FINAL PLANS RECD 11/16/96

WINNEBAGO COUNTY

INDEX OF SHEETS

TOTAL SHEETS =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH-II ~~STH 150~~ - USH 10

(WEST SIDE ARTERIAL)

CTH CB

WINNEBAGO COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONNECT
4619-02-71		

1996 CONSTRUCTION GRADING AS-BUILT
PRIME CONTRACTOR: WONDRA EXCAVATING
CONST. MANAGEMENT: WISDOT #3 & OMNNI ASSOC.

AS BUILT PLAN

NO.

SUPERVISOR H. B. ENNIS

RESIDENT MARK DOBSON

CONTRACTOR WONDRA EXC. INC.

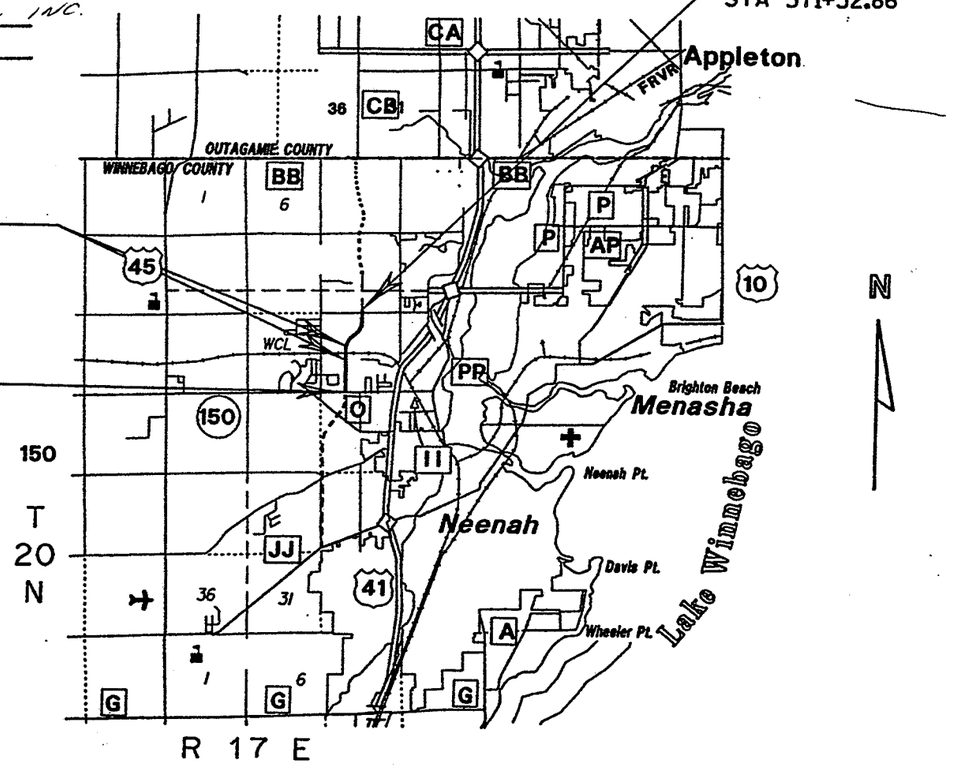
COMPLETED 6-25-97

STATE PROJECT NUMBER
4619-02-71

END PROJECT
STA 371+32.86

EXCEPTION TO NET LENGTH OF CENTERLINE
STA 335+47.81 TO
STA 336+79.06

BEGIN PROJECT
STA 308+80.00



N

DESIGN DESIGNATION

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

CONVENTIONAL SIGNS

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

COMBUSTIBLE FLUIDS (CAUTION)
UNDERGROUND UTILITIES
GAS (G)
ELECTRIC (E)
TELEPHONE OR TELEGRAPH (T)
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROAD
MARSH AREA
WOODED OR SHRUB AREA

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.159 MI.

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

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

APPROVED FOR WINNEBAGO COUNTY

1-3-96 DATE

HIGHWAY COMMISSIONER

PLANS PREPARED BY
MEAD & HUNT
CONSULTING ENGINEERS
GREEN BAY, WISCONSIN

WISCONSIN THOMAS J. JANSSEN E-25786 DE PERE WIS PROFESSIONAL ENGINEER

1-2-96 DATE

CONSULTING ENGINEER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MEAD & HUNT, INC.
Designer	MEAD & HUNT, INC.
District Examiner	M. W. DOBSON
District Supervisor	J. C. LAMERS
Proj. Dev. Engineer	
C.O. Examiner	

APPROVED FOR DISTRICT OFFICE

DATE: (Signature)

AUTHORIZED FOR CENTRAL OFFICE DESIGN

DATE: (Signature)

4619-02-71

FILE NAME: TI-WS100.DGN

WISDOT/CADDS SHEET

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.0

GENERAL NOTES, STANDARD DETAIL DRAWINGS, UTILITIES, AND STANDARD ABBREVIATIONS

CTH CB — WINNEBAGO COUNTY

GENERAL NOTES

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

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

ALL DISTANCES ARE GROUND DISTANCES.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

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

CURB AND GUTTER RADII ARE SHOWN TO THE EDGE OF PAVEMENT

LIMITED EASEMENTS FOR PRIVATE ENTRANCE AND DRAINAGE CONSTRUCTION HAVE BEEN OBTAINED AND THESE RIGHTS HAVE BEEN EXTENDED TO THE CONTRACTOR.

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

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

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

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

FINAL ADJUSTMENT OF MANHOLE AND INLET COVERS WILL PERFORMED BY OTHERS UNDER THE 1997 PAVING CONTRACT.

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

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

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

THE WETLANDS SHOWN ON THE PLAN REPRESENT THOSE DELINEATED BY REPRESENTATIVES OF WINNEBAGO COUNTY AND THE WDNR. THE LIMITS SHOWN ARE APPROXIMATE. THESE MAY OR MAY NOT REPRESENT ALL OF THE WETLAND AREAS ALONG THE PROJECT CORRIDOR.

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

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

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

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW EXCAVATION OR COMMON EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.15 FOR BORROW EXCAVATION AND 1.30 FOR COMMON EXCAVATION.

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

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED.

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

STANDARD DETAIL DRAWINGS

8A5-11a	INLET COVERS
8A5-11b	INLET COVERS
8A5-11d	INLET AND MANHOLE COVERS
8B6-3	MANHOLES TYPE 1
8B7-3	MANHOLES TYPE 2 & 3
8C1-5	INLETS TYPE 1,2,3 & 4
8C5-2	INLETS TYPE 8,9,10AND 11
8E9-4	SILT FENCE
8F1-11	APRON ENDWALLS FOR CULVERT PIPE
8F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
8F4-5	JOINT TIES FOR CONCRETE PIPE
9A1-9a	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B","C" AND "D"
9A1-9b	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A" AND PASSING LANE
15A1-6	MARKER POST FOR RIGHT OF WAY
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
16A1-5	LANDMARK REFERENCE MONUMENTS AND COVERS

UTILITIES

WISCONSIN ELECTRIC POWER COMPANY
ATTN: JOHN THIEL
P.O. BOX 1699
APPLETON, WI 54913-1699
(414) 730-4554

WISCONSIN NATURAL GAS COMPANY
ATTN: DAVE BROOKS
800 S. LYNNDALE DRIVE
APPLETON, WI 54912
(414) 735-8357

AMERITECH
ATTN: JOHN STUMPF
221 W. WASHINGTON ST., 4TH FLOOR
APPLETON, WI 54911
(414) 735-3255

TOWN OF MENASHA
ATTN: STEVEN LAABES
SANITARY DISTRICT NO. 4
2340 AMERICAN DRIVE
NEENAH, WI 54956
(414) 739-5128

CABLEVISION
ATTN: BRUCE MORRISSEY
1001 KENNEDY AVENUE
KIMBERLY, WI 54136
(414) 738-3160

ANR PIPELINE COMPANY
ATTN: JERRY BINOTTO
W3925 PIPELINE LANE
P.O. BOX 145
EDEN, WI 53019
(414) 477-4211

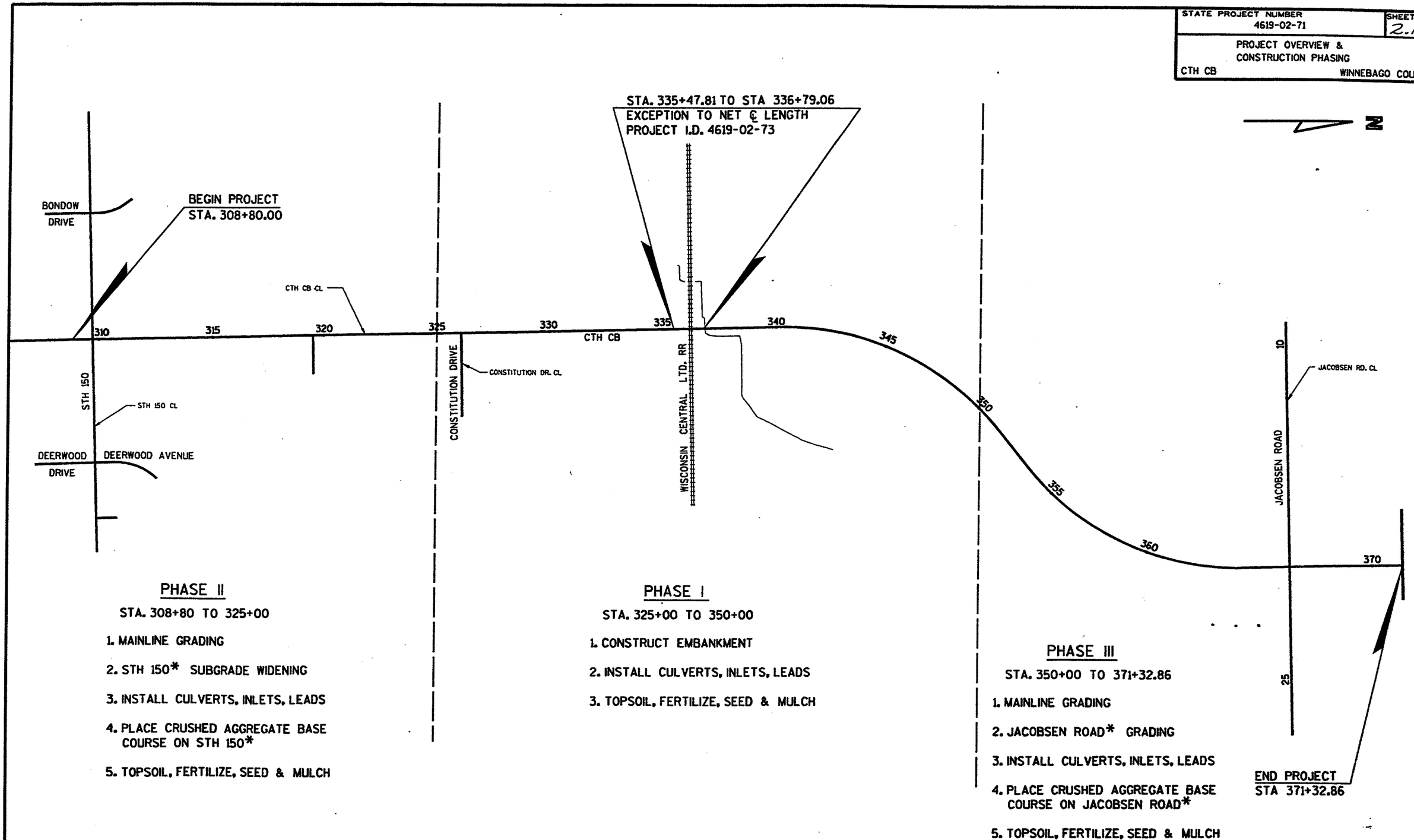
STANDARD ABBREVIATIONS

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

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.1

PROJECT OVERVIEW &
CONSTRUCTION PHASING

CTH CB — WINNEBAGO COUNTY



PHASE II

STA. 308+80 TO 325+00

1. MAINLINE GRADING
2. STH 150* SUBGRADE WIDENING
3. INSTALL CULVERTS, INLETS, LEADS
4. PLACE CRUSHED AGGREGATE BASE COURSE ON STH 150*
5. TOPSOIL, FERTILIZE, SEED & MULCH

PHASE I

STA. 325+00 TO 350+00

1. CONSTRUCT EMBANKMENT
2. INSTALL CULVERTS, INLETS, LEADS
3. TOPSOIL, FERTILIZE, SEED & MULCH

PHASE III

STA. 350+00 TO 371+32.86

1. MAINLINE GRADING
2. JACOBSEN ROAD* GRADING
3. INSTALL CULVERTS, INLETS, LEADS
4. PLACE CRUSHED AGGREGATE BASE COURSE ON JACOBSEN ROAD*
5. TOPSOIL, FERTILIZE, SEED & MULCH

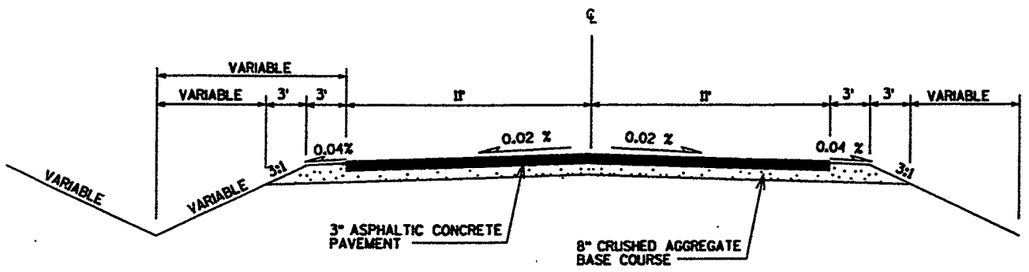
*SEE TRAFFIC CONTROL STAGING PLAN

c:\dgn\wsa\71-ovw.dgn Nov. 1, 1995 05:47:54

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.2

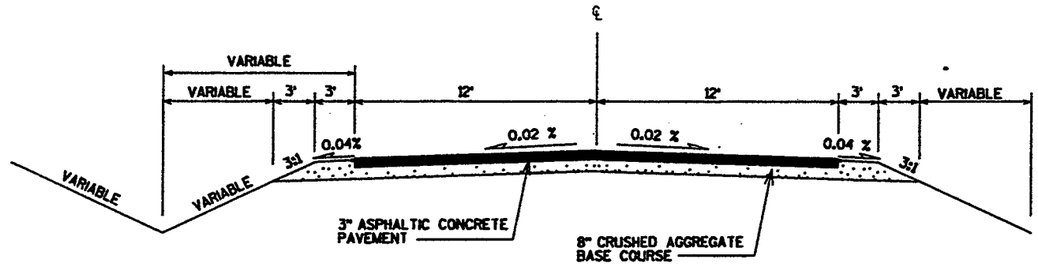
EXISTING TYPICAL SECTIONS

CTH CB — WINNEBAGO COUNTY



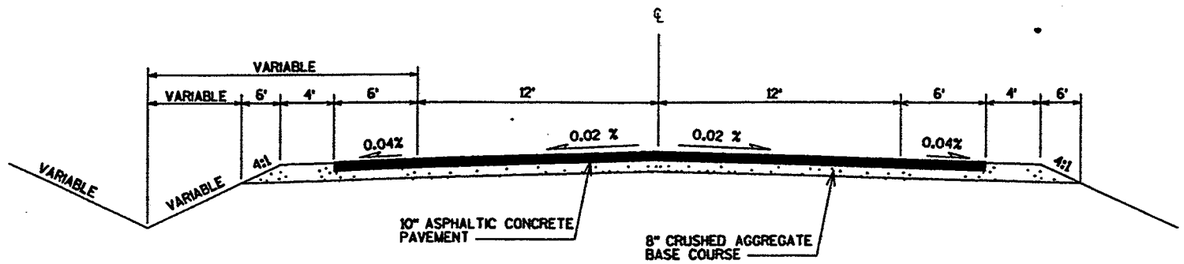
EXISTING TYPICAL SECTION

DEERWOOD DRIVE/AVENUE



EXISTING TYPICAL SECTION

JACOBSEN ROAD
BONDOW DRIVE



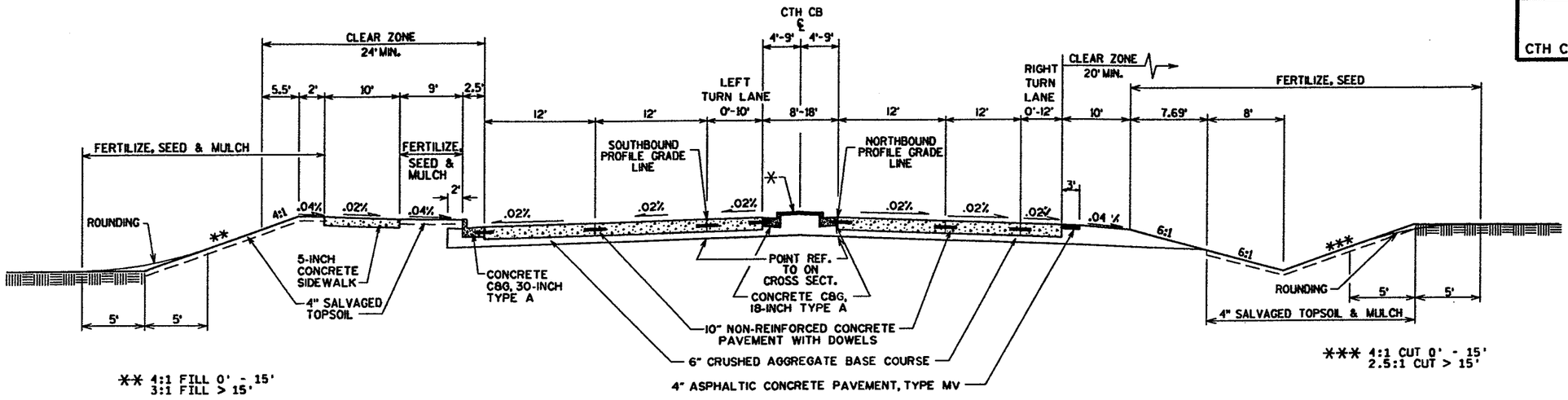
EXISTING TYPICAL SECTION

STH 150

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.3

TYPICAL SECTIONS

CTH CB — WINNEBAGO COUNTY

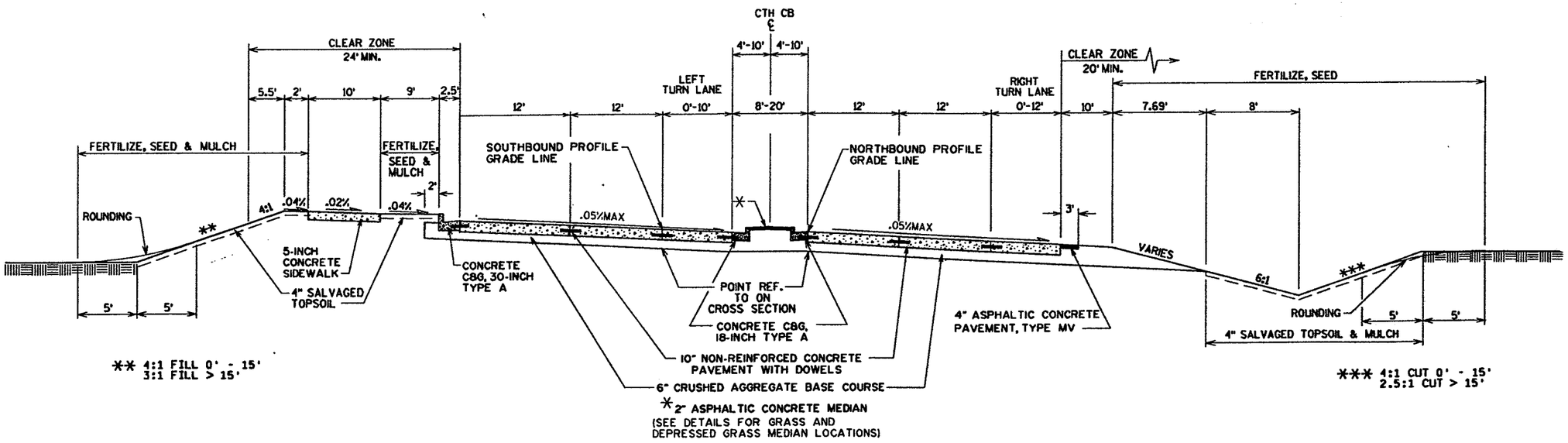


# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

PROPOSED TYPICAL SECTION

CTH CB

STA. 308+80.00 TO STA. 338+73.50



PROPOSED TYPICAL SECTION (SUPERELEVATED)

CTH CB

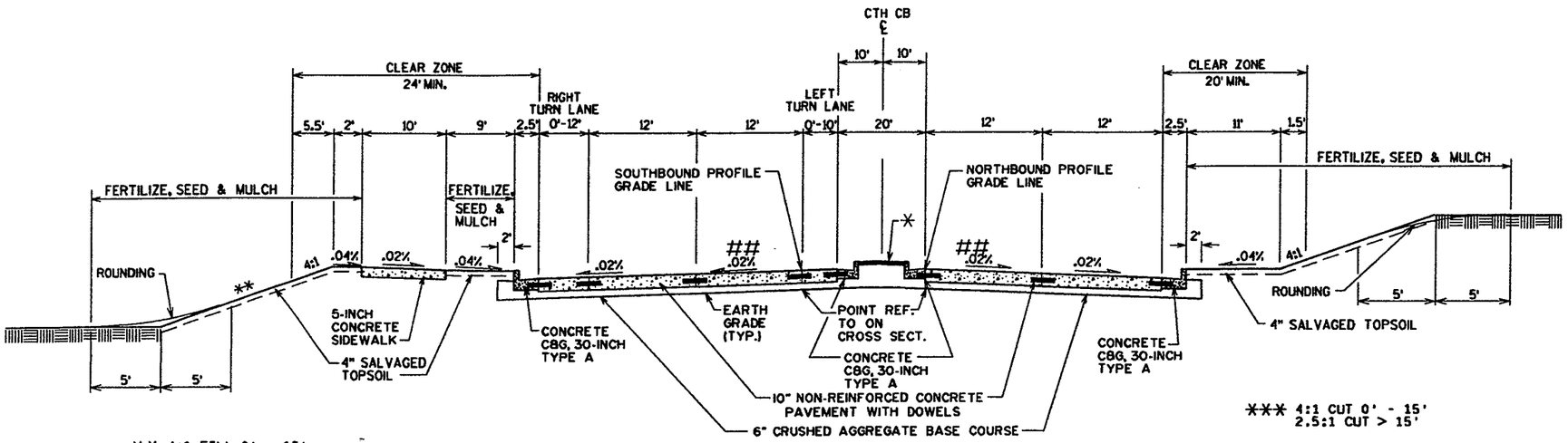
STA. 338+73.50 TO STA. 365+82.40

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.4

TYPICAL SECTIONS

CTH CB — WINNEBAGO COUNTY

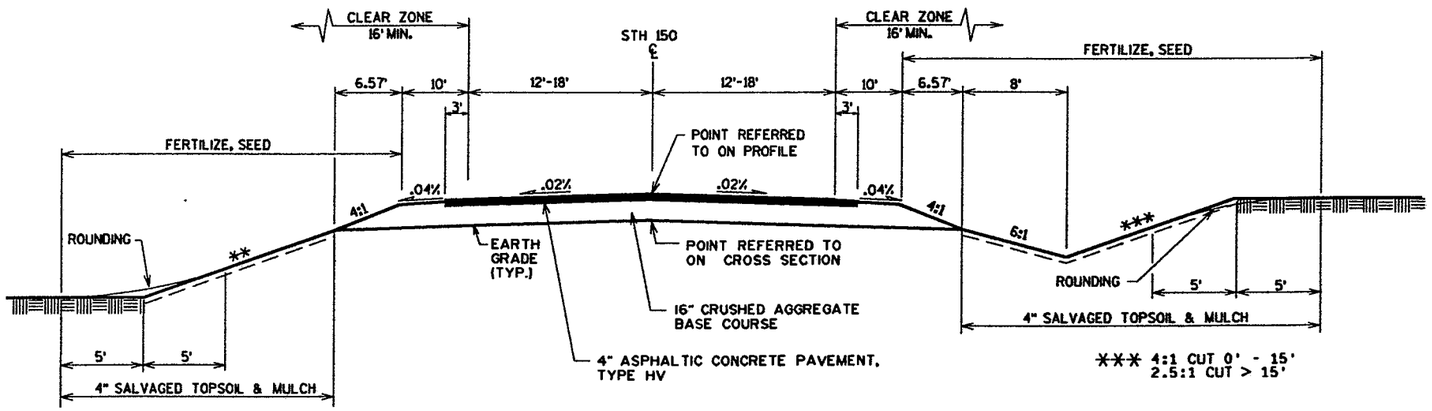
 # INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



PROPOSED TYPICAL SECTION

CTH CB

STA. 365+82.40 TO STA. 371+32.86



PROPOSED TYPICAL SECTION - STH 150

S.T.H. 150

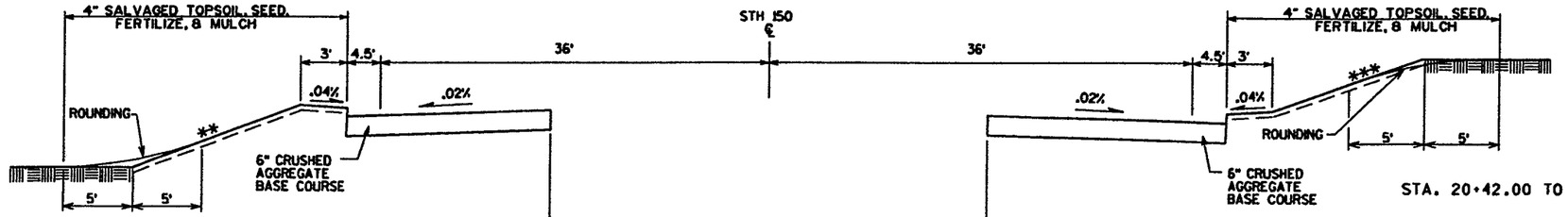
STA. 11+86.18 TO STA. 14+88.16

STA. 25+29.90 TO STA. 30+01.73

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.5

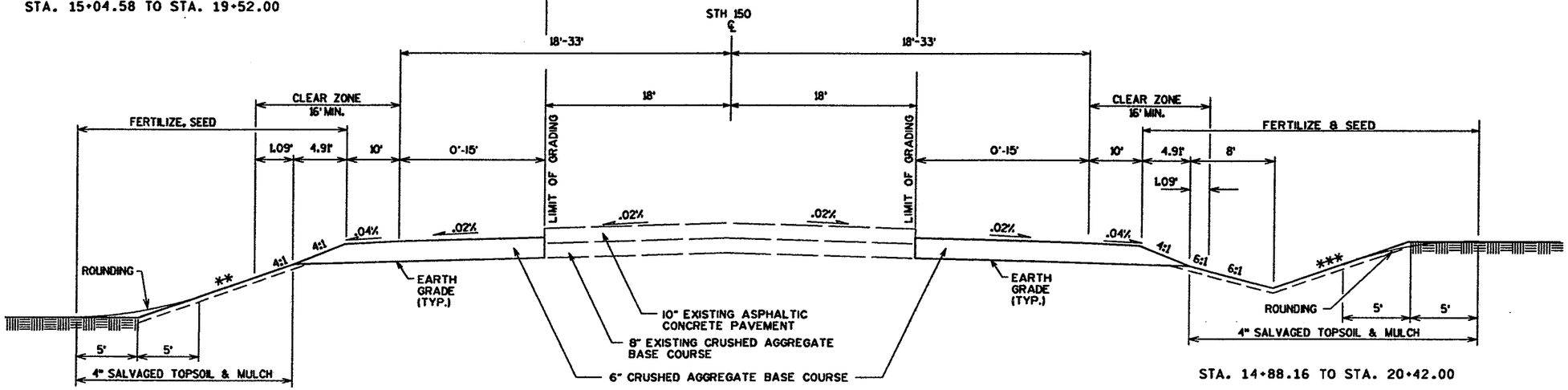
TYPICAL SECTIONS

CTH CB — WINNEBAGO COUNTY



STA. 15+04.58 TO STA. 19+52.00

STA. 20+42.00 TO STA. 25+29.90



STA. 19+52.00 TO STA. 24+83.14

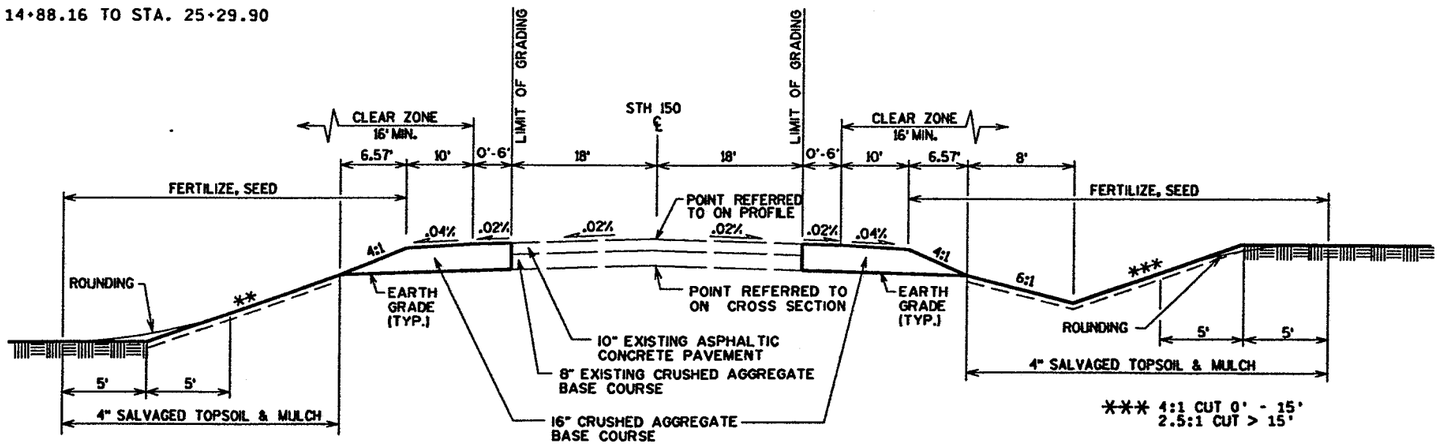
** 4:1 FILL 0' - 15'
3:1 FILL > 15'

STA. 14+88.16 TO STA. 20+42.00

*** 4:1 CUT 0' - 15'
2.5:1 CUT > 15'

PROPOSED TYPICAL GRADING SECTION - STH 150

STA. 14+88.16 TO STA. 25+29.90



** 4:1 FILL 0' - 15'
3:1 FILL > 15'

*** 4:1 CUT 0' - 15'
2.5:1 CUT > 15'

PROPOSED TYPICAL GRADING SECTION - STH 150

STA. 11+86.18 TO STA. 14+88.16
STA. 25+29.90 TO STA. 30+01.73

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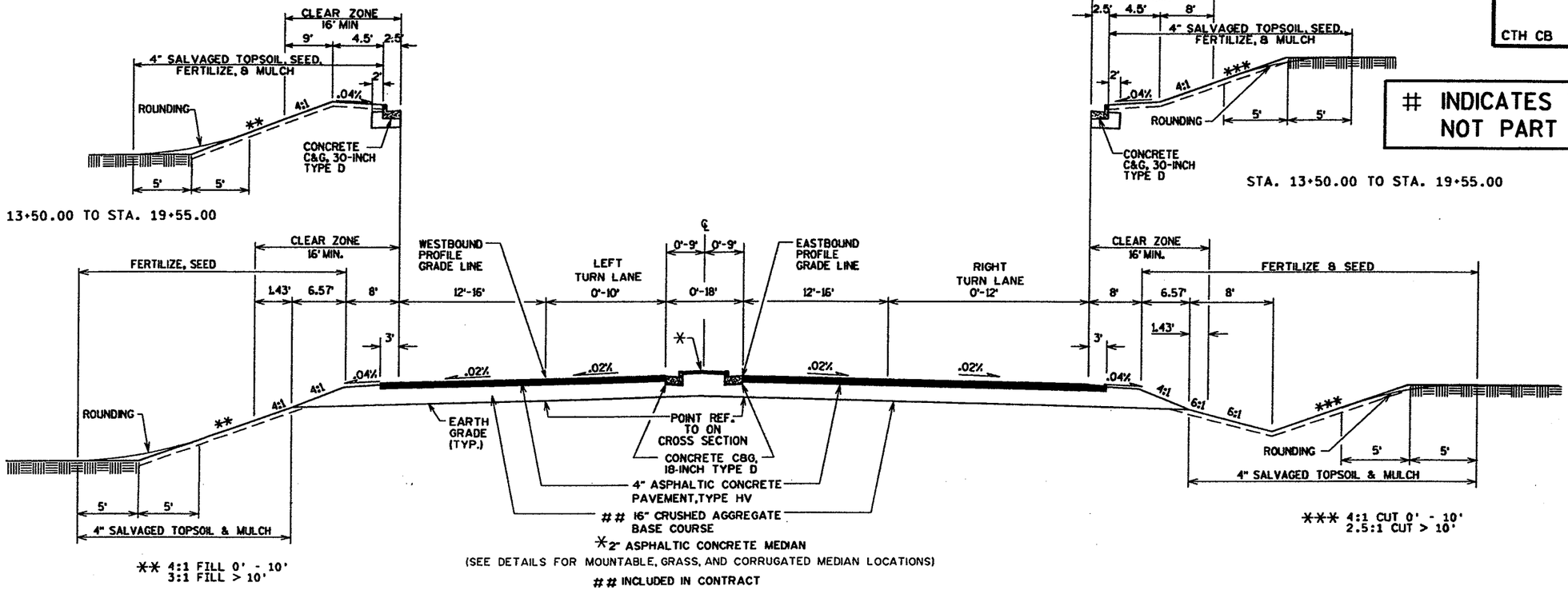
STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.6

TYPICAL SECTIONS

CTH CB — WINNEBAGO COUNTY

 # INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

STA. 13+50.00 TO STA. 19+55.00



** 4:1 FILL 0' - 10'
3:1 FILL > 10'

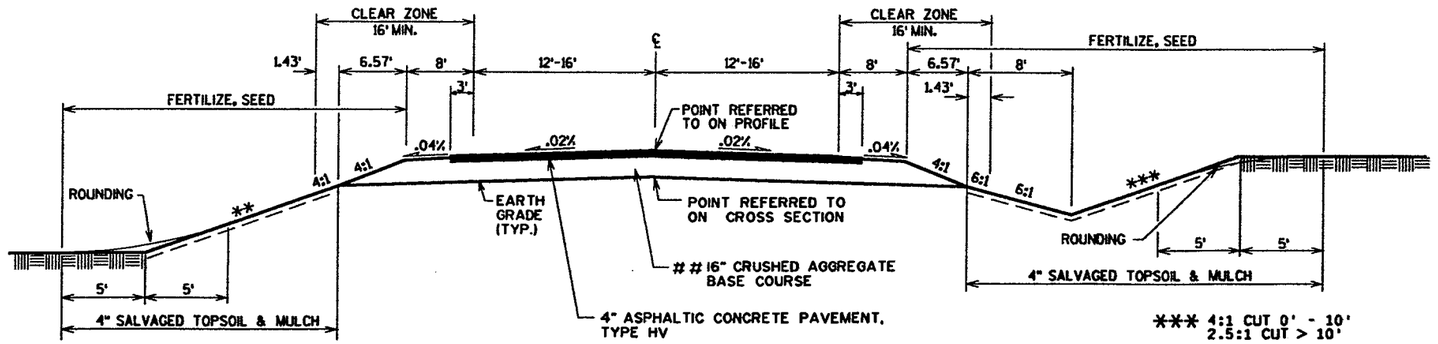
*** 4:1 CUT 0' - 10'
2.5:1 CUT > 10'

