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TOTAL SHEETS = 20



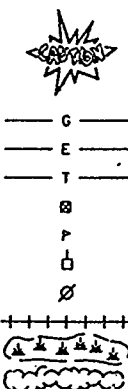
DESIGN DESIGNATION

A.D.T. (1988)	=	12,520
A.D.T. (2010)	=	16,850
D.H.V.	=	1685
D.	=	50-50
T.	=	4.0%
V.	=	35

CONVENTIONAL SIGNS

COUNTY LINE	---
CORPORATE LIMITS	///
PROPERTY LINE	---
LOT LINE	---
LIMITED EASEMENT	---
EXISTING RIGHT OF WAY	---
NEW RIGHT OF WAY	---
REFERENCE LINE	---
SLOPE INTERCEPT	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE	---
CULVERT IN PLACE	---
CULVERT REQUIRED	---
CULVERT REQUIRED (Profile)	---

COMBUSTIBLE FLUIDS (UNDER PRESSURE)	---
UNDERGROUND UTILITIES GAS	---
ELECTRIC	---
TELEPHONE	---
SERVICE PEDESTAL	---
CABLE MARKER	---
POWER POLE	---
TELEPHONE POLE	---
RAILROADS	---
MARSH	---
WOODED AREA	---



C.T.H. "00" & C.T.H. "N" INTERSECTION

VILLAGE OF LITTLE CHUTE

C.T.H. "00"
OUTAGAMIE COUNTY

STATE PROJECT NUMBER

4677-05-71

STATE PROJECT

4677-05-71

FEDERAL PROJECT

PROJECT

HES 1201(5)

CONTRACT

1

AS BUILT PLAN
NO.

SUPERVISOR AGRIS ROZITE
RESIDENT M. SIMON (McMAHON ASSOC.)
CONTRACTOR CABLE-LITE
COMPLETED 10-14-92

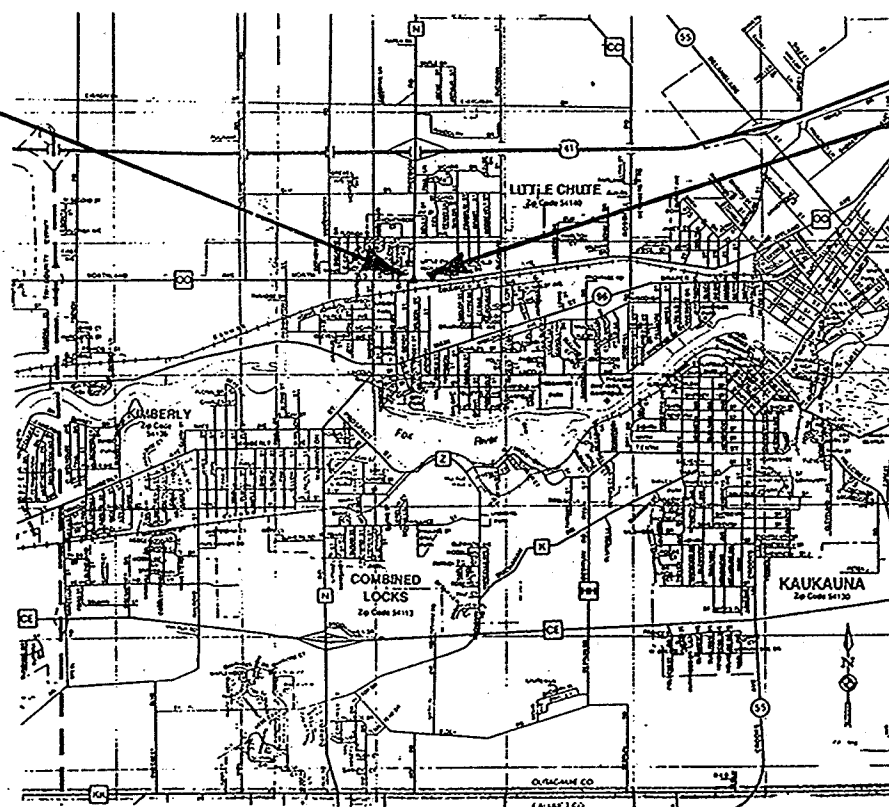
BEGIN PROJECT

STA. 8+00

Y 837,983.46 (200±)
X 2,440,436.07 (200±)

END PROJECT

STA. 12+00



LAYOUT

SCALE 0 2640 5280 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.076 MI.

APPROVED FOR

OUTAGAMIE COUNTY

1/23/92
DATE

M. Simon
COMMISSIONER

ORIGINAL
PLANS PREPARED BY
McMAHON ASSOCIATES INC.

3-4-92
DATE

M. Simon
SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor McMAHON District Checker C.H.G.
Designer McMAHON C.O. Plan Examiner NRA
District Supervisor J.C.L. C.O. Coordinator MTH

APPROVED FOR DISTRICT OFFICE

DATE: 3/5/92

James Lasso
(Signature)

AUTHORIZED FOR CENTRAL OFFICE TRAFFIC

DATE: 3/27/92

Robert R. Ruch
(Signature)

AUTHORIZED FOR CENTRAL OFFICE DESIGN

DATE: 4/7/92

James Smith
(Signature)

00-11

00-11

OUTAGAMIE CO

4677-05-71

25' 11" 35' 11" 40' 11"

OUTAGAMIE CO.

4677-05-71

2 FULL
35 4D
100

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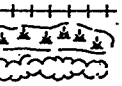
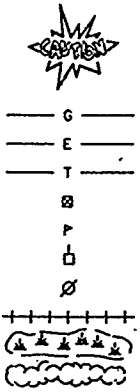
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A.D.T. (2010)	=	16,850
D.H.V.	=	1685
D.	=	50-50
T.	=	4.0%
V.	=	35

CONVENTIONAL SIGNS

COUNTY LINE	---
CORPORATE LIMITS	////
PROPERTY LINE	----
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EXISTING RIGHT OF WAY	----
NEW RIGHT OF WAY	----
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CULVERT REQUIRED (Profile)	----

COMBUSTIBLE FLUIDS (UNDER PRESSURE)
UNDERGROUND UTILITIES
GAS
ELECTRIC
TELEPHONE
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA

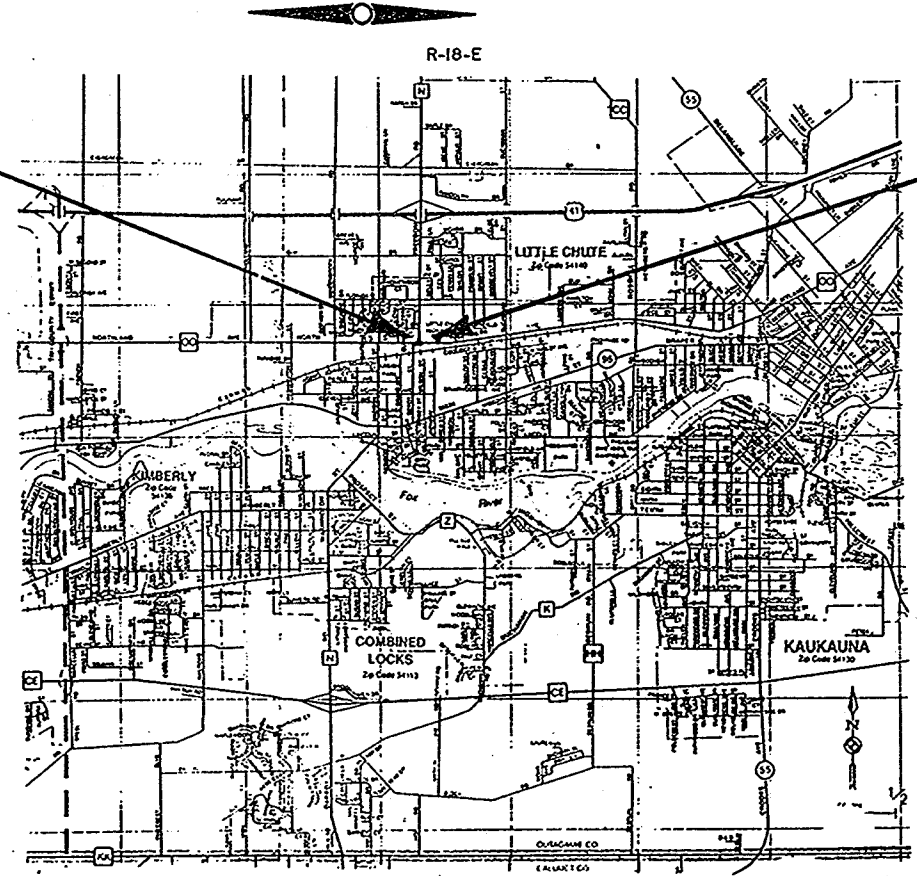


C.T.H. "00" & C.T.H. "N" INTERSECTION

VILLAGE OF LITTLE CHUTE

C.T.H. "00"
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4677-05-71



BEGIN PROJECT
STA. 8+00
Y 837,983.46 (200±)
X 2,440,436.07 (200±)

END PROJECT
STA. 12+00

LAYOUT
SCALE 0 2640 5280 FT.

TOTAL NET LENGTH OF CENTERLINE = 0.076 MI.

T-21-N

T-21-N

AS-BUILT PLAN

AS-BUILT PLAN
NO.

SUPERVISOR AGRIS ROZITE
RESIDENT M. SIMON (McMAHON ASSOC.)
CONTRACTOR CABLE-LITE
COMPLETED 10-14-92

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4677-05-71	HES 1201(5)	1

APPROVED FOR
OUTAGAMIE COUNTY

1/23/92
DATE
COMMISSIONER

ORIGINAL
PLANS PREPARED BY
McMAHON ASSOCIATES INC.

3-4-92
DATE
SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor McMAHON District Checker C.H.G.
Designer McMAHON C.O. Plan Examiner NRA
District Supervisor J.C.L. C.O. Coordinator MTH

APPROVED FOR DISTRICT OFFICE

DATE: 3/5/92 James Lamm
(Signature)

AUTHORIZED FOR CENTRAL OFFICE TRAFFIC

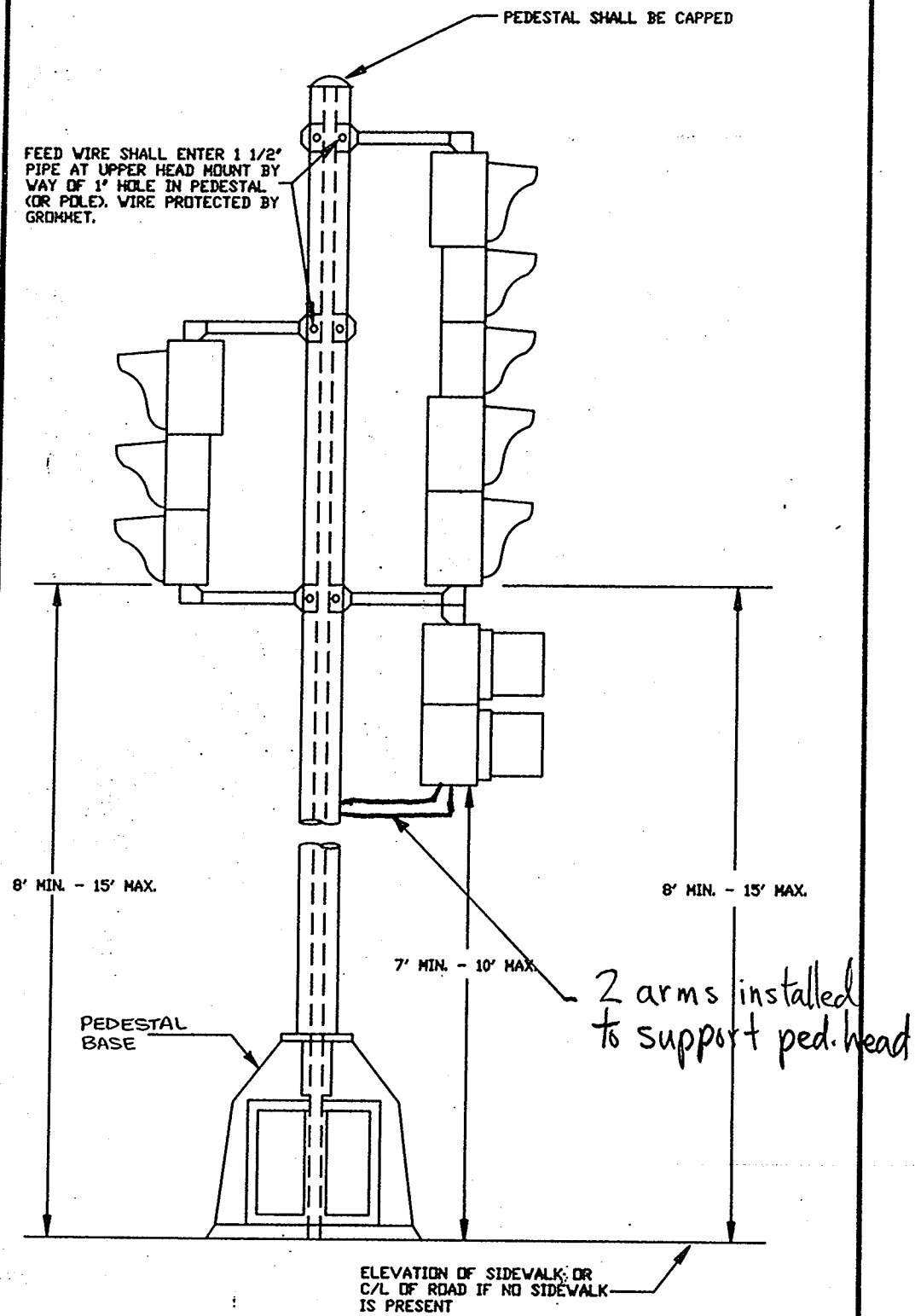
DATE: 3/27/92 Robert Ruch
(Signature)

AUTHORIZED FOR CENTRAL OFFICE DESIGN

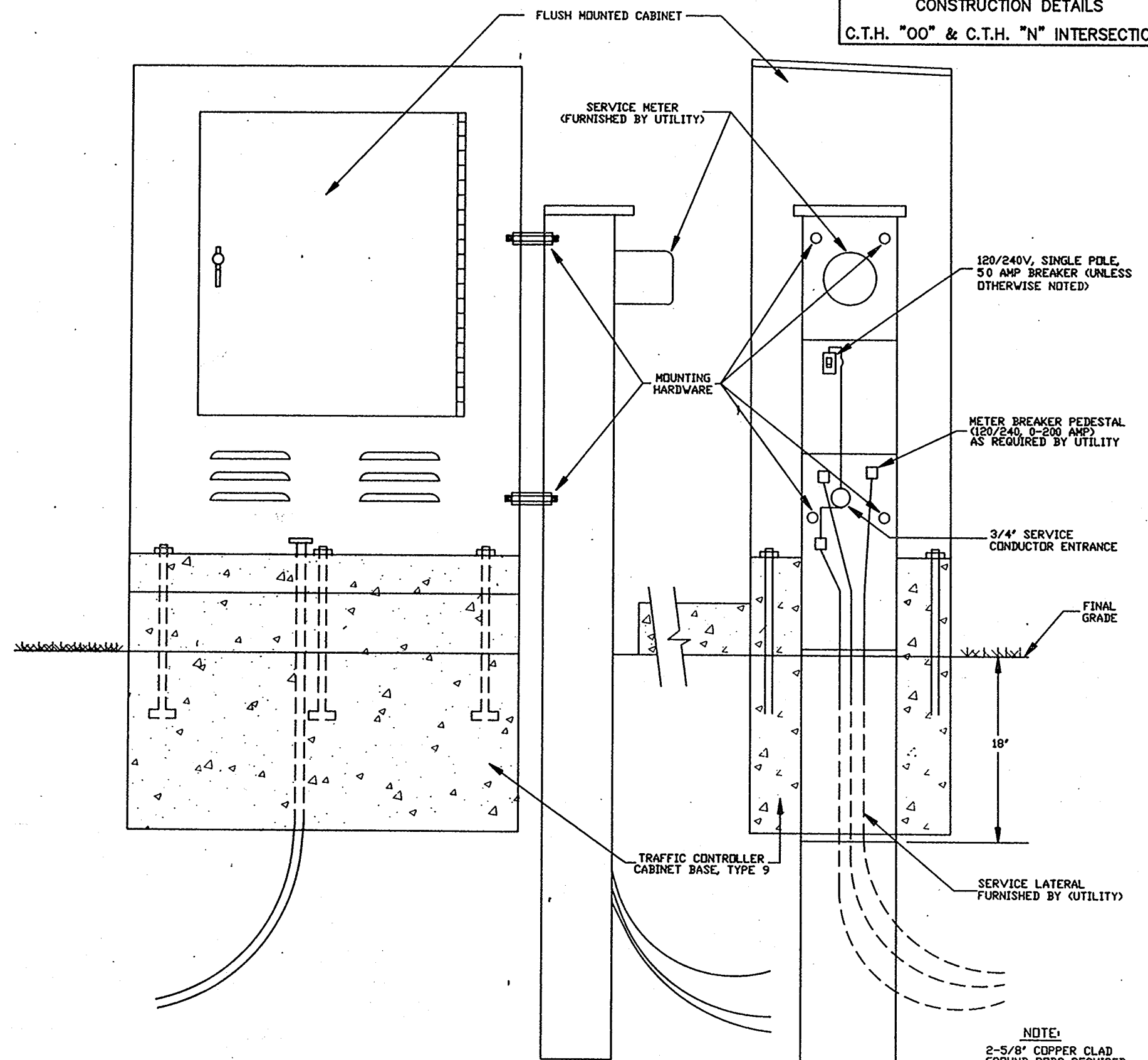
DATE: 4/7/92 James Smith
(Signature)

