AS - BUILT PLAN

OUTAGAMIE

INDEX OF SHEETS

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Sheet No. 2-2.19 Typical Sections and Details
Sheet No. ——— Estimate of Quantities
Sheet No. 3A - 3J Miscellaneous Quantities
Sheet No. ——— Right of Way Plat
Sheet No. 5-5.9 Plan and Profile
Sheet No. 6-6.30 Standard Detail Drawings
Sheet No. 7-7.1 Sign Plates
Sheet No. ——— Structure Plans
Sheet No. ——— Computer Earthwork Data
Sheet No. 9-9.14 Cross Sections

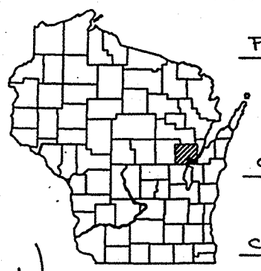
TOTAL SHEETS = 89

CONTRACTOR
VINTON CONSTRUCTION CO.
MANITOWOC, WISCONSIN

PROJECT ENGINEER
OMNNI ASSOCIATES
APPLETON, WISCONSIN

CONSTRUCTION START
JUNE 16, 1997

CONSTRUCTION FINISH
NOVEMBER 6, 1997.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NORTHLAND AVE- CITY OF APPLETON
(RICHMOND ST – MEADE ST)

CTH 00

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4984-00-79

NORTHLAND AVE & ONEIDA ST INTERSECTION
(CITY OF APPLETON)

CTH 00

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4677-04-71

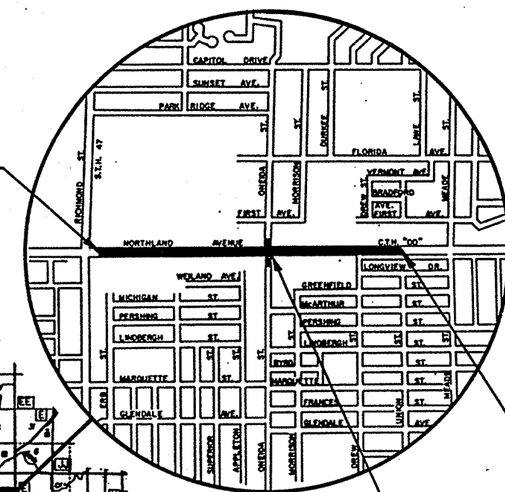
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4984-00-79	———	———
4677-04-71	STP 1997(287)	1

RECEIVED MAR 17 1998 OUTAGAMIE COUNTY HIGHWAY DEPT.

PLAN REVISIONS INSERTED 2/17/97
3A & 3B, 3H + 3G

00-16

BEGIN PROJECT 4984-00-79
STA. 540"EB"+50
Y- 169,800 (± 100')
X- 2,404,700 (± 100')

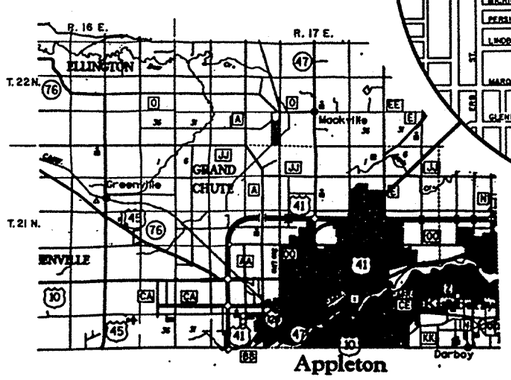


END PROJECT
4984-00-79
STA. 583"EB"+25

PROJECT 4677-04-71
STA. 564"EB"+60 TO STA. 565"EB"+25
EXCEPTION TO NET ℄ LENGTH,
PROJECT 4984-00-79

DESIGN DESIGNATION

A.D.T. (1991)	=	22,000
A.D.T. (2011)	=	25,000
D.H.V. (2011)	=	1,900
D.	=	55-45%
T. (% OF A.D.T.)	=	5%
V.	=	40 M.P.H.



LAYOUT
SCALE 0 1 2 MI.

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY 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 — G
ELECTRIC — E
TELEPHONE — T
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA

PROJECT 4984-00-79 TOTAL NET LENGTH OF CENTERLINE = 0.797 MI.
PROJECT 4677-04-71 TOTAL NET LENGTH OF CENTERLINE = 0.012 MI.
TOTAL LENGTH = 0.809 MI.

NOTE: ALL COORDINATES ON THIS PLAN ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, APPLETON, WISCONSIN, FOR IDENTIFICATION ONLY.
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.G.S. DATUM.

00-16

APPROVED FOR
OUTAGAMIE COUNTY
Date 2/24/96 Commissioner

ORIGINAL PLANS PREPARED BY
OMNNI ENGINEERS
APPLETON, WISCONSIN
WISCONSIN PROFESSIONAL ENGINEER
11/11/91 Date Signature

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor OMNNI ENGINEERS District Examiner
Designer OMNNI ENGINEERS Proj. Dev. Engineer
District Supervisor JCL C.O. Examiner DEM

APPROVED FOR DISTRICT OFFICE
DATE: 9/20/96 For DISTRICT DIRECTOR

00-16

4984-00-79, 4677-04-71

T3

00-16

HWY 96 BUILT PLAN - 2A

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	20

GENERAL NOTES, UTILITIES AND STANDARD DETAIL DRAWINGS
CTH "OO" OUTAGAMIE COUNTY

STANDARD DETAIL DRAWINGS

8A5-12a & b	INLET COVERS
8B6-3	MANHOLES, TYPE 1
8B7-3	MANHOLES, TYPES 2 AND 3
8C1-5	INLETS, TYPES 1, 2, 3 AND 4
8C5-2	INLETS TYPE 8,9,10 AND 11
8D1-12	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
8D5-8	CURB RAMPS
8E9-4	SILT FENCE
8F1-11	APRON ENDWALLS FOR CULVERT PIPE
9B2-6	CONDUIT
9B3-2	CONDUIT FOR MAGNETIC DETECTOR
9B4-2	PULL BOX
9C2-2	CONCRETE BASES
9C3-2	CAST BASES
9E1-2a	POLE MOUNTINGS FOR TRAFFIC SIGNALS, TYPE 2
9E1-2f	HARDWARE DETAILS FOR POLE MOUNTINGS
9E7-1	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAIL
9F9-2	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
11B1-1	CONCRETE CORRUGATED MEDIAN
11B2-1	CONCRETE MEDIAN NOSE
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIE
13C11-4	DOWELED NON-REINFORCED CONCRETE PAVEMENT (RANDOM-SPACED JOINTS SPACED AT 13'-19'-18'-12')
15C2-3	BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES
15C7-5a	PAVEMENT MARKING SYMBOLS
15C8-7a	PAVEMENT MARKING (MAINLINE)
15C8-7b	PAVEMENT MARKING (INTERSECTIONS)
15C8-7c	PAVEMENT MARKING (LEFT TURN LANE)
15C8-7d	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS-WALK)
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
16A1-5	LANDMARK REFERENCE MONUMENTS AND COVERS

UTILITY

ELECTRIC	WISCONSIN ELECTRIC POWER COMPANY PO BOX 1699 APPLETON, WISCONSIN 54913 ATT: BUDGET ENGINEERING SUPERVISOR TELEPHONE: (414) 380-3444
TELEPHONE	AMERITECH 221 W. WASHINGTON STREET FOURTH FLOOR, OSPE APPLETON, WISCONSIN 54911 ATT: MR JOHN STUMPF TELEPHONE: (414) 735-3250
GAS	WISCONSIN NATURAL GAS COMPANY 800 SOUTH LYNNDALE DRIVE APPLETON, WISCONSIN 54914 ATT: MR DENNIS GIRARD TELEPHONE: (414) 380-3466
CABLE TV	TIME WARNER CABLE PO BOX 145 KIMBERLY, WISCONSIN 54316 ATT: MR STEVE POEHLEIN TELEPHONE: (414) 738-3160
SANITARY SEWERS & STORM SEWERS	APPLETON ENGINEERING DEPARTMENT 100 NORTH APPLETON STREET APPLETON, WISCONSIN 54911 ATT: MR KEN FRAHM TELEPHONE: (414) 832-6474
WATERMAINS	APPLETON WATER DEPARTMENT 125 N WALNUT STREET APPLETON, WISCONSIN 54911 ATT: MR DON WYDEVEN TELEPHONE: (414) 832-5940
SANITARY SEWERS & STORM SEWERS	TOWN OF GRAND CHUTE SANITARY DISTRICTS NO. 1 AND NO. 2 P.O. BOX 1192 APPLETON, WISCONSIN 54912 ATT: MR TODD PRAHL TELEPHONE: (414) 832-1581
DIGGERS HOTLINE	CABLE LOCATE TELEPHONE: (800) 242-8511 (TOLL FREE)

COUNTY SURVEYOR OR SURVEY CONTACT PERSON
MR. JIM HEBERT
OUTAGAMIE COUNTY COURT HOUSE
410 S. WALNUT STREET
APPLETON, WISCONSIN 54911
TELEPHONE: (414) 832-5255

GENERAL NOTES

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

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

THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 30%.

WHEN THE QUANTITY OF ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OF THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

THE COST OF CONNECTING EXISTING STORM SEWERS OR DRAINAGE STRUCTURES TO NEW STORM SEWER SHALL BE INCIDENTAL TO OTHER CONSTRUCTION ITEMS. STORM SEWER FITTINGS, SUCH AS TEES AND BENDS, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR REINFORCED CONCRETE PIPE (CLASS III) STORM SEWER OF THE SAME DIAMETER.

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

CURB HEIGHTS AT THE ENDS OF CURB AND GUTTER SHALL BE TAPERED FROM 6 TO 0 INCHES IN 3 FEET, WHERE APPLICABLE.

ALL DISTURBED AREAS ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED, EXCEPT MEDIAN AREAS WHICH SHALL BE TOPSOILED & SODDED. SEED SHALL BE MIXTURE NO. 40. FERTILIZER SHALL BE TYPE "B".

EXCAVATION BELOW SUBGRADE (EBS) IS SHOWN ON THE CROSS SECTIONS. IF ADDITIONAL EBS IS REQUIRED, IT SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT FACE OF CURB.

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

CULVERTS OUTSIDE THE LIMITS OF EXCAVATION THAT HAVE BEEN IDENTIFIED TO BE REMOVED WILL BE PAID FOR AS REMOVING OLD CULVERTS. CULVERTS TO BE REMOVED WITHIN THE LIMITS OF EXCAVATION WILL BE REMOVED AS PART OF UNCLASSIFIED EXCAVATION.

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

ALL SILT FENCE, DELIVERED, SHALL MEET THE REQUIREMENTS OF SILTY SOILS.

THE QUANTITY OF TOPSOIL WAS COMPUTED FROM MEASUREMENTS BETWEEN THE FINISHED SUBGRADE SHOULDER POINTS OR BACK OF CURB AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET PER STATION FOR ROUNDING.

ALL CONCRETE PAVEMENT ON CTH OO (NORTHLAND AVE) SHALL RECEIVE A TINE FINISH.

CURB RAMP OPENINGS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

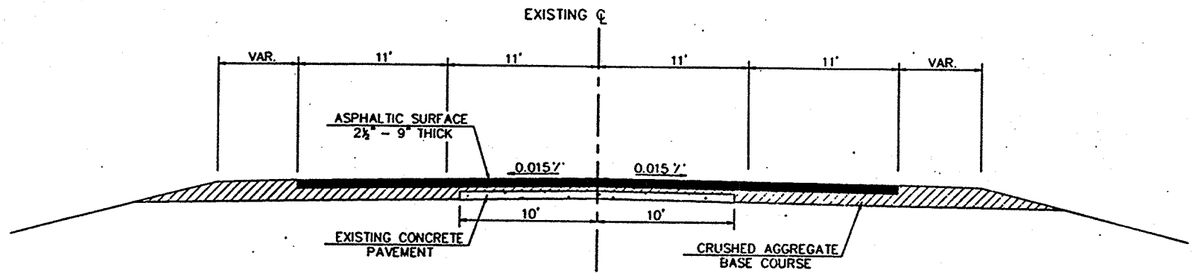
WHERE SLOPE INTERCEPT LINES FALL OUTSIDE OF THE EXISTING RIGHT-OF-WAY, TEMPORARY LIMITED EASEMENTS TO ACCOMPLISH CONSTRUCTION
WORK WITHIN THE SLOPE INTERCEPTS HAVE BEEN OBTAINED. THESE RIGHTS ARE EXTENDED TO THE CONTRACTOR.

NO DRAIN TILE SHALL BE CONNECTED TO ANY OF THE PROJECT STORM SEWER WITHOUT THE PERMISSION OF THE ENGINEER.

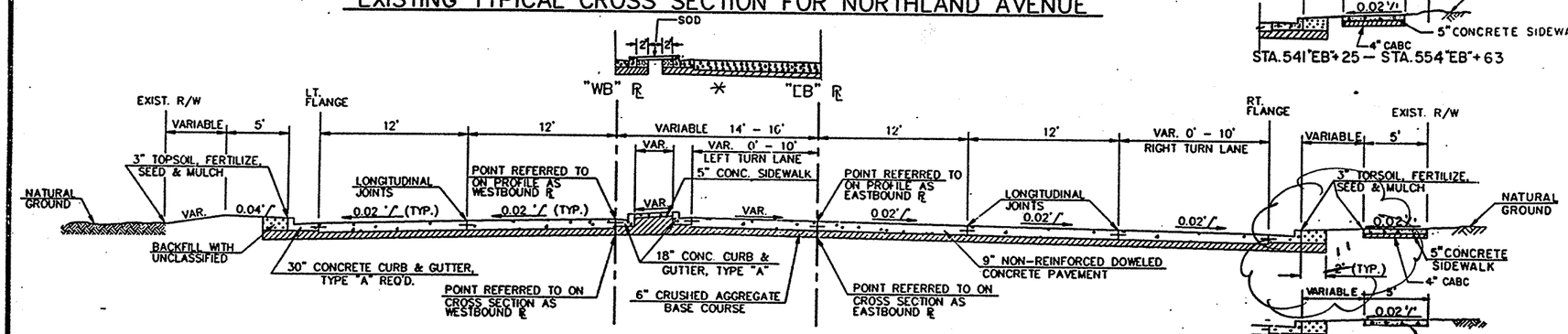
LANDMARK REFERENCE MONUMENTS SHALL BE TYPE "D".

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.1

TYPICAL CROSS SECTIONS FOR
C.T.H. "00" OUTAGAMIE COUNTY

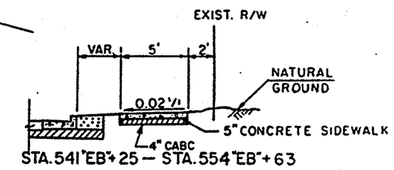


EXISTING TYPICAL CROSS SECTION FOR NORTHLAND AVENUE

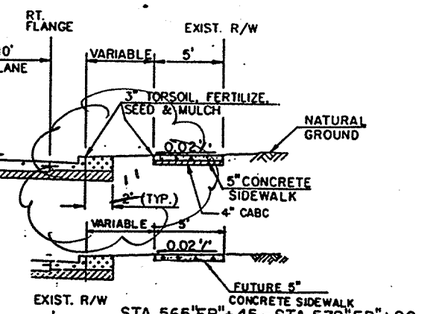


TYPICAL CROSS SECTION FOR NORTHLAND AVENUE

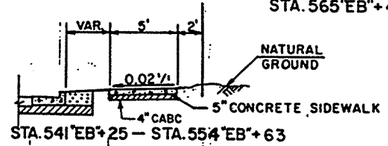
STA. 540"EB"+50 - STA. 542"EB"+82
STA. 562"EB"+25 - STA. 567"EB"+85
* STA. 575"EB"+69 - STA. 581"EB"+00
STA. 581"EB"+00 - STA. 583"EB"+25



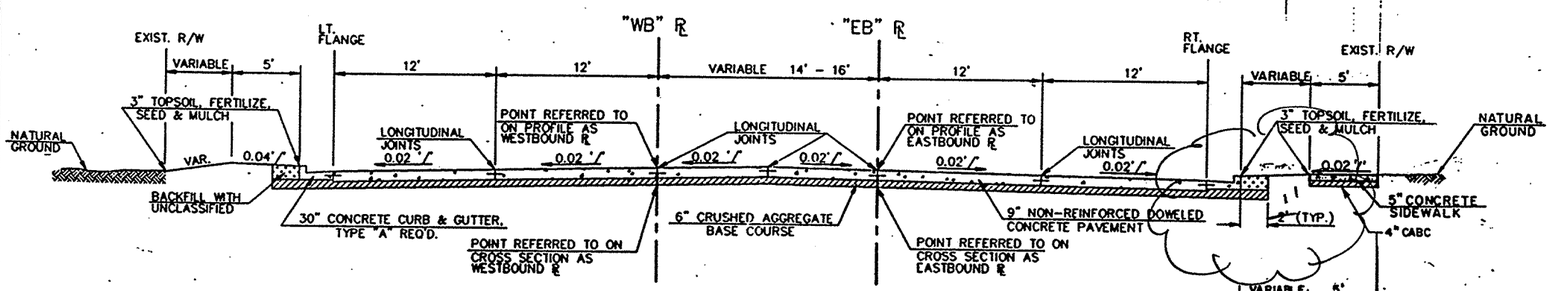
STA.541"EB"+25 — STA.554"EB"+63



STA.565"EB"+45 - STA.578"EB"+00



STA.541"EB"+25 — STA.554"EB"+63



TYPICAL CROSS SECTION FOR NORTHLAND AVENUE

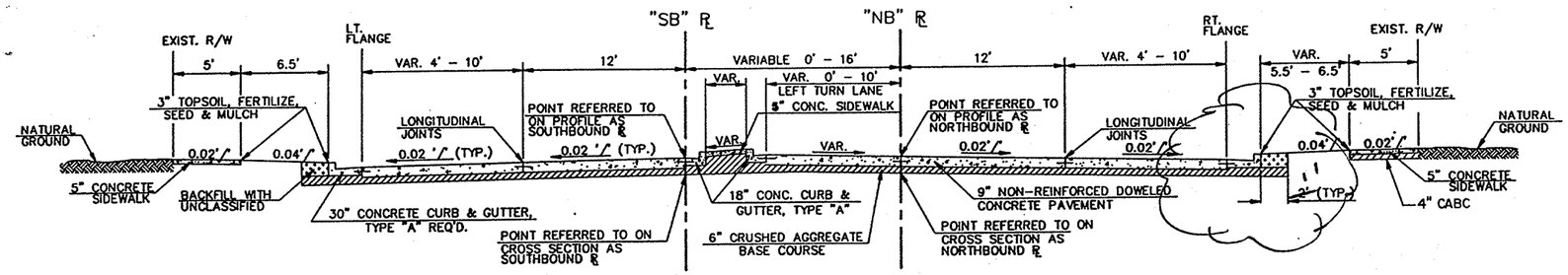
STA. 542"EB"+82 - STA. 562"EB"+25
STA. 567"EB"+85 - STA. 575"EB"+69

STA.567"EB"+85 — STA.575"EB"+69

OMNI CADD

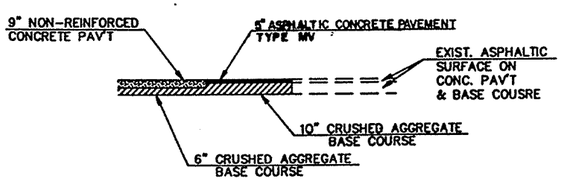
STATE PROJECT NUMBER	SHEET NO.
4677-04-71	2.2

TYPICAL CROSS SECTIONS FOR
C.T.H. "OO" OUTAGAMIE COUNTY



TYPICAL CROSS SECTION FOR ONEIDA STREET

STA. 5"NB"+70 – STA. 12"NB"+18.83



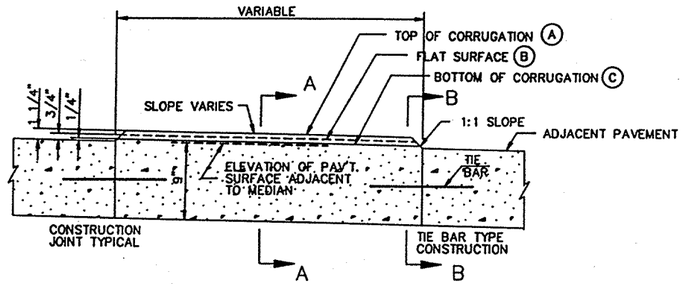
TRANSITION SECTION – ONEIDA STREET

STA. 12"NB"+18.15 TO STA. 12"NB"+25

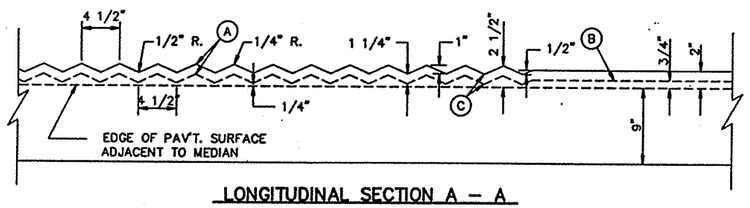
OMNNI CADD FILE NO. E716\E716TSC2

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.3

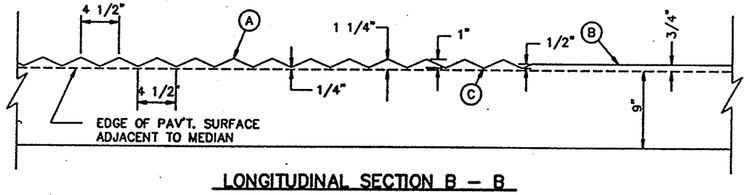
CONSTRUCTION DETAILS
FOR
C.T.H. "00" OUTAGAMIE COUNTY



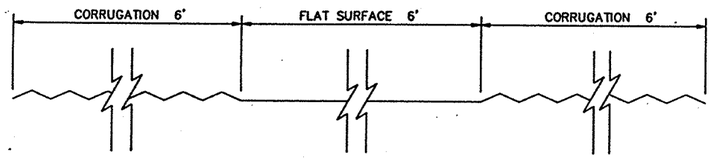
TRANSVERSE SECTION



LONGITUDINAL SECTION A – A

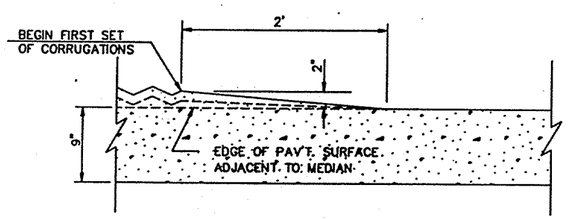


LONGITUDINAL SECTION B – B

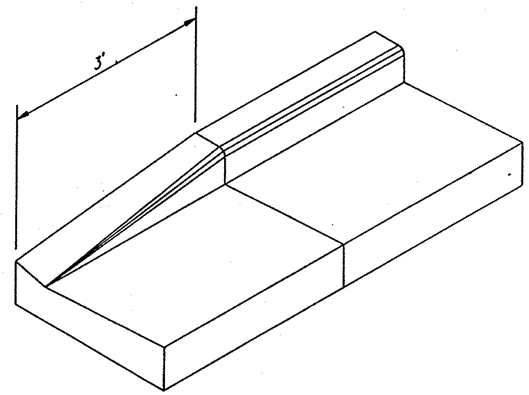


PROFILE ALONG TOP OF PROPOSED MEDIAN

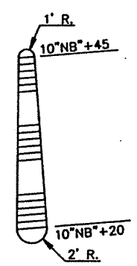
CONCRETE CORRUGATED MEDIAN



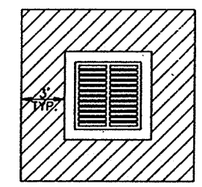
CONCRETE CORRUGATED MEDIAN NOSE DETAIL



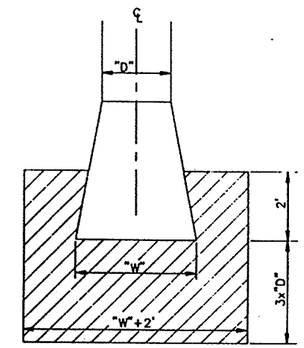
CURB & GUTTER TERMINI DETAIL



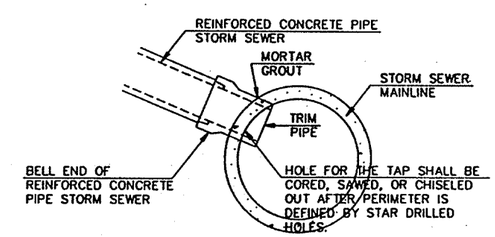
CONCRETE CORRUGATED MEDIAN DETAIL
STA. 10"NB"+20, ONEIDA STREET



SOD AT INLET

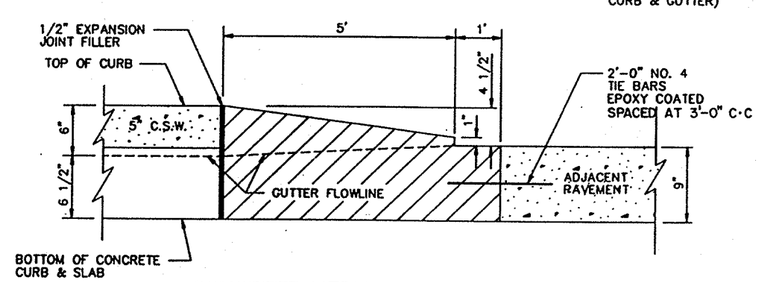


SOD AT PIPE END DETAIL



STORM SEWER TAP DETAIL
INCIDENTAL TO REINFORCED CONCRETE PIPE STORM SEWER

NOTE: CONCRETE ISLAND NOSE (TO BE PAID FOR AS CONCRETE CURB & GUTTER)



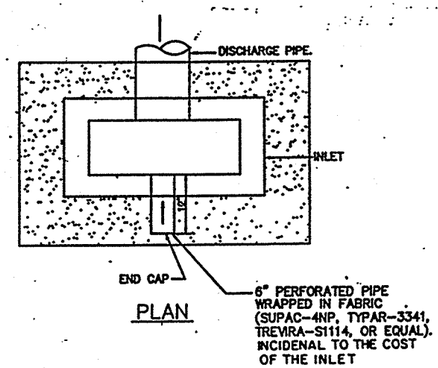
CONCRETE MEDIAN NOSE DETAIL

OMNNI CAD FILE NO E716'.E 716D1.'

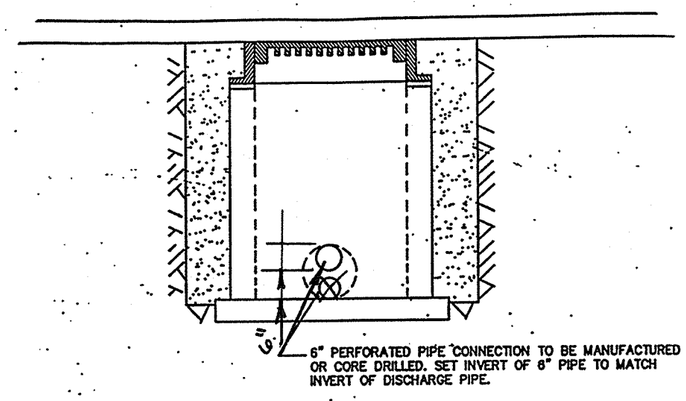
STATE PROJECT NUMBER	SHEET NO.
4984-00-79	2.4

CONSTRUCTION DETAILS
FOR

CTH 00 OUTAGAMIE CO

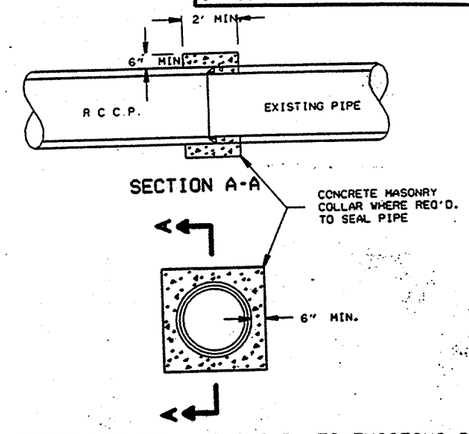


PLAN



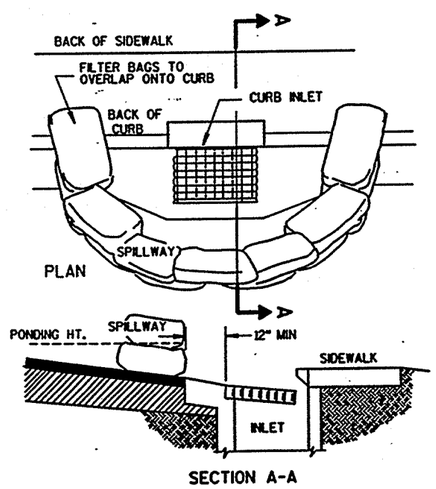
PROFILE

UNDERDRAIN CONNECTION DETAIL



SECTION A-A

CONNECTION DETAIL, R C C P TO EXISTING PIPE

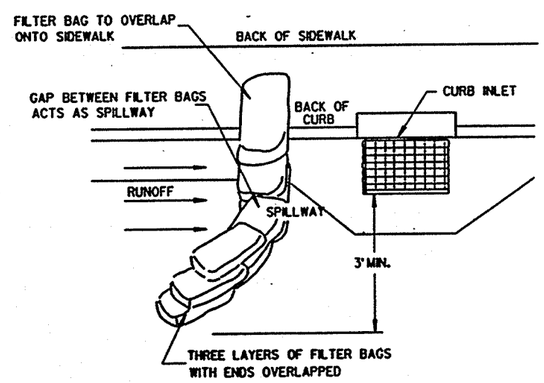


PLAN

SECTION A-A

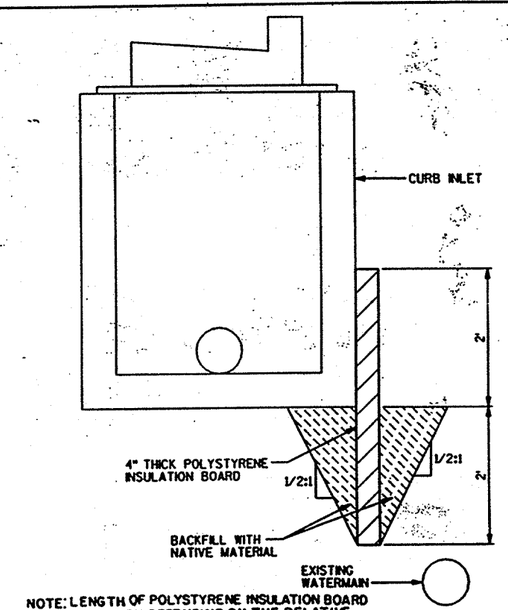
CURB INLET SEDIMENT BARRIER

(FILTER BAG TYPE)



CURB INLET SEDIMENT BARRIER

(FILTER BAG TYPE)



NOTE: LENGTH OF POLYSTYRENE INSULATION BOARD WILL VARY DEPENDING ON THE RELATIVE LOCATION OF THE WATERMAIN. COST OF EXCAVATION AND BACKFILL FOR INSULATION IS INCIDENTAL TO THE COST OF THE POLYSTYRENE INSULATION BOARD.

WATERMAIN INSULATION DETAIL

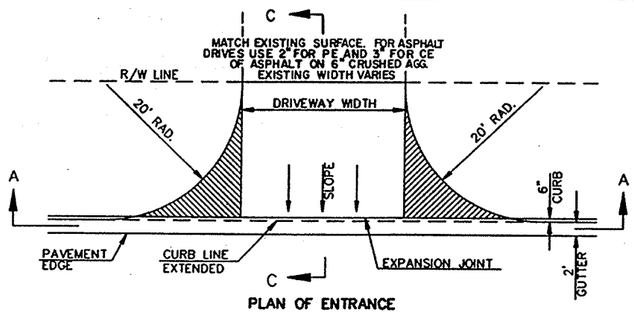
TYPICAL. 4' x 4' = 16 SF

FILE NAME: E735 /SHEETS /PLAN /DT02 .DGN
TECH/TYPE: CRK/MAH
PLOT DATE: 10/29/96

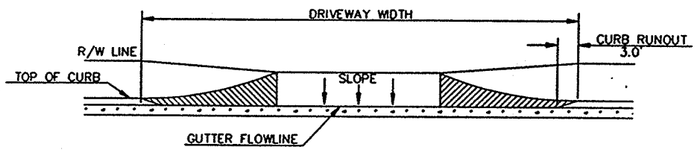
WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER	SHEET NO
4677-04-71, 4984-00-79	25

CONSTRUCTION DETAILS
FOR
C.T.H. "OO" OUTAGAMIE COUNTY



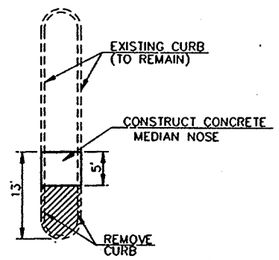
PLAN OF ENTRANCE



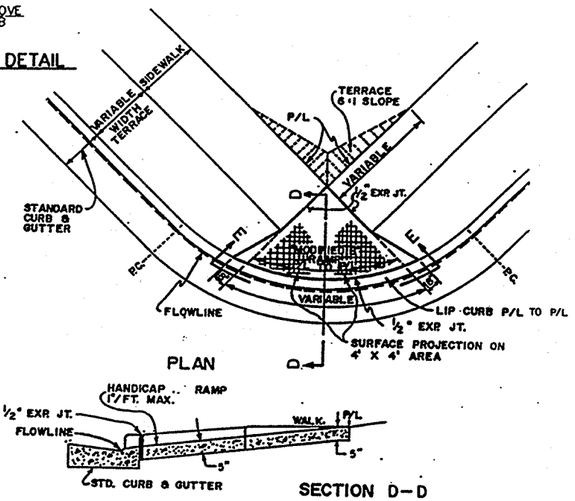
SECTION A-A

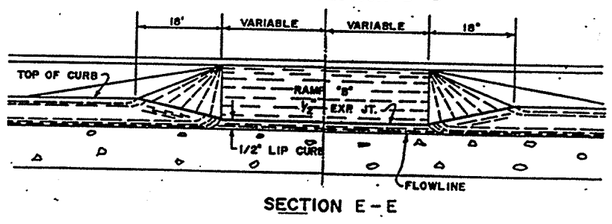
COMMERCIAL ENTRANCE DETAILS

DRIVEWAY WIDTHS:
COMMERCIAL - 35' MAX.,
NON-COMMERCIAL - 24' MAX., 16' DESIRABLE

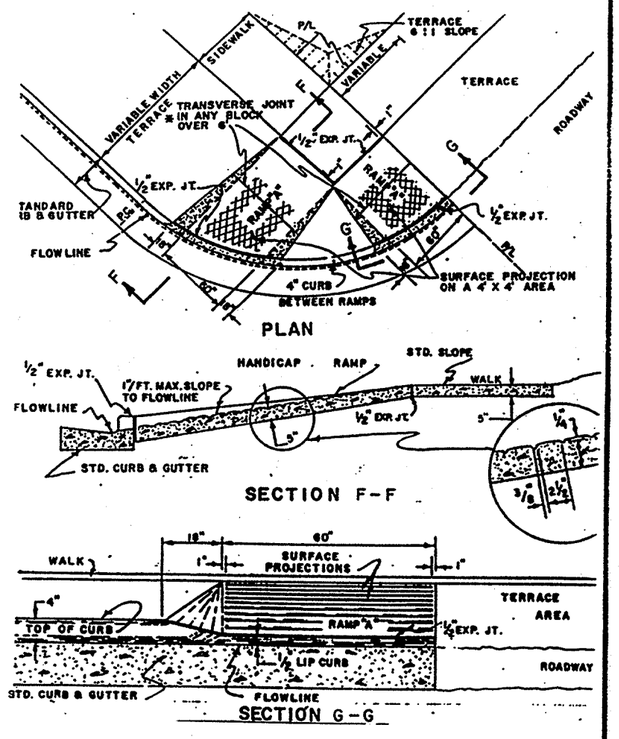


ISLAND RESTORATION DETAIL
STA. 583"WB"+96, LT.

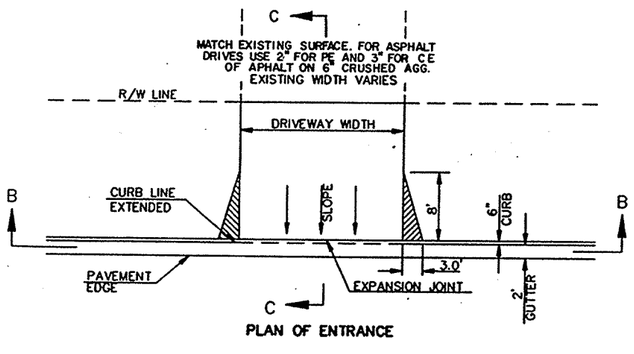




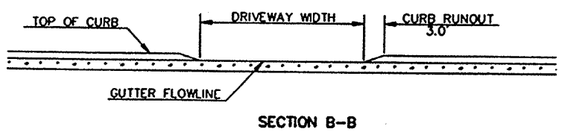
MODIFIED TYPE 1 RAMP



MODIFIED TYPE 2 RAMP

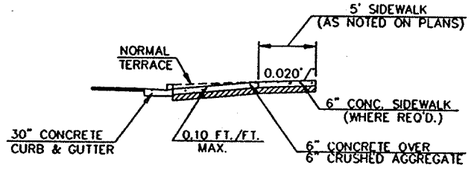


PLAN OF ENTRANCE

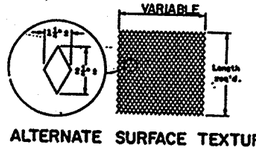


SECTION B-B

PRIVATE ENTRANCE DETAILS



SECTION C-C



ALTERNATE SURFACE TEXTURE DETAIL

MODIFIED CURB RAMP DETAILS

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.

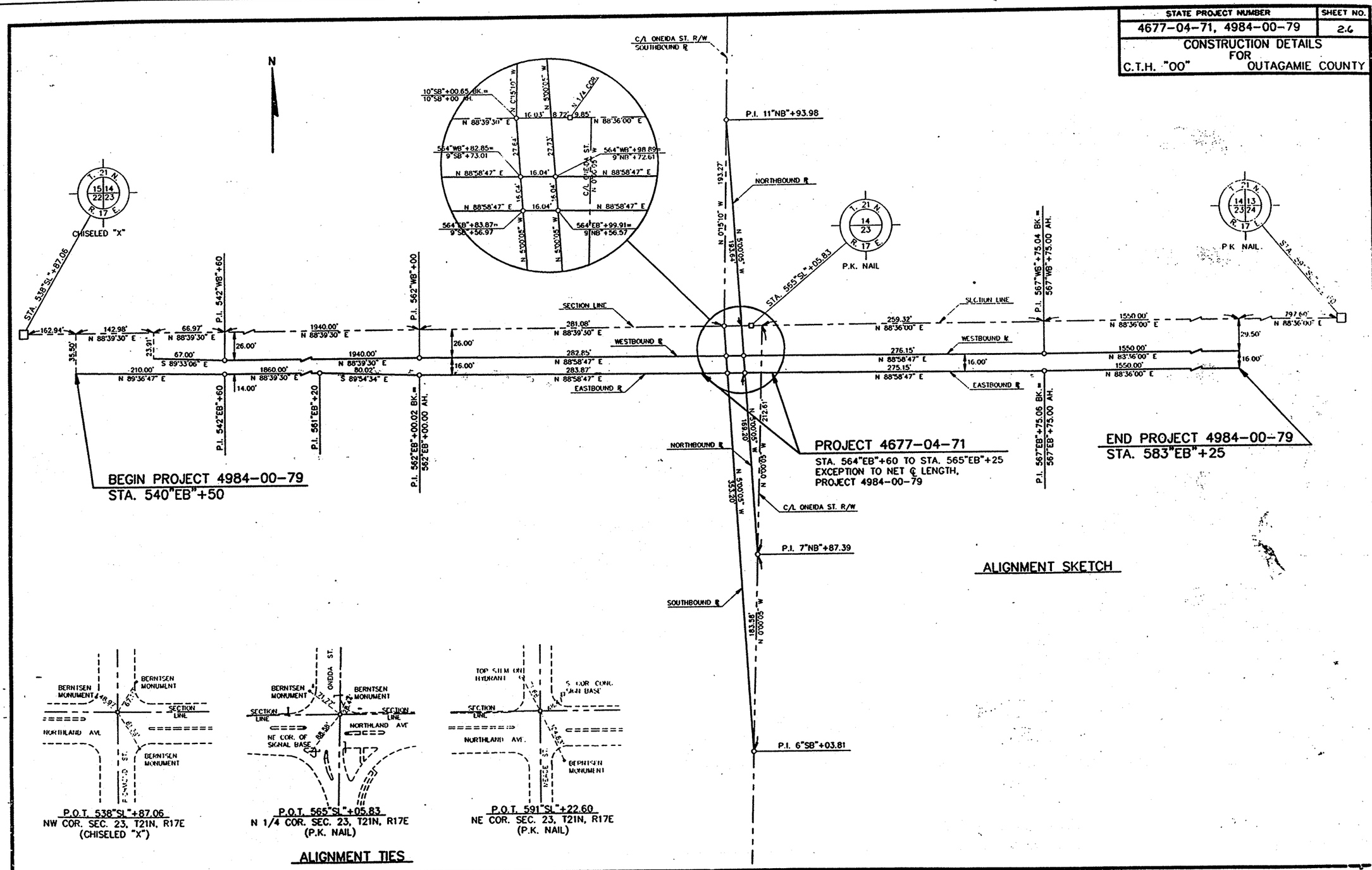
CURB RAMPS SHALL BE MEASURED AND PAID FOR AS CONCRETE SIDEWALK AND CONCRETE CURB AND GUTTER.

SURFACE TEXTURING SHALL CONSIST OF LINEAR IMPRESSIONS APPROXIMATELY 1/4 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.

THE RAMP SHALL BE BORDERED ON BOTH SIDES AND ON THE CURB LINE WITH A 4 INCH WIDE YELLOW STRIPE.

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.6

CONSTRUCTION DETAILS
FOR
C.T.H. "OO" OUTAGAMIE COUNTY

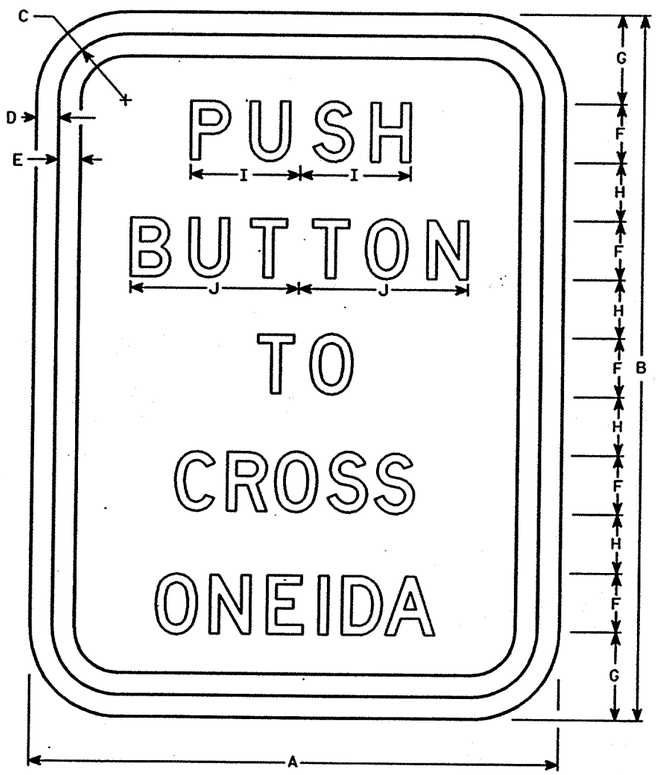


STATE PROJECT NUMBER	SHEET NO.
4677-04-71	2.7

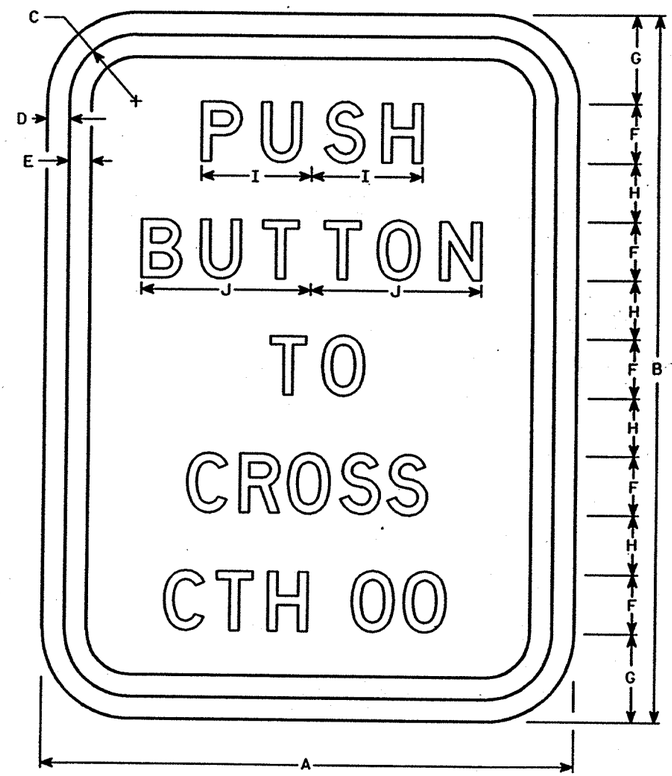
CONSTRUCTION DETAILS
FOR
CTH 00 OUTAGAMIE CO

NOTES

1. Sign is Type II - Non-Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R10-4



R10-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	9	12	1 1/8	3/8	3/8	1	1 1/2	1	1 7/8	2 7/8																	0.75
3																											
4																											
5																											

STANDARD SIGN
R10-4
WISCONSIN DEPT OF TRANSPORTATION

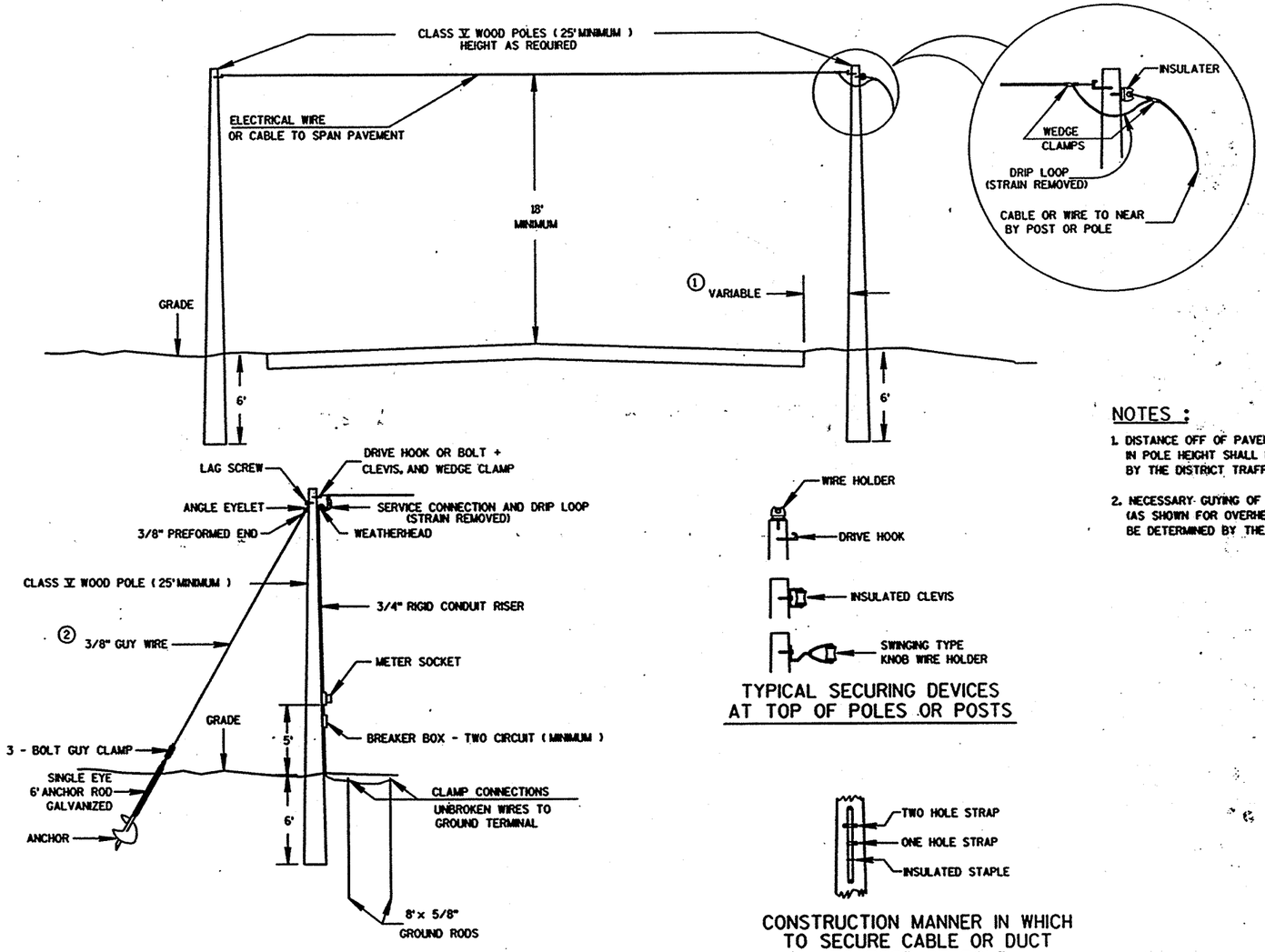
FILE NAME: ET16 /SHEETS /PLAN /DT04 .2DG
TECH/ENGR: CRK/MAH
PLOT DATE: 10/25/96

LEVELS ON - 2 5 12

WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.8

DETAILS FOR
TEMPORARY TRAFFIC SIGNAL
CTH "OO" OUTAGAMIE COUNTY



OVERHEAD SERVICE

TYPICAL SECURING DEVICES
AT TOP OF POLES OR POSTS

CONSTRUCTION MANNER IN WHICH
TO SECURE CABLE OR DUCT
TO POST OR POLE

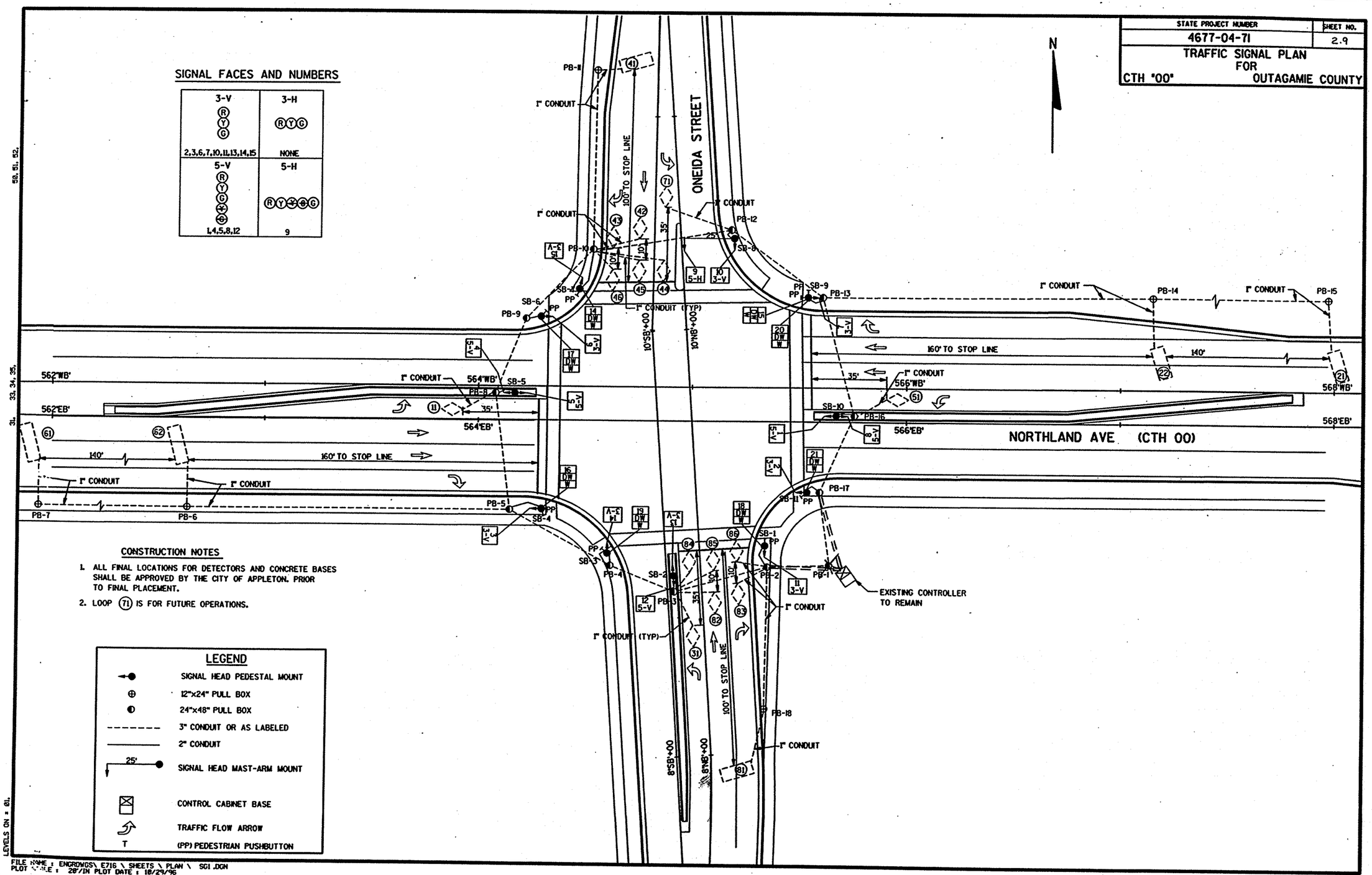
NOTES :

1. DISTANCE OFF OF PAVEMENT AND ANY DIFFERENCE IN POLE HEIGHT SHALL BE DETERMINED BY THE DISTRICT TRAFFIC ENGINEER.

2. NECESSARY GUYING OF ANY POLES OR POSTS, (AS SHOWN FOR OVERHEAD SERVICE), SHALL BE DETERMINED BY THE PROJECT ENGINEER

STATE PROJECT NUMBER	SHEET NO.
4677-04-71	2.9

TRAFFIC SIGNAL PLAN
FOR
CTH "OO" OUTAGAMIE COUNTY



LEVELS ON = 61.

FILE NAME : ENGRDWGS\ E716 \ SHEETS \ PLAN \ SG1.DGN
PLOT SCALE : 20'/IN PLOT DATE : 10/29/96

STATE PROJECT NUMBER	SHEET NO.
4677-04-71	2.10

SEQUENCE OF OPERATION

CTH '00' OUTAGAMIE COUNTY

SEQUENCE OF OPERATION

	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **					Ø2 R/W	Ø2 CLEAR TO **					Ø3 R/W	Ø3 CLEAR TO **					Ø4 R/W	Ø4 CLEAR TO **					FLASH
Ø1	1, 4	~~G~~	~~Y~~	–				–	–	–				–	–	–				–	–	–				
Ø2	5, 6, 7, 8	R	R	R				G	Y	R				R	R	R				R	R	R				R
Ø3	9, 12	–	–	–				–	–	–				~~G~~	~~Y~~					–	–	–				
Ø4	13, 14, 15	R	R	R				R	R	R				R	R	R				G	Y	R				R
Ø5	5, 8	–	–	–				–	–	–				–	–	–				–	–	–				
Ø6	1, 2, 3, 4	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø7																										
Ø8	9, 10, 11, 12	R	R	R				R	R	R				R	R	R				R	R	R				R
Ø2P	14, 15	DW	DW	DW				*	DW	DW				DW	DW	DW				DW	DW	DW				
Ø4P	16, 17	DW	DW	DW				DW	DW	DW				DW	DW	DW				*	DW	DW				
Ø6P	18, 19	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW				
Ø8P	20, 21	DW	DW	DW				DW	DW	DW				DW	DW	DW				DW	DW	DW				

RING 1

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **					Ø6 R/W	Ø6 CLEAR TO **					Ø7 R/W	Ø7 CLEAR TO **					Ø8 R/W	Ø8 CLEAR TO **				
Ø1	1, 4	–	–	–				–	–	–										–	–	–			
Ø2	5, 6, 7, 8	R	R	R				R	R	R										R	R	R			
Ø3	9, 12	–	–	–				–	–	–										–	–	–			
Ø4	13, 14, 15	R	R	R				R	R	R										R	R	R			
Ø5	5, 8	~~G~~	~~Y~~	–				–	–	–										–	–	–			
Ø6	1, 2, 3, 4	R	R	R				G	Y	R										R	R	R			
Ø7																				–	–	–			
Ø8	9, 10, 11, 12	R	R	R				R	R	R										G	Y	R			
Ø2P	14, 15	DW	DW	DW				DW	DW	DW										DW	DW	DW			
Ø4P	16, 17	DW	DW	DW				DW	DW	DW										DW	DW	DW			
Ø6P	18, 19	DW	DW	DW				*	DW	DW										DW	DW	DW			
Ø8P	20, 21	DW	DW	DW				DW	DW	DW										*	DW	DW			

RING 2

NOT USED

N

BARRIER

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK.
** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	SIZE (FT)	NUMBER OF TURNS
11	1	X			1	1				5.8 x 5.8	4
21	2	X			2	2			X	6 x 18	4
22	3	X			2	2				6 x 15	4
31	4	X			3	3				5.8 x 5.8	4
41	5	X			4	4				6 x 15	4
42	6	X			4	4				5.8 x 5.8	4
43	7	X			4	4		X		5.8 x 5.8	4
44	8	X			4	4				5.8 x 5.8	4
45	6	X			4	4				5.8 x 5.8	4
46	7	X			4	4		X		5.8 x 5.8	4
51	9	X			5	5				5.8 x 5.8	4
61	10	X			6	6			X	6 x 18	4
62	11	X			6	6				6 x 18	4
71	* 12	X			(FUTURE)	(FUTURE)				5.8 x 5.8	4
81	13	X			8	8				6 x 15	4
82	14	X			8	8				5.8 x 5.8	4
83	15	X			8	8		X		5.8 x 5.8	4
84	16	X			8	8				5.8 x 5.8	4*
85	14	X			8	8				5.8 x 5.8	4
86	15	X			8	8		X		5.8 x 5.8	4

* FOR FUTURE USE

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	PHASE RECALL	DUAL ENTRY W/Ø
Ø1			6
Ø2		MIN.	6
Ø3			8
Ø4			8
Ø5			2
Ø6		MIN.	2
Ø8			4

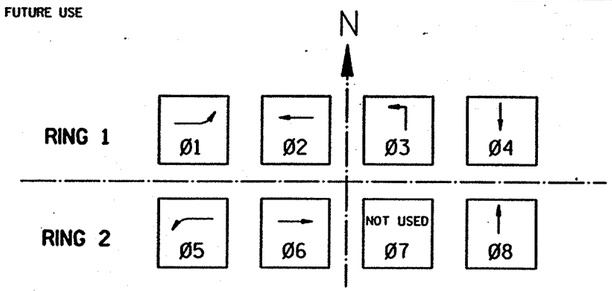


CHART 1

PHASE ON	NON-CONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
Ø1	5 OR 6	2, 3, 4, 8
Ø2	5 OR 6	1, 3, 4, 8
Ø3	7 OR 8	1, 2, 4, 5, 6
Ø4	7 OR 8	1, 2, 3, 5, 6
Ø5	1 OR 2	3, 4, 6, 8
Ø6	1 OR 2	3, 4, 5, 8
Ø7	---	---
Ø8	3 OR 4	1, 2, 5, 6

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP	
HARDWIRE	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X

TYPE OF LIGHTING	
NONE	X
IN TRAFFIC CONTROL CABINET	
IN SEPARATE CONTROL CABINET	

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

GENERAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.
4. PROVIDE FOR HAND OPERATION.
5. EMERGENCY PRE-EMPTION SEQUENCING WILL BE THE RESPONSIBILITY OF THE CITY OF APPLETON TRAFFIC ENGINEER.

CTH '00' & ONEIDA STREET INTERSECTION

CTH '00' & ONEIDA STREET — OUTAGAMIE CO.

SIGNAL NO.

