNS @ 6'X20' loop)	

NON-METALLIC CONDUIT, SCHEDULE 40, 3-INCH

STATION LOCATION	LF
250+90 CTH CB	80
252+30 CTH CB	90
293+40 CTH CB	120
295+50 CTH CB	135
36+00 OAKRIDGE RD	90
37+25 OAKRIDGE RD	90
19+00 CTH O	95
21+00 CTH O	100
TOTAL	800

LOOP DETECTOR LEAD-IN CABLE

STATION TO STATION	LF
307+07 - CONTROL CABINET	320

LOOP DETECTOR CONDUIT

STATION	LF
307+07	75

SAWING EXISTING PAVEMENT

STATION LOCATION	LF
243+00 CTH CB PE LT	14
243+82 CTH CB PE LT	12
246+34 CTH CB PE RT	14
24+00 LARSEN RD	24
46+00 OAKRIDGE RD PE RT	18
46+84 OAKRIDGE RD PE RT	18
47+57 OAKRIDGE RD PE LT	16
48+08 OAKRIDGE RD EAST	24
8+32 OAKRIDGE RD WEST	24
18+55 OAKRIDGE CT PE LT	18
19+67 OAKRIDGE LA	15
11+90 CTH O	24
2769 CTH O PE LT	28
28+23 CTH O	24
28+60 CTH O PE LT	40
14+00 STROHMEYER DR	24
12+30 STROHMEYER DR CE RT	35
12+10 STROHMEYER DR CE LT	22
13+36 STROHMEYER DR CE LT	72
UNDISTRIBUTED	50
TOTAL	516

TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE

STATION TO STATION LOCATION	DESCRIPTION	LF
STAGE II 9+00 - 12+00 28+00 - 31+00	CTH O YELLOW CENTERLINE CTH O YELLOW CENTERLINE	600 600
STAGE III 240+50 - 252+25	CTH CB YELLOW CENTERLINE	2,350
TOTAL		3,550

SAWING CONCRETE PAVEMENT, FULL DEPTH

STATION LOCATION	LF
11+06 OAKRIDGE RD WEST RT	12
9+48 OAKRIDGE RD WEST LT	22
UNDISTRIBUTED	16
TOTAL	50

CONSTRUCTION STAKING, CONCRETE PAVEMENT

STATION TO STATION LOCATION	STA
291+32 - 308+80 CTH CB SB RL	17.5
291+32 - 308+80 CTH CB NB RL	17.5
10+45 - 10+93 STROHMEYER DR	0.9
19+12 - 19+61 CTH O	1.9
TOTAL	37.8

RELOCATING HYDRANTS

STATION LOCATION	EA
10+70 STROHMEYER, 14' RT	1 EA

\* ALL REMOVABLE TAPE IS CENTERLINE

CONSTRUCTION STAKING, PRELIMINARY

STATION TO STATION LOCATION	STA
291+32 - 308+80 CTH CB NB RL	17.5
291+32 - 308+80 CTH CB SB RL	17.5
284+95 - 291+32 CTH CB SB RL	6.4
241+50 - 291+32 CTH CB NB RL	49.8
241+64 - 260+77 CTH CB SB RL	19.2
24+00 - 48+08 LARSEN/OAKRIDGE RD EAST	24.1
8+32 - 23+14 OAKRIDGE RD WEST	14.8
10+00 - 12+90 OAKRIDGE CT	2.9
16+50 - 17+92 OAKRIDGE CT	1.4
19+65 - 22+69 OAKRIDGE LA	3.0
11+90 - 28+23 CTH O	16.3
10+00 - 14+00 STROHMEYER DR	4.0
TOTAL	176.9

CONSTRUCTION STAKING, PIPE CULVERTS

STATION LOCATION	EACH
243+00 CTH CB LT	1
243+82 CTH CB LT	1
293+30 CTH CB	1
26+55 LARSEN RD	1
29+10 OAKRIDGE RD RT EAST	1
31+34 OAKRIDGE RD EAST	1
33+04 OAKRIDGE RD RT EAST	1
34+14 OAKRIDGE RD RT EAST	1
35+80 OAKRIDGE ROAD	1
43+20 OAKRIDGE RD RT EAST	1
11+06 LARSEN RD RT	1
10+50 OAKRIDGE CT	1
11+66 OAKRIDGE CT	1
17+88 OAKRIDGE CT LT	1
19+78 OAKRIDGE LA LT	1
19+67 OAKRIDGE LA RT	1
20+00 OAKRIDGE LA LT	1
21+80 OAKRIDGE LA RT	1
12+80 CTH O LT	1
13+92 CTH O RT	1
14+43 CTH O LT	1
15+00 CTH O RT	1
19+10 CTH O	1
23+34 CTH O LT	1
24+36 CTH O LT	1
25+34 CTH O LT	1
25+87 CTH O LT	1
26+25 CTH O LT	1
27+69 CTH O LT	1
28+60 CTH O LT	1
10+78 STROHMEYER DR	1
34+50 OAKRIDGE RD EAST RT	1
254+72 CTH CB	1
260+57 CTH CB	1
265+50 CTH CB LT	1
279+50 CTH CB LT	1
285+50 CTH CB LT	1
41+00 OAKRIDGE RD EAST	1
TOTAL	38

EROSION CONTROL FILTER BAGS

STATION	PURPOSE	LOCATION	ROAD	DELIVERED EACH	INSTALLED EACH	MAINTENANCE EACH
240+00	DITCH CHECK	LT	CTH CB	13	13	26
240+00	DITCH CHECK	RT	CTH CB	13	13	26
244+28	INLET PROTECTION	RT	CTH CB	18	18	36
244+28	INLET PROTECTION	MEDIAN	CTH CB	24	24	48
250+80	INLET PROTECTION	RT	CTH CB	18	18	36
250+80	INLET PROTECTION	MEDIAN	CTH CB	26	26	52
254+00	DITCH CHECK	LT	CTH CB	13	13	26
255+78	INLET PROTECTION	MEDIAN	CTH CB	32	32	64
256+00	DITCH CHECK	LT	CTH CB	13	13	26
256+00	DITCH CHECK	RT	CTH CB	13	13	26
258+10	INLET PROTECTION	MEDIAN	CTH CB	24	24	48
259+00	DITCH CHECK	LT	CTH CB	13	13	26
259+00	DITCH CHECK	RT	CTH CB	13	13	26
264+20	INLET PROTECTION	RT	CTH CB	13	13	26
265+00	DITCH CHECK	LT	CTH CB	13	13	26
265+00	DITCH CHECK	RT	CTH CB	13	13	26
289+00	INLET PROTECTION	MEDIAN	CTH CB	13	13	26
292+00	DITCH CHECK	RT	CTH CB	24	24	48
292+00	DITCH CHECK	LT	CTH CB	13	13	26
292+67	INLET PROTECTION	MEDIAN	CTH CB	13	13	26
296+00	DITCH CHECK	LT	CTH CB	26	26	52
296+50	DITCH CHECK	RT	CTH CB	13	13	26
297+82	INLET PROTECTION	MEDIAN	CTH CB	13	13	26
300+54	INLET PROTECTION	MEDIAN	CTH CB	26	26	52
303+80	INLET PROTECTION	MEDIAN	CTH CB	26	26	52
306+62	INLET PROTECTION	MEDIAN	CTH CB	26	26	52
308+80	INLET PROTECTION	MEDIAN	CTH CB	26	26	52
16+00	DITCH CHECK	LT	CTH O	13	13	26
16+00	DITCH CHECK	RT	CTH O	13	13	26
18+00	DITCH CHECK	RT	CTH O	13	13	26
18+00	DITCH CHECK	LT	CTH O	13	13	26
22+00	DITCH CHECK	LT	CTH O	13	13	26
27+00	DITCH CHECK	LT	CTH O	13	13	26
11+00	DITCH CHECK	LT	CTH O	13	13	26
13+00	DITCH CHECK	RT	OAKRIDGE RD WEST	13	13	26
30+00	DITCH CHECK	RT	OAKRIDGE RD WEST	13	13	26
30+00	DITCH CHECK	LT	OAKRIDGE RD EAST	13	13	26
40+00	DITCH CHECK	RT	OAKRIDGE RD EAST	13	13	26
40+00	DITCH CHECK	LT	OAKRIDGE RD EAST	13	13	26
42+50	DITCH CHECK	LT	OAKRIDGE RD EAST	13	13	26
22+15	DITCH CHECK	RT	OAKRIDGE LA	13	13	26
TOTAL				686	686	1,372

QUALITY MANAGEMENT PROGRAM, SUBGRADE

STATION - STATION	LOCATION	CY
241+50 - 308+80	CTH CB	61,106

QUALITY MANAGEMENT PROGRAM, BASE COURSE

92,247 TONS

PROFILOGRAPH

1 LS

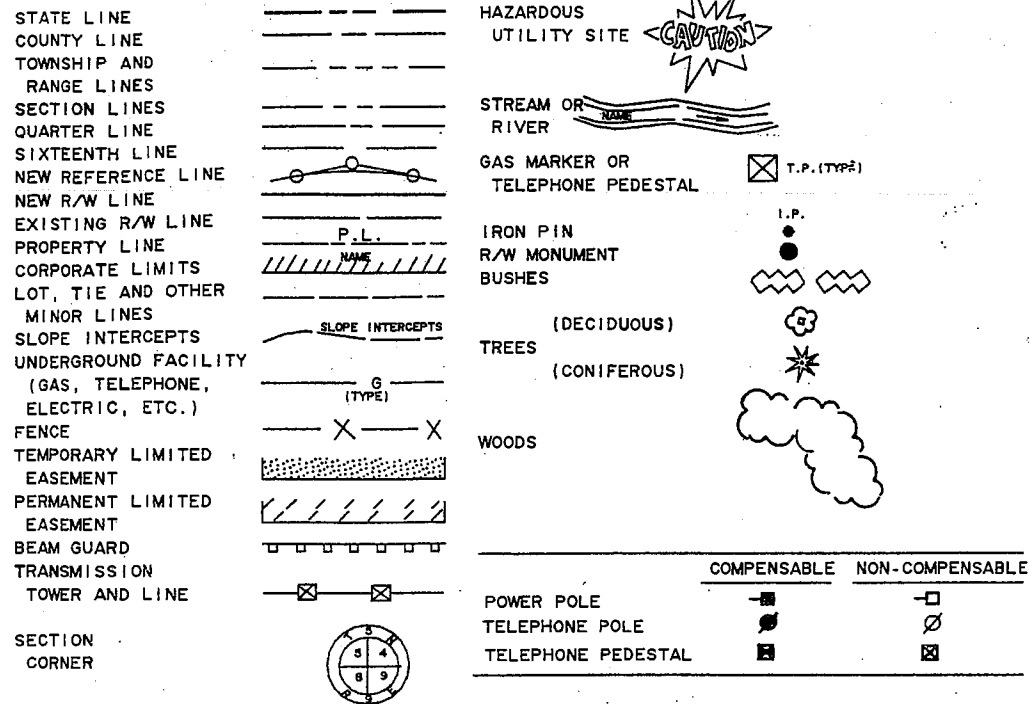
QUALITY MANAGEMENT PROGRAM, PLACEMENT OF CONCRETE PAVEMENT

6 DAYS

QUALITY MANAGEMENT PROGRAM, AGGREGATES FOR CONCRETE PAVEMENT

13,360 SY

CONVENTIONAL SIGNS AND ABBREVIATIONS



ACRES	AC	LONG CHORD BEARING	LCB
AHEAD	AH	MONUMENT	MON
AND OTHERS	ET AL	PARKER-KALON FASTENER	PK
BACK	BK	PROPERTY LINE	PL
BARN	B	RADIUS	R
CENTERLINE	C	REFERENCE LINE	RL
CENTRAL ANGLE	Δ	RESTRICTED DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
CORNER	COR	SEPTIC VENT	SVT
GARAGE	G	SHED	S
HOUSE	H	SQUARE FEET	SF
LENGTH	L	STATION	STA
LONG CHORD	LC	TANGENT	T
		TEMPORARY LIMITED EASEMENT	TLE
		TRANSIT LINE	T

NOTES

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTATED TO THE WISCONSIN COORDINATE SYSTEM, CENTRAL ZONE. ALL PLAT DISTANCES ARE GROUND LENGTH AND MAY BE CONVERTED TO GRID LENGTH BY MULTIPLYING THE DISTANCE BY THE GRID FACTOR PROVIDED ON THE DETAIL SHEET(S).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: GOVERNMENT LAND LINES, WISDOT PROJECTS 6550-1-21 & 6448-1-21, WINNEBAGO COUNTY PROJECTS S0854(1) & 4667-1-00, 1ST ADDITION TO MARGEO ACRES EAST PLAT, ALL AMERICAN BUSINESS AND INDUSTRIAL PARK PLAT, SHADY SPRINGS ESTATES III PLAT, MILLBROOK GLEN SUBDIVISION, CERTIFIED SURVEY MAPS AND C/L OF EXISTING PAVEMENT AS SPECIFIED ON EACH PLAT DETAIL SHEET.

GOVERNMENT LAND LINE AND REFERENCE LINE ARE NOT COINCIDENTAL.

DISTANCES FROM GOVERNMENTAL LAND LINES ARE "XX'G"

**EXCEPTION TO RELOCATION ORDER**  
 STA. 367+24.64 TO STA. 397+19.86  
 SEE PROJECT I.D. 1517-03-21,  
 1517-03-22 & 1517-03-23

**BEGIN RELOCATION ORDER**

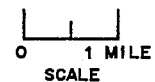
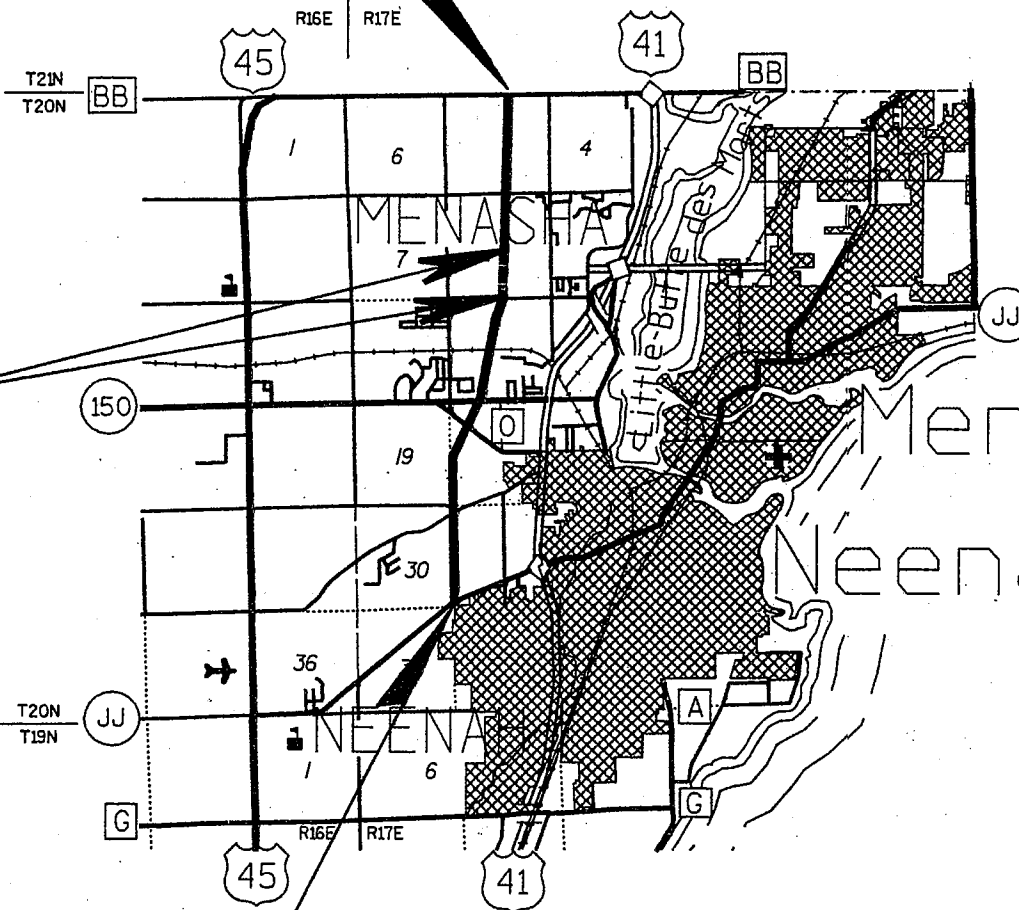
STA. 199+29.27  
 0.20 FEET NORTH AND  
 9.00 FEET EAST OF THE  
 SOUTHWEST CORNER OF  
 SECTION 29, T20N, R17E.

**SIDE ROAD SHEET INDEX**

4.7, 4.25	CTH "JJ"
4.7 - 4.10	PENDLETON RD.
4.9	WOOD HAVEN LANE
4.10, 4.26,	OAKRIDGE ROAD/LARSEN ROAD
4.27, 4.31	
4.13, 4.28	CTH "O"
4.14, 4.29	STH 150
4.16	RAILROAD CROSSING
4.18	JACOBSEN ROAD
4.20, 4.30	SHADY LANE
4.24	CTH "BB"

**END RELOCATION ORDER**

STA. 476+13.15  
 6.46 FEET SOUTH AND  
 334.42 FEET WEST OF  
 THE NORTH 1/4 CORNER OF  
 SECTION 5, T20N, R17E.



TOTAL NET LENGTH OF CENTERLINE = 4.721 MILES

R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.1	TOTAL SHEETS 32
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT OF WAY REQUIRED FOR CTH JJ - CTH BB		
WEST SIDE ARTERIAL/CTH CB WINNEBAGO COUNTY		

APPROVED FOR  
WINNEBAGO COUNTY

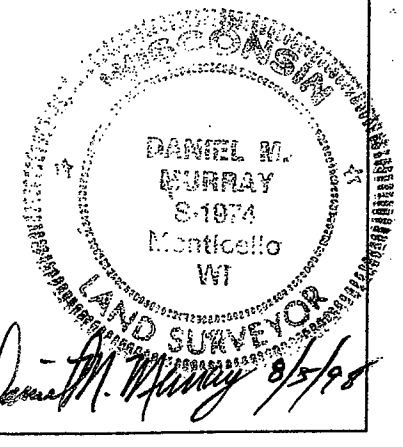
*Raymond E. Higgins*  
 COUNTY HIGHWAY COMMISSIONER  
 11/2/98  
 DATE

PLAT PREPARED  
BY

MEAD & HUNT, INC.  
 CONSULTING ENGINEERS  
 MADISON, WISCONSIN

MONUMENTATION OF THE RIGHT-OF-WAY SHOWN ON THIS PLAT MAY BE DONE BY OTHERS. MEAD & HUNT, INC. AND THE SURVEYOR, DANIEL M. MURRAY, ASSUME NO RESPONSIBILITY FOR THE PLACEMENT OF SAID MONUMENTATION BY OTHERS.

REVISION DATE  
2-4-97



**SCHEDULE OF LANDS & INTERESTS REQUIRED**

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	TLE ACRES	PLE ACRES	RDE ACRES
					NEW	EXISTING	TOTAL				
1	4.7, 4.25	GEORGE R. REDDIN	FEE	29.58	0.15	---	0.15	29.43	---		
2	4.7, 4.25	ROBERT S. TALARCZYK	FEE	1.25	0.12	---	0.12	1.13	---		
3	4.7, 4.25	HENRY & DOROTHY A. MALCHOW	FEE	1.15	0.09	---	0.09	1.06	---		
4	4.7, 4.25	WM. SPENCER & LINDA G. PINEGAR	FEE	1.12	0.10	---	0.10	1.02	---		
5	4.7, 4.25	HENRY & DOROTHY A. MALCHOW	FEE, PLE, TLE	2.10	0.21	---	0.21	1.89	0.02	0.19	
6	4.25	RODNEY C. & BONNIE M. FISCHER	FEE	1.23	0.06	---	0.06	1.17	---		
7	4.7, 4.25	HENRY & DOROTHY A. MALCHOW, GRANTORS BRIAN & PATTY FALCK, GRANTEEES	FEE, TLE	1.07	0.21	---	0.21	0.86	0.09		
8	4.25	JEFFREY M. & JUDY L. OPPELT	FEE	2.01	0.13	0.23	0.36	1.65	---		
9	4.7, 4.25	JOHN J. & JUDITH A. LINCOLN	FEE	1.34	0.05	---	0.05	1.29	---		
10	4.31	JOHN A. & SYLKE WILKE	FEE	1.20	0.04	0.13	0.17	1.03	---		
11	4.7, 4.25	NORMAN R. & UNA B. FREDRICK	FEE, RDE, TLE	3.83	0.26	---	0.26	3.57	0.03		0.16
12	4.7, 4.25	BARBARA G. & RICHARD H. KNOLL	FEE, TLE	1.01	0.03	---	0.03	0.98	0.05		
13	4.7, 4.8	FRANCIS & CAROL RASMUSSEN	FEE, TLE	42.36	0.76	0.68	1.44	40.92	0.01		
14	4.20, 4.22, 4.30	MICHELS PIPELINE CONSTRUCTION, INC.	FEE	80.00	5.94	---	5.94	74.06	---		
15	4.7-4.9, 4.25	MICHELS PIPELINE CONSTRUCTION, INC.	FEE, PLE	60.85	1.12	1.52	2.64	58.21	---	0.34	
16	4.8, 4.9	BENCARRIE CORP.	FEE	40.00	0.65	1.00	1.65	38.35	---		
17	4.9	DAVID J. JONES, TRUSTEE	FEE, TLE	40.00	1.25	1.05	2.30	37.70	0.08		
18	4.9	DEAN J. & MARY B. DASHNER	FEE, RDE	0.99	0.18	---	0.18	0.81	---		0.07
19	4.9, 4.10, 4.26, 4.27	HARRISON, JR. & BETTE J. STURGIS	FEE, RDE	5.08	0.78	0.33	1.11	3.97	---		0.01
20	4.9	GARY P. & LAVERNE STEFFENS	FEE, RDE	1.25	0.17	---	0.17	1.08	---		0.15
21	4.19	APPLE VALLEY CHURCH	FEE	5.89	0.68	---	0.68	5.21	---		
22	4.9, 4.10	JEFFREY F. McLAIN	FEE, TLE	1.00	0.24	0.17	0.41	0.59	0.01		
23	4.9, 4.10	EDWARD ROSS	FEE	1.75	0.11	0.22	0.33	1.42	---		
24	4.10	FREDERICK & MARY JANE BELLING	FEE, TLE	1.00	0.17	0.18	0.35	0.65	0.03		
25	4.9	HARRISON, JR. & BETTE J. STURGIS, VENDORS ROY E., JR. & DIANE K. NATION, VENDEES LAND CONTRACT	FEE, RDE	2.16	0.19	---	0.19	1.97	---		0.01
26	4.10	LAWRENCE R. SHREVE	FEE	0.99	0.09	---	0.09	0.90	---		
27	4.10, 4.26	DOROTHY WINKLER ESTATE	FEE	2.00	0.26	0.45	0.71	1.29	---		
28											
29	4.10, 4.26	ALFRED K. & LORI A. BOWERS	FEE	5.19	0.27	0.35	0.62	4.57	---		
30											
31	4.10, 4.26	RICHARD O. & JANICE COLLINS	FEE	6.15	65 SF	0.08	0.08	6.07	---		
32											
33	4.10, 4.26, 4.27, 4.31	JAMES A. STURGIS	FEE, TLE	8.00	0.76	0.74	1.50	6.50	0.01		
34											
35	4.31	DAVID S. STRASSMAN & SUSAN A. MARTINO	FEE	2.50	0.09	---	0.09	2.41	---		
36											
37	4.10, 4.27	LARRY R. & PENNY M. LANCASTER	TLE	0.60	---	---	---	0.60	0.02		
38	4.10, 4.26	HAZEL H. STURGIS	TLE	0.53	---	---	---	0.53	0.04		
39	4.10, 4.26	BRYAN K. & AMY M. BAUMGARTNER	FEE	1.66	0.66	0.39	1.05	0.61	---		
40	4.26	AERO-DYNA-KLEEN, INC., A WISC CORP.	FEE	16.95	0.02	---	0.02	16.93	---		
41	4.10, 4.26	WILLIAM E. SCHUELER	FEE	0.75	198 SF	0.26	0.26	0.49	---		
42	4.10, 4.12, 4.26, 4.27	HAZEL STURGIS	FEE, TLE, RDE	101.41	10.79	0.66	11.45	89.96	0.29		0.08
43	4.12, 4.13, 4.28	DOUGLAS W. REINHARDT	FEE	27.07	4.93	0.36	5.29	21.78	---		
44	4.13, 4.28	JERROLD E. & MARY ELLEN SAHOTSKY	FEE	5.65	0.53	0.29	0.82	4.83	---		

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**SCHEDULE OF LANDS & INTERESTS REQUIRED**

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	TLE ACRES	HIGHWAY EASEMENT	PLE ACRES
					NEW	EXISTING	TOTAL				
45	4.27, 4.31	P. H. GLATFELTER COMPANY	FEE	25.61	3.38	1.20	4.58	21.03	---		
46	4.13, 4.28	RICHARD J. GEIGER (VENDOR) AND MUNEER A. & KAREN A. DAR (VENDEES)	FEE	29.25	1.07	0.59	1.66	27.59	---		
47	4.13, 4.14, 4.28	VEL CORPORATION	FEE, TLE	19.50	2.15	---	2.15	17.35	0.09		
48	4.13, 4.28	KENNETH L., SR. & BARBARA A. TAPLIN	FEE, TLE	2.86	0.67	0.38	1.05	1.81	2.54 S.F.		
49	4.13, 4.28	ROBERT W. PROBST (VENDOR) AND RUSSELL HASSELL (VENDEE)	FEE, TLE	0.99	0.03	0.03	0.06	0.93	0.08		
50	4.26	SUSAN A. BLETZINGER	FEE	1.43	0.03	---	0.03	1.40	---		
51	4.28	WILLIAM ROGERS	TLE	0.90	---	---	---	0.90	0.02		
52	4.28	DONALD H. & SANDRA C. LORNSON	TLE	3.85	---	---	---	3.85	0.16		
53	4.13, 4.14	JEFFREY D. OGDEN	FEE	8.27	2.11	---	2.11	6.16	---		
54	4.14	JACK ROBERT & MARIE ANNETTE ISE	FEE	5.01	1.11	---	1.11	3.90	---		
55											
56	4.29	J. FRANK & SUSANNE A. ECCLES	FEE, TLE	3.74	0.04	---	0.04	3.70	0.04		
57	4.14, 4.29	LES SIEMEK	FEE	1.36	0.24	---	0.24	1.12	---		
58	4.14, 4.17, 4.18, 4.29	ANR PIPELINE COMPANY	FEE	13.97	1.73	0.02	1.75	12.22	---		
59	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.51	0.51	---	0.51	1.00	---		
59A	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.00	0.02	---	0.02	0.98	---		
60	4.26	ROBERT & SHIRLEY MICHALKIEWICZ	TLE	1.41	---	---	---	1.41	0.03		
61	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.67	0.05	---	0.05	0.62	---		
61A	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.62	0.02	---	0.02	0.60	---		
62	4.29	JEFFREY A. & NATALIE A. STROHMEYER	FEE	0.80	0.15	---	0.15	0.65	---		
63											
64	4.14, 4.29	F. GERALD & ROCHELLE M. ALTENHOFEN	FEE	1.44	0.03	---	0.03	1.41	---		
65	4.15	TNT HOLLAND MOTOR EXPRESS, INC.	FEE	5.52	170.5 S.F.	---	170.5 S.F.	5.52	---		
66	4.14, 4.29	LEONARD C. BRUMBAUGH	FEE	0.66	0.04	---	0.04	0.62	---		
67	4.14, 4.29	DARLENE M. FLYNN	FEE	0.38	0.04	0.08	0.12	0.26	---		
68	4.14, 4.15, 4.29	BANK ONE, APPLETON, N.A., TRUSTEE	FEE	33.98	5.42	---	5.42	28.56	---		
69	4.15, 4.16	BANK ONE WISCONSIN TRUST CO., TRUSTEE	FEE, TLE	15.31	6.46	---	6.46	8.85	0.10		
70	4.17, 4.18	KIMBERLY-CLARK CORPORATION	FEE	142.77	2.28	---	2.28	140.49	---		
71	4.16	KIMBERLY - CLARK CORPORATION	FEE, TLE	8.79	0.18	---	0.18	8.61	0.30		
72	4.15	WISCONSIN CENTRAL RAIL ROAD COMPANY (50)	HIGHWAY EASEMENT, TLE	3.04	---	---	---	3.04	0.06	0.72	
73	4.16, 4.17	CARL PORATH AND ALFRED WILLIAM & CAROL MARWEDE	FEE, PLE, TLE	38.48	7.36	---	7.36	31.12	0.30		0.16
74	4.16, 4.17	PARKWOOD INVESTMENTS LTD.	FEE, TLE	6.67	1.58	---	1.58	5.09	0.13		
75	4.17, 4.18	ZAC INVESTMENT CORP.	FEE, TLE	17.47	1.71	0.29	2.00	15.47	0.04		
75A	4.19	ZAC INVESTMENT CORP.	FEE	1.28	0.16	---	0.16	1.12	---		
76	4.18	CITIZEN'S BANK, N.A.	FEE	2.10	0.25	---	0.25	1.85	---		
77	4.18	DAIRY QUEEN	FEE	2.00	0.05	---	0.05	1.95	---		
78	4.18	ROGER A. & DONNA M. ZARLING	FEE, TLE	0.64	0.02	0.09	0.11	0.53	65.7 S.F.		
79	4.19, 4.20	JEAN D. BRAUN, JOHN G. KOFLER & ALICE M. LORENZ	FEE	40.00	1.96	---	1.96	38.04	---		
80	4.31	BENNIE E. & BONNIE JEAN ROWE	FEE	0.70	0.02	0.17	0.19	0.51	---		
81	4.20, 4.30	ZEINAB SALMAN	FEE	0.37	38.6 S.F.	---	38.6 S.F.	0.37	---		
82	4.20, 4.30	JERRY A. & DAWN R. O'DELL	FEE	0.42	0.03	---	0.03	0.39	---		
83	4.20, 4.30	GEHRT FAMILY ENTERPRISES, INC.	FEE	0.47	0.05	---	0.05	0.42	---		
84	4.30	LAWRENCE C. & JANET A. MULVEY	FEE, TLE	0.27	0.03	---	0.03	0.24	0.02		
85	4.18	PETER F. & JANET M. BARWICK	FEE	0.55	33.9 S.F.	---	33.9 S.F.	0.55	---		

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REVISION DATE  
5-23-97

ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95

R/W PROJECT NUMBER  
4619-02-21

FEDERAL PROJECT NUMBER

SHEET NUMBER

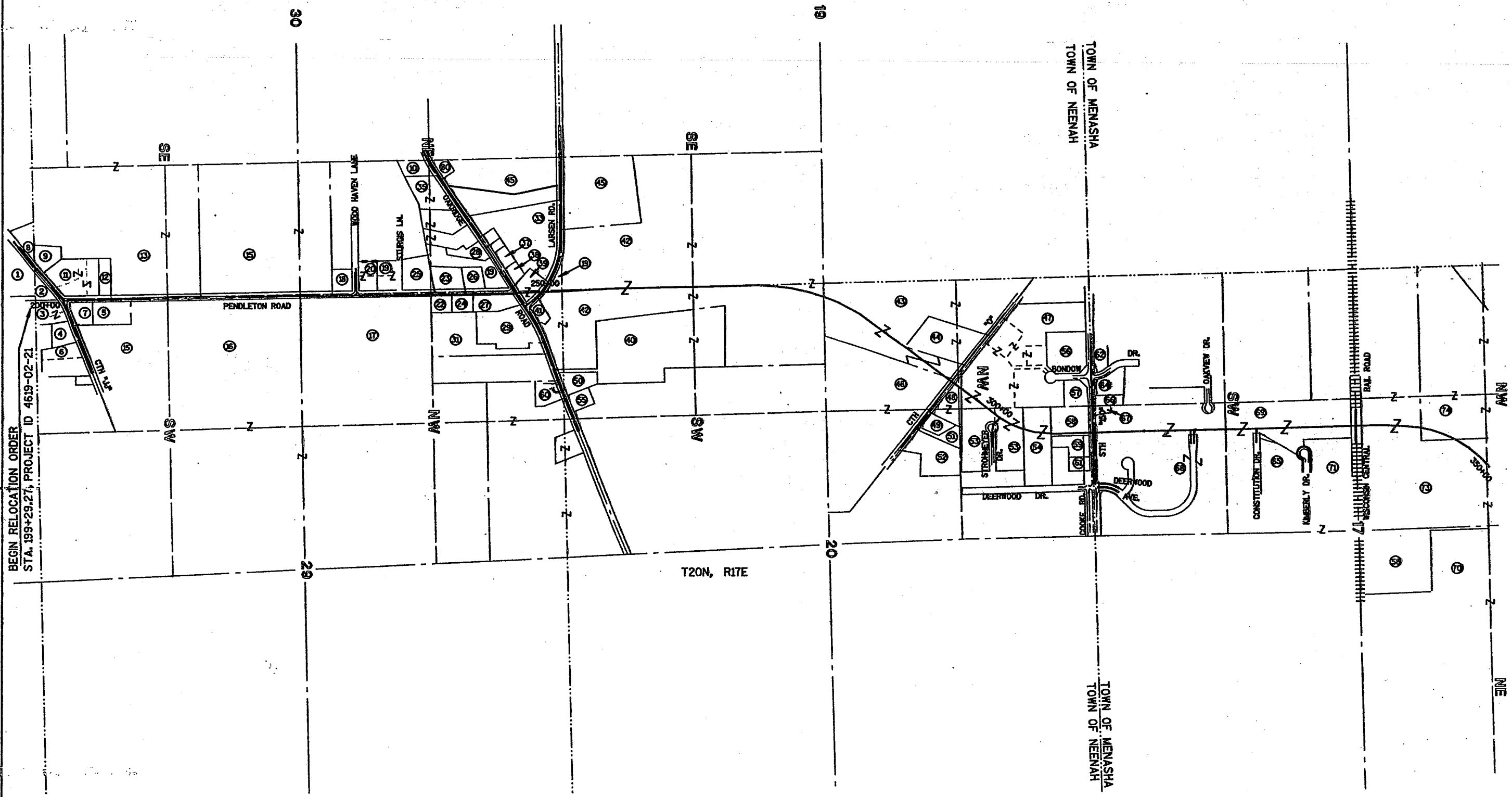
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SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES/S.F. REQUIRED			TOTAL ACRES REMAINING	TLE ACRES
					NEW	EXISTING	TOTAL		
86	4.30	LARRY G. LEHMAN	FEE, TLE	0.41	0.03	---	0.03	0.38	0.05
87	4.30	LAWRENCE E. & BARBARA LEE ULMER	FEE, TLE	0.63	118.9 S.F.	0.05	0.05	0.58	140.2 S.F.
88	4.20-4.22, 4.30	TOWN OF MENASHA	FEE, TLE	139.80	10.40	---	10.40	129.40	1.28
89	4.20, 4.30	DEAN M. & SALLY A. HOKS	FEE	1.00	0.08	0.13	0.21	0.79	---
90	4.18	PAUL D. & COLLETTE J. BEUTHER	FEE	7.50	0.03	---	0.03	7.47	---
91	4.30	THOMAS W. BESON	FEE	1.35	0.04	0.18	0.22	1.13	---
92	4.30	EARL OESTREICH	FEE	1.42	70.2 S.F.	0.04	0.04	1.38	---
93	4.22, 4.23, 4.24	CALNIN & GOSS, INC.	FEE	94.70	8.03	---	8.03	86.67	---
94	4.24	HOWARD & AMELIA DOBBERKE	FEE	39.04	168.6 S.F.	---	168.6 S.F.	39.04	---
95	4.18	JEFFREY N. & PAMELA A. LAMIA	FEE	3.70	0.02	---	0.02	3.68	---
96	4.24	ROBERT & NANCY FREIMUTH	FEE	9.80	2.65	---	2.65	7.15	---
97	4.18	CABLEVISION OF FOX CITIES (40)	RELEASE OF RIGHTS						
98	4.7 - 4.10, 4.13 - 4.16, 4.18, 4.20 - 4.21, 4.25, 4.26, 4.28 - 4.30	WISCONSIN ELECTRIC POWER COMPANY (41)	RELEASE OF RIGHTS						
99	4.7, 4.9, 4.10, 4.13, 4.14, 4.18, 4.20, 4.25, 4.26, 4.28 - 4.30	AMERITECH, INC. (42)	RELEASE OF RIGHTS						
100									
101	4.7, 4.9, 4.10, 4.14, 4.25, 4.29	WISCONSIN NATURAL GAS COMPANY (43)	RELEASE OF RIGHTS						
102	4.10 - 4.14, 4.18, 4.22, 4.23, 4.26 - 4.30	ANR PIPELINE COMPANY (44)	RELEASE OF RIGHTS						
103	4.13, 4.28	WARNER CABLE COMMUNICATIONS, INC. (45)	RELEASE OF RIGHTS						
104	4.14, 4.29	TOWN OF MENASHA, SANITARY DISTRICT 4 (46)	RELEASE OF RIGHTS						
105									
106	4.10 - 4.18, 4.26 - 4.29	WISCONSIN PUBLIC SERVICE CORP., ASSIGNOR WISCONSIN ELECTRIC POWER CO., ASSIGNEE (47)	RELEASE OF RIGHTS						

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REVISION DATE 9-25-98	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.5
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
NOT TO SCALE					



BEGIN RELOCATION ORDER  
STA. 199+29.27, PROJECT ID 4619-02-21

T20N, R1E

TOWN OF MENASHA  
TOWN OF NEENAH

TOWN OF MENASHA  
TOWN OF NEENAH

RAIN  
RAIN



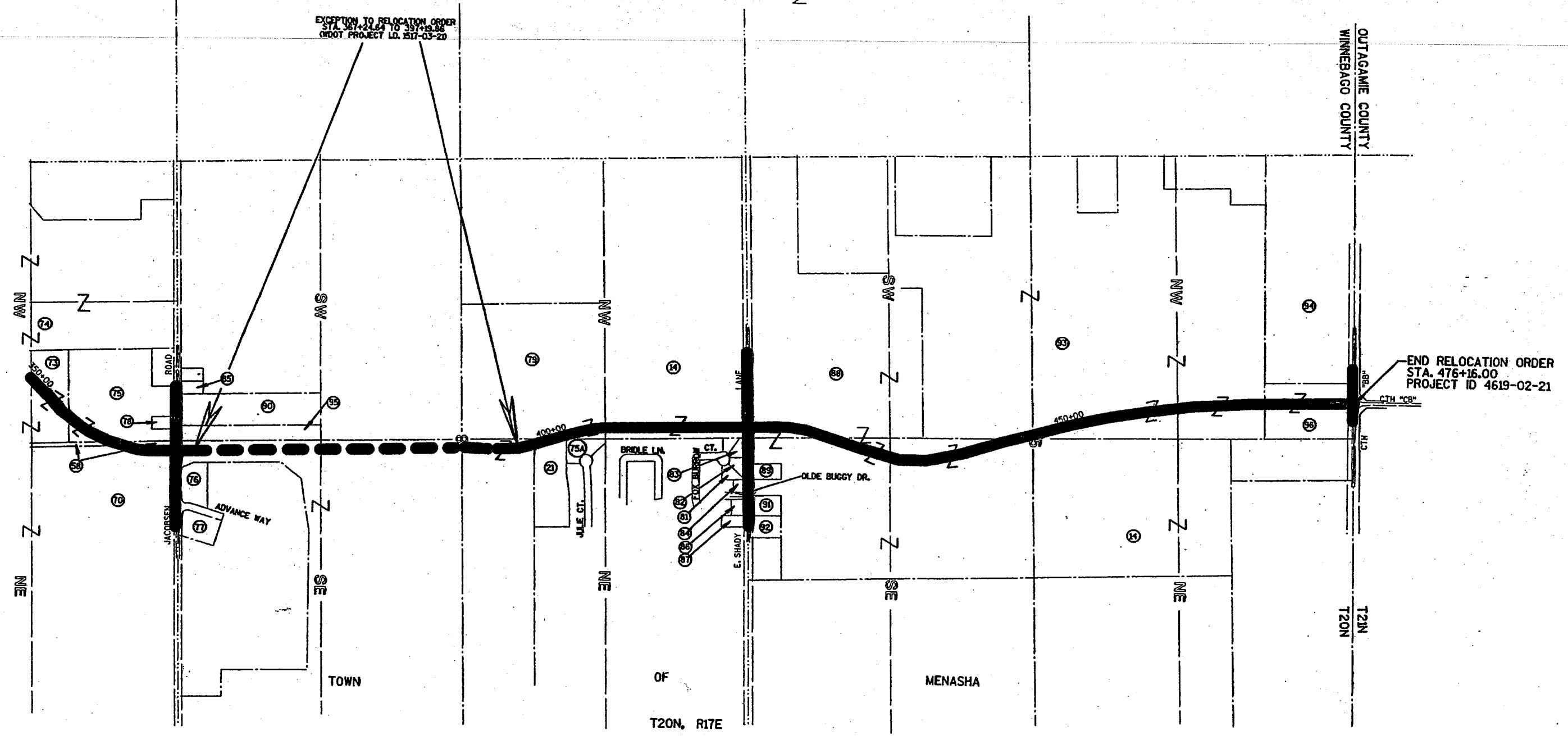
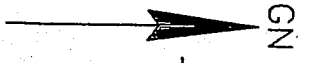
REVISION DATE  
3-24-97

ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95  
SCALE, FT. GRID FACTOR

R/W PROJECT NUMBER  
4619-02-21  
FEDERAL PROJECT NUMBER

SHEET NUMBER  
4.6

NOT TO SCALE



EXCEPTION TO RELOCATION ORDER  
STA. 367+24.64 TO 397+35.88  
(MOY PROJECT ID. 1517-03-20)

END RELOCATION ORDER  
STA. 476+16.00  
PROJECT ID 4619-02-21

R/W POINTS - GRID COORDINATES

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
8-5-98	CTH CB	WINNEBAGO	8-24-95	4619-02-21	47
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	NO SCALE		0.999945		

PT.6064 Y	131181.547	X	2391689.619	PT.6502 Y	128294.145	X	2392274.270	PT.6596 Y	137155.420	X	2393563.168	PT.6691 Y	136313.170	X	2393839.992	PT.6782 Y	127398.203	X	2392479.297
PT.6065 Y	131361.023	X	2391957.355	PT.6503 Y	128623.786	X	2392281.221	PT.6597 Y	137157.932	X	2393683.135	PT.6692 Y	137345.009	X	2393070.838	PT.6785 Y	126889.178	X	2392149.505
PT.6078 Y	131606.086	X	2392341.762	PT.6504 Y	130114.927	X	2392276.470	PT.6598 Y	137452.956	X	2393681.958	PT.6693 Y	142575.370	X	2393993.329	PT.6786 Y	132073.310	X	2392154.611
PT.6403 Y	126653.831	X	2392265.753	PT.6505 Y	133622.828	X	2392168.630	PT.6599 Y	137331.598	X	2393736.866	PT.6694 Y	146411.153	X	2394423.750	PT.6788 Y	131822.411	X	2392472.664
PT.6404 Y	153400.360	X	2393941.960	PT.6507 Y	132409.437	X	2392210.402	PT.6600 Y	147912.804	X	2394418.423	PT.6695 Y	142630.916	X	2394738.693	PT.6791 Y	130217.280	X	2392127.451
PT.6431 Y	127196.754	X	2392196.651	PT.6508 Y	132523.818	X	2392222.882	PT.6601 Y	153286.107	X	2393889.306	PT.6696 Y	142636.651	X	2395154.384	PT.6792 Y	130258.027	X	2391951.631
PT.6432 Y	127478.104	X	2392169.895	PT.6509 Y	133023.558	X	2392206.856	PT.6602 Y	153343.337	X	2393867.521	PT.6697 Y	142608.706	X	2395312.779	PT.6793 Y	130157.286	X	2392152.147
PT.6433 Y	127552.427	X	2392169.940	PT.6510 Y	133856.873	X	2392173.469	PT.6603 Y	153344.241	X	2393627.473	PT.6698 Y	142604.547	X	2394475.426	PT.6794 Y	130324.010	X	2391950.341
PT.6434 Y	127842.545	X	2392162.828	PT.6511 Y	134114.855	X	2392185.648	PT.6604 Y	153353.100	X	2394097.363	PT.6699 Y	147751.150	X	2393522.827	PT.6795 Y	130364.015	X	2392124.583
PT.6435 Y	128293.058	X	2392165.281	PT.6512 Y	134306.285	X	2392218.200	PT.6605 Y	147752.163	X	2394040.761	PT.6700 Y	152193.029	X	2394054.431	PT.6796 Y	131840.697	X	2391807.672
PT.6436 Y	128383.412	X	2392159.993	PT.6513 Y	134584.513	X	2392303.815	PT.6606 Y	147769.479	X	2393462.235	PT.6704 Y	126878.949	X	2392301.756	PT.6797 Y	130325.367	X	2392030.325
PT.6437 Y	129323.324	X	2392147.000	PT.6514 Y	134852.658	X	2392441.380	PT.6607 Y	147912.085	X	2394036.046	PT.6705 Y	126940.663	X	2392427.276	PT.6798 Y	131156.902	X	2392125.530
PT.6438 Y	129773.328	X	2392155.566	PT.6515 Y	134935.397	X	2392488.465	PT.6608 Y	147876.083	X	2393518.963	PT.6713 Y	139991.501	X	2393353.754	PT.6799 Y	131157.167	X	2392139.082
PT.6439 Y	130113.540	X	2392154.482	PT.6516 Y	135081.789	X	2392599.126	PT.6609 Y	147818.558	X	2393516.199	PT.6714 Y	139944.167	X	2393314.738	PT.6800 Y	131906.960	X	2393209.465
PT.6442 Y	132406.570	X	2392080.441	PT.6517 Y	135630.944	X	2393070.384	PT.6610 Y	137199.151	X	2392875.506	PT.6715 Y	140058.897	X	2393706.487	PT.6801 Y	131323.885	X	2392225.835
PT.6443 Y	133020.250	X	2392056.900	PT.6518 Y	135907.762	X	2393283.911	PT.6611 Y	137362.802	X	2394122.279	PT.6716 Y	140084.852	X	2393751.865	PT.6802 Y	131464.221	X	2392242.000
PT.6444 Y	133720.152	X	2392046.461	PT.6519 Y	136170.901	X	2393433.026	PT.6612 Y	147909.815	X	2394668.592	PT.6717 Y	140149.834	X	2393750.504	PT.6803 Y	131569.780	X	2392407.561
PT.6445 Y	133854.557	X	2392068.500	PT.6520 Y	136319.843	X	2393569.062	PT.6613 Y	147904.369	X	2395009.491	PT.6718 Y	140148.767	X	2393699.563	PT.6804 Y	131604.932	X	2392465.375
PT.6446 Y	134127.050	X	2392081.364	PT.6521 Y	136670.205	X	2393700.849	PT.6614 Y	147908.528	X	2395159.192	PT.6719 Y	142728.063	X	2394509.887	PT.6805 Y	131564.593	X	2392516.169
PT.6447 Y	134330.340	X	2392110.869	PT.6522 Y	136877.175	X	2393709.018	PT.6615 Y	142504.771	X	2394515.817	PT.6720 Y	142705.957	X	2394705.448	PT.6806 Y	131572.745	X	2392600.192
PT.6448 Y	134626.800	X	2392196.879	PT.6523 Y	137057.959	X	2393685.229	PT.6616 Y	142509.883	X	2394014.913	PT.6721 Y	136292.275	X	2393860.589	PT.6807 Y	131674.017	X	2392639.304
PT.6449 Y	134916.748	X	2392334.068	PT.6524 Y	138087.991	X	2392378.662	PT.6617 Y	142485.741	X	2394733.513	PT.6722 Y	137236.532	X	2394000.065	PT.6808 Y	131724.032	X	2392719.909
PT.6450 Y	134997.437	X	2392384.588	PT.6525 Y	138296.519	X	2393694.298	PT.6618 Y	142518.186	X	2395215.089	PT.6723 Y	136203.220	X	2393843.100	PT.6809 Y	131796.044	X	2392917.032
PT.6451 Y	135163.747	X	2392485.633	PT.6526 Y	138929.343	X	2393686.047	PT.6619 Y	138216.540	X	2393695.973	PT.6724 Y	141093.086	X	2393697.502	PT.6810 Y	131821.066	X	2393020.021
PT.6452 Y	135752.788	X	2392904.773	PT.6527 Y	139853.393	X	2393711.705	PT.6620 Y	137162.963	X	2393119.327	PT.6725 Y	141452.950	X	2394346.458	PT.6811 Y	131878.487	X	2393170.439
PT.6453 Y	136069.483	X	2393124.574	PT.6528 Y	139953.482	X	2393714.609	PT.6621 Y	137168.640	X	2392975.465	PT.6726 Y	140833.165	X	2393738.834	PT.6812 Y	131956.637	X	2392134.420
PT.6454 Y	136226.305	X	2393862.455	PT.6529 Y	140309.994	X	2393687.140	PT.6622 Y	137305.777	X	2393479.350	PT.6727 Y	138487.777	X	2393665.289	PT.6813 Y	131891.169	X	2393215.759
PT.6455 Y	136334.356	X	2393348.356	PT.6530 Y	140471.238	X	2393665.747	PT.6623 Y	137296.595	X	2393132.365	PT.6728 Y	141452.950	X	2393665.289	PT.6814 Y	131931.873	X	2393093.727
PT.6456 Y	136612.312	X	2393504.836	PT.6531 Y	140654.568	X	2393684.441	PT.6624 Y	137328.587	X	2393006.700	PT.6729 Y	138487.777	X	2393665.289	PT.6815 Y	131911.713	X	2392902.368
PT.6457 Y	136874.034	X	2393559.059	PT.6532 Y	141067.413	X	2393893.327	PT.6625 Y	137269.824	X	2392763.337	PT.6730 Y	138487.777	X	2393665.289	PT.6816 Y	131915.701	X	2392730.746
PT.6458 Y	136985.466	X	2393566.727	PT.6533 Y	141221.254	X	2394053.558	PT.6626 Y	137207.347	X	2393763.432	PT.6731 Y	138487.777	X	2393665.289	PT.6817 Y	131944.554	X	2392574.717
PT.6459 Y	137424.508	X	2393517.527	PT.6534 Y	141341.834	X	2394222.960	PT.6627 Y	147793.138	X	2394431.782	PT.6732 Y	127093.342	X	2392514.408	PT.6818 Y	131958.675	X	2392279.839
PT.6460 Y	138084.746	X	2393523.704	PT.6535 Y	141568.486	X	2394580.744	PT.6628 Y	147795.975	X	2394889.726	PT.6733 Y	127379.873	X	2392546.110	PT.6819 Y	132140.539	X	2392227.725
PT.6461 Y	138584.190	X	2393493.242	PT.6536 Y	141802.661	X	2394592.713	PT.6629 Y	145650.431	X	2394595.259	PT.6734 Y	127368.327	X	2392509.794	PT.6820 Y	132200.458	X	2391866.190
PT.6462 Y	138784.449	X	2393504.051	PT.6537 Y	142112.587	X	2394674.419	PT.6630 Y	145725.293	X	2394439.725	PT.6735 Y	127435.231	X	2392301.751	PT.6821 Y	132189.510	X	2391923.355
PT.6463 Y	139482.792	X	2393419.416	PT.6538 Y	142361.722	X	2394703.512	PT.6631 Y	145725.293	X	2394439.725	PT.6736 Y	127435.231	X	2392301.751	PT.6822 Y	132189.510	X	2391923.355
PT.6464 Y	139846.174	X	2393401.805	PT.6539 Y	142361.722	X	2394703.512	PT.6632 Y	137350.825	X	2394123.787	PT.6737 Y	127435.231	X	2392301.751	PT.6823 Y	132189.510	X	2391923.355
PT.6465 Y	139946.030	X	2393394.713	PT.6540 Y	142361.722	X	2394703.512	PT.6633 Y	137350.825	X	2394123.787	PT.6738 Y	127435.231	X	2392301.751	PT.6824 Y	132189.510	X	2391923.355
PT.6466 Y	140304.237	X	2393412.216	PT.6541 Y	142361.722	X	2394703.512	PT.6634 Y	147801.266	X	2394721.652	PT.6739 Y	127188.444	X	2392552.818	PT.6825 Y	132189.510	X	2391923.355
PT.6467 Y	140446.157	X	2393426.798	PT.6542 Y	142361.722	X	2394703.512	PT.6635 Y	147801.266	X	2394721.652	PT.6740 Y	127188.444	X	2392552.818	PT.6826 Y	132189.510	X	2391923.355
PT.6468 Y	140809.845	X	2393542.715	PT.6543 Y	142361.722	X	2394703.512	PT.6636 Y	151484.593	X	2394002.770	PT.6741 Y	127188.444	X	2392552.818	PT.6827 Y	132189.510	X	2391923.355
PT.6469 Y	141214.735	X	2393803.677	PT.6544 Y	142361.722	X	2394703.512	PT.6637 Y	126410.551	X	2391700.974	PT.6742 Y	141762.814	X	2394573.499	PT.6828 Y	132189.510	X	2391923.355
PT.6470 Y	141350.914	X	2393951.527	PT.6545 Y	142361.722	X	2394703.512	PT.6638 Y	126426.683	X	2391976.502	PT.6743 Y	142510.657	X	2394314.965	PT.6829 Y	132189.510	X	2391923.355
PT.6471 Y	141471.494	X	2394120.929	PT.6546 Y	142361.722	X	2394703.512	PT.6639 Y	126797.882	X	2392187.838	PT.6744 Y	142587.630	X	2394313.109	PT.6830 Y	132189.510	X	2391923.355
PT.6472 Y	141634.335	X	2394294.223	PT.6547 Y	142361.722	X	2394703.512	PT.6640 Y	127091.970	X	2392810.345	PT.6745 Y	142587.630	X	2394313.109	PT.6831 Y	132189.510	X	2391923.355
PT.6473 Y	141869.622	X	2394447.409	PT.6548 Y	142361.722	X	2394703.512	PT.6641 Y	127120.639	X	2392836.650	PT.6746 Y	142587.630	X	2394313.109	PT.6832 Y	132189.510	X	2391923.355
PT.6474 Y	142046.293	X	2394511.247	PT.6549 Y	142361.722	X	2394703.512	PT.6642 Y	126425.949	X	2391753.351	PT.6747 Y	142587.630	X	2394313.109	PT.6833 Y	132189.510	X	2391923.355
PT.6475 Y	142146.718	X	2394529.166	PT.6550 Y	142361.722	X	2394703.512	PT.6643 Y	129203.363	X	2392157.381	PT.6748 Y	142587.630	X	2394313.109	PT.6834 Y	132189.510	X	2391923.355
PT.6476 Y	142177.810	X	2393867.334	PT.6551 Y	142361.722	X	2394703.512	PT.6644 Y	126642.678	X</									

NOTE:  
EXISTING CTH JJ R/W ESTABLISHED FROM  
WDOT R/W PROJECT NUMBER 6550-1-2L  
EXISTING PENDLETON ROAD R/W ESTABLISHED  
FROM GOVERNMENT LAND LINES.

TLE COURSES

(B)	S89°02'24"W	10.00'
(C)	N06°59'57"W	107.81'
(D)	S01°35'41"E	127.91'
(E)	S00°47'38"W	163.38'
(F)	S78°55'45"E	14.29'
(G)	S76°39'09"W	32.73'

RDE COURSE

(DD)	N38°23'37"E	335.46'
(EE)	N50°01'20"E	101.33'
(FF)	N50°01'20"E	200.04'

R/W COURSES

(10)	N00°57'36"W	191.05'	G
(11)	N54°33'47"E	59.16'	G
(12)	N30°47'02"W	62.09'	
(13)	N06°33'56"E	68.72'	G
(14)	N63°49'06"E	139.88'	
(15)	N36°17'35"E	41.34'	
(16)	N04°41'50"W	68.97'	
(17)	N87°20'02"W	65.79'	
(18)	S76°39'09"W	128.47'	
(19)	N00°57'36"W	173.30'	
(20)	N03°49'20"W	74.16'	
(21)	N02°23'28"W	284.06'	
(25)	S00°02'06"W	74.33'	
(26)	S18°49'39"E	111.89'	
(27)	S20°17'37"W	34.52'	
(28)	S00°02'06"W	66.00'	
(29)	N73°37'00"E	54.60'	
(30)	N50°59'23"E	271.99'	
(31)	N54°33'47"E	139.83'	
(44)	N54°33'47"E	80.66'	G

(192)	S03°03'05"W	175.71'
(194)	S58°28'02"W	101.12'
(195)	N08°37'05"E	129.71'
(196)	N03°01'33"W	160.47'
(256)	S50°01'20"W	301.37'
(257)	S22°16'29"W	145.23'
(258)	S52°47'56"W	100.12'
(259)	S47°04'27"W	200.25'
(260)	S48°32'16"W	156.32'
(261)	S19°35'46"W	85.44'

SIGN NUMBER	OFF PREMISE SIGN OWNER
3-1	MALCHOW
E-1	KNOLL

CURVE DATA - PLE

CURVE "A"		CURVE "B"	
Δ= 90°00'00"	R= 30.00'	Δ= 100°35'36"	R= 55.00'
T= 30.00'	L= 47.12'	T= 79.42'	L= 106.16'
LC= 42.43'	LCB= N45°57'36"W	LC= 90.43'	LCB= S56°15'24"E

CURVE DATA - CTH CB

P.I. STA. 206+16.35	Y= 127340.580
X= 2392250.246	Δ= -2°51'45"
D= 1°00'08"	R= 5717.58'
T= 142.85'	L= 285.64'
PC= STA. 204+73.30	PT= STA. 207+58.94
LC= 285.67'	LCB= N02°23'28"W

CURVE DATA - CTH JJ

P.I. STA. 209+76.55	Y= 127700.214
X= 2392250.218	Δ= 2°51'45"
D= 0°59'52"	R= 5741.58'
T= 143.45'	L= 286.84'
PC= STA. 208+33.10	PT= STA. 211+19.94
LC= 286.87'	LCB= N02°23'28"W

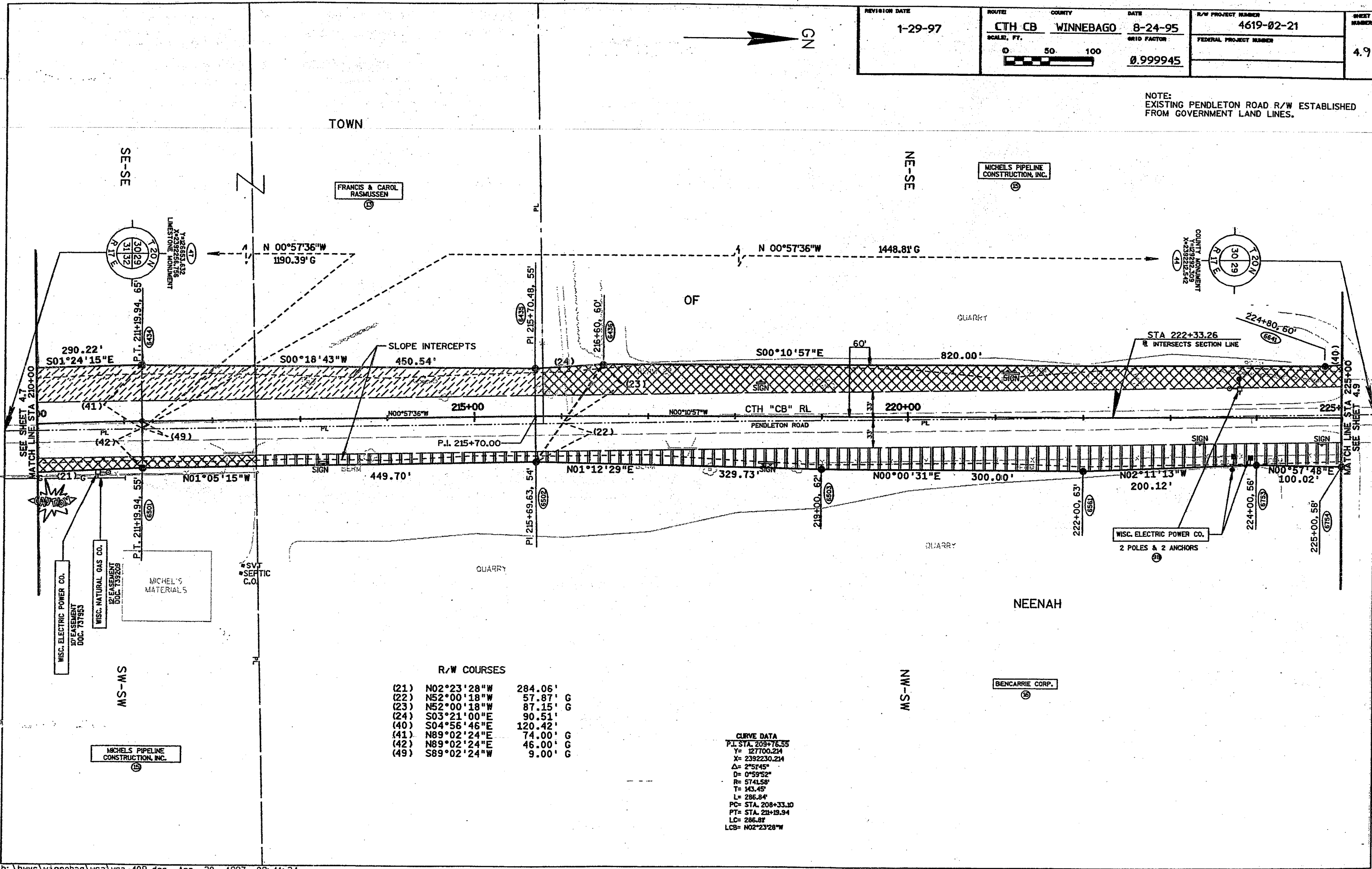
  

CURVE DATA - CTH JJ

P.I. STA. 20+21.33	Y= 126932.289
X= 2392269.979	Δ= 18°30'37"
D= 6°15'	R= 916.73'
T= 149.38'	L= 296.16'
PC= STA. 18+71.95	PT= STA. 21+68.11
LC= 294.88'	LCB= N59°11'30"E

REVISION DATE 1-29-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.9
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

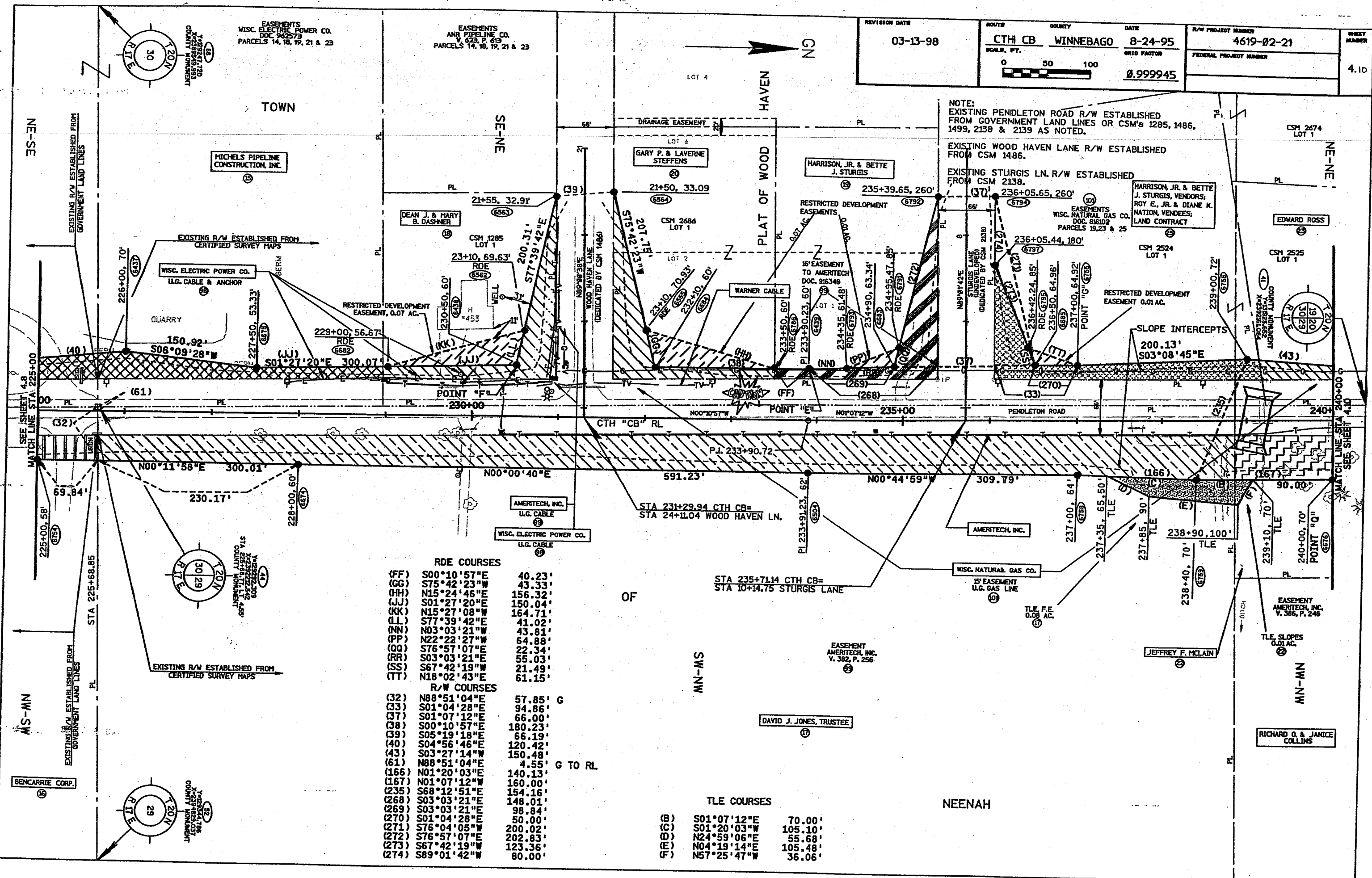
NOTE:  
EXISTING PENDLETON ROAD R/W ESTABLISHED  
FROM GOVERNMENT LAND LINES.



R/W COURSES

(21)	N02°23'28"W	284.06'	
(22)	N52°00'18"W	57.87'	G
(23)	N52°00'18"W	87.15'	G
(24)	S03°21'00"E	90.51'	
(40)	S04°56'46"E	120.42'	
(41)	N89°02'24"E	74.00'	G
(42)	N89°02'24"E	46.00'	G
(49)	S89°02'24"W	9.00'	G

CURVE DATA  
 P.I. STA. 209+76.55  
 Y= 127700.214  
 X= 2392230.214  
 Δ= 2°51'45"  
 D= 0°59'52"  
 R= 5741.58'  
 T= 143.45'  
 L= 286.84'  
 PC= STA. 208+33.10  
 PT= STA. 211+19.94  
 LC= 286.84'  
 LCB= N02°23'28"W



NOTE:  
EXISTING PENDLETON ROAD R/W ESTABLISHED FROM GOVERNMENT LAND LINES OR CSM'S 1285, 1486, 1499, 2138 & 2139 AS NOTED.  
EXISTING WOOD HAVEN LANE R/W ESTABLISHED FROM CSM 1486.  
EXISTING STURGIS LN. R/W ESTABLISHED FROM CSM 2138.  
HARRISON, JR. & BETTE J. STURGIS, VENDORS; ROY E. JR. & DIANE K. NATION, VENDEES; LAND CONTRACT  
WISC. NATURAL GAS CO. DOC. 81602 PARCELS 19, 23 & 25  
EDWARD ROSS  
CSM 254 LOT 1  
CSM 255 LOT 1  
COUNTY MONUMENT 1920 30129  
SLOPE INTERCEPTS  
200.13' S03°08'45"E  
RESTRICTED DEVELOPMENT EASEMENT 0.01 AC.  
RESTRICTED DEVELOPMENT EASEMENT 0.07 AC.  
15' EASEMENT TO AMERITECH, INC. DOC. 916348  
WARNER CABLE  
WISC. NATURAL GAS CO. 15' EASEMENT U.G. GAS LINE  
AMERITECH, INC. U.G. CABLE  
AMERITECH, INC. U.G. CABLE  
JEFFREY F. MCCLAIN  
RICHARD O. & JANICE COLLINS

RDE COURSES

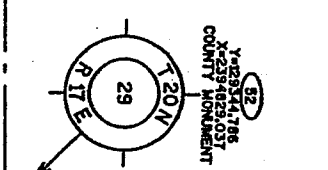
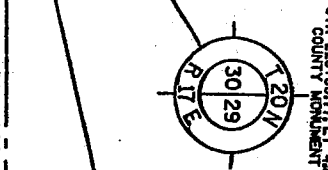
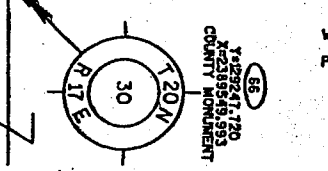
(FF)	S00°10'57"E	40.23'
(GG)	S75°42'23"W	43.33'
(HH)	N15°24'46"E	156.32'
(JJ)	S01°27'20"E	150.04'
(KK)	N15°27'08"W	164.71'
(LL)	S77°39'42"E	41.02'
(NN)	N03°03'21"W	43.81'
(PP)	N22°22'27"W	64.88'
(QQ)	S76°57'07"E	22.34'
(RR)	S03°03'21"E	55.03'
(SS)	S67°42'19"W	21.49'
(TT)	N18°02'43"E	61.15'

R/W COURSES

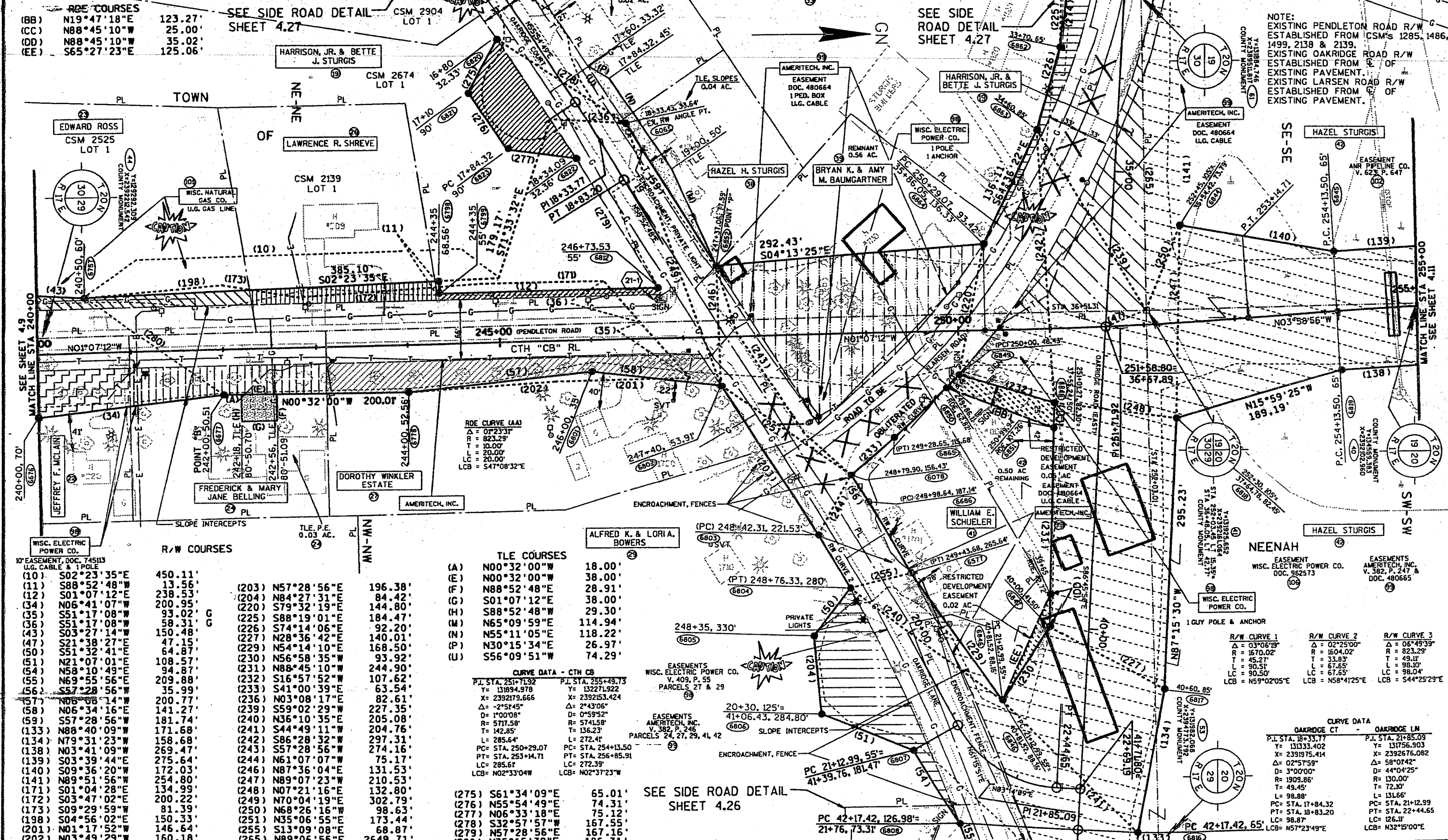
(32)	N88°51'04"E	57.85'	G
(33)	S01°04'28"E	94.86'	
(37)	S01°07'12"E	66.00'	
(38)	S00°10'57"E	180.23'	
(39)	S05°19'18"E	66.19'	
(40)	S04°56'46"E	120.42'	
(43)	S03°27'14"W	150.48'	
(61)	N88°51'04"E	4.55'	G TO RL
(166)	N01°20'03"E	140.13'	
(167)	N01°07'12"W	160.00'	
(235)	S68°12'51"E	154.16'	
(268)	S03°03'21"E	148.01'	
(269)	S03°03'21"E	98.84'	
(270)	S01°04'28"E	50.00'	
(271)	S76°04'05"W	200.02'	
(272)	S76°57'07"E	202.83'	
(273)	S67°42'19"W	123.36'	
(274)	S89°01'42"W	80.00'	

TLE COURSES

(B)	S01°07'12"E	70.00'
(C)	S01°20'03"W	105.10'
(D)	N24°59'06"E	55.68'
(E)	N04°19'14"E	105.48'
(F)	N57°25'47"W	36.06'



STA 231+29.94 CTH CB=  
STA 24+11.04 WOOD HAVEN LN.  
STA 235+71.14 CTH CB=  
STA 10+14.75 STURGIS LANE



**RDE COURSES**

(BB)	N19°47'18"E	123.27'
(CC)	N88°45'10"W	25.00'
(DD)	N88°45'10"W	35.02'
(EE)	S65°27'23"E	125.06'

SEE SIDE ROAD DETAIL SHEET 4.27

SEE SIDE ROAD DETAIL SHEET 4.27

NOTE:  
 EXISTING PENDLETON ROAD R/W ESTABLISHED FROM CSM'S 1285, 1486, 1499, 2138 & 2139.  
 EXISTING OAKRIDGE ROAD R/W ESTABLISHED FROM C OF EXISTING PAVEMENT.  
 EXISTING LARSEN ROAD R/W ESTABLISHED FROM C OF EXISTING PAVEMENT.

