NEL APR 07

PROJECT ID: 4984-01-30
WITH: N/A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

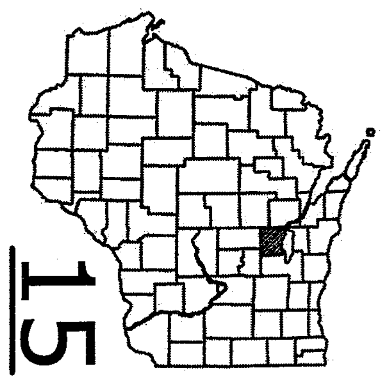
MIDWAY ROAD, CITY OF MENASHA
USH 10 / ONIEDA ST. - CTH P / RACINE ST.
CTH AP
WINNEBAGO COUNTY

STATE PROJECT NUMBER
4984-01-30

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4984-01-30	STP 2007254	1

ORDER OF SHEETS

TOTAL SHEETS = 170



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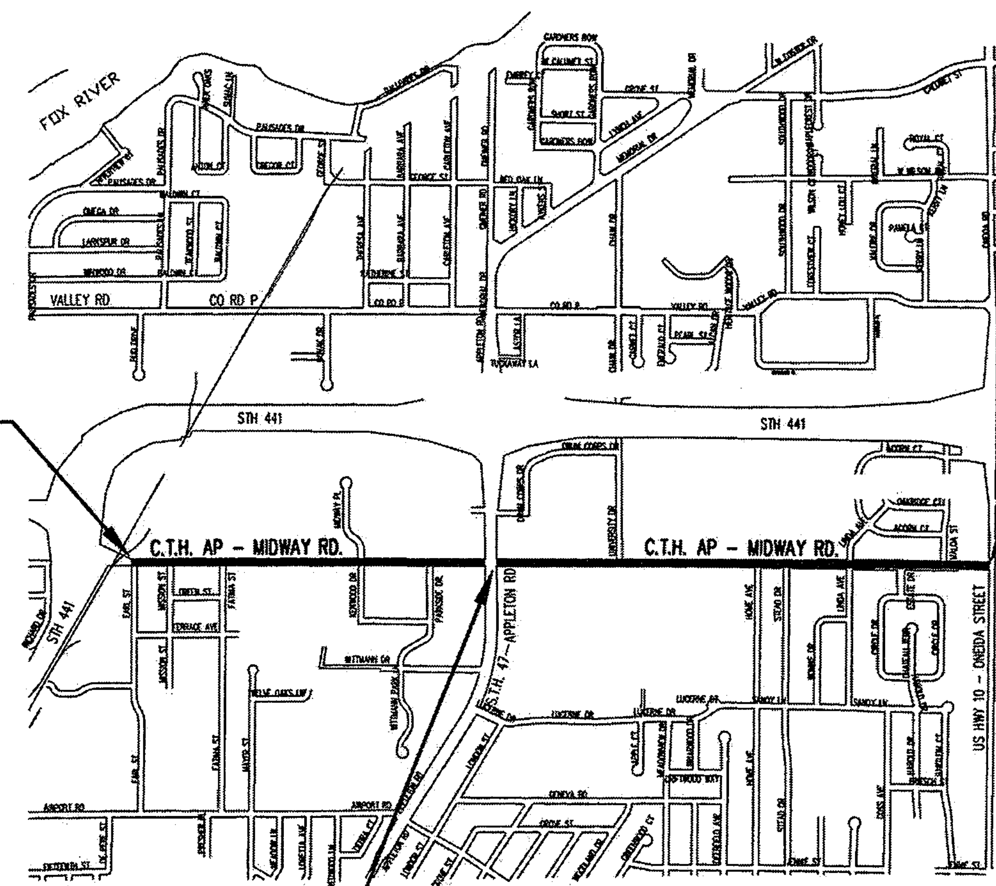
N

DESIGN DESIGNATION

		STH 441 TO STH 47	STH 47 TO USH 10
A.D.T.	(2007)	= 11,000	= 12,800
A.D.T.	(2027)	= 19,500	= 25,500
D.H.V.	(2025)	= 1,950	= 2,550
D.D.		= 62-38	= 62-38
T. (% OF ADT)		= 6.7	= 6.7
DESIGN SPEED		= 35 M.P.H.	= 35 M.P.H.

NORTH



BEGIN PROJECT
STA. 29+95.25
N 550601.24
E 819136.34

END PROJECT
STA. 119+83.32

EXCEPTION TO NET C/L LENGTH
STA. 67+06.77 TO STA. 68+39.60
N 550573.65 N 550571.56
E 822847.74 E 822980.54

1/4 1/8 0 1/4
SCALE - MILE

TOTAL NET LENGTH OF CENTERLINE = 1.677 MI.

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR
WINNEBAGO COUNTY
10/19/06 (signature)
DATE (SIGNATURE)

ORIGINAL PLANS PREPARED BY
McMAHON ASSOCIATES INC.

WISCONSIN PROFESSIONAL ENGINEER
MICHAEL R. SIMON
E-25860
APPLETON WIS.

10-19-06 (signature)
DATE SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

SURVEYOR	McMAHON ASSOCIATES, INC.
DESIGNER	McMAHON ASSOCIATES, INC.
MANAGEMENT CONSULTANT	SEH
C.O. EXAMINER	(signature)

APPROVED FOR DISTRICT OFFICE
DATE: 10/31/2006 (signature) MANAGEMENT CONSULTANT SIGNATURE

Coordinates on this plan are referenced to the Wisconsin County Coordinate System, Winnebago County.

COUNTY: WINNEBAGO

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

WISDOT/CADDS SHEET 10

2

UTILITIES

APPLETON AREA METROPOLITAN FIBER OPTIC NETWORK (AAMFON)

KEVIN VELDMAN
120 EAST HARRIS STREET
PO BOX 2019
APPLETON, WI 54911
(920) 993–7062 EXT. 2128
CELL 920–419–7338

AT&T WISCONSIN

CHRIS SABOURIN
221 W. WASHINGTON STREET
4TH FLOOR
APPLETON, WI 54913
(920) 735–3252; FAX (920)–735–3073

AT&T WISCONSIN

JOHN KOTZ
TELEPORT COMMUNICATIONS GROUP
OUTAGAMIE, WINNEBAGO, CALUMET COUNTIES FIBER OPTIC
2152 SOUTH 114TH STREET
SUITE A
WEST ALLIS, WI 53227
(414) 290–9827

MENASHA UTILITIES

GREG SHULL
321 MILWAUKEE STREET
PO BOX 340
MENASHA, WI 54952–0340
(920) 967–0011; CELL (920)–475–4733; FAX (920) 967–4815

TDS METROCOM

STEVE JAKUBIEC
W6174 AEROTECH DRIVE
SUITE A
APPLETON, WI 54914
(920) 882–3342; CELL (920)–562–7221; FAX (920)–882–3340

TIME WARNER CABLE

LARRY PHILSTROM
1001 KENNEDY AVE.
KIMBERLY, WI 54136–0145
(920) 831–9211; FAX (920) 749–1154

TOWN OF MENASHA UTILITY DISTRICT

STEVE LAABS (SANITARY SEWER)
JEFF ROTH (WATER)
2340 AMERICAN DRIVE
NEENAH, WI 54956
(920) 739–5120

WISCONSIN ELECTRIC POWER CO. D/B/A/ WE ENERGIES

DAN SANDE
333 W. EVERETT ST.
ROOM A279
MILWAUKEE, WI 53203–2998
(414) 221–4578; FAX (414) 221–2336
PRIMARY CONTACT ALL CORRESPONDENCE GAS AND ELECTRIC

DIGGERS HOTLINE

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

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVENUE
P.O. BOX 10448
GREEN BAY, WI 54307–0448
ATTENTION: SHELLY SCHAETZ
(920) 492–5819

DESIGN CONTACT

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

STATE PROJECT NUMBER: 4984–01–30	MIDWAY RD. (C.T.H. AP)	COUNTY: WINNEBAGO	UTILITES AND DNR LIAISON	SHEET NO: 2	E

2

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE BASED ON CITY AND TOWN OF MENASHA VERTICAL DATUM.

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

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

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

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

MAXIMUM DRIVEWAY SLOPE SHALL BE 10%, EXCEPT WHERE MATCHING THE FRONT OF SIDEWALK. AT LOCATIONS WHERE MATCHING THE FRONT OF SIDEWALK, THE MAXIMUM ALLOWABLE SLOPE WILL BE 15% EXCEPT FOR THE DRIVEWAYS LOCATED AT STA. 95+08 LT. AND 96+24 LT. WINNEBAGO COUNTY HAS APPROVED A MAXIMUM SLOPE OF 20% FOR THE DRIVEWAYS LOCATED AT STA. 95+08 LT. AND 96+24 LT.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SECTIONS ON SIDEROADS AND MAINLINE SHALL BE TAPERED FROM 6" TO 0" IN 3 FEET.

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

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

EXCAVATION BELOW SUBGRADE (EBS) IS NOT SHOWN ON THE CROSS SECTIONS. IF EBS IS REQUIRED, IT SHALL BE PAID FOR AS COMMON EXCAVATION. EBS AREAS WILL BE BACK FILLED WITH BREAKER RUN. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

THE PAVEMENT SECTION FOR ASPHALTIC DRIVEWAYS AND PARKING LOT TRANSITIONS SHALL CONSIST OF 4-INCHES OF ASPHALTIC SURFACE AND 12-INCHES OF BASE AGGREGATE DENSE, 1 1/4 INCH.
THE ASPHALTIC SURFACE SHALL BE CONSTRUCTED IN TWO LIFTS, 2-INCH UPPER LAYER AND 2-INCH LOWER LAYER.

CONCRETE PAVEMENT JOINTS IN ADDITION TO THOSE REQUIRED TO MEET THE SPACING REQUIREMENTS OF THE STANDARD DETAIL DRAWING FOR URBAN DOWELED CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM CONCRETE PAVEMENT 9-INCH. THIS INCLUDES ALL ADDITIONAL JOINTS REQUIRED AT INTERSECTIONS, MANHOLES, INLETS, VALVES AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS.

THE ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE FINISHED SUBGRADE ELEVATIONS AT THE CENTERLINE, AT THE SUBGRADE EXCAVATION LIMITS TWO FEET BEHIND THE PROPOSED CURB AND GUTTER, AND AT THE SLOPE INTERCEPTS.

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

THE PAVEMENT SECTION FOR ASPHALT SIDEWALK REPLACEMENT AREAS SHALL CONSIST OF 2-INCHES OF ASPHALTIC SURFACE AND 6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH.

CONCRETE APPROACHES AND DRIVEWAY AREAS SHALL CONSIST OF 7-INCHES CONCRETE AND 6-INCHES BASE AGGREGATE 1 1/4-INCH.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED SHALL BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED.

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

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

THE RIGHT OF WAY LIMITS AS SHOWN ON THE PLANS ARE BASED ON AVAILABLE SURVEY RECORDS. NO TITLE POLICY INVESTIGATIONS WERE COMPLETED FOR THE PROJECT. IN AREAS WHERE THE EXISTING SIDEWALK IS LOCATED OUTSIDE THE RIGHT OF WAY LIMITS AS SHOWN ON THE PLANS, THE SIDEWALK IS CONSIDERED TO BE PUBLIC RIGHT OF WAY IN ACCORDANCE WITH WISCONSIN STATE STATUTES, CHAPTER 893, SECTION 28.

THE EXACT LOCATION AND LIMITS OF GEOGRID PLACE SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

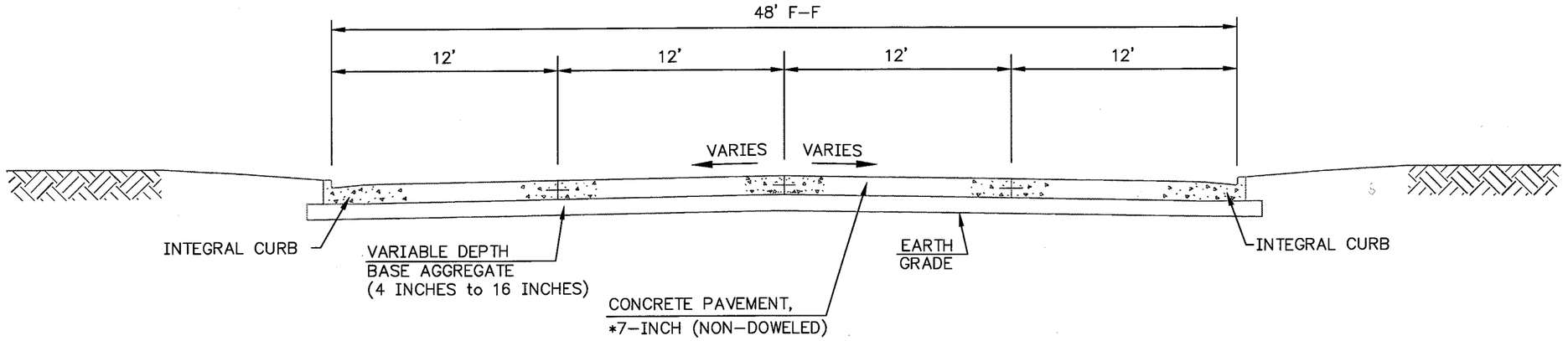
CONCRETE SIDEWALK AREAS SHALL CONSIST OF 4-INCHES CONCRETE AND 4-INCHES BASE AGGREGATE DENSE 1 1/4-INCH.

STANDARD ABBREVIATIONS AND SYMBOLS

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

2

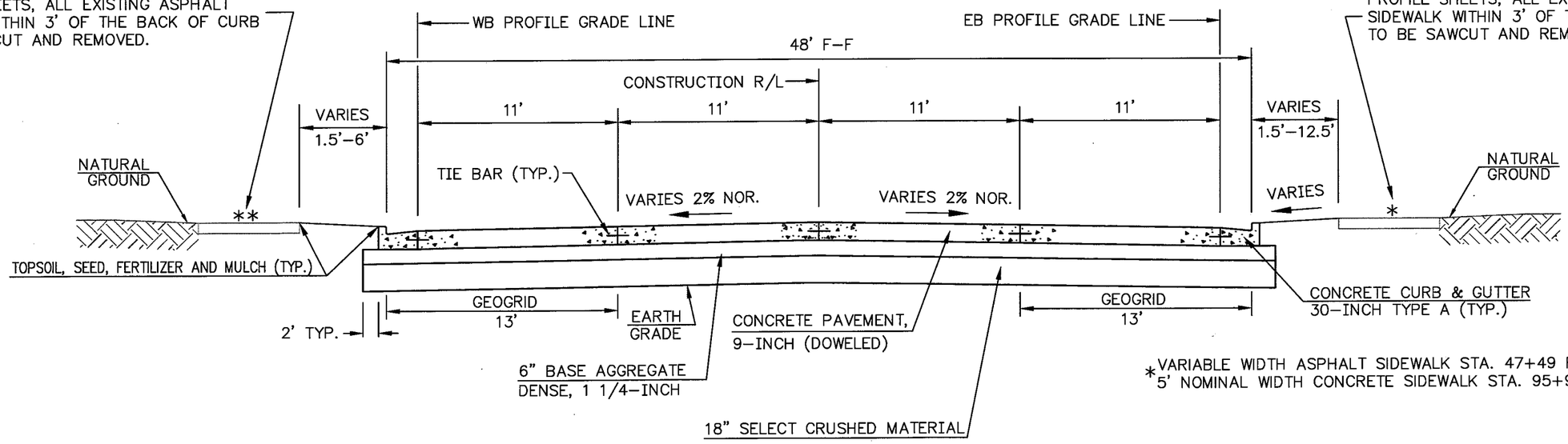
rgossen W:\DWG\W0002\940174\TITLE AND GENERAL NOTES\GEN-NOTES-A.dwg 10/04/06 1:27 PM



*BORINGS INDICATE THAT THE CONCRETE PAVEMENT THICKNESS RANGES FROM 6 TO 8 INCHES.

EXISTING TYPICAL SECTION FOR C.T.H. AP
S.T.H. 441 TO U.S.H. 10

UNLESS OTHERWISE NOTED ON THE PLAN / PROFILE SHEETS, ALL EXISTING ASPHALT SIDEWALK WITHIN 3' OF THE BACK OF CURB TO BE SAWCUT AND REMOVED.



UNLESS OTHERWISE NOTED ON THE PLAN / PROFILE SHEETS, ALL EXISTING ASPHALT SIDEWALK WITHIN 3' OF THE BACK OF CURB TO BE SAWCUT AND REMOVED.

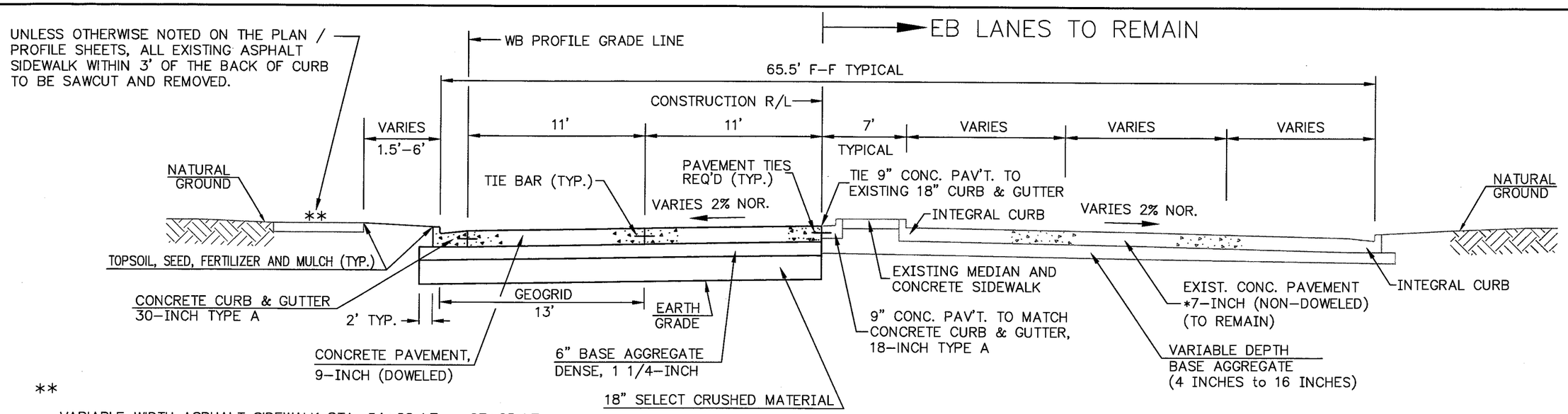
*VARIABLE WIDTH ASPHALT SIDEWALK STA. 47+49 RT. – 54+07 RT.
5' NOMINAL WIDTH CONCRETE SIDEWALK STA. 95+99 RT. – 119+83 RT.

**VARIABLE WIDTH ASPHALT SIDEWALK STA. 54+68 LT. – 67+25 LT.
5' NOMINAL WIDTH CONCRETE SIDEWALK STA. 68+40 LT. – 105+18 LT.

PROPOSED TYPICAL SECTION FOR MIDWAY ROAD (C.T.H. AP)

STA, 29+95.25 – STA. 60+95.54
STA. 73+82.01 – STA. 119+50

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 4	E

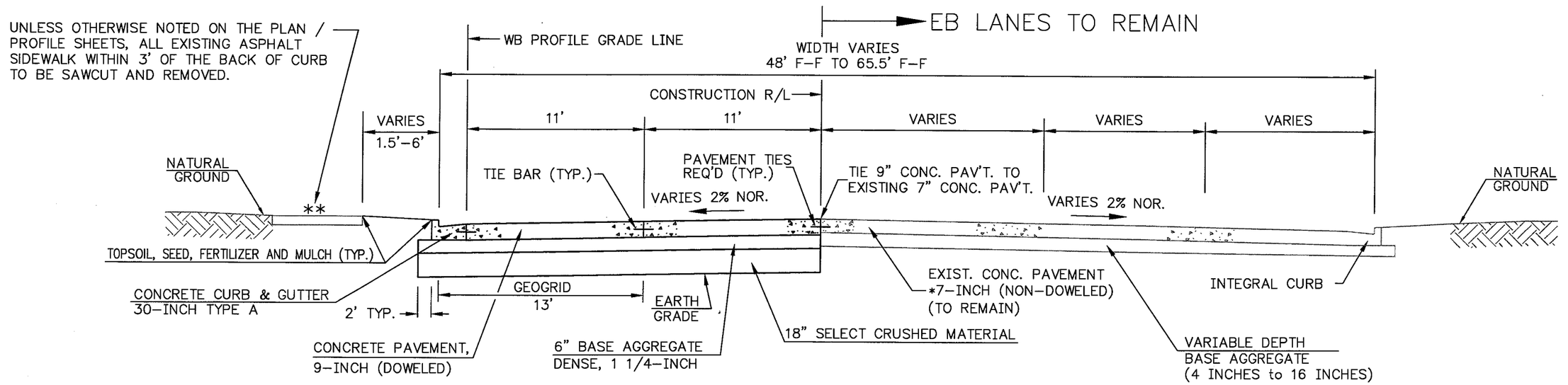


** VARIABLE WIDTH ASPHALT SIDEWALK STA. 54+68 LT. – 67+25 LT.
5' NOMINAL WIDTH CONCRETE SIDEWALK STA. 68+40 LT. – 105+18 LT.

*BORINGS INDICATE THAT THE CONCRETE PAVEMENT THICKNESS RANGES FROM 6 TO 8 INCHES.

PROPOSED TYPICAL SECTION FOR MIDWAY ROAD (C.T.H. AP)

STA. 65+80.12 – STA. 67+06.77



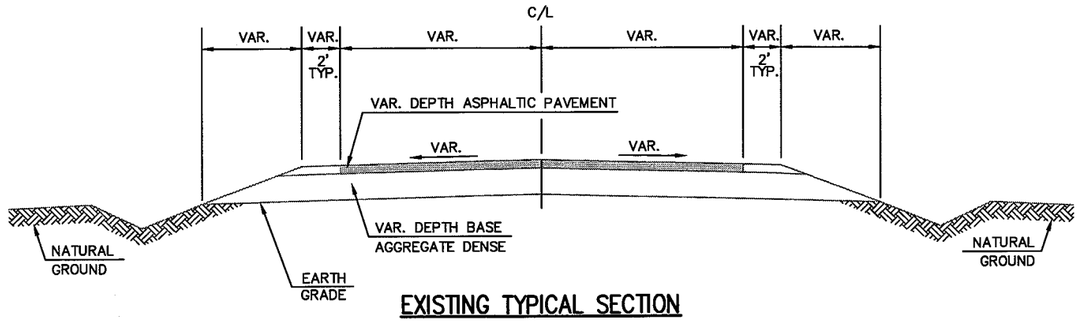
** VARIABLE WIDTH ASPHALT SIDEWALK STA. 54+68 LT. – 67+25 LT.
5' NOMINAL WIDTH CONCRETE SIDEWALK STA. 68+40 LT. – 105+18 LT.

*BORINGS INDICATE THAT THE CONCRETE PAVEMENT THICKNESS RANGES FROM 6 TO 8 INCHES.

PROPOSED TYPICAL SECTION FOR MIDWAY ROAD (C.T.H. AP)

STA. 60+95.54 – STA. 65+80.12
STA. 68+39.60 – STA. 73+82.01

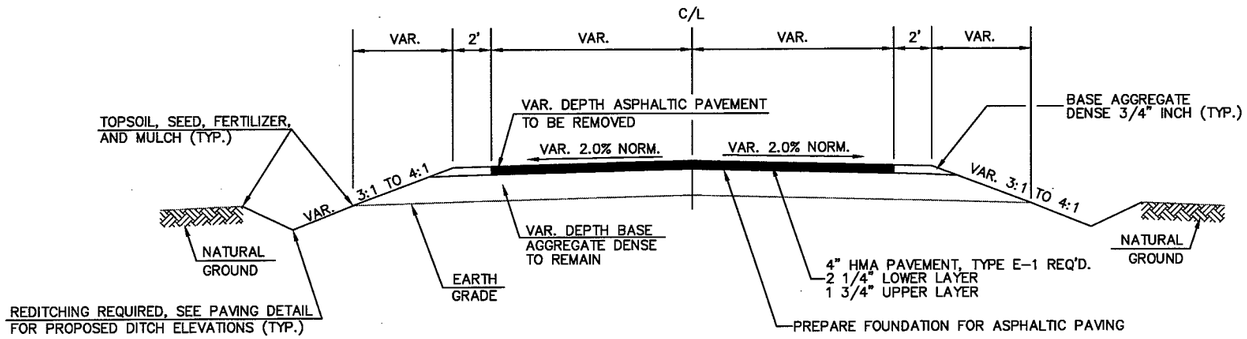
STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 5	E



EXISTING TYPICAL SECTION

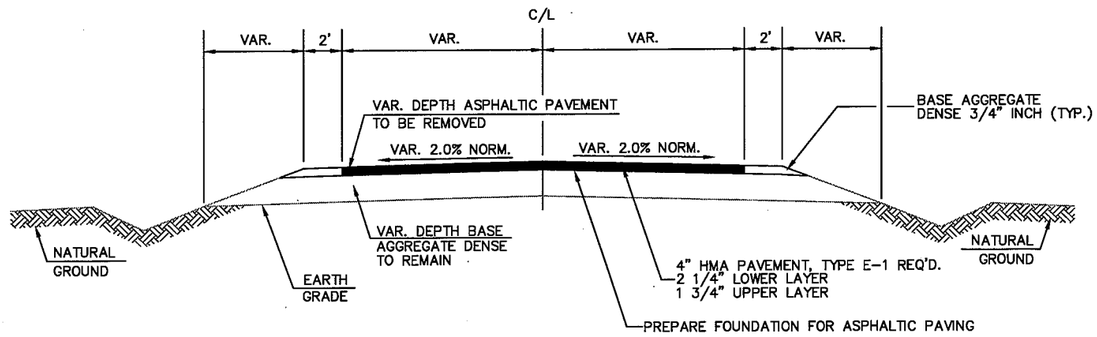
FOR:

EARL ST.	HOME AVE.
MISSION ST.	STEAD DR.
FATIMA ST.	LINDA ST.
UNIVERSITY DR.	MALOA ST.



PROPOSED TYPICAL SECTION

FOR:
EARL ST.



PROPOSED TYPICAL SECTION

FOR:

MISSION ST.	STEAD DR.
FATIMA ST.	LINDA ST.
UNIVERSITY DR.	MALOA ST.
HOME AVE.	

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TYPICAL SECTIONS	SHEET NO: 6	E

WISDOT/CADDS SHEET 42

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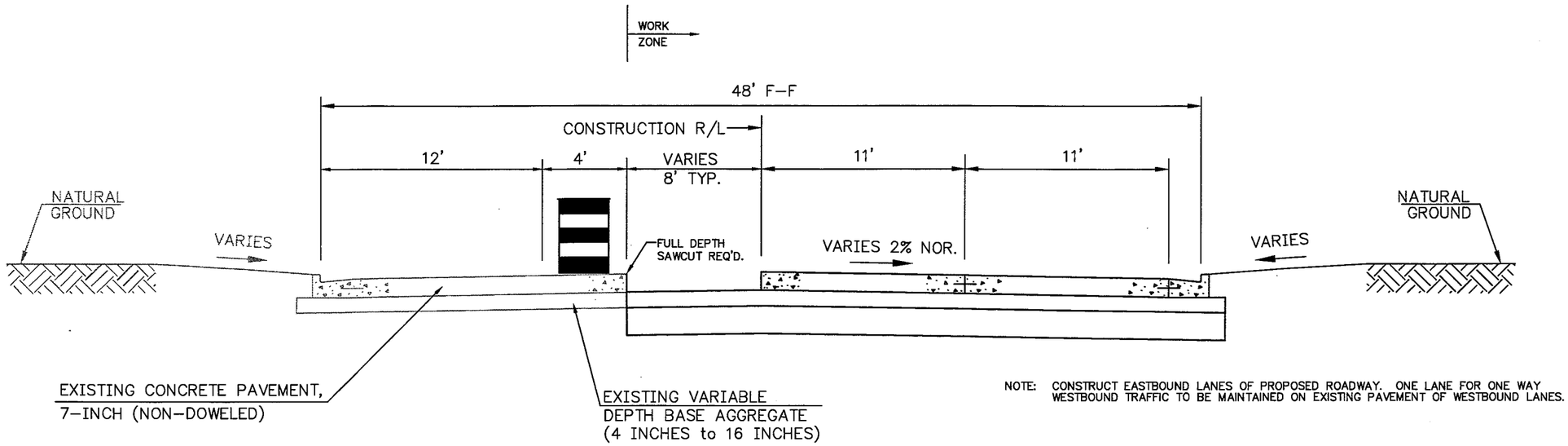
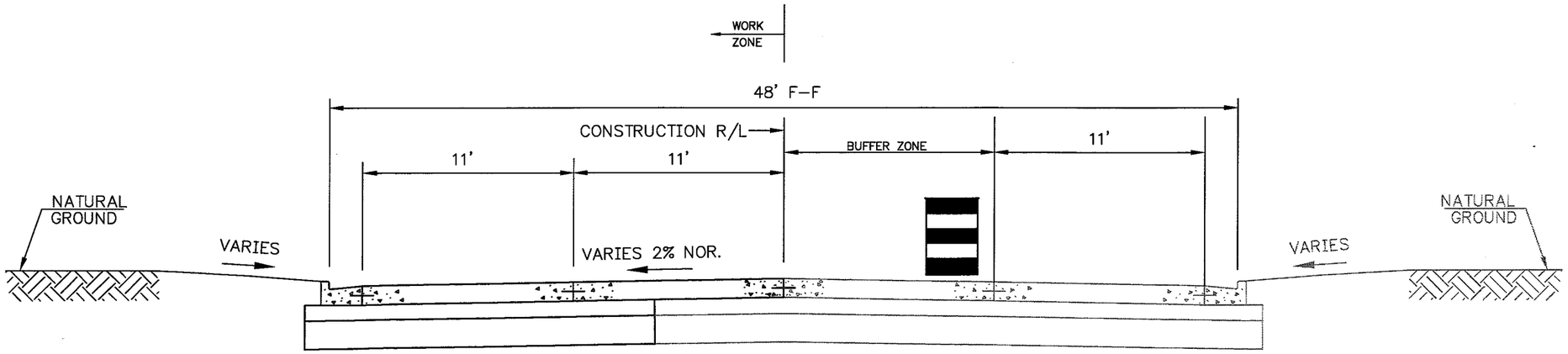


NOTE: CONSTRUCT EASTBOUND LANES OF PROPOSED ROADWAY. ONE LANE FOR ONE WAY WESTBOUND TRAFFIC TO BE MAINTAINED ON EXISTING PAVEMENT OF WESTBOUND LANES.

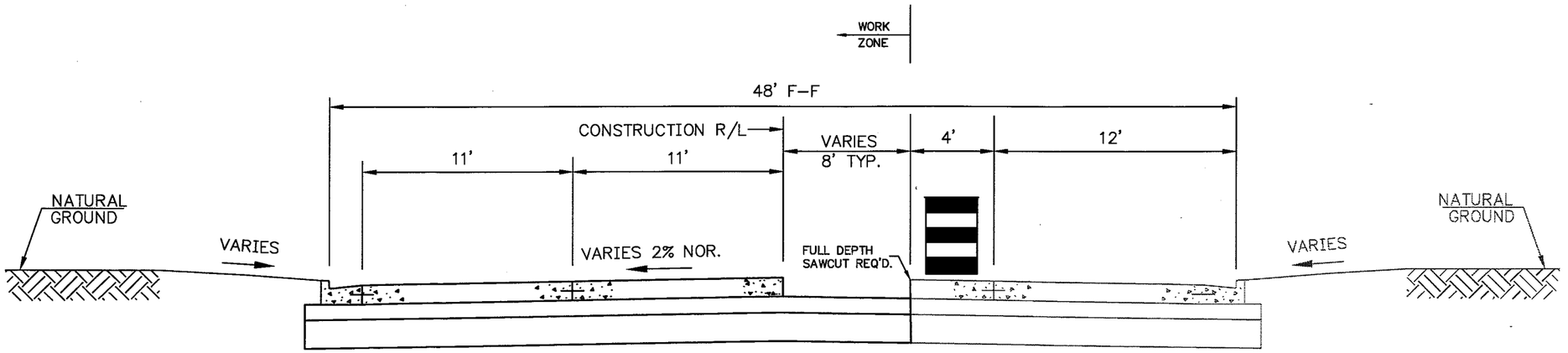
PHASE 1 TYPICAL SECTION FOR C.T.H. AP
S.T.H. 47 TO U.S.H. 10



NOTE: CONSTRUCT WESTBOUND LANES OF PROPOSED ROADWAY. ONE LANE FOR ONE WAY EASTBOUND TRAFFIC TO BE MAINTAINED ON NEWLY CONSTRUCTED (PHASE 1) EASTBOUND LANES.

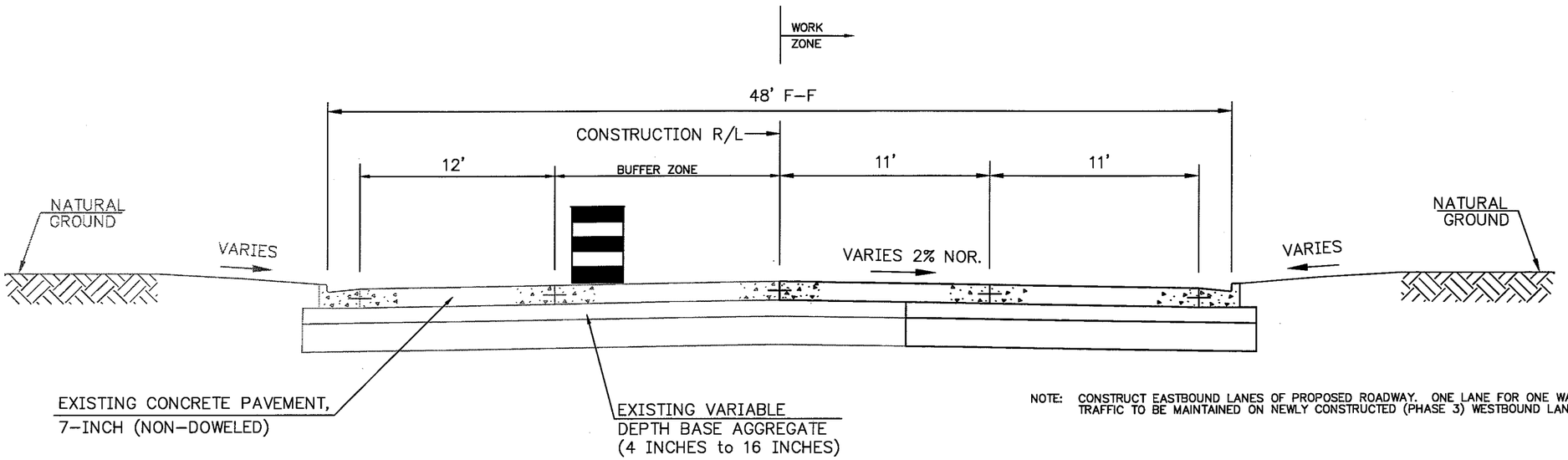
PHASE 2 TYPICAL SECTION FOR C.T.H. AP
S.T.H. 47 TO U.S.H. 10

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TYPICAL CROSS SECTIONS - CONSTRUCTION PHASING	SHEET NO: 7	E



NOTE: CONSTRUCT WESTBOUND LANES OF PROPOSED ROADWAY. ONE LANE FOR ONE WAY EASTBOUND TRAFFIC TO BE MAINTAINED ON EXISTING PAVEMENT OF EASTBOUND LANES.

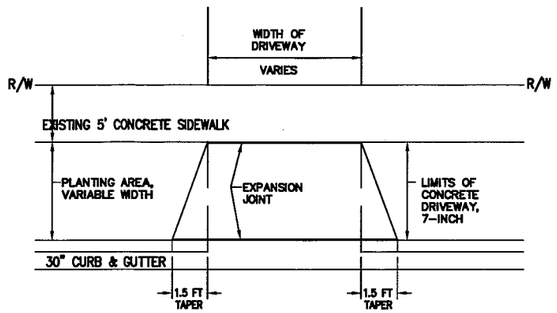
PHASE 3 TYPICAL SECTION FOR C.T.H. AP
S.T.H. 441 TO S.T.H. 47

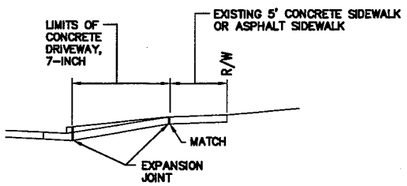


NOTE: CONSTRUCT EASTBOUND LANES OF PROPOSED ROADWAY. ONE LANE FOR ONE WAY WESTBOUND TRAFFIC TO BE MAINTAINED ON NEWLY CONSTRUCTED (PHASE 3) WESTBOUND LANES.

PHASE 4 TYPICAL SECTION FOR C.T.H. AP
S.T.H. 441 TO S.T.H. 47

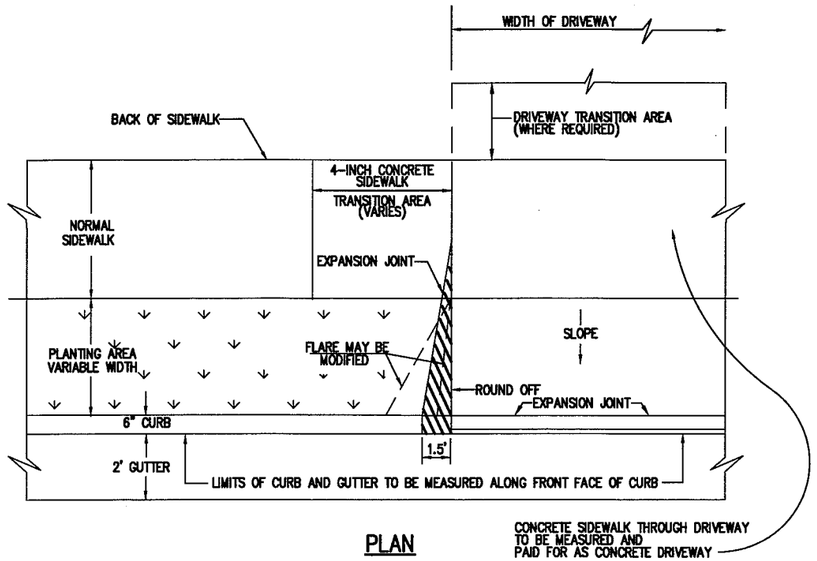
STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TYPICAL CROSS SECTIONS - CONSTRUCTION PHASING	SHEET NO: 8	E





CONCRETE DRIVEWAY DETAIL

(EXISTING SIDEWALK TO REMAIN)



PLAN

CONCRETE DRIVEWAY DETAIL

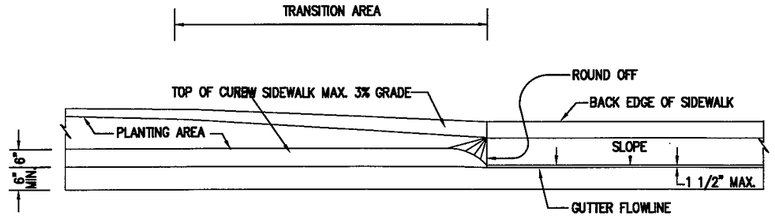
GENERAL NOTES FOR DRIVEWAYS

MATERIALS FOR DRIVEWAY TRANSITION AREAS TO BE SAME AS EXISTING

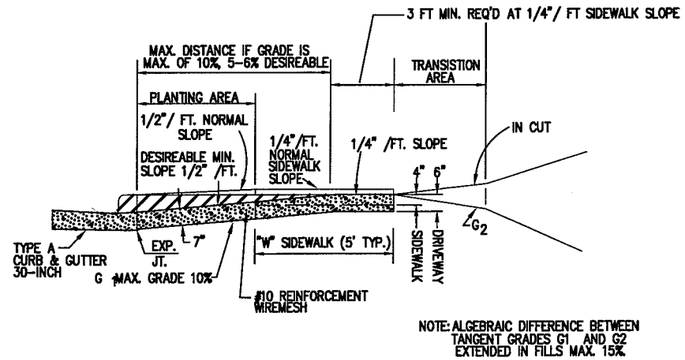
FOR ASPHALTIC DRIVEWAYS USE 12" BASE AGGREGATE DENSE, 1 1/4-INCH AND 4" ASPHALTIC SURFACE (2" UPPER LAYER AND 2" LOWER LAYER) OR MATCH EXISTING, WHICHEVER IS GREATER.

FOR CONCRETE DRIVEWAYS, USE 7" C

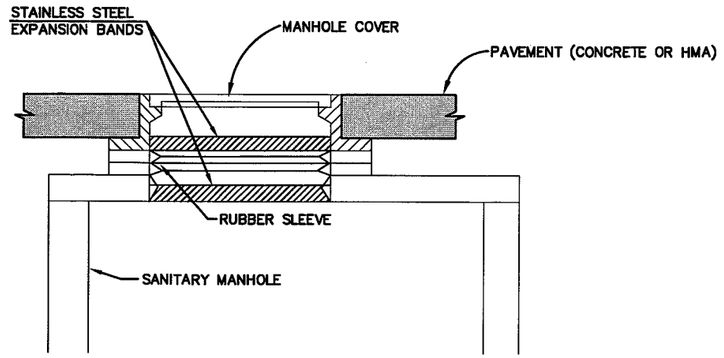
JEWALK, DRIVEWAY TRANSITIONS WILL CONSIST OF A STRAIGHTLINE GRADE FROM BACK OF CURB TO MATCH POINT.



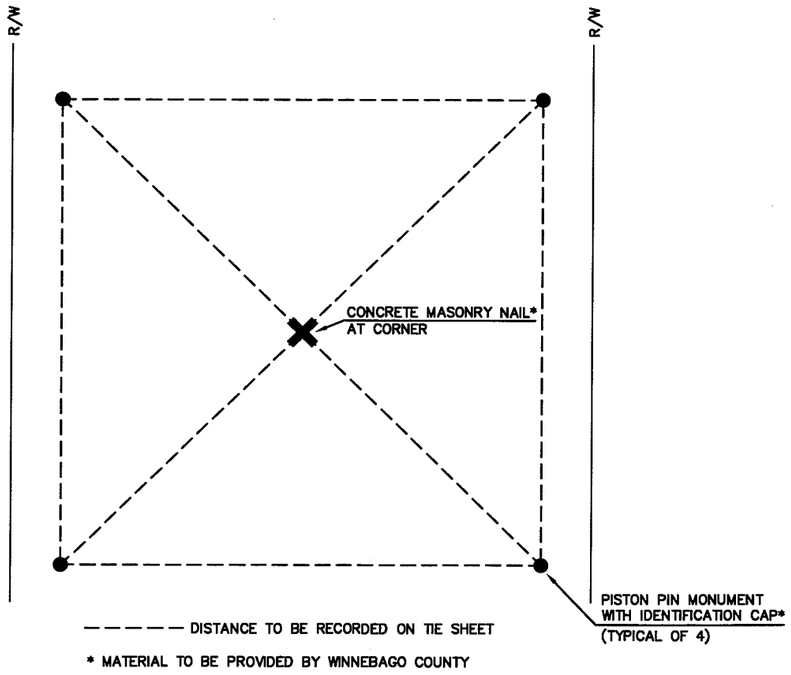
PROFILE PARALLEL TO CENTERLINE OF ROADWAY



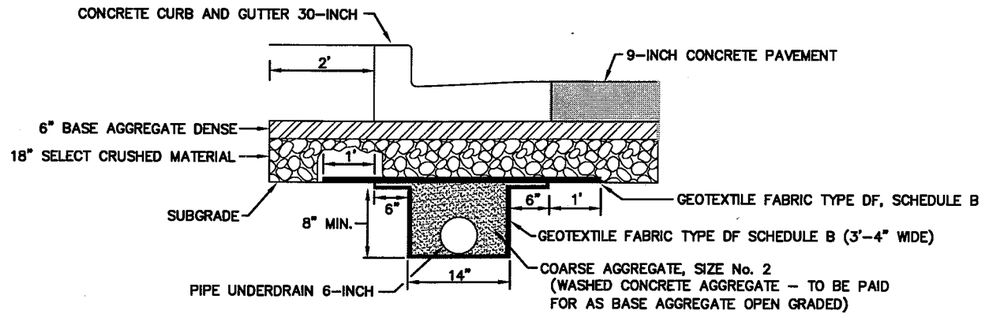
PROFILE PARALLEL TO C/L OF DRIVEWAY



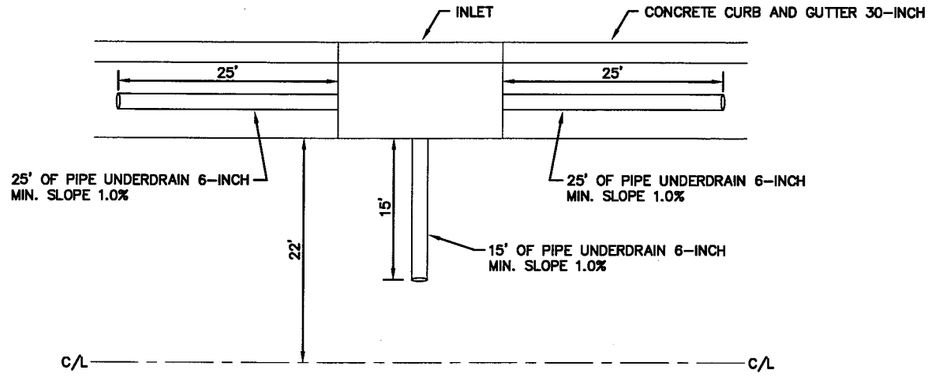
INTERNAL RUBBER CHIMNEY SEAL DETAIL



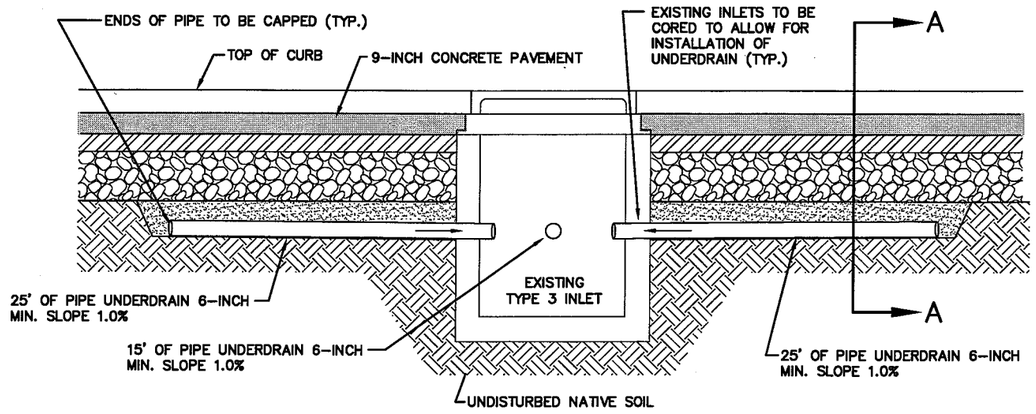
LANDMARK REFERENCE MONUMENTS, SPECIAL



SECTION A-A



PLAN VIEW



STUB DRAIN DETAIL FOR INLETS AT LOW POINTS

NORTH

20 10 0 20
SCALE — FEET

WCL RAILROAD

C.T.H. AP – MIDWAY ROAD

REMOVE 16' OF 15" RCPSS
PLACE 16' OF 15" RCPSS

REMOVE 86' OF 15" RCPSS
PLACE 86' OR 15" RCPSS

NEW CASTING REQ'D

EARL STREET

MISSION STREET

EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

(P1) PIPE RUN
① STORM SEWER STRUCTURE NUMBER

TEMPORARY DITCH CHECKS
INLET PROTECTION, TYPE C
INLET PROTECTION, TYPE A
EROSION MAT, URBAN, CLASS I, TYPE A

C.T.H. AP – MIDWAY ROAD

REMOVE 71' OF 15" RCPSS
PLACE 71' OF 15" RCPSS

PLACE 45' OF 15" RCPSS

TYPE 1 INLET REQ'D

PLACE 123' OF 6" PVC

TYPE 3 INLET REQ'D

REMOVE EXISTING INLET

REMOVE 43" OF 15" RCPSS

FATIMA STREET

EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 11	E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

C.T.H. AP – MIDWAY ROAD

NEW CASTING REQ'D

TEMPORARY DITCH CHECKS

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE A

EROSION MAT, URBAN, CLASS I, TYPE A

(P1) PIPE RUN

① STORM SEWER STRUCTURE NUMBER

C.T.H. AP – MIDWAY ROAD

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 12	E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

MIDWAY PLACE

C.T.H. AP – MIDWAY ROAD

REMOVE EXISTING INLET
TYPE 3 INLET REQ'D

REMOVE 71' OF 15" RCPSS
PLACE 71' OF 15" RCPSS

NEW CASTING REQ'D

KENWOOD DRIVE

PARKSIDE DRIVE

P1 PIPE RUN

① STORM SEWER STRUCTURE NUMBER

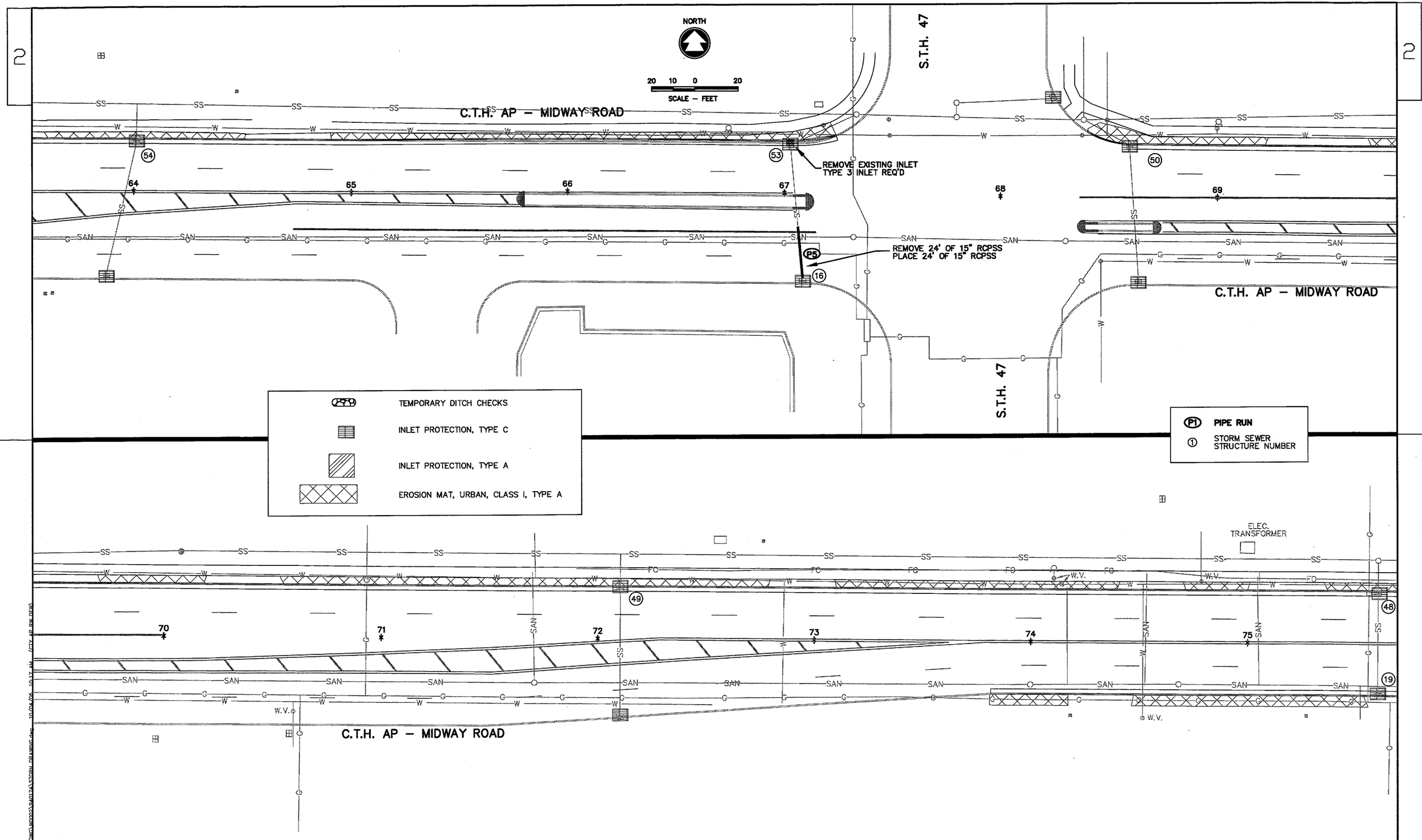
TEMPORARY DITCH CHECKS

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE A

EROSION MAT, URBAN, CLASS I, TYPE A

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORMSEWER / EROSION CONTROL DETAIL	SHEET NO: 13	E



STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 14	E

WSDOT/CADDS SHEET 42

path: w:\DWG\W0002\94017A\STORM DRAWING.dwg 10/04/06 10:17 AM (CITY AP RW DEV)

NORTH

20 10 0 20

SCALE – FEET

REMOVE 16' OF 15" RCPSS
PLACE 16' OF 15" RCPSS

REMOVE 45' OF 15" RCPSS
PLACE 45" OF 15" RCPSS

NEW CASTING REQ'D

C.T.H. AP – MIDWAY ROAD

UNIVERSITY DR.

P1 PIPE RUN

① STORM SEWER STRUCTURE NUMBER

EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TEMPORARY DITCH CHECKS

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE A

EROSION MAT, URBAN, CLASS I, TYPE A

C.T.H. AP – MIDWAY ROAD

UNIVERSITY DR.

NEW CASTING REQ'D

REMOVE 46' OF 15" RCPSS
PLACE 46" OF 15" RCPSS

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 15	E

NORTH

20 10 0 20

SCALE – FEET

C.T.H. AP – MIDWAY ROAD

BUS STOP

OPPORTUNITY WAY (PRIVATE ROAD)

C.T.H. AP – MIDWAY ROAD

(P1) PIPE RUN

① STORM SEWER STRUCTURE NUMBER

TEMPORARY DITCH CHECKS

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE A

EROSION MAT, URBAN, CLASS I, TYPE A

C.T.H. AP – MIDWAY ROAD

ELEC. PAD

REMOVE EXISTING INLET
TYPE 3 INLET REQ'D

CONCRETE SIDEWALK

HOME AVENUE

STEAD DRIVE

EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STATE PROJECT NUMBER: MIDWAY ROAD (C.T.H. AP)	HWY: CTH AP (MIDWAY ROAD)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 16 E

WISDOT/CADDS SHEET 42

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NORTH

20 10 0 20

SCALE – FEET

EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

C.T.H. AP – MIDWAY ROAD

N. LINDA AVE.

S. LINDA AVE.

ESTATE DRIVE

CONCRETE SIDEWALK

REMOVE 16' OF 15" RCPSS
PLACE 16' OF 15" RCPSS

REMOVE 10' OF 15" RCPSS
PLACE 10' OF 15" RCPSS

TYPE 3 INLET REQ'D
PLACE 29' OF 12" RCPSS

REMOVE 62' OF 15" RCPSS
PLACE 62' OF 15" RCPSS

REMOVE EXISTING INLET
TYPE 3 INLET REQ'D

REMOVE 47' OF 15" RCPSS
PLACE 47' OF 15" RCPSS

P1 PIPE RUN

① STORM SEWER STRUCTURE NUMBER

TEMPORARY DITCH CHECKS

INLET PROTECTION, TYPE C

INLET PROTECTION, TYPE A

EROSION MAT, URBAN, CLASS I, TYPE A

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 17 E

WSDOT/CADDS SHEET 42

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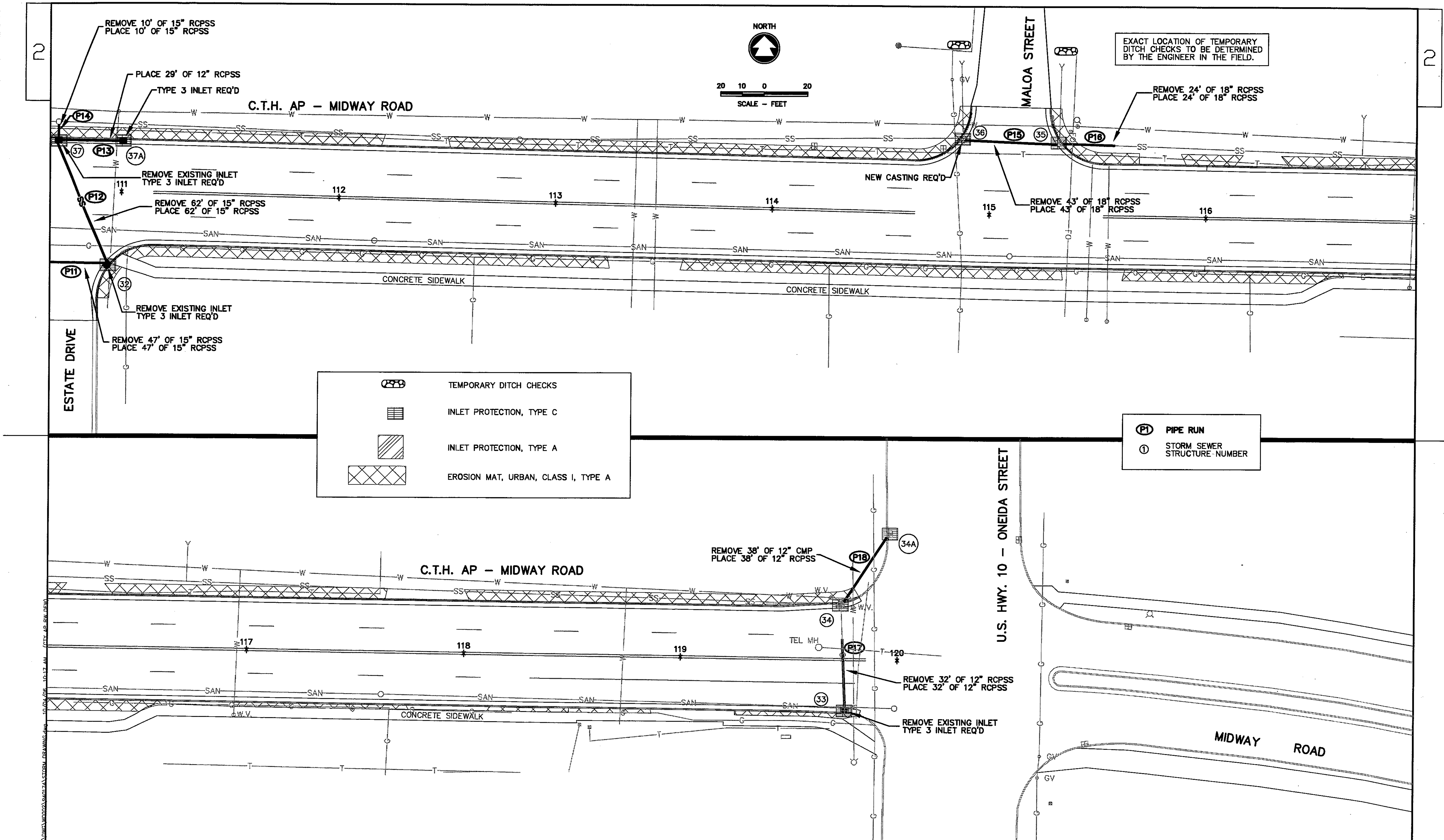
2
REMOVE 10' OF 15" RCPSS
PLACE 10' OF 15" RCPSS
PLACE 29' OF 12" RCPSS
TYPE 3 INLET REQ'D
C.T.H. AP – MIDWAY ROAD
NORTH
20 10 0 20
SCALE – FEET
MALOA STREET
EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
REMOVE 24' OF 18" RCPSS
PLACE 24' OF 18" RCPSS
P14
P13
37
37A
P15
36
35
P16
REMOVE EXISTING INLET
TYPE 3 INLET REQ'D
NEW CASTING REQ'D
P12
REMOVE 62' OF 15" RCPSS
PLACE 62' OF 15" RCPSS
REMOVE 43' OF 18" RCPSS
PLACE 43' OF 18" RCPSS
111
112
113
114
115
116
P11
32
CONCRETE SIDEWALK
CONCRETE SIDEWALK
REMOVE EXISTING INLET
TYPE 3 INLET REQ'D
REMOVE 47' OF 15" RCPSS
PLACE 47' OF 15" RCPSS
ESTATE DRIVE
TEMPORARY DITCH CHECKS
INLET PROTECTION, TYPE C
INLET PROTECTION, TYPE A
EROSION MAT, URBAN, CLASS I, TYPE A
P1 PIPE RUN
① STORM SEWER STRUCTURE NUMBER
U.S. HWY. 10 – ONEIDA STREET
REMOVE 38' OF 12" CMP
PLACE 38' OF 12" RCPSS
P18
34A
C.T.H. AP – MIDWAY ROAD
34
TEL MH
P17
117
118
119
120
REMOVE 32' OF 12" RCPSS
PLACE 32' OF 12" RCPSS
33
CONCRETE SIDEWALK
REMOVE EXISTING INLET
TYPE 3 INLET REQ'D
MIDWAY ROAD

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STORM SEWER / EROSION CONTROL DETAIL	SHEET NO: 18	E

WISDOT/CADDS SHEET 42

BEGIN PROJECT 4984-01-30
STA. 29+95.25
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.
MATCH EXISTING TRANSVERSE JOINT

NORTH

20 10 0 20
SCALE - FEET

MIDWAY ROAD - C.T.H. AP

STA. 30+38.45 'AP'=
STA. 10+00 EARL ST.

CONCRETE CURB AND GUTTER, 30-INCH TYPE A

STA. 34+16.82 'AP'=
STA. 10+00 MISSION ST.

P.I. STA. 35+75

C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
PVC +80
L.P. +27.65
PVT +70
+87.28
+75.06
+58.41
49' B-B
11'

P.I. STA. 32+00

STA 30+87.28 'AP', 49.50' RT =
STA 9+45.20 EARL, 48.50' RT
30.0' R. B.O.C.

STA 33+75.06, 49.50' RT
STA 9+50.42, 41.67' LT
25.0' R. B.O.C.

STA 34+58.41, 49.50' RT
STA 9+50.58, 41.67' RT
25.0' R. B.O.C.

STA 30+00.22 'AP', 45.13' RT =
STA 9+55.10 EARL, 38.50' LT
20.0' R. B.O.C.

N. INV.= 762.94
2-12" X 34' CLIV RCCP'S
N. INV.= 762.80

ASPHALT FLUME (TYP.)

END CONCRETE PAVEMENT AND CURB AND GUTTER, STA. 9+45.20

PROPOSED RE-DITCHING

STA. 8+96
25.5' LT
MATCH EXISTING DITCH

MATCH EXISTING STA. 8+95.98
SAWCUT REQ'D.

END CONCRETE PAVEMENT AND CURB AND GUTTER, STA. 9+48.85

9+32.28
12.16' LT.

MATCH EXISTING STA. 9+12.46
SAWCUT REQ'D.

10' TYP.

LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

STA. 8+50
23' LT.
FL= 762.63

STA. 8+00
23' LT.
FL= 762.43

PROPOSED RE-DITCHING

MATCH EXISTING
15" CMP
INV.= 762.23

EARL STREET

MISSION STREET

REDITCH EARL STREET, STA. 7+50 LT. - STA. 9+38 LT. AND STA. 8+96 RT. - 9+38 RT. SPOT ELEVATIONS ON PROPOSED RE-DITCHING AREAS ARE DITCH FLOWLINES.

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

LEGEND
REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E-1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)
- - - - - C.T.H. AP MAINLINE LONGITUDINAL JOINT

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 19 E

WSDOT/CADDS SHEET 42

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2

NORTH

20 10 0 20

SCALE – FEET

MIDWAY ROAD – C.T.H. AP

P.I. STA. 35+75

CONCRETE CURB AND GUTTER, 30-INCH TYPE A

STA. 39+73.61 'AP'= STA. 10+00 FATIMA ST.

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

+31.89

+14.89

PVC +80

L.P. +05.38

P.I. STA. 41+43.85

STA 39+31.89, 49.50' RT
STA 9+50.68, 41.50' LT
25.0' R. B.O.C.

STA 40+14.89, 49.50' RT
STA 9+50.68, 41.50' RT
25.0' R. B.O.C.

ASPHALT FLUME (TYP.)

END CONCRETE PAVEMENT AND CURB AND GUTTER, STA. 9+50.68

MATCH EXISTING STA. 9+25.34 SAWCUT REQ'D.

FATIMA STREET

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

LEGEND

REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E-1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)

C.T.H. AP MAINLINE LONGITUDINAL JOINT

LEGEND

(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 20	E

WSDOT/CADDS SHEET 42

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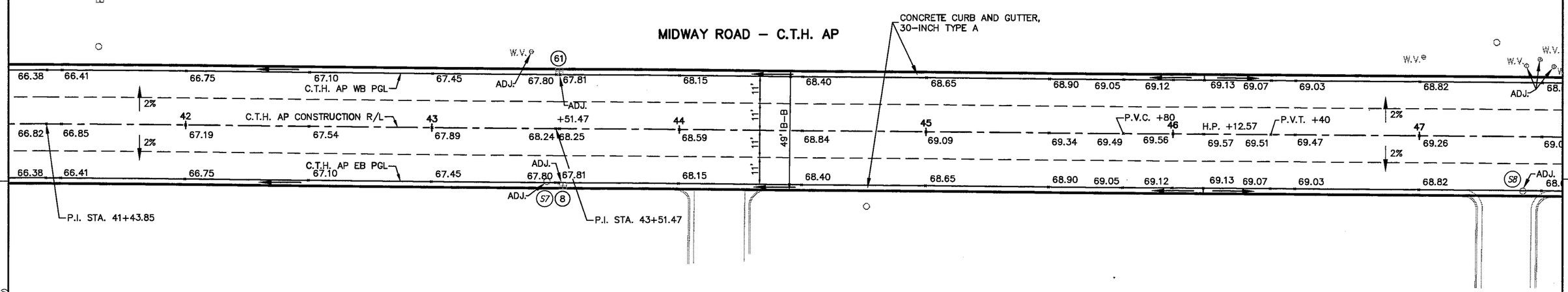
NORTH

20 10 0 20

SCALE – FEET

MIDWAY ROAD – C.T.H. AP



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

– – – – – LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 21	E

WISDOT/CADDS SHEET 42

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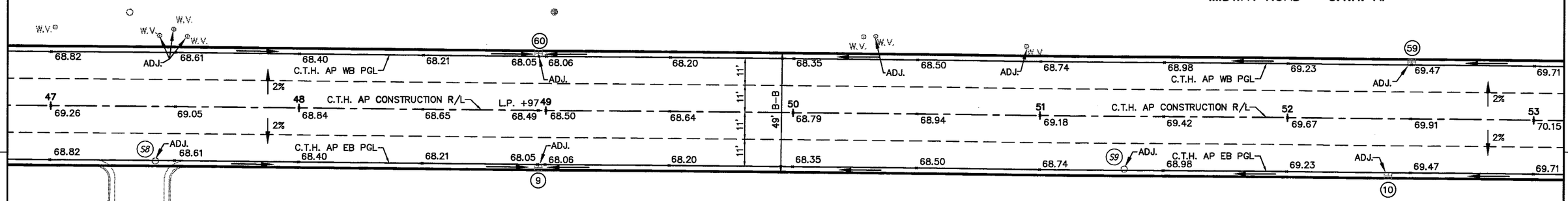
2

NORTH

20 10 0 20

SCALE – FEET

MIDWAY ROAD – C.T.H. AP



MIDWAY ROAD – C.T.H. AP

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

– – – – – LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

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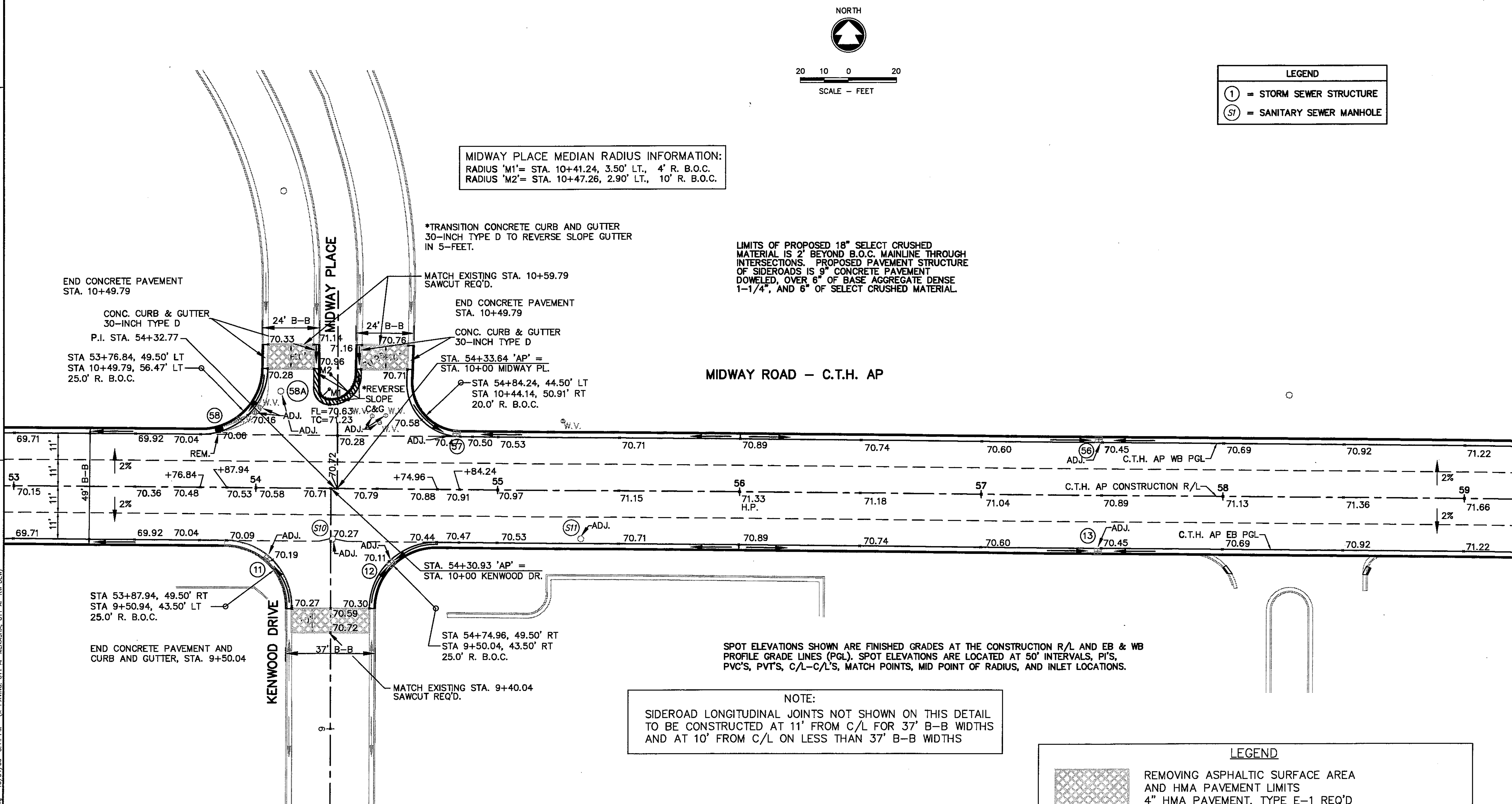
STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 22	E



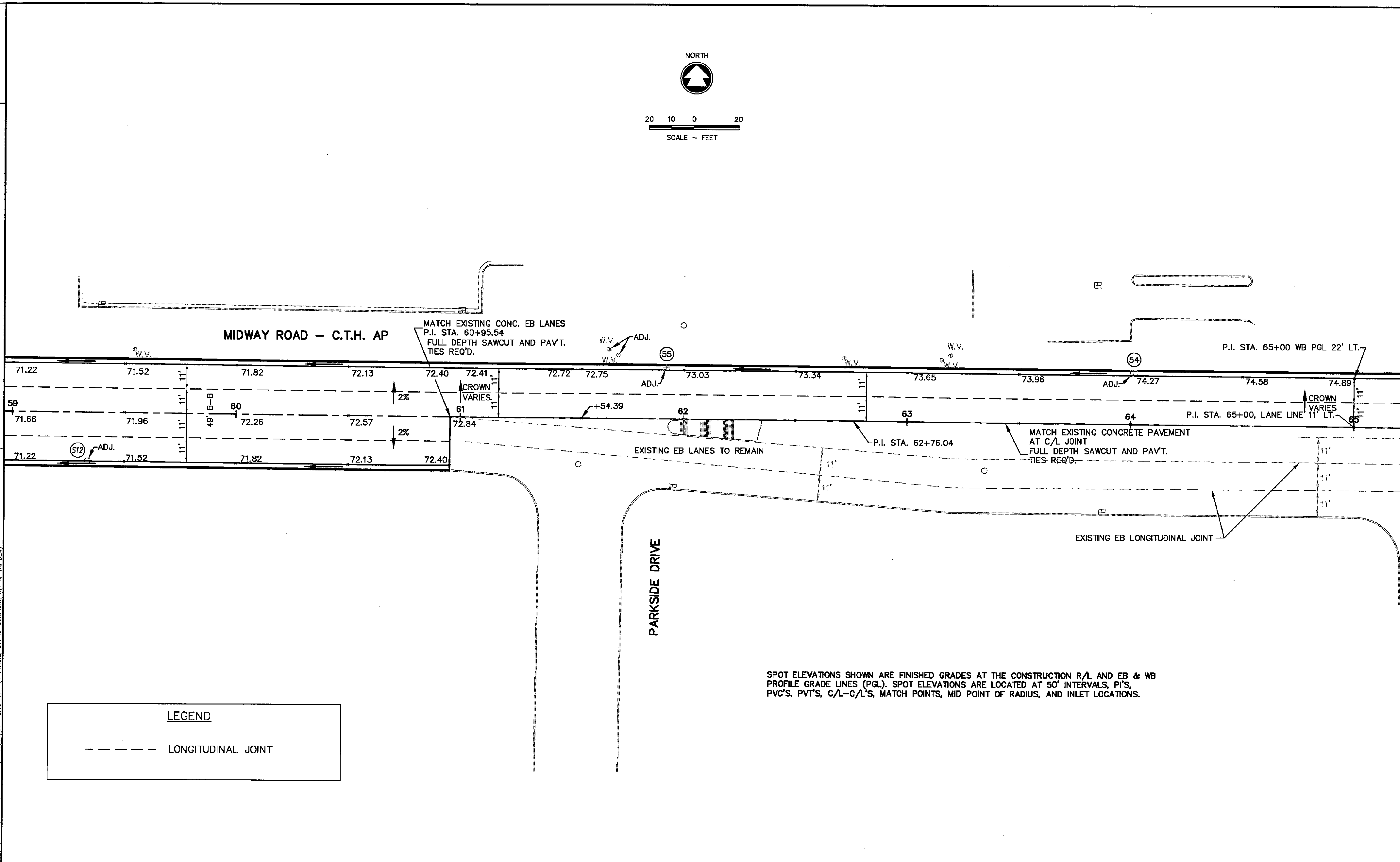
NORTH
20 10 0 20
SCALE - FEET
LEGEND
1 = STORM SEWER STRUCTURE
S1 = SANITARY SEWER MANHOLE
MIDWAY PLACE MEDIAN RADIUS INFORMATION:
RADIUS 'M1'= STA. 10+41.24, 3.50' LT., 4' R. B.O.C.
RADIUS 'M2'= STA. 10+47.26, 2.90' LT., 10' R. B.O.C.
*TRANSITION CONCRETE CURB AND GUTTER 30-INCH TYPE D TO REVERSE SLOPE GUTTER IN 5-FEET.
LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.
END CONCRETE PAVEMENT STA. 10+49.79
MATCH EXISTING STA. 10+59.79 SAWCUT REQ'D.
END CONCRETE PAVEMENT STA. 10+49.79
CONC. CURB & GUTTER 30-INCH TYPE D
P.I. STA. 54+32.77
STA 53+76.84, 49.50' LT
STA 10+49.79, 56.47' LT
25.0' R. B.O.C.
CONC. CURB & GUTTER 30-INCH TYPE D
STA. 54+33.64 'AP' = STA. 10+00 MIDWAY PL.
STA 54+84.24, 44.50' LT
STA 10+44.14, 50.91' RT
20.0' R. B.O.C.
MIDWAY PLACE
MIDWAY ROAD - C.T.H. AP
*REVERSE SLOPE C&G
FL=70.63
TC=71.23
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
H.P.
STA. 54+30.93 'AP' = STA. 10+00 KENWOOD DR.
STA 53+87.94, 49.50' RT
STA 9+50.94, 43.50' LT
25.0' R. B.O.C.
END CONCRETE PAVEMENT AND CURB AND GUTTER, STA. 9+50.04
KENWOOD DRIVE
STA 54+74.96, 49.50' RT
STA 9+50.04, 43.50' RT
25.0' R. B.O.C.
MATCH EXISTING STA. 9+40.04 SAWCUT REQ'D.
24' B-B
37' B-B
49' B-B

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND
- REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS 4" HMA PAVEMENT, TYPE E-1 REQ'D (2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)
- C.T.H. AP MAINLINE LONGITUDINAL JOINT

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 23	E


2
NORTH
20 10 0 20
SCALE ~ FEET
MIDWAY ROAD - C.T.H. AP
MATCH EXISTING CONC. EB LANES
P.I. STA. 60+95.54
FULL DEPTH SAWCUT AND PAV'T.
TIES REQ'D.
W.V.
ADJ.
CROWN VARIES
2%
49' B-B
+54.39
EXISTING EB LANES TO REMAIN
P.I. STA. 62+76.04
MATCH EXISTING CONCRETE PAVEMENT
AT C/L JOINT
FULL DEPTH SAWCUT AND PAV'T.
TIES REQ'D.
P.I. STA. 65+00 WB PGL 22' LT.
P.I. STA. 65+00, LANE LINE 11' LT.
EXISTING EB LONGITUDINAL JOINT
PARKSIDE DRIVE
71.22
71.52
71.82
72.13
72.40
72.41
72.72
72.75
73.03
73.34
73.65
73.96
74.27
74.58
74.89
71.66
71.96
72.26
72.57
72.84
59
60
61
62
63
64
65
11'
SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.
LEGEND
LONGITUDINAL JOINT

cschuh W:\DWG\W0002\940174\PAVE-06.dwg 10/04/06 12:15 PM (X-PAVING, CTY AP MENASHA, CTY AP RW DEW)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 24	E

WISDOT/CADDS SHEET 42

NORTH

20 10 0 20

SCALE – FEET

S.T.H. 47

P.I. STA. 65+67.52, WB PGL 22' LT.

MATCH EXISTING CURB AND GUTTER,
STA. 67+24.35, 24.53' LT.
FULL DEPTH SAWCUT REQ'D.

C.T.H. AP WB PGL

CROWN VARIES

75.20 75.31 75.51 75.82 ADJ. 76.07 76.11 76.58

P.I. STA. 65+67.52, LANE LINE 11' LT.

REM.

EXISTING E.O.P.

END CONC. WB LANES
STA 67+06.77
FULL DEPTH SAWCUT AND
DOWEL BARS REQ'D.

65 66 67 68 69 70 71

76.74

STA. 65+67.52 R/L 0.94' OFFSET
(SEE HORIZONTAL ALIGNMENT DETAILS)

C.T.H. AP CONSTRUCTION R/L

CTH AP CONST. REFERENCE LINE TO MATCH
EXISTING LONGITUDINAL JOINT
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.
EXISTING EB LANES TO REMAIN

STA. 67+85.47

BEGIN CONC. WB LANES
STA 68+39.60

MIDWAY ROAD – C.T.H. AP (16)

BEGIN CONC. WB LANES
STA 68+39.60
FULL DEPTH SAWCUT AND
DOWEL BARS REQ'D.

76.76 ADJ. 76.87 76.94 77.16 77.37 77.59 77.84

77.17

EXISTING EB LANES TO REMAIN

CTH AP CONST. REFERENCE LINE TO MATCH
EXISTING LONGITUDINAL JOINT
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.
STA. 68+39.60– STA. 73+82.01
EXISTING EB LANES TO REMAIN

EB EXISTING LONGITUDINAL JOINTS

MIDWAY ROAD – C.T.H. AP

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

– – – – – LONGITUDINAL JOINT

LEGEND

(1) = STORM SEWER STRUCTURE

(ST) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 25	E

WSDOT/CADDS SHEET 42

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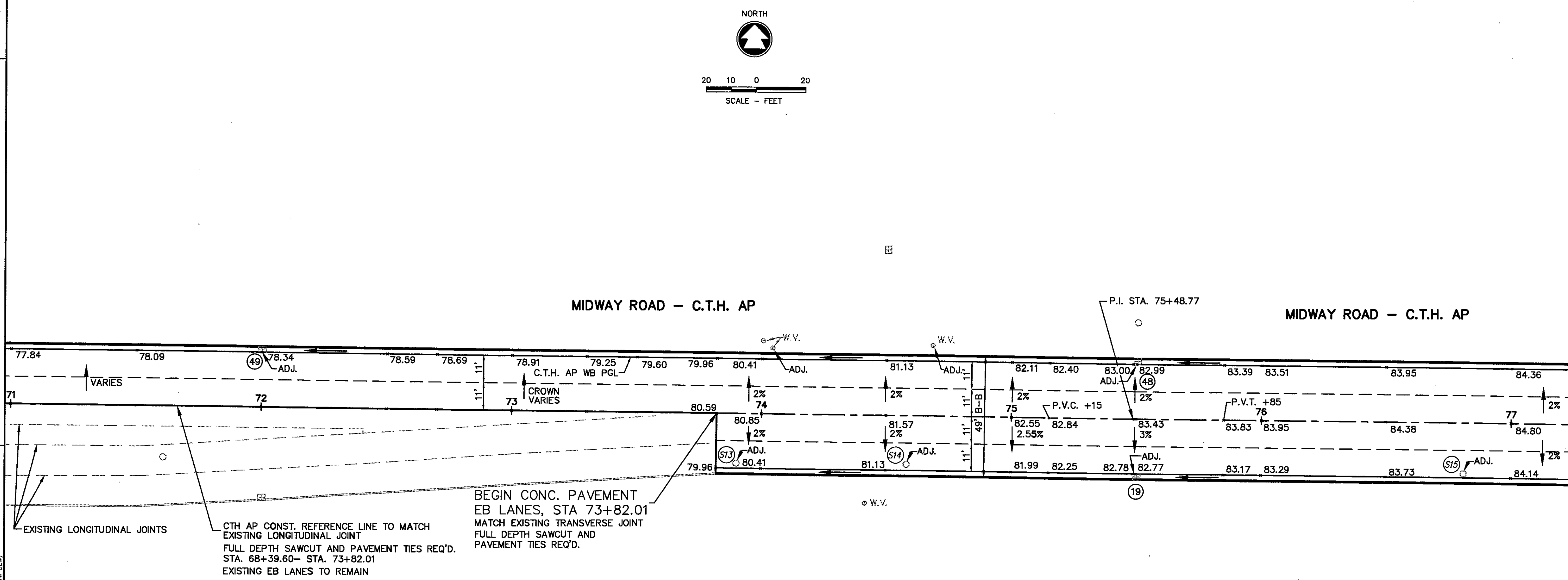

NORTH
20 10 0 20
SCALE - FEET
MIDWAY ROAD - C.T.H. AP
MIDWAY ROAD - C.T.H. AP
P.I. STA. 75+48.77
C.T.H. AP WB PGL
CROWN VARIES
VARIES
P.V.C. +15
P.V.T. +85
B-B
EXISTING LONGITUDINAL JOINTS
CTH AP CONST. REFERENCE LINE TO MATCH EXISTING LONGITUDINAL JOINT
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D. STA. 68+39.60- STA. 73+82.01
EXISTING EB LANES TO REMAIN
BEGIN CONC. PAVEMENT EB LANES, STA 73+82.01
MATCH EXISTING TRANSVERSE JOINT
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

- - - - - - LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND

(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

NORTH

20 10 0 20

SCALE – FEET

LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

MIDWAY ROAD – C.T.H. AP

P.I. STA. 78+54.45

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

84.36 84.79 85.21 85.64 85.66 85.89 86.14 86.39 86.82 87.10

84.80 85.23 85.65 86.08 86.10 L.P. 86.33 86.58 86.83 87.26 87.54 87.69 87.92 88.12 88.29 88.38 88.55 88.76 88.98 89.12 89.41

84.14 84.57 84.99 85.42 85.44 85.67 85.92 86.17 86.71 87.03 87.25 87.48 87.68 87.85 87.94 88.31 88.53 88.75

77 78 79 80 81 82 83

2% 3% 2.5% 2.32% 2.68%

+83.22 +70.23 +80.41 +66.38

ADJ. (47) (46) (45) (20) (S16) (S17) (S18) (21) (22) (23)

B-B 49'

11'

STA 80+83.22, 49.50' LT
STA 10+50.29, 43.50' LT ℄
25.0' R. B.O.C.

