

# AS - BUILT PLAN

*[Handwritten scribble]*

### INDEX OF SHEETS

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- Sheet No. 2.1-2.39 Typical Sections and Details (Includes Erosion Control Plan)
- Sheet No. 3.1-3.5 Estimate of Quantities
- Sheet No. 3A-3F Miscellaneous Quantities
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TOTAL SHEETS = 151



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

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

STATE PROJECT NUMBER  
4619-03-71

**AS BUILT PLAN  
NO.**

SUPERVISOR H. Bruce Enke  
RESIDENT Mich Magalski / McMahon  
CONTRACTOR Zignegs  
COMPLETED 6-28-2000

### DESIGN DESIGNATION

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

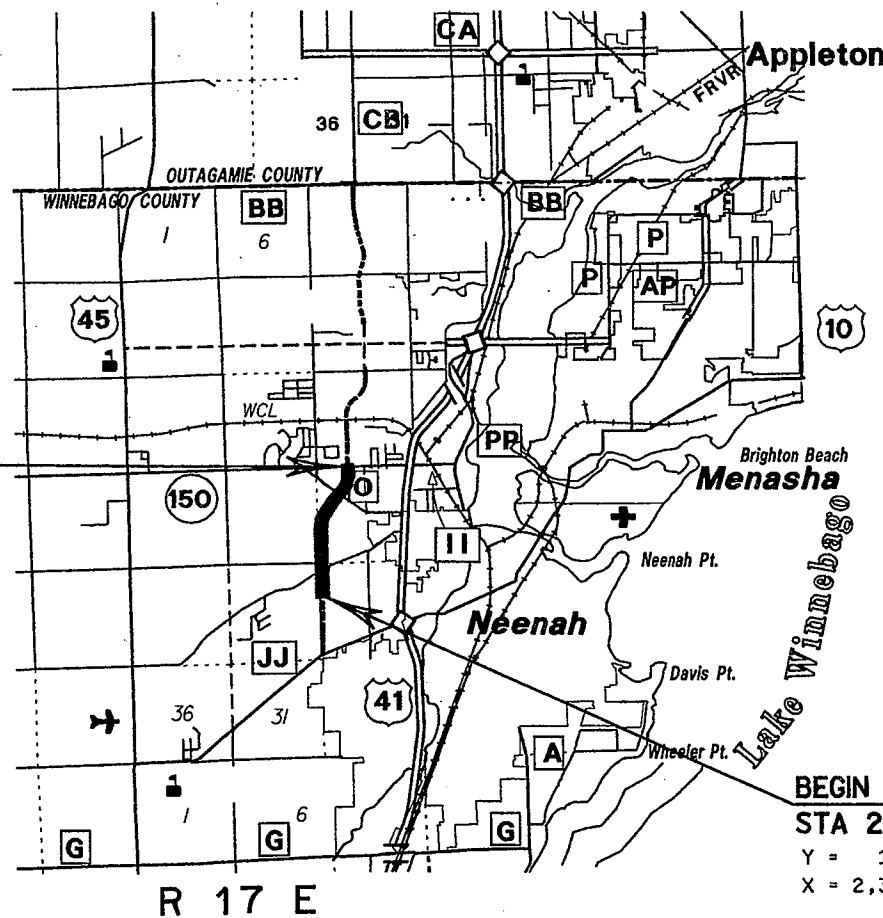
### CONVENTIONAL SIGNS

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

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

**END PROJECT  
STA 308+80.00**

150  
T  
20  
N



**BEGIN PROJECT  
STA 241+50**

Y = 130,880.511  
X = 2,392,331.217

LAYOUT  
SCALE 0 1 MI.  
TOTAL NET LENGTH OF CENTERLINE = 1.275 MI.

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

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

APPROVED FOR WINNEBAGO COUNTY

DATE 6-29-98  
[Signature]  
HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

**MEAD & HUNT**  
ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

ERIC W. JOHNSON  
E-29584  
Oregon, WI

DATE 10/25/98  
CONSULTING ENGINEER

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

APPROVED FOR DISTRICT OFFICE  
DATE 11/30/98 H. Bruce Enke  
(Signature)

11 x 17"

### GENERAL NOTES

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

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

ALL DISTANCES ARE GROUND DISTANCES.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

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

CURB AND GUTTER RADII ARE SHOWN TO THE EDGE OF PAVEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### STANDARD DETAIL DRAWINGS

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

### UTILITIES

<p>WEPKO ELECTRIC OPERATIONS ATTN: JOHN THIEL 800 S. LYNNDALE DRIVE P.O. BOX 1699 APPLETON, WI 54913-1699 (920) 380-3554</p>	<p>TIME WARNER CABLE ATTN: STEVE POEHLIN 1001 KENNEDY AVENUE PO BOX 145 KIMBERLY, WI 54136-0145 (920) 831-9207</p>
<p>WEPKO GAS OPERATIONS ATTN: DENNIS GERARD 800 S. LYNNDALE DRIVE P.O. BOX 1699 APPLETON, WI 54913-1699 (920) 380-3466</p>	<p>ANR PIPELINE COMPANY ATTN: JERRY BINOTTO W3925 PIPELINE LANE P.O. BOX 145 EDEN, WI 53019 (920) 477-4211</p>
<p>AMERITECH ATTN: TOM KOTESKI 221 W. WASHINGTON ST., 4TH FLOOR APPLETON, WI 54911 (920) 735-3252</p>	<p>DEPARTMENT OF NATURAL RESOURCES LIAISON KELLEY O'CONNOR WISCONSIN DEPARTMENT OF NATURAL RESOURCES NORTHEASTERN DISTRICT 1125 N. MILITARY AV. GREEN BAY, WI. (920) 492-5819</p>
<p>TOWN OF MENASHA SANITARY DISTRICT NO. 4 ATTN: STEVEN LAABES 2340 AMERICAN DRIVE NEENAH, WI 54956 (920) 739-5128 SEWER</p>	
<p>TOWN OF MENASHA SANITARY DISTRICT NO. 4 ATTN: JEFF ROTH 2340 AMERICAN DRIVE NEENAH, WI 54956 (920) 739-5128 WATER</p>	

### 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
⊙	EXTERNAL DISTANCE
H	HOUSE
L	LENGTH
L.T.	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



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

**CALL DIGGERS HOTLINE**

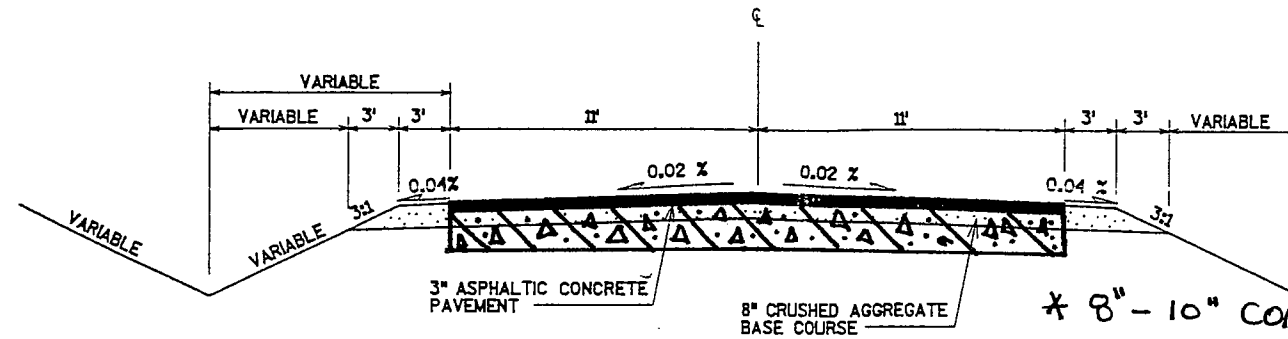
1-800-242-8511

TOLL FREE

FAX A LOCATE 1-800-338-3860

TDD (FOR HEARING IMPAIRED) 1-800-542-2289

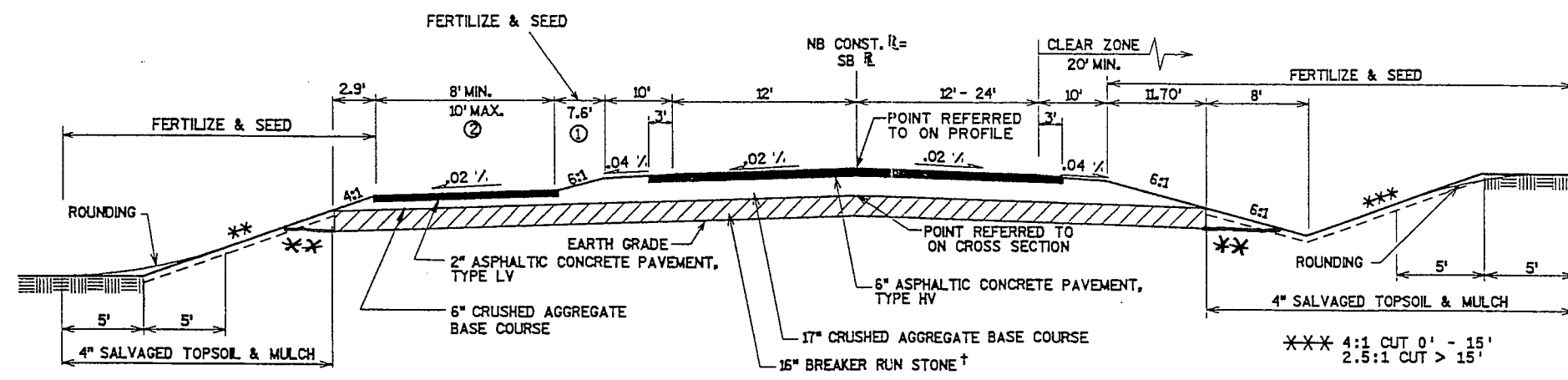
WISCONSIN STATUTE 182.0175 (1974)  
REQUIRES MINIMUM OF 3 WORK DAYS  
NOTICE BEFORE YOU EXCAVATE.



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

EXISTING TYPICAL SECTION

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



PROPOSED TYPICAL SECTION

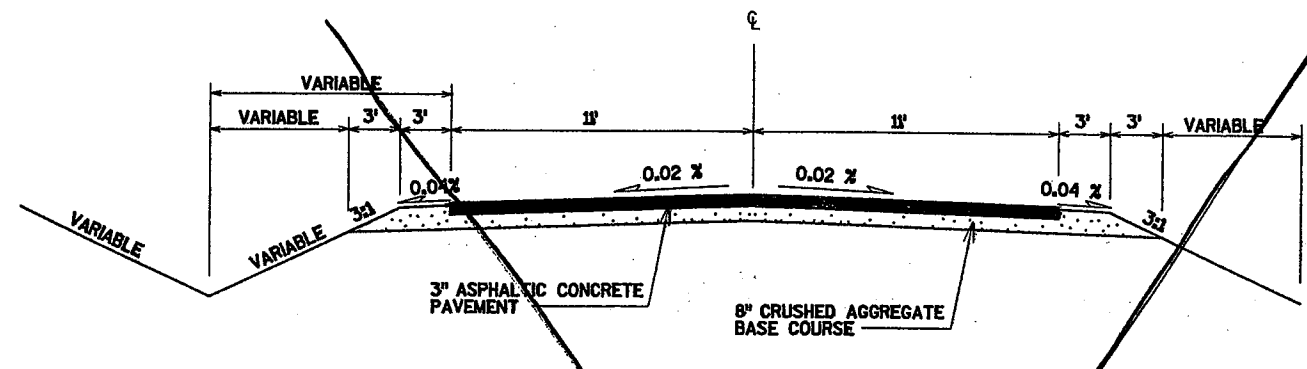
CTH CB  
STA 241+50 TO STA 241+63.55  
STA 260+77.38 TO STA 284+94.92

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

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

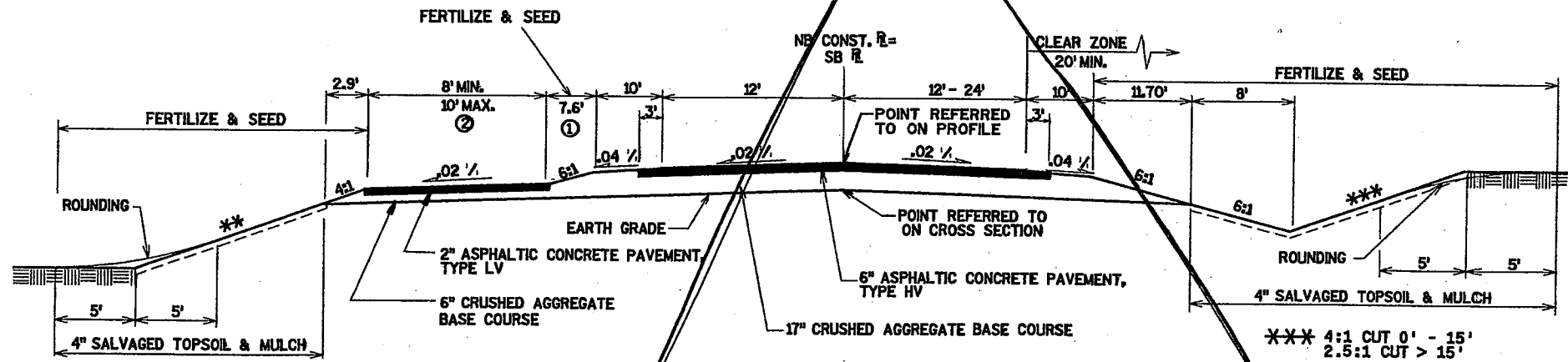
\*\* BREAKER RUN DAYLIGHTED TO DITCH





**EXISTING TYPICAL SECTION**

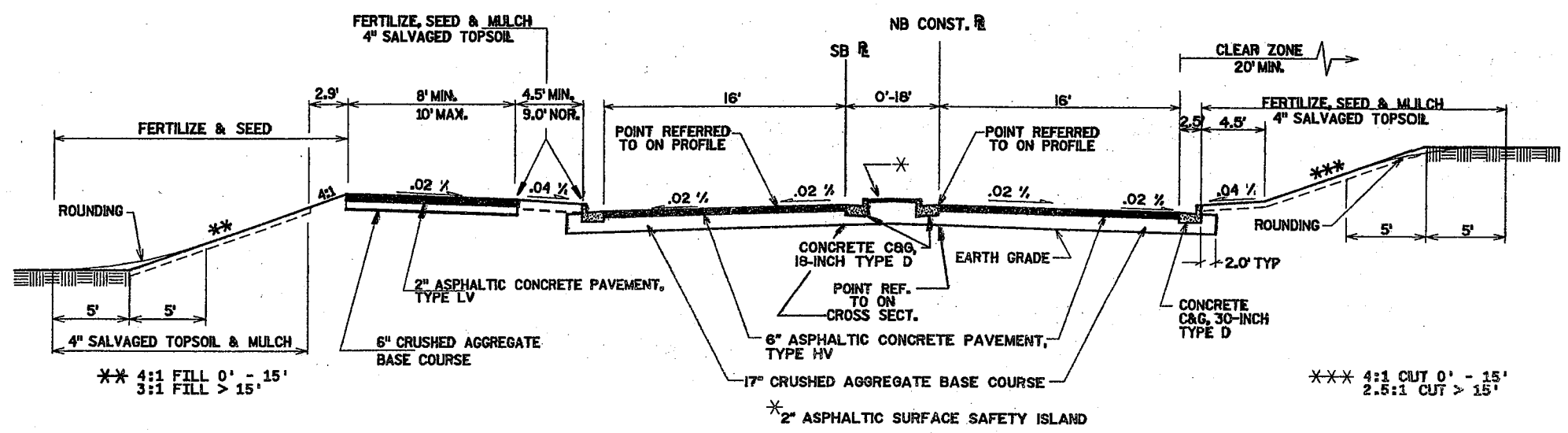
CTH O  
OAKRIDGE ROAD  
STROHMEYER DRIVE  
LARSEN ROAD  
PENDELTON ROAD



**PROPOSED TYPICAL SECTION**

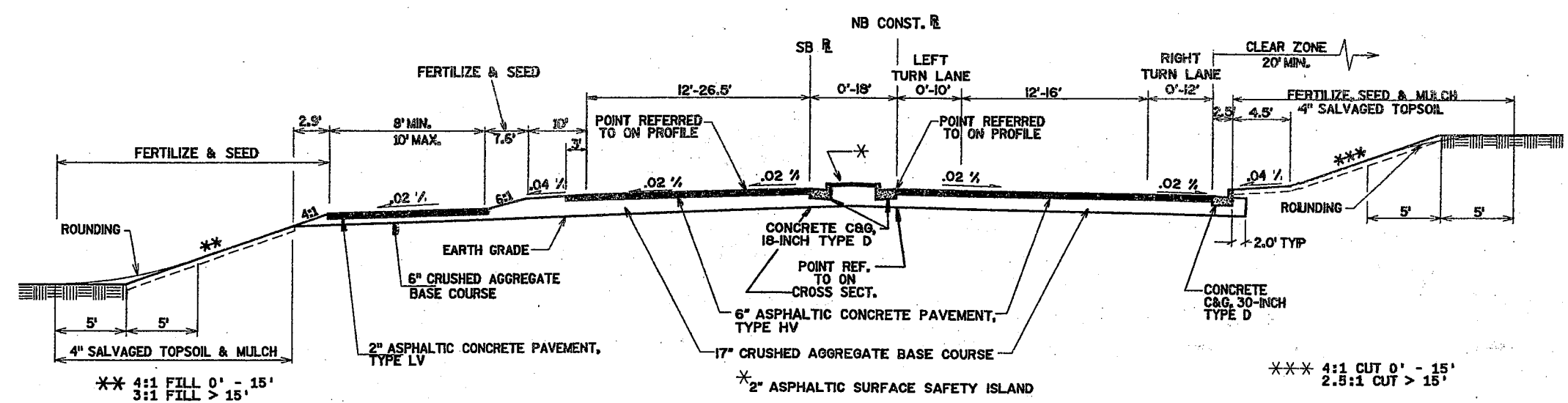
CTH CB  
STA 241+50 TO STA 241+63.55  
STA 260+77.38 TO STA 284+94.92

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



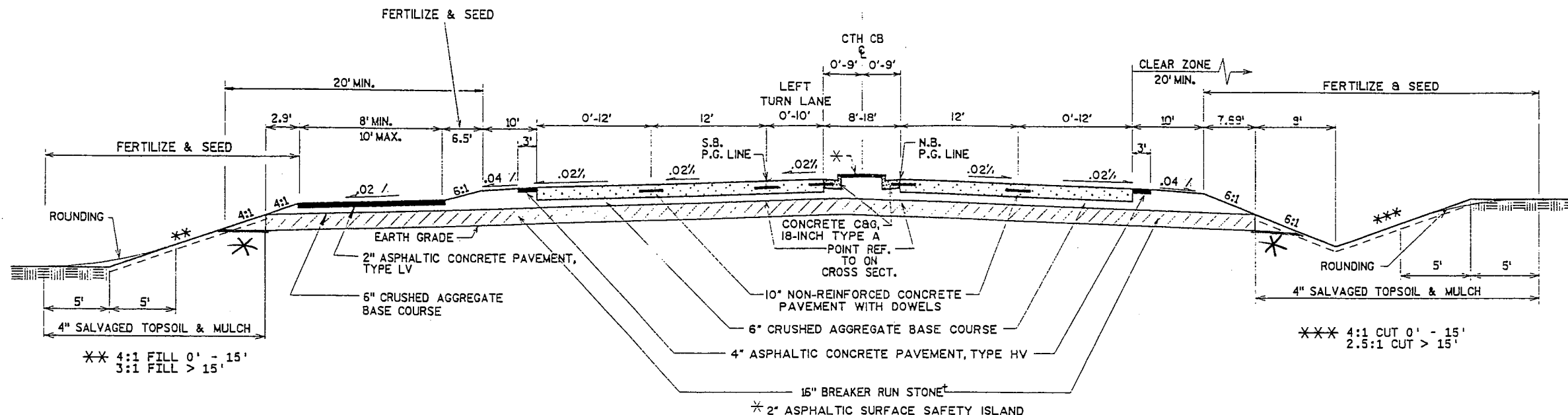
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 244+30 TO STA 247+00



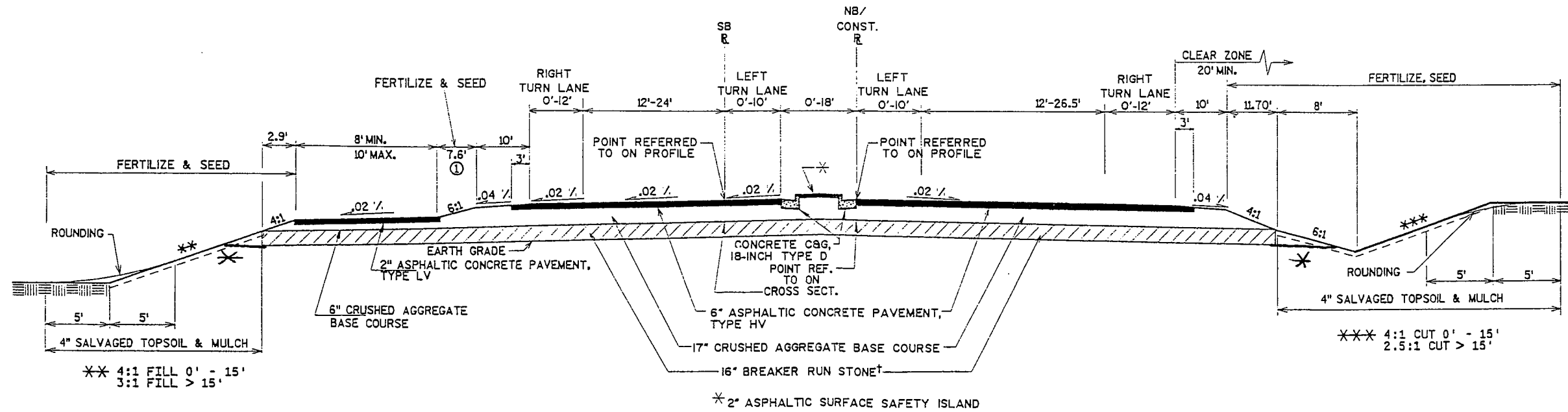
**PROPOSED TYPICAL SECTION**

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



**PROPOSED TYPICAL SECTION**

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



**PROPOSED TYPICAL SECTION**

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

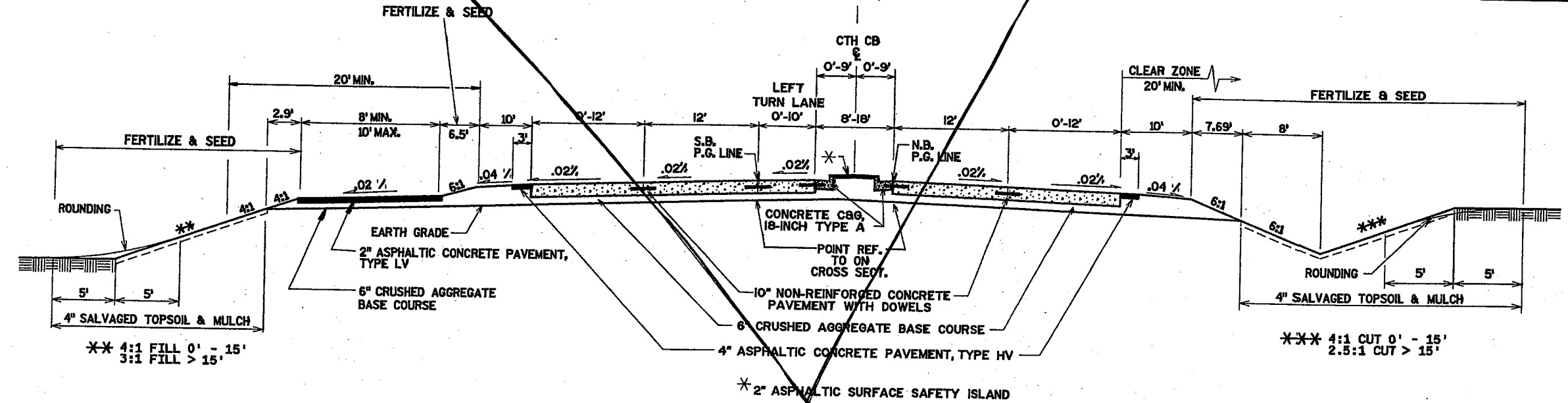
① 4:1 MAX. SLOPE WITH 4.8' SEPARATION FROM STA 253+00 TO STA 260+77.38 (WETLAND MITIGATION SITE)

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

\* BREAKER RUN DAYLIGHTED TO DITCH.

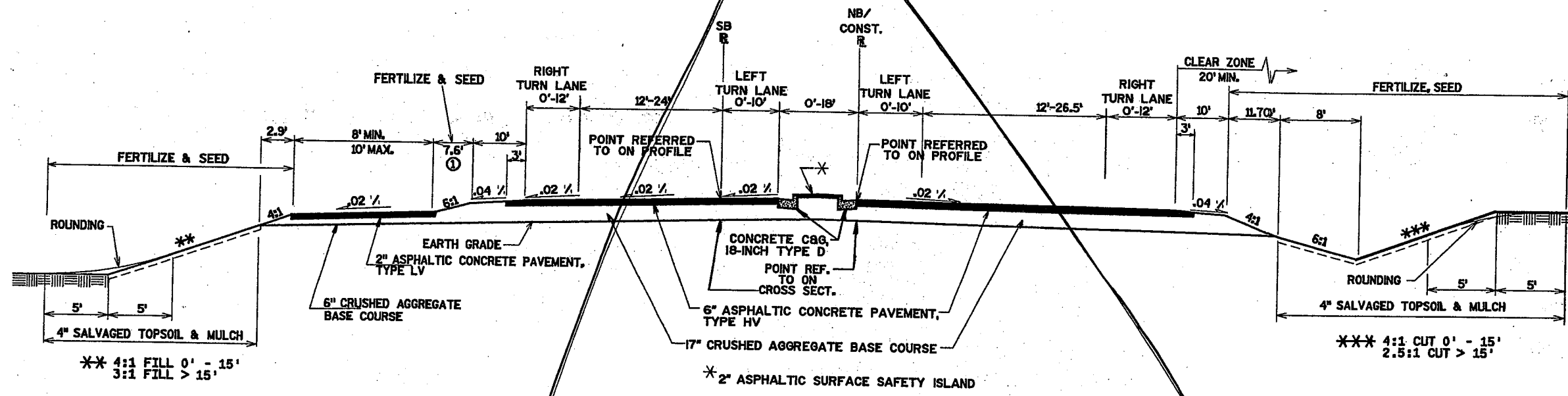






**PROPOSED TYPICAL SECTION**

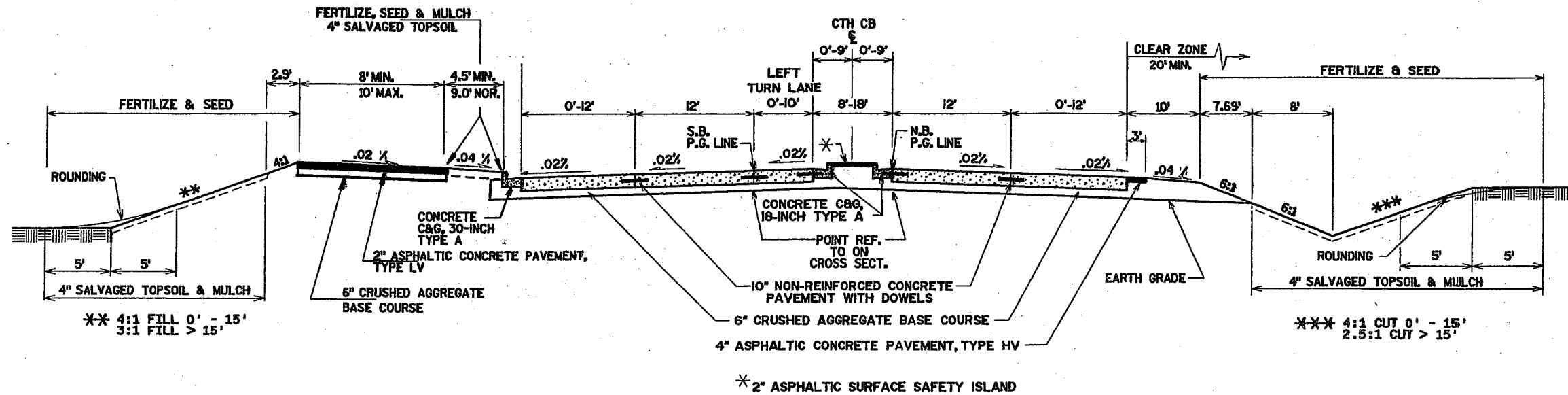
CTH CB  
 STA 291+32.10 (BEGIN CONCRETE PAVEMENT) TO STA 305+88.74  
 NOTE: STA 291+32.10, CTH CB CL = STA 291+32.10, NB CONST. RL, 9.0' LT.



**PROPOSED TYPICAL SECTION**

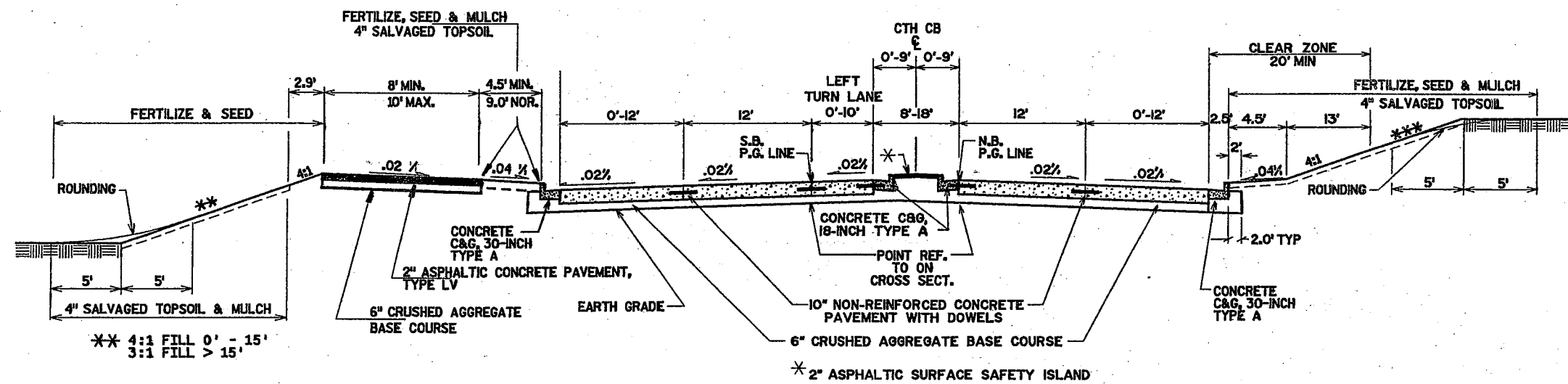
CTH CB  
 STA 251+58.68 TO STA 260+77.38  
 STA 284+94.92 TO STA 291+32.10 (END ASPHALT PAVEMENT)

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



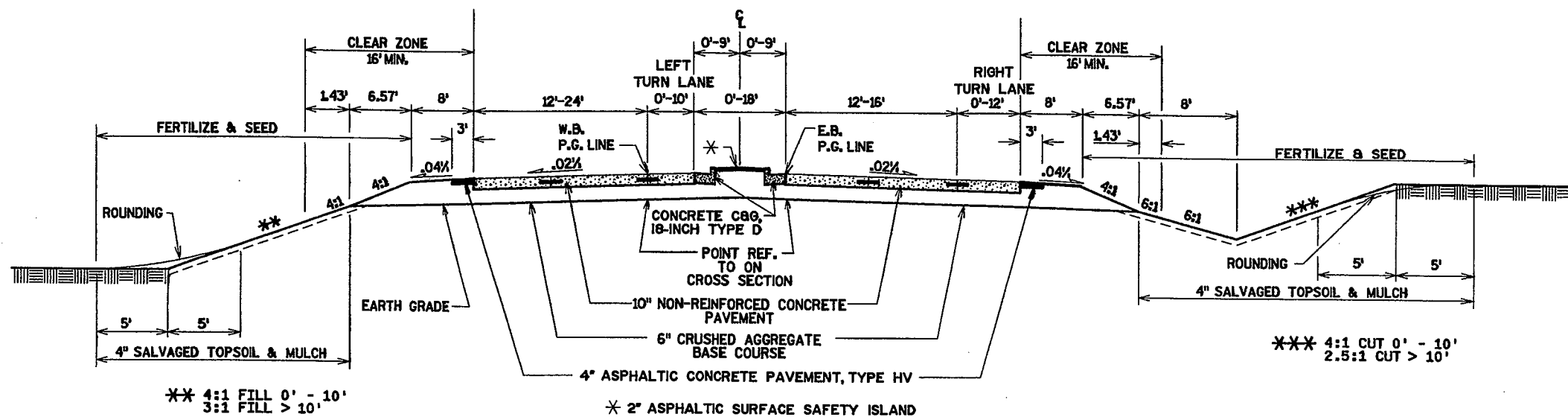
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 305+88.74 TO STA 307+50



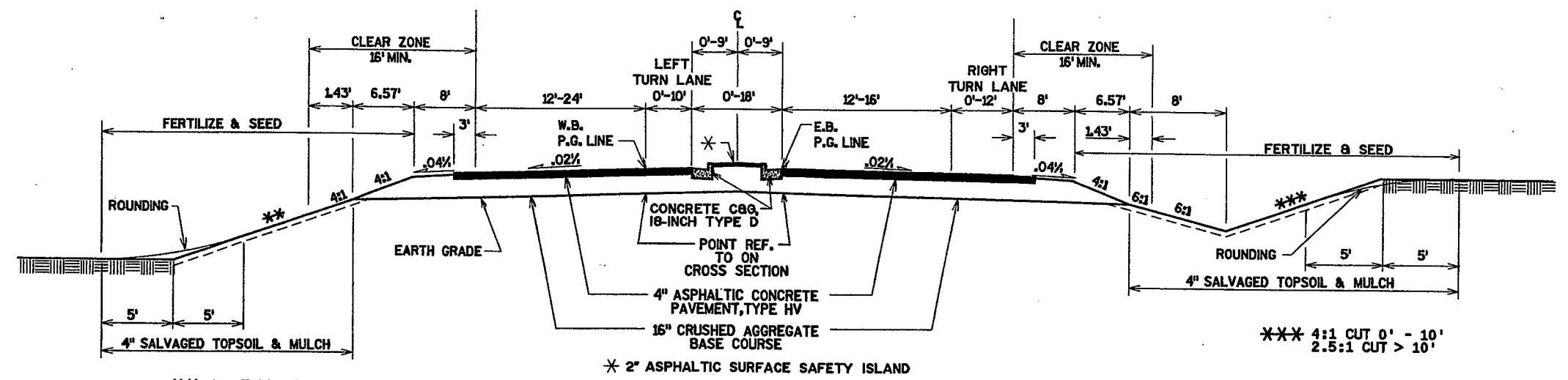
**PROPOSED TYPICAL SECTION**

CTH CB  
STA 307+50 TO STA 308+80



**PROPOSED TYPICAL SECTION - SIDE ROADS**

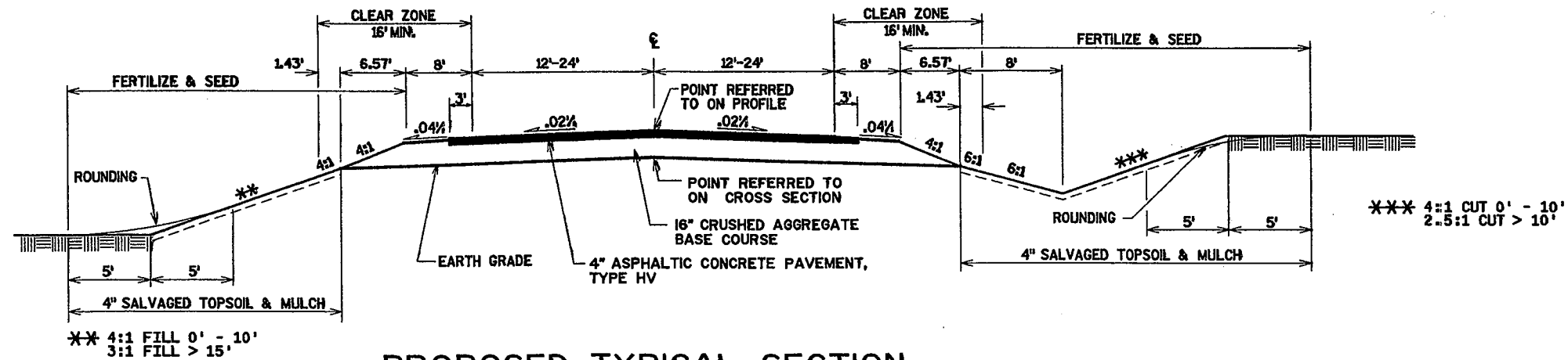
CTH 0  
STA 19+11.63, RT. TO STA 20+91.58, RT.  
STA 19+21.00, LT. TO STA 21+00.96, LT.



**PROPOSED TYPICAL SECTION - SIDE ROADS**

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

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



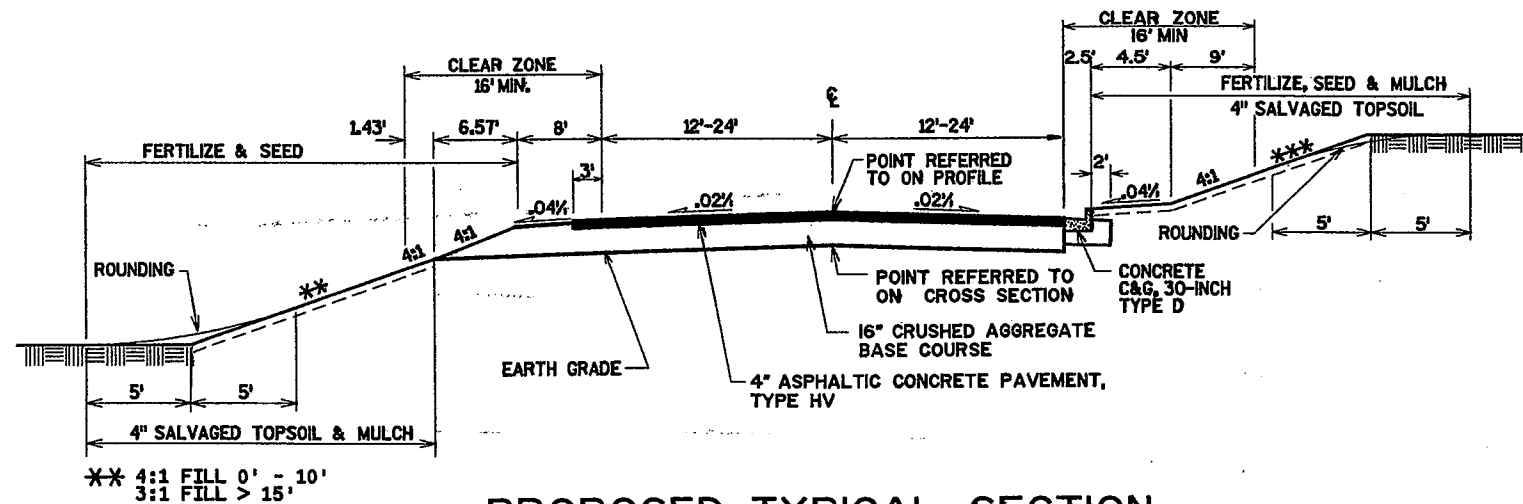
**PROPOSED TYPICAL SECTION  
SIDE ROADS**

- |  |  |
|--|--|
| LARSEN ROAD<br>STA 24+00.00 TO STA 27+44.85  | STROHMEYER DRIVE<br>STA 13+80.00 TO STA 14+00.00                               |
| OAKRIDGE ROAD EAST<br>STA 27+44.85 TO STA 29+00.00<br>STA 47+20.00 TO STA 48+07.87 | OAKRIDGE COURT<br>STA 10+20.00 TO STA 12+89.57<br>STA 16+50.00 TO STA 17+92.49 |
| OAKRIDGE ROAD WEST<br>STA 8+32.02 TO STA 23+13.96 ①                                | OAKRIDGE LANE<br>STA 20+00.00 TO STA 22+43.27                                  |

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

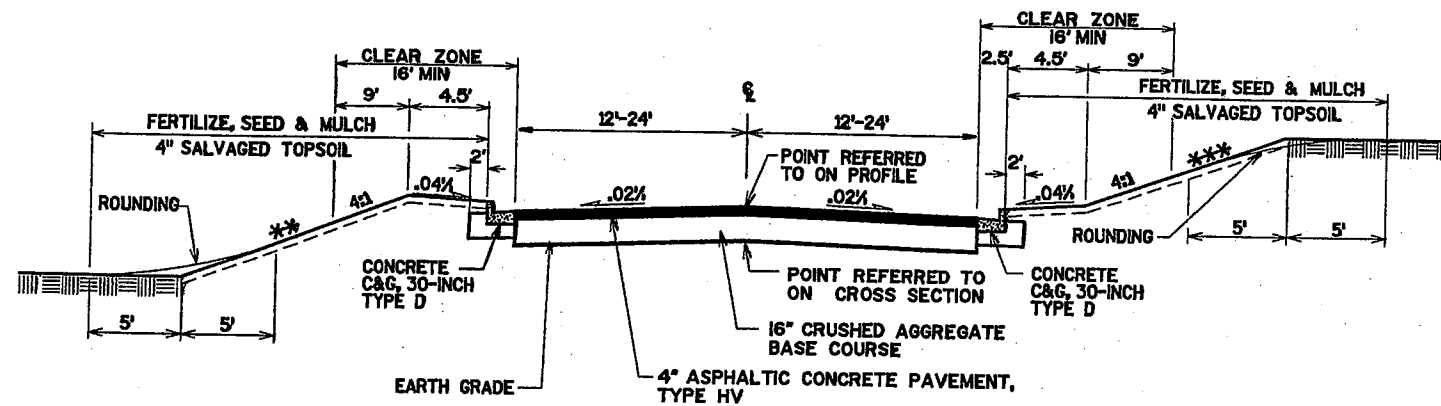
3' C.A.B.C. SHOULDER AROUND CUL DE SAC WAS ELIMINATED. 30" CURB + GUTTER WAS ADDED.

① CONCRETE CURB & GUTTER, 30-INCH, TYPE D REQ'D, LEFT SIDE ONLY  
STA 8+32.02 TO STA 10+50



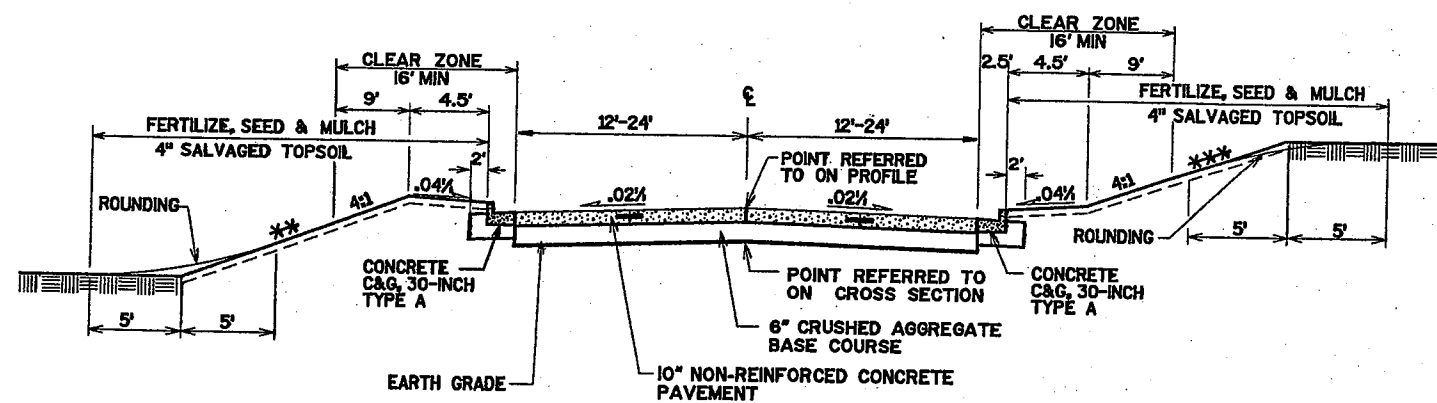
**PROPOSED TYPICAL SECTION  
SIDE ROADS**

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



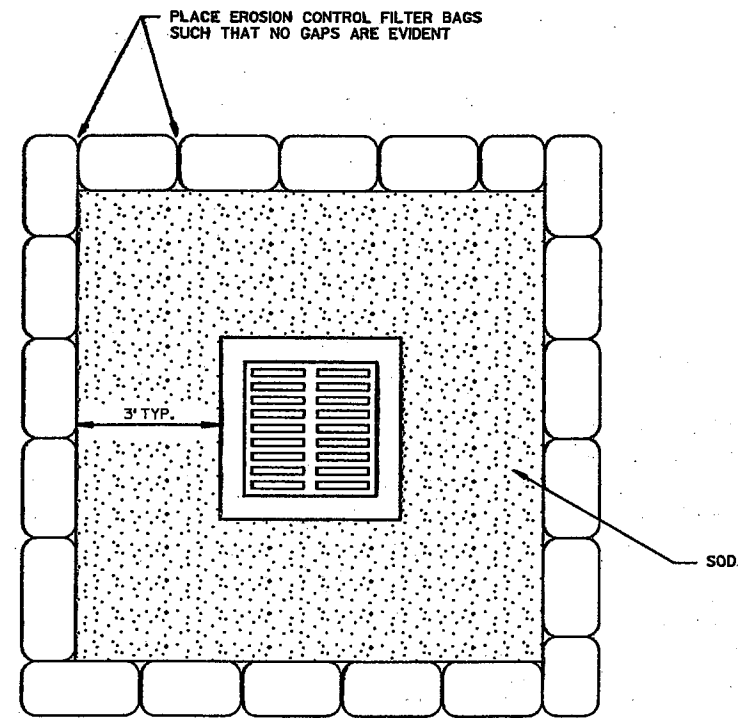
**PROPOSED TYPICAL SECTION  
SIDE ROADS**

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



**PROPOSED TYPICAL SECTION  
SIDE ROADS**

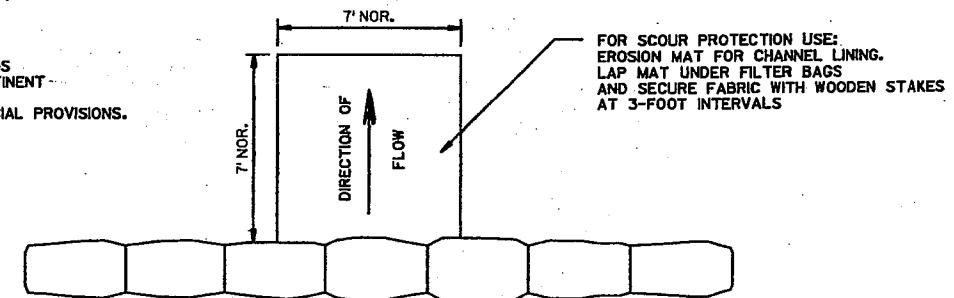
STROHMEYER DRIVE  
STA 10+00.00 TO STA 10+93.00



PLACE EROSION CONTROL FILTER BAGS SUCH THAT NO GAPS ARE EVIDENT

SOD.

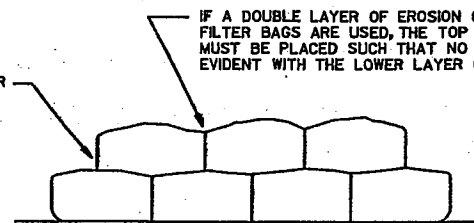
NOTE: DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DETAIL SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



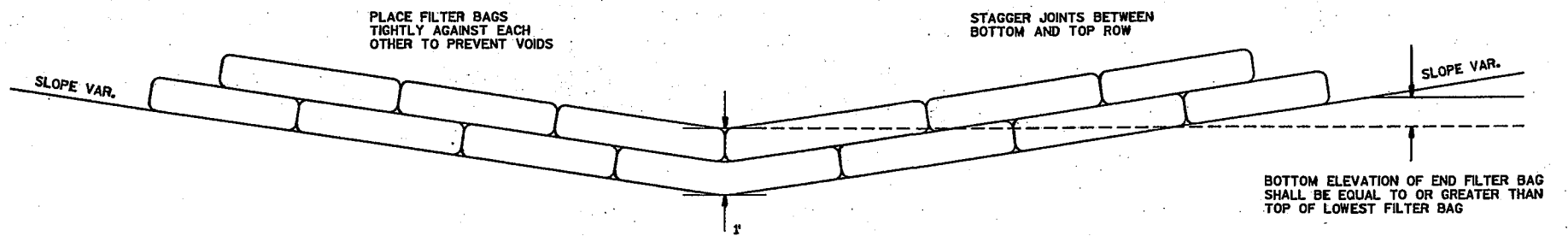
PLAN VIEW

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.

EROSION CONTROL FILTER BAGS CAN BE A SINGLE OR DOUBLE LAYER PLACED SUCH THAT NO GAPS ARE EVIDENT.



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

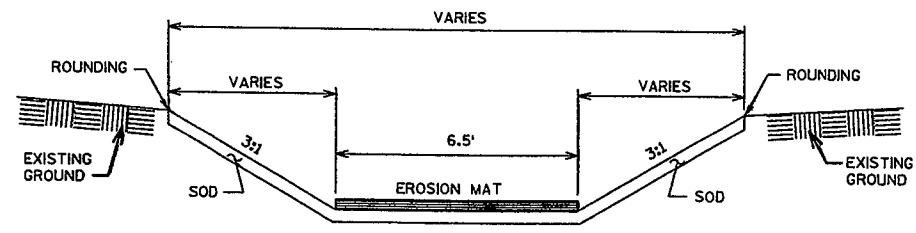


FRONT ELEVATION

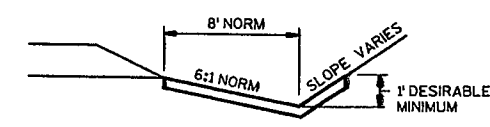
FILTER BAG DITCH CHECK DETAIL

**FILTER BAG DESCRIPTION**

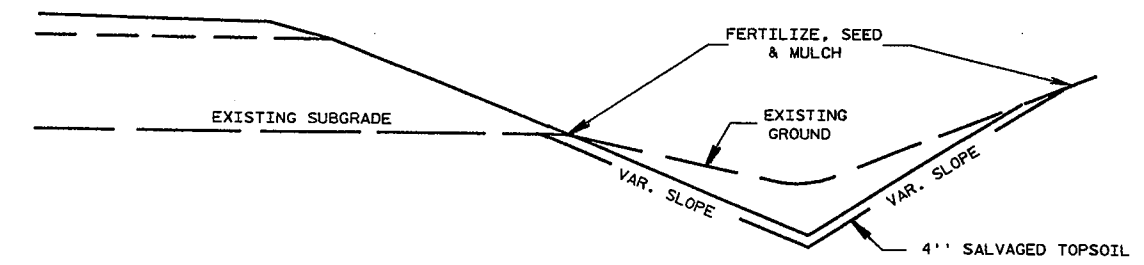
COARSE AGGREGATE FOR CONCRETE MASONRY, SIZE 1, CONTAINED IN PERVIOUS BURLAP BAGS OR SYNTHETIC NET BAGS (1/8-INCH MESH) APPROXIMATELY 24 INCHES LONG, 12 INCHES WIDE AND 6 INCHES HIGH



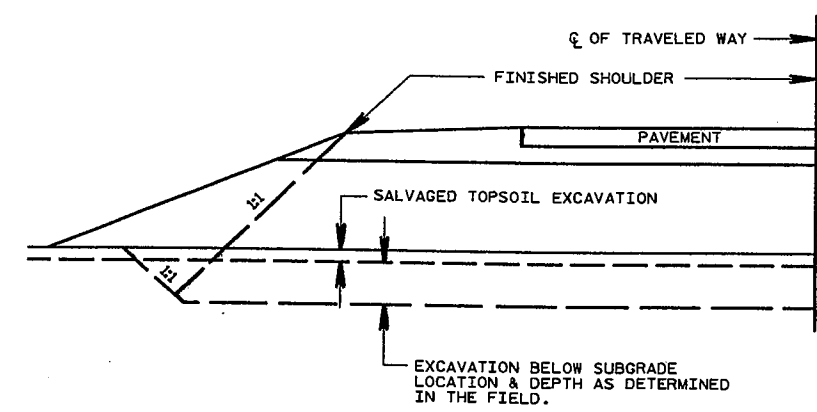
**FLAT BOTTOM DITCH DETAIL**  
STA. 31+34.00 LT. OAKRIDGE ROAD EAST



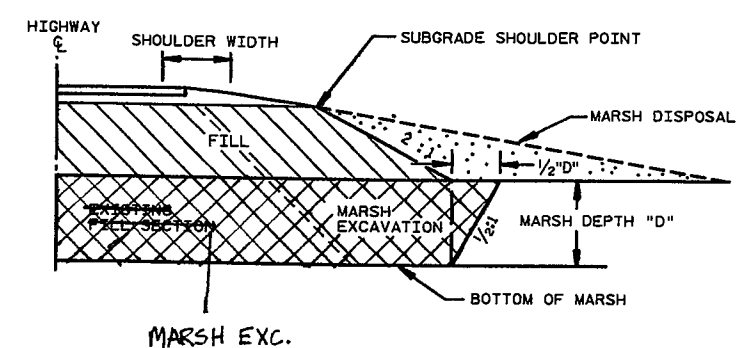
**SOD DETAIL FOR DITCHES**



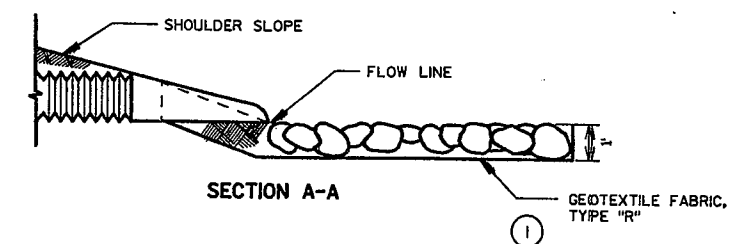
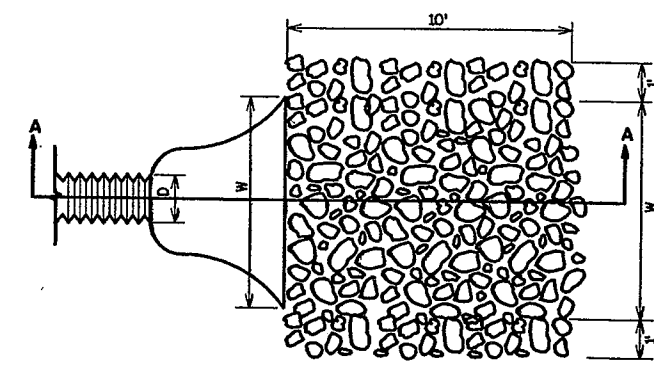
**DITCH SHAPING DETAIL**  
STA. 28+22.00 TO STA. 29+00.00, LT. & RT. CTH 'O'



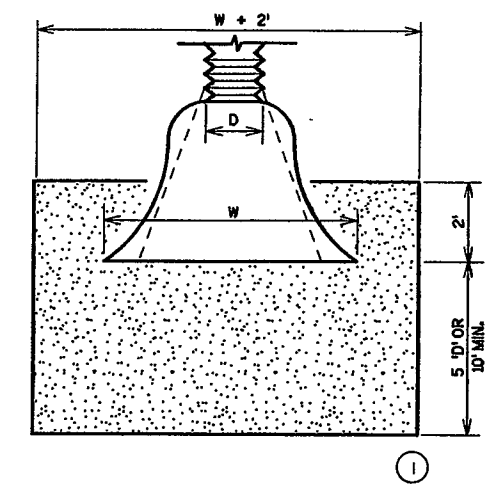
**DETAIL FOR EXCAVATION BELOW SUBGRADE - CTH CB**  
STA 251+00 TO STA 259+00, LT & RT  
STA 290+00 TO STA 293+00, LT & RT  
*EBS LIMITS DO NOT MATCH EARTHWORK SUMMARY TABLE.*



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

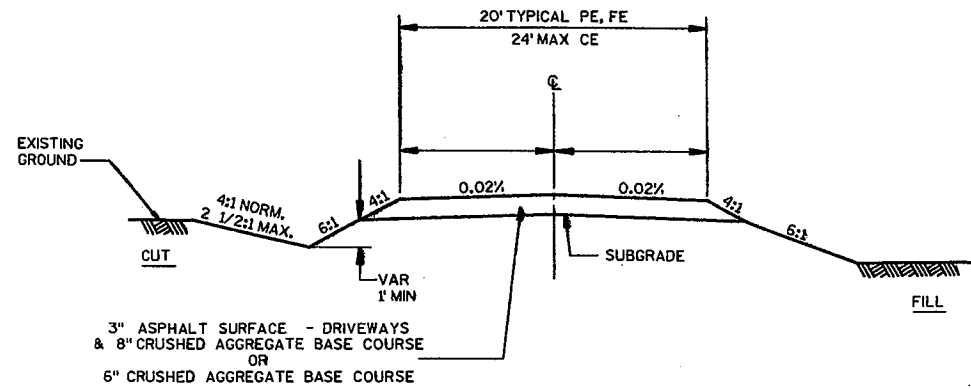


**MEDIUM RANDOM RIPRAP AT PIPE DISCHARGE**

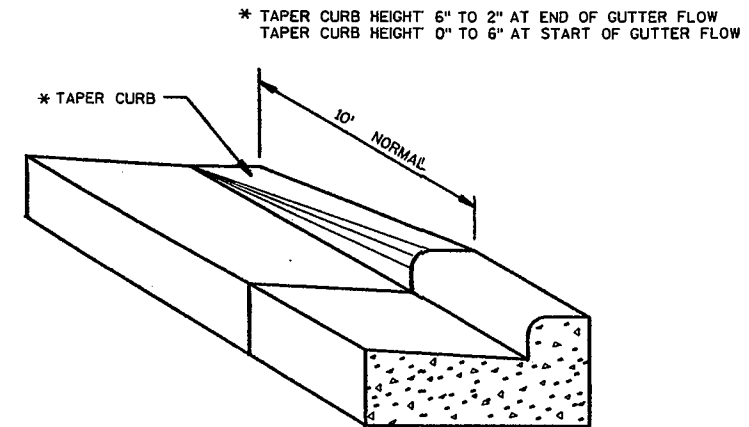


**SOD AT PIPE DISCHARGE**

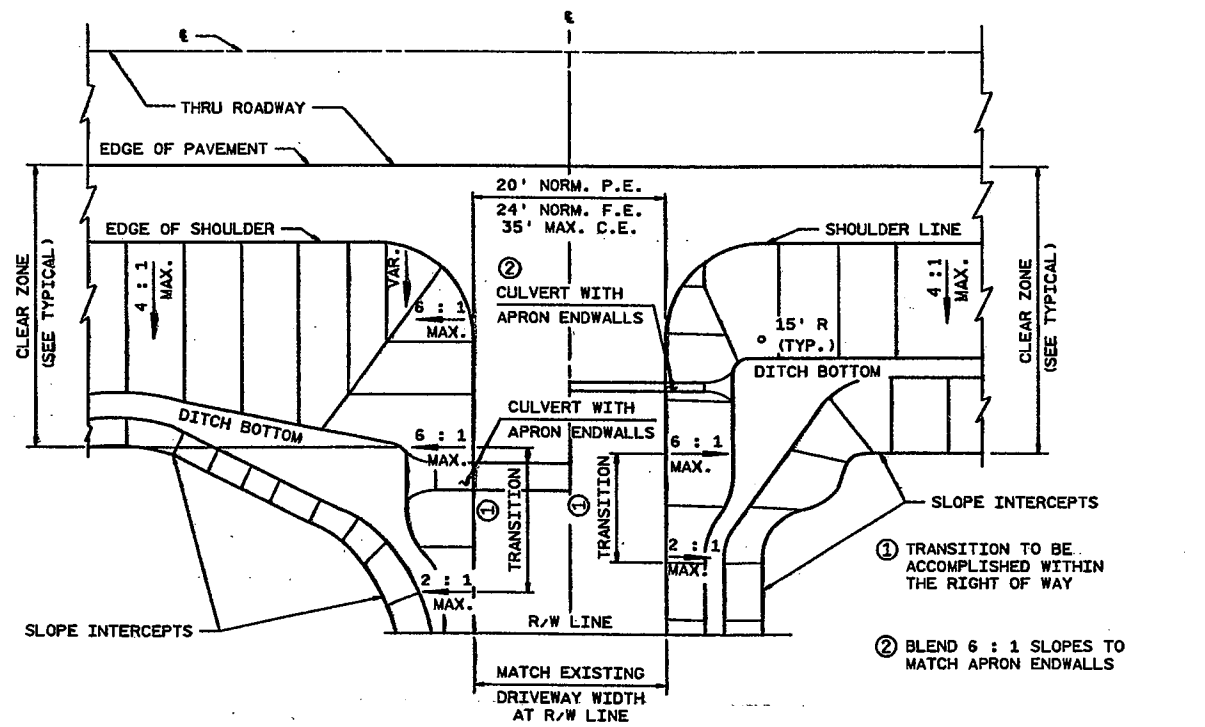
① SEE EROSION CONTROL PLANS FOR LOCATIONS



TYPICAL SECTION - DRIVEWAY



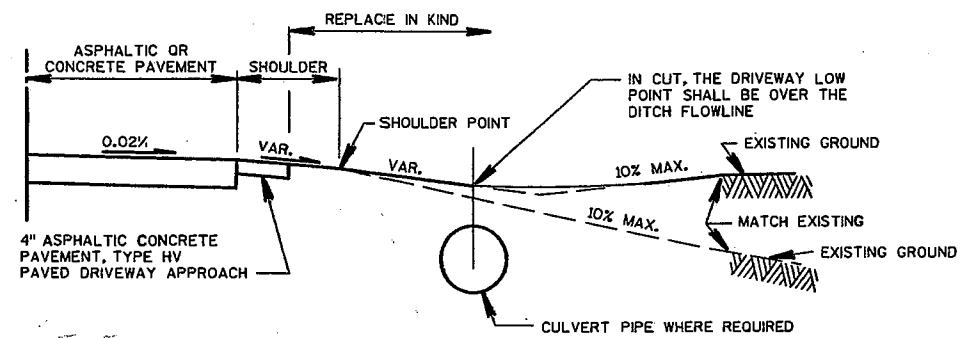
DETAIL OF CURB & GUTTER TERMINI



FOR CULVERTS OVER 24" DIAMETER

FOR CULVERTS 24" DIAMETER & LESS

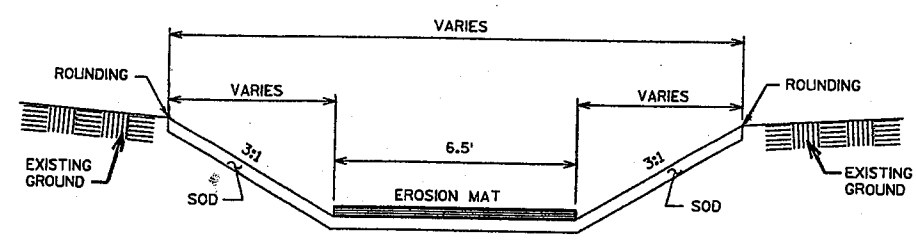
PLAN VIEW - DRIVEWAY  
RURAL ONLY



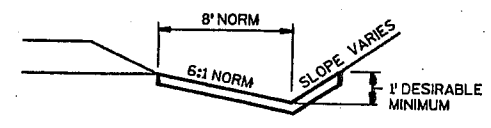
PROFILE VIEW

PROFILE - DRIVEWAY

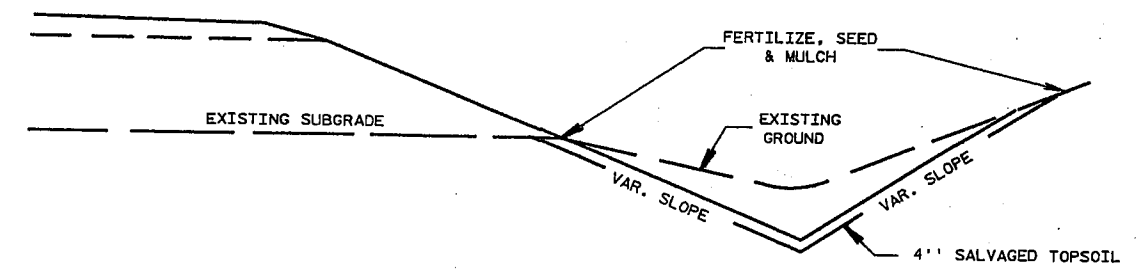




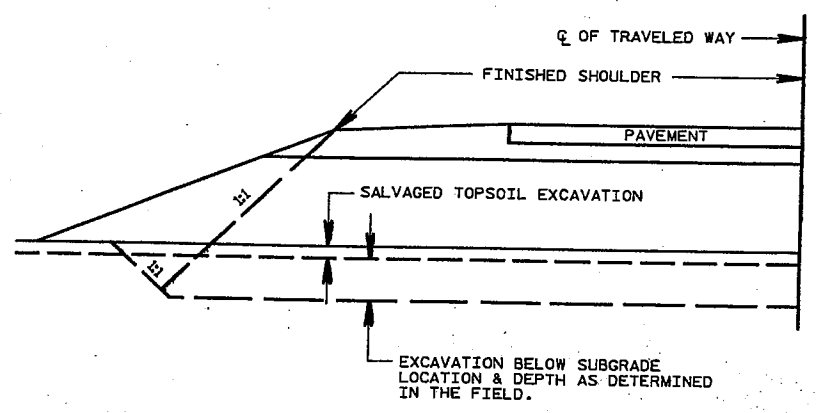
**FLAT BOTTOM DITCH DETAIL**  
STA. 31+34.00 LT. OAKRIDGE ROAD EAST



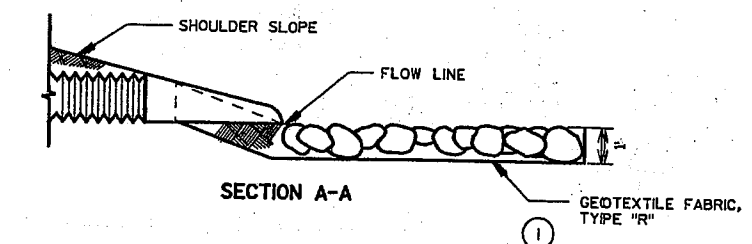
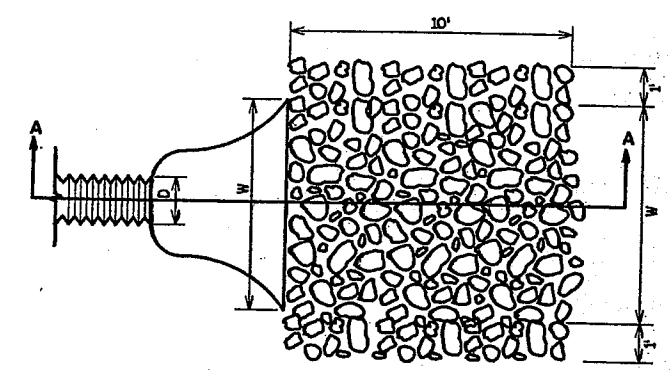
**SOD DETAIL FOR DITCHES**



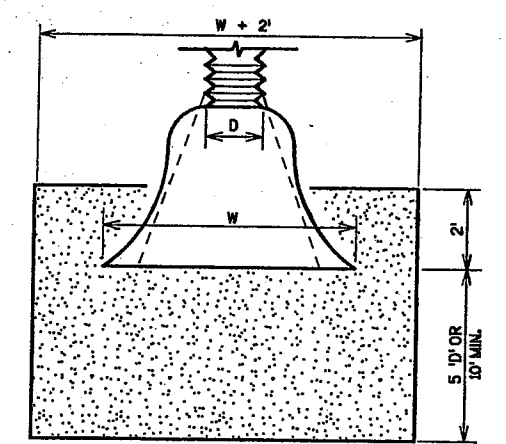
**DITCH SHAPING DETAIL**  
STA. 28+22.00 TO STA. 29+00.00, LT. & RT. CTH 'O'



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

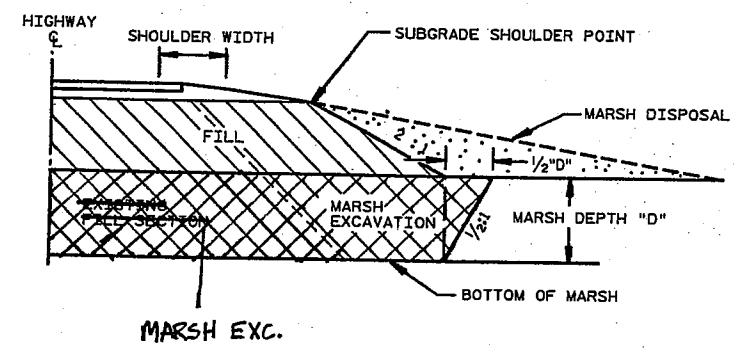


**MEDIUM RANDOM RIPRAP AT PIPE DISCHARGE**



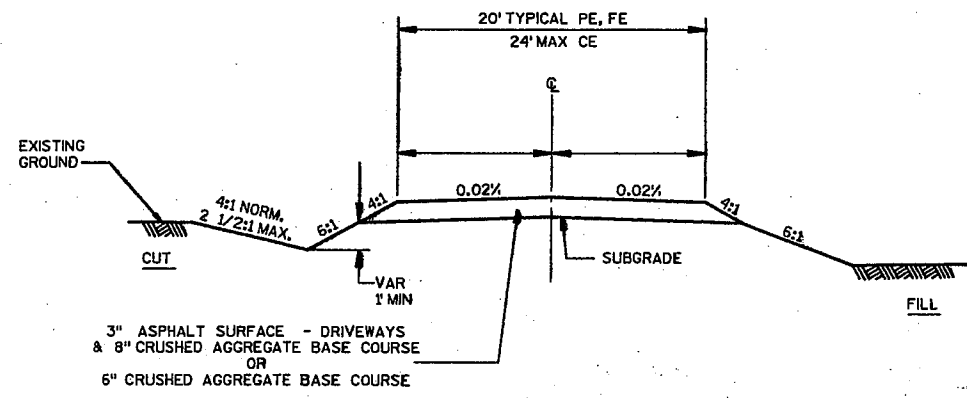
**SOD AT PIPE DISCHARGE**

SEE EROSION CONTROL PLANS FOR LOCATIONS

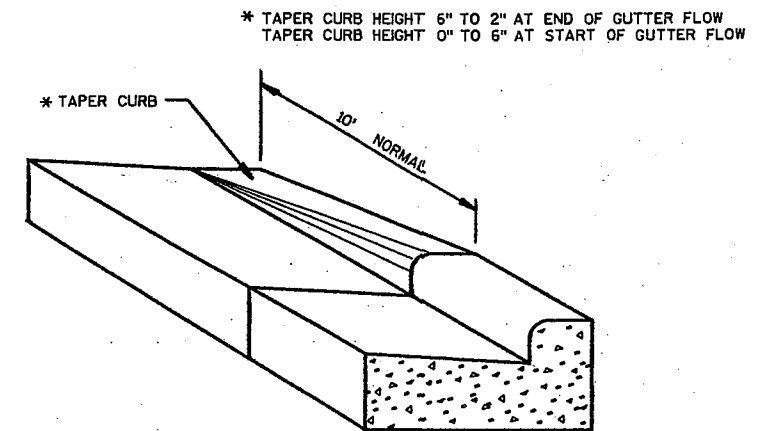


**TYPICAL MARSH EXCAVATION - OAKRIDGE ROAD WEST**  
\* STA. 13+00 TO STA. 20+00, LT & RT

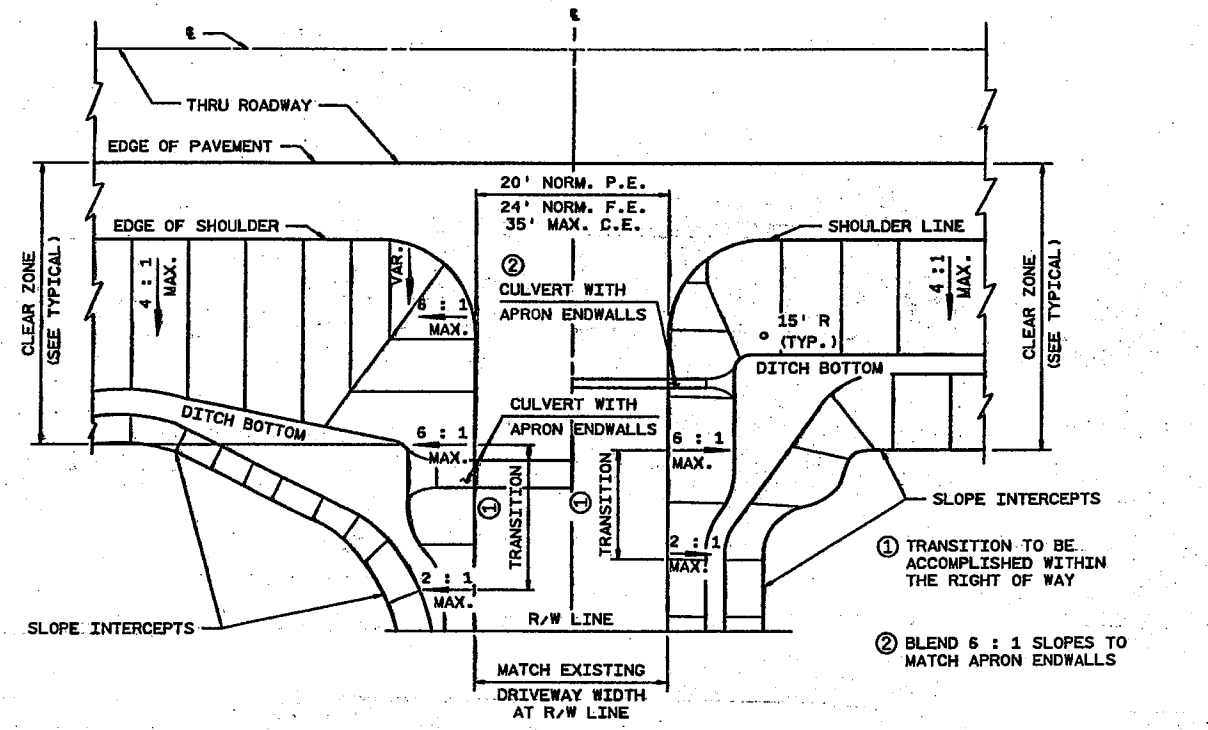
\* CONSTRUCTION DETAIL FOR OAKRIDGE RD. WEST, STA. 13+00 - 20+00 LT. + RT. DID NOT MATCH



TYPICAL SECTION - DRIVEWAY



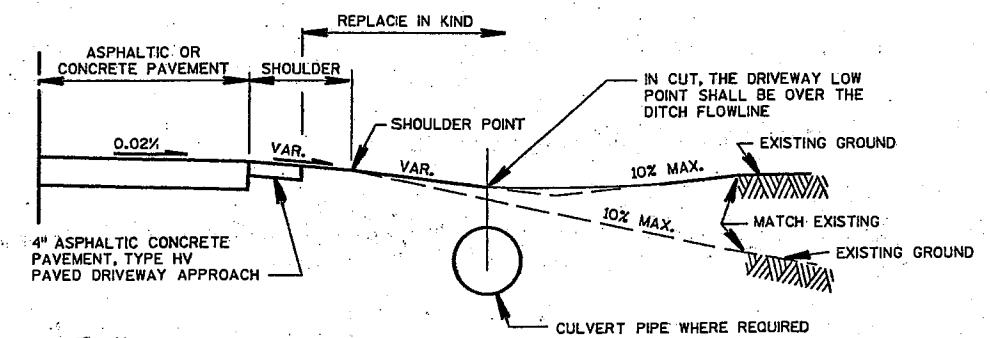
DETAIL OF CURB & GUTTER TERMINI



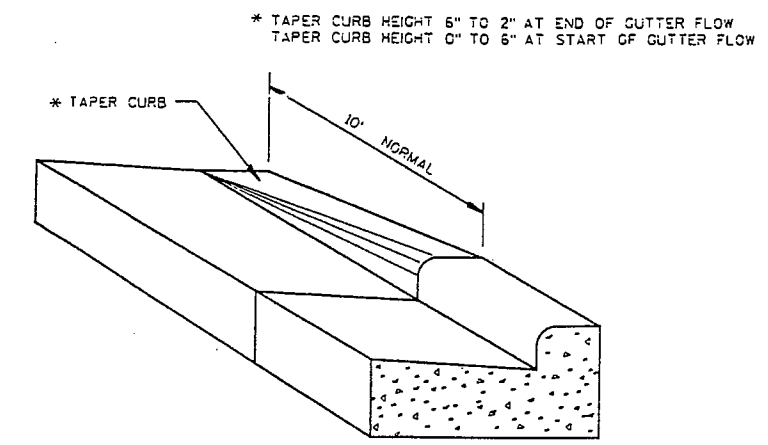
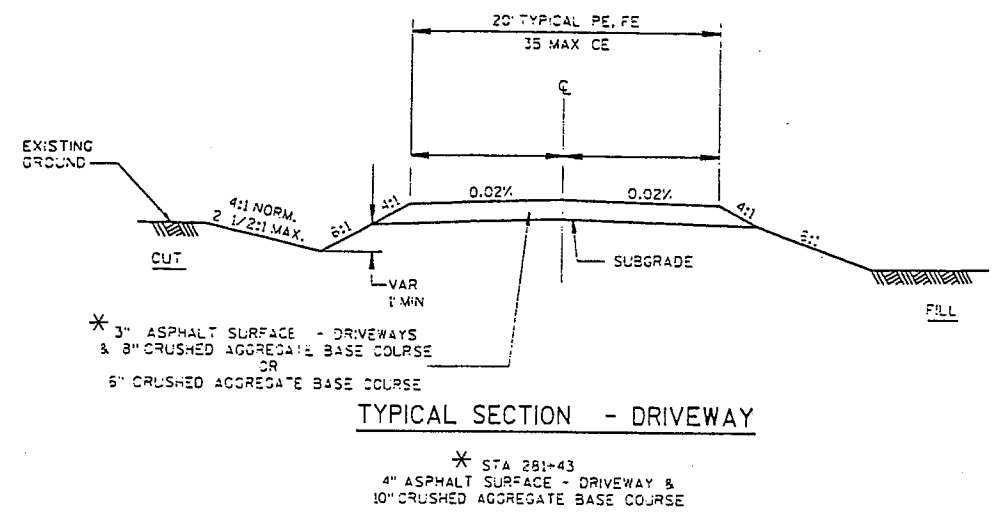
FOR CULVERTS OVER 24" DIAMETER

FOR CULVERTS 24" DIAMETER & LESS

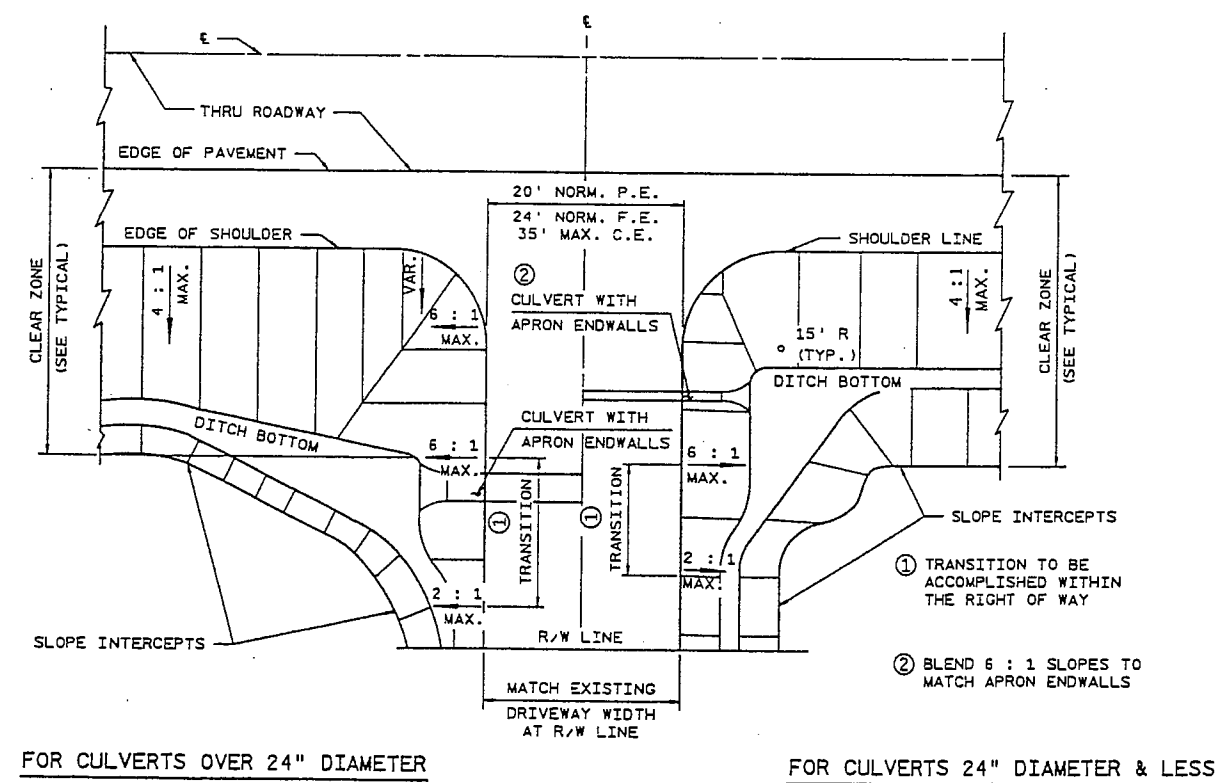
PLAN VIEW - DRIVEWAY  
RURAL ONLY



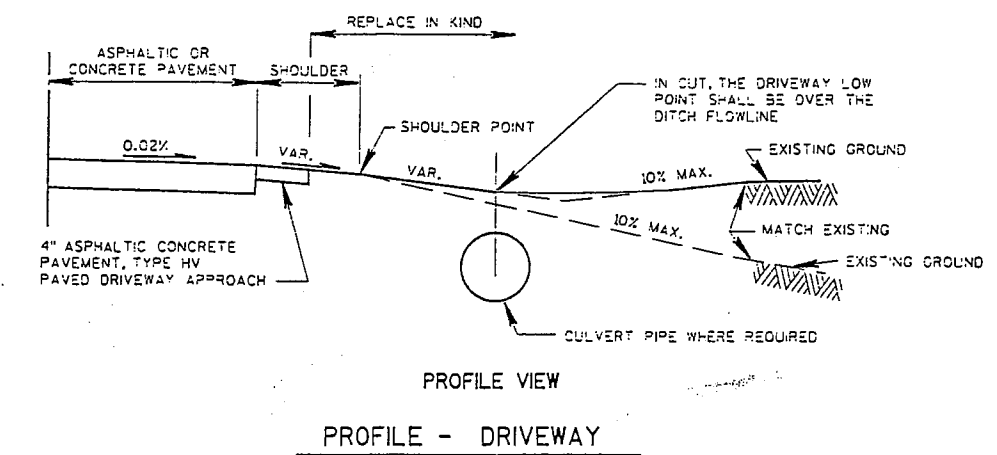
PROFILE VIEW  
PROFILE - DRIVEWAY



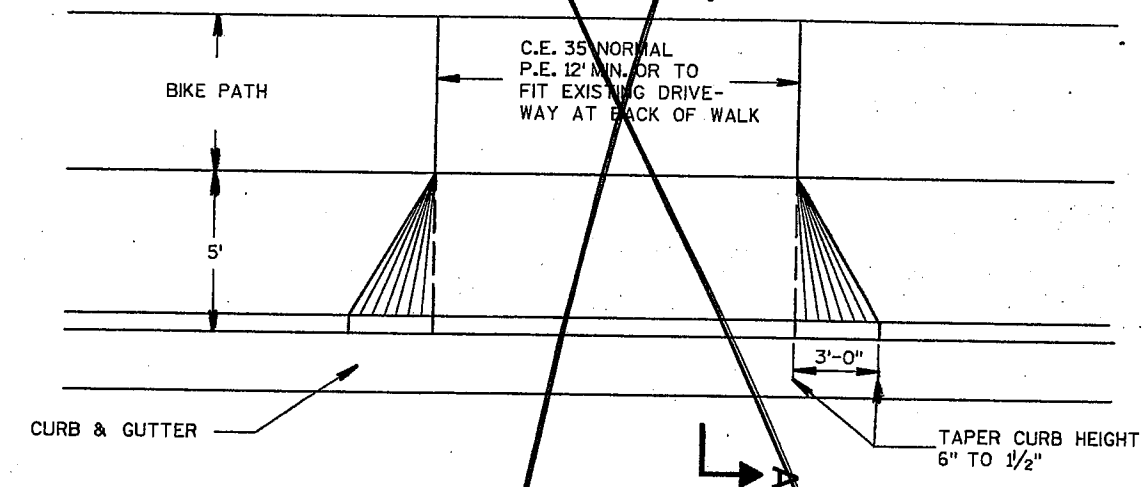
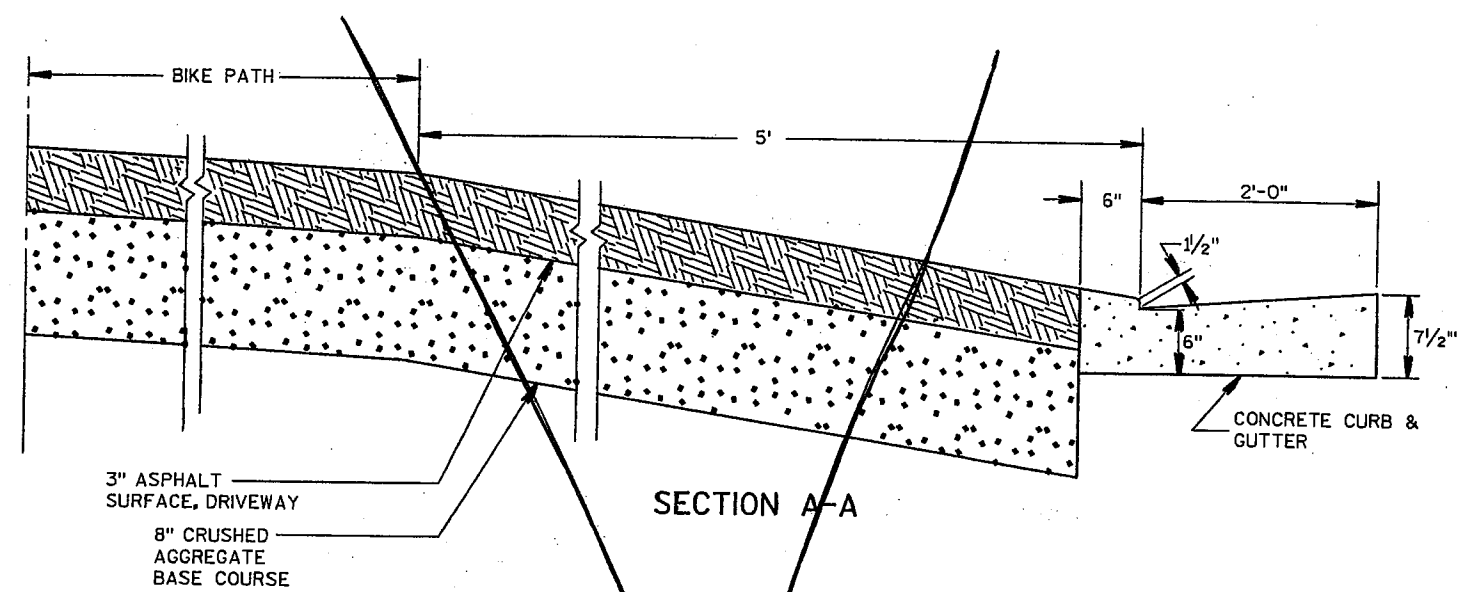
DETAIL OF CURB & GUTTER TERMINI



PLAN VIEW - DRIVEWAY  
 RURAL ONLY

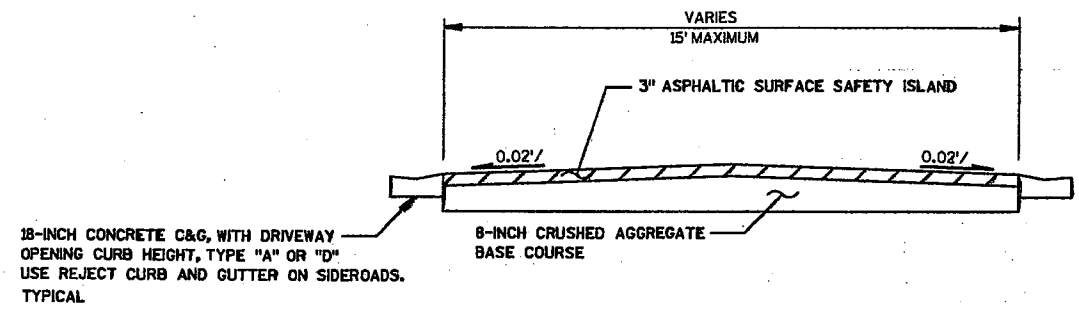






**PRIVATE AND COMMERCIAL ENTRANCES (URBAN)**

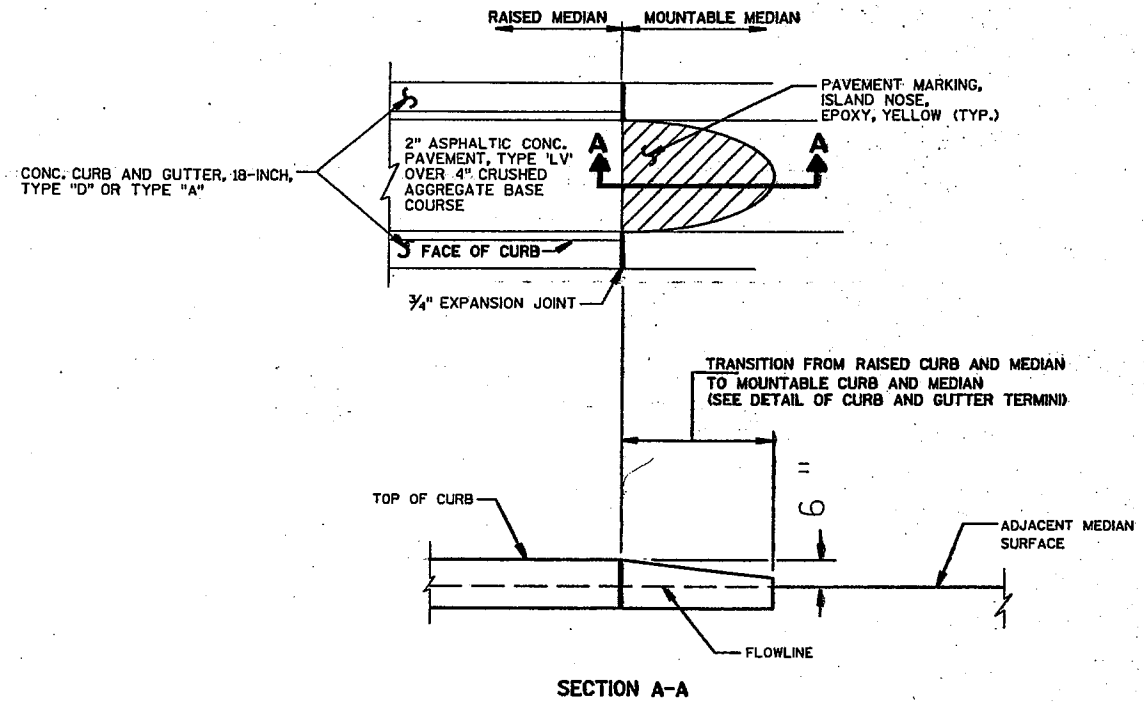
- CTH CB
- 242+36, RT. P.E.
- 246+34, RT. P.E.
- STROHMEYER DRIVE
- 11+30, RT. C.E.
- 12+10, LT. C.E.
- 13+30, RT. C.E.
- 13+36, LT. C.E.



MOUNTABLE MEDIAN DETAIL

**MOUNTABLE MEDIAN LOCATIONS**

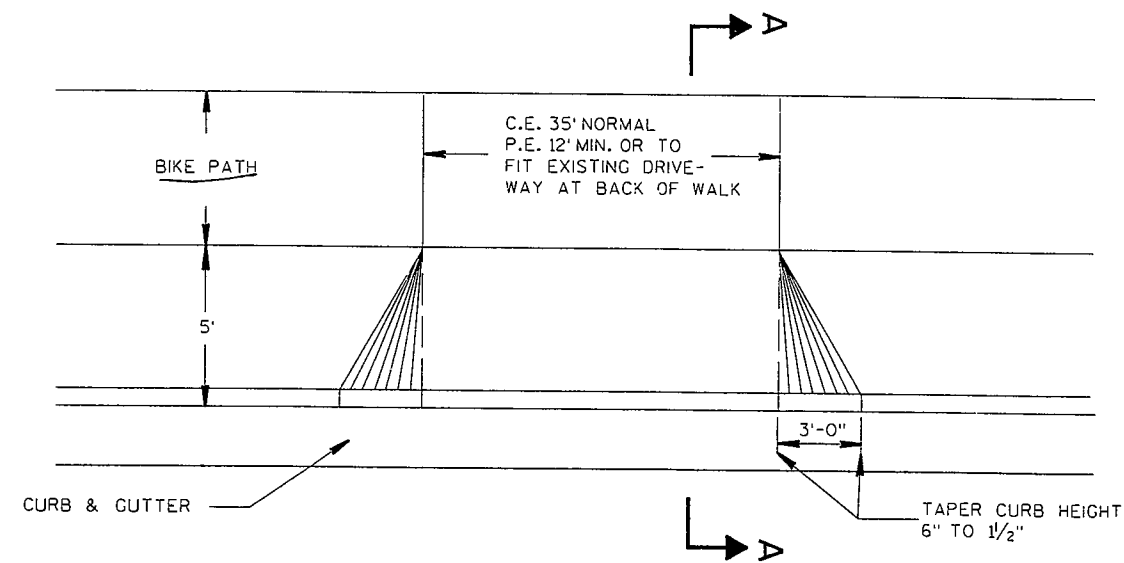
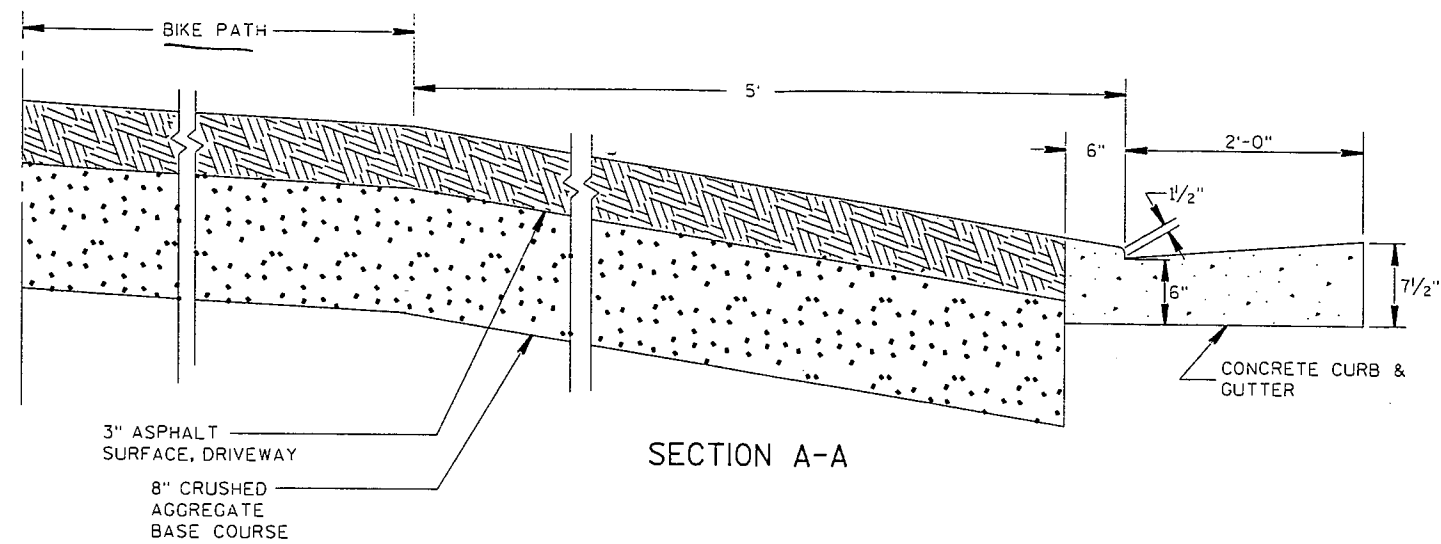
STATION TO STATION	LOCATION
243+49 - 246+91	CTH CB
12+65 - 15+23	CTH 0
19+32 - 19+42	CTH 0 AT BIKE PATH CROSSING
22+96 - 27+48	CTH 0
32+65 - 34+80	OAKRIDGE ROAD EAST



MEDIAN ISLAND NOSE DETAIL

**MEDIAN ISLAND NOSE DETAIL LOCATIONS**

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



PRIVATE AND COMMERCIAL ENTRANCES (URBAN)

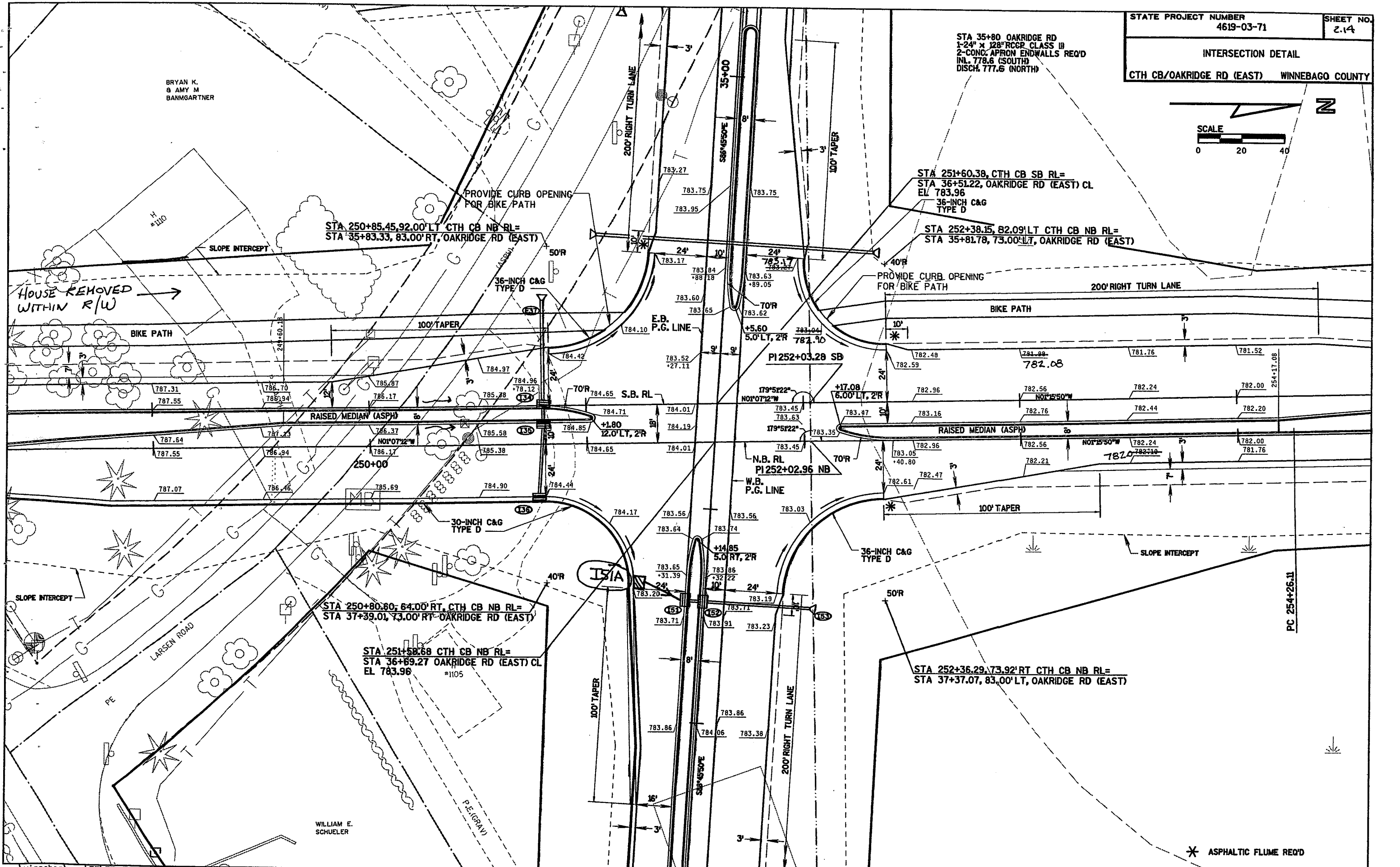
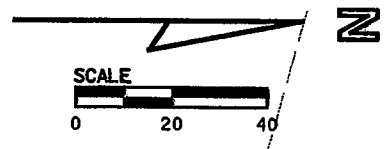
CTH CB  
~~242-36, RT. P.E.~~  
~~248-34, RT. P.E.~~ **BIKE PATH ON LEFT SIDE.**

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





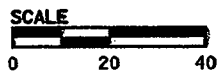
INTERSECTION DETAIL  
 CTH CB/OAKRIDGE RD (EAST) WINNEBAGO COUNTY



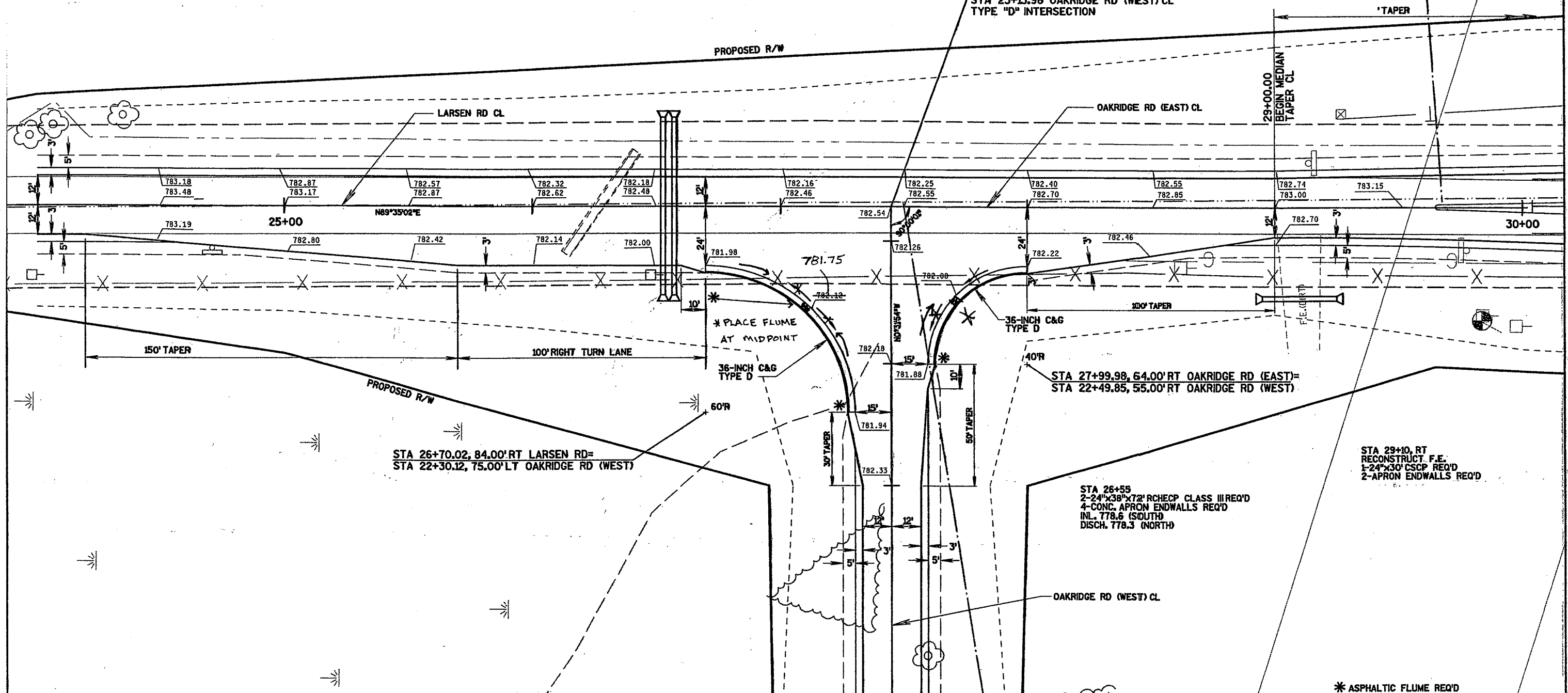
BRYAN K.  
 & AMY M.  
 BANMGARTNER

WILLIAM E.  
 SCHUELER

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



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



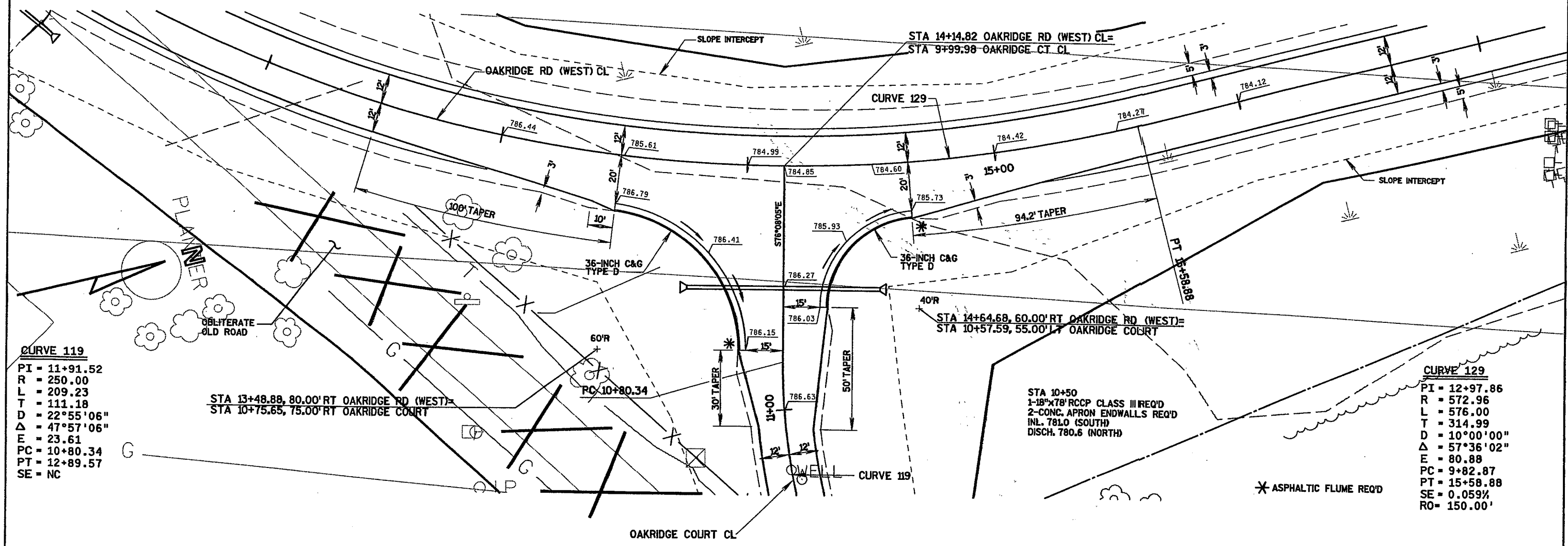
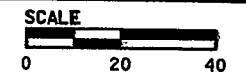
STA 26+70.02, 84.00' RT LARSEN RD=  
STA 22+30.12, 75.00' LT OAKRIDGE RD (WEST)

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

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

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

\* ASPHALTIC FLUME REQ'D



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

STA 13+48.88, 80.00' RT OAKRIDGE RD (WEST)=  
 STA 10+75.65, 75.00' RT OAKRIDGE COURT

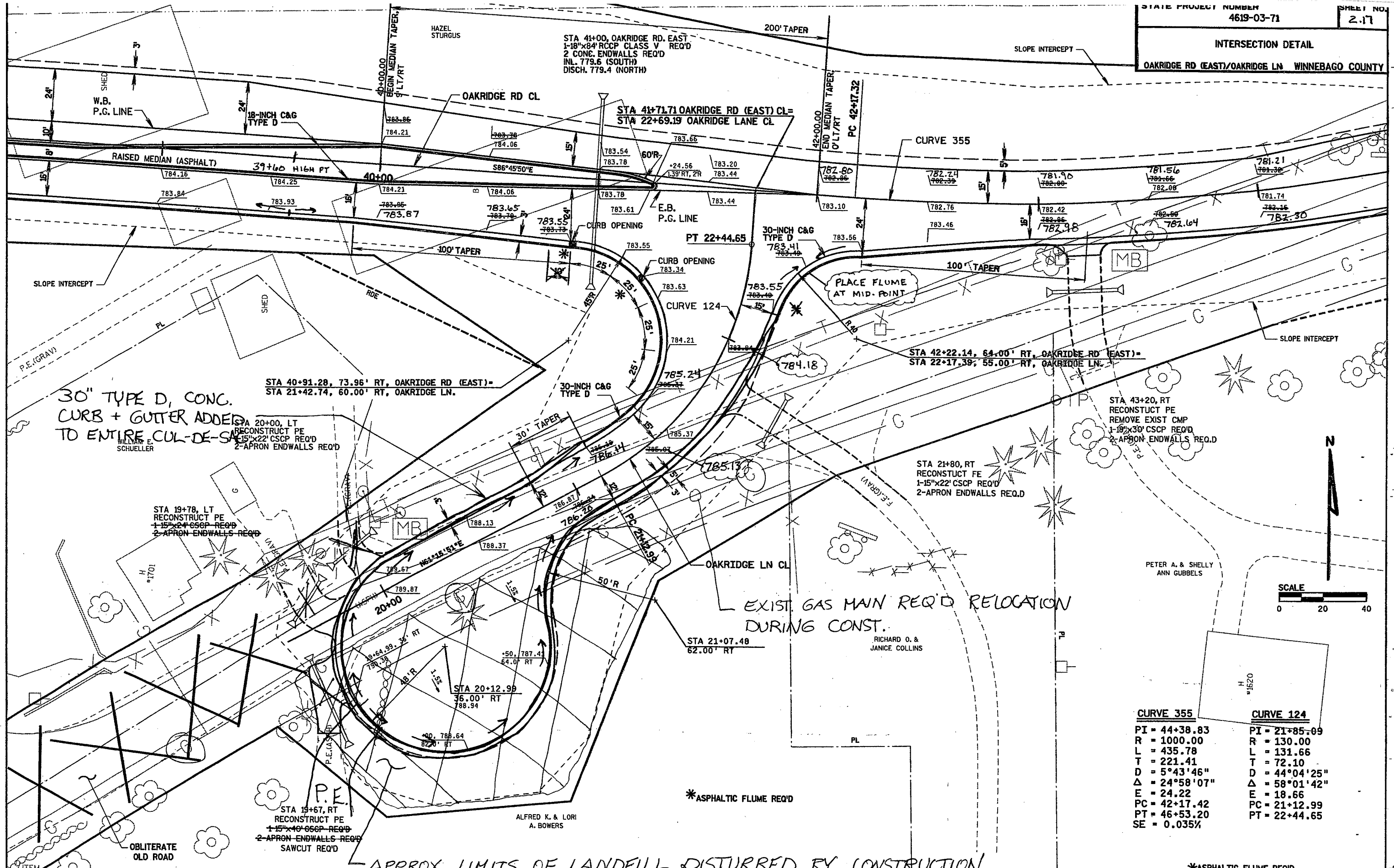
PC 10+80.34

STA 14+64.68, 60.00' RT OAKRIDGE RD (WEST)=  
 STA 10+57.59, 55.00' LT OAKRIDGE COURT

STA 10+50  
 1-18"x78" RCCP CLASS III REQ'D  
 2-CONC. APRON ENDWALLS REQ'D  
 INL. 781.0 (SOUTH)  
 DISCH. 780.6 (NORTH)

**CURVE 129**  
 PI = 12+97.86  
 R = 572.96  
 L = 576.00  
 T = 314.99  
 D = 10°00'00"  
 Δ = 57°36'02"  
 E = 80.88  
 PC = 9+82.87  
 PT = 15+58.88  
 SE = 0.059%  
 RO = 150.00'

\* ASPHALTIC FLUME REQ'D



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

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

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

EXIST. GAS MAIN REQ'D RELOCATION DURING CONST.