00-11

00-11



TYPICAL MOUNTING DETAIL
(ADJUST TO CONDITION SHOWN ON THE PLAN)
TRAFFIC SIGNAL STANDARD



TRAFFIC CONTROLLER CABINET
SERVICE INSTALLATION

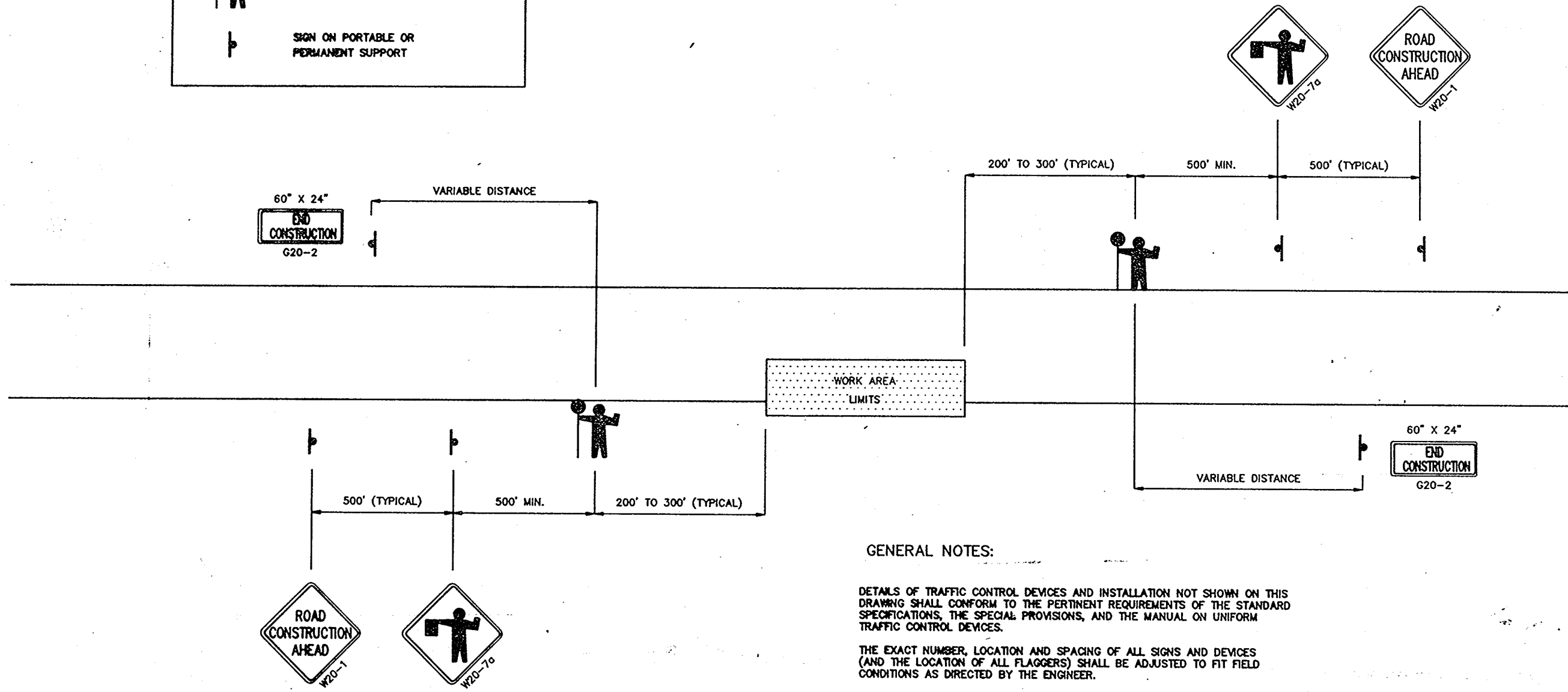
NOTE:
2-5/8\"/>

SYMBOLS

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



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.

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 SIGN SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

DATE 05/08/92

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4677-05-71 QUANTITY
20402	REMOVING ASPHALTIC SURFACE	S.Y.	124.00	124.00
20403	REMOVING CURB	L.F.	76.00	76.00
20405	REMOVING CURB AND GUTTER	L.F.	50.00	50.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	25.00	25.00
20420	REMOVING ASPHALTIC PAVEMENT, MILLING	S.Y.	4,800.00	4,800.00

21301	FINISHING ROADWAY	L.S.	1.00	1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	50.00	50.00
40204	ASPHALTIC MATERIAL FOR TACK COAT	GAL.	340.00	340.00
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	50.00	50.00
41102	ASPHALTIC SURFACE, PATCHING	TON	20.00	20.00

60104	CONCRETE CURB, TYPE J	L.F.	20.00	20.00
60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	50.00	50.00
60205	CONCRETE SIDEWALK, 5-INCH	S.F.	605.00	605.00
61336	NONMETALLIC CONDUIT, 3-INCH	L.F.	580.00	580.00
61910	MOBILIZATION	L.S.	1.00	1.00

62501	TOPSOIL	S.Y.	35.00	35.00
63101	SODDING	S.Y.	35.00	35.00
64002	POLES, TYPE 2	EACH	4.00	4.00
64012	CONCRETE BASES, TYPE 1	EACH	4.00	4.00
64013	CONCRETE BASES, TYPE 2	EACH	4.00	4.00

64202	FIELD OFFICE, TYPE B	L.S.	1.00	1.00
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
64405	PAVEMENT MARKING, PREFORMED PLASTIC	L.F.	965.00	965.00
64412	PAVEMENT MARKING, CHANNELIZING, PREFORMED PLASTIC	L.F.	340.00	340.00
64434	PAVEMENT MARKING, STOP LINE, PREFORMED PLASTIC, 18-INCH	L.F.	175.00	175.00

64454	PAVEMENT MARKING, CROSSWALK, PREFORMED PLASTIC, 6-INCH	L.F.	750.00	750.00
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Sheet 3
R-1 5/11/92

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4677-05-71 QUANTITY
64469	PAVEMENT MARKING, ARROWS, PREFORMED PLASTIC, SINGLE	EACH	6.00	6.00
64478	PAVEMENT MARKING, WORDS, PREFORMED PLASTIC	EACH	3.00	3.00
64601	SAWING EXISTING PAVEMENT	L.F.	737.00	737.00
90001	UPGRADE EXISTING CONTROLLER CTH*00*/CTH*N* INTERSECTION	L.S.	1.00	1.00
90002	TRAFFIC SIGNAL CONTROLLER, SOLID STATE SPECIAL	EACH	1.00	1.00

90003	REMOVING ISLANDS	S.Y.	50.00	50.00
90004	PAVEMENT MARKING, CURB RAMPS, COLD PAINT	L.F.	150.00	150.00
90005	TRAFFIC SIGNAL CABLE, 15 CONDUCTOR, NO. 14	L.F.	351.00	351.00
90384	SINGLE AGGREGATE ASPHALTIC PAVEMENT, TYPE D1	TON	900.00	900.00
90660	ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	L.F.	1,592.00	1,592.00

90779	SIGNAL CONTROLLER TRAINING	L.S.	1.00	1.00
90785	CONCRETE CONTROL CABINET BASES, TYPE 9	EACH	1.00	1.00
90797	PULL BOXES, 24X36-INCH	EACH	8.00	8.00
90800	PEDESTAL BASES	EACH	4.00	4.00
90801	TRANSFORMER BASES	EACH	4.00	4.00

90810	TRAFFIC SIGNAL STANDARDS, 13-FT.	EACH	3.00	3.00
90811	TRAFFIC SIGNAL STANDARDS, 15-FT.	EACH	1.00	1.00
90813	MAST ARMS, TRAFFIC SIGNAL TROMBONE, 15-FT.	EACH	3.00	3.00
90814	MAST ARMS, TRAFFIC SIGNAL TROMBONE, 20-FT.	EACH	1.00	1.00
90817	TRAFFIC SIGNAL FACES, 3-12 VERTICAL	EACH	7.00	7.00

90819	TRAFFIC SIGNAL FACES, 5-12 VERTICAL	EACH	1.00	1.00
90823	TRAFFIC SIGNAL FACES, 3-12 HORIZONTAL	EACH	3.00	3.00
90825	TRAFFIC SIGNAL FACES, 5-12 HORIZONTAL	EACH	1.00	1.00

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	4677-05-71 QUANTITY
90830	PEDESTRIAN SIGNAL FACES, 12-INCH	EACH	8.00	8.00
90835	TRAFFIC SIGNAL MOUNTING HARDWARE, CTH 00/CTH N INTERSECTION	L.S.	1.00	1.00
90838	BACKPLATES	EACH	12.00	12.00
90842	TRAFFIC SIGNAL CABLE, 7 CONDUCTOR, NO. 14	L.F.	323.00	323.00
90843	TRAFFIC SIGNAL CABLE, 9 CONDUCTOR, NO. 14	L.F.	575.00	575.00

90865	ELECTRICAL SERVICE, TRAFFIC SIGNALS, CTH 00 / MADISON ST. INTER.	L.S.	1.00	1.00
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Sheet 3.1
R-1 5/11/92

REMOVING CURB AND CURB & GUTTER

STATION	LOCATION	CURB QUANTITY (L.F.)	CURB & GUTTER QUANTITY (L.F.)
9+25	CURB RAMPS AT ISLANDS	49	
	C.T.H. "OO", 30' LT., CURB RAMP	7	
	CONDUIT INSTALLATION	20	50
		76	50

REMOVING ISLANDS; CRUSHED AGGREGATE BASE COURSE; AND ASPHALTIC SURFACE, PATCHING

STATION	LOCATION	REMOVING ISLANDS QUANTITY (S.Y.)	CRUSHED AGGREGATE BASE COURSE QUANTITY (TONS)	ASPHALTIC SURFACE, PATCHING QUANTITY (TONS)
9+45	C.T.H. "OO", CL	10	10	2
9+45	FREEDOM RD, CL	10	10	2
10+55	DEPOT ST, 3' LT	11	11	2
10+90	C.T.H. "OO", CL	12	12	2.5
10+55	C.T.H. "OO", 35' LT	7	7	1.5
	CONDUIT INSTALLATION			10
		50	50	20

REMOVING ASPHALTIC PAVEMENT, MILLING & SINGLE AGGREGATE ASPHALTIC PAVEMENT, TYPE D1

STATION TO STATION	LOCATION	REMOVING ASPH., MILLING QUANTITY (S.Y.)	ASPHALTIC PAVEMENT QUANTITY (TON)
8+00 TO 12+00	C.T.H. "OO"	2,000	375
8+50 TO 9+78	C.T.H. "W"	1,350	253
10+22 TO 11+50	C.T.H. "W"	1,450	272
		4,800	900

REMOVING CONCRETE SIDEWALK

STATION	LOCATION	QUANTITY (S.Y.)
9+25	C.T.H. "OO", 35' LT	10
	CONDUIT INSTALLATION	15
		25

CONCRETE SIDEWALK, 5-INCH, REMOVING ASPHALTIC SURFACE, & SAWCUTS

STATION TO STATION	LOCATION	SIDEWALK QUANTITY (S.F.)	REMOVE ASPH. QUANTITY (S.Y.)	SAWCUTS QUANTITY (L.F.)
9+25	C.T.H. "OO", 35' LT	120	—	10
9+25	C.T.H. "OO", 35' RT	250	78	37
9+77	C.T.H. "OO", 38' LT	50	23	—
10+22	C.T.H. "OO", 38' RT	50	23	—
	CONDUIT INSTALLATION	135	—	690
		605	124	737

CONCRETE CURB AND CURB & GUTTER

LOCATION	CURB, TYPE J (L.F.)	CURB & GUTTER, 30", TYPE D (L.F.)
CONDUIT INSTALLATION	20	50

PAVEMENT MARKING

STATION TO STATION	LOCATION	*4-INCH YELLOW CENTER LINE L.F.	*8-INCH WHITE CHANNELIZATION L.F.	*LIN. FT. STOP LINE 18-INCH	*LIN. FT. CROSS-WALK 6-INCH	(EA.) SINGLE *EACH ARROWS (TYPE 2)	"ONLY" *EACH WORDS (EA.)	**CURB RAMPS L.F.	* 4-INCH WHITE LANE LINE L.F.
8+00 TO 12+00	C.T.H. "OO"	480	120	60	225	2	1	50	85
8+50 TO 11+50	FREEDOM RD, DEPOT ST.	420	220	115	525	4	2	100	—
TOTALS		880	340	175	750	6	3	150	85

*Preformed Plastic
**Cold Paint

TRAFFIC SIGNAL WIRE & CABLE

RUN NO.	FROM	ROUTING	TO	TRAFFIC SIGNAL CABLE NO. 14 L.F.	TRAFFIC SIGNAL CABLE NO. 14 L.F.	TRAFFIC SIGNAL CABLE NO. 14 L.F.	TRAFFIC SIGNAL WIRE NO. 10 L.F. Neutral & Ground, L.F.
A1	CB1	PB-3, PB-2, PB-1	A1/C3			155	
A2	CB1	PB-3, PB-4	A2			64	
A3	CB1	PB-3, PB-4, PB-5	A3/C1			132	
B1	CB1	PB-3, PB-2	B1/D3		82		
B2	CB1	PB-3, PB-4, PB-5, PB-6	B2	168			
B3	CB1	PB-3, PB-4, PB-5, PB-6, PB-7	B3/D1		271		
C2	CB1	PB-3, PB-2, PB-1, PB-8	C2		222		
D2	CB1	PB-3, PB-2, PB-1	D2	155			
	CB1	PB-3, PB-2	B1/D3			164	
	B1/D3	PB-2, PB-1	D2			246	
	D2	PB-1	A1/C3			64	
	A1/C3	PB-1, PB-8	C2			198	
	C2	PB-8, PB-7	B3/D1			186	
	B3/D1	PB-7, PB-6	B2			294	
	B2	PB-6, PB-5	A3/C1			124	
	A3/C1	PB-5, PB-4	A2			186	
	A2	PB-4, PB-3	CB1			128	
TOTALS				323	575	351	1,592

CONCRETE BASES, SIGNAL STANDARDS & POLES, TRANSFORMER AND PEDESTAL BASES

STATION	LOCATION	DESIG-NATION	CONC. BASE, TYPE-1	CONC. BASE, TYPE-2	CONC. BASE, TYPE-9	SIGNAL STANDARD, 13-FOOT	POLE, TYPE-2	TRANS-FORMER BASE	PEDES-TAL BASE	SIGNAL STANDARD, 15-FOOT
9+30	C.T.H. "OO", 29' RT	A1/C3	1			1			1	
10+94	C.T.H. "OO", 36' RT	A2		1			1	1		
10+97	C.T.H. "OO", 33' LT	A3/C1	1						1	1
10+22	C.T.H. "OO", 35' RT	B1/D3	1			1			1	
9+08	FREEDOM RD, 39' LT	B2		1			1	1		
9+82	C.T.H. "OO", 42' LT	B3/D1	1			1			1	
9+19	C.T.H. "OO", 32' LT	C2		1			1	1		
9+45	C.T.H. "OO", 33' RT	D2		1			1	1		
10+64	C.T.H. "OO", 55' RT	CB1			1					
TOTALS (EACH)			4	4	1	3	4	4	4	1

GROUP CODE 020 ITEMS AND QUANTITIES

STATE PROJECT NUMBER
4677-05-71

SHEET NO.
3A

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

TRAFFIC & PEDESTRIAN SIGNAL FACES, MAST ARMS, PEDESTRIAN BUTTONS

LOCATION	3-12 VERT. (EACH)	3-12 HORIZ. (EACH)	5-12 VERT. (EACH)	5-12 HORIZ. (EACH)	MAST ARM, 15-FT (EA.)	MAST ARM, 20-FT (EA.)	** PED. FACE (EA.)
A1	1						1
A2				1	1		1
A3			1				1
B1	1						1
B2		1				1	
B3	1						
C1	1						1
C2		1			1		1
C3	1						
D1	1						1
D2		1			1		1
D3	1						
TOTALS	7	3	1	1	3	1	8

All traffic signal faces to have backplates
Pedestrian signal faces shall be 12-inch square with 4-1/2" letter height

PULL BOXES

BOX NO.	STATION	LOCATION	24"x36" (EACH)
PB1	9+39	C.T.H. "OO", 29' RT	1
PB2	10+14	C.T.H. "OO", 50' RT	1
PB3	10+57	C.T.H. "OO", 51' RT	1
PB4	10+89	C.T.H. "OO", 34' RT	1
PB5	10+94	C.T.H. "OO", 34' LT	1
PB6	9+15	FREEDOM RD, 50' LT	1
PB7	9+77	C.T.H. "OO", 34' LT	1
PB8	9+16	C.T.H. "OO", 34' LT	1
			8

NON-METALLIC CONDUIT

TOPSOIL & SOD

LOCATION	QUANTITY (S.Y.)	FROM	TO	NON-METALLIC CONDUIT, 3-INCH (L.F.)
CONDUIT, PULL BOX AND BASE INSTALLATION	35	CB1 PB3	14 (2x7)	42
		PB3 PB2	B1/D3	17
		PB2 PB1	D2	82
		PB1 PB1	A1/C3	8
		PB1 PB8	C2	8
		PB8 PB8	B7	70
		PB8 PB7	B3/D1	5
		PB7 PB6	B2	62
		PB6 PB5	B4	10
		PB5 PB4	A3/C1	107
		PB4 PB4	A2	14
		PB4 PB3		27
				5
				68
				5
				36
				580

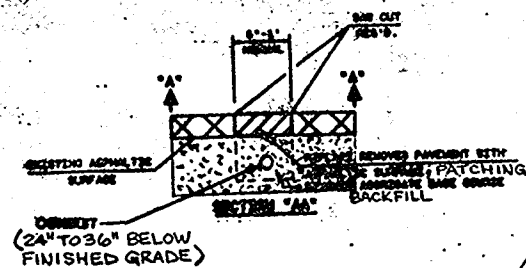
* PB-1 to PB-2 paid for as non-metallic conduit, all other runs paid for as non-metallic conduit, special i.e. bored not open cut

**** INITIAL TIMING & PHASE SEQUENCE -
INTERSECTION C.T.H. "00" AND MADISON ST.**

INTERVAL NO.=SEC.	C.T.H. "00"				MADISON ST.		
	VEH	VEH	VEH	PED	VEH	VEH	PED
1=13	G=13		R=17	DW=17	G=13		
2=4	Y=4				Y=4		
3=19		G=46		W=7		R=51	DW=51
4=10			G=29	FDW=22			
5=4		Y=4	Y=4				
6=1							
7=11					G=24	G=24	W=7
8=13		R=30	R=30	DW=34	Y=4	Y=4	FDW=17
9=4						R=1	DW=5
10=1							
CYCLE=80							
FLASH		FY	FY			FR	

* ALL RED CLEARANCE INTERVAL

* This sequence used when push button is activated. When not activated, DW=80 seconds



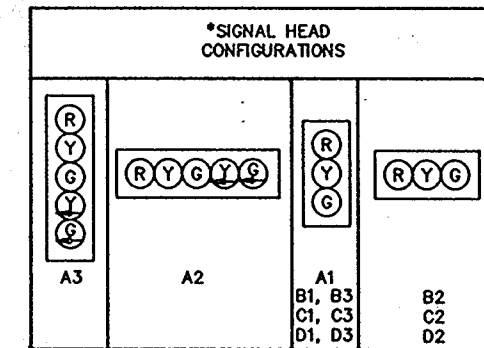
STATE PROJECT NUMBER

4677-05-71

SHEET NO.