**R/W COURSES**

(10)	S02°23'35"E	450.11'
(11)	S88°52'48"W	13.56'
(12)	S01°07'12"E	238.53'
(34)	N06°41'07"W	200.95'
(35)	S51°17'08"W	93.02'
(36)	S51°17'08"W	58.31'
(43)	S03°27'14"W	150.48'
(47)	S21°38'27"E	47.15'
(50)	S51°32'41"E	64.87'
(51)	N21°07'01"E	108.57'
(54)	N58°10'49"E	94.87'
(55)	N69°55'56"E	209.88'
(56)	S57°28'56"W	35.99'
(57)	N06°08'14"W	200.77'
(58)	N06°34'16"E	141.27'
(59)	S57°28'56"W	181.74'
(133)	N88°40'09"W	171.68'
(134)	N79°31'23"W	158.68'
(138)	N03°41'09"W	269.47'
(139)	S03°39'44"E	275.64'
(140)	S09°36'20"W	172.03'
(141)	N89°51'56"W	254.80'
(171)	S01°04'28"E	134.99'
(172)	S03°47'02"E	200.22'
(173)	S09°29'59"W	81.39'
(198)	S04°56'02"E	150.33'
(201)	N01°17'52"W	146.64'
(202)	N03°49'29"W	160.18'

**TLE COURSES**

(A)	N00°32'00"W	18.00'
(E)	N00°32'00"W	38.00'
(F)	N88°52'48"E	28.91'
(G)	S01°07'12"E	38.00'
(H)	S88°52'48"W	29.30'
(M)	N65°09'59"E	114.94'
(N)	N55°11'05"E	118.22'
(P)	N30°15'34"E	26.97'
(U)	S56°09'51"W	74.29'

**CURVE DATA - CTH CB**

P.I. STA. 251+71.92	P.I. STA. 255+49.73
Y= 13894.978	Y= 132271.922
X= 2392179.666	X= 2392153.424
Δ= 2°51'45"	Δ= 2°43'06"
D= 1°00'08"	D= 0°59'52"
R= 5717.58'	R= 5741.58'
T= 142.85'	T= 136.23'
L= 285.64'	L= 272.41'
PC= STA. 250+29.07	PC= STA. 254+13.50
PT= STA. 253+14.71	PT= STA. 256+85.91
LC= 285.61'	LC= 272.39'
LCB= N02°33'04"W	LCB= N02°37'23"W

**R/W CURVE 1**

Δ= 03°06'19"	Δ= 02°25'00"	Δ= 06°49'39"
R= 1670.02'	R= 1604.02'	R= 823.29'
T= 45.27'	T= 33.83'	T= 49.11'
L= 90.51'	L= 67.65'	L= 98.10'
LC= 90.50'	LC= 67.65'	LC= 98.04'
LCB= N59°02'05"E	LCB= N58°41'25"E	LCB= S44°25'29"E

**R/W CURVE 2**

Δ= 03°06'19"	Δ= 02°25'00"	Δ= 06°49'39"
R= 1670.02'	R= 1604.02'	R= 823.29'
T= 45.27'	T= 33.83'	T= 49.11'
L= 90.51'	L= 67.65'	L= 98.10'
LC= 90.50'	LC= 67.65'	LC= 98.04'
LCB= N59°02'05"E	LCB= N58°41'25"E	LCB= S44°25'29"E

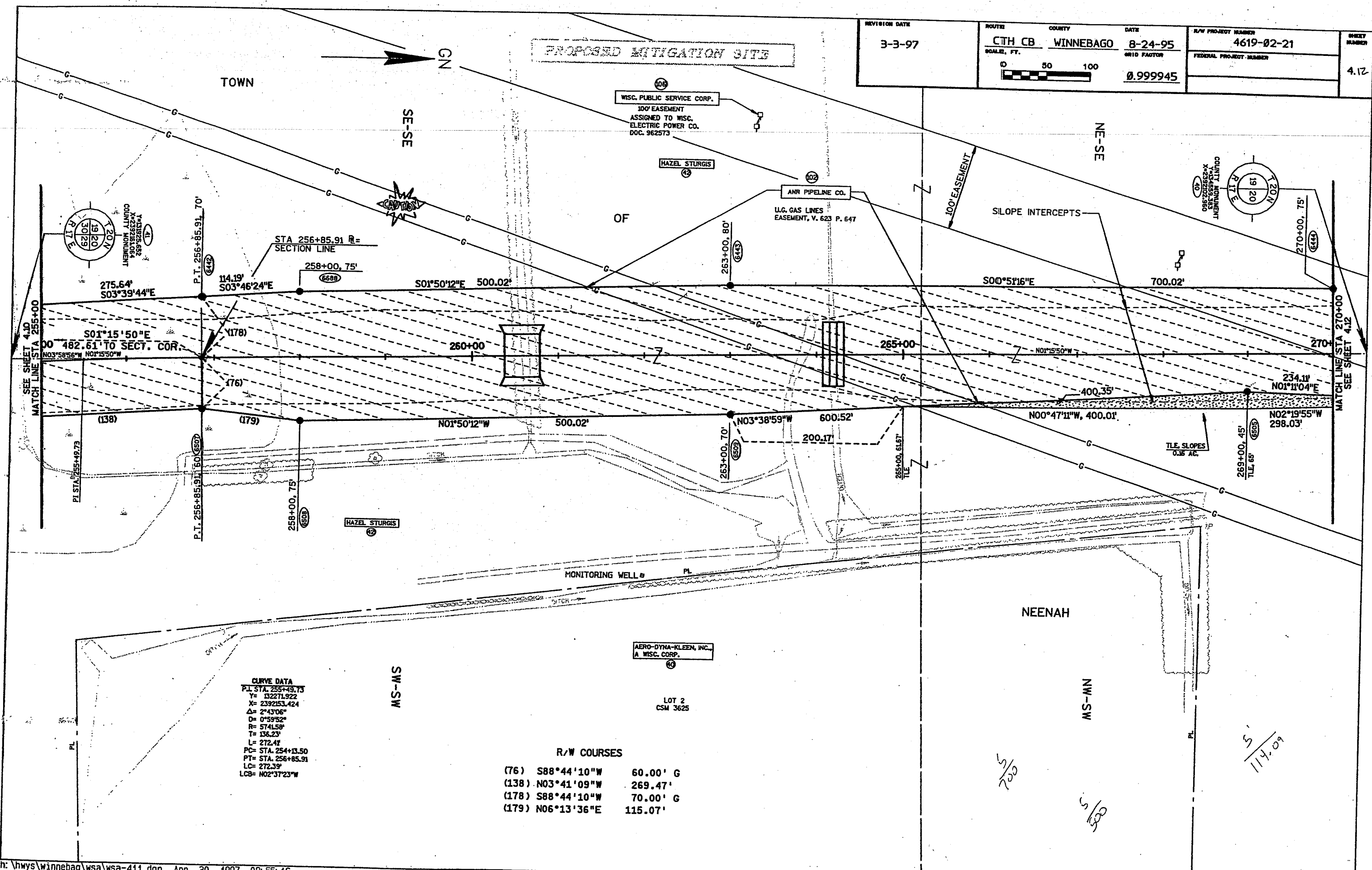
**R/W CURVE 3**

Δ= 03°06'19"	Δ= 02°25'00"	Δ= 06°49'39"
R= 1670.02'	R= 1604.02'	R= 823.29'
T= 45.27'	T= 33.83'	T= 49.11'
L= 90.51'	L= 67.65'	L= 98.10'
LC= 90.50'	LC= 67.65'	LC= 98.04'
LCB= N59°02'05"E	LCB= N58°41'25"E	LCB= S44°25'29"E

**CURVE DATA - OAKRIDGE LN**

P.I. STA. 18+33.77	P.I. STA. 21+85.09
Y= 13133.402	Y= 131756.303
X= 2391975.414	X= 2392676.082
Δ= 02°57'59"	Δ= 58°07'42"
D= 3°00'00"	D= 44°04'25"
R= 1909.86'	R= 130.00'
T= 49.45'	T= 72.50'
L= 98.88'	L= 131.66'
PC= STA. 17+84.32	PC= STA. 21+42.99
PT= STA. 18+83.20	PT= STA. 22+44.65
LC= 98.87'	LC= 126.11'
LCB= N57°23'49"E	LCB= N32°15'00"E

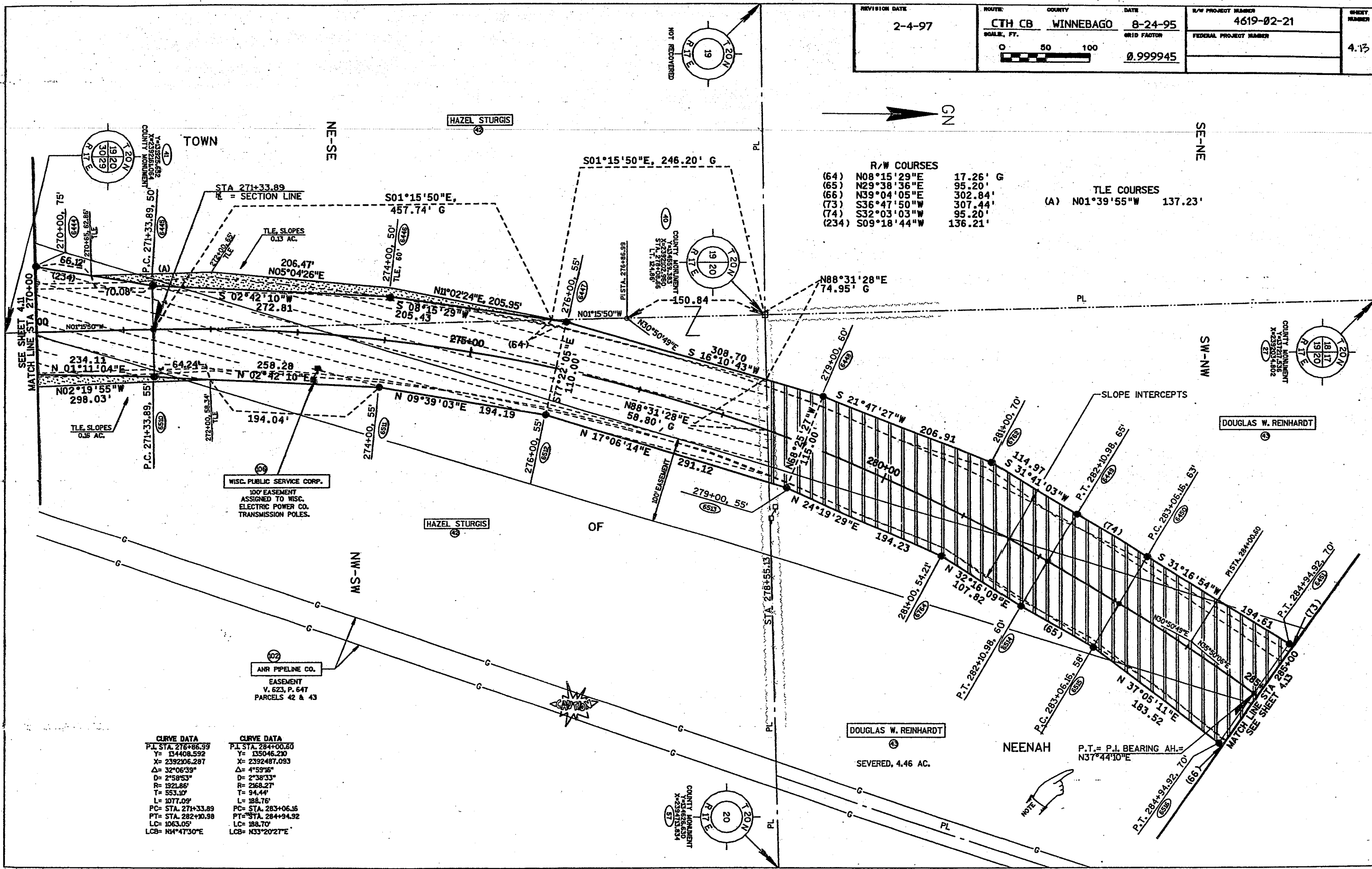
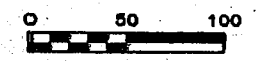
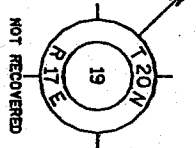
REVISION DATE 3-3-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.12
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	



**CURVE DATA**  
 P.I. STA. 255+49.73  
 Y= 132271.922  
 X= 2392153.424  
 Δ= 2°43'06"  
 D= 0°59'52"  
 R= 5741.58'  
 T= 136.23'  
 L= 272.41'  
 PC= STA. 254+13.50  
 PT= STA. 256+85.91  
 LC= 272.39'  
 LCB= N02°37'23"W

**R/W COURSES**

(76)	S88°44'10"W	60.00' G
(138)	N03°41'09"W	269.47'
(178)	S88°44'10"W	70.00' G
(179)	N06°13'36"E	115.07'



R/W COURSES

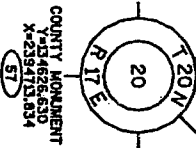
(64)	N08°15'29"E	17.26' G
(65)	N29°38'36"E	95.20'
(66)	N39°04'05"E	302.84'
(73)	S36°47'50"W	307.44'
(74)	S32°03'03"W	95.20'
(234)	S09°18'44"W	136.21'

TLE COURSES

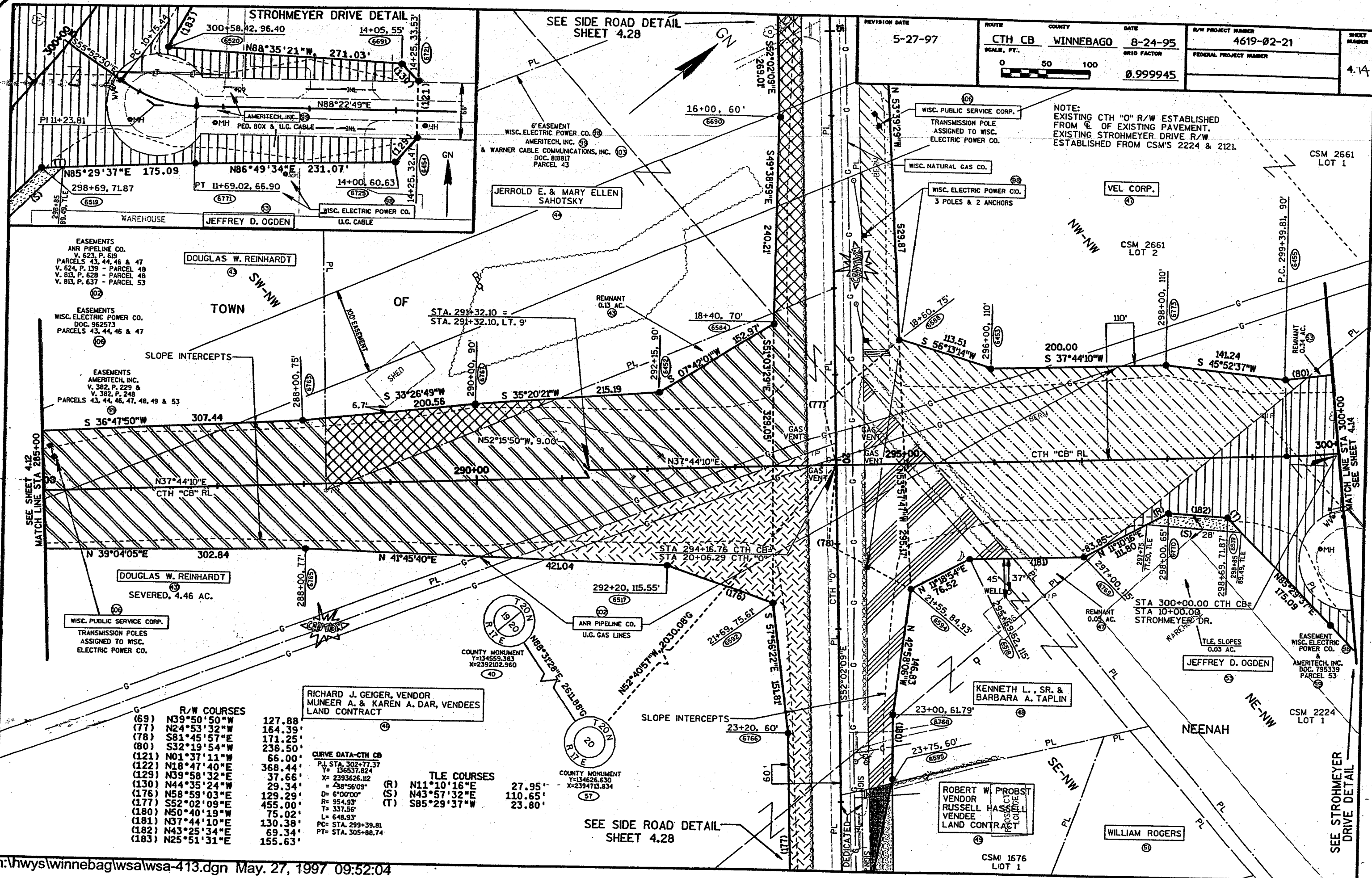
(A)	N01°39'55"W	137.23'
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CURVE DATA

P.L. STA. 276+86.59	Y= 134408.592	X= 239206.287	Δ= 32°06'39"	D= 2°58'53"	R= 1921.86'	T= 553.10'	L= 1077.09'	PC= STA. 271+33.89	PT= STA. 282+30.98	LC= 1063.05'	LCB= N4°47'30"E
P.L. STA. 284+00.60	Y= 135046.290	X= 2392487.093	Δ= 4°59'16"	D= 2°38'33"	R= 2168.27'	T= 94.44'	L= 188.76'	PC= STA. 283+06.16	PT= STA. 284+94.92	LC= 188.70'	LCB= N33°20'27"E

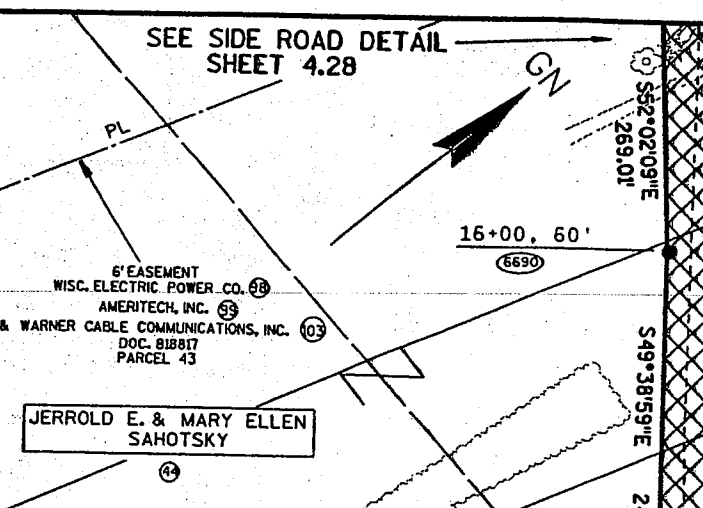
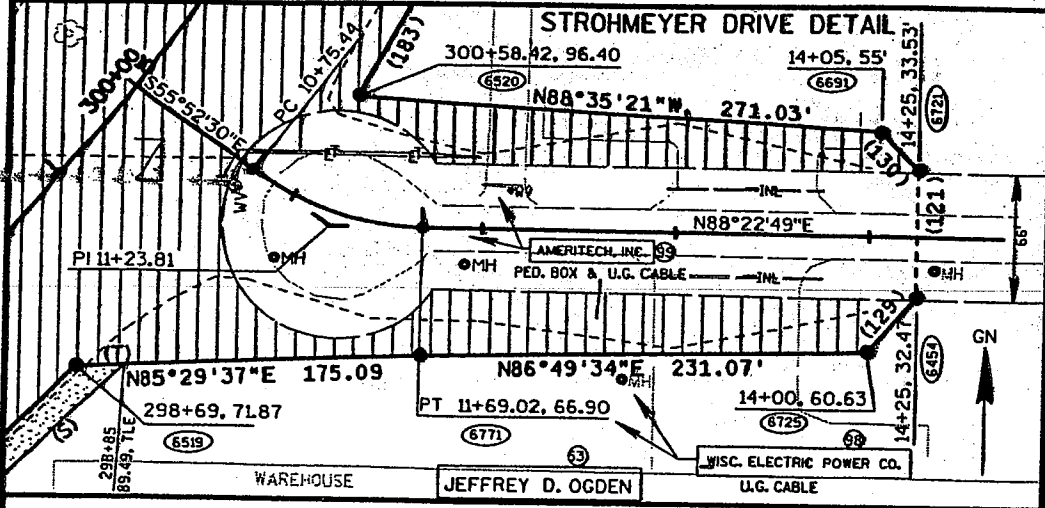






REVISION DATE 5-27-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.14
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

NOTE:  
EXISTING CTH "0" R/W ESTABLISHED FROM  $\frac{1}{2}$  OF EXISTING PAVEMENT. EXISTING STROHMEYER DRIVE R/W ESTABLISHED FROM CSM'S 2224 & 2121.



EASEMENTS  
ANR PIPELINE CO.  
V. 623, P. 619  
PARCELS 43, 44, 46 & 47  
V. 624, P. 139 - PARCEL 48  
V. 813, P. 628 - PARCEL 48  
V. 813, P. 637 - PARCEL 53

EASEMENTS  
WISC. ELECTRIC POWER CO.  
DOC. 962573  
PARCELS 43, 44, 46 & 47

EASEMENTS  
AMERITECH, INC.  
V. 382, P. 229 &  
V. 382, P. 248  
PARCELS 43, 44, 46, 47, 48, 49 & 53

SLOPE INTERCEPTS

DOUGLAS W. REINHARDT  
SEVERED, 4.46 AC.

WISC. PUBLIC SERVICE CORP.  
TRANSMISSION POLES  
ASSIGNED TO WISC.  
ELECTRIC POWER CO.

RICHARD J. GEIGER, VENDOR  
MUNEER A. & KAREN A. DAR, VENDEES  
LAND CONTRACT

R/W COURSES		
(69)	N39°50'50"W	127.88'
(77)	N24°53'32"W	164.39'
(78)	S81°45'57"E	171.25'
(80)	S32°19'54"W	236.50'
(121)	N01°37'11"W	66.00'
(122)	N18°47'40"E	368.44'
(129)	N39°58'32"E	29.34'
(130)	N44°35'24"W	37.66'
(176)	N58°59'03"E	129.29'
(177)	S52°02'09"E	455.00'
(180)	N50°40'19"W	75.02'
(181)	N37°44'10"E	130.38'
(182)	N43°25'34"E	69.34'
(183)	N25°51'31"E	155.63'

CURVE DATA-CTH CB  
P.I. STA. 302+77.37  
Y=136537.824  
X=2393626.102  
R=438°56'09"  
D=6°00'00"  
R=954.93'  
T=337.56'  
L=648.93'  
PC=STA. 299+39.81  
PT=STA. 305+88.74

TILE COURSES		
(R)	N11°10'16"E	27.95'
(S)	N43°57'32"E	110.65'
(T)	S85°29'37"W	23.80'

SEE SIDE ROAD DETAIL  
SHEET 4.28

EASEMENTS  
AMERITECH, INC. (99)  
V. 382, P. 229 & P. 248  
PARCELS 47, 53, 54, 57, 58, 59, 61

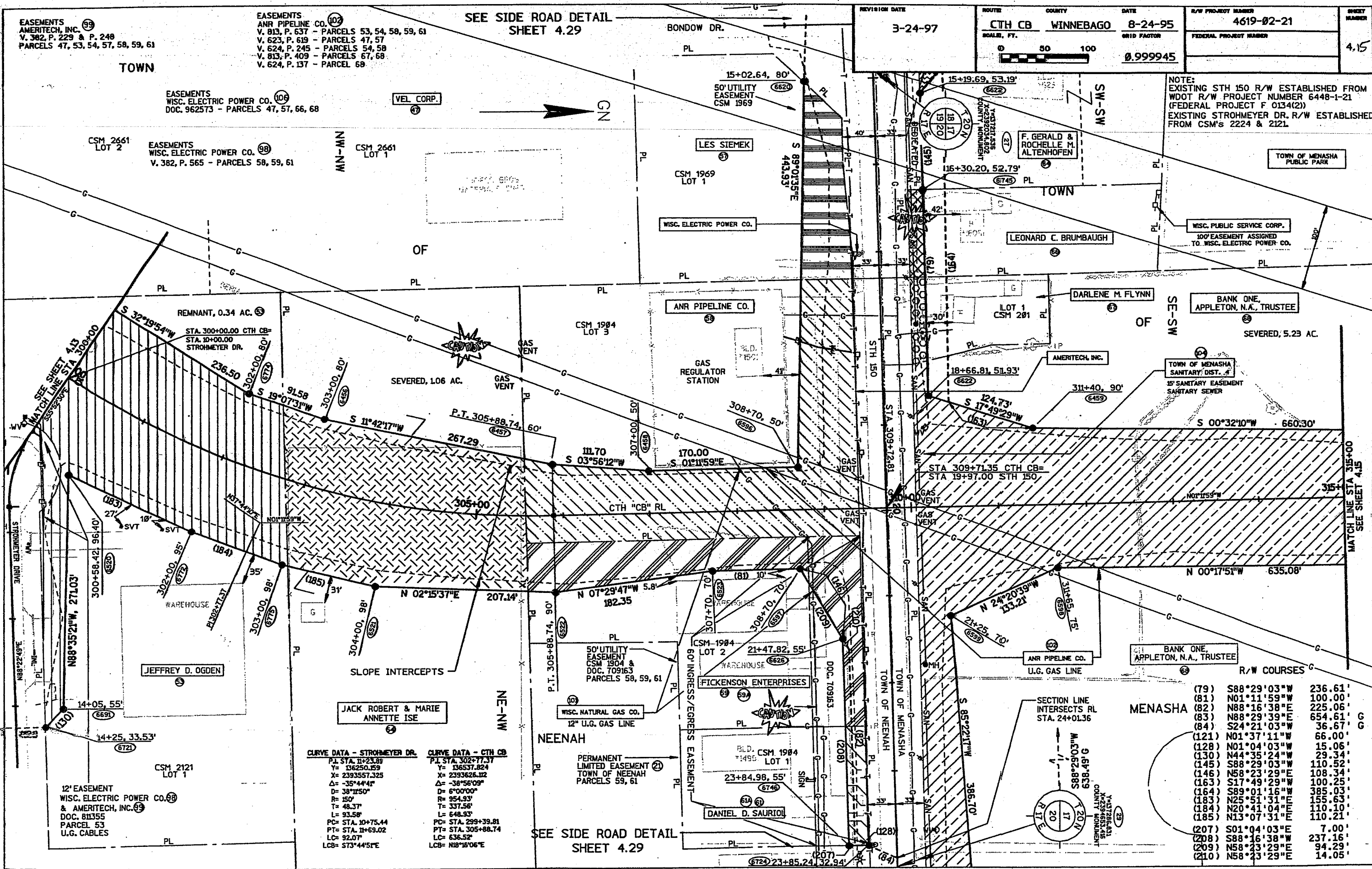
EASEMENTS  
ANR PIPELINE CO. (102)  
V. 813, P. 637 - PARCELS 53, 54, 58, 59, 61  
V. 623, P. 619 - PARCELS 47, 57  
V. 624, P. 245 - PARCELS 54, 58  
V. 813, P. 409 - PARCELS 67, 68  
V. 624, P. 137 - PARCEL 69

SEE SIDE ROAD DETAIL  
SHEET 4.29

REVISION DATE 3-24-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.15
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

EASEMENTS  
WISC. ELECTRIC POWER CO. (105)  
DOC. 962573 - PARCELS 47, 57, 66, 68

CSM 2661  
LOT 2  
EASEMENTS  
WISC. ELECTRIC POWER CO. (98)  
V. 382, P. 565 - PARCELS 58, 59, 61



NOTE:  
EXISTING STH 150 R/W ESTABLISHED FROM  
WDOT R/W PROJECT NUMBER 6448-1-21  
(FEDERAL PROJECT F 0134(2))  
EXISTING STROHMEYER DR. R/W ESTABLISHED  
FROM CSM's 2224 & 2121.

CURVE DATA - STROHMEYER DR.	CURVE DATA - CTH CB
P.L. STA. 11+23.87	P.L. STA. 302+77.37
Y= 136250.89	Y= 136537.824
X= 239357.325	X= 2393626.02
Δ= -35°44'41"	Δ= -38°56'09"
D= 38°11'50"	D= 6°00'00"
R= 150'	R= 954.53'
T= 48.37'	T= 337.58'
L= 93.58'	L= 648.93'
PC= STA. 10+75.44	PC= STA. 299+39.81
PT= STA. 11+69.02	PT= STA. 305+88.74
LC= 92.07'	LC= 636.52'
LCB= S73°44'51"E	LCB= N18°16'06"E

MENASHA	R/W COURSES	
(79)	S88°29'03"W	236.61'
(81)	N01°11'59"W	100.00'
(82)	N88°16'38"E	225.06'
(83)	N88°29'39"E	654.61'
(84)	S24°21'03"W	36.67'
(121)	N01°37'11"W	66.00'
(128)	N01°04'03"W	15.06'
(130)	N44°35'24"W	29.34'
(145)	S88°29'03"W	110.52'
(146)	N58°23'29"E	108.34'
(163)	S17°49'29"W	100.25'
(164)	S89°01'16"W	385.03'
(183)	N25°51'31"E	155.63'
(184)	N20°41'04"E	110.10'
(185)	N13°07'31"E	110.21'
(207)	S01°04'03"E	7.00'
(208)	S88°16'38"E	237.16'
(209)	N58°23'29"E	94.29'
(210)	N58°23'29"E	14.05'

TOWN

MS-MS

GN

REVISION DATE 1-4-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.16
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

187 ADDITION TO MARGEO ACRES EAST PLAT

R/W COURSES

(86)	S88°48'01"W	75.00'
(87)	N88°48'01"E	95.00'
(93)	N01°11'59"W	66.00'
(135)	N01°11'59"W	80.00'
(136)	N10°06'05"E	76.54'
(137)	N19°56'34"W	62.24'

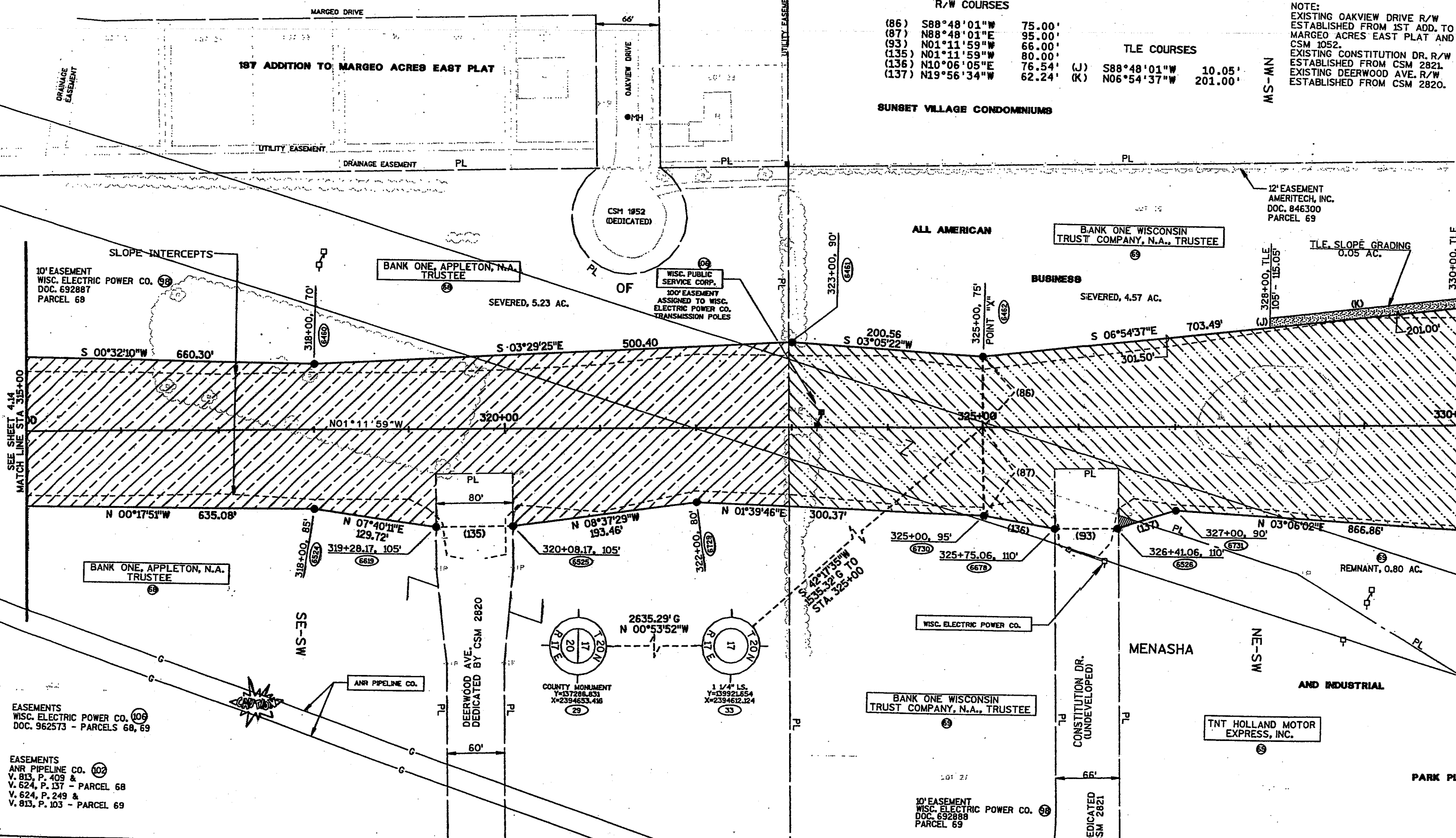
TLE COURSES

(J)	S88°48'01"W	10.05'
(K)	N06°54'37"W	201.00'

SUNSET VILLAGE CONDOMINIUMS

NOTE:  
EXISTING OAKVIEW DRIVE R/W ESTABLISHED FROM 1ST ADD. TO MARGEO ACRES EAST PLAT AND CSM 1052.  
EXISTING CONSTITUTION DR. R/W ESTABLISHED FROM CSM 2821.  
EXISTING DEERWOOD AVE. R/W ESTABLISHED FROM CSM 2820.

MS-MN



SEE SHEET 4.14  
MATCH LINE STA 315+00

MATCH LINE STA 330+00  
SEE SHEET 4.16

EASEMENTS  
WISC. ELECTRIC POWER CO. (106)  
DOC. 962573 - PARCELS 68, 69

EASEMENTS  
ANR PIPELINE CO. (102)  
V. 813, P. 409 &  
V. 624, P. 137 - PARCEL 68  
V. 624, P. 249 &  
V. 813, P. 103 - PARCEL 69

EASEMENTS  
WISC. ELECTRIC POWER CO. (106)  
DOC. 962573  
PARCELS 69, 71, 73

EASEMENTS  
ANR PIPELINE CO.  
V. 624, P. 249 &  
V. 813, P. 103  
PARCELS 69, 71

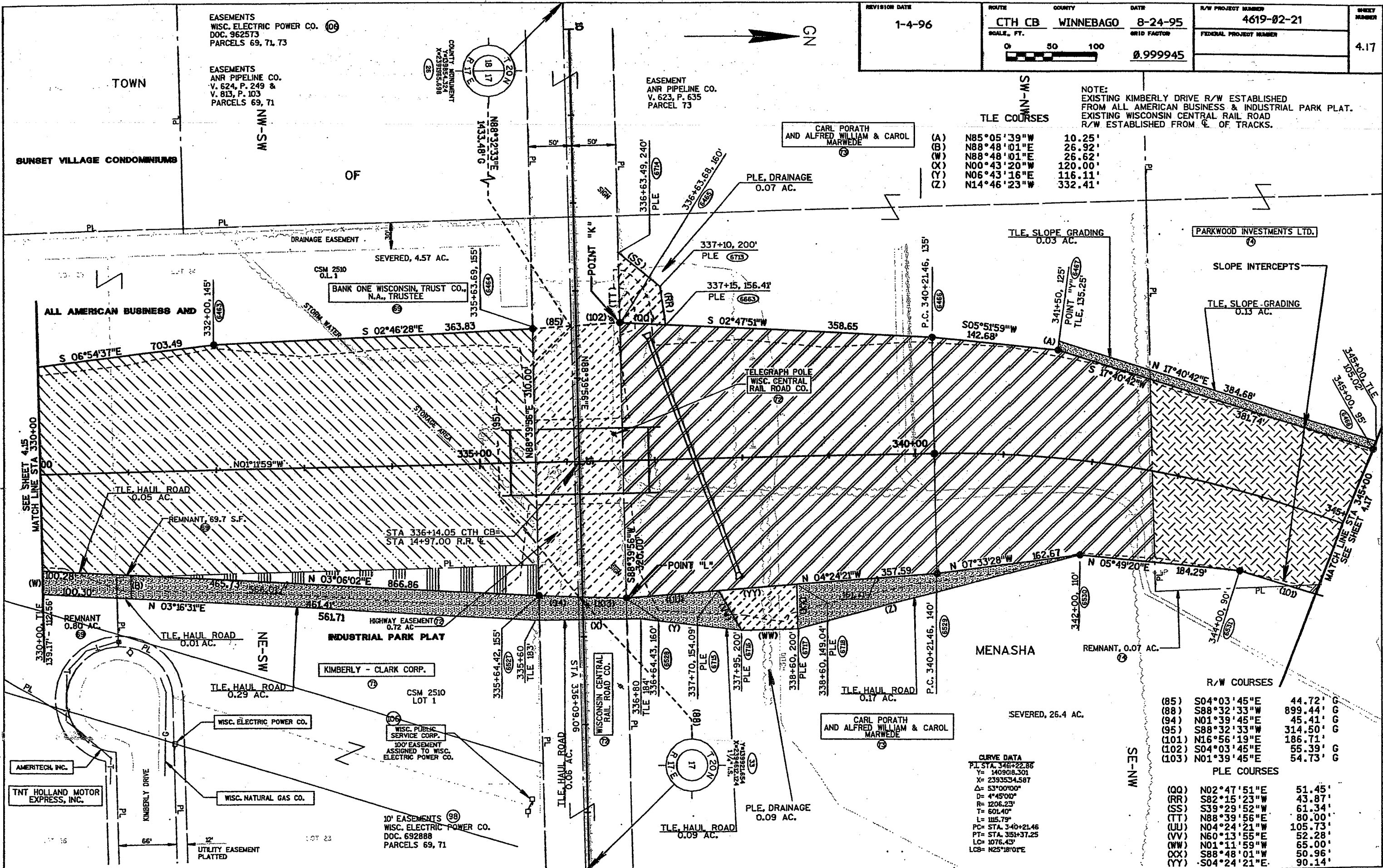
EASEMENT  
ANR PIPELINE CO.  
V. 623, P. 635  
PARCEL 73

REVISION DATE 1-4-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.17
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

TLE COURSES

(A)	N85°05'39"W	10.25'
(B)	N88°48'01"E	26.92'
(W)	N88°48'01"E	26.62'
(X)	N00°43'20"W	120.00'
(Y)	N06°43'16"E	116.11'
(Z)	N14°46'23"W	332.41'

NOTE:  
EXISTING KIMBERLY DRIVE R/W ESTABLISHED FROM ALL AMERICAN BUSINESS & INDUSTRIAL PARK PLAT.  
EXISTING WISCONSIN CENTRAL RAIL ROAD R/W ESTABLISHED FROM C. OF TRACKS.



R/W COURSES

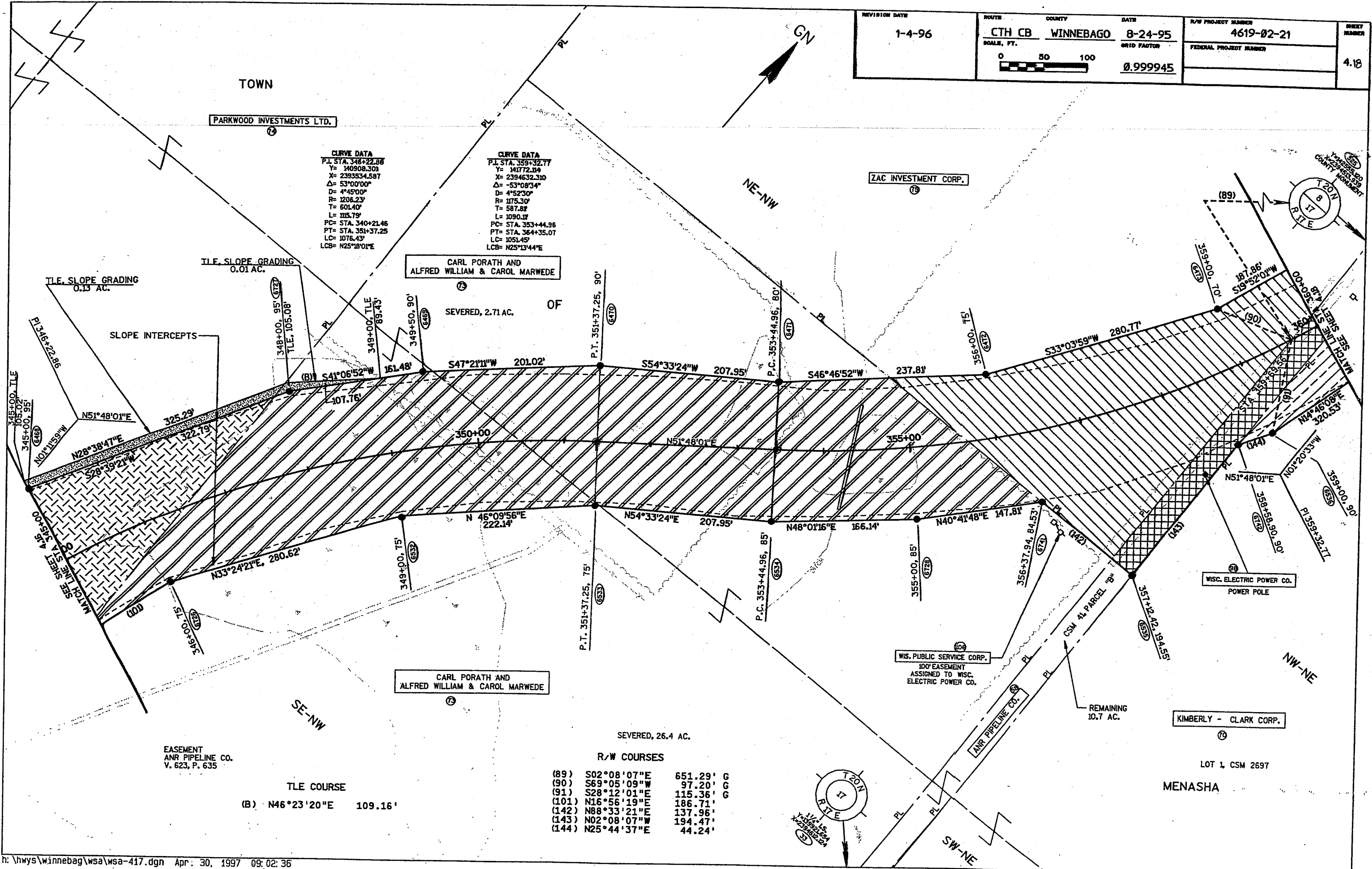
(85)	S04°03'45"E	44.72'	G
(88)	S88°32'33"W	899.44'	G
(94)	N01°39'45"E	45.41'	G
(95)	S88°32'33"W	314.50'	G
(101)	N16°56'19"E	186.71'	G
(102)	S04°03'45"E	55.39'	G
(103)	N01°39'45"E	54.73'	G

PLE COURSES

(QQ)	N02°47'51"E	51.45'
(RR)	S82°15'23"W	43.87'
(SS)	S39°29'52"W	61.34'
(TT)	N88°39'56"E	80.00'
(UU)	N04°24'21"W	105.73'
(VV)	N60°13'55"E	52.28'
(WW)	N01°11'59"W	65.00'
(XX)	S88°48'01"W	50.96'
(YY)	S04°24'21"E	90.14'

CURVE DATA  
P.I. STA. 346+22.86  
Y= 140908.301  
X= 2393534.587  
Δ= 53°00'00"  
R= 4°45'00"  
R= 1206.23'  
T= 601.40'  
L= 115.79'  
P.C. STA. 340+21.46  
P.T. STA. 351+37.25  
L.C. 1076.43'  
L.C.B. N25°18'07"E

REVISION DATE 1-4-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.18
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	



**CURVE DATA**  
 P.I. STA. 348+22.88  
 Y= 140908.301  
 X= 2393534.587  
 Δ= 53°00'00"  
 D= 4°45'00"  
 R= 1208.23'  
 T= 601.40'  
 L= 105.79'  
 PC= STA. 340+21.46  
 PT= STA. 351+37.25  
 LC= 1076.43'  
 LCB= N25°18'01"E

**CURVE DATA**  
 P.I. STA. 359+32.77  
 Y= 141772.84  
 X= 2394632.310  
 Δ= -53°08'34"  
 D= 4°52'30"  
 R= 1175.30'  
 T= 587.87'  
 L= 1090.11'  
 PC= STA. 353+44.96  
 PT= STA. 364+35.07  
 LC= 1051.45'  
 LCB= N25°13'44"E

**R/W COURSES**

(89)	S02°08'07"E	651.29'	G
(90)	S69°05'09"W	97.20'	G
(91)	S28°12'01"E	115.36'	G
(101)	N16°56'19"E	186.71'	
(142)	N88°33'21"E	137.96'	
(143)	N02°08'07"W	194.47'	
(144)	N25°44'37"E	44.24'	

**TLE COURSE**  
 (B) N46°23'20"E 109.16'

EASEMENTS  
 AMERITECH, INC. (99)  
 V. 876, P. 223 &  
 V. 950, P. 123 - PARCELS 76, 77, 78  
 V. 382, P. 234 - PARCELS 58, 71  
 DOC. 796639 - PARCEL 71

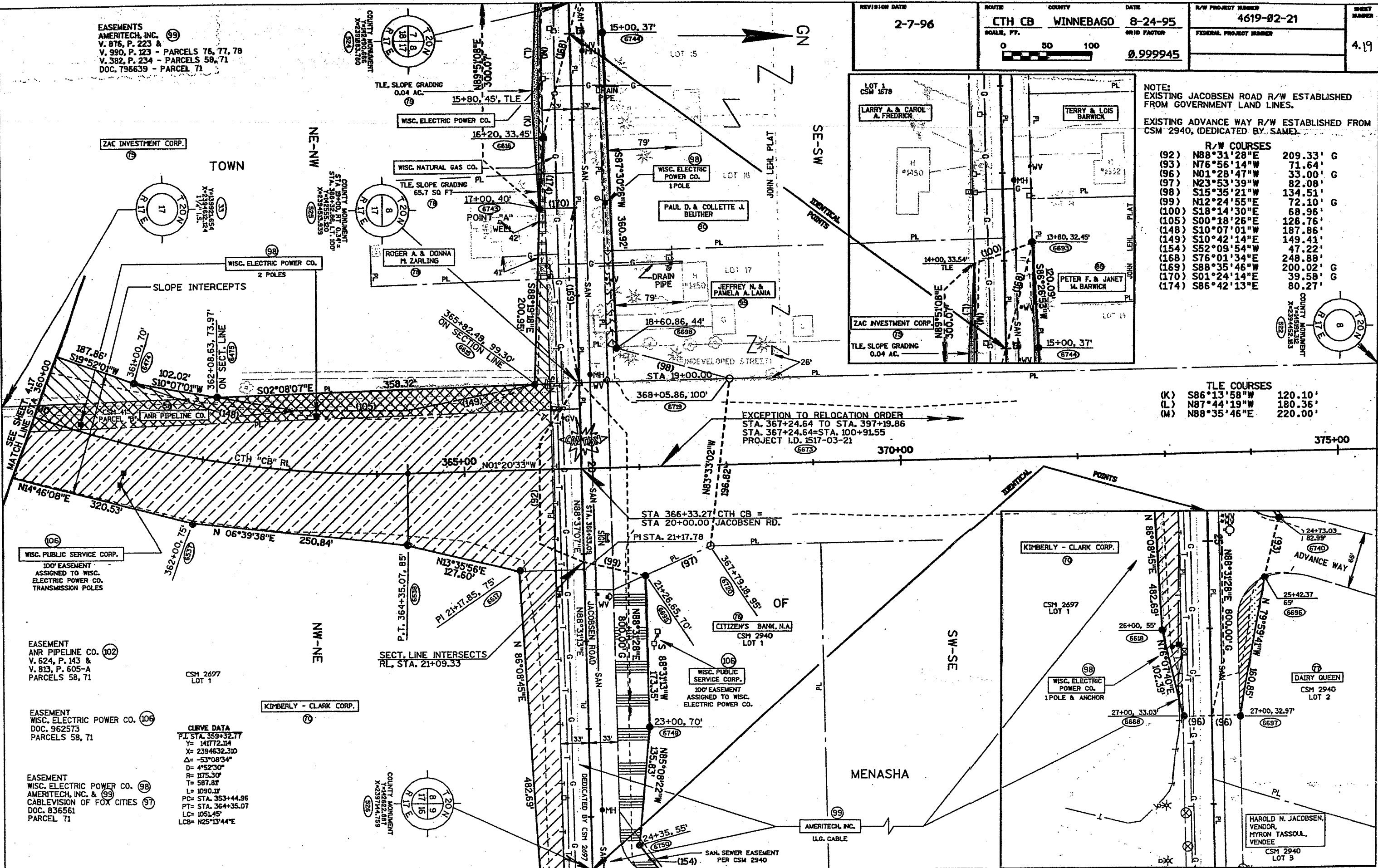
REVISION DATE 2-7-96	ROUTE CTH CB WINNEBAGO	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.19
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

NOTE:  
 EXISTING JACOBSEN ROAD R/W ESTABLISHED FROM GOVERNMENT LAND LINES.  
 EXISTING ADVANCE WAY R/W ESTABLISHED FROM CSM 2940, (DEDICATED BY SAME).

R/W COURSES		
(92)	N88°31'28"E	209.33' G
(93)	N76°56'14"W	71.64'
(96)	N01°28'47"W	33.00' G
(97)	N23°53'39"W	82.08'
(98)	S15°35'21"W	134.51'
(99)	N12°24'55"E	72.10' G
(100)	S18°14'30"E	68.96'
(105)	S00°18'26"E	128.76'
(148)	S10°07'01"W	187.86'
(149)	S10°42'14"E	149.41'
(154)	S52°09'54"W	47.22'
(168)	S76°01'34"E	248.88'
(169)	S88°35'46"W	200.02' G
(170)	S01°24'14"E	39.58' G
(174)	S86°42'13"E	80.27'

TLE COURSES		
(K)	S86°13'58"W	120.10'
(L)	N87°44'19"W	180.36'
(M)	N88°35'46"E	220.00'

CURVE DATA  
 P.I. STA. 353+32.77  
 Y= 141772.14  
 X= 2394632.310  
 Δ= -53°08'34"  
 D= 4°52'30"  
 T= 1175.30'  
 F= 587.81'  
 L= 1090.11'  
 PC= STA. 353+44.96  
 PT= STA. 364+35.07  
 LC= 1051.45'  
 LCB= N25°13'44"E

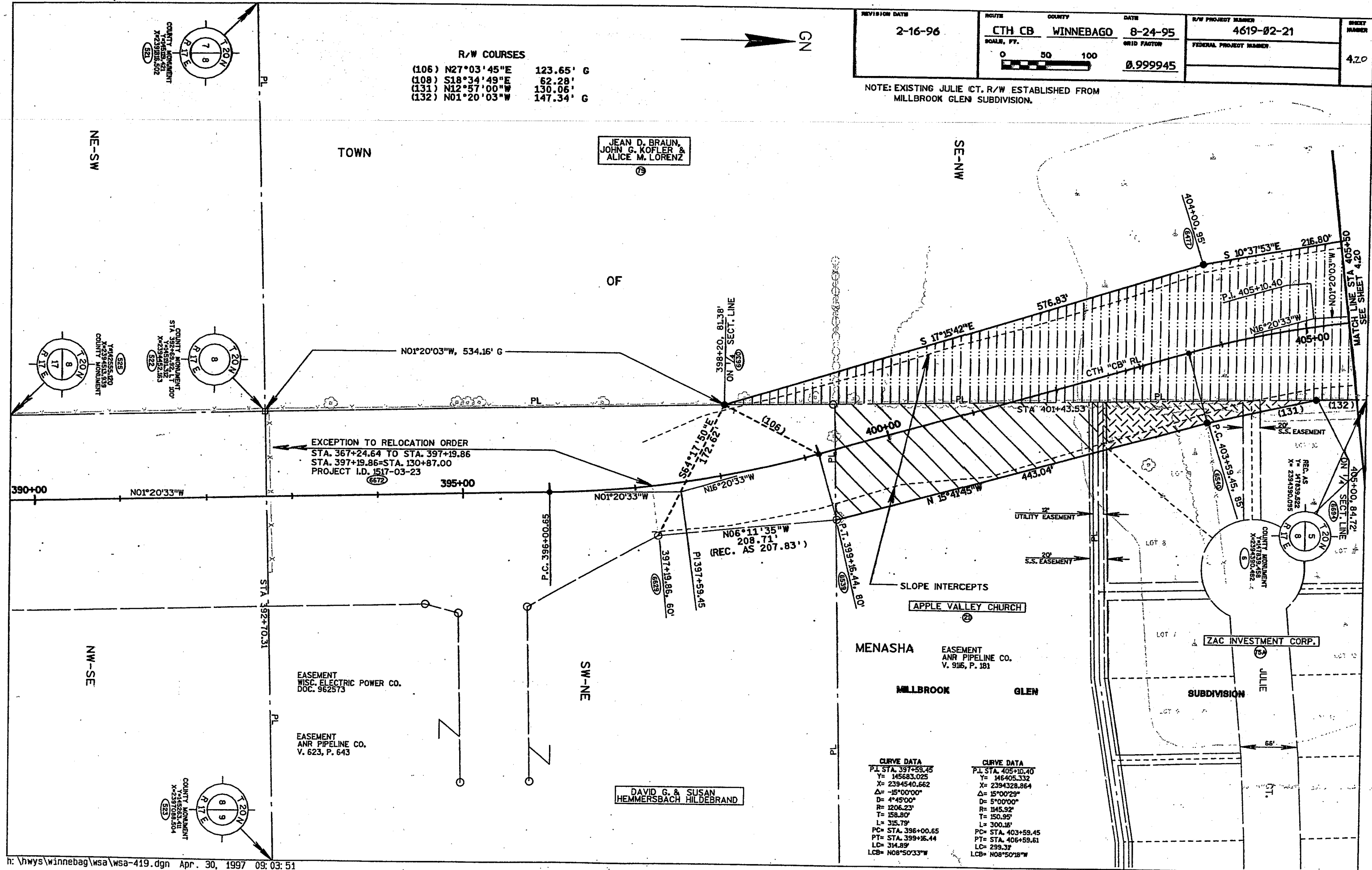


REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
2-16-96	CTH CB	WINNEBAGO	8-24-95	4619-02-21	4.20
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	0 50 100		0.999945		

NOTE: EXISTING JULIE CT. R/W ESTABLISHED FROM MILLBROOK GLEN SUBDIVISION.

R/W COURSES

(106)	N27°03'45"E	123.65'	G
(108)	S18°34'49"E	62.28'	
(131)	N12°57'00"W	130.06'	
(132)	N01°20'03"W	147.34'	G



CURVE DATA

PL STA.	397+59.45
Y=	145683.025
X=	2394540.662
Δ=	-15°00'00"
D=	4°45'00"
R=	1206.23'
T=	158.80'
L=	315.79'
PC=	STA. 396+00.65
PT=	STA. 399+16.44
LC=	314.89'
LCB=	N08°50'33"W

CURVE DATA

PL STA.	405+10.40
Y=	146405.332
X=	2384328.864
Δ=	15°00'29"
D=	5°00'00"
R=	1145.92'
T=	150.95'
L=	300.16'
PC=	STA. 403+59.45
PT=	STA. 406+59.61
LC=	299.33'
LCB=	N08°50'18"W

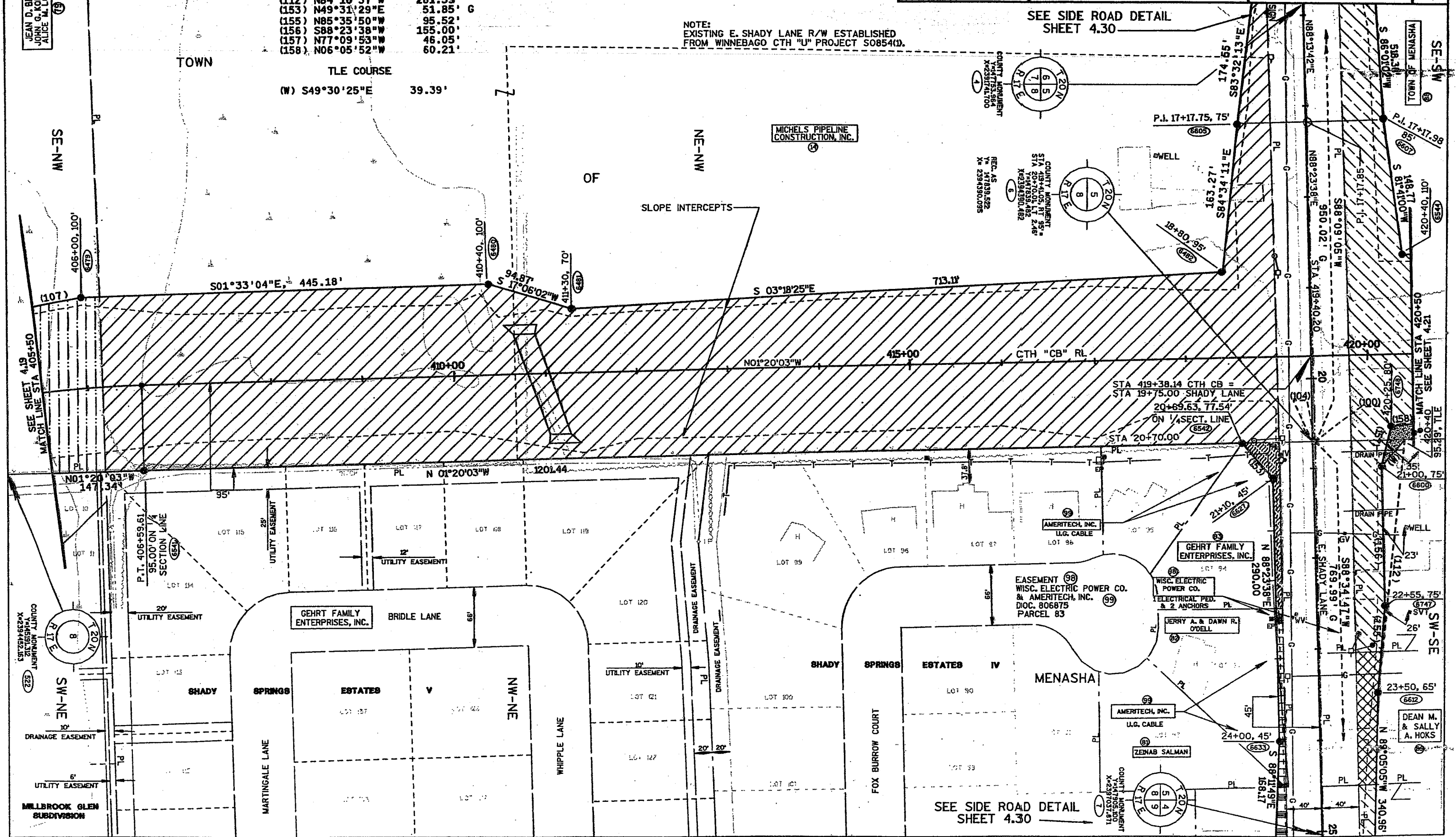
**R/W COURSES**

(100)	N11°27'56"W	85.28'	G
(104)	S01°20'03"E	2.46'	G TO RL
(107)	S10°37'53"E	216.80'	
(112)	N84°10'37"W	281.59'	
(153)	N49°31'29"E	51.85'	G
(155)	N85°35'50"W	95.52'	
(156)	S88°23'38"W	155.00'	
(157)	N77°09'53"W	46.05'	
(158)	N06°05'52"W	60.21'	

**TLE COURSE**  
 (W) S49°30'25"E 39.39'

NOTE:  
 EXISTING E. SHADY LANE R/W ESTABLISHED  
 FROM WINNEBAGO CTH "U" PROJECT S0854(0).

SEE SIDE ROAD DETAIL  
 SHEET 4.30



SEE SIDE ROAD DETAIL  
 SHEET 4.30

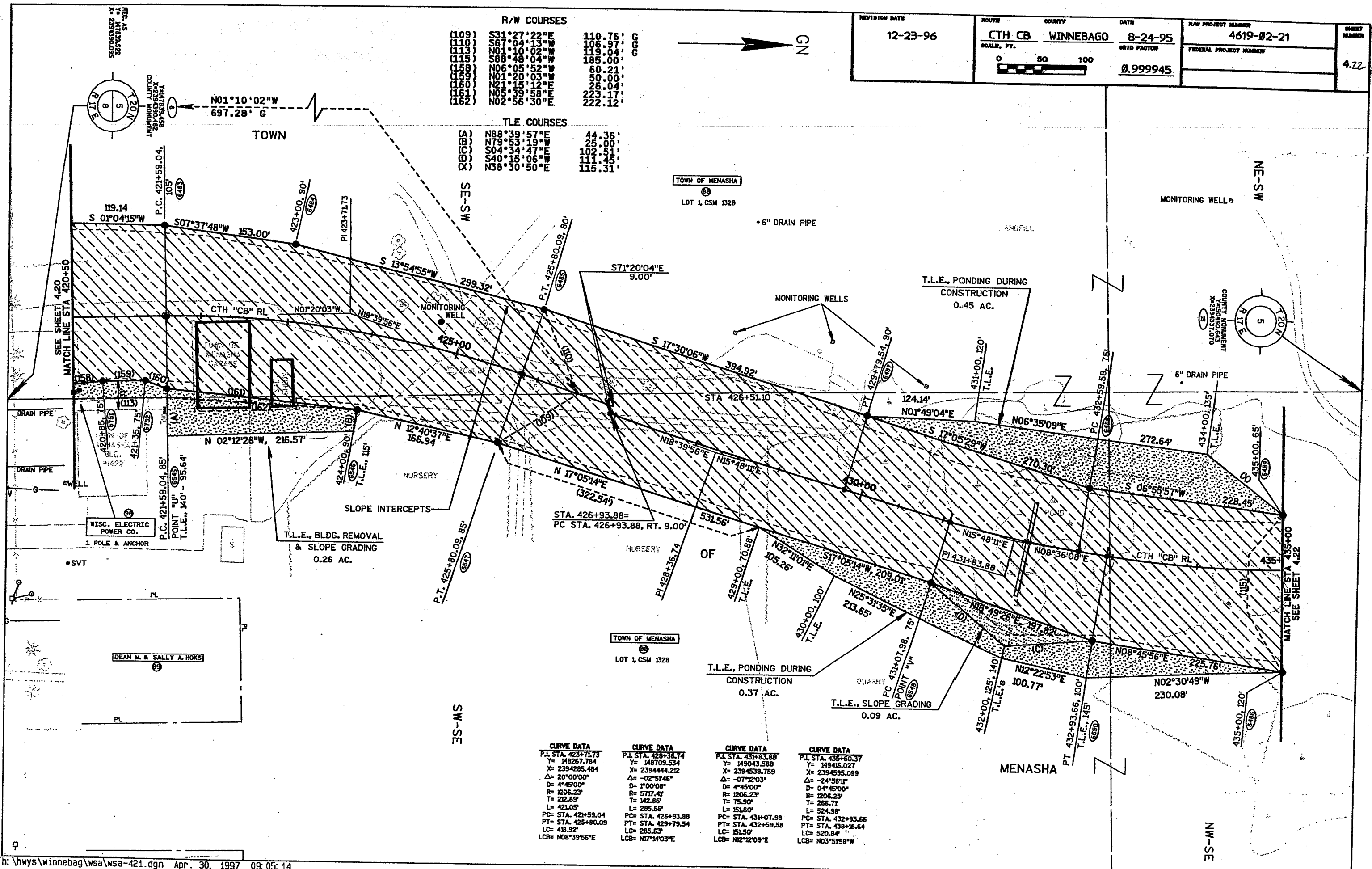


REG. AS  
Y= 14753.522  
X= 239430.095

R/W COURSES			
(109)	S31°27'22"E	110.76'	G
(110)	S67°04'13"E	106.97'	G
(113)	N01°10'02"W	119.04'	G
(115)	S88°48'04"E	185.00'	G
(158)	N06°05'52"E	60.21'	G
(159)	N01°20'03"E	50.00'	G
(160)	N21°15'12"E	28.04'	G
(161)	N05°39'59"E	223.17'	G
(162)	N02°56'30"E	222.12'	G

TLE COURSES			
(A)	N88°39'57"E	44.36'	G
(B)	N79°53'19"W	25.00'	G
(C)	S04°34'47"E	102.51'	G
(D)	S40°15'06"W	111.45'	G
(E)	N38°30'50"E	115.31'	G

REVISION DATE 12-23-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.22
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

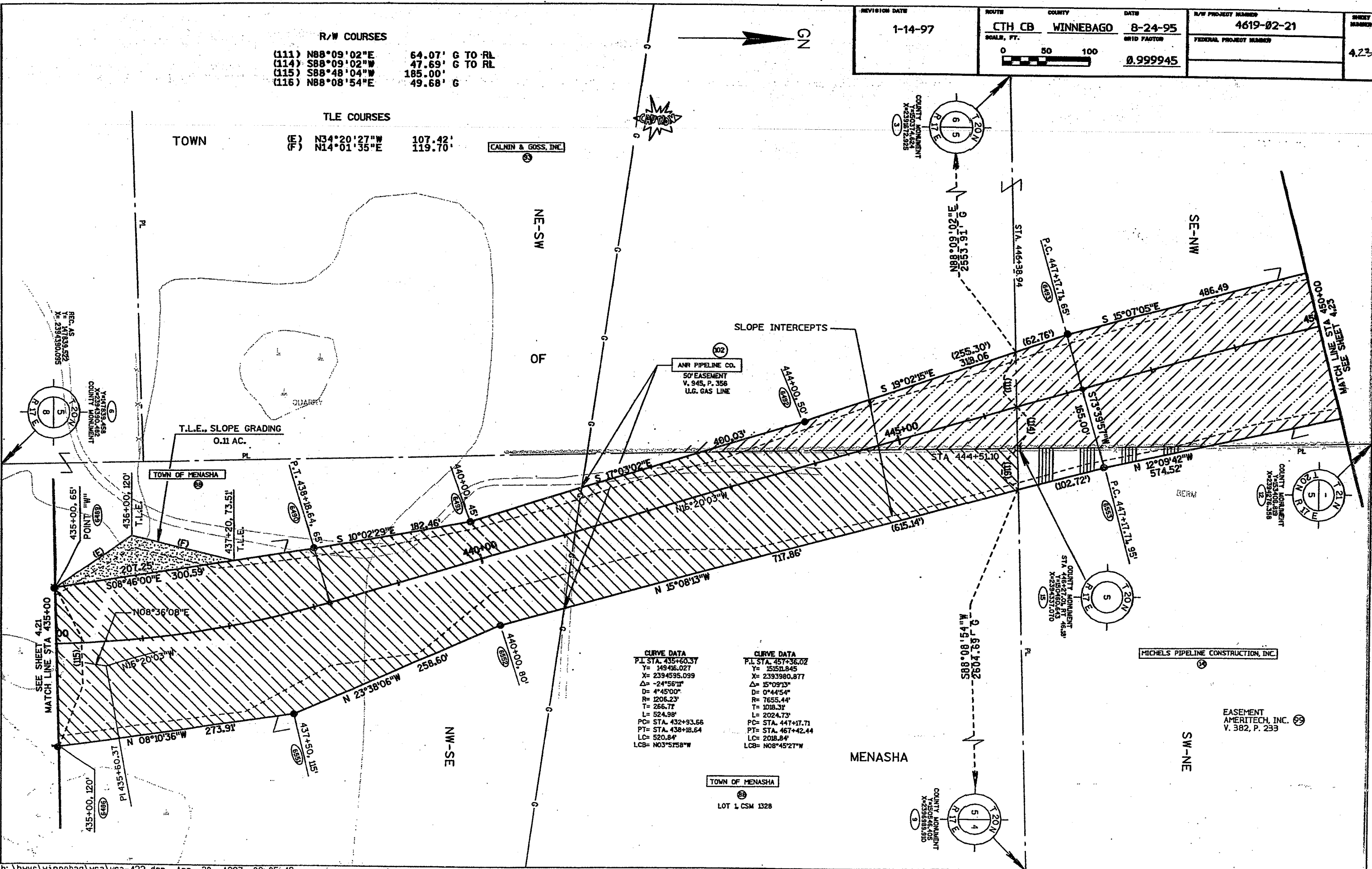


CURVE DATA		CURVE DATA		CURVE DATA		CURVE DATA	
P.I. STA.	423+71.73	P.I. STA.	428+36.74	P.I. STA.	431+83.88	P.I. STA.	435+60.37
Y=	148267.784	Y=	148709.534	Y=	149043.588	Y=	149416.027
X=	2394285.484	X=	2394444.212	X=	2394538.759	X=	2394595.099
Δ=	20°00'00"	Δ=	-02°51'46"	Δ=	-07°12'03"	Δ=	-24°56'11"
D=	4°45'00"	D=	1°00'08"	D=	4°45'00"	D=	04°45'00"
R=	1206.23'	R=	5717.41'	R=	1206.23'	R=	1206.23'
T=	22.69'	T=	142.86'	T=	75.90'	T=	266.71'
L=	421.05'	L=	285.66'	L=	151.60'	L=	524.98'
PC=	STA. 421+59.04	PC=	STA. 426+93.88	PC=	STA. 431+07.98	PC=	STA. 432+93.66
PT=	STA. 425+80.09	PT=	STA. 429+79.54	PT=	STA. 432+59.58	PT=	STA. 438+18.64
LC=	418.92'	LC=	285.63'	LC=	151.50'	LC=	520.84'
LCB=	N08°39'56"E	LCB=	N17°14'03"E	LCB=	N12°12'09"E	LCB=	N03°51'58"W

REVISION DATE 1-14-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 423
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

R/W COURSES  
 (111) N88°09'02"E 64.07' G TO RL  
 (114) S88°09'02"W 47.69' G TO RL  
 (115) S88°48'04"W 185.00'  
 (116) N88°08'54"E 49.68' G

TLE COURSES  
 (E) N34°20'27"W 107.42'  
 (F) N14°01'35"E 119.70'



CURVE DATA  
 P.I. STA. 435+60.37  
 Y= 14946.027  
 X= 2394595.099  
 Δ= -24°56'11"  
 D= 4°45'00"  
 R= 1206.23'  
 T= 266.77'  
 L= 524.98'  
 PC= STA. 432+93.66  
 PT= STA. 438+18.64  
 LC= 520.84'  
 LCB= N03°51'58"W

CURVE DATA  
 P.I. STA. 457+36.02  
 Y= 15151.845  
 X= 2393980.877  
 Δ= 15°02'13"  
 D= 0°44'54"  
 R= 7655.44'  
 T= 1018.39'  
 L= 2024.73'  
 PC= STA. 447+17.71  
 PT= STA. 467+42.44  
 LC= 2018.84'  
 LCB= N08°45'27"W

R/W COURSES  
 (120) S38°46'33"E 34.96'  
 (126) N05°38'19"W 171.50'

REVISION DATE 2-16-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.24
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

EASEMENT  
 ANR PIPELINE CO. (102)  
 V. 945, P. 356

EASEMENT  
 AMERITECH, INC.  
 V. 382, P. 228

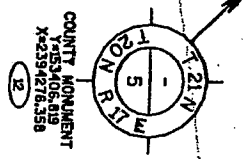
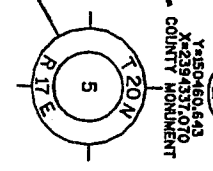
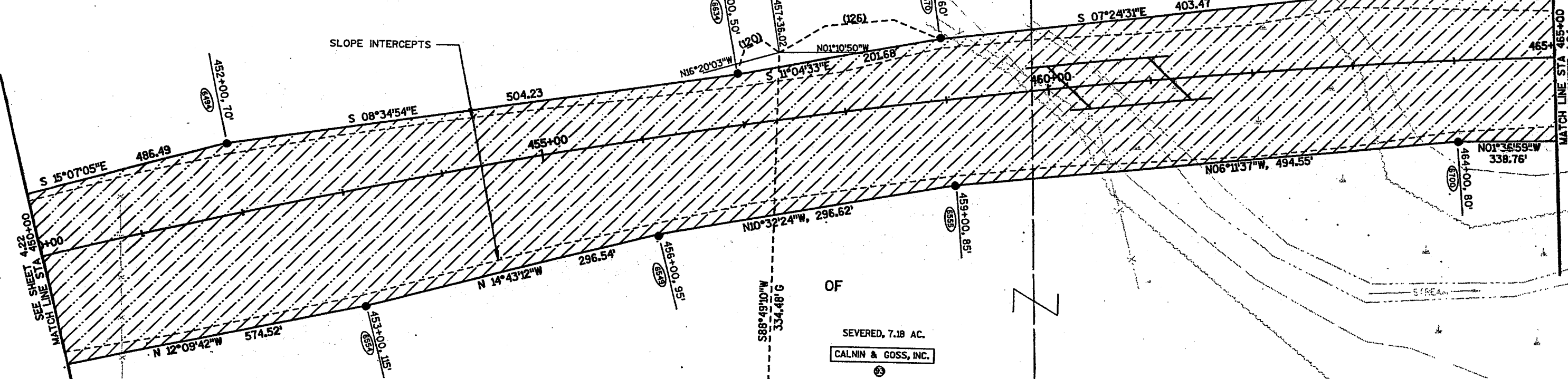
EASEMENT  
 WISC. ELECTRIC POWER CO.  
 V. 382, P. 658 & P. 666

CALNIN & GOSS, INC.

OF  
 SEVERED, 7.18 AC.  
 CALNIN & GOSS, INC.

MICHEL'S PIPELINE CONSTRUCTION, INC.

CURVE DATA  
 P.I. STA. 457+36.02  
 Y= 15151.845  
 X= 2393980.877  
 Δ= 15°09'13"  
 D= 0°44'54"  
 R= 7655.44'  
 T= 1018.31'  
 L= 2024.73'  
 PC= STA. 447+17.71  
 PT= STA. 457+42.44  
 LC= 2018.84'  
 LCB= N08°45'27"W



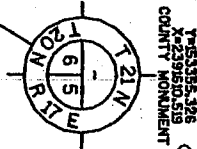
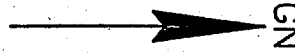
EASEMENT  
WISC. ELECTRIC POWER CO.  
V. 382, P.655

REVISION DATE  
11-29-95

ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95  
SCALE, FT. GRID FACTOR  
0 50 100 0.999945

R/W PROJECT NUMBER  
4619-02-21  
FEDERAL PROJECT NUMBER

SHEET NUMBER  
4.25



NOTE:  
EXISTING CTH "BB" R/W ESTABLISHED  
FROM WINNEBAGO COUNTY PROJECT  
I.D. 4667-1-00 R/W PLAT (1977).

TOWN

CALNIN & GOSS, INC.

HOWARD & AMELIA DOBBERKE

ROBERT & NANCY FREMUTH

NE-NW FRAC. 1/4

OF

CTH "CB" RL  
N01°10'50"W

STA 476+12.56 CTH "CB" =  
STA 20+15.52 CTH "BB"

END RELOCATION ORDER  
STA 476+13.15  
Y= 153400.360  
X=2393941.960  
AT TOWNSHIP LINE  
(640)

S 00°54'39"E 446.24

S 00°18'33"E 657.64

N01°36'59"W 338.76'

N 00°18'33"W 657.64'

N 18°52'41"E 173.20

SLOPE INTERCEPTS

SEVERED, 7.18 AC.

CALNIN & GOSS, INC.

SEVERED, 4.20 AC.

ROBERT & NANCY FREMUTH

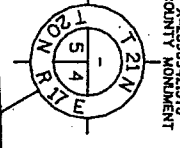
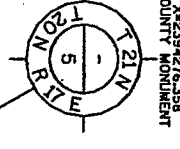
NW-NE FRAC. 1/4

MENASHA

JAMES D. & MARTHA SMITH

CURVE DATA  
P.L. STA. 457+36.02  
Y= 151518.845  
X= 2393980.877  
Δ= 15°09'13"  
D= 0°44'54"  
R= 7655.44'  
T= 1018.31'  
L= 2024.73'  
PC= STA. 447+17.71  
PT= STA. 467+42.44  
LC= 2018.84'  
LCB= N08°45'27"W

R/W COURSES  
(117) S01°05'48"E 50.04' G  
(118) S20°50'24"E 61.24'  
(119) N73°17'41"E 186.89' G  
(127) S88°53'36"W 334.48' TO RL



SEE SHEET 4.23  
MATCH LINE STA 465+00

P.T. 467+42.44, 55'

P.T. 467+42.44, 85'

LIFT STATION

3 MILES TO  
MENASHA

STA. 476+12.72, RT. 334.48' =  
STA. 23+50, LT. 0.68'  
Y= 1533940.899  
X= 2393980.877  
COUNTY MONUMENT

STA. 476+12.72, RT. 334.48' =  
STA. 23+50, LT. 0.68'  
Y= 1533940.899  
X= 2393980.877  
COUNTY MONUMENT

REVISION DATE <b>7-14-97</b>	ROUTE <b>CTH CB</b>	COUNTY <b>WINNEBAGO</b>	DATE <b>8-24-95</b>	R/W PROJECT NUMBER <b>4619-02-21</b>	SHEET NUMBER <b>4.26</b>
	SCALE, FT. 		GRID FACTOR <b>0.999945</b>	FEDERAL PROJECT NUMBER	

**SIDE ROAD DETAIL - CTH "JJ"**

**RDE COURSE**

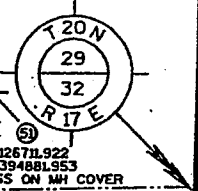
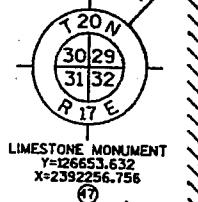
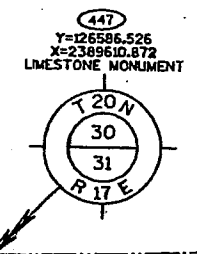
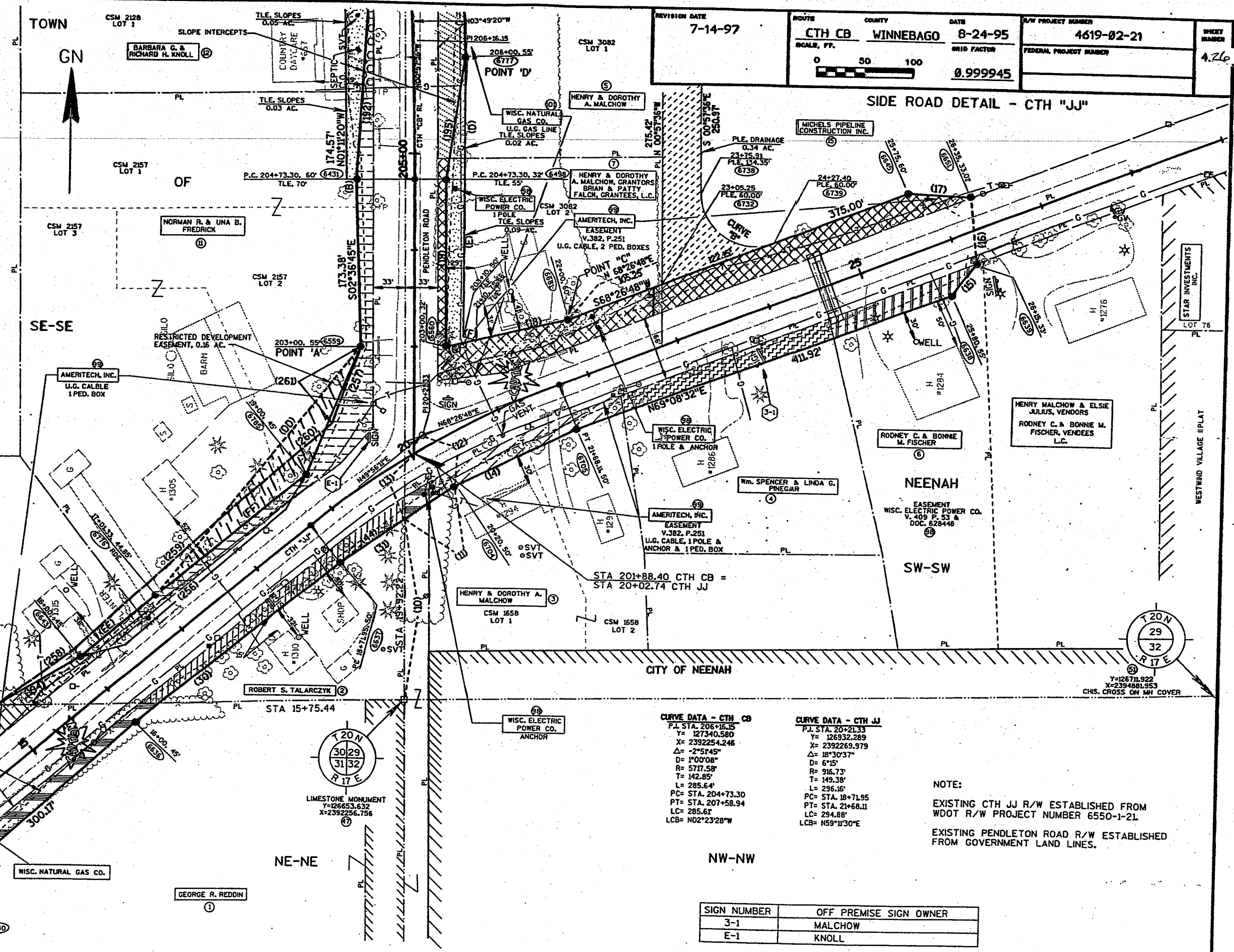
(DD)	N38°23'37"E	335.46'
(EE)	N50°01'20"E	101.33'
(FF)	N50°01'20"E	200.04'

**R/W COURSES**

(10)	N00°57'36"W	191.05'	G
(11)	N54°33'47"E	59.16'	G
(12)	N30°47'02"W	62.09'	
(13)	N06°33'56"E	68.72'	G
(14)	N63°49'06"E	139.88'	
(15)	N36°17'35"E	41.34'	
(16)	N04°41'50"W	68.97'	
(17)	N87°20'02"W	65.79'	
(18)	S76°39'09"W	128.47'	
(19)	N00°57'36"W	173.30'	
(27)	S20°17'37"W	34.52'	
(28)	S40°03'49"E	66.00'	
(29)	N73°37'00"E	54.60'	
(30)	N50°59'23"E	271.99'	
(31)	N54°33'47"E	139.83'	
(44)	N54°33'47"E	80.66'	G
(192)	S03°03'05"W	175.71'	G
(194)	S58°28'02"W	101.12'	
(195)	N08°37'05"E	129.71'	
(256)	S50°01'20"W	301.37'	
(257)	S22°16'29"W	145.23'	
(258)	S52°47'56"W	100.12'	
(259)	S47°04'27"W	200.25'	
(260)	S48°32'16"W	156.32'	
(261)	S19°35'46"W	85.44'	

**TLE COURSES**

(B)	S89°02'24"W	10.00'
(D)	S01°35'41"E	127.91'
(E)	S00°47'38"W	163.38'
(F)	S78°55'45"E	14.29'
(G)	S76°39'09"W	32.73'



**CURVE DATA - CTH CB**

P.I. STA.	206+16.15
Y=	127340.580
X=	2392254.246
Δ=	-2°51'45"
D=	1°00'08"
R=	5717.58'
T=	142.85'
L=	285.64'
PC=	STA. 204+73.30
PT=	STA. 207+58.94
LC=	285.61'
LCB=	N02°23'28"W

**CURVE DATA - CTH JJ**

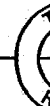
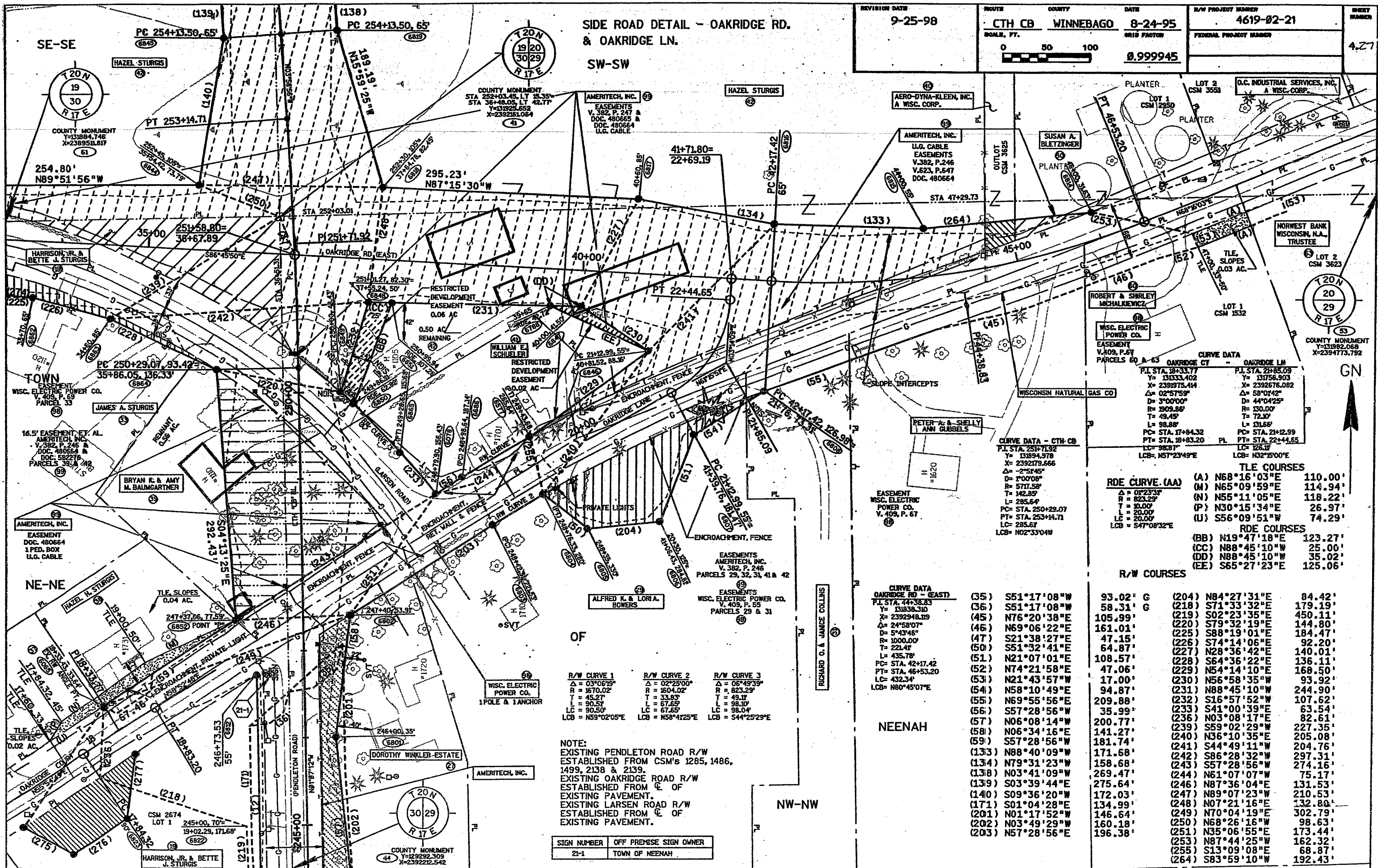
P.I. STA.	20+21.33
Y=	126932.289
X=	2392269.979
Δ=	18°30'37"
D=	6°15"
R=	916.73'
T=	149.38'
L=	296.16'
PC=	STA. 18+71.95
PT=	STA. 21+68.11
LC=	294.88'
LCB=	N59°11'30"E

**NOTE:**  
EXISTING CTH JJ R/W ESTABLISHED FROM  
WDOT R/W PROJECT NUMBER 6550-1-21  
EXISTING PENDLETON ROAD R/W ESTABLISHED  
FROM GOVERNMENT LAND LINES.