STA. 81+27.61 'AP'=
STA. 10+00 UNIVERSITY DR.

END CONCRETE PAVEMENT AND CURB & GUTTER, STA. 10+50.29

MATCH EXISTING
STA. 10+93.47
SAWCUT REQ'D.

UNIVERSITY DRIVE

86.84 87.24 87.09 87.14 87.66 87.64 87.89 87.73 88.21 88.32 88.06

10'

STA 81+70.23, 49.50' LT
STA 10+48.73, 43.50' RT
25.0' R. B.O.C.

P.I. STA. 82+24.88

STA 81+80.41 49' RT
STA 9+51.40, 43.50' LT
24.5' R. B.O.C.

STA. 82+22.96 'AP'=
STA. 10+00 UNIVERSITY DR.

STA 82+66.38, 49' RT
STA 9+50.63, 43' RT
24.5' R. B.O.C.

END CONCRETE PAV'T. & CURB & GUTTER, STA. 9+47.93

MATCH EXISTING
STA. 9+05.68
SAWCUT REQ'D.

UNIVERSITY DRIVE

W.V. ADJ.

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E-1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)

– – – – – – C.T.H. AP MAINLINE LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 27	E

WSDOT/CADDS SHEET 42

cadhuh W:\DWG\W0002\34017A\PAVE-09.dwg 02/07/07 10:01 AM (X-PAVING, CITY AP MENASHA, CITY AP RW DEW)

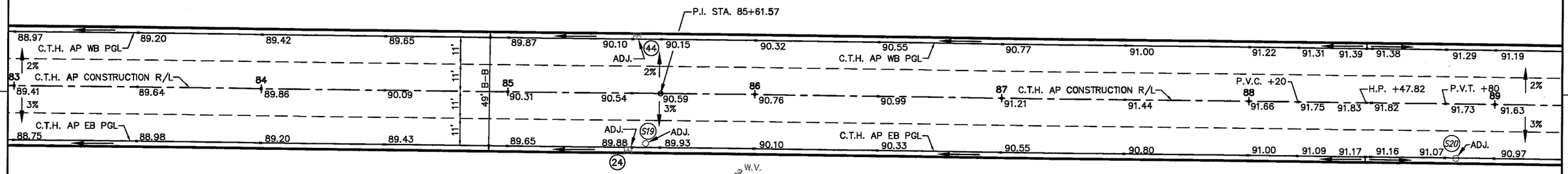
2

NORTH

20 10 0 20

SCALE – FEET

MIDWAY ROAD – C.T.H. AP



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

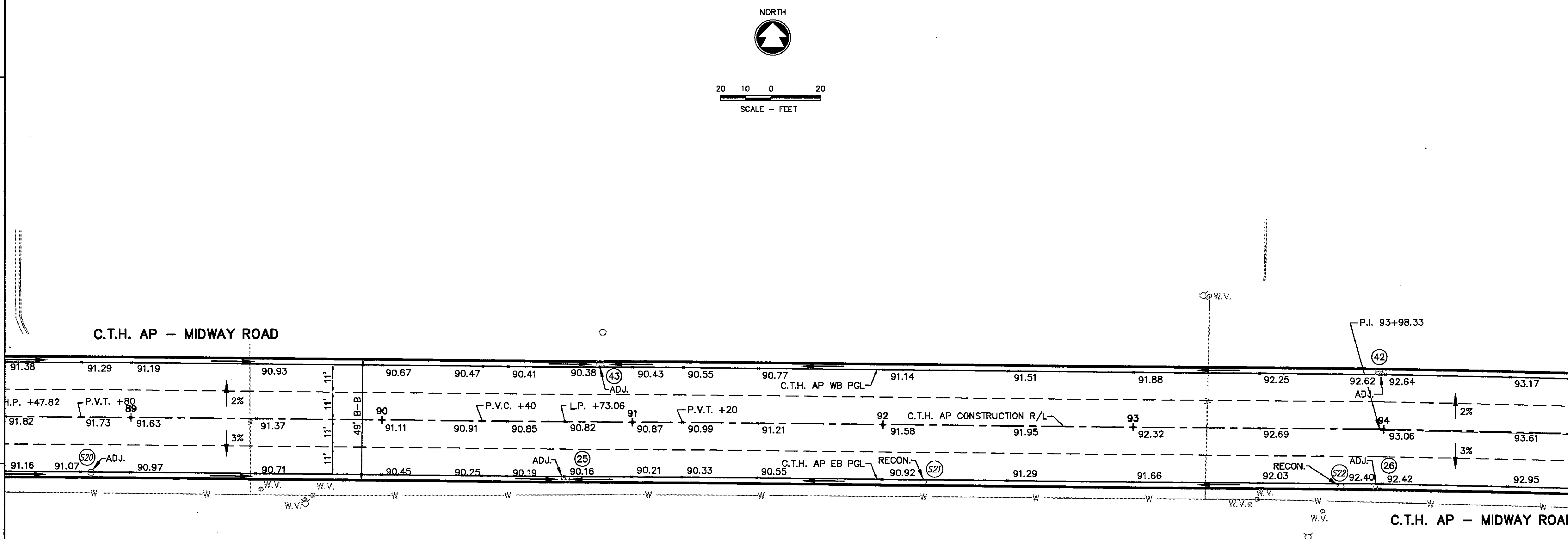
– – – – – LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 28	E

2



2

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

– – – – – LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

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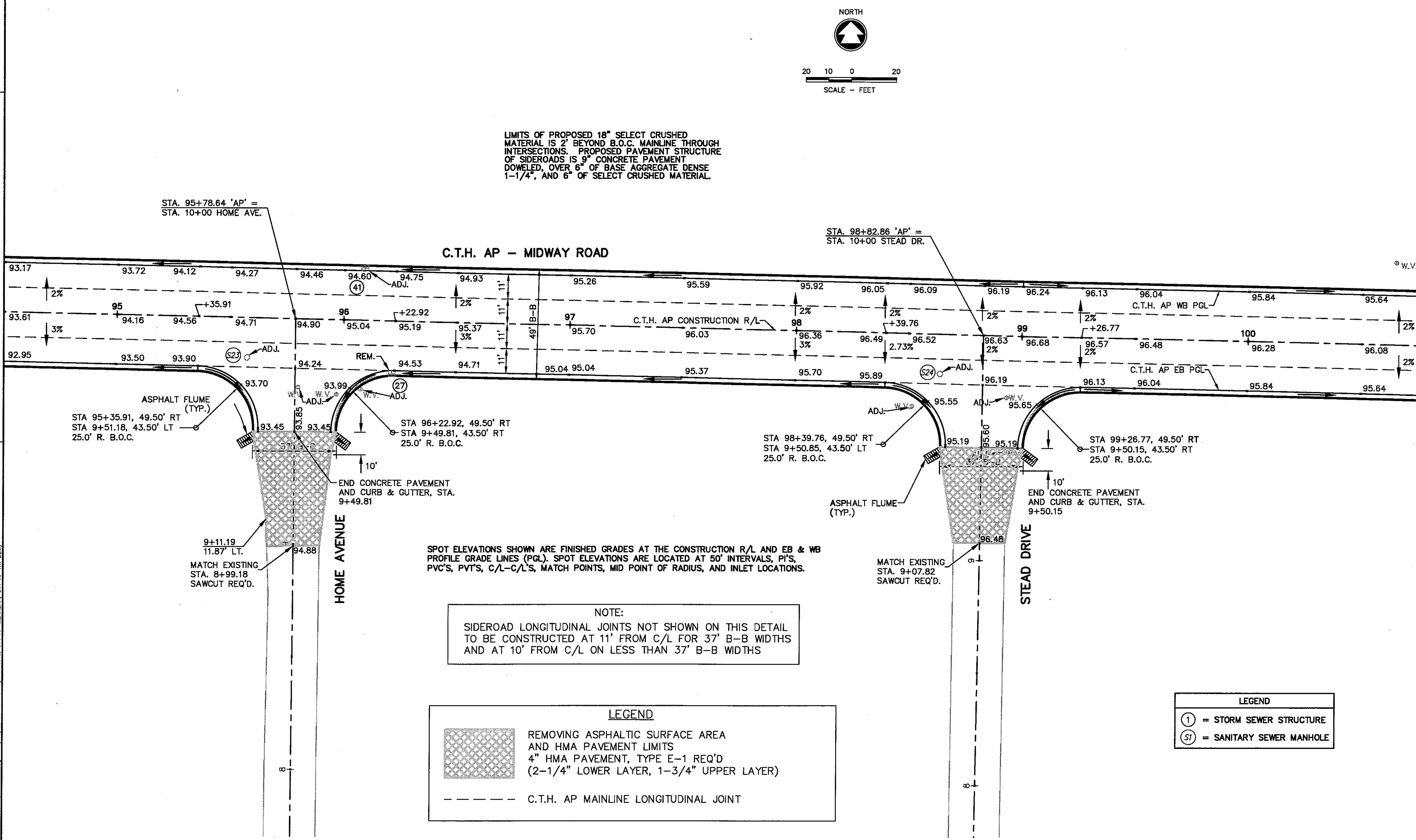
STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 29	E



LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

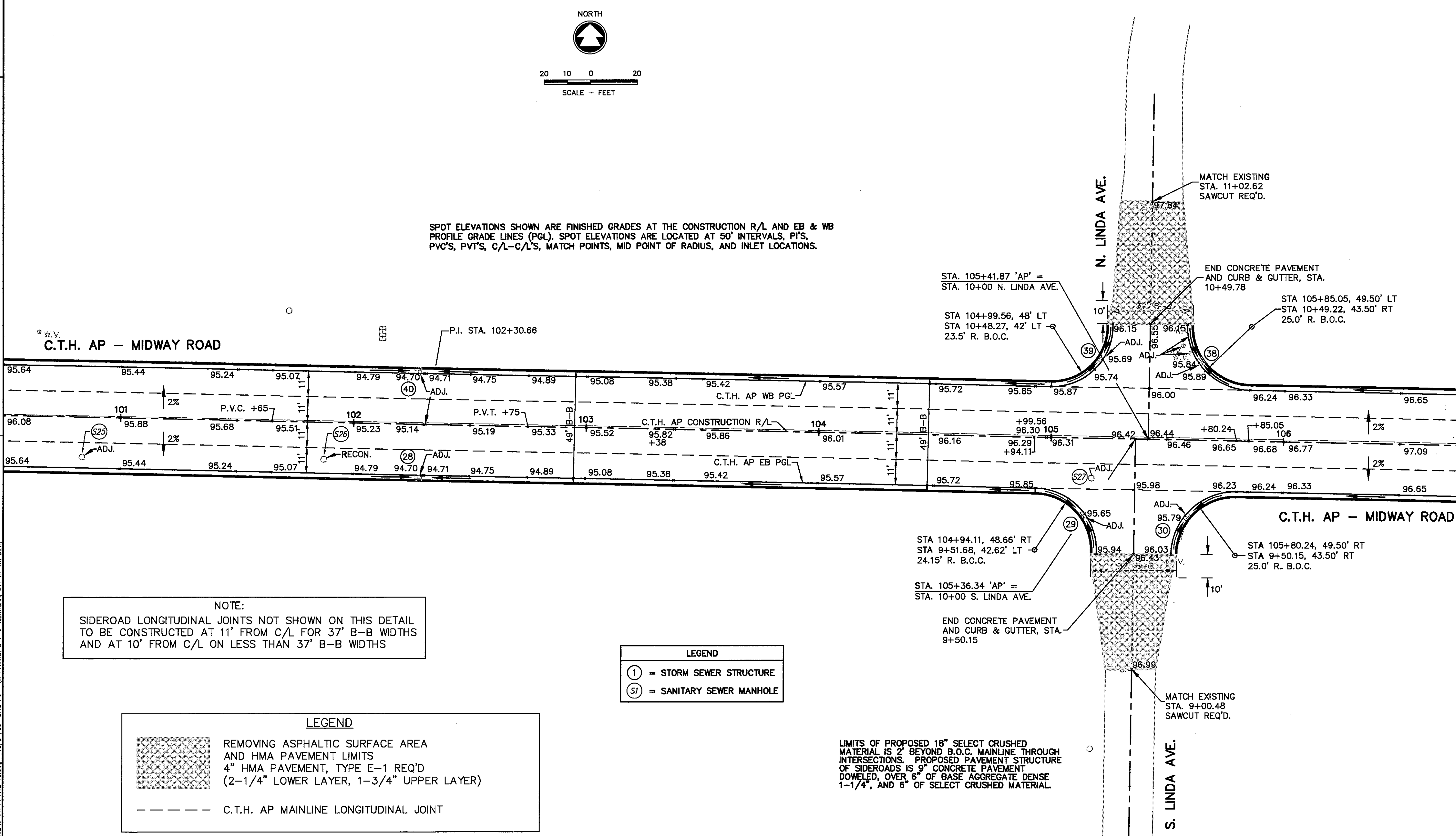
NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND
- (hatched) REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS 4" HMA PAVEMENT, TYPE E-1 REQ'D (2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)
- – – – – – C.T.H. AP MAINLINE LONGITUDINAL JOINT

LEGEND
- (1) = STORM SEWER STRUCTURE
- (S1) = SANITARY SEWER MANHOLE

cschuh W:\DWG\WD002\940174\PAVE-12.dwg 10/04/06 3:19 PM (X-PAVING, CTY AP MENASHA, CTY AP RW DEW)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 30	E



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND

(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

LEGEND

REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E–1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)

– – – – – C.T.H. AP MAINLINE LONGITUDINAL JOINT

NORTH

20 10 0 20

SCALE – FEET

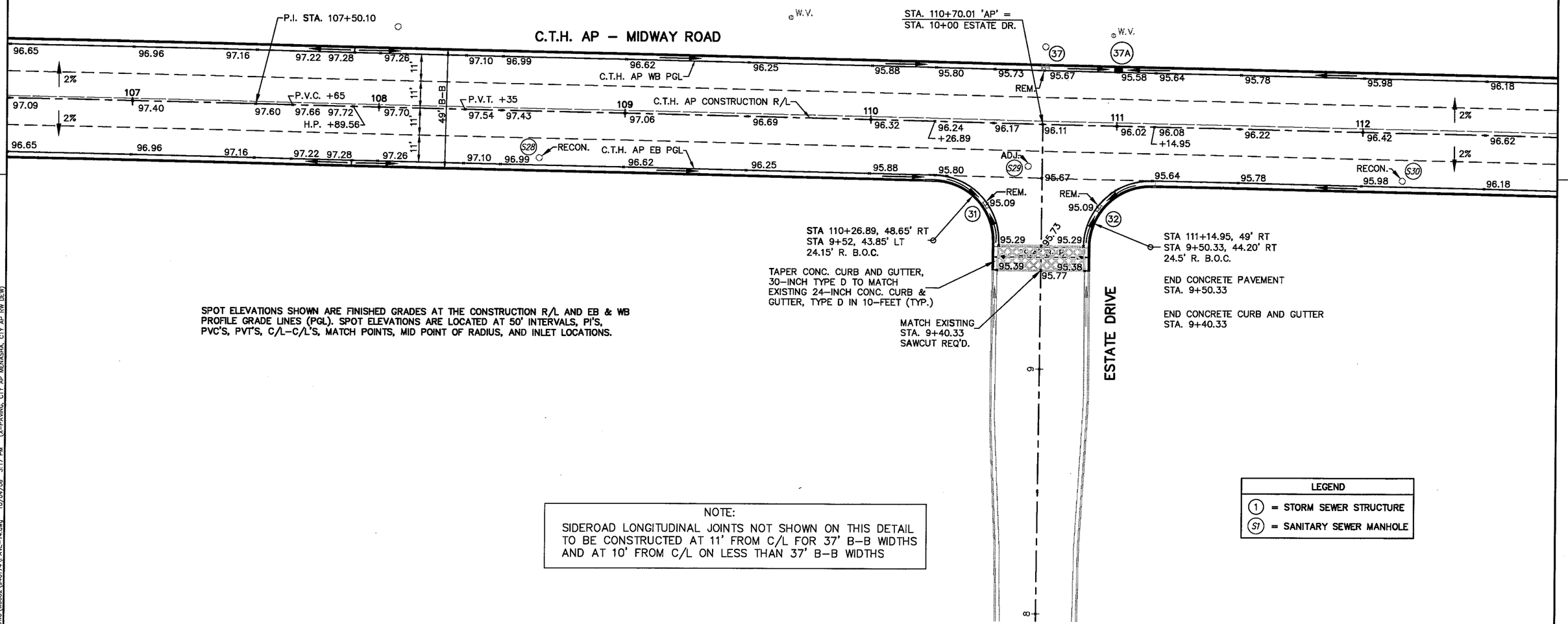
LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.

LEGEND

REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E-1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)

C.T.H. AP MAINLINE LONGITUDINAL JOINT

C.T.H. AP – MIDWAY ROAD



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND

(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 32	E

NORTH

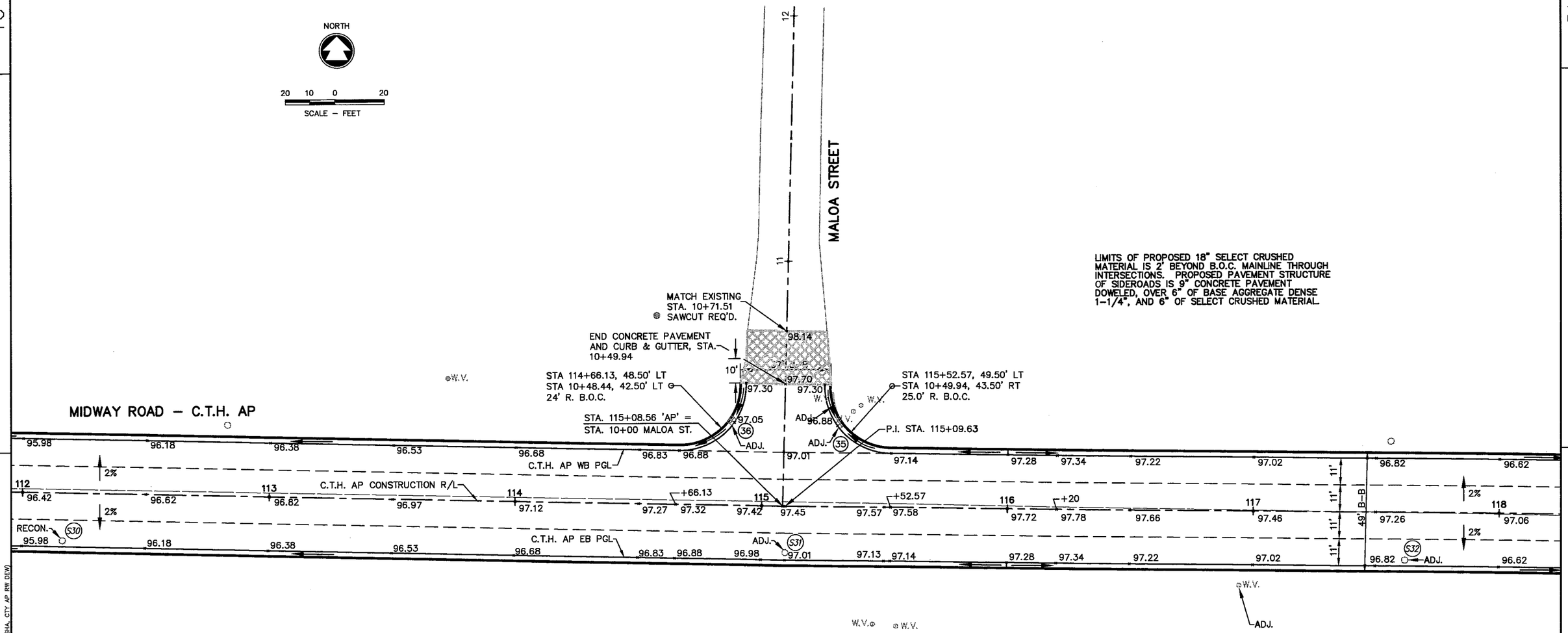
20 10 0 20

SCALE – FEET

MIDWAY ROAD – C.T.H. AP

MALOA STREET

LIMITS OF PROPOSED 18" SELECT CRUSHED MATERIAL IS 2' BEYOND B.O.C. MAINLINE THROUGH INTERSECTIONS. PROPOSED PAVEMENT STRUCTURE OF SIDEROADS IS 9" CONCRETE PAVEMENT DOWELED, OVER 6" OF BASE AGGREGATE DENSE 1-1/4", AND 6" OF SELECT CRUSHED MATERIAL.



SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L–C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

REMOVING ASPHALTIC SURFACE AREA AND HMA PAVEMENT LIMITS
4" HMA PAVEMENT, TYPE E-1 REQ'D
(2-1/4" LOWER LAYER, 1-3/4" UPPER LAYER)

C.T.H. AP MAINLINE LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B–B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B–B WIDTHS

LEGEND
(1) = STORM SEWER STRUCTURE
(S1) = SANITARY SEWER MANHOLE

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVING DETAIL	SHEET NO: 33	E

WSDOT/CADDS SHEET 42

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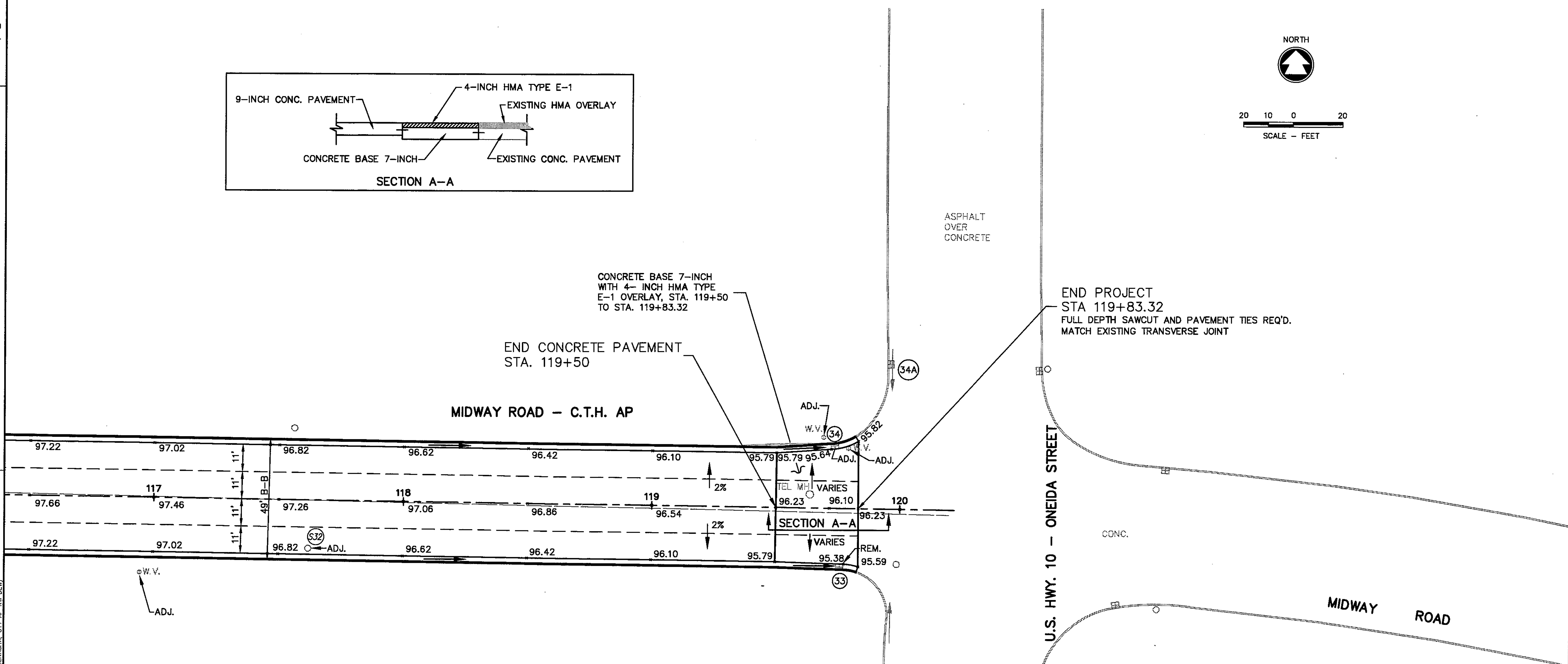

9-INCH CONC. PAVEMENT
4-INCH HMA TYPE E-1
EXISTING HMA OVERLAY
CONCRETE BASE 7-INCH
EXISTING CONC. PAVEMENT
SECTION A-A
NORTH
20 10 0 20
SCALE - FEET
ASPHALT OVER CONCRETE
CONCRETE BASE 7-INCH WITH 4- INCH HMA TYPE E-1 OVERLAY, STA. 119+50 TO STA. 119+83.32
END PROJECT
STA 119+83.32
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D. MATCH EXISTING TRANSVERSE JOINT
END CONCRETE PAVEMENT
STA. 119+50
MIDWAY ROAD - C.T.H. AP
U.S. HWY. 10 - ONEIDA STREET
CONC.
MIDWAY ROAD
SECTION A-A
VARIES
2%
REM.
ADJ.
W.V.
TEL. MH
49' B-B

SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND EB & WB PROFILE GRADE LINES (PGL). SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PI'S, PVC'S, PVT'S, C/L-C/L'S, MATCH POINTS, MID POINT OF RADIUS, AND INLET LOCATIONS.

LEGEND

– – – – – LONGITUDINAL JOINT

NOTE:
SIDEROAD LONGITUDINAL JOINTS NOT SHOWN ON THIS DETAIL TO BE CONSTRUCTED AT 11' FROM C/L FOR 37' B-B WIDTHS AND AT 10' FROM C/L ON LESS THAN 37' B-B WIDTHS

LEGEND

(1) = STORM SEWER STRUCTURE

(S1) = SANITARY SEWER MANHOLE

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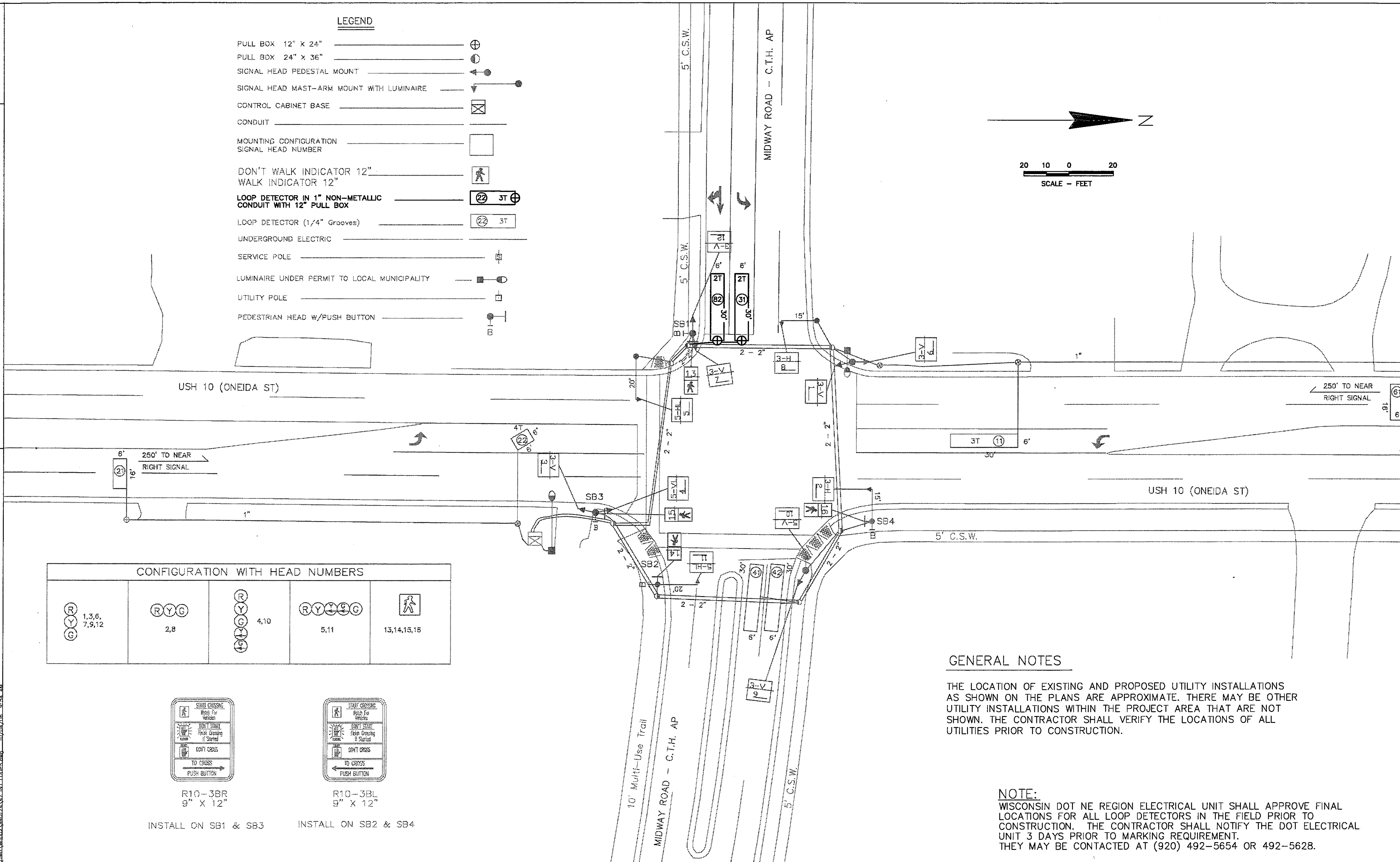


CONFIGURATION WITH HEAD NUMBERS

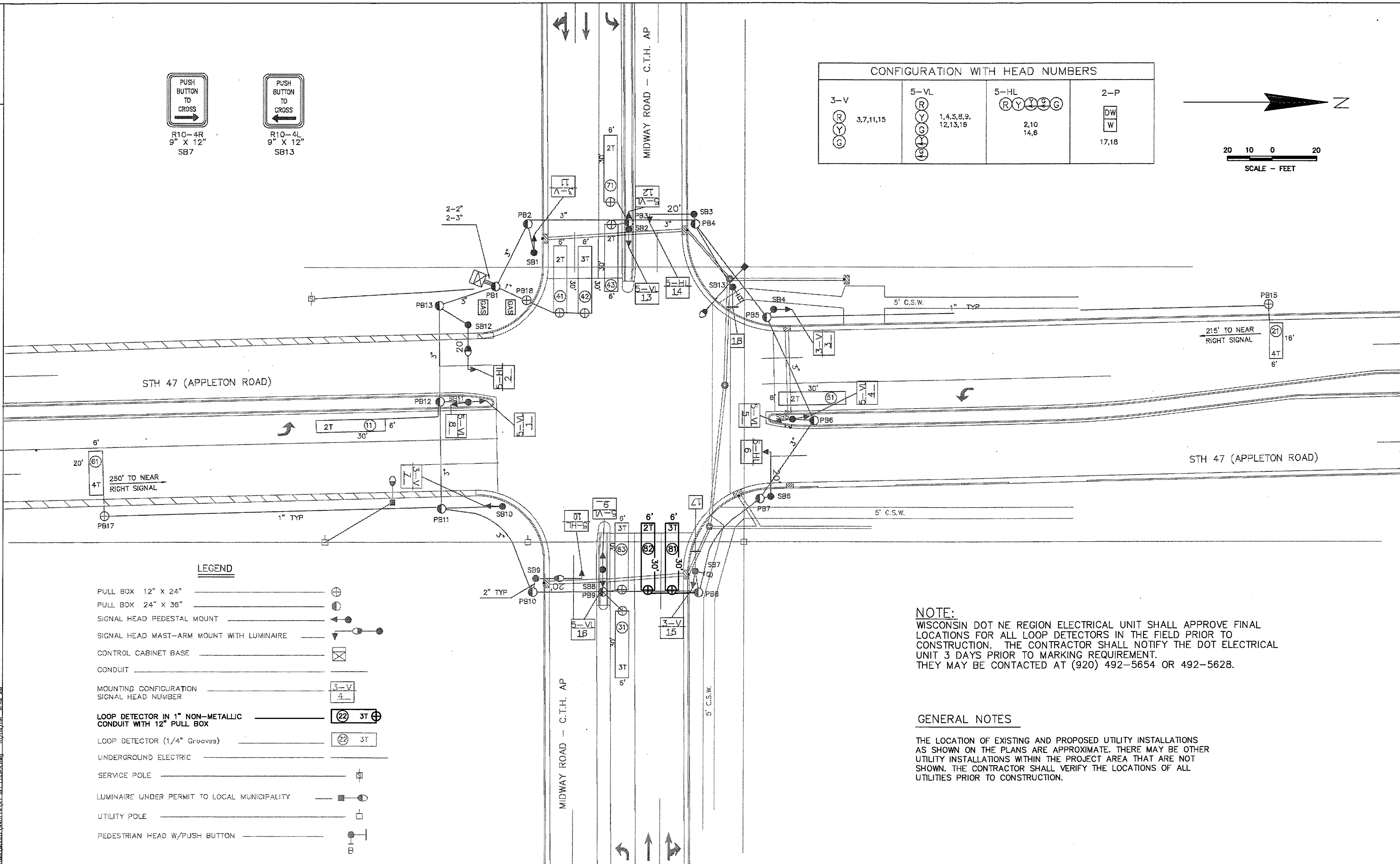
R Y G	R Y G	R Y G ← ←	R Y ← ← G	Pedestrian
1,3,6, 7,9,12	2,8	4,10	5,11	13,14,15,16

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTE:
WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS IN THE FIELD PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE DOT ELECTRICAL UNIT 3 DAYS PRIOR TO MARKING REQUIREMENT. THEY MAY BE CONTACTED AT (920) 492-5654 OR 492-5628.

PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STH 47 (APPLETON ROAD) TRAFFIC SIGNAL DETAIL	SHEET 35	E



CONFIGURATION WITH HEAD NUMBERS

3-V	5-VL	5-HL	2-P
R Y G: 3,7,11,15	R Y G ← ←: 1,4,5,8,9, 12,13,16	R Y ← ← G: 2,10 14,6	DW W: 17,18

NOTE:
WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS IN THE FIELD PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE DOT ELECTRICAL UNIT 3 DAYS PRIOR TO MARKING REQUIREMENT. THEY MAY BE CONTACTED AT (920) 492-5654 OR 492-5628.

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

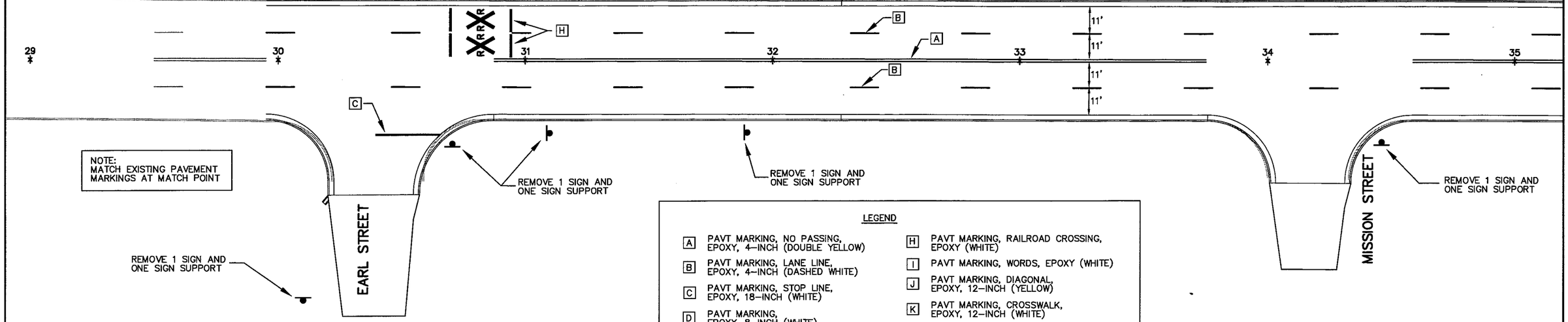
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	STH 47 (APPLETON ROAD) TRAFFIC SIGNAL DETAIL	SHEET 36	E

NORTH

20 10 0 20
SCALE – FEET

WCL RAILROAD

C.T.H. AP – MIDWAY ROAD



NOTE:
MATCH EXISTING PAVEMENT MARKINGS AT MATCH POINT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

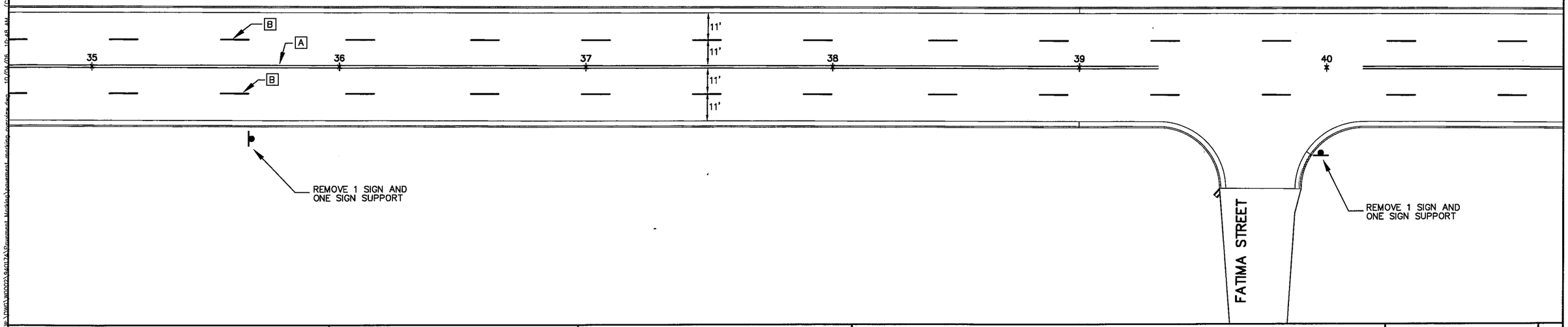
NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

LEGEND

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

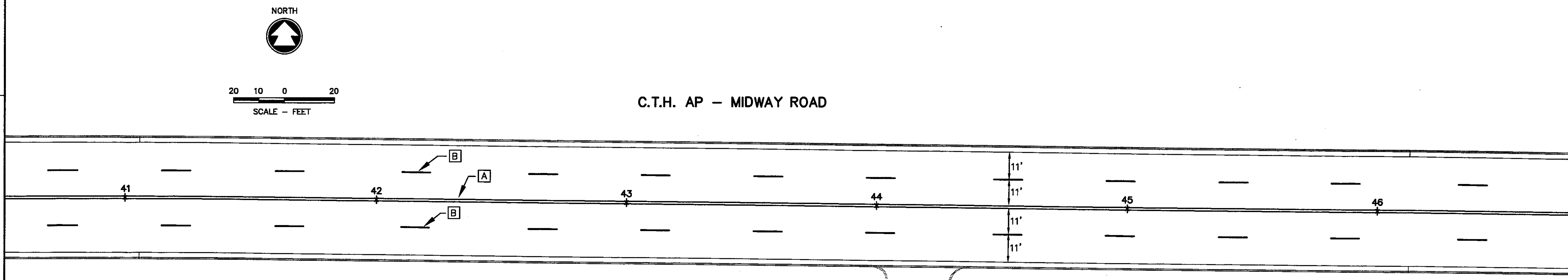
C.T.H. AP – MIDWAY ROAD



REMOVE 1 SIGN AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 37	E

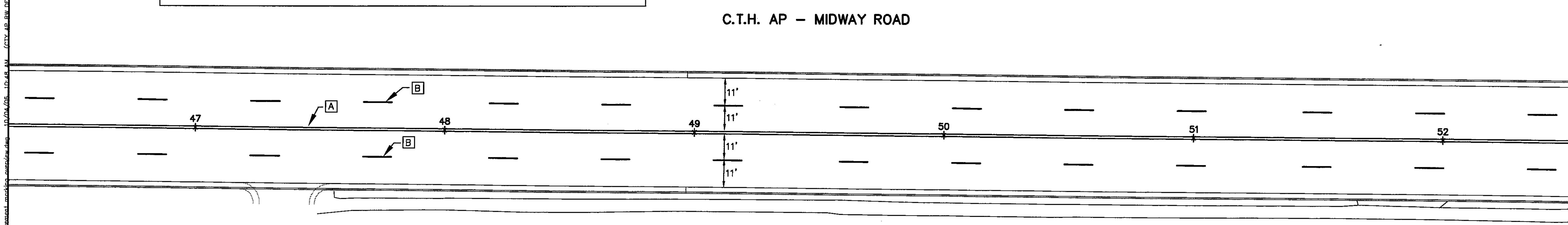


LEGEND

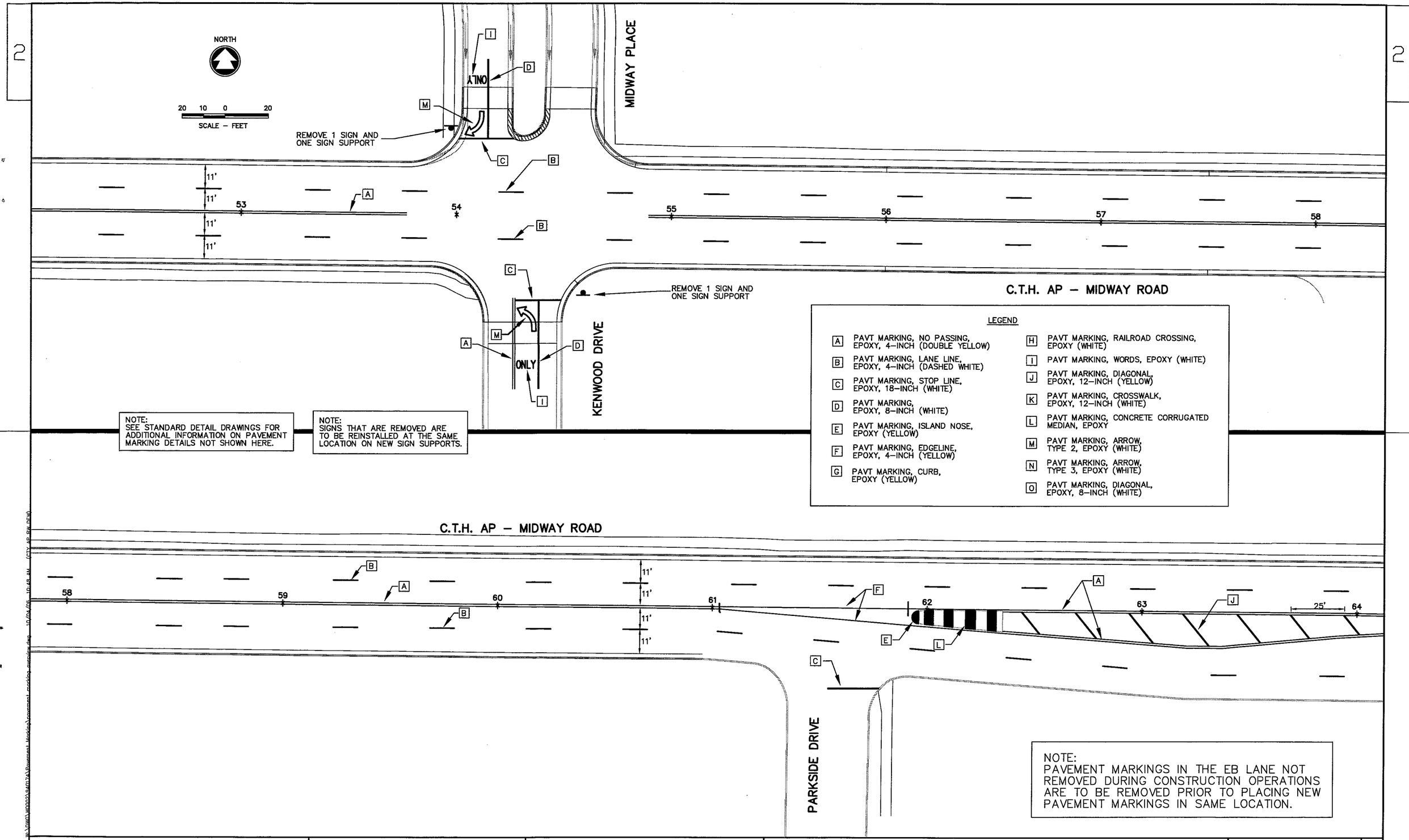
- A PAVT MARKING, NO PASSING, EPOXY, 4-INCH (DOUBLE YELLOW)
- B PAVT MARKING, LANE LINE, EPOXY, 4-INCH (DASHED WHITE)
- C PAVT MARKING, STOP LINE, EPOXY, 18-INCH (WHITE)
- D PAVT MARKING, EPOXY, 8-INCH (WHITE)
- E PAVT MARKING, ISLAND NOSE, EPOXY (YELLOW)
- F PAVT MARKING, EDGELINE, EPOXY, 4-INCH (YELLOW)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

NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.



STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 38	E



NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

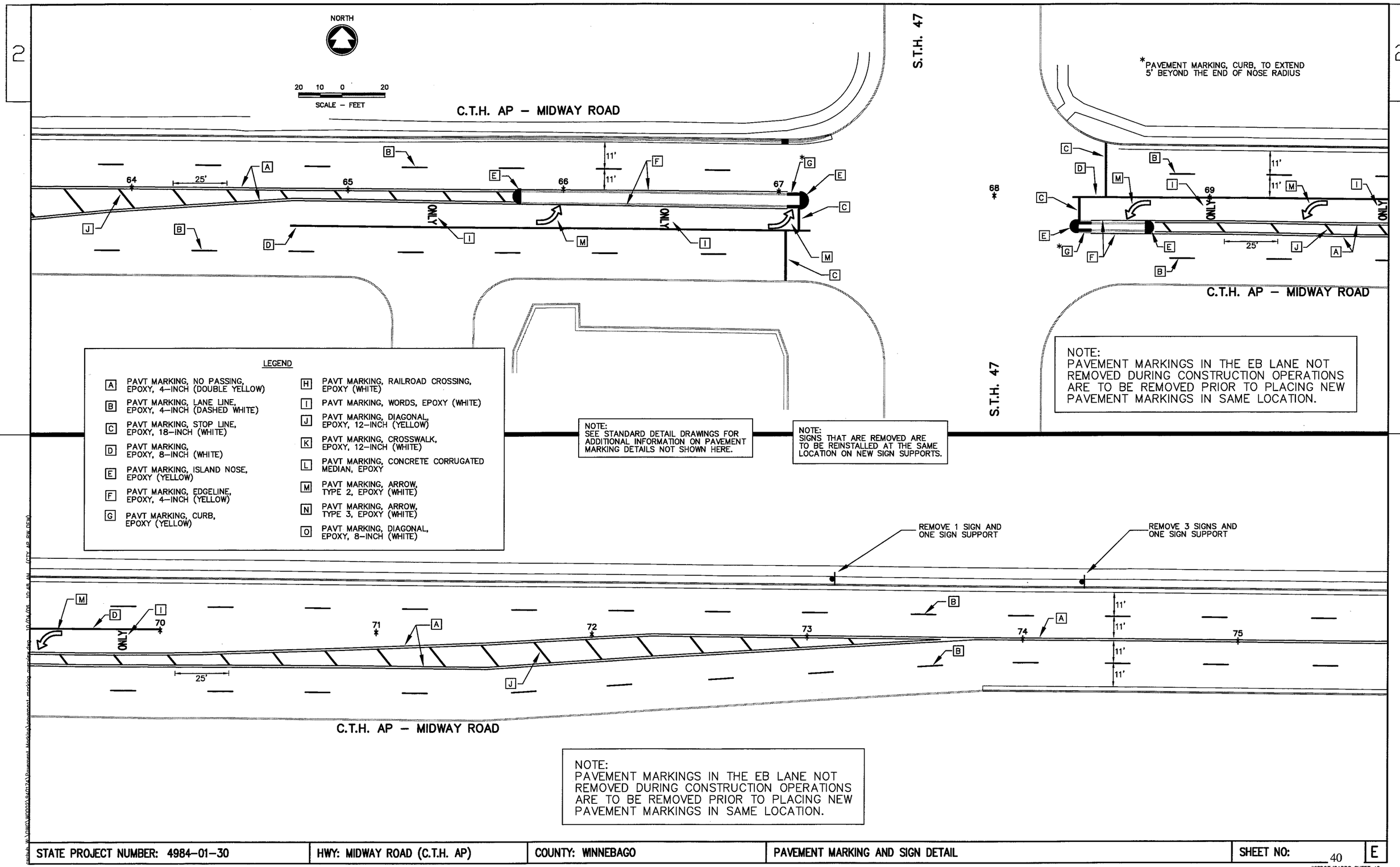
NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

LEGEND

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

NOTE:
PAVEMENT MARKINGS IN THE EB LANE NOT REMOVED DURING CONSTRUCTION OPERATIONS ARE TO BE REMOVED PRIOR TO PLACING NEW PAVEMENT MARKINGS IN SAME LOCATION.

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 39	E



LEGEND

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

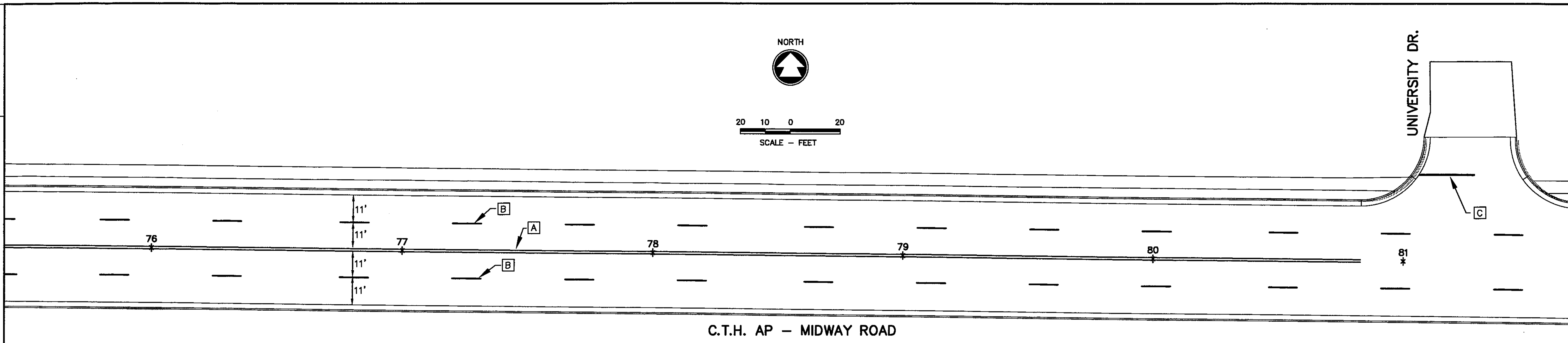
NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

NOTE:
PAVEMENT MARKINGS IN THE EB LANE NOT REMOVED DURING CONSTRUCTION OPERATIONS ARE TO BE REMOVED PRIOR TO PLACING NEW PAVEMENT MARKINGS IN SAME LOCATION.

NOTE:
PAVEMENT MARKINGS IN THE EB LANE NOT REMOVED DURING CONSTRUCTION OPERATIONS ARE TO BE REMOVED PRIOR TO PLACING NEW PAVEMENT MARKINGS IN SAME LOCATION.

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 40	E

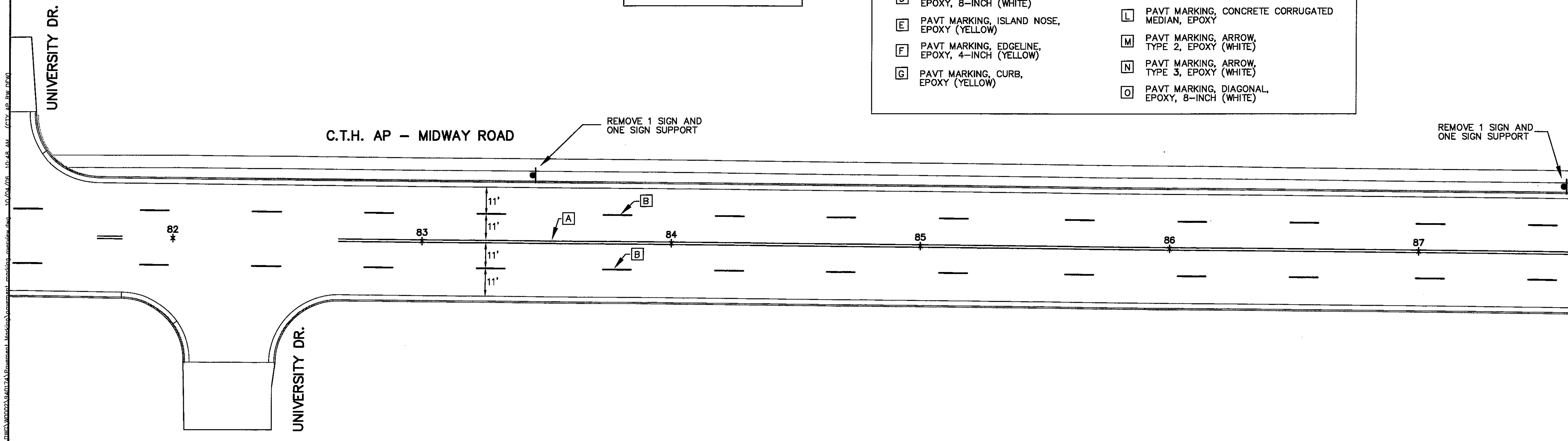


NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

LEGEND

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



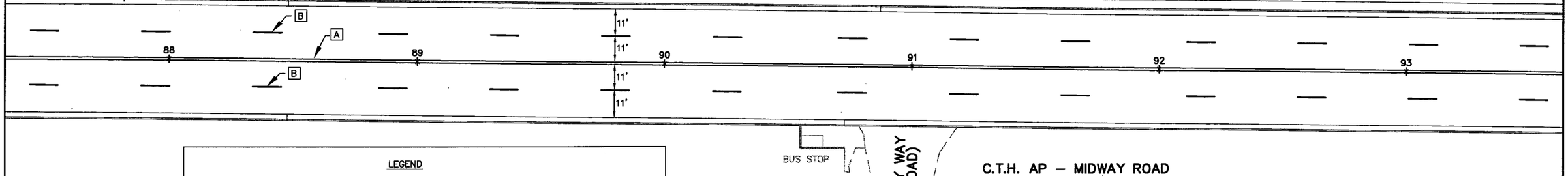
STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 41	E

NORTH

20 10 0 20
SCALE – FEET

REMOVE 1 SIGN AND ONE SIGN SUPPORT

C.T.H. AP – MIDWAY ROAD



BUS STOP

OPPORTUNITY WAY (PRIVATE ROAD)

C.T.H. AP – MIDWAY ROAD

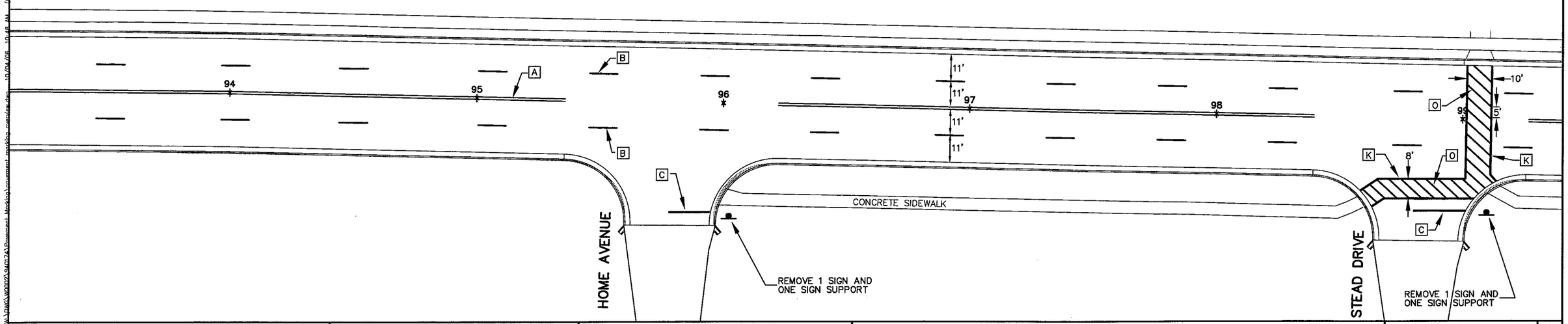
LEGEND

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

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

C.T.H. AP – MIDWAY ROAD



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 42	E

WSDOT/CADDS SHEET 42

NORTH

20 10 0 20
SCALE – FEET

REMOVE 2 SIGNS AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

C.T.H. AP – MIDWAY ROAD

REMOVE 1 SIGN AND ONE SIGN SUPPORT

N. LINDA AVE.

100 101 102 103 104 105

11' 11' 11' 11'

A B C K O

6'

C.T.H. AP – MIDWAY ROAD

CONCRETE SIDEWALK

REMOVE 1 SIGN AND ONE SIGN SUPPORT

REMOVE 1 SIGN AND ONE SIGN SUPPORT

S. LINDA AVE.

LEGEND

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

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

REMOVE 1 SIGN AND ONE SIGN SUPPORT

N. LINDA AVE.

C.T.H. AP – MIDWAY ROAD

105 106 107 108 109 110 111

11' 11' 11' 11'

A B C K O

6' 5'

S. LINDA AVE.

REMOVE 1 SIGN AND ONE SIGN SUPPORT

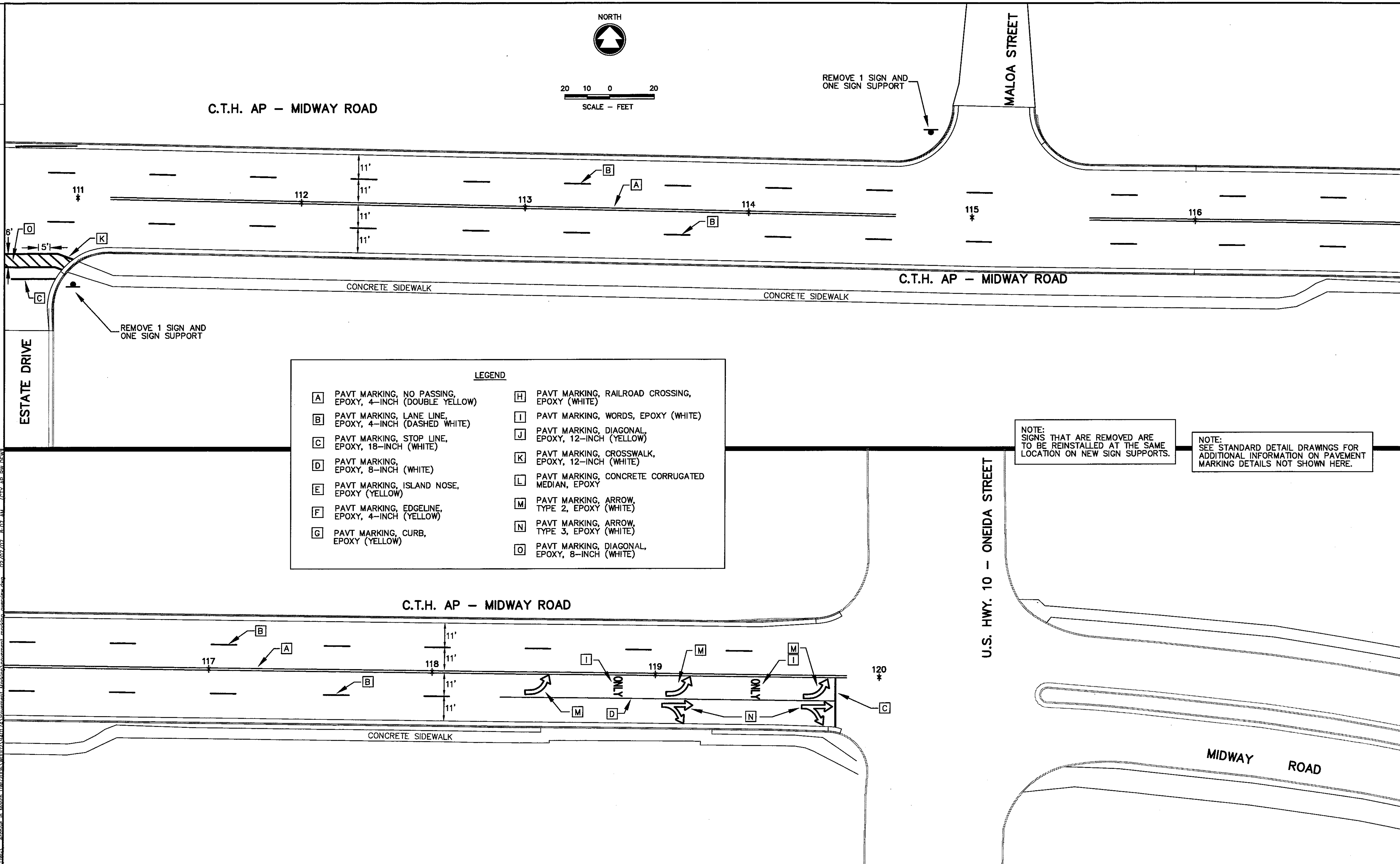
ESTATE DRIVE

REMOVE 1 SIGN AND ONE SIGN SUPPORT

cadbus W:\DWG\W0023\94017A\Pavement Marking\pavement marking overview.dwg 10/04/06 10:48 AM (CTY_AP_RW_DEW)

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 43	E

WSDOT/CADDS SHEET 42



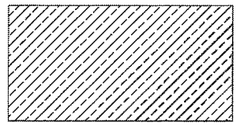
LEGEND

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

NOTE:
SIGNS THAT ARE REMOVED ARE TO BE REINSTALLED AT THE SAME LOCATION ON NEW SIGN SUPPORTS.

NOTE:
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION ON PAVEMENT MARKING DETAILS NOT SHOWN HERE.

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PAVEMENT MARKING AND SIGN DETAIL	SHEET NO: 44	E



CONSTRUCTION ZONE

SIGN ON PORTABLE OR PERMANENT SUPPORT (1)

TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS

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

DIRECTION OF TRAFFIC

PAVEMENT GAPS

NON-METALLIC DRUMS SPACED AT 25' WITH TYPE C WARNING LIGHTS

NON-METALLIC DRUMS SPACED AT 50' (TYP.)

FLEXIBLE TUBULAR MARKER POST

EXISTING PAVT MARKING, TYPE 2 ARROW

EXISTING PAVT MARKING, TYPE 3 ARROW

ONLY EXISTING PAVT MARKING, WORDS

TRAFFIC CONTROL NOTES

PORTABLE SUPPORTS ALLOWED FOR SIGN PLACEMENT ON PAVEMENT ONLY.

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

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

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

A MINIMUM OF 11-FOOT WIDE TRAVEL LANES SHALL BE MAINTAINED.

TRAFFIC SIGNALS AT STH 47 AND ONIEDA STREET ARE TO REMAIN FULLY OPERATIONAL DURING ALL PHASES OF CONSTRUCTION.

REFER TO SPECIAL PROVISIONS FOR DRIVEWAY ACCESS REQUIREMENTS.

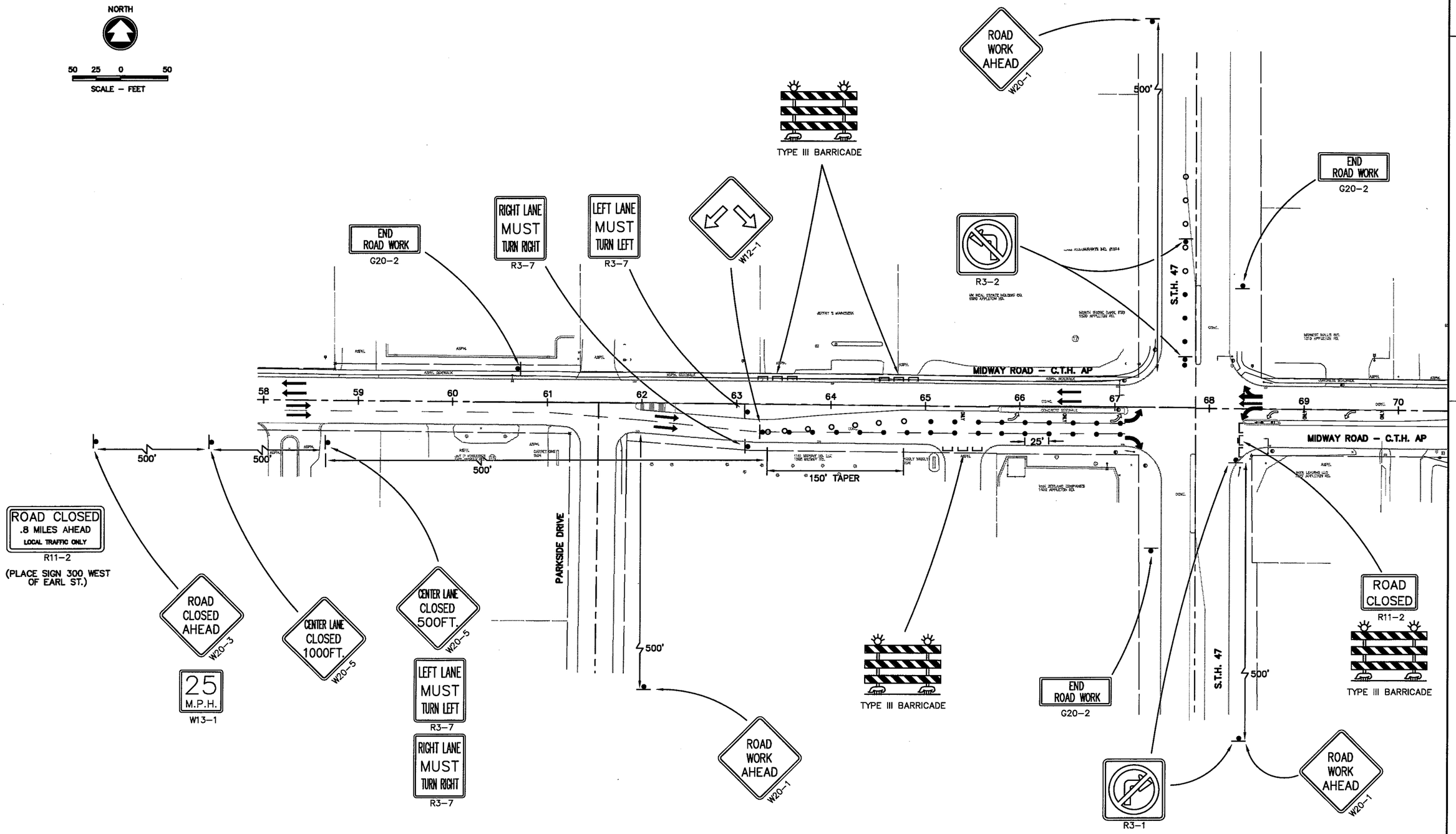
PAVEMENT GAPS SHOWN IN THIS PLAN ARE NOT TO SCALE. GAPS TO BE SUFFICIENT SIZE TO ALLOW TRUCK ACCESS TO BUSINESSES.

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

NORTH

50 25 0 50

SCALE – FEET



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 1	SHEET NO: 46	E

WSDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 1\PHASE 1 – 1.dwg 10/03/06 1:55 PM (dummy x-ref, CTY AP RW DEW)

2

NORTH

50 25 0 50

SCALE – FEET

ROAD WORK AHEAD W20–1

500'

R3–2

S.T.H. 47

END ROAD WORK G20–2

ROAD CLOSED R11–2

TYPE III BARRICADE

DO NOT ENTER R5–1

25 M.P.H. W13–1

WRONG WAY R5–1a

MIDWAY ROAD – C.T.H. AP

66 67 68 69 70 71 72 73 74 75 76 77 78 79 80

50' TYP.

25'

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

ROAD CLOSED R11–2

TYPE III BARRICADE

END ROAD WORK G20–2

S.T.H. 47

500'

R3–1

ROAD WORK AHEAD W20–1

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 1	SHEET NO: 47	E

WISDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\94017A\TRAFFIC CONTROL\PHASE 1\PHASE 1 – 2.dwg 10/03/06 1:55 PM (dummy x-ref, CITY AP RW DEV)

2

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED AHEAD W20-3

500'

UNIVERSITY DR.

W1-6

TYPE III BARRICADE

WRONG WAY R5-1a

25 M.P.H. W13-1

MIDWAY ROAD – C.T.H. AP

50' TYP.

80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

WRONG WAY R5-1a

25 M.P.H. W13-1

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

OPPORTUNITY WAY (PRIVATE ROAD)

UNIVERSITY DR.

500'

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 1\PHASE 1 – 3.dwg 10/03/08 1:58 PM (dummy x-ref, CTY AP RW DEW)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 1	SHEET NO: 48	E

2

NORTH

50 25 0 50

SCALE – FEET

25 M.P.H. W13-1

WRONG WAY R5-1a

25 M.P.H. W13-1

ROAD CLOSED AHEAD W20-3

WRONG WAY R5-1a

W1-6

TYPE III BARRICADE

500'

N. LINDA AVE.

MIDWAY ROAD – C.T.H. AP

94 95 96 97 50' TYP. 98 99 100 101 102 103 104 105 106 107 108 109

HOME AVENUE

STEAD DRIVE

S. LINDA AVE.

500'

ROAD CLOSED AHEAD W20-3

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 1\PHASE 1 - 4.dwg 10/03/06 1:56 PM (dummy z-ref. CTY AP RW DEW)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 1	SHEET NO: 49	E

2

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED
.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11–2
(PLACE SIGN AT INTERSECTION OF SOUTHFIELD DR.)

ROAD WORK AHEAD
W20–1

END ROAD WORK
G20–2

WRONG WAY
R5–1a

25 M.P.H.
W13–1

ROAD CLOSED AHEAD
W20–3

500'

W1–6

TYPE III BARRICADE

MALOA STREET

MIDWAY ROAD – C.T.H. AP

50' TYP.

109 110 111 112 113 114 115 116 117 118 119 120

ESTATE DRIVE

PAVEMENT GAP

U.S. HWY. 10 – ONEIDA STREET

W12–1

LEFT LANE MUST TURN LEFT
R3–7

MIDWAY ROAD

ROAD CLOSED
R11–2

TYPE III BARRICADE

ROAD WORK AHEAD
W20–1

cashuh W:\DWG\W0022\940174\TRAFFIC CONTROL\PHASE 1\PHASE 1 – 5.dwg 10/03/06 1:58 PM (dummy x-ref: CTY AP RW DEW)

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 1	SHEET NO: 50	E

2

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED
.8 MILES AHEAD
LOCAL TRAFFIC ONLY
R11–2

(PLACE SIGN 300' WEST OF EARL ST.)

END ROAD WORK
G20–2

ROAD WORK AHEAD
W20–1

500'

S.T.H. 47

MIDWAY ROAD – C.T.H. AP

61 62 63 64 65 66 67 68 69 70 71 72 73 74

25'

50' TYP.

PAVEMENT GAP

1000'

500'

PARKSIDE DRIVE

RIGHT LANE MUST TURN RIGHT
R3–7

ROAD CLOSED AHEAD
W20–3

25 M.P.H.
W13–1

RIGHT LANE MUST TURN RIGHT
R3–7

END ROAD WORK
G20–2

ROAD WORK AHEAD
W20–1

250' TAPER

WRONG WAY
R5–1a

W4–2L

25 M.P.H.
W13–1

NOTE:
REMOVE EXISTING PAVEMENT MARKING LANE LINE IN TAPER

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL– PHASE 2	SHEET NO: 51	E

WISDOT/CADDS SHEET 42

czichuh W:\DWG\W0002\94017A\TRAFFIC CONTROL\PHASE 2\PHASE 2 -1.dwg 10/03/06 1:57 PM (dummy x-ref. CTY AP RW DEV)

2

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED AHEAD W20-3

ROAD CLOSED R11-2

TYPE III BARRICADE

500'

* UNIVERSITY DR.

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

MIDWAY ROAD – C.T.H.* AP

MIDWAY ROAD – C.T.H. AP

74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89

50' TYP.

50' TYP.

25 M.P.H. W13-1

WRONG WAY R5-1a

W1-6

TYPE III BARRICADE

UNIVERSITY DR.

500'

25 M.P.H. W13-1

WRONG WAY R5-1a

ROAD CLOSED AHEAD W20-3

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL– PHASE 2	SHEET NO: 52	E

WISDOT/CADDS SHEET 42

cschun W:\DWG\W0002\934074\TRAFFIC CONTROL\PHASE 2\PHASE 2 – 2.dwg 10/03/06 1:58 PM (dummy x-ref: CITY AP RW DEV)

NORTH

50 25 0 50

SCALE – FEET

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103

50' TYP.

