N-7

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4989-0-08	M 1209(2)	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WASHINGTON / MAES INTERSECTION

VILLAGE OF KIMBERLY

C.T.H. "N"

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4989-0-08

2 FT. PLAN & PROFILE
5 FT. CROSS SECTION
0 20 FT. SCALES 0 5 FT.

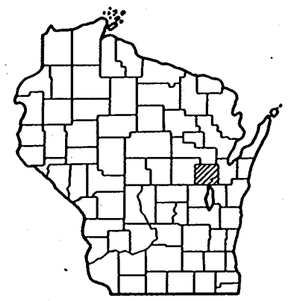
RECEIVED
SEP 17 1984
OUTAGAMIE COUNTY HIGHWAY COMMISSION

N-7

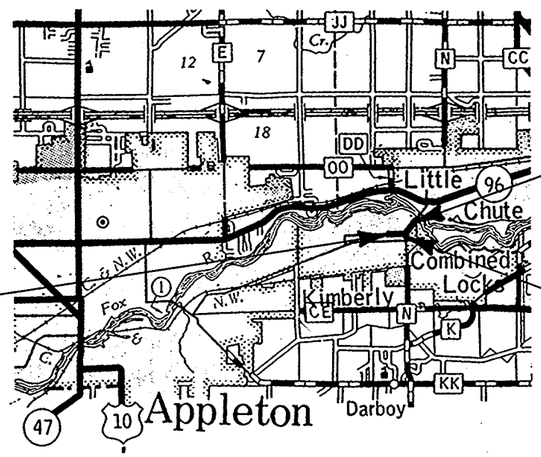
4974249

Index of Sheets

TOTAL SHEETS = 38



R18E



N

T21N

CONSTRUCTION LIMITS
STA. 3+06.38 - STA. 12+00.00 MAES AVENUE

END PROJECT 4989-0-08
STA. 24 + 72.50
* N 166,050 ± 100
* E 2,439,500 ± 100
757.77 FT. NORTH AND 1261.24 FT. EAST OF THE INTERSECTION OF THE CENTERLINES OF MAES AVE. AND WILSON ST. TO THE SOUTH.

BEGIN PROJECT 4989-0-08
STA. 14 + 00.00
* N 165,150 ± 100
* E 2,438,950 ± 100
118.40 FT. SOUTH AND 696.50 FT. EAST OF THE INTERSECTION OF THE CENTERLINES OF MAES AVE. AND WILSON ST. TO THE SOUTH.

Design Designation

A.D.T. (1981)	=	20,000
A.D.T. (2001)	=	27,300
D.H.V. (2001)	=	1,690
D.	=	55% - 45%
T.	=	6.7%
V.	=	30 M.P.H.

Conventional Signs

County Line		Caution Symbol (Combustible fluids under pressure)	CAUTION
Township or Range Line		Railroads	
Section Line		Fence	—x(TYPE)x—
Corporate or City Limits		Culverts in Place	
Property line		Culverts Required	
Lot Line		Power Pole	
Existing Right of Way Line		Telephone or Telegraph Pole	
New Right of Way Line		Right of Way Markers	
Base or Survey Line		Marsh	
Slope Intercept		Wooded Area	
Existing Roadway or Private Entrance		Grade Elevation	

Layout
Scale 0 1 2 MI.

Total Net Length of Centerline = 0.203 Mi. (URBAN)

* SCALED FROM THE U.S.G.S. 7.5 MINUTE SERIES KAUKAUNA QUADRANGLE AND REFERENCED TO THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE.

APPROVED
FOR
OUTAGAMIE COUNTY
11-18-80 Michaela Maas
DATE SIGNATURE OF OFFICIAL

WISCONSIN RONALD HERNKE E-10620 REGISTERED PROFESSIONAL ENGINEER

PLANS PREPARED
BY
OWEN AYRES & ASSOCIATES, INC.
CONSULTING ENGINEERS
GREEN BAY, WISCONSIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor O.A.& A. District Checker W.P.W.
Designer O.A.& A. C O Checker
District Supervisor J.E.F. C O Coordinator RTH CTS

Approved:
DATE 12/16/80 DISTRICT TRANSPORTATION DIRECTOR

Approved:
DATE 1-20-81 CHIEF TRAFFIC ENGINEER

Approved:
DATE 1-9-81 CHIEF DESIGN ENGINEER

Approved:
DATE 1/20/81 DIRECTOR OF DEVELOPMENT

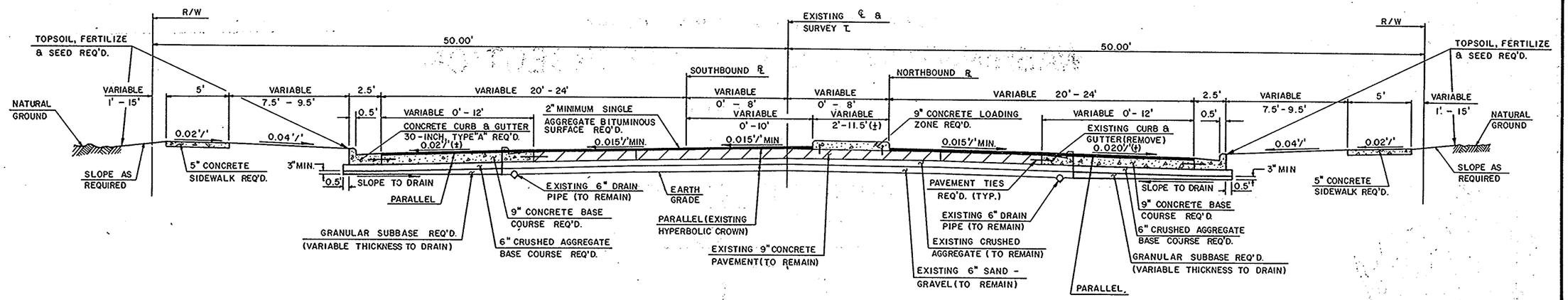
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

Approved:
Date _____ Division Administrator

Cat. No. 2130 - 0110

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2

TYPICAL CROSS SECTION
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY



TYPICAL SECTION

STA. 17 + 85.20 - STA. 23 + 03 C.T.H. "N"

GENERAL NOTES

CERTAIN UTILITIES HAVE BEEN LOCATED ON THESE PLANS. THESE LOCATIONS SHALL NOT BE TAKEN AS CONCLUSIVE. VERIFICATION AS TO THE LOCATION TO THE SATISFACTION OF THE CONTRACTOR OF ALL UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE ASSUMED AS A CONDITION OF THE CONTRACT.

UTILITY COMPANIES SHALL ADJUST OR MOVE ALL PRIVATELY OWNED FACILITIES WHICH INTERFERE WITH THE NEW CONSTRUCTION. (POWER AND TELEPHONE POLES, TELEPHONE MANHOLES, ETC.)

THE VILLAGE OF KIMBERLY SHALL ADJUST OR MOVE ALL VILLAGE OWNED FACILITIES TO FIT THE NEW CONSTRUCTION.

THE EXACT LOCATION AND WIDTH FOR PRIVATE ENTRANCES AND HANDICAPPED RAMPS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

THE CONTRACTOR SHALL PROVIDE BOXOUTS FOR FUTURE SIGNING IN CONCRETE LOADING ZONES AND CONCRETE ISLANDS AT THE LOCATIONS AND TO THE DIMENSIONS SPECIFIED BY THE ENGINEER.

TREES TO BE CLEARED AND GRUBBED ARE THOSE WITHIN THE CONSTRUCTION LIMITS AND AS DESIGNATED IN THE FIELD BY THE ENGINEER.

TEMPORARY TRAFFIC SIGNALS HAVE BEEN INSTALLED AT THIS INTERSECTION. THE CONTRACTOR SHALL MAINTAIN THESE SIGNALS AS DIRECTED BY THE ENGINEER. UPON DIRECTION BY THE ENGINEER, THESE MATERIALS SHALL BE STORED ON THE RIGHT OF WAY FOR DISPOSAL BY THE OWNER.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

ALL NEW STORM INLETS AND CATCH BASINS SHALL HAVE A MINIMUM OF SIX INCHES OF ADJUSTMENT.

THE EXACT LOCATION OF CONDUITS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL RADII SHOWN ARE TO THE FRONT FACE OF CURB.

WHERE THE QUANTITY OF THE ITEM OF BASE, SUBBASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE AS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE ITEM OF CONCRETE PAVEMENT REMOVAL SHALL INCLUDE THE REMOVAL OF CURB AND GUTTER WHICH IS ADJACENT TO EXISTING CONCRETE PAVEMENT.

FERTILIZE ALL SODDED AREAS.

THE GRADES AS SHOWN ON THE PLAN SHALL BE CHECKED AND ADJUSTED, IF NECESSARY, BY THE ENGINEER IN THE FIELD TO INSURE ADEQUATE DRAINAGE, PAVEMENT THICKNESS AND MATCHING OF NEW CONSTRUCTION TO EXISTING FACILITIES.

THE EXACT LOCATION OF THERMOPLASTIC PAVEMENT MARKING SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.

CONSTRUCTION REFERENCE LINES ARE REFERENCED TO SURVEY TRANSIT LINES BY PROJECTING THE SURVEY TRANSIT LINE STATIONING ONTO THE REFERENCE LINES.

ALL NEW METAL CONDUIT WHICH IS TO BE INSTALLED UNDER EXISTING PAVEMENTS SHALL BE JACKED INTO POSITION TO PRECLUDE DISRUPTION TO TRAFFIC FLOW.

UTILITIES

WISCONSIN GAS COMPANY
1921 8TH STREET SOUTH
P. O. BOX 789
WISCONSIN RAPIDS, WI 54494
ATTENTION: DEAN SULLIVAN
TELEPHONE: (715) 423-2800

WISCONSIN TELEPHONE COMPANY
114 EAST COLLEGE AVENUE
P. O. BOX 2159
APPLETON, WI 54911
ATTENTION: MARVIN ROBERTSON
TELEPHONE: (414) 735-3253

WISCONSIN ELECTRIC POWER COMPANY
807 SOUTH ONEIDA STREET
P. O. BOX 1699
APPLETON, WI 54913
ATTENTION: DAVE O'SHASKY
TELEPHONE: (414) 735-8450

VILLAGE OF KIMBERLY
WATER WORKS DEPARTMENT
404 NORTH JOHN STREET
KIMBERLY, WI 54136
ATTENTION: DENNIS VANDER BLOEMEN
TELEPHONE: (414) 788-3412

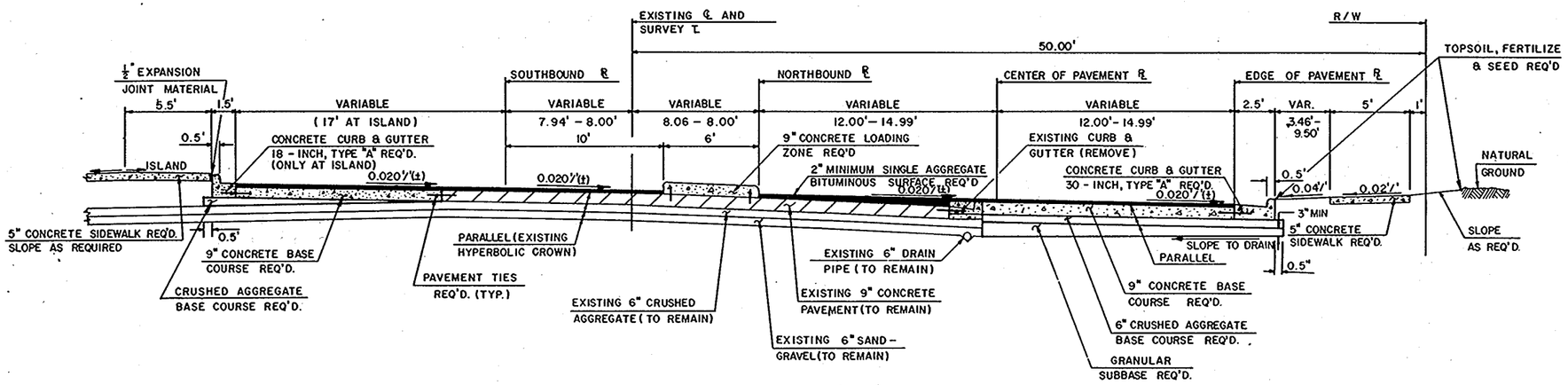
VILLAGE OF KIMBERLY
DEPARTMENT OF PUBLIC WORKS
426 WEST KIMBERLY AVENUE
KIMBERLY, WI 54136
ATTENTION: TOM ROOVERS
TELEPHONE: (414) 734-8224

STANDARD DETAIL DRAWINGS

CATCH BASIN, MANHOLE, AND INLET COVERS	8A5-3a
MANHOLES, TYPE 1	8B6-2
INLETS, TYPE 3	8C2-3
CONCRETE CURB, CONCRETE CURB AND GUTTER, OR INTEGRAL CURB	8D1-5
CURB RAMPS	8D5-6
METAL, FIBER, AND PVC CONDUIT	9B2-2
TRAFFIC SIGNAL, COUNTER, AND PULL BOX DETAILS	9B3-3
PAVEMENT MARKING	13B5-1
CONCRETE PAVEMENT LONGITUDINAL JOINTS	13C1-5
CONSTRUCTION BARRICADES AND STANDARD SIGNS	15C1-6

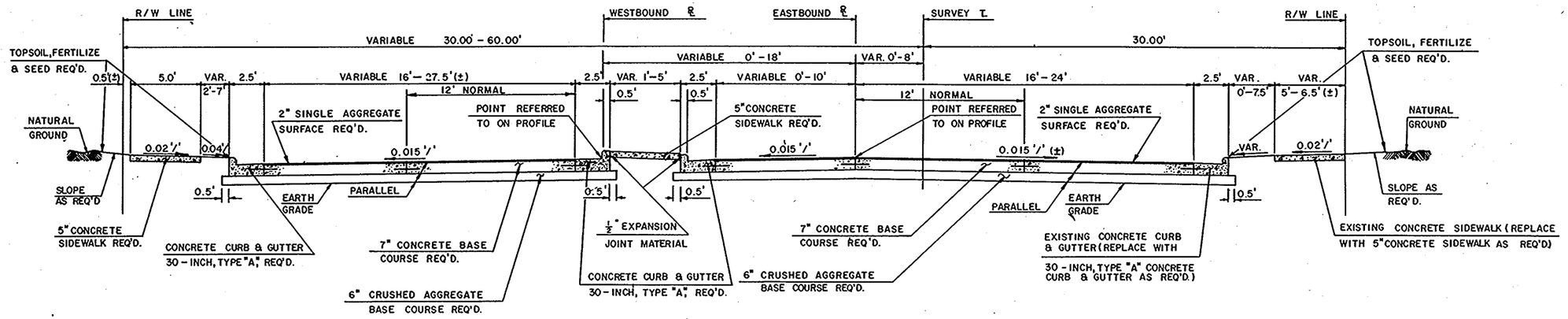
STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.1

TYPICAL SECTIONS
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY



TYPICAL SECTION

STA. 15 + 50(±) – STA. 17 + 85.20 C.T.H."N"

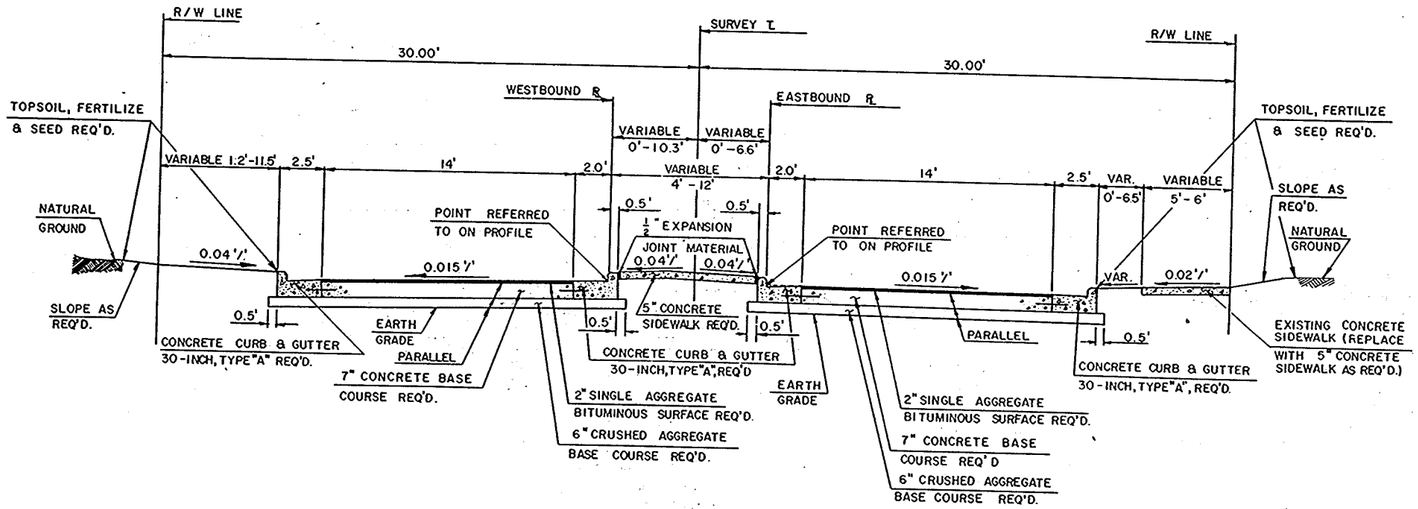


TYPICAL SECTION

STA. 3 + 06.38 – STA. 9 + 47 MAES AVE.

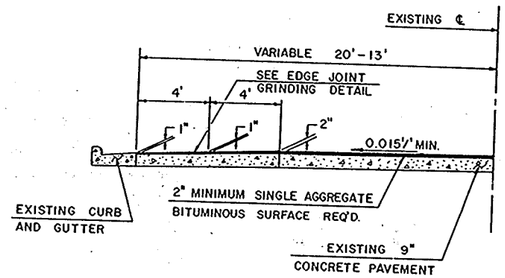
STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.2

TYPICAL SECTIONS
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY



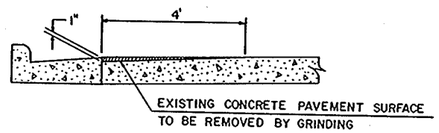
TYPICAL SECTION

STA. 10 + 50 – STA. 12 + 00.00 MAES AVE.

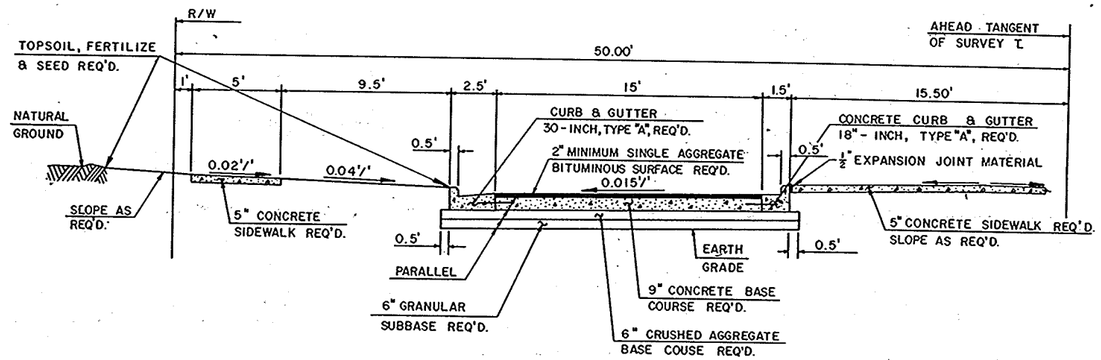


1/2 TYPICAL SECTION

STA. 23 + 03 – STA. 24 + 72.5 C.T.H. "N"
STA. 14 + 00 – STA. 14 + 90 LT. C.T.H. "N"
STA. 14 + 00 – STA. 15 + 03 RT. C.T.H. "N"

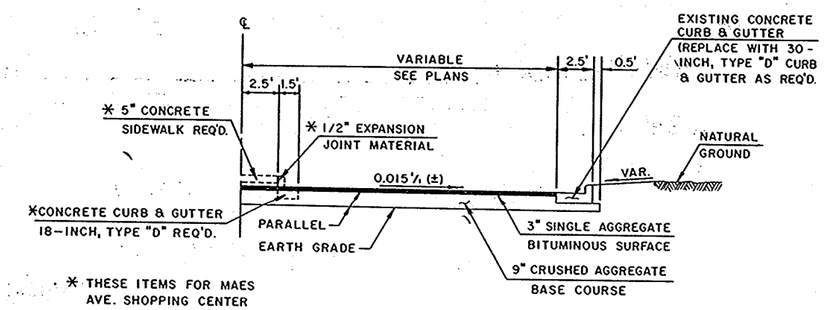


EDGE JOINT GRINDING DETAIL



TYPICAL SECTION

C.T.H. "N"– MAES AVE. CONNECTOR



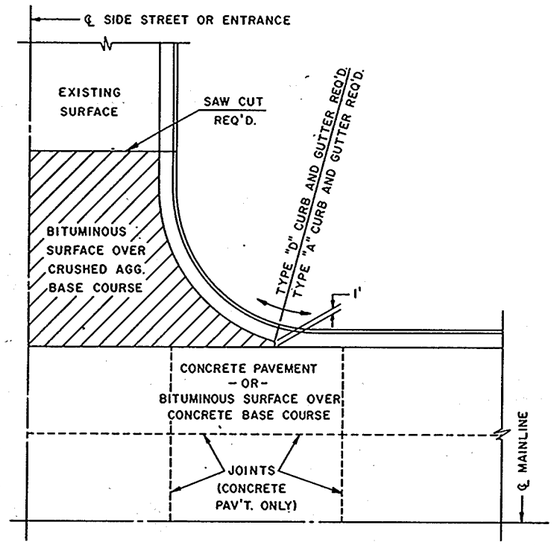
* THESE ITEMS FOR MAES AVE. SHOPPING CENTER ENTRANCE ONLY.