SIGN NUMBER	OFF PREMISE SIGN OWNER
3-1	MALCHOW
E-1	KNOLL

**SIDE ROAD DETAIL - OAKRIDGE RD. & OAKRIDGE LN.**  
SW-SW

REVISION DATE 9-25-98	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.27
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	



GN

R/W CURVE 1 Δ = 03°06'19" R = 1670.02' T = 45.27' L = 90.50' LCB = N59°02'05"E	R/W CURVE 2 Δ = 02°25'00" R = 1604.02' T = 33.83' L = 67.65' LCB = N58°42'25"E	R/W CURVE 3 Δ = 06°49'39" R = 823.29' T = 49.11' L = 98.10' LCB = S44°25'29"E
-----------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------

NOTE:  
EXISTING PENDLETON ROAD R/W ESTABLISHED FROM CSM's 1285, 1486, 1499, 2138 & 2139.  
EXISTING OAKRIDGE ROAD R/W ESTABLISHED FROM C OF EXISTING PAVEMENT.  
EXISTING LARSEN ROAD R/W ESTABLISHED FROM C OF EXISTING PAVEMENT.

SIGN NUMBER	OFF PREMISE SIGN OWNER
21-1	TOWN OF NEENAH

**CURVE DATA - OAKRIDGE LN**

PL STA. 18+31.77	PL STA. 28+85.03
Y = 13133.402	Y = 131756.903
X = 2391975.414	X = 2392676.082
Δ = 02°57'59"	Δ = 58°07'42"
D = 3°00'00"	D = 44°04'25"
R = 1909.86'	R = 130.00'
T = 49.45'	T = 72.10'
L = 98.88'	L = 131.66'
PC STA. 17+84.32	PC STA. 24+12.99
PT STA. 18+83.20	PT STA. 22+44.65
LC = 98.87'	LC = 126.11'
LCB = N57°23'49"E	LCB = N32°5'00"E

**CURVE DATA - OAKRIDGE RD - (EAST)**

PL STA. 44+38.83
Y = 13839.310
X = 2392948.109
Δ = 24°58'07"
D = 5°43'46"
R = 1000.00'
T = 22.42'
L = 435.78'
PC STA. 42+17.42
PT STA. 46+53.20
LC = 432.34'
LCB = N80°45'07"E

**RDE COURSES**

(A) N68°16'03"E	110.00'
(M) N65°09'59"E	114.94'
(N) N55°11'05"E	118.22'
(P) N30°15'34"E	26.97'
(U) S56°09'51"W	74.29'
(BB) N19°47'18"E	123.27'
(CC) N88°45'10"W	25.00'
(DD) N88°45'10"W	35.02'
(EE) S65°27'23"E	125.06'

**R/W COURSES**

(35) S51°17'08"W	93.02'	G	(204) N84°27'31"E	84.42'
(36) S51°17'08"W	58.31'	G	(218) S71°33'32"E	179.19'
(45) N76°20'38"E	105.99'		(219) S02°23'35"E	450.11'
(46) N69°06'22"E	161.01'		(220) S79°32'19"E	144.80'
(47) S21°38'27"E	47.15'		(225) S88°19'01"E	184.47'
(50) S51°32'41"E	64.87'		(226) S74°14'06"E	92.20'
(51) N21°07'01"E	108.57'		(227) N28°36'42"E	140.01'
(52) N74°21'58"E	47.06'		(228) S64°36'22"E	136.11'
(53) N21°43'57"W	17.00'		(229) N54°14'10"E	168.50'
(54) N58°10'49"E	94.87'		(230) N56°58'35"W	93.92'
(55) N69°55'56"E	209.88'		(231) N88°45'10"W	244.90'
(56) S57°28'56"W	35.99'		(232) S16°57'52"W	107.62'
(57) N06°08'14"W	200.77'		(233) S41°00'39"E	63.54'
(58) N06°34'16"E	141.27'		(236) N03°08'17"E	82.61'
(59) S57°28'56"W	181.74'		(239) S59°02'29"W	227.35'
(133) N88°40'09"W	171.68'		(240) N36°10'35"E	205.08'
(134) N79°31'23"W	158.68'		(241) S44°49'11"W	204.76'
(138) N03°41'09"W	269.47'		(242) S86°28'32"W	297.31'
(139) S03°39'44"E	275.64'		(243) S57°28'56"W	274.16'
(140) S09°36'20"W	172.03'		(244) N61°07'07"W	75.17'
(171) S01°04'28"E	134.99'		(246) N87°36'04"E	131.53'
(201) N01°17'52"W	146.64'		(247) N89°07'23"W	210.53'
(202) N03°49'29"W	160.18'		(248) N07°21'16"E	132.80'
(203) N57°28'56"E	196.38'		(249) N70°04'19"E	302.79'
			(250) N68°26'16"W	98.63'
			(251) N35°06'55"E	173.44'
			(253) N87°44'25"W	162.32'
			(255) S13°09'08"E	68.87'
			(264) S83°59'10"W	192.43'

SIDE ROAD DETAIL -  
OAKRIDGE RD. & OAKRIDGE CT.

R/W COURSES

(59)	S57°28'56"W	181.74'
(141)	N89°51'56"W	254.80'
(147)	N81°46'06"W	114.84'
(152)	N84°04'23"W	126.91'
(175)	S79°23'35"W	76.20'
(186)	S00°24'58"E	33.00'
(197)	S06°40'17"W	133.65'
(199)	S22°17'57"W	106.24'
(214)	N55°23'35"E	247.38'
(215)	N55°35'15"E	69.17'
(217)	N51°30'49"E	320.21'
(218)	S71°33'32"E	179.17'
(222)	S78°46'02"W	76.11'
(223)	N68°23'28"W	92.96'
(224)	S87°31'12"E	98.96'
(225)	S88°19'01"E	184.47'
(226)	S74°14'06"E	92.20'
(236)	N03°08'17"E	82.61'
(237)	N00°24'58"W	150.00'
(238)	S34°05'11"E	66.00'
(245)	S09°25'39"E	582.00'
(252)	S62°05'47"E	335.30'
(254)	N89°28'06"E	105.00'
(273)	N89°14'10"E	114.69'
(274)	S84°18'35"E	70.06'

TLE COURSES

(N)	N55°11'05"E	118.22'
(P)	N30°15'34"E	26.97'
(O)	S72°12'10"W	104.77'
(U)	S56°09'51"W	74.29'
(V)	N55°35'15"E	30.43'

R/W COURSES

(275)	S61°34'09"E	65.01'
(276)	N55°54'49"E	74.31'
(277)	N06°33'18"E	75.12'
(278)	S32°57'57"W	167.55'

CURVE DATA - OAKRIDGE RD.

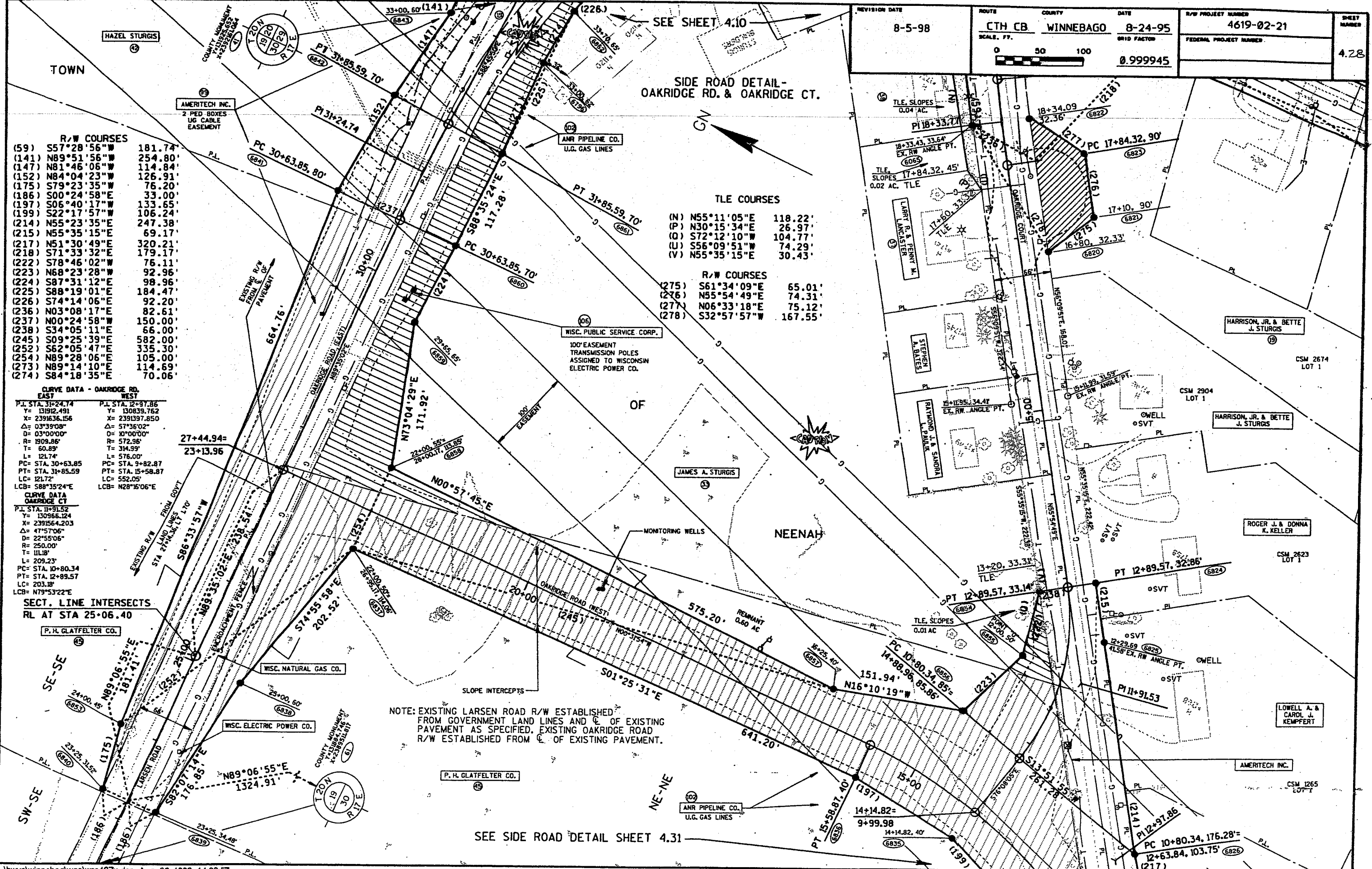
EAST		WEST	
P.I. STA. 31+24.74	P.I. STA. 12+97.86	Y= 13192.491	Y= 130839.762
X= 2391636.156	X= 2391397.850	Δ= 03°39'08"	Δ= 57°36'02"
D= 03°00'00"	D= 10°00'00"	R= 1909.86'	R= 572.96'
T= 60.89'	T= 314.99'	L= 121.74'	L= 576.00'
PC= STA. 30+63.85	PC= STA. 9+82.87	PT= STA. 31+85.59	PT= STA. 15+58.87
LC= 121.72'	LC= 552.05'	LCB= 588°35'24"E	LCB= N28°15'06"E

CURVE DATA OAKRIDGE CT

P.I. STA. 10+91.52	Y= 130965.124	X= 2391564.203	Δ= 47°57'06"	D= 22°55'06"	R= 250.00'	T= 111.8'	L= 209.23'	PC= STA. 10+80.34	PT= STA. 12+89.57	LC= 203.8'	LCB= N79°53'22"E
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SECT. LINE INTERSECTS  
RL AT STA 25+06.40

NOTE: EXISTING LARSEN ROAD R/W ESTABLISHED FROM GOVERNMENT LAND LINES AND C OF EXISTING PAVEMENT AS SPECIFIED. EXISTING OAKRIDGE ROAD R/W ESTABLISHED FROM C OF EXISTING PAVEMENT.

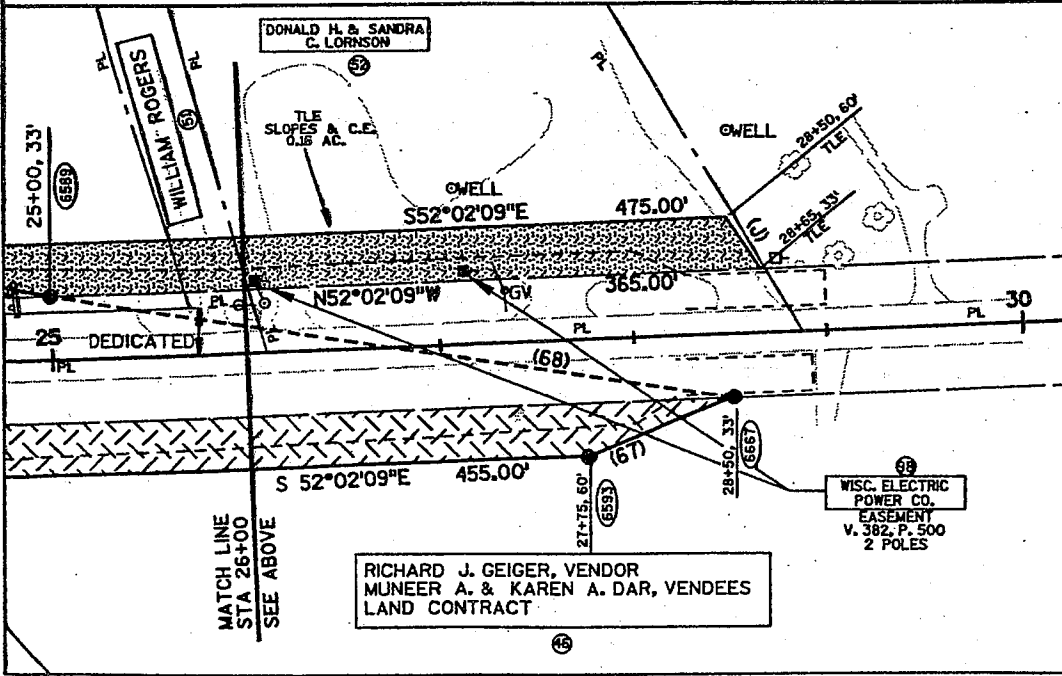
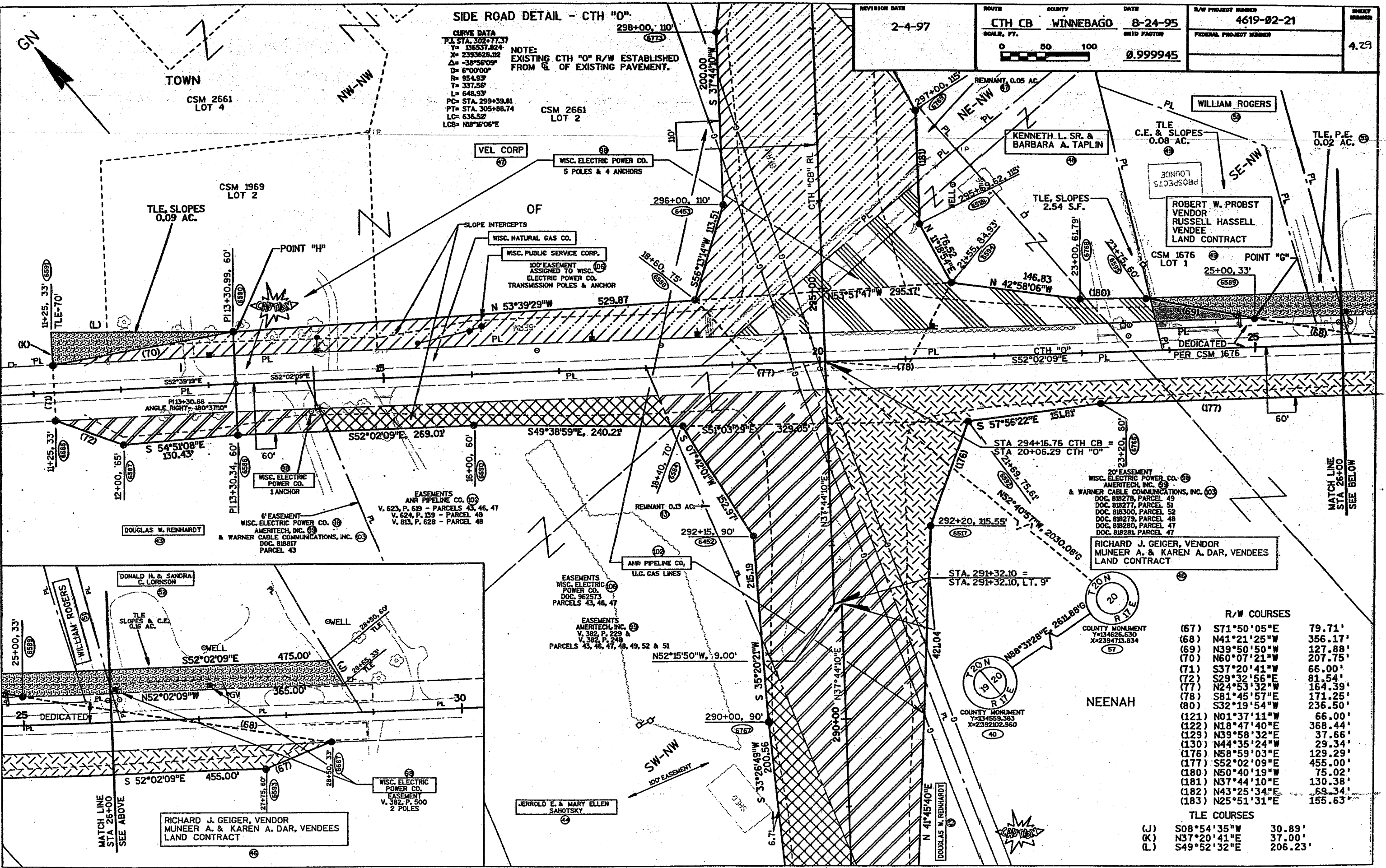


SIDE ROAD DETAIL - CTH "O"

REVISION DATE 2-4-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.29
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

**CURVE DATA**  
 P.I. STA. 302+77.37  
 Y= 136537.824  
 X= 2393626.102  
 Δ= -38°58'09"  
 D= 6°00'00"  
 R= 954.93  
 T= 337.58'  
 L= 648.93'  
 P.C. STA. 299+39.81  
 P.T. STA. 305+88.74  
 L.C. 636.52'  
 LCB= N8°16'06"E

**NOTE:**  
 EXISTING CTH "O" R/W ESTABLISHED FROM C. OF EXISTING PAVEMENT.



20' EASEMENT  
 WISC. ELECTRIC POWER CO. (69)  
 AMERITECH, INC. (69)  
 & WARNER CABLE COMMUNICATIONS, INC. (103)  
 DOC. 818278, PARCEL 49  
 DOC. 818277, PARCEL 51  
 DOC. 818300, PARCEL 52  
 DOC. 818279, PARCEL 48  
 DOC. 818280, PARCEL 47  
 DOC. 818281, PARCEL 47

RICHARD J. GEIGER, VENDOR  
 MUNEER A. & KAREN A. DAR, VENDEES  
 LAND CONTRACT

R/W COURSES		
(67)	S71°50'05"E	79.71'
(68)	N41°21'25"W	356.17'
(69)	N39°50'50"W	127.88'
(70)	N60°07'21"W	207.75'
(71)	S37°20'41"W	66.00'
(72)	S29°32'56"E	81.54'
(77)	N24°53'32"W	184.39'
(78)	S81°45'57"E	171.25'
(80)	S32°19'54"W	236.50'
(121)	N01°37'11"W	66.00'
(122)	N18°47'40"E	368.44'
(129)	N39°58'32"E	37.66'
(130)	N44°35'24"W	29.34'
(176)	N58°59'03"E	129.29'
(177)	S52°02'09"E	455.00'
(180)	N50°40'19"W	75.02'
(181)	N37°44'10"E	130.38'
(182)	N43°25'34"E	69.34'
(183)	N25°51'31"E	155.63'

TLE COURSES		
(J)	S08°54'35"W	30.89'
(K)	N37°20'41"E	37.00'
(L)	S49°52'32"E	206.23'

MATCH LINE  
STA 26+00  
SEE BELOW



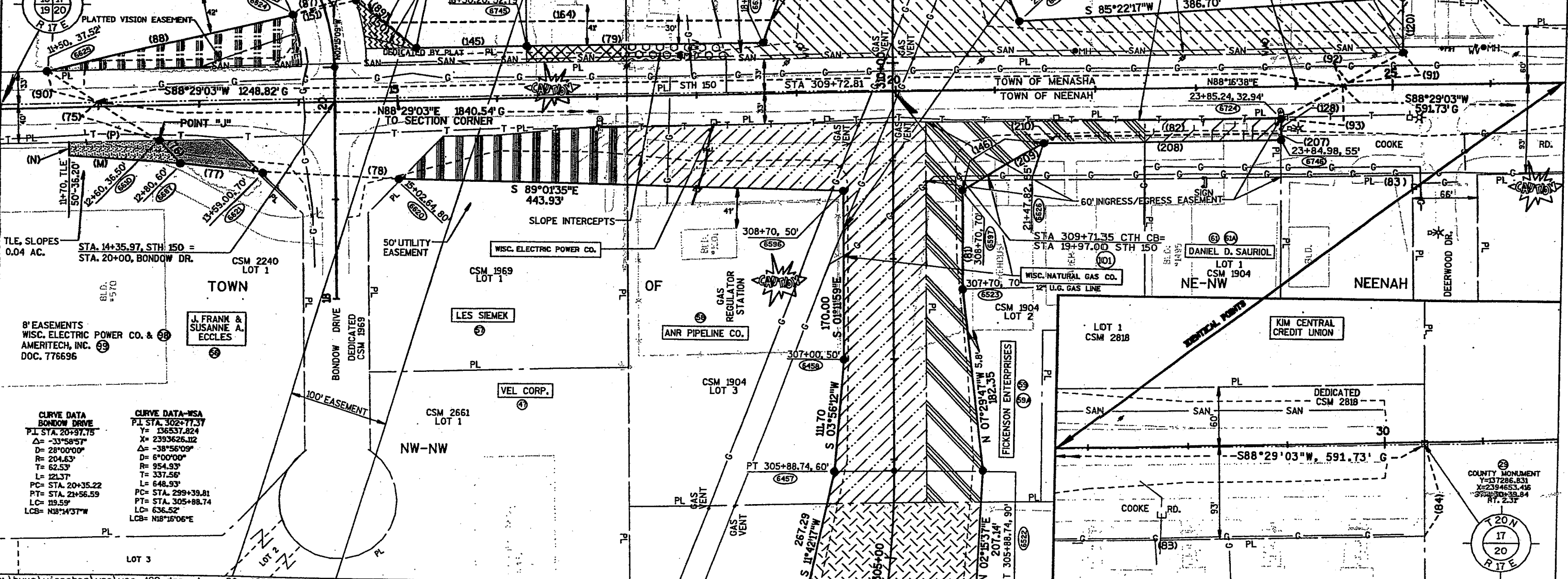
**SIDE ROAD DETAIL SHEET - STH 150**

REVISION DATE 3-24-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.30
SCALE, FT. 0 50 100			GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

NOTE:  
EXISTING STH 150 R/W ESTABLISHED FROM WDOT R/W PROJECT NUMBER 6448-1-21 (FEDERAL PROJECT F 0134(2)) AND CSM 2818. EXISTING BONDOW DR. R/W ESTABLISHED FROM 1ST & 3RD ADD. TO MARGEO ACRES EAST PLAT AND C.S.M.'s 1969, 2170 AND 2661. EXISTING DEERWOOD R/W ESTABLISHED FROM CSM 2820 AND QCD, DOC. NO. 690850. EXISTING COOKE RD. R/W ESTABLISHED FROM QCD, DOC. NO. 6900850.

R/W COURSES		EASEMENTS	
(75) S57°47'12"E	73.15'	(163) S17°49'29"W	100.25'
(76) S42°07'05"E	30.86'	(164) S89°01'16"W	385.03'
(77) S84°30'31"E	79.63'	(165) N49°38'02"W	43.23'
(78) S87°44'25"E	143.98'	(207) S01°04'03"E	7.00'
(79) S88°29'03"W	236.61'	(208) S88°16'38"W	237.16'
(81) N01°11'59"W	100.00'	(209) N58°23'29"E	94.29'
(82) N88°16'38"E	225.06'	(210) N58°23'29"E	14.05'
(83) N88°29'39"E	654.61'		
(84) N01°18'04"W	93.12'		
(87) S70°36'38"W	66.00'		
(88) S76°25'31"W	250.37'		
(89) N49°38'02"W	83.23'		
(90) S57°47'12"E	59.43'		
(91) N60°44'53"E	70.54'		
(92) N60°44'53"E	0.37'		
(93) S60°44'53"W	70.91'		
(120) N01°30'57"W	57.00'		
(128) N01°04'03"W	15.06'		
(145) S88°29'03"W	110.52'		
(146) N58°23'29"E	109.34'		
(150) N51°48'07"W	78.30'		
(151) S75°38'19"W	66.21'		

TLE COURSES		EASEMENTS	
(M) N86°31'42"W	110.45'	(98) WISC. ELECTRIC POWER CO.	V. 382, P. 229 & P. 248
(N) N01°43'22"W	13.80'	(99) WISC. ELECTRIC POWER CO.	DOC. 962573
(P) N88°27'51"E	90.00'	(99) WISC. ELECTRIC POWER CO.	V. 382, P. 569 - PARCEL 56



CURVE DATA	CURVE DATA-WSA
PI STA. 20+37.75	Y = 136537.824
Δ = -33°58'57"	X = 2393626.112
D = 28°00'00"	D = 6°00'00"
R = 204.63'	R = 954.93'
T = 62.53'	T = 337.56'
L = 121.37'	L = 648.93'
PC = STA. 20+35.22	PC = STA. 299+39.81
PT = STA. 21+56.59	PT = STA. 305+88.74
LC = 119.59'	LC = 636.52'
LCB = N18°14'37"W	LCB = N18°15'06"E

R/W COURSES

(100)	N11°27'56"W	85.28'	G
(104)	S01°20'03"E	2.46'	G TO RL
(106)	S28°21'07"E	44.70'	G
(109)	N88°23'38"E	66.00'	G
(110)	N84°14'20"E	206.56'	G
(111)	N01°26'17"W	40.00'	G
(112)	N84°10'37"W	281.59'	G
(113)	N01°10'02"W	119.04'	G
(116)	S74°16'05"W	103.04'	G
(132)	S73°10'10"E	63.31'	G
(153)	N49°31'29"E	51.85'	G
(155)	N85°35'50"W	95.52'	G
(156)	S88°23'38"W	155.00'	G
(157)	N77°09'53"W	46.05'	G
(158)	N06°05'52"W	60.21'	G
(159)	N01°20'03"W	50.00'	G
(160)	N21°15'12"W	26.04'	G
(161)	N05°39'58"W	223.17'	G
(162)	N02°56'30"E	222.12'	G

SIDE ROAD DETAIL - E. SHADY LANE

NOTE:  
EXISTING E. SHADY LANE R/W ESTABLISHED FROM WINNEBAGO CTH "U" PROJECT S0854(1).  
EXISTING OLDE BUGGY DR. R/W ESTABLISHED FROM SHADY SPRINGS ESTATES III PLAT.

TOWN

TLE COURSES

(O)	N88°11'49"W	27.92'
(R)	S27°39'05"E	63.06'
(S)	N01°25'13"W	55.00'
(T)	S79°11'15"W	187.30'
(U)	S21°30'30"W	54.36'
(V)	N01°25'13"W	65.00'
(W)	S49°30'25"E	39.39'

SE-SW

EASEMENT  
WISC. ELECTRIC POWER CO. (98)  
V. 382, P. 658 - PARCEL 88

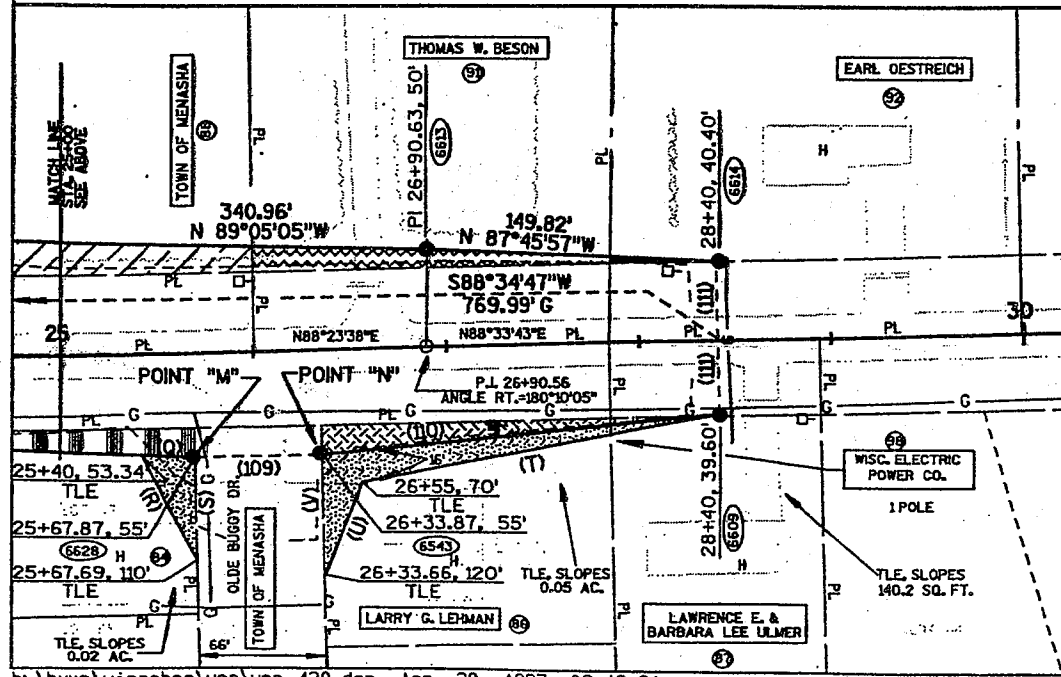
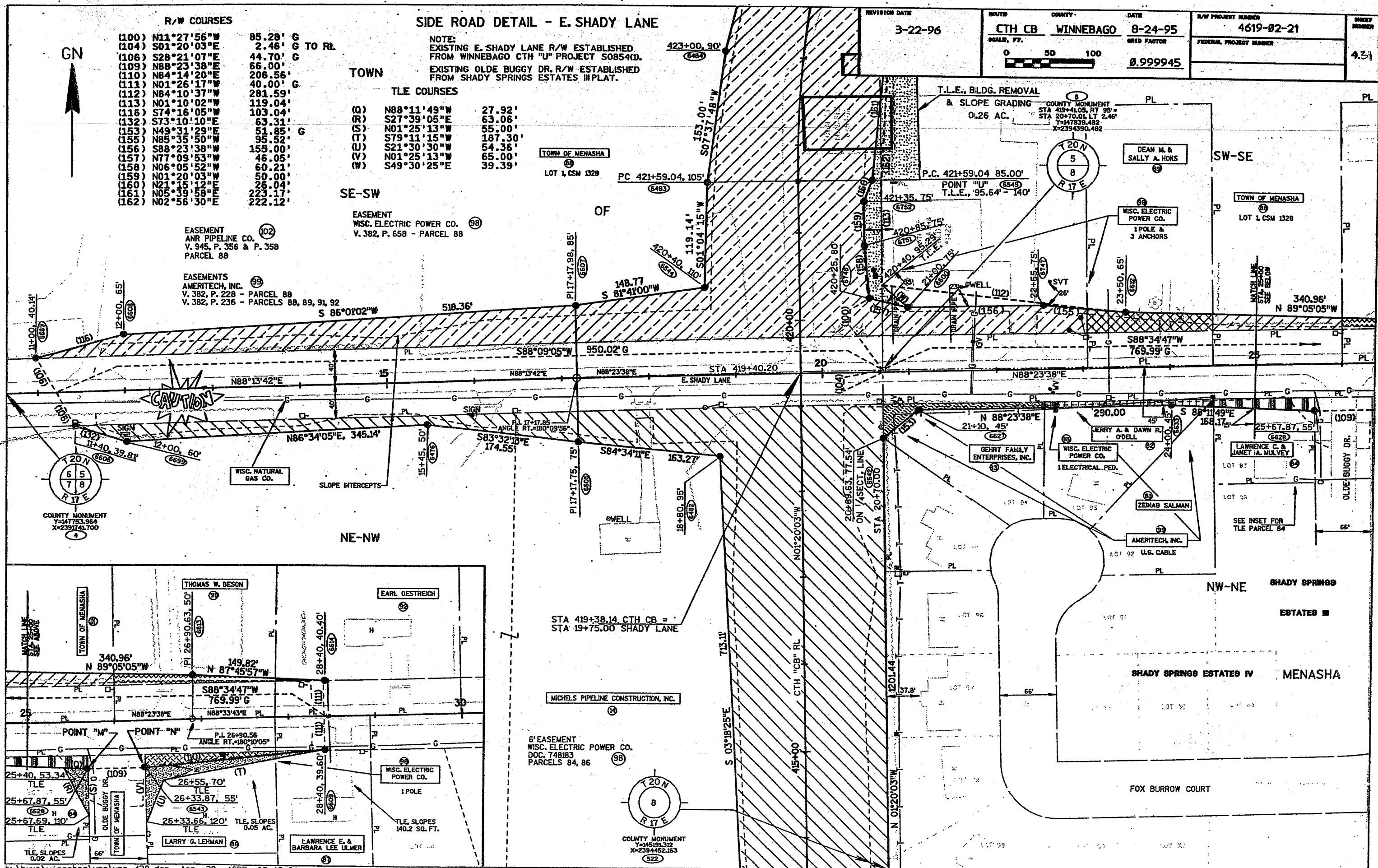
EASEMENT  
ANR PIPELINE CO. (102)  
V. 945, P. 356 & P. 358  
PARCEL 88

EASEMENTS  
AMERITECH, INC. (95)  
V. 382, P. 228 - PARCEL 88  
V. 382, P. 236 - PARCELS 88, 89, 91, 92

REVISION DATE  
3-22-96

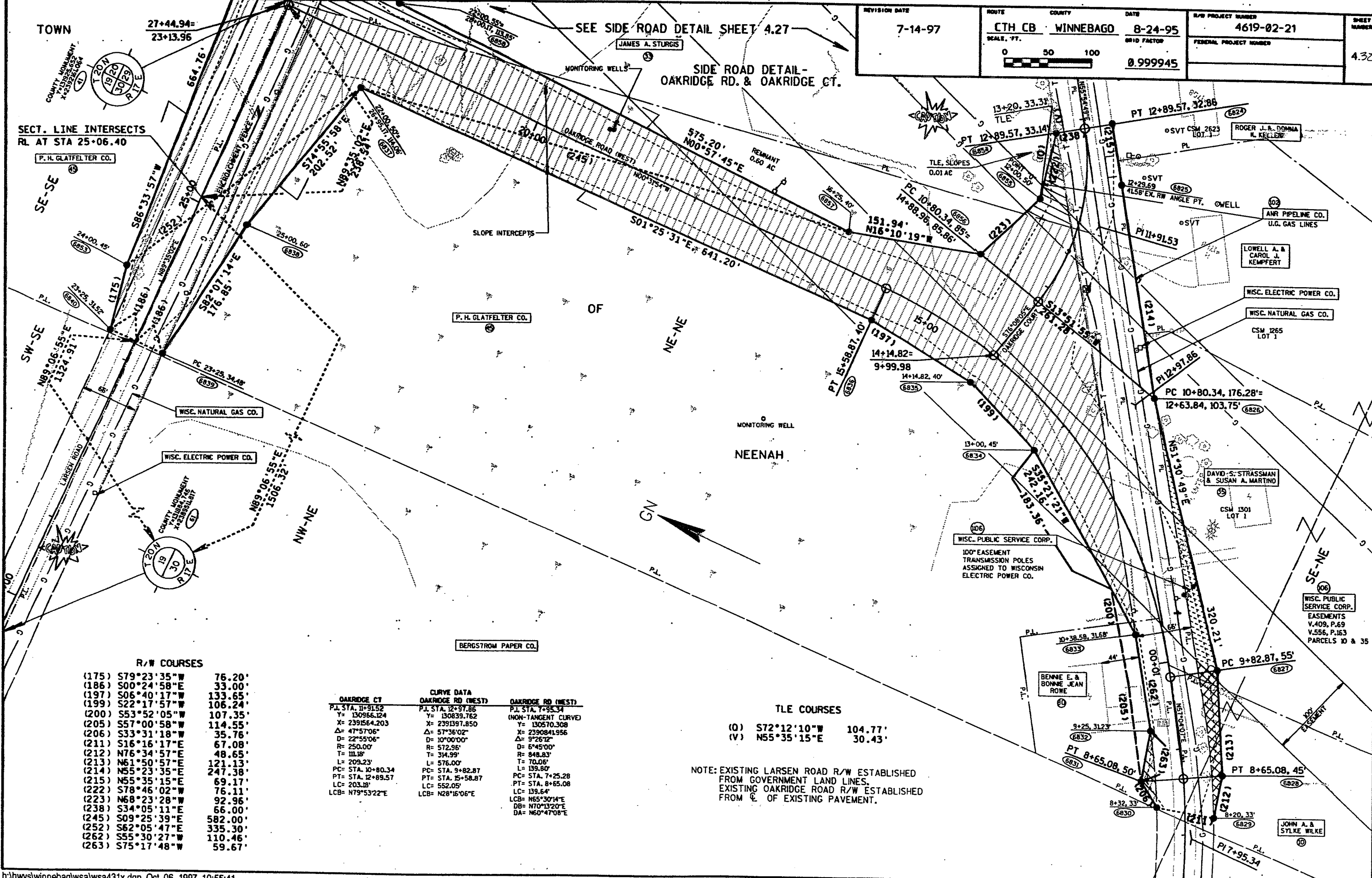
ROUTE	COUNTY	DATE	R/W PROJECT NUMBER
CTH CB	WINNEBAGO	8-24-95	4619-02-21
SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER
0 50 100		0.999945	

SHEET NUMBER  
4.31



SEE SIDE ROAD DETAIL SHEET 4.27

SIDE ROAD DETAIL-  
OAKRIDGE RD. & OAKRIDGE CT.



R/W COURSES

(175)	S79°23'35"W	76.20'
(186)	S00°24'58"E	33.00'
(197)	S06°40'17"W	133.65'
(199)	S22°17'57"W	106.24'
(200)	S53°52'05"W	107.35'
(205)	S57°00'58"W	114.55'
(206)	S33°31'18"W	35.76'
(211)	S16°16'17"E	67.08'
(212)	N76°34'57"E	48.65'
(213)	N61°50'57"E	121.13'
(214)	N55°23'35"E	247.38'
(215)	N55°35'15"E	69.17'
(222)	S78°46'02"W	76.11'
(223)	N68°23'28"W	92.96'
(238)	S34°05'11"E	66.00'
(245)	S09°25'39"E	582.00'
(252)	S62°05'47"E	335.30'
(262)	S55°30'27"W	110.46'
(263)	S75°17'48"W	59.67'

CURVE DATA

OAKRIDGE CT	OAKRIDGE RD (WEST)	OAKRIDGE RD (WEST)
P.I. STA. 11+91.52	P.I. STA. 12+97.86	P.I. STA. 7+95.34
Y= 130966.124	Y= 130839.762	(NON-TANGENT CURVE)
X= 2391564.203	X= 2391397.850	Y= 130570.308
Δ= 47°57'06"	Δ= 57°36'02"	X= 2390841.956
D= 22°55'06"	D= 10°00'00"	Δ= 9°26'12"
R= 250.00'	R= 572.96'	D= 6°45'00"
T= 111.18'	T= 314.99'	R= 848.83'
L= 209.23'	L= 576.00'	T= 70.06'
PC= STA. 10+80.34	PC= STA. 9+82.87	L= 139.80'
PT= STA. 12+89.57	PT= STA. 15+58.87	PC= STA. 7+25.28
LC= 203.18'	LC= 552.05'	PT= STA. 8+65.08
LCB= N79°53'22"E	LCB= N28°15'06"E	LC= 139.64'
		LCB= N65°30'14"E
		DB= N70°13'20"E
		DA= N60°47'08"E

TIE COURSES

(O)	S72°12'10"W	104.77'
(V)	N55°35'15"E	30.43'

NOTE: EXISTING LARSEN ROAD R/W ESTABLISHED FROM GOVERNMENT LAND LINES. EXISTING OAKRIDGE ROAD R/W ESTABLISHED FROM C. OF EXISTING PAVEMENT.

PLAN AND PROFILE

CTH CB WINNEBAGO COUNTY

BRIAN J. EISNER & MARY LOU VOLK

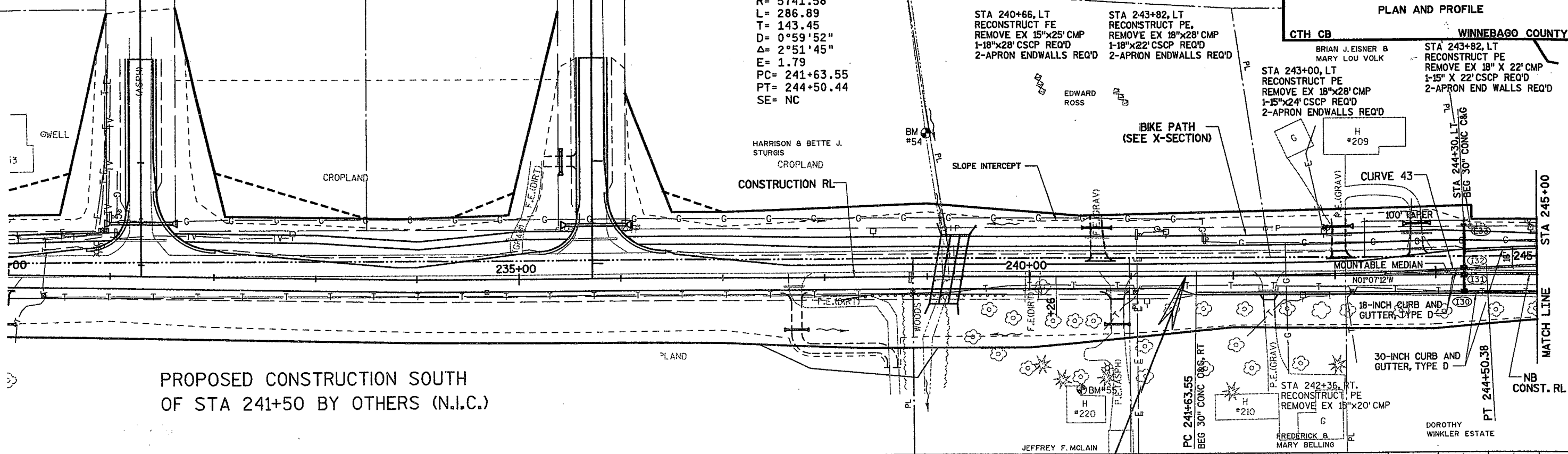
STA 243+82, LT RECONSTRUCT PE REMOVE EX 18" X 22' CMP 1-15" X 22' CSCP REQ'D 2-APRON END WALLS REQ'D

STA 243+00, LT RECONSTRUCT PE REMOVE EX 18" X 28' CMP 1-15" X 24' CSCP REQ'D 2-APRON END WALLS REQ'D

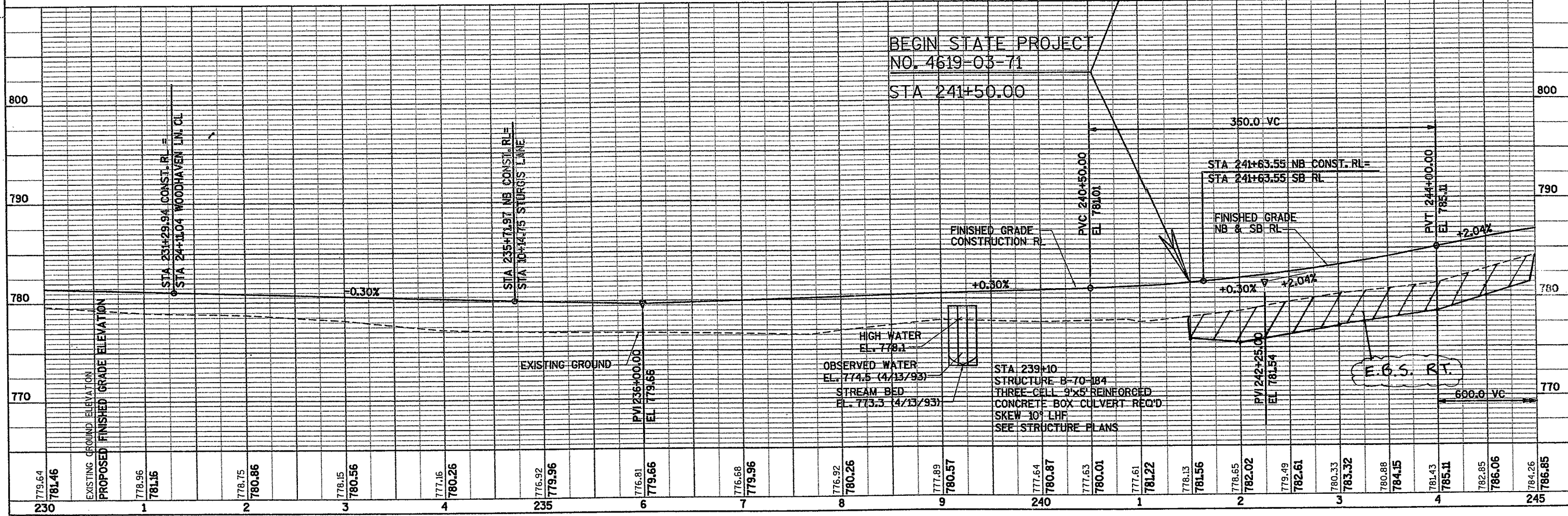
STA 240+66, LT RECONSTRUCT FE REMOVE EX 15" X 25' CMP 1-18" X 28' CSCP REQ'D 2-APRON END WALLS REQ'D

STA 243+82, LT RECONSTRUCT PE REMOVE EX 18" X 28' CMP 1-18" X 22' CSCP REQ'D 2-APRON END WALLS REQ'D

CURVE 43  
PI= 243+07.00  
R= 5741.58  
L= 286.89  
T= 143.45  
D= 0°59'52"  
Δ= 2°51'45"  
E= 1.79  
PC= 241+63.55  
PT= 244+50.44  
SE= NC

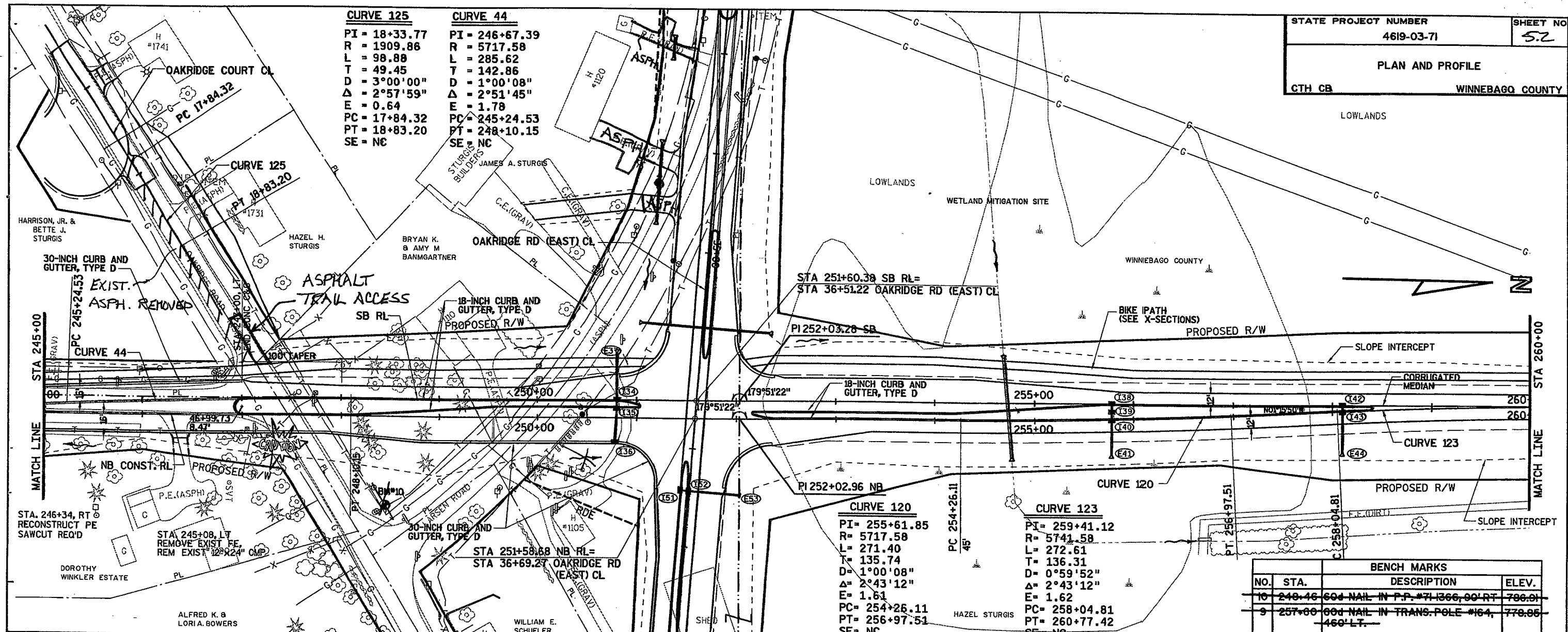


PROPOSED CONSTRUCTION SOUTH OF STA 241+50 BY OTHERS (N.I.C.)



**CURVE 125**  
 PI = 18+33.77  
 R = 1909.86  
 L = 98.88  
 T = 49.45  
 D = 3°00'00"  
 Δ = 2°57'59"  
 E = 0.64  
 PC = 17+84.32  
 PT = 18+83.20  
 SE = NC

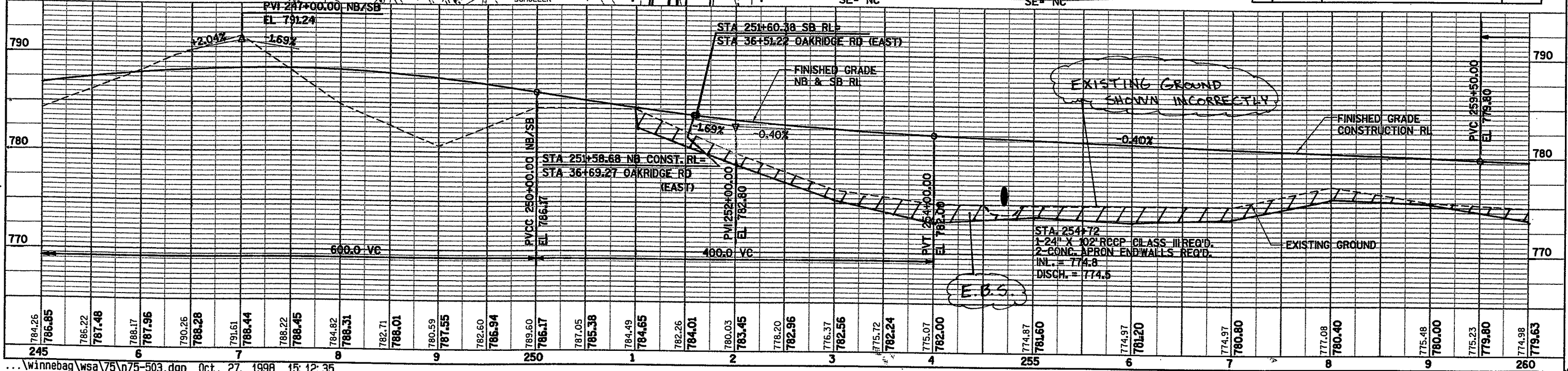
**CURVE 44**  
 PI = 246+67.39  
 R = 5717.58  
 L = 285.62  
 T = 142.86  
 D = 1°00'08"  
 Δ = 2°51'45"  
 E = 1.78  
 PC = 245+24.53  
 PT = 248+10.15  
 SE = NC



**CURVE 120**  
 PI = 255+61.85  
 R = 5717.58  
 L = 271.40  
 T = 135.74  
 D = 1°00'08"  
 Δ = 2°43'12"  
 E = 1.61  
 PC = 254+26.11  
 PT = 256+97.51  
 SE = NC

**CURVE 123**  
 PI = 259+41.12  
 R = 5741.58  
 L = 272.61  
 T = 136.31  
 D = 0°59'52"  
 Δ = 2°43'12"  
 E = 1.62  
 PC = 258+04.81  
 PT = 260+77.42  
 SE = NC

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
10	246.46	60# NAIL IN P.P. #71-1366, 00' RT	786.91
9	257.00	60# NAIL IN TRANS. POLE #164, 460' LT.	778.66

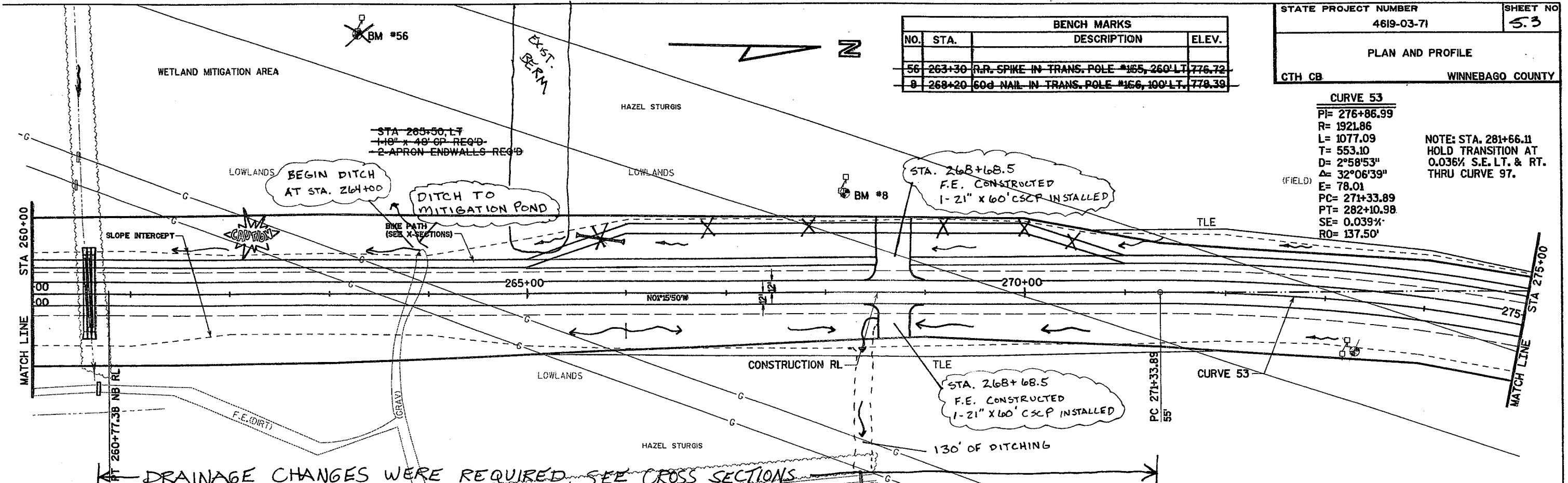


BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
56	263+30	R.R. SPIKE IN TRANS. POLE #165, 260' LT.	776.72
8	268+20	60d NAIL IN TRANS. POLE #166, 100' LT.	778.39

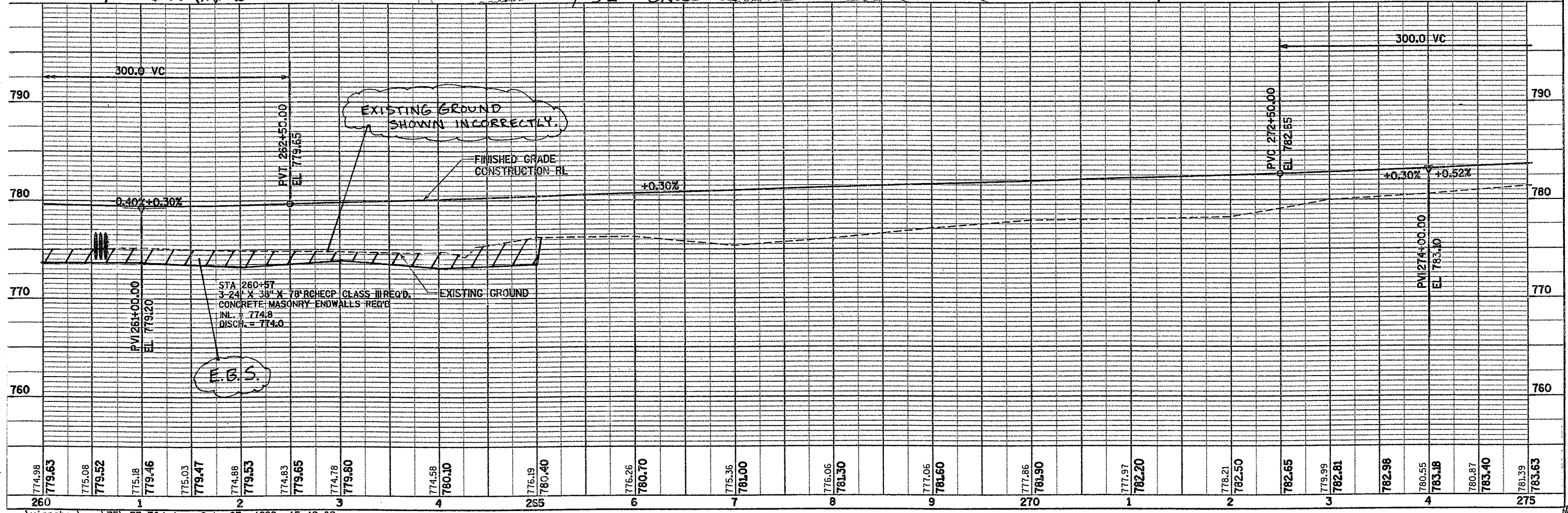
**CURVE 53**

PI= 276+86.99  
R= 1921.86  
L= 1077.09  
T= 553.10  
D= 2°58'53"  
Δ= 32°06'39"  
E= 78.01  
PC= 271+33.89  
PT= 282+10.98  
SE= 0.039%  
RO= 137.50'

NOTE: STA. 281+66.11  
HOLD TRANSITION AT  
0.036% S.E. LT. & RT.  
THRU CURVE 97.



← DRAINAGE CHANGES WERE REQUIRED, SEE CROSS SECTIONS →



**CURVE 53**  
 PI= 276+86.99  
 R= 1921.86  
 L= 1077.09  
 T= 553.10  
 D= 2°58'53"  
 Δ= 32°06'39"  
 E= 78.01  
 PC= 271+33.89  
 PT= 282+10.98  
 SE= 0.039% \*  
 RO= 137.50'

HAZEL STURGIS  
 \* NOTE: STA. 281+66.11  
 HOLD TRANSITION AT  
 0.036% SE, LT & RT  
 THRU CURVE 97

DOUGLAS W. REINHARDT

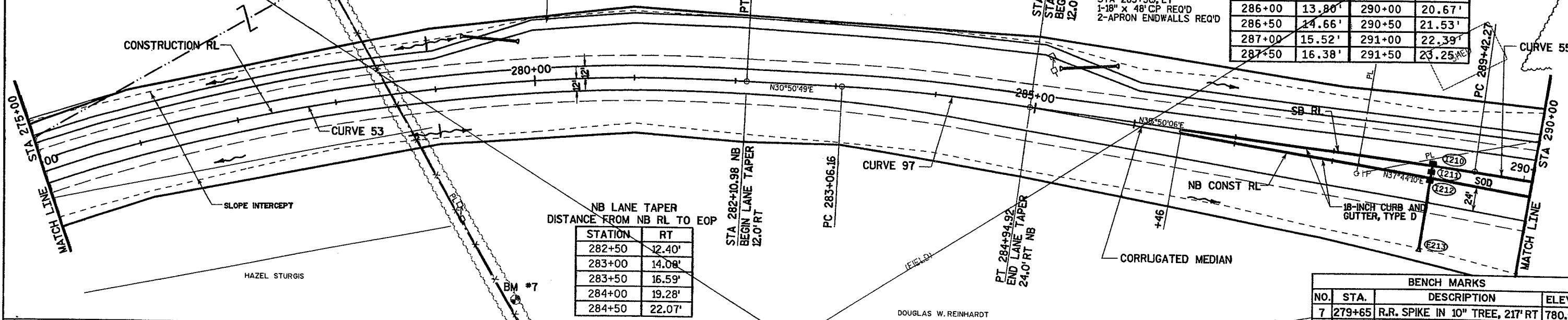
**CURVE 97**  
 PI= 284+00.60  
 R= 2168.27  
 L= 188.76  
 T= 94.44  
 D= 2°38'33"  
 Δ= 4°59'16"  
 E= 2.06  
 PC= 283+06.16  
 PT= 284+94.92  
 SE= 0.036%  
 RO= 137.50'

**CURVE 55**  
 PI= 290+37.33  
 R= 5729.58  
 L= 190.11  
 T= 95.06  
 D= 1°00'00"  
 Δ= 1°54'05"  
 E= 0.79  
 PC= 289+42.27  
 PT= 291+32.38  
 SE= NC

SB LANE TAPER  
 DISTANCE FROM SB RL TO EOP

STATION	LT	STATION	LT.
285+00	12.09'	288+00	17.24'
285+50	12.95'	288+50	18.10'
286+00	13.80'	290+00	20.67'
286+50	14.66'	290+50	21.53'
287+00	15.52'	291+00	22.39'
287+50	16.38'	291+50	23.25'

JERROLD E. & MARY  
 ELLEN SAHOTSKY

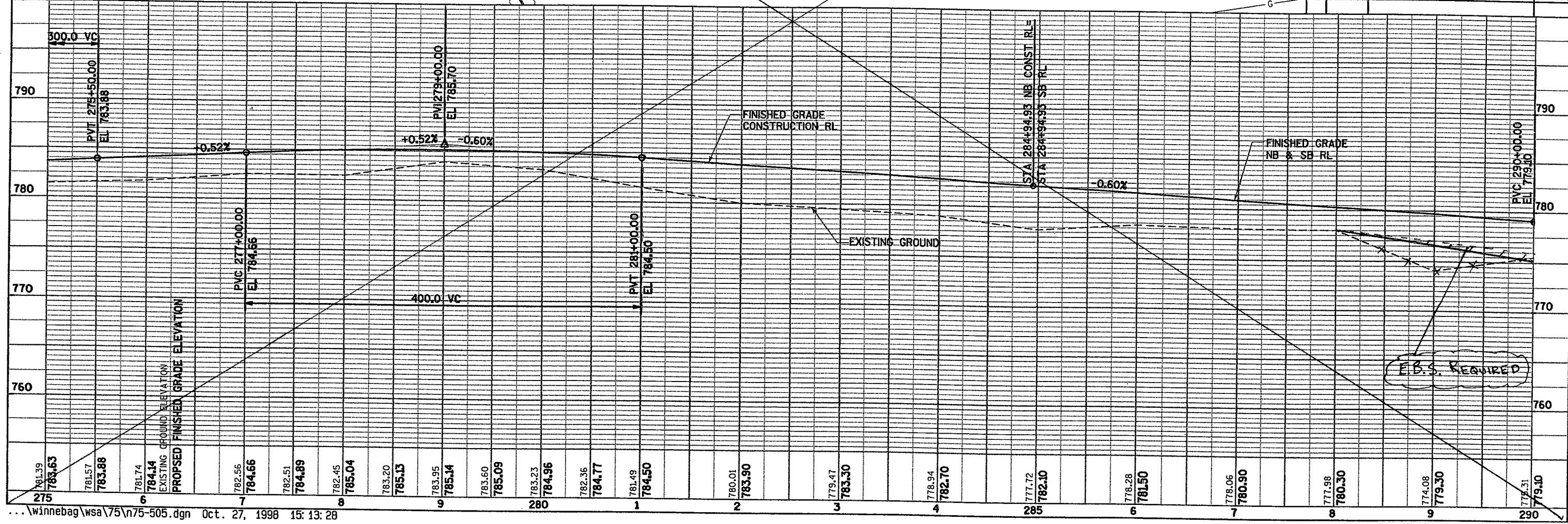


NB LANE TAPER  
 DISTANCE FROM NB RL TO EOP

STATION	RT
282+50	12.40'
283+00	14.08'
283+50	16.59'
284+00	19.28'
284+50	22.07'

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
7	279+65	R.R. SPIKE IN 10" TREE, 217' RT	780.59

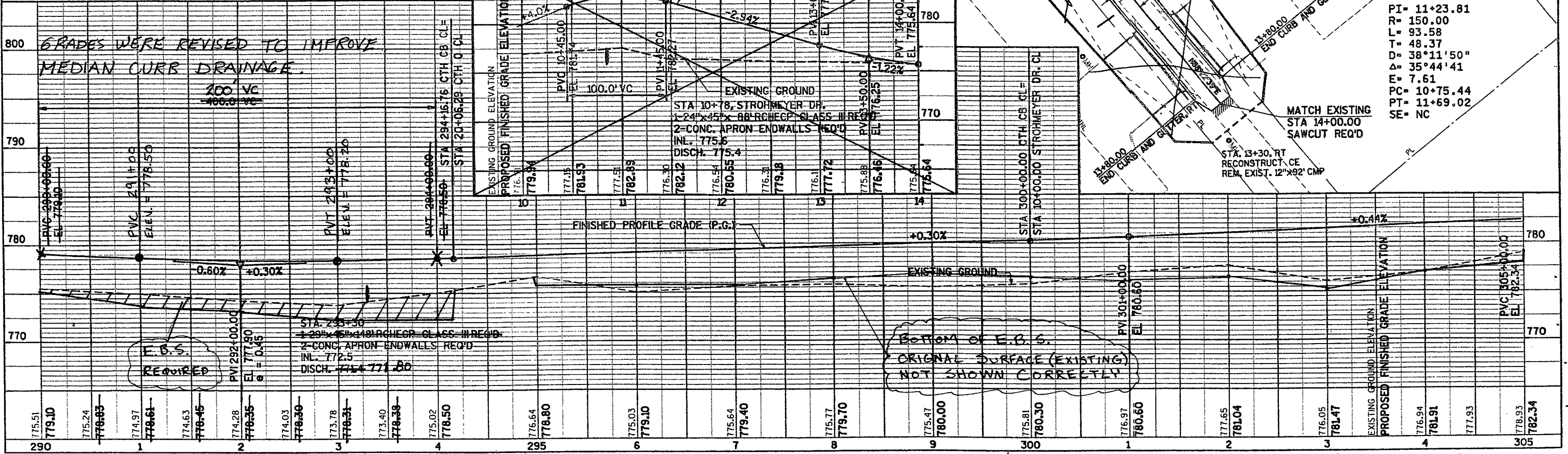
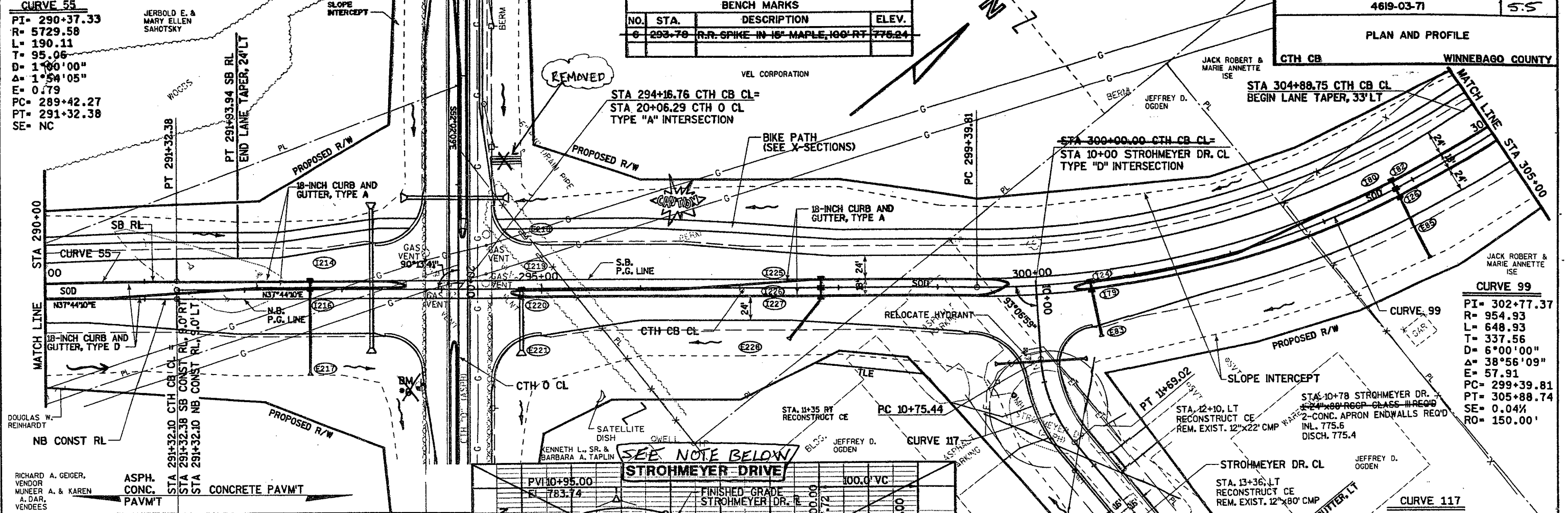


**CURVE 55**  
 PI= 290+37.33  
 R= 5729.58  
 L= 190.11  
 T= 95.06  
 D= 1°00'00"  
 Δ= 1°54'05"  
 E= 0.79  
 PC= 289+42.27  
 PT= 291+32.38  
 SE= NC

JERBOLD E. &  
 MARY ELLEN  
 SAHOTSKY

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
6	293.78	R.R. SPIKE IN 18" MAPLE, 100' RT	775.24

STATE PROJECT NUMBER  
 4619-03-71  
 5.5  
**PLAN AND PROFILE**  
 CTH CB WINNEBAGO COUNTY



**SEE NOTE BELOW**  
**STROHMEYER DRIVE**

**Bottom of E.B.S.**  
**ORIGINAL SURFACE (EXISTING)**  
**NOT SHOWN CORRECTLY**

**NOTE: CROSS SECTIONS AND PLAN/PROFILE SHEETS WERE REVISED.**

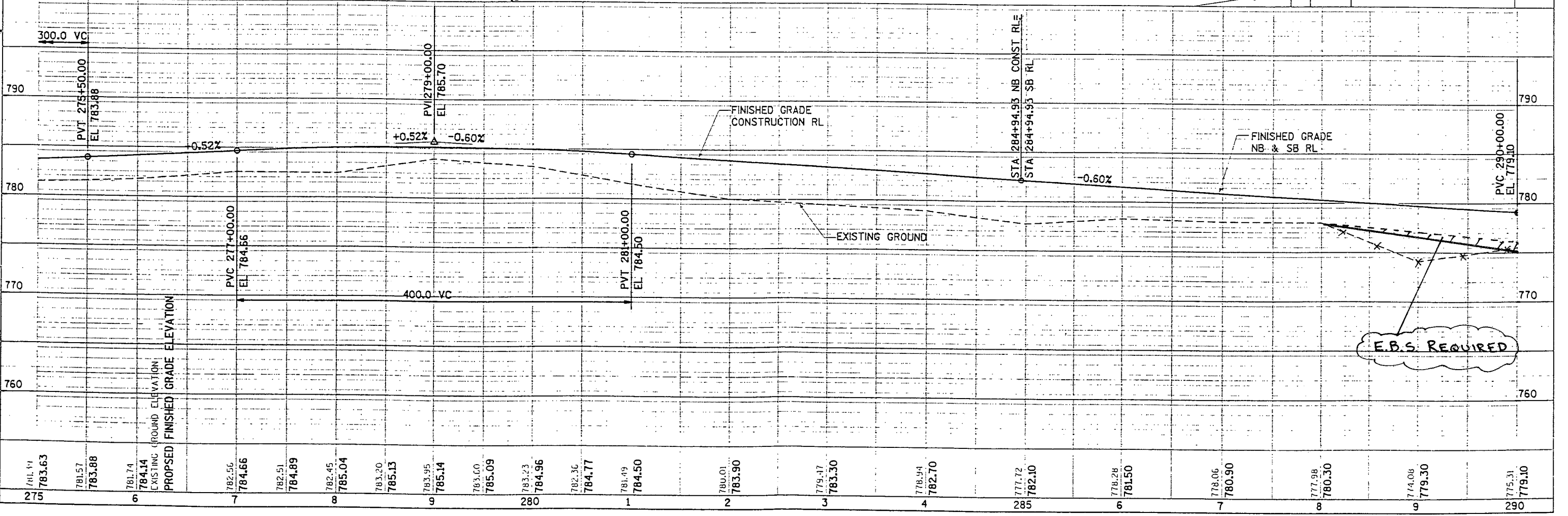
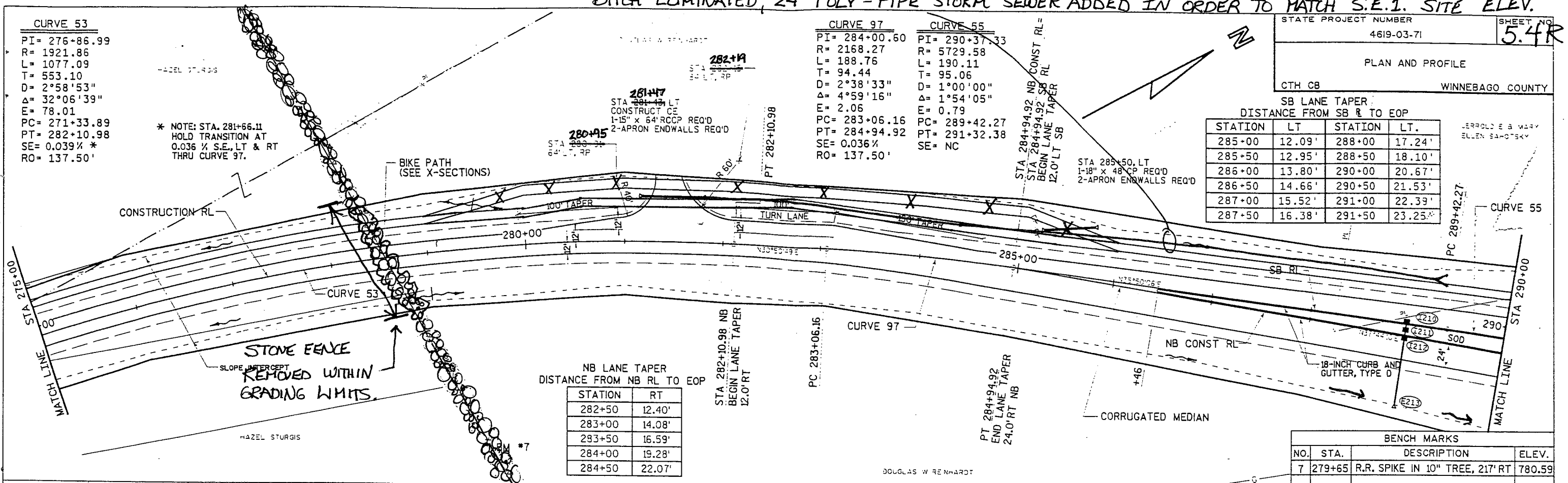
775.51 779.10 775.24 778.83 774.97 778.61 774.63 778.45 774.28 778.35 774.03 778.30 773.78 778.31 773.40 778.38 775.02 778.50 776.64 778.80 775.03 779.10 775.64 779.40 775.77 779.70 775.47 780.00 775.81 780.30 776.97 780.60 777.65 781.04 776.05 781.47 776.94 781.91 777.93 778.93 782.34

290 1 2 3 4 295 6 7 8 9 300 1 2 3 4 305

778.80 778.50 778.26 778.13 778.11 778.20 778.35



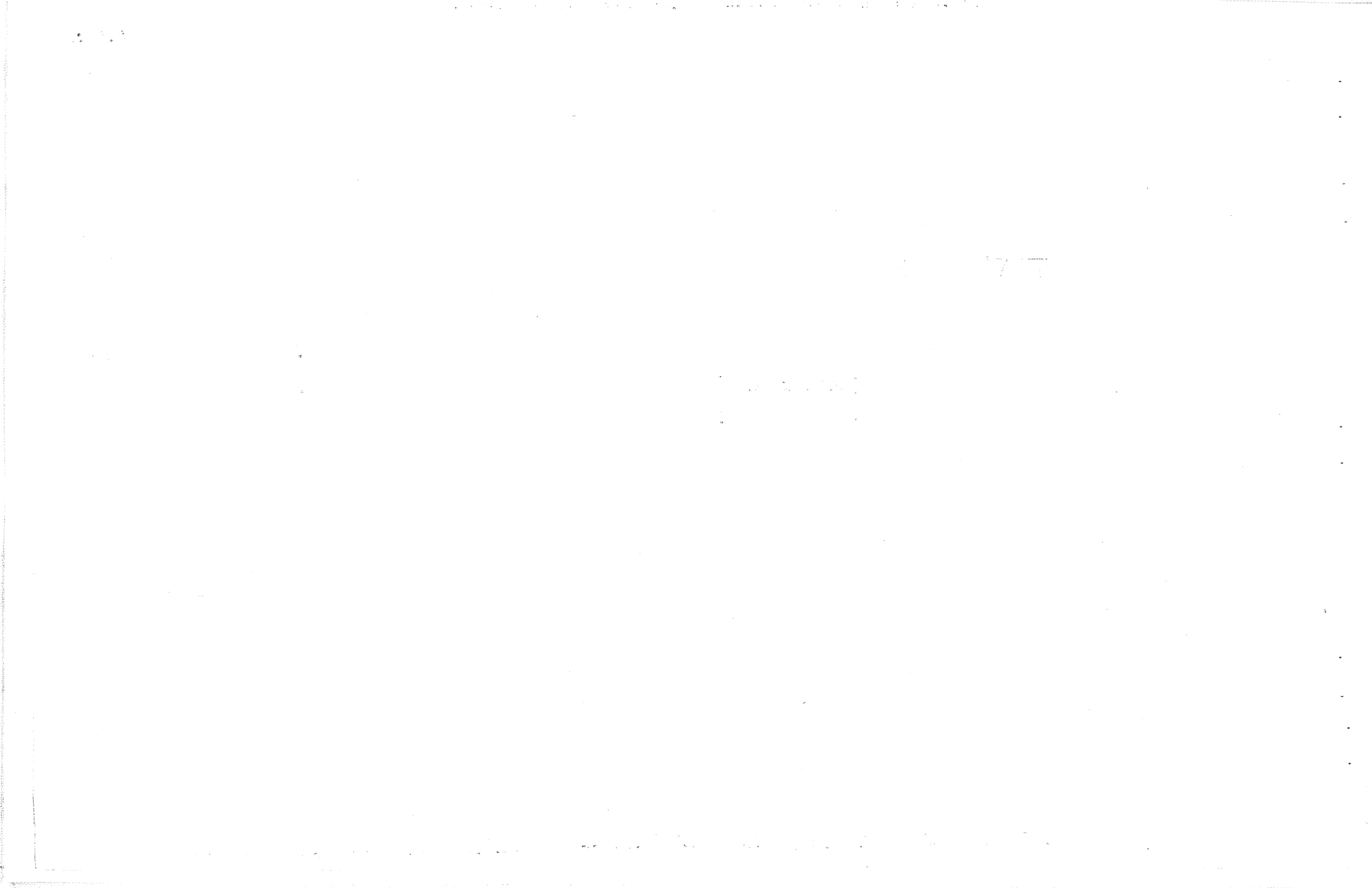
DITCH ELIMINATED, 24" POLY-PIPE STORM SEWER ADDED IN ORDER TO MATCH S.E.I. SITE ELEV.