STA 21+80, RT RECONSTRUCT FE 1-15"x22" CSCP REQ'D 2-APRON ENDWALLS REQ'D

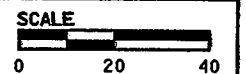
STA 43+20, RT RECONSTRUCT PE REMOVE EXIST CMP 1-18"x30" CSCP REQ'D 2-APRON ENDWALLS REQ'D

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

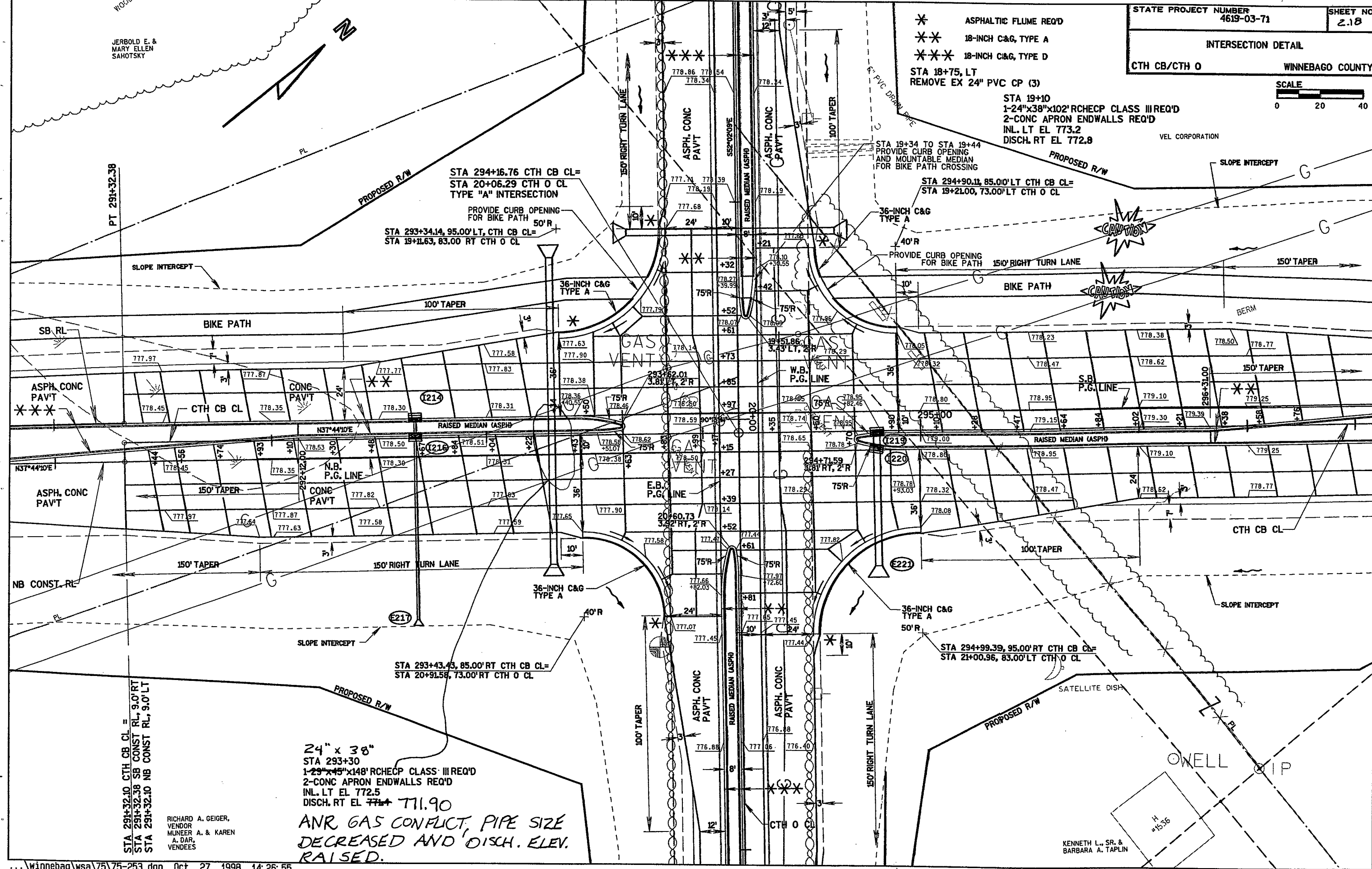
APPROX. LIMITS OF LANDFILL DISTURBED BY CONSTRUCTION.  
 CURB AND GUTTER WAS ADDED AND THE DITCHES WERE FILLED AND CAPPED WITH CLAY BORROW. SEE CROSS-SECTION SHEET

JERBOLD E. & MARY ELLEN SAHOTSKY

INTERSECTION DETAIL CTH CB/CTH O WINNEBAGO COUNTY



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



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

PROVIDE CURB OPENING FOR BIKE PATH 50'R  
STA 293+34.14, 95.00' LT, CTH CB CL=  
STA 19+11.63, 83.00' RT CTH O CL

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

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

STA 293+43.43, 85.00' RT CTH CB CL=  
STA 20+91.56, 73.00' RT CTH O CL

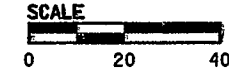
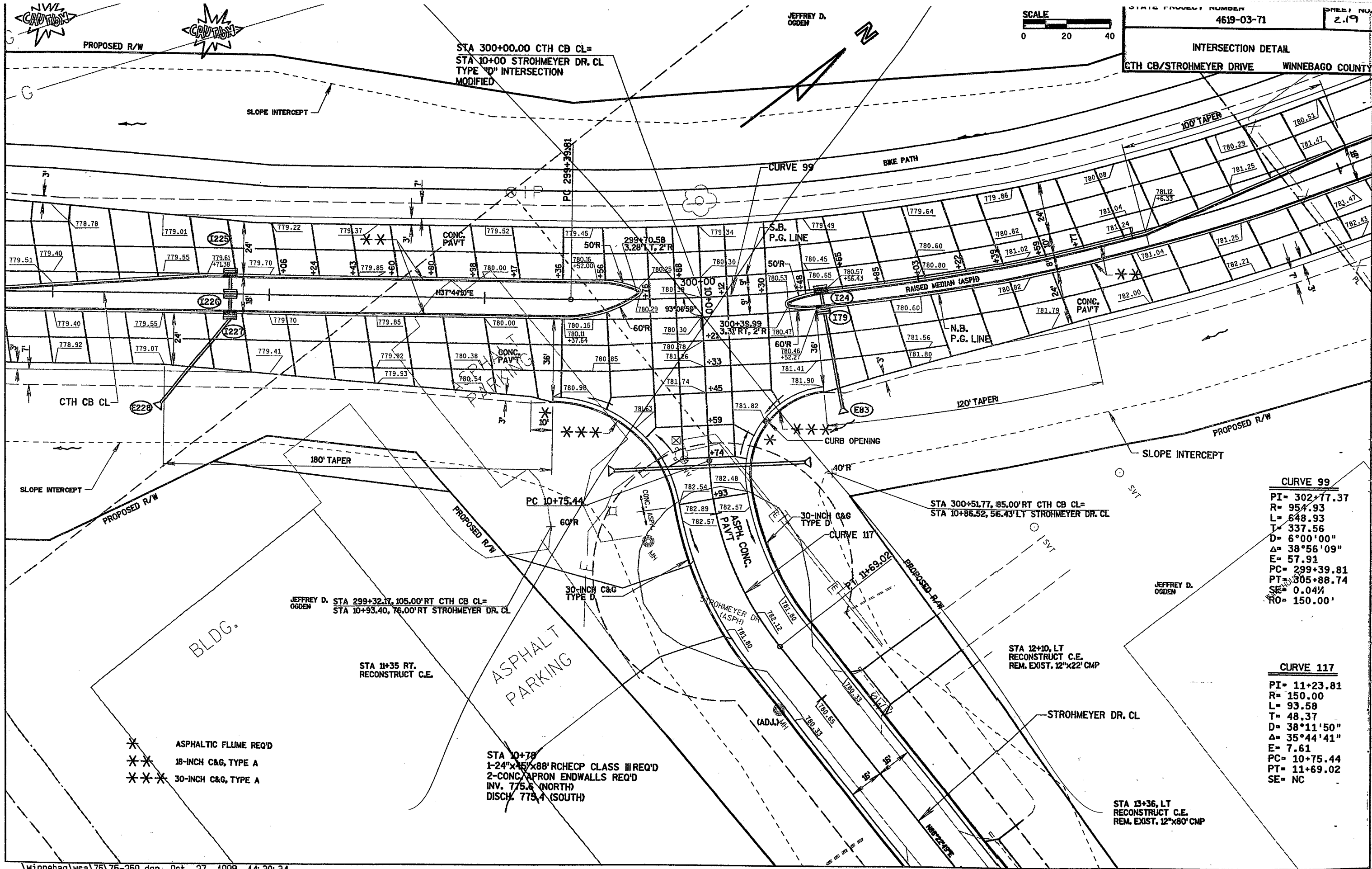
STA 294+99.39, 95.00' RT CTH CB CL=  
STA 21+00.96, 83.00' LT CTH O CL

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

24" x 38"  
STA 293+30  
1-24"x45"x148' RCHECP CLASS III REQ'D  
2-CONC APRON ENDWALLS REQ'D  
INL. LT EL 772.5  
DISCH. RT EL 771.90  
ANR GAS CONFLICT, PIPE SIZE DECREASED AND DISCH. ELEV. RAISED.

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

KENNETH L., SR. & BARBARA A. TAPLIN



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

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

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

JEFFREY D. OGDEN STA 299+32.77, 105.00' RT CTH CB CL=  
 STA 10+93.40, 76.00' RT STROHMEYER DR. CL

STA 11+35 RT. RECONSTRUCT C.E.

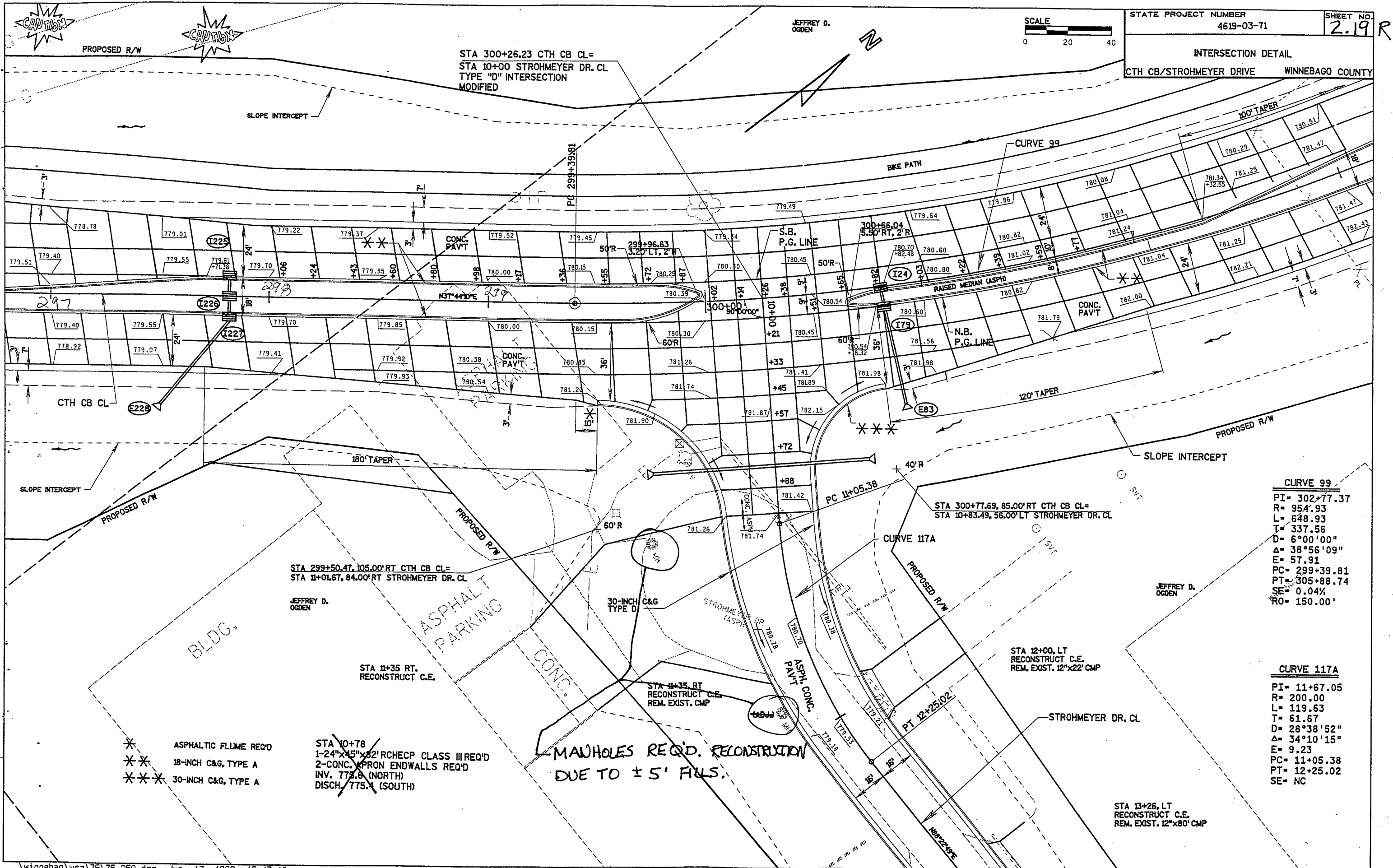
STA 10+78  
 1-24"x45"x88' RCHECP CLASS III REQ'D  
 2-CONC. APRON ENDWALLS REQ'D  
 INV. 775.6 (NORTH)  
 DISCH. 775.4 (SOUTH)

STA 12+10, LT RECONSTRUCT C.E.  
 REM. EXIST. 12"x22' CMP

STROHMEYER DR. CL

STA 13+36, LT RECONSTRUCT C.E.  
 REM. EXIST. 12"x80' CMP

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



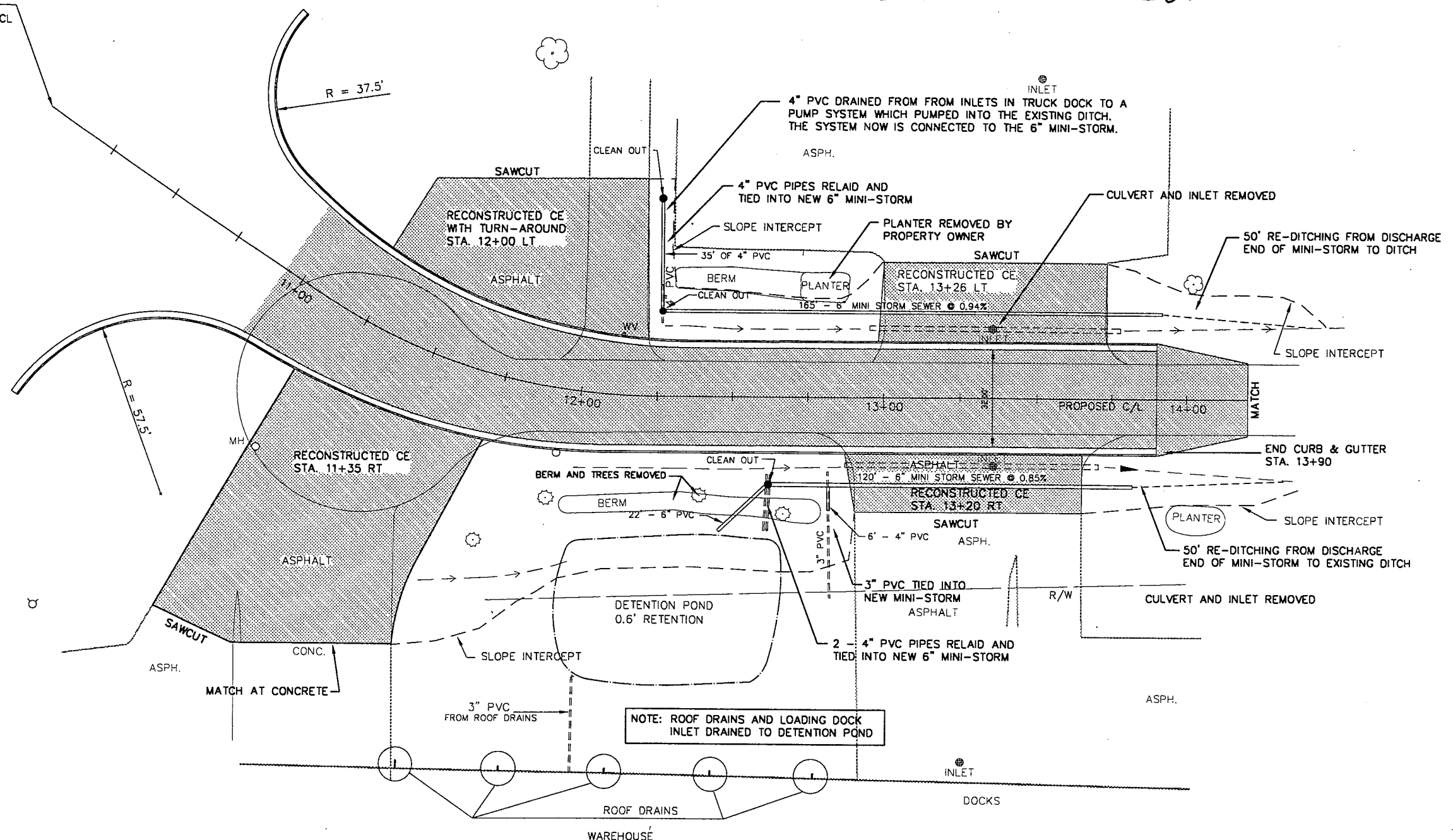
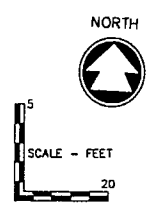
NOTE: THIS REVISION WAS REVISED. SEE ATTACHED SHEETS.



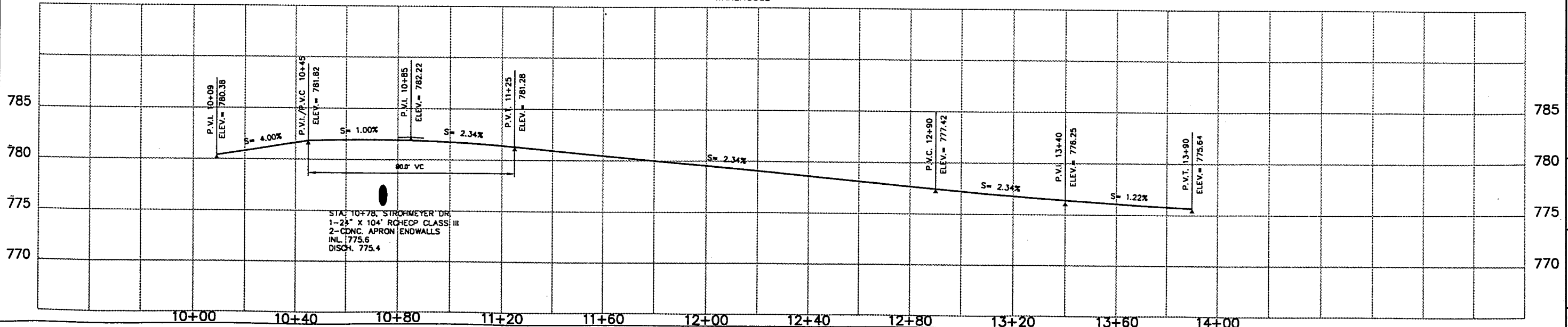


# STROHMEYER DRIVE AS-BUILT

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



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



STA. 10+78, STROHMEYER DR.  
1-24" x 104' RCHECP CLASS III  
2-CONC. APRON ENDWALLS  
INL. 775.6  
DISCH. 775.4

DESIGNED	PMH	DATE	
DRAWN	MPK/ARH	PROJECT NO.	W099-99216.04
CHECKED	PMH	SHEET NO.	
<b>ASBUILT (STREET RECONSTRUCTION)</b> <b>TOWN OF MENASHA</b> <b>STROYMEYER DRIVE / C.T.H. "CB"</b>			
ENGINEERS <b>McMATION ASSOCIATES, INC.</b> 1445 McKeon Drive Neenah, WI 54956 P.O. Box 1025 Neenah, WI 54957-1025 TEL: 920-751-4200 FAX: 920-751-4284		REGION DATE NO.	

C:\img\RH\W099\MS\9921604\01-110.dwg 07/12/00 8:51 AM



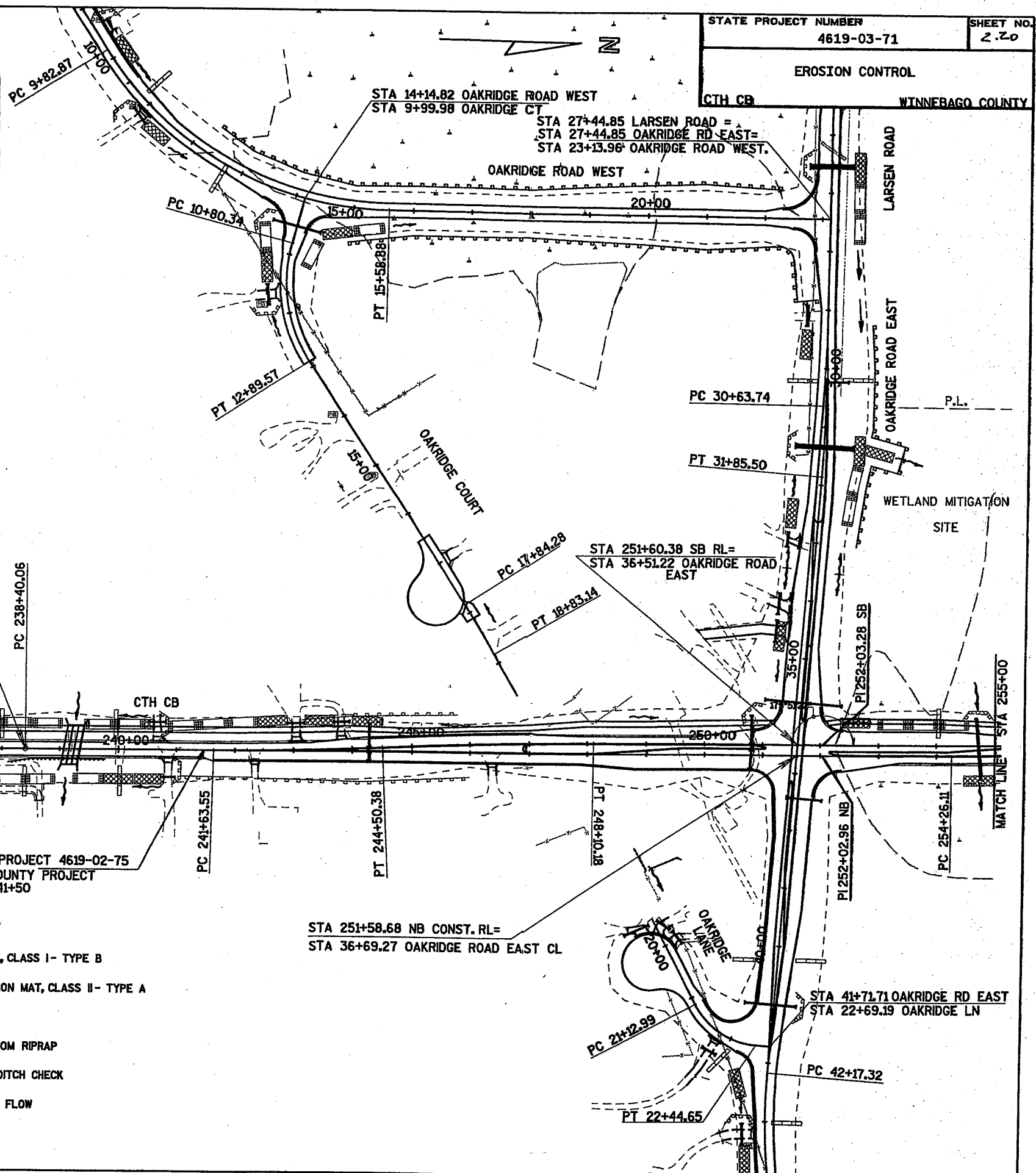
# RUNOFF COEFFICIENT TABLE

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

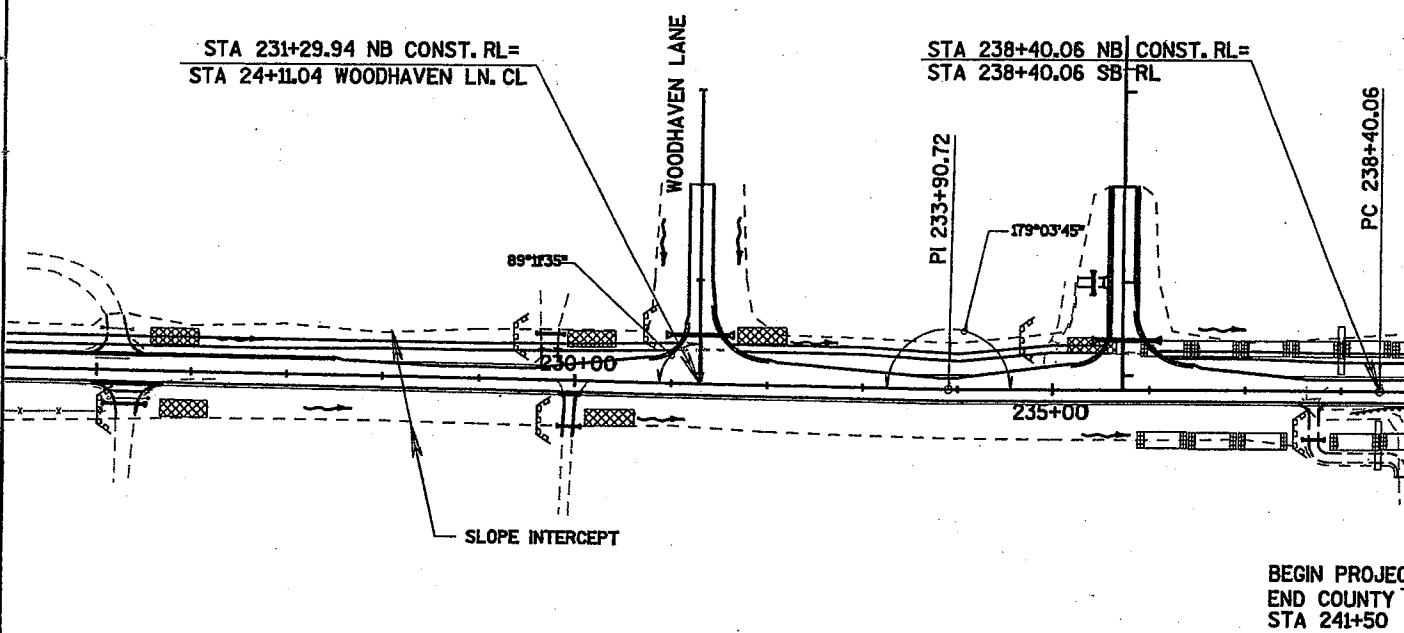
STATE PROJECT NUMBER  
4619-03-71

SHEET NO.  
2.20

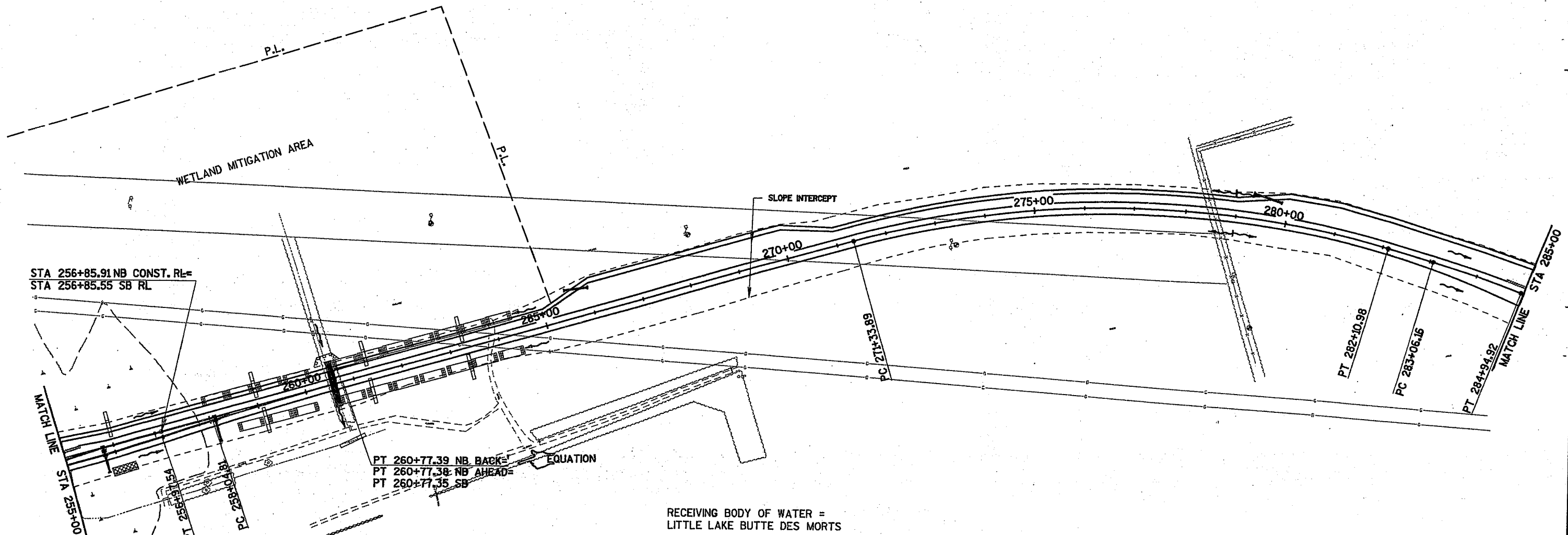
EROSION CONTROL  
CTH CB WINNEBAGO COUNTY



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



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



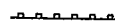
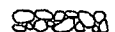




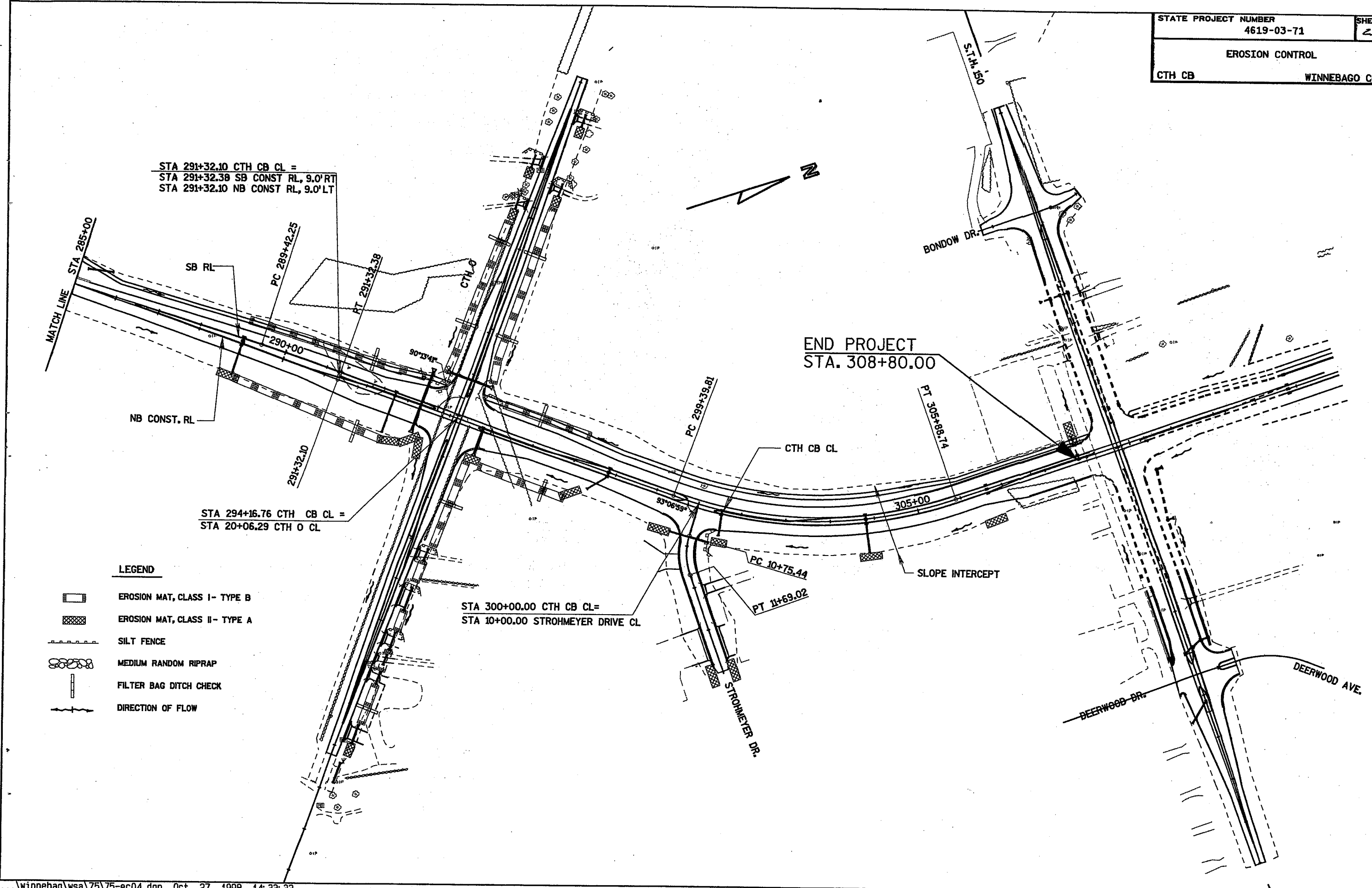
STA 256+85.91 NB CONST. RL=  
STA 256+85.55 SB RL

PT 260+77.39 NB BACK=  
PT 260+77.38 NB AHEAD=  
PT 260+77.35 SB

RECEIVING BODY OF WATER =  
LITTLE LAKE BUTTE DES MORTS

**LEGEND**



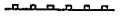
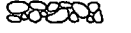


-  EROSION MAT, CLASS I- TYPE B
-  EROSION MAT, CLASS II- TYPE A
-  SILT FENCE
-  MEDIUM RANDOM RIPRAP
-  FILTER BAG DITCH DETAIL
-  DIRECTION OF FLOW



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

END PROJECT  
 STA. 308+80.00

**LEGEND**

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

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

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

BLD.  
#1501

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

ANR PIPELINE COMPANY  
REGULATOR STATION  
(GRAV)

CONSTRUCTION NOTES

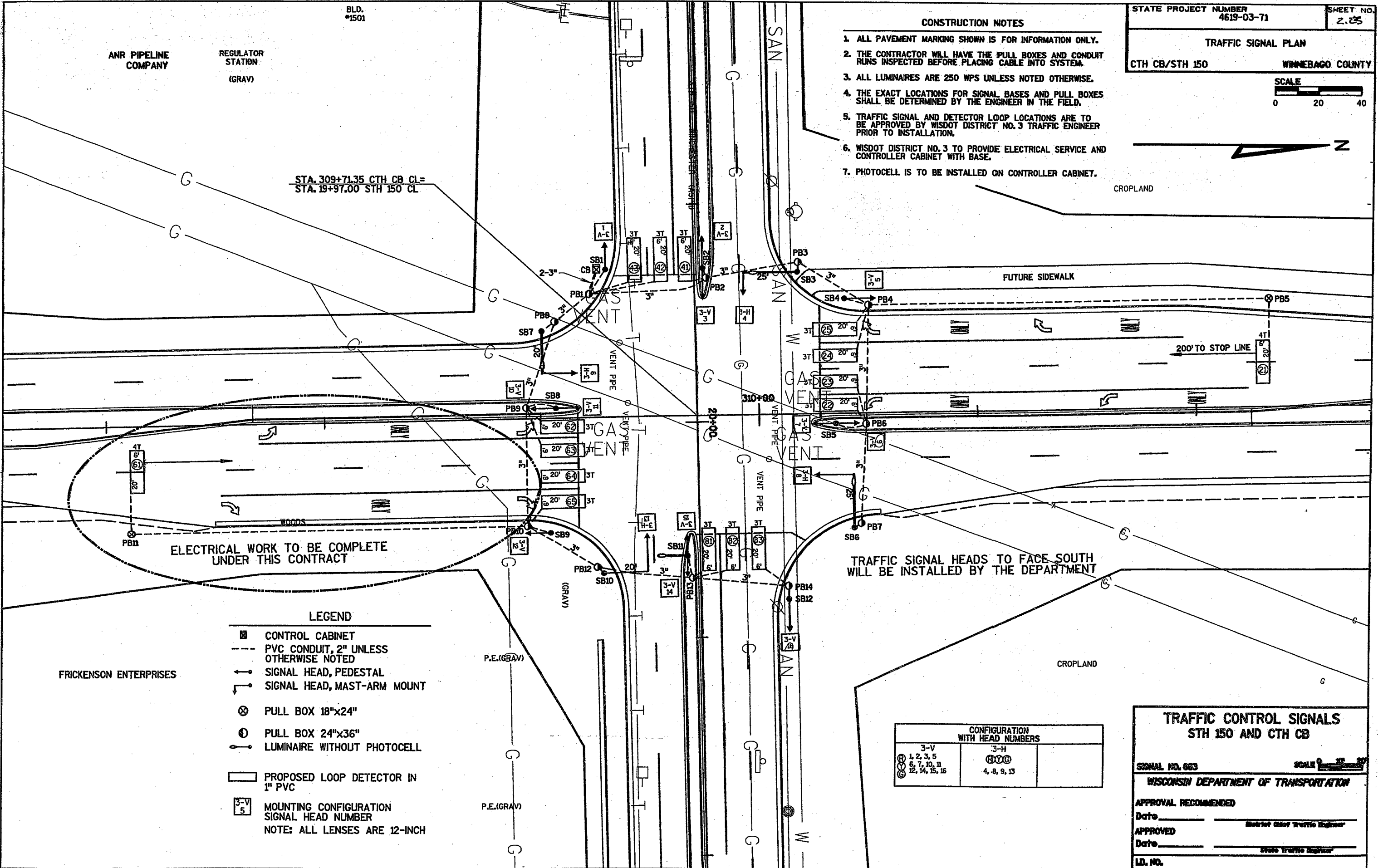
TRAFFIC SIGNAL PLAN  
CTH CB/STH 150 WINNEBAGO COUNTY

SCALE  
0 20 40

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



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



ELECTRICAL WORK TO BE COMPLETE UNDER THIS CONTRACT

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

LEGEND

- CONTROL CABINET
- PVC CONDUIT, 2" UNLESS OTHERWISE NOTED
- SIGNAL HEAD, PEDESTAL  
SIGNAL HEAD, MAST-ARM MOUNT
- PULL BOX 18"x24"  
PULL BOX 24"x36"
- LUMINAIRE WITHOUT PHOTOCELL
- PROPOSED LOOP DETECTOR IN 1" PVC
- MOUNTING CONFIGURATION  
SIGNAL HEAD NUMBER  
NOTE: ALL LENSES ARE 12-INCH

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

TRAFFIC CONTROL SIGNALS  
STH 150 AND CTH CB

SIGNAL NO. 663 SCALE 1"=20'

WISCONSIN DEPARTMENT OF TRANSPORTATION

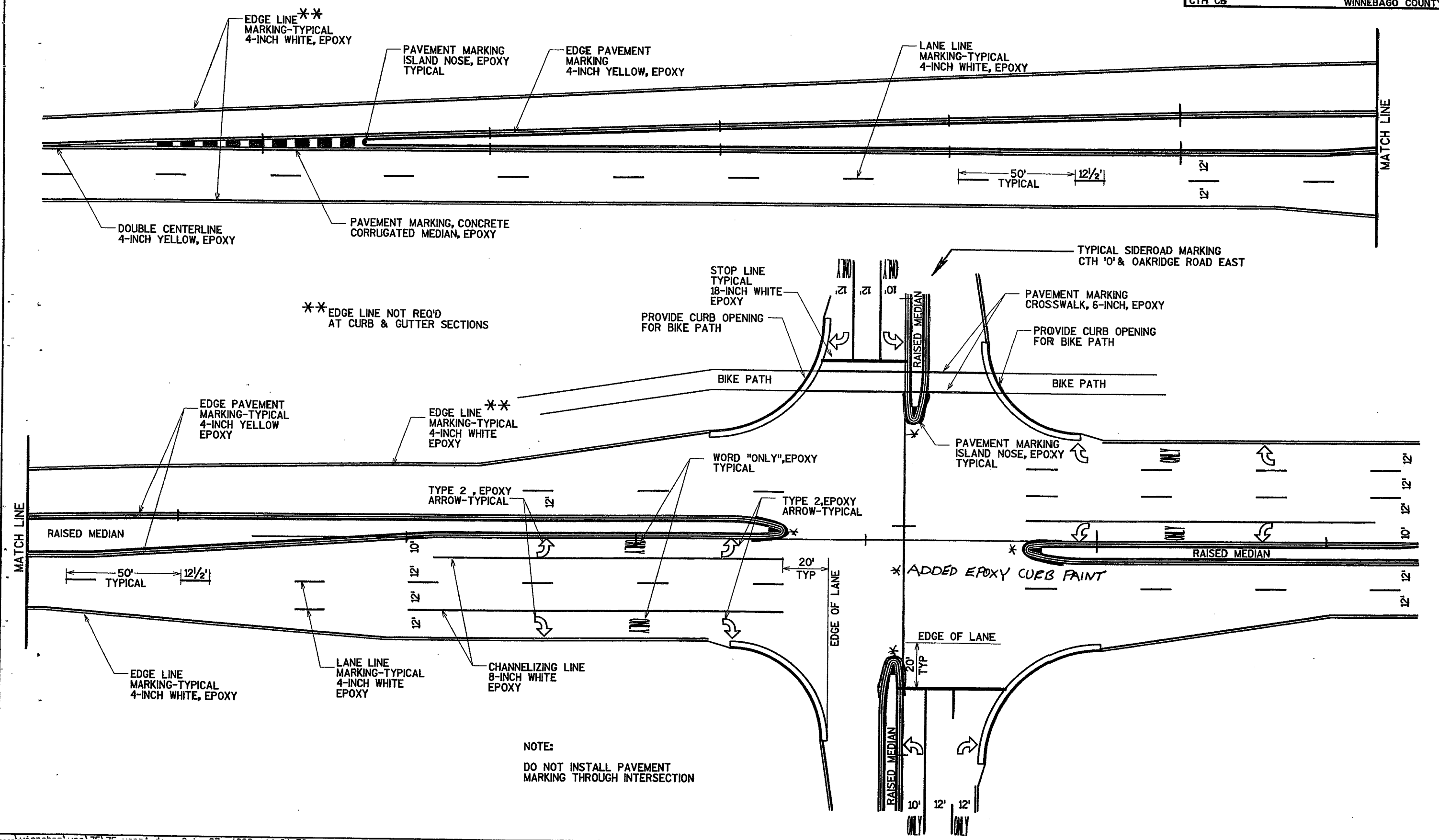
APPROVAL RECOMMENDED  
Date \_\_\_\_\_ District Chief Traffic Engineer

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

LD. NO.

# CTH CB MAINLINE TYPICAL

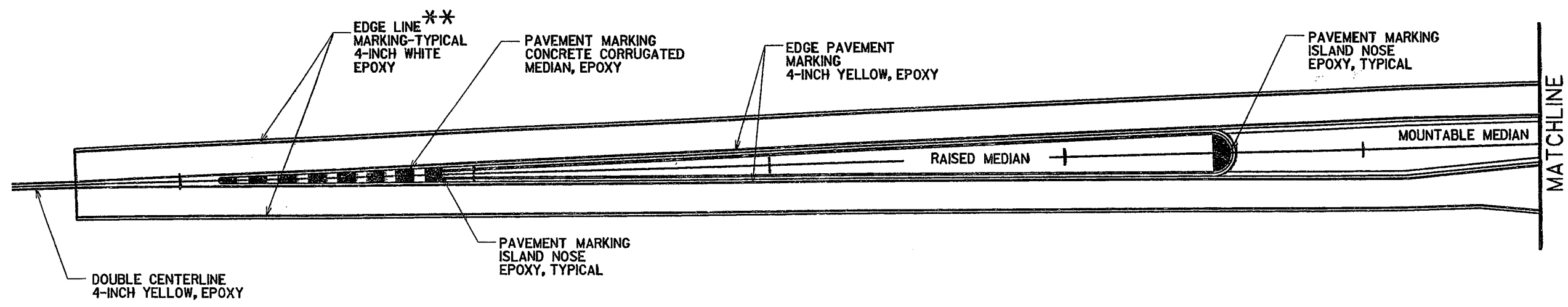
STATE PROJECT NUMBER 4619-03-71	SHEET NO 2.24
PAVEMENT MARKING DETAILS	
CTH CB	WINNEBAGO COUNTY



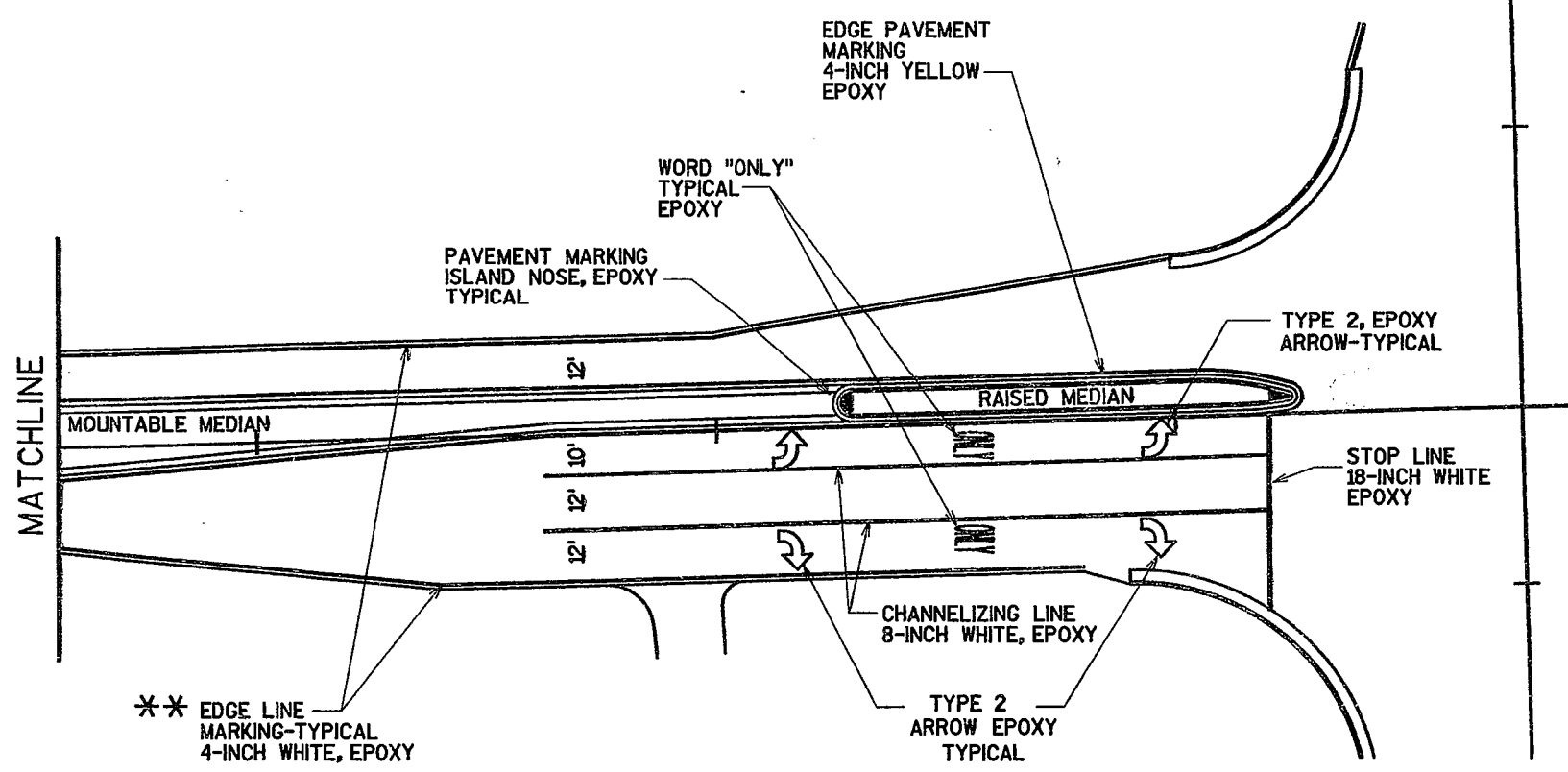
**NOTE:**  
DO NOT INSTALL PAVEMENT MARKING THROUGH INTERSECTION

# SIDEROAD TYPICAL

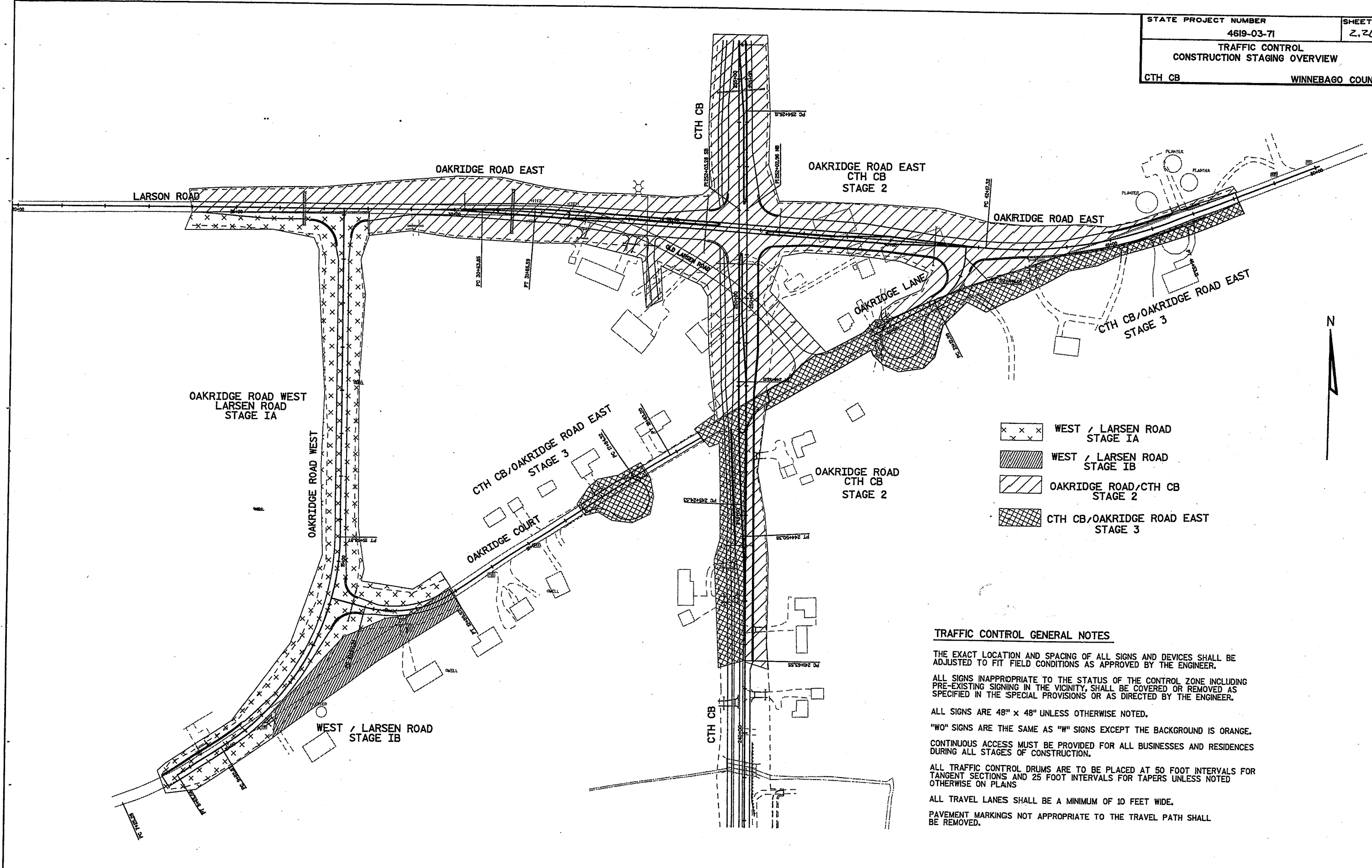
OAKRIDGE ROAD EAST  
CTH 0







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







-  WEST / LARSEN ROAD STAGE IA
-  WEST / LARSEN ROAD STAGE IB
-  OAKRIDGE ROAD/CTH CB STAGE 2
-  CTH CB/OAKRIDGE ROAD EAST STAGE 3

**TRAFFIC CONTROL GENERAL NOTES**

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

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

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

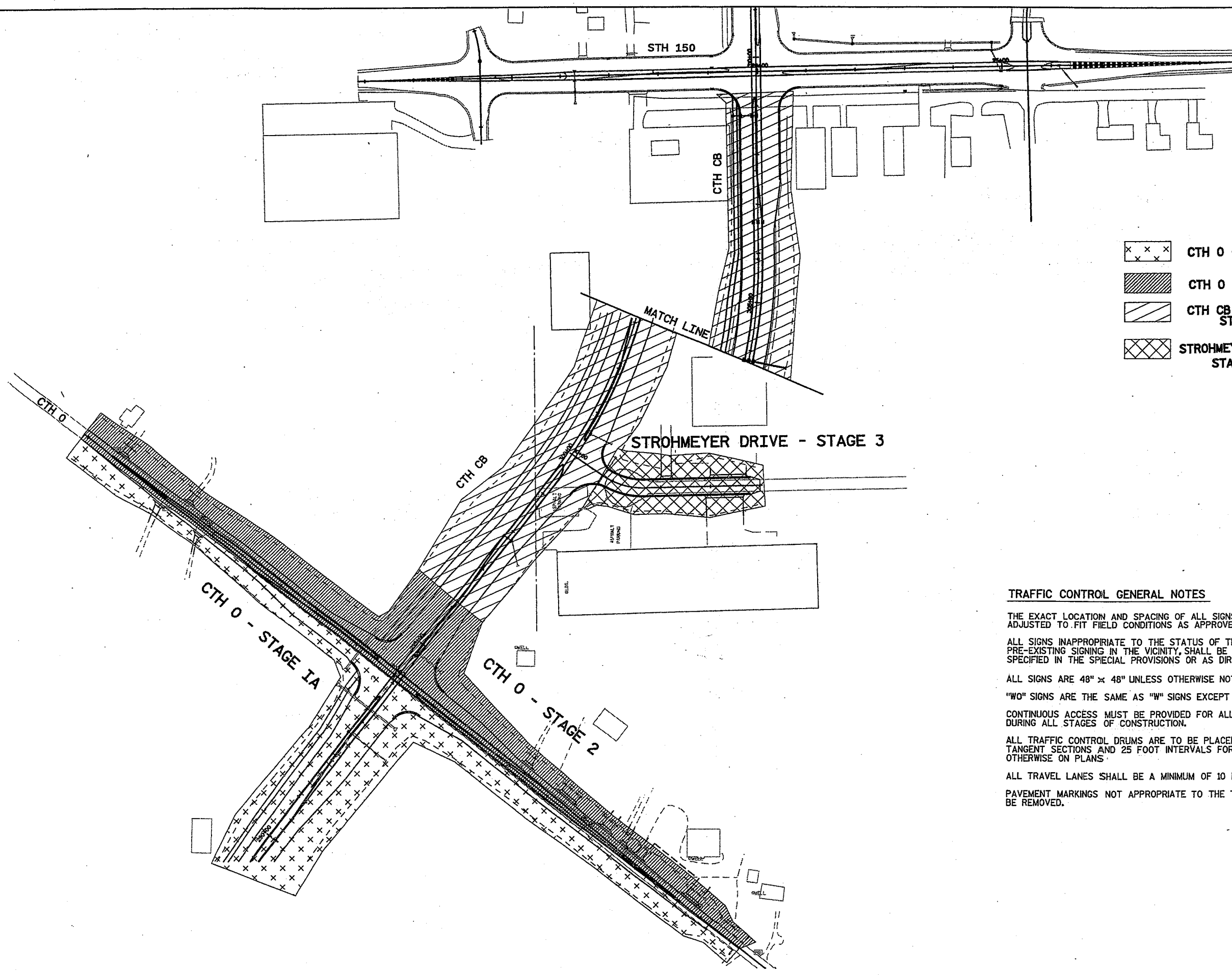
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.





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

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

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

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



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



**TRAFFIC CONTROL GENERAL NOTES**

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

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

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

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

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

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

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

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

**STAGING OF CTH CB**

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

STAGE 1A  
TRAFFIC

\* MAINTAIN TRAFFIC ON ALL EXISTING ROADWAYS

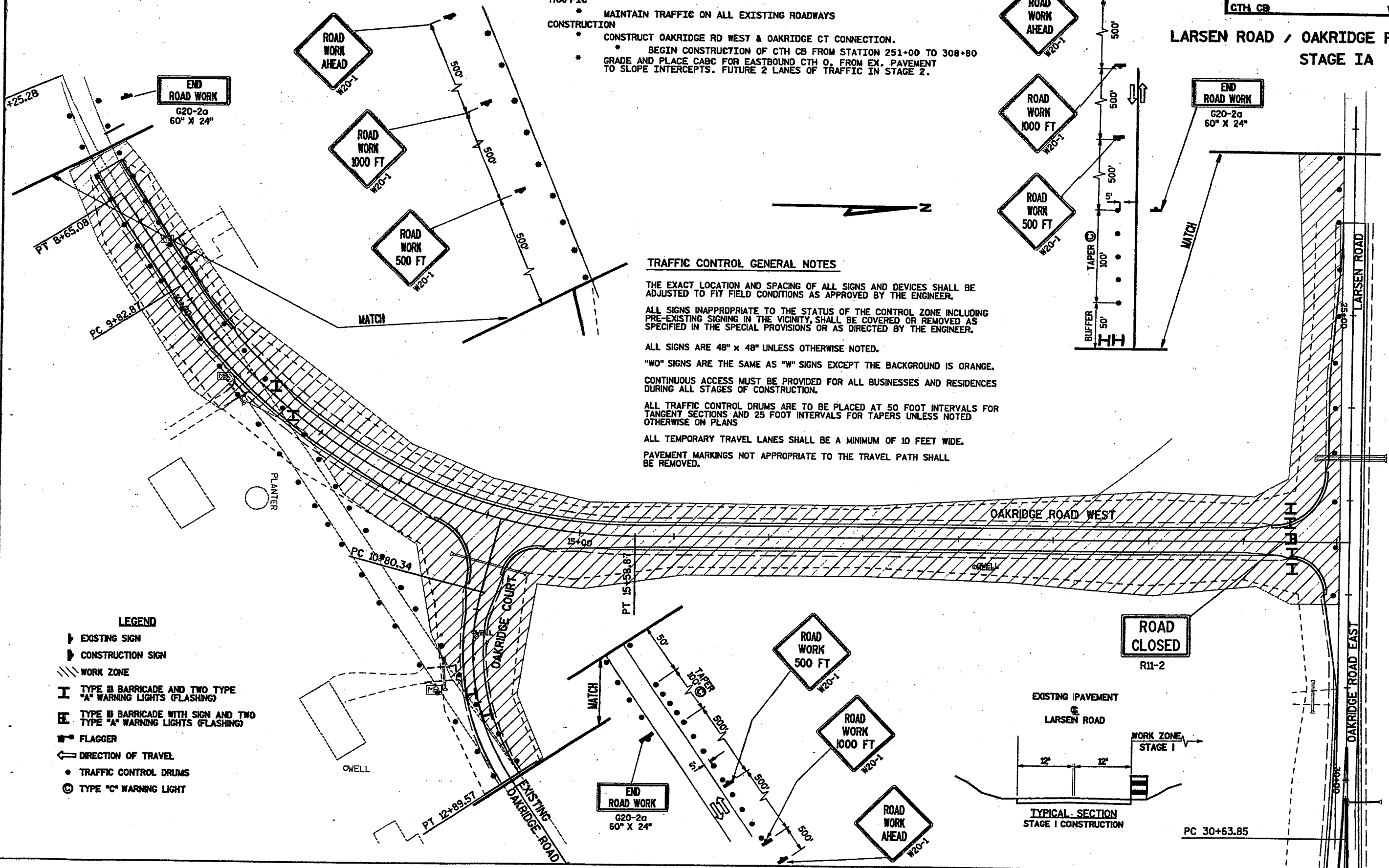
CONSTRUCTION

\* CONSTRUCT OAKRIDGE RD WEST & OAKRIDGE CT CONNECTION.

\* BEGIN CONSTRUCTION OF CTH CB FROM STATION 251+00 TO 308+80  
\* GRADE AND PLACE CABG FOR EASTBOUND CTH 0, FROM EX. PAVEMENT TO SLOPE INTERCEPTS. FUTURE 2 LANES OF TRAFFIC IN STAGE 2.

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

**LARSEN ROAD / OAKRIDGE ROAD WEST  
STAGE IA**



**TRAFFIC CONTROL GENERAL NOTES**

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

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

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

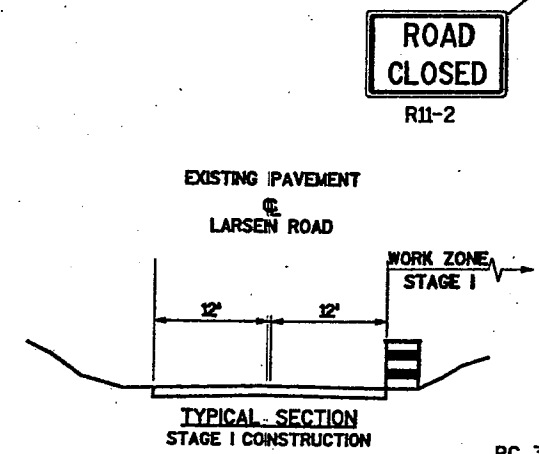
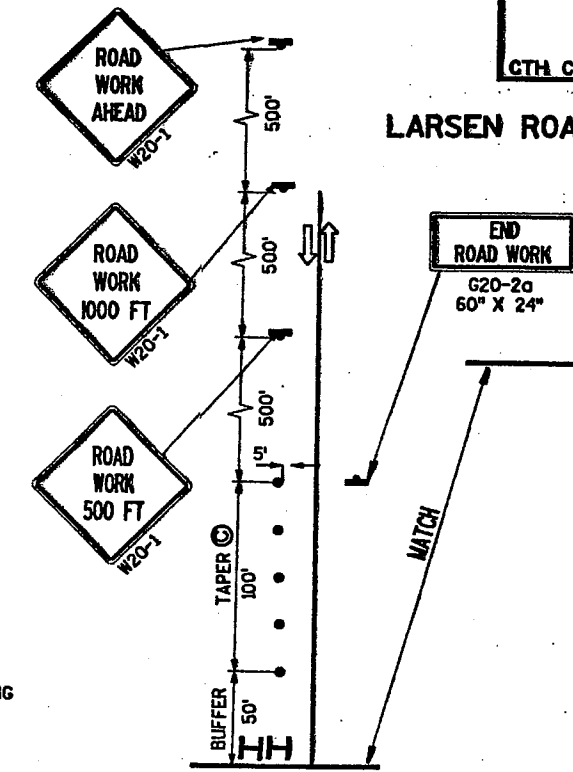
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

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

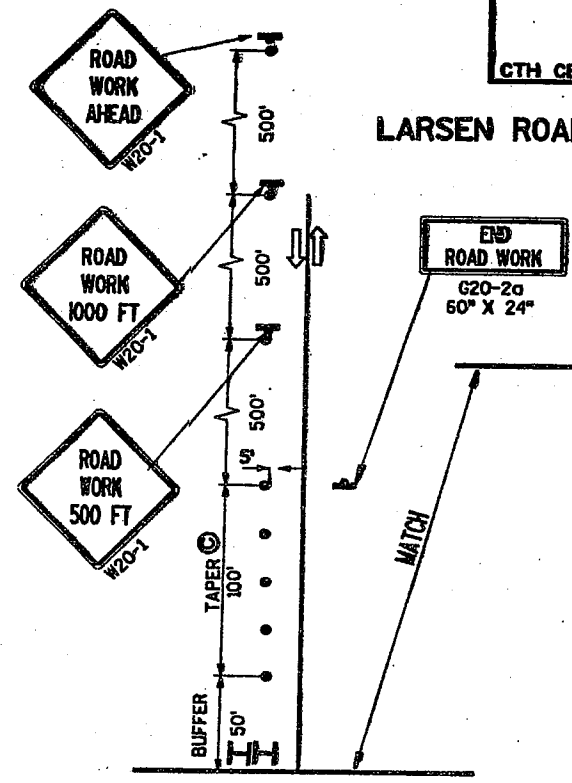
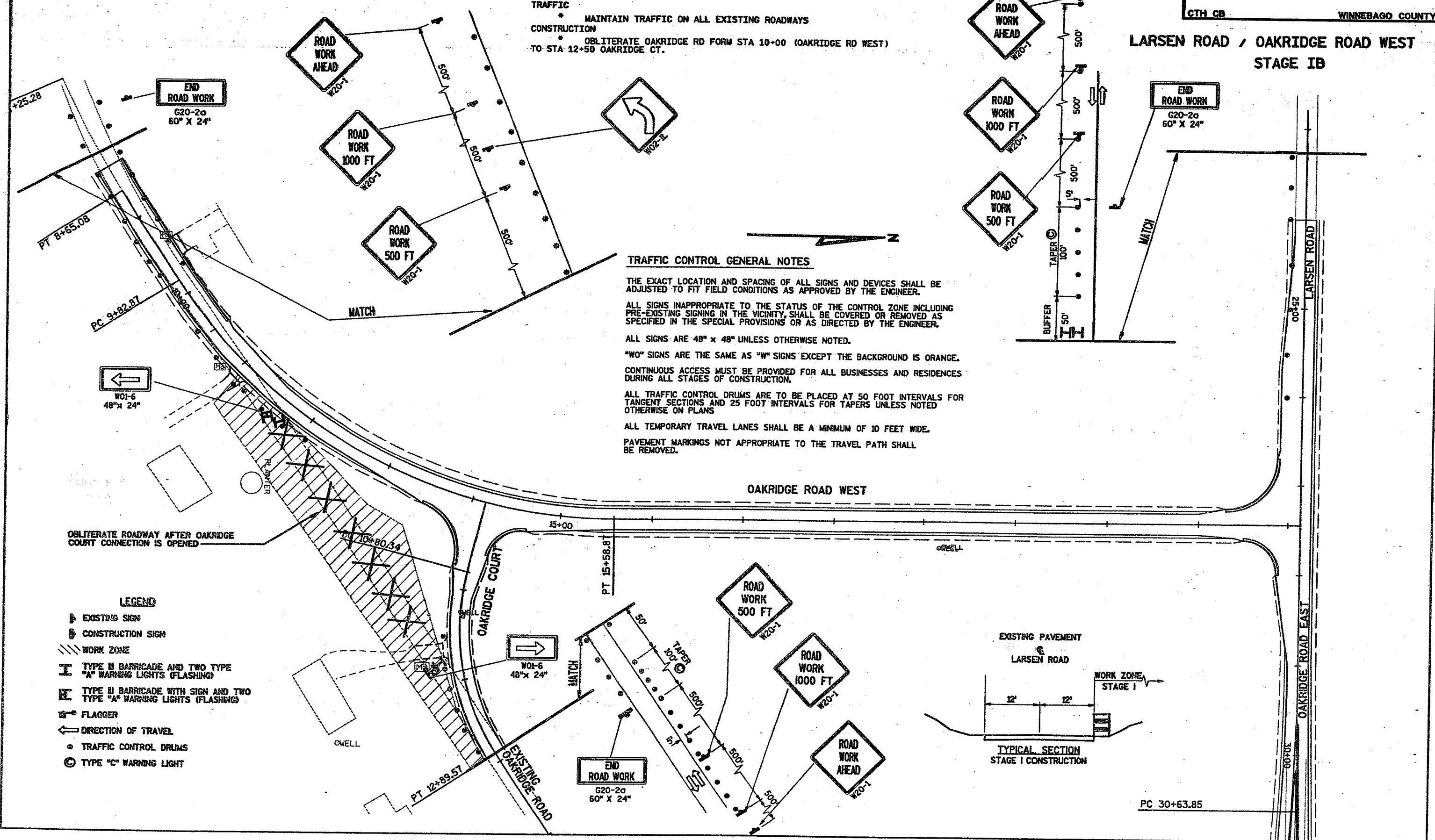


- LEGEND**
- ▶ EXISTING SIGN
  - ▶ CONSTRUCTION SIGN
  - /// WORK ZONE
  - I TYPE II BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - E TYPE II BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
  - FLAGGER
  - ← DIRECTION OF TRAVEL
  - TRAFFIC CONTROL DRUMS
  - ◎ TYPE "C" WARNING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

STAGING OF CTH CB

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

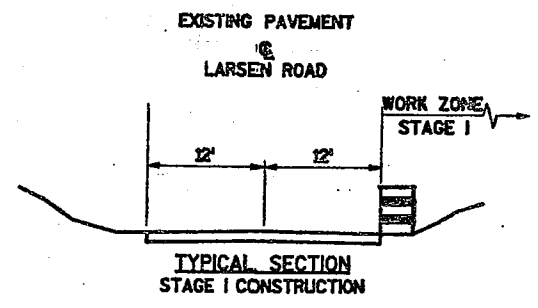
LARSEN ROAD / OAKRIDGE ROAD WEST  
 STAGE IB



TRAFFIC CONTROL GENERAL NOTES

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

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



PC 30+63.85

**OAKRIDGE ROAD  
CTH CB  
STAGE 2**

**STAGING OF CTH CB**

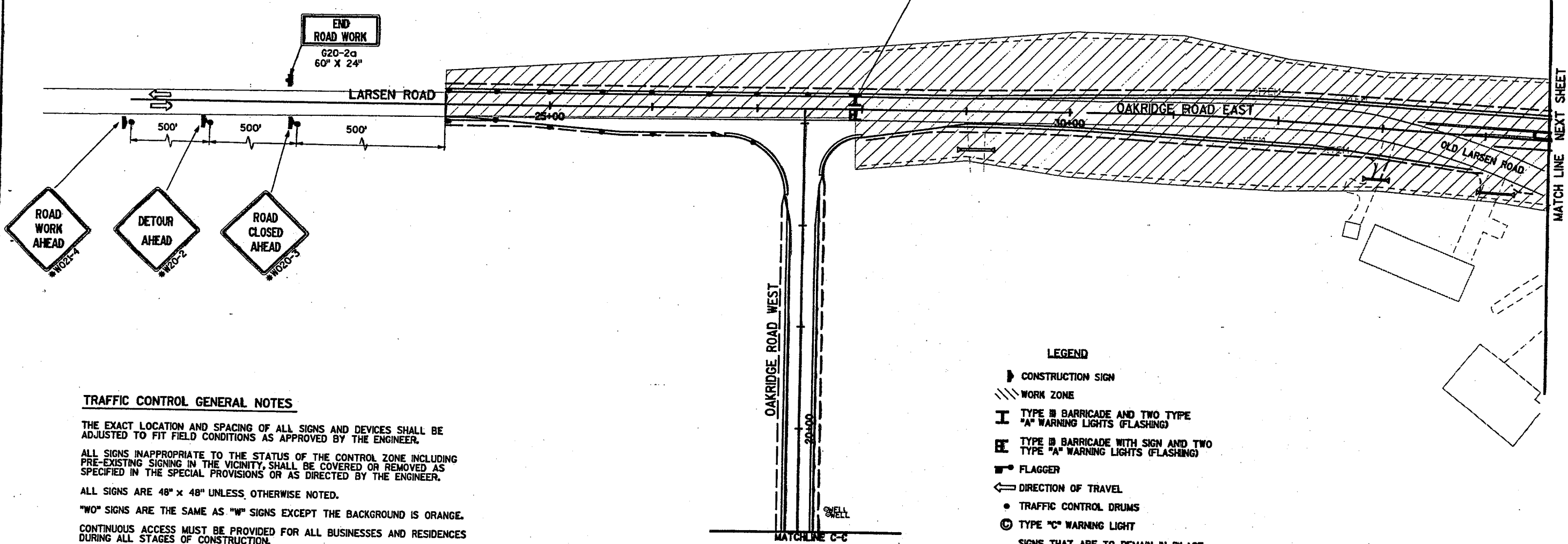
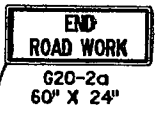
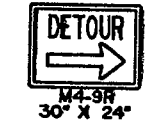
CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 2 TRAFFIC**

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

**CONSTRUCTION**

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



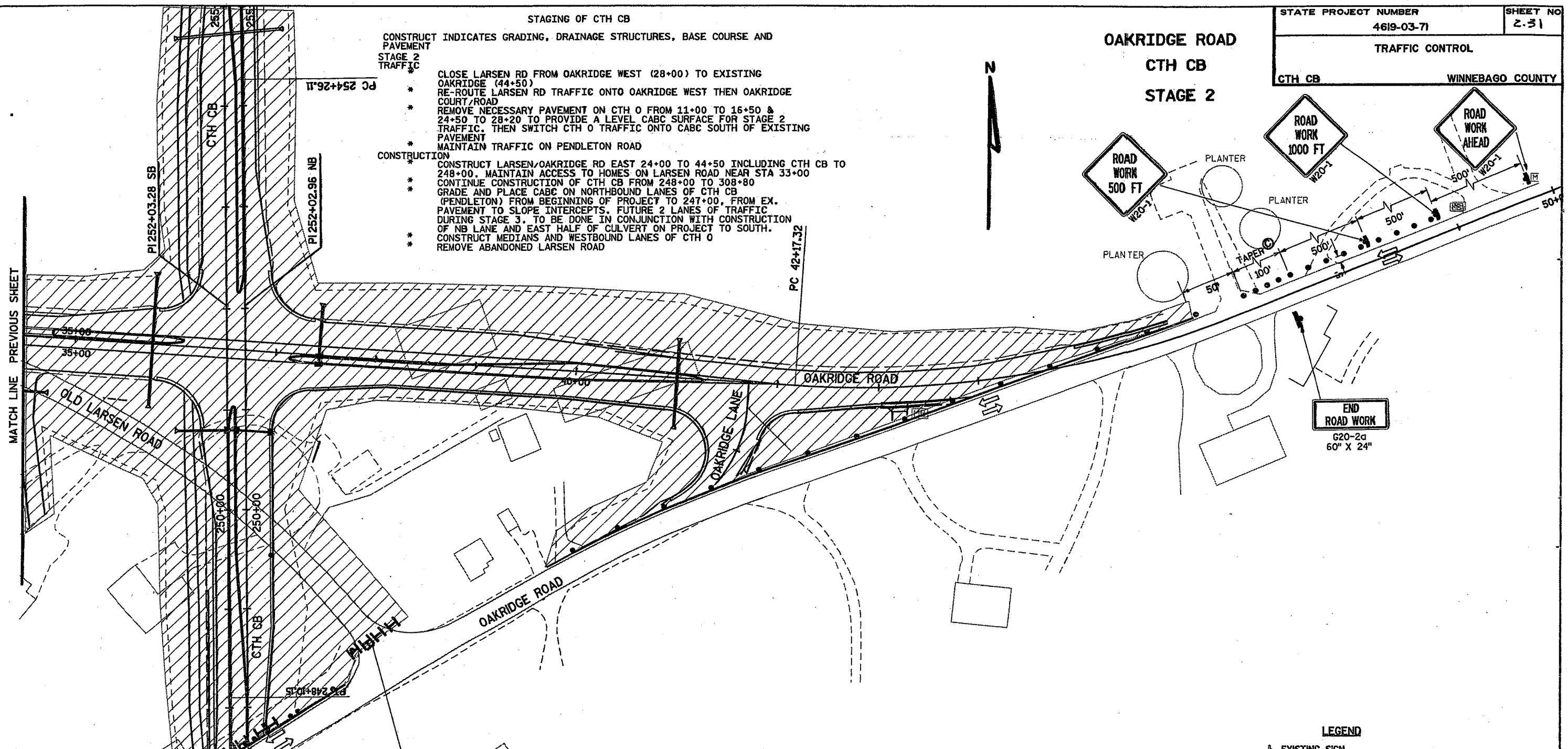
**TRAFFIC CONTROL GENERAL NOTES**

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

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

OAKRIDGE ROAD  
 CTH CB  
 STAGE 2

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



ROAD CLOSED  
 R11-2  
 48" X 30"

TRAFFIC CONTROL GENERAL NOTES

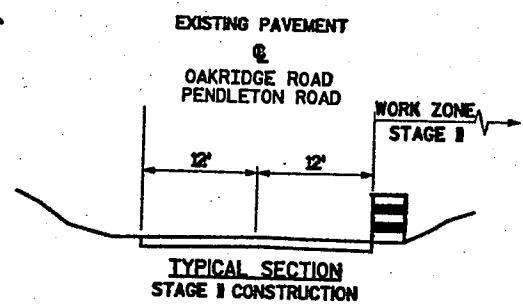
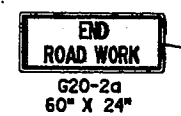
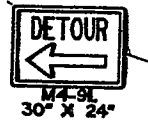
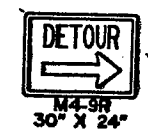
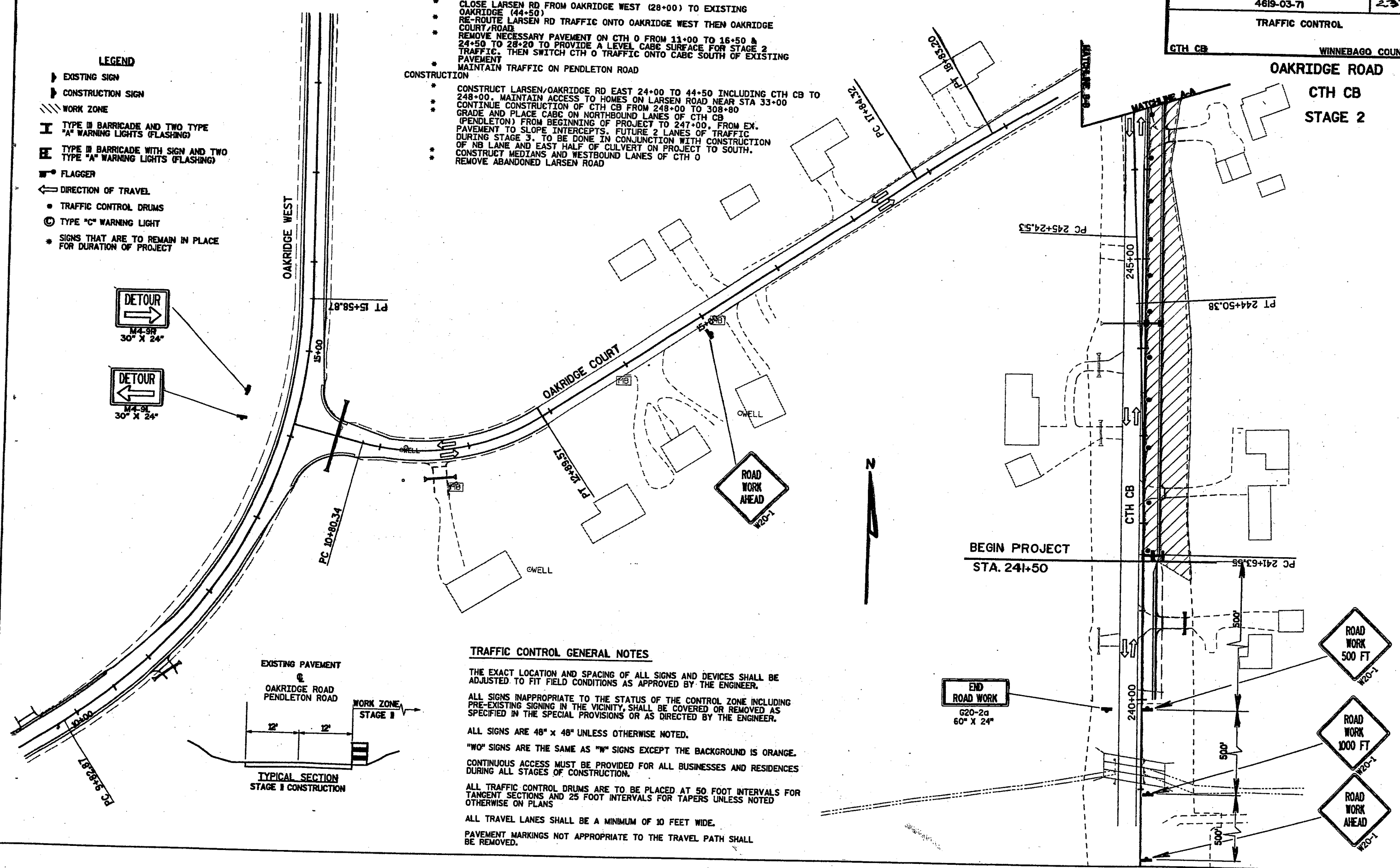
THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.  
 ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE SPECIAL PROVISIONS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

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

**OAKRIDGE ROAD  
CTH CB  
STAGE 2**

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

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



**TRAFFIC CONTROL GENERAL NOTES**

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

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

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

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

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

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

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

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

**TRAFFIC CONTROL GENERAL NOTES**

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

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

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

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

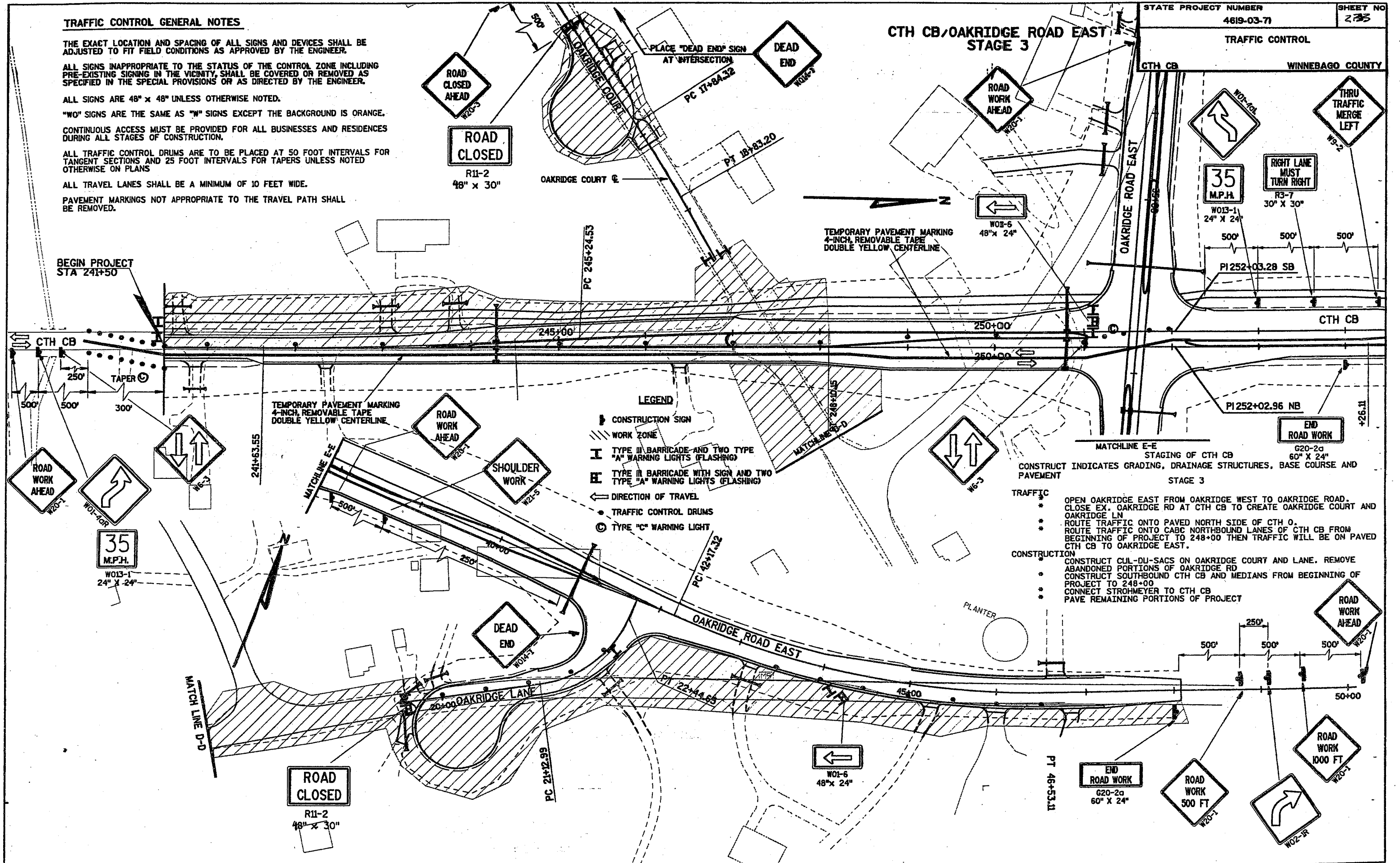
ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

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

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

**CTH CB/OAKRIDGE ROAD EAST STAGE 3**

TRAFFIC CONTROL WINNEBAGO COUNTY



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

**STAGING OF CTH CB**  
 CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**TRAFFIC**

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

**CONSTRUCTION**

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

BEGIN PROJECT STA 241+50

CTH CB

CTH CB

WINNEBAGO COUNTY

CTH CB

CTH CB

OAKRIDGE ROAD EAST

OAKRIDGE LANE

OAKRIDGE ROAD EAST

ROAD CLOSED  
R11-2  
48" x 30"

ROAD WORK AHEAD  
W20-7

SHOULDER WORK  
W21-5

DEAD END  
W04-7

ROAD CLOSED  
R11-2  
48" x 30"

ROAD WORK AHEAD  
W20-7

THRU TRAFFIC MERGE LEFT  
W9-2

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

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

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

ROAD WORK AHEAD  
W20-7

ROAD WORK 1000 FT  
W20-7

ROAD WORK 500 FT  
W20-7

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

←  
W01-6  
48" x 24"

↑ ↓  
W6-3

←  
W01-6  
48" x 24"

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

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

**LEGEND**

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

**STAGING OF CTH CB**  
 CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**TRAFFIC**

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

**CONSTRUCTION**

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

BEGIN PROJECT STA 241+50

CTH CB

CTH CB

WINNEBAGO COUNTY

CTH CB

CTH CB

OAKRIDGE ROAD EAST

OAKRIDGE LANE

OAKRIDGE ROAD EAST

ROAD CLOSED  
R11-2  
48" x 30"

ROAD WORK AHEAD  
W20-7

SHOULDER WORK  
W21-5

DEAD END  
W04-7

ROAD CLOSED  
R11-2  
48" x 30"

ROAD WORK AHEAD  
W20-7

THRU TRAFFIC MERGE LEFT  
W9-2

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

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

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

ROAD WORK AHEAD  
W20-7

ROAD WORK 1000 FT  
W20-7

ROAD WORK 500 FT  
W20-7

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

←  
W01-6  
48" x 24"

↑ ↓  
W6-3

←  
W01-6  
48" x 24"

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

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

**LEGEND**

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

**STAGING OF CTH CB**  
 CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**TRAFFIC**

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

**CONSTRUCTION**

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



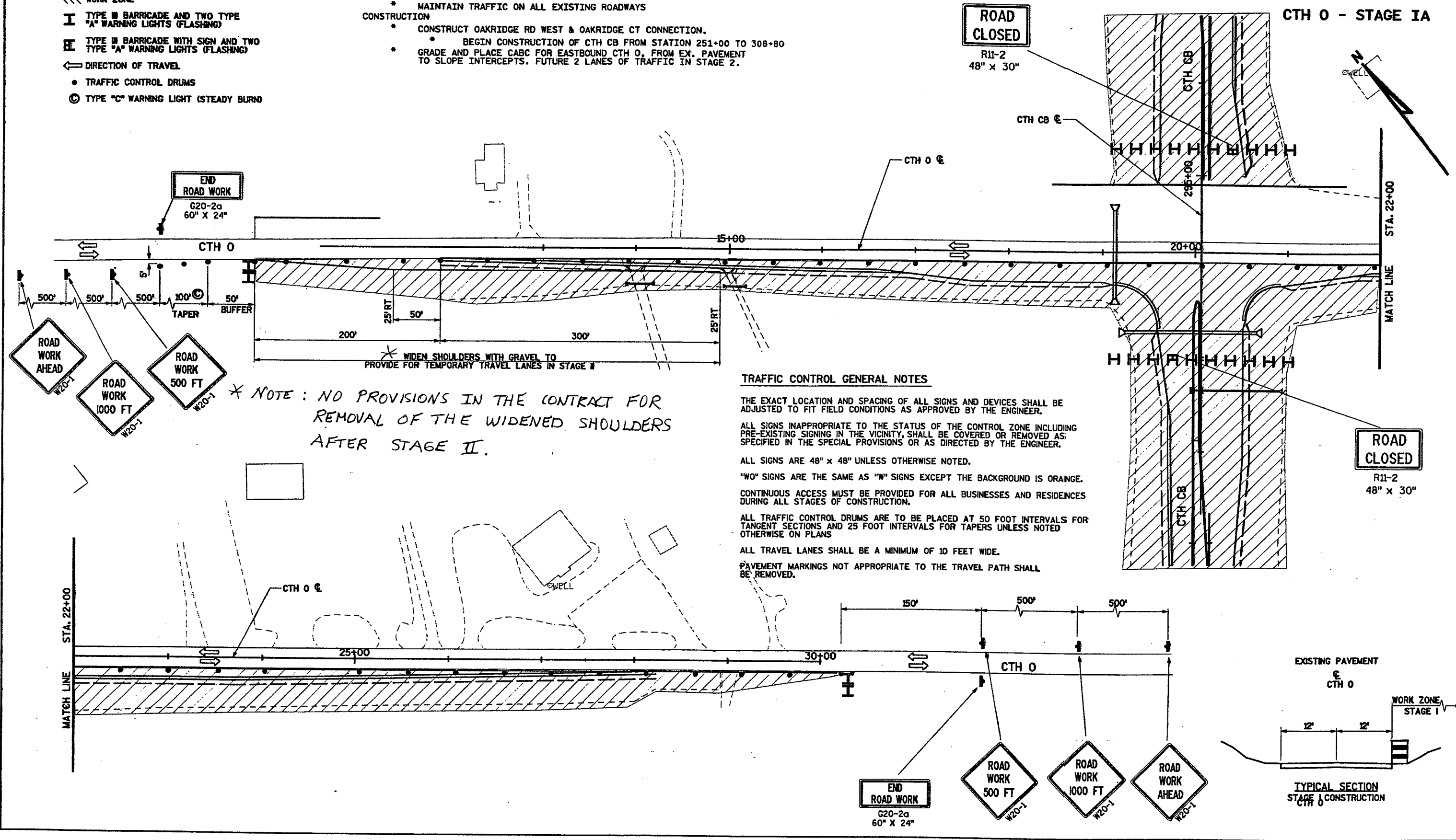
STAGING OF CTH CB

LEGEND

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

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

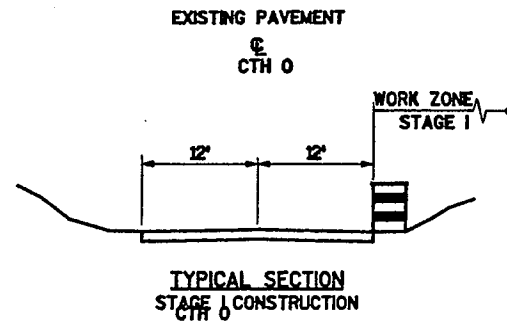
CTH 0 - STAGE IA



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

TRAFFIC CONTROL GENERAL NOTES

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



**TRAFFIC CONTROL GENERAL NOTES**

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

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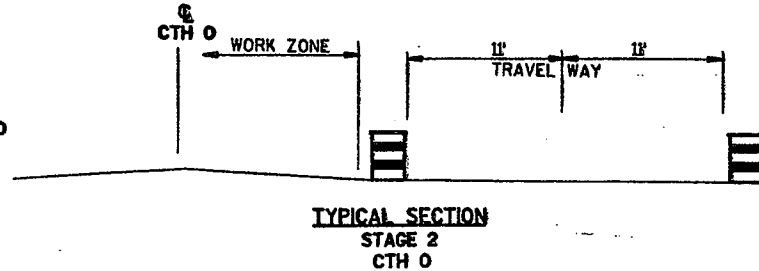
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ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

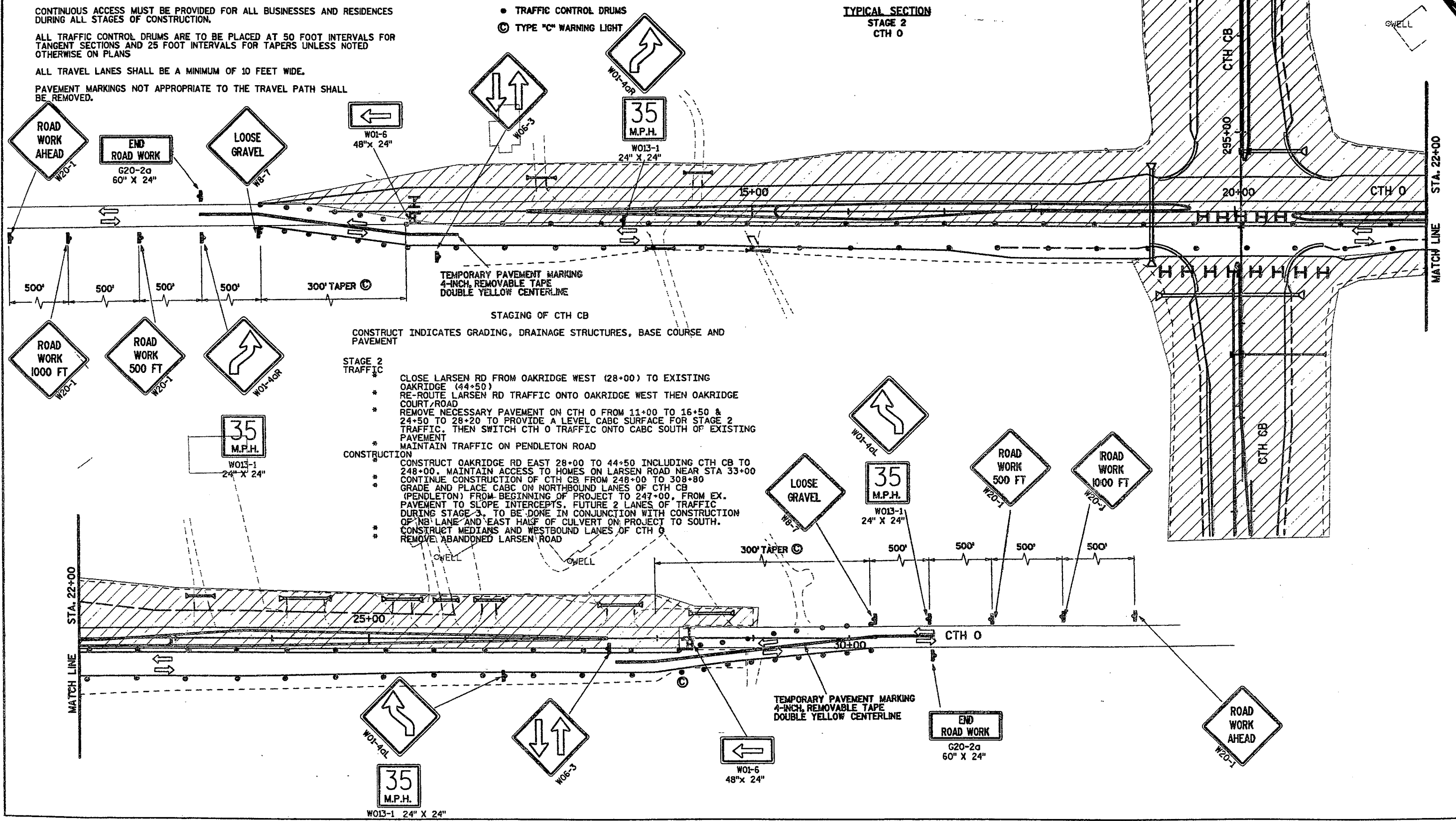
PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

**LEGEND**

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



**CTH 0 - STAGE 2**



CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 2 TRAFFIC**

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

**CONSTRUCTION**

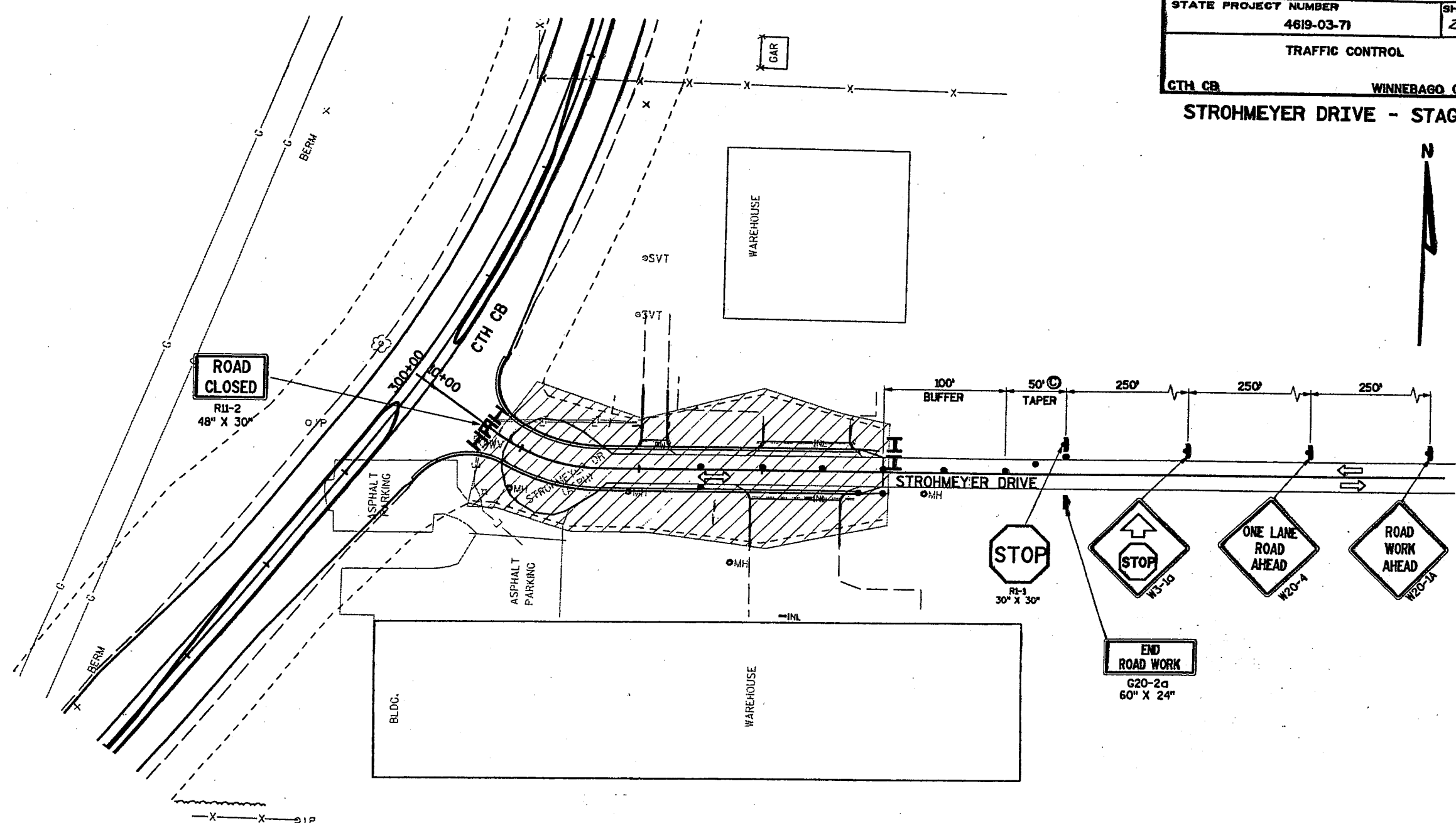
- \* CONSTRUCT OAKRIDGE RD EAST 28+00 TO 44+50 INCLUDING CTH CB TO 248+00. MAINTAIN ACCESS TO HOMES ON LARSEN ROAD NEAR STA 33+00
- \* CONTINUE CONSTRUCTION OF CTH CB FROM 248+00 TO 308+80
- \* GRADE AND PLACE CABG ON NORTHBOUND LANES OF CTH CB (PENDLETON) FROM BEGINNING OF PROJECT TO 247+00. FROM EX.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

STA. 22+00  
MATCH LINE

STA. 22+00  
MATCH LINE

**STROHMEYER DRIVE - STAGE 3**

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



**TRAFFIC CONTROL GENERAL NOTES**

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"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

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

**STAGING OF CTH CB**

CONSTRUCT INDICATES GRADING, DRAINAGE STRUCTURES, BASE COURSE AND PAVEMENT

**STAGE 3 TRAFFIC**

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

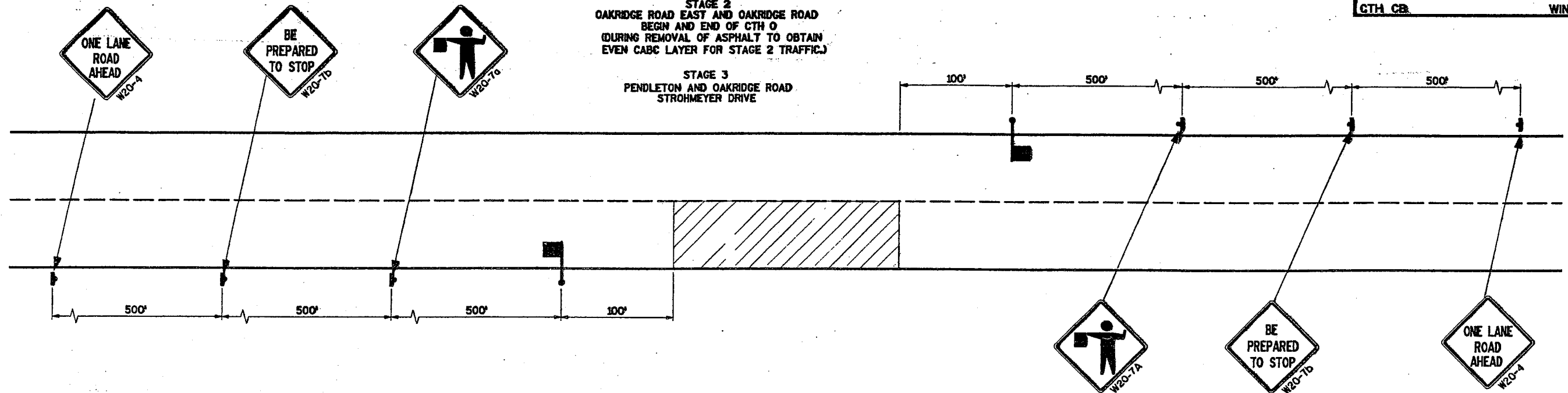
**CONSTRUCTION**

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

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

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

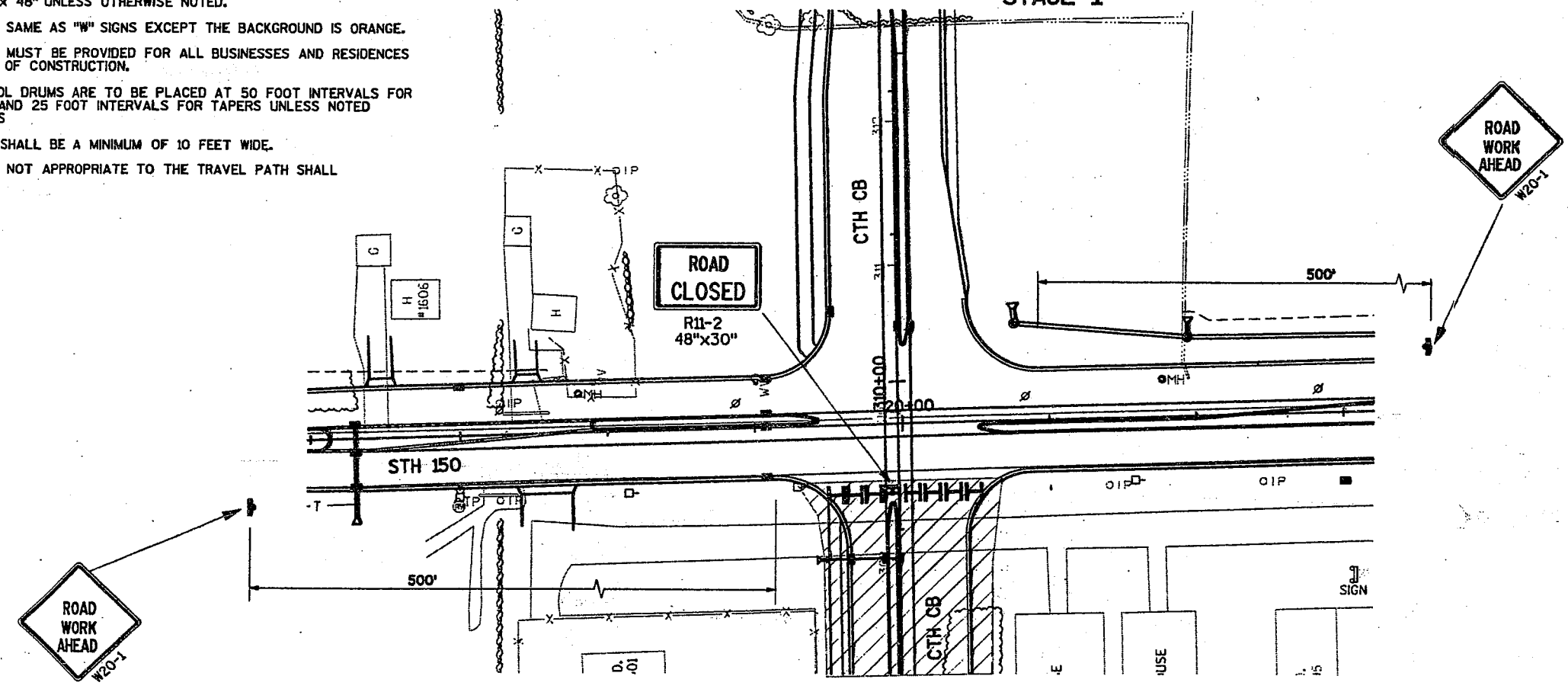
STAGE 3  
PENDLETON AND OAKRIDGE ROAD  
STROHMEYER DRIVE



**TRAFFIC CONTROL GENERAL NOTES**

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- ALL TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.
- PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

**CTH CB / STA 150  
STAGE 1**



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



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

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

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

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

**CURVE 13**  
 PI= 20+21.33  
 Y= 126932.289  
 X= 2392269.979  
 R= 916.73  
 L= 296.16  
 T= 149.38  
 D= 6°18'00"  
 Δ= 18°30'37"  
 E= 12.09  
 PC= 18+71.95  
 PT= 21+68.11

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

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

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

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

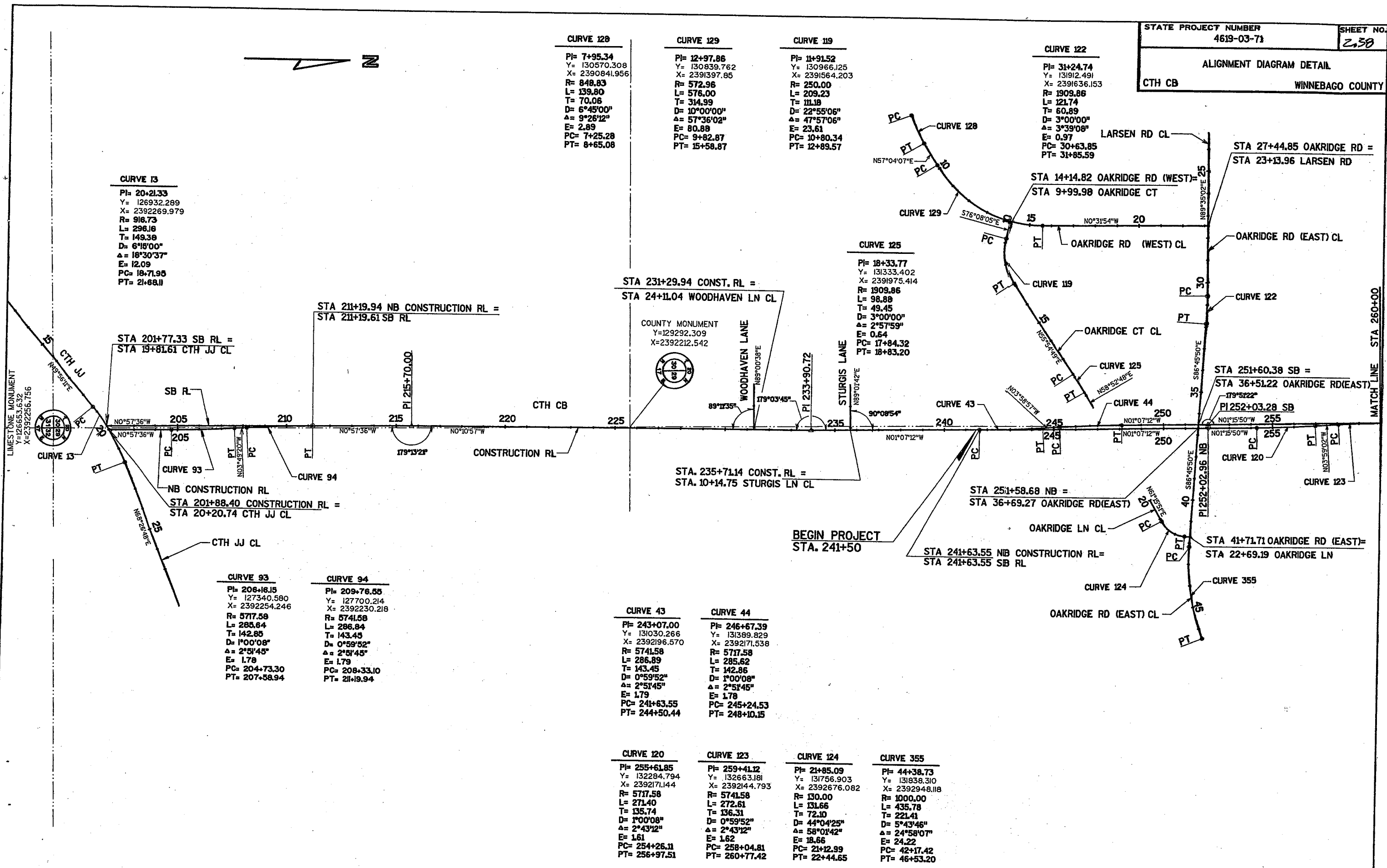
**CURVE 44**  
 PI= 246+67.39  
 Y= 131389.829  
 X= 2392171.538  
 R= 5717.58  
 L= 285.62  
 T= 142.86  
 D= 1°00'08"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 245+24.53  
 PT= 248+10.15

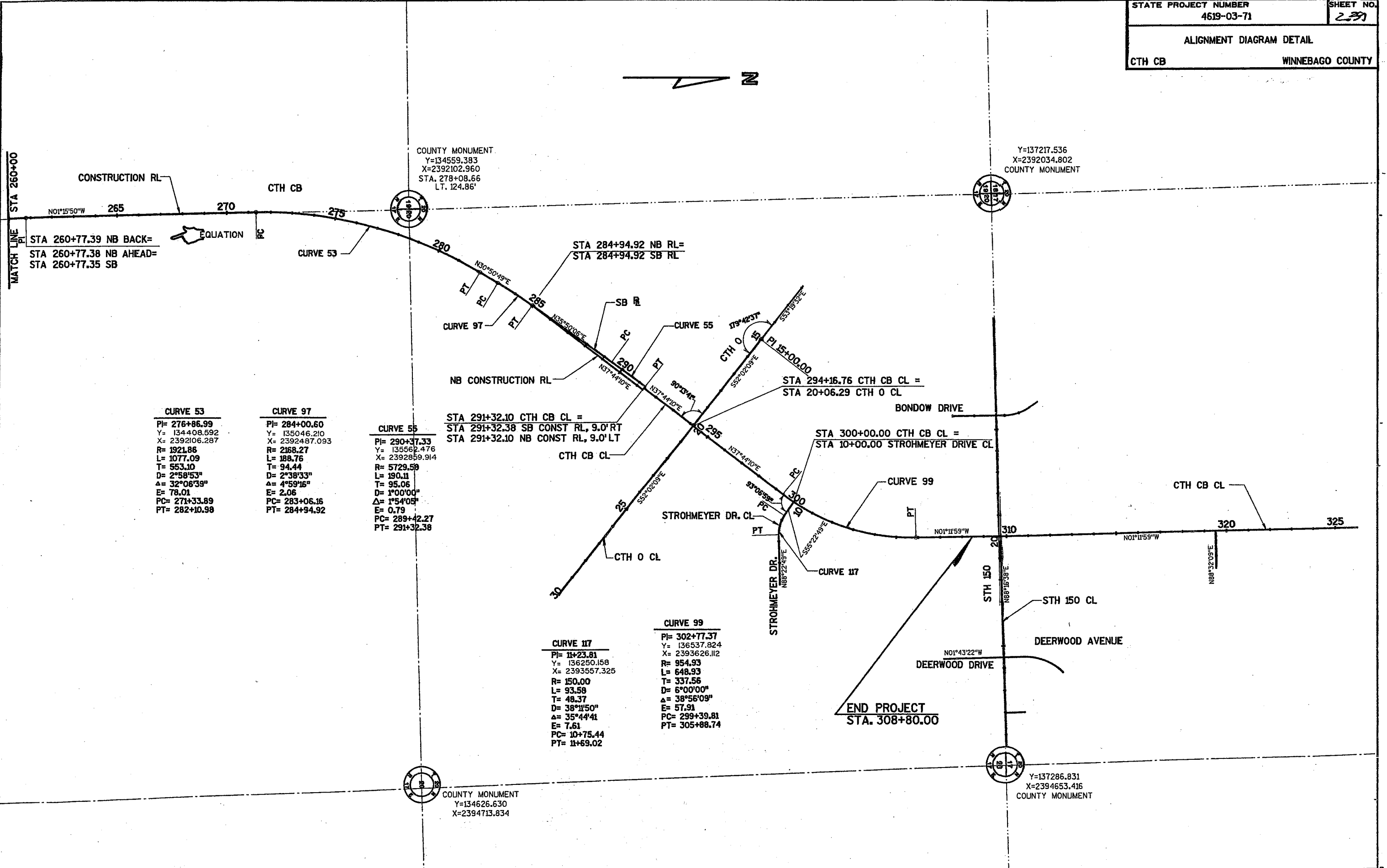
**CURVE 120**  
 PI= 255+61.85  
 Y= 132284.794  
 X= 2392171.144  
 R= 5717.58  
 L= 271.40  
 T= 135.74  
 D= 1°00'08"  
 Δ= 2°43'12"  
 E= 1.61  
 PC= 254+25.11  
 PT= 256+97.51

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

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

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





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

**CURVE 97**  
 PI= 284+00.60  
 Y= 135046.210  
 X= 2392487.093  
 R= 2166.27  
 L= 188.76  
 T= 94.44  
 D= 2°38'33"  
 Δ= 4°59'16"  
 E= 2.06  
 PC= 283+06.16  
 PT= 284+94.92

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

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

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

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

**END PROJECT**  
 STA. 308+80.00

MATCH LINE  
STA 260+00

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

Y=137217.536  
 X=2392034.802  
 COUNTY MONUMENT

COUNTY MONUMENT  
 Y=134626.630  
 X=2394713.834

Y=137286.831  
 X=2394653.416  
 COUNTY MONUMENT

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## ESTIMATE OF QUANTITIES

SHEET: 3.1

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

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



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## ESTIMATE OF QUANTITIES

SHEET: 3.3

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

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

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## ESTIMATE OF QUANTITIES

SHEET: 3.5

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

CLEARING AND GRUBBING

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

SITE CLEARANCE, PARCEL 42, HAZEL STURIS FARM

STATION	LOCATION	LS
252+00	CTH CB, RT	1

OBLITERATING OLD ROAD

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

ASPHALTIC MATERIAL FOR PLANT MIXES

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

REMOVING OLD CULVERTS

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

CRUSHED AGGREGATE BASE COURSE

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

ASPHALTIC CONCRETE PAVEMENT, TYPE HV

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

REMOVING FENCE

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

ASPHALTIC MATERIAL FOR TACK COAT

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

ASPHALTIC SURFACE, SAFETY ISLAND

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

QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE

14,854 TONS

ASPHALTIC SURFACE, DRIVEWAYS AND FIELD ENTRANCES

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

ASPHALTIC CONCRETE PAVEMENT, TYPE LV

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

EARTHWORK SUMMARY  
 \*EXPANSION FACTOR = 30%

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

CONCRETE PAVEMENT, 10-INCH

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

CONCRETE DRIVEWAY - 6-INCH

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

CONCRETE PAVEMENT GAPS

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

PAVEMENT TIES

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

\*TIE INTO STH 150 MAINLINE

CULVERT PIPES, CLASS III  
PRIVATE, FIELD AND COMMERCIAL ENTRANCES

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 35
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

TOPSOIL, MULCHING, FERTILIZER AND SEEDING

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

ADJUSTING MANHOLE COVERS

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

CROSS DRAINS

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

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

ADJUSTING WATER VALVE BOXES

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

CONCRETE CORRUGATE MEDIAN

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

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	SF
251+04	CTH CB	24
252+15	CTH CB	27
293+64	CTH CB	48
294+70	CTH CB	48
299+73	CTH CB	30
300+38	CTH CB	48
36+09	OAKRIDGE RD EAST	27
37+13	OAKRIDGE RD EAST	27
19+65	CTH O	45
20+59	CTH O	51
<b>TOTAL</b>		<b>375</b>

WATER AND CALCIUM CHLORIDE SURFACE TREATMENT

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

MOBILIZATIONS, EROSION CONTROL

1 EACH

MOBILIZATIONS, EMERGENCY EROSION CONTROL

3 EACH

WATERING SODDED AREAS

6 MGAL

LANDMARK REFERENCE MONUMENTS AND ALUMINUM COVERS

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 50
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

CONCRETE CURB AND GUTTER

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

MEDIUM RIPRAP AND GEOTEXTILE FABRIC

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

ADJUSTING INLET COVERS

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

TRAFFIC CONTROL, BARRICADES, TYPE III

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

TRAFFIC CONTROL, WARNING LIGHTS, TYPE A

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

TRAFFIC CONTROL, DRUMS

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

TRAFFIC CONTROL, SIGNS

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

MOVING SIGNS, TYPE II

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

PAVEMENT MARKINGS, EPOXY

STATION TO STATION	LOCATION	EDGE LINE		LANE LINE		DOUBLE CENTERLINE		ISLAND NOSE		ARROWS TYPE 2		WORDS ONLY		STOPLINE		CHANNELIZING		CROSSWALK		PAVEMENT MRKG. CONCRETE CORR.	
		SOLID 4-INCH WHITE LF	DASHED 4-INCH WHITE LF	SOLID 4-INCH WHITE LF	DASHED 4-INCH WHITE LF	4-INCH YELLOW LF	4-INCH YELLOW EACH	WHITE EACH	WHITE EACH	18-INCH WHITE LF	8-INCH WHITE LF	6-INCH WHITE LF	MEDIAN YELLOW SF	18-INCH WHITE LF	8-INCH WHITE LF	6-INCH WHITE LF	CONCRETE CORR. SF				
241+50 - 251+00	CTH CB LT/RT	2,062				1,918															
243+50	CTH CB																				
244+20	CTH CB																				
245+90	CTH CB																				
246+91	CTH CB																				
248+80 - 251+02	CTH CB RT		50																		
251+00	CTH CB																				
252+17 - 293+40	CTH CB LT/RT	8,210				8,250															
252+17	CTH CB																				
252+17 - 254+40	CTH CB LT		50																		
258+40 - 259+30	CTH CB																				
285+00 - 290+00	CTH CB		125																		
286+45	CTH CB																				
290+00 - 293+62	CTH CB		88																		
292+12 - 293+62	CTH CB RT																				
293+62	CTH CB																				
294+72	CTH CB																				
294+95 - 308+80	CTH CB LT/RT	2,600				2,630															
294+71 - 308+80	CTH CB LT/RT		350																		
294+71 - 296+31	CTH CB LT																				
299+70	CTH CB																				
300+40	CTH CB																				
300+40 - 302+06	CTH CB LT																				
24+00 - 36+05	LARSEN/OAKRIDGE EAST	2,410				1,990															
33+83 - 36+05	OAKRIDGE RD RT EAST		50																		
30+19	OAKRIDGE RD EAST																				
32+65	OAKRIDGE RD EAST																				
34+45	OAKRIDGE RD EAST																				
36+05	OAKRIDGE RD EAST																				
37+15	OAKRIDGE RD EAST																				
37+15 - 39+37	OAKRIDGE RD LT EAST		50																		
37+15 - 48+08	OAKRIDGE RD EAST	1,990				2,198															
41+25	OAKRIDGE RD EAST																				
8+32 - 22+50	OAKRIDGE RD WEST	2,680				2,800															
10+60 - 18+00	OAKRIDGE CT	480				480															
20+70 - 22+20	OAKRIDGE LA	180				300															
11+90 - 19+50	CTH O LT/RT	1,450				1,520															
12+65	CTH O																				
15+25	CTH O		50																		
17+90 - 19+50	CTH O RT																				
19+50	CTH O																				
20+60	CTH O																				
20+55 - 22+25	CTH O LT																				
20+60 - 28+23	CTH O LT/RT	1,455				1,530															
22+95	CTH O																				
26+78	CTH O																				
10+75 - 14+00	STROHMEYER DR					650															
<b>TOTALS</b>		<b>23,517</b>	<b>851</b>	<b>24,266</b>	<b>19</b>	<b>30</b>	<b>19</b>	<b>218</b>	<b>1,857</b>	<b>350</b>	<b>574</b>										

TRAFFIC CONTROL, WARNING LIGHTS, TYPE C

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

CONSTRUCTION STAKING, SUBGRADE

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

CRUSHED AGGREGATE

CONSTRUCTION STAKING, BASE COURSE

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

SOD & EROSION MAT, CLASS II, TYPE A

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER 4619-03-71	SHEET NO 37
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

STORM SEWER SUMMARY

STORM SEWER TABLE REVISED SEVERAL TIMES, SEE ATTACHED SHEETS.