OPPORTUNITY WAY (PRIVATE ROAD)

HOME AVENUE

STEAD DRIVE

500'

500'

WRONG WAY
R5–1a

W1–6

TYPE III BARRICADE

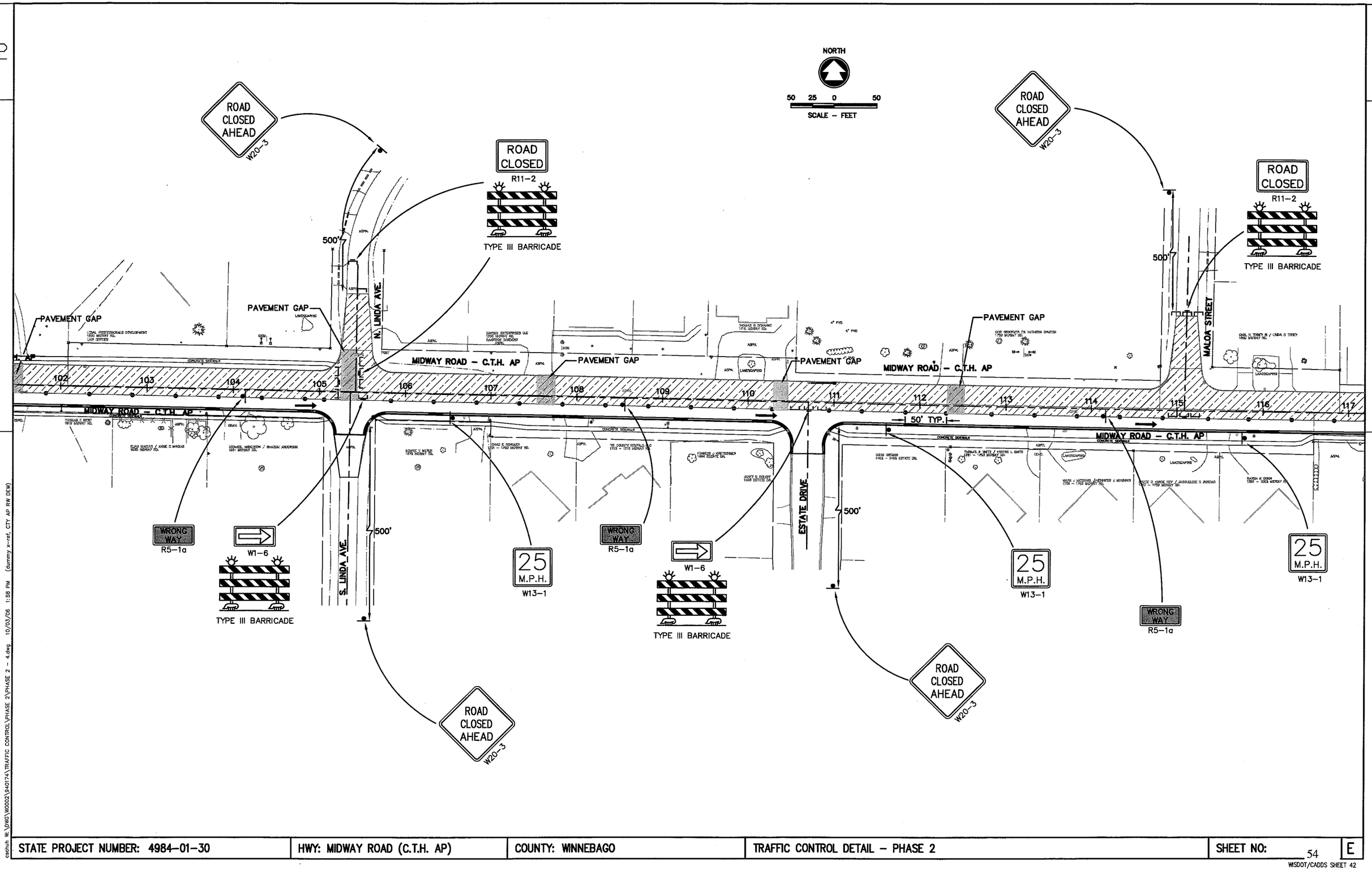
W1–6

TYPE III BARRICADE

25
M.P.H.
W13–1

ROAD CLOSED AHEAD
W20–3

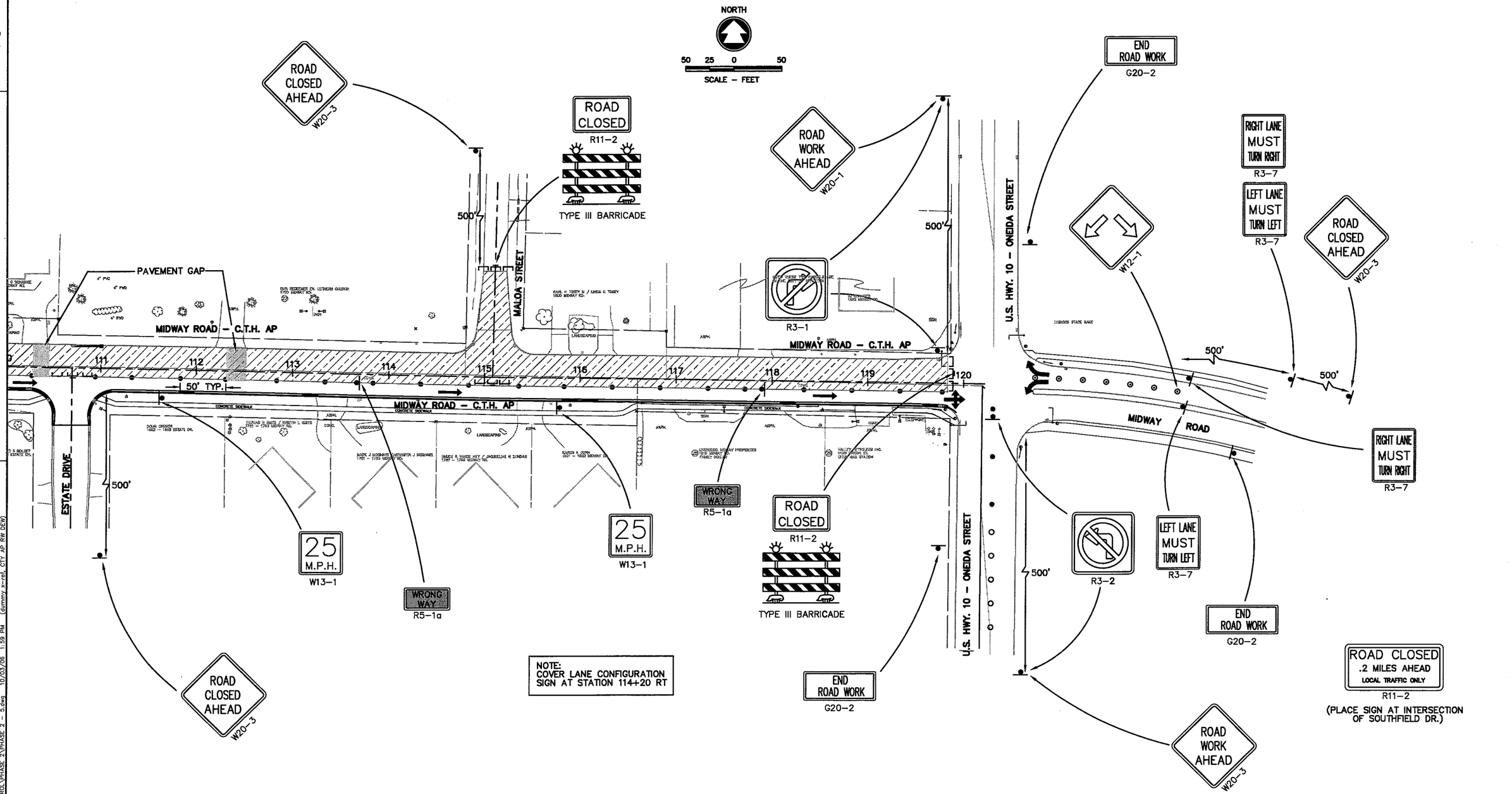
STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 2	SHEET NO: 53	E



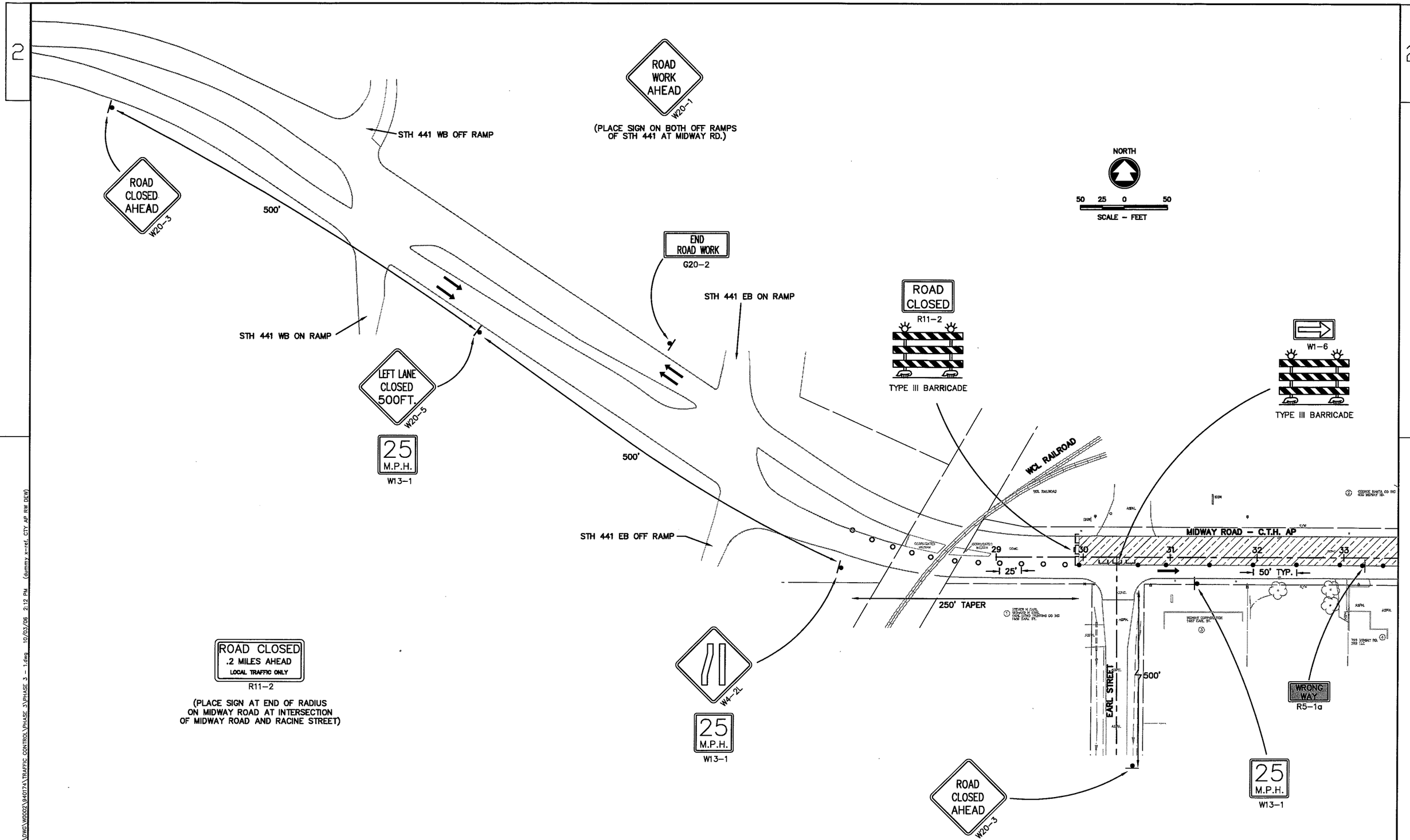
STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 2	SHEET NO: 54	E

WISDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 2\PHASE 2 - 4.dwg 10/03/06 1:58 PM (dummy x-ref, CTY AP RW DEW)



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 2	SHEET NO: 55	E



STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL - PHASE 3	SHEET NO: 56	E

2

NORTH

50 25 0 50

SCALE – FEET

W1–6

TYPE III BARRICADE

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

MISSION STREET

500'

FATIMA STREET

500'

WRONG WAY
R5–1a

WRONG WAY
R5–1a

25 M.P.H.
W13–1

25 M.P.H.
W13–1

25 M.P.H.
W13–1

ROAD CLOSED AHEAD
W20–3

ROAD CLOSED AHEAD
W20–3

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 3	SHEET NO: 57	E

WSDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\94017A\TRAFFIC CONTROL\PHASE 3\PHASE 3 – 2.dwg 10/03/06 2:13 PM (dummy x-ref, CTY AP RW DEW)

2

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED AHEAD W20-3

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED R11-2

TYPE III BARRICADE

W1-6

TYPE III BARRICADE

500'

MIDWAY PLACE

PAVEMENT GAP

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63

ASPH. SIDEWALK

MIDWAY ROAD – C.T.H. AP

KENWOOD DRIVE

500'

25 M.P.H. W13-1

WRONG WAY R5-1a

W1-6

TYPE III BARRICADE

25 M.P.H. W13-1

WRONG WAY R5-1a

PARKSIDE DRIVE

500'

ROAD CLOSED AHEAD W20-3

ROAD CLOSED AHEAD W20-3

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 3\PHASE 3 - 3.dwg 10/03/06 2:13 PM (dummy x-ref, CTY AP RW DEV)

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 3	SHEET NO: 58	E

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED
R11–2

TYPE III BARRICADE

PAVEMENT GAP

ROAD WORK AHEAD
W20–1

R3–1

500'

S.T.H. 47

END ROAD WORK
G20–2

RIGHT LANE MUST TURN RIGHT
R3–7

CENTER LANE CLOSED 500FT.
W20–5

CENTER LANE CLOSED 1000FT.
W20–5

ROAD CLOSED AHEAD
W20–3

RIGHT LANE MUST TURN RIGHT
R3–7

TYPE III BARRICADE

500' 500' 500'

MIDWAY ROAD – C.T.H. AP

61 62 63 64 65 66 67 68 69 70 71 72 73 74

25'

MIDWAY ROAD – C.T.H. AP

PARKSIDE DRIVE

500'

W01–6

TYPE III BARRICADE

WRONG WAY
R5–1a

ROAD CLOSED AHEAD
W20–3

END ROAD WORK
G20–2

500'

R3–2

S.T.H. 47

ROAD CLOSED
R11–2

TYPE III BARRICADE

W12–1

LEFT LANE MUST TURN LEFT
R3–7

END ROAD WORK
G20–2

ROAD WORK AHEAD
W20–1

NOTE:
COVER LANE CONFIGURATION SIGN AT STATION 74+25 LT

ROAD CLOSED
1.0 MILES AHEAD
LOCAL TRAFFIC ONLY
R11–2

(PLACE JUST WEST OF ONIEDA STREET INTERSECTION)

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 3	SHEET NO: 59	E

cschuh W:\DWG\W0002\94017A\TRAFFIC CONTROL\PHASE 3\PHASE 3 – 4.dwg 10/03/08 2:13 PM (dummy x-ref. CTY AP RW DEW)

2

NOTE:
CONSTRUCTION AT EARL STREET IS TO BE STAGED TO MAINTAIN TRUCK ACCESS AT ALL TIMES.

NORTH

50 25 0 50

SCALE – FEET

STH 441 WB OFF RAMP

END ROAD WORK
G20-2

500'

STH 441 WB ON RAMP

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED 500FT.
W20-5

500'

STH 441 EB ON RAMP

ROAD CLOSED
R11-2

TYPE III BARRICADE

DO NOT ENTER
R5-1

25 M.P.H.
W13-1

W1-6

TYPE III BARRICADE

WRONG WAY
R5-1a

WCL RAILROAD

MIDWAY ROAD – C.T.H. AP

50' TYP.

29 50 51 32 33 34 35

PAVEMENT GAP

STH 441 EB OFF RAMP

ROAD CLOSED
R11-2

TYPE III BARRICADE

EARL STREET

500'

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED
R11-2

TYPE III BARRICADE

MISSION STREET

500'

ROAD CLOSED AHEAD
W20-3

ROAD CLOSED
.2 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-2

(TO BE PLACED AT THE INTERSECTION OF MIDWAY RD. AND RACINE ST.)

ROAD WORK AHEAD
W20-1

(TO BE PLACED ON EACH OFF RAMP OF STH 441 AT MIDWAY ROAD.)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 4	SHEET NO: 60	E

WSDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 4\PHASE 4 - 1.dwg 10/03/06 2:16 PM (dummy x-ref, CTY AP RW DEW)

2

NORTH

50 25 0 50

SCALE – FEET

WRONG WAY
R5–1a

25 M.P.H.
W13–1

WRONG WAY
R5–1a

25 M.P.H.
W13–1

WRONG WAY
R5–1a

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

MIDWAY ROAD – C.T.H. AP

50' TYP.

50' TYP.

35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

WOODED / LOWLAND AREA

WOODED / LOWLAND AREA

WOODED / LOWLAND AREA

FATIMA STREET

500'

PAVEMENT GAP

ROAD CLOSED
R11–2

TYPE III BARRICADE

ROAD CLOSED AHEAD
W20–3

cschuh W:\DWG\W0002\940174\TRAFFIC CONTROL\PHASE 4\PHASE 4 – 2.dwg 10/03/06 2:16 PM (dummy x-ref. CTY AP RW DEW)

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 4	SHEET NO: 61	E

NORTH

50 25 0 50

SCALE – FEET

ROAD CLOSED AHEAD W20-3

WRONG WAY R5-1a

25 M.P.H. W13-1

W1-6

TYPE III BARRICADE

WRONG WAY R5-1a

25 M.P.H. W13-1

ROAD CLOSED R11-2

TYPE III BARRICADE

W4-2L

25 M.P.H. W13-1

MIDWAY ROAD – C.T.H. AP

MIDWAY PLACE

500'

50' TYP.

50' TYP.

250' TAPER

25'

50 51 52 53 54 55 56 57 58 59 60 61 62 63 64

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

PAVEMENT GAP

MIDWAY ROAD – C.T.H. AP

KENWOOD DRIVE

PARKSIDE DRIVE

500'

500'

ROAD CLOSED R11-2

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3

ROAD CLOSED AHEAD W20-3

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 4	SHEET NO: 62	E

WISDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\34017A\TRAFFIC CONTROL\PHASE 4\PHASE 4 - 3.dwg 10/03/06 2:16 PM (dummy x-ref, CTY AP RW DEW)

2

NORTH

50 25 0 50

SCALE – FEET

ROAD WORK AHEAD W20-1

ROAD CLOSED R11-2

TYPE III BARRICADE

W4-2L

25 M.P.H. W13-1

500'

S.T.H. 47

END ROAD WORK G20-2

ROAD CLOSED AHEAD W20-3

MIDWAY ROAD – C.T.H. AP

61 62 63 64 65 66 67 68 69 70 71 72 73 74 75

25'

PAVEMENT GAP

PARKSIDE DRIVE

500'

ROAD CLOSED AHEAD W20-3

END ROAD WORK G20-2

MIDWAY ROAD – C.T.H. AP

END ROAD WORK G20-2

500'

S.T.H. 47

ROAD WORK AHEAD W20-1

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	TRAFFIC CONTROL DETAIL – PHASE 4	SHEET NO: 63	E

WISDOT/CADDS SHEET 42

cschuh W:\DWG\W0002\94017A\TRAFFIC CONTROL\PHASE 4\PHASE 4 – 4.dwg 10/03/08 2:18 PM (dummy x-ref, CTY AP RW DEW)

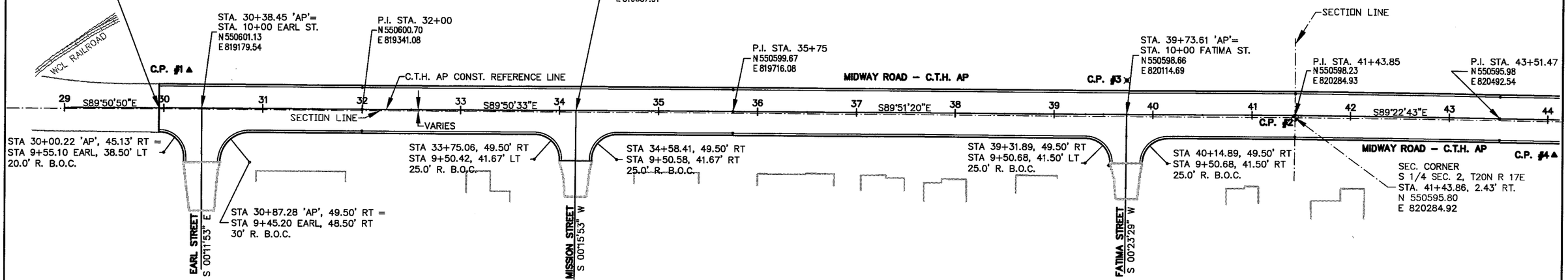
CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #1	819166.53	550639.17	30+25.34	38.01' LT.	MAG NAIL
C.P. #2	820284.915	550595.801	41+43.77	2.30' RT.	SEC. CORNER
C.P. #3	820114.75	550633.42	39+73.57	34.76' LT.	3/4" REBAR
C.P. #4	820547.79	550559.33	44+07.07	36.10' RT.	GEAR NAIL

NORTH

50 25 0 50

SCALE – FEET

NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.



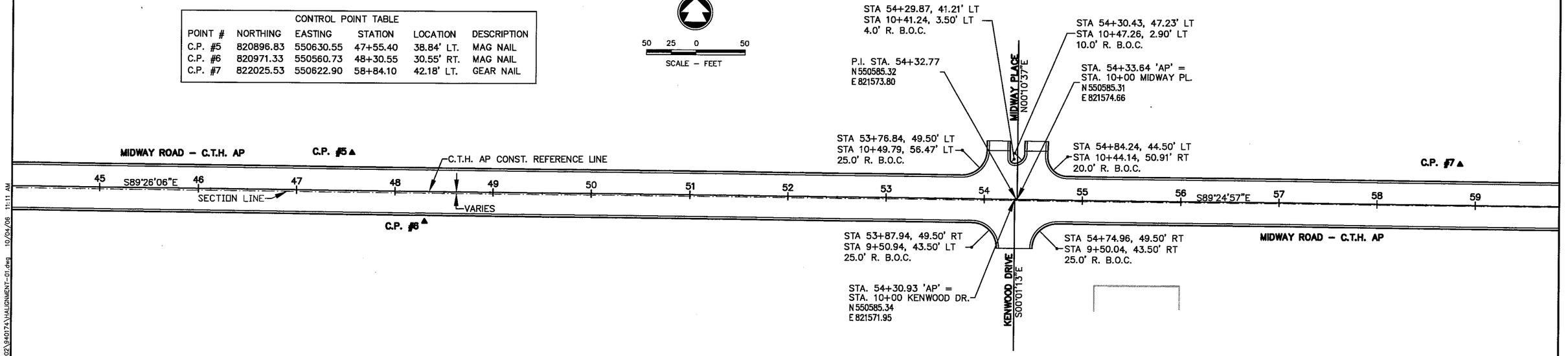
NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.

CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #5	820896.83	550630.55	47+55.40	38.84' LT.	MAG NAIL
C.P. #6	820971.33	550560.73	48+30.55	30.55' RT.	MAG NAIL
C.P. #7	822025.53	550622.90	58+84.10	42.18' LT.	GEAR NAIL

NORTH

50 25 0 50

SCALE – FEET

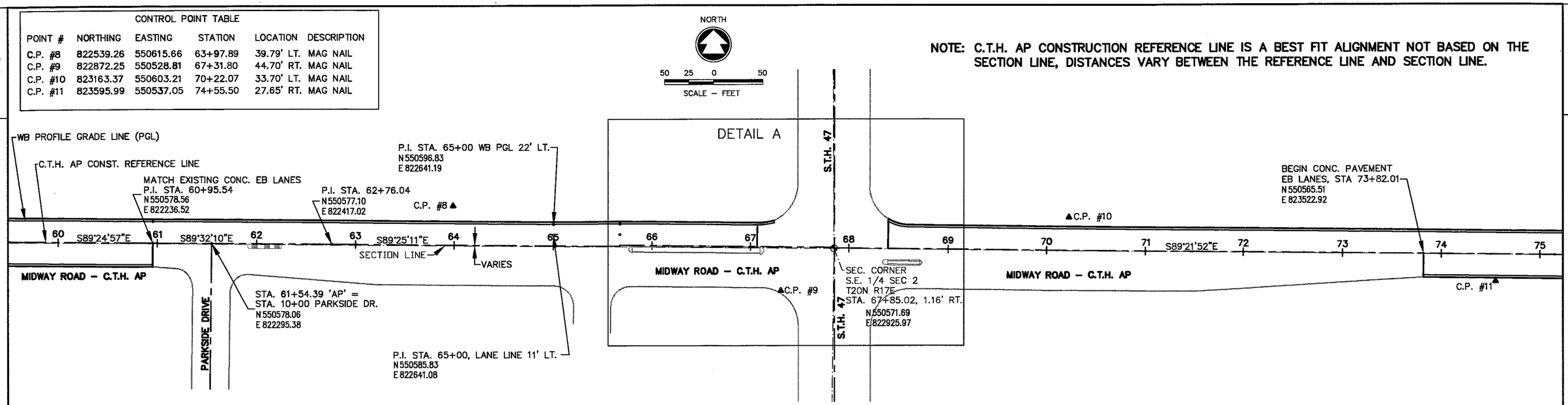


STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 64	E

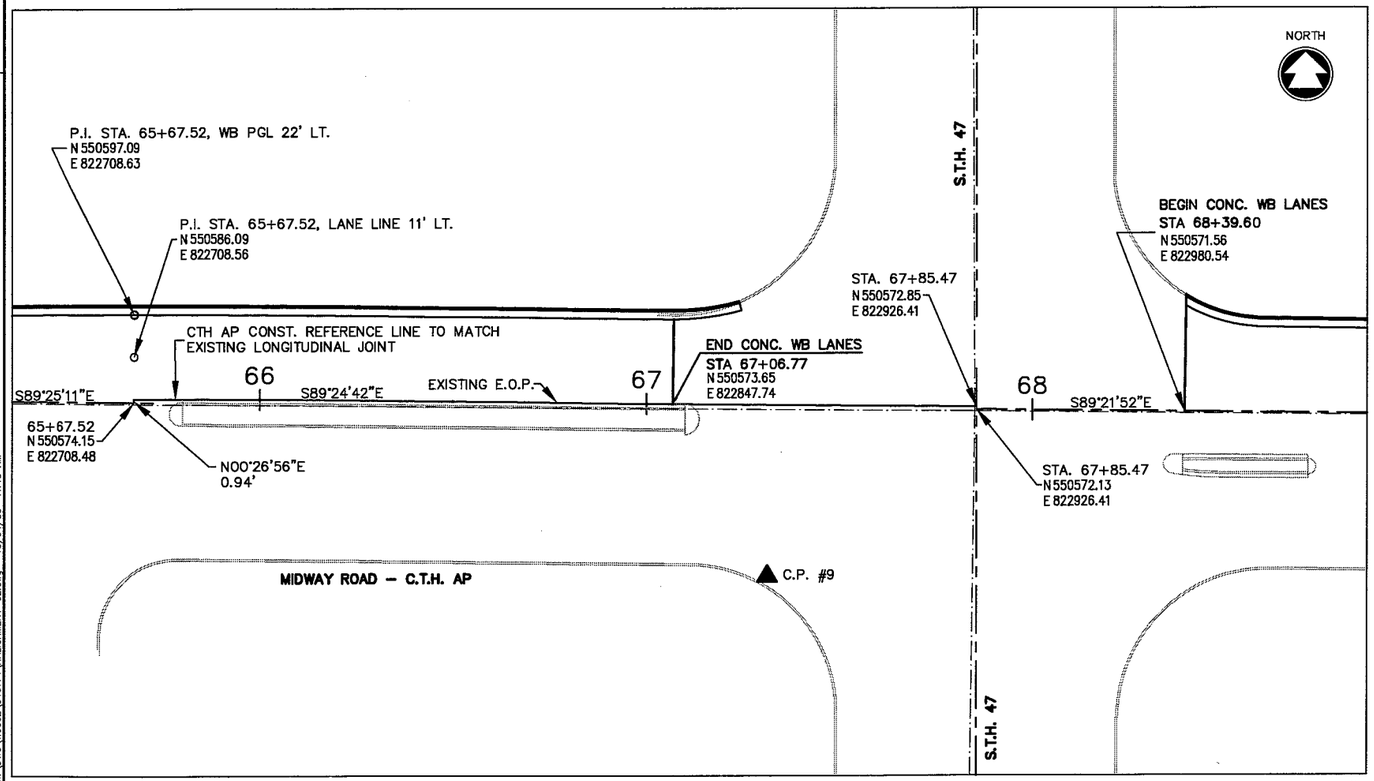
cschoh W:\DWG\W0002\34017A\HALIGNMENT-01.dwg 10/04/06 11:11 AM

CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #8	822539.26	550615.66	63+97.89	39.79' LT.	MAG NAIL
C.P. #9	822872.25	550528.81	67+31.80	44.70' RT.	MAG NAIL
C.P. #10	823163.37	550603.21	70+22.07	33.70' LT.	MAG NAIL
C.P. #11	823595.99	550537.05	74+55.50	27.65' RT.	MAG NAIL

NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.



DETAIL A



NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE FOLLOWS EXISTING JOINT LAYOUT AT STATION 65+67.52

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 65	E

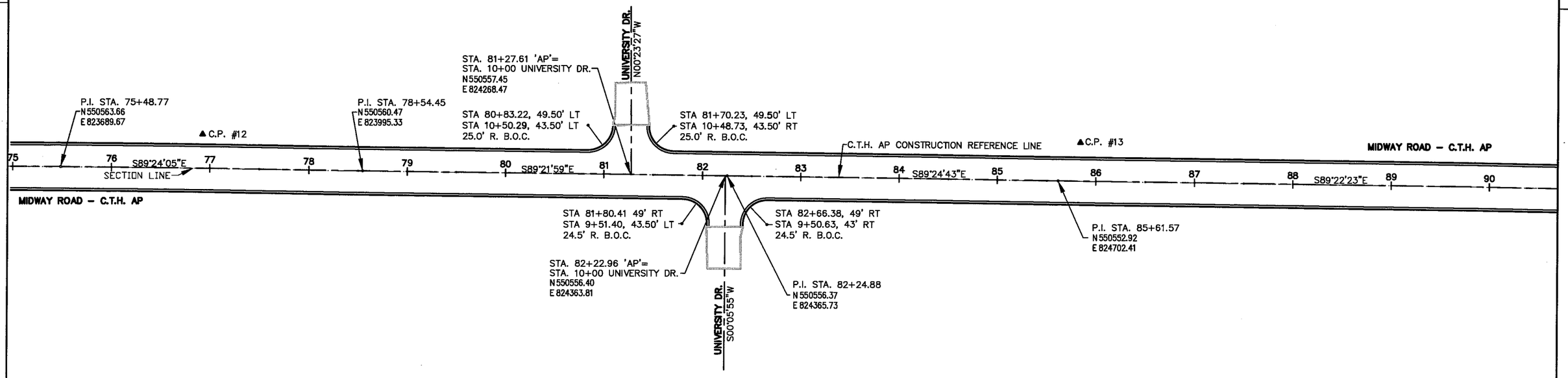
CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #12	823833.54	550596.72	76+92.29	34.56' LT.	MAG NAIL
C.P. #13	824724.96	550591.95	85+83.69	39.28' LT.	MAG NAIL

NORTH

50 25 0 50

SCALE – FEET

NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.



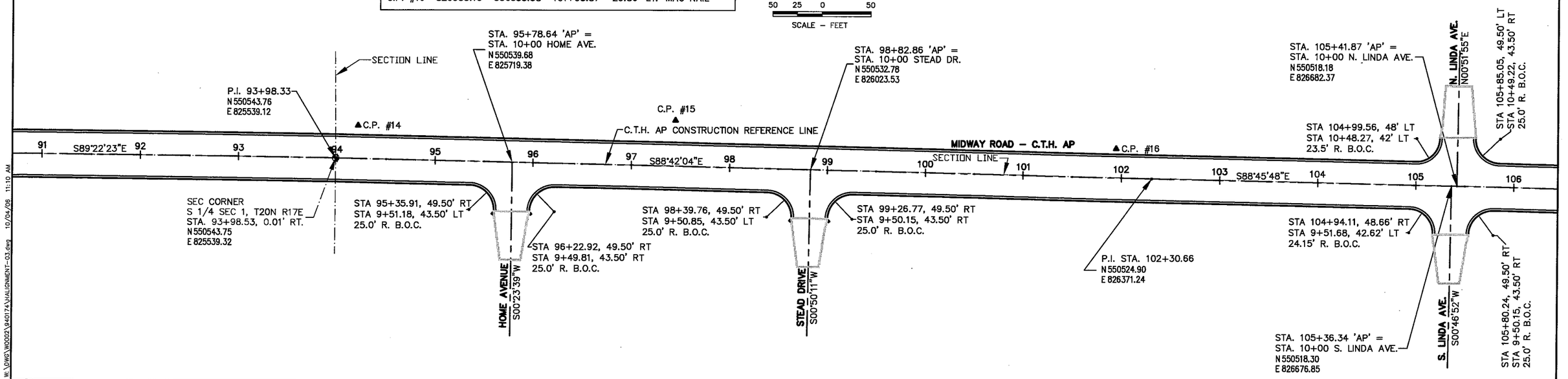
CONTROL POINT TABLE					
POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #14	825562.05	550577.04	94+20.5	33.79' LT.	MAG NAIL
C.P. #15	825885.60	550582.95	97+43.83	47.03' LT.	GEAR NAIL
C.P. #16	826335.13	550555.58	101+93.87	29.86' LT.	MAG NAIL

NORTH

50 25 0 50

SCALE – FEET

NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 66	E

WISDOT/CADDS SHEET 42

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NORTH

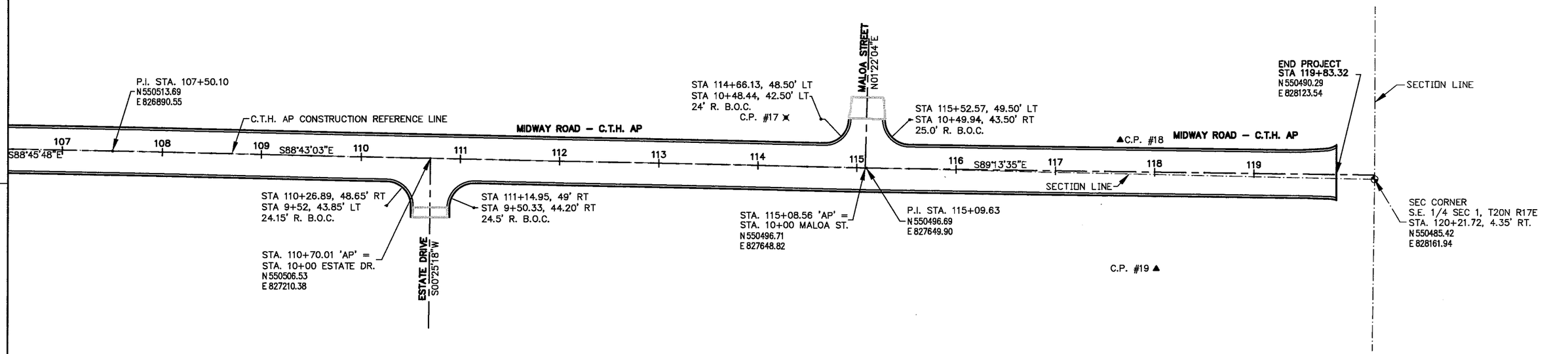
50 25 0 50

SCALE – FEET

NOTE: C.T.H. AP CONSTRUCTION REFERENCE LINE IS A BEST FIT ALIGNMENT NOT BASED ON THE SECTION LINE, DISTANCES VARY BETWEEN THE REFERENCE LINE AND SECTION LINE.

CONTROL POINT TABLE

POINT #	NORTHING	EASTING	STATION	LOCATION	DESCRIPTION
C.P. #17	827568.22	550527.69	114+26.83	49.16' LT.	3/4" REBAR
C.P. #18	827905.67	550525.42	117+64.99	32.18' LT.	MAG NAIL
C.P. #19	827942.20	550394.80	118+03.28	97.94' RT.	GEAR NAIL



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	HORIZONTAL ALIGNMENT DETAIL	SHEET NO: 67	E

DATE 14FEB07 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4984-01-30 QUANTITY
0010	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	1.000	1.000
0020	204.0100	REMOVING PAVEMENT	SY	47,200.000	47,200.000
0030	204.0110	REMOVING ASPHALTIC SURFACE	SY	2,950.000	2,950.000
0040	204.0150	REMOVING CURB & GUTTER	LF	220.000	220.000
0050	204.0155	REMOVING CONCRETE SIDEWALK	SY	510.000	510.000
0060	204.0220	REMOVING INLETS	EACH	8.000	8.000
0070	204.0245	REMOVING STORM SEWER (SIZE) 01. 12-INCH	LF	70.000	70.000
0080	204.0245	REMOVING STORM SEWER (SIZE) 02. 15-INCH	LF	553.000	553.000
0090	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	67.000	67.000
0100	205.0100	EXCAVATION COMMON	CY	48,500.000	48,500.000
0110	211.0100	PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 01. 4984-01-30	LS	1.000	1.000
0120	213.0100	FINISHING ROADWAY (PROJECT) 01. 4984-01-30	EACH	1.000	1.000
0130	301.0100.S	QMP BASE AGGREGATE	TON	19,305.000	19,305.000
0140	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	50.000	50.000
0150	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	19,200.000	19,200.000
0160	310.0110	BASE AGGREGATE OPEN GRADED	TON	55.000	55.000
0170	312.0110	SELECT CRUSHED MATERIAL	TON	53,000.000	53,000.000
0180	320.0135	CONCRETE BASE 7-INCH	SY	175.000	175.000
0190	415.0090	CONCRETE PAVEMENT 9-INCH	SY	41,950.000	41,950.000
0200	415.1090	CONCRETE PAVEMENT HES 9-INCH	SY	225.000	225.000
0210	415.2000.S	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	9,700.000	9,700.000
0220	415.3000.S	QMP CONCRETE PAVEMENT	DAY	10.000	10.000
0230	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	500.000	500.000
0240	416.0610	PAVEMENT TIES	EACH	450.000	450.000
0250	416.0620	PAVEMENT DOWEL BARS	EACH	38.000	38.000
0260	416.0710	CONCRETE PAVEMENT REPAIR	CY	3.000	3.000
0270	416.0805	CONCRETE PAVEMENT GAPS	EACH	34.000	34.000
0280	455.0120	ASPHALTIC MATERIAL PG64-28	TON	25.000	25.000
0290	455.0605	TACK COAT	GAL	50.000	50.000
0300	460.1101	HMA PAVEMENT TYPE E-1	TON	410.000	410.000
0310	460.3000	QMP HMA MIXTURE	TON	410.000	410.000
0320	465.0105	ASPHALTIC SURFACE	TON	15.000	15.000
0330	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	320.000	320.000
0340	465.0315	ASPHALTIC FLUMES	SY	14.000	14.000
0350	522.0112	CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	68.000	68.000
0360	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	4.000	4.000
0370	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	12.000	12.000
0380	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	16,550.000	16,550.000
0390	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	60.000	60.000
0400	602.0405	CONCRETE SIDEWALK 4-INCH	SF	4,650.000	4,650.000
0410	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	112.000	112.000
0420	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	99.000	99.000
0430	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	555.000	555.000
0440	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	67.000	67.000
0450	611.0301	INLETS TYPE 1	EACH	1.000	1.000
0460	611.0303	INLETS TYPE 3	EACH	9.000	9.000

DATE 14FEB07

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

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4984-01-30 QUANTITY
0470	611.0420	RECONSTRUCTING MANHOLES	EACH	6.000	6.000
0480	611.0600	INLET COVERS TYPE A	EACH	1.000	1.000
0490	611.0612	INLET COVERS TYPE C	EACH	1.000	1.000
0500	611.0624	INLET COVERS TYPE H	EACH	14.000	14.000
0510	611.8110	ADJUSTING MANHOLE COVERS	EACH	27.000	27.000
0520	611.8115	ADJUSTING INLET COVERS	EACH	49.000	49.000
0530	612.0106	PIPE UNDERDRAIN 6-INCH	LF	1,070.000	1,070.000
0540	619.1000	MOBILIZATION	EACH	1.000	1.000
0550	623.0200	DUST CONTROL SURFACE TREATMENT	SY	40,400.000	40,400.000
0560	624.0100	WATER	MGAL	99.000	99.000
0570	625.0100	TOPSOIL	SY	12,900.000	12,900.000
0580	627.0200	MULCHING	SY	5,950.000	5,950.000
0590	628.1504	SILT FENCE	LF	1,000.000	1,000.000
0600	628.1520	SILT FENCE MAINTENANCE	LF	1,000.000	1,000.000
0610	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	4.000	4.000
0620	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	6,950.000	6,950.000
0630	628.7005	INLET PROTECTION TYPE A	EACH	4.000	4.000
0640	628.7015	INLET PROTECTION TYPE C	EACH	65.000	65.000
0650	628.7504	TEMPORARY DITCH CHECKS	LF	300.000	300.000
0660	628.7550	CULVERT PIPE DITCH CHECKS	EACH	8.000	8.000
0670	629.0210	FERTILIZER TYPE B	CWT	8.000	8.000
0680	630.0140	SEEDING MIXTURE NO. 40	LB	300.000	300.000
0690	630.0200	SEEDING TEMPORARY	LB	150.000	150.000
0700	634.0414	POSTS WOOD 4X4-INCH X 14-FT	EACH	22.000	22.000
0710	634.0416	POSTS WOOD 4X4-INCH X 16-FT	EACH	2.000	2.000
0720	638.2102	MOVING SIGNS TYPE II	EACH	27.000	27.000
0730	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	24.000	24.000
0740	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000
0750	643.0100	TRAFFIC CONTROL (PROJECT) 01. 4984-01-30	EACH	1.000	1.000
0760	643.0300	TRAFFIC CONTROL DRUMS	DAYS	25,470.000	25,470.000
0770	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAYS	5,550.000	5,550.000
0780	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	28.000	28.000
0790	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	28.000	28.000
0800	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAYS	8,800.000	8,800.000
0810	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAYS	2,460.000	2,460.000
0820	643.0900	TRAFFIC CONTROL SIGNS	DAYS	8,615.000	8,615.000
0830	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	2.000	2.000
0840	645.0112	GEOTEXTILE FABRIC TYPE DF SCHEDULE B	SY	140.000	140.000
0850	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	18,350.000	18,350.000
0860	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	635.000	635.000
0870	646.0600	REMOVING PAVEMENT MARKINGS	LF	1,850.000	1,850.000
0880	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	2.000	2.000
0890	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	9.000	9.000
0900	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	2.000	2.000
0910	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	8.000	8.000
0920	647.0456	PAVEMENT MARKING CURB EPOXY	LF	54.000	54.000
0930	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	315.000	315.000
0940	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	5.000	5.000
0950	647.0716	PAVEMENT MARKING DIAGONAL EPOXY 8-INCH	LF	295.000	295.000
0960	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	440.000	440.000
0970	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	390.000	390.000

DATE 14FEB07 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4984-01-30 QUANTITY
0980	647.0856	PAVEMENT MARKING CONCRETE CORRUGATED MEDIAN EPOXY	SF	135.000	135.000
0990	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	4.000	4.000
1000	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	6.000	6.000
1010	650.4000	CONSTRUCTION STAKING STORM SEWER SYSTEM	EACH	10.000	10.000
1020	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	9,680.000	9,680.000
1030	650.5000	CONSTRUCTION STAKING BASE	LF	485.000	485.000
1040	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	72.000	72.000
1050	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	2.000	2.000
1060	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	9,300.000	9,300.000
1070	650.9900	CONSTRUCTION STAKING INITIAL LAYOUT	LF	10,100.000	10,100.000
1080	652.0800	CONDUIT LOOP DETECTOR	LF	345.000	345.000
1090	653.0105	PULL BOXES STEEL 12X24-INCH	EACH	4.000	4.000
1100	655.0700	LOOP DETECTOR LEAD IN CABLE	LF	900.000	900.000
1110	655.0800	LOOP DETECTOR WIRE	LF	870.000	870.000
1120	690.0100	SAWING EXISTING PAVEMENT	LF	1,780.000	1,780.000
1130	690.0200	SAWING CONCRETE PAVEMENT FULL DEPTH	LF	9,400.000	9,400.000
1140	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5.00/HR	HRS	200.000	200.000
1150	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	1,200.000	1,200.000
1160	SPV.0060	SPECIAL 01. ADJUSTING PULL BOX COVERS	EACH	1.000	1.000
1170	SPV.0060	SPECIAL 05. LANDMARK REFERENCE MONUMENT SPECIAL	EACH	2.000	2.000
1180	SPV.0060	SPECIAL 10. ADJUSTING WATER VALVE BOXES	EACH	24.000	24.000
1190	SPV.0060	SPECIAL 15. INTERNAL RUBBER CHIMNEY SEALS INSTALLED	EACH	32.000	32.000
1200	SPV.0090	SPECIAL 05. STORM SEWER PIPE POLYVINYL CHLORIDE SDR 35 6-INCH	LF	123.000	123.000
1210	SPV.0180	SPECIAL 05. GEOGRID	SY	25,000.000	25,000.000

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

REMOVING SMALL PIPE CULVERTS
203.0100

STATION	LOCATION	EACH	COMMENTS
9+08.50 LT	EARL STREET	1	33" 15" RCP
	PROJECT TOTAL	1	

REMOVING ASPHALTIC SURFACE
204.0110

STATION	LOCATION	S.Y.	DESCRIPTION
8+95.98 – 9+45.20	EARL ST.	168	SIDEROAD TRANSITION
9+12.46 – 9+48.86	MISSION ST.	104	SIDEROAD TRANSITION
9+25.34 – 9+50.68	FATIMA ST.	85	SIDEROAD TRANSITION
9+40.04 – 9+50.04	KENWOOD DR.	35.5	SIDEROAD TRANSITION
10+23.56 – 10+59.70	MIDWAY PLACE	196.5	SIDEROAD TRANSITION
10+50.29 – 10+93.47	UNIVERSITY DR.	162.5	SIDEROAD TRANSITION
9+05.68 – 9+47.93	UNIVERSITY DR.	167	SIDEROAD TRANSITION
8+99.18 – 9+49.81	HOME AVE.	164.5	SIDEROAD TRANSITION
9+07.82 – 9+50.15	STEAD DR.	137	SIDEROAD TRANSITION
9+00.48 – 9+50.15	S. LINDA AVE.	161	SIDEROAD TRANSITION
10+49.78 – 11+02.62	N. LINDA AVE.	188	SIDEROAD TRANSITION
9+40.33 – 9+49.78	ESTATE DR.	37	SIDEROAD TRANSITION
10+49.94 – 10+71.51	MALOA ST.	83	SIDEROAD TRANSITION
30+50 LT	CTH AP	58	DRIVEWAY
9+09 LT	EARL ST.	57	DRIVEWAY
32+97 RT	CTH AP	22	DRIVEWAY
33+47 RT	CTH AP	81	DRIVEWAY/PARKING LOT
34+20 LT	CTH AP	68	DRIVEWAY
38+54 RT	CTH AP	9	DRIVEWAY
39+11 RT	CTH AP	17	DRIVEWAY
40+10 LT	CTH AP	47	DRIVEWAY
41+65 RT	CTH AP	40	DRIVEWAY
44+17 RT	CTH AP	9	DRIVEWAY
47+36 RT	CTH AP	13	DRIVEWAY
47+43 LT	CTH AP	25	DRIVEWAY
48+42 RT	CTH AP	3	DRIVEWAY
49+71 RT	CTH AP	1	DRIVEWAY
51+83 RT	CTH AP	1	DRIVEWAY
52+67 RT	CTH AP	3	DRIVEWAY
58+31 RT	CTH AP	36	DRIVEWAY
59+00 LT	CTH AP	4	DRIVEWAY
59+88 RT	CTH AP	24	DRIVEWAY
60+86 RT	CTH AP	12	DRIVEWAY
61+54 LT	CTH AP	30	DRIVEWAY
63+43 LT	CTH AP	3	DRIVEWAY
64+70 LT	CTH AP	8	DRIVEWAY
74+32 RT	CTH AP	21	DRIVEWAY
75+72 RT	CTH AP	19	DRIVEWAY
76+50 RT	CTH AP	21	DRIVEWAY
77+50 RT	CTH AP	41	DRIVEWAY
78+29 RT	CTH AP	18	DRIVEWAY
86+30 RT	CTH AP	16	DRIVEWAY
86+91 RT	CTH AP	9	DRIVEWAY
88+10 RT	CTH AP	30	DRIVEWAY
90+97 RT	CTH AP	24	DRIVEWAY
100+17 RT	CTH AP	17	DRIVEWAY
103+38 RT	CTH AP	9	DRIVEWAY
106+86 RT	CTH AP	11	DRIVEWAY
107+55 LT	CTH AP	15	DRIVEWAY
108+00 RT	CTH AP	24	DRIVEWAY
109+75 LT	CTH AP	9	DRIVEWAY
110+30 LT	CTH AP	24	DRIVEWAY
112+35 LT	CTH AP	39	DRIVEWAY
113+41 RT	CTH AP	28	DRIVEWAY
115+48 RT	CTH AP	24	DRIVEWAY
115+78 LT	CTH AP	40	DRIVEWAY
116+25 LT	CTH AP	34	DRIVEWAY
116+82 RT	CTH AP	19	DRIVEWAY
117+81 LT	CTH AP	20	DRIVEWAY
117+94 RT	CTH AP	24	DRIVEWAY
48+00 – 53+90 RT	CTH AP	27	ASPHALT SIDEWALK
65+00 – 67+00 LT	CTH AP	109	ASPHALT SIDEWALK
	PROJECT TOTAL	2932	
	ROUNDED TOTAL	2950	

REMOVING PAVEMENT
204.0100

STATION	LOCATION	S.Y.	DESCRIPTION
29+92.25 – 67+06.77	CTH AP	19044	MAINLINE
68+39.60 – 119+83.32	CTH AP	27636	MAINLINE
35+82 RT	CTH AP	27	DRIVEWAY
36+60 RT	CTH AP	51	DRIVEWAY
37+40 RT	CTH AP	26	DRIVEWAY
37+63 RT	CTH AP	20	DRIVEWAY
41+25 RT	CTH AP	12	DRIVEWAY
69+47 LT	CTH AP	18	DRIVEWAY
70+34 LT	CTH AP	13.5	DRIVEWAY
72+95 LT	CTH AP	12	DRIVEWAY
74+56 LT	CTH AP	12	DRIVEWAY
75+19 LT	CTH AP	14.5	DRIVEWAY
77+07 LT	CTH AP	15	DRIVEWAY
78+81 LT	CTH AP	14	DRIVEWAY
85+96 LT	CTH AP	14	DRIVEWAY
88+38 LT	CTH AP	26.5	DRIVEWAY
93+57 LT	CTH AP	19	DRIVEWAY
94+34 LT	CTH AP	12	DRIVEWAY
95+07 LT	CTH AP	8	DRIVEWAY
96+27 LT	CTH AP	11.5	DRIVEWAY
97+57 LT	CTH AP	15	DRIVEWAY
97+80 RT	CTH AP	38	DRIVEWAY
101+15 RT	CTH AP	15	DRIVEWAY
101+37 LT	CTH AP	13	DRIVEWAY
101+51 RT	CTH AP	16	DRIVEWAY
119+05 RT	CTH AP	48	DRIVEWAY
	PROJECT TOTAL	47151	
	ROUNDED TOTAL	47200	

REMOVING CURB & GUTTER
204.0150

STATION	LOCATION	L.F.
44+03 RT	CTH AP	8
44+30 RT	CTH AP	8
47+22 RT	CTH AP	9.5
47+48 RT	CTH AP	9.5
54+00 LT	CTH AP	38
54+31 LT	CTH AP	54
54+69 LT	CTH AP	36
58+00 RT	CTH AP	19
58+61 RT	CTH AP	8
9+46 LT	ESTATE DRIVE	11
9+45 RT	ESTATE DRIVE	10
	PROJECT TOTAL	211
	ROUNDED TOTAL	220

REMOVING CONCRETE SIDEWALK
204.0155

STATION TO STATION	LOCATION	S.Y.
10+28 – 10+58 LT	MIDWAY PLACE	15.5
10+27.50 – 10+55.60 RT	MIDWAY PLACE	24
77+30 – 78+64 LT	CTH AP	74
80+71.50 – 81+02 LT	CTH AP	16.5
81+51.90 – 81+91.25 LT	CTH AP	21
90+65 RT	CTH AP	25
95+98.50 – 96+40.80 RT	CTH AP	24
98+25 – 98+62.25 RT	CTH AP	21
99+09.90 – 99+43.25 RT	CTH AP	18
99+06 LT	CTH AP	26
104+73 – 105+12.60 RT	CTH AP	21
105+64 – 106+09 RT	CTH AP	24
104+85 – 105+17.70 LT	CTH AP	17
110+02 – 110+45 RT	CTH AP	24
110+96 – 111+39 RT	CTH AP	24
116+50 – 119+75 RT	CTH AP	160
	PROJECT TOTAL	535

REMOVING INLETS
204.0220

STRUCTURE	STATION	LOCATION	EACH
5	9+63.72, FATIMA ST.	20.41' LT	1
27	96+21.69, CTH AP	24.50' RT	1
31	110+46.42, CTH AP	34.50' RT	1
32	110+95.15, CTH AP	34.58' RT	1
33	119+76.10, CTH AP	24.97' RT	1
37	110+70.44, CTH AP	24.50' LT	1
53	67+02.50, CTH AP	24.5' LT	1
58	53+84, CTH AP	25.55' LT	1
	PROJECT TOTAL		8

EARTHWORK SUMMARY
205.0100

LOCATION	EXCAVATION COMMON C.Y.	FILL C.Y.	*EXPANDED FILL C.Y.	MASS HAUL (WASTE) C.Y.
29+95.25 – 60+95.54 MAINLINE	17021	92	120	16901
60+95.54 – 67+06.77 MAINLINE	1690	3	4	1686
68+39.60 – 73+82.01 MAINLINE	1501	1	1	1500
73+82.01 – 119+83.32 MAINLINE	26035	20	26	26009
EARL ST.	94	0	0	94
EARL ST. REDITCHING	20	0	0	20
MISSION ST.	78	0	0	78
FATIMA ST.	74	0	0	74
KENWOOD DR.	81	0	0	81
MIDWAY PLACE	126	0	0	126
UNIVERSITY DR. (SOUTH)	86	0	0	86
UNIVERSITY DR. (NORTH)	82	0	0	82
HOME AVE.	134	0	0	134
STEAD DR.	81	0	0	81
S. LINDA AVE.	81	0	0	81
N. LINDA AVE.	80	0	0	80
ESTATE DR.	83	0	0	83
MALOA ST.	80	0	0	80
EBS (UNDISTRIBUTED)	1000	0	0	1000
PROJECT TOTALS	48427	116	151	48276
ROUNDED TOTAL	48500			

*EXPANSION FACTOR FOR FILL = 30%

BASE AGGREGATE

STATION TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 BASE AGGREGATE OPEN GRADED TON	312.0110 SELECT CRUSHED MATERIAL TON	301.0100.S QMP BASE AGGREGATE TON
29+95.25 – 60+95.54	CTH AP	–	6086	–	18258	6086
60+95.54 – 67+06.77	CTH AP	–	604	–	1812	604
9+45.20 – 9+77.64	EARL ST.	6	52	–	52	58
9+48.85 – 9+78	MISSION ST.	4	43	–	43	47
9+50.68 – 9+78	FATIMA ST.	3	40	–	40	43
10+22 – 10+49.79	MIDWAY PLACE	–	70	–	70	70
9+50.04 – 9+78	KENWOOD DR.	–	44	–	44	44
68+39.60 – 73+82.01	CTH AP	–	534	–	1602	534
73+82.01 – 119+83.32	CTH AP	–	9036	–	27108	9036
10+22 – 10+50.29	UNIVERSITY DR.	5	45	–	45	50
9+47.93 – 9+78	UNIVERSITY DR.	5	47	–	47	52
9+49.81 – 9+78	HOME AVE.	6	44	–	44	50
9+50.15 – 9+78	STEAD DR.	5	44	–	44	49
10+22 – 10+49.78	N. LINDA AVE.	5	44	–	44	49
9+50.15 – 9+78	S. LINDA AVE.	5	44	–	44	49
9+50.33 – 9+78	ESTATE DR.	–	42	–	42	42
10+22 – 10+49.94	MALOA ST.	2	44	–	44	46
65+00 – 67+00 LT	SIDEWALK	–	52	–	–	52
29+95.25 – 119+83.32	DRIVEWAYS	–	1011	–	–	1011
29+95.25 – 119+83.32	UNDISTRIBUTED (EBS AREAS)	–	1200	–	3200	1200
29+95.25 – 119+83.32	PIPE UNDERDRAIN	–	–	51	–	51
	PROJECT TOTALS	46	19126	51	52583	19223
	ROUNDED TOTALS	50	19200	55	53000	19305

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

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CONCRETE BASE, 7-INCH
320.0135

STATION TO STATION	LOCATION	S.Y.
119+50 – 119+83.32	CTH AP	171
	PROJECT TOTAL	171
	ROUNDED TOTAL	175

QMP, CONCRETE PAVEMENT
415.3000.S

STATION TO STATION	LOCATION	DAYS
29+95.25 – 119+83.32	CTH AP	10
	PROJECT TOTAL	10

CONCRETE PAVEMENT, 9-INCH
415.0090

STATION TO STATION	LOCATION	S.Y.	REMARKS
29+95.25 – 60+95.54	CTH AP	14938	MAINLINE EB & WB LANES
9+45.20 – 9+77.64	EARL ST.	153	SIDEROAD
9+48.85 – 9+78	MISSION ST.	128	SIDEROAD
9+50.68 – 9+78	FATIMA ST.	121	SIDEROAD
9+50.04 – 9+78	KENWOOD DR.	136	SIDEROAD
10+22 – 10+49.79	MIDWAY PLACE	179	SIDEROAD
60+95.54 – 67+06.77	CTH AP	1505	MAINLINE WB LANES
68+39.60 – 73+82.01	CTH AP	1330	MAINLINE WB LANES
73+82.01 – 119+50	CTH AP	22333	MAINLINE EB & WB LANES
9+47.93 – 9+78	UNIVERSITY DR.	142	SIDEROAD
10+22 – 10+50.29	UNIVERSITY DR.	137	SIDEROAD
9+49.81 – 9+78	HOME AVE.	136	SIDEROAD
9+50.15 – 9+78	STEAD DR.	135	SIDEROAD
9+50.15 – 9+78	S. LINDA AVE.	135	SIDEROAD
10+22 – 10+49.78	N. LINDA AVE.	133	SIDEROAD
9+50.33 – 9+78	ESTATE DR.	140	SIDEROAD
10+22 – 10+49.94	MALOA ST.	134	SIDEROAD
	PROJECT TOTAL	41915	
	ROUNDED TOTAL	41950	

CONCRETE PAVEMENT HES 9-INCH
415.1090

STATION TO STATION	LOCATION	S.Y.	REMARKS
29+95.25 – 30+38.45	CTH AP	222	PHASE 4
	PROJECT TOTAL	222	
	ROUNDED TOTAL	225	

PAVEMENT TIES
416.0610

STATION TO STATION	LOCATION	EACH
29+95.25	CTH AP	14
60+95.54	CTH AP	7
60+95.54 – 67+06.77	CTH AP	204
*67+06 RT	CTH AP	20
68+39.60 – 73+82.01	CTH AP	181
73+82.01	CTH AP	7
119+83.32	CTH AP	17
	PROJECT TOTAL	450

* STORM SEWER REPLACEMENT

PAVEMENT DOWEL BARS
416.0620

STATION TO STATION	LOCATION	EACH
67+06.77	CTH AP	16
68+39.60	CTH AP	22
	PROJECT TOTAL	38

CONCRETE PAVEMENT REPAIR
416.0710

STATION TO STATION	LOCATION	C.Y.	REMARKS
67+04.50 RT – 67+11 RT	CTH AP	3	STORM SEWER REPLACEMENT
	PROJECT TOTAL	3	

CONCRETE PAVEMENT GAPS
416.0805

LOCATION	PHASE	EACH
CTH AP	PHASE 1	8
CTH AP	PHASE 2	16
CTH AP	PHASE 3	3
CTH AP	PHASE 4	7
	PROJECT TOTAL	34

CONCRETE DRIVEWAY, 7-INCH
416.0170

STATION	LOCATION	S.Y.
35+83 RT	CTH AP	27.5
36+60.5 RT	CTH AP	51
37+42 RT	CTH AP	26
37+63 RT	CTH AP	20
41+25 RT	CTH AP	12
69+46 LT	CTH AP	19
70+35 LT	CTH AP	14
72+95 LT	CTH AP	12.5
74+56 LT	CTH AP	12
75+19 LT	CTH AP	14
77+07 LT	CTH AP	15.5
78+81 LT	CTH AP	14.5
85+96 LT	CTH AP	14.5
86+91 RT	CTH AP	27
88+39 LT	CTH AP	21
93+57 LT	CTH AP	16
94+34 LT	CTH AP	12
95+07 LT	CTH AP	8.5
96+27 LT	CTH AP	11.5
97+57 LT	CTH AP	15.5
97+79 RT	CTH AP	38
101+15 RT	CTH AP	15
101+37 LT	CTH AP	13
101+51 RT	CTH AP	15
119+06 RT	CTH AP	49
	PROJECT TOTAL	494
	ROUNDED TOTAL	500

ASPHALTIC ITEMS

STATION TO STATION	LOCATION	460.1101 HMA PAVEMENT TYPE E-1 TON	465.0105 ASPHALTIC SURFACE TON	465.0120 DRIVEWAYS AND FIELD ENTRANCES TON	455.0120 ASPHALTIC MATERIAL PG64-28 TON	455.0605 TACK COAT GAL.
8+95.98 – 9+45.20	EARL ST.	40.5	–	–	2.4	4.2
9+12.46 – 9+48.85	MISSION ST.	25.6	–	–	1.5	2.7
9+25.34 – 9+50.68	FATIMA ST.	20.6	–	–	1.2	2.1
10+49.79 – 10+59.79	MIDWAY PLACE	10.5	–	–	0.6	1.1
9+40.04 – 9+50.04	KENWOOD DR.	8.7	–	–	0.5	1
10+50.29 – 10+93.47	UNIVERSITY DR. (NORTH)	38.5	–	–	2.3	4
9+05.68 – 9+47.93	UNIVERSITY DR. (SOUTH)	39.5	–	–	2.4	4.1
8+99.18 – 9+49.81	HOME AVE.	39.2	–	–	2.4	4.1
9+07.82 – 9+50.15	STEAD DR.	33.6	–	–	2.0	3.6
10+49.78 – 11+02.62	N. LINDA ST.	44	–	–	2.6	4.6
9+00.48 – 9+50.15	S. LINDA ST.	38.5	–	–	2.3	4
9+40.33 – 9+50.33	ESTATE DR.	9.5	–	–	0.6	1
10+49.94 – 10+71.51	MALOA ST.	19.8	–	–	1.2	2.1
119+50 – 119+83.32	CTH AP	41.5	–	–	2.5	4.4
29+95.25 – 119+83.32	DRIVEWAYS / PARKING LOTS	–	–	320	–	37
53+75 – 54+02 RT	CTH AP SIDEWALK	–	1.5	–	–	–
65+00 – 67+00 LT	CTH AP SIDEWALK	–	13.5	–	–	–
	PROJECT TOTALS	410	15	320	24.5	43
	ROUNDED TOTALS	410	15	320	25	50

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

ASPHALTIC FLUMES
465.0315

STATION	LOCATION	S.Y.
9+45.20 LT	EARL ST.	2
9+45.20 RT	EARL ST.	2
9+50.68 LT	FATIMA ST.	2
9+49.81 LT	HOME AVE.	2
9+49.81 RT	HOME AVE.	2
9+50.15 LT	STEAD DR.	2
9+50.15 RT	STEAD DR.	2
	PROJECT TOTAL	14

CULVERT PIPE REINFORCED CONCRETE CLASS III

STATION	LOCATION	522.0112 12–INCH L.F.	REMARKS
9+08.76 LT	EARL STREET	68	2 X 34'
	PROJECT TOTAL	68	

APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE

STATION	LOCATION	522.1012 12–INCH EACH
8+91.76 LT	EARL STREET	2
9+25.76 LT	EARL STREET	2
	PROJECT TOTAL	4

CONCRETE CURB & GUTTER, TYPE A

STATION TO STATION	LOCATION	601.0409 30–INCH FT
–	SW QUADRANT CTH AP/EARL ST.	47
–	SE QUADRANT CTH AP/EARL ST.	48
29+95.25 – 53+76.84 LT	CTH AP	2382
30+87.28 – 33+75.06 RT	CTH AP	288
–	SW QUADRANT CTH AP/MISSION ST.	42
–	SE QUADRANT CTH AP/MISSION ST.	42
34+58.38 – 39+31.89 RT	CTH AP	474.5
–	SW QUADRANT CTH AP/FATIMA ST.	40
–	SE QUADRANT CTH AP/FATIMA ST.	40
40+14.89 – 53+87.94 RT	CTH AP	1373
–	SW QUADRANT CTH AP/KENWOOD DR.	41
–	SE QUADRANT CTH AP/KENWOOD DR.	40.5
54+74.96 – 60+95.54 RT	CTH AP	621
–	NW QUADRANT CTH AP/MIDWAY PLACE	40
–	NE QUADRANT CTH AP/MIDWAY PLACE	37.5
54+84.24 – 67+06.77 LT	CTH AP	1223
–	NW QUADRANT CTH AP/STH 47	17.5
68+39.60 – 80+83.22 LT	CTH AP	1245
73+82.01 – 81+80.41 RT	CTH AP	799
–	NW QUADRANT CTH AP/UNIVERSITY DR.	40.5
–	NE QUADRANT CTH AP/UNIVERSITY DR.	41
–	SW QUADRANT CTH AP/UNIVERSITY DR.	42.5
–	SE QUADRANT CTH AP/UNIVERSITY DR.	42
81+71.35 – 104+99.54 LT	CTH AP	2330
82+66.38 – 95+35.91 RT	CTH AP	1270
–	SW QUADRANT CTH AP/HOME AVE.	41
–	SE QUADRANT CTH AP/HOME AVE.	40.5
96+22.92 – 98+39.76 RT	CTH AP	217
–	SW QUADRANT CTH AP/STEAD DR.	40.5
–	SE QUADRANT CTH AP/STEAD DR.	40.5
99+26.77 – 104+93.73 RT	CTH AP	567
–	NW QUADRANT CTH AP/N. LINDA DR.	39.5
–	NE QUADRANT CTH AP/N. LINDA DR.	40.5
–	SW QUADRANT CTH AP/S. LINDA DR.	40.5
–	SE QUADRANT CTH AP/S. LINDA DR.	40.5
105+80.24 – 110+26.89 RT	CTH AP	447
105+85.05 – 114+66.13 LT	CTH AP	881
–	SW QUADRANT CTH AP/ESTATE DR.	40
–	SE QUADRANT CTH AP/ESTATE DR.	40
111+14.95 – 119+83.32 RT	CTH AP	869
–	NW QUADRANT CTH AP/MALOA ST.	40
–	NE QUADRANT CTH AP/MALOA ST.	40.5
115+52.57 – 119+83.32 LT	CTH AP	430
	PROJECT TOTAL	16502
	ROUNDED TOTAL	16550

CONCRETE CURB & GUTTER, TYPE D

STATION TO STATION	LOCATION	601.0407 18–INCH FT	601.0411 30–INCH FT
10+49.71 – 10+59.71 LT,RT	SOUTHBOUND MIDWAY PLACE	––	20
10+49.71 – 10+59.71 LT,RT	NORTHBOUND MIDWAY PLACE	––	20
9+40.33 – 9+50.33 LT	ESTATE DR.	––	10
9+40.33 – 9+50.33 RT	ESTATE DR.	––	10
86+91 RT	CTH AP DRIVEWAY	12	
	PROJECT TOTAL	12	60

CONCRETE SIDEWALK 4–INCH
602.0405

STATION TO STATION	LOCATION	S.F.
10+31.25 – 10+58 LT	MIDWAY PLACE	120
10+25.50 – 10+55.50 RT	MIDWAY PLACE	240
77+30 – 78+64 LT	CTH AP	670
80+71.50 – 81+00.60 LT	CTH AP	140
81+52.60 – 81+91.25 LT	CTH AP	185
95+99.25 – 96+40.80 RT	CTH AP	210
98+25 – 98+61.50 RT	CTH AP	190
99+11 – 99+43.25 RT	CTH AP	160
99+06 LT	CTH AP	241
104+73 – 105+11.50 RT	CTH AP	190
105+64.40 – 106+09 RT	CTH AP	225
104+85 – 105+18 LT	CTH AP	155
110+02 – 110+44 RT	CTH AP	220
110+97 – 111+39 RT	CTH AP	215
116+50 – 119+75 RT	CTH AP	1450
	PROJECT TOTAL	4611
	ROUNDED TOTAL	4650

CURB RAMP DETECTABLE WARNING FIELD YELLOW
602.0505

LOCATION	S.F.
NW QUAD MIDWAY PLACE/CTH AP	8
NE QUAD MIDWAY PLACE/CTH AP	8
NW QUAD UNIVERSITY DR./CTH AP	8
NE QUAD UNIVERSITY DR./CTH AP	8
SE QUAD HOME AVE./CTH AP	8
SW QUAD STEAD DR./CTH AP	8
SE QUAD STEAD DR./CTH AP	8
99+06 LT	16
SW QUAD S. LINDA AVE./CTH AP	8
SE QUAD S. LINDA AVE./CTH AP	8
NW QUAD N. LINDA AVE./CTH AP	8
SW QUAD ESTATE DR./CTH AP	8
SE QUAD ESTATE DR./CTH AP	8
PROJECT TOTAL	112

STORM SEWER SUMMARY

PIPE NO.	FROM STRUCTURE	TO STRUCTURE	INLET ELEVATION	OUTLET ELEVATION	204.0245.01 REMOVING STORM SEWER 12–INCH L.F.	204.0245.02 REMOVING STORM SEWER 15–INCH L.F.	204.0245.03 REMOVING STORM SEWER 18–INCH L.F.	SPV.0090.05 6–INCH PVC L.F.	608.0312 12–INCH L.F.	608.0315 15–INCH L.F.	608.0318 18–INCH L.F.	SLOPE %
P–1	64	MAINLINE PIPE	758.79	**		16				16		
P–2	3	STORM MH	758.12	**		86				86		
P–3	6	STORM MH	761.37	**		71				71		
P–3A	5A	5	763.20	762.20				123				0.81
P–3B	5	6	762.20	761.37		43				45		1.93
P–4	11	58A	764.46	**		71				71		
P–5	16	EXISTING PIPE	773.08	**		24				24		
P–7	48	STORM MH	778.82	**		16				16		
P–8	45	46	782.75	781.42		45				45		2.96
P–9	24	44	783.10	782.61		46				46		1.07
P–10	EXISTING PIPE	39	**	788.19		16				16		
P–11	31	32	791.03	790.79		47				47		0.50
P–12	32	37	790.79	790.48		62				62		0.50
P–13	37A	37	790.77	790.48					29			1.00
P–14	37	STORM MH	790.48	**		10				10		
P–15	35	36	791.14	790.92			43				43	0.51
P–16	EXISTING PIPE	35	**	791.14			24				24	
P–17	33	EXISTING PIPE	793.00	**	32				32			
P–18	34A	34		791.88	38				38			
				PROJECT TOTALS	70	553	67	123	99	555	67	

** PROPOSED STORM SEWER PIPE TO BE PLACED IN LOCATION OF EXISTING PIPE

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

INLETS AND INLET COVERS

STRUCTURE NO.	STATION	LOCATION	611.0301 TYPE 1 EACH	611.0303 TYPE 3 EACH	611.0624 TYPE H EACH	611.0600 TYPE A EACH	611.0612 TYPE C EACH	RIM ELEVATION	FLOWLINE OF STUCTURE	STRUCTURE DEPTH
1	32+25.79, CTH AP	24.50' RT		–	1	–				
5	39+46.99, CTH AP	29.57' RT		1	1			766.8	761.37	4.43
5A	38+25, CTH AP	30.50' RT	1				1	766.7	763.20	2.25
11	9+70.72, KENWOOD DR.	27.08' LT		–	–	1				
20	78+56.42, CTH AP	24.50' RT		–	1	–				
23	82+65.62, CTH AP	24.50' RT		–	1	–				
27	96+21.69, CTH AP	24.50' RT		1	1	–				
31	110+46.42, CTH AP	34.50' RT		1	1	–		795.09	791.03	3.06
32	110+95.15, CTH AP	34.58' RT		1	1	–		795.09	790.79	3.30
33	119+76.10, CTH AP	24.97' RT		1	1	–				
36	10+34.51, MALOA ST.	22.45' LT		–	1	–				
37	110+70.44, CTH AP	24.50' LT		1	1	–		795.67	790.48	4.19
37A	111+00, CTH AP	24.5' LT.		1	1	–		795.58	790.77	3.81
53	67+02.50, CTH AP	24.5' LT		1	1	–		776.08	771.30	3.78
58	53+84, CTH AP	25.55' LT		1	1	–		770.06	766.83	2.23
61	43+51.10, CTH AP	24.50' LT		–	1	–				
		PROJECT TOTALS	1	9	14	1	1			

LOCATION IS TO CENTER BACK OF CURB FOR TYPE 3 INLETS AND TO CENTER OF STRUCTURE FOR TYPE 1 INLETS.
FLOW LINE OF STRUCTURE = LOWEST PIPE FLOWLINE ELEVATION ENTERING STRUCTURE.

RIM ELEVATION =FINISHED EDGE OF PAVEMENT AT TYPE 3 INLETS.

STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 12" FOR STRUCTURES WITH TYPE H AND TYPE A INLET CASTINGS.
STRUCTURE DEPTH = RIM ELEVATION MINUS FLOWLINE OF STRUCTURE MINUS 15" FOR STRUCTURES WITH TYPE C INLET CASTINGS.

ADJUSTING MANHOLE COVERS
611.8110

*STRUCTURE	STATION	LOCATION	QUANTITY EACH	AVAILABLE ADJUSTMENT FT.	PROPOSED ADJUSTMENT FT.
CATEGORY 0010					
58A	10+40.38 LT	MIDWAY PLACE	1	–	–
		CATEGORY 0010 TOTAL =	1		
CATEGORY 0020					
S1	30+57.86	20.6' RT, CTH AP	1	0.50	−0.19
S2	32+63.68	20.46' RT, CTH AP	1	0.33	−0.12
S3	33+97.34	21.43' RT, CTH AP	1	0.50	0.11
S4	36+96.17	21.79' RT, CTH AP	1	1.00	0.04
S5	39+51.46	21.88' RT, CTH AP	1	0.50	0.03
S6	40+92.68	21.65' RT, CTH AP	1	0.50	0.00
S7	43+46.72	21.50' RT, CTH AP	1	0.50	−0.03
S8	47+42.44	22.19' RT, CTH AP	1	0.50	−0.04
S9	51+34.41	21.48' RT, CTH AP	1	0.50	−0.03
S10	54+31.92	21.07' RT, CTH AP	1	0.17	0.10
S11	55+34.54	20.06' RT, CTH AP	1	1.00	0.04
S12	59+33.64	21.84' RT, CTH AP	1	0.50	0.06
S13	73+90.00	19.99' RT, CTH AP	1	0.50	0.15
S14	74+58.40	19.53' RT, CTH AP	1	0.33	−0.10
S15	76+81.06	20.43' RT, CTH AP	1	0.33	0.04
S16	79+59.86	20.00' RT, CTH AP	1	0.50	−0.17
S17	81+06.27	20.22' RT, CTH AP	1	0.50	0.00
S18	82+26.17	22.17' RT, CTH AP	1	1.00	−0.06
S19	85+55.73	20.37' RT, CTH AP	1	0.50	−0.19
S23	95+57.57	17.73' RT, CTH AP	1	0.17	0.13
S24	98+64.02	17.58' RT, CTH AP	1	0.67	−0.01
**S25	100+83.91	17.27' RT, CTH AP	1	1.00	0.14
S27	105+17.80	17.24' RT, CTH AP	1	0.50	−0.20
S29	110+64.58	17.31' RT, CTH AP	1	0.33	−0.01
S31	115+09.95	18.95' RT, CTH AP	1	1.33	−0.61
S32	117+61.97	19.57' RT, CTH AP	1	0.50	−0.05
		CATEGORY 0020 TOTAL =	26		
		PROJECT TOTAL	27		

* S(NUMBER) = SANITARY SEWER MANHOLES
** REPLACE STORM MANHOLE COVER WITH SANITARY MANHOLE COVER TO BE FURNISHED BY THE TOWN OF MENASHA

LOCATION IS TO CENTER OF MANHOLE COVER.

AVAILABLE ADJUSTMENT = THICKNESS OF EXISTING GRADE ADJUSTMENT DEVICES.
PROPOSED ADJUSTMENT = DIFFERENCE BETWEEN EXISTING AND FINISHED MANHOLE COVER ELEVATIONS. TO BE VERIFIED BY CONTRACTOR.

RECONSTRUCTING MANHOLES
611.0420

*STRUCTURE	STATION	**LOCATION	QUANTITY EACH	REMARKS
CATEGORY 0020				
S20	88+84.47	22.19' RT, CTH AP	1	LOWER TOP OF STRUCTURE 5–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT.
S21	92+16.41	22.91' RT, CTH AP	1	LOWER TOP OF STRUCTURE 5–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT AND ROTATE CONE TO PROVIDE CLEARANCE BETWEEN THE MANHOLE COVER AND THE CURB HEAD.
S22	93+83.08	23.23' RT, CTH AP	1	LOWER TOP OF STRUCTURE 6–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT AND ROTATE CONE TO PROVIDE CLEARANCE BETWEEN THE MANHOLE COVER AND THE CURB HEAD.
S26	101+87.58	15.96' RT, CTH AP	1	LOWER TOP OF STRUCTURE 5–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT.
S28	108+65.76	19.03' RT, CTH AP	1	LOWER TOP OF STRUCTURE 7–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT.
S30	112+16.66	19.55' RT, CTH AP	1	LOWER TOP OF STRUCTURE 6–INCHES TO ALLOW FOR 6–INCHES OF ADJUSTMENT.
		PROJECT TOTAL	6	

* S(NUMBER) = SANITARY SEWER MANHOLES
** LOCATION IS TO CENTER OF MANHOLE COVER

PIPE UNDERDRAIN AND GEOTEXTILE FABRIC

STRUCTURE	STATION	LOCATION	612.0106 6–INCH L.F.	645.0112 TYPE DF SCHEDULE B S.Y.
1	32+25.79 RT	CTH AP	65	8
64	32+24.98 LT	CTH AP	65	8
7	41+04.74 RT	CTH AP	65	8
62	41+04.97 LT	CTH AP	65	8
9	48+97.25 RT	CTH AP	65	8
60	48+97 LT	CTH AP	65	8
13	57+48.64 RT	CTH AP	65	8
56	57+48.45 LT	CTH AP	65	8
50	68+59.19 LT	CTH AP	65	8
25	90+73.58 RT	CTH AP	65	8
43	90+87.06 LT	CTH AP	65	8
28	102+28.14 RT	CTH AP	65	8
40	102+27.13 LT	CTH AP	65	8
32	9+65.77 RT	CTH AP	65	8
37A	111+00 LT	CTH AP	65	8
33	119+76.10 RT	CTH AP	45	8
34	119+73.53 LT	CTH AP	45	8
		PROJECT TOTALS	1065	136
		ROUNDED TOTALS	1070	140

*TRENCHES FOR PIPE UNDERDRAIN TO BE BACK FILLED WITH OPEN GRADED BASE COURSE, ITEM 310.0110. SEE BASE AGGREGATE MISC. QUANTITY TABLE FOR QUANTITIES FOR THIS ITEM.

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

ADJUSTING INLET COVERS
611.8115

STRUCTURE	STATION	LOCATION	QUANTITY EACH	AVAILABLE ADJUSTMENT FT.	PROPOSED ADJUSTMENT FT.
1	32+25.79	24.50' RT, CTH AP	1	0.33	0.02
2	9+51.68	16.68' LT, MISSION ST.	1	0.75	0.06
3	9+50.29	16.67' RT, MISSION ST.	1	0.63	0.06
4	35+67.29	24.50' RT, CTH AP	1	0.29	0.19
6	9+64.40	20.42' RT, FATIMA ST.	1	0.63	0.10
7	41+04.74	24.50' RT, CTH AP	1	0.63	0.13
8	43+53.17	24.50' RT, CTH AP	1	0.96	1.01
9	48+97.25	24.50' RT, CTH AP	1	1.08	0.06
10	52+41.07	24.50' RT, CTH AP	1	0.50	0.11
11	9+70.72	27.08' LT, KENWOOD DR.	1	0.63	0.30
12	9+68.28	26.41' RT, KENWOOD DR.	1	0.58	0.14
13	57+48.64	24.50' RT, CTH AP	1	0.75	0.09
19	75+50.54	24.50' RT, CTH AP	1	0.33	−0.21
20	78+56.42	24.50' RT, CTH AP	1	0.75	0.07
21	9+65.45	22.98' LT, UNIVERSITY DR.	1	0.25	0.00
22	9+50.14	18.50' RT, UNIVERSITY DR.	1	1.00	0.04
23	82+65.62	24.50' RT, CTH AP	1	0.98	−0.10
24	85+48.78	24.50' RT, CTH AP	1	0.21	−0.04
25	90+73.58	24.50' RT, CTH AP	1	0.38	−0.09
26	93+97.71	24.50' RT, CTH AP	1	1.00	−0.06
28	102+28.14	24.50' RT, CTH AP	1	0.88	−0.01
29	9+65.98	23.32' LT, S. LINDA AVE.	1	0.57	0.08
30	9+65.63	23.86' RT, S. LINDA AVE.	1	0.13	0.36
34	119+73.53	26.39' LT, CTH AP	1	0.65	−0.03
35	10+34.80	23.61' RT, MALOA ST.	1	1.19	−0.03
36	10+35.23	22.45' LT, MALOA ST.	1	1.08	0.05
38	10+34.58	23.24' RT, N. LINDA AVE.	1	0.58	0.19
39	10+35.42	22.33' LT, N. LINDA AVE.	1	0.67	−0.10
40	102+27.13	24.50' LT, CTH AP	1	1.08	0.01
41	96+08.93	24.50' LT, CTH AP	1	0.25	0.23
42	93+97.55	24.50' LT, CTH AP	1	0.69	0.04
43	90+87.06	24.50' LT, CTH AP	1	0.46	0.10
44	85+51.71	24.50' LT, CTH AP	1	0.58	0.06
45	10+34.59	22.88' RT, UNIVERSITY DR.	1	0.17	0.20
46	10+34.72	23.94' RT, UNIVERSITY DR.	1	1.96	0.03
47	78+54.68	24.50' LT, CTH AP	1	0.83	0.34
48	75+50.36	24.50' LT, CTH AP	1	0.98	−0.02
49	72+00	24.50' LT, CTH AP	1	1.29	0.04
50	68+59.19	24.60' LT, CTH AP	1	0.42	0.07
54	64+01.09	24.50' LT, CTH AP	1	0.67	−0.10
55	61+92.16	24.50' LT, CTH AP	1	0.83	0.10
56	57+48.45	24.50' LT, CTH AP	1	0.46	0.17
57	54+82.92	24.54' LT, CTH AP	1	0.50	0.12
59	52+50.06	24.50' LT, CTH AP	1	0.88	0.07
60	48+97	24.50' LT, CTH AP	1	0.88	0.05
61	43+51.10	24.50' LT, CTH AP	1	0.21	0.05
62	41+04.97	24.50' LT, CTH AP	1	0.96	0.10
63	35+66.44	24.50' LT, CTH AP	1	0.71	0.12
64	32+24.98	24.50' LT, CTH AP	1	1.08	−0.08
		PROJECT TOTAL	49		

LOCATION IS TO CENTER BACK OF CURB.

AVAILABLE ADJUSTMENT = THICKNESS OF EXISTING GRADE ADJUSTMENT DEVICES.
PROPOSED ADJUSTMENT = DIFFERENCE BETWEEN EXISTING AND FINISHED MANHOLE COVER ELEVATIONS. TO BE VERIFIED BY CONTRACTOR.

WATER AND DUST CONTROL SURFACE TREATMENT

STATION TO STATION	LOCATION	624.0100 WATER MGAL	623.0200 DUST CONTROL SURFACE TREATMENT S.Y.
29+95.25 – 67+06.77	CTH AP	41	16500
68+39.60 – 119+83.32	CTH AP	58	23820
	PROJECT TOTALS	99	40320
	ROUNDED TOTALS	99	40400

SILT FENCE

STATION TO STATION	LOCATION	628.1504 SILT FENCE L.F.	628.1520 SILT FENCE MAINTENANCE L.F.
UNDISTRIBUTED	CTH AP	1000	1000
	PROJECT TOTALS	1000	1000

LANDSCAPING SUMMARY

STATION	LOCATION	625.0100 TOPSOIL S.Y.	629.0210 FERTILIZER TYPE B CWT.	630.0140 SEEDING MIXTURE NO. 40 LB.	627.0200 MULCHING S.Y.	630.0200 SEEDING TEMPORARY LB.
29+95.25 RT – 67+06.77 RT	CTH AP	1700	1.1	31	450	15
29+95.25 LT – 67+06.77 LT	CTH AP	3750	2.3	68	2150	34
7+43 – 10+00	EARL ST.	408	0.3	7	408	4
9+12.46 – 10+00	MISSION ST.	153	0.1	3	153	1
8+80 – 10+00	FATIMA ST.	230	0.1	4	230	2
68+39.60 LT – 119+83.32 LT	CTH AP	2500	1.5	45	502	23
73+82.01 RT – 119+83.32 RT	CTH AP	3275	2.0	59	1195	30
9+05.68 – 10+00	UNIVERSITY DR.	80	0.1	1	80	1
10+00 – 10+93.47	UNIVERSITY DR.	90	0.1	2	90	1
8+99.18 – 10+00	HOME AVE.	145	0.1	3	145	1
9+07.82 – 10+00	STEAD DR.	155	0.1	3	155	1
9+00.48 – 10+00	S. LINDA AVE.	160	0.1	3	160	1
10+00 – 11+02.62	N. LINDA AVE.	70	0.1	1	70	2
9+40.33 – 10+00	ESTATE DR.	90	0.1	2	90	1
10+00 – 11+12	MALOA ST.	61	0.1	1	61	1
–	UNDISTRIBUTED	–	–	58	–	29
	PROJECT TOTALS	12867	8.0	291	5939	147
	ROUNDED TOTALS	12900	8.0	300	5950	150

EROSION MAT URBAN CLASS I TYPE A
628.2006

STATION	LOCATION	S.Y.
29+95.25 RT – 67+06.77 RT	CTH AP	1250
29+95.25 LT – 67+06.77 LT	CTH AP	1600
68+39.60 RT – 119+83.32 RT	CTH AP	2080
68+39.60 LT – 119+83.32 LT	CTH AP	1998
	PROJECT TOTAL	6928
	ROUNDED TOTAL	6950

INLET PROTECTION, TYPE A
628.7005

STATION TO STATION	LOCATION	EACH
38+25	CTH AP, RT	1
48+50	CTH AP, LT	1
10+00 – 10+93.47	UNIVERSITY DR.	2
	PROJECT TOTAL	4

INLET PROTECTION, TYPE C
628.7015

STATION TO STATION	LOCATION	EACH
29+95.25 – 119+83.32	CTH AP	65
	PROJECT TOTAL	65

TEMPORARY DITCH CHECKS
628.7504

*LOCATION	L.F.
EARL ST.	25
MISSION ST.	20
FATIMA ST.	25
UNIVERSITY DR.	25
HOME AVE.	25
STEAD DR.	20
S. LINDA AVE.	20
N. LINDA AVE.	15
MALOA ST.	25
UNDISTRIBUTED	100
PROJECT TOTAL	300

*EXACT LOCATION OF TEMPORARY DITCH CHECKS TO BE DETERMINED BY ENGINEER IN THE FIELD.