E.B.S. REQUIRED

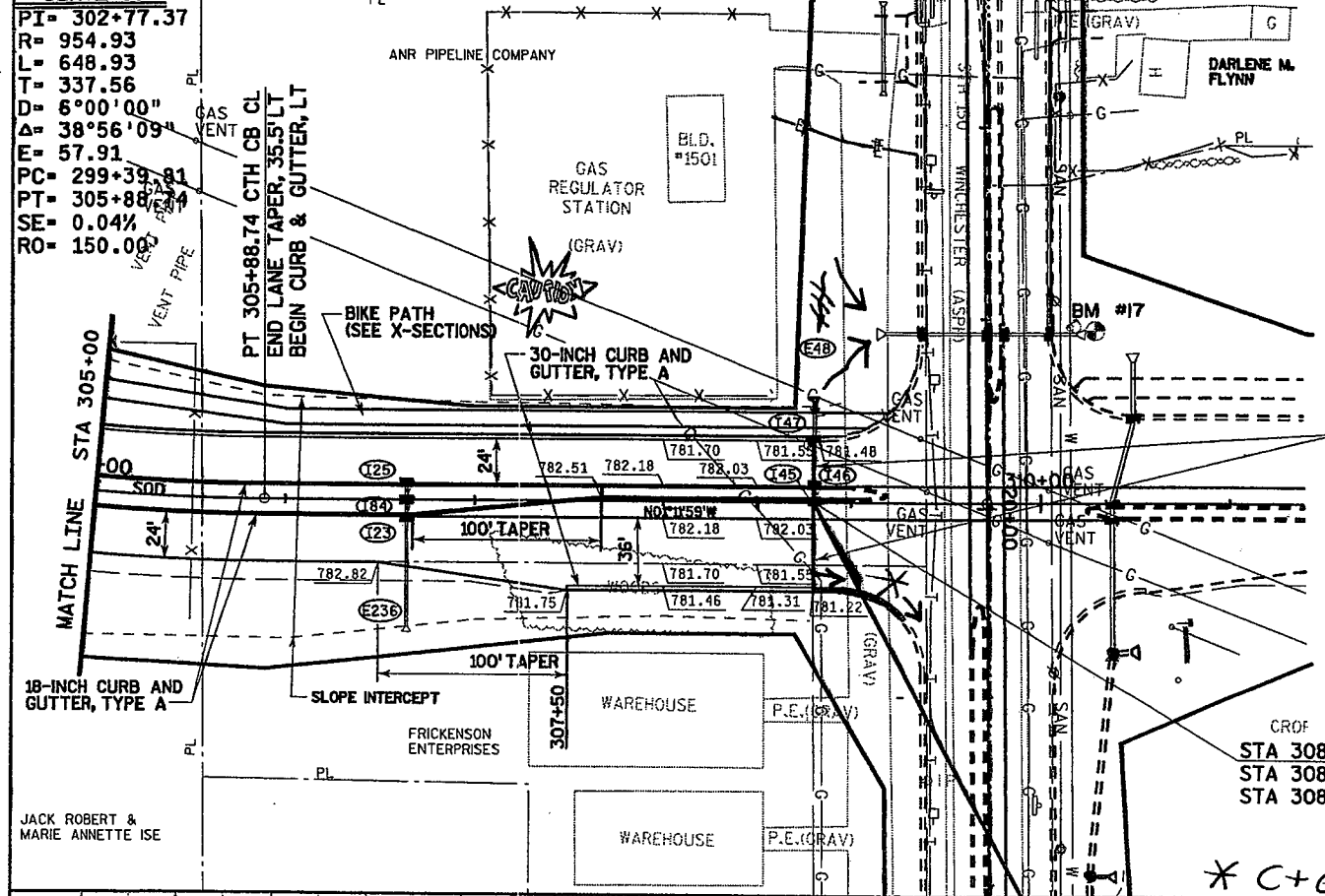






CURVE 99  
 PI= 302+77.37  
 R= 954.93  
 L= 648.93  
 T= 337.56  
 D= 6°00'00"  
 Δ= 38°56'09"  
 E= 57.91  
 PC= 299+39.81  
 PT= 305+88.74  
 SE= 0.04%  
 RO= 150.00

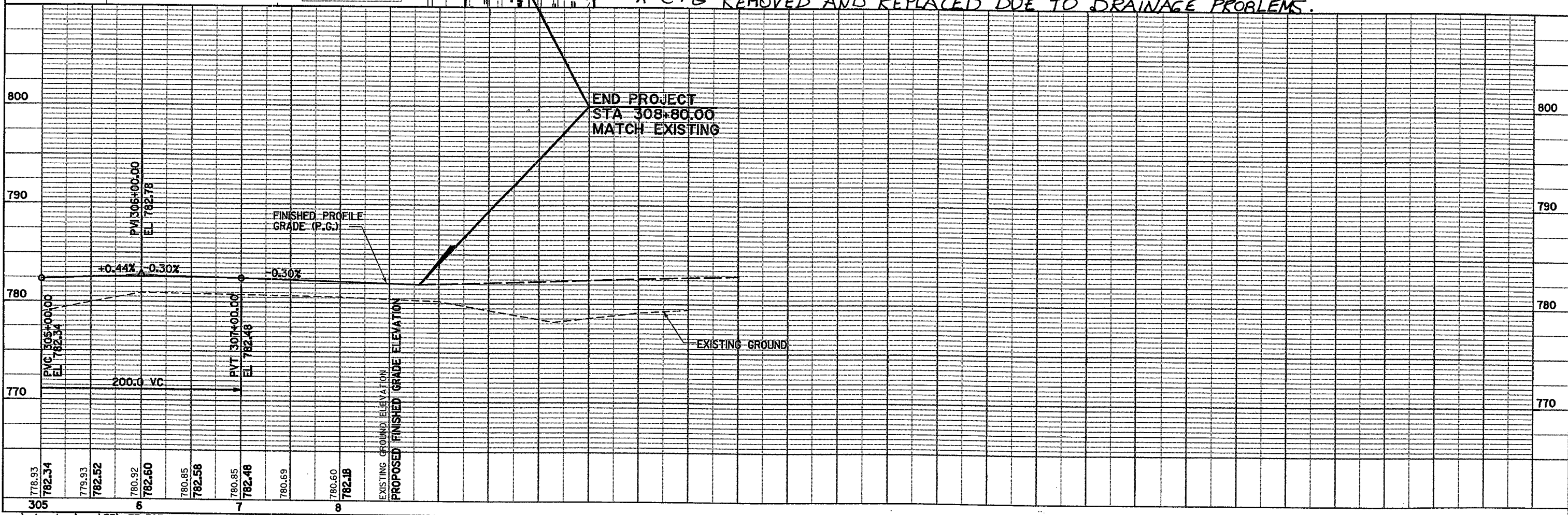
BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
17	304.16	ARROW ON TOP FLANGE HYD., 93' LT.	781.06



STA 308+80, RT & LT PAVEMENT TIES REQ'D

CROF  
 STA 308+80.00 PROJ. I.D. 4619-03-71 =  
 STA 308+80.00 PROJ. I.D. 4619-02-74 =  
 STA 308+80.00 PROJ. I.D. 4619-02-71

\* C+G REMOVED AND REPLACED DUE TO DRAINAGE PROBLEMS.



PLAN AND PROFILE  
OAKRIDGE ROAD (EAST) WINNEBAGO COUNTY

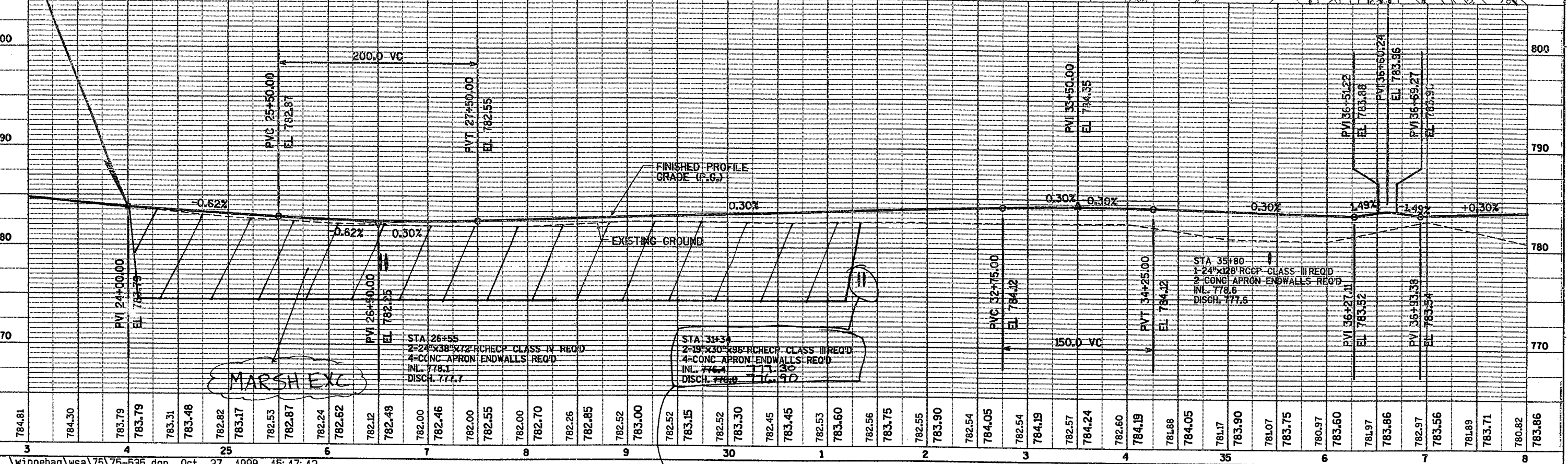
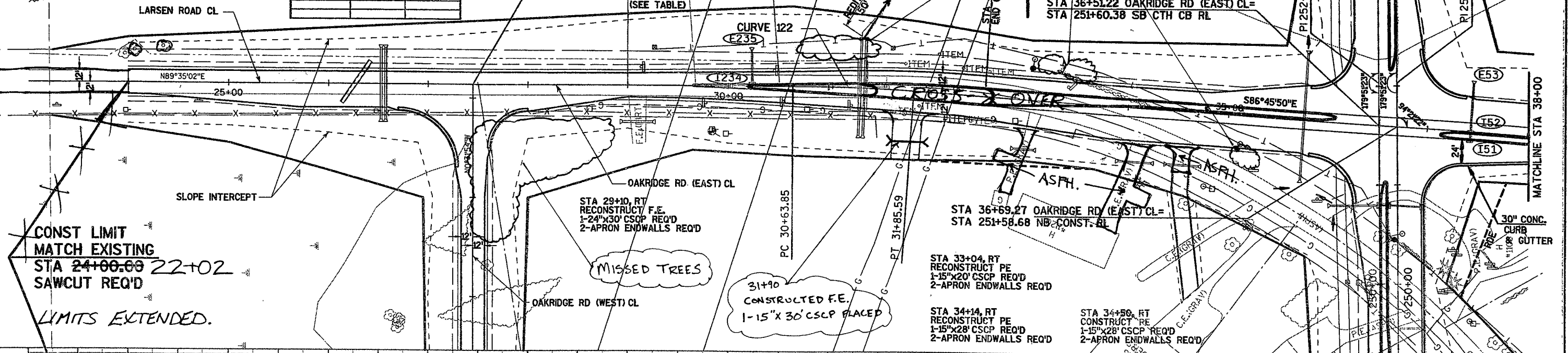
**CURVE 122**  
 PI = 31+24.74  
 R = 1909.86  
 L = 121.74  
 T = 60.89  
 D = 3°00'00"  
 Δ = 3°39'08"  
 E = 0.97  
 PC = 30+63.85  
 PT = 31+85.59  
 SE = 0.027%  
 RO = 125.00'

EB/WB LANE TAPER		
DISTANCE FROM CL TO EOP (INSIDE)		
STATION	LT	RT
29+00	0.00'	0.00'
29+25	0.00'	0.00'
29+50	0.00'	0.00'
29+75	1.34'	1.08'
30+00	1.78'	1.91'
30+25	2.23'	2.99'
30+50	2.67'	4.31'
30+75	3.16'	5.81'
31+00	3.91'	7.09'
31+25	4.97'	8.04'
31+50	6.07'	8.67'
31+75	7.14'	8.96'
32+00	8.09'	9.00'
32+25	8.72'	9.00'
32+50	8.99'	9.00'

BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
10	248+46	60" NAIL IN P.P. #71-1366, 90' RT.	786.91
9	257+60	60" NAIL IN TRANS. POLE #164, 460' LT	778.85

STA 27+44.85 LARSEN RD CL =  
 STA 27+44.85 OAKRIDGE RD (EAST) CL +  
 STA 23+13.96 OAKRIDGE RD (WEST) CL

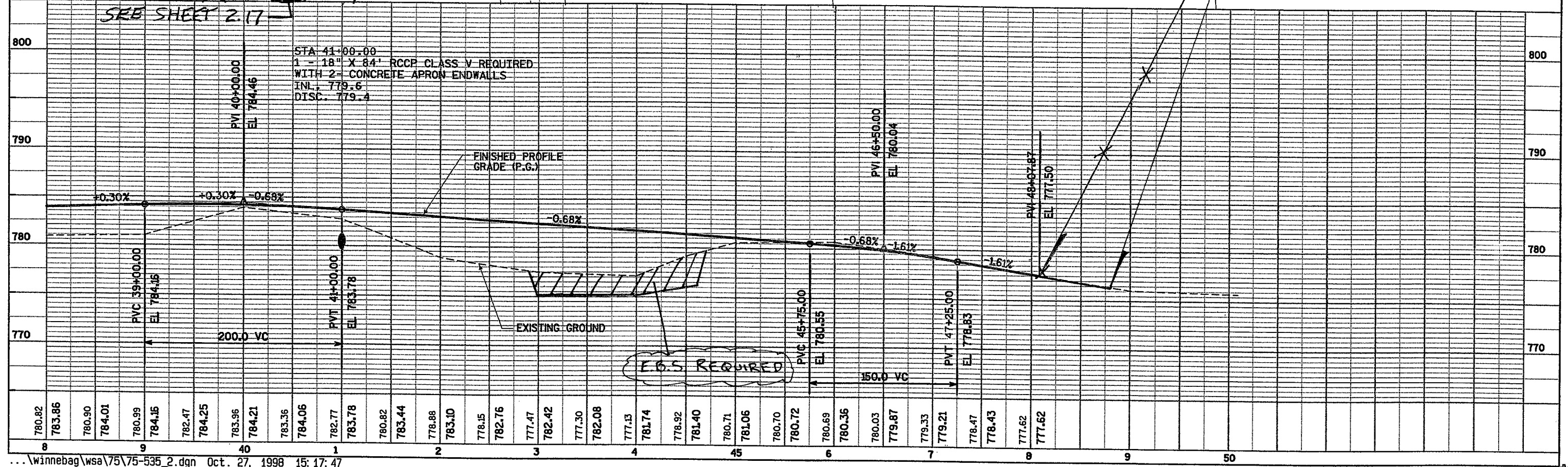
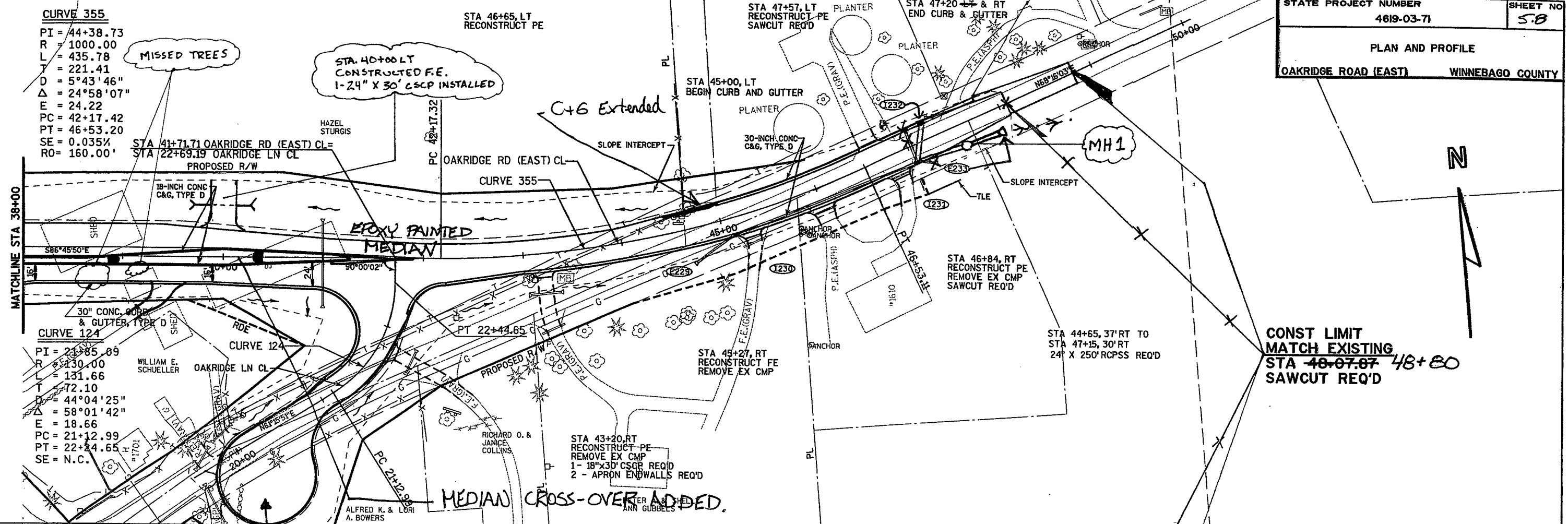
STA 36+51.22 OAKRIDGE RD (EAST) CL =  
 STA 251+60.38 SB CTH CB RL



19" x 30" RCHP WITH ENDWALLS  
 PLAN GRADES WERE 0.9' TOO LOW.

**CURVE 355**  
 PI = 44+38.73  
 R = 1000.00  
 L = 435.78  
 T = 221.41  
 D = 5°43'46"  
 Δ = 24°58'07"  
 E = 24.22  
 PC = 42+17.42  
 PT = 46+53.20  
 SE = 0.035%  
 RO = 160.00'

**CURVE 124**  
 PI = 21+85.09  
 R = 130.00  
 L = 131.66  
 T = 72.10  
 D = 44°04'25"  
 Δ = 58°01'42"  
 E = 18.66  
 PC = 21+12.99  
 PT = 22+24.65  
 SE = N.C.



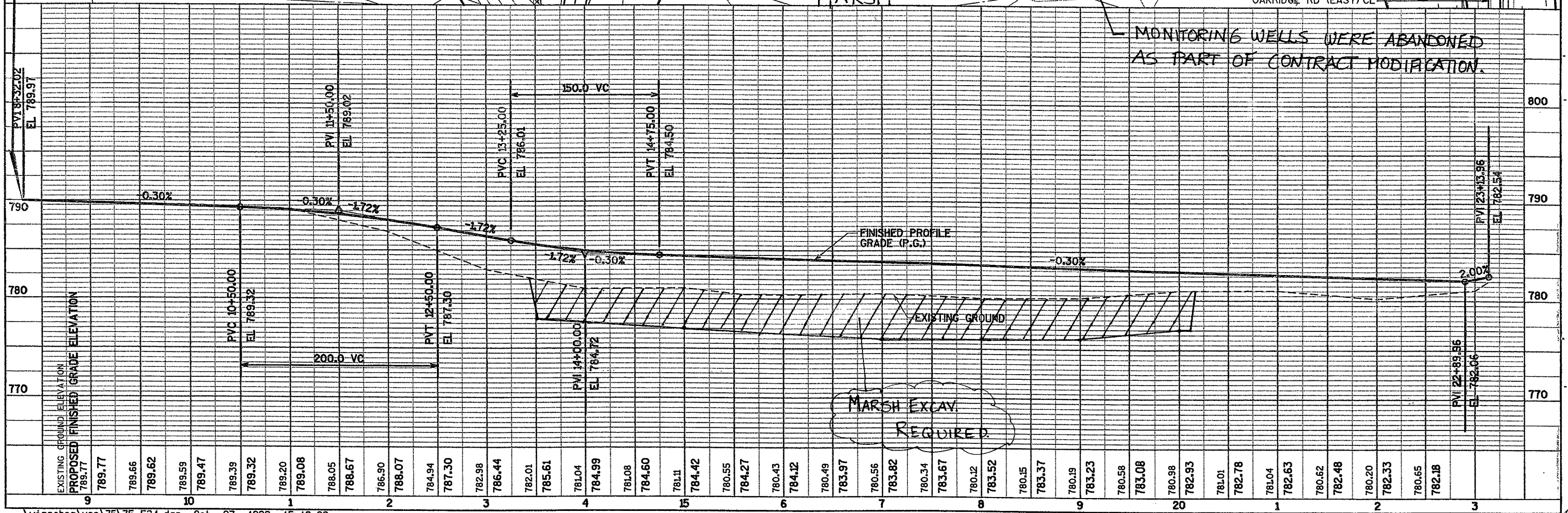
STA 11+06, RT  
RECONSTRUCT PE  
1-18"x30" CSCP REQ'D  
2-APRON ENDWALLS REQ'D  
FULL DEPTH SAWCUT REQ'D

STA 9+48, LT  
RECONSTRUCT PE  
FULL DEPTH SAWCUT REQ'D

**CURVE 129**  
PI = 12+97.86  
R = 572.96  
L = 576.00  
T = 314.99  
D = 10°00'00"  
Δ = 57°36'02"  
E = 80.88  
PC = 9+82.87  
PT = 15+58.87  
SE = 0.059%  
RO = 150.00'

**CURVE 128**  
PI = 7+95.34  
R = 848.83  
L = 139.80  
T = 70.06  
D = 6°45'00"  
Δ = 9°26'12"  
E = 2.89  
PC = 7+25.28  
PT = 8+65.08

CONST LIMIT  
MATCH EXISTING  
STA 8+32.02 STA 7+33  
SAWCUT REQ'D



MONITORING WELLS WERE ABANDONED  
AS PART OF CONTRACT MODIFICATION.

MARSH EXCAV.  
REQUIRED.

PROPOSED ALIGNMENT CONSTRUCTED THROUGH MARSH. THE CONST. DETAIL FOR THIS AREA DID NOT APPLY.





126

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author details the various methods used to collect and analyze the data. This includes both manual and automated processes. The goal is to ensure that the information is both reliable and up-to-date.

The third part of the document focuses on the challenges faced during the data collection process. These include issues such as incomplete records, inconsistent formatting, and the need for regular updates. The author provides several strategies to overcome these challenges, such as implementing standardized procedures and using data validation tools.

Finally, the document concludes with a summary of the key findings and recommendations. It stresses the importance of ongoing monitoring and review to ensure that the data remains accurate and relevant over time.

STA 9+99.98 OAKRIDGE CT-  
STA 14+14.82 OAKRIDGE RD  
(WEST)

**CURVE 119**  
 PI = 11+91.52  
 R = 250.00  
 L = 209.23  
 T = 111.18  
 D = 22°55'06"  
 Δ = 47°57'06"  
 E = 23.61  
 PC = 10+80.34  
 PT = 12+89.57

STA 17+00, LT  
RECONSTRUCT PE  
 STA 18+55, LT  
RECONSTRUCT PE  
 STA 19+00 OAKRIDGE  
SAWCUT REQ'D

STATE PROJECT NUMBER  
4619-03-71  
 SHEET NO  
5:10

PLAN AND PROFILE  
 OAKRIDGE COURT/  
 OAKRIDGE LANE  
 WINNEBAGO COUNTY

OAKRIDGE RD  
(WEST) CL

SLOPE INTERCEPT

CURVE 119

OAKRIDGE CT CL

STA 17+76.2  
CONSTRUCT PE ENTRANCE  
TO STUB OF EXISTING  
OAKRIDGE CT

BRYAN K.  
& AMY M.  
BAUMGARTNER

STA 20+00, LT  
RECONSTRUCT PE  
1- 15"x22' CSCP REQ'D  
2- APRON ENDWALLS REQ'D

STA 19+78, LT  
RECONSTRUCT PE  
1- 15"x24' CSCP REQ'D  
2- APRON ENDWALLS REQ'D

STA 22+69.19 OAKRIDGE LN-  
STA 22+71.71 OAKRIDGE RD (EAST)

STA 11+66, RT  
RECONSTRUCT PE  
1- 15"x30' CSCP REQ'D  
2- APRON ENDWALLS REQ'D

**CURVE 125**  
 PI = 18+33.77  
 R = 198.86  
 L = 98.88  
 T = 49.45  
 D = 3°00'00"  
 Δ = 2°57'59"  
 E = 0.64  
 PC = 17+84.32  
 PT = 18+83.20

**CURVE 125**  
 17+48  
 17+44.49  
 36.00 RT  
 793.45

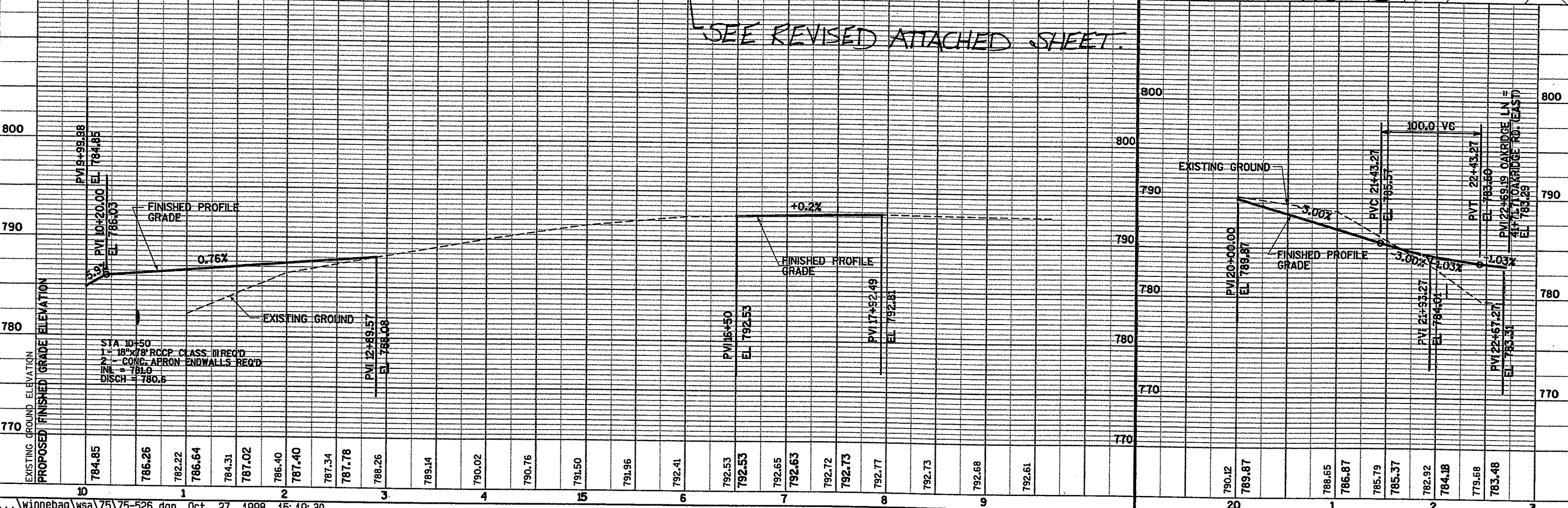
STA 19+67, RT  
RECONSTRUCT PE  
1- 15"x40' CSCP REQ'D  
2- APRON ENDWALLS REQ'D

SEE SHEET 2.17  
FOR CHANGES.

**CURVE 124**  
 PI = 21+85.09  
 R = 130.00  
 L = 131.66  
 T = 72.10  
 D = 44°04'25"  
 Δ = 58°01'42"  
 E = 18.66  
 PC = 21+12.99  
 PT = 22+44.65

BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
10	248+46	60d NAIL IN P.P. #71-1366, 90' RT	786.91

SEE REVISED ATTACHED SHEET.



BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
6	293+78	RR SPIKE IN 15" MAPLE, 100' RT	775.24

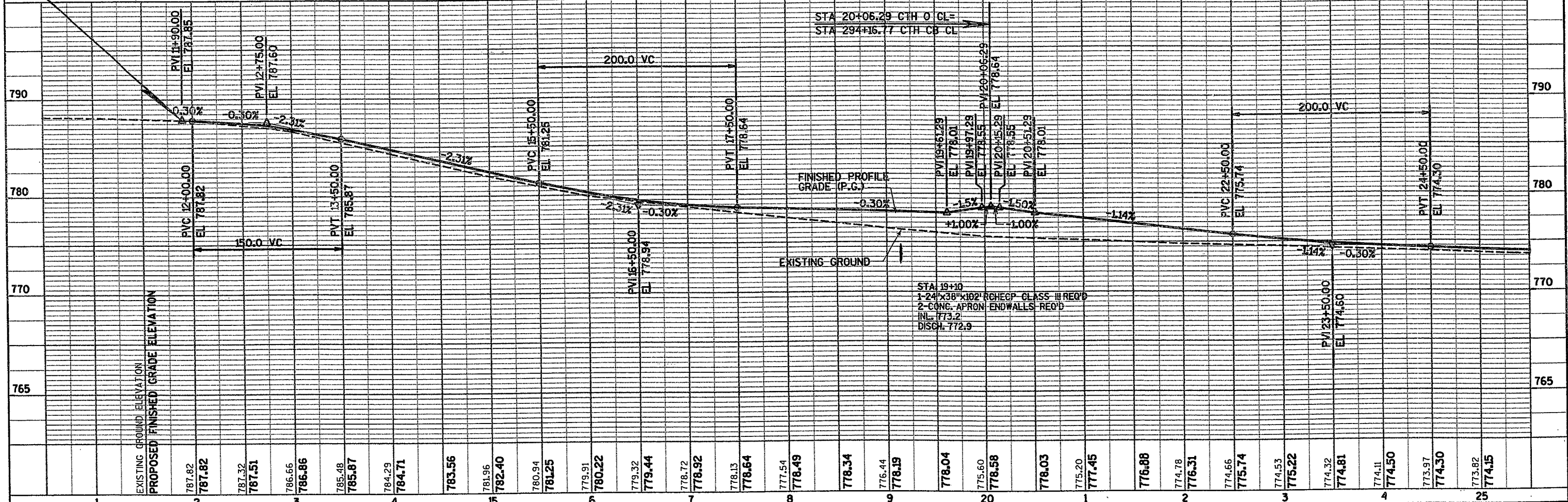
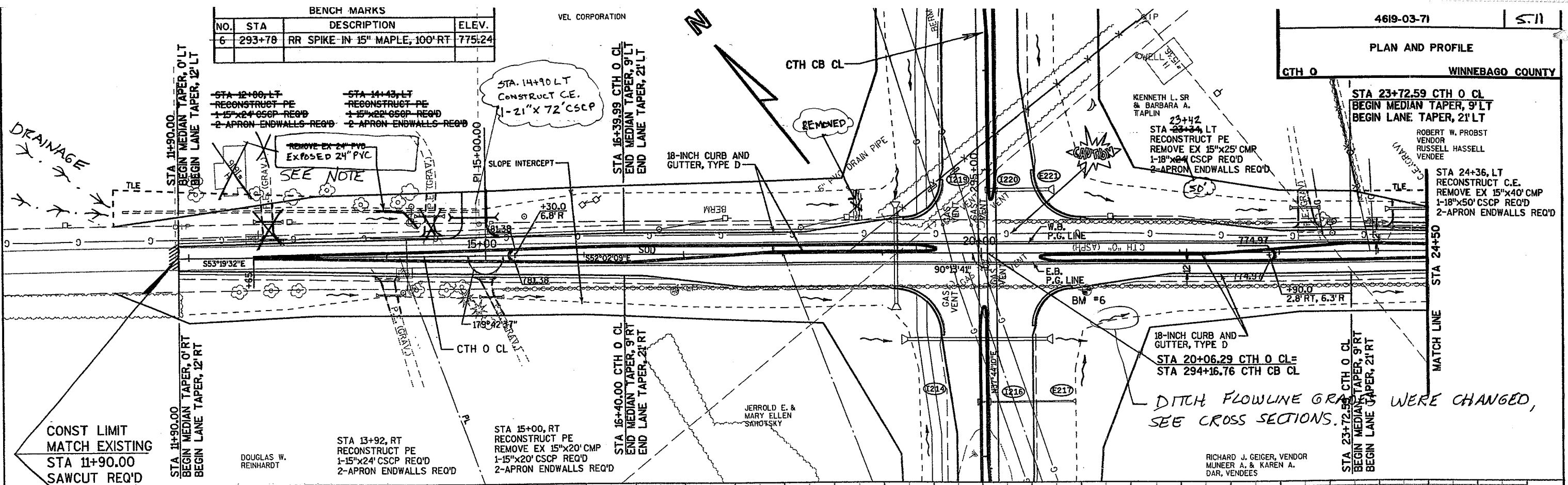
VEL CORPORATION

4619-03-71

5.11

PLAN AND PROFILE

CTH 0 WINNEBAGO COUNTY



...\\winnebag\wsa\75\75-527.dgn Oct. 27, 1998 15:20:27

\* THE EXIST. 24" PVC COULD NOT BE REMOVED AS THE PLAN SHOWS. THE PIPE DRAINS AN AREA BEYOND THE CONST. LIMITS. THE PIPE WAS DAYLIGHTED INTO THE REVISED DITCH @ STA. 14+33 LT. SEE CROSS-SECTION SHEET 9.23.

ROBERT W. PROBST, VENDOR  
RUSSELL HASSELL, VENDEE

WILLIAM ROGERS

DONALD H. & SANDRA C. LORNSON

26+48  
STA 25+34, LT  
RECONSTRUCT CE  
REMOVE EX 15"x25' CMP  
1-18"x32' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

25+88  
STA 25+87, LT  
RECONSTRUCT P.E.  
REMOVE EX 15"x20' CMP  
1-18"x20' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

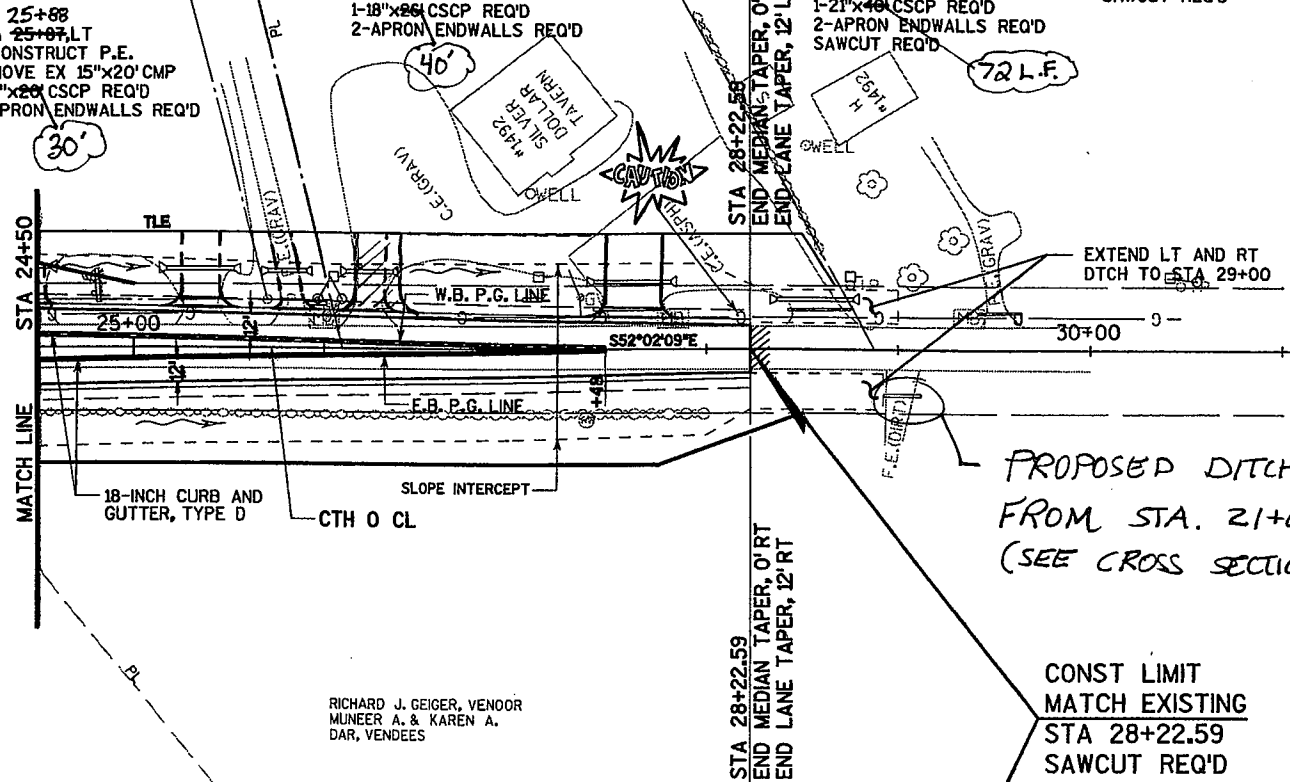
26+148  
STA 26+25, LT  
RECONSTRUCT CE  
REMOVE EX 15"x25' CMP  
1-18"x20' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

27+69, LT  
RECONSTRUCT CE  
REMOVE EX 15"x35' CMP  
1-21"x40' CSCP REQ'D  
2-APRON ENDWALLS REQ'D  
SAWCUT REQ'D

28+22.59  
END MEDIAN TAPER, 0' LT  
END LANE TAPER, 12' LT

28+22.59  
END MEDIAN TAPER, 0' RT  
END LANE TAPER, 12' RT

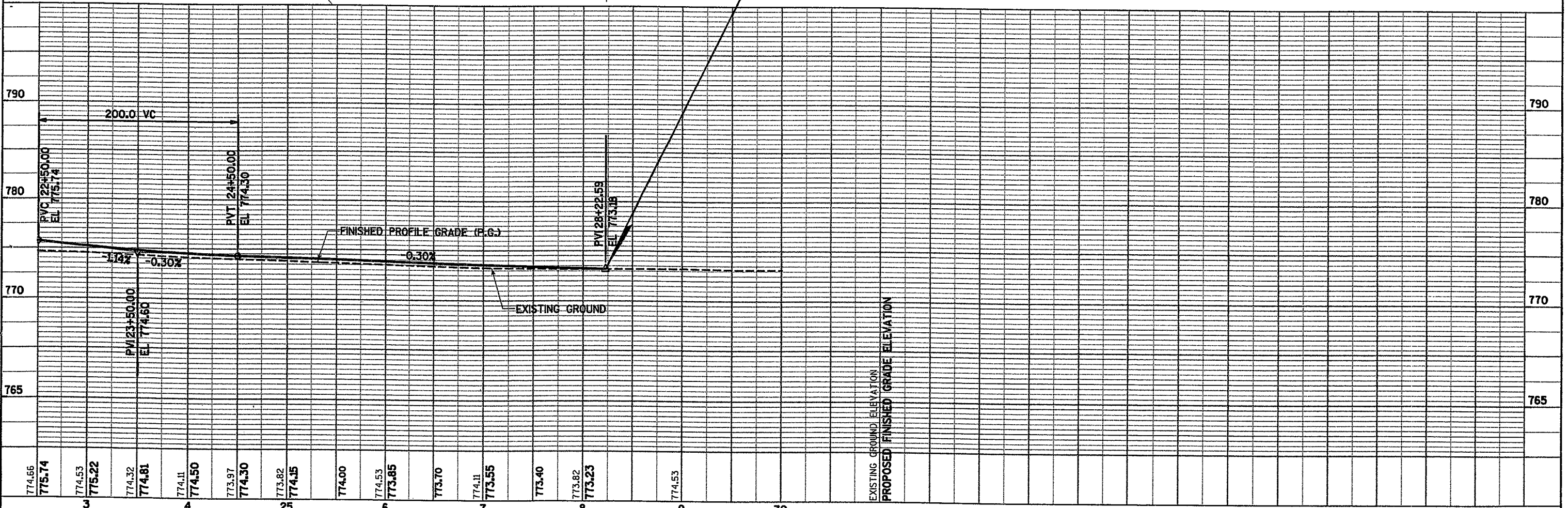
28+60, LT  
RECONSTRUCT CE  
REMOVE EX 12" RCP  
1-21"x50' CSCP REQ'D  
2-APRON ENDWALLS REQ'D  
SAWCUT REQ'D



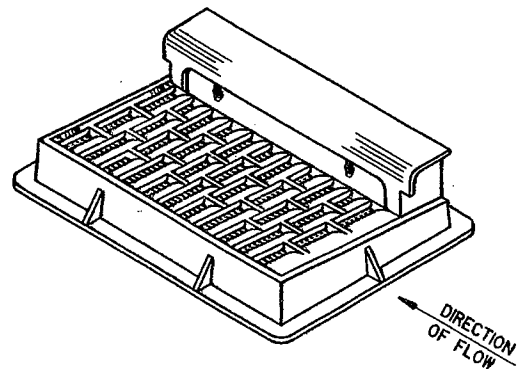
PROPOSED DITCH FLOWLINES DID NOT MATCH THIS CULVERT ELEVATION. DITCH GRADES FROM STA. 21+00 - 29+00 WERE CHANGED. (SEE CROSS SECTIONS)

BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
6	293+78	R.I.R. SPIKE IN 15" MAPLE, 44' LT	775.2

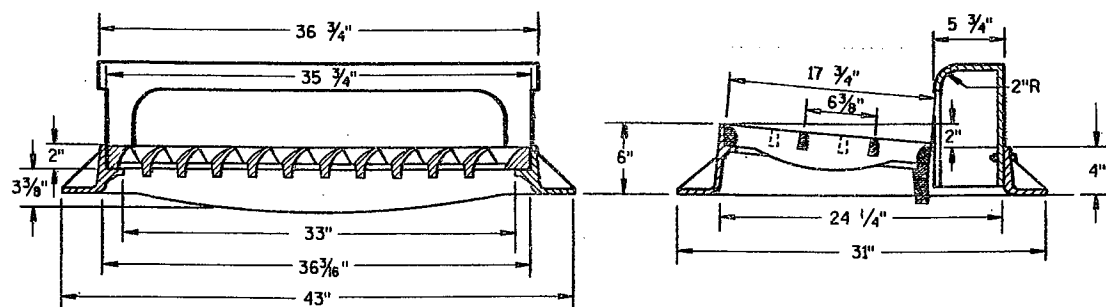
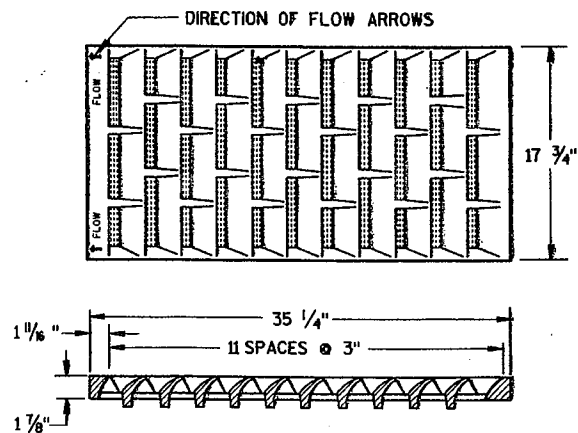
CONST LIMIT  
MATCH EXISTING  
STA 28+22.59  
SAWCUT REQ'D



NOTE:  
GRATE IS REVERSIBLE.

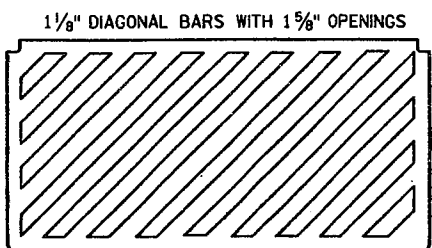


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



**TYPE "H"**

(APPROXIMATE WEIGHT 422 LBS.)  
 FRAME..... 175 LBS.  
 GRATE..... 138 LBS.  
 CURB BOX..... 109 LBS.



**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)

NOTE:  
GRATE IS REVERSIBLE.

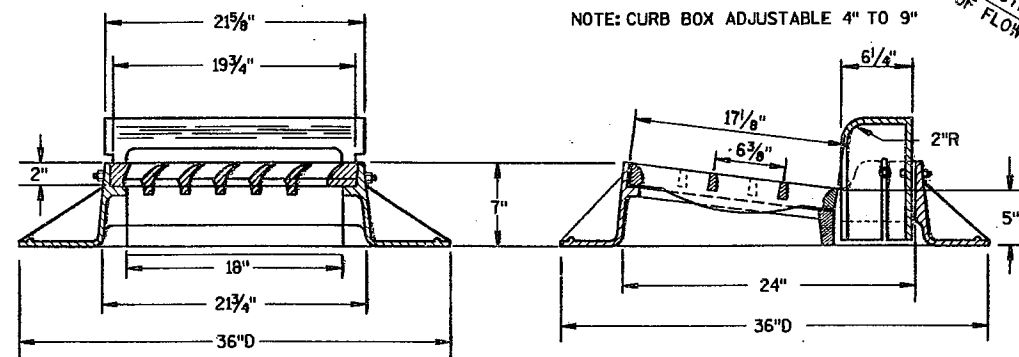
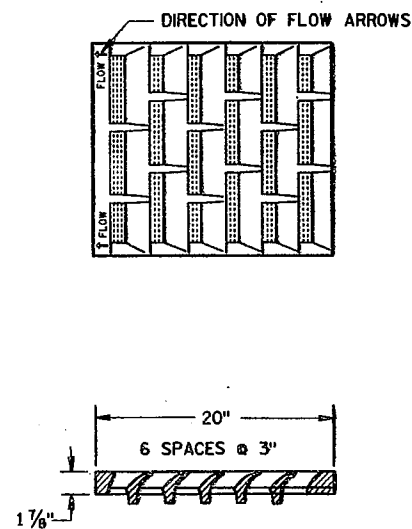
**GENERAL NOTES**

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.

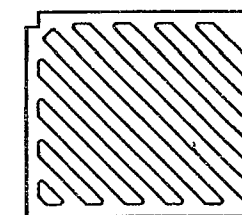


**TYPE "A"**

(APPROXIMATE WEIGHT 325 LBS.)  
 FRAME..... 157 LBS.  
 GRATE..... 84 LBS.  
 CURB BOX..... 84 LBS.

NOTE:  
GRATE IS REVERSIBLE.

1" DIAGONAL BARS  
WITH 1/2" OPENINGS



**SPECIAL GRATE FOR  
TYPE "A" COVER**

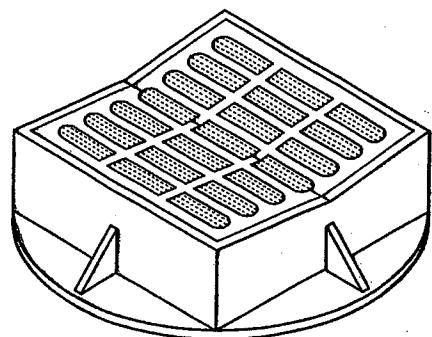
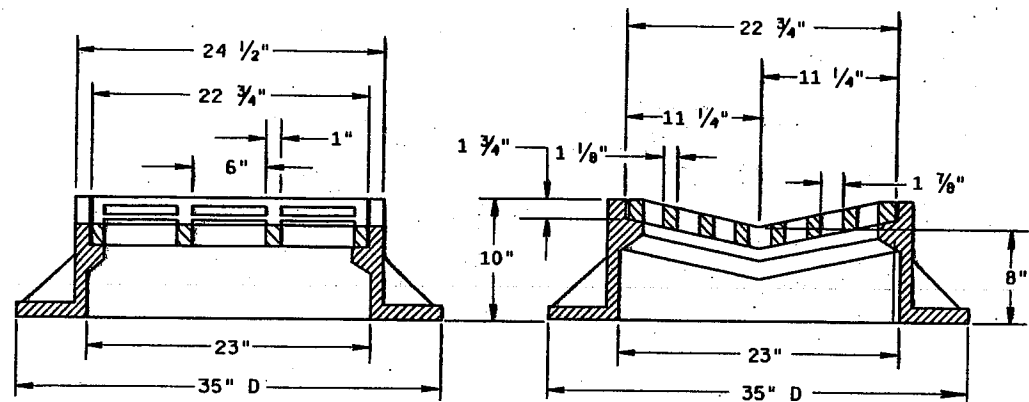
(MEASURES 19 3/4" X 17" X 1 1/8")  
 GRATE..... 84 LBS.  
 (NOTED AS TYPE A-S ON DRAINAGE TABLE)

NOTE:  
GRATE IS REVERSIBLE.

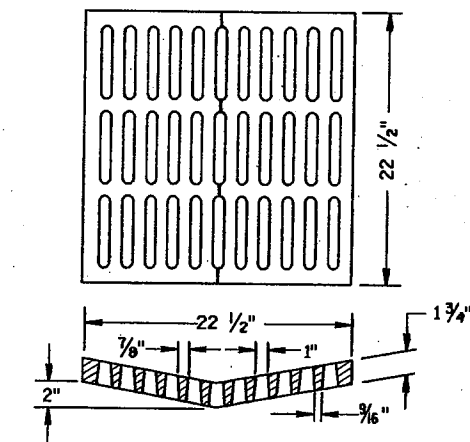
**INLET COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 10/1/97 DATE  
 [Signature] CHIEF ROADWAY DEVELOPMENT ENGINEER  
 FHWA

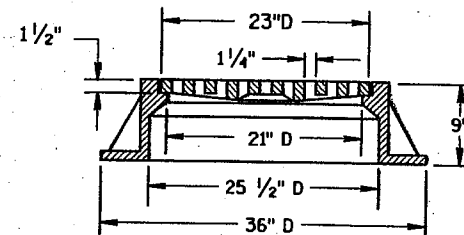
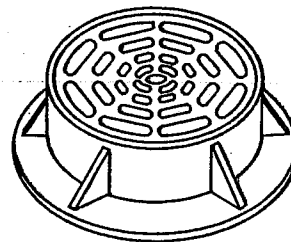


**TYPE "B"**  
(APPROXIMATE WEIGHT 395 LBS.)  
FRAME..... 285 LBS.  
GRATE..... 110 LBS.



**ALTERNATIVE GRATE FOR TYPE "B" COVER**

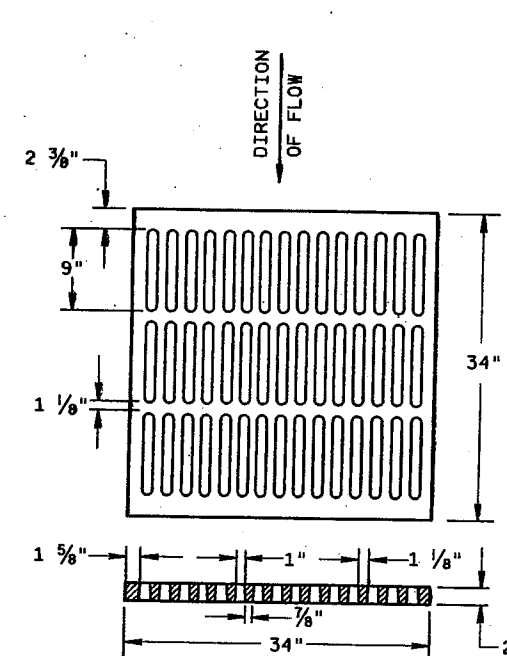
(APPROXIMATE GRATE WEIGHT 125 LBS.)  
GRATE..... 125 LBS.  
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.  
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



**TYPE "C"**  
(APPROXIMATE WEIGHT 340 LBS.)  
FRAME..... 235 LBS.  
GRATE..... 105 LBS.

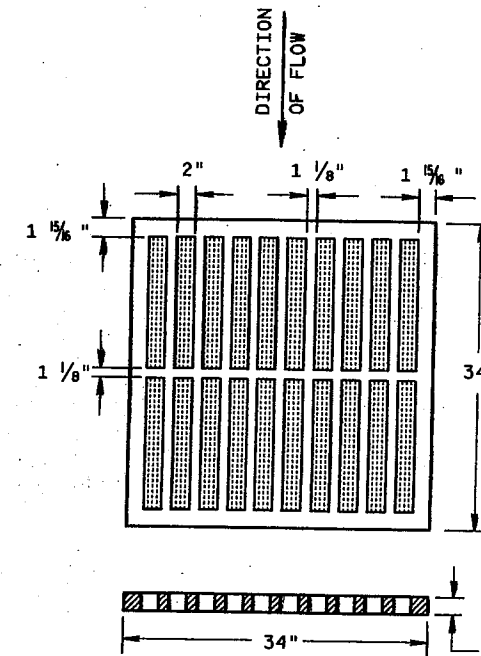
**GENERAL NOTES**

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.

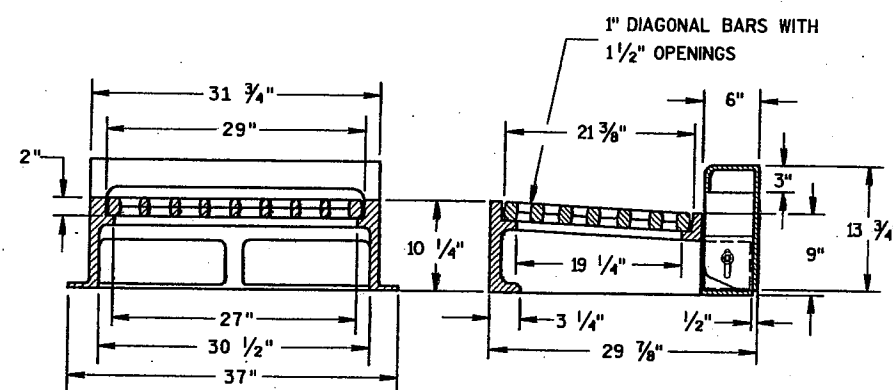
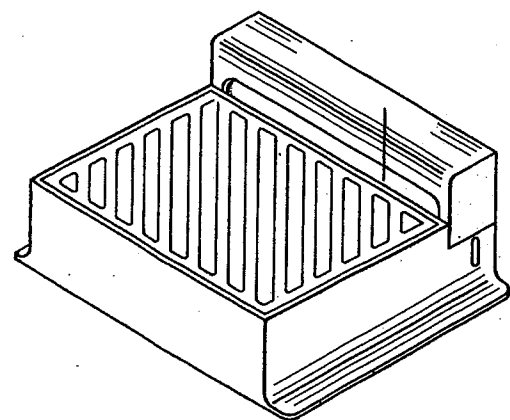


**ALTERNATIVE TYPE "MS"**  
(APPROXIMATE GRATE WEIGHT 365 LBS.)  
GRATE..... 365 LBS.

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

**TYPE "WM"**  
(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.  
GRATE..... 160 LBS.  
CURB BOX..... 150 LBS.

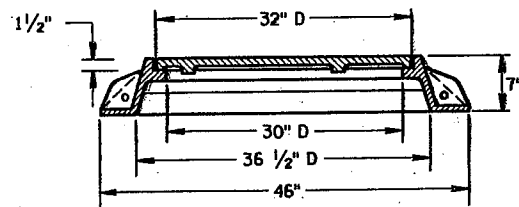
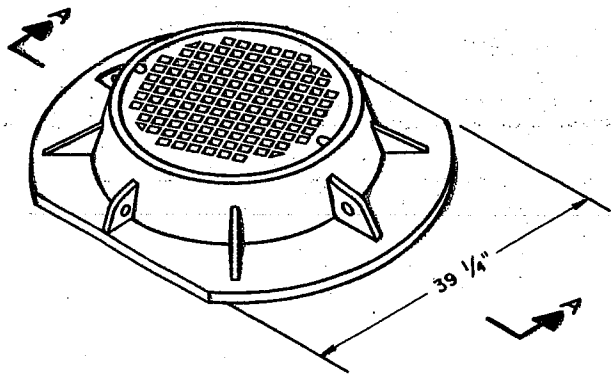
DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

DIRECTION OF FLOW

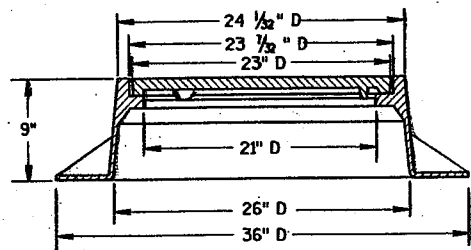
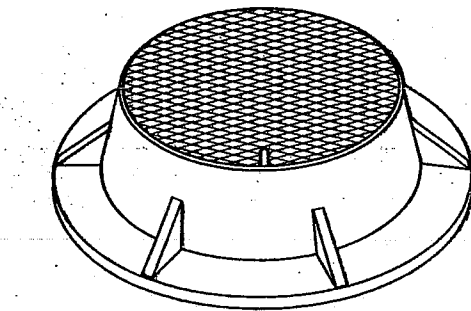
**INLET COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

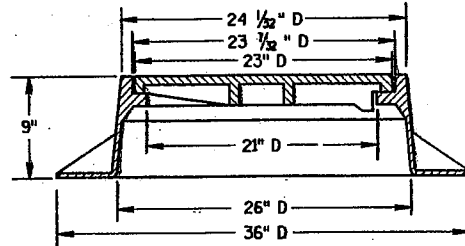
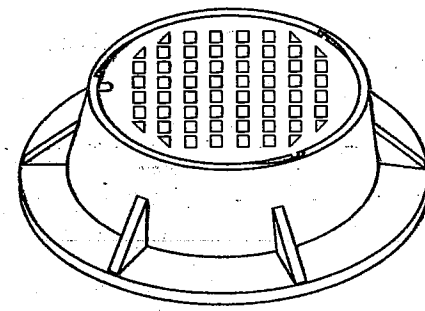
APPROVED  
10/1/97  
DATE  
Roy L. [Signature]  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



**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)

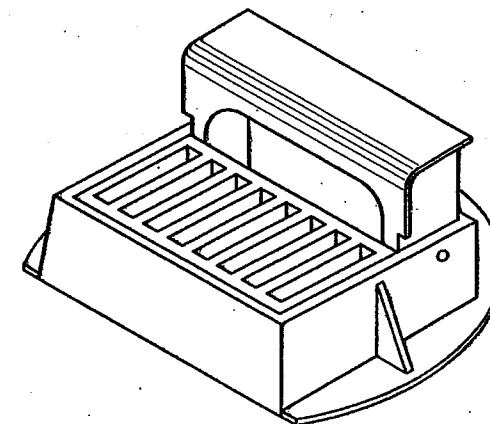
**GENERAL NOTES**

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.

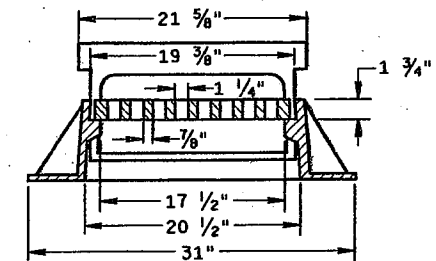
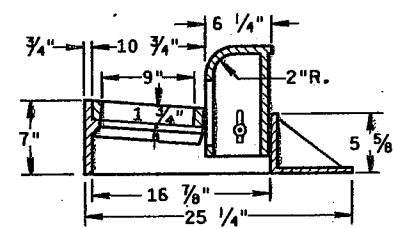
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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.

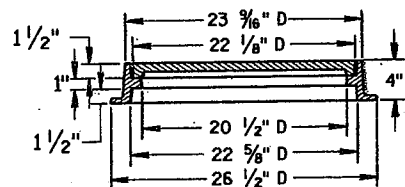
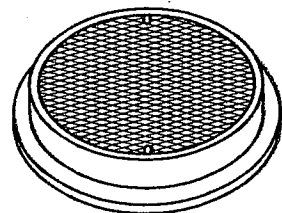


CURB BOX ADJUSTABLE 4" TO 10"

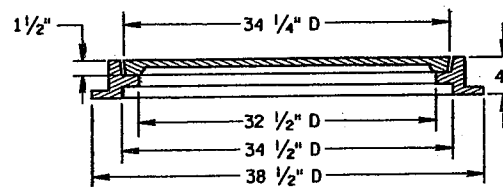
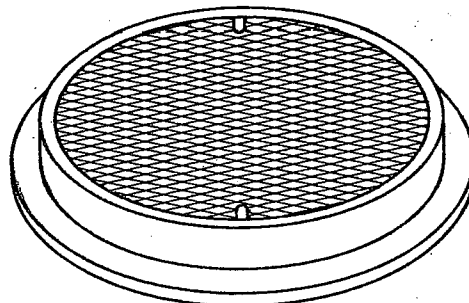


**INLET COVER TYPE "Z"**

(APPROXIMATE WEIGHT 280 LBS.)  
FRAME.....145 LBS.  
GRATE.....50 LBS.  
CURB BOX.....85 LBS.



**TYPE "L"**  
(APPROXIMATE WEIGHT 145 LBS.)  
FRAME.....75\*  
LID.....70\*



**TYPE "M"**  
(APPROXIMATE WEIGHT 385 LBS.)  
FRAME.....125\*  
LID.....260\*

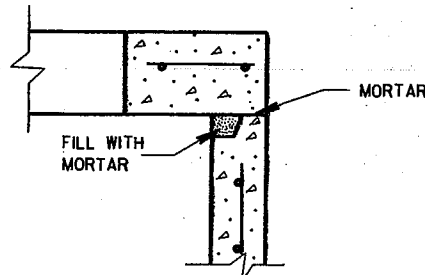
**INLET AND  
MANHOLE COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

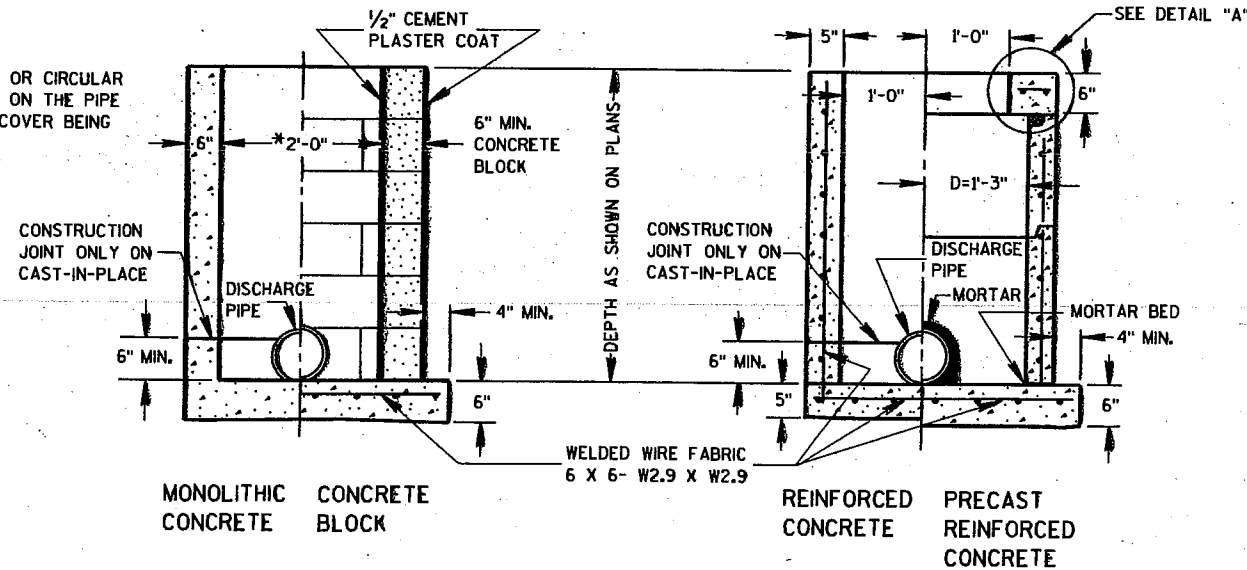
APPROVED  
10/1/97  
DATE  
FOY L. THOMPSON  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



\*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.

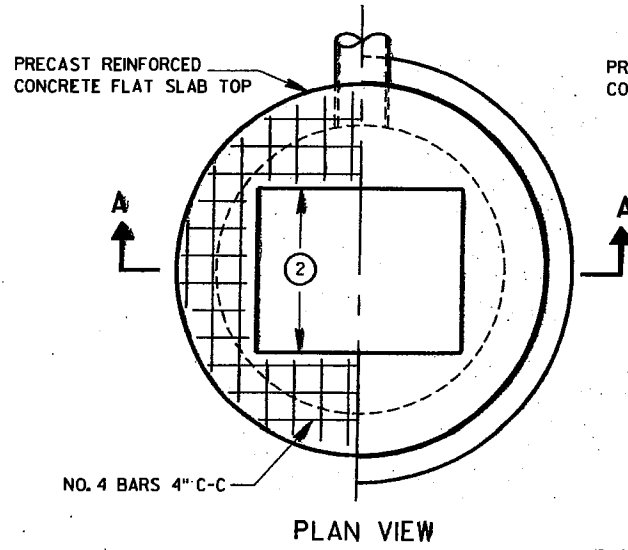
PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

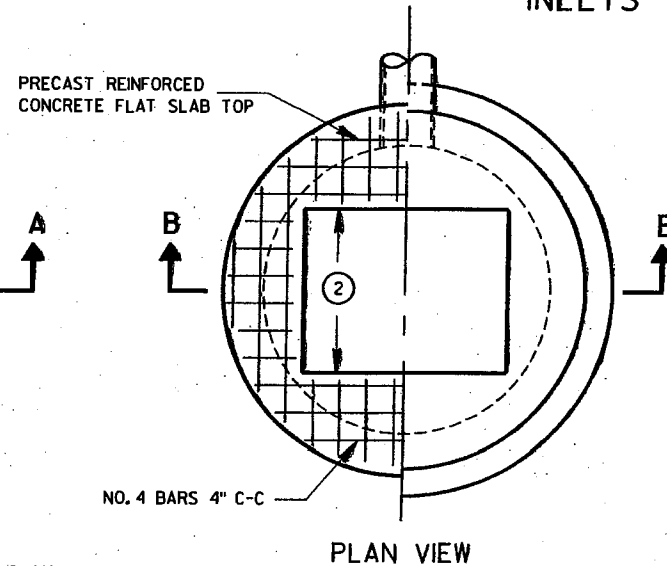
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

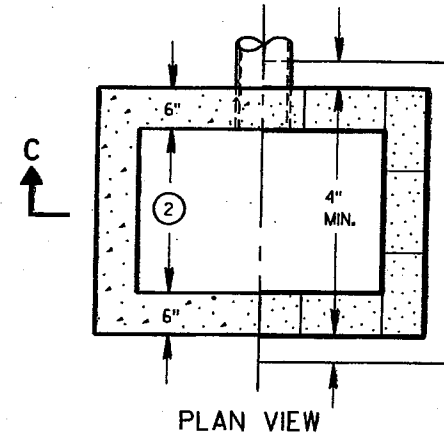
- ① USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.
- ② USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6 1/2" OPENING FOR TYPE 4 INLETS.



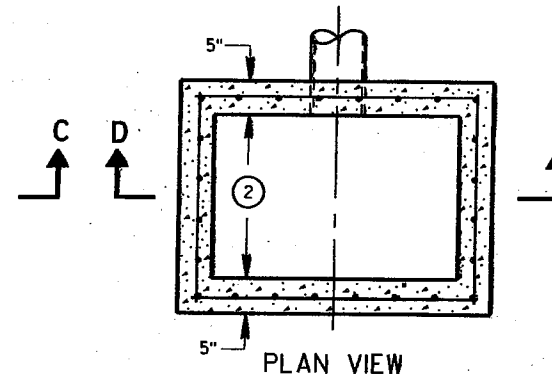
PLAN VIEW



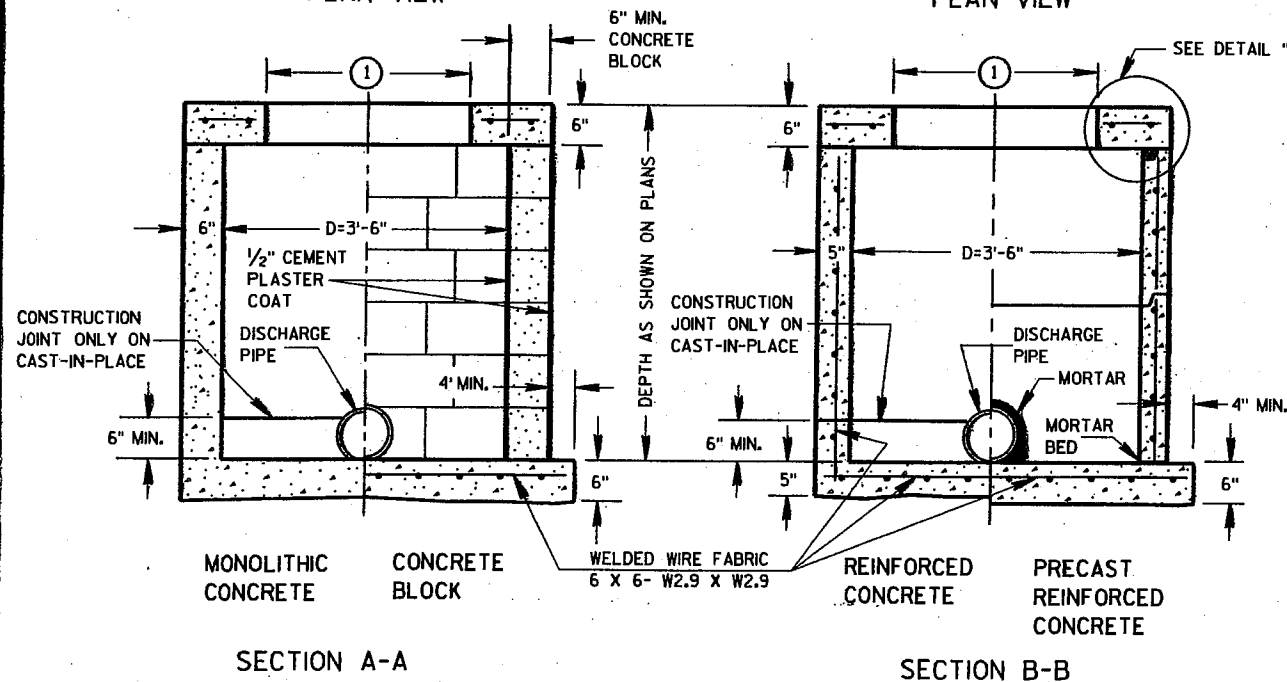
PLAN VIEW



PLAN VIEW

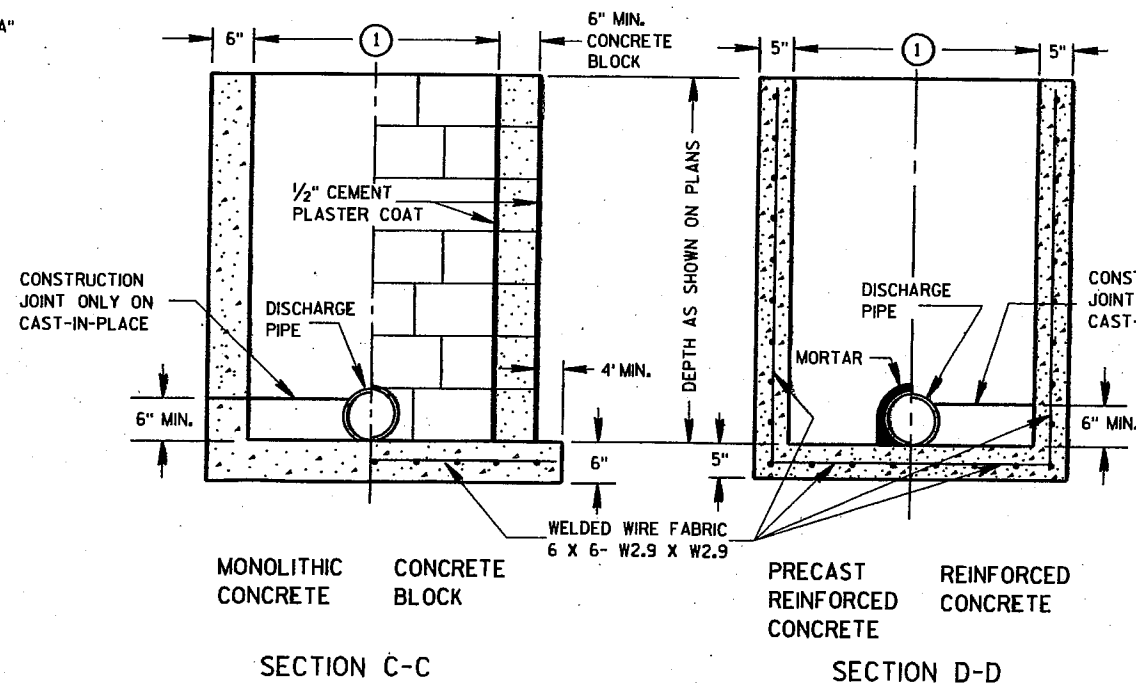


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

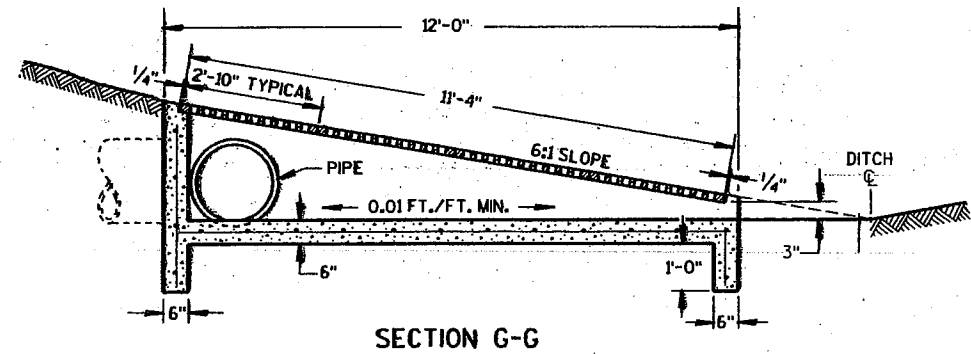
SECTION D-D

INLETS TYPE 2, 3 & 4

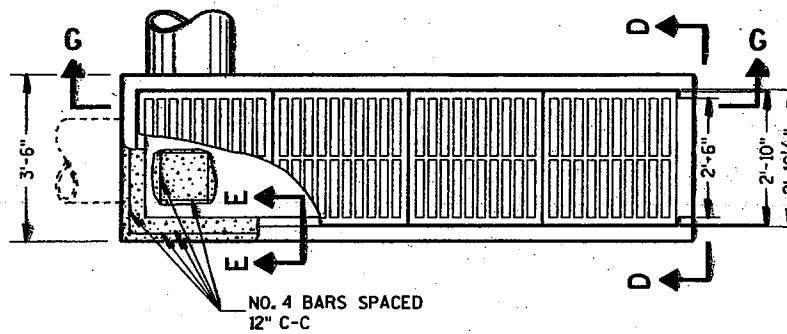
INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/26/94  
DATE  
Roy L. Homan  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA

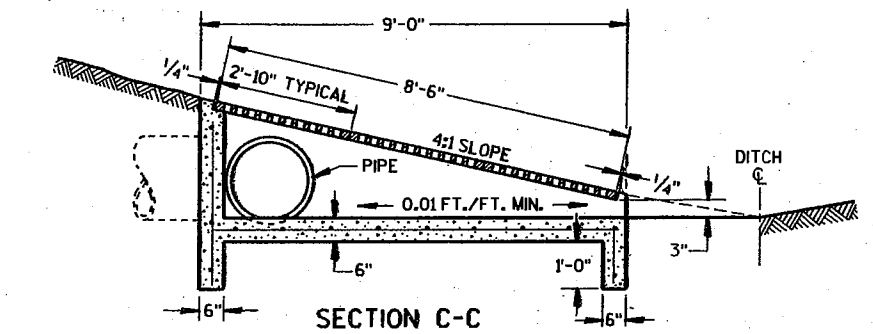


SECTION G-G

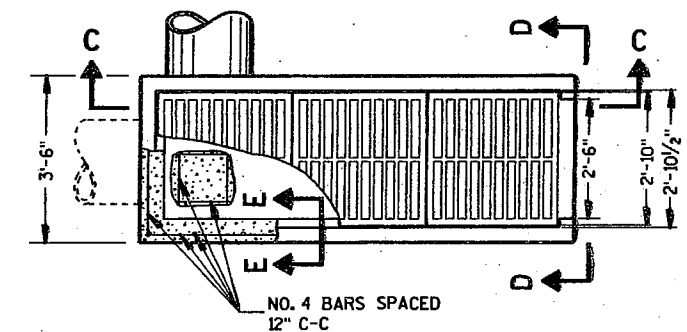


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

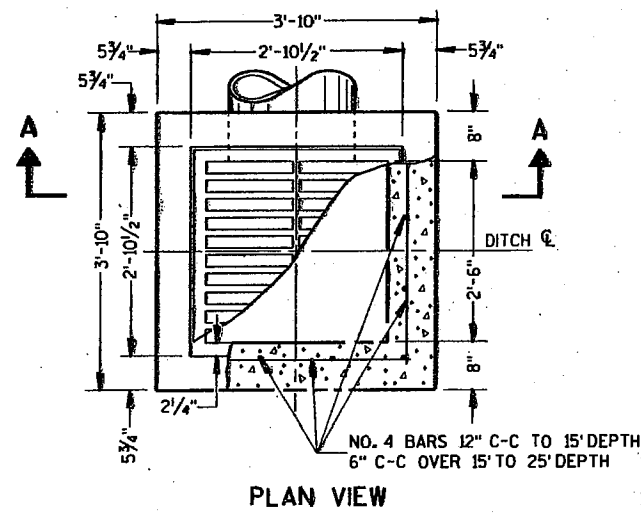


SECTION C-C

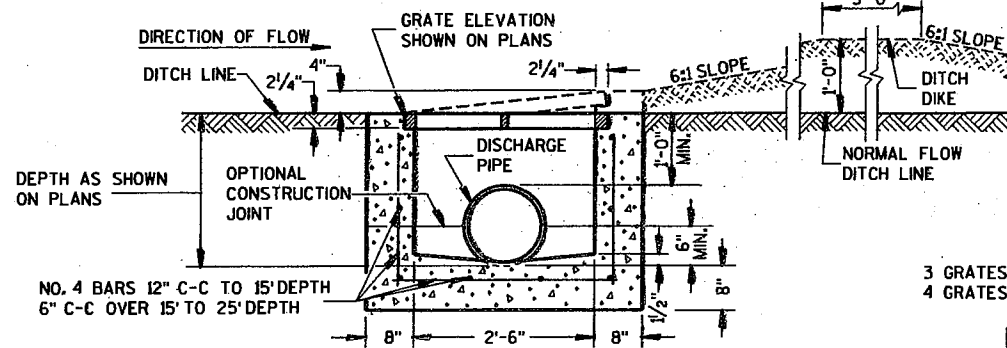


PLAN VIEW

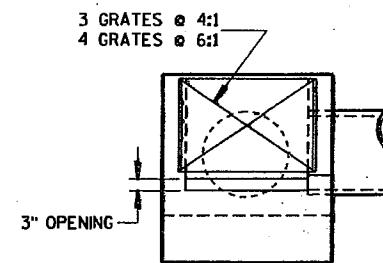
REINFORCED CONCRETE INLET TYPE 10



PLAN VIEW

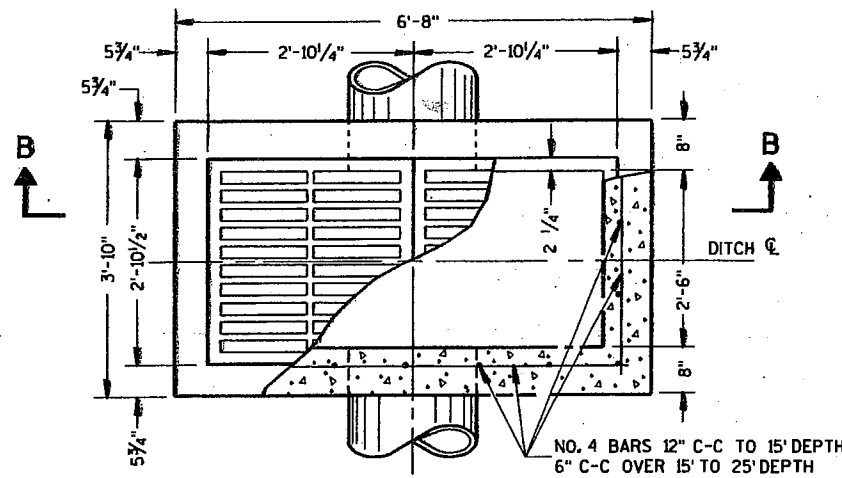


SECTION A-A

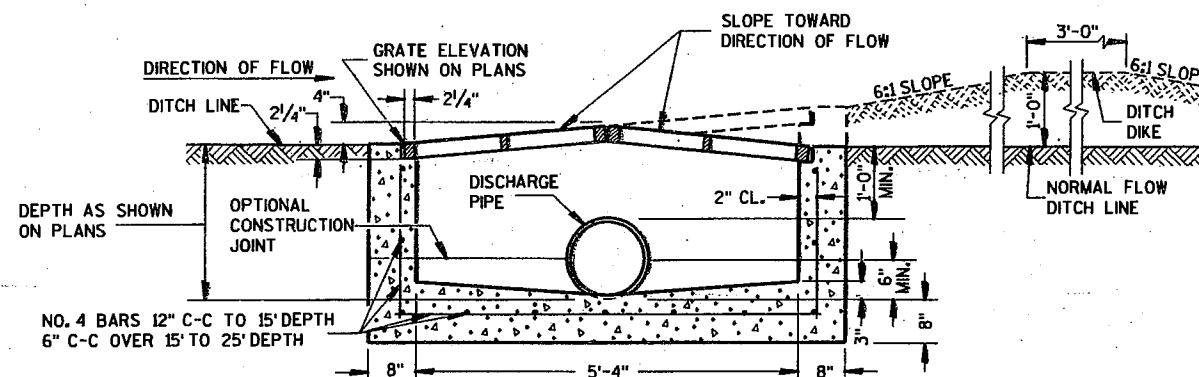


SECTION D-D

REINFORCED CONCRETE INLET TYPE 8

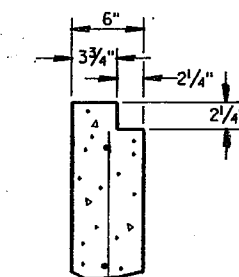


PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9



SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/10/94  
DATE  
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

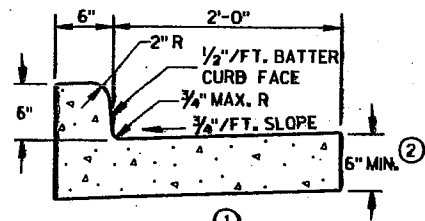
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

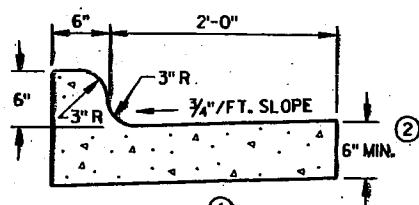
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

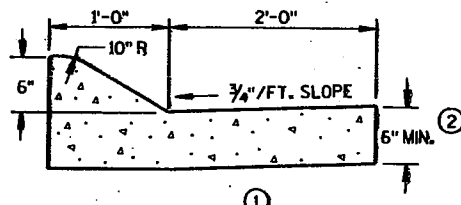
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.