1/2 TYPICAL SECTION

FOR BITUMINOUS SURFACED SIDESTREETS AND SHOPPING CENTER ENTRANCES

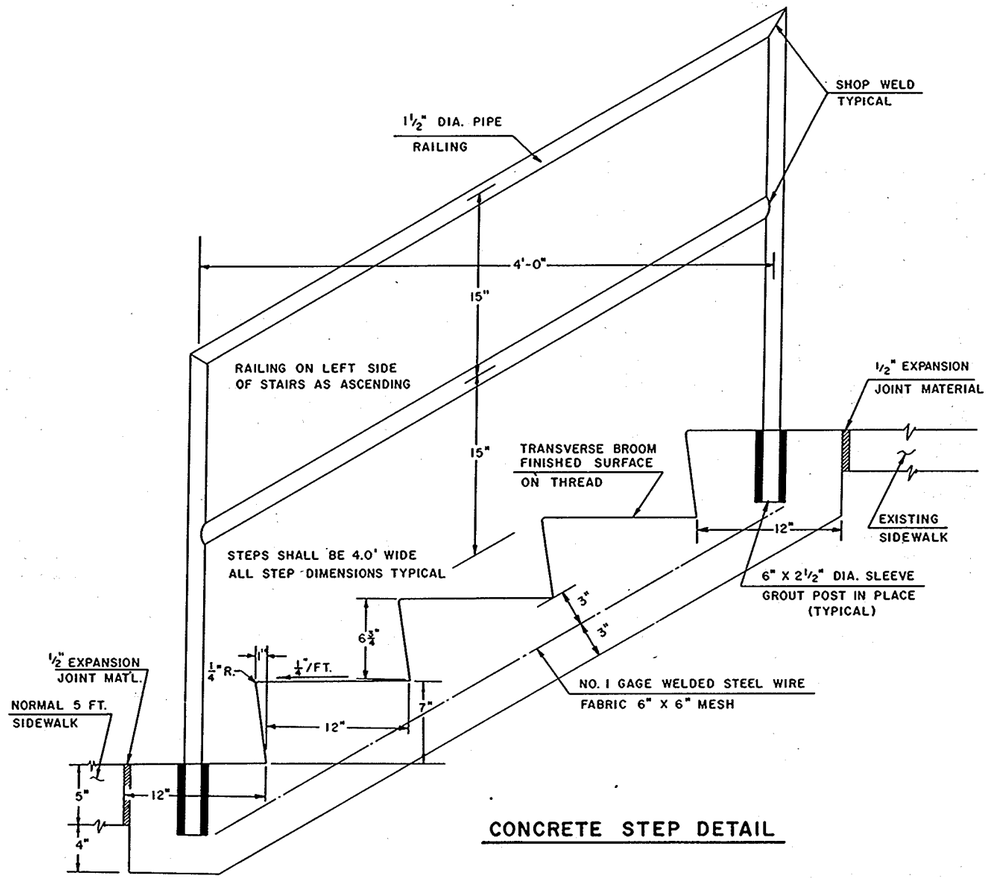
STATE PROJECT NUMBER	SHEET NO
4989-0-08	2.3

CONSTRUCTION DETAILS
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY

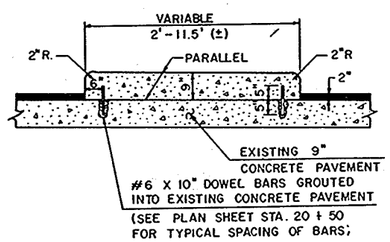


INTERSECTION DETAIL

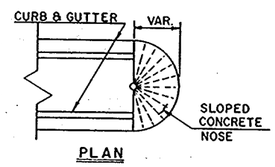
BITUMINOUS SURFACED SIDE STREETS AND SHOPPING CENTER ENTRANCES (NOT TO SCALE)



CONCRETE STEP DETAIL

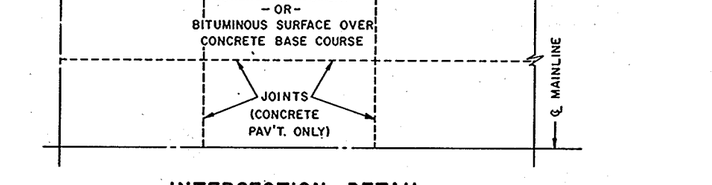


9" CONCRETE LOADING ZONE DETAIL



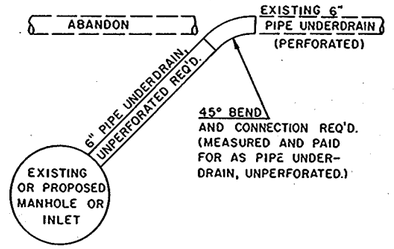
DETAIL FOR ISLAND CURB & GUTTER NOSES (SLOPED)

NOTE: INCLUDE IN ADJACENT CURB AND GUTTER MEASUREMENT FOR PAYMENT.



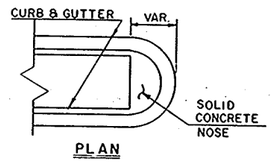
LONGITUDINAL SECTION SHOWING BUTT JOINT

SEE PLAN SHEETS FOR LOCATIONS



DETAIL FOR PIPE UNDERDRAIN

(PLAN VIEW)



DETAIL FOR ISLAND CURB & GUTTER NOSES (SOLID)

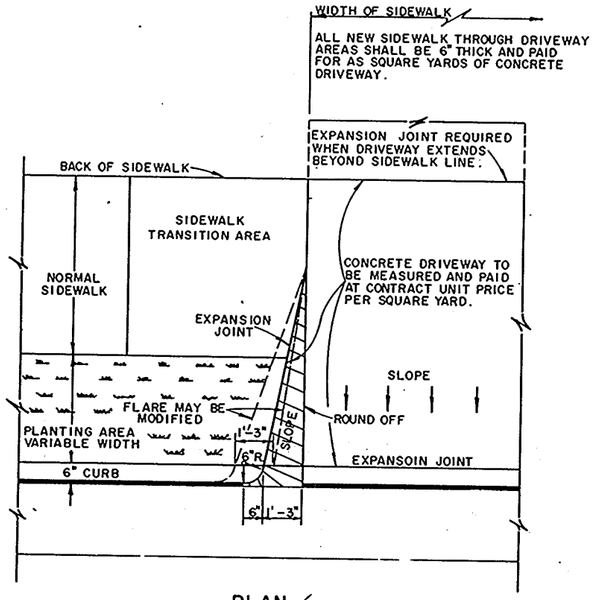
NOTE: INCLUDE IN ADJACENT CURB AND GUTTER MEASUREMENT FOR PAYMENT.

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.4

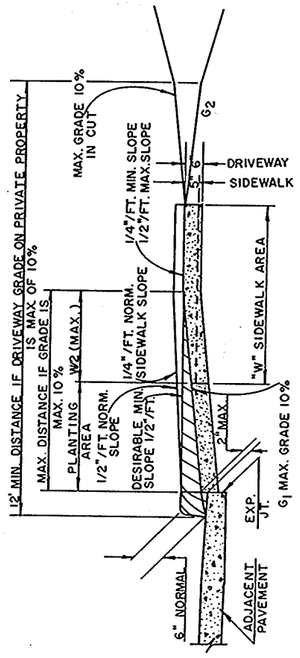
DRIVEWAY DETAILS

FOR

WASHINGTON & MAES OUTAGAMIE COUNTY

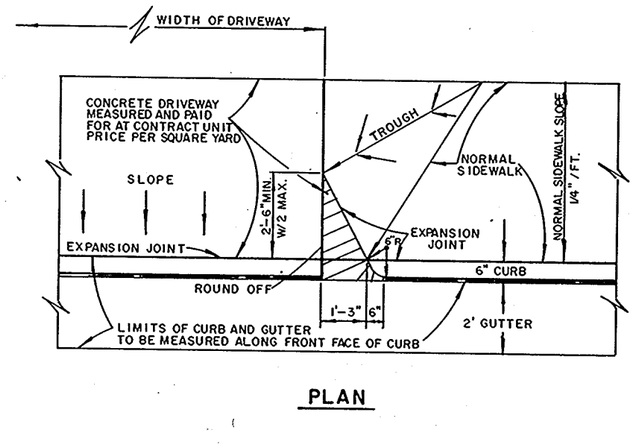


PLAN

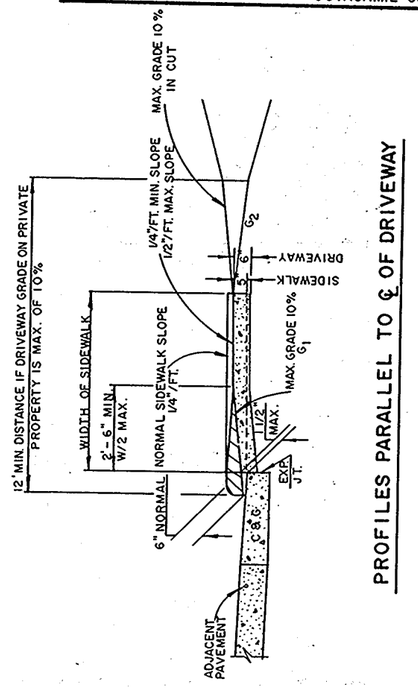


PROFILES PARALLEL TO ℄ OF DRIVEWAY

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G_1 AND G_2 EXTENDED IN FILLS MAX. 15%.

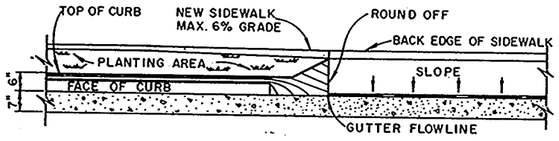


PLAN



PROFILES PARALLEL TO ℄ OF DRIVEWAY

WHEN SIDEWALK IS SEPARATED FROM CURB BY PLANTING AREA



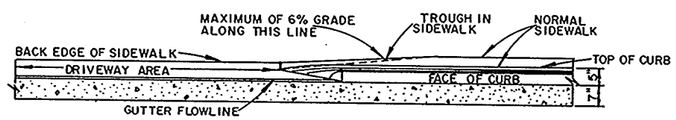
PROFILES PARALLEL TO CENTERLINE OF ROADWAY

GENERAL NOTES

FOR ALL OTHER CONSTRUCTION DETAILS AND REQUIREMENTS FOR THE WORK DETAILED ON THIS DRAWING SEE THE STANDARD SPECIFICATIONS.

CONCRETE USED IN THE WORK OF "CONCRETE DRIVEWAYS" SHALL BE GRADE "AA". CONCRETE USED IN THE WORK OF "CONCRETE CURB AND GUTTER" AND "CONCRETE SIDEWALKS" SHALL BE GRADE "AA" IN CONFORMITY WITH THE STANDARD SPECIFICATIONS.

WHEN SIDEWALK IS IMMEDIATELY ADJACENT TO CURB



PROFILES PARALLEL TO CENTERLINE OF ROADWAY

NOTE:

FOR NON-RIGID SURFACED DRIVEWAYS USE 6" DEPTH CRUSHED AGGREGATE COURSE.

WIDTH OF DRIVEWAYS

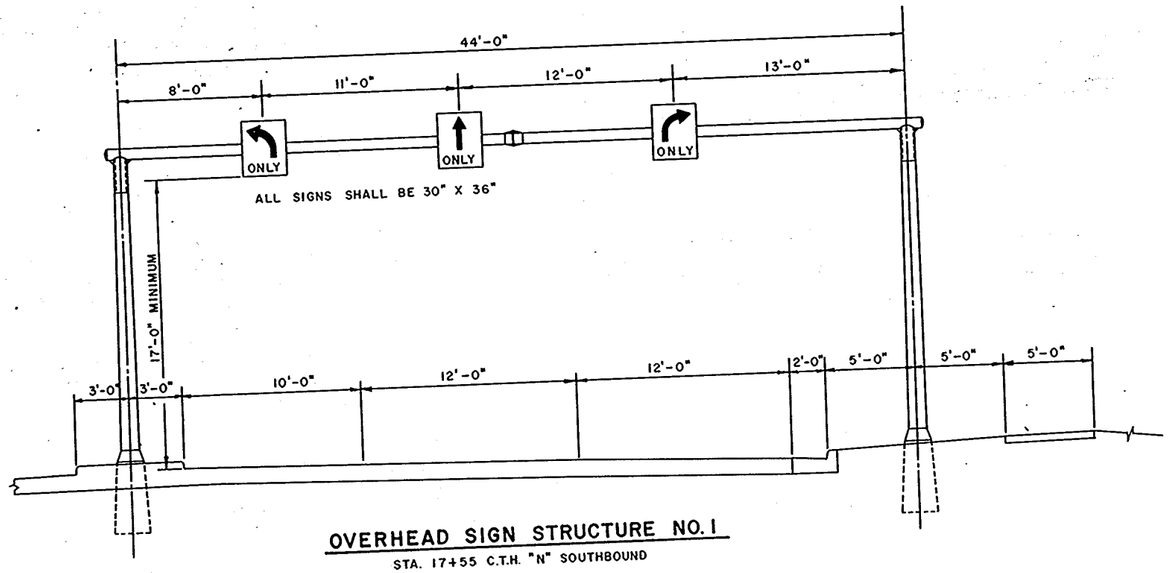
SINGLE OR COMBINATION MEASURED AT RIGHT ANGLES TO CENTERLINE OF DRIVEWAY.

RURAL - NON-COMMERCIAL	24 FT. MAX.
URBAN - NON-COMMERCIAL	24 FT. MAX.
URBAN - COMMERCIAL	35 FT. MAX.

Catalog No. 2130-D120

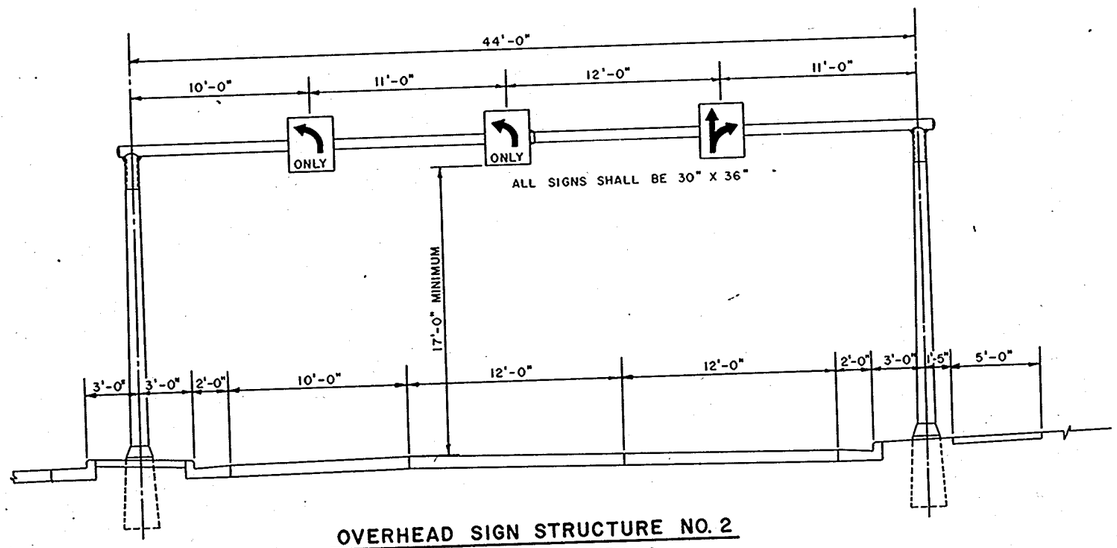
STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.5

OVERHEAD SIGN STRUCTURE DETAILS
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY



OVERHEAD SIGN STRUCTURE NO. 1

STA. 17+55 C.T.H. "N" SOUTHBOUND



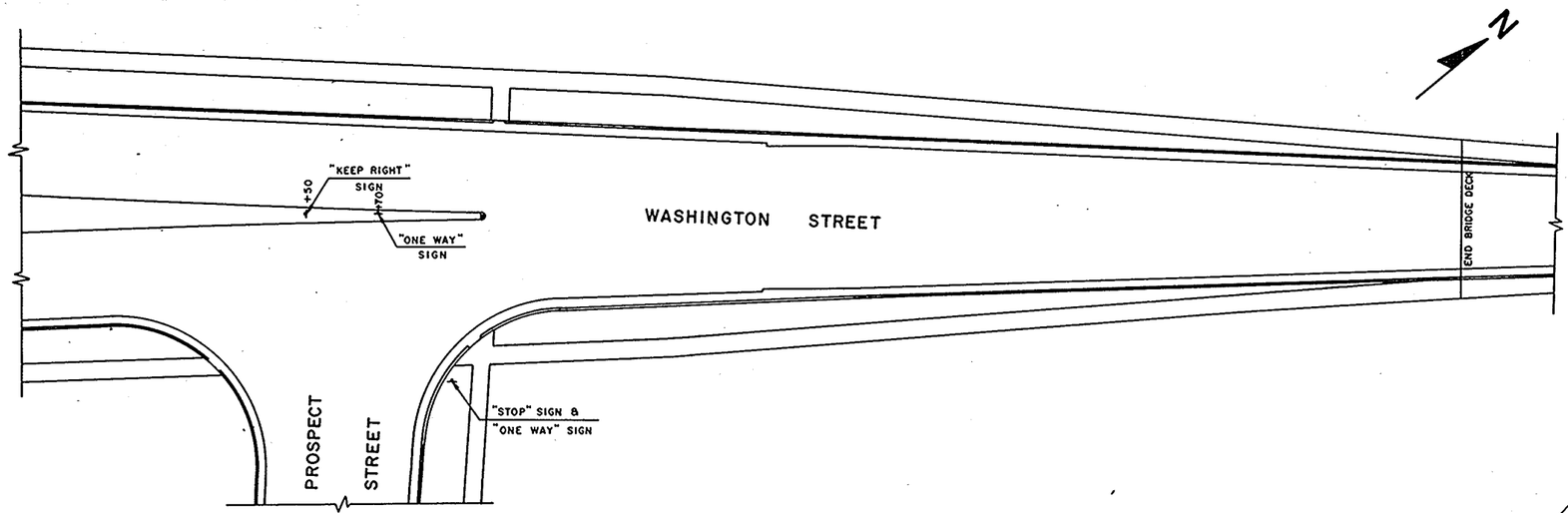
OVERHEAD SIGN STRUCTURE NO. 2

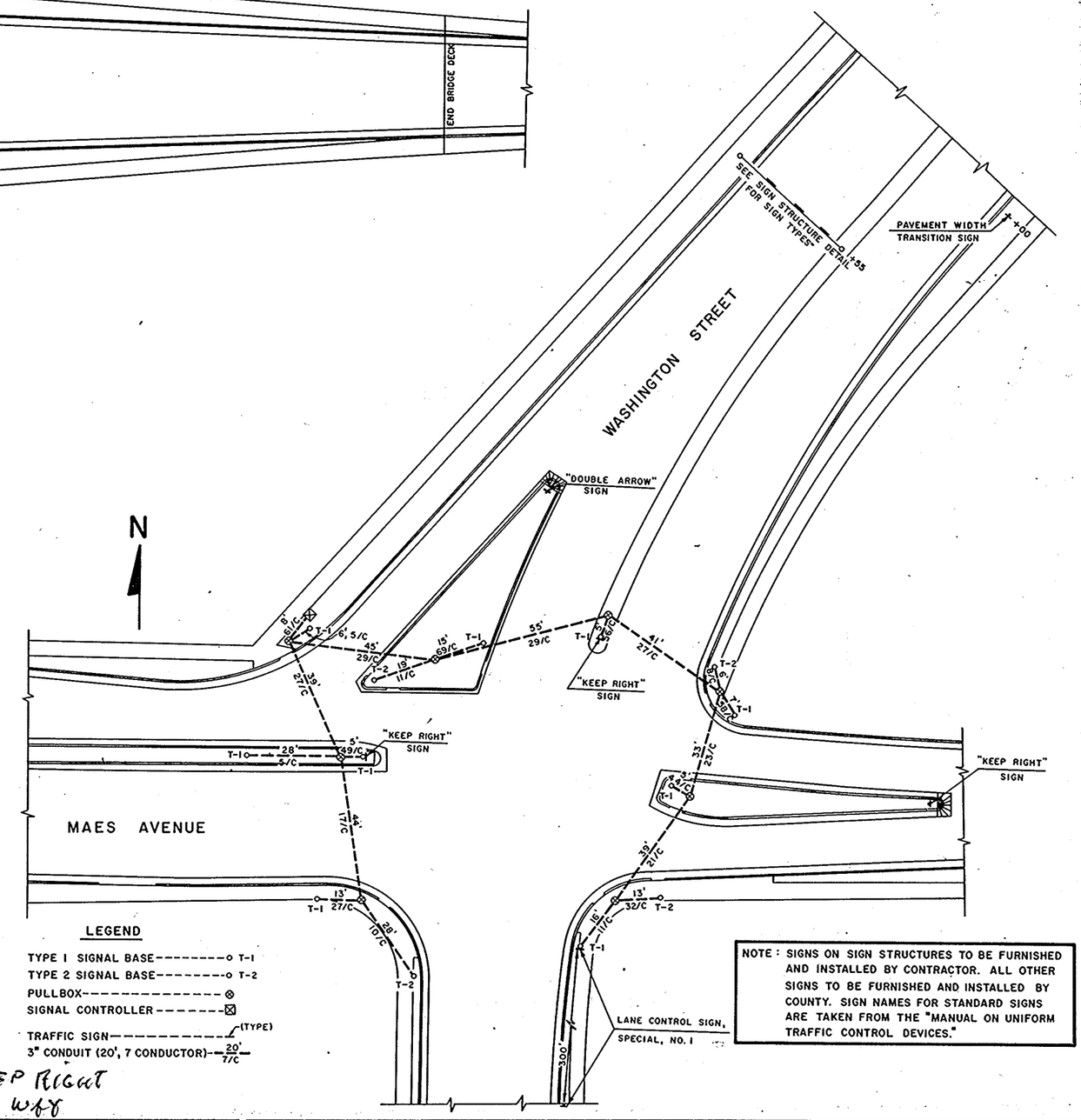
STA. 7+43 MAES AVE. EASTBOUND

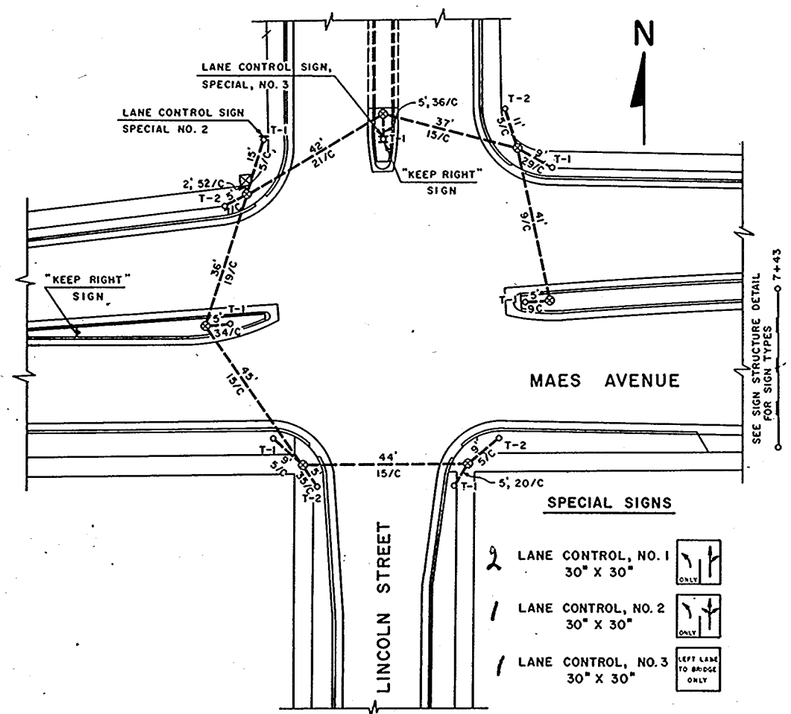
STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.6

CONDUIT, PULLBOX, SIGNAL BASE, CONTROLLER & TRAFFIC CONTROL SIGN LAYOUT DETAIL FOR

WASHINGTON & MAES — OUTAGAMIE COUNTY







SPECIAL SIGNS

2 LANE CONTROL, NO. 1 30" X 30"

1 LANE CONTROL, NO. 2 30" X 30"

1 LANE CONTROL, NO. 3 30" X 30" (LEFT LANE TO BRIDGE ONLY)

LEGEND

TYPE 1 SIGNAL BASE ---------- o T-1

TYPE 2 SIGNAL BASE ---------- o T-2

PULLBOX ---------- ⊗

SIGNAL CONTROLLER ---------- ⊠

TRAFFIC SIGN ---------- (TYPE)

3" CONDUIT (20', 7 CONDUCTOR) ---- 20'/7/C

NOTE: SIGNS ON SIGN STRUCTURES TO BE FURNISHED AND INSTALLED BY CONTRACTOR. ALL OTHER SIGNS TO BE FURNISHED AND INSTALLED BY COUNTY. SIGN NAMES FOR STANDARD SIGNS ARE TAKEN FROM THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