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

CULVERT PIPE DITCH CHECKS
628.7550

STATION	LOCATION	EACH
9+26	23.1' LT, EARL ST.	2
7+49	24.4' LT, EARL ST.	1
9+44	19.1' LT, MISSION ST.	1
9+42	18' RT, MISSION ST.	1
8+82	22' LT, FATIMA ST.	1
9+10	21.8' LT, HOME AVE.	1
8+97	21.6' RT, HOME AVE.	1
	PROJECT TOTAL	8

SIGN SUMMARY

STATION	LOCATION	638.2102 MOVING SIGNS, TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	634.0414 POSTS WOOD 4X4-INCH X 14-FT EACH	634.0416 POSTS WOOD 4X4-INCH X 16-FT EACH	DESCRIPTION
31+05 RT	MIDWAY RD.	1	1	1		NO PARKING
31+80 RT	MIDWAY RD.	1	1	1		35 MPH
35+80 RT	MIDWAY RD.	1	1	1		NO PARKING
73+15 LT	MIDWAY RD.	1	1	1		SIGNALS AHEAD
74+15 LT	MIDWAY RD.	3	1		1	JCT, 47, LANE CONFIGURATION
83+50 LT	MIDWAY RD.	1	1	1		NO PARKING
87+80 LT	MIDWAY RD.	1	1	1		35 MPH
99+45 LT	MIDWAY RD.	2	1		1	CROSSWALK, ARROW
100+20 LT	MIDWAY RD.	1	1	1		35 MPH
100+70 RT	MIDWAY RD.	1	1	1		NO PARKING
101+10 LT	MIDWAY RD.	1	1	1		ONE WAY
103+65 RT	MIDWAY RD.	1	1	1		35 MPH
8+75 LT	EARL ST.	1	1	1		30 MPH
9+60 RT	EARL ST.	1	1	1		STOP
9+60 RT	MISSION ST.	1	1	1		STOP
9+60 RT	FATIMA ST.	1	1	1		STOP
10+30 LT	MIDWAY PL.	1	1	1		STOP
9+60 RT	KENWOOD DR.	1	1	1		STOP
9+55 RT	HOME AVE.	1	1	1		STOP
9+55 RT	STEAD DR.	1	1	1		STOP
9+60 RT	S. LINDA AVE.	1	1	1		STOP
10+40 LT	N. LINDA AVE	1	1	1		STOP
9+60 RT	ESTATE DR.	1	1	1		STOP
10+60 LT	MALOA ST.	1	1	1		STOP
	PROJECT TOTALS	27	24	22	2	

GEOGRID
SPV.0180.05

STATION	LOCATION	S.Y.
29+95.25 – 119+83.32	CTH AP, OUTSIDE TRAVEL LANES	25000
	PROJECT TOTAL	25000

TRAFFIC CONTROL

	LOCATION	SERVICE PERIOD (DAYS)	SIGNS (NO.)	643.0900 SIGNS (DAYS)	BARRICADES TYPE III (NO.)	643.0420 BARRICADES TYPE III (DAYS)	DRUMS (NO.)	643.0300 DRUMS (DAYS)	WARNING LIGHTS TYPE A (NO.)	643.0705 WARNING LIGHTS TYPE A (DAYS)	WARNING LIGHTS TYPE C (NO.)	643.0715 WARNING LIGHTS TYPE C (DAYS)	643.0905.S TRAFFIC CONTROL, COVERING SIGNS EACH	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH
PHASE 1	MIDWAY RD	40	64	2560	57	2280	183	7320	76	3040	12	480		7	7
PHASE 2	MIDWAY RD	40	68	2720	48	1920	250	10000	62	2480	18	720	1	21	21
PHASE 3	MIDWAY RD	30	61	1830	10	300	141	4230	58	1740	28	840	1		
PHASE 4	MIDWAY RD	35	43	1505	30	1050	112	3920	44	1540	12	420			
	PROJECT TOTALS			8615		5550		25470		8800		2460	2	28	28

NOTE:
DRUMS QUANTITY INCLUDES ADDITIONAL DRUMS TO BE PLACED AS NEEDED IN PAVEMENT GAP LOCATIONS

CONSTRUCTION STAKING, STORM SEWER SYSTEM
650.4000

STRUCTURE	STATION	LOCATION	EACH
5	39+46.99, CTH AP	29.57' RT	1
5A	38+25, CTH AP	30.50' RT	1
27	96+21.69, CTH AP	24.50' RT	1
31	110+46.42, CTH AP	34.50' RT	1
32	110+95.15, CTH AP	34.58' RT	1
33	119+76.10, CTH AP	24.97' RT	1
37	110+70.44, CTH AP	24.50' LT	1
37A	111+00, CTH AP	24.5' LT.	1
53	67+02.50, CTH AP	24.5' LT	1
58	53+84, CTH AP	25.55' LT	1
	PROJECT TOTAL		10

CONSTRUCTION STAKING, SUBGRADE
650.4500

STATION TO STATION	LOCATION	L.F.
29+95.25 – 67+06.77	CTH AP	3712
68+39.60 – 119+83.32	CTH AP	5144
8+95.98 – 9+78	EARL ST.	83
9+12.46 – 9+78	MISSION ST.	66
9+25.34 – 9+78	FATIMA ST.	53
9+40.04 – 9+78	KENWOOD DR.	38
10+22 – 10+59.79	MIDWAY PLACE	38
9+05.68 – 9+78	UNIVERSITY DR.	73
10+22 – 10+93.47	UNIVERSITY DR.	72
8+99.18 – 9+78	HOME AVE.	79
9+07.82 – 9+78	STEAD DR.	71
9+00.48 – 9+78	S. LINDA AVE.	78
10+22 – 11+02.62	N. LINDA AVE.	81
9+40.33 – 9+78	ESTATE DR.	38
10+22 – 10+71.51	MALOA ST.	50
	PROJECT TOTAL	9676
	ROUNDED TOTAL	9680

CONSTRUCTION STAKING, BASE
650.5000

STATION TO STATION	LOCATION	L.F.
119+50 – 119+83.32	CTH AP	34
8+95.98 – 9+45.20	EARL ST.	50
9+12.46 – 9+48.85	MISSION ST.	37
9+25.34 – 9+50.68	FATIMA ST.	26
9+40.04 – 9+50.04	KENWOOD DR.	10
10+49.79 – 10+59.79	MIDWAY PLACE	10
9+05.68 – 9+47.93	UNIVERSITY DR.	43
10+50.29 – 10+93.47	UNIVERSITY DR.	44
8+99.18 – 9+49.81	HOME AVE.	51
9+07.82 – 9+50.15	STEAD DR.	43
9+00.48 – 9+50.15	S. LINDA AVE.	50
10+49.78 – 11+02.62	N. LINDA AVE.	53
9+40.33 – 9+50.33	ESTATE DR.	10
10+49.94 – 10+71.51	MALOA ST.	22
	PROJECT TOTAL	483
	ROUNDED TOTAL	485

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
650.5500

STATION TO STATION	LOCATION	L.F.
10+49.71 – 10+59.71 LT,RT	SOUTHBOUND MIDWAY PLACE	20
10+49.71 – 10+59.71 LT,RT	NORTHBOUND MIDWAY PLACE	20
9+40.33 – 9+50.33 LT	ESTATE DR.	10
9+40.33 – 9+50.33 RT	ESTATE DR.	10
86+91 RT	CTH AP DRIVEWAY	12
	PROJECT TOTAL	72

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

PAVEMENT MARKING

STATION TO STATION	LOCATION	646.0106 CENTERLINE EPOXY 4–INCH L.F.	646.0106 LANE LINE EPOXY 4–INCH L.F.	646.0106 EDGELINE EPOXY 4–INCH L.F.	646.0126 EPOXY 8–INCH L.F.	647.0456 CURB EPOXY L.F.	647.0566 STOP LINE EPOXY 18–INCH L.F.	647.0606 ISLAND NOSE EPOXY EACH	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0176 ARROWS EPOXY TYPE 3 EACH	647.0356 WORDS EPOXY EACH	647.0110 RAILROAD CROSSING EPOXY EACH	647.0716 DIAGONAL 8–INCH EPOXY L.F.	647.0726 DIAGONAL 12–INCH EPOXY L.F.	647.0776 CROSSWALK 12–INCH EPOXY L.F.	647.0856 CORRUGATED MEDIAN EPOXY S.F.
29+95.25 – 67+06.77	CTH AP	5476	938	518	240	27	34	3	2	–	2	2	–	154	–	134
68+39.60 – 119+83.32	CTH AP	9979	1288	60	314	27	59	2	5	2	4	–	–	286	94	–
8+95.98 – 10+00	EARL ST.	–	–	–	–	–	26	–	–	–	–	–	–	–	–	–
9+40.04 – 10+00	KENWOOD DR.	86	–	–	41	–	21	–	1	–	1	–	–	–	–	–
10+00 – 10+59.79	MIDWAY PLACE	–	–	–	37	–	26	–	1	–	1	–	–	–	–	–
–	PARKSIDE DR.	–	–	–	–	–	24	–	–	–	–	–	–	–	–	–
10+00 – 10+93.47	UNIVERSITY DR.	–	–	–	–	–	22	–	–	–	–	–	–	–	–	–
8+99.18 – 10+00	HOME AVE.	–	–	–	–	–	17	–	–	–	–	–	–	–	–	–
9+07.82 – 10+00	STEAD DR.	–	–	–	–	–	21	–	–	–	–	–	107	–	87	–
9+00.48 – 10+00	S. LINDA AVE.	–	–	–	–	–	21	–	–	–	–	–	94	–	105	–
10+00 – 11+02.62	N. LINDA AVE.	–	–	–	–	–	21	–	–	–	–	–	–	–	–	–
9+40.33 – 10+00	ESTATE DR.	–	–	–	–	–	20	–	–	–	–	–	91	–	102	–
	PROJECT TOTALS	15541	2226	578	632	54	312	5	9	2	8	2	292	440	388	134
	646.0106 TOTAL PAVEMENT MARKING EPOXY 4–INCH=	18345														
	ROUNDED TOTALS	18350	–	–	635	54	315	5	9	2	8	2	295	440	390	135

REMOVING PAVEMENT MARKINGS

LOCATION	646.0600 L.F.	647.0955 ARROWS EACH	647.0965 WORDS EACH	REMARKS
MIDWAY PLACE			1	
KENWOOD DR.			1	
PARKSIDE DRIVE	24			12–INCH
CTH AP, WEST APPROACH TO STH 47	799	2	2	EB LANES NOT BEING RECONSTRUCTED
CTH AP, EAST APPROACH TO STH 47	1023	2	2	WB LANES NOT BEING RECONSTRUCTED
PROJECT TOTALS	1846	4	6	
ROUNDED TOTALS	1850	4	6	

PULL BOXES STEEL

LOCATION	653.0105 12X24–INCH EACH
US 10 & CTH AP	2
STH 47 & CTH AP	2
PROJECT TOTAL	4

CONSTRUCTION STAKING, PIPE CULVERTS
650.6000

STATION	LOCATION	EACH
9+08.76 LT	EARL ST.	2
	PROJECT TOTAL	2

CONSTRUCTION STAKING CONCRETE PAVEMENT
650.7000

STATION TO STATION	LOCATION	L.F.
29+95.25 – 67+06.77	CTH AP	3812
68+39.60 – 119+50	CTH AP	5111
9+45.20 – 9+78	EARL ST.	33
9+48.85 – 9+78	MISSIONS ST.	30
9+50.68 – 9+78	FATIMA ST.	28
9+50.04 – 9+78	KENWOOD DR.	28
10+22 – 10+49.79	MIDWAY PLACE	28
9+47.93 – 9+78	UNIVERSITY DR.	31
10+22 – 10+50.29	UNIVERSITY DR.	29
9+49.81 – 9+78	HOME AVE.	29
9+50.15 – 9+78	STEAD DR.	28
9+50.15 – 9+78	S. LINDA AVE.	28
10+22 – 10+49.78	N. LINDA AVE.	28
9+50.33 – 9+78	ESTATE DR.	28
10+22 – 10+49.94	MALOA ST.	28
	PROJECT TOTAL	9299
	ROUNDED TOTAL	9300

CONSTRUCTION STAKING, INITIAL LAYOUT
650.9900

STATION TO STATION	LOCATION	L.F.
29+95.25 – 119+83.32	CTH AP	8989
8+95.98 – 10+00	EARL ST.	105
9+12.46 – 10+00	MISSION ST.	88
9+25.34 – 10+00	FATIMA ST.	75
9+40.04 – 10+00	KENWOOD DR.	60
10+00 – 10+59.79	MIDWAY PLACE	60
9+05.68 – 10+00	UNIVERSITY DR.	95
10+00 – 10+93.47	UNIVERSITY DR.	94
8+99.18 – 10+00	HOME AVE.	101
9+07.82 – 10+00	STEAD DR.	93
9+00.48 – 10+00	S. LINDA AVE.	100
10+00 – 11+02.62	N. LINDA AVE.	103
9+40.33 – 10+00	ESTATE DR.	60
10+00 – 10+71.51	MALOA ST.	72
	PROJECT TOTAL	10095
	ROUNDED TOTAL	10100

LOOP DETECTORS

LOCATION	LOOP NO.	652.0800 CONDUIT L.F.	655.0700 LEAD IN CABLE L.F.	655.0800 WIRE L.F.
US 10 & CTH AP	31	85	150	210
	82	90	150	190
STH 47 & CTH AP	81	85	300	260
	82	85	300	210
	PROJECT TOTALS	345	900	870

ALL ITEMS ON THIS PAGE ARE CATEGORY 0010 UNLESS NOTED OTHERWISE.

SAWING EXISTING PAVEMENT
690.0100

STATION	LOCATION	L.F.	DESCRIPTION
30+50 LT	CTH AP	59	DRIVEWAY
32+99 RT	CTH AP	9	DRIVEWAY
33+07 RT – 33+87 RT	CTH AP	81	PARKING LOT
34+20 LT	CTH AP	58	DRIVEWAY
38+54 RT	CTH AP	12	DRIVEWAY
39+11 RT	CTH AP	10	DRIVEWAY
40+10 LT	CTH AP	59	DRIVEWAY
41+65 RT	CTH AP	19	DRIVEWAY
44+17 RT	CTH AP	20.5	DRIVEWAY
47+36 RT	CTH AP	20	DRIVEWAY
47+43 LT	CTH AP	31	DRIVEWAY
48+43 RT	CTH AP	28	DRIVEWAY
48+57 RT – 49+58 RT	CTH AP	101	ASPHALT SIDEWALK
49+71 RT	CTH AP	27	DRIVEWAY
51+83 RT	CTH AP	32	DRIVEWAY
52+67 RT	CTH AP	31	DRIVEWAY
53+75 RT	CTH AP	5	ASPHALT SIDEWALK
54+89 LT	CTH AP	5	ASPHALT SIDEWALK
58+31 RT	CTH AP	56	DRIVEWAY
59+00 LT	CTH AP	41	DRIVEWAY
59+88 RT	CTH AP	28	DRIVEWAY
60+86 RT	CTH AP	31	DRIVEWAY
61+54 LT	CTH AP	39	DRIVEWAY
63+43 LT	CTH AP	31	DRIVEWAY
64+71 LT	CTH AP	38	DRIVEWAY
65+00 LT	CTH AP	5	ASPHALT SIDEWALK
67+00 LT	CTH AP	5	ASPHALT SIDEWALK
74+32 RT	CTH AP	28.5	DRIVEWAY
75+72 RT	CTH AP	28	DRIVEWAY
76+51 RT	CTH AP	32	DRIVEWAY
77+50 RT	CTH AP	32	DRIVEWAY
78+28.50 RT	CTH AP	25	DRIVEWAY
86+91.60 RT	CTH AP	25	DRIVEWAY
88+10 RT	CTH AP	25.5	DRIVEWAY
90+97 RT	CTH AP	32	DRIVEWAY
107+55 LT	CTH AP	31	DRIVEWAY
109+75 LT	CTH AP	28	DRIVEWAY
110+31 LT	CTH AP	26	DRIVEWAY
112+35 LT	CTH AP	26	DRIVEWAY
116+82 RT	CTH AP	36	DRIVEWAY
117+81 LT	CTH AP	34	DRIVEWAY
117+95 RT	CTH AP	48	DRIVEWAY
9+09 LT	EARL ST.	27	DRIVEWAY
8+95.98	EARL ST.	26	MATCHPOINT
9+12.46	MISSION ST.	22	MATCHPOINT
9+25.34	FATIMA ST.	29	MATCHPOINT
9+40.04	KENWOOD DR.	32	MATCHPOINT
10+59.71	MIDWAY PLACE	38	MATCHPOINT
10+93.47	UNIVERSITY DR.	31	MATCHPOINT
9+05.68	UNIVERSITY DR.	34	MATCHPOINT
8+99.18	HOME AVE.	23	DRIVEWAY
9+07.82	STEAD DR.	23	MATCHPOINT
9+00.48	S. LINDA AVE.	21.5	MATCHPOINT
11+02.62	N. LINDA AVE.	26.5	MATCHPOINT
10+86 RT	N. LINDA AVE.	33	DRIVEWAY
9+40.33	ESTATE DR.	35.5	MATCHPOINT
10+71.51	MALOA ST.	32	MATCHPOINT
	PROJECT TOTAL	1772	
	ROUNDED TOTAL	1780	

SAWING CONCRETE PAVEMENT, FULL DEPTH
690.0200

STATION	LOCATION	L.F.	DESCRIPTION
29+95.25	CTH AP	50	MATCH POINT
35+92 RT	CTH AP	11	DRIVEWAY
36+61 RT	CTH AP	29	DRIVEWAY
37+41 RT	CTH AP	15	DRIVEWAY
37+63 RT	CTH AP	12	DRIVEWAY
40+25 RT	CTH AP	20	DRIVEWAY
44+17 RT	CTH AP	4	DRIVEWAY C&G
47+36 RT	CTH AP	5	DRIVEWAY C&G
60+95.54	CTH AP	25	MATCH POINT EB LANES
29+95.25 – 67+06.77	CTH AP	3712	PHASE 3
67+06.77	CTH AP	22	MATCH POINT WB LANES
67+06 RT	CTH AP	60	STORM SEWER REPLACEMENT
67+06.77 LT – 67+24.35 LT	CTH AP	20.5	CURB & GUTTER REPLACEMENT
68+39.60	CTH AP	30	MATCH POINT WB LANES
68+39.60 – 73+82.01	CTH AP	543	PHASE 2
73+82.01 – 119+83.32	CTH AP	4602	PHASE 1
73+82.01	CTH AP	24.5	MATCH POINT EB LANES
77+30 LT	CTH AP	5	SIDEWALK
78+63.4 LT	CTH AP	5	SIDEWALK
80+71.6 LT	CTH AP	5	SIDEWALK
81+91.25 LT	CTH AP	5	SIDEWALK
86+91.60 RT	CTH AP	3	DRIVEWAY C&G
96+41 RT	CTH AP	5	SIDEWALK
98+25 RT	CTH AP	5	SIDEWALK
98+90 LT	CTH AP	5	SIDEWALK
99+06 LT	CTH AP	8	SIDEWALK
99+22 LT	CTH AP	5	SIDEWALK
99+43.50 RT	CTH AP	5	SIDEWALK
104+73.50 RT	CTH AP	5	SIDEWALK
104+85.50 LT	CTH AP	5	SIDEWALK
106+09 RT	CTH AP	5	SIDEWALK
110+02 RT	CTH AP	5	SIDEWALK
111+38.50 RT	CTH AP	5	SIDEWALK
116+50 RT	CTH AP	5	SIDEWALK
119+05.50 RT	CTH AP	40	DRIVEWAY
119+75.25 RT	CTH AP	8	SIDEWALK
119+83.32	CTH AP	56	MATCH POINT
10+58.12 LT	MIDWAY PLACE	10	SIDEWALK AND CURB & GUTTER
10+55.60 RT	MIDWAY PLACE	10	SIDEWALK AND CURB & GUTTER
9+50.04 LT, RT	KENWOOD DR.	5	CURB & GUTTER
	PROJECT TOTAL	9400	

ADJUSTING WATER VALVE BOXES
SPV.0060.10

STATION	LOCATION	EACH
CATEGORY 0020		
30+73	26.05' LT, CTH AP	1
31+94	21.22' LT, CTH AP	1
34+45.50	26.53' LT, CTH AP	1
39+88	26.70' LT, CTH AP	1
47+43.44	28.95' LT, CTH AP	1
47+49	31.41' LT, CTH AP	1
47+54.50	28.63' LT, CTH AP	1
53+99	31.29' LT, CTH AP	1
54+01.40	33.40' LT, CTH AP	1
54+47.70	30.31' LT, CTH AP	1
54+50.75	27.60' LT, CTH AP	1
54+53.30	30.53' LT, CTH AP	1
61+66.50	31.0' LT, CTH AP	1
61+70.60	28.46' LT, CTH AP	1
10+33.72	12.89' RT, UNIVERSITY DR.	1
9+66.58	18.24' RT, HOME AVE.	1
9+69.71	1.35' RT, HOME AVE.	1
9+72.48	10.63' RT, STEAD DR.	1
9+48.16	10.03' RT, STEAD DR.	1
9+46.95	14.17' RT, S. LINDA AVE.	1
10+37.34	17.62' RT, N. LINDA AVE.	1
10+40.52	14.42' RT, N. LINDA AVE.	1
10+41.79	19.60' RT, MALOA ST.	1
119+79	24.33' LT, CTH AP	1
	PROJECT TOTAL	24

ADJUSTING PULL BOX COVERS
SPV.0060.01

STATION	LOCATION	EACH
69+40	25' LT, CTH AP	1
	PROJECT TOTAL	1

LANDMARK REFERENCE MONUMENT SPECIAL
SPV.0060.05

STATION	LOCATION	EACH	DESCRIPTION
41+43.79	2.30' RT, CTH AP	1	SOUTH ONE QUARTER CORNER SECTION 2, T20N, R17E
93+98.53	0.01' RT, CTH AP	1	SOUTH ONE QUARTER CORNER SECTION 1, T20N, R17E
	PROJECT TOTAL	2	

INTERNAL RUBBER CHIMNEY SEALS
SPV.0060.15

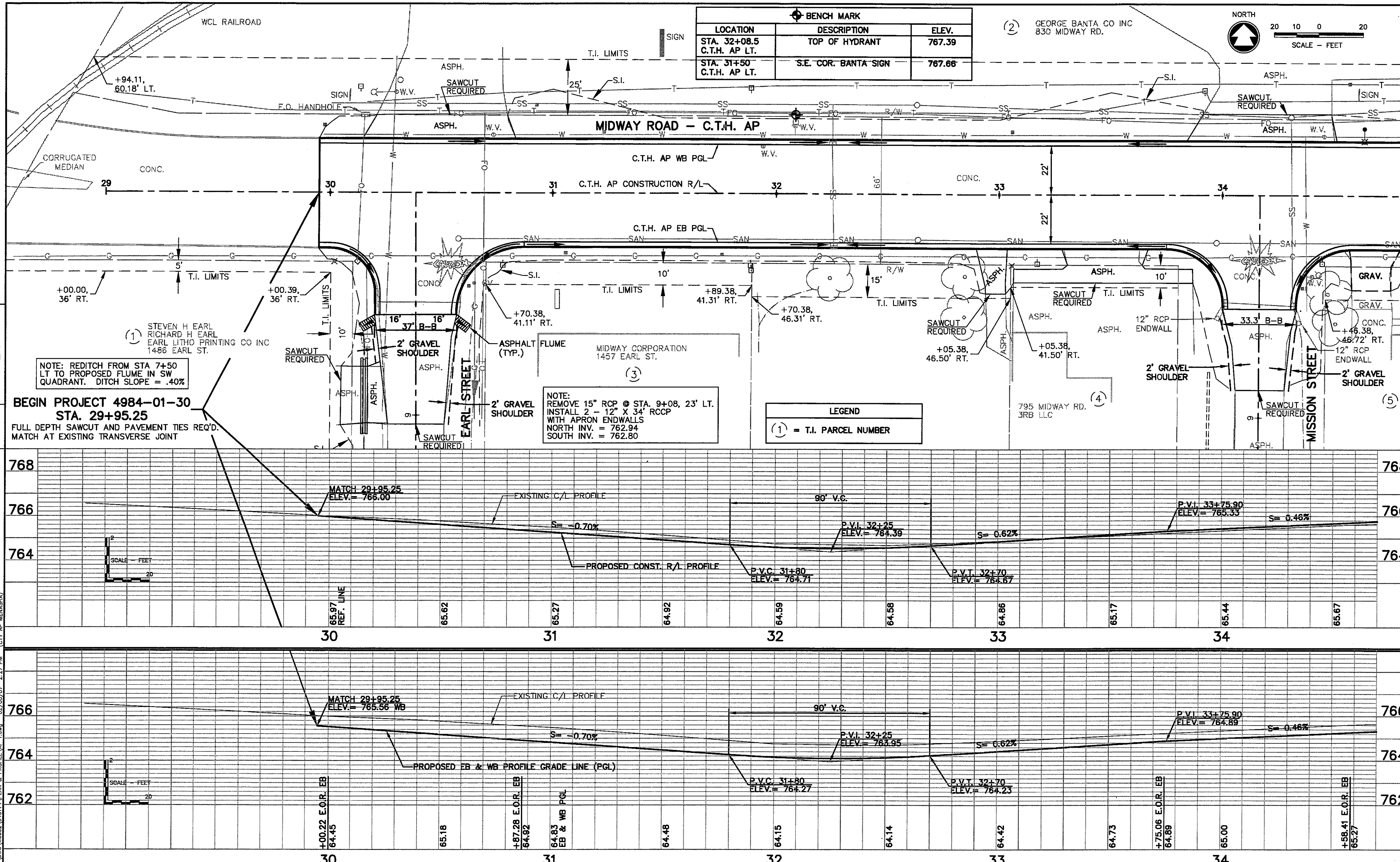
*STRUCTURE	STATION	LOCATION	QUANTITY EACH
CATEGORY 0020			
S1	30+57.86	20.6' RT, CTH AP	1
S2	32+63.68	20.46' RT, CTH AP	1
S3	33+97.34	21.43' RT, CTH AP	1
S4	36+96.17	21.79' RT, CTH AP	1
S5	39+51.46	21.88' RT, CTH AP	1
S6	40+92.68	21.65' RT, CTH AP	1
S7	43+46.72	21.50' RT, CTH AP	1
S8	47+42.44	22.19' RT, CTH AP	1
S9	51+34.41	21.48' RT, CTH AP	1
S10	54+31.92	21.07' RT, CTH AP	1
S11	55+34.54	20.06' RT, CTH AP]	1
S12	59+33.64	21.84' RT, CTH AP	1
S13	73+90.00	19.99' RT, CTH AP	1
S14	74+58.40	19.53' RT, CTH AP	1
S15	76+81.06	20.43' RT, CTH AP	1
S16	79+59.86	20.00' RT, CTH AP	1
S17	81+06.27	20.22' RT, CTH AP	1
S18	82+26.17	22.17' RT, CTH AP	1
S19	85+55.73	20.37' RT, CTH AP	1
S20	88+84.47	22.19' RT, CTH AP	1
S21	92+16.41	22.91' RT, CTH AP	1
S22	93+83.08	23.23' RT, CTH AP	1
S23	95+57.57	17.73' RT, CTH AP	1
S24	98+64.02	17.58' RT, CTH AP	1
S25	100+83.91	17.27' RT, CTH AP	1
S26	101+87.58	15.96' RT, CTH AP	1
S27	105+17.80	17.24' RT, CTH AP	1
S28	108+65.76	19.03' RT, CTH AP	1
S29	110+64.58	17.31' RT, CTH AP	1
S30	112+16.66	19.55' RT, CTH AP	1
S31	115+09.95	18.95' RT, CTH AP	1
S32	117+61.97	19.57' RT, CTH AP	1
		PROJECT TOTAL	32

* S(NUMBER) = SANITARY SEWER MANHOLES

– LOCATION IS TO CENTER OF MANHOLE COVER

PARCEL NUMBER	TAX I.D. NUMBER	OWNER	INTEREST REQUIRED
1	740078400	STEVEN H EARL AND RICHARD H EARL	T.I.
2	740076800	GEORGE BANTA CO. INC.	T.I.
3	740078500	MIDWAY CORPORATION	T.I.
4	740078510	3RB LLC	T.I.
5	0081519	BRUCE E ANUNSON SR & BRUCE E ANUNSON JR	T.I.
6	0081520	BRUCE E ANUNSON SR & BRUCE E ANUNSON JR	T.I.
7	0081521	HENDRIKA RUTTEN	T.I.
8	0081523	JAMES A HOLCOMB	T.I.
9	0081524	VICTOR R PERSCHBACHER	T.I.
10	0081525	LYNN T MACDONALD	T.I.
11	0081551	JOSE L ARVIZU	T.I.
12	740078000	MONICA J BETTERS	T.I.
13	740077611	LA SALLE CLINIC OF WI, SC	T.I.
14	740078315	HOT PROPERTIES III, LLC	T.I.
15	740077605	CAPITAL CREDIT UNION	T.I.
16	740078303	JAY P KOBUSSEN	T.I.
17	740077907	SHOPKO STORES INC.	T.I.
18	760165600	C.W. HUFFER LLP	T.I.
19	760165700	DATA ONE COMPUTER SERVICES INC.	T.I.
20	008002904	SABRE PROPERTIES	T.I.
21	760165800	AMERICAN COURT OFFICES LLC	T.I.
22	760127000	CITY OF MENASHA	T.I.
23	760127100	UNITED PENTECOSTAL CHURCH	T.I.
24	008037407	CATHLEEN B GOTTSHALL	T.I.
24A	760126202	MENASHA SCHOOL DISTRICT	T.I.
25	008037405	MICHAEL ANDERSON AND SHARON ANDERSON	T.I.
26	008037406	BONNIE V MEYER	T.I.
27	008003408	OUR REDEEMER EVANGELICAL LUTHERAN CHURCH	T.I.
28	760160100	LIVENGOOD MIDWAY PROPERTIES	T.I.
29	760160000	VALLEY PETROLEUM	T.I.

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 32+08.5 C.T.H. AP LT.	TOP OF HYDRANT	767.39
~~STA. 31+50 C.T.H. AP LT.~~	~~S.E. COR. BANTA SIGN~~	~~767.66~~



WCL RAILROAD
MIDWAY ROAD – C.T.H. AP
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
T.I. LIMITS
SAWCUT REQUIRED
CORRUGATED MEDIAN
CONC.
ASPH.
+94.11, 60.18' LT.
+00.00, 36' RT.
+00.39, 36' RT.
+70.38, 41.11' RT.
+89.38, 41.31' RT.
+70.38, 46.31' RT.
+05.38, 46.50' RT.
+05.38, 41.50' RT.
+46.38, 46.72' RT.
F.O. HANDHOLE
SIGN
NORTH
SCALE – FEET
(1) STEVEN H EARL RICHARD H EARL EARL LITHO PRINTING CO INC 1486 EARL ST.
(2) GEORGE BANTA CO INC 830 MIDWAY RD.
(3) MIDWAY CORPORATION 1457 EARL ST.
(4) 795 MIDWAY RD. 3RB LLC
(5)
NOTE: REDITCH FROM STA 7+50 LT TO PROPOSED FLUME IN SW QUADRANT. DITCH SLOPE = .40%
BEGIN PROJECT 4984-01-30 STA. 29+95.25
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D. MATCH AT EXISTING TRANSVERSE JOINT
2' GRAVEL SHOULDER
37' B-B
33.3' B-B
ASPHALT FLUME (TYP.)
EARL STREET
MISSION STREET
12" RCP ENDWALL
NOTE: REMOVE 15" RCP @ STA. 9+08, 23' LT. INSTALL 2 – 12" X 34' RCCP WITH APRON ENDWALLS NORTH INV. = 762.94 SOUTH INV. = 762.80
LEGEND
(1) = T.I. PARCEL NUMBER
MATCH 29+95.25 ELEV.= 766.00
EXISTING C/L PROFILE
PROPOSED CONST. R/L PROFILE
S= -0.70%
90' V.C.
P.V.I. 32+25 ELEV.= 764.39
P.V.C. 31+80 ELEV.= 764.71
P.V.T. 32+70 ELEV.= 764.67
S= 0.62%
P.V.I. 33+75.90 ELEV.= 765.33
S= 0.46%
65.97 REF. LINE
65.62
65.27
64.92
64.59
64.58
64.86
65.17
65.44
65.67
MATCH 29+95.25 ELEV.= 765.56 WB
PROPOSED EB & WB PROFILE GRADE LINE (PGL)
P.V.I. 32+25 ELEV.= 763.95
P.V.C. 31+80 ELEV.= 764.27
P.V.T. 32+70 ELEV.= 764.23
P.V.I. 33+75.90 ELEV.= 764.89
+00.22 E.O.R. EB 64.45
65.18
+87.28 E.O.R. EB 64.92
64.83 EB & WB PGL
64.48
64.15
64.14
64.42
64.73
+75.06 E.O.R. EB 64.89
65.00
+58.41 E.O.R. EB 65.27
30
31
32
33
34

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: . 80	E

WISDOT/CADDS SHEET 40

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 37+29 C.T.H. AP, RT.	TOP OF HYDRANT	770.75

NORTH

20 10 0 20
SCALE – FEET

LEGEND
(1) = T.I. PARCEL NUMBER

TAX# 740076800
GEORGE BANTA CO. INC.

GEORGE BANTA CO INC
830 MIDWAY RD.

ASPH.

T.I. LIMITS

T.I. LIM

S.I.

SIGN

F.O. HANDHOLE

MIDWAY ROAD – C.T.H. AP

R/W

W.V.

SAWCUT REQUIRED

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

22'

16'

25'

35 36 37 38 39 40

CONC.

GRAV.

SAN

LANDSCAPING STONE

15'

10'

5'

(5A) 10'

STA. 39+42.68,
42.59' RT.

12" RCP ENDWALL

+46.38,
46.72' RT.

2' GRAVEL SHOULDER

+94.71,
42.14' RT.

+94.71,
47.14' RT.

+18.68,
37.36' RT.

+18.68,
42.36' RT.

ASPHALT FLUME (TYP.)

+02.67,
42.69' RT.

33' B-B

MISSION STREET

FATIMA STREET

(5) 807 MIDWAY RD.
BRUCE E ANUNSON SR
BRUCE E ANUNSON JR

(6)

(7) HENDRIKA RUTTEN
821 MIDWAY RD.

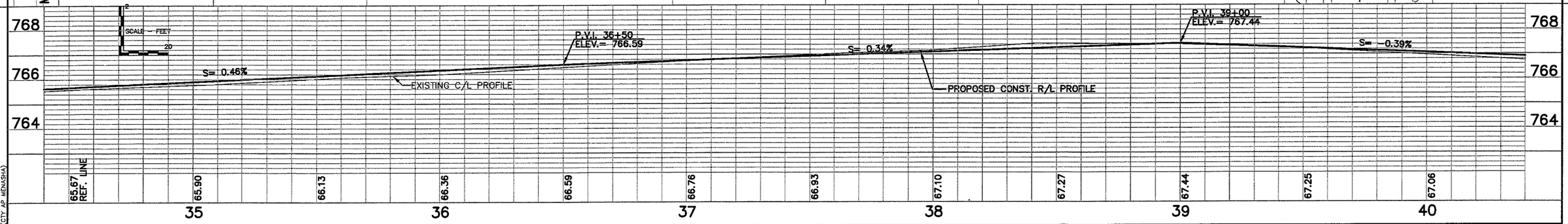
(8) JAMES A HOLCOMB
831 MIDWAY RD.

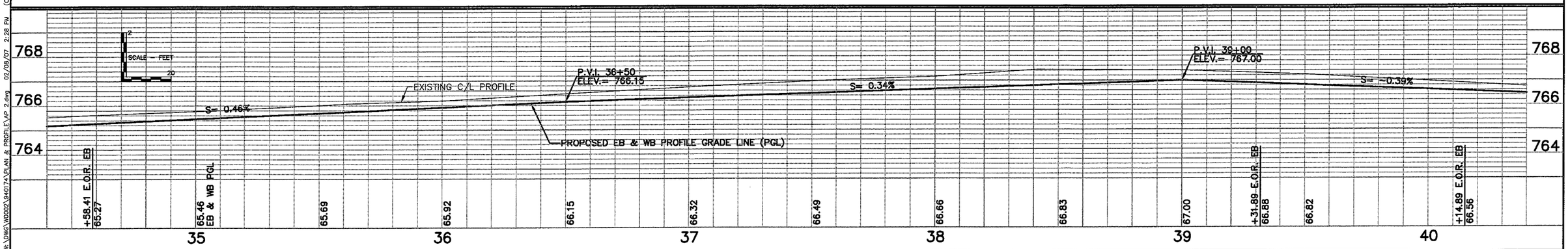
(9) VICTOR R PERSCHBACHER
841 MIDWAY RD.

(10) LYNN T MACDONALD
853 MIDWAY RD.

(11)

NOTE: TREES FROM STA. 35+89 TO STA. 39+41, LT. SHALL BE SAVED. CONTRACTOR TO AVOID DAMAGING TREES DURING GRADING OPERATIONS.





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STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 81	E

WISDOT/CADDS SHEET 40

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 43+40 C.T.H. AP LT.	TOP OF HYDRANT	771.79

NORTH

20 10 0 20
SCALE – FEET

WOODED / LOWLAND AREA

(2) GEORGE BANTA CO INC
830 MIDWAY RD.

WOODED / LOWLAND AREA

T.I. LIMITS

25'

SEC. LINE

(2) GEORGE BANTA CO INC
830 MIDWAY RD.

ASPH.
SAWCUT REQUIRED
W.V.
ASPH.

S.I.

MIDWAY ROAD – C.T.H. AP

T.I. LIMITS

25'

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

40 41 42 43 44 45 46

22'

22'

CONC.

+02.67,
42.69' RT.

SAN

S.I.

10'

T.I. LIMITS

W.V.

SAWCUT REQUIRED

CONC.

GRAV.

ASPH.

GRAV.

3" PVC

15'

R/W

CURB AND GUTTER IN PROPOSED DRIVEWAY TRANSITION TO BE REMOVED

ASPH.

SAWCUT REQUIRED

ASPH.

TAPER CURB HEAD 6-INCHES TO 0-INCHES IN 3 FEET

S.I.

SIGN

+72.67,
42.82' RT.

CONC.

+42.99,
47.96' RT.

SAWCUT REQUIRED

GRAV.

T.I. LIMITS

+92.99,
47.77' RT.

ASPH.

FATIMA STREET

(11)

JOSE L ARVIZU
885 MIDWAY RD.

(12)

MONICA J BETTERS
895 MIDWAY RD.

BIOLIFE PLASMA SERVICES LLP
905 MIDWAY RD.

LEGEND
(1) = T.I. PARCEL NUMBER

5

5

770
768
766

SCALE – FEET
2
20

70' V.C.

S= -0.39%

P.V.I. 41+15
ELEV.= 766.62

S= 0.67%

P.V.I. 42+00
ELEV.= 767.19

S= 0.70%

EXISTING C/L PROFILE

P.V.I. 44+00
ELEV.= 768.59

S= 0.50%

P.V.C. 45+80
ELEV.= 769.49

P.V.C. 40+80
ELEV.= 766.76

P.V.T. 41+50
ELEV.= 766.85

PROPOSED CONST. R/L PROFILE

67.06 REF. LINE
66.87
67.71
66.85
67.19
67.54
67.89
68.24
68.59
68.84
69.09
69.34
69.56

40 41 42 43 44 45 46

770
768
766

SCALE – FEET
2
20

70' V.C.

S= -0.39%

P.V.I. 41+15
ELEV.= 766.18

S= 0.67%

P.V.I. 42+00
ELEV.= 766.75

S= 0.70%

EXISTING C/L PROFILE

P.V.I. 44+00
ELEV.= 768.15

S= 0.50%

P.V.C. 45+80
ELEV.= 769.05

P.V.C. 40+80
ELEV.= 766.30

P.V.T. 41+50
ELEV.= 766.41

PROPOSED EB & WB PROFILE GRADE LINE (PGL)

+14.89 E.O.R. EB
66.56
66.43
EB & WB PGL
66.27
66.41
66.75
67.10
67.45
67.80
68.15
68.40
68.65
68.90
69.12

40 41 42 43 44 45 46

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 82	E

WSDOT/CADDS SHEET 40

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LEGEND
(1) = T.I. PARCEL NUMBER

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 50+92 C.T.H. AP, LT.	TOP OF HYDRANT	772.07

NORTH

20 10 0 20
SCALE – FEET

WOODED / LOWLAND AREA

(13) LA SALLE CLINIC OF WI, SC
1570 MIDWAY PL
AFFINITY HOSPITAL

+75.74, 58.39' LT.

+75.74, 43.39' LT.

T.I. LIMITS

25'

10'

MIDWAY ROAD – C.T.H. AP

SAWCUT REQUIRED

ASPH.

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

CONC.

22'

22'

46 47 48 49 50 51

CURB AND GUTTER IN PROPOSED DRIVEWAY TRANSITION TO BE REMOVED

TAPER CURB HEAD 6-INCHES TO 0-INCHES IN 3 FEET

SIGN

BIOLIFE PLASMA SERVICES LLP
905 MIDWAY RD.

FINANCIAL INFORMATION & SERVICE CENTER INC
921 MIDWAY RD.

S.I.

SAN

W.V.

SS

FO

R/W

5

5

SCALE – FEET
2
20

772
770
768

P.V.I. 46+10
ELEV.= 769.64
S= 0.50%
P.V.C. 45+80
ELEV.= 769.49
P.V.T. 46+40
ELEV.= 769.51
S= -0.42%
EXISTING C/L PROFILE
P.V.I. 48+00
ELEV.= 768.84
S= -0.37%
P.V.I. 48+97
ELEV.= 768.48
S= 0.30%
P.V.I. 50+50
ELEV.= 768.94
S= 0.48%
PROPOSED CONST. R/L PROFILE

69.56 REF. LINE
69.47
69.26
69.05
68.84
68.65
68.50
68.64
68.79
68.94
69.18
69.42

46 47 48 49 50 51

770
768
766

P.V.I. 46+10
ELEV.= 769.20
S= 0.50%
P.V.C. 45+80
ELEV.= 769.05
P.V.T. 46+40
ELEV.= 769.07
S= -0.42%
EXISTING C/L PROFILE
P.V.I. 48+00
ELEV.= 768.40
S= -0.37%
P.V.I. 48+97
ELEV.= 768.04
S= 0.30%
P.V.I. 50+50
ELEV.= 768.50
S= 0.48%
PROPOSED EB & WB PROFILE GRADE LINE (PGL)

69.12 EB & WB PGL
69.03
68.82
68.61
68.40
68.21
68.06
68.20
68.35
68.50
68.74
68.98

46 47 48 49 50 51

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 83	E

WISDOT/CADDS SHEET 40

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NORTH

20 10 0 20

SCALE – FEET

(13) LA SALLE CLINIC OF WI, SC
1570 MIDWAY PL
AFFINITY HOSPITAL

BACH & HILLER MANAGEMENT

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 55+24 C.T.H. AP, LT.	TOP OF HYDRANT	773.80

(15)

MIDWAY ROAD – C.T.H. AP

MIDWAY PLACE

SAWCUT REQUIRED

+88.23, 67.40' LT.

SIGN

24' B–B

5'

10'

REMOVE AND REPLACE 4–INCH CONC. SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.

T.I. LIMITS

+88.36, 43.59' LT.

ASPH.

+78.14, 70.52' LT.

+78.40, 43.63' LT.

REMOVE ASPHALT SIDEWALK REPLACE WITH 4–INCH CONC. SIDEWALK

W ASPH. SIDEWALK

R/W

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

22'

CONC.

52 53 54 55 56 57

SAN

SAWCUT REQUIRED

SAWCUT REQ'D.

REMOVE AND REPLACE ASPHALT SIDEWALK TYPE 1 CURB RAMP REQ'D.

(14)

+02.94, 42.41' RT.

KENWOOD DRIVE

37' B–B

SIGN

HOT PROPERTIES III LLC
1486 KENWOOD DR.

UNITED HEALTH GROUP
1095 MIDWAY RD.
THEDA CARE PHYSICIANS

S.I.

LEGEND
(1) = T.I. PARCEL NUMBER

5

5

SCALE – FEET

EXISTING C/L PROFILE

PROPOSED CONST. R/L PROFILE

S= 0.48%

P.V.I. 53+00 ELEV.= 770.15

S= 0.43%

P.V.I. 54+50 ELEV.= 770.79

S= 0.36%

P.V.I. 56+00 ELEV.= 771.33

S= –0.30%

772 770 768

69.42 REF. LINE 69.67 69.91 70.15 70.36 70.58 70.79 70.97 71.15 71.33 71.18 71.04

52 53 54 55 56 57

EXISTING C/L PROFILE

PROPOSED EB & WB PROFILE GRADE LINE (PGL)

P.V.I. 53+00 ELEV.= 769.70

P.V.I. 54+50 ELEV.= 770.35

P.V.I. 56+00 ELEV.= 770.89

68.98 EB & WB PGL 69.23 69.47 69.71 69.92 +76.84 E.O.R. WB 70.04 +87.94 E.O.R. EB 70.09 70.14 70.36 +74.96 E.O.R. EB 70.44 +84.24 E.O.R. WB 70.47 70.53 70.71 70.89 70.74 70.60

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 84 E

WISDOT/CADDS SHEET 40

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BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 62+69 C.T.H. AP LT.	TOP OF HYDRANT	776.95

NORTH

20 10 0 20
SCALE – FEET

(15)

+74.31, 43.87' LT.
T.I. LIMITS
ASPH.
SAWCUT REQUIRED
MIDWAY ROAD – C.T.H. AP
ASPH. SIDEWALK
S.I.
SAWCUT REQUIRED
GV
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
57 58 59 60 61 62
22' 22' 22' 11' 11'
END CONC. EB LANES
STA 60+95.54
FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.
EXISTING CONC. PAVEMENT EB LANES TO REMAIN
TAPER CURB HEAD 6–INCHES TO 0–INCHES IN 3 FEET
SAWCUT REQUIRED
CURB AND GUTTER IN PROPOSED DRIVEWAY TRANSITION TO BE REMOVED
+24.31, 37.10' RT.
T.I. LIMITS 5'
+24.23, 38.03' RT.
UNITED HEALTH GROUP
1095 MIDWAY RD.
THEDA CARE PHYSICIANS
JAY P KOBUSSEN
1101 MIDWAY RD.
(16)
CARPET ONE SIGN
PARKSIDE DRIVE
MATCH AT EXISTING C/L JOINT FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.

LEGEND
(1) = T.I. PARCEL NUMBER

SCALE – FEET
2 20

774
772
770

PROPOSED CONST. R/L PROFILE
S= 0.60%
P.V.I. 60+95.54
ELEV.= 772.84
MATCH EXISTING C/L PROFILE
STA. 60+95.54 – STA. 67+06.77
END CONCRETE PAVEMENT
STA. 60+95.54 EB LANES
P.V.I. 57+50
ELEV.= 770.89
S= -0.30%
S= 0.48%
P.V.I. 58+50
ELEV.= 771.36
EXISTING C/L PROFILE
MATCH EXIST. C/L STA. 60+95.54

71.04 REF. LINE | 70.89 | 71.13 | 71.36 | 71.66 | 71.96 | 72.26 | 72.57 | 72.84

57 58 59 60 61 62

SCALE – FEET
2 20

774
772
770

P.V.I. 60+95.54
ELEV.= 772.40
S= 0.62%
EXISTING C/L PROFILE
S= 0.60%
MATCH EXISTING STA. 60+95.54
EB ELEV.= 772.40
PROPOSED WB PGL PROFILE
P.V.I. 57+50
ELEV.= 770.44
S= -0.30%
S= 0.48%
P.V.I. 58+50
ELEV.= 770.92
PROPOSED EB & WB PROFILE GRADE LINE (PGL)

70.60 EB & WB PGL | 70.45 | 70.69 | 70.92 | 71.22 | 71.52 | 71.82 | 72.13 | 72.41 WB PGL | 72.72 WB PGL | 73.03 WB PGL | 73.34 WB PGL

57 58 59 60 61 62

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 85	E

WSDOT/CADDS SHEET 40

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NORTH

20 10 0 20
SCALE – FEET

BENCH MARKS		
LOCATION	DESCRIPTION	ELEV.
STA. 62+70 C.T.H. AP LT.	TOP OF HYDRANT	776.95
STA. 64+05 C.T.H. AP LT.	NAIL IN LT. POLE BURGER KING LOT	774.35
STA. 66+75 C.T.H. AP LT.	TOP OF HYDRANT	779.70

TAX# 740077904
VK REAL ESTATE HOLDING CO.

TAX# 740077907
SHOPKO STORES INC.

+70.53, 37.71' LT.

REMOVE AND REPLACE 5' ASPHALT SIDEWALK STA. 65+00 LT. – STA. 67+00 LT.

+24.45, 36.82' LT.

S.I.

T.I. LIMITS

5'

ASPH. SIDEWALK

SAWCUT REQUIRED

SAWCUT

ASPH.

MATCH EXISTING CURB AND GUTTER FULL DEPTH SAWCUT REQ'D.

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

22'

63 64 65 66 67 68

CONC.

CONCRETE SIDEWALK

END CONC. WB LANES
STA 67+06.77
FULL DEPTH SAWCUT AND DOWEL BARS REQ'D.
MATCH AT EXIST. TRANSVERSE JOINT

EXISTING CONC. PAVEMENT EB LANES TO REMAIN

MATCH AT EXISTING C/L JOINT FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.

SAN

PAVEMENT REPAIR LIMITS TO BE DETERMINED BY NEAREST CONC. JOINTS

BEGIN CONC. WB LANES
STA 68+39.60
FULL DEPTH SAWCUT AND DOWEL BARS REQ'D.
MATCH AT EXIST. TRANSVERSE JOINT

MIDWAY ROAD – C.T.H. AP

FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D.

PIGGLY WIGGLY SIGN

TAX# 740078309
1151 MIDWAY ROAD LLC

TAX# 740078307
VAN ZEELAND COMPANIES

S.T.H. 47

W.V.

LEGEND
(1) = T.I. PARCEL NUMBER

5

SCALE – FEET
2
20

776
774
772

EXISTING C/L PROFILE

MATCH EXISTING C/L PROFILE
STA. 60+95.54 – STA. 67+06.77

END CONCRETE PAVEMENT
STA. 67+06.77 WB LANES

63 64 65 66 67 68

SCALE – FEET
2
20

EXISTING C/L PROFILE

S= 0.62%

P.V.I. 66+50
ELEV.= 775.82

S= 0.49%

P.V.I. 67+06.77
ELEV.= 776.11

MATCH EXISTING CURB AND GUTTER

PROPOSED WB PROFILE GRADE LINE (PGL)

73.34 WB PGL
73.65
73.96
74.27
74.58
74.89
75.20
75.51
75.82
76.07

63 64 65 66 67 68

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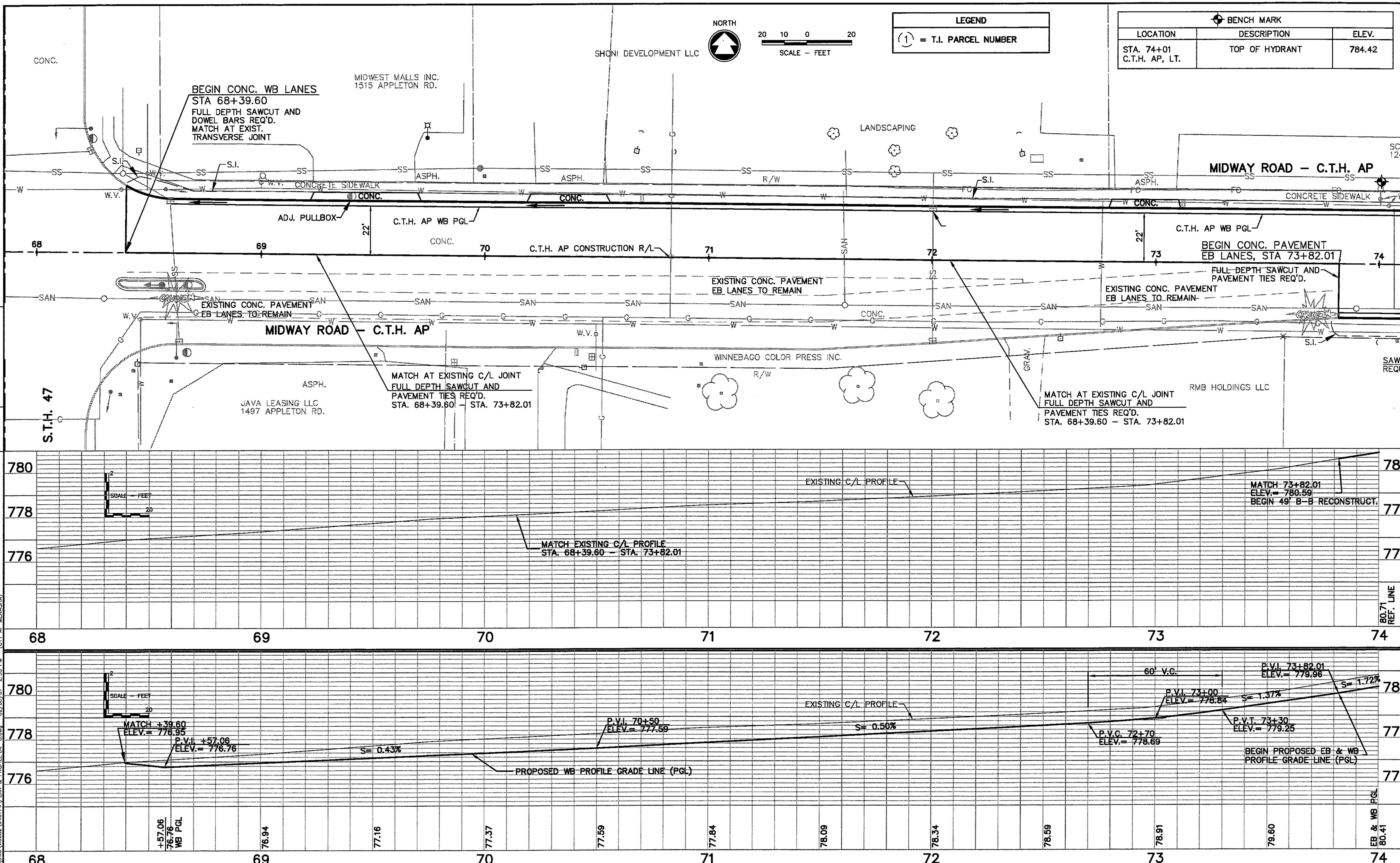
STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 86	E

WISDOT/CADDS SHEET 40


LEGEND
(1) = T.I. PARCEL NUMBER
BENCH MARK
LOCATION | DESCRIPTION | ELEV.
STA. 74+01 C.T.H. AP, LT. | TOP OF HYDRANT | 784.42
NORTH
20 10 0 20
SCALE – FEET
SHONI DEVELOPMENT LLC
MIDWEST MALLS INC.
1515 APPLETON RD.
CONC.
BEGIN CONC. WB LANES
STA 68+39.60
FULL DEPTH SAWCUT AND
DOWEL BARS REQ'D.
MATCH AT EXIST.
TRANSVERSE JOINT
LANDSCAPING
MIDWAY ROAD – C.T.H. AP
CONCRETE SIDEWALK
ASPH.
ADJ. PULLBOX
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
22'
EXISTING CONC. PAVEMENT
EB LANES TO REMAIN
BEGIN CONC. PAVEMENT
EB LANES, STA 73+82.01
FULL DEPTH SAWCUT AND
PAVEMENT TIES REQ'D.
MIDWAY ROAD – C.T.H. AP
WINNEBAGO COLOR PRESS INC.
R/W
JAVA LEASING LLC
1497 APPLETON RD.
RMB HOLDINGS LLC
S.T.H. 47
MATCH AT EXISTING C/L JOINT
FULL DEPTH SAWCUT AND
PAVEMENT TIES REQ'D.
STA. 68+39.60 – STA. 73+82.01
SAWCUT REQUIR
5
68 69 70 71 72 73 74
780 778 776
SCALE – FEET
EXISTING C/L PROFILE
MATCH EXISTING C/L PROFILE
STA. 68+39.60 – STA. 73+82.01
MATCH 73+82.01
ELEV.= 780.59
BEGIN 49' B-B RECONSTRUCT.
80.71 REF. LINE
60' V.C.
P.V.I. 73+82.01
ELEV.= 779.96
S= 1.72%
P.V.I. 73+00
ELEV.= 778.84
S= 1.37%
P.V.T. 73+30
ELEV.= 779.25
P.V.C. 72+70
ELEV.= 778.69
S= 0.50%
P.V.I. 70+50
ELEV.= 777.59
S= 0.43%
MATCH +39.60
ELEV.= 776.95
P.V.I. +57.06
ELEV.= 776.76
PROPOSED WB PROFILE GRADE LINE (PGL)
BEGIN PROPOSED EB & WB
PROFILE GRADE LINE (PGL)
+57.06 76.76 WB PGL
76.94
77.16
77.37
77.59
77.84
78.09
78.34
78.59
78.91
79.60
EB & WB PGL 80.41

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 87	E

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WISDOT/CADDS SHEET 40

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 74+01 C.T.H. AP, LT.	TOP OF HYDRANT	784.42

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 77+73 C.T.H. AP, LT.	TOP OF HYDRANT	788.66

20 10 0 20
SCALE – FEET

NORTH

REMOVE ASPHALT AND REPLACE WITH CONCRETE SIDEWALK

SCOTT DEWITT
1300 MIDWAY RD.
K'S PLAY DAYS

HO SHENG WU
SIKH TEMPLE OF THE FOX VALLEY
1304 MIDWAY RD.

SCOTT DEWITT
1244 MIDWAY RD.

ELEC. TRANSFORMER

GRAV.

MIDWAY ROAD – C.T.H. AP

ASPH.

S.I.

CONCRETE SIDEWALK

W.V.

CONC.

GV

CULVERT

REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK
STA. 77+30 LT. – STA. 78+64 LT.

SAWCUT REQUIRED

T.I. LIMITS

BEGIN CONC. PAVEMENT
EB LANES, STA 73+82.01

73 74 75 76 77 78 79

22'

SAN

SS

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

TING CONC. PAVEMENT
LANES TO REMAIN

RMB HOLDINGS LLC

MIDWAY PROPERTIES LLC

REMOVE ASPHALTIC SURFACE WITHIN R/W

(18) C.W. HUFFER LLP
WATTERS PLUMBING
1303 MIDWAY RD.

(19) DATA ONE COMPTUER SERVICES INC
1313 MIDWAY RD.

5' 10' SAWCUT REQUIRED

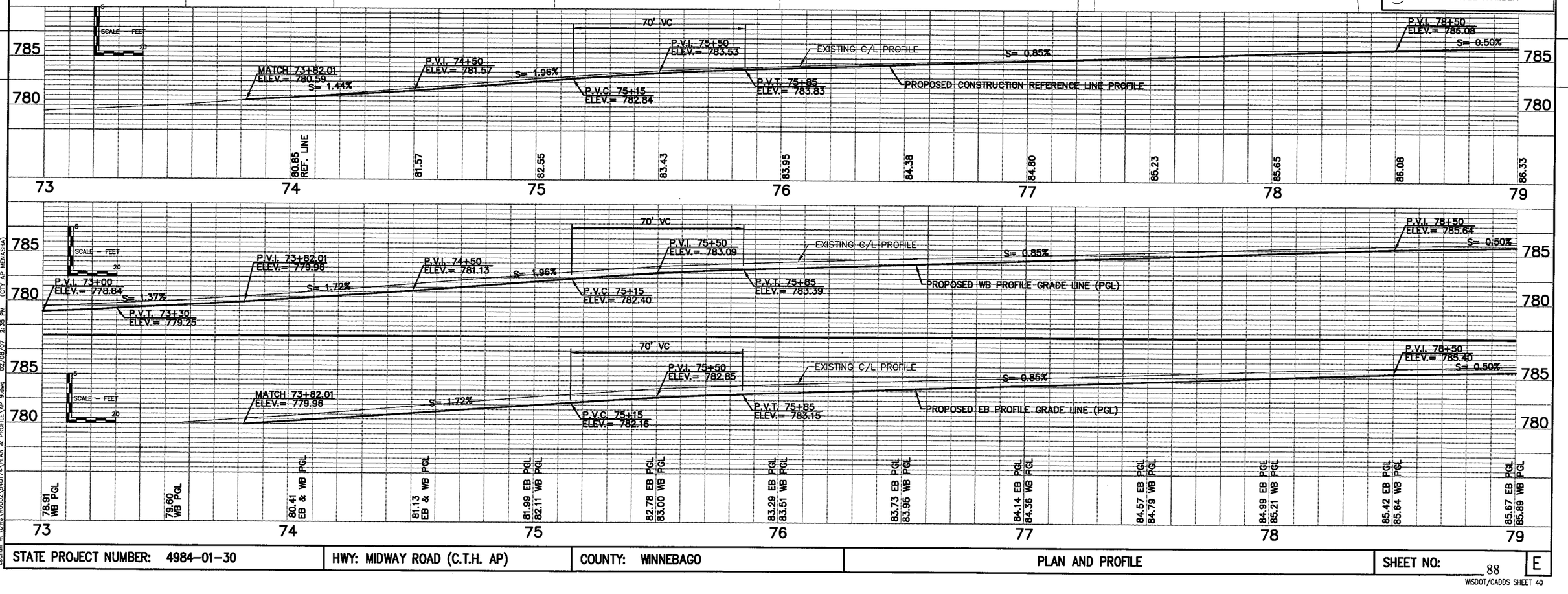
EOC

SIGN

LEGEND
(1) = T.I. PARCEL NUMBER

(20)

5



STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 88	E

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WISDOT/CADDS SHEET 40

BENCH MARKS		
LOCATION	DESCRIPTION	ELEV.
STA. 79+46 C.T.H. AP LT.	SABRE LANES SIGN BASE	792.02
S.E. CORNER C.T.H. AP / UNIVERSITY	TOP OF HYDRANT	791.87

20 10 0 20
SCALE – FEET

LEGEND
(1) = T.I. PARCEL NUMBER

NORTH

ASPH.
REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.
S.I.
37' B–B
UNIVERSITY DR.
SIGN
REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.
T.I. LIMITS
10'
SAWCUT REQUIRED
SAWCUT REQUIRED
CONCRETE SIDEWALK
MIDWAY ROAD – C.T.H. AP
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
22'
80
81
82
83
84
85
CONC.
SAN
VENTSC
W.V.
AMERICAN COURT OFFICES LLC
MARTENSON EISELE
1377 MIDWAY RD. (21)
T.I. LIMITS
5'
SIGN
37' B–B
ASPH.
CONC.
CB REAL ESTATE LLC
STUMPS
+88.37,
42.76' RT.
CITY OF MENASHA
140 MIDWAY RD. (22)

SCALE – FEET
P.V.I. 80+00
ELEV.= 786.83
S= 0.50%
EXISTING C/L PROFILE
S= 0.86%
P.V.I. 83+00
ELEV.= 789.41
S= 0.45%
PROPOSED CONSTRUCTION REFERENCE LINE PROFILE
790
785
86.83 REF. LINE
87.26
87.69
88.12
88.55
88.98
89.41
89.64
89.86
90.09
90.31
90.54

SCALE – FEET
P.V.I. 80+00
ELEV.= 786.39
S= 0.50%
EXISTING C/L PROFILE
S= 0.86%
P.V.I. 83+00
ELEV.= 788.97
S= 0.45%
PROPOSED WB PROFILE GRADE LINE (PGL)

SCALE – FEET
P.V.I. 80+00
ELEV.= 786.15
S= 0.50%
EXISTING C/L PROFILE
S= 1.00%
P.V.I. 81+79.77
ELEV.= 787.94
S= 0.68%
P.V.I. 83+00
ELEV.= 788.74
S= 0.45%
PROPOSED EB PROFILE GRADE LINE (PGL)

86.17 EB PGL
86.39 WB PGL
86.71 EB PGL
86.82 WB PGL
+83.22 E.O.R. WB
787.10
87.25 EB PGL
87.68 EB PGL
+70.23 E.O.R. WB
787.84
+80.41 E.O.R. EB
787.94
88.11 WB PGL
88.54 WB PGL
+66.38 E.O.R. EB
788.53
88.75 EB PGL
88.97 WB PGL
88.98 EB PGL
89.20 WB PGL
89.20 EB PGL
89.42 WB PGL
89.43 EB PGL
89.65 WB PGL
89.65 EB PGL
89.87 WB PGL
89.88 EB PGL
90.10 WB PGL

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 89	E

WISDOT/CADDS SHEET 40

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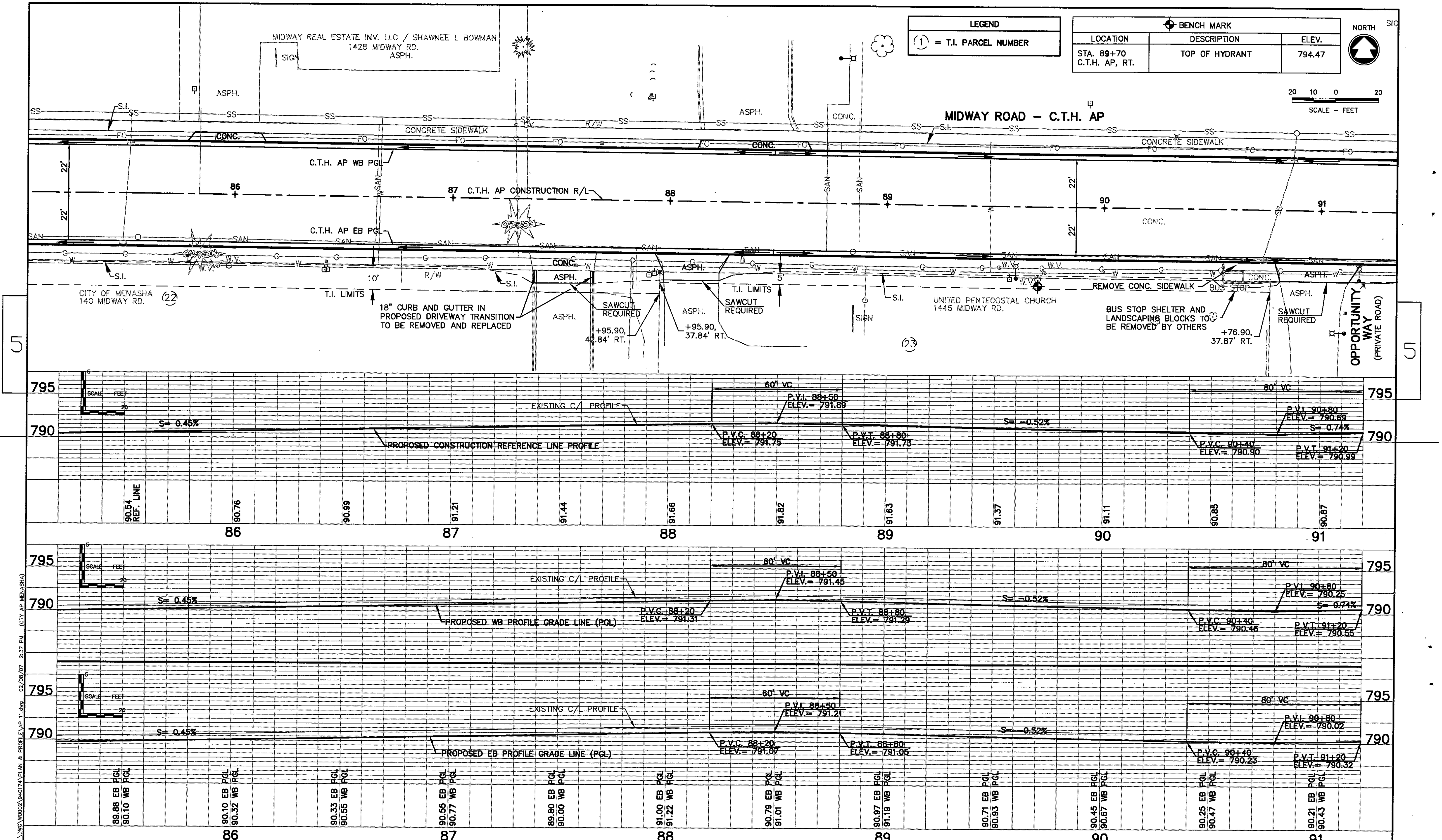
LEGEND
(1) = T.I. PARCEL NUMBER
BENCH MARK
LOCATION
DESCRIPTION
ELEV.
STA. 89+70 C.T.H. AP, RT.
TOP OF HYDRANT
794.47
NORTH
20 10 0 20
SCALE - FEET
MIDWAY ROAD - C.T.H. AP
MIDWAY REAL ESTATE INV. LLC / SHAWNEE L BOWMAN
1428 MIDWAY RD.
ASPH.
SIGN
CONCRETE SIDEWALK
CONC.
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
C.T.H. AP EB PGL
86
87
88
89
90
91
22'
10'
5'
R/W
T.I. LIMITS
CITY OF MENASHA
140 MIDWAY RD.
22
18" CURB AND GUTTER IN PROPOSED DRIVEWAY TRANSITION TO BE REMOVED AND REPLACED
SAWCUT REQUIRED
+95.90, 42.84' RT.
+95.90, 37.84' RT.
UNITED PENTECOSTAL CHURCH
1445 MIDWAY RD.
23
REMOVE CONC. SIDEWALK
BUS STOP
BUS STOP SHELTER AND LANDSCAPING BLOCKS TO BE REMOVED BY OTHERS
+76.90, 37.87' RT.
OPPORTUNITY WAY
(PRIVATE ROAD)
5
795
790
60' VC
80' VC
EXISTING C/L PROFILE
PROPOSED CONSTRUCTION REFERENCE LINE PROFILE
S= 0.45%
S= -0.52%
S= 0.74%
P.V.C. 88+20 ELEV.= 791.75
P.V.I. 88+50 ELEV.= 791.89
P.V.T. 88+80 ELEV.= 791.73
P.V.C. 90+40 ELEV.= 790.90
P.V.I. 90+80 ELEV.= 790.69
P.V.T. 91+20 ELEV.= 790.99
90.54 REF. LINE
90.76
90.99
91.21
91.44
91.66
91.82
91.63
91.37
91.11
90.85
90.87
PROPOSED WB PROFILE GRADE LINE (PGL)
P.V.C. 88+20 ELEV.= 791.31
P.V.I. 88+50 ELEV.= 791.45
P.V.T. 88+80 ELEV.= 791.29
P.V.C. 90+40 ELEV.= 790.46
P.V.I. 90+80 ELEV.= 790.25
P.V.T. 91+20 ELEV.= 790.55
PROPOSED EB PROFILE GRADE LINE (PGL)
P.V.C. 88+20 ELEV.= 791.07
P.V.I. 88+50 ELEV.= 791.21
P.V.T. 88+80 ELEV.= 791.05
P.V.C. 90+40 ELEV.= 790.23
P.V.I. 90+80 ELEV.= 790.02
P.V.T. 91+20 ELEV.= 790.32
89.88 EB PGL 90.10 WB PGL
90.10 EB PGL 90.32 WB PGL
90.33 EB PGL 90.55 WB PGL
90.55 EB PGL 90.77 WB PGL
89.80 EB PGL 90.00 WB PGL
91.00 EB PGL 91.22 WB PGL
90.79 EB PGL 91.01 WB PGL
90.97 EB PGL 91.19 WB PGL
90.71 EB PGL 90.93 WB PGL
90.45 EB PGL 90.67 WB PGL
90.25 EB PGL 90.47 WB PGL
90.21 EB PGL 90.43 WB PGL

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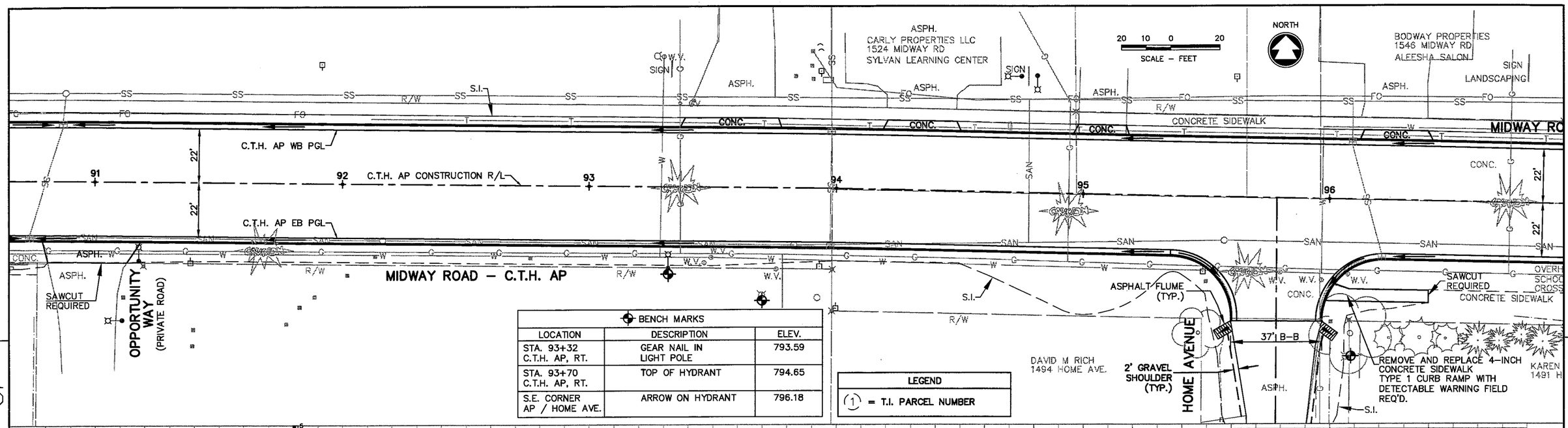
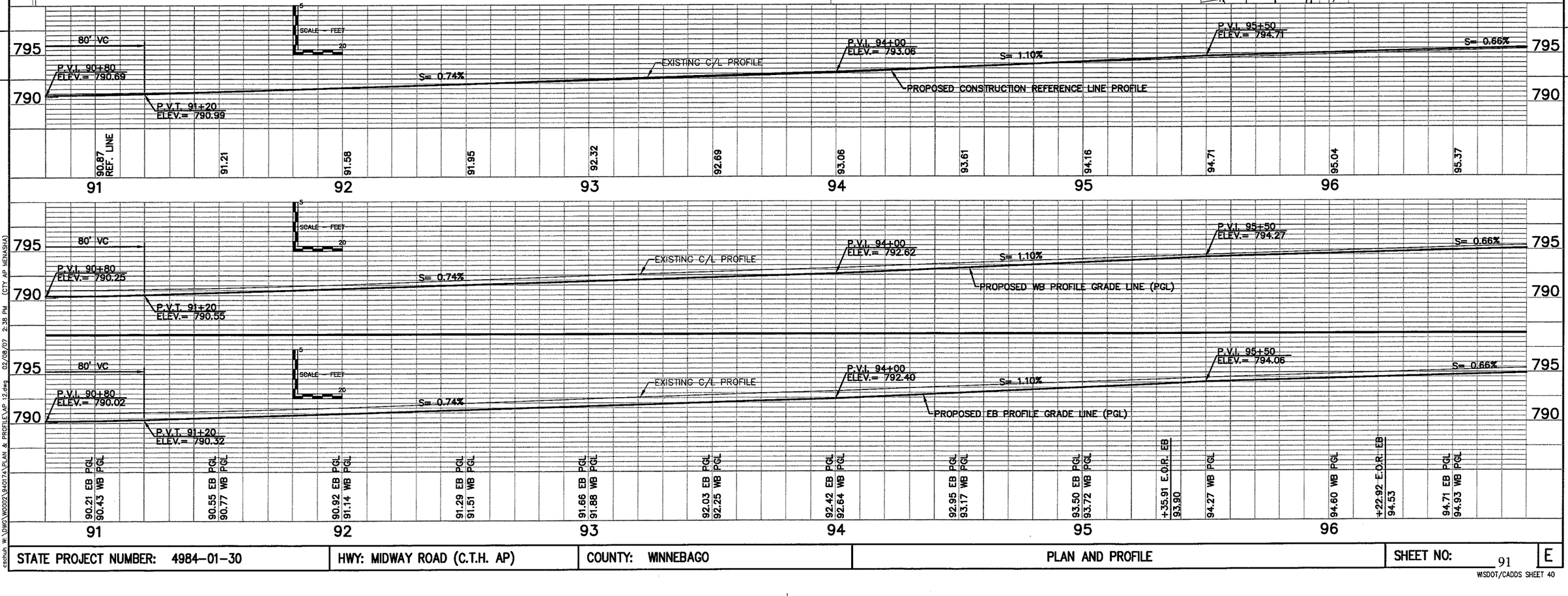
STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 90	E

WISDOT/CADDS SHEET 40

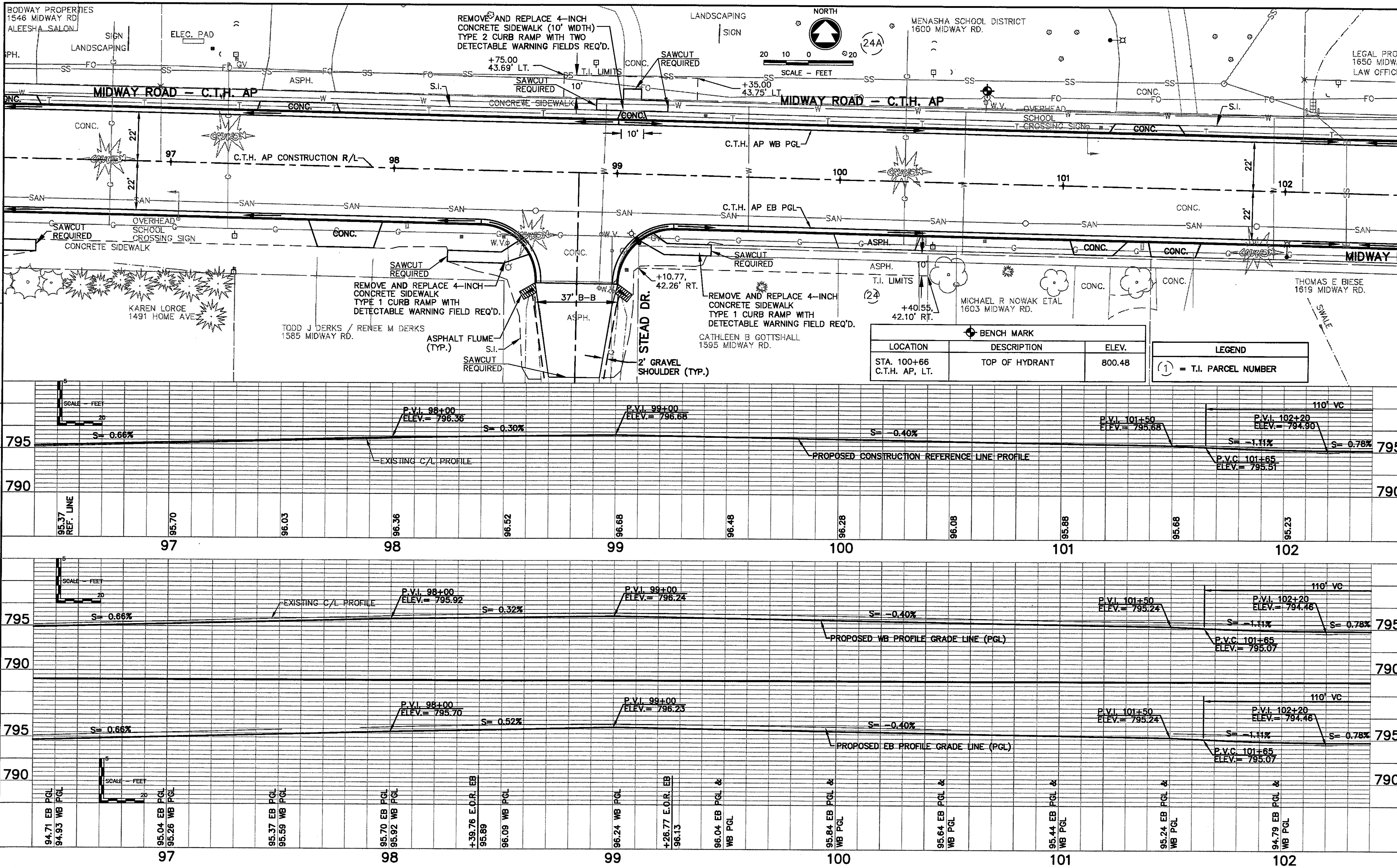


BENCH MARKS		
LOCATION	DESCRIPTION	ELEV.
STA. 93+32 C.T.H. AP, RT.	GEAR NAIL IN LIGHT POLE	793.59
STA. 93+70 C.T.H. AP, RT.	TOP OF HYDRANT	794.65
S.E. CORNER AP / HOME AVE.	ARROW ON HYDRANT	796.18

LEGEND
(1) = T.I. PARCEL NUMBER



STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 91	E



BODWAY PROPERTIES
1546 MIDWAY RD
ALEESHA SALON
SIGN
LANDSCAPING
ELEC. PAD
REMOVE AND REPLACE 4-INCH CONCRETE SIDEWALK (10' WIDTH) TYPE 2 CURB RAMP WITH TWO DETECTABLE WARNING FIELDS REQ'D.
+75.00
43.69' LT.
T.I. LIMITS
SAWCUT REQUIRED
CONCRETE SIDEWALK
CONC.
+35.00
43.75' LT.
LANDSCAPING
SIGN
NORTH
20 10 0 20
SCALE - FEET
24A
MENASHA SCHOOL DISTRICT
1600 MIDWAY RD.
LEGAL PROFE
1650 MIDWAY
LAW OFFICES
MIDWAY ROAD - C.T.H. AP
ASPH.
S.I.
OVERHEAD SCHOOL CROSSING SIGN
W.V.
10'
C.T.H. AP WB PGL
C.T.H. AP CONSTRUCTION R/L
22'
97
98
99
100
101
102
C.T.H. AP EB PGL
SAWCUT REQUIRED
CONCRETE SIDEWALK
REMOVE AND REPLACE 4-INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.
KAREN LORGE
1491 HOME AVE.
TODD J DERKS / RENEE M DERKS
1585 MIDWAY RD.
ASPHALT FLUME (TYP.)
37' B-B
STEAD DR.
+10.77,
42.26' RT.
2' GRAVEL SHOULDER (TYP.)
CATHLEEN B GOTTSHALL
1595 MIDWAY RD.
T.I. LIMITS
24
+40.55,
42.10' RT.
MICHAEL R NOWAK ETAL
1603 MIDWAY RD.
THOMAS E BIESE
1619 MIDWAY RD.
SWALE
5
P.V.I. 98+00 ELEV.= 796.36
P.V.I. 99+00 ELEV.= 796.68
S= 0.66%
S= 0.30%
S= -0.40%
P.V.I. 101+50 ELEV.= 795.68
P.V.I. 102+20 ELEV.= 794.90
110' VC
S= -1.11%
S= 0.78%
P.V.C. 101+65 ELEV.= 795.51
EXISTING C/L PROFILE
PROPOSED CONSTRUCTION REFERENCE LINE PROFILE
795
790
95.37 REF. LINE
95.70
96.03
96.36
96.52
96.68
96.48
96.28
96.08
95.88
95.68
95.23
P.V.I. 98+00 ELEV.= 795.92
P.V.I. 99+00 ELEV.= 796.24
S= 0.32%
P.V.I. 101+50 ELEV.= 795.24
P.V.I. 102+20 ELEV.= 794.46
P.V.C. 101+65 ELEV.= 795.07
PROPOSED WB PROFILE GRADE LINE (PGL)
P.V.I. 98+00 ELEV.= 795.70
P.V.I. 99+00 ELEV.= 796.23
S= 0.52%
PROPOSED EB PROFILE GRADE LINE (PGL)
94.71 EB PGL
94.93 WB PGL
95.04 EB PGL
95.26 WB PGL
95.37 EB PGL
95.59 WB PGL
95.70 EB PGL
95.92 WB PGL
+39.76 E.O.R. EB
95.89
96.09 WB PGL
96.24 WB PGL
+26.77 E.O.R. EB
96.13
96.04 EB PGL & WB PGL
95.84 EB PGL & WB PGL
95.64 EB PGL & WB PGL
95.44 EB PGL & WB PGL
95.24 EB PGL & WB PGL
94.79 EB PGL & WB PGL
SCALE - FEET

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 100+66 C.T.H. AP, LT.	TOP OF HYDRANT	800.48

LEGEND
(1) = T.I. PARCEL NUMBER

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STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 92	E

WISDOT/CADDS SHEET 40

NORTH

20 10 0 20

SCALE – FEET

LEGAL PROFESSIONALS DEVELOPMENT
1650 MIDWAY RD.
LAW OFFICES

LANDSCAPING

SIGN

REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.