TYPES A & D

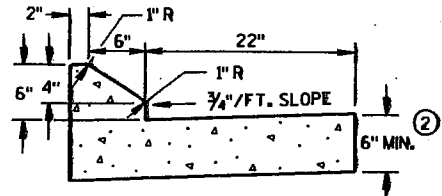


TYPES K & L

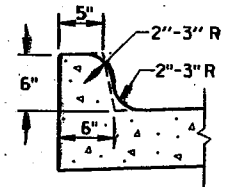


TYPES A & D

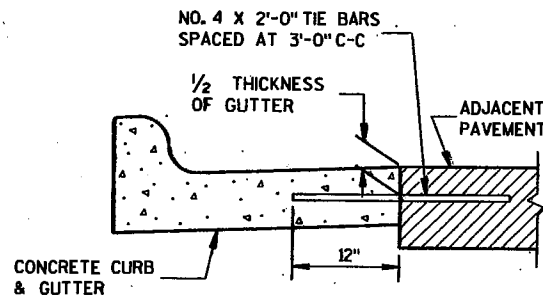
CONCRETE CURB & GUTTER 36"



TYPES G & J

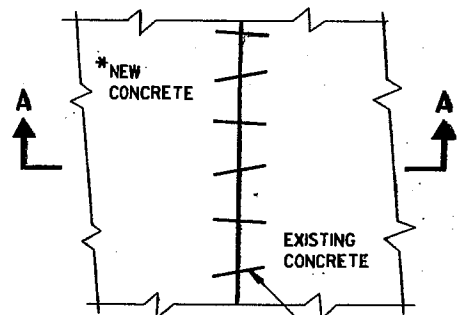


OPTIONAL CURB SHAPE  
FOR TYPES K & L



TYPICAL TIE BAR LOCATION

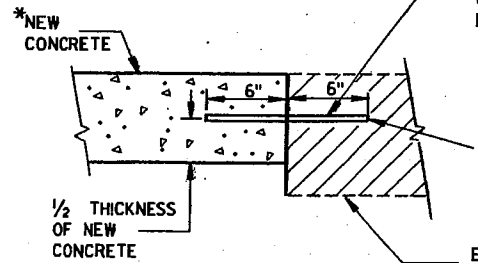
CONCRETE CURB & GUTTER 30"



PLAN VIEW

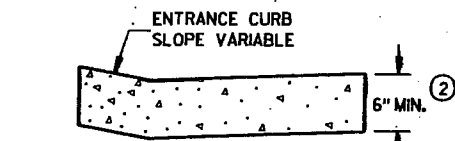
\* NEW CURB & GUTTER,  
SURFACE DRAINS,  
CONCRETE PAVEMENT  
OR OTHER NEW CONCRETE.

NO. 6 X 12" DEF. BARS  
SPACED 3'-0" C-C,  
INSTALLED ON 6:1 SKEW  
HORIZONTALLY. DIRECTION  
OF SKEW ALTERNATING AFTER  
EVERY ONE OR TWO BARS.

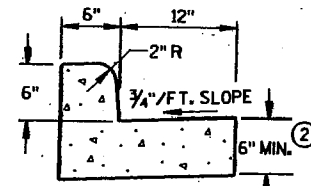


SECTION A-A  
PAVEMENT TIES

THE HOLE FOR THE BAR SHALL  
BE DRILLED TO A DEPTH OF  
7" AND TO SUCH A DIAMETER  
AS TO PROVIDE A TIGHT  
DRIVEN FIT

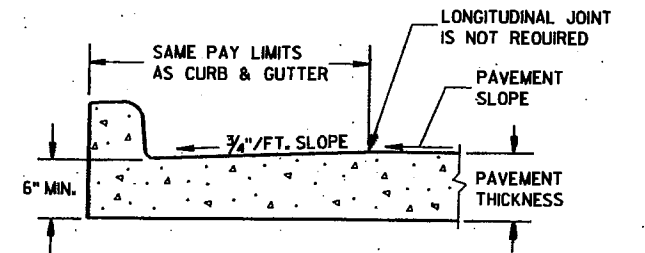


DRIVEWAY ENTRANCE CURB  
(WHEN DIRECTED BY THE ENGINEER)

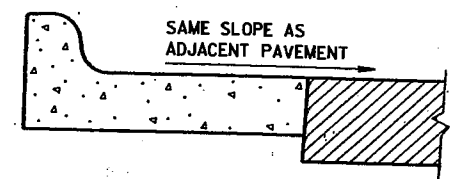


TYPES A & D

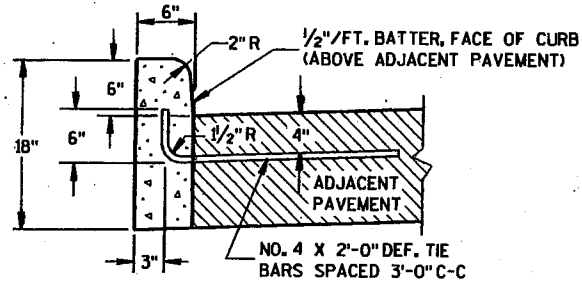
CONCRETE CURB & GUTTER 18"



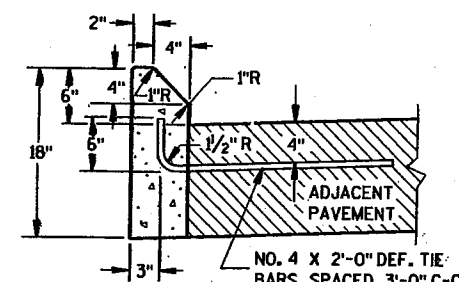
PARTIAL SECTION OF PAVEMENT  
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER  
(TYPICAL FOR ALL CURB & GUTTER TYPES)



TYPES A & D



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 COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

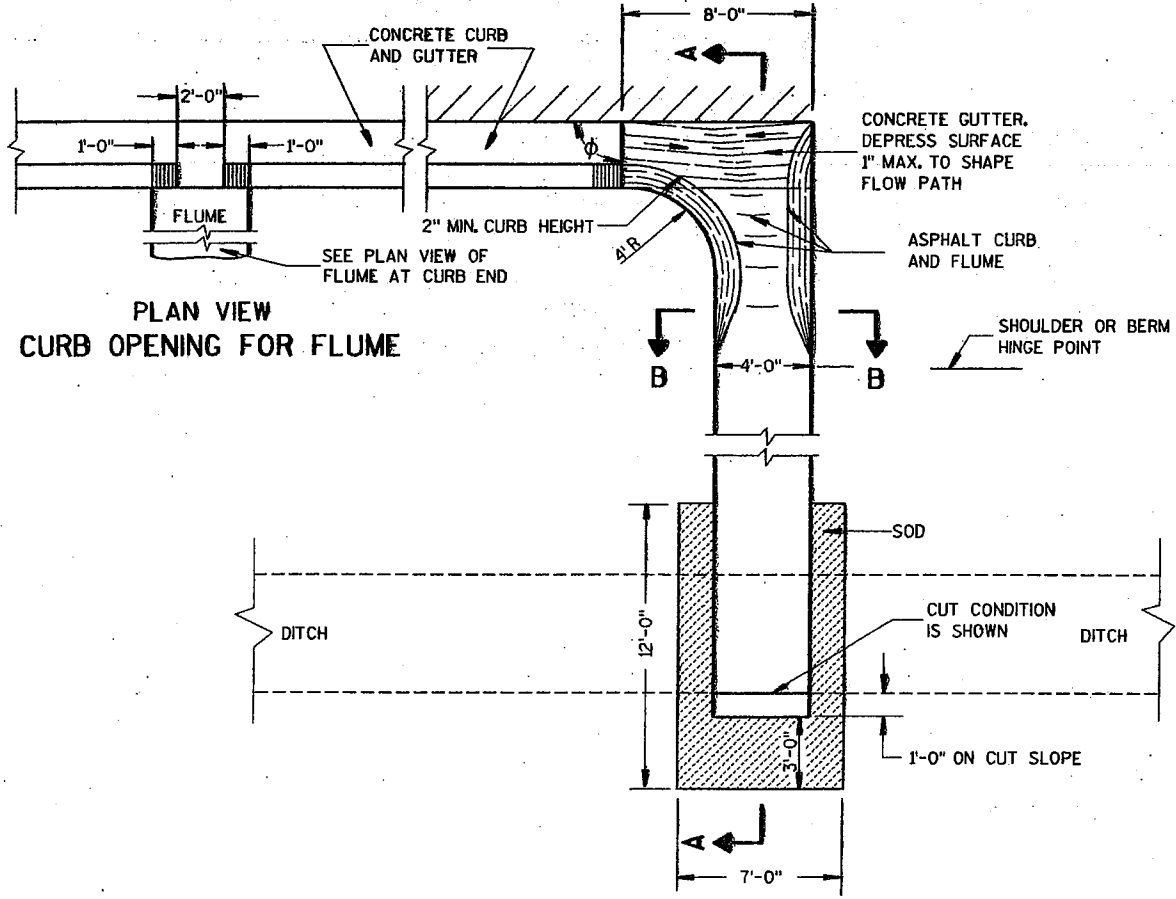
S.D.D. 8 D 1-12

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/22/96 DATE	 CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

**ASPHALTIC FLUME**

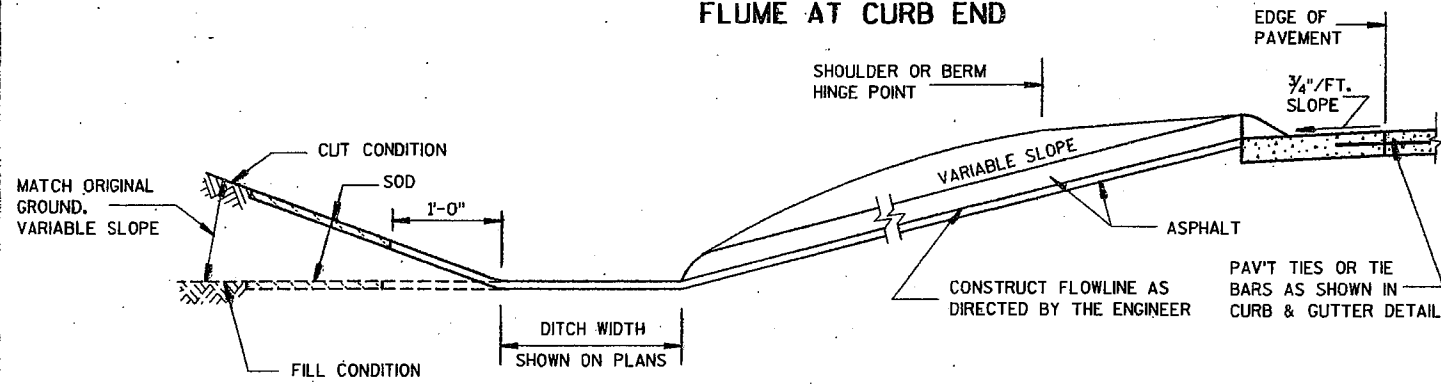
NOTE: TAPER CURB ENDS TO GUTTER IN 1'-0"

INCREASE  $\phi$  FROM RIGHT ANGLE TO BEST FIT FIELD CONDITIONS

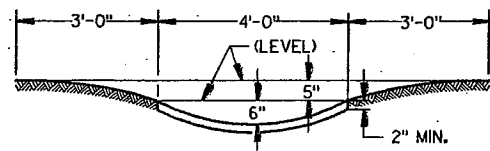


PLAN VIEW CURB OPENING FOR FLUME

PLAN VIEW FLUME AT CURB END



SECTION A-A



SECTION B-B

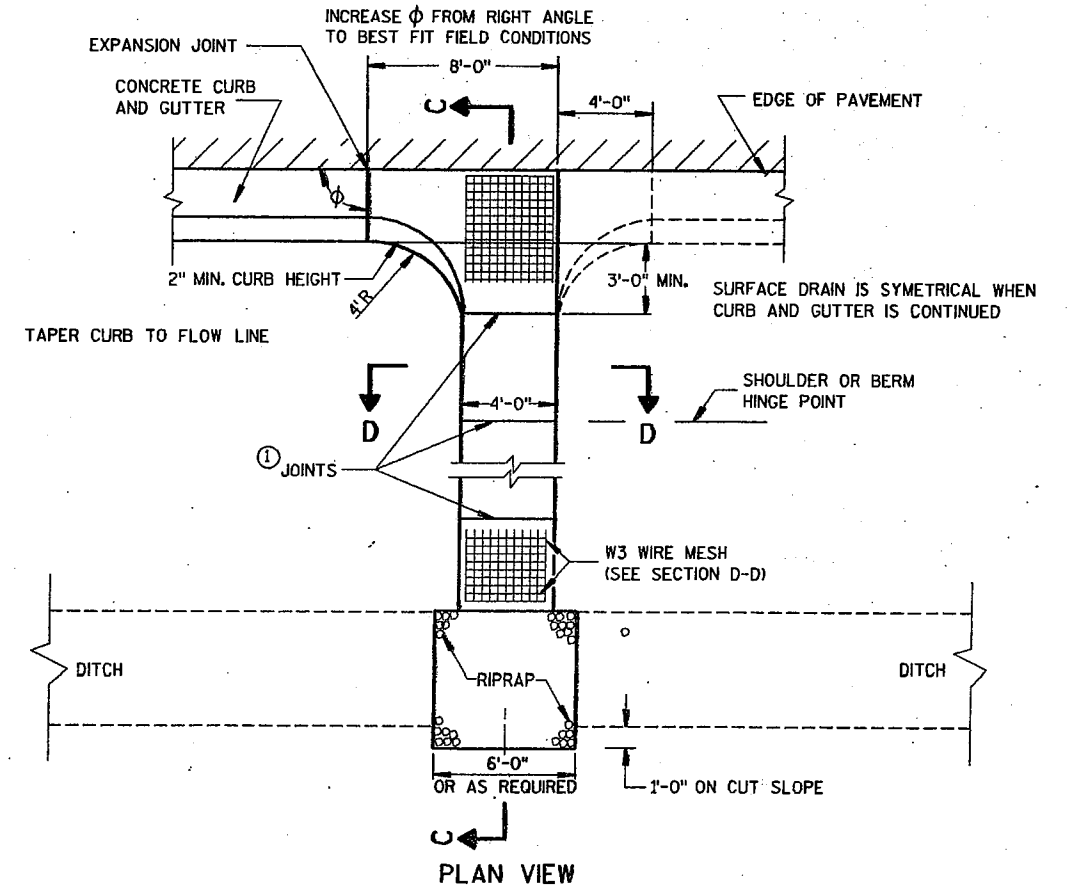
**GENERAL NOTES**

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

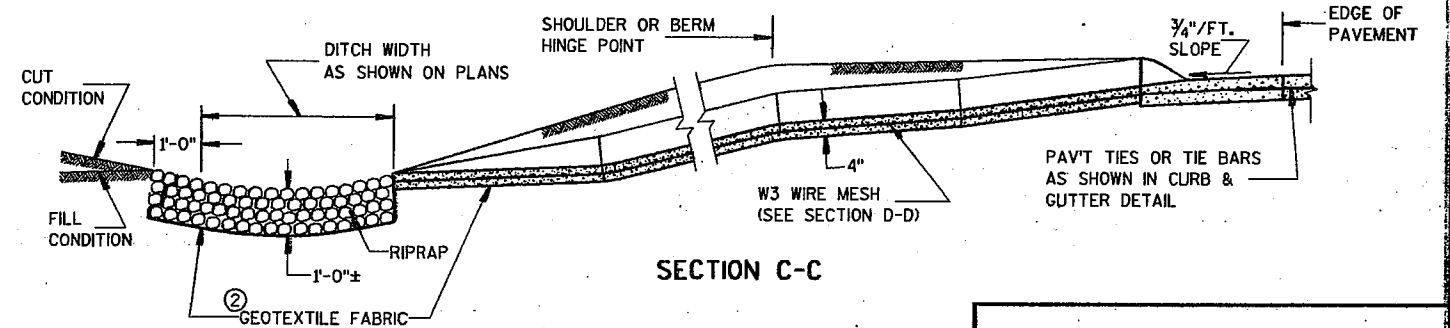
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1/2 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

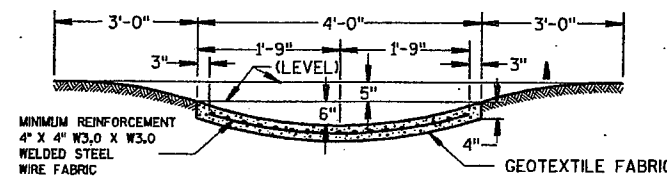
**③ CONCRETE SURFACE DRAIN**



PLAN VIEW



SECTION C-C



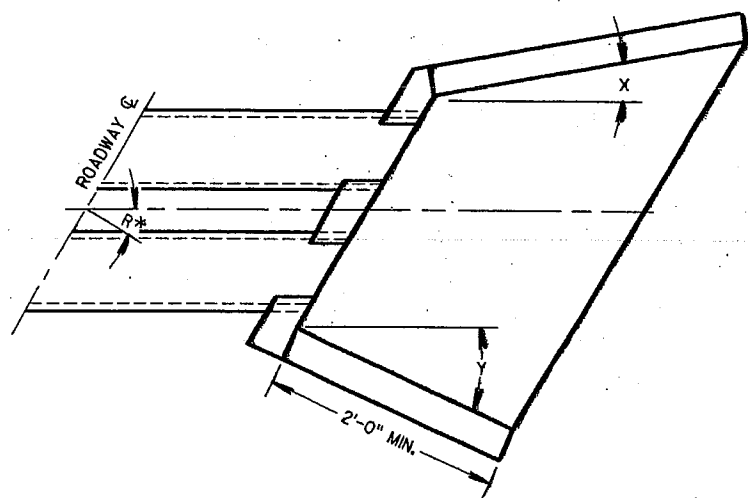
SECTION D-D

**CONCRETE SURFACE DRAIN & ASPHALTIC FLUME**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/23/09  
DATE  
FHWA

STATE DESIGN ENGINEER FOR HWYS



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.

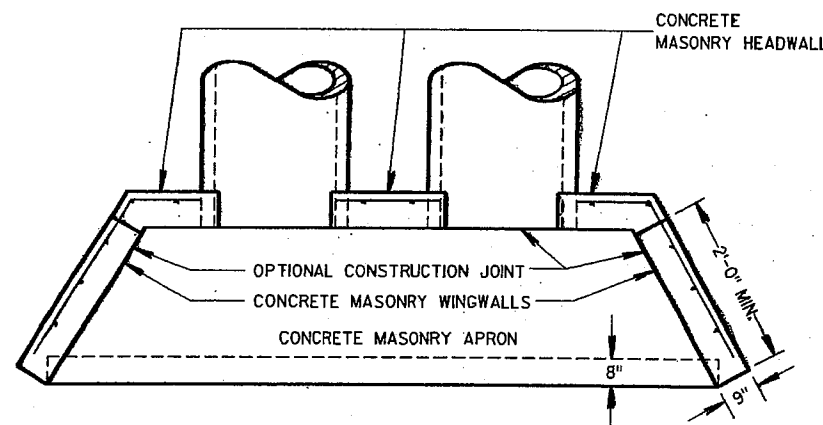
FILL SLOPES FLATTER THAN 2 1/2:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

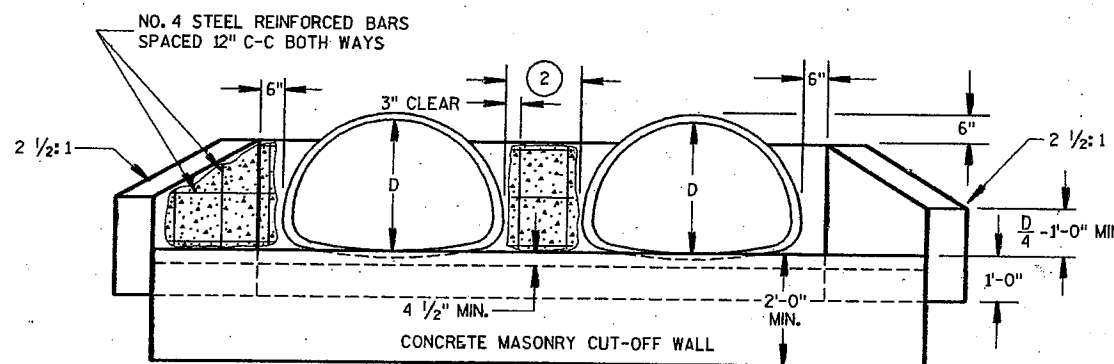
① MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

② THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

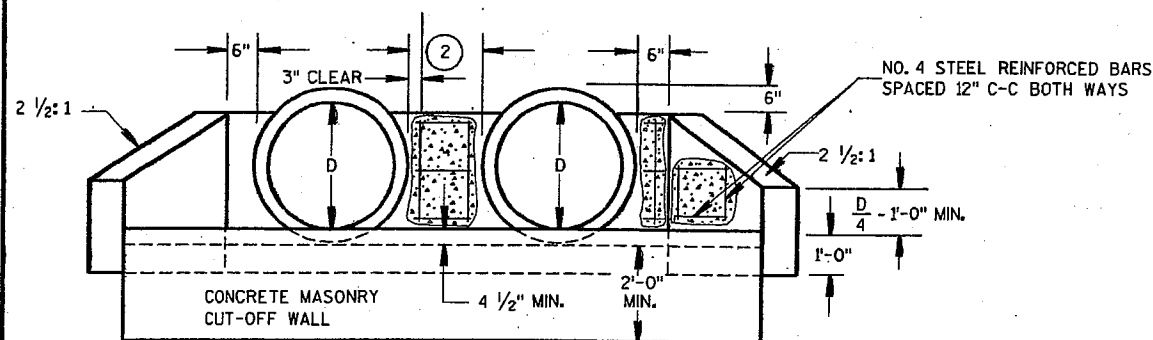
DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	1/2 DIA. OR SPAN
OVER 72"	3'-0"



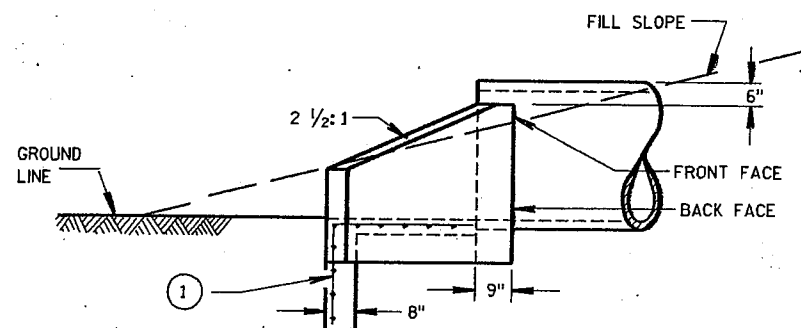
PLAN VIEW  
CULVERT PIPE AND PIPE ARCH



END ELEVATION  
PIPE ARCH



END ELEVATION  
CULVERT PIPE



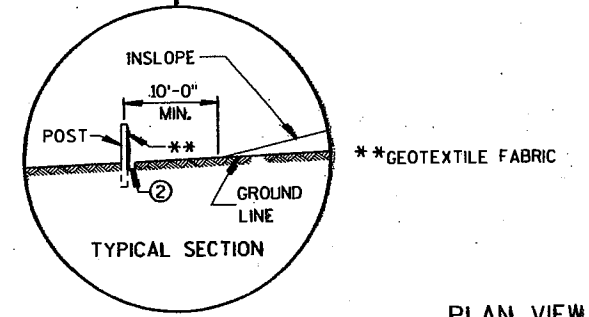
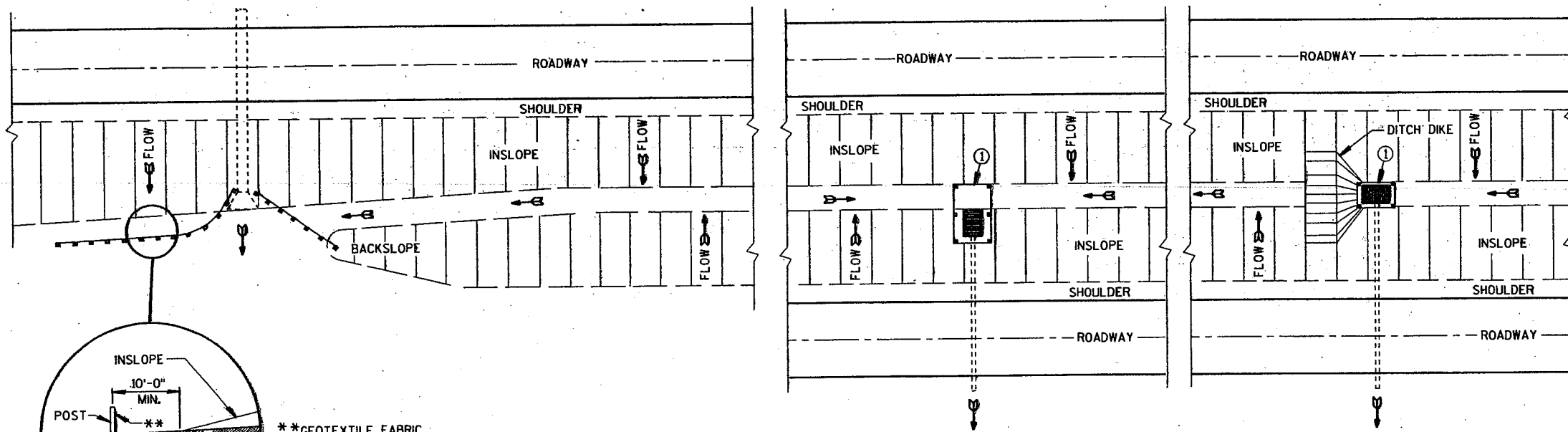
SIDE ELEVATION  
CULVERT PIPE AND PIPE ARCH

S.D.D. 8 E 6-7

CONCRETE MASONRY ENDWALLS FOR  
CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

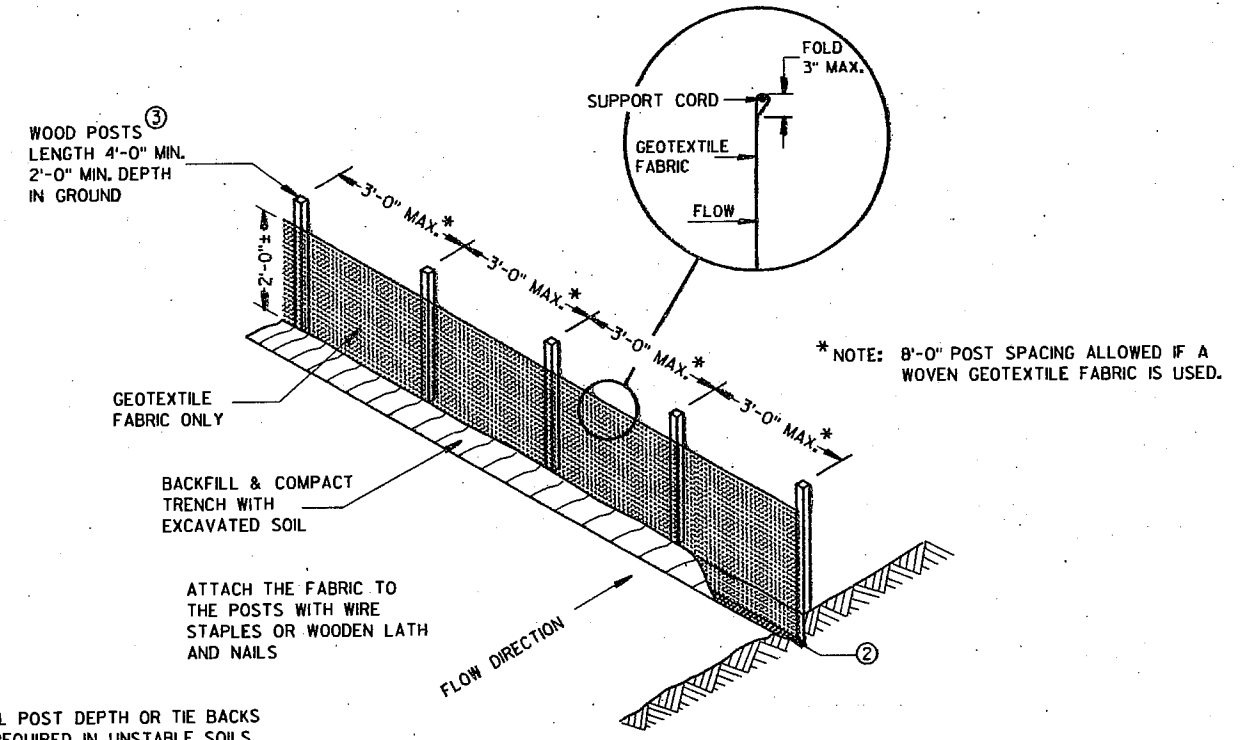
APPROVED  
5/23/90  
DATE  
STATE DESIGN ENGINEER FOR HWYS  
FHWA



PLAN VIEW  
TYPICAL APPLICATIONS OF SILT FENCE

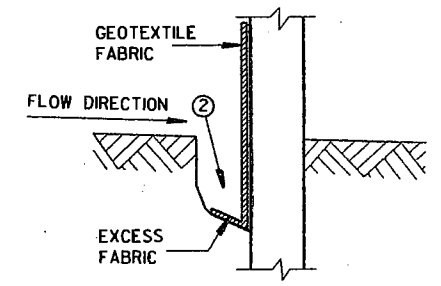
SITUATION 1      SITUATION 2  
PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS

- 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 WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
  - ② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
  - ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.

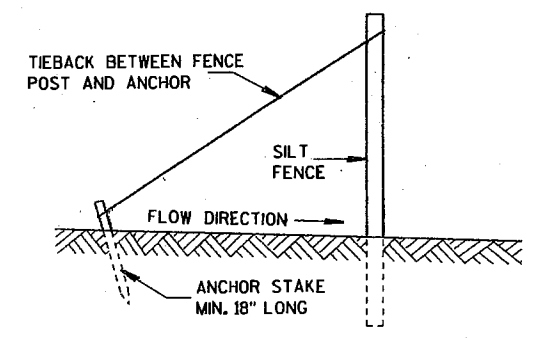


NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE  
(NON-REINFORCED)



TRENCH DETAIL



SILT FENCE TIE-BACK  
(WHEN REQUIRED BY THE ENGINEER)

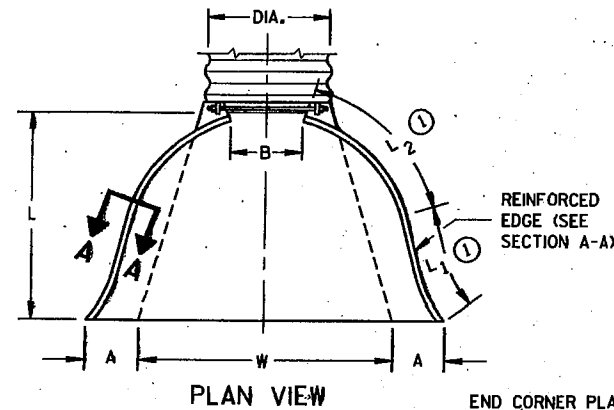
<b>SILT FENCE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	<i>[Signature]</i>
DATE	6/29/04
CHIEF ROADWAY DEVELOPMENT ENGINEER	
FHWA	

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 (±1")	L2 (±1")	W (±2")		
12	.084	.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 3/8	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 1/2 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/2 to 1	3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	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)							APPROX. SLOPE	
	T	A	B	C	D	E	G		
12	2	4	24	48 1/8	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 1/4	73 1/2	60	3 1/2	3 to 1	
36	4	15	63	34 1/4	97 1/4	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 1/2 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	

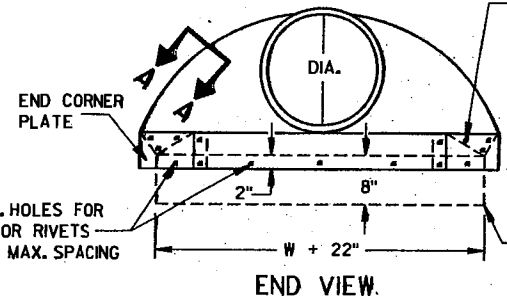
\* MINIMUM  
\*\* MAXIMUM



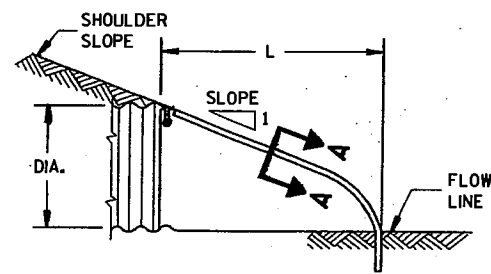
PLAN VIEW

END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

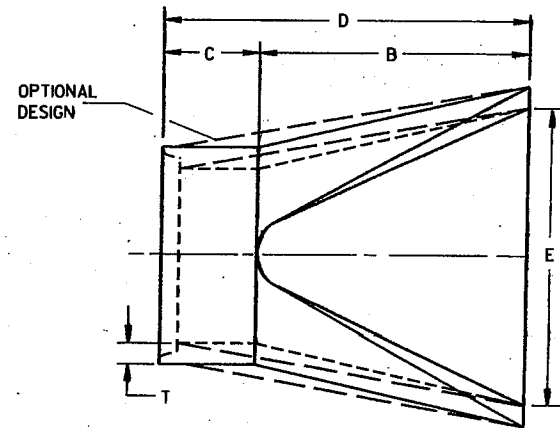
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



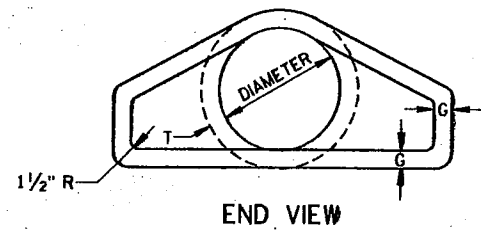
END VIEW



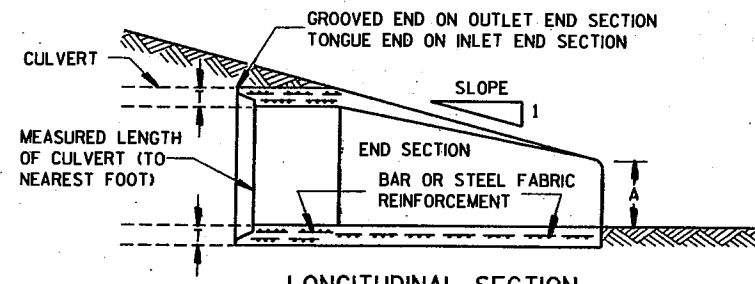
SIDE ELEVATION METAL ENDWALLS



PLAN

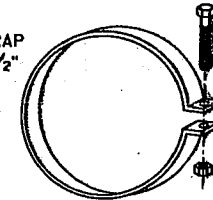


END VIEW



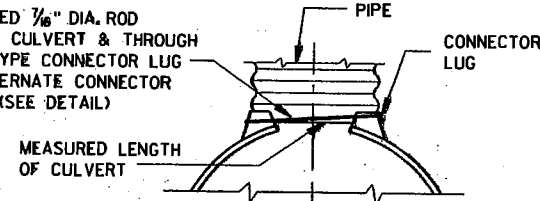
LONGITUDINAL SECTION CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



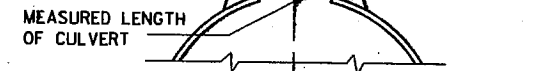
ALTERNATE FOR TYPE 1 CONNECTION END SECTION CONNECTOR STRAP

THREADED 3/8" DIA. ROD AROUND CULVERT & THROUGH TANK TYPE CONNECTOR LUG OR ALTERNATE CONNECTOR STRAP (SEE DETAIL)



TYPE 1 FOR 12" THRU 24" CORR. PIPE

THREADED 3/8" DIA. ROD OVER TOP OF APRON, SIDE LUGS TO BE RIVETED TO APRON



TYPE 2 FOR 30" THRU 96" CORR. PIPE

MEASURED LENGTH OF CULVERT

CONNECTOR SECTION TO BE PAID FOR AS PART OF END SECTION

COUPLING BAND REQUIRED

RIVETED OR BOLTED

TYPE 3 FOR 42" THRU 96" CORR. PIPE

DIMPLED OR CORRUGATED COUPLING BAND

RIVETED OR BOLTED AT DIMPLES (6" C-C FOR CORRUGATED BAND)

MEASURED LENGTH OF CULVERT

2 - 1/2" X 6" BAND BOLTS

TYPE 5 ALTERNATE FOR: ALL SIZES CORRUGATED CIRCULAR PIPE

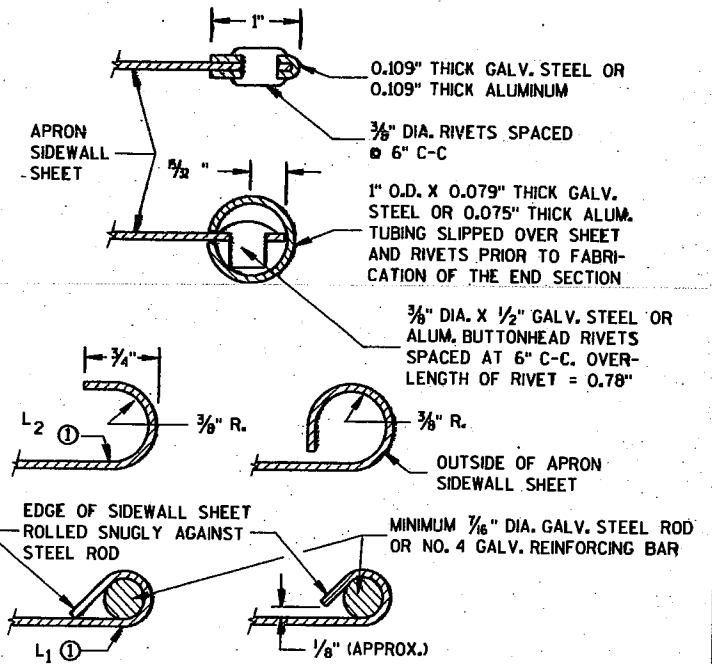
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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 VICE 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.

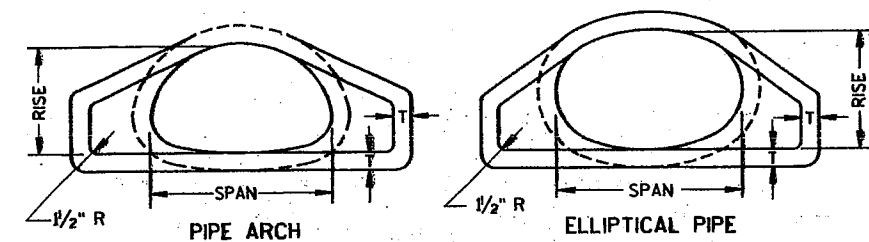
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

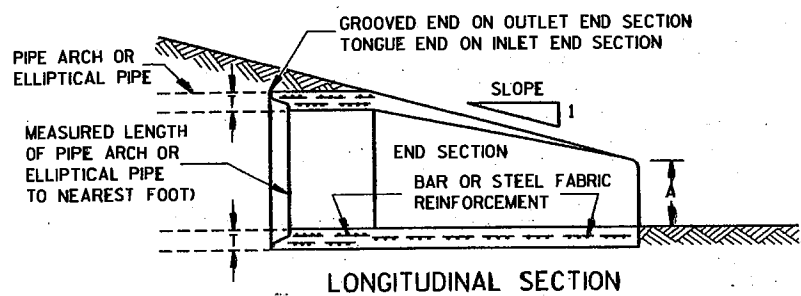
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED 11/30/94 DATE  
 CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

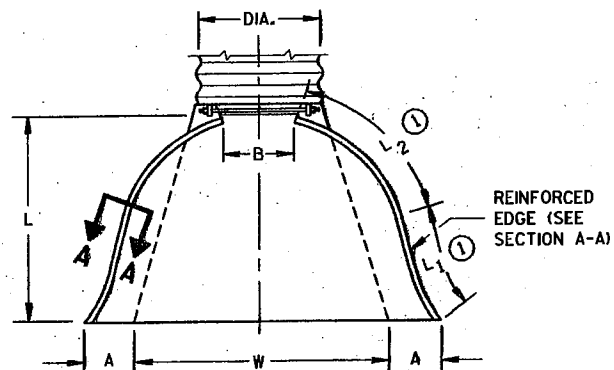


END VIEW



LONGITUDINAL SECTION

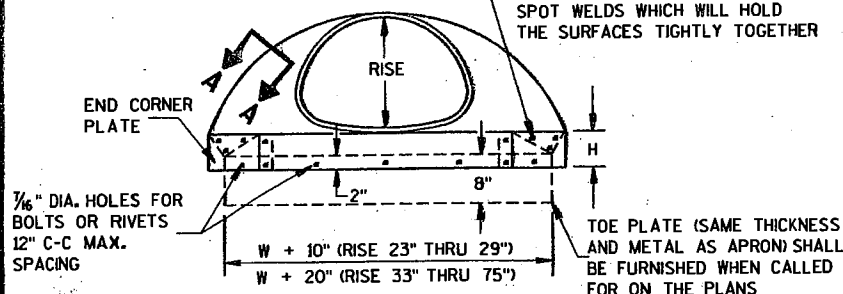
CONCRETE ENDWALLS



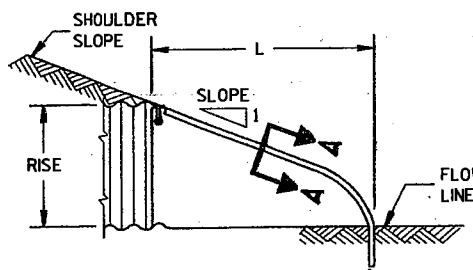
PLAN VIEW

REINFORCED EDGE (SEE SECTION A-A)

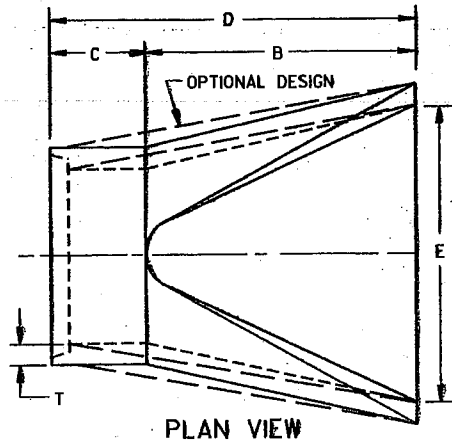
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



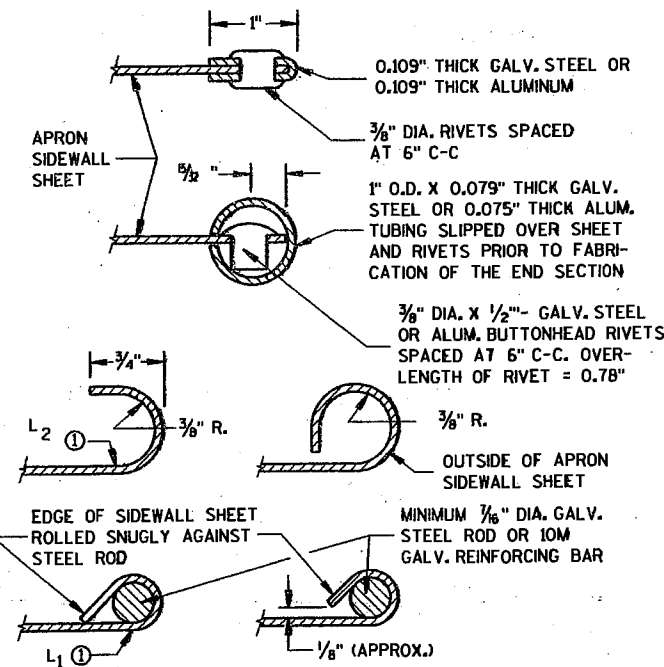
END VIEW



SIDE ELEVATION  
METAL ENDWALLS



PLAN VIEW



SECTION A-A

2- 2/3" x 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 (1)	L2 (1)	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 1/2 to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 1/2	36	2 1/2 to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 1/4	42	2 1/2 to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 1/2	48	2 1/2 to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 3/8	60	2 1/2 to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2 1/2 to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2 1/2 to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 1/2 to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 1/4	102	2 1/4 to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 1/4	114	2 1/4 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)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 (1)	L2 (1)	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72 1/4	90	2 1/2 to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82 1/4	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1 1/2 to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1 1/2 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	1 1/2 to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1 1/2 to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1 1/2 to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1 1/2 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)							APPROX. SLOPE	
	** SPAN	** RISE	T	A	B	C	D		E
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 3/8	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	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	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches)							APPROX. SLOPE	
	** SPAN	** RISE	T	A	B	C	D		E
24	30	19	3/4	8 1/2	39	33	72	48	3 to 1
30	38	24	3/4	9 1/2	54	18	72	60	3 to 1
36	45	29	4/2	11 1/8	60	24	84	72	2 1/2 to 1
42	53	34	5	15 1/8	60	36	96	78	2 1/2 to 1
48	60	38	5 1/2	21	60	36	96	84	2 1/2 to 1
54	68	43	6	25 1/2	60	36	96	90	2 1/2 to 1
60	76	48	6 1/2	30	60	36	96	96	2 1/2 to 1

\*\* NOMINAL SIZE

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.

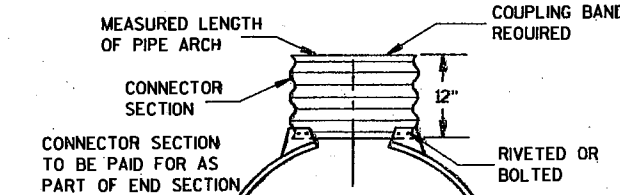
LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" x 52" THROUGH 112" x 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER 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.

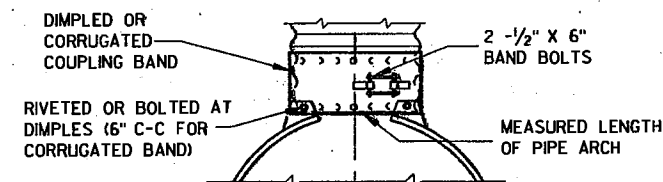
① FOR PIPE ARCH SIZES UP TO 73" x 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.



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

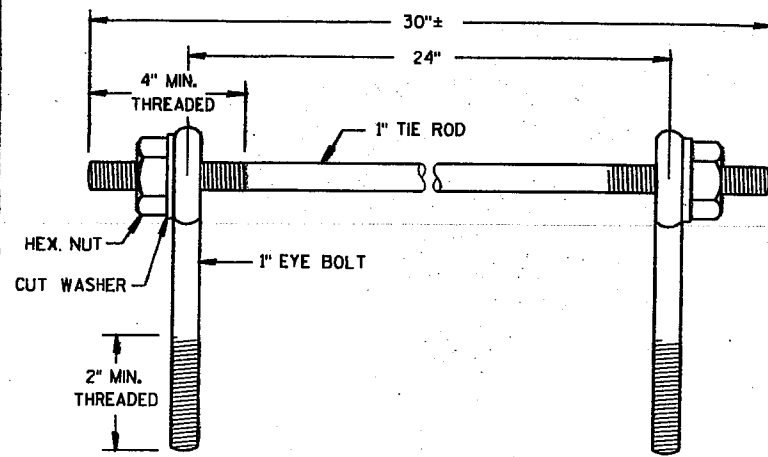
APRON ENDWALLS FOR  
PIPE ARCH AND  
ELLIPTICAL PIPE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

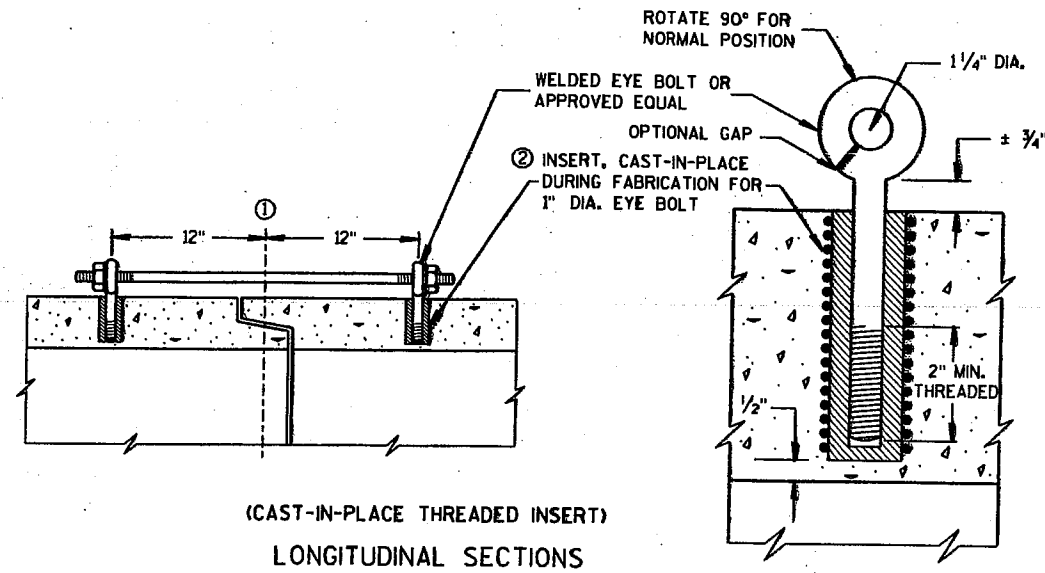
APPROVED  
11/30/94  
DATE  
Roy R. Thompson  
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA





EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)  
LONGITUDINAL SECTIONS

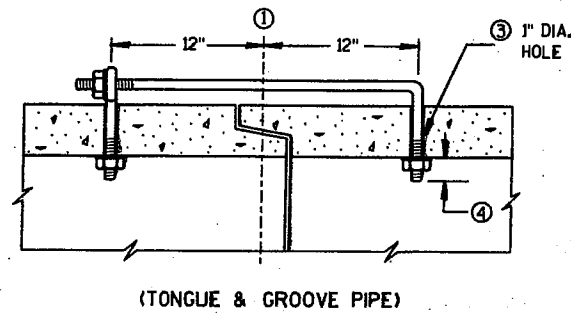
**GENERAL NOTES**

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICATED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CULVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

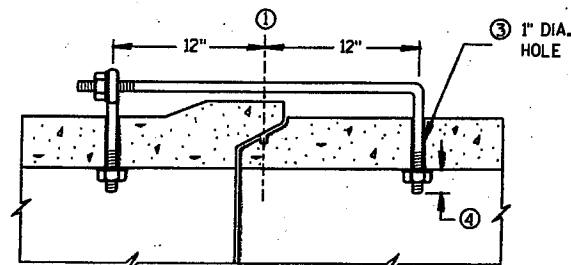
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

- ①  $\phi$  OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- ② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- ③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM  $\phi$  OF TONGUE AND GROOVE.
- ④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".
- ⑤ ROD DIAMETER + 1 INCH.
- ⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.

**EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)**



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)  
LONGITUDINAL SECTION

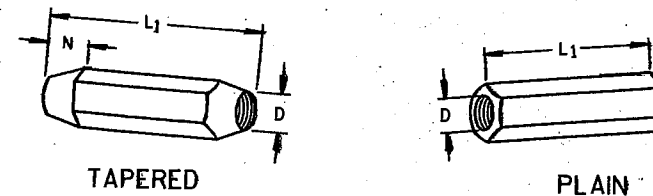
**EYE BOLT DIMENSION TABLE**

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	

**ADJUSTABLE TIE ROD TABLE**

PIPE DIAMETER	TIE ROD DIAMETER	D	L <sub>1</sub>	N
12-60	5/8	3/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/8

DIMENSIONS SHOWN ARE IN INCHES

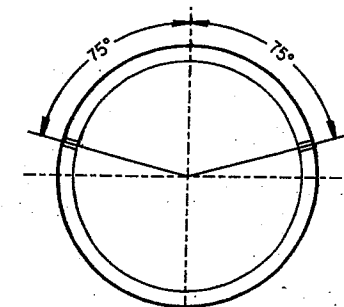


TAPERED

PLAIN

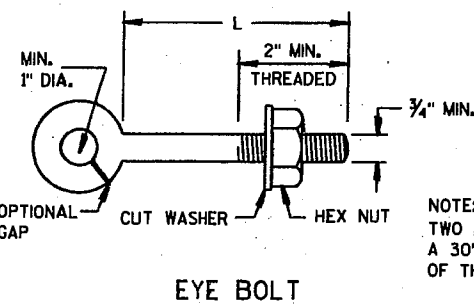
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



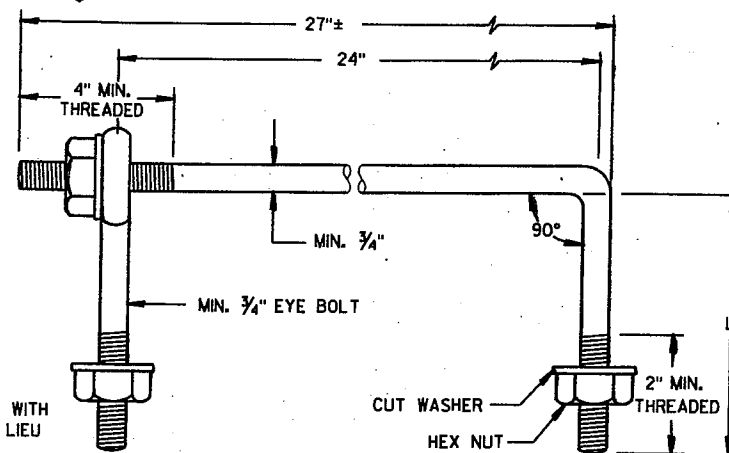
PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



EYE BOLT

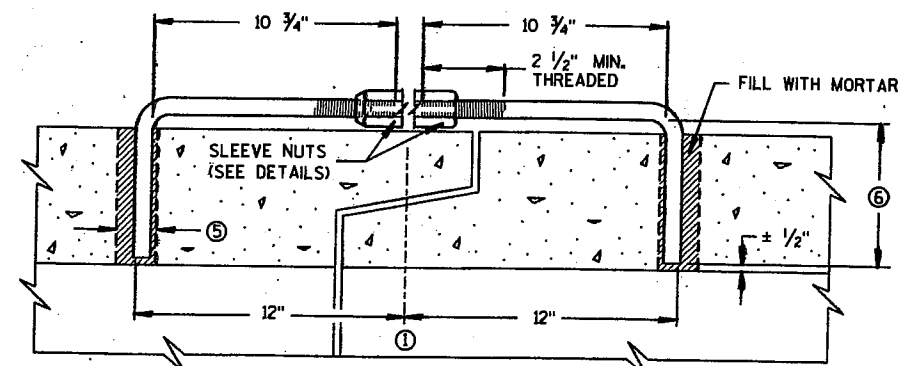
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



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

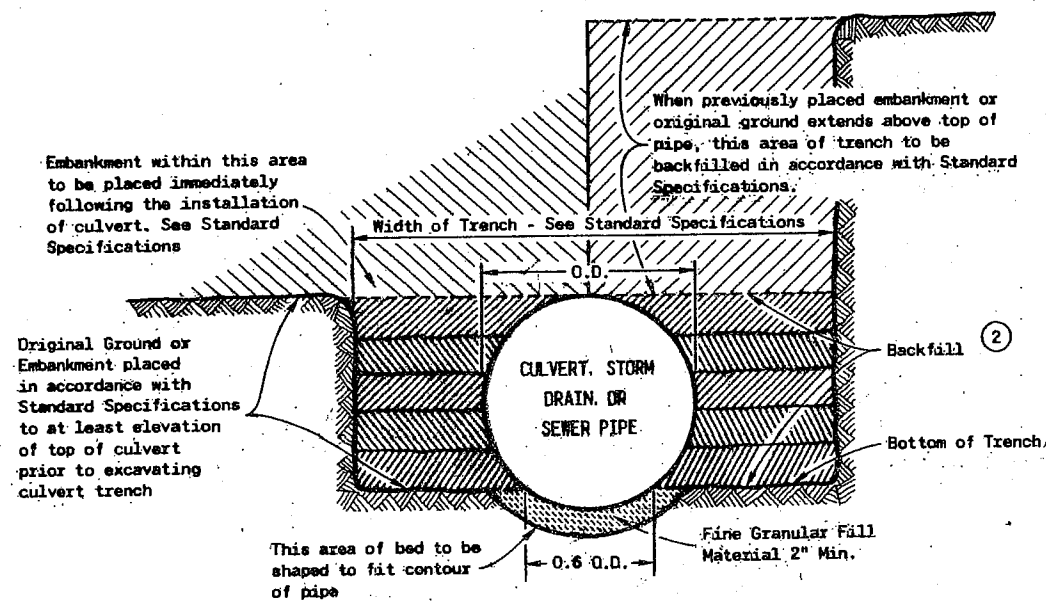
APPROVED  
9/16/92  
DATE  
STATE DESIGN ENGINEER FOR HWYS  
FHWA

### GENERAL NOTES

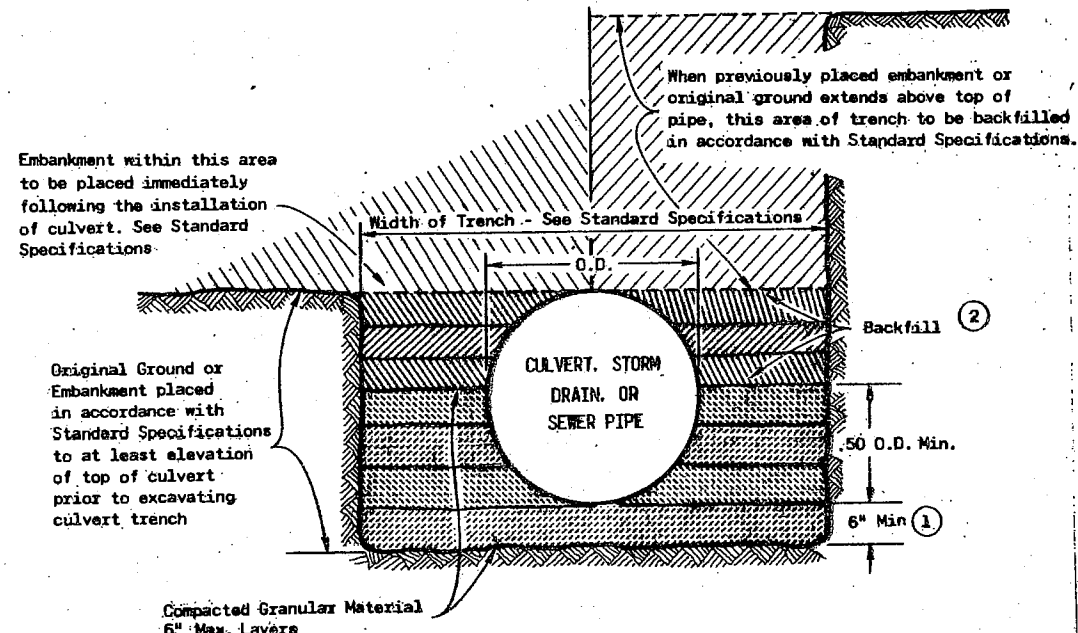
Details of construction, materials and workmanship not shown on this drawing shall conform to the Standard Specifications and the applicable Special Provisions.

The shaped subgrade with granular foundation is an equal alternate to the granular foundation except where rock is encountered.

- ① Where rock, hard pan or fragmented material is encountered, the trench shall be excavated below the bottom of the pipe an amount equal to  $\frac{1}{2}$  inch per foot of proposed embankment above the top of the pipe, but not less than 6 inches.
- ② Trench shall be backfilled as required by Standard Specifications; Section 520 for pipe culverts and Section 607 for storm sewers.




**SHAPED SUBGRADE WITH GRANULAR FOUNDATION**



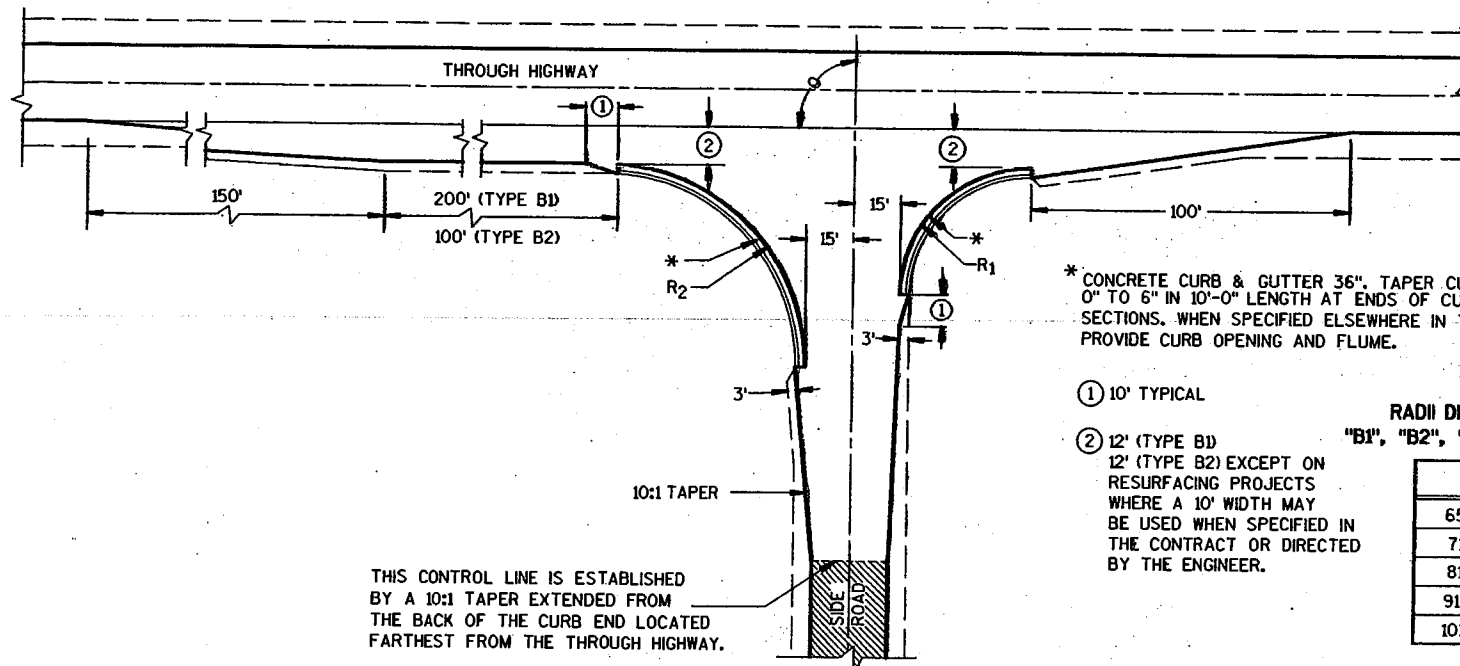
**GRANULAR FOUNDATION**

### CLASS "B" BEDDING

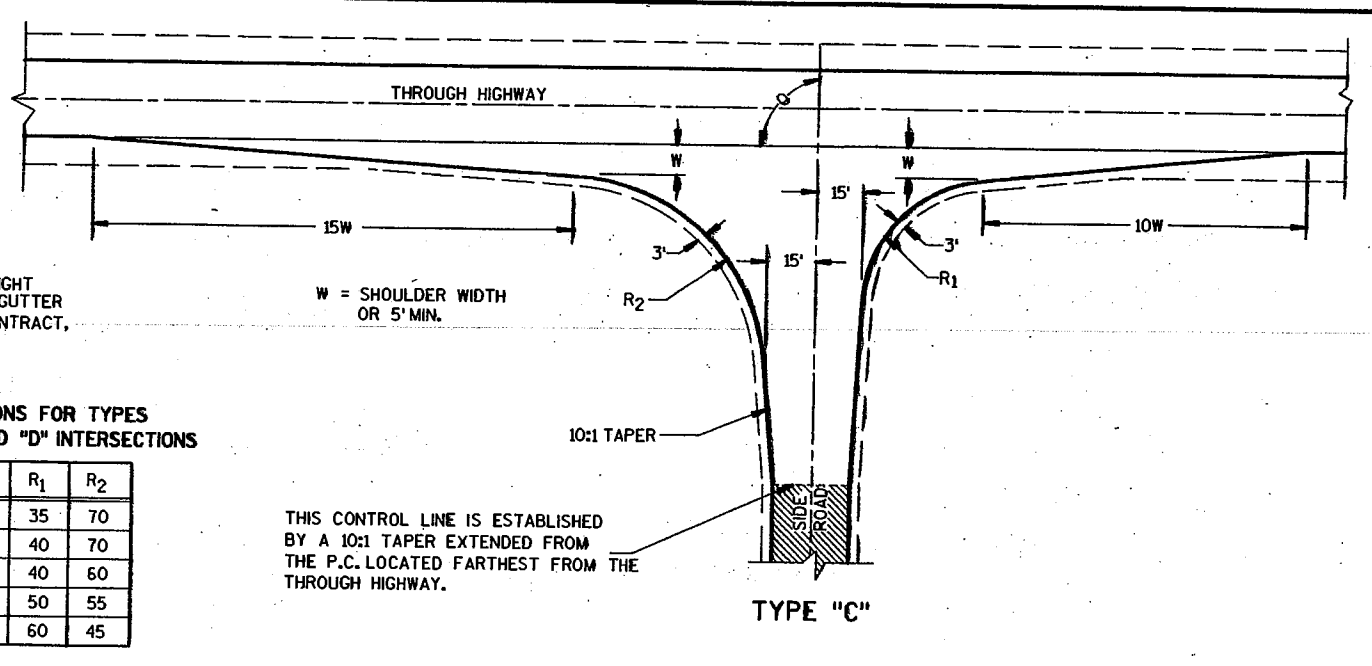
<b>CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER</b>	
State of Wisconsin Department of Transportation	
APPROVED <b>4-7-83</b> DATE	 <small>CHIEF DESIGN ENGINEER</small>
<small>FHWA</small>	

S.D.D. 8 F 5-1

S.D.D. 8 F 5-1



TYPE "B1" AND "B2"



TYPE "C"

\* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

- ① 10' TYPICAL
- ② 12' (TYPE B1) 12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

RADI DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R <sub>1</sub>	R <sub>2</sub>
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45

THIS CONTROL LINE IS ESTABLISHED BY A 10:1 TAPER EXTENDED FROM THE P.C. LOCATED FARTHEST FROM THE THROUGH HIGHWAY.

**GENERAL NOTES**

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

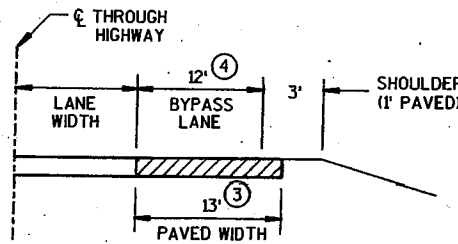
**SIDE ROAD SURFACING NOTE**

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

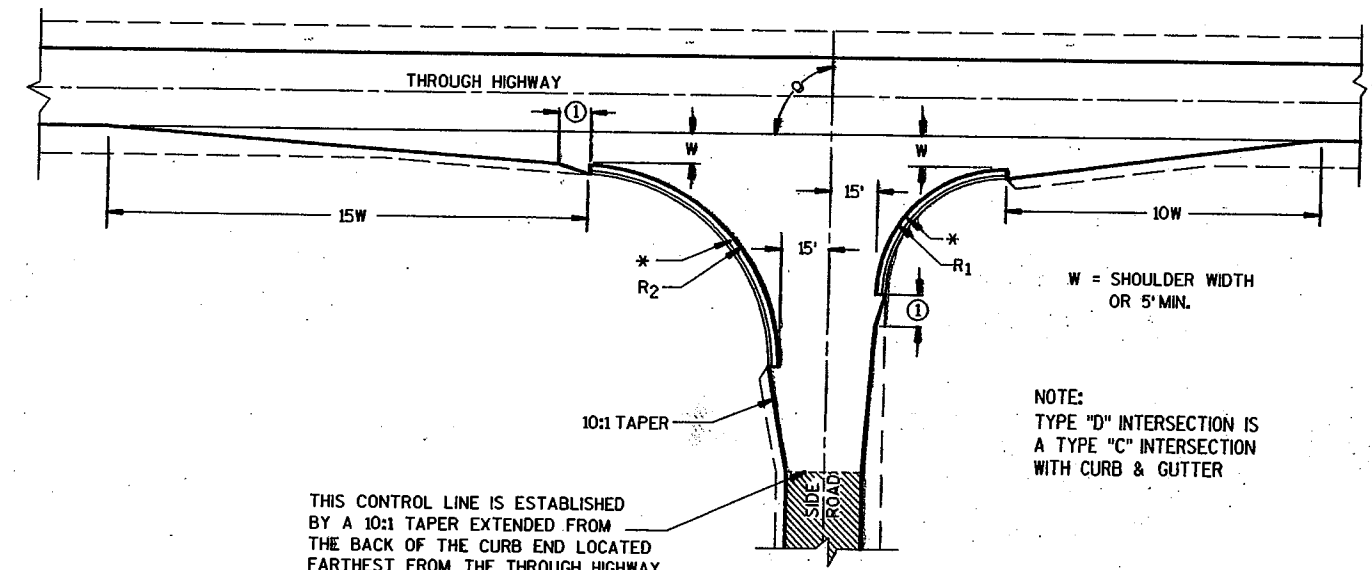
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING SURFACE



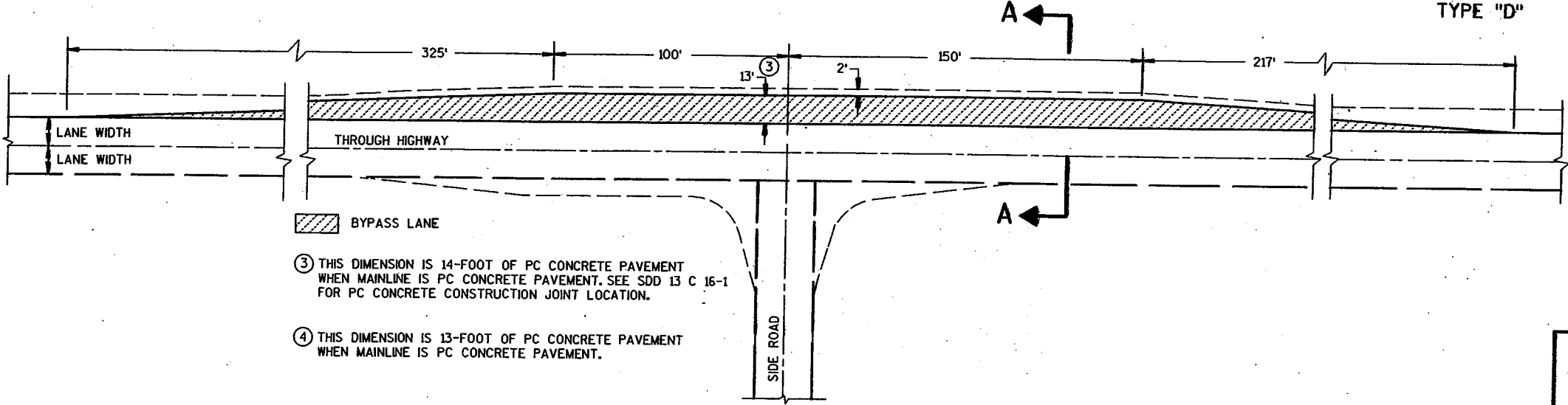
SECTION A-A (SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"

NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

THIS CONTROL LINE IS ESTABLISHED BY A 10:1 TAPER EXTENDED FROM THE BACK OF THE CURB END LOCATED FARTHEST FROM THE THROUGH HIGHWAY.