6 KEEP RIGHT
2 ONE WAY

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.7

TRAFFIC SIGNAL DETAILS
FOR
WASHINGTON & MAES — OUTAGAMIE COUNTY

SIGNAL SEQUENCE

INTERVAL	LINCOLN STREET			MAES AVENUE			TIME IN SECONDS
	C1	C2, C4	A1-A3	D1-D4	B1,B4	B2, B3	
1	G	~~G~~G	R	R	R ~~G~~	R	21.9
2	G	~~Y~~G	R	R	R ~~Y~~	R	3.0
3	~~G~~	G	G	R	R	R	2.6
4	G	G	G	R	R	R	20.4
5	Y	Y	Y	R	R	R	4.0
6	R	R	R	R	R	R	1.6
7	R	R	R	G	G	G	33.5
8	R	R	R	Y	Y ~~G~~	Y	3.0
FLASH	FR	FR	FR	FY	FY	FY	90

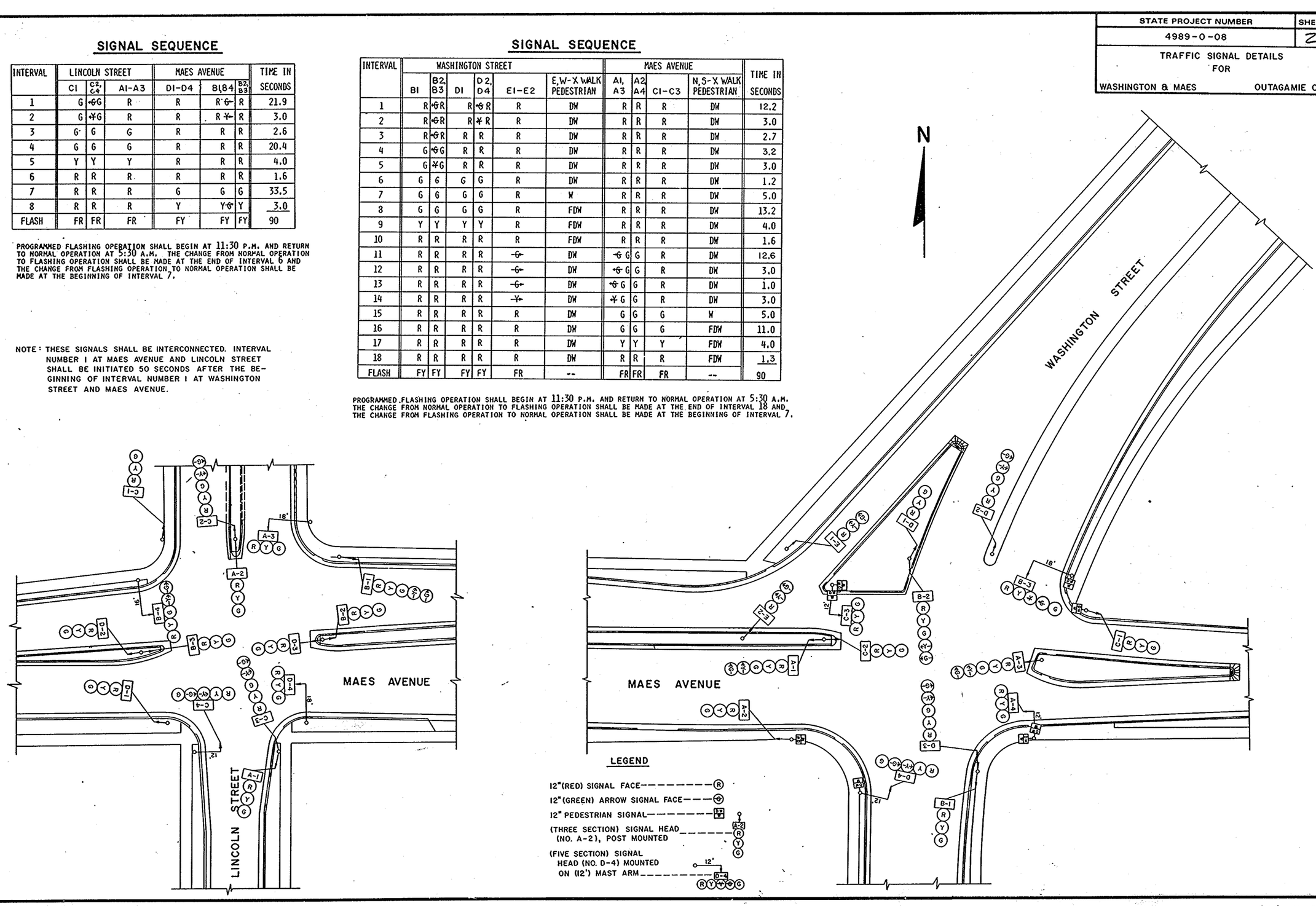
PROGRAMMED FLASHING OPERATION SHALL BEGIN AT 11:30 P.M. AND RETURN TO NORMAL OPERATION AT 5:30 A.M. THE CHANGE FROM NORMAL OPERATION TO FLASHING OPERATION SHALL BE MADE AT THE END OF INTERVAL 6 AND THE CHANGE FROM FLASHING OPERATION TO NORMAL OPERATION SHALL BE MADE AT THE BEGINNING OF INTERVAL 7.

NOTE: THESE SIGNALS SHALL BE INTERCONNECTED. INTERVAL NUMBER 1 AT MAES AVENUE AND LINCOLN STREET SHALL BE INITIATED 50 SECONDS AFTER THE BEGINNING OF INTERVAL NUMBER 1 AT WASHINGTON STREET AND MAES AVENUE.

SIGNAL SEQUENCE

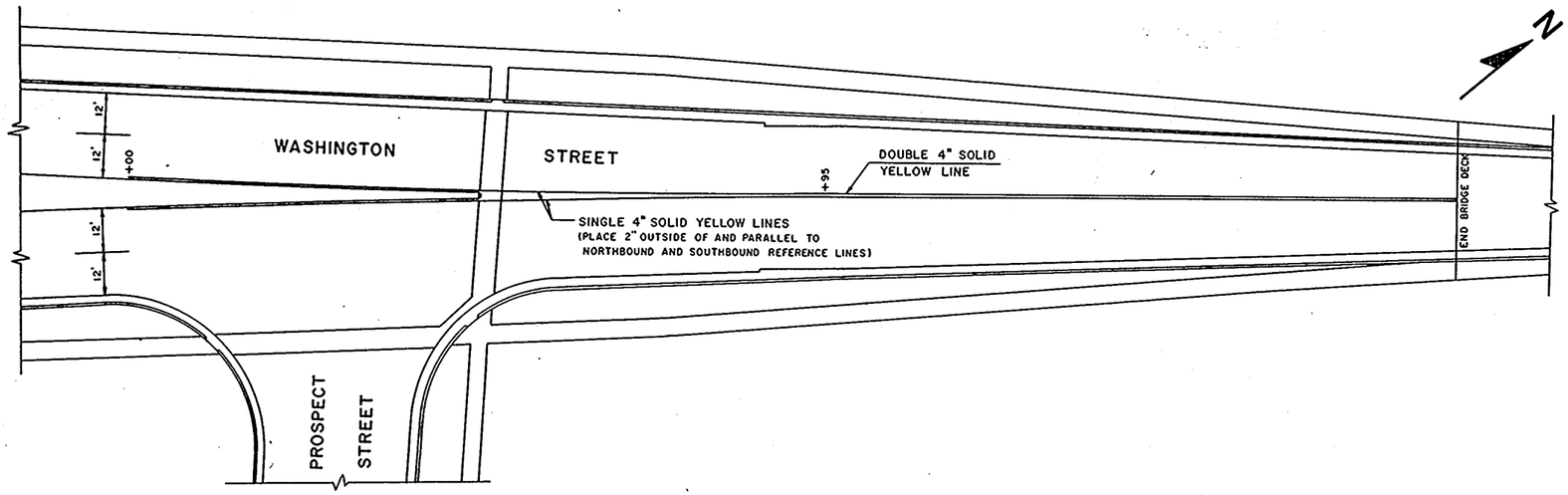
INTERVAL	WASHINGTON STREET						MAES AVENUE				TIME IN SECONDS
	B1	B2, B3	D1	D2, D4	E1-E2	E,W-X WALK PEDESTRIAN	A1, A3	A2, A4	C1-C3	N,S-X WALK PEDESTRIAN	
1	R	~~G~~R	R	~~G~~R	R	DW	R	R	R	DW	12.2
2	R	~~G~~R	R	~~Y~~R	R	DW	R	R	R	DW	3.0
3	R	~~G~~R	R	R	R	DW	R	R	R	DW	2.7
4	G	~~G~~G	R	R	R	DW	R	R	R	DW	3.2
5	G	~~Y~~G	R	R	R	DW	R	R	R	DW	3.0
6	G	G	G	G	R	DW	R	R	R	DW	1.2
7	G	G	G	G	R	W	R	R	R	DW	5.0
8	G	G	G	G	R	FDW	R	R	R	DW	13.2
9	Y	Y	Y	Y	R	FDW	R	R	R	DW	4.0
10	R	R	R	R	R	FDW	R	R	R	DW	1.6
11	R	R	R	R	~~G~~	DW	~~G~~ G	G	R	DW	12.6
12	R	R	R	R	~~G~~	DW	~~G~~ G	G	R	DW	3.0
13	R	R	R	R	~~G~~	DW	~~G~~ G	G	R	DW	1.0
14	R	R	R	R	~~Y~~	DW	~~Y~~ G	G	R	DW	3.0
15	R	R	R	R	R	DW	G	G	G	W	5.0
16	R	R	R	R	R	DW	G	G	G	FDW	11.0
17	R	R	R	R	R	DW	Y	Y	Y	FDW	4.0
18	R	R	R	R	R	DW	R	R	R	FDW	1.3
FLASH	FY	FY	FY	FY	FR	--	FR	FR	FR	--	90

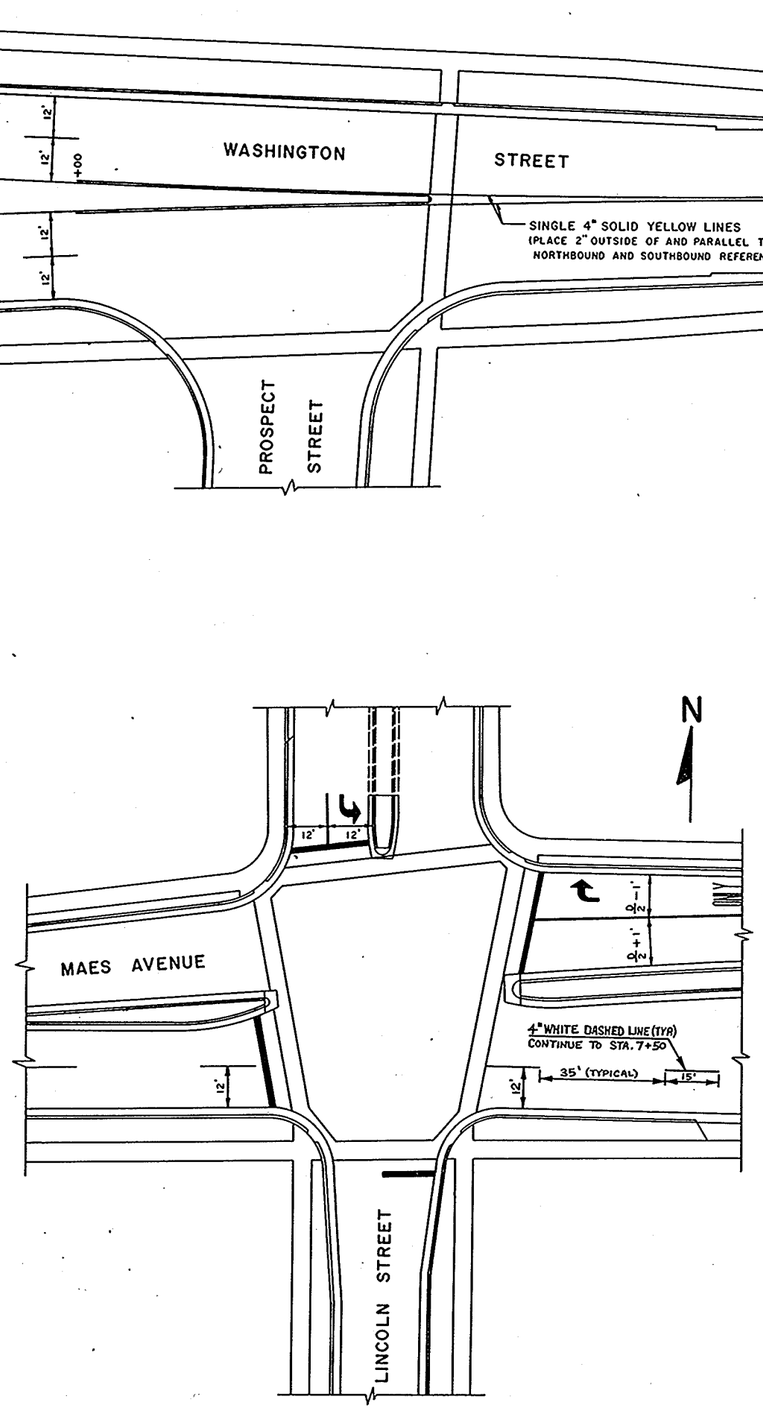
PROGRAMMED FLASHING OPERATION SHALL BEGIN AT 11:30 P.M. AND RETURN TO NORMAL OPERATION AT 5:30 A.M. THE CHANGE FROM NORMAL OPERATION TO FLASHING OPERATION SHALL BE MADE AT THE END OF INTERVAL 18 AND THE CHANGE FROM FLASHING OPERATION TO NORMAL OPERATION SHALL BE MADE AT THE BEGINNING OF INTERVAL 7.

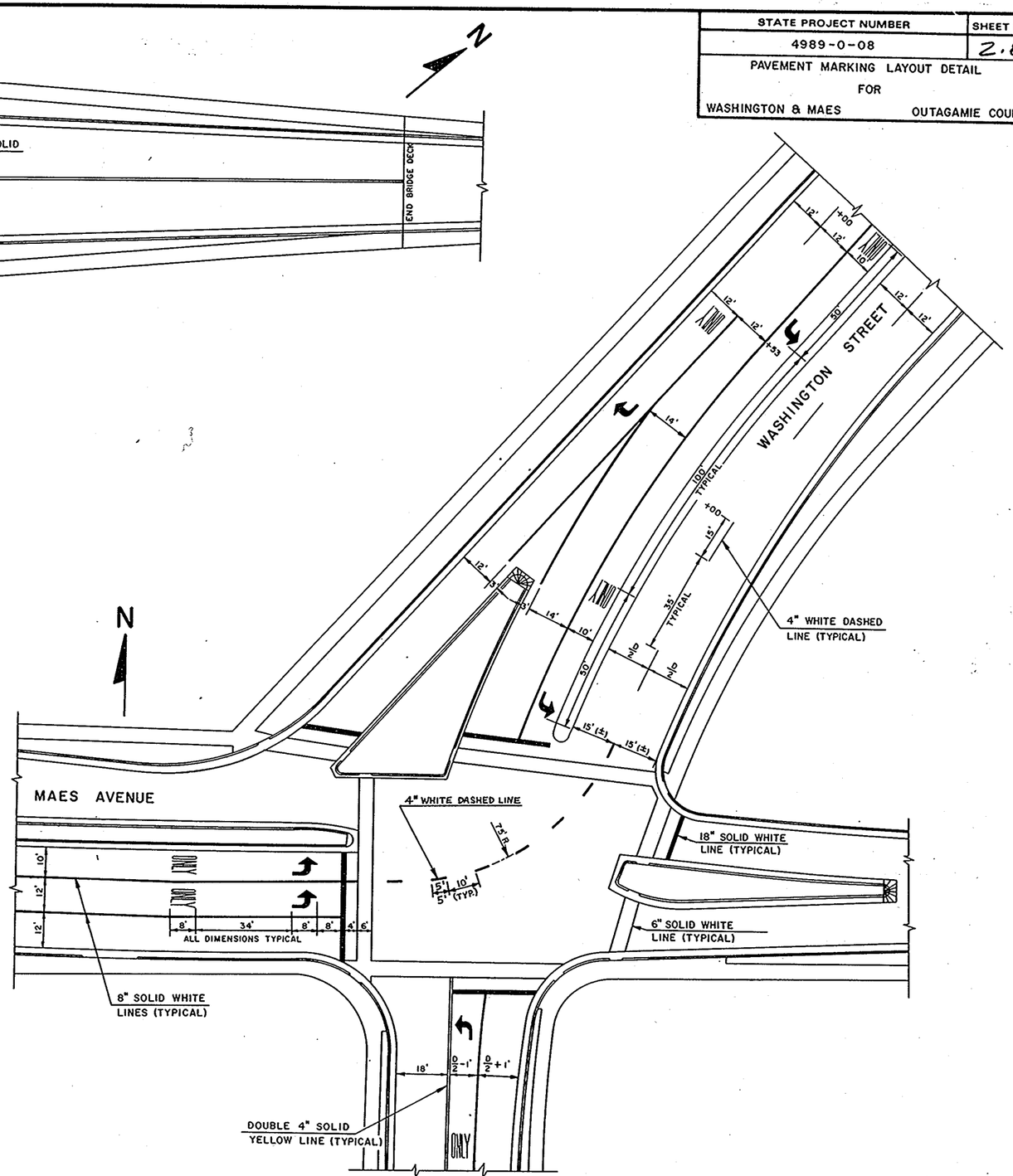


STATE PROJECT NUMBER	SHEET NO.
4989-0-08	2.8

PAVEMENT MARKING LAYOUT DETAIL
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY



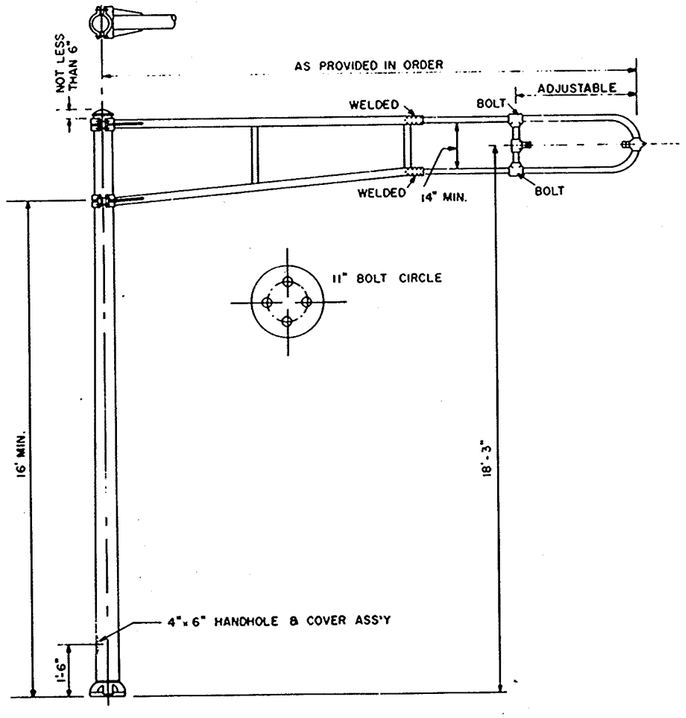




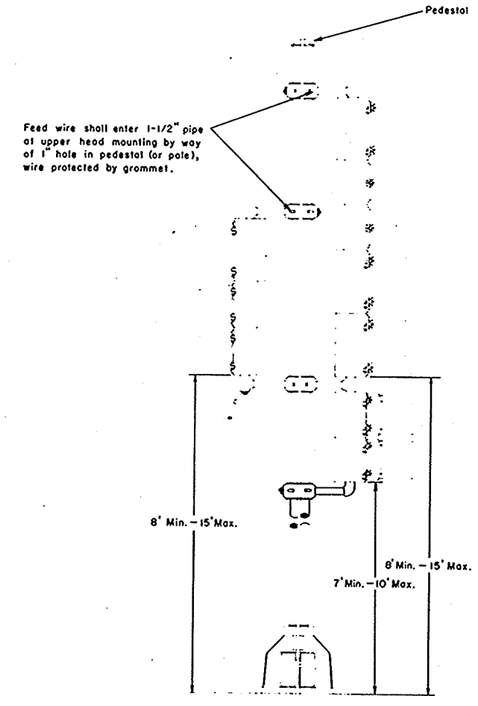
Catalog No. 2130-0120

STATE PROJECT NUMBER	SHEET NO
4989-0-08	2.9

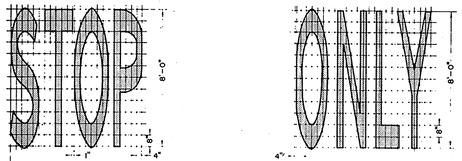
DETAIL FOR TYPE II POLE AND MAST ARM
PEDESTAL MOUNTED SIGNAL DETAIL
WASHINGTON & MAES OUTAGAMIE COUNTY

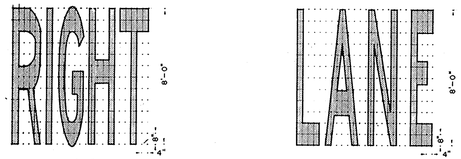


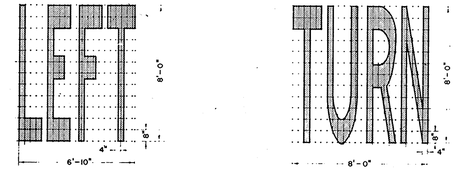
TYPE II



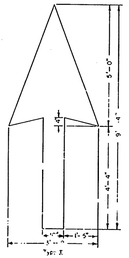
TYPICAL MOUNTING DETAIL
ADJUST TO CONDITION SHOWN ON THE PLAN

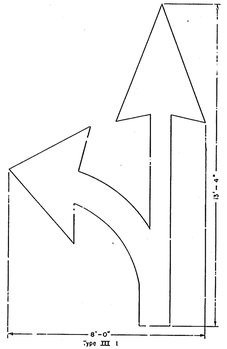


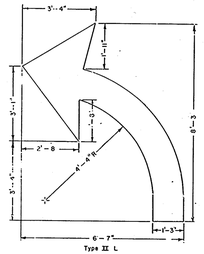




Elongated words for pavement markings







Elongated arrows for pavement markings.