5.0

TRAFFIC SIGNAL INSTALLATION FOR
C.T.H. "00" & C.T.H. "N" INTERSECTION
OUTAGAMIE CO.



20 10 0 20
SCALE - FEET

** See insert sheet 5.0A

BEGIN PROJECT
STA. 8+00
NORTH ST. (C.T.H. "00")

INTERSECTION C.T.H. "00" AND FREEDOM RD./DEPOT ST.
INITIAL TIMING AND PHASE SEQUENCE

INTERVAL NO.=SEC.	A2,A3	A1,A2,A3	C1,C2,C3	PED	B1,B2,B3 D1,D2,D3	PED
	VEH	VEH	VEH	VEH	VEH	VEH
1=9	G=9		R=13	DW=13		
2=4	Y=4					
3=8		G=51		W=8	R=56	DW=56
4=30			G=38	FDW=30		
5=4		Y=4	Y=4			
6=1						
7=9					G=19	W=4
8=10		R=25	R=25	DW=29	Y=4	FDW=15
9=4					R=1	DW=5
10=1						
CYCLE=80						
FLASH		FY	FY		FR	

* ALL RED CLEARANCE INTERVAL

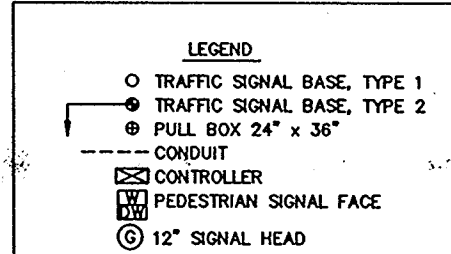
CONSTRUCTION LIMITS
STA. 11+50, DEPOT ST.

NOTES: INITIAL TIMING

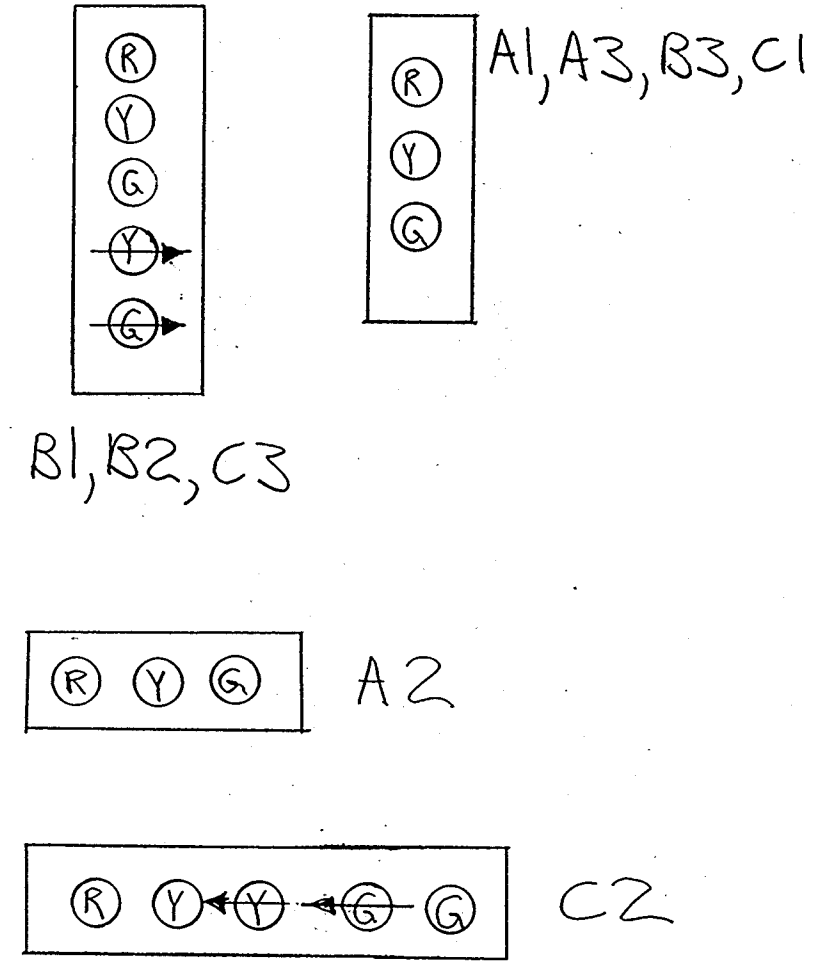
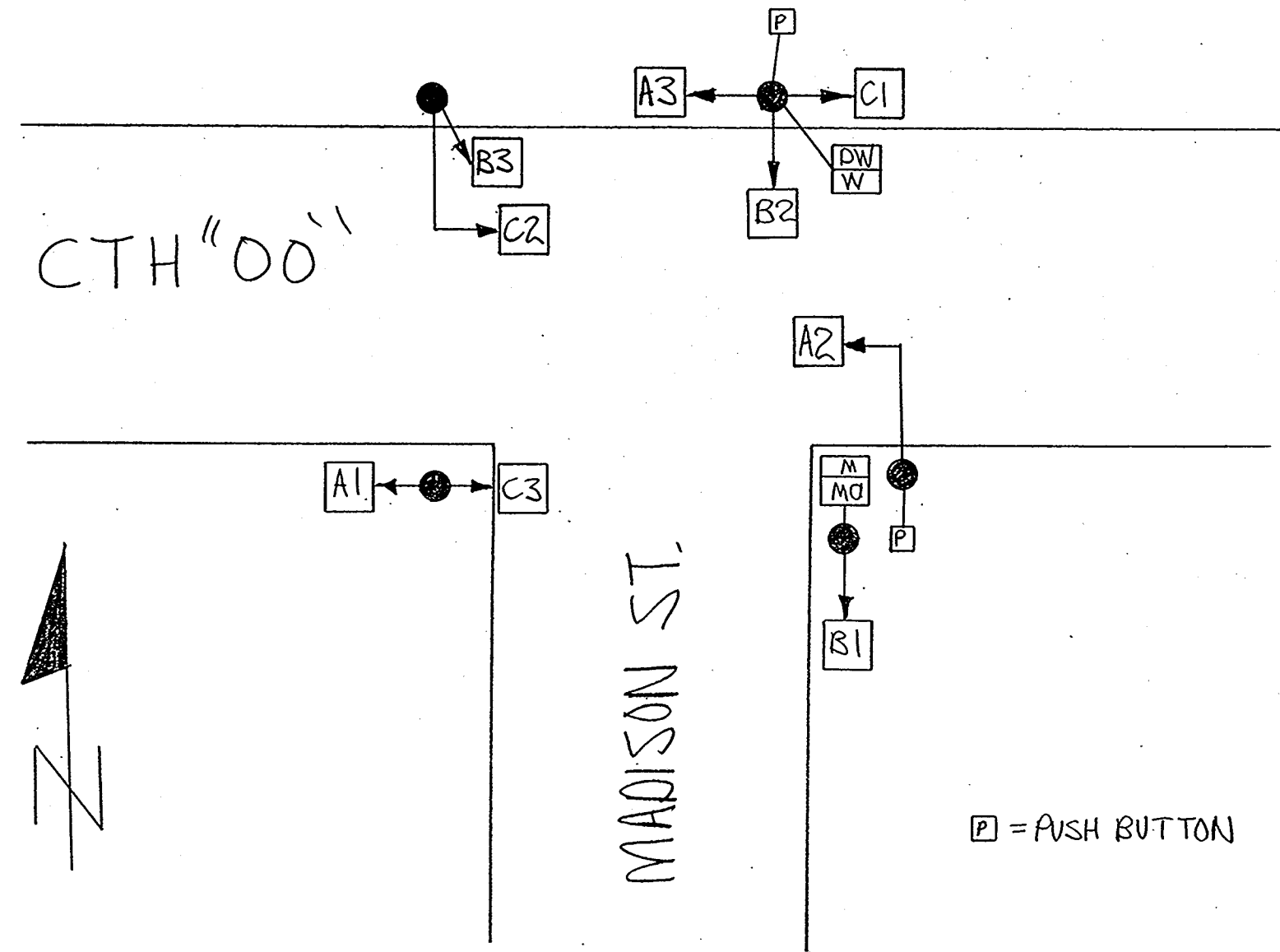
THE INTERSECTION OF C.T.H. "00" & FREEDOM RD./DEPOT ST. AND THE INTERSECTION OF C.T.H. "00" & MADISON ST. (LOCATED APPROXIMATELY 1400 FT. WEST OF FREEDOM RD./DEPOT ST.) SHALL BE TIED TOGETHER BY TIME BASE COORDINATION.

THE OFFSET TO BE USED FOR TIME BASED COORDINATION SHALL BE 46 SECONDS BETWEEN BEGINNING OF INTERVAL 3 AT C.T.H. "00" AND MADISON ST. TO BEGINNING OF INTERVAL 3 AT C.T.H. "00" AND FREEDOM RD./DEPOT ST.

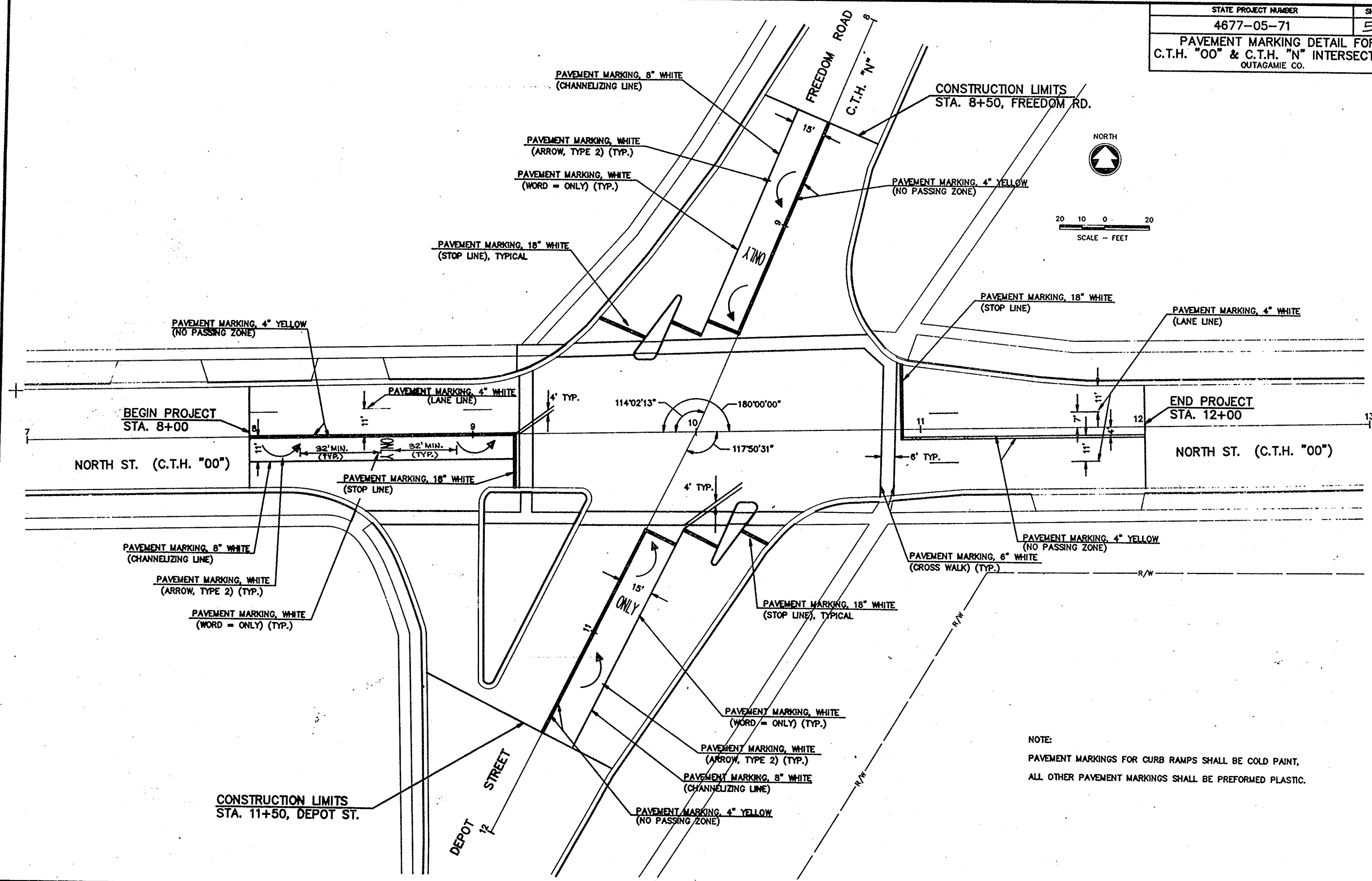
PROGRAMMED FLASHING OPERATION SHALL BEGIN AT 11:30 P.M. AND RETURN TO NORMAL OPERATIONS AT 5:30 A.M.. THE CHANGE FROM NORMAL OPERATION TO FLASHING OPERATION SHALL BE MADE AT THE END OF INTERVAL 6 AND THE END OF FLASHING OPERATION SHALL BE MADE AT THE BEGINNING OF INTERVAL 3.



**** INSERT**



**** EXISTING TRAFFIC SIGNAL LAYOUT**
 C.T.H. "00" & MADISON ST.
 INTERSECTION



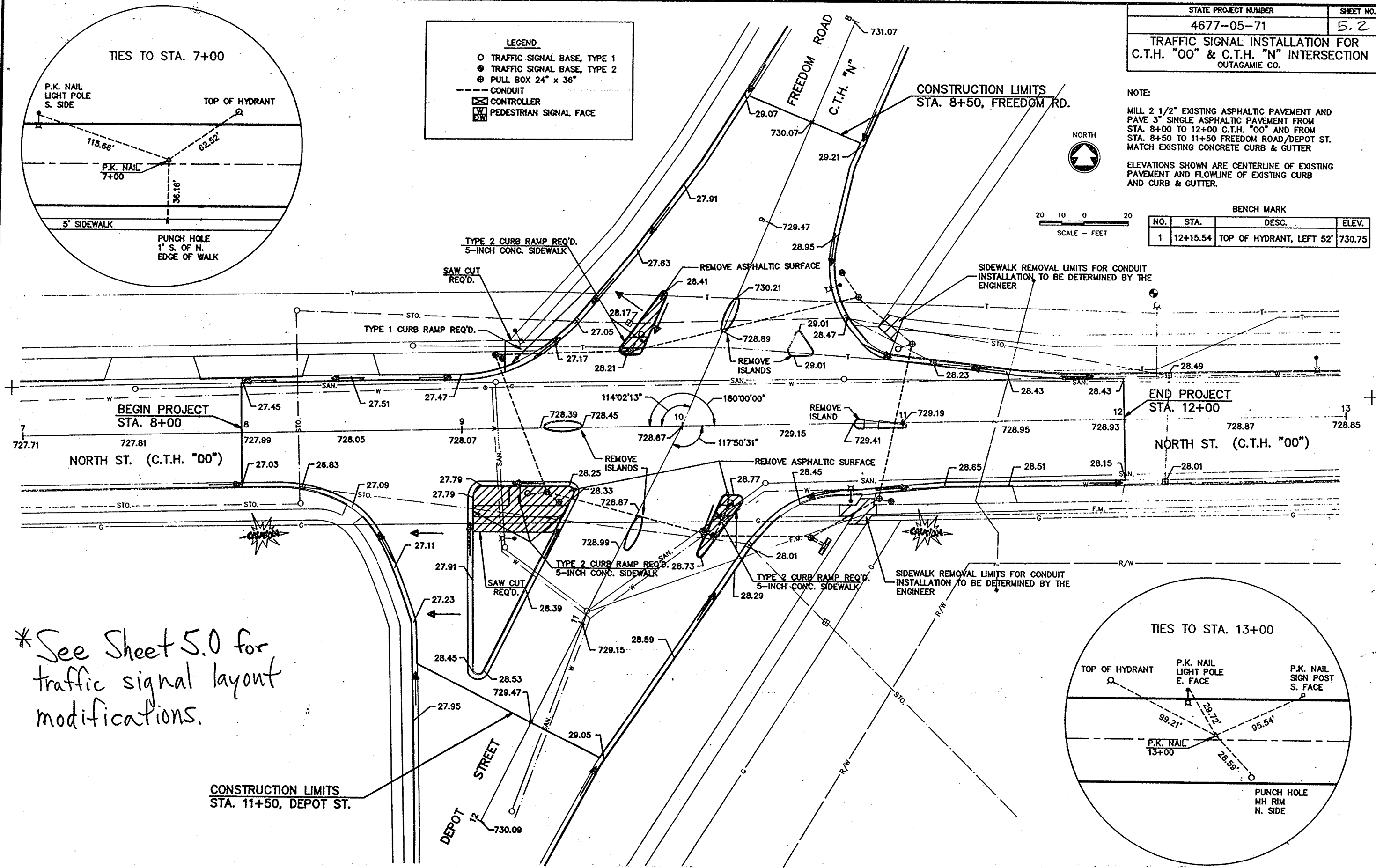
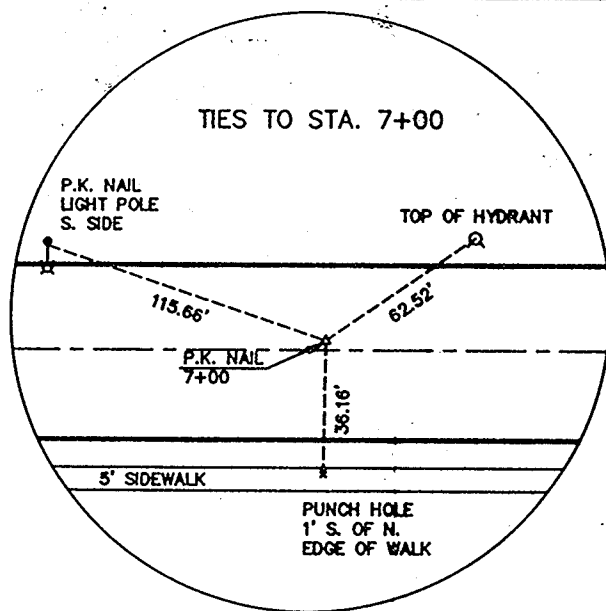
NOTE:
MILL 2 1/2" EXISTING ASPHALTIC PAVEMENT AND
PAVE 3" SINGLE ASPHALTIC PAVEMENT FROM
STA. 8+00 TO 12+00 C.T.H. "00" AND FROM
STA. 8+50 TO 11+50 FREEDOM ROAD/DEPOT ST.
MATCH EXISTING CONCRETE CURB & GUTTER

ELEVATIONS SHOWN ARE CENTERLINE OF EXISTING
PAVEMENT AND FLOWLINE OF EXISTING CURB
AND CURB & GUTTER.