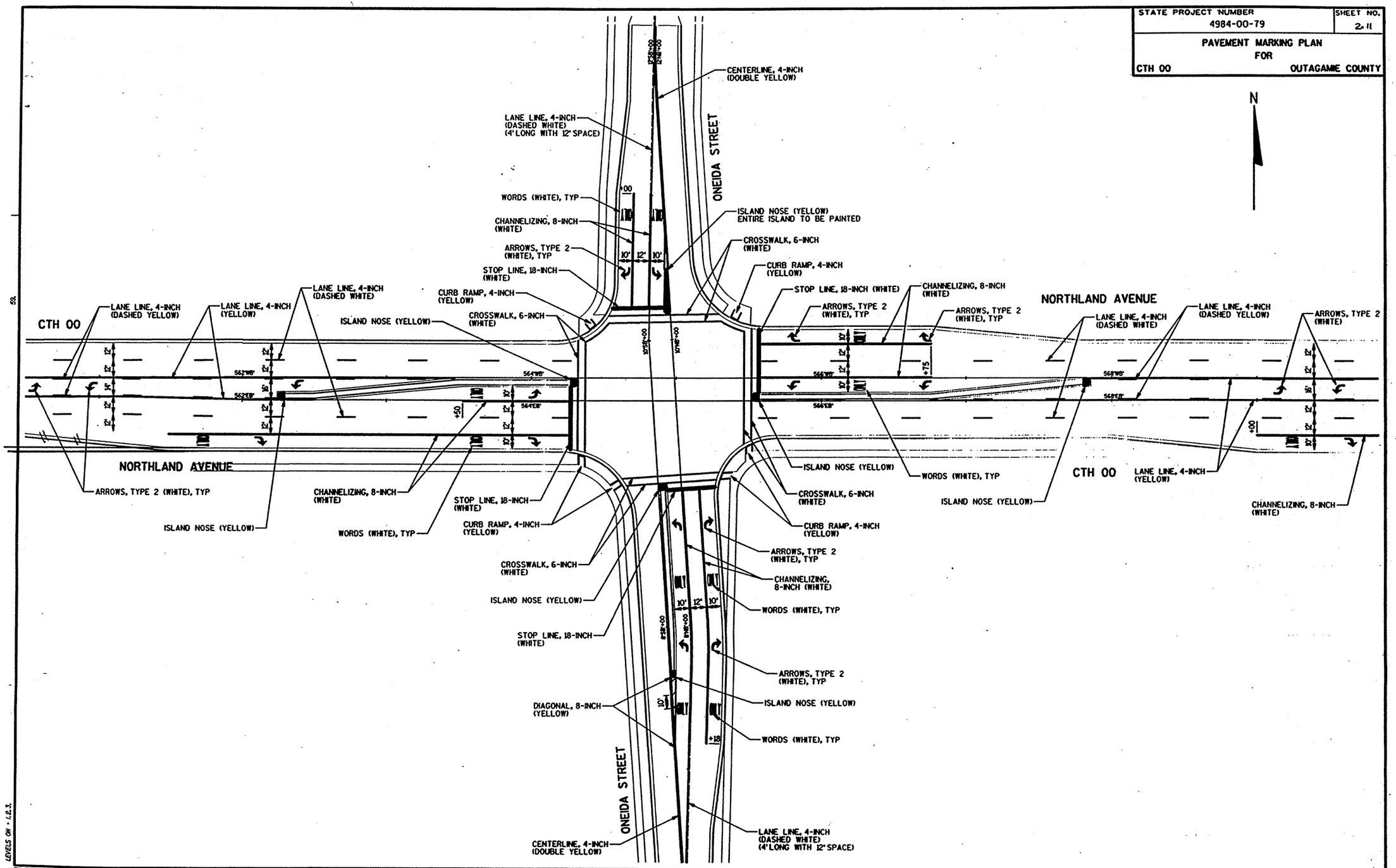
DATE: 6/96 — SHEET NO. 2 OF 2

LEVELS ON = 01, 02, 03, 04,

FILE NAME = ENGRDWGS\E716A\ SHEETS \ PLAN \SG2 .DGN
PLOT SCALE = 1/IN PLOT DATE = 10/29/96

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	2.11

PAVEMENT MARKING PLAN
FOR
CTH 00 OUTAGAMIE COUNTY



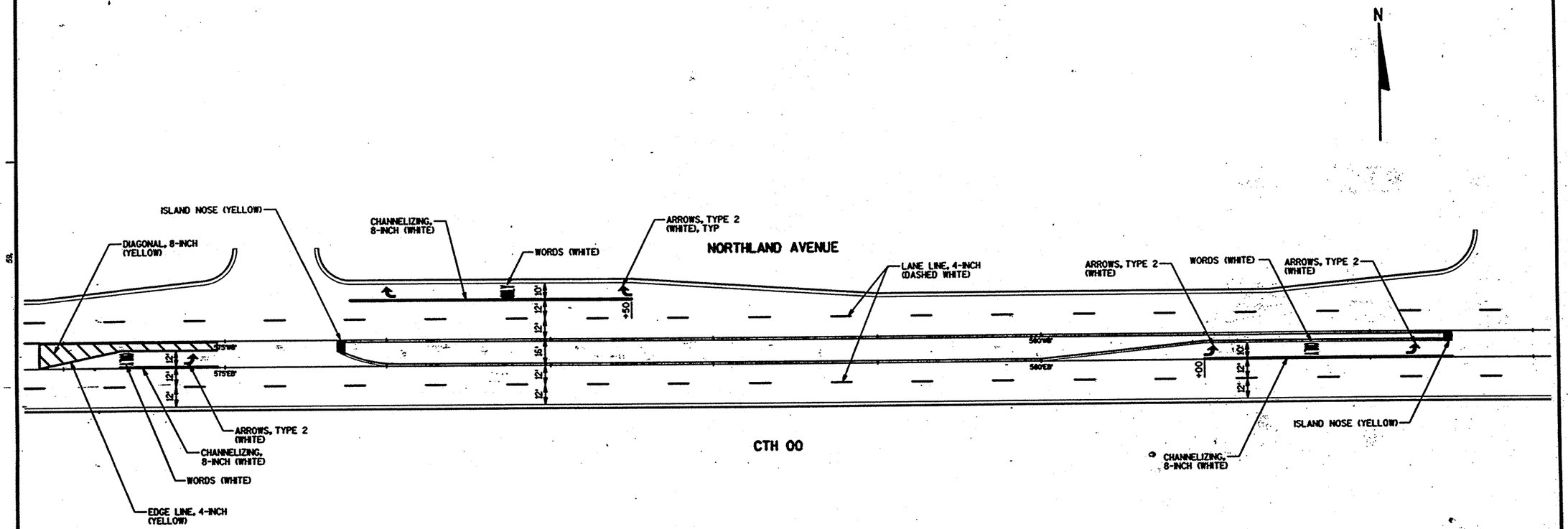
LEVELS ON - 1,2,3,

FILE NAME: E716 /SHEETS /PLAN /PM1 .DGN
TECH/ENGR: CRK/MAH
PLOT DATE: 09/13/96

WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	2-12

PAVEMENT MARKING PLAN
FOR
CTH 00 OUTAGAMIE COUNTY



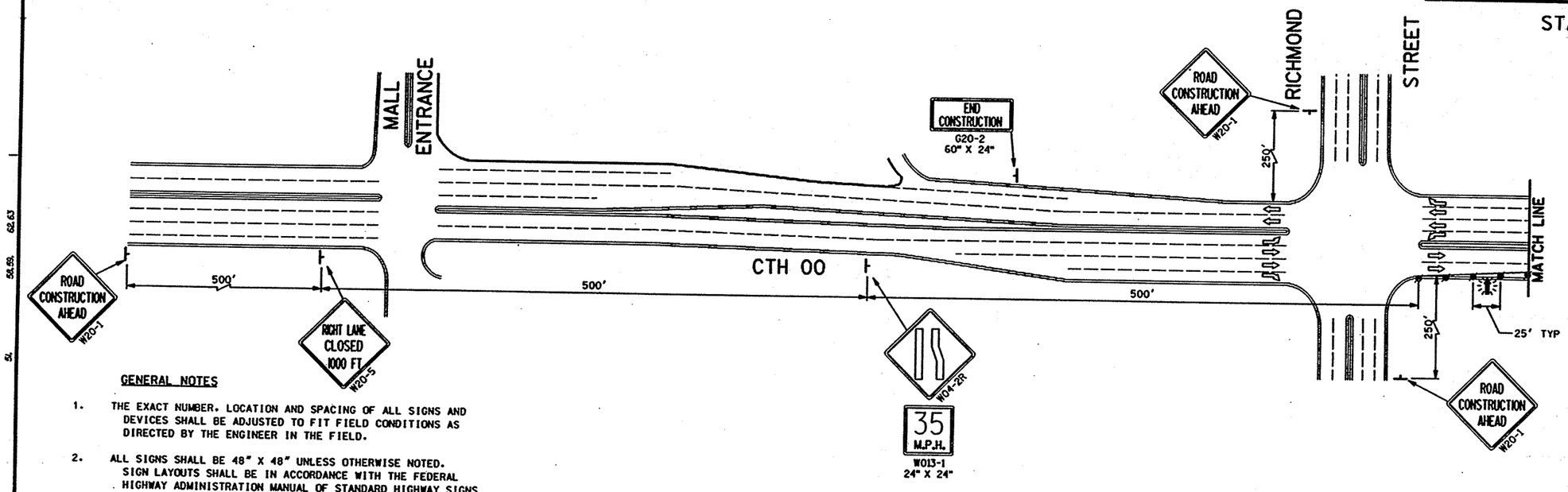
LEVELS ON = I.E.S.

FILE NAME: E735 /SHEETS /PLAN /PM2 .DGN
TECH/ENGR: CRK/MAH
PLOT DATE: 01/15/97

WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER
4984-00-79
TRAFFIC CONTROL
FOR
CTH 00

STAGE 1



GENERAL NOTES

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER IN THE FIELD.

2. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.

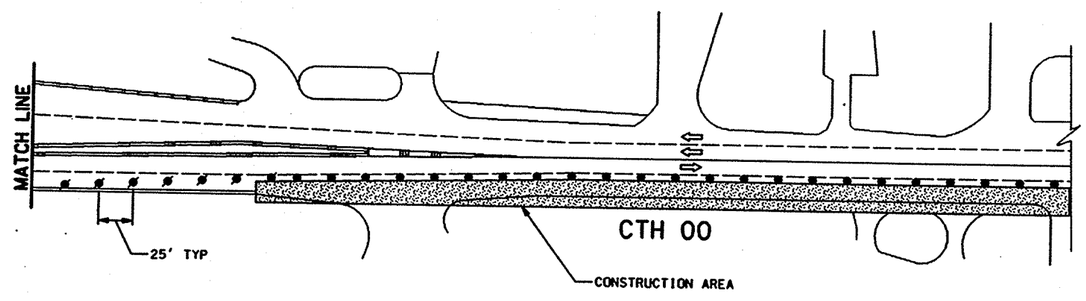
3. ALL SIGNS AND/OR PAVEMENT MARKING LOCATED IN THE WORK AREA WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATIONS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

5. THE TEMPORARY LANE LINE SHALL CONSIST OF A 2 FT. TAPE LINE AND A 4 FT. SPACING.

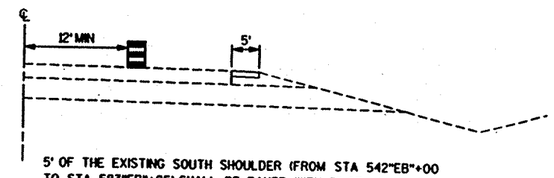
6. THE NUMBER OF TYPE III BARRICADES AND DRUMS SHOWN ARE APPROXIMATE AND THE NUMBER MAY CHANGE DEPENDING ON THE FINAL PLACEMENT OF THE BARRICADES.

7. TEMPORARY DIVING LANES SHALL BE 12' FEET WIDE.



SYMBOLS

- CONSTRUCTION AREA
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4 FT X 8 FT)
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH A WARNING LIGHT, TYPE "A"



5' OF THE EXISTING SOUTH SHOULDER (FROM STA 542"EB"+00 TO STA 583"EB"+25) SHALL BE PAVED WITH 3" OF ASPHALTIC PAVEMENT, TYPE MV AND USED AS PART OF THE TEMPOARY EASTBOUND LANE FOR STAGE 2.

FILE NAME: E736 /SHEETS /PLAN /TC1 .DGN
TECH: MOR: CRK/MAH
PLOT DATE: 10/29/96

WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	2.15

TRAFFIC CONTROL PLAN
FOR
CTH 00 OUTAGAMIE COUNTY

STAGE 1

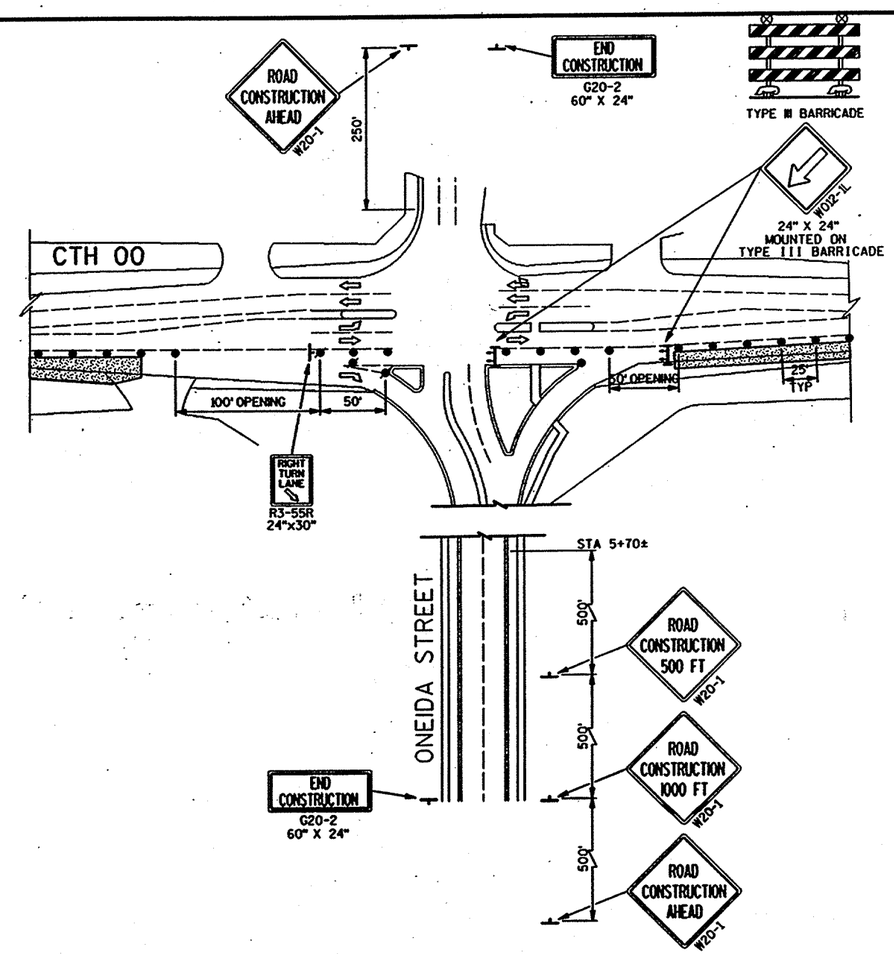
N

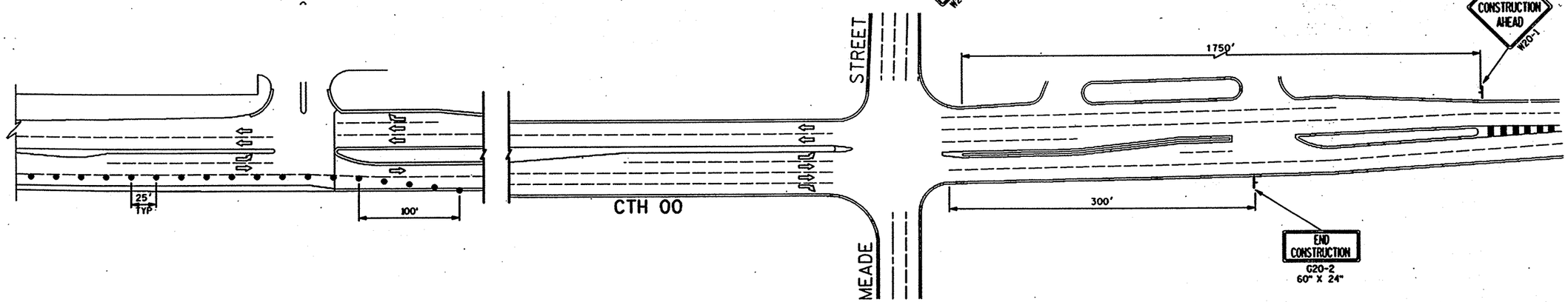
GENERAL NOTES

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER IN THE FIELD.
2. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
3. ALL SIGNS AND/OR PAVEMENT MARKING LOCATED IN THE WORK AREA WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATIONS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5. THE TEMPORARY LANE LINE SHALL CONSIST OF A 2 FT. TAPE LINE AND A 4 FT. SPACING.
6. THE NUMBER OF TYPE III BARRICADES AND DRUMS SHOWN ARE APPROXIMATE AND THE NUMBER MAY CHANGE DEPENDING ON THE FINAL PLACEMENT OF THE BARRICADES.
7. TEMPORARY DIVING LANES SHALL BE 12' FEET WIDE.

SYMBOLS

- CONSTRUCTION AREA
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4 FT X 8 FT)
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH A WARNING LIGHT, TYPE "A"





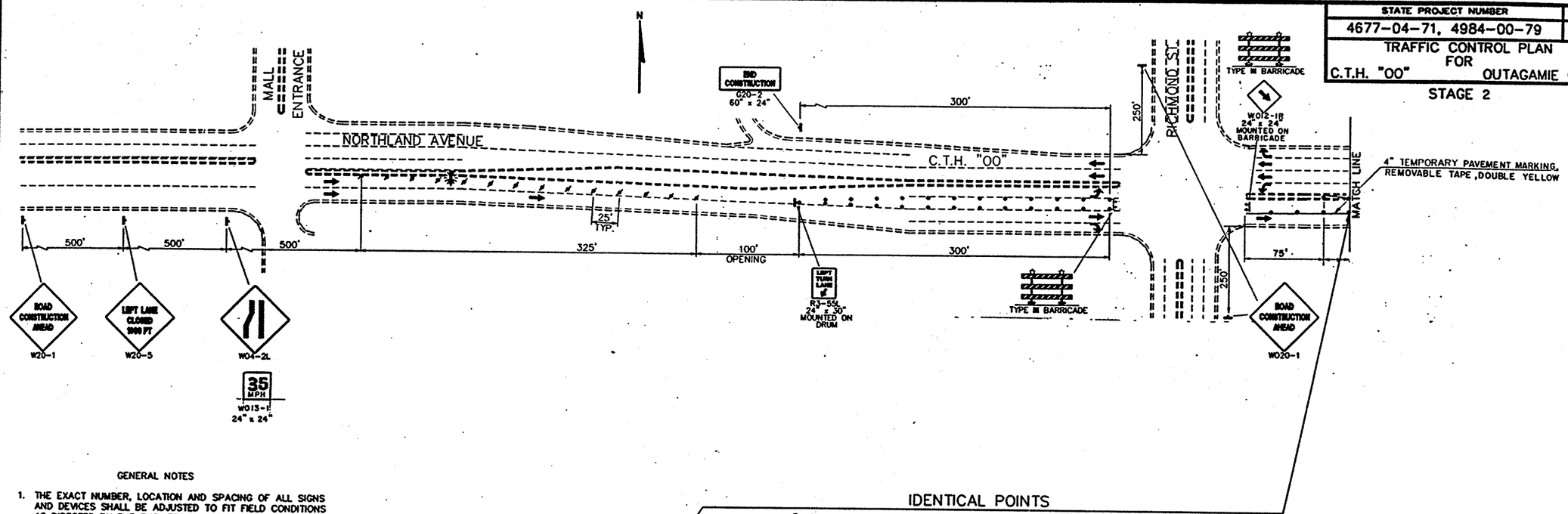
FILE NAME: E735 /SHEETS /PLAN /TC2 .DGN
TECH/ENGR: CRK/MAH
PLOT DATE: 10/29/96

WISDOT/CADDS SHEET 40

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.16

TRAFFIC CONTROL PLAN
FOR
C.T.H. "OO" OUTAGAMIE COUNTY

STAGE 2



GENERAL NOTES

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2. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
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7. TEMPORARY DRIVING LANES SHALL BE 12 FEET WIDE.

SYMBOLS

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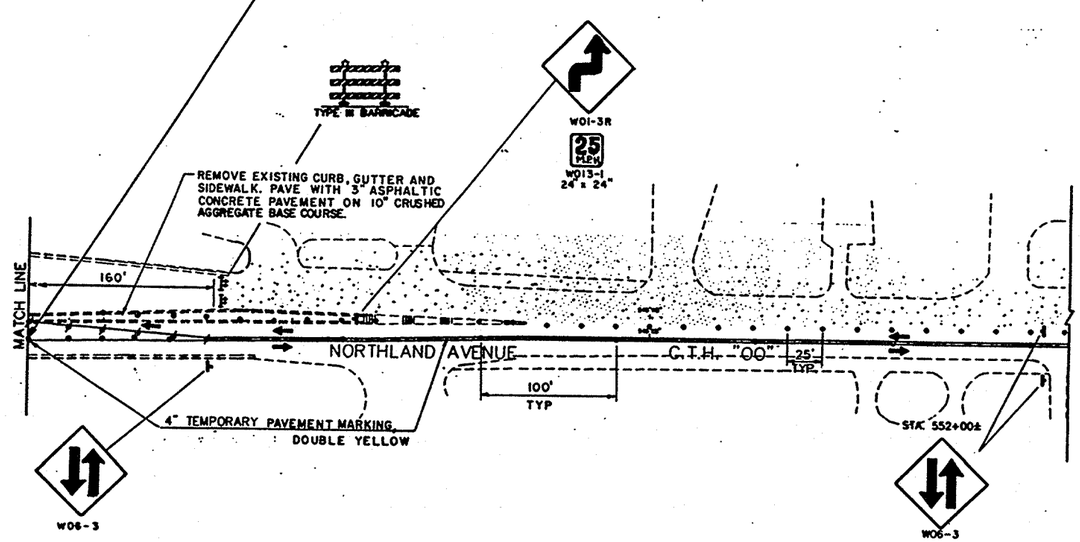
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4' X 8')
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH WARNING LIGHT, TYPE "A"



OMNNI CAD FILE: E716\E716KC11

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.17

TRAFFIC CONTROL PLAN
FOR
C.T.H. "OO" OUTAGAMIE COUNTY

STAGE 2

SYMBOLS

- CONSTRUCTION AREA
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4' X 8')
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
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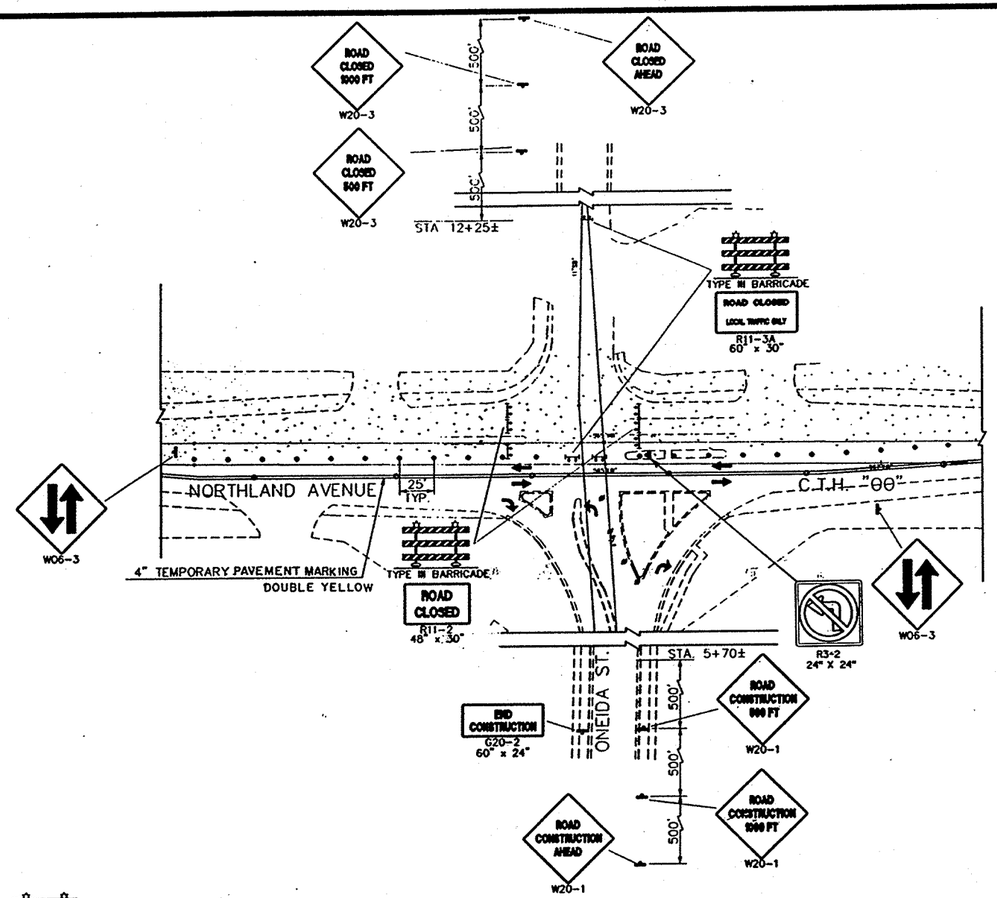

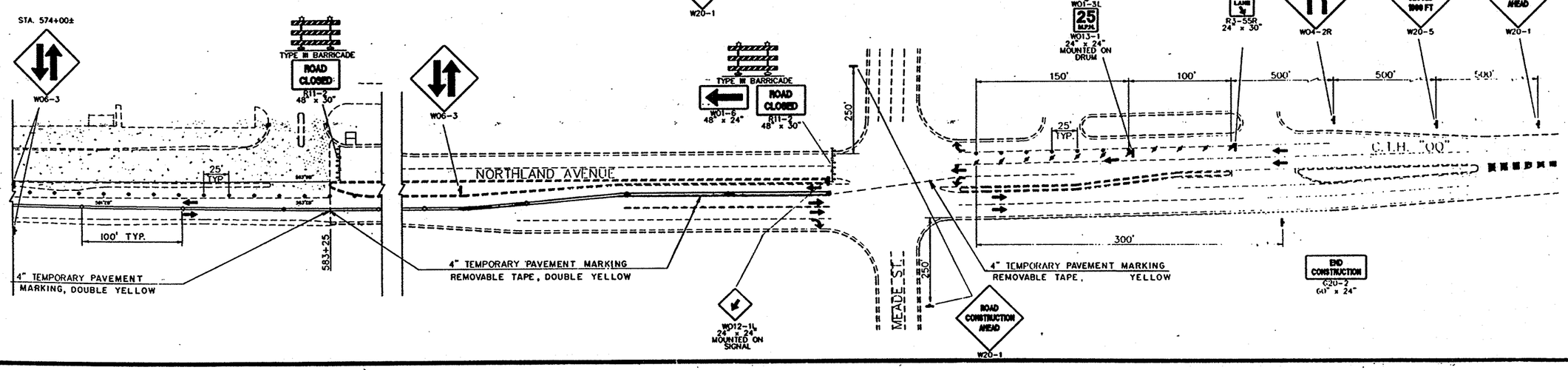

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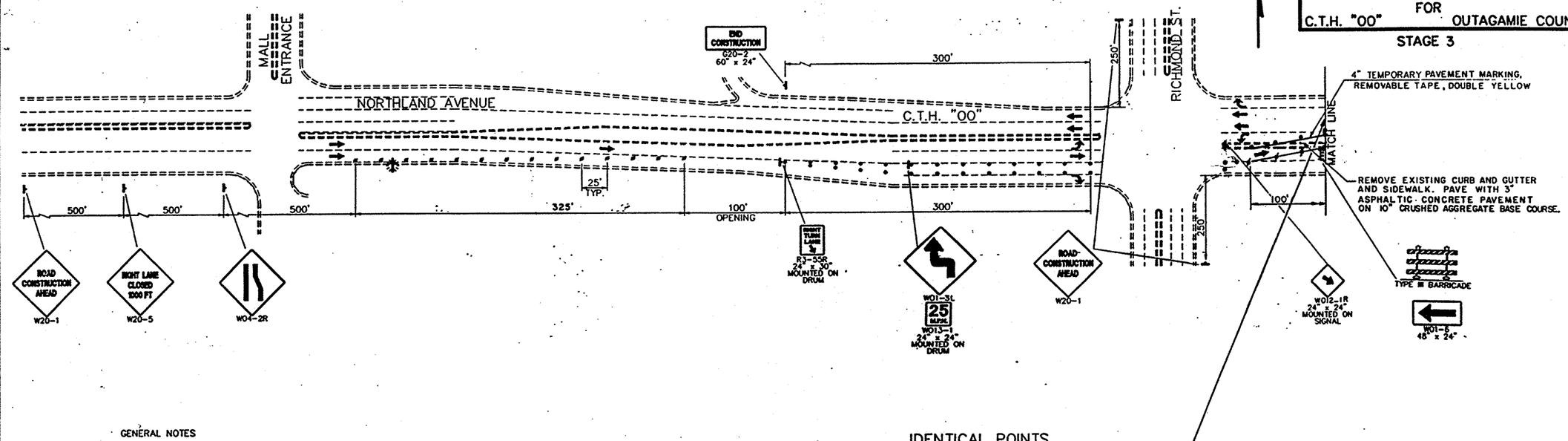
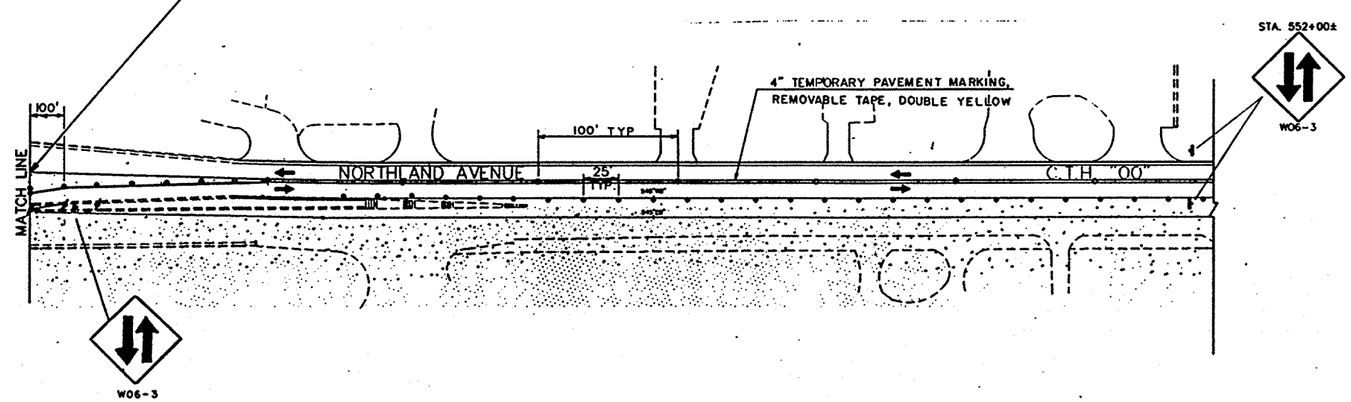
STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.18

TRAFFIC CONTROL PLAN
FOR
C.T.H. "OO" OUTAGAMIE COUNTY

STAGE 3



IDENTICAL POINTS



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SYMBOLS

- CONSTRUCTION AREA
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4' X 8')
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH WARNING LIGHT, TYPE "A"

OMNNI CAD FILE: E716\E 716.1

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	2.19

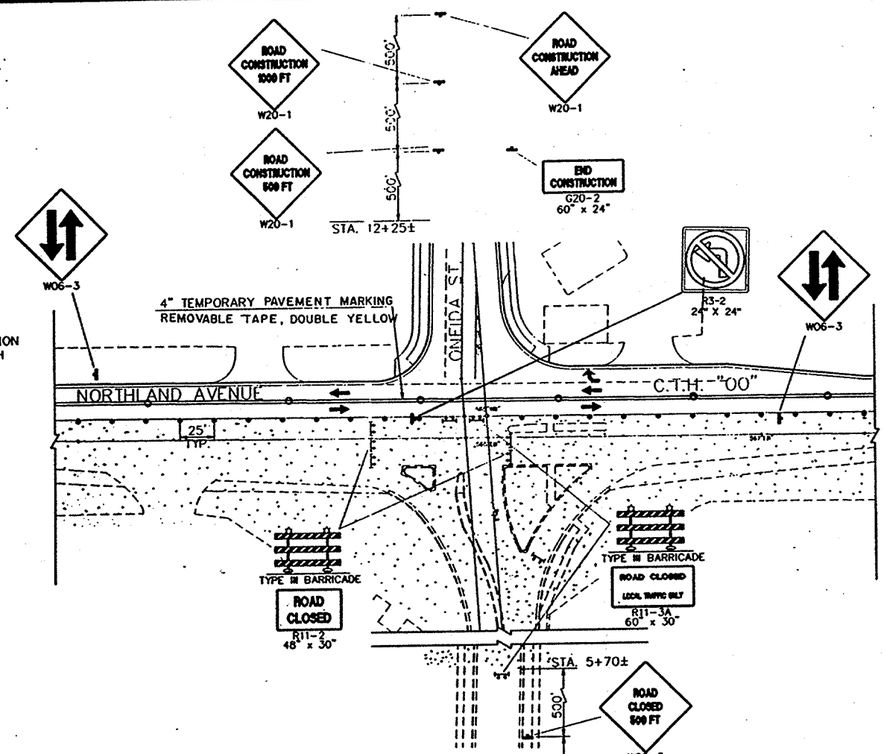
TRAFFIC CONTROL PLAN FOR C.T.H. "OO" OUTAGAMIE COUNTY

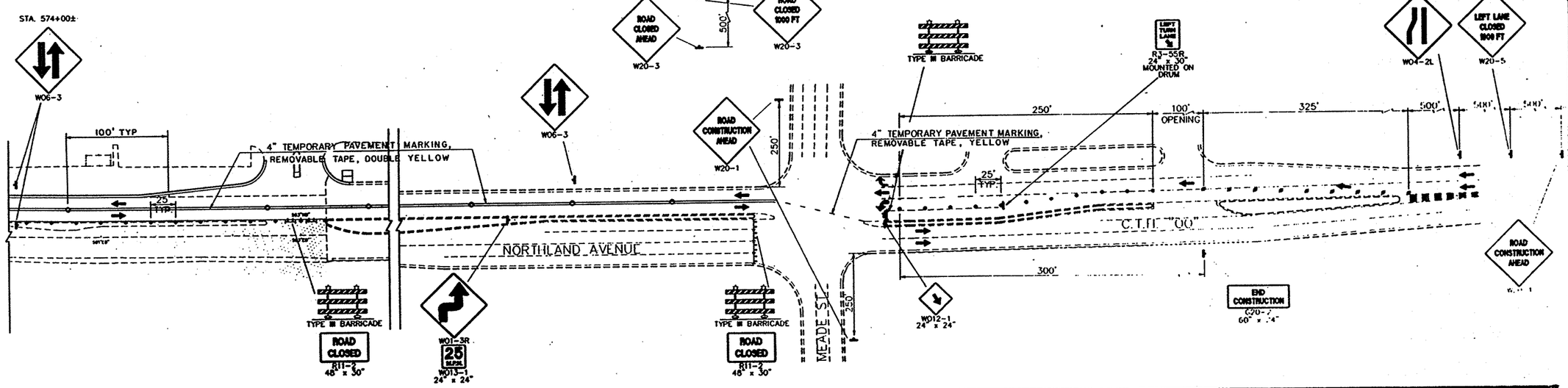
STAGE 3

SYMBOLS

- CONSTRUCTION AREA
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER
- FLASHING ARROW BOARD (4' X 8')
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE "C"
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH WARNING LIGHT, TYPE "A"

NOTE:
ONEIDA STREET TO THE SOUTH SHALL REMAIN OPEN TO THRU TRAFFIC UNTIL CONSTRUCTION OPERATIONS BEGIN ON THAT PORTION OF ONEIDA STREET. AFTER THAT, ONEIDA STREET TO THE SOUTH SHALL BE OPEN TO LOCAL TRAFFIC ONLY.





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STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	34

MISCELLANEOUS QUANTITIES FOR CTH "00" OUTAGAMIE COUNTY

CLEARING AND GRUBBING

PROJECT I.D. 4984-00-79

LOCATION	CLEARING ID	GRUBBING ID
UNDISTRIBUTED	50	50
TOTAL	50	50

REMOVING PAVEMENT

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SY
560"EB"+30 - 564"EB"+60	CTH "00"	955
563"EB"+76 - 564"EB"+42	CTH "00" MEDIAN	44
564"EB"+60 - 565"EB"+25	CTH "00"	144
565"EB"+15 - 565"EB"+25	CTH "00"	7
565"EB"+25 - 565"EB"+88	CTH "00" MEDIAN	42
565"EB"+25 - 567"EB"+75	CTH "00"	555
5"NB"+70 - 7"NB"+45	ONEIDA ST	685
7"NB"+88 - 8"NB"+00	ONEIDA ST MEDIAN NOSE	5
9"NB"+18 - 9"NB"+33	ONEIDA ST MEDIAN NOSE	8
10"NB"+22 - 10"NB"+30	C.E. RT	4
6"NB"+71	C.E. RT	16
	TOTAL	2465

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	SY
540"EB"+50 - 544"EB"+48	EASTBOUND LANE	1.265
541"WB"+93 - 544"WB"+48	WESTBOUND LANE	680
542"EB"+92 - 544"EB"+10	CTH "00" MEDIAN	60
544"EB"+48 - 560"EB"+30	CTH "00"	3.515
567"EB"+75 - 583"EB"+00	CTH "00"	3.390
579"EB"+60 - 582"EB"+66	CTH "00" MEDIAN	160
583"WB"+25 - 583"WB"+49	C.E. LT	10
	TOTAL	9.080

REMOVING CURB

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
542"WB"+30	C.E. LT	48
578"EB"+00	SERVICE ROAD	8
582"EB"+96	C.E. MEDIAN	27
	TOTAL	83

REMOVING CURB & GUTTER

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	LF
564"EB"+39 - 564"EB"+00	CTH "00" RT TURN ISLAND	61
6"NB"+60 - 9"NB"+10	ONEIDA ST. RT	275
7"SB"+05 - 9"SB"+22	ONEIDA ST. LT	230
8"NB"+00 - 9"NB"+18	ONEIDA ST MEDIAN	240
8"NB"+71 - 9"NB"+11	ONEIDA ST RT TURN ISLAND	209
	TOTAL	1015

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
539"EB"+60 - 542"EB"+00	CTH "00" MEDIAN	480
540"EB"+50 - 541"EB"+92	CTH "00", RT	142
540"EB"+50 - 542"EB"+92	CTH "00" MEDIAN, LT	242
541"WB"+93 - 542"WB"+92	CTH "00" MEDIAN, RT	100
541"WB"+93 - 541"WB"+99	CTH "00", LT	6
542"EB"+23 - 543"EB"+77.5	CTH "00", RT	178
582"WB"+42 - 582"WB"+64	C.E. LT	40
583"WB"+22 - 583"WB"+49	C.E. LT	41
583"EB"+25 - 583"EB"+31	CTH "00", RT	6
	TOTAL	1.235

REMOVING CONCRETE SIDEWALK

PROJECT I.D. 4677-04-71

STATION	LOCATION	SY
5"SB"+70 - 7"SB"+24	ONEIDA ST. LT	86
5"NB"+70 - 8"NB"+92	ONEIDA ST. RT	184
9"NB"+02 - 9"NB"+32	RT TURN ISLAND	16
	TOTAL	286

PROJECT I.D. 4984-00-79

STATION	LOCATION	SY
539"EB"+60 - 542"EB"+00	CTH"00" MEDIAN	110

REMOVING MASONRY

PROJECT I.D. 4984-00-79

STATION	LOCATION	STRUCTURE	CY
551"EB"+46	CTH "00", 41' RT	MASONARY ENDWALL	4
		TOTAL	4

REMOVING GUARDRAIL

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
549"WB"+56 - 549"WB"+75	50' LT	19
	TOTAL	19

REMOVING CONCRETE BASES

PROJECT I.D. 4677-04-71

STATION	LOCATION	EACH
564"EB"+09	CTH "00", 56' LT	1
564"EB"+38	CTH "00", 18' LT	1
564"EB"+53	CTH "00", 27' RT	1
564"EB"+55	CTH "00", 95' LT	1
564"EB"+80	CTH "00", 31' RT	1
565"EB"+10	CTH "00", 79' LT	1
565"EB"+16	CTH "00", 25' RT	1
565"EB"+16	CTH "00", 72' LT	1
565"EB"+21	CTH "00", 6' LT	1
565"EB"+41	CTH "00", 54' LT	1
565"EB"+69	CTH "00", 78' RT	1
7"NB"+16	ONEIDA ST. 35' LT	1
	TOTAL	12

REMOVING INLETS

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
541"EB"+92	CTH "00", 3' LT	1
	TOTAL	1

BREAKER RUN

PROJECT I.D. 4677-04-71

STATION	LOCATION	BREAKER RUN TON
561"EB"+60 - 564"EB"+60	CTH "00"	2.800
564"EB"+60 - 565"EB"+25	CTH "00"	600
565"EB"+25 - 568"EB"+00	CTH "00"	2.500
	TOTAL	5.900

PROJECT I.D. 4984-00-79

STATION	LOCATION	BREAKER RUN TON
558"EB"+00 - 561"EB"+60	CTH "00"	3.000
568"EB"+00 - 577"EB"+00	CTH "00"	8.000
	TOTAL	11.000

YARDAGE SUMMARY

PROJECT I.D. 4677-04-71

STATION	LOCATION	UNCLASSIFIED EXCAVATION CY	EBS CY	FILL CY	WASTE CY
561"EB"+60 - 564"EB"+60	CTH "00"	4.000	1.373	530	4.843
564"EB"+60 - 565"EB"+25	CTH "00"	585	300	10	875
565"EB"+25 - 568"EB"+00	CTH "00"	2.100	1.226	105	3.221
5"NB"+70 - 9"EB"+28	ONEIDA ST	1.623		0	1.623
10"NB"+02 - 12"NB"+25	ONEIDA ST	742		0	742
	TOTALS	9.050	2.899	645	11.304

PROJECT I.D. 4984-00-79

STATION	LOCATION	UNCLASSIFIED EXCAVATION CY	EBS CY	FILL CY	WASTE CY
540"EB"+50 - 561"EB"+60	CTH "00"	16.050	1.454	4.560	12.944
568"EB"+00 - 583"EB"+25	CTH "00"	10.220	3.953	4.315	9.858
	TOTALS	26.270	5.407	8.875	22.802

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \M01 .DGN
PLOT SCALE : 1'/IN PLOT DATE : 10/28/96

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3B

MISCELLANEOUS QUANTITIES
FOR
CTH "00" OUTAGAMIE COUNTY

REV. 2/5/97

H.E.S. CONCRETE PAVEMENT, 9-INCH & DOWELED NON-REINFORCED CONCRETE PAVEMENT, 9-INCH

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SY	H.E.S. SY
560"EB"+30 - 564"EB"+60	CTH "00"	3265	165
564"EB"+60 - 565"EB"+25	CTH "00"	---	535
565"EB"+25 - 567"EB"+75	CTH "00"	1980	---
5"NB"+70 - 9"NB"+33	ONEIDA ST	1.755	---
9"NB"+97 - 12"NB"+19	ONEIDA ST	1.050	---
	TOTALS	8.050	700

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	SY	H.E.S. SY
540"EB"+50 - 560"EB"+30	CTH "00"	11.850	1.650
567"EB"+75 - 583"EB"+25	CTH "00"	10.300	.400
	TOTALS	22.150	2050

ASPHALTIC DRIVEWAY

PROJECT I.D. 4677-04-71

STATION	LOCATION	TON
5"SB"+76 - 7"SB"+00	PARKING LOT LT	14
6"NB"+71	C.E. LT	6
7"SB"+30 - 7"SB"+85	PARKING LOT LT	11
10"NB"+60 - 11"NB"+60	PARKING LOT RT	20
10"SB"+25 - 12"SB"+25	PARKING LOT LT	41
11"NB"+77	P.E. RT	3
560"WB"+10 - 562"WB"+65	PARKING LOT LT	27
561"EB"+65 - 562"EB"+50	PARKING LOT RT	8
562"WB"+65 - 564"WB"+35	PARKING LOT LT	17
566"WB"+20	C.E. LT	3
		150

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON
542"WB"+23	C.E. LT	3
542"EB"+10	C.E. RT	3
543"WB"+60	C.E. LT	3
544"EB"+30	C.E. RT	3
545"WB"+00	C.E. LT	3
545"WB"+35	P.E. LT	2
546"WB"+35	P.E. LT	1
546"EB"+50	C.E. RT	3
547"WB"+59	C.E. LT	3
547"EB"+96	P.E. RT	1
548"WB"+52	C.E. LT	3
549"EB"+25	P.E. RT	1
549"EB"+86	P.E. RT	1
550"EB"+55	P.E. RT	1
550"WB"+05 - 551"WB"+35	PARKING LOT LT	15
551"WB"+40 - 552"WB"+15	PARKING LOT LT	8
553"WB"+17	C.E. LT	3
554"EB"+05	C.E. RT	3
554"WB"+24	C.E. LT	3
555"WB"+00 - 555"WB"+60	PARKING LOT LT	6
554"EB"+65 - 557"EB"+90	PARKING LOT RT	33
555"WB"+65 - 556"WB"+60	PARKING LOT LT	9
568"WB"+19	C.E. LT	3
569"WB"+08	P.E. LT	1
570"WB"+25 - 571"WB"+30	PARKING LOT LT	11
566"EB"+50 - 571"EB"+60	PARKING LOT	53
571"WB"+70 - 572"WB"+90	PARKING LOT LT	12
572"WB"+95 - 574"WB"+15	PARKING LOT LT	12
575"WB"+31	C.E. LT	6
582"WB"+15 - 583"WB"+25	PARKING LOT LT	11
		220

APHALTIC MATERIAL FOR PLANT MIX
ASPHALTIC CONCRETE PAVEMENT, TYPE MV

PROJECT I.D. 4677-04-71

STATION	LOCATION	TYPE MV TON	PLANT MIX TON
12"NB"+18 - 12"NB"+25	ONEIDA ST	11	0.7
		11	0.7

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON	TON
542"EB"+00 -583"EB"+25	CTH "00" TEMP ROAD	380	23.5
539"EB"+60 -542"EB"+00	CTH "00" CROSSOVER	40	2.5
		420	26.0

CRUSHED AGGREGATE BASE COURSE

PROJECT I.D. 4677-04-71

STATION	LOCATION	TON
560"EB"+30 - 564"EB"+60	CTH "00"	1350
564"EB"+60 - 565"EB"+25	CTH "00"	225
565"EB"+25 - 567"EB"+75	CTH "00"	800
5"NB"+70 - 9"NB"+18	ONEIDA ST SOUTH	720
10"NB"+11 - 12"NB"+25	ONEIDA ST NORTH	415
DRIVEWAYS		290
SIDEWALK		190
PARKING LOTS		260
	TOTAL	4.250

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON
540"EB"+50 - 560"EB"+30	CTH "00"	5.150
567"EB"+75 - 583"EB"+25	CTH "00"	4.350
DRIVEWAYS		1.070
PARKING LOTS		310
SIDEWALK		430
TEMPORARY ACCESS		540
TEMPORARY CROSS-OVERS		150
	TOTAL	12.000

CONCRETE DRIVEWAY, 6-INCH

PROJECT 4677-04-71

STATION	LOCATION	SY
6"NB"+71	C.E. RT	20
6"SB"+79	C.E. LT	70
7"SB"+49	C.E. LT	70
11"NB"+00	C.E. RT	77
11"SB"+00	C.E. LT	30
11"NB"+77	P.E. RT	27
561"WB"+14	C.E. LT	116
561"EB"+87	C.E. RT	77
563"WB"+33	C.E. LT	115
566"WB"+20	C.E. LT	97
	TOTAL	700

PROJECT 4984-00-79

STATION	LOCATION	SY
542"WB"+23	C.E. LT	116
542"EB"+10	C.E. RT	88
542"WB"+60	C.E. LT	116
544"EB"+30	C.E. RT	116
545"WB"+00	C.E. LT	100
545"WB"+35	P.E. LT	70
546"WB"+35	P.E. LT	46
546"EB"+50	P.E. RT	116
547"WB"+59	C.E. LT	116
547"EB"+96	P.E. RT	46
548"WB"+52	C.E. LT	116
549"EB"+25	P.E. RT	46
549"EB"+86	P.E. RT	46
550"EB"+55	P.E. RT	46
550"WB"+72	C.E. LT	116
551"EB"+46	P.E. RT	46
551"WB"+70	C.E. LT	116
552"EB"+52	P.E. RT	46
553"WB"+17	C.E. LT	116
554"EB"+05	C.E. RT	78
554"WB"+24	C.E. LT	116
555"WB"+35	C.E. LT	108
555"EB"+68	C.E. RT	80
555"WB"+83	C.E. LT	108
557"WB"+47	P.E. LT	46
558"WB"+00	C.E. LT	116
559"EB"+91	P.E. RT	46
568"WB"+19	C.E. LT	116
569"WB"+08	P.E. LT	46
570"WB"+40	C.E. LT	116
570"EB"+40	C.E. RT	106
572"WB"+13	C.E. LT	116
573"WB"+98	C.E. LT	116
575"WB"+31	C.E. LT	130
582"WB"+97	C.E. LT	182
	TOTAL	3.250

PAVEMENT TIES

PROJECT I.D. 4677-04-71

STATION	LOCATION	EACH
5"NB"+70	ONEIDA ST	11
	TOTAL	11

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
540"EB"+40	CTH "00"	8
541"WB"+93	CTH "00"	8
583"EB"+25	CTH "00"	13
583"WB"+25	CTH "00"	11
	TOTAL	40

PREPARATION OF FOUNDATION FOR ASPHALTIC SHOULDERS*

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	STA
542"EB"+00 - 583"EB"+00	CTH "00" RT	41
	TOTAL	41

* FOR USE AS TEMPORARY ROAD

CONCRETE PAVEMENT GAPS

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
543"WB"+40	WESTBOUND	1
544"EB"+30	EASTBOUND	1
544"WB"+95	WESTBOUND	1
546"EB"+50	EASTBOUND	1
547"WB"+60	WESTBOUND	1
550"WB"+80	WESTBOUND	1
551"WB"+75	WESTBOUND	1
553"WB"+25	WESTBOUND	1
554"EB"+00	EASTBOUND	1
555"WB"+40	WESTBOUND	1
555"EB"+65	EASTBOUND	1
555"WB"+90	WESTBOUND	1
558"WB"+00	WESTBOUND	1
564"WB"+90	ONEIDA ST INTERSECTION	1
564"EB"+80	ONEIDA ST INTERSECTION	1
568"WB"+20	WESTBOUND	1
570"WB"+40	WESTBOUND	1
572"WB"+20	WESTBOUND	1
573"WB"+90	WESTBOUND	1
	TOTAL	19

CONCRETE CURB & GUTTER, 18-INCH, TYPE "A"

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	LF
562"EB"+25 - 564"EB"+32	CTH "00" MEDIAN	207
562"WB"+25 - 564"WB"+32	CTH "00" MEDIAN	207
565"EB"+52 - 567"EB"+85	CTH "00" MEDIAN	233
565"WB"+52 - 567"WB"+85	CTH "00" MEDIAN	233
7"NB"+64 - 9"NB"+00	ONEIDA ST MEDIAN	138
7"SB"+64 - 9"SB"+00	ONEIDA ST MEDIAN	137
	TOTAL	1.155

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
539"EB"+60 - 542"EB"+00	CTH "00" MEDIAN	480
540"EB"+50 - 542"EB"+82	CTH "00" MEDIAN	232
541"WB"+93 - 542"WB"+82	CTH "00" MEDIAN	89
574"EB"+33 - 574"EB"+93	CTH "00" MEDIAN	60
574"WB"+33 - 574"WB"+93	CTH "00" MEDIAN	60
575"EB"+69 - 582"EB"+50	CTH "00" MEDIAN	683
575"WB"+69 - 582"WB"+50	CTH "00" MEDIAN	683
582"WB"+97	C.E. MEDIAN NOSE	13
	TOTAL	2.300

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3A

MISCELLANEOUS QUANTITIES FOR CTH "00" OUTAGAMIE COUNTY

CLEARING AND GRUBBING

PROJECT I.D. 4984-00-79

LOCATION	CLEARING ID	GRUBBING ID
UNDISTRIBUTED	50	50
TOTAL	50	50

REMOVING PAVEMENT

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SY
560"EB"+30 - 564"EB"+60	CTH "00"	955
563"EB"+76 - 564"EB"+42	CTH "00" MEDIAN	44
564"EB"+60 - 565"EB"+25	CTH "00"	144
565"EB"+15 - 565"EB"+25	CTH "00"	7
565"EB"+25 - 565"EB"+88	CTH "00" MEDIAN	42
565"EB"+25 - 567"EB"+75	CTH "00"	555
5"NB"+70 - 7"NB"+45	ONEIDA ST	685
7"NB"+88 - 8"NB"+00	ONEIDA ST MEDIAN NOSE	5
9"NB"+18 - 9"NB"+33	ONEIDA ST MEDIAN NOSE	8
10"NB"+22 - 10"NB"+30	C.E. RT	4
6"NB"+71	C.E. RT	16
	TOTAL	2465

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	SY
540"EB"+50 - 544"EB"+48	EASTBOUND LANE	1,265
541"WB"+93 - 544"WB"+48	WESTBOUND LANE	680
542"EB"+92 - 544"EB"+10	CTH "00" MEDIAN	60
544"EB"+48 - 560"EB"+30	CTH "00"	3,515
567"EB"+75 - 583"EB"+00	CTH "00"	3,390
579"EB"+60 - 582"EB"+66	CTH "00" MEDIAN	160
583"WB"+25 - 583"WB"+49	C.E. LT	10
	TOTAL	9,080

REMOVING CURB

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
542"WB"+30	C.E. LT	48
578"EB"+00	SERVICE ROAD	8
582"EB"+96	C.E. MEDIAN	27
	TOTAL	83

REMOVING CURB & GUTTER

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	LF
564"EB"+39 - 564"EB"+00	CTH "00" RT TURN ISLAND	61
6"NB"+60 - 9"NB"+10	ONEIDA ST. RT	275
7"SB"+05 - 9"SB"+22	ONEIDA ST. LT	230
8"NB"+00 - 9"NB"+18	ONEIDA ST MEDIAN	240
8"NB"+71 - 9"NB"+11	ONEIDA ST RT TURN ISLAND	209
	TOTAL	1015

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
53[illegible]"EB"+60 - 542"EB"+00	CTH "00" MEDIAN	480
540"EB"+50 - 541"EB"+92	CTH "00", RT	142
540"EB"[illegible] - 542"EB"+92	CTH "00" MEDIAN, LT	242
541"WB"+93 - 542"WB"+92	CTH "00" MEDIAN, RT	100
541"WB"+93 - 54[illegible]"WB"+99	CTH "00", LT	6
542"EB"+23 - 543 EB"+77.5	CTH "00", RT	178
582"WB"+42 - 582"WB"+[illegible]	C.E. LT	40
583"WB"+22 - 583"WB"+49	C.E. LT	41
583"EB"+25 - 583"EB"+31	CTH "00", RT	6
	TOTAL	1,235

REMOVING CONCRETE SIDEWALK

PROJECT I.D. 4677-04-71

STATION	LOCATION	SY
5"SB"+70 - 7"SB"+24	ONEIDA ST. LT	86
5"NB"+70 - 8"NB"+92	ONEIDA ST. RT	184
8"NB"+02 - 9"NB"+32	RT TURN ISLAND	16
	TOTAL	286

PROJECT I.D. 4984-00-79

STATION	LOCATION	SY
539"EB"+60 - 542"EB"+00	CTH"00" MEDIAN	110

REMOVING MASONRY

PROJECT I.D. 4984-00-79

STATION	LOCATION	STRUCTURE	CY
551"EB"+46	CTH "00", 41' RT	MASONARY ENDWALL	4
		TOTAL	4

REMOVING GUARDRAIL

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
549"WB"+56 - 549"WB"+75	[illegible] LT	19
	TOTAL	19

REMOVING CONCRETE BASES

PROJECT I.D. 4677-04-71

STATION	LOCATION	EACH
564"EB"+09	CTH "00", 56' LT	1
564"EB"+38	CTH "00", 18' LT	1
564"EB"+53	CTH "00", 27' RT	1
564"EB"+55	CTH "00", 95' LT	1
564"EB"+80	CTH "00", 31' RT	1
565"EB"+10	CTH "00", 79' LT	1
565"EB"+16	CTH "00", 25' RT	1
565"EB"+16	CTH "00", 72' LT	1
565"EB"+21	CTH "00", 6' LT	1
565"EB"+41	CTH "00", 54' LT	1
565"EB"+69	CTH "00", 78' RT	1
7"NB"+16	ONEIDA ST. 35' LT	1
	TOTAL	12

REMOVING INLETS

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
541"EB"+92	CTH "00", 3' LT	1
	TOTAL	1

BREAKER RUN

PROJECT I.D. 4677-04-71

STATION	LOCATION	BREAKER RUN TON
561"EB"+60 - 564"EB"+60	CTH "00"	2,800
564"EB"+60 - 565"EB"+25	CTH "00"	600
565"EB"+25 - 568"EB"+00	CTH "00"	2,500
	TOTAL	5,900

PROJECT I.D. 4984-00-79

STATION	LOCATION	BREAKER RUN TON
558"EB"+00 - 561"EB"+60	CTH "00"	3,000
568"EB"+00 - 577"EB"+00	CTH "00"	8,000
	TOTAL	11,000

YARDAGE SUMMARY

PROJECT I.D. 4677-04-71

STATION	LOCATION	UNCLASSIFIED EXCAVATION CY	EBS CY	FILL CY	WASTE CY
561"EB"+60 - 564"EB"+60	CTH "00"	4,000	1,373	530	4,843
564"EB"+60 - 565"EB"+25	CTH "00"	585	300	10	875
565"EB"+25 - 568"EB"+00	CTH "00"	2,100	1,226	105	3,221
5"NB"+70 - 9"EB"+28	ONEIDA ST	1,623		0	1,623
10"NB"+02 - 12"NB"+25	ONEIDA ST	742		0	742
	TOTALS	9,050	2,899	645	11,304

PROJECT I.D. 4984-00-79

STATION	LOCATION	UNCLASSIFIED EXCAVATION CY	EBS CY	FILL CY	WASTE CY
540"EB"+50 - 561"EB"+60	CTH "00"	16,050	1,454	4,560	12,944
568"EB"+00 - 583"EB"+25	CTH "00"	10,220	3,953	4,315	9,858
	TOTALS	26,270	5,407	8,875	22,802

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \MQI .2DG
PLOT SCALE : 1'/IN PLOT DATE : 10/26/96

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3B

MISCELLANEOUS QUANTITIES
FOR
CTH "OO" OUTAGAMIE COUNTY

DOWELED NON-REINFORCED CONCRETE PAVEMENT, 9-INCH

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SY
560"EB"+30 - 564"EB"+60	CTH "OO"	3430
564"EB"+60 - 565"EB"+25	CTH "OO"	535
565"EB"+25 - 567"EB"+75	CTH "OO"	1980
5"NB"+70 - 9"NB"+33	ONEIDA ST	1,755
9"NB"+97 - 12"NB"+19	ONEIDA ST	1,050
	TOTAL	8,750

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	SY
540"EB"+50 - 560"EB"+30	CTH "OO"	13,500
567"EB"+75 - 583"EB"+25	CTH "OO"	10,700
	TOTAL	24,200

ASPHALTIC DRIVEWAY

PROJECT I.D. 4677-04-71

STATION	LOCATION	TON
5"SB"+76 - 7"SB"+00	PARKING LOT LT	14
6"NB"+71	C.E. LT	6
7"SB"+30 - 7"SB"+85	PARKING LOT LT	11
10"NB"+60 - 11"NB"+60	PARKING LOT RT	20
10"SB"+25 - 12"SB"+25	PARKING LOT LT	41
11"NB"+77	P.E. RT	3
560"WB"+10 - 562"WB"+65	PARKING LOT LT	27
561"EB"+65 - 562"EB"+50	PARKING LOT RT	8
562"WB"+65 - 564"WB"+35	PARKING LOT LT	17
566"WB"+20	C.E. LT	3
		150

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON
542"WB"+23	C.E. LT	3
542"EB"+10	C.E. RT	3
543"WB"+60	C.E. LT	3
544"EB"+30	C.E. RT	3
545"WB"+00	C.E. LT	3
545"WB"+35	P.E. LT	2
546"WB"+35	P.E. LT	1
546"EB"+50	C.E. RT	3
547"WB"+59	C.E. LT	3
547"EB"+96	P.E. RT	1
548"WB"+52	C.E. LT	3
549"EB"+25	P.E. RT	1
549"EB"+86	P.E. RT	1
550"EB"+55	P.E. RT	1
550"WB"+05 - 551"WB"+35	PARKING LOT LT	15
551"WB"+40 - 552"WB"+15	PARKING LOT LT	8
553"WB"+17	C.E. LT	3
554"EB"+05	C.E. RT	3
554"WB"+24	C.E. LT	3
555"WB"+00 - 555"WB"+60	PARKING LOT LT	6
554"EB"+65 - 557"EB"+90	PARKING LOT RT	33
555"WB"+65 - 556"WB"+60	PARKING LOT LT	9
568"WB"+19	C.E. LT	3
569"WB"+08	P.E. LT	1
570"WB"+25 - 571"WB"+30	PARKING LOT LT	11
566"EB"+50 - 571"EB"+60	PARKING LOT	53
571"WB"+70 - 572"WB"+90	PARKING LOT LT	12
572"WB"+95 - 574"WB"+15	PARKING LOT LT	12
575"WB"+31	C.E. LT	6
582"WB"+15 - 583"WB"+25	PARKING LOT LT	11
		220

APHALTIC MATERIAL FOR PLANT MIX
ASPHALTIC CONCRETE PAVEMENT, TYPE MV

PROJECT I.D. 4677-04-71

STATION	LOCATION	TYPE MV TON	PLANT MIX TON
12"NB"+18 - 12"NB"+25	ONEIDA ST	11	0.7
		11	0.7

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON	TON
542"EB"+00 -583"EB"+25	CTH "OO" TEMP ROAD	380	23.5
539"EB"+60 -542"EB"+00	CTH "OO" CROSSOVER	40	2.5
		420	26.0

CRUSHED AGGREGATE BASE COURSE

PROJECT I.D. 4677-04-71

STATION	LOCATION	TON
560"EB"+30 - 564"EB"+60	CTH "OO"	1350
564"EB"+60 - 565"EB"+25	CTH "OO"	225
565"EB"+25 - 567"EB"+75	CTH "OO"	800
5"NB"+70 - 9"NB"+18	ONEIDA ST SOUTH	720
10"NB"+11 - 12"NB"+25	ONEIDA ST NORTH	415
DRIVEWAYS		290
SIDEWALK		190
PARKING LOTS		260
	TOTAL	4,250

PROJECT I.D. 4984-00-79

STATION	LOCATION	TON
540"EB"+50 - 560"EB"+30	CTH "OO"	5,150
567"EB"+75 - 583"EB"+25	CTH "OO"	4,350
DRIVEWAYS		1,070
PARKING LOTS		310
SIDEWALK		430
TEMPORARY ACCESS		540
TEMPORARY CROSS-OVERS		150
	TOTAL	12,000

CONCRETE DRIVEWAY, 6-INCH

PROJECT 4677-04-71

STATION	LOCATION	SY
6"NB"+71	C.E. RT	20
5"SB"+79	C.E. LT	70
7"SB"+49	C.E. LT	70
11"NB"+00	C.E. RT	77
11"SB"+00	C.E. LT	30
11"NB"+77	P.E. RT	2[illegible]
561"WB"+14	C.E. LT	16
561"EB"+87	C.E. RT	77
563"WB"+33	C.E. LT	116
566"WB"+20	C.E. LT	97
	TOTAL	700

PROJECT 4984-00-79

STATION	LOCATION	SY
542"WB"+23	C.E. LT	116
542"EB"+10	C.E. RT	88
542"WB"+60	C.E. LT	116
544"EB"+30	C.E. RT	116
545"WB"+00	C.E. LT	100
545"WB"+35	P.E. LT	70
546"WB"+35	P.E. LT	46
546"EB"+50	P.E. RT	116
547"WB"+59	C.E. LT	116
547"EB"+96	P.E. RT	46
548"WB"+52	C.E. LT	116
549"EB"+25	P.E. RT	46
549"EB"+86	P.E. RT	46
550"EB"+55	P.E. RT	46
550"WB"+72	C.E. LT	116
551"EB"+46	P.E. RT	46
551"WB"+70	C.E. LT	116
552"EB"+52	P.E. RT	46
553"WB"+17	C.E. LT	116
554"EB"+05	C.E. RT	78
554"WB"+24	C.E. LT	116
555"WB"+35	C.E. LT	108
555"EB"+68	C.E. RT	80
555"WB"+83	C.E. LT	108
557"WB"+47	P.E. LT	46
558"WB"+00	C.E. LT	116
559"EB"+91	P.E. RT	46
568"WB"+19	C.E. LT	116
569"WB"+08	P.E. LT	46
570"WB"+40	C.E. LT	116
570"EB"+40	C.E. RT	106
572"WB"+13	C.E. LT	116
573"WB"+98	C.E. LT	116
575"WB"+31	C.E. LT	130
582"WB"+97	C.E. LT	182
	TOTAL	3,250

PAVEMENT TIES

PROJECT I.D. 4677-04-71

STATION	LOCATION	EACH
5"NB"+70	ONEIDA ST	11
	TOTAL	11

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
540"EB"+40	CTH "OO"	8
541"WB"+93	CTH "OO"	[illegible]
583"EB"+25	CTH "OO"	13
583"WB"+25	CTH "OO"	11
	TOTAL	40

PREPARATION OF FOUNDATION FOR ASPHALTIC SHOULDERS*

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	STA
542"EB"+00 - 583"EB"+00	CTH "OO" RT	41
	TOTAL	41