NOTES

1. Letters and arrows will be white reflectorized
2. Type II R and type III R arrows are identical respectively with type II L and type III L except arrows are reversed

4989-0-08

TOTAL SHEETS 2.10

Date Drawn 1-5-73 Date Reduced

Date Revised 7-25-73 WR

WISCONSIN DIVISION OF HIGHWAYS

APPROVED H. E. Fiddler
STATE HIGHWAY ENGINEER

DATE 11/29/73 PLATE NO AS-3.2

ESTIMATE OF QUANTITIES

PROJECT ID: 4989- 0-08
OUTAGAMIE COUNTY
WASHINGTON / MAES INTERSECTION
VILLAGE OF KIMBERLY
C.T.H. N

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4989-00-08 QUANTITY
20102	CLEARING	I.D.	205.00	205.00
20105	GRUBBING	I.D.	217.00	217.00
20401	REMOVING PAVEMENT	S.Y.	1,576.00	1,576.00
20402	REMOVING BITUMINOUS SURFACE	S.Y.	82.00	82.00
20405	REMOVING CURB AND GUTTER	L.F.	2,854.00	2,854.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	1,113.00	1,113.00
20415	REMOVING CATCH BASINS	EACH	2.00	2.00
20481	ABANDONING CATCH BASINS	EACH	10.00	10.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	3,027.00	3,027.00
21201	GRANULAR SUBBASE COURSE	C.Y.	294.00	294.00
30403	CRUSHED AGGREGATE BASE COURSE	C.Y.	1,384.00	1,384.00
30707	CONCRETE BASE COURSE, 7-INCH	S.Y.	3,960.00	3,960.00
30709	CONCRETE BASE COURSE, 9-INCH	S.Y.	2,446.00	2,446.00
40601	SINGLE AGGREGATE BITUMINOUS SURFACE	TON	1,370.00	1,370.00
40602	BITUMINOUS MATERIAL FOR SURFACE COURSE	TON	82.30	82.30
40931	CONCRETE DRIVEWAY	S.Y.	83.00	83.00
60119	CONCRETE CURB AND GUTTER, 18-INCH, TYPE A	L.F.	200.00	200.00
60120	CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	40.00	40.00
60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	3,835.00	3,835.00
60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	232.00	232.00
60205	CONCRETE SIDEWALK, 5-INCH	S.F.	14,770.00	14,770.00
60210	CONCRETE LOADING ZONE	S.F.	1,960.00	1,960.00
60215	CONCRETE STEPS	S.F.	20.00	20.00
60713	NONREINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 10-INCH	L.F.	25.00	25.00

	STORM SEWER, 12-INCH			
61110	MANHOLES, TYPE 1	EACH	3.00	3.00
61122	INLETS, TYPE 3	EACH	15.00	15.00
61151	MANHOLE COVERS, TYPE J	EACH	4.00	4.00
61167	INLET COVERS, TYPE H	EACH	15.00	15.00
61182	ADJUSTING MANHOLE COVERS	EACH	12.00	12.00
61211	PIPE UNDERDRAIN, UNPERFORATED, 6-INCH	L.F.	41.00	41.00
61315	METAL CONDUIT, 3-INCH	L.F.	800.00	800.00
61910	MOBILIZATION	L.S.	1.00	1.00
62501	TOPSOIL	S.Y.	2,007.00	2,007.00
62901	FERTILIZER	CWT.	2.00	2.00
63002	SEEDING	LB.	36.00	36.00
63101	SODDING	S.Y.	60.00	60.00
64201	FIELD OFFICE, TYPE A	L.S.	1.00	1.00
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
90001	TRAFFIC SIGNAL BASE, TYPE 1	EACH	16.00	16.00
90002	TRAFFIC SIGNAL BASE, TYPE 2	EACH	8.00	8.00
90004	TRAFFIC SIGNALS	L.S.	1.00	1.00
90005	PRETIMED TRAFFIC SIGNAL CONTROLLER AND CABINET	L.S.	1.00	1.00
90006	INTERSECTION COORDINATING UNIT	L.S.	1.00	1.00
90007	PORTABLE CONTROLLER PROGRAMMER	L.S.	1.00	1.00
90008	SIGNAL CONTROLLER TRAINING	L.S.	1.00	1.00
90009	PULL BOXES	EACH	15.00	15.00
90010	THERMOPLASTIC PAVEMENT MARKING, 4-INCH LINE	L.F.	1,275.00	1,275.00
90011	THERMOPLASTIC PAVEMENT MARKING, 6-INCH LINE	L.F.	1,207.00	1,207.00
90012	THERMOPLASTIC PAVEMENT MARKING, 8-INCH LINE	L.F.	1,546.00	1,546.00
90013	THERMOPLASTIC PAVEMENT MARKING, 18-INCH LINE	L.F.	223.00	223.00
90014	THERMOPLASTIC PAVEMENT MARKING, WORDS AND SYMBOLS	EACH	19.00	19.00
90015	SIGN STRUCTURE, 44-FOOT SPAN	EACH	2.00	2.00

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4989-00-08 QUANTITY
90016	PAVEMENT TIES	EACH	535.00	535.00
90017	REMOVING CONCRETE PAVEMENT, BUTT JOINTS	S.Y.	392.00	392.00
90018	PIPE RAILING	L.S.	1.00	1.00
90019	ON THE JOB TRAINING	HRS.	250.00	250.00

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	3A

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES
FOR
WASHINGTON & MAES — OUTAGAMIE COUNTY

CLEARING AND GRUBBING

STATION	LOCATION	CLEARING IN. DIA.	GRUBBING IN. DIA.
16 + 07	27' RT.	8	8
16 + 10	55' LT.	6	6
16 + 44	43' LT.	4	4
16 + 48	27' RT.	8	8
16 + 82	33' LT.	6	6
17 + 21	28' LT.	6	6
17 + 35	27' RT.	8	8
17 + 76	27' RT.	6	6
17 + 93	26' LT.	5	5
18 + 33	26' LT.	4	4
18 + 75	26' LT.	5	5
19 + 15	26' LT.	4	4
19 + 83	27' RT.	6	6
20 + 34	26' LT.	4	4
20 + 64	27' RT.	4	4
21 + 07	27' RT.	4	4
21 + 12	26' LT.	4	4
21 + 54	26' LT.	5	5
21 + 95	26' LT.	6	6
22 + 17	27' RT.	4	4
3 + 53	22' LT.	12	12
6 + 73	22' LT.		12
7 + 54	22' LT.	12	12
7 + 94	22' LT.	14	14
8 + 73	27' LT.	12	12
10 + 46	22' RT.	12	12
10 + 70	22' LT.	8	8
10 + 85	22' RT.	12	12
11 + 15	23' LT.	8	8
11 + 21	22' RT.	8	8

REMOVING BITUMINOUS SURFACE

LOCATION	SQ. YD.
PROSPECT ST.	82

REMOVING CURB AND GUTTER

LOCATION	LIN. FT.
15 + 95 RT. - PROSPECT ST.	563
PROSPECT ST. - 23 + 03 RT.	143
17 + 50 LT. - 23 + 03 LT.	547
WILSON ST. - SHOPKO D/W LT.	263
SHOPKO D/W	160
SHOPKO D/W - 9 + 00 LT.	318
3 + 42 RT. - LINCOLN ST.	229
LINCOLN ST. - 9 + 00 RT.	307
10 + 58 - 12 + 00 LT. & RT.	284
N.W., S.W. & S.E. CORNERS OF WILSON & MAES	40

REMOVING SIDEWALK

LOCATION	SQ. YDS.
ISLAND, 15 + 60 - 15 + 95 LT.	55
15 + 83 RT. - PROSPECT ST.	300
PROSPECT ST. - 23 + 03 RT.	63
MAES AVE. - 23 + 03 LT.	434
CORNERS OF LINCOLN & MAES	10
CORNERS OF SHOPKO D/W & MAES	40
8 + 70 RT. - WASHINGTON	71
MEDIAN ISLAND, 9 + 15 - 9 + 52	12
10 + 28 RT. - 11 + 55 RT.	108
N.W., S.W. & S.E. CORNERS OF WILSON & MAES	20

REMOVING PAVEMENT

LOCATION	SQ. YDS.	REMARKS
14 + 95	15	STORM SEWER TRENCH
15 + 10 RT. - 15 + 95 RT.	142	INCLUDES ADJACENT CURB & GUTTER
14 + 87 LT. - 17 + 50 LT.	1,220	INCLUDES ADJACENT CURB & GUTTER
16 + 40	7	STORM SEWER TRENCH
17 + 50	14	STORM SEWER TRENCH
19 + 07	14	STORM SEWER TRENCH
22 + 22	14	STORM SEWER TRENCH
4 + 05 RT.	7	DRIVEWAY
4 + 75 RT.	9	DRIVEWAY
5 + 81 LT.	88	SHOPKO MAIN ENTRANCE
6 + 75 RT.	10	DRIVEWAY
8 + 82 RT.	6	DRIVEWAY, DOES NOT INCLUDE SIDEWALK
11 + 30 RT.	21	DRIVEWAY, DOES NOT INCLUDE SIDEWALK
11 + 47 RT.	9	DRIVEWAY, DOES NOT INCLUDE SIDEWALK

EXISTING CATCH BASINS

STATION	LOCATION	ABANDON	REMOVE	REMARKS
15 + 04	25' LT.	X		
15 + 09	21' RT.		X	REPLACE WITH A MANHOLE
16 + 15	48' LT.		X	REPLACE WITH A MANHOLE
16 + 44	22' RT.	X		
19 + 01	21' RT.	X		
19 + 01	21' LT.	X		
22 + 14	22' RT.	X		
22 + 14	22' LT.	X		
3 + 27	23' RT.			TO REMAIN
3 + 37	22' LT.	X		
9 + 04	23' RT.			TO REMAIN
9 + 04	26' LT.	X		
10 + 48	17' RT.	X		
10 + 55	19' LT.	X		

EXCAVATION

LOCATION	UNCLASSIFIED C.Y.
15 + 00 - 23 + 03	1,288
3 + 43 - 9 + 47	1,187
10 + 50 - 12 + 00	383
MAES & WILSON	76
MAES & LINCOLN	93

BITUMINOUS PAVEMENT, SUBBASE AND BASE COURSE

LOCATION	GRANULAR SUBBASE C.Y.	CRUSHED AGGREGATE BASE COURSE C.Y.	SINGLE AGGREGATE BITUMINOUS SURFACE TON	BITUMINOUS MATERIAL FOR SURFACE COURSE TON
14 + 00 - 14 + 85			39	2.4
14 + 85 - 17 + 50 LT.	44	178	160	9.6
14 + 85 - 18 + 00 RT.	90	90	154	9.2
17 + 50 - 23 + 03 LT.	33	110	196	11.8
18 + 00 RT. - PROSPECT ST.	66	88	135	8.1
PROSPECT ST. - 23 + 03 RT.	11	14	55	3.3
23 + 03 - 24 + 72.5			70	4.2
PROSPECT ST.		4	15	0.9
DRIVEWAY 18 + 70 LT.		15	11	0.7
MAES AVE. & WILSON ST.		31	21	1.3
WILSON ST. - LINCOLN ST.		228	140	8.4
SHOPKO DRIVEWAY		43	28	1.7
LINCOLN ST.		15	10	0.6
LINCOLN ST. - 9 + 47		451	272	16.3
WASHINGTON ST. - 12 + 00		117	64	3.8

7" CONCRETE BASE COURSE

LOCATION	S.Y.
WILSON - ℄ LINCOLN	1,170
℄ LINCOLN - 8 + 00	1,390
8 + 00 - 9 + 47	870
10 + 50 - 12 + 00	530

9" CONCRETE BASE COURSE

LOCATION	SQ. YD.
14 + 85 - 17 + 50 LT.	980
15 + 12 - 18 + 00 RT.	472
17 + 50 - 22 + 78 LT.	476
18 + 00 RT. - PROSPECT ST.	413
PROSPECT ST. - 22 + 78 RT.	41
14 + 95 (SEWER TRENCH)	15
16 + 40 (SEWER TRENCH)	7
17 + 50 (SEWER TRENCH)	14
19 + 07 (SEWER TRENCH)	14
22 + 22 (SEWER TRENCH)	14

CONCRETE DRIVEWAY

LOCATION	SQ. YD.*
4 + 05 RT.	7
4 + 75 RT.	9
6 + 75 RT.	7
7 + 93 RT.	5
8 + 82 RT.	10
11 + 30 RT.	32
11 + 47 RT.	13

*INCLUDES SIDEWALK THROUGH DRIVEWAY

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	38

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES
FOR
WASHINGTON & MAES — OUTAGAMIE COUNTY

CONCRETE CURB AND GUTTER

LOCATION	TYPE	LIN. FT.
ISLAND, 15 + 70 - 16 + 45 LT.	18", TYPE A	200
15 + 70, 83' LT. - D/W 18 + 70 (±) LT.	30", TYPE A	304
D/W 18 + 70 (±) LT.	30", TYPE D	52
16 + 05 RT. - 19 + 01 RT.	30", TYPE A	278
D/W 18 + 70 (±) LT. - 23 + 03 LT.	30", TYPE A	397
19 + 01 RT. - PROSPECT ST.	30", TYPE A	239
SOUTH CORNER PROSPECT & WASHINGTON	30", TYPE D	18
EAST CORNER PROSPECT & WASHINGTON	30", TYPE D	6
PROSPECT ST. - 23 + 03 RT.	30", TYPE A	133
N.E. CORNER WILSON & MAES	30", TYPE D	25
WILSON ST. - SHOPKO D/W, LT.	30", TYPE A	200
N.W. CORNER MAES & SHOPKO D/W	30", TYPE D	34
MEDIAN ISLAND, 4 + 65 - 5 + 50	30", TYPE A	172
WILSON - LINCOLN RT.	30", TYPE A	213
S.W. CORNER MAES & LINCOLN	30", TYPE D	15
MEDIAN ISLAND, SHOPKO D/W	18", TYPE D	40
N.E. CORNER MAES & SHOPKO D/W	30", TYPE D	27
SHOPKO D/W - 9 + 39, 50' LT.	30", TYPE A	315
MEDIAN ISLAND, 6 + 17 - 9 + 65	30", TYPE A	696
S.E. CORNER MAES & LINCOLN	30", TYPE D	15
LINCOLN - WASHINGTON RT.	30", TYPE A	379
WASHINGTON ST. - 12 + 00 LT.	30", TYPE A	140
MEDIAN ISLAND, 10 + 52 - 11 + 45	30", TYPE A	189
WASHINGTON ST. - 12 + 00 RT.	30", TYPE A	180
N.W.,S.W.&S.E. CORNERS OF WILSON & MAES	30", TYPE D	40

CONCRETE SIDEWALK - 5"

LOCATION	SQ. FT.
ISLAND, 15 + 70 - 16 + 45 LEFT	1,430
15 + 98 RT. - PROSPECT ST.	2,620
PROSPECT ST. - 23 + 03 RT.	560
MAES AVE. - D/W 18 + 70 LT.	1,610
D/W 18 + 70 LT. - 23 + 03 LT.	2,170
WILSON ST. - SHOPKO D/W LT.	1,170
MEDIAN ISLAND, 4 + 65 - 5 + 50	260
MEDIAN ISLAND, SHOPKO D/W	80
SHOPKO D/W - WASHINGTON ST. LT.	1,630
MEDIAN ISLAND, 6 + 17 - 9 + 65	1,710
S.W. & S.E. CORNERS LINCOLN ST.	90
8 + 00 - WASHINGTON ST. RT.	540
WASHINGTON ST. - 11 + 55 RT.	650
MEDIAN ISLAND, 10 + 52 - 11 + 45	50
N.W.,S.W.&S.E. CORNERS OF WILSON & MAES	200

9" CONCRETE LOADING ZONE

LOCATION	SQ. FT.
15 + 94 - 22 + 00	1,960

CONCRETE STEPS

LOCATION	SQ. FT.	REMARKS
10 + 89 RIGHT	20	PIPE RAILING REQ'D.

TOPSOIL, SEEDING, SODDING AND FERTILIZER

LOCATION	TOPSOIL SQ. YD.	SEEDING MIX, NO. 4 LBS.	SODDING SQ. YD.	FERTILIZER CWT.
WASHINGTON ST. LT.	950	17	--	.6
WASHINGTON ST. RT.	723	13	--	.5
MAES, WILSON TO LINCOLN	89	2	--	.1
MAES, LINCOLN TO WASHINGTON	164	3	--	.1
MAES EAST OF WASHINGTON	81	1.	60*	.1

*ON CUT SLOPE BEHIND SIDEWALK ON SOUTH SIDE

PAVEMENT TIES

LOCATION	EACH
14 + 85 - 17 + 50 LEFT	88
15 + 12 RT. - PROSPECT ST.	215
17 + 50 - 23 + 03 LEFT	184
PROSPECT ST. - 23 + 03 RT.	48

REMOVING CONCRETE PAVEMENT, BUTT JOINTS

LOCATION	SQ. YD.
14 + 00 - 14 + 25	111
14 + 25 - 14 + 85 LT.	27
14 + 25 - 15 + 15(±) RT.	40
22 + 78(±) - 23 + 03 RT. & LT.	11
23 + 03 - 24 + 47.5 RT. & LT.	128
24 + 47.5 - 24 + 72.5	75

PAVEMENT MARKINGS

LOCATION	MARKING	QUANTITY	REMARKS
14 + 00 - MAES AVE.	4-INCH LINE	230 L.F.	YELLOW, CENTER LINE
	8-INCH LINE	110 L.F.	N.B. LANE LINE
	SYMBOL - "ARROW"	1 EA.	LEFT TURN LANE
	WORD - "ONLY"	1 EA.	LEFT TURN LANE
MAES & WASHINGTON	6-INCH LINE	514 L.F.	CROSSWALKS
	18-INCH LINE	131 L.F.	STOP LINES
MAES AVE. - BRIDGE	4-INCH LINE	150 L.F.	N.B. LANE LINE
	4-INCH LINE	745 L.F.	YELLOW, CENTER LINES
	SYMBOL - "ARROW"	2 EA.	LEFT TURN LANE
	WORD - "ONLY"	2 EA.	LEFT TURN LANE
	8-INCH LINE	314 L.F.	LEFT TURN LANE, END AT 19 + 11(±)
	4-INCH LINE	105 L.F.	S.B. LANE LINE
	8-INCH LINE	183 L.F.	DIVERGING LINE AT ISLAND
	SYMBOL - "ARROW"	1 EA.	RIGHT TURN LANE
	WORD - "ONLY"	1 EA.	RIGHT TURN LANE
WASHINGTON & PROSPECT	6-INCH LINE	234 L.F.	CROSSWALKS
WILSON - LINCOLN	4-INCH LINE	45 L.F.	E.B. LANE LINE, BEGIN AT 4 + 30(±)
MAES & LINCOLN	6-INCH LINE	459 L.F.	CROSSWALKS
	18-INCH LINE	92 L.F.	STOP LINES
	SYMBOL - "ARROW"	1 EA.	SHOPKO EXIT
LINCOLN - WASHINGTON	8-INCH LINE	444 L.F.	E.B. LANE LINE, SHOPKO EXIT TO WASHINGTON ST.
	8-INCH LINE	318 L.F.	E.B. LANE LINE, 7 + 43(±) TO N.B. WASHINGTON ST.
	SYMBOL - "ARROW"	5 EA.	2 AT 8 + 09(±), LEFT LANES
	WORD - "ONLY"	5 EA.	2 AT 7 + 67(±), LEFT LANES
	8-INCH LINE	177 L.F.	W.B. LANE LINE, END AT 8 + 00(±)
	SYMBOL - "ARROW"	1 EA.	RIGHT TURN LANE
	WORK - "ONLY"	1 EA.	RIGHT TURN LANE

STATE PROJECT NUMBER	SHEET NO.
4989-0-08	3C

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES
FOR
WASHINGTON & MAES OUTAGAMIE COUNTY

STORM SEWERS

FROM	TO	DIA. IN.	LENGTH FT.	TYPE	CLASS	INLET ELEV.	DISCH. ELEV.	REMARKS
1	2	12	45	R.C.P.	III	723.88	723.43	
2	3	12	4	R.C.P.	III	723.43	723.38	DISCHARGE TO MANHOLE NO. 3
5A	6	12	19	R.C.P.	III	723.63	723.00	DISCHARGE TO EXISTING M.H. NO. 6
7	6	6	5	P.U.U.	--	--	--	45° BEND REQUIRED
8	6	12	12	R.C.P.	III	722.35	721.96	DISCHARGE TO EXISTING M.H. NO. 6
9	10	12	71	R.C.P.	III	723.37	721.25	DISCHARGE TO MANHOLE NO. 10
11	14	12	64	R.C.P.	III	725.02	723.69	DISCHARGE TO INLET NO. 14
14A	14	6	15	P.U.U.	--	--	--	45° BEND REQUIRED
11A	11	6	15	P.U.U.	--	--	--	45° BEND REQUIRED
15	18	12	46	R.C.P.	III	729.90	728.40	
18	19	12	30	R.C.P.	III	728.40	727.40	DISCHARGE TO EXISTING M.H. NO. 19
15A	15	6	3	P.U.U.	--	--	--	45° BEND REQUIRED
18A	18	6	3	P.U.U.	--	--	--	45° BEND REQUIRED
20	21	12	34	R.C.P.	III	724.70	723.80	DISCHARGE TO EXISTING M.H. NO. 21
23	22	10	22	NON R.C.P.	III	724.35	724.10	DISCHARGE TO EXISTING M.H. NO. 22
24	22	10	3	NON R.C.P.	III	724.60	724.50	DISCHARGE TO EXISTING M.H. NO. 22
25	26	12	15	R.C.P.	III	723.54	723.05	
26	4	12	22	R.C.P.	III	723.05	722.32	DISCHARGE TO EXISTING M.H. NO. 4
27	4	12	33	R.C.P.	III	723.56	723.00	DISCHARGE TO EXISTING M.H. NO. 4

EXISTING MANHOLES

STATION	LOCATION	TYPE	ADJUST COVER	TO BE ADJUSTED BY OTHERS
15 + 10	17' LT.	WATER		X
19 + 03	41' RT.	STORM	X	
21 + 92	41' RT.	STORM	X	
3 + 20	15' LT.	STORM	X	
3 + 20	16' RT.	STORM	X	
3 + 25	8' LT.	WATER		X
5 + 67	21' RT.	WATER		X
5 + 77	℄	SANITARY	X	
5 + 84	17' LT.	STORM	X	
7 + 86	1' LT.	SANITARY	X	
7 + 93	17' LT.	STORM	X	
8 + 99	15' LT.	STORM	X	
9 + 73	7' RT.	WATER		X
9 + 86	20' LT.	TELEPHONE		X
9 + 94	2' LT.	SANITARY	X	
10 + 00	15' LT.	STORM	X	
10 + 48	13' LT.	STORM	X	
10 + 57	10' RT.	WATER		X

MANHOLES, INLETS & COVERS

NO.	STATION	LOCATION	STRUCTURE	TYPE	COVER	GRATE	EDGE OF PAVEMENT ELEV.	FLOW LINE ELEV.	DEPTH	REMARKS
1	14 + 87	23' LT.	INLET	3	'H'	RT.	728.37	723.88	3.5	CONNECT EXISTING 6" UNDERDRAIN
2	15 + 02	21' RT.	INLET	3	'H'	LT.	727.38	723.43	3.0	CONNECT EXISTING 6" UNDERDRAIN
3	15 + 09	21' RT.	MANHOLE	1	'J'	--	--	723.33	2.8	TO REPLACE EXISTING CATCH BASIN
4	15 + 70	32' RT.	--	-	--	--	--	721.81	--	EXISTING MANHOLE, ADJUST COVER, CONNECT NEW STORM SEWERS
5	16 + 15	48' LT.	MANHOLE	1	'J'	--	--	723.49	3.1	TO REPLACE EXISTING CATCH BASIN. CONNECT EXISTING 6" UNDERDRAIN
5A	16 + 40	1' RT.	INLET	3	'H'	RT.	727.33	723.63	2.7	
6	16 + 39	25' RT.	--	-	'J'	--	--	721.52	--	EXISTING MANHOLE, INSTALL NEW COVER, CONNECT NEW STORM SEWERS
7	16 + 44	21' RT.	45° BEND	-	--	--	--	--	--	ABANDON EXISTING CATCH BASIN. CONNECT BEND TO EXISTING 6" UNDERDRAIN
8	16 + 44	39' RT.	INLET	3	'H'	RT.	726.35	722.35	3.0	
9	17 + 50	33' LT.	INLET	3	'H'	LT.	727.17	723.37	2.8	
10	17 + 50	40' RT.	MANHOLE	1	'J'	--	--	721.21	5.3	BUILD OVER EXISTING 12" STORM SEWER
11	19 + 11	33' LT.	INLET	3	'H'	LT.	728.52	725.02	2.5	
11A	19 + 22	21' LT.	45° BEND	-	--	--	--	--	--	CONNECT BEND TO EXISTING 6" UNDERDRAIN
12	19 + 01	21' LT.	--	-	--	--	--	--	--	EXISTING CATCH BASIN, ABANDON. CONNECT EXISTING 6" UNDERDRAIN THRU AREA
13	19 + 01	21' RT.	--	-	--	--	--	--	--	EXISTING CATCH BASIN, ABANDON. CONNECT EXISTING 6" UNDERDRAIN THRU AREA
14	19 + 01	33' RT.	INLET	3	'H'	RT.	728.30	723.64	3.7	BUILD OVER EXISTING 12" STORM SEWER
14A	19 + 12	21' RT.	45° BEND	-	--	--	--	--	--	CONNECT BEND TO EXISTING 6" UNDERDRAIN
15	22 + 22	24' LT.	INLET	3	'H'	LT.	733.89	729.90	3.0	
15A	22 + 25	21' LT.	45° BEND	-	--	--	--	--	--	CONNECT BEND TO EXISTING 6" UNDERDRAIN
16	22 + 14	21' LT.	--	-	--	--	--	--	--	EXISTING CATCH BASIN, ABANDON. CONNECT EXISTING 6" UNDERDRAIN THRU AREA
17	22 + 14	21' RT.	--	-	--	--	--	--	--	EXISTING CATCH BASIN, ABANDON. CONNECT EXISTING 6" UNDERDRAIN THRU AREA
18	22 + 22	24' RT.	INLET	3	'H'	RT.	733.85	728.40	4.5	
18A	22 + 25	21' RT.	45° BEND	-	--	--	--	--	--	CONNECT BEND TO EXISTING 6" UNDERDRAIN
19	21 + 92	41' RT.	--	-	--	--	--	719.92	--	EXISTING MANHOLE, ADJUST COVER, CONNECT NEW STORM SEWER
20	3 + 57	21' LT.	INLET	3	'H'	LT.	727.74	724.70	2.0	
21	3 + 20	15' LT.	--	-	--	--	--	722.14	--	EXISTING MANHOLE, CONNECT NEW STORM SEWER, ADJUST COVER
22	8 + 99	15' LT.	--	-	--	--	--	723.49	--	EXISTING MANHOLE, ADJUST COVER, CONNECT NEW STORM SEWERS
23	9 + 04	39' LT.	INLET	3	'H'	RT.	727.35	724.35	2.0	
24	9 + 04	13' LT.	INLET	3	'H'	RT.	727.60	724.60	2.0	
25	10 + 65	23' RT.	INLET	3	'H'	RT.	726.54	723.54	2.0	
26	10 + 65	5' RT.	INLET	3	'H'	LT.	726.58	723.05	2.5	
27	10 + 82	24' LT.	INLET	3	'H'	LT.	726.56	723.56	2.0	

REVISION DATE	R/W PROJECT NUMBER	SHEET NUMBER
	4989-0-07	4.0
	FEDERAL PROJECT NUMBER	

PLAT OF RIGHT OF WAY REQUIRED FOR
MAES AVE. AND WASHINGTON ST. INTERSECTION

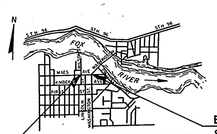
C.T.H. "N" — OUTAGAMIE CO.