BENCH MARK			
NO.	STA.	DESC.	ELEV.
1	12+15.54	TOP OF HYDRANT, LEFT 52'	730.75

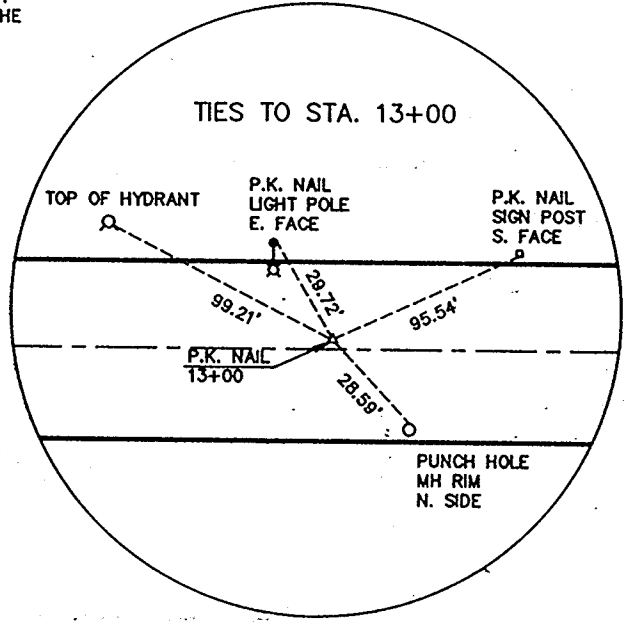
LEGEND

- TRAFFIC SIGNAL BASE, TYPE 1
- TRAFFIC SIGNAL BASE, TYPE 2
- ⊗ PULL BOX 24" x 36"
- CONDUIT
- ⊞ CONTROLLER
- ⊞ PEDESTRIAN SIGNAL FACE

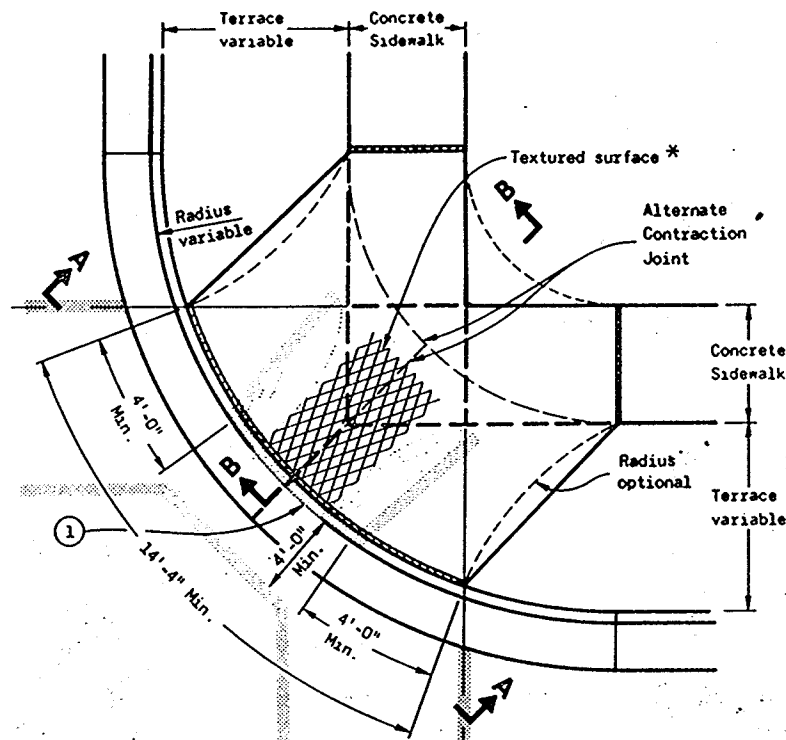


20 10 0 20
SCALE - FEET

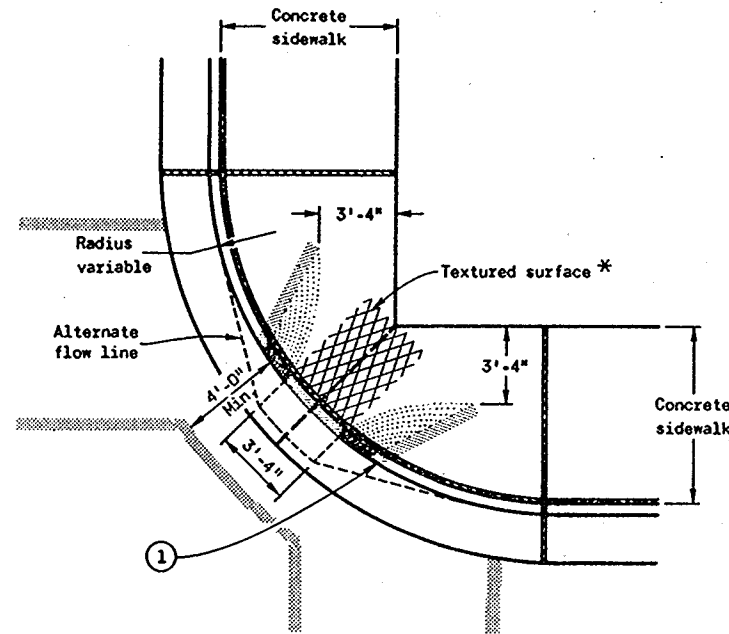
*See Sheet 5.0 for
traffic signal layout
modifications.



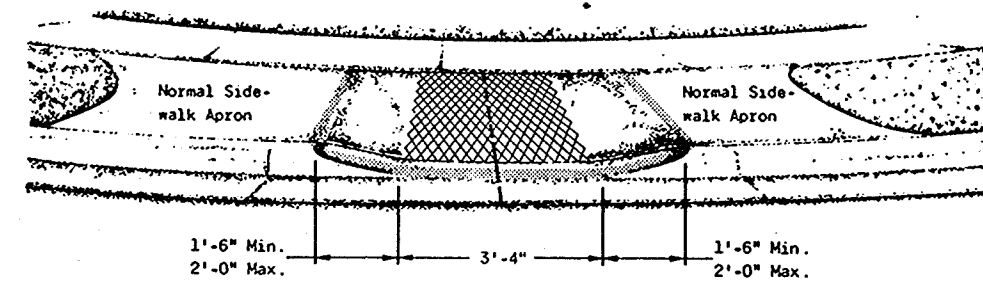
CONSTRUCTION LIMITS
STA. 11+50, DEPOT ST.



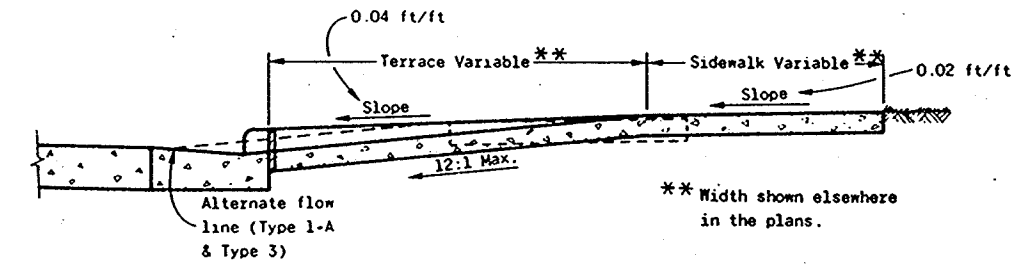
PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



VIEW A-A



SECTION B-B

1/2" EXPANSION JOINTS - SIDEWALK
--- CONTRACTION JOINTS
Location of joints may be varied from those shown to better fit site conditions and/or local government preference.

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.

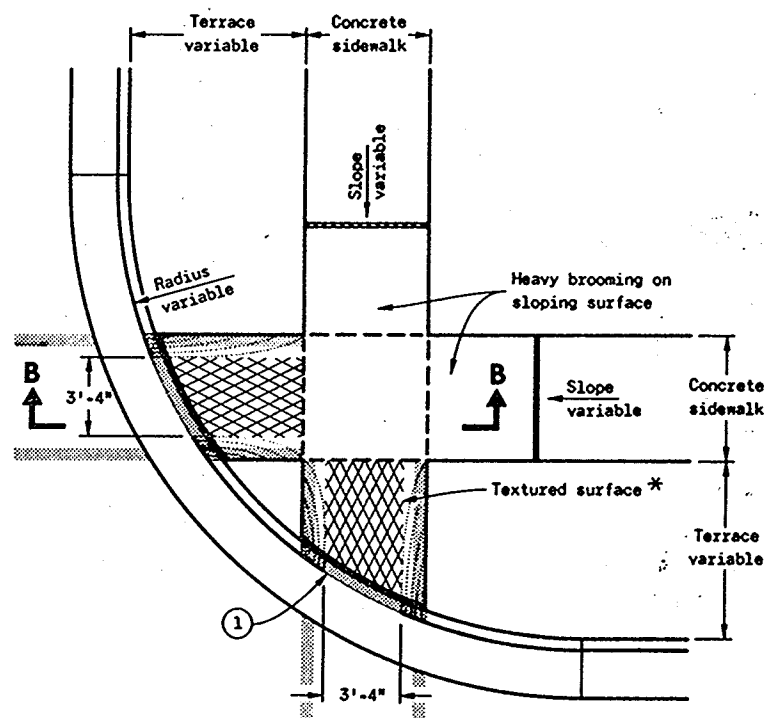
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

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

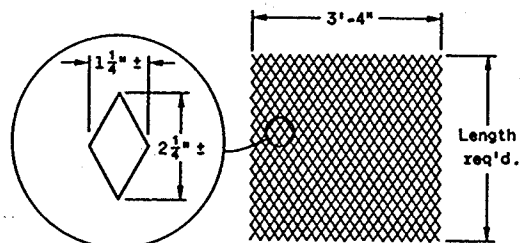
Surface texturing shall consist of linear impressions approximately 1/8 inch to 3/8 inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately 1 1/4 inches in width by 2 1/4 inches in length, with the length being parallel to the direction of pedestrian movement. 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.

① The ramp shall 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 unless otherwise specified in the contract.

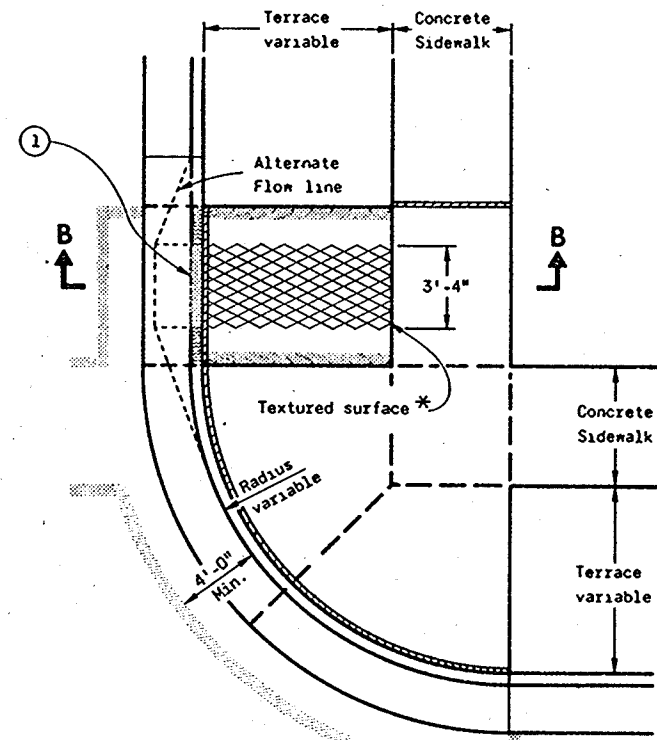
If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

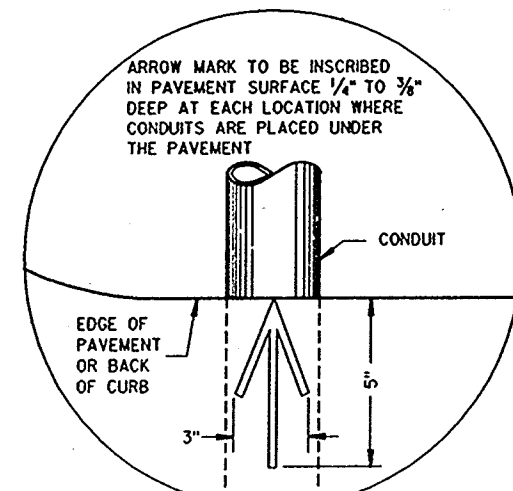


DETAIL OF DIAMOND PATTERN *

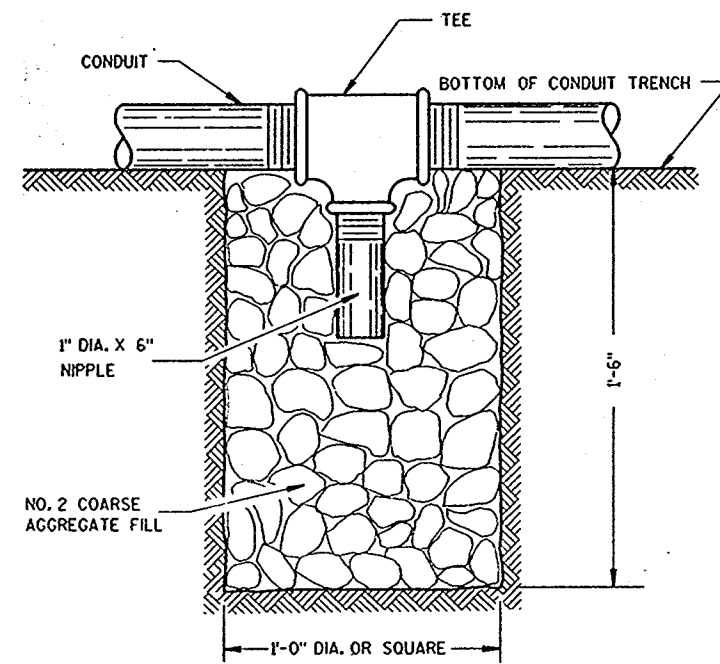


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS	
State of Wisconsin Department of Transportation	
APPROVED 10-23-84 DATE	CHIEF DESIGN ENGINEER
FHWA	

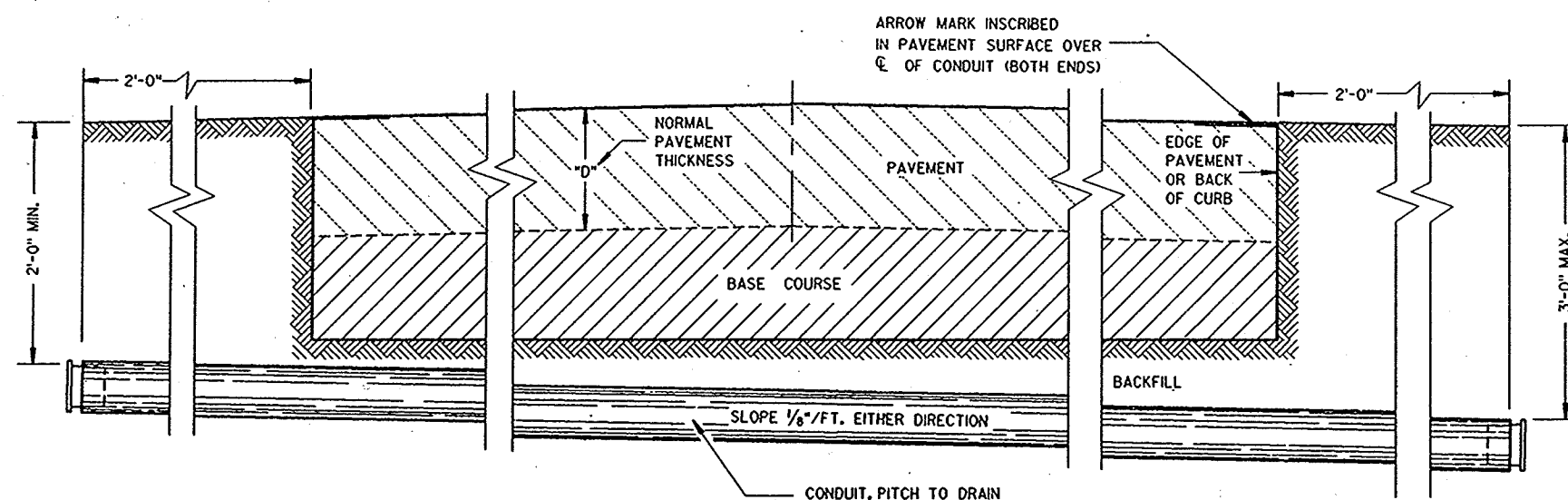


PLAN VIEW
ARROW MARK



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

DRAIN SUMP FOR CONDUIT



SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

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 613) OR NONMETALLIC (STANDARD SPECIFICATION 613) 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.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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 ASSURE 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 PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX OR JUNCTION BOX TO JUNCTION BOX).

A #12 GAUGE, GALVANIZED PULL WIRE SHALL BE INSTALLED IN EACH RUN OF CONDUIT THAT DOES NOT RECEIVE CABLE OR WIRE UNDER THIS CONTRACT. THE PULL WIRE SHALL BE DOUBLED BACK 2 FEET AT EACH END CAP OF THE CONDUIT RUN.