(SEE DETAILS FOR MOUNTABLE, GRASS, AND CORRUGATED MEDIAN LOCATIONS)

INCLUDED IN CONTRACT

PROPOSED TYPICAL SECTION - JACOBSEN ROAD

STA. 13+50.00 TO STA. 26+53.53



** 4:1 FILL 0' - 10'
3:1 FILL > 10'

INCLUDED IN THIS CONTRACT FOR JACOBSEN ROAD

*** 4:1 CUT 0' - 10'
2.5:1 CUT > 10'

PROPOSED TYPICAL SECTION - SIDE ROADS

CONSTITUTION DRIVE
STA. 10+85.00 TO STA. 11+34.99

DEERWOOD AVENUE
STA. 10+85.24 TO STA. 11+34.72

JACOBSEN ROAD
STA. 13+46.47 TO STA. 13+96.47

BONDOW DRIVE
STA. 18+81.40 TO STA. 19+66.85
STA. 14+42.45 TO STA. 21+06.70

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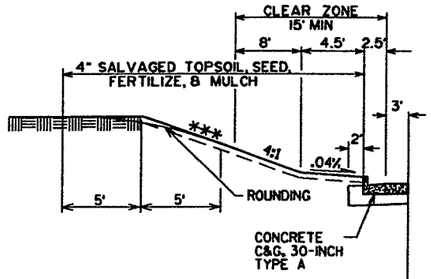
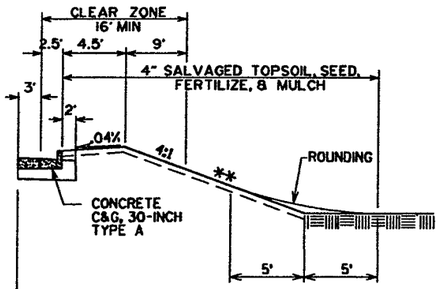
STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.7

TYPICAL SECTIONS

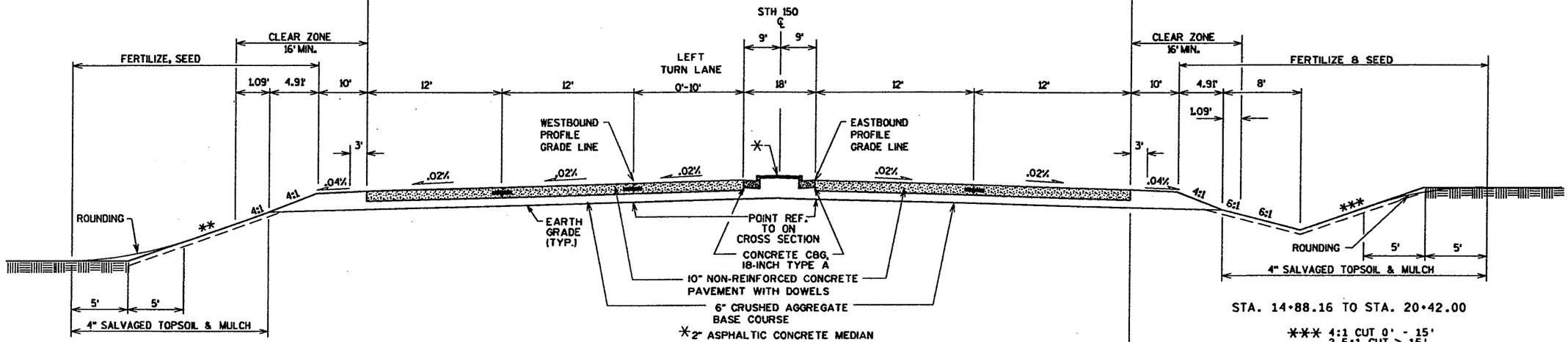
CTH CB WINNEBAGO COUNTY



STA. 20+42.00 TO STA. 25+29.90



STA. 15+04.58 TO STA. 19+52.00



STA. 19+52.00 TO STA. 24+83.14

** 4:1 FILL 0' - 15'
3:1 FILL > 15'

⚹ 2" ASPHALTIC CONCRETE MEDIAN
(SEE DETAILS FOR MOUNTABLE, GRASS, AND CORRUGATED MEDIAN LOCATIONS)

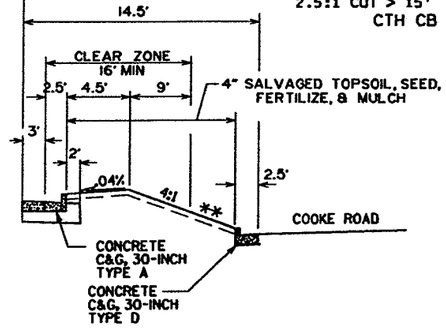
STA. 14+88.16 TO STA. 20+42.00

*** 4:1 CUT 0' - 15'
2.5:1 CUT > 15'
CTH CB

PROPOSED TYPICAL SECTION - STH 150

STA. 14+88.16 TO STA. 25+29.90

THIS SHEET IS FOR INFORMATION ONLY



STA. 22+00.00 TO STA. 25+34.00

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.8

INTERSECTION DETAIL

CTH CB/STH 150 — WINNEBAGO COUNTY

SCALE 0 20 40

ANR PIPELINE COMPANY
REGULATOR STATION
(GRAV)
BLD. #1501
DARLENE M. FLYNN
STH 150 CL
STA. 308+82.60, 83.00' LT CTH CB CL =
STA. 19+13.19, 88.00' RT STH 150 CL
STA. 310+46.58 CTH CB CL =
STA. 19+12.69 STH 150 CL
PROPOSED R/W
CROPLAND
SLOPE INTERCEPT
CAUTION
CURB OPENING
50' TAPER
EASTBOUND P.G. LINE
ASPH. CONC. PAV'T
RAISED MEDIAN (ASPH)
E166
E157
E167
I110
LBM #17
50' R
40' R
75' R
30-INCH C&G TYPE A
150' RIGHT TURN LANE
150' TAPER
B1
I131
I132
SOUTHBOUND P.G. LINE
CONCRETE PAVEMENT
RAISED MEDIAN (GRASS)
RAISED MEDIAN (ASPH)
TO BE CONSTRUCTED BY OTHERS IN FUTURE
CONCRETE PAVEMENT
89°28'37"
309+16.82 4' LT., 2' R
310+06
310+25.89 4' RT., 2' R
20+52.68 3.81' RT., 2' R
19+81.21 3.81' LT., 2' R
N01°11'59"W
100' TAPER
NORTHBOUND P.G. LINE
WOODS
CONCRETE PAVEMENT
150' RIGHT TURN LANE
PROPOSED R/W
BEGIN PROJECT
STA 308+80
STA 308+96.13, 85.00' RT CTH CB CL =
STA. 20+81.31, 76.00' RT STH 150 CL
WAREHOUSE
P.E. (GRAV)
FRICKENSON ENTERPRISES
STA 309+71.35 CTH CB CL =
STA 19+97.00 STH 150 CL
TYPE "A" INTERSECTION
EL 782.31
CONC. PAV'T
RAISED MEDIAN (ASPH)
WESTBOUND P.G. LINE
36-INCH C&G TYPE A
E158
STA. 310+60.23, 95.00' RT CTH CB CL =
STA. 20+92.81, 88.00' LT STH 150 CL
CROPLAND
CTH CB CL
JACK ROBERT & MARIE ANNETTE ISE
WAREHOUSE
MARINE NATIONAL BANK OF NEENAH, TRUSTEE

THIS SHEET IS FOR INFORMATION ONLY

✳ ASPHALTIC FLUME REQ'D
✳✳ 18-INCH C&G, TYPE A

c:\dgn\hwy\71-256.dgn Sep. 25, 1996 13:08:56

STATE PROJECT NUMBER 4619-02-71 | SHEET NO. 2.9

INTERSECTION DETAIL

STH 150/BONDOW DR.
STH 150/DEERWOOD AVE. WINNEBAGO COUNTY

SCALE 0 20 40

P.E. (GRAV.) GRADING NEEDED — EDWARD W. FLYNN

THIS SHEET IS FOR INFORMATION ONLY

N

CURVE 124
PI= 20+97.75
R= 204.63
L= 121.37
T= 62.53
D= 28°00'00"
Δ= 33°58'57"
E= 62.53
PC= 20+35.23
PT= 21+56.60
SE= NC

JEFFREY A. & NATALIE A. STROHMEYER

F. GERALD & ROCHELLE M. ALTENHOFEN

LEONARD C. BRUMBAUGH

MATCH EXISTING
STA 21+06.70
SAWCUT REQ'D

STA. 13+79.59, 72.88' LT STH 150 CL =
STA. 20+86.16, 52.00' LT BONDOW DR. CL

STA. 13+80 STH 150
1-15"x84' RCCP CLASS III REQ'D.
2-CONC. APRON ENDWALLS REQ'D
INL. 784.1
DISCH. 783.6

GAS MAIN CONFLICT (0.3' HIGHER THAN ENDWALL FLOWLINE)

X-DRAIN MOVED 13' TO WEST ENDWALL PULLED OFF BY COUNTY

PROPOSED R/W

SLOPE INTERCEPT

PC 20+35.23

100' TAPER

STA. 11+86.18
BEGIN MEDIAN TAPER, 0'LT.
BEGIN LANE TAPER, 12'LT

STA. 16+36.18
END MEDIAN TAPER, 9'LT.

STA. 16+46, LT.
RECONSTRUCT P.E.

70'R Change

STA. 15+10.75, 103.5' LT STH 150 CL =
STA. 20+80.06, 82.3' RT BONDOW DR. CL

CURVE 124 PI 14+87.00

30-INCH C&G, TYPE D

30-INCH C&G, TYPE A

STA. 17+46, LT.
RECONSTRUCT P.E.
REM. EXIST C.P.

COVERED & BURIED UNDER ERBC

NEED ADJ.

WESTBOUND P.G. LINE

EASTBOUND P.G. LINE

18-INCH C&G, TYPE D

ASPH. PAV'T

CORRAGATED MEDIAN

RAISED MEDIAN (ASPH)

RAISED MEDIAN (GRASS)

MOUNTABLE MEDIAN (ASPH)

N88°29'45"E

N88°16'38"E

N88°26'33"E

13+85.00
0'LT, 2.92'R

13+11.19
0'LT, 1.5'R

14+67.74
3.02'LT, 2'R

16+04.89
0'LT, 8.4'R

15+00

25+00

PI 25+10.00

60'R

40'R

50' TAPER

150' TAPER

NOTE: CANNOT BE CONSTRUCTED PER PLAN WITHOUT AFFECTING PARKING LOT

TEMPORARY DRAINAGE DITCH

MATCH EXISTING
STA. 11+86.18
SAWCUT REQ'D
(STILL NEEDED)

STA. 14+35.98 STH 150 CL =
STA. 20+00.20 BONDOW DR. CL
TYPE "D" INTERSECTION
MODIFIED. EL 788.53

STA. 14+87.36, 75.04' RT STH 150 CL =
STA. 19+25.36, 52.00' RT BONDOW DR. CL

SLOPE INTERCEPT

STA. 17+58, RT.
RECONSTRUCT C.E.
REM. EXIST. 15"x45' CMP
1-24"x45' CSCP REQ'D
2-APRON ENDWALLS REQ'D

CHANGED TO MATCH UPSTREAM PIPES

ANR PIPELINE COMPANY

J. FRANK & SUSANNE A. ECCLES

STA. 19+44 BONDOW DR
1-15"x68' RCCP CLASS III REQ'D.
2-CONC. APRON ENDWALLS REQ'D
INL. 783.5
DISCH. 783.2

STA. 13+50.53, 102.30' RT STH 150 CL =
STA. 18+97.51, 85.00' LT BONDOW DR. CL

70'R BONDOW DR. CL Change

MATCH EXISTING
STA 18+72.97
SAWCUT REQ'D

SAWED 6" EDGE OF DRIVE

MARINE NATIONAL BANK OF NEENAH TRUSTEE

STA. 23+90, LT.
RECONSTRUCT P.E.
REM. EXIST. 15"x30' CMP
1-30"x26' CSCP REQ'D
2-APRON ENDWALLS REQ'D

STA. 24+83.00, 78.00' LT STH 150 CL =
STA. 20+78.00, 68.73' LT DEERWOOD AVE. CL

40'R Change

PROPOSED R/W

SLOPE INTERCEPT

ASPH. FLUME REQ'D
18-INCH C&G, TYPE A
36-INCH C&G, TYPE D

MATCH EXISTING
STA. 21+00.04 L
SAWCUT REQ'D

EXIST. CONC. PAVT. SAWCUT JOINT SKEWED TO NEEDS'D CONSTRUCTION LIMITS

CURVE 200
PC 20+89.47

STA. 20+50 DEERWOOD AVE.
1-30"x110' RCCP CLASS III REQ'D. 29"x45"
2-SLOPED STEEL ENDWALLS REQ'D
INL. 774.0
DISCH. 773.2

TOWN OF MENASHA

STA. 26+41.59, 96.22' LT STH 150 CL =
STA. 20+99.45, 90.00' RT DEERWOOD AVE. CL

60'R Change

STA. 25+51.73 STH 150 CL =
STA. 20+00.12 DEERWOOD DR. CL
TYPE "D" INTERSECTION
MODIFIED. EL 777.58

CURVE 200
PI= 21+80.89
R= 250.00
L= 175.28
T= 91.42
D= 22°55'06"
Δ= 40°10'16"
E= 16.19
PC= 20+89.47
PT= 22+64.75

20+60.00

180' TAPER

25+80.98
3.28'RT, 2'R

WESTBOUND P.G. LINE
25+22.94
1.94'RT, 2'R

65'R

50'R

90°24'25"

DEERWOOD DR. CL

EASTBOUND P.G. LINE

100' TAPER

EXISTING CMP LEFT IN PLACE TO MAINTAIN DRAINAGE

STA. 25+09.69, 44.5' RT, STH 150 CL =
STA. 19+55.68, 42.23' LT, DEERWOOD DR. CL

STA. 25+86.59, 44.7' RT STH 150 CL =
STA. 19+54.93, 34.54' RT DEERWOOD DR. CL Change

MATCH EXISTING
STA. 19+49.64
SAWCUT REQ'D

COOKE RD.

NOTE: COOKE RD. INLETS BOARDED & COVERED WITH C.& G.C.

30-INCH C&G, TYPE D
30-INCH C&G, TYPE A

DANIEL D. SAUROL

T.L.E.

STH 150 CL

COOKE RD. FLANGE 10.7' O/S OF E

SAWCUT - PAVING CONTRACT WILL NEED TO INCLUDE ASPHALT MILLING. Change

SAWED

c:\dgn\hwy\71-255.dgn Oct. 8, 1996 13:27:03

STATE PROJECT NUMBER 4619-02-71 | SHEET NO. 2.10

INTERSECTION DETAIL

CTH CB/DEERWOOD AVE.
CTH CB/CONSTITUTION DR. WINNEBAGO COUNTY

PROPOSED TOWN PARKWAY
BRUSH
CTH CB CL
RAISED MEDIAN (GRASS)
N01°11'59"W
319+39.17
2.04' RT., 2° R
320+12.48
5.09' RT., 2° R
320+00
SOUTHBOUND P.G. LINE
150' TAPER
RAISED MEDIAN (ASPH.)
RAISED MEDIAN (GRASS)
CONC. PAV'T
NORTHBOUND P.G. LINE
90°15'52"
180' TAPER
120' TAPER
SLOPE INTERCEPT
PROPOSED R/W
STA. 10+65.00, DEERWOOD AVE.
1-15"x80' RCCP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INL. 782.0
DISCH. 781.4
STA. 318+96.17, 105.00' RT CTH CB CL=
STA. 11+04.67, 72.00' RT DEERWOOD AVE. CL
STA. 320+20.08, 85.00' RT CTH CB CL=
STA. 10+85.24, 52.00' LT DEERWOOD AVE. CL
END CONSTUCTION
STA. 11+34.72
STA 319+67.68 CTH CB CL=
STA 10+00.00 DEERWOOD AVE. CL
TYPE "D" INTERSECTION
ASPH. CONC. PAV'T
10:1 TAPER
40' R
60' R
50' R
I137
I138
I139
I140
I141
I142
I173
E161
E162
E163
MARINE NATIONAL BANK OF NEENAH, TRUSTEE
FIELD
CTH CB CL
SOUTHBOUND P.G. LINE
NORTHBOUND P.G. LINE
325+00
325+79.02
2.16' RT., 2° R
326+52.36
5.02' RT., 2° R
90°00'00"
STA 326+07.59 CTH CB CL=
STA 10+00.00 CONSTITUTION DR. CL
TYPE "D" INTERSECTION
STA. 326+59.59, 85.00' RT CTH CB CL=
STA. 10+85.00, 52.00' LT CONSTITUTION DR. CL
STA. 325+35.59, 105.00' RT CTH CB CL=
STA. 11+05.00, 72.00' RT CONSTITUTION DR. CL
END CONSTUCTION
STA. 11+34.99
CONSTITUTION DR. CL
STA. 10+70.00 CONSTITUTION DR.
1-12"x80' RCCP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INL. 785.1
DISCH. 784.9
BANK ONE WISCONSIN TRUST COMPANY, N.A., TRUSTEE

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

SCALE 0 20 40

THIS SHEET IS FOR INFORMATION ONLY

c:\dgn\hwy\71-257.dgn Sep. 25, 1996 13:13:26

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.11

INTERSECTION DETAIL

CTH CB/JACOBSEN ROAD — WINNEBAGO COUNTY

CURVE 101
PI= 359+32.77
R= 1175.30
L= 1090.11
T= 587.81
D= 4°52'30"
Δ= 53°08'34"
E= 138.79
PC= 353+44.96
PT= 364+35.07
SE= 0.050'/'
RO= 137.50'

ZAC INVESTMENT CORP.

STA. 18+88, RT.
REMOVE F.E.
REM. EXIST. 15"x25' CMP

STA. 19+20, RT.
REMOVE P.E.
REM. EXIST. 15"x20' CMP

STA. 18+32, LT.
RECONSTRUCT P.E.
REM. EXIST. 15"x20' CMP
STA. 18+65, LT.
REMOVE F.E.
REM. EXIST. 15"x16' CMP

PAMELA A. LAMIA

STA. 365+50.22, 96.00' LT CTH CB CL=
STA. 19+03.94, 83.00' RT JACOBSEN RD. CL

STA. 367+28.20, 116.00' LT CTH CB CL=
STA. 18+84.06, 95.00' LT JACOBSEN RD. CL

STA. 365+60.34, 86.00' RT CTH CB CL=
STA. 20+85.95, 73.00' RT JACOBSEN RD. CL

STA 366+33.27 CTH CB CL=
STA 20+00.00 JACOBSEN RD. CL
TYPE "A" INTERSECTION
MODIFIED

STA. 367+16.34, 84.00' RT CTH CB CL=
STA. 20+84.06, 83.00' LT JACOBSEN RD. CL

PI 21+17.78

KIMBERLY-CLARK CORPORATION

HAROLD JACOBSEN

SCALE 0 20 40

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

THIS SHEET IS FOR INFORMATION ONLY

c:\dgn\hwy\71-258.dgn Sep. 25, 1996 12:34:31

STATE PROJECT NUMBER	SHEET NO
4619-02-71	2.12

INTERSECTION DETAIL

JACOBSEN RD/ADVANCE WAY WINNEBAGO COUNTY

N

0 20 40

CURVE 201

PI = 21+10.40
R = 140.00
L = 45.06'
T = 22.73'
D = 40°55'32"
Δ = 18°26'29"
E = 1.83
PC = 20+87.67
PT = 21+32.73
SE = NC

CITIZEN'S BANK, N.A.

EXIST. R/W

N 17°04'42" E

PT 21+32.73

CURVE 201

ADVANCE WAY CL

END CONSTRUCTION
STA. 20+82.31

DAIRY QUEEN

STA. 25+77.91 JACOBSEN RD.=
STA. 20+82.31 ADVANCE WAY

NO C.A.B.C. HAS BEEN PLACED ON ADVANCE WAY (STRIPPED TOPSOIL IN ORIGINAL LOCATION) PLAN INTERSECTION

STA. 24+53.91 JACOBSEN RD.=
STA. 20+70.02 ADVANCE WAY

PC 20+87.67

778.70
778.46

PROPOSED R/W

STA 23+53.53
BEGIN MEDIAN TAPER, 9'LT.
BEGIN LANE TAPER, 33'LT.

SLOPE INTERCEPT

40'R

30-INCH C&G, TYPE D

60'R

36-INCH C&G, TYPE D

SLOPE INTERCEPT

778.32
778.62

PROPOSED R/W

STA 26+53.53
END MEDIAN TAPER, 0'LT.
END LANE TAPER, 12'LT.

MATCH EXISTING
STA. 26+53.53
SAWCUT REQ'D

F51

78' TAPER

I50

778.41
778.32

779.05
778.87
778.71
778.52

78.35
+28.43
ASPH.

18-INCH CURB AND GUTTER, TYPE D.
DRIVEWAY

N 01°21'47" W

89°52'60"

778.19

WESTBOUND
P.G. LINE

779.65
779.35
779.19
778.03
+47.71

50'R
779.00

24+70.96
L&B RT. 2R

778.85

25.00

779.00
+56.36
60'R

778.85

778.51

RAISED MEDIAN (GRASS)

779.53
779.35
779.19

ASPH.

EASTBOUND
P.G. LINE

JACOBSEN ROAD CL

PROPOSED R/W

SLOPE INTERCEPT

STA 23+53.53
BEGIN MEDIAN TAPER, 9'RT.
BEGIN LANE TAPER, 21'RT.

18-INCH CURB AND GUTTER, TYPE D

STA. 25+05.91 JACOBSEN RD. CL=
STA. 20+00.00 ADVANCE WAY CL
TYPE D INTERSECTION MODIFIED
EL 778.92

STA 26+53.53
END MEDIAN TAPER, 0'RT.
END LANE TAPER, 12'RT.

KIMBERLY-CLARK CORPORATION

ASPHALTIC FLUME REQ'D

REVISED CONSTRUCTION LIMITS FOR DITCHING

12" CONC C.P. OVER GAS MAIN

STA. 26+00 JACOBSEN RD.
1-12"x64' RCCP, CLASS III, REQ'D
2-CONC. APRON ENDWALLS REQ'D
INV. 774.9
DISCH. 774.8

RAISE 0.5' FOR DRAINAGE OVER GAS MAIN

THIS SHEET IS FOR INFORMATION ONLY

c:\dgn\hwy\71-263.dgn Oct. 10. 1996 09:34:10

STATE PROJECT NUMBER	SHEET NO
4619-02-71	2.13

CONSTRUCTION DETAILS
TEMPORARY HAUL ROAD

CTH CB — WINNEBAGO COUNTY

N

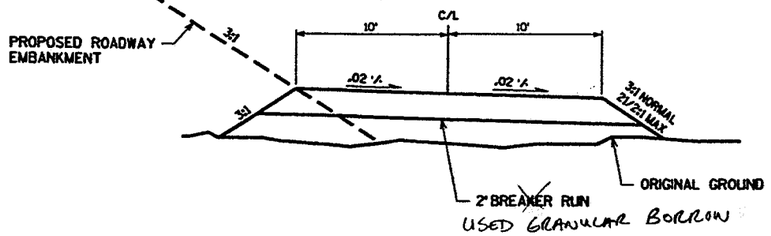
CURVE 230
PI = 329+05.05
R = 200'
L = 103.05'
T = 52.70'
D = 28°38'52"
Δ = 29°31'18"
E = 6.83'
PC = 328+52.35
PT = 329+55.40

WOODS
SLOPE INTERCEPT
PROPOSED R/W
PROPOSED R/W
STA. 336+14.05 CTH CB CL=
STA. 19+97.00 RR CL
CROPLAND
F.E. (OPT.)
CROPLAND
PROPOSED R/W
PC 328+52.35
FIELD
CURVE 230
PT 329+55.40
FIELD/SCATTERED BRUSH
BRUSH
CTH CB CL=
330+00
N 01°11'59" W
340+00
PT 344+14.75
339+00
N 28°19'19" E
74.39'
FIELD
CURVE 231
PT 332+46.21
HAUL ROAD C/L
PC 330+29.79
PI 335+72.47
N 03°31'19" E
326.26'
335+00
BRUSH
BRUSH
PI 337+13.72
N 00°00'33" E
141.75'
N 04°35'47" E
106.83'
CROPLAND
PT 338+76.24
340+00
PC 340+73.12
CURVE 233
PT 341+83.71
N 24°01'19" W
97.55'
PC 342+81.59
CURVE 234
PROPOSED R/W
SLOPE INTERCEPT
331+00, 147'
TLE
0.29 AC
335+60, 183'
(1-18"X46' CSCP REQ'D)
NOT NEEDED
376°00'33"
336+80.50, 184'
1-12"X46' CSCP REQ'D
CROPLAND
N 11°20'52" W
86.58'
342+00, 110'
TLE
0.17 AC
338+60
200'
1-54"X50' CSCP REQ'D
36"
337+95
200'
P.I.
CURVE 231
PI = 331+39.72
R = 500.00'
L = 216.42'
T = 109.93'
D = 11°27'33"
Δ = 24°48'00"
E = 11.94'
PC = 330+29.29
PT = 332+46.21
KIMBERLY DRIVE
FLANGE & GUARD TIMBER
HAUL ROAD CROSSING
NOT PART OF THIS CONTRACT
WISCONSIN CENTRAL LTD.
RAILROAD COMPANY

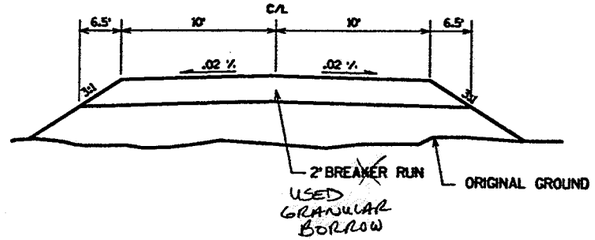
CURVE 232
PI = 337+41.85
R = 200'
L = 55.89'
T = 28.13'
D = 28°38'52"
Δ = 16°00'44"
E = 1.97'
PC = 338+20.35
PT = 338+76.24

CURVE 233
PI = 341+28.64
R = 500.00'
L = 110.59'
T = 55.52'
D = 11°27'33"
Δ = 12°40'21"
E = 3.07'
PC = 340+73.12
PT = 341+83.71

CURVE 234
PI = 343+50.74
R = 200.00'
L = 133.16'
T = 69.15'
D = 28°38'52"
Δ = 38°08'48"
E = 11.62'
PC = 342+81.59
PT = 344+14.75



PROPOSED TYPICAL SECTION
TEMPORARY HAUL ROAD
STA 328+52.35 TO STA 335+40.00
STA 336+80.00 TO STA 344+14.75
NTS



PROPOSED TYPICAL SECTION
TEMPORARY HAUL ROAD
STA. 335+40.00 TO STA. 336+80.00
NTS.

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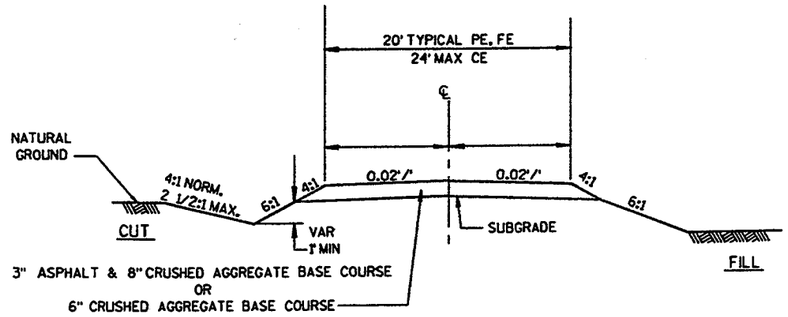
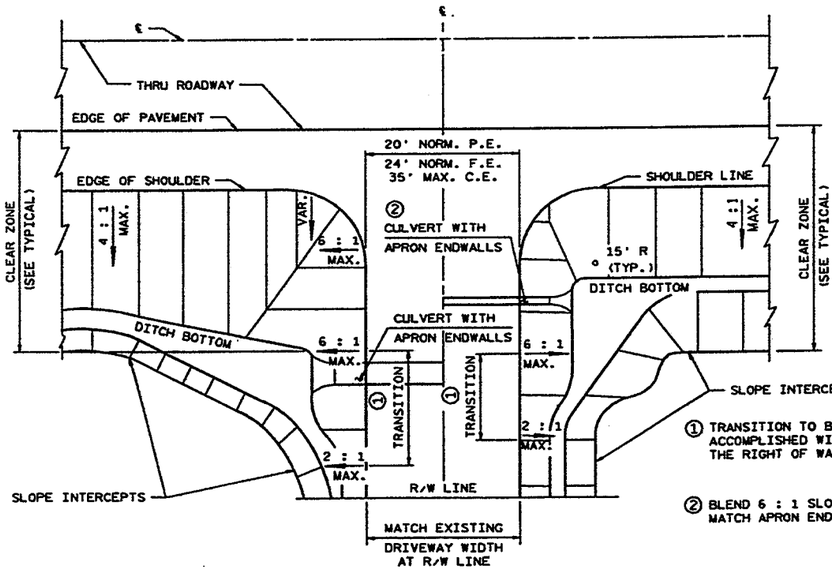
STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.14

CONSTRUCTION DETAILS

CTH CB — WINNEBAGO COUNTY



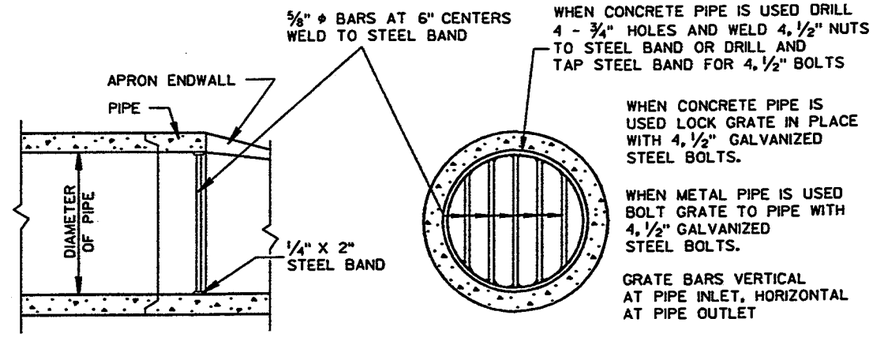
TYPICAL SECTION - DRIVEWAY



FOR CULVERTS OVER 24" DIAMETER

FOR CULVERTS 24" DIAMETER & LESS

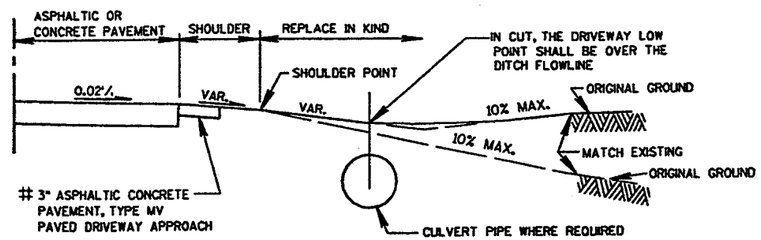
PLAN VIEW - DRIVEWAY



LONGITUDINAL SECTION — END VIEW

PIPE (END) GRATE DETAIL

NOT USED



PROFILE VIEW

TYPICAL DRIVEWAY DETAIL

# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

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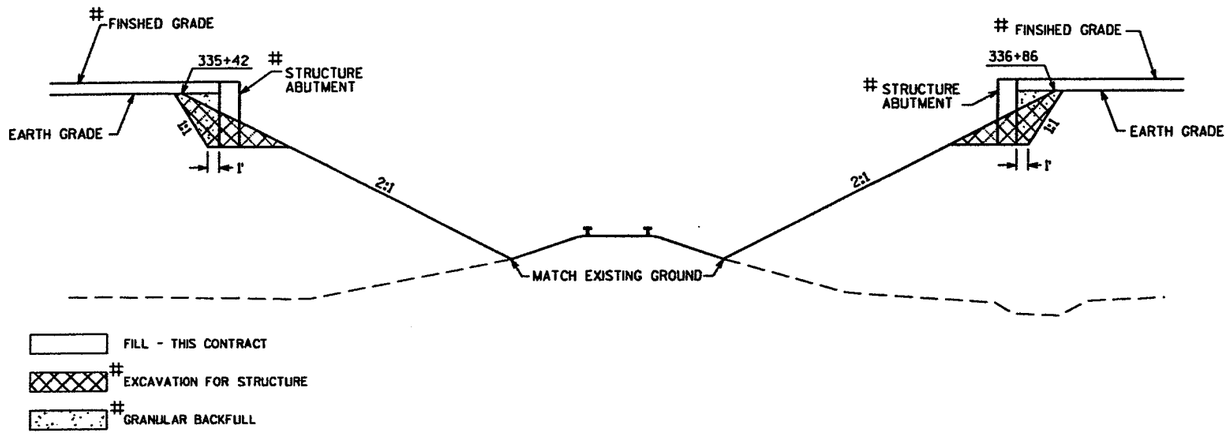
STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.15

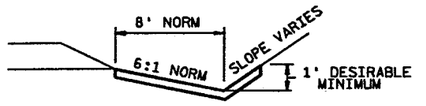
CONSTRUCTION DETAILS

CTH CB — WINNEBAGO COUNTY



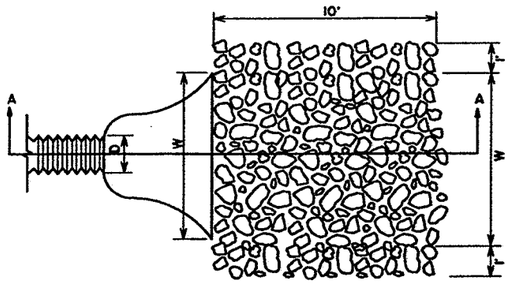
EMBANKMENT DETAIL

ABUTMENT FILL SLOPES AT B-70-183

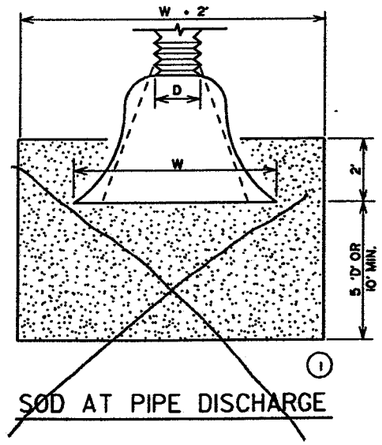


SOD DETAIL FOR DITCHES

 # INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

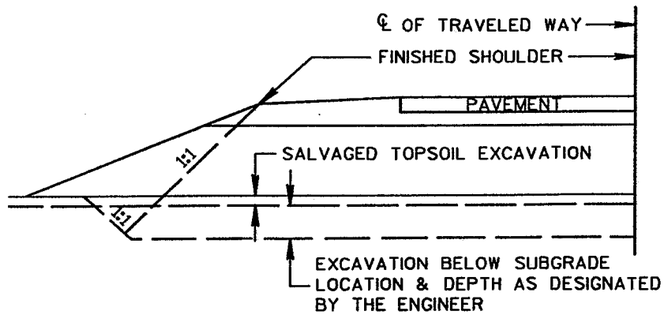


MEDIUM RANDOM RIPRAP AT PIPE DISCHARGE



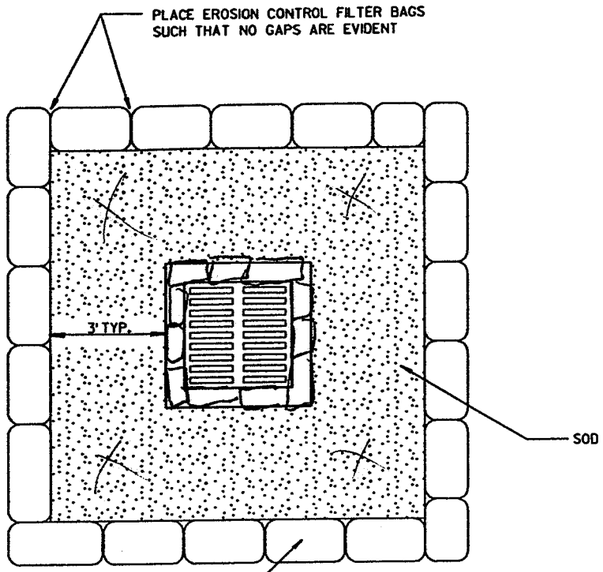
SOD AT PIPE DISCHARGE

REPLACED SOD WITH EROSION MAT, CLASS II, TYPE B "COCONUT MAT"

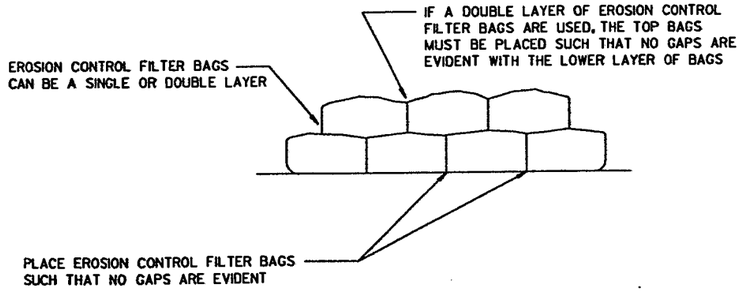


DETAIL FOR EXCAVATION BELOW SUBGRADE

(1) SEE EROSION CONTROL PLANS FOR LOCATIONS

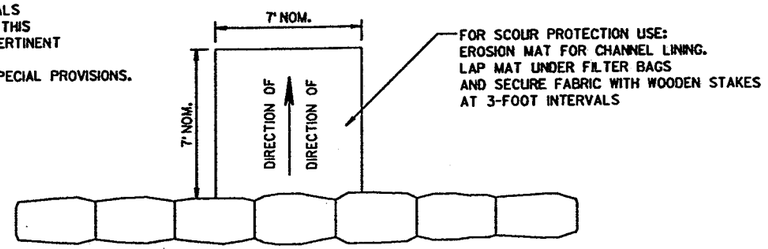


NOTE: EROSION CONTROL FILTER BAGS MAY BE USED ON PAVEMENT OR BARE GROUND. TREAT INLETS THAT ARE SPACED 8 FEET OR LESS AS ONE INLET FOR EROSION CONTROL.