SCALE 0 50 100 Ft. — DATE 10-1-80

CONSTRUCTION PROJECT NUMBER 4989-0-08/4

SCHEDULE OF LANDS AND INTERESTS REQUIRED

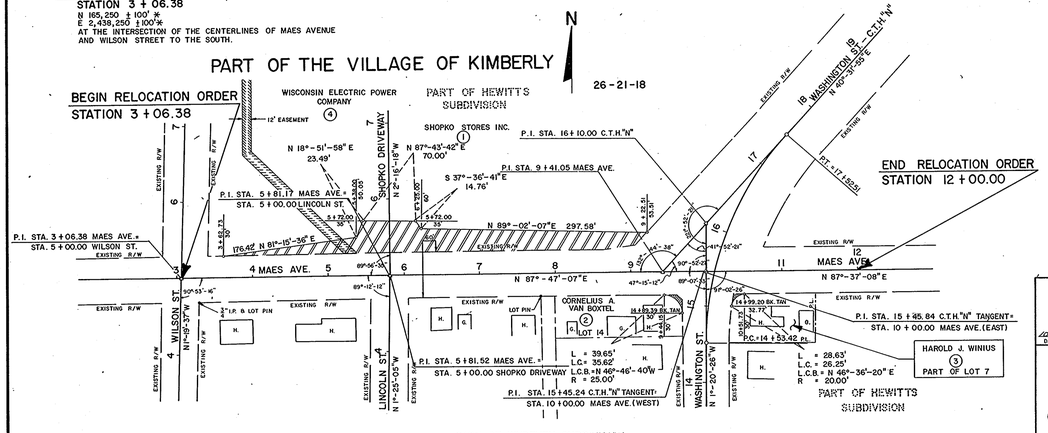
PARCEL NUMBER	OWNER	INTEREST REQUIRED	L.H.E. ACRES	ACRES REQUIRED			TOTAL REMAINING ACRES
				NEW R/W REQUIRED	EXISTING R/W	TOTAL R/W REQUIRED	
1	SHOPKO STORES, INC.	FEE TITLE		0.29	—	0.29	14.52
2	CORNELIUS A. VAN BOXTEL	FEE TITLE		0.003	0.007	0.010	0.210
3	HAROLD J. WINIUS	FEE TITLE		0.001	0.009	0.010	0.138
4	WIS. ELEC. POWER CO.	RELEASE OF RIGHTS	—	—	—	—	—



PART OF THE VILLAGE OF KIMBERLY
LAYOUT
0 1/4 1/2
SCALE IN MILES

END RELOCATION ORDER PROJECT 4989-0-07
STATION 12+00.00
N 165,300 ± 100' *
E 2,439,150 ± 100' *
35.71 FEET NORTH AND 892.92 FEET EAST OF THE INTERSECTION OF THE CENTERLINES OF MAES AVENUE AND WILSON STREET TO THE SOUTH.

BEGIN RELOCATION ORDER PROJECT 4989-0-07
STATION 3+06.38
N 165,250 ± 100' *
E 2,438,250 ± 100' *
AT THE INTERSECTION OF THE CENTERLINES OF MAES AVENUE AND WILSON STREET TO THE SOUTH.



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

* — SCALED FROM THE U.S.G.S. 7.5 MINUTE SERIES KAUKAUNA QUADRANGLE.

APPROVED
FOR
OUTAGAMIE COUNTY

10-1-80 — DATE — SIGNATURE OF OFFICIAL

PLAT PREPARED
BY
OWEN AYRES & ASSOCIATES, INC.
CONSULTING ENGINEERS
GREEN BAY, WISCONSIN

Cat. No 2130 – 0175

STATE PROJECT NUMBER	SHEET NO
4989-0-08	5

NOTE: ALIGNMENT OF C.T.H."N" (WASHINGTON ST.) IS REFERENCED TO SURVEY ℄ STATIONING PROJECTIONS ON THE ℝ'S

P.I. = 15 + 45.24 C.T.H."N" TANGENT = 10 + 00.00 MAES AVE.(WEST)

P.I. = 9 + 41.05 MAES AVE

P.I. = 15 + 45.84 C.T.H."N" TANGENT = 10 + 00.00 MAES AVE.(EAST)

P.I. ALIGNMENT DETAIL

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
	15 + 00	NW. COR. TOP OF BTM. STEP 50' RT.	731.19
		TOP OF HYD. AT MAES & WASHINGTON	730.42

STATION 16 + 10.00

CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.

CONCRETE CURB & GUTTER 18 INCH, TYPE "A", REQ'D.

CONCRETE CURB & GUTTER 30-INCH, TYPE "A" REQ'D.

REMOVE PAVEMENT TO EXISTING JOINT

9" CONCRETE LOADING ZONE REQ'D.

9" CONCRETE BASE COURSE REQ'D.

SAW CUT REQ'D.

BUTT JOINT REQ'D.

TYPE I CURB RAMP REQ'D.

TYPE 2 CURB RAMPS REQ'D.

5" C.S.W.

5' C.S.W. REQ'D.

BITUMINOUS SURFACE REQ'D.

EXACT LOCATION OF DRIVEWAY TO BE DETERMINED BY ENGINEER IN THE FIELD.

FUTURE CONSTRUCTION BY OTHERS

2" GAS LINE APPROX LOCATION

6" GAS LINE APPROX LOCATION

CAUTION

C.T.H. "N"

SOUTHBOUND ℝ

NORTHBOUND ℝ

SURVEY ℄

N40°-31'-55"E

EDGE OF PAVEMENT ℝ

MAES AVENUE

WASHINGTON STREET

N 1°-20'-26" W

CURVE NOTES SURVEY ℄

P.I. = 16 + 10.00
Δ = 41°-52'-21"
D = 14°-00'-00"
T = 156.58'
L = 299.09'
E = 28.93'
R = 409.26'
P.C. = 14+53.42
P.T. = 17+52.51

CURVE NOTES NORTHBOUND ℝ

Δ = 41°-52'-21"
D = 14°-15'-00
T = 153.83'
L = 293.84'
E = 28.42'
R = 402.08'
P.C. = 14+53.11-8'RT.
P.T. = 17+52.82-8'RT.

CURVE NOTES SOUTHBOUND ℝ

Δ = 41°-52'-21"
D = 13°-42'-17"
T = 159.95'
L = 305.54'
E = 29.55'
R = 418.08'
P.C. = 14+53.11-8'LT.
P.T. = 17+52.82+8'LT.

CURVE NOTES EDGE OF PAVEMENT ℝ

Δ = 41°-52'-21"
D = 12°-23'-00"
T = 177.02
L = 338.14
E = 32.71'
R = 462.69'
P.C. = 14+20.74-32'RT.
P.T. = 17+85.20-32'RT.

BEGIN PROJECT 4989-0-08
STA. 14 + 00.00

EXISTING PROFILE

FINISHED GRADE

2" BITUMINOUS OVERLAY

732
730
728
726

13 +50 14 +50 15 +50 16 +50 17 +50 18 +50 19

Cat No 2130 - 0142

STATE PROJECT NUMBER	SHEET NO
4989-0-08	5.1

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
	4+61	CL. PROSPECT ST.	31' RT.	733.52
	24+72	N.E. COR. BRIDGE RAIL. BASE	20' LT.	741.36

NOTE: ALIGNMENT OF C.T.H."N"(WASHINGTON ST.) IS REFERENCED TO SURVEY ℄ STATIONING PROJECTIONS ON THE ℄'S.

STA. 21+63.17 WASHINGTON ST. = STA. 5+00.00 PROSPECT ST.

N

CAUTION 6" GAS LINE APPROX. LOCATION

CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.

EXISTING R/W

5' C.S.W. REQ'D.

TYPE 2 CURB RAMP REQ'D.

200' TAPER 25:1

SOUTHBOUND ℄

SURVEY ℄

P.I. = 20+03 8' LT.

9" CONCRETE LOADING ZONE REQ'D.

P.I. = 22+03

WASHINGTON STREET C.T.H. "N"

NORTHBOUND ℄

DOWEL BAR SPACING 5'-0" C-C (TYPICAL)

SEE 9" CONCRETE LOADING ZONE DETAIL

N 40°-31'-55" E

BUTT JOINT REQ'D.

END BRIDGE DECK

9" CONCRETE BASE COURSE REQ'D.

P.I. = 20+03 8' RT.

BITUMINOUS OVERLAY REQ'D.

NOSE OF ISLAND +00, 1.0' RAD.

ABANDON

12" STORM

5' C.S.W. REQ'D.

TYPE 2 CURB RAMP REQ'D.

CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.

TYPE 1 CURB RAMP REQ'D.

PROSPECT STREET

N 45°-33'-15" W

REMOVE & REPLACE BITUMINOUS SURFACE

CAUTION 4" GAS LINE APPROX. LOCATION

CAUTION 6" GAS LINE APPROX. LOCATION

END PROJECT 4989-0-08
STA. 24+72.50

CURVE NOTES NORTHBOUND ℄

P.I.	20+03-8' RT.
Δ	2°-17'-26"
D	1°-15'
T	91.64'
L	183.25'
E	0.92'
R	4,583.66'
P.C.	19+11.36-8' R.T.
P.T.	20+94.56-4.34' RT

CURVE NOTES SOUTHBOUND ℄

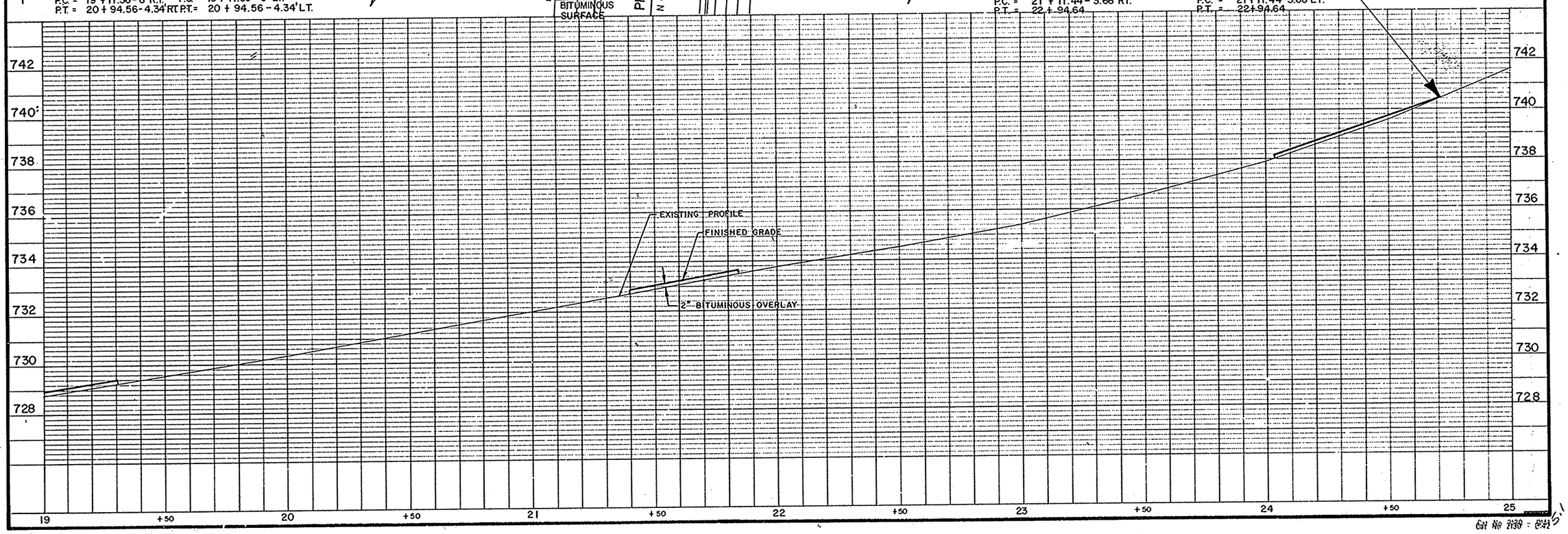
P.I.	20+03-8' LT.
Δ	2°-17'-26"
D	1°-15'
T	91.64'
L	183.25'
E	0.92'
R	4,583.66'
P.C.	19+11.36-8' LT.
P.T.	20+94.56-4.34' LT.

CURVE NOTES NORTHBOUND ℄

P.I.	22+03.00
Δ	2°-17'-26"
D	1°-15'
T	91.64'
L	183.25'
E	0.92'
R	4,583.66'
P.C.	21+11.44-3.66' RT.
P.T.	22+94.64

CURVE NOTES SOUTHBOUND ℄

P.I.	22+03.00
Δ	2°-17'-26"
D	1°-15'
T	91.64'
L	183.25'
E	0.92'
R	4,583.66'
P.C.	21+11.44-3.66 LT.
P.T.	22+94.64



Cat No 7130 - 0042 5.1

STATE PROJECT NUMBER
4989-0-08

SHEET NO. 5.2

NOTE: ALIGNMENT & PROFILE FOR MAES AVE. ARE REFERENCED TO SURVEY ℄ STATIONING PROJECTIONS ON THE R's.

CONCRETE CURB & GUTTER 18-INCH, TYPE "D" REQ'D.

BITUMINOUS SURFACE REQ'D.

STA. 5 + 81.17 MAES AVENUE =
STA. 5 + 00.00 LINCOLN ST. =

STA. 6 + 81.52 MAES AVENUE =
STA. 5 + 00.00 SHOPKO DR.
P.I. = 6 + 93.94
24.50' LT.

MAES AVENUE
N 87° - 47' - 07" E
P.I. = 3 + 06.38
AZ. = 176° - 23' - 00"

P.I. = 4 + 32.95 - 8.00' LT.
AZ. = 183° - 37' - 00"

P.I. = 6 + 25.02 - 8.00' LT.
AZ. = 181° - 15' - 00"

WILSON STREET
N 1° - 19' - 37" W

LINCOLN STREET
N 1° - 25' - 05" W

STATION 2 + 50.00

CONSTRUCTION LIMITS
STATION 3 + 06.38

* CONC. CURB & GUTTER 30" TYPE D, REQ'D.

BENCH MARKS

NO.	STATION	DESCRIPTION		ELEV.
		TOP OF HYD. S.W. COR. LINCOLN & MAES		730.91
	3 + 75	N.E. COR. TOP BTM. STEP	50' RT.	729.94
	6 + 54	N.E. COR. TOP BTM. STEP	32' RT.	729.74

CURVE NOTES WESTBOUND R

P.I.	=	6 + 93.94 - 24.50' LT.
Δ	=	4° - 52' - 00"
D	=	5° - 00'
T	=	48.70'
L	=	97.33'
E	=	1.03'
R	=	1145.92'
P.C.	=	6+45.34 - 21.43' LT.
P.T.	=	7+42.62 - 23.43' LT.

EXISTING PROFILE
FINISHED GRADE

NO V.C.
+0.36%
P.I. + 75
728.80
-0.32%
NO V.C.
-0.10% (±)
P.I. + 57
728.02

730
728
726

728.07 728.07 | 728.03 | 728.17 | 728.35 | 728.53 | 728.71 | 728.72 | 728.56 | 728.40 | 728.24 | 728.08

2 | +50 | 3 | +50 | 4 | +50 | 5 | +50 | 6 | +50 | 7 | +50 | 8

Est No 2430 - DH425-2

STATE PROJECT NUMBER	SHEET NO
4989-0-08	5.3

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
	15 +00	N.W. COR. TOP OF BTM. STEP. 50' RT.	731.19
		TOP OF HYD. AT MAES & WASHINGTON	730.42

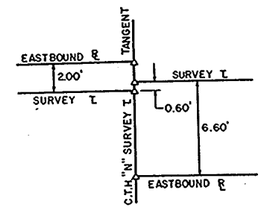
NOTE: ALIGNMENT & PROFILE FOR MAES AVE. ARE REFERENCED TO SURVEY ℄ STATIONING PROJECTIONS ON THE R's.

CURVE NOTES WESTBOUND ℞

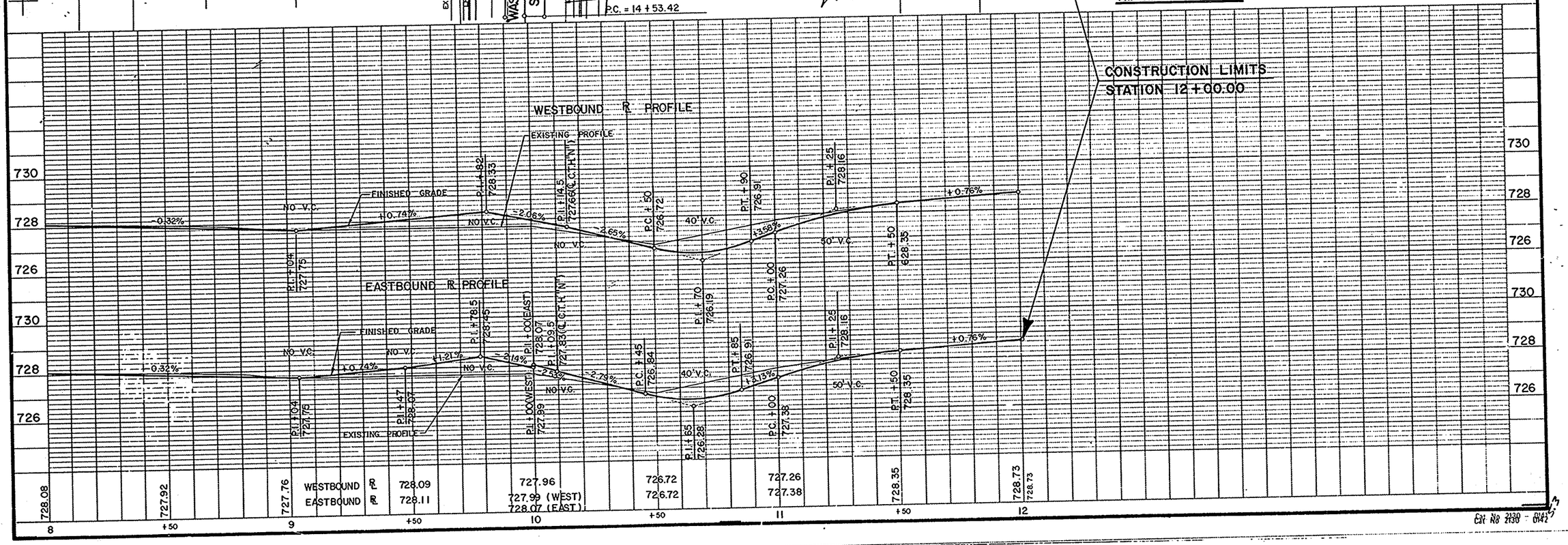
P.I. = 11 + 50.00
Δ = 5°-54'-00"
D = 6°-00
T = 49.21'
L = 98.33'
E = 1.27'
R = 954.93'
P.C. = 11+01.05-5.06' LT.
P.T. = 11+99.21

CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.
CONC. CURB & GUTTER 30-INCH, TYPE "A", REQ'D.
CAUTION
6" GAS LINE APPROX. LOC. SIGN
PARKING LOT
R/W LINE
5' C.S.W. REQ'D
P.I. STA. 9 + 41.05
P.I. = 9+61.13-20' LT.
AZ. = 185°-44'-01"
P.I. = 9100-20' LT.
EXISTING R/W
AZ. = 178°-45'-00"
WESTBOUND ℞
ABANDON
10" STORM
5" C.S.W.
LIMITS OF CONC. BASE COURSE
EASTBOUND ℞
8" SAN SEWER
8 MAES AVENUE
N 87° 27'-07" E
8" WATER
SURVEY ℄
P.I. = 9+00-8' LT.
AZ. = 178°-45'-00"
P.I. = 10+00.32' LT.
P.I. = 10+00-6.60' LT.
SEE WASHINGTON ST. FOR REQ'D CURB RAMPS
C.S.W. REQ'D.
EXISTING R/W
P.I. = 15 + 45.24 C.T.H. "N" TANGENT
10 + 00.00 MAES AVE. (WEST)
P.E. (CONC.)
LONGITUDINAL JOINTS
CONCRETE CURB & GUTTER 30-INCH, TYPE "A" REQ'D.
REMOVE CONCRETE PAVEMENT
HOUSE
GARAGE
30' R.
R/W LINE
EXISTING R/W
8" WATER
8" SAN. SEWER
WASHINGTON STREET
8" STORM
SAW CUT REQ'D.
CONCRETE BASE COURSE REQ'D.
7" CONCRETE BASE COURSE REQ'D.
P.I. STA. 16 + 10.00
CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.
BITUMINOUS OVERLAY REQ'D.
NOSE OF ISLAND 11+45, 2' RAD.
P.I. = 11+50
P.I. = 12 +00
AZ. = 182° -27'-00"
N 87° 27'-07" E
P.I. = 10 +45.76-6.60 LT.
AZ. = 177° -33'-00"
P.I. = 15 +45.84 C.T.H. "N" TANGENT
10 + 00.00 MAES AVE. (EAST)
LIMITS OF 9" CONC. BASE COURSE
CONCRETE STEPS REQ'D.
P.E. (CONC.)
DRIVEWAY REQ'D.
CONCRETE CURB & GUTTER 30-INCH, TYPE "A", REQ'D.
2" GAS LINE APPROX. LOCATION
P.C. = 14 + 53.42

P.I. ALIGNMENT DETAIL

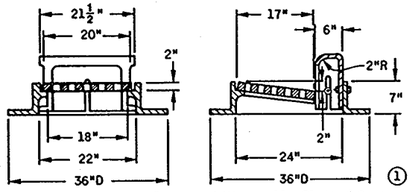


CONSTRUCTION LIMITS STATION 12 +00.00

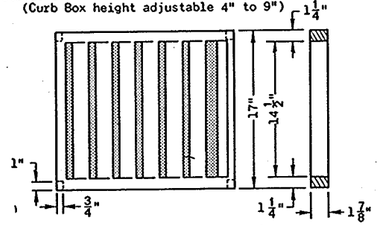


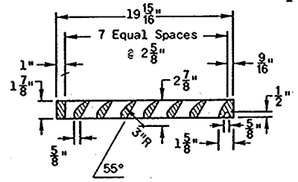
WESTBOUND ℞	728.08	727.92	727.76	728.09	727.96	726.72	727.26	728.35	728.73
EASTBOUND ℞				728.11	727.99 (WEST) 728.07 (EAST)	726.72	727.38		728.73

Cat No 2130 - 0142



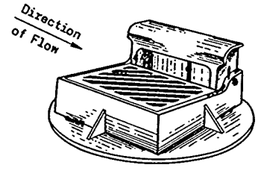
Details of Curb Box, Frame and Diagonally Slotted Grate
(Curb Box height adjustable 4" to 9")





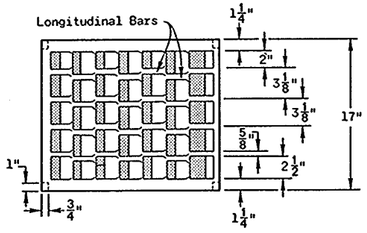
SPECIAL GRATE NO. 1
FOR TYPE "A" COVER
(Approximate Weight 70 lbs.)