STR. NO.	STATION	LOCATION	OFFSET	ELEV.	CASTING FLAG	INLETS TYPE 1 EACH	INLETS TYPE 3 EACH	INLETS TYPE 8 EACH	INLET COVER TYPE 2 EACH	INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CLASS III, STORM SEWER 12-INCH FT	CONC. PIPE 24-INCH FT	% SLOPE	REIN. CONCRETE APRON	CONCRETE ENDWALLS	CONST. INLETS & MANHOLES EACH	STAKING
I30	244+28	CTH CB	17.5' RT	785.36			1		1				3.83	I30 - I31	780.78	780.69	19		0.47			1	
I31	244+28	CTH CB	0.5' LT	785.68		1				1			4.24	I31 - I32	780.69	780.67	5		0.40			1	
I32	244+28	CTH CB	5.0' LT	785.68		1							4.26	I32 - E33	780.67	780.45	54		0.41	1 @ 12-INCH		1	
I34	250+80	CTH CB	17.0' LT	784.93		1							2.43	I34 - I35	781.75	781.68	7		1.00			1	
I35	250+80	CTH CB	11.0' LT	784.93		1							2.28	I35 - I36	781.98	781.75	36		0.42			1	
I36	250+80	CTH CB	25.5' RT	784.45			1			1			2.02	I34 - E37	781.68	781.50	50		0.36	1 @ 12-INCH		1	
I38	255+78	CTH CB	18.0' LT	781.29		1					1		3.34	I38 - I39	777.20	777.16	7		0.57			1	
I39	255+78	CTH CB	9.0' LT	781.79				1					3.88	I39 - I40	777.16	777.13	7		0.43			1	
I40	255+78	CTH CB	0.5' LT	781.29		1					1		3.41	I40 - E41	777.13	776.20	36		2.58	1 @ 12-INCH		1	
I42	258+10	CTH CB	5.0' LT	780.36		1							3.34	I42 - I43	776.27	776.24	6		0.50			1	
I43	258+10	CTH CB	0.5' LT	780.36		1							3.37	I43 - E44	776.24	776.00	40		0.60	1 @ 12-INCH		1	
I210	289+00	CTH CB	18.0' LT	779.30		1							3.34	I210 - I211	775.21	775.18	6		0.50			1	
I211	289+00	CTH CB	9.0' LT	779.80				1			1		3.87	I211 - I212	775.18	775.15	6		0.50			1	
I212	289+00	CTH CB	0.5' LT	779.30		1							3.40	I212 - E213	775.15	773.50	60		2.75	1 @ 12-INCH		1	
I214	292+67	CTH CB	8.5' LT	778.30		1							3.34	I214 - I216	774.21	774.18	8		0.38			1	
I216	292+67	CTH CB	1.5' LT	778.48		1							3.55	I216 - E217	774.18	773.40	62		1.26	1 @ 12-INCH		1	
I219	294+80	CTH CB	1.5' RT	778.92		1							3.18	I219 - I220	774.99	774.96	8		0.37			1	
I220	294+80	CTH CB	8.4' RT	778.74		1							3.03	I220 - E221	774.96	772.60	68		3.47	1 @ 12-INCH		1	
I225	297+82	CTH CB	8.5' LT	779.65		1							3.17	I225 - I226	775.73	775.71	9		0.22			1	
I226	297+82	CTH CB	C/L	780.15				1					3.69	I226 - I227	775.71	775.68	9		0.33			1	
I227	297+82	CTH CB	8.5' RT	779.65		1					1		3.22	I227 - E228	775.68	775.50	56		0.32	1 @ 12-INCH		1	
I24	300+54	CTH CB	1.5' RT	780.56		1							3.24	I24 - I79	776.57	776.54	8		0.38			1	
I79	300+54	CTH CB	8.5' RT	780.38		1							3.09	I79 - E83	776.54	776.37	60		0.28	1 @ 12-INCH		1	
I80	303+80	CTH CB	8.5' LT	781.81		1							3.16	I80 - I82	777.90	777.88	9		0.22			1	
I82	303+80	CTH CB	C/L	782.31				1			1		3.68	I82 - I26	777.88	777.85	9		0.33			1	
I26	303+80	CTH CB	8.5' RT	781.81		1							3.21	I26 - E85	777.85	777.40	58		0.78	1 @ 12-INCH		1	
I25	306+62	CTH CB	8.5' LT	782.57		1							2.64	I25 - I84	779.18	779.15	9		0.33			1	
I84	306+62	CTH CB	C/L	783.07				1			1		3.17	I84 - I23	779.15	779.13	9		0.22			1	
I23	306+62	CTH CB	8.5' RT	782.57		1							2.69	I23 - E236	779.13	779.00	56		0.23	1 @ 12-INCH		1	
I45	308+80	CTH CB	1.5' LT	782.12		1							2.34	I45 - I46	779.03	779.01	8		0.25			1	
I46	308+80	CTH CB	8.5' LT	781.94		1							2.18	I46 - I47	779.01	778.94	26		0.27			1	
I47	308+80	CTH CB	34.0' LT	781.46								1	1.77	I47 - E48	778.94	778.90	17		0.24	1 @ 12-INCH		1	
E229	44+71	OAKRIDGE EAST	34.0' RT				1						5.34	E229 - I230	778.30	777.48		34	2.41	1 @ 24-INCH		1	
I230	45+07	OAKRIDGE EAST	16.5' RT	781.57			1				1		3.34	I230 - I231	777.48	773.55		205	1.92			1	
I231	47+00	OAKRIDGE EAST	16.5' RT	779.64			1				1		5.34	I231 - E233	773.55	773.20		33	1.06	1 @ 24-INCH		1	
I232	47+00	OAKRIDGE EAST	16.5' LT	778.89			1				1		4.26	I232 - I231	773.88	773.55		12	2.75			1	
I234	30+38	OAKRIDGE EAST	1.5' LT	783.41		1							4.81	I234 - E235	777.85	776.40	40		3.63	1 @ 12-INCH		1	
I51	37+40	OAKRIDGE EAST	8.5' RT	783.68		1							5.70	I51 - I52	777.23	777.16	7		1.00			1	
I52	37+40	OAKRIDGE EAST	0.5' LT	783.68		1							5.77	I52 - E53	777.16	776.56	60		1.00			1	
						27	6	5	27	5	5	1					935	284			13 @ 12-INCH		38
																					2 @ 24-INCH		

SILT FENCE

ASPHALTIC FLUMES

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

EROSION MAT, CLASS I, TYPE B

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

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





ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

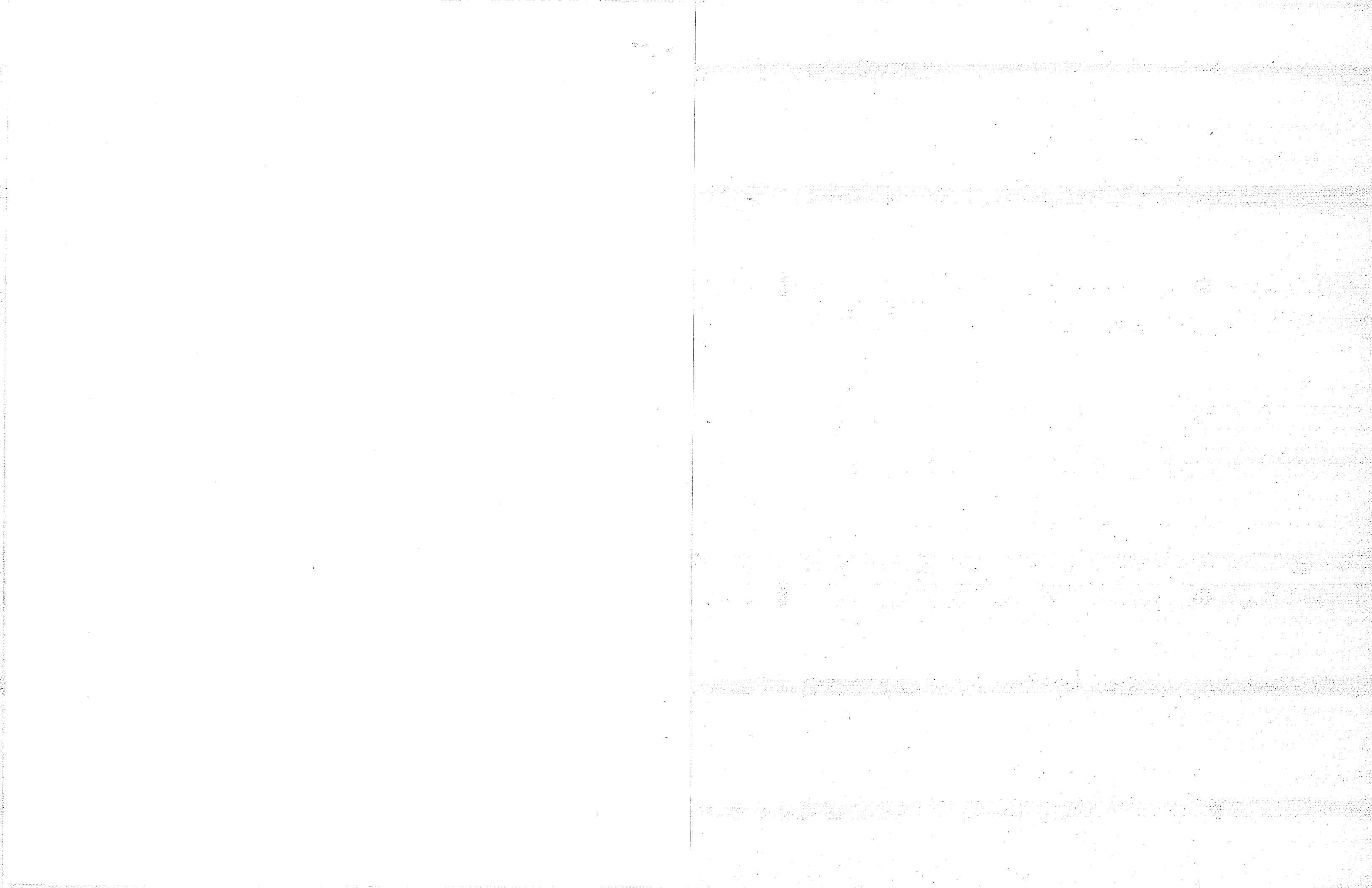
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Calculated by SAH Date 6/25/99  
Checked by \_\_\_\_\_ Date \_\_\_\_\_  
Scale \_\_\_\_\_ Job No. \_\_\_\_\_

Mead & Hunt, Inc.  
California, Kansas, Minnesota, Washington D.C., Wisconsin and India

Top of Structure  
(Z = 0.5', H = 0.50')

(ASP = 6") (D.C.L. = 10")

STRUCTURE	FLANGE	CASTING BASE	P.C. TOP	ADJ.	BASE COURSE
I30	785.36	H 784.86	784.61	0.25	784.86
I31	785.68	Z 785.10	784.93	0.17	785.18
I32	785.68	Z 785.10	784.93	0.17	785.18
I34	784.93	Z 784.35	784.11	0.24	784.43
I35	784.93	Z 784.35	784.03	0.32	784.43
I36	784.45	H 783.95	783.92	0.03	783.95 *
I38	781.29	Z 780.71	780.54	0.17	780.79
I39	781.79	TYPE B			
I40	781.29	Z 780.71	780.54	0.17	780.79
I42	780.36	Z 779.78	779.61	0.17	779.86
I43	780.36	Z 779.78	779.61	0.17	779.86
I210	779.30	Z 778.72	778.55	0.17	778.80
I211	779.80	TYPE B			
I22	779.30	Z 778.72	778.55	0.17	778.80
I214	778.30	Z 777.72	777.55	0.17	777.47 *
I216	778.48	Z 777.90	777.73	0.17	777.65 *
I219	778.92	Z 778.34	778.17	0.17	778.09 *
I220	778.74	Z 778.16	777.99	0.17	777.91 *
I225	779.65	Z 779.07	778.90	0.17	778.82 *
I227	779.65	Z 779.07	778.90	0.17	778.82 *
I24	780.56	Z 779.98	779.81	0.17	779.73 *
I79	780.38	Z 779.80	779.63	0.17	779.55 *
I80	781.81	Z 781.23	781.06	0.17	780.98 *
I82	782.31	-			
I26	781.81	Z 781.23	781.06	0.17	780.98 *
I25	782.57	Z 781.99	781.82	0.17	781.74 *
I23	782.57	Z 781.99	781.82	0.17	781.74 *
I425	782.12	Z 781.54	781.37	0.17	781.29 *
I46	781.94	Z 781.36	781.19	0.17	781.11 *
I47	781.46	H 780.96	780.71	0.25	780.63 *
I230	781.57	H 781.07	780.82	0.25	781.24
I231	779.64	H 779.14	778.89	0.25	779.31
I232	778.89	H 778.39	778.14	0.25	778.56
I234	783.41	Z 782.83	782.66	0.17	783.08
I51	783.68	Z 783.10	782.93	0.17	783.35
I 52	782.62	Z 782.10	781.92	0.17	782.35



STORM SEWER SUMMARY

3DA

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG ELEV.	INLETS TYPE 1 EACH	INLETS		INLET COVER TYPE Z EACH	INLET COVERS			DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III, STORM SEWER		% SLOPE	REIN. CONCRETE APRON ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH	
						INLETS TYPE 3 EACH	INLETS TYPE 8 EACH		INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH					12-INCH FT	24-INCH FT				
130	244+28	CTH CB	17.5' RT	785.36																	
131	244+28	CTH CB	0.5' LT	785.68	1																
132	244+28	CTH CB	5.0' LT	785.68	1																
134	250+80	CTH CB	17.0' LT	784.93	1																
135	250+80	CTH CB	11.0' LT	784.93	1														1 @ 12-INCH		
136	250+80	CTH CB	25.5' RT	784.45																	
138	255+78	CTH CB	18.0' LT	781.29	1														1 @ 12-INCH		
139	255+78	CTH CB	9.0' LT	781.79																	
140	255+78	CTH CB	0.5' LT	781.29	1																
142	258+10	CTH CB	5.0' LT	780.36	1														1 @ 12-INCH		
143	258+10	CTH CB	0.5' LT	780.36	1																
1210	289+00	CTH CB	18.0' LT	779.30	1														1 @ 12-INCH		
1211	289+00	CTH CB	9.0' LT	779.80																	
1212	289+00	CTH CB	0.5' LT	779.30	1																
1214	292+67	CTH CB	8.5' LT	778.30	1														1 @ 12-INCH		
1216	292+67	CTH CB	1.5' LT	778.48	1																
1219	294+80	CTH CB	1.5' RT	778.92	1														1 @ 12-INCH		
1220	294+80	CTH CB	8.4' RT	778.74	1																
1225	297+82	CTH CB	8.5' LT	779.65	1														1 @ 12-INCH		
1226	297+82	CTH CB	C/L	780.15																	
1227	297+82	CTH CB	8.5' RT	779.65	1																
124	300+54	CTH CB	1.5' RT	780.56	1														1 @ 12-INCH		
179	300+54	CTH CB	8.5' RT	780.38	1																
180	303+80	CTH CB	8.5' LT	781.81	1														1 @ 12-INCH		
182	303+80	CTH CB	C/L	782.31																	
126	303+80	CTH CB	8.5' RT	781.81	1																
125	306+62	CTH CB	8.5' LT	782.57	1														1 @ 12-INCH		
184	306+62	CTH CB	C/L	783.07																	
123	306+62	CTH CB	8.5' RT	782.57	1																
145	308+80	CTH CB	1.5' LT	782.12	1														1 @ 12-INCH		
146	308+80	CTH CB	8.5' LT	781.94	1																
147	308+80	CTH CB	34.0' LT	781.46																	
E229	44+71	OAKRIDGE EAST	34.0' RT																		
1230	45+07	OAKRIDGE EAST	16.5' RT	781.57															1 @ 12-INCH		
1231	47+00	OAKRIDGE EAST	16.5' RT	779.64															1 @ 24-INCH		
1232	47+00	OAKRIDGE EAST	16.5' LT	778.89																	
1234	30+38	OAKRIDGE EAST	1.5' LT	783.41	1														1 @ 24-INCH		
151	37+40	OAKRIDGE EAST	8.5' RT	783.68	1														1 @ 12-INCH		
152	37+40	OAKRIDGE EAST	0.5' LT	783.68	1																
					27		6		5		27		5		5				1		
																	935		284		
																			13 @ 12-INCH		38
																			2 @ 24-INCH		



ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

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

**TRAFFIC CONTROL, BARRICADES, TYPE III**

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

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

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

**TRAFFIC CONTROL, DRUMS**

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

**TRAFFIC CONTROL, SIGNS**

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

**CONSTRUCTION STAKING, SUBGRADE**

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

**MOVING SIGNS, TYPE II**

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

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

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

**CONSTRUCTION STAKING, BASE COURSE**

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

**PAVEMENT MARKINGS, EPOXY**

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

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

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

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

STORM SEWER SUMMARY

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG ELEV.	INLETS TYPE 1 EACH	INLETS TYPE 3 EACH	INLETS TYPE 8 EACH	INLET COVERS TYPE Z EACH	INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III. STORM SEWER 12-INCH FT	24-INCH FT	% SLOPE	REIN. CONCRETE APRON ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH
I30	244+28	CTH CB	17.5' RT	785.36		1			1			3.83	I30 - I31	780.53	780.44	19		0.47		1
I31	244+28	CTH CB	0.5' LT	785.68	1							4.24	I31 - I32	780.44	780.42	5		0.40		1
I32	244+28	CTH CB	5.0' LT	785.68	1							4.26	I32 - E33	780.42	780.20	55		0.40	1 @ 12-INCH	1
I34	250+80	CTH CB	17.0' LT	784.93	1							2.73	I34 - E37	781.20	780.80	52		0.77		1
I35	250+80	CTH CB	11.0' LT	785.14	1							2.86	I35 - I34	781.28	781.20	7		1.14		1
I36	250+80	CTH CB	25.5' RT	784.45		1			1			2.02	I36 - I35	781.43	781.28	36		0.42	1 @ 12-INCH	1
I38	255+78	CTH CB	18.0' LT	781.29	1							3.34	I38 - I39	776.95	776.91	7		0.57		1
I39	255+78	CTH CB	9.0' LT	781.79			1			1		3.88	I39 - I40	776.91	776.88	7		0.43		1
I40	255+78	CTH CB	0.5' LT	781.29	1				1			3.41	I40 - E41	776.88	776.20	36		1.89	1 @ 12-INCH	1
I42	258+10	CTH CB	5.0' LT	780.36	1							3.34	I42 - I43	776.02	775.99	6		0.50		1
I43	258+10	CTH CB	0.5' LT	780.36	1							3.37	I43 - E44	775.99	775.75	41		0.59	1 @ 12-INCH	1
I210	289+00	CTH CB	18.0' LT	779.30	1							3.34	I210 - I211	774.96	774.93	6		0.50		1
I211	289+00	CTH CB	9.0' LT	779.80			1			1		3.87	I211 - I212	774.93	774.90	6		0.50		1
I212	289+00	CTH CB	0.5' LT	779.30	1							3.40	I212 - E213	774.90	774.00	58		1.55	1 @ 12-INCH	1
I214	292+33	CTH CB	8.5' LT	778.10	1							3.34	I214 - I216	773.76	773.73	8		0.38		1
I216	292+33	CTH CB	1.5' LT	778.30	1							3.55	I216 - E217	773.73	773.20	63		0.84	1 @ 12-INCH	1
I219	294+80	CTH CB	1.5' RT	778.92	1							3.18	I219 - I220	774.74	774.68	8		0.37		1
I220	294+80	CTH CB	8.4' RT	778.74	1							3.03	I220 - E221	774.68	773.80	65		1.35	1 @ 12-INCH	1
I225	297+82	CTH CB	8.5' LT	779.65	1							3.17	I225 - I226	775.48	775.46	9		0.22		1
I226	297+82	CTH CB	C/L	780.15			1			1		3.69	I226 - I227	775.46	775.43	9		0.33		1
I227	297+82	CTH CB	8.5' RT	779.65	1							3.22	I227 - E228	775.43	775.10	58		0.57	1 @ 12-INCH	1
I24	300+80	CTH CB	1.5' RT	780.70	1							3.38	I24 - I79	776.32	776.29	8		0.38		1
I79	300+80	CTH CB	8.5' RT	780.54	1							3.25	I79 - E83	776.29	776.00	62		0.47	1 @ 12-INCH	1
I80	303+80	CTH CB	8.5' LT	781.81	1							3.16	I80 - I82	777.65	777.63	9		0.22		1
I82	303+80	CTH CB	C/L	782.31			1			1		3.68	I82 - I26	777.63	777.60	9		0.33		1
I26	303+80	CTH CB	8.5' RT	781.81	1							3.21	I26 - E85	777.60	777.20	59		0.68	1 @ 12-INCH	1
I25	306+62	CTH CB	8.5' LT	782.57	1							2.64	I25 - I84	778.93	778.90	9		0.33		1
I84	306+62	CTH CB	C/L	783.07			1			1		3.17	I84 - I23	778.90	778.88	9		0.22		1
I23	306+62	CTH CB	8.5' RT	782.57	1							2.69	I23 - E236	778.88	778.70	57		0.32	1 @ 12-INCH	1
I45	308+80	CTH CB	1.5' LT	782.12	1							2.34	I45 - I46	778.78	778.76	8		0.25		1
I46	308+80	CTH CB	8.5' LT	781.94	1							2.18	I46 - I47	778.76	778.69	26		0.27		1
I47	308+80	CTH CB	34.0' LT	781.46		1					1	1.77	I47 - E48	778.69	778.90	17		0.24	1 @ 12-INCH	1
E229	44+71	OAKRIDGE EAST	34.0' RT										E229 - I230	778.30	777.23			2.41	1 @ 24-INCH	1
I230	45+07	OAKRIDGE EAST	16.5' RT	781.57		1			1			3.34	I230 - I231	777.23	774.80			1.00		1
I231	47+50	OAKRIDGE EAST	16.5' RT	778.37		1			1				I231 - E233	774.70	774.60			1.00	1 @ 24-INCH 1/8"	1
I232	47+00	OAKRIDGE EAST	16.5' LT	778.89		1			1				I232 - I231	774.90	774.75	60		2.50		1
I234	30+38	OAKRIDGE EAST	1.5' LT	783.41	1				1			4.81	I234 - E235	777.60	776.40	40		0.50	1 @ 12-INCH	1
I51	37+40	OAKRIDGE EAST	8.5' RT	783.68	1				1			5.70	I51 - I52	776.98	776.91	7		1.00		1
I52	37+40	OAKRIDGE EAST	0.5' LT	783.88	1				1			5.77	I52 - E53	776.91	776.56	60		0.58		1
					27	6	5	27	5	5	1					1001			13 @ 12-INCH 12 @ 24-INCH 1 @ 18-INCH	38

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

1/8" - 34  
 243  
 1/8" - 10  
 287  
 34  
 18' @ 2.53'

SILT FENCE, SILTY SOIL

ASPHALTIC FLUMES

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

EROSION MAT, CLASS I, TYPE B

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

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

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

ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

*NOT CURRENT*

*Revised S.S. 7.7.99  
 BY MEAD + HUNT*

STORM SEWER SUMMARY

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

*R = 779.65*  
*TC = 80.09*  
*R = 781.82*  
*TC = 82.26*

*Changed*  
*need to be determined*

~~STROHMEYER CHANGE~~  
~~STROHMEYER CHANGE~~

SILT FENCE, SILTY SOIL

ASPHALTIC FLUMES

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

EROSION MAT. CLASS I, TYPE B

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

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





ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

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

Revised 7-12-99  
BY MEAD + HUNT

STORM SEWER SUMMARY

STR. NO.	STATION	LOCATION	OFFSET	CASTING FLAG ELEV.	INLETS TYPE 1 EACH	INLETS TYPE 3 EACH	INLETS TYPE 8 EACH	INLET COVERS TYPE Z EACH	INLET COVER TYPE H EACH	INLET COVER TYPE MS EACH	INLET COVER TYPE H-S EACH	DEPTH FT	FROM STR. TO STR.	INLET ELEV.	DISCH. ELEV.	REIN. CONC. PIPE CLASS III, STORM SEWER 12-INCH FT	15-INCH FT	% SLOPE	REIN. CONCRETE APRON ENDWALLS	CONST. STAKING INLETS & MANHOLES EACH
I30	244-28	CTH CB	17.5' RT	785.36		1			1			3.83	I30 - I31	780.53	780.44	19		0.47		1
I31	244-28	CTH CB	0.5' LT	785.68	1			1				4.24	I31 - I32	780.44	780.42	5		0.40		1
I32	244-28	CTH CB	5.0' LT	785.68	1			1				4.26	I32 - E33	780.42	780.20	55		0.40	1 @ 12-INCH	1
I34	250-80	CTH CB	17.0' LT	784.93	1			1				2.73	I34 - E37	781.20	780.80	52		0.77		1
I35	250-80	CTH CB	11.0' LT	785.14	1			1				2.86	I35 - I34	781.28	781.20	7		1.14		1
I36	250-80	CTH CB	25.5' RT	784.45		1			1			2.02	I36 - I35	781.43	781.28	36		0.42	1 @ 12-INCH	1
I38	255-78	CTH CB	18.0' LT	781.29	1			1				3.34	I38 - I39	776.95	776.91	7		0.57		1
I39	255-78	CTH CB	9.0' LT	781.29			1			1		4.38	I39 - I40	776.91	776.88	7		0.43		1
I40	255-78	CTH CB	0.5' LT	781.29	1			1				3.41	I40 - E41	776.88	776.20	36		1.89	1 @ 12-INCH	1
I42	258-10	CTH CB	5.0' LT	780.36	1			1				3.34	I42 - I43	776.02	775.99	6		0.50		1
I43	258-10	CTH CB	0.5' LT	780.36	1			1				3.37	I43 - E44	775.99	775.75	41		0.59	1 @ 12-INCH	1
I210	289-00	CTH CB	18.0' LT	779.30	1			1				3.34	I210 - I211	774.96	774.93	6		0.50		1
I211	289-00	CTH CB	9.0' LT	779.30			1			1		4.37	I211 - I212	774.93	774.90	6		0.50		1
I212	289-00	CTH CB	0.5' LT	779.30	1			1				3.40	I212 - E213	774.90	774.00	58		1.55	1 @ 12-INCH	1
I214	292-33	CTH CB	8.5' LT	778.10	1			1				3.34	I214 - I216	773.76	773.73	8		0.38		1
I216	292-33	CTH CB	1.5' LT	778.30	1			1				3.55	I216 - E217	773.73	773.20	63		0.84	1 @ 12-INCH	1
I219	294-80	CTH CB	1.5' RT	778.92	1			1				3.18	I219 - I220	774.74	774.68	8		0.37		1
I220	294-80	CTH CB	8.4' RT	778.74	1			1				3.03	I220 - E221	774.68	773.80	65		1.35	1 @ 12-INCH	1
I225	297-82	CTH CB	8.5' LT	779.65	1			1				3.17	I225 - I226	775.48	775.46	9		0.22		1
I226	297-82	CTH CB	C/L	779.65			1			1		4.19	I226 - I227	775.46	775.43	9		0.33		1
I227	297-82	CTH CB	8.5' RT	779.65	1			1				3.22	I227 - E228	775.43	775.10	58		0.57	1 @ 12-INCH	1
I24	300-80	CTH CB	1.5' RT	780.70	1			1				3.38	I24 - I79	776.32	776.29	8		0.38		1
I79	300-80	CTH CB	8.5' RT	780.54	1			1				3.25	I79 - E83	776.29	776.00	62		0.47	1 @ 12-INCH	1
I80	303-80	CTH CB	8.5' LT	781.81	1			1				3.16	I80 - I82	777.65	777.63	9		0.22		1
I82	303-80	CTH CB	C/L	781.85			1			1		4.22	I82 - I26	777.63	777.60	9		0.33		1
I26	303-80	CTH CB	8.5' RT	781.81	1			1				3.21	I26 - E85	777.60	777.20	59		0.68	1 @ 12-INCH	1
I25	306-62	CTH CB	8.5' LT	782.57	1			1				2.64	I25 - I84	778.93	778.90	9		0.33		1
I84	306-62	CTH CB	C/L	782.60			1			1		3.70	I84 - I23	778.90	778.88	9		0.22		1
I23	306-62	CTH CB	8.5' RT	782.57	1			1				2.69	I23 - E236	778.88	778.70	57		0.32	1 @ 12-INCH	1
I45	308-80	CTH CB	1.5' LT	782.12	1			1				1.92	I45 - I46	779.20	779.15	8		0.63		1
I46	308-80	CTH CB	8.5' LT	781.94	1			1				1.79	I46 - I47	779.15	779.05	26		0.38		1
I47	308-80	CTH CB	34.0' LT	781.46		1					1	1.41	I47 - E48	779.05	779.00	17		0.29	1 @ 12-INCH	1
E229	44-71	OAKRIDGE EAST	34.0' RT								1		E229 - I230	778.30	777.23			3.15	1 @ 15-INCH	1
I230	45-07	OAKRIDGE EAST	16.5' RT	781.57		1			1			3.34	I230 - I231	777.23	774.60			1.98	1 @ 15-INCH	1
I231	47-05	OAKRIDGE EAST	16.5' RT	779.27		1			1			2.67	I231 - MH1	774.50	774.30			0.40		1
I232	47-20	OAKRIDGE EAST	16.5' LT	778.61		1			1			3.00	I232 - I231	774.70	774.50	33		0.60		1
I234	30-38	OAKRIDGE EAST	1.5' LT	783.41	1			1				4.81	I234 - E235	777.60	776.40	40		0.50	1 @ 12-INCH	1
I51	37-40	OAKRIDGE EAST	8.5' RT	783.68	1			1				5.70	I51 - I52	776.98	776.91	7		1.00		1
I52	37-40	OAKRIDGE EAST	0.5' LT	783.88	1			1				5.77	I52 - E53	776.91	776.56	60		0.58		1
<b>Totals</b>					27	6	5	27	5	5	1					1001			13 @ 12-INCH	38
MH1 47-50 Oakridge East 21' RT				777.80								2.25	MH1-E233	774.30	774.0				2 @ 15-INCH	
																			12	1-15 inch endwall

SILT FENCE, SILTY SOIL

ASPHALTIC FLUMES

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

EROSION MAT, CLASS I, TYPE B

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

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

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

776.75

34  
23-198  
8047

1.32%

291-291

12 1-15 inch endwall



ALL ITEMS ARE GROUP CODE 010 UNLESS OTHERWISE NOTED

STATE PROJECT NUMBER	4619-03-71	SHEET NO	37
MISCELLANEOUS QUANTITIES			
CTH CB	WINNEBAGO COUNTY		

REMOVING PAVEMENT MARKINGS

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

NON-METALLIC CONDUIT, SCHEDULE 40, 1-INCH

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

PULL BOX, STEEL, 12X24 INCH

STATION	LOCATION	EACH
307+07	CTH CB RT	1

LOOP DETECTOR WIRE

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

NON-METALLIC CONDUIT, SCHEDULE 40, 3-INCH

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

LOOP DETECTOR LEAD-IN CABLE

STATION TO STATION	LF
307+07 - CONTROL CABINET	320

LOOP DETECTOR CONDUIT

STATION	LF
307+07	75

SAWING EXISTING PAVEMENT

STATION	LOCATION	LF
243+00	CTH CB PE LT	14
243+82	CTH CB PE LT	12
246+34	CTH CB PE RT	14
24+00	LARSEN RD	24
46+00	OAKRIDGE RD PE RT	18
46+84	OAKRIDGE RD PE RT	18
47+57	OAKRIDGE RD PE LT	16
48+08	OAKRIDGE RD EAST	24
8+32	OAKRIDGE RD WEST	24
18+55	OAKRIDGE CT PE LT	18
19+67	OAKRIDGE LA	15
11+90	CTH O	24
2769	CTH O PE LT	28
28+23	CTH O	24
28+60	CTH O PE LT	40
14+00	STROHMEYER DR	24
12+30	STROHMEYER DR CE RT	35
12+10	STROHMEYER DR CE LT	22
13+36	STROHMEYER DR CE LT	70
UNDISTRIBUTED		50
TOTAL		516

TEMPORARY PAVEMENT MARKING, 4-INCH REMOVABLE TAPE

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

SAWING CONCRETE PAVEMENT, FULL DEPTH

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

CONSTRUCTION STAKING, CONCRETE PAVEMENT

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

RELOCATING HYDRANTS

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

\* ALL REMOVABLE TAPE IS CENTERLINE

CONSTRUCTION STAKING, PRELIMINARY

STATION TO STATION LOCATION	STA	
291+32 - 308+80	CTH CB NB RL 17.5	
291+32 - 308+80	CTH CB SB RL 17.5	
284+95 - 291+32	CTH CB SB RL 6.4	
241+50 - 291+32	CTH CB NB RL 49.8	
241+64 - 250+77	CTH CB SB RL 19.2	
24+00 - 48+08	LARSEN/OAKRIDGE RD EAST 24.1	
8+32 - 23+14	OAKRIDGE RD WEST 14.8	
10+00 - 12+90	OAKRIDGE CT 2.9	
16+50 - 17+92	OAKRIDGE CT 1.4	
19+65 - 22+69	OAKRIDGE LA 3.0	
11+90 - 28+23	CTH O 16.3	
10+00 - 14+00	STROHMEYER DR 4.0	
TOTAL		176.9

CONSTRUCTION STAKING, PIPE CULVERTS

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

EROSION CONTROL FILTER BAGS

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

QUALITY MANAGEMENT PROGRAM, SUBGRADE

STATION - STATION	LOCATION	CY
241+50 - 308+80	CTH CB	61.106

QUALITY MANAGEMENT PROGRAM, BASE COURSE

92,247 TONS

PROFILOGRAPH

1 LS

QUALITY MANAGEMENT PROGRAM, PLACEMENT OF CONCRETE PAVEMENT

6 DAYS

QUALITY MANAGEMENT PROGRAM, AGGREGATES FOR CONCRETE PAVEMENT

13,360 SY

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE	-----	HAZARDOUS UTILITY SITE	
COUNTY LINE	-----	STREAM OR RIVER	
TOWNSHIP AND RANGE LINES	-----	GAS MARKER OR TELEPHONE PEDESTAL	
SECTION LINES	-----	IRON PIN	
QUARTER LINE	-----	R/W MONUMENT BUSHES	
SIXTEENTH LINE	-----	TREES (DECIDUOUS)	
NEW REFERENCE LINE	-----	TREES (CONIFEROUS)	
NEW R/W LINE	-----	WOODS	
EXISTING R/W LINE	-----	POWER POLE	
PROPERTY LINE	-----	TELEPHONE POLE	
CORPORATE LIMITS	-----	TELEPHONE PEDESTAL	
LOT, TIE AND OTHER MINOR LINES	-----		
SLOPE INTERCEPTS	-----		
UNDERGROUND FACILITY (GAS, TELEPHONE, ELECTRIC, ETC.)	-----		
FENCE	-----		
TEMPORARY LIMITED EASEMENT	-----		
PERMANENT LIMITED EASEMENT	-----		
BEAM GUARD TRANSMISSION TOWER AND LINE	-----		
SECTION CORNER			

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

NOTES

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

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

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

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

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

GOVERNMENT LAND LINE AND REFERENCE LINE ARE NOT COINCIDENTAL.

DISTANCES FROM GOVERNMENTAL LAND LINES ARE "XX'0"

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

BEGIN RELOCATION ORDER

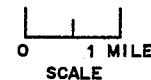
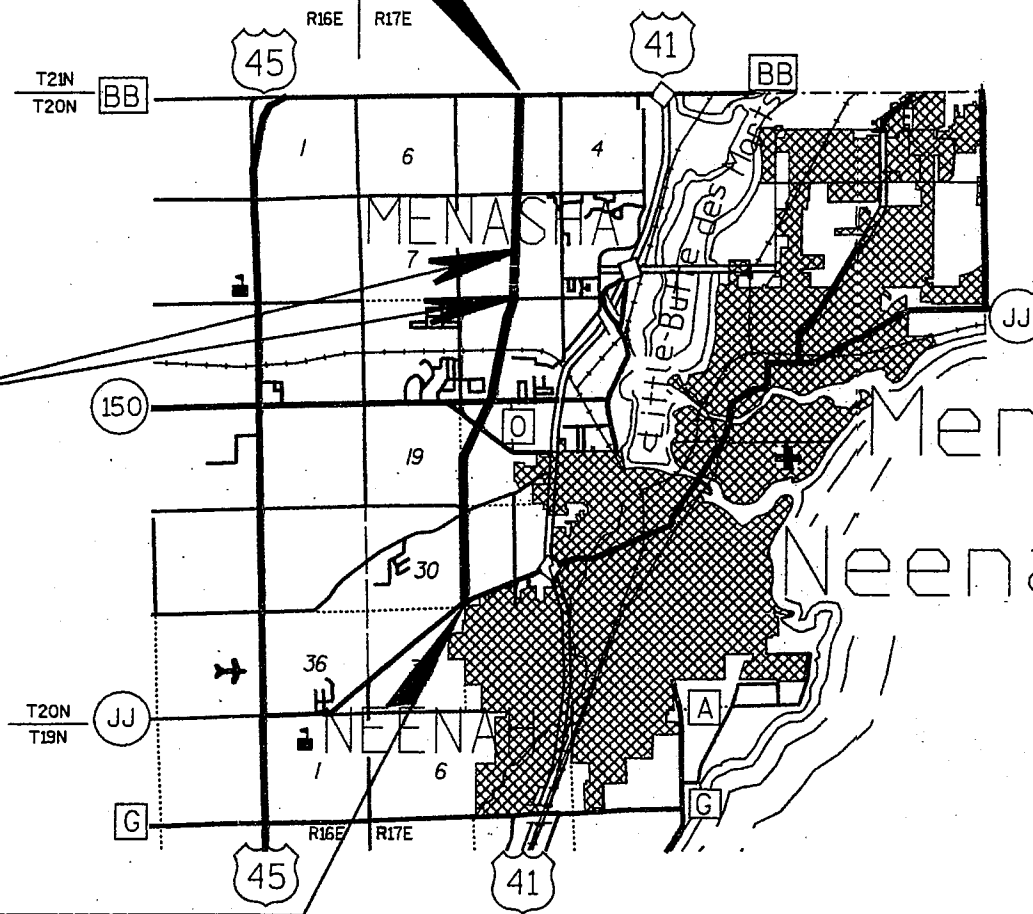
STA. 199+29.27  
0.20 FEET NORTH AND  
9.00 FEET EAST OF THE  
SOUTHWEST CORNER OF  
SECTION 29, T20N, R17E.

SIDE ROAD SHEET INDEX

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

END RELOCATION ORDER

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



TOTAL NET LENGTH OF CENTERLINE = 4.721 MILES

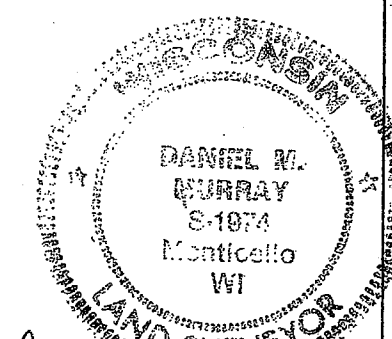
R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.1	TOTAL SHEETS 32
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT OF WAY REQUIRED FOR CTH JJ - CTH BB		
WEST SIDE ARTERIAL/CTH CB WINNEBAGO COUNTY		



APPROVED FOR  
WINNEBAGO COUNTY  
*Raymond E. Griggs*  
COUNTY HIGHWAY COMMISSIONER  
11/2/98  
DATE

PLAT PREPARED  
BY  
**MEAD & HUNT, INC.**  
CONSULTING ENGINEERS  
MADISON, WISCONSIN

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



REVISION DATE  
2-4-97

*Daniel M. Murray* 2/5/98

REVISION DATE 8-5-98	ROUTE COUNTY DATE CTH CB WINNEBAGO 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 42
		FEDERAL PROJECT NUMBER	

**SCHEDULE OF LANDS & INTERESTS REQUIRED**

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

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

REVISION DATE  
9-25-98

ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95

R/W PROJECT NUMBER  
4619-02-21

FEDERAL PROJECT NUMBER

SHEET  
NUMBER

4.3

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	TLE ACRES	HIGHWAY EASEMENT	PLE ACRES
					NEW	EXISTING	TOTAL				
45	4.27, 4.31	P. H. GLATFELTER COMPANY	FEE	25.61	3.38	1.20	4.58	21.03	---		
46	4.13, 4.28	RICHARD J. GEIGER (VENDOR) AND MUNEER A. & KAREN A. DAR (VENDEES)	FEE	29.25	1.07	0.59	1.66	27.59	---		
47	4.13, 4.14, 4.28	VEL CORPORATION	FEE, TLE	19.50	2.15	---	2.15	17.35	0.09		
48	4.13, 4.28	KENNETH L., SR. & BARBARA A. TAPLIN	FEE, TLE	2.86	0.67	0.38	1.05	1.81	2.54 S.F.		
49	4.13, 4.28	ROBERT W. PROBST (VENDOR) AND RUSSELL HASSELL (VENDEE)	FEE, TLE	0.99	0.03	0.03	0.06	0.93	0.08		
50	4.26	SUSAN A. BLETZINGER	FEE	1.43	0.03	---	0.03	1.40	---		
51	4.28	WILLIAM ROGERS	TLE	0.90	---	---	---	0.90	0.02		
52	4.28	DONALD H. & SANDRA C. LORNSON	TLE	3.85	---	---	---	3.85	0.16		
53	4.13, 4.14	JEFFREY D. OGDEN	FEE	8.27	2.11	---	2.11	6.16	---		
54	4.14	JACK ROBERT & MARIE ANNETTE ISE	FEE	5.01	1.11	---	1.11	3.90	---		
55											
56	4.29	J. FRANK & SUSANNE A. ECCLES	FEE, TLE	3.74	0.04	---	0.04	3.70	0.04		
57	4.14, 4.29	LES SIEMEK	FEE	1.36	0.24	---	0.24	1.12	---		
58	4.14, .17, .18, .29	ANR PIPELINE COMPANY	FEE	13.97	1.73	0.02	1.75	12.22	---		
59	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.51	0.51	---	0.51	1.00	---		
59A	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.00	0.02	---	0.02	0.98	---		
60	4.26	ROBERT & SHIRLEY MICHALKIEWICZ	TLE	1.41	---	---	---	1.41	0.03		
61	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.67	0.05	---	0.05	0.62	---		
61A	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.62	0.02	---	0.02	0.60	---		
62	4.29	JEFFREY A. & NATALIE A. STROHMEYER	FEE	0.80	0.15	---	0.15	0.65	---		
63											
64	4.14, 4.29	F. GERALD & ROCHELLE M. ALTENHOFEN	FEE	1.44	0.03	---	0.03	1.41	---		
65	4.15	TNT HOLLAND MOTOR EXPRESS, INC.	FEE	5.52	170.5 S.F.	---	170.5 S.F.	5.52	---		
66	4.14, 4.29	LEONARD C. BRUMBAUGH	FEE	0.66	0.04	---	0.04	0.62	---		
67	4.14, 4.29	DARLENE M. FLYNN	FEE	0.38	0.04	0.08	0.12	0.26	---		
68	4.14, 4.15, 4.29	BANK ONE, APPLETON, N.A., TRUSTEE	FEE	33.98	5.42	---	5.42	28.56	---		
69	4.15, 4.16	BANK ONE WISCONSIN TRUST CO., TRUSTEE	FEE, TLE	15.31	6.46	---	6.46	8.85	0.10		
70	4.17, 4.18	KIMBERLY-CLARK CORPORATION	FEE	142.77	2.28	---	2.28	140.49	---		
71	4.16	KIMBERLY - CLARK CORPORATION	FEE, TLE	8.79	0.18	---	0.18	8.61	0.30		
72	4.16	WISCONSIN CENTRAL RAIL ROAD COMPANY (50)	HIGHWAY EASEMENT, TLE	3.04	---	---	---	3.04	0.06	0.72	
73	4.16, 4.17	CARL PORATH AND ALFRED WILLIAM & CAROL MARWEDE	FEE, PLE, TLE	38.48	7.36	---	7.36	31.12	0.30		0.16
74	4.16, 4.17	PARKWOOD INVESTMENTS LTD.	FEE, TLE	6.67	1.58	---	1.58	5.09	0.13		
75	4.17, 4.18	ZAC INVESTMENT CORP.	FEE, TLE	17.47	1.71	0.29	2.00	15.47	0.04		
75A	4.19	ZAC INVESTMENT CORP.	FEE	1.28	0.16	---	0.16	1.12	---		
76	4.18	CITIZEN'S BANK, N.A.	FEE	2.10	0.25	---	0.25	1.85	---		
77	4.18	DAIRY QUEEN	FEE	2.00	0.05	---	0.05	1.95	---		
78	4.18	ROGER A. & DONNA M. ZARLING	FEE, TLE	0.64	0.02	0.09	0.11	0.53	65.7 S.F.		
79	4.19, 4.20	JEAN D. BRAUN, JOHN G. KOFLER & ALICE M. LORENZ	FEE	40.00	1.96	---	1.96	38.04	---		
80	4.31	BENNIE E. & BONNIE JEAN ROWE	FEE	0.70	0.02	0.17	0.19	0.51	---		
81	4.20, 4.30	ZEINAB SALMAN	FEE	0.37	38.6 S.F.	---	38.6 S.F.	0.37	---		
82	4.20, 4.30	JERRY A. & DAWN R. O'DELL	FEE	0.42	0.03	---	0.03	0.39	---		
83	4.20, 4.30	GEHRT FAMILY ENTERPRISES, INC.	FEE	0.47	0.05	---	0.05	0.42	---		
84	4.30	LAWRENCE C. & JANET A. MULVEY	FEE, TLE	0.27	0.03	---	0.03	0.24	0.02		
85	4.18	PETER F. & JANET M. BARWICK	FEE	0.55	33.9 S.F.	---	33.9 S.F.	0.55	---		

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REVISION DATE  
5-23-97

ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95

R/W PROJECT NUMBER  
4619-02-21

FEDERAL PROJECT NUMBER

SHEET  
NUMBER

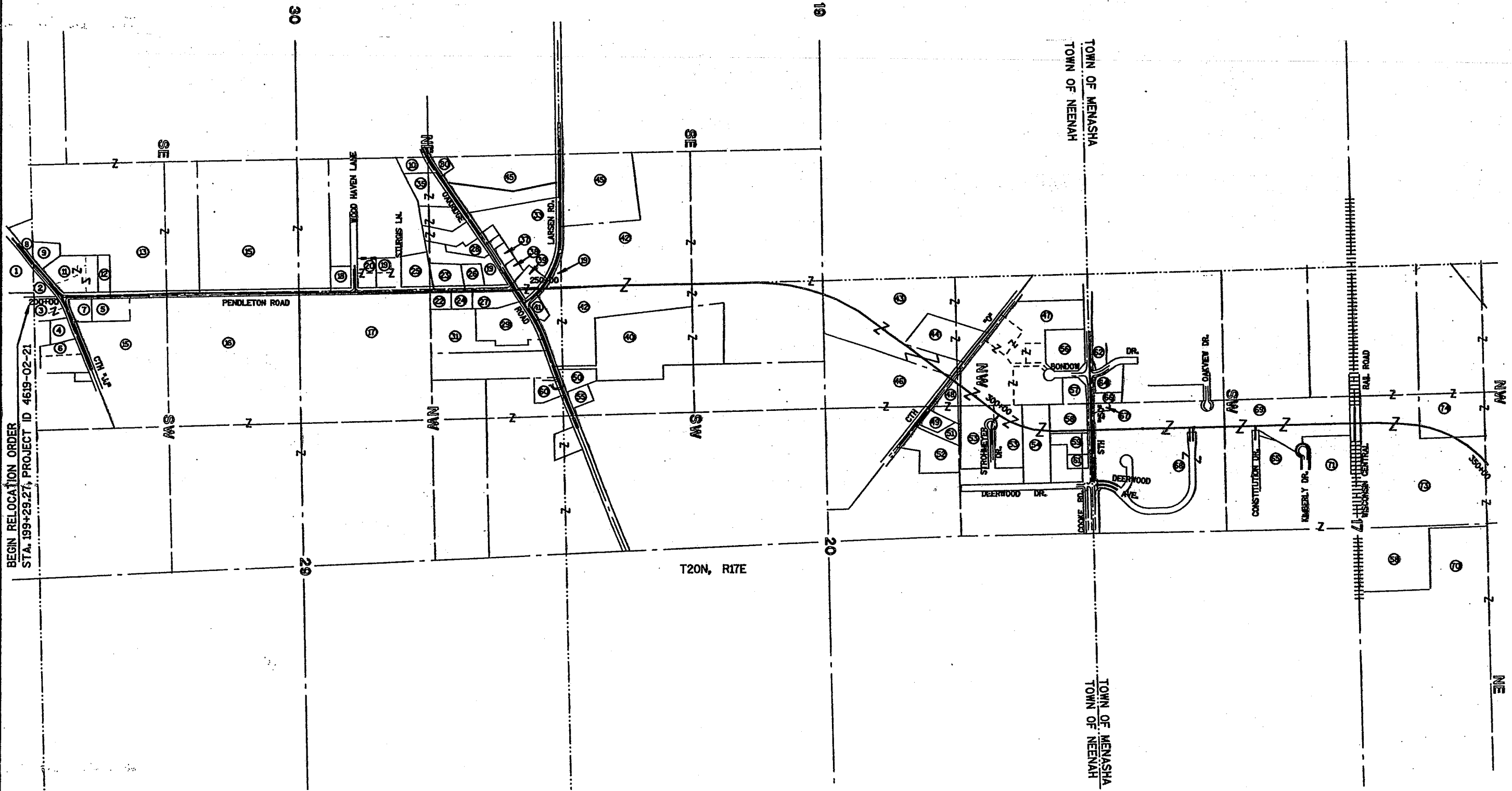
4.4

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

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



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

T20N, R17E

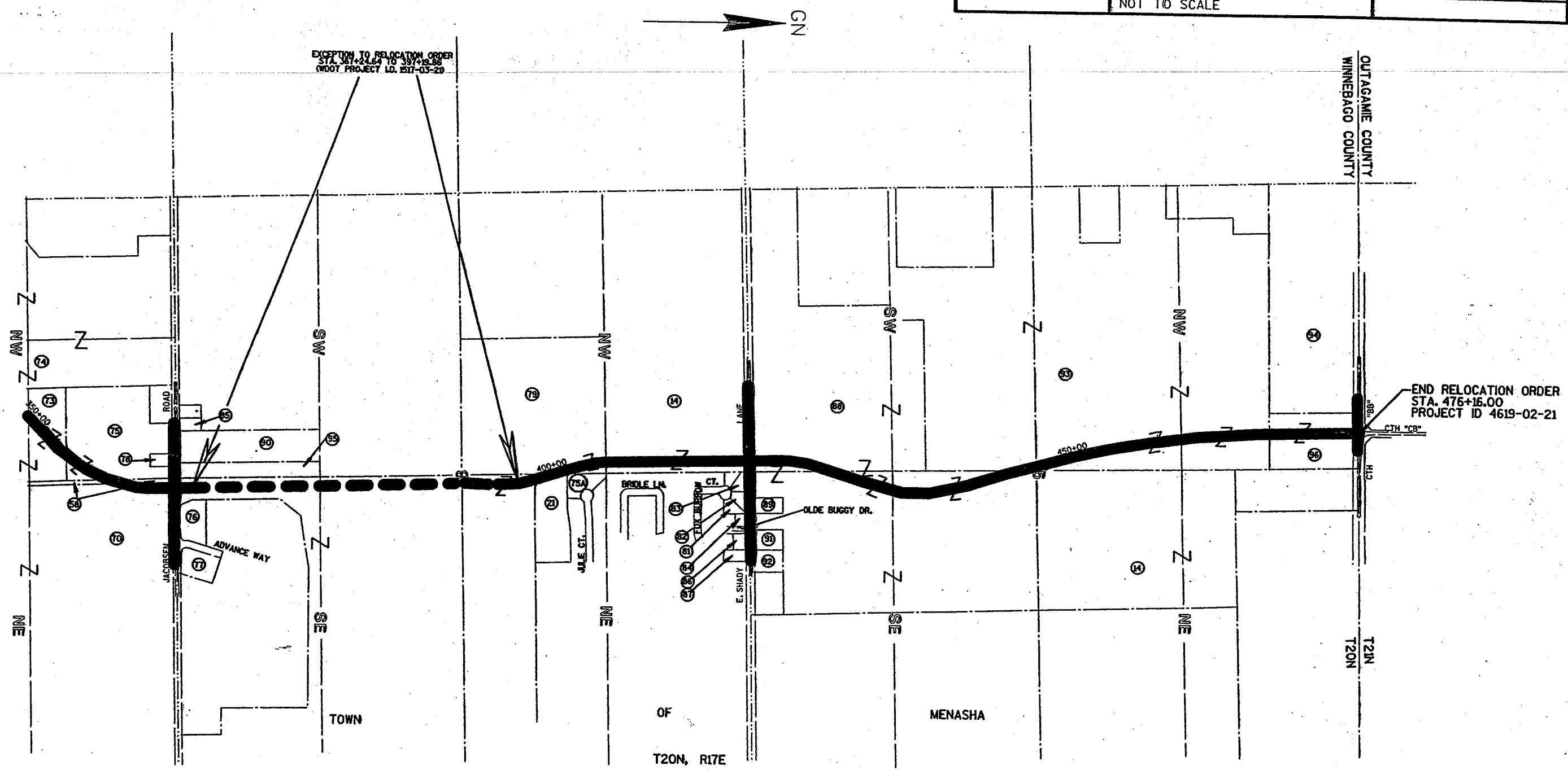
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REVISION DATE 3-24-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.6
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
NOT TO SCALE					



R/W POINTS - GRID COORDINATES

REVISION DATE 8-5-98	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.7
	SCALE, FT. NO SCALE		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

PT.6064 Y 131181.547 X 2391689.619	PT.6502 Y 128294.145 X 2392274.270	PT.6596 Y 137155.420 X 2393563.168	PT.6691 Y 136313.170 X 2393839.992	PT.6782 Y 127398.203 X 2392479.297
PT.6065 Y 131361.023 X 2391957.355	PT.6503 Y 128623.786 X 2392281.221	PT.6597 Y 137157.932 X 2393683.135	PT.6692 Y 137345.009 X 2393070.838	PT.6785 Y 126889.178 X 2392149.505
PT.6078 Y 131606.086 X 2392341.762	PT.6504 Y 130114.927 X 2392276.470	PT.6598 Y 137452.956 X 2393681.958	PT.6693 Y 142575.370 X 2393993.329	PT.6786 Y 132073.310 X 2392154.611
PT.6403 Y 126653.831 X 2392265.753	PT.6505 Y 133622.828 X 2392168.630	PT.6599 Y 137331.598 X 2393736.866	PT.6694 Y 146411.153 X 2394423.750	PT.6788 Y 131822.411 X 2392472.664
PT.6404 Y 153400.360 X 2393941.960	PT.6507 Y 132409.437 X 2392210.402	PT.6600 Y 147912.804 X 2394418.423	PT.6695 Y 142630.916 X 2394738.693	PT.6791 Y 130217.280 X 2392127.451
PT.6431 Y 127196.754 X 2392196.651	PT.6508 Y 132523.818 X 2392222.882	PT.6601 Y 153286.107 X 2393889.306	PT.6696 Y 142636.651 X 2395154.384	PT.6792 Y 130258.027 X 2391951.631
PT.6432 Y 127478.104 X 2392169.895	PT.6509 Y 133023.558 X 2392206.856	PT.6602 Y 153343.337 X 2393867.521	PT.6697 Y 142608.706 X 2395312.779	PT.6793 Y 130157.286 X 2392152.147
PT.6433 Y 127552.427 X 2392169.940	PT.6510 Y 133856.873 X 2392173.469	PT.6603 Y 153344.241 X 2393627.473	PT.6698 Y 142604.547 X 2394475.426	PT.6794 Y 130324.010 X 2391950.341
PT.6434 Y 127842.545 X 2392162.828	PT.6511 Y 134114.855 X 2392185.648	PT.6604 Y 153353.100 X 2394097.363	PT.6699 Y 147751.150 X 2393522.827	PT.6795 Y 130364.015 X 2392124.583
PT.6435 Y 128293.058 X 2392165.281	PT.6512 Y 134306.285 X 2392218.200	PT.6605 Y 147752.163 X 2394040.761	PT.6700 Y 152193.029 X 2394054.431	PT.6796 Y 131840.697 X 2391807.672
PT.6436 Y 128383.412 X 2392159.993	PT.6513 Y 134584.513 X 2392303.815	PT.6606 Y 147769.479 X 2393462.235	PT.6704 Y 126878.949 X 2392301.756	PT.6797 Y 130325.367 X 2392030.325
PT.6437 Y 129323.324 X 2392147.000	PT.6514 Y 134852.658 X 2392441.380	PT.6607 Y 147912.085 X 2394036.046	PT.6705 Y 126940.663 X 2392427.276	PT.6798 Y 131156.902 X 2392125.530
PT.6438 Y 129773.328 X 2392155.566	PT.6515 Y 134935.397 X 2392488.465	PT.6608 Y 147876.083 X 2393518.963	PT.6713 Y 139991.501 X 2393253.754	PT.6799 Y 131157.167 X 2392139.082
PT.6439 Y 130113.540 X 2392154.482	PT.6516 Y 135081.789 X 2392599.126	PT.6609 Y 147818.558 X 2395161.199	PT.6714 Y 139944.167 X 2393314.738	PT.6800 Y 131906.960 X 2393209.465
PT.6442 Y 132406.570 X 2392080.441	PT.6517 Y 135630.944 X 2393070.384	PT.6610 Y 137199.151 X 2392875.506	PT.6715 Y 140058.897 X 2393706.487	PT.6801 Y 131323.885 X 2392225.835
PT.6443 Y 133020.250 X 2392056.900	PT.6518 Y 135907.762 X 2393283.911	PT.6611 Y 137362.802 X 2394122.279	PT.6716 Y 140084.852 X 2393751.865	PT.6802 Y 131464.221 X 2392242.000
PT.6444 Y 133720.152 X 2392046.461	PT.6519 Y 136170.901 X 2393433.026	PT.6612 Y 147909.815 X 2394668.592	PT.6717 Y 140149.834 X 2393750.504	PT.6803 Y 131569.780 X 2392407.581
PT.6445 Y 133854.557 X 2392068.500	PT.6520 Y 136319.843 X 2393569.062	PT.6613 Y 147904.369 X 2395009.491	PT.6718 Y 140148.767 X 2393699.563	PT.6804 Y 131604.932 X 2392465.375
PT.6446 Y 134127.050 X 2392081.364	PT.6521 Y 136670.205 X 2393700.849	PT.6614 Y 147898.528 X 2395159.192	PT.6719 Y 142728.063 X 2394509.887	PT.6805 Y 131564.593 X 2392516.169
PT.6447 Y 134330.340 X 2392110.869	PT.6522 Y 136877.175 X 2393709.018	PT.6615 Y 142504.771 X 2394515.817	PT.6720 Y 142705.957 X 2394705.448	PT.6806 Y 131572.745 X 2392600.192
PT.6448 Y 134626.800 X 2392196.879	PT.6523 Y 137057.959 X 2393685.229	PT.6616 Y 142509.883 X 2394014.913	PT.6721 Y 136292.275 X 2393860.589	PT.6807 Y 131674.017 X 2392639.304
PT.6449 Y 134916.748 X 2392334.068	PT.6524 Y 138087.991 X 2393678.662	PT.6617 Y 142485.741 X 2394733.513	PT.6722 Y 137236.532 X 2394000.065	PT.6808 Y 131724.032 X 2392719.909
PT.6450 Y 134997.437 X 2392384.588	PT.6525 Y 138296.519 X 2393694.298	PT.6618 Y 142518.186 X 2395215.089	PT.6723 Y 136203.220 X 2393843.100	PT.6809 Y 131796.044 X 2392917.032
PT.6451 Y 135163.747 X 2392485.633	PT.6526 Y 138929.343 X 2393686.047	PT.6619 Y 138216.540 X 2393695.973	PT.6724 Y 141093.086 X 2393697.502	PT.6810 Y 131821.066 X 2393020.021
PT.6452 Y 135752.788 X 2392904.773	PT.6527 Y 139853.393 X 2393711.705	PT.6620 Y 137162.963 X 2393119.327	PT.6725 Y 140833.165 X 2393738.834	PT.6811 Y 131878.487 X 2393170.439
PT.6453 Y 136069.483 X 2393124.574	PT.6528 Y 139953.482 X 2393714.609	PT.6621 Y 137168.640 X 2392975.465	PT.6726 Y 141093.086 X 2393697.502	PT.6812 Y 131395.637 X 2392134.420
PT.6454 Y 136226.305 X 2393862.455	PT.6529 Y 140309.994 X 2393687.140	PT.6622 Y 137305.777 X 2393479.350	PT.6727 Y 141452.950 X 2394346.458	PT.6813 Y 131891.169 X 2393215.759
PT.6455 Y 136325.968 X 2393348.356	PT.6530 Y 140471.238 X 2393665.747	PT.6623 Y 137296.595 X 2393132.365	PT.6728 Y 138487.777 X 2393665.289	PT.6814 Y 131931.873 X 2393093.727
PT.6456 Y 136612.312 X 2393504.836	PT.6531 Y 140654.568 X 2393684.441	PT.6624 Y 137328.587 X 2393006.700	PT.6729 Y 138878.008 X 2393674.004	PT.6815 Y 131911.713 X 2392902.368
PT.6457 Y 136874.034 X 2393559.059	PT.6532 Y 141067.413 X 2393893.327	PT.6625 Y 137269.824 X 2392763.337	PT.6730 Y 138987.849 X 2393664.819	PT.6816 Y 131915.701 X 2392730.746
PT.6458 Y 136985.466 X 2393566.727	PT.6533 Y 141221.254 X 2394053.558	PT.6626 Y 137207.347 X 2393763.432	PT.6731 Y 127093.342 X 2392514.408	PT.6817 Y 131944.554 X 2392574.717
PT.6459 Y 137424.508 X 2393517.527	PT.6534 Y 141341.834 X 2394222.960	PT.6627 Y 147793.138 X 2394431.782	PT.6732 Y 127379.873 X 2392546.110	PT.6818 Y 131958.675 X 2392279.839
PT.6460 Y 138084.746 X 2393523.704	PT.6535 Y 141568.486 X 2394580.744	PT.6628 Y 147795.975 X 2394889.726	PT.6733 Y 127368.327 X 2392509.794	PT.6819 Y 132140.539 X 2392227.725
PT.6461 Y 138584.190 X 2393493.242	PT.6536 Y 141802.661 X 2394592.713	PT.6629 Y 145650.431 X 2394595.259	PT.6734 Y 127395.256 X 2392303.420	PT.6820 Y 132220.458 X 2391866.190
PT.6462 Y 138784.449 X 2393504.051	PT.6537 Y 142112.587 X 2394674.412	PT.6630 Y 145725.293 X 2394439.725	PT.6735 Y 127435.231 X 2392301.751	PT.6821 Y 131189.510 X 2391923.355
PT.6463 Y 139482.792 X 2393419.416	PT.6538 Y 142361.722 X 2394703.519	PT.6631 Y 137305.825 X 2394123.787	PT.6736 Y 127439.368 X 2392548.613	PT.6822 Y 131305.782 X 2391993.472
PT.6464 Y 139846.174 X 2393401.805	PT.6539 Y 145857.913 X 2394572.744	PT.6632 Y 137350.497 X 2394068.955	PT.6737 Y 127188.444 X 2392552.818	PT.6823 Y 131231.156 X 2391984.898
PT.6465 Y 139946.030 X 2393394.713	PT.6540 Y 146284.409 X 2394452.895	PT.6633 Y 147801.266 X 2394721.652	PT.6738 Y 127138.214 X 2392628.011	PT.6824 Y 131001.218 X 2391543.156
PT.6466 Y 140304.237 X 2393412.216	PT.6541 Y 146558.441 X 2394420.320	PT.6634 Y 151484.593 X 2394002.770	PT.6739 Y 142652.843 X 2395084.601	PT.6825 Y 130962.128 X 2391486.094
PT.6467 Y 140446.157 X 2393426.798	PT.6542 Y 147759.484 X 2394392.345	PT.6635 Y 126410.551 X 2391700.974	PT.6740 Y 141565.009 X 2394442.832	PT.6826 Y 130821.636 X 2391282.491
PT.6468 Y 140809.845 X 2393542.715	PT.6543 Y 147797.825 X 2394955.697	PT.6636 Y 126626.683 X 2391976.502	PT.6741 Y 141762.814 X 2394573.499	PT.6827 Y 130622.372 X 2391031.859
PT.6469 Y 141214.735 X 2393803.677	PT.6544 Y 147933.603 X 2394183.244	PT.6637 Y 126797.882 X 2392187.838	PT.6742 Y 142510.657 X 2394314.965	PT.6828 Y 130565.226 X 2390925.062
PT.6470 Y 141350.914 X 2393951.527	PT.6545 Y 148057.143 X 2394375.409	PT.6638 Y 127091.970 X 2392810.345	PT.6743 Y 142587.630 X 2394313.109	PT.6829 Y 130553.938 X 2390877.745
PT.6471 Y 141471.494 X 2394120.929	PT.6546 Y 148279.207 X 2394397.440	PT.6639 Y 127120.639 X 2392836.650	PT.6744 Y 142587.630 X 2394313.109	PT.6830 Y 130618.328 X 2390858.950
PT.6472 Y 141634.335 X 2394294.223	PT.6547 Y 148442.073 X 2394434.075	PT.6640 Y 126425.949 X 2391753.351	PT.6745 Y 137299.518 X 2393242.838	PT.6831 Y 130648.138 X 2390878.697
PT.6473 Y 141869.622 X 2394447.409	PT.6548 Y 148950.139 X 2394590.252	PT.6641 Y 129203.363 X 2392157.381	PT.6746 Y 137214.477 X 2394000.476	PT.6832 Y 130648.138 X 2390878.697
PT.6474 Y 142046.293 X 2394511.247	PT.6549 Y 151409.792 X 2394162.039	PT.6642 Y 126642.678 X 2391832.395	PT.6747 Y 147917.148 X 2394573.354	PT.6833 Y 130725.833 X 2391027.449
PT.6475 Y 142146.718 X 2394529.166	PT.6550 Y 149137.373 X 2394654.078	PT.6643 Y 126695.559 X 2391918.578	PT.6748 Y 147923.032 X 2394373.531	PT.6834 Y 130923.322 X 2391167.569
PT.6476 Y 147771.810 X 2393867.334	PT.6551 Y 149631.594 X 2394649.525	PT.6644 Y 127192.436 X 2392765.286	PT.6749 Y 142635.391 X 2394911.978	PT.6835 Y 130923.322 X 2391167.569
PT.6477 Y 146276.108 X 2394268.570	PT.6552 Y 149868.489 X 2394545.856	PT.6645 Y 126493.433 X 2391670.467	PT.6750 Y 142635.391 X 2394911.978	PT.6836 Y 131154.349 X 2391223.404
PT.6478 Y 127372.203 X 2392206.003	PT.6553 Y 150561.408 X 2394358.412	PT.6646 Y 126493.433 X 2391670.467	PT.6751 Y 147982.896 X 2394367.136	PT.6837 Y 131795.316 X 2391207.455
PT.6479 Y 146489.174 X 2394228.575	PT.6554 Y 151122.999 X 2394237.385	PT.6647 Y 126461.060 X 2391658.496	PT.6752 Y 148032.880 X 2394365.972	PT.6838 Y 131847.959 X 2391011.907
PT.6480 Y 146934.162 X 2394216.525	PT.6555 Y 151701.394 X 2394107.784	PT.6648 Y 127189.376 X 2392831.002	PT.6753 Y 129123.737 X 2392273.629	PT.6839 Y 131872.201 X 2390836.736
PT.6481 Y 147024.831 X 2394244.876	PT.6556 Y 152531.633 X 2394044.876	PT.6649 Y 127189.376 X 2392831.002	PT.6754 Y 129223.737 X 2392273.629	PT.6840 Y 131938.198 X 2390836.256
PT.6482 Y 147736.714 X 2394203.219	PT.6557 Y 153189.224 X 2394041.326	PT.6650 Y 126461.060 X 2391658.496	PT.6755 Y 130422.154 X 2392143.524	PT.6841 Y 131992.042 X 2391574.681
PT.6483 Y 148052.719 X 2394185.471	PT.6558 Y 153829.567 X 2394041.326	PT.6651 Y 127189.376 X 2392831.002	PT.6756 Y 130621.966 X 2392132.542	PT.6842 Y 131978.938 X 2391700.907
PT.6484 Y 148204.360 X 2394205.785	PT.6559 Y 127023.224 X 2392204.553	PT.6652 Y 129203.363 X 2392157.381	PT.6757 Y 130772.164 X 2392141.607	PT.6843 Y 131961.898 X 2392069.341
PT.6485 Y 148494.877 X 2394277.762	PT.6560 Y 127025.025 X 2392291.536	PT.6653 Y 129203.363 X 2392157.381	PT.6758 Y 130424.674 X 2392272.417	PT.6844 Y 131961.898 X 2392069.341
PT.6486 Y 149360.486 X 2394688.480	PT.6561 Y 128923.771 X 2392281.265	PT.6654 Y 129203.363 X 2392157.381	PT.6759 Y 130564.756 X 2392275.680	PT.6845 Y 131770.464 X 2392586.422
PT.6487 Y 148871.496 X 2394396.522	PT.6562 Y 129782.093 X 2392115.495	PT.6655 Y 129203.363 X 2392157.381	PT.6760 Y 134818.917 X 2392273.684	PT.6846 Y 131821.649 X 2392507.675
PT.6488 Y 149129.845 X 2394475.958	PT.6563 Y 129816.129 X 2391959.892	PT.6656 Y 129203.363 X 2392157.381	PT.6761 Y 135409.921 X 2392669.775	PT.6847 Y 131821.649 X 2392507.675
PT.6489 Y 149356.616 X 2394503.531	PT.6564 Y 129882.031 X 2391953.754	PT.6657 Y 129203.363 X 2392157.381	PT.6762 Y 134818.917 X 2392273.684	PT.6848 Y 131724.049 X 2392231.442
PT.6490 Y 149653.681 X 2394457.720	PT.6565 Y 129922.621 X 2392113.068	PT.6658 Y 129203.363 X 2392157.381	PT.6763 Y 134761.492 X 2392383.816	PT.6849 Y 131710.447 X 2392246.102

SEE SIDE ROAD DETAIL SHEET 4.25

REVISION DATE 7-14-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.8
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

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

TLE COURSES

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

RDE COURSE

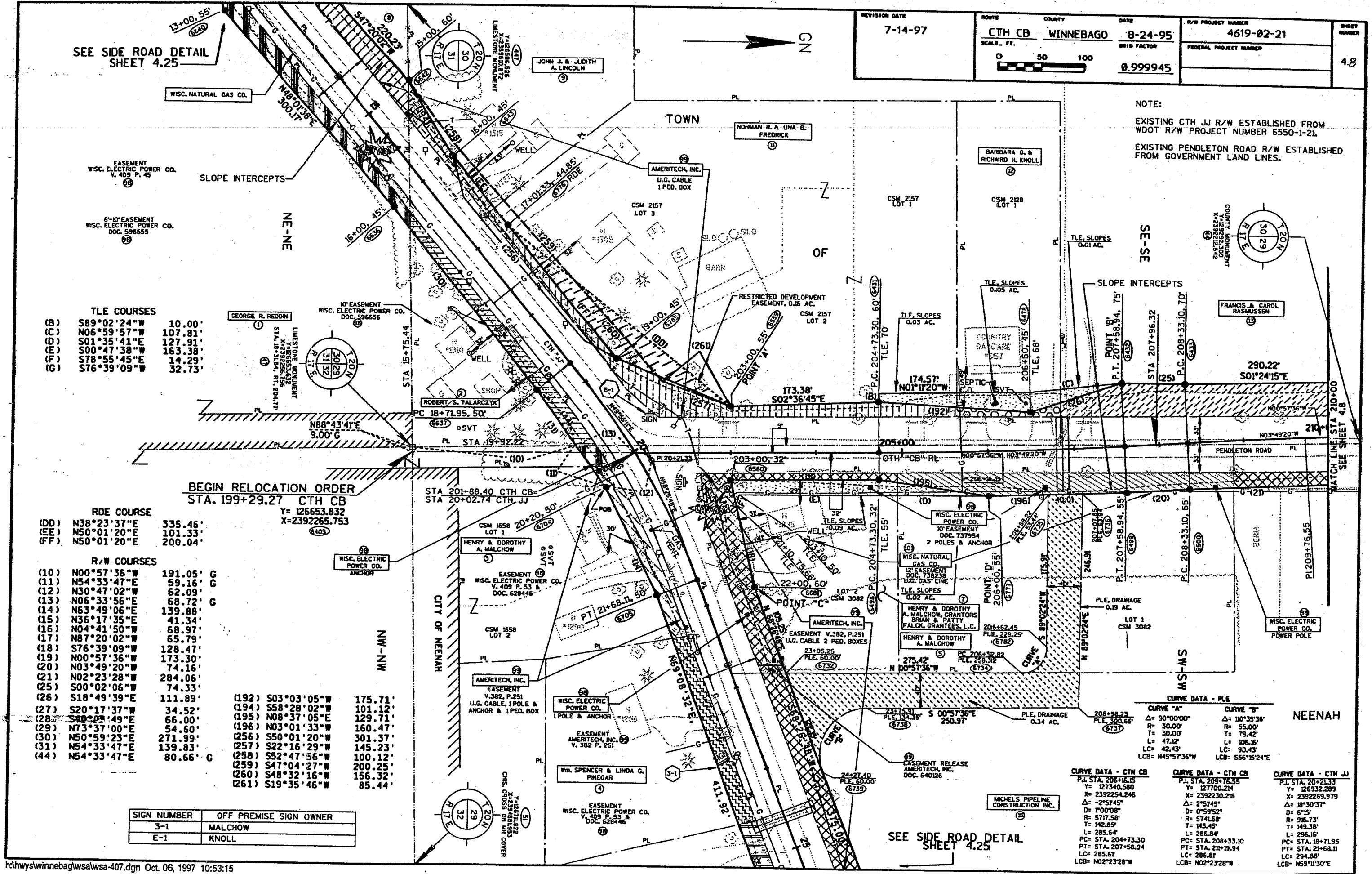
(DD)	N38°23'37"E	335.46'
(EE)	N50°01'20"E	101.33'
(FF)	N50°01'20"E	200.04'

R/W COURSES

(10)	N00°57'36"W	191.05'	G
(11)	N54°33'47"E	59.16'	G
(12)	N30°47'02"W	62.09'	
(13)	N06°33'56"E	68.72'	G
(14)	N63°49'06"E	139.88'	
(15)	N36°17'35"E	41.34'	
(16)	N04°41'50"W	68.97'	
(17)	N87°20'02"W	65.79'	
(18)	S76°39'09"W	128.47'	
(19)	N00°57'36"W	173.30'	
(20)	N03°49'20"W	74.16'	
(21)	N02°23'28"W	284.06'	
(25)	S00°02'06"W	74.33'	
(26)	S18°49'39"E	111.89'	
(27)	S20°17'37"W	34.52'	
(28)	S80°08'49"E	66.00'	
(29)	N73°37'00"E	54.60'	
(30)	N50°59'23"E	271.99'	
(31)	N54°33'47"E	139.83'	
(44)	N54°33'47"E	80.66'	G

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

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



CURVE DATA - PLE

CURVE "A"	CURVE "B"
Δ = 90°00'00"	Δ = 10°35'36"
R = 30.00'	R = 55.00'
T = 30.00'	T = 79.42'
L = 47.12'	L = 106.16'
LC = 42.43'	LC = 90.43'
LCB = N45°57'36"W	LCB = S56°15'24"E

CURVE DATA - CTH CB

P.I. STA. 206+16.15	P.I. STA. 209+76.55
Y = 127340.580	Y = 127700.214
X = 2392254.246	X = 2392230.218
Δ = 2°51'45"	Δ = 2°51'45"
D = 1°00'08"	D = 0°59'52"
R = 5717.58'	R = 5741.58'
T = 142.85'	T = 143.45'
L = 285.64'	L = 286.84'
PC = STA. 204+73.30	PC = STA. 208+33.10
PT = STA. 207+58.94	PT = STA. 210+19.94
LC = 285.67'	LC = 286.81'
LCB = N02°23'28"W	LCB = N02°23'28"W

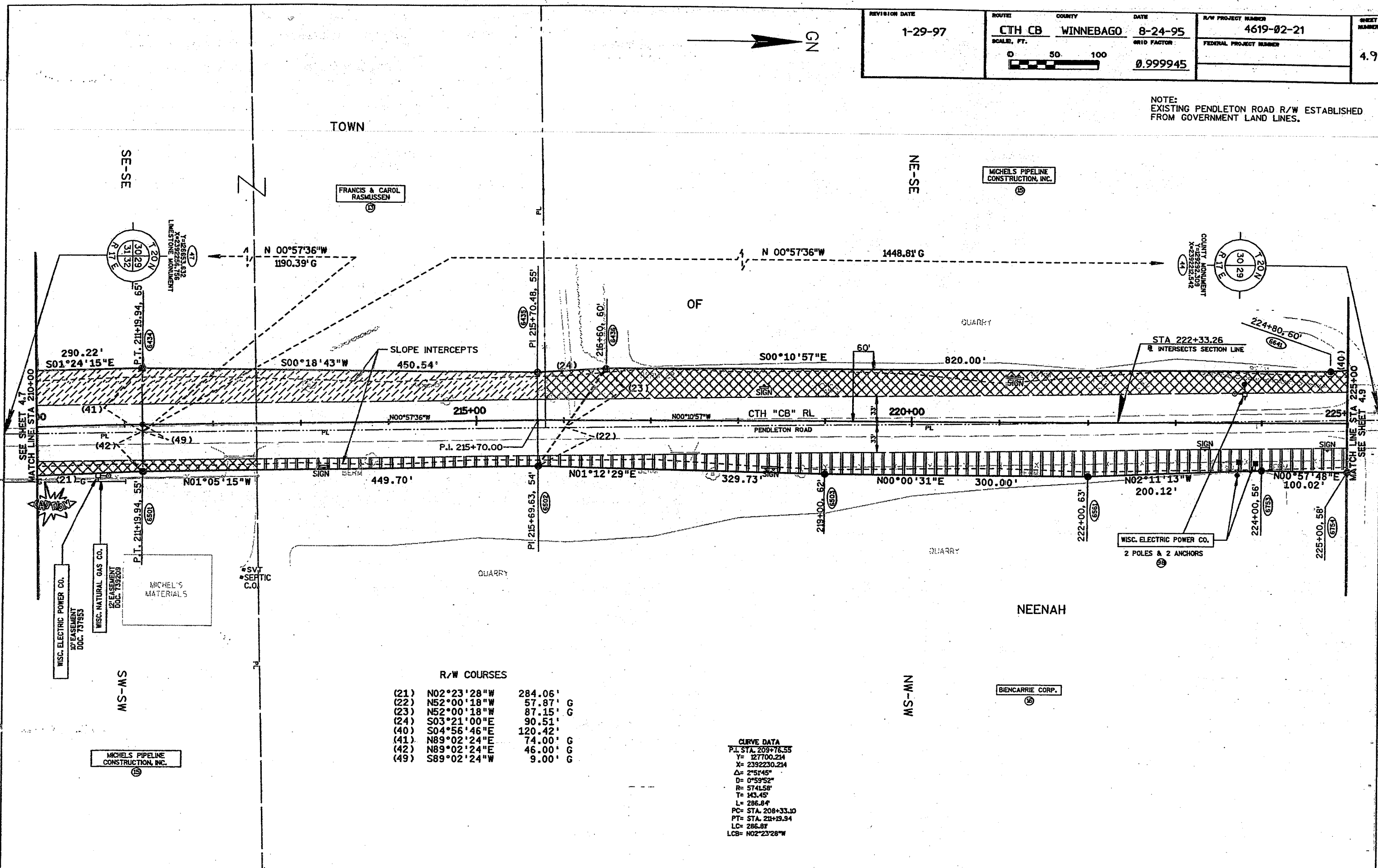
  

CURVE DATA - CTH JJ

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

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

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

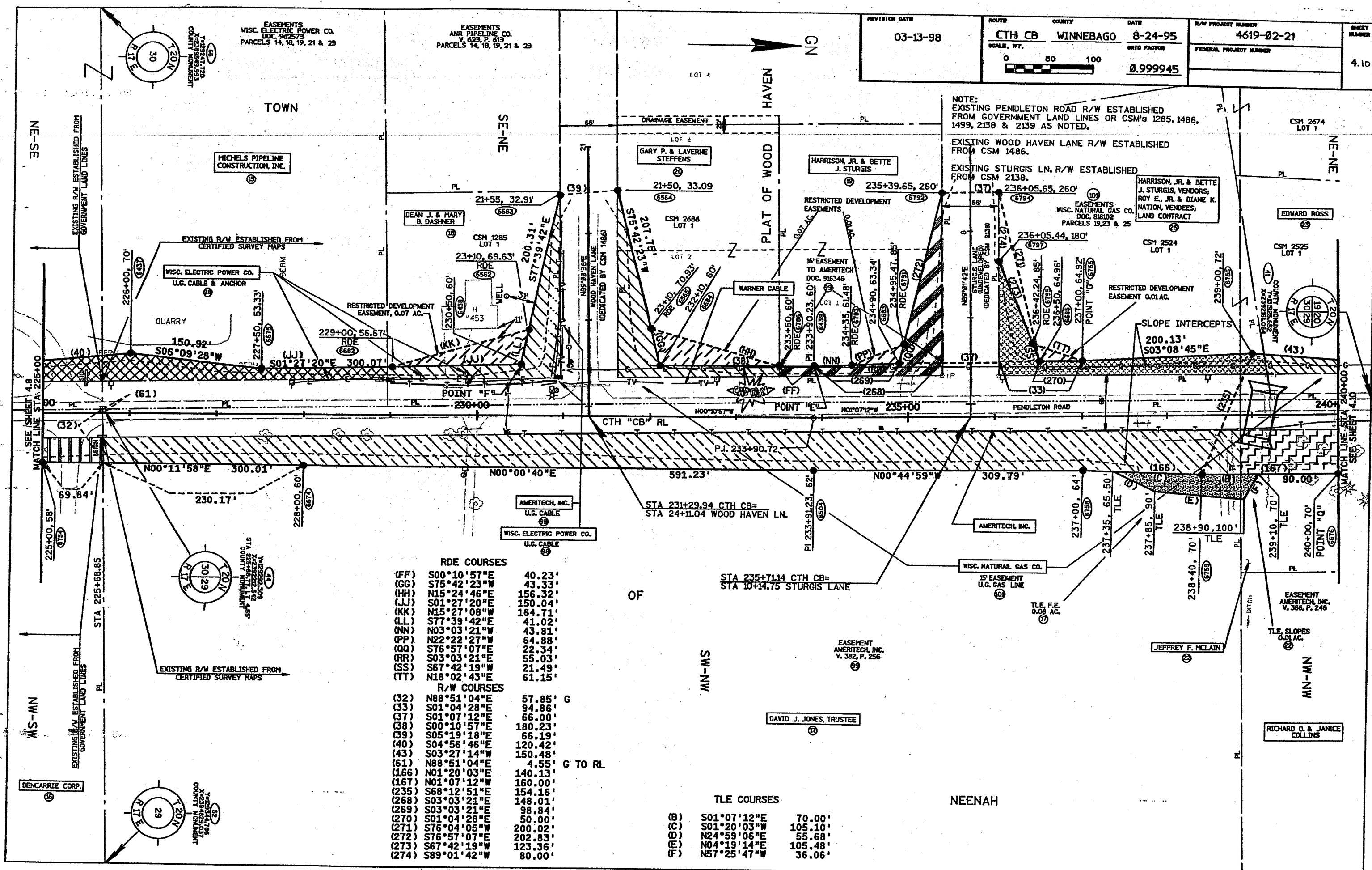


R/W COURSES

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

CURVE DATA

P.I. STA.	209+76.55
Y=	127700.214
X=	2392230.214
Δ=	2°51'45"
D=	0°59'52"
R=	5741.58'
T=	143.45'
L=	286.84'
PC=	STA. 208+33.10
PT=	STA. 211+19.94
LC=	286.81'
LCB=	N02°23'28"W



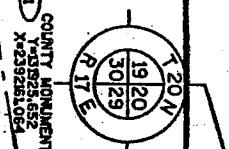
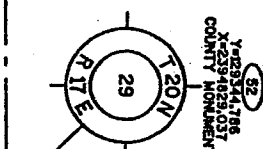
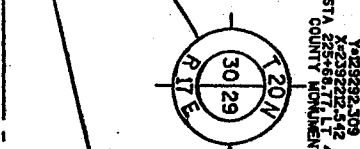
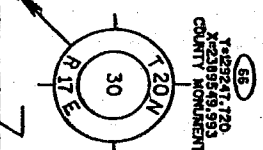
OF

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

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

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

NEENAH



EASEMENTS  
WISC. ELECTRIC POWER CO.  
DOC. 962573  
PARCELS 14, 18, 19, 21 & 23

EASEMENTS  
AMR PIPELINE CO.  
V. 623, P. 619  
PARCELS 14, 18, 19, 21 & 23

NOTE:  
EXISTING PENDLETON ROAD R/W ESTABLISHED FROM GOVERNMENT LAND LINES OR CSM'S 1285, 1486, 1499, 2138 & 2139 AS NOTED.

EXISTING WOOD HAVEN LANE R/W ESTABLISHED FROM CSM 1486.

EXISTING STURGIS LN. R/W ESTABLISHED FROM CSM 2138.

EASEMENTS  
WISC. NATURAL GAS CO.  
DOC. 816102  
PARCELS 19, 23 & 25

HARRISON, JR. & BETTE J. STURGIS, VENDORS;  
ROY E. JR. & DIANE K. NATION, VENDEES;  
LAND CONTRACT

CSM 2524 LOT 1

EDWARD ROSS

CSM 2525 LOT 1

AMERTECH, INC.  
U.G. CABLE

WISC. NATURAL GAS CO.  
15' EASEMENT U.G. GAS LINE

EASEMENT AMERTECH, INC.  
V. 382, P. 256

DAVID J. JONES, TRUSTEE

JEFFREY F. MCLAIN

EASEMENT AMERTECH, INC.  
V. 386, P. 246

RICHARD O. & JANICE COLLINS

NE-SE

NW-WN

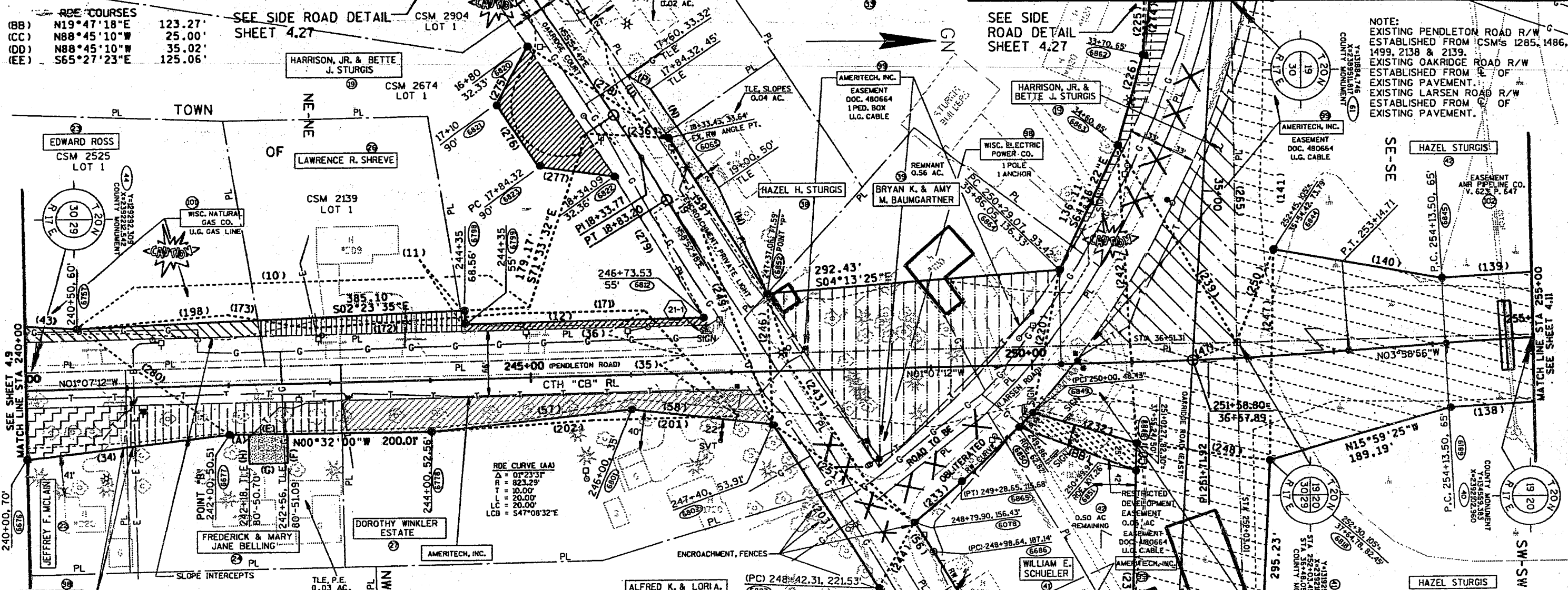
SE-NE

PLAT OF WOOD HAVEN

MN-MS

NE-NE

MN-MN



**R/W COURSES**

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

**TLE COURSES**

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

**CURVE DATA - CTH CB**

P.I. STA. 251+71.92 Y = 131894.978 X = 2392179.666 $\Delta = -2'51'45''$ $D = 1'00'08''$ $R = 5717.58'$ $T = 142.85'$ $L = 285.64'$ PC STA. 250+29.07 PT STA. 253+14.71 LCB = N02°33'04"W	P.I. STA. 255+49.73 Y = 132271.922 X = 2392153.424 $\Delta = 2'43'08''$ $D = 0'59'52''$ $R = 5741.58'$ $T = 136.23'$ $L = 272.41'$ PC STA. 254+13.50 PT STA. 256+85.91 LCB = N02°37'23"W
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**R/W CURVE 1**

$\Delta = 03^{\circ}06'19''$	$\Delta = 02^{\circ}25'00''$	$\Delta = 06^{\circ}40'39''$
$R = 1670.02'$	$R = 1604.02'$	$R = 823.29'$
$T = 45.27'$	$T = 31.83'$	$T = 49.11'$
$L = 90.54'$	$L = 63.65'$	$L = 98.10'$
$LCB = 59^{\circ}02'05''E$	$LCB = 58^{\circ}41'25''E$	$LCB = 544^{\circ}25'29''E$

**R/W CURVE 2**

$\Delta = 02^{\circ}25'00''$	$\Delta = 06^{\circ}40'39''$
$R = 1604.02'$	$R = 823.29'$
$T = 31.83'$	$T = 49.11'$
$L = 63.65'$	$L = 98.10'$
$LCB = 58^{\circ}41'25''E$	$LCB = 544^{\circ}25'29''E$

**R/W CURVE 3**

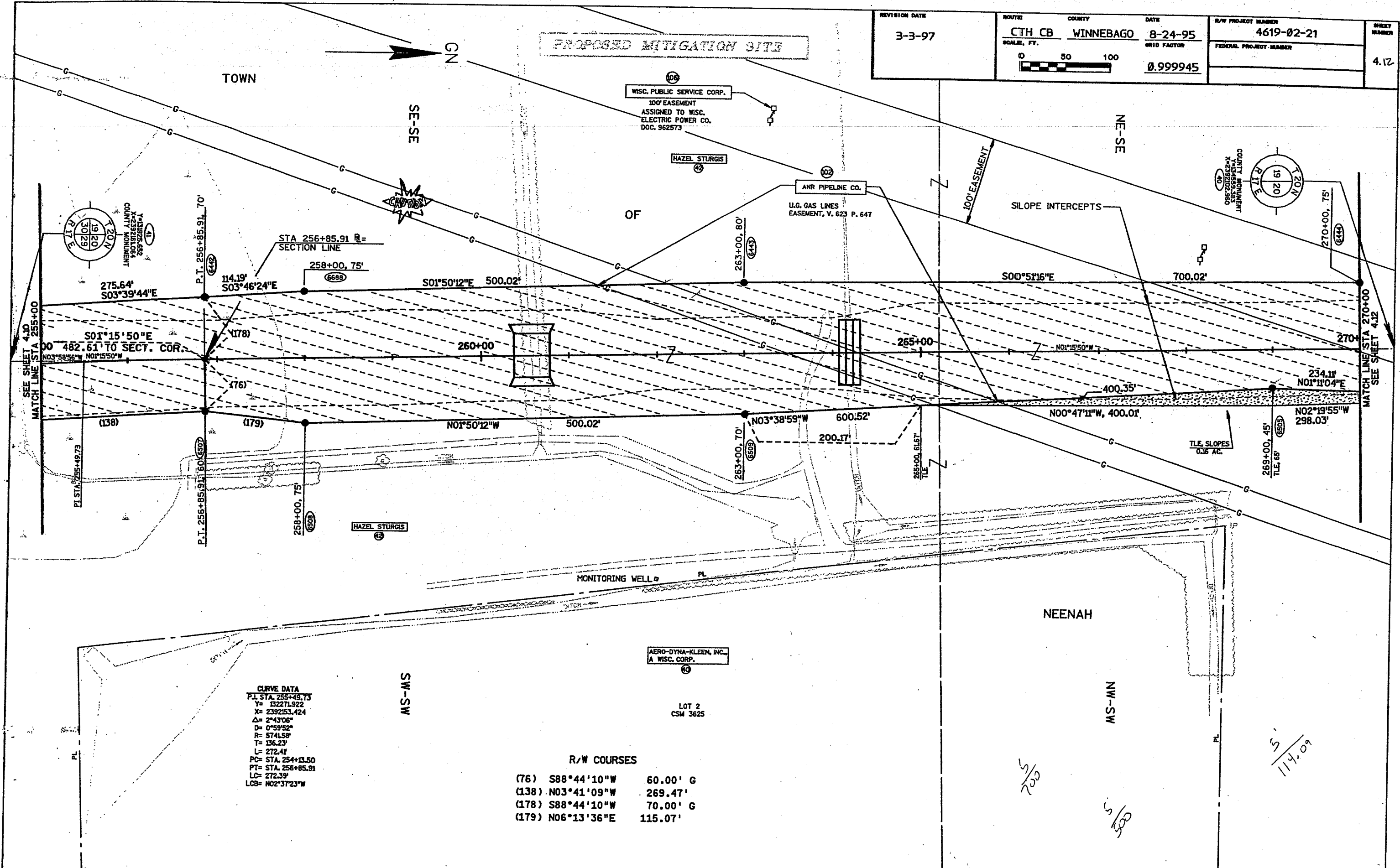
$\Delta = 06^{\circ}40'39''$	$\Delta = 02^{\circ}25'00''$
$R = 823.29'$	$R = 1604.02'$
$T = 49.11'$	$T = 31.83'$
$L = 98.10'$	$L = 63.65'$
$LCB = 544^{\circ}25'29''E$	$LCB = 58^{\circ}41'25''E$

**CURVE DATA - OAKRIDGE CT**

P.I. STA. 18+33.77 Y = 131333.402 X = 2391975.414 $\Delta = 02^{\circ}57'59''$ $D = 3'00'00''$ $R = 1909.86'$ $T = 49.45'$ $L = 98.88'$ PC STA. 17+84.32 PT STA. 19+83.20 LCB = N57°23'49"E	P.I. STA. 21+85.09 Y = 131756.903 X = 2392676.082 $\Delta = 58^{\circ}04'42''$ $D = 44^{\circ}04'25''$ $R = 130.00'$ $T = 72.20'$ $L = 131.66'$ PC STA. 21+12.99 PT STA. 22+44.65 LCB = N32°15'00"E
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REVISION DATE 3-3-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.12
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

PROPOSED MITIGATION SITE

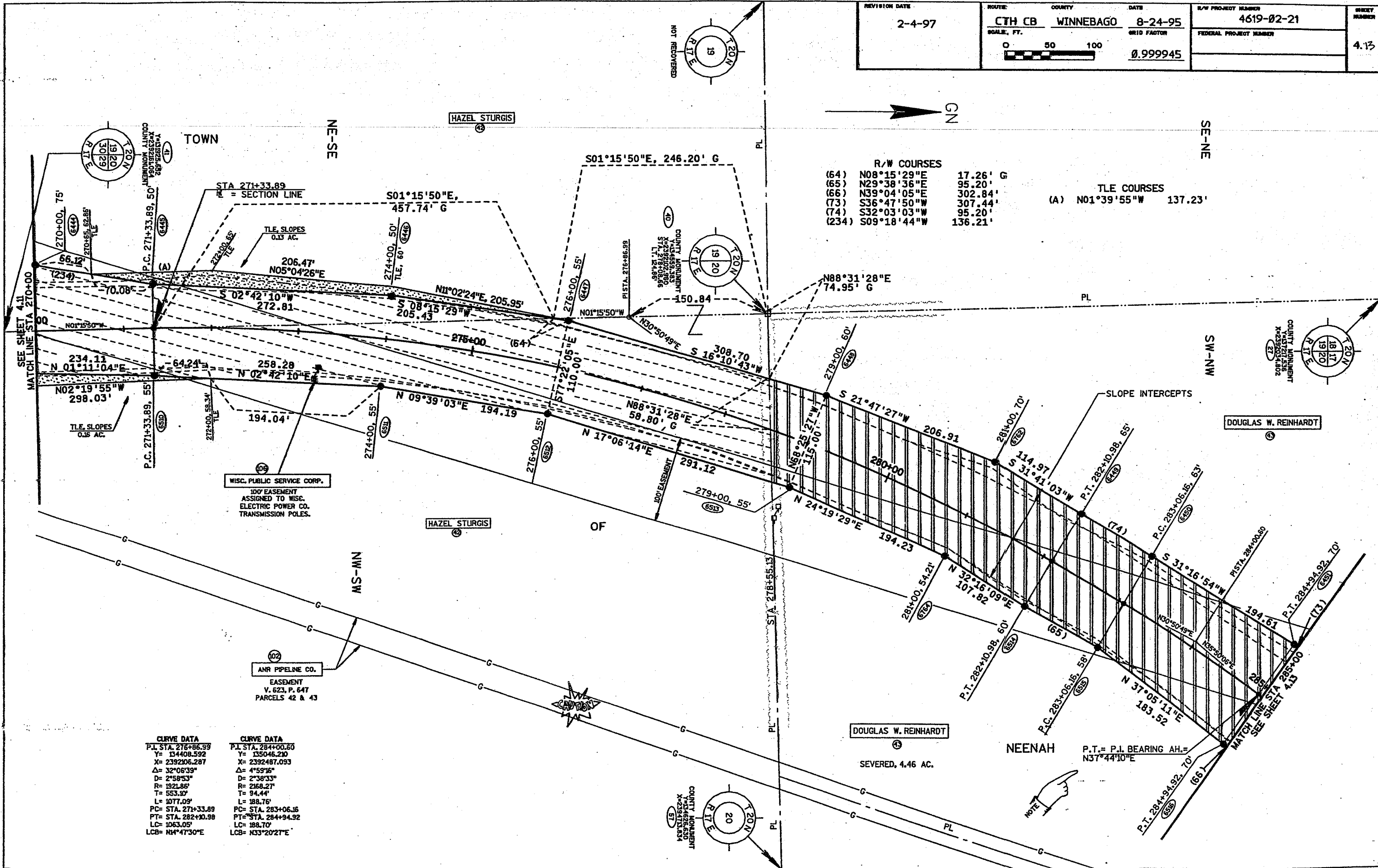


**CURVE DATA**  
 P.I. STA. 255+49.73  
 Y= 132271.922  
 X= 2392153.424  
 Δ= 2°43'06"  
 D= 0°59'52"  
 R= 5741.58'  
 T= 136.23'  
 L= 272.41'  
 PC= STA. 254+13.50  
 PT= STA. 256+85.91  
 LC= 272.39'  
 LCB= N02°37'23"W

**R/W COURSES**

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

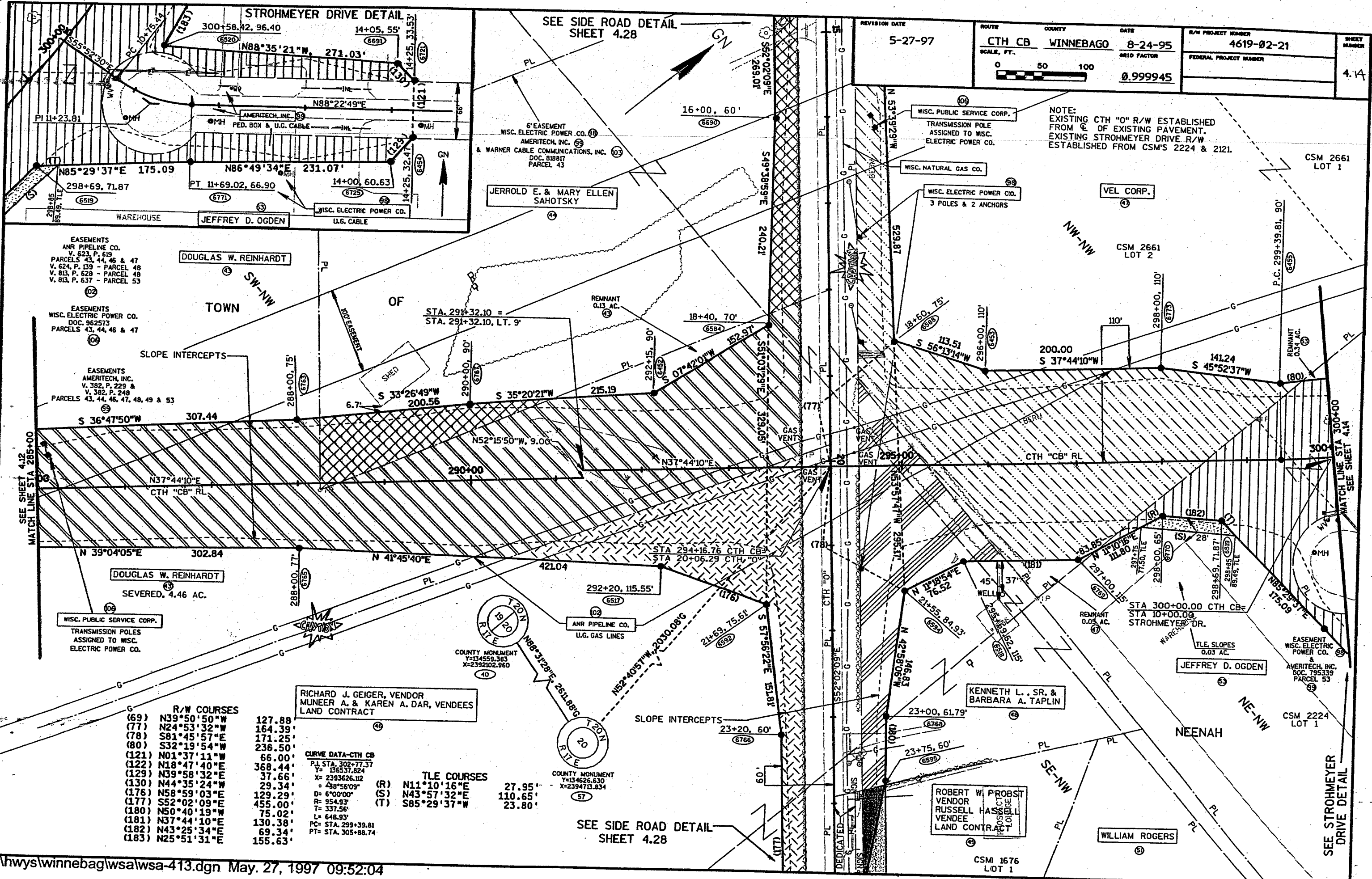
REVISION DATE 2-4-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.13
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	



R/W COURSES		TLE COURSES	
(64)	N08°15'29"E	17.26'	G
(65)	N29°38'36"E	95.20'	
(66)	N39°04'05"E	302.84'	
(73)	S36°47'50"W	307.44'	
(74)	S32°03'03"W	95.20'	
(234)	S09°18'44"W	136.21'	
(A)	N01°39'55"W	137.23'	

CURVE DATA	
P.L. STA. 276+86.99	P.L. STA. 284+00.60
Y= 134408.592	Y= 135046.290
X= 239206.287	X= 239248.093
Δ= 32°06'39"	Δ= 4°59'16"
D= 2°58'53"	D= 2°38'33"
R= 1921.86'	R= 2168.27'
T= 553.10'	T= 94.44'
L= 1077.09'	L= 188.76'
PC= STA. 271+33.89	PC= STA. 283+06.16
PT= STA. 282+30.98	PT= STA. 284+34.92
LC= 1063.05'	LC= 188.70'
LCB= N44°47'30"E	LCB= N33°20'27"E





REVISION DATE 5-27-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.14
	SCALE, FT. 0 50 100		GR10 FACTOR 0.999945	FEDERAL PROJECT NUMBER	

NOTE:  
EXISTING CTH "0" R/W ESTABLISHED FROM C. OF EXISTING PAVEMENT.  
EXISTING STROHMEYER DRIVE R/W ESTABLISHED FROM CSM'S 2224 & 2121.