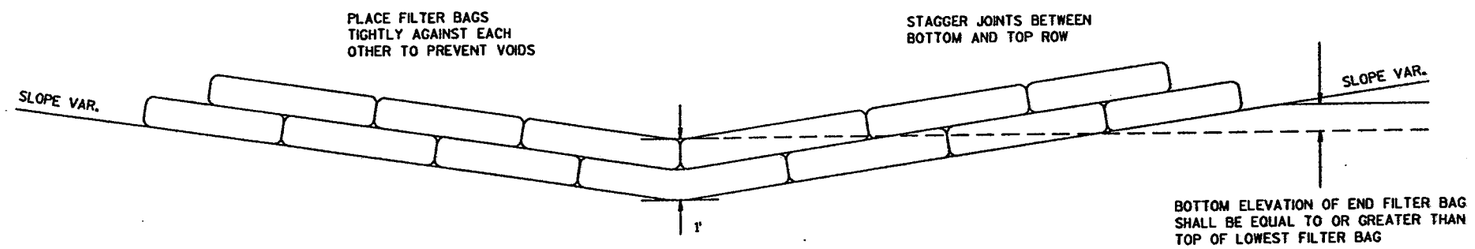


DETAIL FOR EROSION CONTROL
(FILTER BAGS & SOD FOR AREA INLETS)

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



PLAN VIEW



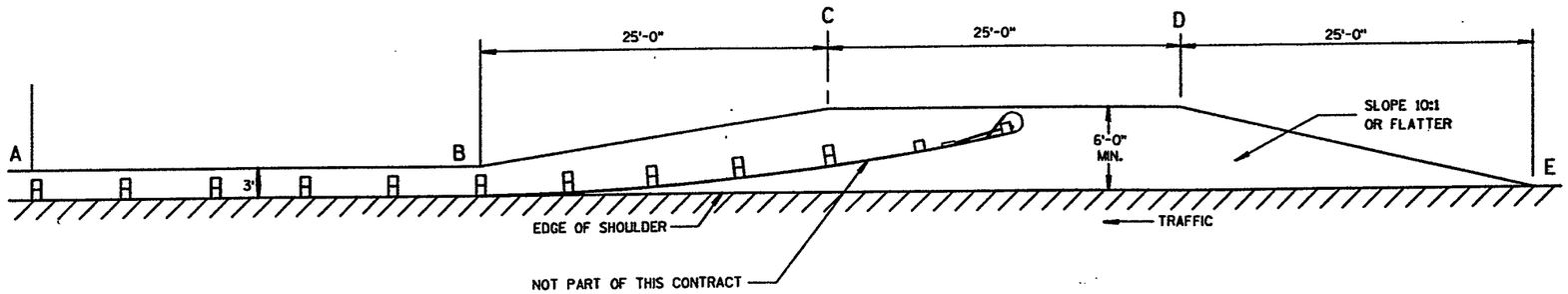
FRONT ELEVATION

FILTER BAG DITCH CHECK DETAIL

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.17

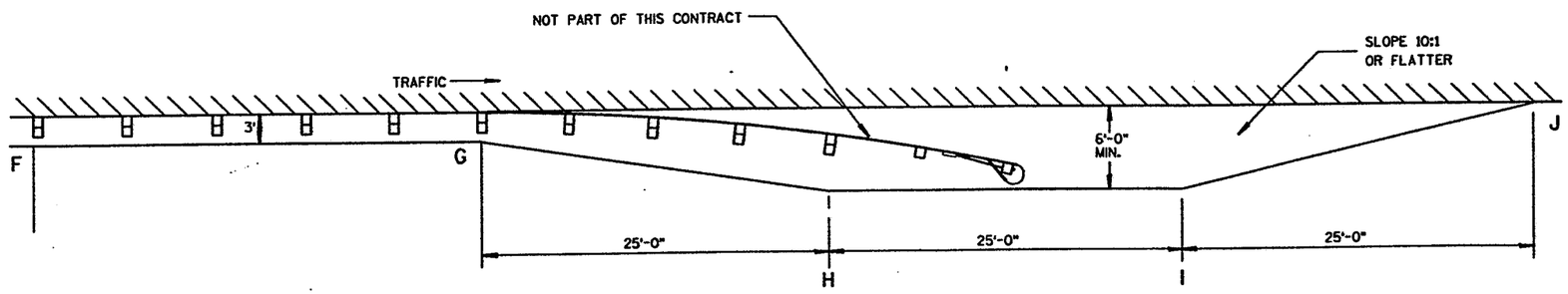
CONSTRUCTION DETAILS

CTH CB — WINNEBAGO COUNTY



	POINT A	POINT B	POINT C	POINT D	POINT E
CTH CB, RT	335+30.00	331+90.50	331+65.50	331+40.50	331+15.50
CTH CB, LT	336+99.00	340+13.50	340+38.50	340+63.50	340+88.50

	POINT F	POINT G	POINT H	POINT I	POINT J
CTH CB, RT	336+99.00	340+13.50	340+38.50	340+63.50	340+88.50
CTH CB, LT	335+30.00	331+90.50	331+65.50	331+40.50	331+15.50



PLAN VIEW

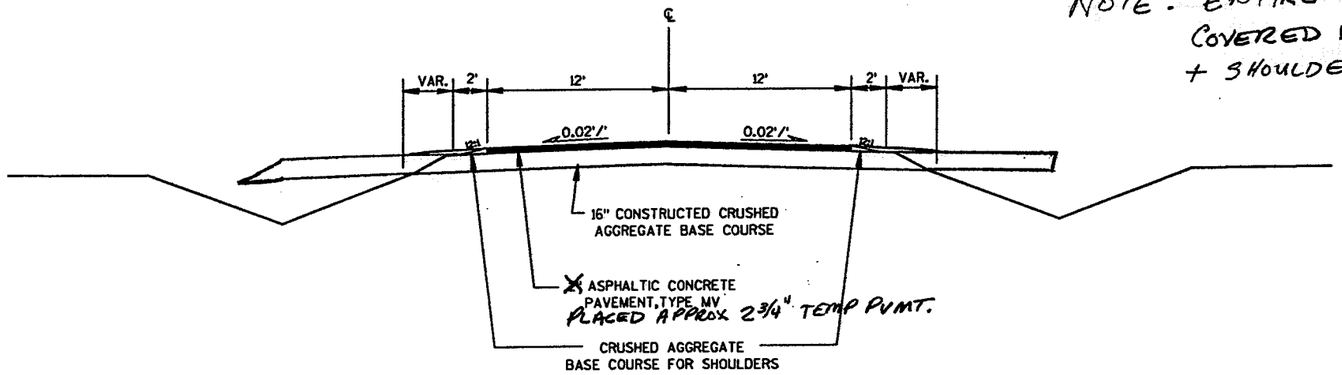
ROADWAY WIDENING FOR STEEL PLATE BEAM GUARD, CLASS A, AND TYPE 3 ANCHORAGE

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.18

CONSTRUCTION DETAILS

CTH CB — WINNEBAGO COUNTY

NOTE: ENTIRE SUBGRADE COVERED WITH 16" CABC + SHOULDERS



TEMPORARY ASPHALTIC CONCRETE PAVEMENT

JACOBSEN ROAD

STA. 13+46.47 TO STA. 26+53.53

BONDOW DRIVE

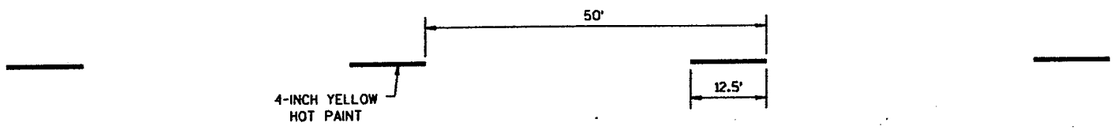
STA. 18+81.40 TO STA. 19+82.00
STA. 20+18.00 TO STA. 21+06.70

DEERWOOD DRIVE

STA.19+48.50 TO STA.19+82.0

DEERWOOD AVENUE

STA.20+18.00 TO STA. 21+00.00



PAVEMENT MARKING DETAIL

JACOBSEN ROAD

STA. 13+46 TO STA. 26+54

BONDOW DRIVE

STA. 18+81 TO STA. 19+66
STA. 20+28 TO STA. 21+57

ADVANCE WAY

STA. 20+28 TO STA. 21+07

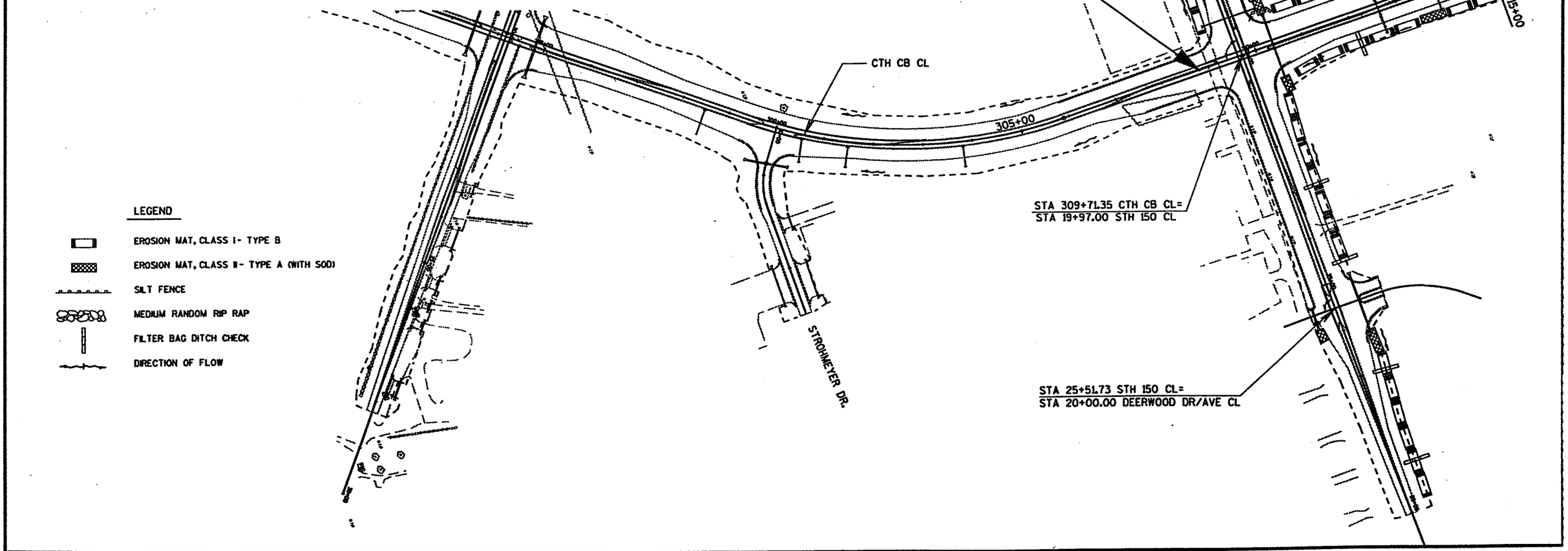
STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2,19

EROSION CONTROL

CTH CB WINNEBAGO COUNTY

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 34.8 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 31.8 ACRES



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STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.20

EROSION CONTROL

CTH CB WINNEBAGO COUNTY

N

RESTORATION & EROSION CONTROL NOT FINISHED SOUTH OF CONSTITUTION DRIVE

JUST FILTER BAGS AT ENDWALLS & FOR DITCH CHECKS

STA 319+67.68 CTH CB CL=
STA 10+00.00 DEERWOOD AVE CL

CTH CB CL

STA 326+07.59 CTH CB CL=
STA 10+00.00 CONSTITUTION DRIVE CL

STA. 336+14.05 CTH CB CL=
STA. 14+97.00 R.R. CL

SLOPE INTERCEPT

SLOPE INTERCEPT

PLACED RIPRAP IN BENDS IN DITCH LINE

MATCH LINE STA 315+00

DEERWOOD AVENUE

CONSTITUTION DRIVE

PC 340+21.46

MATCH LINE STA 345+00

ONLY A SMALL AMOUNT OF RIPRAP PLACED & SOME STOCKPILED FOR USE WHEN HAUL ROAD IS REMOVED

LEGEND

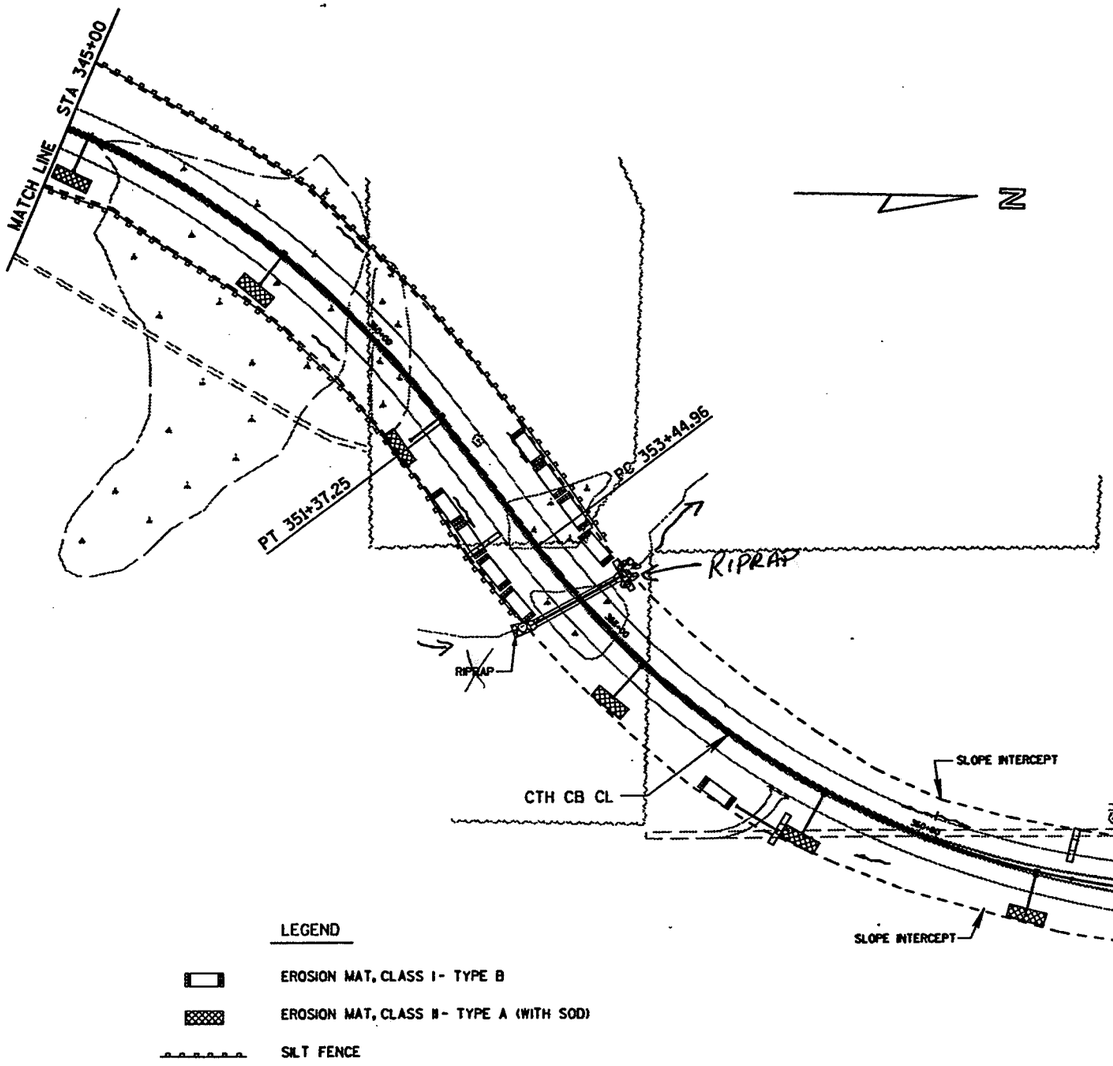
- EROSION MAT, CLASS I - TYPE B
- EROSION MAT, CLASS II - TYPE A (WITH SOD)
- SILT FENCE
- MEDIUM RANDOM RIP RAP
- FILTER BAG DITCH CHECK
- DIRECTION OF FLOW

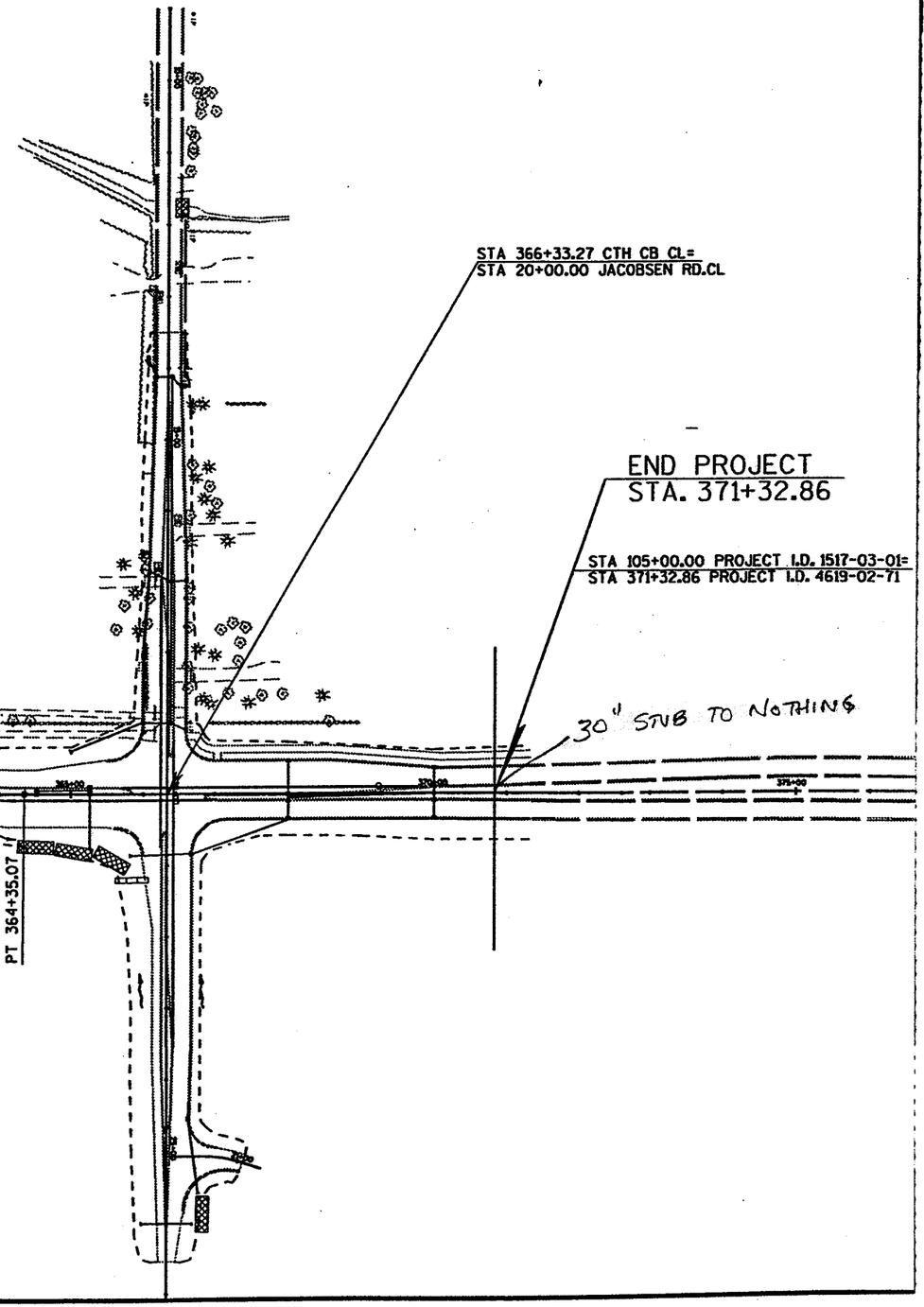
c:\dgn\hwy\wea\71-ec02.dgn Jan. 2, 1996 17:58:30

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.21

EROSION CONTROL

CTH CB WINNEBAGO COUNTY





LEGEND

- EROSION MAT, CLASS I- TYPE B
- EROSION MAT, CLASS II- TYPE A (WITH SOD)
- SILT FENCE
- MEDIUM RANDOM RIP RAP
- FILTER BAG DITCH CHECK
- DIRECTION OF FLOW

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STATE PROJECT NUMBER	SHEET NO
4619-02-71	2.22
TRAFFIC CONTROL	
CTH CB	WINNEBAGO COUNTY

STH 150 - STAGE I

GENERAL TRAFFIC CONTROL NOTES

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

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

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

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

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

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 100 FOOT INTERVALS FOR TANGENT SECTIONS AND 50 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

W020-4 AND W020-7 SIGNS SHALL BE REMOVED OR COVERED WHEN FLAGGING OPERATIONS ARE NOT IN USE.

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

EXISTING PAVEMENT
℄ STH 150

WORK ZONE STAGE I — 15' — 15' — WORK ZONE STAGE I

TYPICAL SECTION
STAGE I CONSTRUCTION
STH 150

FOR TRAFFIC CONTROL SIGNING ON BONDOW DRIVE, SEE BONDOW DRIVE SOUTH OF STH 150

TRAFFIC CONTROL LAYOUT-NON-FLAGGING PERIODS

BONDOW DRIVE

STH 150 ℄

STH 150

CTH CB

CTH CB ℄

SNOW FENCE & 3 PERMANENT BARRICADES

N

310+00

15+00

20+00

16' TYP

END CONSTRUCTION
* G20-2
60" X 24"

500' — 500' — 100' TAPER — 50' BUFFER

5%

25' RT

BONDOW DRIVE ℄

ROAD WORK AHEAD
*W021-4A

SHOULDER WORK
W021-5

END CONSTRUCTION
* G20-2
60" X 24"

50' TAPER

50'

250'

250'

W020-7

ONE LANE ROAD AHEAD
W020-4

ROAD WORK 500 FT
W021-4D

STAGE I CONSTRUCTION NOTES

1. GRADE AND INSTALL STORM SEWER AND DRAINAGE STRUCTURES ON CTH CB FROM STA. 309+90 TO ~~STA. 366+20~~
2. GRADE, INSTALL DRAINAGE STRUCTURES AND PLACE CRUSHED AGGREGATE BASE COURSE ON BONDOW DRIVE, DEERWOOD DRIVE AND DEERWOOD AVENUE.
3. GRADE, INSTALL DRAINAGE STRUCTURES AND PLACE CRUSHED AGGREGATE BASE COURSE ON STH 150 NORTH AND SOUTH OF EXISTING LANES, SEE PLAN FOR DIMENSIONS.
4. CONSTRUCT 24 FT. WIDE ASPHALTIC PAVEMENT ON BONDOW DRIVE, DEERWOOD DRIVE AND DEERWOOD AVENUE.

MATCH LINE STA. 22+00

BEGIN PROJECT STA. 308+80.00

TRAFFIC CONTROL LAYOUT-FLAGGING PERIODS

FOR TRAFFIC CONTROL SIGNING ON DEERWOOD AVE., SEE BONDOW DRIVE SOUTH OF STH 150

DEERWOOD AVENUE

STAGE I

STH 150

DEERWOOD AVE ℄

STH 150 ℄

MATCH LINE STA. 22+00

25+00

30+00

50' BUFFER — 100' TAPER — 500' — 500'

5%

16' TYP

DEERWOOD DRIVE ℄

DEERWOOD DRIVE

FOR TRAFFIC CONTROL SIGNING ON DEERWOOD DRIVE, SEE BONDOW DRIVE SOUTH OF STH 150

END CONSTRUCTION
* G20-2
60" X 24"

SHOULDER WORK
W021-5

ROAD WORK AHEAD
*W021-4A

LEGEND

- EXISTING SIGN
- CONSTRUCTION SIGN
- WORK ZONE
- TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- FLAGGER
- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- TYPE "A" WARNING LIGHT (FLASHING)
- SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT

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STATE PROJECT NUMBER	SHEET NO
4619-02-71	2.23
TRAFFIC CONTROL	
CTH CB	WINNEBAGO COUNTY

JACOBSEN ROAD - STAGE I

GENERAL TRAFFIC CONTROL NOTES

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

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

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

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

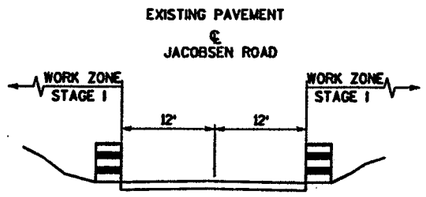
ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES AT ALL TIMES DURING ALL STAGES OF CONSTRUCTION.

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

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

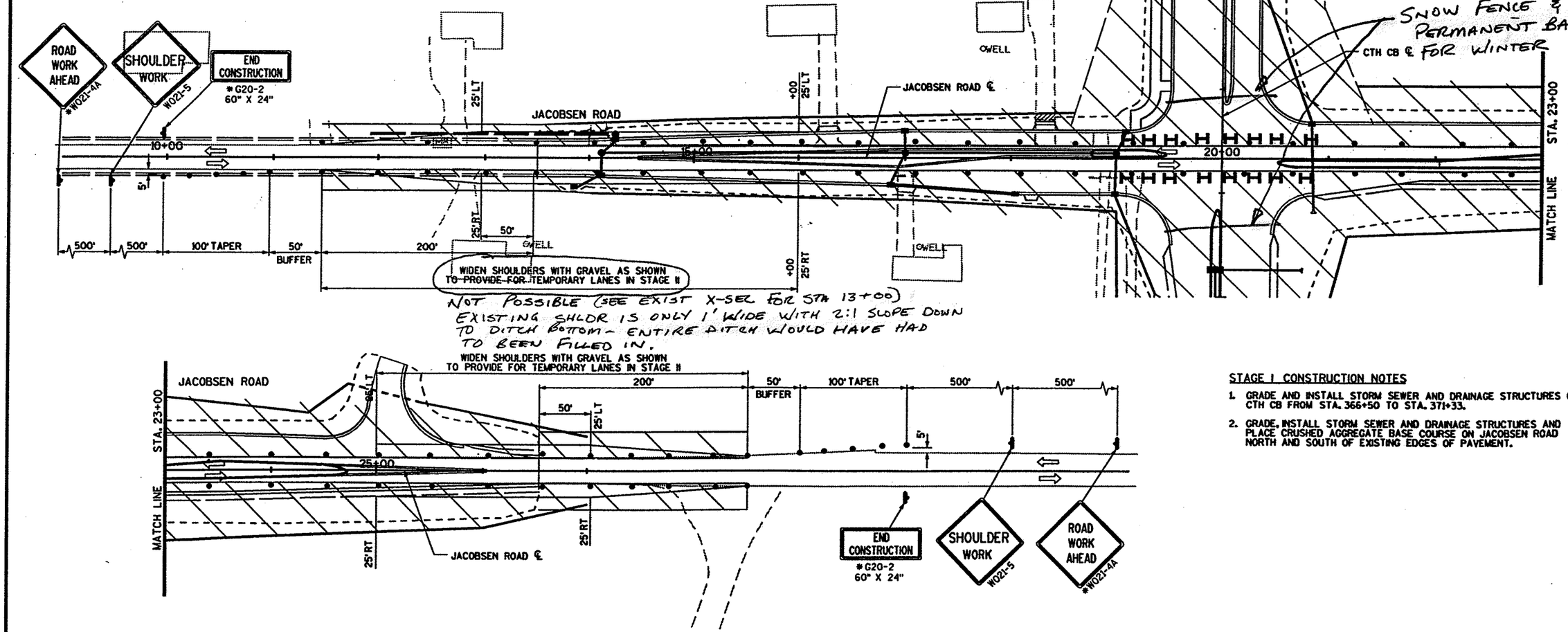
LEGEND

- EXISTING SIGN
- CONSTRUCTION SIGN
- WORK ZONE
- TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- TYPE "A" WARNING LIGHT (FLASHING)
- SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT



TYPICAL SECTION
STAGE I CONSTRUCTION
JACOBSEN ROAD

STAGE I



NOT POSSIBLE (SEE EXIST X-SEC FOR STA 13+00)
EXISTING SHLDR IS ONLY 1' WIDE WITH 2:1 SLOPE DOWN TO DITCH BOTTOM - ENTIRE DITCH WOULD HAVE HAD TO BEEN FILLED IN.

STAGE I CONSTRUCTION NOTES

1. GRADE AND INSTALL STORM SEWER AND DRAINAGE STRUCTURES ON CTH CB FROM STA. 366+50 TO STA. 371+33.
2. GRADE, INSTALL STORM SEWER AND DRAINAGE STRUCTURES AND PLACE CRUSHED AGGREGATE BASE COURSE ON JACOBSEN ROAD NORTH AND SOUTH OF EXISTING EDGES OF PAVEMENT.

STATE PROJECT NUMBER	SHEET NO
4619-02-71	2.24
TRAFFIC CONTROL	
CTH CB	WINNEBAGO COUNTY

JACOBSEN ROAD - STAGE II

GENERAL TRAFFIC CONTROL NOTES

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

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

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

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

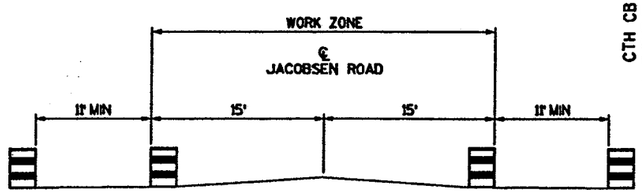
ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES AT ALL TIMES DURING ALL STAGES OF CONSTRUCTION.