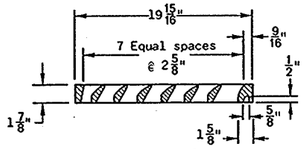
1" Diagonal Bars
with 1½" Openings



TYPE "A"

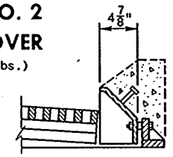
(Approximate Weight 405 lbs.)
Frame Weight 250 lbs.
Grate Weight 85 lbs.
Box Weight 70 lbs.



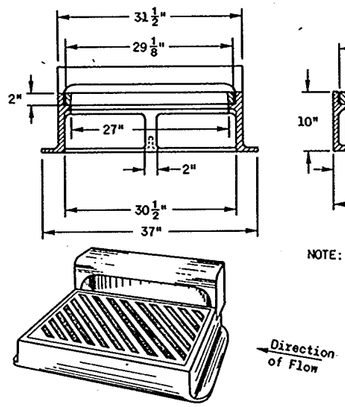


SPECIAL GRATE NO. 2
FOR TYPE "A" COVER
(Approximate Weight 84 lbs.)

① TYPES "A" AND "H" COVERS SHALL BE FURNISHED WITH DIAGONALLY SLOTTED GRATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT

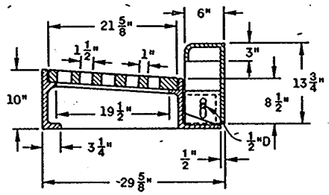


MOUNTABLE CURB BOX
FOR TYPES "A" & "H" COVERS



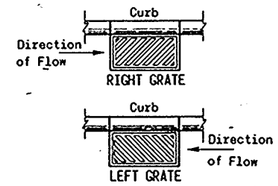
TYPE "WM"

(Approximate Weight 670 lbs.)
Frame Weight 350 lbs.
Grate Weight 185 lbs.
Box Weight 135 lbs.



NOTE: Curb Box height adjustable 6" to 9"

Diagonal Slots shall be oriented to the direction of flow. RIGHT and LEFT grates or grates that are manufactured to be reversible and can be used as either RIGHT or LEFT grates shall be furnished depending on direction of flow (See sketch below)



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.

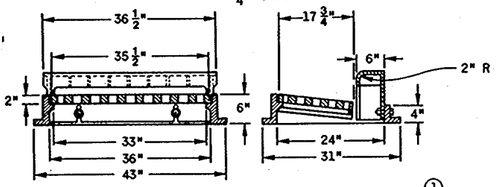
Detail drawings for proposed alternate designs for Catch Basin, Manhole and Inlet Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Catch Basin, Manhole and Inlet Covers which are placed in vehicular traffic areas shall be "Non-Rocking" type.

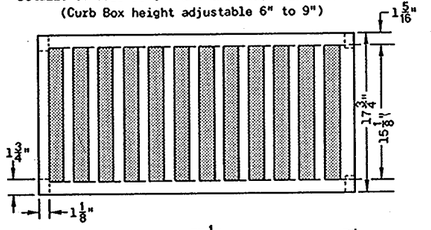
Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by precast concrete grade rings. Precast concrete grade rings shall conform to the specifications for Precast Reinforced Concrete Manhole Sections, AASHTO Designation M199, except that when such units are wet cast, they shall be made with air-entraining portland cement. Maximum adjustment shall be 8 inches.

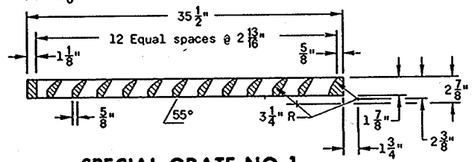
The actual weight of covers may vary within 5 percent, plus or minus, of the approximate weight.

1⅜" Diagonal Bars
with 1¼" Openings



Details of Curb Box, Frame and Diagonally Slotted Grate ①
(Curb Box height adjustable 6" to 9")

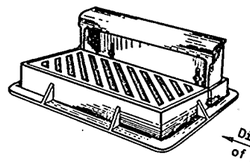


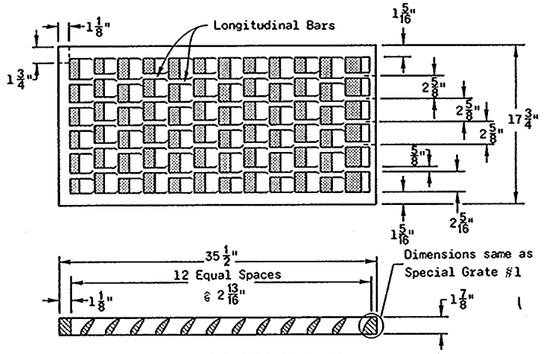


SPECIAL GRATE NO. 1
FOR TYPE "H" COVER
(Approximate Weight 140 lbs.)

TYPE "H"

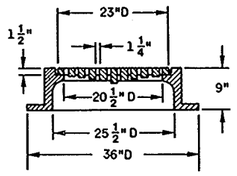
(Approximate Weight 510 lbs.)
Frame Weight 220 lbs.
Grate Weight 175 lbs.
Box Weight 115 lbs.

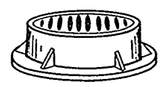




SPECIAL GRATE NO. 2
FOR TYPE "H" COVER
(Approximate Weight 165 lbs.)

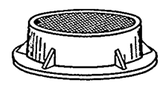
CAUTION: DO NOT USE GRATES WITH LONGITUDINAL SLOTS WHERE BICYCLE TRAFFIC IS PERMITTED.





TYPE "C"

Slotted Grate



TYPE "J"

Solid Cover

TYPE "C" - TYPE "J"

Frame Weight 250 lbs.
Slotted Grate Weight 125 lbs.
Solid Cover Weight 150 lbs.

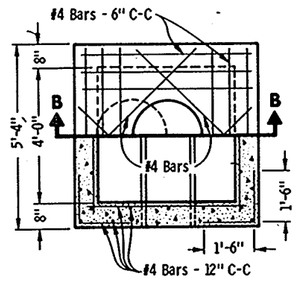
CATCH BASIN
MANHOLE AND
INLET COVERS

State of Wisconsin
Department of Transportation
Division of Highways

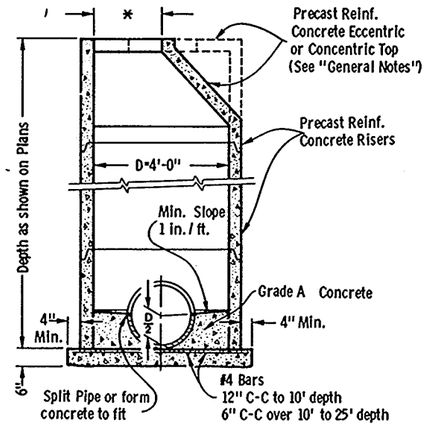
APPROVED 11-23-77 DATE — SUPERVISING DEVELOPMENT ENGINEER
APPROVED 11-25-77 DATE — CHIEF OF FACILITIES DEVELOPMENT
FHWA

S.D.D 8 A5-3a

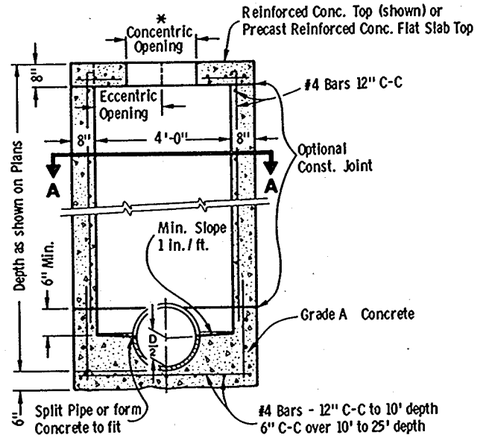
S.D.D 8 A5-3a



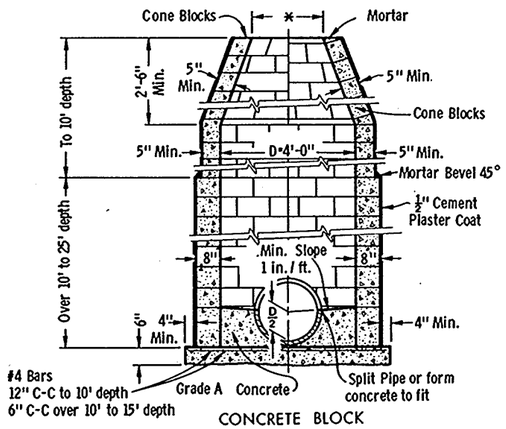
HALF SECTION A-A



PRECAST REINFORCED CONCRETE



SECTION B-B
REINFORCED CONCRETE



CONCRETE BLOCK

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 drainage structures are designated on the plans as "Manholes 1 - C", "Catch Basins 1 - B", "Inlets 1 - 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 for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on concrete block structures. The Cone Tops shall be installed on a bed of mortar.

Eccentric Cone Tops may be used on all structures, and Concentric Cone Tops shall be used only on structures 5 feet or less in depth, unless otherwise directed by the Engineer.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to federal specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar will be acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

* Use 2'-0" diameter opening with type "C", "L" and "J" covers, or 3'-0" diameter with type "K" and "M" covers.

MANHOLES TYPE 1

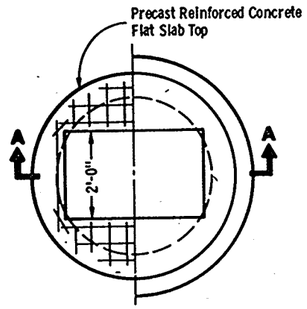
MANHOLES TYPE 1

State of Wisconsin
Department of Transportation
Division of Highways

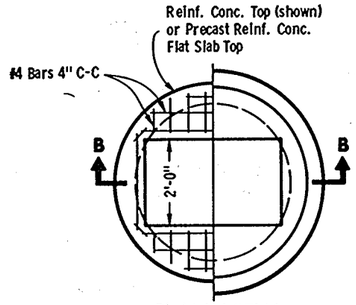
RECOMMENDED FOR APPROVAL:
12-3-75 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED
12-9-75 DATE — STATE HIGHWAY ENGINEER

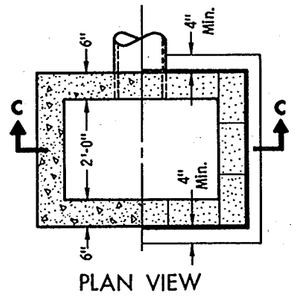
S.D.D. 8 B6-2



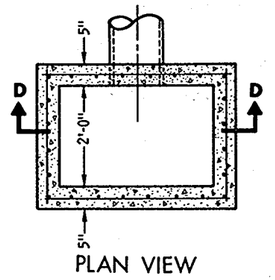
PLAN VIEW



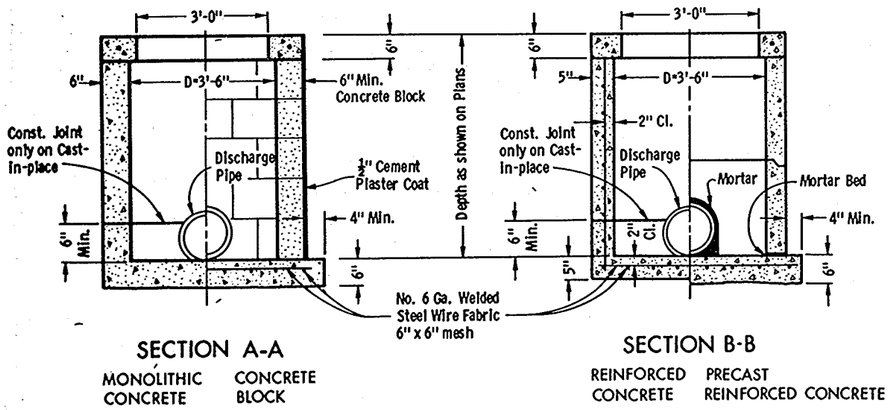
PLAN VIEW



PLAN VIEW



PLAN VIEW



SECTION A-A

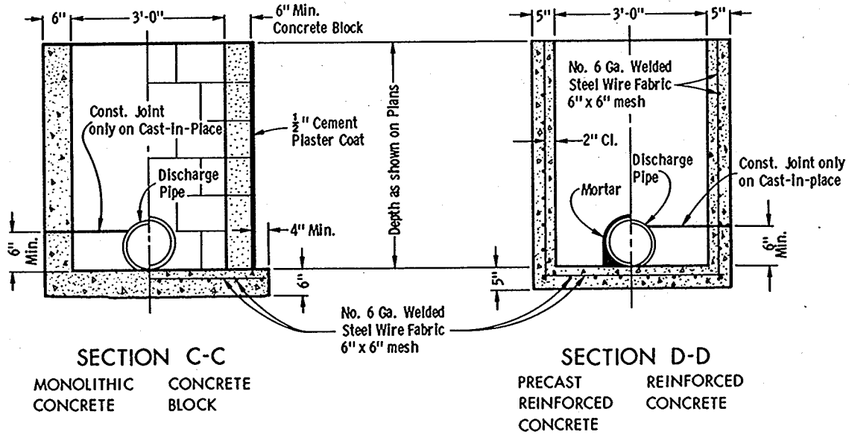
MONOLITHIC CONCRETE

CONCRETE BLOCK

SECTION B-B

REINFORCED CONCRETE

PRECAST REINFORCED CONCRETE



SECTION C-C

MONOLITHIC CONCRETE

CONCRETE BLOCK

SECTION D-D

PRECAST REINFORCED CONCRETE

REINFORCED CONCRETE

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.

Square 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 1 - 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 for 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 may be placed with tongue up or down.

INLETS TYPE 3

INLETS TYPE 3

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

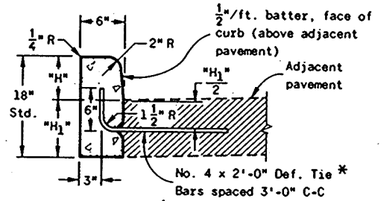
10-16-75 DATE — CHIEF of FACILITIES DEVELOPMENT

APPROVED

10-16-75 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8C2-3

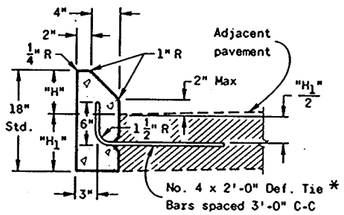
S.D.D. 8C2-3



"H" = 9" Max. and $3\frac{1}{2}$" Min. and shall be 6" unless otherwise shown on the plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)

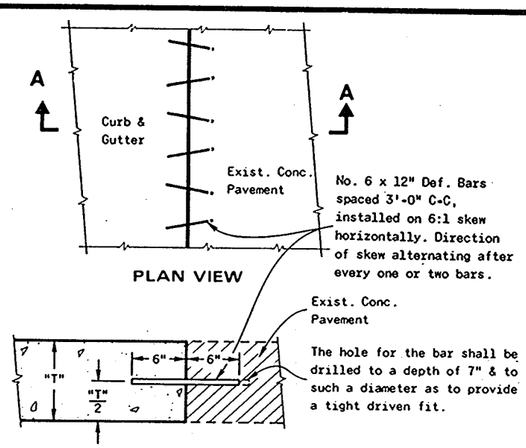
CONCRETE CURB



"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.
"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "G" (INCLUDING TIE BARS) **TYPE "J"** (EXCLUDING TIE BARS)

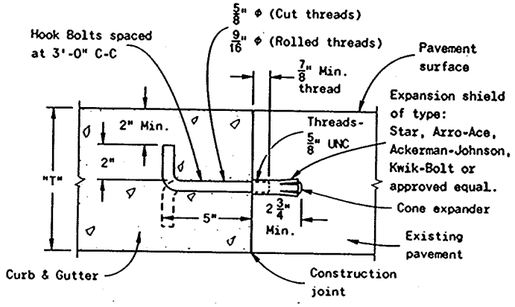
CONCRETE CURB



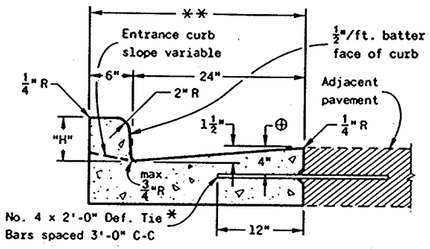
PLAN VIEW

SECTION **A - A**

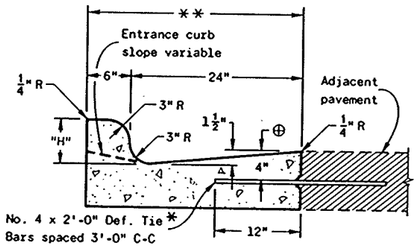
PAVEMENT TIES EXISTING PAVEMENT
(Driven Tie Bar Alternate)



PAVEMENT TIES EXISTING PAVEMENT
(Hook Bolt Alternate)



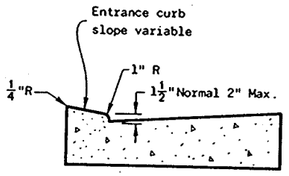
TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)



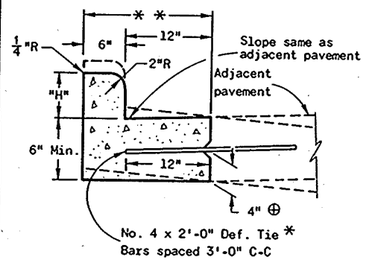
TYPE "K" (INCLUDING TIE BARS) **TYPE "L"** (EXCLUDING TIE BARS)

"H" = 9" Max. $3\frac{1}{2}$" Min. and shall be 6" unless otherwise shown on the plans.

CONCRETE CURB & GUTTER 30"

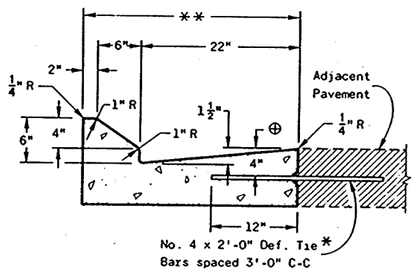


ALTERNATE ENTRANCE CURB
(When directed by the Engineer)



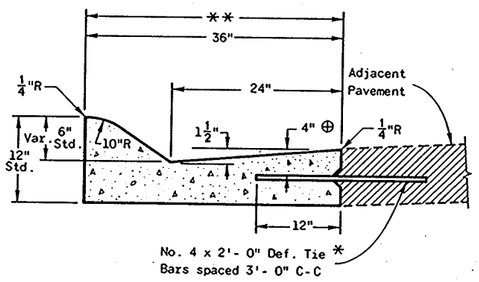
TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 18"



TYPE "G" (INCLUDING TIE BARS) **TYPE "J"** (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 30"



TYPE "A" (INCLUDING TIE BARS) **TYPE "D"** (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 36"

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.

Joints shall not be sealed in concrete curb, or concrete curb & gutter.

* In lieu of tie bars placed during construction, the Driven Tie Bar Alternate may be used. Contractor may drill either concrete curb, concrete curb & gutter, or concrete pavement.

Where the adjacent pavement will be bituminous concrete, $\frac{3}{4}$ inch expansion joints shall be installed in the Concrete Curb or Concrete Curb & Gutter. These expansion joints shall be located about 3 feet from each end of all catch basins or inlets, at all locations where tangent and radial curb and gutter meet, and on tangent sections at a maximum spacing of 300 feet.

The bottom of the curb and gutter may be constructed parallel to subgrade or base course provided a minimum of 6 inches depth of concrete is maintained at the flow line.

INTEGRAL CURB AND GUTTER ALTERNATE

Unless otherwise specified in the contract, Integral Curb & Gutter may be built as an alternate to Curb & Gutter.

Integral Curb & Gutter shall be measured and paid for as Curb & Gutter.

** Pay limits for Concrete Integral Curb & Gutter.

The limits of the base course, if used, are shown on the typical cross sections elsewhere in the plans. Any additional width of base course necessary to accomodate paving equipment will be at the contractor's expense.

Pavement reinforcing steel and load transfer dowels will not be required within the pay limits of Integral Curb & Gutter.

Contraction, construction or expansion joints shall be continuous through the Integral Curb & Gutter. The joints in Integral Curb & Gutter shall be spaced the same as the joints in the pavement.

The thickness of curb & gutter at the pavement edge shall be $7\frac{1}{2}$" min.

⊕ = Or center of pavement, whichever is less.