R/W COURSES

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

CURVE DATA-CTH CB  
P.I. STA. 302+77.37  
Y= 136537.624  
X= 2393626.112  
= 438°56'03"  
D= 6°00'00" (R)  
R= 954.93 (S)  
T= 337.56 (T)  
L= 648.93  
PC= STA. 299+39.81  
PT= STA. 305+88.74

TLE COURSES

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

EASEMENTS  
AMERITECH, INC. (99)  
V. 382, P. 229 & P. 240  
PARCELS 47, 53, 54, 57, 58, 59, 61

EASEMENTS  
ANR PIPELINE CO. (107)  
V. 813, P. 637 - PARCELS 53, 54, 58, 59, 61  
V. 623, P. 619 - PARCELS 47, 57  
V. 624, P. 245 - PARCELS 54, 58  
V. 813, P. 409 - PARCELS 67, 68  
V. 624, P. 137 - PARCEL 68

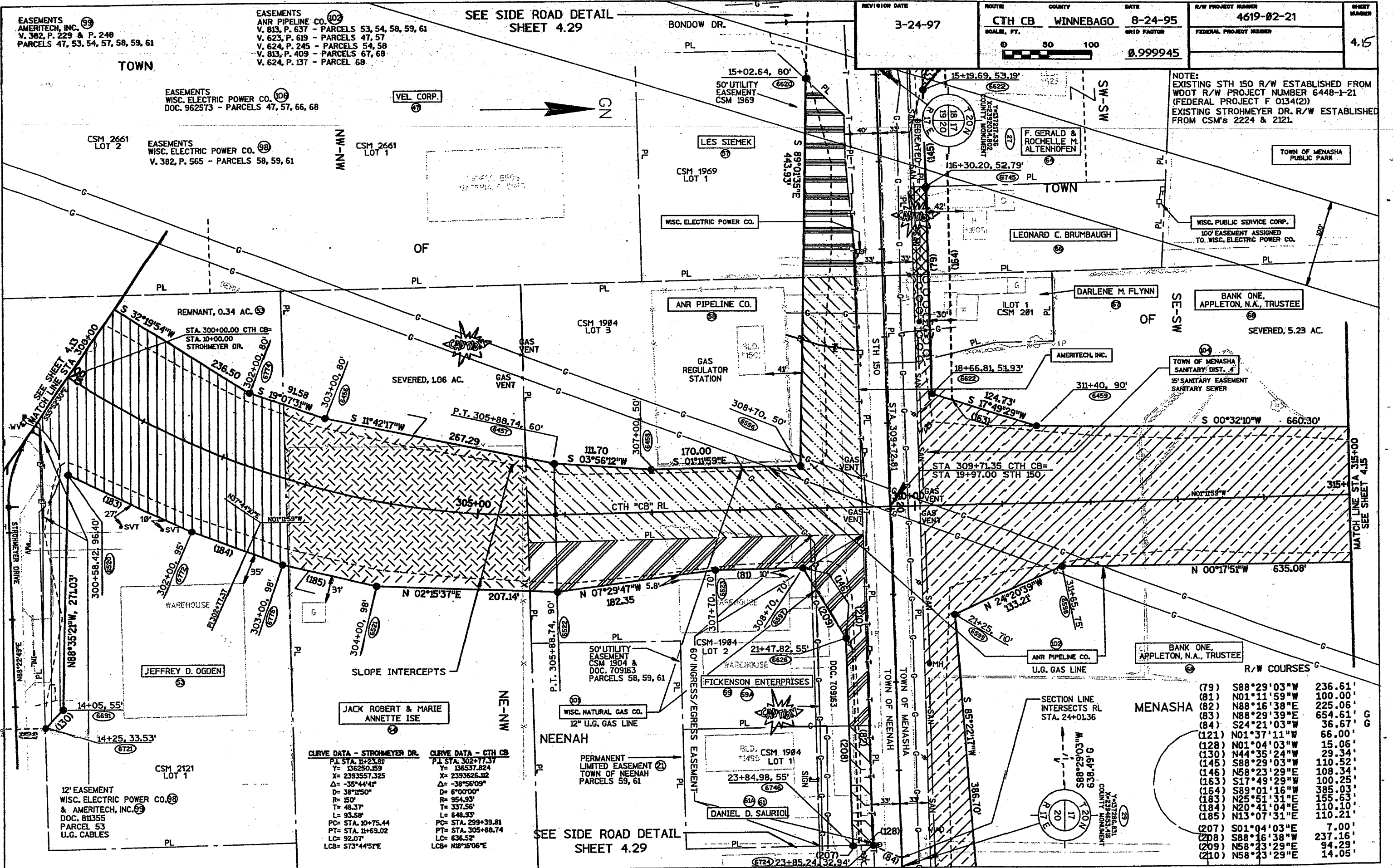
EASEMENTS  
WISC. ELECTRIC POWER CO. (109)  
DOC. 962573 - PARCELS 47, 57, 66, 68

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

SEE SIDE ROAD DETAIL  
SHEET 4.29

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

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



CURVE DATA - STROHMEYER DR.	CURVE DATA - CTH CB
P.I. STA. 11+23.89	P.I. STA. 302+77.37
Y= 136250.359	Y= 136537.824
X= 2393557.325	X= 2393626.112
Δ= -35°44'41"	Δ= -38°56'09"
D= 38°11'50"	D= 6°00'00"
R= 150'	R= 954.93'
T= 48.37'	T= 337.56'
L= 93.58'	L= 648.93'
PC= STA. 10+75.44	PC= STA. 299+39.81
PT= STA. 11+69.02	PT= STA. 305+88.74
LC= 92.07'	LC= 636.52'
LCB= 573°44'51"E	LCB= N18°16'06"E

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

TOWN

MS-MS

GN

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

1ST ADDITION TO MARGEO ACRES EAST PLAT

R/W COURSES

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

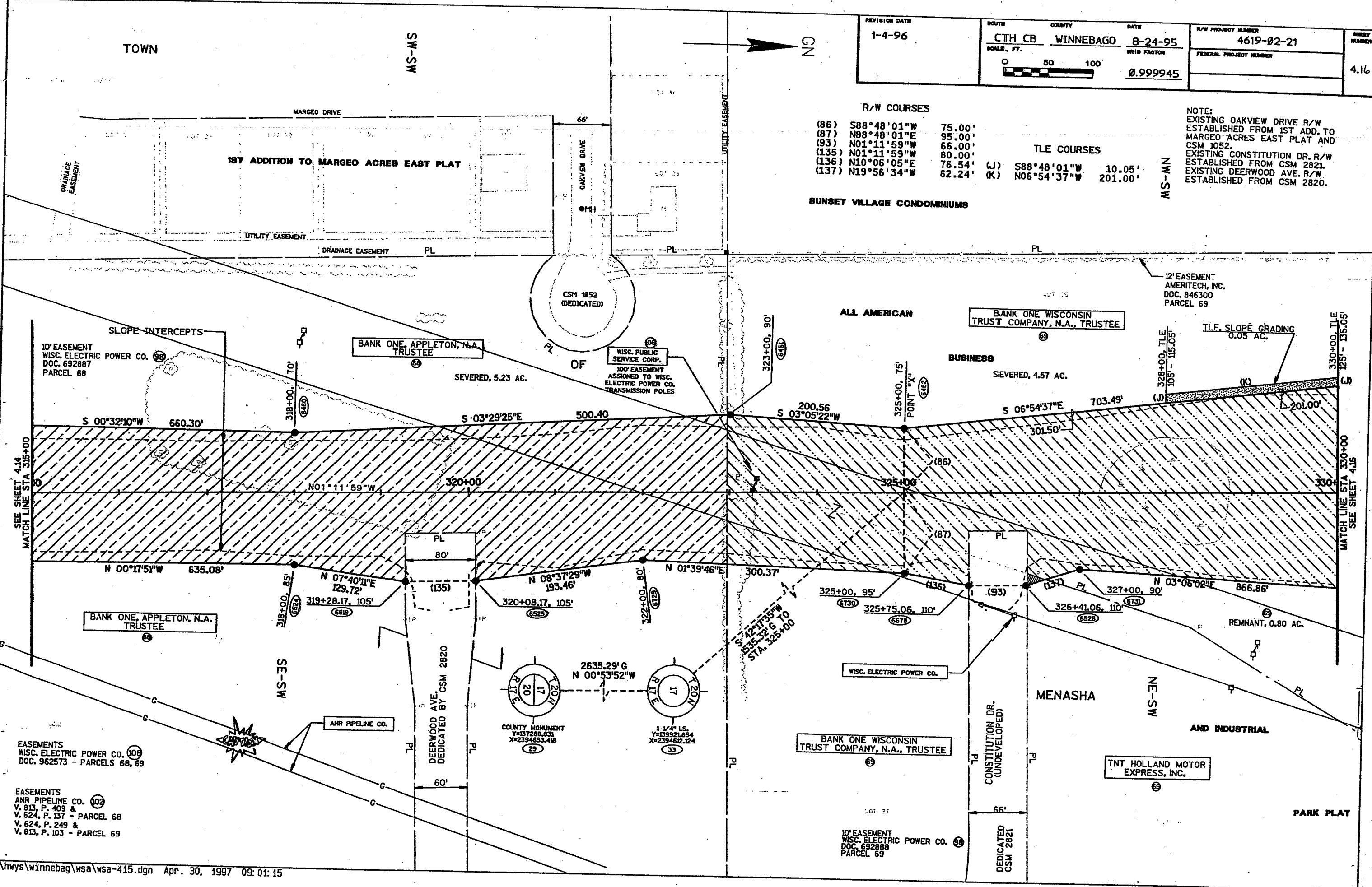
TLE COURSES

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

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

SUNSET VILLAGE CONDOMINIUMS

MS-MN



SEE SHEET 4.14  
MATCH LINE STA 315+00

MATCH LINE STA 330+00  
SEE SHEET 4.16

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

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

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

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

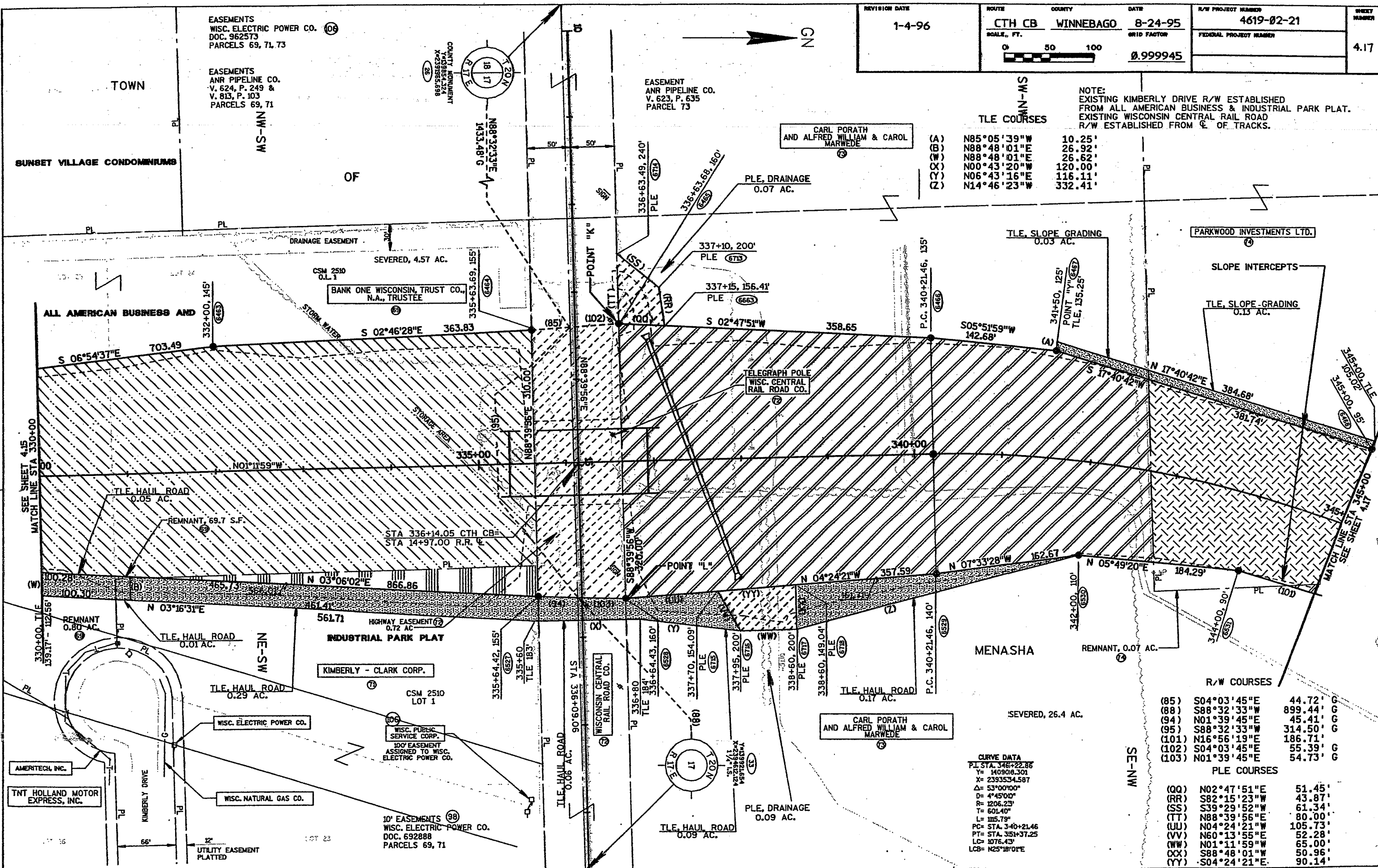
EASEMENT  
ANR PIPELINE CO.  
V. 623, P. 635  
PARCEL 73

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

NOTE:  
EXISTING KIMBERLY DRIVE R/W ESTABLISHED FROM ALL AMERICAN BUSINESS & INDUSTRIAL PARK PLAT.  
EXISTING WISCONSIN CENTRAL RAIL ROAD R/W ESTABLISHED FROM  $\frac{1}{2}$  OF TRACKS.

TLE COURSES

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



PARKWOOD INVESTMENTS LTD.

ALL AMERICAN BUSINESS AND INDUSTRIAL PARK PLAT

SEVERED, 4.57 AC.

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

TELEGRAPH POLE  
WISC. CENTRAL RAIL ROAD CO.

MENASHA

INDUSTRIAL PARK PLAT

KIMBERLY - CLARK CORP.

WISC. ELECTRIC POWER CO.

WISC. PUBLIC SERVICE CORP.  
100' EASEMENT ASSIGNED TO WISC. ELECTRIC POWER CO.

10' EASEMENTS  
WISC. ELECTRIC POWER CO.  
DOC. 692888  
PARCELS 69, 71

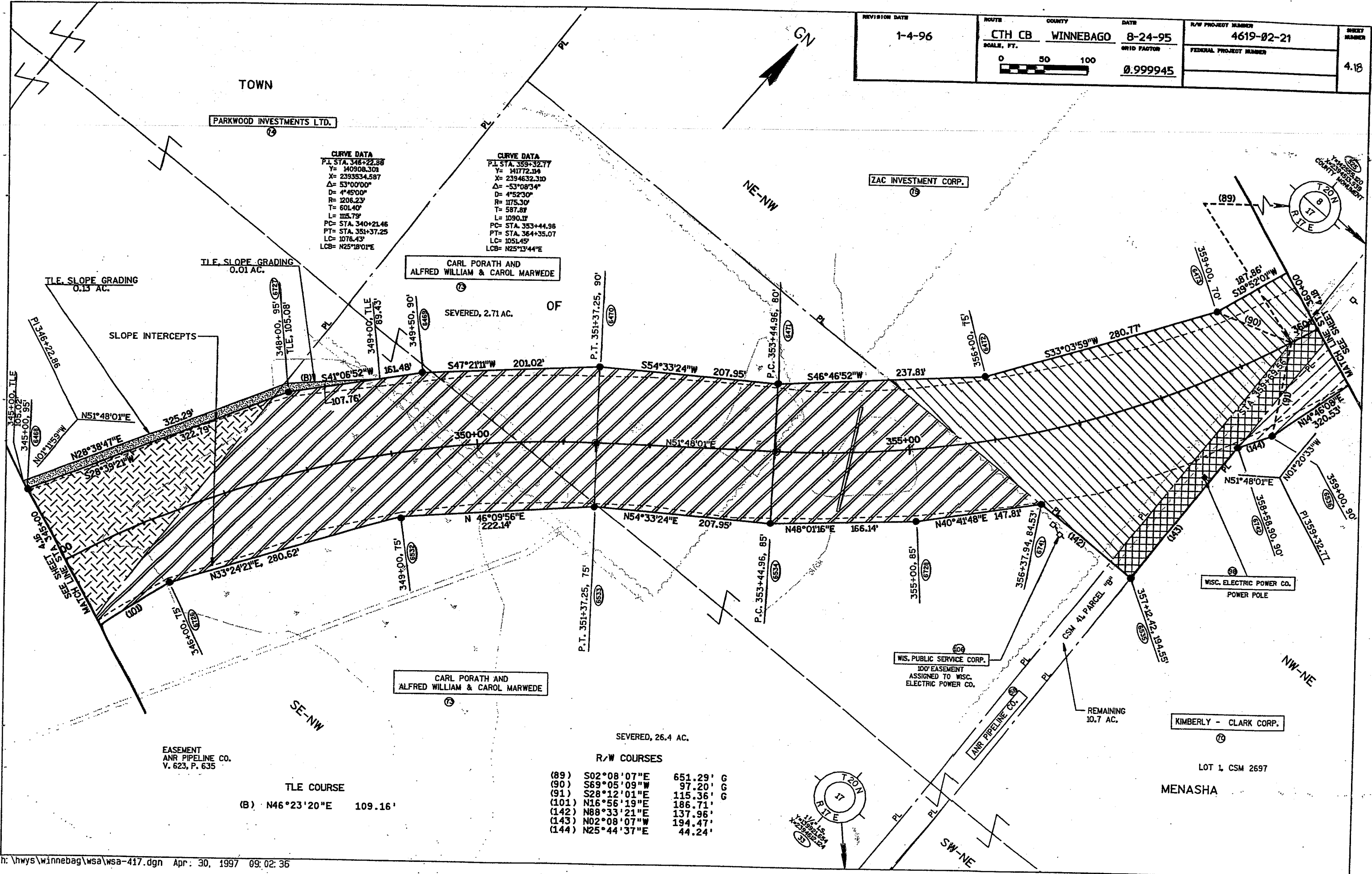
R/W COURSES

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

PLE COURSES

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

CURVE DATA  
P.I. STA. 346+22.86  
Y= 140908.301  
X= 239353.587  
Δ= 53°00'00"  
D= 4°45'00"  
R= 1206.23'  
T= 601.40'  
L= 115.79'  
PC= STA. 340+21.46  
PT= STA. 351+37.25  
LC= 1076.43'  
LCB= N25°18'01"E



**CURVE DATA**  
 P.I. STA. 348+22.88  
 Y= 140908.301  
 X= 239334.587  
 Δ= 53°00'00"  
 D= 4°45'00"  
 R= 1208.23'  
 T= 601.40'  
 L= 105.79'  
 PC= STA. 340+21.46  
 PT= STA. 351+37.25  
 LC= 1078.43'  
 LCB= N25°18'01"E

**CURVE DATA**  
 P.I. STA. 359+32.77  
 Y= 141772.14  
 X= 2394632.310  
 Δ= -53°08'34"  
 D= 4°52'30"  
 R= 1175.30'  
 T= 587.89'  
 L= 1090.11'  
 PC= STA. 353+44.98  
 PT= STA. 364+35.07  
 LC= 1051.45'  
 LCB= N25°13'44"E

**R/W COURSES**

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

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

EASEMENTS  
 AMERITECH, INC. (99)  
 V. 876, P. 223 &  
 V. 990, P. 123 - PARCELS 76, 77, 78  
 V. 382, P. 234 - PARCELS 58, 71  
 DOC. 796639 - PARCEL 71

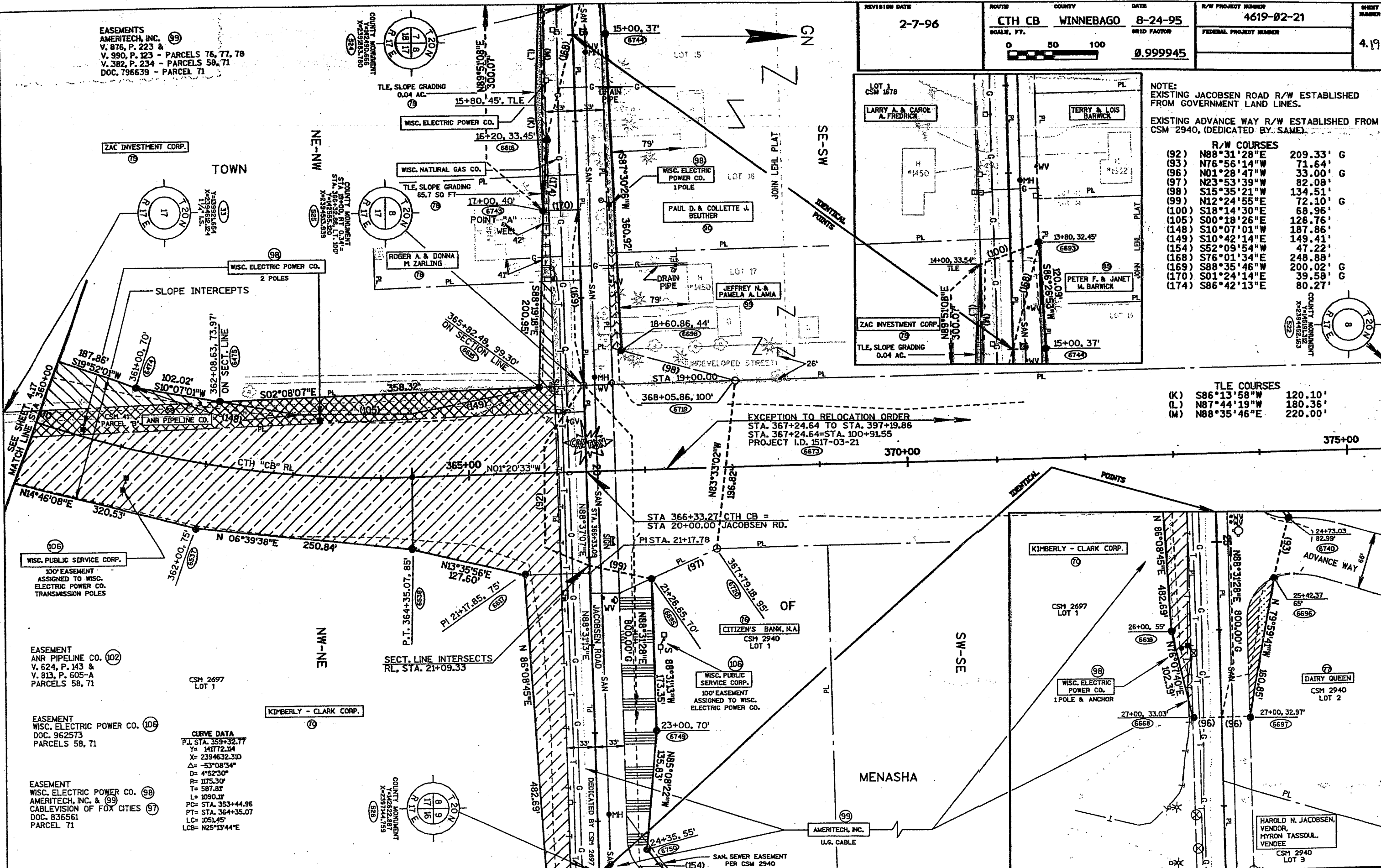


REVISION DATE 2-7-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.19
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

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

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

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



CURVE DATA  
 P.I. STA. 359+32.77  
 Y = 141772.34  
 X = 2394632.310  
 Δ = -53°08'34"  
 D = 4°52'30"  
 R = 1175.30'  
 T = 587.81'  
 L = 1090.31'  
 PC = STA. 353+44.96  
 PT = STA. 364+35.07  
 LC = 1051.45'  
 LCB = N25°13'44"E

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

EASEMENT  
 ANR PIPELINE CO. (102)  
 V. 624, P. 143 &  
 V. 813, P. 605-A  
 PARCELS 58, 71

EASEMENT  
 WISC. ELECTRIC POWER CO. (106)  
 DOC. 962573  
 PARCELS 58, 71

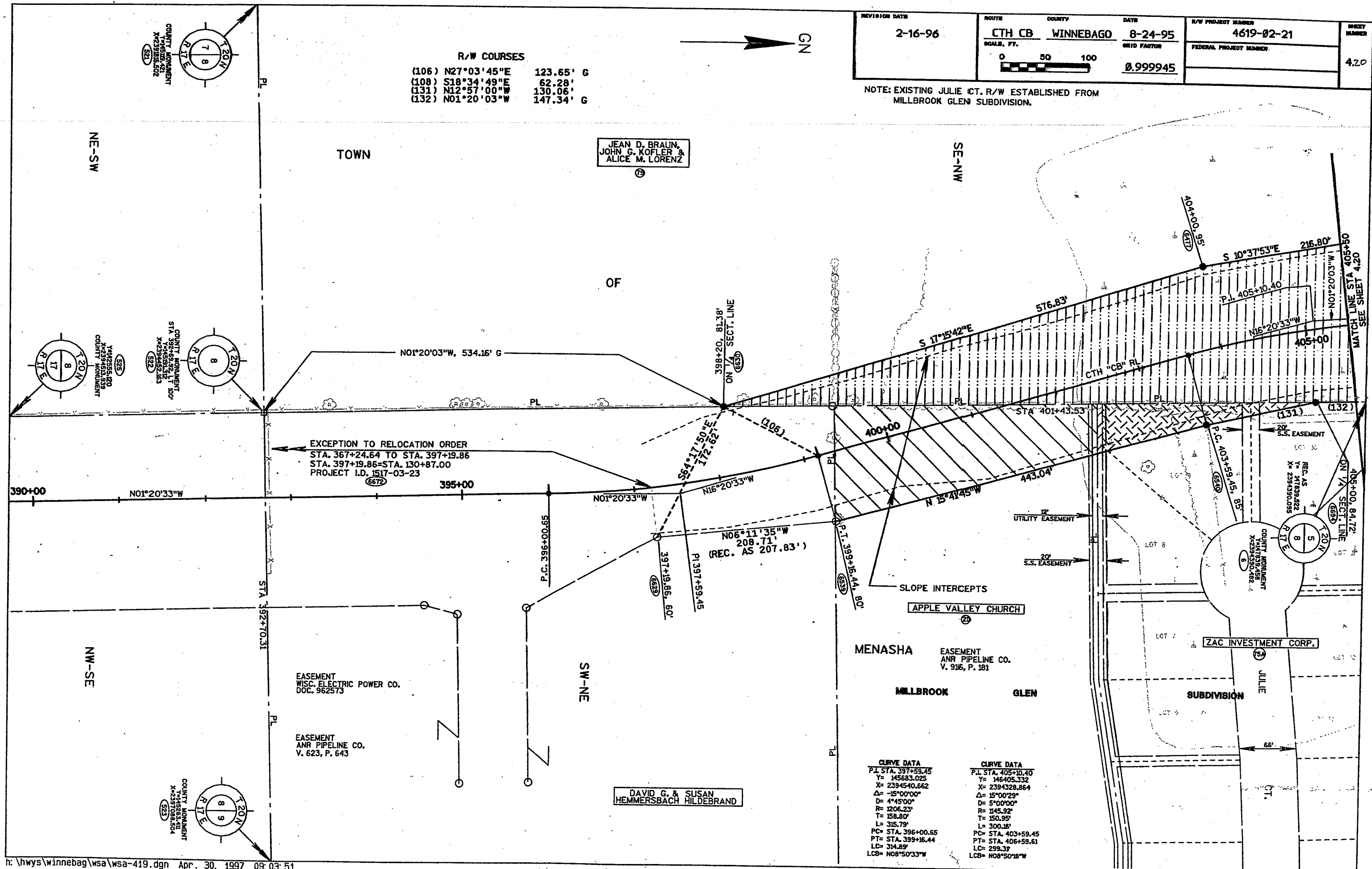
EASEMENT  
 WISC. ELECTRIC POWER CO. (98)  
 AMERITECH, INC. & (99)  
 CABLEVISION OF FOX CITIES (97)  
 DOC. 836561  
 PARCEL 71

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

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

R/W COURSES

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



EXCEPTION TO RELOCATION ORDER  
 STA. 367+24.64 TO STA. 397+19.86  
 STA. 397+19.86=STA. 130+87.00  
 PROJECT I.D. 1517-03-23

CURVE DATA		CURVE DATA	
P.I. STA. 397+59.45	Y= 145683.025	P.I. STA. 405+10.40	Y= 146405.332
X= 2394540.662	Δ= -15°00'00"	X= 2394328.864	Δ= 5°00'00"
D= 4°45'00"	R= 1206.23'	D= 1145.92'	T= 150.95'
T= 158.80'	L= 315.79'	L= 300.16'	PC= STA. 396+00.65
PC= STA. 396+00.65	PT= STA. 399+16.44	PT= STA. 406+59.61	LC= 314.89'
LC= 314.89'	LCB= N08°50'33"W	LCB= N08°50'18"W	

DAVID G. & SUSAN  
HEMMERSBACH HILDEBRAND

JEAN D. BRAUN,  
JOHN G. KOFLER &  
ALICE M. LORENZ

**R/W COURSES**

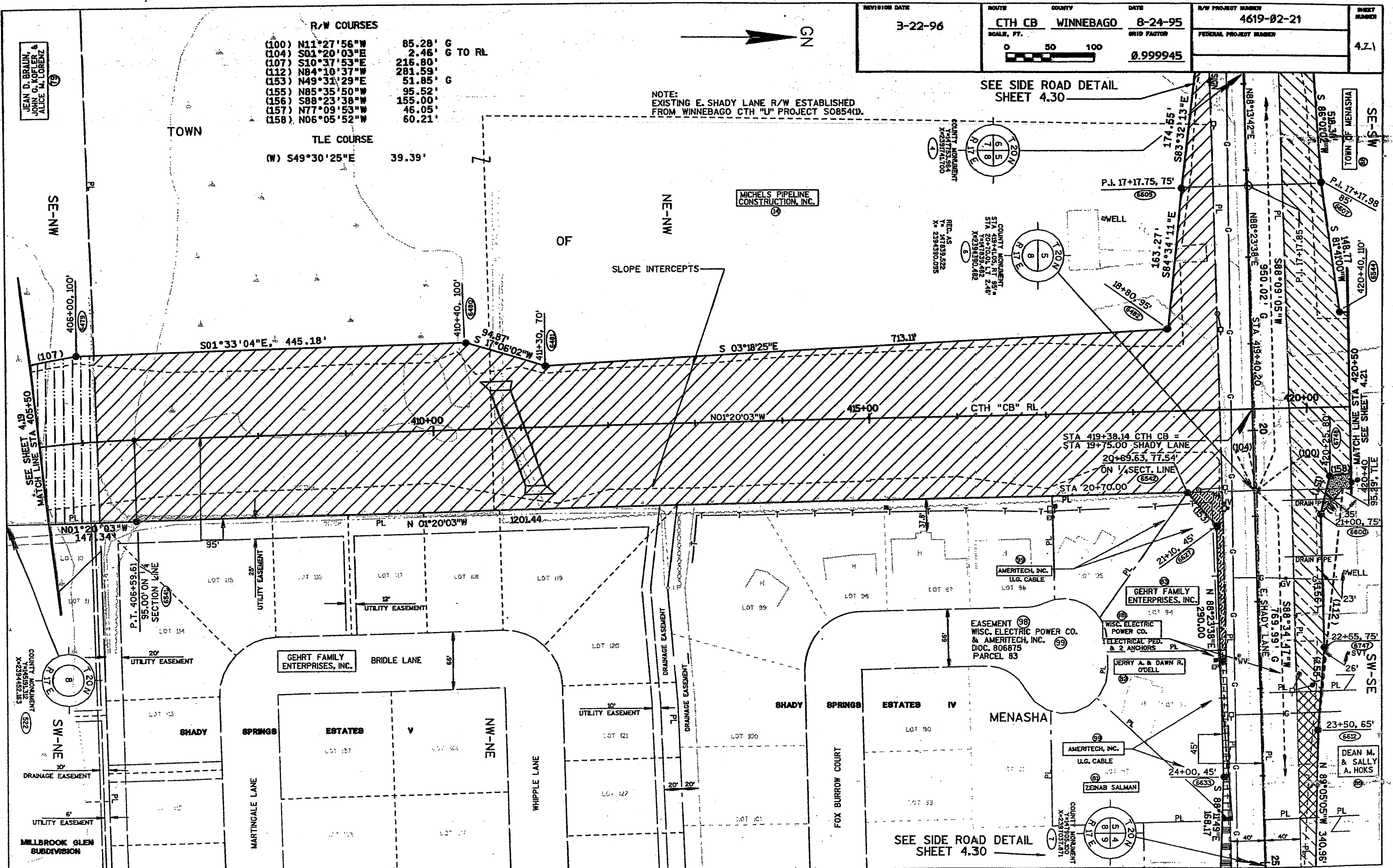
(100)	N11°27'56"W	85.28'	G
(104)	S01°20'03"E	2.46'	G TO RL
(107)	S10°37'53"E	216.80'	
(112)	N84°10'37"W	281.59'	
(153)	N49°31'29"E	51.85'	G
(155)	N85°35'50"W	95.52'	
(156)	S88°23'38"W	155.00'	
(157)	N77°09'53"W	46.05'	
(158)	N06°05'52"W	60.21'	

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

REVISION DATE 3-22-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.21
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

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

SEE SIDE ROAD DETAIL  
SHEET 4.30



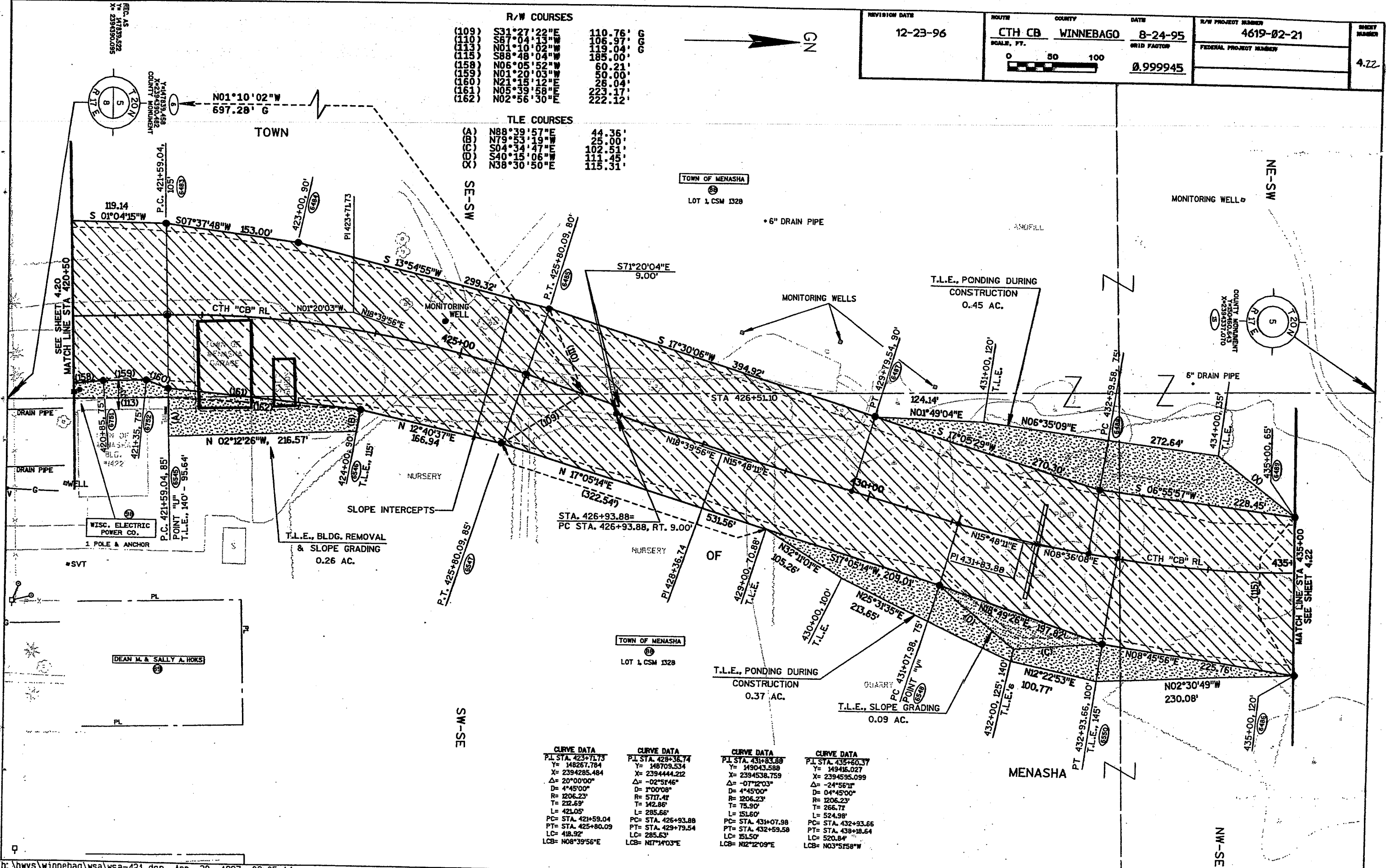


REC. AS  
 T. 2394285.484  
 X. 148267.784

R/W COURSES			
(109)	S31°27'22"E	110.76'	G
(110)	S57°04'13"E	106.97'	G
(111)	N01°10'02"W	119.04'	G
(115)	S88°48'04"E	185.00'	G
(158)	N06°05'52"E	60.21'	G
(159)	N01°20'03"W	50.00'	G
(160)	N21°15'12"E	28.04'	G
(161)	N05°39'58"E	223.17'	G
(162)	N02°56'30"E	222.12'	G

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

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



CURVE DATA		CURVE DATA		CURVE DATA		CURVE DATA	
P.I. STA. 423+71.73	Y= 148267.784	P.I. STA. 428+36.74	Y= 148709.534	P.I. STA. 431+83.88	Y= 149416.027	P.I. STA. 435+60.37	Y= 149416.027
X= 2394285.484	X= 2394444.212	X= 2394538.759	X= 2394595.099	X= 2394538.759	X= 2394595.099	X= 2394595.099	X= 2394595.099
Δ= 20°00'00"	Δ= -02°51'46"	Δ= -07°12'03"	Δ= -24°56'11"	Δ= 4°45'00"	Δ= 04°45'00"	Δ= 04°45'00"	Δ= 04°45'00"
D= 4°45'00"	D= 1°00'08"	D= 4°45'00"	D= 1206.23'	D= 1206.23'	D= 1206.23'	D= 1206.23'	D= 1206.23'
R= 1206.23'	R= 5717.41'	R= 1206.23'	R= 142.86'	R= 1206.23'	R= 1206.23'	R= 1206.23'	R= 1206.23'
T= 212.69'	T= 142.86'	T= 142.86'	T= 75.90'	T= 75.90'	T= 266.71'	T= 266.71'	T= 266.71'
L= 421.05'	L= 285.66'	L= 151.60'	L= 524.98'	L= 151.60'	L= 524.98'	L= 524.98'	L= 524.98'
PC= STA. 421+59.04	PC= STA. 426+93.88	PC= STA. 431+07.98	PC= STA. 432+93.66	PC= STA. 426+93.88	PC= STA. 431+07.98	PC= STA. 432+93.66	PC= STA. 438+18.64
PT= STA. 425+80.09	PT= STA. 429+79.54	PT= STA. 431+07.98	PT= STA. 432+93.66	PT= STA. 429+79.54	PT= STA. 431+07.98	PT= STA. 432+93.66	PT= STA. 438+18.64
LC= 418.92'	LC= 285.63'	LC= 151.50'	LC= 520.84'	LC= 285.63'	LC= 151.50'	LC= 520.84'	LC= 520.84'
LCB= N08°39'56"E	LCB= N17°4'03"E	LCB= N12°12'09"E	LCB= N03°51'58"W	LCB= N12°12'09"E	LCB= N03°51'58"W	LCB= N03°51'58"W	LCB= N03°51'58"W

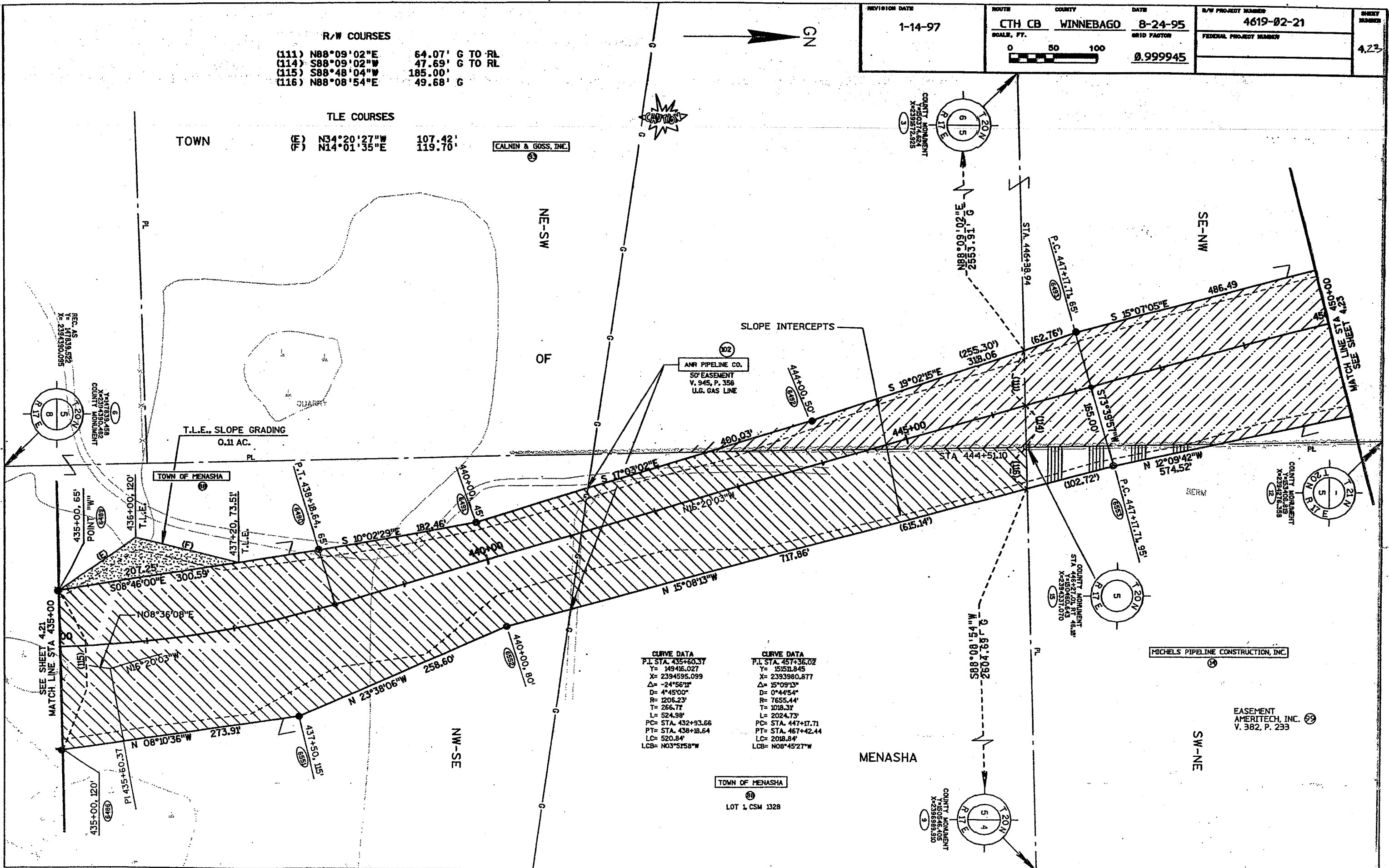
REVISION DATE 1-14-97	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.23
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

R/W COURSES

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

TLE COURSES

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



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

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

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

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

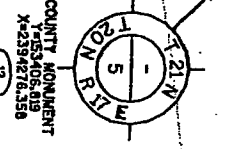
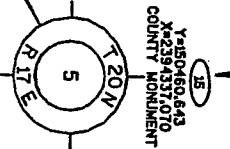
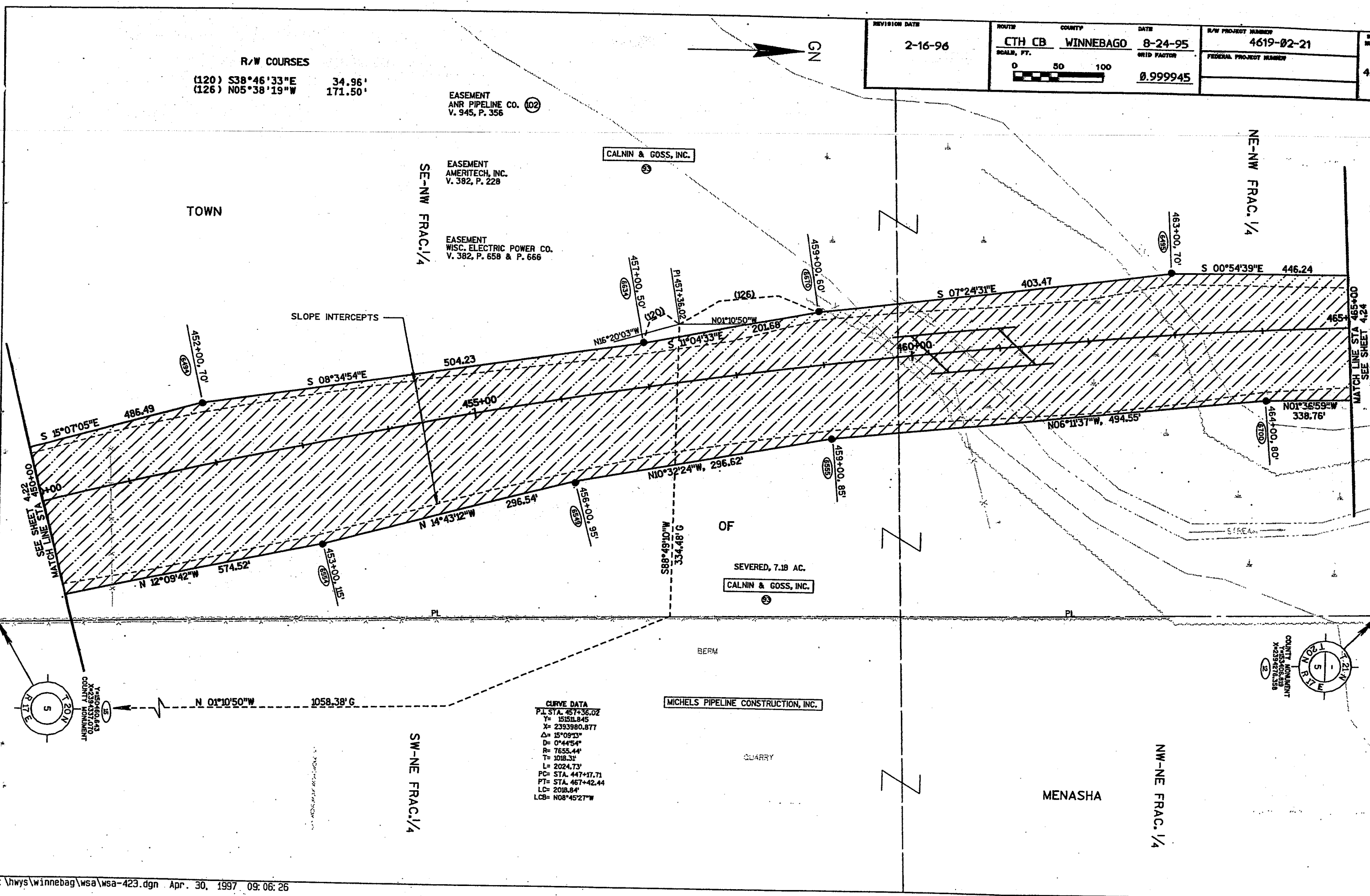
CALNIN & GOSS, INC.

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

MICHEL'S PIPELINE CONSTRUCTION, INC.

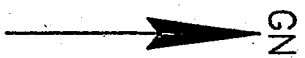
CURVE DATA  
 P.I. STA. 457+36.02  
 Y= 15151.845  
 X= 2393980.877  
 Δ= 15°09'13"  
 D= 0°44'54"  
 R= 7655.44'  
 T= 1018.31'  
 L= 2024.73'  
 PC= STA. 447+17.71  
 PT= STA. 457+42.44  
 LC= 2018.84'  
 LCB= N08°45'27"W

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



REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
11-29-95	CTH CB	WINNEBAGO	8-24-95	4619-02-21	4.25
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	0 50 100		0.999945		

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



TOWN

CALNIN & GOSS, INC.

NE-NW FRAC. 1/4

HOWARD & AMELIA DOBBERKE

ROBERT & NANCY FREIMUTH

OF

S 00°18'33"E 657.64

S 00°54'39"E 446.24

CTH "CB" RL

N01°10'50"W

470+00

475+00

N01°36'59"W 338.76'

N 00°18'33"W 657.64'

N 18°52'41"E 173.20'

SLOPE INTERCEPTS

SEVERED, 7.18 AC.

CALNIN & GOSS, INC.

SEVERED, 4.20 AC.

ROBERT & NANCY FREIMUTH

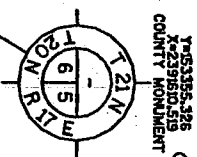
JAMES D. & MARTHA SMITH

NW-NE FRAC. 1/4

MENASHA

CURVE DATA  
P.I. STA. 457+38.02  
Y= 15151.845  
X= 2393980.877  
Δ= 15°09'13"  
D= 0°44'54"  
R= 7655.44'  
T= 1018.31'  
L= 2024.73'  
PC= STA. 447+17.71  
PT= STA. 467+42.44  
LC= 2018.84'  
LCB= N08°45'27"W

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



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

END RELOCATION ORDER

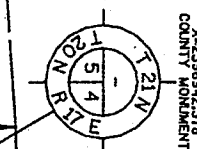
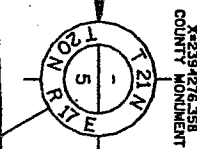
STA 476+13.15  
Y= 153400.360  
X= 2393941.960  
AT TOWNSHIP LINE  
(640)

STA. 476+12.56 RT. 334.48' =  
STA. 23+50.00 LT. 0.85'  
Y= 853408.818  
X= 2394276.358  
COUNTY MONUMENT

R/W COURSES

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

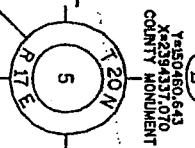
3 MILES TO  
MENASHA



SEE SHEET 4.23  
MATCH LINE STA 465+00

P.T. 467+42.44, 55'

P.T. 467+42.44, 85'



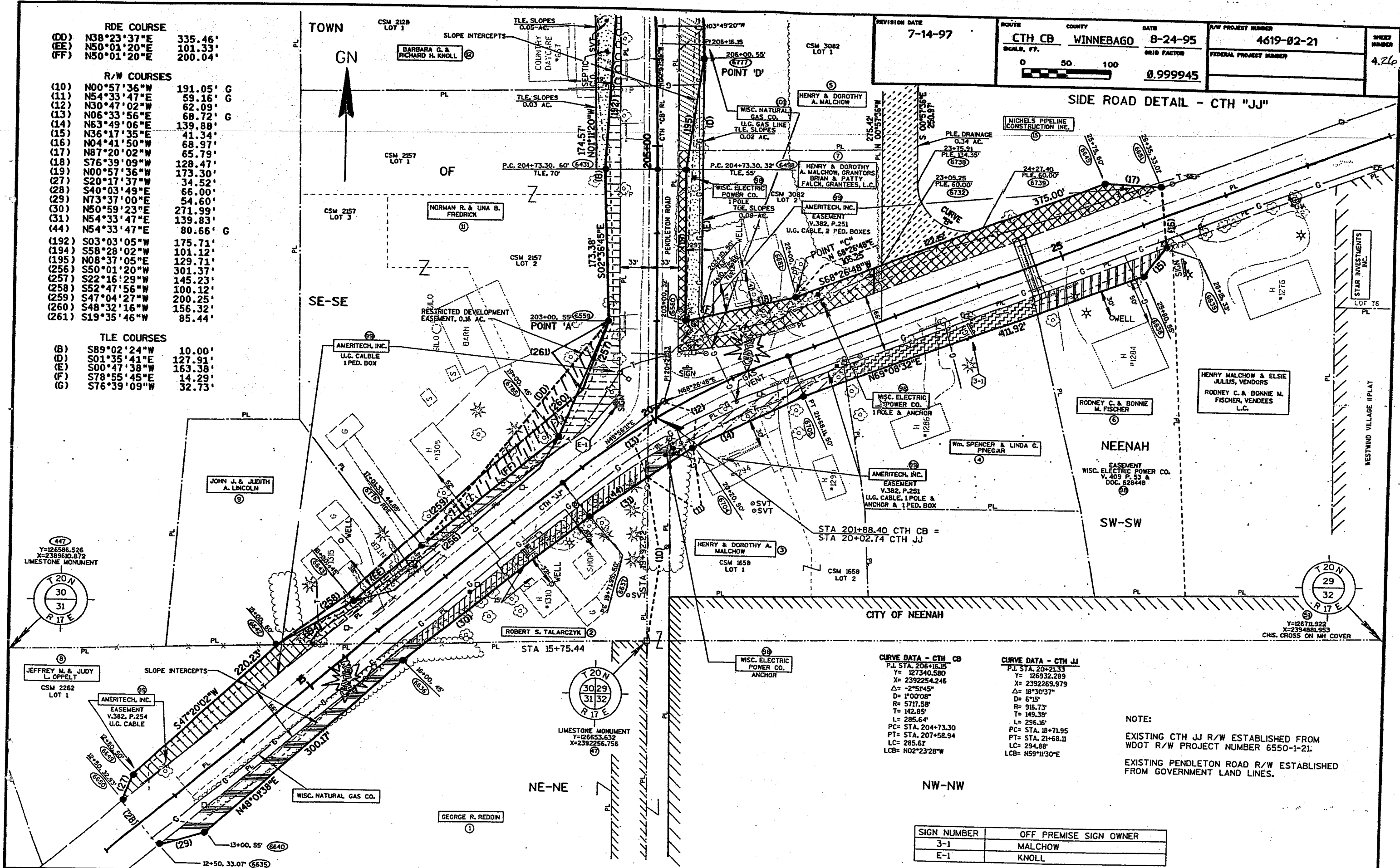
RDE COURSE		
(DD)	N38°23'37"E	335.46'
(EE)	N50°01'20"E	101.33'
(FF)	N50°01'20"E	200.04'

R/W COURSES		
(10)	N00°57'36"W	191.05' G
(11)	N54°33'47"E	59.16' G
(12)	N30°47'02"W	62.09' G
(13)	N06°33'56"E	68.72' G
(14)	N63°49'06"E	139.88' G
(15)	N36°17'35"E	41.34' G
(16)	N04°41'50"W	68.97' G
(17)	N87°20'02"W	65.79' G
(18)	S76°39'09"W	128.47' G
(19)	N00°57'36"W	173.30' G
(27)	S20°17'37"W	34.52' G
(28)	S40°03'49"E	66.00' G
(29)	N73°37'00"E	54.60' G
(30)	N50°59'23"E	271.99' G
(31)	N54°33'47"E	139.83' G
(44)	N54°33'47"E	80.66' G

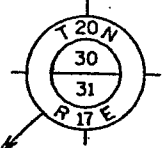
TLE COURSES		
(B)	S89°02'24"W	10.00'
(D)	S01°35'41"E	127.91'
(E)	S00°47'38"W	163.38'
(F)	S78°55'45"E	14.29'
(G)	S76°39'09"W	32.73'

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

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



447  
Y=126586.526  
X=2389610.872  
LIMESTONE MONUMENT



30 29  
31 32  
R 17 E  
LIMESTONE MONUMENT  
Y=126653.632  
X=2392256.756

T 20 N  
32  
R 17 E  
Y=12671.922  
X=2394881.953  
CHS. CROSS ON 1/4" COVER

**CURVE DATA - CTH CB**

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

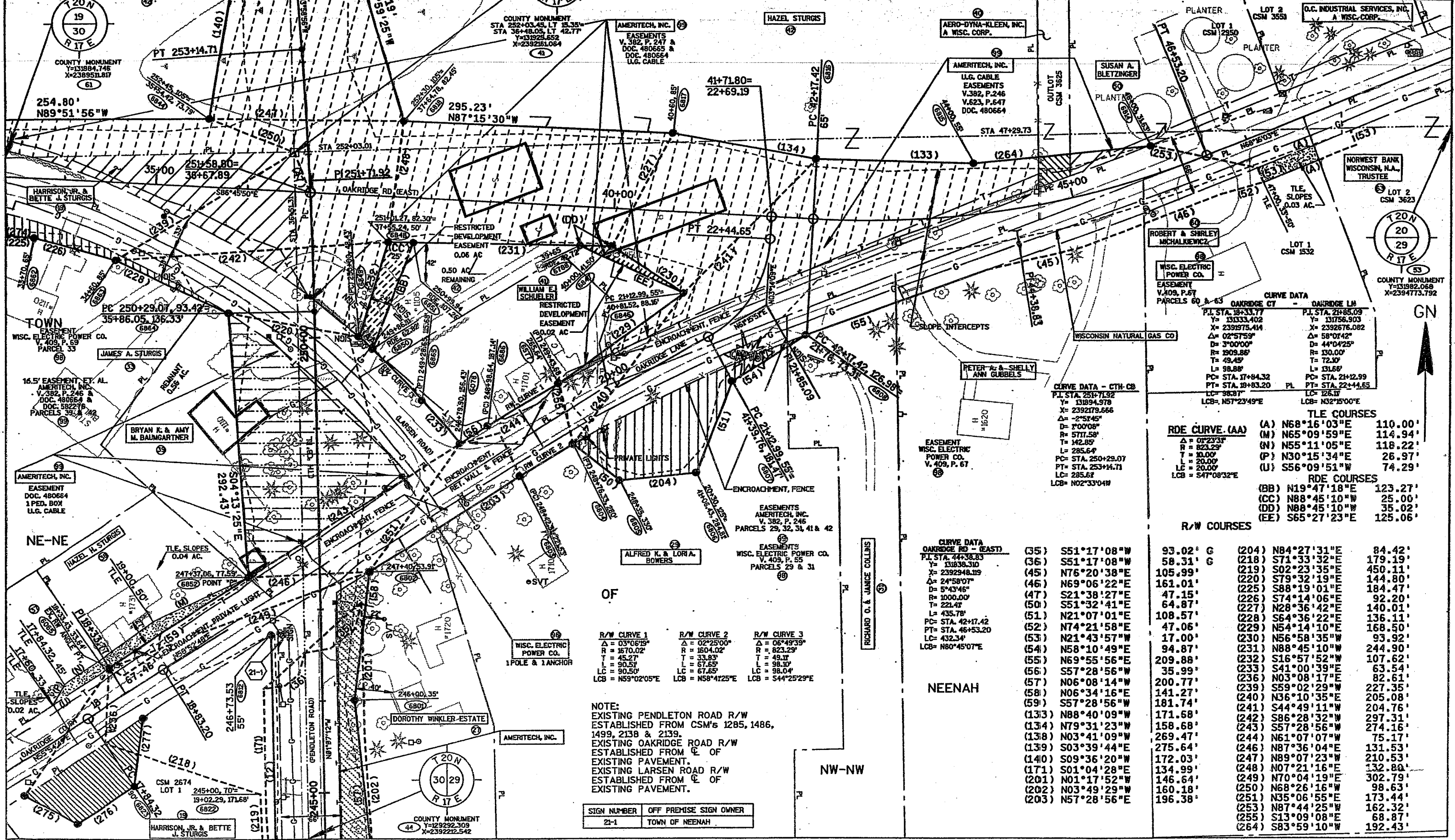
**CURVE DATA - CTH JJ**

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

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

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

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



**CURVE DATA - OAKRIDGE LN**

PL STA. 18+33.77	PL STA. 21+85.09
Y = 13133.402	Y = 131756.903
X = 2392975.414	X = 2392676.082
Δ = 02°57'59"	Δ = 58°01'42"
D = 3°00'00"	D = 44°04'25"
R = 1909.86'	R = 330.00'
T = 49.45'	T = 72.30'
L = 98.88'	L = 131.66'
PC = STA. 17+84.32	PC = STA. 21+29.99
PT = STA. 18+83.20	PT = STA. 22+44.65
LC = 98.87'	LC = 126.11'
LCB = N57°23'49"E	LCB = N32°50'00"E

**CURVE DATA - CTH CB**

PL STA. 25+71.92	Y = 131894.978	X = 2392179.666	Δ = 2°51'45"	D = 3°00'00"	R = 5717.58'	T = 142.85'	L = 285.64'	PC = STA. 25+29.07	PT = STA. 25+14.71	LC = 285.64'	LCB = N02°33'04"W
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**TLE COURSES**

(A) N68°16'03"E	110.00'
(M) N65°09'59"E	114.94'
(N) N55°11'05"E	118.22'
(P) N30°15'34"E	26.97'
(U) S56°09'51"W	74.29'

**RDE COURSES**

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

**R/W COURSES**

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

**R/W CURVE 1**

Δ = 03°06'19"	R = 1670.02'	T = 45.27'	L = 90.54'	LC = 90.50'	LCB = N59°02'05"E
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**R/W CURVE 2**

Δ = 02°25'00"	R = 1604.02'	T = 33.83'	L = 67.85'	LC = 67.85'	LCB = N58°41'25"E
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**R/W CURVE 3**

Δ = 06°49'39"	R = 823.29'	T = 49.11'	L = 98.10'	LC = 98.04'	LCB = S44°25'29"E
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NOTE:  
 EXISTING PENDLETON ROAD R/W ESTABLISHED FROM CSM'S 1285, 1486, 1499, 2138 & 2139.  
 EXISTING OAKRIDGE ROAD R/W ESTABLISHED FROM ☐ OF EXISTING PAVEMENT.  
 EXISTING LARSEN ROAD R/W ESTABLISHED FROM ☐ OF EXISTING PAVEMENT.

SIGN NUMBER	OFF PREMISE SIGN OWNER
2-1	TOWN OF NEENAH

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

PL STA. 44+38.83	Y = 131838.310	X = 2392948.119	Δ = 24°58'07"	D = 5°43'46"	R = 1000.00'	T = 221.47'	L = 435.78'	PC = STA. 42+17.42	PT = STA. 46+53.20	LC = 432.34'	LCB = N80°45'07"E
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NEENAH

NW-NW

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
8-5-98	CTH CB	WINNEBAGO	8-24-95	4619-02-21	4.28
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	0 50 100		0.999945		

SIDE ROAD DETAIL-  
OAKRIDGE RD. & OAKRIDGE CT.

R/W COURSES

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

TLE COURSES

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

R/W COURSES

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

CURVE DATA - OAKRIDGE RD. EAST

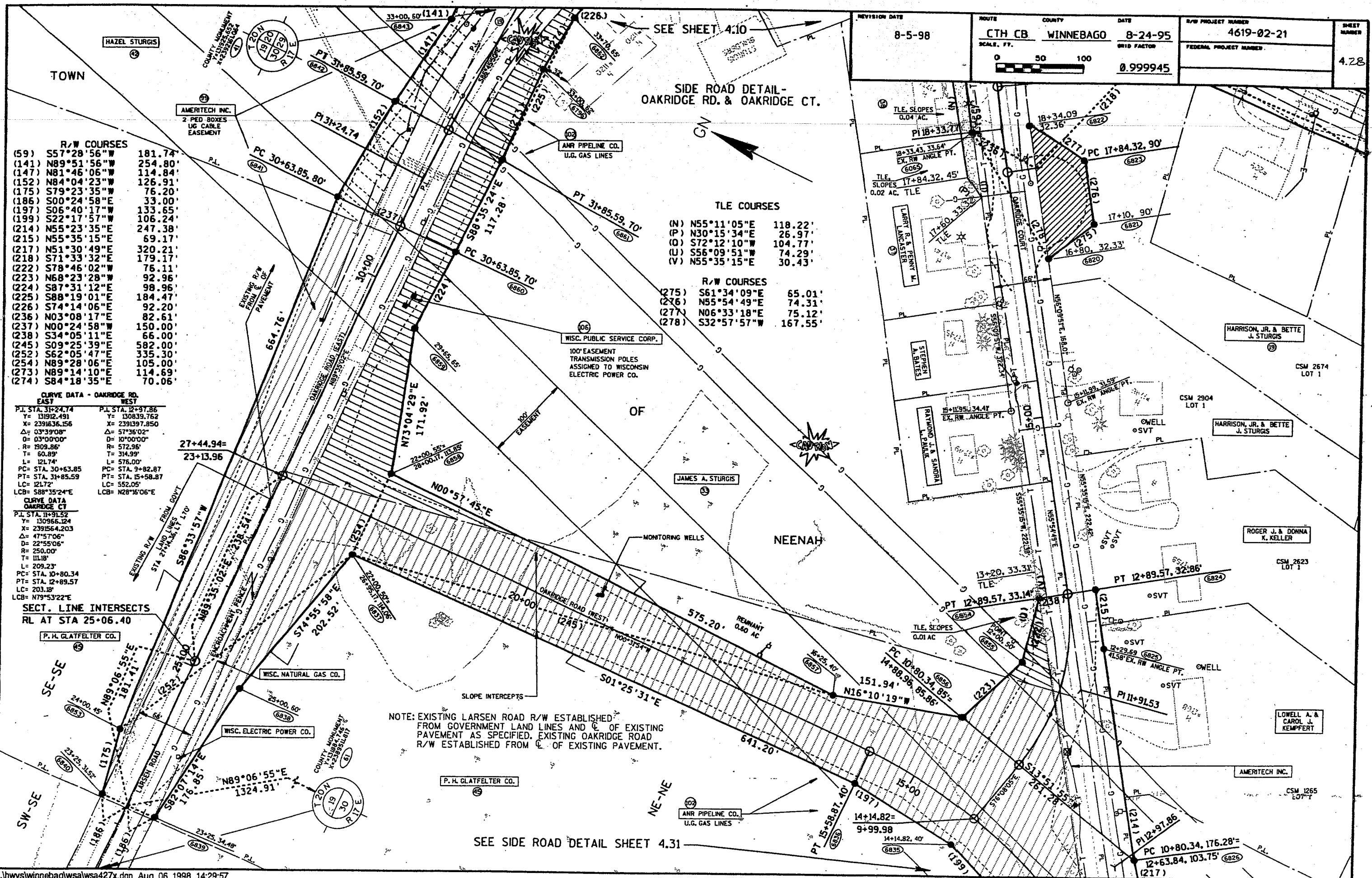
P.I. STA. 31+24.74	P.I. STA. 12+37.86
Y = 131912.491	Y = 130839.762
X = 2391636.156	X = 2391397.850
Δ = 03°39'08"	Δ = 57°36'02"
D = 03°00'00"	D = 10°00'00"
R = 1909.86'	R = 572.96'
T = 60.89'	T = 314.99'
L = 121.74'	L = 576.00'
PC = STA. 30+63.85	PC = STA. 9+82.87
PT = STA. 31+85.59	PT = STA. 15+58.87
LC = 121.72'	LC = 552.05'
LCB = S88°15'24"E	LCB = N28°16'06"E

CURVE DATA OAKRIDGE CT

P.I. STA. 11+91.52	Y = 130966.124
X = 2391564.203	Δ = 47°57'06"
D = 22°55'06"	R = 250.00'
T = 111.8'	L = 209.23'
PC = STA. 10+80.34	PT = STA. 12+89.57
LC = 203.18'	LCB = N79°53'22"E

SECT. LINE INTERSECTS  
RL AT STA 25+06.40

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



SIDE ROAD DETAIL - CTH "O"

REVISION DATE  
2-4-97

ROUTE COUNTY  
CTH CB WINNEBAGO

DATE  
8-24-95

R/W PROJECT NUMBER  
4619-02-21

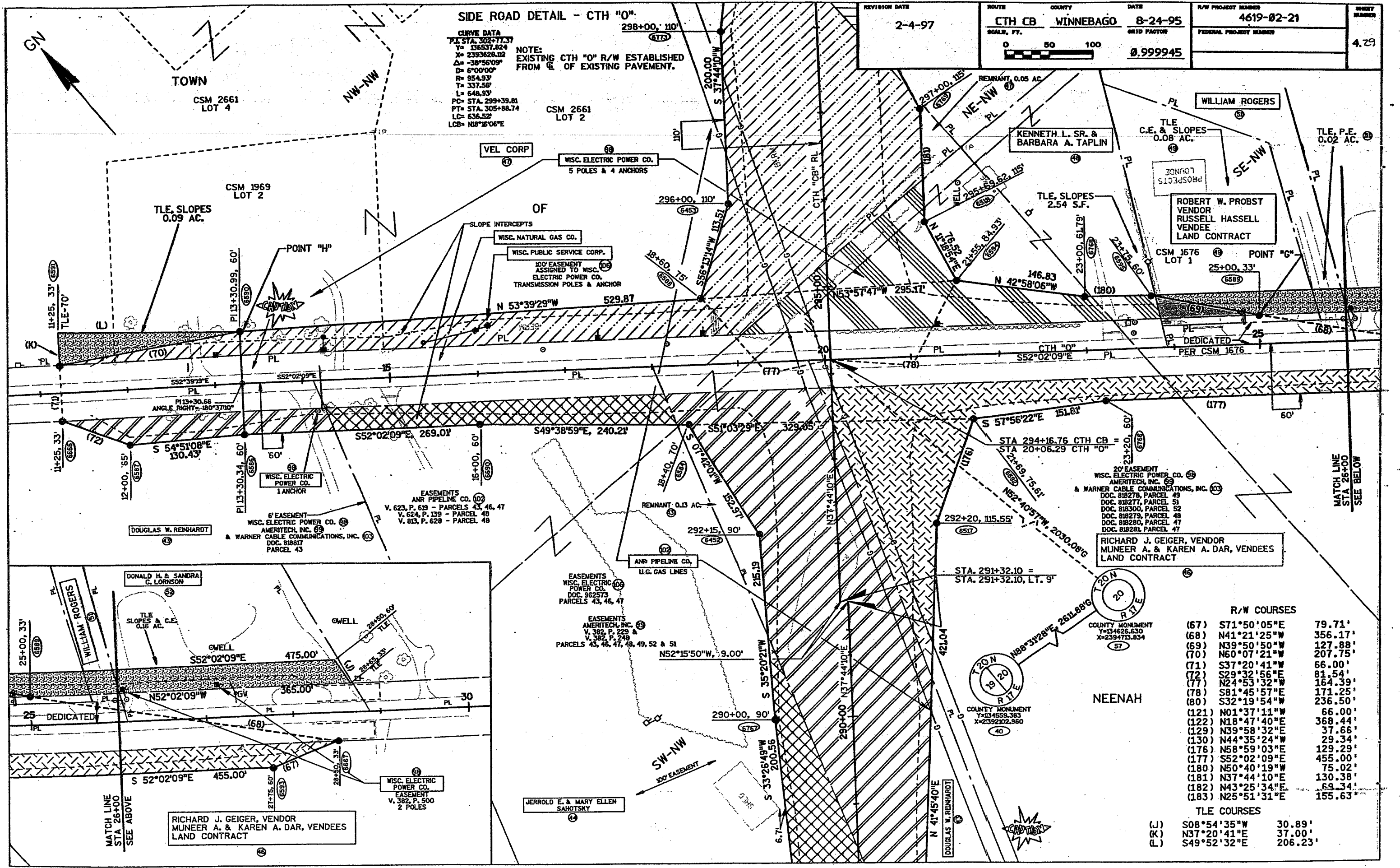
SHEET NUMBER  
4.29

SCALE, FT.  
0 50 100

GRID FACTOR  
0.999945

CURVE DATA  
PI STA. 302+77.37  
Y= 136337.824  
X= 2393628.32  
Δ= -38°56'09"  
D= 6°00'00"  
R= 954.93'  
T= 337.58'  
L= 648.93'  
PC STA. 299+39.81  
PT STA. 305+88.74  
LC= 636.52'  
LCB= N88°15'06"E

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



CSM 2661 LOT 4  
TOWN  
NW-NW

CSM 2661 LOT 2

CSM 1969 LOT 2  
TLE, SLOPES 0.09 AC.

POINT "H"

WISC. ELECTRIC POWER CO.  
1 ANCHOR

AMERITECH, INC.  
PARCEL 43

DONALD H. & SANDRA C. LORNSON

TLE SLOPES & C.E. 0.15 AC.

WISC. ELECTRIC POWER CO.  
EASEMENT  
V. 382, P. 500  
2 POLES

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

WISC. NATURAL GAS CO.  
WISC. PUBLIC SERVICE CORP.  
100' EASEMENT  
ASSIGNED TO WISC. ELECTRIC POWER CO.  
TRANSMISSION POLES & ANCHOR

VELOCORP

WISC. ELECTRIC POWER CO.  
5 POLES & 4 ANCHORS

POINT "G"

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

WILLIAM ROGERS

KENNETH L. SR. & BARBARA A. TAPLIN

ROBERT W. PROBST  
RUSSELL HASSELL  
VENDEE  
LAND CONTRACT

CSM 1676 LOT 1

POINT "G"

WISC. ELECTRIC POWER CO.  
AMERITECH, INC.  
& WARNER CABLE COMMUNICATIONS, INC.

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

TLE C.E. & SLOPES 0.08 AC.

TLE, SLOPES 2.54 S.F.

POINT "G"

WISC. ELECTRIC POWER CO.  
AMERITECH, INC.  
& WARNER CABLE COMMUNICATIONS, INC.

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

AMR PIPELINE CO.  
LLG. GAS LINES

R/W COURSES		
(67)	S71°50'05"E	79.71'
(68)	N41°21'25"W	356.17'
(69)	N39°50'50"W	127.88'
(70)	N60°07'21"W	207.75'
(71)	S37°20'41"W	66.00'
(72)	S29°32'56"E	81.54'
(77)	N24°53'32"W	164.39'
(78)	S81°45'57"E	171.25'
(80)	S32°19'54"W	236.50'
(121)	N01°37'11"W	66.00'
(122)	N18°47'40"E	368.44'
(129)	N39°58'32"E	37.66'
(130)	N44°35'24"W	29.34'
(176)	N58°59'03"E	129.29'
(177)	S52°02'09"E	455.00'
(180)	N50°40'19"W	75.02'
(181)	N37°44'10"E	130.38'
(182)	N43°25'34"E	69.34'
(183)	N25°51'31"E	155.63'

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

MATCH LINE  
STA 28+00  
SEE BELOW

NEENAH

NEENAH

NEENAH

NEENAH



R/W COURSES	
(75)	S57°47'12"E 73.15' G
(76)	S42°07'05"E 30.86'
(77)	S84°30'31"E 79.63'
(78)	S87°44'25"E 143.98'
(79)	S88°29'03"W 236.61'
(81)	N01°11'59"W 100.00'
(82)	N88°16'38"E 225.06'
(83)	N88°29'39"E 654.61' G
(84)	N01°18'04"W 93.12' G
(87)	S70°36'38"W 66.00'
(88)	S76°25'31"W 250.37'
(89)	N49°38'02"W 83.23'
(90)	S57°47'12"E 59.43' G
(91)	N60°44'53"E 70.54' G
(92)	N60°44'53"E 0.37' G
(93)	S60°44'53"W 70.91' G
(120)	N01°30'57"W 57.00' G
(128)	N01°04'03"W 15.06'
(145)	S88°29'03"W 110.52'
(146)	N58°23'29"E 108.34'
(150)	N51°48'07"W 78.30'
(151)	S75°38'19"W 66.21'

TLE COURSES	
(M)	N86°31'42"W 110.45'
(N)	N01°43'22"W 13.80'
(P)	N88°27'51"E 90.00'

EASEMENTS  
AMERITECH, INC. (59)  
V. 382, P. 229 & P. 248  
PARCELS 21, 56, 57

TOWN OF MENASHA  
PUBLIC PARK

EASEMENTS  
WISC. ELECTRIC POWER CO. (08)  
DOC. 962573  
PARCELS 21, 56, 57, 62, 63, 64, 66, 68

EASEMENTS  
WISC. ELECTRIC POWER CO. (09)  
V. 382, P. 569 - PARCEL 56

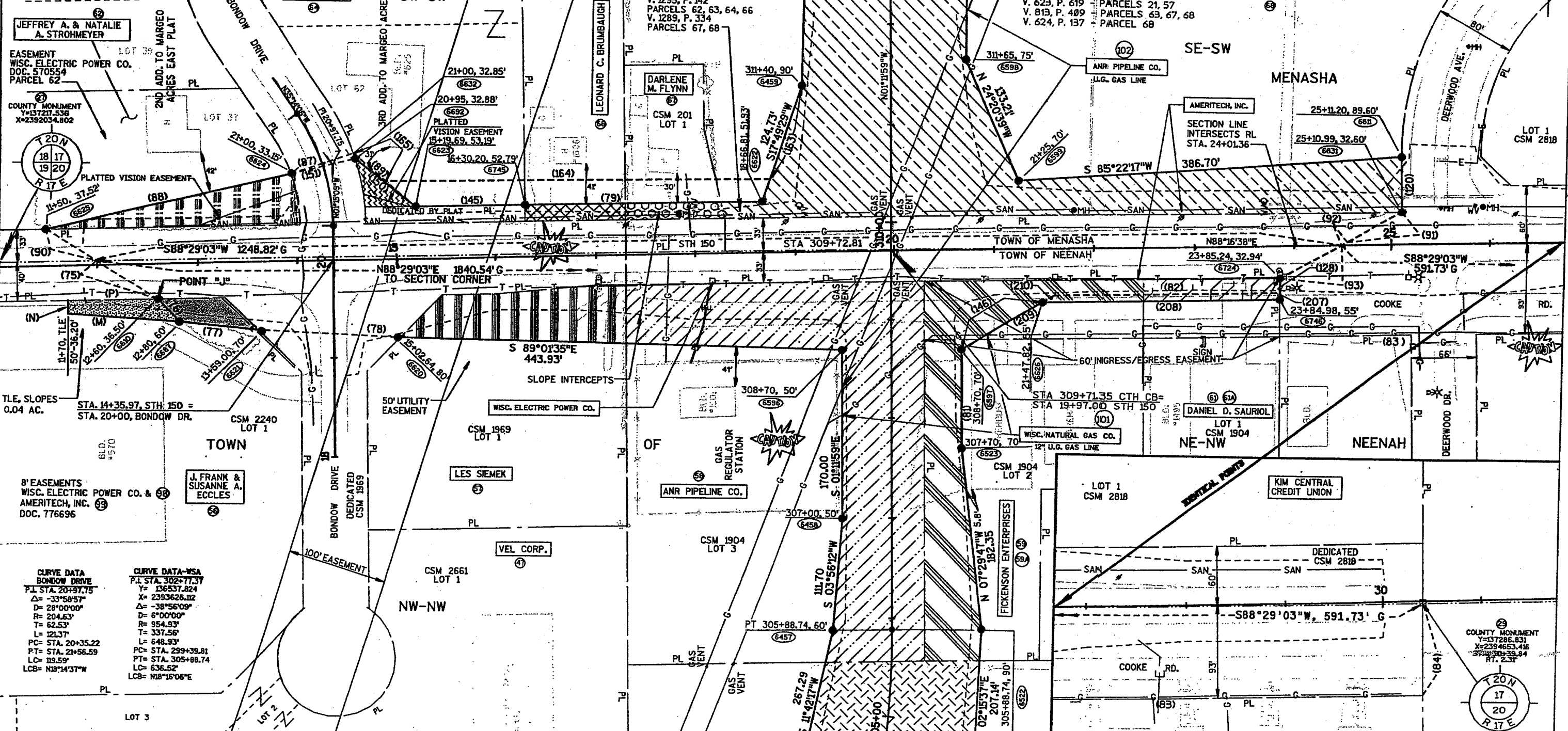
**SIDE ROAD DETAIL SHEET - STH 150**

BANK ONE, APPLETON, N.A. TRUSTEE (68)  
SEVERED, 5.23 AC.

10' EASEMENT  
WISC. ELECTRIC POWER CO. (09)  
DOC. 692887  
PARCEL 68

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

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



CURVE DATA BONDOW DRIVE	
PL STA.	20+37.75
Δ	-33°58'57"
D	28°00'00"
R	204.63'
T	62.53'
L	121.37'
PC	STA. 20+35.22
PT	STA. 21+56.59
LC	119.59'
LCB	N18°14'37"W

CURVE DATA-WSA	
PL STA.	302+77.37
Y	136537.824
X	2393626.112
Δ	-38°56'09"
D	6°00'00"
R	954.93'
T	337.56'
L	648.93'
PC	STA. 299+39.81
PT	STA. 305+88.74
LC	636.52'
LCB	N18°16'06"E

R/W COURSES

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

SIDE ROAD DETAIL - E. SHADY LANE

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

TOWN

TLE COURSES

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

SE-SW

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

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

EASEMENTS  
AMERITECH, INC. (99)  
V. 382, P. 228 - PARCEL 88  
V. 382, P. 236 - PARCELS 88, 89, 91, 92

REVISION DATE  
3-22-96

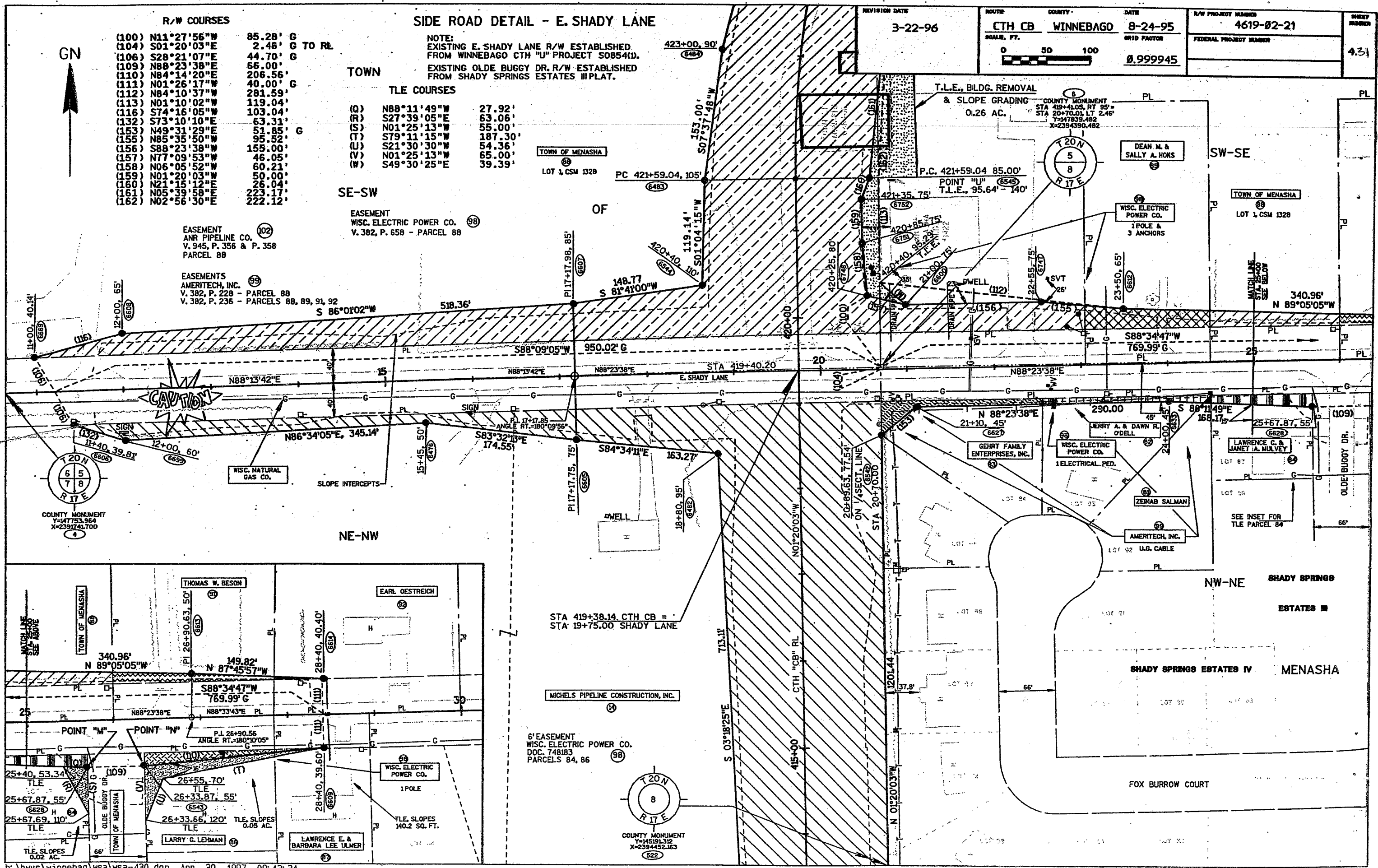
ROUTE COUNTY DATE  
CTH CB WINNEBAGO 8-24-95

R/W PROJECT NUMBER  
4619-02-21

SHEET NUMBER  
431

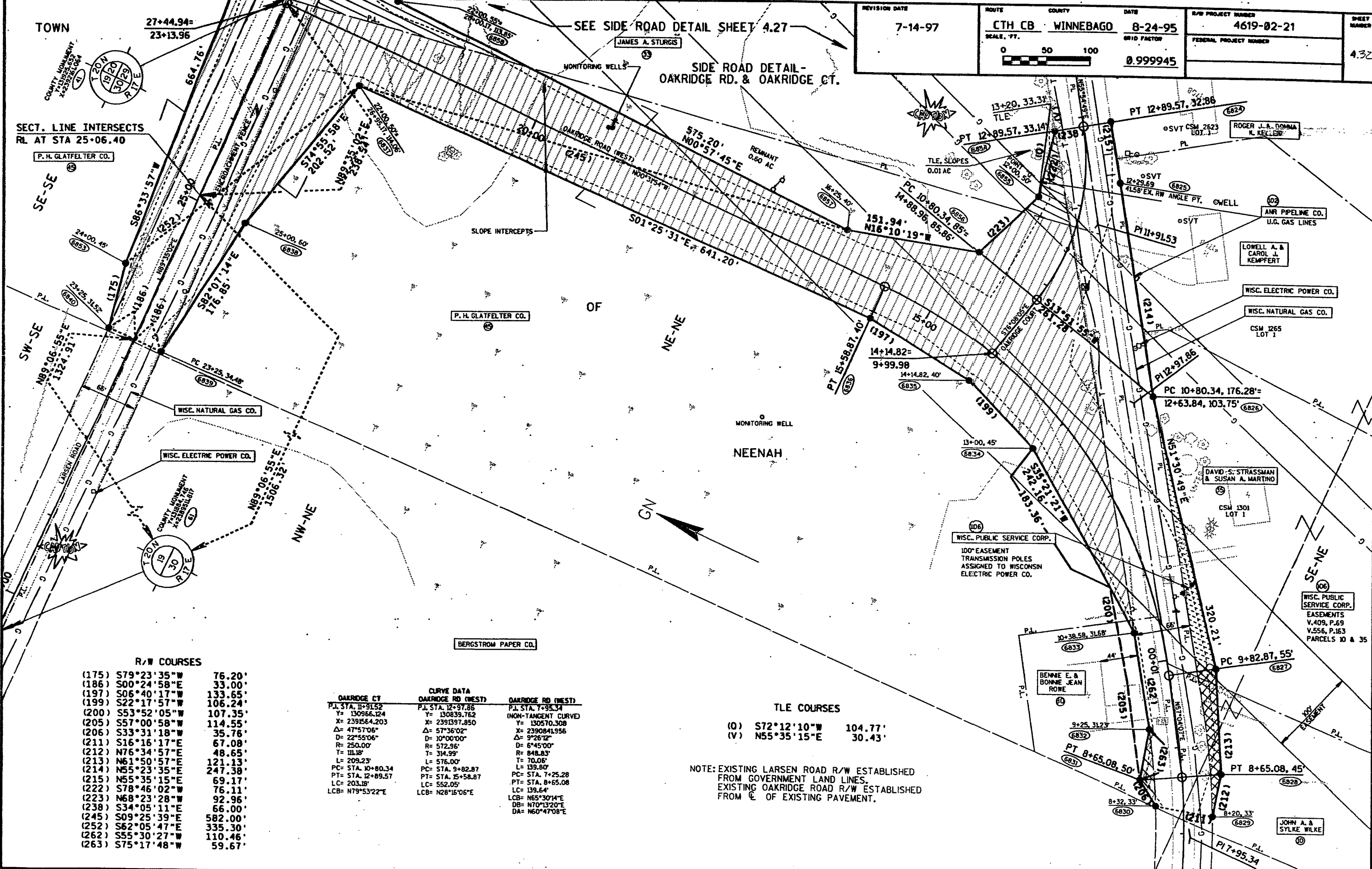
SCALE, FT.  
0 50 100

GRID FACTOR  
0.999945



SEE SIDE ROAD DETAIL SHEET 4.27

SIDE ROAD DETAIL - OAKRIDGE RD. & OAKRIDGE CT.



R/W COURSES

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

CURVE DATA

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

TLE COURSES

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

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

PLAN AND PROFILE  
 CTH CB WINNEBAGO COUNTY

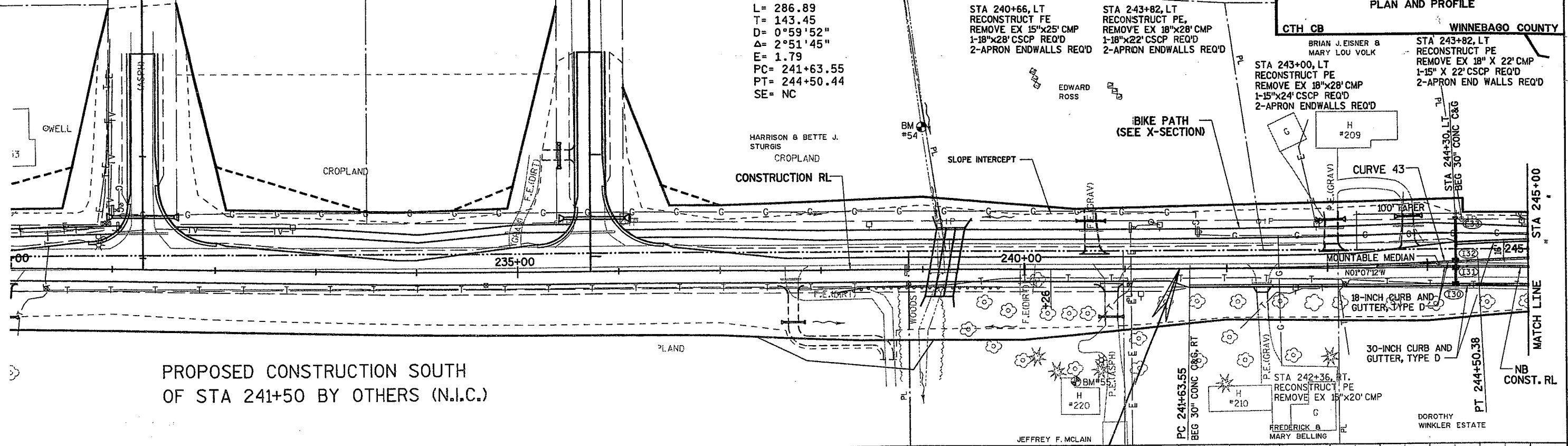
**CURVE 43**  
 PI= 243+07.00  
 R= 5741.58  
 L= 286.89  
 T= 143.45  
 D= 0°59'52"  
 Δ= 2°51'45"  
 E= 1.79  
 PC= 241+63.55  
 PT= 244+50.44  
 SE= NC

STA 240+66, LT  
 RECONSTRUCT FE  
 REMOVE EX 15"x25' CMP  
 1-18"x28' CSCP REQ'D  
 2-APRON ENDWALLS REQ'D

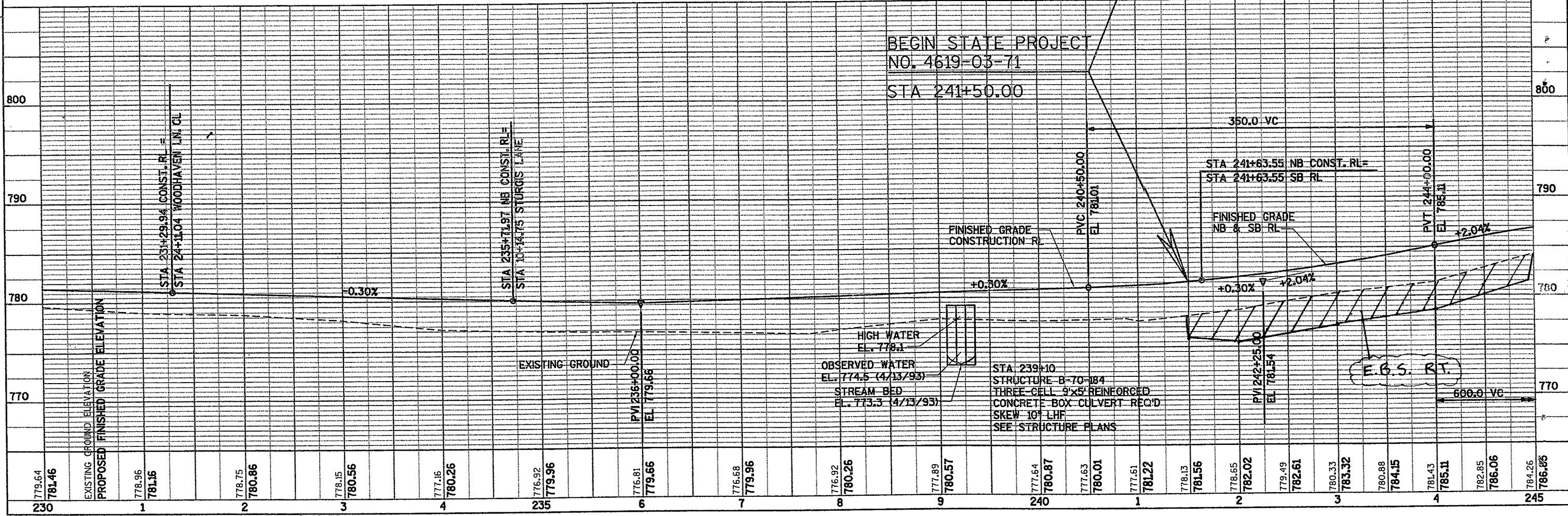
STA 243+82, LT  
 RECONSTRUCT PE,  
 REMOVE EX 18"x28' CMP  
 1-18"x22' CSCP REQ'D  
 2-APRON ENDWALLS REQ'D

STA 243+00, LT  
 RECONSTRUCT PE  
 REMOVE EX 18" X 22' CMP  
 1-15" X 22' CSCP REQ'D  
 2-APRON END WALLS REQ'D

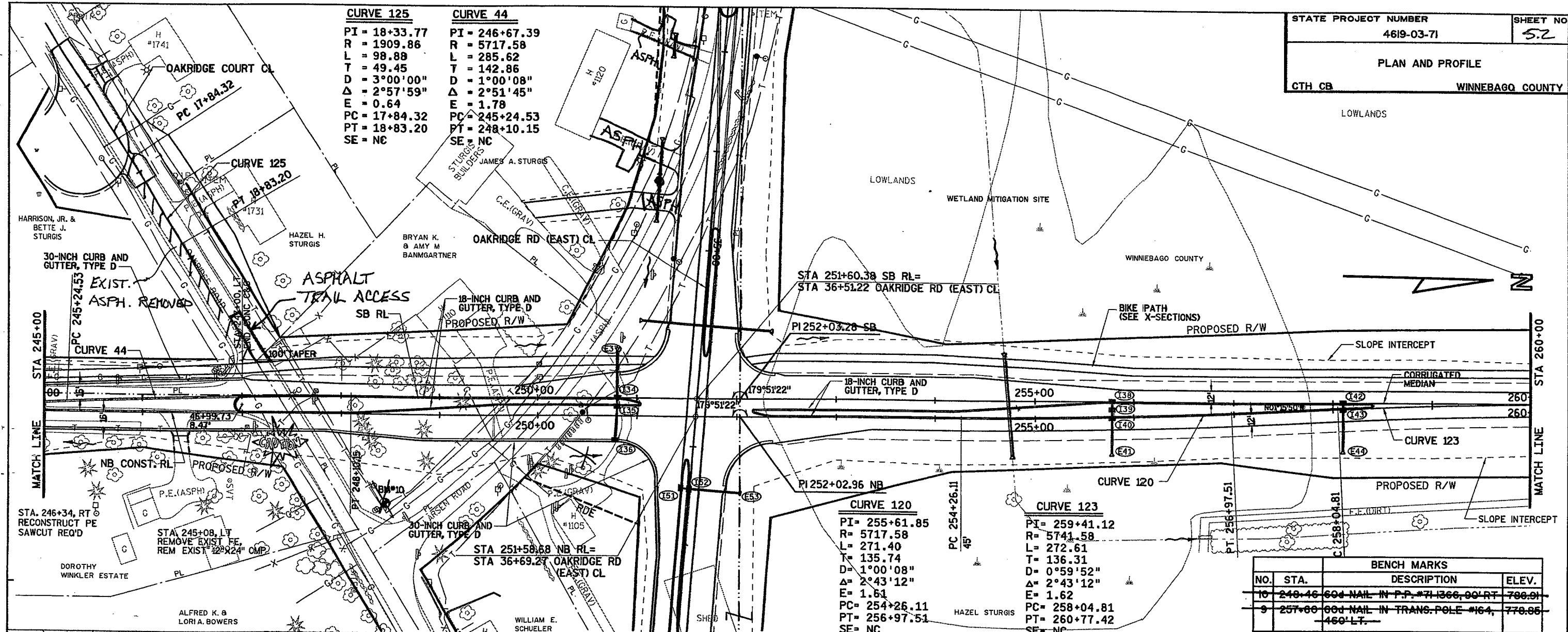
STA 243+82, LT  
 RECONSTRUCT PE  
 REMOVE EX 18" X 22' CMP  
 1-15" X 22' CSCP REQ'D  
 2-APRON END WALLS REQ'D



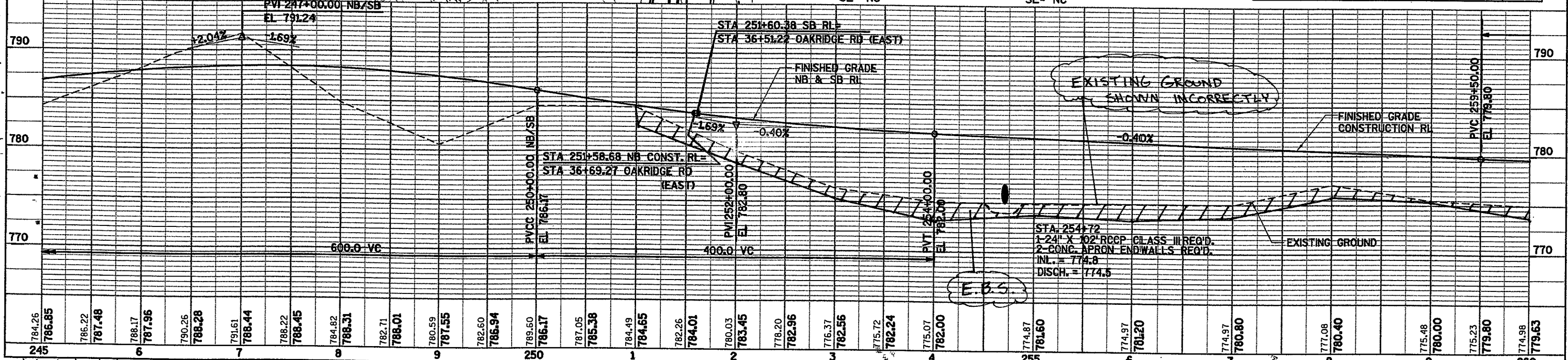
PROPOSED CONSTRUCTION SOUTH  
 OF STA 241+50 BY OTHERS (N.I.C.)