SAWCUT REQUIRED

N. LINDA AVE

S.I.

SAWCUT REQUIRED

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
N.E. COR. N. LINDA / CTH AP	ARROW ON HYDRANT	799.46

GARDEN ENTERPRISES LLC
1700 MIDWAY RD.
OAKRIDGE GARDENS

CONCRETE S

SIGN

37' B–B

POST

ASPH.

R/W

MIDWAY ROAD – C.T.H. AP

S.I.

SAWCUT REQUIRED

ASPH.

CONCRETE SIDEWALK

C.T.H. AP WB PGL

CONC.

22'

102 103 C.T.H. AP CONSTRUCTION R/L 104 105 106 107 108

22'

C.T.H. AP EB PGL

MIDWAY ROAD – C.T.H. AP

ASPH.

GRAV.

CONCRETE SIDEWALK

R/W

THOMAS E BIESE
1619 MIDWAY RD.

SWALE

ASPH.

15'

GRAV.

T.I. LIMITS

SAWCUT REQUIRED

REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.

+70.81, 46.84' RT.

+05.81, 46.82' RT.

ELIAS MACIAS / ANNE C MACIAS
1635 MIDWAY RD.

MICHAEL ANDERSON / SHARON ANDERSON
1651 MIDWAY RD.

25

S.I.

37' B–B

ASPH.

S. LINDA AVE.

+65.74, 41.81' RT.

SAWCUT REQUIRED

T.I. LIMITS

REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.

BONNIE V MEYER
1679 MIDWAY RD.

26

10'

ASPH.

+00.74, 41.79' RT.

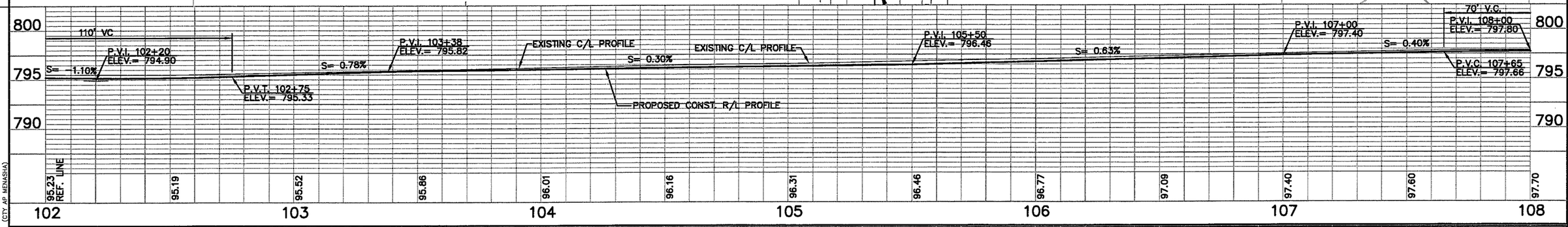
S.I.

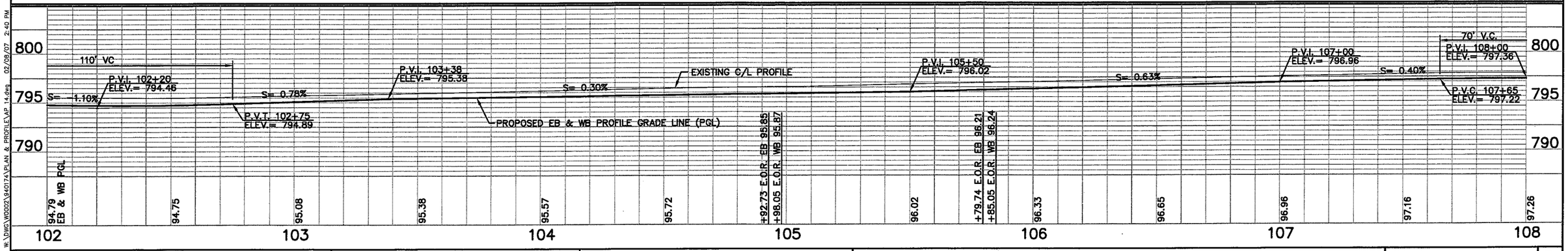
CHAD E SCHULER
1701 – 1703 MIDWAY RD.

R/W

ASPH.

LEGEND
(1) = T.I. PARCEL NUMBER





STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 93	E

WISDOT/CADDS SHEET 40

cschuh W:\DWG\W0002\94017A\PLAN & PROFILE\AP 14.dwg 02/08/07 2:40 PM (CITY AP MENASHA)

LEGEND
(1) = T.I. PARCEL NUMBER

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
STA. 110+16 C.T.H. AP, LT.	TOP OF HYDRANT	799.58

NORTH

SCALE – FEET 20 10 0 20

THOMAS G SCHANKE
1712 MIDWAY RD.

TRI COUNTY RENTALS LLC
1713 – 1715 MIDWAY RD.

FRANCIS J KRETSCHMER
1494 ESTATE DR.

JANET S ROLOFF
1496 ESTATE DR.

DOUG GREGOR
1493 – 1495 ESTATE DR.

THOMAS R SMITS / KRISTIN L SMITS
1751 – 1763 MIDWAY RD.

OUR REDEEMER EV. LUTHERN CHURCH
1750 MIDWAY RD.

10' MIDWAY ROAD – C.T.H. AP

T.I. LIMITS

+54.58, 44.29' RT.

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

22'

22'

CONCRETE SIDEWALK

ASPH.

CONC.

LANDSCAPING

SIGN

4" PVC

W.V.

S.I.

SAWCUT REQUIRED

REMOVE AND REPLACE 4–INCH CONCRETE SIDEWALK TYPE 1 CURB RAMP WITH DETECTABLE WARNING FIELD REQ'D.

39.4' B–B

ESTATE DRIVE

108 109 110 111 112 113

5

PROFILE

70' V.C.

S= 0.40%

P.V.C. 107+65 ELEV.= 797.66

P.V.I. 108+00 ELEV.= 797.86

P.V.T. 108+35 ELEV.= 797.54

S= –0.74%

EXISTING C/L PROFILE

P.V.I. 110+00 ELEV.= 796.32

S= –0.30%

P.V.I. 111+00 ELEV.= 796.02

S= 0.40%

P.V.I. 113+00 ELEV.= 796.82

S= 0.30%

PROPOSED CONST. R/L PROFILE

800 795 790

SCALE – FEET 5 20

97.70 REF. LINE 97.43 97.06 96.69 96.32 96.17 96.02 96.22 96.42 96.62 96.82 96.97

108 109 110 111 112 113

PROFILE

70' V.C.

S= 0.40%

P.V.C. 107+65 ELEV.= 797.22

P.V.I. 108+00 ELEV.= 797.36

P.V.T. 108+35 ELEV.= 797.10

S= –0.74%

EXISTING C/L PROFILE

P.V.I. 110+00 ELEV.= 795.88

S= –0.30%

P.V.I. 111+00 ELEV.= 795.58

S= 0.40%

P.V.I. 113+00 ELEV.= 796.38

S= 0.30%

PROPOSED EB & WB PROFILE GRADE LINE (PGL)

800 795 790

SCALE – FEET 5 20

97.26 EB & WB PGL 96.99 96.62 96.25 95.88 +26.16 E.O.R. EB 95.80 95.73 WB 95.58 WB +15.16 E.O.R. EB 95.64 95.78 95.98 96.18 96.38 96.53

108 109 110 111 112 113

STATE PROJECT NUMBER: 4984–01–30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 94	E

WSDOT/CADDS SHEET 40

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BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
N.E. COR, MALOA ST. & C.T.H. AP	TOP OF HYDRANT	801.46

NORTH

20 10 0 20

SCALE – FEET

NOTE: THESE TWO PARCELS ARE IN THE CITY OF APPLETON

LEGEND
(1) = T.I. PARCEL NUMBER

(27) EV. LUTHERN CHURCH
D.
I.
SIGN

SAWCUT REQUIRED

MALOA STREET

37' B-B

CARL H TOBEY III / LINDA C TOBEY
1800 MIDWAY RD.

BJ CLANCY'S
1822 MIDWAY RD.

+79.58, 44.79' LT.

S.I.

W.V.

T.I. LIMITS

LANDSCAPING

ASPH.

SAWCUT REQUIRED

END CONCRETE STA. 119+50 SEE PAVING DET

MIDWAY ROAD – C.T.H. AP

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

C.T.H. AP EB PGL

113 114 115 116 117 118 119

CONC.

22'

22'

SAN

CONCRETE SIDEWALK

5'

SIGN

REMOVE AND REPLACE 4-INCH CONCRETE SIDEWALK, STA. 116+50 RT. – STA. 119+26 RT.

+59.84, 39.19' RT.

NOTE:
TREE AT STA. 117+14, LT. SHALL BE SAVED. CONTRACTOR TO AVOID DAMAGING TREE DURING GRADING OPERATIONS.

KRISTIN L SMITS
WAY RD.

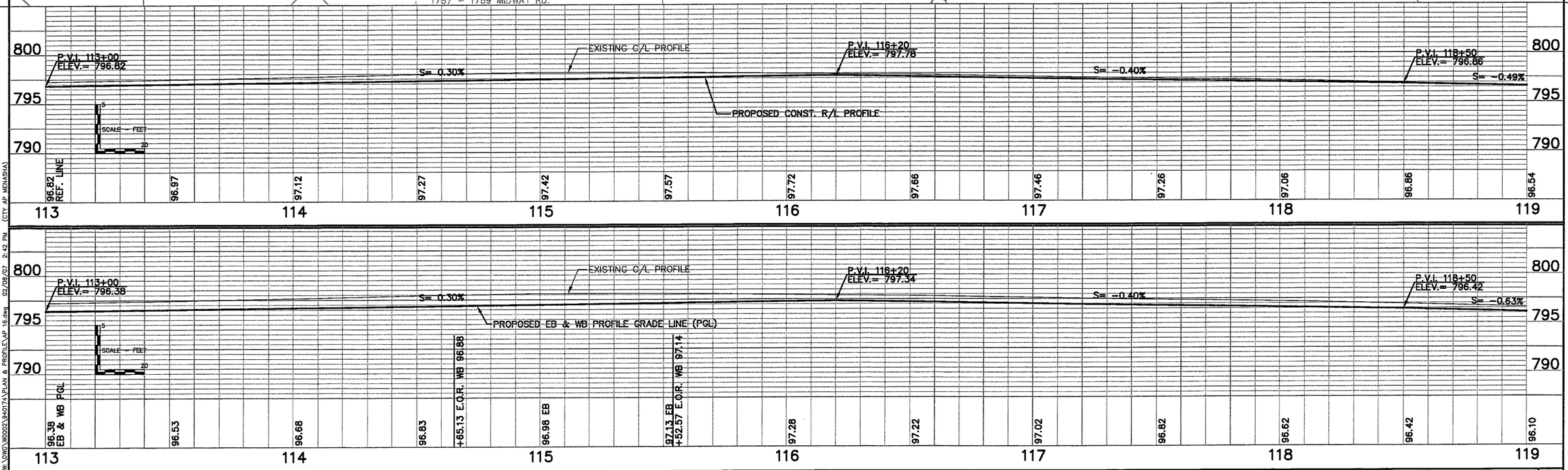
MARK J MCGINNIS / JENNIFER J MCGINNIS
1781 – 1783 MIDWAY RD.

BRUCE R VANDE HEY / JACQUELINE R ZONDAG
1787 – 1789 MIDWAY RD.

KAREN K DORN
1801 – 1803 MIDWAY RD.

(28) LIVENGOOD MIDWAY PROPERTIES
1819 MIDWAY RD.
FAMILY DOLLAR

(29) VALLEY PETROLEUM INC.
1490 ONIEDA ST.
CITGO GAS STATION



STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 95 E

WSDOT/CADDS SHEET 40

cschuh W:\DWG\W0002\94017A\PLAN & PROFILE\AP 16.dwg 02/08/07 2:42 PM (CITY AP MENASHA)

BJ CLANCY'S
1822 MIDWAY RD.

NORTH

HORICON STATE BANK

20 10 0 20
SCALE – FEET

BENCH MARK		
LOCATION	DESCRIPTION	ELEV.
N.E. COR, ONEIDA ST. & C.T.H. AP	TOP OF HYDRANT	799.43

LEGEND
(1) = T.I. PARCEL NUMBER

SAWCUT REQUIRED

ASPH.

SIGN

END CONCRETE PAVEMENT
STA. 119+50
SEE PAVING DETAILS

MIDWAY ROAD – C.T.H. AP

S.I.

W.V.

SS

W

C.T.H. AP WB PGL

C.T.H. AP CONSTRUCTION R/L

118

119

120

CONC.

22'

TEL MH

FULL DEPTH SAWCUT AND PAVEMENT TIES REQ'D. MATCH AT EXISTING TRANSVERSE JOINT

C.T.H. AP EB PGL

SAN

CONCRETE BASE 7-INCH WITH 4-INCH HMA TYPE E-1
STA. 119+50 – STA. 119+83.32

ASPH.
TE SIDEWALK

ASPH.

CONC.

G

T.I. LIMITS

5'

S.I.

TELEPHONE

SAWCUT REQUIRED

ASPH.

SIGN

REMOVE AND REPLACE
4-INCH CONCRETE SIDEWALK
STA. 119+25 RT. – STA. 119+75 RT.

+86.65,
42.05' RT.

CONCRETE
STA. 119+26 RT.

(29) VALLEY PETROLEUM INC.
1490 ONEIDA ST.
CITGO GAS STATION

U.S. HWY. 10 – ONEIDA STREET

MIDWAY ROAD

GV

END PROJECT 4984-01-30
STA. 119+83.32

5

5

800
795
790

P.V.I. 118+50
ELEV.= 796.86

S= -0.40%

S= -0.49%

P.V.I. 119+50
ELEV.= 796.23

MATCH 119+83.32
ELEV.= 796.20

EXISTING C/L PROFILE

PROPOSED CONST. R/L PROFILE

END CONC. PAVEMENT

SCALE – FEET
5
20

97.06
REF. LINE

96.86

96.54

96.23

118

119

120

800
795
790

P.V.I. 118+50
ELEV.= 796.42

S= -0.40%

S= -0.63%

P.V.I. 119+50
ELEV.= 795.79

EXISTING C/L PROFILE

PROPOSED EB & WB PROFILE GRADE LINE (PGL)

MATCH 119+83.32
ELEV.= 795.42

SCALE – FEET
5
20

96.62
EB & WB PGL

96.42

96.10

95.79

118

119

120

cschuh W:\DWG\W0002\94074\PLAN & PROFILE\AP 17.dwg 02/08/07 2:43 PM (CTY_AP MENASHA)

STATE PROJECT NUMBER: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	PLAN AND PROFILE	SHEET NO: 96	E

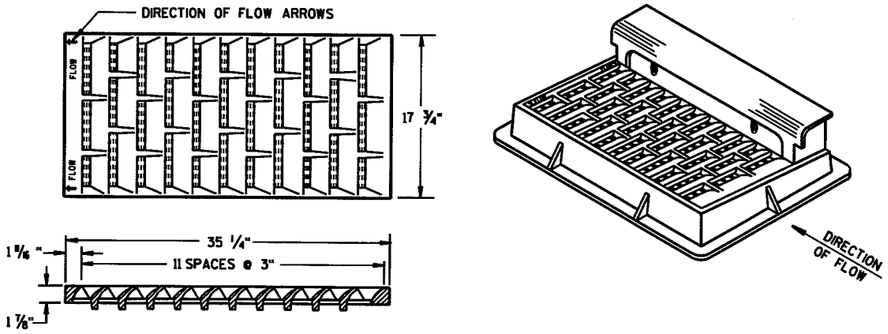
WISDOT/CADDS SHEET 40

Standard Detail Drawing List

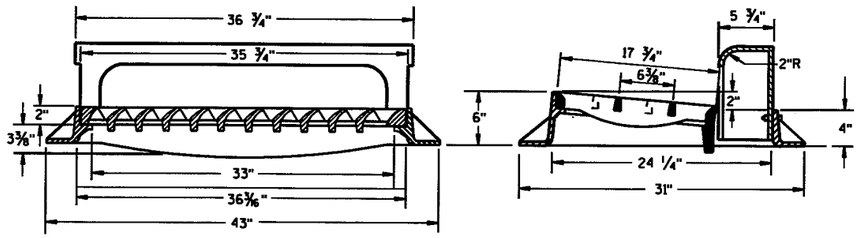
08A5-16A	INLET COVERS TYPE A, H, A-S, & H-S
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C1-5	INLETS TYPE 1, 2, 3 & 4
08D1-14	CONCRETE CURB, CONCRETE CURB AND GUTTER & PAVEMENT TIES
08D4-3	CONCRETE SURFACE DRAIN & ASPHALTIC FLUME
08D5-11A	CURB RAMPS TYPES 1 AND 1-A
08D5-11B	CURB RAMPS TYPES 2 AND 3
08D5-11C	CURB RAMPS TYPE 4A
08D5-11D	CURB RAMPS TYPE 4B
08D5-11E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E8-3	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
09B4-9	PULL BOX
09F9-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
13C1-11	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C9-6A	CONCRETE PAVEMENT REPAIR
13C9-6B	CONCRETE PAVEMENT REPAIR & DOWEL BAR INSTALLATION DETAILS
13C13-4	URBAN DOWELED CONCRETE PAVEMENT
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C7-8A	PAVEMENT MARKING SYMBOLS
15C7-8B	PAVEMENT MARKING WORDS
15C8-9A	PAVEMENT MARKING (MAINLINE)
15C8-10D	PAVEMENT MARKING (LEFT TURN LANE)
15C8-10E	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C9-7A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C18-1	MEDIAN ISLAND MARKING

6

NOTE:
GRATE IS REVERSIBLE.



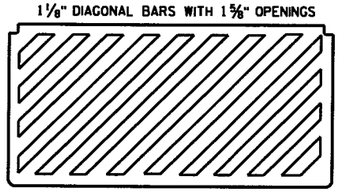
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

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

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

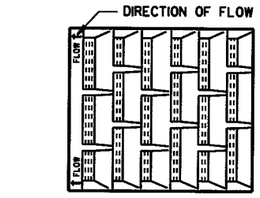
GENERAL NOTES

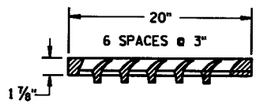
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

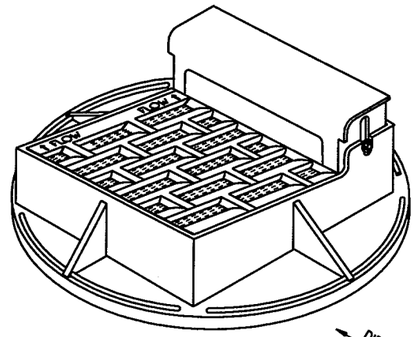
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

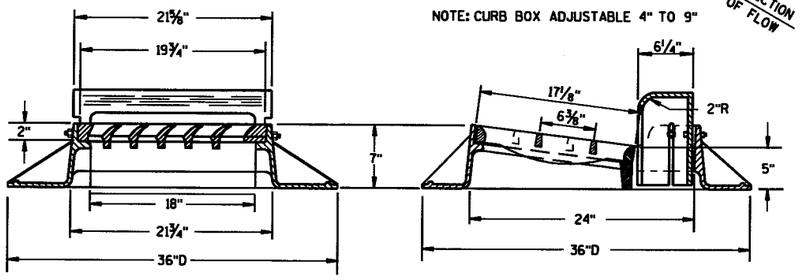
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.







NOTE: CURB BOX ADJUSTABLE 4" TO 9"

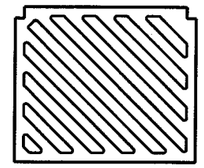


TYPE "A"

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

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

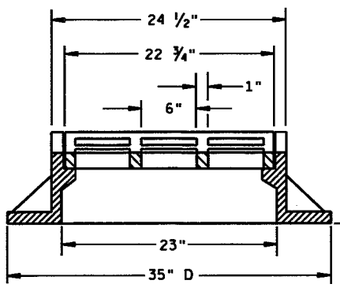
INLET COVERS
TYPE A, H, A-S, & H-S

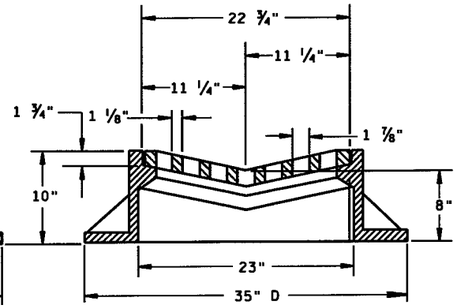
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-16a

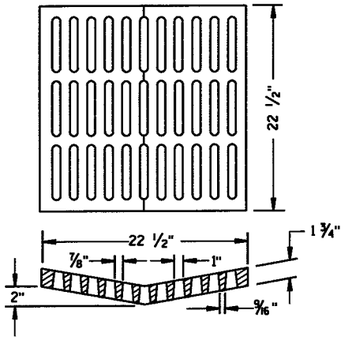




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

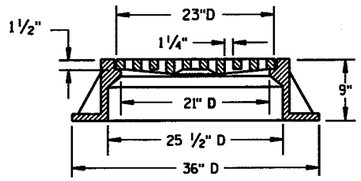


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

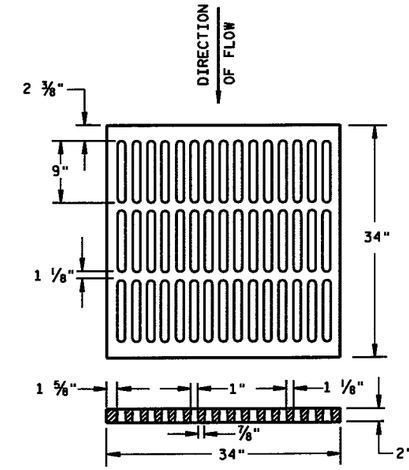
GENERAL NOTES

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

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

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

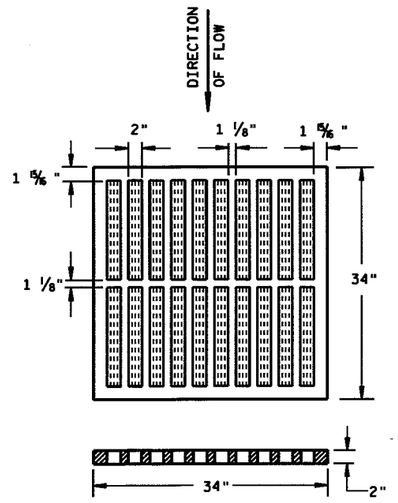


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

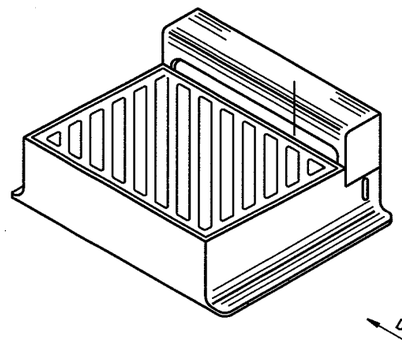


TYPE "MS"

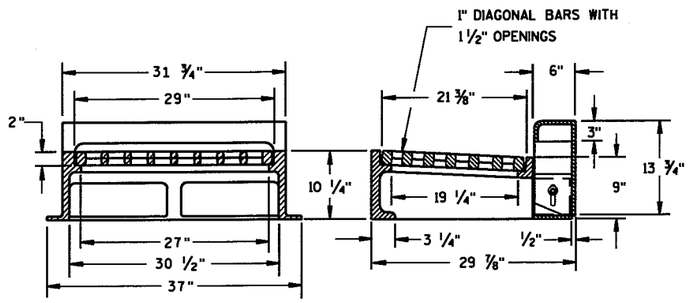
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

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

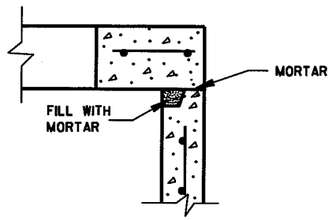
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

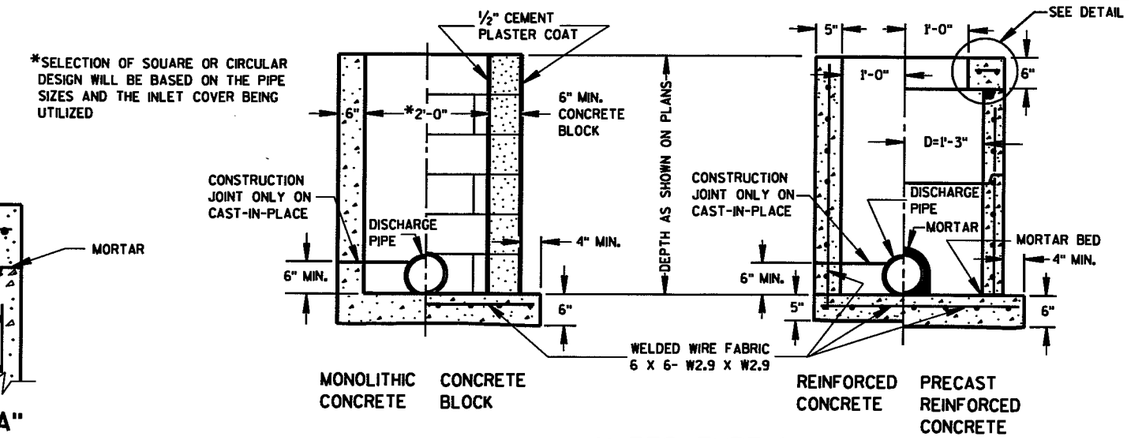
APPROVED
10/4/99
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

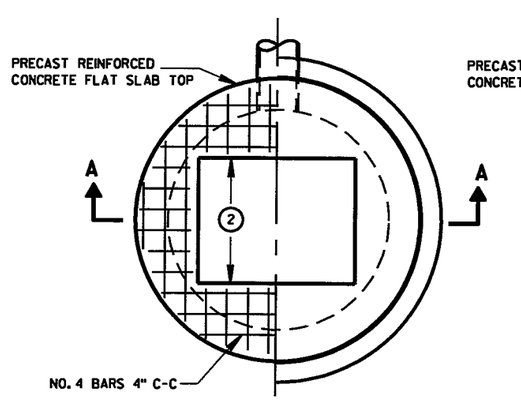
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

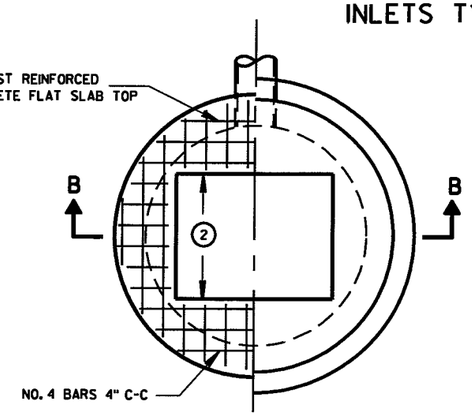
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

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

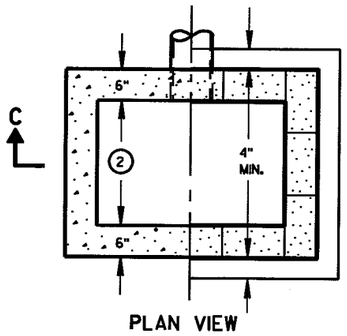
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



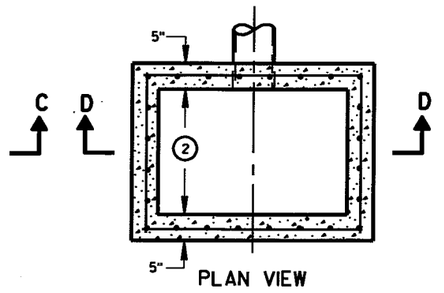
PLAN VIEW



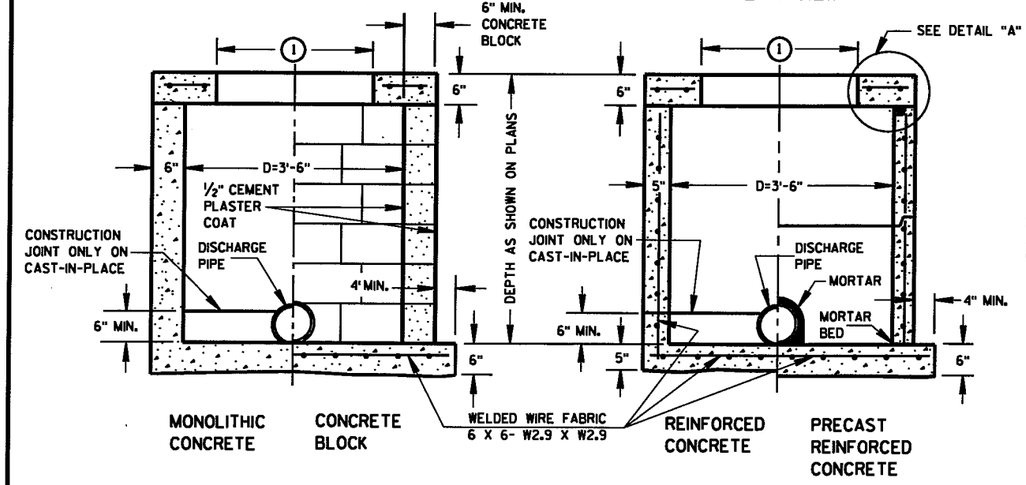
PLAN VIEW



PLAN VIEW

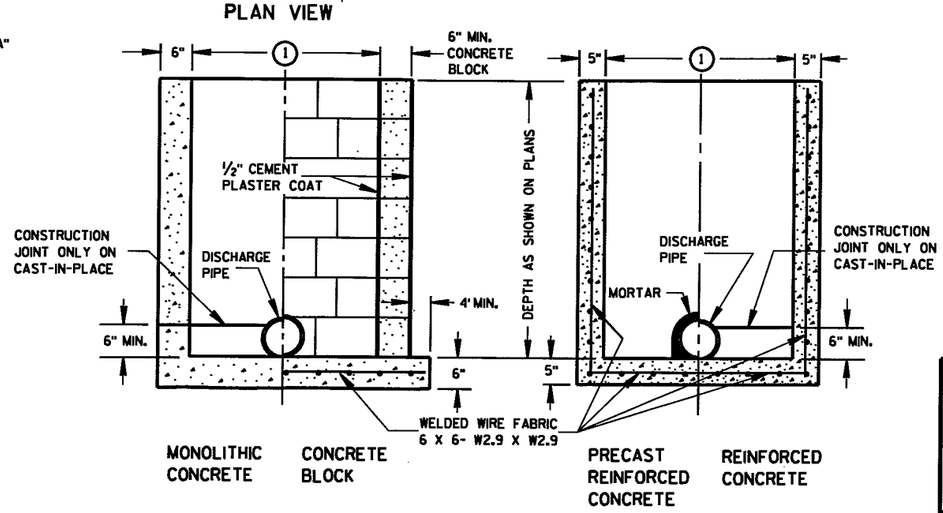


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

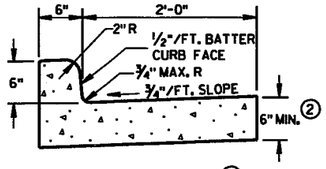
APPROVED 8/26/94 DATE
FHWA

Roy L. Thomsen
CHIEF ROADWAY DEVELOPMENT ENGINEER

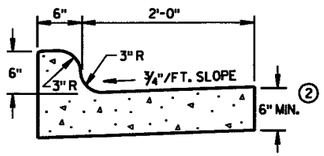
S.D.D. 8 C 1-5

6

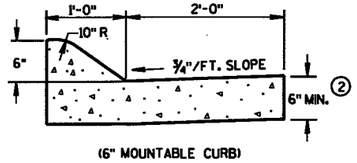
S.D.D. 8 C 1-5



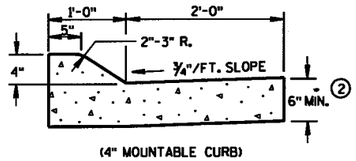
TYPES A & D ①



TYPES K & L ①



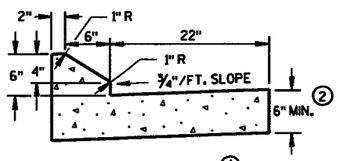
(6" MOUNTABLE CURB)



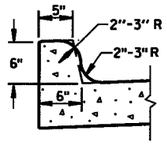
(4" MOUNTABLE CURB)

TYPES A & D ①

CONCRETE CURB & GUTTER 36"

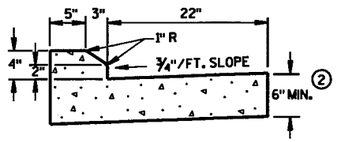


TYPES G & J ①



OPTIONAL CURB SHAPE

FOR TYPES K & L ①



4" MOUNTABLE CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

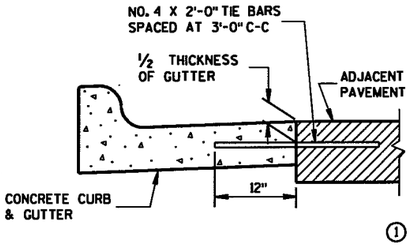
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

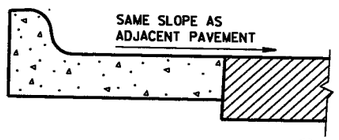
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

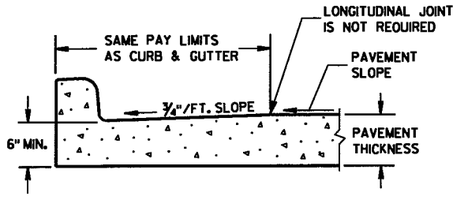
③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



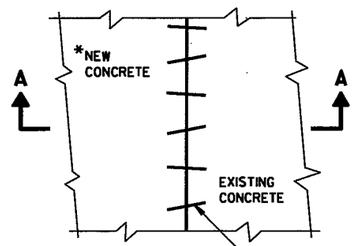
① TYPICAL TIE BAR LOCATION



③ REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)

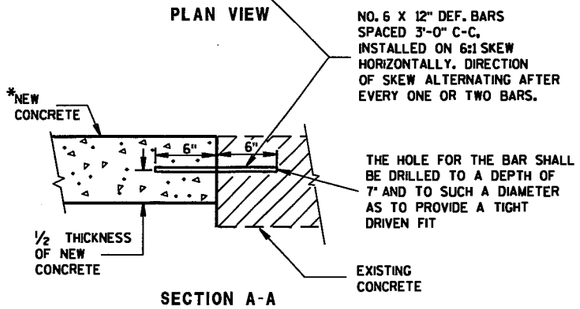


PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



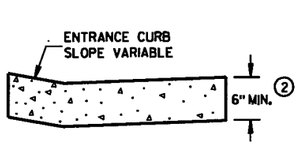
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

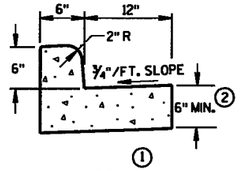


SECTION A-A

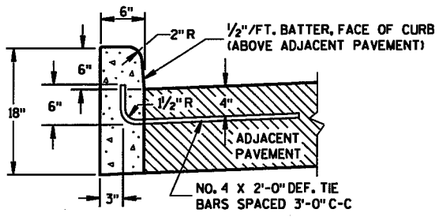
PAVEMENT TIES



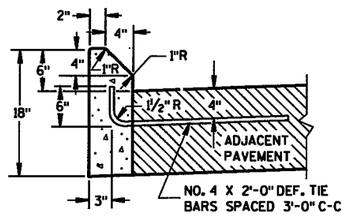
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



① TYPES A & D
CONCRETE CURB & GUTTER 18"

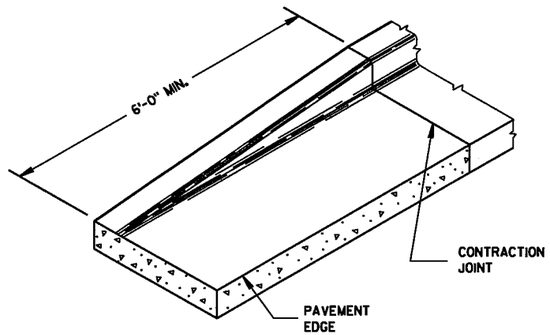


① TYPES A & D



① TYPES G & J

CONCRETE CURB



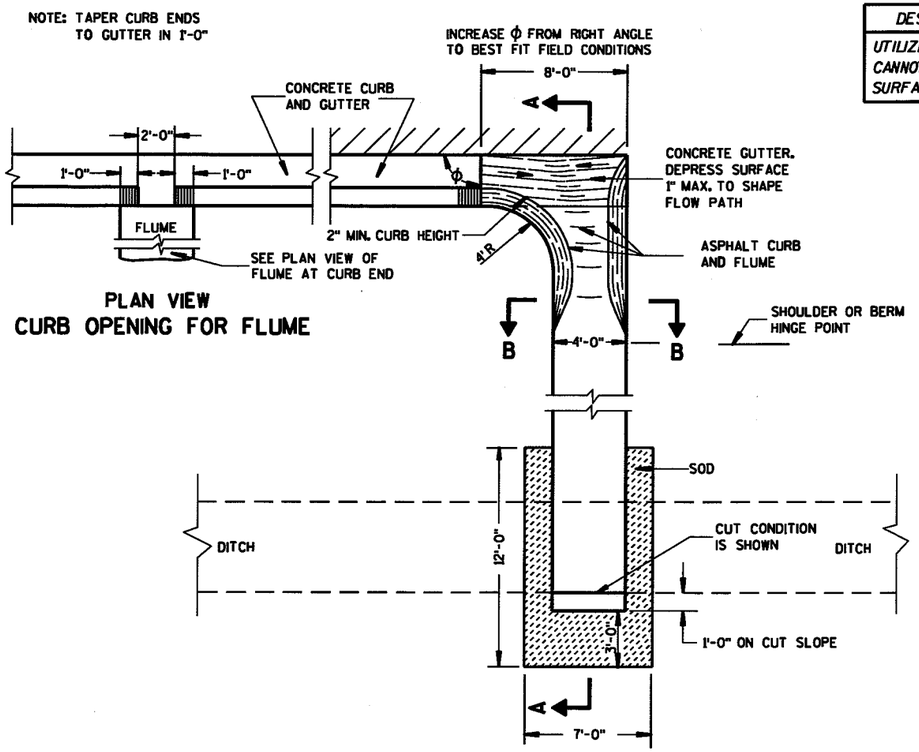
END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6-7-06 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 D 1-14

ASPHALTIC FLUME

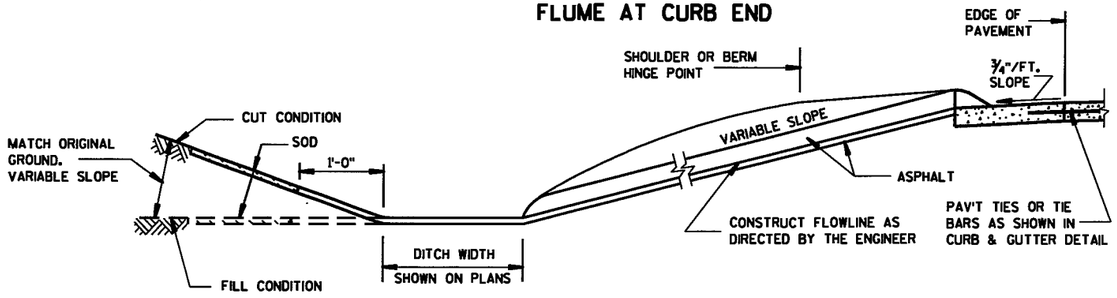


PLAN VIEW
CURB OPENING FOR FLUME

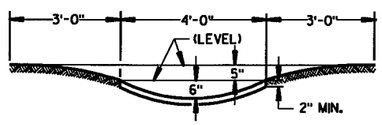
PLAN VIEW
FLUME AT CURB END

DESIGN NOTES: (WILL NOT APPEAR IN CONTRACT PLANS)

UTILIZE INLETS WHERE STORM WATER VOLUME AND VELOCITY CANNOT BE ACCOMODATED EFFECTIVELY WITH A FLUME OR SURFACE DRAIN.



SECTION A-A



SECTION B-B

GENERAL NOTES

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

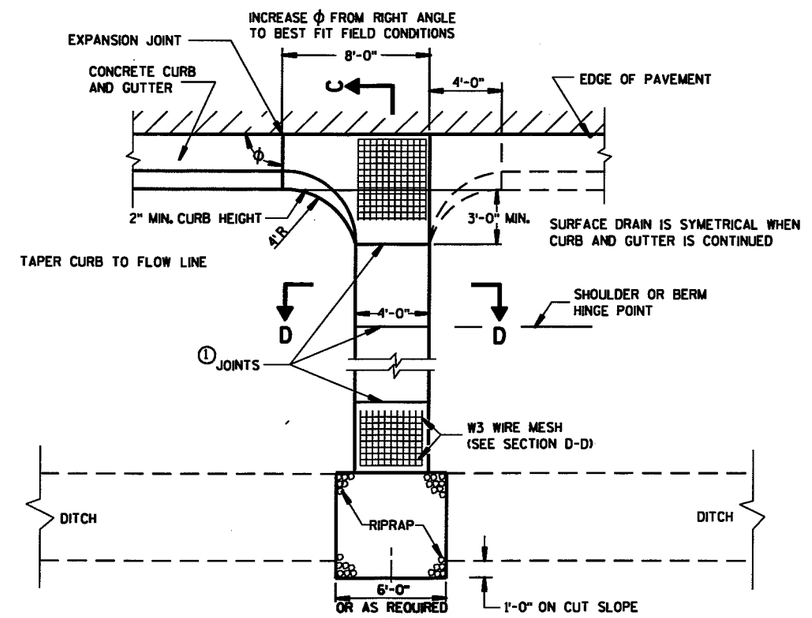
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

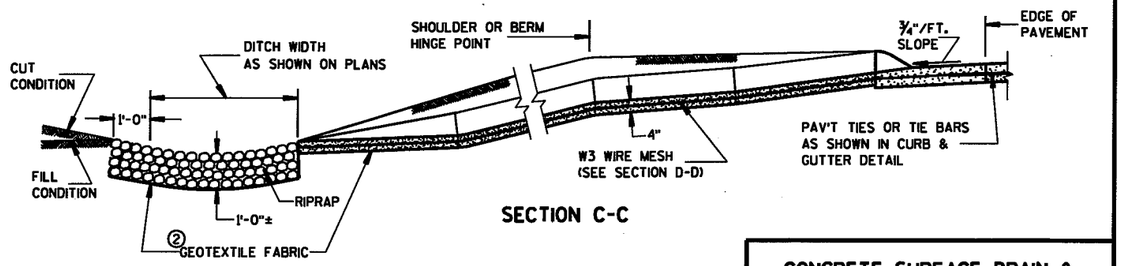
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

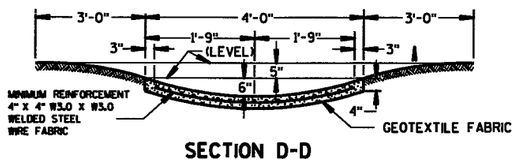
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

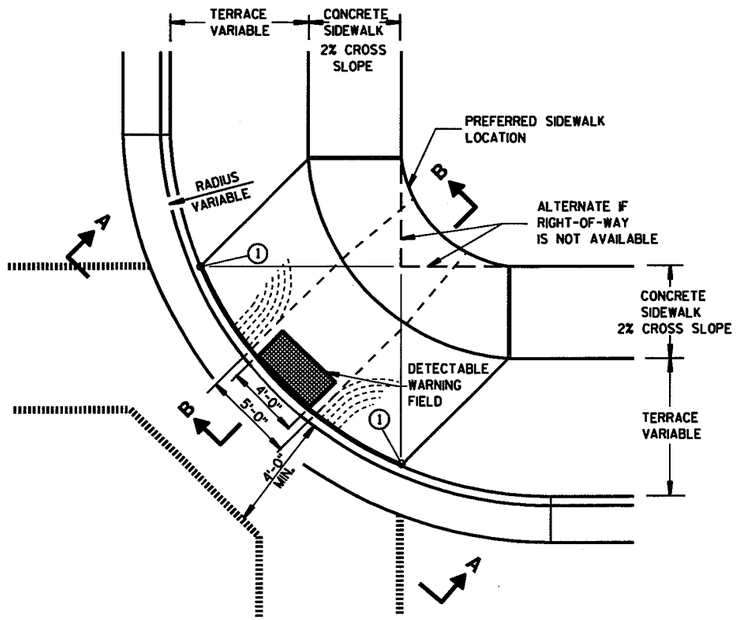
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/89
DATE
FHWA

STATE DESIGN ENGINEER FOR HWYS

6

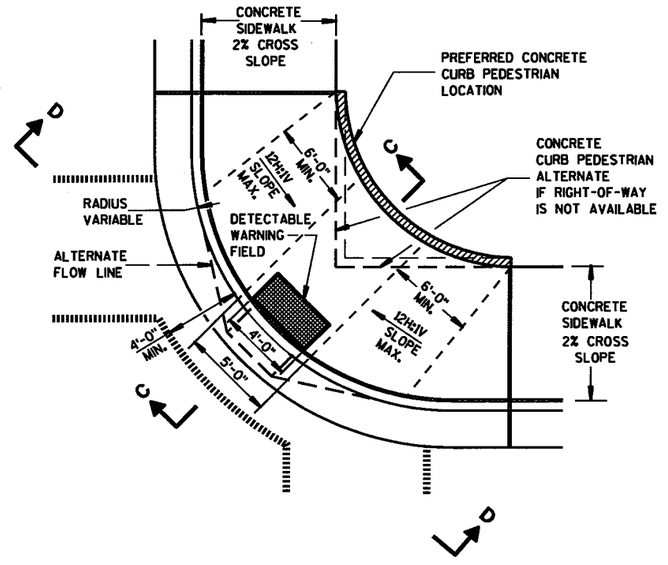
S.D.D. 8 D 4-3



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

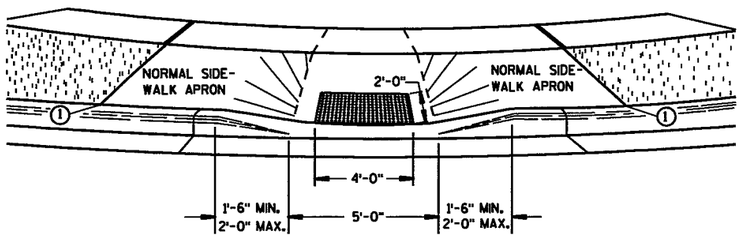
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

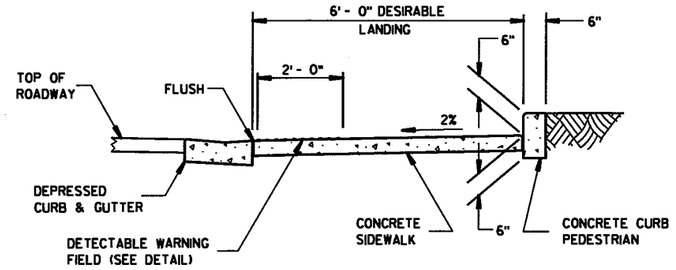
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

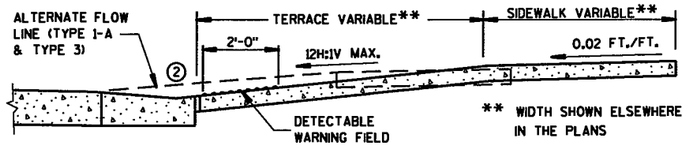
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



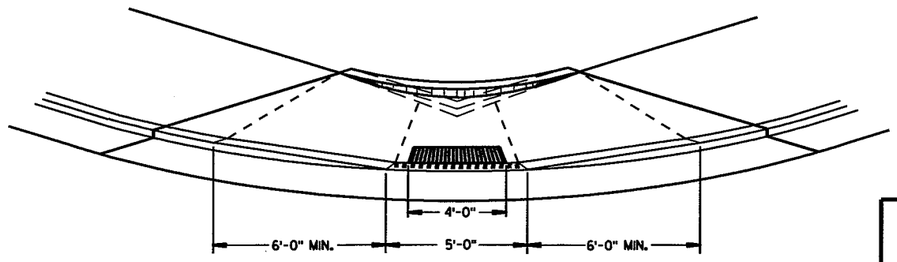
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS TYPES 1 AND 1-A

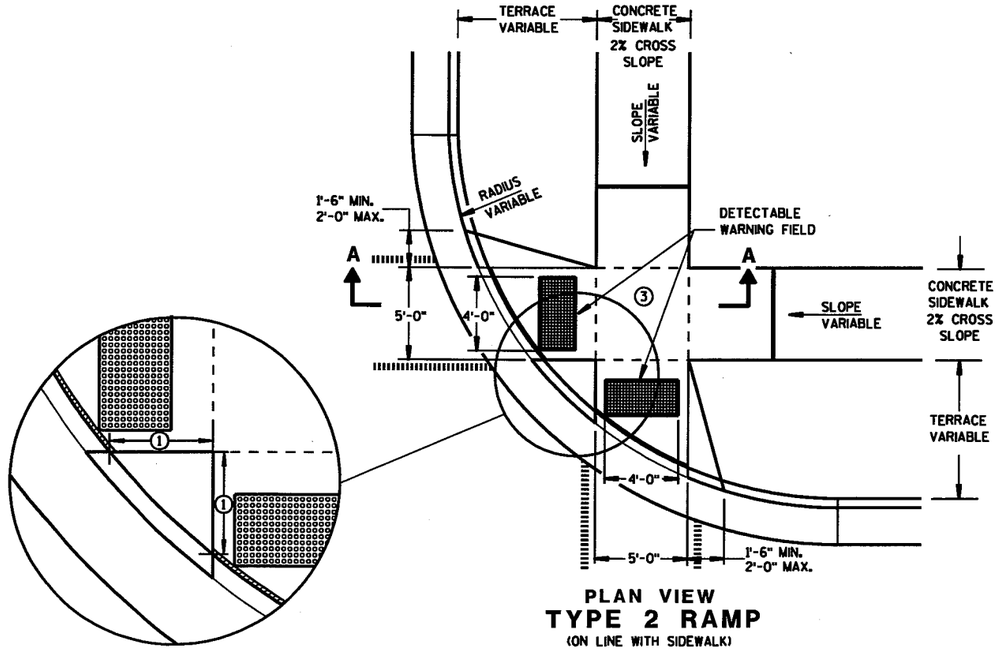
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

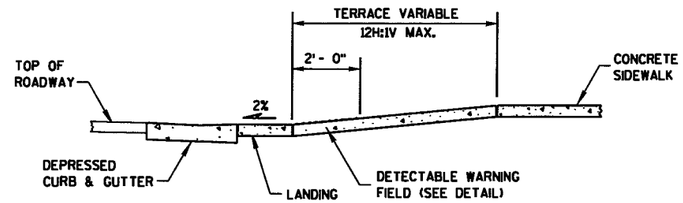
S.D.D. 8 D 5-11a

6

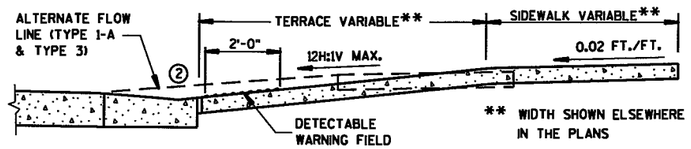
S.D.D. 8 D 5-11a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

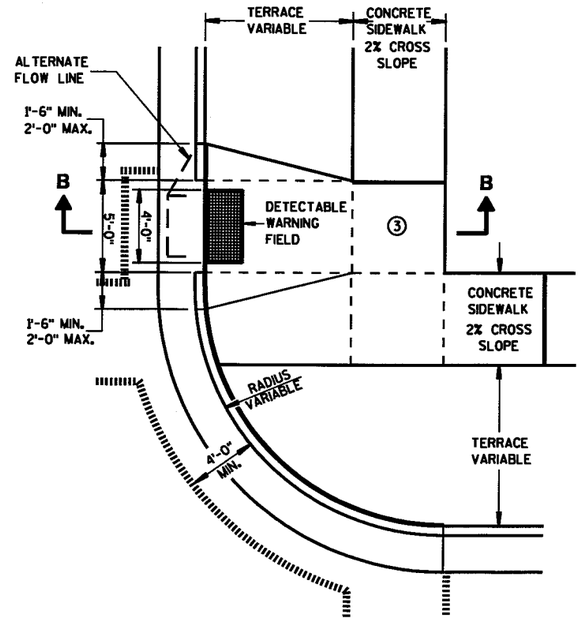
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

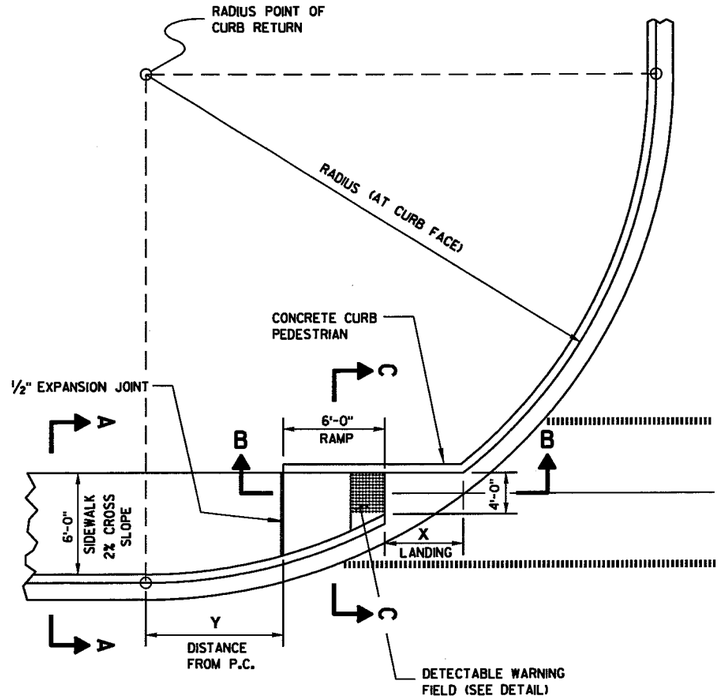
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11b

6

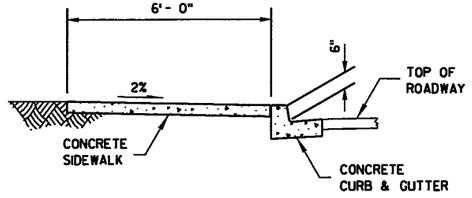
S.D.D. 8 D 5-11b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



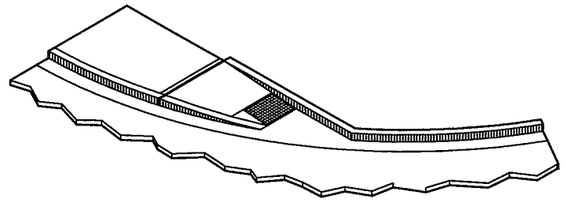
SECTION A-A

GENERAL NOTES

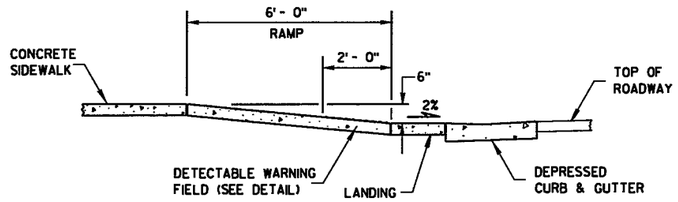
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

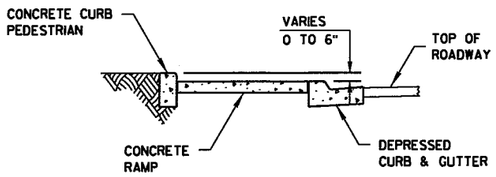
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

LEGEND

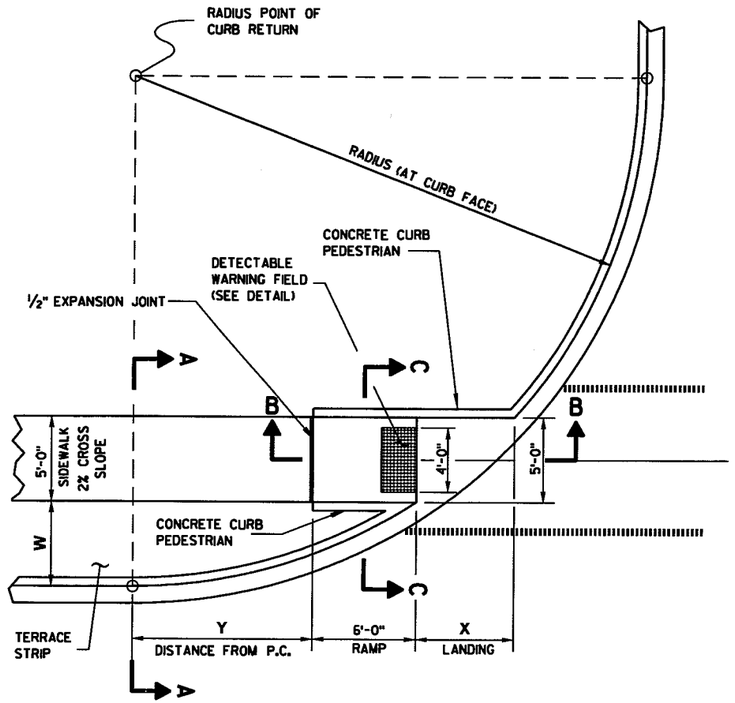
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A

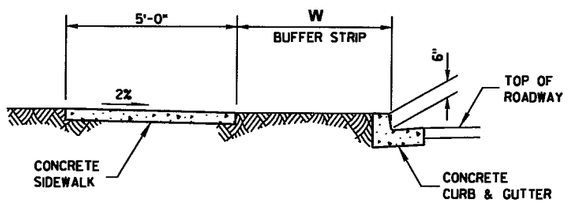
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

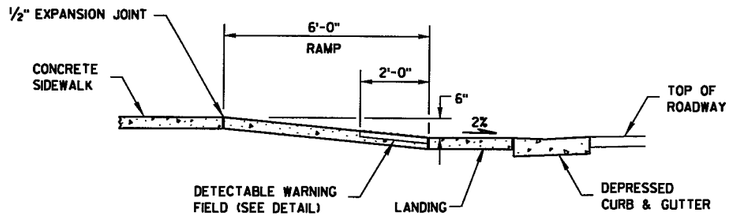
S.D.D. 8 D 5-11c



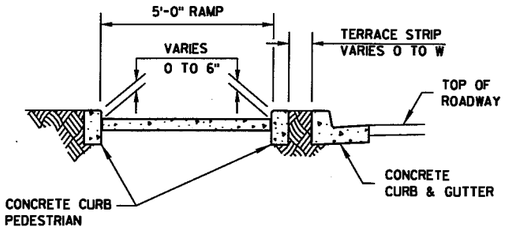
CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

GENERAL NOTES

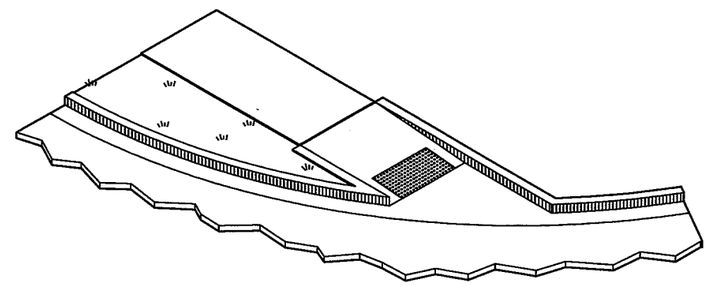
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'- ½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

INTERMEDIATE RADII CAN BE INTERPOLATED



ISOMETRIC VIEW

LEGEND

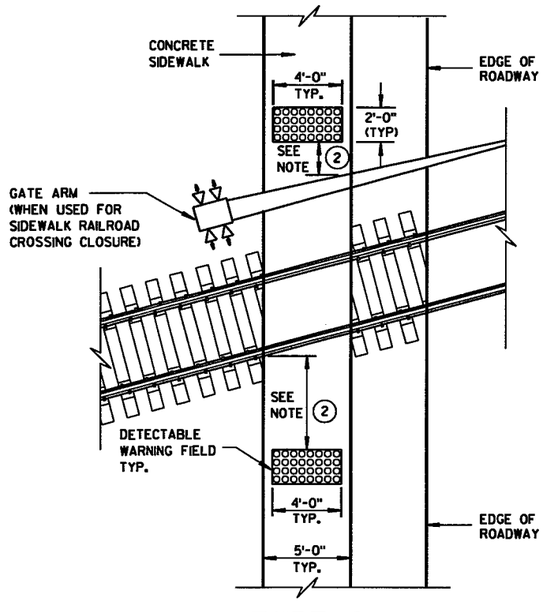
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B

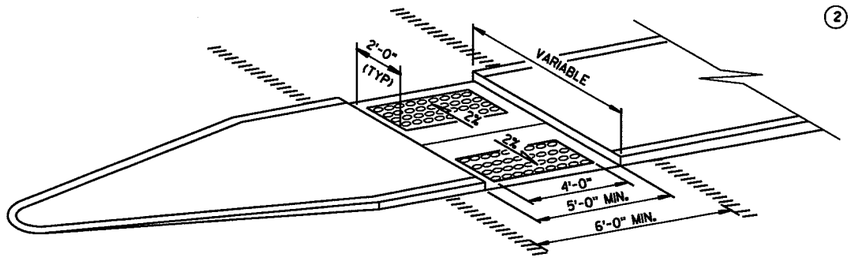
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

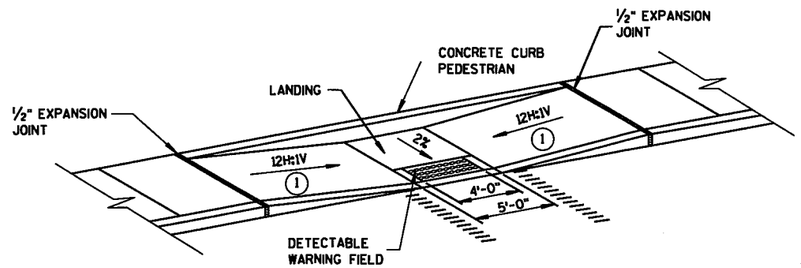
S.D.D. 8 D 5-11d



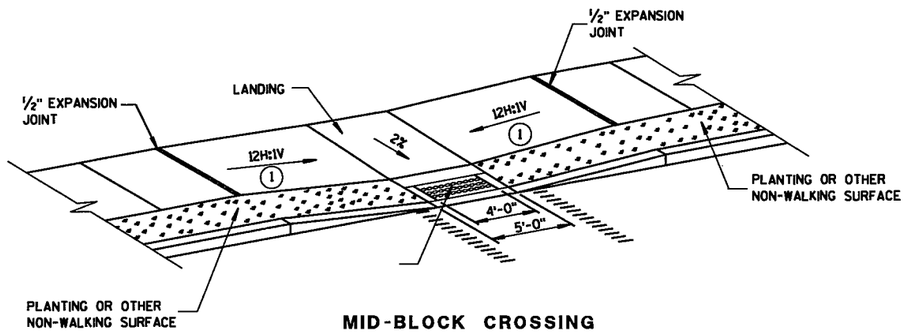
TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

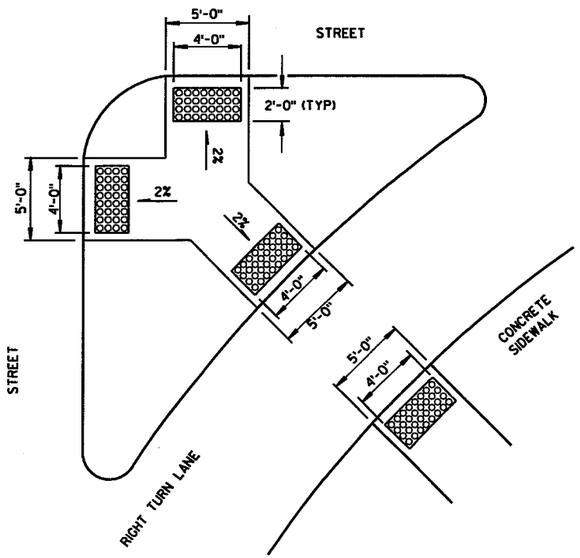


MID-BLOCK CROSSING
TYPE 7A



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



TYPE 6
DETECTABLE WARNING AT ISLANDS

GENERAL NOTES

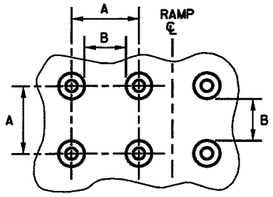
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

LEGEND

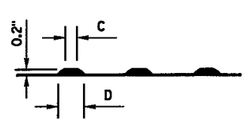
- ——— ½" EXPANSION JOINT-SIDEWALK
- - - - CONTRACTION JOINT FIELD LOCATED
- ▮▮▮▮▮▮▮▮▮▮▮▮▮ PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

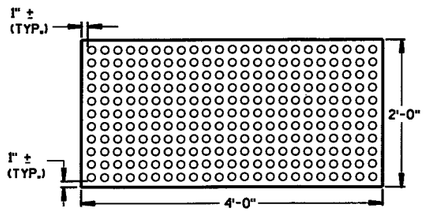
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW

DETECTABLE WARNING FIELD (TYPICAL)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

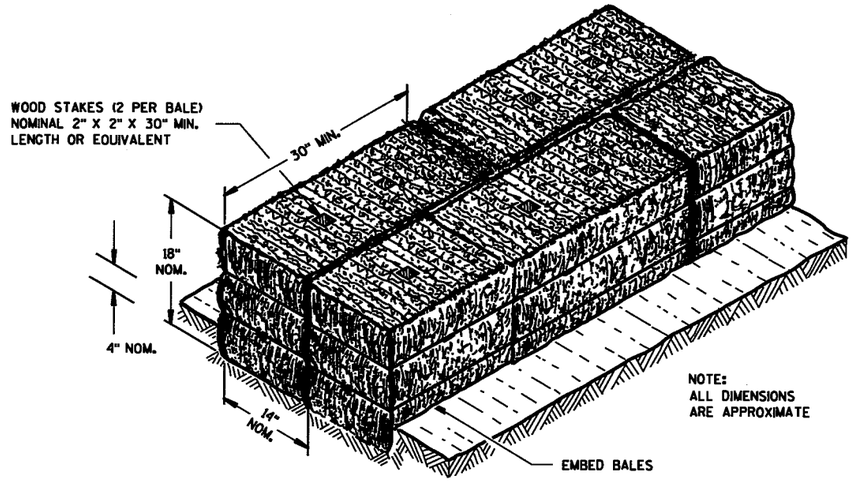
APPROVED

9/9/05 — DATE
FHWA

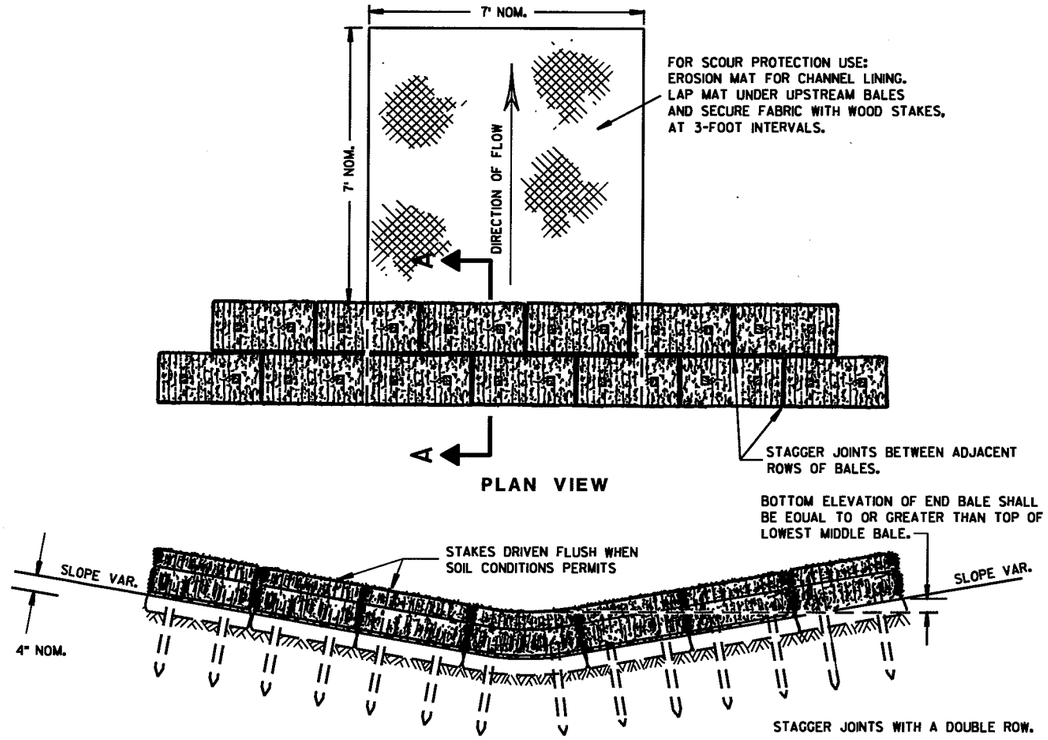
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 8 D 5-11e



SECTION A-A



PLAN VIEW

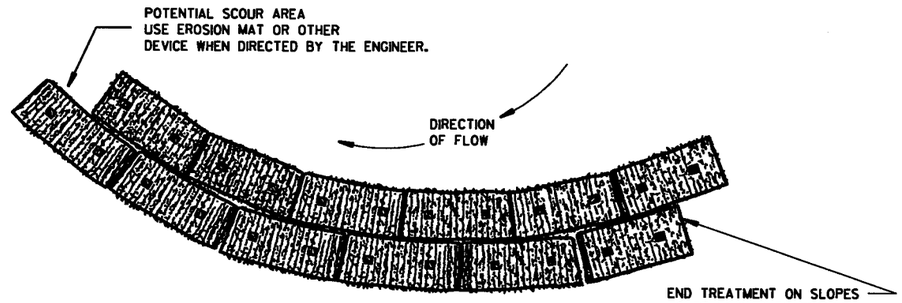
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

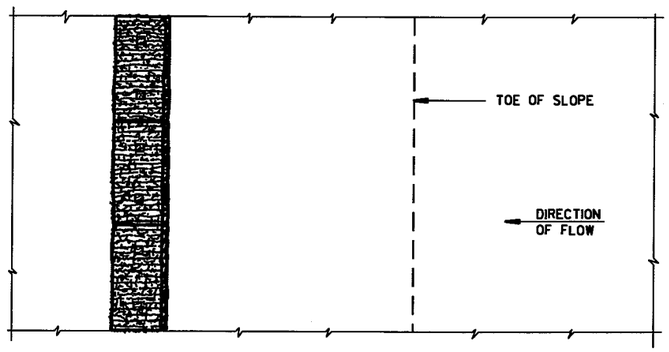
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

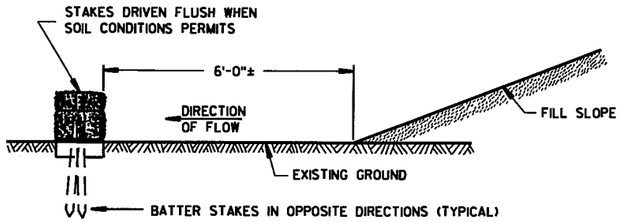


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6/04/02 DATE

CHIEF, ROADWAY DEVELOPMENT ENGINEER

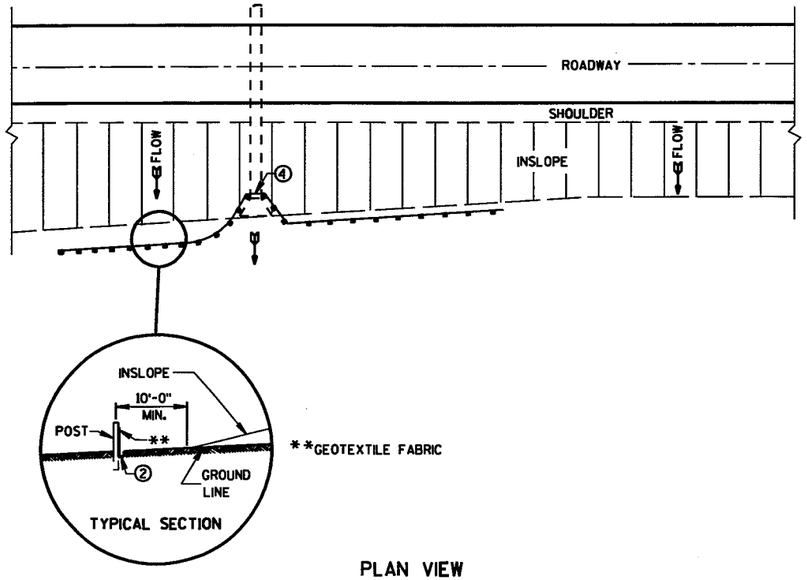
FHWA

6

S.D.D. 8 E 8-3

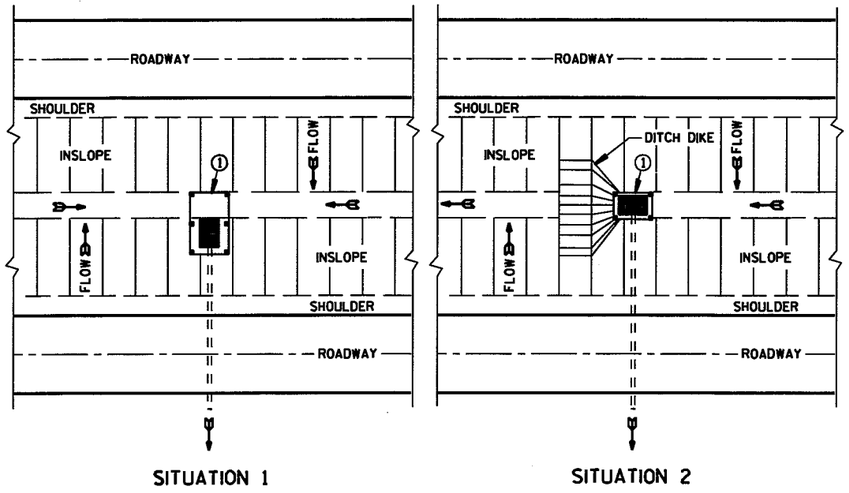
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

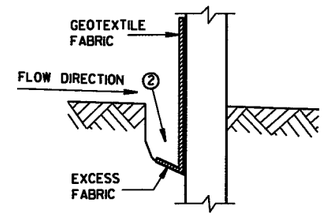
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

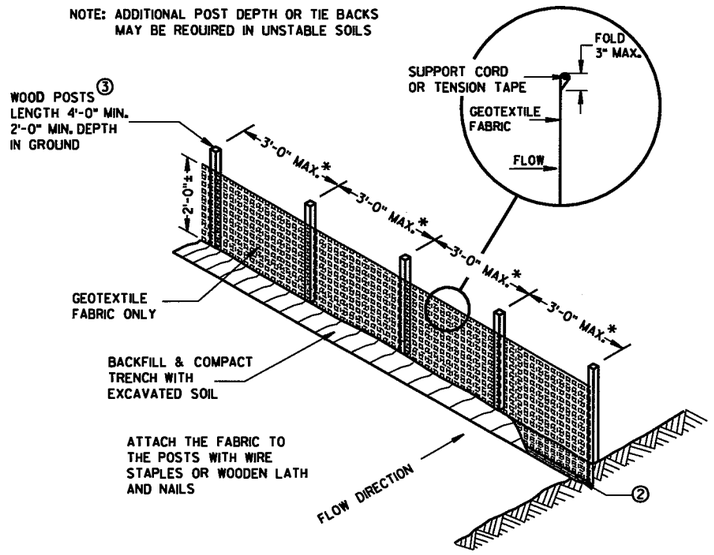
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

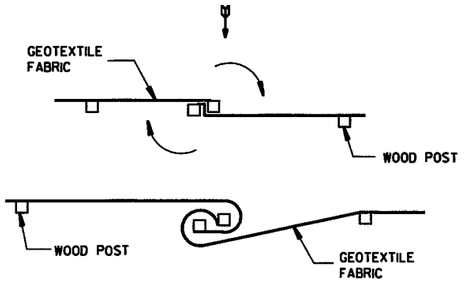


TRENCH DETAIL

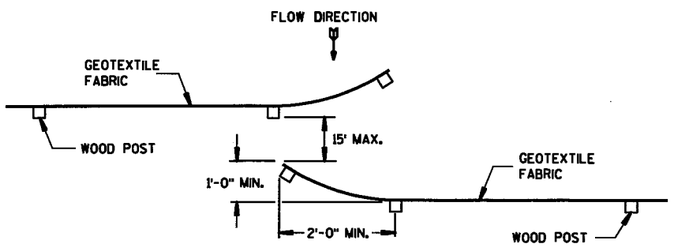


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

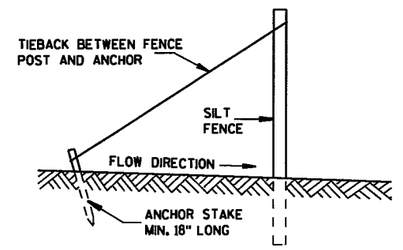


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

6

SILT FENCE

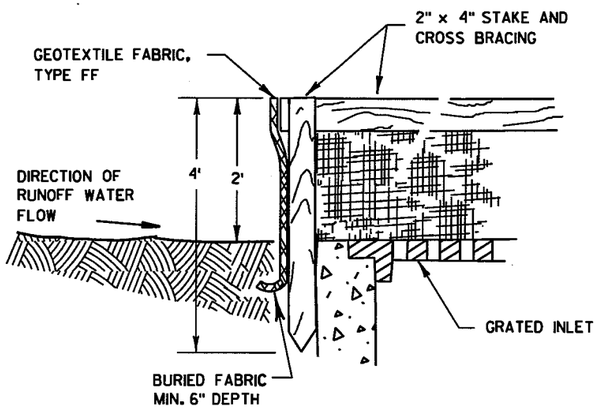
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

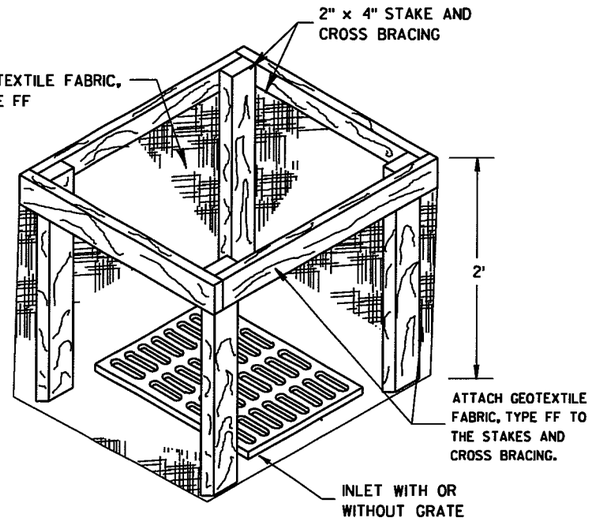
APPROVED
4-29-05
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

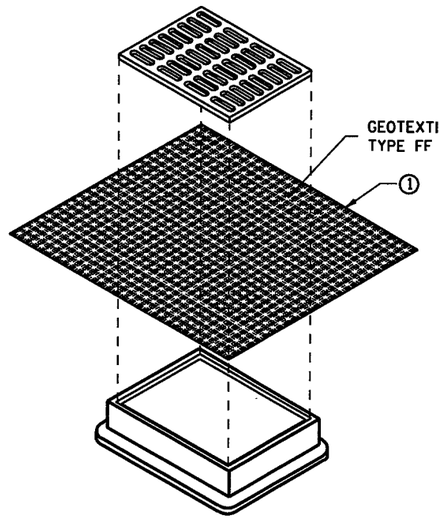
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