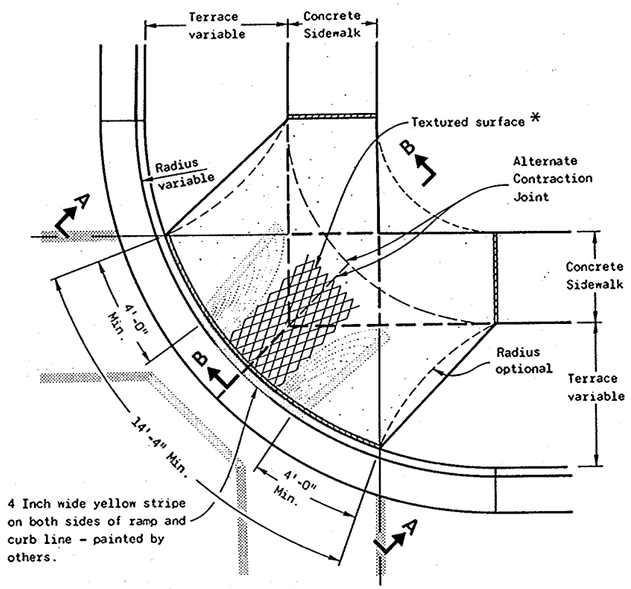
CONCRETE CURB, CONCRETE CURB & GUTTER, or INTEGRAL CURB

State of Wisconsin
Department of Transportation

APPROVED 4-23-80 DATE
D. D. Ahrens CHIEF DESIGN ENGINEER
FHWA

S.D.D. 8 D 1-5

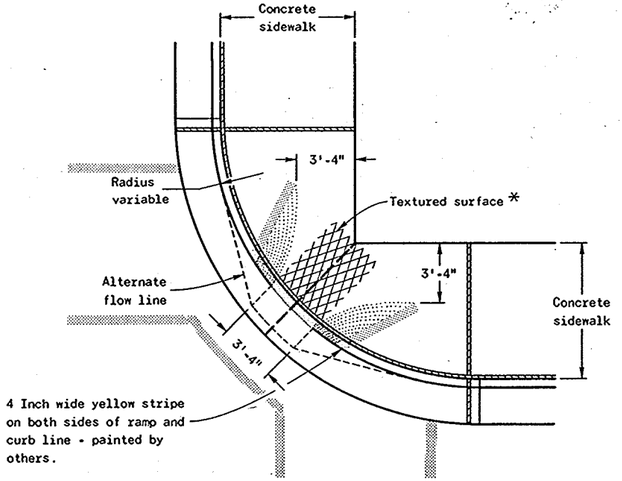
S.D.D. 8 D 1-5



PLAN VIEW

TYPE 1 RAMP

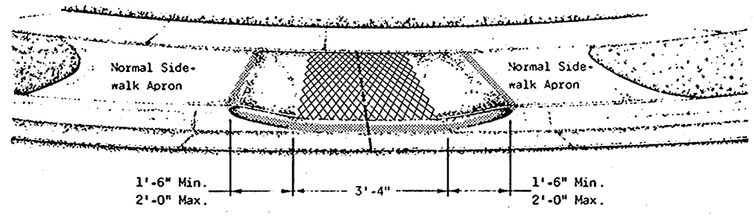
(CENTER OF CORNER RADIUS)



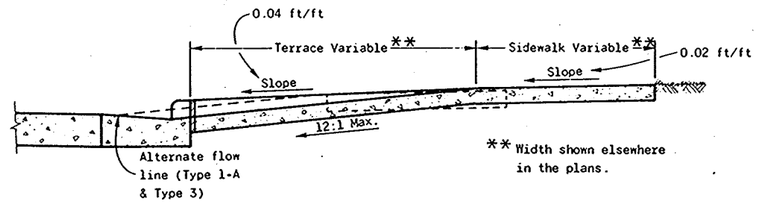
PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)



VIEW A-A

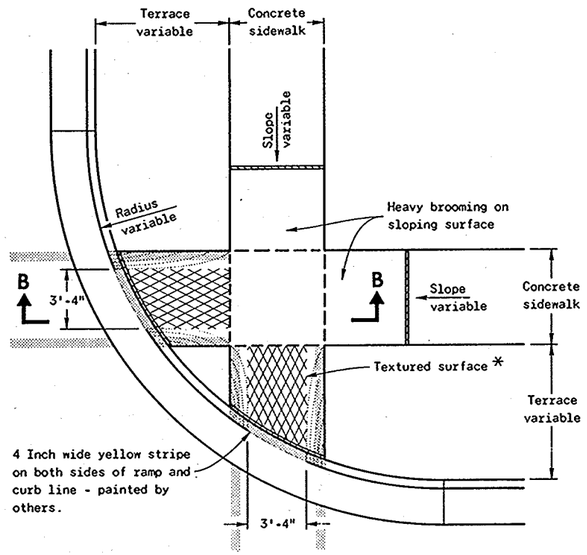


SECTION B-B

EXPANSION JOINTS

CONTRACTION JOINTS

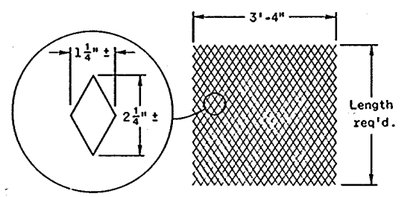
Location of joints may be varied from those shown to better fit site conditions and/or local government preference.



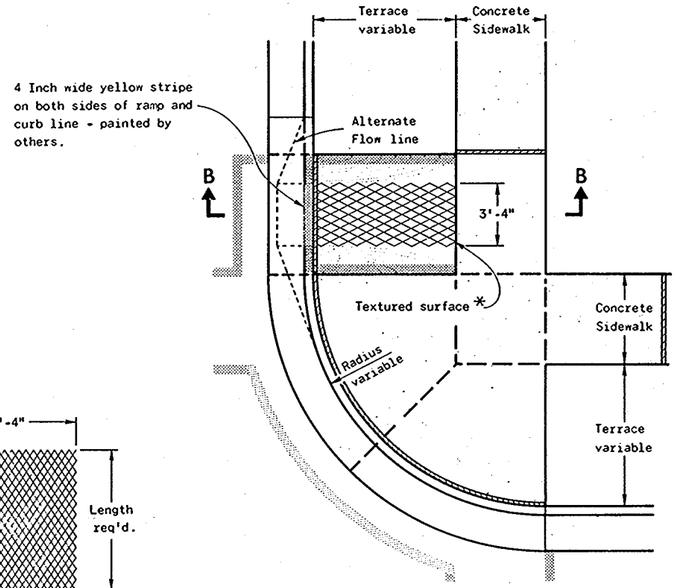
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN *



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

Ramps shall be built at 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

* Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{3}{8}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{4}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

Section 66.616, Wisconsin Statutes prescribes the standards for curb ramping. This drawing reflects requirements of this law.

The law requires that the ramp be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municipality or the department will apply this striping.

If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.

CURB RAMPS

State of Wisconsin
Department of Transportation

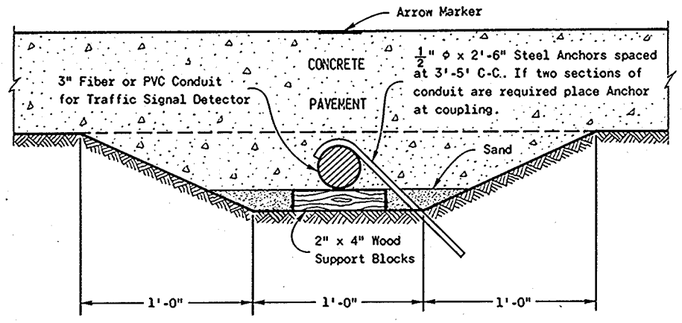
APPROVED 6-26-80
DATE

CHIEF DESIGN ENGINEER

FHWA

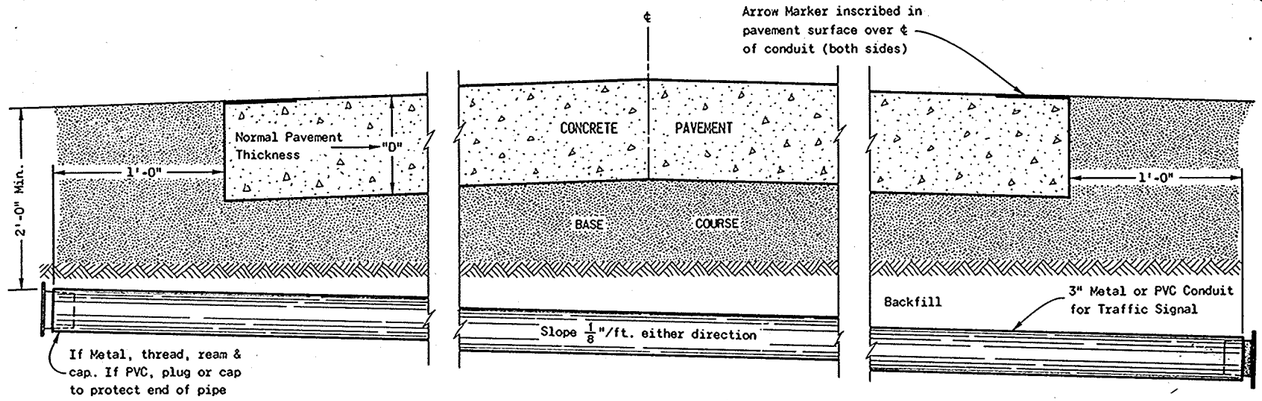
S.D.D. 8 D 5 - 6

S.D.D. 8 D 5 - 6



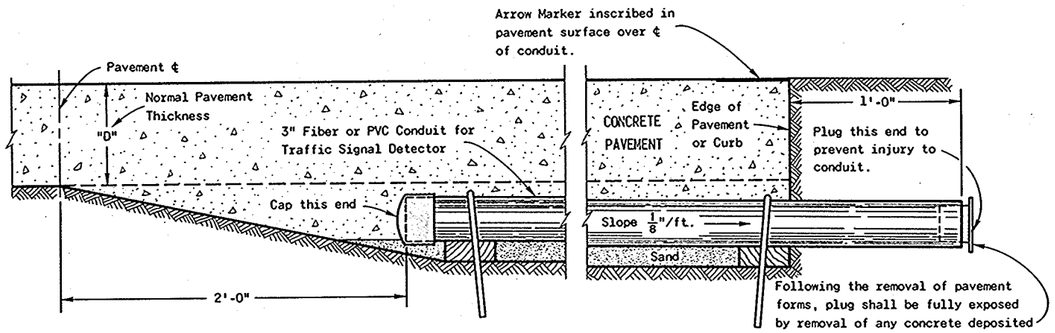
END ELEVATION

TRAFFIC SIGNAL DETECTOR CONDUIT



SIDE ELEVATION

DETAIL FOR TRAFFIC SIGNAL CONDUIT FOR DIVIDED OR UNDIVIDED HIGHWAYS



SIDE ELEVATION

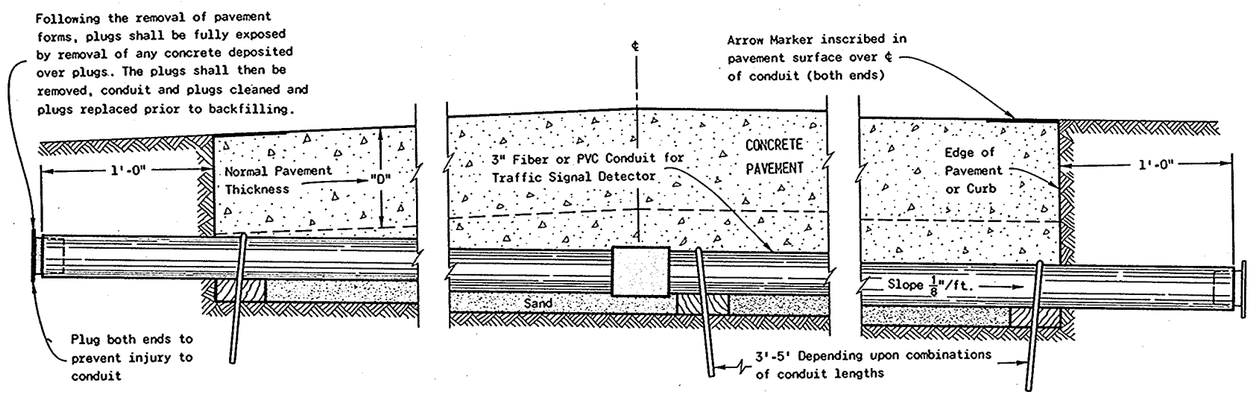
DETAIL FOR TRAFFIC SIGNAL DETECTOR CONDUIT FOR UNDIVIDED HIGHWAYS

PLAN VIEW

ARROW MARKER

NOTE: Install at locations where conduits cannot be pitched to drain

DRAIN SUMP FOR CONDUIT



SIDE ELEVATION

DETAIL FOR TRAFFIC SIGNAL DETECTOR CONDUIT FOR DIVIDED HIGHWAYS

GENERAL NOTES

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and Special Provisions.

Metal, Fiber or PVC Conduit shall be furnished and placed as shown hereon and in accord with the Standard Specifications.

For station location of conduit see Construction Plans.

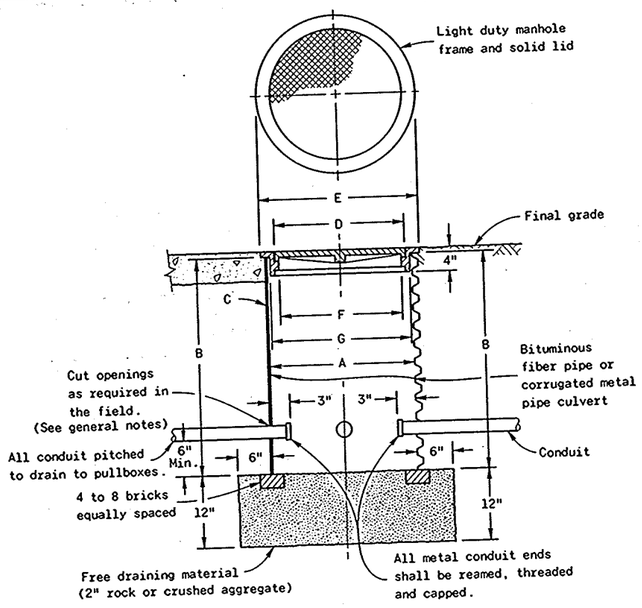
METAL, FIBER & PVC CONDUIT

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED 10-17-79 DATE
D. A. Stuart CHIEF DESIGN ENGINEER
FHWA

S.D.D. 9 B 2-2

S.D.D. 9 B 2-2



* * SHOWING INSTALLATION IN PAVED SECTION

SHOWING INSTALLATION IN UNPAVED SECTION

PULL BOX AND DETECTOR BOX DETAIL

TABLE OF DIMENSIONS AND WEIGHTS

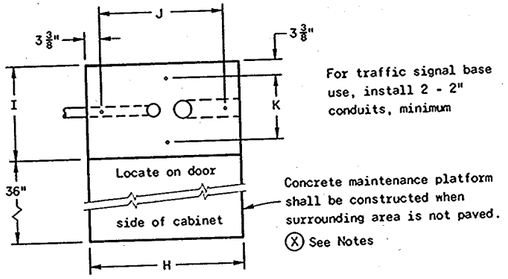
DIMENSION IN INCHES		TYPE OF PIPE				
		BITUMINOUS FIBER				CORR. METAL
Pipe diameter (Inside)	A	12	18	24	24	24
Pipe Length	B	24	24	24	36	36
Wall Thickness	C	0.4	0.4	0.4	0.4	0.064
Manhole Lid	D	10 1/4	16 1/4	22 1/4	22 1/4	22 1/4
Manhole Frame	E	14 1/2	20 1/2	26 1/2	26 1/2	26 1/2
Manhole Frame	F	8 1/2	14 1/2	20 1/2	20 1/2	20 1/2
Manhole Frame	G	11 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *						
Lid & Frame		55	100	145	145	145

* The actual weight of manhole lid and frame may vary within 5 percent plus or minus of the weights shown.

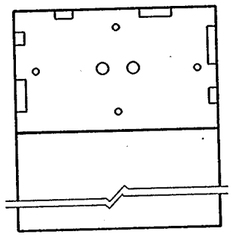
** If placement of pull box in traffic lane is required, the manhole frame and lid must be heavey duty type, suitable for vehicular loading.

TABLE OF DIMENSIONS

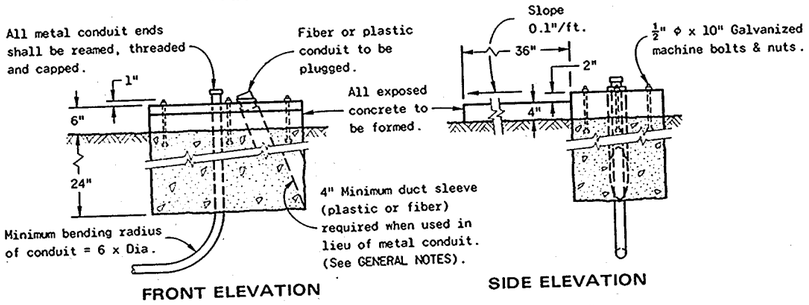
Control Cabinet Base	H	I	J	K
Type 1 - 30" Cabinet	34"	20 1/2"	27 1/2"	13 3/4"
Type 2 - 38" Cabinet	42"	20 1/2"	35 1/2"	13 3/4"
Type 3 - 38" Cabinet	42"	28"	35 1/2"	21 1/4"
Type 4 - Cabinet	See Mfg. Spec.			



PLAN



TYPICAL METER TROUGH OR CONDUIT LOCATIONS

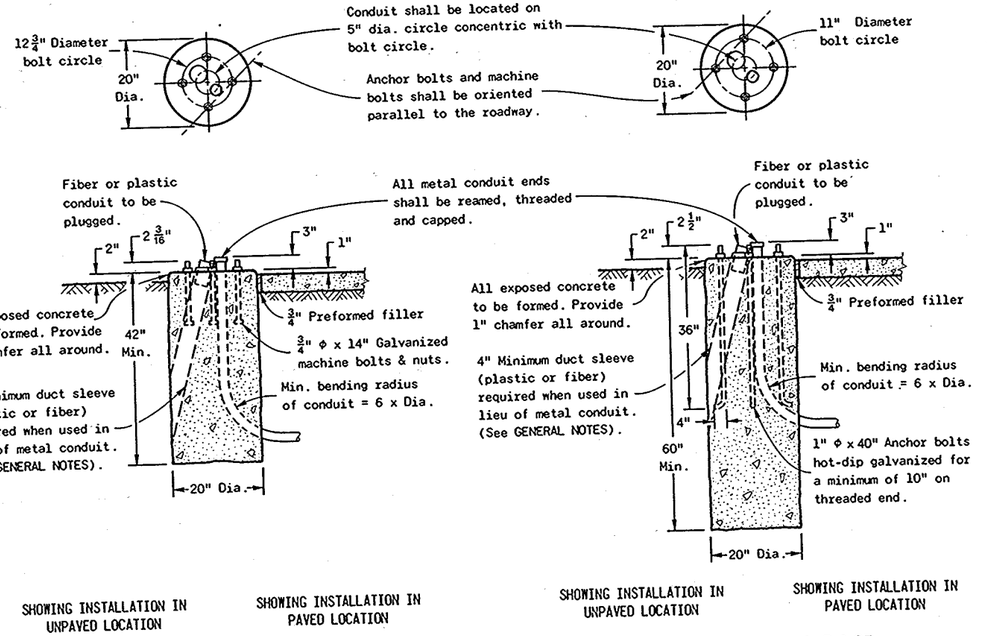


FRONT ELEVATION

SIDE ELEVATION

TRAFFIC SIGNAL AND TRAFFIC COUNTER CONTROL CABINET BASE

TYPE1, 2 and 3



SHOWING INSTALLATION IN UNPAVED LOCATION

SHOWING INSTALLATION IN PAVED LOCATION

TRAFFIC SIGNAL BASE

TYPE 1

SHOWING INSTALLATION IN UNPAVED LOCATION

SHOWING INSTALLATION IN PAVED LOCATION

TRAFFIC SIGNAL BASE

TYPE 2

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.

Conduit may be metal, fiber or plastic. Locate as required.

Concrete masonry shall be Grade A.

Conduit installed as a continuous system between pullboxes shall have a min. depth of 12 inches, max. depth of 36 inches, and shall always be below the pavement.

Entrance holes into pull boxes and detector boxes shall be cut with a saw or punch. Hole size shall be the outside diameter of the conduit or duct that is to fit in the opening, plus no more than 1/4".

A meter trough or conduit may be mounted on the side of the cabinet to provide electrical service.

The exact location of the service entrance into the cabinet must be determined.Before pouring the base insert a two inch thick block into the two inch lip of the concrete base. The block must be directly below, and centered upon, the hole in the cabinet wall used for electrical entrance. The block shall be as long as the concrete base is deep. Also, for trough use,it shall be 2 inches thick by 9 inches wide and for conduit use, 2 inches thick by 3 inches wide.

Install a 1 inch duct in all cabinet bases for grounding wires. The top of the duct shall be accessible from inside the cabinet and exit a minimum of 12 inches below ground.

(X) When a Type 1 base is used to post mount a control cabinet, pour a 24" square platform located on the door side of the cabinet.

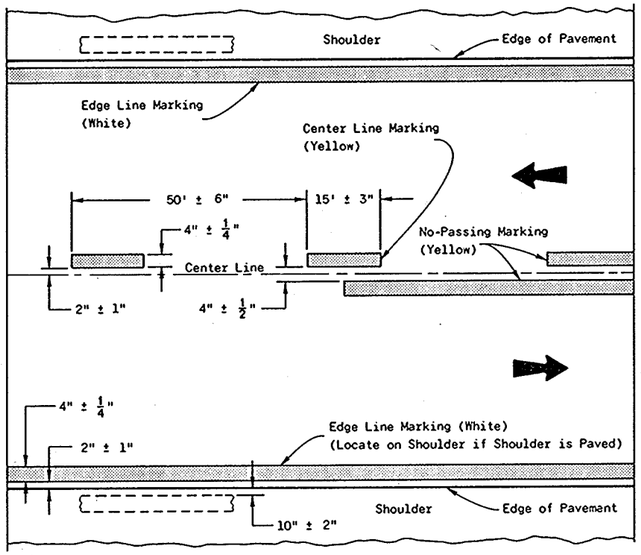
TRAFFIC SIGNAL, COUNTER AND PULL BOX DETAILS

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

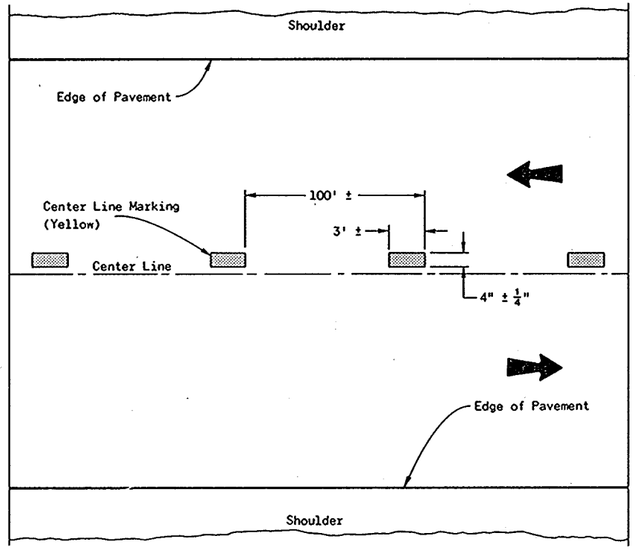
APPROVED 10-17-79
DATE
CHIEF DESIGN ENGINEER
FHWA

S.D.D. 9 B 3-3

S.D.D. 9 B 3-3

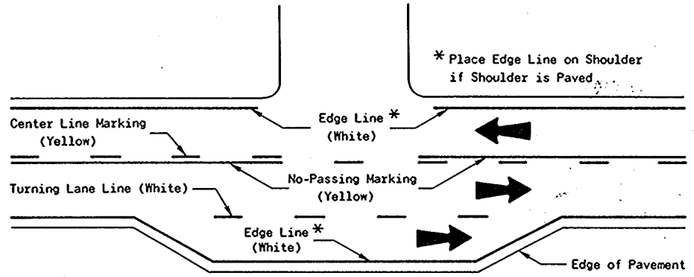


PERMANENT MARKING



TEMPORARY MARKING

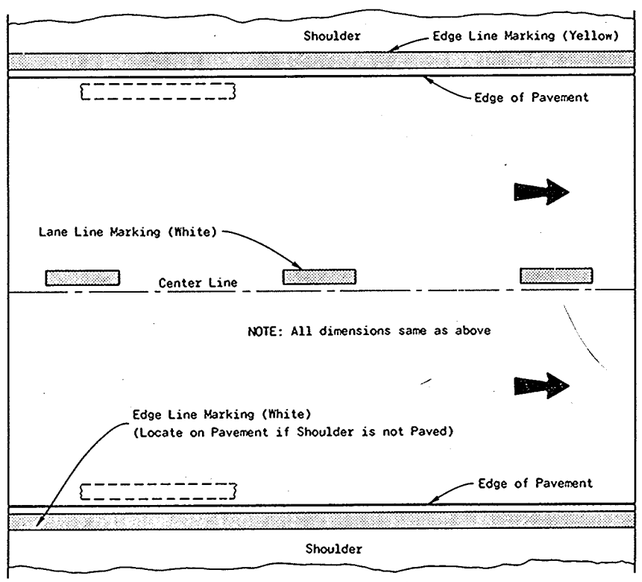
PAVEMENT MARKING - TWO WAY TRAFFIC



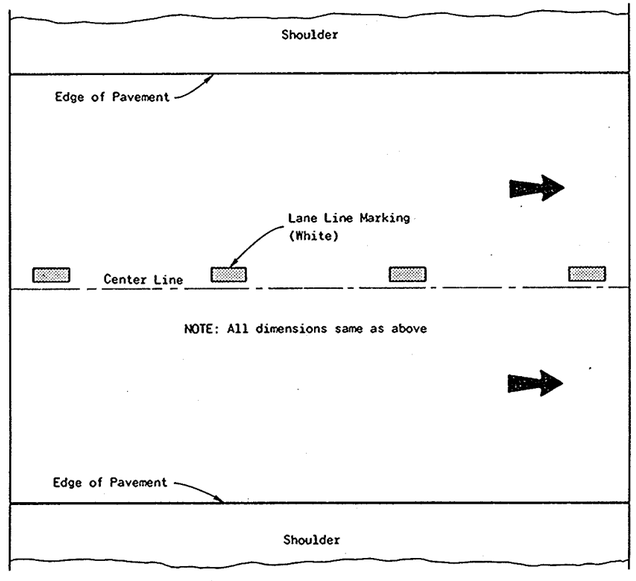
PASSING LANE MARKING

GENERAL NOTES

Details of construction not shown on this drawing shall conform to Standard Specifications and Special Provisions.