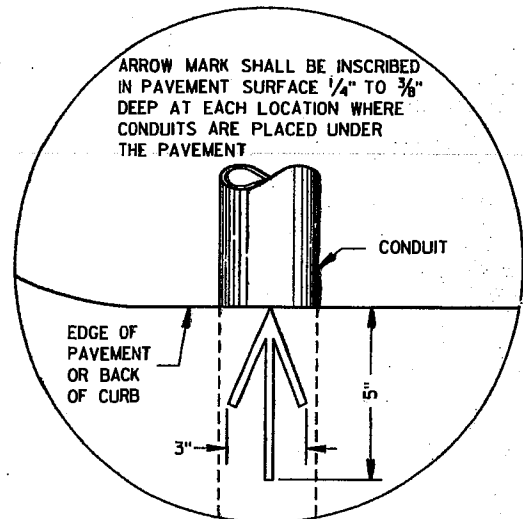
TEE INTERSECTION BYPASS LANE DETAIL

- ③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.
- ④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

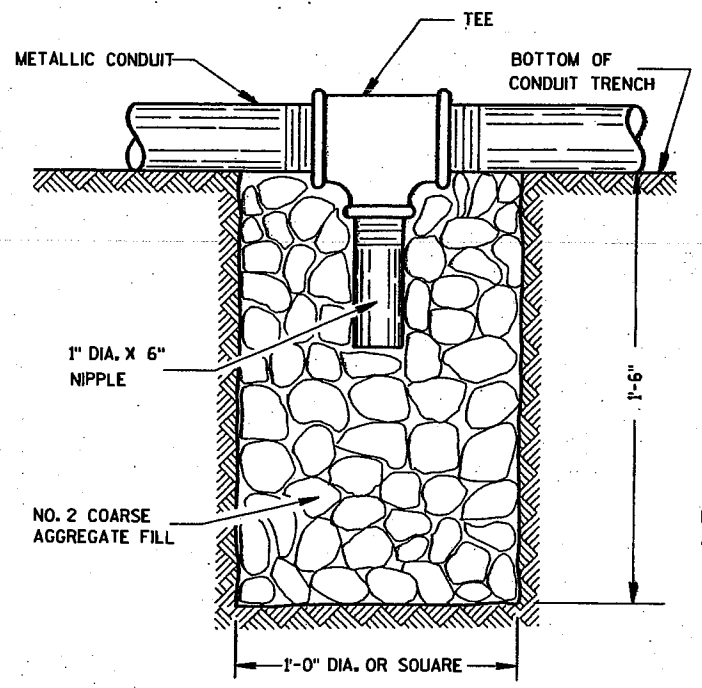
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE  
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

S.D.D. 9 A 1-11a



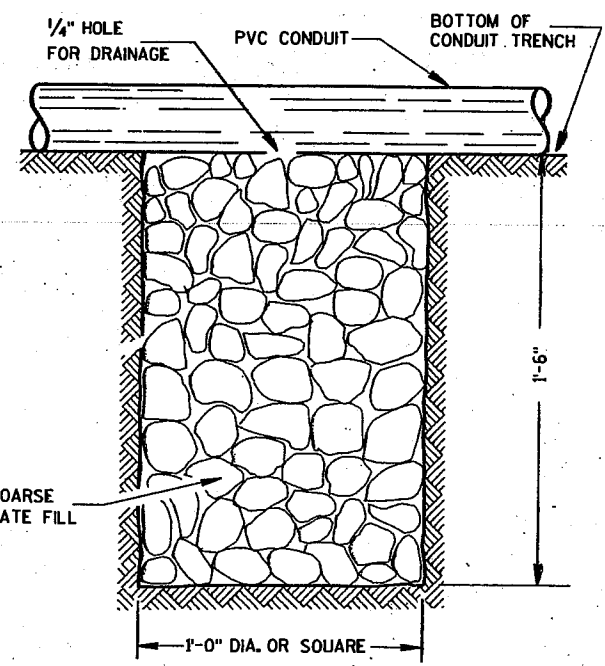


PLAN VIEW  
ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT

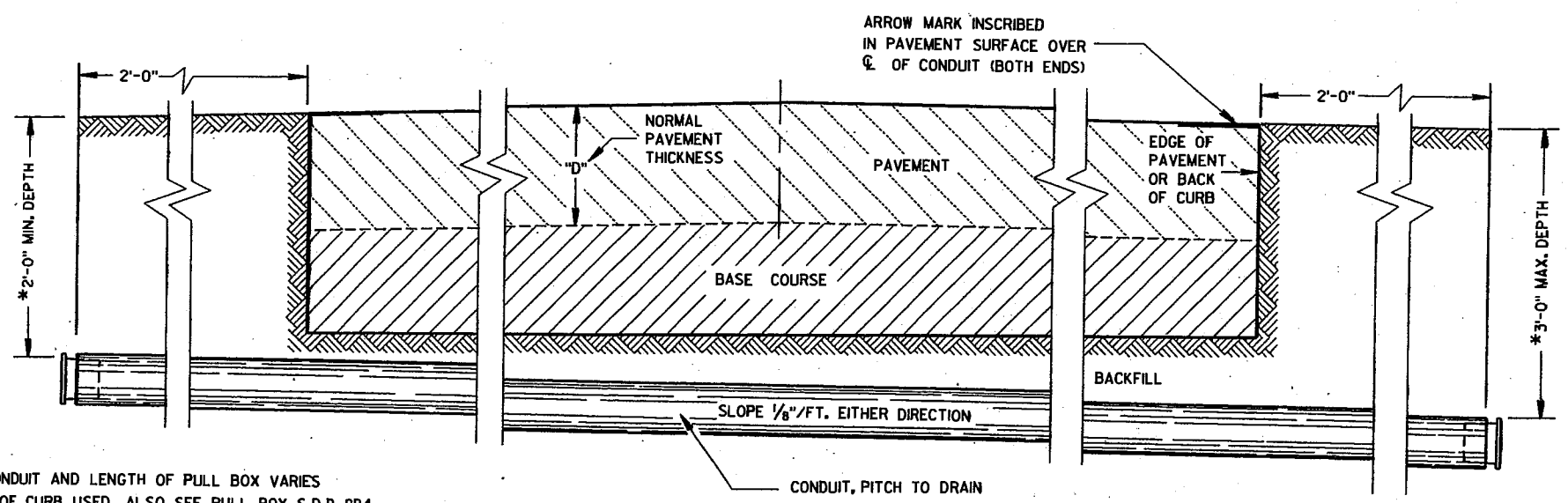


NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

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 EMERSON TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.
- ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)
- WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.
- PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.
- ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.
- CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX TO JUNCTION BOX OR BASE TO BASE, ETC.).
- POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.
- ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.



\*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION  
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/21/66 DATE	<i>Bala Struss</i> STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

S.D.D. 9 B 2-6

**TABLE OF NOMINAL DIMENSIONS AND WEIGHTS**

DIMENSION IN INCHES	TYPE OF PIPE										
	CORRUGATED STEEL									POLYETHYLENE SDR 32.5	
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24	12
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *											
FRAME AND COVER		60	60	60	110	110	110	155	155	155	60

\* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

\*\* NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

**GENERAL NOTES**

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

POLYETHYLENE PULL BOXES SHALL NOT BE INSTALLED IN CONCRETE OR ASPHALTIC PAVEMENT. PULL BOXES LOCATED IN THE ROADWAY SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

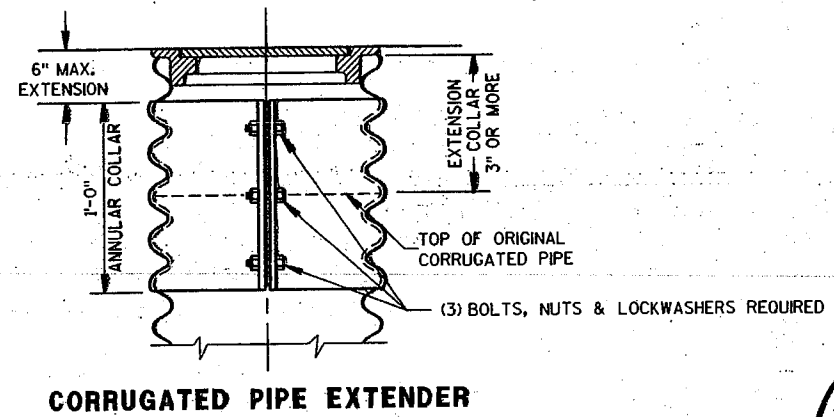
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

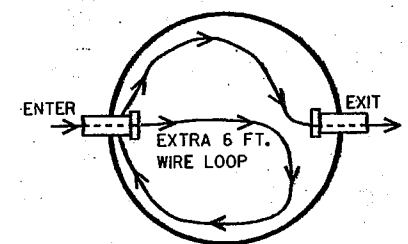
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

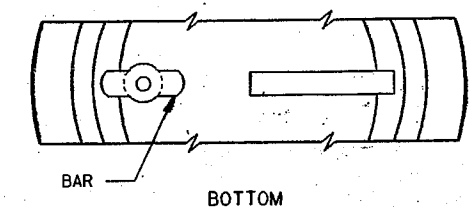
IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8"-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.



**CORRUGATED PIPE EXTENDER**

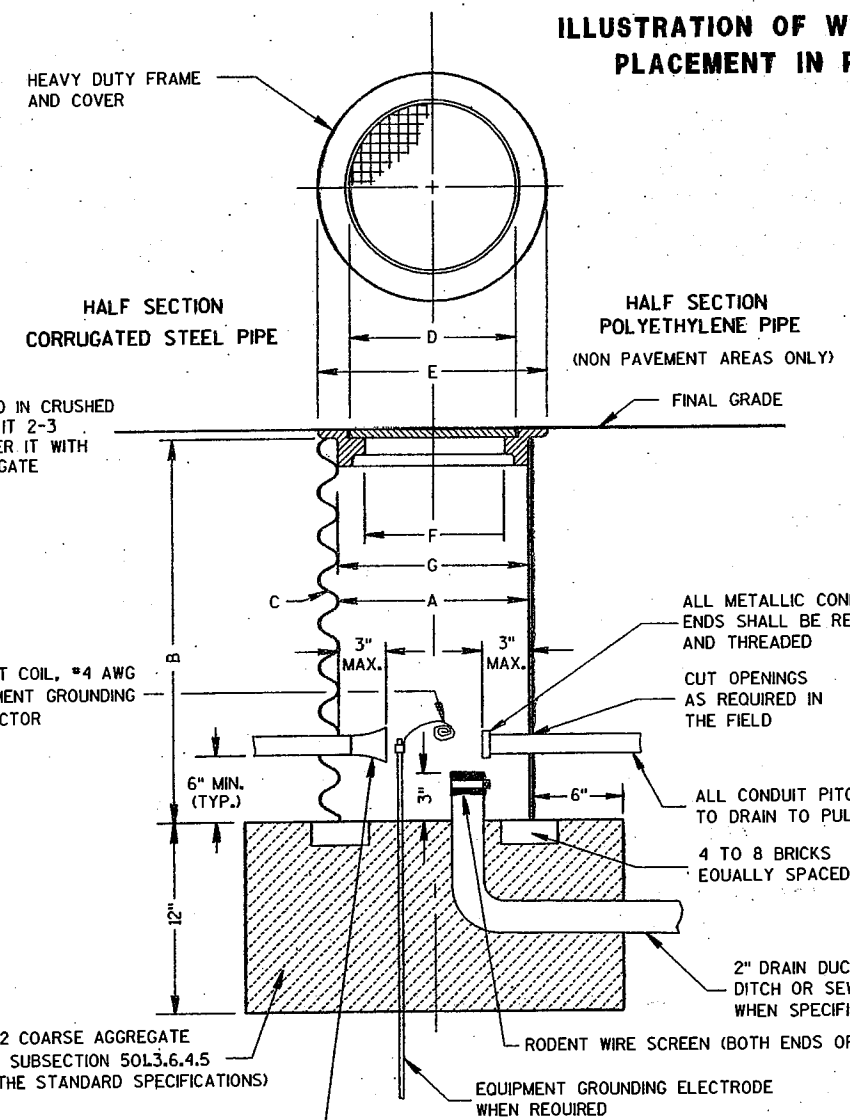


**ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULL BOX**

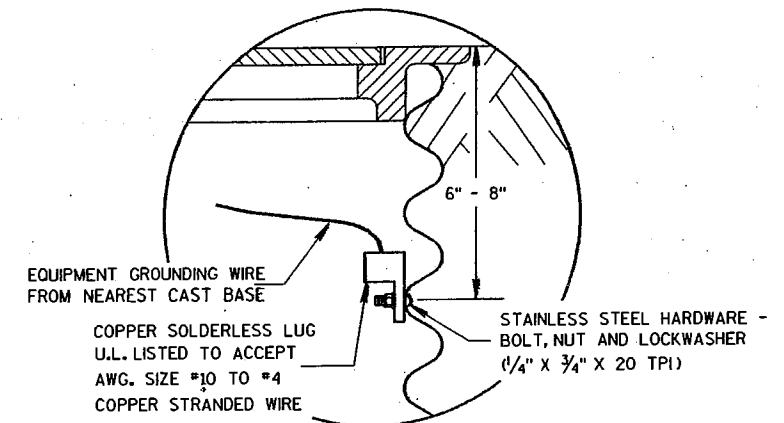


**ALTERNATE COVER (LOCKING)**

TIGHTENING BAR TYPE



**PULL BOX**

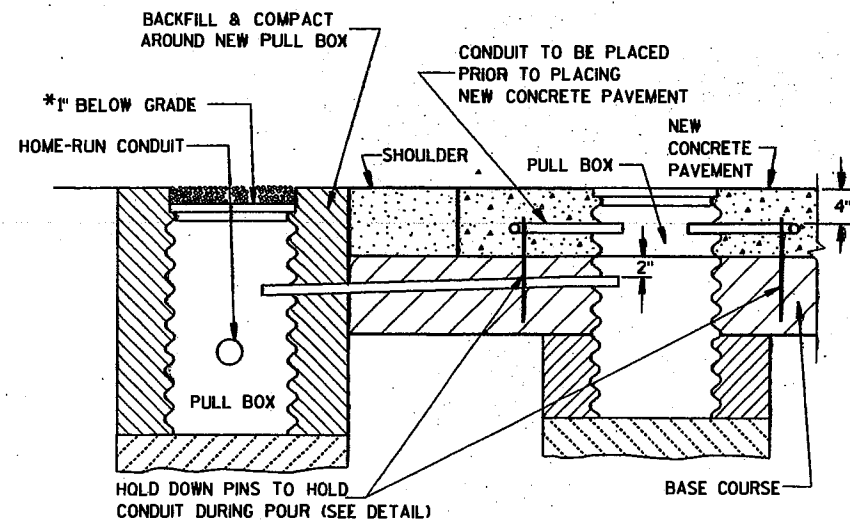


**EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES**

<b>PULL BOX</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/21/97 DATE	 STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

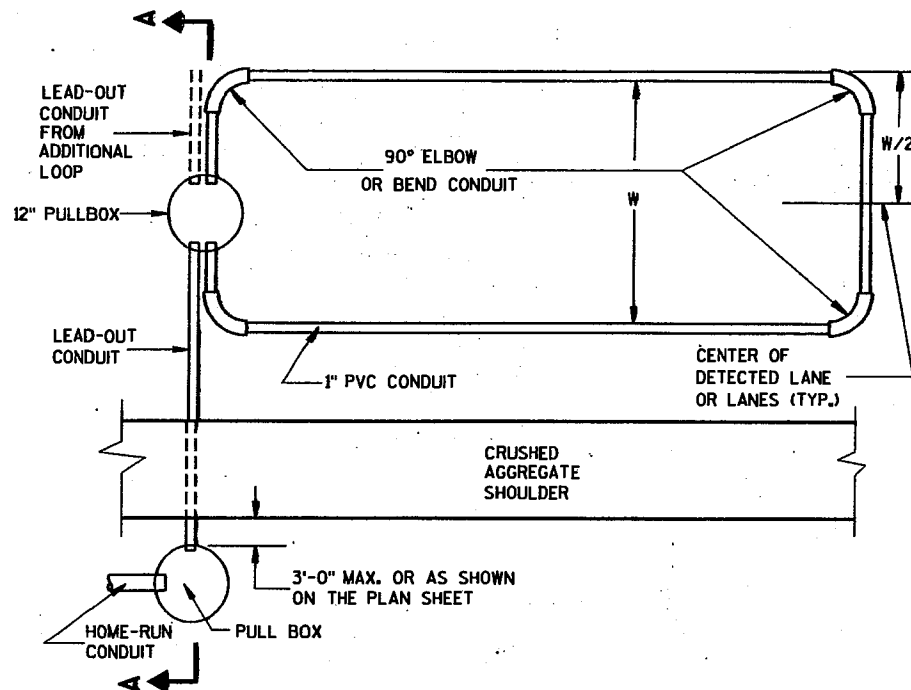
S.D.D. 9 B 4-3

S.D.D. 9 B 4-3



**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.



**TYPICAL PLAN OF LOOP DETECTOR  
WITH 12" PULLBOX**

**GENERAL NOTES**

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

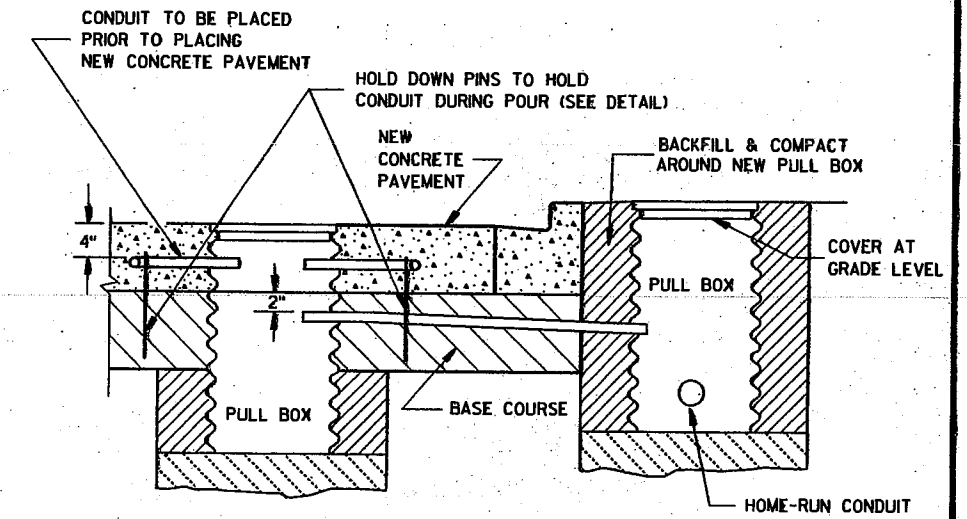
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

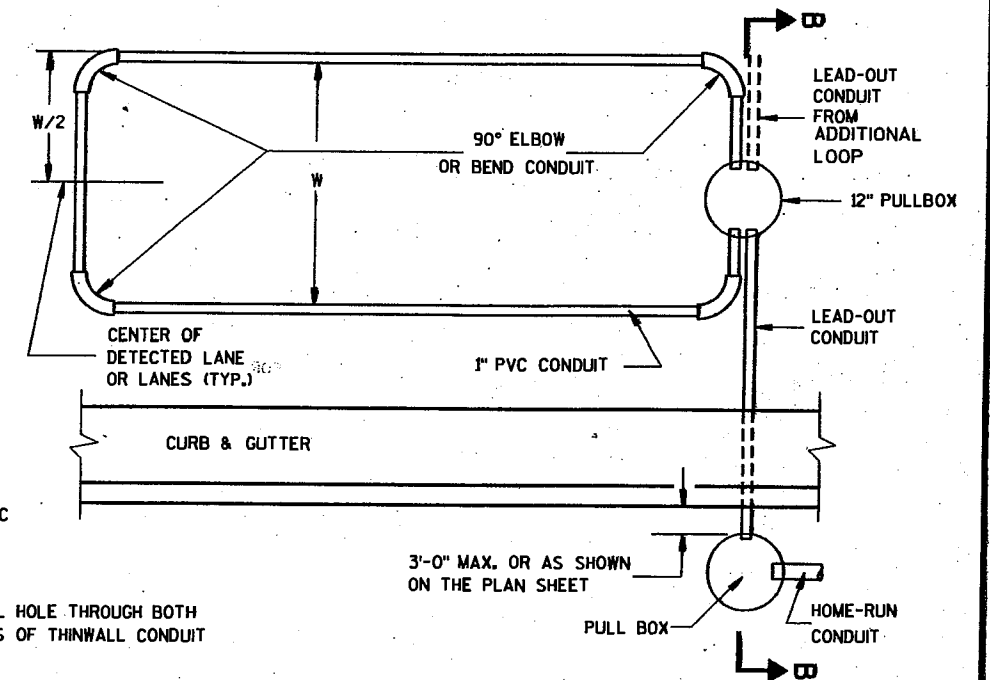
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE PULL BOX IN THE BASE COURSE, AND THE RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

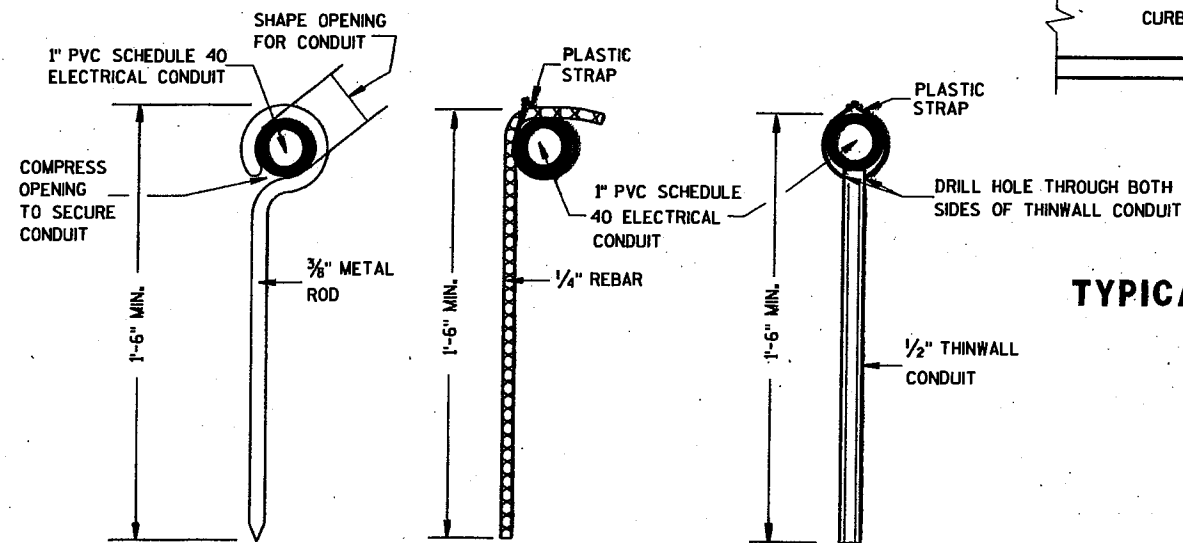
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



**SECTION B-B  
CURB & GUTTER  
LOOP DETECTOR INSTALLATION DETAIL**



**TYPICAL PLAN OF LOOP DETECTOR  
WITH 12" PULLBOX**

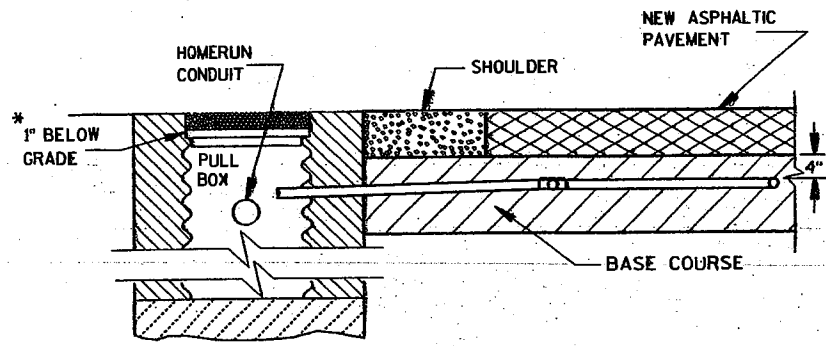


**TYPICAL DETAILS FOR HOLD DOWN PINS**

S.D.D. 9 F 4-2

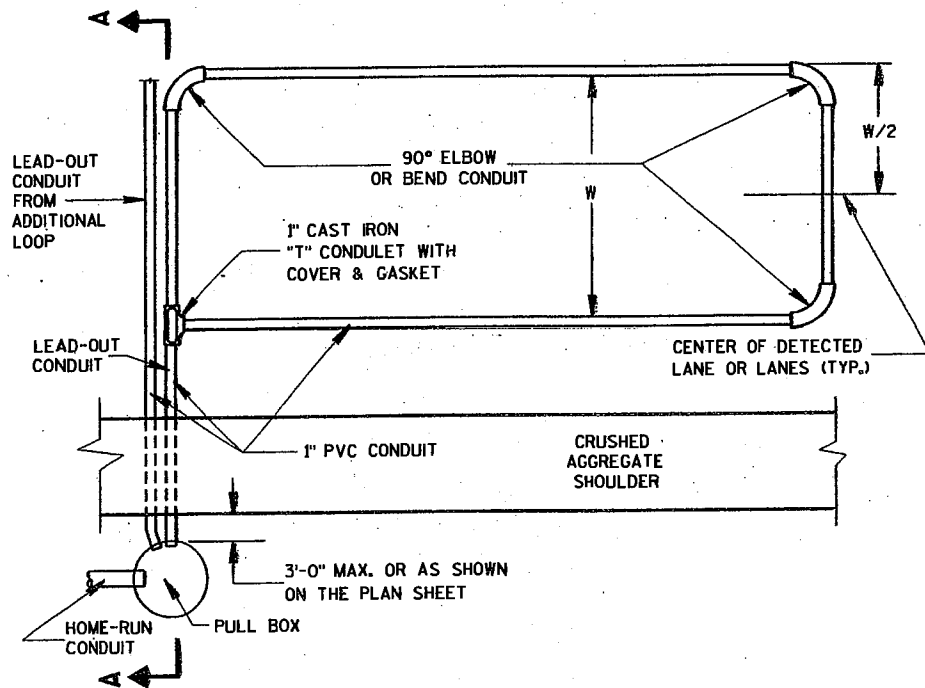
LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/21/96 DATE	<i>Bala Arora</i> STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 F 4-2



**SECTION A-A  
NO CURB & GUTTER  
DETECTOR LOOP INSTALLATION DETAIL**

\*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



**TYPICAL PLAN OF LOOP DETECTOR**

**GENERAL NOTES**

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

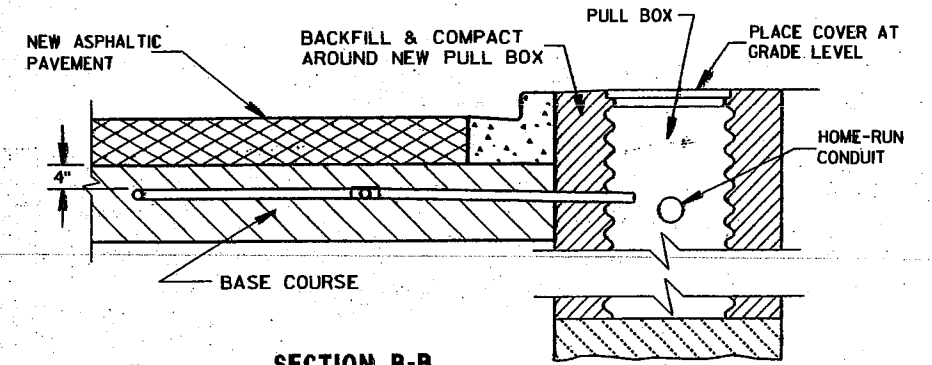
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

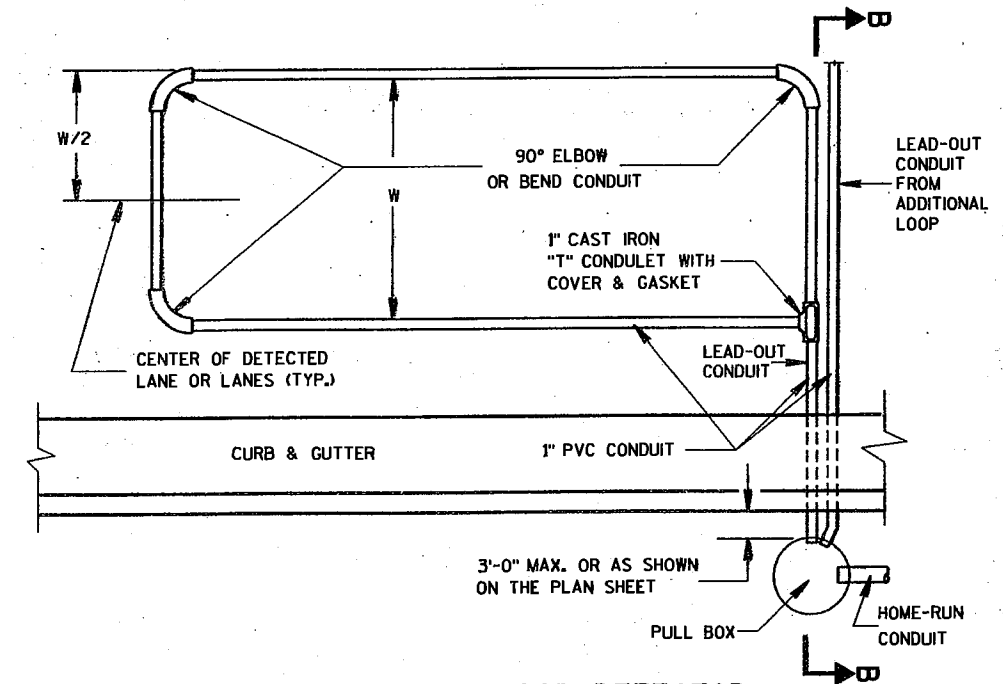
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

DRIVE A 1 1/2" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.



**SECTION B-B  
CURB & GUTTER  
LOOP DETECTOR INSTALLATION DETAIL**



**TYPICAL PLAN OF LOOP DETECTOR**

LOOP DETECTOR PLACED  
IN CRUSHED AGGREGATE BASE  
(NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

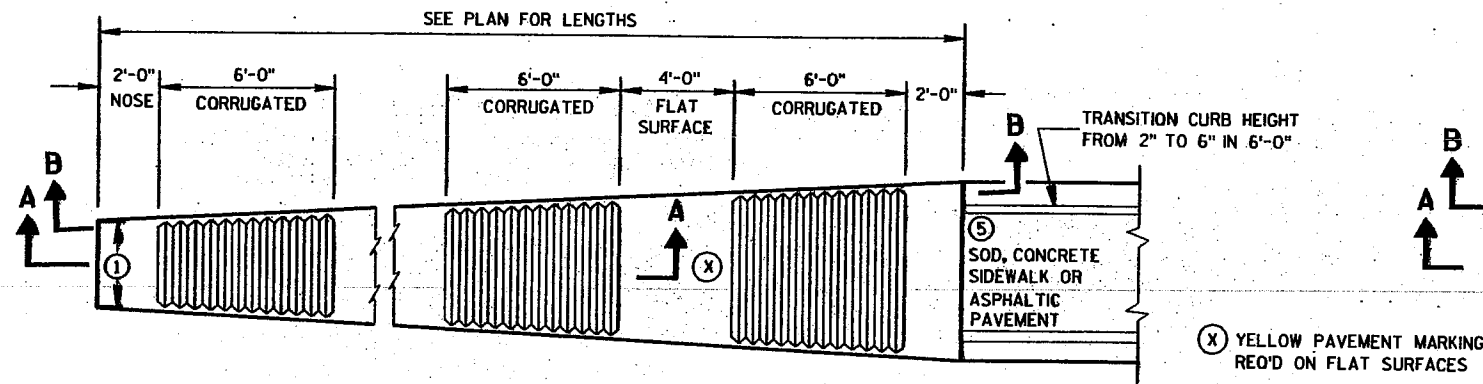
APPROVED

10/21/96  
DATE

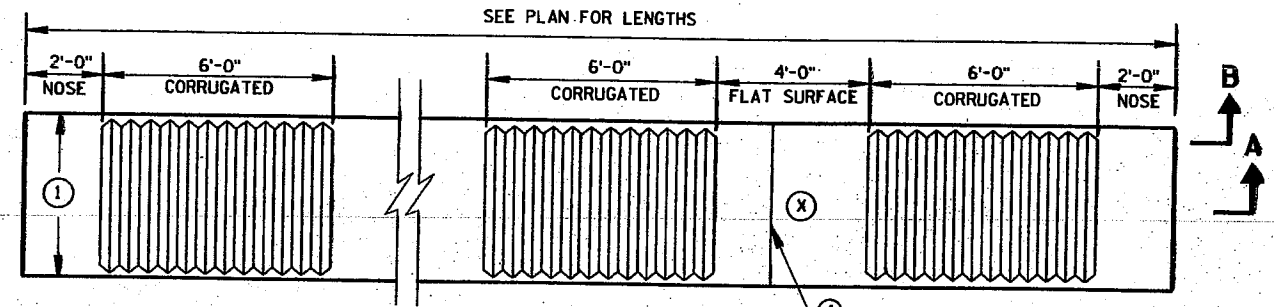
FHWA

*Paul Struss*  
STATE ELECTRICAL ENGINEER FOR  
HIGHWAYS

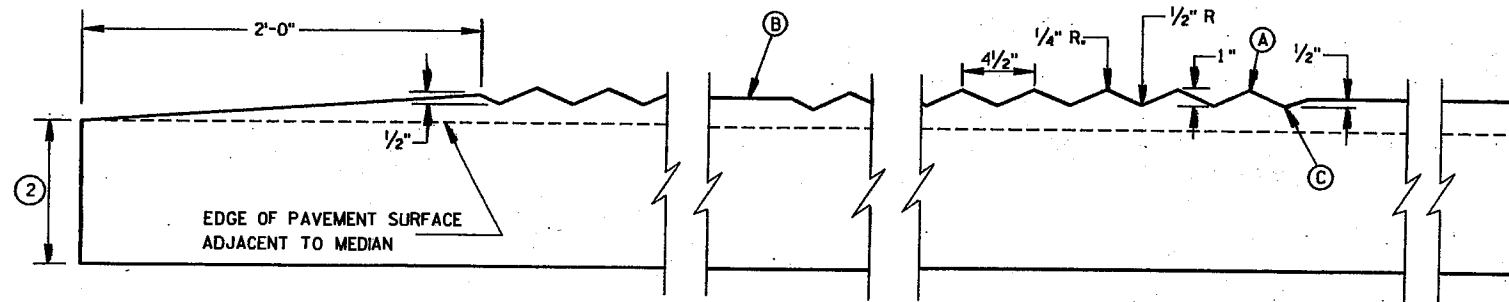




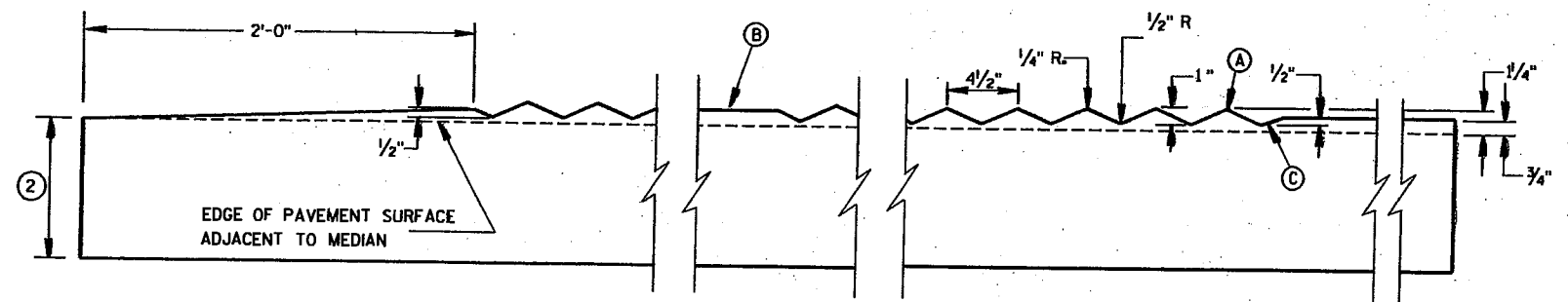
**PLAN VIEW**  
**VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN**



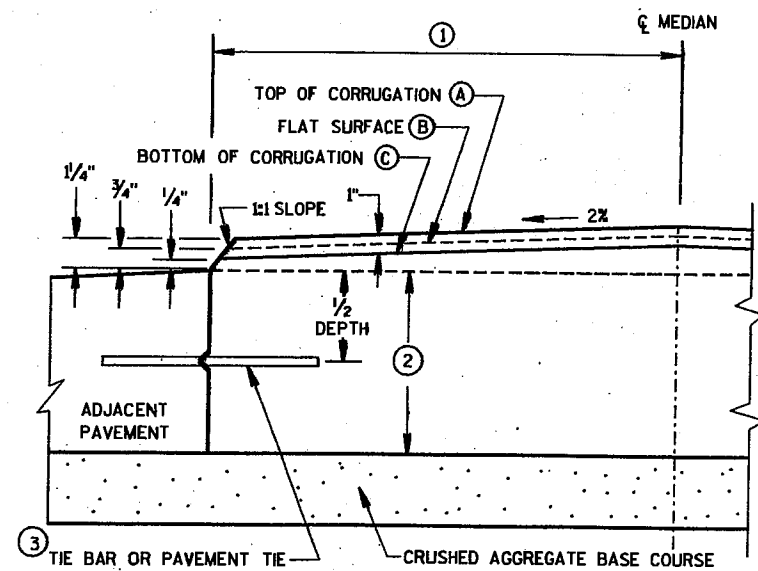
**PLAN VIEW**  
**UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN**



**SECTION A-A**  
**LONGITUDINAL SECTION**



**SECTION B-B**  
**LONGITUDINAL SECTION**



**HALF CROSS SECTION**  
**CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT**

**GENERAL NOTES**

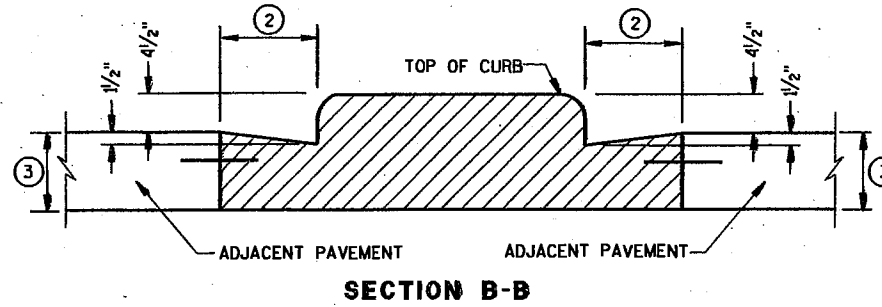
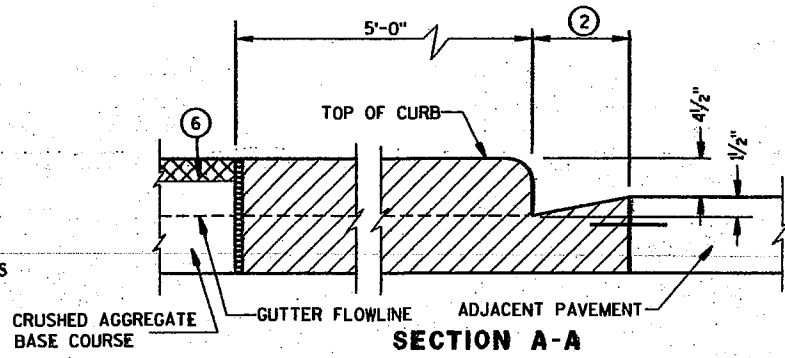
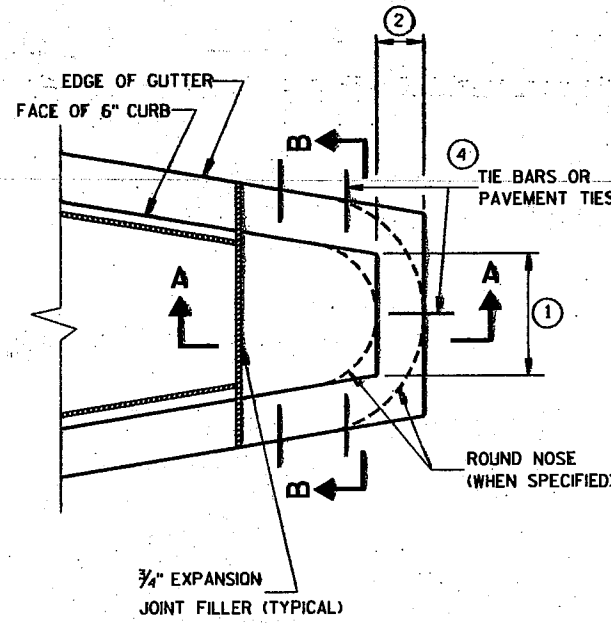
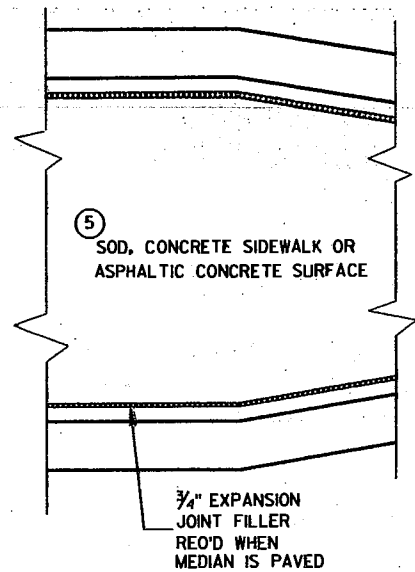
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- ① SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.
- ② THE DEPTH OF THE CONCRETE MEDIAN SHALL EQUAL THE DEPTH OF THE ADJACENT PAVEMENT STRUCTURE. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
  - (1) NEW OR EXISTING CONCRETE PAVEMENT.
  - (2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE.
  - (3) ASPHALTIC PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
- ③ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.  
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1 THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
- ④ CONCRETE PAVEMENT TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH CRUSHED AGGREGATE BASE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.
- ⑤ SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

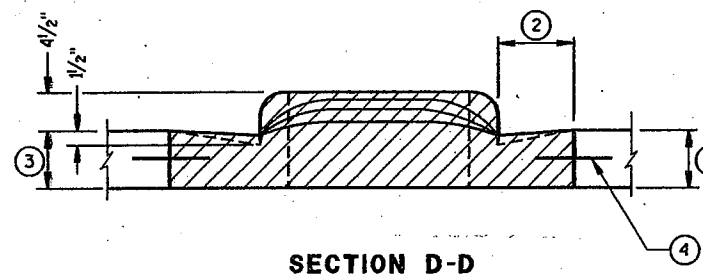
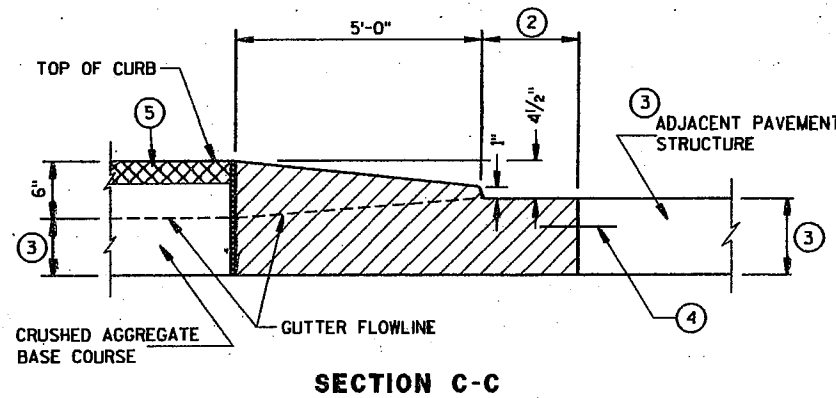
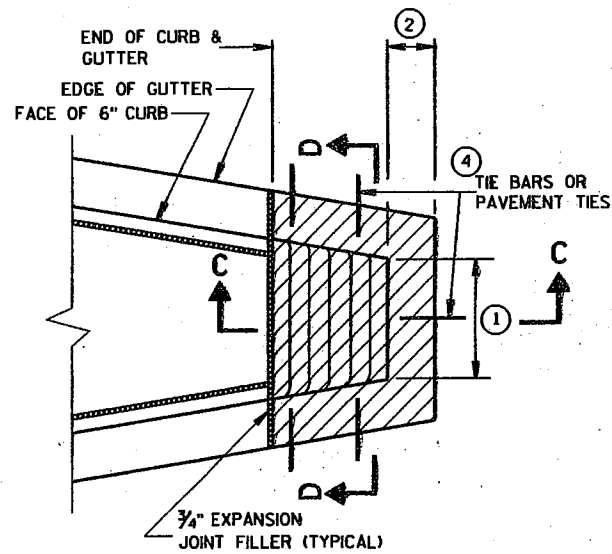
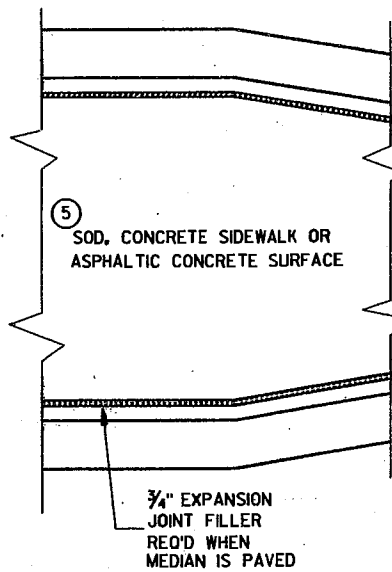
**CONCRETE CORRUGATED MEDIAN**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
07/25/96  
DATE  
[Signature]  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



**CONCRETE MEDIAN BLUNT NOSE DETAIL**



**CONCRETE MEDIAN SLOPED 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.

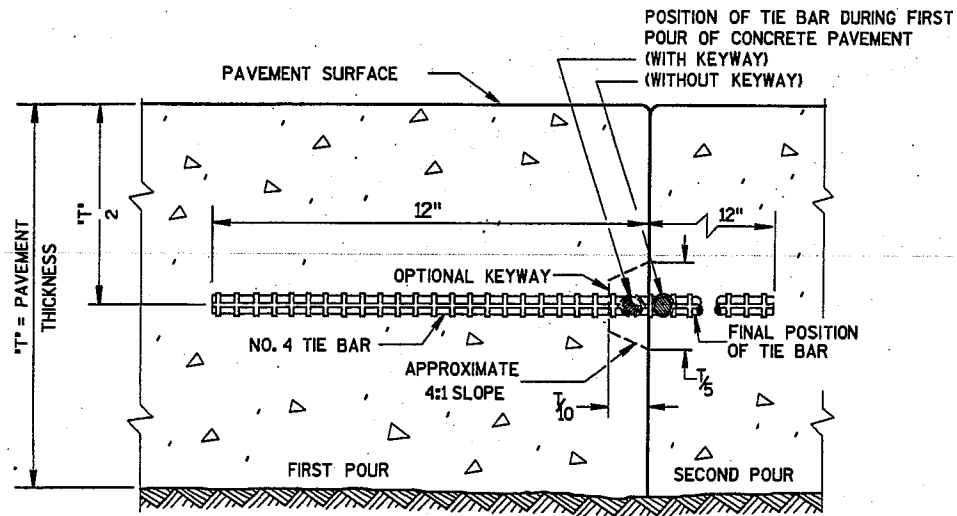
**CONCRETE MEDIAN NOSE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

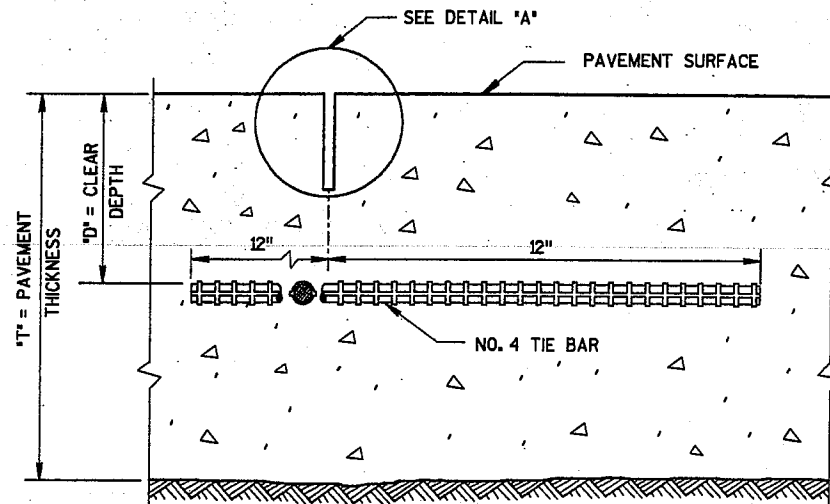
APPROVED  
07/30/96  
DATE

*Paul J. Thompson*  
CHIEF ROADWAY DEVELOPMENT ENGINEER

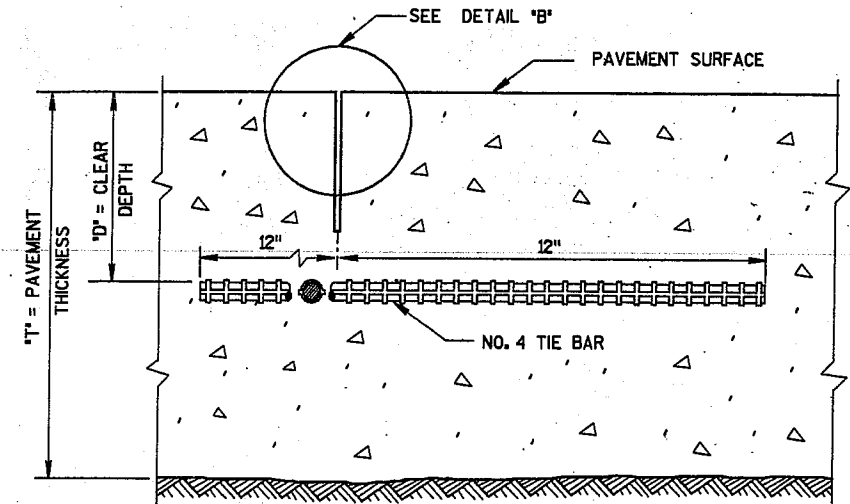
FHWA



**CONSTRUCTION JOINT**



**SAWED JOINT**



**RIBBON JOINT**

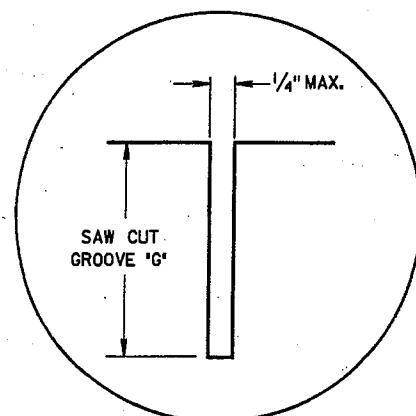
**GENERAL NOTES**

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

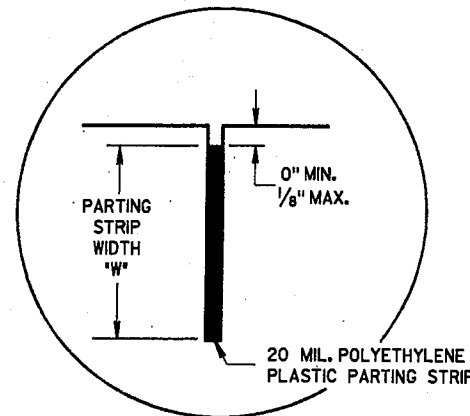
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

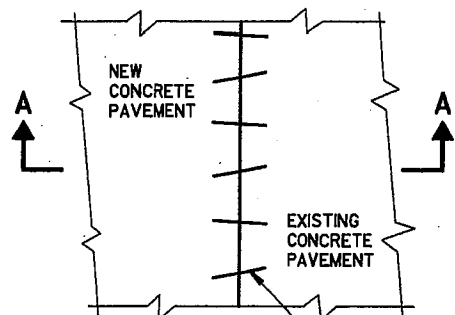
TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.



**DETAIL "A"**

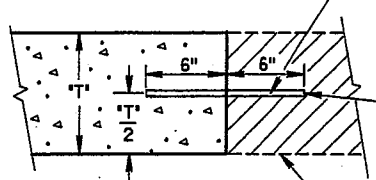


**DETAIL "B"**



**PLAN VIEW**

NO. 6 TIE BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.

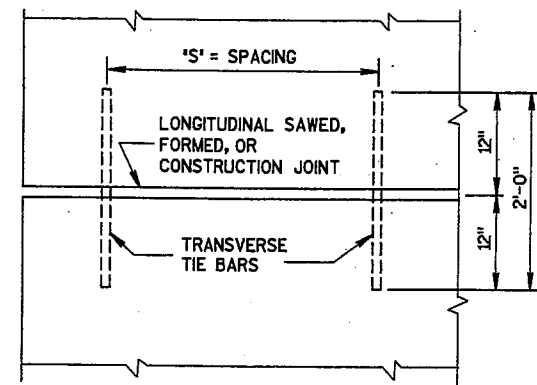


**SECTION A-A PAVEMENT TIES**

THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

EXIST. CONC. PAVEMENT

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"		PARTING STRIP WIDTH "W"
			PAVEMENT WIDTH 24' OR 26'	30'	
6, 6 1/2"	3" ± 1/2"	2"	48"	42"	2"
7, 7 1/2"	3 1/4" ± 1"	2 1/4"	45"	36"	2 1/4"
8, 8 1/2"	3 3/4" ± 1"	2 1/2"	39"	30"	2 1/2"
9, 9 1/2"	4 1/4" ± 1"	3"	33"	27"	3"
10, 10 1/2"	4 3/4" ± 1"	3 1/4"	30"	24"	3 1/4"
11, 11 1/2"	5 1/4" ± 1"	3 3/4"	27"	21"	3 3/4"
12"	5 3/4" ± 1"	4"	24"	21"	4"



**PLAN VIEW SHOWING LOCATION OF TIE BARS**

**CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES**

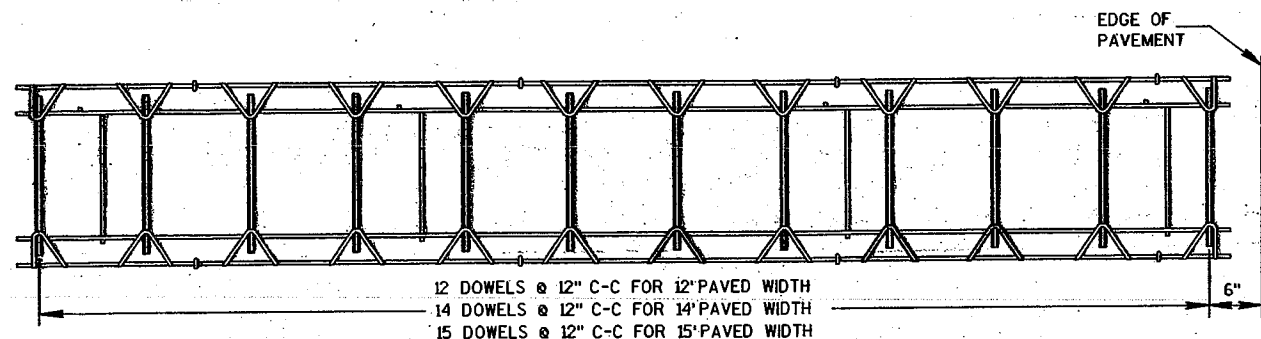
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

9-24-98 DATE

*[Signature]*  
CHIEF PAVEMENTS & RESEARCH ENGINEER

FHWA



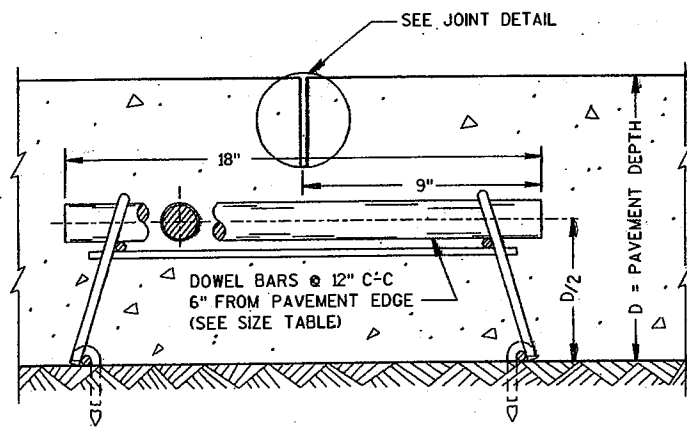
PLAN VIEW



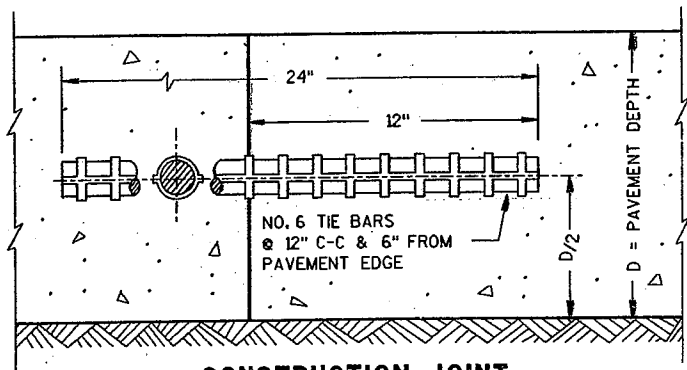
SIDE VIEW  
CONTRACTION JOINT DOWEL ASSEMBLY ①

DOWEL BAR SIZE & JOINT SPACING TABLE

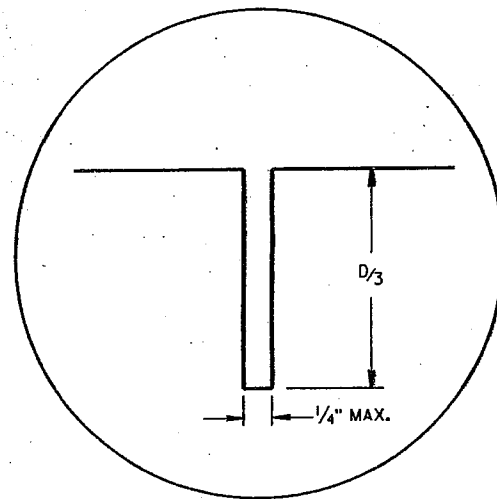
PAVEMENT DEPTH	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
9" OR LESS	1 1/4"	15'
MORE THAN 9"	1 1/2"	18'



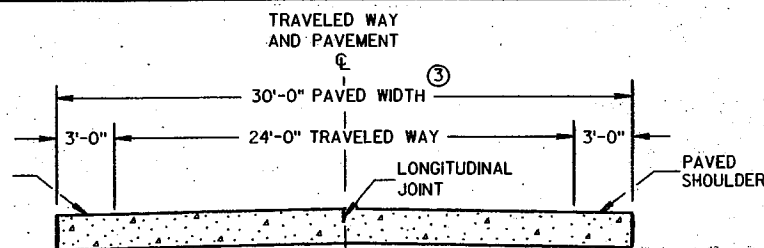
DOWELED CONTRACTION JOINT



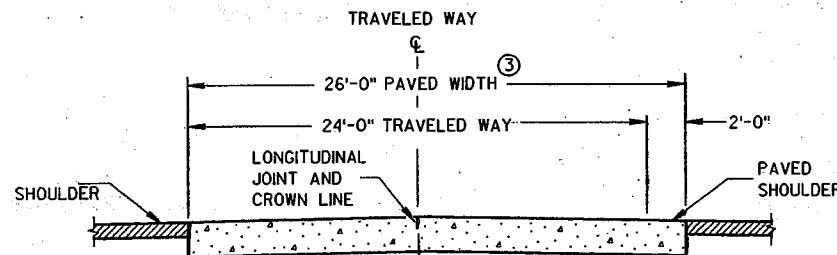
CONSTRUCTION JOINT



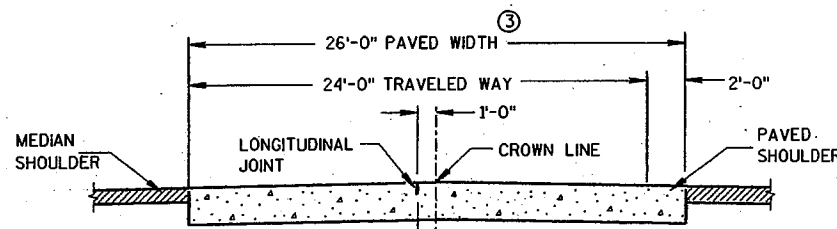
JOINT DETAIL



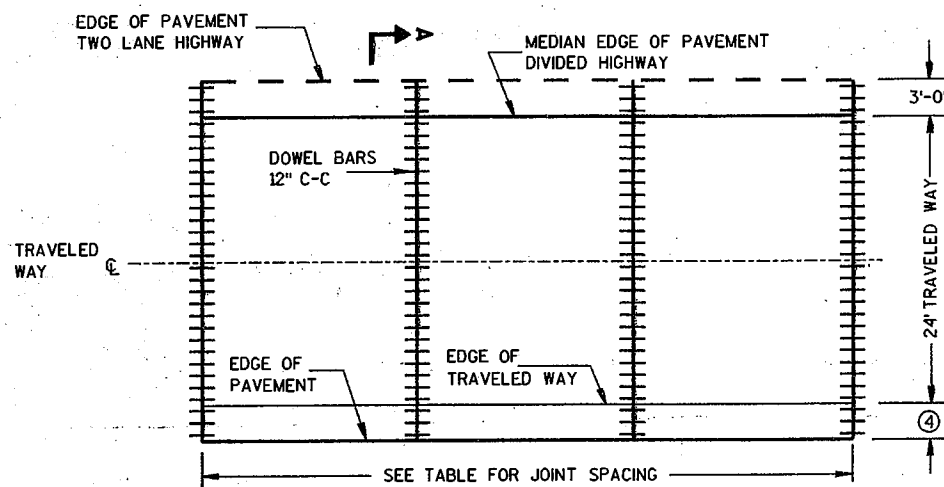
SECTION A-A  
TWO-LANE TWO-WAY HIGHWAY ②



SECTION A-A



ALTERNATIVE SECTION A-A  
DIVIDED HIGHWAY ②



CONTRACTION JOINT LOCATIONS

**GENERAL NOTES**

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

**CONTRACTION JOINTS**

UNLESS OTHERWISE SPECIFIED, CONTRACTION JOINTS SHALL BE NORMAL TO THE CENTERLINE. THE LOCATION OF CONTRACTION JOINTS THRU INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE PARALLEL TO THE PAVEMENT CENTERLINE AND SURFACE.

**CONSTRUCTION JOINTS**

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO THE CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

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 REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

④ 2'-0" DIVIDED HIGHWAYS  
3'-0" TWO-LANE TWO-WAY HIGHWAYS  
SEE SECTION A-A

S.D.D. 13 C 11-5

**RURAL DOWELED  
CONCRETE PAVEMENT**




STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

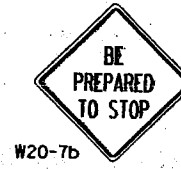
APPROVED *Ray J. Hincom*  
DATE 03/10/97  
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA

S.D.D. 13 C 11-5

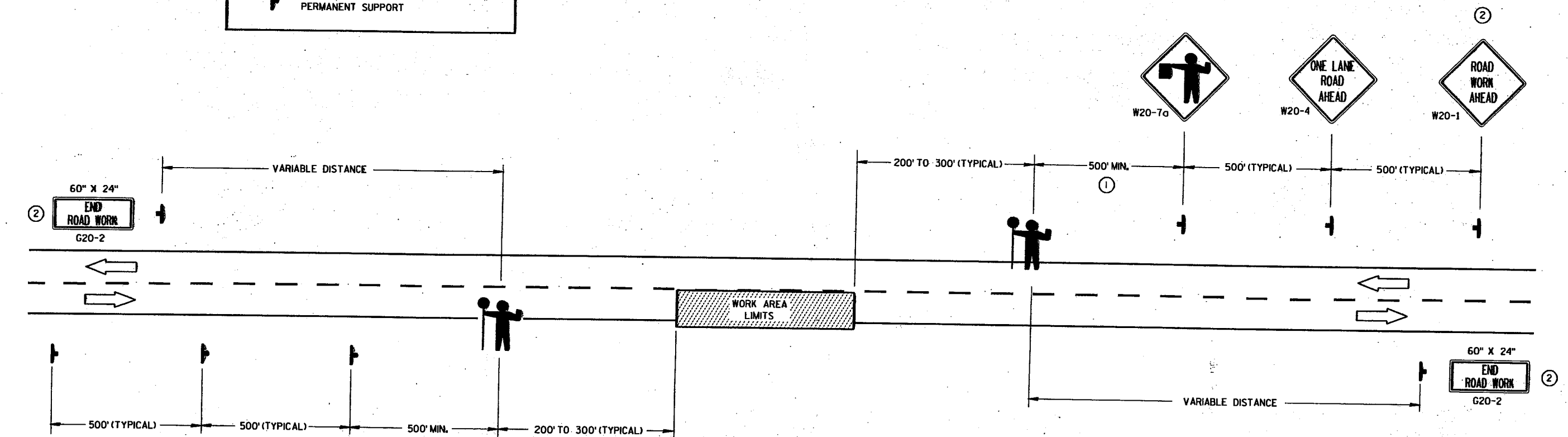
**TWO-LANE ROADWAY**

**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.



**GENERAL NOTES**

- DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.
- WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

**TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)**

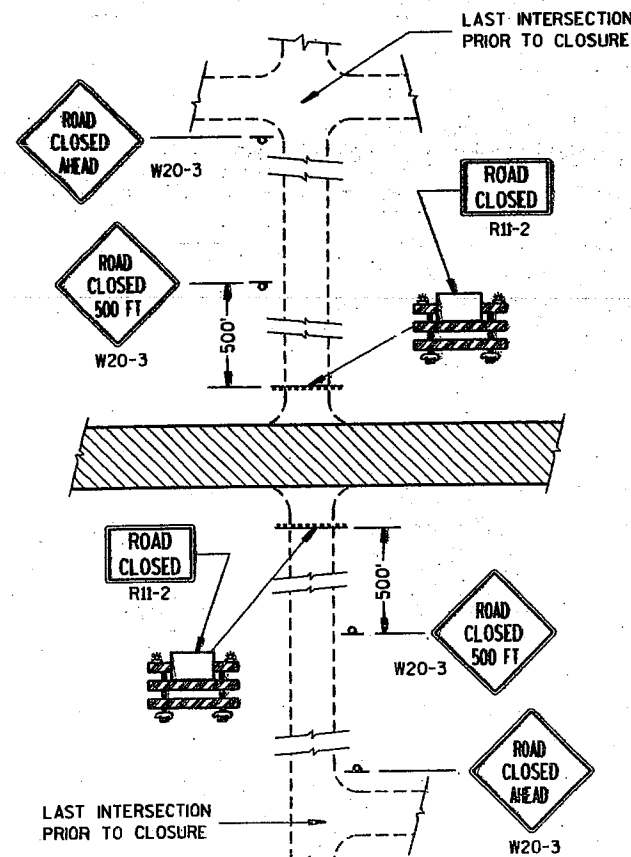
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
2/17/94  
DATE

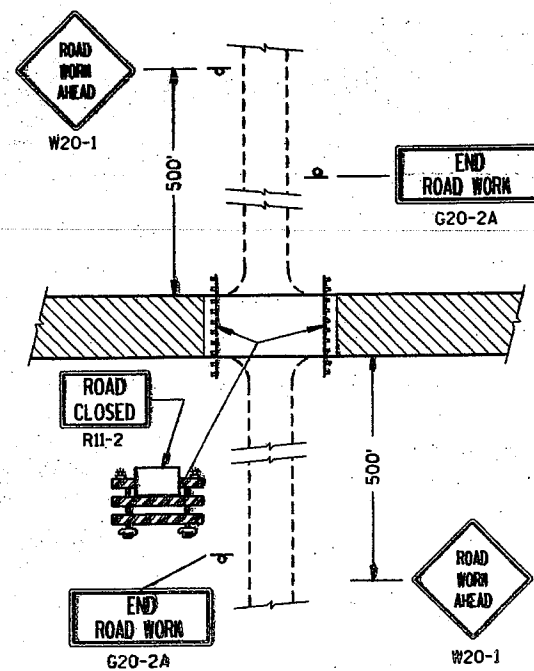
*Peter M. Rusch*  
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

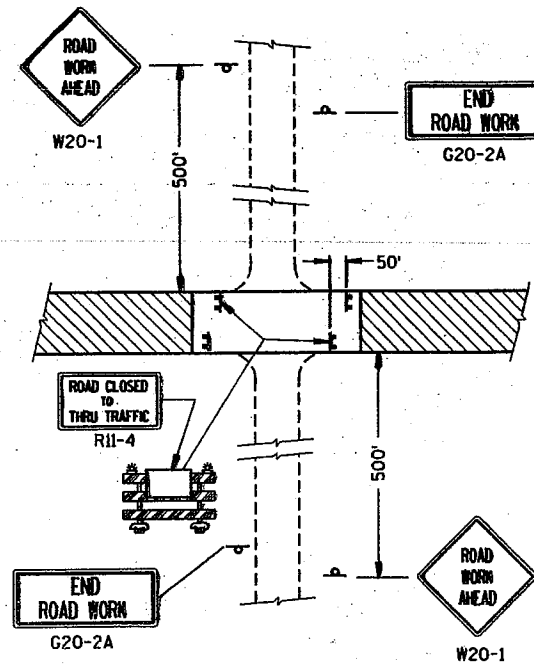
S.D.D. 15 C 12-2



**DETAIL 1**  
(NO ACCESS TO PROJECT)

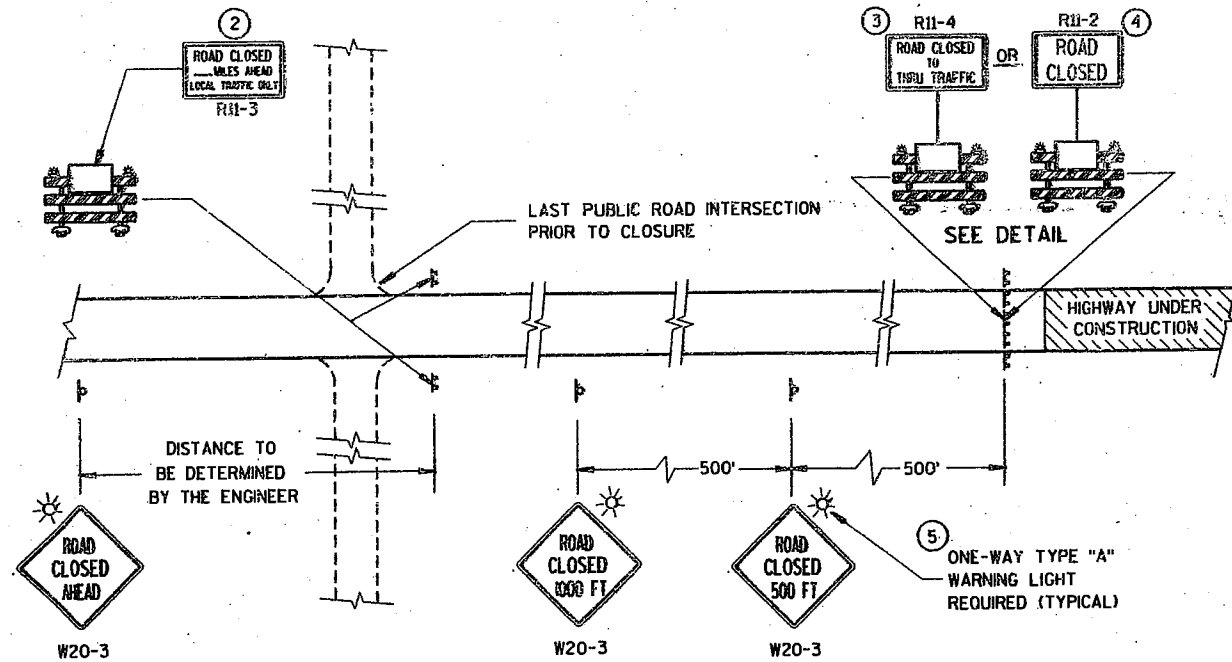


**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED,  
NO ACCESS TO PROJECT).

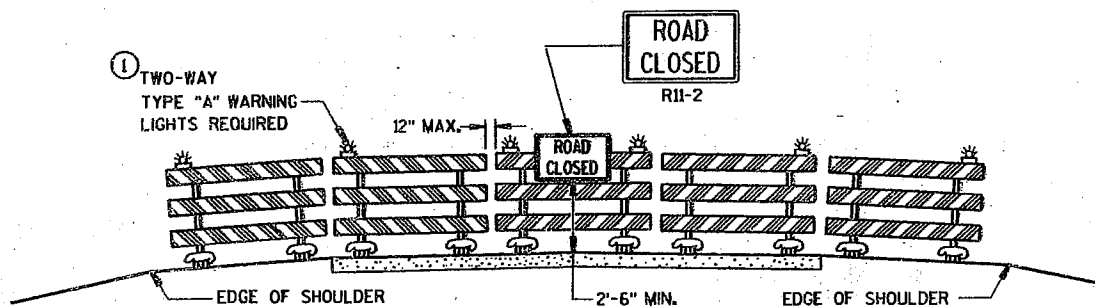


**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR,  
LOCAL BUSINESS AND RESIDENT ACCESS).

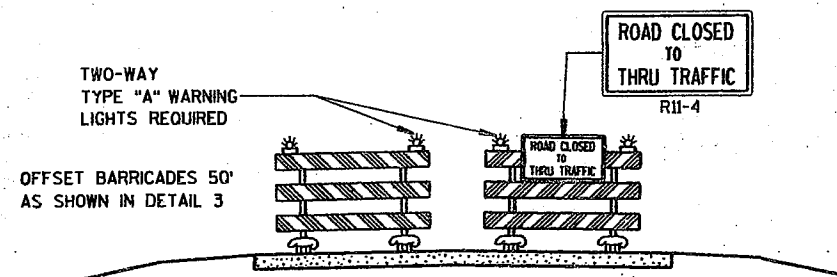
**SIDEROAD CLOSURES**



**MAINLINE CLOSURE**



**ROAD CLOSURE BARRICADE DETAIL**



**LANE CLOSURE BARRICADE DETAIL**

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED \_\_\_\_\_ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".  
R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".  
G20-2A SIGNS SHALL BE 48" X 24".