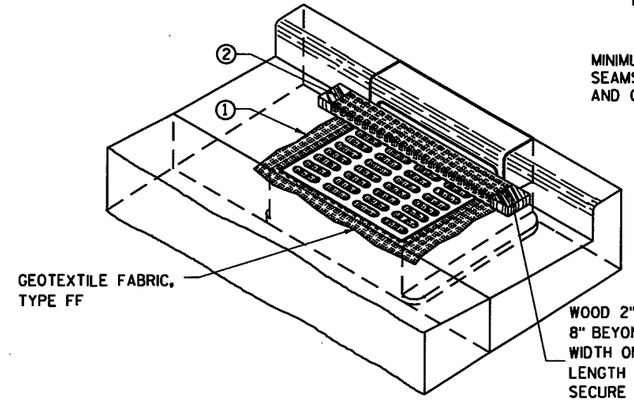


INLET PROTECTION, TYPE A

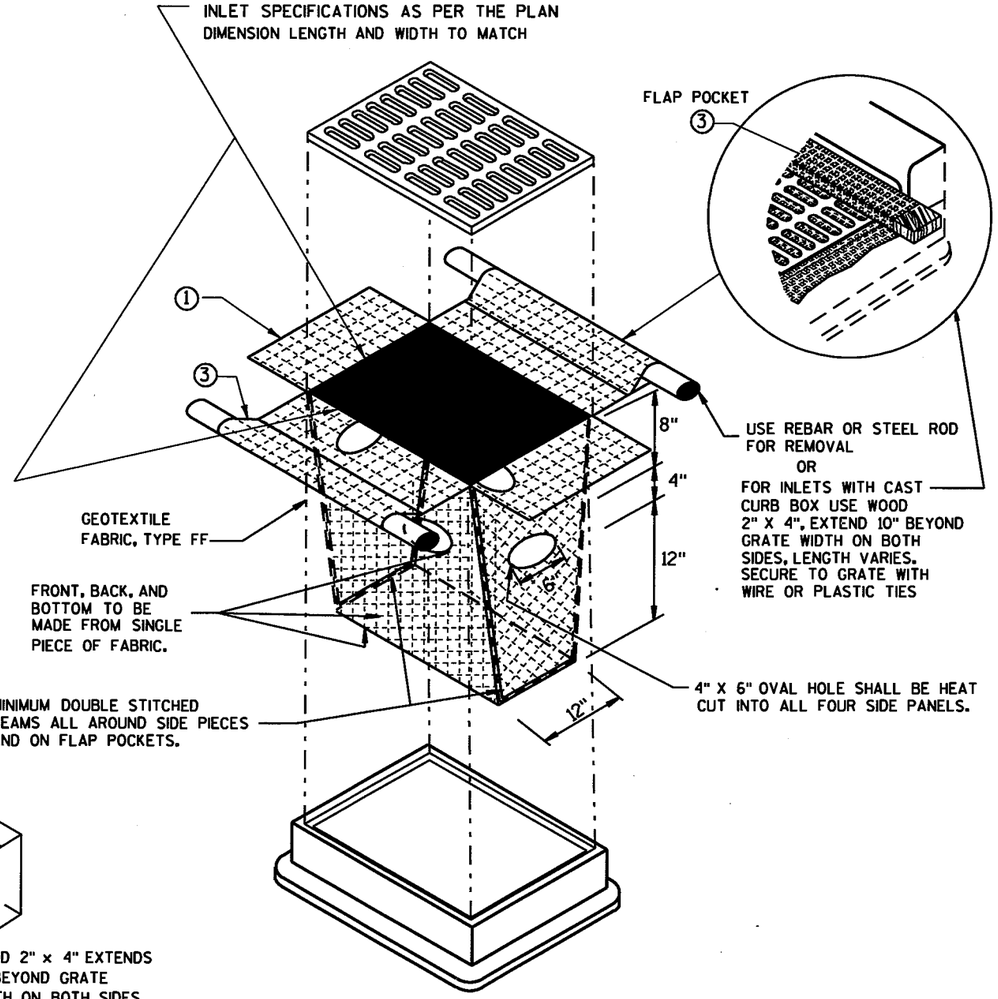


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
FHWA

CHIEF, ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

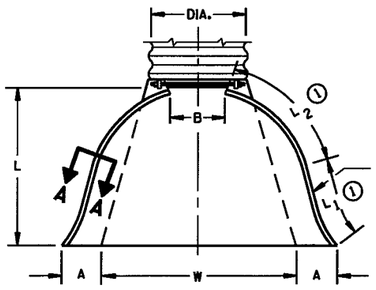
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

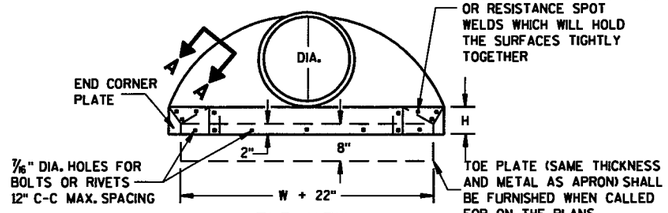
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 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 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/3 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

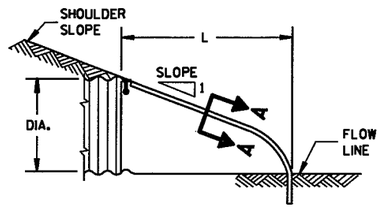
*MINIMUM
**MAXIMUM



PLAN VIEW

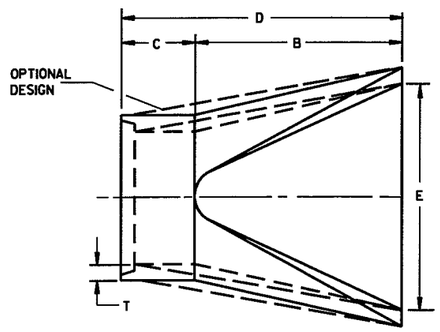


END VIEW

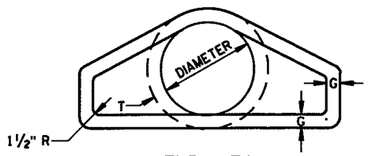


SIDE ELEVATION

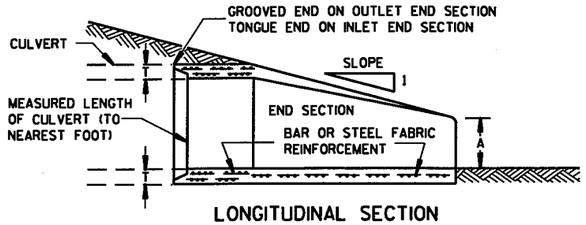
METAL ENDWALLS



PLAN

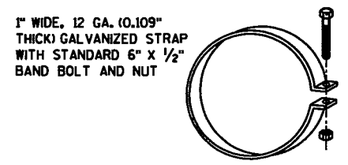


END VIEW



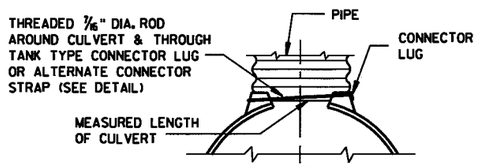
LONGITUDINAL SECTION

CONCRETE ENDWALLS

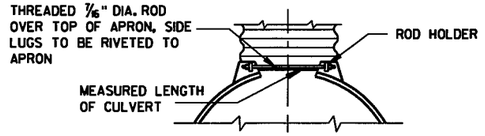


ALTERNATE FOR TYPE 1 CONNECTION

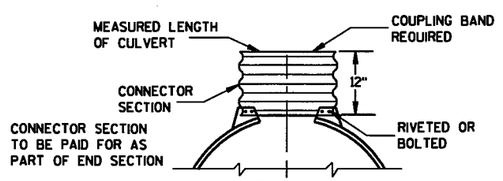
END SECTION CONNECTOR STRAP



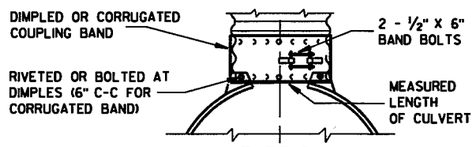
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

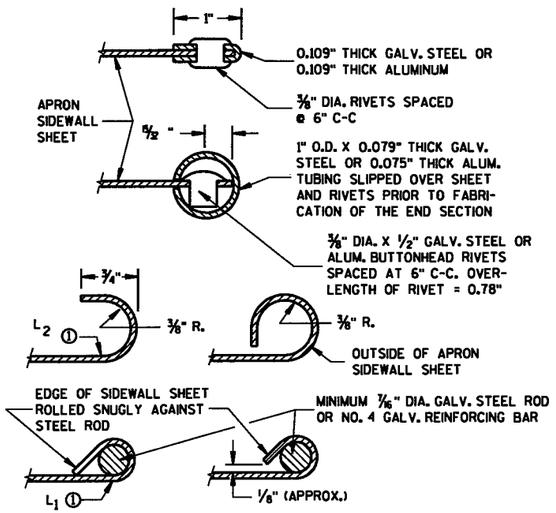
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 11/30/94 DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 1-11

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

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

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

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

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

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

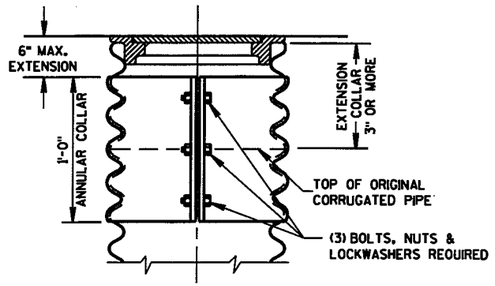
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

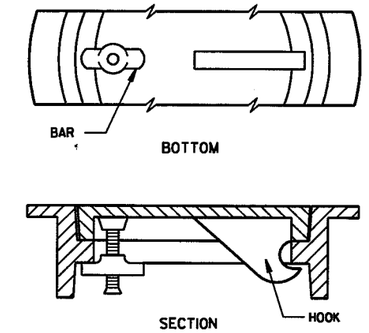
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

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

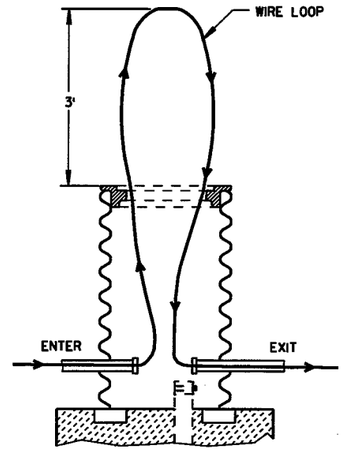


CORRUGATED PIPE EXTENDER

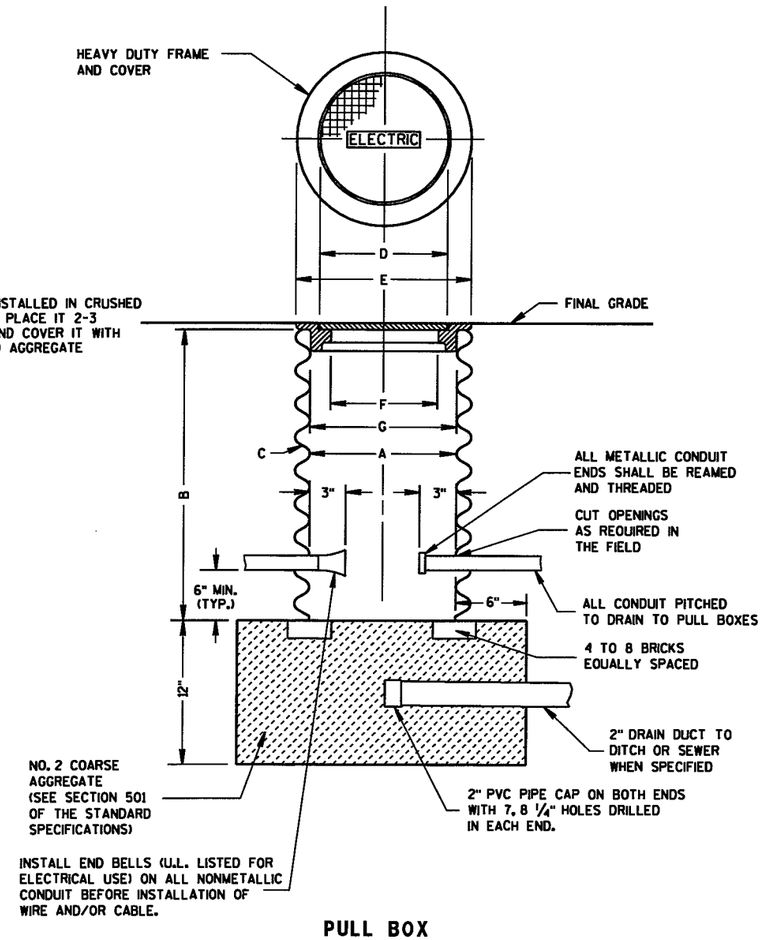


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

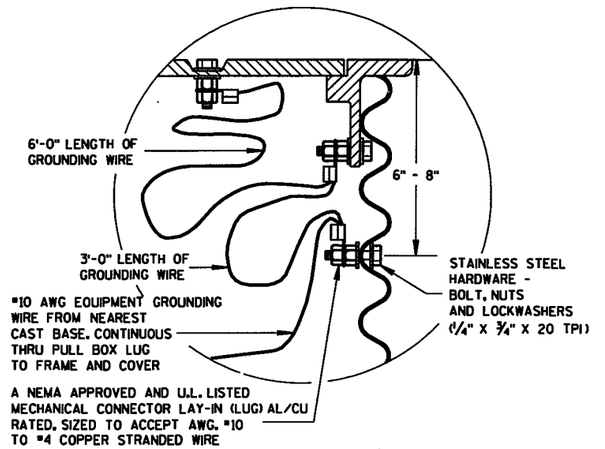


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/27/06 DATE
/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

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S.D.D. 9 B 4-9

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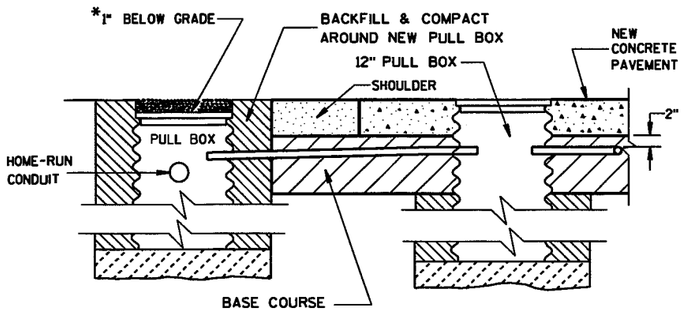
S.D.D. 9 B 4-9



SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

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

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

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

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

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

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

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

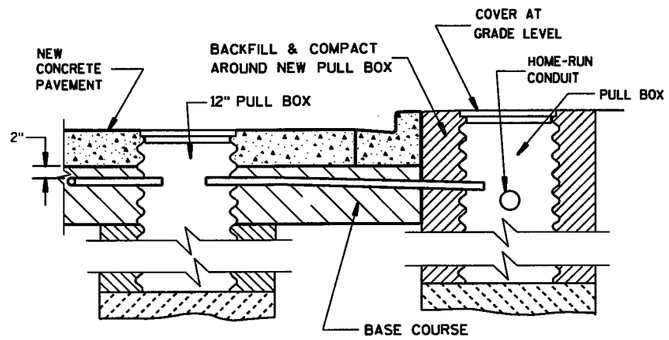
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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

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

PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

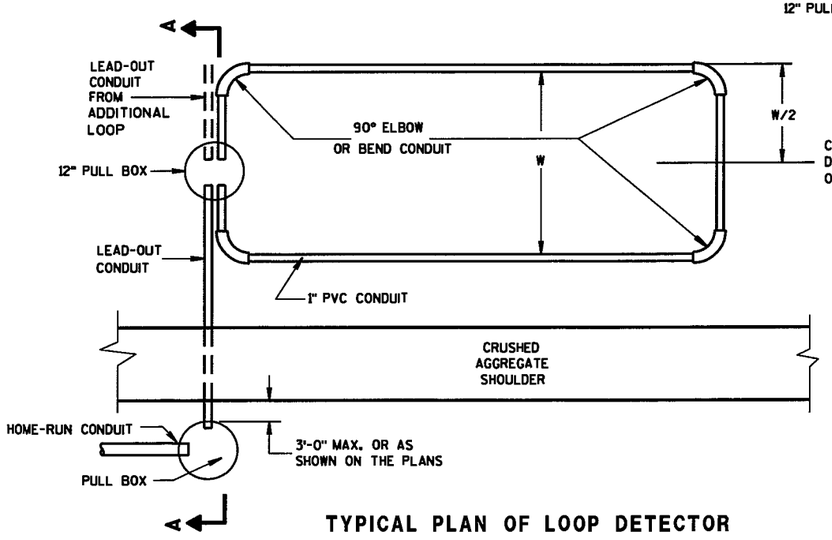
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



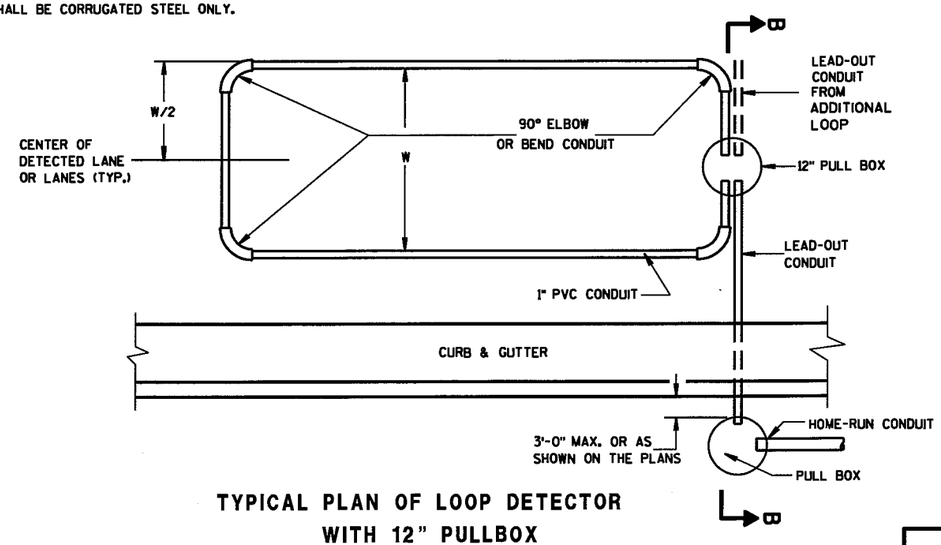
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 — DATE

/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

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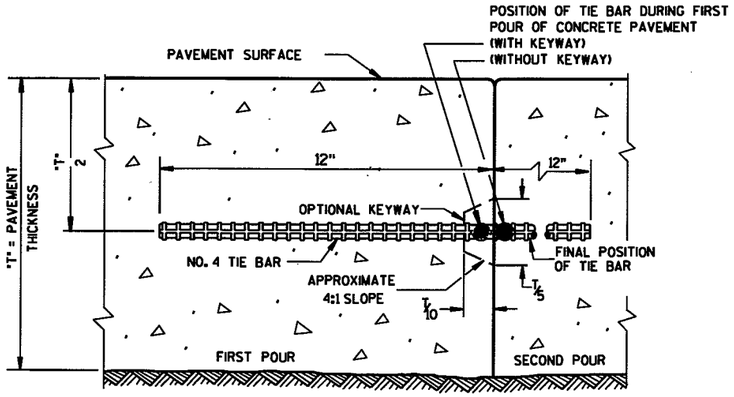
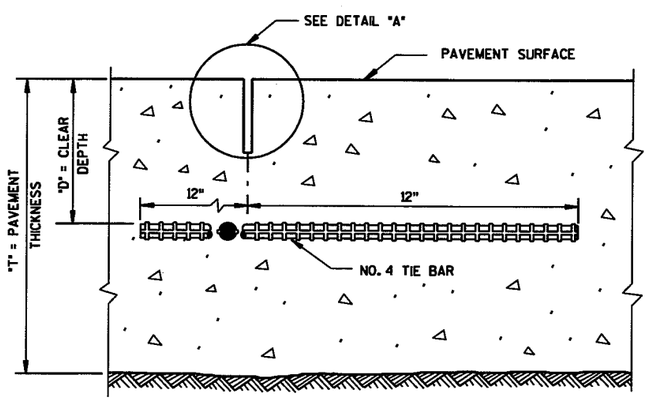
S.D.D. 9 F 9-3

6

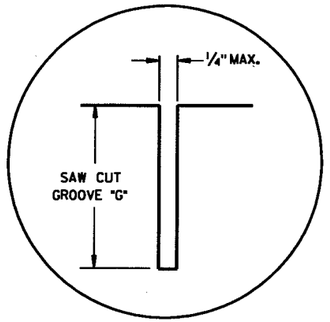
S.D.D. 9 F 9-3



CONSTRUCTION JOINT



SAWED JOINT



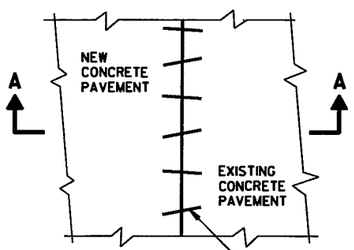
DETAIL "A"

GENERAL NOTES

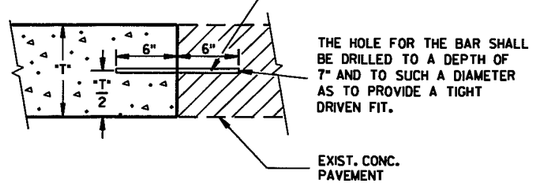
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

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



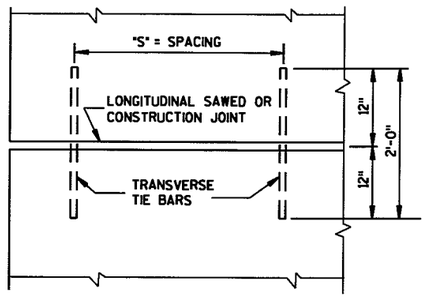
PLAN VIEW



SECTION A-A

PAVEMENT TIES

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

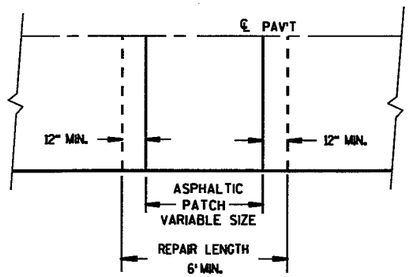


PLAN VIEW
SHOWING LOCATION OF TIE BARS

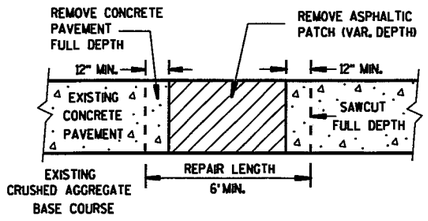
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/06/02 DATE
Bill Duckett PAVEMENT ENGINEER
FHWA

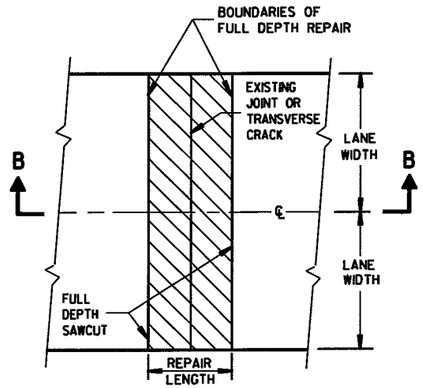


PLAN VIEW

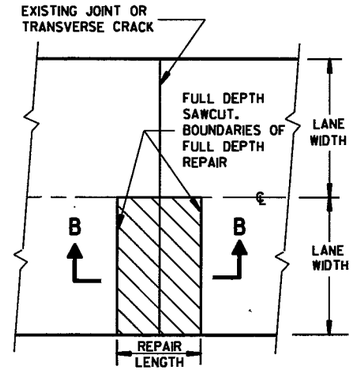


CROSS SECTION

PATCH REMOVAL

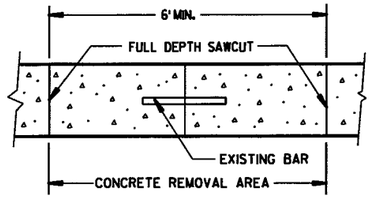


PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL
(SEE NOTE)



SECTION B-B

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.

EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS SHALL BE DRILLED AND LIFTED OUT. ADDITIONAL SAW CUTS MAY BE MADE INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES. BOUNDARIES OF CONCRETE REPAIR AREAS SHALL BE 6 FEET MINIMUM FROM REMAINING TRANSVERSE JOINT OR CRACK.

6

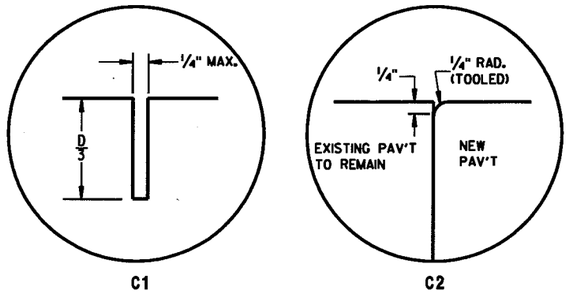
S.D.D. 13 C 9-6a

CONCRETE PAVEMENT REPAIR

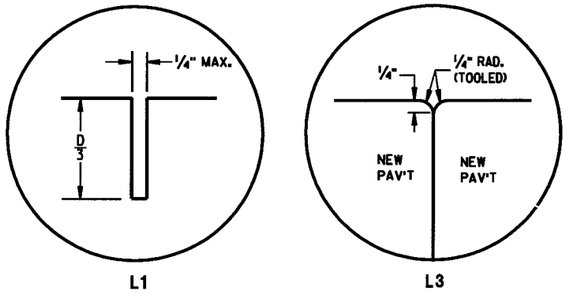
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

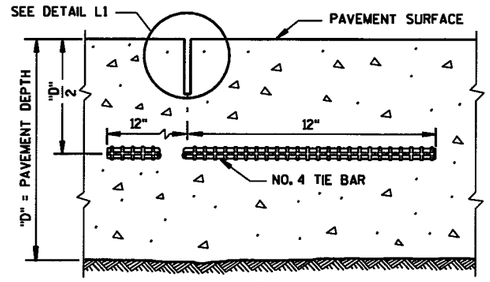
S.D.D. 13 C 9-6a



TRANSVERSE JOINTS



LONGITUDINAL JOINTS

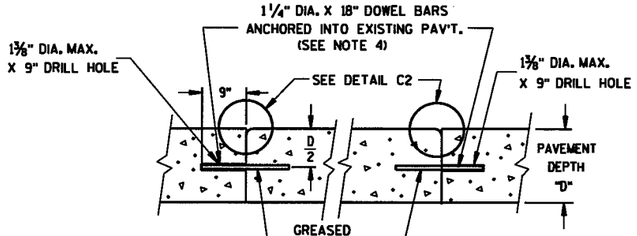


SECTION C-C

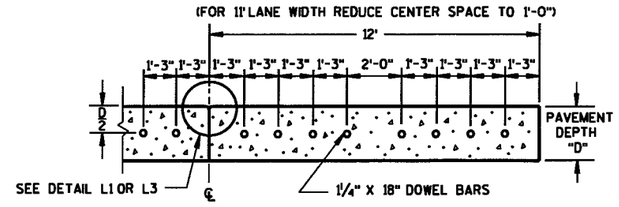
SAWED JOINT

GENERAL NOTES

1. DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.
2. CONCRETE REPAIR AND CONCRETE REPLACEMENT SIZES AND LOCATIONS ARE SHOWN ELSEWHERE IN THE CONTRACT.
3. THE PREPARATION OF FOUNDATION FOR FULL DEPTH CONCRETE PAVEMENT REPAIR SHALL BE IN ACCORDANCE WITH SUBSECTION 211.4.4 OF THE STANDARD SPECIFICATIONS.
4. DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.
5. THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF BOND BREAKER.
6. JOINTS SHALL NOT BE SEALED OR FILLED.

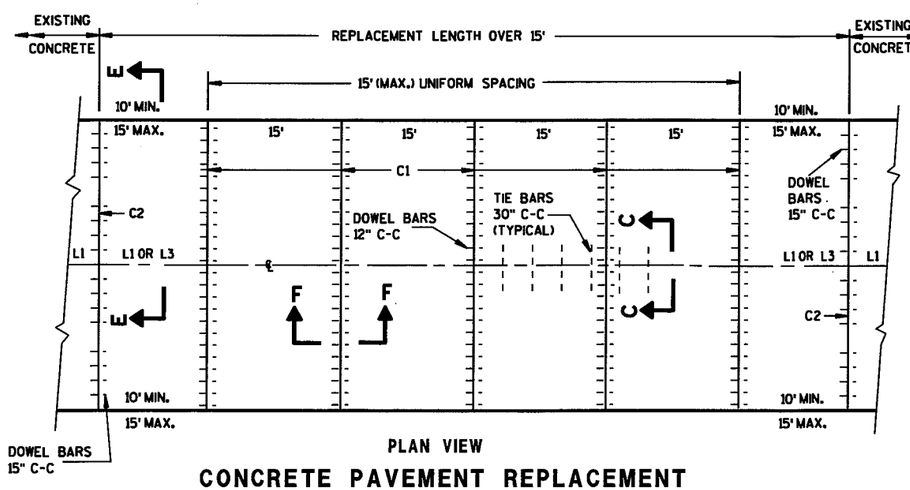


SECTION D-D



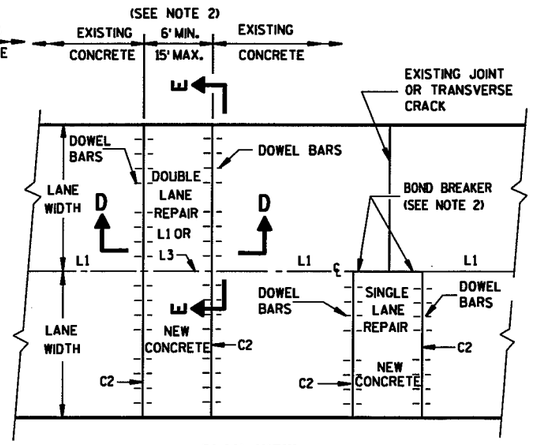
SECTION E-E

DOWEL BAR SPACING ABUTTING EXISTING PAVEMENT



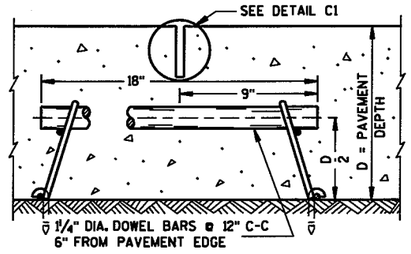
PLAN VIEW

CONCRETE PAVEMENT REPLACEMENT



PLAN VIEW

CONCRETE PAVEMENT REPAIR



SECTION F-F

CONTRACTION JOINT

CONCRETE PAVEMENT REPAIR & DOWEL BAR INSTALLATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/6/02 DATE
Bill Dreckat PAVEMENT ENGINEER
FHWA

S.D.D. 13 C 9-6b

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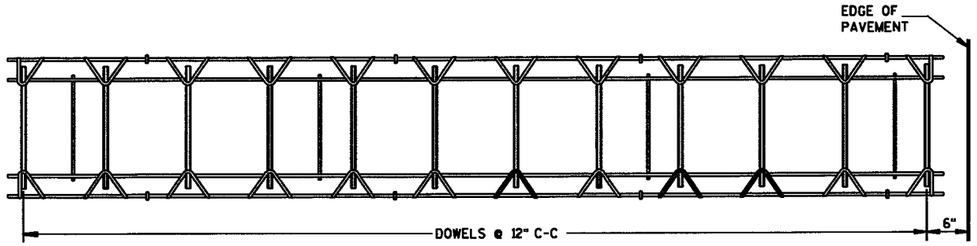
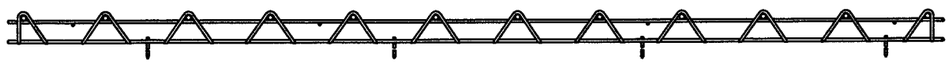


PLAN VIEW

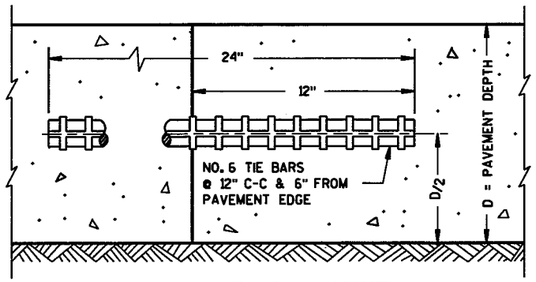


SIDE VIEW

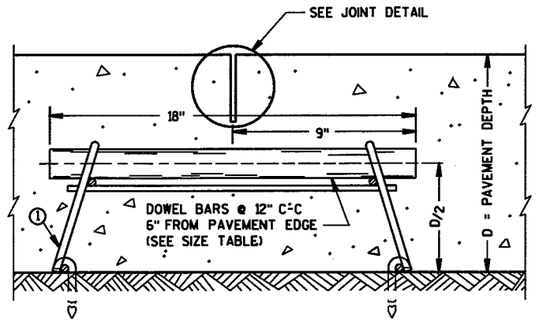
CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6",6 ½"	1¼"	12'
7",7 ½"	1¼"	14'
8",8 ½"	1¼"	15'
9",9 ½"	1¼"	15'
10" & ABOVE	1½"	18'



CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT

GENERAL NOTES

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

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE NORMAL TO THE CENTERLINE. THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS SHALL BE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

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

CONSTRUCTION JOINTS

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

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

① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.

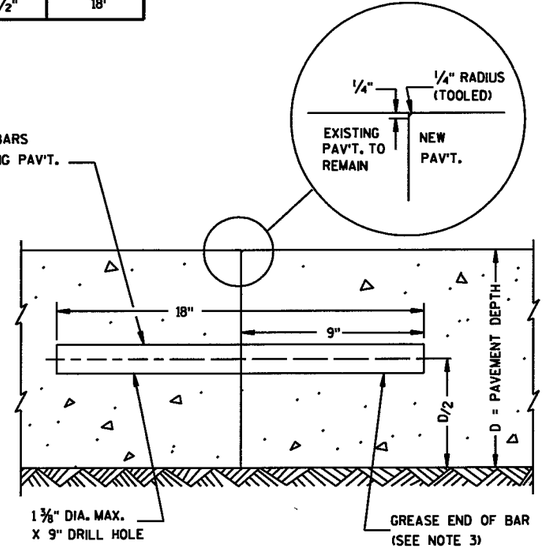
② DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.

③ THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF BOND BREAKING GREASE.

④ DOWEL BARS INSTALLED BY DRILLING SHALL BE SPACED 1'-3" ON CENTER. THE GROUPING OF DOWEL BARS SHALL BE CENTERED INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

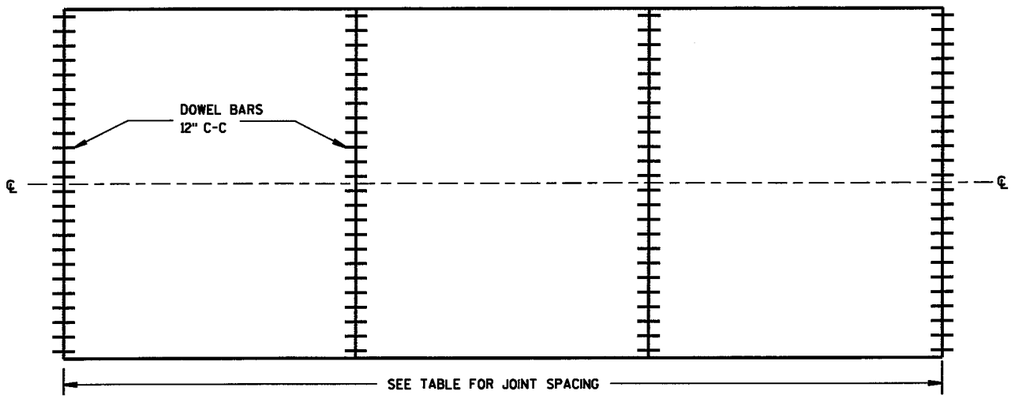
BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

THE CLEAR DISTANCE FROM THE EDGE OF PAVEMENT OR LONGITUDINAL JOINT TO THE NEAR EDGE OF DOWEL BAR NEAREST THAT EDGE OR JOINT SHALL BE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 14 INCHES.

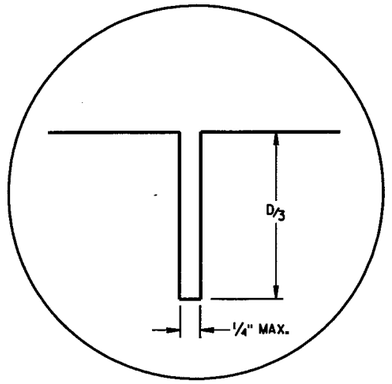


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

④ DOWEL BAR DETAIL



CONTRACTION JOINT LOCATIONS



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/6/02 DATE
Bill Ducket PAVEMENT ENGINEER

FHWA

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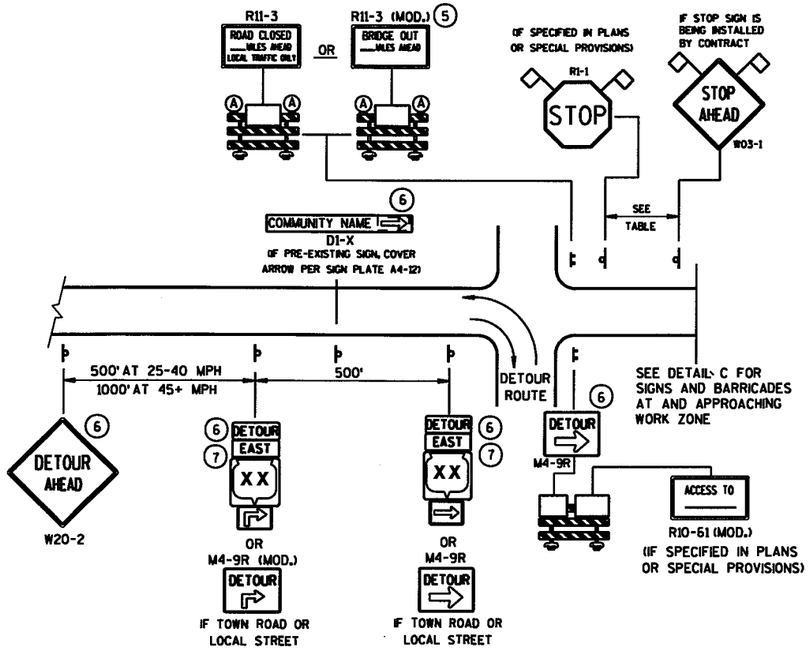
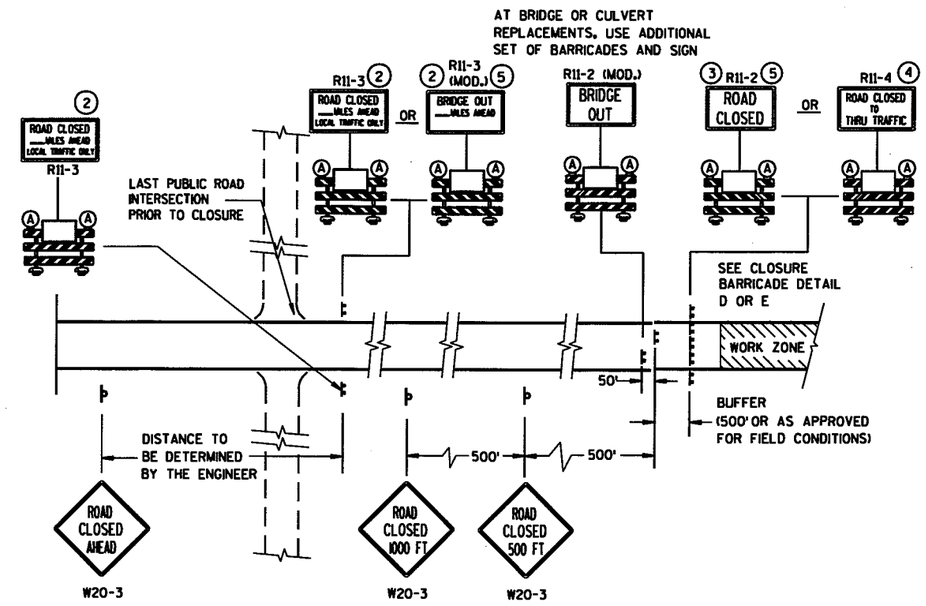
S.D.D. 13 C 13-4



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

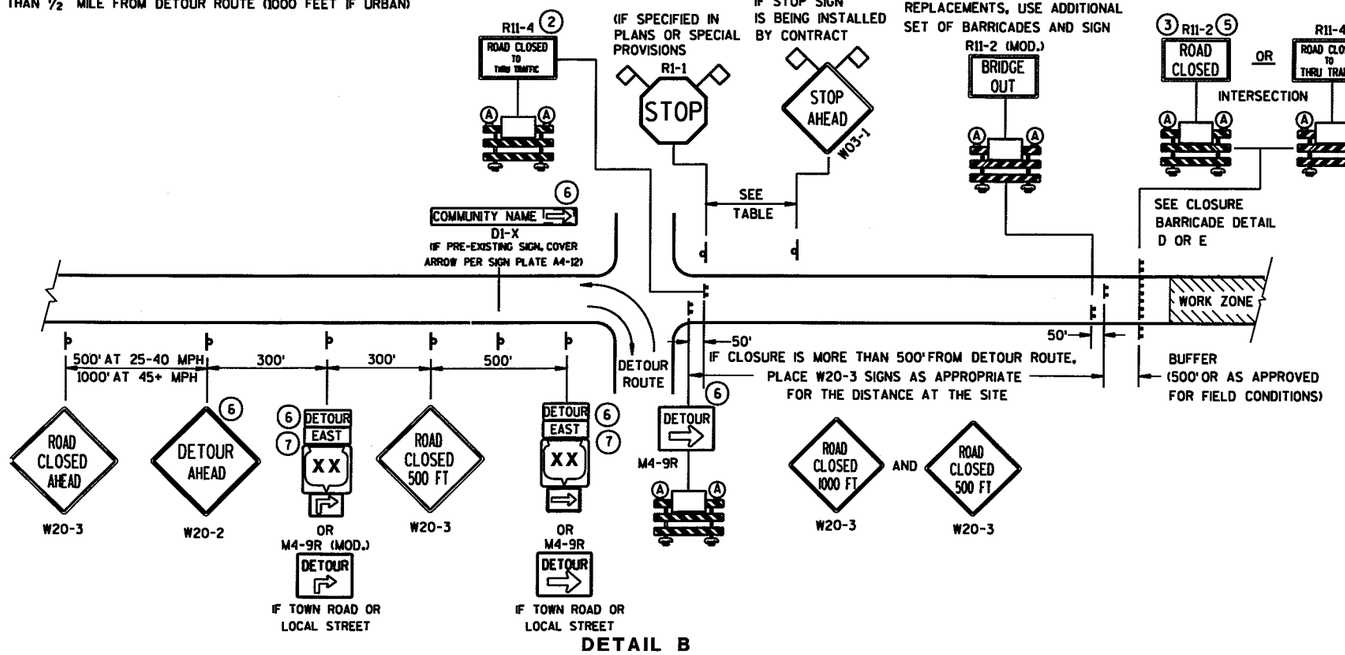


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4
- COUNTY XX — M1-5A
- XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 2-4a

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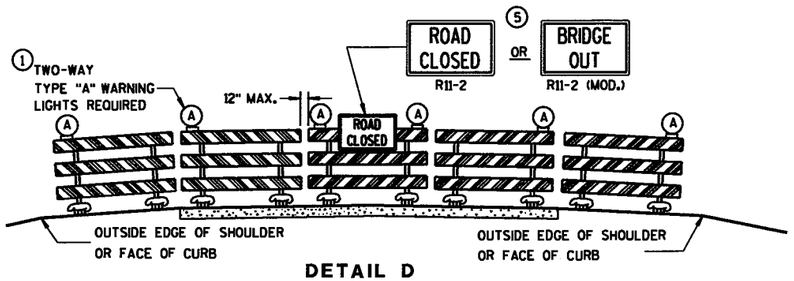
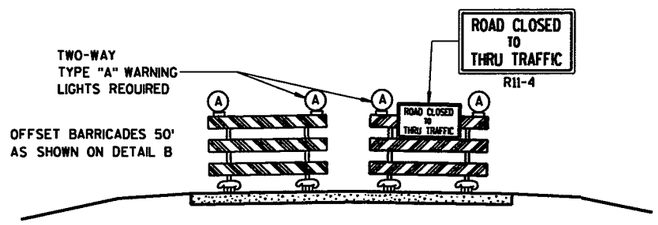
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03
DATE
Thomas N. Nottom for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 2-4b

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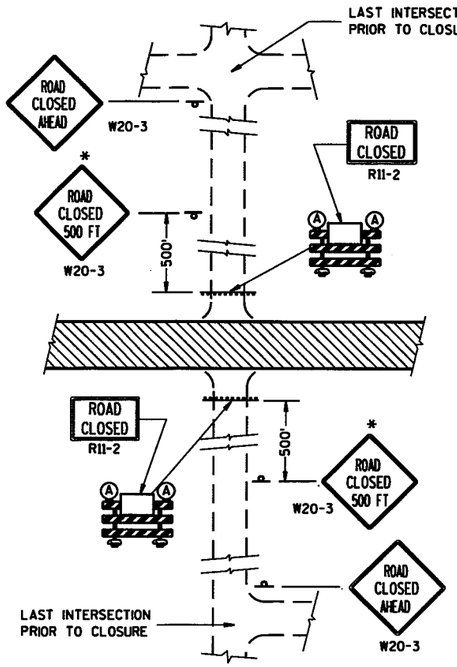
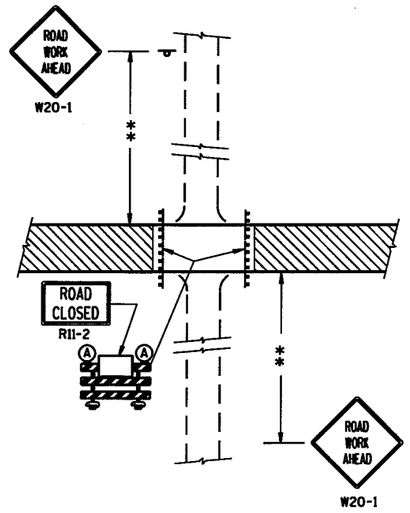
S.D.D. 15 C 2-4b



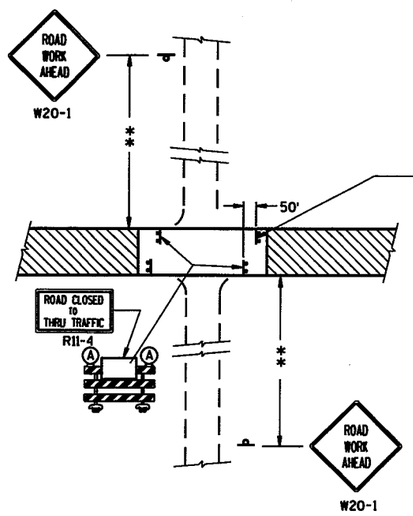
DETAIL 1

(NO ACCESS TO PROJECT)



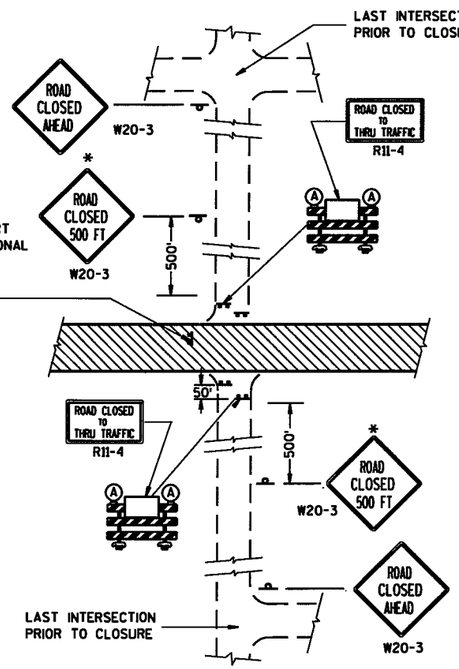
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03
DATE

Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

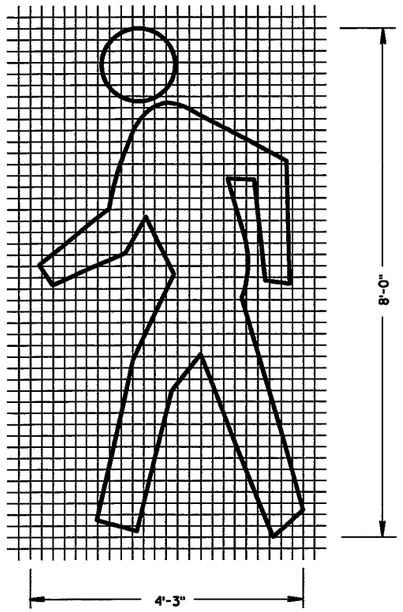
S.D.D. 15 C 3-1

GENERAL NOTES

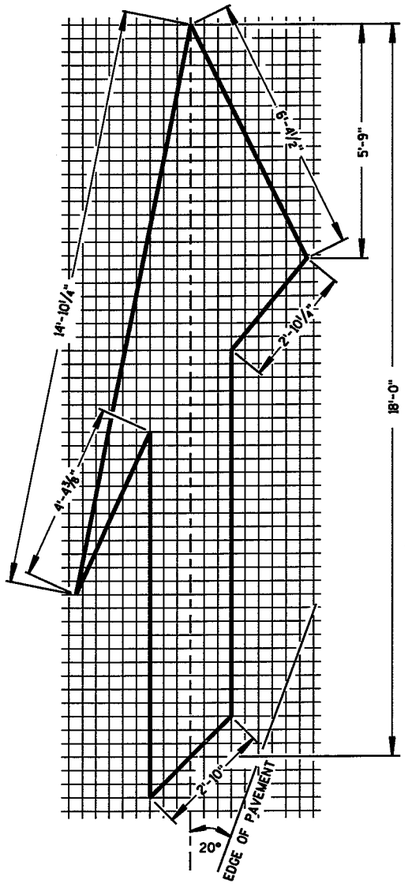
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

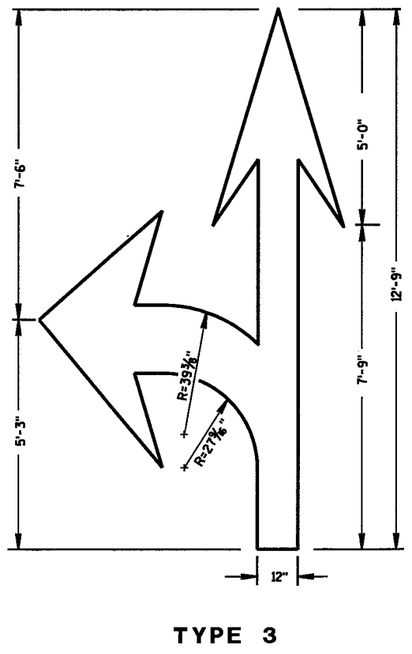
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



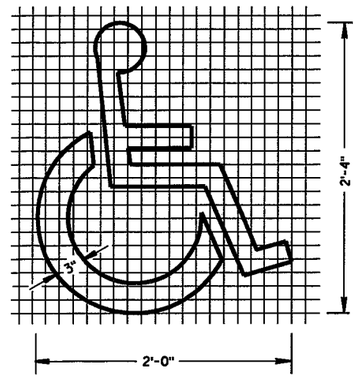
PEDESTRIAN SYMBOL

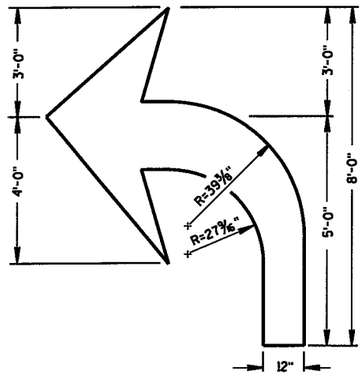


TYPE 5 LANE DROP ARROW

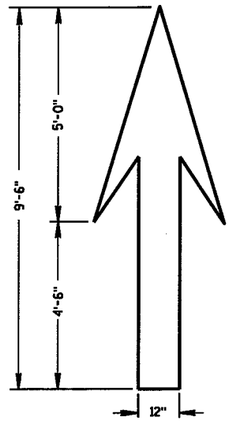


TYPE 3

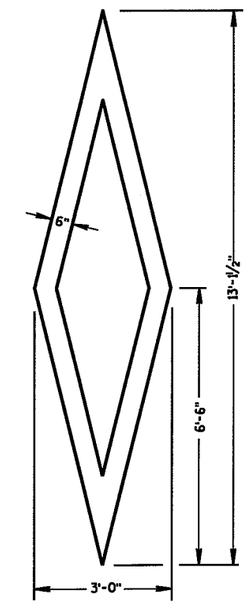




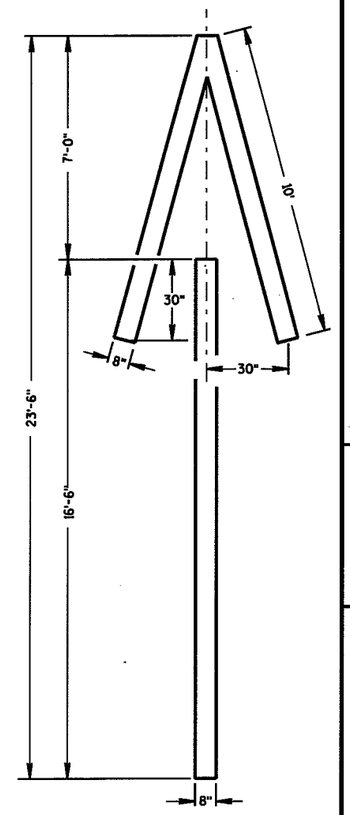
TYPE 2



TYPE 1



PREFERENTIAL LANE SYMBOL



TYPE 4

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

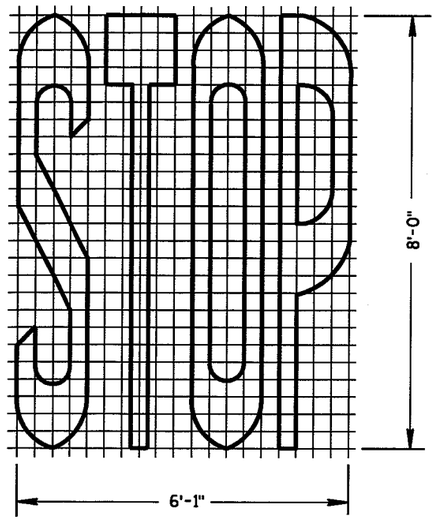
APPROVED 2/22/05 DATE
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

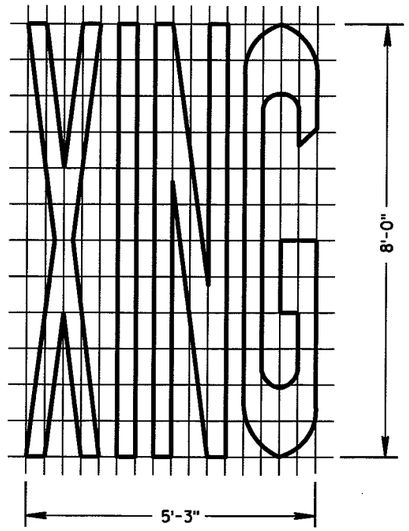
S.D.D. 15 C 7-8a

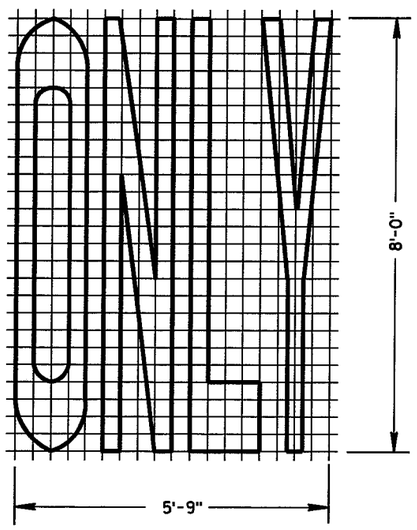
GENERAL NOTES

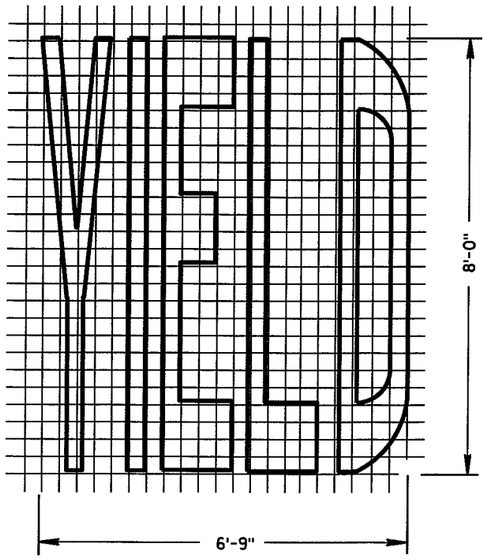
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

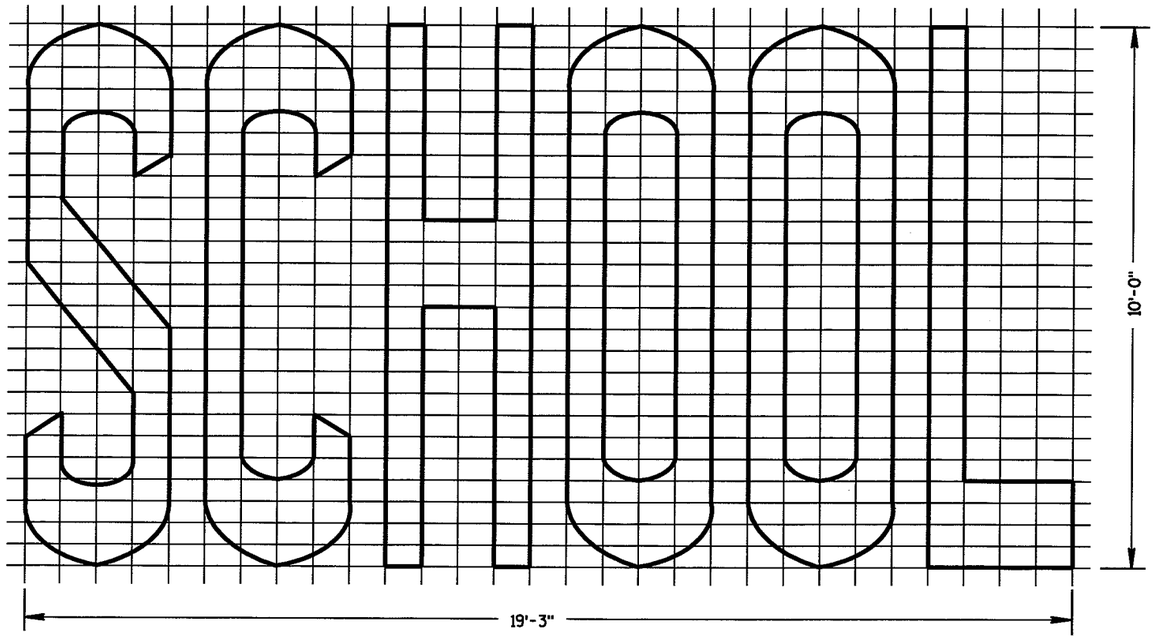
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.



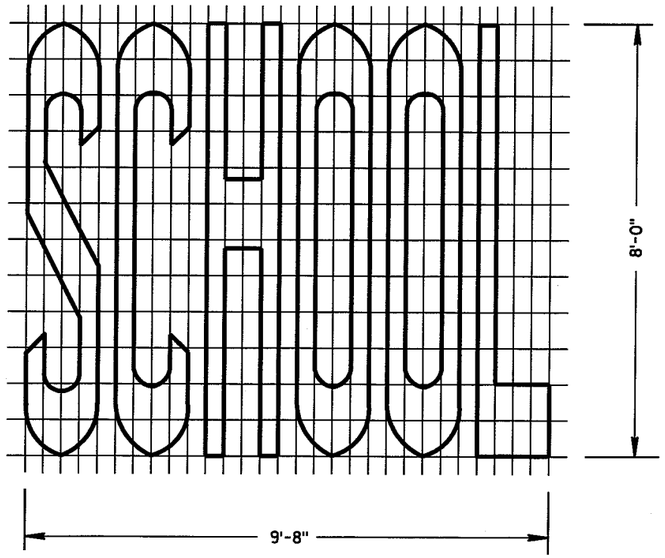








TWO-LANE



SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

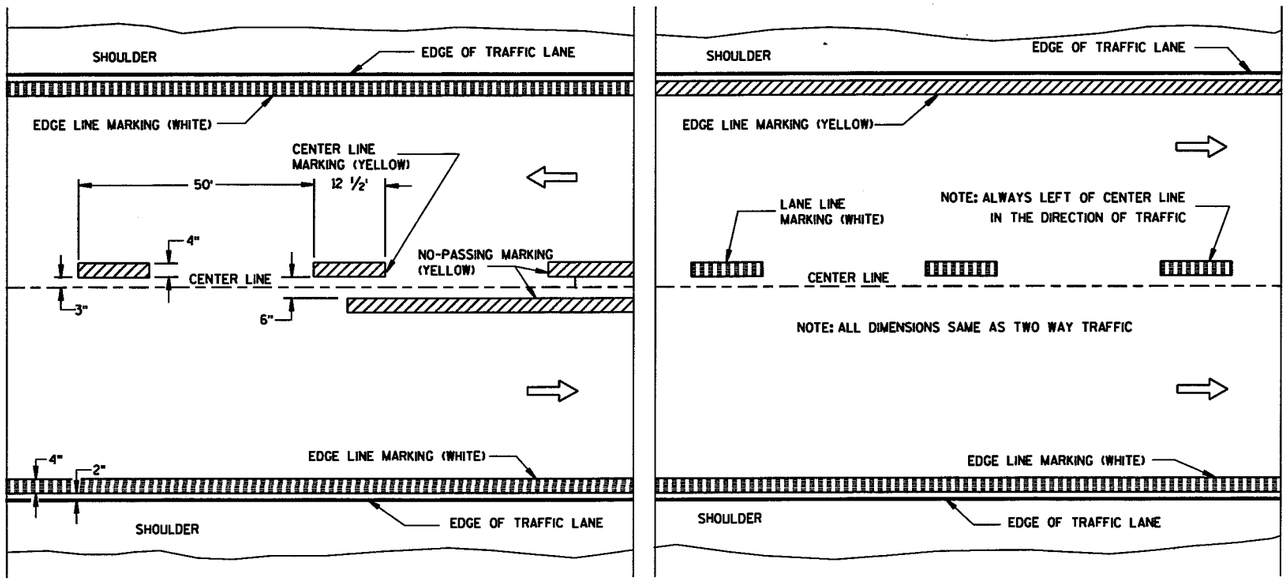
APPROVED
2-22-05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

S.D.D. 15 C 7-8b

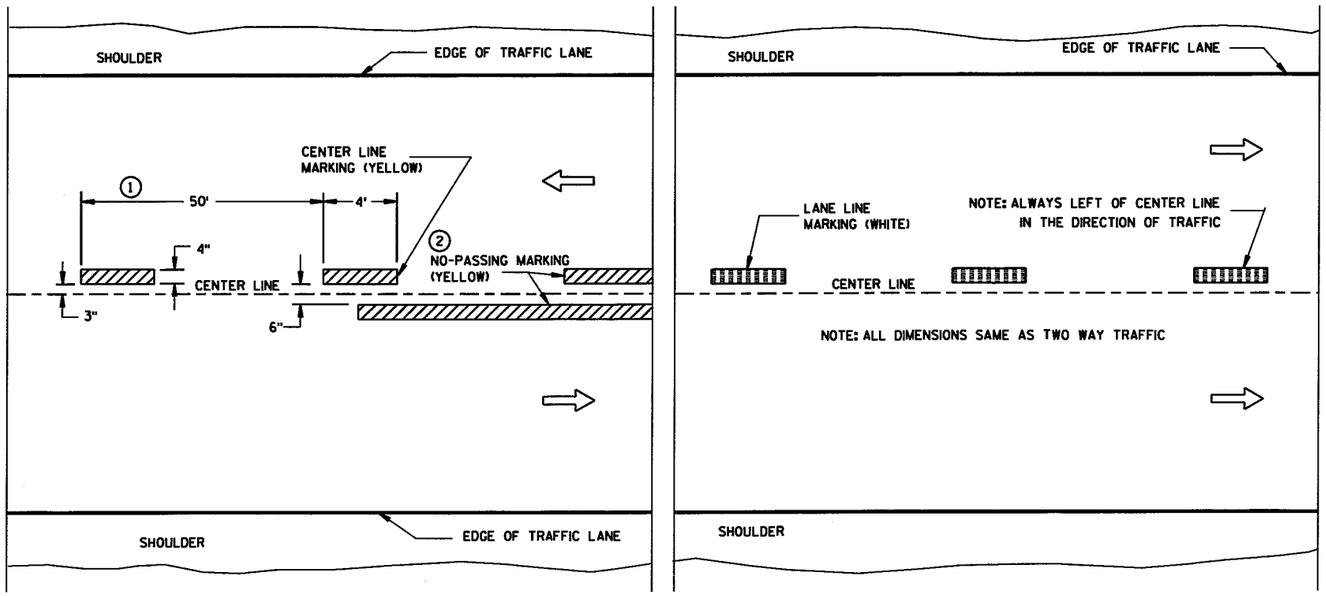
S.D.D. 15 C 7-8b



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

6

S.D.D. 15 C 8-90

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/6/00
DATE

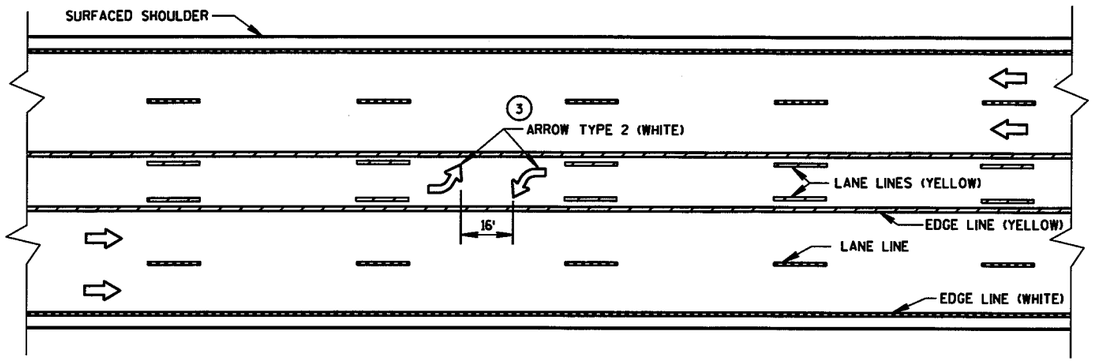
Chester J. Seaver
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 8-90

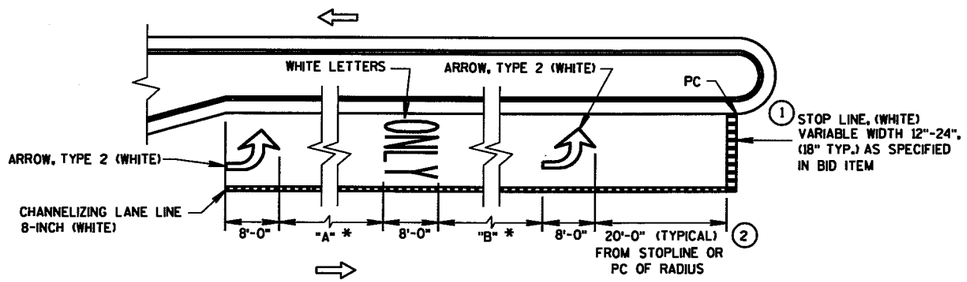
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

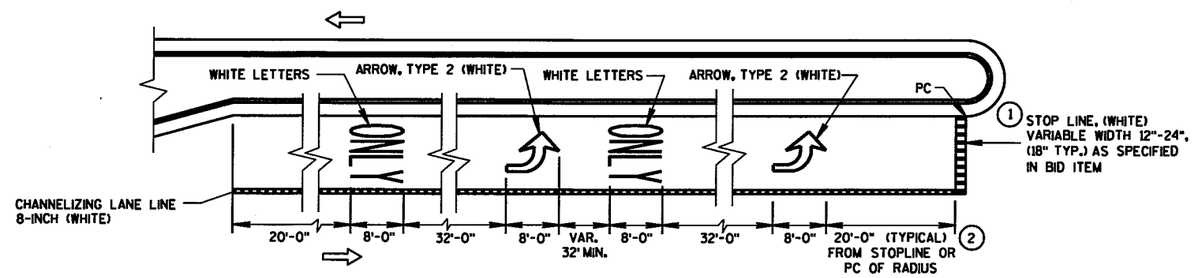
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

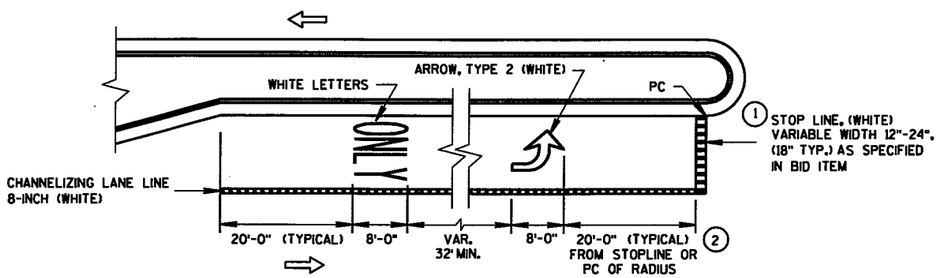


*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



LEFT TURN LANE
(LENGTH UNDER 108')

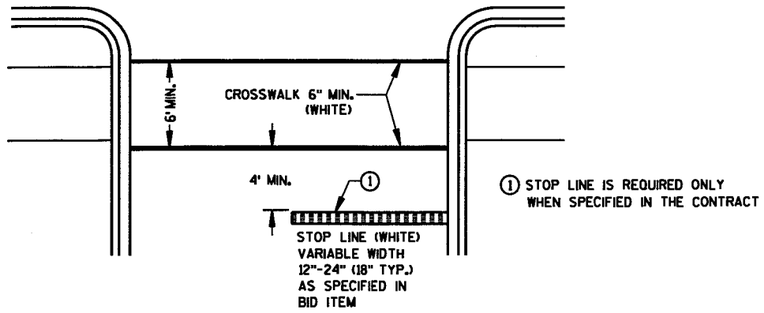
PAVEMENT MARKING (LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

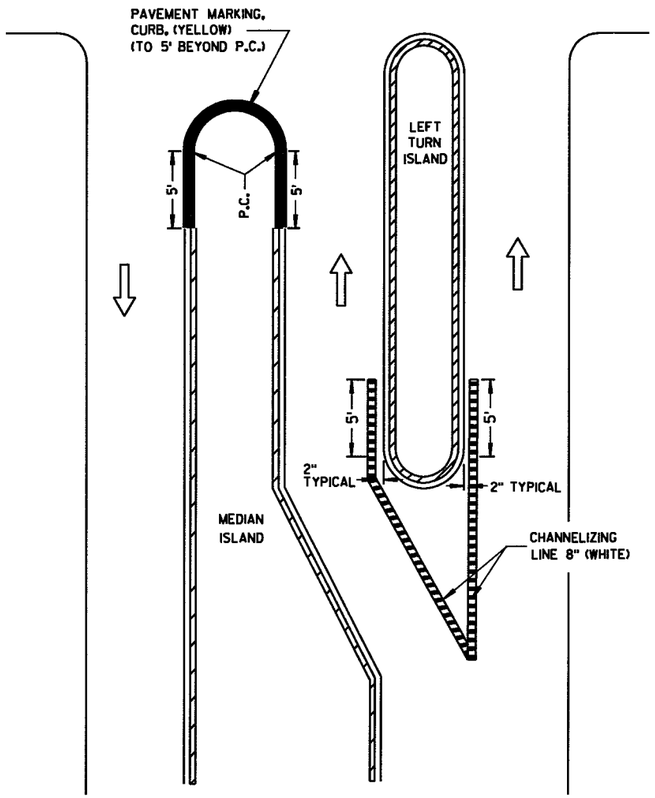
APPROVED
8/1/05 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

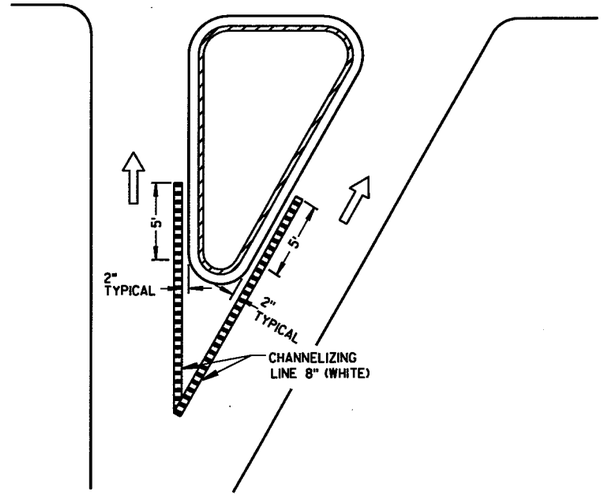
S.D.D. 15 C 8-10d



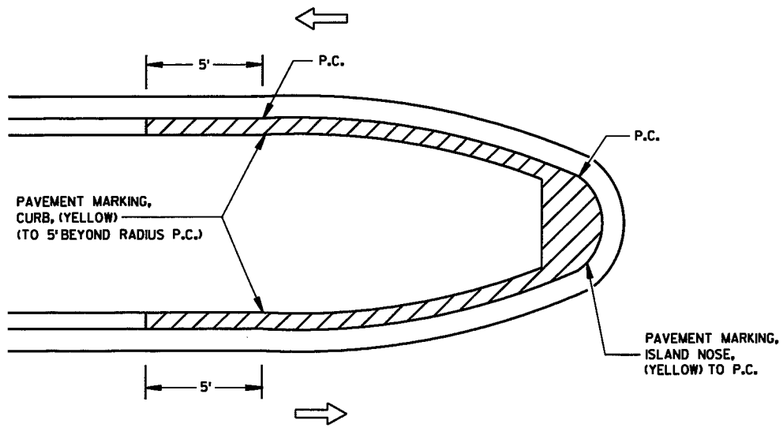
STOP LINE AND CROSSWALK



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



MEDIAN ISLAND WITH SLOPED NOSE

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

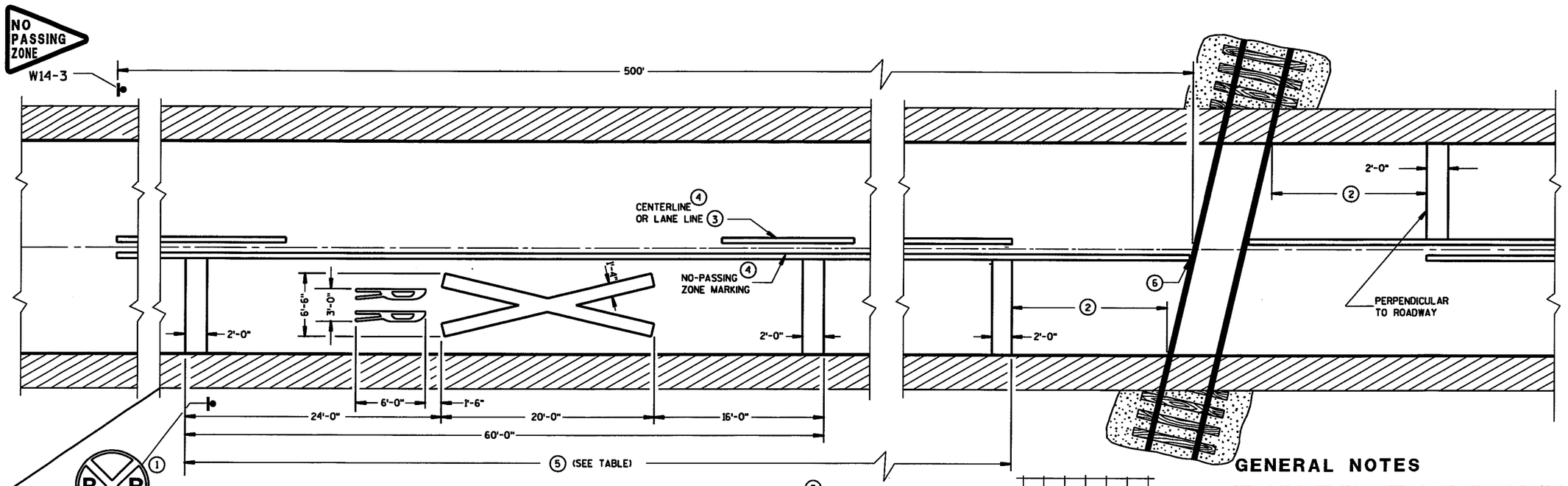
PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
1-16-03 DATE	Deborah K. Kozel for CHIEF SIGNS AND MARKING ENGINEER
FHWA	

6

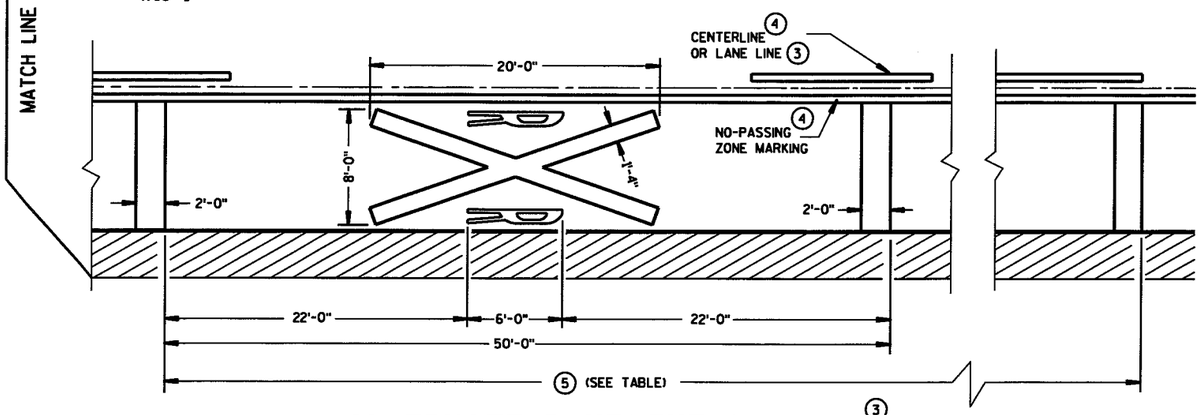
S.D.D. 15 C 8-10e

6

S.D.D. 15 C 8-10e



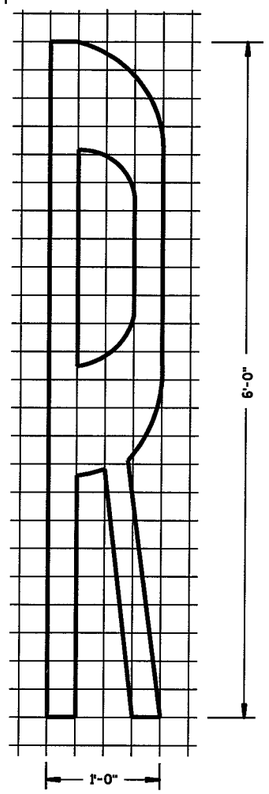
PREFERRED PAVEMENT MARKING (3)



ALTERNATE PAVEMENT MARKING (3)

(5)

Posted Speed (M.P.H.)	Minimum Dimension (Feet)
25	150
30	200
35	250
40	300
45	400
50	550
55	750
60	1000
65	1000



GENERAL NOTES

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

A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

(1) A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).

(2) MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.

(3) REFLECTIVE WHITE.

(4) REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(5) TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(6) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/7/06 — DATE

/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN

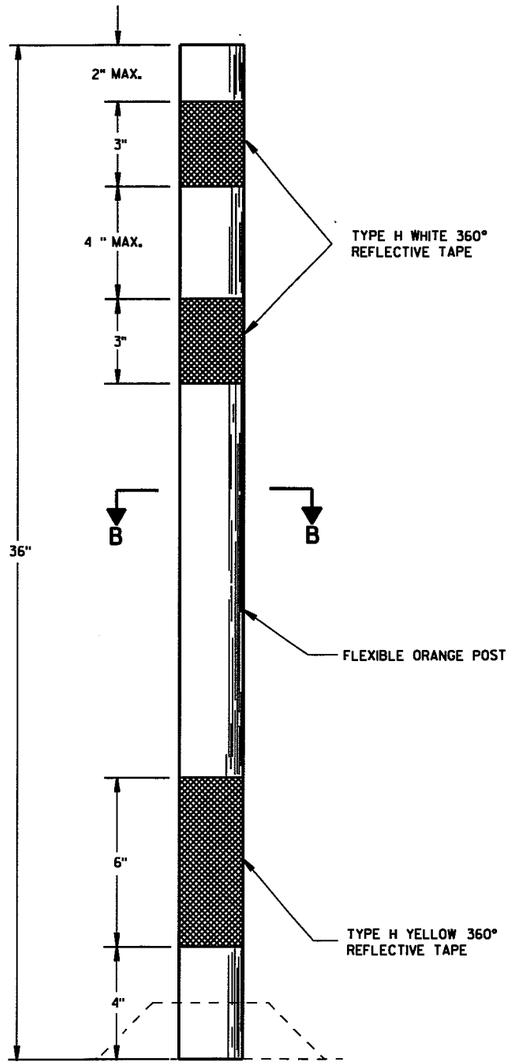
FHWA

6

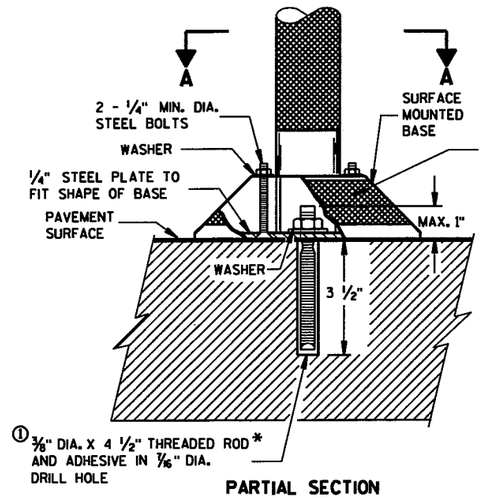
S.D.D. 15 C 9-7a

6

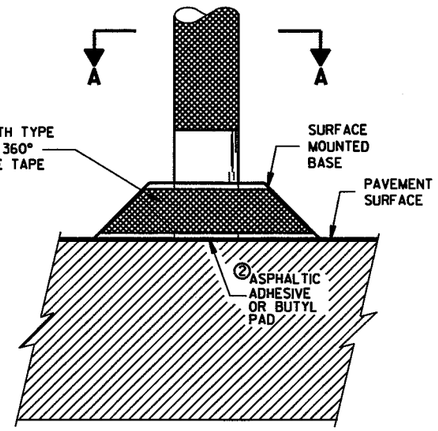
S.D.D. 15 C 9-7a



FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT

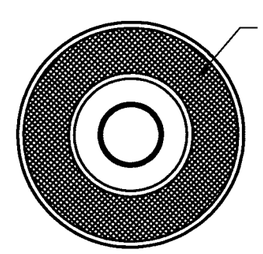
GENERAL NOTES

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

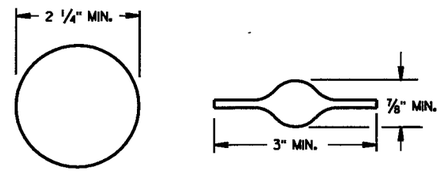
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

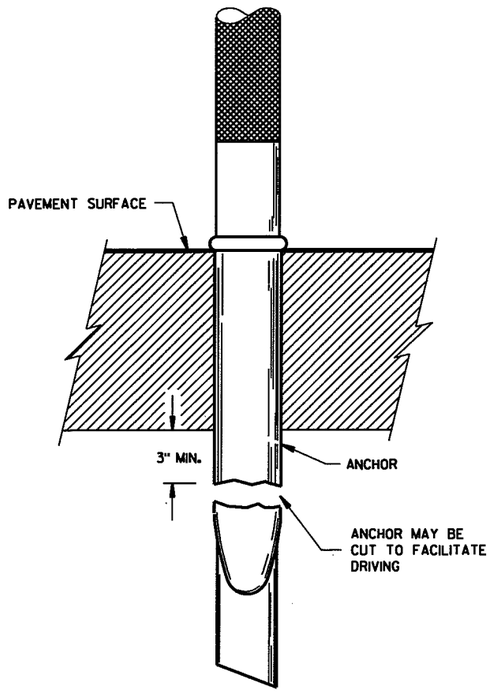
② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.