PERMANENT MARKING



TEMPORARY MARKING

PAVEMENT MARKING - ONE WAY TRAFFIC

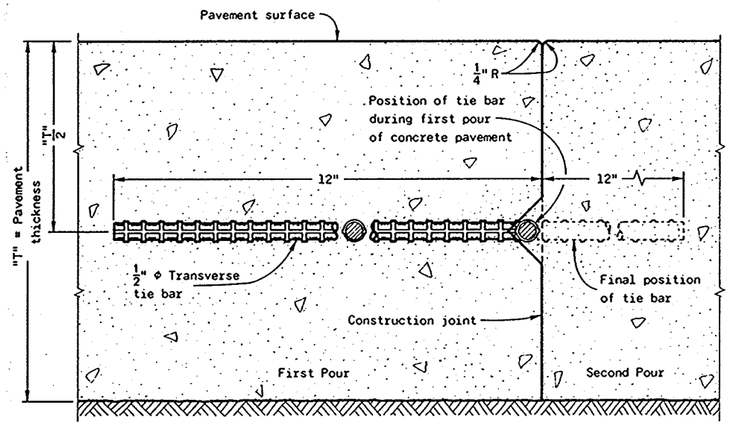
PAVEMENT MARKING

State of Wisconsin
Department of Transportation
Division of Transportation Facilities

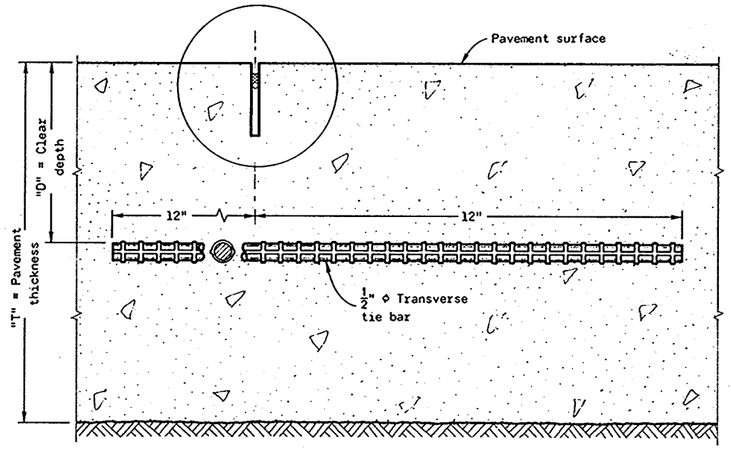
APPROVED 8-7-79 DATE
CHIEF DESIGN ENGINEER
FHWA

S.D.D. 13 B 5-1

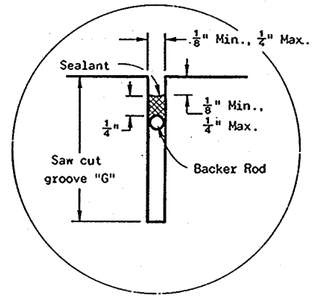
S.D.D. 13 B 5-1



CONSTRUCTION JOINT



SAWED JOINT



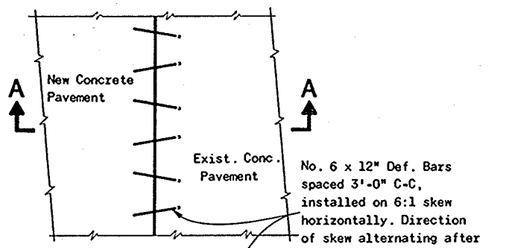
Pavement Thickness "T"	Clear Depth "D"	Saw Cut Groove "G"	Maximum Tie Bar Spacing "S"
6"	2 1/2" - 3 3/4"	1 1/2"	48"
7"	2 1/2" - 4 1/4"	1 1/2"	42"
8"	2 3/4" - 4 3/4"	1 1/2"	36"
9"	3 1/4" - 5 1/4"	1 1/2"	36"
10"	3 3/4" - 5 3/4"	2"	30"
11"	4 1/2" - 6 1/4"	2 1/2"	24"
12"	4 3/4" - 6 3/4"	3"	24"

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

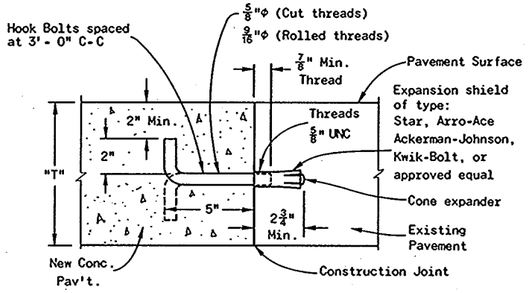
Sawed type longitudinal joints shall be sealed as specified in the plans or special provisions.

Construction type longitudinal joints shall not be sealed.

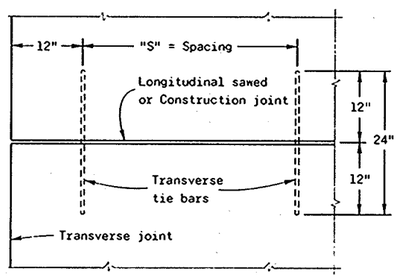


SECTION A–A

PAVEMENT TIES EXISTING PAVEMENT
(Driven Tie Bar Alternate)



PAVEMENT TIES EXISTING PAVEMENT
(Hook Bolt Alternate)



PLAN VIEW
Showing location of Tie Bars.

CONSTRUCTION JOINT
(PAVEMENT WIDENING)

CONCRETE PAVEMENT
LONGITUDINAL JOINTS

State of Wisconsin
Department of Transportation

APPROVED 9/2/80
DATE

CHIEF DESIGN ENGINEER

FHWA

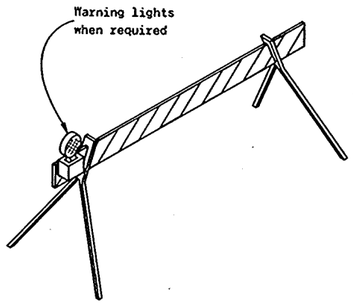
S.D.D. 13 C1 – 5

S.D.D. 13 C1 – 5

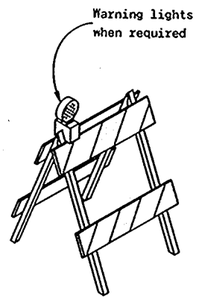
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
*Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum		4' Minimum
**Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

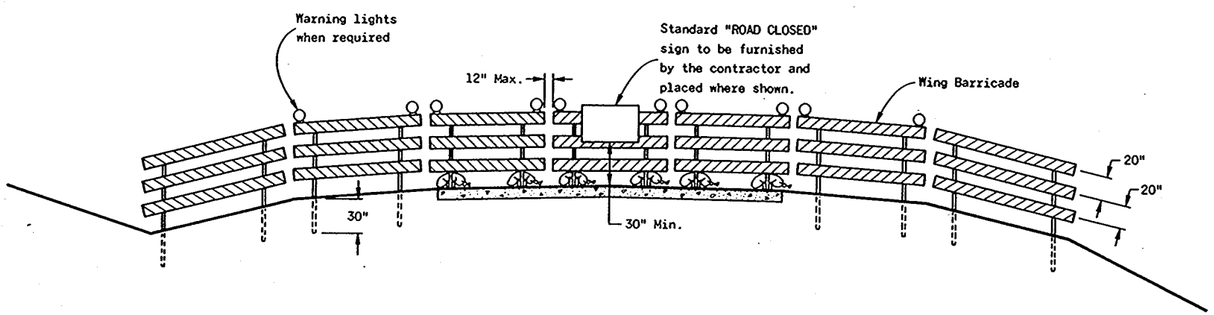
*Nominal dimensions when barricade is constructed of lumber.
**Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES

R11-2

48" x 30"

Black Lettering on Reflective
White Background
Letter Series "D"
Letter height 8"

W20-3

48" x 48"

Black Lettering on Reflective
Orange Background
Letter Series "D"
Letter height 7"

STANDARD SIGNS-TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain Barricades and Signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of Barricades and Signs shall conform to this drawing, the Wisconsin Manual on Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the con - struction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least $\frac{3}{4}$ inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983 all printed information or identification markings shall be shown only on the back side of barricade rails..

Type I barricades may include other unstriped horizontal panels necessary to provide stability..

On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail..

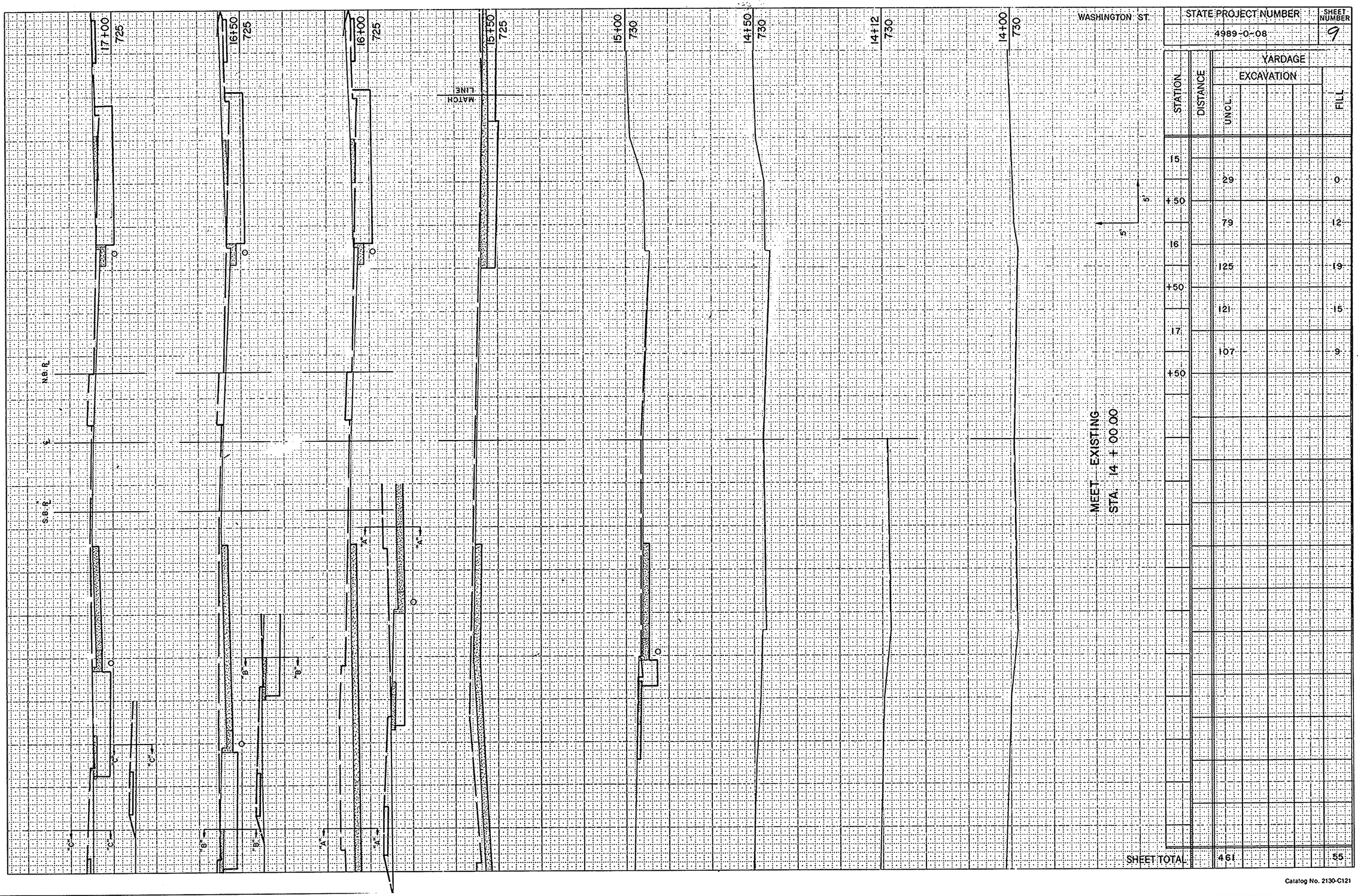
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
Department of Transportation

APPROVED 4-14-80 DATE
FHWA

D. A. Ahmad
CHIEF DESIGN ENGINEER

S.D.D. 15C1-6



STATE PROJECT NUMBER	SHEET NUMBER
4989-0-08	9

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
15			
+50	29		0
16	79		12
+50	125		19
17	121		15
+50	107		9
SHEET TOTAL	461		55

STATE PROJECT NUMBER: 4989-0-08

SHEET NUMBER: 9.1

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
+50			
	112		3
18			
	107		4
+50			
	105		6
19			
	108		13
+50			
	99		18
20			
	88		30
+50			
	75		36
21			
	49		19
+50			
SHEET TOTAL		743	129

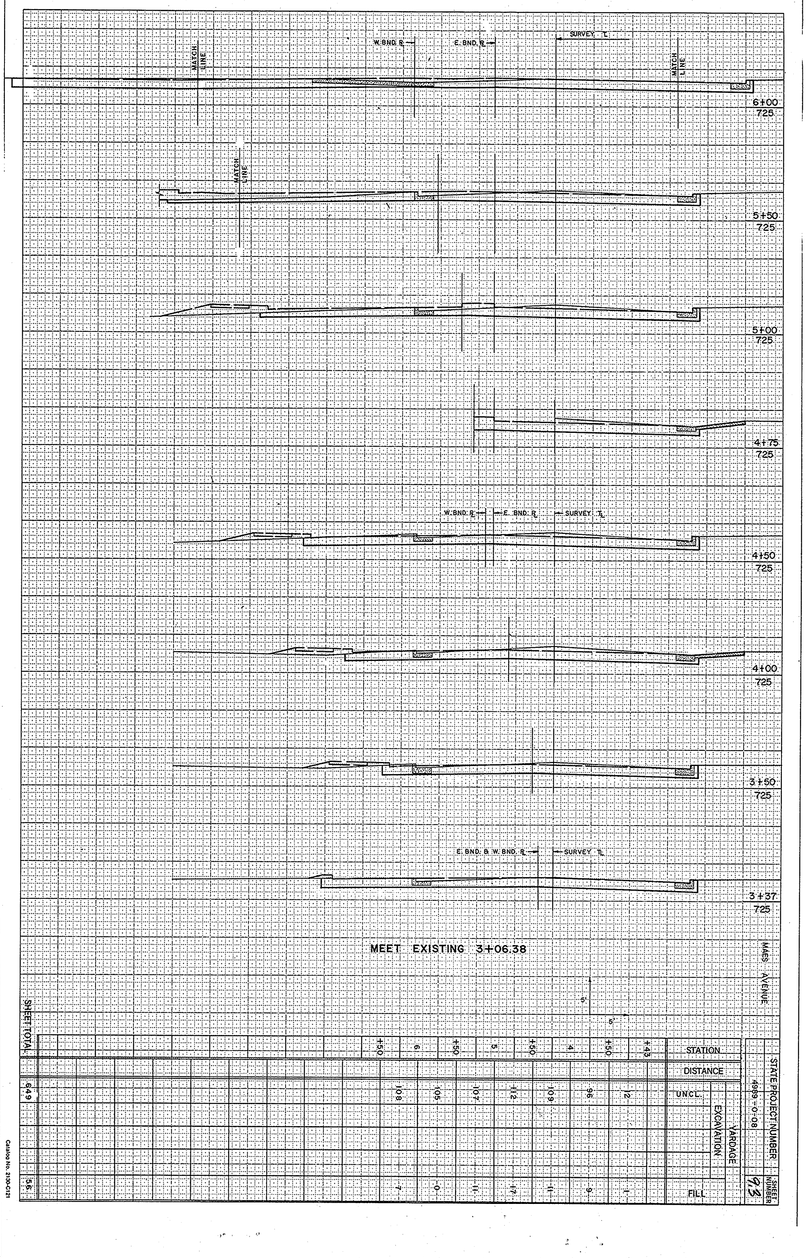
STATE PROJECT NUMBER: 4989-0-08 | SHEET NUMBER: 9.2

24+25
740
24+50
740
24+00
735
23+50
735
23+00
735
22+50
735
22+00
735
21+50
735
WASHINGTON ST.

MEET ℄ EXISTING
STA. 24+72.5

S.B.R.
N.B.R.

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
+50			
	37		6
22			
	33		10
+50			
	14		7
23			
	0		0
+03			
SHEET TOTAL		84	23



MAIN AVENUE

STATION	DISTANCE	UNCL. EXCAVATION	VARIOAGE	FILL
+50				
6	108	-	-	2
+50				
5	105	-	-	0
+50				
4	107	-	-	11
+50	12	-	-	17
4	109	-	-	11
+50	96	-	-	9
3	12	-	-	1
+43				

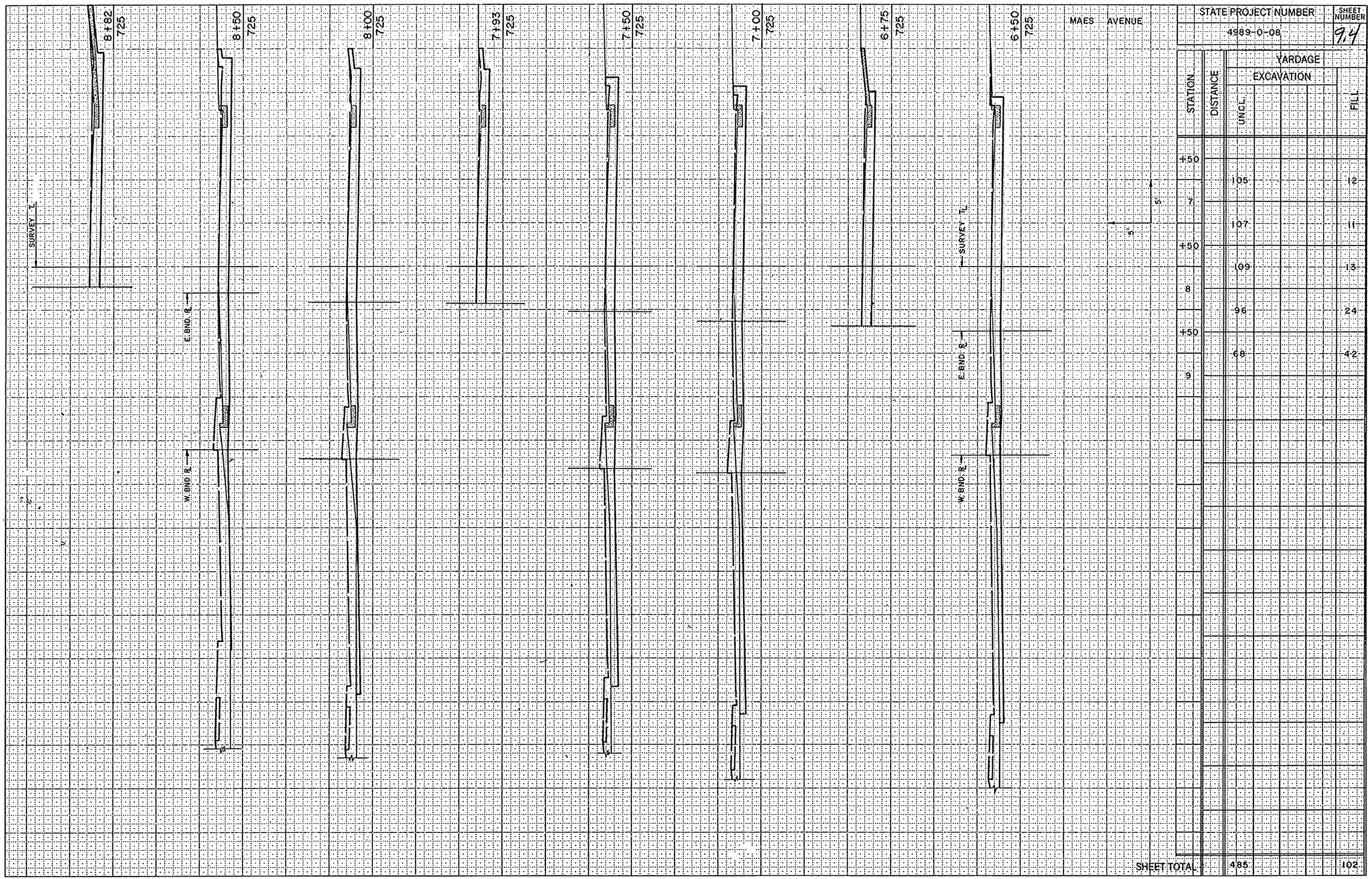
STATE PROJECT NUMBER: 4698-01-08

SHEET NUMBER: 93

SHEET TOTAL: 649

Contract No. 5NX07H

56



STATE PROJECT NUMBER	SHEET NUMBER
4989-0-08	9.4

STATION	DISTANCE	VARDAGE EXCAVATION UNCL.	VARDAGE FILL
+50			
	105		12
7			
	107		11
+50			
	109		13
8			
	96		24
+50			
	68		42
9			
SHEET TOTAL		485	102

MEET EXISTING 12+00.00

MAES AVENUE

STATION	DISTANCE	VARDAGE EXCAVATION UNCL.	VARDAGE FILL
9			
+47	53		26
5			
+50	180		0
11			
+50	119		0
12			
	84		0
SHEET TOTAL	436		26

STATE PROJECT NUMBER: 4989-0-09

SHEET NUMBER: 9.5

Catalog No. 2130