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

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

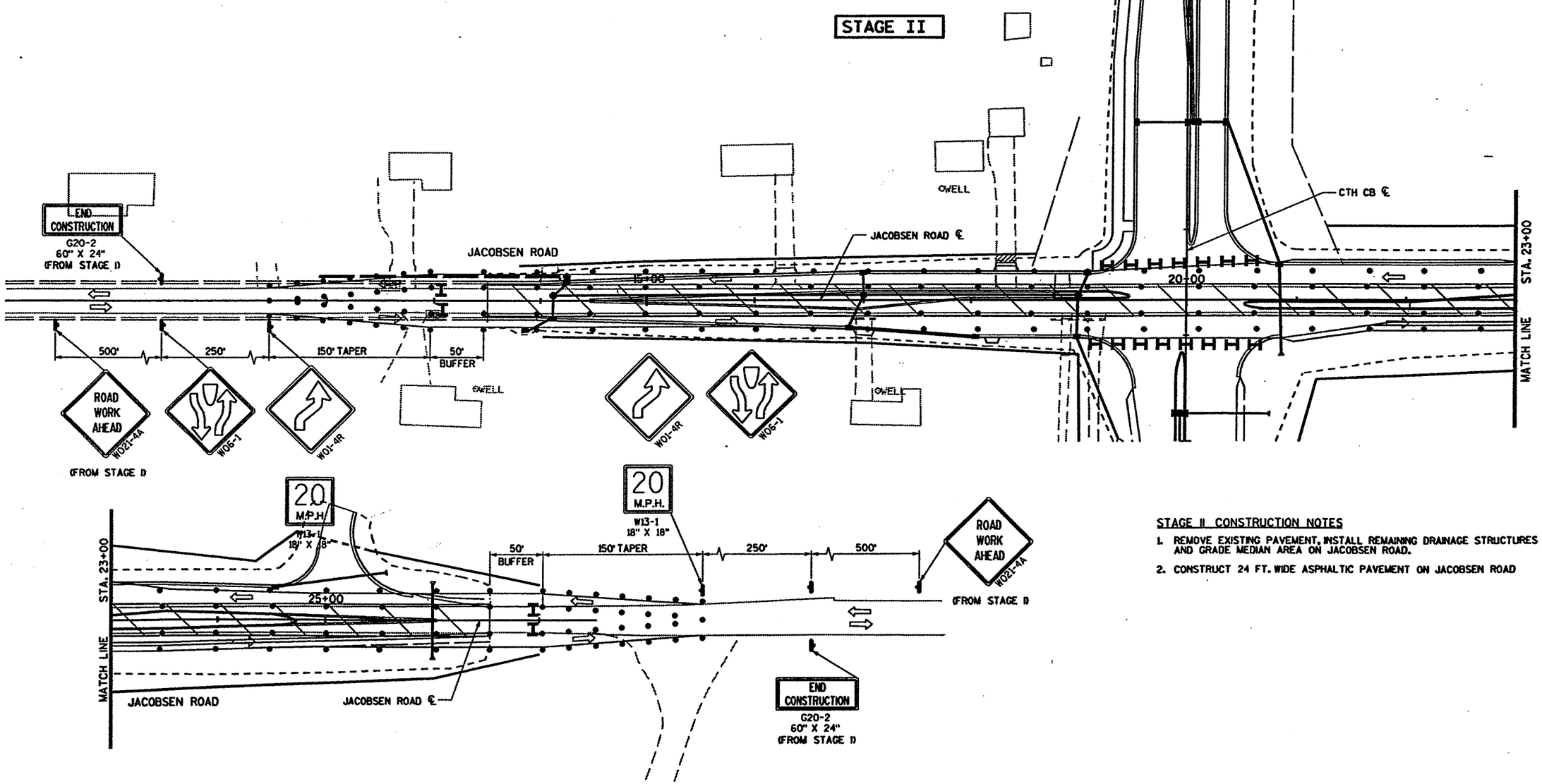
LEGEND

- EXISTING SIGN
- CONSTRUCTION SIGN
- WORK ZONE
- TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- TYPE "A" WARNING LIGHT (FLASHING)
- SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT



TYPICAL SECTION
STAGE II
JACOBSEN ROAD

STAGE II



STAGE II CONSTRUCTION NOTES

1. REMOVE EXISTING PAVEMENT, INSTALL REMAINING DRAINAGE STRUCTURES AND GRADE MEDIAN AREA ON JACOBSEN ROAD.
2. CONSTRUCT 24 FT. WIDE ASPHALTIC PAVEMENT ON JACOBSEN ROAD

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	2.25

ALIGNMENT DIAGRAM DETAIL

CTH CB — WINNEBAGO COUNTY

N

CURVE 125
PI= 20+97.75
Y= 137353.4934
X= 2393048.1651
R= 204.63
L= 121.37
T= 62.53
D= 28°00'00"
Δ= 33°58'57"
E= 62.53
PC= 20+35.23
PT= 21+56.60

STA 326+07.59 CTH CB CL =
STA 10+00.00 CONSTITUTION DRIVE CL

STA 336+14.05 CTH CB CL =
STA 14+97.00 R.R. CL

CURVE 101
PI= 359+32.77
Y= 141772.114
X= 2394632.310
R= 1175.30
L= 1090.11
T= 587.81
D= 4°52'30"
Δ= 53°08'34"
E= 138.79
PC= 353+44.96
PT= 364+35.07

STA. 105+00.00 PROJECT I.D. 1517-03-01 =
STA. 371+32.86 PROJECT I.D. 4619-02-00

89°44'51"
BONDOW DRIVE
N88°29'45"E
PC
PT
N35°14'06"W
CURVE 125
N01°11'59"W
180°13'07"
STA 14+35.98 STH 150 CL =
STA 20+00.20 BONDOW DR. CL
PI 14+87.00
STA 309+71.35 CTH CB CL =
STA 19+97.00 STH 150 CL
CTH CB CL
89°28'37"
N01°11'59"W
20
310
315
320
325
330
335
340
345
350
355
360
365
370
N01°11'59"W
90°15'52"
N88°32'07"E
90°00'00"
CONSTITUTION DRIVE
N88°48'01"E
CONSTITUTION DR. CL
PC
CURVE 100
PT
N55°48'01"E
PC
CURVE 101
PT
89°57'40"
N01°20'33"W
180°05'54"
PI 21+17.78
CTH CB CL
STA 366+33.27 CTH CB CL =
STA 20+00.00 JACOBSEN RD. CL
JACOBSEN ROAD
10
15
JACOBSEN RD. CL
COUNTY MONUMENT
STA 19+00, RT 0.34' =
STA. 366+32.86, LT. 100'
Y=142555.120
X=2394513.939
N88°37'07"E
N88°31'13"E
PC
PT
ADVANCE WAY CL
N41°04'42"E
CURVE 201
N01°21'47"W
25
STA 25+05.91 JACOBSEN RD CL =
STA 20+00.00 ADVANCE WAY CL
END PROJECT
STA. 371+32.86

STH 150
20
N88°16'38"E
STH 150 CL
179°50'15"
90°24'25"
PI 25+10.00
PC
DEERWOOD AVENUE
PT
N01°43'22"W
DEERWOOD DRIVE
N88°26'23"E
CURVE 200
STA 25+51.73 STH 150 CL =
STA 20+00.12 DEERWOOD DRIVE/AVE. CL
STA 319+67.68 CTH CB CL =
STA 10+00.00 DEERWOOD AVENUE CL
BEGIN PROJECT
STA. 308+80.00
Y=137286.831
X=2394653.416
COUNTY MONUMENT

Y=139921.654
X=2394612.124
1 1/4" I.S.

CURVE 200
PI= 21+80.89
Y= 137455.0786
X= 2394159.3140
R= 250.00
L= 175.28
T= 91.24
D= 22°55'06"
Δ= 40°10'16"
E= 16.19
PC= 20+89.47
PT= 22+64.75

CURVE 100
PI= 346+22.86
Y= 140908.301
X= 2393534.587
R= 1206.23
L= 1115.79
T= 601.40
D= 4°45'00"
Δ= 53°00'00"
E= 141.61
PC= 340+21.46
PT= 351+37.25

CURVE 201
PI= 21+10.40
Y= 142680.428
X= 2395116.970
R= 140.00
L= 45.06
T= 22.73
D= 40°55'32"
Δ= 18°26'29"
E= 1.83
PC= 20+87.67
PT= 21+32.73

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STATE PROJECT NUMBER 4619-02-71 | SHEET NO 3A

MISCELLANEOUS QUANTITIES

CTH CB | WINNEBAGO COUNTY

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	CLEARING STA.	GRUBBING STA.	GROUP CODE
312+00 - 313+00	CTH CB	1	1	010
316+00 - 320+00	CTH CB	4	4	010
323+00 - 324+00	CTH CB	1	1	010
333+00 - 339+00	CTH CB	6	6	010
339+00 - 340+00	CTH CB	1	1	020
342+00 - 357+00	CTH CB	15	15	020
12+00 - 15+00	STH 150	3	3	020
16+00 - 18+00	STH 150	2	2	020
13+00 - 15+00	JACOBSEN RD.	2	2	020
17+00 - 19+00	JACOBSEN RD.	2	2	020
	TOTAL	37	37	

TOPSOIL, MULCHING, FERTILIZER & SEEDING

USED #20

STATION TO STATION	LOCATION	SALVAGE TOPSOIL S.Y.	MULCHING S.Y.	FERTILIZER TYPE B CWT.	SEEDING NO.40 LB.	SEEDING NO.30 LB.	GROUP CODE
309+71.4 - 336+14.1	CTH CB/HAUL RD.	24444	24444	15.4		440	010
336+14.1 - 339+00.0	CTH CB/HAUL RD.	5023	5023	3.2		90	010
339+00.0 - 364+50.0	CTH CB/HAUL RD.	19936	19936	12.9		360	020
364+50.0 - 366+33.3	CTH CB	1247	1247	0.8		20	020
366+33.3 - 371+32.9	CTH CB	2804	2804	1.8		50	020
13+46.5 - 26+53.5	JACOBSEN RD.	4937	4937	3.1	90		020
11+86.2 - 30+01.7	STH 150	7674	7674	4.8	140		010
	TOTAL	66065	66065	42.0	230	960	

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

USED EROSION MAT, CLASS II, TYPE B

STATION - STATION	LOCATION	ROAD	SOD S.Y.	EROSION MAT DELIVERED S.Y.	EROSION MAT INSTALLED S.Y.	GROUP CODE
25+70 AT OUTFALL	28 FT RT	STH 150	8	8	8	010
26+20 AT OUTFALL	28 FT LT	STH 150	8	8	8	010
310+35 AT OUTFALL	40 FT RT	CTH CB	8	8	8	010
319+10 AT OUTFALL	40 FT LT	CTH CB	8	8	8	010
325+50 AT OUTFALL	40 FT RT	CTH CB	8	8	8	010
313+80 AT OUTFALL	50 FT RT	CTH CB	8	8	8	010
316+00 AT OUTFALL	50 FT RT	CTH CB	8	8	8	010
320+28 AT OUTFALL	55 FT RT	CTH CB	8	8	8	010
323+00 AT OUTFALL	55 FT RT	CTH CB	8	8	8	010
326+68 AT OUTFALL	60 FT RT	CTH CB	8	8	8	010
330+00 AT OUTFALL	55 FT LT	CTH CB	8	8	8	010
333+00 AT OUTFALL	55 FT LT	CTH CB	8	8	8	010
339+30 AT OUTFALL	50 FT RT	CTH CB	8	8	8	020
342+30 AT OUTFALL	50 FT LT	CTH CB	8	8	8	020
345+30 AT OUTFALL	50 FT RT	CTH CB	8	8	8	020
348+30 AT OUTFALL	50 FT RT	CTH CB	8	8	8	020
351+30 AT OUTFALL	50 FT RT	CTH CB	8	8	8	020
355+50 AT OUTFALL	60 FT RT	CTH CB	8	8	8	020
358+60 AT OUTFALL	60 FT RT	CTH CB	8	8	8	020
361+60 AT OUTFALL	60 FT RT	CTH CB	8	8	8	020
364+53 AT OUTFALL	75 FT RT	CTH CB	8	8	8	020
365+26 AT OUTFALL	75 FT RT	CTH CB	8	8	8	020
20+80 AT OUTFALL	50 FT RT	JACOBSEN RD	8	8	8	020
11+90 AT OUTFALL	28 FT LT	JACOBSEN RD	8	8	8	020
26+00 AT OUTFALL	50 FT LT	JACOBSEN RD.	8	8	8	020
UNDISTRIBUTED			13	13	13	010
UNDISTRIBUTED			13	13	13	020
	TOTAL		226	226	226	

PAVEMENT MARKING, HOT PAINT

STATION TO STATION	LOCATION	TYPE	HOT PAINT L.F.
13+46 - 26+54	JACOBSEN	YELLOW DASH	327
18+81 - 19+66	~~BONDOW DRIVE~~	~~YELLOW DASH~~	21
20+28 - 21+57	~~BONDOW DRIVE~~	~~YELLOW DASH~~	32
20+28 - 21+07	~~ADVANCE WAY~~	~~YELLOW DASH~~	20
	TOTAL		400

CRUSHED AGGREGATE BASE COURSE

LOCATION	C.A.B.C. TONS	C.A.B.C. DETOURS TONS	CALCIUM CHLORIDE SURFACE TREATMENT TONS	STAGE CONSTRUCTION	GROUP CODE
STH 150	2730	0	4	I	010
BONDOW DRIVE	693	0	1	I	010
DEERWOOD AVE.	482	0	1	I	010
DEERWOOD DRIVE	55	0	0	I	010
JACOBSEN ROAD, LT	2017	341	3	I	020
JACOBSEN ROAD, RT	2078	341	3	I	020
TOTAL	8055	682	12		

WATER

LOCATION	WATER MGAL	GROUP CODE
CTH CB	26	010
CTH CB	13	020
STH 150	14	010
JACOBSEN ROAD	26	020
UNDISTRIBUTED	1	020
TOTAL	80	

REMOVING FENCING

STATION TO STATION	LOCATION	L.F.	GROUP CODE
349+70	CTH CB, LT & RT	250	020
359+40	CTH CB, LT & RT	430	020
17+90 - 18+30	STH 150, LT	85	010
24+65 - 26+05	JACOBSEN RD, RT	160	020
	TOTAL	925	

BREAKER RUN STONE

STATION TO STATION	LOCATION	TONS	REMARKS	GROUP CODE
329+50 - 343+50	CTH CB, RT	6000	TEMP. HAUL ROAD	010

SAWING EXISTING PAVEMENT

STATION	LOCATION	L.F.	GROUP CODE
11+86	CENTERLINE, STH 150	36	010
18+81	CENTERLINE, BONDOW DR.	24	010
21+07	CENTERLINE, BONDOW DR.	24	010
19+49	CENTERLINE, DEERWOOD AVE.	45	010
21+00	CENTERLINE, DEERWOOD AVE.	44	010
30+02	CENTERLINE, STH 150	36	010
13+46	CENTERLINE, JACOBSEN RD.	24	020
26+54	CENTERLINE, JACOBSEN RD.	24	020
18+30	PE, LT. JACOBSEN RD.	18	020
	TOTAL	275	

EARTHWORK SUMMARY

LOCATION	COMMON EXCAVATION C.Y.	EBS C.Y.	BORROW C.Y.	ROCK EXCAVATION C.Y.	GROUP CODE
CTH CB	7,021	0	224,789	206	010
CTH CB	444	9,941	163,179		020
STH 150	4,304	0	0		010
JACOBSEN RD.	2,360	0	0		020
TEMP. HAUL ROAD	1,502	0	2,657		010
TOTAL	15,631	9,941	390,625	206	

ASPHALTIC CONCRETE PAVEMENT

STATION TO STATION	LOCATION	TYPE MV TONS	ASPH. MAT. FOR PLANT MIXES 6%AC TONS	REMARKS	GROUP CODE
13+47 - 26+54	JACOBSEN ROAD	452	27.1	TEMP. PAVEMENT	020
20+26 - 21+07	ADVANCE WAY	25	1.5	TEMP. PAVEMENT	020
19+48 - 21+00	DEERWOOD AVE	38	2.2	TEMP. PAVEMENT	010
18+81 - 21+07	BONDOW DRIVE	66	3.8	TEMP. PAVEMENT	010
19+15	STH 150	3	0.2	TEMP. PAVEMENT	010
	TOTAL	584	34.8		

HAVE NOT BEEN INSTALLED

LANDMARK REFERENCE MONUMENTS

STATION TO STATION	LOCATION	EACH	GROUP CODE
30+39.84	STH 150, 2.31' RT	4	010
366+32.86	CTH CB, 100' LT	4	020
	TOTAL	8	

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STATE PROJECT NUMBER	SHEET NO
4619-02-71	3B

MISCELLANEOUS QUANTITIES

CTH CB — WINNEBAGO COUNTY

EROSION MAT, CLASS I - TYPE B

STATION - STATION	LOCATION	ROAD	DELIVERED	INSTALLED	GROUP CODE
17+50 - 19+30	RT	STH 150	120	120	010
21+00 - 24+60	LT	STH 150	240	240	010
26+50 - 30+00	LT	STH 150	235	235	010
310+50 - 315+00	LT	CTH CB	300	300	010
~~310+50 - 315+00~~	~~RT~~	~~CTH CB~~	~~300~~	~~300~~	~~010~~
325+00 - 328+00	LT	CTH CB	200	200	010
326+80 - 328+20	RT	CTH CB	90	90	010
UNDISTRIBUTED			265	265	010
352+30 - 354+30	LT	CTH CB	135	135	020
~~352+30 - 354+30~~	~~RT~~	~~CTH CB~~	~~135~~	~~135~~	~~020~~
357+00 - 357+50	RT	CTH CB	30	30	020
UNDISTRIBUTED			50	50	020
		TOTAL	2100	2100	

INCLUDED IN STORM SEWER TABLE

SILT FENCE, SILTY SOIL

STATION - STATION	LOCATION	ROAD	DELIVERED	INSTALLED	MAINTENANCE	GROUP CODE
17+40 AT INFLOW	RT	STH 150	20	20	40	010
310+35 AT INFLOW	LT	CTH CB	20	20	40	010
326+00 - 335+50	LT	CTH CB	950	950	1900	010
326+50 - 335+50	RT	CTH CB	900	900	1800	010
~~337+00 - 339+00~~	~~LT~~	~~CTH CB~~	~~200~~	~~200~~	~~400~~	~~010~~
337+00 - 339+00	RT	CTH CB	200	200	400	010
UNDISTRIBUTED			360	360	720	010
339+00 - 354+50	LT	CTH CB	1550	1550	3100	020
339+00 - 354+50	RT	CTH CB	1550	1550	3100	020
UNDISTRIBUTED			450	450	900	020
		TOTAL	6200	6200	12400	

MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC

STATION	LOCATION	ROAD	RIPRAP C.Y.	GEOTEXTILE FABRIC TYPE R S.Y.	GROUP CODE
338+00	RT	CTH CB	10	20	010
354+25	RT	CTH CB	20	40	020
		TOTAL	30	60	

CROSS DRAINS

STATION	LOCATION	DIA INCHES	LENGTH FEET	TYPE	CLASS	INLET ELEV.	DISCHARGE ELEV.	REINF. CONC. APRON ENDWALLS EACH	JOINT TIES EACH	GROUP CODE
312+62	CTH CB	21	117	RCCP	III	779.1	778.4	2	12	010
312+62	CTH CB	21	117	RCCP	III	779.1	778.4	2	12	010
337+45	CTH CB	54	270	RCCP	IV	780.95	780.85	2	12	010
354+34	CTH CB	24 X 38	140	RCHECP	III	777.4	777.1	2	12	020
~~354+34~~	~~CTH CB~~	~~24 X 38~~	~~140~~	~~RCHECP~~	~~III~~	~~777.4~~	~~777.1~~	~~2~~	~~12~~	~~020~~
10+65	DEERWOOD AVE	15	80	RCCP	III	782.0	781.4	2	12	010
20+50	DEERWOOD AVE	29 X 45	110	RCHECP	III	774.0	773.2	2	12	010
10+70	CONSTITUTION DR	12	80	RCCP	III	785.1	784.9	2	12	010
26+00	JACOBSEN RD	12	64	RCCP	III	774.9	774.8	2	12	020
~~20+43~~	~~ADVANCE WAY~~	~~12~~	~~84~~	~~RCCP~~	~~III~~	~~775.7~~	~~775.6~~	~~2~~	~~12~~	~~020~~
13+80	STH 150	15	84	RCCP	III	784.1	783.6	2	12	010
29+50	STH 150	19 X 30	56	RCHECP	III	771.7	771.2	2	12	010
29+50	STH 150	19 X 30	56	RCHECP	III	771.7	771.2	2	12	010
19+44	BONDDOW DR	15	68	RCCP	III	783.5	783.2	2	12	010

CULVERT PIPES
PRIVATE, FIELD AND COMMERCIAL ENTRANCES

STATION	LOCATION	DIA INCHES	LENGTH FEET	TYPE	CLASS	THICKNESS STEEL ELEV.	THICKNESS ALUM. ELEV.	APRON ENDWALLS EACH	GROUP CODE
17+58	STH 150, RT	12	45	CP	III	0.064	0.060	2	010
23+90	STH 150, LT	30	26	CP	III	0.079	0.075	2	010
358+00	CTH CB, RT	15	60	CP	III	0.064	0.060	2	020

TEMPORARY CULVERT PIPE

STATION	LOCATION	DIAMETER INCHES	LENGTH FEET	REMARKS	GROUP CODE
~~335+65~~	~~CTH CB, 150' RT~~	~~18~~	~~46~~	~~TEMP. HAUL ROAD~~	~~010~~ NOT NEEDED
336+68	CTH CB, 150' RT	12	46	TEMP. HAUL ROAD	010
338+20	CTH CB, 170' RT	36	50	TEMP. HAUL ROAD	010

TRAFFIC CONTROL, BARRICADES TYPE III AND DRUMS

LOCATION	STAGE	APPROXIMATE SERVICE PERIOD DAYS	BARRICADES NUMBER IN SERVICE	BARRICADES DAYS	DRUMS NUMBER IN SERVICE	DRUMS DAYS	GROUP CODE	PERMANENT BARRICADES
STH 150	I	113	18	2034	120	13560	010	~~18~~ 3
JACOBSEN ROAD	I	113	16	1808	80	9040	020	~~16~~ 6
JACOBSEN ROAD	II	37	27	999	160	5920	020	
TOTAL				4841		28520		34

TRAFFIC CONTROL, SIGNS AND WARNING LIGHTS

LOCATION	STAGE	APPROXIMATE SERVICE PERIOD DAYS	SIGNS NUMBER IN SERVICE	SIGNS DAYS	WARNING LIGHTS TYPE A NUMBER IN SERVICE	WARNING LIGHTS TYPE A DAYS	WARNING LIGHTS TYPE C NUMBER IN SERVICE	WARNING LIGHTS TYPE C DAYS	GROUP CODE
STH 150	I	113	22	2486	86	9718	18	2034	010
JACOBSEN ROAD	I	113	6	678	56	6328	6	678	020
JACOBSEN ROAD	II	37	10	370	54	1998	56	2072	020
TOTAL				3534		18044		4784	

STATE PROJECT NUMBER	SHEET NO
4619-02-71	3C

MISCELLANEOUS QUANTITIES

CTH CB — WINNEBAGO COUNTY

CONSTRUCTION STAKING, INLETS AND MANHOLES

STATION	LOCATION	STRUCTURE TYPE	EACH	GROUP CODE
339+30	LT, 3.5'	INLET	1	020
342+30	LT, 3.5'	INLET	1	020
345+30	LT, 3.5'	INLET	1	020
348+30	LT, 3.5'	INLET	1	020
351+30	LT, 3.5'	INLET	1	020
355+53	LT, 3.5'	INLET	1	020
358+53	LT, 3.5'	INLET	1	020
361+53	RT, 4.6'	INLET	1	020
363+57	RT, 7.5'	INLET	1	020
365+67	LT, 0.5'	INLET	1	020
18+88	JACOBSEN RD RT, 48.0'	INLET	1	020
19+00	JACOBSEN RD LT, 5.0'	MANHOLE	1	020
19+00	JACOBSEN RD RT, 42.0'	INLET	1	020
17+50	JACOBSEN RD RT, 37.0'	INLET	1	020
16+85	JACOBSEN RD RT, 26.0'	INLET	1	020
17+00	JACOBSEN RD LT, 5.0'	MANHOLE	1	020
17+00	JACOBSEN RD LT, 26.5'	INLET	1	020
14+12	JACOBSEN RD LT, 5.0'	MANHOLE	1	020
14+12	JACOBSEN RD RT, 17.5'	INLET	1	020
14+25	JACOBSEN RD LT, 18.5'	INLET	1	020
19+15	STH 150 LT, 37.0'	INLET	1	010
17+00	STH 150 LT, 37.0'	INLET	1	010
19+00	JACOBSEN RD RT, 39.0'	MANHOLE	1	020
24+54	JACOBSEN RD LT, 32.0'	INLET	1	020
368+44	LT, 47.5'	INLET	1	020
368+44	CENTERLINE	INLET	1	020
368+44	RT, 8.5'	INLET	1	020
368+44	RT, 35.5'	INLET	1	020
370+00	LT, 37.0'	INLET	1	020
370+00	LT, 7.5'	INLET	1	020
370+00	CENTERLINE	MANHOLE	1	020
370+00	RT, 8.5'	INLET	1	020
370+00	RT, 35.5'	INLET	1	020
23+00	STH 150 RT, 46.5'	INLET	1	010
310+37	RT, 1.5'	INLET	1	010
310+37	RT, 8.5'	INLET	1	010
313+80	LT, 8.5'	INLET	1	010
313+80	RT, 8.5'	INLET	1	010
316+00	LT, 8.5'	INLET	1	010
316+00	RT, 8.5'	INLET	1	010
320+28	RT, 1.5'	INLET	1	010
320+28	RT, 8.5'	INLET	1	010
323+00	LT, 8.5'	INLET	1	010
323+00	RT, 8.5'	INLET	1	010
326+68	RT, 1.5'	INLET	1	010
326+68	RT, 8.5'	INLET	1	010
330+00	LT, 8.5'	INLET	1	010
330+00	RT, 8.5'	INLET	1	010
333+00	LT, 3.7'	INLET	1	010
333+00	RT, 3.7'	INLET	1	010
339+30	RT, 3.5'	INLET	1	010
342+30	RT, 3.5'	INLET	1	020
345+30	RT, 3.5'	INLET	1	020
348+30	RT, 3.5'	INLET	1	020
351+30	RT, 3.5'	INLET	1	020
355+53	LT, 3.5'	INLET	1	020
358+53	LT, 3.5'	INLET	1	020
361+53	CENTERLINE	INLET	1	020
363+57	CENTERLINE	INLET	1	020
365+67	LT, 9.2'	INLET	1	020
313+80	CENTERLINE	INLET	1	010
316+00	CENTERLINE	INLET	1	010
323+00	CENTERLINE	INLET	1	010
330+00	CENTERLINE	INLET	1	010
13+85	JACOBSEN RD RT, 28.0'	INLET	1	020
24+98	STH 150 RT, 46.5'	INLET	1	010
TOTAL			66	

CONSTRUCTION STAKING, PIPE CULVERTS

STATION	LOCATION	EACH	GROUP CODE	
~~20+43~~	~~ADVANCE WAY~~	~~1~~	~~020~~	PAID AS* S.S.
~~15+46~~	~~STH 150, LT~~	~~1~~	~~010~~	URBAN
~~17+46~~	~~STH 150, LT~~	~~1~~	~~010~~	SECTION
17+58	STH 150, RT	1	010	
~~23+98~~	~~STH 150, LT~~	~~1~~	~~010~~	NOT RESTORED
335+65	CTH CB, RT, TEMP	1	010	—NOT INSTALLED
337+45	CTH CB	1	010	
336+68	CTH CB, RT, TEMP	1	010	
338+20	CTH CB, RT, TEMP	1	010	
354+34	CTH CB	2	020	
358+00	CTH CB, RT	1	020	
20+50	DEERWOOD AVE	1	010	
10+70	CONSTITUTION DRIVE	1	010	
10+65	DEERWOOD AVE	1	010	
~~20+80~~	~~JACOBSEN RD~~	~~1~~	~~020~~	STORM SEWER
13+80	STH150	1	010	
23+50	STH 150	2	010	
19+44	BONDOW DRVE	1	010	
TOTAL		20		

26+00 JACOBSEN RD

CONSTRUCTION STAKING, SUBGRADE

STATION TO STATION	LOCATION	TRAFFIC CONTROL STAGE	STA	GROUP CODE
309+80 - 335+50	CTH CB	I	51.4	010
336+80 - 339+00	CTH CB	I	4.4	010
339+00 - 371+33	CTH CB	I	64.6	020
11+86 - 30+02	STH 150	I	36.4	010
13+46 - 26+54	JACOBSEN ROAD	I	26.2	020
18+81 - 21+07	BONDOW DRIVE	I	2.3	010
19+49 - 20+98	DEERWOOD DRIVE/AVE	I	1.5	010
10+00 - 11+35	DEERWOOD AVE	I	1.4	010
10+00 - 11+35	CONSTITUTION DRIVE	I	1.4	010
20+00 - 21+10	ADVANCE WAY		1.1	020
TOTAL			190.7	

MARKER POSTS FOR RIGHT-OF-WAY

STATION	LOCATION	EACH	GROUP CODE
308+70.00	CTH CB, 70.00 RIGHT	1	010
311+65.00	CTH CB, 75.00 RIGHT	1	010
318+00.00	CTH CB, 85.00 RIGHT	1	010
319+28.17	CTH CB, 105.00 RIGHT	1	010
320+08.17	CTH CB, 105.00 RIGHT	1	010
322+00.00	CTH CB, 80.00 RIGHT	1	010
325+00.00	CTH CB, 95.00 RIGHT	1	010
325+75.06	CTH CB, 110.00 RIGHT	1	010
326+41.06	CTH CB, 110.00 RIGHT	1	010
327+00.00	CTH CB, 90.00 RIGHT	1	010
335+64.42	CTH CB, 55.00 RIGHT	1	010
336+64.43	CTH CB, 60.00 RIGHT	1	010
340+21.46	CTH CB, 140.00 RIGHT	1	020
342+00.00	CTH CB, 110.00 RIGHT	1	020
344+00.00	CTH CB, 90.00 RIGHT	1	020
346+00.00	CTH CB, 75.00 RIGHT	1	020
349+00.00	CTH CB, 75.00 RIGHT	1	020
351+37.25	CTH CB, 75.00 RIGHT	1	020
353+44.96	CTH CB, 85.00 RIGHT	1	020
355+00.00	CTH CB, 85.00 RIGHT	1	020
356+37.94	CTH CB, 84.53 RIGHT	1	020
357+12.42	CTH CB, 194.55 RIGHT	1	020
358+58.90	CTH CB, 90.00 RIGHT	1	020
359+00.00	CTH CB, 90.00 RIGHT	1	020
362+00.00	CTH CB, 75.00 RIGHT	1	020
364+35.06	CTH CB, 85.00 RIGHT	1	020
308+70.00	CTH CB, 50.00 LEFT	1	010
311+40.00	CTH CB, 90.00 LEFT	1	010
318+00.00	CTH CB, 70.00 LEFT	1	010
323+00.00	CTH CB, 90.00 LEFT	1	010
325+00.00	CTH CB, 75.00 LEFT	1	010
332+00.00	CTH CB, 145.00 LEFT	1	010
335+63.69	CTH CB, 155.00 LEFT	1	010
336+63.68	CTH CB, 160.00 LEFT	1	010
340+21.46	CTH CB, 135.00 LEFT	1	020
341+50.00	CTH CB, 125.00 LEFT	1	020
345+00.00	CTH CB, 95.00 LEFT	1	020
348+00.00	CTH CB, 95.00 LEFT	1	020
349+50.00	CTH CB, 90.00 LEFT	1	020
351+37.25	CTH CB, 90.00 LEFT	1	020
353+44.96	CTH CB, 80.00 LEFT	1	020
356+00.00	CTH CB, 75.00 LEFT	1	020
359+00.00	CTH CB, 70.00 LEFT	1	020
361+00.00	CTH CB, 70.00 LEFT	1	020
362+08.63	CTH CB, 73.97 LEFT	1	020
365+82.48	CTH CB, 99.30 LEFT	1	020
12+60.00	STH 150, 36.50 RIGHT	1	010
12+80.00	STH 150, 60.00 RIGHT	1	010
13+59.00	STH 150, 70.00 RIGHT	1	010
15+02.64	STH 150, 80.00 RIGHT	1	010
21+60.00	STH 150, 48.00 RIGHT	1	010
23+85.06	STH 150, 48.00 RIGHT	1	010
23+85.24	STH 150, 32.94 RIGHT	1	010
11+50.00	STH 150, 37.52 LEFT	1	010
15+19.69	STH 150, 53.19 LEFT	1	010
16+30.20	STH 150, 52.79 LEFT	1	010
18+66.81	STH 150, 51.93 LEFT	1	010
21+25.00	STH 150, 70.00 LEFT	1	010
25+11.20	STH 150, 89.60 LEFT	1	010
25+10.99	STH 150, 32.60 LEFT	1	010
21+00.00	BONDOW DRIVE, 33.15 LEFT	1	010
21+00.00	BONDOW DRIVE, 32.85 RIGHT	1	010
14+00.00	JACOBSEN RD, 33.54 RIGHT	1	020
17+00.00	JACOBSEN RD, 40.00 RIGHT	1	020
21+17.85	JACOBSEN RD, 75.00 RIGHT	1	020
26+00.00	JACOBSEN RD, 55.00 RIGHT	1	020
27+00.00	JACOBSEN RD, 33.03 RIGHT	1	020
27+00.00	JACOBSEN RD, 32.97 LEFT	1	020
25+42.37	JACOBSEN RD, 65.00 LEFT	1	020
24+73.03	JACOBSEN RD, 82.99 LEFT	1	020
24+35.00	JACOBSEN RD, 55.00 LEFT	1	020
23+00.00	JACOBSEN RD, 70.00 LEFT	1	020
21+26.65	JACOBSEN RD, 70.00 LEFT	1	020
18+60.86	JACOBSEN RD, 44.00 LEFT	1	020
15+00.00	JACOBSEN RD, 37.00 LEFT	1	020
13+80.00	JACOBSEN RD, 32.45 LEFT	1	020
TOTAL		76	

CONSTRUCTION STAKING, CRUSHED AGGREGATE BASE COURSE

STATION TO STATION	LOCATION	TRAFFIC CONTROL STAGE	STA	GROUP CODE
11+86 - 30+02	STH 150		36.4	010
13+46 - 26+54	JACOBSEN ROAD		26.2	020
18+81 - 20+07	BONDOW DRIVE		2.3	010
19+49 - 20+98	DEERWOOD DRIVE/AVE		1.5	010
10+00 - 11+35	DEERWOOD AVE		1.4	010
10+00 - 11+35	CONSTITUTION DRIVE		1.4	010
20+00 - 21+10	ADVANCE WAY		1.1	020
TOTAL			70.3	

INLETS & MANHOLES

NO.	STATION	LOCATION	STRUCTURE	TYPE	COVER	GRATE FLOWLINE ELEV.	INVERT ELEV.	(1) DEPTH TO FLOWLINE	GROUP CODE	REMARKS
I27	339+30	LT, 3.5'	INLET	1	A-LT	814.39	809.18	4.3	020	
I28	342+30	LT, 3.5'	INLET	1	A-LT	803.33	797.84	4.6	020	
I29	345+30	LT, 3.5'	INLET	1	A-LT	792.99	787.08	5.0	020	
I30	348+30	LT, 3.5'	INLET	1	A-LT	788.13	782.48	4.7	020	
I31	351+30	LT, 3.5'	INLET	1	A-LT	787.25	782.06	4.3	020	
I32	355+53	RT, 3.5'	INLET	1	A-RT	785.90	781.46	3.5	020	
I33	358+53	RT, 3.5'	INLET	1	A-RT	783.93	779.31	3.7	020	
I34	361+53	RT, 4.6'	INLET	1	A-RT	781.48	778.30	2.2	020	
I35	363+57	RT, 7.5'	INLET	1	A-RT	780.89	778.38	1.6	020	
I36	365+67	LT, 0.5'	INLET	1	A-RT	780.25	777.88	1.4	020	
I37A	19+00	JACOBSEN RD RT, 48.0'	INLET	8	MS	778.00	776.13	1.9	020	(2)
MH38	19+00	JACOBSEN RD LT, 5.0'	MANHOLE	1	J	780.31	776.00	2.8	020	
I39	19+00	JACOBSEN RD RT, 42.0'	INLET	8	MS	777.95	776.10	1.9	020	
I43A	17+50	JACOBSEN RD RT, 37.0'	INLET	8	MS	777.25	775.66	1.6	020	(2)
I41	16+85	JACOBSEN RD RT, 26.0'	INLET	3	H-RT	778.63	775.60	2.2	020	(2)
MH42	17+00	JACOBSEN RD LT, 5.0'	MANHOLE	1	J	779.23	775.50	2.2	020	
I43	17+00	JACOBSEN RD LT, 26.5'	INLET	3	H-LT	778.66	775.56	2.3	020	(2)
MH44	14+12	JACOBSEN RD LT, 5.0'	MANHOLE	1	J	778.15	774.39	2.3	020	
I45	14+12	JACOBSEN RD RT, 17.5'	INLET	3	H-RT	777.76	774.45	2.5	020	
I46	14+25	JACOBSEN RD LT, 18.5'	INLET	3	H-LT	777.75	774.35	2.6	020	
I110	19+15	STH 150 LT, 37.5'	INLET	3	H-S	781.64	778.37	2.4	010	
I111	17+00	STH 150 LT, 37.5'	INLET	3	H-RT	784.83	779.42	4.6	010	(2)
I50	24+54	JACOBSEN RD LT, 32.0'	INLET	3	H-RT	778.24	775.80	1.6	020	(2)
I52	368+44	LT, 47.5'	INLET	3	H-S	778.61	775.21	2.6	020	
I53	368+44	CENTERLINE	INLET	3	H-S	779.53	775.00	3.7	020	
I55	368+44	RT, 8.5'	INLET	3	H-S	779.33	775.12	3.4	020	
I56	368+44	RT, 35.5'	INLET	3	H-S	778.85	775.17	2.9	020	
I57	370+00	LT, 37.0'	INLET	3	H-LT	779.64	774.77	4.1	020	
I58	370+00	LT, 7.5'	INLET	3	H-RT	780.12	774.72	4.6	020	
MH59	370+00	CENTERLINE	MANHOLE	1	J	780.62	774.70	4.4	020	
I60	370+00	RT, 8.5'	INLET	3	H-LT	780.12	774.72	4.6	020	
I61	370+00	RT, 35.5'	INLET	3	H-RT	779.64	774.77	4.1	020	
I70	24+98	STH 150 RT, 46.5'	INLET	3	H-S	776.23	773.65	1.8	010	
I131	310+37	RT, 1.5'	INLET	#3 *	H-RT	782.34	777.94	3.5	010	
I132	310+37	RT, 8.5'	INLET	#3 *	H-S	782.26	777.80	3.4	010	
I133	313+80	LT, 8.5'	INLET	1	A-RT	783.27	779.68	2.7	010	
I134	313+80	RT, 8.5'	INLET	1	A-LT	783.27	779.64	2.7	010	
I135	316+00	LT, 8.5'	INLET	1	A-RT	783.93	780.38	2.6	010	
I136	316+00	RT, 8.5'	INLET	1	A-LT	783.93	780.34	2.6	010	
I137	320+28	RT, 1.5'	INLET	1	A-RT	785.87	782.52	2.4	010	
I138	320+28	RT, 8.5'	INLET	1	A-LT	785.67	782.48	2.2	010	
I139	323+00	LT, 7.8'	INLET	1	A-RT	787.03	783.98	2.1	010	
I140	323+00	RT, 8.5'	INLET	1	A-LT	787.03	783.94	2.1	010	
I141	326+68	RT, 1.5'	INLET	1	A-RT	793.03	789.52	2.6	010	
I142	326+68	RT, 8.5'	INLET	1	A-LT	792.83	789.47	2.4	010	
I143	330+00	LT, 8.5'	INLET	1	A-RT	804.53	799.13	4.5	010	
I144	330+00	RT, 8.5'	INLET	1	A-LT	804.53	799.17	4.4	010	
I145	333+00	LT, 3.7'	INLET	1	A-RT	815.24	810.45	3.8	010	
I146	333+00	RT, 3.7'	INLET	1	A-LT	815.24	810.55	3.8	010	
I147	339+30	RT, 3.5'	INLET	1	A-RT	814.45	809.15	4.4	010	
I148	342+30	RT, 3.5'	INLET	1	A-RT	803.33	798.00	4.4	020	
I149	345+30	RT, 3.5'	INLET	1	A-RT	792.99	787.00	5.1	020	
I150	348+30	RT, 3.5'	INLET	1	A-RT	788.13	782.40	4.8	020	
I151	351+30	RT, 3.5'	INLET	1	A-RT	787.25	781.98	4.3	020	
I152	355+53	LT, 3.5'	INLET	1	A-LT	785.90	781.52	3.4	020	
I153	358+53	LT, 3.5'	INLET	1	A-LT	783.93	779.39	3.6	020	
I154	361+53	CENTERLINE	INLET	1	B	781.90	778.32	2.5	020	
I155	363+57	CENTERLINE	INLET	1	B	781.08	778.30	1.7	020	
I156	365+67	LT, 9.2'	INLET	1	A-LT	780.15	777.92	1.2	020	
I170	313+80	CENTERLINE	INLET	8	MS	783.34	779.66	3.7	010	
I171	316+00	CENTERLINE	INLET	8	MS	784.10	780.36	3.7	010	
I173	323+00	CENTERLINE	INLET	8	MS	787.20	783.96	3.2	010	
I175	330+00	CENTERLINE	INLET	8	MS	804.70	799.14	5.6	010	
I184	13+85	JACOBSEN RD RT, 28.0'	INLET	8	MS	776.00	774.50	1.5	020	(2)
I70A	23+00	STH 150 RT, 45.5'	INLET	3	H-RT	777.98	774.90	2.7	010	(2)
I47A	20+83	JACOBSEN RD LT, 25.5'	INLET	3	H-LT	779.02	775.47	2.6	020	

(1) DEPTH TO FLOWLINE SHOWN DOES NOT INCLUDE THE 6-INCH ADJUSTMENT BELOW CASTING FOR INLETS OR 9-INCH ADJUSTMENT FOR MANHOLES. MINIMUM STRUCTURE DEPTH 3.5 FEET EXCLUDING COVER AND ADJUSTMENT.
(2) 6 INCH DIAMETER HOLE AND PLUG REQUIRED AT FLOWLINE AT BACK OF STRUCTURE.