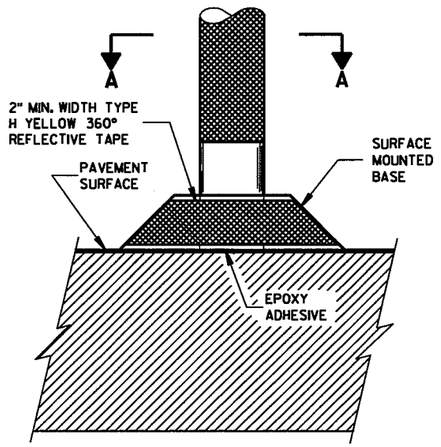
SECTION A-A
SURFACE MOUNTED BASE



SECTION B-B
ALTERNATIVE SHAPES



POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED



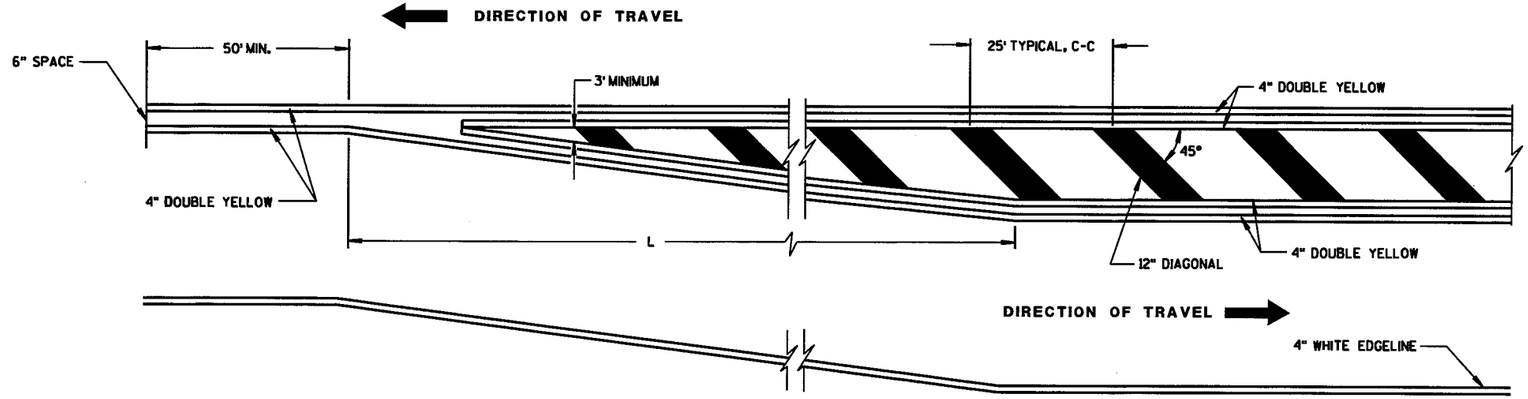
FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/17/94 DATE
Peter F. Rusch
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

6

S.D.D. 15 C 11-5



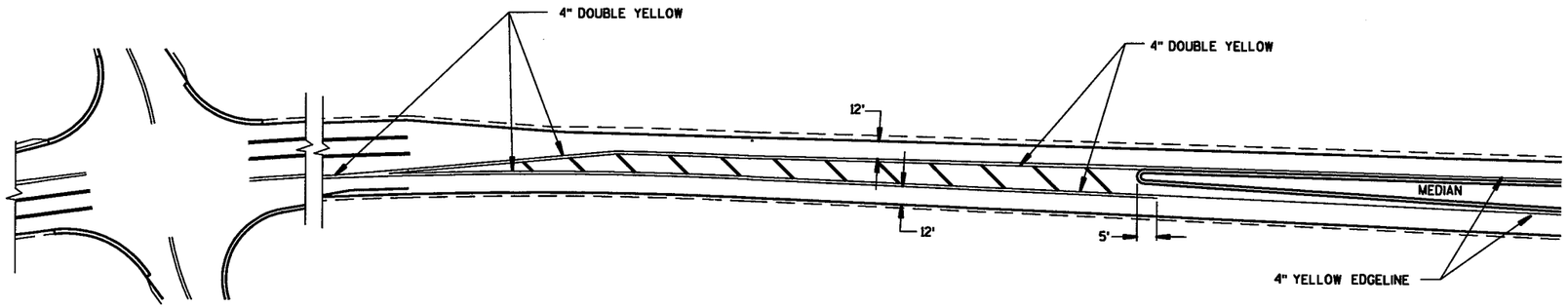
MEDIAN ISLAND DETAIL

GENERAL NOTE

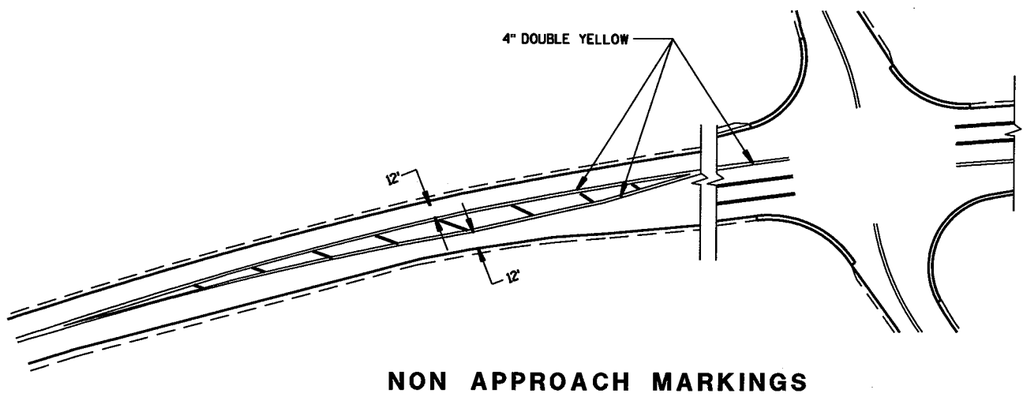
DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

MINIMUM SHIFTING TAPER LENGTH TABLE

POSTED SPEED (S)	TAPER LENGTH (L)
25	100'
30	100'
35	125'
40	165'
45	270'
50	300'
55	330'
65	390'



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-17-03
DATE
Deborah K. Kempf for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

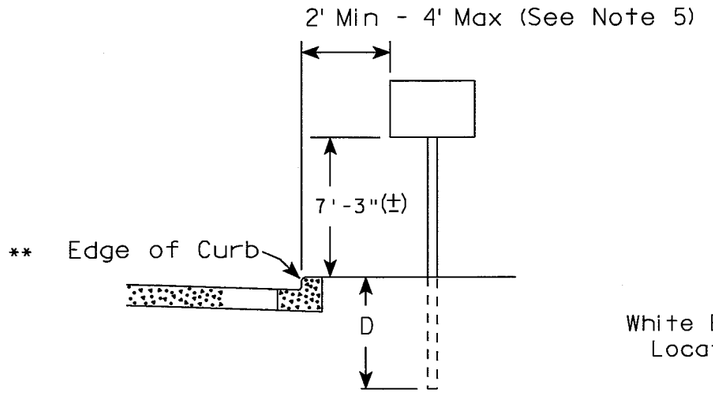
6

S.D.D. 15 C 18-1

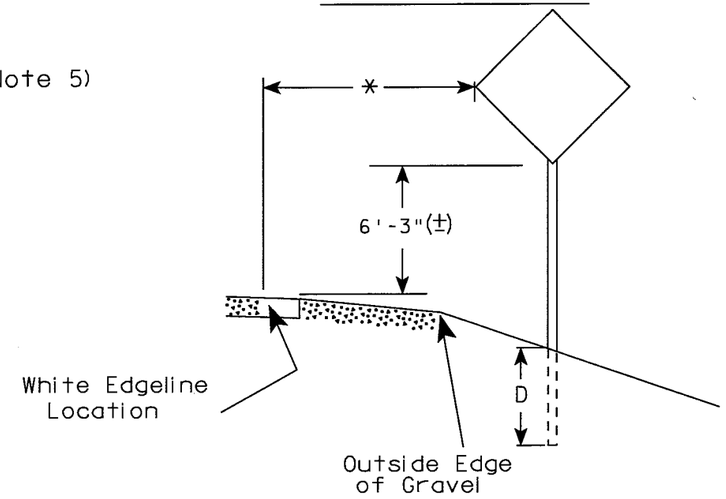
6

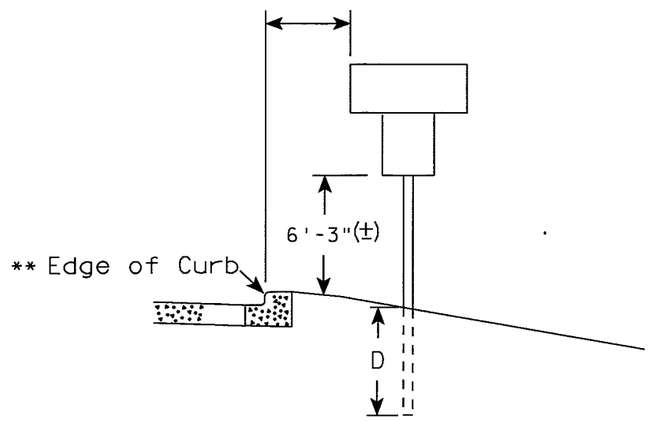
S.D.D. 15 C 18-1

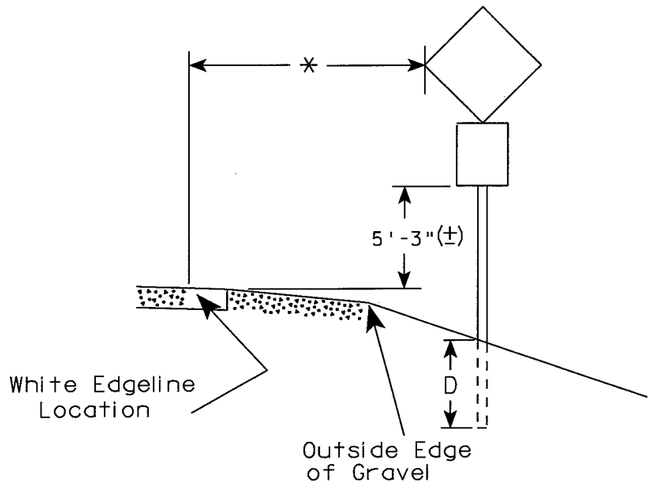
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be taken from flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

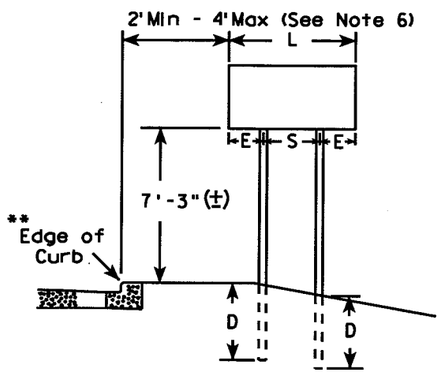
WISCONSIN DEPT OF TRANSPORTATION

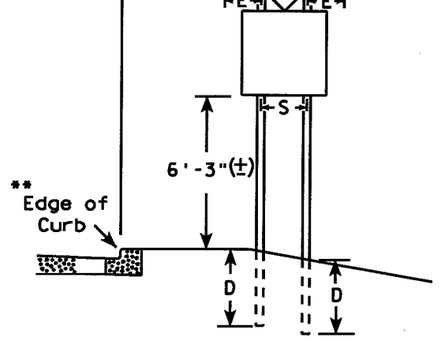
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/25/05 PLATE NO. A4-3.13

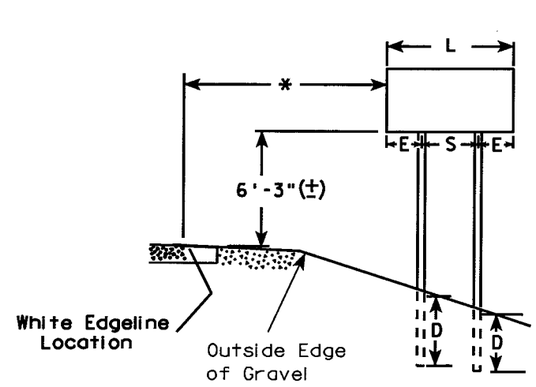
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 129	E

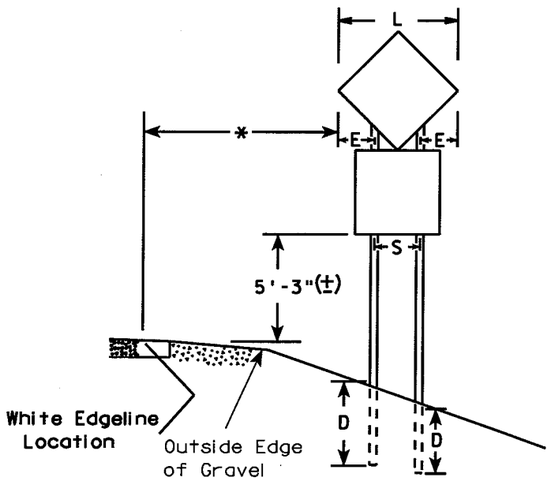
URBAN AREA

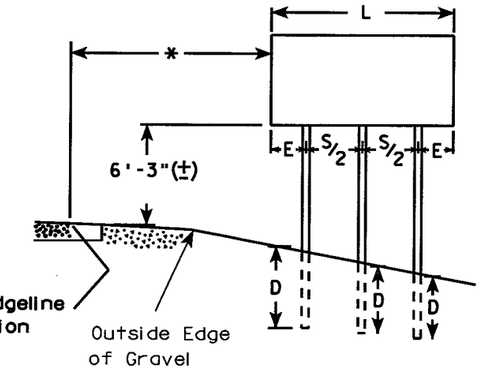




RURAL AREA (See Note 3)







DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be from the flow line.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

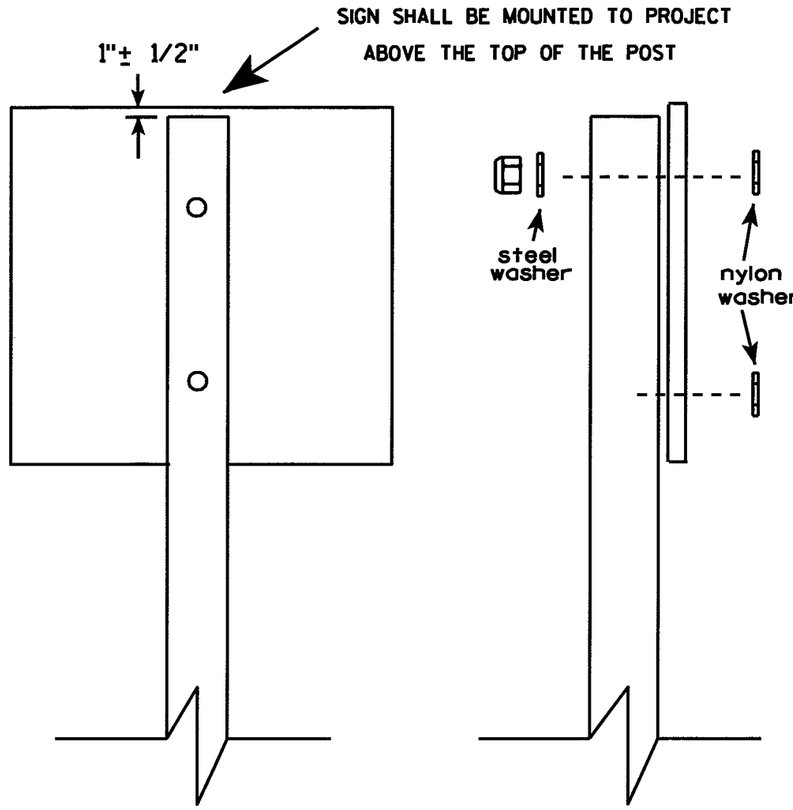
TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

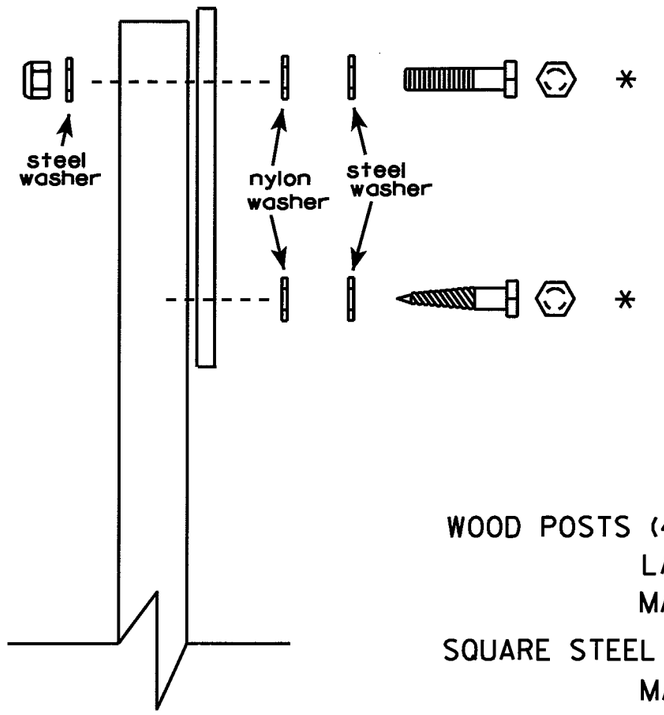
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/17/05 PLATE NO. A4-4.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 130	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

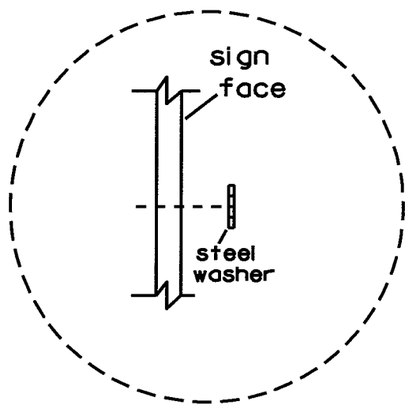
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/06 PLATE NO. A4-8.6

7

7

PROJECT NO:

SHEET NO: 131 E

MIDWAY ROAD EARTHWORK DATA

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	29+95.25					
		CUT	146.99			
		FILL	0.54			
Station	30+00.00					
		CUT	134.12	24.73	24.73	
		FILL	0.12	0.06	0.06	
						24.67
Station	30+50.00					
		CUT	143.60	257.15	281.88	
		FILL	0.03	0.14	0.20	
						281.68
Station	31+00.00					
		CUT	159.77	280.90	562.78	
		FILL	1.34	1.26	1.46	
						561.32
Station	31+50.00					
		CUT	160.69	296.73	859.50	
		FILL	0.00	1.24	2.70	
						856.81
Station	32+00.00					
		CUT	156.33	293.54	1153.04	
		FILL	0.00	0.00	2.70	
						1150.34
Station	32+50.00					
		CUT	154.72	288.01	1441.05	
		FILL	0.05	0.05	2.74	
						1438.31
Station	33+00.00					
		CUT	155.11	286.88	1727.93	
		FILL	0.36	0.38	3.13	
						1724.81
Station	33+50.00					
		CUT	145.51	278.35	2006.28	
		FILL	2.37	2.53	5.66	
						2000.62
Station	34+00.00					
		CUT	128.80	253.99	2260.27	
		FILL	1.45	3.54	9.20	
						2251.08
Station	34+50.00					
		CUT	128.98	238.69	2498.96	
		FILL	0.10	1.43	10.63	
						2488.34
Station	35+00.00					
		CUT	142.92	251.76	2750.73	
		FILL	0.84	0.87	11.49	
						2739.23
Station	35+50.00					
		CUT	142.57	264.35	3015.07	
		FILL	0.44	1.19	12.69	
						3002.39
Station	36+00.00					
		CUT	141.98	263.47	3278.54	
		FILL	3.68	3.82	16.50	
						3262.04
Station	36+50.00					
		CUT	148.34	268.82	3547.36	
		FILL	0.57	3.94	20.44	
						3526.92
Station	37+00.00					
		CUT	147.27	273.72	3821.08	
		FILL	1.83	2.23	22.67	
						3798.41
Station	37+50.00					
		CUT	151.46	276.61	4097.69	
		FILL	0.33	2.00	24.67	
						4073.02
Station	38+00.00					
		CUT	152.03	281.01	4378.70	
		FILL	0.01	0.31	24.98	
						4353.72
Station	38+50.00					
		CUT	152.30	281.79	4660.49	
		FILL	0.08	0.09	25.07	
						4635.42
Station	39+00.00					
		CUT	141.50	272.04	4932.53	
		FILL	0.89	0.90	25.98	
						4906.55
Station	39+50.00					
		CUT	131.67	252.94	5185.46	
		FILL	0.32	1.12	27.10	
						5158.36

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	40+00.00					
		CUT	131.78	243.93	5429.40	
		FILL	0.66	0.91	28.01	
						5401.38
Station	40+50.00					
		CUT	147.65	258.73	5688.13	
		FILL	1.06	1.60	29.61	
						5658.52
Station	41+00.00					
		CUT	149.09	274.76	5962.89	
		FILL	1.11	2.01	31.62	
						5931.28
Station	41+50.00					
		CUT	148.51	275.55	6238.44	
		FILL	0.46	1.46	33.07	
						6205.37
Station	42+00.00					
		CUT	146.22	272.90	6511.34	
		FILL	1.38	1.71	34.78	
						6476.56
Station	42+50.00					
		CUT	148.30	272.70	6784.04	
		FILL	2.66	3.74	38.52	
						6745.52
Station	43+00.00					
		CUT	150.70	276.85	7060.90	
		FILL	2.91	5.16	43.68	
						7017.21
Station	43+50.00					
		CUT	151.02	279.37	7340.26	
		FILL	4.96	7.28	50.96	
						7289.30
Station	44+00.00					
		CUT	153.42	281.89	7622.15	
		FILL	0.20	4.77	55.74	
						7566.41
Station	44+50.00					
		CUT	161.20	291.32	7913.47	
		FILL	0.05	0.23	55.97	
						7857.50
Station	45+00.00					
		CUT	165.98	302.94	8216.41	
		FILL	0.00	0.04	56.01	
						8160.40
Station	45+50.00					
		CUT	167.75	309.01	8525.42	
		FILL	0.00	0.00	56.01	
						8469.41
Station	46+00.00					
		CUT	152.77	296.78	8822.20	
		FILL	0.17	0.16	56.17	
						8766.03
Station	46+50.00					
		CUT	153.20	283.30	9105.50	
		FILL	0.69	0.79	56.97	
						9048.53
Station	47+00.00					
		CUT	153.74	284.20	9389.70	
		FILL	0.93	1.50	58.46	
						9331.24
Station	47+50.00					
		CUT	153.50	284.48	9674.18	
		FILL	0.42	1.25	59.71	
						9614.47
Station	48+00.00					
		CUT	153.81	284.55	9958.73	
		FILL	0.07	0.45	60.17	
						9898.56
Station	48+50.00					
		CUT	154.57	285.54	10244.27	
		FILL	0.45	0.48	60.65	
						10183.62
Station	49+00.00					
		CUT	152.28	284.12	10528.39	
		FILL	0.63	1.00	61.65	
						10466.74
Station	49+50.00					
		CUT	154.19	283.77	10812.17	
		FILL	0.08	0.66	62.31	
						10749.86
Station	50+00.00					
		CUT	157.10	288.24	11100.40	
		FILL	0.05	0.12	62.43	
						11037.98

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	50+50.00					
		CUT	160.37	293.96	11394.36	
		FILL	0.11	0.14	62.57	
						11331.79
Station	51+00.00					
		CUT	156.51	293.41	11687.77	
		FILL	1.98	1.93	64.50	
						11623.27
Station	51+50.00					
		CUT	152.95	286.54	11974.31	
		FILL	1.84	3.53	68.04	
						11906.28
Station	52+00.00					
		CUT	149.76	280.29	12254.60	
		FILL	0.00	1.70	69.74	
						12184.86
Station	52+50.00					
		CUT	149.49	277.08	12531.68	
		FILL	3.59	3.32	73.06	
						12458.62
Station	53+00.00					
		CUT	148.04	275.49	12807.17	
		FILL	1.95	5.13	78.19	
						12728.99
Station	53+50.00					
		CUT	147.17	273.35	13080.52	
		FILL	4.39	5.87	84.06	
						12996.46
Station	54+00.00					
		CUT	119.13	246.58	13327.10	
		FILL	0.00	4.06	88.12	
						13238.98
Station	54+50.00					
		CUT	117.79	219.38	13546.47	
		FILL	0.00	0.00	88.12	
						13458.35
Station	55+00.00					
		CUT	147.62	245.75	13792.22	
		FILL	0.05	0.05	88.17	
						13704.06
Station	55+50.00					
		CUT	149.99	275.56	14067.79	
		FILL	0.00	0.05	88.22	
						13979.57
Station	56+00.00					
		CUT	148.24	276.14	14343.93	
		FILL	0.00	0.00	88.22	
						14255.71
Station	56+50.00					
		CUT	148.91	275.14	14619.07	
		FILL	0.00	0.00	88.22	
						14530.85
Station	57+00.00					
		CUT	145.64	272.73	14891.79	
		FILL	0.00	0.00	88.22	
						14803.58
Station	57+50.00					
		CUT	146.70	270.68	15162.48	
		FILL	0.01	0.01	88.22	
						15074.25
Station	58+00.00					
		CUT	140.71	266.12	15428.60	
		FILL	1.26	1.17	89.39	
						15339.21
Station	58+50.00					
		CUT	145.80	265.29	15693.89	
		FILL	0.36	1.50	90.89	
						15603.00
Station	59+00.00					
		CUT	144.35	268.66	15962.55	
		FILL	0.00	0.34	91.23	
						15871.32
Station	59+50.00					
		CUT	145.86	268.71	16231.26	
		FILL	0.30	0.28	91.51	
						16139.75
Station	60+00.00					
		CUT	144.82	269.15	16500.41	
		FILL	0.01	0.29	91.80	
						16408.61
Station	60+50.00					
		CUT	148.23	271.34	16771.75	
		FILL	0.07	0.07	91.88	
						16679.88

MIDWAY ROAD EARTHWORK DATA CONT.

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	60+95.54					
		CUT	146.41	248.48	17020.23	
		FILL	0.15	0.18	92.06	
						16928.17 ①

① STA 29+95.25 TO 60+95.54 RECONSTRUCT EASTBOUND AND WESTBOUND LANES

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	60+95.54					
		CUT	74.23			
		FILL	0.00			
Station	61+50.00					
		CUT	71.97	135.37	135.37	
		FILL	0.75	0.69	0.69	
						134.67
Station	62+00.00					
		CUT	73.30	134.51	269.88	
		FILL	0.00	0.70	1.39	
						268.49
Station	62+50.00					
		CUT	73.54	135.97	405.85	
		FILL	0.00	0.00	1.39	
						404.45
Station	63+00.00					
		CUT	74.13	136.74	542.58	
		FILL	0.00	0.00	1.39	
						541.19
Station	63+50.00					
		CUT	72.96	136.20	678.78	
		FILL	0.00	0.00	1.39	
						677.38
Station	64+00.00					
		CUT	74.75	136.77	815.55	
		FILL	0.00	0.00	1.39	
						814.15
Station	64+50.00					
		CUT	74.34	138.05	953.60	
		FILL	0.00	0.00	1.40	
						952.20
Station	65+00.00					
		CUT	74.61	137.92	1091.51	
		FILL	0.01	0.01	1.41	
						1090.11
Station	65+50.00					
		CUT	74.91	138.45	1229.96	
		FILL	0.00	0.00	1.41	
						1228.55
Station	65+67.50					
		CUT	75.51	48.75	1278.71	
		FILL	0.00	0.00	1.41	
						1277.30 ②

② STA 60+95.54 TO 65+67.50 RECONSTRUCT WESTBOUND LANES ONLY

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	65+67.55					
		CUT	75.63			
		FILL	0.60			
Station	66+00.00					
		CUT	76.68	91.53	91.53	
		FILL	0.01	0.37	0.37	
						91.16
Station	66+50.00					
		CUT	76.51	141.84	233.37	
		FILL	0.38	0.36	0.73	
						232.64
Station	67+00.00					
		CUT	74.63	139.94	373.31	
		FILL	0.00	0.36	1.09	
						372.23
Station	67+06.77					
		CUT	75.83	18.86	392.18	
		FILL	0.15	0.02	1.10	
						391.07 ③

③ STA 65+67.55 TO 67+06.77 (STH 47) RECONSTRUCT WESTBOUND LANES ONLY

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	68+39.60					
		CUT	86.12			
		FILL	0.20			
Station	68+50.00					
		CUT	0.00	16.59	16.59	
		FILL	0.00	0.04	0.04	
						16.55
Station	68+57.60					
		CUT	69.81	9.83	26.41	
		FILL	0.48	0.07	0.10	
						26.31
Station	69+00.00					
		CUT	72.93	112.08	138.49	
		FILL	0.04	0.41	0.51	
						137.98
Station	69+50.00					
		CUT	72.99	135.11	273.60	
		FILL	0.00	0.04	0.55	
						273.05
Station	70+00.00					
		CUT	75.72	137.70	411.30	
		FILL	0.00	0.00	0.55	
						410.75
Station	70+50.00					
		CUT	72.67	137.41	548.70	
		FILL	0.04	0.04	0.59	
						548.12
Station	71+00.00					
		CUT	75.13	136.85	685.56	
		FILL	0.00	0.04	0.62	
						684.93
Station	71+50.00					
		CUT	74.90	138.92	824.47	
		FILL	0.01	0.01	0.64	
						823.83
Station	72+00.00					
		CUT	74.39	138.23	962.70	
		FILL	0.01	0.03	0.66	
						962.04
Station	72+50.00					
		CUT	74.47	137.84	1100.54	
		FILL	0.00	0.01	0.68	
						1099.87
Station	73+00.00					
		CUT	70.89	134.59	1235.13	
		FILL	0.05	0.04	0.72	
						1234.41
Station	73+50.00					
		CUT	73.17	133.39	1368.52	
		FILL	0.00	0.04	0.76	
						1367.76
Station	73+82.01					
		CUT	149.59	132.05	1500.57	
		FILL	0.00	0.00	0.76	
						1499.80 ④

④ STA 68+39.60 (STH 47) TO 73+82.01 RECONSTRUCT WESTBOUND LANES ONLY

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	73+82.01					
		CUT	149.59			
		FILL	0.00			
Station	74+00.00					
		CUT	151.37	100.26	100.26	
		FILL	0.01	0.00	0.00	
						100.26
Station	74+50.00					
		CUT	157.21	285.72	385.98	
		FILL	0.14	0.13	0.14	
						385.85
Station	75+00.00					
		CUT	163.05	296.54	682.52	
		FILL	0.00	0.13	0.26	
						682.26
Station	75+50.00					
		CUT	162.90	301.81	984.33	
		FILL	0.00	0.00	0.26	
						984.07
Station	76+00.00					
		CUT	162.75	301.52	1285.86	
		FILL	0.00	0.00	0.26	
						1285.59
Station	76+50.00					
		CUT	159.67	298.53	1584.39	
		FILL	0.00	0.00	0.26	
						1584.13
Station	77+00.00					
		CUT	151.96	288.55	1872.94	
		FILL	0.01	0.01	0.27	
						1872.67
Station	77+50.00					
		CUT	154.36	283.63	2156.58	
		FILL	0.38	0.35	0.62	
						2155.95
Station	78+00.00					
		CUT	152.71	284.33	2440.90	
		FILL	0.14	0.48	1.10	
						2439.80
Station	78+50.00					
		CUT	146.76	277.29	2718.19	
		FILL	0.39	0.49	1.58	
						2716.60
Station	79+00.00					
		CUT	147.54	272.50	2990.69	
		FILL	0.21	0.55	2.14	
						2988.55
Station	79+50.00					
		CUT	152.72	278.02	3268.70	
		FILL	0.00	0.19	2.33	
						3266.37
Station	80+00.00					
		CUT	158.54	288.20	3556.91	
		FILL	0.00	0.00	2.33	
						3554.58
Station	80+50.00					
		CUT	154.67	290.01	3846.92	
		FILL	0.00	0.00	2.33	
						3844.59
Station	81+00.00					
		CUT	139.67	272.55	4119.47	
		FILL	0.00	0.00	2.33	
						4117.13
Station	81+50.00					
		CUT	136.57	255.78	4375.25	
		FILL	0.09	0.09	2.42	
						4372.83
Station	82+00.00					
		CUT	136.73	253.06	4628.30	
		FILL	0.02	0.10	2.52	
						4625.79
Station	82+50.00					
		CUT	140.11	256.33	4884.63	
		FILL	0.00	0.02	2.53	
						4882.10
Station	83+00.00					
		CUT	155.26	273.49	5158.13	
		FILL	0.00	0.00	2.53	
						5155.59

MIDWAY ROAD EARTHWORK DATA CONT.

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	83+50.00					
		CUT	154.85	287.14	5445.27	
		FILL	0.00	0.00	2.53	5442.73
Station	84+00.00					
		CUT	154.28	286.23	5731.50	
		FILL	0.00	0.00	2.53	5728.96
Station	84+50.00					
		CUT	155.97	287.27	6018.77	
		FILL	0.00	0.00	2.53	6016.24
Station	85+00.00					
		CUT	154.55	287.52	6306.29	
		FILL	0.00	0.00	2.53	6303.76
Station	85+50.00					
		CUT	152.71	284.50	6590.79	
		FILL	0.01	0.01	2.54	6588.25
Station	86+00.00					
		CUT	152.13	282.26	6873.05	
		FILL	0.01	0.01	2.55	6870.50
Station	86+50.00					
		CUT	155.65	284.98	7158.03	
		FILL	0.00	0.01	2.56	7155.47
Station	87+00.00					
		CUT	155.01	287.64	7445.67	
		FILL	0.00	0.00	2.56	7443.11
Station	87+50.00					
		CUT	155.21	287.24	7732.91	
		FILL	0.00	0.00	2.56	7730.35
Station	88+00.00					
		CUT	151.92	284.38	8017.29	
		FILL	0.27	0.25	2.81	8014.48
Station	88+50.00					
		CUT	152.56	281.93	8299.22	
		FILL	0.01	0.26	3.07	8296.15
Station	89+00.00					
		CUT	153.86	283.72	8582.93	
		FILL	0.00	0.01	3.08	8579.85
Station	89+50.00					
		CUT	154.17	285.21	8868.15	
		FILL	0.63	0.59	3.67	8864.48
Station	90+00.00					
		CUT	153.09	284.51	9152.65	
		FILL	0.00	0.59	4.26	9148.40
Station	90+50.00					
		CUT	159.40	289.35	9442.00	
		FILL	0.00	0.00	4.26	9437.74
Station	91+00.00					
		CUT	156.15	292.18	9734.18	
		FILL	0.14	0.13	4.38	9729.80
Station	91+50.00					
		CUT	151.58	284.93	10019.11	
		FILL	0.00	0.13	4.51	10014.60
Station	92+00.00					
		CUT	151.14	280.30	10299.41	
		FILL	0.07	0.07	4.58	10294.83
Station	92+50.00					
		CUT	150.10	278.93	10578.34	
		FILL	0.14	0.20	4.78	10573.56
Station	93+00.00					
		CUT	155.57	283.02	10861.36	
		FILL	0.00	0.13	4.91	10856.45

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	93+50.00					
		CUT	153.55	286.22	11147.58	
		FILL	0.39	0.36	5.27	11142.31
Station	94+00.00					
		CUT	156.10	286.71	11434.29	
		FILL	0.05	0.41	5.68	11428.61
Station	94+50.00					
		CUT	150.38	283.77	11718.06	
		FILL	0.00	0.05	5.73	11712.34
Station	95+00.00					
		CUT	145.91	274.34	11992.41	
		FILL	2.30	2.13	7.86	11984.55
Station	95+50.00					
		CUT	126.67	252.39	12244.80	
		FILL	0.06	2.19	10.04	12234.75
Station	96+00.00					
		CUT	127.18	235.04	12479.84	
		FILL	0.00	0.06	10.10	12469.74
Station	96+50.00					
		CUT	143.39	250.53	12730.37	
		FILL	0.35	0.32	10.43	12719.94
Station	97+00.00					
		CUT	144.20	266.28	12996.65	
		FILL	0.00	0.32	10.75	12985.90
Station	97+50.00					
		CUT	143.44	266.33	13262.98	
		FILL	0.11	0.10	10.85	13252.12
Station	98+00.00					
		CUT	144.83	266.91	13529.89	
		FILL	0.04	0.14	10.99	13518.90
Station	98+50.00					
		CUT	133.52	257.74	13787.63	
		FILL	0.00	0.04	11.03	13776.60
Station	99+00.00					
		CUT	128.83	242.92	14030.55	
		FILL	0.10	0.09	11.12	14019.43
Station	99+50.00					
		CUT	148.11	256.43	14286.97	
		FILL	0.14	0.22	11.34	14275.64
Station	100+00.00					
		CUT	148.13	274.30	14561.27	
		FILL	0.14	0.26	11.60	14549.67
Station	100+50.00					
		CUT	147.70	273.92	14835.19	
		FILL	0.24	0.35	11.95	14823.24
Station	101+00.00					
		CUT	146.87	272.75	15107.94	
		FILL	0.28	0.48	12.43	15095.51
Station	101+50.00					
		CUT	146.60	271.73	15379.67	
		FILL	0.07	0.33	12.76	15366.91
Station	102+00.00					
		CUT	156.24	280.41	15660.08	
		FILL	0.07	0.13	12.88	15647.20
Station	102+50.00					
		CUT	158.87	291.77	15951.86	
		FILL	0.00	0.06	12.95	15938.91
Station	103+00.00					
		CUT	153.25	289.00	16240.86	
		FILL	0.05	0.05	12.99	16227.86

		Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station	103+50.00					
		CUT	148.90	279.76	16520.62	
		FILL	0.13	0.17	13.16	16507.46
Station	104+00.00					
		CUT	152.85	279.39	16800.01	
		FILL	0.00	0.12	13.28	16786.73
Station	104+50.00					
		CUT	157.54	287.40	17087.41	
		FILL	0.00	0.00	13.28	17074.13
Station	105+00.00					
		CUT	148.37	283.26	17370.67	
		FILL	0.35	0.32	13.61	17357.06
Station	105+50.00					
		CUT	136.08	263.39	17634.05	
		FILL	0.00	0.32	13.93	17620.13
Station	106+00.00					
		CUT	159.71	273.89	17907.94	
		FILL	0.61	0.56	14.49	17893.45
Station	106+50.00					
		CUT	155.56	291.92	18199.86	
		FILL	0.00	0.56	15.05	18184.80
Station	107+00.00					
		CUT	152.82	285.54	18485.39	
		FILL	0.02	0.02	15.07	18470.32
Station	107+50.00					
		CUT	153.58	283.71	18769.10	
		FILL	0.16	0.16	15.24	18753.87
Station	108+00.00					
		CUT	152.19	283.12	19052.22	
		FILL	0.00	0.15	15.38	19036.84
Station	108+50.00					
		CUT	155.14	284.56	19336.78	
		FILL	0.00	0.00	15.38	19321.40
Station	109+00.00					
		CUT	156.48	288.54	19625.32	
		FILL	0.29	0.27	15.65	19609.67
Station	109+50.00					
		CUT	157.19	290.43	19915.75	
		FILL	0.00	0.27	15.92	19899.83
Station	110+00.00					
		CUT	160.61	294.26	20210.01	
		FILL	0.00	0.00	15.92	20194.09
Station	110+50.00					
		CUT	139.24	277.64	20487.65	
		FILL	0.31	0.29	16.21	20471.44
Station	111+00.00					
		CUT	145.48	263.63	20751.28	
		FILL	0.00	0.29	16.50	20734.78
Station	111+50.00					
		CUT	159.54	282.43	21033.71	
		FILL	0.00	0.00	16.50	21017.21
Station	112+00.00					
		CUT	164.49	300.03	21333.74	
		FILL	0.00	0.00	16.50	21317.24
Station	112+50.00					
		CUT	164.96	305.05	21638.79	
		FILL	0.00	0.00	16.50	21622.30
Station	113+00.00					
		CUT	166.68	307.08	21945.87	
		FILL	0.00	0.00	16.50	21929.37

MIDWAY ROAD EARTHWORK DATA CONT.

	Area Type	Area	Inc.Vol.	Cum.Vol.	MassHaul
Station 113+50.00					
	CUT	169.95	311.69	22257.56	
	FILL	0.00	0.00	16.50	
					22241.06
Station 114+00.00					
	CUT	174.79	319.20	22576.76	
	FILL	0.00	0.00	16.50	
					22560.26
Station 114+50.00					
	CUT	181.02	329.46	22906.22	
	FILL	0.00	0.00	16.50	
					22889.72
Station 115+00.00					
	CUT	167.99	323.16	23229.38	
	FILL	0.00	0.00	16.50	
					23212.88
Station 115+50.00					
	CUT	156.66	300.61	23529.98	
	FILL	0.00	0.00	16.50	
					23513.49
Station 116+00.00					
	CUT	156.08	289.58	23819.56	
	FILL	0.41	0.38	16.87	
					23802.69
Station 116+50.00					
	CUT	152.40	285.63	24105.19	
	FILL	0.14	0.51	17.38	
					24087.81
Station 117+00.00					
	CUT	158.29	287.67	24392.87	
	FILL	0.00	0.13	17.52	
					24375.35
Station 117+50.00					
	CUT	157.89	292.75	24685.62	
	FILL	0.00	0.00	17.52	
					24668.11
Station 118+00.00					
	CUT	154.85	289.57	24975.19	
	FILL	0.45	0.42	17.93	
					24957.26
Station 118+50.00					
	CUT	153.62	285.62	25260.81	
	FILL	0.29	0.69	18.62	
					25242.19
Station 119+00.00					
	CUT	154.60	285.40	25546.20	
	FILL	0.00	0.27	18.89	
					25527.31
Station 119+50.00					
	CUT	153.42	285.21	25831.41	
	FILL	0.00	0.00	18.89	
					25812.52
Station 119+83.32					
	CUT	175.92	203.22	26034.63	
	FILL	0.47	0.29	19.18	
					26015.44 ⑤

⑤ 73+82.01 TO 119+83.32 RECONSTRUCT EASTBOUND AND WESTBOUND LANES

EARTHWORK SUMMARY

	LOCATION	205.0100 EXCAVATION COMMON C.Y.	FILL C.Y.	*EXPANDED FILL C.Y.	MASS HAUL (WASTE) C.Y.
1	29+95.25 – 60+95.54 MAINLINE	17021	92	120	16901
2	60+95.54 – 67+06.77 MAINLINE	1690	3	4	1686
3	68+39.60 – 73+82.01 MAINLINE	1501	1	1	1500
4	73+82.01 – 119+83.32 MAINLINE	26035	20	26	26009
	PROJECT TOTALS	46247	116	151	46096

*EXPANSION FACTOR FOR FILL = 30%

1 FOUR LANE RECONSTRUCTION
2 WB RECONSTRUCTION ONLY FROM END OF FOUR LANE RECONSTRUCTION TO STH 47
3 WB RECONSTRUCTION ONLY FROM STH 47 TO FOUR LANE RECONSTRUCTION RESUMPTION
4 FOUR LANE RECONSTRUCTION

765.25
-33.75
R/W
30.5:1
0.020
0.020
17.8:1
765.27
30.25
R/W
765
760
761.64
-26.50
762.17
761.64
26.50
31+50

765.75
-42.50
R/W
47.3:1
0.020
0.020
16.6:1
765.59
30.16
R/W
765
760
761.99
-26.50
762.52
761.99
26.50
31+00

765.38
-34.91
R/W
175.9:1
0.020
0.020
765
760
762.34
-26.50
762.87
762.43
22.00
EARL ST.
30+50

765.82
-34.00
R/W
30.3:1
0.020
0.020
R/W
765
760
762.68
-26.50
763.22
762.78
22.00
EARL ST.
30+00

765.75
-34.01
R/W
21.4:1
0.020
0.020
8.3:1
765.60
29.99
R/W
765
760
762.78
-26.50
763.25
762.78
26.50
29+95.25

5.0FT
5.0FT
29+50
765

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 136 E

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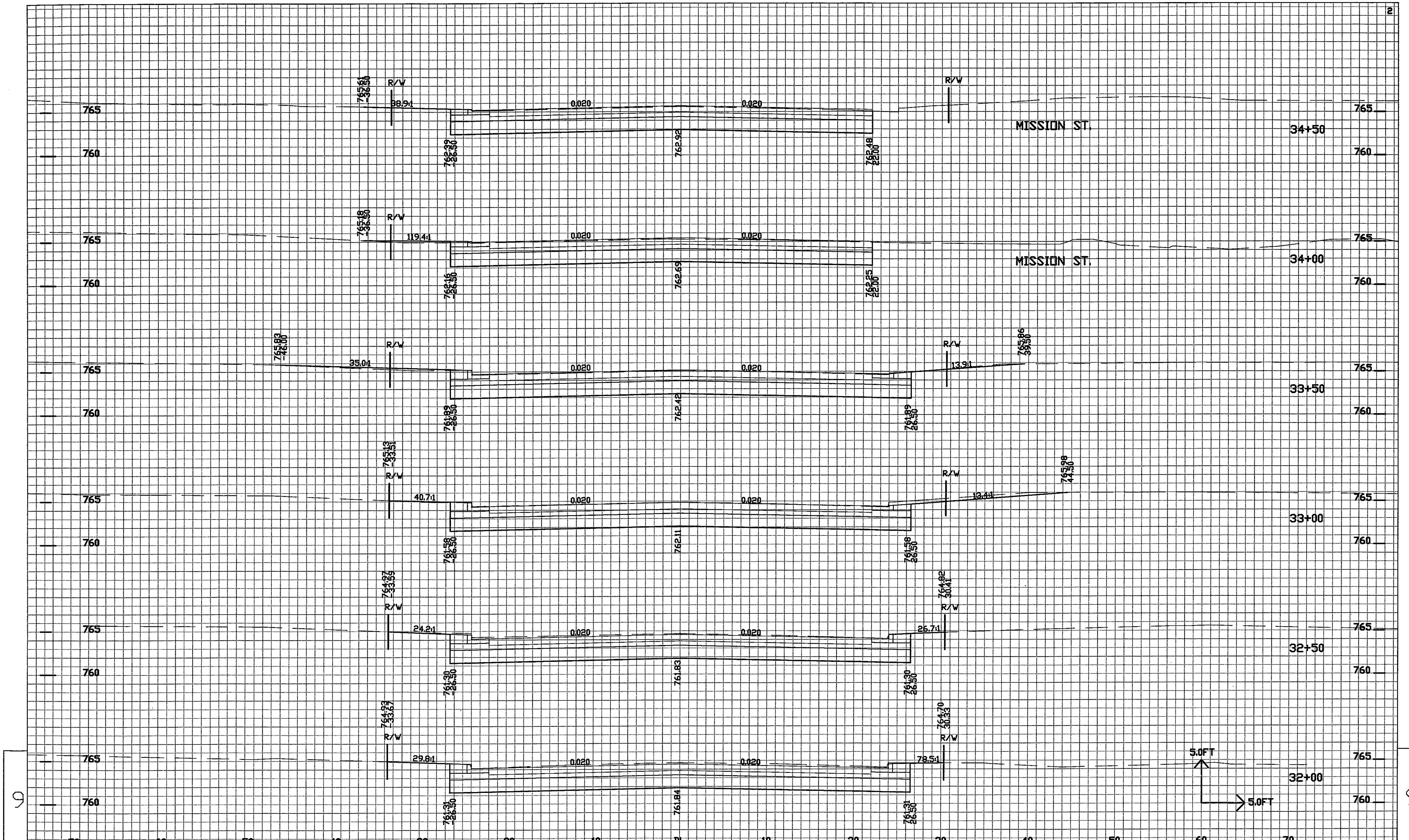
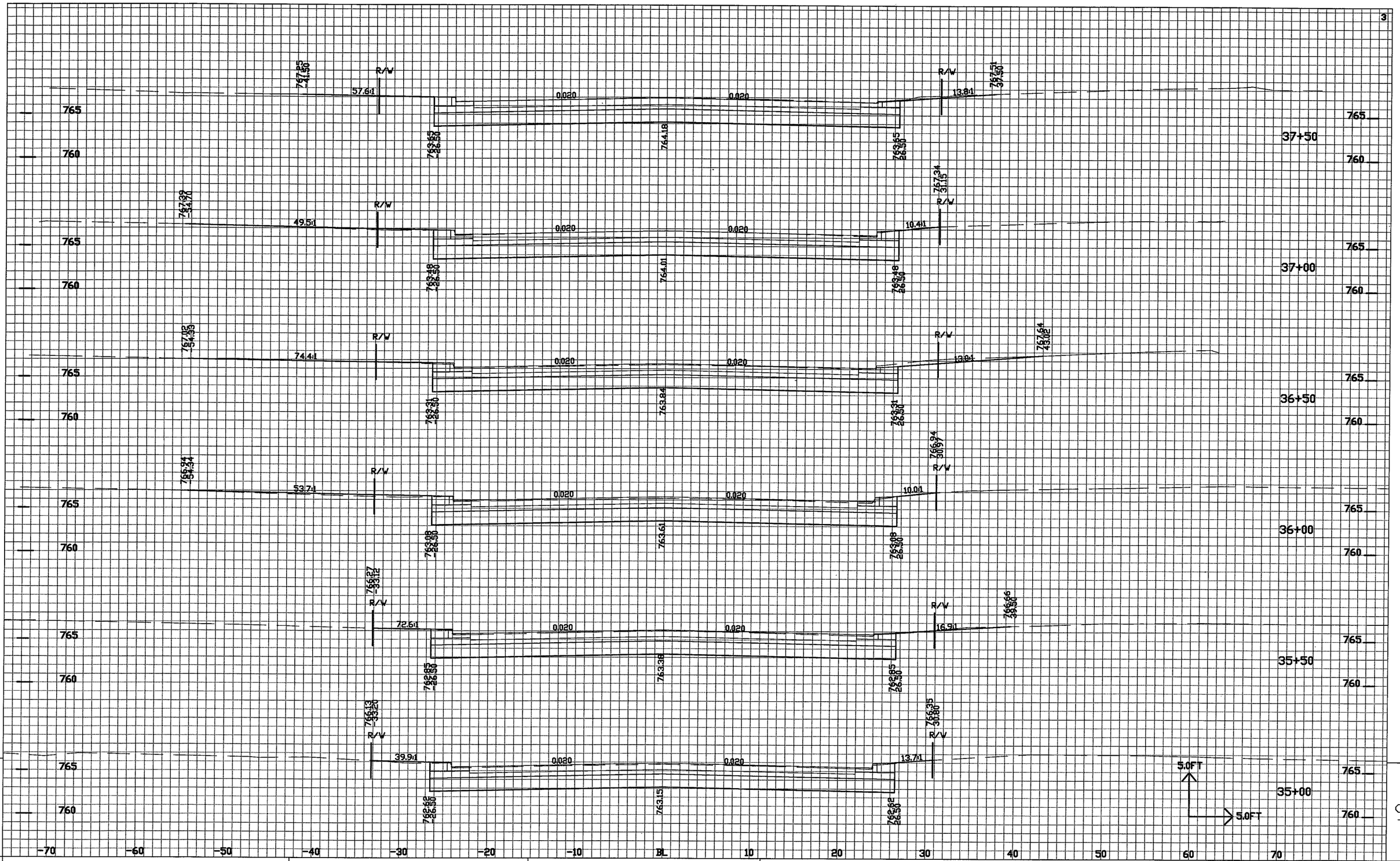


765
760
R/W
MISSION ST.
34+50
34+00
33+50
33+00
32+50
32+00
0.020
38.9:1
119.4:1
35.0:1
40.7:1
24.2:1
26.7:1
29.8:1
78.5:1
13.9:1
13.4:1
765.61 -32.50
762.39 -26.50
762.92
762.48 22.00
765.18 -36.50
762.16 -26.50
762.69
762.25 22.00
765.83 -46.00
761.89 -26.50
762.42
761.89 26.50
765.86 39.50
765.13 -33.51
761.58 -26.50
762.11
761.58 26.50
765.98 44.50
764.27 -33.59
764.92 30.41
761.30 -26.50
761.83
761.30 26.50
764.93 -33.67
764.70 30.33
761.31 -26.50
761.84
761.31 26.50
5.0FT
5.0FT
-70
-60
-50
-40
-30
-20
-10
BL
10
20
30
40
50
60
70
9

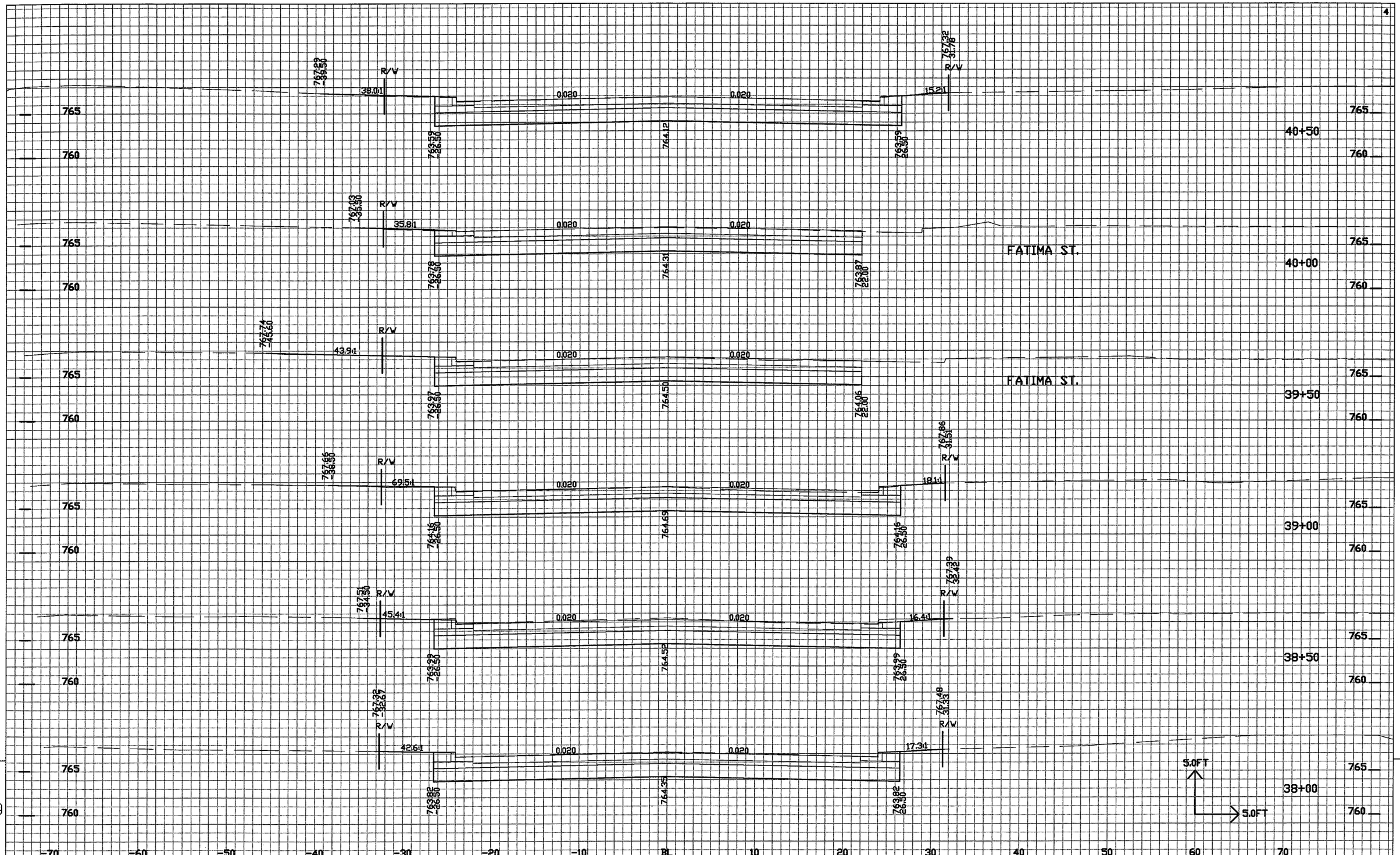
PROJECT NO: 4984-01-30 | HWY: MIDWAY ROAD (C.T.H. AP) | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 137 | E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale...$$



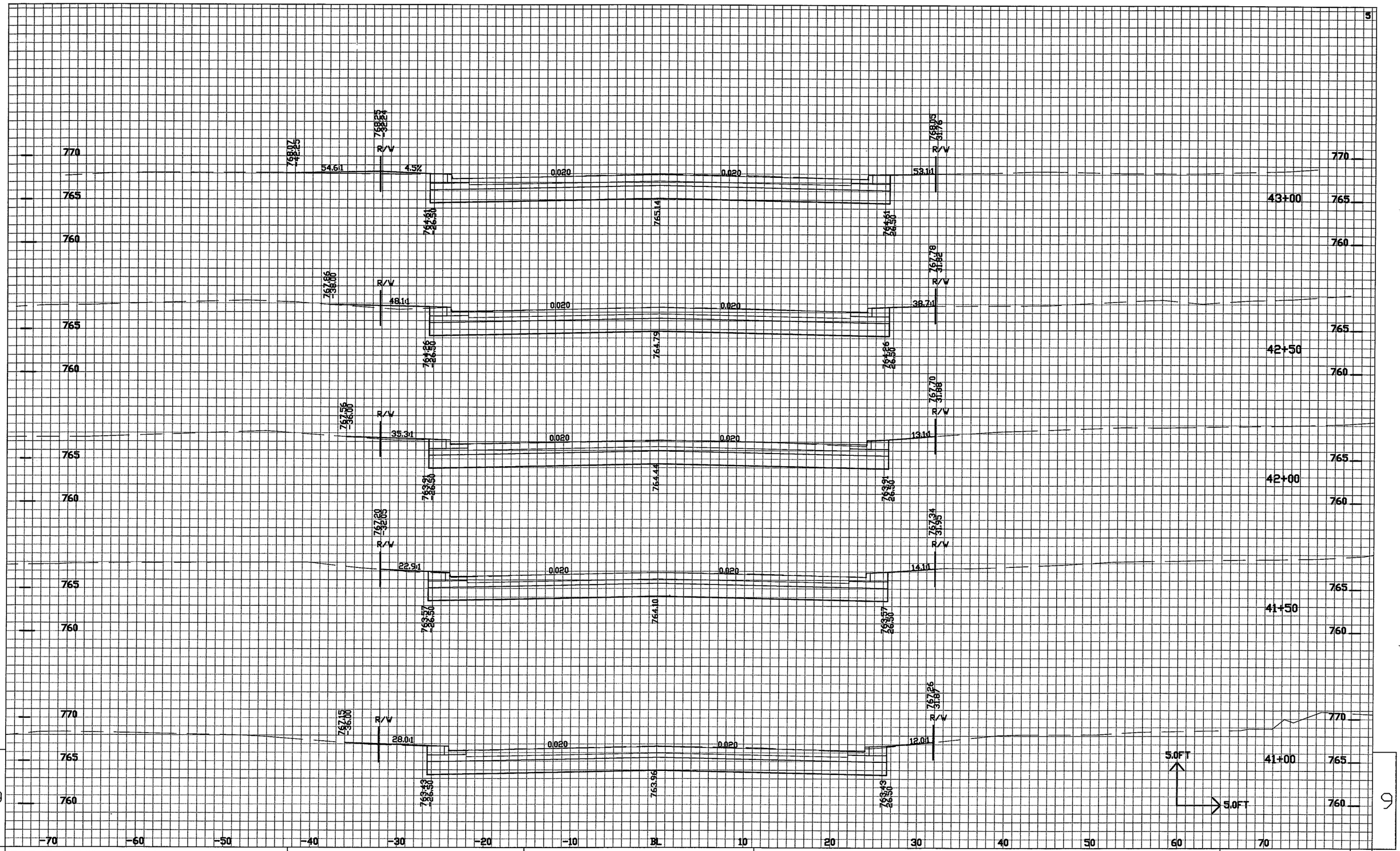
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale...$$



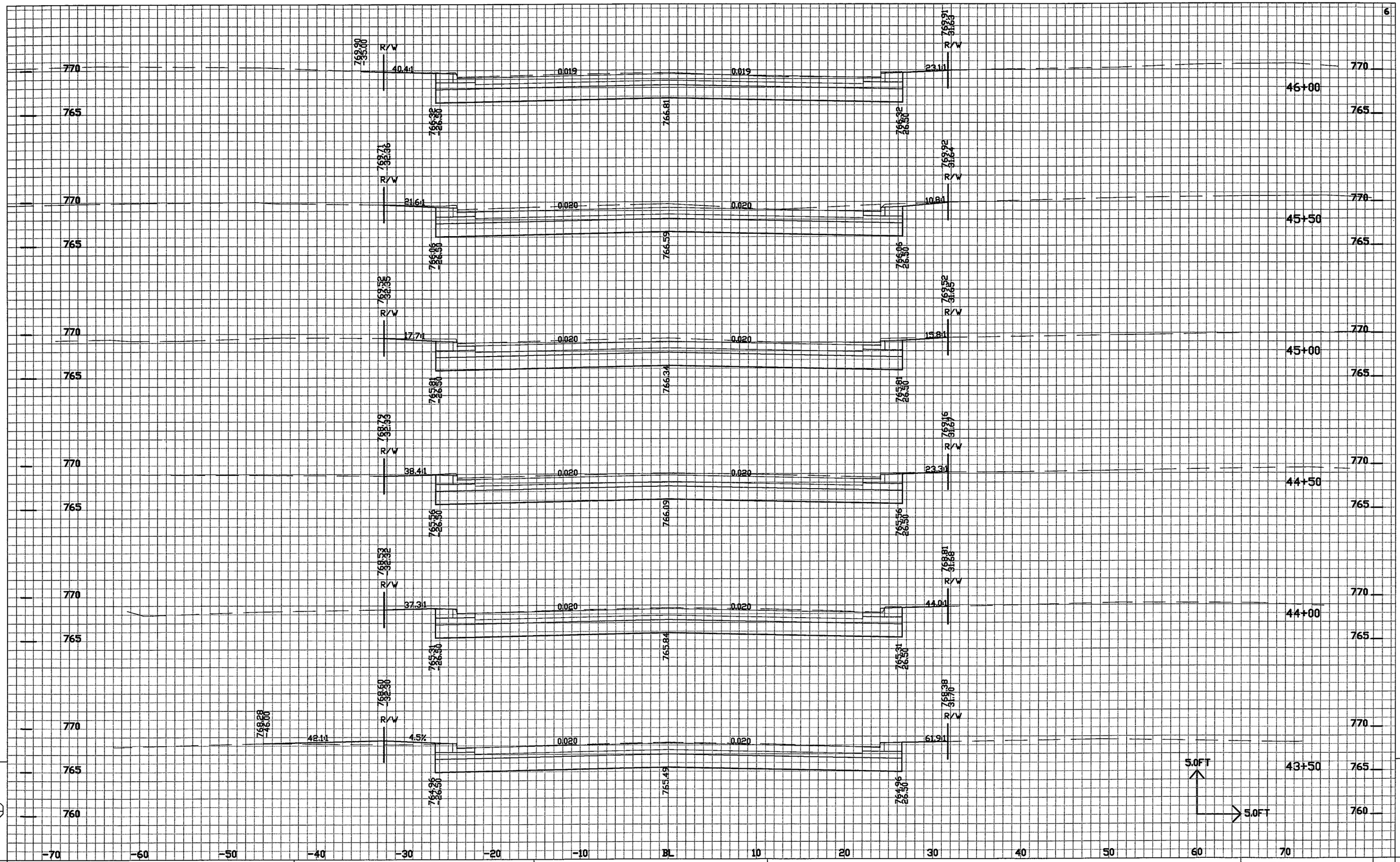
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 139	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



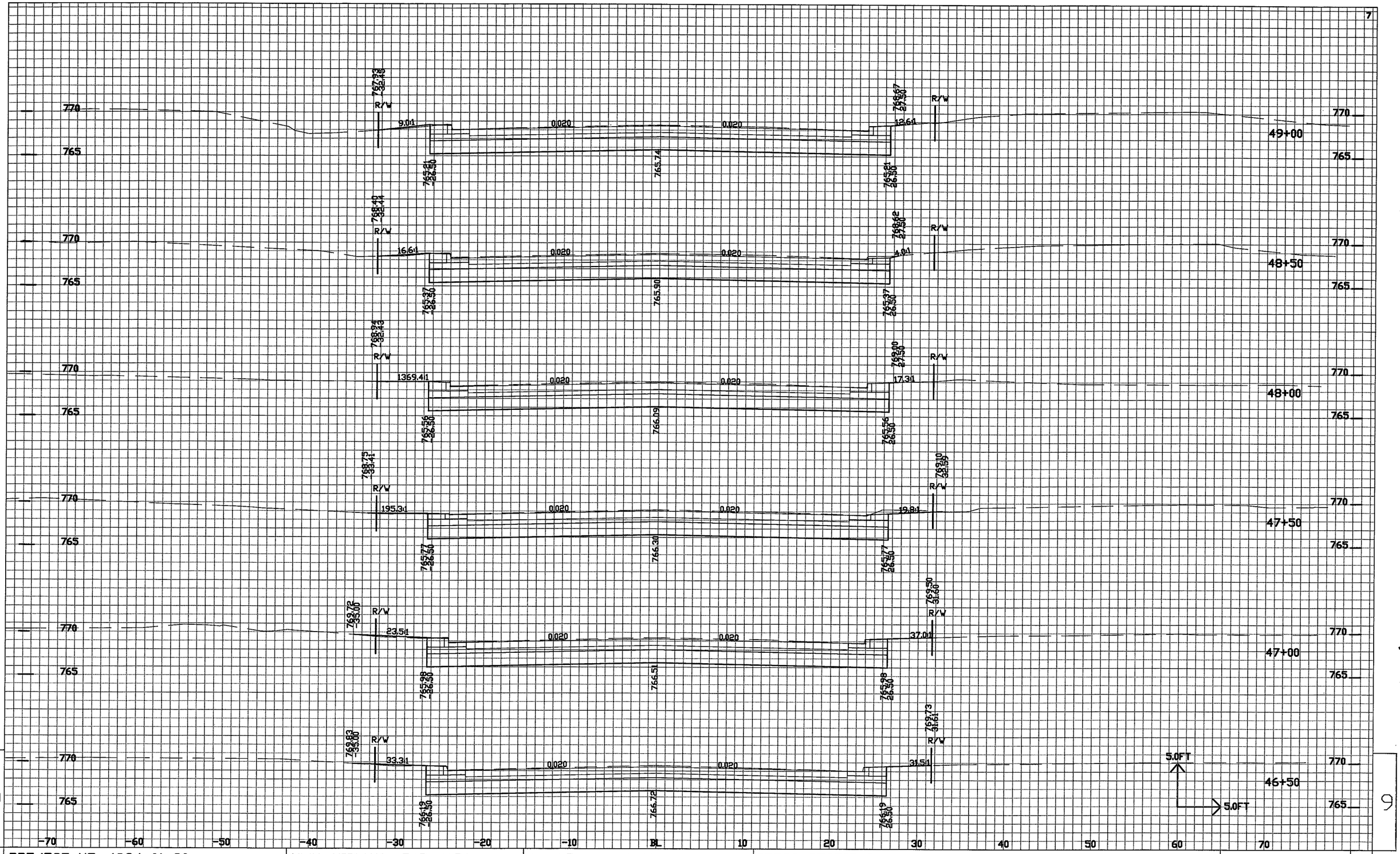
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 140	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 141	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

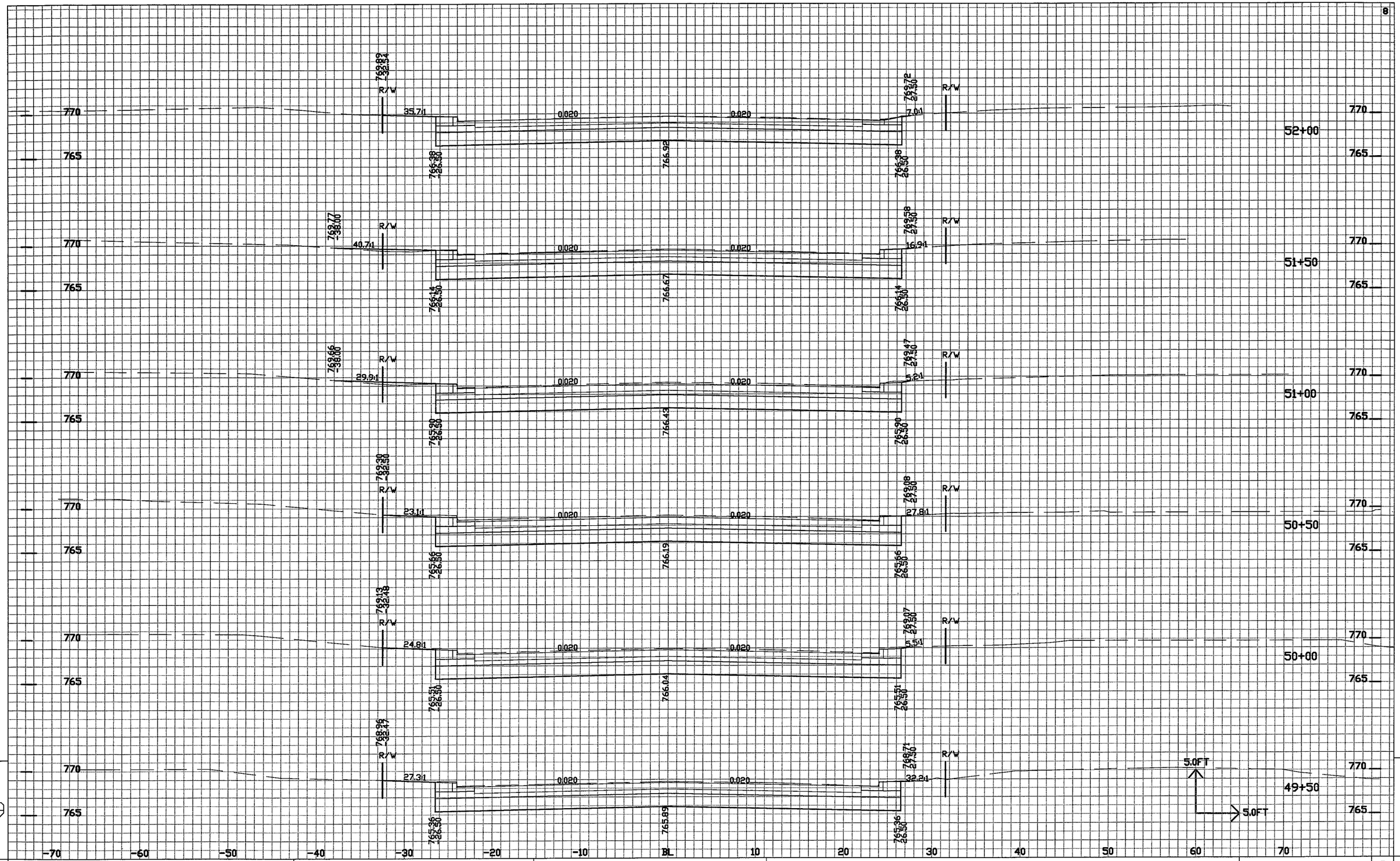


9

9

PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 142	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 143 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$

55+00

R/W 770.99 -27.99 65.31 0.020 0.020 768.22 767.69 -26.50 767.69 26.50 3.01 R/W 771.61 31.36

770 765

54+50

MIDWAY PLACE KENWOOD DR.

R/W 0.020 0.020 768.04 767.50 -22.00 767.50 22.00

770 765

54+00

MIDWAY PLACE KENWOOD DR.

R/W 0.020 0.020 767.83 767.38 -22.00 767.38 22.00 R/W

770 765

53+50

R/W 770.84 -40.00 33.81 0.020 0.020 767.61 767.08 -26.50 767.08 26.50 7.41 R/W 770.59 27.50

770 765

53+00

R/W 770.58 -41.00 40.51 0.020 0.020 767.40 766.86 -26.50 766.86 26.50 32.71 R/W 770.67 27.50

770 765

52+50

R/W 770.49 -40.00 26.61 0.020 0.020 767.16 766.62 -26.50 766.62 26.50 9.61 R/W 768.82 27.50

770 765

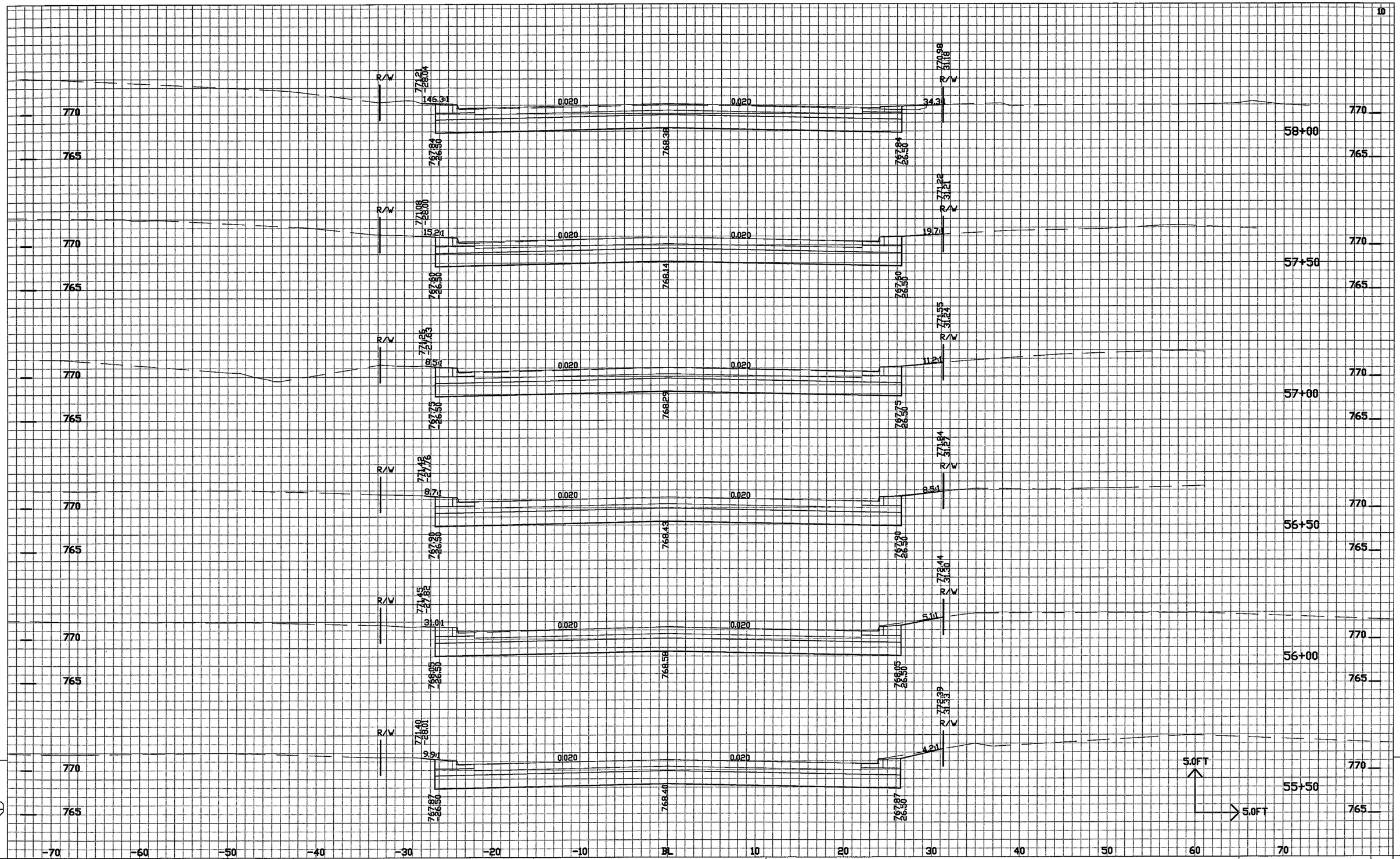
5.0FT 5.0FT

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9 9

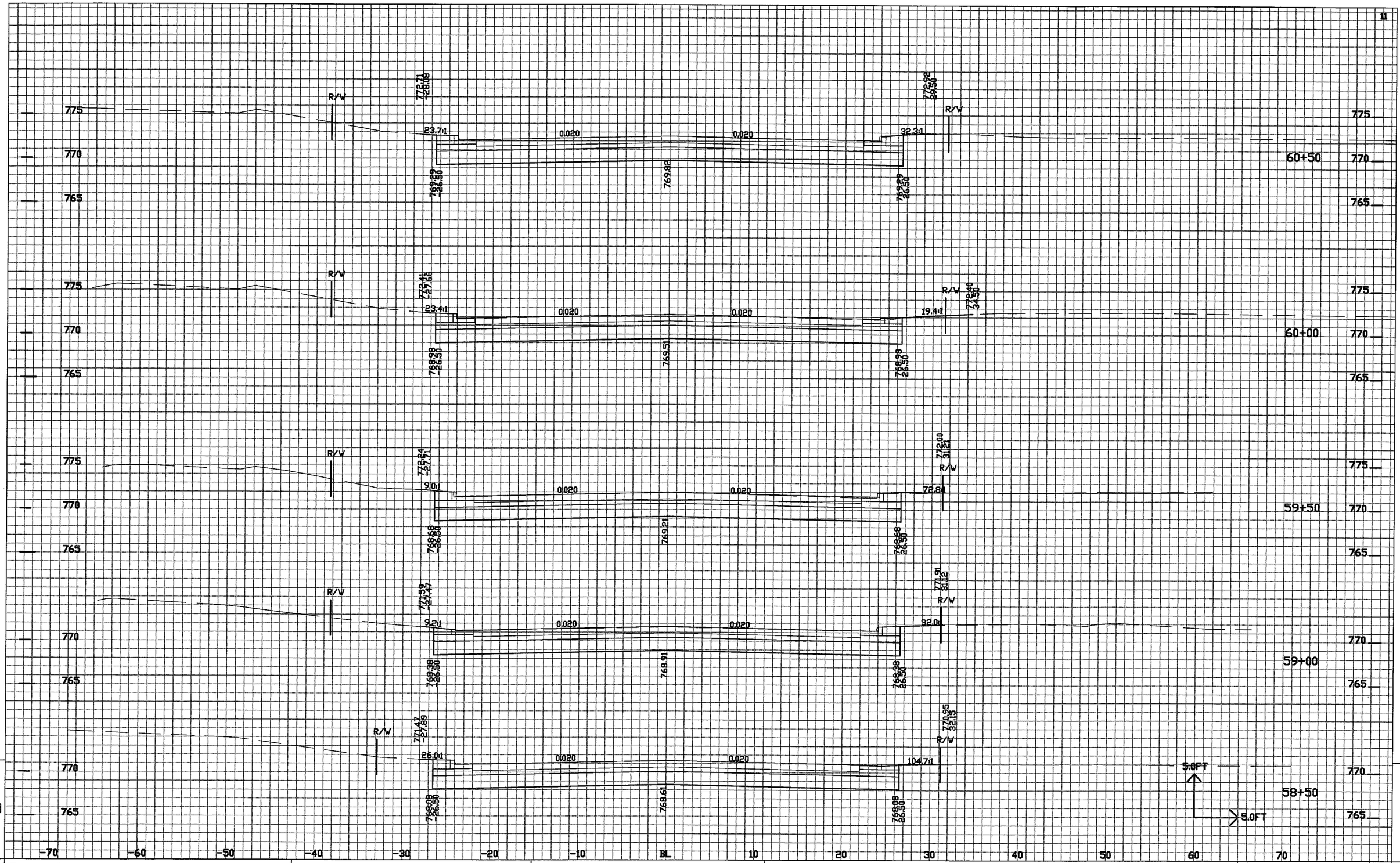
PROJECT NO: 4984-01-30 | HWY: MIDWAY ROAD (C.T.H. AP) | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 144 | E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$



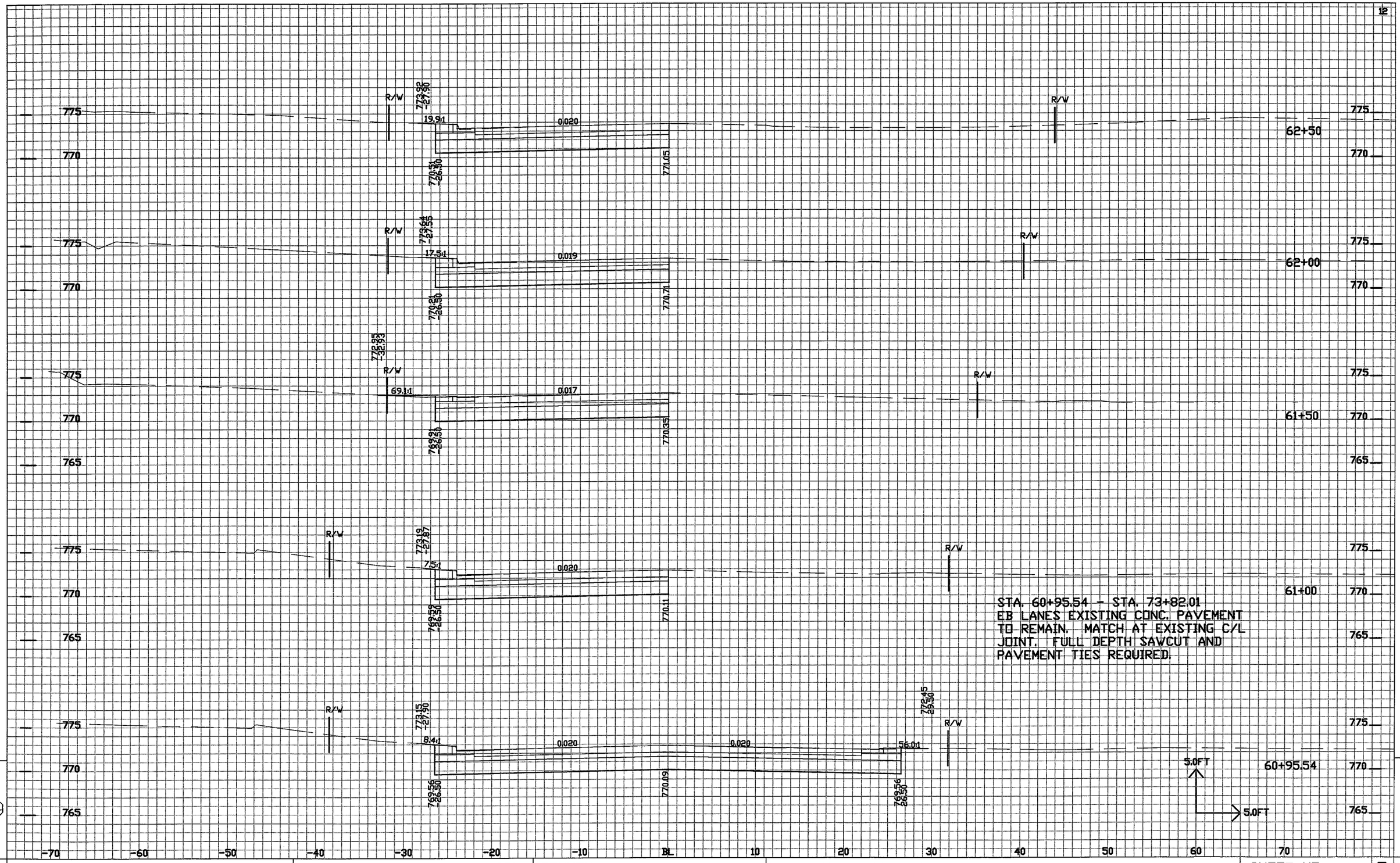
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 145 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 146	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



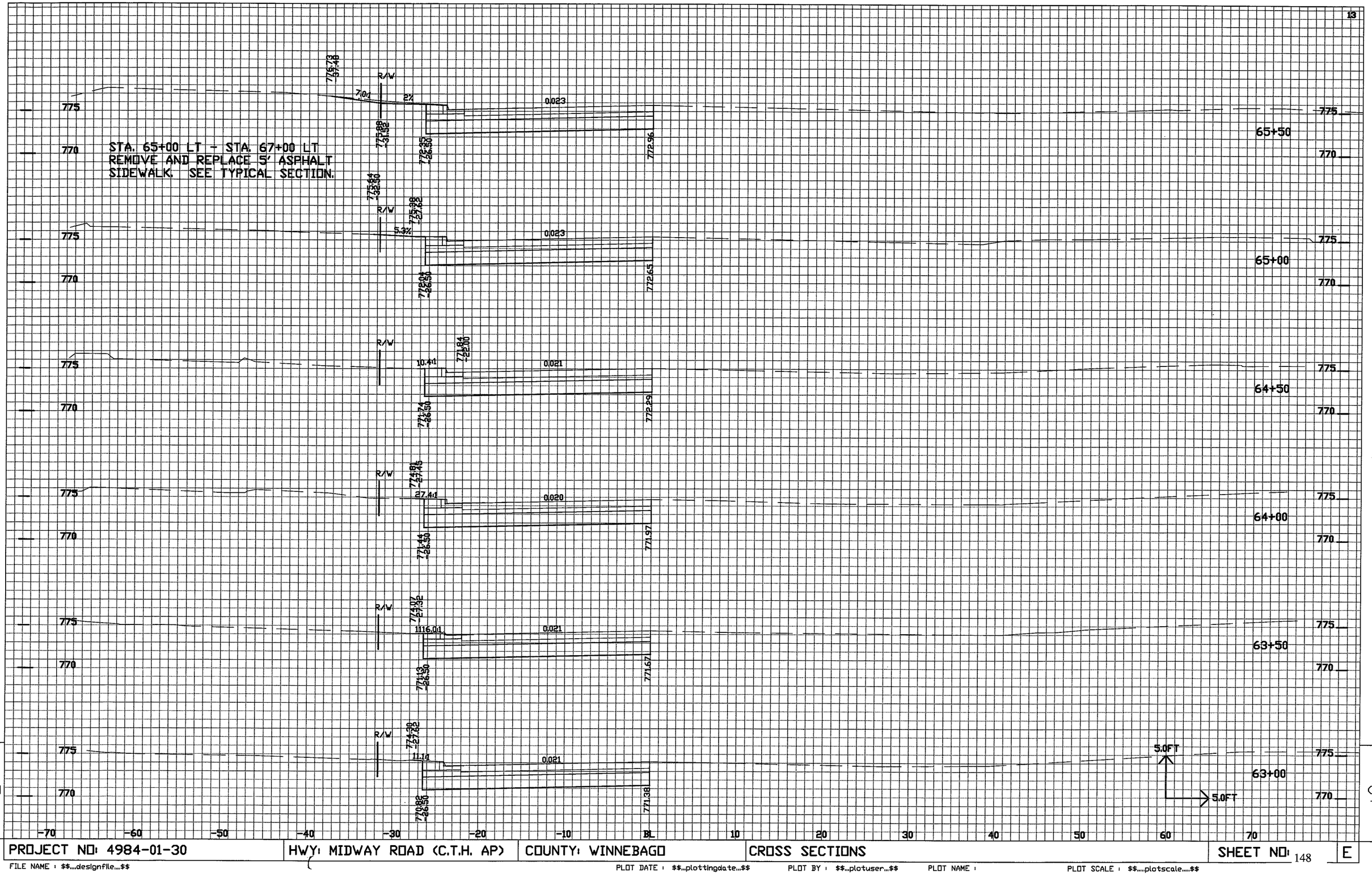
STA. 60+95.54 - STA. 73+82.01
EB LANES EXISTING CONC. PAVEMENT TO REMAIN. MATCH AT EXISTING C/L JOINT. FULL DEPTH SAWCUT AND PAVEMENT TIES REQUIRED.