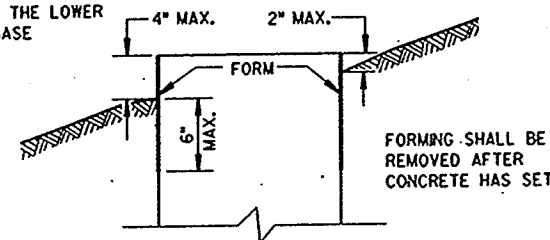
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

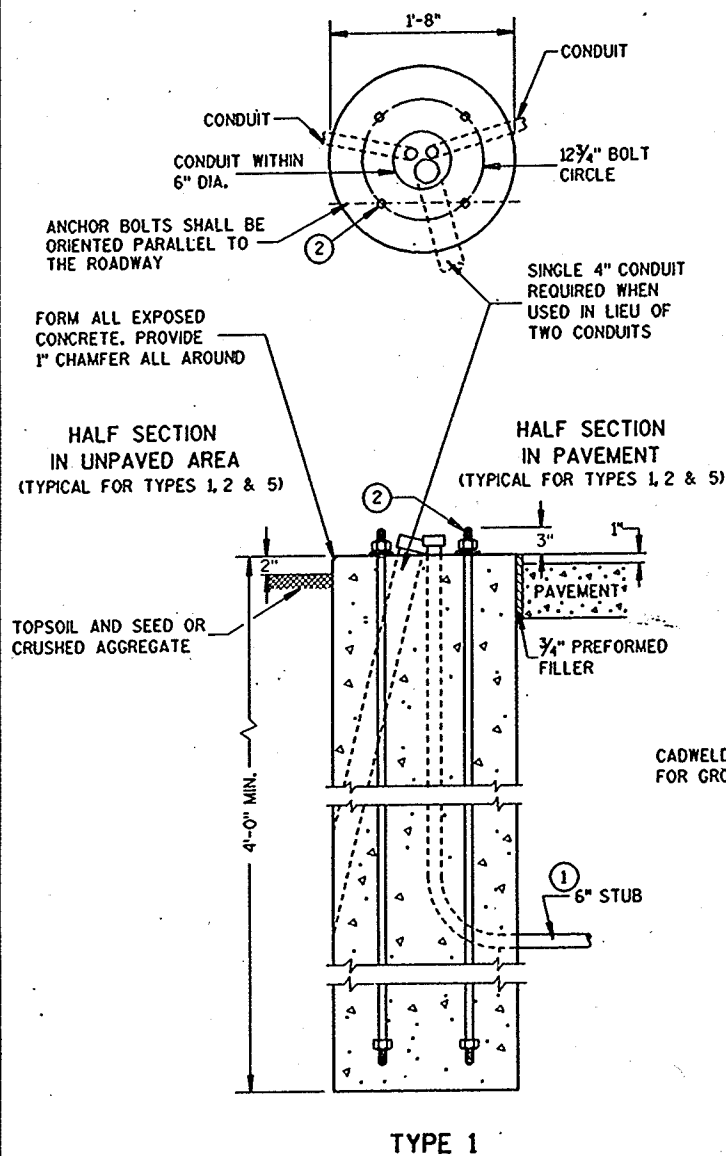
S.D.D. 9 B 2-4

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE

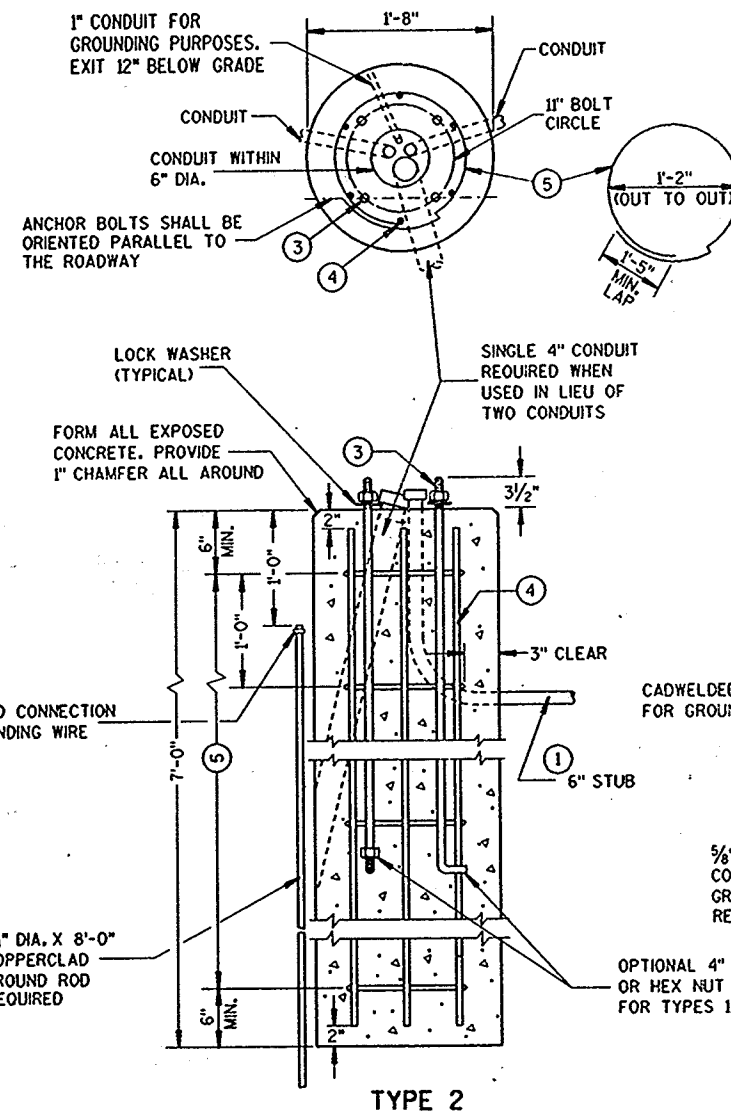


FORMING DETAIL

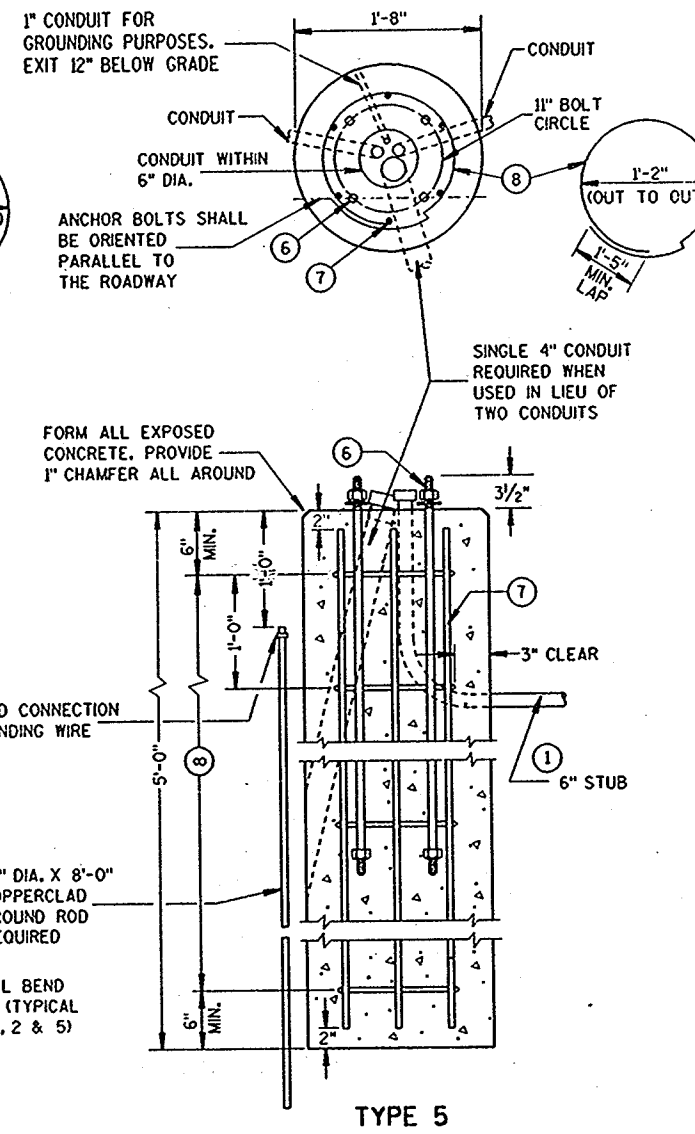
QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	.32	.57	.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18



TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED.

ALL NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL BE PLUGGED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 6 AWG. STRANDED COPPER GROUNDING WIRE SHALL BE CADWELDED TO THE GROUND ROD FOR TYPE 2 AND TYPE 5 BASES.

THE GROUNDING WIRE SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE GROUNDING WIRE SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WHEN ANCHOR BOLTS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

2 (4) 1" DIA. X 3'-6" ANCHOR BOLTS.

3 (4) 1" DIA. X 5'-0" ANCHOR BOLTS.

4 (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

6 (4) 1" DIA. X 3'-6" ANCHOR BOLTS.

7 (6) NO. 4 X 4'-8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

CONCRETE BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

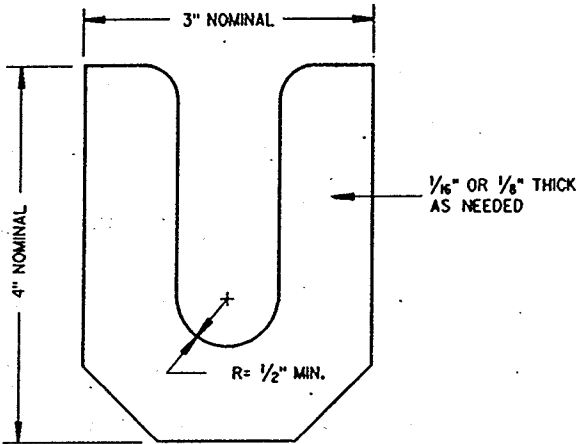
FHWA

GENERAL NOTES

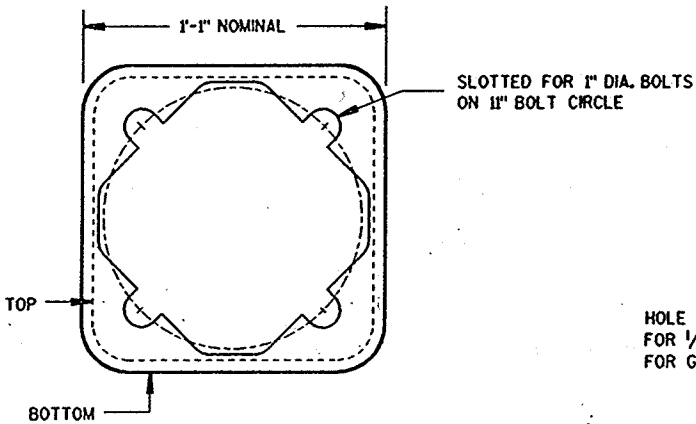
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS TO BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

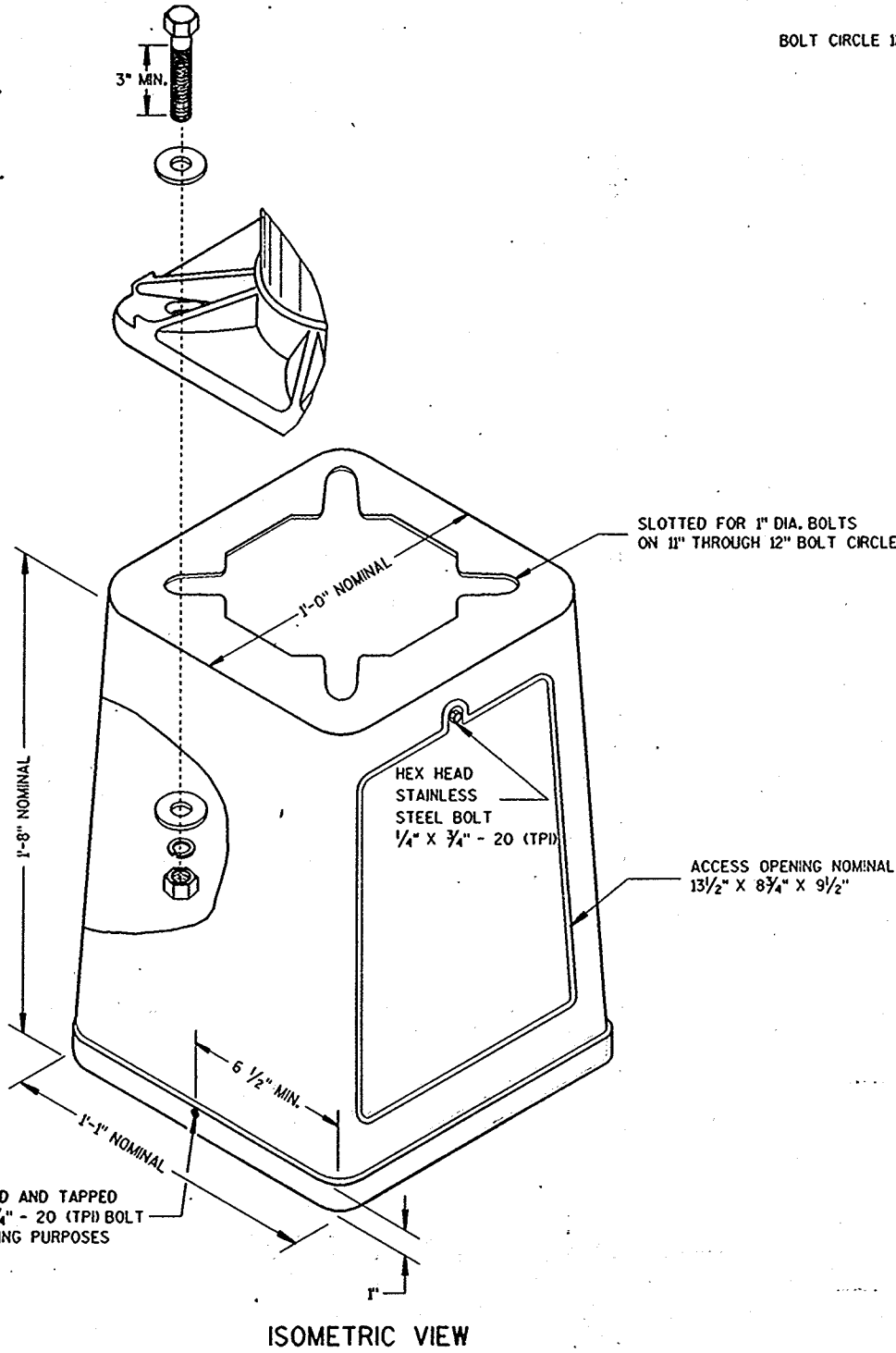
LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.



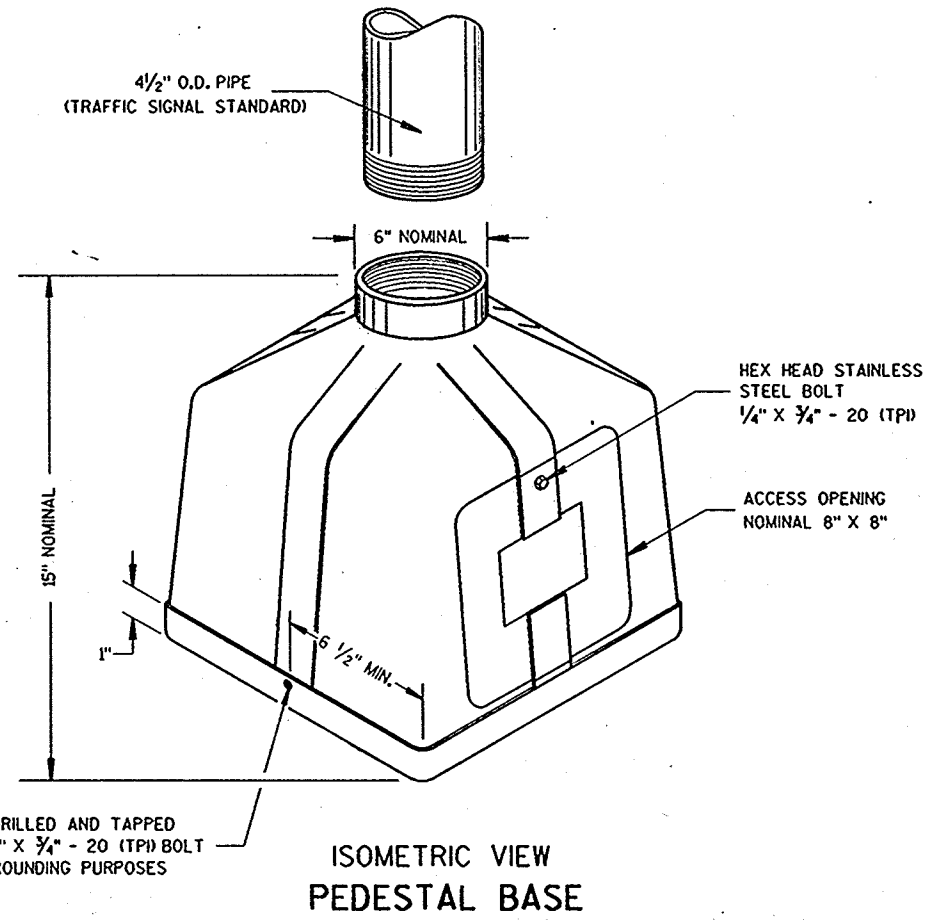
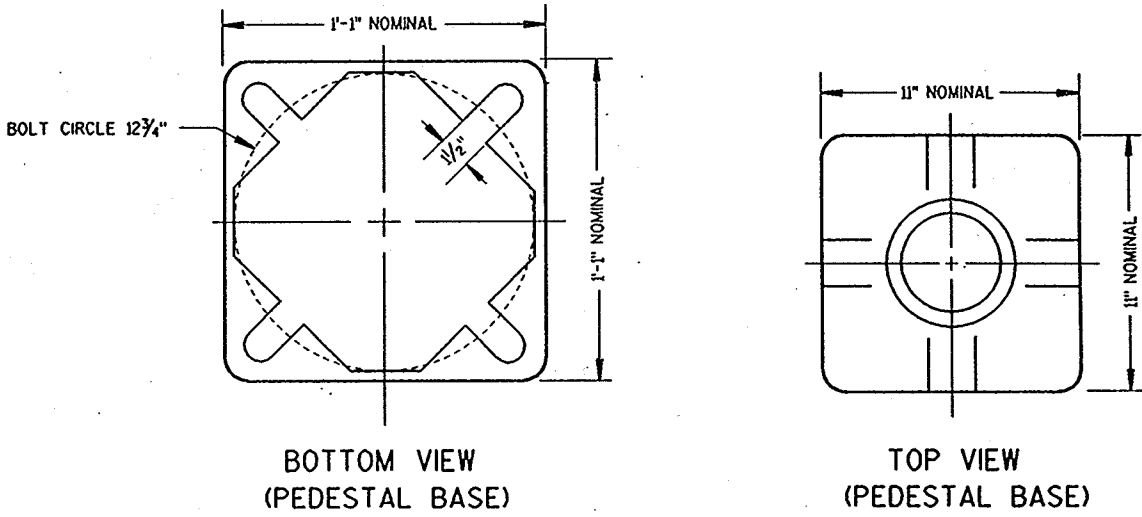
LEVELING SHIM