MH #4 14+25, 28' LT (McMAHON)

* NOTE: 21" PIPE DOES NOT FIT INTO TYPE 1 INLET

STATE PROJECT NUMBER	SHEET NO
4619-02-71	30
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

(*) BY MCMAHONS TABLE

STATION TO STATION	LOCATION & STRUCT. TO STRUCT.	PIPE SIZE 12-INCH L.F.	15-INCH L.F.	18-INCH L.F.	21-INCH L.F.	30-INCH L.F.	ENDWALLS 12-INCH EACH	15-INCH EACH	21-INCH EACH	JOINT TIES EACH	PIPE GRATES 15-INCH EACH	INLET	ELEVATIONS DISCHARGE	GROUP CODE
~~310+37 - 310+37~~ *	~~E157 - B1~~				14				1	6		778.29	778.21	010
~~310+37 - 310+37~~ *	B1 ~~E157~~ - I131				48							778.21	777.94	010
310+37 - 310+37	I131 - I132				7							777.94	777.90	010
310+37 - 310+37	I132 - E158				70							777.90	777.50	010
~~313+80 - 313+80~~	~~I133 - I170~~	8							1	6		~~779.68~~	~~779.66~~	~~010~~
313+80 - 313+80	I134 - E159	38					1			6		779.64	779.50	010
313+80 - 313+80	I170 - I134	8										779.66	779.64	010
316+00 - 316+00	I135 - I171	8										780.38	780.36	010
316+00 - 316+00	I171 - I136	8										780.36	780.34	010
~~316+00 - 316+00~~	~~I136 - E160~~	38					1			6		~~780.34~~	~~780.20~~	~~010~~
320+28 - 320+28	I137 - I138	5										782.52	782.48	010
320+28 - 320+28	I138 - E161	38					1			6		782.48	782.30	010
323+00 - 323+00	I139 - I173	8										783.98	783.96	010
323+00 - 323+00	I173 - I140	8										783.96	783.94	010
~~323+00 - 323+00~~	~~I140 - E162~~	38					1			6		~~783.94~~	~~783.85~~	~~010~~
326+68 - 326+68	I141 - I142	5										789.52	789.47	010
326+68 - 326+68	I142 - E163	46					1			6		789.47	789.30	010
330+00 - 330+00	I144 - I175	8										799.17	799.15	010
330+00 - 330+00	I175 - I143	8										799.15	799.13	010
* ~~330+00 - 330+00~~	~~I143 - E164~~	42					1			6		~~799.13~~	~~799.00~~	~~010~~
333+00 - 333+00	I146 - I145	5										810.55	810.45	010
* ~~333+00 - 333+00~~	~~I145 - E165~~	42					1			6		810.45	810.00	010
339+30 - 339+30	I27 - I147	5										809.18	809.15	020
339+30 - 339+30	I147 - E87	48					1			6		809.15	809.00	020
~~342+30 - 342+30~~	~~I148 - I28~~	5										~~798.00~~	~~797.84~~	~~020~~
342+30 - 342+30	I28 - E88	70					1			6		797.84	797.00	020
345+30 - 345+30	I29 - I149	5										787.08	787.00	020
345+30 - 345+30	I149 - E89	40					1			6		787.00	786.80	020
348+30 - 348+30	I30 - I150	5										782.48	782.40	020
~~348+30 - 348+30~~	~~I150 - E90~~	42					1			6		~~782.40~~	~~782.00~~	~~020~~
351+30 - 351+30	I31 - I151	5										782.06	781.98	020
351+30 - 351+30	I151 - E91	44					1			6		781.98	781.50	020
355+53 - 355+53	I152 - I32	5										781.52	781.46	020
355+53 - 355+53	I32 - E92	56					1			6		781.46	781.16	020
~~358+53 - 358+53~~	~~I153 - I33~~	5										~~779.39~~	~~779.31~~	~~020~~
358+53 - 358+53	I33 - E93	56					1			6		779.31	779.00	020
361+53 - 361+53	I154 - I34	6										778.32	778.30	020
361+53 - 361+53	I34 - E94	50					1			6		778.30	777.70	020
363+57 - 365+67	I155 - I36	210										778.30	777.88	020
~~363+57 - 363+57~~	~~I35 - I155~~	5										~~778.38~~	~~778.30~~	~~020~~
365+67 - 365+67	I156 - I36	7										777.92	777.88	020
365+67 - 365+67	I36 - E96	74					1			6		777.88	777.60	020
NOT ON PLAN & ~~366+90 - 367+17~~ NOT IN STR. TABLE	~~E130 - I51~~	42										775.37	775.33	020
368+44 - 368+44	I52 - I53	44										775.21	775.12	020
~~368+44 - 368+44~~	~~I56 - I55~~	24										~~775.17~~	~~775.12~~	~~020~~
368+44 - 368+44	I55 - I53	7										775.12	775.00	020
368+44 - 370+00	I53 - MH59			156								775.00	774.70	020
370+00 - 370+00	I57 - I58	24										774.77	774.72	020
370+00 - 370+00	I58 - MH59	6										774.72	774.70	020
~~370+00 - 370+00~~	~~I61 - I60~~	24										~~774.77~~	~~774.72~~	~~020~~
370+00 - 370+00	I60 - MH59		2			8						774.72	774.70	020
370+00 - 378+00	* MH59 - STUB											774.20	-	020
17+00 - 19+15	STH 150, I111-I110	210										779.42	778.37	010
19+15 - 19+15	STH 150, E166-I110	88					1			6		778.80	778.37	010
~~19+15 - 19+15~~	~~STH 150, I110-E167~~	14					1			6		~~778.37~~	~~778.34~~	~~010~~
23+00 - 24+98	STH 150, I70A-I70	198										774.90	773.65	010
24+98 - 26+05	STH 150, I70 - E86	107						1		6		773.65	773.30	010
365+00 - 19+00	JACOBSEN RD, E97 - I37A	26					1			6		776.20	776.13	020
19+00 - 19+00	JACOBSEN RD, I39 - MH38	40										776.10	776.00	020
~~19+00 - 17+00~~	~~JACOBSEN RD, MH38 - MH42~~	196										~~776.00~~	~~775.50~~	~~020~~
16+85 - 17+00	JACOBSEN RD, I41 - MH42	26										775.60	775.50	020
17+00 - 17+00	JACOBSEN RD, I43 - MH42	18										775.56	775.50	020
17+00 - 14+12	JACOBSEN RD, MH42 - MH44	284										775.50	774.39	020
14+12 - 14+12	JACOBSEN RD, I45 - MH44	32										774.45	774.39	020
~~14+12 - 14+25~~	~~JACOBSEN RD, MH44 - I46~~		10									~~774.39~~	~~774.35~~	~~020~~
14+25 - 14+25	JACOBSEN RD, I46 - ~~EXIST. MH~~		4					1		6	1	774.35	774.20	020
20+83 - 20+83	JACOBSEN RD, E47 - I47A	83					1			6		775.60	775.47	020
24+54 - 25+54	JACOBSEN RD, I50 - E51	100					1					775.80	775.50	020
13+85 - 14+12	JACOBSEN RD, I184 - I45	42										774.55	774.45	020
~~19+00 - 19+00~~	~~JACOBSEN RD, I37A - MH38~~	53										776.13	776.00	020
17+50 - 17+00	JACOBSEN RD, I43A - I43	50										775.66	775.56	020
20+83 - 368+44	I47A - I56	184										775.47	775.17	020
TOTAL		2986	56	156	139	8	21	2	2	144	1			

NO EXISTING MH (SEE BELOW)

* PLUG AT END OF STUB IS INCIDENTAL

MH #4 (MCMAHON) TO STUB

30'-15" (MCMAHON) FOR TEMP TIE-IN TO EXIST. DITCH

FILTER BAGS

STATION	PURPOSE	LOCATION	ROAD	DELIVERED EACH	INSTALLED EACH	MAINTENANCE EACH	GROUP CODE
23+00	DITCH CHECK	LT	STH 150	13	13	26	010
25+00	DITCH CHECK	LT	STH 150	13	13	26	010
27+00	DITCH CHECK	LT	STH 150	13	13	26	010
29+00	DITCH CHECK	LT	STH 150	13	13	26	010
310+37	INLET PROTECTION	MEDIAN	CTH CB	24	24	48	010
312+00	DITCH CHECK	LT	CTH CB	13	13	13	010
312+00	DITCH CHECK	RT	CTH CB	13	13	13	010
313+80	INLET PROTECTION	MEDIAN	CTH CB	32	32	64	010
316+00	INLET PROTECTION	MEDIAN	CTH CB	32	32	64	010
320+00	DITCH CHECK	RT	CTH CB	13	13	13	010
320+28	INLET PROTECTION	MEDIAN	CTH CB	24	24	24	010
323+00	INLET PROTECTION	MEDIAN	CTH CB	32	32	32	010
326+00	DITCH CHECK	RT	CTH CB	13	13	26	010
326+68	INLET PROTECTION	MEDIAN	CTH CB	24	24	48	010
330+00	INLET PROTECTION	MEDIAN	CTH CB	32	32	64	010
333+00	INLET PROTECTION	MEDIAN	CTH CB	18	18	36	010
335+50	DITCH CHECK	RT	CTH CB	13	13	26	010
336+20	DITCH CHECK	RT	CTH CB	13	13	26	010
337+00	DITCH CHECK	LT	CTH CB	13	13	26	010
339+30	INLET PROTECTION	MEDIAN	CTH CB	24	24	48	020
342+30	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
345+30	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
348+30	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
351+30	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
354+50	DITCH CHECK	LT	CTH CB	13	13	26	020
355+53	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
358+25	DITCH CHECK	RT	CTH CB	13	13	26	020
358+53	INLET PROTECTION	MEDIAN	CTH CB	20	20	40	020
361+53	INLET PROTECTION	MEDIAN	CTH CB	21	21	42	020
362+00	DITCH CHECK	LT	CTH CB	13	13	26	020
364+53	INLET PROTECTION	MEDIAN	CTH CB	21	21	42	020
365+26	INLET PROTECTION	MEDIAN	CTH CB	26	26	52	020
367+00	INLET PROTECTION	LT	CTH CB	18	18	36	020
367+17	INLET PROTECTION	MEDIAN	CTH CB	25	25	50	020
367+17	INLET PROTECTION	RT	CTH CB	18	18	36	020
367+78	INLET PROTECTION	MEDIAN	CTH CB	25	25	50	020
367+78	INLET PROTECTION	LT	CTH CB	18	18	36	020
367+78	INLET PROTECTION	RT	CTH CB	18	18	36	020
370+00	INLET PROTECTION	LT	CTH CB	18	18	36	020
370+00	INLET PROTECTION	LT	CTH CB	18	18	36	020
370+00	INLET PROTECTION	RT	CTH CB	18	18	36	020
370+00	INLET PROTECTION	RT	CTH CB	18	18	36	020
14+00	INLET PROTECTION	RT	JACOBSEN RD.	18	18	36	020
14+25	INLET PROTECTION	LT	JACOBSEN RD.	18	18	36	020
16+85	INLET PROTECTION	RT	JACOBSEN RD.	18	18	36	020
17+00	INLET PROTECTION	LT	JACOBSEN RD.	18	18	36	020
18+05	INLET PROTECTION	RT	JACOBSEN RD.	18	18	36	020
19+02	INLET PROTECTION	RT	JACOBSEN RD.	18	18	36	020
19+13	INLET PROTECTION	LT	JACOBSEN RD.	18	18	36	020
19+57	INLET PROTECTION	LT	JACOBSEN RD.	18	18	36	020
21+00	DITCH CHECK	LT	JACOBSEN RD.	13	13	26	020
21+00	DITCH CHECK	RT	JACOBSEN RD.	13	13	26	020
UNDISTRIBUTED				39	39	78	010
UNDISTRIBUTED				85	85	170	020
			TOTAL:	1100	1100	2200	

STOCKPILING SALVAGED TOPSOIL

STATION	LOCATION	C.Y.	REMARKS	GROUP CODE
307+00	CTH CB, RT/LT	1120	STOCKPILE LOCATION	010
364+00	CTH CB, LT	1015	STOCKPILE LOCATION	020
	TOTAL	2135		

McMahon 8/15

STATE PROJECT NUMBER	SHEET NO.
4619-02-71	3E3F

MISCELLANEOUS QUANTITIES

CTH CB WINNEBAGO COUNTY

INLETS AND MANHOLES AND CONSTRUCTION STAKING, INLETS AND MANHOLES

NO.	STATION	LOCATION *	ROAD	STRUCTURE	TYPE	COVER	GRATE FLOWLINE ELEV.	INVERT ELEV.	TOP OF STRUCTURE ELEV.	(1) DEPTH TO FLOWLINE	CONSTRUCTION STAKING EACH	GROUP CODE
B1	310+37	LT, 46.5'	CTH CB	INLET	3	H-LT.	781.53	778.26	780.60	2.3	1	010
B2	313+80	LT, 34.5'	CTH CB	INLET	3	H-LT.	782.80	779.78	781.87	2.0	1	010
B3	316+00	LT, 34.5'	CTH CB	INLET	3	H-LT.	783.46	780.50	782.53	2.0	1	010
B4	320+28	LT, 34.5'	CTH CB	INLET	3	H-LT.	785.20	782.62	784.27	1.7	1	010
B5	323+00	LT, 34.5'	CTH CB	INLET	3	H-LT.	786.56	784.06	785.63	1.6	1	010
B6	326+68	LT, 34.5'	CTH CB	INLET	3	H-LT.	792.35	789.83	791.42	1.8	1	010
B7	330+00	LT, 34.5'	CTH CB	INLET	3	H-LT.	804.06	799.05	803.13	4.1	1	010
B8	333+00	LT, 29.5'	CTH CB	INLET	3	H-LT.	814.77	810.17	813.84	3.7	1	010
B9	339+30	LT, 29.5'	CTH CB	INLET	3	H-RT.	814.45	809.26	813.52	4.2	1	020
B10	342+30	LT, 29.5'	CTH CB	INLET	3	H-RT.	804.54	797.36	803.59	6.2	1	020
B11	345+30	LT, 29.5'	CTH CB	INLET	3	H-RT.	794.20	787.23	793.27	6.0	1	020
B12	348+30	LT, 29.5'	CTH CB	INLET	3	H-RT.	789.34	782.72	788.41	5.7	1	020
B13	351+30	LT, 29.5'	CTH CB	INLET	3	H-RT.	788.11	782.33	787.18	4.8	1	020
B14	355+53	LT, 29.5'	CTH CB	INLET	3	H-RT.	784.72	779.00	783.79	4.8	1	020
B15	358+53	LT, 29.5'	CTH CB	INLET	3	H-RT.	782.71	778.50	781.78	3.3	1	020
B16	361+53	LT, 32.5'	CTH CB	INLET	3	H-RT.	780.64	777.53	779.71	2.2	1	020
B17	363+89	LT, 35.5'	CTH CB	INLET	3	H-RT.	779.52	776.96	778.59	1.6	1	020

* LOCATION SHOWN IS TO CENTER OF STRUCTURE

(1) DEPTH TO FLOWLINE SHOWN DOES NOT INCLUDE THE 6-INCH ADJUSTMENT BELOW CASTING FOR INLETS. MINIMUM STRUCTURE DEPTH OF 3.5 FEET EXCLUDES COVER AND ADJUSTMENT.

FILTER BAGS

STATION	PURPOSE	LOCATION	ROAD	DELIVERED EACH	INSTALLED EACH	MAINTAINED EACH	GROUP CODE
310+37	INLET PROTECTION	LT.	CTH CB	8	8	16	010
313+80	INLET PROTECTION	LT.	CTH CB	8	8	16	010
316+00	INLET PROTECTION	LT.	CTH CB	8	8	16	010
320+28	INLET PROTECTION	LT.	CTH CB	8	8	16	010
323+00	INLET PROTECTION	LT.	CTH CB	8	8	16	010
326+68	INLET PROTECTION	LT.	CTH CB	8	8	16	010
330+00	INLET PROTECTION	LT.	CTH CB	8	8	16	010
333+00	INLET PROTECTION	LT.	CTH CB	8	8	16	010
339+30	INLET PROTECTION	LT.	CTH CB	8	8	16	020
342+30	INLET PROTECTION	LT.	CTH CB	8	8	16	020
345+30	INLET PROTECTION	LT.	CTH CB	8	8	16	020
348+30	INLET PROTECTION	LT.	CTH CB	8	8	16	020
351+30	INLET PROTECTION	LT.	CTH CB	8	8	16	020
355+53	INLET PROTECTION	LT.	CTH CB	8	8	16	020
358+53	INLET PROTECTION	LT.	CTH CB	8	8	16	020
361+53	INLET PROTECTION	LT.	CTH CB	8	8	16	020
363+89	INLET PROTECTION	LT.	CTH CB	8	8	16	020
			TOTALS	136	136	272	

REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

STATION	LOCATION & STR.-STR.	RCP, CLASS III STORM SEWER 12-INCH L.F.	RCP, CLASS III STORM SEWER 21-INCH L.F.	ENDWALLS 12-INCH RCCP EACH	JOINT TIES EACH	ELEVATIONS INLET	ELEVATIONS DISCHARGE	GROUP CODE
310+37	CTH CB, E157 - B1		28(14)			778.32	778.26	010
310+37	CTH CB, B1 - I131		46(0)			778.26	778.17	010
313+80	CTH CB, B2 - B2A	28(28)		1(1)	4	779.78	779.70	010
316+00	CTH CB, B3 - B3A	27(27)		1(1)	4	780.50	780.40	010
320+28	CTH CB, B4 - I137	35(35)				782.62	782.52	010
323+00	CTH CB, B5 - I139	26(26)				784.06	783.98	010
326+68	CTH CB, B6 - I141	35(35)				789.63	789.52	010
330+00	CTH CB, I143 - B7	26(0)				799.13	799.05	010
330+00	CTH CB, B7 - E164	34(11)		1(0)	4	799.05	799.00	010
333+00	CTH CB, I145 - B8	26(0)				810.45	810.17	010
333+00	CTH CB, B8 - E165	30(9)		1(0)	4	810.17	810.00	010
339+30	CTH CB, B9 - I27	26(26)				809.26	809.18	020
342+30	CTH CB, I28 - B10	26(26)				797.84	797.36	020
342+30	CTH CB, B10 - E88	41(3)		1(0)	4	797.36	797.00	020
345+30	CTH CB, B11 - I29	26(26)				787.23	787.08	020
348+30	CTH CB, B12 - I30	26(26)				782.72	782.48	020
351+30	CTH CB, B13 - I31	26(26)				782.33	782.06	020
355+53	CTH CB, B14 - B14A	37(37)		1(1)	4	779.00	778.50	020
358+53	CTH CB, B15 - B15A	31(31)		1(1)	4	778.50	778.24	020
361+53	CTH CB, B16 - B16A	26(26)		1(1)	4	777.53	777.30	020
363+89	CTH CB, B17 - B17A	32(32)		1(1)	4	776.96	776.80	020
	TOTALS	564(430)	74(14)	9(6)				

(TO BE PAID FOR BY THE TOWN OF MENASHA)

SALVAGED TOPSOIL, SEED, MULCH, AND FERTILIZER

STA.-STA.	LOCATION	SALVAGED TOPSOIL S.Y.	MULCHING S.Y.	FERTILIZER TYPE B CWT.	SEEDING NO. 30 (LBS)	GROUP CODE
309+00-339+00	C.T.H. CB	3572	3572	2.25	64	010
339+00-366+00	C.T.H. CB	2195	2195	1.38	40	020

SOD & EROSION MAT, CLASS II - TYPE A

STATION	LOCATION	ROAD	DELIVERED S.Y.	INSTALLED S.Y.	SOD	GROUP CODE
313+80	OUTFALL- LT.	CTH CB	8	8	8	010
316+00	OUTFALL- LT.	CTH CB	8	8	8	010
355+53	OUTFALL- LT.	CTH CB	8	8	8	020
358+53	OUTFALL- LT.	CTH CB	8	8	8	020
361+53	OUTFALL- LT.	CTH CB	8	8	8	020
363+48	OUTFALL- LT.	CTH CB	8	8	8	020
		TOTALS	48	48	48	

STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.0

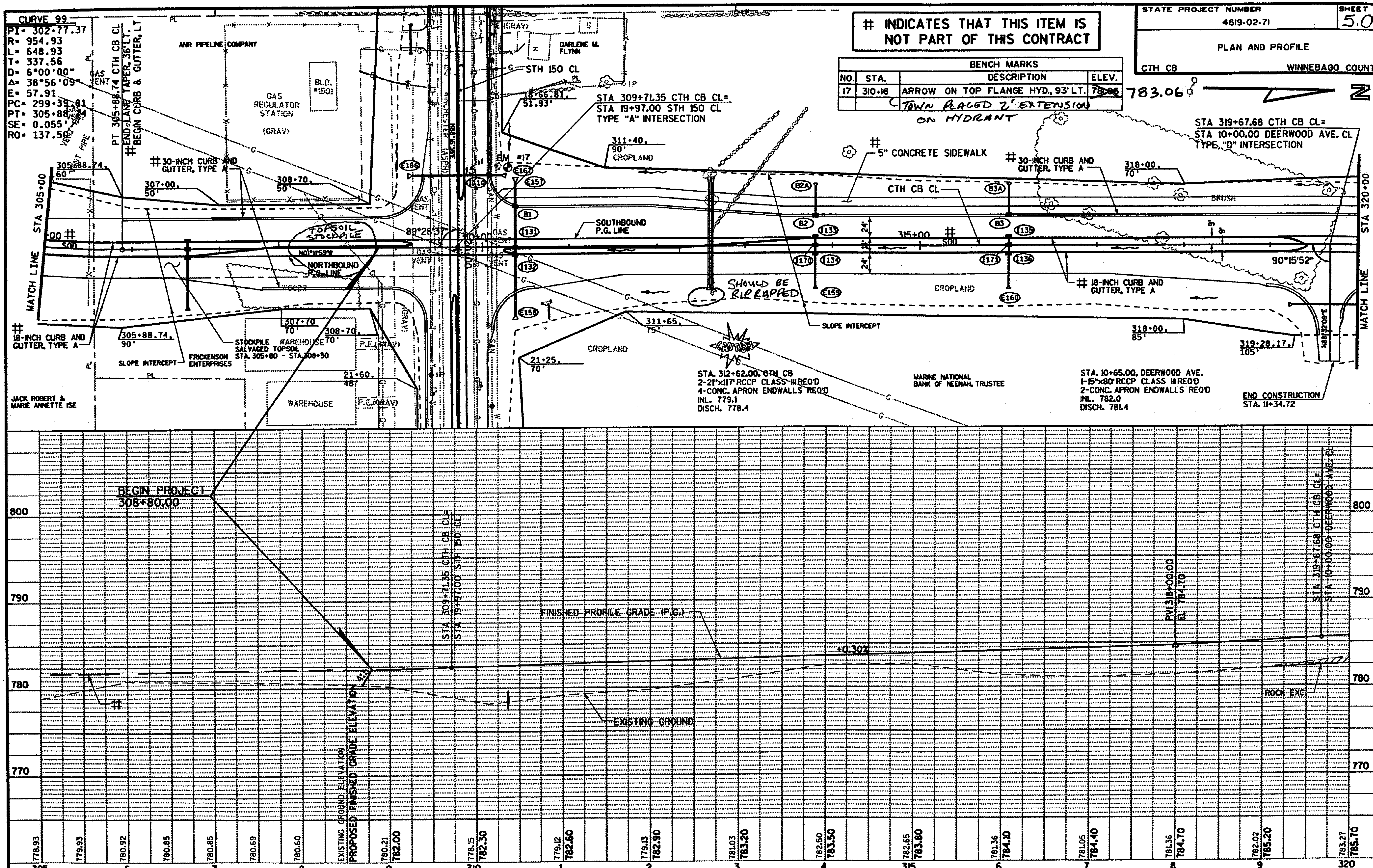
PLAN AND PROFILE

CTH CB WINNEBAGO COUNTY

# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
17	310+16	ARROW ON TOP FLANGE HYD., 93' LT.	~~78.06~~ 783.06
		TOWN PLACED 2' EXTENSION ON HYDRANT	



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STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.1

PLAN AND PROFILE

CTH CB — WINNEBAGO COUNTY

 # INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

N

STA. 330+10.00 CTH CB CL
BEGIN MEDIAN TAPER, 9'LT.
BEGIN LANE TAPER, 33'LT.

300' TAPER

TBM #25 335+45, 165'LT.
PK IN 36" TREE
783.58

BM #19

332+00, 145'

STA 326+07.59 CTH CB CL=
STA 10+00.00 CONSTITUTION DR. CL
TYPE "D" INTERSECTION

T.L.E.

#5" CONCRETE SIDEWALK

#30-INCH CURB AND GUTTER, TYPE A

STA. 333+10.00 CTH CB CL
END MEDIAN TAPER, 4'LT.
END LANE TAPER, 28'LT.

FIELD/SCATTERED BRUSH

STA 320+00

STA 335+00

MATCH LINE

(GRAV) OAKVIEW DRIVE

320+30, 95'LT. PK IN E. SIDE OF E. TRANSF. P
785.11

BRUSH

BM

323+00, 90'

325+00, 75'

CROPLAND

CTH CB CL

FIELD

SOUTHBOUND P.G. LINE

325+00

#SOD

330+00

90°00'00"

NORTHBOUND P.G. LINE

N89°11'59"W

RUBBLE

BM #18

9" 24"

24"

8" 4" 4"

#18-INCH CURB AND GUTTER, TYPE A

KIMBERLY CLARK CORPORATION

320+08.17, 105'

SLOPE INTERCEPT

322+00, 80'

325+00, 95'

325+75.06, 110'

STA. 10+70.00 CONSTITUTION DR.
1-12"x80' RCCP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INV. 785.1
DISCH. 784.9

BANK ONE WISCONSIN TRUST COMPANY, N.A., TRUSTEE

TOWN OF MENASHA

N88°48'01"E

326+41.06, 110'

CONSTITUTION DR. CL

END CONSTRUCTION
STA. 11+34.99

ALL AMERICAN BUSINESS INDUSTRIAL PARK

327+00, 90'

PROPOSED R/W

330+00, 112.54'

330+00, 139.20'

BM
329+00, PK IN W. SIDE OF W. TRANSF.
ELE. 787.19

TEMPORARY

HAUL ROAD

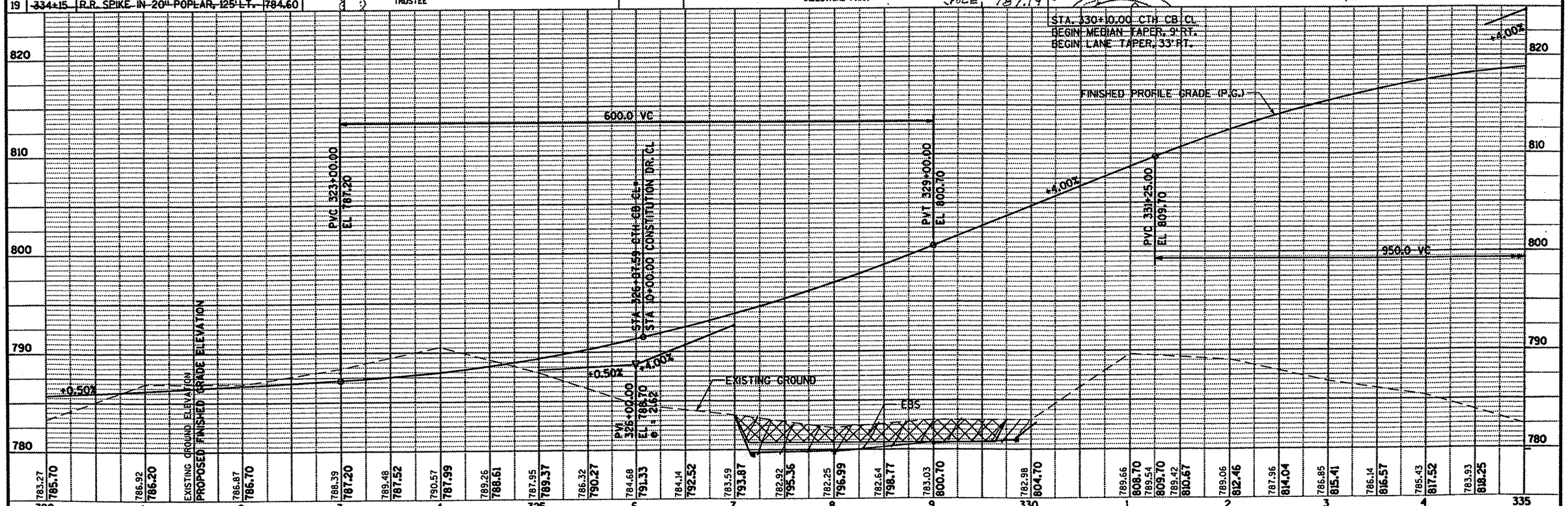
T.L.E.

300' TAPER

STA. 330+10.00 CTH CB CL
BEGIN MEDIAN TAPER, 9'RT.
BEGIN LANE TAPER, 33'RT.

STA. 333+10.00 CTH CB CL
END MEDIAN TAPER, 4'RT.
END LANE TAPER, 28'RT.