CURVE 125	CURVE 44
PI = 18+33.77	PI = 246+67.39
R = 1909.86	R = 5717.58
L = 98.88	L = 285.62
T = 49.45	T = 142.86
D = 3°00'00"	D = 1°00'08"
Δ = 2°57'59"	Δ = 2°51'45"
E = 0.64	E = 1.78
PC = 17+84.32	PC = 245+24.53
PT = 18+83.20	PT = 248+10.15
SE = NC	SE = NC



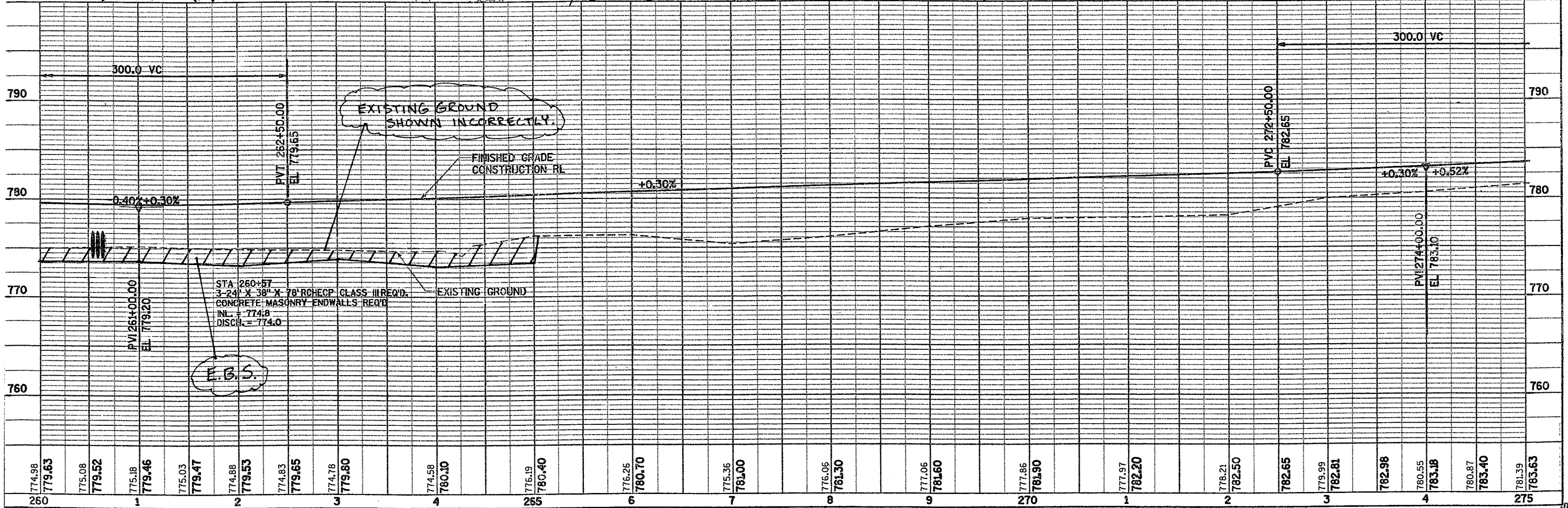
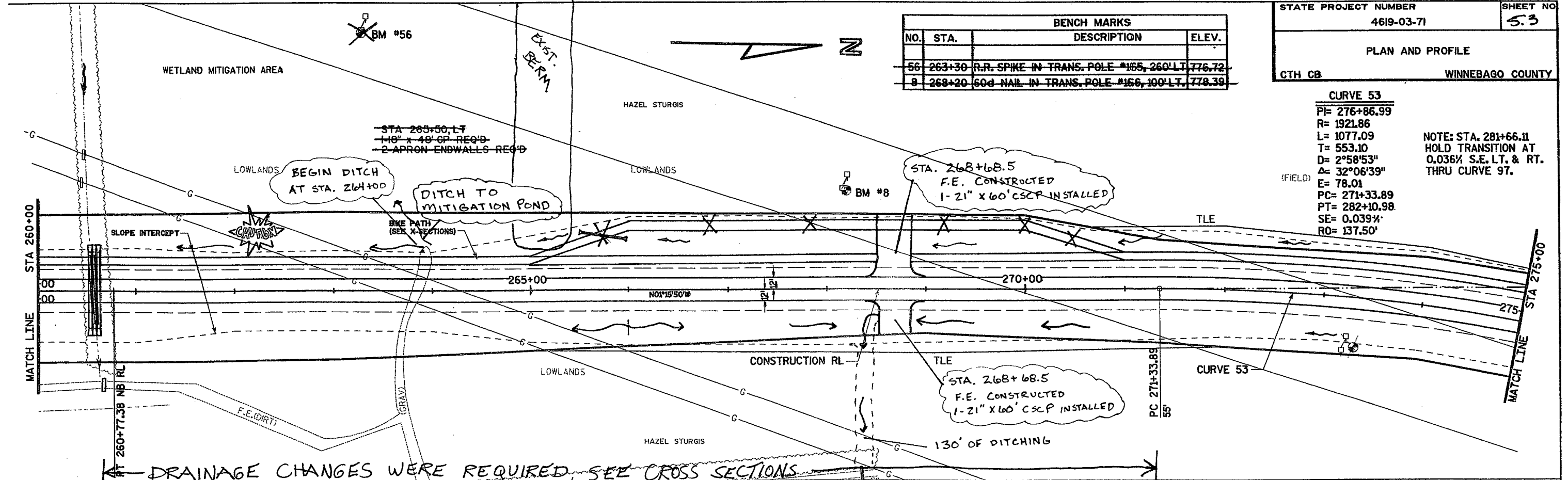
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
10	248.46	60# NAIL IN P.P. #71366, 90' RT	786.91
9	257.80	60# NAIL IN TRANS. POLE #164, 160' LT.	778.86



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
56	263+30	R.R. SPIKE IN TRANS. POLE #155, 260' LT.	776.72
8	268+20	60' NAIL IN TRANS. POLE #166, 100' LT.	778.39

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

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



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

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

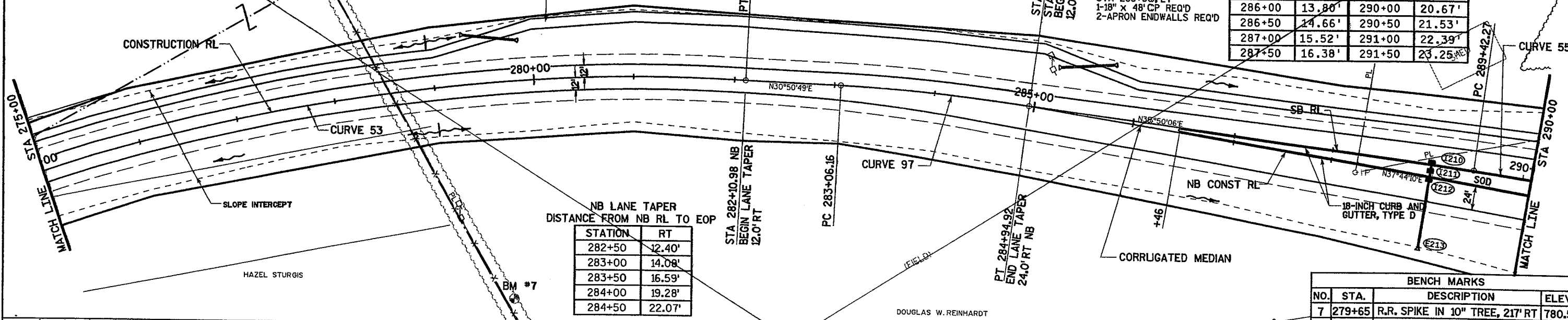
DOUGLAS W. REINHARDT

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

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

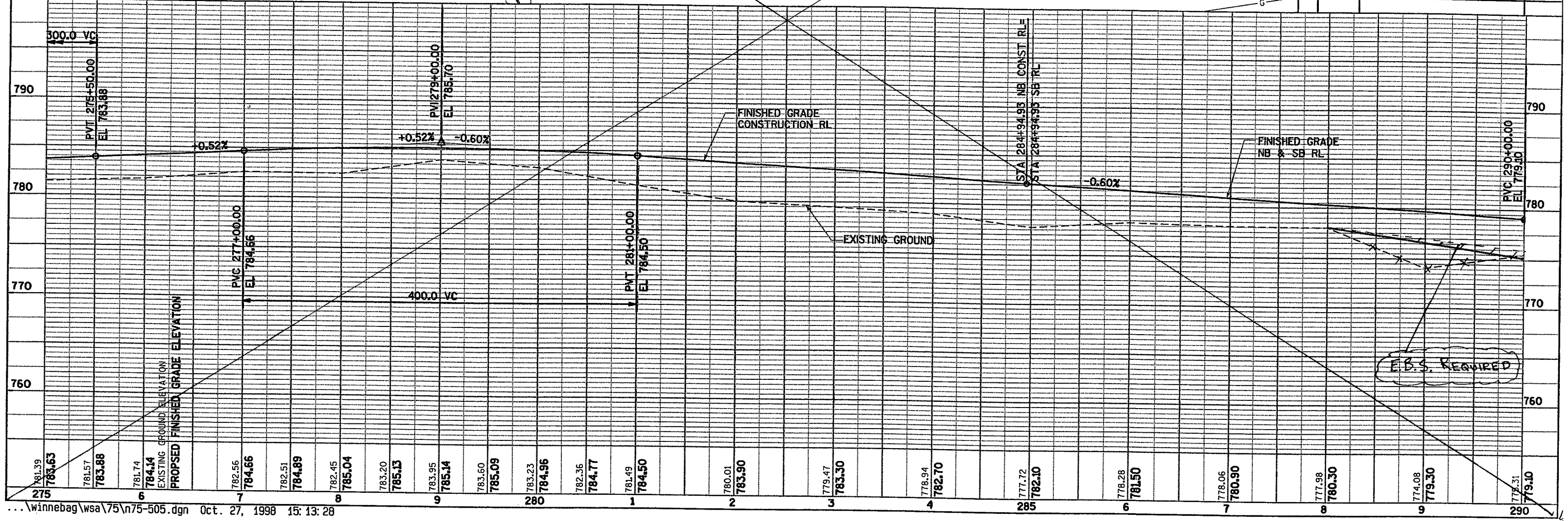
SB LANE TAPER  
 DISTANCE FROM SB RL TO EOP

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



BENCH MARKS

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

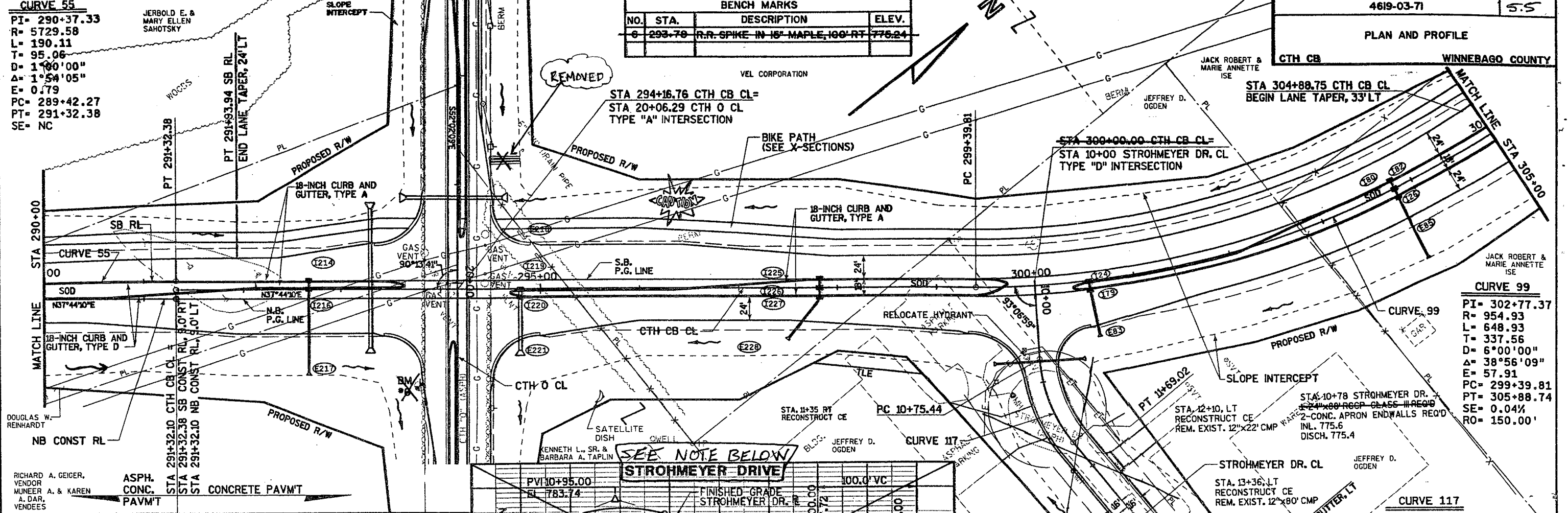


**CURVE 55**  
 PI= 290+37.33  
 R= 5729.58  
 L= 190.11  
 T= 95.06  
 D= 1°50'00"  
 Δ= 1°54'05"  
 E= 0.79  
 PC= 289+42.27  
 PT= 291+32.38  
 SE= NC

JERBOLD E. &  
 MARY ELLEN  
 SAHOTSKY

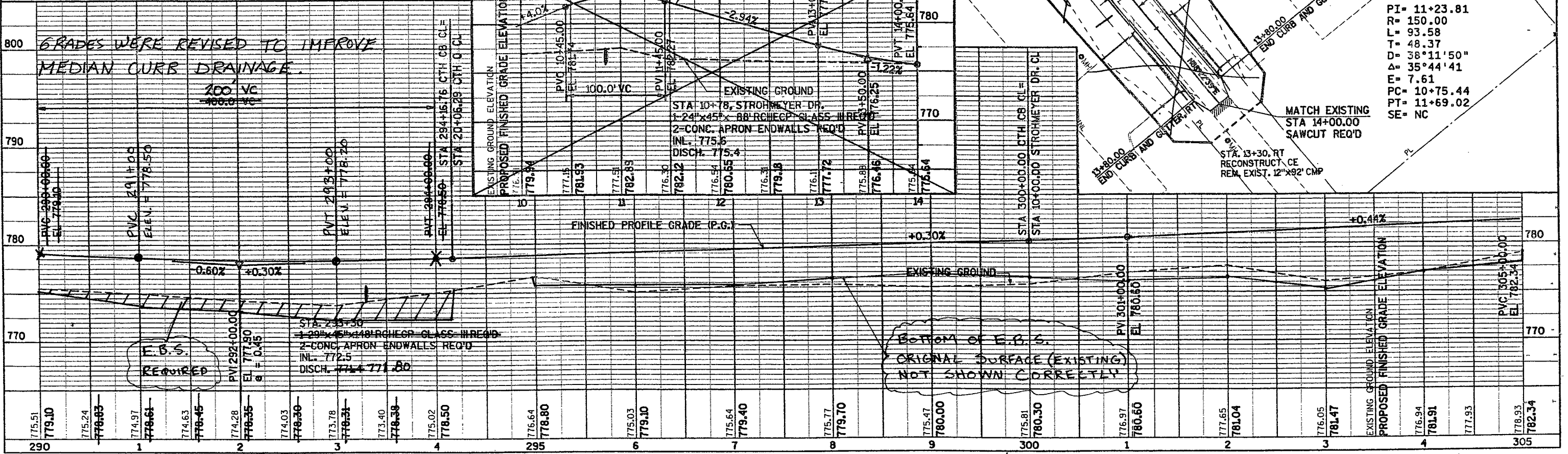
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
6	293.78	R.R. SPIKE IN 18" MAPLE, 100' RT	776.24

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



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

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



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

SEE NOTE BELOW  
**STROHMEYER DRIVE**

BOTTOM OF E.B.S.  
 ORIGINAL SURFACE (EXISTING)  
 NOT SHOWN CORRECTLY

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

778.80  
 778.50  
 778.26  
 778.13  
 778.11  
 778.20  
 778.35



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

CURVE 53

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

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

CURVE 97

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

CURVE 55

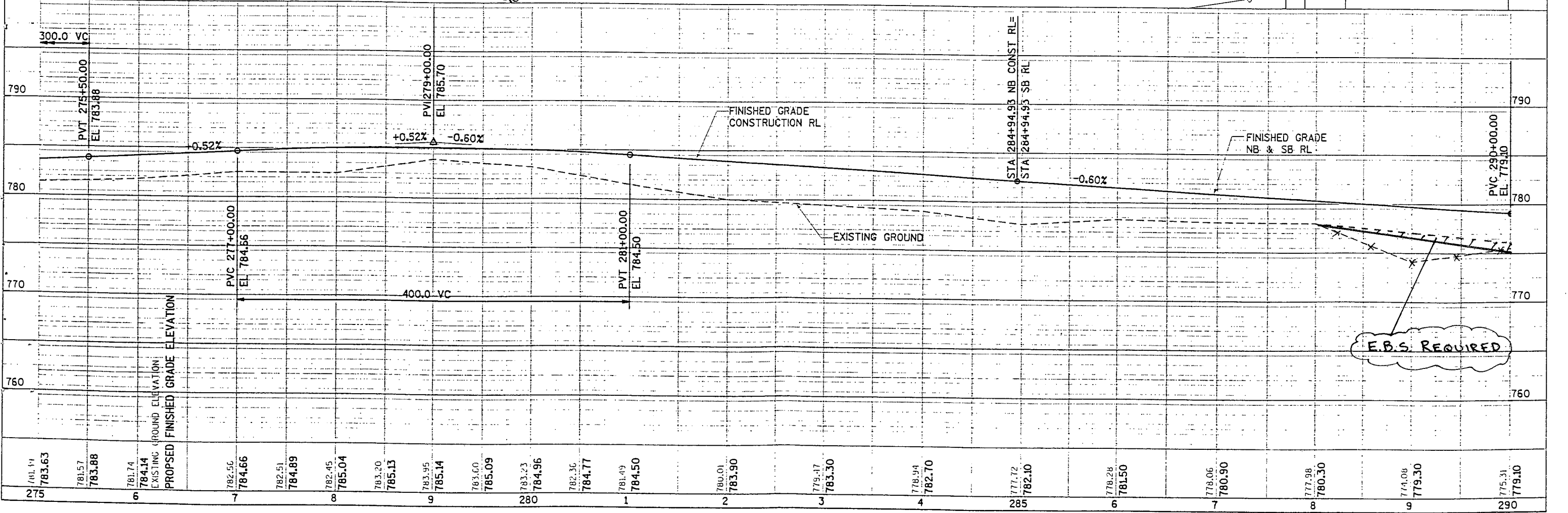
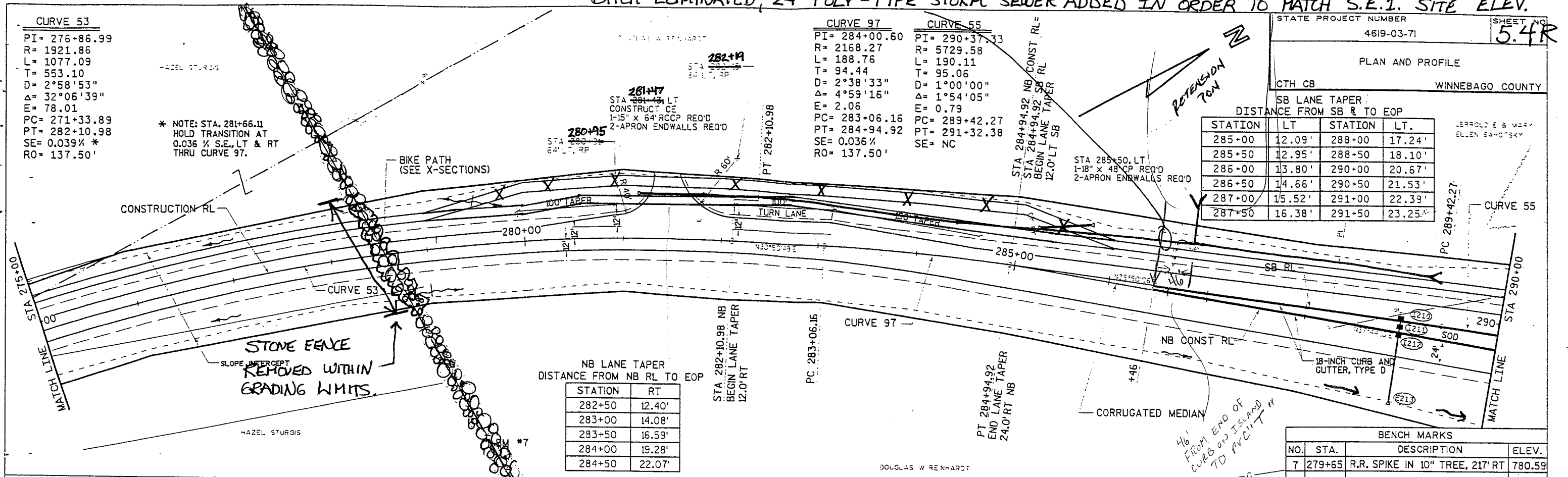
PI= 290+37.33  
 R= 5729.58  
 L= 190.11  
 T= 95.06  
 D= 1°00'00"  
 Δ= 1°54'05"  
 E= 0.79  
 PC= 289+42.27  
 PT= 291+32.38  
 SE= NC

STATE PROJECT NUMBER 4619-03-71	SHEET NO. 5.4R
PLAN AND PROFILE	
CTH CB	WINNEBAGO COUNTY

SB LANE TAPER			
DISTANCE FROM SB RL TO EOP			
STATION	LT	STATION	LT.
285+00	12.09'	288+00	17.24'
285+50	12.95'	288+50	18.10'
286+00	13.80'	290+00	20.67'
286+50	14.66'	290+50	21.53'
287+00	15.52'	291+00	22.39'
287+50	16.38'	291+50	23.25'

NB LANE TAPER	
DISTANCE FROM NB RL TO EOP	
STATION	RT
282+50	12.40'
283+00	14.08'
283+50	16.59'
284+00	19.28'
284+50	22.07'

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



783.63	781.57	783.88	781.74	784.14	782.56	784.66	782.51	784.89	782.45	785.04	783.20	785.13	783.95	785.14	783.60	785.09	783.23	784.96	782.36	784.77	781.49	784.50	780.01	783.90	779.17	783.30	778.94	782.70	777.72	782.10	778.28	781.50	778.06	780.90	777.98	780.30	774.08	779.30	775.31	779.10	
275		276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315



**CURVE 55**

PI= 290+37.33  
 R= 5729.58  
 L= 190.11  
 T= 95.06  
 D= 1°50'00"  
 Δ= 1°54'05"  
 E= 0.79  
 PC= 289+42.27  
 PT= 291+32.38  
 SF= NC

JERBOLD E. &  
 MARY ELLEN  
 SAHOTSKY

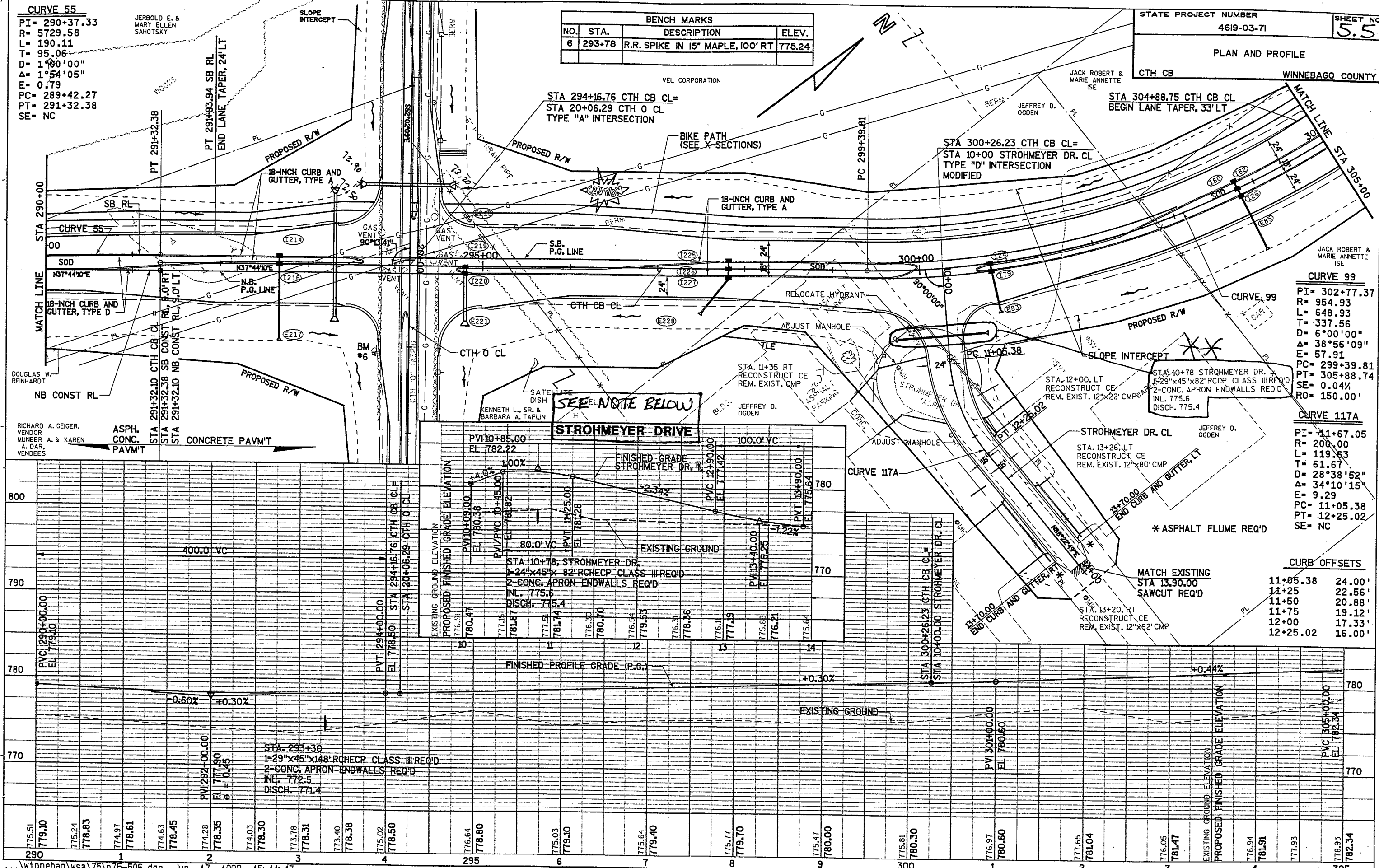
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
6	293+78	R.R. SPIKE IN 15' MAPLE, 100' RT	775.24

STATE PROJECT NUMBER  
 4619-03-71

SHEET NO  
**5.5 R**

PLAN AND PROFILE

CTH CB WINNEBAGO COUNTY



**CURVE 99**

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

**CURVE 117A**

PI= 71+67.05  
 R= 200.00  
 L= 119.63  
 T= 61.67  
 D= 28°38'52"  
 Δ= 34°10'15"  
 E= 9.29  
 PC= 11+05.38  
 PT= 12+25.02  
 SE= NC

**CURB OFFSETS**

Station	Left Offset	Right Offset
11+05.38	24.00'	24.00'
11+25	22.56'	22.56'
11+50	20.88'	20.88'
11+75	19.12'	19.12'
12+00	17.33'	17.33'
12+25.02	16.00'	16.00'

SEE NOTE BELOW

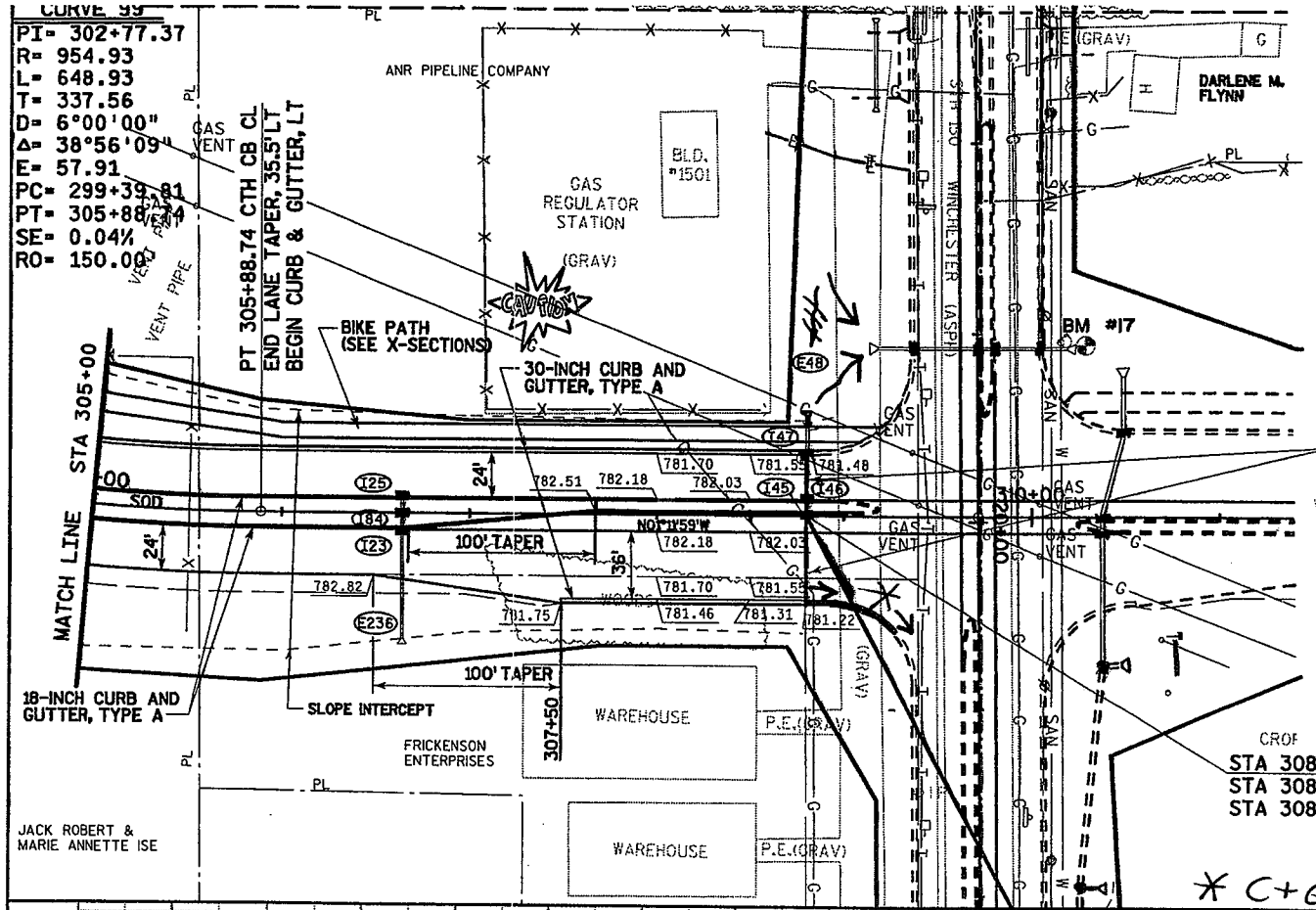
STA. 293+30  
 1-29"x45"x148" RCHECP CLASS III REQ'D  
 2-CONC. APRON ENDWALLS REQ'D  
 INL. 772.5  
 DISCH. 771.4

NOTE: THIS REVISION REQUIRED SEVERAL FIELD CHANGES. SEE ATTACHED SHEETS



CURVE 33  
 PI= 302+77.37  
 R= 954.93  
 L= 648.93  
 T= 337.56  
 D= 6°00'00"  
 Δ= 38°56'09"  
 E= 57.91  
 PC= 299+39.81  
 PT= 305+88.74  
 SE= 0.04%  
 RO= 150.00

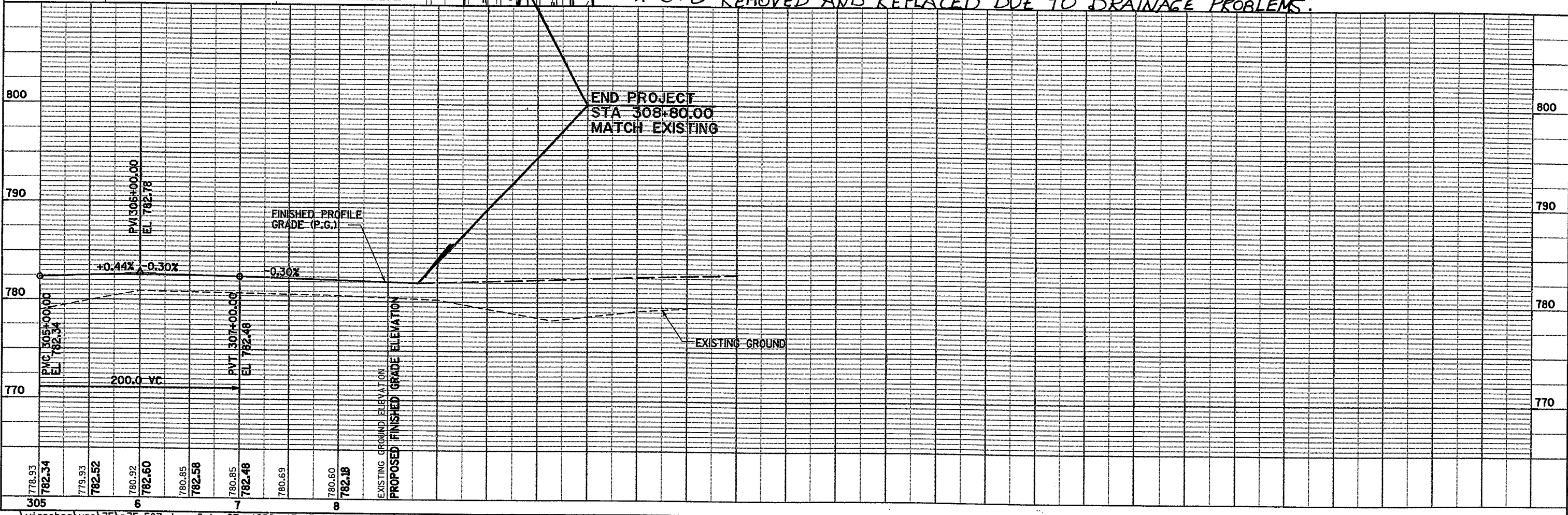
BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
17	308.16	ARROW ON TOP FLANGE HYD, 93' LT.	791.06



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

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

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



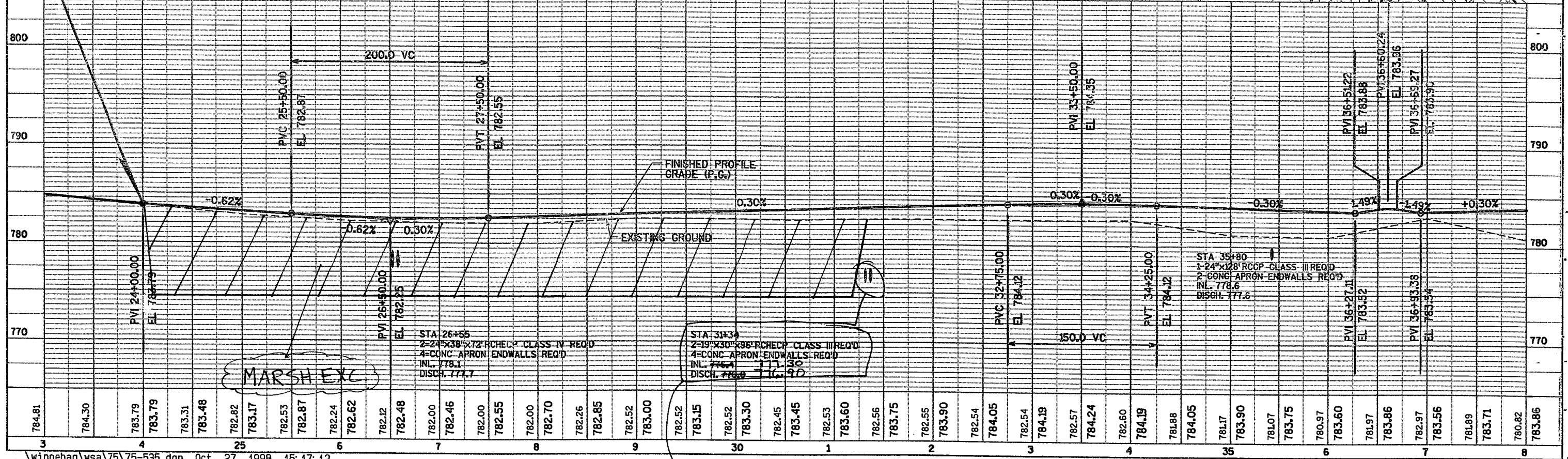
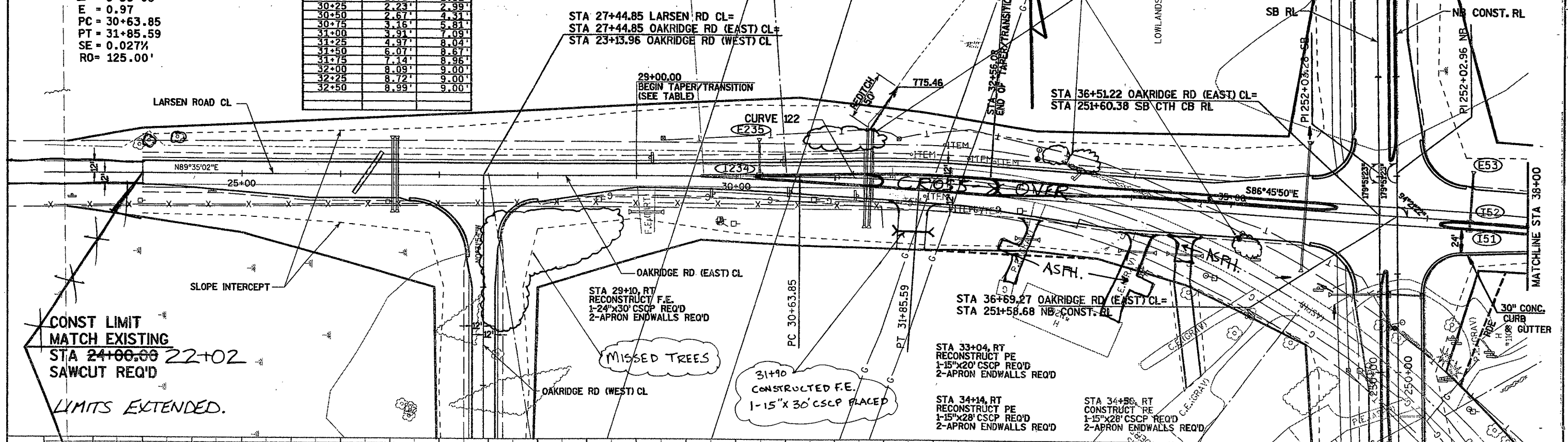
Station	Elevation
305	778.93
	782.34
6	779.93
	782.52
	780.92
	782.60
	780.85
	782.58
7	780.85
	782.48
	780.69
8	780.60
	782.18

PLAN AND PROFILE  
OAKRIDGE ROAD (EAST) WINNEBAGO COUNTY

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

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

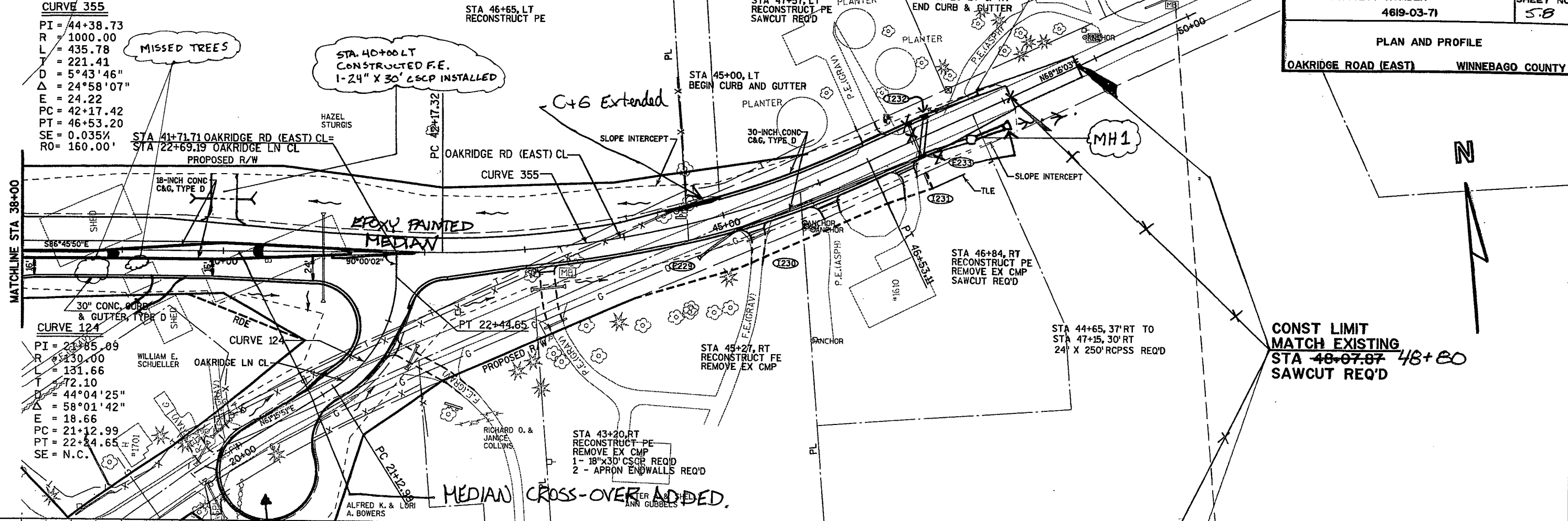
BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
10	248+46	60" NAIL IN P.P. #71-1566, 90' RT.	786.91
9	257+60	60" NAIL IN TRANS. POLE #164, 460' LT	778.85



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

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

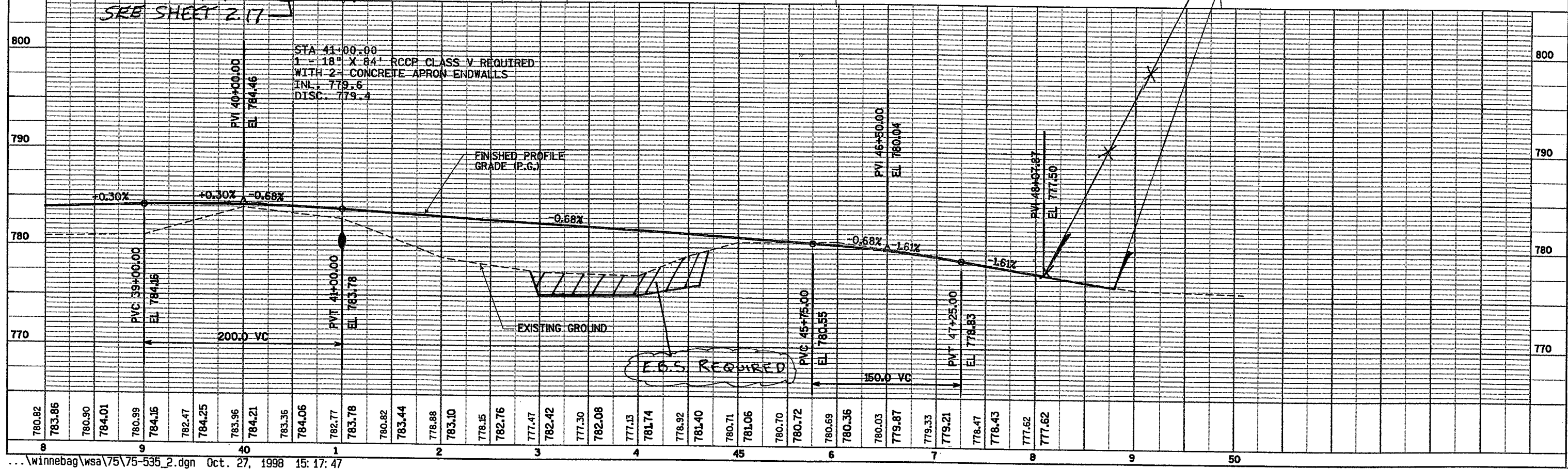
STA. 40+00 LT  
 CONSTRUCTED F.E.  
 1-24" X 30' CSCP INSTALLED



CONST LIMIT  
 MATCH EXISTING  
 STA 48+07.87 48+80  
 SAWCUT REQ'D

**CURVE 124**  
 PI = 21+85.09  
 R = 230.00  
 L = 131.66  
 T = 72.10  
 D = 44°04'25"  
 Δ = 58°01'42"  
 E = 18.66  
 PC = 21+12.99  
 PT = 22+24.65  
 SE = N.C.

SEE SHEET 2.17



STA 41+00.00  
 1 - 18" X 84' RCCP CLASS V REQUIRED  
 WITH 2 - CONCRETE APRON ENDWALLS  
 INL. 779.6  
 DISC. 779.4

F.O.S. REQUIRED

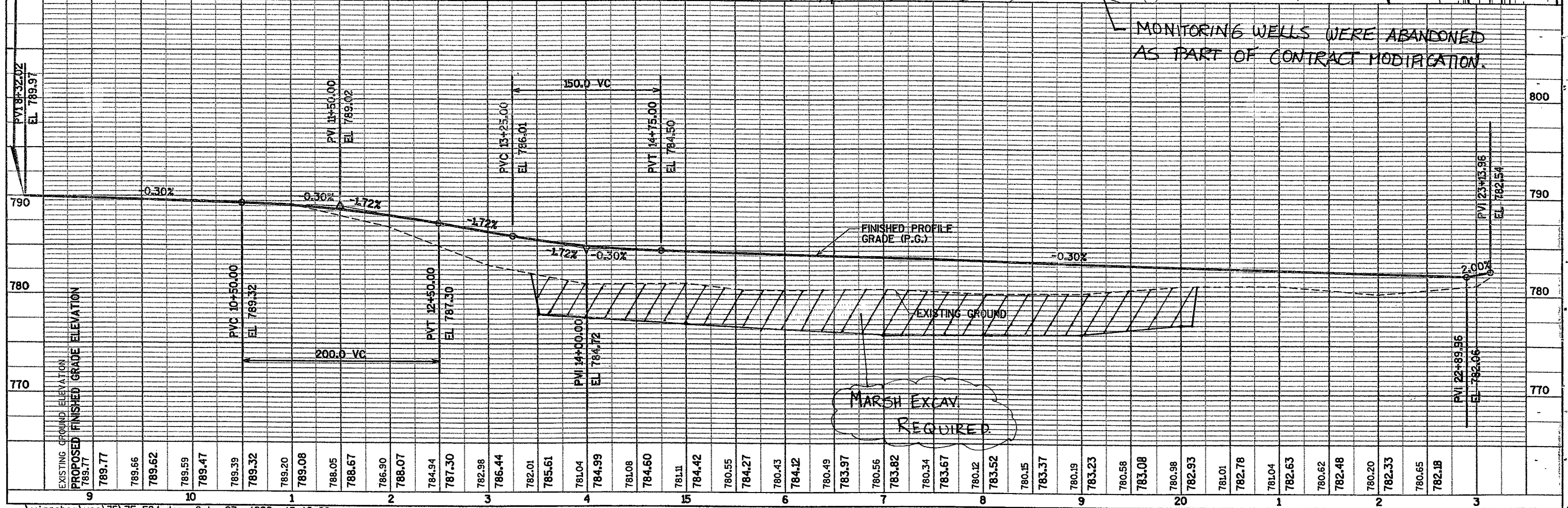
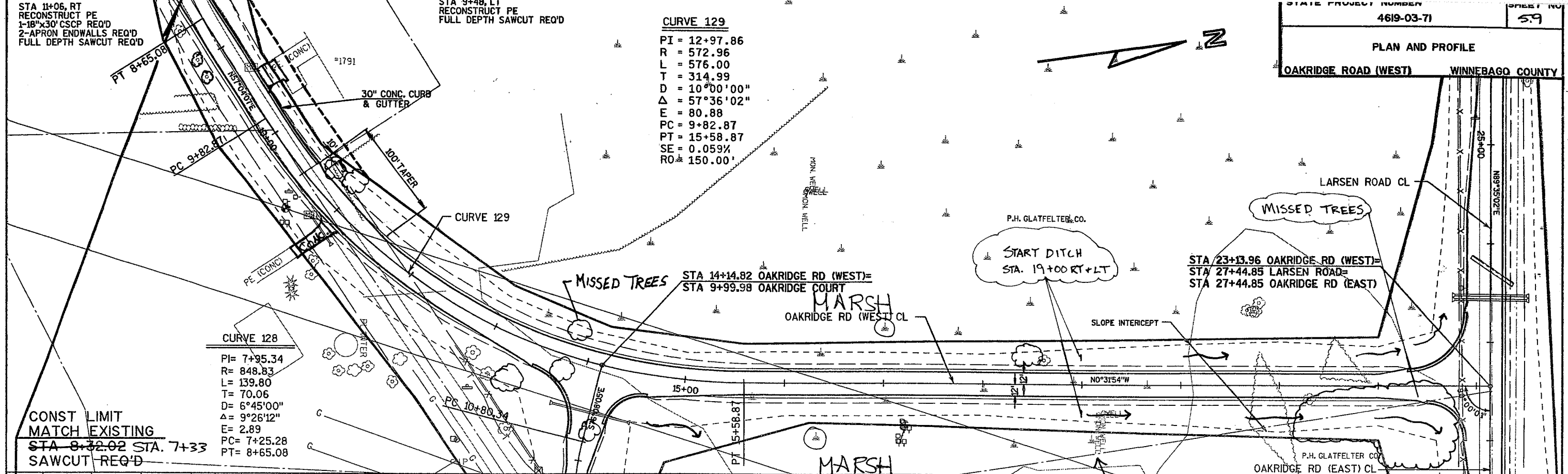
STA 11+06, RT  
RECONSTRUCT PE  
1-18"x30" CSCP REQ'D  
2-APRON ENDWALLS REQ'D  
FULL DEPTH SAWCUT REQ'D

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

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

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

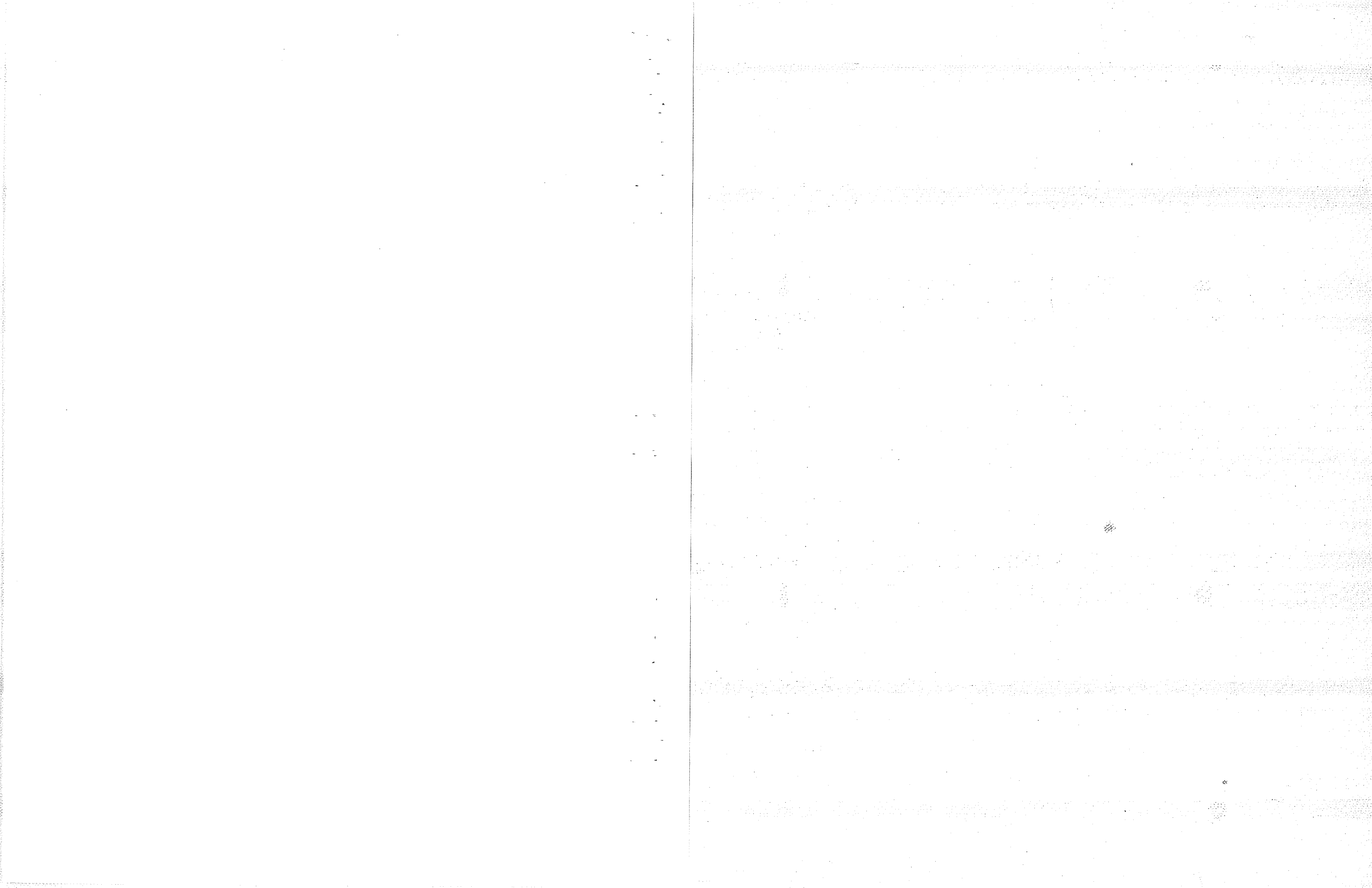
CONST LIMIT  
MATCH EXISTING  
STA 8+32.02 STA. 7+33  
SAWCUT REQ'D



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







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

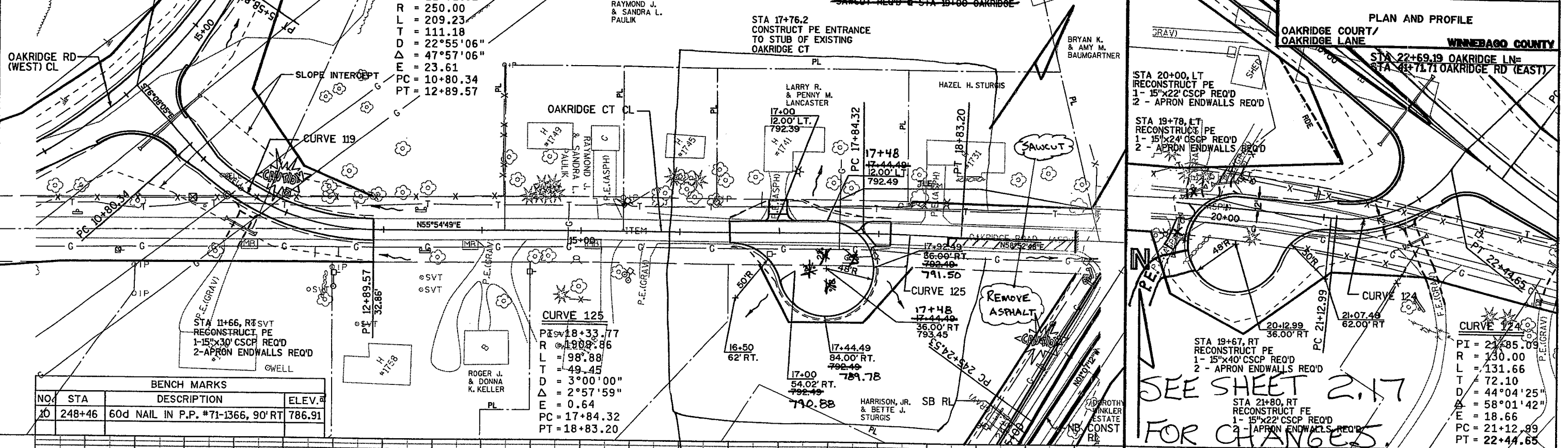
**CURVE 119**  
PI = 11+91.52  
R = 250.00  
L = 209.23  
T = 111.18  
D = 22°55'06"  
Δ = 47°57'06"  
E = 23.61  
PC = 10+80.34  
PT = 12+89.57

STA 17+00. LT  
RECONSTRUCT PE

STA 18+55. LT  
PE TO REMAIN  
SAWCUT REQ'D @ STA 19+00 OAKRIDGE

STATE PROJECT NUMBER  
4619-03-71  
SHEET NO  
510

PLAN AND PROFILE  
OAKRIDGE COURT/  
OAKRIDGE LANE  
WINNEBAGO COUNTY



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

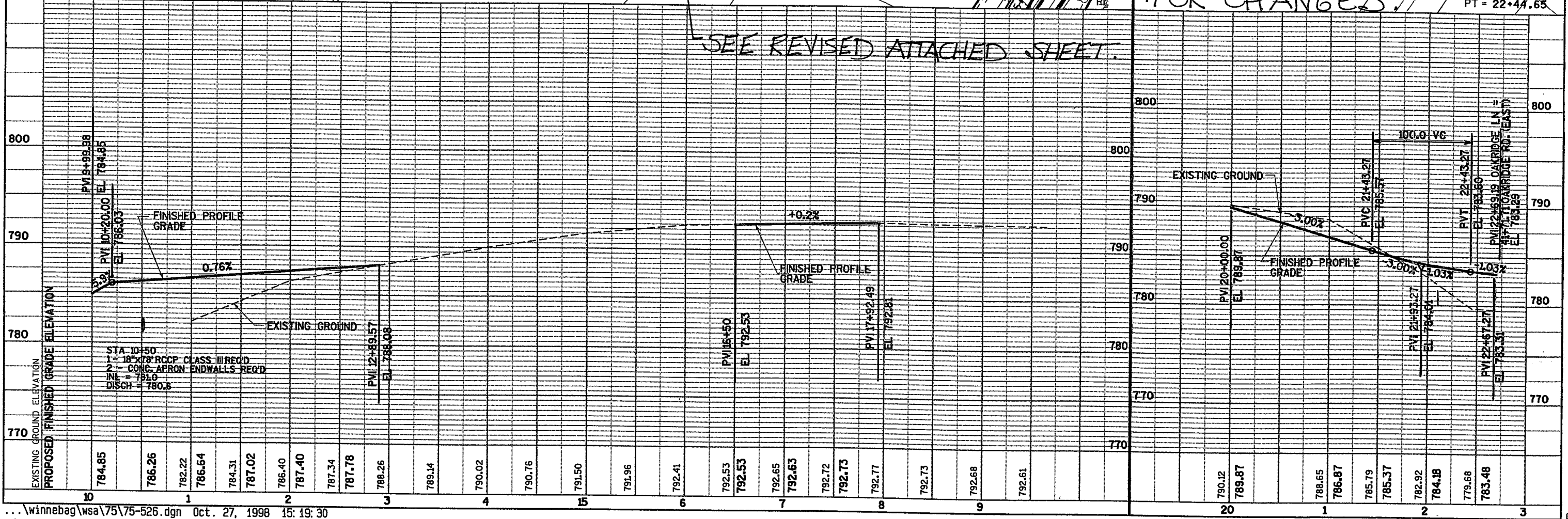
**CURVE 125**  
PI = 18+33.77  
R = 100.86  
L = 98.88  
T = 49.45  
D = 3°00'00"  
Δ = 2°57'59"  
E = 0.64  
PC = 17+84.32  
PT = 18+83.20

SEE SHEET 2.17  
FOR CHANGES

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

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

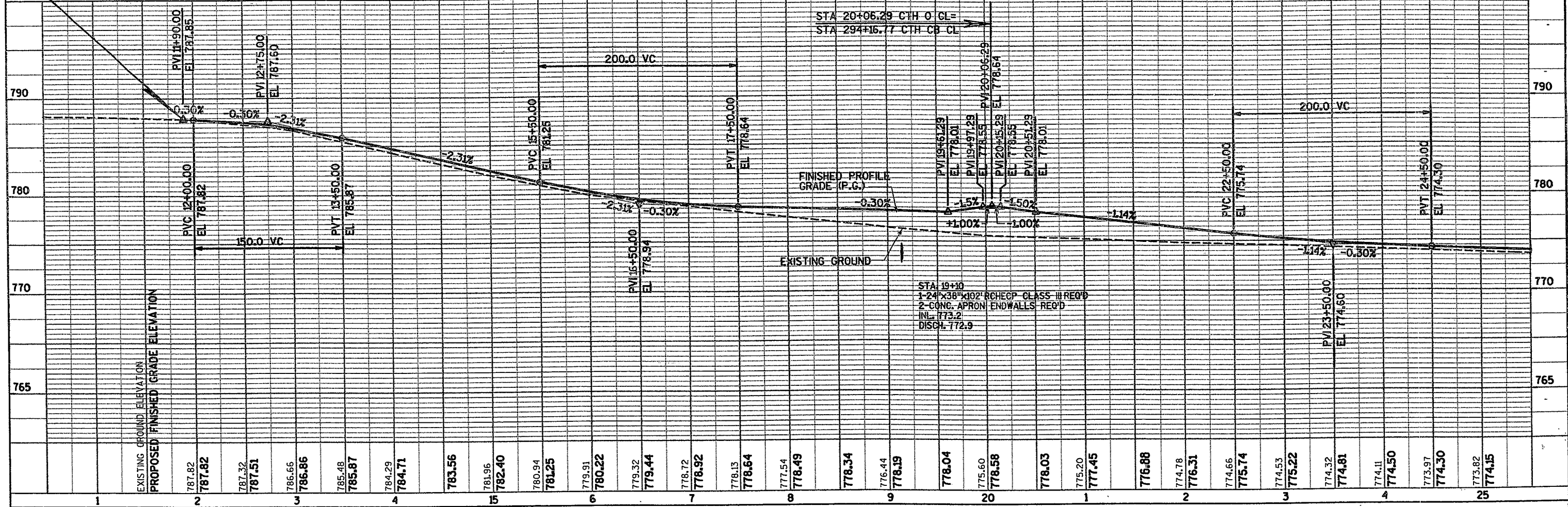
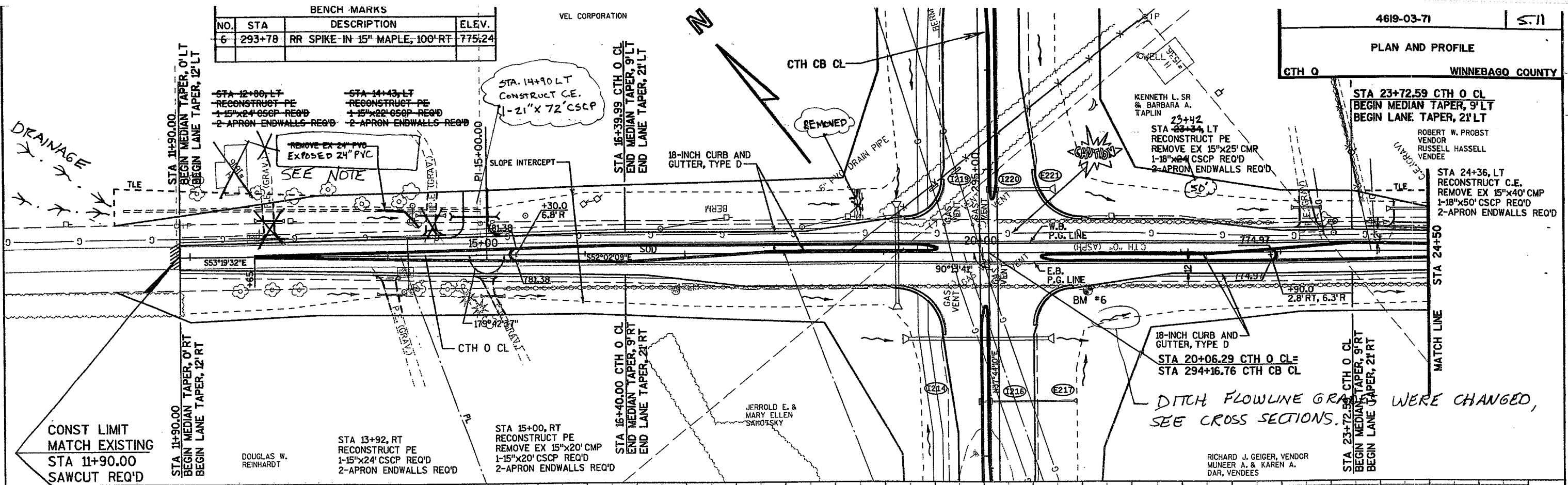
SEE REVISED ATTACHED SHEET.



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

VEL CORPORATION

PLAN AND PROFILE  
CTH 0 WINNEBAGO COUNTY



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

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

ROBERT W. PROBST, VENDOR  
RUSSELL HASSELL, VENDEE

WILLIAM ROGERS

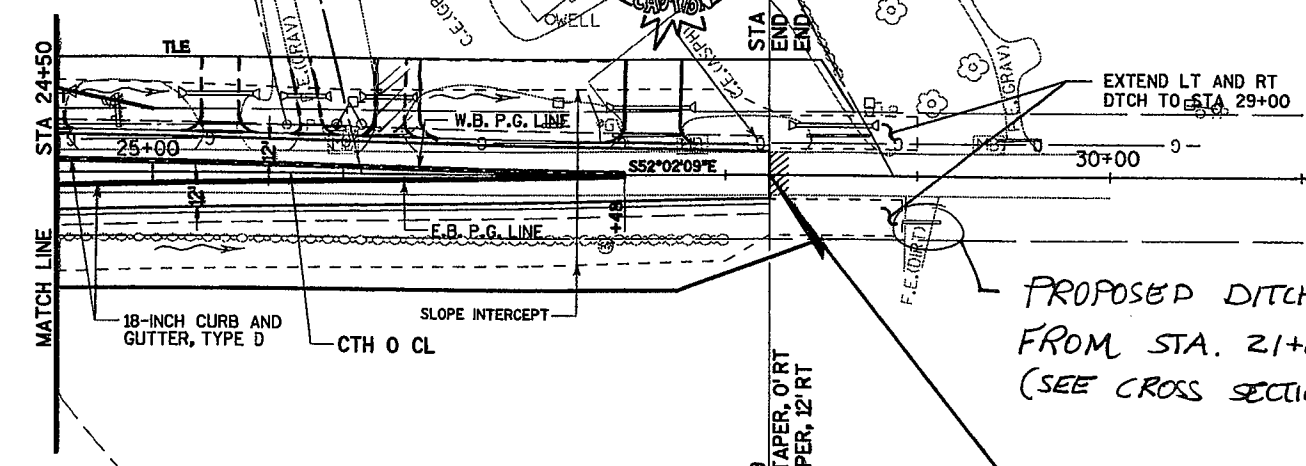
DONALD H. & SANDRA C. LORNSON

26+48  
STA 26+25, LT  
RECONSTRUCT CE  
REMOVE EX 15"x25' CMP  
1-18"x36' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

25+88  
STA 25+07, LT  
RECONSTRUCT P.E.  
REMOVE EX 15"x20' CMP  
1-18"x20' CSCP REQ'D  
2-APRON ENDWALLS REQ'D

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

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

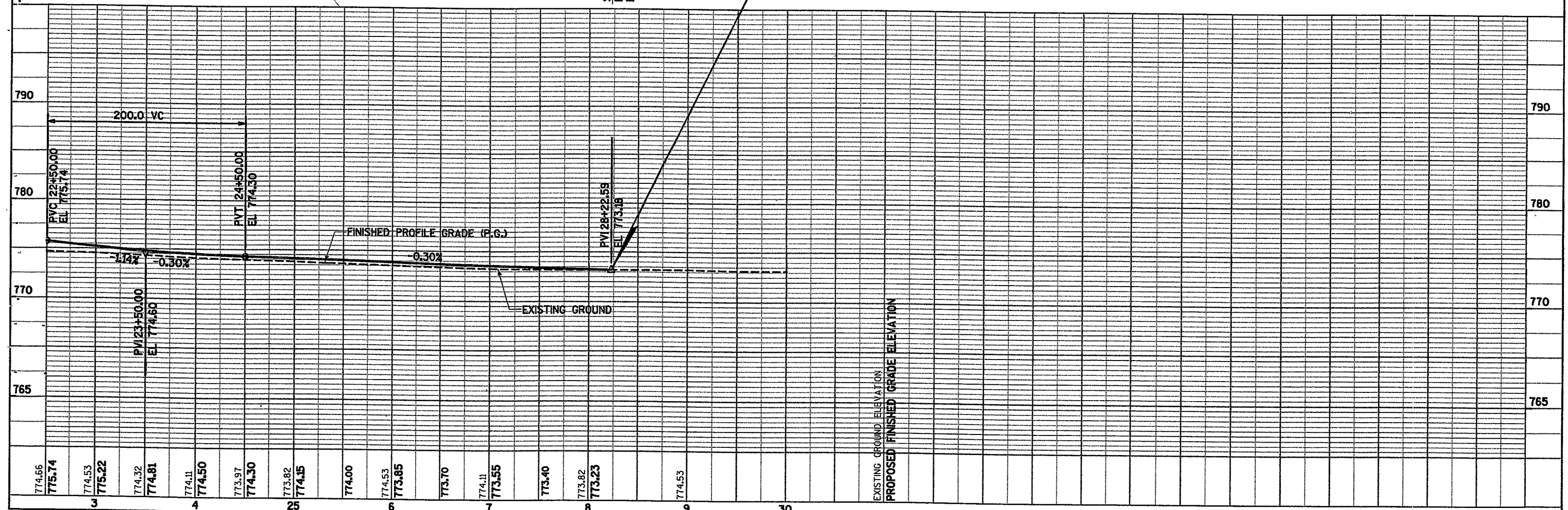


PROPOSED DITCH FLOWLINES DID NOT MATCH THIS CULVERT ELEVATION. DITCH GRADES FROM STA. 21+00 - 29+00 WERE CHANGED. (SEE CROSS SECTIONS)

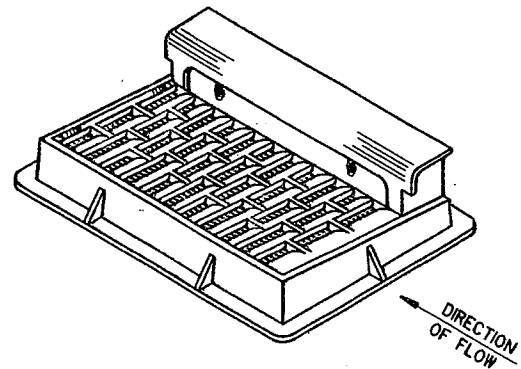
BENCH MARKS			
NO.	STA	DESCRIPTION	ELEV.
6	293+70	R.R. SPIKE IN 15" MAPLE, 44' LT	775.2

CONST LIMIT  
MATCH EXISTING  
STA 28+22.59  
END LANE TAPER, 12' RT  
SAWCUT REQ'D

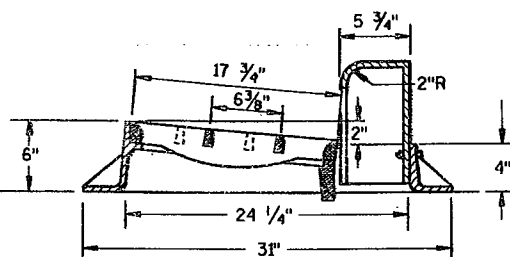
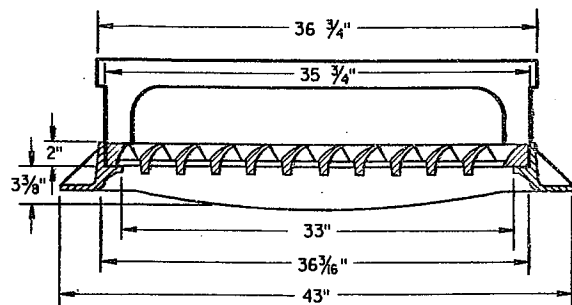
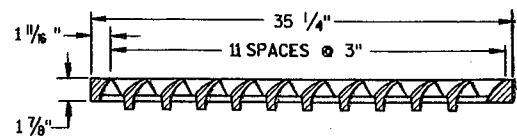
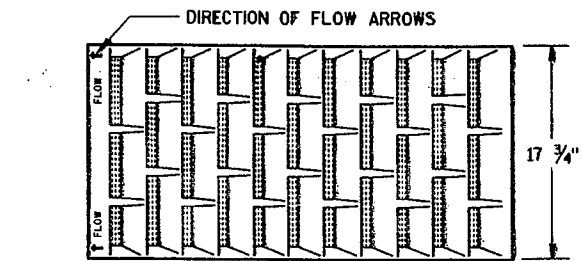
RICHARD J. GEIGER, VENDOR  
MUNEER A. & KAREN A. DAR, VENDEES



NOTE:  
GRATE IS REVERSIBLE.

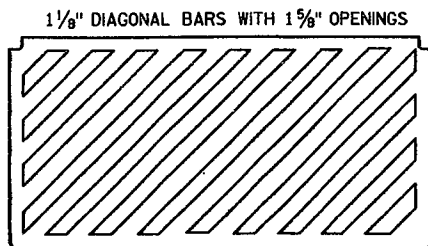


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



**TYPE "H"**

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



**SPECIAL GRATE FOR  
TYPE "H" COVER**

(MEASURES 35 1/4" X 17 3/4" X 2")  
 (APPROXIMATE WEIGHT 172 LBS.)  
 GRATE..... 172 LBS.  
 (NOTED AS TYPE H-S ON DRAINAGE TABLE)

NOTE:  
GRATE IS REVERSIBLE.

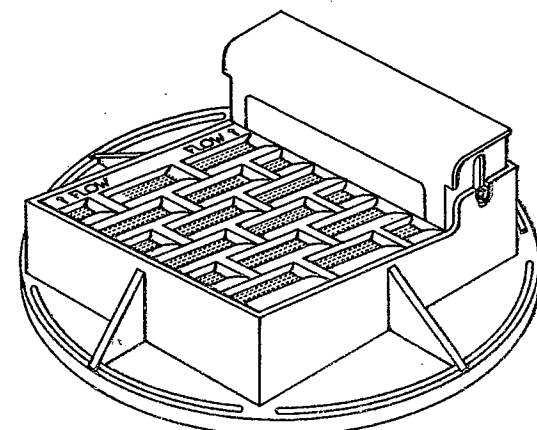
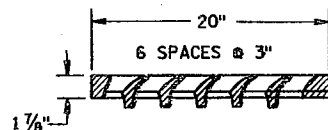
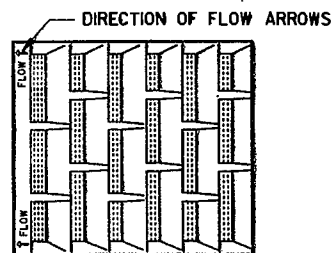
**GENERAL NOTES**

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

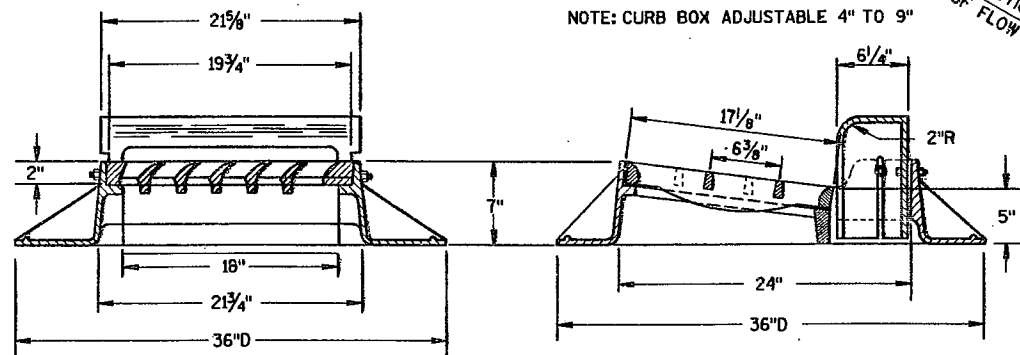
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

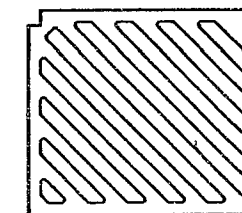


**TYPE "A"**

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

NOTE:  
GRATE IS REVERSIBLE.

1" DIAGONAL BARS  
WITH 1/2" OPENINGS



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

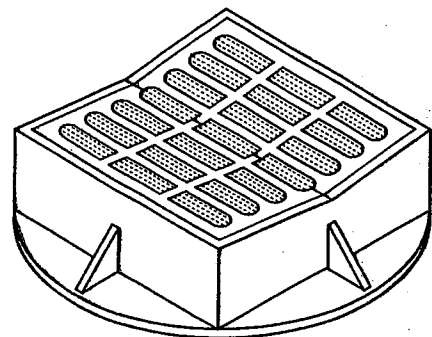
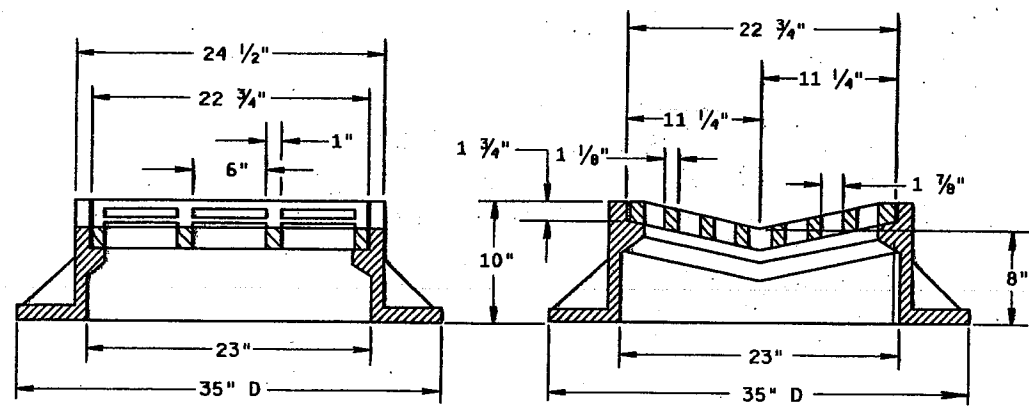
(MEASURES 19 3/4" X 17" X 1 1/8")  
 GRATE..... 84 LBS.  
 (NOTED AS TYPE A-S ON DRAINAGE TABLE)

NOTE:  
GRATE IS REVERSIBLE.

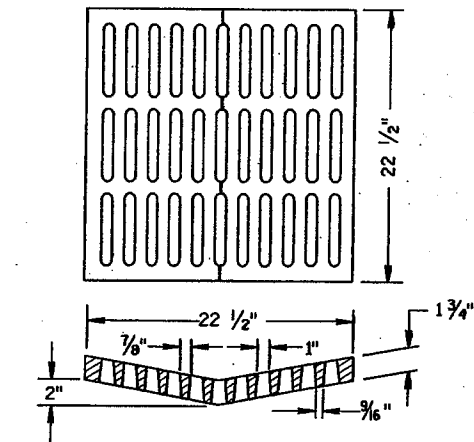
**INLET COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 10/1/97  
 DATE  
 CHIEF ROADWAY DEVELOPMENT ENGINEER

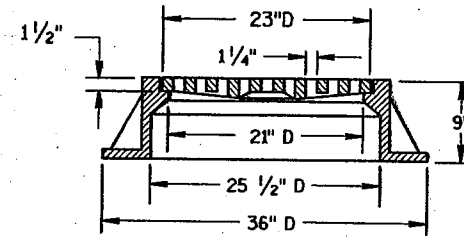
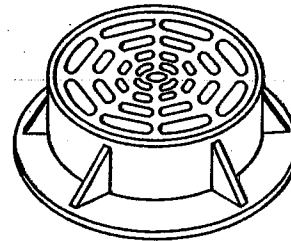


**TYPE "B"**  
(APPROXIMATE WEIGHT 395 LBS.)  
FRAME..... 285 LBS.  
GRATE..... 110 LBS.



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

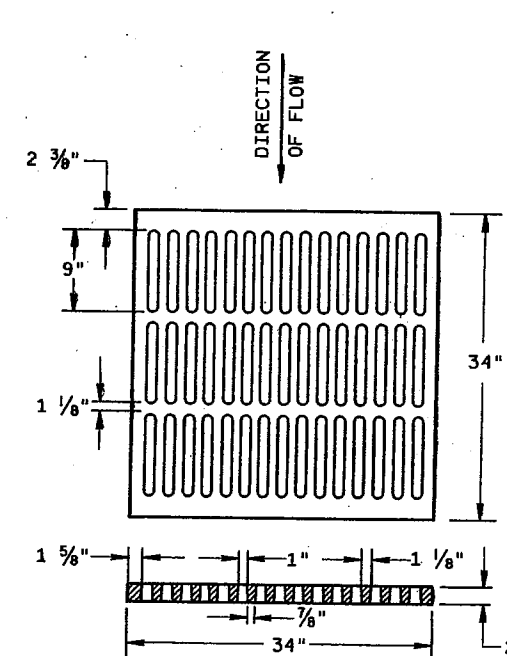
(APPROXIMATE GRATE WEIGHT 125 LBS.)  
GRATE..... 125 LBS.  
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.  
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



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

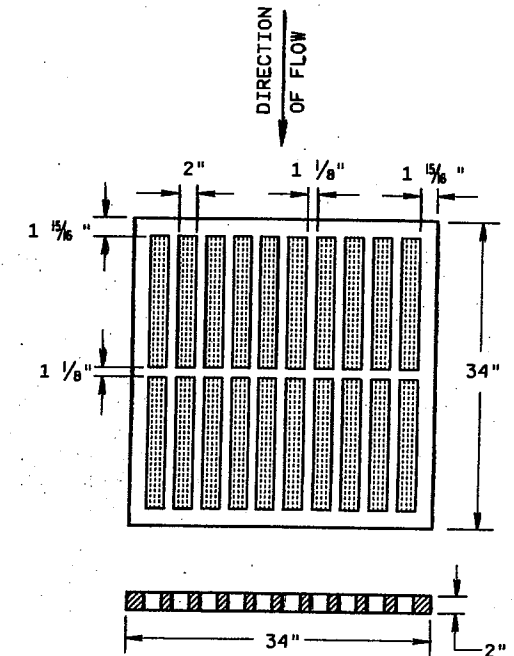
**GENERAL NOTES**

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.  
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.  
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.  
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



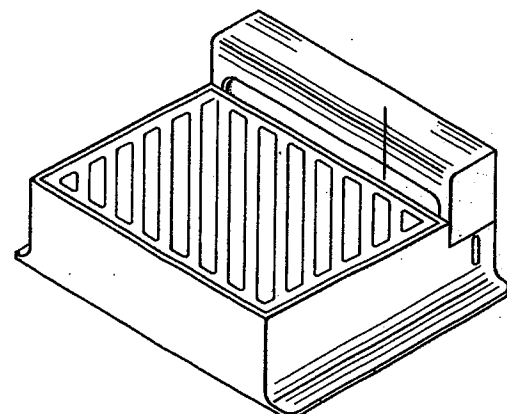
**ALTERNATIVE TYPE "MS"**  
(APPROXIMATE GRATE WEIGHT 365 LBS.)  
GRATE..... 365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED  
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



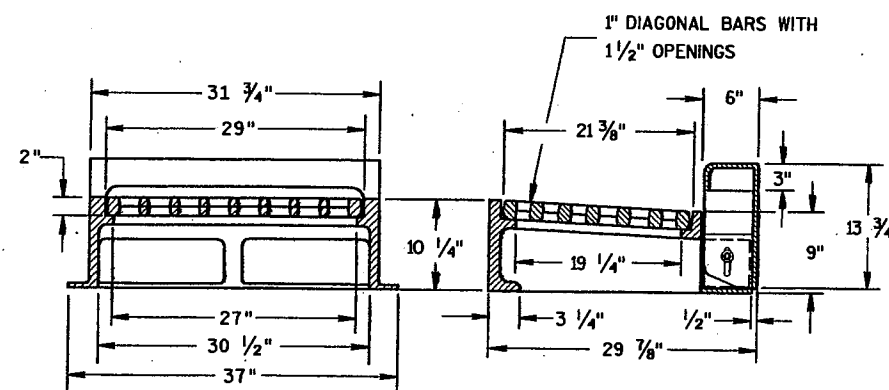
**TYPE "MS"**  
(APPROXIMATE GRATE WEIGHT 270 LBS.)  
GRATE..... 270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS  
NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

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



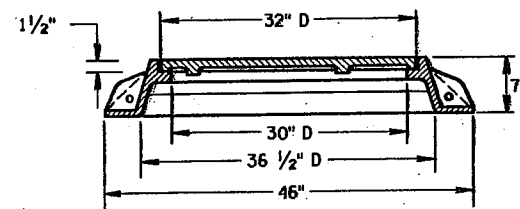
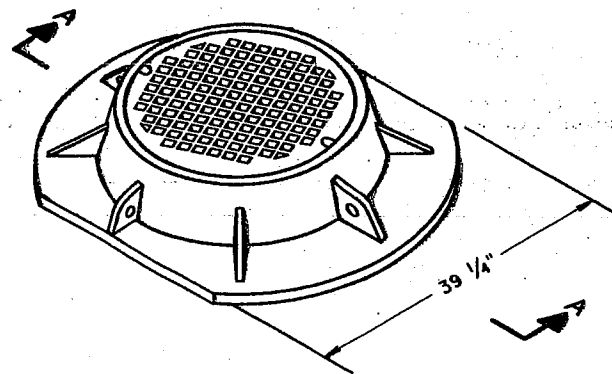
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

**TYPE "WM"**  
(APPROXIMATE WEIGHT 670 LBS.)  
FRAME..... 360 LBS.  
GRATE..... 160 LBS.  
CURB BOX..... 150 LBS.

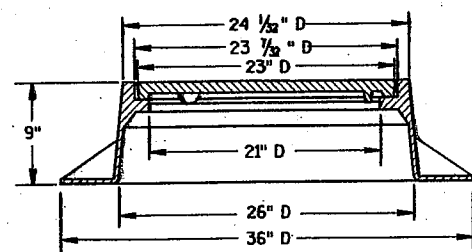
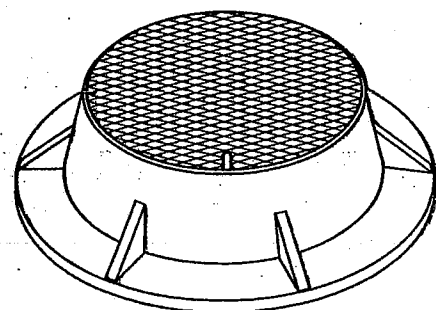
**INLET COVERS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

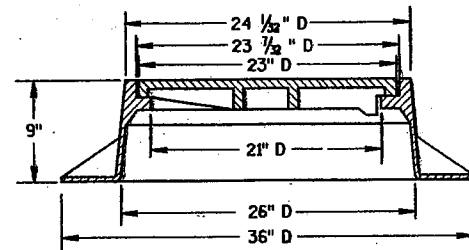
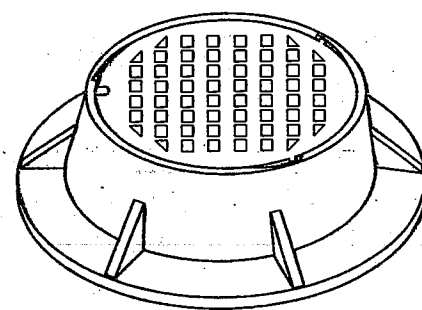
APPROVED *Tony L. Thum*  
DATE 10/1/97  
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



**SECTION A-A**  
**TYPE "K"**  
(APPROXIMATE WEIGHT 415 LBS.)  
FRAME..... 210 LBS.  
LID..... 205 LBS.



**TYPE "J"**  
(APPROXIMATE WEIGHT 250 LBS.)  
FRAME..... 135 LBS.  
LID..... 115 LBS.



**TYPE "J" SPECIAL**  
TYPE "B" NON-ROCKING SELF-SEAL LID  
(APPROXIMATE WEIGHT 245 LBS.)  
FRAME..... 145 LBS.  
LID..... 100 LBS.  
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

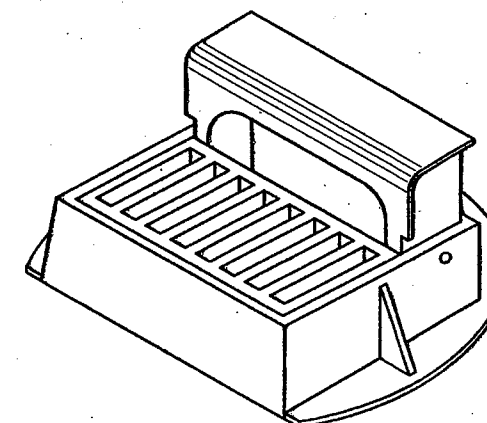
**GENERAL NOTES**

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

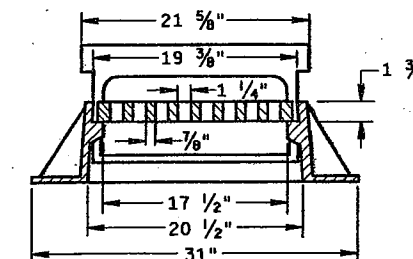
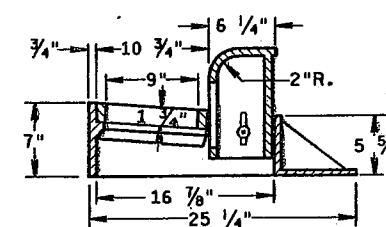
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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



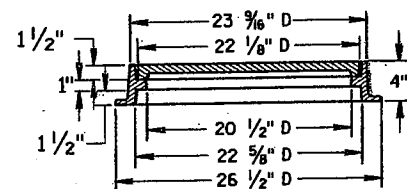
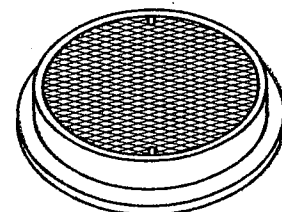
CURB BOX ADJUSTABLE 4" TO 10"



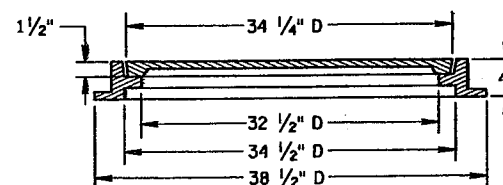
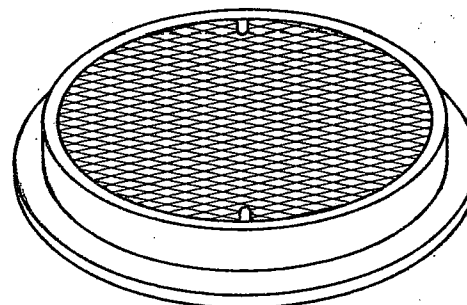
**INLET COVER TYPE "Z"**

(APPROXIMATE WEIGHT 280 LBS.)

FRAME..... 145 LBS.  
GRATE..... 50 LBS.  
CURB BOX..... 85 LBS.



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



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

**INLET AND  
MANHOLE COVERS**

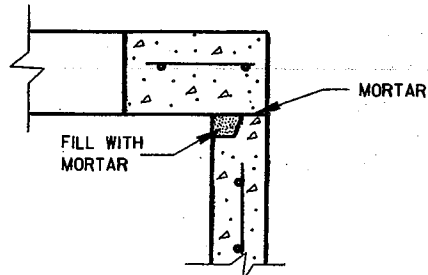
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

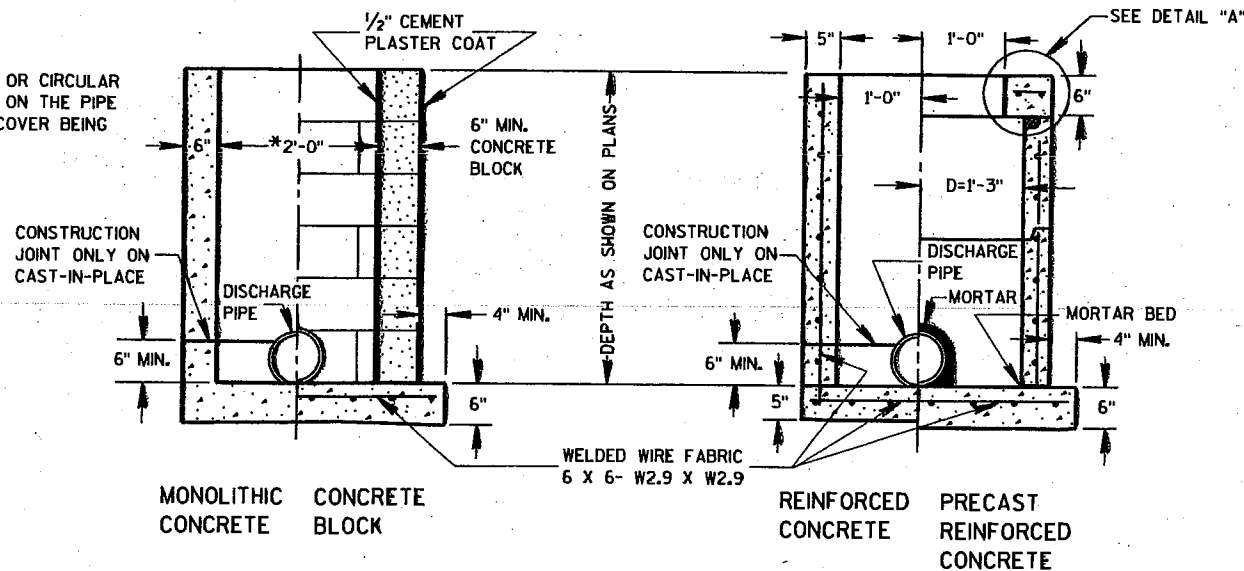
FHWA



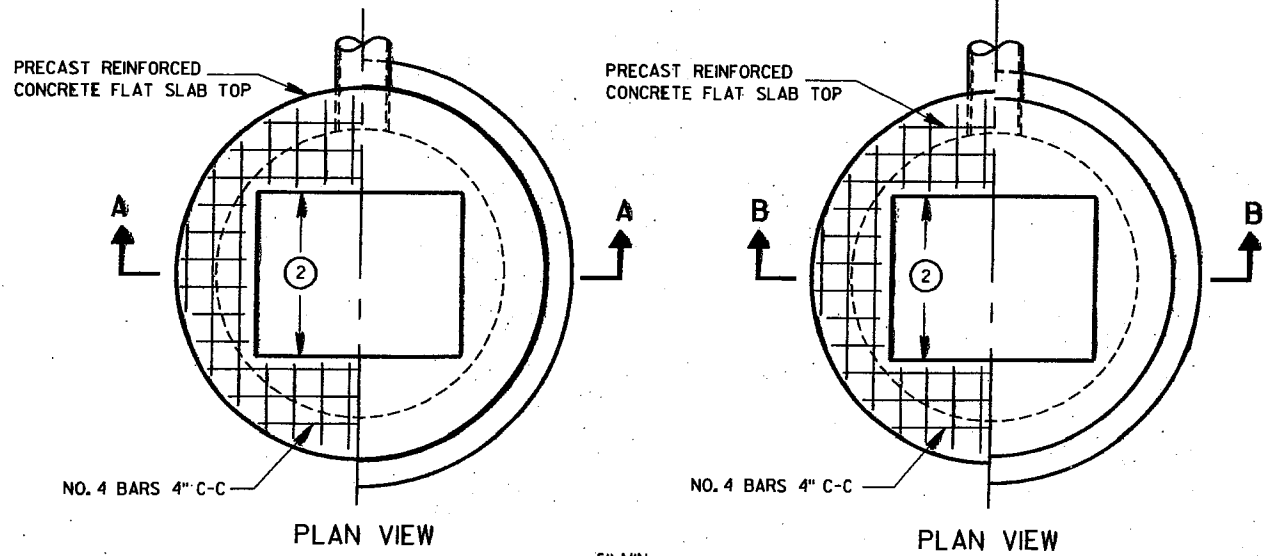
\*SELECTION OF SQUARE OR CIRCULAR DESIGN WILL BE BASED ON THE PIPE SIZES AND THE INLET COVER BEING UTILIZED



DETAIL "A"

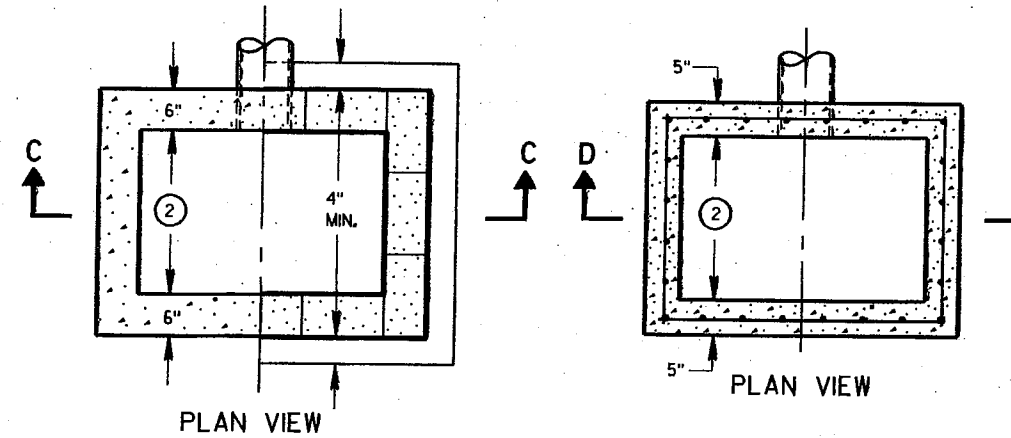


INLETS TYPE 1



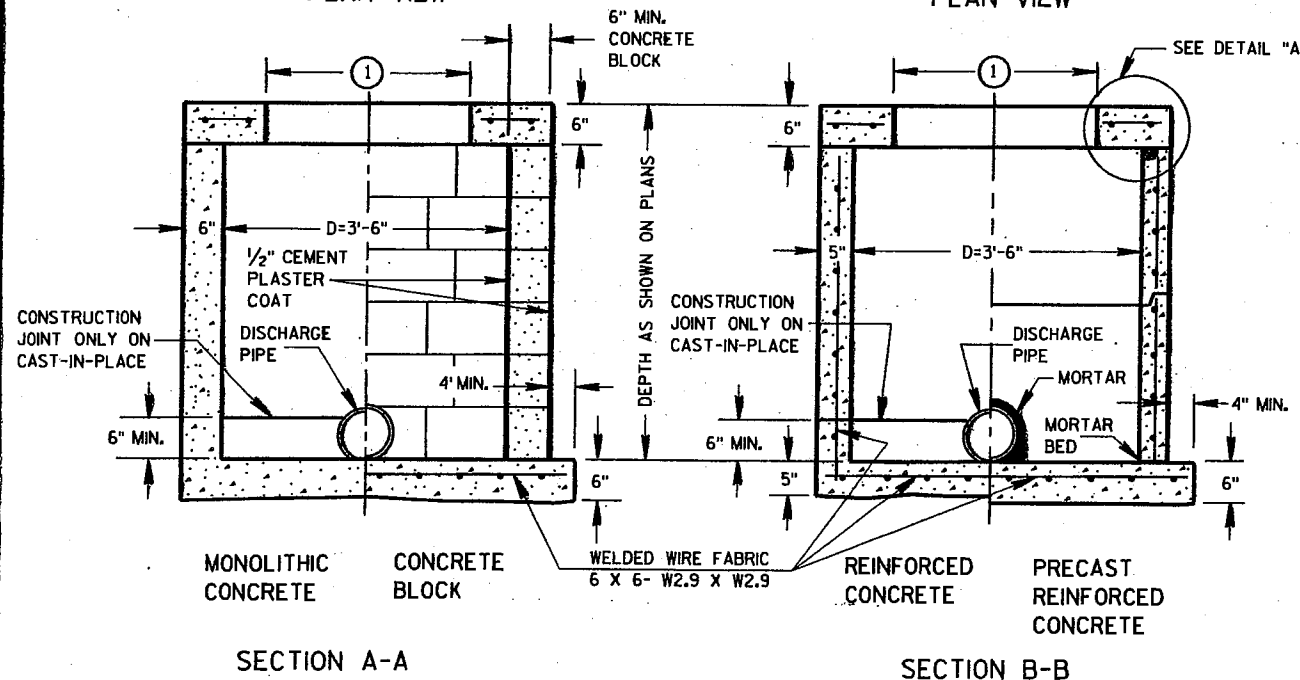
PLAN VIEW

PLAN VIEW



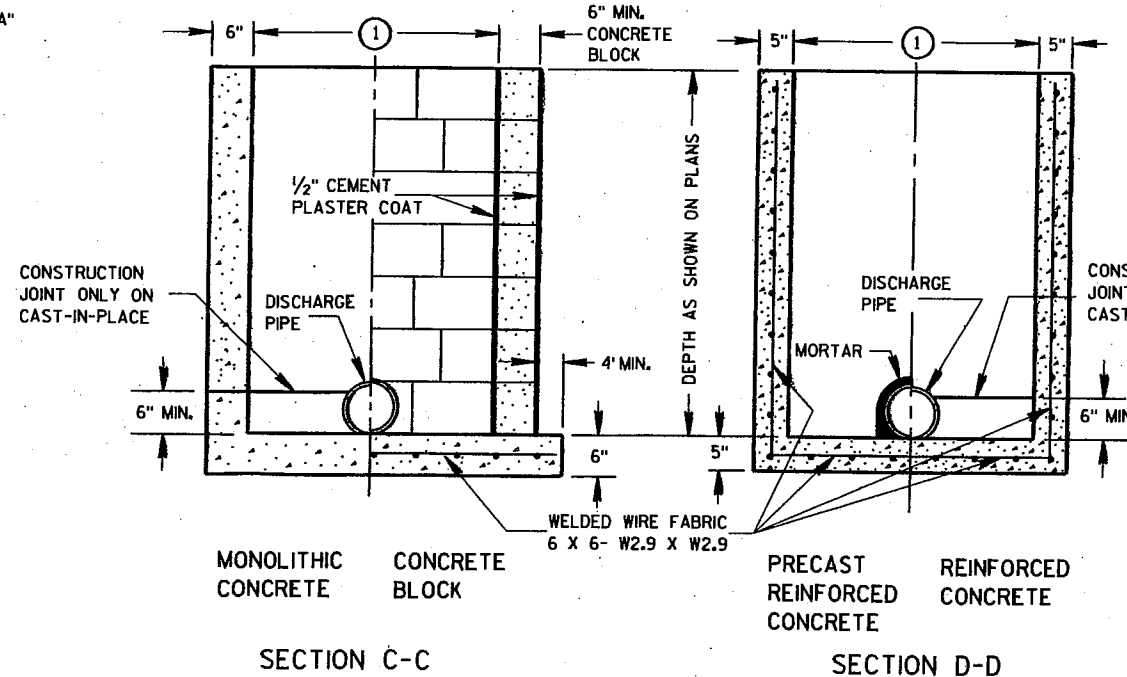
PLAN VIEW

PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

GENERAL NOTES

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

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

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

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

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

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

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

PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

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

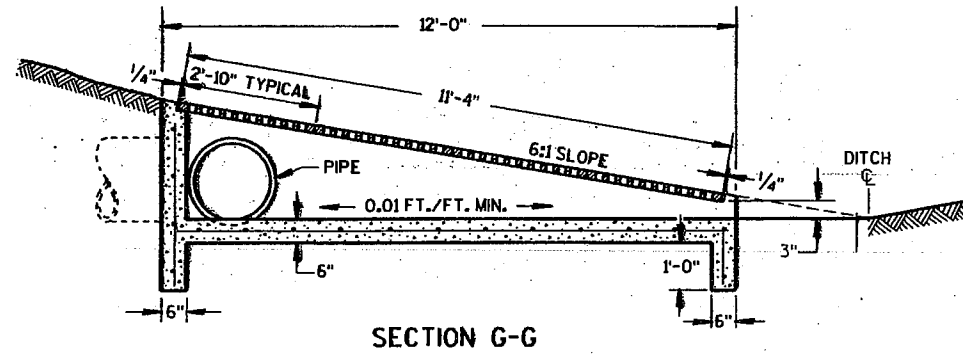
S.D.D. 8 C 1-5

INLETS TYPE 1, 2, 3 & 4

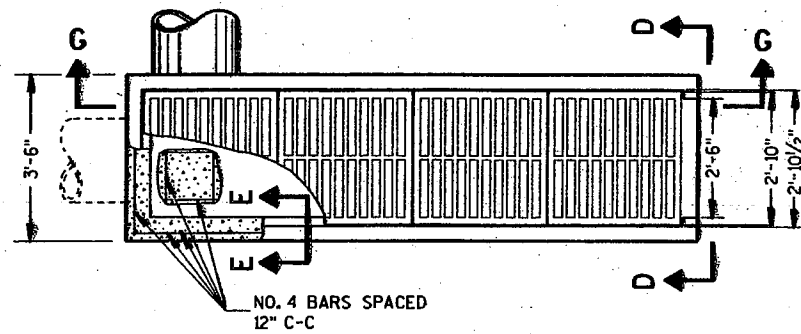
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

S.D.D. 8 C 1-5

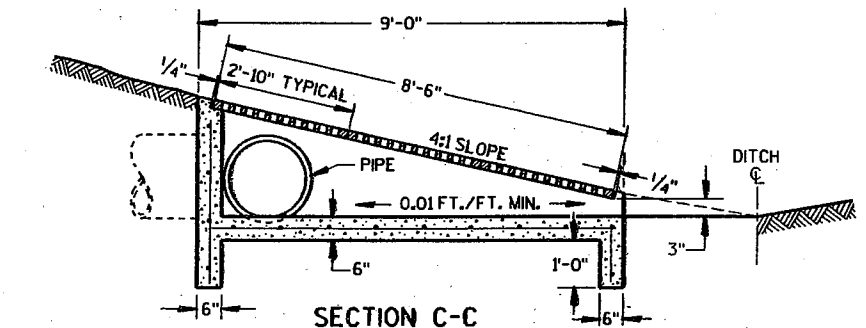


SECTION G-G

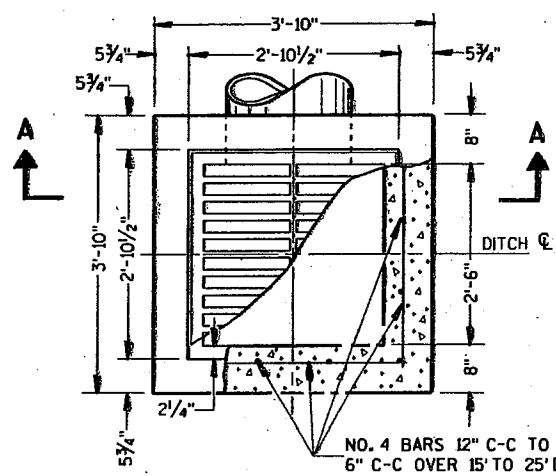


PLAN VIEW

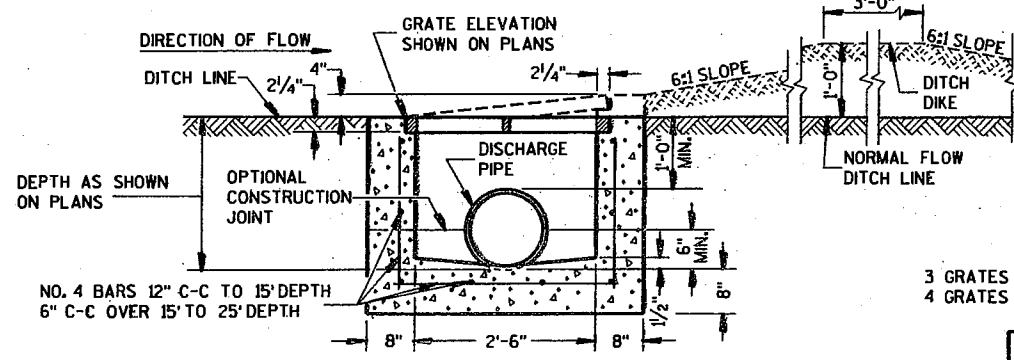
REINFORCED CONCRETE INLET TYPE 11



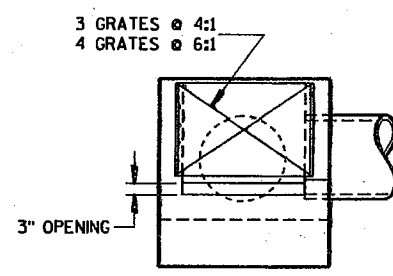
SECTION C-C



PLAN VIEW

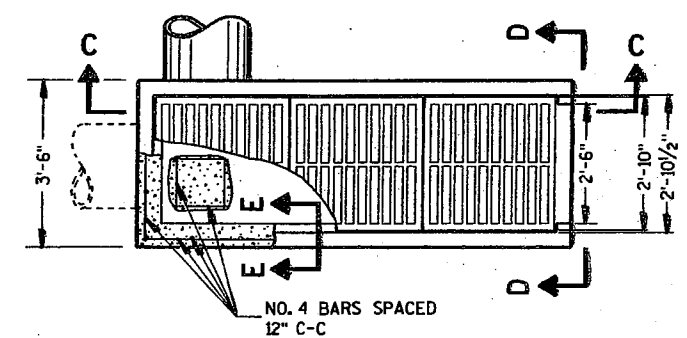


SECTION A-A



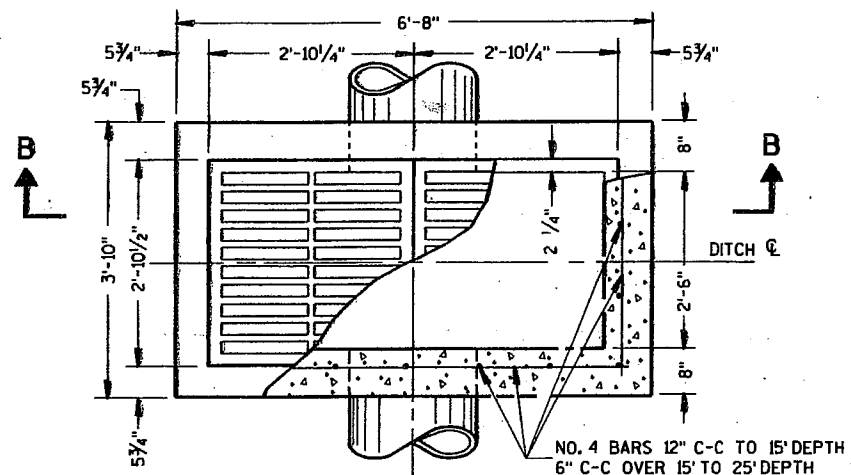
SECTION D-D

REINFORCED CONCRETE INLET TYPE 8

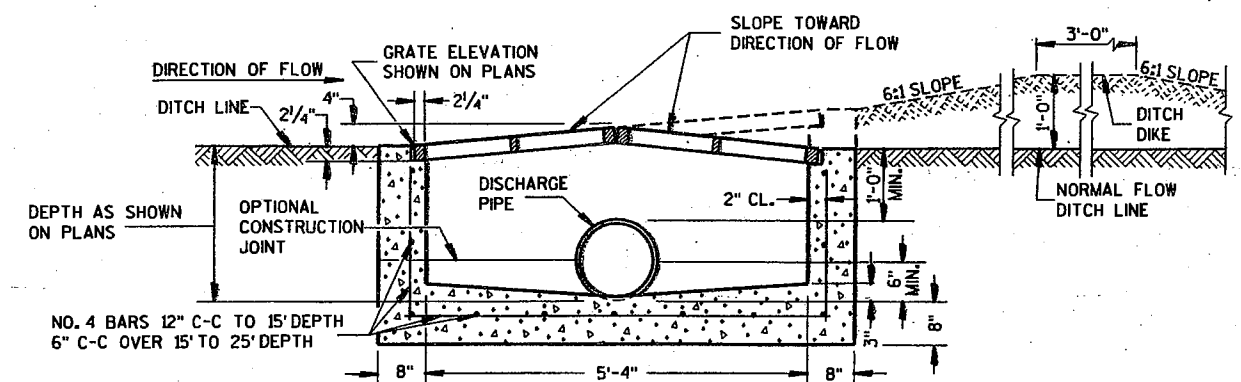


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10

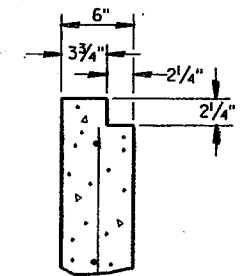


PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9



SECTION E-E

GENERAL NOTES

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

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

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

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

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

INLETS TYPE 8, 9, 10 AND 11

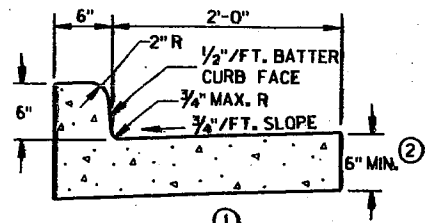
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/10/94  
DATE  
[Signature]  
CHIEF ROADWAY DEVELOPMENT ENGINEER

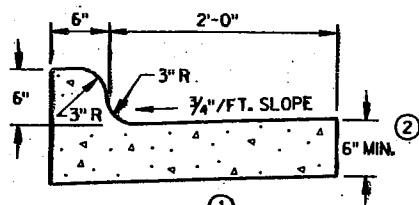
FHWA

S.D.D. 8 C 5-2

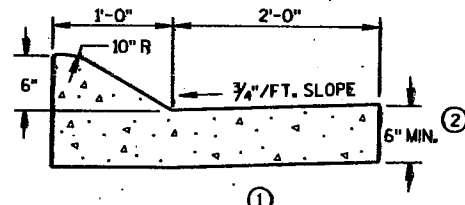
S.D.D. 8 C 5-2



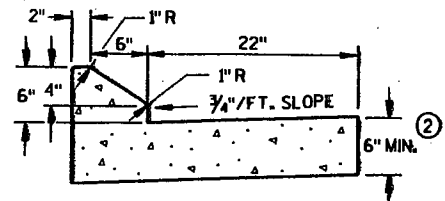
TYPES A & D



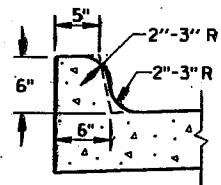
TYPES K & L



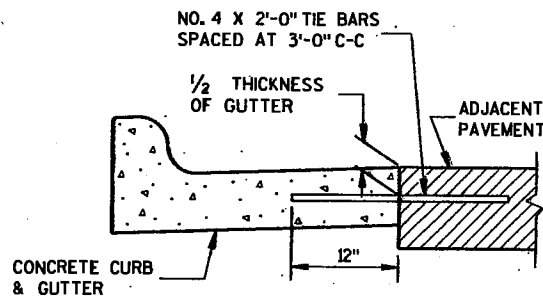
TYPES A & D  
CONCRETE CURB & GUTTER 36"



TYPES G & J

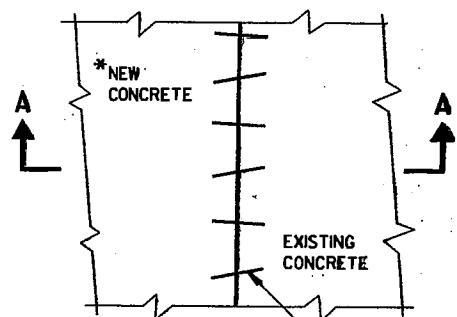


OPTIONAL CURB SHAPE  
FOR TYPES K & L



TYPICAL TIE BAR LOCATION

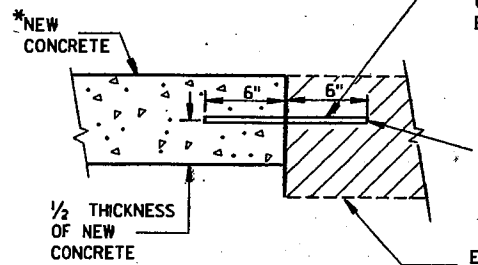
CONCRETE CURB & GUTTER 30"



PLAN VIEW

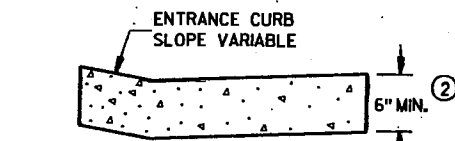
\*NEW CURB & GUTTER,  
SURFACE DRAINS,  
CONCRETE PAVEMENT  
OR OTHER NEW CONCRETE.