* FOR USE AS TEMPORARY ROAD

CONCRETE PAVEMENT GAPS

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
543"WB"+40	WESTBOUND	1
544"EB"+30	EASTBOUND	1
544"WB"+95	WESTBOUND	1
546"EB"+50	EASTBOUND	1
547"WB"+60	WESTBOUND	1
550"WB"+80	WESTBOUND	1
551"WB"+75	WESTBOUND	1
553"WB"+25	WESTBOUND	1
554"EB"+00	EASTBOUND	1
555"WB"+40	WESTBOUND	1
555"EB"+65	EASTBOUND	1
555"WB"+90	WESTBOUND	1
558"WB"+00	WESTBOUND	1
564"WB"+90	ONEIDA ST INTERSECTION	1
564"EB"+80	ONEIDA ST INTERSECTION	1
568"WB"+20	WESTBOUND	1
570"WB"+40	WESTBOUND	1
572"WB"+20	WESTBOUND	1
573"WB"+90	WESTBOUND	1
	TOTAL	19

CONCRETE CURB & GUTTER, 18-INCH, TYPE "A"

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	LF
562"EB"+25 - 564"EB"+32	CTH "OO" MEDIAN	207
562"WB"+25 - 564"WB"+32	CTH "OO" MEDIAN	207
565"EB"+52 - 567"EB"+85	CTH "OO" MEDIAN	233
565"WB"+52 - 567"WB"+85	CTH "OO" MEDIAN	[illegible]
7"NB"+64 - 9"NB"+00	ONEIDA ST MEDIAN	138
7"SB"+64 - 9"SB"+00	ONEIDA ST MEDIAN	137
	TOTAL	1,155

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
539"EB"+60 - 542"EB"+00	CTH "OO" MEDIAN	480
540"EB"+50 - 542"EB"+82	CTH "OO" MEDIAN	232
541"WB"+93 - 542"WB"+82	CTH "OO" MEDIAN	89
574"EB"+33 - 574"EB"+93	CTH "OO" MEDIAN	60
574"WB"+33 - 574"WB"+93	CTH "OO" MEDIAN	60
575"EB"+69 - 582"EB"+50	CTH "OO" MEDIAN	683
575"WB"+69 - 582"WB"+50	CTH "OO" MEDIAN	683
582"WB"+97	C.E. MEDIAN NOSE	13
	TOTAL	2,300

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \M02 .DGN
PLOT SCALE : 1'/IN PLOT DATE : 01/15/97

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3C

MISCELLANEOUS QUANTITIES FOR CTH "OO" OUTAGAMIE COUNTY

CONCRETE CURB & GUTTER, 30-INCH, TYPE "A"

PROJECT I.D. 4677-04-71

STATION TO STATION			LOCATION	LF
5"SB"+70	-	9"SB"+26	ONEIDA ST LT	307
5"NB"+70	-	9"NB"+26	ONEIDA ST RT	317
9"SB"+98	-	12"SB"+19	ONEIDA ST LT	181
10"NB"+04	-	12"NB"+19	ONEIDA ST RT	165
			TOTAL	970

PROJECT I.D. 4984-00-79

STATION TO STATION			LOCATION	LF
540"EB"+50	-	564"EB"+22	CTH "OO", RT	2,450
541"WB"+93	-	564"WB"+17	CTH "OO", LT	2,287
565"WB"+61	-	574"WB"+85	CTH "OO", LT	1,042
565"EB"+69	-	569"EB"+98	CTH "OO", RT	531
570"EB"+83	-	583"EB"+31	CTH "OO", RT	1,287
575"WB"+77	-	582"WB"+40	CTH "OO", LT	734
583"WB"+24	-	583"WB"+49	CTH "OO", LT	39
			TOTAL	8,370

CONCRETE SIDEWALK, 5-INCH

PROJECT I.D. 4677-04-71

STATION TO STATION			LOCATION	SF
562"EB"+30	-	564"EB"+27	CTH "OO" MEDIAN	600
565"EB"+57	-	567"EB"+80	CTH "OO" MEDIAN	680
5"NB"+70	-	6"NB"+61	ONEIDA ST RT	455
5"SB"+70	-	6"SB"+62	ONEIDA ST LT	460
6"NB"+81	-	9"NB"+23	ONEIDA ST RT	1,291
7"SB"+03	-	7"SB"+32	ONEIDA ST LT	145
7"SB"+67	-	9"SB"+23	ONEIDA ST LT	932
7"SB"+69	-	8"SB"+95	ONEIDA ST MEDIAN	378
10"SB"+03	-	10"SB"+88	ONEIDA ST LT	411
10"NB"+08	-	10"NB"+83	ONEIDA ST RT	388
11"SB"+18	-	12"SB"+19	ONEIDA ST LT	505
11"NB"+18	-	11"NB"+67	ONEIDA ST RT	245
11"NB"+87	-	12"NB"+19	ONEIDA ST RT	160
			TOTAL	6,650

PROJECT I.D. 4984-00-79

STATION TO STATION			LOCATION	SF
539"EB"+60	-	542"EB"+00	CTH "OO" MEDIAN	110
540"EB"+95	-	542"EB"+05	CTH "OO", RT	550
542"EB"+30	-	544"EB"+05	CTH "OO", RT	875
544"EB"+60	-	546"EB"+51	CTH "OO", RT	950
546"EB"+67	-	547"EB"+13	CTH "OO", RT	230
547"EB"+29	-	547"EB"+88	CTH "OO", RT	300
548"EB"+04	-	549"EB"+17	CTH "OO", RT	565
549"EB"+33	-	549"EB"+78	CTH "OO", RT	225
549"EB"+94	-	550"EB"+47	CTH "OO", RT	270
550"EB"+63	-	551"EB"+38	CTH "OO", RT	380
551"EB"+54	-	552"EB"+43	CTH "OO", RT	445
552"EB"+59	-	553"EB"+87	CTH "OO", RT	640
554"EB"+22	-	555"EB"+50	CTH "OO", RT	640
555"EB"+85	-	559"EB"+83	CTH "OO", RT	1,995
559"EB"+99	-	561"EB"+71	CTH "OO", RT	865
562"EB"+06	-	564"EB"+32	CTH "OO", RT	1,140
581"WB"+00	-	582"WB"+45	CTH "OO" MEDIAN	440
			TOTAL	10,620

CONCRETE SIDEWALK, 6-INCH

PROJECT I.D. 4677-04-71

STATION TO STATION			LOCATION	SF
6"NB"+61	-	6"NB"+81	ONEIDA ST RT	100
6"SB"+62	-	7"SB"+03	ONEIDA ST RT	205
7"SB"+32	-	7"SB"+67	ONEIDA ST RT	175
10"NB"+83	-	11"NB"+18	ONEIDA ST RT	175
10"SB"+83	-	11"SB"+18	ONEIDA ST RT	175
11"NB"+67	-	11"NB"+87	ONEIDA ST RT	100
			TOTAL	930

PROJECT I.D. 4984-00-79

STATION TO STATION			LOCATION	SF
542"EB"+05	-	542"EB"+30	CTH "OO", RT	125
544"EB"+05	-	544"EB"+60	CTH "OO", RT	275
546"EB"+32	-	546"EB"+67	CTH "OO", RT	175
547"EB"+88	-	548"EB"+04	CTH "OO", RT	80
549"EB"+17	-	549"EB"+33	CTH "OO", RT	80
549"EB"+76	-	549"EB"+94	CTH "OO", RT	80
550"EB"+47	-	550"EB"+63	CTH "OO", RT	80
551"EB"+38	-	551"EB"+54	CTH "OO", RT	80
552"EB"+43	-	552"EB"+59	CTH "OO", RT	80
553"EB"+87	-	554"EB"+22	CTH "OO", RT	175
555"EB"+50	-	555"EB"+85	CTH "OO", RT	175
559"EB"+83	-	559"EB"+99	CTH "OO", RT	80
561"EB"+71	-	562"EB"+06	CTH "OO", RT	175
570"EB"+22	-	570"EB"+58	CTH "OO", RT	175
			TOTAL	1,435

COMPOSITE PIPE STORM SEWER, 8-INCH

PROJECT I.D. 4984-00-79

NUMBER LATERALS	LENGTH LF	TOTAL LF
11	110	1210
FROM STORM SEWER CHART	26	26
	TOTAL	1236

RECONSTRUCTING MANHOLES

PROJECT I.D. 4984-00-79

STRUCTURE NO.	STATION	LOCATION	TYPE OF MANHOLE	EACH	REMARK
47	561"EB"+77	CTH "OO", 39' RT	STORM	1	RAISE MH APPROX 2 FT. RESET EXIST CASTING TO 802.15
68	569"EB"+72	CTH "OO", 37' RT	STORM	1	RAISE MH APPROX 2 FT. NEW CONE SECTION REQD
78	573"EB"+92	CTH "OO", 37' RT	STORM	1	RAISE MH APPROX 2 FT. RESET EXIST CASTING TO 786.00
90	578"EB"+07	CTH "OO", 34' RT	STORM	1	RAISE MH APPROX 4 FT. RESET EXIST CASTING TO 784.40
103	582"EB"+17	CTH "OO", 36' RT	STORM	1	RAISE MH APPROX 1.2 FT. RESET EXIST CASTING TO 782.50
—	9"NB"+16	ONEIDA ST. 12' RT	SANITARY	1	PROVIDE & INSTALL AN INTERNAL RUBBER SLEEVE CHIMNEY SEAL. NEW LID & CASTING WILL BE FURNISHED BY THE CITY OF APPLETON.
—	543"WB"+03	CTH "OO", 22' LT	SANITARY	1	RAISE MH APPROX 2.7 FT. RESET EXIST CASTING TO 824.67
—	553"WB"+62	CTH "OO", 24' LT	SANITARY	1	RAISE MH APPROX 1.1 FT. RESET EXIST CASTING TO 809.10
—	557"EB"+33.5	CTH "OO", 22' RT	SANITARY	1	RAISE MH APPROX 1.5 FT. RESET EXIST CASTING TO 805.03
			TOTAL	9	

RECONSTRUCTING INLET

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
582"WB"+25	CTH "OO", 43' LT	1
	TOTAL	1

ADJUSTING MANHOLE COVERS

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
542"EB"+95	CTH "OO", 18' RT	1
546"EB"+31	CTH "OO", 20' RT	1
546"WB"+62	CTH "OO", 22' LT	1
547"WB"+20	CTH "OO", 40' LT	1
550"WB"+20	CTH "OO", 40' LT	1
550"EB"+23	CTH "OO", 19' RT	1
550"WB"+24	CTH "OO", 22' LT	1
553"WB"+50	CTH "OO", 40' LT	1
553"WB"+65	CTH "OO", 19' RT	1
556"WB"+40	CTH "OO", 40' LT	1
557"WB"+20	CTH "OO", 22' LT	1
558"WB"+90	CTH "OO", 40' LT	1
560"WB"+00	CTH "OO", 40' LT	1
561"EB"+12	CTH "OO", 24' RT	1
561"WB"+16	CTH "OO", 22' LT	1
564"WB"+81	CTH "OO", 28' LT	1
565"EB"+53	CTH "OO", 38' RT	1
567"WB"+68	CTH "OO", 30' LT	1
571"WB"+69	CTH "OO", 29' LT	1
574"WB"+62	CTH "OO", 31' LT	1
	TOTAL	20

SALVAGED CHAIN LINK FENCE, 8 FT

PROJECT I.D. 4984-00-79

STATION TO STATION			LOCATION	LF
571"EB"+65	-	577"EB"+65	CTH "OO", RT	600
			TOTAL	600

ADJUSTING MANHOLE, SPECIAL

PROJECT I.D. 4984-00-79

STATION	LOCATION	TYPE OF MANHOLE	EACH
560"WB"+25	CTH "OO", 15' LT	STORM	1
563"WB"+00	CTH "OO", 15' LT	STORM	1
564"WB"+30	CTH "OO", 15' LT	STORM	1
567"WB"+75	CTH "OO", 14.5' LT	STORM	1
569"WB"+75	CTH "OO", 14.5' LT	STORM	1
571"WB"+80	CTH "OO", 14.5' LT	STORM	1
574"WB"+95	CTH "OO", 14.5' LT	STORM	1
	TOTAL		7

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	30

MISCELLANEOUS QUANTITIES
FOR
CTH "OO" OUTAGAMIE COUNTY

STORM SEWER

LOCATION FROM	TO	COMPOSITE PIPE SS 8" LF	R.C.P. CLASS III S.S. 12" LF	15" LF	18" LF	INLET ELEVATION	DISCHARGE ELEVATION	REMARKS
3	4	- - -	4	- - -	- - -	822.17	822.14	REMOVE INLET AND CONNECT TO EXIST 12" LEAD
5	6	- - -	44	- - -	- - -	820.00	819.00	CONNECT TO EXISTING INLET
7	8	- - -	12	- - -	- - -	820.18	820.00	
8	9	- - -	- - -	20	- - -	820.00	819.00	
10	11	- - -	12	- - -	- - -	815.39	815.31	
11	13	- - -	64	- - -	- - -	815.17	814.84	
12	13	- - -	12	- - -	- - -	815.17	814.84	
13	15	- - -	- - -	6	- - -	814.59	814.38	CONNECT TO STUB
16	17	- - -	12	- - -	- - -	810.67	810.59	
17	19	- - -	63	- - -	- - -	810.44	810.12	
18	19	- - -	12	- - -	- - -	810.67	810.12.	
19	20	- - -	- - -	5	- - -	809.87	809.97	CONNECT TO STUB
21	23	- - -	12	- - -	- - -	806.02	805.14	
22	23	- - -	19	- - -	- - -	804.96	804.89	
23	25	- - -	68	- - -	- - -	804.89	804.54	
24	25	- - -	4	- - -	- - -	805.31	804.54	
25	26	- - -	- - -	6	- - -	804.29	804.13	CONNECT TO STUB
27	28	- - -	9	- - -	- - -	802.12	802.08	
28	29	- - -	72	- - -	- - -	802.03	801.81	
29	30	- - -	12	- - -	- - -	801.71	801.63	
30	32	- - -	- - -	5	- - -	801.38	801.25	CONNECT TO STUB
33	35	- - -	12	- - -	- - -	800.24	800.16	
34	35	- - -	- - -	- - -	42	800.25	799.85	1-18" R.C. ENDWALL REQUIRED AT 34
35	37	- - -	- - -	- - -	74	799.85	799.60	
36	37	- - -	25	- - -	- - -	799.98	799.90.	
37	38	- - -	- - -	- - -	15	799.60	799.54	
39	41	- - -	1	- - -	- - -	799.19	798.21	CONNECT TO STUB
42	43	- - -	12	- - -	- - -	799.13	799.07	
43	45	- - -	51	- - -	- - -	798.97	798.70	
44	45	- - -	1	- - -	- - -	799.07	798.22	CONNECT TO STUB
46	47	- - -	23	- - -	- - -	798.37	795.77	CONNECT TO EXISTING MANHOLE
51	52	- - -	39	- - -	- - -	797.77	797.56	
52	53	- - -	3	- - -	- - -	797.56	797.53	
53	54	- - -	12	- - -	- - -	797.53	796.60	CONNECT TO STUB
55	62	- - -	2	- - -	- - -	797.61	796.82	CONNECT TO STUB
57	58	- - -	12	- - -	- - -	797.35	797.27	
58	59	- - -	44	- - -	- - -	797.17	796.94	
59	60	- - -	3	- - -	- - -	796.94	796.91	
60	62	- - -	25	- - -	- - -	796.81	796.22	CONNECT TO STUB
61	62	- - -	26	- - -	- - -	797.04	793.68	CONNECT TO STUB
63	64	- - -	34	- - -	- - -	791.80	791.62	
64	65	- - -	3	- - -	- - -	791.62	791.59	
65	67	- - -	13	- - -	- - -	791.59	791.26	CONNECT TO STUB
69	70	- - -	4	- - -	- - -	787.49	787.34	
71	75	- - -	56	- - -	- - -	784.92	784.83	CONNECT TO STUB
72	74	- - -	12	- - -	- - -	785.17	785.08	
73	74	26	- - -	- - -	- - -	787.00	785.31	
74	75	- - -	3	- - -	- - -	784.98	784.37	CONNECT TO STUB
76	78	- - -	8	- - -	- - -	782.60	781.00	CONNECT TO EXISTING MANHOLE
77	78	- - -	6	- - -	- - -	781.59	781.00	CONNECT TO EXISTING MANHOLE
79	80	- - -	12	- - -	- - -	782.06	781.98	
80	85	- - -	56	- - -	- - -	781.88	781.36	CONNECT TO STUB
83	84	- - -	12	- - -	- - -	782.04	781.96	
84	85	- - -	8	- - -	- - -	781.86	780.26	CONNECT TO STUB
88	89	- - -	12	- - -	- - -	780.61	780.53	
89	90	- - -	6	- - -	- - -	780.43	780.34	CONNECT TO EXISTING MANHOLE
91	92	- - -	13	- - -	- - -	780.98	780.90	
92	93	- - -	29	- - -	- - -	780.80	780.64	CONNECT TO EXISTING MANHOLE
94	95	- - -	- - -	8	- - -	780.31	780.15	CONNECT TO EXIST 15" CMCP. CONC COLLAR REQD
96	97	- - -	29	- - -	- - -	779.31	779.15	
97	98	- - -	8	- - -	- - -	779.15	779.10	
98	99	- - -	24	- - -	- - -	779.10	778.84	
99	100	- - -	2	- - -	- - -	777.50	773.95	TAP INTO EXIST 54" STORM
101	102	- - -	12	- - -	- - -	778.29	778.21	
102	103	- - -	7	- - -	- - -	778.11	778.01	CONNECT TO EXISTING MANHOLE
104	105	- - -	3	- - -	- - -	778.68	778.58	
105	108	- - -	26	- - -	- - -	778.58	777.98	
106	107	- - -	8	- - -	- - -	778.02	777.92	
107	108	- - -	3	- - -	- - -	777.82	777.75	
TOTALS		26	1,131	50	131			

NOTE: INLET AND DISCHARGE ELEVATIONS ARE SHOWN FOR THE CENTER OF STRUCTURE ASSUMING THAT THE SLOPE OF THE PIPE IS PROJECTED TO THE CENTER OF THE STRUCTURE.

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	36

MISCELLANEOUS QUANTITIES FOR
CTH "00" OUTAGAMIE COUNTY

STORM SEWER STRUCTURE DATA

STRUCTURE NO.	STATION	LOCATION * * *		STRUCTURE	STRUCTURE TYPE	COVER	* TOP OF COVER ELEVATION	TOP OF STRUCTURE ELEVATION	FLOWLINE ELEVATION	DEPTH (FEET)	* * SOD (S.Y.)	FILTER BAGS EACH	* * SILT FENCE (L.F.)	* * POLY-STYRENE 4-INCH SF	REMARKS
2	541 + 93	CTH "00"	59.5'RT	EXIST. INLET	- - -	- - -	- - -	- - -	822.41	- - -	- - -	9	- - -	- - -	REMOVE INLET
3	541 + 93	CTH "00"	38.1'RT	INLET	3	H	826.39	825.59	822.17	3.4	- - -	- - -	- - -	- - -	
4	541 + 93	CTH "00"	34.3'RT	EXIST. INLET	- - -	- - -	- - -	- - -	822.14	- - -	- - -	- - -	- - -	- - -	REMOVE INLET
5	543 + 81	CTH "00"	70.0'RT	INLET	3	H	823.57	822.77	820.00	2.8	- - -	9	- - -	32	INSULATE EXISTING WATERMAIN
6	544 + 12	CTH "00"	100'RT	EXIST. INLET	- - -	- - -	- - -	- - -	819.68	- - -	- - -	- - -	- - -	- - -	
7	544 + 00	CTH "00"	0.5'RT	INLET	3	H	823.41	822.61	820.18	2.4	- - -	9	- - -	- - -	
8	544 + 15	CTH "00"	0.5'RT	INLET	3	H	823.30	822.50	820.00	2.5	- - -	9	- - -	- - -	
9	544 + 30	CTH "00"	14.0'LT	EXIST. M.H.	- - -	- - -	- - -	- - -	815.69	- - -	- - -	- - -	- - -	- - -	
10	546 + 85	CTH "00"	65.5'RT	INLET	3	H	819.09	818.39	815.39	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
11	547 + 00	CTH "00"	65.5'RT	INLET	3	H	818.87	818.17	815.17	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
12	547 + 00	CTH "00"	0.5'RT	INLET	3	H	818.87	818.17	815.17	3.0	- - -	9	- - -	- - -	
13	547 + 15	CTH "00"	0.5'RT	INLET	3	H	818.64	817.94	814.59	3.4	- - -	9	- - -	- - -	
16	550 + 00	CTH "00"	65.5'RT	INLET	3	H	814.37	813.67	810.67	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
17	550 + 15	CTH "00"	65.5'RT	INLET	3	H	814.14	813.44	810.44	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
18	550 + 00	CTH "00"	0.5'RT	INLET	3	H	814.37	813.67	810.67	3.0	- - -	9	- - -	- - -	
19	550 + 15	CTH "00"	0.5'RT	INLET	3	H	814.14	813.44	809.87	3.6	- - -	9	- - -	- - -	
21	553 + 10	CTH "00"	65.5'RT	INLET	3	H	809.72	809.02	806.02	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
22	553 + 25	CTH "00"	87.0'RT	MANHOLE	1	R-2030	809.00	807.88	804.96	2.9	7	16	- - -	- - -	
23	553 + 25	CTH "00"	65.5'RT	INLET	3	H	809.49	808.79	804.89	3.9	- - -	9	- - -	96	INSULATE EXISTING WATERMAIN
24	553 + 57	CTH "00"	0.5'RT	INLET	3	H	809.01	808.31	805.31	3.0	- - -	9	- - -	- - -	
25	553 + 50	CTH "00"	0.5'RT	INLET	3	H	809.12	808.42	804.29	4.1	- - -	9	- - -	- - -	
27	556 + 13	CTH "00"	75.4'RT	INLET	3	H	805.66	804.96	802.12	2.9	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
28	556 + 25	CTH "00"	74.2'RT	INLET	3	H	805.57	804.87	802.03	2.9	- - -	9	- - -	96	INSULATE EXISTING WATERMAIN
29	556 + 25	CTH "00"	0.5'RT	INLET	3	H	805.74	805.04	801.71	3.3	- - -	9	- - -	- - -	
30	556 + 40	CTH "00"	0.5'RT	INLET	3	H	805.61	804.91	801.38	3.5	- - -	9	- - -	- - -	
33	558 + 25	CTH "00"	65.5'RT	INLET	3	H	803.94	803.24	800.24	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
34	558 + 40	CTH "00"	105.5'RT	APRON ENDWALL	- - -	- - -	- - -	- - -	800.25	- - -	4	- - -	40	- - -	18" R.C. APRON ENDWALL-DITCH INLET
35	558 + 40	CTH "00"	65.5'RT	INLET	3	H	803.81	803.11	799.85	3.3	- - -	9	- - -	96	INSULATE EXISTING WATERMAIN
36	558 + 55	CTH "00"	0.5'RT	INLET	3	H	803.68	802.98	799.98	3.0	- - -	9	- - -	- - -	
37	558 + 80	CTH "00"	0.5'RT	INLET	3	H	803.52	802.72	799.60	3.1	- - -	9	- - -	- - -	
39	559 + 95	CTH "00"	0.5'RT	INLET	3	H	802.89	802.19	799.19	3.0	- - -	9	- - -	- - -	
42	560 + 10	CTH "00"	65.5'RT	INLET	3	H	802.83	802.13	799.13	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
43	560 + 25	CTH "00"	65.5'RT	INLET	3	H	802.77	802.07	798.97	3.1	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
44	560 + 25	CTH "00"	0.5'RT	INLET	3	H	802.77	802.07	799.07	3.0	- - -	9	- - -	- - -	
46	561 + 50	CTH "00"	76.3'RT	INLET	3	H	802.07	801.37	798.37	3.0	- - -	9	- - -	32	INSULATE EXISTING WATERMAIN
47	561 + 70	CTH "00"	81.0'RT	EXIST. M.H.	- - -	- - -	800.88	- - -	774.32	- - -	- - -	- - -	- - -	- - -	RESET EXIST. CASTING TO 802.15
48	562 + 00	CTH "00"	0.5'RT	INLET	3	H	802.07	801.37	797.13	4.3	- - -	9	- - -	- - -	
50	562 + 95	CTH "00"	1.0'RT	INLET	3	H	801.69	800.99	796.94	4.1	- - -	9	- - -	- - -	
51	563 + 00	CTH "00"	78.1'RT	INLET	3	H	801.47	800.77	797.77	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
52	563 + 00	CTH "00"	37.1'RT	INLET	3	H	802.11	801.41	797.56	3.9	- - -	- - -	- - -	- - -	
53	563 + 00	CTH "00"	32.0'RT	INLET	3	H	802.31	801.61	797.53	4.1	- - -	- - -	- - -	- - -	
55	564 + 15	CTH "00"	1.7'RT	INLET	3	H	801.31	800.61	797.61	3.0	- - -	9	- - -	- - -	
57	564 + 05	CTH "00"	78.6'RT	INLET	3	H	801.05	800.35	797.35	3.0	- - -	9	- - -	- - -	
58	564 + 20	CTH "00"	78.7'RT	INLET	3	H	800.99	800.29	797.17	3.1	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
59	564 + 24	CTH "00"	32.7'RT	INLET	3	H	801.51	800.81	796.94	3.9	- - -	- - -	- - -	- - -	
60	564 + 24	CTH "00"	27.8'RT	INLET	3	H	801.71	801.01	796.81	4.2	- - -	- - -	- - -	- - -	
61	564 + 56	CTH "00"	25.5'LT	INLET	3	H	800.74	800.04	797.04	3.0	- - -	12	- - -	- - -	
63	567 + 75	CTH "00"	71.0'RT	INLET	3	H	795.50	794.80	791.80	3.0	- - -	9	- - -	32	INSULATE EXISTING WATERMAIN
64	567 + 75	CTH "00"	35.0'RT	INLET	3	H	796.18	795.48	791.62	3.9	- - -	- - -	- - -	- - -	
65	567 + 75	CTH "00"	30.0'RT	INLET	3	H	796.04	795.34	791.59	3.8	- - -	- - -	- - -	- - -	
66	567 + 75	CTH "00"	4.0'RT	INLET	3	H	795.50	794.80	791.65	3.2	- - -	9	- - -	- - -	
68	569 + 72	CTH "00"	81.0'RT	EXIST. M.H.	- - -	A	791.04	- - -	772.02	- - -	- - -	9	- - -	- - -	RECONSTRUCT M.H. & INSTALL NEW CASTING
69	569 + 75	CTH "00"	4.0'RT	INLET	3	H	791.19	790.49	787.49	3.0	- - -	9	- - -	- - -	
71	571 + 80	CTH "00"	71.0'RT	INLET	3	H	788.62	787.92	784.92	3.0	- - -	9	- - -	32	INSULATE EXISTING WATERMAIN
72	571 + 60	CTH "00"	4 .0'RT	INLET	3	H	788.87	788.17	785.17	3.0	- - -	9	- - -	- - -	
73	571 + 78	CTH "00"	23.0'LT	EXIST. PIPE	- - -	- - -	- - -	- - -	787.00	- - -	- - -	- - -	- - -	- - -	CONNECT TO EXIST. 8" STORM
74	571 + 75	CTH "00"	4.0'RT	INLET	3	H	788.68	787.98	784.98	3.0	- - -	9	- - -	- - -	
										SUBTOTALS		11	406	40	944

* TOP OF COVER ELEVATION FOR INLET COVERS IS GUTTER FLOWLINE ELEVATION.
** QUANTITY INCLUDED ELSEWHERE
*** STRUCTURE LOCATION IS REFERENCED TO SURVEYLINE AND IS APPROX. CENTER OF STRUCTURE

NOTES: 1) INLET GRATE ELEVATIONS ARE SET 1/2 BELOW FINISHED CONCRETE PAVEMENT GRADE.
2) MANHOLE RIM ELEVATIONS ARE SET AT FINISHED CONCRETE PAVEMENT GRADE.
3) DEPTH OF STRUCTURE IS GRATE ELEVATION MINUS THE DEPTH OF FRAME AND BRICK MINUS THE INVERT ELEVATIONS.
DEPTH OF FRAME AND BRICK FOR:
TYPE H COVER = 0.8'
TYPE R-1530 COVER = 1.12'
TYPE R-2030 COVER = 1.12'

FILE NAME : ENGRDMGS\E716 \ SHEETS \ PLAN \M05 .20G
PLOT SCALE : 1 '/IN PLOT DATE : 10/28/96

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	3F

MISCELLANEOUS QUANTITIES FOR
CTH "00" OUTAGAMIE COUNTY

STORM SEWER STRUCTURE DATA

STRUCTURE NO.	STATION	LOCATION * * *		STRUCTURE	STRUCTURE TYPE	COVER	* TOP OF COVER ELEVATION	TOP OF STRUCTURE ELEVATION	FLOWLINE ELEVATION	DEPTH (FEET)	* * SOD (S.Y.)	FILTER BAGS EACH	* * SILT FENCE (L.F.)	* * POLY-STYRENE 3-INCH SF	REMARKS
76	573 + 92	CTH "00"	71.0'RT	INLET	3	H	786.30	785.60	782.60	3.0	- - -	9	- - -	64	INSULATE EXISTING WATERMAIN
77	573 + 92	CTH "00"	81.0'RT	INLET	8	MS	783.80	783.80	781.59	2.2	10.0	- - -	16.0	- - -	
78	573 + 92	CTH "00"	82.0'RT	EXIST. M.H.	- - -	- - -	- - -	- - -	770.88	- - -	- - -	- - -	- - -	- - -	RESET EXIST. CASTING TO 786.00
79	575 + 00	CTH "00"	71.0'RT	INLET	3	H	785.76	785.06	782.06	3.0	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
80	574 + 85	CTH "00"	71.0'RT	INLET	3	H	785.84	785.14	781.88	3.3	- - -	9	- - -	48	INSULATE EXISTING WATERMAIN
83	574 + 70	CTH "00"	4.4'LT	INLET	3	H	785.74	785.04	782.04	3.0	- - -	9	- - -	- - -	
84	574 + 85	CTH "00"	5.9'LT	INLET	3	H	785.64	784.94	781.86	3.1	- - -	9	- - -	- - -	
86	577 + 50	CTH "00"	6.0'LT	INLET	3	H	784.31	783.61	780.61	3.0	- - -	9	- - -	- - -	
87	577 + 50	CTH "00"	2.5'RT	TAP	- - -	- - -	- - -	- - -	776.11	- - -	- - -	- - -	- - -	- - -	F.L. OF 42"=774.36
88	577 + 90	CTH "00"	71.0'RT	INLET	3	H	784.31	783.61	780.61	3.0	- - -	9	- - -	- - -	
89	578 + 05	CTH "00"	71.0'RT	INLET	3	H	784.24	783.54	780.43	3.1	- - -	9	- - -	- - -	
90	578 + 07	CTH "00"	80.0'RT	EXIST. M.H.	- - -	- - -	- - -	- - -	769.64	- - -	- - -	- - -	- - -	- - -	RESET EXIST. CASTING TO 784.40
91	578 + 25	CTH "00"	45.0'RT	INLET	3	H	784.68	783.98	780.98	3.0	- - -	9	- - -	- - -	
92	578 + 25	CTH "00"	30.0'RT	INLET	3	H	784.68	783.98	780.80	3.2	- - -	9	- - -	- - -	
93	578 + 33	CTH "00"	0.5'LT	EXIST. M.H.	- - -	A	784.01	- - -	772.28	- - -	- - -	- - -	- - -	- - -	ADJUST M.H. & INSTALL NEW CASTING
94	578 + 12	CTH "00"	19.0'LT	APRON ENDWALL	- - -	- - -	- - -	- - -	780.31	- - -	4.0	- - -	40.0	- - -	15" STEEL APRON ENDWALL
95	578 + 18	CTH "00"	13.0'LT	EXIST. PIPE	- - -	- - -	- - -	- - -	780.15	- - -	- - -	- - -	- - -	- - -	EXISTING 15" C.S.C.P.
96	580 + 50	CTH "00"	71.0'RT	INLET	3	H	783.01	782.31	779.31	3.0	- - -	9	- - -	- - -	
97	580 + 50	CTH "00"	40.0'RT	INLET	3	H	783.45	782.75	779.15	3.6	- - -	9	- - -	- - -	
98	580 + 50	CTH "00"	30.0'RT	INLET	3	H	783.55	782.85	779.10	3.8	- - -	9	- - -	- - -	
99	580 + 50	CTH "00"	4.0'RT	INLET	3	H	783.01	782.31	777.50	4.8	- - -	9	- - -	- - -	
100	580 + 50	CTH "00"	0.0'RT	TAP	- - -	- - -	- - -	- - -	773.95	- - -	- - -	- - -	- - -	- - -	F.L. OF 54"=771.70
101	582 + 33	CTH "00"	71.0'RT	INLET	3	H	781.99	781.29	778.29	3.0	- - -	9	- - -	- - -	
102	582 + 18	CTH "00"	71.0'RT	INLET	3	H	782.11	781.41	778.11	3.3	- - -	9	- - -	- - -	
103	582 + 18	CTH "00"	81.0'RT	EXIST. M.H.	- - -	- - -	- - -	780.45	- - -	768.59	- - -	- - -	- - -	- - -	RESET EXIST. CASTING TO 782.50
104	582 + 43	CTH "00"	35.0'RT	INLET	3	H	782.38	781.68	778.68	3.0	- - -	- - -	- - -	- - -	
105	582 + 43	CTH "00"	30.0'RT	INLET	3	H	782.58	781.88	778.58	3.3	- - -	- - -	- - -	- - -	
106	582 + 53	CTH "00"	10.2'LT	INLET	3	H	781.72	781.02	778.02	3.0	- - -	9	- - -	- - -	
107	582 + 43	CTH "00"	6.3'LT	INLET	3	H	781.84	781.14	777.82	3.3	- - -	9	- - -	- - -	
108	582 + 43	CTH "00"	0.0'RT	MANHOLE	3	R-1530	782.09	780.97	771.18	9.8	- - -	- - -	- - -	- - -	BUILD M.H. OVER EXIST. 54" STORM
										SUBTOTALS	14	162	56	160	
										TOTALS	25	568	96	1,104	

* TOP OF COVER ELEVATION FOR INLET COVERS IS GUTTER FLOWLINE ELEVATION.
** QUANTITY INCLUDED ELSEWHERE
*** STRUCTURE LOCATION IS REFERENCED TO SURVEYLINE AND IS APPROX. CENTER OF STRUCTURE

NOTES:
1) INLET GRATE ELEVATIONS ARE SET 1/2 BELOW FINISHED CONCRETE PAVEMENT GRADE.
2) MANHOLE RIM ELEVATIONS ARE SET AT FINISHED CONCRETE PAVEMENT GRADE.
3) DEPTH OF STRUCTURE IS GRATE ELEVATION MINUS THE DEPTH OF FRAME AND BRICK MINUS THE INVERT ELEVATIONS.
DEPTH OF FRAME AND BRICK FOR:
TYPE H COVER = 0.8'
TYPE R-1530 COVER = 1.12'
TYPE R-2030 COVER = 1.12'
TYPE MS COVER = 0.0'

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	36

MISCELLANEOUS QUANTITIES FOR CTH "OO" OUTAGAMIE COUNTY

Rev. 2/5/97

CONCRETE CORUGATED MEDIAN

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SF
10"NB"+20 - 10"NB"+45	ONEIDA ST MEDIAN	100
	TOTAL	100

LANDMARK REFERENCE MONUMENTS

PROJECT I.D. 4677-04-71

STATION	LOCATION	DESCRIPTION	EACH
565+05.83	INTERSECTION OF CTH "OO" & ONEIDA STREET	NORTH 1/4 OF SECTION 23 (T-21-N) (R-17-E)	4

TOPSOIL, MULCHING, FERTILIZER AND SEEDING

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	TOPSOIL SY	MULCHING SY	FERTILIZER CWT	SEEDING LBS
540"EB"+50 - 583"EB"+25	CTH "OO"	28.570	27.570	18.4	505
5"NB"+70 - 9"NB"+29	ONEIDA ST	747	747	0.5	13
10"NB"+01 - 12"NB"+25	ONEIDA ST	123	123	0.1	2
	TOTAL	29.440	28.440	19.0	520

SODDING, SILT FENCE, SILTY SOIL AND EROSION BALES

PROJECT I.D. 4984-00-79

LOCATION	SOD SY	SILT FENCE DELIVERED LF	SILT FENCE INSTALLED LF	SILT FENCE MAINTENANCE LF	EROSION BALES DELIVERED EACH	EROSION BALES INSTALLED EACH
540"EB"+50 - 542"EB"+77	190	- - -	- - -	- - -	- - -	- - -
558"EB"+40, 80' RT	- - -	- - -	- - -	- - -	12	12
575"EB"+69 - 581"EB"+00	700	- - -	- - -	- - -	- - -	- - -
MANHOLE & INLET COVERS	25	96	96	192	- - -	- - -
TOTAL	915	96	96	192	12	12

TRAFFIC CONTROL

PROJECT I.D. 4984-00-79

ITEM	STAGE 1 NUMBER IN SERVICE	DAYS	STAGE 2 NUMBER IN SERVICE	DAYS	STAGE 3 NUMBER IN SERVICE	DAYS	TOTAL DAYS
DRUMS	176	528	229	19.007	230	19.320	38.855
BARRICADES, TYPE III	2	6	19	1.577	16	1.344	2.927
WARNING LIGHTS, TYPE "A"	4	12	34	2.822	30	2.520	5.354
WARNING LIGHTS, TYPE "C"	14	42	32	2.656	23	1.932	4.630
SIGNS	18	54	44	3.652	43	3.612	7.318
ARROW BOARDS	1	3	1	83	1	84	170

	STAGE 2 EACH	STAGE 3 EACH	TOTAL EACH
FLEXIBLE MARKER POSTS	47	48	95
FLEXIBLE MARKER BASES	47	48	95

PAVEMENT MARKING, EPOXY

PROJECT I.D. 4677-04-71

STATION	LOCATION	ARROWS TYPE 2 WHITE EACH	WORDS WHITE EACH
560"EB"+52	CENTER LANE	1	- - -
561"EB"+00	CENTER LANE	1	- - -
561"EB"+74	RT TURN LANE	- - -	1
562"EB"+16	RT TURN LANE	1	- - -
562"EB"+50	CENTER LANE	1	- - -
563"EB"+45	LT TURN LANE	- - -	1
563"EB"+45	RT TURN LANE	- - -	1
564"EB"+97	LT TURN LANE	1	- - -
564"EB"+97	RT TURN LANE	1	- - -
565"WB"+85	LT TURN LANE	1	- - -
565"WB"+85	RT TURN LANE	1	- - -
566"WB"+27	LT TURN LANE	- - -	1
566"WB"+27	RT TURN LANE	- - -	1
566"WB"+75	LT TURN LANE	1	- - -
566"WB"+75	RT TURN LANE	1	- - -
7"NB"+38	LT TURN LANE	- - -	1
7"NB"+38	RT TURN LANE	- - -	1
7"NB"+80	LT TURN LANE	1	- - -
7"NB"+80	RT TURN LANE	1	- - -
8"NB"+26	LT TURN LANE	- - -	1
8"NB"+26	RT TURN LANE	- - -	1
8"NB"+68	LT TURN LANE	1	- - -
8"NB"+68	RT TURN LANE	1	- - -
10"NB"+49	LT TURN LANE	1	- - -
10"NB"+49	RT TURN LANE	1	- - -
10"NB"+91	LT TURN LANE	- - -	1
10"NB"+91	RT TURN LANE	- - -	1
	TOTAL	16	11

PROJECT I.D. 4984-00-79

STATION	LOCATION	ARROWS TYPE 2 WHITE EACH	WORDS WHITE EACH
543"EB"+16	CENTER LANE	1	- - -
543"EB"+64	CENTER LANE	1	- - -
545"EB"+64	CENTER LANE	1	- - -
546"EB"+12	CENTER LANE	1	- - -
548"EB"+12	CENTER LANE	1	- - -
548"EB"+60	CENTER LANE	1	- - -
550"EB"+60	CENTER LANE	1	- - -
551"EB"+08	CENTER LANE	1	- - -
554"EB"+35	RT TURN LANE	- - -	1
554"EB"+77	RT TURN LANE	1	- - -
553"EB"+08	CENTER LANE	1	- - -
553"EB"+56	CENTER LANE	1	- - -
555"EB"+56	CENTER LANE	1	- - -
556"EB"+04	CENTER LANE	1	- - -
558"EB"+04	CENTER LANE	1	- - -
558"EB"+52	CENTER LANE	1	- - -
569"EB"+20	RT TURN LANE	- - -	1
569"EB"+62	RT TURN LANE	1	- - -
569"EB"+12	CENTER LANE	1	- - -
569"WB"+60	CENTER LANE	1	- - -
571"EB"+60	CENTER LANE	1	- - -
572"EB"+08	CENTER LANE	1	- - -
574"EB"+35	LT TURN LANE	- - -	1
574"EB"+77	LT TURN LANE	1	- - -
576"WB"+08	RT TURN LANE	1	- - -
576"WB"+80	RT TURN LANE	- - -	1
577"WB"+50	RT TURN LANE	1	- - -
581"EB"+00	LT TURN LANE	1	- - -
581"EB"+61	LT TURN LANE	- - -	1
582"EB"+22	LT TURN LANE	1	- - -
	TOTAL	25	5

REMOVING SIGNS, TYPE II AND SMALL SIGN SUPPORTS

PROJECT I.D. 4677-04-71

STATION	LOCATION	REMOVING SIGNS EACH	SIGN SUPPORTS EACH
561"EB"+80	CTH "OO" RT	1	1
563"EB"+79	CTH "OO" MEDIAN	1	1
564"EB"+50	CTH "OO" RT TURN ISLAND	1	1
565"WB"+40	CTH "OO" LT	1	1
565"EB"+69	CTH "OO" RT TURN ISLAND	1	1
565"EB"+85	CTH "OO" MEDIAN	1	1
566"WB"+61	CTH "OO" LT	1	1
567"EB"+05	CTH "OO" RT	1	1
6"NB"+57	ONEIDA ST RT	1	1
6"NB"+84	ONEIDA ST RT	1	1
8"NB"+08	ONEIDA ST MEDIAN	1	1
8"NB"+85	ONEIDA ST RT	1	1
11"NB"+40	ONEIDA ST RT	1	1
	TOTAL	13	13

PROJECT I.D. 4984-00-79

STATION	LOCATION	REMOVING SIGNS EACH	SIGN SUPPORTS EACH
542"EB"+37	CTH "OO" MEDIAN	1	1
542"EB"+88	CTH "OO" MEDIAN	1	1
546"WB"+89	CTH "OO" LT	1	1
549"WB"+15	CTH "OO" LT	1	1
554"WB"+82	CTH "OO" LT	1	1
558"EB"+60	CTH "OO" RT	1	1
568"EB"+78	CTH "OO" RT	1	1
569"EB"+15	CTH "OO" RT	1	1
569"EB"+80	CTH "OO" RT	1	1
571"WB"+64	CTH "OO" LT	1	1
573"WB"+40	CTH "OO" LT	1	1
574"WB"+34	CTH "OO" LT	1	1
575"EB"+13	CTH "OO" RT	1	1
576"EB"+67	CTH "OO" RT	1	1
579"WB"+56	CTH "OO" LT	1	1
579"WB"+64	CTH "OO" MEDIAN	1	1
580"WB"+78	CTH "OO" LT	1	1
582"WB"+57	CTH "OO" LT	1	1
582"EB"+60	CTH "OO" RT	1	1
582"EB"+62	CTH "OO" MEDIAN	1	1
582"WB"+96	CTH "OO" LT	1	1
	TOTAL	21	21

REMOVING PAVEMENT MARKINGS

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
539"EB"+50 - 590"EB"+60	EASTBOUND LANELINE	1.180
539"WB"+50 - 542"WB"+00	WESTBOUND LANELINE	90
583"WB"+25 - 590"WB"+60	WESTBOUND LANELINE	180
	TOTAL	1.450

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \M07 .2DG
PLOT SCALE : 1 '/IN PLOT DATE : 01/31/97

3

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	34

MISCELLANEOUS QUANTITIES FOR CTH "00" OUTAGAMIE COUNTY

PAVEMENT MARKING, EPOXY

PROJECT I.D. 4677-04-71 STATION TO STATION	LANELINE 4-INCH DASHED WHITE LF	LANELINE 4-INCH DASHED YELLOW LF	LANELINE 4-INCH YELLOW LF	EDGELINE 4-INCH YELLOW LF	CENTERLINE 4-INCH DOUBLE YELLOW LF	CHANNELIZING 8-INCH WHITE LF	STOP LINE 18-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	DIAGONAL 8-INCH YELLOW LF
561"EB"+50 - 564"EB"+26	- - -	- - -	- - -	- - -	- - -	276	- - -	- - -	- - -
563"EB"+50 - 564"EB"+26	- - -	- - -	- - -	- - -	- - -	76	- - -	- - -	- - -
564"EB"+26	- - -	- - -	- - -	- - -	- - -	- - -	45	- - -	- - -
564"EB"+32	- - -	- - -	- - -	- - -	- - -	- - -	- - -	78	- - -
564"EB"+38	- - -	- - -	- - -	- - -	- - -	- - -	- - -	82	- - -
565"EB"+46	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80	- - -
565"EB"+52	- - -	- - -	- - -	- - -	- - -	- - -	- - -	83	- - -
565"WB"+52	- - -	- - -	- - -	- - -	- - -	- - -	45	- - -	- - -
565"WB"+52 - 566"WB"+75	- - -	- - -	- - -	- - -	- - -	246	- - -	- - -	- - -
5"SB"+70 - 7"SB"+64	- - -	- - -	- - -	- - -	390	- - -	- - -	- - -	- - -
6"NB"+04 - 7"NB"+18	30	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7"NB"+18 - 8"NB"+94	- - -	- - -	- - -	- - -	- - -	352	- - -	- - -	- - -
7"SB"+25 - 7"SB"+64	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25
8"NB"+94	- - -	- - -	- - -	- - -	- - -	- - -	34	- - -	- - -
9"NB"+00	- - -	- - -	- - -	- - -	- - -	- - -	- - -	62	- - -
9"NB"+06	- - -	- - -	- - -	- - -	- - -	- - -	- - -	70	- - -
10"NB"+11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80	- - -
10"NB"+17	- - -	- - -	- - -	- - -	- - -	- - -	- - -	75	- - -
10"SB"+21	- - -	- - -	- - -	- - -	- - -	- - -	36	- - -	- - -
10"SB"+21 - 11"SB"+00	- - -	- - -	- - -	- - -	- - -	80	- - -	- - -	- - -
10"SB"+21 - 11"SB"+00, LT	- - -	- - -	- - -	- - -	- - -	80	- - -	- - -	- - -
10"NB"+50 - 12"NB"+25	- - -	- - -	- - -	- - -	350	- - -	- - -	- - -	- - -
10"SB"+82 - 11"SB"+94	30	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
TOTALS	60	0	0	0	740	1,110	160	610	25

PROJECT I.D. 4984-00-79 STATION TO STATION	LANELINE 4-INCH DASHED WHITE LF	LANELINE 4-INCH DASHED YELLOW LF	LANELINE 4-INCH YELLOW LF	EDGELINE 4-INCH YELLOW LF	CENTERLINE 4-INCH DOUBLE YELLOW LF	CHANNELIZING 8-INCH WHITE LF	STOP LINE 18-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	DIAGONAL 8-INCH YELLOW LF
539"EB"+50 - 564"EB"+26	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
539"WB"+93 - 564"WB"+26	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
542"EB"+00 - 562"EB"+25	- - -	495	2,030	- - -	- - -	- - -	- - -	- - -	- - -
542"WB"+82 - 563"WB"+50	- - -	495	2,070	- - -	- - -	- - -	- - -	- - -	- - -
554"EB"+25 - 555"EB"+40	- - -	- - -	- - -	- - -	- - -	115	- - -	- - -	- - -
565"EB"+52 - 590"EB"+60	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
565"WB"+52 - 590"WB"+60	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
566"EB"+75 - 576"EB"+08	- - -	228	935	- - -	- - -	- - -	- - -	- - -	- - -
567"WB"+85 - 575"WB"+69	- - -	192	785	- - -	- - -	- - -	- - -	- - -	- - -
569"EB"+00 - 570"EB"+00	- - -	- - -	- - -	- - -	- - -	100	- - -	- - -	- - -
573"WB"+85 - 574"WB"+95	- - -	- - -	- - -	130	- - -	- - -	- - -	- - -	125
574"EB"+35 - 574"EB"+95	- - -	- - -	- - -	- - -	- - -	60	- - -	- - -	- - -
575"WB"+75 - 577"WB"+50	- - -	- - -	- - -	- - -	- - -	175	- - -	- - -	- - -
581"EB"+00 - 582"EB"+50	- - -	- - -	- - -	- - -	- - -	150	- - -	- - -	- - -
TOTALS	2,400	1,410	5,820	130	0	600	0	0	125

PAVEMENT MARKING, EPOXY

PROJECT I.D. 4677-04-71 STATION	LOCATION	NOSES YELLOW EACH	CORRUGATED MEDIAN SF	CURB RAMP 4-INCH YELLOW LF
562"EB"+25	CTH "00"	- - -	- - -	- - -
564"WB"+32	CTH "00"	1	- - -	- - -
564"WB"+42	ONEIDA ST, LT	- - -	- - -	45
564"EB"+32	CTH "00", RT	- - -	- - -	40
565"WB"+40	CTH "00", LT	- - -	- - -	21
565"EB"+50	CTH "00", RT	- - -	- - -	21
565"EB"+52	CTH "00"	1	- - -	- - -
567"WB"+85	CTH "00"	1	- - -	- - -
7"NB"+64	ONEIDA ST	1	- - -	- - -
8"NB"+94	ONEIDA ST	1	- - -	- - -
9"SB"+02	ONEIDA ST, LT	- - -	- - -	21
9"NB"+02	ONEIDA ST, RT	- - -	- - -	21
10"NB"+18	ONEIDA ST	- - -	100	- - -
	TOTAL	6	100	169

PROJECT I.D. 4984-00-79 STATION	LOCATION	NOSES YELLOW EACH	CORRUGATED MEDIAN SF	CURB RAMP 4-INCH YELLOW LF
542"WB"+82	CTH "00"	1	- - -	- - -
575"WB"+69	CTH "00"	1	- - -	- - -
582"WB"+50	CTH "00"	1	- - -	- - -
	TOTAL	3	0	0

TEMPORARY PAVEMENT MARKING

PROJECT I.D. 4984-00-79

STATION TO STATION	STAGE	4-INCH YELLOW LF	4-INCH REMOVABLE TAPE LF
538"EB"+30 - 591"EB"+70	1	8,755	1510
538"WB"+30 - 591"WB"+70	2	- - -	11,640
	TOTAL	8,755	13,150

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	36

MISCELLANEOUS QUANTITIES FOR CTH "OO" OUTAGAMIE COUNTY

CONCRETE CORUGATED MEDIAN

PROJECT I.D. 4677-04-71

STATION TO STATION	LOCATION	SF
10"NB"+20 - 10"NB"+45	ONEIDA ST MEDIAN	100
	TOTAL	100

LANDMARK REFERENCE MONUMENTS

PROJECT I.D. 4677-04-71

STATION	LOCATION	DESCRIPTION	EACH
565+05.83	INTERSECTION OF CTH "OO" & ONEIDA STREET	NORTH 1/4 OF SECTION 23 (T-21-N) (R-17-E)	4.

TOPSOIL. MULCHING. FERTILIZER AND SEEDING

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	TOPSOIL SY	MULCHING SY	FERTILIZER CWT	SEEDING LBS
540"EB"+50 - 583"EB"+25	CTH "OO"	28.570	27.570	18.4	505
5"NB"+70 - 9"NB"+29	ONEIDA ST	747	747	0.5	13
10"NB"+01 - 12"NB"+25	ONEIDA ST	123	123	0.1	2
	TOTAL	29.440	28.440	19.0	520

SODDING. SILT FENCE. SILTY SOIL AND EROSION BALES

PROJECT I.D. 4984-00-79

LOCATION	SOD SY	SILT FENCE DELIVERED LF	SILT FENCE INSTALLED LF	SILT FENCE MAINTENANCE LF	EROSION BALES DELIVERED EACH	EROSION BALES INSTALLED EACH
540"EB"+50 - 542"EB"+77	190	- - -	- - -	- - -	- - -	- - -
558"EB"+40. 80' RT	- - -	- - -	- - -	- - -	12	12
575"EB"+69 - 581"EB"+00	700	- - -	- - -	- - -	- - -	- - -
MANHOLE & INLET COVERS	25	96	96	192	- - -	- - -
TOTAL	915	96	96	192	12	12

TRAFFIC CONTROL

PROJECT I.D. 4984-00-79

ITEM	STAGE 1 NUMBER IN SERVICE	DAYS	STAGE 2 NUMBER IN SERVICE	DAYS	STAGE 3 NUMBER IN SERVICE	DAYS	TOTAL DAYS
DRUMS	176	528	229	12.824	230	17.710	31.062
BARRICADES. TYPE III	2	6	19	1.064	16	1.232	2.302
WARNING LIGHTS. TYPE "A"	4	12	34	1.904	30	2.310	4.226
WARNING LIGHTS. TYPE "C"	14	42	32	1.792	23	1.771	3.605
SIGNS	18	54	44	2.464	43	3.311	5.829
ARROW BOARDS	1	3	1	56	1	77	136

	STAGE 2 EACH	STAGE 3 EACH	TOTAL EACH
FLEXIBLE MARKER POSTS	47	48	95
FLEXIBLE MARKER BASES	47	48	95

PAVEMENT MARKING. EPOXY

PROJECT I.D. 4677-04-71

STATION	LOCATION	ARROWS TYPE 2 WHITE EACH	WORDS WHITE EACH
560"EB"+52	CENTER LANE	1	- - -
561"EB"+00	CENTER LANE	1	- - -
561"EB"+74	RT TURN LANE	- - -	1
562"EB"+16	RT TURN LANE	1	- - -
562"EB"+50	CENTER LANE	1	- - -
563"EB"+45	LT TURN LANE	- - -	1
563"EB"+45	RT TURN LANE	- - -	1
564"EB"+97	LT TURN LANE	1	- - -
564"EB"+97	RT TURN LANE	1	- - -
565"WB"+85	LT TURN LANE	1	- - -
565"WB"+85	RT TURN LANE	1	- - -
566"WB"+27	LT TURN LANE	- - -	1
566"WB"+27	RT TURN LANE	- - -	1
566"WB"+75	LT TURN LANE	1	- - -
566"WB"+75	RT TURN LANE	1	- - -
7"NB"+38	LT TURN LANE	- - -	1
7"NB"+38	RT TURN LANE	- - -	1
7"NB"+80	LT TURN LANE	1	- - -
7"NB"+80	RT TURN LANE	1	- - -
8"NB"+26	LT TURN LANE	- - -	1
8"NB"+26	RT TURN LANE	- - -	1
8"NB"+68	LT TURN LANE	1	- - -
8"NB"+68	RT TURN LANE	1	- - -
10"NB"+49	LT TURN LANE	1	- - -
10"NB"+49	RT TURN LANE	1	- - -
10"NB"+91	LT TURN LANE	- - -	1
10"NB"+91	RT TURN LANE	- - -	1
	TOTAL	16	11

PROJECT I.D. 4984-00-79

STATION	LOCATION	ARROWS TYPE 2 WHITE EACH	WORDS WHITE EACH
543"EB"+16	CENTER LANE	1	- - -
543"EB"+64	CENTER LANE	1	- - -
545"EB"+64	CENTER LANE	1	- - -
546"EB"+12	CENTER LANE	1	- - -
548"EB"+12	CENTER LANE	1	- - -
548"EB"+60	CENTER LANE	1	- - -
550"EB"+60	CENTER LANE	1	- - -
551"EB"+08	CENTER LANE	1	- - -
554"EB"+35	RT TURN LANE	- - -	1
554"EB"+77	RT TURN LANE	1	- - -
553"EB"+08	CENTER LANE	1	- - -
553"EB"+56	CENTER LANE	1	- - -
555"EB"+56	CENTER LANE	1	- - -
556"EB"+04	CENTER LANE	1	- - -
558"EB"+04	CENTER LANE	1	- - -
558"EB"+52	CENTER LANE	1	- - -
569"EB"+20	RT TURN LANE	- - -	1
569"EB"+62	RT TURN LANE	1	- - -
569"EB"+12	CENTER LANE	1	- - -
569"WB"+60	CENTER LANE	1	- - -
571"EB"+60	CENTER LANE	1	- - -
572"EB"+08	CENTER LANE	1	- - -
574"EB"+35	LT TURN LANE	- - -	1
574"EB"+77	LT TURN LANE	1	- - -
576"WB"+08	RT TURN LANE	1	- - -
576"WB"+80	RT TURN LANE	- - -	1
577"WB"+50	RT TURN LANE	1	- - -
581"EB"+00	LT TURN LANE	1	- - -
581"EB"+61	LT TURN LANE	- - -	1
582"EB"+22	LT TURN LANE	1	- - -
	TOTAL	25	5

REMOVING SIGNS. TYPE II AND SMALL SIGN SUPPORTS

PROJECT I.D. 4677-04-71

STATION	LOCATION	REMOVING SIGNS EACH	SIGN SUPPORTS EACH
561"EB"+80	CTH "OO" RT	1	1
563"EB"+79	CTH "OO" MEDIAN	1	1
564"EB"+50	CTH "OO" RT TURN ISLAND	1	1
565"WB"+40	CTH "OO" LT	1	1
565"EB"+69	CTH "OO" RT TURN ISLAND	1	1
565"EB"+85	CTH "OO" MEDIAN	1	1
566"WB"+61	CTH "OO" LT	1	1
567"EB"+05	CTH "OO" RT	1	1
6"NB"+57	ONEIDA ST RT	1	1
6"NB"+84	ONEIDA ST RT	1	1
8"NB"+08	ONEIDA ST MEDIAN	1	1
8"NB"+85	ONEIDA ST RT	1	1
11"NB"+40	ONEIDA ST RT	1	1
	TOTAL	13	13

PROJECT I.D. 4984-00-79

STATION	LOCATION	REMOVING SIGNS EACH	SIGN SUPPORTS EACH
542"EB"+37	CTH "OO" MEDIAN	1	1
542"EB"+88	CTH "OO" MEDIAN	1	1
546"WB"+89	CTH "OO" LT	1	1
549"WB"+15	CTH "OO" LT	1	1
554"WB"+82	CTH "OO" LT	1	1
558"EB"+60	CTH "OO" RT	1	1
568"EB"+78	CTH "OO" RT	1	1
569"EB"+15	CTH "OO" RT	1	1
569"EB"+80	CTH "OO" RT	1	1
571"WB"+64	CTH "OO" LT	1	1
573"WB"+40	CTH "OO" LT	1	1
574"WB"+34	CTH "OO" LT	1	1
575"EB"+13	CTH "OO" RT	1	1
576"EB"+67	CTH "OO" RT	1	1
579"WB"+56	CTH "OO" LT	1	1
579"WB"+64	CTH "OO" MEDIAN	1	1
580"WB"+78	CTH "OO" LT	1	1
582"WB"+57	CTH "OO" LT	1	1
582"EB"+60	CTH "OO" RT	1	1
582"EB"+62	CTH "OO" MEDIAN	1	1
582"WB"+95	CTH "OO" LT	1	1
	TOTAL	21	21

REMOVING PAVEMENT MARKINGS

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	LF
539"EB"+50 - 590"EB"+60	EASTBOUND LANELINE	1.180
539"WB"+50 - 542"WB"+00	WESTBOUND LANELINE	90
583"WB"+25 - 590"WB"+60	WESTBOUND LANELINE	180
	TOTAL	1.450

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \M07 .2DG
PLOT SCALE : 1'/IN PLOT DATE : 01/15/97

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3H

MISCELLANEOUS QUANTITIES
FOR
CTH "00" OUTAGAMIE COUNTY

PAVEMENT MARKING. EPOXY

PROJECT I.D. 4677-04-71 STATION TO STATION	LANELINE 4-INCH DASHED WHITE LF	LANELINE 4-INCH DASHED YELLOW LF	LANELINE 4-INCH YELLOW LF	EDGELINE 4-INCH YELLOW LF	CENTERLINE 4-INCH DOUBLE YELLOW LF	CHANNELIZING 8-INCH WHITE LF	STOP LINE 18-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	DIAGONAL 8-INCH YELLOW LF
561"EB"+50 - 564"EB"+26	- - -	- - -	- - -	- - -	- - -	276	- - -	- - -	- - -
563"EB"+50 - 564"EB"+26	- - -	- - -	- - -	- - -	- - -	76	- - -	- - -	- - -
564"EB"+26	- - -	- - -	- - -	- - -	- - -	- - -	45	- - -	- - -
564"EB"+32	- - -	- - -	- - -	- - -	- - -	- - -	- - -	78	- - -
564"EB"+38	- - -	- - -	- - -	- - -	- - -	- - -	- - -	82	- - -
565"EB"+46	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80	- - -
565"EB"+52	- - -	- - -	- - -	- - -	- - -	- - -	- - -	83	- - -
565"WB"+52	- - -	- - -	- - -	- - -	- - -	- - -	45	- - -	- - -
565"WB"+52 - 566"WB"+75	- - -	- - -	- - -	- - -	- - -	246	- - -	- - -	- - -
5"SB"+70 - 7"SB"+64	- - -	- - -	- - -	- - -	390	- - -	- - -	- - -	- - -
6"NB"+04 - 7"NB"+18	30	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
7"NB"+18 - 8"NB"+94	- - -	- - -	- - -	- - -	- - -	352	- - -	- - -	- - -
7"SB"+25 - 7"SB"+64	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	25
8"NB"+94	- - -	- - -	- - -	- - -	- - -	- - -	34	- - -	- - -
9"NB"+00	- - -	- - -	- - -	- - -	- - -	- - -	- - -	62	- - -
9"NB"+06	- - -	- - -	- - -	- - -	- - -	- - -	- - -	70	- - -
10"NB"+11	- - -	- - -	- - -	- - -	- - -	- - -	- - -	80	- - -
10"NB"+17	- - -	- - -	- - -	- - -	- - -	- - -	- - -	75	- - -
10"SB"+21	- - -	- - -	- - -	- - -	- - -	- - -	36	- - -	- - -
10"SB"+21 - 11"SB"+00	- - -	- - -	- - -	- - -	- - -	80	- - -	- - -	- - -
10"SB"+21 - 11"SB"+00, LT	- - -	- - -	- - -	- - -	- - -	80	- - -	- - -	- - -
10"NB"+50 - 12"NB"+25	- - -	- - -	- - -	- - -	350	- - -	- - -	- - -	- - -
10"SB"+82 - 11"SB"+94	30	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
TOTALS	60	0	0	0	740	1.110	160	610	25

PROJECT I.D. 4984-00-79 STATION TO STATION	LANELINE 4-INCH DASHED WHITE LF	LANELINE 4-INCH DASHED YELLOW LF	LANELINE 4-INCH YELLOW LF	EDGELINE 4-INCH YELLOW LF	CENTERLINE 4-INCH DOUBLE YELLOW LF	CHANNELIZING 8-INCH WHITE LF	STOP LINE 18-INCH WHITE LF	CROSSWALK 6-INCH WHITE LF	DIAGONAL 8-INCH YELLOW LF
539"EB"+50 - 564"EB"+26	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
539"WB"+93 - 564"WB"+26	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
542"EB"+00 - 562"EB"+25	- - -	495	2.030	- - -	- - -	- - -	- - -	- - -	- - -
542"WB"+82 - 563"WB"+50	- - -	495	2.070	- - -	- - -	- - -	- - -	- - -	- - -
554"EB"+25 - 555"EB"+40	- - -	- - -	- - -	- - -	- - -	115	- - -	- - -	- - -
565"EB"+52 - 590"EB"+60	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
565"WB"+52 - 590"WB"+60	600	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
566"EB"+75 - 576"EB"+08	- - -	228	935	- - -	- - -	- - -	- - -	- - -	- - -
567"WB"+85 - 575"WB"+69	- - -	192	785	- - -	- - -	- - -	- - -	- - -	- - -
569"EB"+00 - 570"EB"+00	- - -	- - -	- - -	- - -	- - -	100	- - -	- - -	- - -
573"WB"+85 - 574"WB"+95	- - -	- - -	- - -	130	- - -	- - -	- - -	- - -	125
574"EB"+35 - 574"EB"+95	- - -	- - -	- - -	- - -	- - -	60	- - -	- - -	- - -
575"WB"+75 - 577"WB"+50	- - -	- - -	- - -	- - -	- - -	175	- - -	- - -	- - -
581"EB"+00 - 582"EB"+50	- - -	- - -	- - -	- - -	- - -	150	- - -	- - -	- - -
TOTALS	2.400	1.410	5.820	130	0	600	0	0	125

PAVEMENT MARKING. EPOXY

PROJECT I.D. 4677-04-71 STATION	LOCATION	NOSES YELLOW EACH	CORRUGATED MEDIAN SF	CURB RAMP 4-INCH YELLOW LF
562"EB"+25	CTH "00"	1	- - -	- - -
564"WB"+32	CTH "00"	1	- - -	- - -
564"WB"+42	ONEIDA ST. LT	- - -	- - -	45
564"EB"+32	CTH "00", RT	- - -	- - -	40
565"WB"+40	CTH "00", LT	- - -	- - -	21
565"EB"+50	CTH "00", RT	- - -	- - -	21
566"EB"+52	CTH "00"	1	- - -	- - -
567"WB"+85	CTH "00"	1	- - -	- - -
7"NB"+64	ONEIDA ST	1	- - -	- - -
8"NB"+94	ONEIDA ST	1	- - -	- - -
9"SB"+02	ONEIDA ST. LT	- - -	- - -	21
9"NB"+02	ONEIDA ST. RT	- - -	- - -	21
10"NB"+18	ONEIDA ST	- - -	100	- - -
	TOTAL	6	100	169

PROJECT I.D. 4984-00-79 STATION	LOCATION	NOSES YELLOW EACH	CORRUGATED MEDIAN SF	CURB RAMP 4-INCH YELLOW LF
542"WB"+82	CTH "00"	1	- - -	- - -
575"WB"+69	CTH "00"	1	- - -	- - -
582"WB"+50	CTH "00"	1	- - -	- - -
	TOTAL	3	0	0

TEMPORARY PAVEMENT MARKING

PROJECT I.D. 4984-00-79

STATION TO STATION	STAGE	4-INCH YELLOW LF	4-INCH REMOVABLE TAPE LF
538"EB"+30 - 591"EB"+70	1	8.755	1510
538"WB"+30 - 591"WB"+70	2	- - -	11.640
	TOTAL	8.755	13.150

FILE NAME : ENGRDMGS\E716 \ SHEETS \ PLAN \H06 .2DG
PLOT SCALE : 1'/IN PLOT DATE : 01/15/97

STATE PROJECT NUMBER	SHEET NO.
4677-04-71	31

MISCELLANEOUS QUANTITIES FOR CTH "OO" OUTAGAMIE COUNTY

NONMETALLIC CONDUIT

PROJECT I.D. 4677-04-71

FROM	TO	NONMETALLIC CONDUIT 1-INCH LF	2-INCH LF	3-INCH LF	4-INCH LF
CB	PB1	----	----	10	----
PB1	PB2	----	----	----	27
PB2	PB3	----	----	45	----
PB2	PB18	65	----	----	----
PB2	SB1	----	10	----	----
PB3	PB4	----	----	32	----
PB3	SB2	----	7	----	----
PB4	PB5	----	----	55	----
PB4	SB3	----	3	----	----
PB5	PB6	150	----	----	----
PB5	PB8	----	----	53	----
PB5	SB4	----	12	----	----
PB6	PB7	140	----	----	----
PB8	PB9	----	----	37	----
PB8	SB5	----	9	----	----
PB9	PB10	----	----	43	----
PB9	SB6	----	6	----	----
PB10	PB11	85	----	----	----
PB10	PB12	----	----	64	----
PB10	SB7	----	18	----	----
PB12	PB13	----	----	52	----
PB12	SB8	----	4	----	----
PB13	SB14	155	----	----	----
PB13	PB16	----	----	56	----
PB13	SB9	----	8	----	----
PB14	SB15	140	----	----	----
PB16	PB17	----	----	38	----
PB16	SB10	----	8	----	----
PB17	PB1	----	----	----	33
PB17	SB11	----	5	----	----
	TOTALS	735	90	485	60

LOOP DETECTOR WIRE

PROJECT I.D. 4677-04-71

LOOP NO.	SIZE FT X FT	NO. OF TURNS	CONDUIT LF	LEAD IN CABLE FT	WIRE FT	REMARKS
11	5.8x5.8	4	44	236	150	
21	6x15	4	68	450	244	
22	6x15	4	65	310	228	
31	5.8x5.8	4	44	95	148	
41	6x15	4	55	356	204	
42	5.8x5.8	4	45	272	150	Lead-in shared with No. 42
43	5.8x5.8	4	34	272	130	Lead-in shared with No. 43
44	5.8x5.8	4	58	272	176	
45	5.8x5.8	4	45	----	150	
46	5.8x5.8	4	37	----	136	
51	5.8x5.8	4	42	95	144	
61	6x18	4	70	475	250	
62	6x18	4	70	332	250	
71	5.8x5.8	4	56	207	172	For future use
81	6x15	4	69	119	230	
82	5.8x5.8	4	42	95	146	
83	5.8x5.8	4	39	49	138	
84	5.8x5.8	4	36	95	130	
85	5.8x5.8	4	44	----	148	Lead-in shared with No. 82
86	5.8x5.8	4	37	----	136	Lead-in shared with No. 83
	TOTALS		1000	3730	3460	

NOTE: All 5.8'x5.8' Loops are Diamond Shaped with an overall length of 10' and width of 6'.