BOTTOM VIEW
(TRANSFORMER BASE)



TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4 & 5 POLES

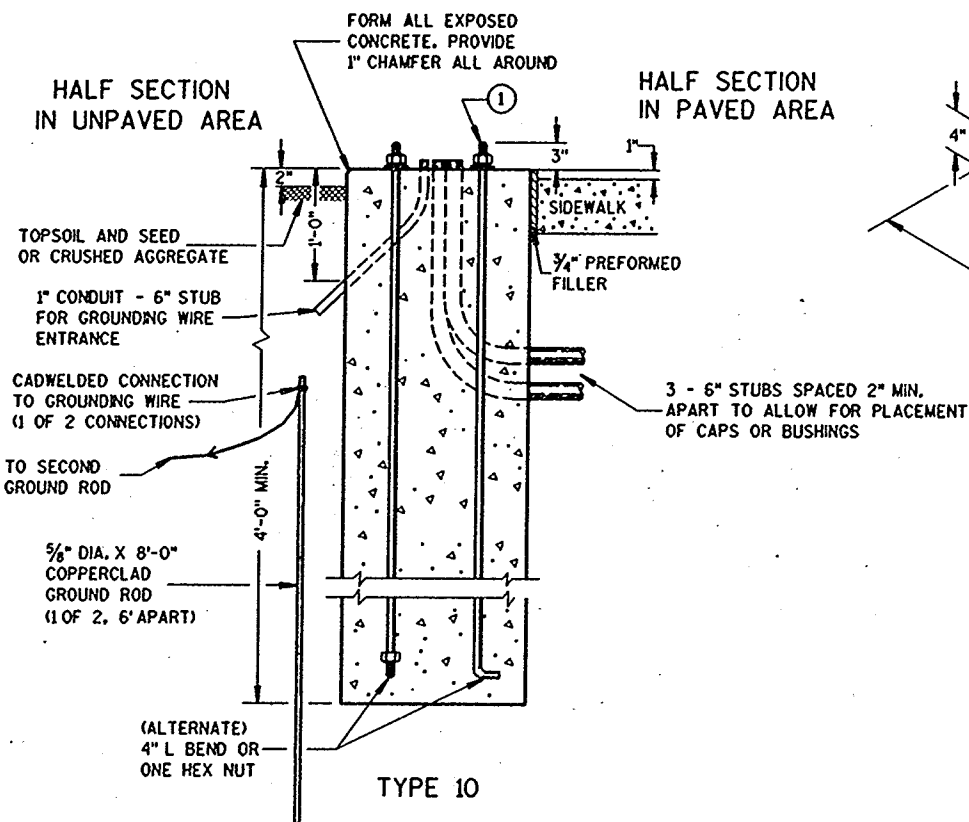
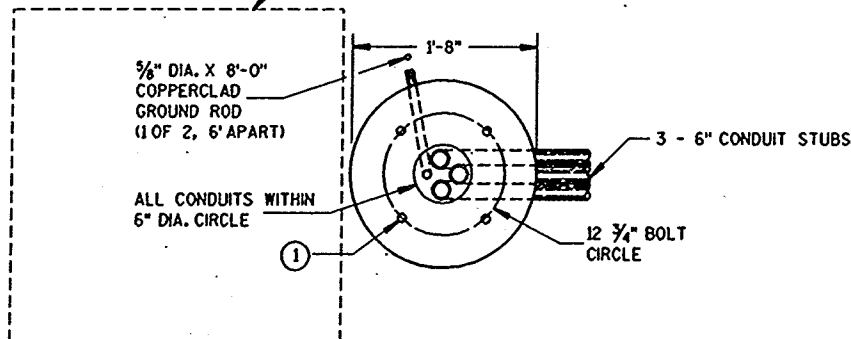


ISOMETRIC VIEW
PEDESTAL BASE

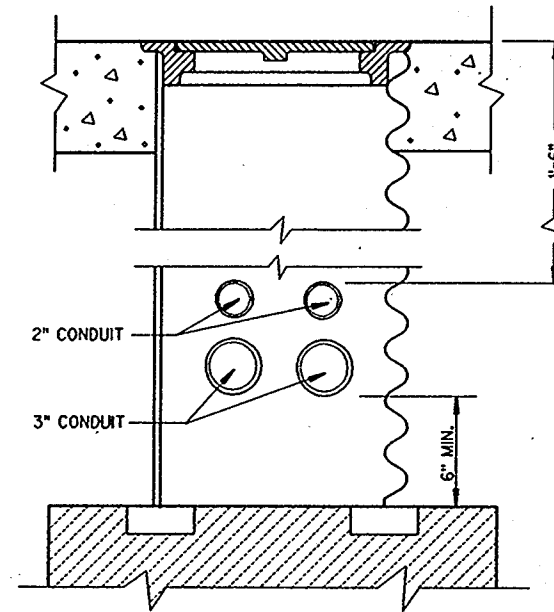
CAST BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 1-29-88 DATE	STATE TRAFFIC ENGINEER FOR HWYS FWHA

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	20"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.32

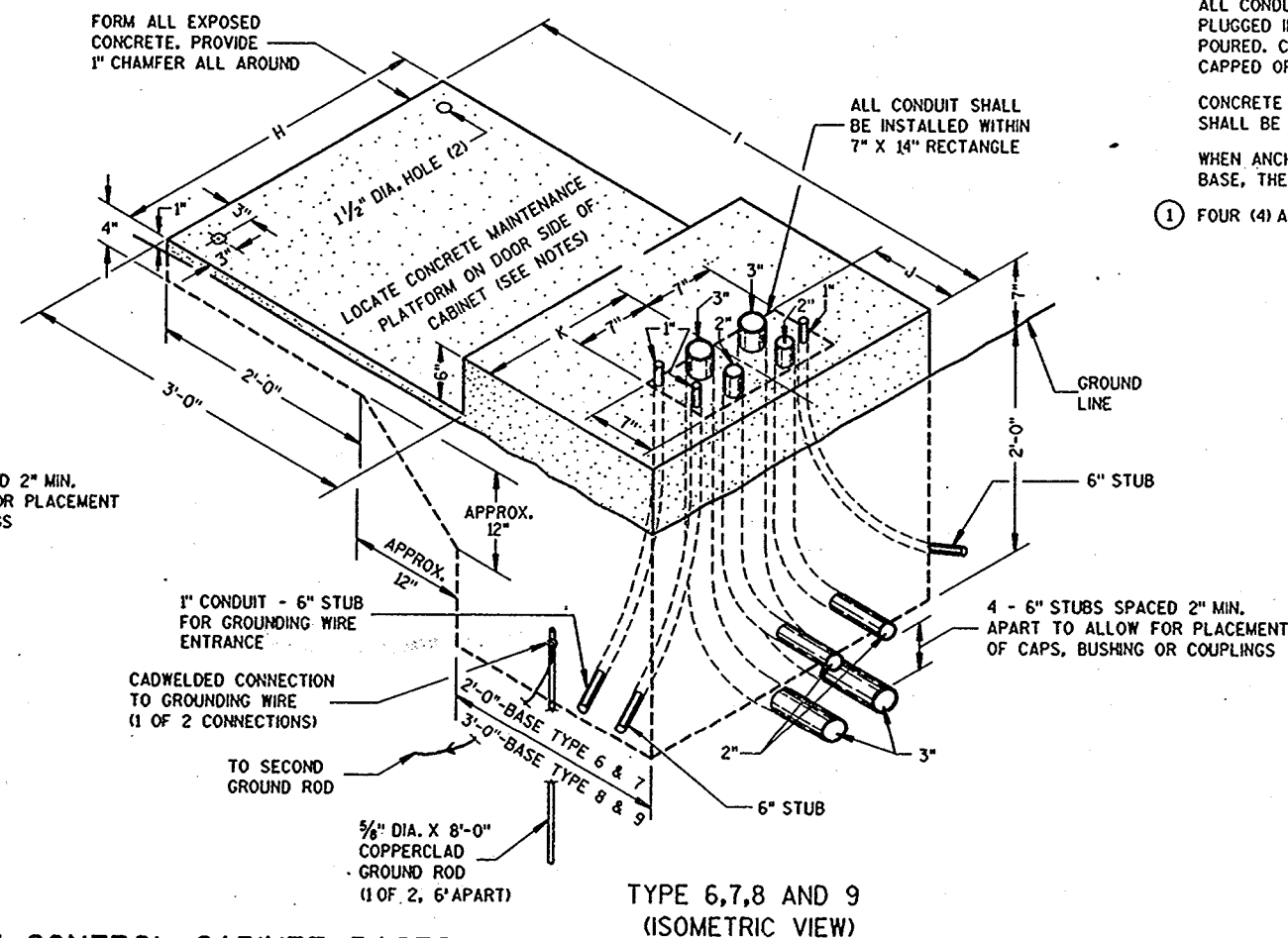
TYPICAL 3'-0" X 3'-0"
MAINTENANCE PLATFORM.
LOCATION TO BE DETERMINED
IN THE FIELD.



CONCRETE CONTROL CABINET BASES



CONDUIT LOCATIONS IN 24" X 36" PULL BOX
(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



GENERAL NOTES

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

INSTALL FOUR 1/2 INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR BOLTS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

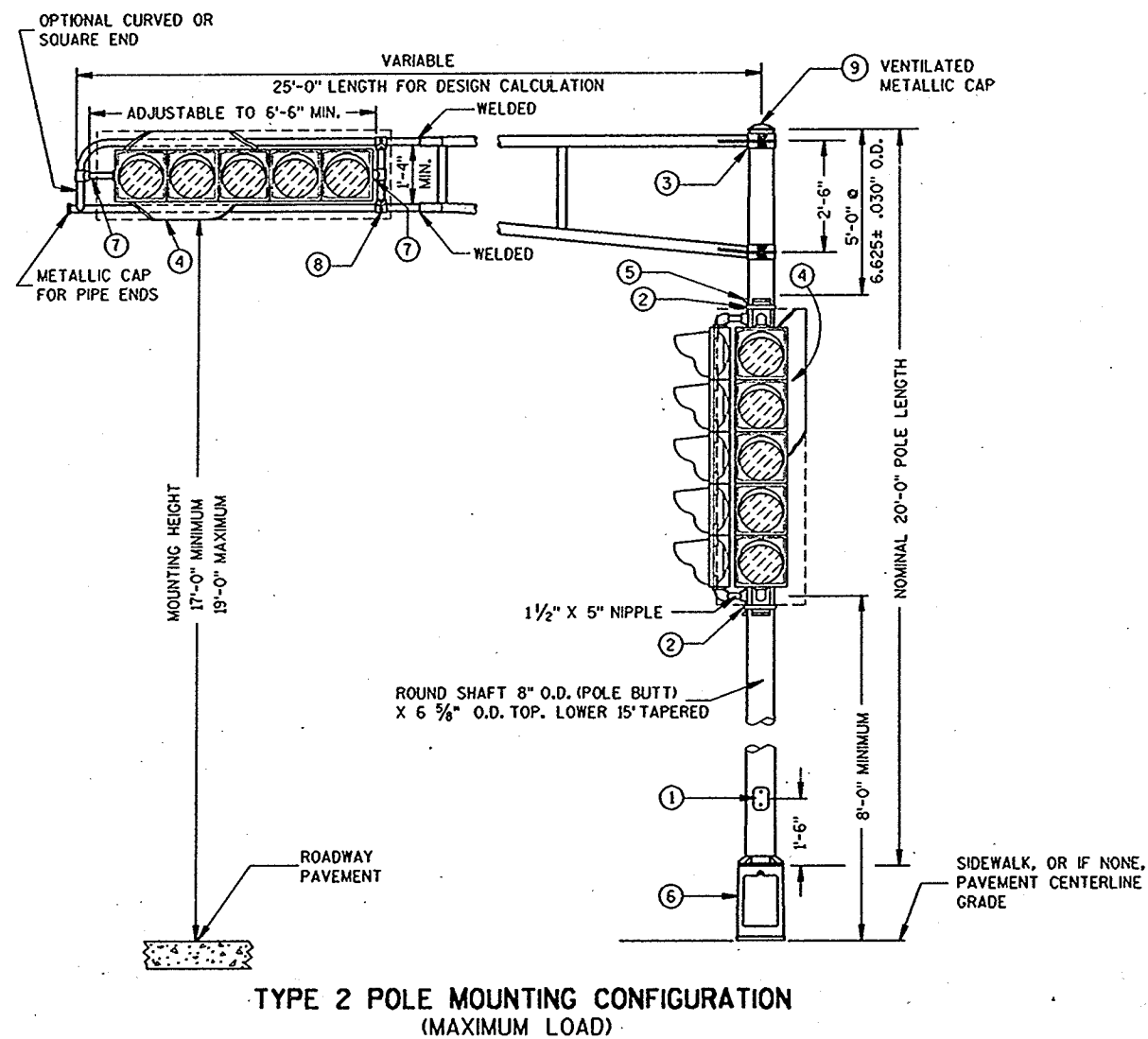
WHEN ANCHOR BOLTS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

① FOUR (4) ANCHOR BOLTS, 1" DIA. X 3'-6"

CONCRETE CONTROL CABINET
BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA



GENERAL NOTES

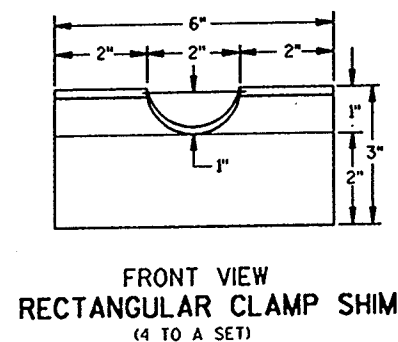
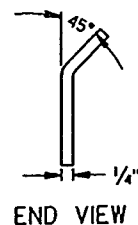
- ① 4" X 6" HANDHOLE & COVER ASSEMBLY WITH $\frac{1}{4}$ " X $\frac{3}{4}$ " - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
- ② SIGNAL MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE SPECIAL PROVISIONS).
- ③ GROMMETS OR 1" CHASE NIPPLES WITH LOCKNUTS SHALL BE PROVIDED FOR $1\frac{1}{2}$ " HOLE IN POLE SHAFT.
- ④ BACKPLATE REQUIRED TO SURROUND SIGNAL FACES. BACKPLATE TO EXTEND 5" BEYOND EXTREMITIES OF SIGNAL HEAD.
- ⑤ SPACERS INSTALLED TO PLUMB HEADS AS NEEDED.
- ⑥ CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
- ⑦ $1\frac{1}{2}$ " PIPE THREAD ON THE MOUNTING BRACKET NIPPLES FOR THE SIGNAL HEAD. NIPPLE SHALL BE $1\frac{1}{2}$ " X 2".
- ⑧ VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW ($\frac{1}{4}$ " X $\frac{3}{4}$ " LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
- ⑨ METALLIC CAPS SHALL BE FASTENED WITH $\frac{1}{4}$ " X $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLTS.

NOTE:
SHEET SDD 9 B 11-1a IS REQUIRED WHEN THIS
DRAWING IS CALLED FOR IN THE PLANS.