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

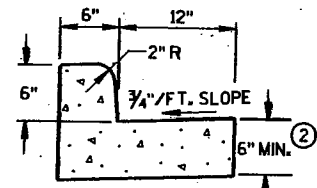


SECTION A-A  
PAVEMENT TIES

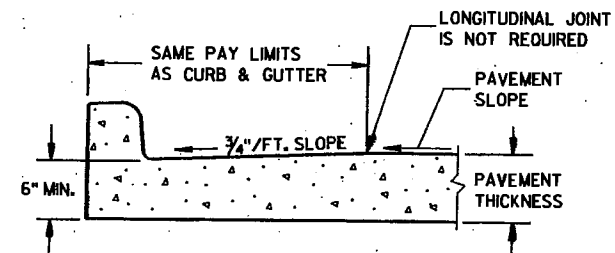
THE HOLE FOR THE BAR SHALL  
BE DRILLED TO A DEPTH OF  
7" AND TO SUCH A DIAMETER  
AS TO PROVIDE A TIGHT  
DRIVEN FIT



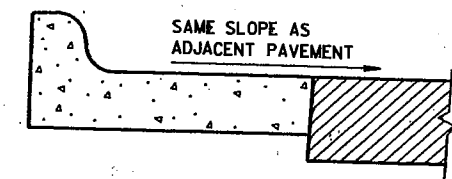
DRIVEWAY ENTRANCE CURB  
(WHEN DIRECTED BY THE ENGINEER)



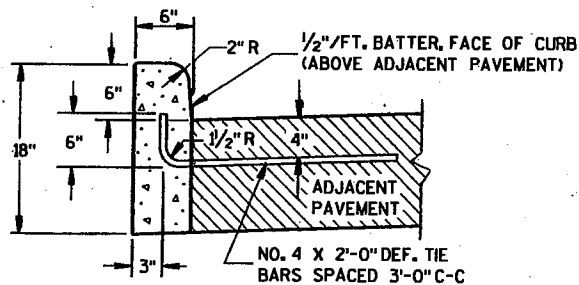
TYPES A & D  
CONCRETE CURB & GUTTER 18"



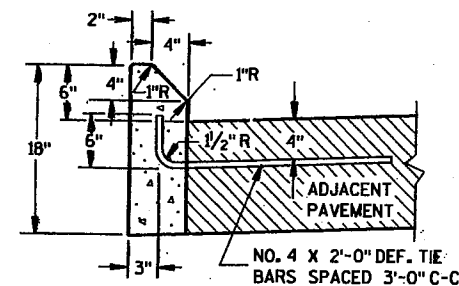
PARTIAL SECTION OF PAVEMENT  
WITH INTEGRAL CURB & GUTTER



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



TYPES A & D



TYPES G & J

CONCRETE CURB

**GENERAL NOTES**

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

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

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

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

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

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

CONCRETE CURB, CONCRETE  
CURB & GUTTER AND  
PAVEMENT TIES

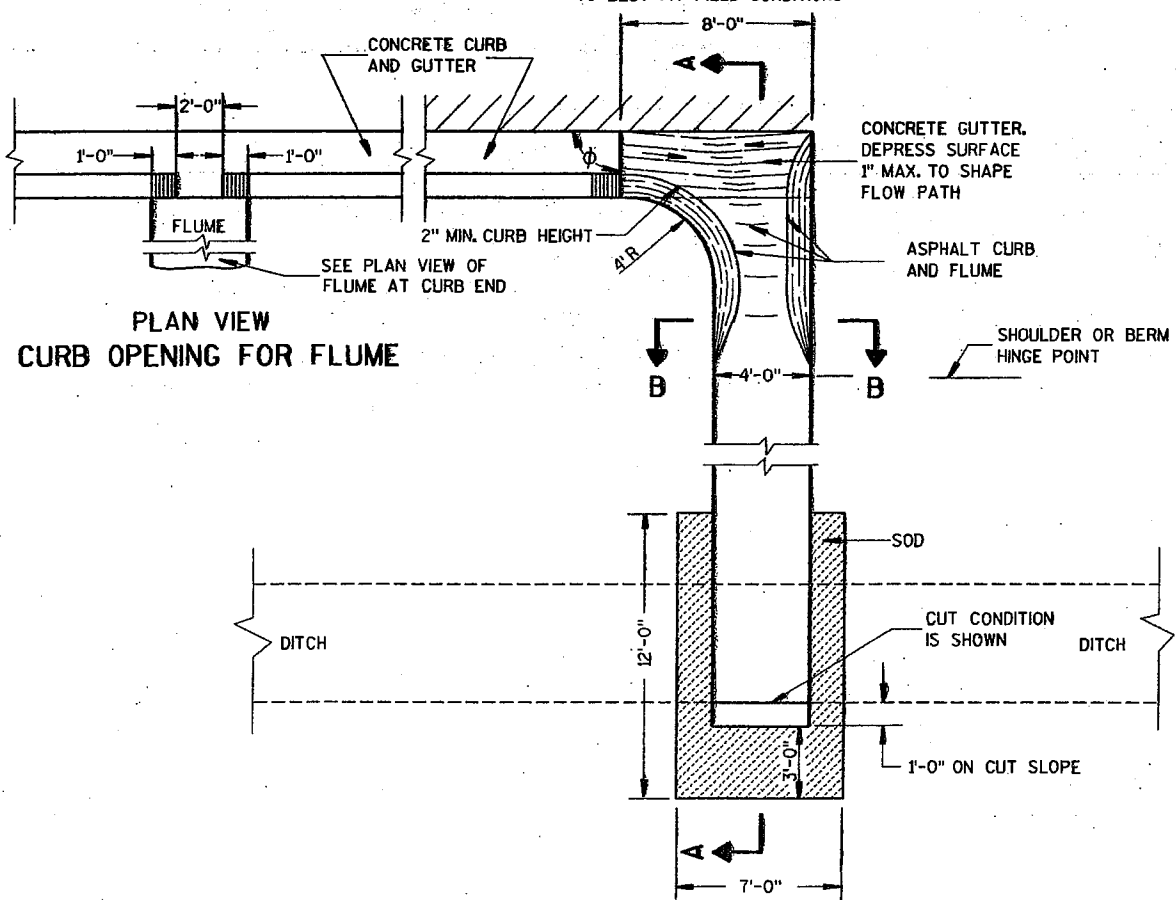
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/22/96  
DATE  
Roy A. Thompson  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA

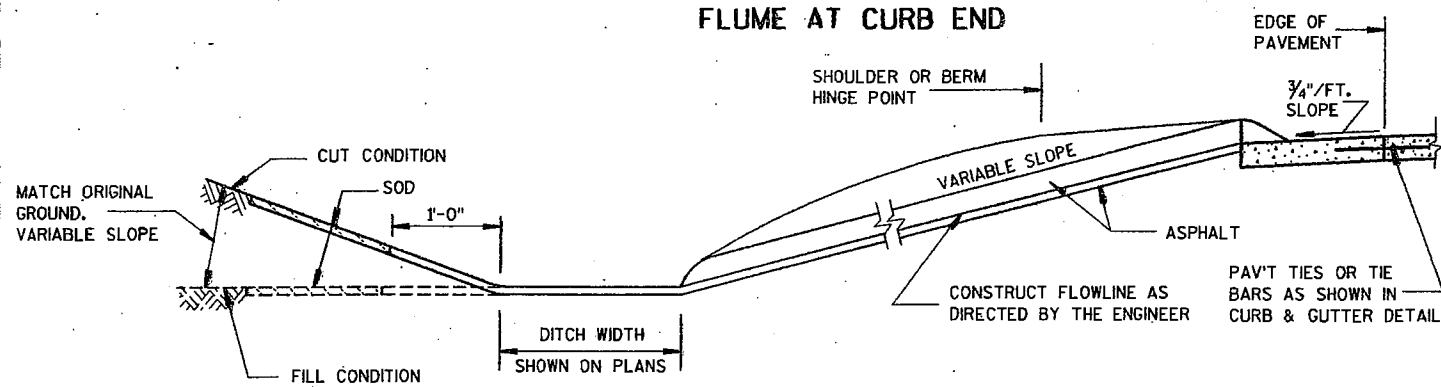
### ASPHALTIC FLUME

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

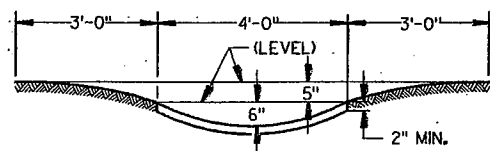
INCREASE  $\phi$  FROM RIGHT ANGLE TO BEST FIT FIELD CONDITIONS



PLAN VIEW FLUME AT CURB END



SECTION A-A



SECTION B-B

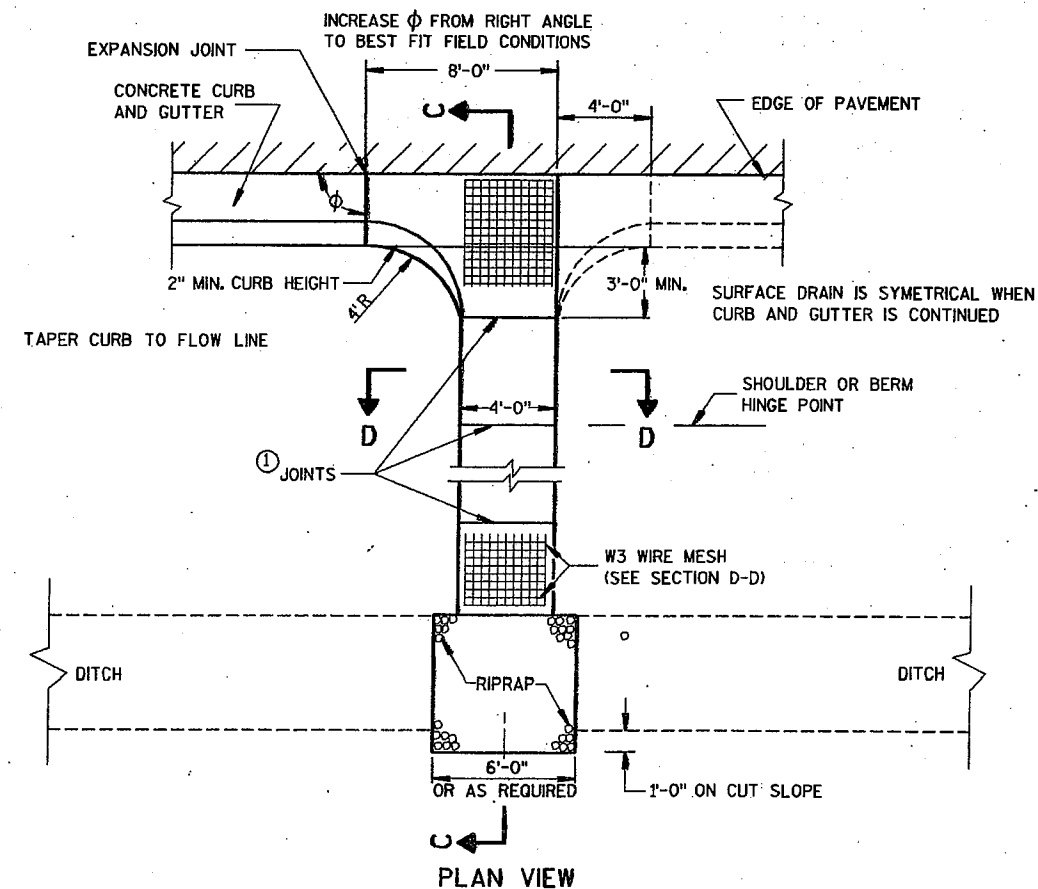
### GENERAL NOTES

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

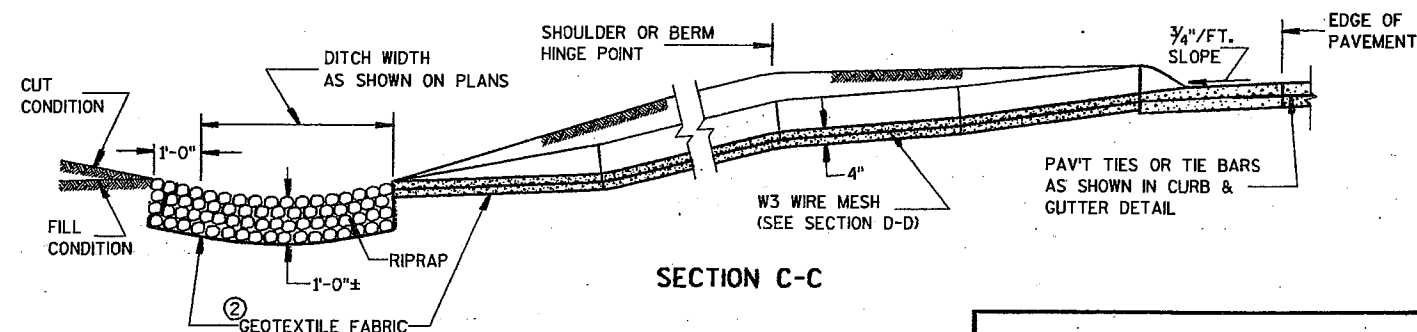
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1/2 INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

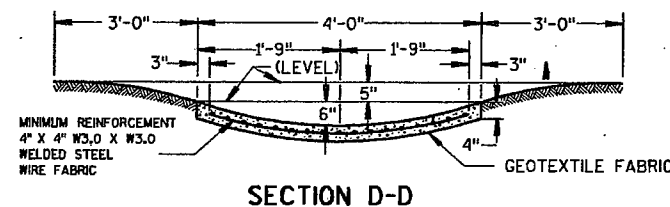
### ③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



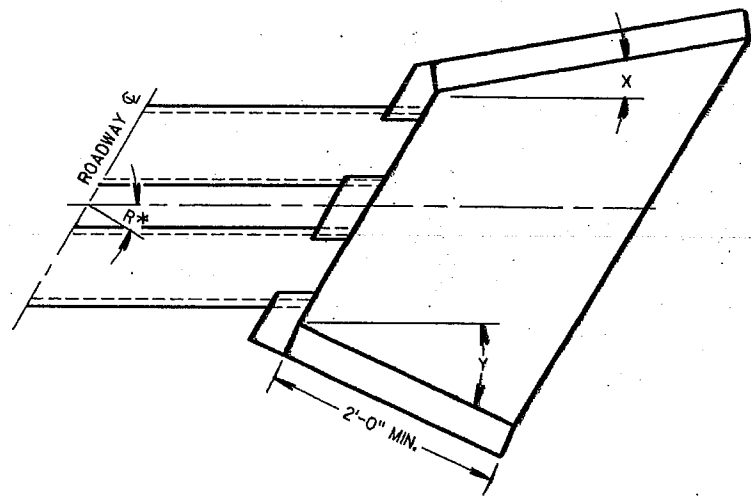
SECTION D-D

### CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/23/09  
DATE  
FHWA

STATE DESIGN ENGINEER FOR HWYS



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

\*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

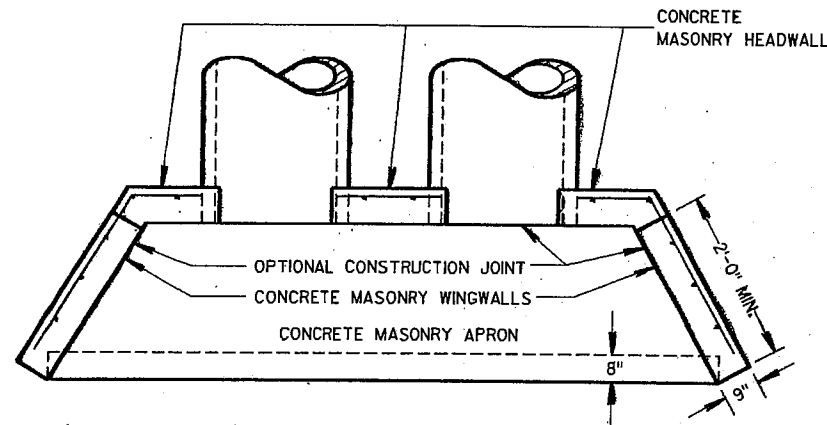
FILL SLOPES FLATTER THAN 2 1/2:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

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

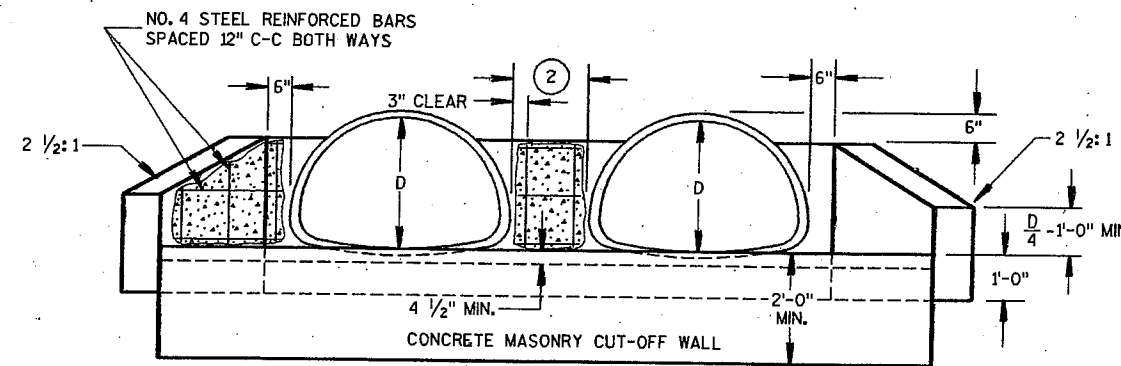
① MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

② THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

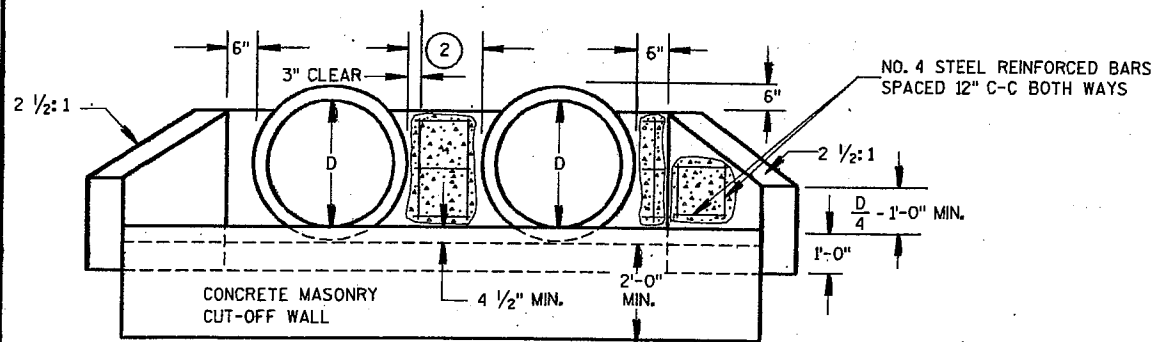
DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	1/2 DIA. OR SPAN
OVER 72"	3'-0"



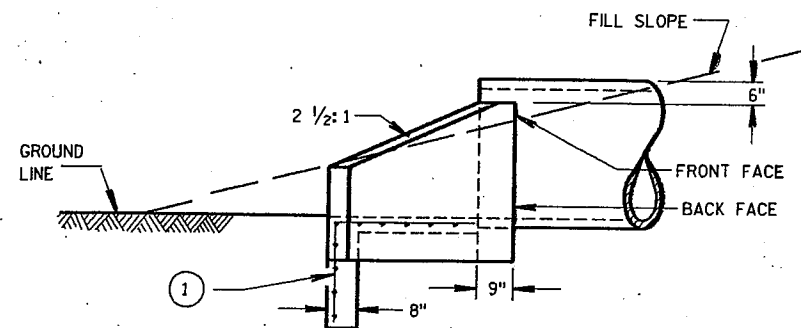
PLAN VIEW  
CULVERT PIPE AND PIPE ARCH



END ELEVATION  
PIPE ARCH



END ELEVATION  
CULVERT PIPE



SIDE ELEVATION  
CULVERT PIPE AND PIPE ARCH

S.D.D. 8 E 6-7

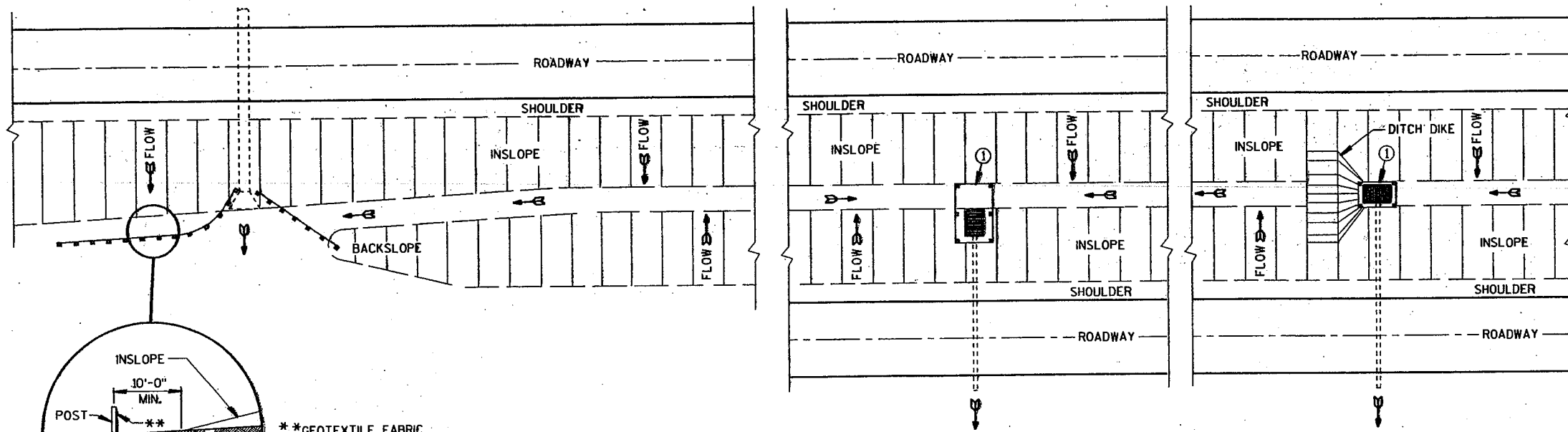
CONCRETE MASONRY ENDWALLS FOR  
CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5/23/90  
DATE

*[Signature]*  
STATE DESIGN ENGINEER FOR HWYS

S.D.D. 8 E 6-7

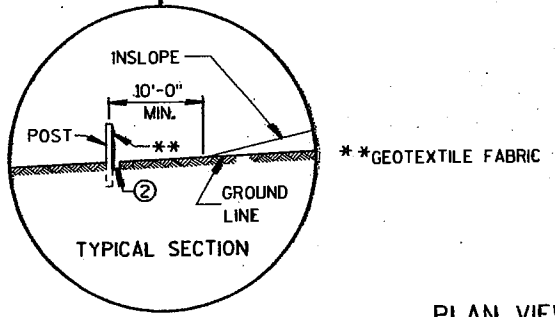


**GENERAL NOTES**

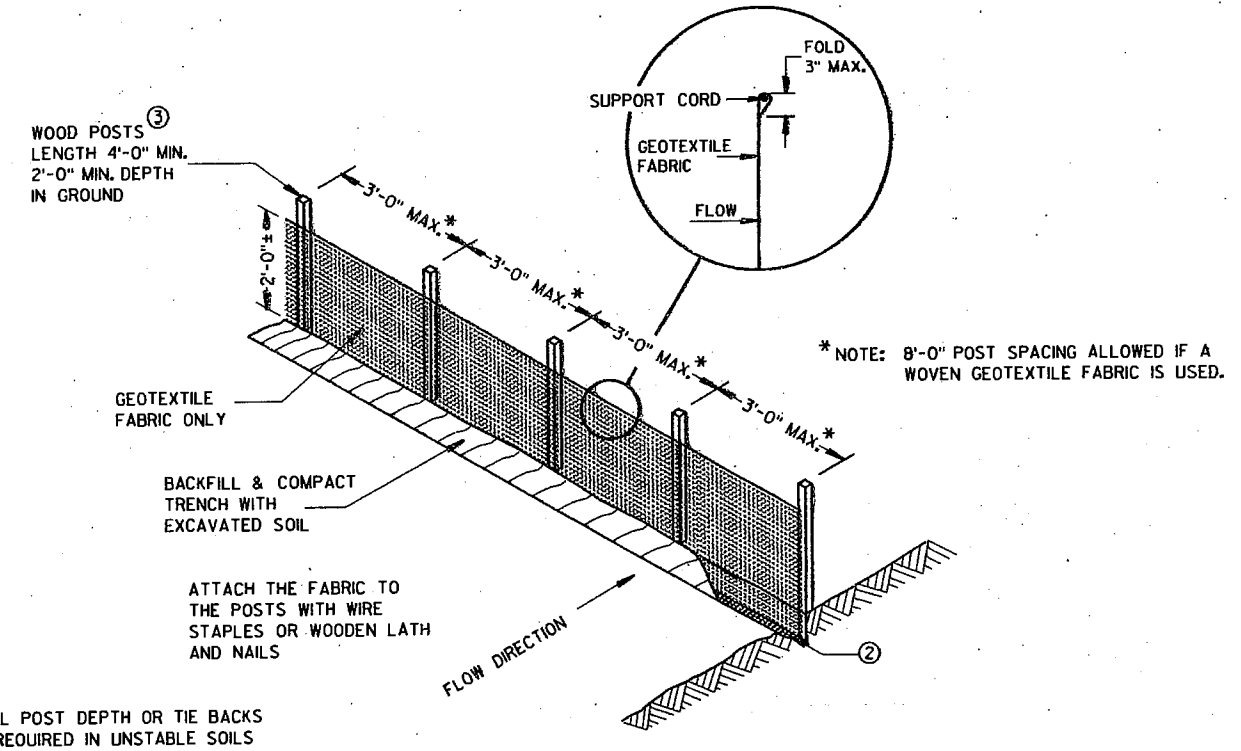
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

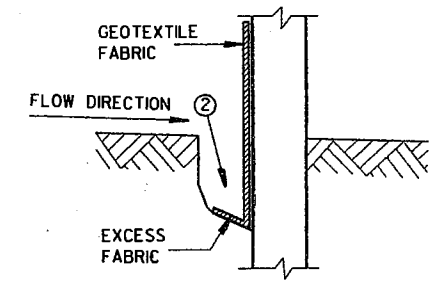


PLAN VIEW  
**TYPICAL APPLICATIONS OF SILT FENCE**

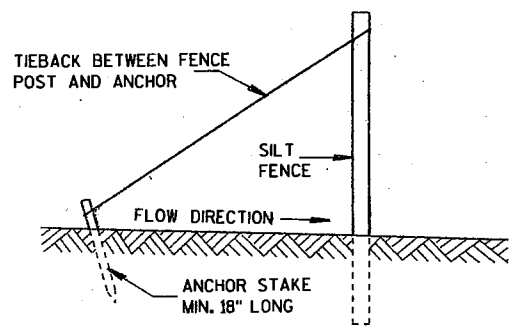


NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

**SILT FENCE (NON-REINFORCED)**



**TRENCH DETAIL**



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

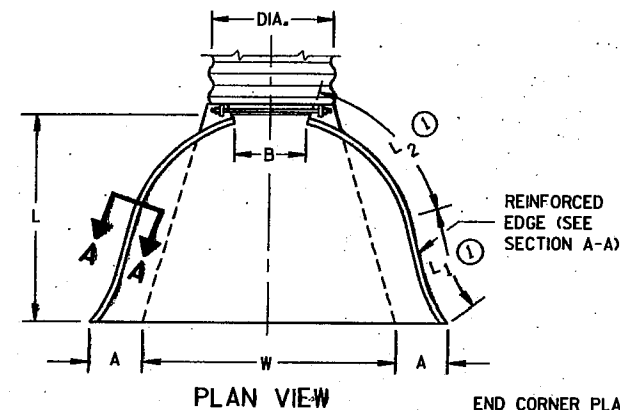
<b>SILT FENCE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	<i>[Signature]</i>
DATE 6/29/94	CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

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

\* EXCEPT CENTER PANEL SEE GENERAL NOTES

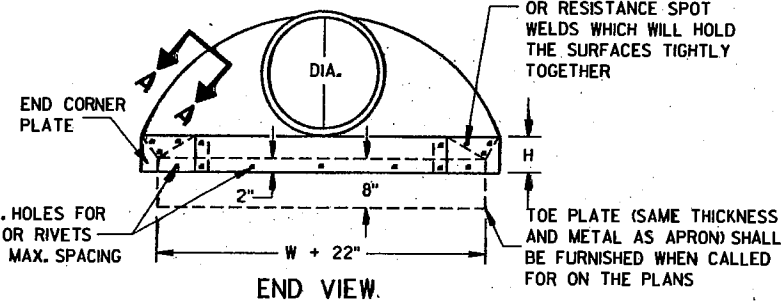
REINFORCED CONCRETE APRON ENDWALLS										
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE		
	T	A	B	C	D	E	G			
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1		
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1		
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1		
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1		
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1		
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1		
30	3 1/2	12	54	19 1/4	73 1/2	60	3 1/2	3 to 1		
36	4	15	63	34 1/4	97 1/4	72	4	3 to 1		
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1		
48	5	24	72	26	98	84	5	3 to 1		
54	5 1/2	27	65	33 1/4	98 1/4	90	5 1/2	2 3/5 to 1		
60	6	30-35	60	39	99	96	5	2 to 1		
66	6 1/2	24-30	72-78	21-27	99	102	5 1/2	2 to 1		
72	7	24-36	78	21	99	108	6	2 to 1		
78	7 1/2	24-36	78	21	99	114	6 1/2	2 to 1		
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1		
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1		

\* MINIMUM  
\*\* MAXIMUM

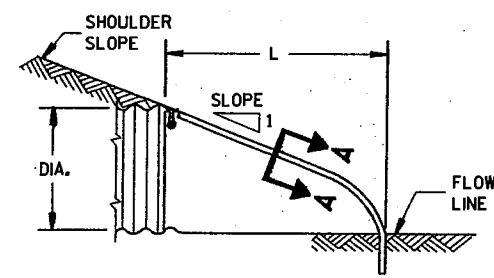


PLAN VIEW

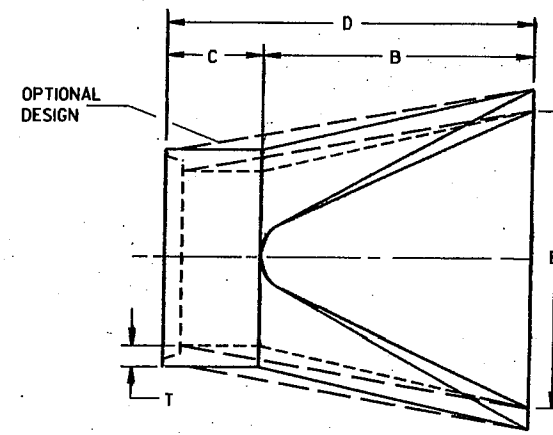
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



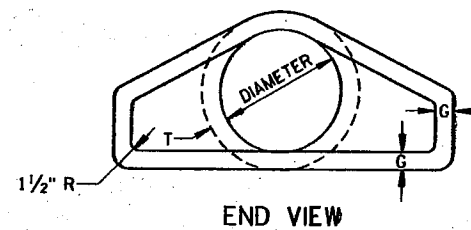
END VIEW



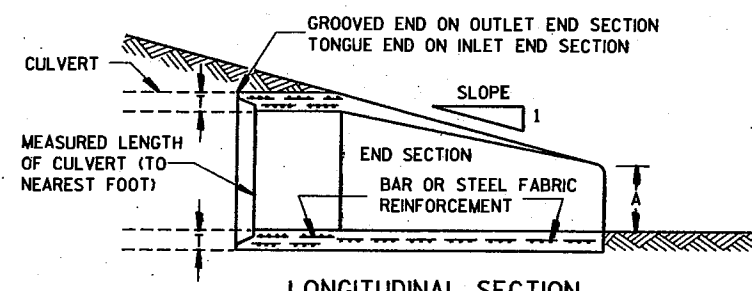
SIDE ELEVATION  
METAL ENDWALLS



PLAN

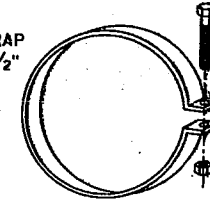


END VIEW

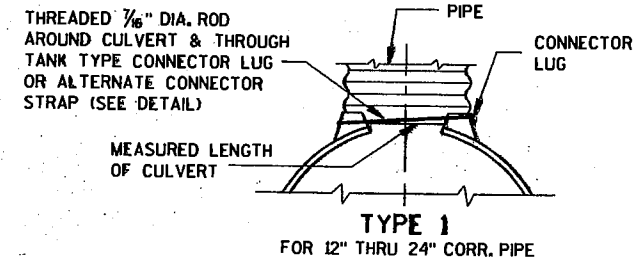


LONGITUDINAL SECTION  
CONCRETE ENDWALLS

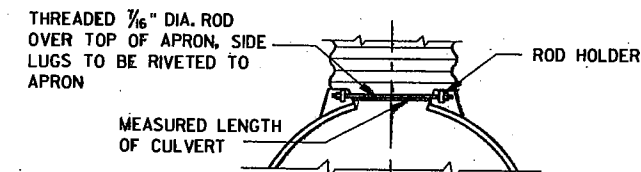
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



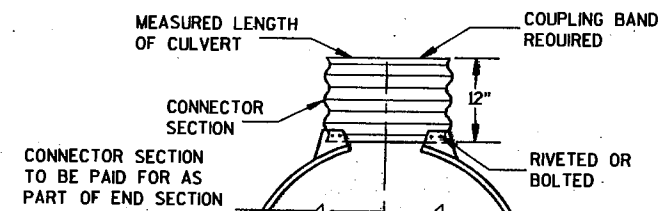
ALTERNATE FOR TYPE 1 CONNECTION  
END SECTION CONNECTOR STRAP



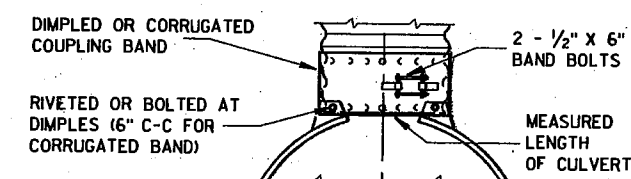
TYPE 1  
FOR 12" THRU 24" CORR. PIPE



TYPE 2  
FOR 30" THRU 96" CORR. PIPE



TYPE 3  
FOR 42" THRU 96" CORR. PIPE



TYPE 5

ALTERNATE FOR:  
ALL SIZES CORRUGATED CIRCULAR PIPE

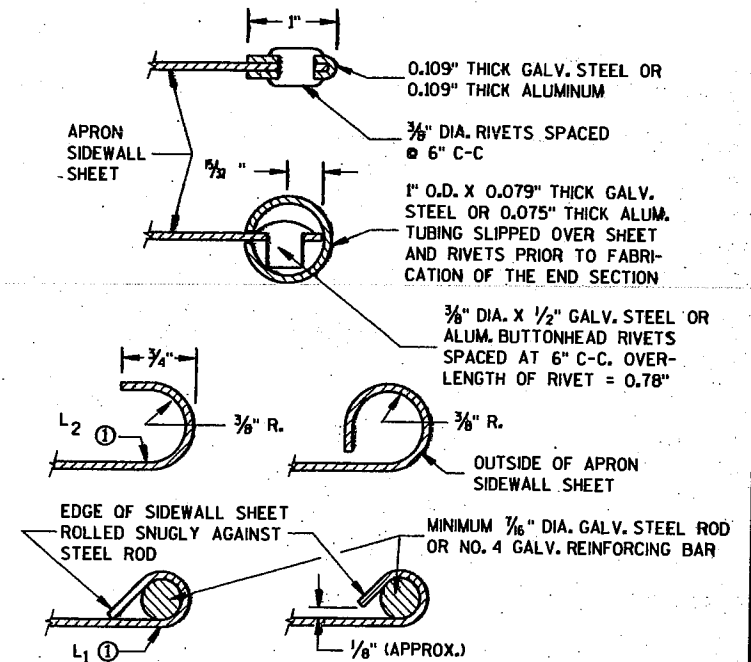
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

### GENERAL NOTES

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

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

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

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

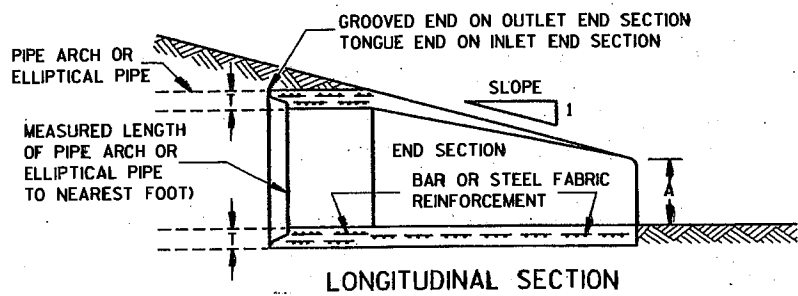
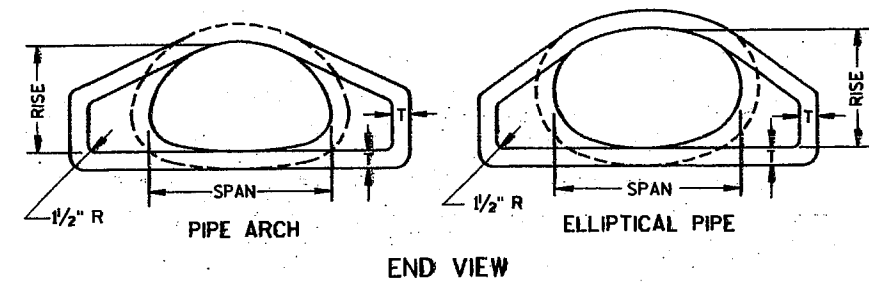
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

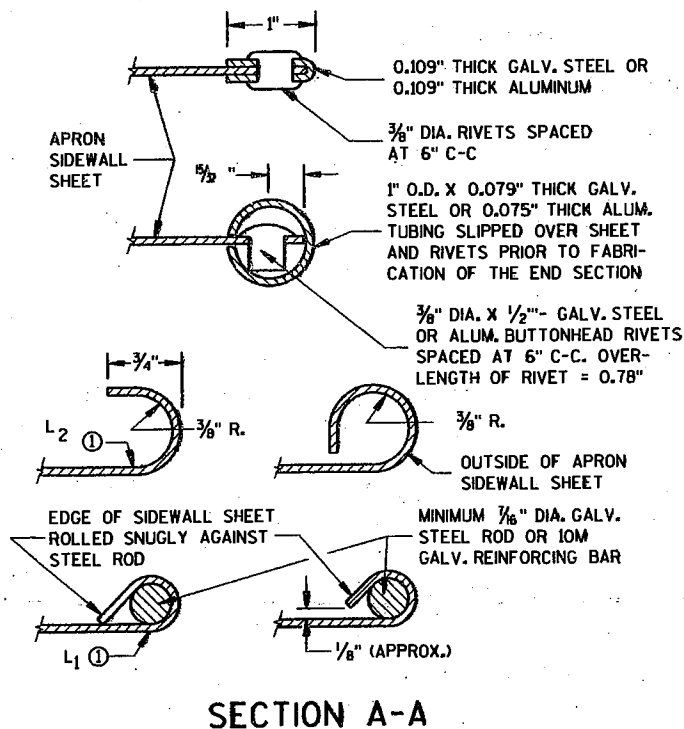
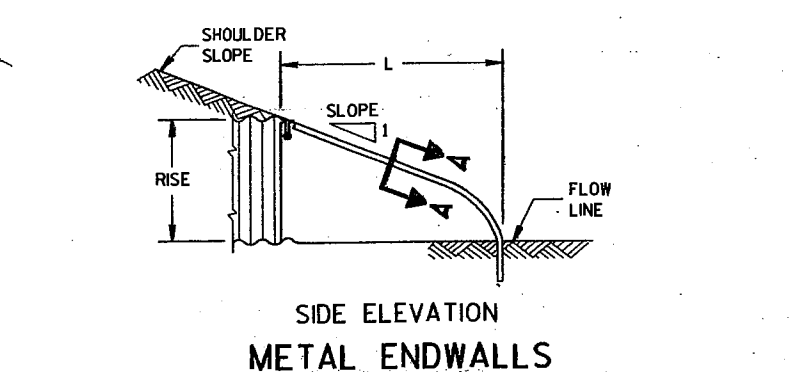
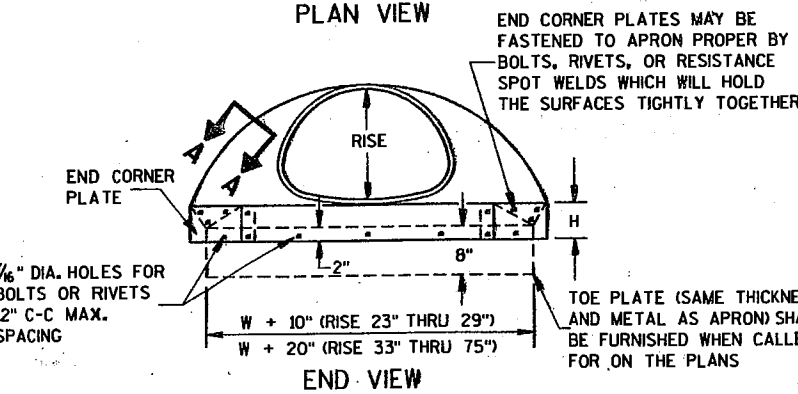
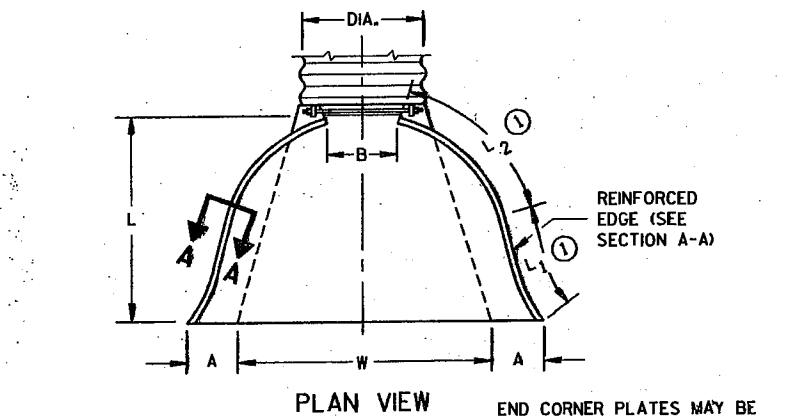
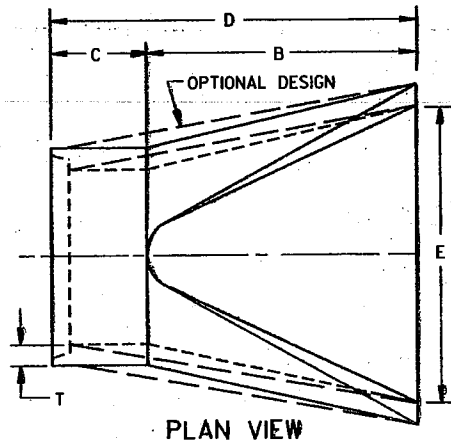
### APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
11/30/94  
DATE  
[Signature]  
CHIEF ROADWAY DEVELOPMENT ENGINEER  
FHWA



CONCRETE ENDWALLS



SECTION A-A

2-2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (inches)	(inches)		MIN. THICK. (inches)		DIMENSIONS (inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 (1)	L2 (1)	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	2 1/2 to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 1/2	36	2 1/2 to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 1/4	42	2 1/2 to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27 1/2	48	2 1/2 to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 3/8	60	2 1/2 to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2 1/2 to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2 1/2 to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2 1/2 to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 1/4	102	2 1/2 to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82 1/4	114	2 1/2 to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (inches)	(inches)		MIN. THICK. (inches)		DIMENSIONS (inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 (1)	L2 (1)	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	72 1/4	90	2 1/2 to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82 1/4	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1 1/2 to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1 1/2 to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1 1/2 to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1 1/2 to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1 1/2 to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1 1/2 to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED. \* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (inches)	DIMENSIONS (inches)								APPROX. SLOPE
	**SPAN	**RISE	T	A	B	C	D	E	
24	29	18	3	8 1/2	39	33	72	48	3 to 1
30	36	22	3 1/2	9 1/2	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4 1/2	15 3/8	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5 1/2	25 1/2	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28 1/2	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

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

\*\*NOMINAL SIZE

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

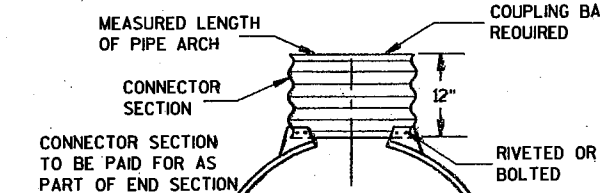
LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER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

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

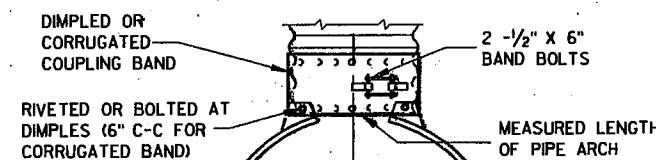
① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.



TYPE 2 FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3 FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5 ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

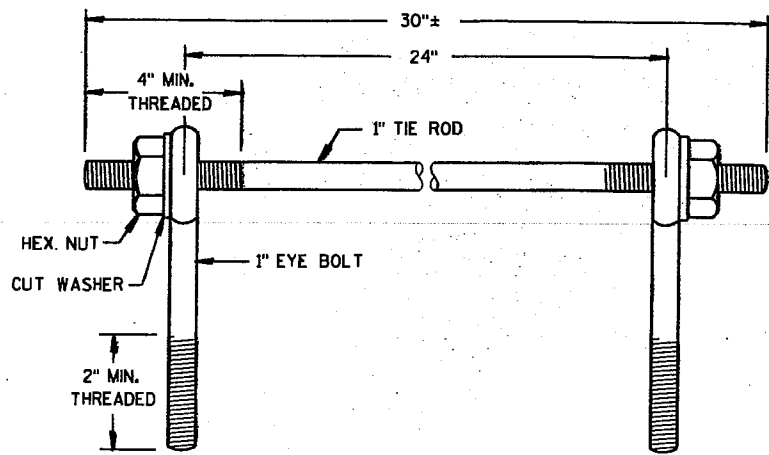
APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

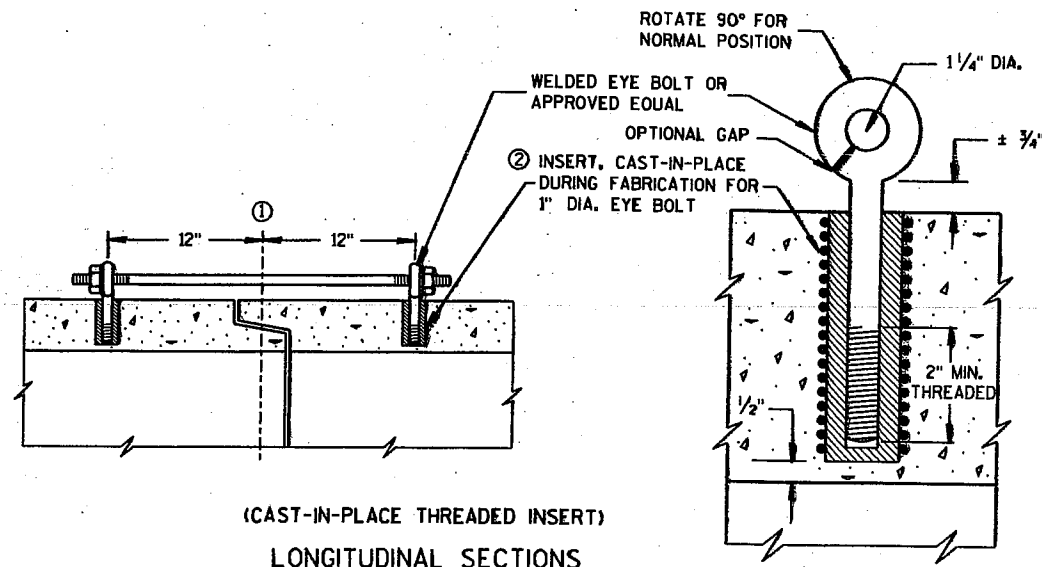
APPROVED 11/30/94 DATE *Ray L. ...* CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA





EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)  
LONGITUDINAL SECTIONS

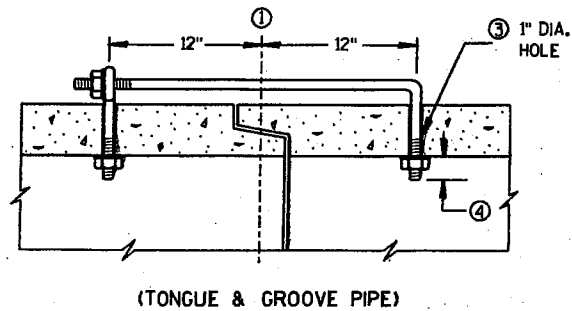
**GENERAL NOTES**

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

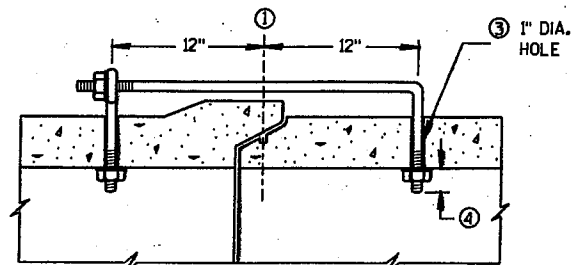
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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

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



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)  
LONGITUDINAL SECTION

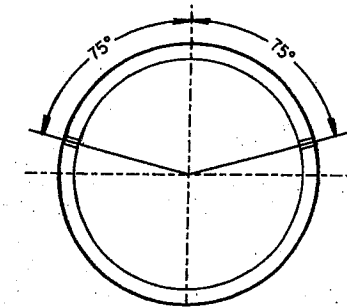
**EYE BOLT DIMENSION TABLE**

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

**ADJUSTABLE TIE ROD TABLE**

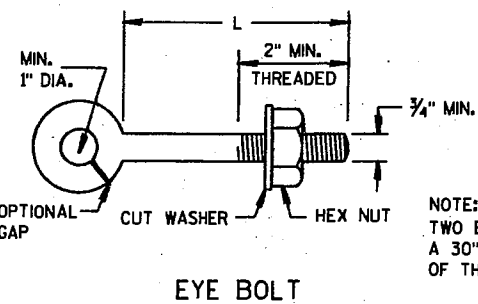
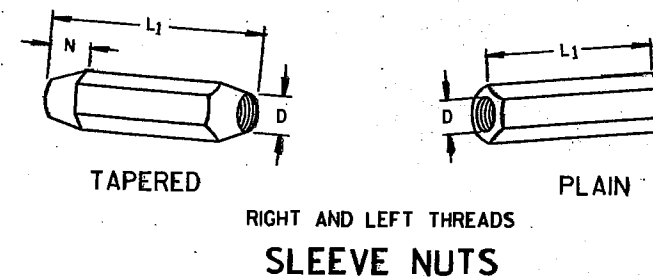
PIPE DIAMETER	TIE ROD DIAMETER	D	L <sub>1</sub>	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/8

DIMENSIONS SHOWN ARE IN INCHES



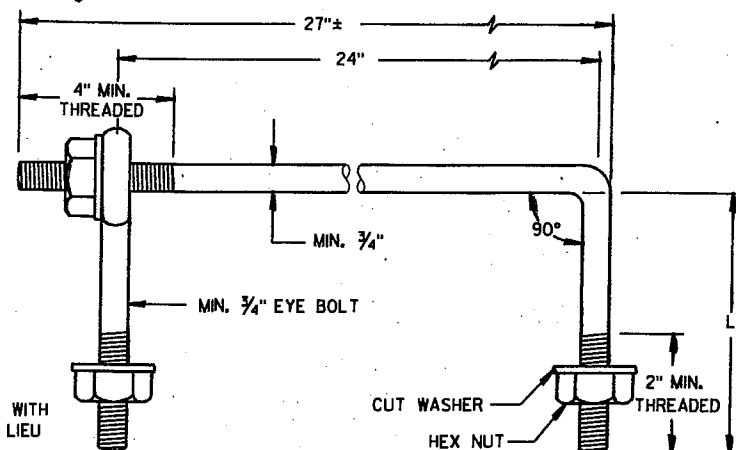
PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



EYE BOLT

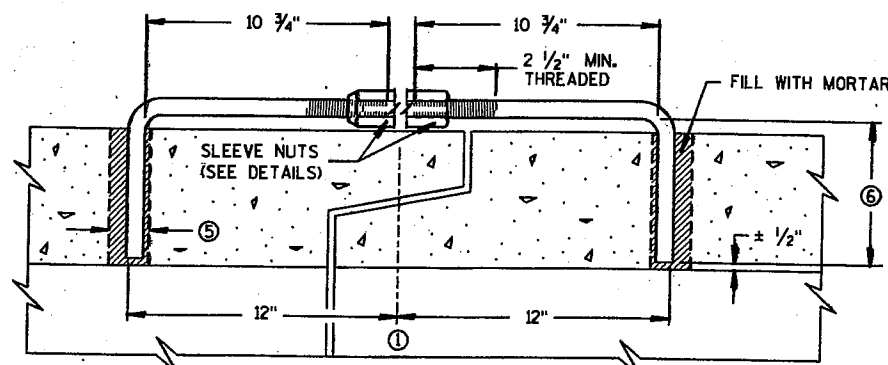
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

**EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)**



LONGITUDINAL SECTION

(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

**ADJUSTABLE TIE ROD (ALTERNATE NO. 3)**

**JOINT TIES FOR CONCRETE PIPE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
9/18/92  
DATE  
FHWA

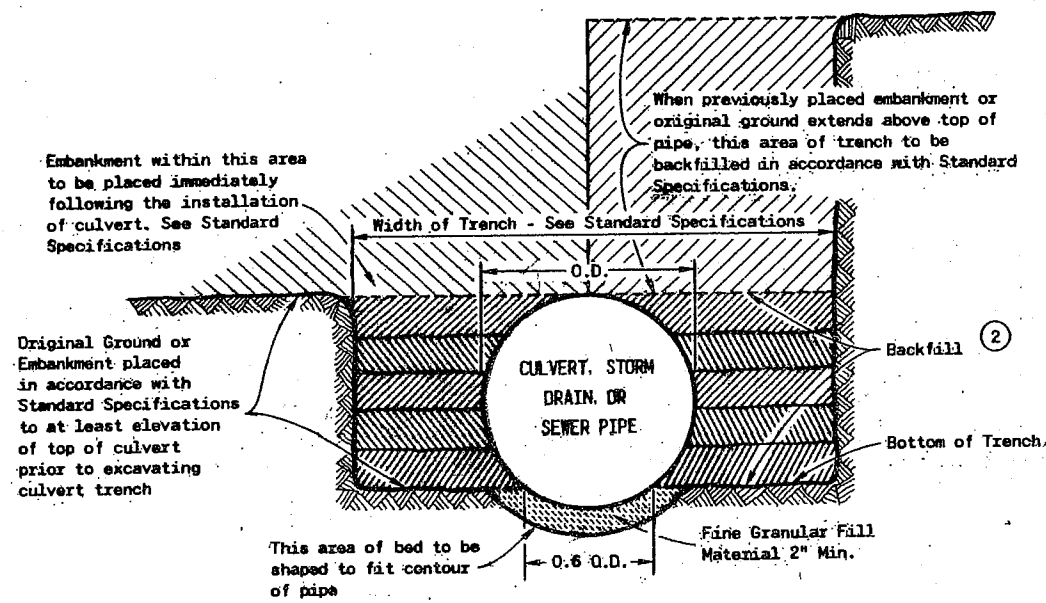
*J. M. Messer*  
STATE DESIGN ENGINEER FOR HWYS

**GENERAL NOTES**

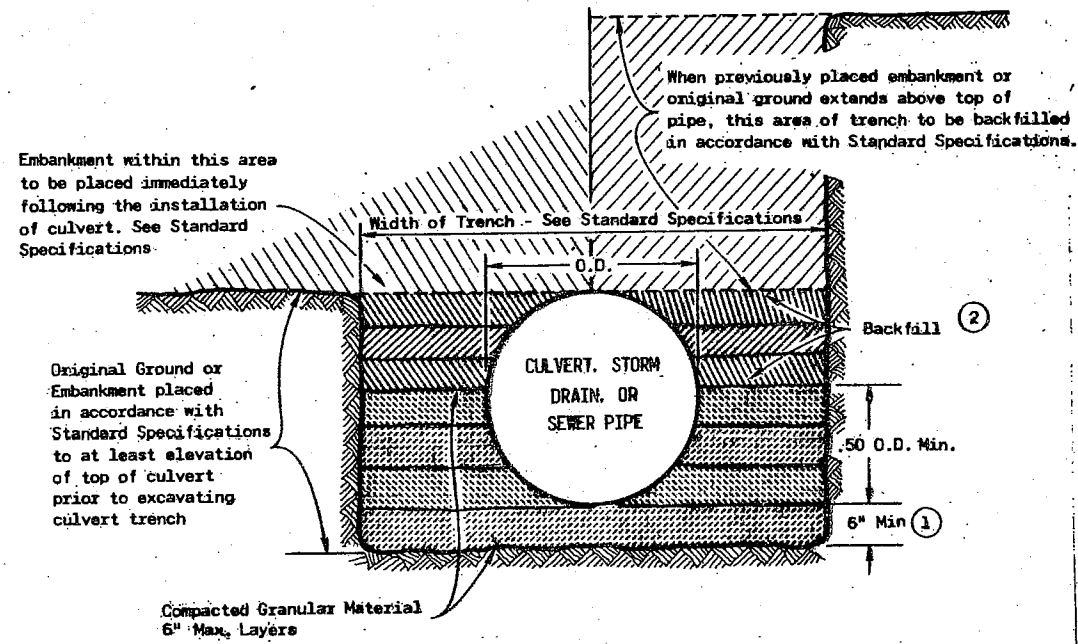
Details of construction, materials and workmanship not shown on this drawing shall conform to the Standard Specifications and the applicable Special Provisions.

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

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



**SHAPED SUBGRADE WITH GRANULAR FOUNDATION**



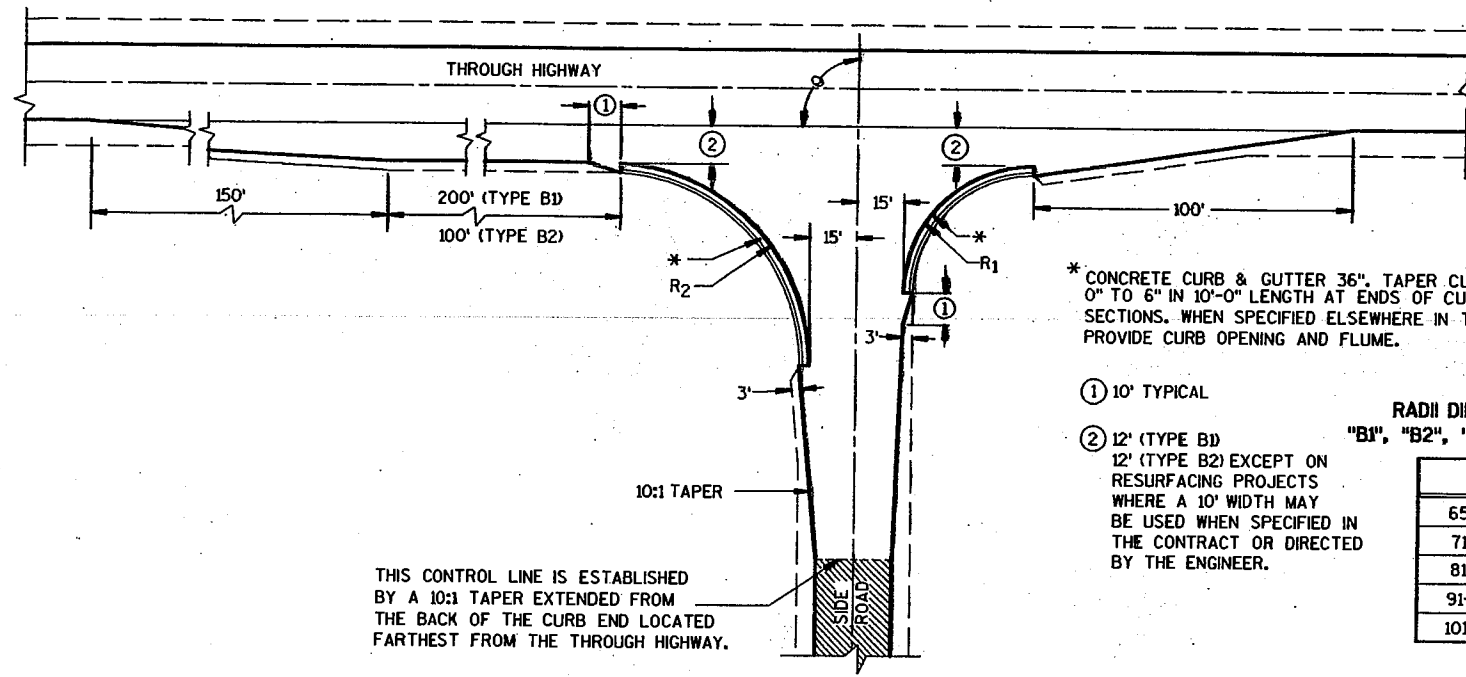
**GRANULAR FOUNDATION**

**CLASS "B" BEDDING**

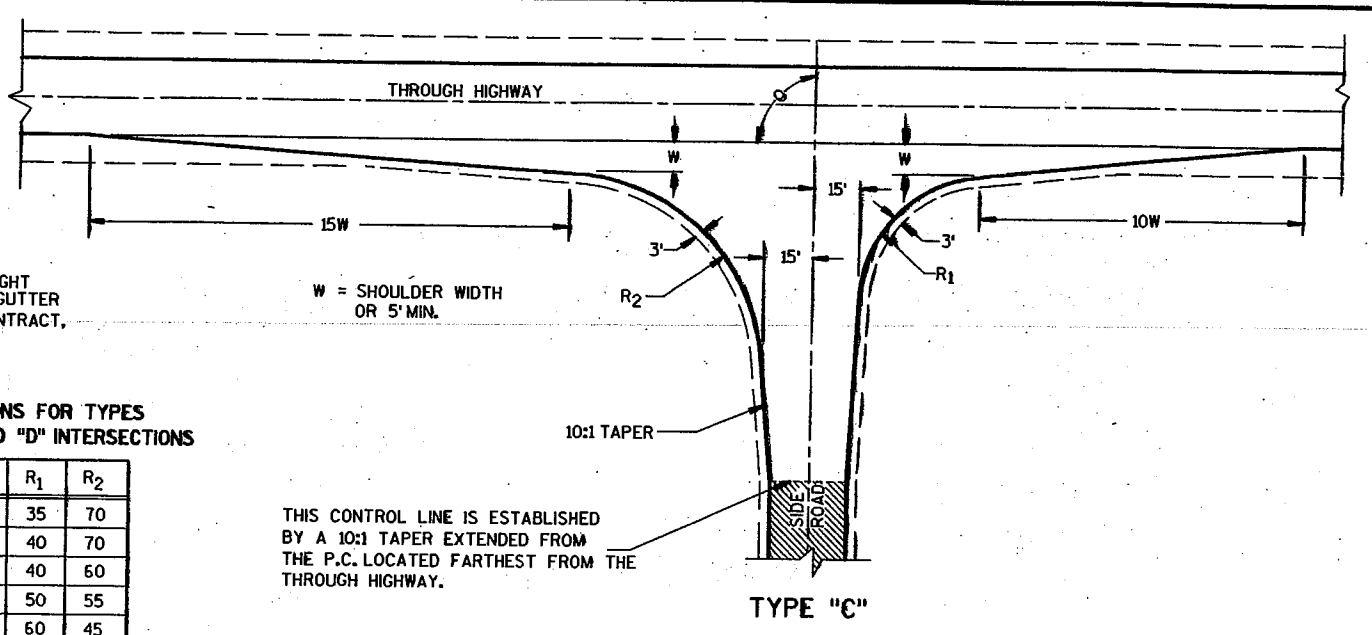
<b>CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER</b>	
State of Wisconsin Department of Transportation	
APPROVED DATE 4-7-83	<i>D. J. Strand</i> CHIEF DESIGN ENGINEER
FHWA	

S.D.D. 8 F 5-1

S.D.D. 8 F 5-1



TYPE "B1" AND "B2"



TYPE "C"

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

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

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

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

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

**GENERAL NOTES**

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

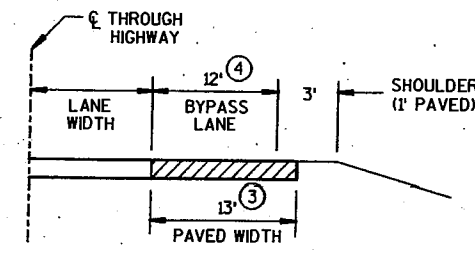
**SIDE ROAD SURFACING NOTE**

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

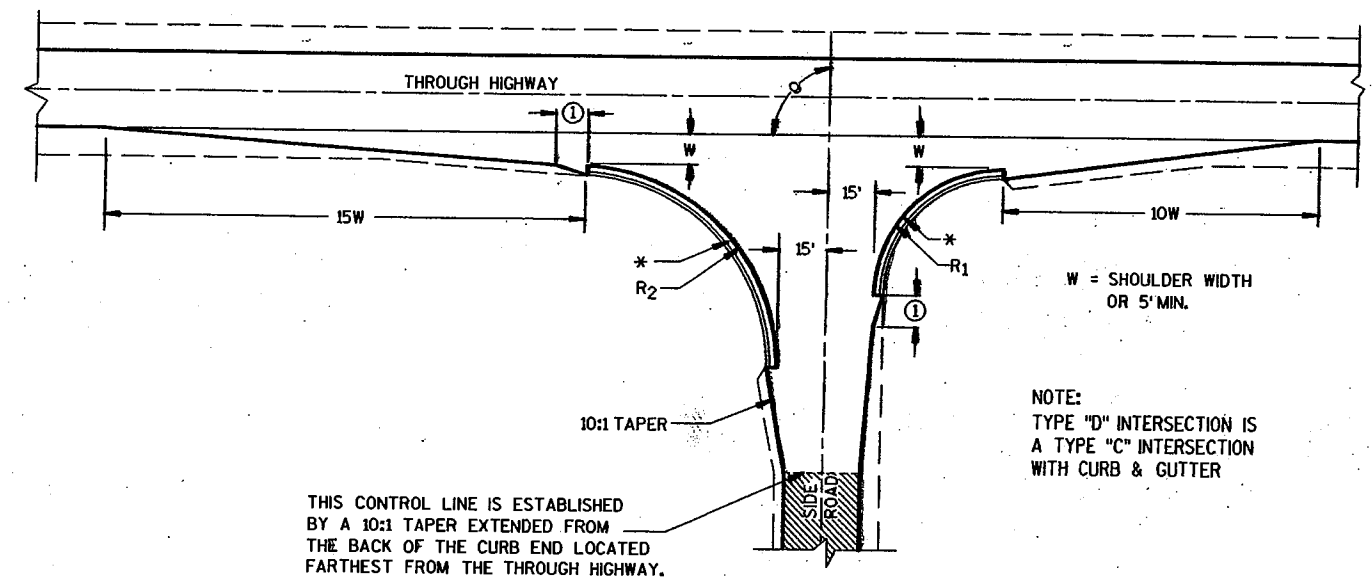
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

EXISTING SURFACE



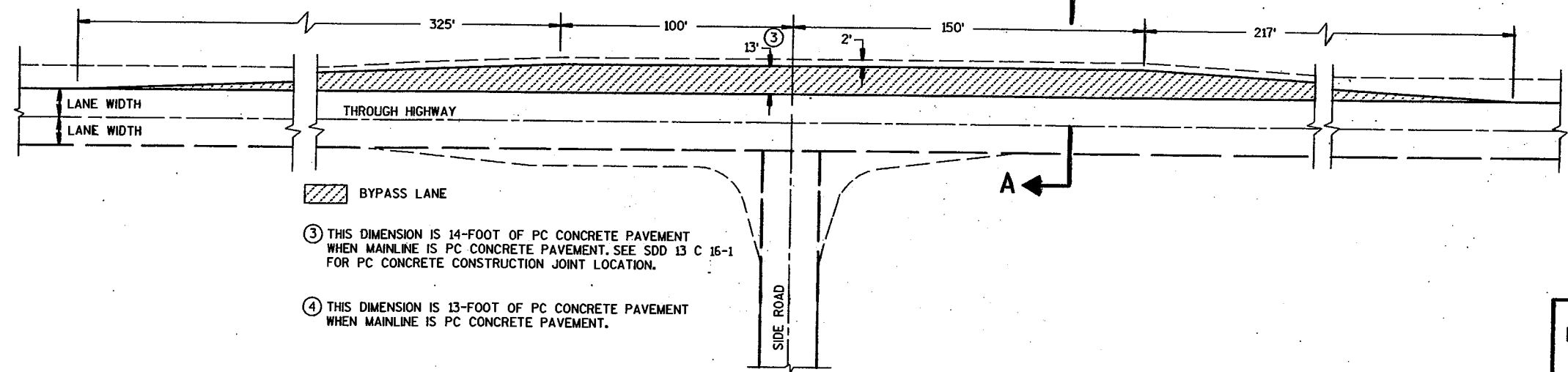
SECTION A-A  
(SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"

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

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

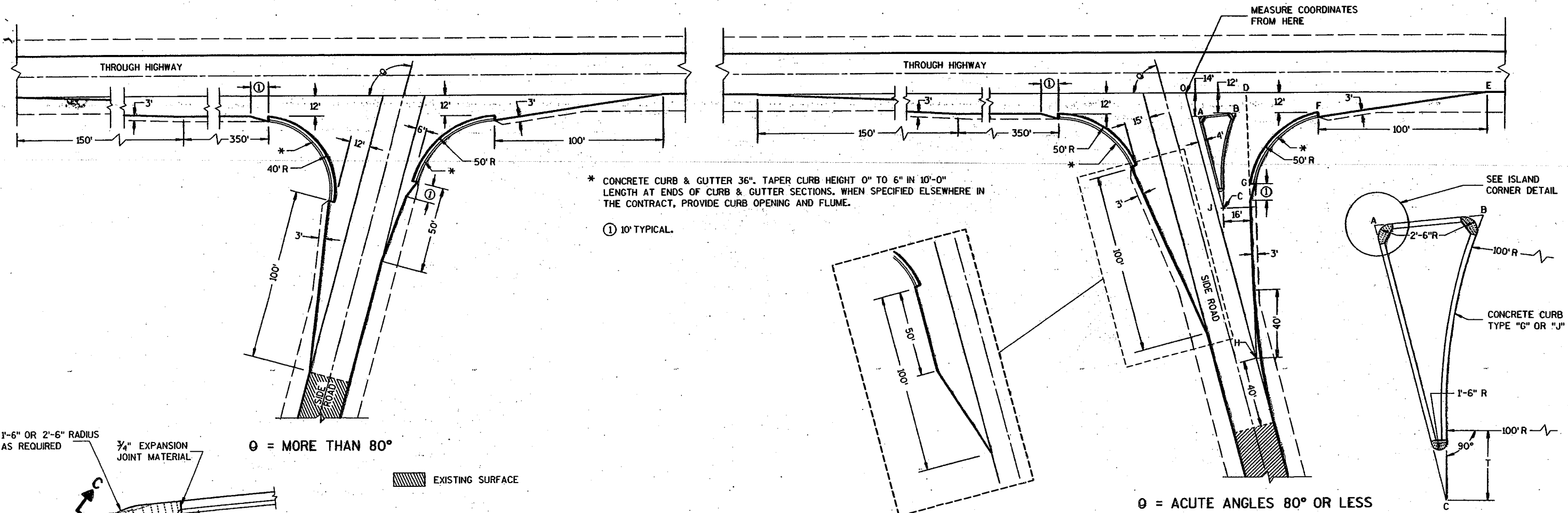


- ③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.
- ④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

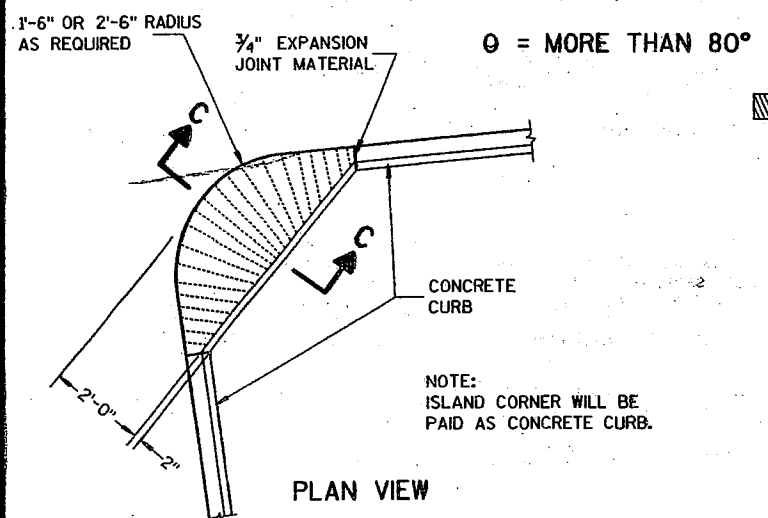
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE  
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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



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

① 10' TYPICAL.

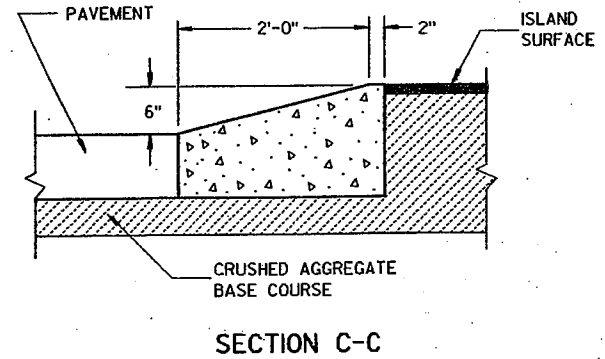


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC  
 $\theta =$  ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES  
 (INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE $\theta$ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "0")								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7	44.9	46.4	41.9	205.0	104.6	64.0	85.0	32.3	67.4	4.9	85.9	169.9
65	10.9	39.0	37.8	39.4	196.1	95.7	54.1	70.5	28.2	63.6	8.5	80.9	166.9
70	9.4	33.9	29.8	37.4	188.3	87.8	45.6	56.1	24.6	59.7	11.5	76.1	164.1
75	7.9	29.3	22.3	35.7	181.2	80.7	38.2	41.8	21.5	55.8	13.8	71.4	161.4
80	6.5	25.4	15.6	34.4	174.8	74.4	31.8	27.6	18.9	52.0	15.6	66.9	158.9

TYPE "A" SIDE ROAD INTERSECTION DETAILS



ISLAND CORNER DETAIL  
 (TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

AT-GRADE SIDE ROAD INTERSECTION, TYPE "A"

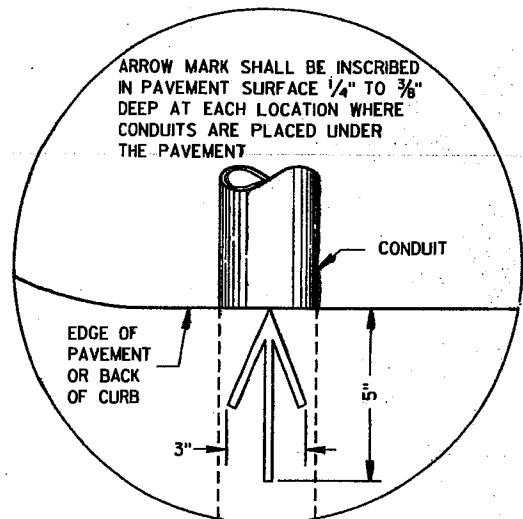
STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

APPROVED  
 4/03/98  
 DATE

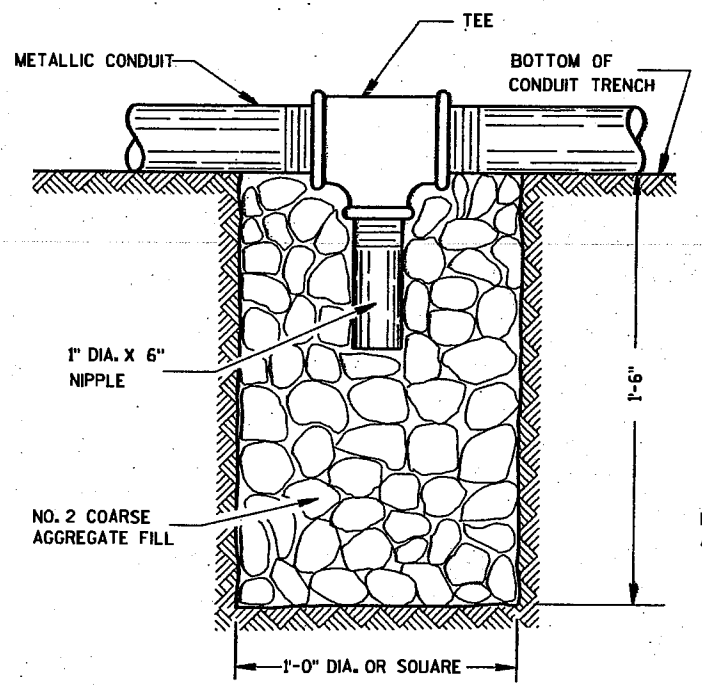
*Roy L. Johnson*  
 CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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

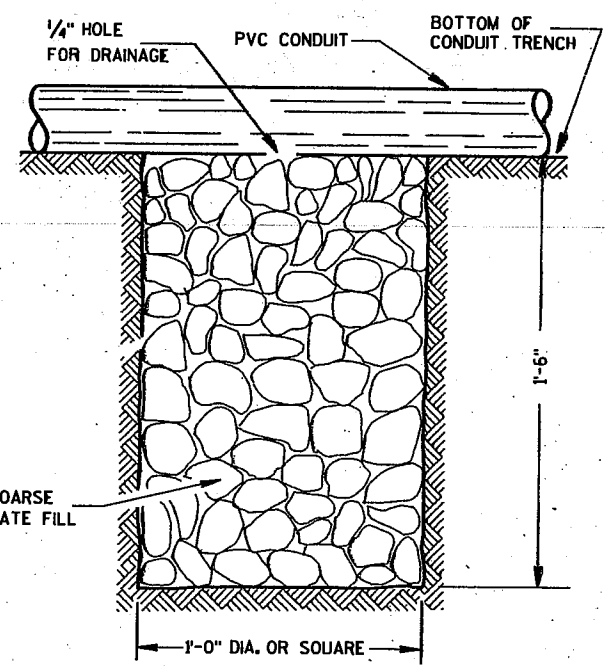


PLAN VIEW  
ARROW MARK



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

DRAIN SUMP FOR METALLIC CONDUIT

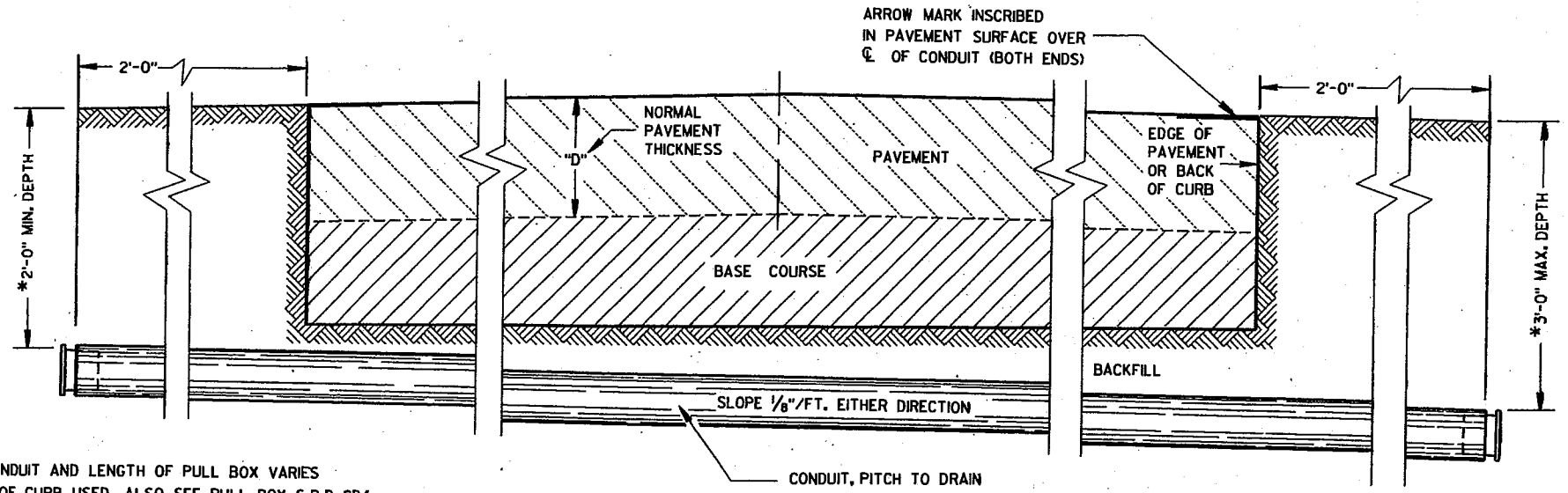


NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

**GENERAL NOTES**

- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.
- DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.
- DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.
- ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
- THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.
- ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.
- ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.
- ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.
- ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.
- NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
- BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.
- ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)
- WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.
- PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.
- ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.
- CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX TO JUNCTION BOX OR BASE TO BASE, ETC.).
- POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.11.
- ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.



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

SIDE ELEVATION  
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

<b>CONDUIT</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/21/96 DATE	<i>Bala Stued</i> STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

S.D.D. 9 B 2-6

**TABLE OF NOMINAL DIMENSIONS AND WEIGHTS**

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

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

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

**GENERAL NOTES**

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

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

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

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

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

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

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

DRAIN DUCT SHALL BE MEASURED, AND PAID FOR SEPARATELY.

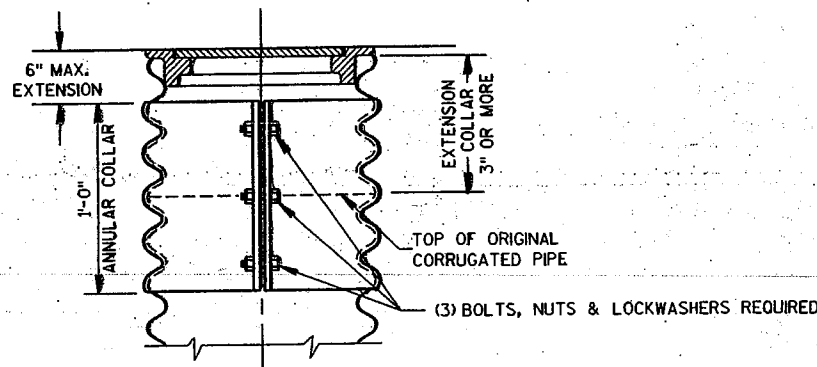
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

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

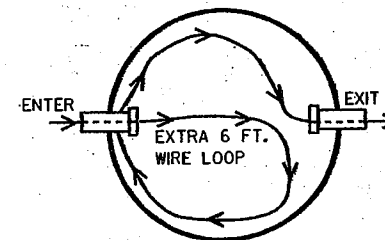
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

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

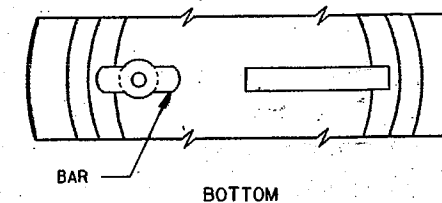
IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8"-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH,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



**CORRUGATED PIPE EXTENDER**

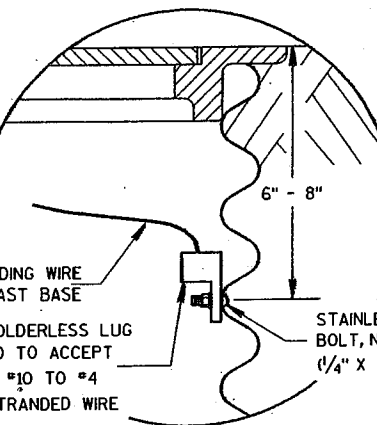


**ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX**



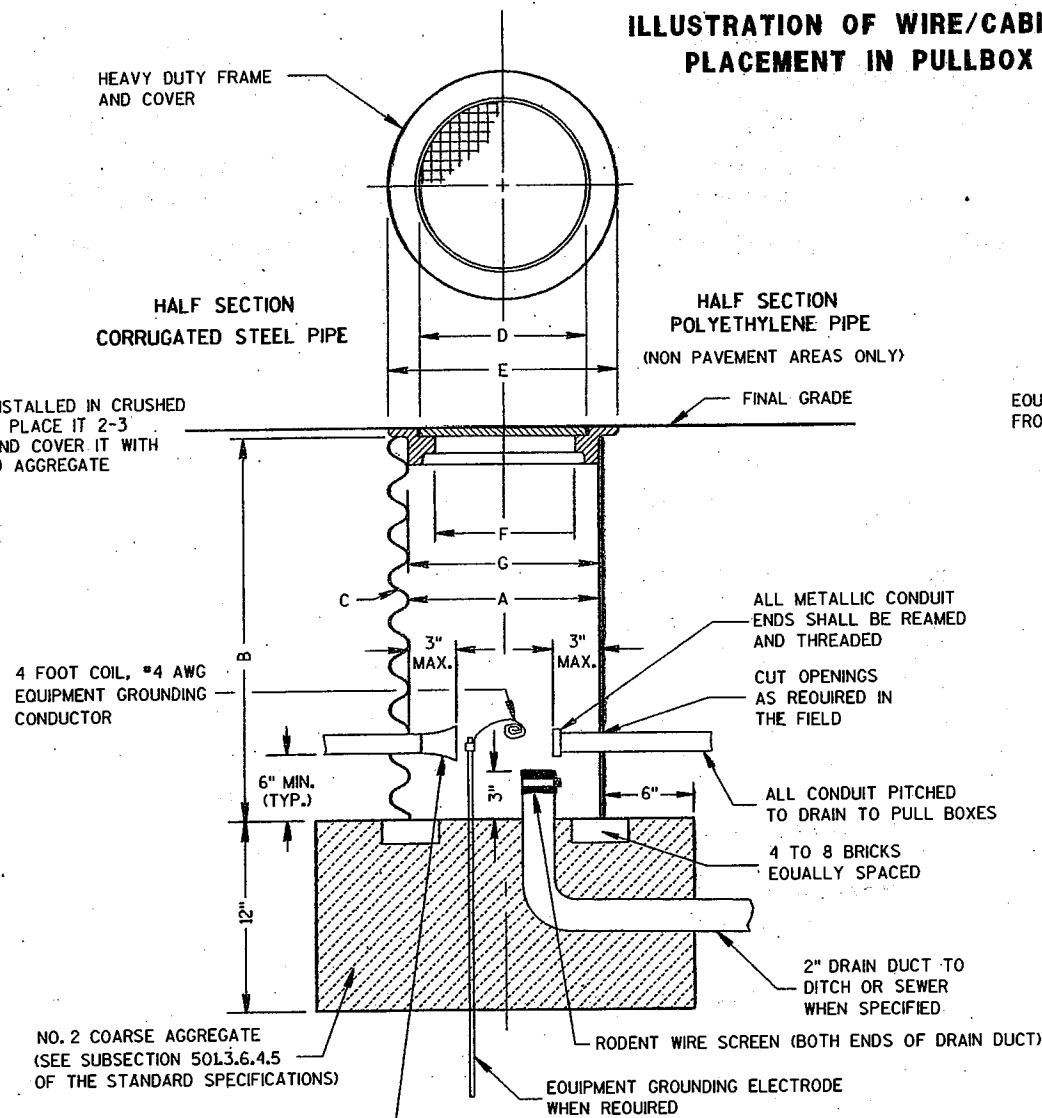
**ALTERNATE COVER (LOCKING)**

TIGHTENING BAR TYPE



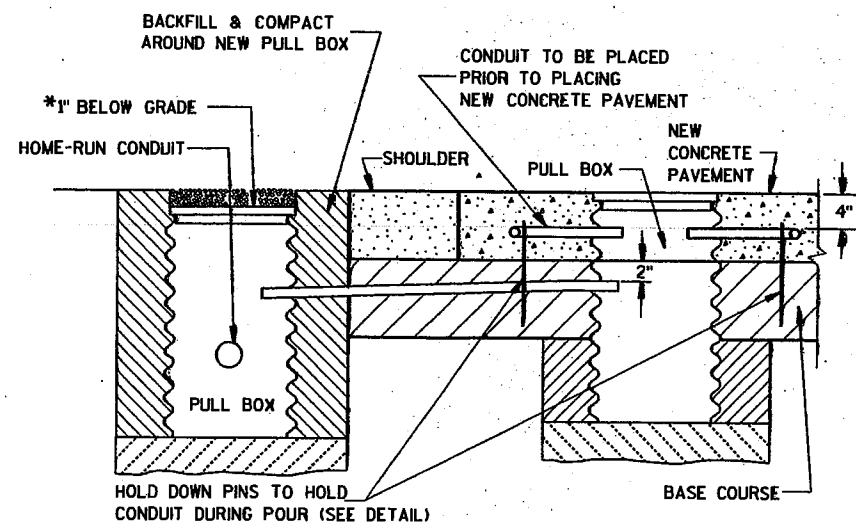
**EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES**

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



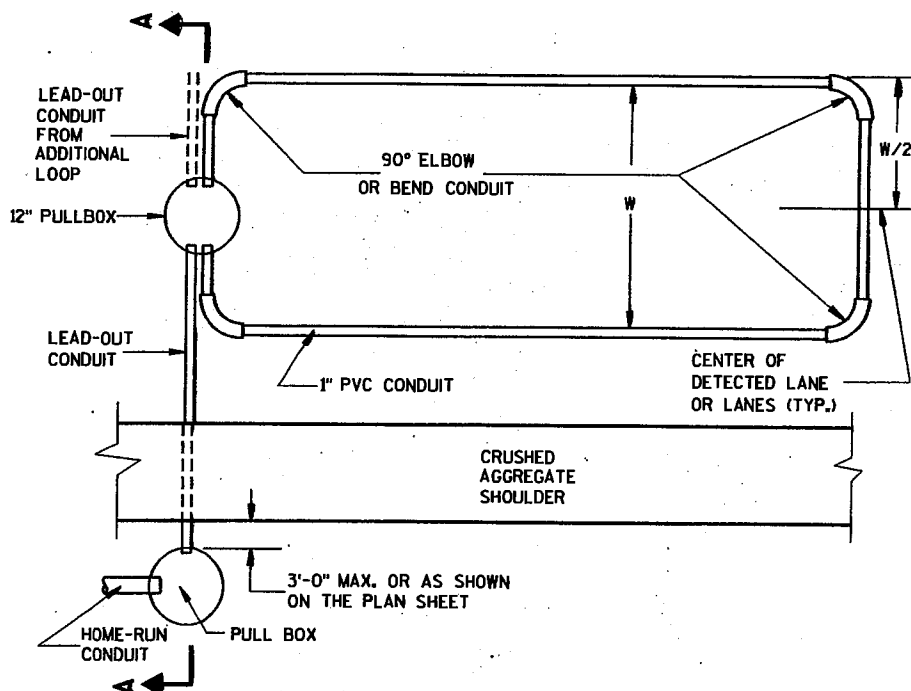
**PULL BOX**

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



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

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



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

**GENERAL NOTES**

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE B2A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

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

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

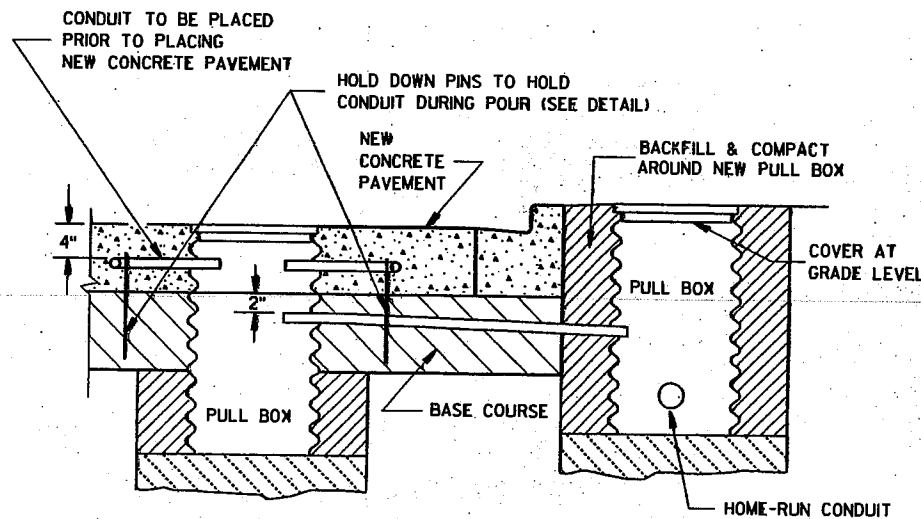
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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

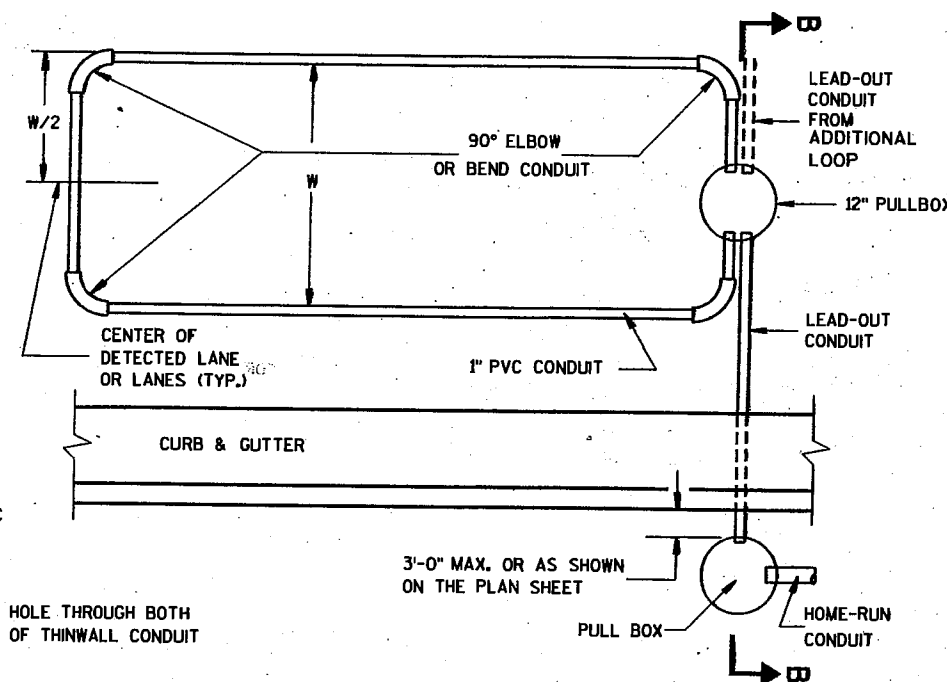
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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

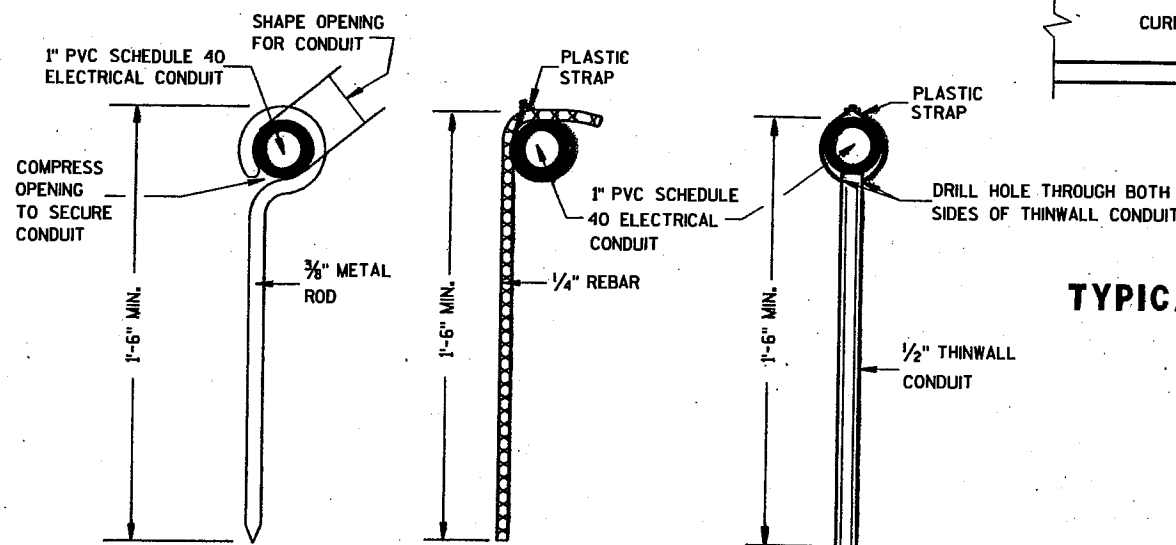
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



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



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

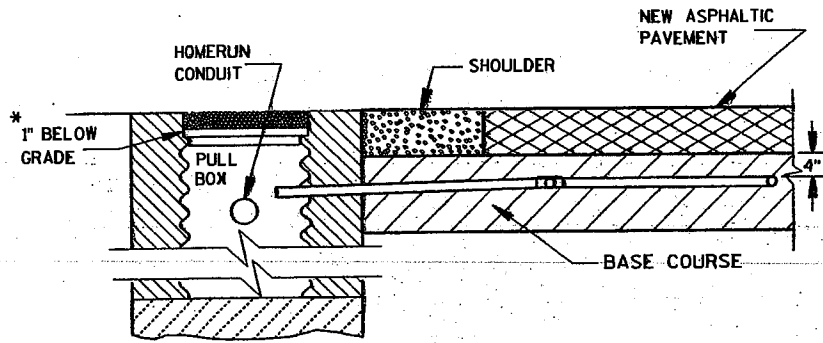


**TYPICAL DETAILS FOR HOLD DOWN PINS**

LOOP DETECTOR INSTALLED  
IN NEW CONCRETE PAVEMENT  
ROUND CSCP PULLBOX

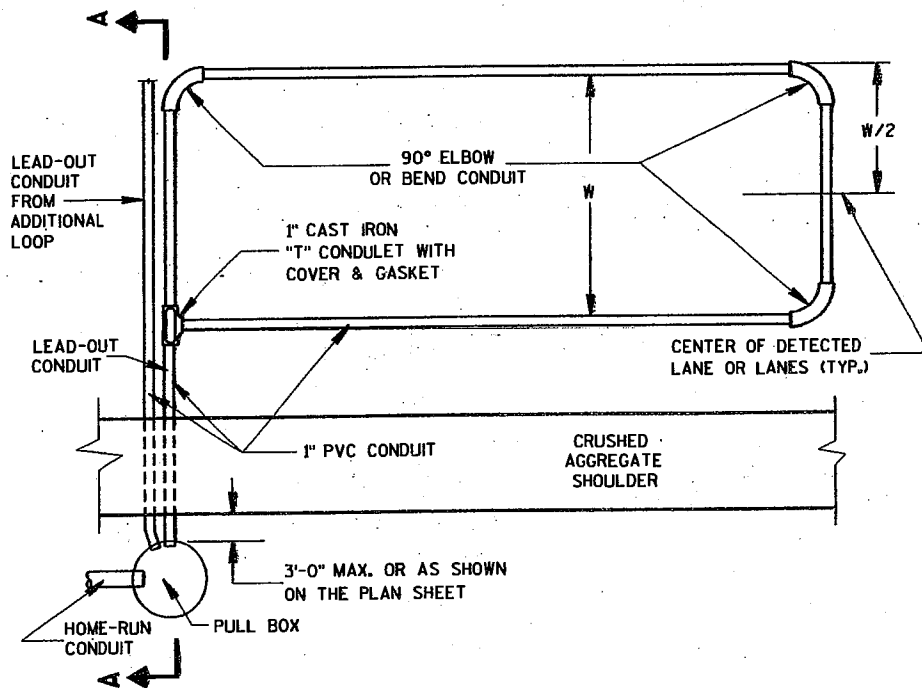
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10/21/96  
DATE  
FWHA  
*Bala Arora*  
STATE ELECTRICAL ENGINEER FOR  
HIGHWAYS



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

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



**TYPICAL PLAN OF LOOP DETECTOR**

**GENERAL NOTES**

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

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

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

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE B2A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

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

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

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

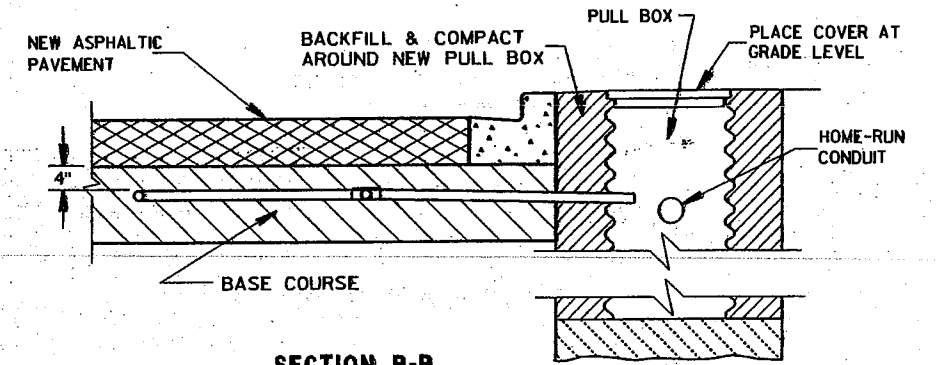
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

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

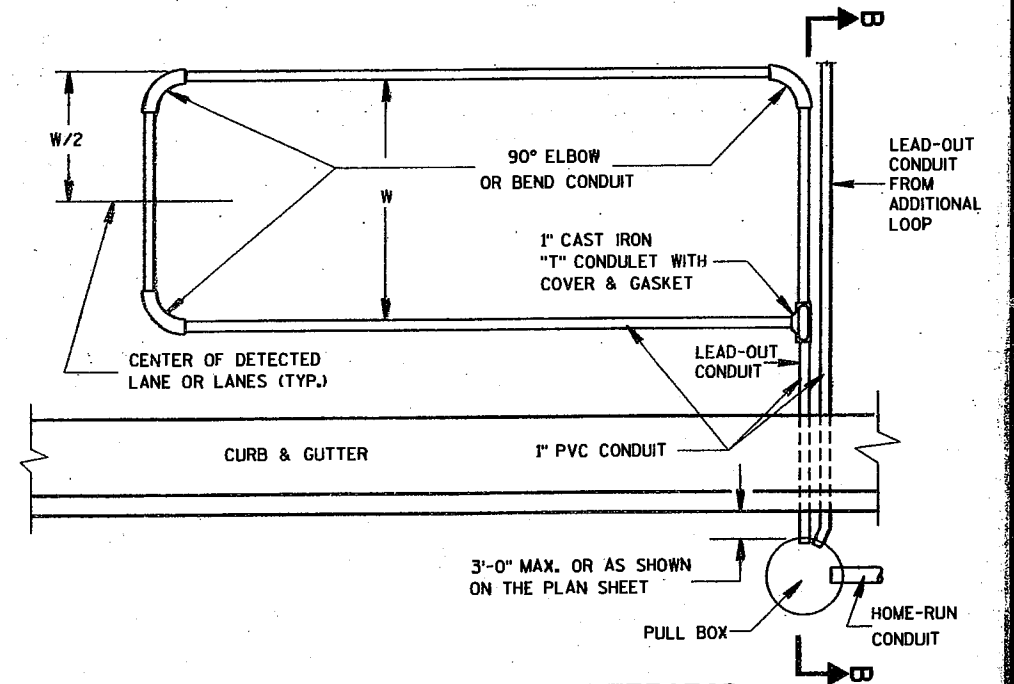
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN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

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

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



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



**TYPICAL PLAN OF LOOP DETECTOR**

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

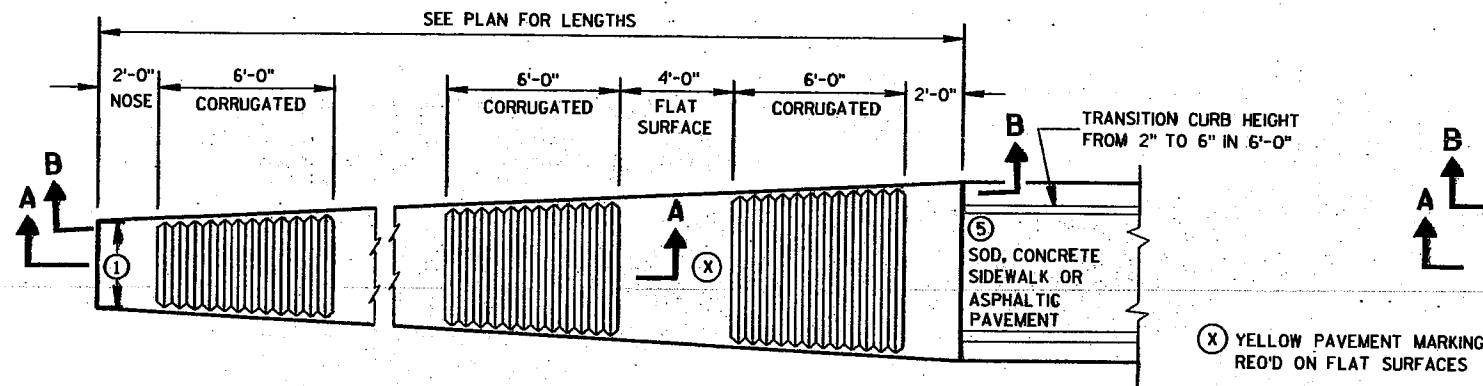
APPROVED

10/21/96  
DATE

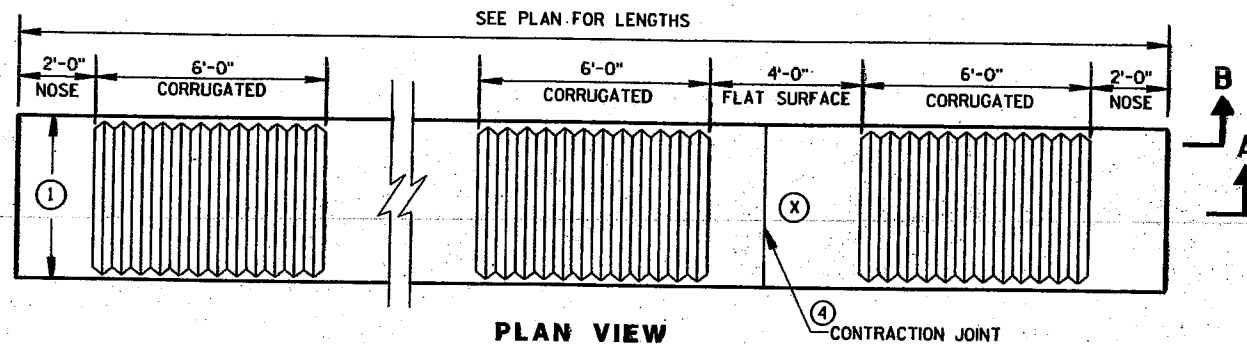
FHWA

*Paul J. ...*  
STATE ELECTRICAL ENGINEER FOR  
HIGHWAYS

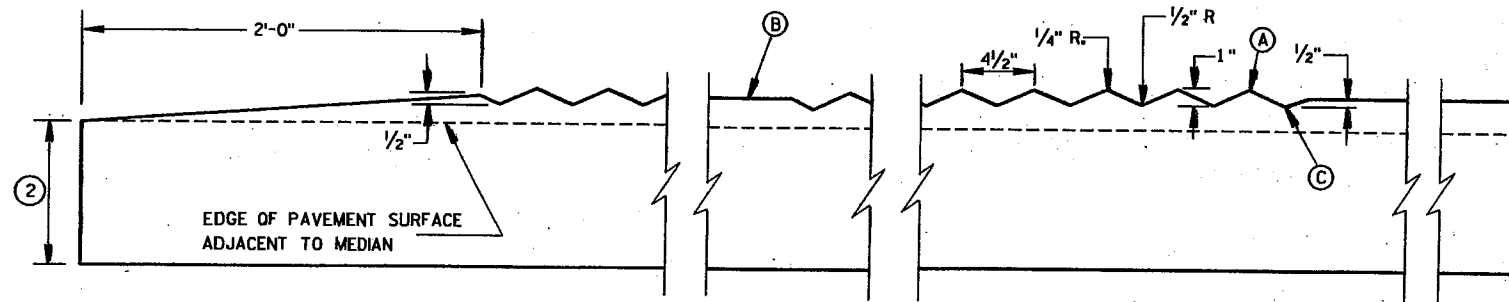




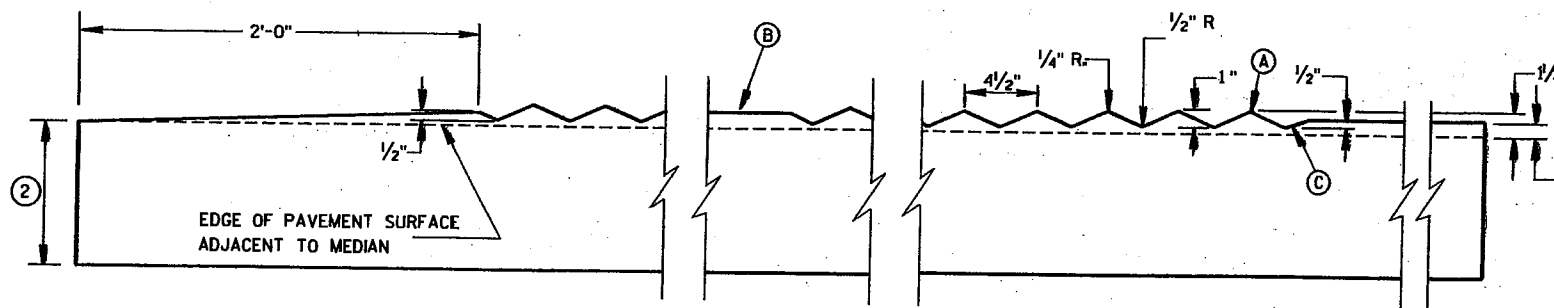
SEE PLAN FOR LENGTHS  
**PLAN VIEW**  
**VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN**



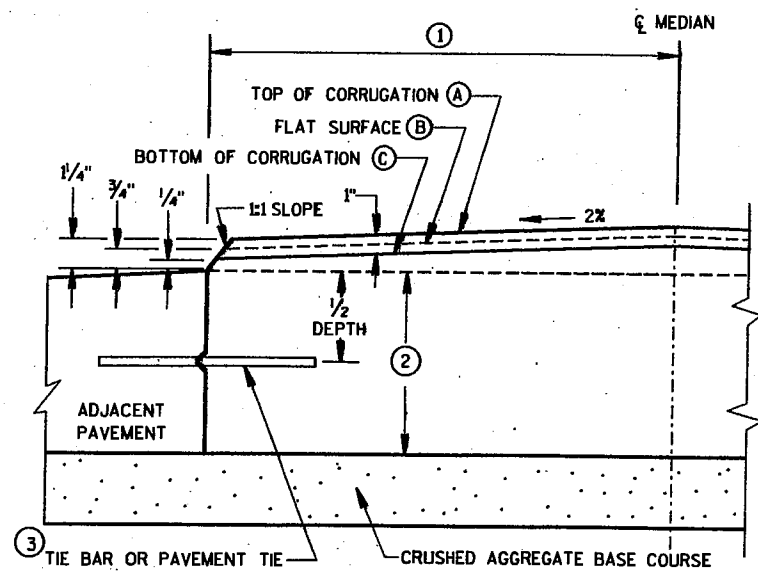
SEE PLAN FOR LENGTHS  
**PLAN VIEW**  
**UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN**



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



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



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

**GENERAL NOTES**

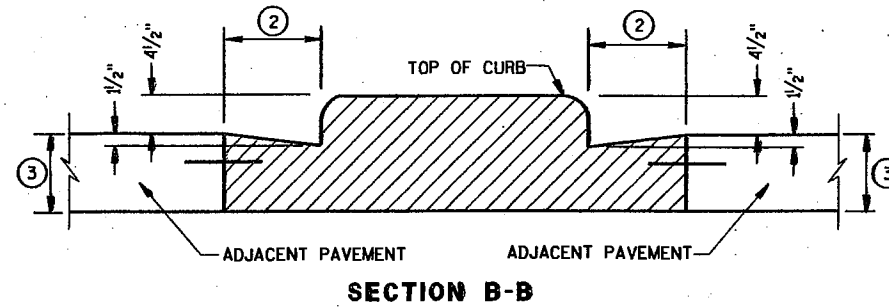
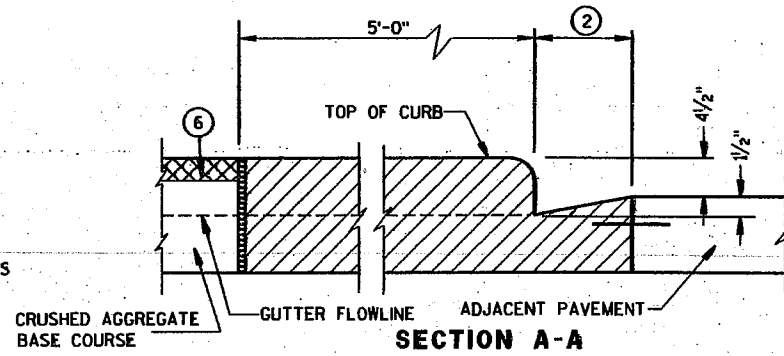
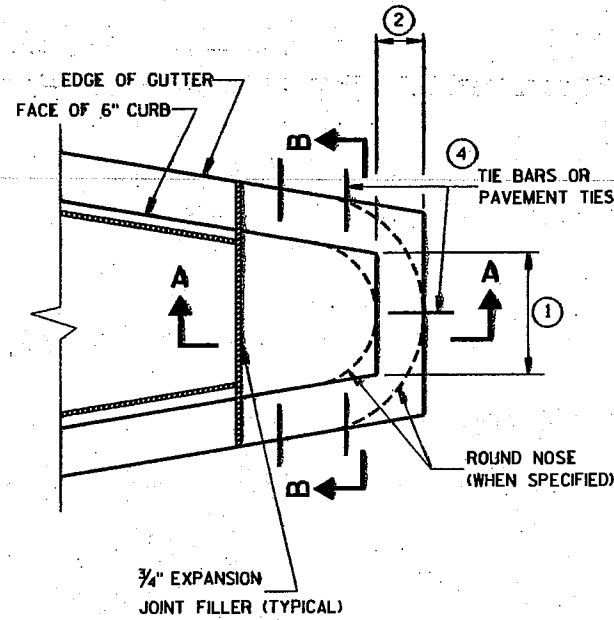
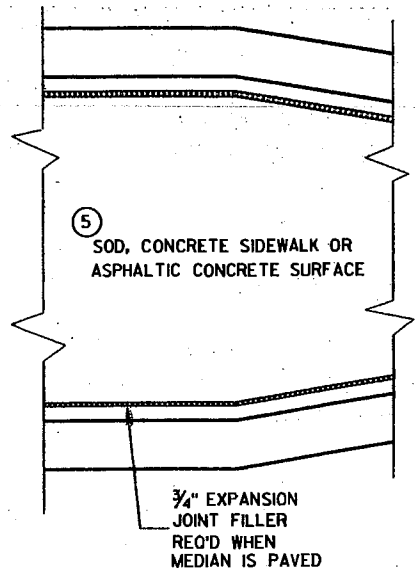
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

**CONCRETE CORRUGATED MEDIAN**

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

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



### GENERAL NOTES

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

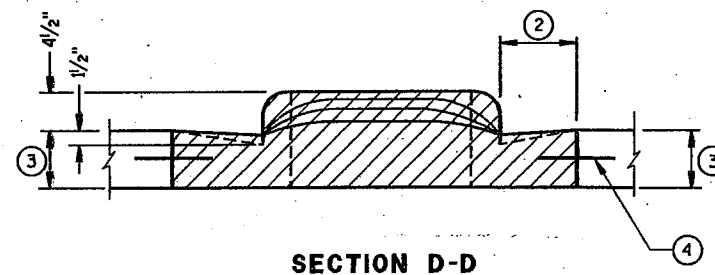
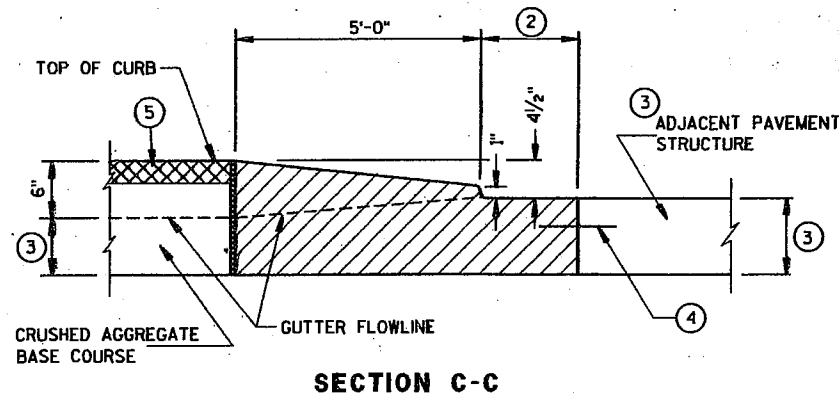
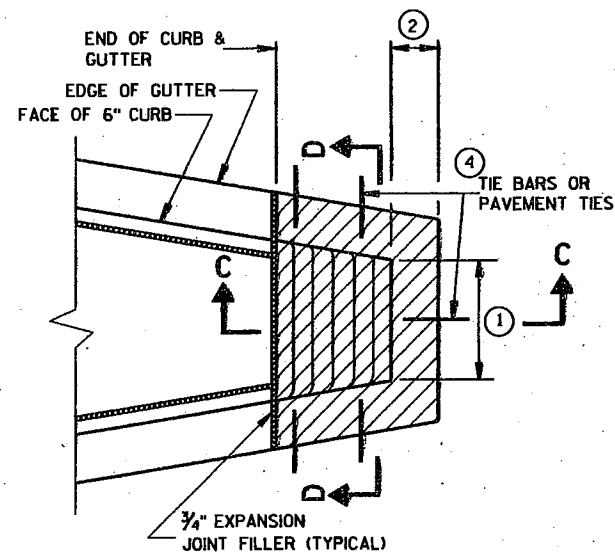
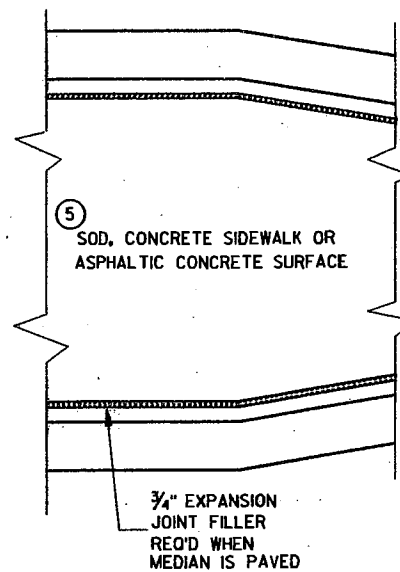
- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
  - (1) NEW OR EXISTING CONCRETE PAVEMENT.
  - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
  - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1 THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

### CONCRETE MEDIAN BLUNT NOSE DETAIL



### CONCRETE MEDIAN SLOPED NOSE DETAIL

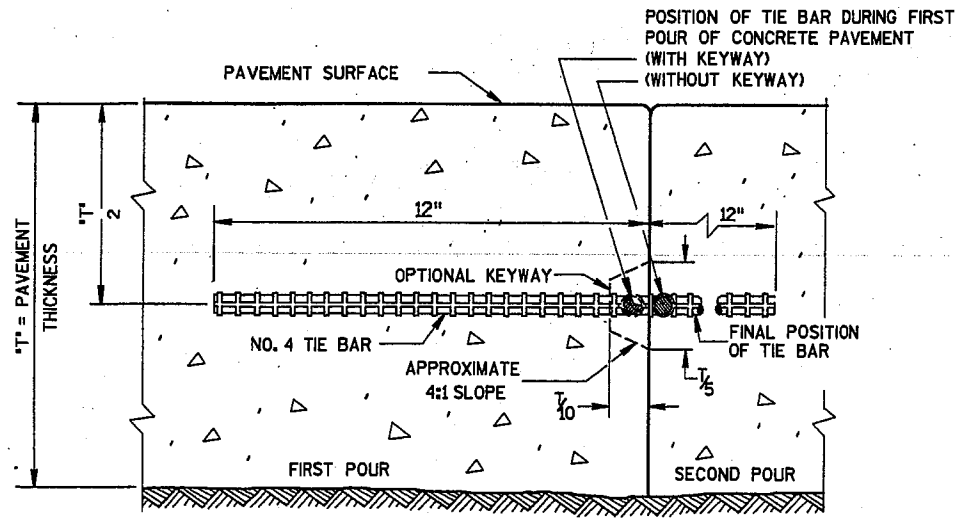
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

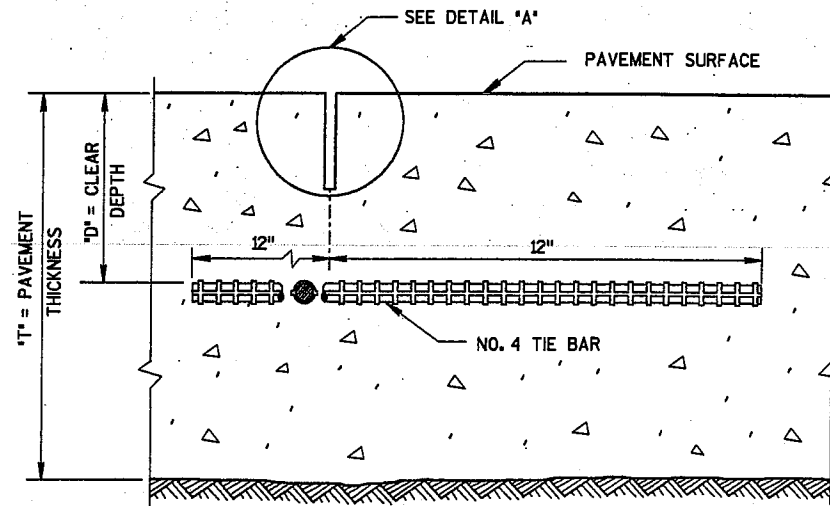
APPROVED  
07/30/96  
DATE

*Fred J. Thompson*  
CHIEF ROADWAY DEVELOPMENT ENGINEER

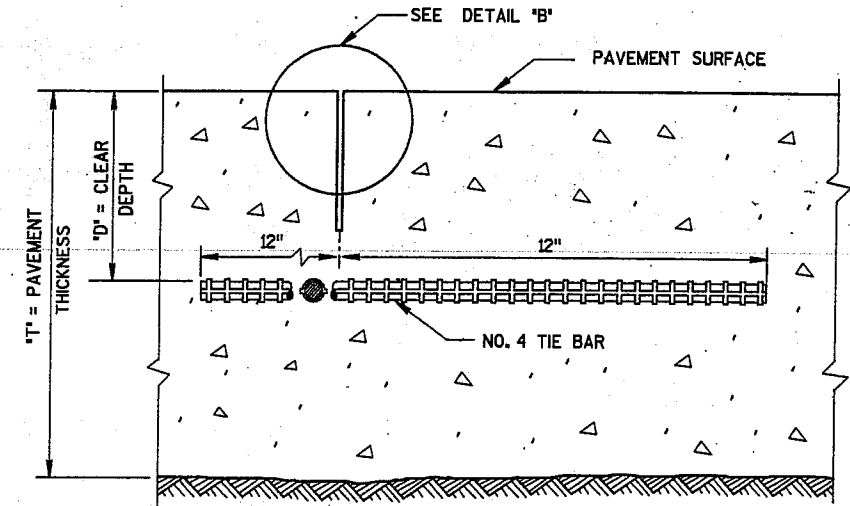
FHWA



**CONSTRUCTION JOINT**



**SAWED JOINT**



**RIBBON JOINT**

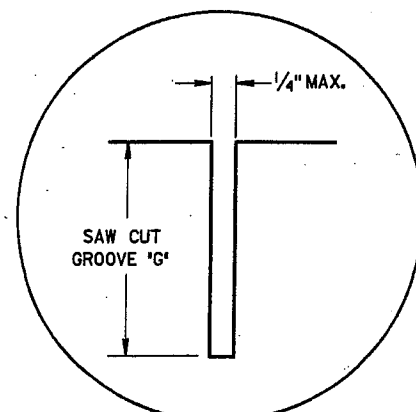
**GENERAL NOTES**

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

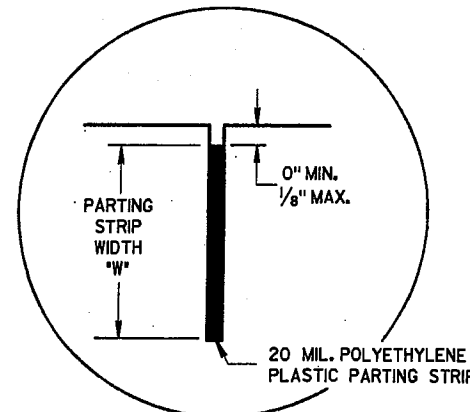
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

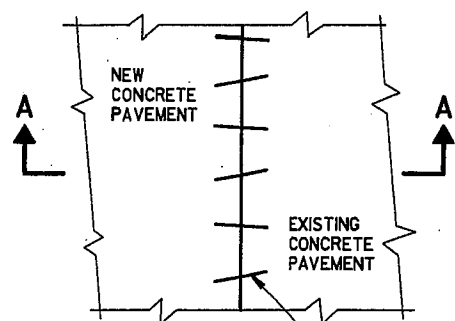
TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.