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- ③ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.
- ④ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.
- ⑤ ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

**LEGEND**

- ⊥ POST SIGNING WARNING SIGN
- ▨ TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- ⚡ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- ▨ WORK AREA

**BARRICADES AND SIGNS FOR ROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8-10-95  
DATE

*Charles J. Spang*  
for DIRECTOR, OFFICE OF TRAFFIC

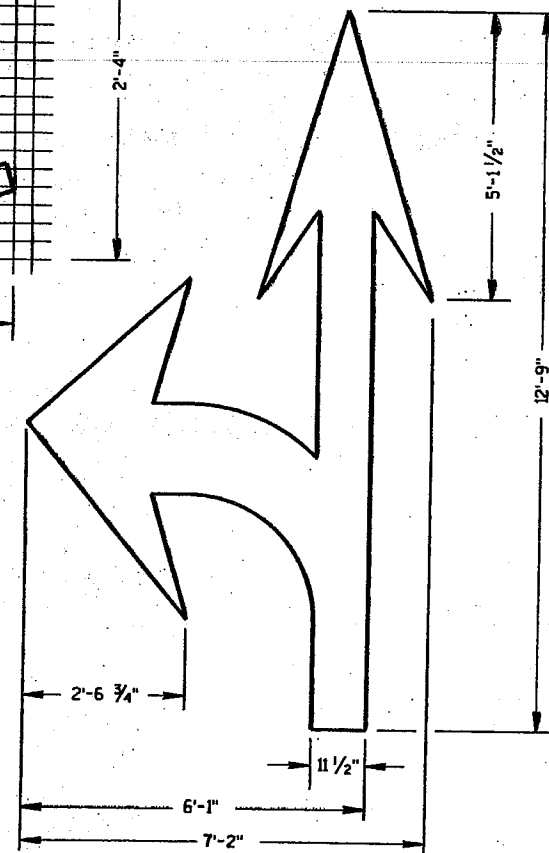
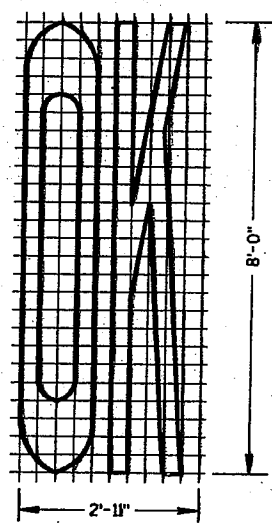
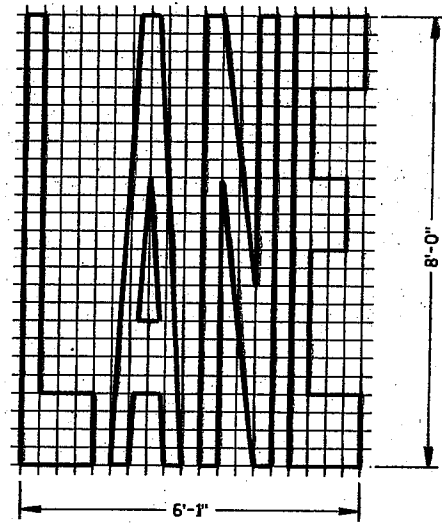
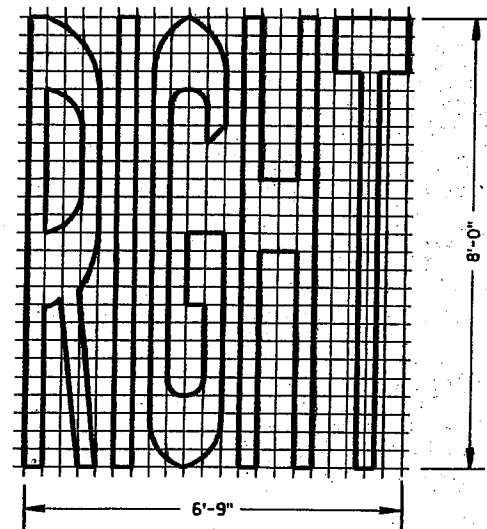
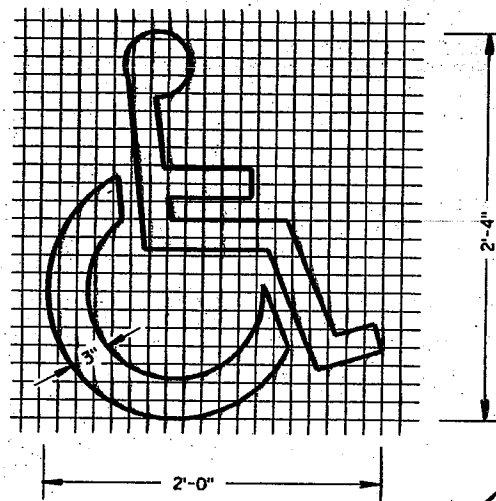
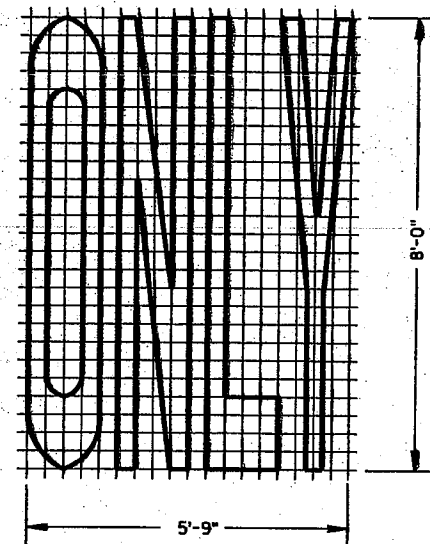
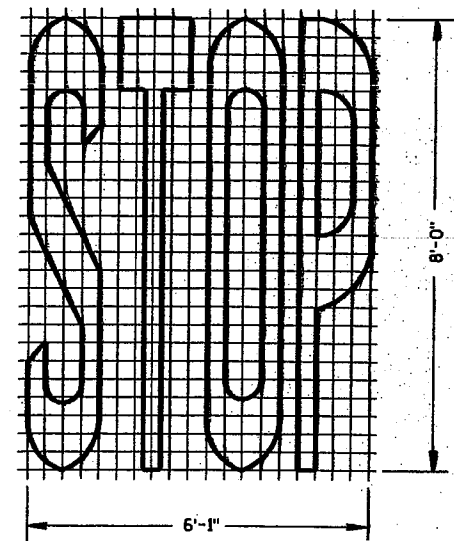
FHWA

**GENERAL NOTES**

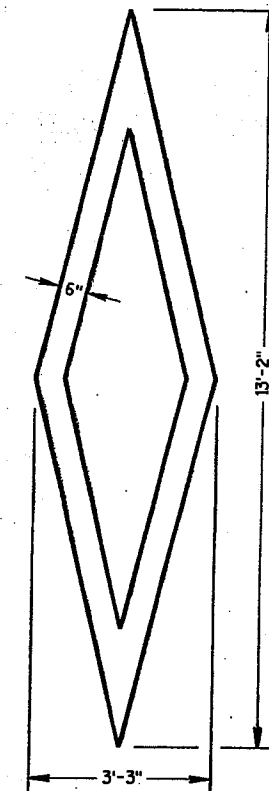
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

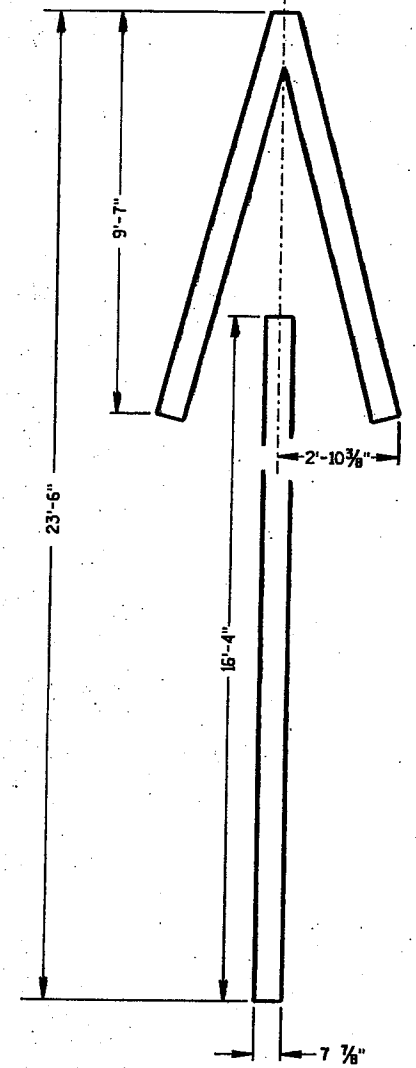
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



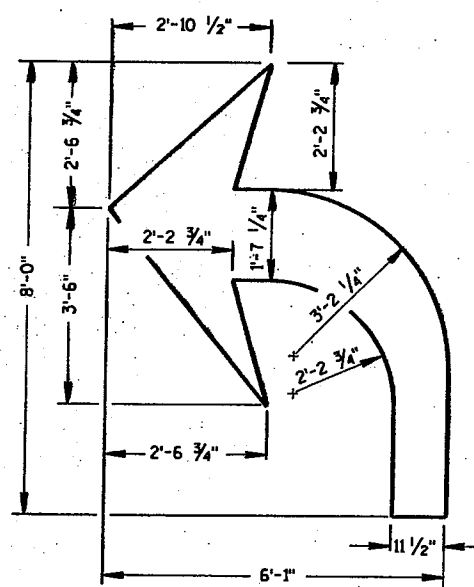
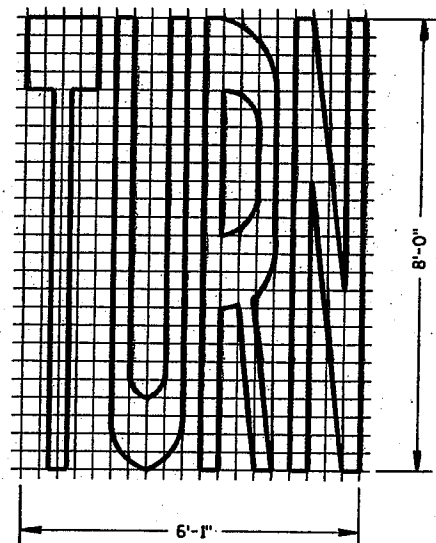
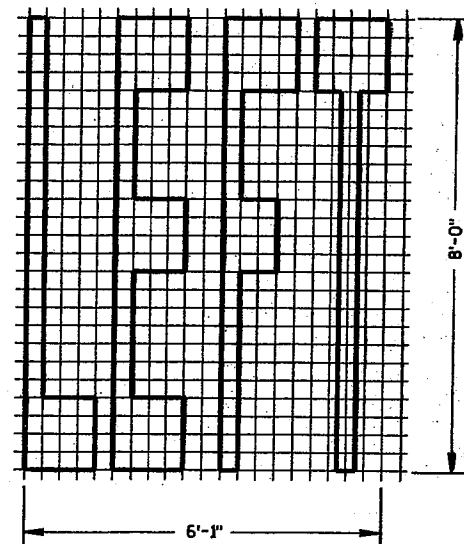
TYPE 3



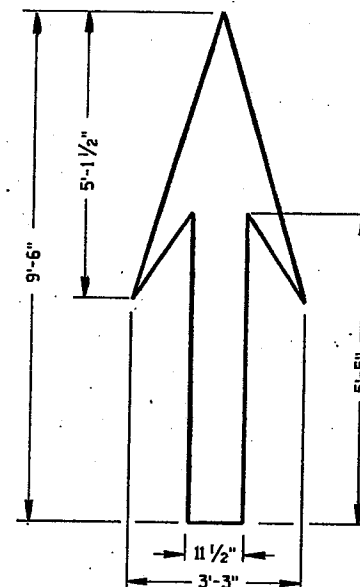
PREFERENTIAL LANE SYMBOL



TYPE 4



TYPE 2



TYPE 1

S.D.D. 15 C 7-50

**PAVEMENT MARKING SYMBOLS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

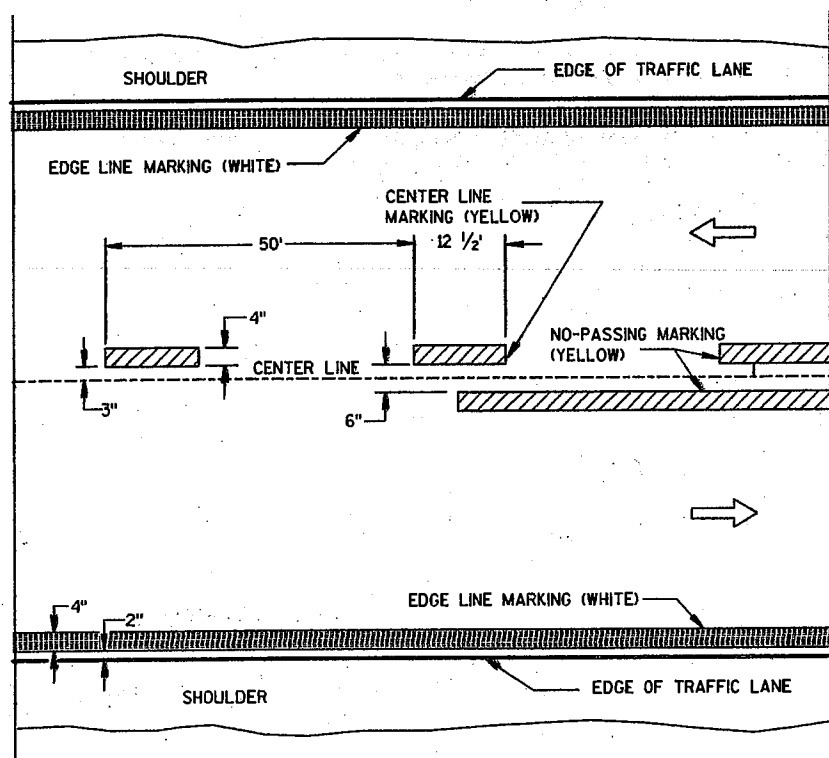
APPROVED

7-28-95  
DATE

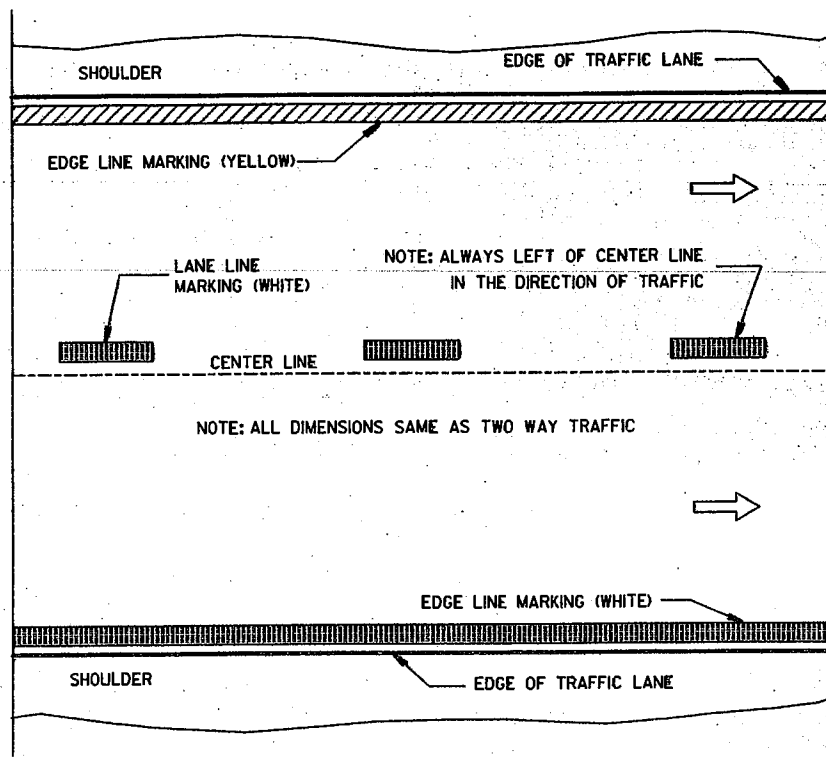
FHWA

*Chuter J. Spang*  
for DIRECTOR, OFFICE OF TRAFFIC

S.D.D. 15 C 7-50

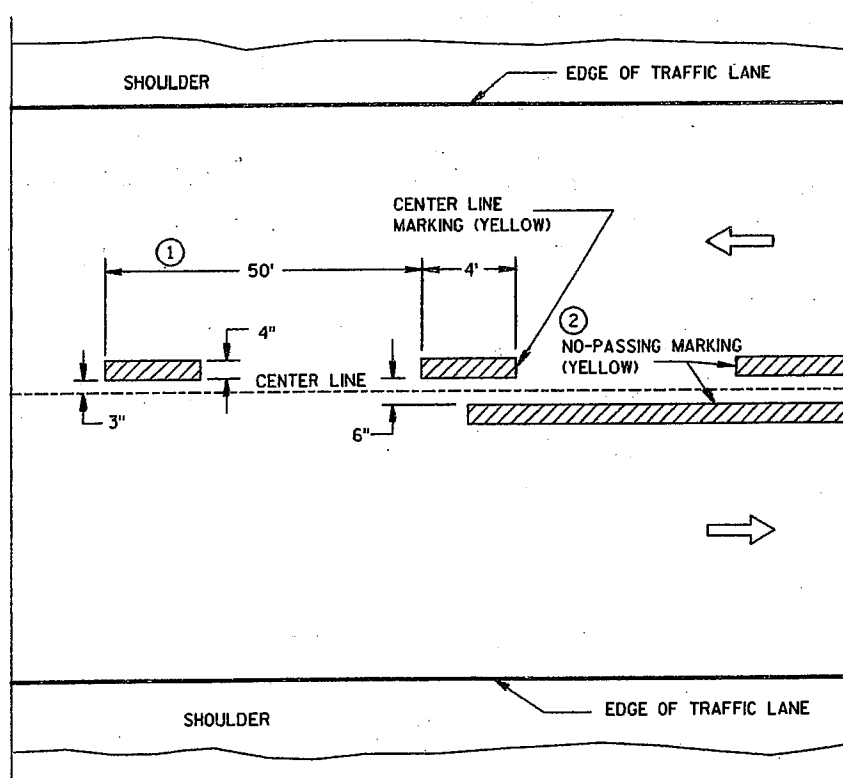


TWO WAY TRAFFIC

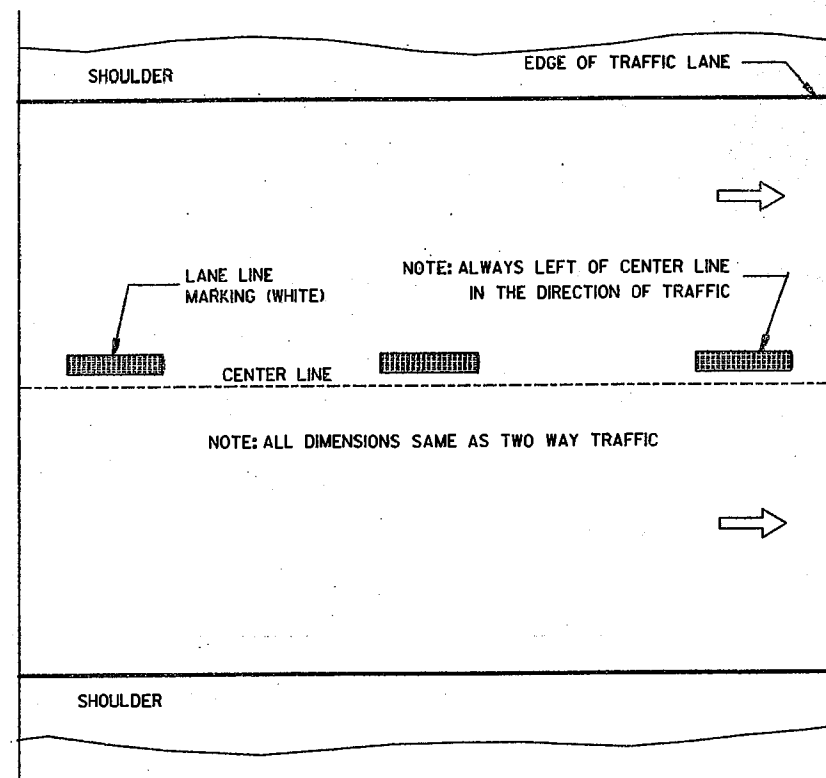


ONE WAY TRAFFIC

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.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

S.D.D. 15 C 8-8a

PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-10-99 DATE	<i>Christa J. Spang</i> CHIEF SIGNS AND MARKING ENGINEER
FHWA	

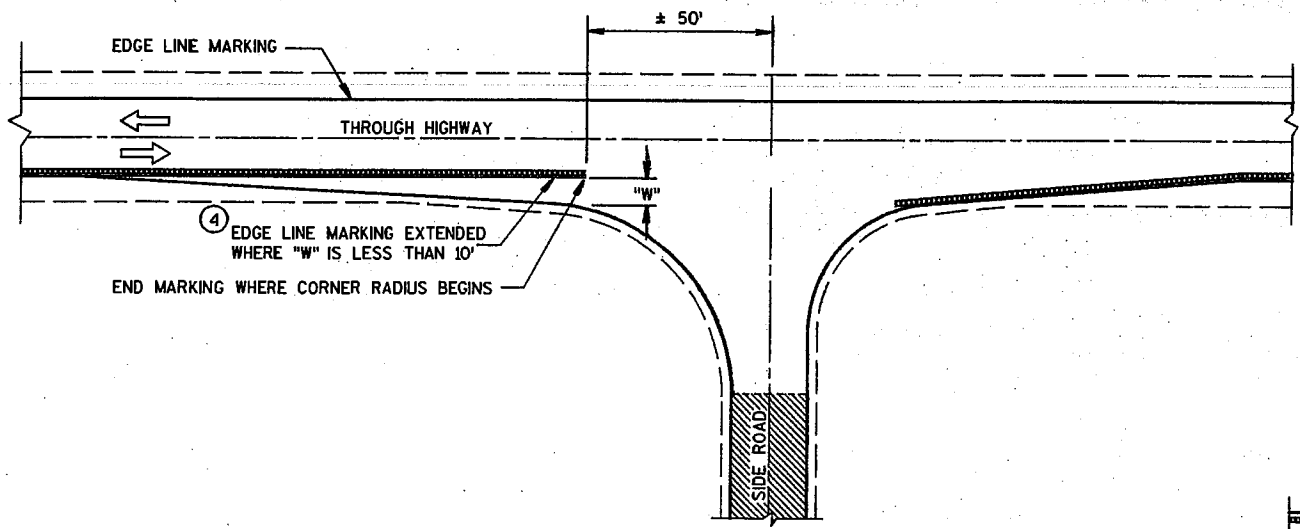
S.D.D. 15 C 8-8a



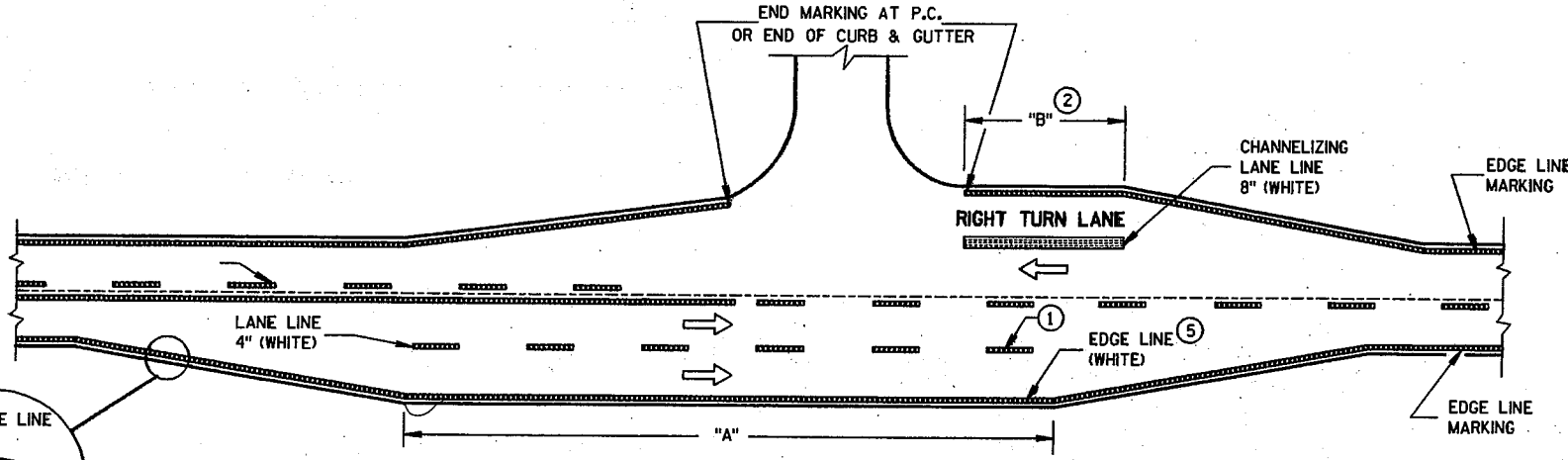
**NOTES**

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

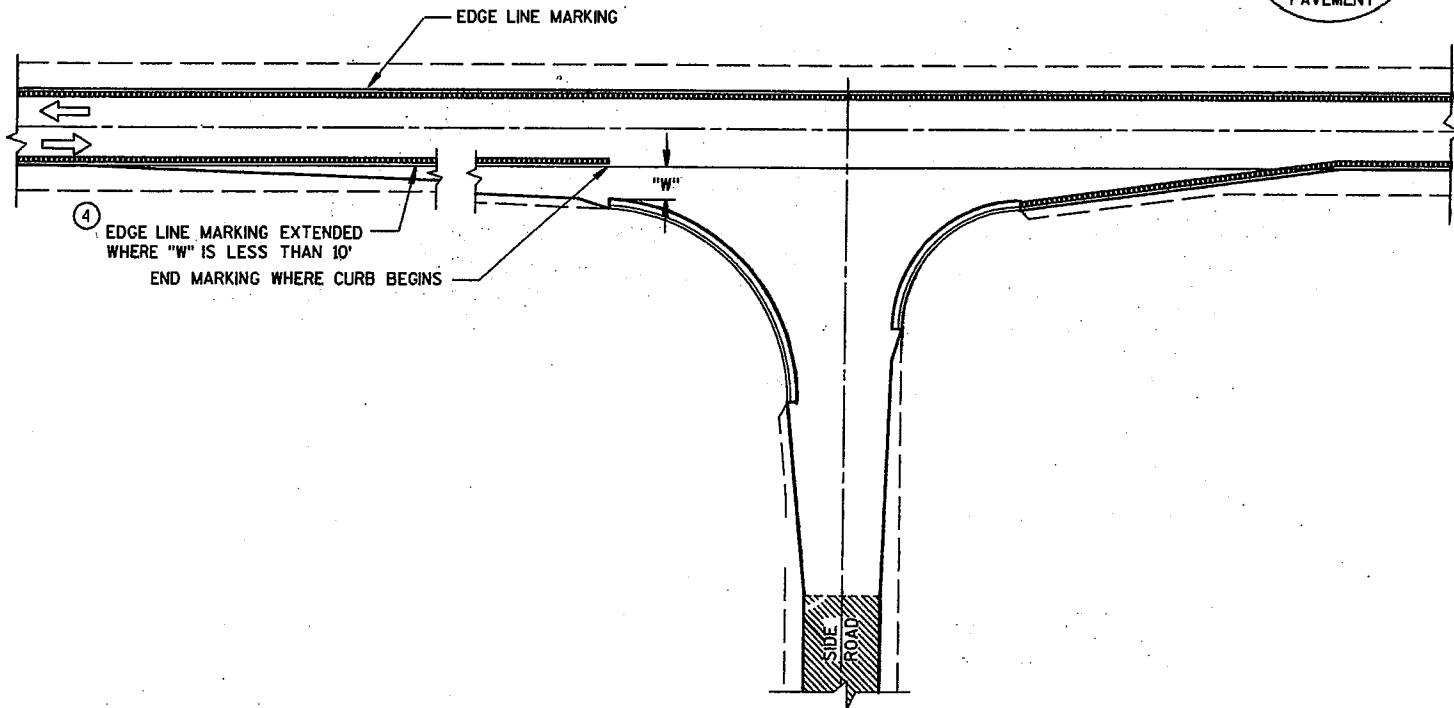
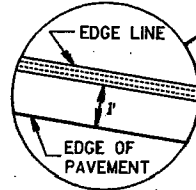
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
- ④ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.
- ⑤ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.



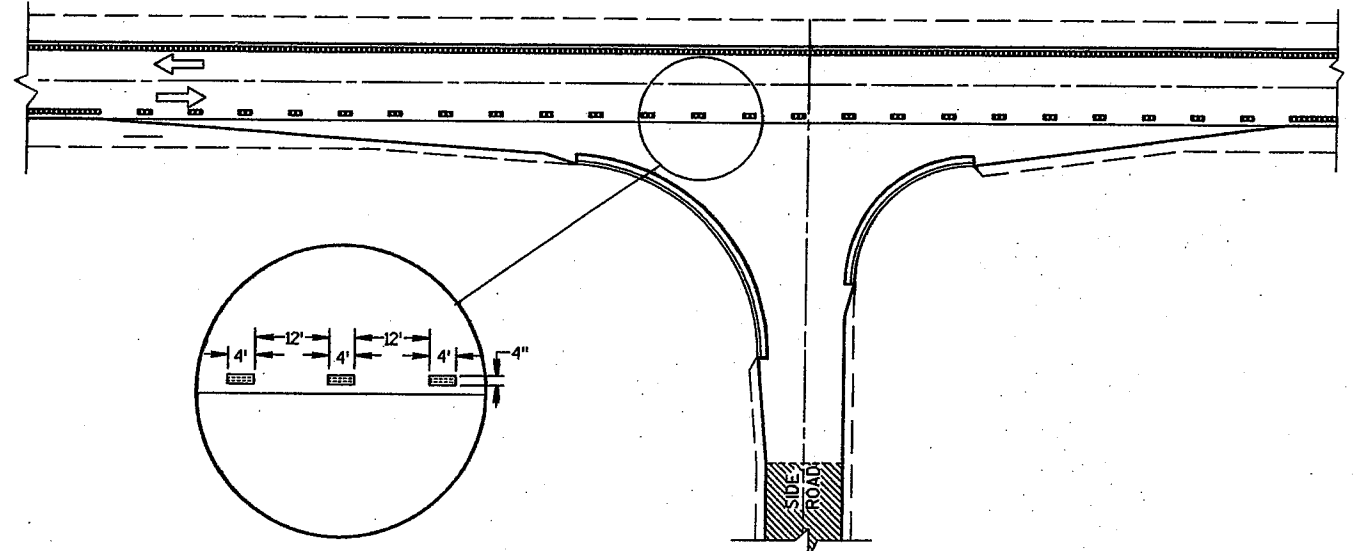
MINOR INTERSECTION WITHOUT CURBS



MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS  
(TYPICAL MARKING)

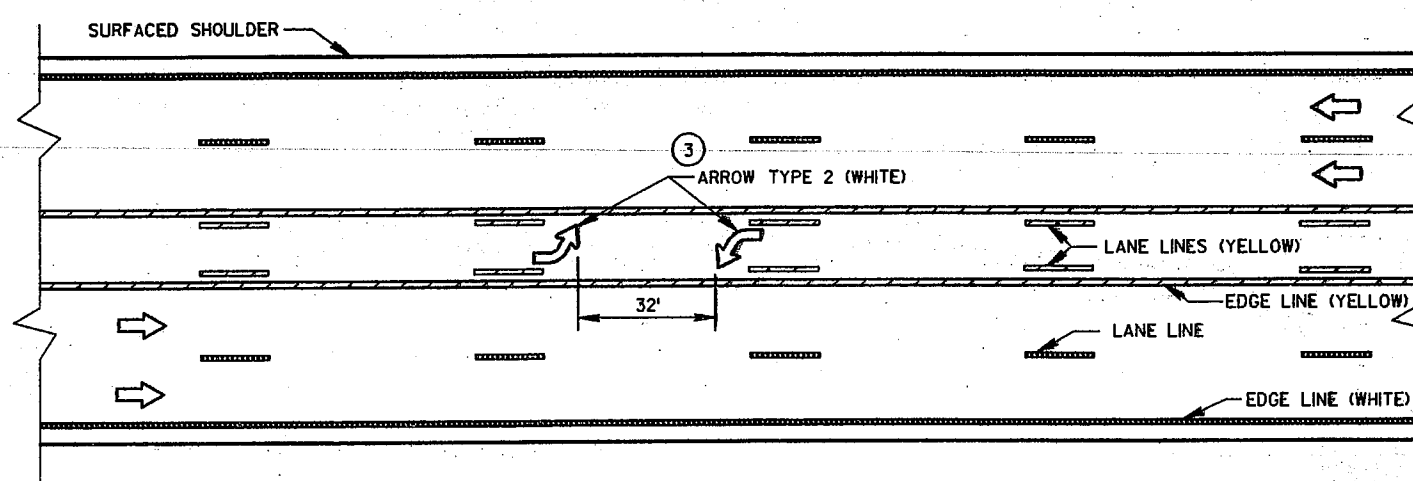


MINOR INTERSECTION WITH CURBS  
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING  
(INTERSECTIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

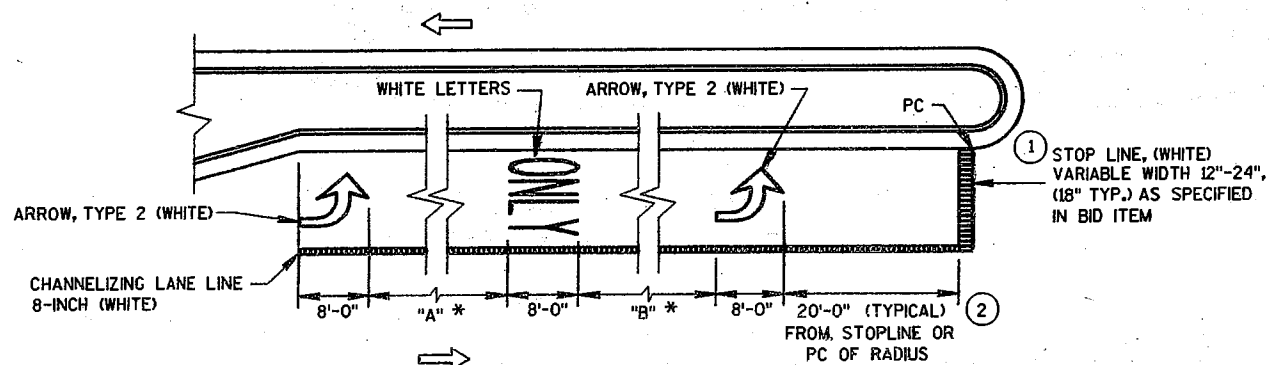
NOTE:  
ARROW SYMBOL (→)  
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

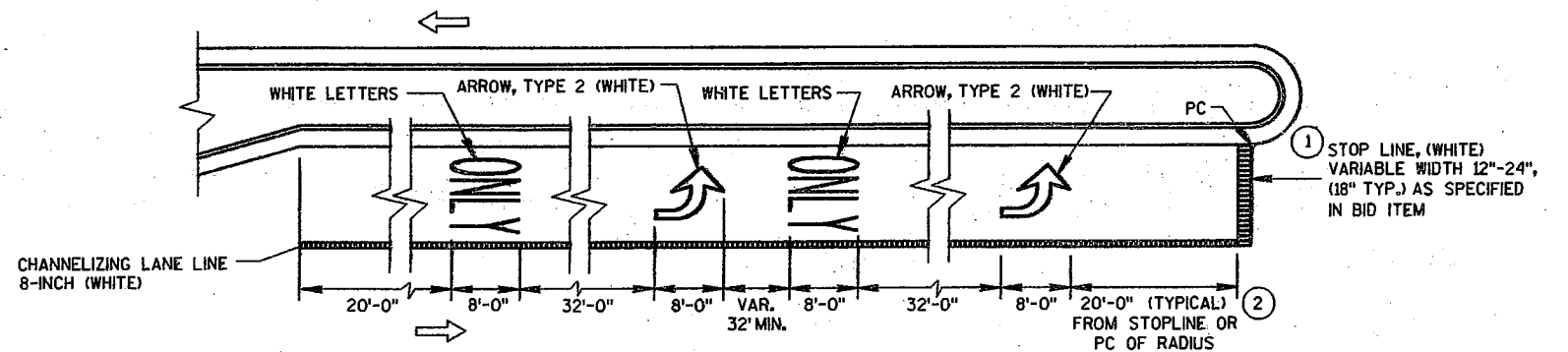
NOTES:

- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE 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.

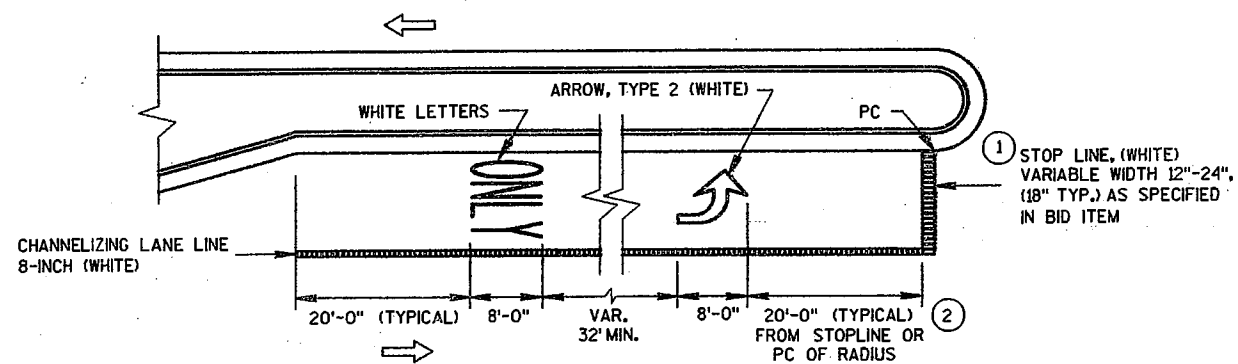


\* VARIABLE, 32' MIN.  
"A" = "B" (TYPICAL)

LEFT TURN LANE  
(LENGTH 108' TO 167')



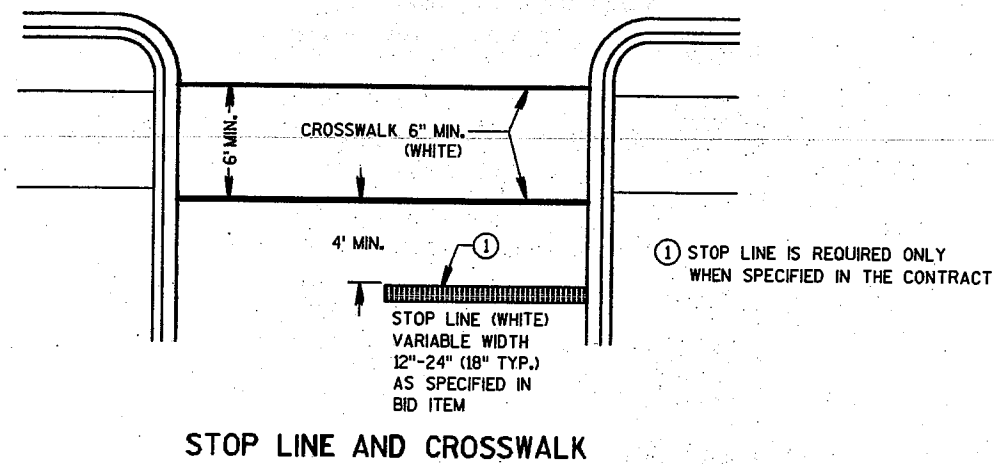
LEFT TURN LANE  
(LENGTH OVER 167')



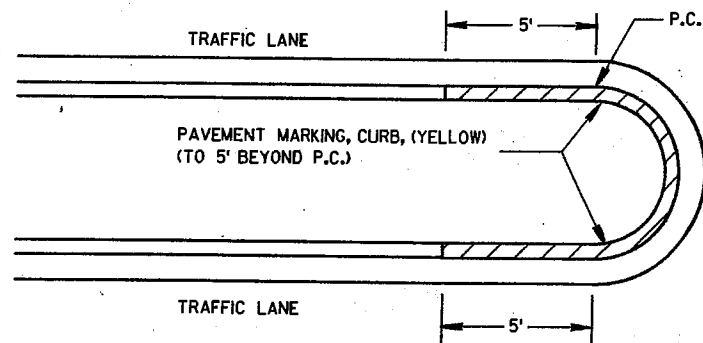
LEFT TURN LANE  
(LENGTH UNDER 108')

PAVEMENT MARKING  
(LEFT TURN LANE)

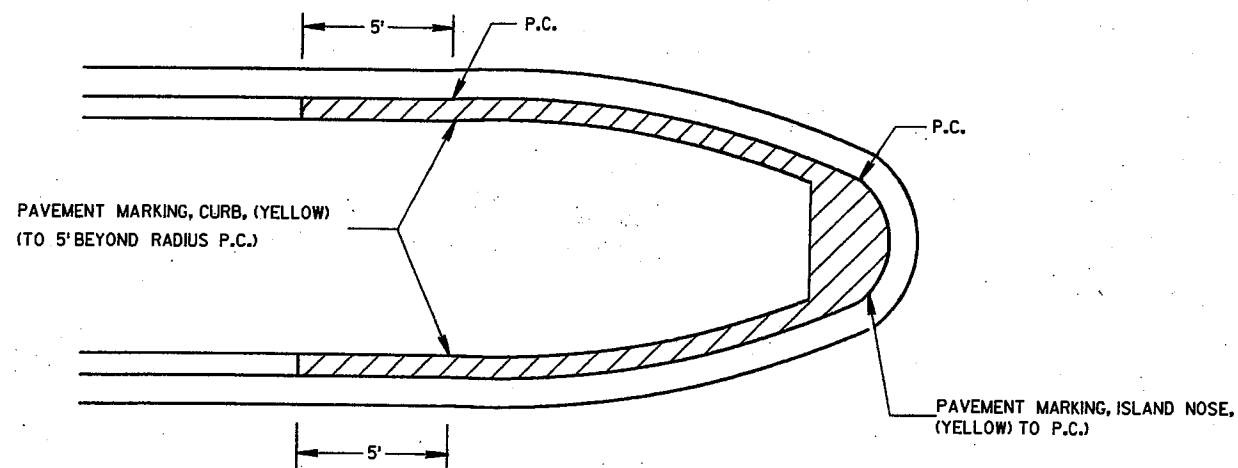
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



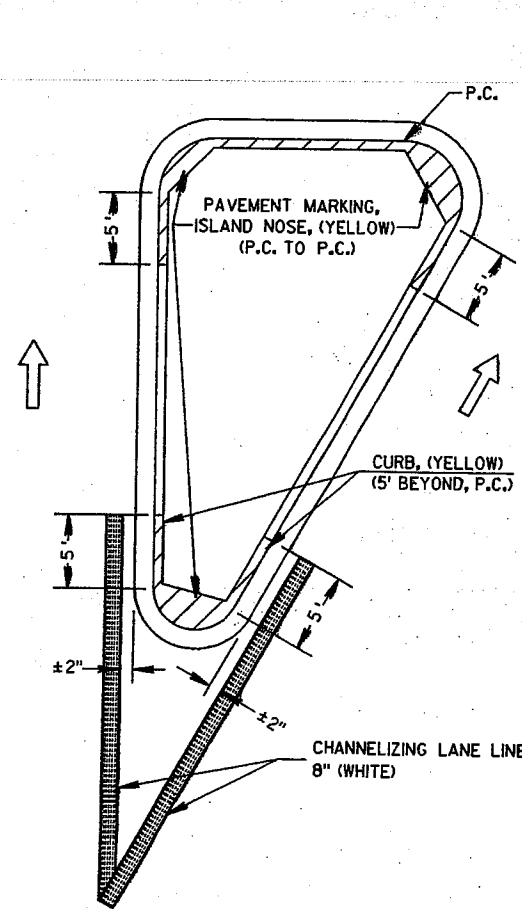
STOP LINE AND CROSSWALK



MEDIAN CURB

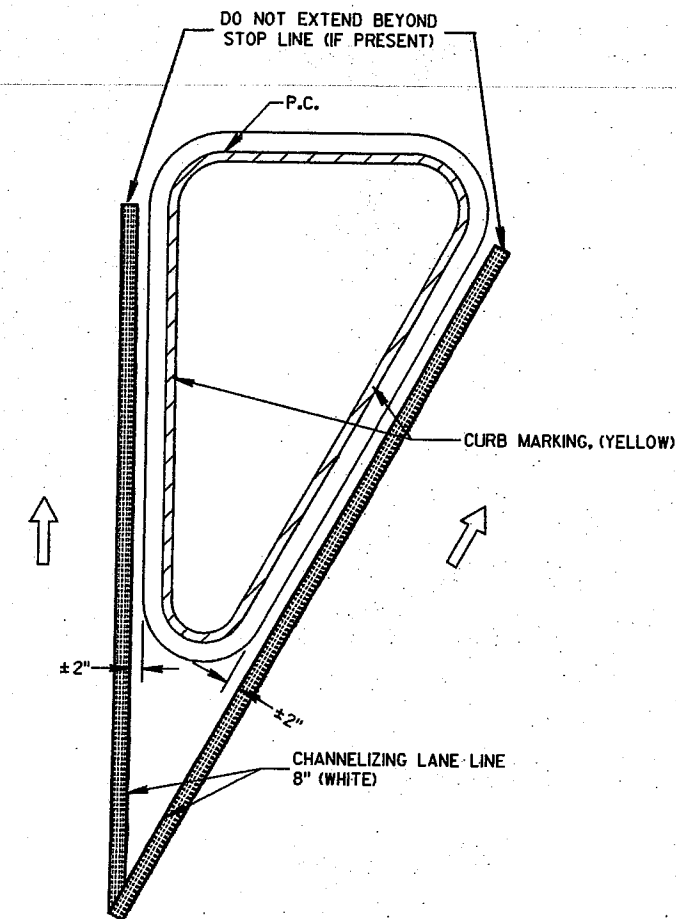


BULLET NOSE ISLAND



LARGE ISLAND

(GREATER THAN 50' PERIMETER OR ANY SIDE GREATER THAN 25' BETWEEN CURVES)



SMALL ISLAND

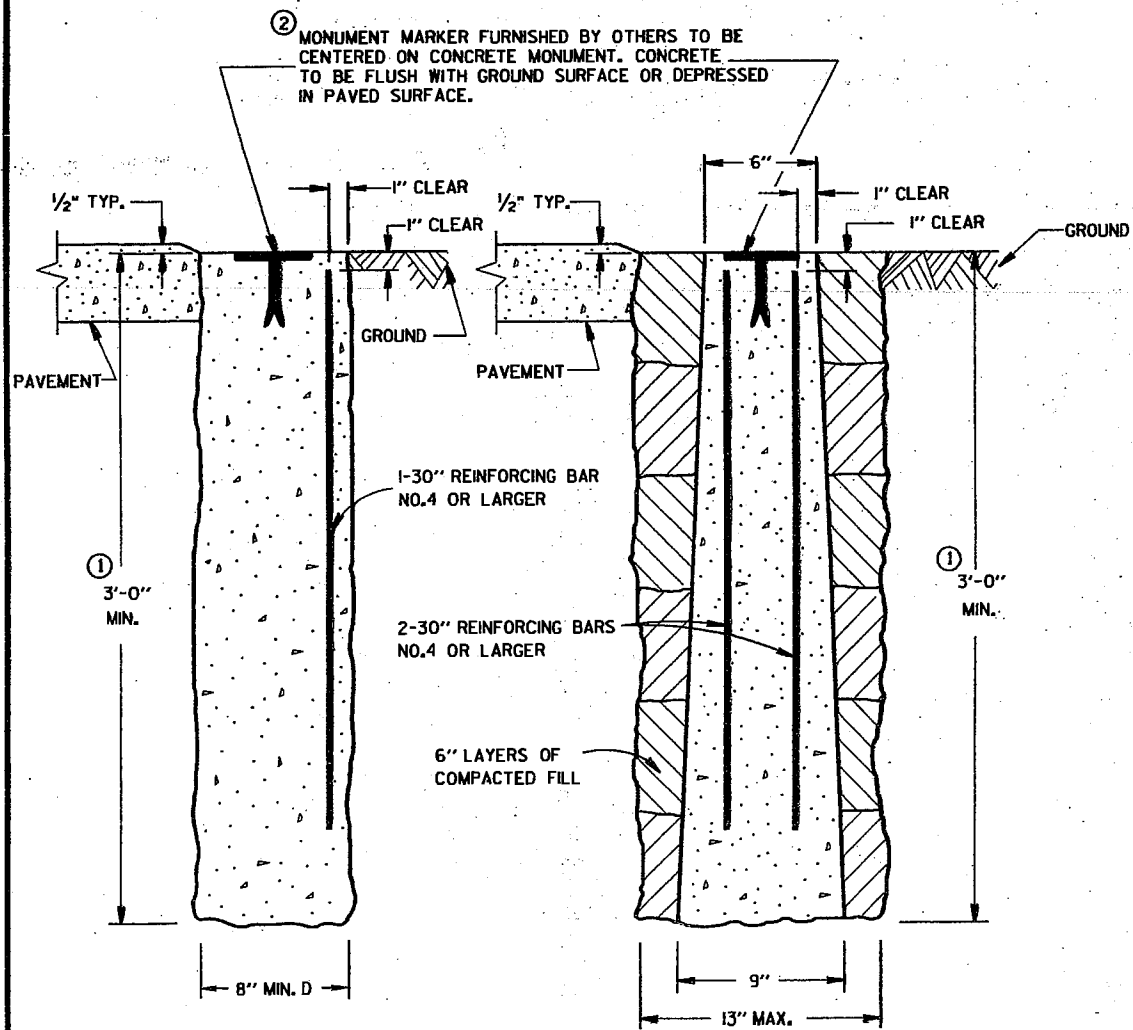
(LESS THAN 50' PERIMETER OR ANY SIDE LESS THAN 25' BETWEEN CURVES)

NOTE:  
ARROW SYMBOL (→)  
SHOWS DIRECTION OF TRAVEL

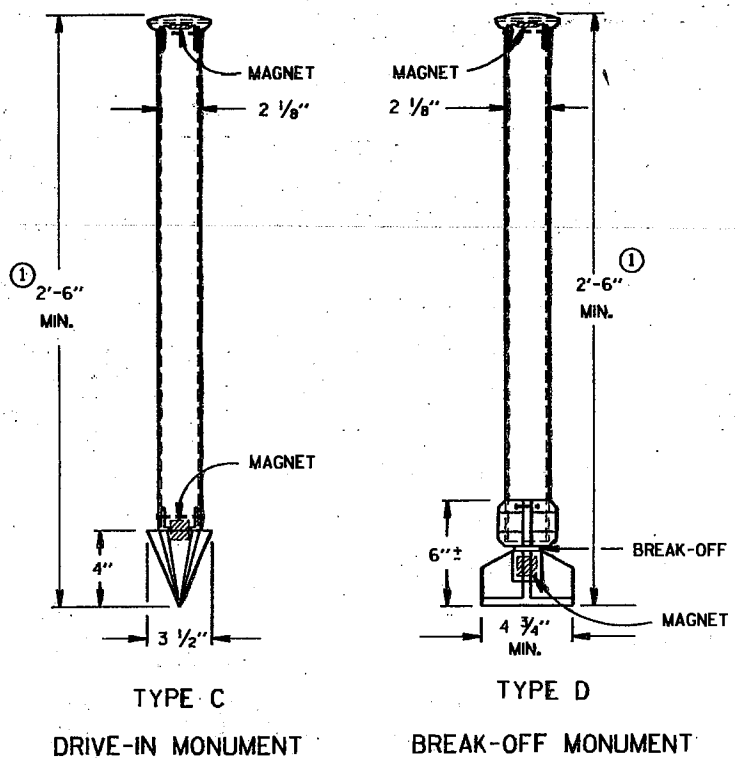
S.D.D. 15 C 8-8e

<b>PAVEMENT MARKING (ISLANDS, STOP LINE &amp; CROSS WALK)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-10-98 DATE	<i>Charles J. Spang</i> CHIEF SIGNS AND MARKING ENGINEER
FHWA	

S.D.D. 15 C 8-8e



CAST-IN-PLACE  
CONCRETE MONUMENTS  
TYPE A



ALUMINUM MONUMENTS  
(INCLUDES MARKER)

**GENERAL NOTES**

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

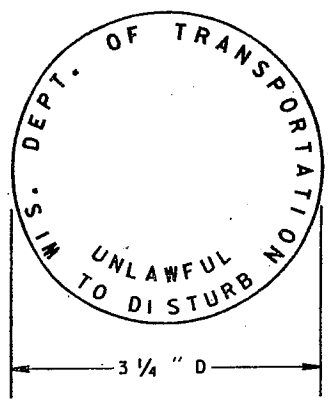
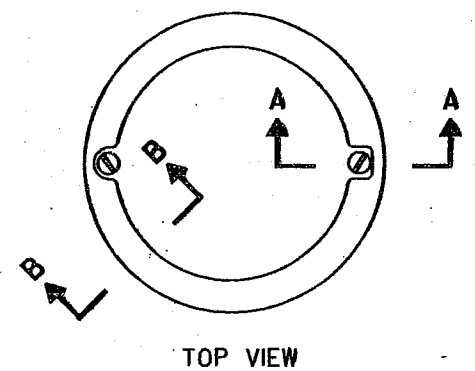
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

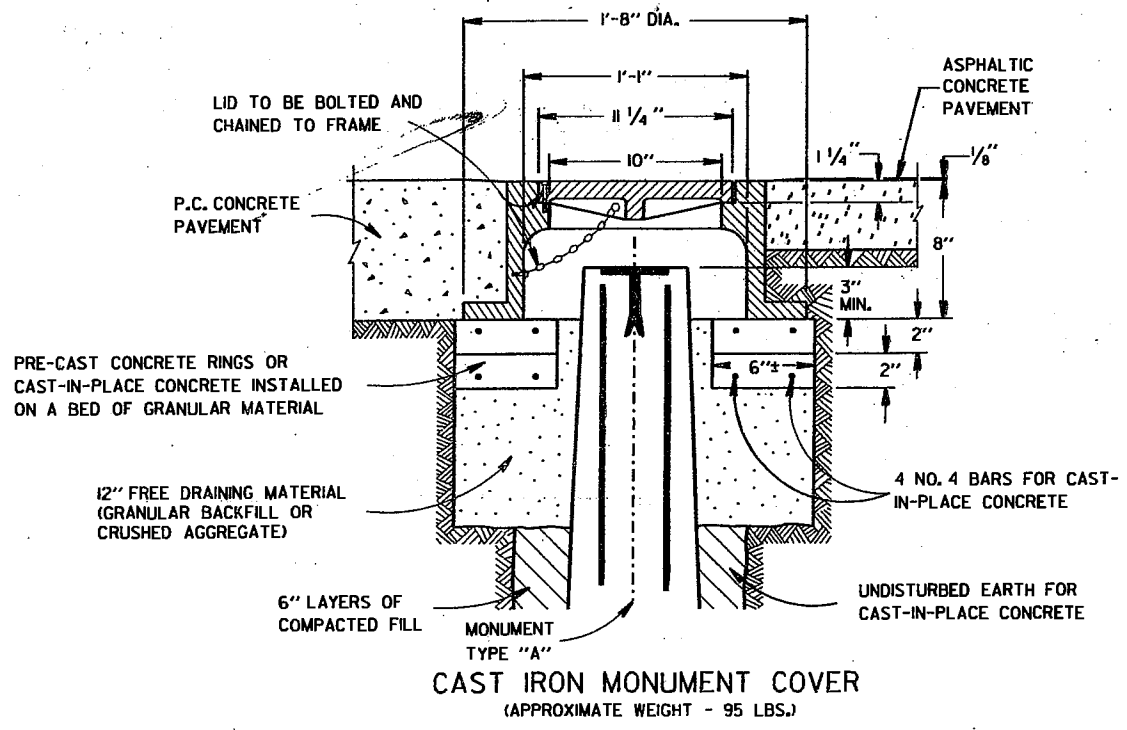
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

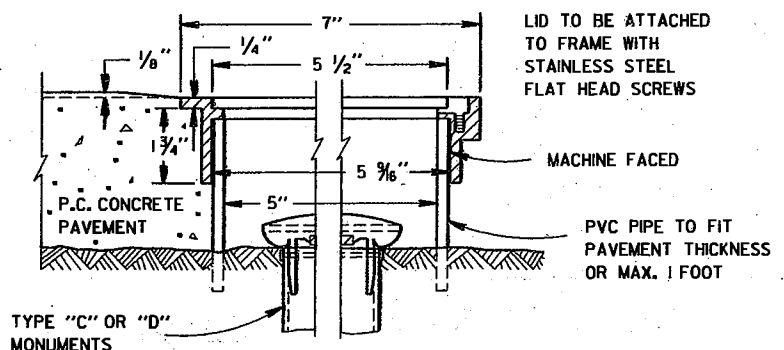
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



② WIS DOT MONUMENT MARKER LOGO  
FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER  
(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A  
ALUMINUM MONUMENT COVER  
(APPROXIMATE WEIGHT 2 LBS)  
(FOR CONCRETE PAVEMENT ONLY)

<b>LANDMARK REFERENCE MONUMENTS AND COVERS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/31/92 DATE	 STATE DESIGN ENGINEER FOR HWYS
FHWA	

AVERAGE END AREA VOLUMES

CTH CB								
STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	MASS HAUL
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
241+50	10	176	21	322	21	419	1.3	-398
242+00	13	172	115	552	136	1136	1.3	-1000
243+00	49	126	122	585	258	1897	1.3	-1639
244+00	17	190	31	556	290	2619	1.3	-2330
245+00	0	110	254	204	543	2884	1.3	-2341
246+00	137	0	991	0	1534	2884	1.3	-1350
247+00	398	0	787	117	2321	3036	1.3	-715
248+00	27	63	50	1093	2371	4456	1.3	-2085
249+00	0	527	41	1074	2412	5852	1.3	-3441
250+00	22	53	98	317	2510	6264	1.3	-3754
251+00	31	118	57	367	2567	6741	1.3	-4173
252+00	0	80	7	689	2575	7636	1.3	-5062
253+00	4	292	7	1037	2582	8984	1.3	-6402
254+00	0	268	0	1011	2582	10299	1.3	-7717
255+00	0	278	0	885	2582	11450	1.3	-8868
256+00	0	200	0	785	2582	12470	1.3	-9888
257+00	0	224	19	624	2601	13282	1.3	-10681
258+00	10	113	65	398	2665	13799	1.3	-11134
259+00	25	102	46	491	2712	14437	1.3	-11725
260+00	0	163	9	556	2721	15159	1.3	-12438
261+00	5	137	9	511	2730	15824	1.3	-13094
262+00	0	139	0	446	2730	16404	1.3	-13674
263+00	0	102	0	350	2730	16859	1.3	-14129
264+00	0	87	120	233	2851	17162	1.3	-14312
265+00	65	39	139	422	2990	17711	1.3	-14722
266+00	10	189	30	863	3019	18833	1.3	-15814
267+00	6	277	28	959	3047	20080	1.3	-17033
268+00	9	241	35	785	3082	21101	1.3	-18019
269+00	10	183	43	607	3125	28100	1.3	-24975
270+00	13	145	31	730	3156	29049	1.3	-25892
271+00	4	249	26	811	3182	30103	1.3	-26921
272+00	10	189	35	474	3217	30719	1.3	-27502
273+00	9	67	33	220	3251	31006	1.3	-27755
274+00	9	52	37	115	3288	31155	1.3	-27867
275+00	11	10	46	65	3334	31239	1.3	-27905

AVERAGE END AREA VOLUMES

CTH CB								
STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	MASS HAUL
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
276+00	14	25	52	56	3386	31311	1.3	-27926
277+00	14	5	43	74	3428	31408	1.3	-27979
278+00	9	35	154	65	3582	31492	1.3	-27910
279+00	74	0	291	0	3873	31492	1.3	-27619
280+00	83	0	163	170	4036	31714	1.3	-27678
281+00	5	92	26	450	4062	32299	1.3	-28237
282+00	9	151	37	533	4099	32992	1.3	-28893
283+00	11	137	37	485	4136	33623	1.3	-29487
284+00	9	125	31	561	4167	34352	1.3	-30185
285+00	8	178	52	531	4219	35043	1.3	-30824
286+00	20	109	143	320	4362	35459	1.3	-31098
287+00	57	64	228	119	4590	35614	1.3	-31024
288+00	66	0	130	683	4719	36502	1.3	-31783
289+00	4	369	124	933	4843	37715	1.3	-32872
290+00	63	135	165	502	5008	38368	1.3	-33360
291+00	26	136	122	685	5130	39258	1.3	-34128
292+00	40	234	141	994	5271	40985	1.3	-35714
293+00	36	303	67	830	5338	42064	1.3	-36726
294+00	0	145	556	387	5893	42567	1.3	-36673
295+00	300	64	1037	376	6930	43055	1.3	-36125
296+00	260	139	978	578	7908	43806	1.3	-35898
297+00	268	173	681	728	8590	44753	1.3	-36163
298+00	100	220	233	1030	8823	46091	1.3	-37268
299+00	26	336	96	1076	8919	47490	1.3	-38571
300+00	26	245	146	833	9065	48573	1.3	-39508
301+00	53	205	111	841	9177	49666	1.3	-40490
302+00	7	249	33	1256	9210	51298	1.3	-42088
303+00	11	429	37	1544	9247	53306	1.3	-44059
304+00	9	405	30	1154	9277	54806	1.3	-45529
305+00	7	218	61	478	9338	55427	1.3	-46089
306+00	26	40	102	94	9440	55550	1.3	-46110
307+00	29	11	93	76	9532	55649	1.3	-46116
308+00	21	30	62	86	9594	55760	1.3	-46166
308+80	21	28						
TOTAL			9595	37782				

AVERAGE END AREA VOLUMES  
-----  
BIKEPATH  
-----

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE FILL	EXP FAC	MASS HAUL
241+50	0	8	0	17	0	22	1.3	-22
242+00	0	10	0	37	0	70	1.3	-70
243+00	0	10	0	52	0	137	1.3	-137
244+00	0	18	0	70	0	229	1.3	-229
245+00	0	20	0	37	0	277	1.3	-277
246+00	0	0	0	0	0	277	1.3	-277
247+00	0	0	0	13	0	294	1.3	-294
248+00	0	7	0	59	0	371	1.3	-371
249+00	0	25	0	59	0	448	1.3	-448
250+00	0	7	0	46	0	508	1.3	-508
251+00	0	18	0	67	0	595	1.3	-595
252+00	0	18	0	85	0	705	1.3	-705
253+00	0	28	0	104	0	840	1.3	-840
254+00	0	28	0	107	0	980	1.3	-980
255+00	0	30	0	78	0	1081	1.3	-1081
256+00	0	12	0	39	0	1131	1.3	-1131
257+00	0	9	0	28	0	1168	1.3	-1168
258+00	0	6	0	22	0	1196	1.3	-1196
259+00	0	6	0	48	0	1259	1.3	-1259
260+00	0	20	0	74	0	1355	1.3	-1355
261+00	0	20	0	44	0	1413	1.3	-1413
262+00	0	4	0	11	0	1428	1.3	-1428
263+00	0	2	0	11	0	1442	1.3	-1442
264+00	0	4	0	11	0	1456	1.3	-1456
265+00	0	2	0	11	0	1471	1.3	-1471
266+00	0	4	0	15	0	1490	1.3	-1490
267+00	0	4	0	17	0	1512	1.3	-1512
268+00	0	5	0	19	0	1536	1.3	-1536
269+00	0	5	0	19	0	1560	1.3	-1560
270+00	0	5	0	111	0	1704	1.3	-1704
271+00	0	55	0	139	0	1885	1.3	-1885
272+00	0	20	0	70	0	1976	1.3	-1976
273+00	0	18	0	56	0	2049	1.3	-2049
274+00	0	12	0	44	0	2106	1.3	-2106
275+00	0	12	0	41	0	2159	1.3	-2159

AVERAGE END AREA VOLUMES  
-----  
BIKEPATH  
-----

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE FILL	EXP FAC	MASS HAUL
276+00	0	10	0	28	0	2196	1.3	-2196
277+00	0	5	0	31	0	2236	1.3	-2236
278+00	0	12	0	28	0	2273	1.3	-2273
279+00	0	3	0	6	0	2280	1.3	-2280
280+00	0	0	0	4	0	2285	1.3	-2285
281+00	0	2	0	4	0	2289	1.3	-2289
282+00	0	0	0	4	0	2294	1.3	-2294
283+00	0	2	0	4	0	2318	1.3	-2318
284+00	0	8	0	19	0	2354	1.3	-2354
285+00	0	7	0	28	0	2371	1.3	-2371
286+00	0	0	0	13	0	2371	1.3	-2371
287+00	8	0	15	0	15	2371	1.3	-2356
288+00	4	0	22	0	37	2371	1.3	-2334
289+00	0	16	7	30	44	2410	1.3	-2365
290+00	0	0	0	30	44	2448	1.3	-2404
291+00	0	10	0	19	44	2472	1.3	-2428
292+00	0	10	0	37	44	2521	1.3	-2476
293+00	0	22	0	59	44	2598	1.3	-2553
294+00	30	0	56	41	100	2651	1.3	-2551
295+00	54	0	156	0	256	2651	1.3	-2395
296+00	54	0	200	0	456	2651	1.3	-2195
297+00	54	0	200	0	656	2651	1.3	-1995
298+00	90	0	267	0	922	2651	1.3	-1728
299+00	0	20	167	37	1089	2699	1.3	-1610
300+00	20	0	37	37	1126	2747	1.3	-1621
301+00	20	0	74	0	1200	2747	1.3	-1547
302+00	0	10	37	19	1237	2771	1.3	-1534
303+00	0	18	0	52	1237	2838	1.3	-1601
304+00	0	18	0	67	1237	2925	1.3	-1688
305+00	0	5	0	43	1237	2980	1.3	-1743
306+00	0	15	0	37	1237	3029	1.3	-1791
307+00	0	2	0	31	1237	3069	1.3	-1832
308+00	0	1	0	6	1237	3077	1.3	-1840
308+80	0	0	0	2	1237	3079	1.3	-1842
TOTAL			1237	2369				

AVERAGE END AREA VOLUMES  
LARSEN ROAD/ OAKRIDGE ROAD (EAST)

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	FILL		
24 + 00	52	25	183	107	183	140	1.3	44
25 + 00	47	33	167	154	350	339	1.3	11
26 + 00	43	50	156	248	506	662	1.3	-156
27 + 00	41	84	219	265	724	1006	1.3	-282
28 + 00	77	59	350	204	1074	1271	1.3	-197
29 + 00	112	51	713	120	1787	1428	1.3	359
30 + 00	273	14	706	222	2493	1716	1.3	776
31 + 00	108	106	228	511	2720	2381	1.3	339
32 + 00	15	170	57	452	2778	2968	1.3	-191
33 + 00	16	74	204	143	2981	3154	1.3	-172
34 + 00	94	3	289	170	3270	3375	1.3	-105
35 + 00	62	89	115	165	3385	3589	1.3	-204
36 + 00	0	0	0	0	3385	3589	1.3	-204
37 + 00	0	0	85	126	3470	3753	1.3	-283
38 + 00	46	68	215	313	3685	4160	1.3	-475
39 + 00	70	101	774	187	4459	4403	1.3	56
40 + 00	348	0	1160	35	5620	4449	1.3	1171
41 + 00	279	19	611	465	6231	5053	1.3	1178
42 + 00	51	232	126	798	6357	6091	1.3	266
43 + 00	17	199	70	402	6427	6613	1.3	-186
44 + 00	21	18	248	35	6676	6659	1.3	17
45 + 00	113	1	517	4	7192	6664	1.3	529
46 + 00	166	1	630	2	7822	6666	1.3	1156
47 + 00	174	0	610	0	8433	6666	1.3	1767
48 + 00	156	0	29	0	8462	6666	1.3	1796
48 + 07.87	42	0						
TOTAL			8462	5128				

AVERAGE END AREA VOLUMES  
OAKRIDGE ROAD (WEST)

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FIL		
8 + 32.02	0	0						
9 + 00	114	0	144	0	144	0	1.3	144
10 + 00	126	4	444	7	588	10	1.3	578
11 + 00	103	0	424	7	1012	19	1.3	993
12 + 00	63	0	307	0	1319	19	1.3	1300
13 + 00	4	120	124	222	1444	308	1.3	1136
14 + 00	4	150	15	500	1458	958	1.3	500
15 + 00	4	117	15	494	1473	1601	1.3	-128
16 + 00	0	101	7	404	1481	2126	1.3	-645
17 + 00	0	86	0	346	1481	2576	1.3	-1095
18 + 00	0	80	0	307	1481	2976	1.3	-1495
19 + 00	3	62	6	266	1486	3317	1.3	-1831
20 + 00	31	4	63	122	1549	3476	1.3	-1927
21 + 00	102	0	246	7	1795	3486	1.3	-1691
22 + 00	19	11	225	20	2019	3512	1.3	-1493
23 + 13.96	0	0	40	23	2059	3543	1.3	-1483
TOTAL			2060	2725				

-----  
AVERAGE END AREA VOLUMES  
-----

CTH 0  
-----

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
11 +00	268	0	994	0	994	0	1.3	994
13 +00	220	0	607	0	1601	0	1.3	1601
14 +00	108	0	363	0	1964	0	1.3	1964
15 +00	88	0	431	4	2396	5	1.3	2391
16 +00	145	2	607	6	3003	12	1.3	2991
17 +00	183	1	563	15	3566	31	1.3	3535
18 +00	121	7	472	44	4039	89	1.3	3949
19 +00	134	17	248	31	4287	130	1.3	4157
20 +00	0	0	85	244	4372	448	1.3	3924
21 +00	46	132	148	335	4520	881	1.3	3639
22 +00	34	48	200	115	4720	1030	1.3	3690
23 +00	74	14	309	31	5029	1071	1.3	3958
24 +00	93	3	335	7	5364	1081	1.3	4284
25 +00	88	1	302	11	5666	1095	1.3	4571
26 +00	75	5	304	20	5970	1122	1.3	4848
27 +00	89	6	474	20	6442	1148	1.3	5294
28 +22.59	119	3						
TOTAL			6442	883				

-----  
AVERAGE END AREA VOLUMES  
-----

STROHMEYER DRIVE  
-----

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
10 + 00	0	0	0	696	0	905	1.3	-905
11 + 00	0	376	0	1141	0	2388	1.3	-2388
12 + 00	0	240	7	589	7	3154	1.3	-3147
13 + 00	4	78	134	144	141	3341	1.3	-3200
14 + 00	68	0						
TOTAL			141	2570				

-----  
AVERAGE END AREA VOLUMES  
-----

OAKRIDGE LANE  
-----

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
20 +00	194	0	793	0	793	0	1.3	793
21 +00	234	0	596	63	1389	82	1.3	1307
22 +00	88	34	113	44	1502	139	1.3	1364
22 +69.19	0	0						
TOTAL			1502	107				

-----  
AVERAGE END AREA VOLUMES  
-----

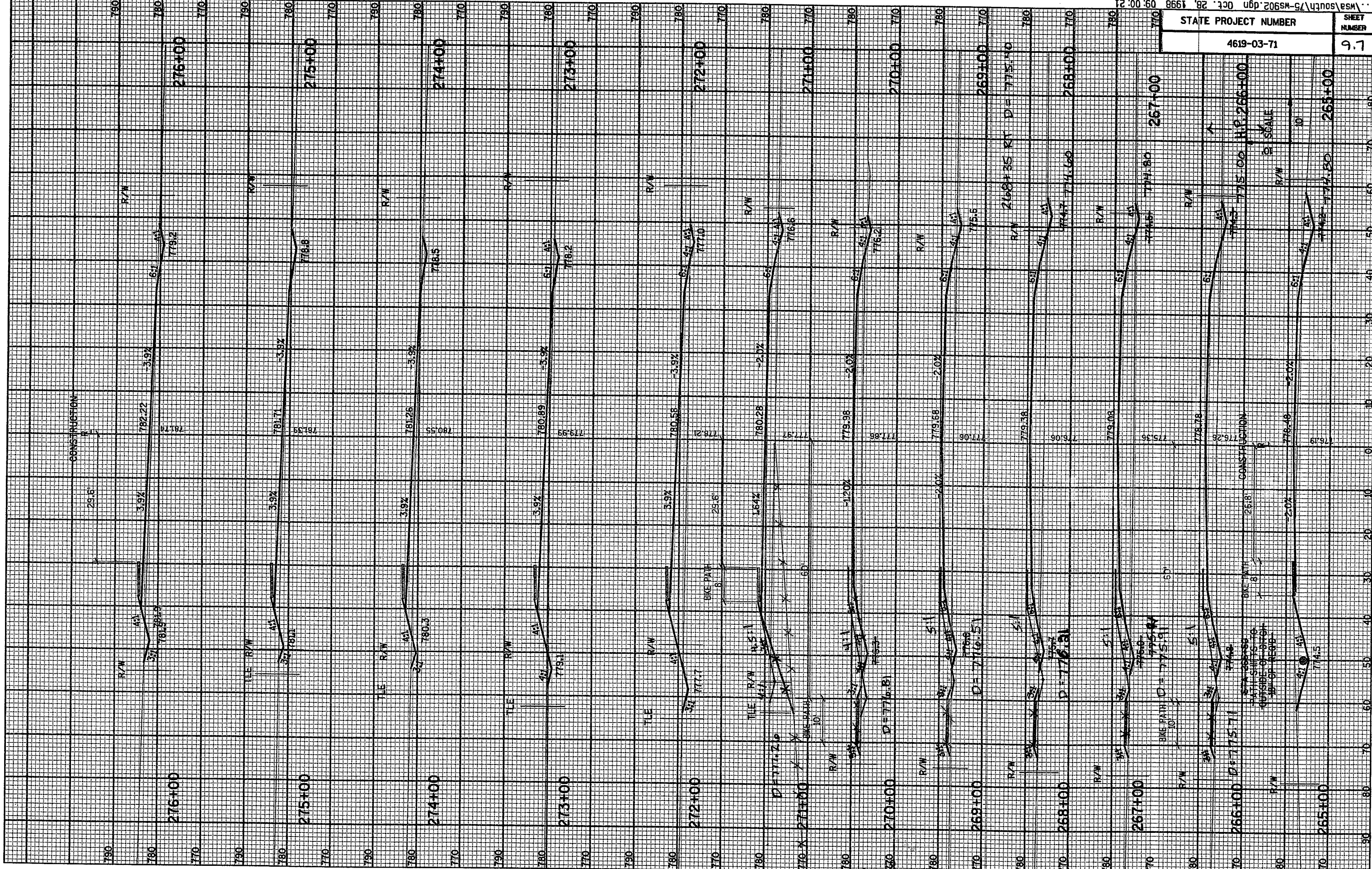
OAKRIDGE COURT  
-----

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FILL		
9 +99.98	0	0	17	304	17	395	1.3	-378
11 +00	9	164	157	311	174	799	1.3	-625
12 +00	76	4	126	7	300	808	1.3	-508
12 +89.57	0	0						
SUBTOTAL			300	622				
16 +50	0	0	130	0	130	0	1.3	130
17 +00	140	0	438	21	568	27	1.3	541
17 +92.49	116	12						
SUBTOTAL			568	21				
TOTAL			868	642				





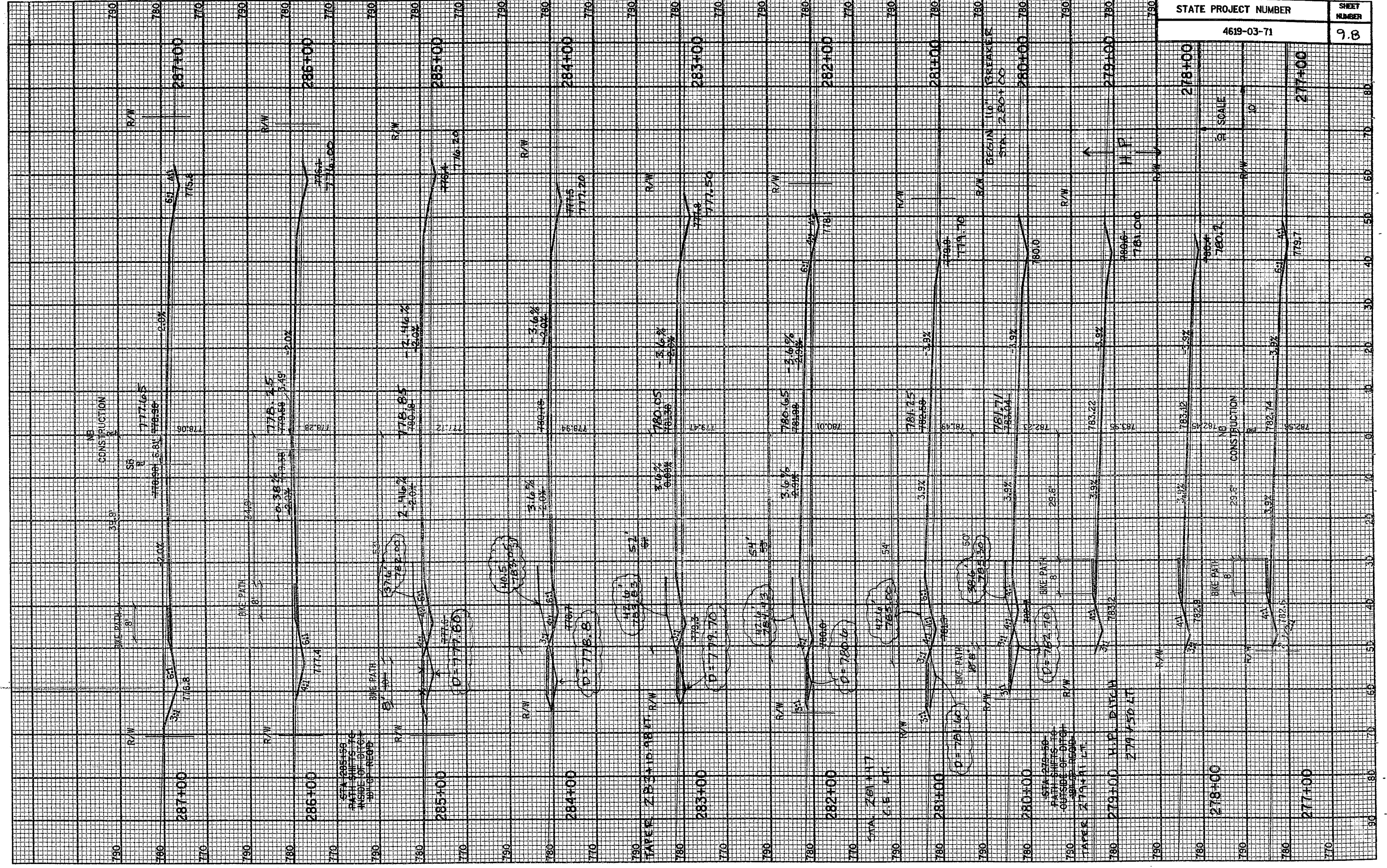




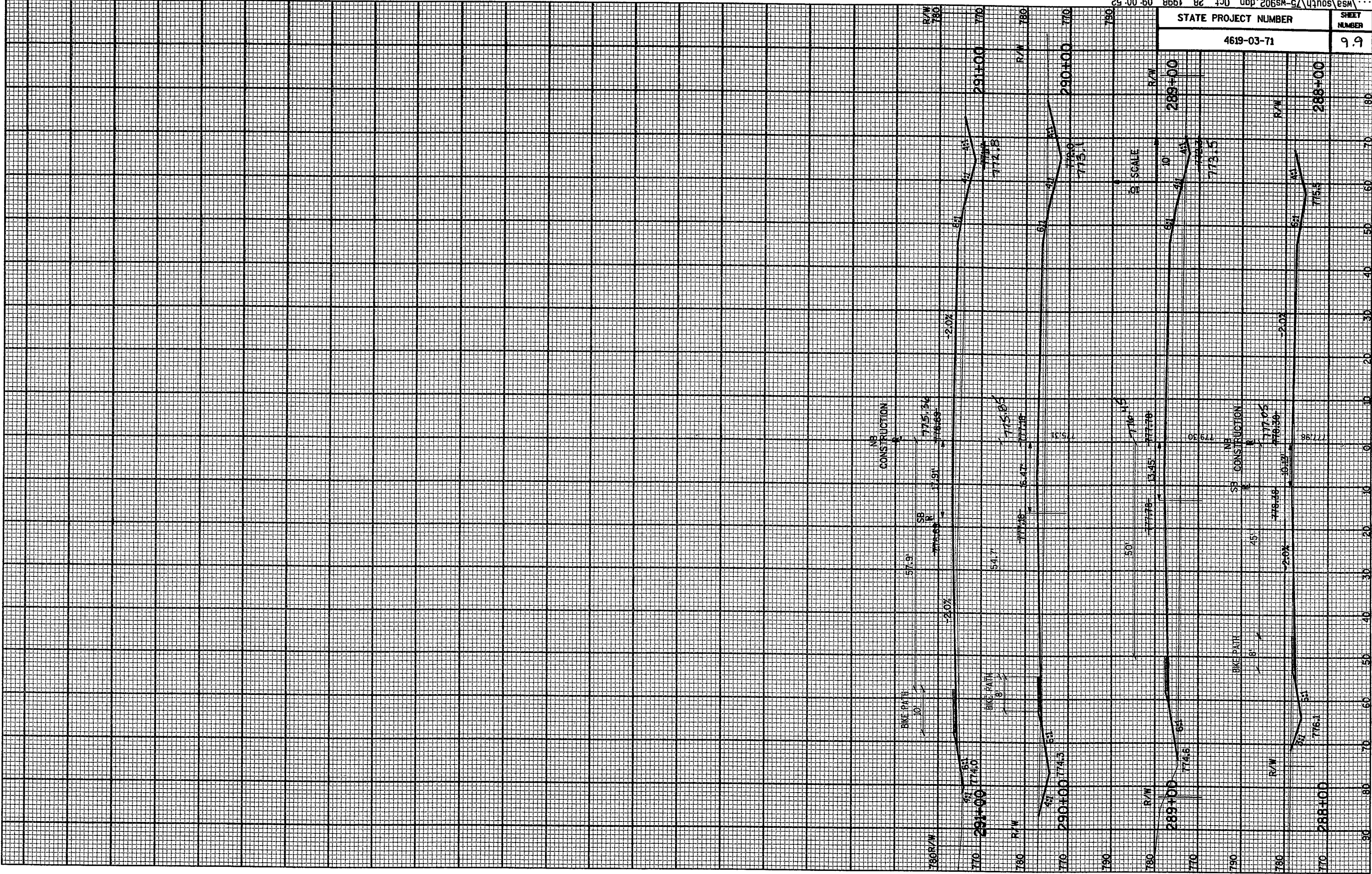
BIKE PATH SHIFTED IN FROM STA. 271+00 TO STA. 266+30

CONSTRUCTION  
 BIKE PATH  
 TLE  
 R/W  
 D=776.81  
 D=776.51  
 STA. 266+30  
 BIKE PATH SHIFTS TO POSITION OF CENTER LINE OF ROAD

SCALE



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.9



780 R/W 780  
 770 291+00 774.0  
 780 R/W 780  
 770 290+00 774.3  
 790  
 780 R/W 780  
 770 289+00 774.5  
 790  
 780 R/W 780  
 770 288+00 776.1