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
~~18~~	~~223+24~~	~~R.R. SPIKE IN 18" TREE, 2' LT.~~	~~784.50~~
~~19~~	~~334+15~~	~~R.R. SPIKE IN 20" POPLAR, 125' LT.~~	~~784.60~~



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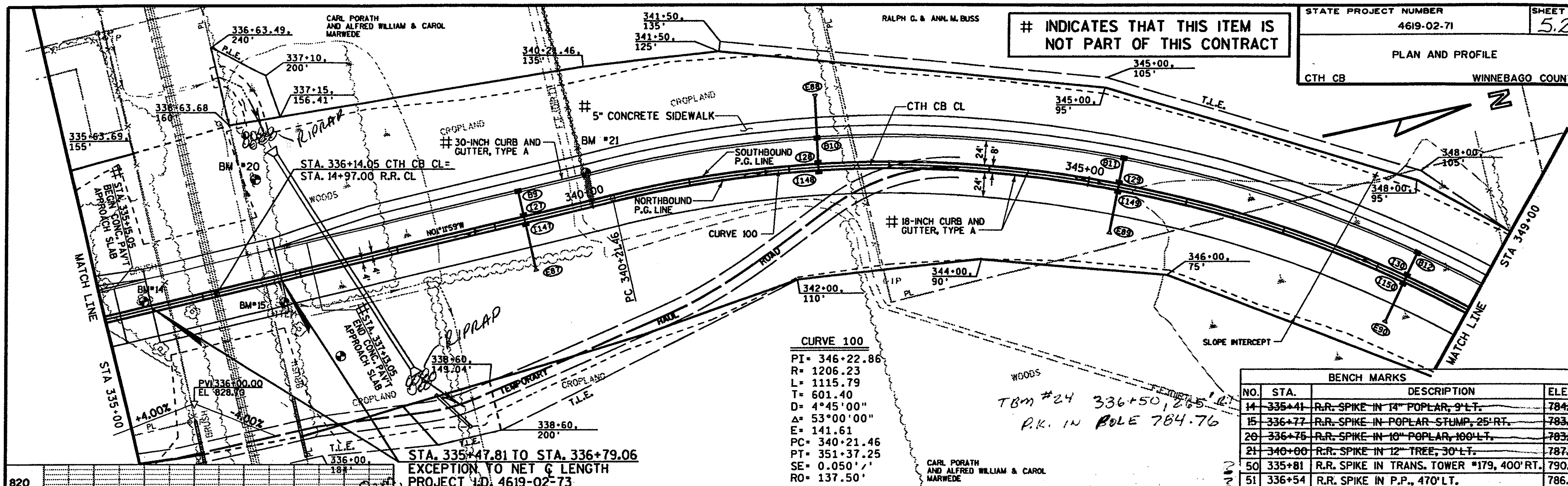
STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.2

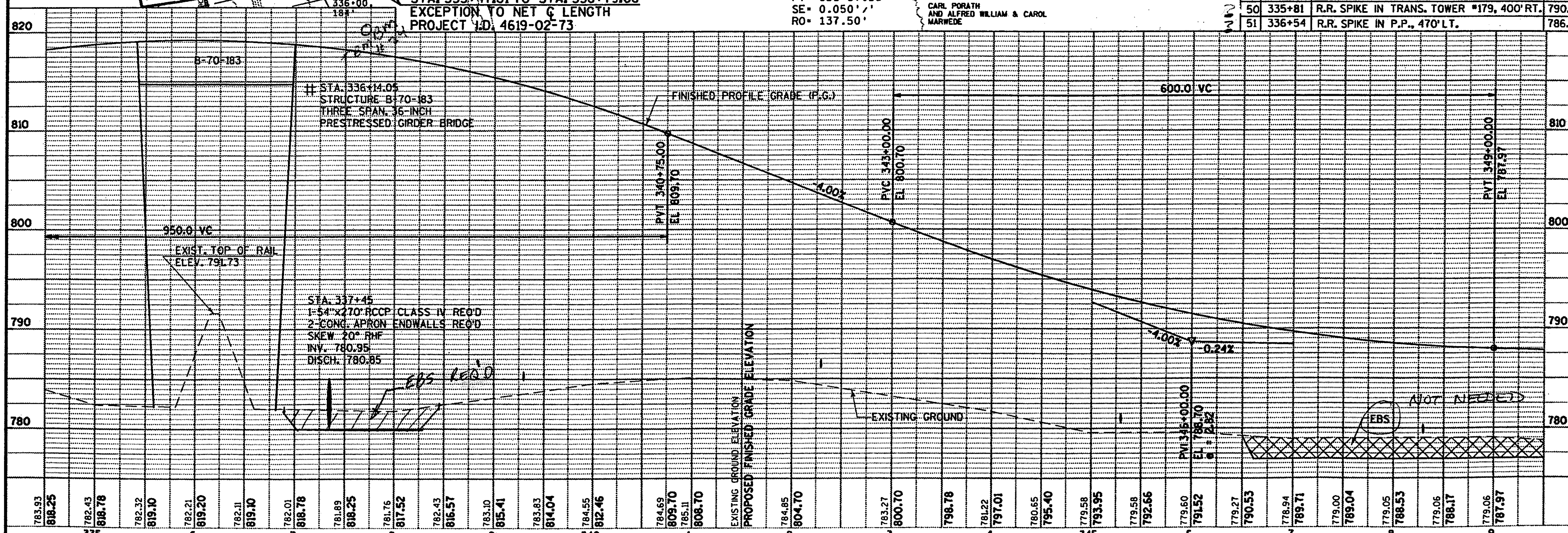
PLAN AND PROFILE

CTH CB — WINNEBAGO COUNTY

 # INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
~~14~~	~~335+41~~	~~R.R. SPIKE IN 14" POPLAR, 9' LT.~~	~~784.43~~
~~15~~	~~336+77~~	~~R.R. SPIKE IN POPLAR STUMP, 25' RT.~~	~~783.40~~
~~20~~	~~336+75~~	~~R.R. SPIKE IN 10" POPLAR, 100' LT.~~	~~783.71~~
~~21~~	~~340+00~~	~~R.R. SPIKE IN 12" TREE, 30' LT.~~	~~787.12~~
50	335+81	R.R. SPIKE IN TRANS. TOWER #179, 400' RT.	790.85
51	336+54	R.R. SPIKE IN P.P., 470' LT.	786.84



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STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.3

PLAN AND PROFILE

CTH CB — WINNEBAGO COUNTY

# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

CURVE 101
PI= 359+32.77
R= 1175.30
L= 1090.11
T= 587.81
D= 4°52'30"
Δ= 53°08'34"
E= 138.79
PC= 353+44.96
PT= 364+35.07
SE= 0.050'/'
RO= 137.50'

CURVE 100
PI= 346+22.86
R= 1206.23
L= 1115.79
T= 601.40
D= 4°45'00"
Δ= 53°00'00"
E= 141.61
PC= 340+21.46
PT= 351+37.25
SE= 0.050'/'
RO= 137.50'

CARL PORATH AND ALFRED WILLIAM & CAROL MARWEDE

ZAC INVESTMENT CORP.

KIMBERLY-CLARK CORPORATION

STA 349+00

MATCH LINE

349+50, 90'

351+37.25, 90'

CURVE 100

SLOPE INTERCEPT SOUTHBOUND P.G. LINE

350+00

PC 353+44.96

353+44.96, 80'

1 Bm #8 RIPRAP

#30-INCH CURB AND GUTTER, TYPE A

#5" CONCRETE SIDEWALK

356+00, 75'

359+00, 70'

BM#22

CURVE 101

CTH CB CL

NORTHBOUND P.G. LINE

N51°48'01"E

351+37.25, 75'

PT 351+37.25

355+00

353+44.96, 85'

355+00, 85'

24'

8'

24'

#18-INCH CURB AND GUTTER, TYPE A

356+37.94, 53'

358+58.90, 90'

359+00, 90'

STA. 358+00 RT
RECONSTRUCT P.E.
1-15"x60' CSCP REQ'D
2-APRON ENDWALLS REQ'D

BM#23

STA. 360+00 CTH CB CL
BEGIN MEDIAN TAPER, 4' RT.
BEGIN LANE TAPER, 28' RT.

STA. 360+00 CTH CB CL
BEGIN MEDIAN TAPER, 4' LT.
BEGIN LANE TAPER, 28' LT.

STA. 363+00 CTH CB CL
END MEDIAN TAPER, 10' RT.
END LANE TAPER, 34' RT.

STA. 363+00 CTH CB CL
END MEDIAN TAPER, 10' LT.
END LANE TAPER, 34' LT.

362+08.63, 73.97'

300' TAPER

361+00, 70'

362+00, 75'

300' TAPER

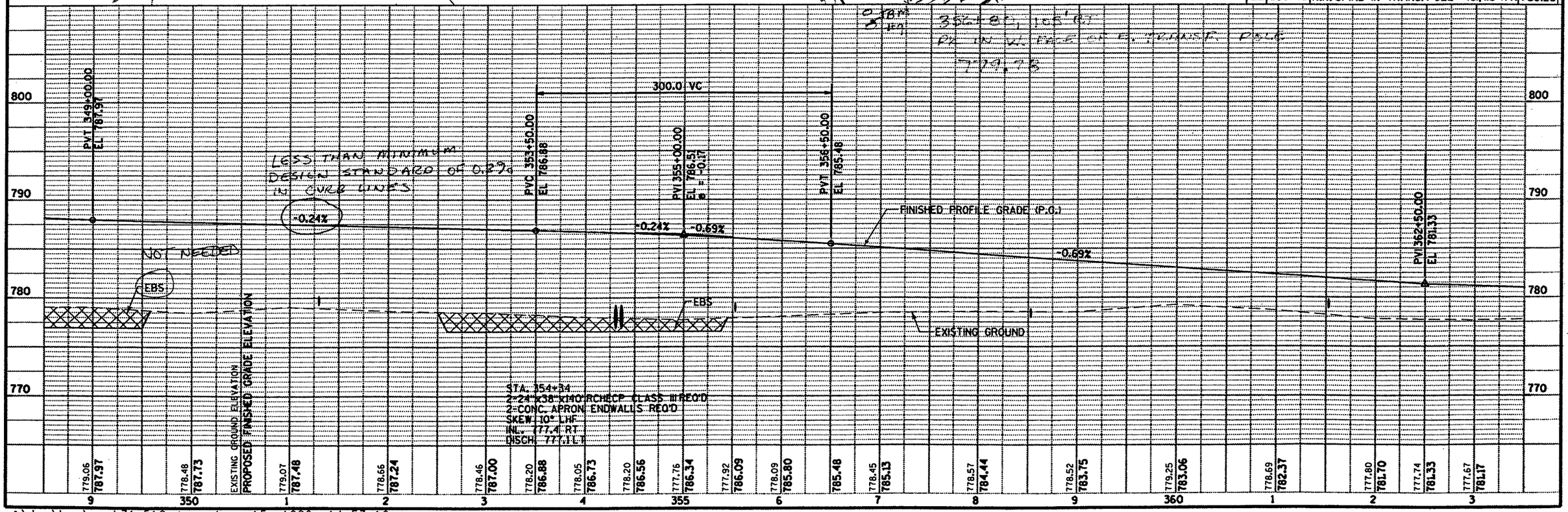
MATCH LINE

STA 363+00

AMR PIPELINE CO.

TBM 8 354+55, 100' LT PK IN 15" TREE 779.61

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
~~22~~	~~354+47~~	~~R.R. SPIKE IN 40" ELM, 49' LT.~~	~~780.41~~
23	356+43	R.R. SPIKE IN TRANS. POLE #181, 113' RT.	780.23



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STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.4

PLAN AND PROFILE

CTH CB — WINNEBAGO COUNTY

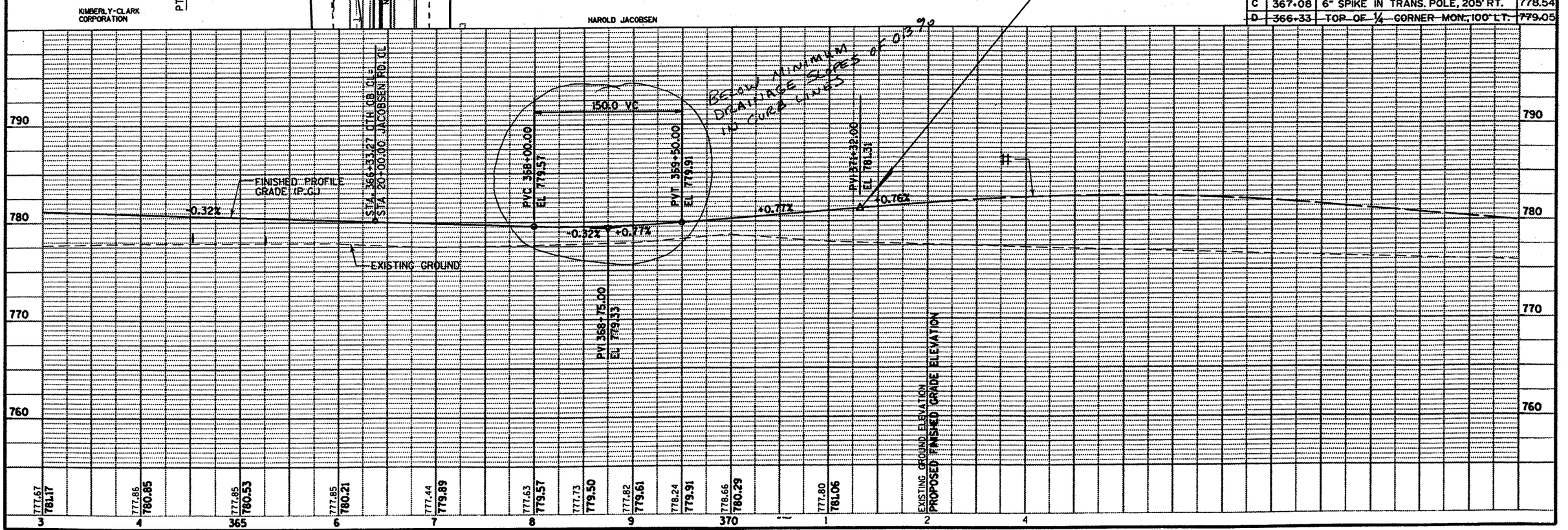
# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

CURVE 101
PI= 359+32.77
R= 1175.30
L= 1090.11
T= 587.81
D= 4°52'30"
Δ= 53°08'34"
E= 138.79
PC= 353+44.96
PT= 364+35.07
SE= 0.050'/'
RO= 137.50'

ROGER A. & DONNA M. ZARLING
ZAC INVESTMENT CORP.
PAUL D. & COLLETTE J. BEUTHER
JOHN A. & RITA LEHL
HAROLD & SHIRLEY JACOBSEN
KIMBERLY-CLARK CORPORATION
HAROLD JACOBSEN

JACOBSEN RD. CL
STA 366+33.27 CTH CB CL =
STA 20+00.00 JACOBSEN RD. CL
TYPE "A" INTERSECTION MODIFIED
STA. 105+00.00 PROJECT I.D. 1517-03-01 =
STA. 371+32.86 PROJECT I.D. 4619-02-00
ONE 30" PIPE STUBBED OUT - DOES NOT DRAIN ANYWHERE
18+60.86, 44'
365+82.48, 99.30'
30-INCH CURB AND GUTTER, TYPE A
5" CONCRETE SIDEWALK
CONCRETE SIDEWALK
CTH CB CL
SLOPE INTERCEPT
SOUTHBOUND P.G. LINE
NORTHBOUND P.G. LINE
CURVE 101
365+00
370+00
375+00
MH
18-INCH CURB AND GUTTER, TYPE A
30-INCH CURB AND GUTTER, TYPE A
24-INCH, RCP, FUTURE CLASS III, SS (PROJECT I.D. 1517-03-01)
364+10, 105' RT
TBM #29 PK IN W FACE OF E. TRANSF. POLE 778.87
MATCH LINE
STA 363+00
CAUTION
364+35.07, 85'
SLOPE INTERCEPT
PT 364+35.07
21+17.85, 75'
PI 21+17.78
21+26.65, 70'
BM A
BM B
END PROJECT
STA. 371+32.86

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
A	366+01	6" SPIKE, 220' LT.	779.04
B	366+02	6" SPIKE IN POWER POLE, 139' RT.	778.94
C	367+08	6" SPIKE IN TRANS. POLE, 205' RT.	778.54
D	366+33	TOP OF ¼ CORNER MON., 100' LT.	779.05



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STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.5

PLAN AND PROFILE

STH 150 WINNEBAGO COUNTY

# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

CURVE 124
PI= 20+97.75
R= 204.63
L= 121.37
T= 62.53
D= 28°00'00"
Δ= 33°58'57"
E= 62.53
PC= 20+35.23
PT= 21+56.60
SE= NC

MATCH EXISTING
STA 21+06.70
SAWCUT REQ'D

MATCH EXISTING
STA. 11+86.18
SAWCUT REQ'D

MATCH EXISTING
STA 18+72.97
SAWCUT REQ'D

JEFFREY A. & NATALIE A. STROHMEYER

F. GERALD & ROCHELLE M. ALTENHOFEN

J. FRANK & SUSANNE A. ECCLES

LEONARD C. BRUMBAUGH

LES SIEMEK

DARLENE M. FLYNN

MARINE NATIONAL BANK OF NEENAH TRUSTEE

DANIEL D. SAURIOL

ANR PIPELINE COMPANY

FRICKENSON ENTERPRISES

STA. 11+86.18 STH 150 BEGIN MEDIAN TAPER, 0'LT. BEGIN LANE TAPER, 12'LT

STA. 11+86.18 STH 150 BEGIN MEDIAN TAPER, 0'RT. BEGIN LANE TAPER, 12'RT

STA. 13+80 STH 150
1-15"X64' RCCP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INL. 784.1
DISCH. 783.6

STA. 16+36.18 STH 150 END MEDIAN TAPER, 9'LT. END LANE TAPER, 21'LT.

STA. 16+36.18 STH 150 END MEDIAN TAPER, 9'RT. END LANE TAPER, 21'RT.

STA. 14+35.98 STH 150 CL=
STA. 20+00.20 BONDOW DR. CL
TYPE "D" INTERSECTION MODIFIED

STA. 19+44 BONDOW DR
1-15"X68' RCCP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INL. 783.5
DISCH. 783.2

STA. 17+58, RT.
RECONSTRUCT C.E. GAS REGULATOR STATION
REM. EXIST. 15"X30" CMP
1-15"X45' CSCP REQ'D
2-APRON ENDWALLS REQ'D

STA. 19+97.00 STH 150 CL=
STA. 309+71.35 CTH CB CL
TYPE "A" INTERSECTION MODIFIED

CURVE 124
20-95,
32.88'

PT 21+56.60

PC 20+35.23

21+00,
33.15'

11+50,
37.52'

11+70,
50'

12+80,
60'

11+54,
70'

15+02.64,
80'

PI 14+87.00

311+40,
90'

311+65,
75'

21+25,
70'

21+00,
70'

21+60,
48'

308+70,
70'

308+70,
50'

18+66.81,
93'

15+19.69,
53.19'

89°44'51"

180°13'07"

89°28'37"

N88°29'45"E

N88°16'38"E

15+00

20+00

P.G. LINE

T.L.E.

BONDOW DR. CL

CTH CB CL

STH 150 WINCHESTER (ASPH)

CROPLAND

CAUTION

SLOPE INTERCEPT

MATCH LINE STA 23+50

18-INCH CURB AND GUTTER, TYPE A

18-INCH CURB AND GUTTER, TYPE B

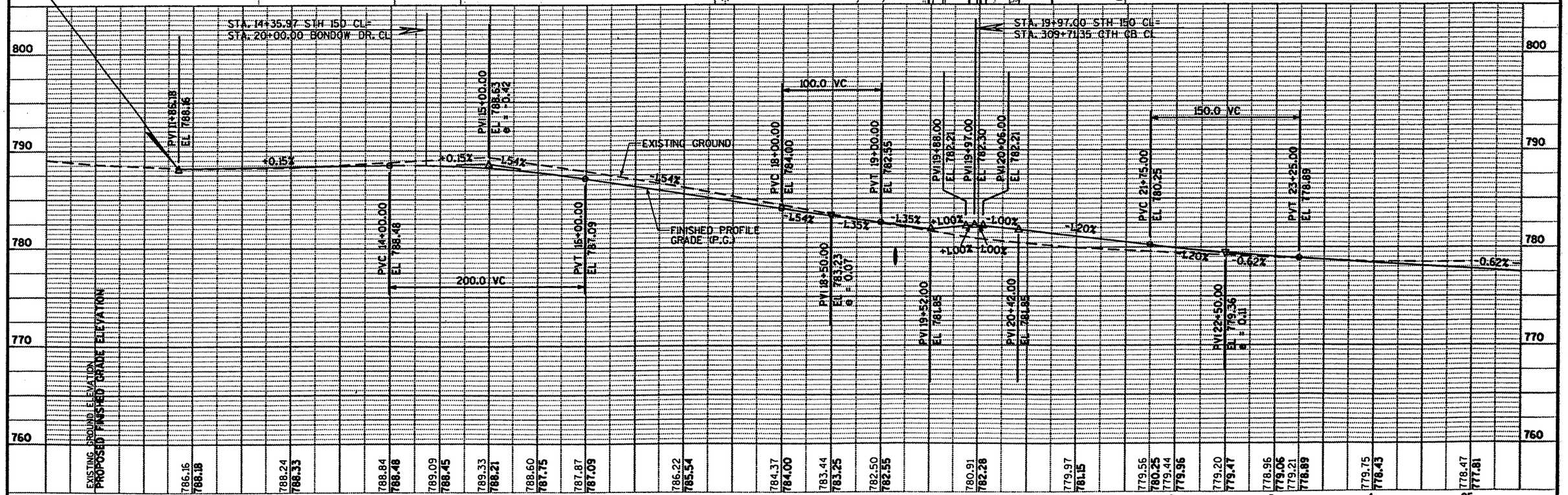
CORRUGATED MEDIAN

30-INCH CURB AND GUTTER, TYPE A

30-INCH CURB AND GUTTER, TYPE D

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
17	310+16	ARROW ON TOP FLANGE HYD., 93' LT. (RAISED)	~~781.06~~ 783.06



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STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.6

PLAN AND PROFILE

STH 150 WINNEBAGO COUNTY

# INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT

MARINE NATIONAL BANK OF NEENAH TRUSTEE

DEERWOOD AVE. CL

MATCH EXISTING
STA. 21+00.04
SAWCUT REQ'D

TOWN OF MENASHA

STA. 20+50 DEERWOOD AVE.
1-29"x45'X110' RCHECP CLASS III REQ'D
2-CONC. APRON ENDWALLS REQ'D
INL. 774.0
DISCH. 773.2

STA. 25+51.73 STH 150 CL=
STA. 20+00.12 DEERWOOD DR. CL
TYPE "D" INTERSECTION
MODIFIED

CURVE 200
PC 20+89.47

25+11.20,
89.60'

25+91.84,
105'

26+20,
70'

CAUTION

STH 150 CL

STA 23+50

MATCH LINE

30-INCH CURB AND GUTTER, TYPE A

18-INCH CURB AND GUTTER, TYPE D

18-INCH CURB AND GUTTER, TYPE A

30-INCH CURB AND GUTTER, TYPE D

PI 25+10.00

25+00

P.G. LINE

N88°16'38"E

179°50'15"

90°24'25"

70'

23+85.06

48'

107°32'W

COKE GAS VENT PIPE

COKE RD.

DEERWOOD DR.

DEERWOOD DR. CL

MATCH EXISTING
STA. 19+49.64
SAWCUT REQ'D

DANIEL D. SAURIOL

STA. 25+51.73 STH 150 CL
BEGIN MEDIAN TAPER 9'LT/RT

SLOPE INTERCEPT

TOWN OF NEENAH

STA. 29+50 STH 150
2-19"x30'X56' RCHECP CLASS III REQ'D
4-CONC. APRON ENDWALLS REQ'D
INL. 771.7
DISCH. 771.2

STA. 30+01.73 STH 150
END MEDIAN TAPER, 0'LT.
END LANE TAPER, 12'LT.

CORRUGATED MEDIAN (BY OTHERS)

T.L.E.

30+00,
50

30+25,
30.75'

30+00

N88°26'23"E

STA. 30+01.73 STH 150
END MEDIAN TAPER, 0'RT.
END LANE TAPER, 12'RT.

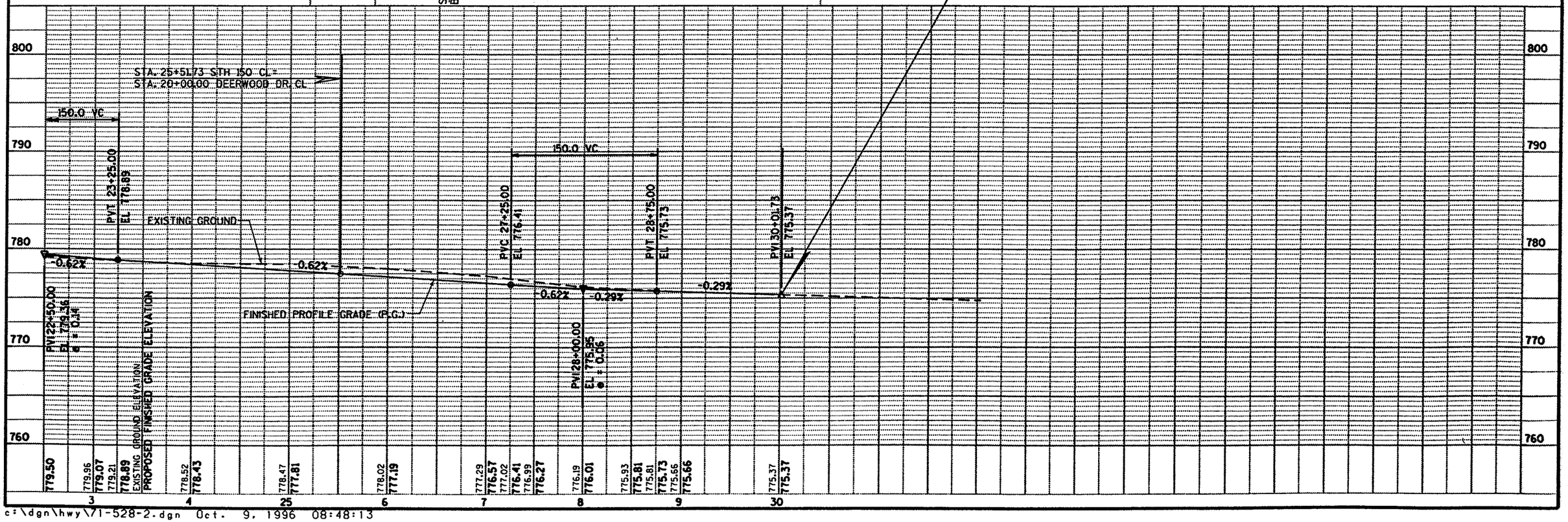
MATCH EXISTING
STA. 30+01.73
SAWCUT REQ'D

CURVE 200
PI = 21+80.89
R = 250.00
L = 175.28
T = 91.24
D = 22°55'06"
Δ = 40°10'16"
E = 16.19
PC = 20+89.47
PT = 22+64.75

N

T 20 N
17
20
R 17 E

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
17	310+16	ARROW ON TOP FLANGE HYD. 93' LT.	~~781.06~~ 783.06 (RAISED)



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MH 44 BELOW ASPHALT

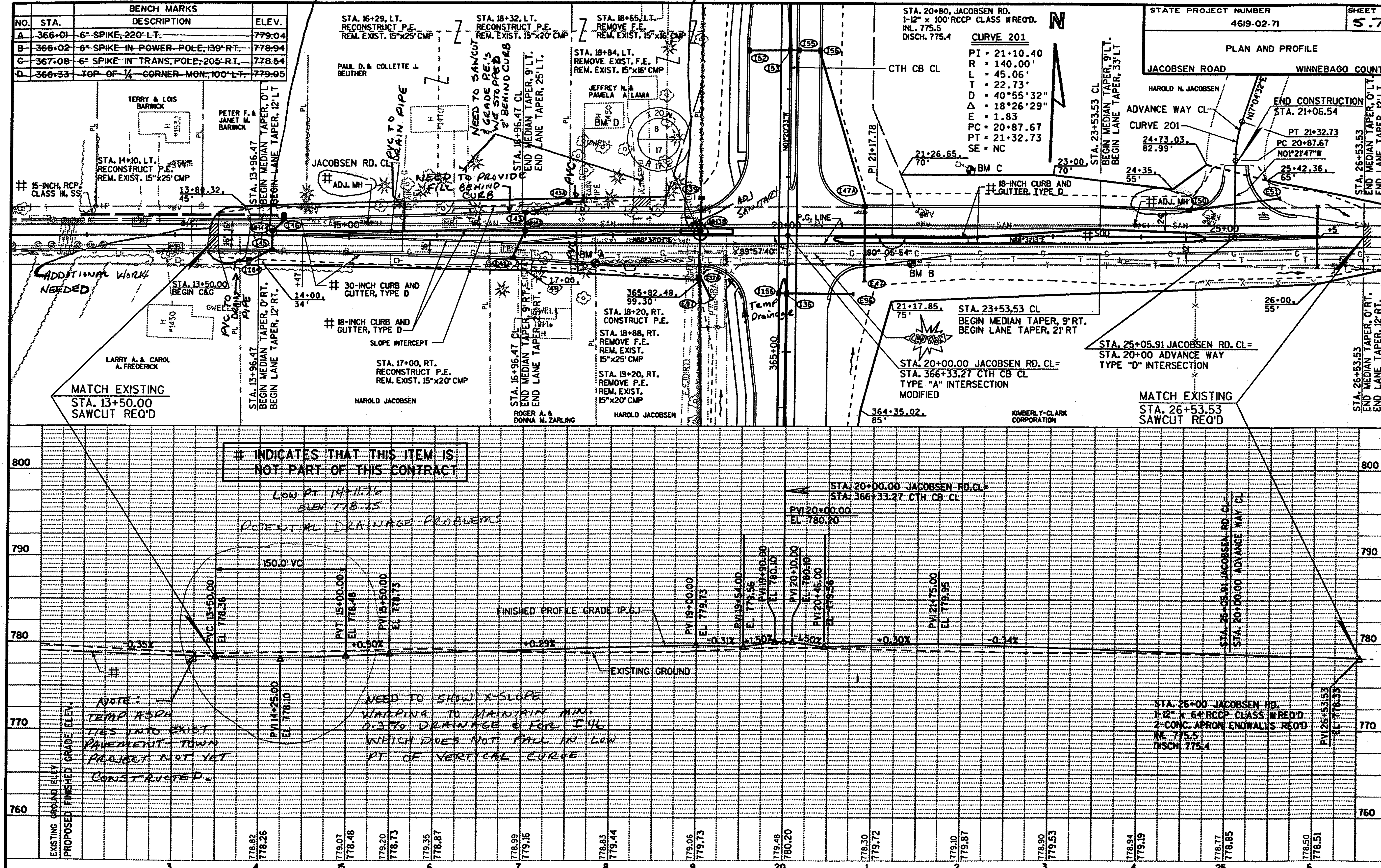
MH 38 BELOW ASPHALT SURFACE

STATE PROJECT NUMBER	SHEET NO
4619-02-71	5.7

PLAN AND PROFILE

JACOBSEN ROAD — WINNEBAGO COUNTY

		BENCH MARKS	
NO.	STA.	DESCRIPTION	ELEV.
A	366+01	6" SPIKE, 220' LT.	779.04
B	366+02	6" SPIKE IN POWER POLE, 139' RT.	778.94
C	367+08	6" SPIKE IN TRANS. POLE, 205' RT.	778.54
D	366+33	TOP OF ¼ CORNER MON., 100' LT.	779.05



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BARWICK, TERRY
1532

20' DRAINAGE EASEMENT

NORTH

2
SCALE – FEET
20

BENCH MARK:
TOP OF HYDRANT
ELEV.= 780.13

BARWICK, PETER
1532

STA 14+25, 18.5' LT
INLET 46
FL= 778.27
INV.= 774.28

30' – 15" STUBBED
TO EXIST. DITCH
(NO ENDWALL

OPEN GRATE STO MH #4
STA 14+25, 28' LT
RIM= 777.65
INV.= 774.26
W. INV.= 774.80
D.= 3.39'(RIM TO INV.)

GRAV. DR.

4" STO

120.00'

120.00'

MATCH EXIST. DITCH
ELEV.= 774.73

30'
24"-15" STO

STO MH 4

18" CMP

12" WM

21" SAN

SAN MH 6
EXISTING RIM = 778.36
PROPOSED RIM = 778.17

ROADWAY
CONSTRUCTION
BY OTHERS

21
UNDER D.O.T.
CONTRACT

STA 14+12
5' LT
STO MH 44
RIM= 778.26
INV.= 774.32

ROAD

37' B-B

20

C

C

4" STO

18" CMP

STA 14+12, 17.5' RT
INLET 45
FL= 778.34
INV.= 774.38

354.00'

STA 13+85, 28' RT
INLET 184
FL= 775.93
INV.= 774.43

GRAV. DR.