**DETAIL "A"**

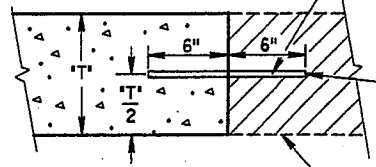


**DETAIL "B"**



**PLAN VIEW**

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

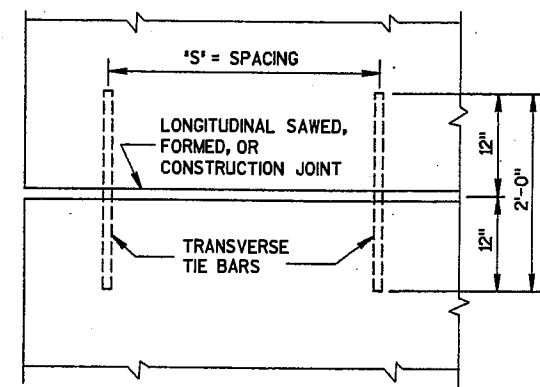


**SECTION A-A  
PAVEMENT TIES**

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

EXIST. CONC. PAVEMENT

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



**PLAN VIEW  
SHOWING LOCATION OF TIE BARS**

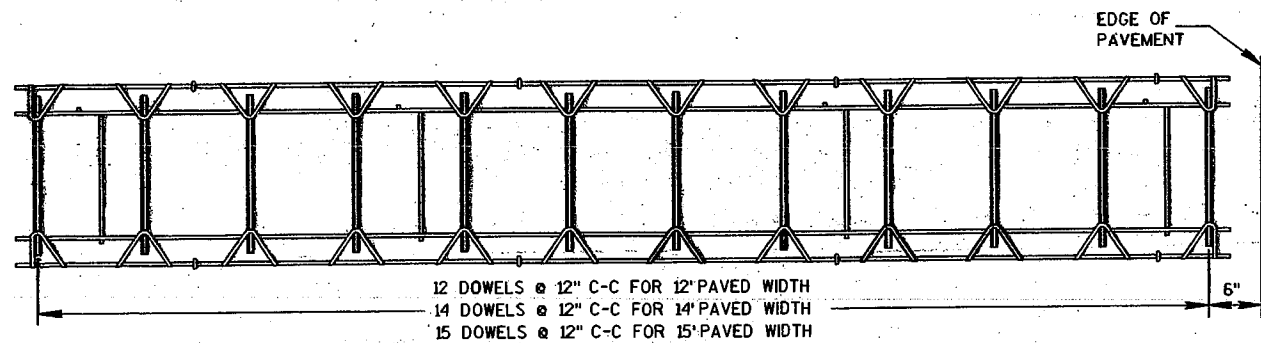
**CONCRETE PAVEMENT  
LONGITUDINAL JOINTS  
AND PAVEMENT TIES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
9-24-98  
DATE

*[Signature]*  
CHIEF PAVEMENTS & RESEARCH ENGINEER

FHWA



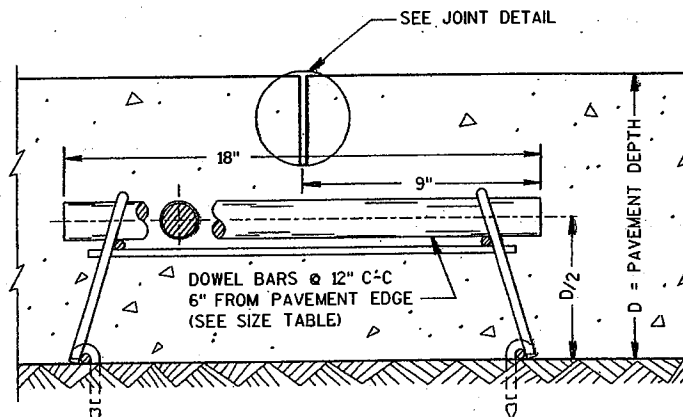
PLAN VIEW



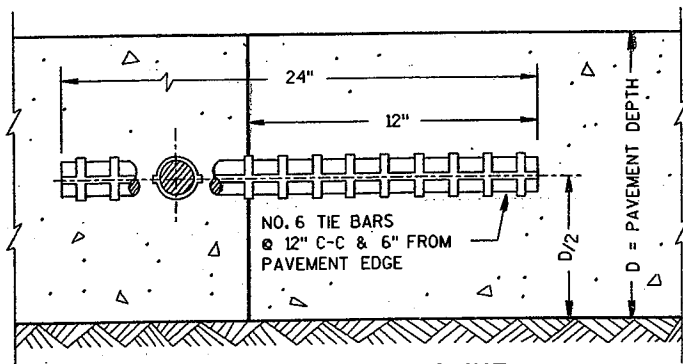
SIDE VIEW  
CONTRACTION JOINT DOWEL ASSEMBLY ①

DOWEL BAR SIZE & JOINT SPACING TABLE

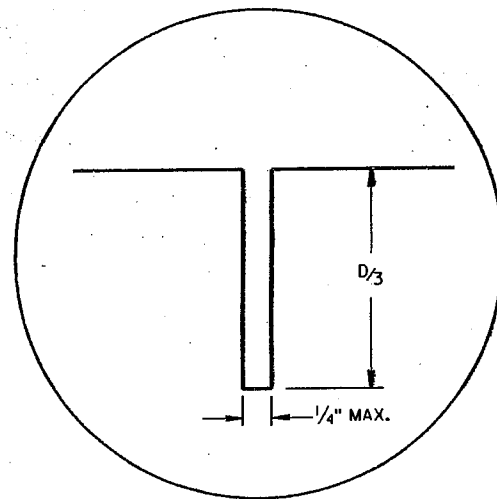
PAVEMENT DEPTH	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
9" OR LESS	1 1/4"	15'
MORE THAN 9"	1 1/2"	18'



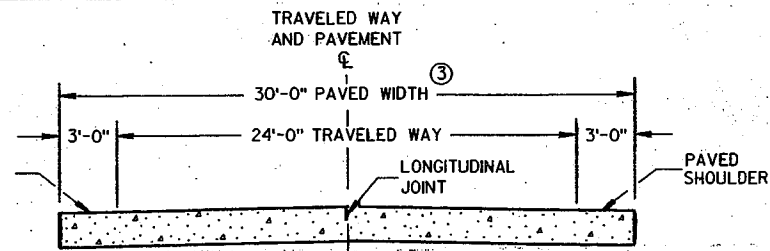
DOWELED CONTRACTION JOINT



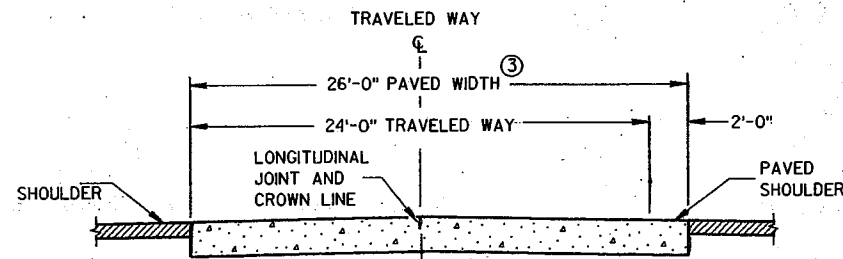
CONSTRUCTION JOINT



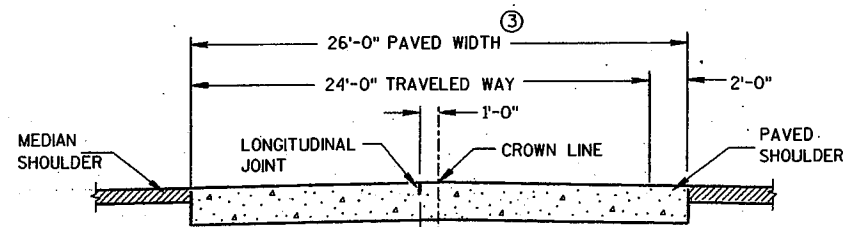
JOINT DETAIL



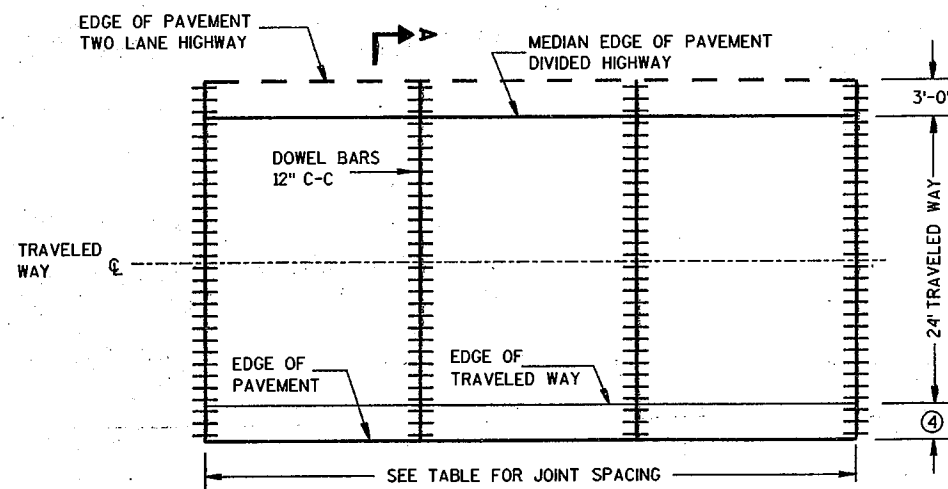
SECTION A-A  
TWO-LANE TWO-WAY HIGHWAY ②



SECTION A-A



ALTERNATIVE SECTION A-A  
DIVIDED HIGHWAY ②



CONTRACTION JOINT LOCATIONS

**GENERAL NOTES**

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

**CONTRACTION JOINTS**

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

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

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

**CONSTRUCTION JOINTS**

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

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

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

② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

④ 2'-0" DIVIDED HIGHWAYS  
3'-0" TWO-LANE TWO-WAY HIGHWAYS  
SEE SECTION A-A

RURAL DOWELED  
CONCRETE PAVEMENT


STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION


APPROVED  
03/10/97 *Roy Z. Hutchinson*  
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER


FHWA

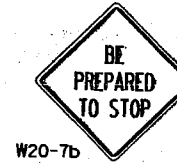
**TWO-LANE ROADWAY**

**SYMBOLS**

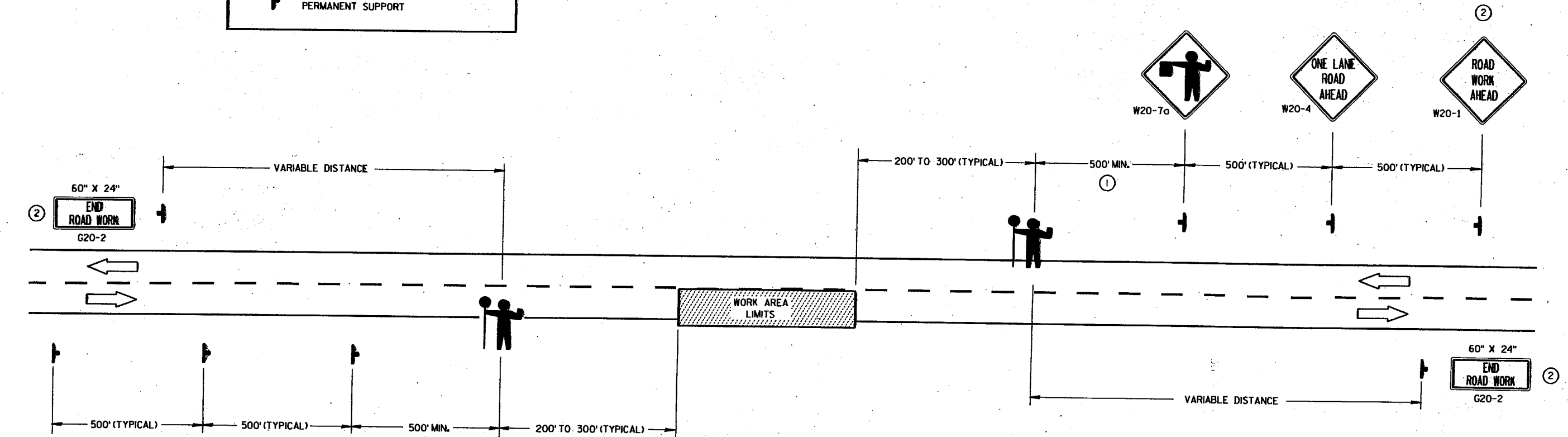
 WORK AREA

 FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

 SIGN ON PORTABLE OR PERMANENT SUPPORT



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

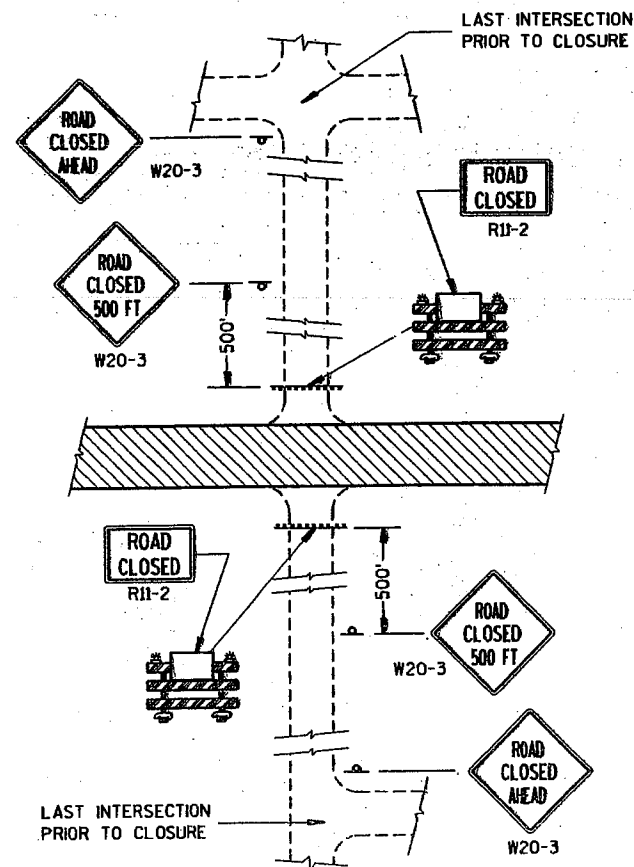
**TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

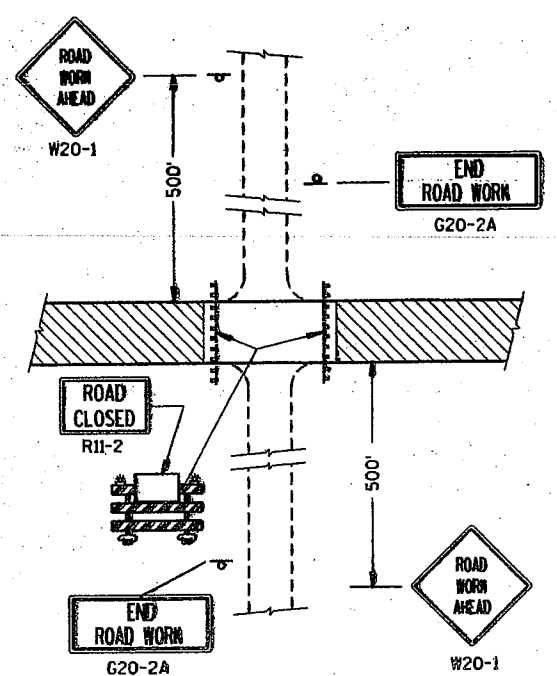
APPROVED  
DATE 2/17/94 *Peter F. Rusch*  
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

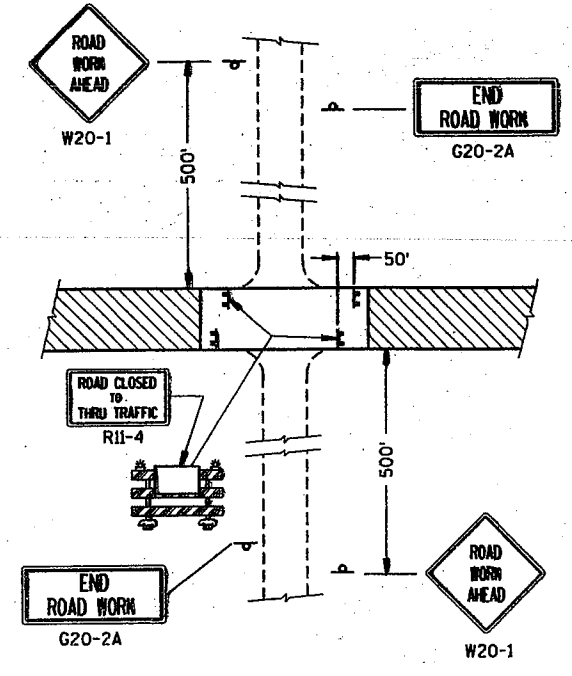
S.D.D. 15 C 12-2



**DETAIL 1**  
(NO ACCESS TO PROJECT)



**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED,  
NO ACCESS TO PROJECT).



**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED, CONTRACTOR,  
LOCAL BUSINESS AND RESIDENT ACCESS).

**GENERAL NOTES**

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

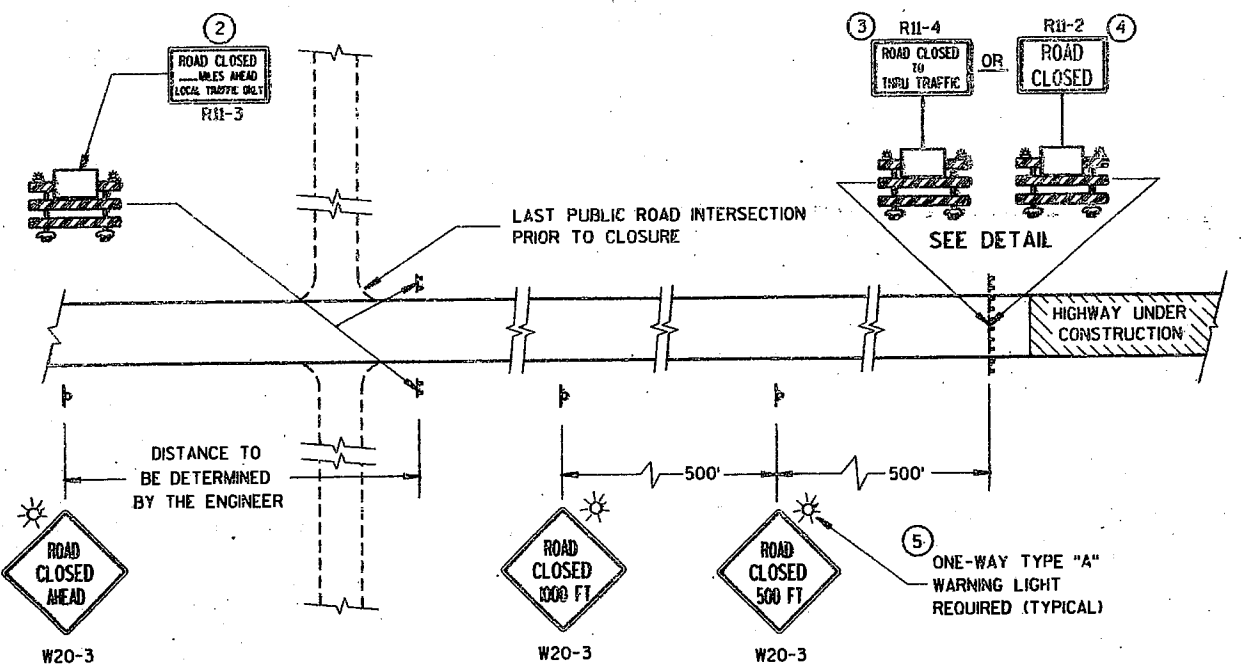
THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED \_\_\_\_\_ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

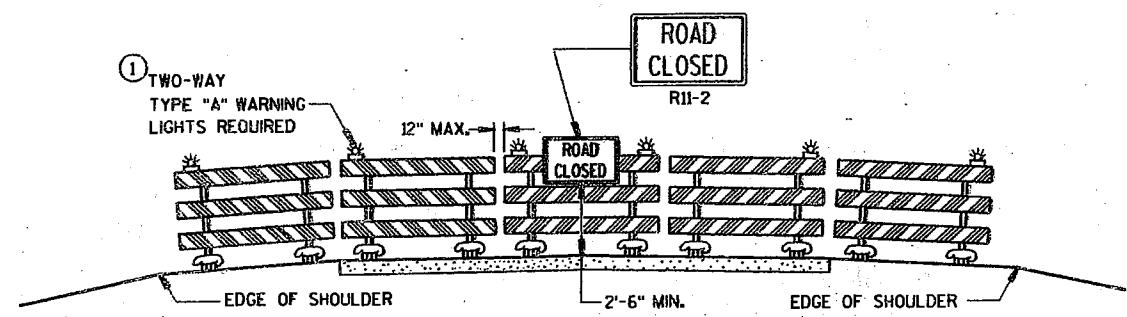
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".  
R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".  
G20-2A SIGNS SHALL BE 48" X 24".

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- ③ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.
- ④ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.
- ⑤ ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

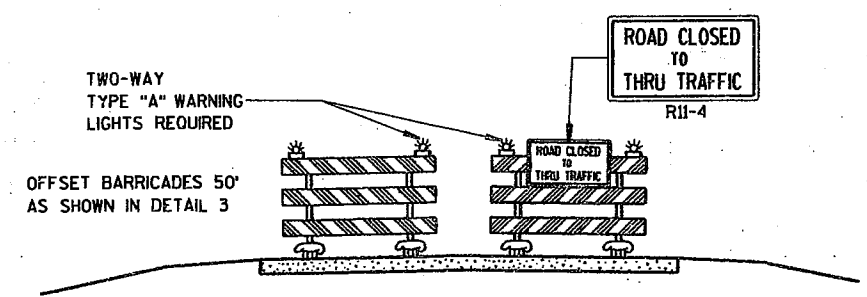
**SIDEROAD CLOSURES**



**MAINLINE CLOSURE**



**ROAD CLOSURE BARRICADE DETAIL**



**LANE CLOSURE BARRICADE DETAIL**

- LEGEND**
- Ⓜ POST MOUNTED WARNING SIGN
  - Ⓜ TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
  - Ⓜ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
  - ▨ WORK AREA

**BARRICADES AND SIGNS FOR ROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE 8-12-95  
for *Charles J. Spang*  
DIRECTOR, OFFICE OF TRAFFIC

FHWA

S.D.D. 15 C 2-3

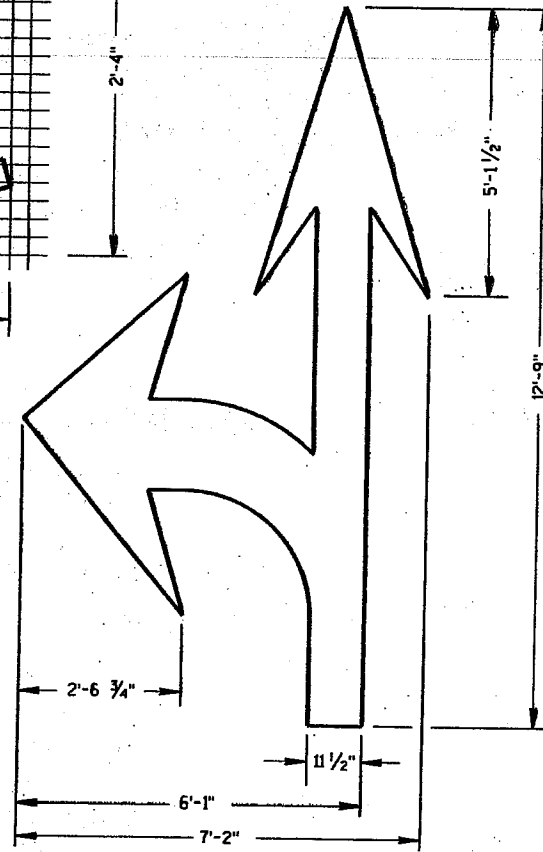
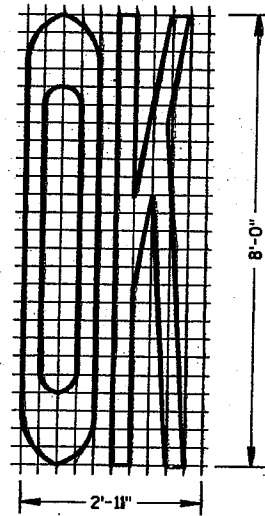
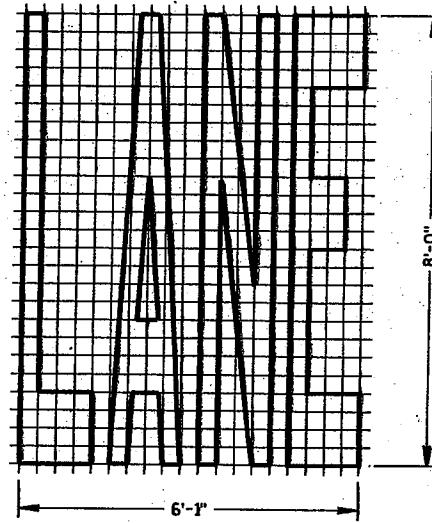
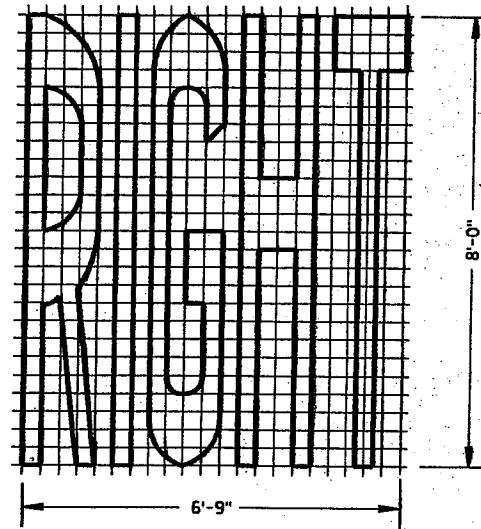
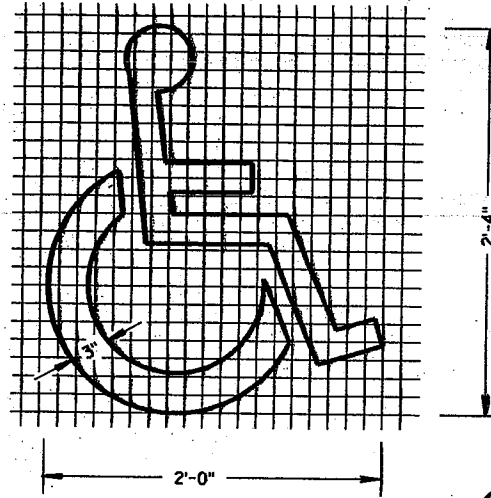
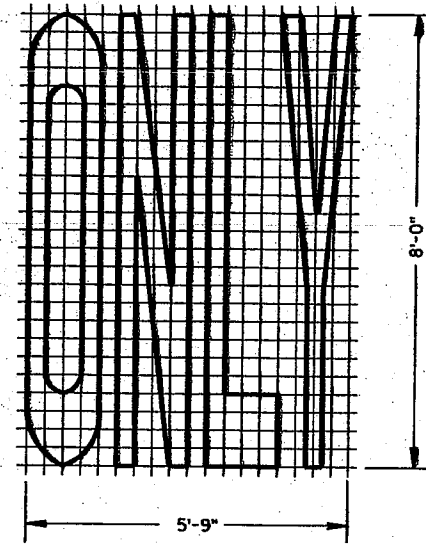
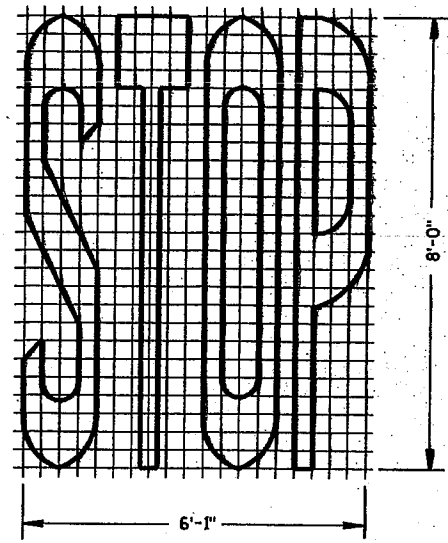
S.D.D. 15 C 2-3

**GENERAL NOTES**

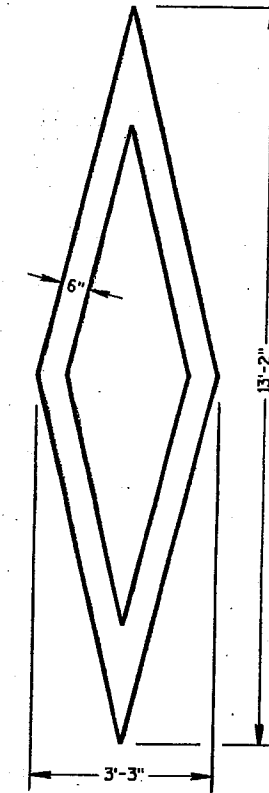
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

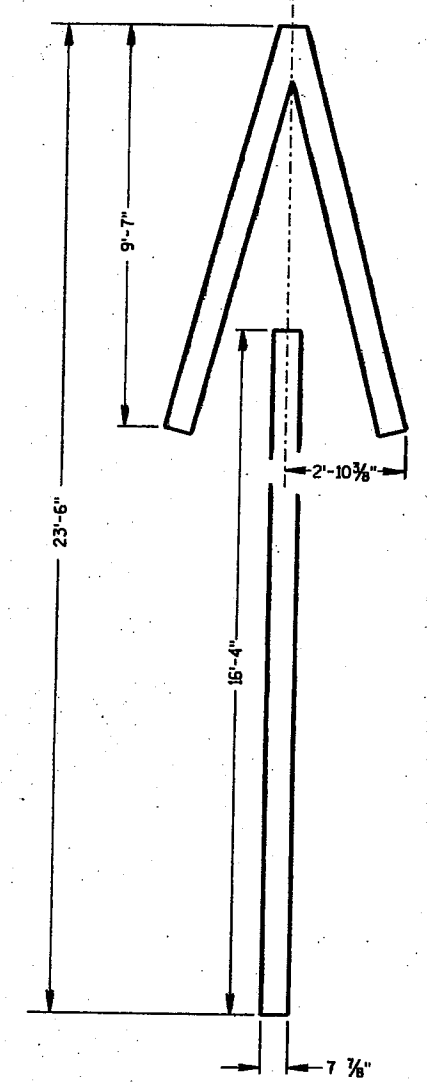
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.



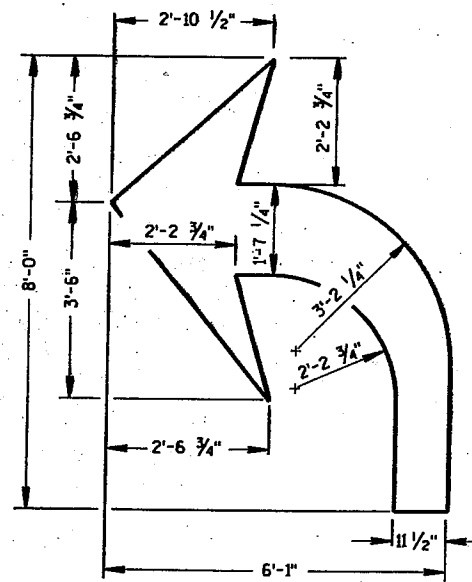
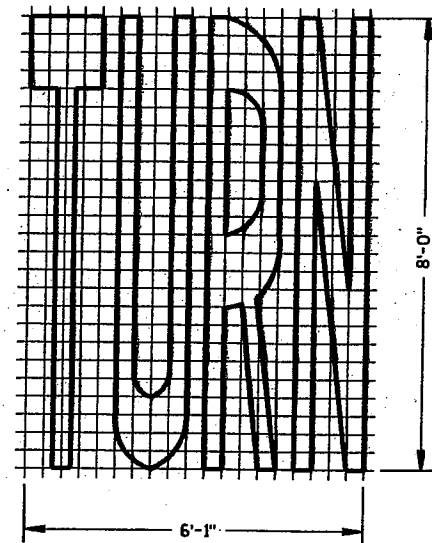
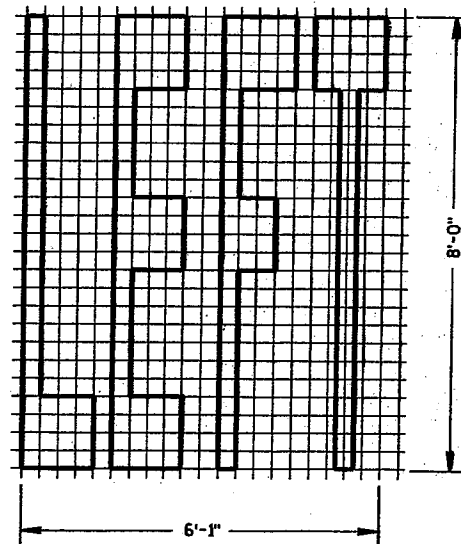
TYPE 3



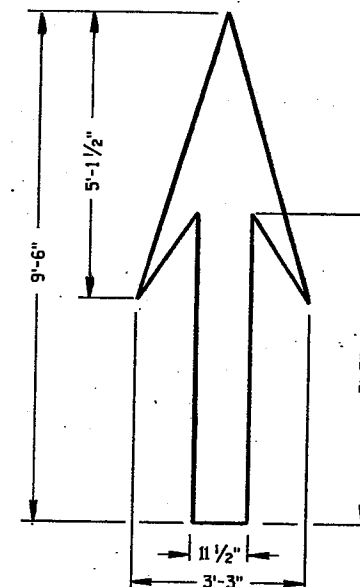
PREFERENTIAL LANE SYMBOL



TYPE 4



TYPE 2



TYPE 1

S.D.D. 15 C 7-50

**PAVEMENT MARKING SYMBOLS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

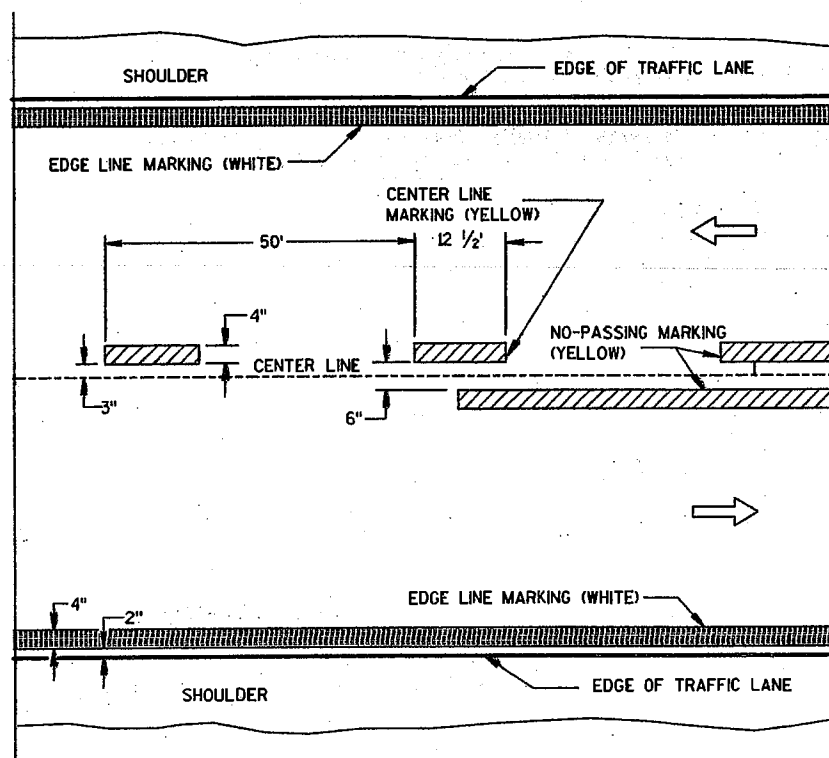
APPROVED

7-28-95  
DATE

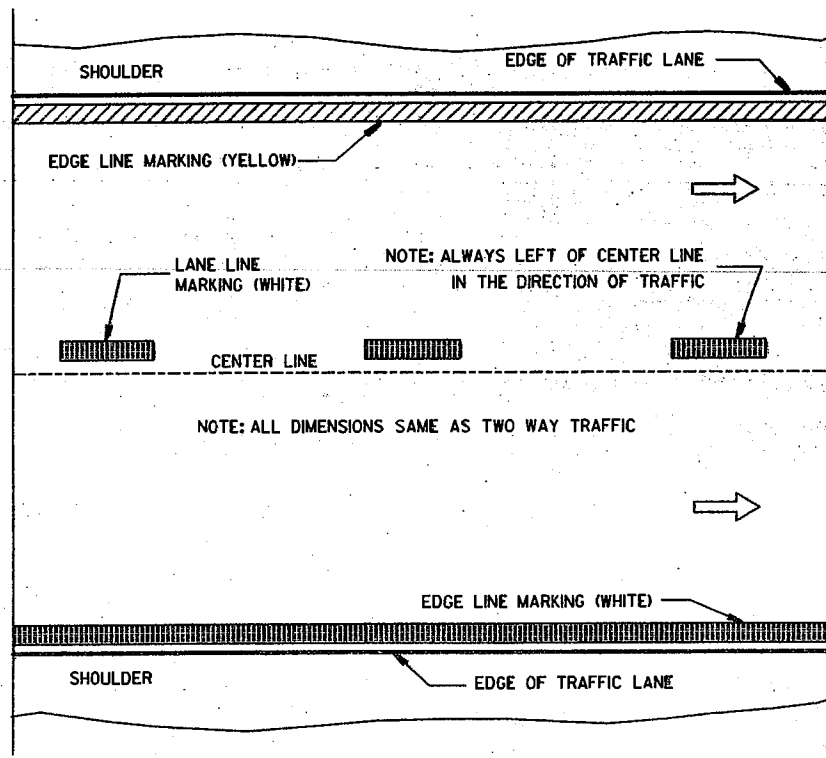
FHWA

*Charles J. Spang*  
for DIRECTOR, OFFICE OF TRAFFIC

S.D.D. 15 C 7-50

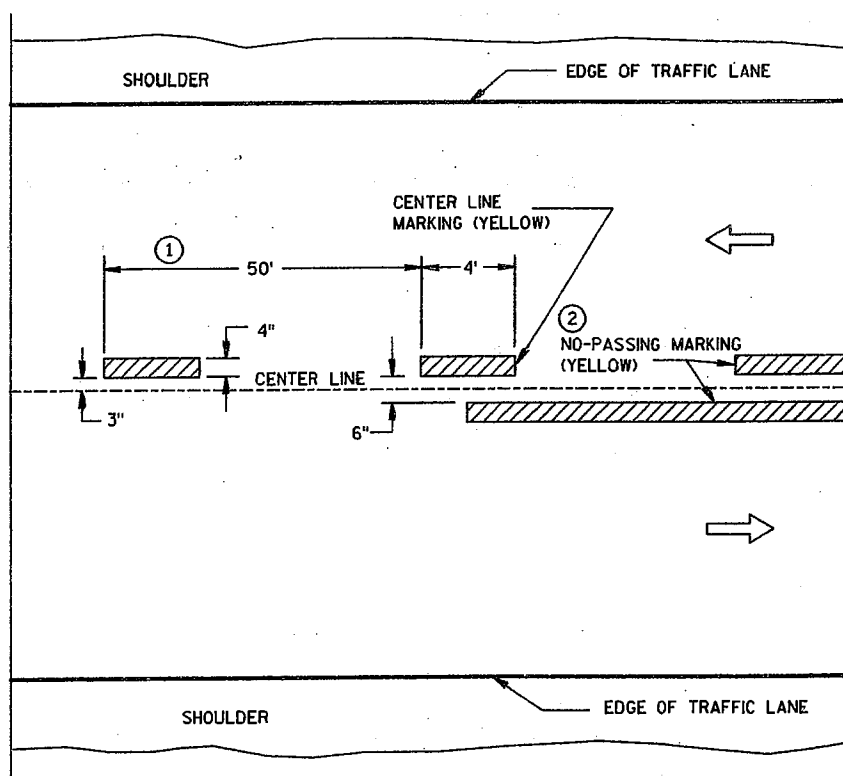


TWO WAY TRAFFIC

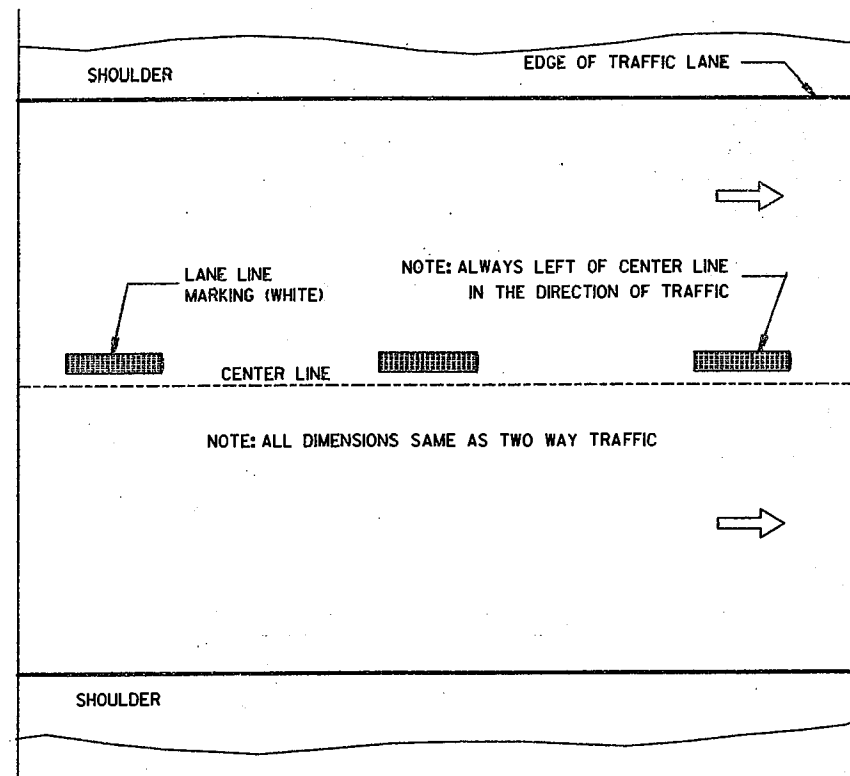


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING  
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

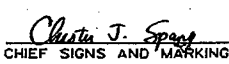
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

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

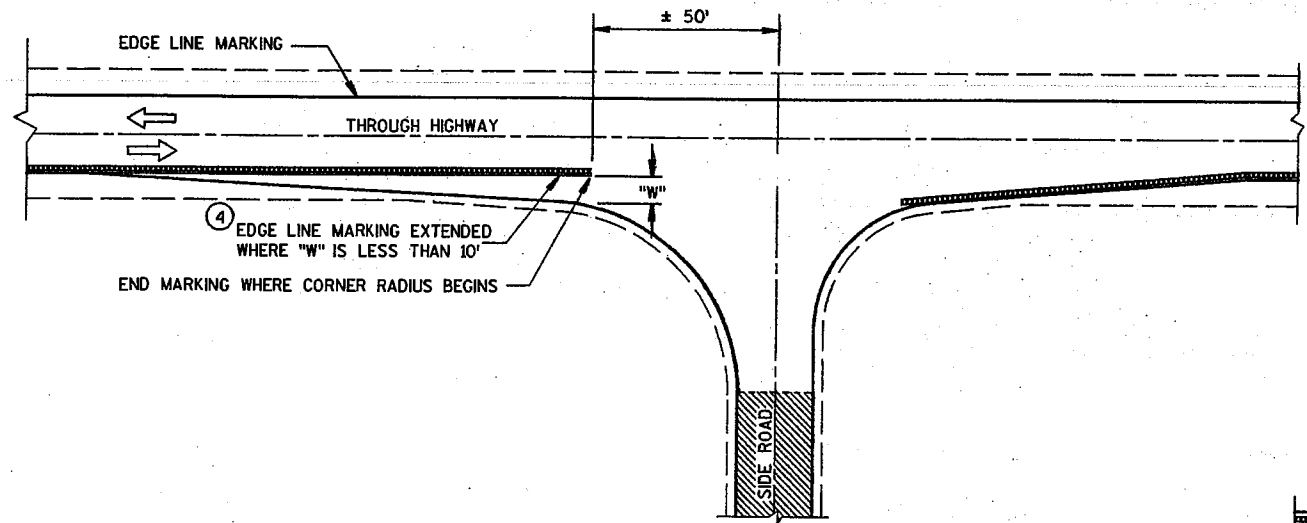
PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-10-98 DATE	 CHEF SIGNS AND MARKING ENGINEER
FHWA	



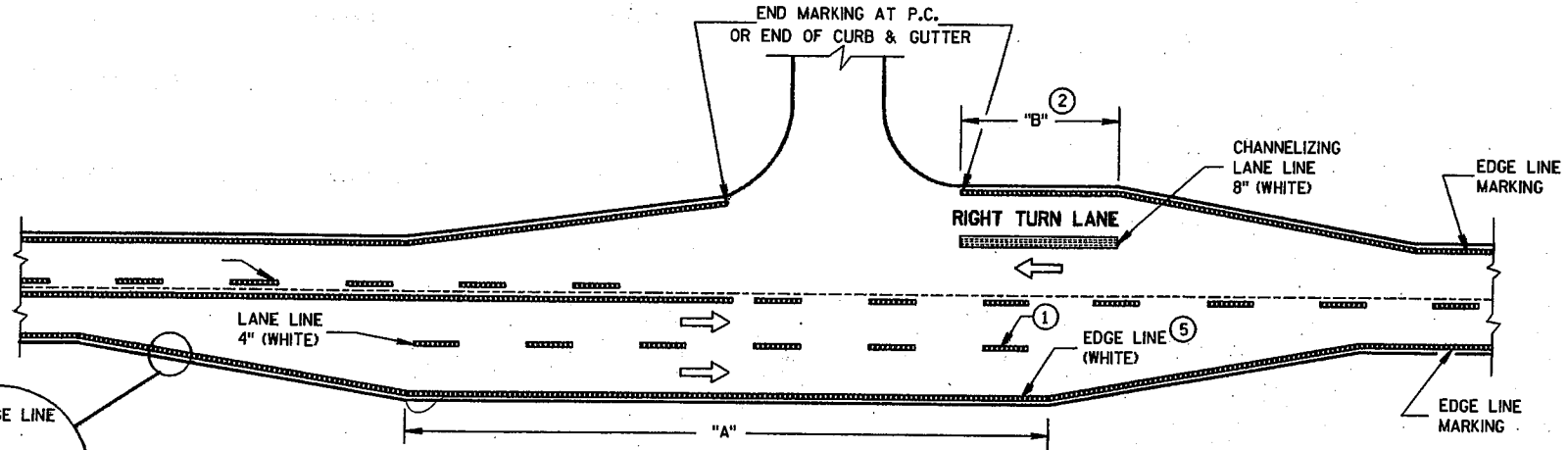
**NOTES**

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

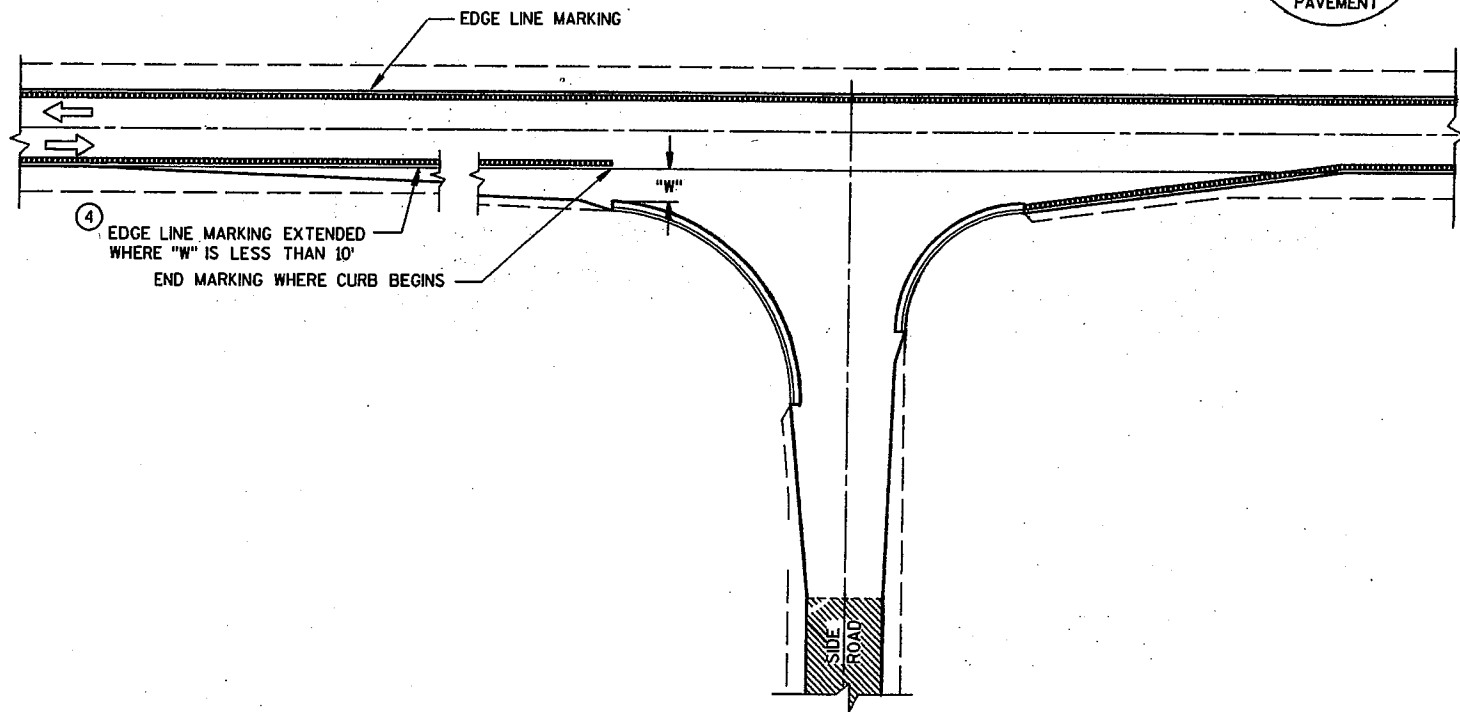
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
- ④ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.
- ⑤ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.



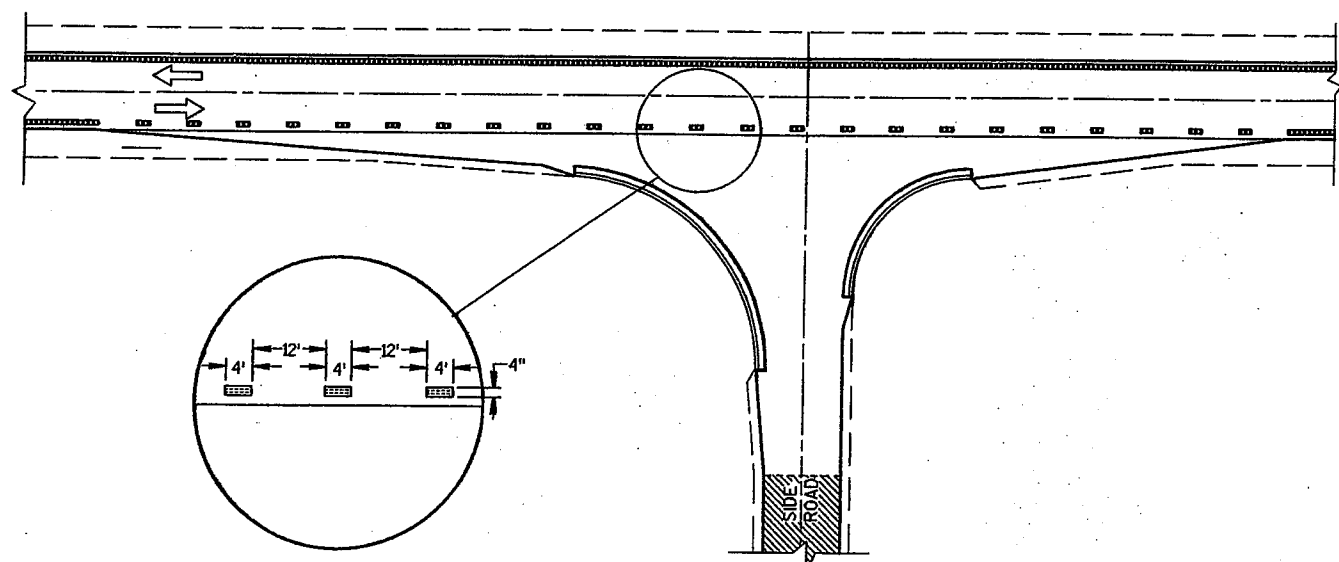
MINOR INTERSECTION WITHOUT CURBS



MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



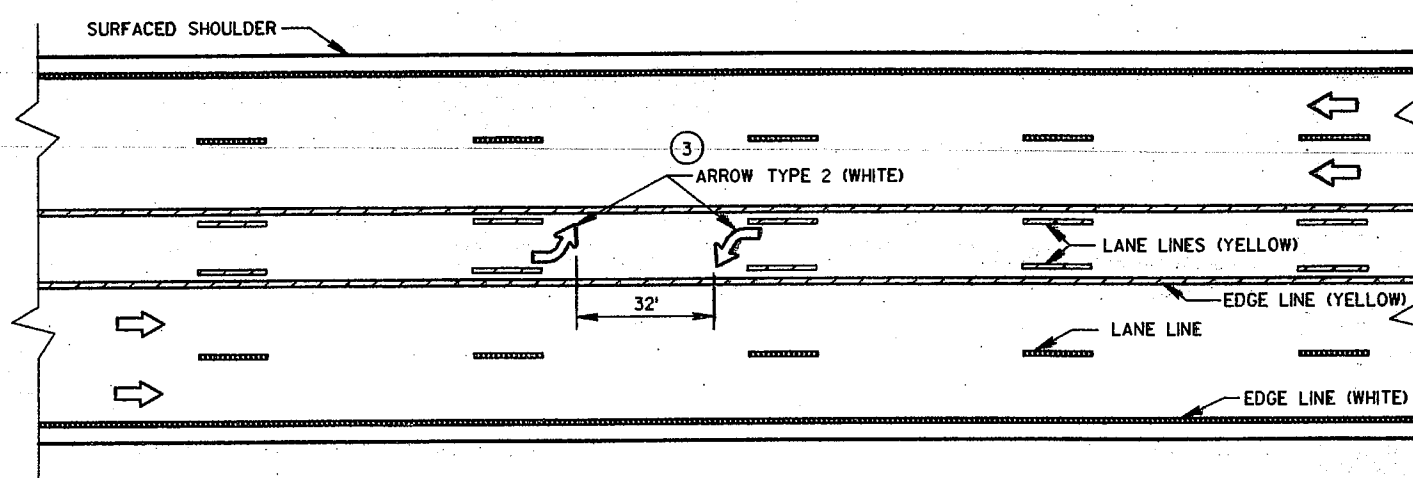
MINOR INTERSECTION WITH CURBS  
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS  
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING (INTERSECTIONS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

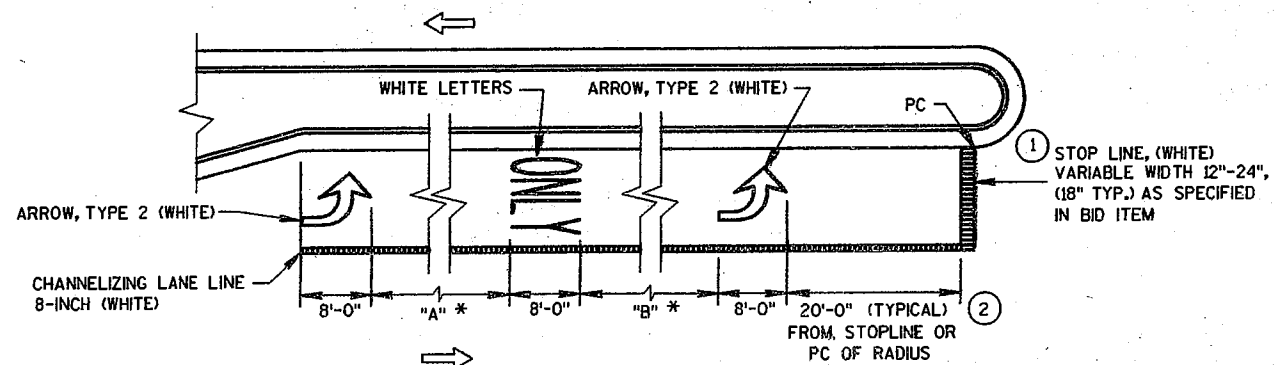
NOTE:  
ARROW SYMBOL (→)  
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

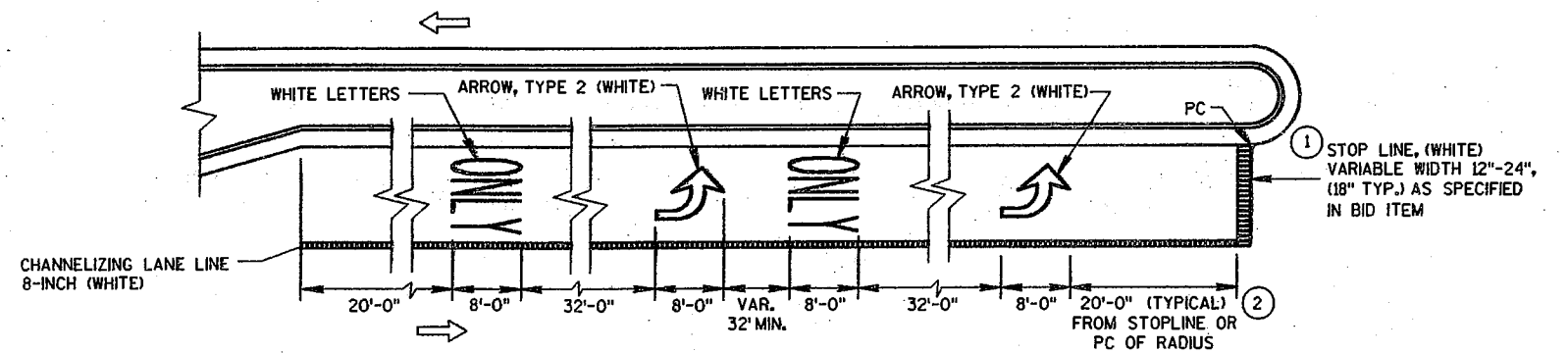
NOTES:

- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

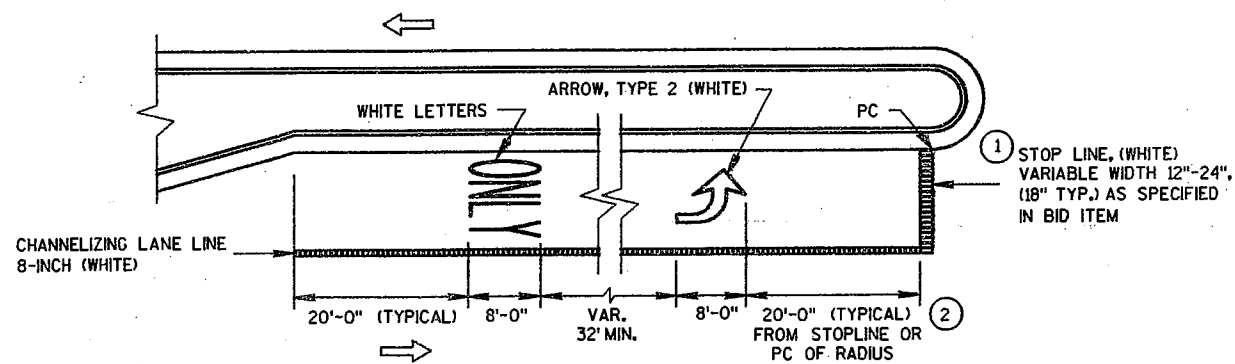


\* VARIABLE, 32' MIN.  
"A" = "B" (TYPICAL)

LEFT TURN LANE  
(LENGTH 108' TO 167')



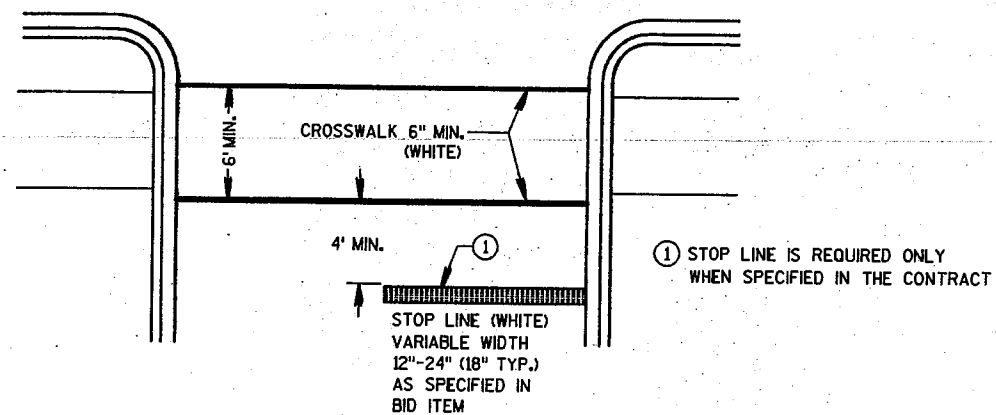
LEFT TURN LANE  
(LENGTH OVER 167')



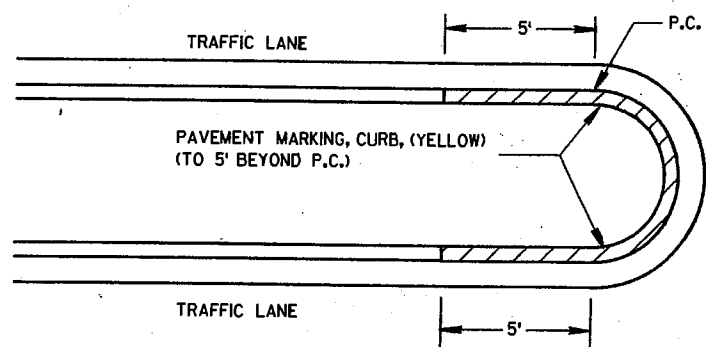
LEFT TURN LANE  
(LENGTH UNDER 108')

PAVEMENT MARKING  
(LEFT TURN LANE)

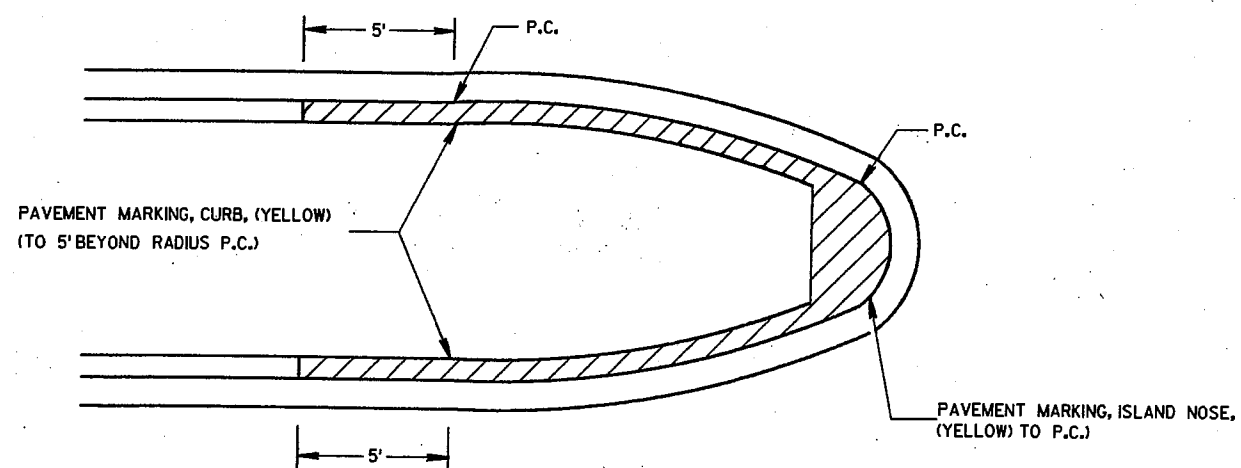
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



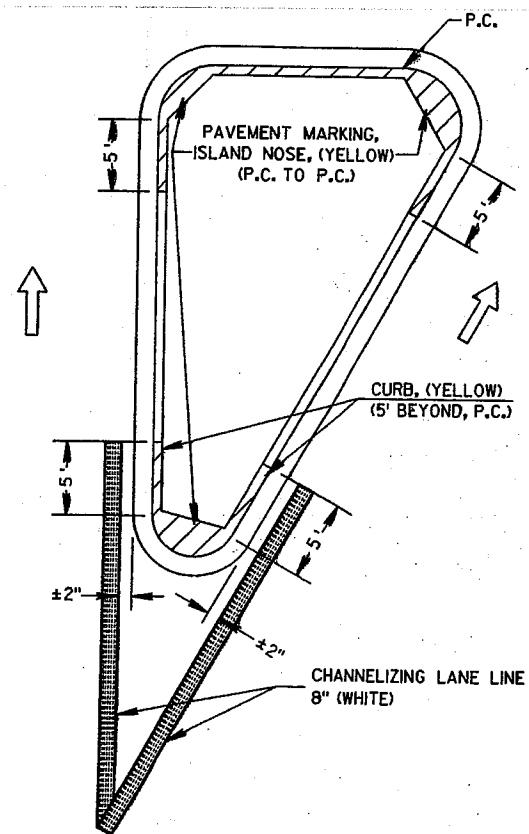
STOP LINE AND CROSSWALK



MEDIAN CURB

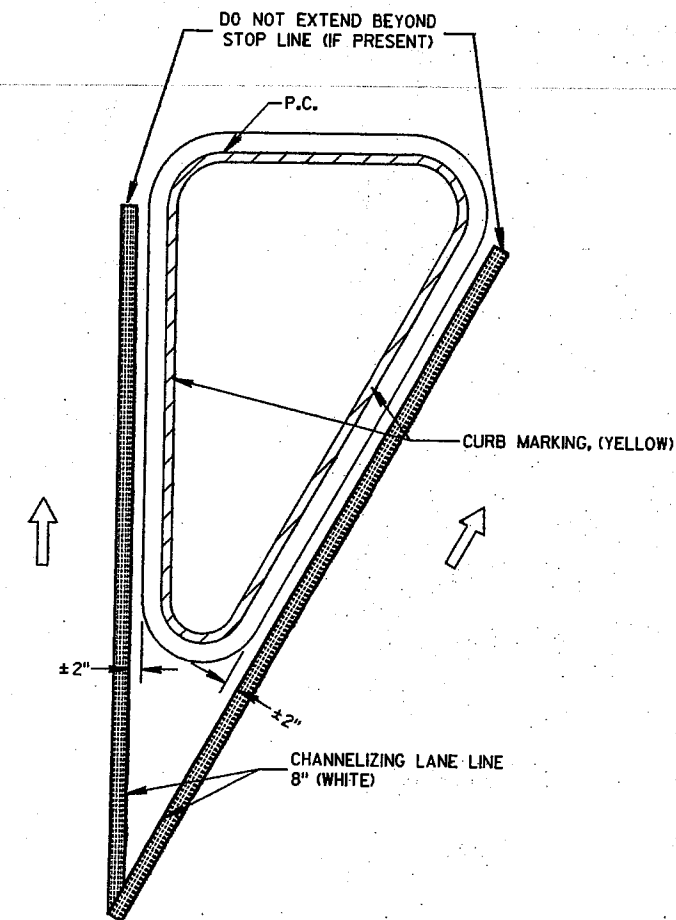


BULLET NOSE ISLAND



LARGE ISLAND

(GREATER THAN 50' PERIMETER OR ANY SIDE GREATER THAN 25' BETWEEN CURVES)



SMALL ISLAND

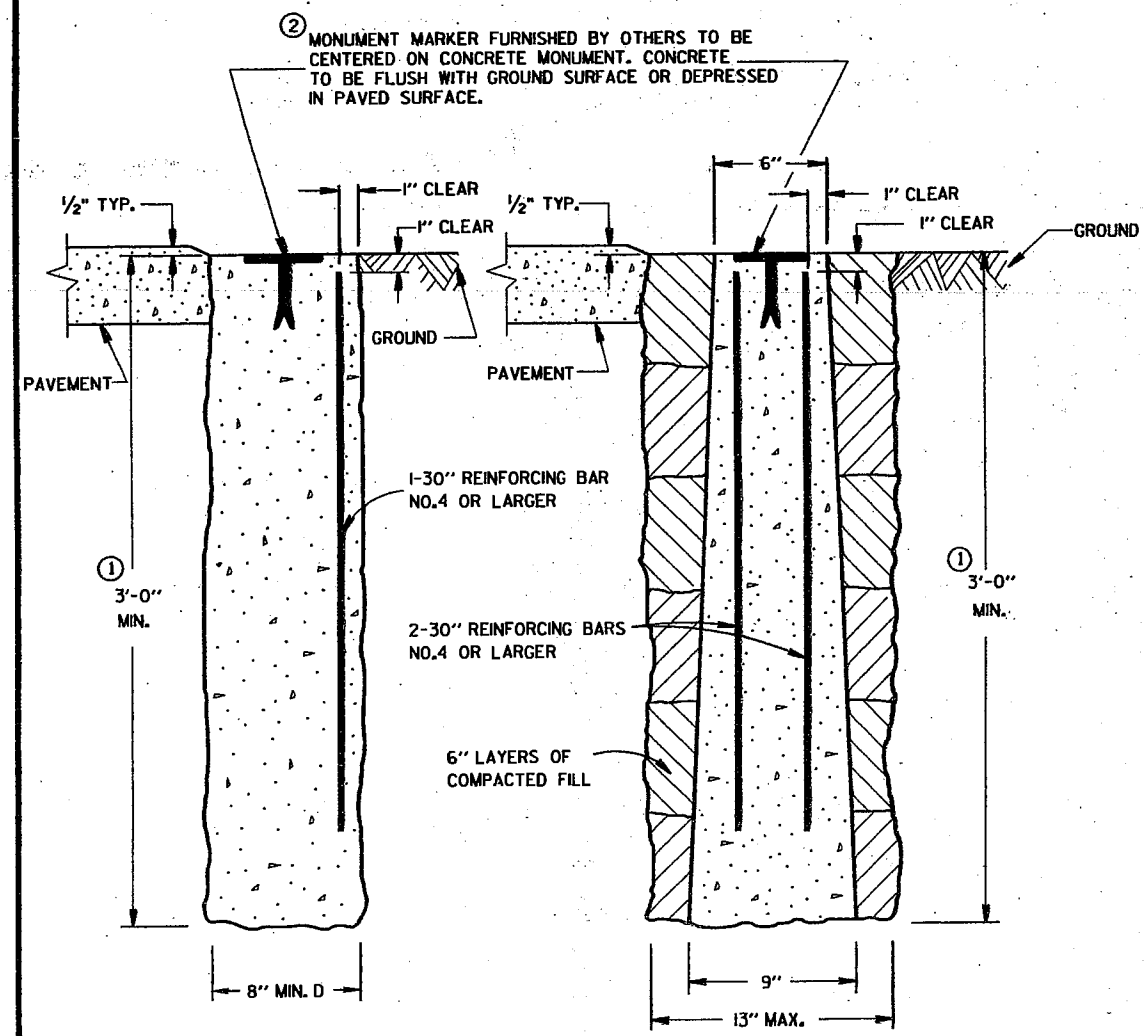
(LESS THAN 50' PERIMETER OR ANY SIDE LESS THAN 25' BETWEEN CURVES)

NOTE:  
ARROW SYMBOL (→)  
SHOWS DIRECTION OF TRAVEL

S.D.D. 15 C 8-8e

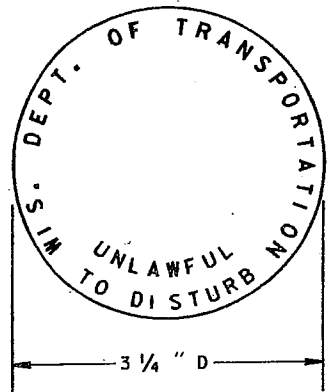
<b>PAVEMENT MARKING (ISLANDS, STOP LINE &amp; CROSS WALK)</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-10-98 DATE	<i>Chris J. Spang</i> CHIEF SIGNS AND MARKING ENGINEER
FHWA	

S.D.D. 15 C 8-8e

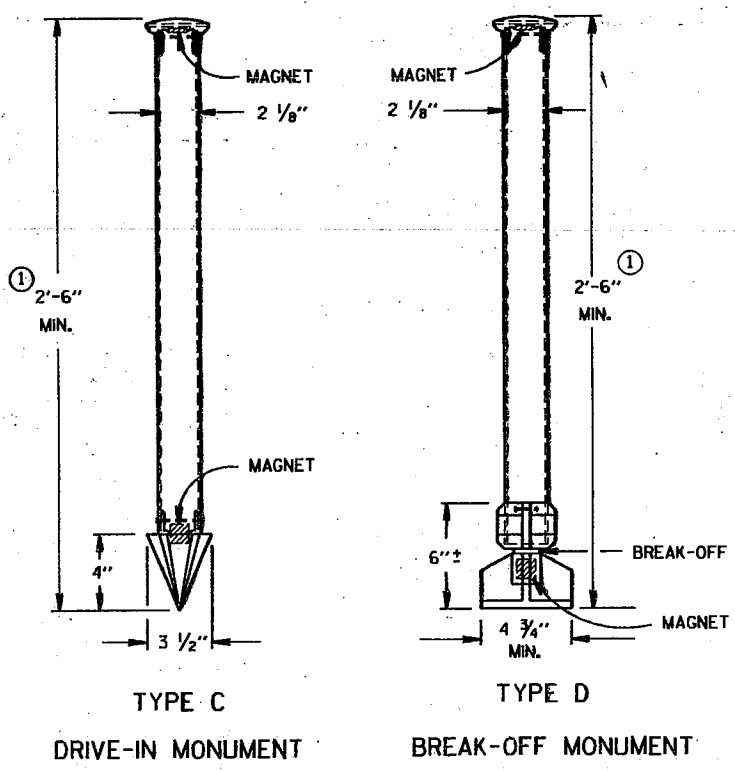


CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS  
TYPE A



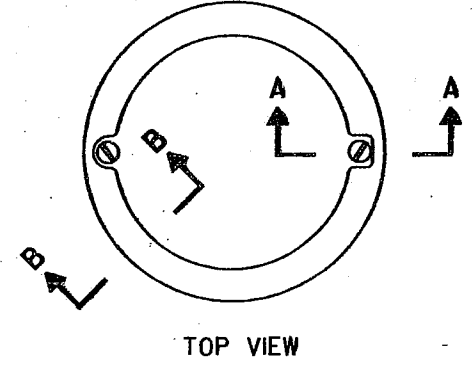
WIS DOT MONUMENT MARKER LOGO  
FOR TYPES "A", "C" & "D"



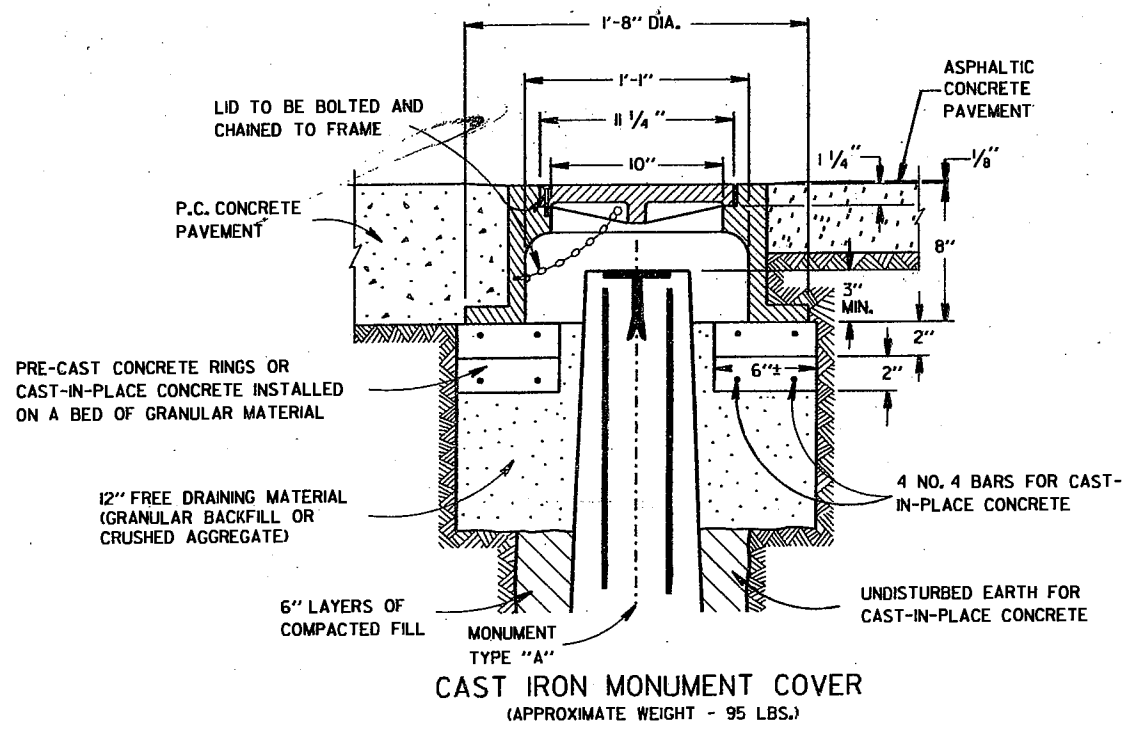
ALUMINUM MONUMENTS  
(INCLUDES MARKER)

GENERAL NOTES

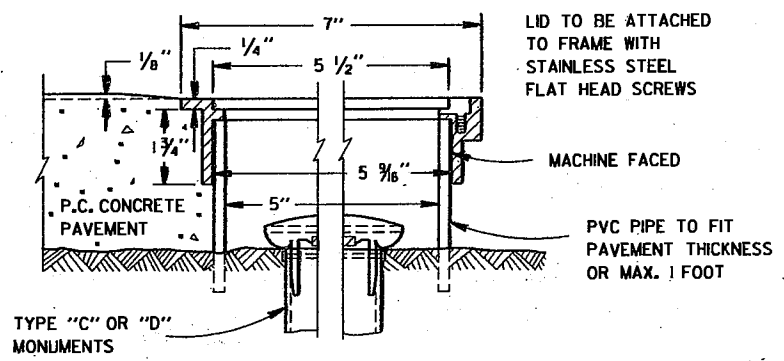
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.
- THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.
- MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.
- ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.
- THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.
- MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.
- ① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.
- ② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



CAST IRON MONUMENT COVER  
(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A  
ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)  
(FOR CONCRETE PAVEMENT ONLY)

<b>LANDMARK REFERENCE MONUMENTS AND COVERS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/31/92 DATE	 STATE DESIGN ENGINEER FOR HWYS
FHWA	

AVERAGE END AREA VOLUMES

CTH CB								
STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE CUT	EXP FAC	MASS HAUL	
	CUT	FILL	CUT	FILL				
241+50	10	176	21	322	21	419	1.3	-398
242+00	13	172	115	552	136	1136	1.3	-1000
243+00	49	126	122	585	258	1897	1.3	-1639
244+00	17	190	31	556	290	2619	1.3	-2330
245+00	0	110	254	204	543	2884	1.3	-2341
246+00	137	0	991	0	1534	2884	1.3	-1350
247+00	398	0	787	117	2321	3036	1.3	-715
248+00	27	63	50	1093	2371	4456	1.3	-2085
249+00	0	527	41	1074	2412	5852	1.3	-3441
250+00	22	53	98	317	2510	6264	1.3	-3754
251+00	31	118	57	367	2567	6741	1.3	-4173
252+00	0	80	7	689	2575	7636	1.3	-5062
253+00	4	292	7	1037	2582	8984	1.3	-6402
254+00	0	268	0	1011	2582	10299	1.3	-7717
255+00	0	278	0	885	2582	11450	1.3	-8868
256+00	0	200	0	785	2582	12470	1.3	-9888
257+00	0	224	19	624	2601	13282	1.3	-10681
258+00	10	113	65	398	2665	13799	1.3	-11134
259+00	25	102	46	491	2712	14437	1.3	-11725
260+00	0	163	9	556	2721	15159	1.3	-12438
261+00	5	137	9	511	2730	15824	1.3	-13094
262+00	0	139	0	446	2730	16404	1.3	-13674
263+00	0	102	0	350	2730	16859	1.3	-14129
264+00	0	87	120	233	2851	17162	1.3	-14312
265+00	65	39	139	422	2990	17711	1.3	-14722
266+00	10	189	30	863	3019	18833	1.3	-15814
267+00	6	277	28	959	3047	20080	1.3	-17033
268+00	9	241	35	785	3082	21101	1.3	-18019
269+00	10	183	43	607	3125	28100	1.3	-24975
270+00	13	145	31	730	3156	29049	1.3	-25892
271+00	4	249	26	811	3182	30103	1.3	-26921
272+00	10	189	35	474	3217	30719	1.3	-27502
273+00	9	67	33	220	3251	31006	1.3	-27755
274+00	9	52	37	115	3288	31155	1.3	-27867
275+00	11	10	46	65	3334	31239	1.3	-27905

AVERAGE END AREA VOLUMES

CTH CB								
STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE CUT	EXP FAC	MASS HAUL	
	CUT	FILL	CUT	FILL				
276+00	14	25	52	56	3386	31311	1.3	-27926
277+00	14	5	43	74	3428	31408	1.3	-27979
278+00	9	35	154	65	3582	31492	1.3	-27910
279+00	74	0	291	0	3873	31492	1.3	-27619
280+00	83	0	163	170	4036	31714	1.3	-27678
281+00	5	92	26	450	4062	32299	1.3	-28237
282+00	9	151	37	533	4099	32992	1.3	-28893
283+00	11	137	37	485	4136	33623	1.3	-29487
284+00	9	125	31	561	4167	34352	1.3	-30185
285+00	8	178	52	531	4219	35043	1.3	-30824
286+00	20	109	143	320	4362	35459	1.3	-31098
287+00	57	64	228	119	4590	35614	1.3	-31024
288+00	66	0	130	683	4719	36502	1.3	-31783
289+00	4	369	124	933	4843	37715	1.3	-32872
290+00	63	135	165	502	5008	38368	1.3	-33360
291+00	26	136	122	685	5130	39258	1.3	-34128
292+00	40	234	141	994	5271	40985	1.3	-35714
293+00	36	303	67	830	5338	42064	1.3	-36726
294+00	0	145	556	387	5893	42567	1.3	-36673
295+00	300	64	1037	376	6930	43055	1.3	-36125
296+00	260	139	978	578	7908	43806	1.3	-35898
297+00	268	173	681	728	8590	44753	1.3	-36163
298+00	100	220	233	1030	8823	46091	1.3	-37268
299+00	26	336	96	1076	8919	47490	1.3	-38571
300+00	26	245	146	833	9065	48573	1.3	-39508
301+00	53	205	111	841	9177	49666	1.3	-40490
302+00	7	249	33	1256	9210	51298	1.3	-42088
303+00	11	429	37	1544	9247	53306	1.3	-44059
304+00	9	405	30	1154	9277	54806	1.3	-45529
305+00	7	218	61	478	9338	55427	1.3	-46089
306+00	26	40	102	94	9440	55550	1.3	-46110
307+00	29	11	93	76	9532	55649	1.3	-46116
308+00	21	30	62	86	9594	55760	1.3	-46166
308+80	21	28						
TOTAL			9595	37782				

AVERAGE END AREA VOLUMES  
-----  
BIKEPATH  
-----

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE EXP FILL	EXP FAC	MASS HAUL
241+50	0	8	0	17	0	22	1.3	-22
242+00	0	10	0	37	0	70	1.3	-70
243+00	0	10	0	52	0	137	1.3	-137
244+00	0	18	0	70	0	229	1.3	-229
245+00	0	20	0	37	0	277	1.3	-277
246+00	0	0	0	0	0	277	1.3	-277
247+00	0	0	0	13	0	294	1.3	-294
248+00	0	7	0	59	0	371	1.3	-371
249+00	0	25	0	59	0	448	1.3	-448
250+00	0	7	0	46	0	508	1.3	-508
251+00	0	18	0	67	0	595	1.3	-595
252+00	0	18	0	85	0	705	1.3	-705
253+00	0	28	0	104	0	840	1.3	-840
254+00	0	28	0	107	0	980	1.3	-980
255+00	0	30	0	78	0	1081	1.3	-1081
256+00	0	12	0	39	0	1131	1.3	-1131
257+00	0	9	0	28	0	1168	1.3	-1168
258+00	0	6	0	22	0	1196	1.3	-1196
259+00	0	6	0	48	0	1259	1.3	-1259
260+00	0	20	0	74	0	1355	1.3	-1355
261+00	0	20	0	44	0	1413	1.3	-1413
262+00	0	4	0	11	0	1428	1.3	-1428
263+00	0	2	0	11	0	1442	1.3	-1442
264+00	0	4	0	11	0	1456	1.3	-1456
265+00	0	2	0	11	0	1471	1.3	-1471
266+00	0	4	0	15	0	1490	1.3	-1490
267+00	0	4	0	17	0	1512	1.3	-1512
268+00	0	5	0	19	0	1536	1.3	-1536
269+00	0	5	0	19	0	1560	1.3	-1560
270+00	0	5	0	111	0	1704	1.3	-1704
271+00	0	55	0	139	0	1885	1.3	-1885
272+00	0	20	0	70	0	1976	1.3	-1976
273+00	0	18	0	56	0	2049	1.3	-2049
274+00	0	12	0	44	0	2106	1.3	-2106
275+00	0	12	0	41	0	2159	1.3	-2159

AVERAGE END AREA VOLUMES  
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BIKEPATH  
-----

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL CUT	VOLUME INCREMENTAL FILL	VOLUME CUMULATIVE CUT	VOLUME CUMULATIVE EXP FILL	EXP FAC	MASS HAUL
276+00	0	10	0	28	0	2196	1.3	-2196
277+00	0	5	0	31	0	2236	1.3	-2236
278+00	0	12	0	28	0	2273	1.3	-2273
279+00	0	3	0	6	0	2280	1.3	-2280
280+00	0	0	0	4	0	2285	1.3	-2285
281+00	0	2	0	4	0	2289	1.3	-2289
282+00	0	0	0	4	0	2294	1.3	-2294
283+00	0	2	0	19	0	2318	1.3	-2318
284+00	0	8	0	28	0	2354	1.3	-2354
285+00	0	7	0	13	0	2371	1.3	-2371
286+00	0	0	15	0	15	2371	1.3	-2356
287+00	8	0	22	0	37	2371	1.3	-2334
288+00	4	0	7	30	44	2410	1.3	-2365
289+00	0	16	0	30	44	2448	1.3	-2404
290+00	0	0	0	19	44	2472	1.3	-2428
291+00	0	10	0	37	44	2521	1.3	-2476
292+00	0	10	0	59	44	2598	1.3	-2553
293+00	0	22	56	41	100	2651	1.3	-2551
294+00	30	0	156	0	256	2651	1.3	-2395
295+00	54	0	200	0	456	2651	1.3	-2195
296+00	54	0	200	0	656	2651	1.3	-1995
297+00	54	0	267	0	922	2651	1.3	-1728
298+00	90	0	167	37	1089	2699	1.3	-1610
299+00	0	20	37	37	1126	2747	1.3	-1621
300+00	20	0	74	0	1200	2747	1.3	-1547
301+00	20	0	37	19	1237	2771	1.3	-1534
302+00	0	10	0	52	1237	2838	1.3	-1601
303+00	0	18	0	67	1237	2925	1.3	-1688
304+00	0	18	0	43	1237	2980	1.3	-1743
305+00	0	5	0	37	1237	3029	1.3	-1791
306+00	0	15	0	31	1237	3069	1.3	-1832
307+00	0	2	0	6	1237	3077	1.3	-1840
308+00	0	1	0	2	1237	3079	1.3	-1842
308+80	0	0	0	2	1237	3079	1.3	-1842
TOTAL			1237	2369				

AVERAGE END AREA VOLUMES

LARSEN ROAD, OAKRIDGE ROAD (EAST)

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	FILL		
24 + 00	52	25	183	107	183	140	1.3	44
25 + 00	47	33	167	154	350	339	1.3	11
26 + 00	43	50	156	248	506	662	1.3	-156
27 + 00	41	84	219	265	724	1006	1.3	-282
28 + 00	77	59	350	204	1074	1271	1.3	-197
29 + 00	112	51	713	120	1787	1428	1.3	359
30 + 00	273	14	706	222	2493	1716	1.3	776
31 + 00	108	106	228	511	2720	2381	1.3	339
32 + 00	15	170	57	452	2778	2968	1.3	-191
33 + 00	16	74	204	143	2981	3154	1.3	-172
34 + 00	94	3	289	170	3270	3375	1.3	-105
35 + 00	62	89	115	165	3385	3589	1.3	-204
36 + 00	0	0	0	0	3385	3589	1.3	-204
37 + 00	0	0	85	126	3470	3753	1.3	-283
38 + 00	46	68	215	313	3685	4160	1.3	-475
39 + 00	70	101	774	187	4459	4403	1.3	56
40 + 00	348	0	1160	35	5620	4449	1.3	1171
41 + 00	279	19	611	465	6231	5053	1.3	1178
42 + 00	51	232	126	798	6357	6091	1.3	266
43 + 00	17	199	70	402	6427	6613	1.3	-186
44 + 00	21	18	248	35	6676	6659	1.3	17
45 + 00	113	1	517	4	7192	6664	1.3	529
46 + 00	166	1	630	2	7822	6666	1.3	1156
47 + 00	174	0	610	0	8433	6666	1.3	1767
48 + 00	156	0	29	0	8462	6666	1.3	1796
48 + 07.87	42	0						
TOTAL			8462	5128				

AVERAGE END AREA VOLUMES

OAKRIDGE ROAD (WEST)

STATION	END AREA		VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
	CUT	FILL	CUT	FILL	CUT	EXP FIL		
8 +32.02	0	0						
9 +00	114	0	144	0	144	0	1.3	144
10 +00	126	4	444	7	588	10	1.3	578
11 +00	103	0	424	7	1012	19	1.3	993
12 +00	63	0	307	0	1319	19	1.3	1300
13 +00	4	120	124	222	1444	308	1.3	1136
14 +00	4	150	15	500	1458	958	1.3	500
15 +00	4	117	15	494	1473	1601	1.3	-128
16 +00	0	101	7	404	1481	2126	1.3	-645
17 +00	0	86	0	346	1481	2576	1.3	-1095
18 +00	0	80	0	307	1481	2976	1.3	-1495
19 +00	3	62	6	266	1486	3317	1.3	-1831
20 +00	31	4	63	122	1549	3476	1.3	-1927
21 +00	102	0	246	7	1795	3486	1.3	-1691
22 +00	19	11	225	20	2019	3512	1.3	-1493
23 +13.96	0	0	40	23	2059	3543	1.3	-1483
TOTAL			2060	2725				

AVERAGE END AREA VOLUMES

CTH 0

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
			CUT	FILL	CUT	EXP FILL		
11 +00	268	0	994	0	994	0	1.3	994
13 +00	220	0	607	0	1601	0	1.3	1601
14 +00	108	0	363	0	1964	0	1.3	1964
15 +00	88	0	431	4	2396	5	1.3	2391
16 +00	145	2	607	6	3003	12	1.3	2991
17 +00	183	1	563	15	3566	31	1.3	3535
18 +00	121	7	472	44	4039	89	1.3	3949
19 +00	134	17	248	31	4287	130	1.3	4157
20 +00	0	0	85	244	4372	448	1.3	3924
21 +00	46	132	148	335	4520	881	1.3	3639
22 +00	34	48	200	115	4720	1030	1.3	3690
23 +00	74	14	309	31	5029	1071	1.3	3958
24 +00	93	3	335	7	5364	1081	1.3	4284
25 +00	88	1	302	11	5666	1095	1.3	4571
26 +00	75	5	304	20	5970	1122	1.3	4848
27 +00	89	6	474	20	6442	1148	1.3	5294
28 +22.59	119	3						
TOTAL			6442	883				

AVERAGE END AREA VOLUMES

STROHMEYER DRIVE

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
			CUT	FILL	CUT	EXP FILL		
10 + 00	0	0	0	696	0	905	1.3	-905
11 + 00	0	376	0	1141	0	2388	1.3	-2388
12 + 00	0	240	7	589	7	3154	1.3	-3147
13 + 00	4	78	134	144	141	3341	1.3	-3200
14 + 00	68	0						
TOTAL			141	2570				

AVERAGE END AREA VOLUMES

OAKRIDGE LANE

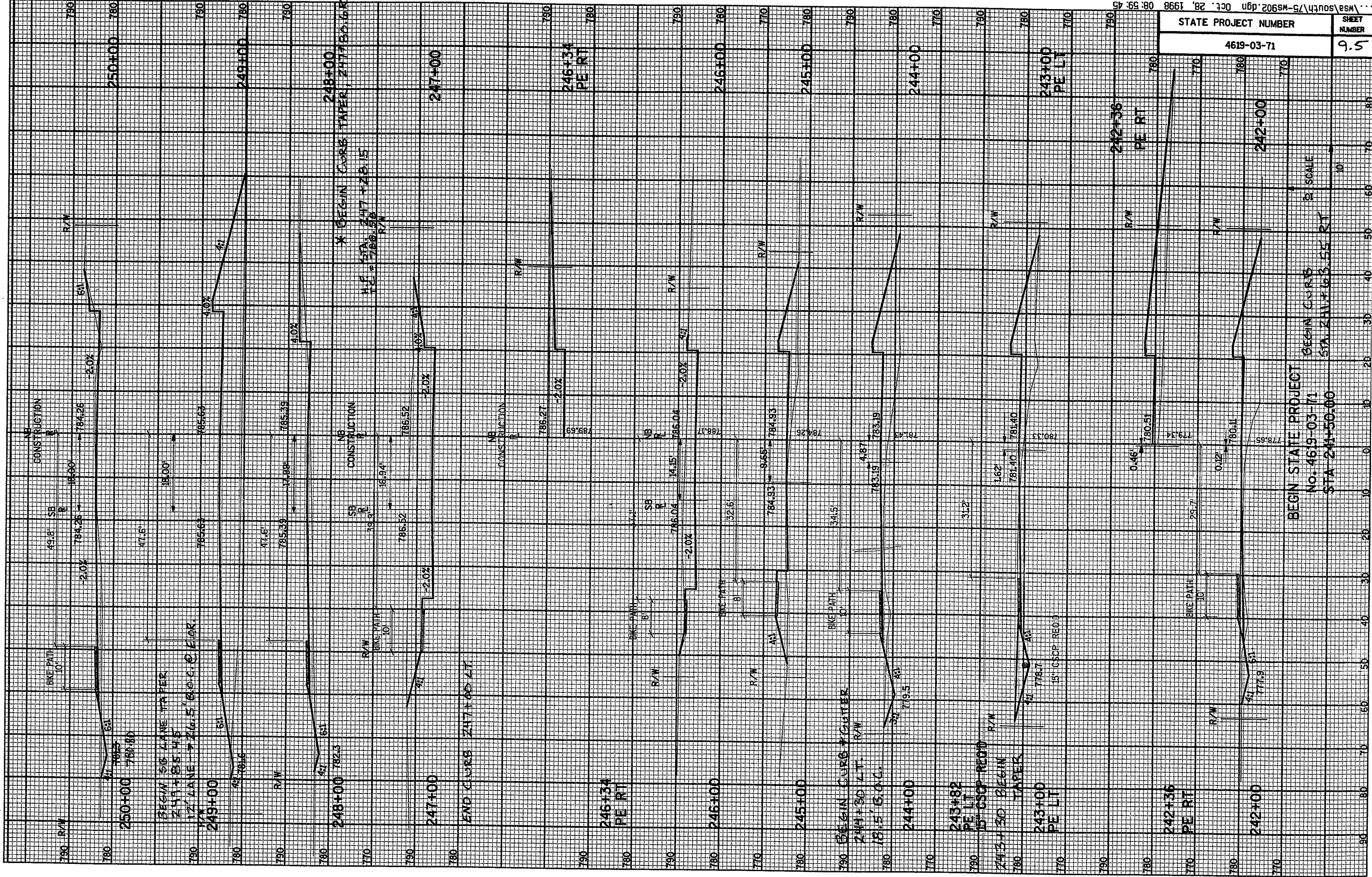
STATION	END CUT	AREA FILL	VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
			CUT	FILL	CUT	EXP FILL		
20 +00	194	0	793	0	793	0	1.3	793
21 +00	234	0	596	63	1389	82	1.3	1307
22 +00	88	34	113	44	1502	138	1.3	1364
22 +69.19	0	0						
TOTAL			1502	107				

AVERAGE END AREA VOLUMES

OAKRIDGE COURT

STATION	END CUT	AREA FILL	VOLUME INCREMENTAL		VOLUME CUMULATIVE		EXP FAC	M A S S H A U L
			CUT	FILL	CUT	EXP FILL		
9 +99.98	0	0	17	304	17	395	1.3	-378
11 +00	9	164	157	311	174	799	1.3	-625
12 +00	76	4	126	7	300	808	1.3	-508
12 +89.57	0	0						
SUBTOTAL			300	622				
16 +50	0	0	130	0	130	0	1.3	130
17 +00	140	0	438	21	568	27	1.3	541
17 +92.49	116	12						
SUBTOTAL			568	21				
TOTAL			868	642				





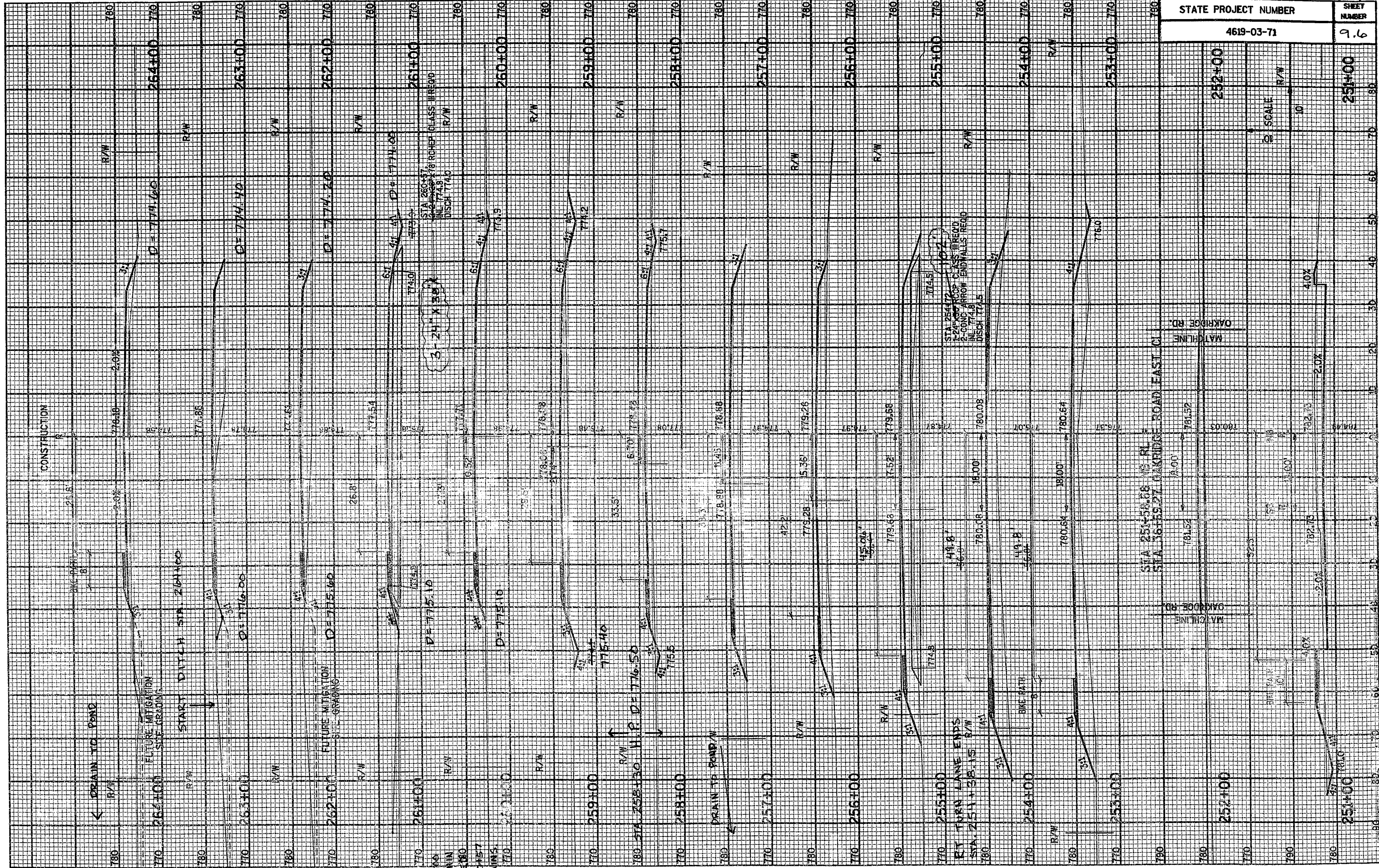
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.5

BEGIN STATE PROJECT  
 No. 4619-03-71  
 STA 241+50.00

BEGIN CURB  
 STA 241+53.55 RT

SCALE  
 1" = 10'