STEEL PULL BOXES

PROJECT I.D. 4677-04-71

PULL BOX NUMBER	STATION	LOCATION	12 X 24 EACH	24 X 48 EACH
PB-1	8"NB"+85	60'RT	----	1
PB-2	8"NB"+86	31'RT	----	1
PB-3	8"NB"+77	13'LT	----	1
PB-4	8"NB"+91	42'LT	----	1
PB-5	564"EB"+15	42'RT	----	1
PB-6	562"EB"+64	42'RT	1	----
PB-7	561"EB"+24	42'RT	1	----
PB-8	564"EB"+08	13'LT	----	1
PB-9	564"EB"+22	48'LT	----	1
PB-10	10"NB"+40	41'LT	----	1
PB-11	11"NB"+24	34'LT	1	----
PB-12	10"NB"+45	24'RT	----	1
PB-13	565"EB"+61	58.5'LT	----	1
PB-14	567"EB"+18	59'LT	1	----
PB-15	568"EB"+58	60'LT	1	----
PB-16	565"EB"+76	3'LT	----	1
PB-17	565"EB"+60	33'RT	----	1
PB-18	8"NB"+20	26'RT	1	----
		TOTAL	6	12

TRAFFIC SIGNAL CABLE, NO. 14

PROJECT I.D. 4677-04-71

FROM	TO	15 COND. LF	HEAD NO.	BASE TO HEAD 7 COND.
CB	SB1	71	11	20
CB	SB2	122	12	20
		----	13	20
CB	SB3	156	14	20
CB	SB4	225	3	20
CB	SB5	281	4	20
		----	5	20
CB	SB6	323	6	20
CB	SB11	73	2	20
CB	SB10	121	1	20
		----	8	20
CB	SB9	242	7	20
CB	SB8	215	10	20
CB	SB7	----	9	50
		326	15	20
	TOTALS	2155		330

TRAFFIC SIGNALS AND TYPE II SIGNS

PROJECT I.D. 4677-04-71

SIGNAL BASE NUMBER	STATION	LOCATION	CONCRETE BASES TYPE 1 EACH	CONCRETE BASES TYPE 2 EACH	PEDESTAL BASES EACH	TRANSFORMER BASES EACH	POLES TYPE 2 EACH	TRAFFIC SIGNAL STANDARDS 13-FOOT EACH	TRAFFIC SIGNAL STANDARDS 15-FOOT EACH	TROMBONE ARMS 25-FOOT EACH	PEDESTRIAN FACES 12-INCH EACH	PEDESTRIAN PUSH BUTTONS EACH	SIGNS TYPE II SF	REMARKS
SB-1	8"NB"+96	30.5'RT	1	----	1	----	----	1	----	----	1	1	0.75	ONEIDA
SB-2	8"NB"+84	13'LT	1	----	1	----	----	----	1	----	----	----	----	
SB-3	8"NB"+97	43'LT	1	----	1	----	----	----	1	----	1	1	0.75	ONEIDA
SB-4	564"EB"+30	41.5'RT	1	----	1	----	----	1	----	----	1	1	0.75	CTH OO
SB-5	564"EB"+17	13'LT	1	----	1	----	----	----	1	----	----	----	----	
SB-6	564"EB"+29	49'LT	1	----	1	----	----	1	----	----	1	1	0.75	CTH OO
SB-7	10"NB"+22	48.5'LT	1	----	1	----	----	1	----	----	1	1	0.75	ONEIDA
SB-8	10"NB"+41	25'RT	----	1	----	1	1	----	----	1	----	----	----	
SB-9	565"EB"+54	58.5'LT	1	----	1	----	----	1	----	----	2	2	1.50	CTH OO, ONEIDA
SB-10	565"EB"+67.5	3'LT	1	----	1	----	----	----	1	----	----	----	----	
SB-11	565"EB"+54	33'RT	1	----	1	----	----	1	----	----	1	1	0.75	CTH OO
		TOTAL	10	1	10	1	1	6	4	1	8	8	6.00	

FILE NAME : ENGRDWGS\E716 \ SHEETS \ PLAN \H09 .20G
PLOT SCALE : 1'/IN PLOT DATE : 10/28/96

STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	3J

MISCELLANEOUS QUANTITIES
FOR
CTH "OO" OUTAGAMIE COUNTY

ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10

PROJECT I.D. 4677-04-71

FROM	TO	GROUNDED CONDUCTOR LF	EQUIPMENT GROUNDING CONDUCTOR LF
CB	SB1	60	60
SB1	SB2	75	75
SB1	PB2	---	15
SB2	SB3	55	55
SB2	PB3	---	14
SB3	SB4	85	85
SB3	PB4	---	10
SB4	SB5	87	87
SB4	PB5	---	18
SB5	SB6	65	65
SB5	PB8	---	15
SB6	SB7	82	82
SB6	PB9	---	12
SB7	SB8	100	100
SB7	PB10	---	23
SB8	SB9	78	78
SB8	PB12	---	10
SB9	SB10	85	85
SB9	PB13	---	13
SB10	SB11	65	65
SB10	PB16	---	14
SB11	CB	63	63
SB11	PB17	---	11
	TOTALS	900	1055

TRAFFIC SIGNAL FACES AND BACKPLATES

PROJECT I.D. 4677-04-71

3-12 VERT. EACH	5-12 VERT. EACH	5-12 HORIZ. EACH	3-12 BACKPLATES EACH	5-12 BACKPLATES EACH
9	5	1	9	6

SAWING CONCRETE PAVEMENT, FULL DEPTH

PROJECT I.D. 4677-04-71

STATION	LOCATION	LF
5"NB"+70	ONEIDA ST	40
	TOTAL	40

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
540"EB"+50	CTH "OO"	28
541"WB"+93	CTH "OO"	24
583"WB"+49	C.E. LT	24
583"WB"+31	CTH "OO" RT	9
539"EB"+60 - 542"EB"+00	CTH "OO" MEDIAN	450
578"EB"+00	SERVICE ROAD	8
	TOTAL	543

SAWING EXISTING PAVEMENT

PROJECT I.D. 4677-04-71

STATION	LOCATION	LF
5"SB"+70 - 7"SB"+00	PARKING LOT LT	130
6"NB"+71	C.E. RT	25
7"SB"+30 - 7"SB"+85	PARKING LOT LT	55
10"NB"+60 - 11"NB"+00	PARKING LOT RT	100
10"SB"+25 - 12"SB"+25	PARKING LOT LT	200
12"NB"+25	ONEIDA ST	50
561"EB"+65 - 562"EB"+50	PARKING LOT RT	85
560"WB"+00 - 562"WB"+65	PARKING LOT LT	265
562"WB"+65 - 564"WB"+35	PARKING LOT LT	170
	TOTAL	1,080

PROJECT I.D. 4984-00-79

STATION	LOCATION	LF
542"WB"+30	C.E. LT	45
542"EB"+10	C.E. RT	40
543"WB"+60	C.E. LT	42
544"EB"+30	C.E. RT	50
545"WB"+25	P.E. LT	55
546"WB"+35	P.E. LT	12
547"WB"+59	C.E. LT	30
547"EB"+96	P.E. RT	12
548"WB"+52	C.E. LT	36
549"EB"+25	P.E. RT	10
550"EB"+55	P.E. RT	24
550"WB"+72	C.E. LT	45
551"WB"+70	C.E. LT	40
553"WB"+22	C.E. LT	36
554"EB"+05	C.E. RT	33
554"WB"+24	C.E. LT	44
555"WB"+35	C.E. LT	29
554"EB"+65 - 557"EB"+90	PARKING LOT RT	325
555"WB"+65 - 556"WB"+60	PARKING LOT LT	95
566"WB"+19	C.E. LT	36
568"WB"+14	C.E. LT	30
566"EB"+50 - 571"EB"+60	PARKING LOT RT	510
569"WB"+08	P.E. LT	12
570"WB"+25 - 571"WB"+30	PARKING LOT LT	105
571"WB"+70 - 572"WB"+90	PARKING LOT LT	120
572"WB"+95 - 574"WB"+15	PARKING LOT LT	120
575"WB"+31	C.E. LT	54
582"WB"+15 - 583"WB"+25	PARKING LOT LT	110
	TOTAL	2,100

OPTICAL DETECTOR CABLE, SPECIAL

PROJECT I.D. 4677-04-71

FROM	TO	LF
CB	SB10	240

REMOVING SIGN SUPPORT

PROJECT I.D. 4984-00-79

STATION	LOCATION	LS
581"EB"+83	CTH "OO" MEDIAN	1
	TOTAL	1

CONSTRUCTION STAKING

PROJECT I.D. 4984-00-79

STATION TO STATION	LOCATION	CONCRETE PAVEMENT STA	SUBGRADE STA	INLETS, MANHOLES & STORM SEWER PIPE EACH	PRELIMINARY STA
540"EB"+50 - 583"EB"+25	CTH "OO"	43	43	73	43
541"WB"+93 - 583"WB"+25	CTH "OO"	42	42	---	42
5"NB"+70 - 12"NB"+25	ONEIDA ST	7	7	---	7
5"SB"+77 - 12"SB"+18	ONEIDA ST	7	7	---	7
	TOTALS	99	99	73	99

QUALITY MANAGEMENT PROGRAM AGGREGATE FOR CONCRETE PAVEMENT

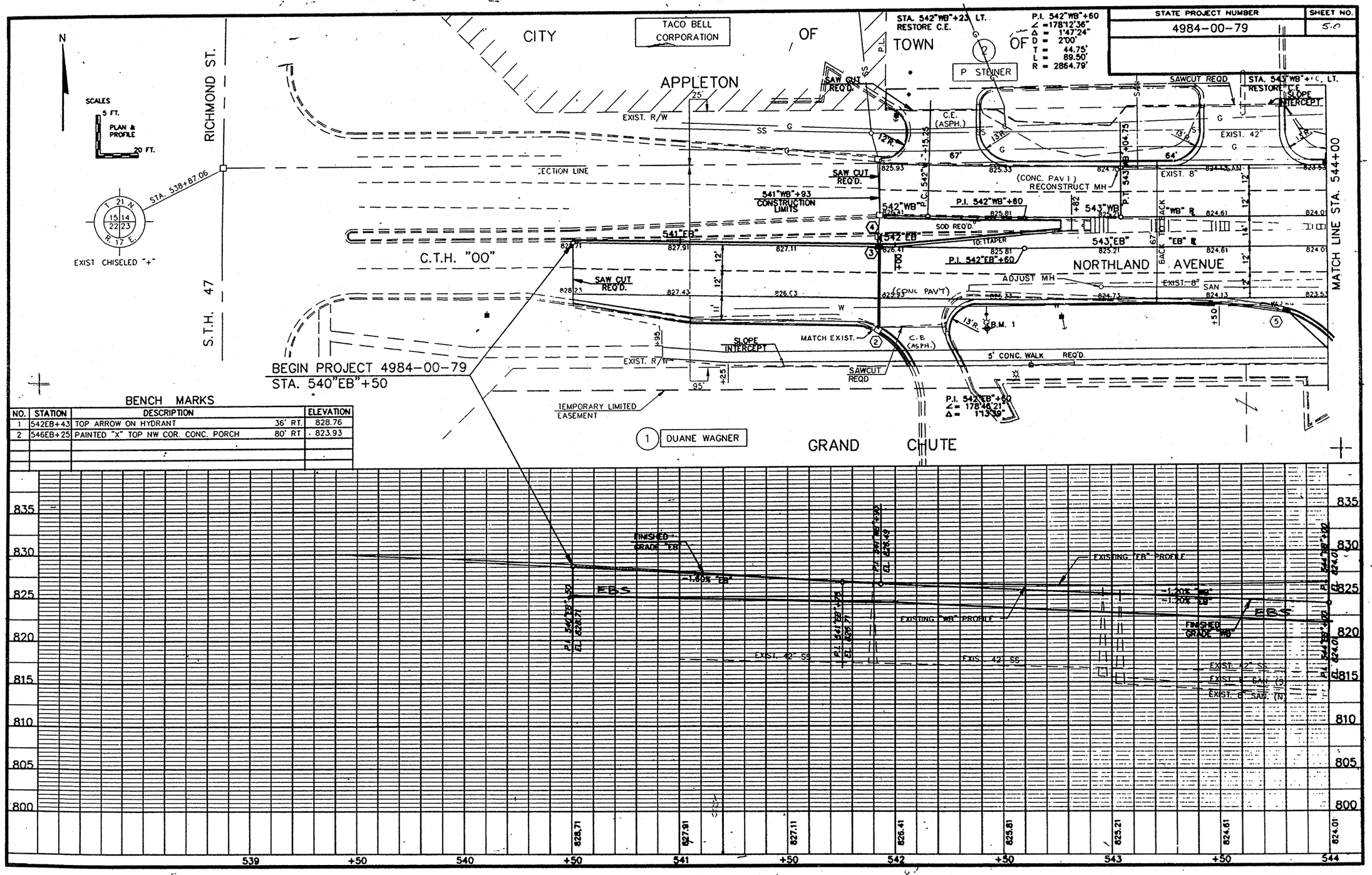
PROJECT ID	LOCATION	SY
4984-00-79	CTH "OO"	24,200
4677-04-71	ONEIDA ST	8,750
	TOTAL	32,950

REMOVING OLD CULVERTS

PROJECT I.D. 4984-00-79

STATION	LOCATION	EACH
545"WB"+00	42' LT	1
546"EB"+00	42' RT	1
547"EB"+95	40' RT	1
548"WB"+50	40' LT	1
549"EB"+25	40' RT	1
549"EB"+80	40' RT	1
550"EB"+50	40' RT	1
551"EB"+45	40' RT	1
551"WB"+75	44' LT	1
552"EB"+50	40' RT	1
553"WB"+20	44' LT	1
554"EB"+00	38' RT	1
555"WB"+50	44' LT	1
555"EB"+70	40' RT	1
558"EB"+62	- - -	1
559"EB"+90	42' RT	1
561"WB"+25	40' LT	1
563"WB"+30	44' LT	1
566"WB"+25	48' LT	1
568"WB"+15	42' LT	1
569"EB"+00	32' RT	1
569"WB"+05	40' LT	1
570"WB"+40	42' LT	1
572"WB"+15	40' LT	1
573"WB"+95	42' LT	1
575"WB"+25	42' LT	1
	TOTAL	26

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	5.0

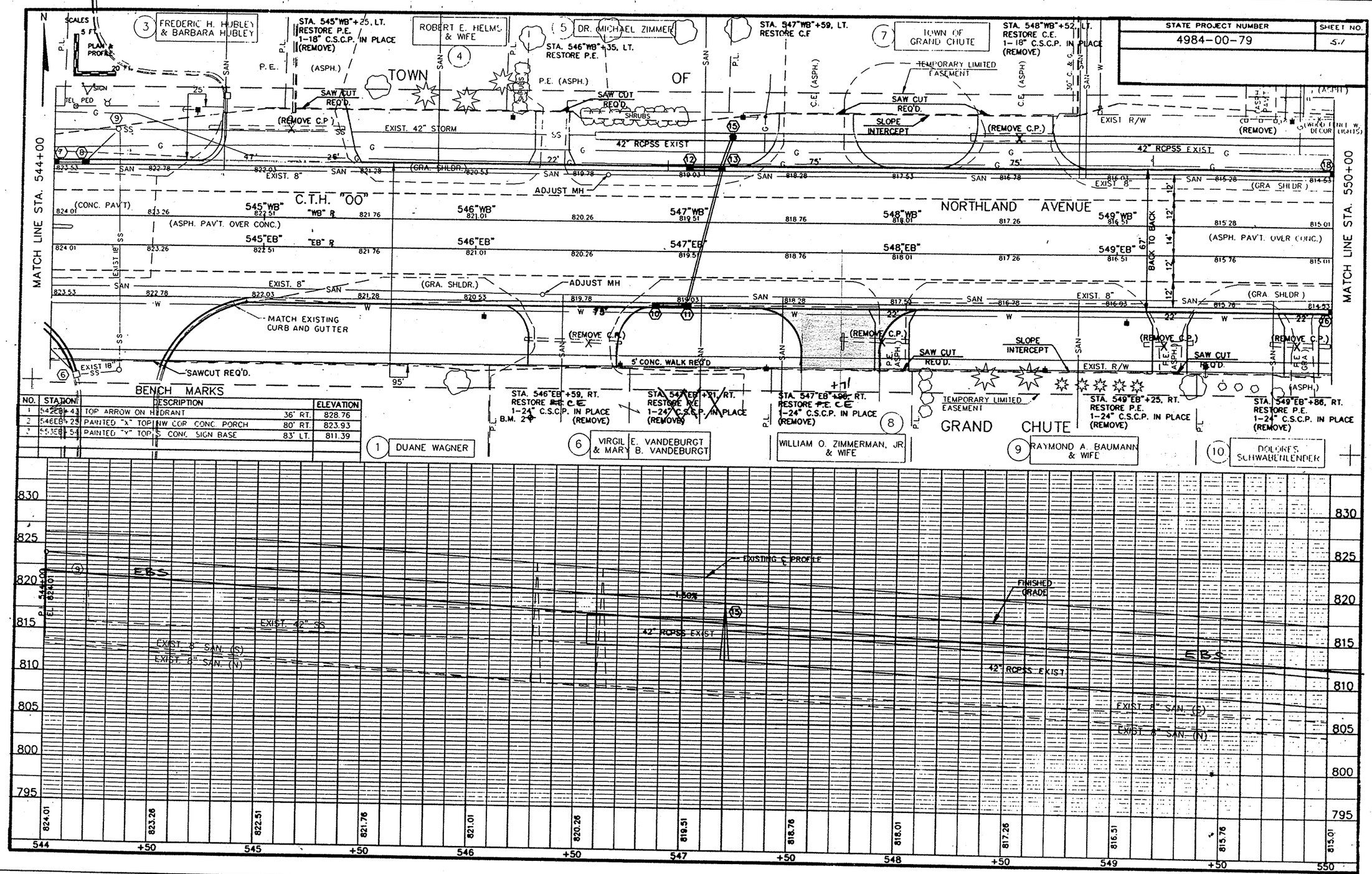


BENCH MARKS

NO.	STATION	DESCRIPTION		ELEVATION
1	542EB+43	TOP ARROW ON HYDRANT	36' RT.	828.76
2	546EB+25	PAINTED "X" TOP NW COR. CONC. PORCH	80' RT	823.93

OMNNI CAD FILE E716\E716PLN1

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	5.1

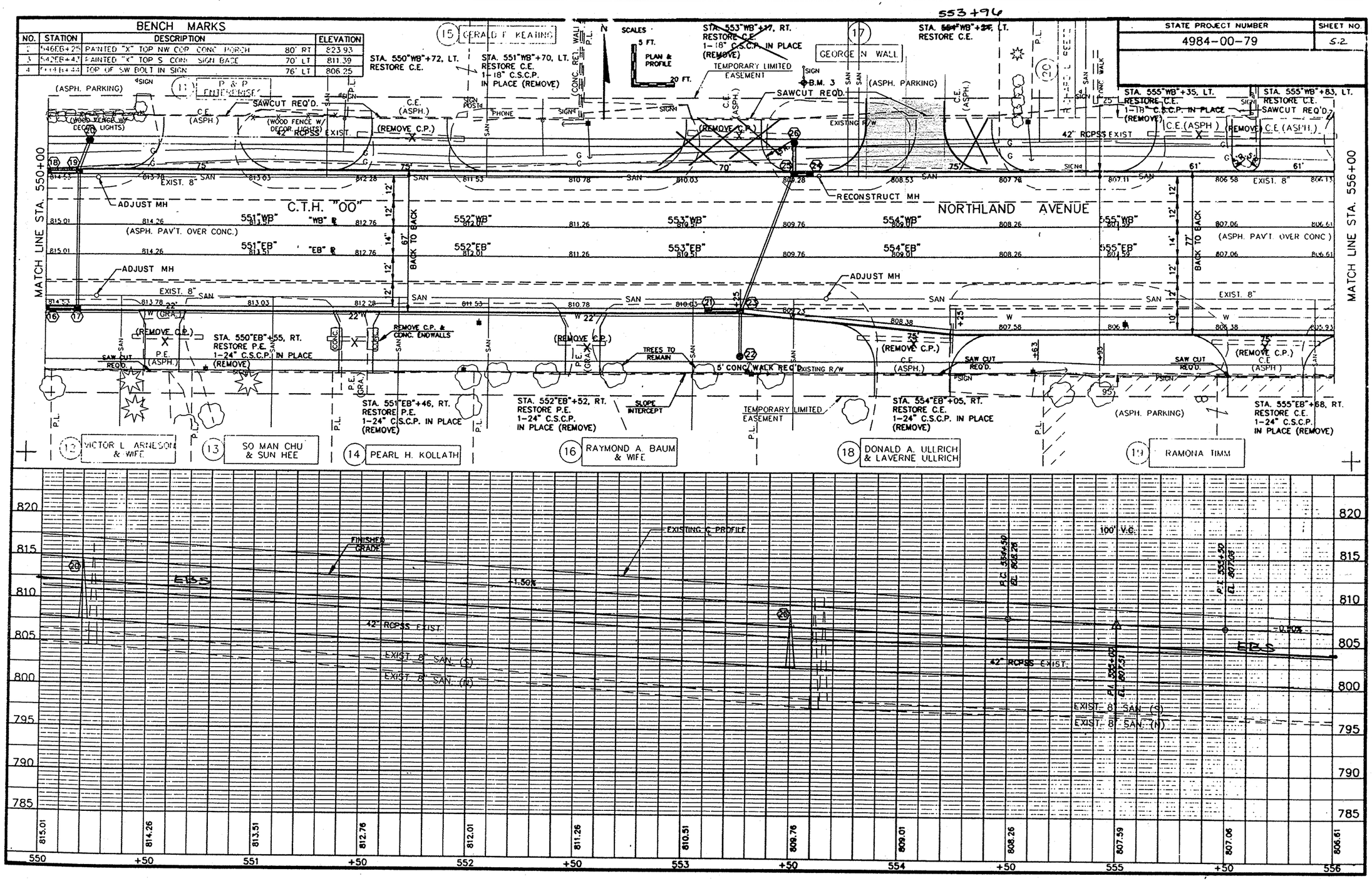


NO.	STATION	DESCRIPTION		ELEVATION
1	542EB+43	TOP ARROW ON HYDRANT	36' RT.	828.76
2	546EB+23	PAINTED "X" TOP NW COR CONC. PORCH	80' RT.	823.93
3	553EB+54	PAINTED "X" TOP S CONC. SIGN BASE	83' LT.	811.39

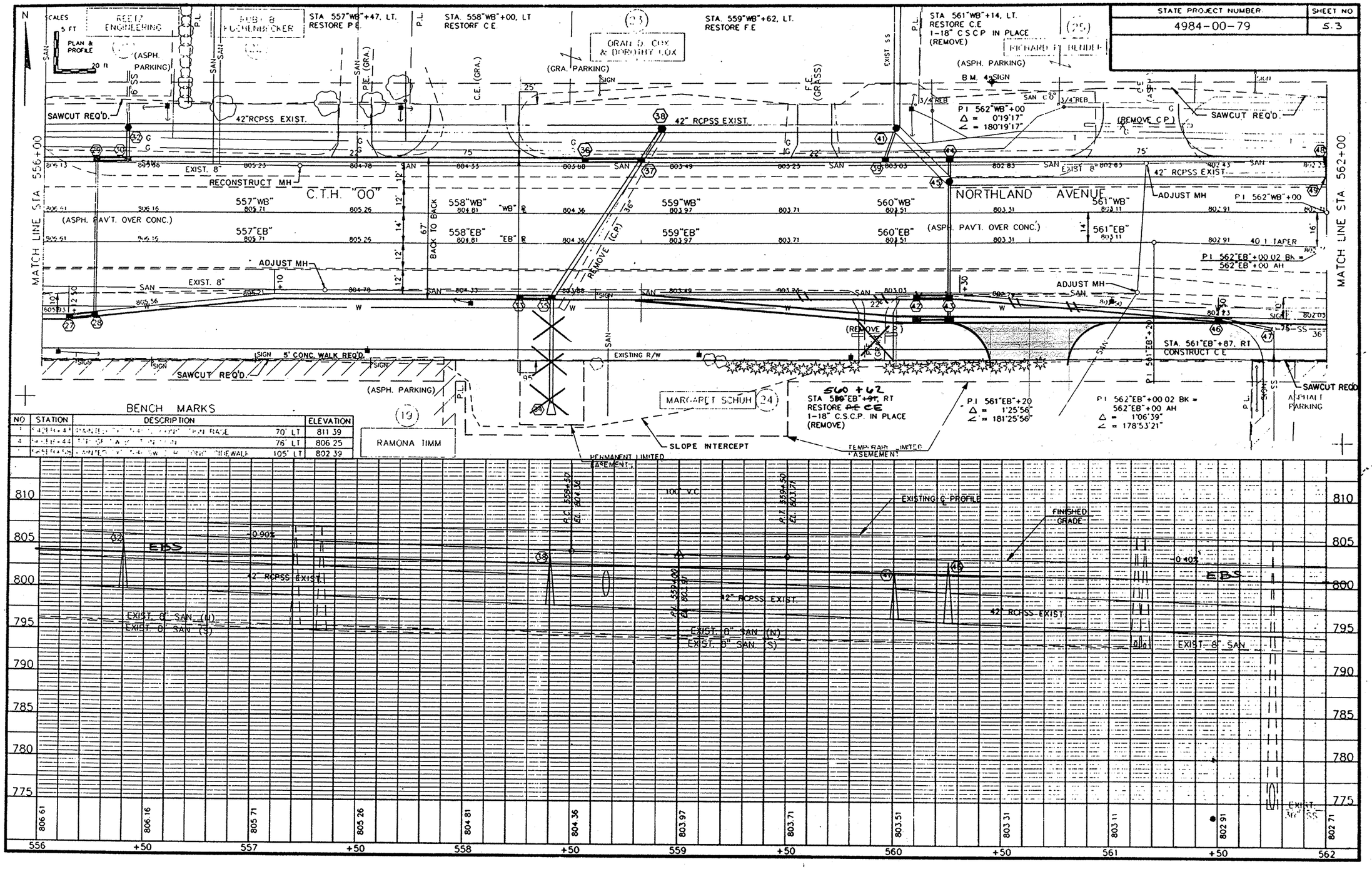
STATE PROJECT NUMBER	SHEET NO.
4984-00-79	S.2

BENCH MARKS

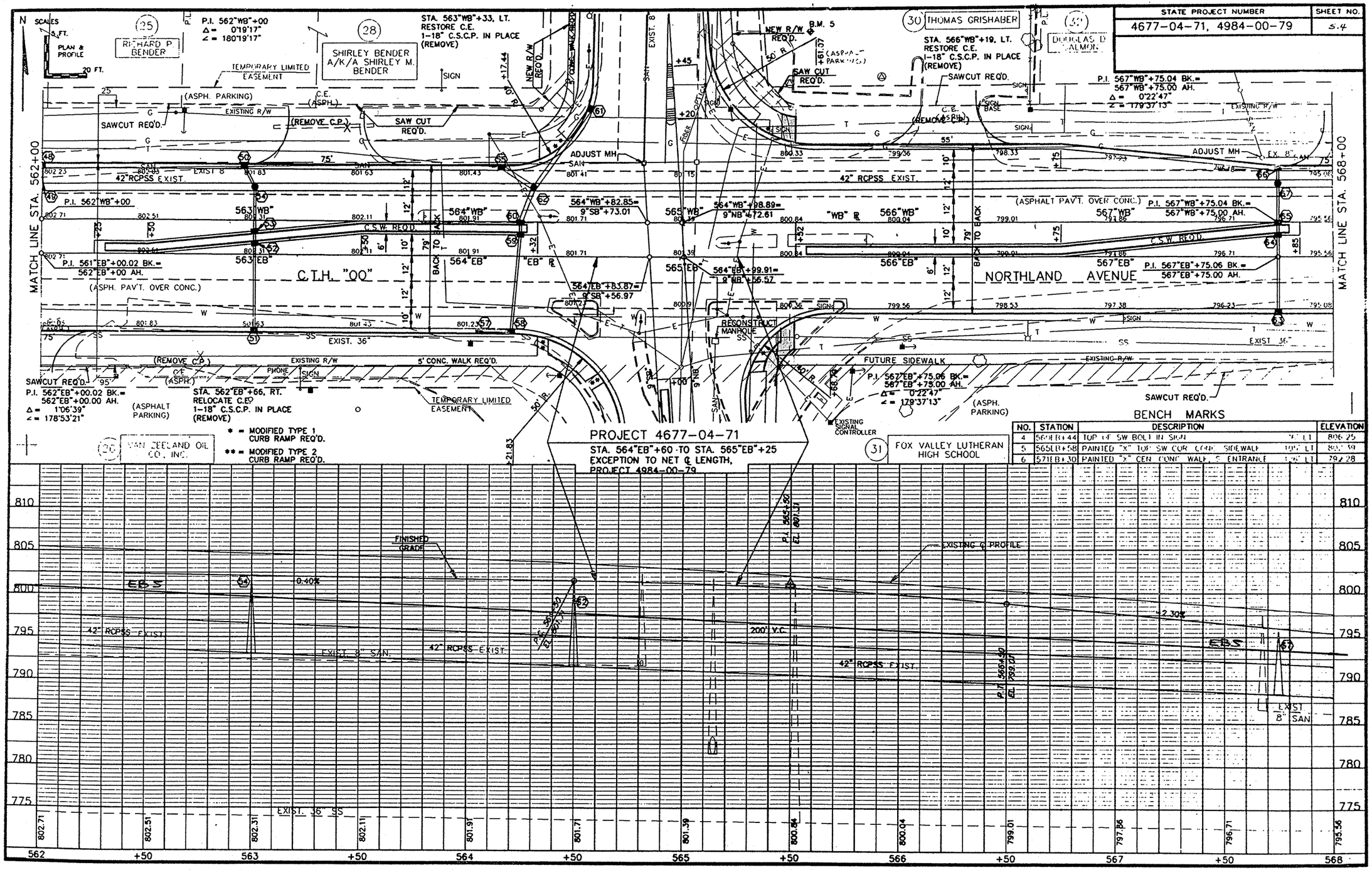
NO.	STATION	DESCRIPTION		ELEVATION
2	546E6+25	PAINTED "X" TOP NW COR. CONC. PORCH	80' RT	823.93
3	546E8+43	PAINTED "X" TOP S. CONC. SIGN BASE	70' LT	811.39
4	[illegible]	TOP OF SW BOLT IN SIGN	76' LT	806.25



STATE PROJECT NUMBER	SHEET NO
4984-00-79	5.3



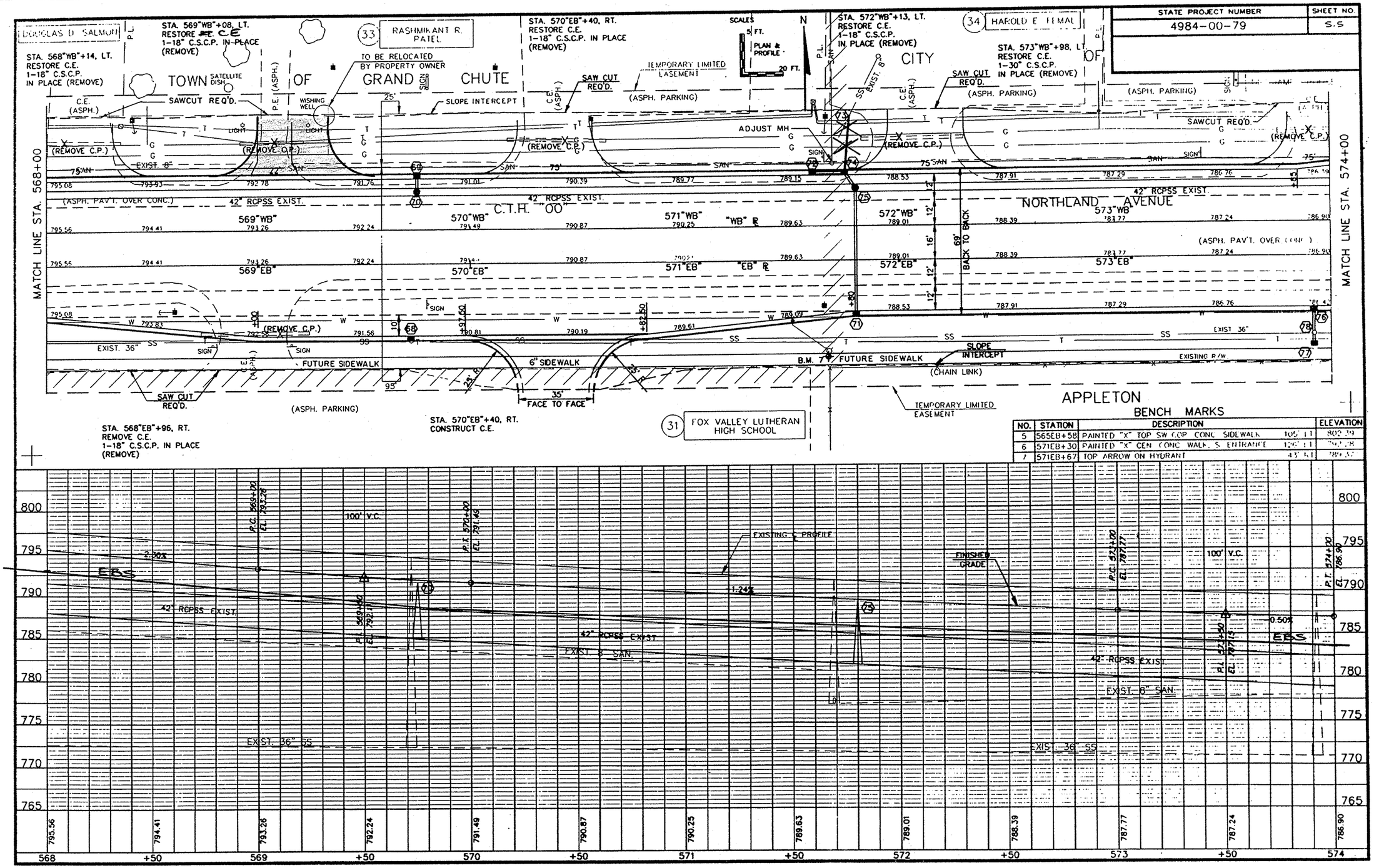
STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	5.4



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
4	560EB+44	TOP OF SW BOLT IN SIGN [illegible] LT	806.25
5	565EB+58	PAINTED "X" TOP SW COR CONC SIDEWALK 10'± LT	803.39
6	571EB+30	PAINTED "X" CEN CONC WALK S ENTRANCE [illegible] LT	792.28

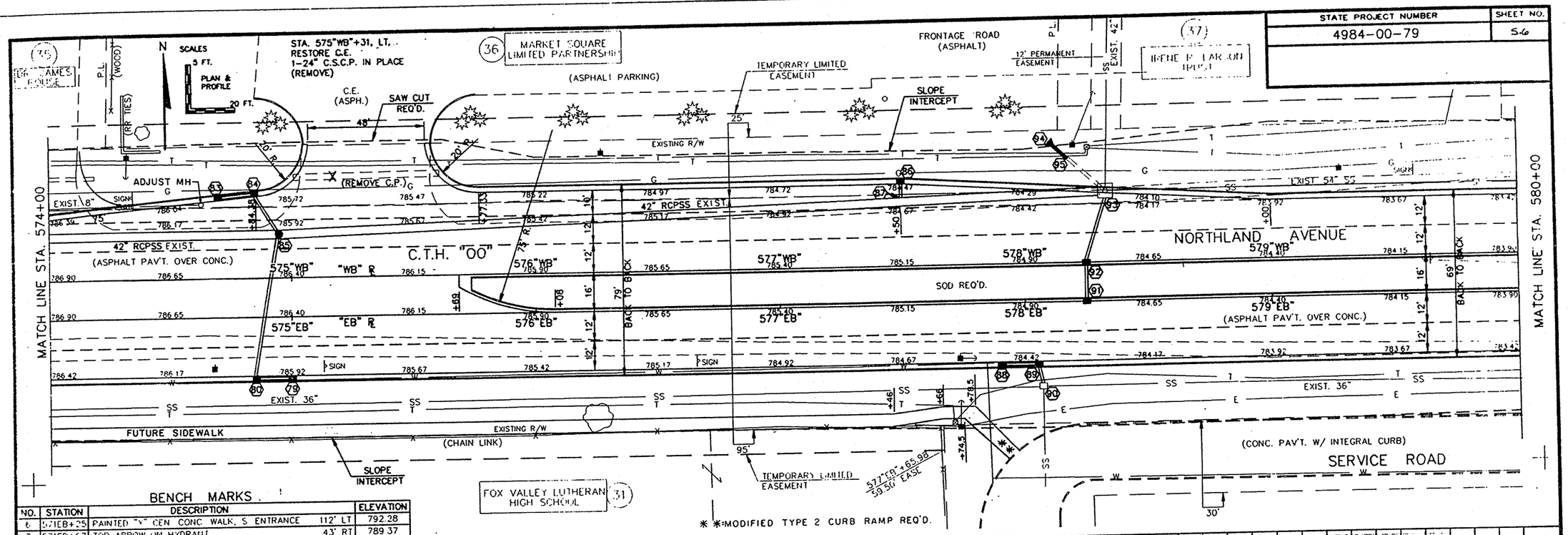
STATE PROJECT NUMBER	SHEET NO.
4984-00-79	S.5



BENCH MARKS

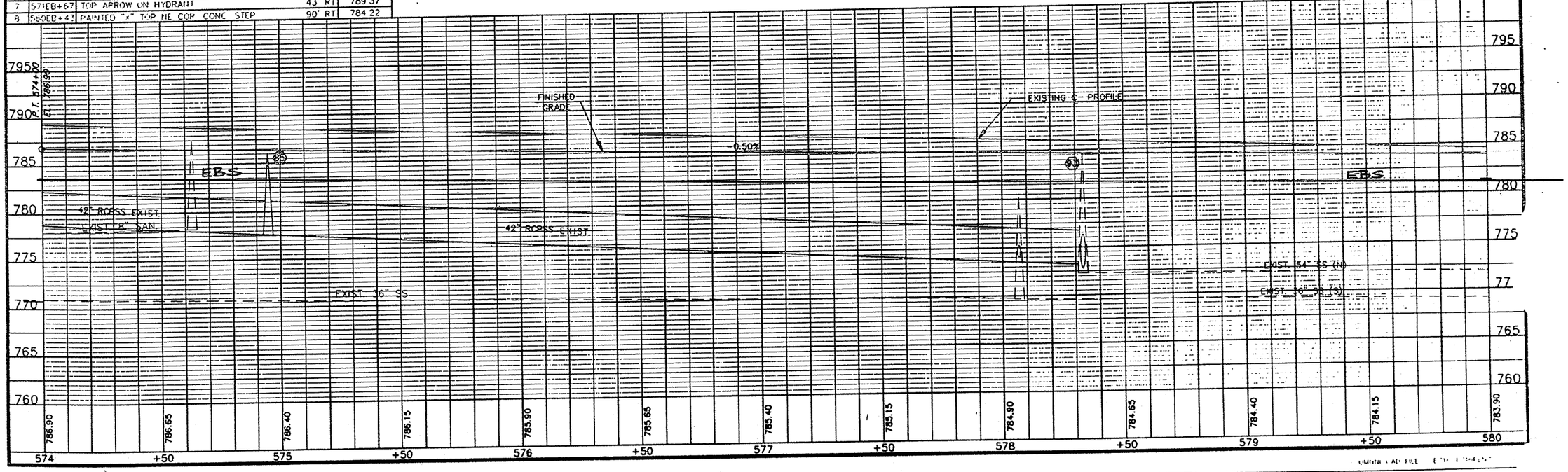
NO.	STATION	DESCRIPTION		ELEVATION
5	565EB+58	PAINTED "X" TOP SW COR CONC SIDEWALK	105' ±	802.39
6	571EB+30	PAINTED "X" CEN CONC WALK, S. ENTRANCE	126' ±	[illegible]
7	571EB+67	TOP ARROW ON HYDRANT	43' ±	[illegible]

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	5.6

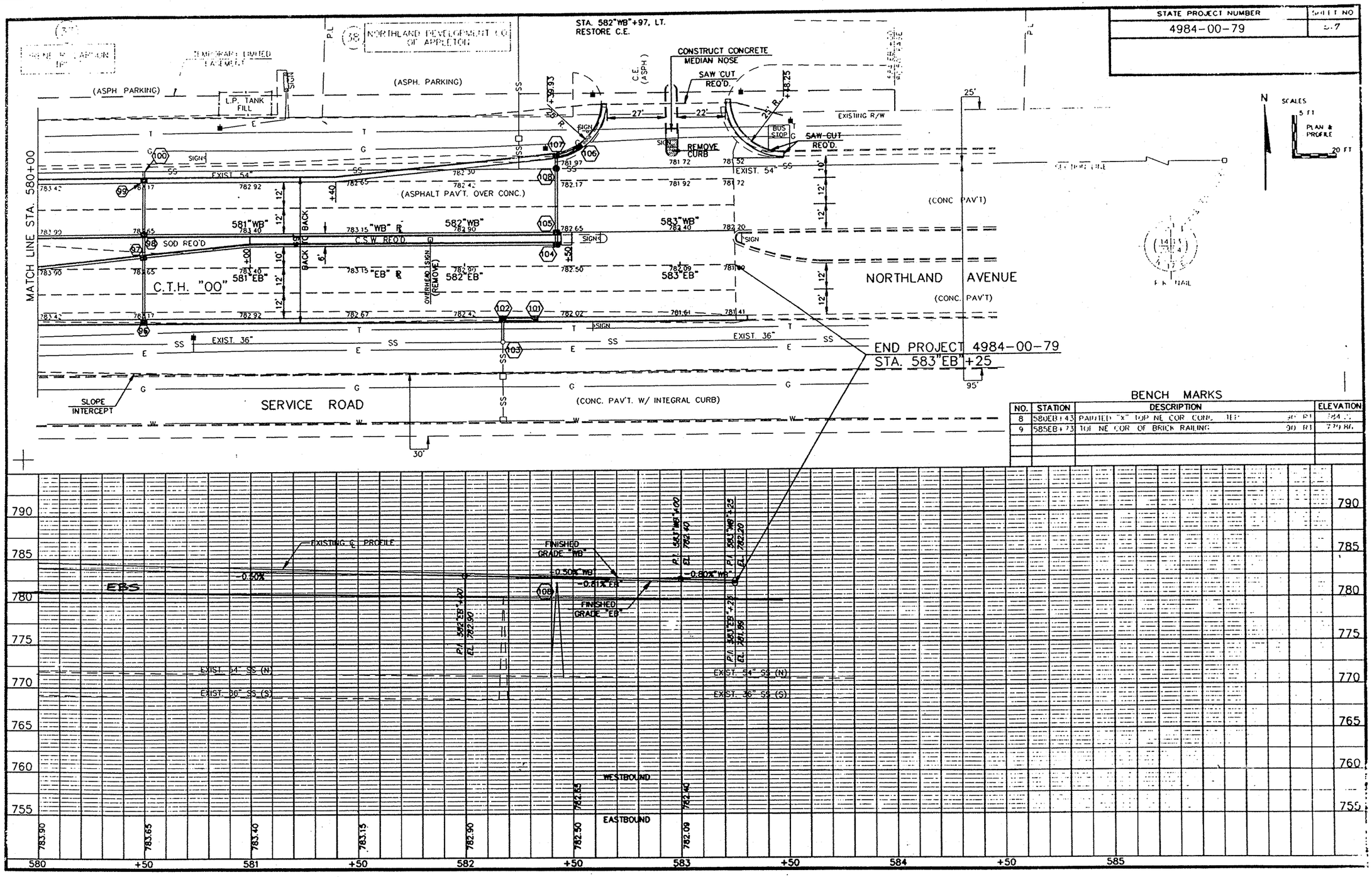


BENCH MARKS

NO.	STATION	DESCRIPTION		ELEVATION
6	571EB+25	PAINTED "X" CEN CONC WALK, S ENTRANCE	112' LT	792.28
7	571EB+67	TOP APROW ON HYDRANT	43' RT	789.37
8	580EB+43	PAINTED "X" TOP NE COR CONC STEP	90' RT	784.22



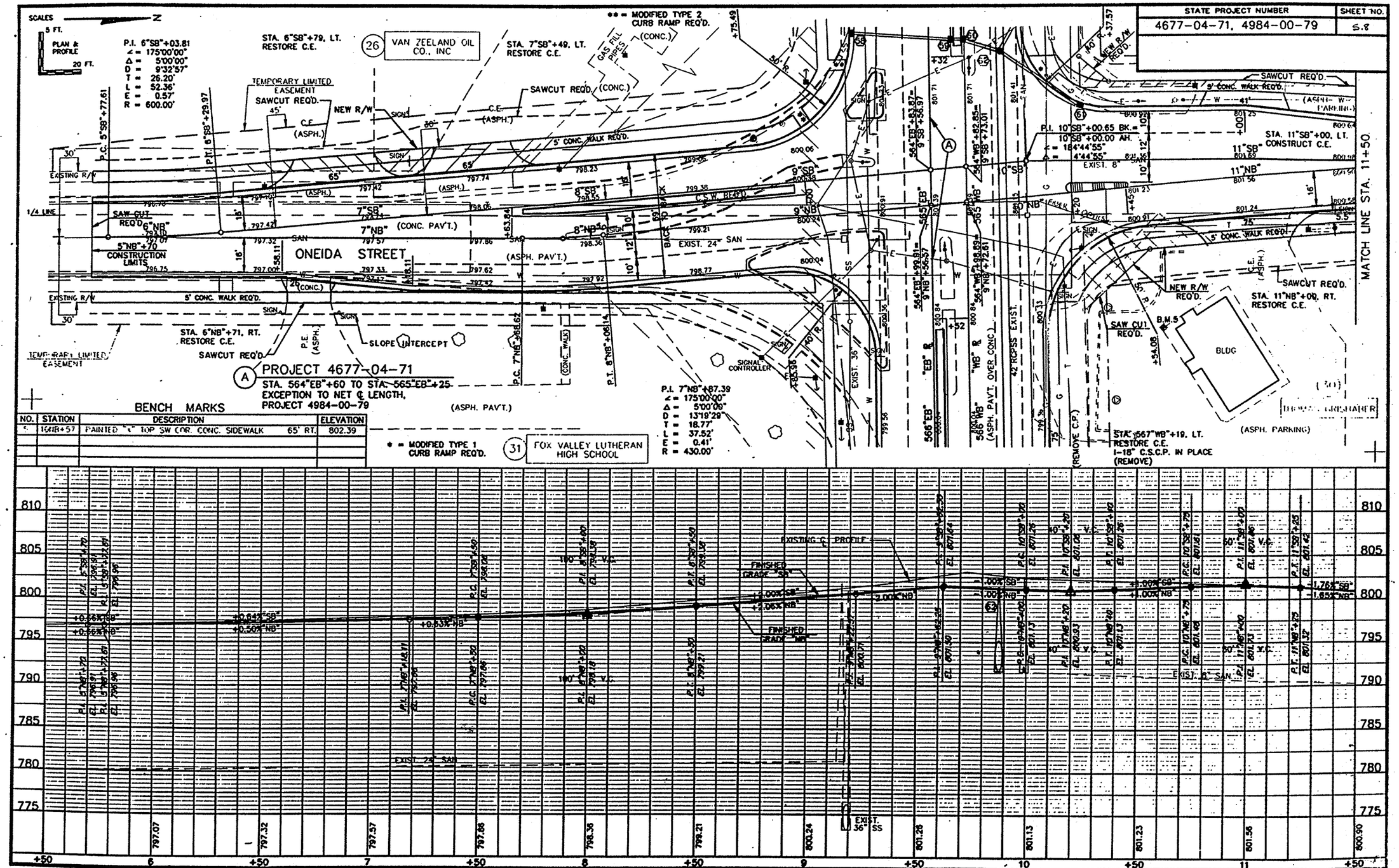
STATE PROJECT NUMBER	SHEET NO
4984-00-79	5-7



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
8	580EB+43	PAINTED "X" TOP NE COR CONC. TEE	784.[illegible]
9	585EB+73	TOP NE COR OF BRICK RAILING	779.86

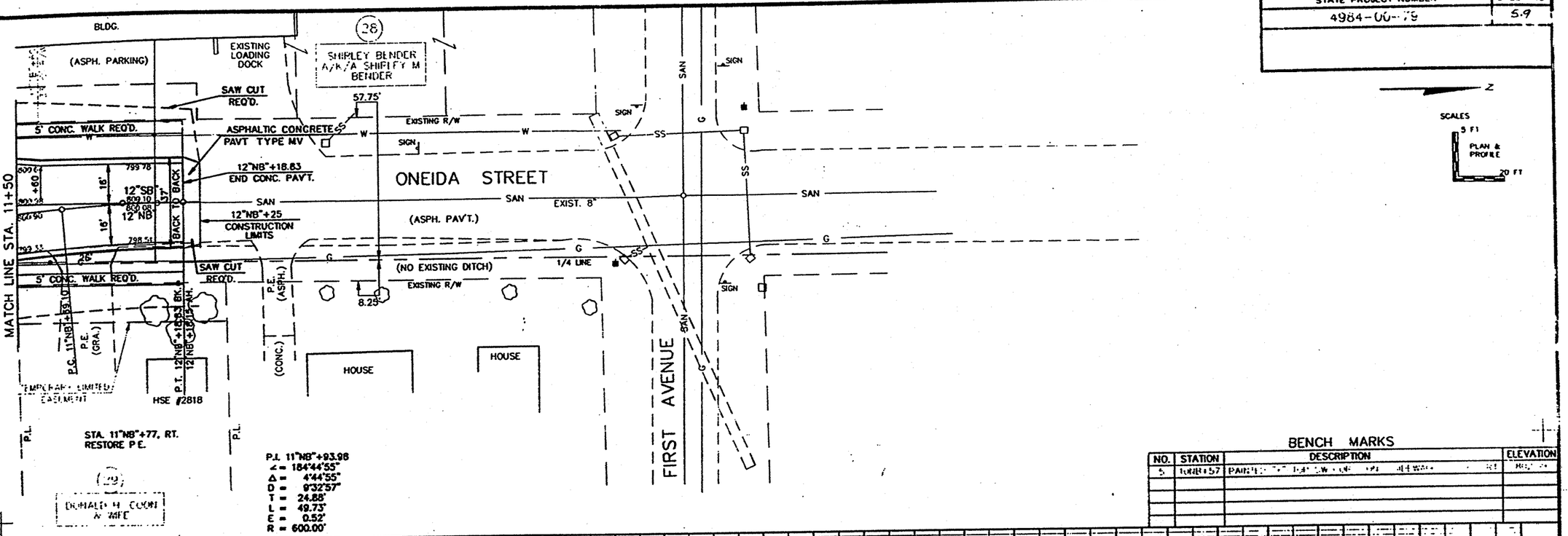
STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	5.8



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
[illegible]	16NB+57	PAINTED "+" TOP SW COR. CONC. SIDEWALK 65' RT.	802.39

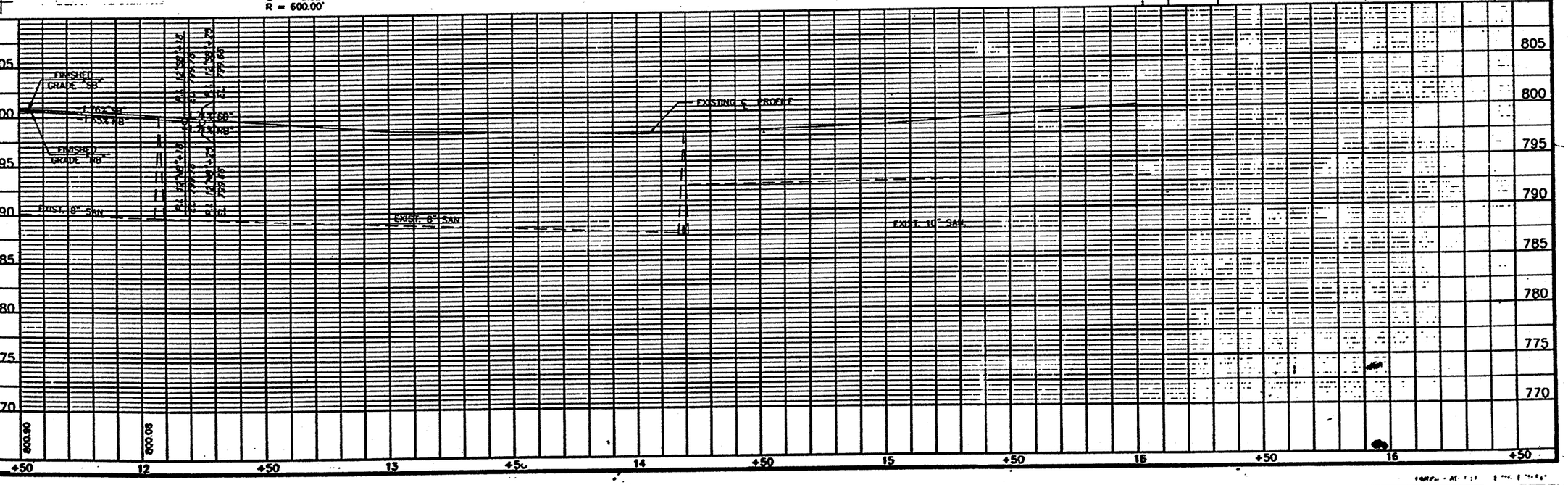
STATE PROJECT NUMBER	SHEET NO
4984-00-79	5.9



SCALES
5 FT
PLAN & PROFILE
20 FT

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
5	10+18+57	PAINTED [illegible]	[illegible]



AS-BUILT STORM SEWER

S.10

OUTAGAMIE

T 3

4984-00-79, 4677-04-71

INDEX OF SHEETS

Sheet No. 1 Title
Sheet No. 2-2.19 Typical Sections and Details
Sheet No. ——— Estimate of Quantities
Sheet No. 3A - 3J Miscellaneous Quantities
Sheet No. ——— Right of Way Plat
Sheet No. 5-5.9 Plan and Profile
Sheet No. 6-6.30 Standard Detail Drawings
Sheet No. 7-7.1 Sign Plates
Sheet No. ——— Structure Plans
Sheet No. ——— Computer Earthwork Data
Sheet No. 9-9.14 Cross Sections

TOTAL SHEETS = 89

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4984-00-79	———	———
4677-04-71	STP 1997(287)	1

NORTHLAND AVE- CITY OF APPLETON
(RICHMOND ST – MEADE ST)

CTH OO

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4984-00-79

NORTHLAND AVE & ONEIDA ST INTERSECTION
(CITY OF APPLETON)

CTH OO

OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4677-04-71

42" TRUNK LINE FROM STA. 546+55 TO STA. 578+30
INSTALLED BY:

CONTRACTOR
DORNER – STAHL, INC
E506 LUXEMBURG ROAD
P.O. BOX 129
LUXEMBURG, WI 54217

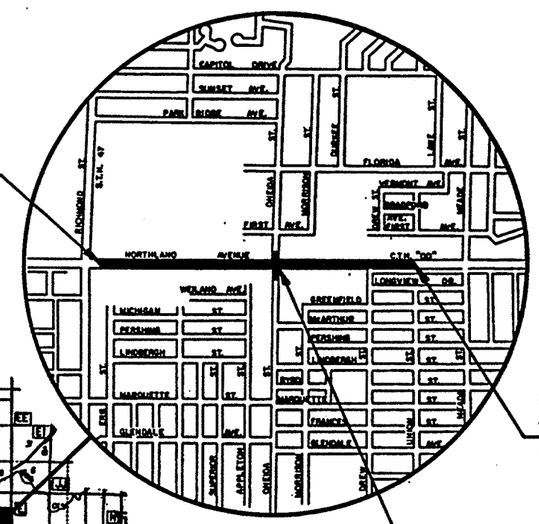
CONSTRUCTION START: MARCH 18, 1996
CONSTRUCTION FINISH: JUNE 14, 1996

STORM LATERALS, INLET LEADS & INLETS
INSTALLED BY:

CONTRACTOR
VINTON CONSTRUCTION COMPANY
2705 NORTH RAPIDS ROAD
P.O. BOX 1987
MANITOWOC, WI 54221-1987

CONSTRUCTION START: JUNE 16, 1997
CONSTRUCTION FINISH: NOVEMBER 6, 1997

N



BEGIN PROJECT 4984-00-79
STA. 540"EB"+50
Y- 169,800 (± 100')
X- 2,404,700 (± 100')

END PROJECT
4984-00-79
STA. 583"EB"+25

PROJECT 4677-04-71
STA. 564"EB"+60 TO STA. 565"EB"+25
EXCEPTION TO NET ℄ LENGTH,
PROJECT 4984-00-79

APPROVED FOR
OUTAGAMIE COUNTY

6/24/96 Date — Commissioner

ORIGINAL PLANS PREPARED BY
OMNNI ENGINEERS
APPLETON, WISCONSIN

WISCONSIN DONNIE M. HOFFOLT 11/11/91 PROFESSIONAL ENGINEER

11/11/91 Date — Signature

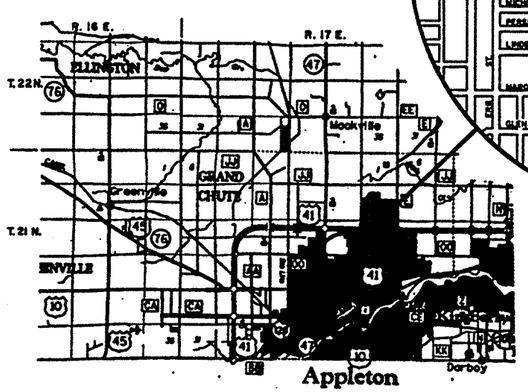
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor OMNNI ENGINEERS District Examiner ____
Designer OMNNI ENGINEERS Proj. Dev. Engineer ____
District Supervisor JCL C.O. Examiner DEM

APPROVED FOR DISTRICT OFFICE
DATE: 8/20/96 — for DISTRICT DIRECTOR

DESIGN DESIGNATION

A.D.T. (1991)	=	22,000
A.D.T. (2011)	=	25,000
D.H.V. (2011)	=	1,900
D.	=	55-45%
T. (% OF A.D.T.)	=	5%
V.	=	40 M.P.H.