STORM SEWER CONSTRUCTION
UNDER D.O.T. CONTRACT

NO.	DATE	REVISION

McMAHON ASSOCIATES, INC.
■ENGINEERS ■ARCHITECTS ■SCIENTISTS ■SURVEYORS
1445 McMahon Drive Neenah, WI 54956
Mailing Address:
P.O. Box 1025 Neenah, WI 54957-1025
TEL: 414-751-4200 FAX: 414-751-4284

STATE PROJECT NUMBER	SHEET NO
4619-02-71	9.0

EARTHWORK SUMMARY

CTH CB — WINNEBAGO COUNTY

AVERAGE ENDAREA VOLUMES

CTH CB

STATION	END AREA CUT	END AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE FILL	EXP FAC	MASS HAUL
308 + 80	0.0	0.0						
			0.0	148.9	0.0	193.6	1.3	-193.6
309 + 00	7.4	80.4						
			13.7	859.1	13.7	1116.8	1.3	-1103.1
310 + 00	0.0	383.5						
			40.4	1091.9	54.1	2536.2	1.3	-2482.1
311 + 00	21.8	206.1						
			78.5	683.5	132.6	3424.8	1.3	-3292.2
312 + 00	20.6	163.0						
			87.6	481.9	220.2	4051.2	1.3	-3831.0
313 + 00	26.7	97.2						
			96.1	192.2	316.3	4301.1	1.3	-3984.8
314 + 00	25.2	6.6						
			178.3	129.6	494.6	4469.6	1.3	-3975.0
315 + 00	71.1	63.4						
			225.4	360.0	720.0	4937.6	1.3	-4217.6
316 + 00	50.6	131.0						
			150.9	550.7	870.9	5653.6	1.3	-4782.6
317 + 00	30.9	166.4						
			79.3	663.9	950.2	6516.6	1.3	-5566.4
318 + 00	11.9	192.1						
			41.7	690.7	991.9	7414.6	1.3	-6422.7
319 + 00	10.6	180.9						
			104.3	546.9	1096.1	8125.5	1.3	-7029.4
320 + 00	45.7	114.4						
			883.5	263.9	1979.6	8468.5	1.3	-6488.9
321 + 00	431.4	28.1						
			1239.3	52.0	3218.9	8536.2	1.3	-5317.3
322 + 00	237.8	0.0						
			1016.1	0.0	4235.0	8536.2	1.3	-4301.2
323 + 00	310.9	0.0						
			1535.6	0.0	5770.6	8536.2	1.3	-2765.6
324 + 00	518.3	0.0						
			1105.2	134.4	6875.7	8711.0	1.3	-1835.2
325 + 00	78.5	72.6						
			145.4	2008.0	7021.1	11321.3	1.3	-4300.2
326 + 00	0.0	1011.7						
			0.0	4531.1	7021.1	17211.8	1.3	-10190.6
327 + 00	0.0	1435.1						
			0.0	6684.6	7021.1	25901.8	1.3	-18880.7
328 + 00	0.0	2174.6						
			0.0	9376.3	7021.1	38091.0	1.3	-31069.9
329 + 00	0.0	2888.6						
			0.0	11957.6	7021.1	53635.8	1.3	-46614.7
330 + 00	0.0	3568.5						
			0.0	13802.4	7021.1	71579.0	1.3	-64557.9
331 + 00	0.0	3884.8						
			0.0	14587.6	7021.1	90542.8	1.3	-83521.7
332 + 00	0.0	3992.5						
			0.0	16734.1	7021.1	112297.1	1.3	-105276.0
333 + 00	0.0	5043.9						
			0.0	19930.7	7021.1	138207.1	1.3	-131186.0
334 + 00	0.0	5718.7						
			0.0	21529.4	7021.1	166195.4	1.3	-159174.3
335 + 00	0.0	5907.2						
			0.0	23818.9	7021.1	197159.9	1.3	-190138.8
337 + 00	0.0	6955.0						
			0.0	25811.3	7021.1	230714.6	1.3	-223693.5
338 + 00	0.0	6983.1						
			0.0	23396.5	7021.1	261130.0	1.3	-254108.9
339 + 00	0.0	5651.0						
			0.0	19557.8	7021.1	286555.1	1.3	-279534.0
340 + 00	0.0	4910.2						
			0.0	16503.0	7021.1	308009.0	1.3	-300987.9
341 + 00	0.0	4001.4						
			0.0	13048.1	7021.1	324971.6	1.3	-317950.5
342 + 00	0.0	3044.6						
			0.0	9920.2	7021.1	337867.8	1.3	-330846.7
343 + 00	0.0	2312.3						
			0.0	7936.7	7021.1	348185.5	1.3	-341164.4
344 + 00	0.0	1973.5						
			0.0	7073.1	7021.1	357380.6	1.3	-350359.5
345 + 00	0.0	1846.0						
			0.0	6111.5	7021.1	365325.5	1.3	-358304.4
346 + 00	0.0	1454.2						
			0.0	5450.6	7021.1	372411.2	1.3	-365390.1
347 + 00	0.0	1489.1						
			0.0	5265.4	7021.1	379256.2	1.3	-372235.1
348 + 00	0.0	1354.2						
			0.0	4836.7	7021.1	385543.9	1.3	-378522.8
349 + 00	0.0	1257.6						
			0.0	4674.1	7021.1	391620.2	1.3	-384599.1
350 + 00	0.0	1266.4						
			0.0	4140.9	7021.1	397003.4	1.3	-389982.3
351 + 00	0.0	969.7						
			0.0	3529.3	7021.1	401591.4	1.3	-394570.3
352 + 00	0.0	936.1						
			0.0	4004.4	7021.1	406797.2	1.3	-399776.1
353 + 00	0.0	1226.3						
			0.0	4553.9	7021.1	412717.3	1.3	-405696.1
354 + 00	0.0	1232.8						
			5.7	4503.7	7026.9	418572.1	1.3	-411545.2
355 + 00	3.1	1199.2						
			10.2	3765.9	7037.0	423467.8	1.3	-416430.7
356 + 00	2.4	834.4						
			6.5	2895.4	7043.5	427231.8	1.3	-420188.2
357 + 00	1.1	729.1						
			3.3	2605.2	7046.9	430618.5	1.3	-423571.6
358 + 00	0.7	677.7						
			8.1	2149.3	7055.0	433412.5	1.3	-426357.5
359 + 00	3.7	482.9						
			14.8	1569.1	7069.8	435452.3	1.3	-428382.6
360 + 00	4.3	364.4						
			19.1	1231.1	7088.9	437052.8	1.3	-429963.9
361 + 00	6.0	300.4						
			25.9	1157.0	7114.8	438556.9	1.3	-431442.1
362 + 00	8.0	324.4						
			28.0	1152.4	7142.8	440055.1	1.3	-432912.3
363 + 00	7.1	297.9						
			35.4	1063.3	7178.1	441437.4	1.3	-434259.2
364 + 00	12.0	276.3						
			64.6	856.5	7242.8	442550.8	1.3	-435308.0
365 + 00	22.9	186.2						
			42.4	422.6	7285.2	443100.2	1.3	-435815.0
366 + 00	0.0	42.0						
			0.0	379.4	7285.2	443593.5	1.3	-436308.3
367 + 00	0.0	162.9						
			78.0	449.6	7363.1	444178.0	1.3	-436814.8
368 + 00	42.1	79.9						
			83.9	273.3	7447.0	444533.3	1.3	-437086.3
369 + 00	3.2	67.7						
			11.9	280.6	7458.9	444898.0	1.3	-437439.1
370 + 00	3.2	83.8						
			5.9	697.0	7464.8	445804.2	1.3	-438339.4
371 + 00	0.0	292.6						
			0.0	178.8	7464.8	446036.6	1.3	-438571.8
371 + 33	0.0	0.0						

AVERAGE ENDAREA VOLUMES

STH 150

STATION	END AREA CUT	END AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE FILL	EXP FAC	MASS HAUL
12 + 00	61.4	0.0						
			113.7	0.0	113.7	0.0	1.3	113.7
13 + 00	66.1	0.0						
			236.1	0.0	349.8	0.0	1.3	349.8
15 + 00	201.6	0.0						
			991.5	0.0	1341.3	0.0	1.3	1341.3
16 + 00	128.7	0.0						
			611.7	0.0	1953.0	0.0	1.3	1953.0
17 + 00	92.3	0.0						
			409.3	0.0	2362.2	0.0	1.3	2362.2
18 + 00	89.8	1.3						
			337.2	2.4	2699.4	3.1	1.3	2696.3
19 + 00	58.6	51.2						
			274.8	97.2	2974.3	129.5	1.3	2844.7
20 + 00	0.0	0.0						
			108.5	94.8	3082.8	252.8	1.3	2830.0
21 + 00	2.5	109.6						
			4.6	203.0	3087.4	516.6	1.3	2570.8
22 + 00	14.1	40.0						
			30.7	277.0	3118.1	876.8	1.3	2241.4
23 + 00	23.6	28.1						
			69.8	126.1	3188.0	1040.7	1.3	2147.2
24 + 00	65.6	20.0						
			165.2	89.1	3353.1	1156.5	1.3	2196.6
25 + 00	49.9	31.0						
			213.9	94.4	3567.0	1279.3	1.3	2287.7
26 + 00	23.8	47.8						
			136.5	145.9	3703.5	1469.0	1.3	2234.5
27 + 00	45.1	4.6						
			127.6	97.0	3831.1	1595.1	1.3	2236.0
28 + 00	42.3	0.0						
			161.9	8.5	3993.0	1606.2	1.3	2386.7
29 + 00	41.8	0.0						
			155.7	0.0	4148.7	1606.2	1.3	2542.5
30 + 00	42.1	0.0						
			155.4	0.0	4304.1	1606.2	1.3	2697.9

STATE PROJECT NUMBER	SHEET NO
4619-02-71	9.1

EARTHWORK SUMMARY

CTH CB — WINNEBAGO COUNTY

AVERAGE ENDAREA VOLUMES

JACOBSEN ROAD

STATION	END AREA CUT	END AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE FILL	EXP FAC	MASS HAUL
14 + 00	66.4	30.4						
			123.0	56.3	123.0	73.2	1.3	49.8
15 + 00	76.5	19.5	141.7	36.1	141.7	46.9	1.3	94.7
16 + 00	72.0	12.2	275.0	58.7	416.7	123.3	1.3	293.4
17 + 00	87.5	2.0	295.4	26.3	712.0	157.4	1.3	554.6
18 + 00	40.2	19.0	236.5	38.9	948.5	208.0	1.3	740.5
19 + 00	26.4	39.3	123.3	108.0	1071.9	348.4	1.3	723.5
20 + 00	0.0	0.0	48.9	72.8	1120.7	443.0	1.3	677.8
21 + 00	46.8	18.1	86.7	33.5	1207.4	486.5	1.3	720.9
22 + 00	29.2	23.1	140.7	76.3	1348.1	585.7	1.3	762.4
23 + 00	54.3	11.2	154.6	63.5	1502.8	668.3	1.3	834.5
24 + 00	62.8	12.1	216.9	43.1	1719.6	724.4	1.3	995.2
25 + 00	80.3	0.0	265.0	22.4	1984.6	753.5	1.3	1231.1
26 + 00	122.4	0.0	375.4	0.0	2360.0	753.5	1.3	1606.5

ROCK EXCAVATION

CTH CB

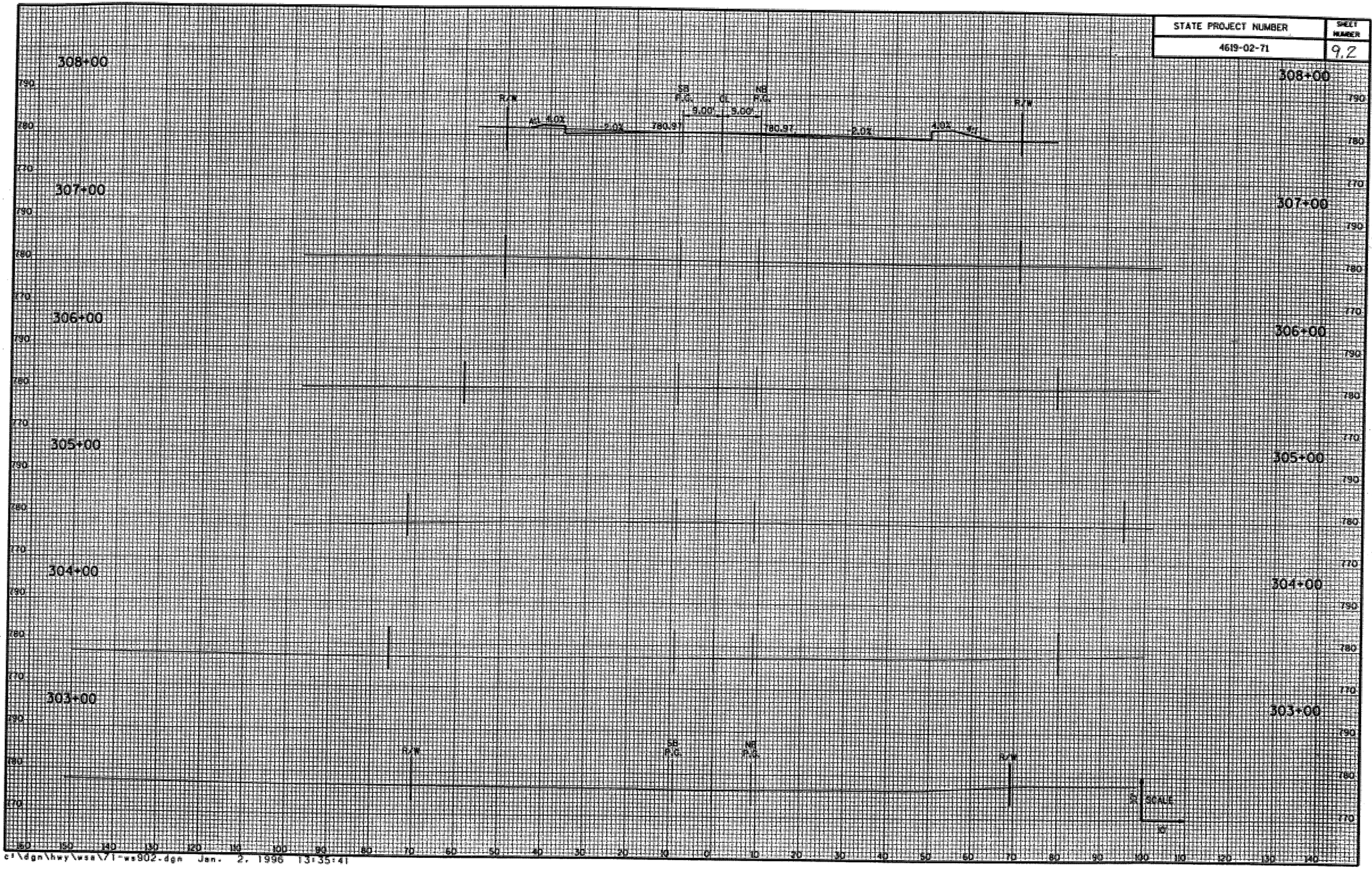
STATION	LOCATION	END AREA	INCREMENTAL VOLUME	CUMULATIVE VOLUME
318+00	CTH CB, LT	0.0		
			7.4	7.4
319+00	CTH CB, LT	4.0		
			27.8	35.2
320+00	CTH CB, LT	11.0		
			29.6	64.8
321+00	CTH CB, LT	5.0		
			9.3	74.1
322+00	CTH CB, LT	0.0		
			0.0	74.1
318+00	CTH CB, RT	0.0		
			1.9	75.9
319+00	CTH CB, RT	1.0		
			20.4	96.3
320+00	CTH CB, RT	10.0		
			24.1	120.4
321+00	CTH CB, RT	3.0		
			5.6	125.9
322+00	CTH CB, RT	0.0		
			0.0	125.9
UNDISTRIBUTED			80.0	205.9

EXCAVATION BELOW SUBGRADE (EBS)

CTH CB

STATION	END AREA	INCREMENTAL VOLUME	CUMULATIVE VOLUME
336 + 00	0.0		
		381.5	381.5
327 + 00	206.0		
		659.3	1040.7
328 + 00	150.0		
		407.4	1448.1
329 + 00	70.0		
		129.6	1577.8
330 + 00	0.0		
		0.0	1577.8
336 + 00	0.0		
		433.3	2011.1
337 + 00	234.0		
		859.3	2870.4
338 + 00	230.0		
		425.9	3296.3
339 + 00	0.0		
		0.0	3296.3
346 + 00	0.0		
		240.7	3537.0
347 + 00	130.0		
		474.1	4011.1
348 + 00	126.0		
		463.0	4474.1
349 + 00	124.0		
		451.9	4925.9
350 + 00	120.0		
		444.4	5370.4
353 + 00	120.0		
		388.9	5759.3
354 + 00	90.0		
		388.9	6148.1
355 + 00	120		
		222.2	6370.4
356 + 00	0		
		TOTAL	6370.4

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.2



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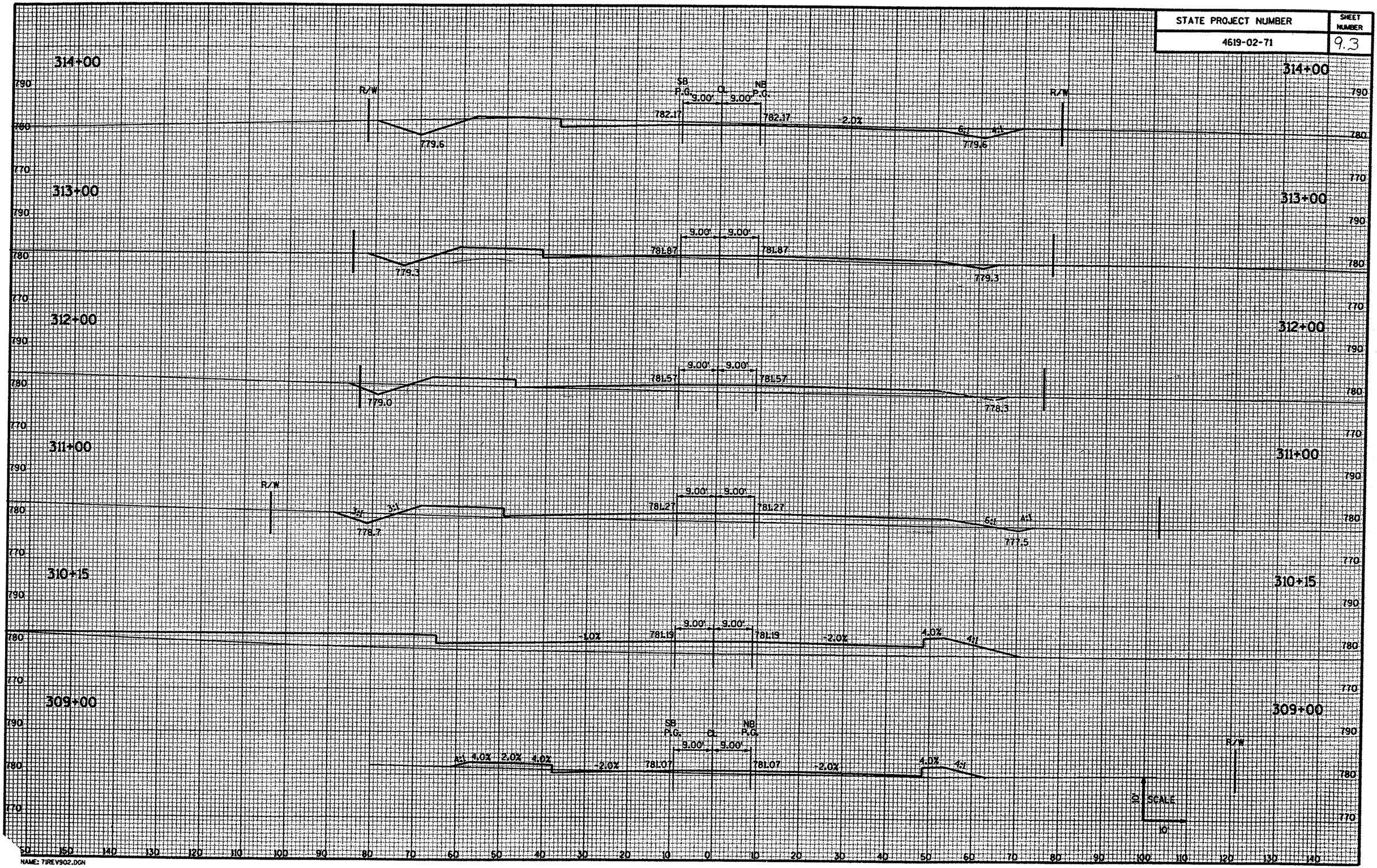
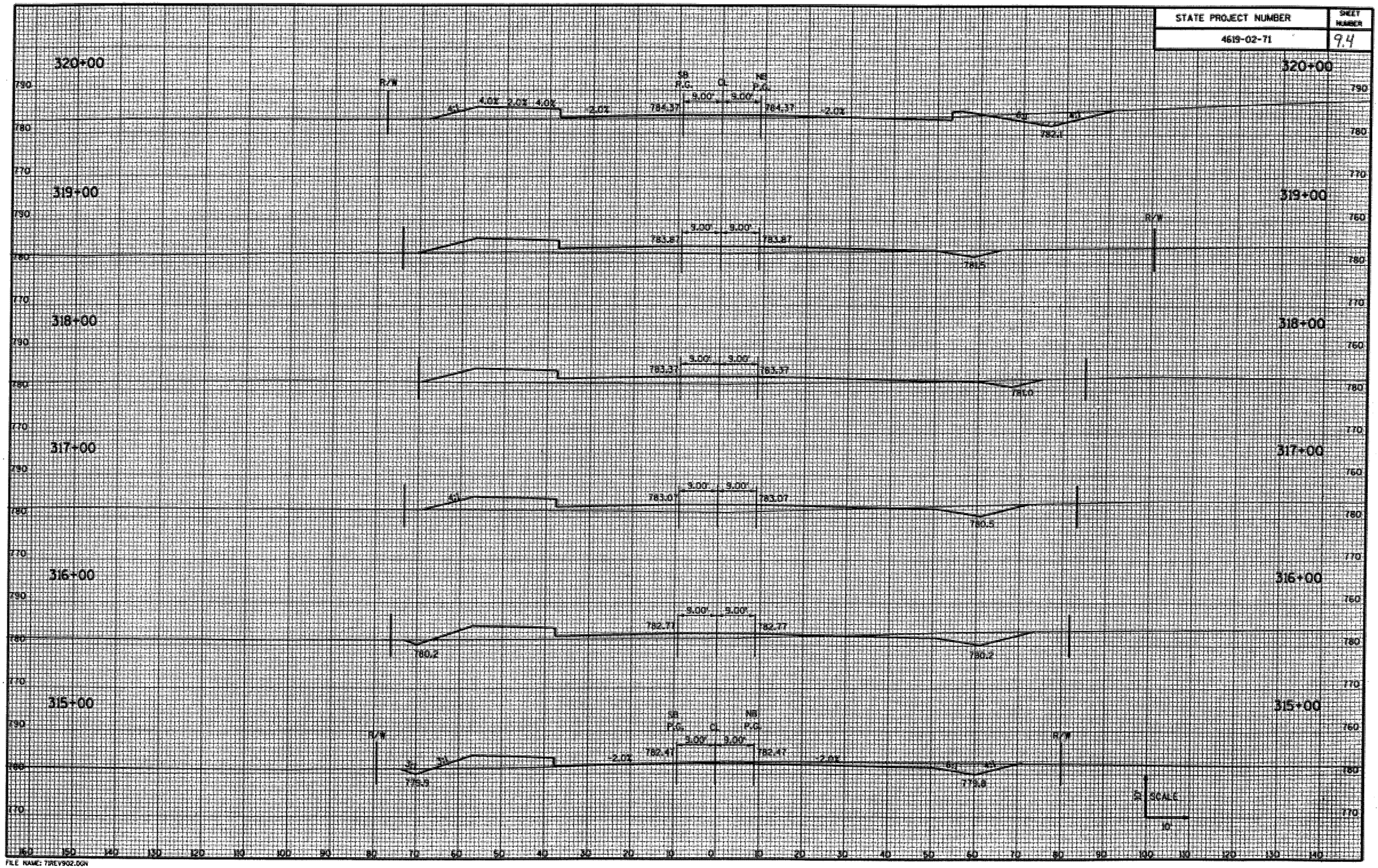
STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.3



NAME: 7IREV902.DGN

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.4



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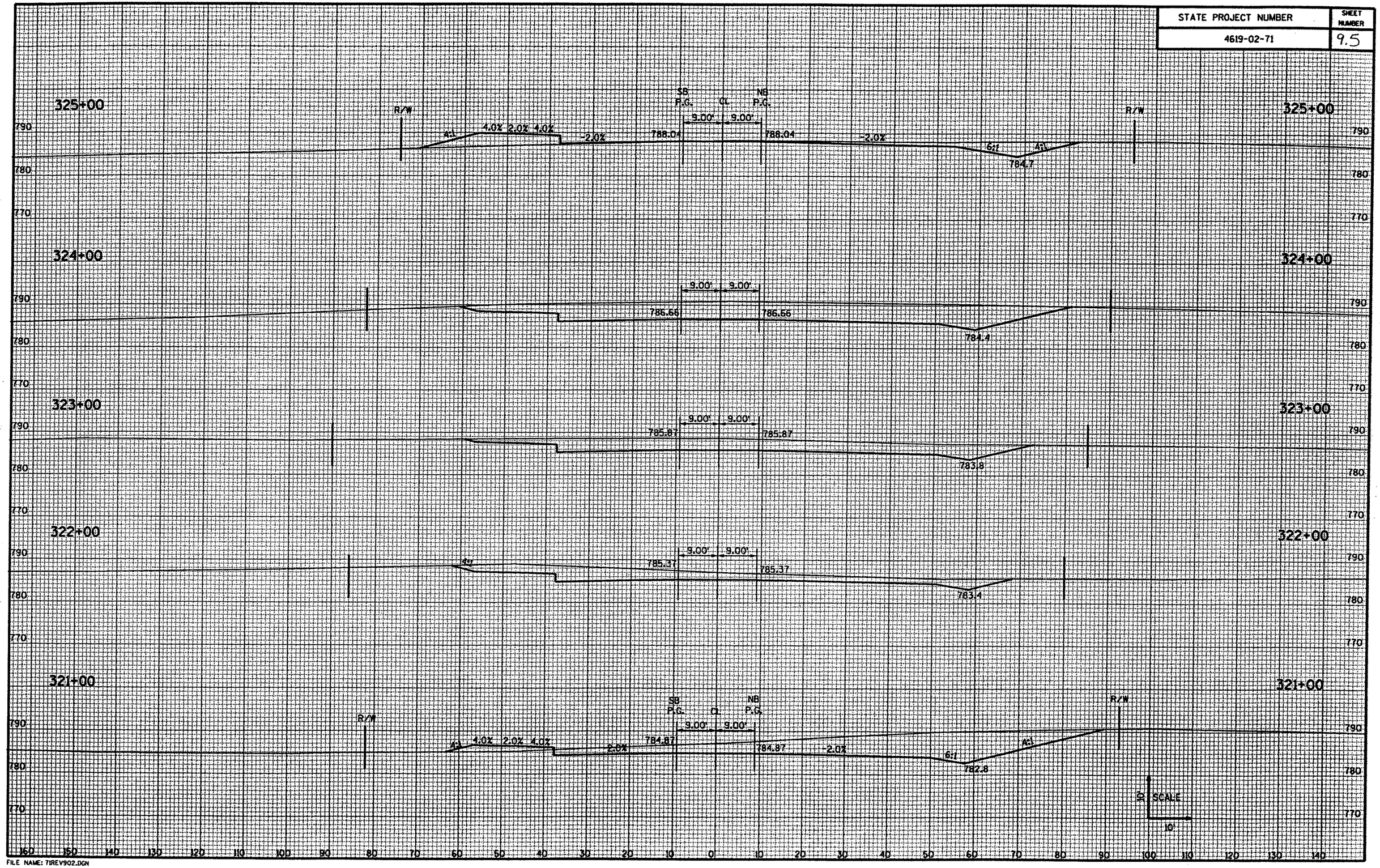
STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.5



FILE NAME: 7IREV902.DGN

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.6

329+00

800
790
780
770

HAUL ROAD CL
CL
7.07'
SB P.G.
NB P.G.
9.00'
9.00'
799.37
799.37
4.0% 2.0% 4.0%
3:1
6:1
R/W
EBS

329+00

328+00

9.00'
9.00'
795.66
795.66
6:1
3:1
EBS

328+00

327+00

9.00'
9.00'
792.54
792.54
6:1
6:1
R/W
EBS

327+00

326+00

SB P.G.
CL
NB P.G.
9.00'
9.00'
790.00
790.00
4.0% 2.0% 4.0%
2.0%
-2.0%
-1.0%
3:1
R/W

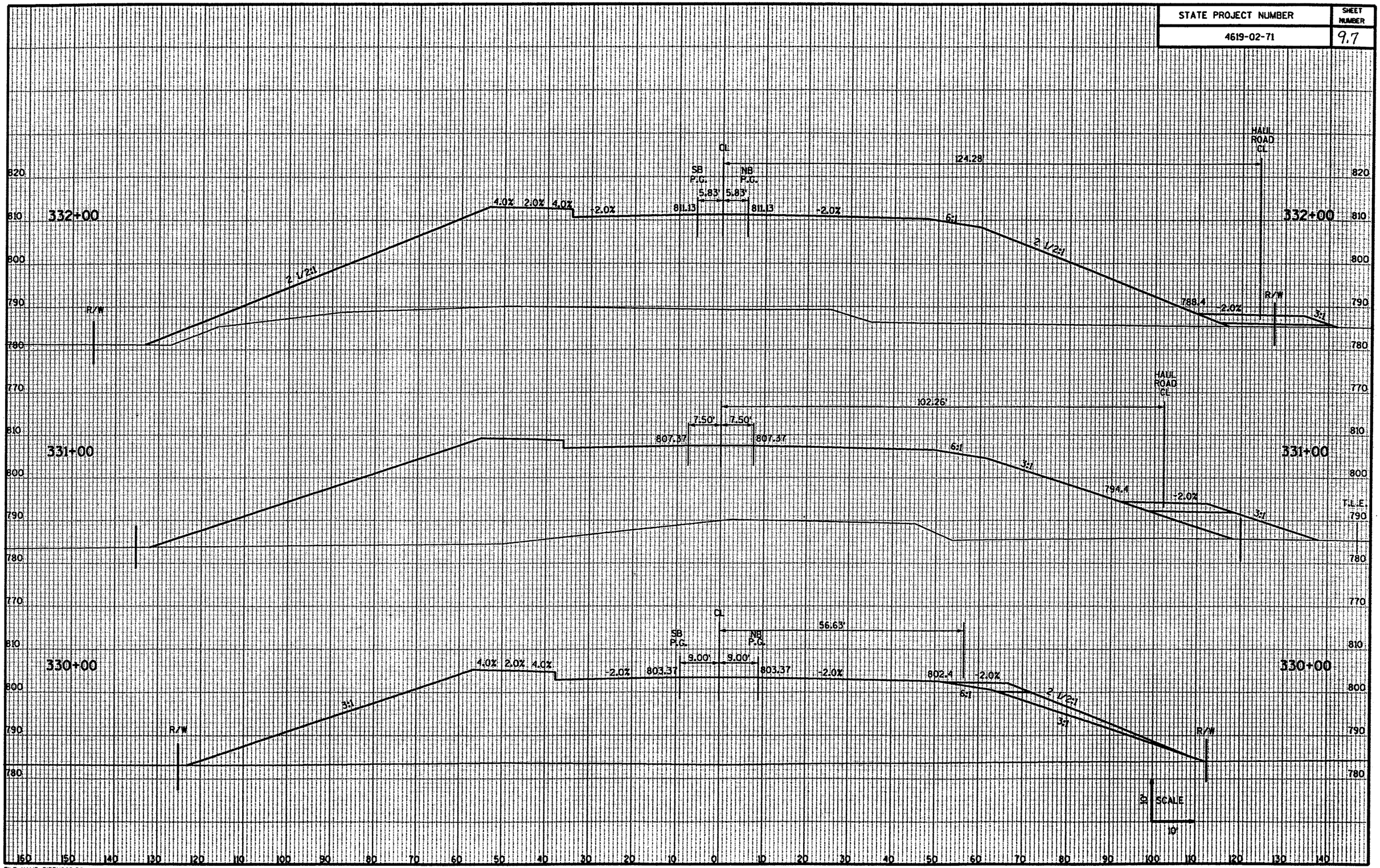
326+00
CONSTITUTION DRIVE

STA. 10+70 CONSTITUTION DRIVE
1-12'x8' RCCP CLASS III REQ'D.
2-CONC. APRON EndWALLS REQ'D.
IN.: 785.1'
OUT: 784.9'

SCALE
0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100' 110' 120' 130' 140' 150'

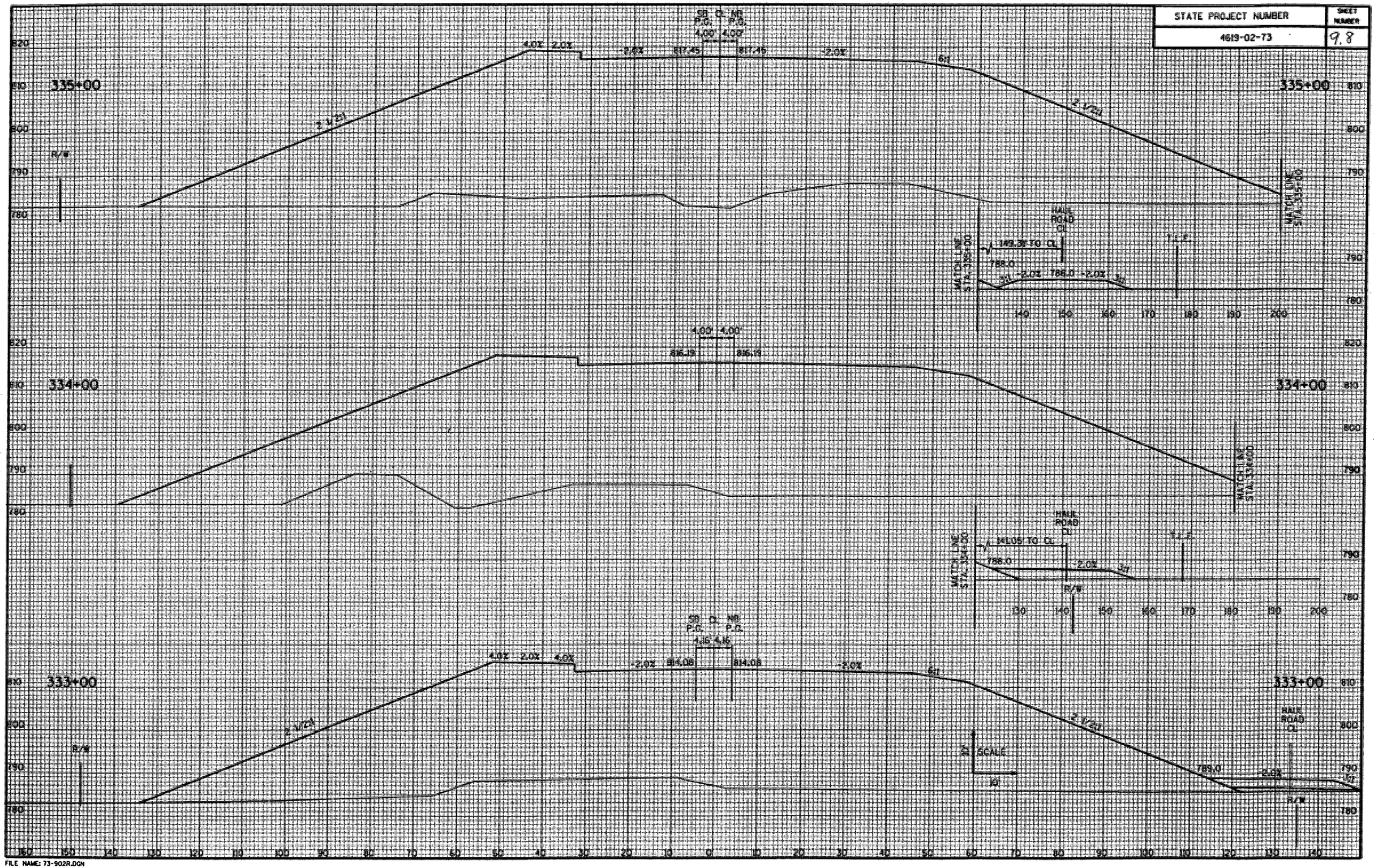
FILE NAME: TIREV902.DGN

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.7



FILE NAME: 7IREV902.DGN

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-73	9.8



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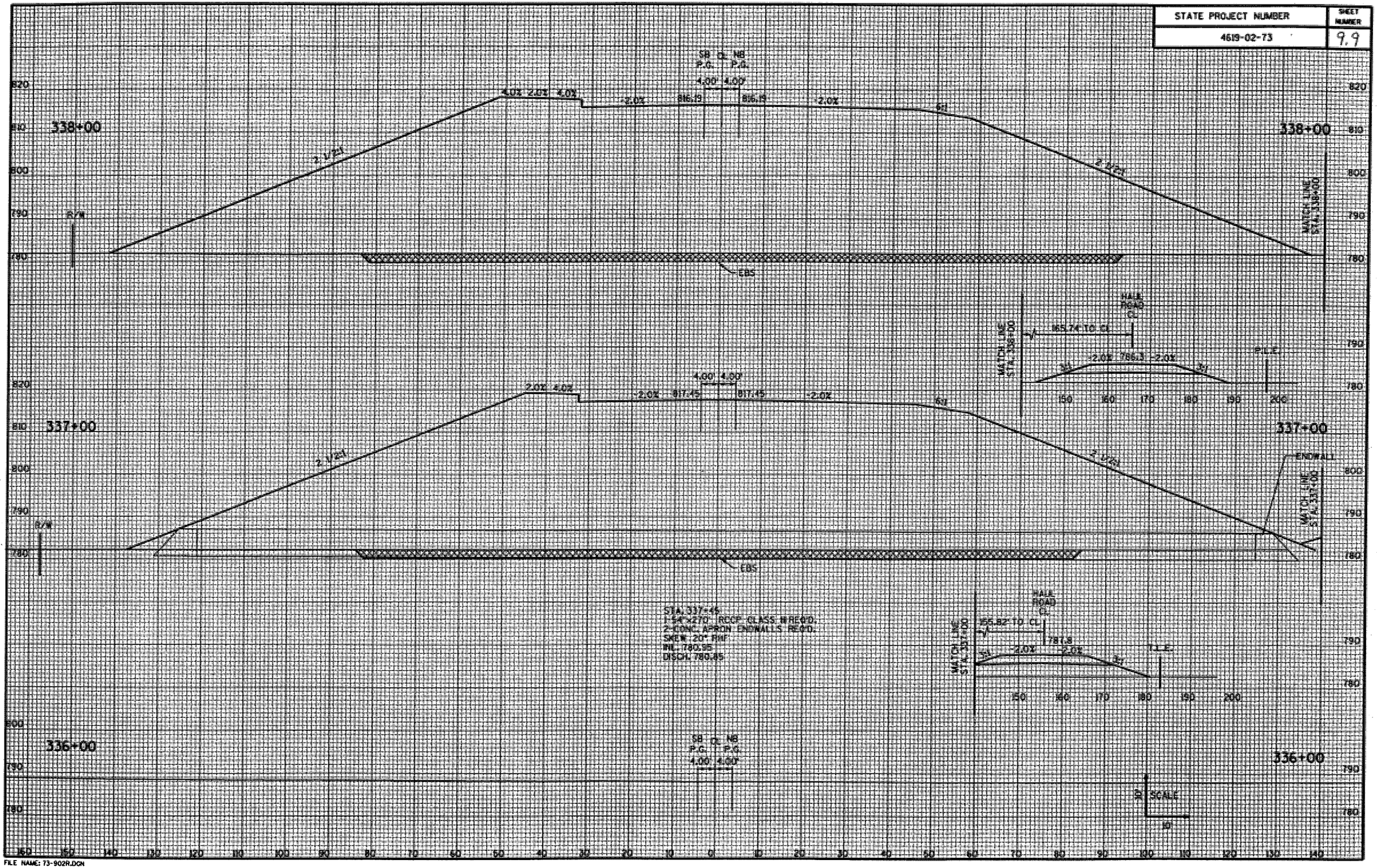
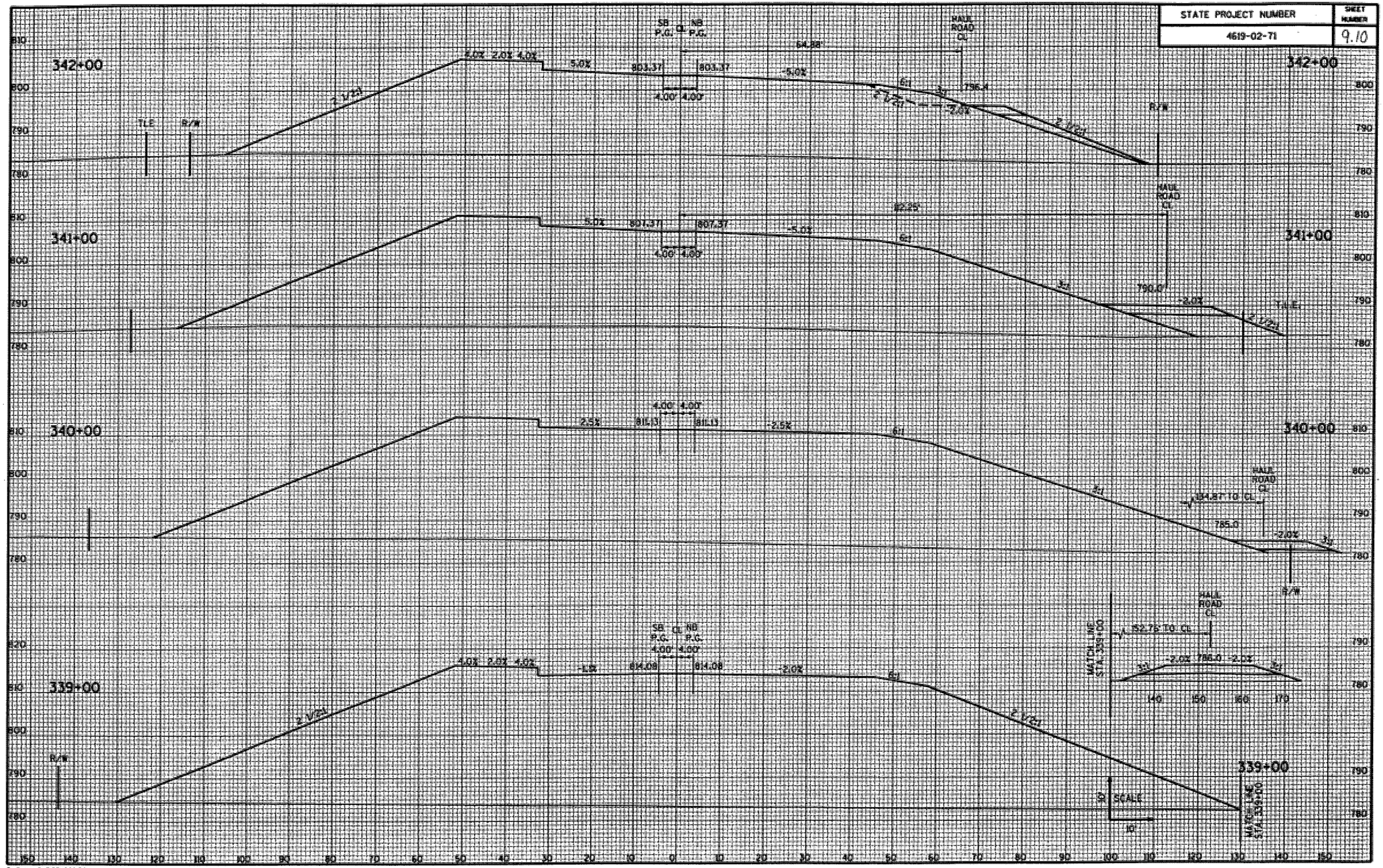
STATE PROJECT NUMBER	SHEET NUMBER
4613-02-73	9.9