9

9

PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 147 E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 148	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale...$$

STH 47

67+50

775
770
776.74
-29.10
R/W
50.9:1
0.026
773.94
773.94
-26.50

67+06.77

775
770
776.90
-36.74
776.87
-33.05
R/W
776.77
-28.13
120:1
2%
N
0.026
773.89
773.89
-28.50

67+00

775
770
776.91
-36.53
R/W
10.6:1
2%
0.022
776.41
-31.20
773.56
773.27
-26.50

66+50

775
770
777.13
-36.45
R/W
5.1:1
2%
0.022
776.10
-31.16
773.25
773.66
-26.50

66+00

775
770
776.89
-36.55
R/W
5.4:1
2%
0.024
775.91
-31.26
773.08
773.46
-26.50

5.0FT
5.0FT

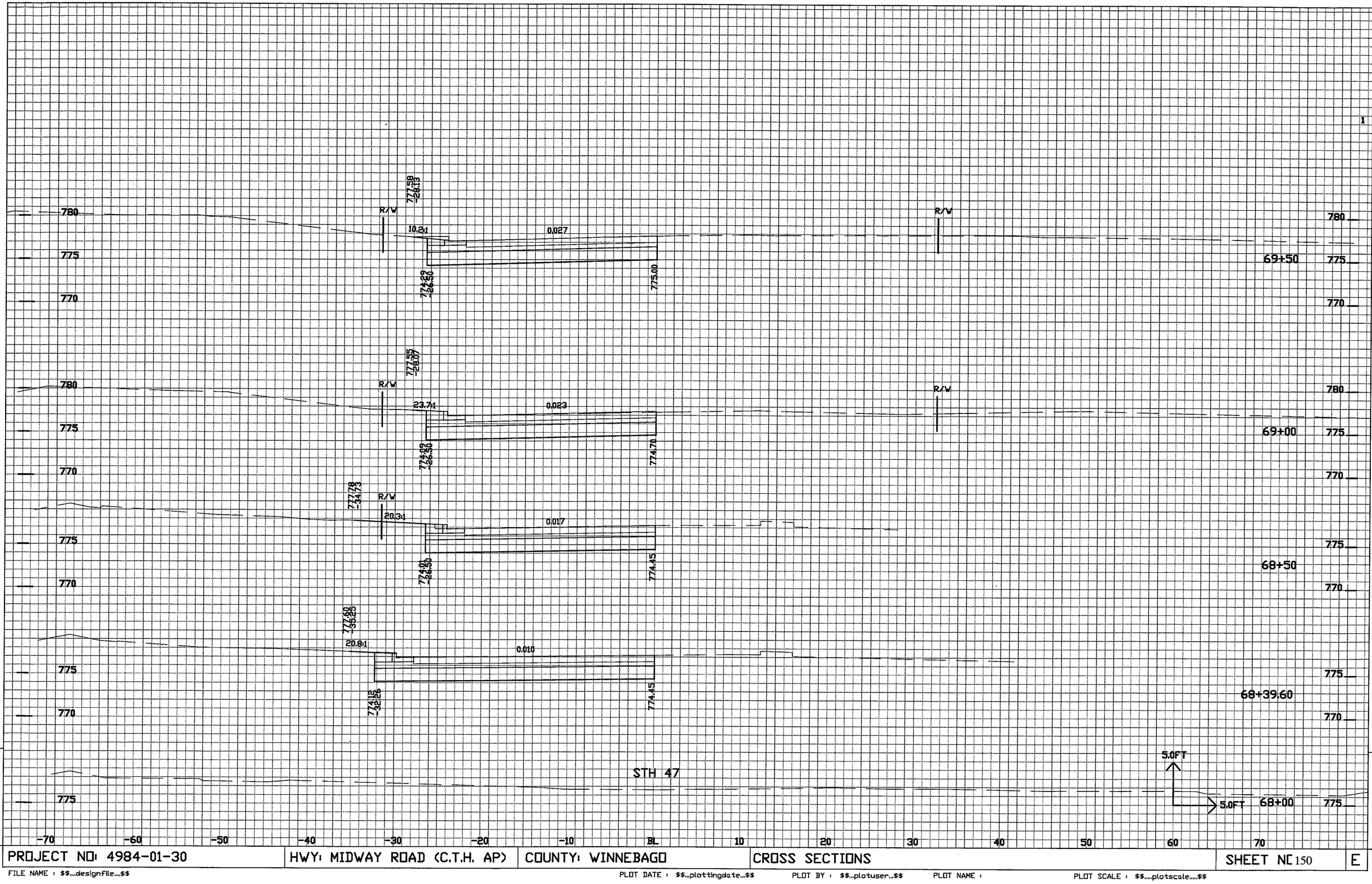
65+67.55

-70 -60 -50 -40 -30 -20 -10 BL 10 20 30 40 50 60 70

9 9

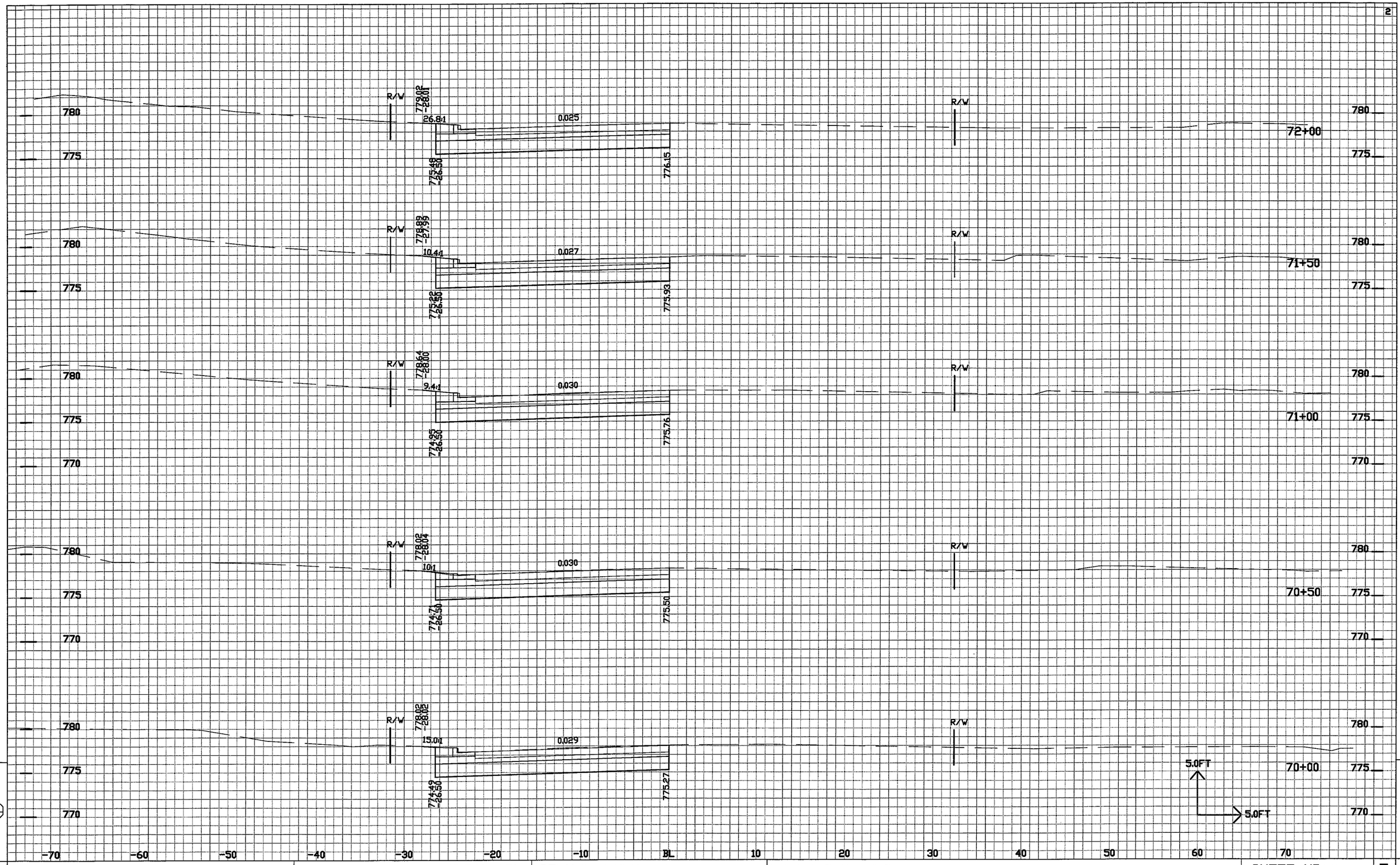
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO: 149 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



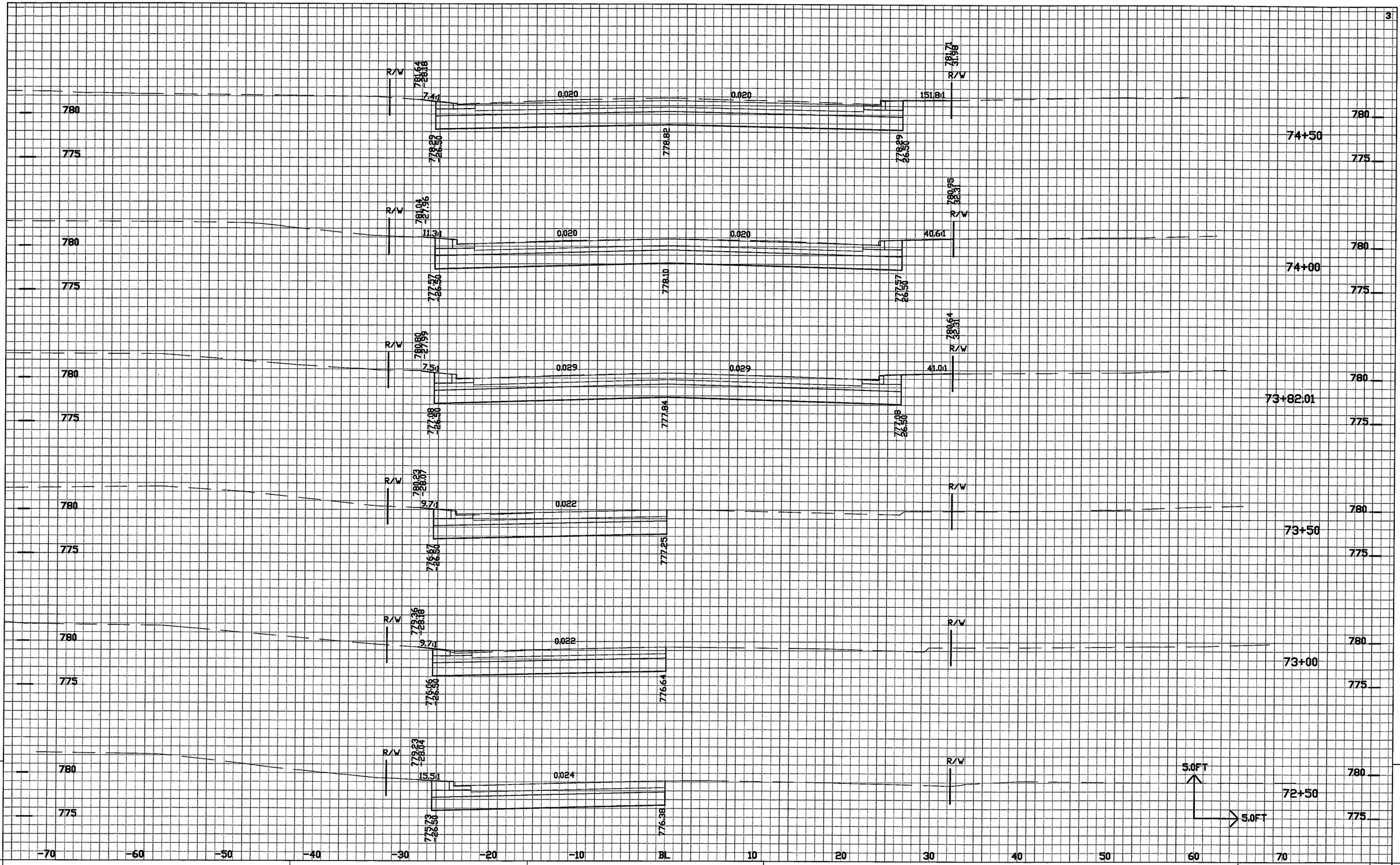
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 150	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



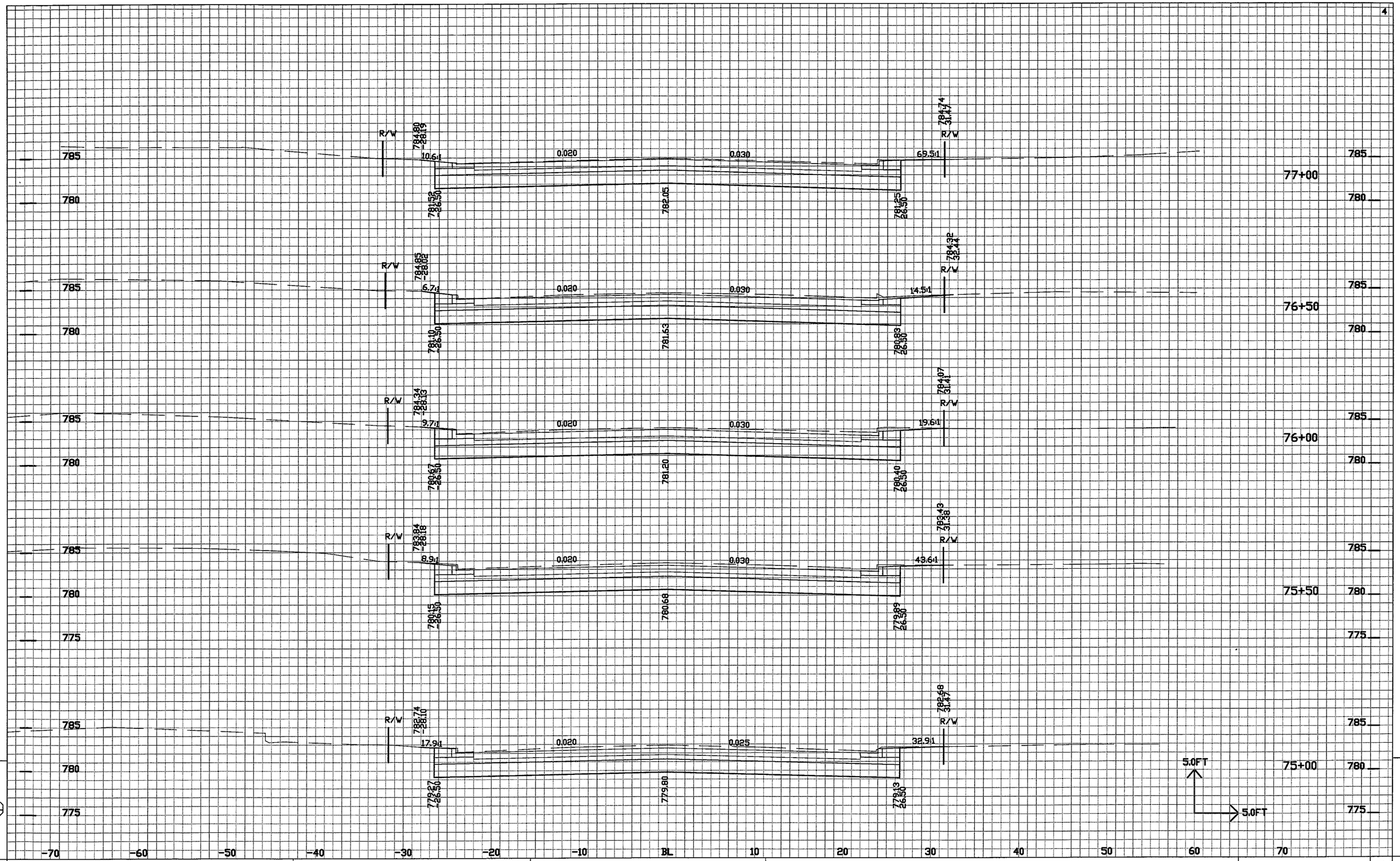
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 151	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



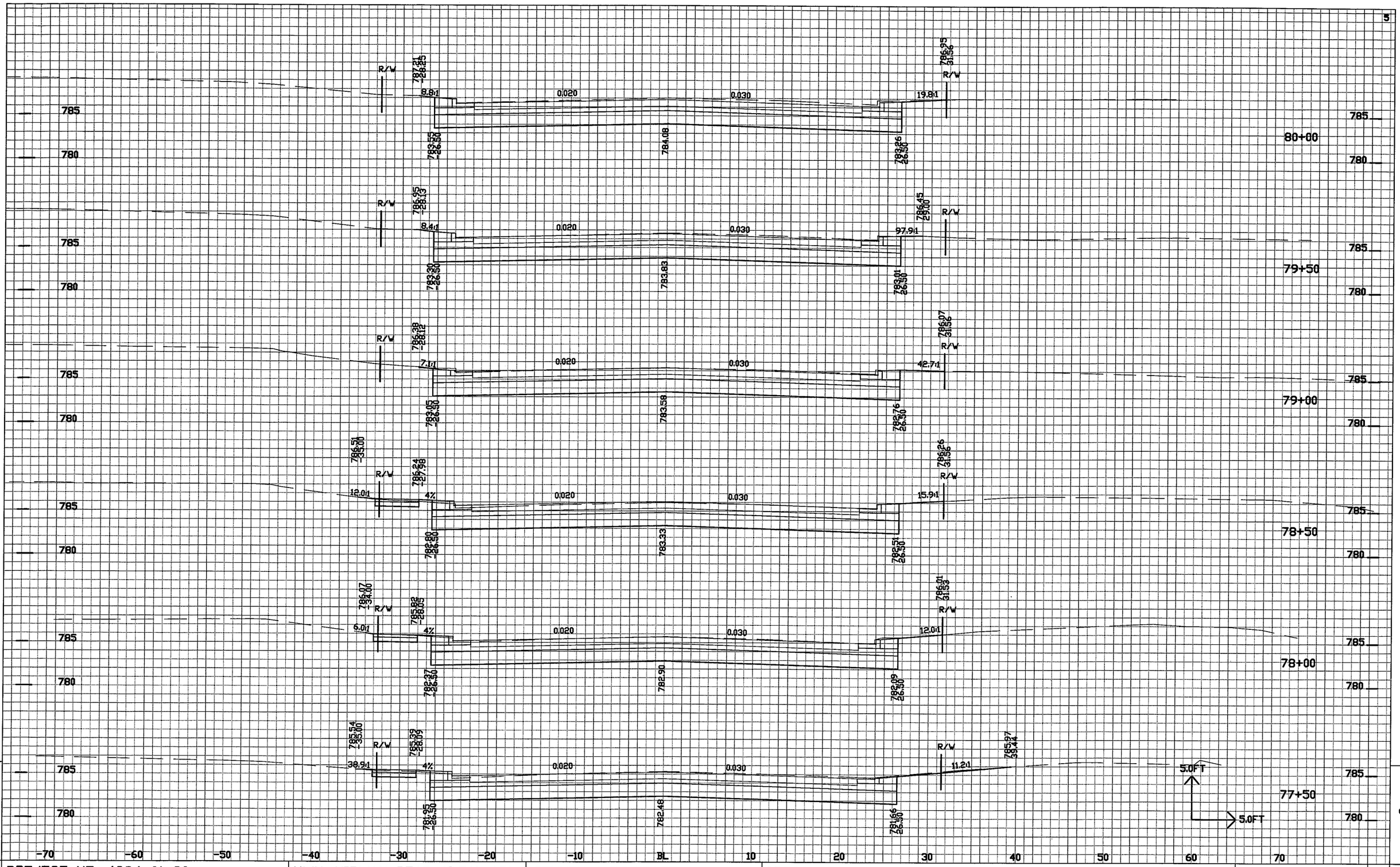
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 152	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



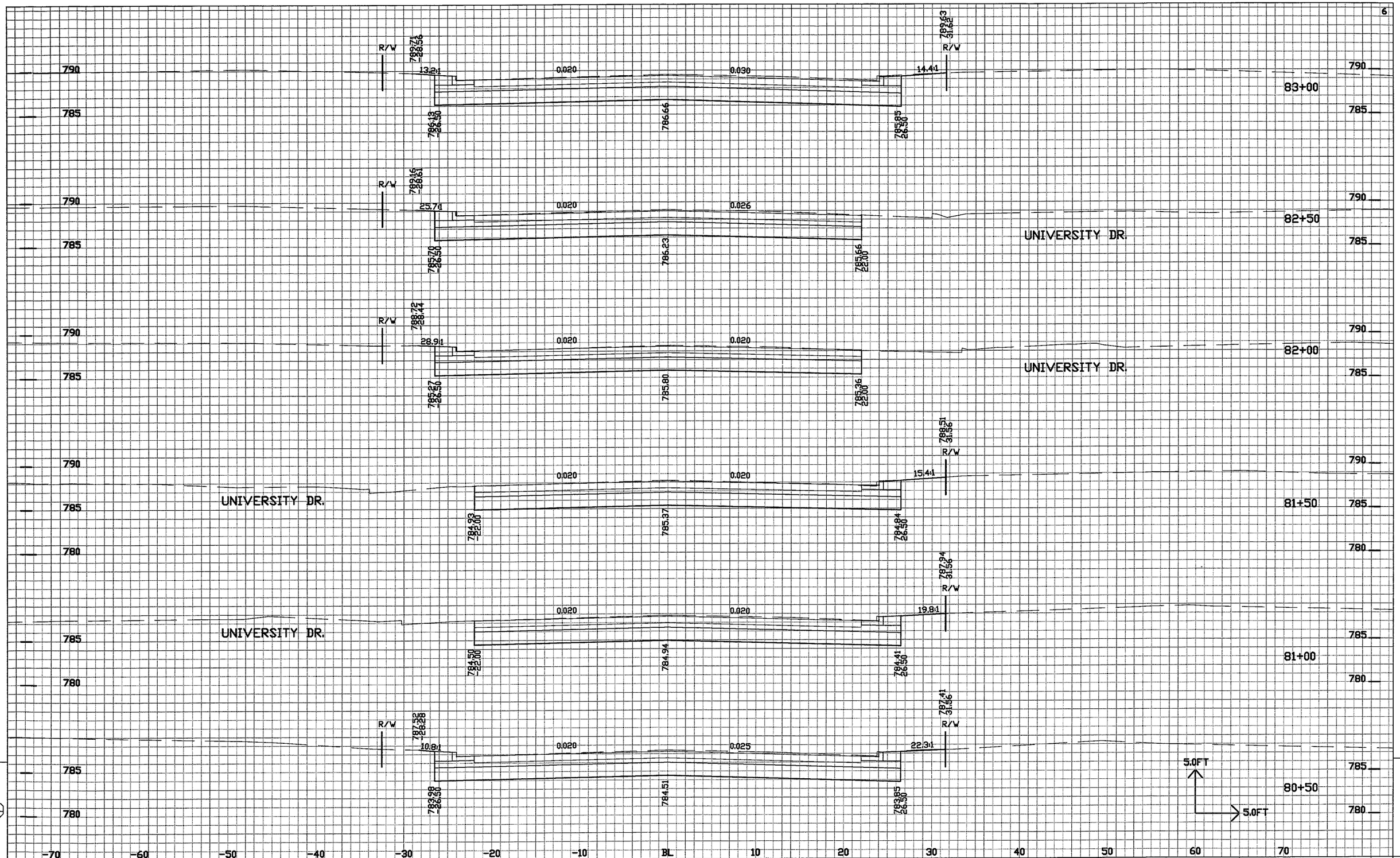
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 153	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



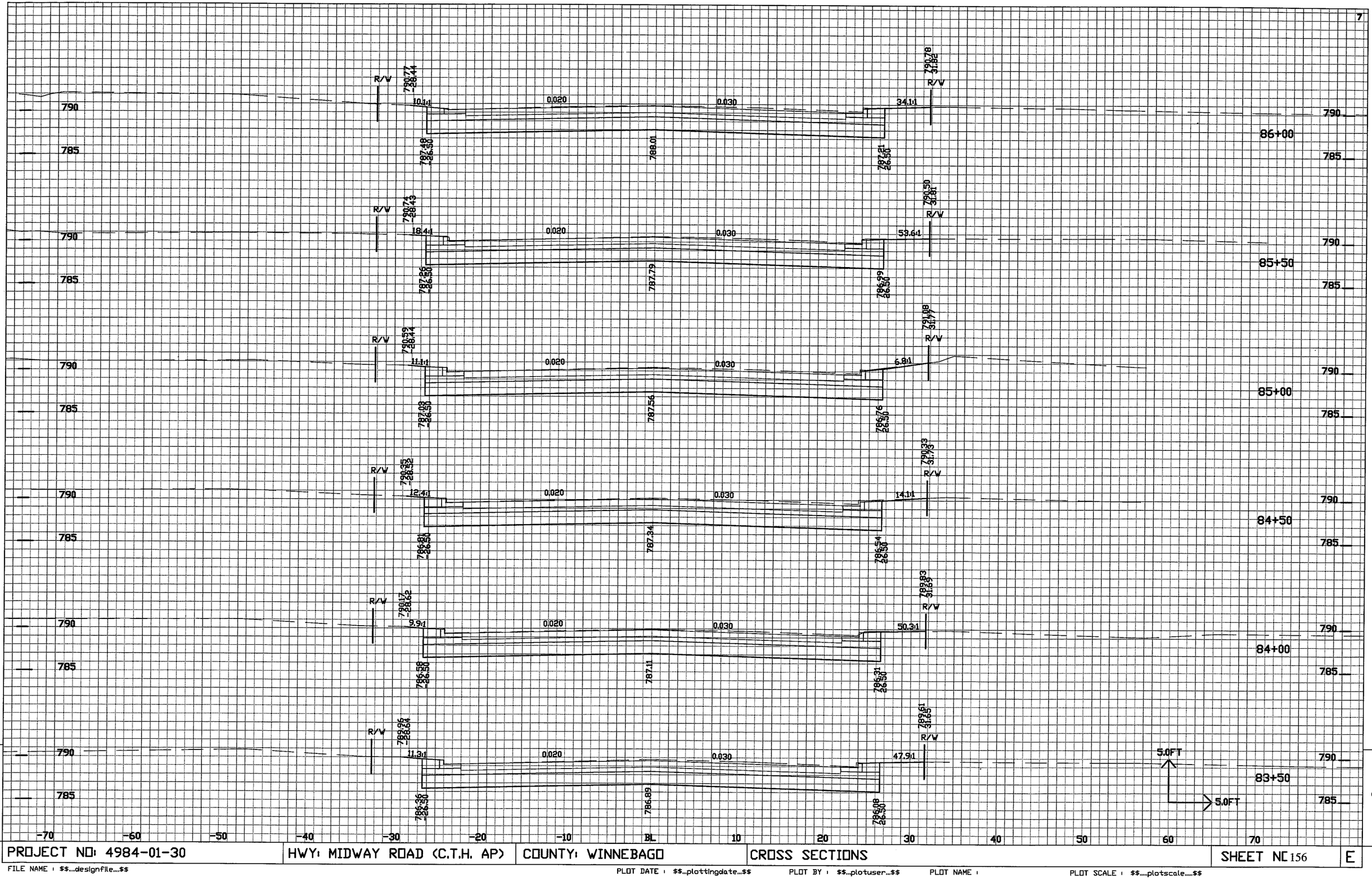
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 154	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



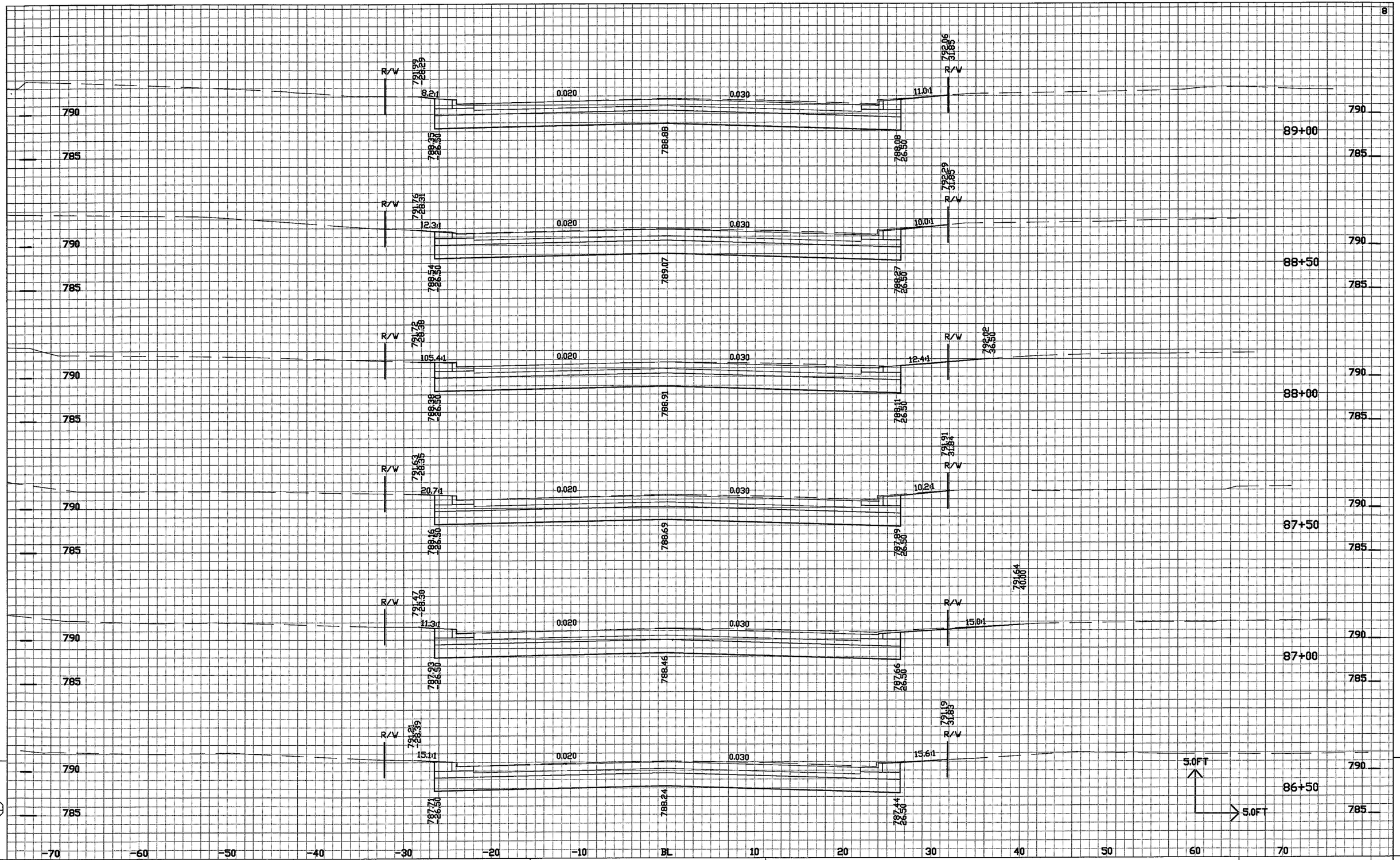
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 155	E

FILE NAME : $$...designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



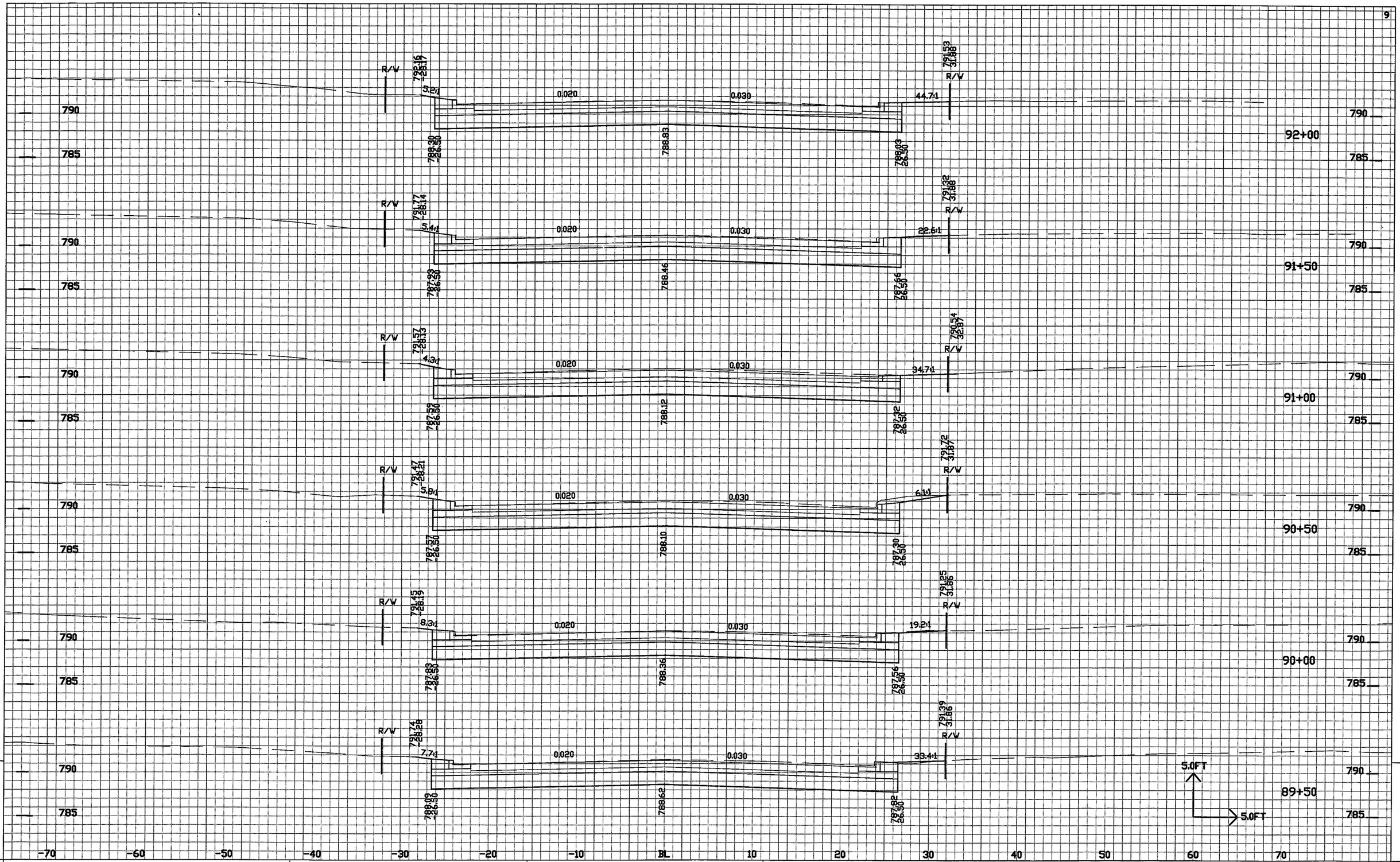
PROJECT NO: 4984-01-30 | HWY: MIDWAY ROAD (C.T.H. AP) | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO 156 | E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



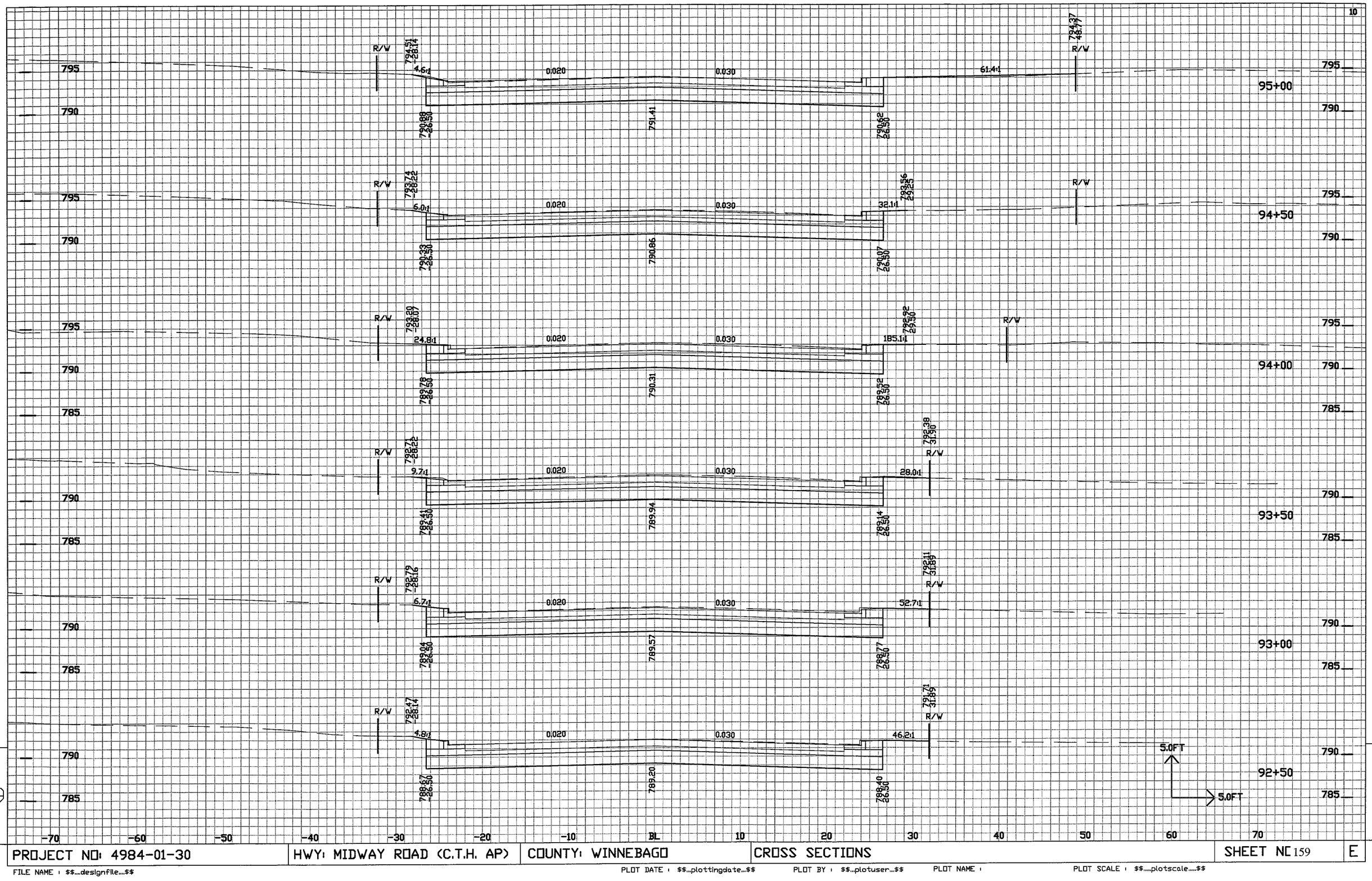
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 157	E

FILE NAME : $$...designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



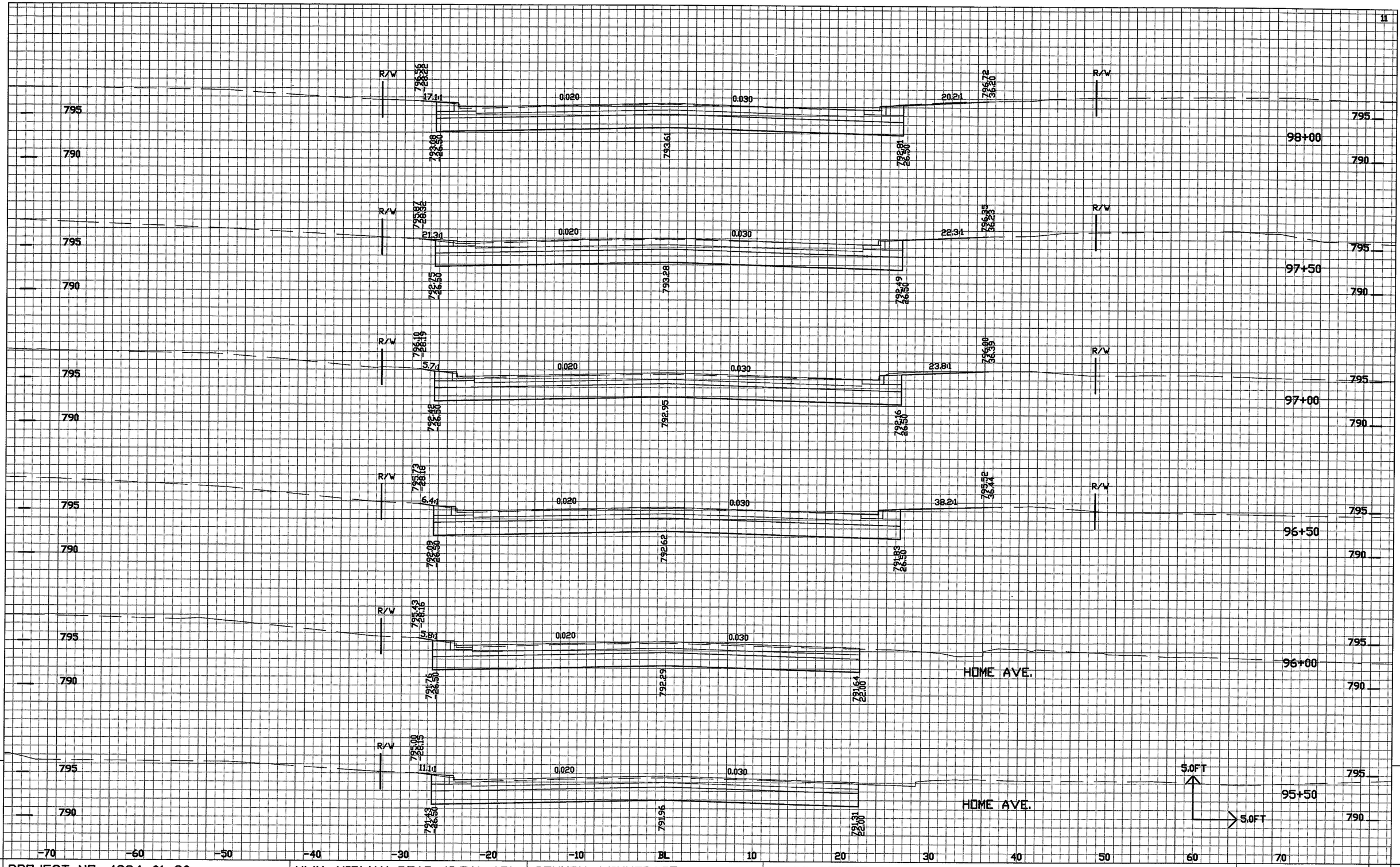
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 158	E

FILE NAME : $$...designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



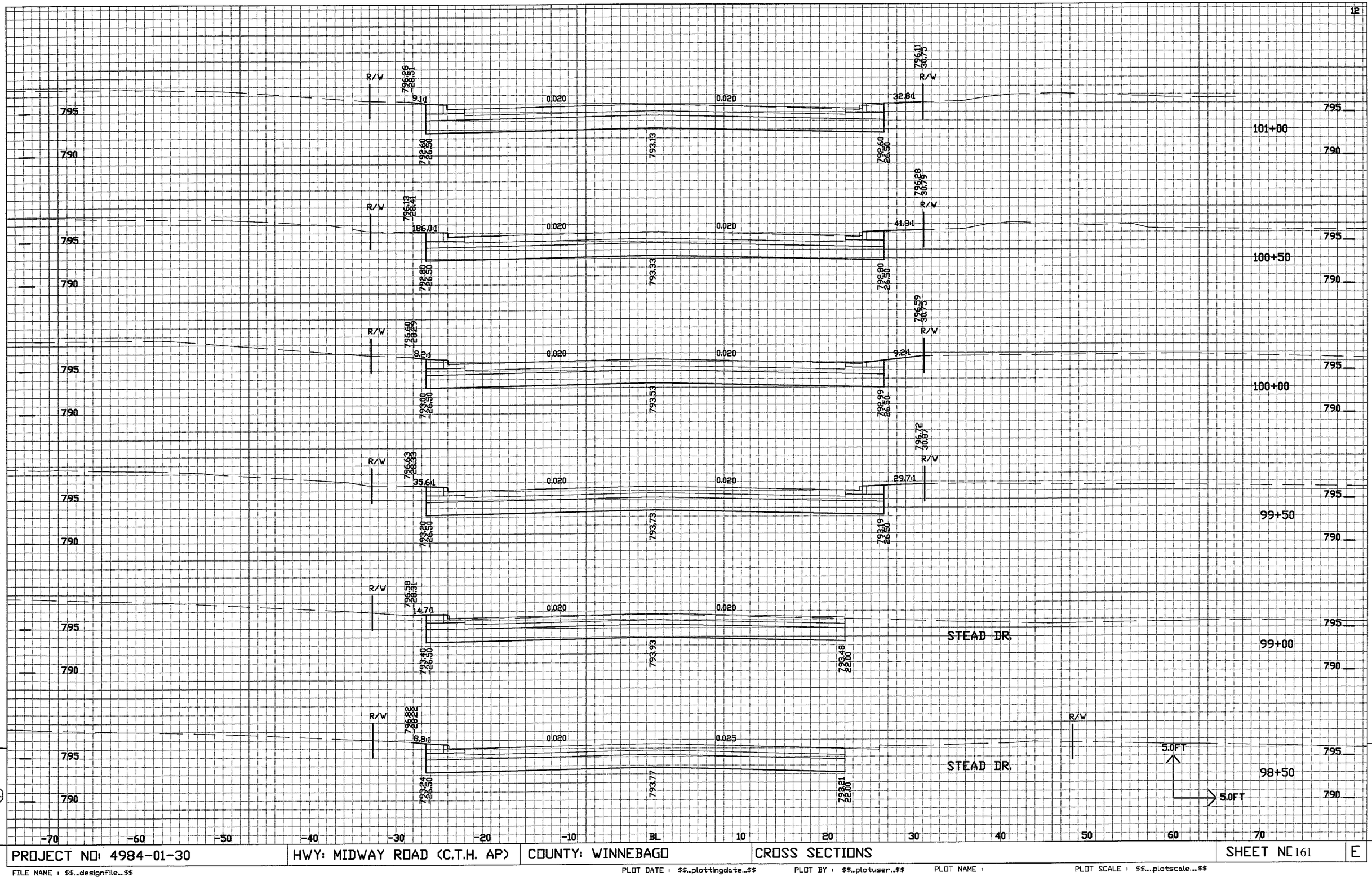
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 159	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$



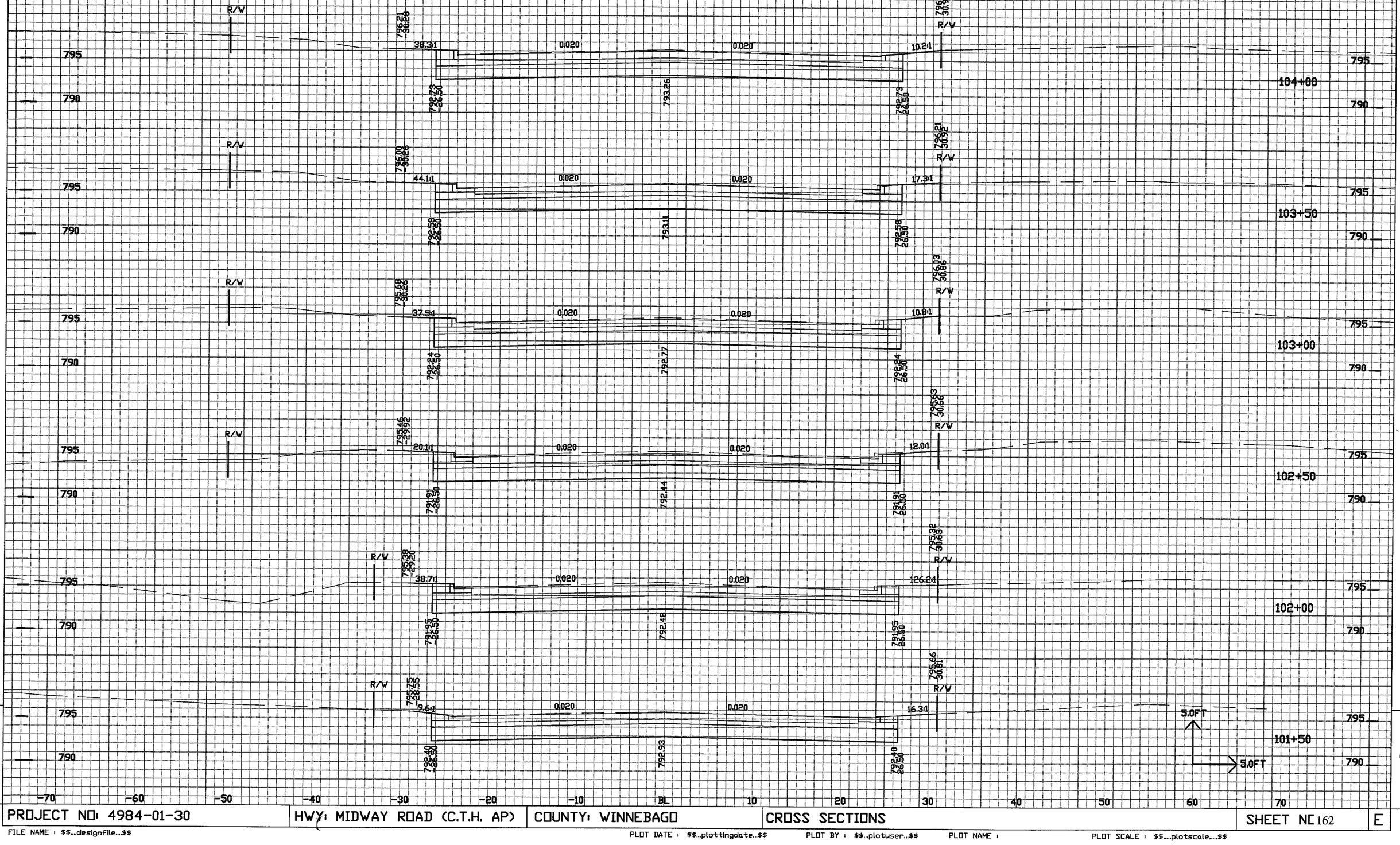
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 160	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



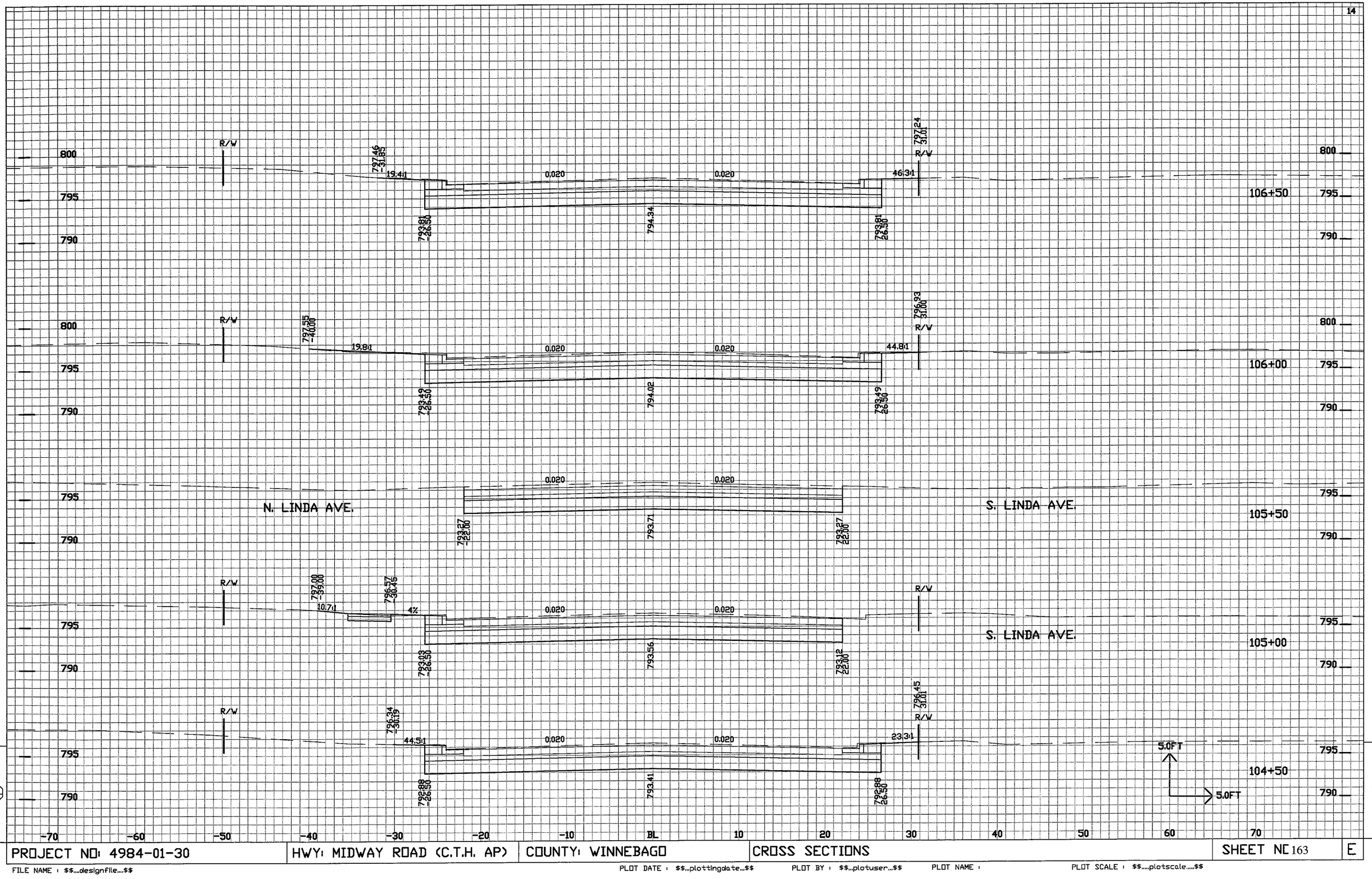
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 161 E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



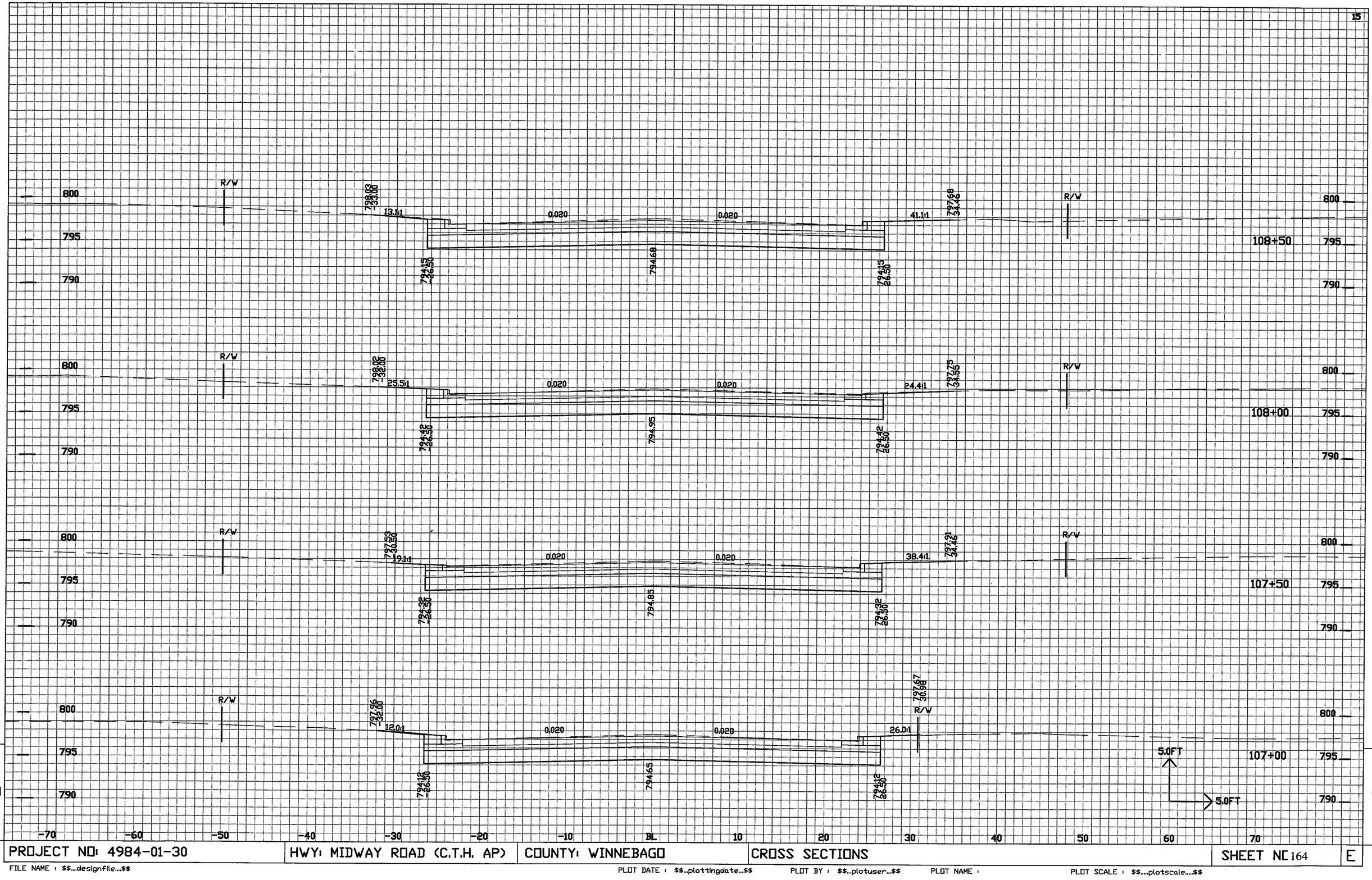
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 162	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



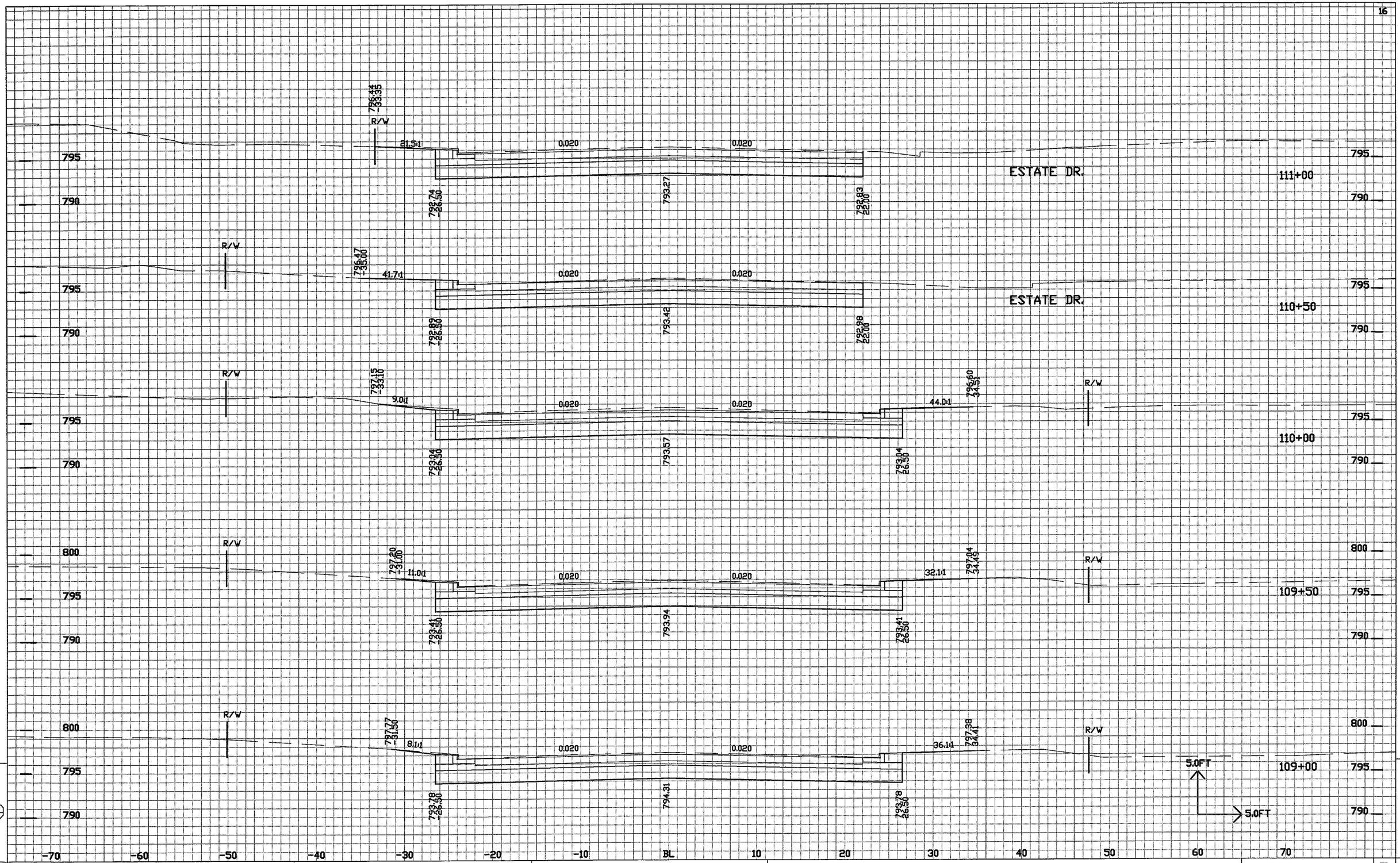
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 163	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



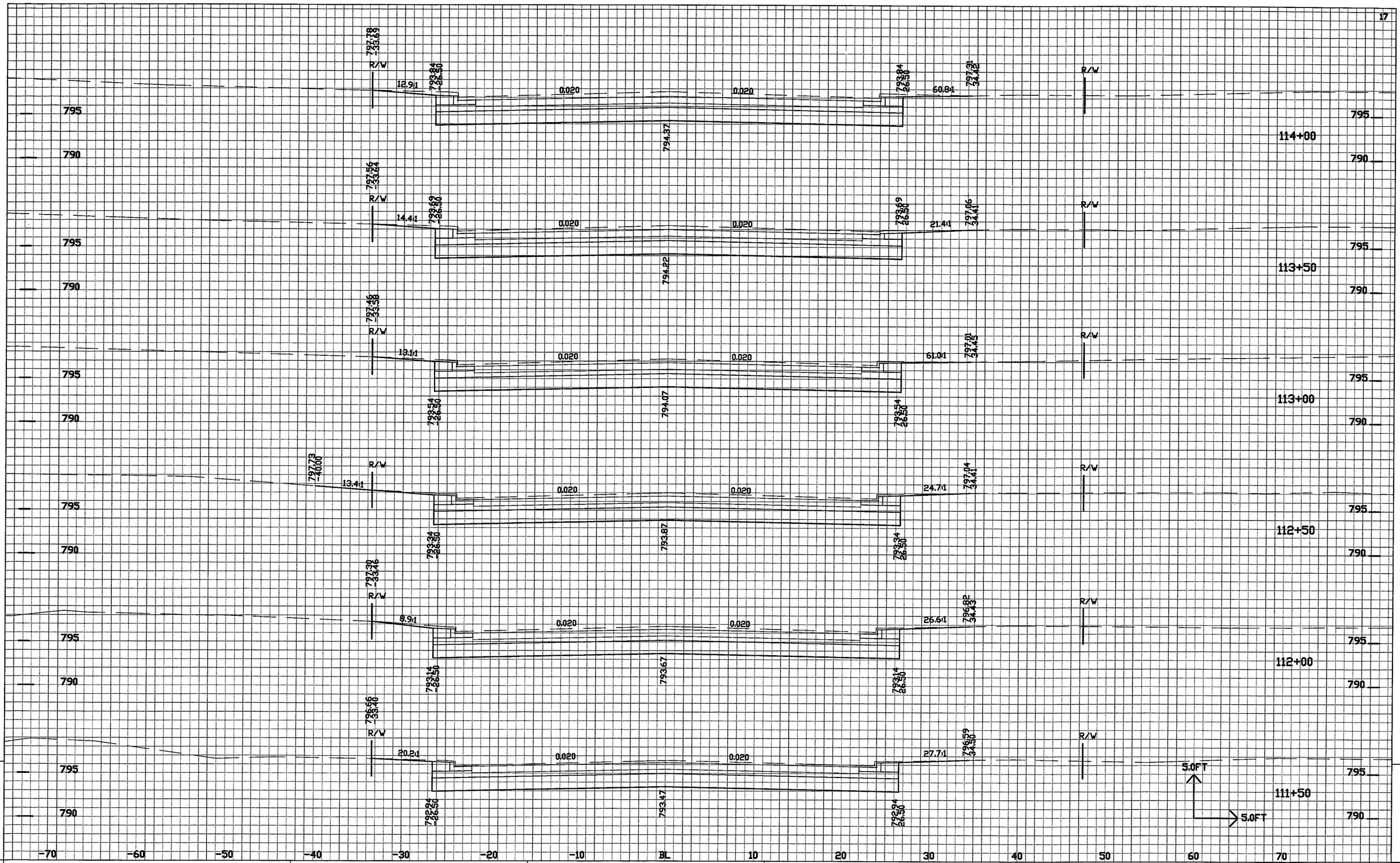
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 164

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



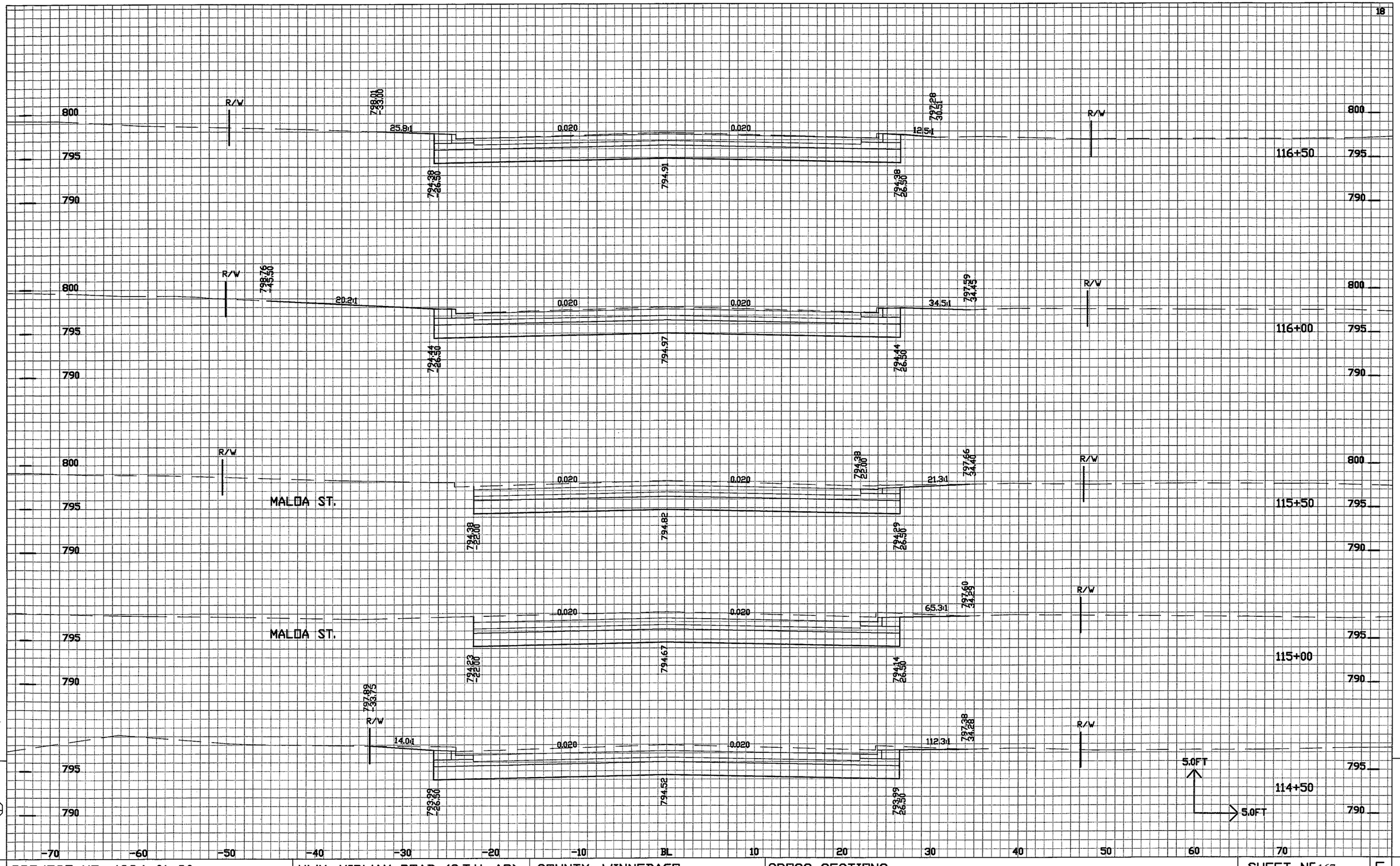
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 165	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$...plotscale...$$



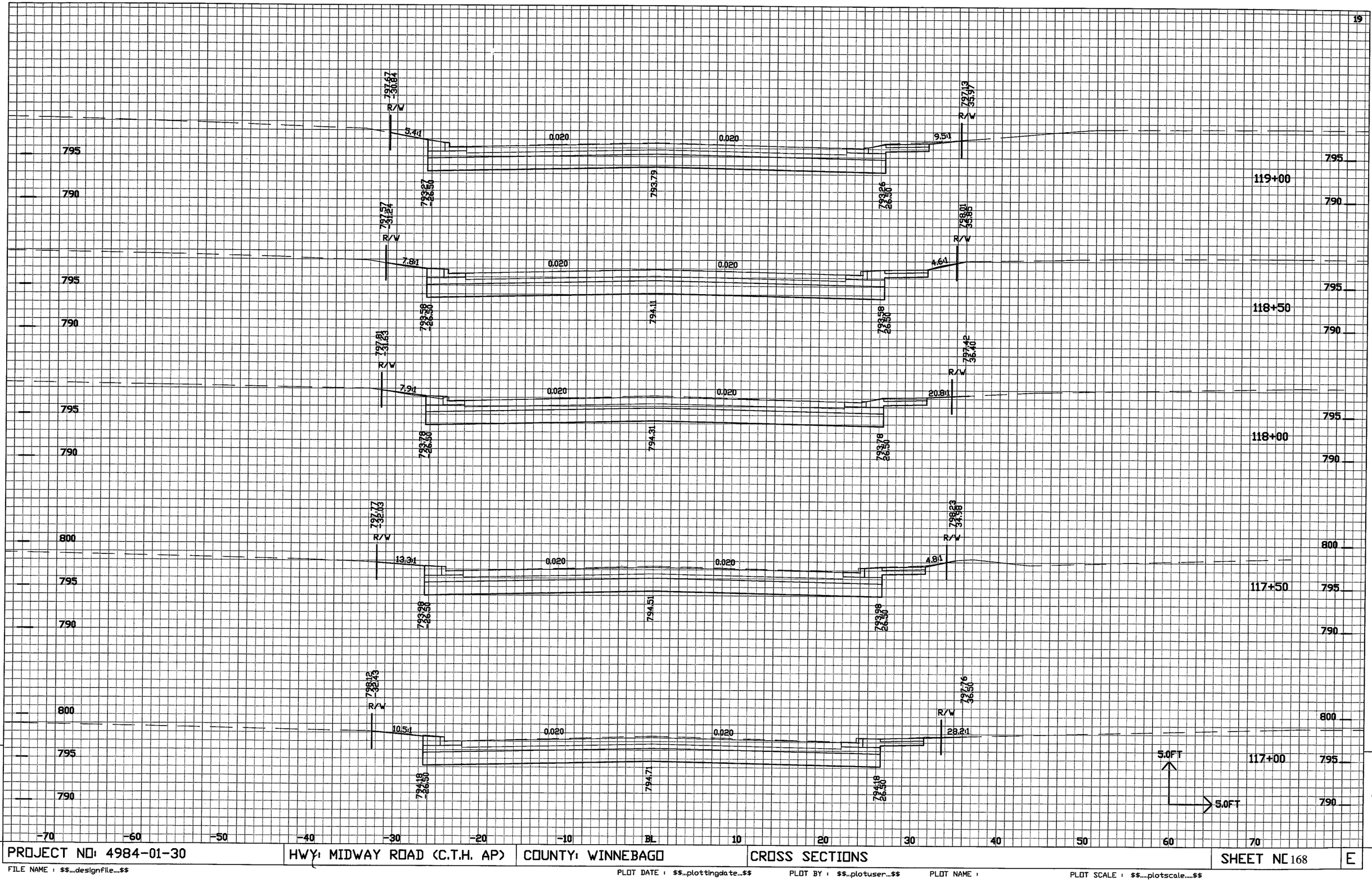
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 166	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



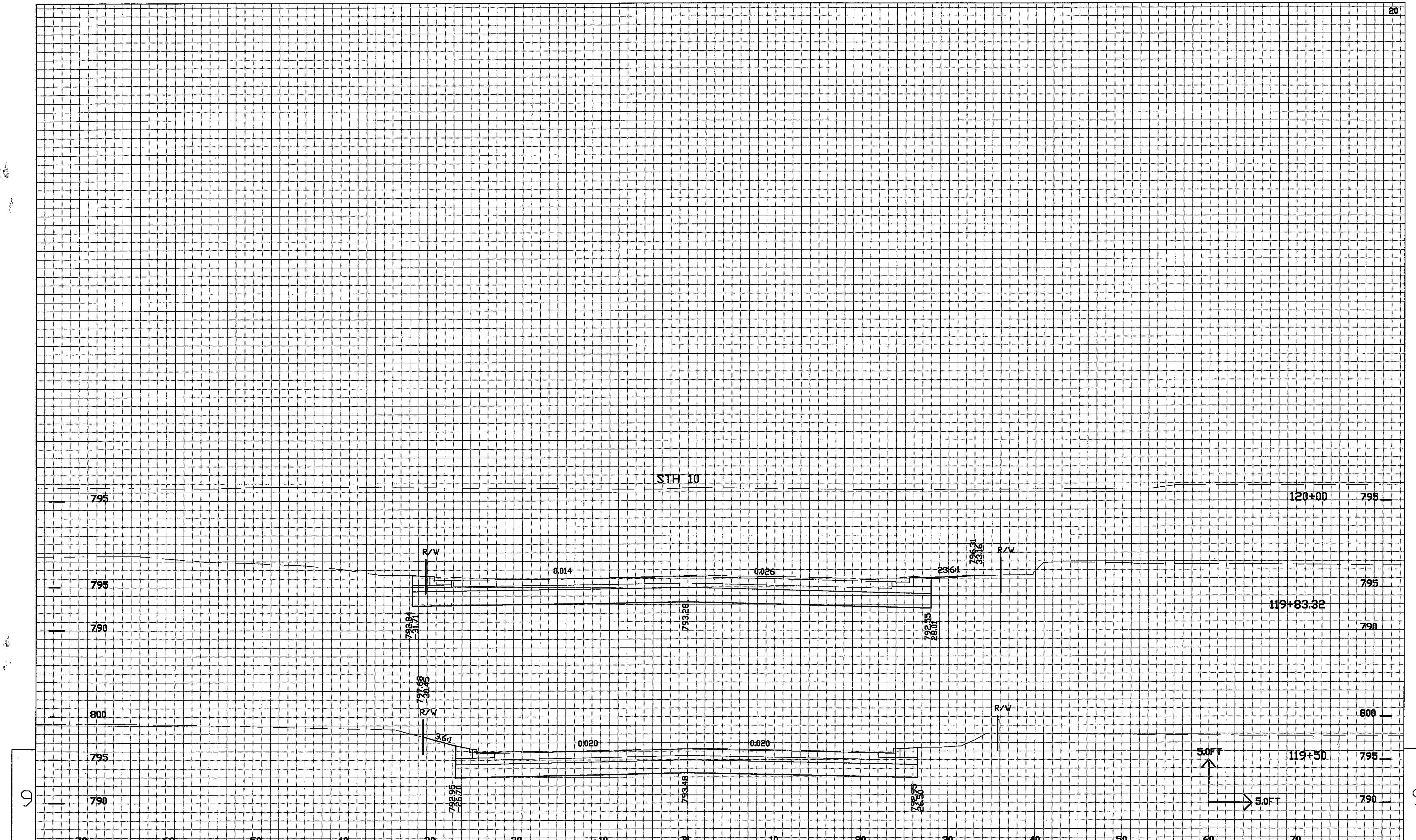
PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 167	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 168	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale.....$$



PROJECT NO: 4984-01-30	HWY: MIDWAY ROAD (C.T.H. AP)	COUNTY: WINNEBAGO	CROSS SECTIONS	SHEET NO 169	E

FILE NAME : $$...designfile...$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$....plotscale....$$

Wisconsin Department of Transportation

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