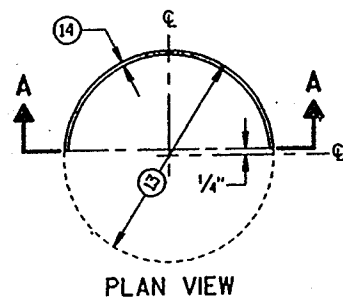
POLE MOUNTINGS FOR
TRAFFIC SIGNALS
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

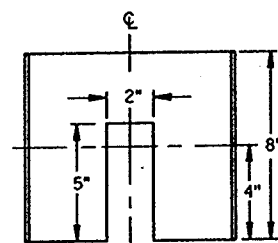
S.D.D. 9 B 11-1a



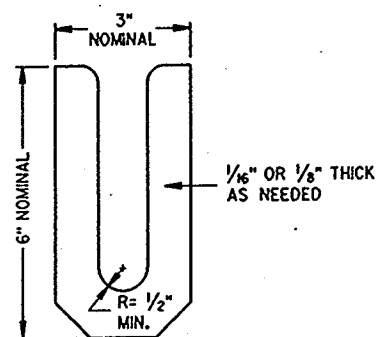
FRONT VIEW
RECTANGULAR CLAMP SHIM
(4 TO A SET)



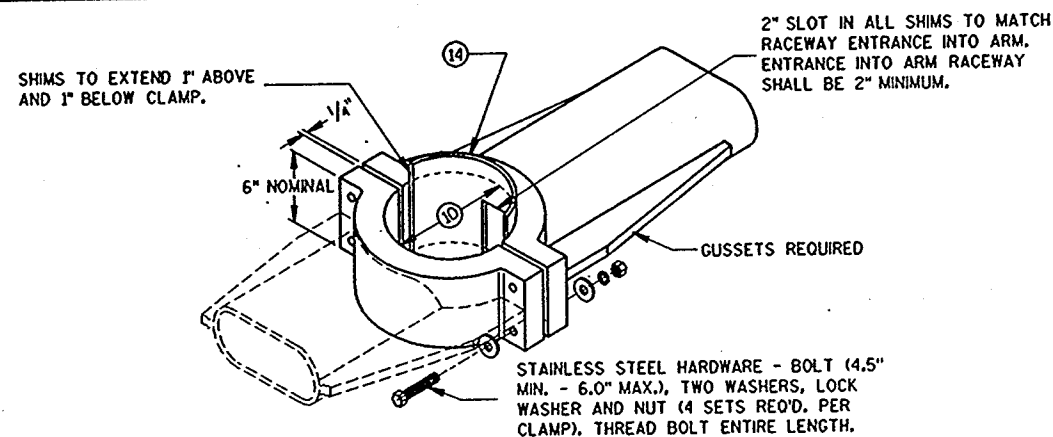
PLAN VIEW



SECTION A-A
CIRCULAR CLAMP SHIM
(2 TO A SET)



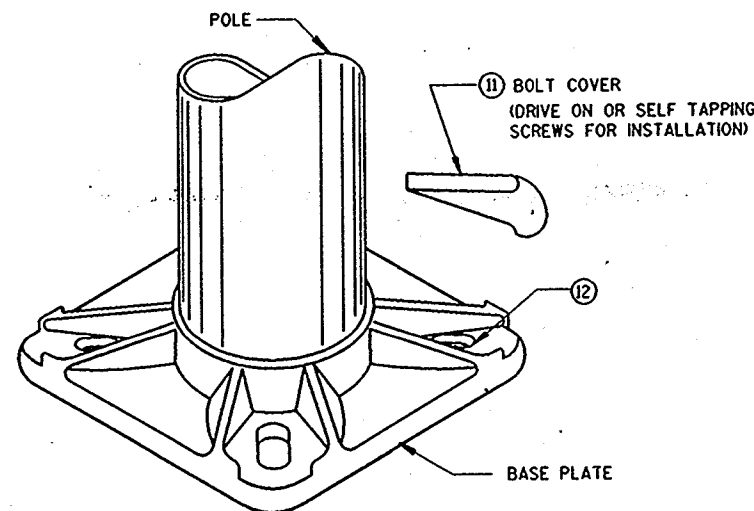
LEVELING SHIM (15)



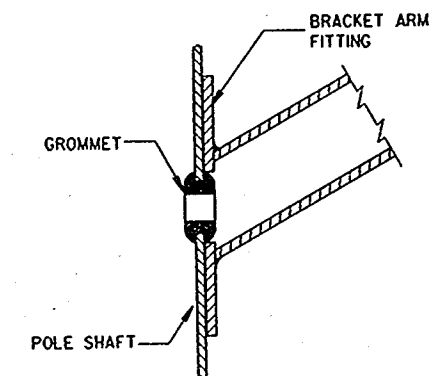
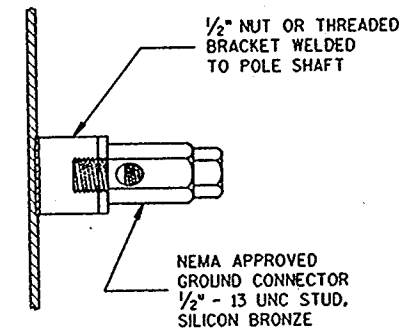
TYPICAL TROMBONE MAST ARM AND
LUMINAIRE MAST ARM MOUNTING CLAMP

GENERAL NOTES

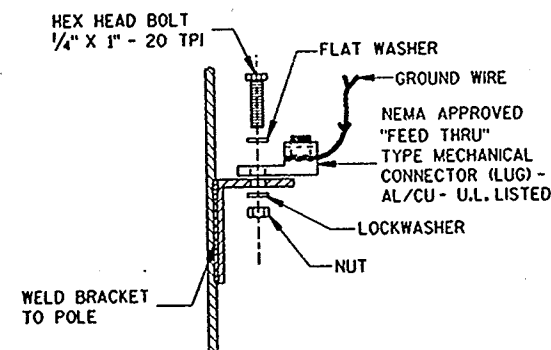
- (10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- (11) INDIVIDUAL BOLT COVERS FOR BASE PLATE.
- (12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR BOLTS.
- (13) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)
- (14) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")
SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.35", 0.53" OR 0.70".
SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.
SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.
- (15) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASEPLATE.



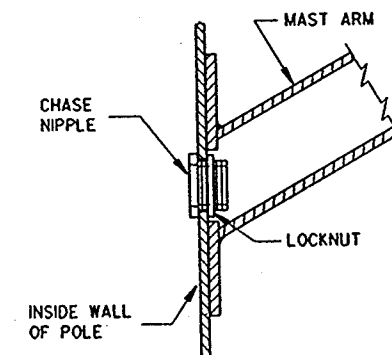
BASE PLATE



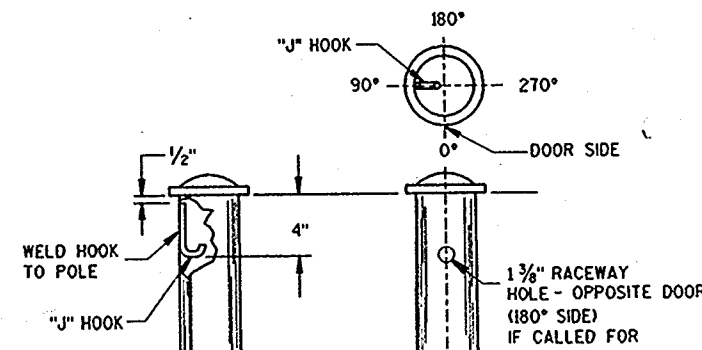
TYPICAL APPLICATION OF
GROMMET IN POLE SHAFT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



TYPICAL APPLICATION OF
CHASE NIPPLE IN POLE SHAFT



TYPICAL "J" HOOK LOCATION

NOTE:
THIS DRAWING IS REQUIRED WHEN DRAWINGS
SDD 9 B 11-1a, b, c, OR d IS CALLED FOR IN
THE PLANS.

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

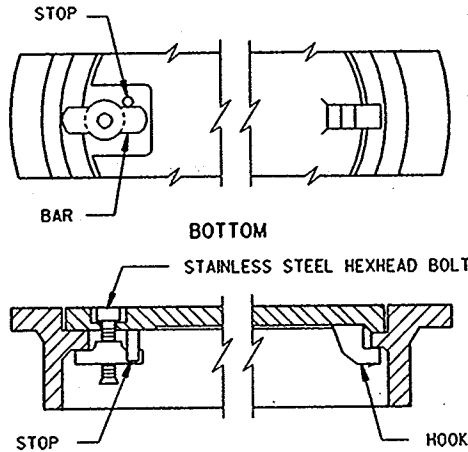
APPROVED
8-31-88
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

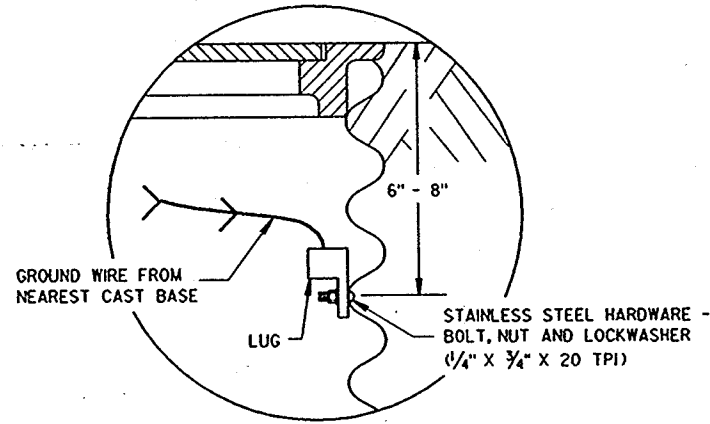
DIMENSION IN INCHES		TYPE OF PIPE						
		CORRUGATED STEEL						POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	18	18	24	24	12
PIPE LENGTH **	B	24	36	24	36	24	36	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	16 1/4	16 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14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



SECTION
ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE



GROUNDING LUG
AND LOCATION IN
STEEL PULL BOXES

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. LOCKING TYPE COVERS ARE NOT REQUIRED UNLESS SPECIFIED IN THE CONTRACT.

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.

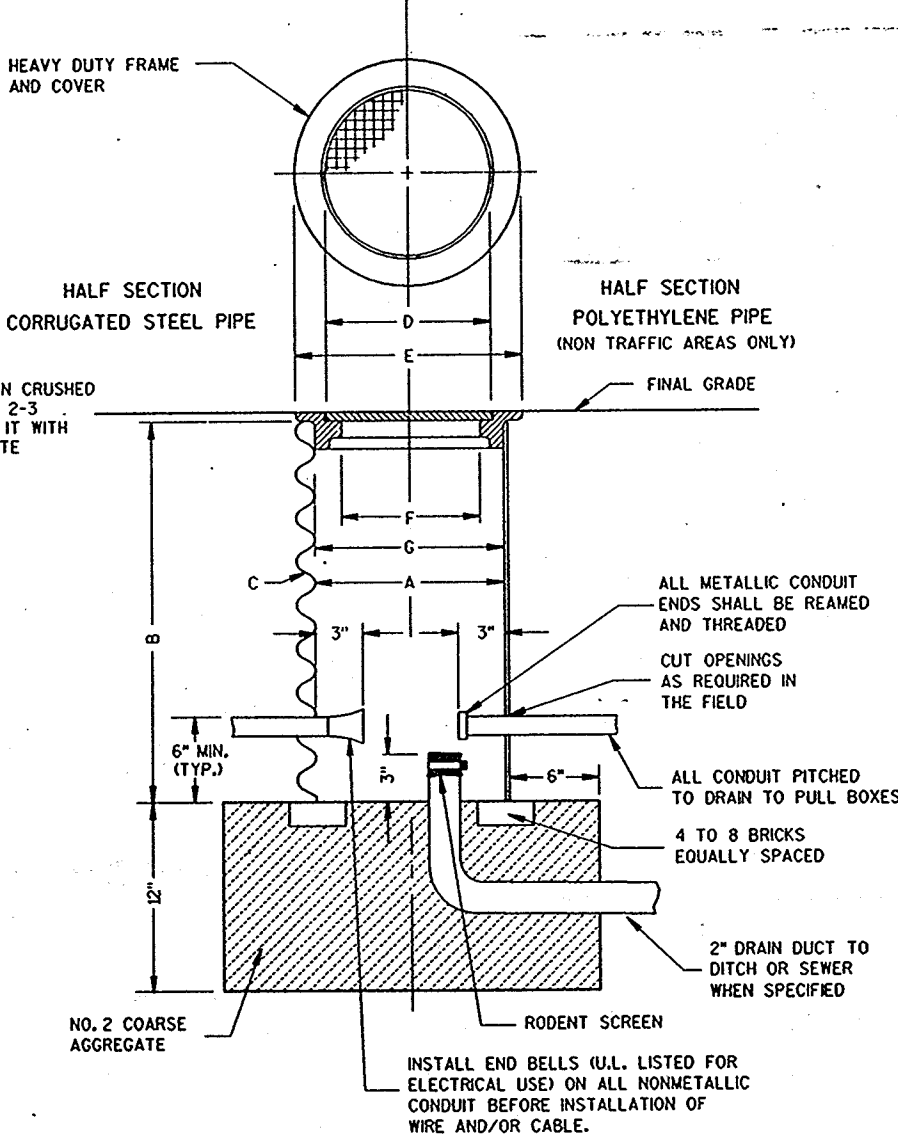
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

RODENT SCREEN SHALL BE 1/8\"/>

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

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



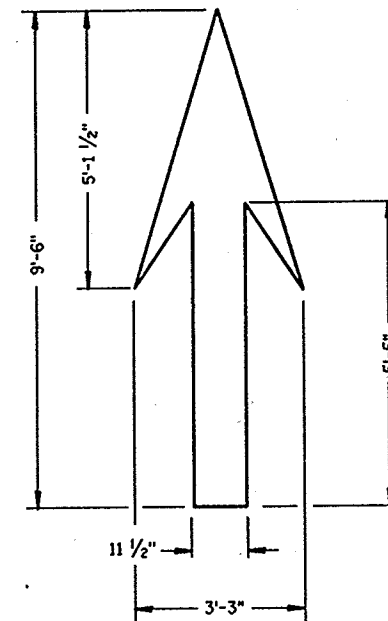
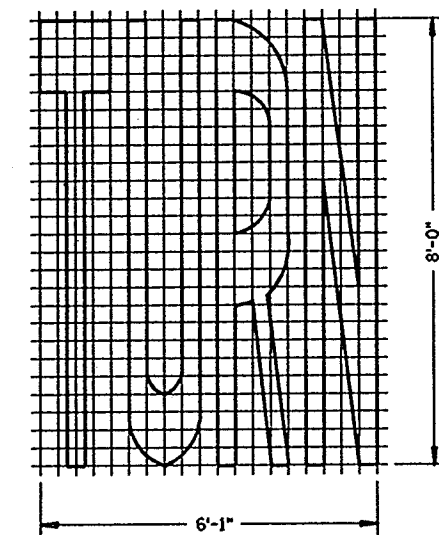
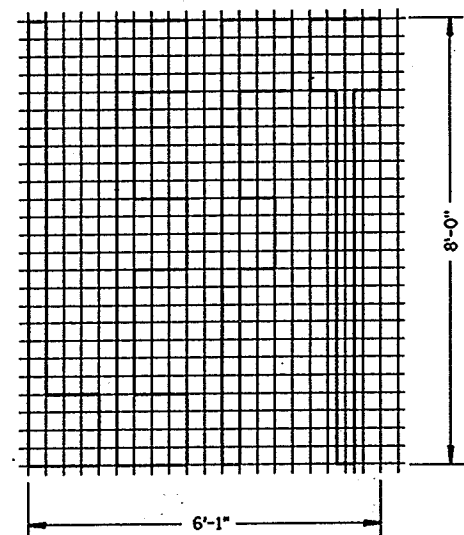
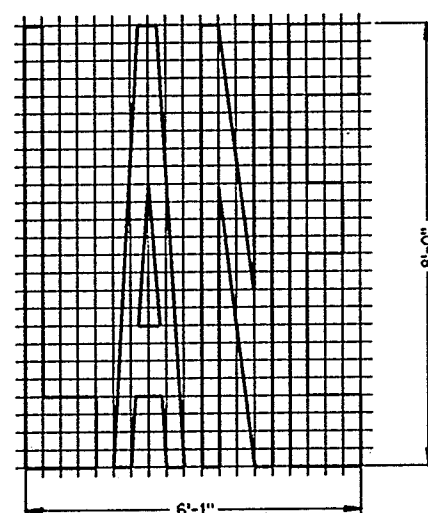
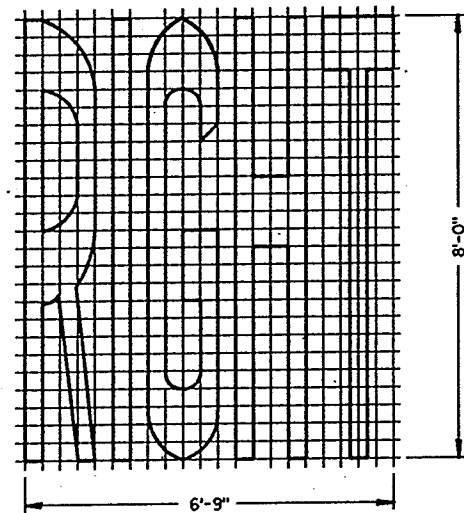
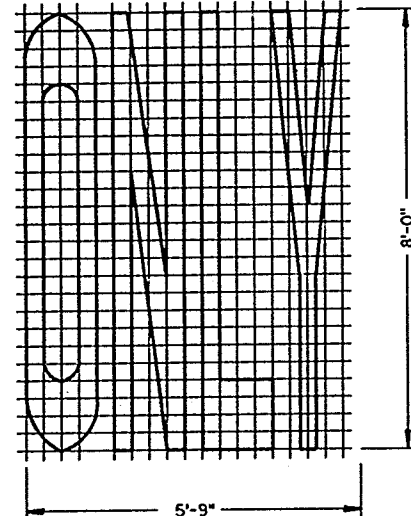
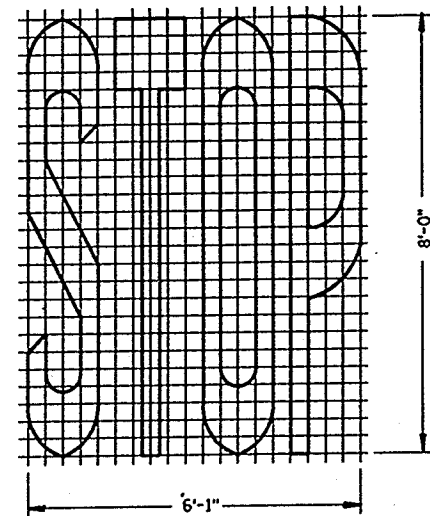
PULL BOX

PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 1-29-88 DATE	STATE TRAFFIC ENGINEER FOR HWYS
FHWA	

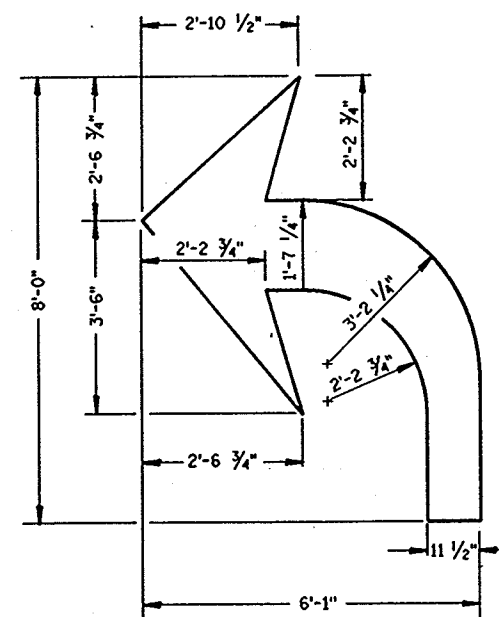
GENERAL NOTES

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

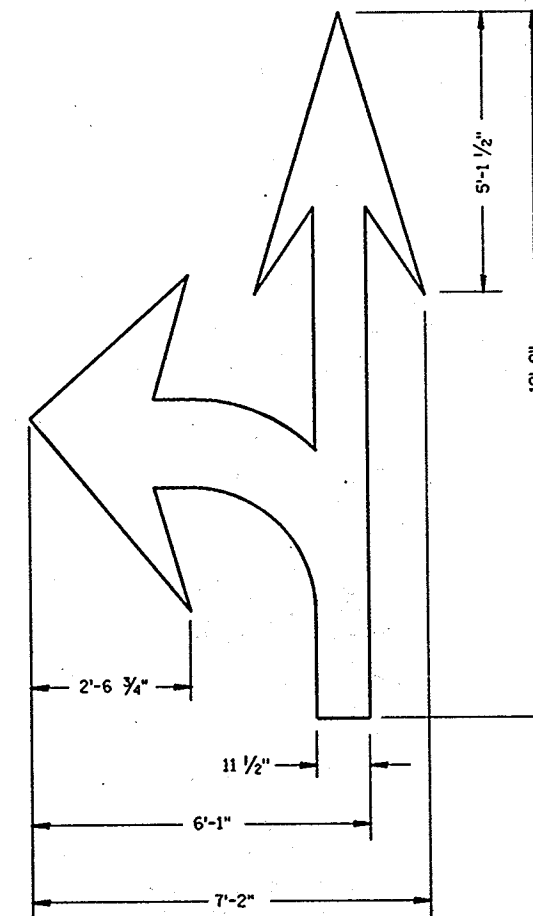
ALL LETTERS AND ARROWS SHALL BE WHITE AND REFLECTORIZED:



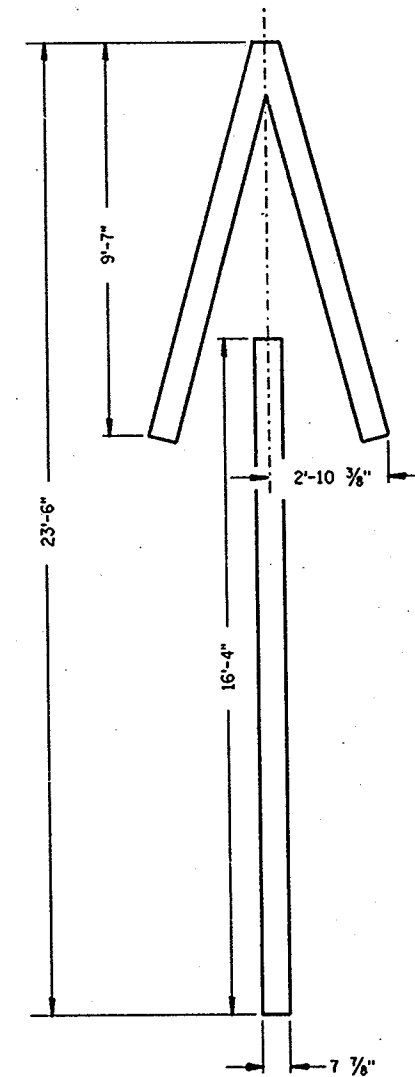
TYPE 1



TYPE 2



TYPE 3



TYPE 4

PAVEMENT MARKING SYMBOLS

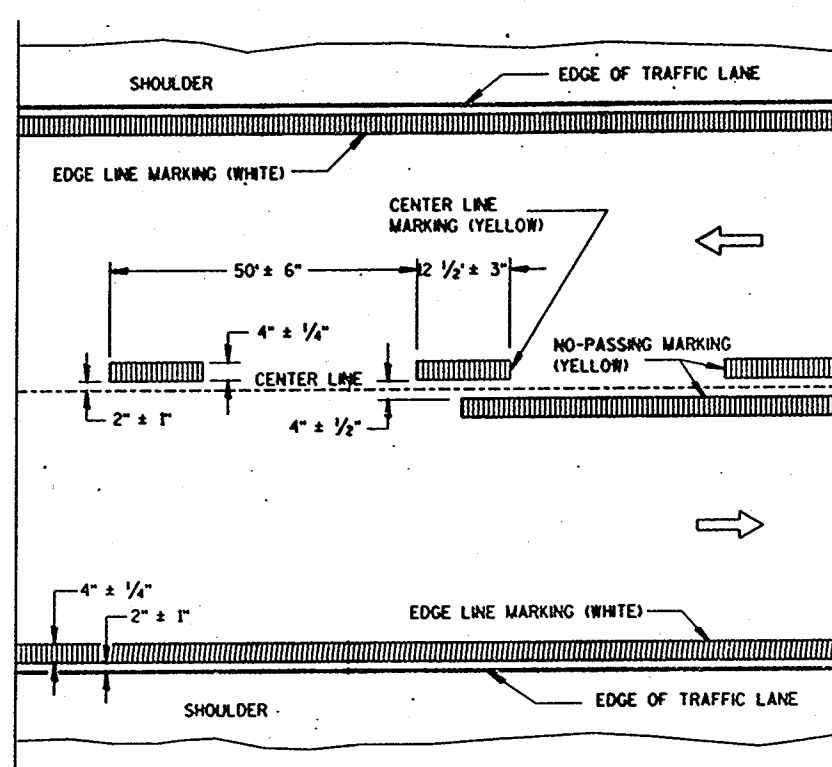
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-23-86
DATE

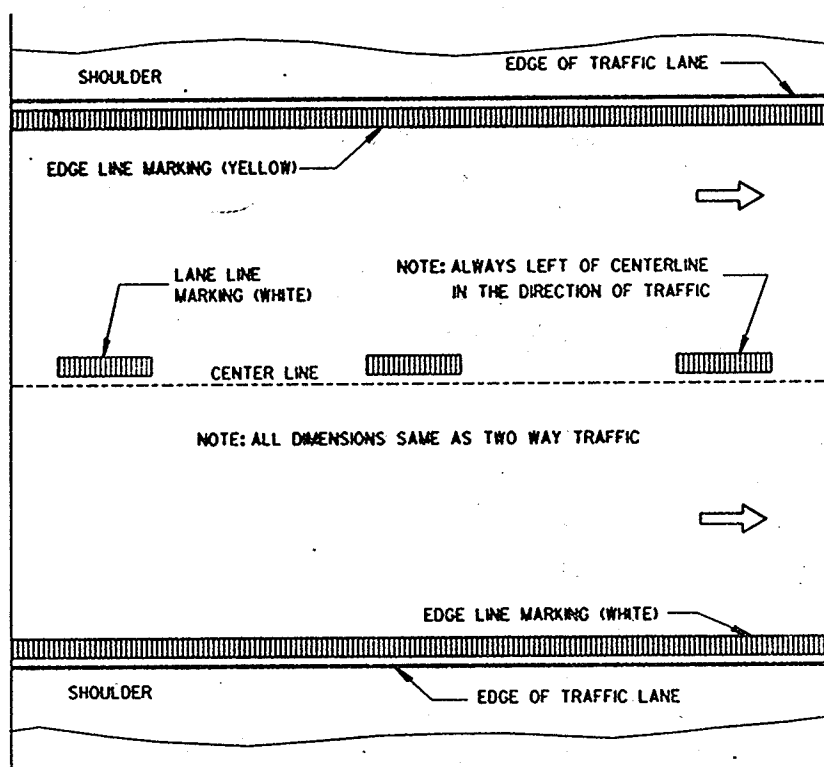
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 7-1

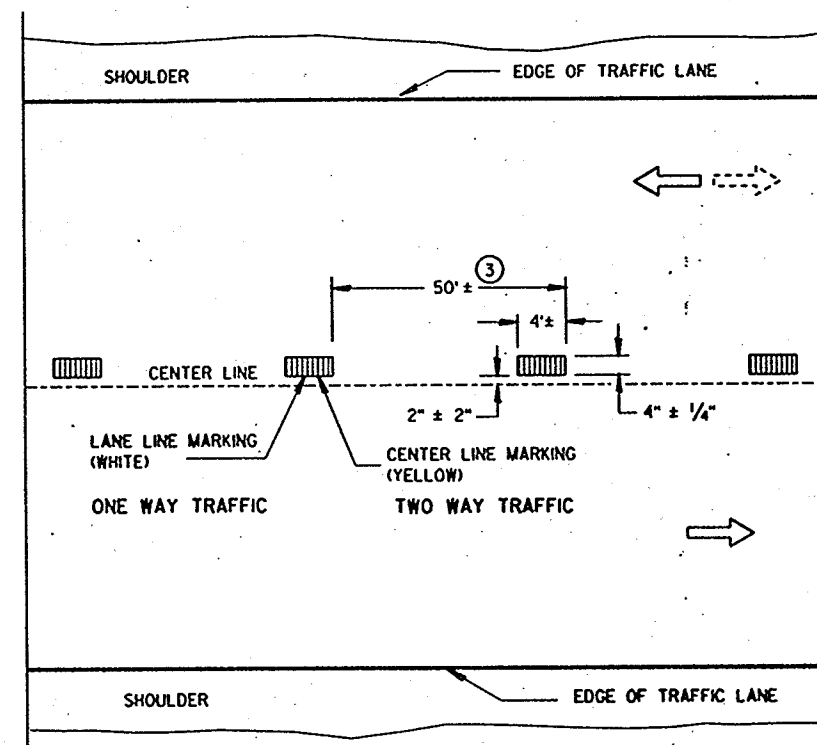


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



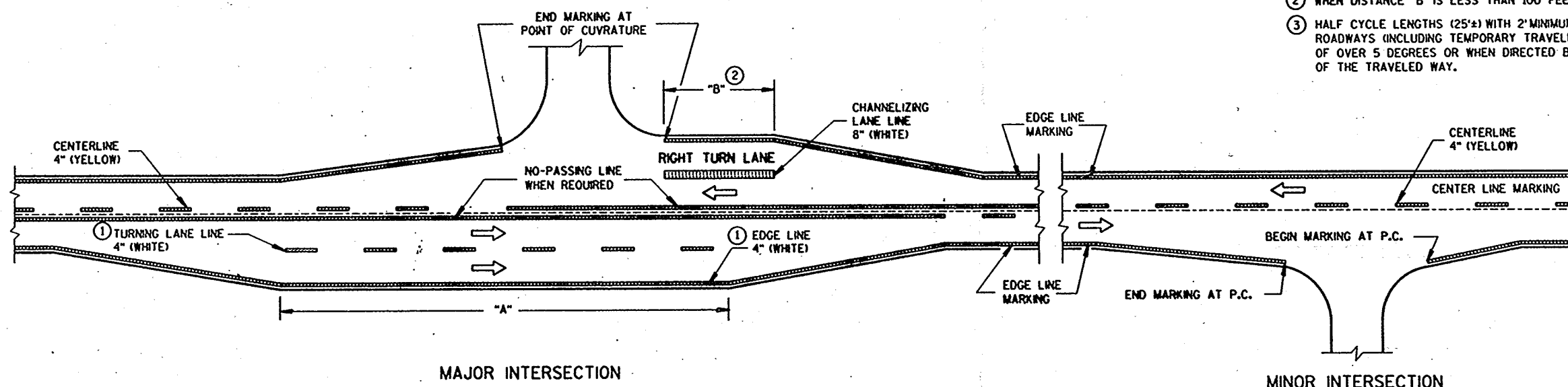
TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ 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.



TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

NOTE: WHEN APPLICABLE, INCLUDE SDD 15C8-4b WITH THIS DRAWING IN PLANS.

PAVEMENT MARKING
(MAINLINE & INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/7/92
DATE

STATE TRAFFIC ENGINEER FOR HWYS

FHWA

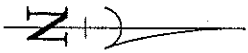
S.D.D. 15 C 8-40

PLAT OF SURVEY

Part of Lots 4 and 5, Block 59, according to the recorded 1917 ASSESSOR'S MAP OF THE VILLAGE OF LITTLE CHUTE, Outagamie County, Wisconsin

RECEIVED
SEP - 8 2008

OUTGAMIE COUNTY
REGISTERED



Bearings are referenced to the north line of the northwest 1/4 of Section 22 assumed to bear S 88°02'35" E



Northwest corner
Section 22
T21N, R18E

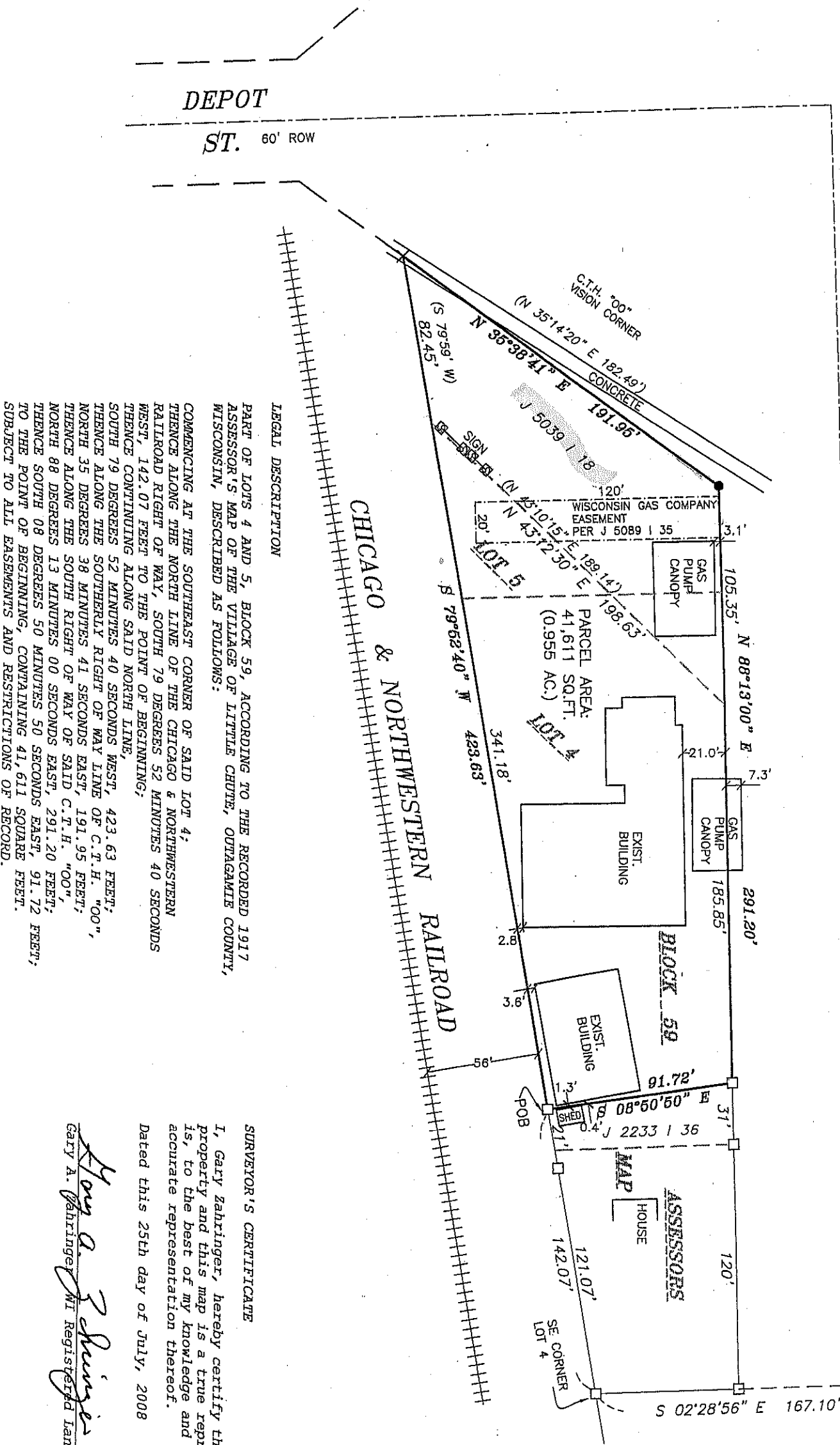
S 88°02'35" E 2642.19'

North 1/4 corner
Section 22
T21N, R18E

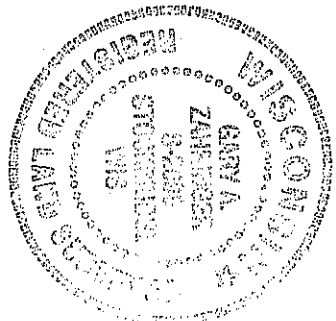
2252.29'

C.T.H. "00" (120' ROW)

CENTERLINE



- LEGEND
- P.K. NAIL SET
 - × CHISELED "X" SET
 - 1" O.D. IRON PIPE FOUND
 - △ GOVERNMENT CORNER
 - △ R/W POST
 - () RECORDED AS



LEGAL DESCRIPTION

PART OF LOTS 4 AND 5, BLOCK 59, ACCORDING TO THE RECORDED 1917 ASSESSOR'S MAP OF THE VILLAGE OF LITTLE CHUTE, OUTAGAMIE COUNTY, WISCONSIN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 4; THENCE ALONG THE NORTH LINE OF THE CHICAGO & NORTHWESTERN RAILROAD RIGHT OF WAY, SOUTH 79 DEGREES 52 MINUTES 40 SECONDS WEST, 142.07 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID NORTH LINE, SOUTH 79 DEGREES 52 MINUTES 40 SECONDS WEST, 423.63 FEET; THENCE ALONG THE SOUTHERLY RIGHT OF WAY LINE OF C.T.H. "00", NORTH 35 DEGREES 38 MINUTES 41 SECONDS EAST, 191.95 FEET; THENCE ALONG THE SOUTH RIGHT OF WAY OF SAID C.T.H. "00", NORTH 88 DEGREES 13 MINUTES 00 SECONDS EAST, 291.20 FEET; THENCE SOUTH 08 DEGREES 50 MINUTES 50 SECONDS EAST, 91.72 FEET; TO THE POINT OF BEGINNING, CONTAINING 41,611 SQUARE FEET. SUBJECT TO ALL EASEMENTS AND RESTRICTIONS OF RECORD.

SURVEYOR'S CERTIFICATE

I, Gary Zahninger, hereby certify that I have surveyed this property and this map is a true representation thereof and is, to the best of my knowledge and belief, a true and accurate representation thereof.

Dated this 25th day of July, 2008

Gary A. Zahninger
MI Registered Land Surveyor S-2098

Survey for:
Todd Van Zealand
4100 Prospect Ave.
P.O. Box
Appleton, WI 54912

PLAT OF SURVEY

Part of Lots 4 and 5, Block 59, according to the recorded 1917 ASSESSOR'S MAP OF THE VILLAGE OF LITTLE CHUTE, Outagamie County, Wisconsin

DRAWN BY		CHECKED	APPROVED
NO.	DATE		REVISION

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Menasha, WI 54952
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info@martenson-eisele.com
920.731.0381 1.800.236.0381
Planning
Environmental
Surveying
Engineering
Architecture

SCALE
1"=60'
DATE
07-24-08
COMPUTER FILE
335058pce

DRAWING NO.