CONSTRUCTION

BIKE PATH

BIKE PATH

BIKE PATH

CONSTRUCTION

SCALE

R/W 780

R/W 780

R/W 780

R/W 780

R/W 780

780

780

780

780

780

780

770

770

770

770

770

770

790

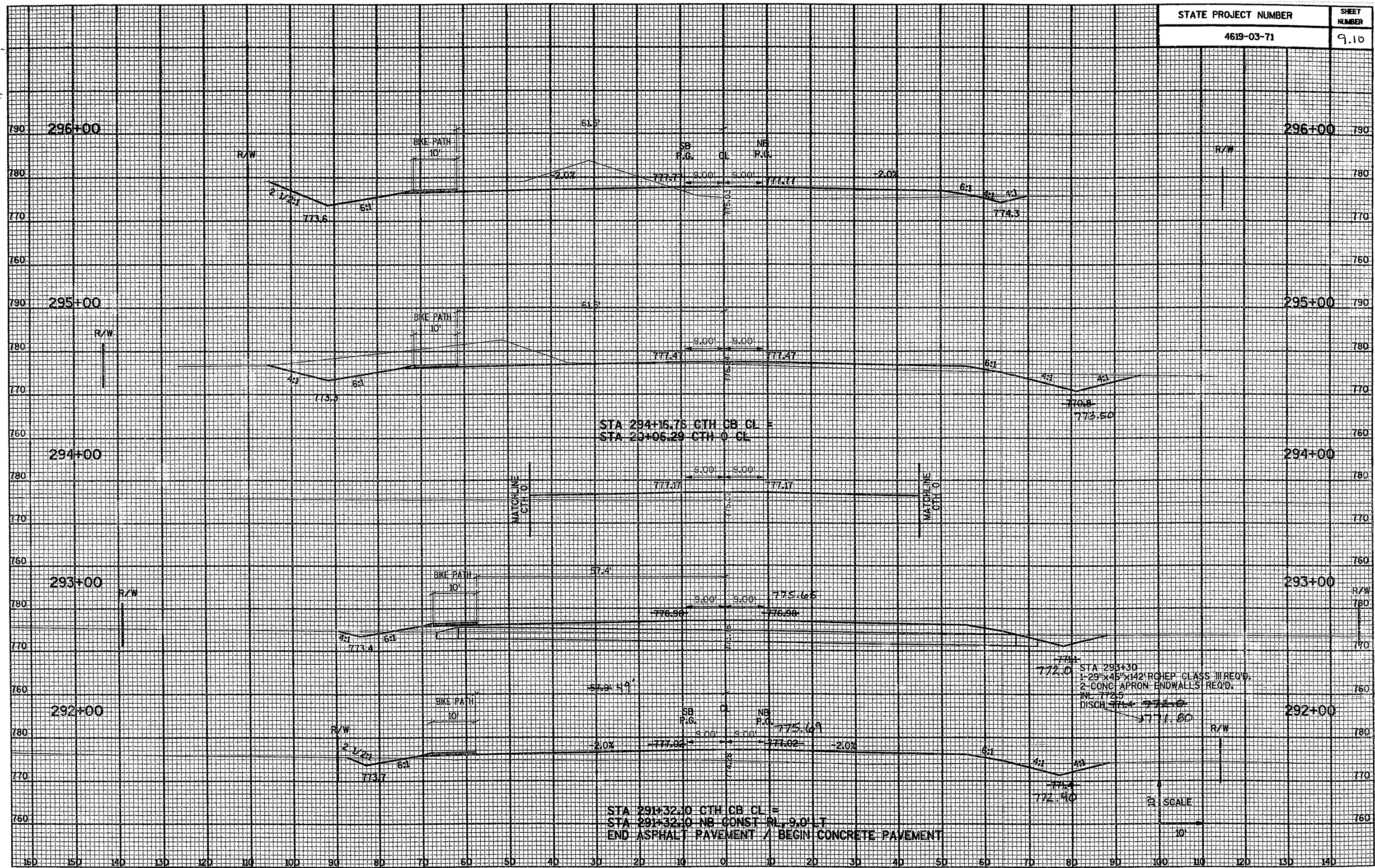
790

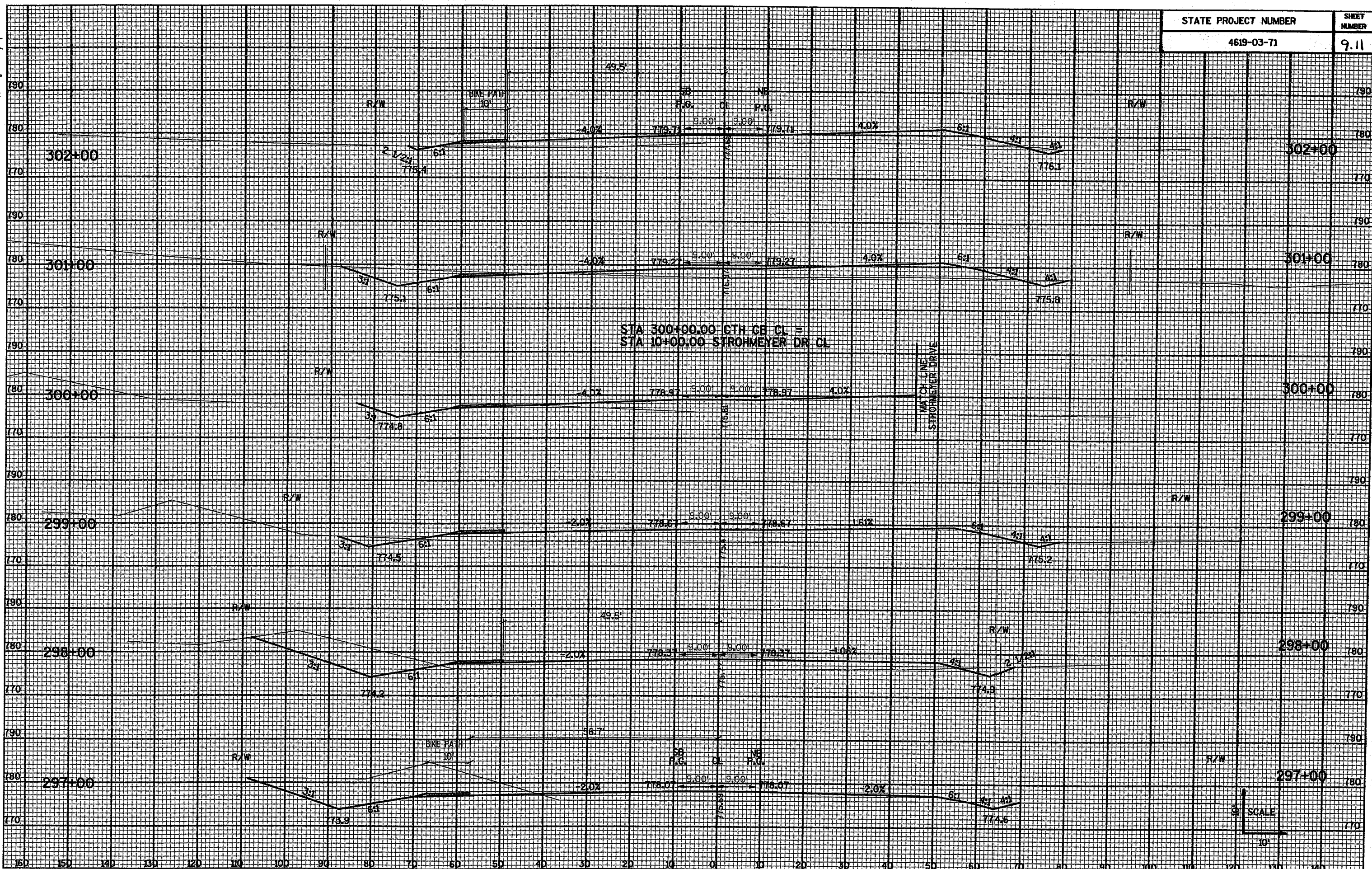
790

790

790

790

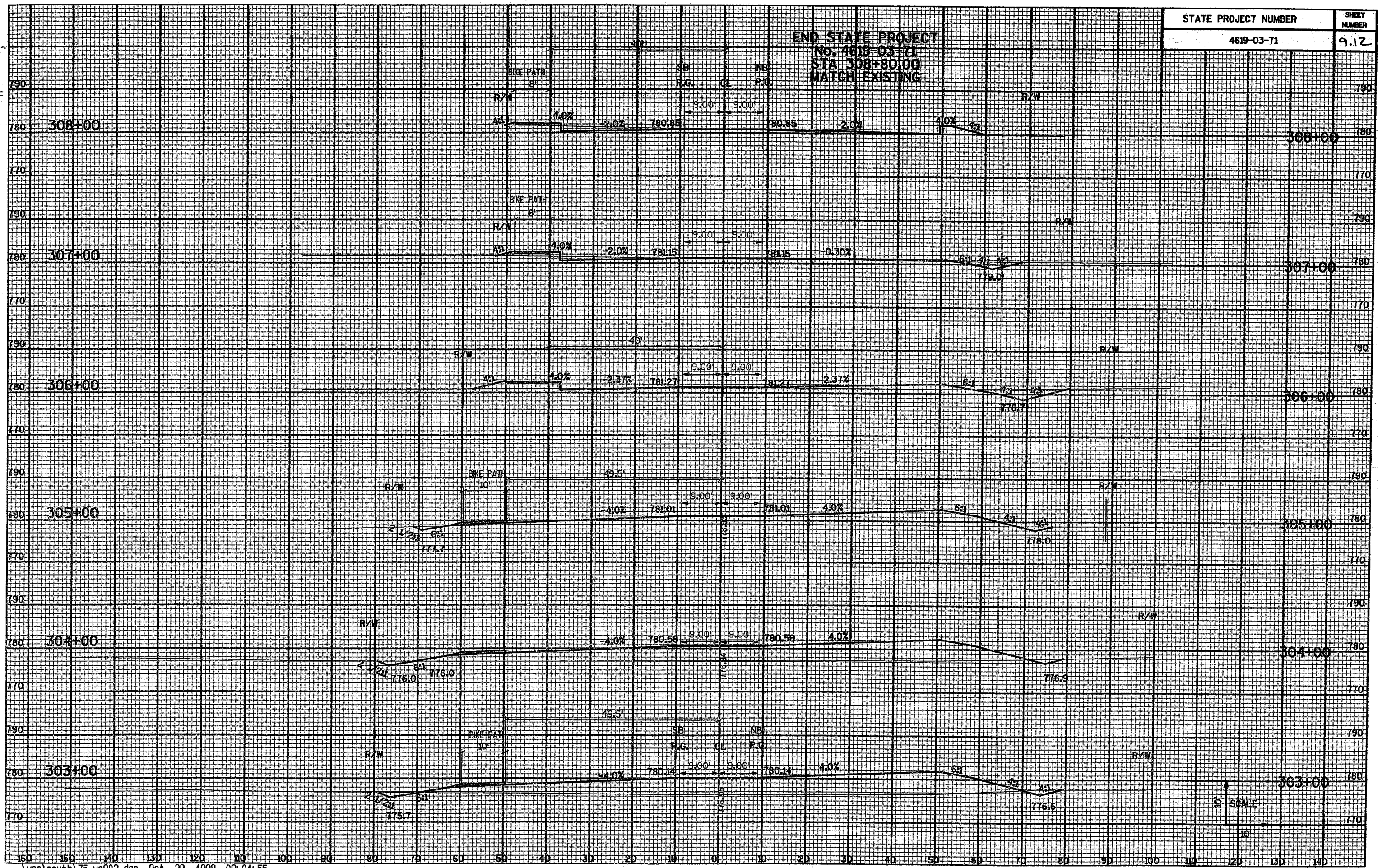




SCALE  
1" = 10'

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.12

END STATE PROJECT  
 No. 4619-03-71  
 STA 308+80.00  
 MATCH EXISTING



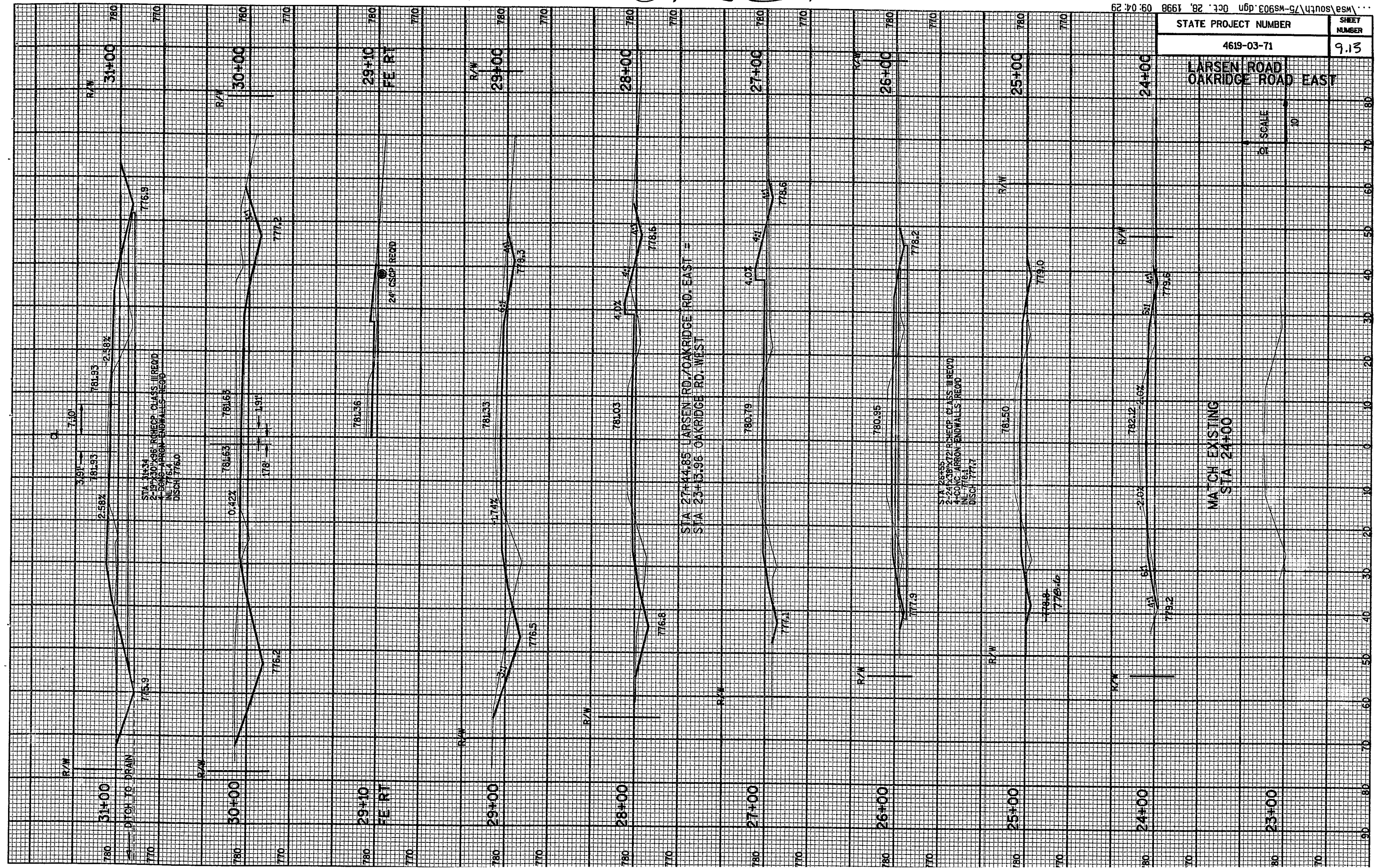


SEE REVISED SHEET

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.13

LARSEN ROAD  
OAKRIDGE ROAD EAST

SCALE  
1" = 10'

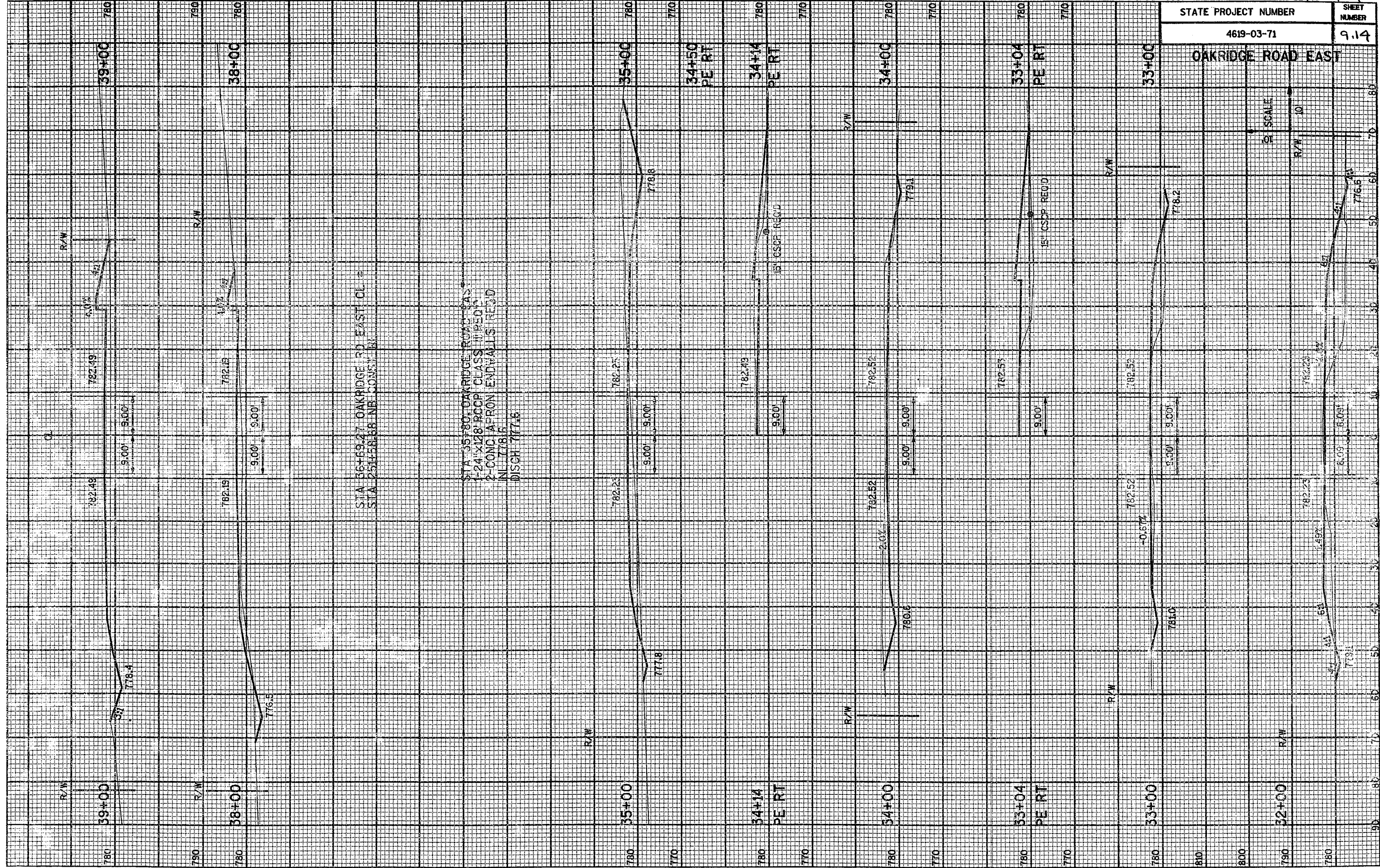


MATCH EXISTING  
STA 24+00

STATE PROJECT NUMBER  
4619-03-71

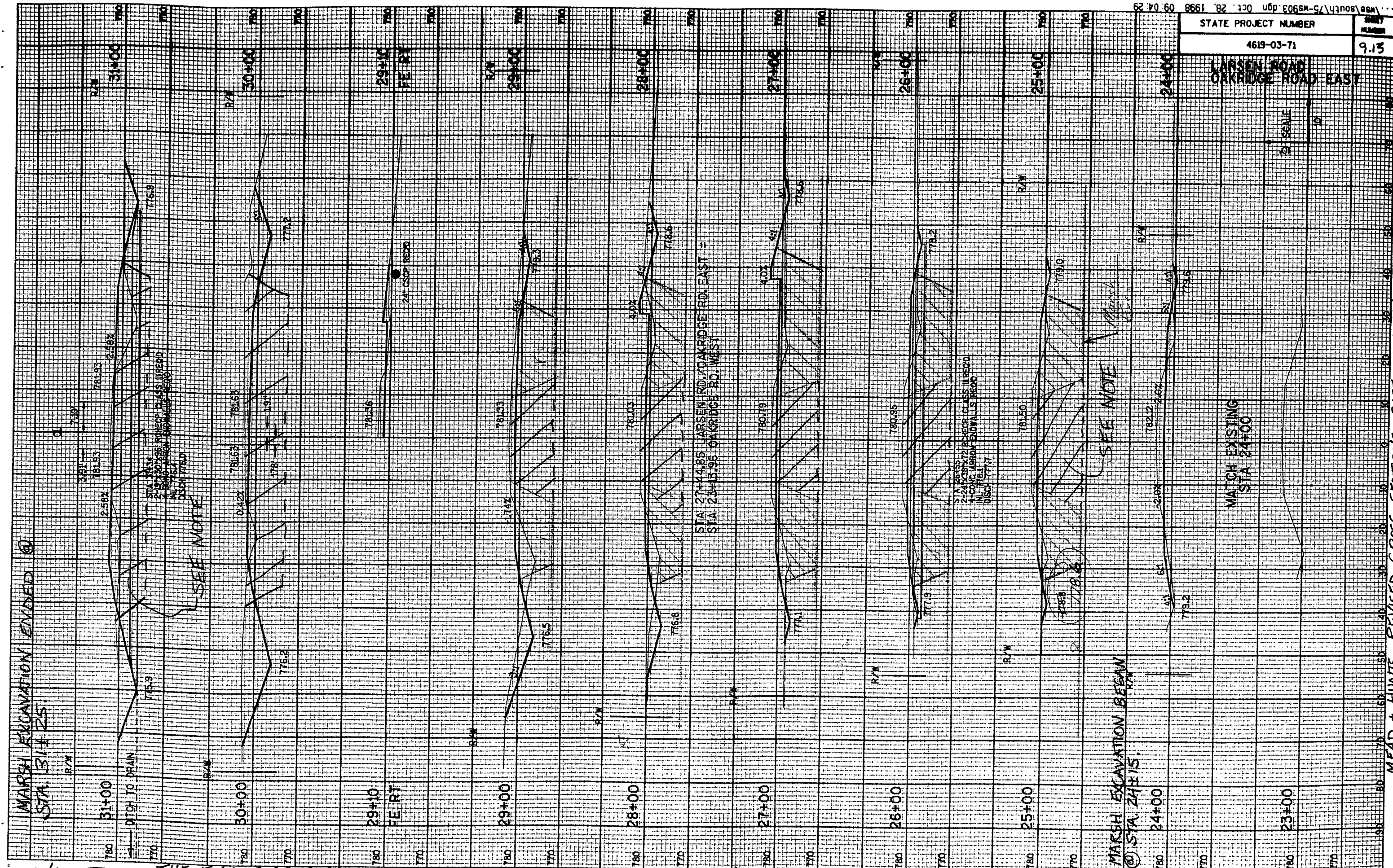
SHEET  
NUMBER  
914

OAKRIDGE ROAD EAST



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.13

LARSEN ROAD  
OAKRIDGE ROAD EAST



MARSH EXCAVATION ENDED @  
STA 31+25

SEE NOTE

STA 27+43.85 LARSEN RD, OAKRIDGE RD, EAST =  
STA 23+33.95 OAKRIDGE RD, WEST

2" X 24" CONC. CURB  
4" CONC. ARROW-EDGED  
DISC. 7717

MARSH EXCAVATION BEGAN  
@ STA 24+15

SEE NOTE

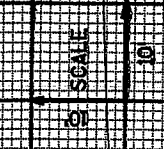
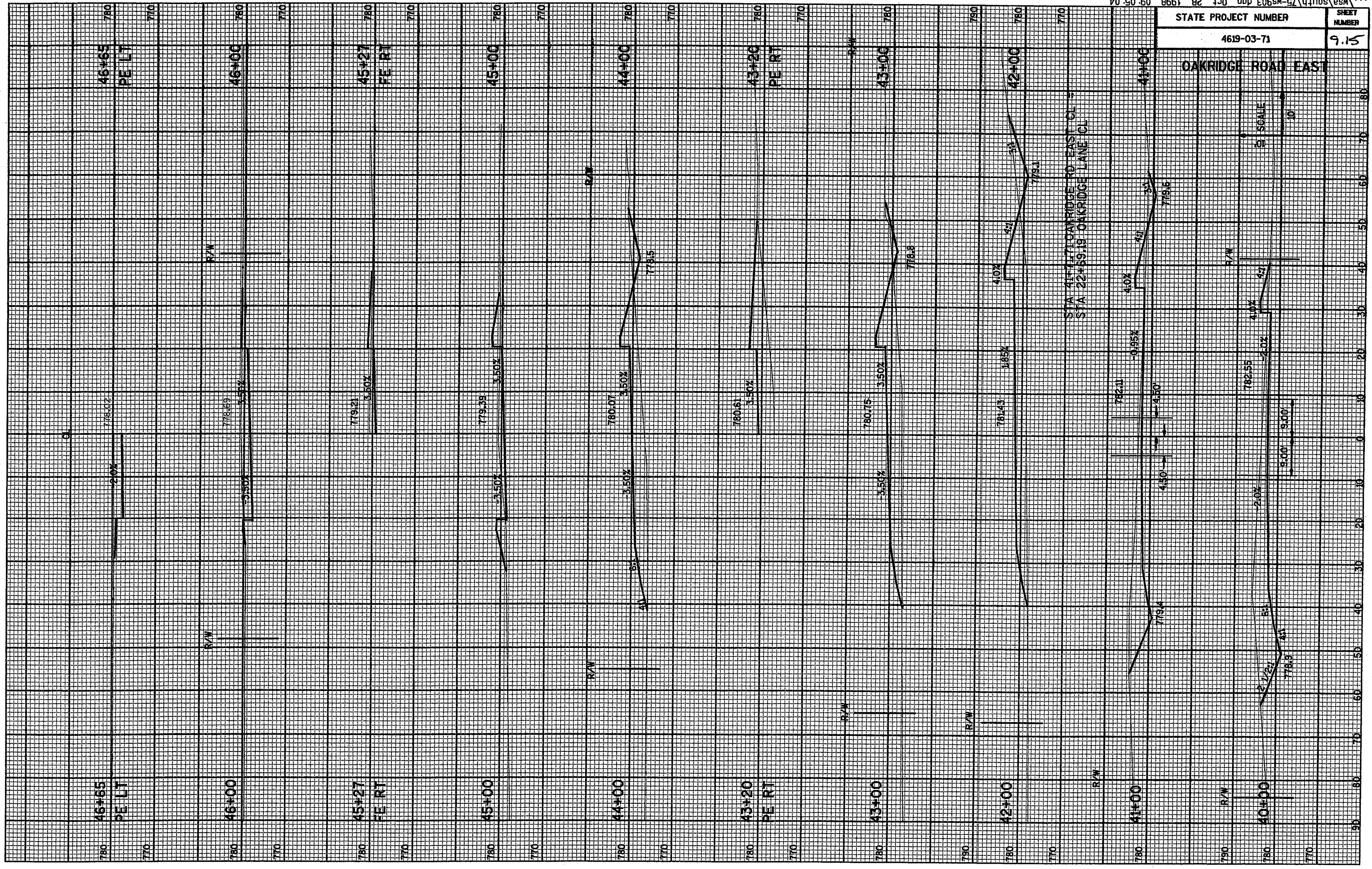
MATCH EXISTING  
STA 24+00

NOTE: THE ENTIRE CROSS SECTION WAS EXCAVATED DUE TO THE PRESENCE OF MARSHY ORGANIC SOILS AND COURTOIRY WITHIN THE EXISTING ROADBED. CONSIDERABLE YIELDING OF THE EXIST ROADBED WAS NOTED UNDER MINIMAL TRAFFIC LOADINGS



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.15

OAKRIDGE ROAD EAST



SCALE

STA 41+11 TO OAKRIDGE RD EAST CL  
 STA 22+59.18 OAKRIDGE LANE CL

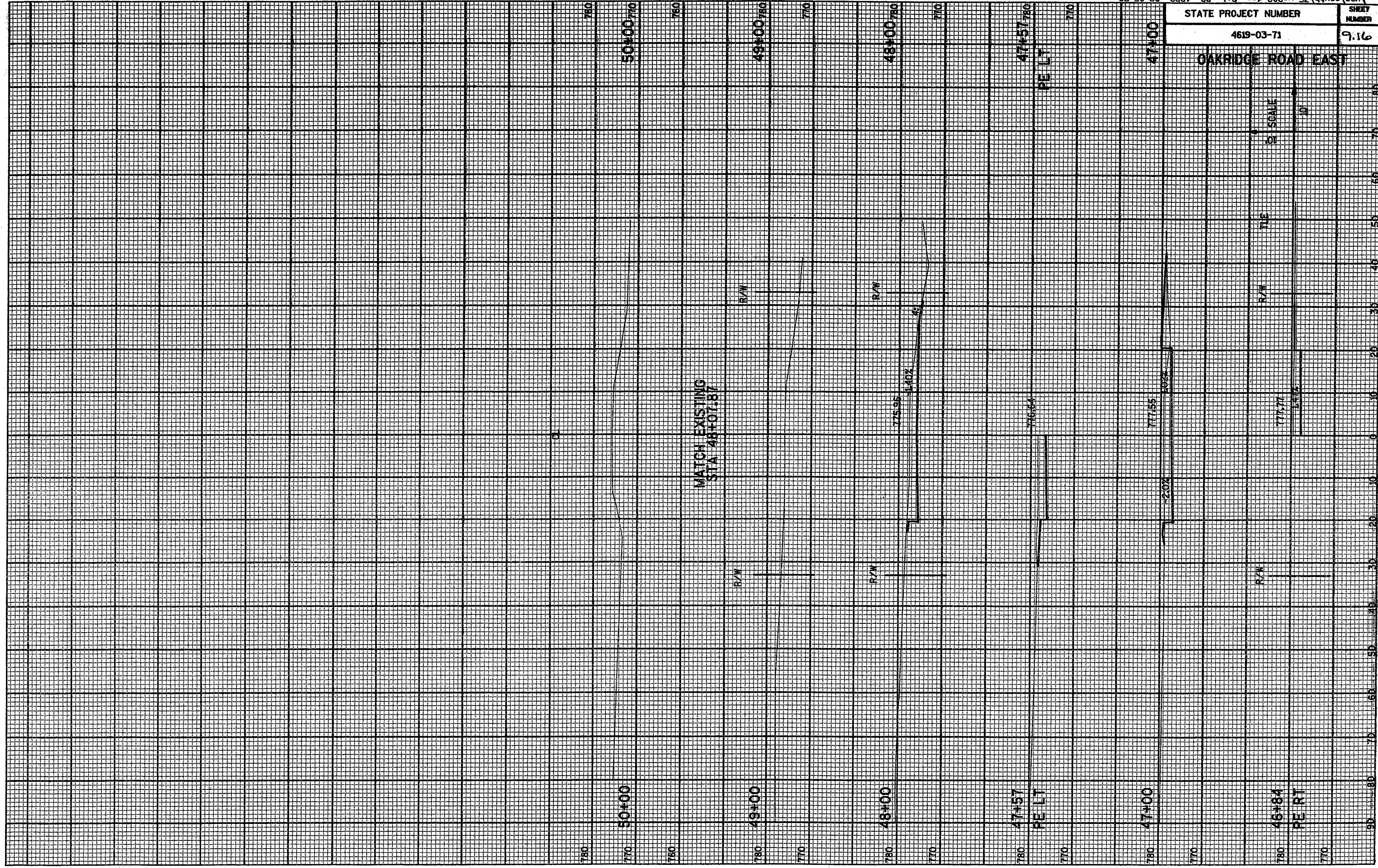


SCALE

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.16

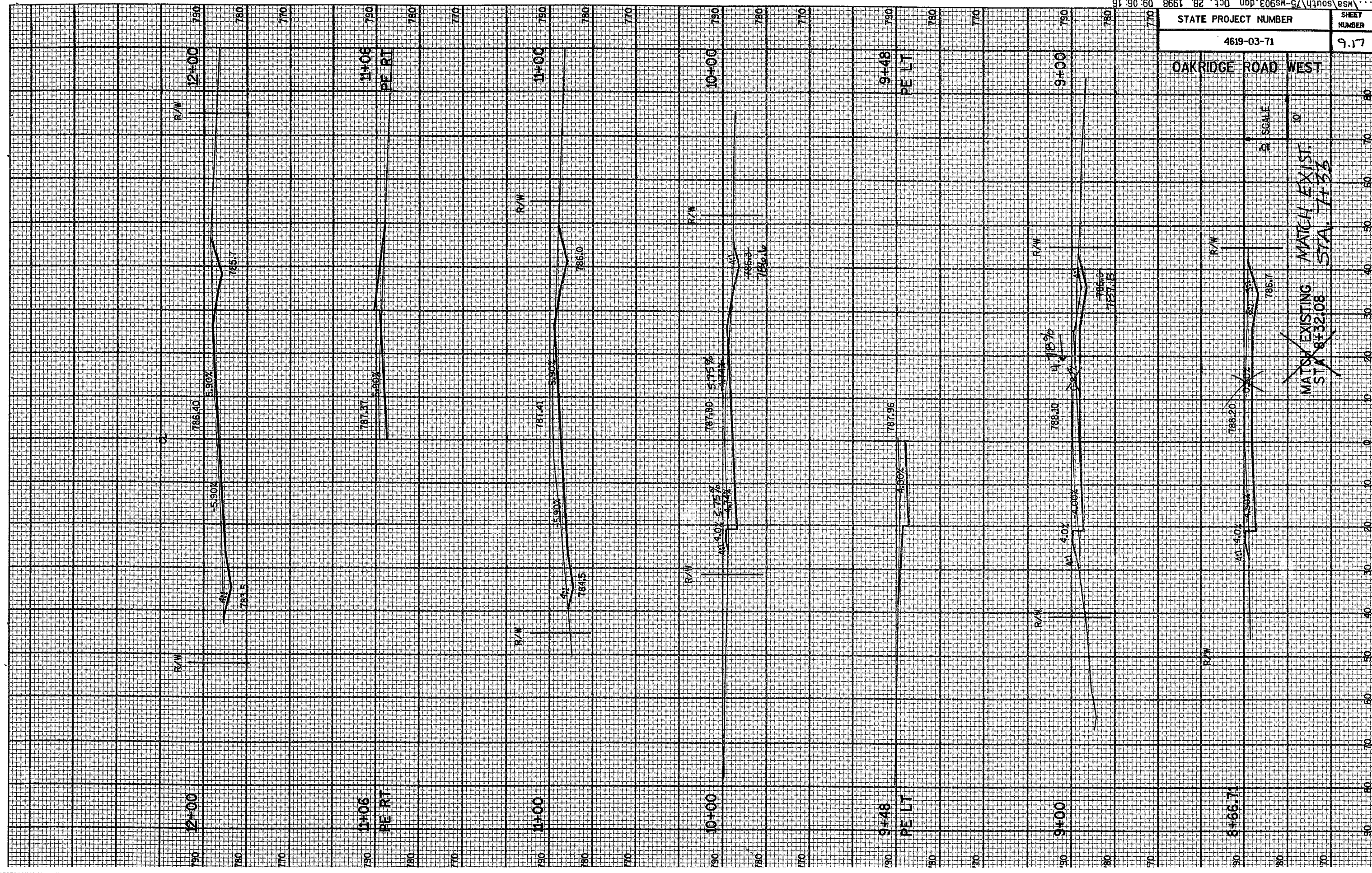
### OAKRIDGE ROAD EAST

SCALE 1"=10'



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.17

OAKRIDGE ROAD WEST

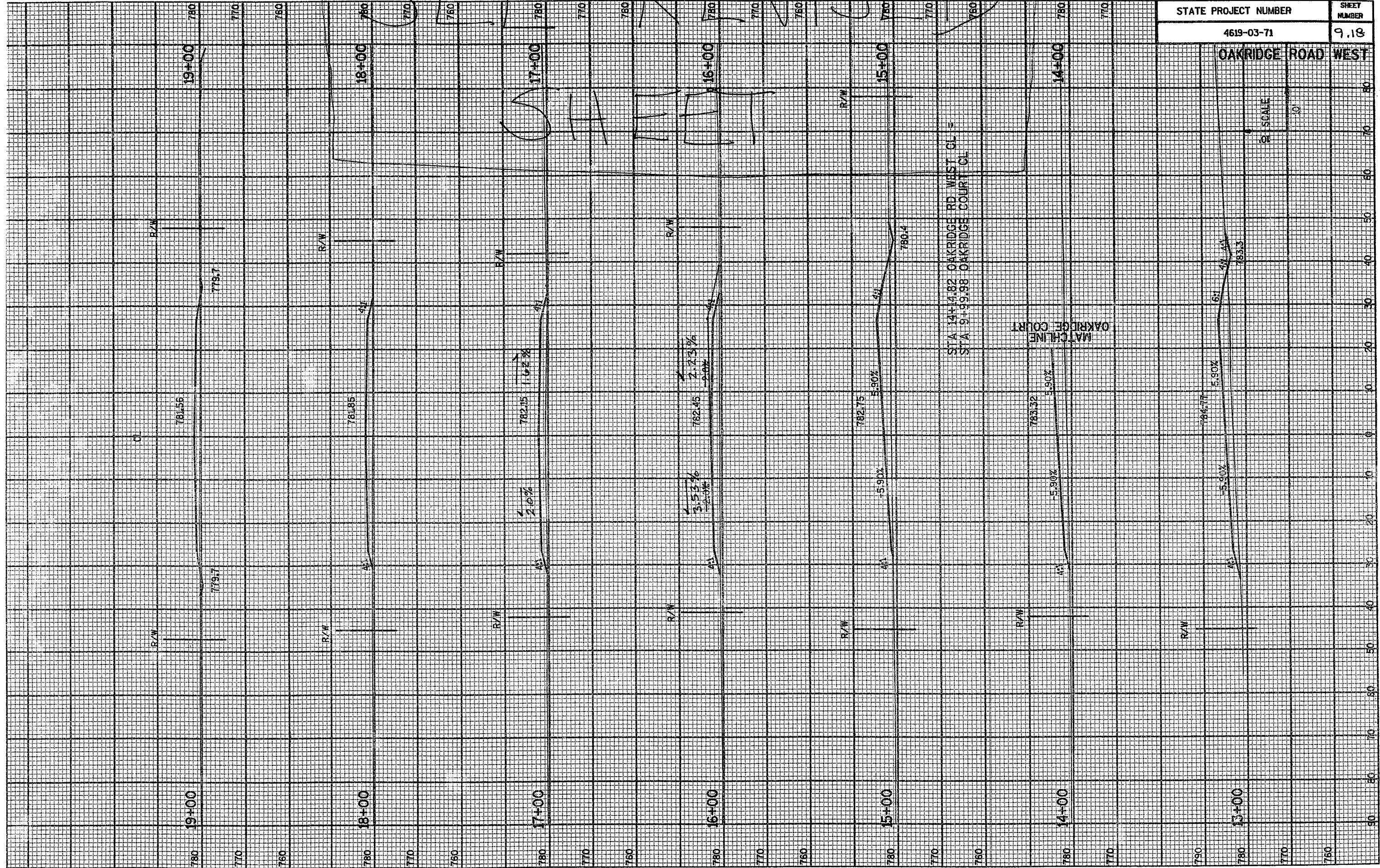


MATCH EXISTING STA. 8+32.08  
 MATCH EXIST. STA. 11+35

SCALE  
 1" = 10'

REVISED

...\\msa\south\75-MS903.dgn Oct. 28, 1998 09:05:31



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.18

OAKRIDGE ROAD WEST

SCALE  
1" = 10'

STA 14+0.82 OAKRIDGE RD WEST CL =  
STA 9+99.98 OAKRIDGE COURT CL

OAKRIDGE COURT  
MATCHLINE





ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

Mead & Hunt, Inc.

California, Kansas, Minnesota, Washington D.C., Wisconsin and India

Job CTW CB  
 Sheet No. \_\_\_\_\_ of \_\_\_\_\_  
 Calculated by \_\_\_\_\_ Date \_\_\_\_\_  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_  
 Scale \_\_\_\_\_ Job No. \_\_\_\_\_

Marsh Probes

Taken 7-21-99

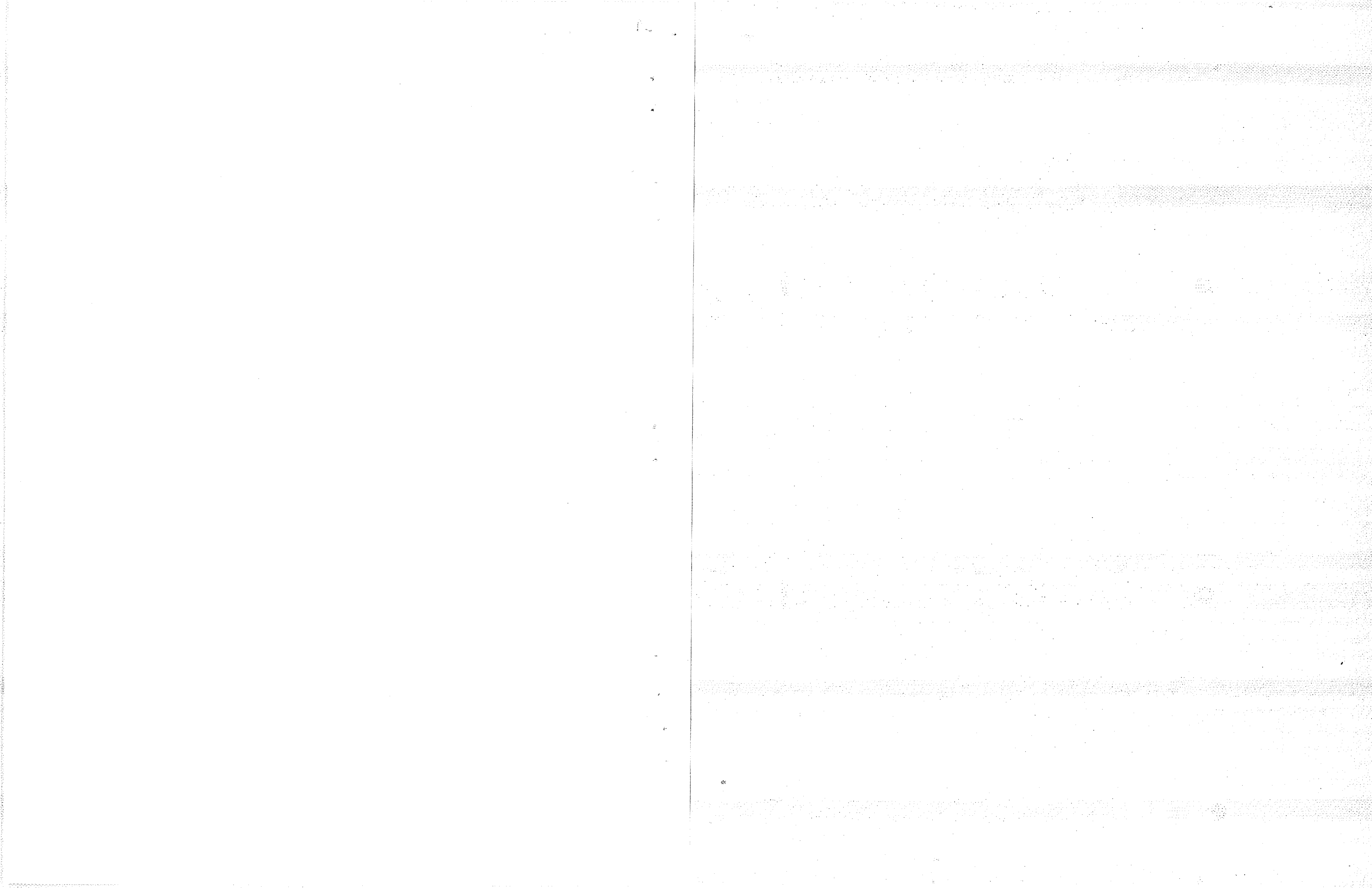
Oakridge West:

Depth

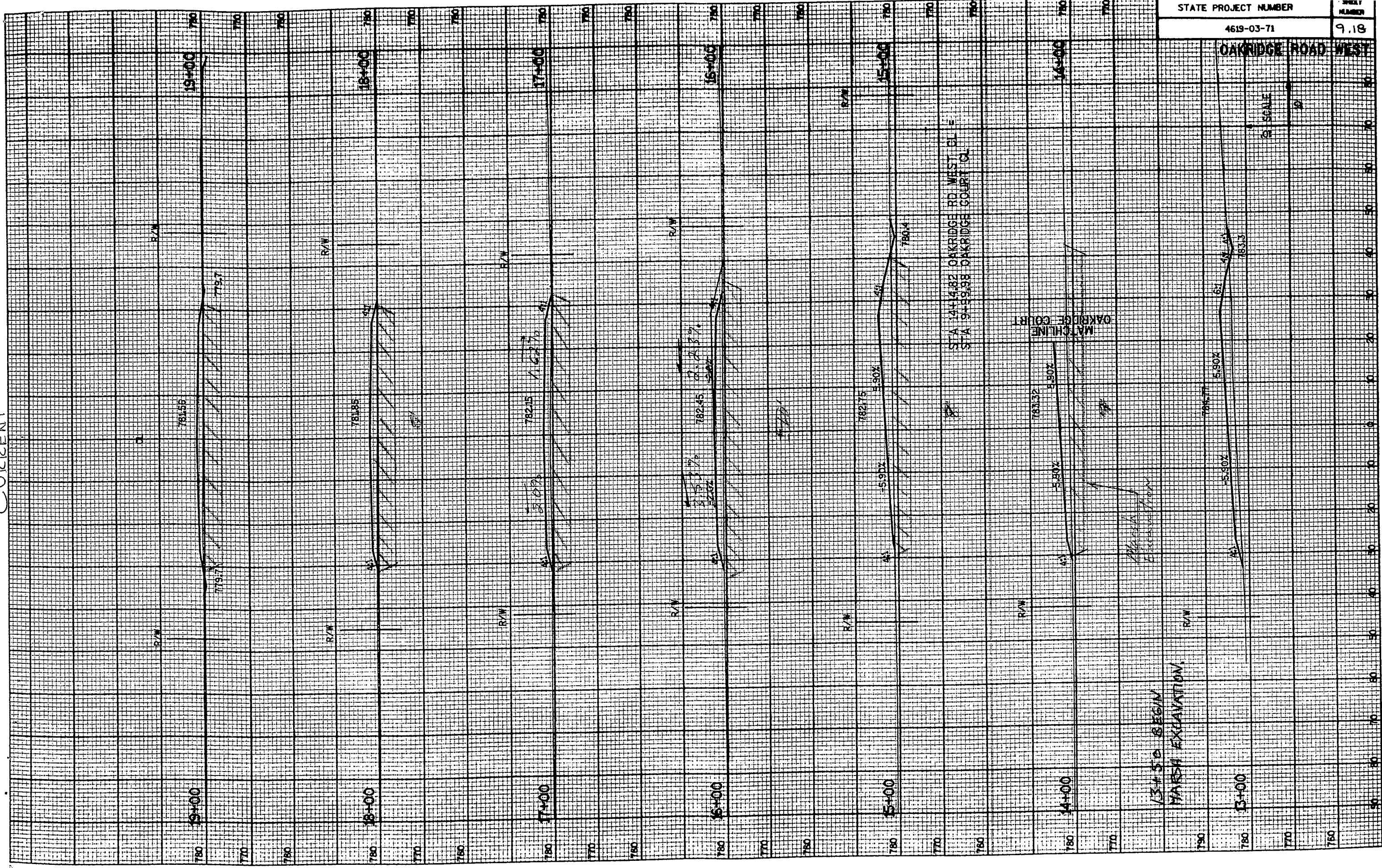
14+15	☉	4'
15+00	☉	8'
16+00	10' RT	+8
18+00	10' LT	5'
20+00	5' LT	6.5'
21+00	☉	2' overburden

Carson Rd.

25+00	LT ditch	8.0'
26+50	"	6.5'
28+00	"	4.5'



LUKKENI



STATE PROJECT NUMBER  
4619-03-71  
SHEET NUMBER  
9.18

OAKRIDGE ROAD WEST

SCALE  
1/4"

13+50 BEGIN  
MARSH EXCAVATION.

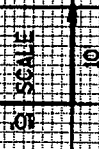
STA 14+14.82 OAKRIDGE RD WEST CL =  
STA 9+88.98 OAKRIDGE COURT CL

MEAD + HUNTS REVISED CROSS SECTIONS BASED ON THEIR MARSH PROBINGS TAKEN ON



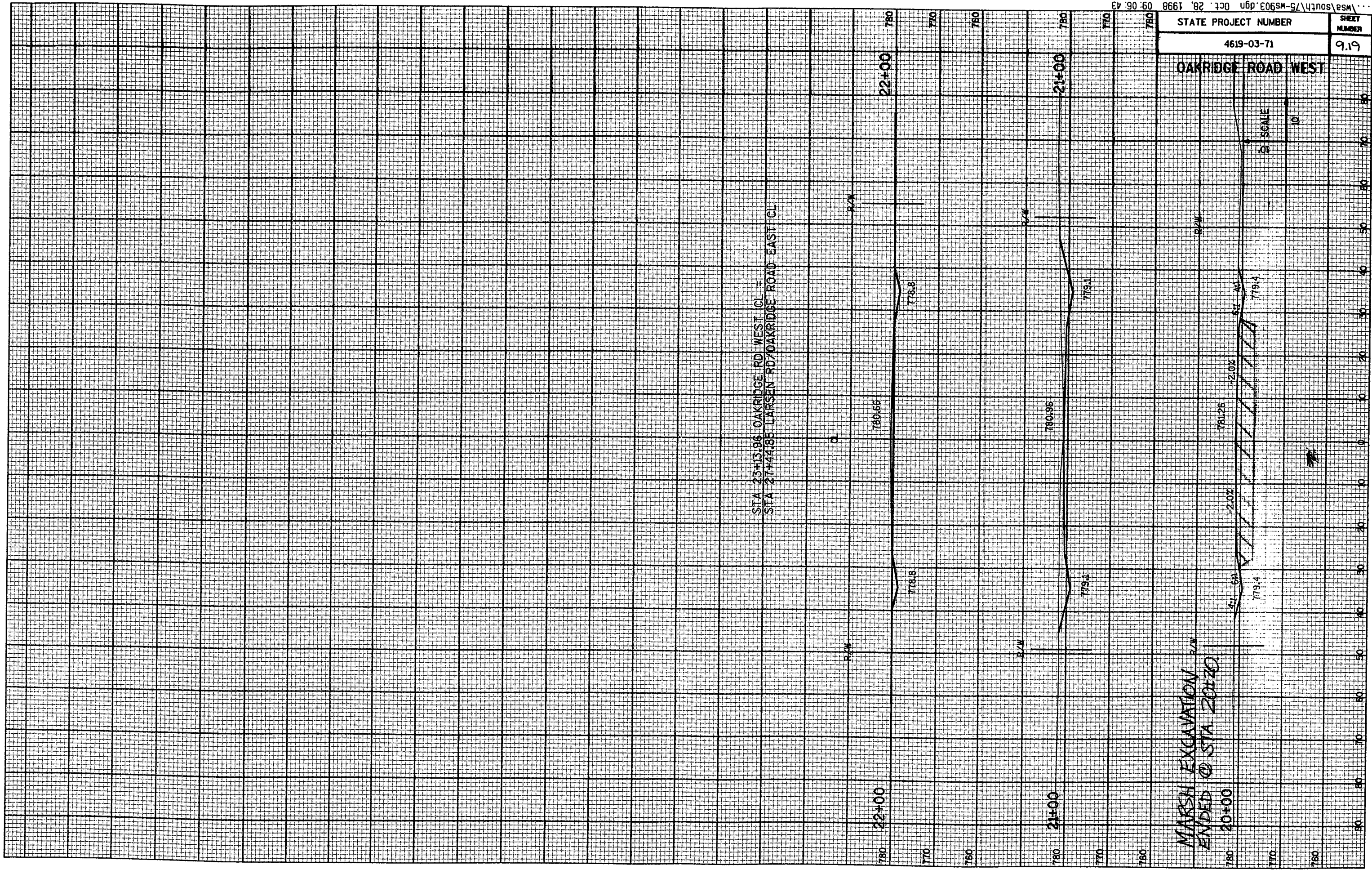
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.19

### OAKRIDGE ROAD WEST



STA 23+13.86 OAKRIDGE RD WEST CL =  
 STA 27+44.88 LARSEN RD/OAKRIDGE ROAD EAST CL

MARSH EXCAVATION  
 ENDED @ STA 20+00





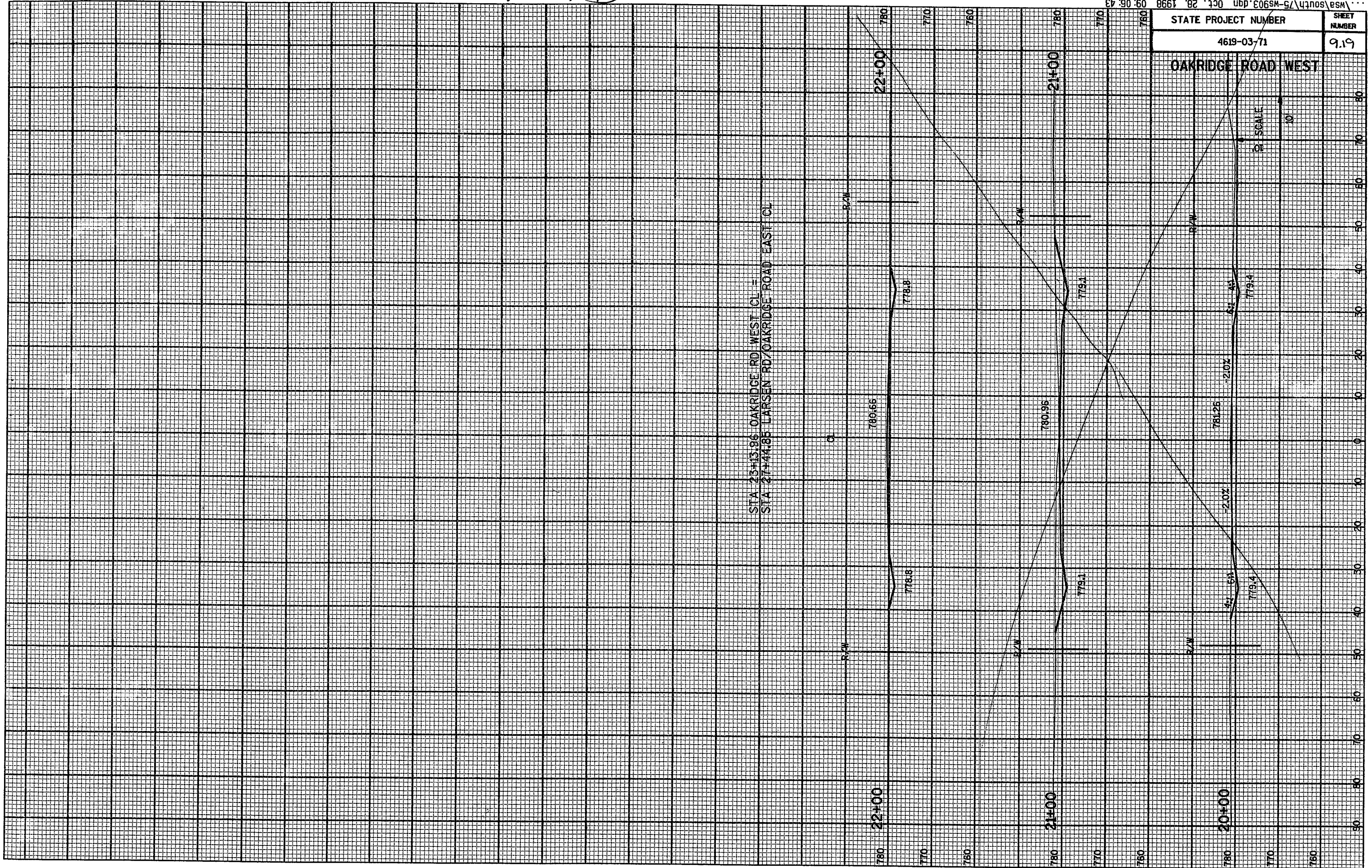
SEE REVISED SHEET

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.19

OAKRIDGE ROAD WEST

1" = 20'  
SCALE

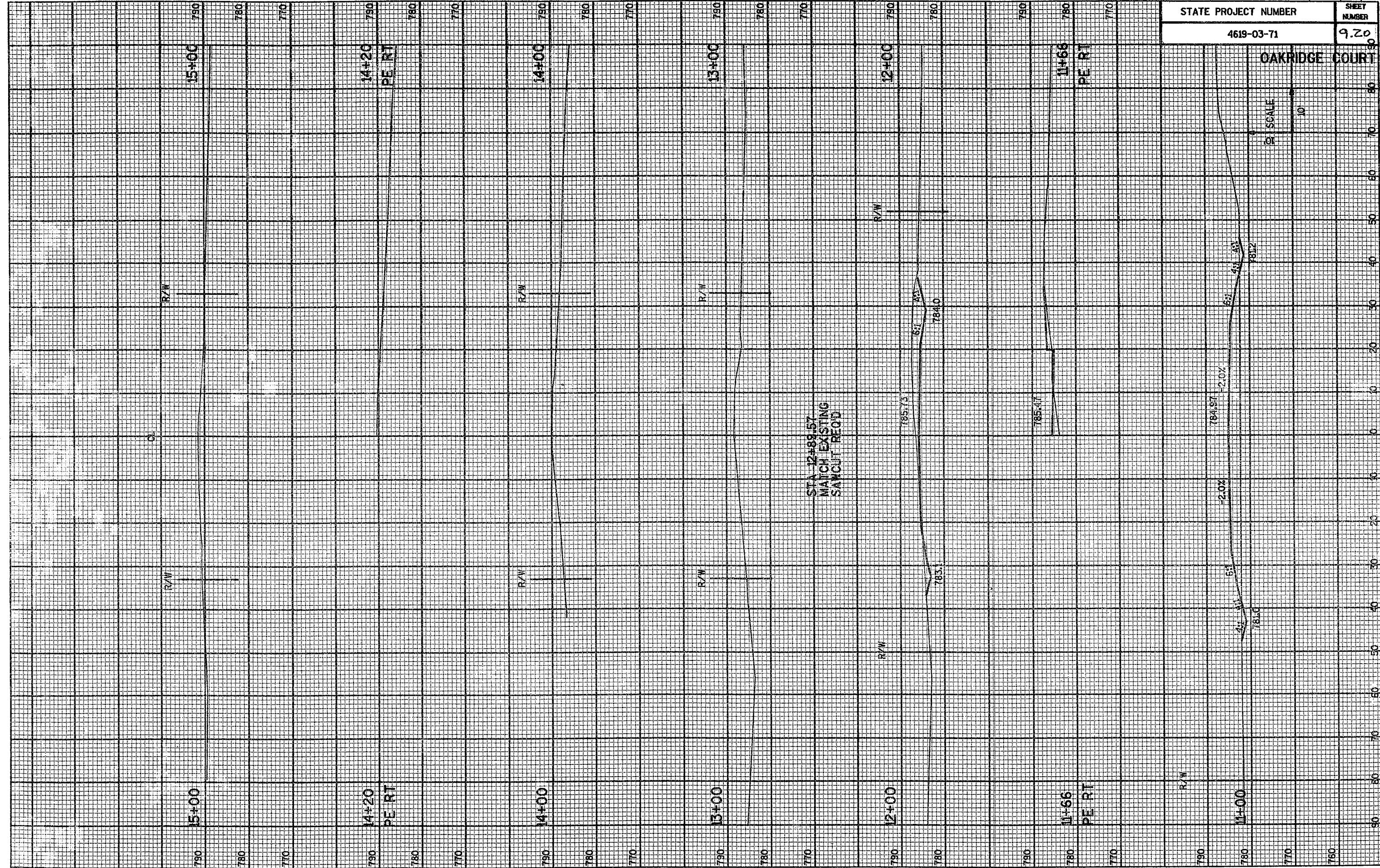
STA 23+13.86 OAKRIDGE RD WEST CL =  
STA 27+44.85 LARSEN RD/OAKRIDGE ROAD EAST CL



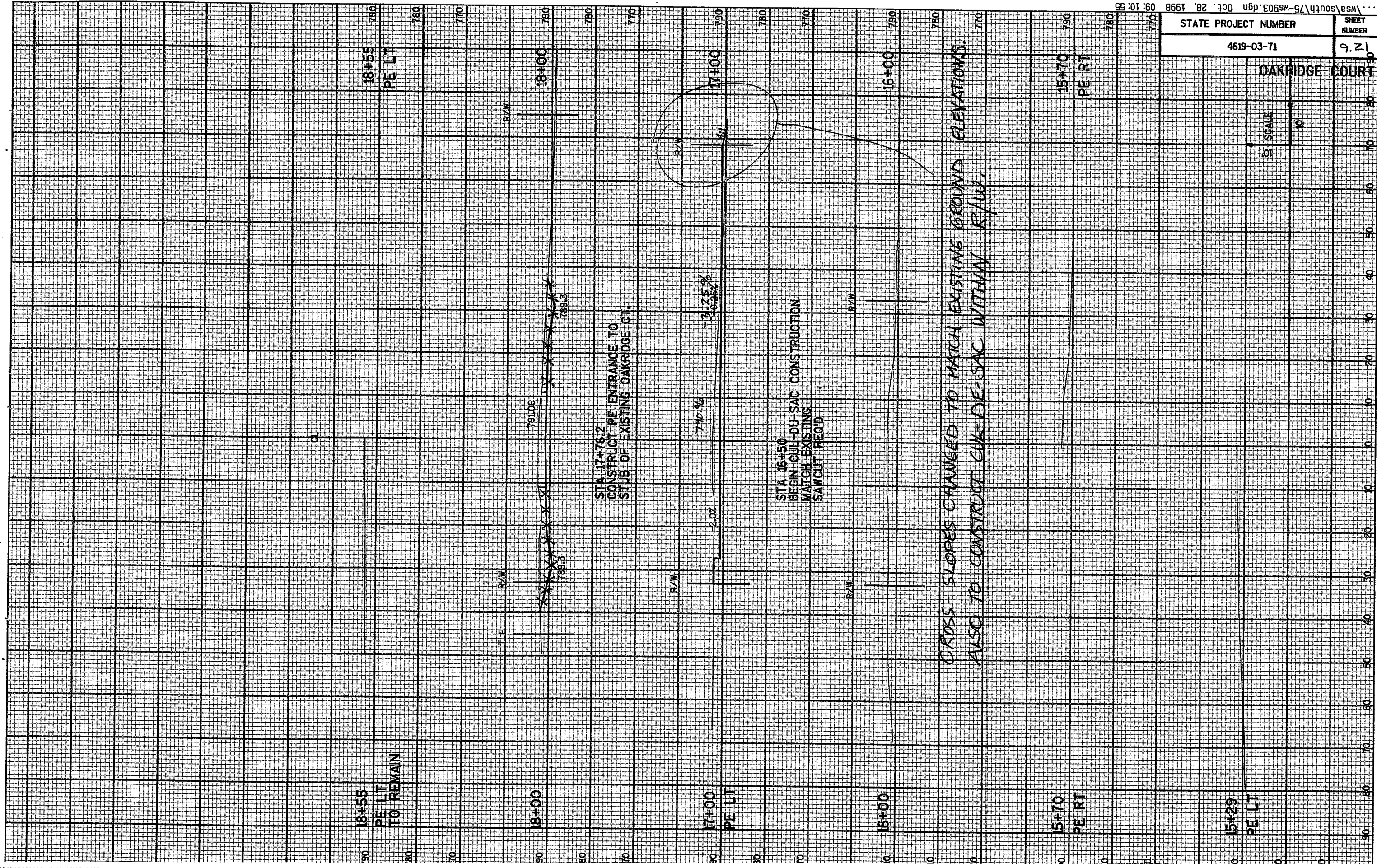
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.20

OAKRIDGE COURT

OR SCALE  
1" = 10'







STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	921

OAKRIDGE COURT

SCALE  
1" = 10'

STA 22+69.19 OAKRIDGE LANE CL =  
STA 41+71.1 OAKRIDGE ROAD EAST CL

CL

4.1%  
4.1

4.1

782.51

780.7

22+00

780

780

770

783.17

781.4

21+70

780

770

FE RT

21+70

FE RT

780

770

780

785.26

783.3

21+00

780

770

CLAY CAP OVER DITCH CUT,

4.1

4.1

785.26

783.3

21+00

780

770

PE LT  
20+00

780

780

20+00

PE LT

790

780

CLAY CAP

780

STA 20+00.00 OAKRIDGE LANE  
BEGIN CUL DU SAC CONSTRUCTION

788.20

785.4

20+00

780

770

770

19+78

PE LT

790

780

19+78

790

780

PE LT

19+78

PE LT

790

780

770

19+67

PE RT

790

780

19+67

790

780

PE RT

19+67

PE RT

790

780

770

19+50

PE LT

790

780

19+50

790

780

PE LT

19+50

PE LT

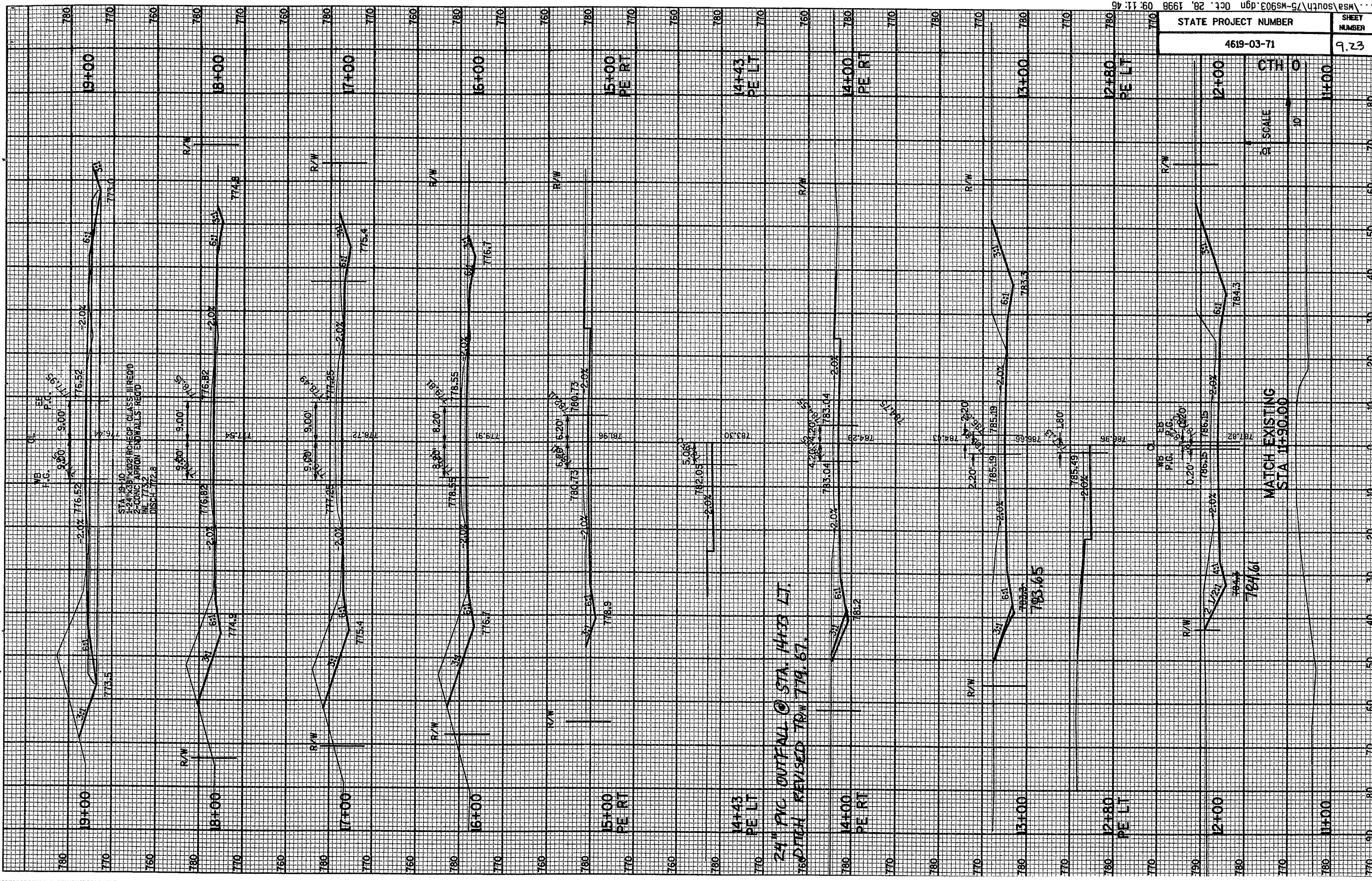
790

780

SCALE  
10

OAKRIDGE LANE

STATE PROJECT NUMBER	4619-03-71
SHEET NUMBER	9.22



24" PVC OUTFALL @ STA. 14+33 LT.  
 76" DITCH REVISED TO W 779.67.

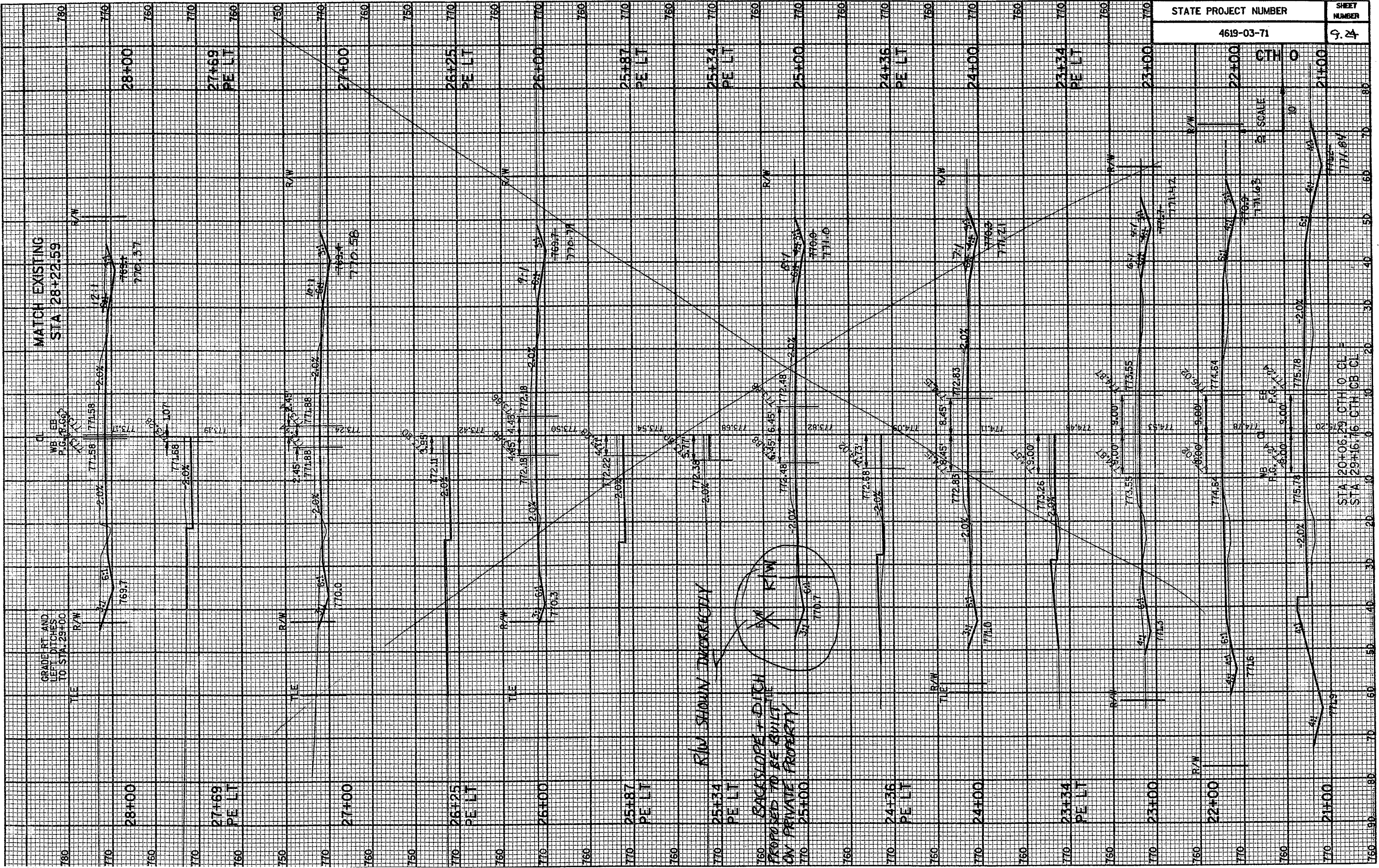
STATE PROJECT NUMBER	4619-03-71
SHEET NUMBER	9.23

MATCH EXISTING  
 STA 11+90.00

CTH 0

SCALE  
 1" = 10'

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	42



MATCH EXISTING  
STA 28+22.59

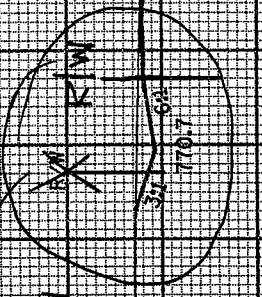
GRADE RT. AND  
LEFT DITCHES  
TO STA. 29+00

R/W SHOWN IMMEDIATELY  
BACKSLOPE DITCH  
PROMISED TO BE BUILT  
ON PRIVATE PROPERTY

CTH 0  
STA 20+06.29 CTH 0 CL  
STA 29+16.76 CTH 0 CL

CTH 0

SCALE





Revised Sections  
8/2/99

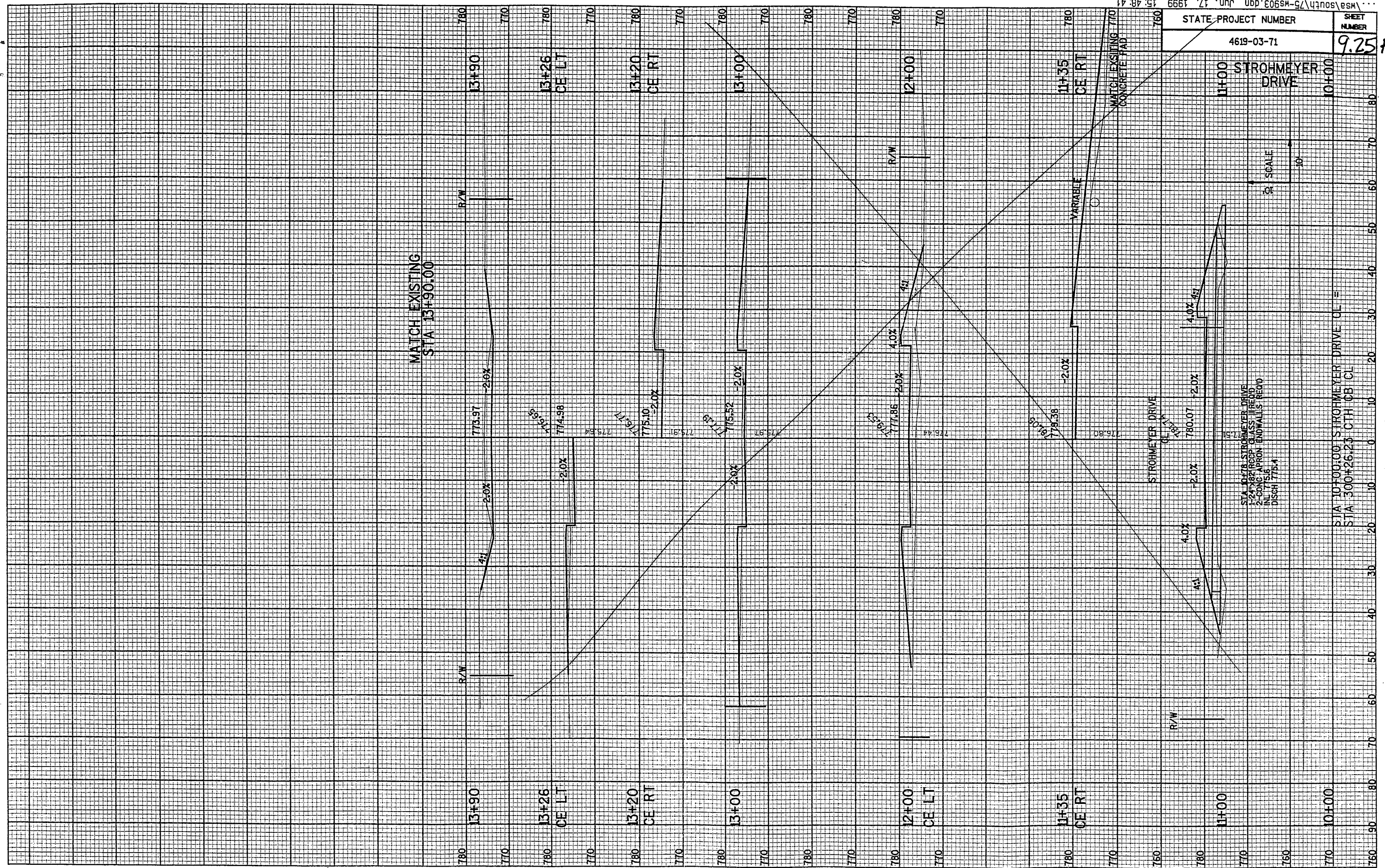
655 - 1921  
Doug:  
Klums  
-----  
414-547-4700  
John Z.







STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.25 R



STA 10+78 STROHMEYER DRIVE  
 1-24" 182" RCP GLASS LINER  
 2-CONG APRON ENDWALLS RFD  
 INL 775.6  
 DISCH 775.4

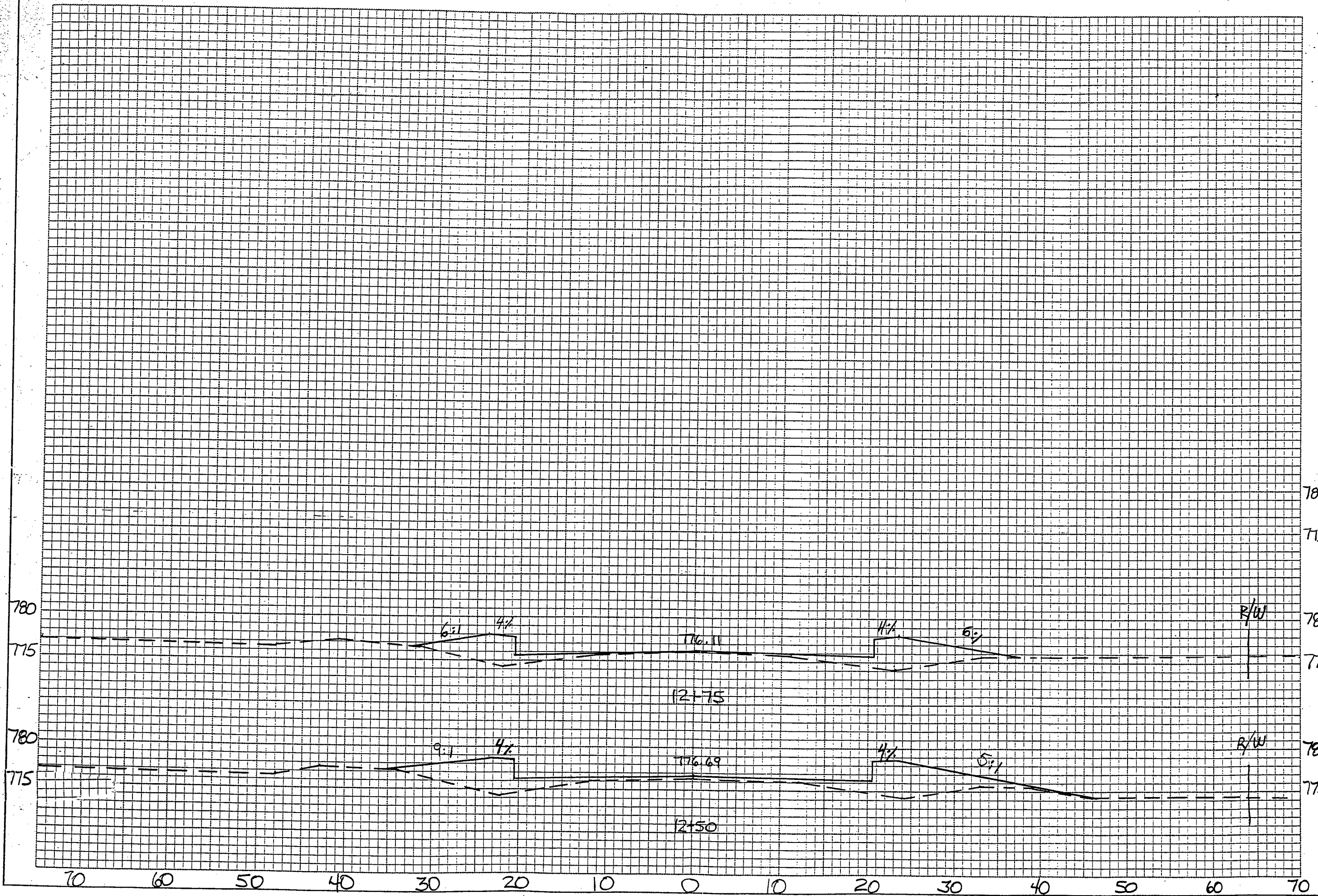
STA 10+00.00 STROHMEYER DRIVE CL =  
 STA 300+26.25 CTH CB CL

NOTE: THIS REVISED SHEET WAS REVISED. SEE ATTACHED SHEETS.









<p>McMahon Associates, Inc. provides the profiles, the existing and proposed, regardless of form, on this drawing. The user is responsible for the accuracy of the data. The user is responsible for the accuracy of the data. The user is responsible for the accuracy of the data.</p>	
<p><b>McMahon ASSOCIATES, INC. ENGINEERS ARCHITECTS &amp; SURVEYORS</b>          1445 McCluhan Drive Marshak, WI 54956          P.O. Box 1023 Marshak, WI 54957          TEL 920-751-4200 FAX 920-751-4284</p>	
DESIGNED	DATE
DRAWN	PROJECT NO.
CNC	
CHECKED	
<p>SCALE 1" = 5'</p>	
<p>SHEET NO. 9.25</p>	
<p>R2</p>	
<p>FILE NO. CAD</p>	

453815.dwg