LAYOUT
SCALE 0 1 2 MI.

CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY 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)

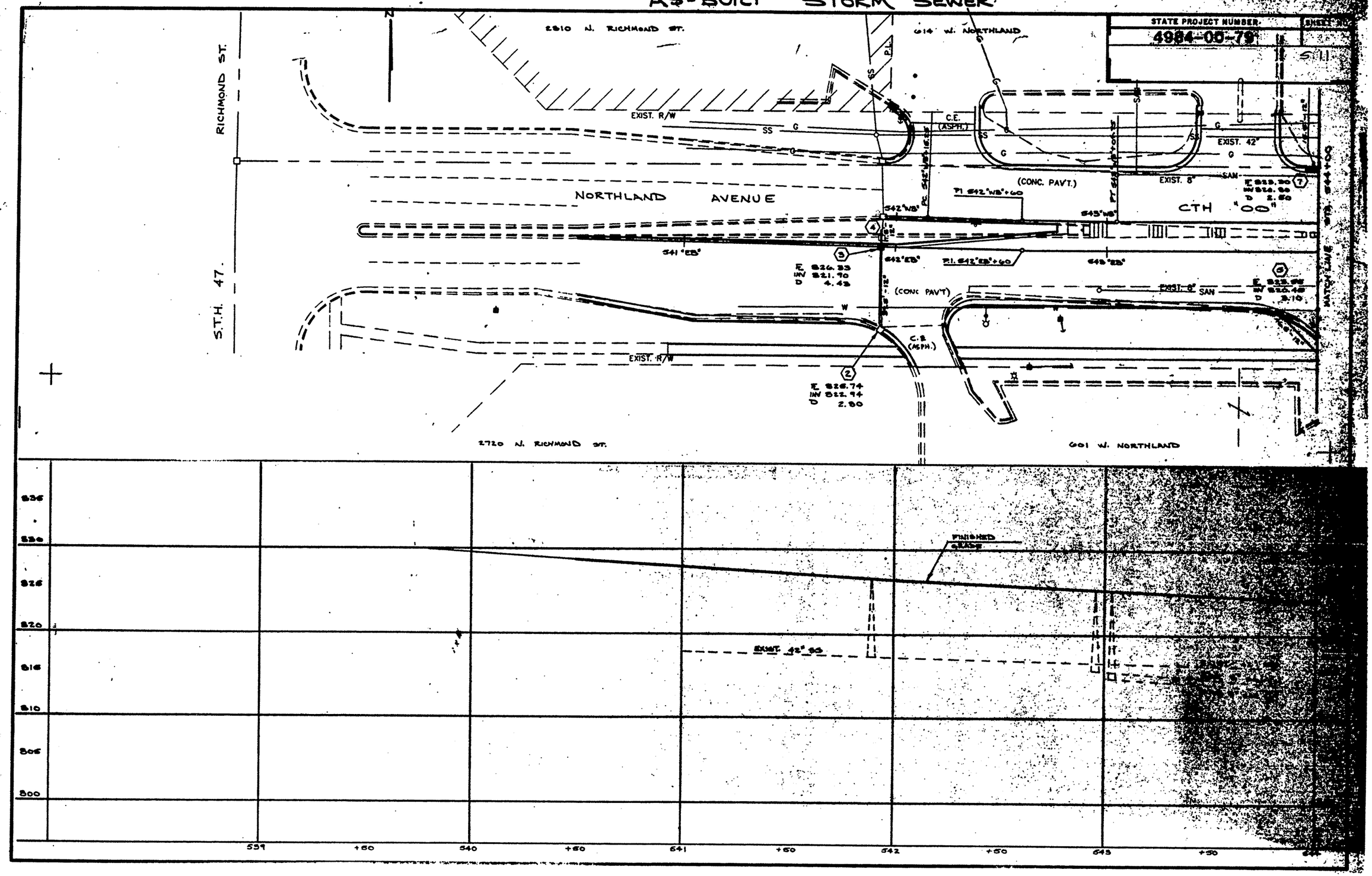
COMBUSTIBLE FLUIDS (UNDER PRESSURE)
UNDERGROUND UTILITIES
GAS — G
ELECTRIC — E
TELEPHONE — T
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA

PROJECT 4984-00-79 TOTAL NET LENGTH OF CENTERLINE = 0.797 MI.
PROJECT 4677-04-71 TOTAL NET LENGTH OF CENTERLINE = 0.012 MI.
TOTAL LENGTH = 0.809 MI.

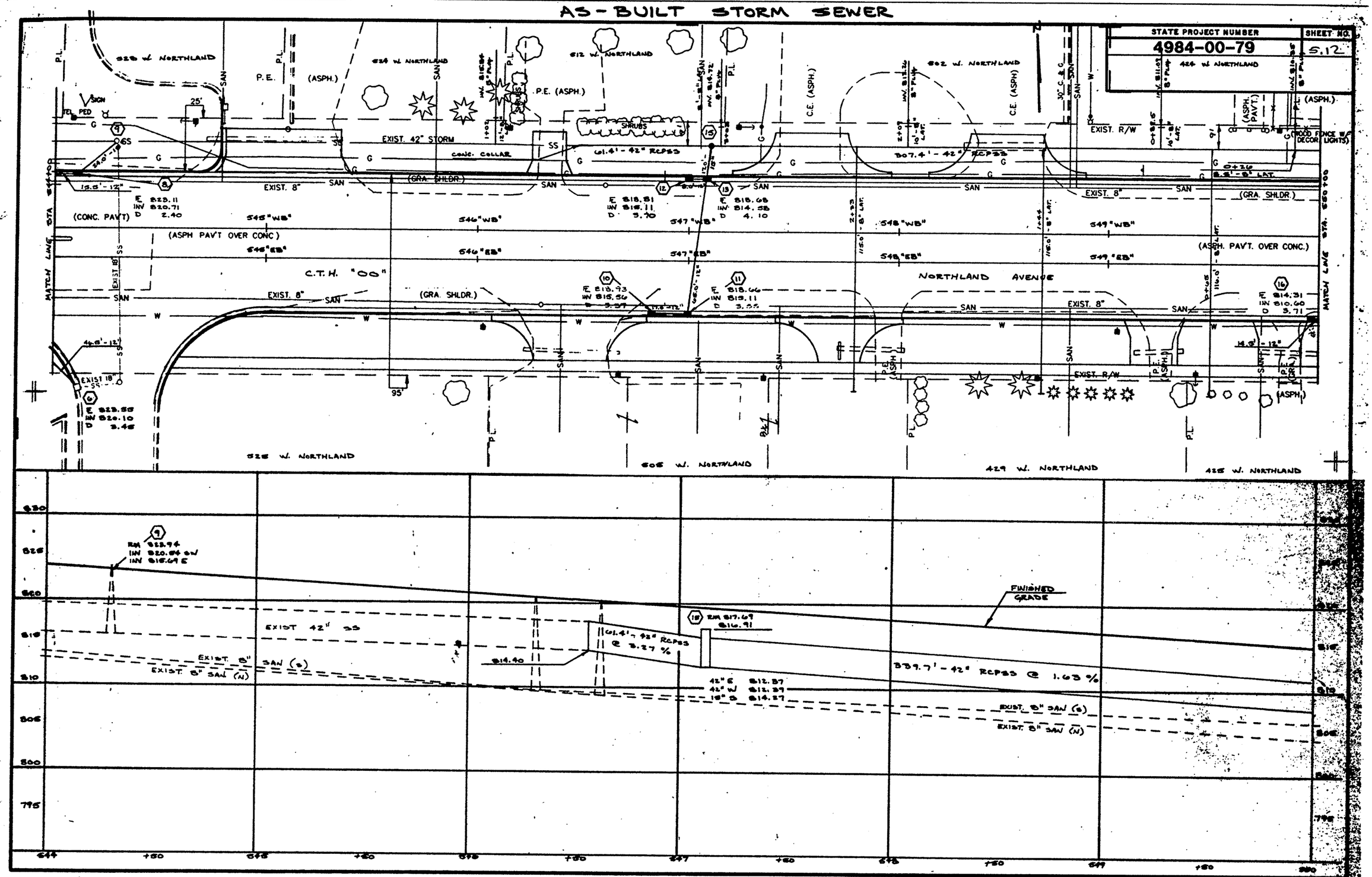
NOTE: ALL COORDINATES ON THIS PLAN ARE SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, APPLETON, WISCONSIN, FOR IDENTIFICATION ONLY.
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.G.S. DATUM.

E-716

AS-BUILT STORM SEWER

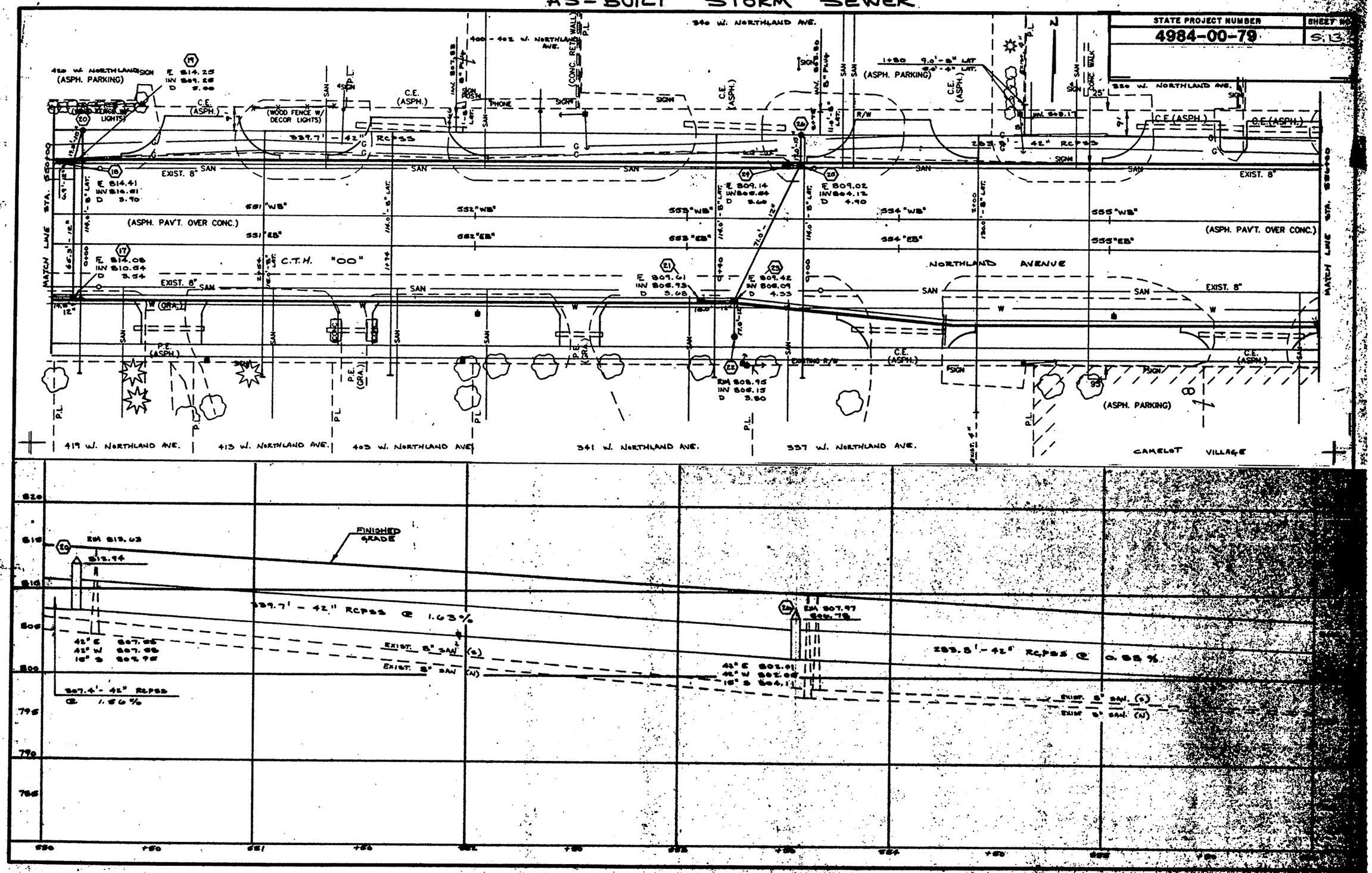


AS-BUILT STORM SEWER

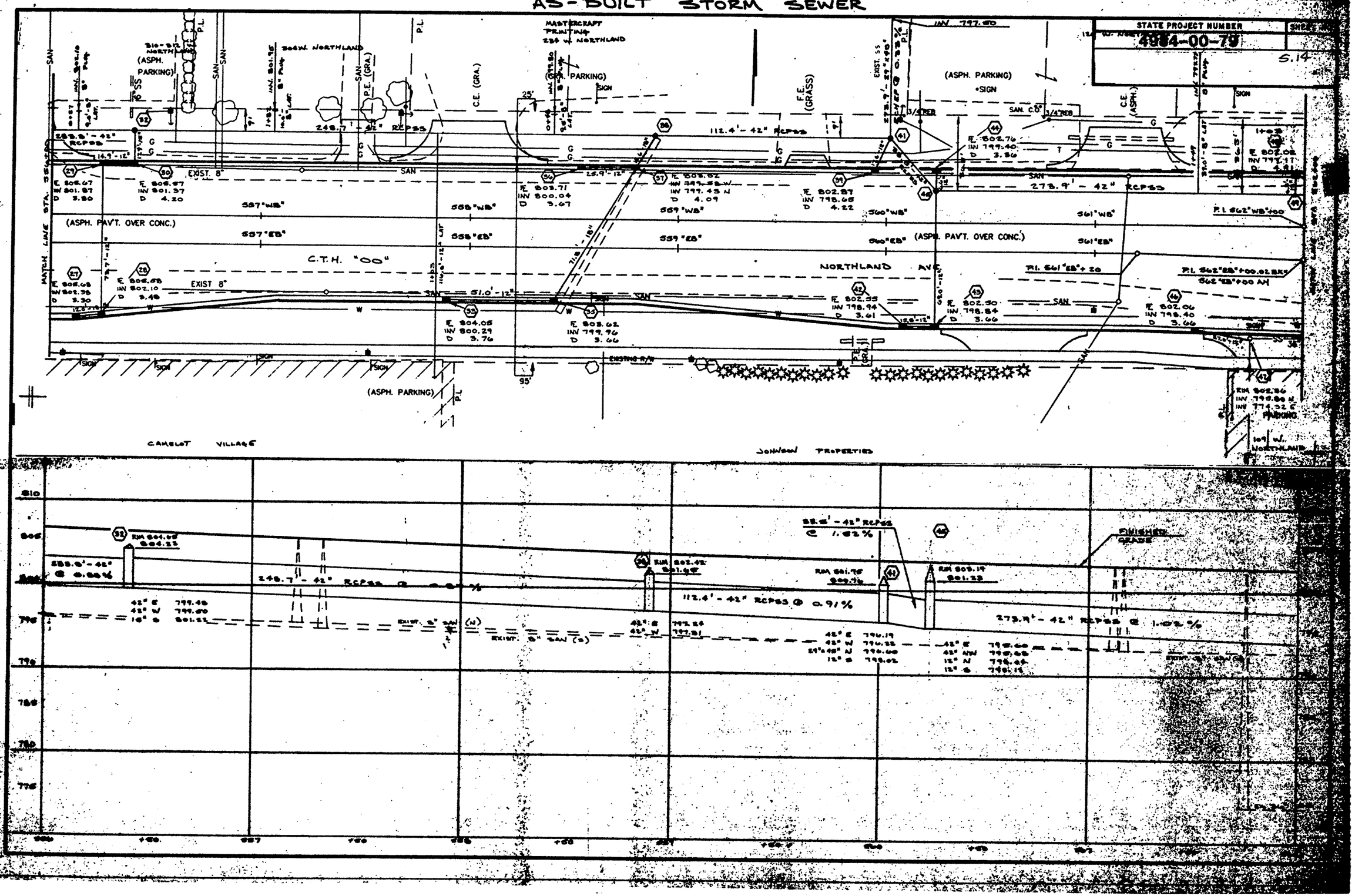


AS-BUILT STORM SEWER

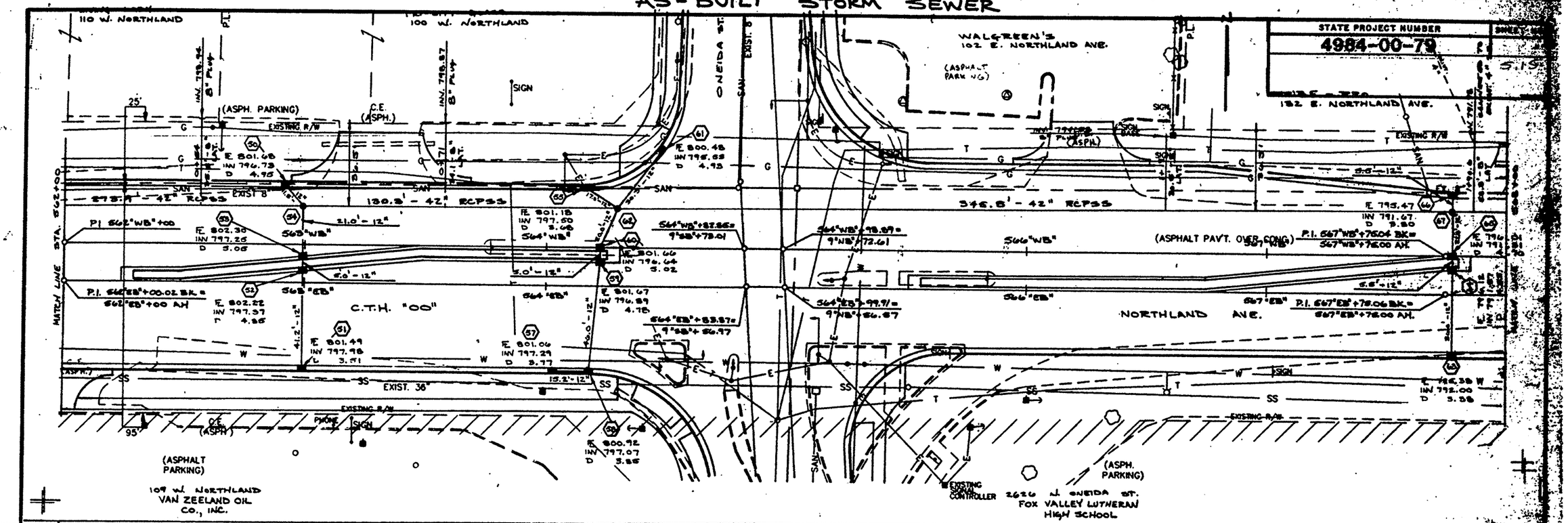
STATE PROJECT NUMBER	SHEET
4984-00-79	5.13



AS-BUILT STORM SEWER

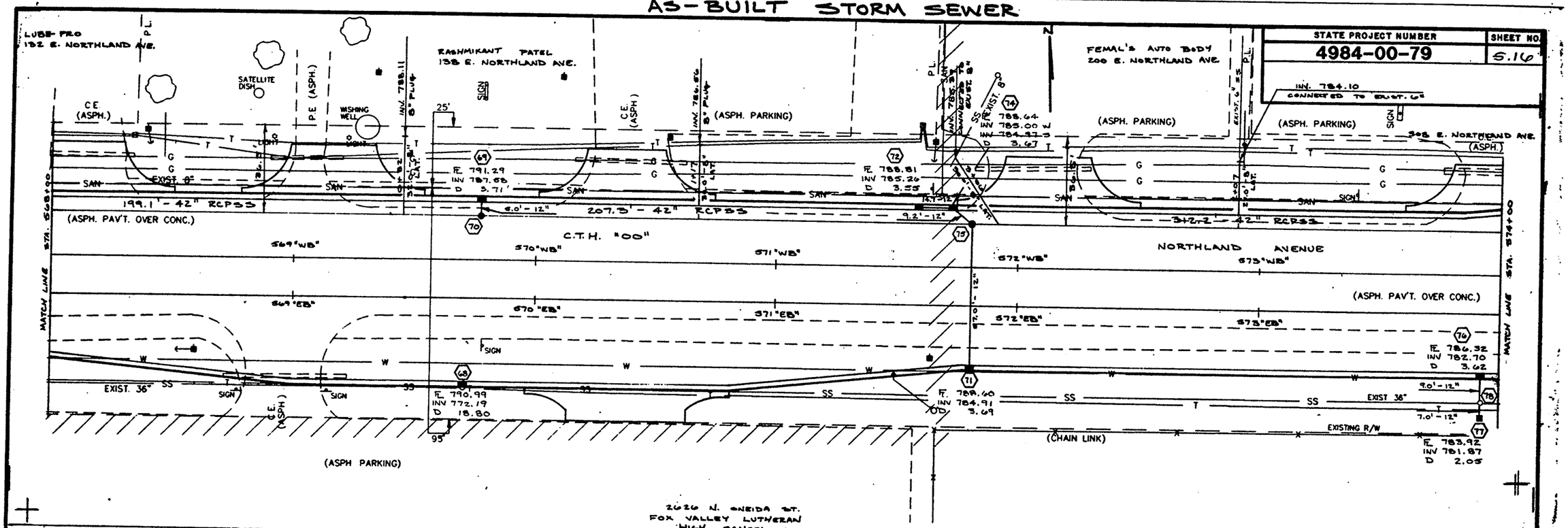


AS-BUILT STORM SEWER



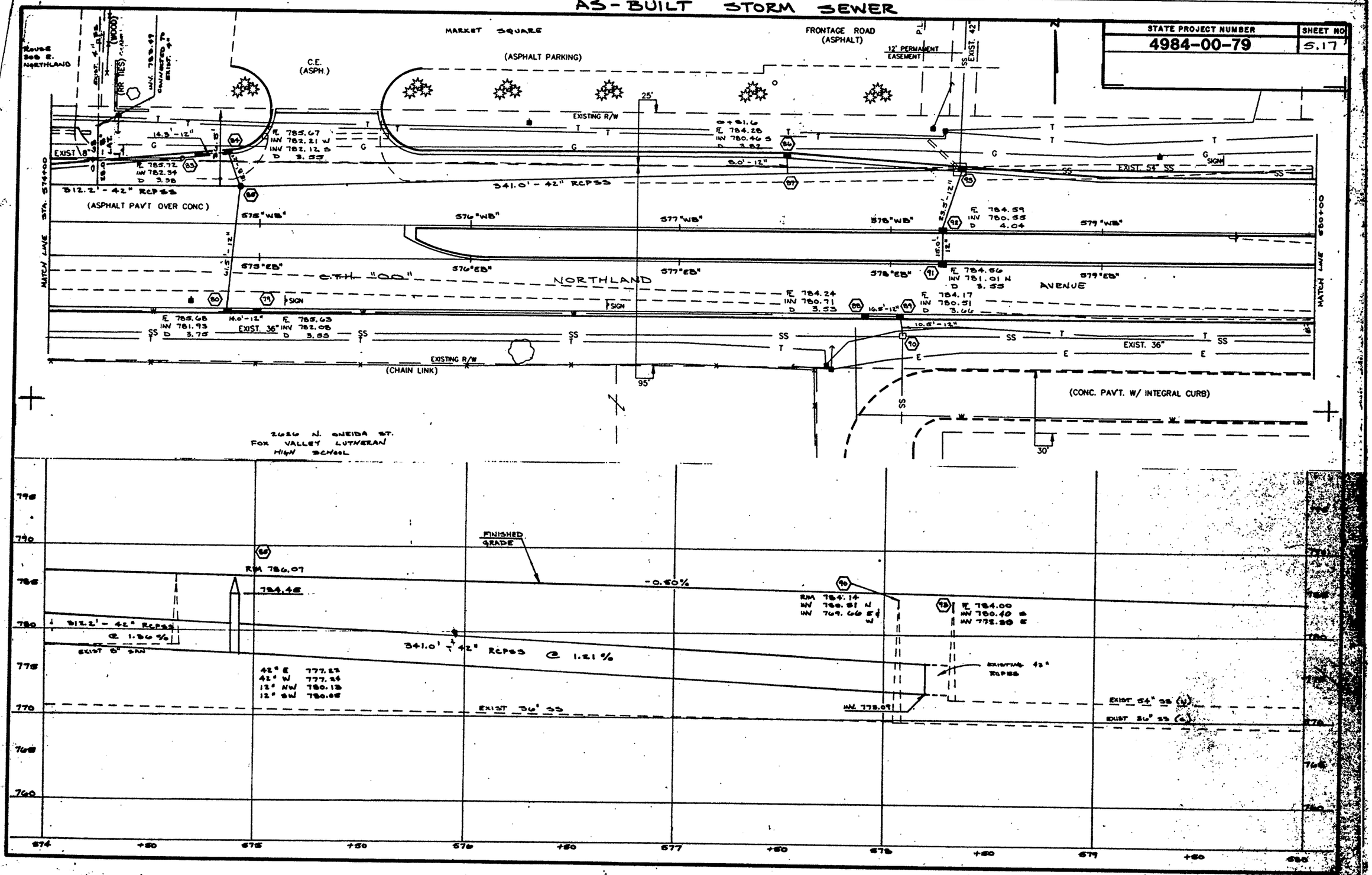
AS-BUILT STORM SEWER

STATE PROJECT NUMBER	SHEET NO.
4984-00-79	5.16



AS-BUILT STORM SEWER

STATE PROJECT NUMBER	SHEET NO
4984-00-79	5.17



AS-BUILT STORM SEWER

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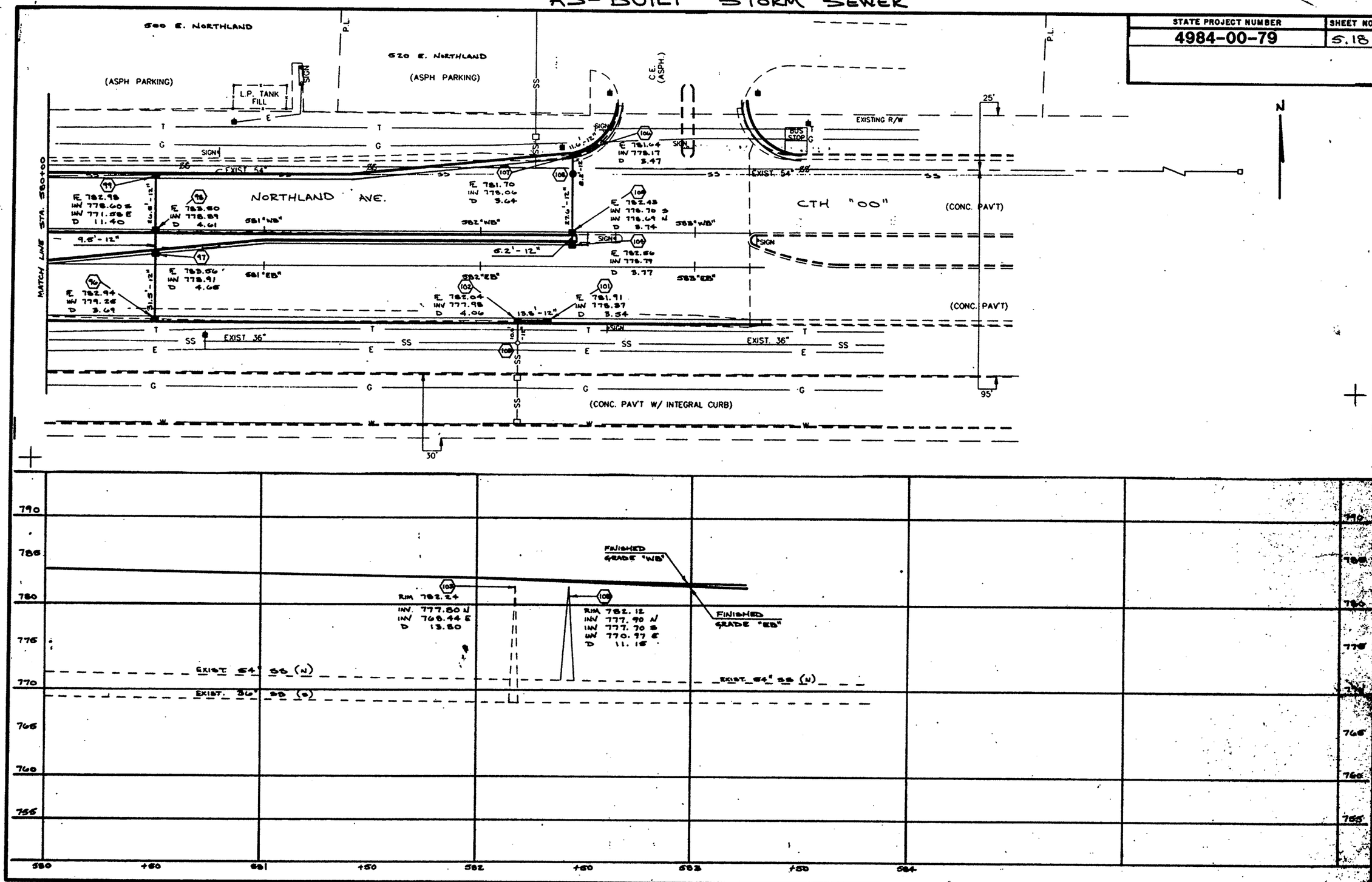
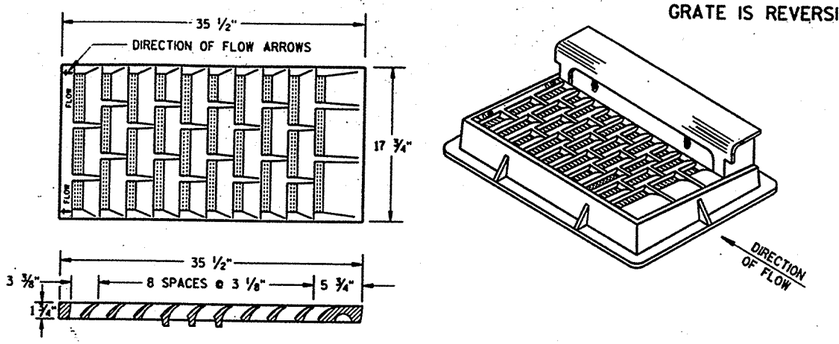
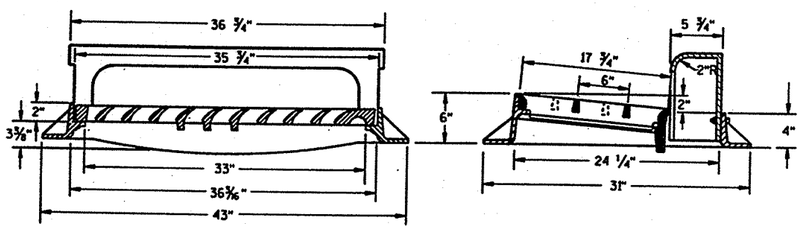
4984-00-79	5.18



NOTE:
GRATE IS REVERSIBLE.



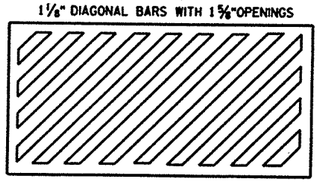
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 450 LBS.)
FRAME..... 205 LBS.
GRATE..... 130 LBS.
CURB BOX..... 115 LBS.

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



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/2" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 170 LBS.)
GRATE..... 170 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

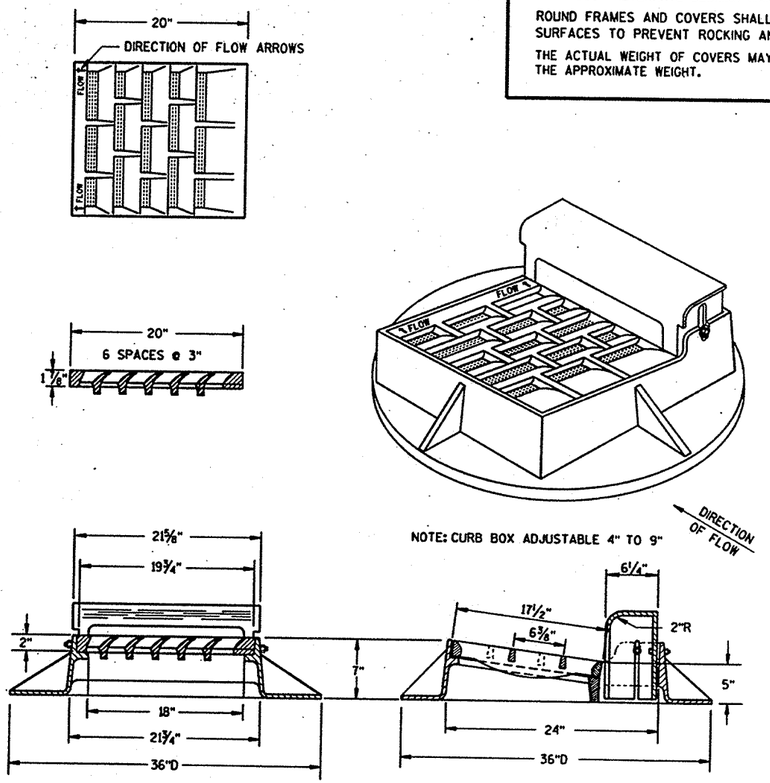
GENERAL NOTES

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

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

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

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



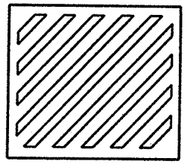
NOTE:
GRATE IS REVERSIBLE.

NOTE: CURB BOX ADJUSTABLE 4" TO 9"

TYPE "A"

(APPROXIMATE WEIGHT 350 LBS.)
FRAME..... 180 LBS.
GRATE..... 85 LBS.
CURB BOX..... 85 LBS.

1" DIAGONAL BARS WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 7/8" X 17" X 1 5/16")
GRATE..... 85 LBS.

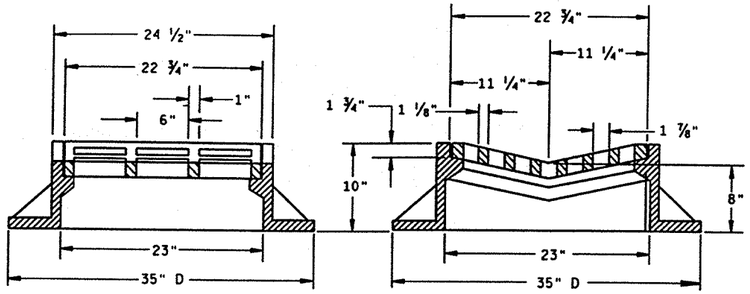
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

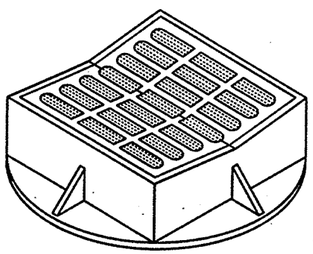
INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 06/11/96 DATE — CHIEF ROADWAY DESIGN ENGINEER
FHWA

S.D.D. 8 A 5-12a

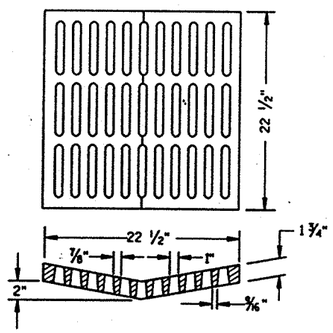




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

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

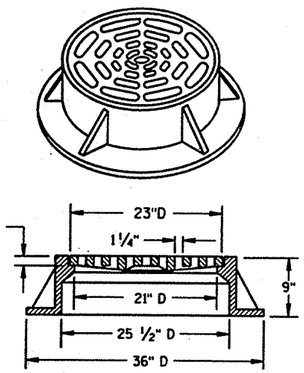


ALTERNATIVE GRATE FOR FOR TYPE "B" COVER

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

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

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

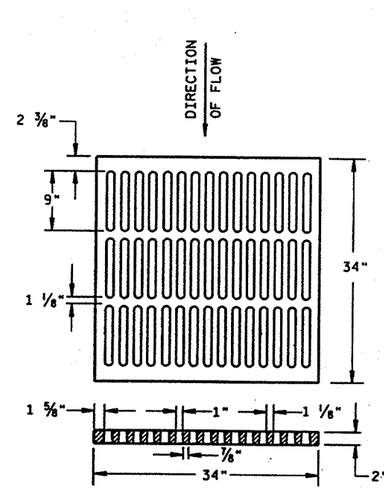
GENERAL NOTES

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

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

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

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

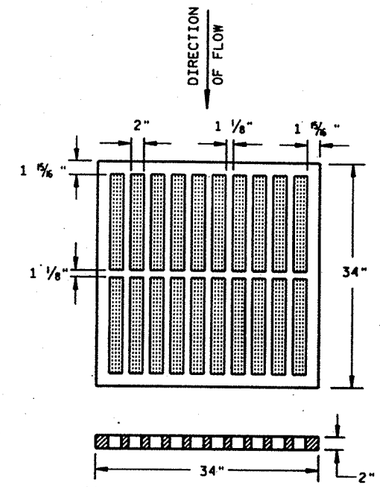


ALTERNATIVE TYPE "MS"

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

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

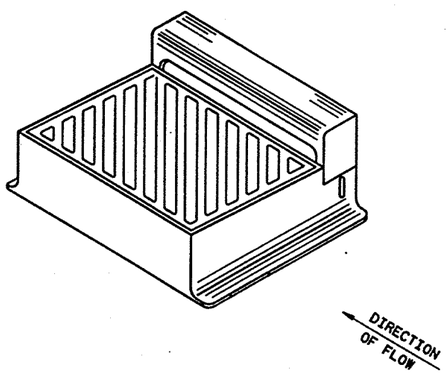


TYPE "MS"

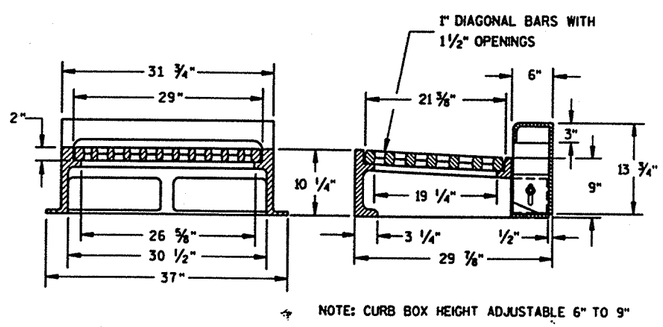
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

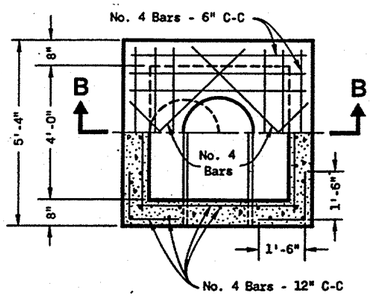
FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

INLET COVERS

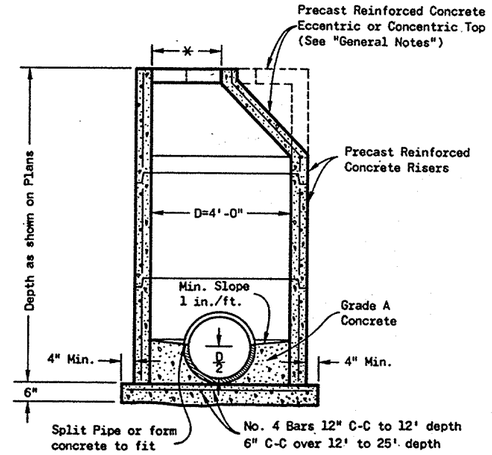
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 06/11/96 — Troy L. Thiesenhusen
DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

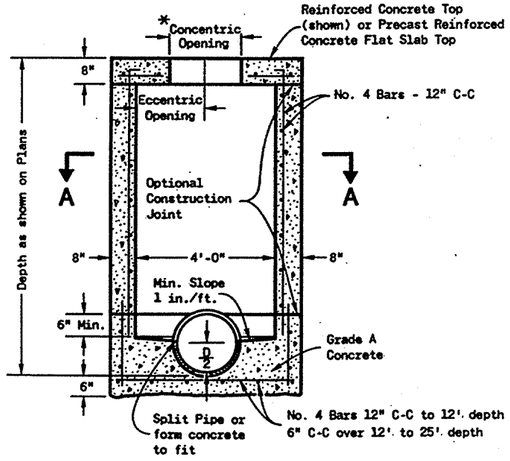
FHWA



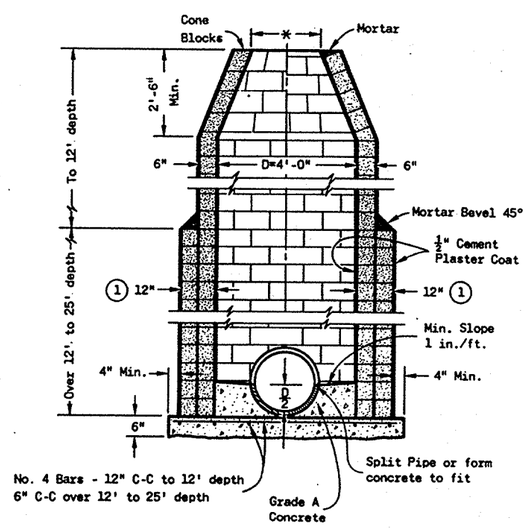
HALF SECTION A–A



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 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements 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 Polyproplene 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.

All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.

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

(1) 2 courses 6" block.

MANHOLES TYPE 1

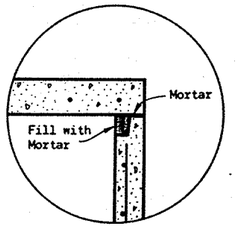
MANHOLES TYPE 1

State of Wisconsin
Department of Transportation

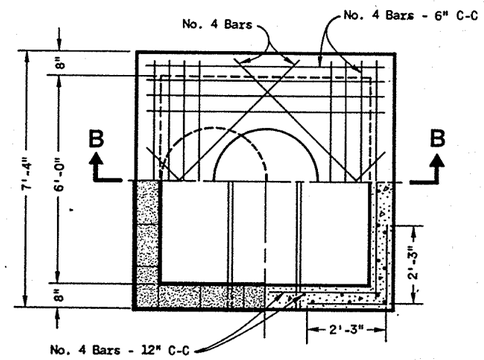
APPROVED 4-13-82
DATE
FHWA

S.D.D. 8 B 6-3

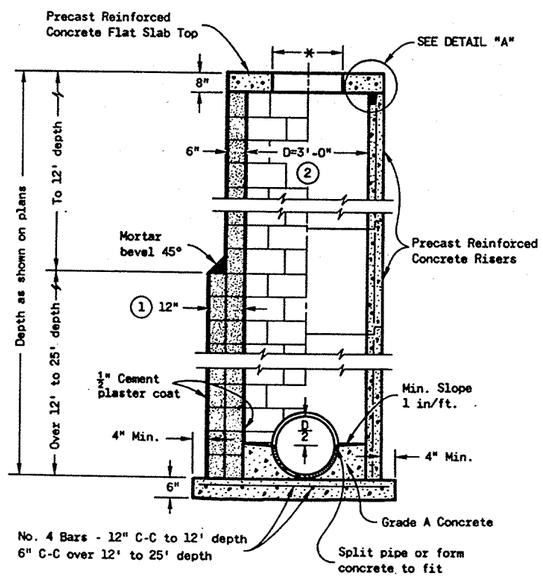
S.D.D. 8 B 6-3



DETAIL "A"



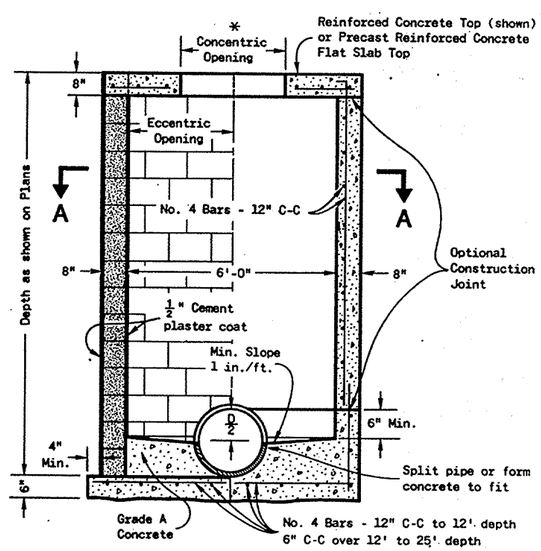
HALF SECTION A–A



CONCRETE BLOCK

2 PRECAST REINFORCED CONCRETE

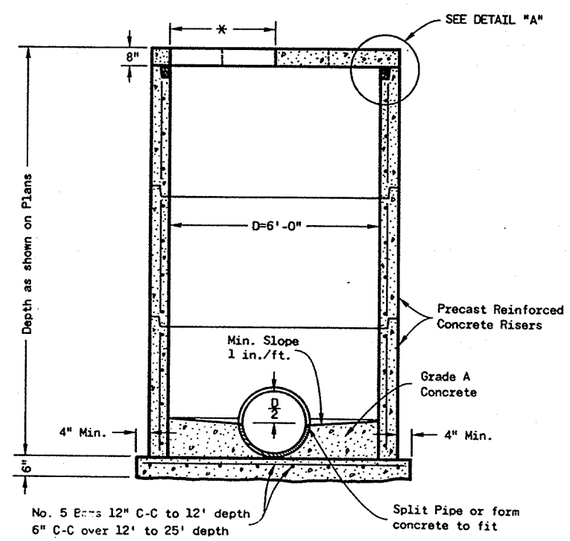
MANHOLES TYPE 2



SECTION B–B

CONCRETE BLOCK

REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 3

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 3-H", etc. The first digit designates the masonry portion of the structure , and the following letter designates the type of cover to be used to comprise the complete unit.

Precast Reinforced Bases shall be placed on a bed of material at least 6" 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.

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 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 are acceptable.

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

Precast Reinforced Concrete Risers shall be placed with tongue down.

All precast inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

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

1 2 courses 6" block.

2 When connecting pipes are 24" or larger the Precast Manholes may be increased to 42" diameter.

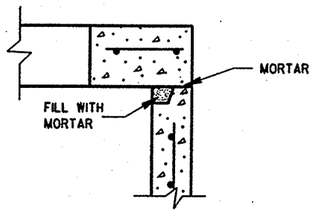
MANHOLES TYPE 2 & 3

State of Wisconsin
Department of Transportation

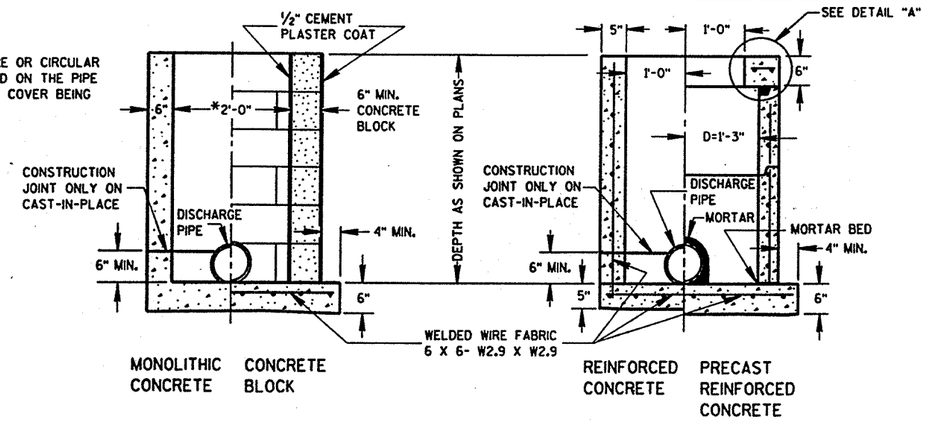
APPROVED 4-13-82
DATE
FHWA

S.D.D. 8 B 7-3

S.D.D. 8 B 7-3



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

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

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

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

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

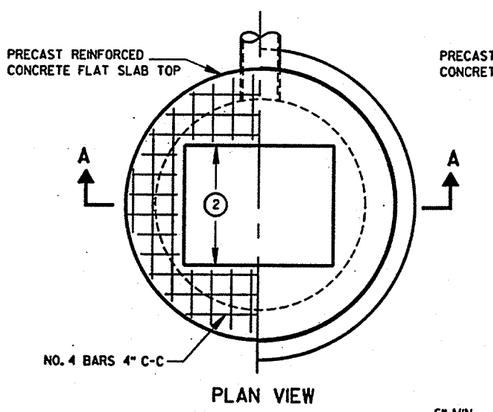
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

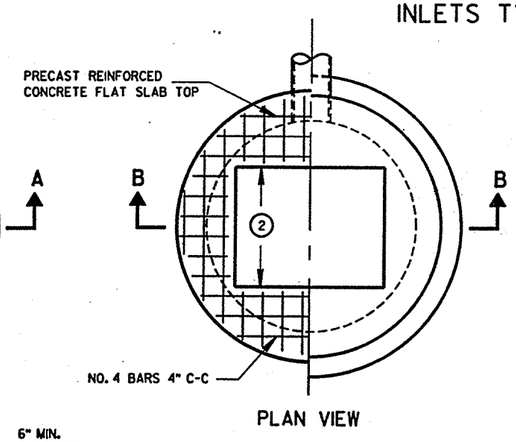
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

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

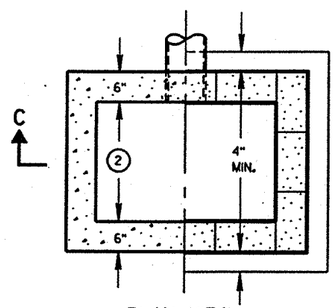
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



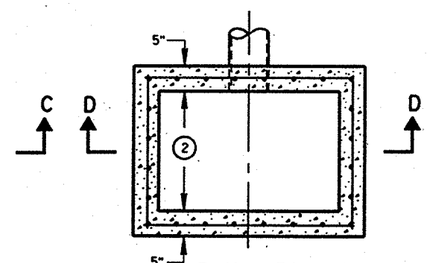
PLAN VIEW



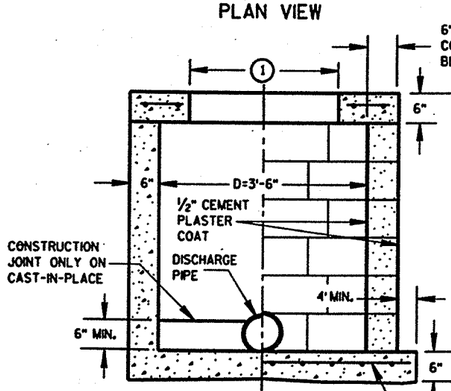
PLAN VIEW



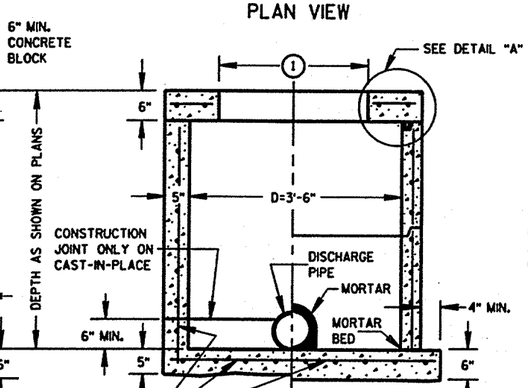
PLAN VIEW



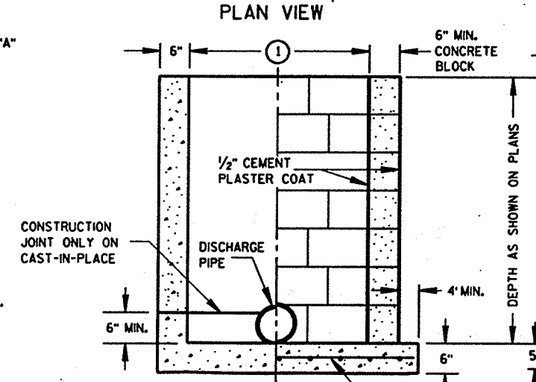
PLAN VIEW



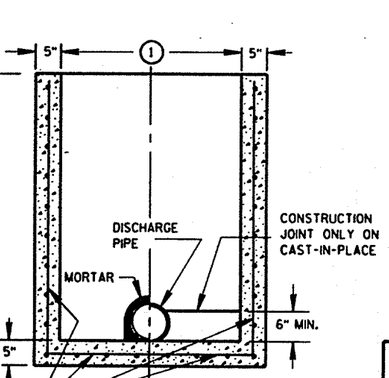
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

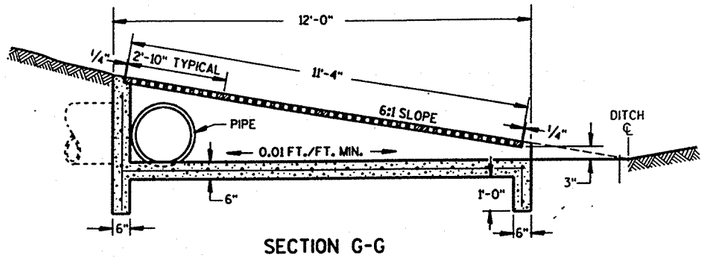
INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

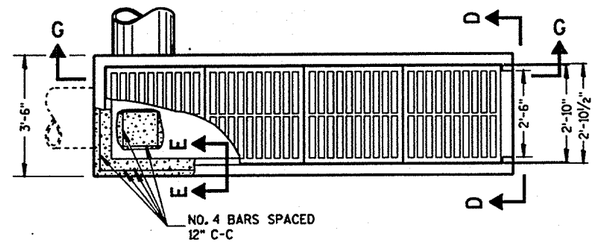
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6/22/94 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 C 1-5

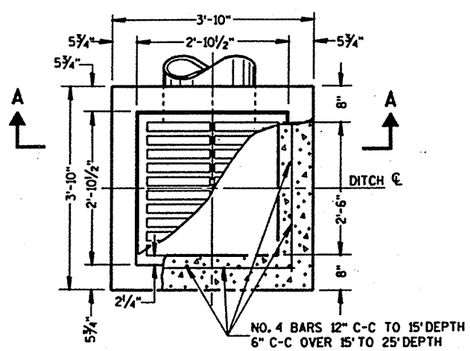


SECTION G-G

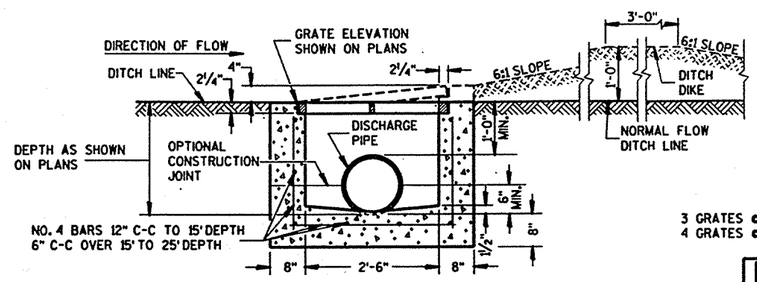


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

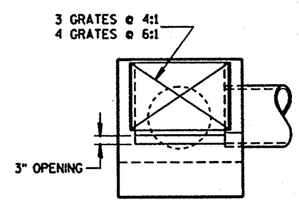


PLAN VIEW

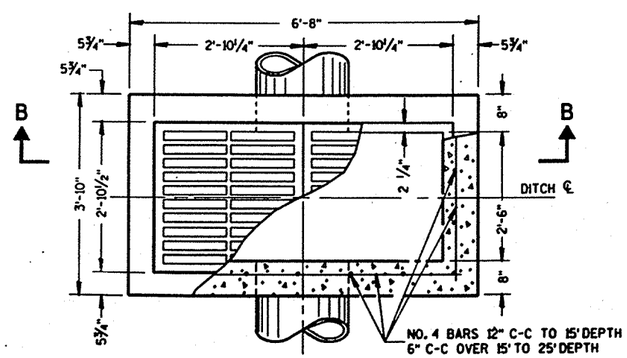


SECTION A-A

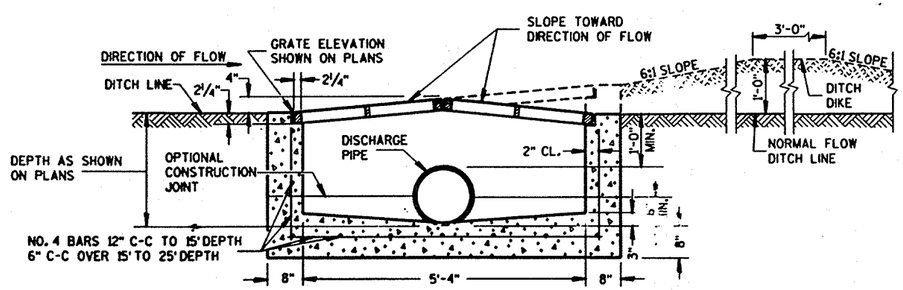
REINFORCED CONCRETE INLET TYPE 8



SECTION D-D



PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9

GENERAL NOTES

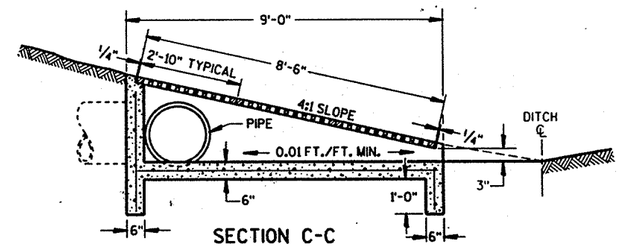
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

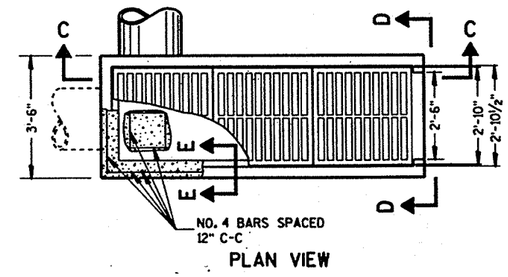
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE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

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

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

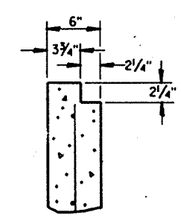


SECTION C-C



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



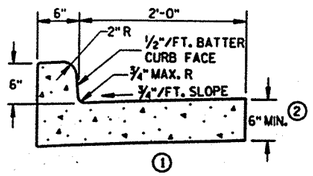
SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

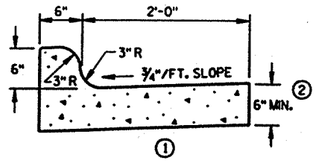
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/10/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

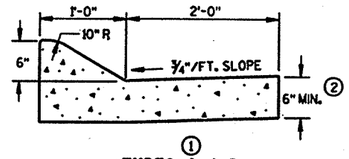
S.D.D. 8 C 5-2



① TYPES A & D

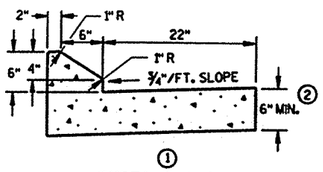


① TYPES K & L

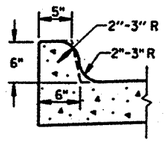


① TYPES A & D

CONCRETE CURB & GUTTER 36"

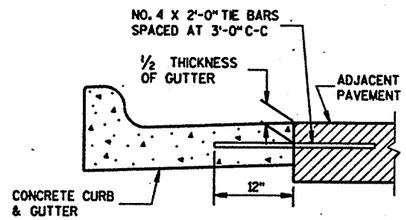


① TYPES G & J



OPTIONAL CURB SHAPE
① FOR TYPES K & L

CONCRETE CURB & GUTTER 30"



① TYPICAL TIE BAR LOCATION

GENERAL NOTES

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

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

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

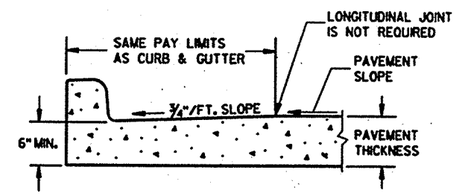
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

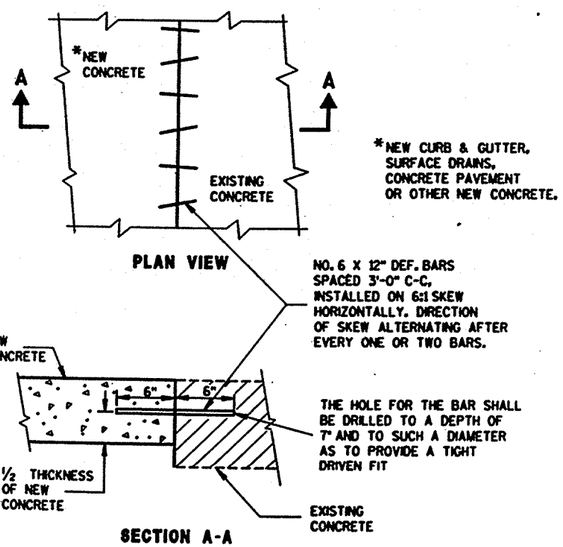
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

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

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



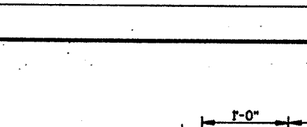
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



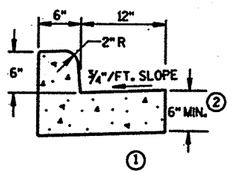
PLAN VIEW

SECTION A-A

PAVEMENT TIES

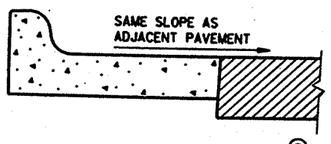


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

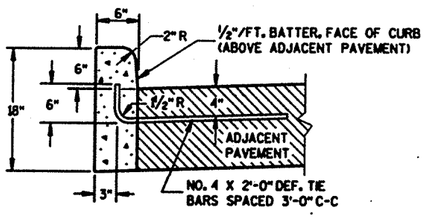


① TYPES A & D

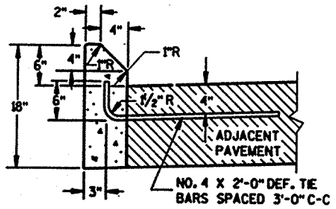
CONCRETE CURB & GUTTER 18"



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



① TYPES A & D

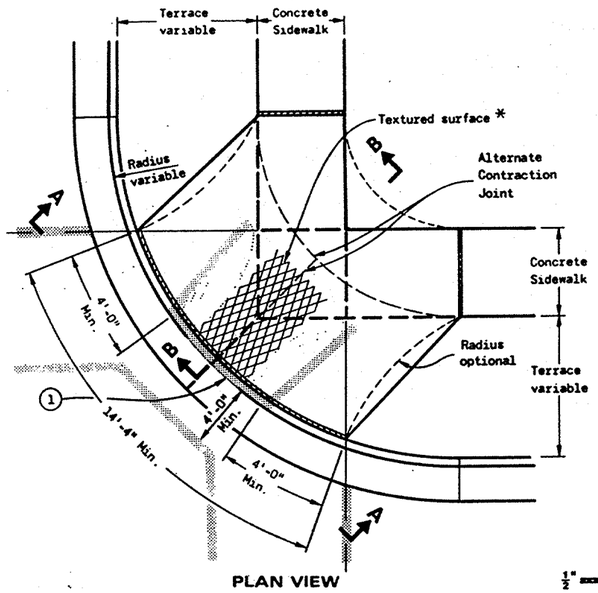


① TYPES G & J

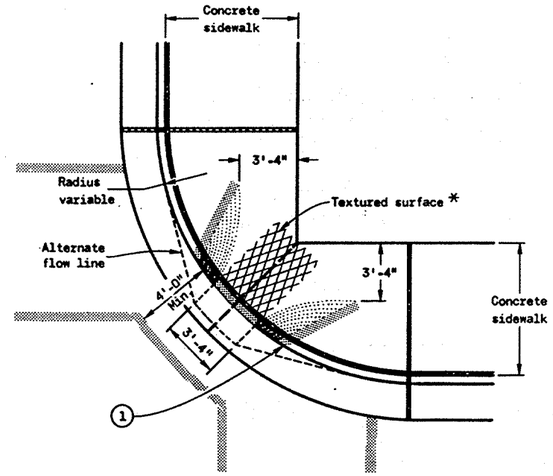
CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10/22/96 DATE — Roy L. Thompson CHIEF ROADWAY DEVELOPMENT ENGINEER — FHWA

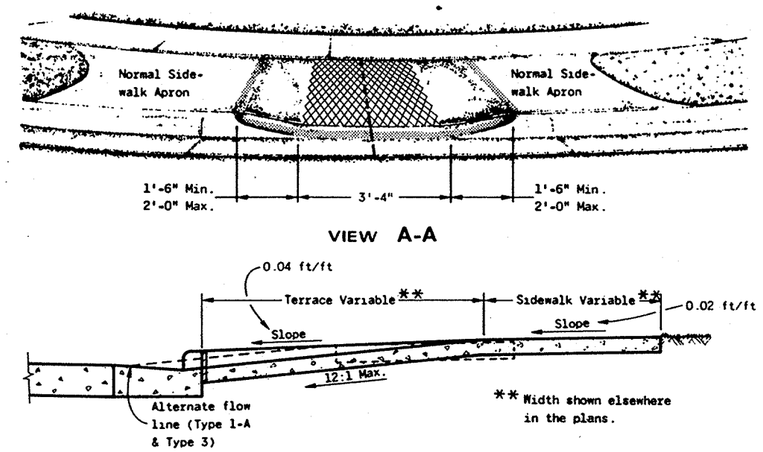
S.D.D. 8 D 1-12



PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



SECTION B-B

$\frac{1}{2}$" 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.