...:\msa\south\75-MS902.dgn Oct, 28, 1998 08:59:45



STA. 260+00  
AREA WITHIN  
R/W GRADE  
TO STA. 260+57  
CROSS DRAINING

STA. 251+50.88 IS RL  
STA. 261+59.27 MAKES ROAD EAST C

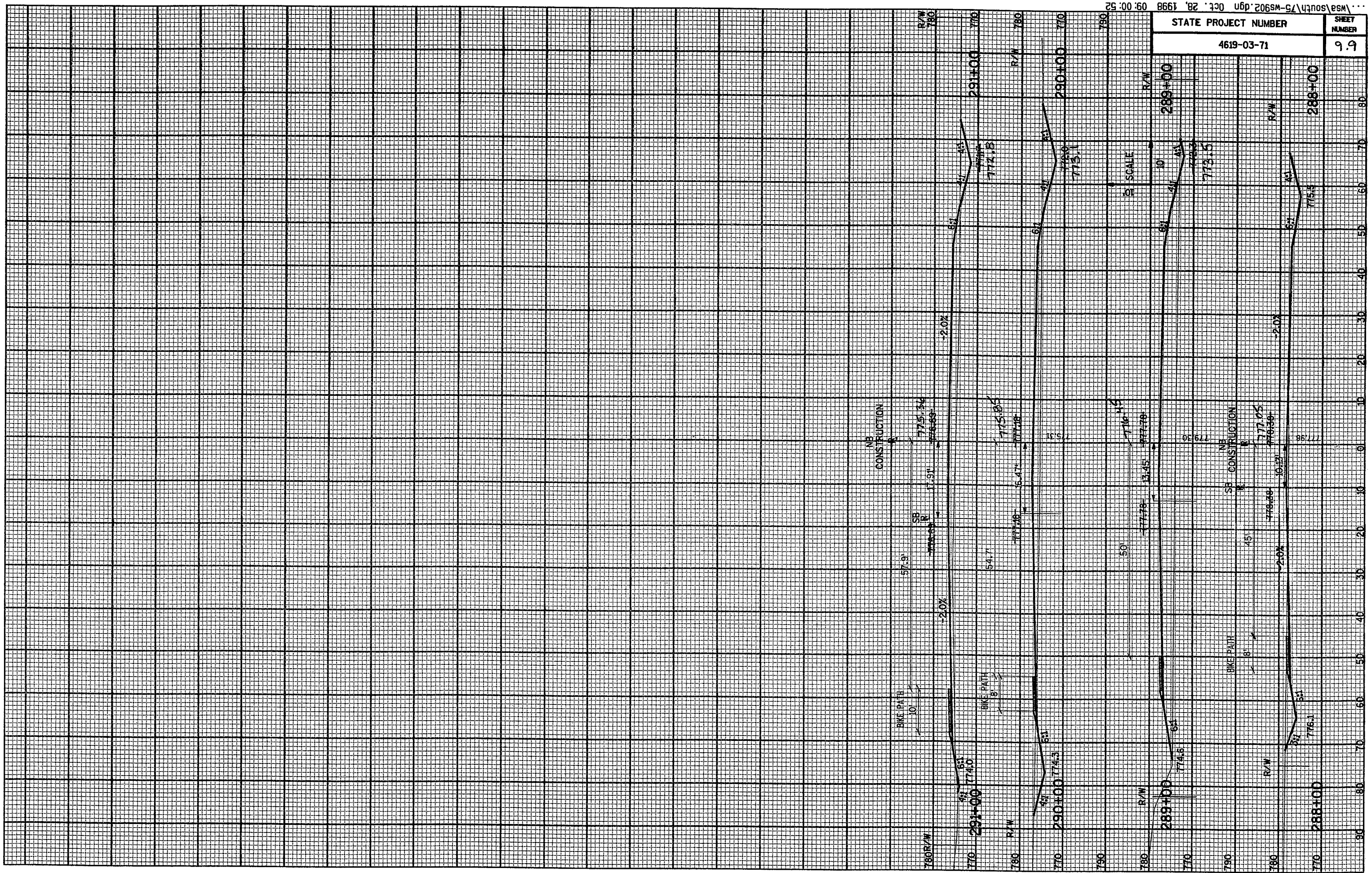
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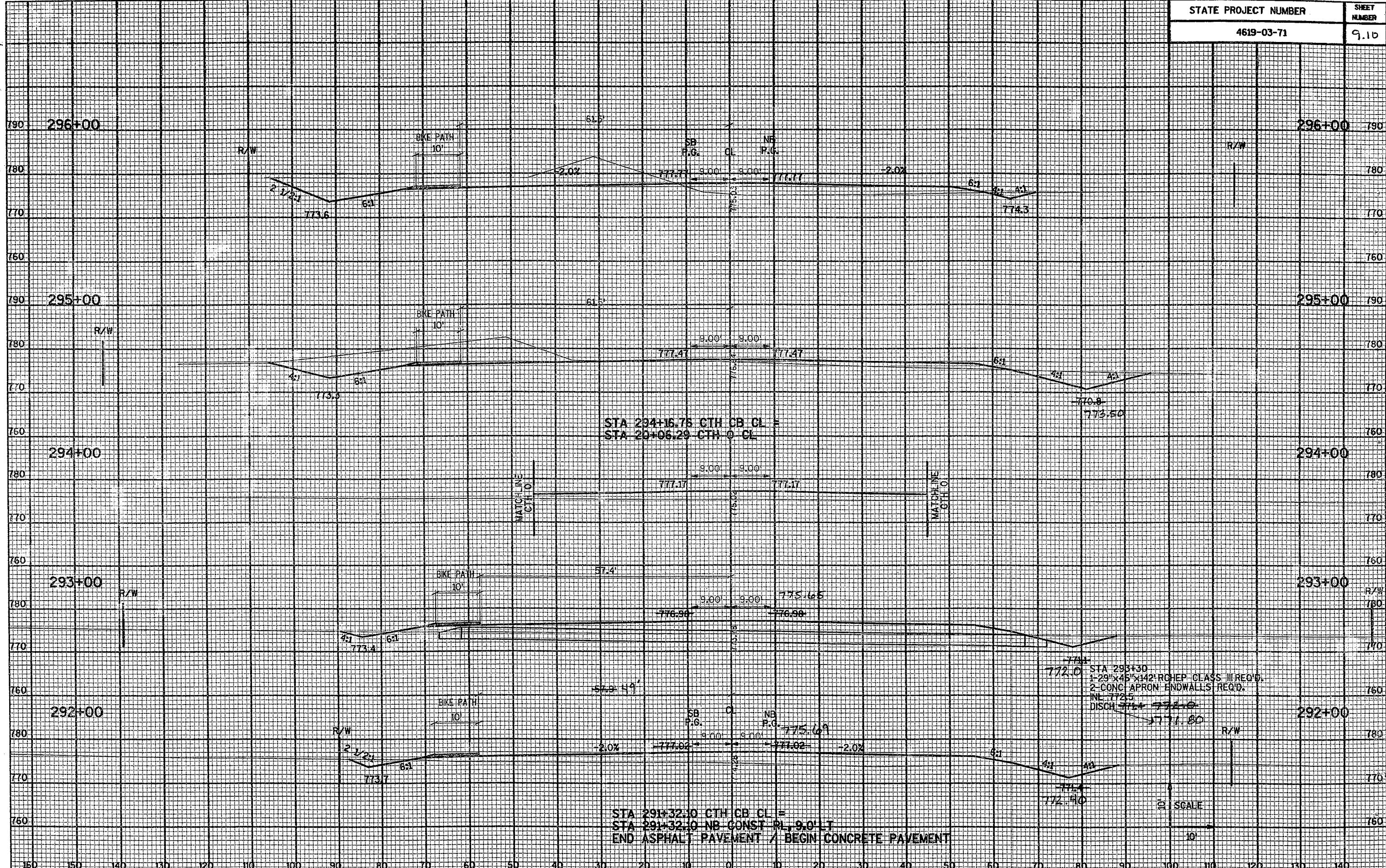
251+00



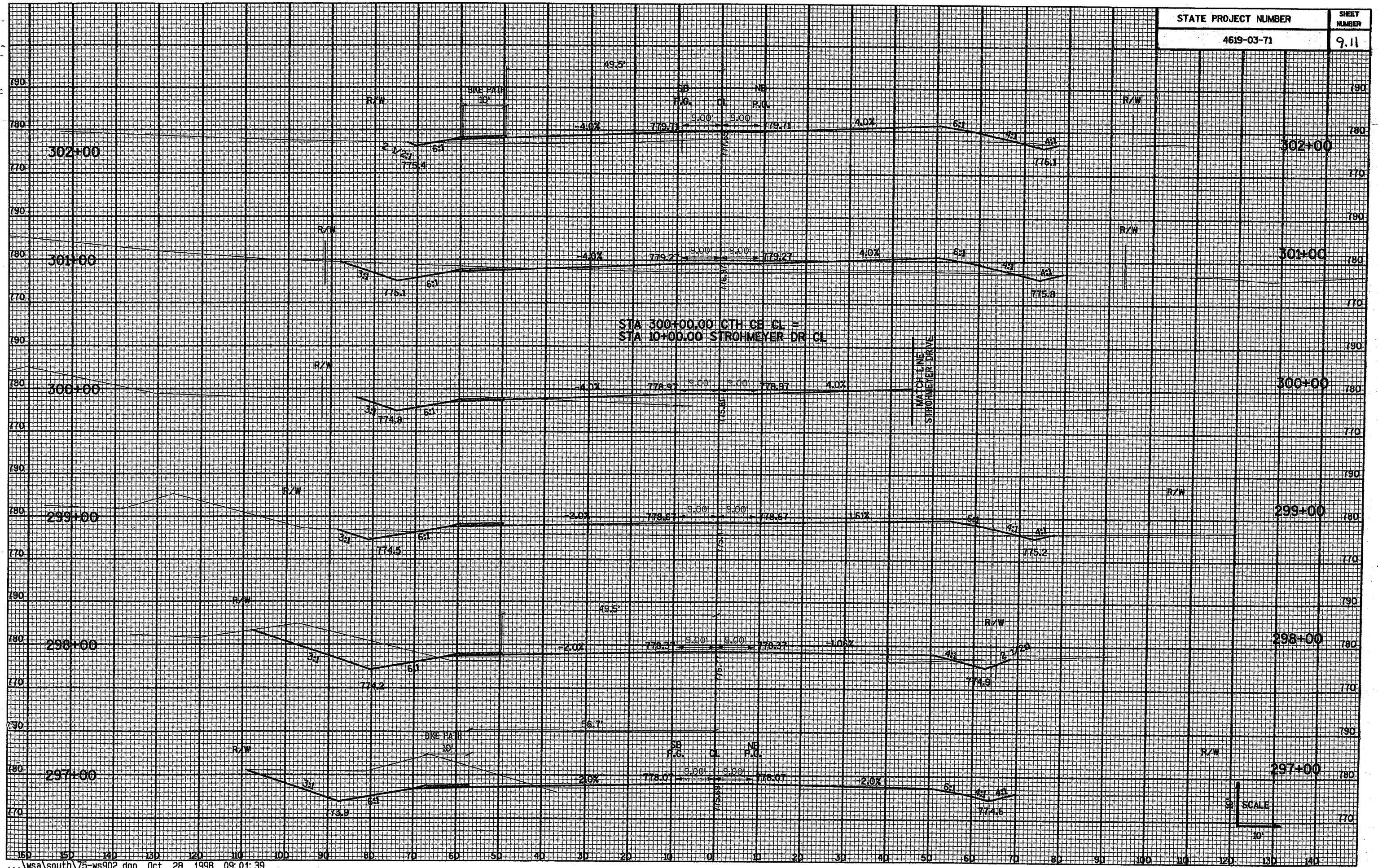


STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.9

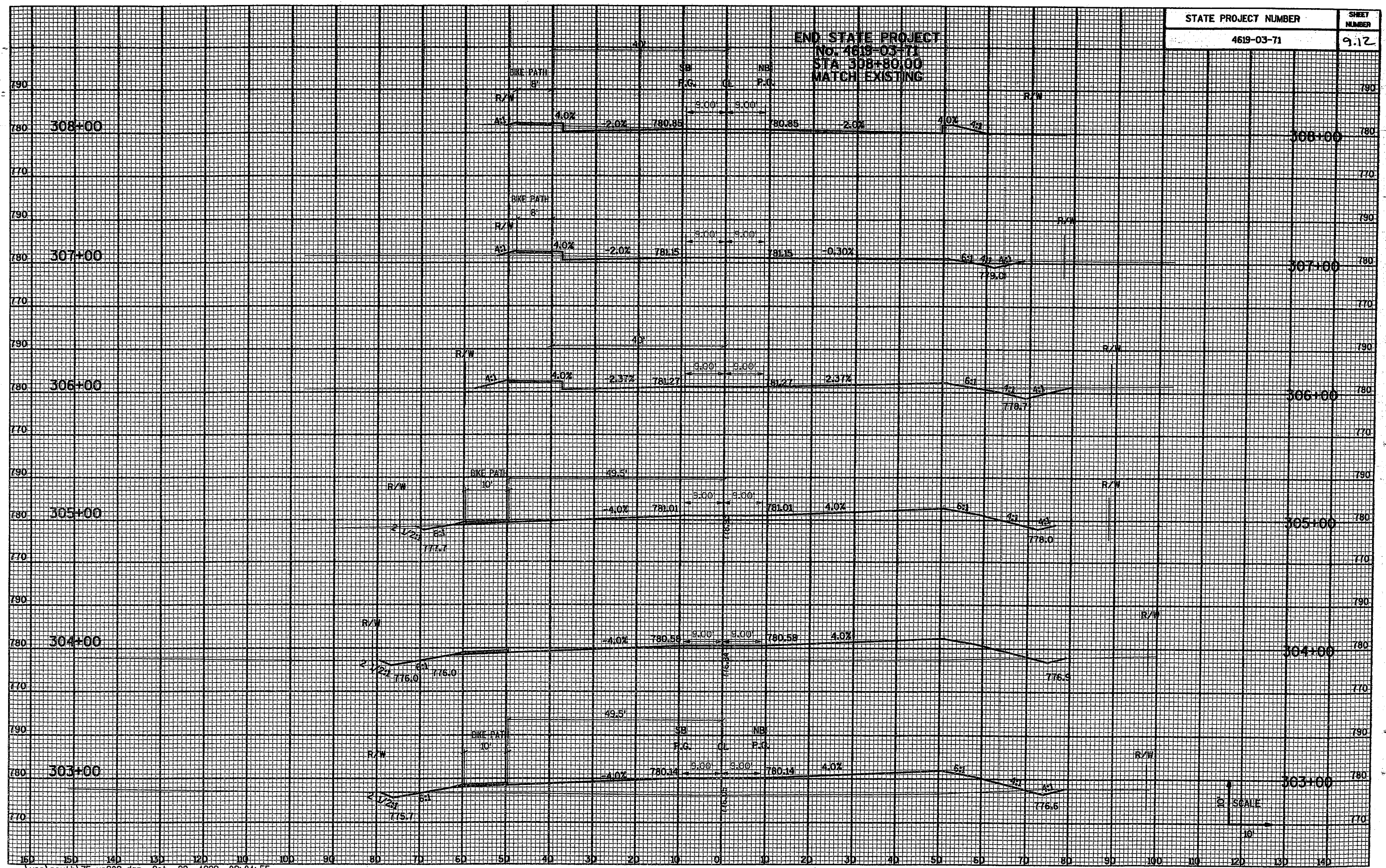




STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.11



END STATE PROJECT  
 No. 4619-03-71  
 STA 308+80.00  
 MATCH EXISTING





SEE REVISED SHEET

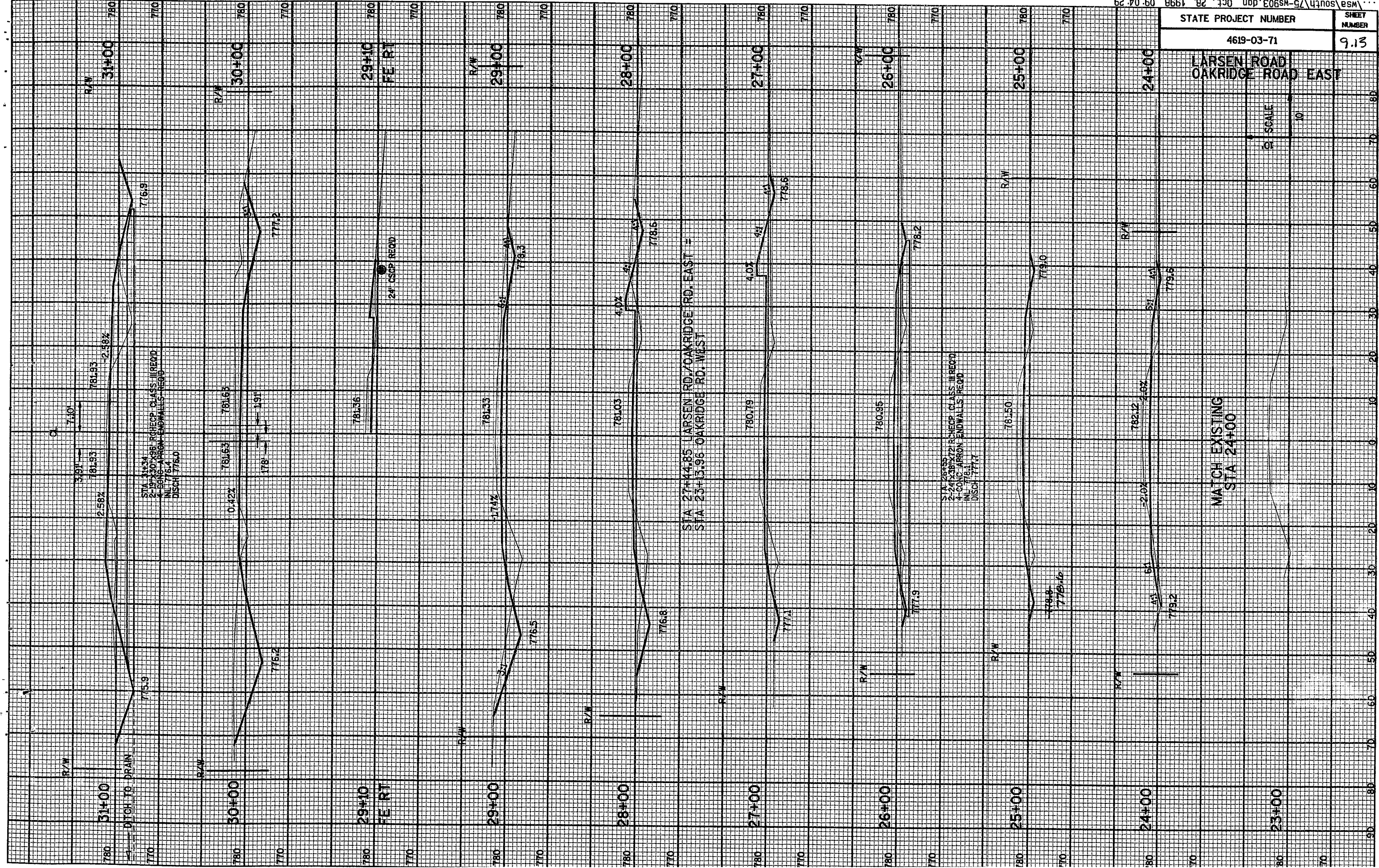
...msa\south\75-ms903.dgn Oct. 28, 1998 09:04:29

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.13

LARSEN ROAD  
OAKRIDGE ROAD EAST

1" = 10'

MATCH EXISTING  
STA 24+00



STA 31+34  
2'-0" x 30" x 8' REINFORCED CONCRETE CLASS III RECORD  
4'-0" x 6'-0" x 8'-0" REINFORCED CONCRETE CLASS III RECORD  
IN 15' x 15' x 15' TRENCH  
DISCH. 1776.0

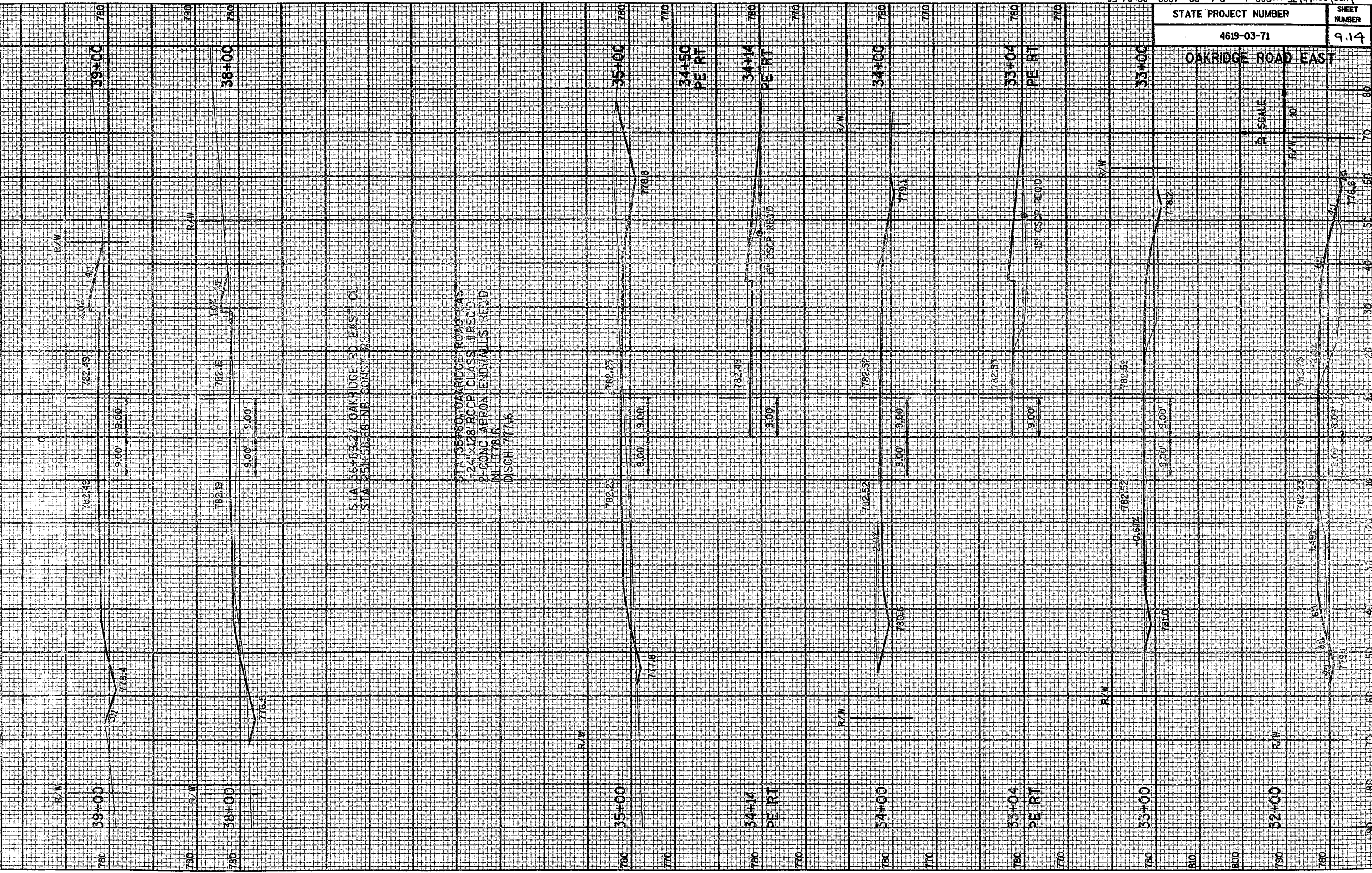
24" CSIP RECORD

STA 27+44.85 LARSEN RD/OAKRIDGE RD. EAST -  
STA 23+13.96 OAKRIDGE RD. WEST

STA 26+55  
2'-0" x 30" x 8' REINFORCED CONCRETE CLASS III RECORD  
4'-0" x 6'-0" x 8'-0" REINFORCED CONCRETE CLASS III RECORD  
IN 15' x 15' x 15' TRENCH  
DISCH. 1777.7

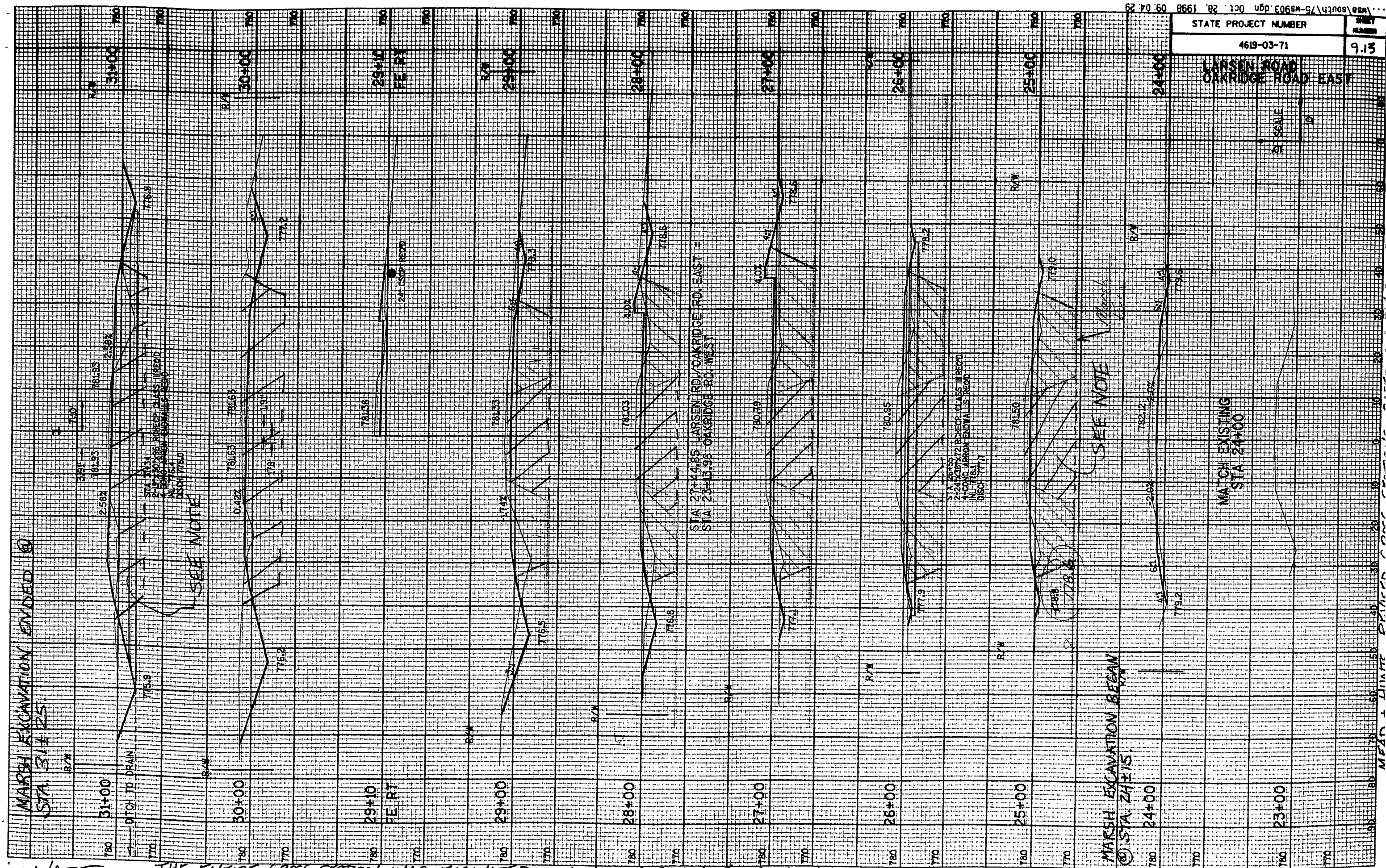
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.14

### OAKRIDGE ROAD EAST



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.13

LARSEN ROAD  
OAKRIDGE ROAD EAST



MARSH EXCAVATION ENDED @  
STA 31+25.

SEE NOTE

STA 27+4.85 LARSEN RD/OAKRIDGE RD. EAST -  
STA 23+7.95 OAKRIDGE RD. WEST

SEE NOTE

MARSH EXCAVATION BEGAN  
@ STA 24+15.

MATCH EXISTING  
STA 24+00

NOTE: THE ENTIRE CROSS SECTION WAS EXCAVATED DUE TO THE PRESENCE OF MARSHY ORGANIC SOILS AND COURTOY WITHIN THE EXISTING ROADBED. CONSIDERABLE YIELDING OF THE EXIST ROADBED WAS NOTED UNDER MINIMAL TRAFFIC LOADINGS

MFCO - LIAISE



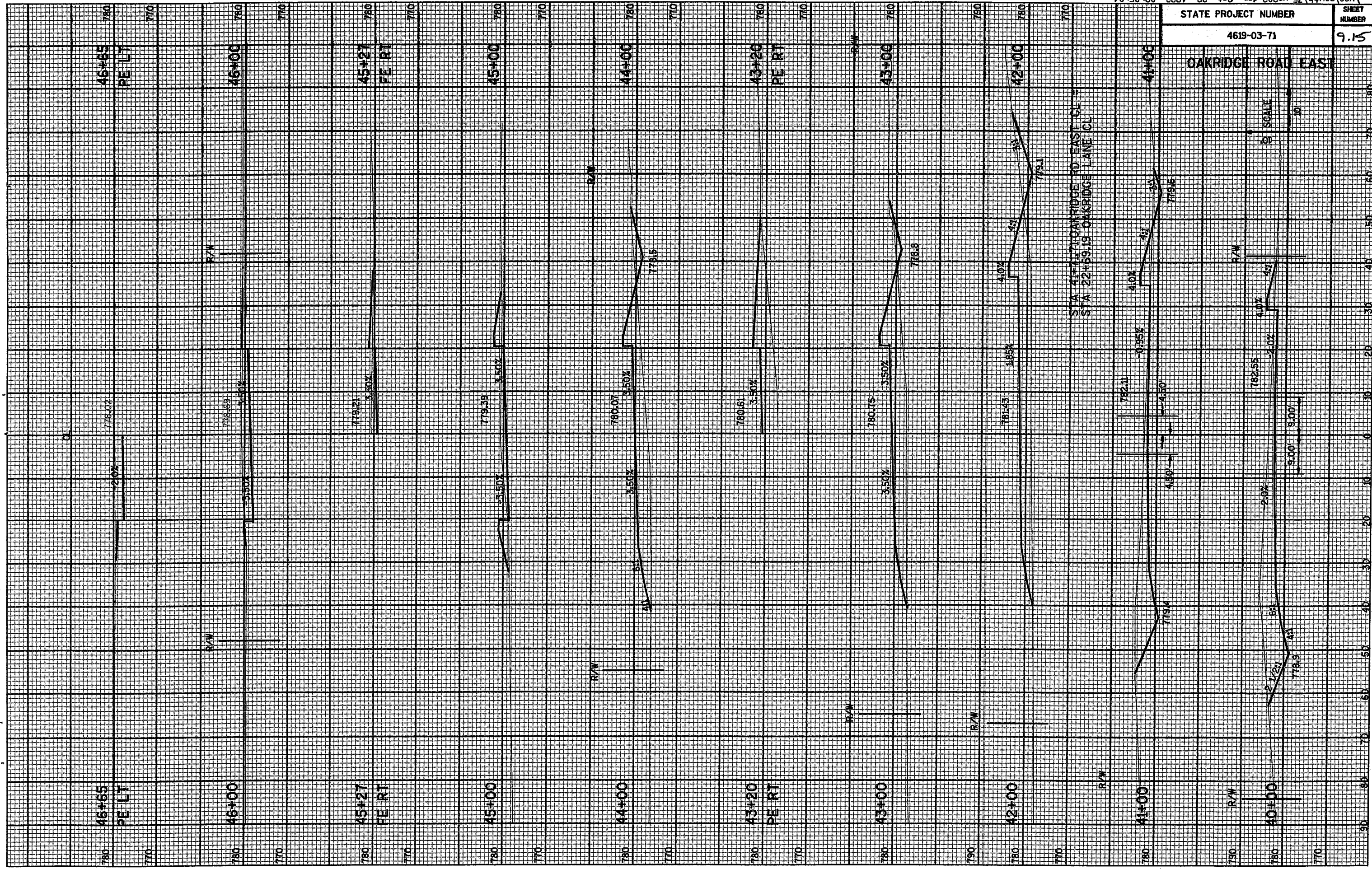
STATE PROJECT NUMBER

4619-03-71

SHEET NUMBER

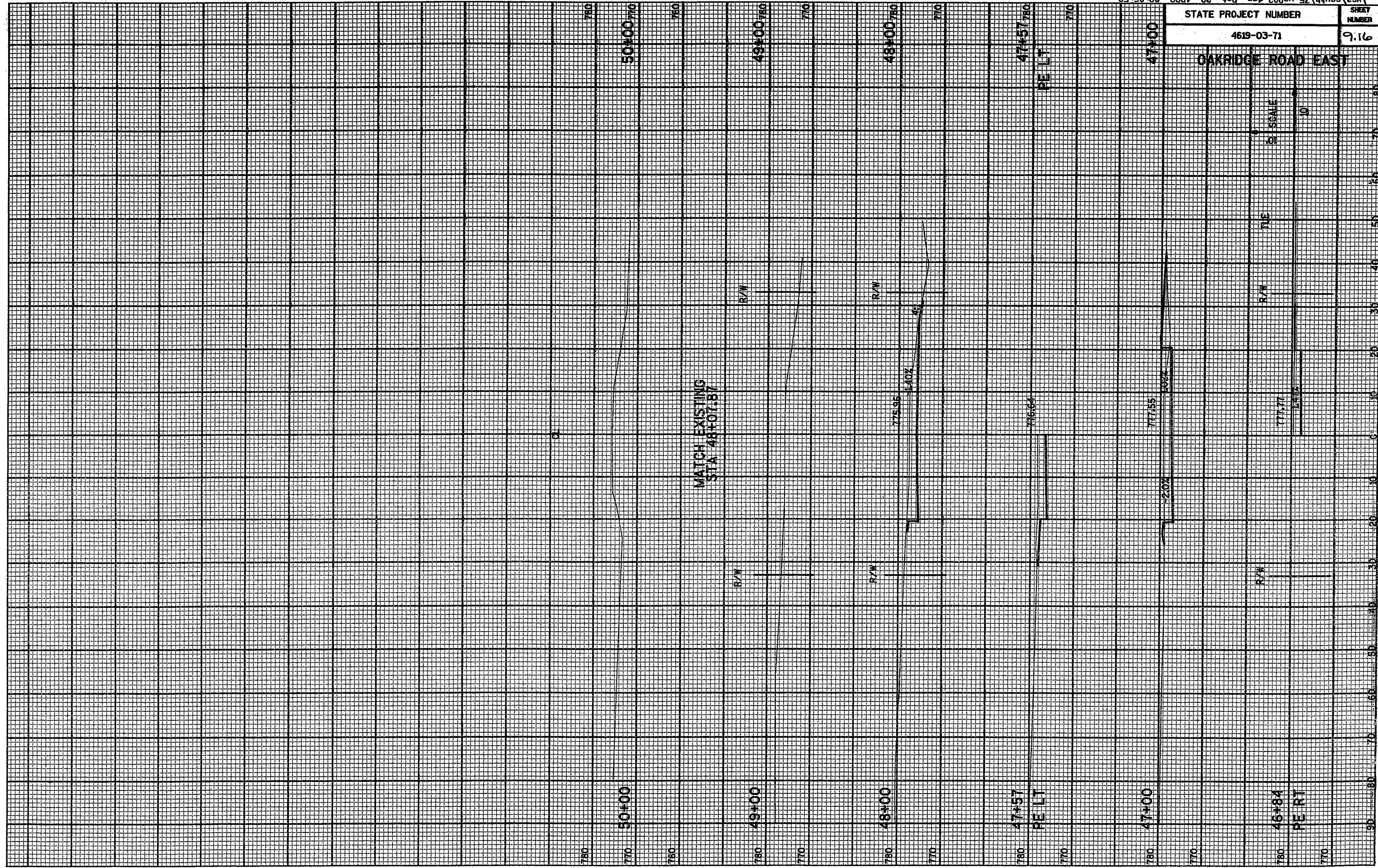
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OAKRIDGE ROAD EAST



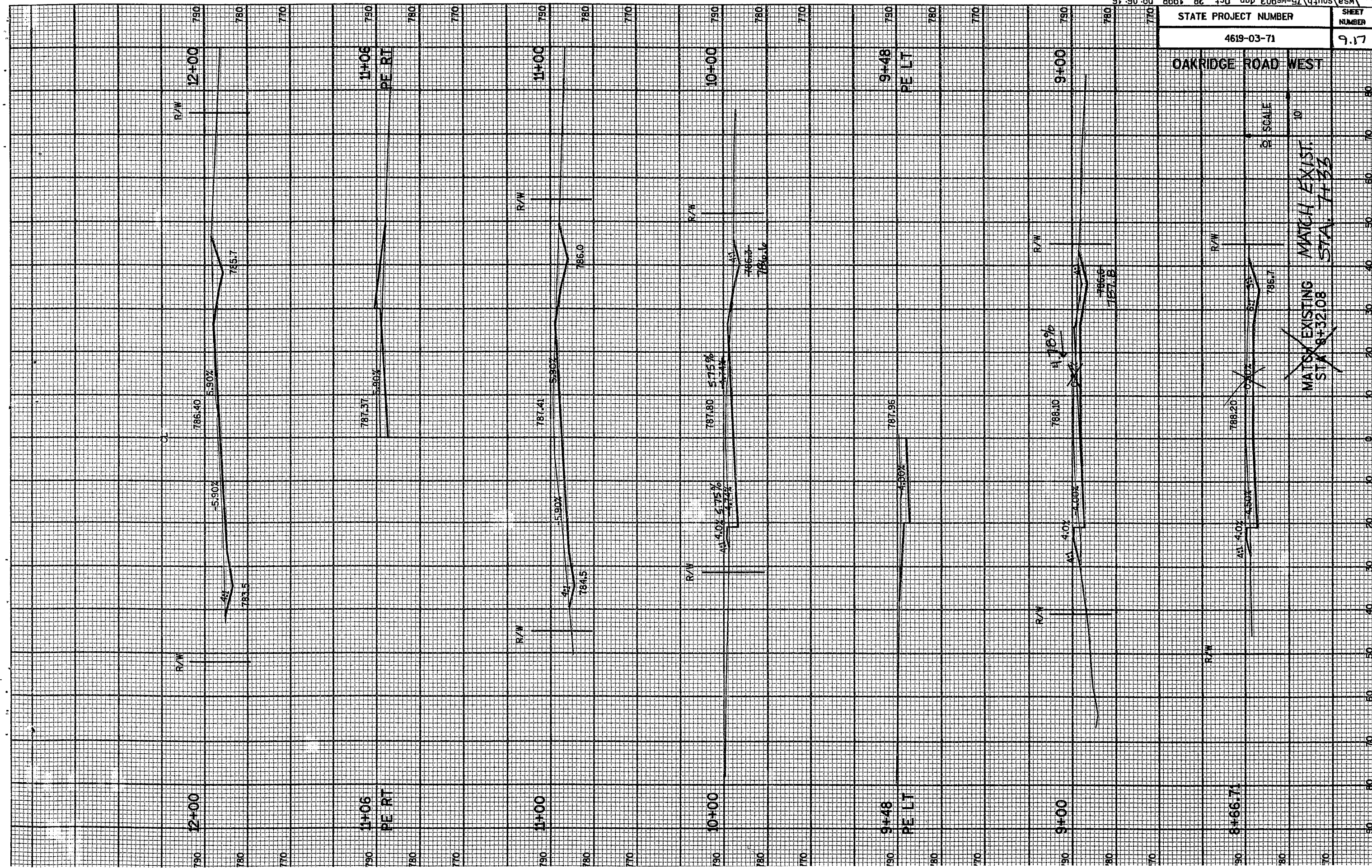
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.16

### OAKRIDGE ROAD EAST



STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.17

OAKRIDGE ROAD WEST



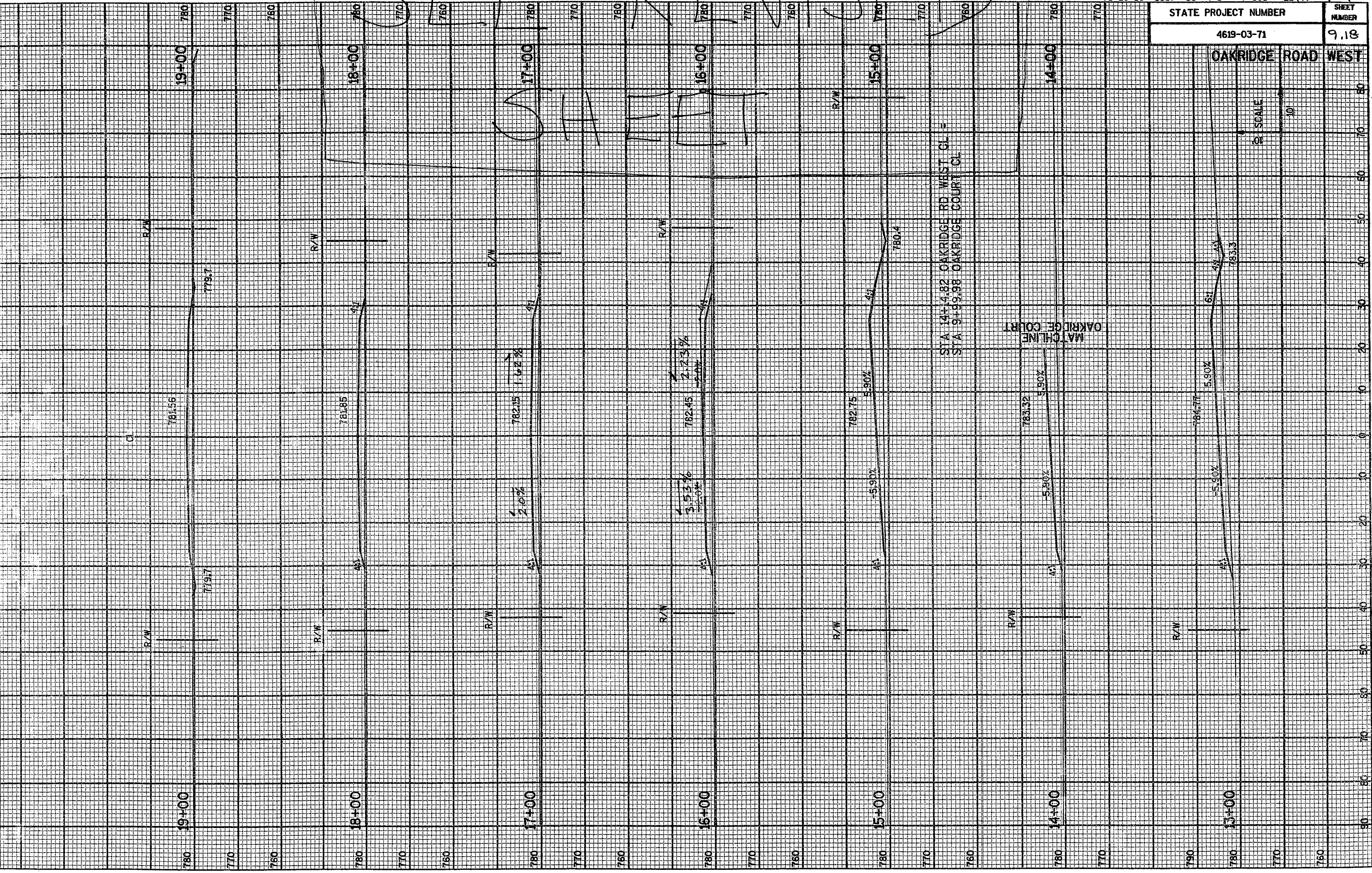
SCALE 10

MATCH EXIST. STA. 8+32.08  
MATCH EXIST. STA. 7+55

REVISED

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.18

OAKRIDGE ROAD WEST







ENGINEERS  
ARCHITECTS  
SCIENTISTS  
PLANNERS

Mead & Hunt, Inc.  
California, Kansas, Minnesota, Washington D.C., Wisconsin and India

Job CTW CB  
Sheet No. \_\_\_\_\_ of \_\_\_\_\_  
Calculated by \_\_\_\_\_ Date \_\_\_\_\_  
Checked by \_\_\_\_\_ Date \_\_\_\_\_  
Scale \_\_\_\_\_ Job No. \_\_\_\_\_

Marsh Probes

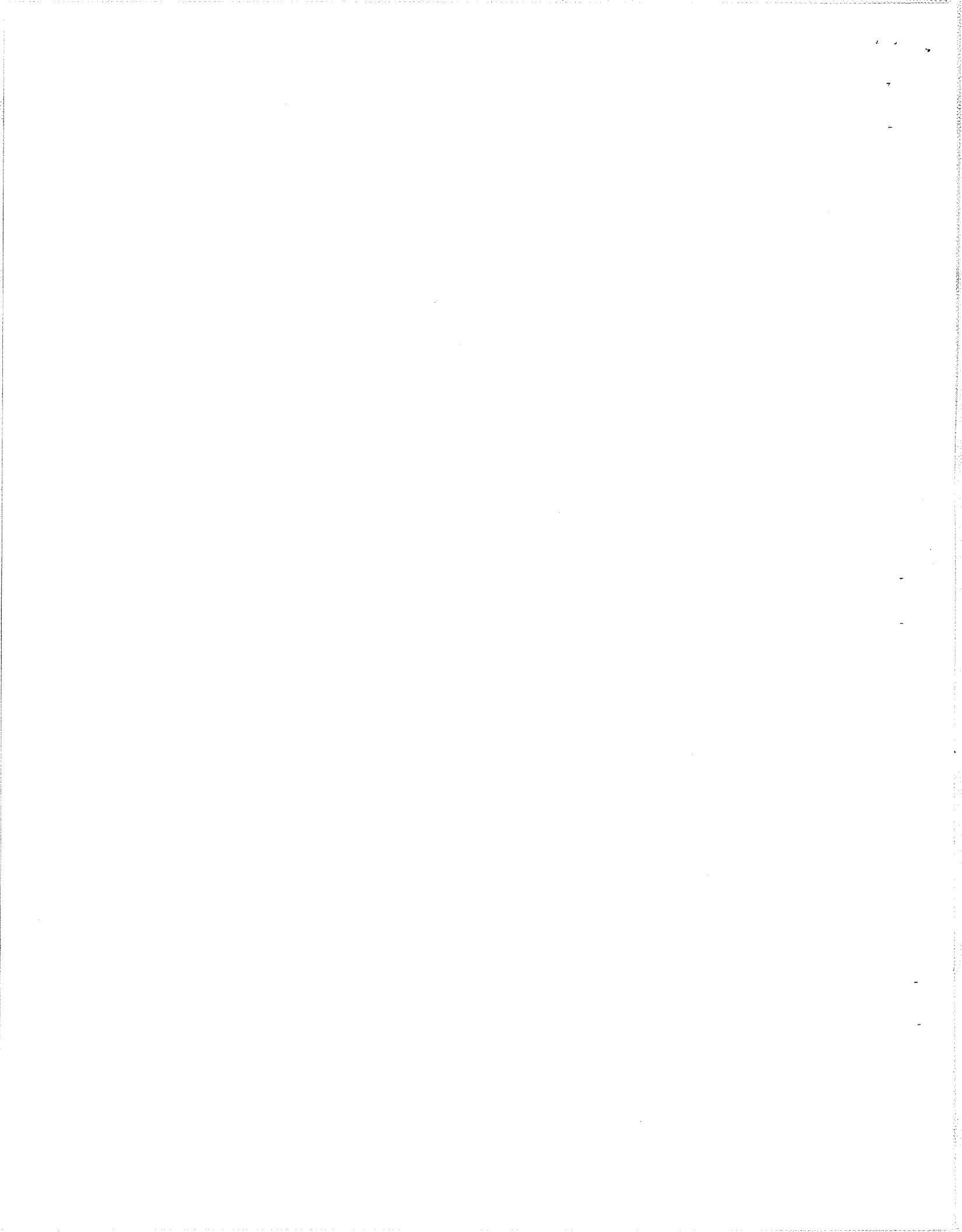
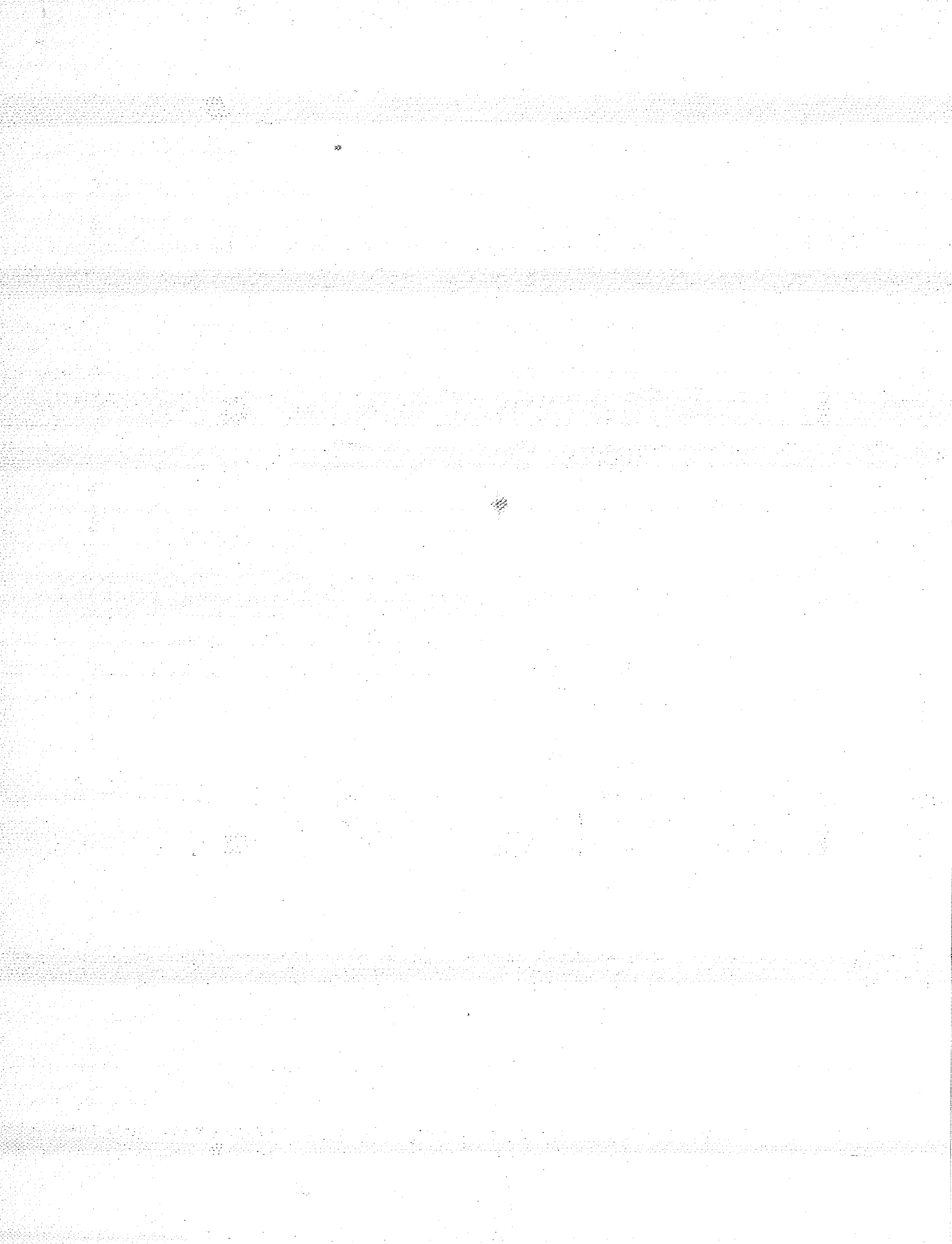
Taken 7-21-99

Oakridge West:

		Depth
14+15	☉	4'
15+00	☉	8'
16+00	10' RT	+8
18+00	10' LT	5'
20+00	5' LT	6.5'
21+00	☉	2' overburden

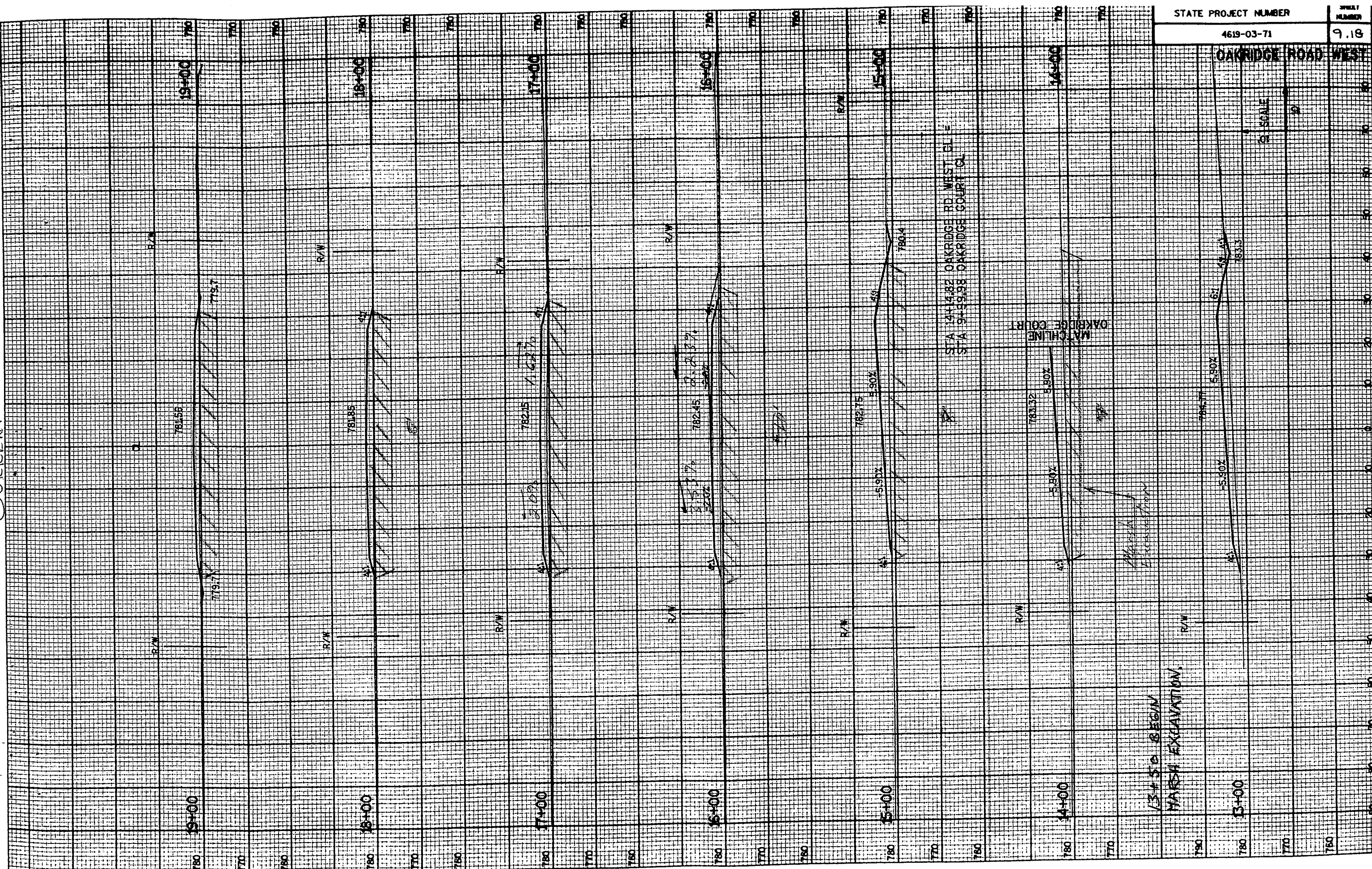
Carson Rd.

25+00	LT ditch	8.0'
26+50	"	6.5'
28+00	"	4.5'



UICKRENT

OAKRIDGE ROAD WEST



13+50 BEGIN MARSH EXCAVATION

STA 14+4.82 OAKRIDGE RD WEST CL  
STA 9+89.88 OAKRIDGE COURT CL

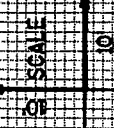
SCALE

MEAD + HUNTS REVISED CROSS SECTIONS BASED ON THEIR MARSH PROBINGS TAKEN ON

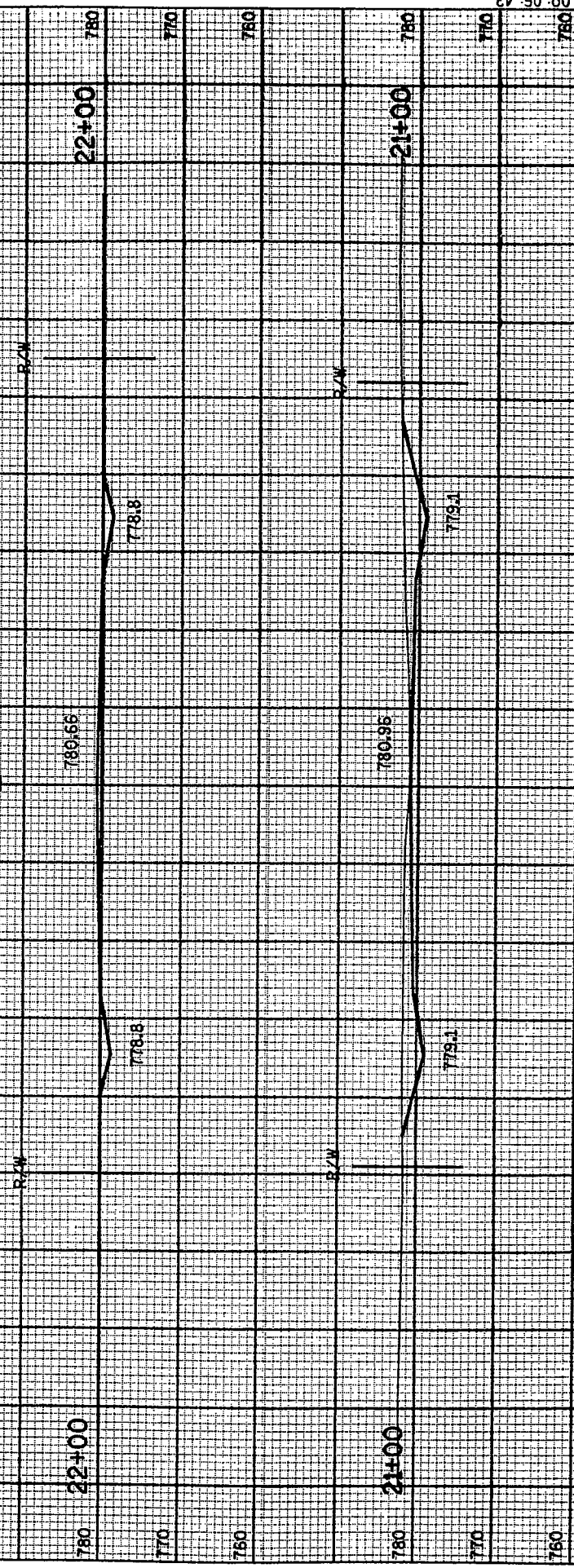
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STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.19

### OAKRIDGE ROAD WEST



STA 23+13.86 OAKRIDGE RD WEST CL =  
STA 27+44.86 LARSEN RD/OAKRIDGE ROAD EAST CL



MARSH EXCAVATION  
ENDED @ STA 20+00





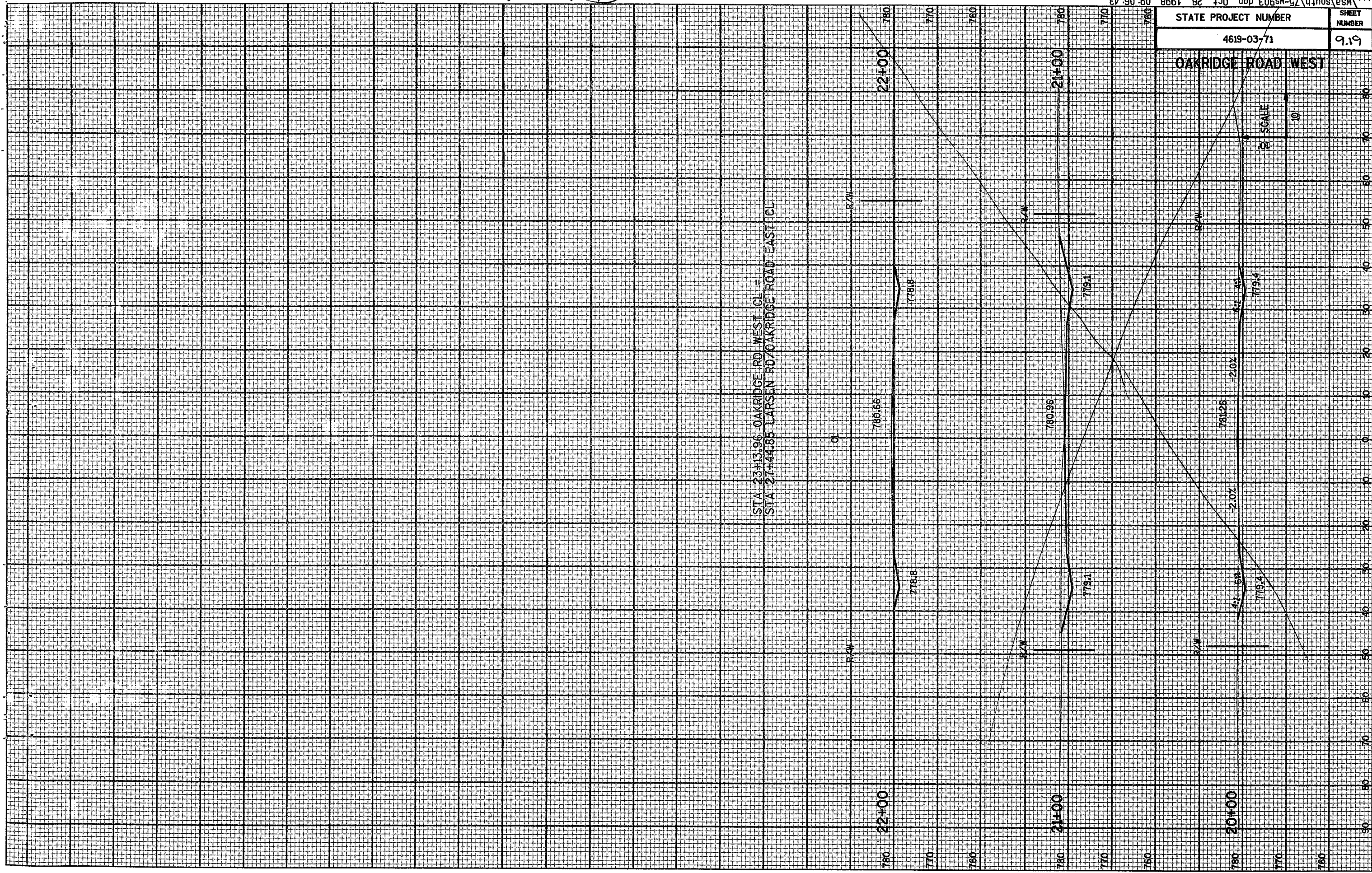
SEE REVISED SHEET

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.19

OAKRIDGE ROAD WEST

SCALE  
1" = 10'

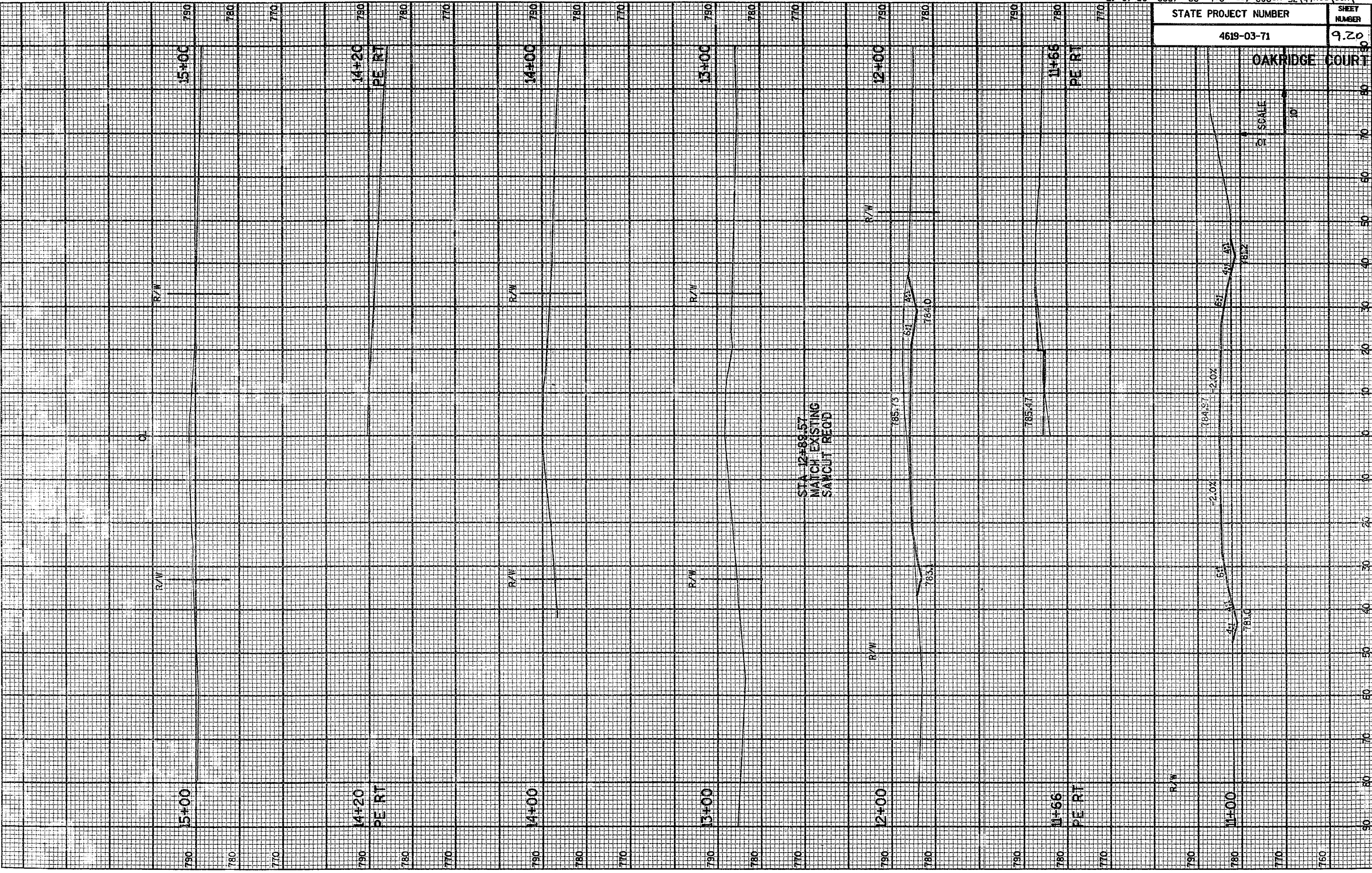
STA 23+13.96 OAKRIDGE RD WEST CL =  
STA 27+44.85 LARSEN RD/OAKRIDGE ROAD EAST CL



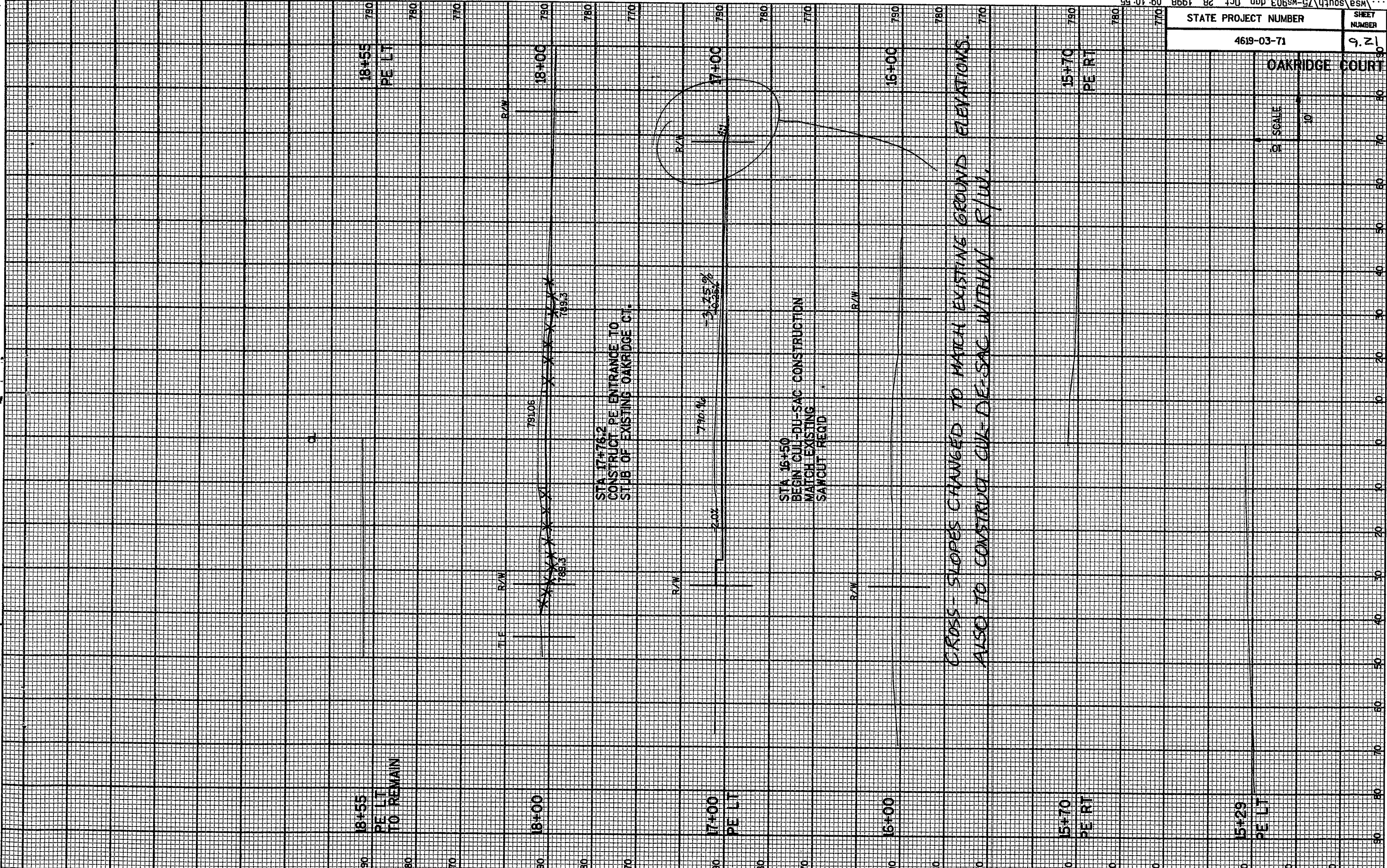
STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.20

OAKRIDGE COURT

OF SCALE  
10







STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	129

OAKRIDGE COURT

OF SCALE  
10

...msa\south\75-ms903.dgn Oct. 28, 1998 09:10:55

STA 22+63.19 OAKRIDGE LANE CL =  
STA 41+71.71 OAKRIDGE ROAD EAST CL

41  
410%

41  
780.1

782.51

780.7

22+00

780

41  
780.1

783.17

781.4

21+70

780

41  
780.1

785.26

783.3

21+00

780

41  
780.1

788.20

785.4

20+00

780

41  
780.1

791.83

788.4

19+78

780

41  
780.1

795.26

792.4

19+67

780

41  
780.1

798.20

795.4

19+50

780

41  
780.1

801.83

798.4

19+37

780

41  
780.1

805.26

802.4

19+26

780

41  
780.1

808.20

805.4

19+15

780

41  
780.1

811.83

808.4

19+04

780

41  
780.1

815.26

811.4

18+93

780

41  
780.1

818.20

814.4

18+82

780

41  
780.1

821.83

817.4

18+71

780

41  
780.1

825.26

820.4

18+60

780

41  
780.1

828.20

823.4

18+49

780

41  
780.1

831.83

826.4

18+38

780

41  
780.1

835.26

829.4

18+27

780

41  
780.1

838.20

832.4

18+16

780

41  
780.1

841.83

835.4

18+05

780

41  
780.1

845.26

838.4

17+94

780

41  
780.1

848.20

841.4

17+83

780

41  
780.1

851.83

844.4

17+72

780

41  
780.1

855.26

847.4

17+61

780

41  
780.1

858.20

850.4

17+50

780

41  
780.1

861.83

853.4

17+39

780

41  
780.1

865.26

856.4

17+28

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41  
780.1

868.20

859.4

17+17

780

41  
780.1

871.83

862.4

17+06

780

41  
780.1

875.26

865.4

16+95

780

41  
780.1

878.20

868.4

16+84

780

41  
780.1

881.83

871.4

16+73

780

41  
780.1

885.26

874.4

16+62

780

41  
780.1

888.20

877.4

16+51

780

41  
780.1

891.83

880.4

16+40

780

41  
780.1

895.26

883.4

16+29

780

41  
780.1

898.20

886.4

16+18

780

41  
780.1

901.83

889.4

16+07

780

41  
780.1

905.26

892.4

15+96

780

41  
780.1

908.20

895.4

15+85

780

41  
780.1

911.83

898.4

15+74

780

41  
780.1

915.26

901.4

15+63

780

41  
780.1

918.20

904.4

15+52

780

41  
780.1

921.83

907.4

15+41

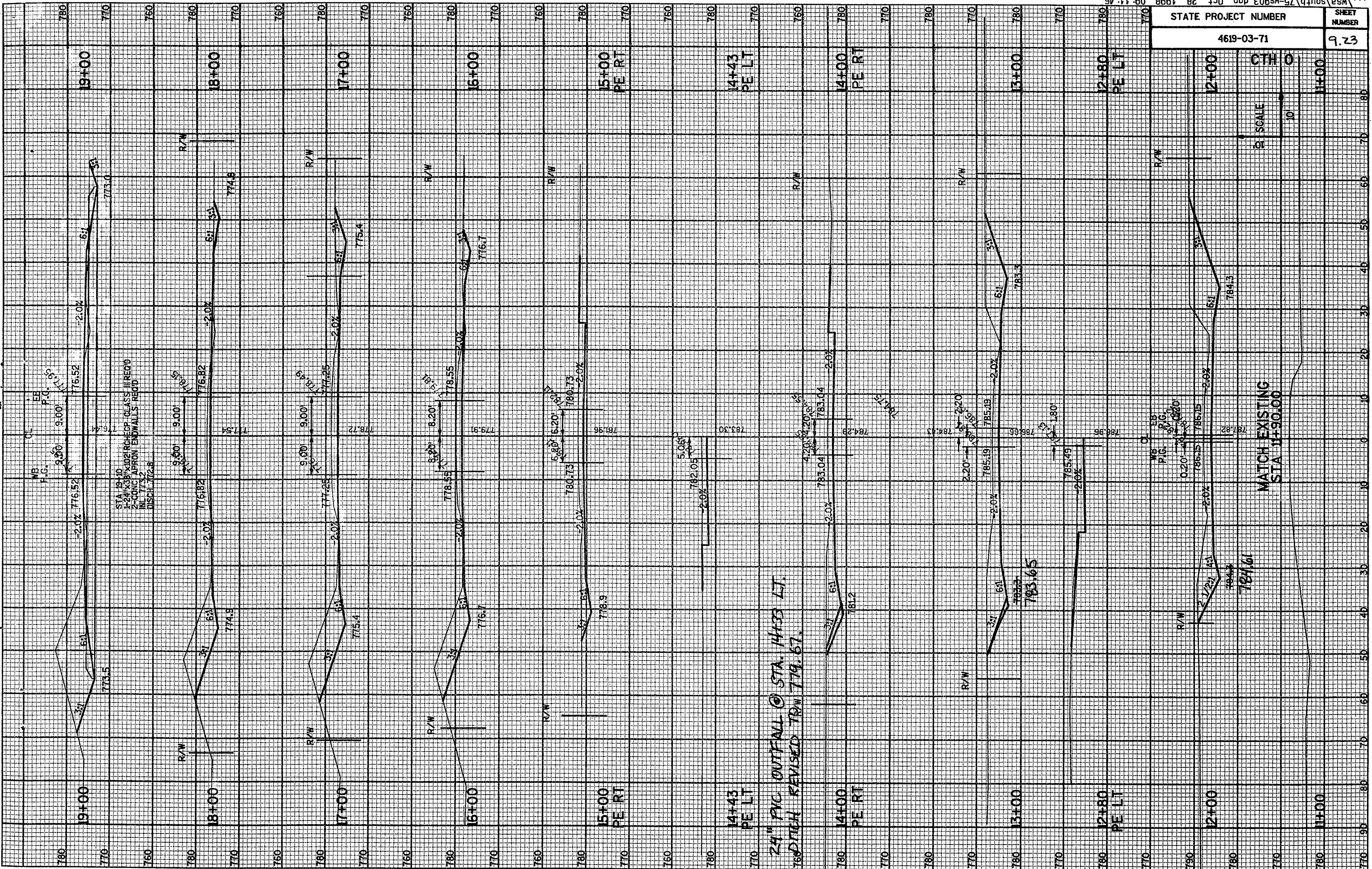
780

STATE PROJECT NUMBER	4619-03-71
SHEET NUMBER	9.22

OAKRIDGE LANE

SCALE  
1" = 10'

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.23



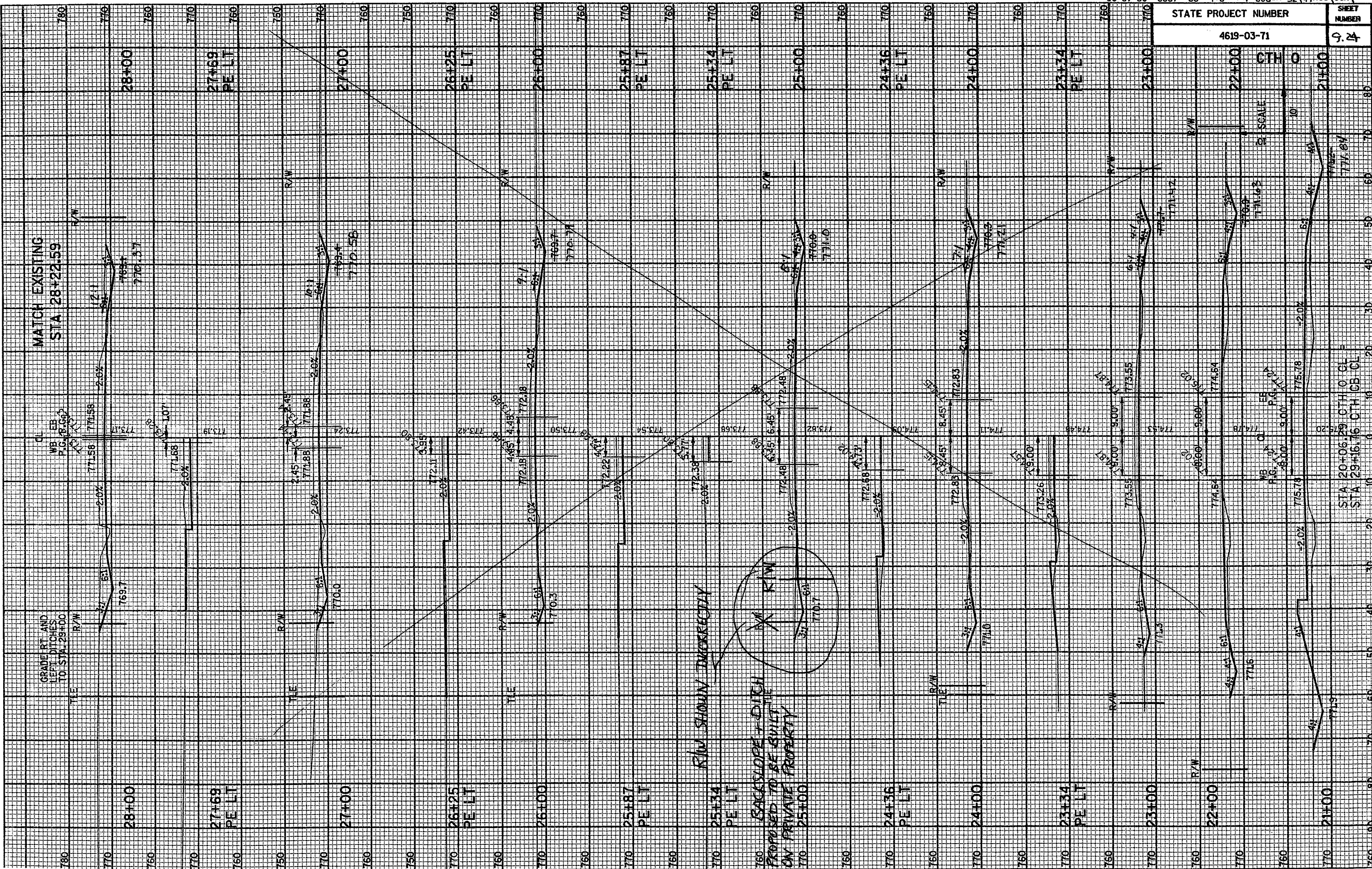
24" PVC OUTFALL @ STA. 14+33 LT.  
 750 DITCH REVISED TO W 779.67.

MATCH EXISTING  
 STA 11+90.00

SCALE  
 1" = 10'

CH 10

STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	47



MATCH EXISTING  
STA 28+22.59

GRADE RT AND  
LEFT DITCHES  
TO STA. 28+00

R/W SHOWN INCORRECTLY

SACASLOPE + DICH  
PROPOSED TO BE BUILT  
ON PRIVATE PROPERTY

STA 20+06.29 CTH 0 CL E  
STA 29+16.76 CTH 0 B CL

CTH 0

SCALE

1" = 40'

1" = 10'

1" = 5'

1" = 2.5'

1" = 1.25'

1" = 0.625'

1" = 0.3125'

1" = 0.15625'

1" = 0.078125'

1" = 0.0390625'

1" = 0.01953125'

1" = 0.009765625'

1" = 0.0048828125'

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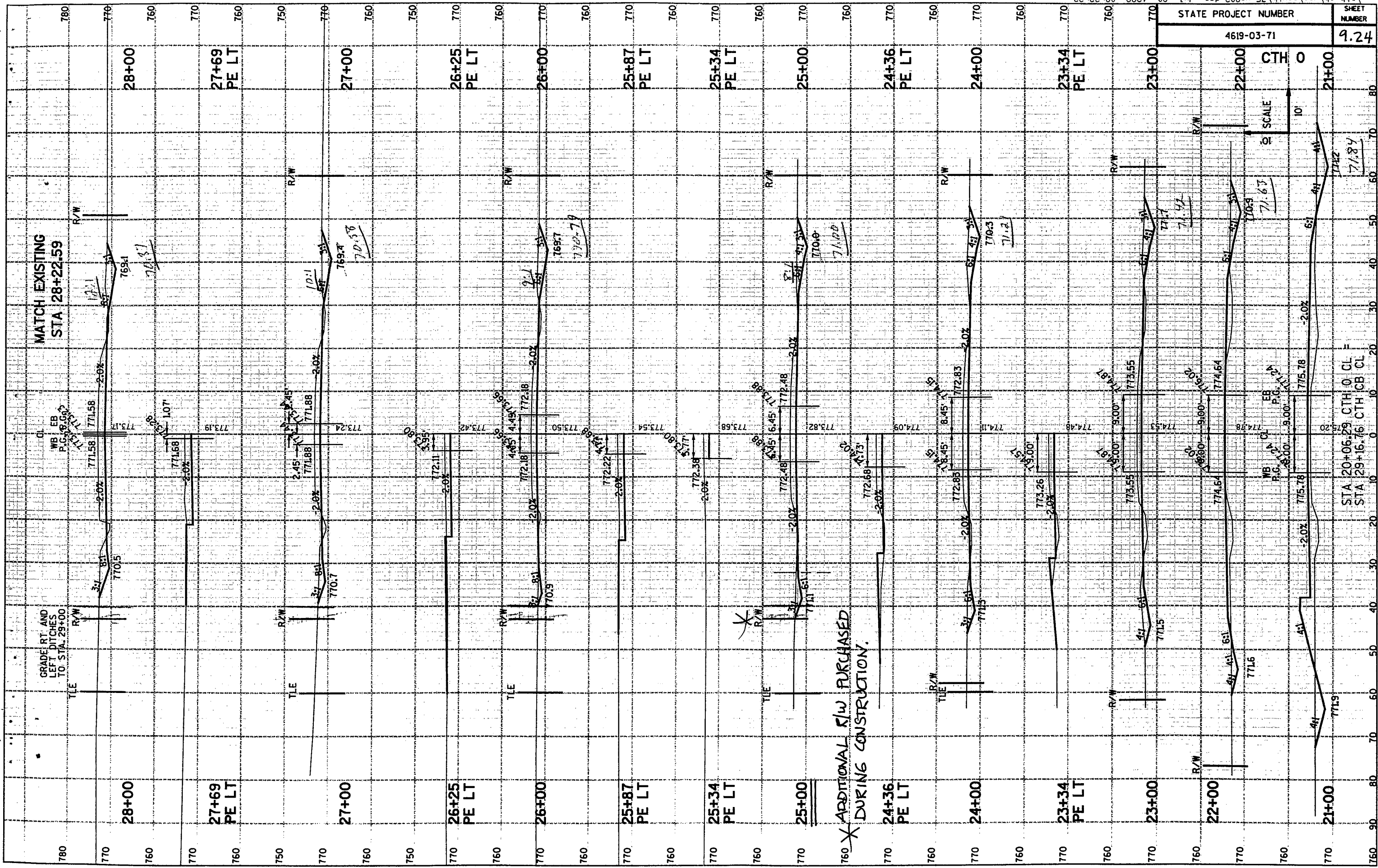
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STATE PROJECT NUMBER	4619-03-71
SHEET NUMBER	9.24

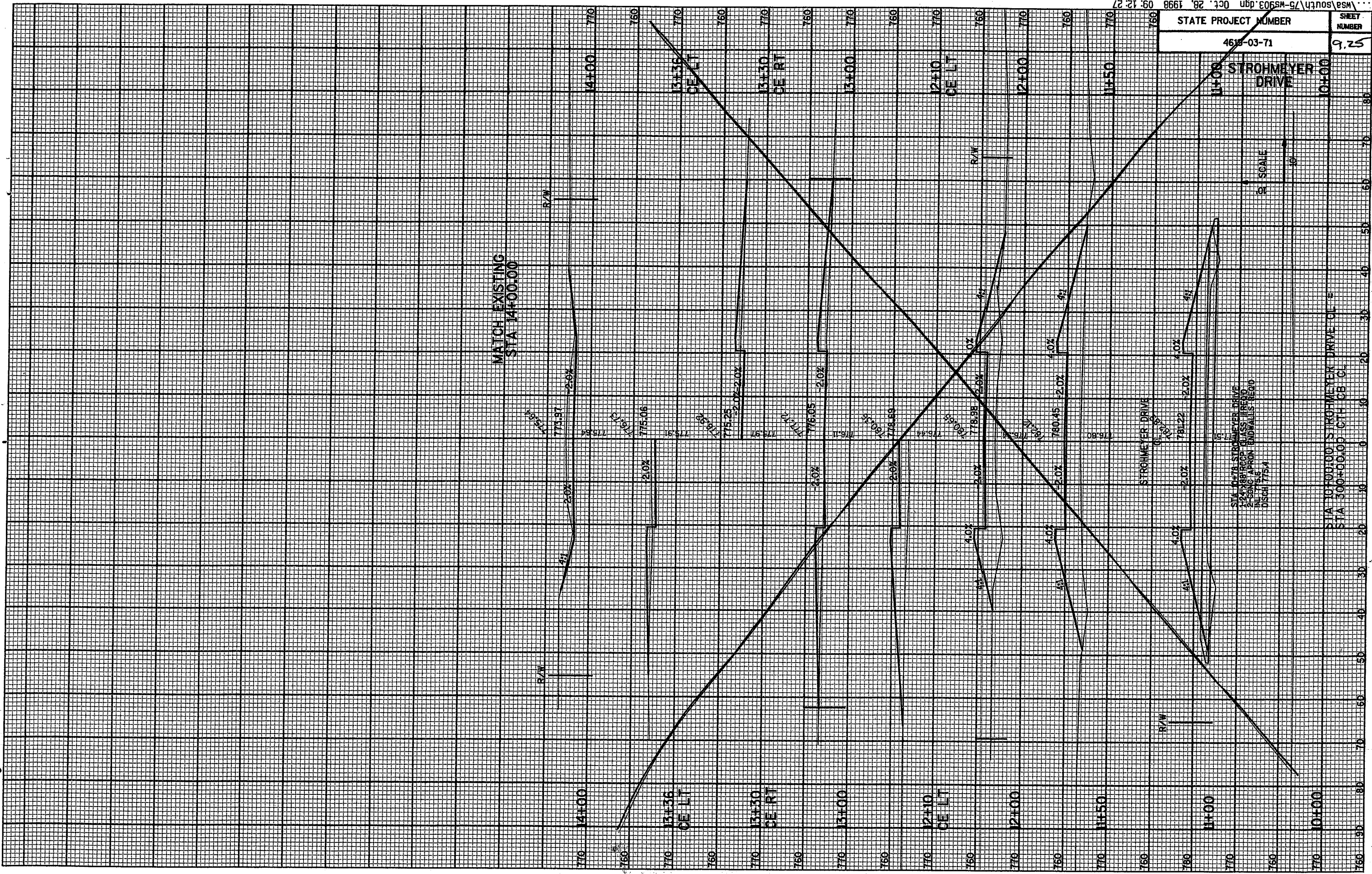


DITCH SLOPES MODIFIED BY HEAD + HUNT. FLOODING PROBLEMS PRESENT AT MATCH POINT

Revised Sections  
9/2/99

655 - 1921  
Doug:  
Klums  
-----  
414-547-4700  
John Z.

STATE PROJECT NUMBER	SHEET NUMBER
4617-03-71	9.25



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

SUA DELTA STROHMEYER DRIVE  
 2\"/>

10'  
 1" = 10'

MATCH EXISTING  
 STA 14+00.00

STROHMEYER  
 DRIVE

R/W

R/W

R/W

STROHMEYER DRIVE  
 (EXISTING)

773.97

775.06

775.25

776.05

776.49

778.98

780.45

781.22

781.80

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775.06

775.25

776.05

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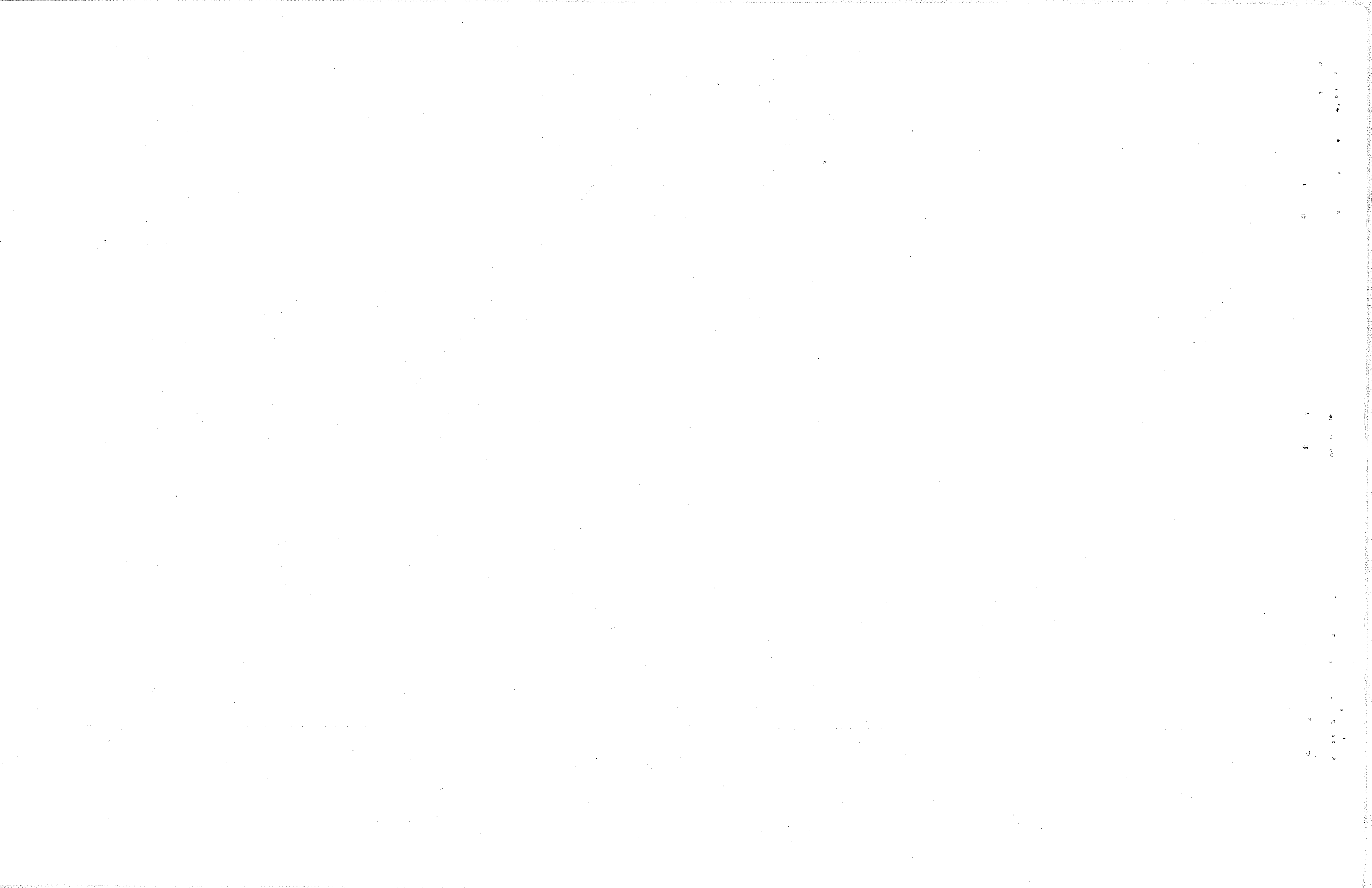
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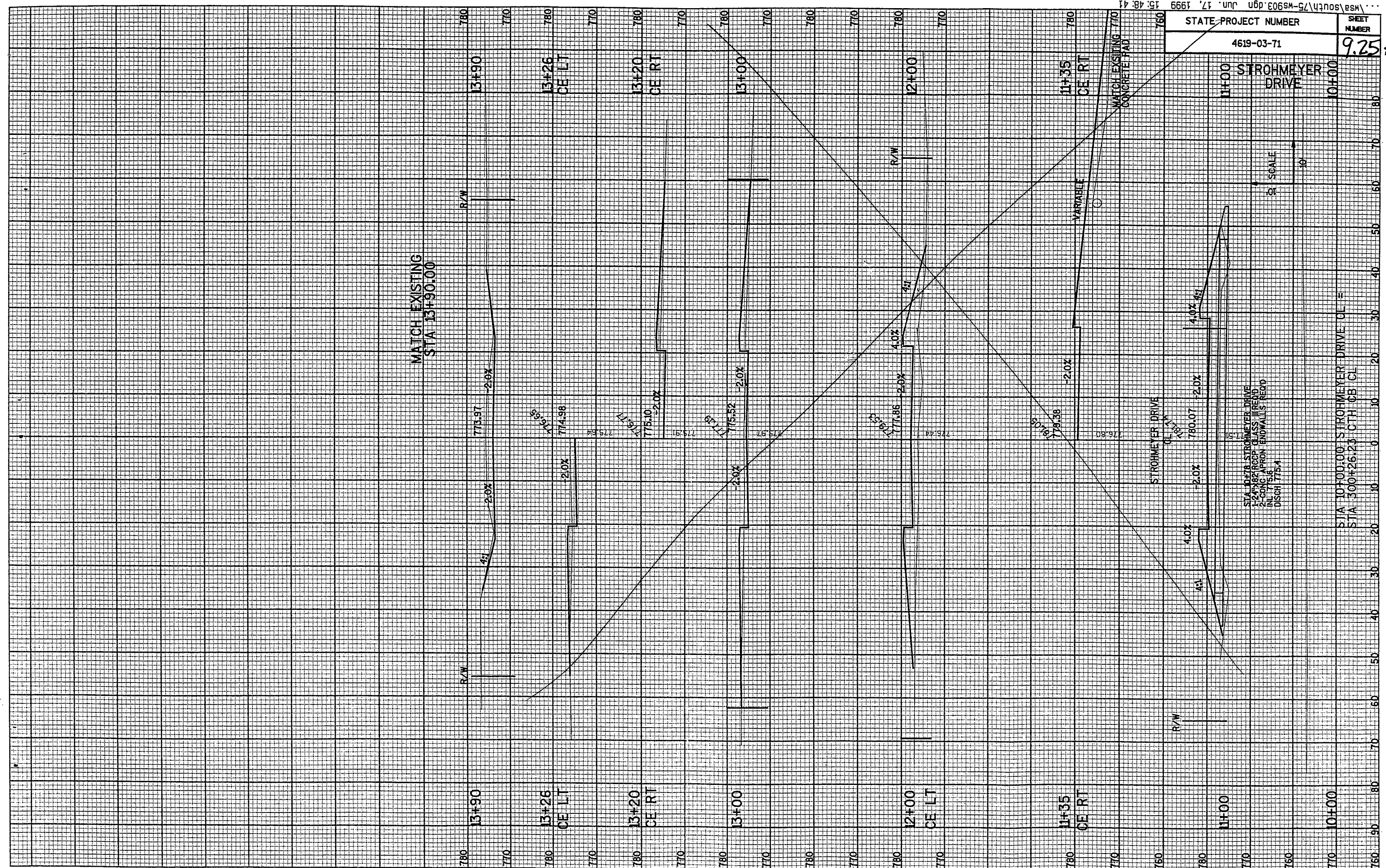
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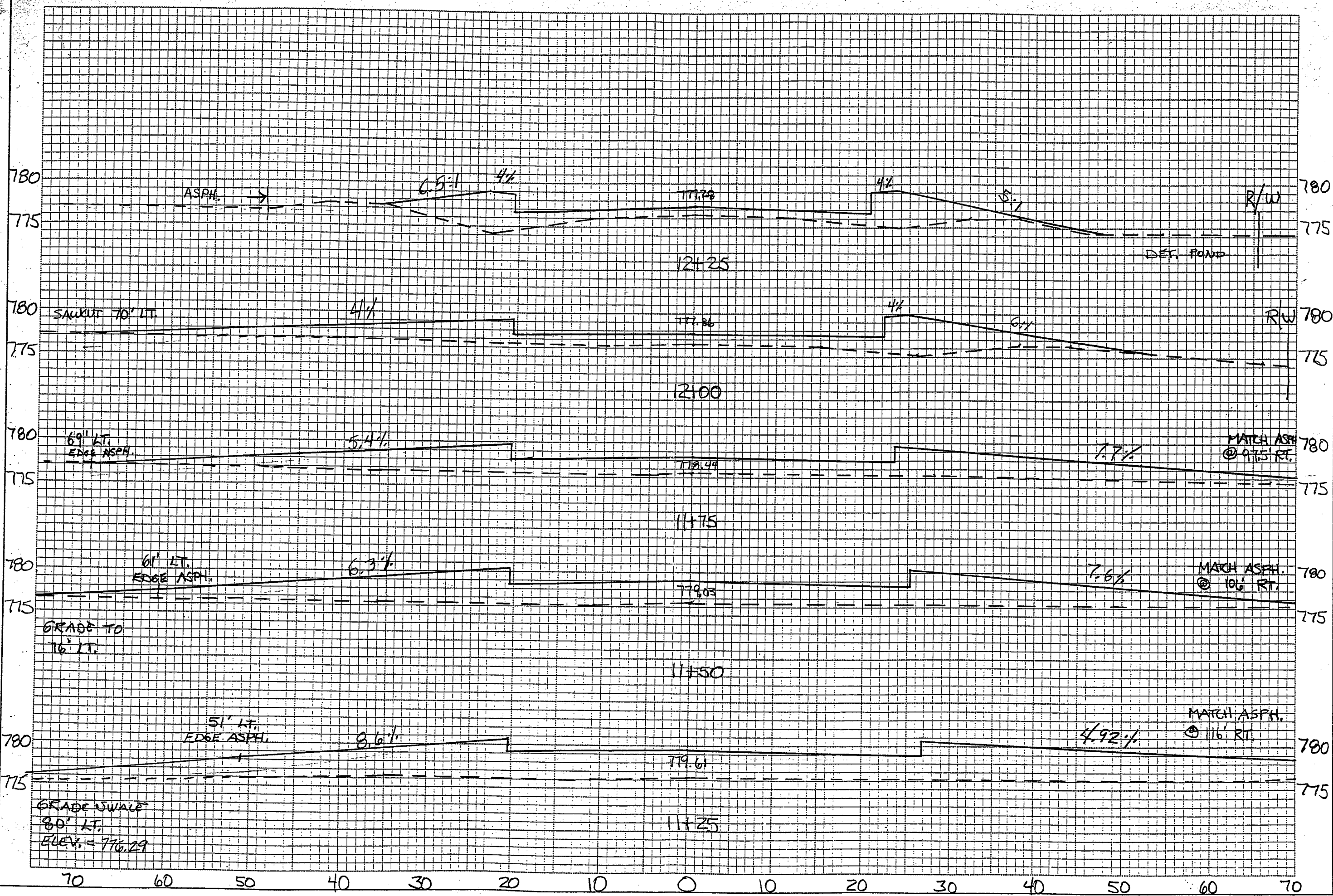


STATE PROJECT NUMBER	SHEET NUMBER
4619-03-71	9.25R



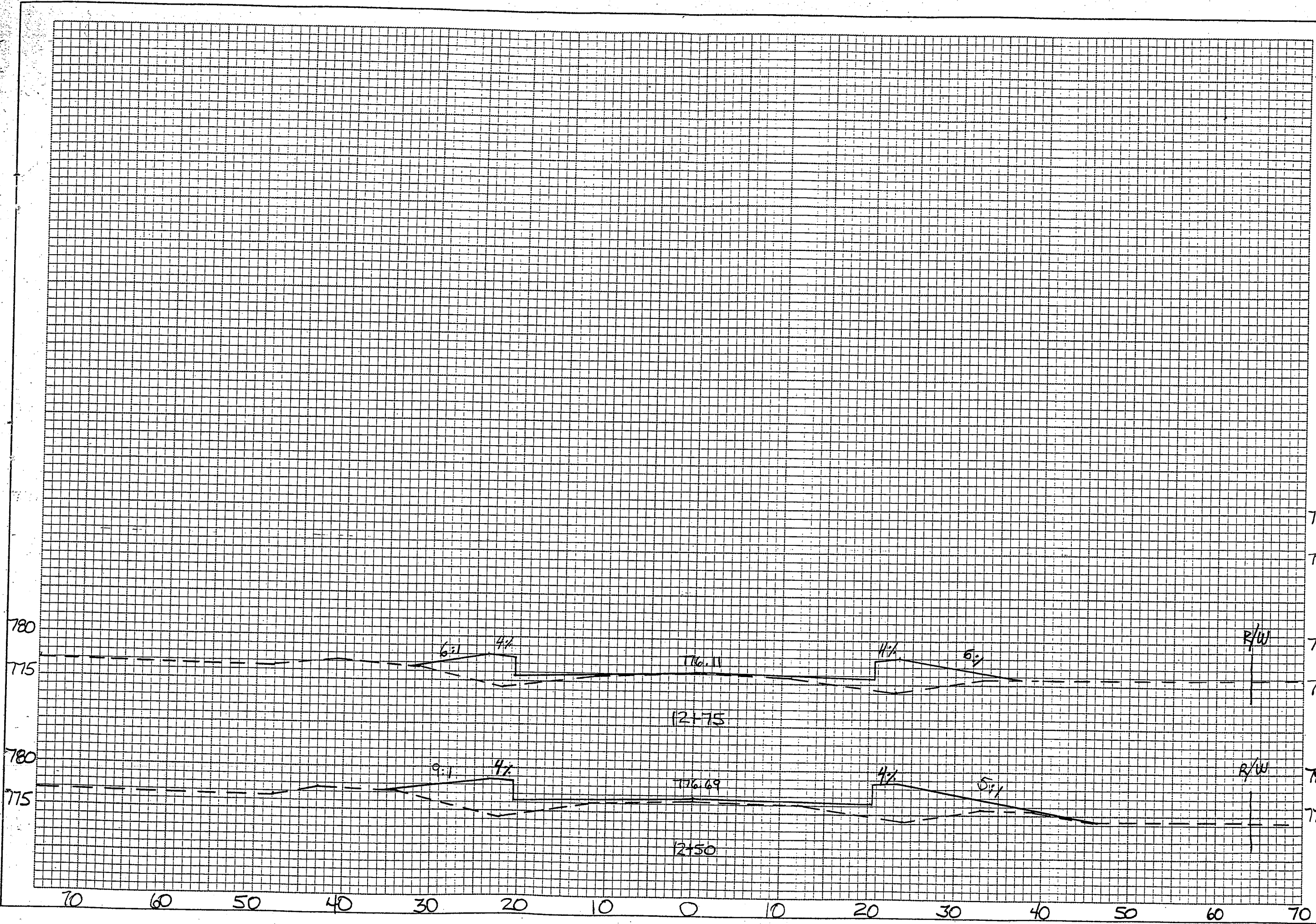
NOTE: THIS REVISED SHEET WAS REVISED. SEE ATTACHED SHEETS.

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NO.	DATE	REVISION
<b>McMAHON</b> ENGINEERS ARCHITECTS SURVEYORS ASSOCIATES, INC. 1418 McMahon Drive Menomah, WI 54956 P.O. Box 1035 Menomah, WI 54956 TEL: 920-751-4200 FAX: 920-751-4244		
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DESIGNED	DRAWN	CHECKED
STROYMEYER		
SCALE 1" = 5'	DATE	PROJECT NO.
9.25 R1		
SHEET NO.		
FILE NO. CAD		



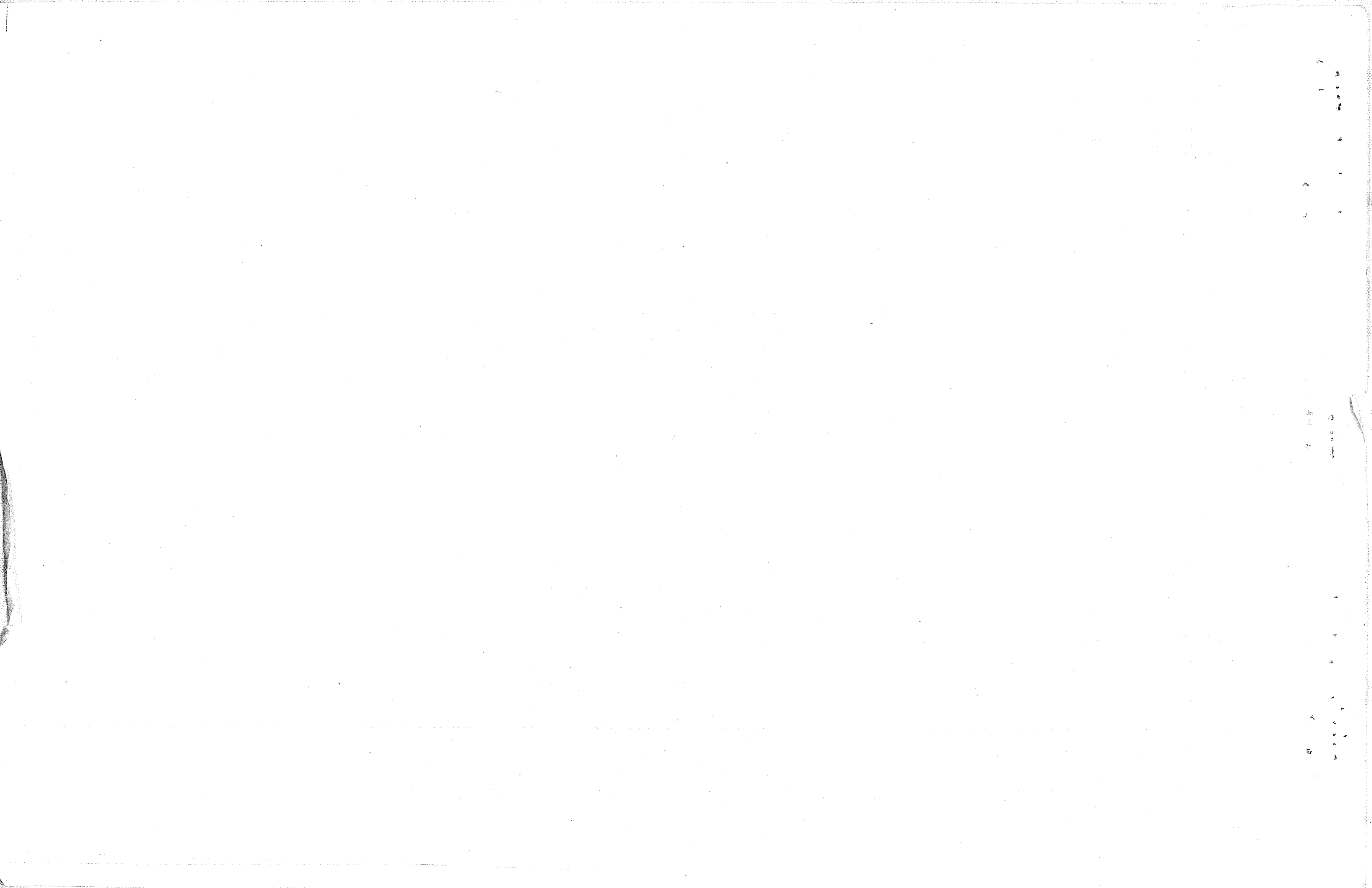


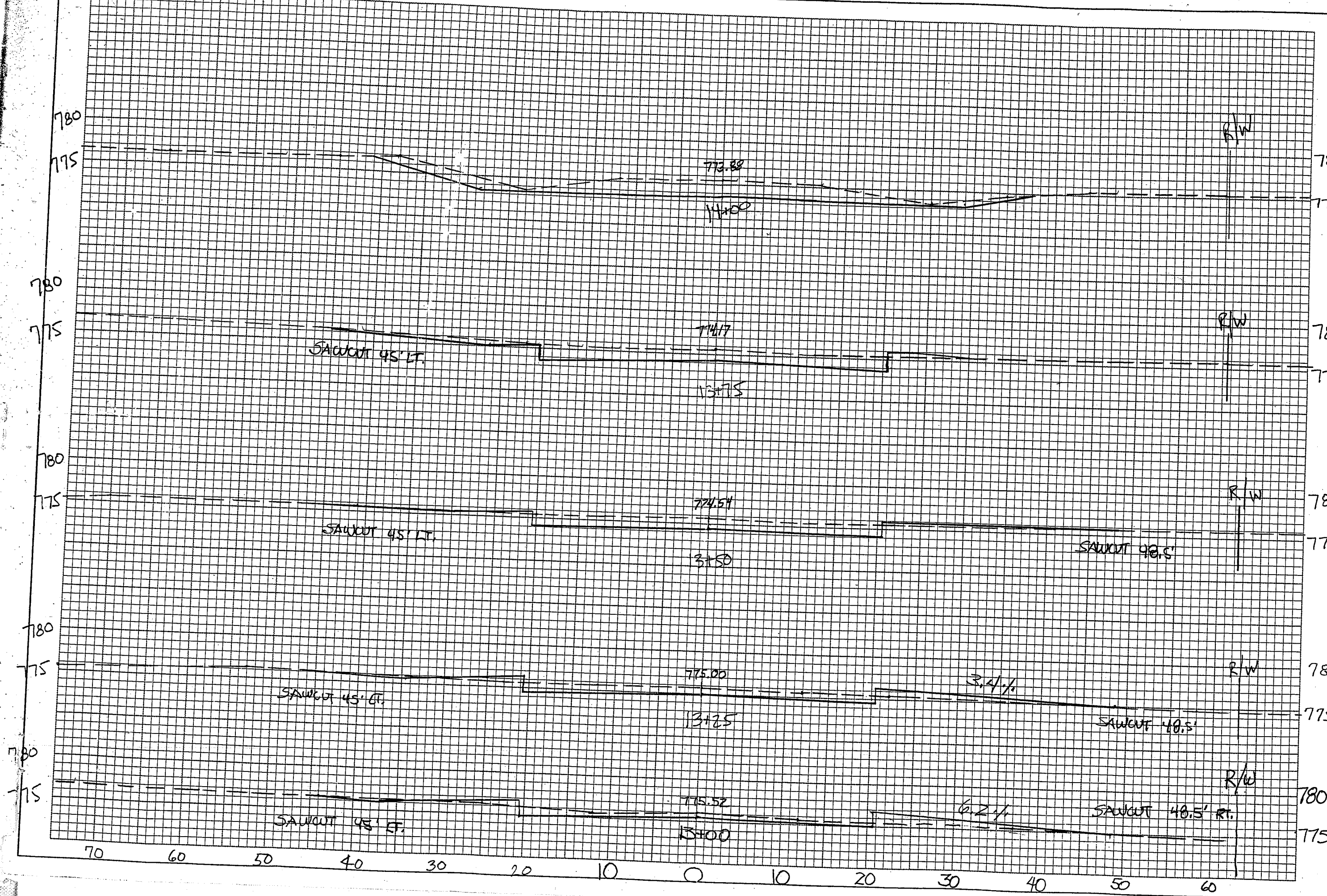
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DESIGNED  
 DRAWN  
 CNC  
 CHECKED

780  
 775  
 780  
 775  
 R/W  
 R/W

SCALE  
 1" = 5'  
 DATE  
 PROJECT NO.  
 SHEET NO.  
 9.25  
 R2  
 FILE NO.  
 CAD





DESIGNED	NO.	DATE	REVISION
DRAWN			
CHECKED			
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SCALE 1" = 5'		PROJECT NO.	
DATE		9.25	
SHEET NO.		R3	
FILE NO.		CAD	

C.T.H. 'CB' STROYMEYER RD.