FILE NAME: 73-902R.DGN

STATE PROJECT NUMBER	SHEET NUMBER
4619-02-71	9.10



FILE NAME: 7IREV902.DGN

STATE PROJECT NUMBER	SHEET NUMBER
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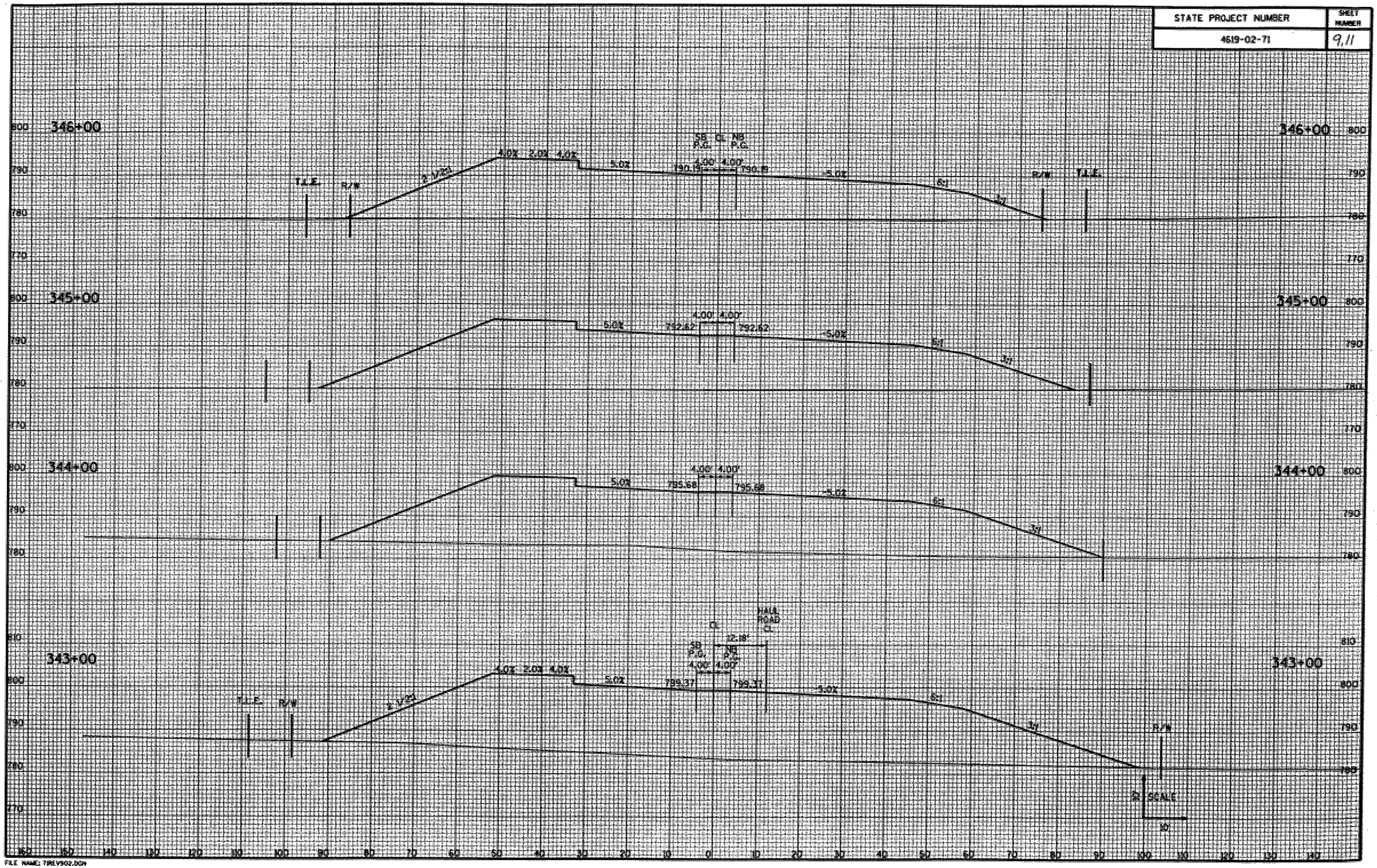

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STATE PROJECT NUMBER	SHEET NUMBER
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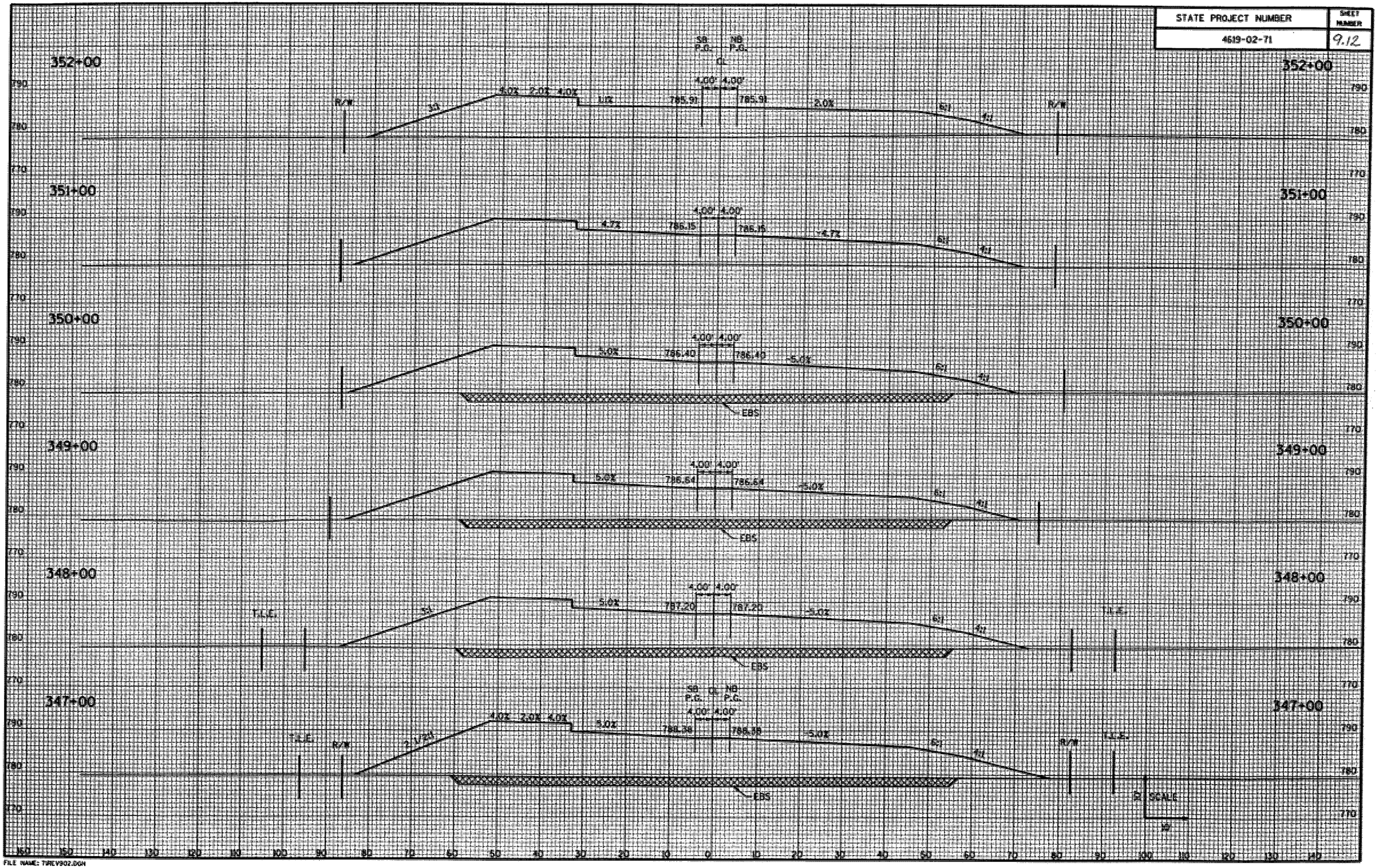

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STATE PROJECT NUMBER	SHEET NUMBER
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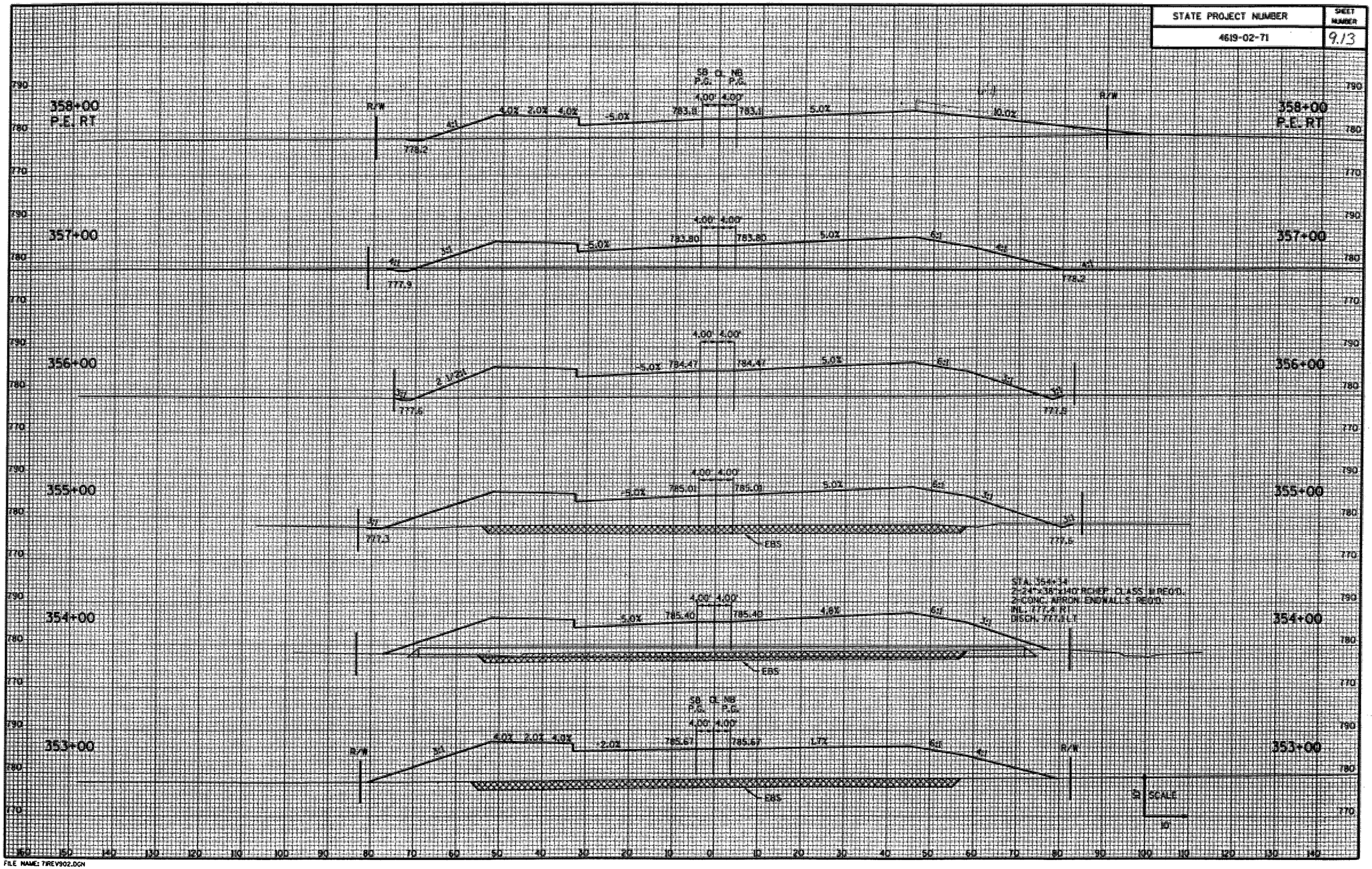

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STATE PROJECT NUMBER	SHEET NUMBER
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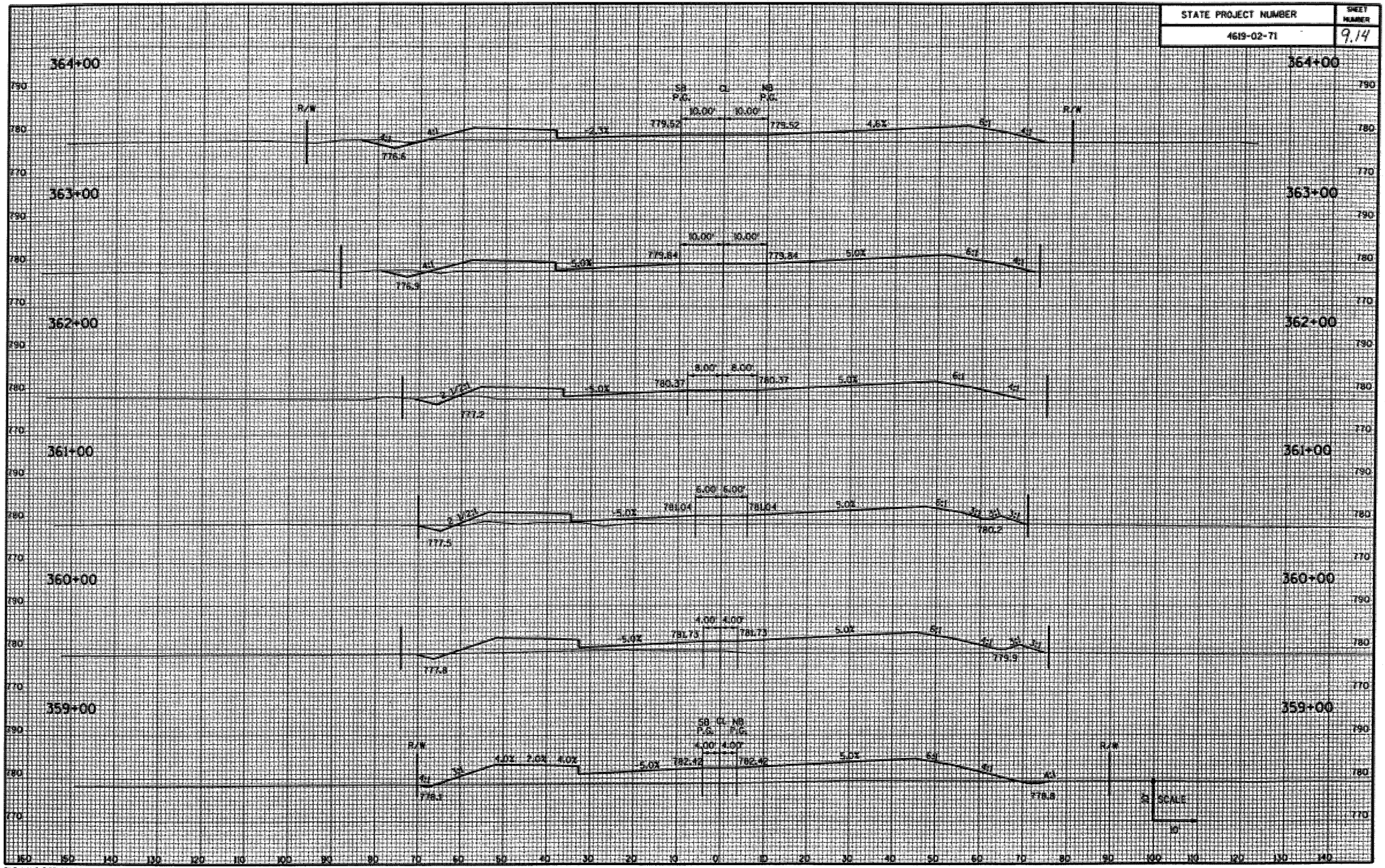

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STATE PROJECT NUMBER	SHEET NUMBER
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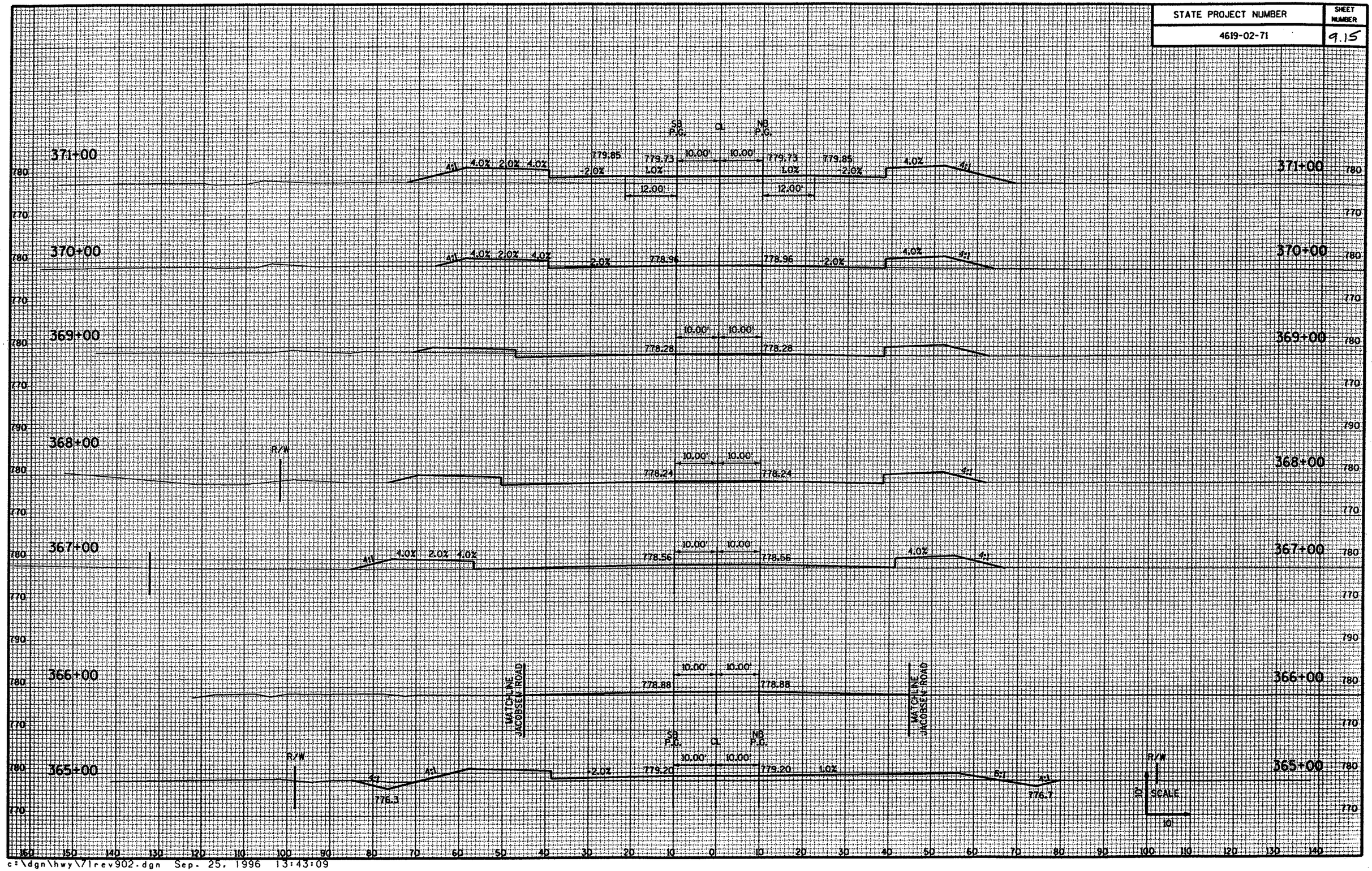

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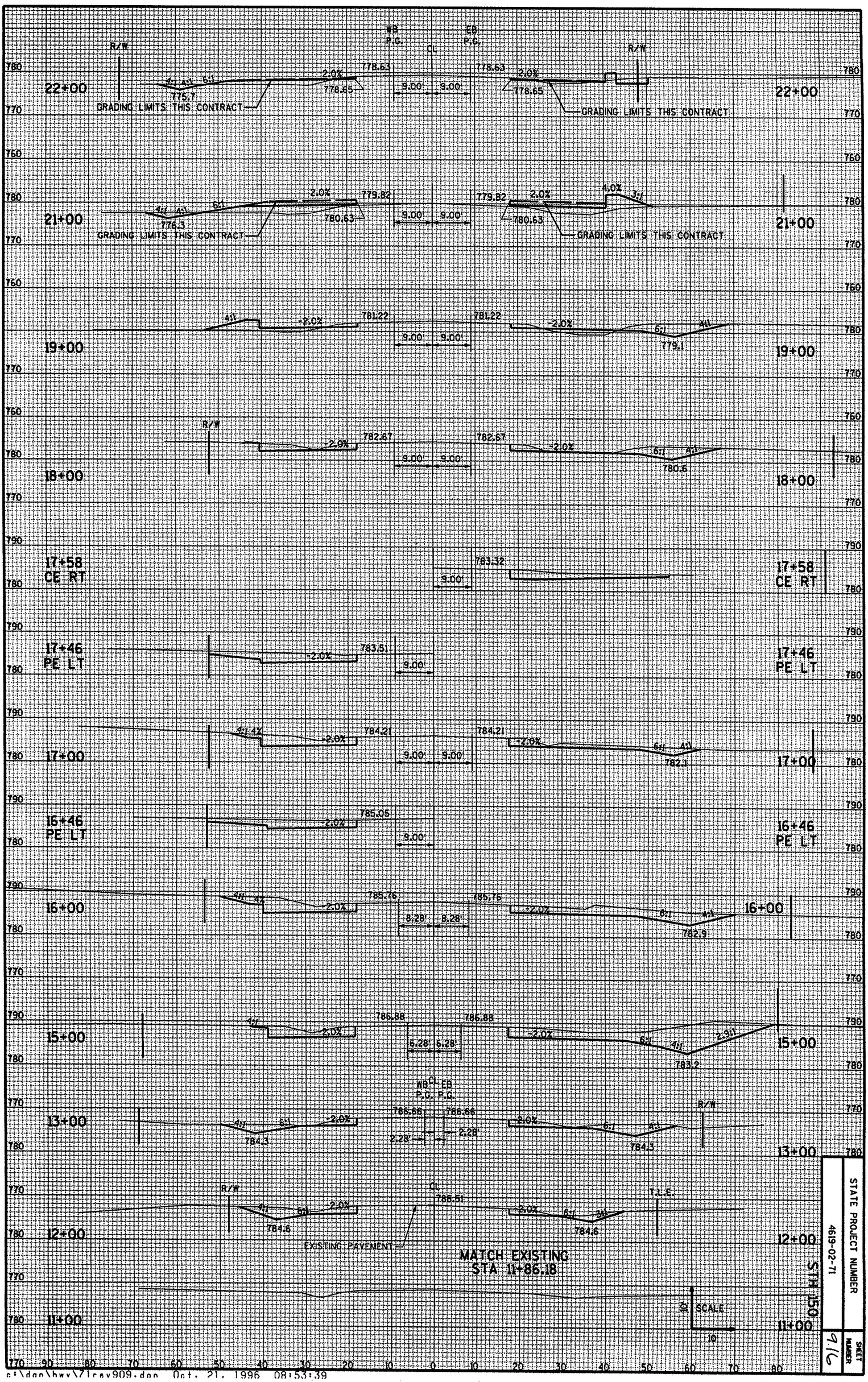

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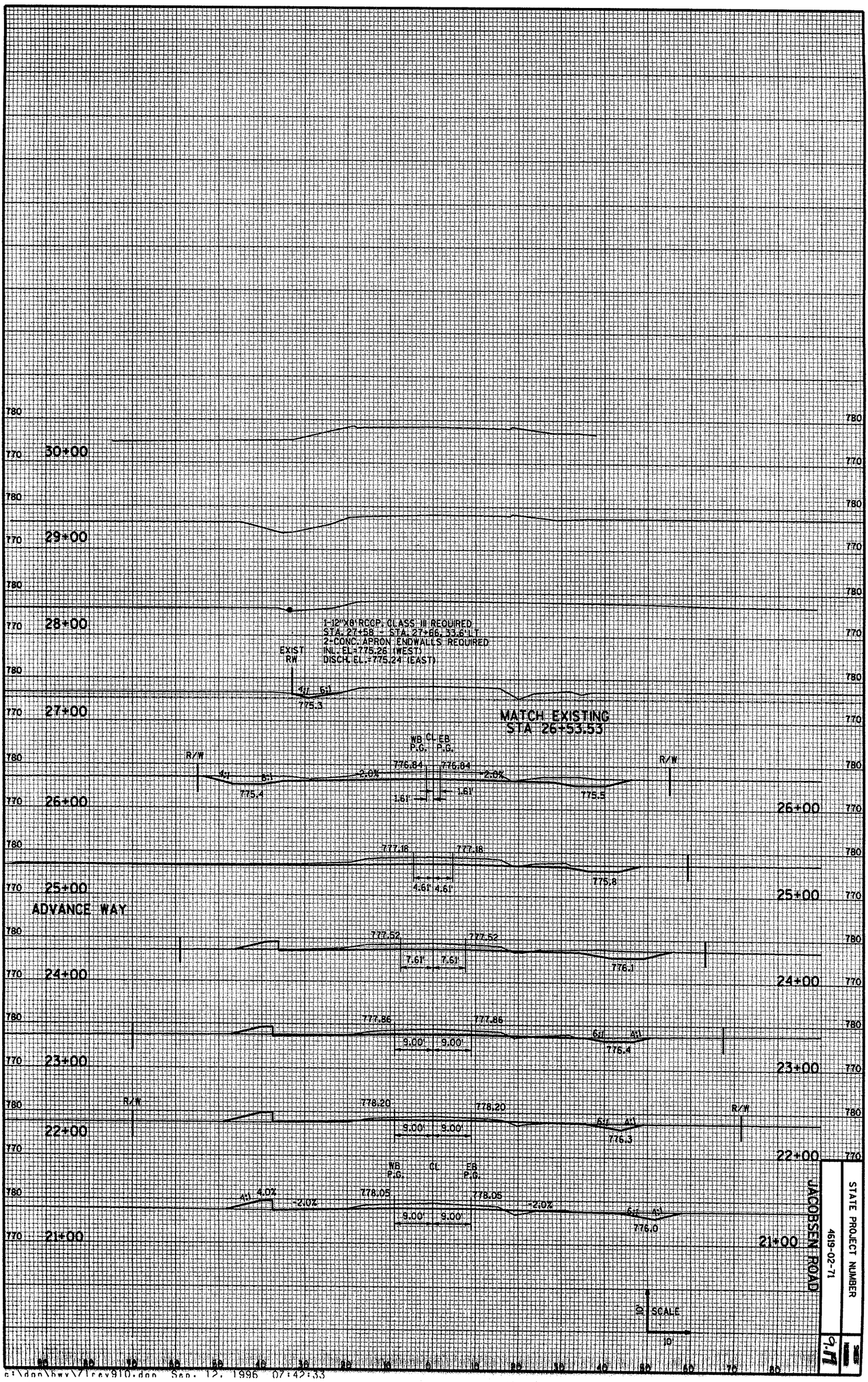

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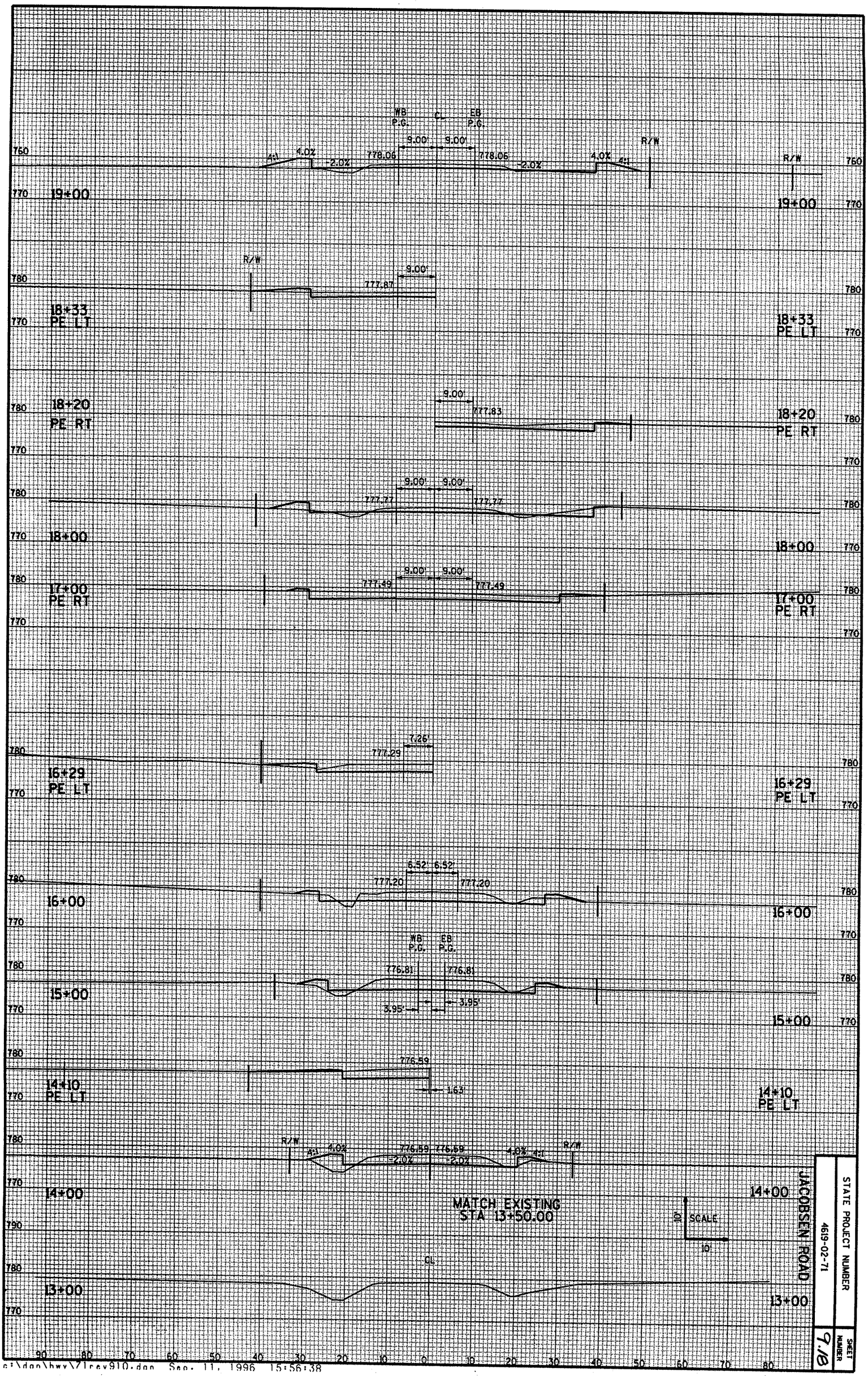

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