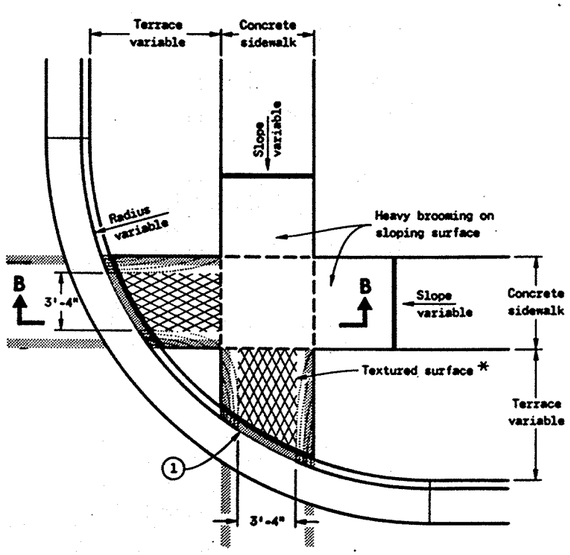
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp

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

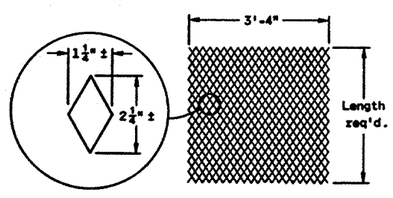
Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{3}{8}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{4}$ inches in width by $2\frac{1}{4}$ inches in length, with the length being parallel 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

(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 municapality or the department will apply this striping unless otherwise specified in the contract.

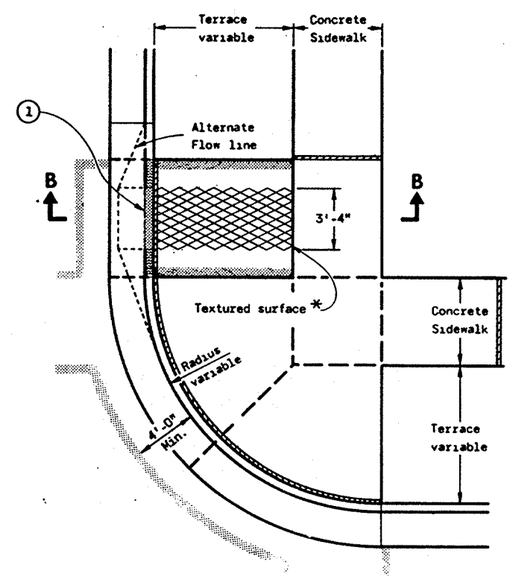
If a municapality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN *

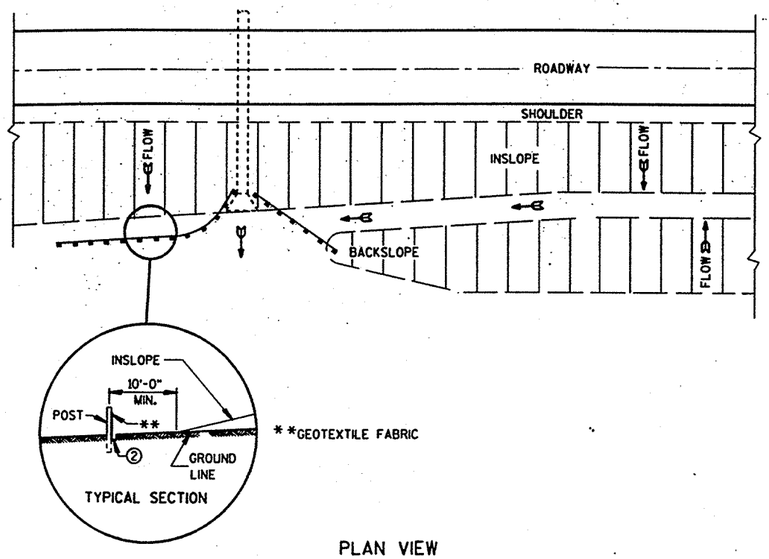


PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS

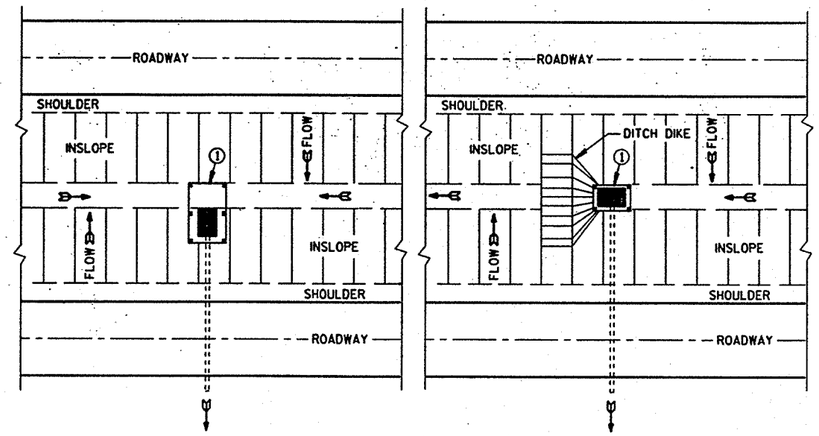
State of Wisconsin
Department of Transportation

APPROVED 10-23-84
DATE
CHIEF DESIGN ENGINEER
FHWA



PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

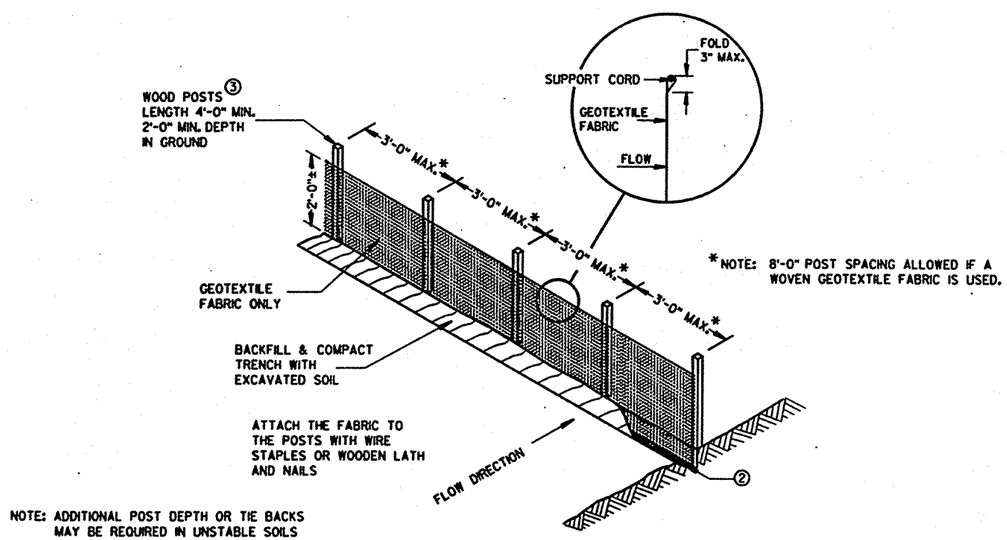
GENERAL NOTES

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

① HORIZONTAL BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

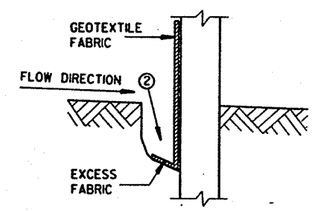
② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.

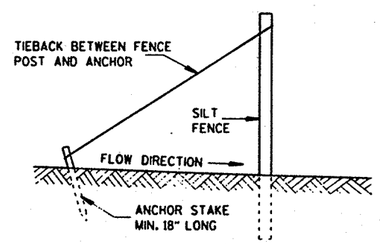


NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE
(NON-REINFORCED)



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/29/94 Roy E. Thunemann
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 E 9-4

METAL APRON ENDWALLS

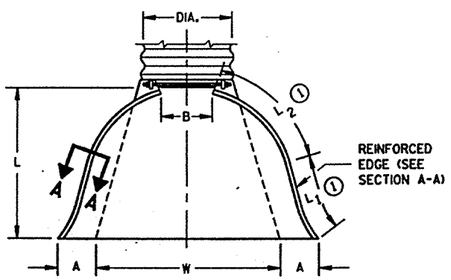
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1½")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17½	24	2½ to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21¾	30	2½ to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28¼	36	2½ to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29⅝	42	2½ to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37¼	48	2½ to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52¼	60	2½ to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59¾	72	2½ to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75⅝	84	2½ to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2¼ to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85½	102	2¼ to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1½ to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1½ to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1½ to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1½ to 1	3 Pc.

× EXCEPT CENTER PANEL
SEE GENERAL NOTES

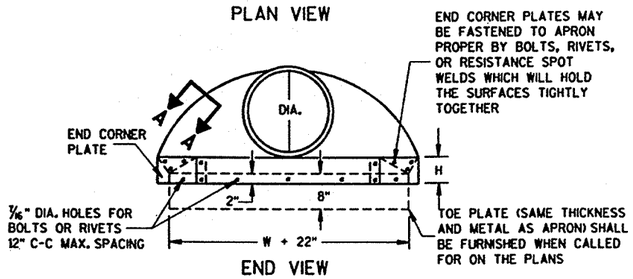
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48⅛	72⅞	24	2	3 to 1
15	2¼	6	27	46	73	30	2¼	3 to 1
18	2½	9	27	46	73	36	2½	3 to 1
21	2¾	9	36	37½	73½	42	2¾	3 to 1
24	3	9½	43½	30	73½	48	3	3 to 1
27	3¼	10½	49½	24	73½	54	3¼	3 to 1
30	3½	12	54	19¾	73½	60	3½	3 to 1
36	4	15	63	34¾	97¾	72	4	3 to 1
42	4½	21	63	35	98	78	4½	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5½	27	65	* 33¼-35 **	* 98¼- ** 100	90	5½	2⅖ to 1
60	6	* 30-35 **	60	39	99	96	5	2 to 1
66	6½	* 24-30 **	* 72-78 **	* 21-27 **	99	102	5½	2 to 1
72	7	* 24-36 **	78	21	99	108	6	2 to 1
78	7½	* 24-36 **	78	21	99	114	6½	2 to 1
84	8	36	90½	21	111½	120	6½	1½ to 1
90	8½	41	87½	24	111½	132	6½	1½ to 1

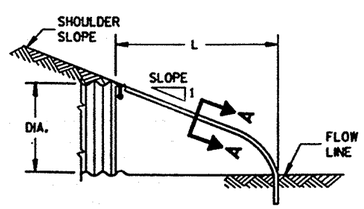
*MINIMUM
**MAXIMUM



PLAN VIEW

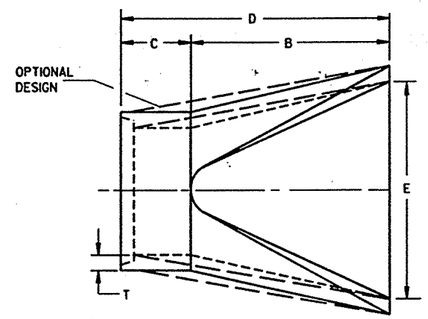


END VIEW

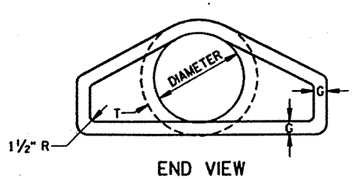


SIDE ELEVATION

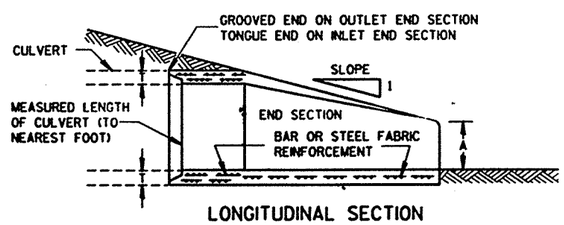
METAL ENDWALLS



PLAN

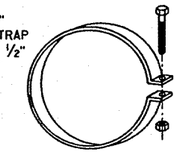


END VIEW



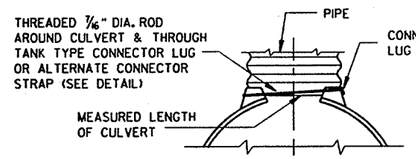
LONGITUDINAL SECTION

CONCRETE ENDWALLS

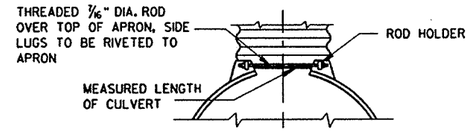


ALTERNATE FOR TYPE 1 CONNECTION

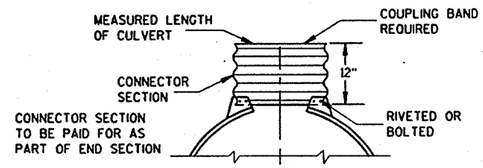
END SECTION CONNECTOR STRAP



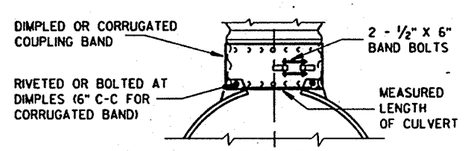
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

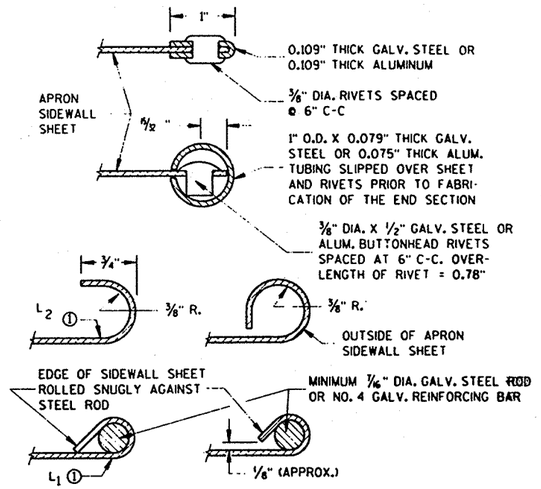
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

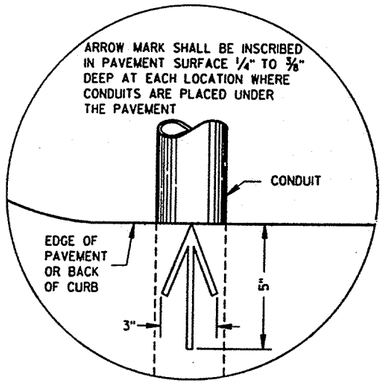
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

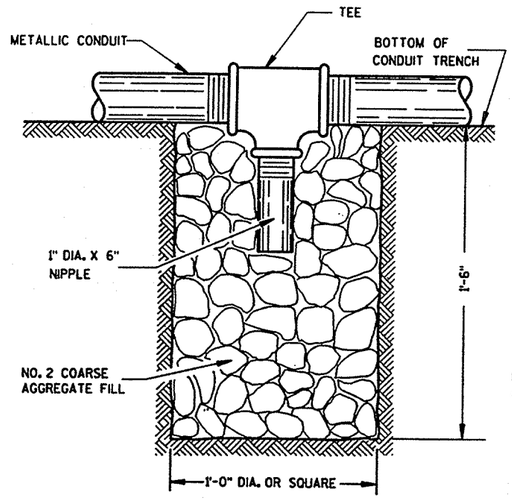
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 1-11

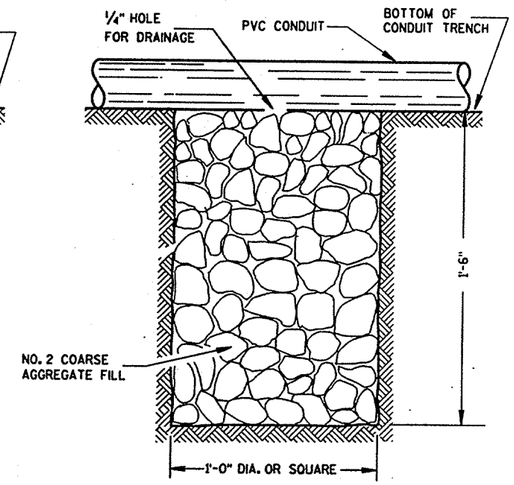


PLAN VIEW
ARROW MARK



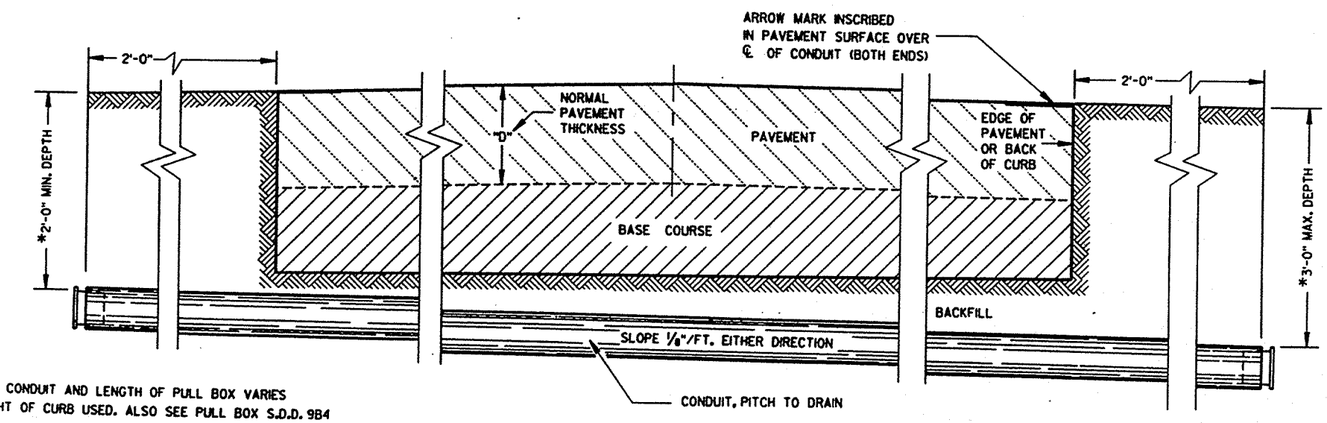
NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

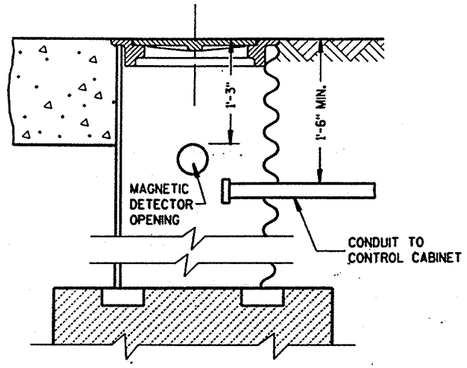
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.

CONDUIT

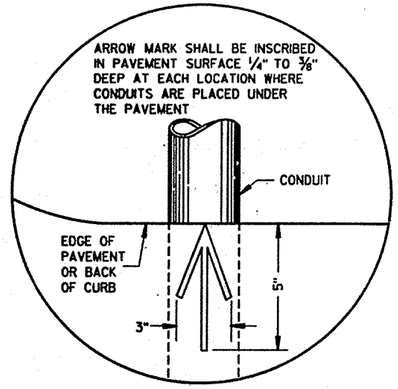
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/66 DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 2-6



DETECTOR INSTALLATION AT PULL BOX



PLAN VIEW
ARROW MARK

GENERAL NOTES

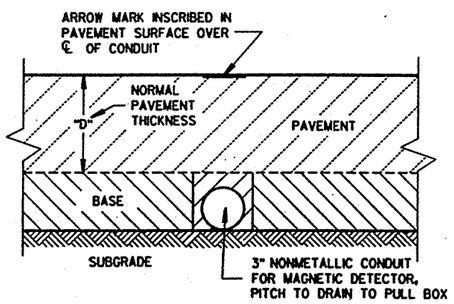
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ONLY NONMETALLIC CONDUIT SHALL BE FURNISHED AND SHALL BE PLACED AS SHOWN.

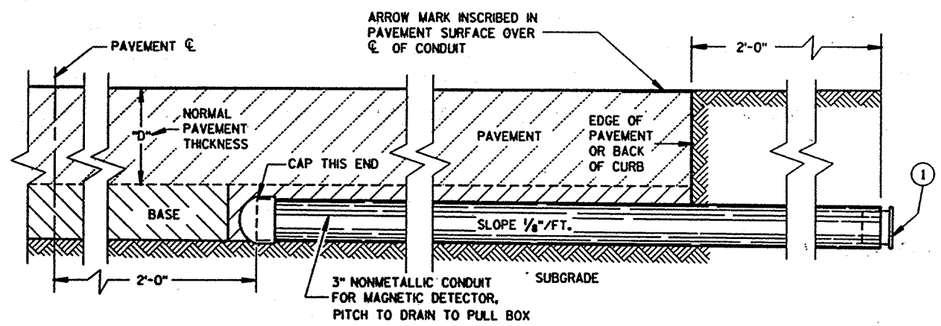
(1) PRIOR TO BACKFILLING, THE CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN REINSTALLED TO ASSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

PRIOR TO INSTALLATION OF A MAGNETIC DETECTOR, THE PLUG OR CAP SHALL BE REMOVED AND AN END BELL (U.L. LISTED FOR ELECTRICAL USE) INSTALLED.

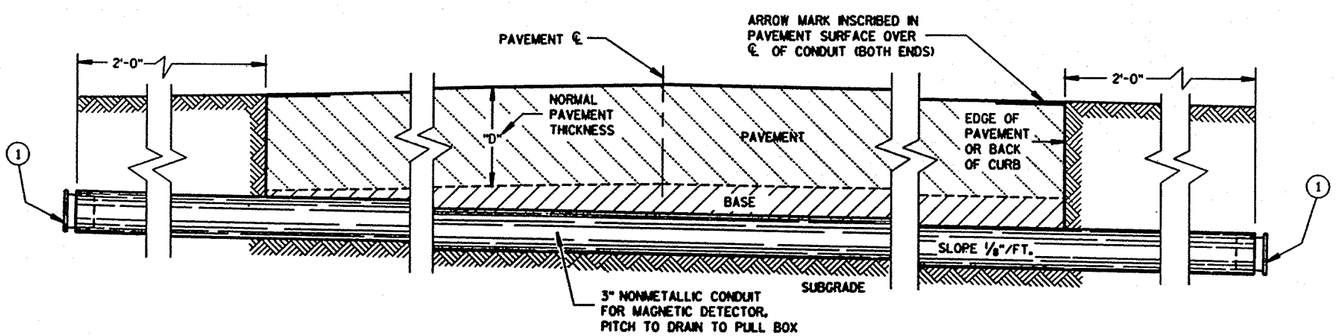
THE STANDARD DETAIL DRAWING "CONDUIT", 9B2 SHALL APPLY TO THIS DRAWING.



END ELEVATION
MAGNETIC DETECTOR CONDUIT



SIDE ELEVATION
MAGNETIC DETECTOR CONDUIT FOR UNDIVIDED HIGHWAYS



SIDE ELEVATION
MAGNETIC DETECTOR CONDUIT FOR DIVIDED HIGHWAYS

CONDUIT FOR MAGNETIC DETECTOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 3-2

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	12
PIPE LENGTH **	B	30	36	30	36	36	24
WALL THICKNESS	C	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	10 1/4
FRAME	E	14 1/2	14 1/2	20 1/2	20 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	8 1/2
FRAME	G	11 1/2	11 1/2	17 1/2	17 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *							
FRAME AND COVER		60	60	110	110	155	60

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

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

GENERAL NOTES

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

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

POLYETHYLENE PULL BOXES SHALL NOT BE INSTALLED IN CONCRETE OR ASPHALTIC PAVEMENT. PULL BOXES LOCATED IN THE ROADWAY SHALL HAVE LOCKING COVERS.

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

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

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

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

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

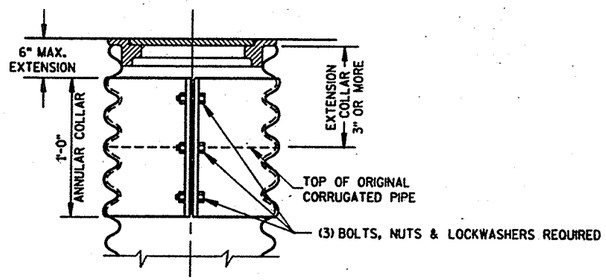
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

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

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

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

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



CORRUGATED PIPE EXTENDER

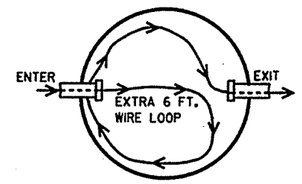
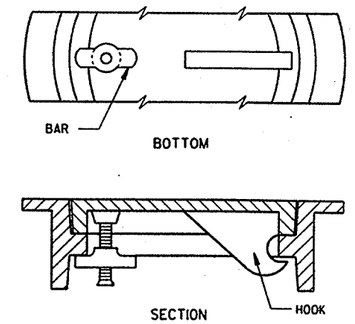
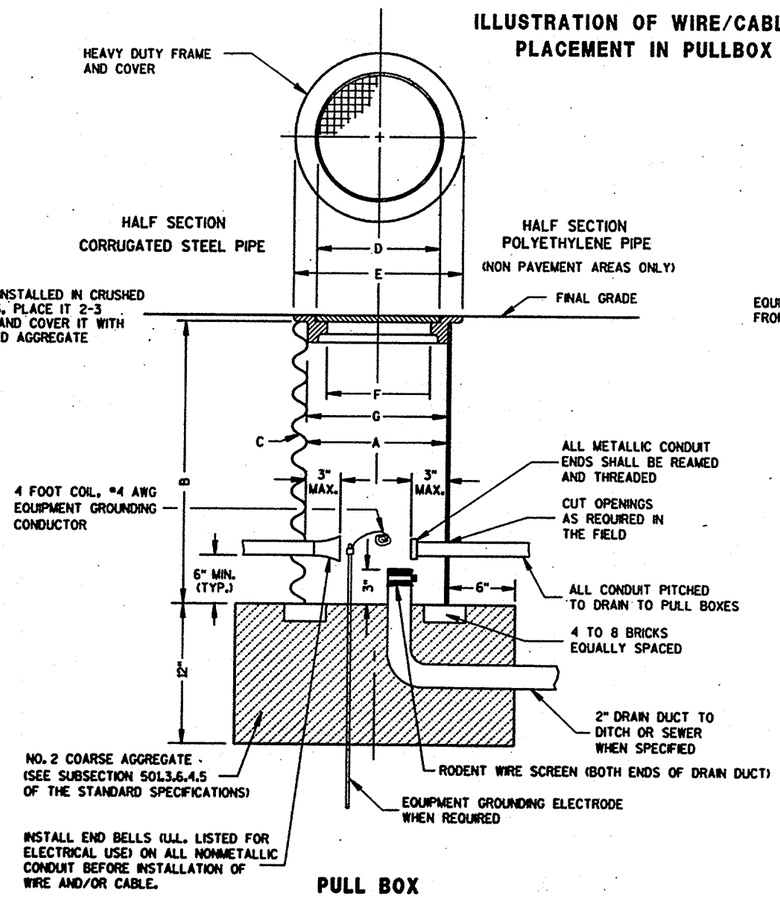


ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX

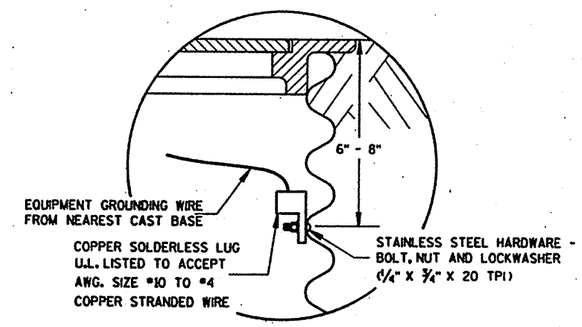


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



PULL BOX



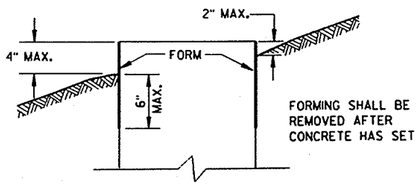
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/86 DATE
FHWA
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 B 4-2



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

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

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.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

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. 4 AWG. STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR 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 EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(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 RODS.

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

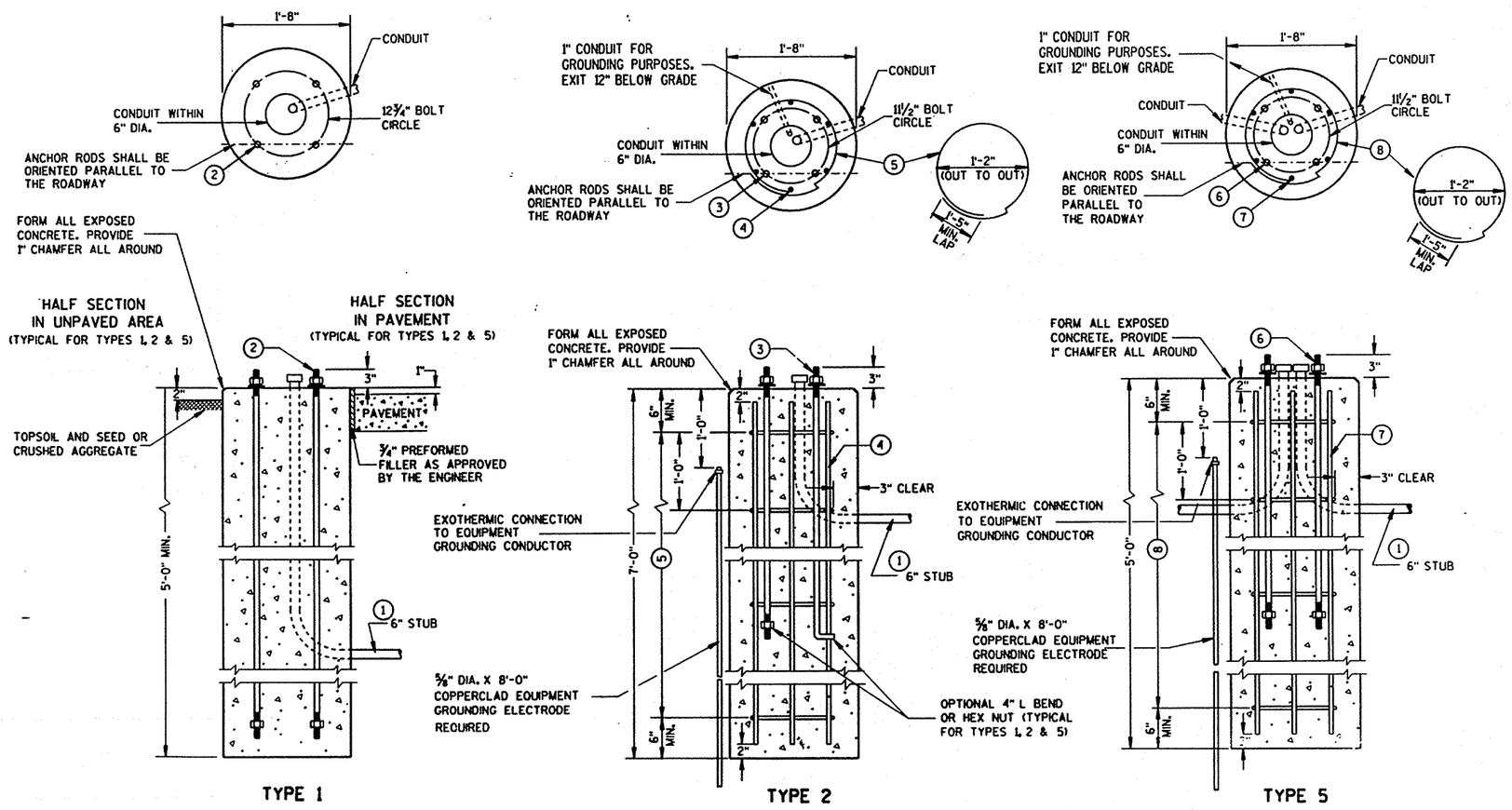
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

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

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

(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

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
FHWA
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 2-2

S.D.D. 9 C 2-2

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 SHALL 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 MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND 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.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

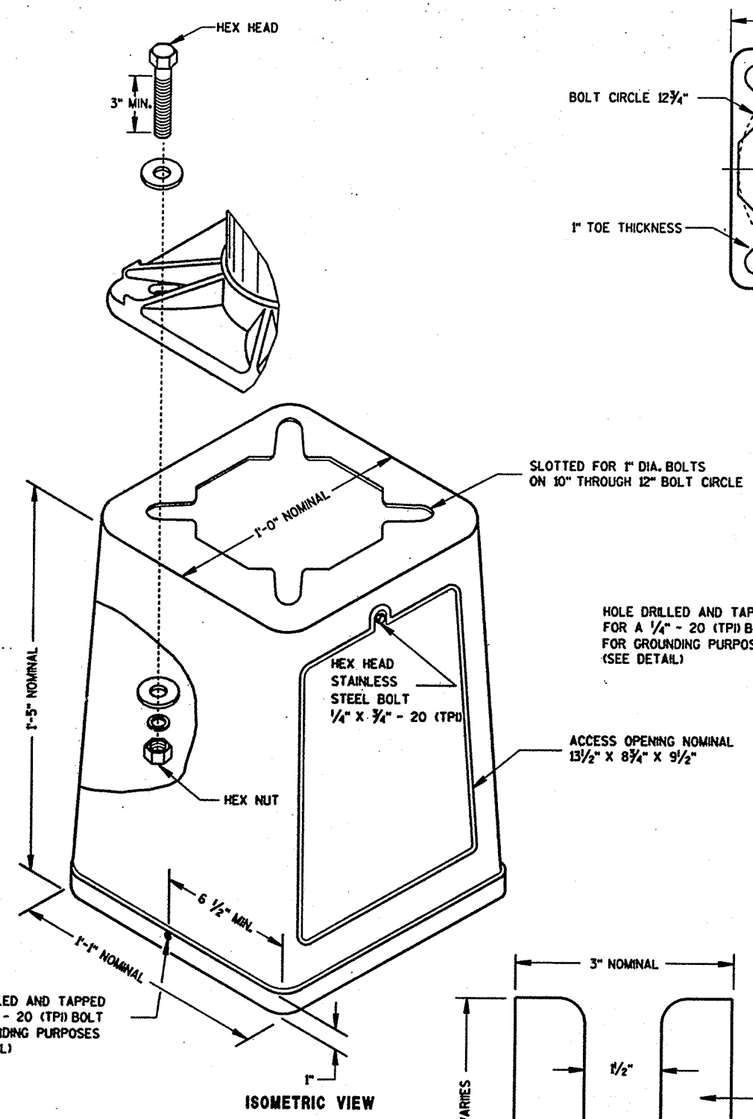
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

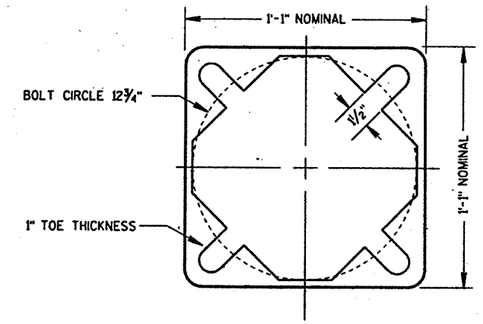
PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

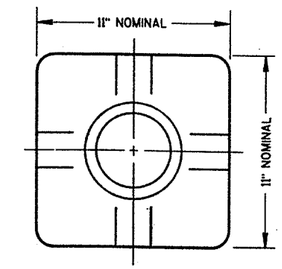
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



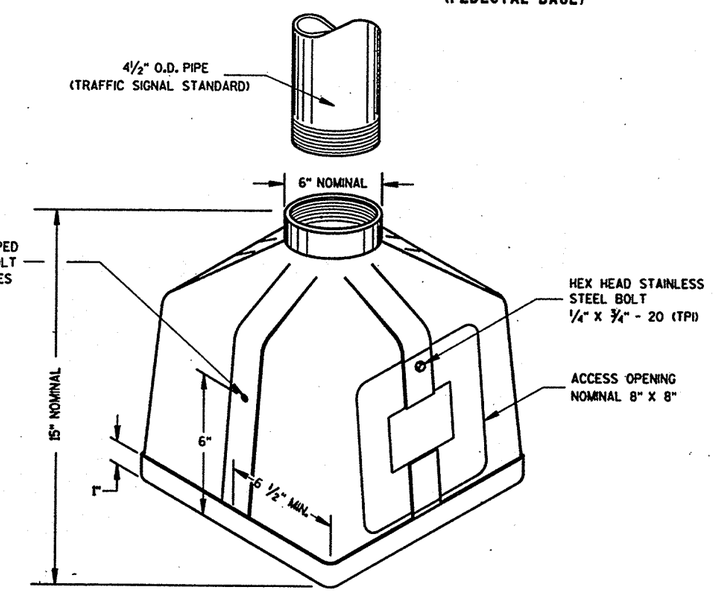
ISOMETRIC VIEW



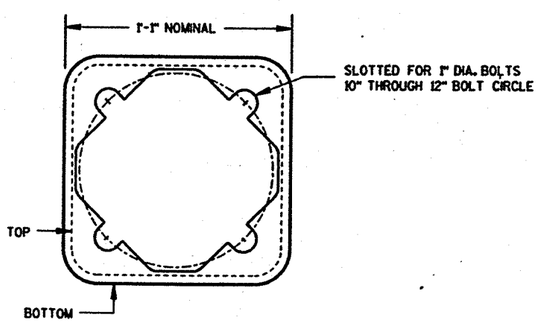
BOTTOM VIEW
(PEDESTAL BASE)



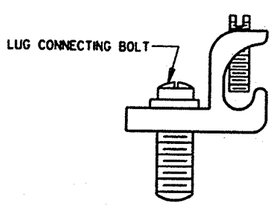
TOP VIEW
(PEDESTAL BASE)



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

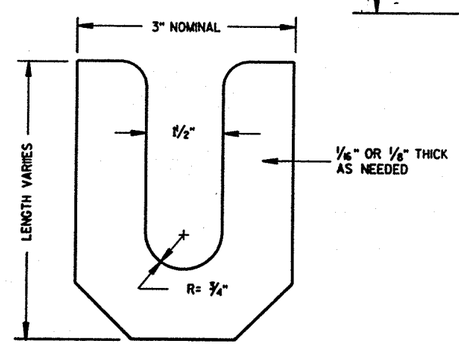


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

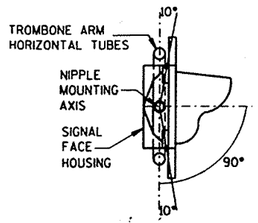
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE — STATE ELECTRICAL ENGINEER FOR HIGHWAYS

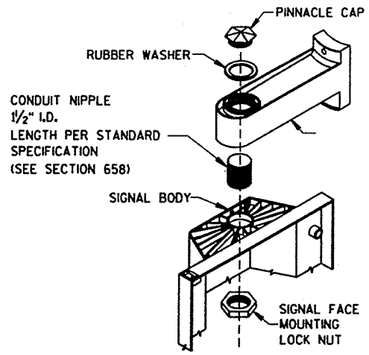
FHWA

S.D.D. 9 C 3-2



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

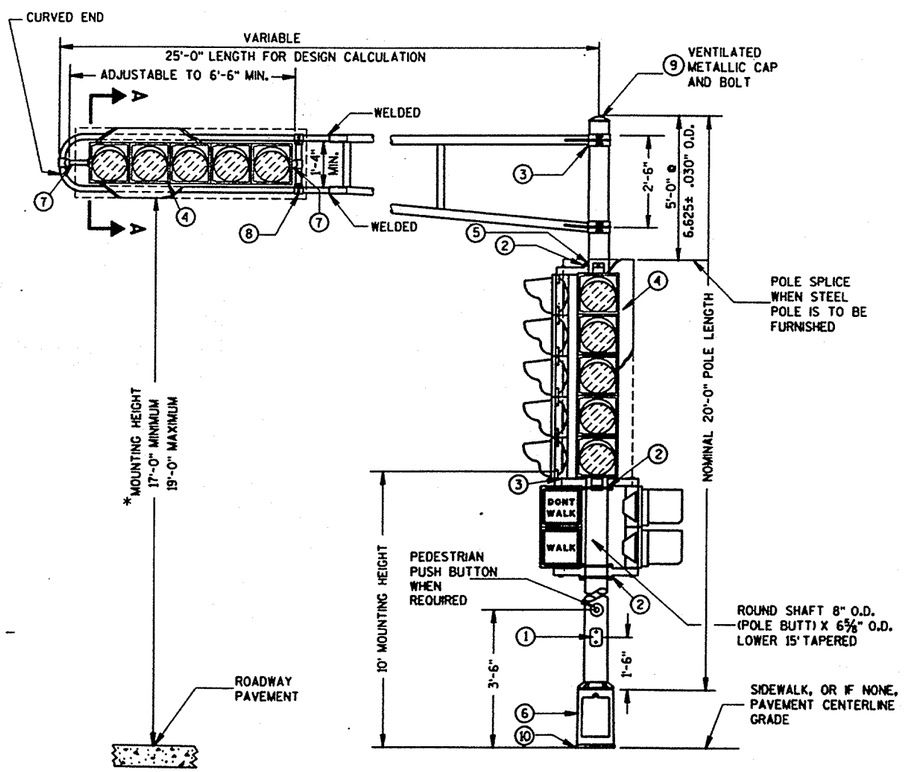
SECTION 657. POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

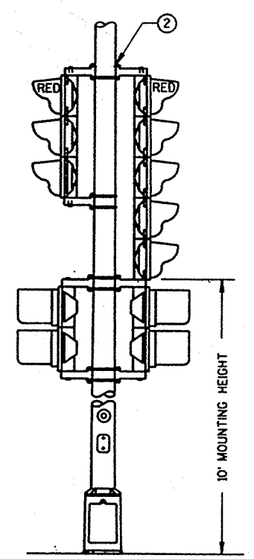
TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

1. 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
4. BACKBOARDS ARE REQUIRED AT ALL TIMES ON TROMBONE MAST ARM MOUNTED SIGNAL FACES. VERTICAL MOUNTED SIGNAL FACES WITH BACKBOARDS REQUIRED ARE LOCATED AS SHOWN ON THE PLANS. BACKBOARDS ARE REQUIRED TO SURROUND SIGNAL FACES. BACKBOARDS SHALL EXTEND 5" BEYOND EXTREMITIES OF THE SIGNAL FACE.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG-20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

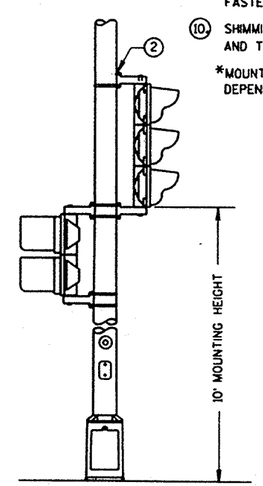
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES

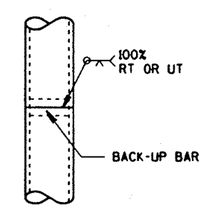


TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

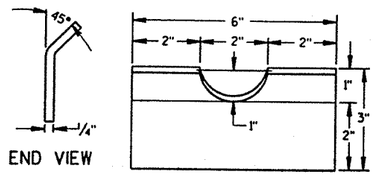


POLE SPLICE DETAIL

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

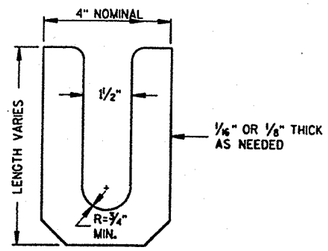
S.D.D. 9 E 1-2a



FRONT VIEW

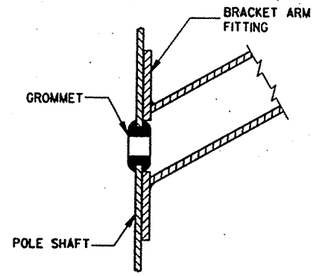
RECTANGULAR CLAMP SHIM

(4 TO A SET)

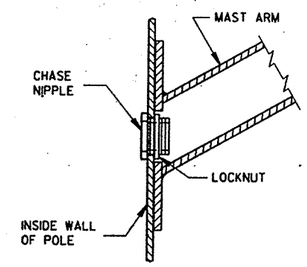


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

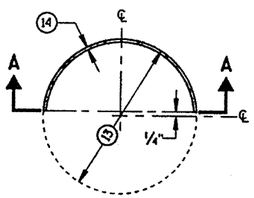
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

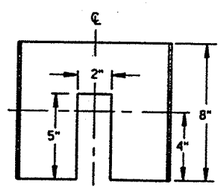
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(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 BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



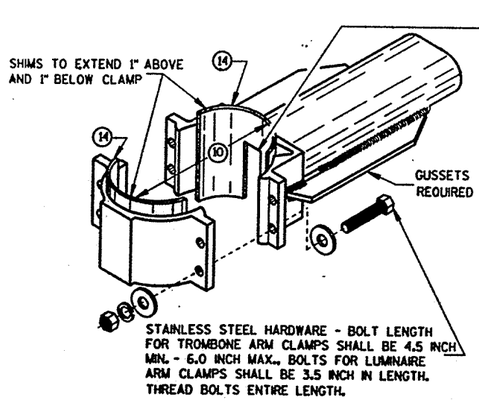
PLAN VIEW



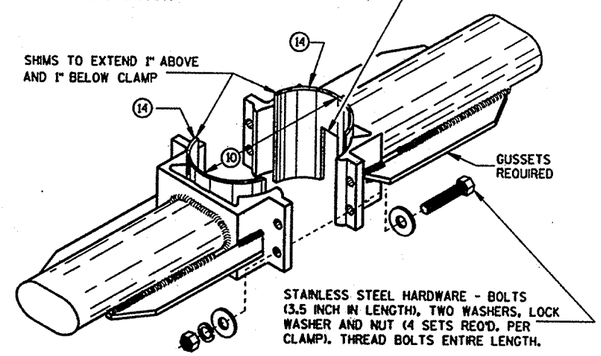
SECTION A-A

CIRCULAR CLAMP SHIM

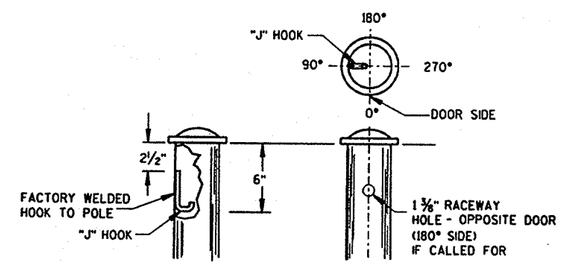
(2 TO A SET)



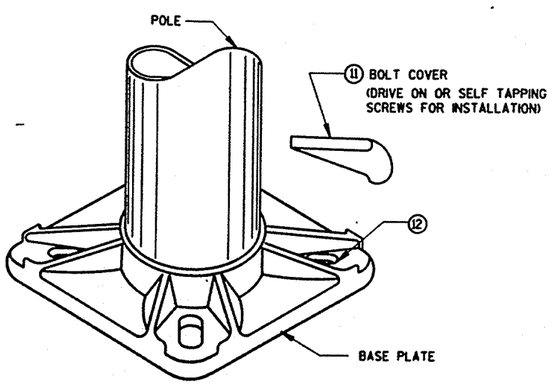
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



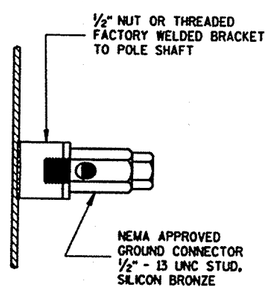
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

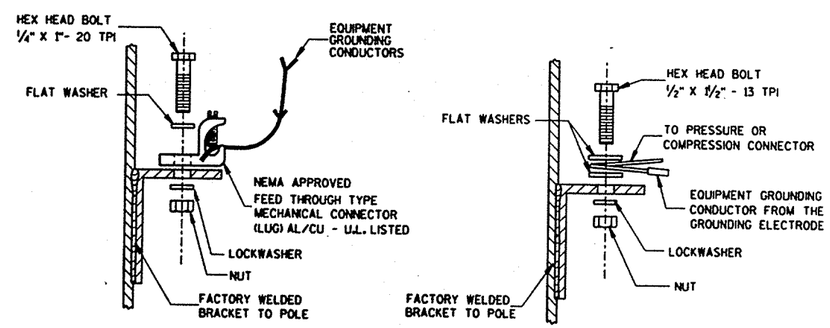


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

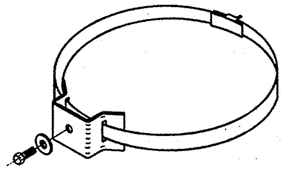
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
FHWA

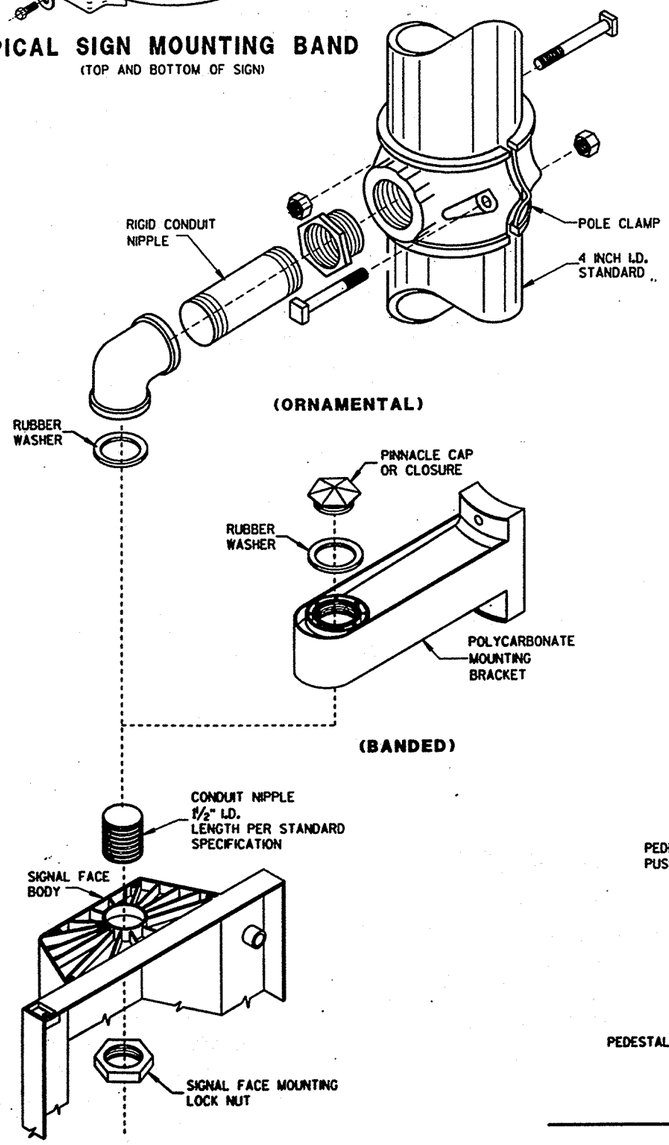
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 E 1-2f



TYPICAL SIGN MOUNTING BAND

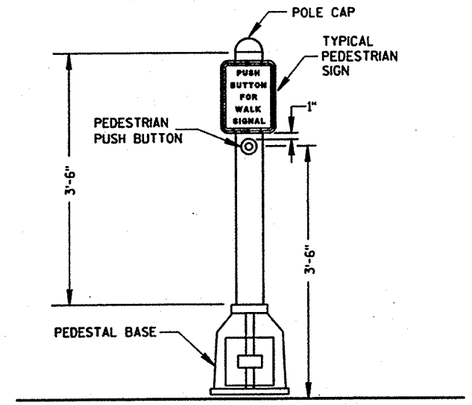
(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)

(BANDED)

SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

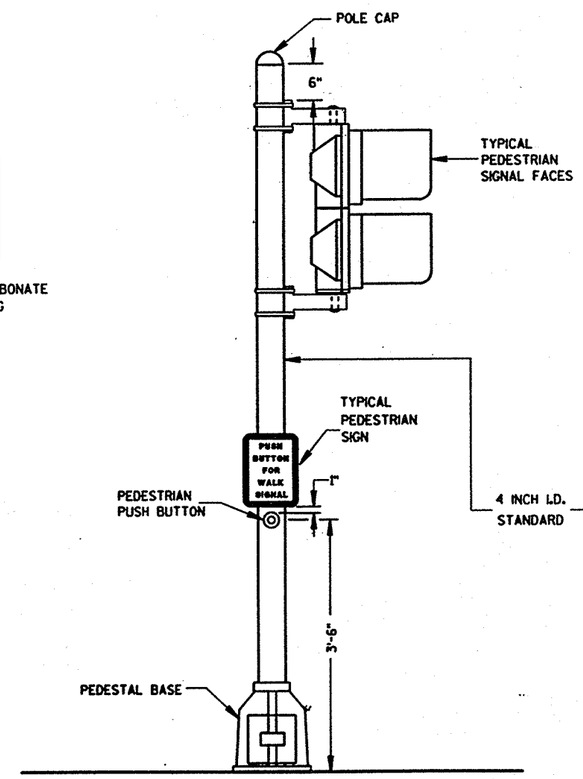
FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

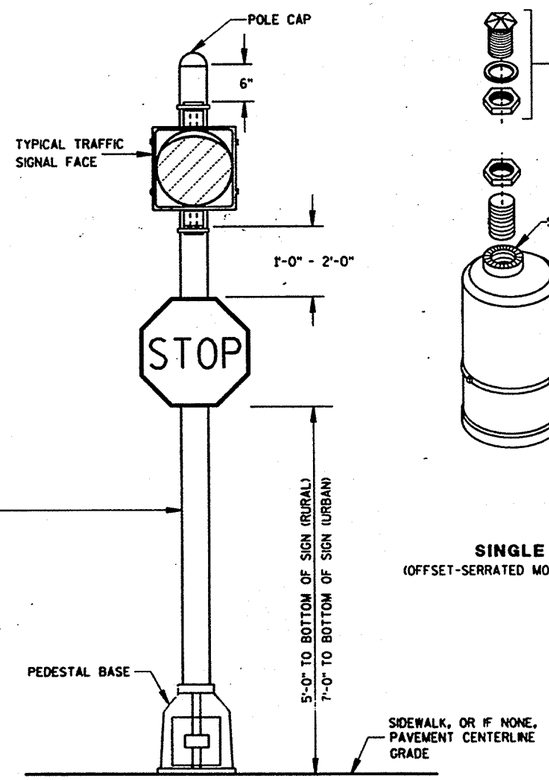
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



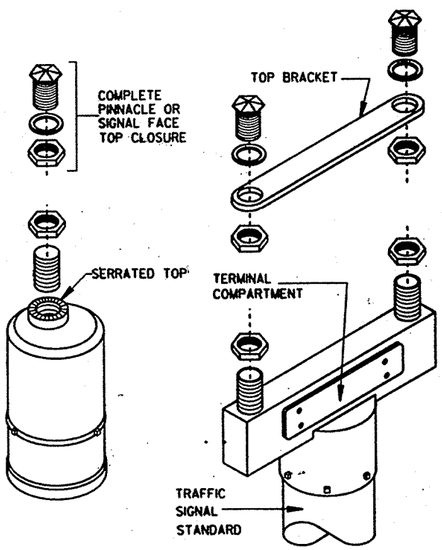
PEDESTRIAN FACE STANDARD-10 FT.

(WALK-DON'T WALK)



STANDARD FLASHER.

10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

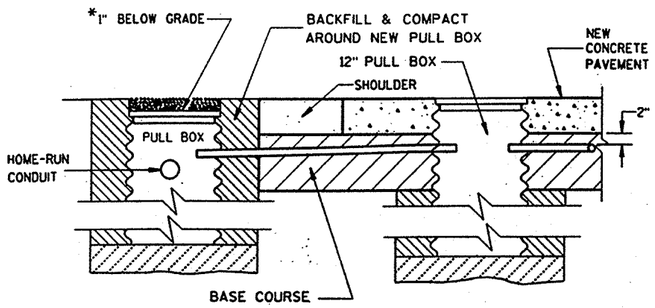
TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/86
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 E 7-1

S.D.D. 9 E 7-1



SECTION A-A

NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

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

GENERAL NOTES

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

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

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

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFININTY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

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

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

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

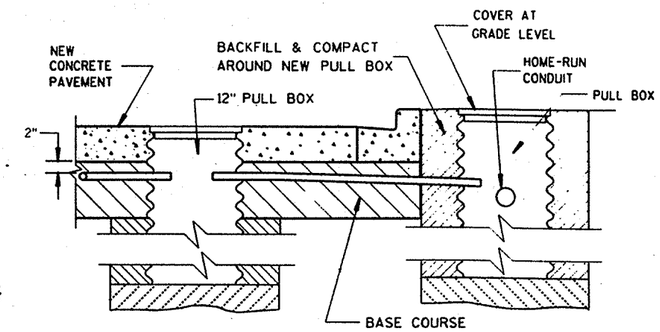
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

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

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

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

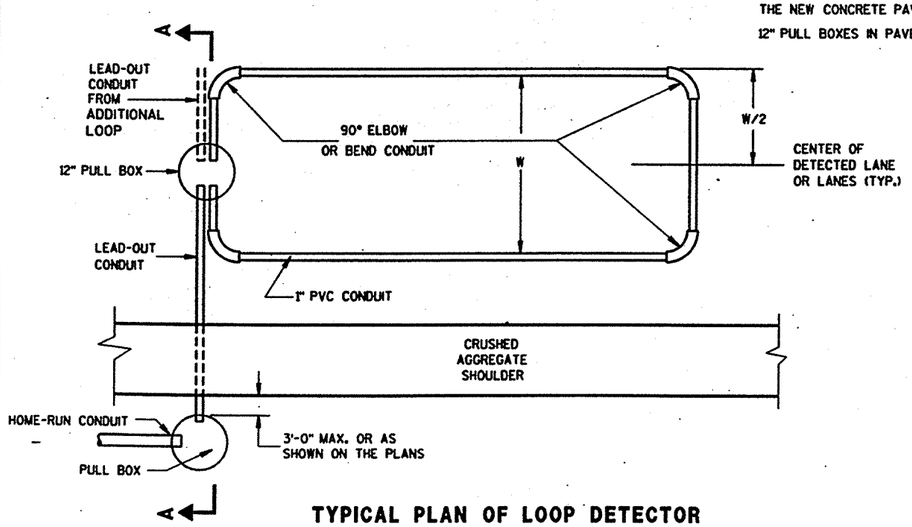
12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



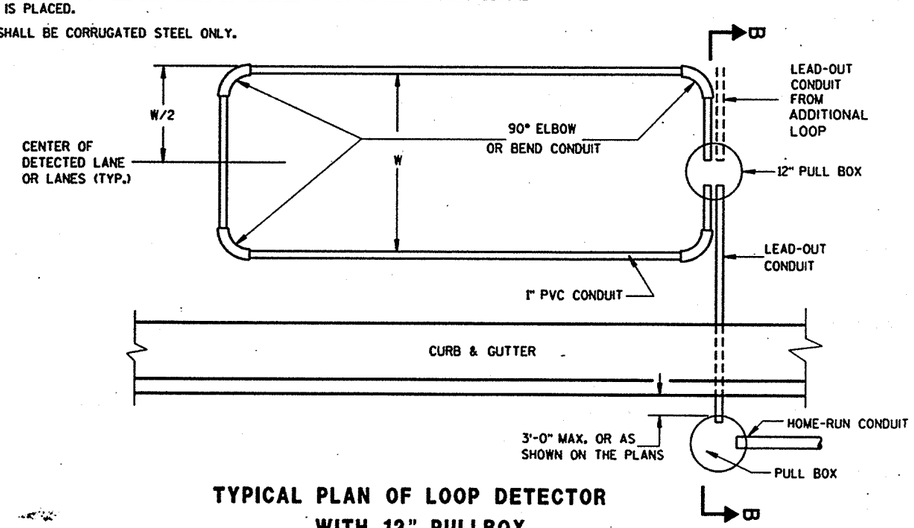
SECTION B-B

CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX



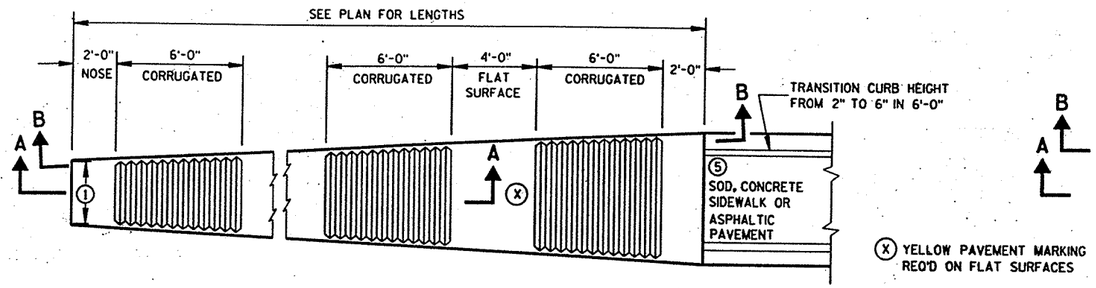
TYPICAL PLAN OF LOOP DETECTOR WITH 12" PULLBOX

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96 DATE
FHWA
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

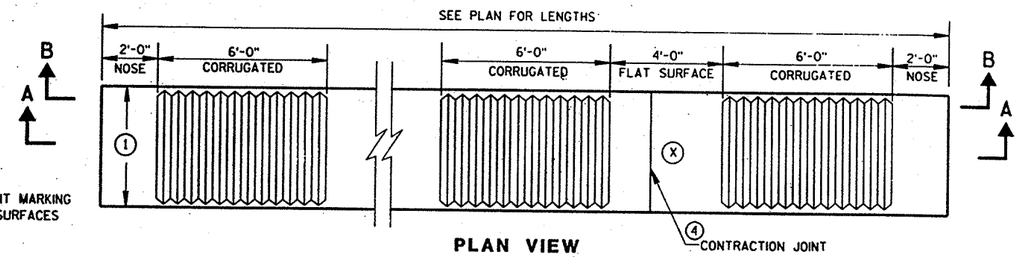
S.D.D. 9 F 9-2



PLAN VIEW

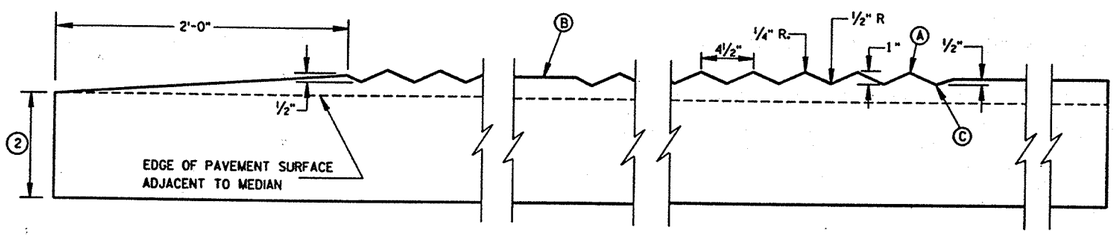
VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN

X YELLOW PAVEMENT MARKING REQ'D ON FLAT SURFACES



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



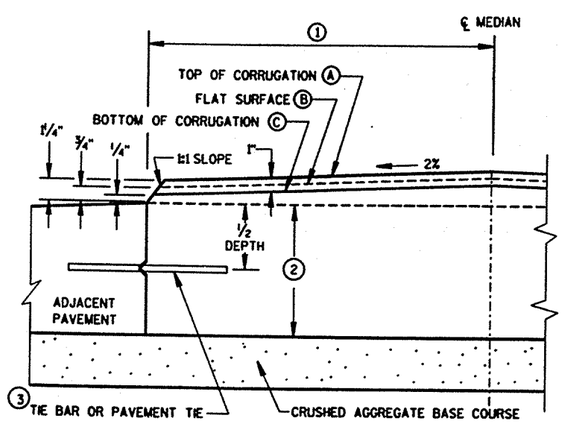
SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

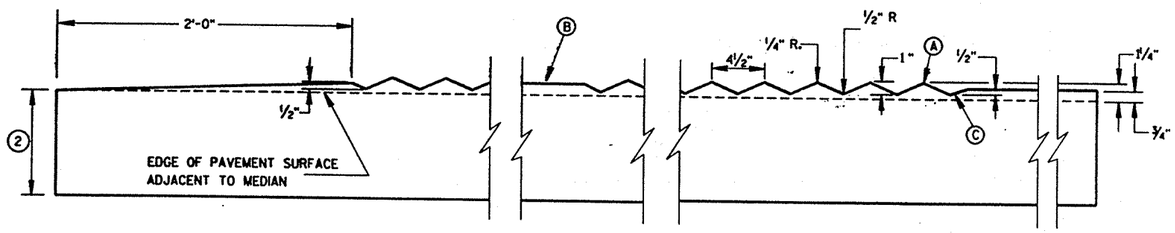
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

1. SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.
2. THE DEPTH OF THE CONCRETE MEDIAN SHALL EQUAL THE DEPTH OF THE ADJACENT PAVEMENT STRUCTURE.
   ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:
   (1) NEW OR EXISTING CONCRETE PAVEMENT.
   (2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE.
   (3) ASPHALTIC PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
3. TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
   PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
4. CONCRETE PAVEMENT TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH CRUSHED AGGREGATE BASE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.
5. SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.



HALF CROSS SECTION

2 CONCRETE CORRUGATED MEDIAN AND AJACENT PAVEMENT



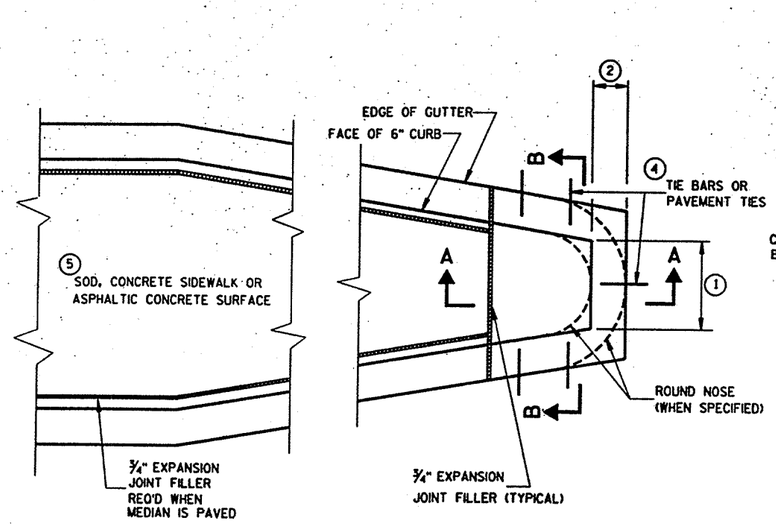
SECTION B-B

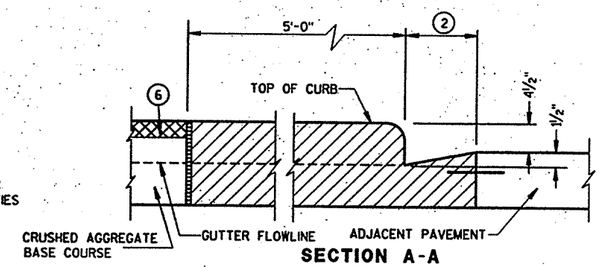
LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

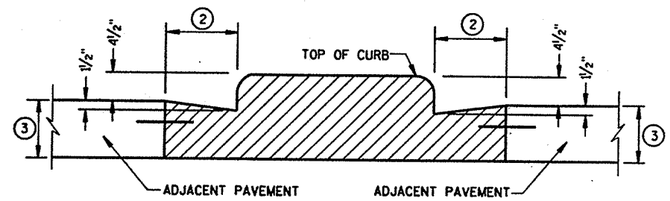
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/25/94 DATE
Tony L. Thimmesch
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA





SECTION A-A



SECTION B-B

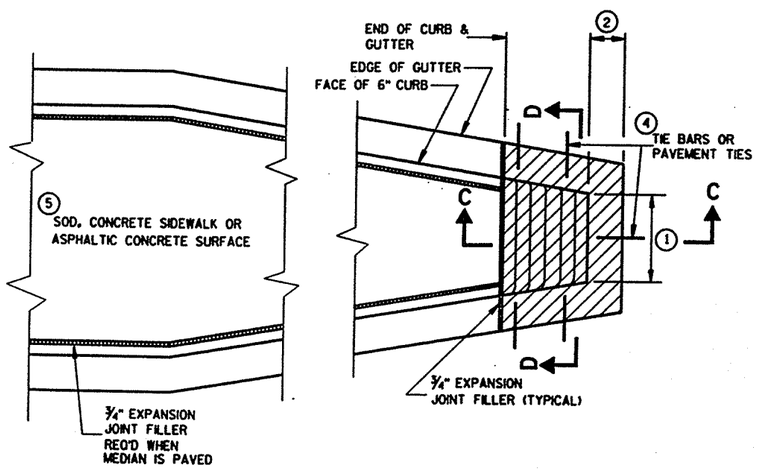
GENERAL NOTES

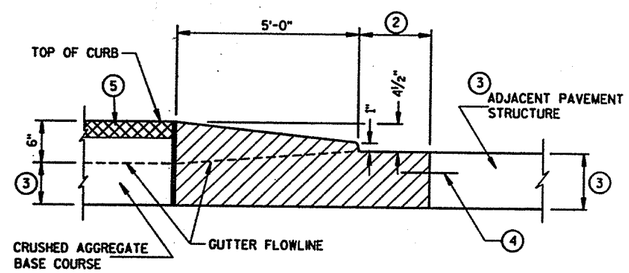
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

1. SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
2. WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
3. DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
   (1) NEW OR EXISTING CONCRETE PAVEMENT.
   (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
   (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
4. TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

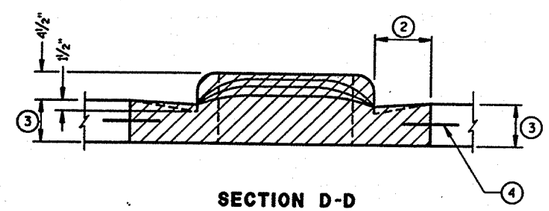
   PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
5. SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN BLUNT NOSE DETAIL





SECTION C-C

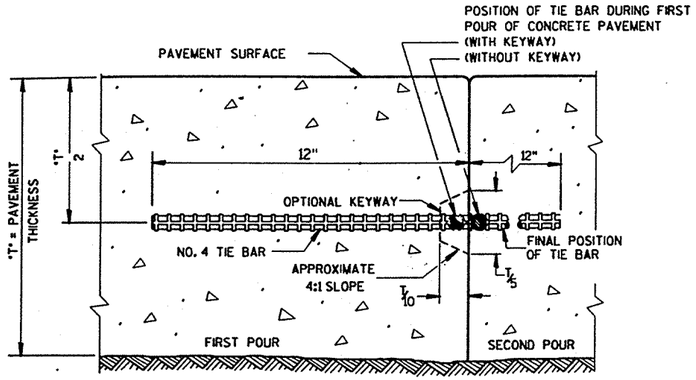


SECTION D-D

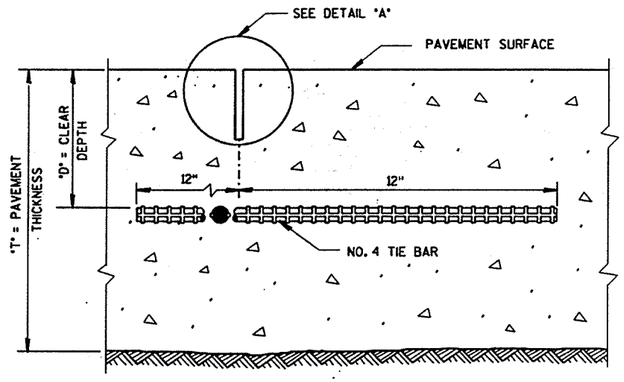
CONCRETE MEDIAN SLOPED NOSE DETAIL

CONCRETE MEDIAN NOSE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 07/30/96 DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

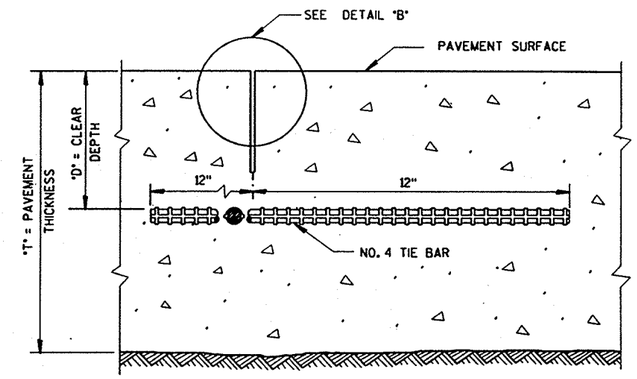
S.D.D. 11 B 2-1



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

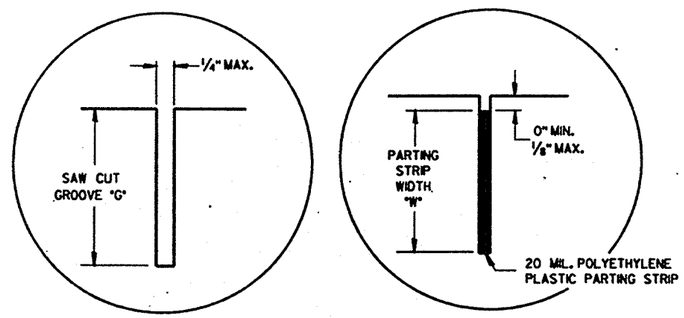
GENERAL NOTES

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

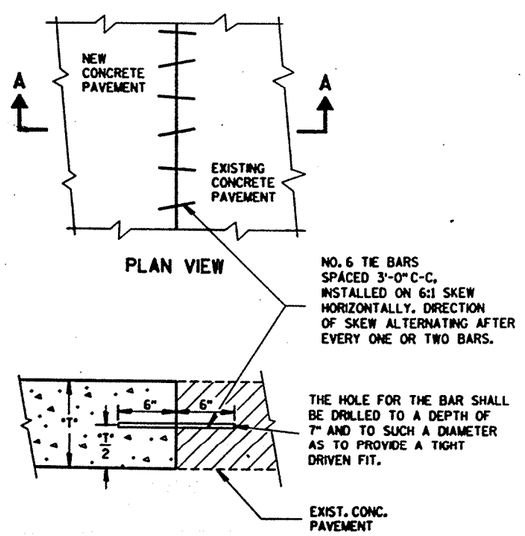
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

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



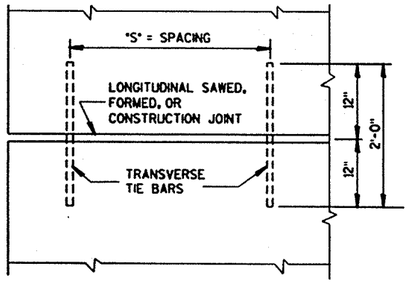
DETAIL "A" DETAIL "B"



PLAN VIEW

SECTION A-A
PAVEMENT TIES

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

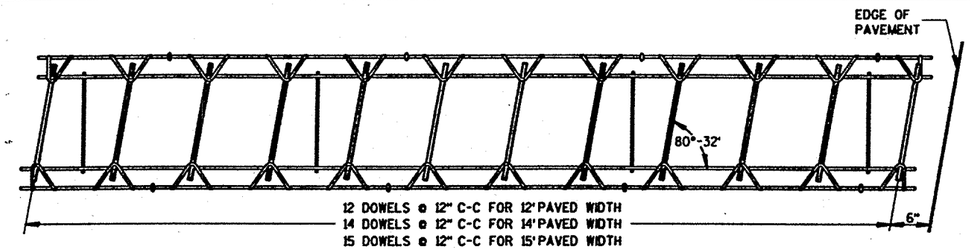


PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/16/92 DATE — STATE DESIGN ENGINEER FOR HWYS
FHWA



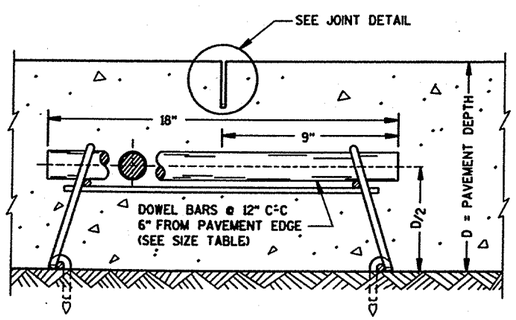
PLAN VIEW

SIDE VIEW

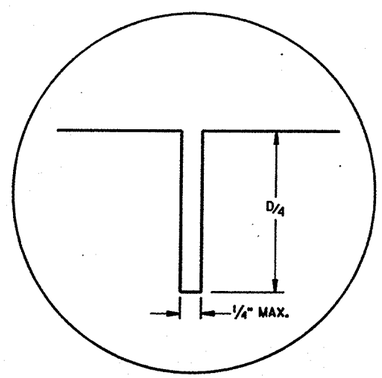
SKEWED CONTRACTION JOINT DOWEL ASSEMBLY ①

DOWEL BAR SIZE TABLE

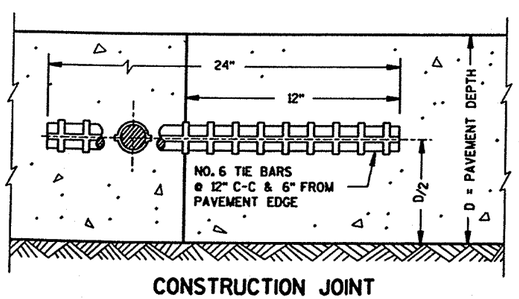
PAVEMENT DEPTH	DOWEL BAR DIAMETER
9" OR LESS	1¼"
MORE THAN 9"	1½"



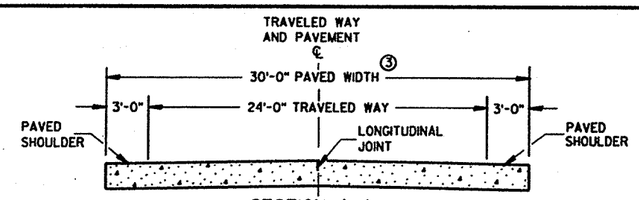
DOWELED CONTRACTION JOINT



JOINT DETAIL

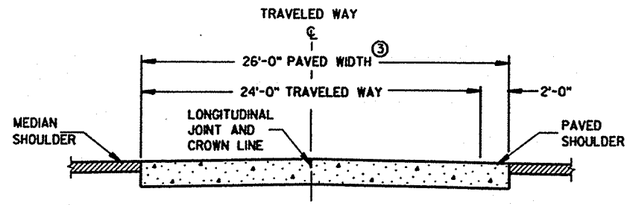


CONSTRUCTION JOINT

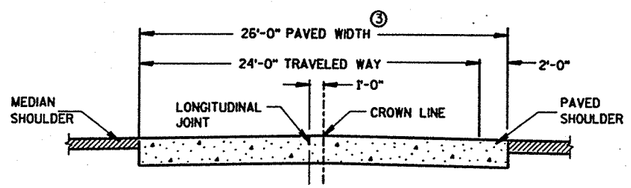


SECTION A-A ②

TWO-LANE TWO-WAY HIGHWAY

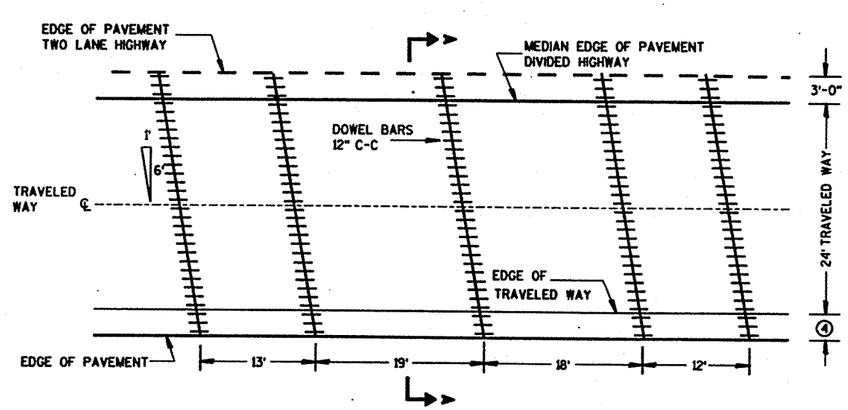


SECTION A-A



ALTERNATIVE SECTION A-A

DIVIDED HIGHWAY ②



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

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

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE RANDOM SPACED AND SKEWED RIGHT HAND FORWARD.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

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

CONSTRUCTION JOINTS

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

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

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

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

② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

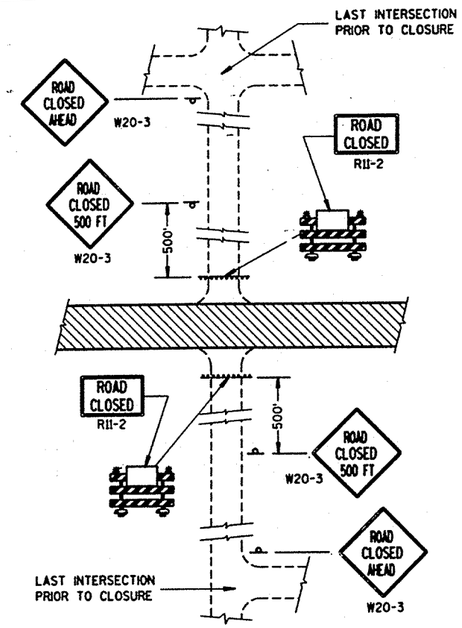
④ 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A

DOWELED NON-REINFORCED
CONCRETE PAVEMENT
RANDOM SPACED JOINTS 13'-19'-18'-12'

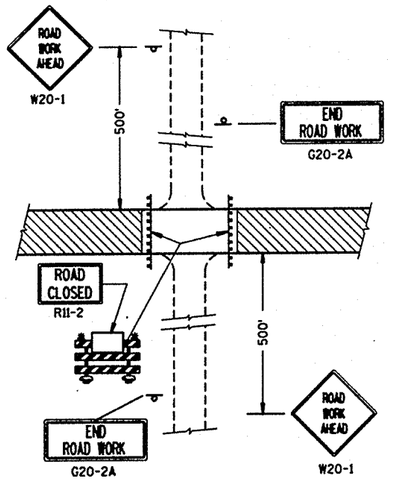
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/9/99 Doug A. Thompson
DATE CHIEF, METHODS DEVELOPMENT ENGINEER
FHWA

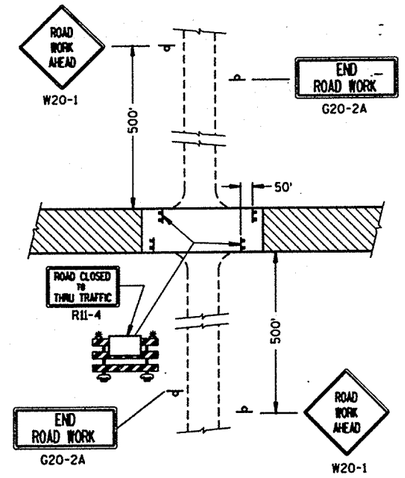
S.D.D. 13 C 11-4



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

SIDEROAD CLOSURES

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED ____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
- R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".
- G20-2A SIGNS SHALL BE 48" X 24".

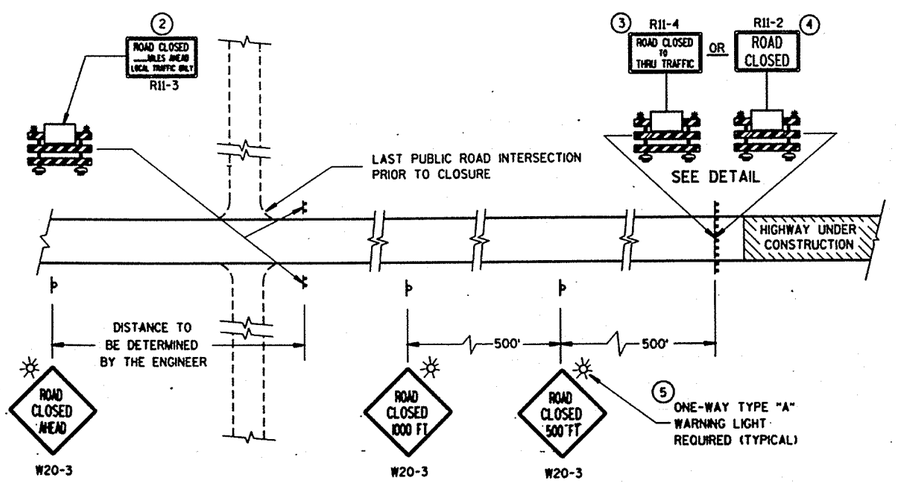
(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

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

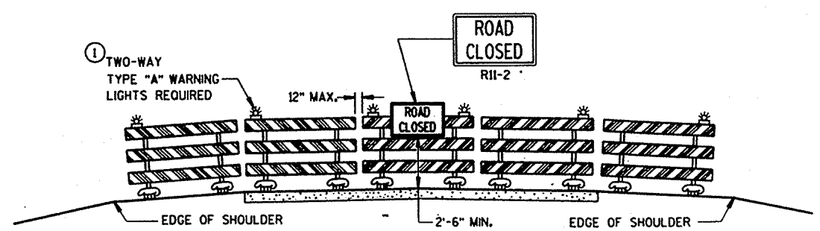
(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL

(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

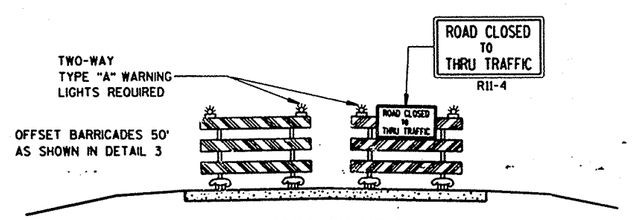


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

LEGEND

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

BARRICADES AND SIGNS FOR ROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-10-95
DATE
Charles J. Sasse
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

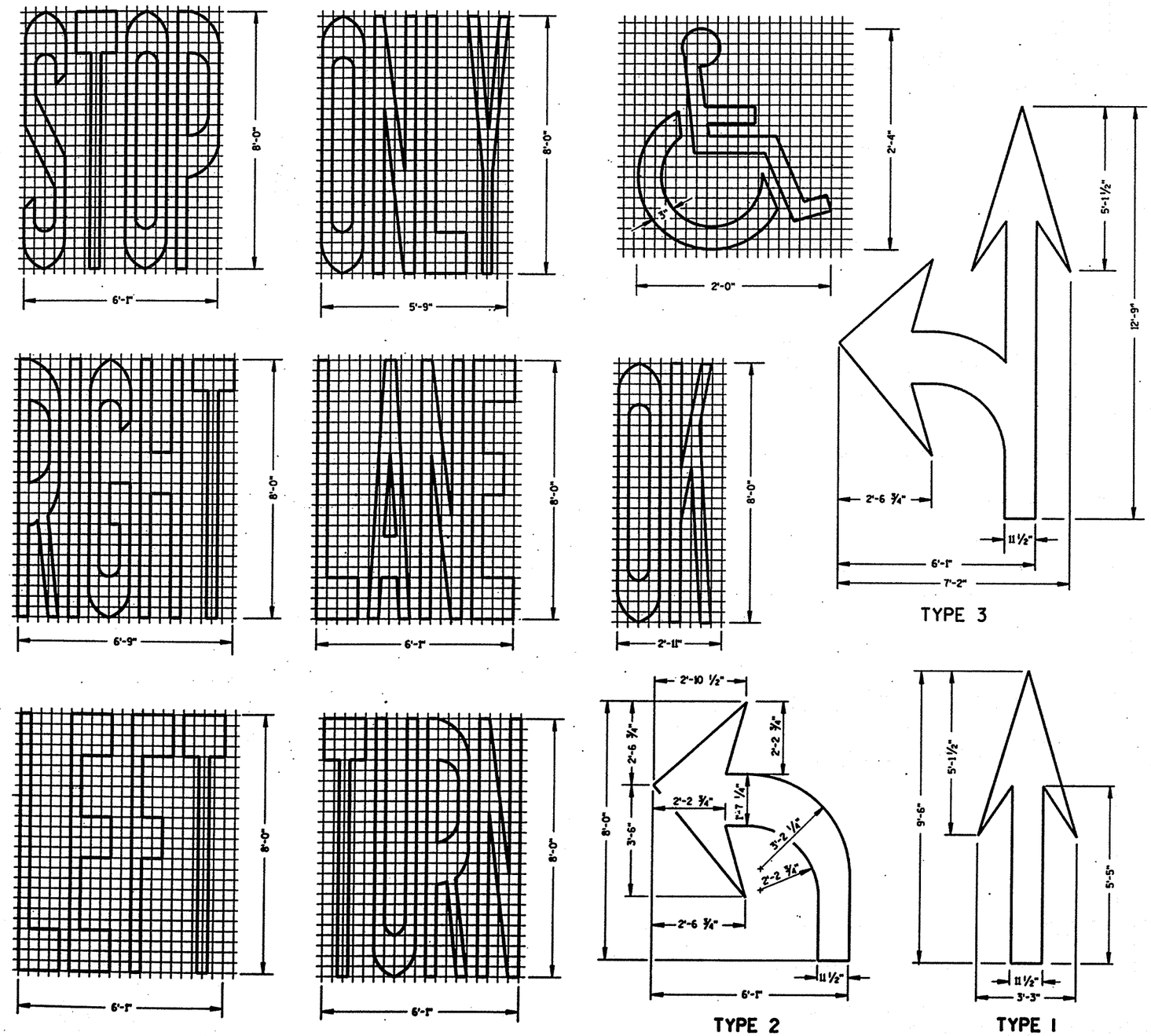
S.D.D. 15 C 2-3

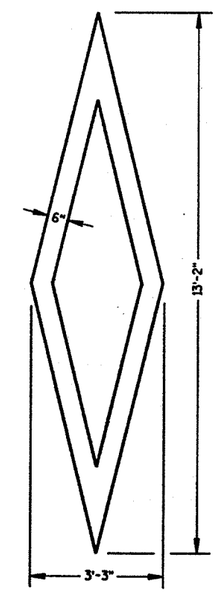
GENERAL NOTES

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

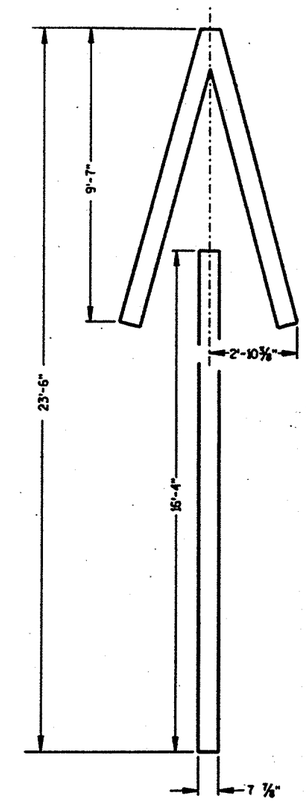
ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

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





PREFERENTIAL LANE SYMBOL

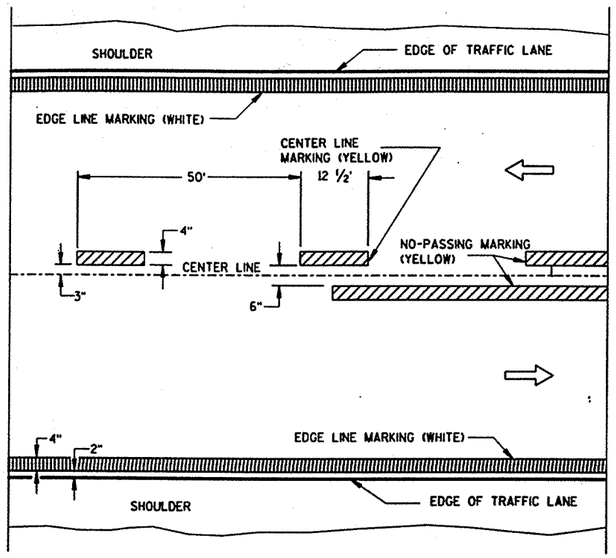


TYPE 4

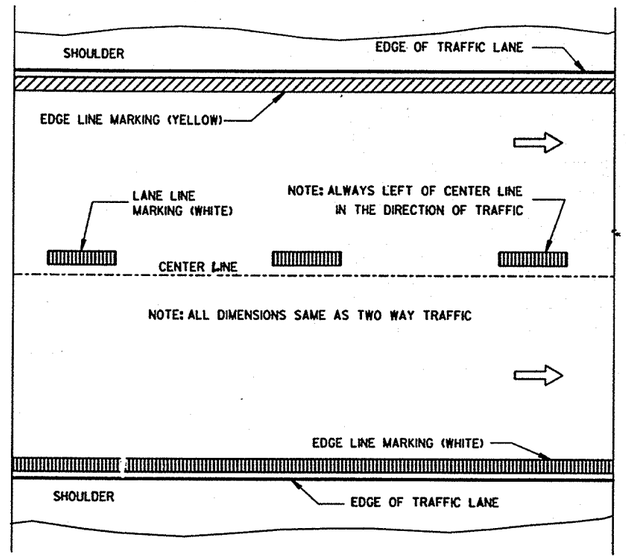
PAVEMENT MARKING SYMBOLS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 7-28-95 DATE Charles J. Spano for DIRECTOR, OFFICE OF TRAFFIC FHWA

S.D.D. 15 C 7-5a

S.D.D. 15 C 7-5a

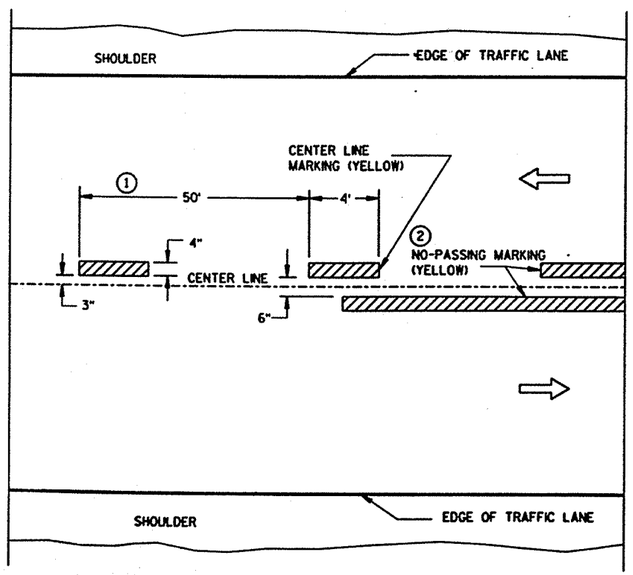


TWO WAY TRAFFIC

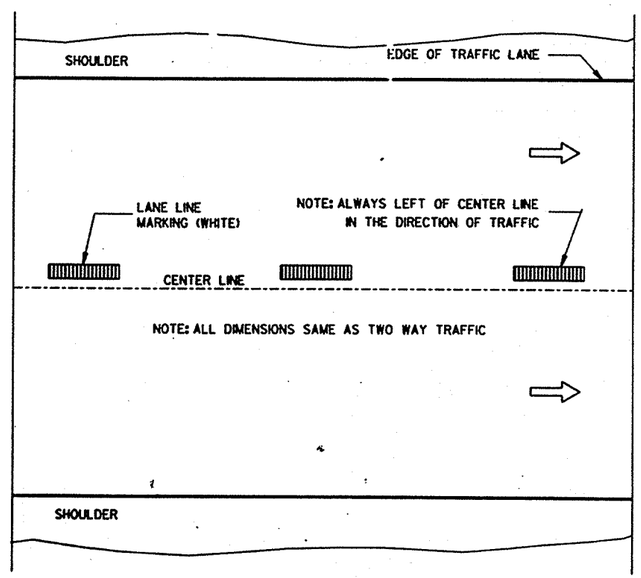


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

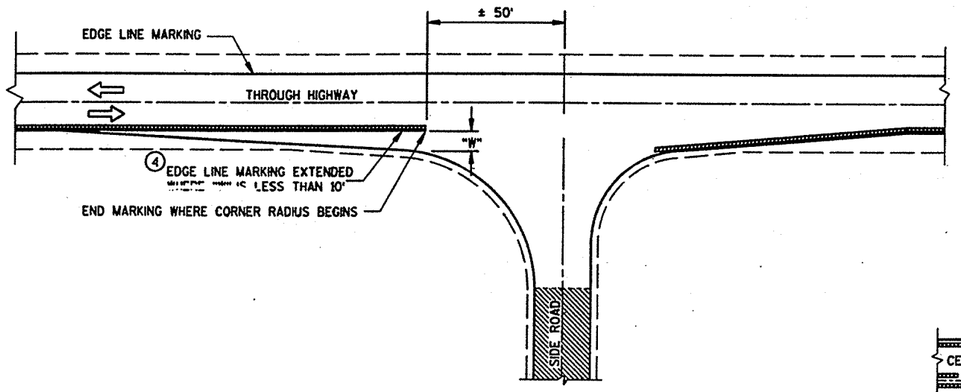
APPROVED
8-1-95
DATE
Charles J. Sprang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

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

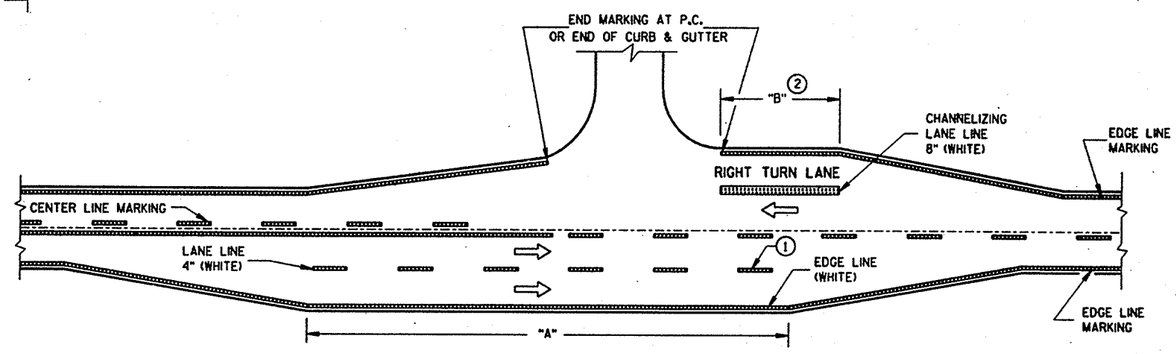
NOTES

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

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
4. LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.

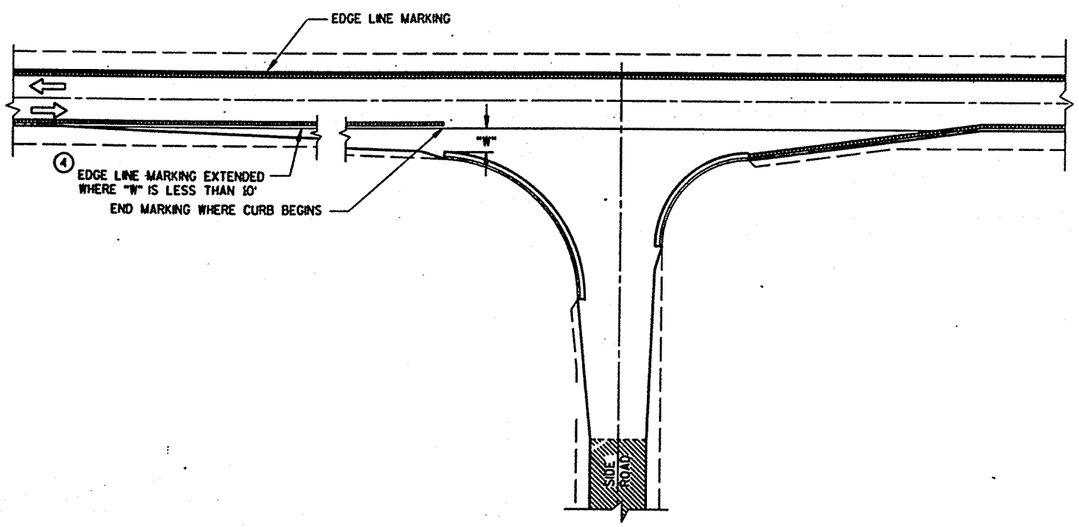


MINOR INTERSECTION WITHOUT CURBS



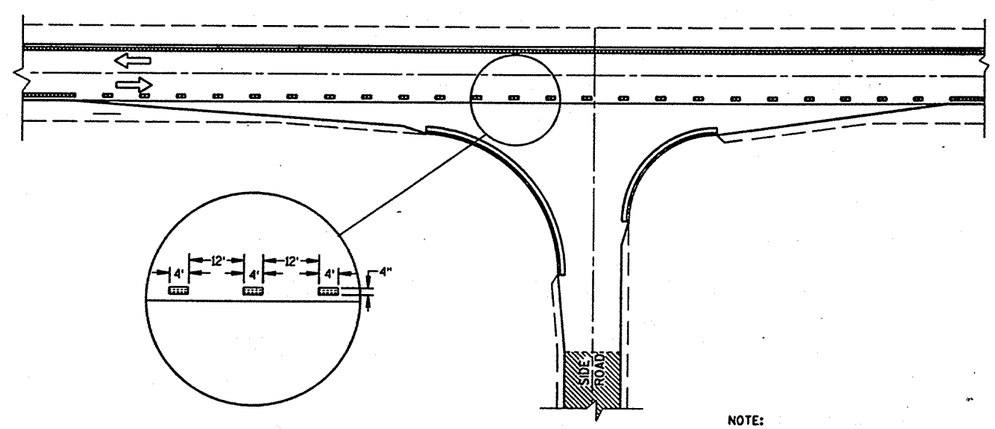
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

3 (FOR SPECIAL CONDITIONS AS SPECIFIED)

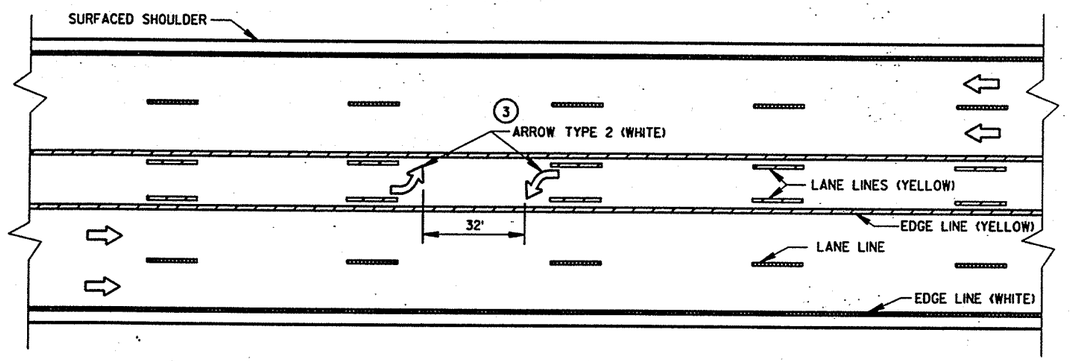
NOTE:
SDD 15 C 8-7a IS REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

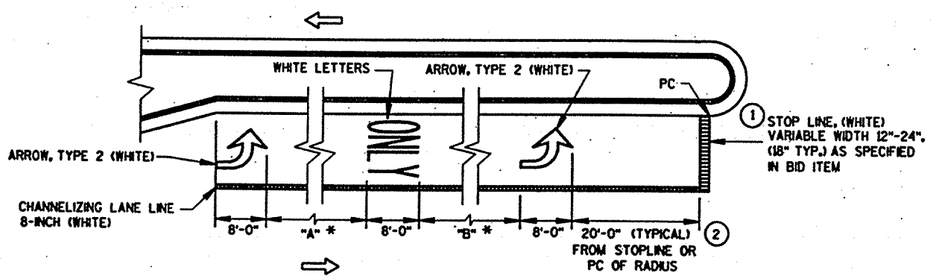
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

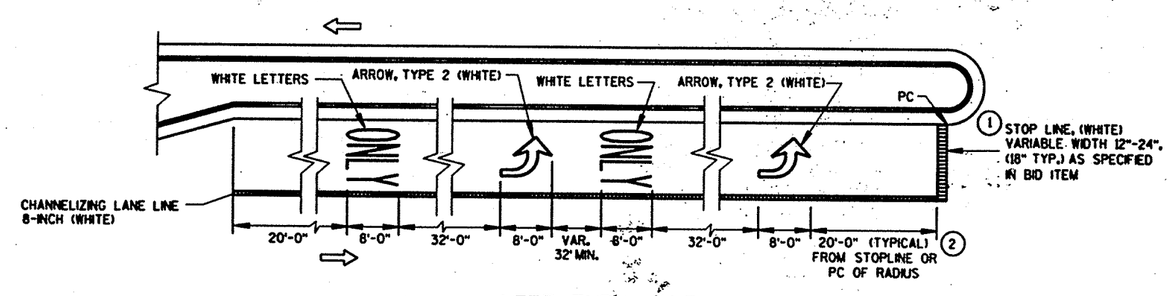
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

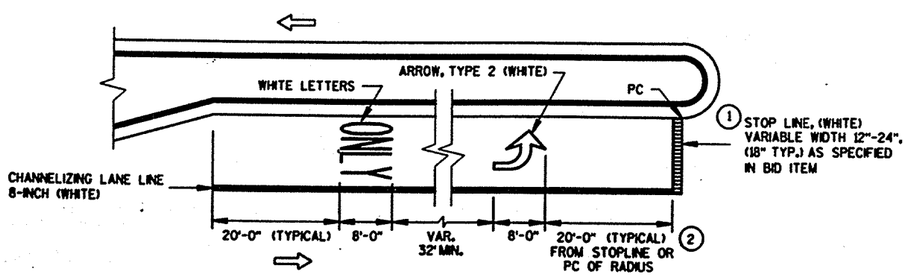


*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



LEFT TURN LANE
(LENGTH UNDER 108')

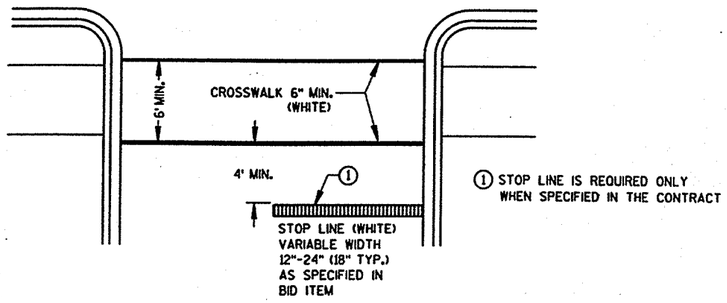
NOTE:
SDD 15 C 8-7a AND SDD 15 C 7 IS REQUIRED
WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(LEFT TURN LANE)

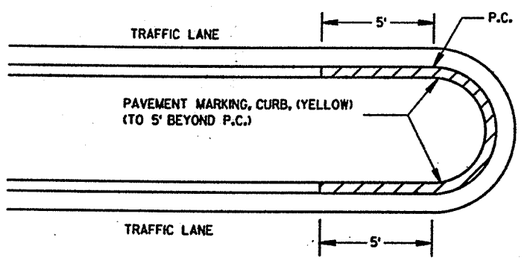
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

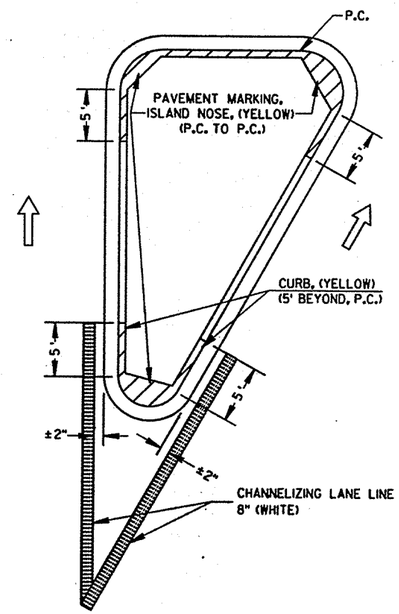
S.D.D. 15 C 8-7c



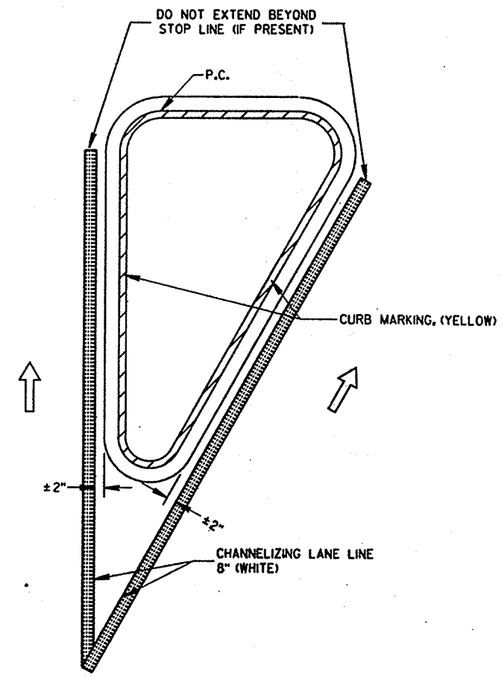
STOP LINE AND CROSSWALK



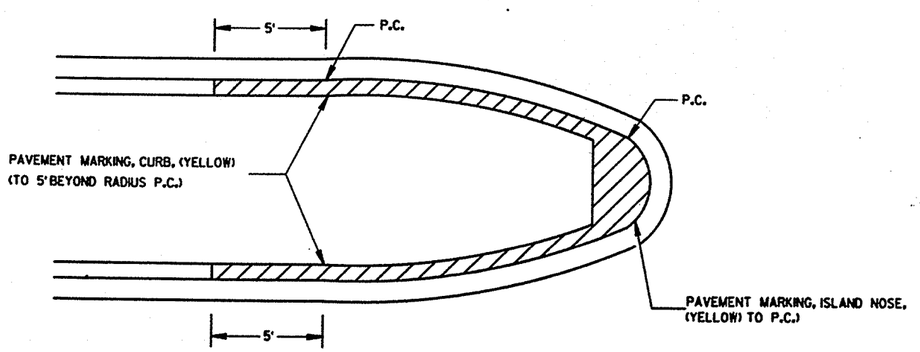
MEDIAN CURB



LARGE ISLAND
(GREATER THAN 50' PERIMETER OR ANY SIDE
GREATER THAN 25' BETWEEN CURVES)



SMALL ISLAND
(LESS THAN 50' PERIMETER OR ANY SIDE
LESS THAN 25' BETWEEN CURVES)

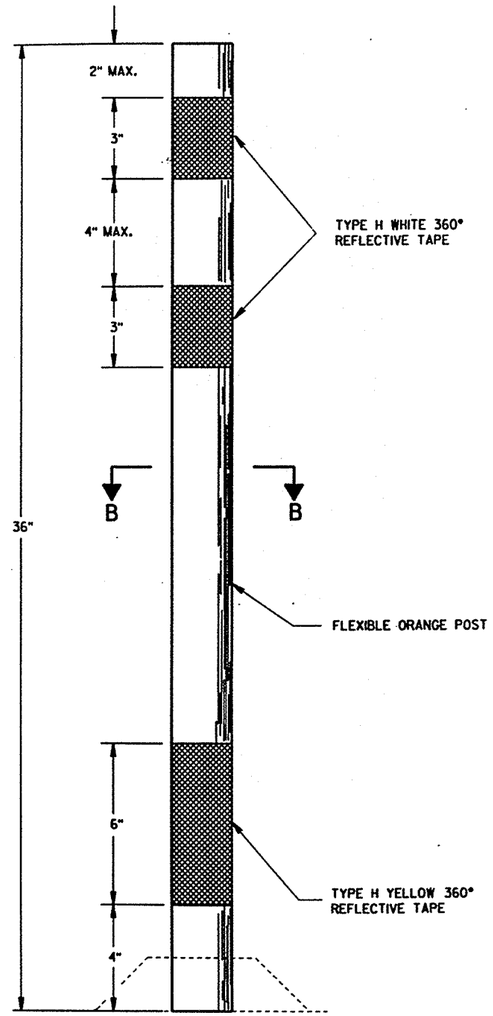


BULLET NOSE ISLAND

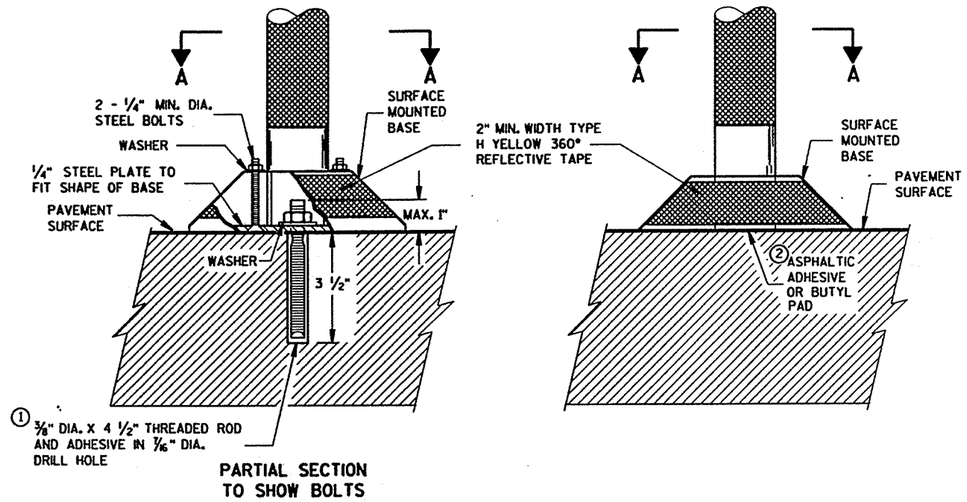
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 8-7-95 DATE — Charles J. Spaay for DIRECTOR, OFFICE OF TRAFFIC — FHWA

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

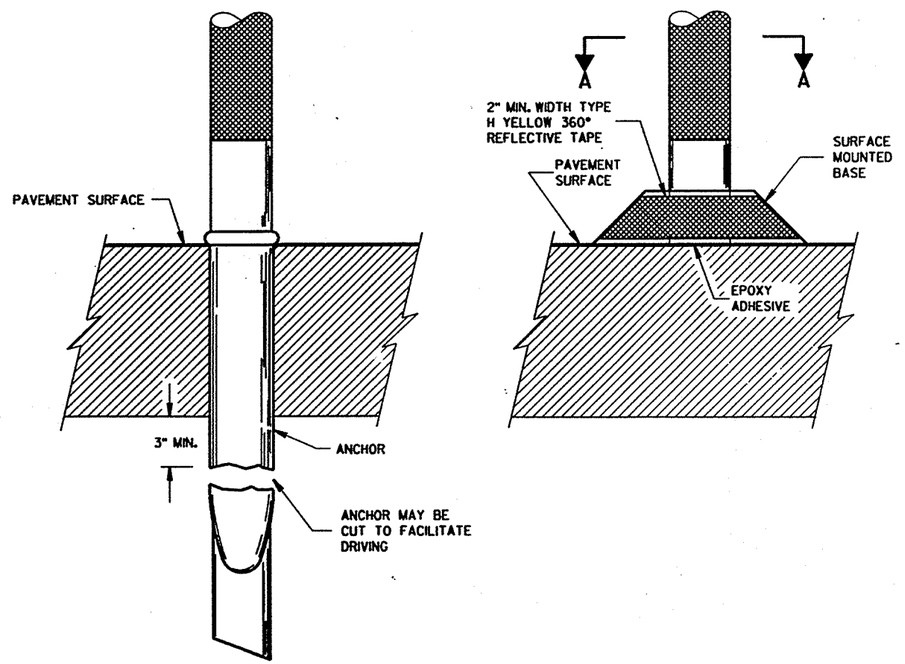


FLEXIBLE TUBULAR MARKER POST



PARTIAL SECTION TO SHOW BOLTS

POST BASES ON NEW OR EXISTING PAVEMENT



POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

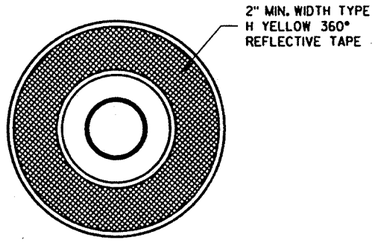
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

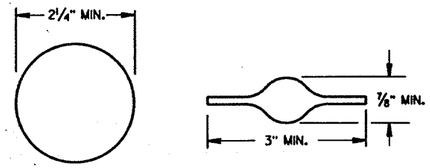
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

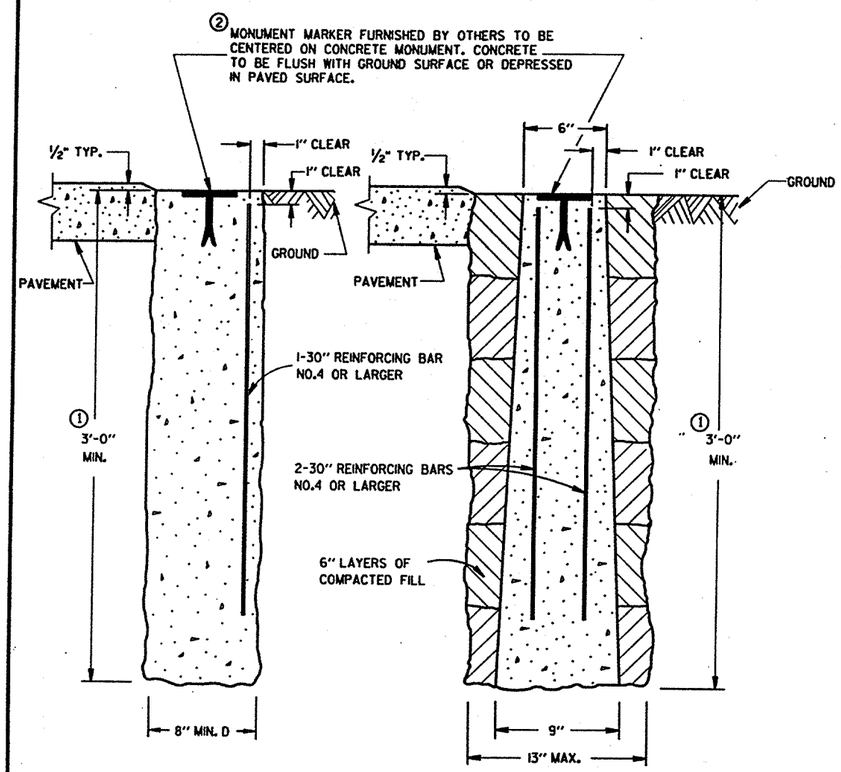
FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/17/94 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

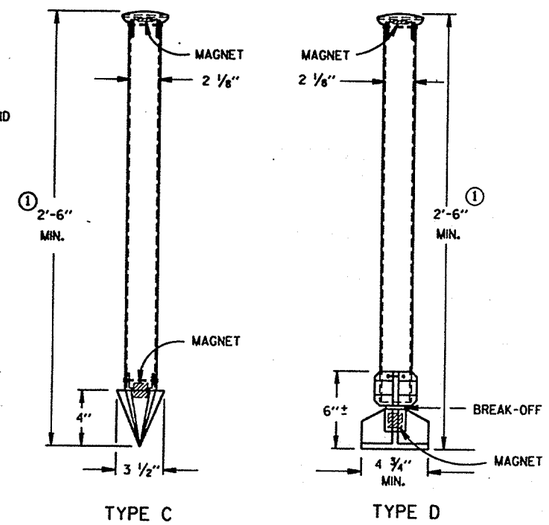
S.D.D. 15 C 11-5



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

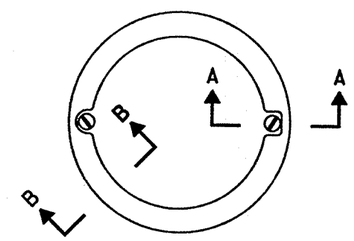
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

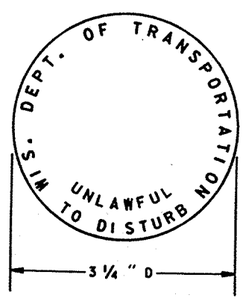
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

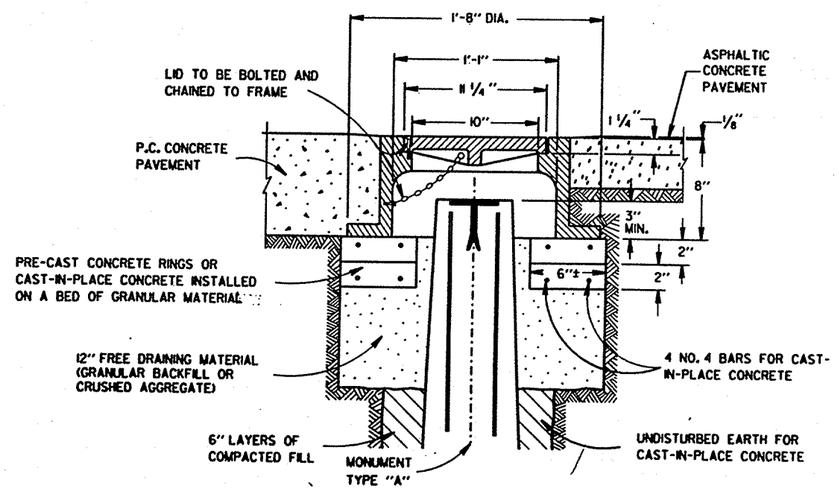
② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW

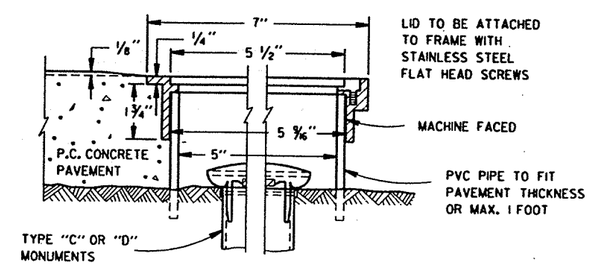


② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

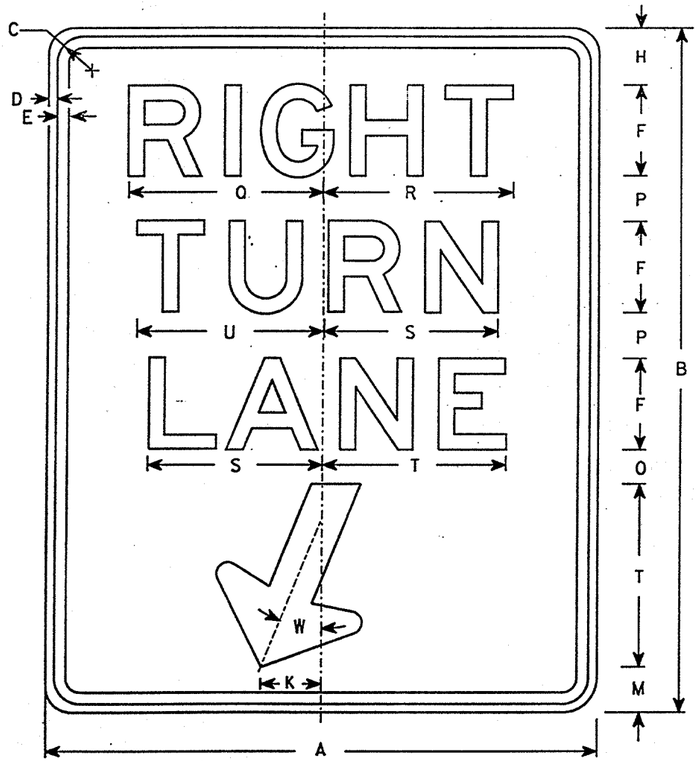
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/31/92 DATE — STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 16 A 1-5

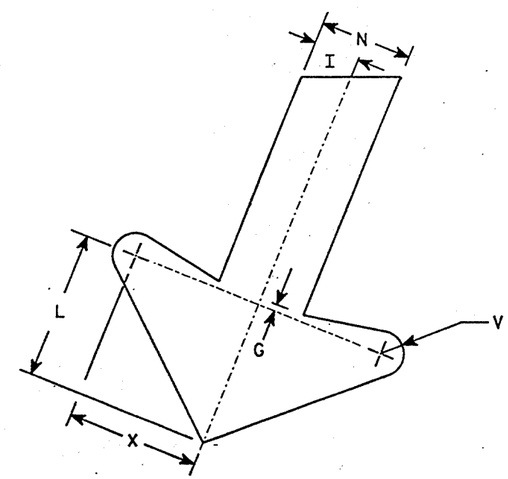
STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	7.0



R3-55R

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600mm X 750mm
3	900mm X 1200mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	8 1/2	8 1/4	7 5/8	8	8 1/8	1/2	22°				5.0
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	12 3/4	12 1/2	11 1/2	12	12 1/4	3/4	22°				12.0
4																											
5																											

STANDARD SIGN
R3-55R

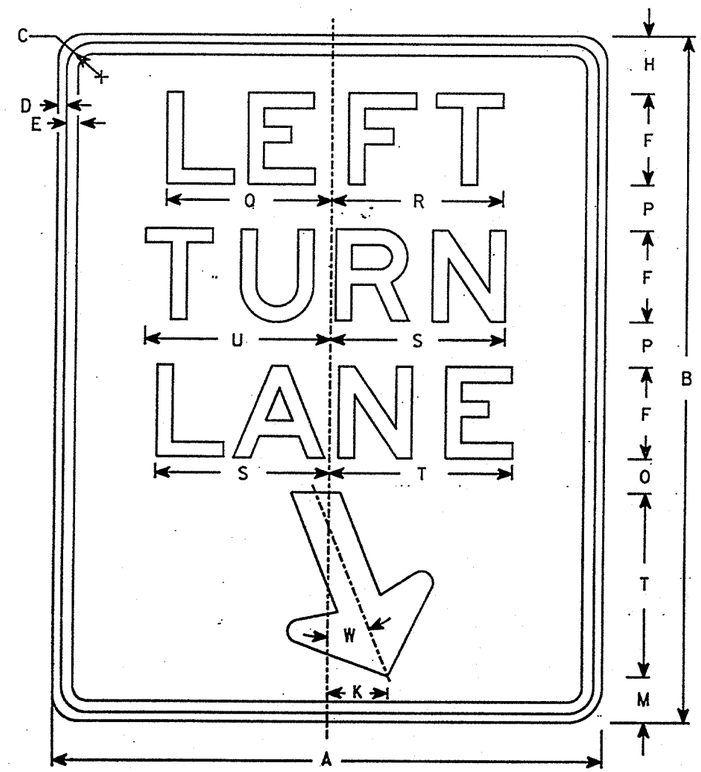
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Director, Office of Ingr'g

DATE 2/25/94 PLATE NO. R3-55R.3

WISDOT/CADDS SHEET 42

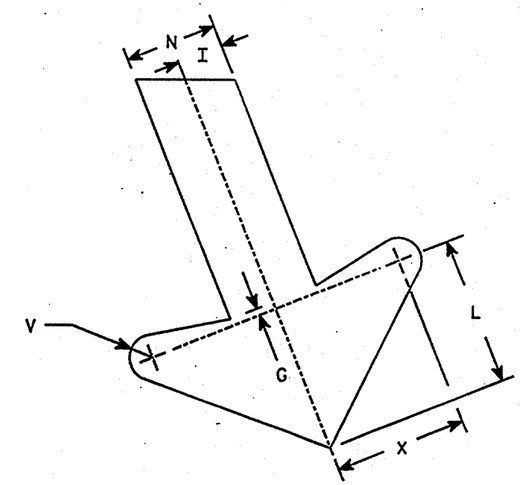
STATE PROJECT NUMBER	SHEET NO.
4677-04-71, 4984-00-79	7.1



R3-55L

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	600mm X 750mm
3	900mm X 1200mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	2	1 1/2	2	7 1/4	7 1/2	7 5/8	8	8 1/8	1/2	22°				5.0
3	36	48	1 3/4	1/2	5/8	6	3/8	4 1/4	1 1/2	4 1/4	4	4 7/8	3 1/4	3	3	3 3/4	10 7/8	11 1/4	11 1/2	12	12 1/4	3/4	22°				12.0
4																											
5																											

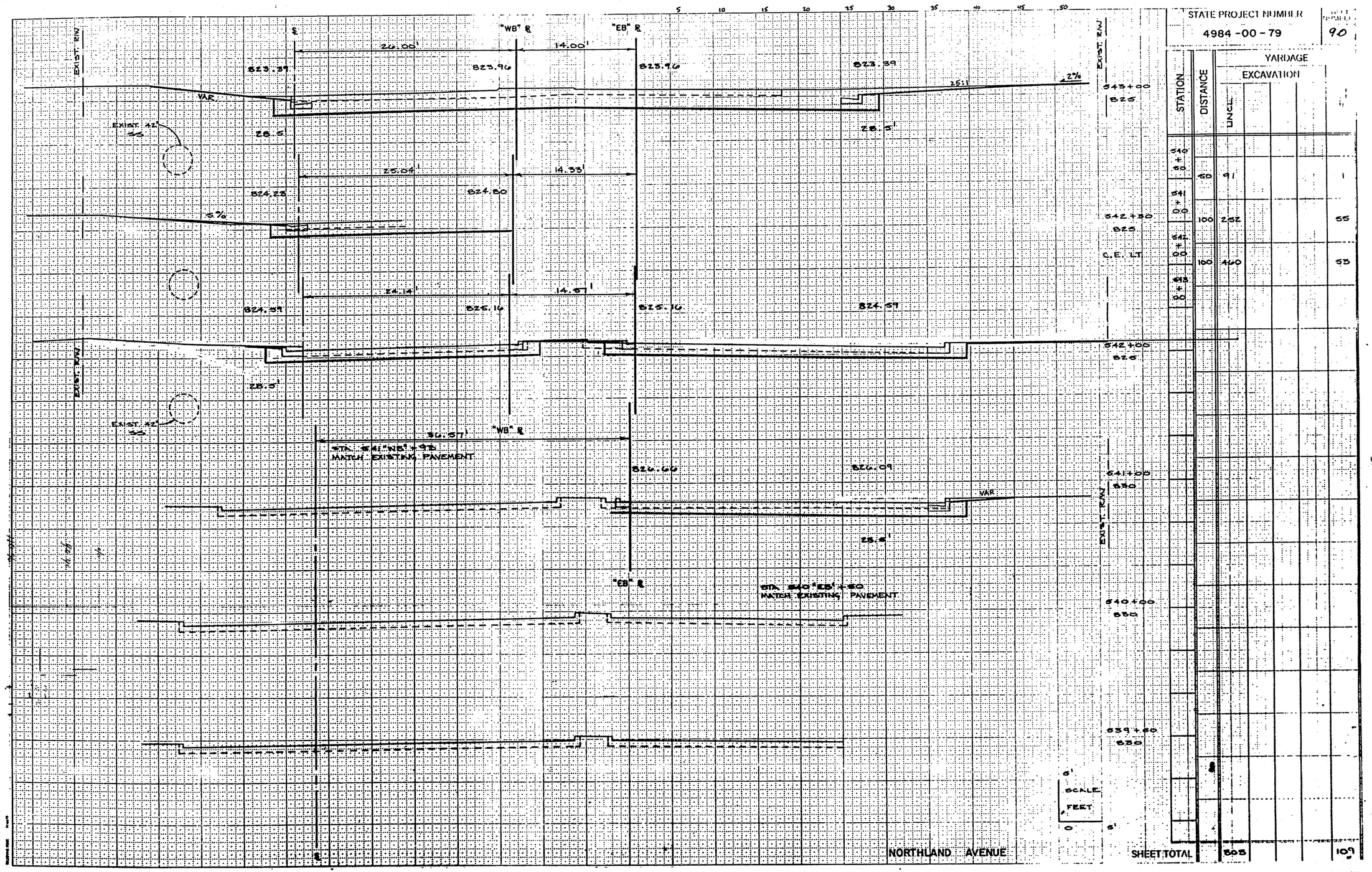
STANDARD SIGN
R3-55L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Gilbert T. Rusch
Director, Office of Traffic

DATE 2/24/94 PLATE NO. R3-55L.3

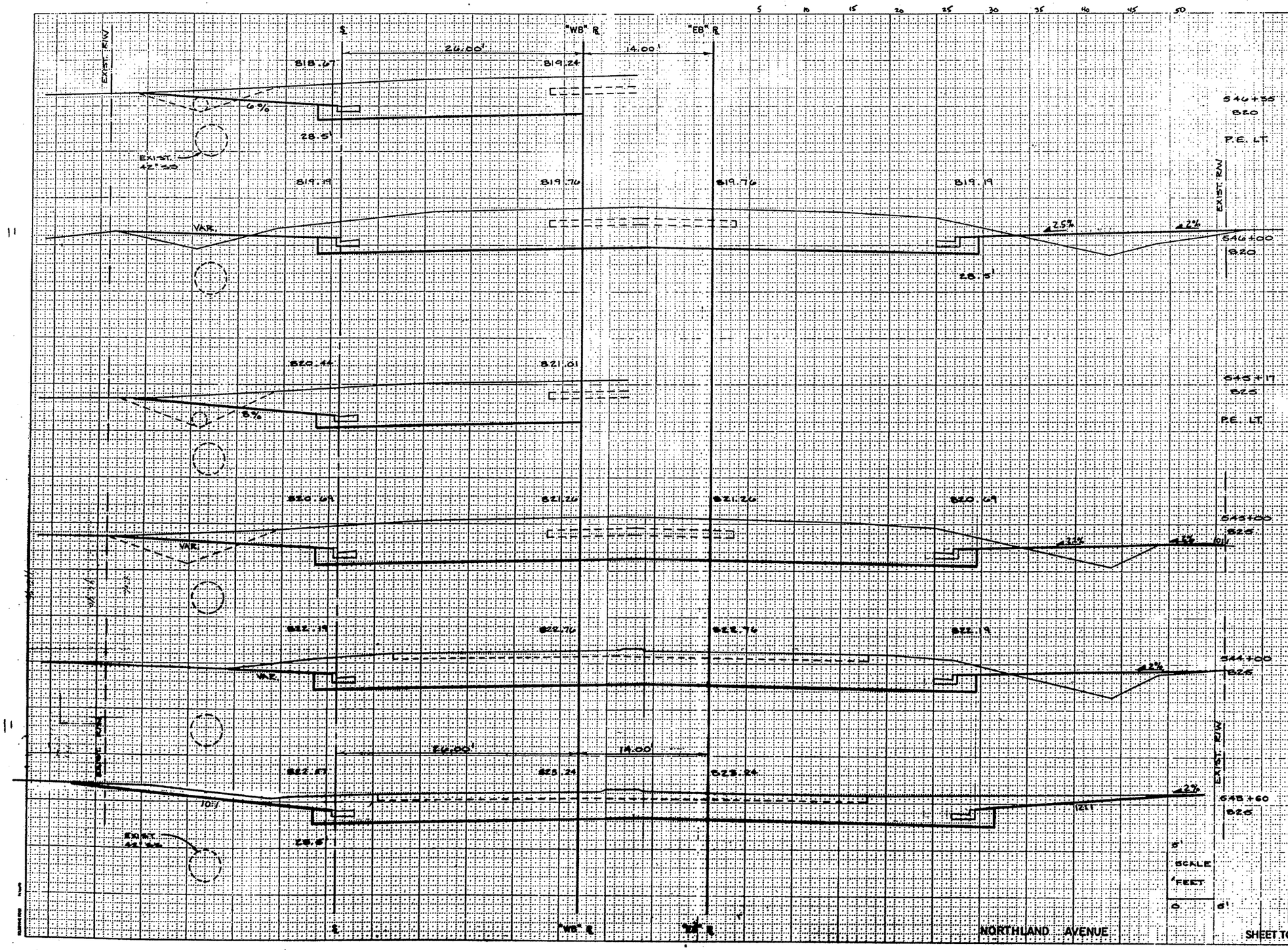
WISDOT/CADDS SHEET 42



STATE PROJECT NUMBER 4984-00-79

90

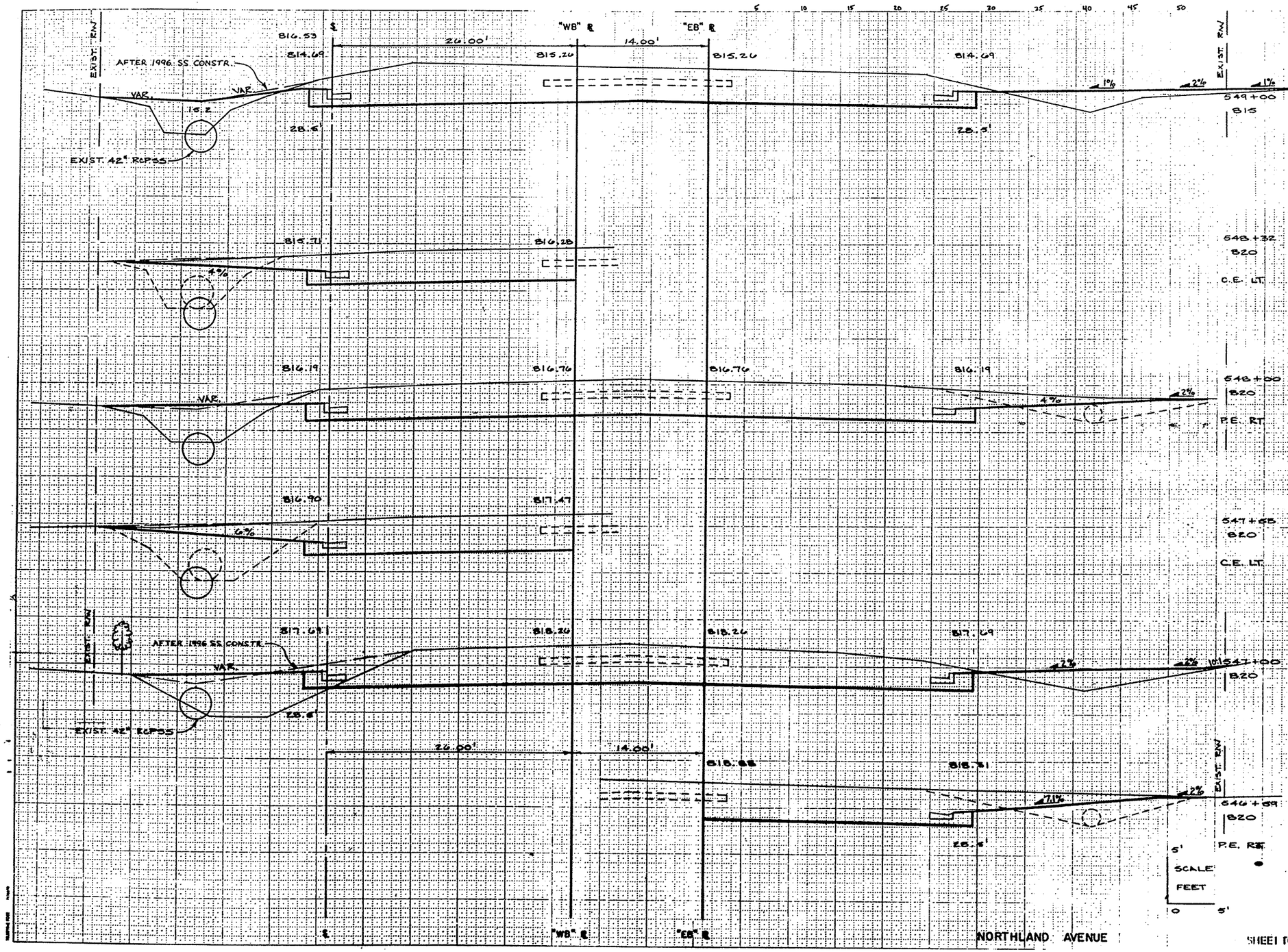
STATION	DISTANCE	YARDAGE EXCAVATION UNCL.			
540 + 80	60	91			1
541 + 00	100	252			55
542 + 00	100	440			53
543 + 00					
SHEET TOTAL		805			109



STATE PROJECT NUMBER	SHEET NUMBER
4984 - 00 - 79	9.1

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.				FILL
543 + 00						
	100	197				0
543 + 20						
	100	652				34
544 + 00						
	100	1096				113
545 + 00						
	100	1157				141
546 + 00						
SHEET TOTAL		3061				288

E-716

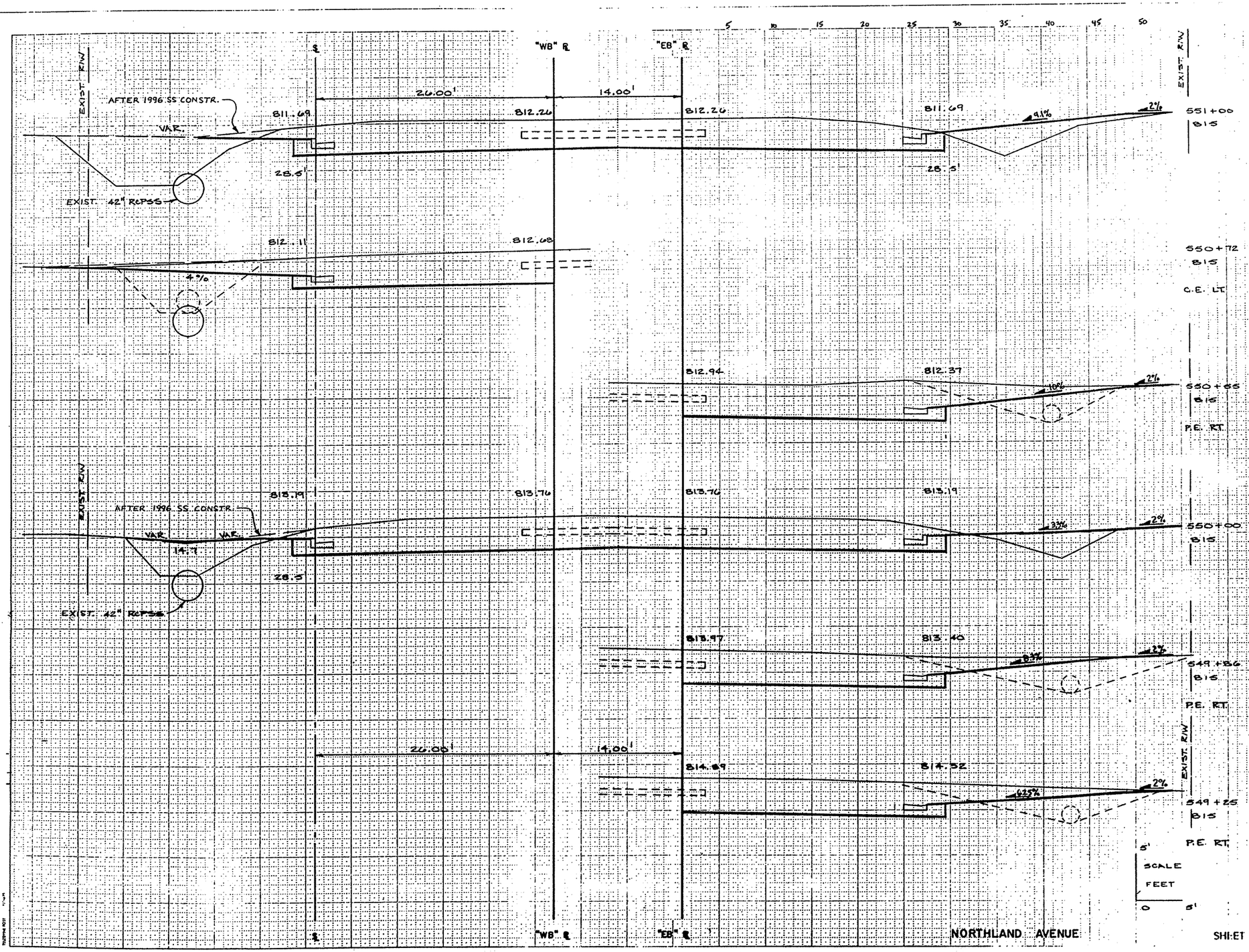


STATE PROJECT NUMBER
4984-00-79

SHEET NUMBER
9.2

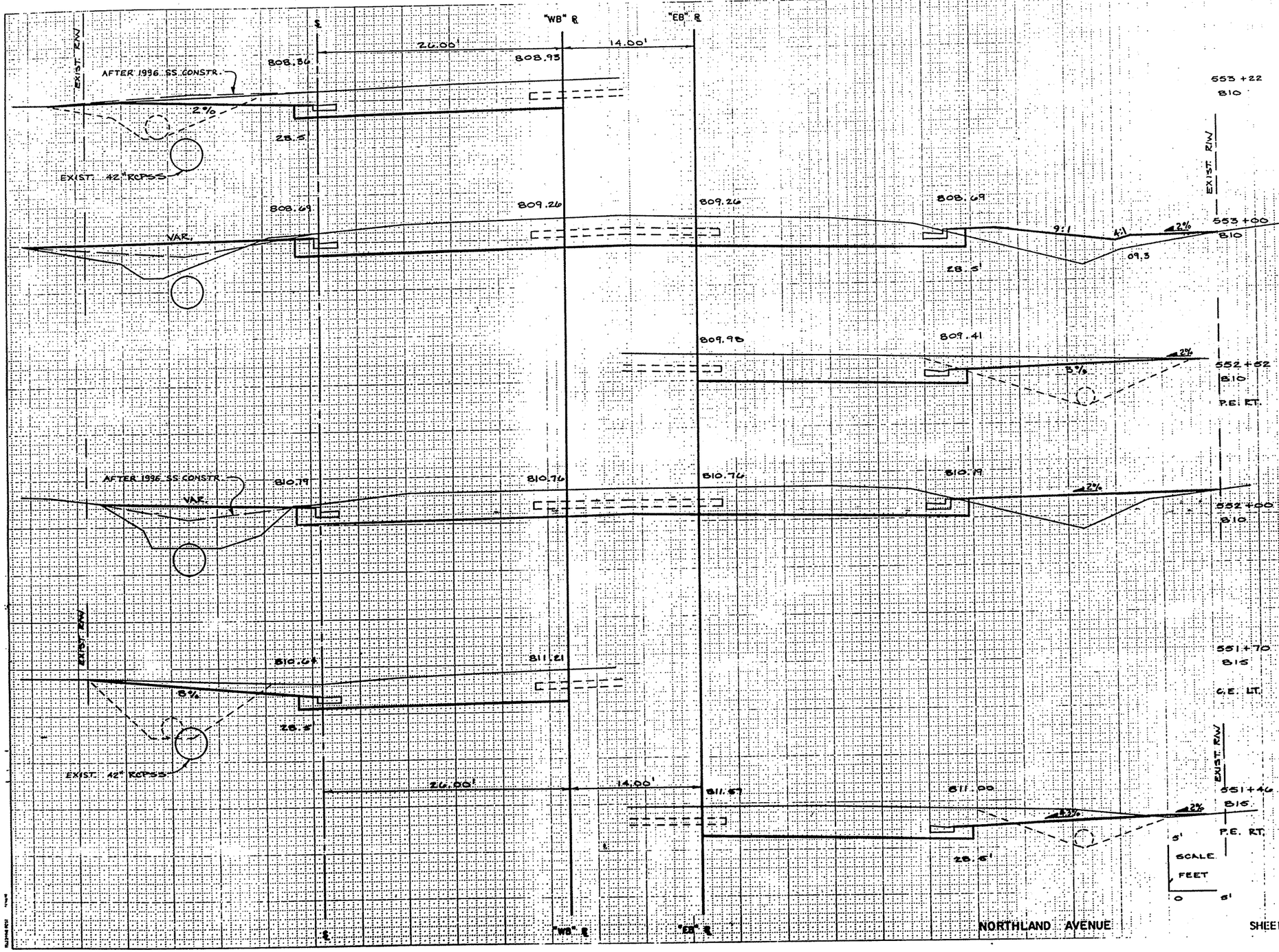
YARDAGE
EXCAVATION

STATION	DISTANCE	UNCL.				E
546+00						
	100	984				262
547+00						
	100	921				304
548+00						
	100	974				250
549+00						
SHEET TOTAL		2879				806



STATE PROJECT NUMBER	SHEET NUMBER
4984-00-79	9.3

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
549 0+00			
	100	934	244
550 0+00			
	100	860	298
551 0+00			
SHEET TOTAL		1794	542

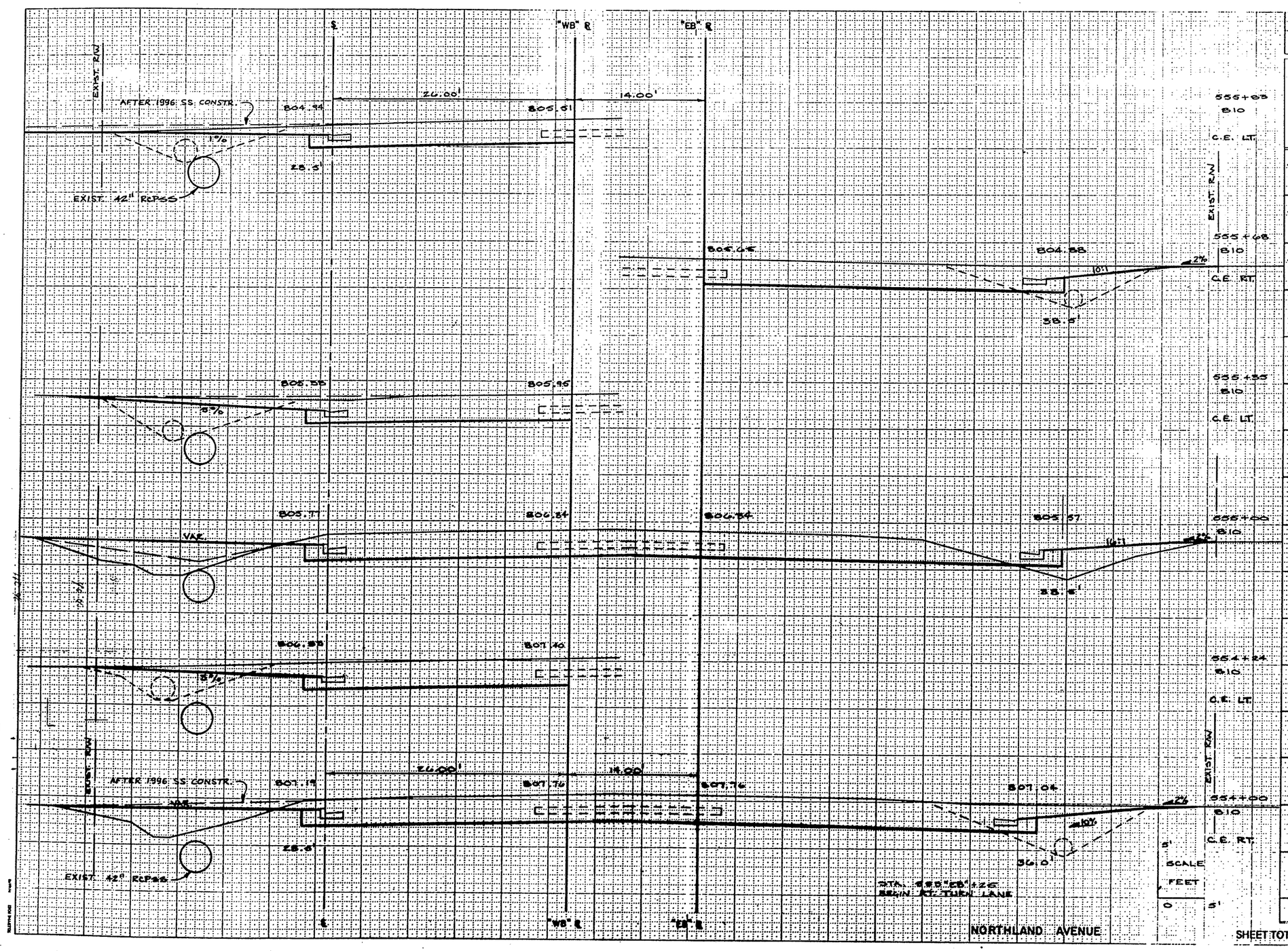


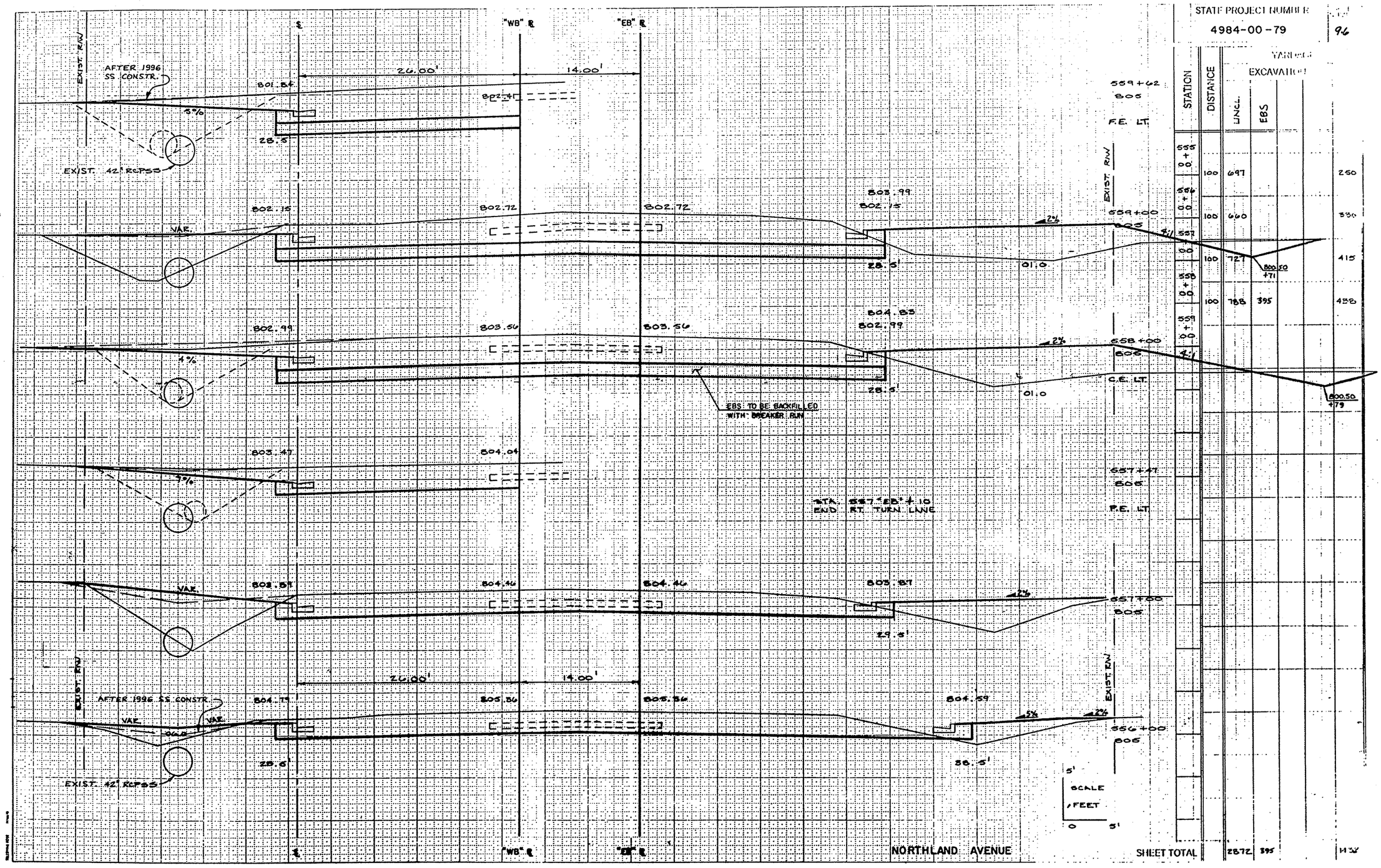
STATE PROJECT NUMBER
4984-00-79

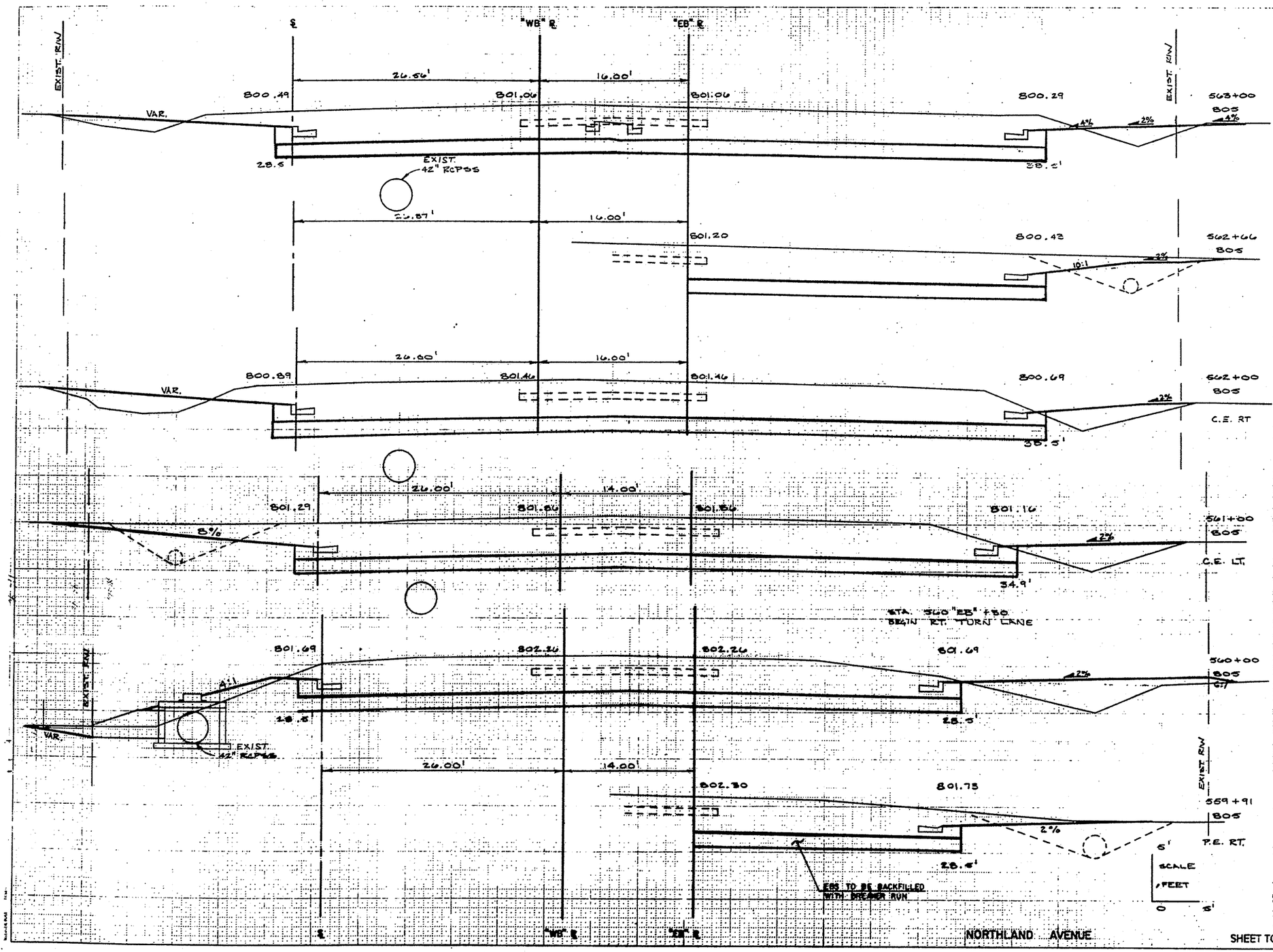
SHEET NUMBER
9.4

YARDAGE
EXCAVATION

STATION	DISTANCE	LINEAL	
551+00			
	100	781	370
552+00			
	100	733	585
553+00			

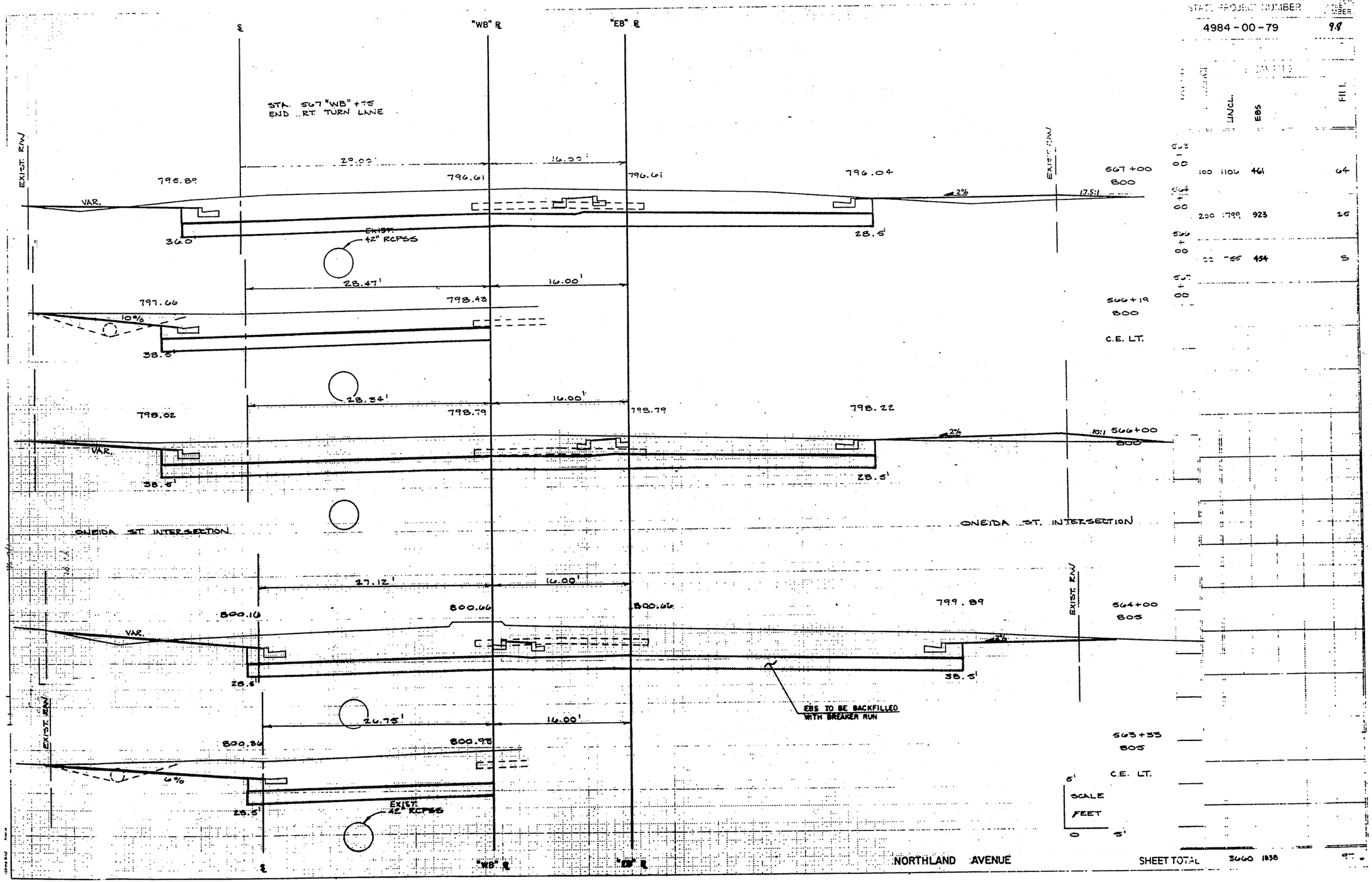

EXIST. R/W
AFTER 1996 SS CONSTR.
804.94
805.51
26.00'
14.00'
1%
28.5'
EXIST. 42" RCPSS
805.66
804.88
2%
10:1
38.5'
555+63
810
C.E. LT.
EXIST. R/W
555+68
810
C.E. RT.
805.55
805.95
5%
555+55
810
C.E. LT.
805.71
806.24
806.34
805.57
6:1
555+00
810
33.5'
806.35
807.46
5%
554+24
810
C.E. LT.
EXIST. R/W
AFTER 1996 SS CONSTR.
807.19
807.76
807.76
807.04
26.00'
14.00'
554+00
810
C.E. RT.
28.5'
36.0'
EXIST. 42" RCPSS
STA. 553+55 BEGIN PL TURN LANE
5' SCALE FEET
0 5'
NORTHLAND AVENUE
STATE PROJECT NUMBER
4984-00-79
SHEET
95
YARDAGE
EXCAVATION
STATION
DISTANCE
UNCL.
FILL
553+00
100
618
326
554+00
100
610
293
555+00
SHEET TOTAL
1220
617


STATE PROJECT NUMBER
4984-00-79
96
EXIST. R/W
AFTER 1996 SS CONSTR.
26.00'
14.00'
"WB" ℄
"EB" ℄
801.84
802.14
5%
28.5'
EXIST. 42" RCPSS
802.15
802.72
802.72
VAR.
803.99
802.15
559+62
805
F.E. LT.
EXIST. R/W
559+00
805
2%
4:1
01.0
28.5'
802.99
803.56
803.56
804.83
802.99
558+00
805
C.E. LT.
4%
EBS: TO BE BACKFILLED WITH BREAKER RUN
803.47
804.04
7%
STA. 557 "EB" + 10
END RT. TURN LANE
557+47
805
F.E. LT.
803.87
804.46
804.46
803.87
557+00
805
29.5'
EXIST. R/W
AFTER 1996 SS CONSTR.
804.75
805.56
805.56
804.59
VAR.
VAR.
VAR.
5%
556+00
805
28.5'
36.5'
EXIST. 42" RCPSS
5'
SCALE
FEET
0
5'
NORTHLAND AVENUE
SHEET TOTAL
2872
395
1438
STATION
DISTANCE
LINEAL
EBS
EXCAVATION
555 00+
556 00+
557 00+
558 00+
559 +00
250
100
697
330
100
660
415
100
727
800.50
+71
455
100
788
395
800.50
+79

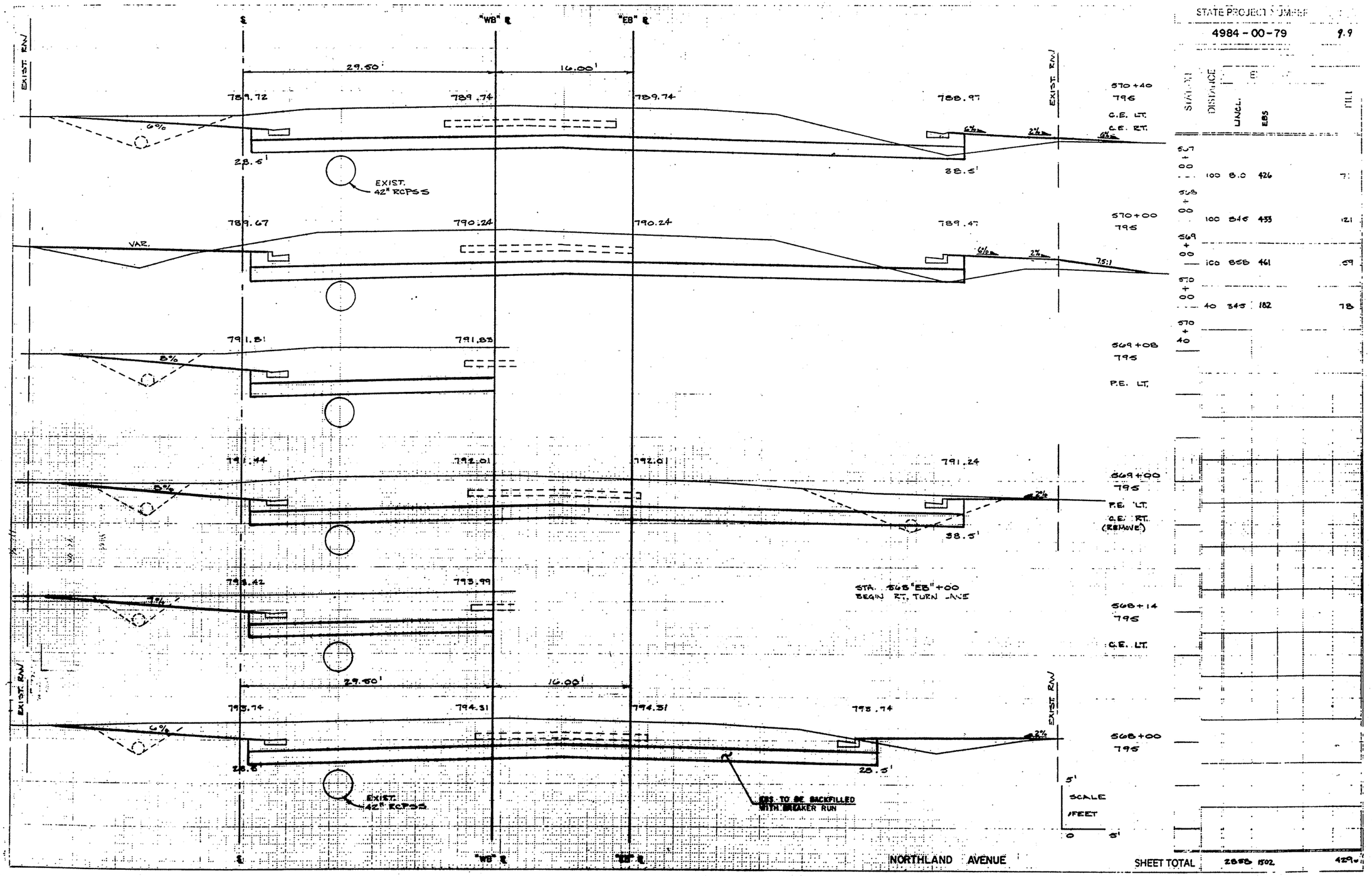


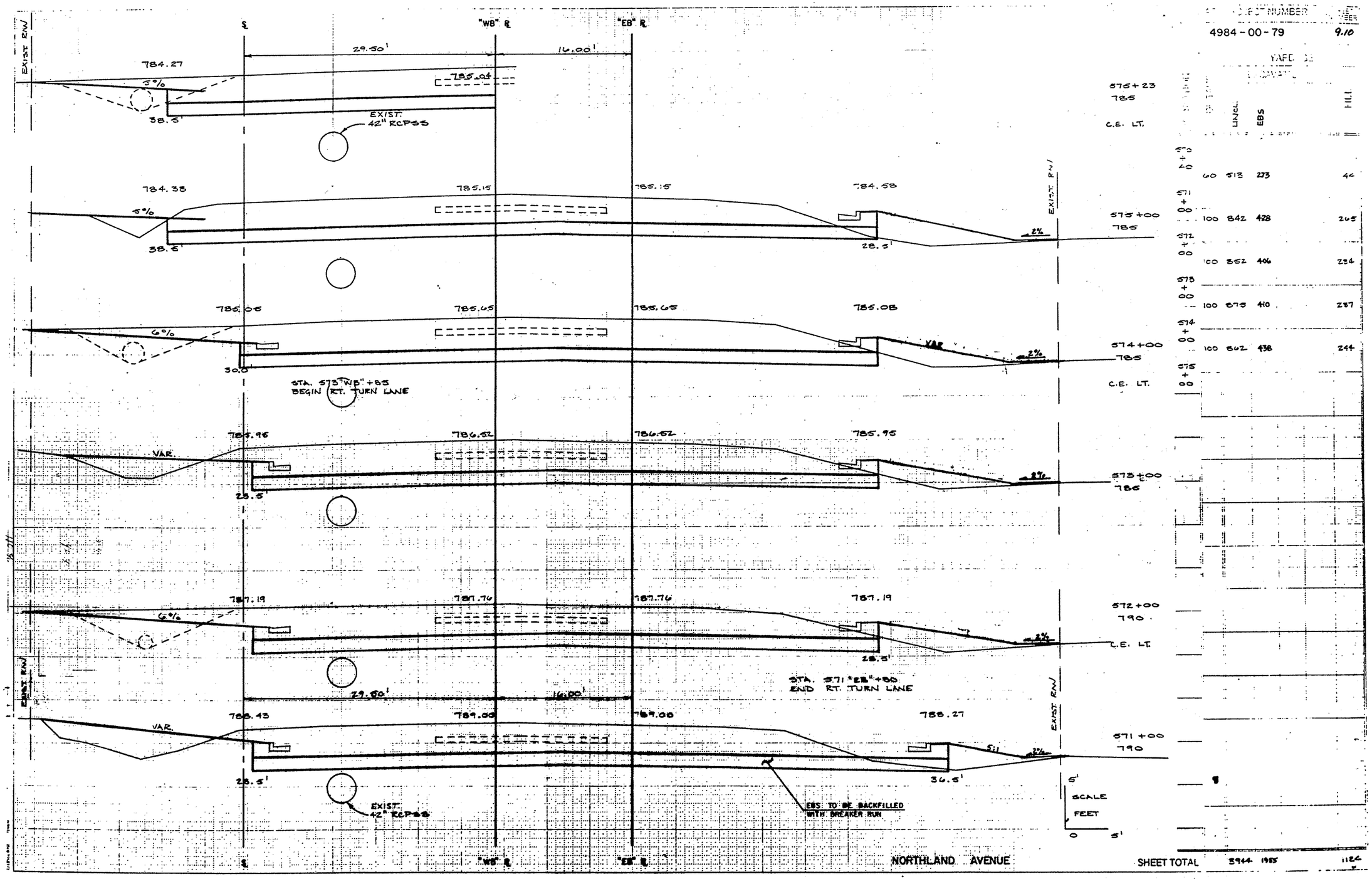
STATE PROJECT NUMBER	SHEET NUMBER
4984-00-79	9.9

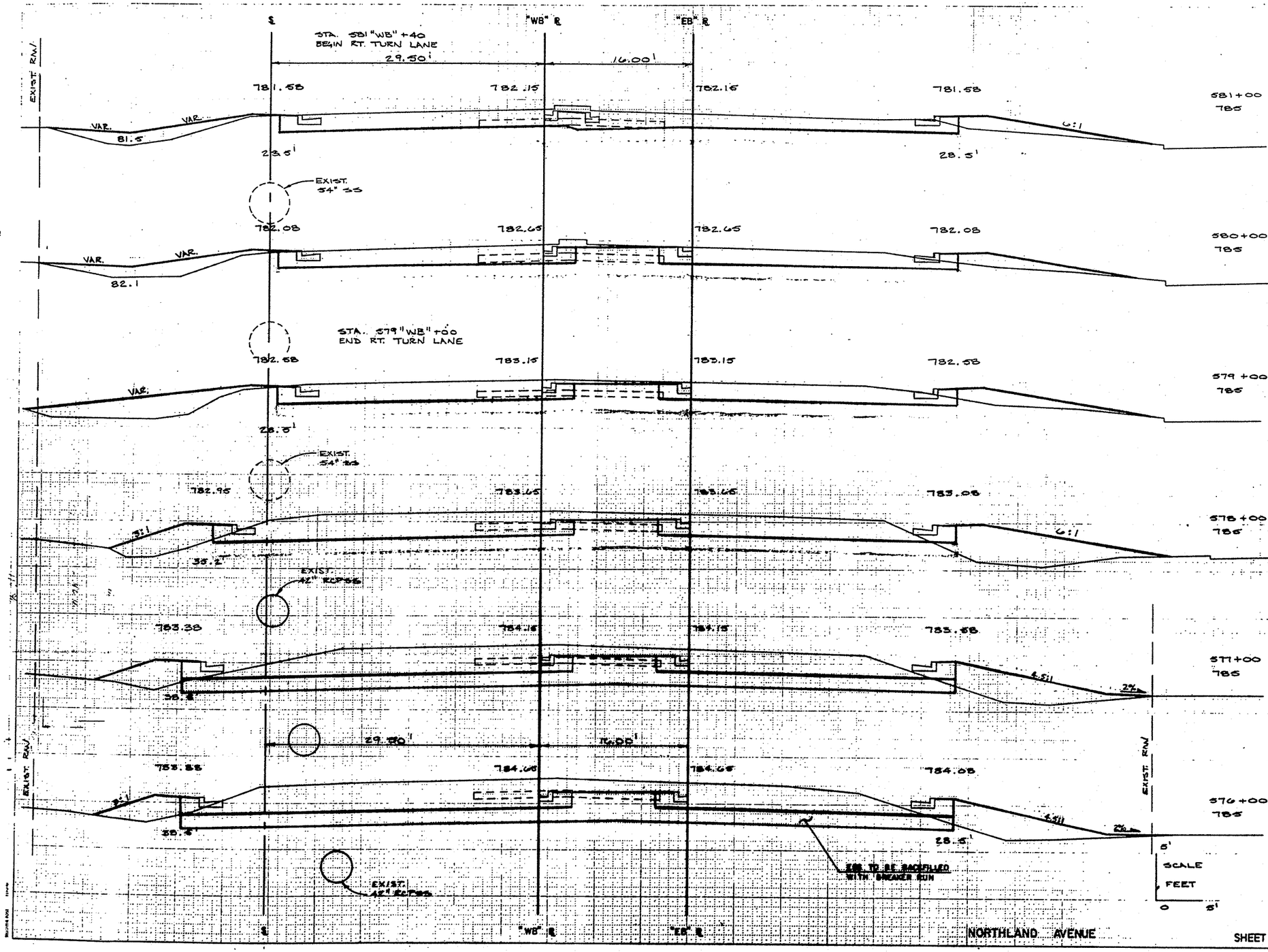
STATION	DISTANCE	EXCAVATION UNCL.	EXCAVATION EBS		FILL
559 + 00	100	854	395		372
560 + 00	100	1021	412		208
561 + 00	100	1115	426		186
562 + 00	100	1125	461		142
563 + 00					
SHEET TOTAL		4115	1694		908



	LINCL.	EBS		FILL
562+00	100	1106	461	64
564+00	200	1799	923	26
566+00	200	755	454	8
567+00				


STATE PROJECT NUMBER
4984-00-79
9.9
℄
"WB" ℄
"EB" ℄
EXIST. R/W
29.50'
16.00'
789.72
789.74
789.74
788.97
6%
2%
28.5'
38.5'
EXIST. 42" RCPSS
570+40
796
C.E. LT.
C.E. RT.
789.67
790.24
790.24
789.47
VAR.
75:1
570+00
795
791.81
791.83
8%
569+08
795
P.E. LT.
791.44
792.01
792.01
791.24
569+00
795
P.E. LT.
C.E. RT.
(REMOVE)
793.42
793.99
STA. 568"EB"+00
BEGIN RT. TURN LANE
568+14
795
C.E. LT.
793.74
794.31
794.31
793.74
568+00
795
EXIST. 42" RCPSS
EBS TO BE BACKFILLED WITH BREAKER RUN
5'
SCALE
/FEET
0
5'
NORTHLAND AVENUE
SHEET TOTAL
2888 1502
4290
STATION
DISTANCE
UNCL.
EBS
FILL
568 + 00
100 8.0 426
71
569 + 00
100 845 433
121
569 + 00
100 858 461
59
570 + 00
40 345 182
78
570 + 40


EXIST. R/W
℄
"WB" ℞
"EB" ℞
29.50'
16.00'
784.27
5%
38.5'
785.04
EXIST. 42" RCPSS
575+23
785
C.E. LT.
784.38
785.15
785.15
784.58
5%
38.5'
28.5'
2%
EXIST. R/W
575+00
785
785.06
785.65
785.65
785.08
6%
30.0'
VAR.
2%
574+00
785
C.E. LT.
STA. 573 "WB" +85
BEGIN RT. TURN LANE
784.96
786.52
786.52
785.95
VAR.
25.5'
2%
573+00
786
787.19
787.76
787.76
787.19
6%
28.5'
572+00
790
C.E. LT.
STA. 571 "EB" +80
END RT. TURN LANE
29.50'
16.00'
EXIST. R/W
788.43
789.00
789.00
788.27
VAR.
28.5'
36.5'
2%
571+00
790
EXIST. 42" RCPSS
EBS: TO BE BACKFILLED WITH BREAKER RUN
5'
SCALE
FEET
0
5'
NORTHLAND AVENUE
SHEET TOTAL
3944
1955
1124
PROJECT NUMBER
4984-00-79
9.10
YARD
LINCL.
EBS
HILL
570 + 40
60
513
273
44
571 + 00
100
842
428
265
572 + 00
100
852
406
284
573 + 00
100
873
410
287
574 + 00
100
862
438
244
575 + 00
E-716



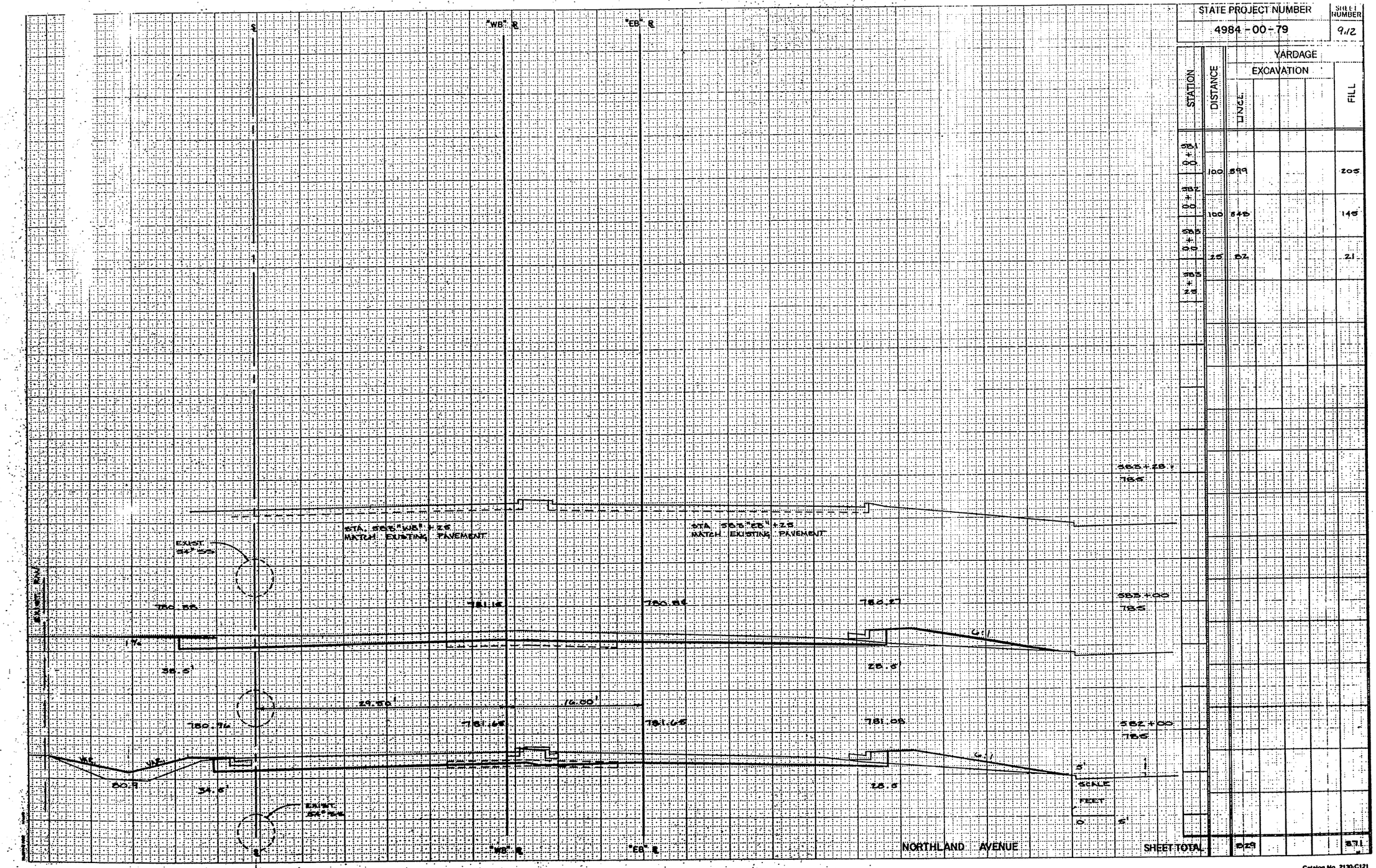
STATE PROJECT NUMBER 4984-00-79

SHEET NUMBER 9.11

STATION	DISTANCE	EXCAVATION LINEAR	EXCAVATION EBS	FILL
575 + 00	100	764	461	25
576 + 00	100	681	461	26
577 + 00	100	598		284
578 + 00	100	522		269
579 + 00	100	433		206
580 + 00	100	422		199
581 + 00				
SHEET TOTAL		3390	922	1467

E-716

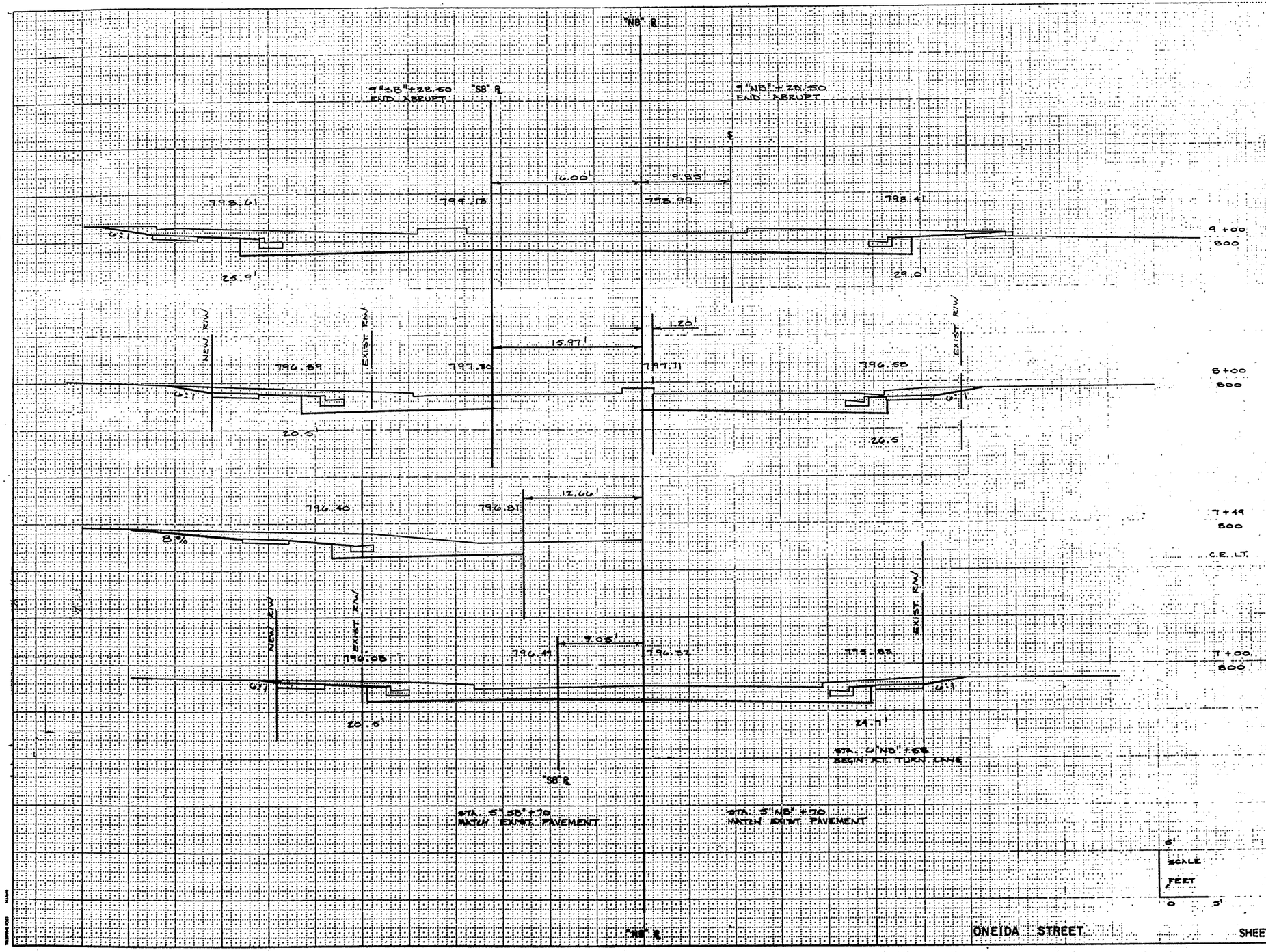
STATE PROJECT NUMBER	SHEET NUMBER
4984-00-79	9/12



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.				FILL
0+81						
	100	599				205
1+82						
	100	548				145
2+82						
	25	52				21
3+55						
25						
		1199				371

Catalog No 2130-C121

E-716



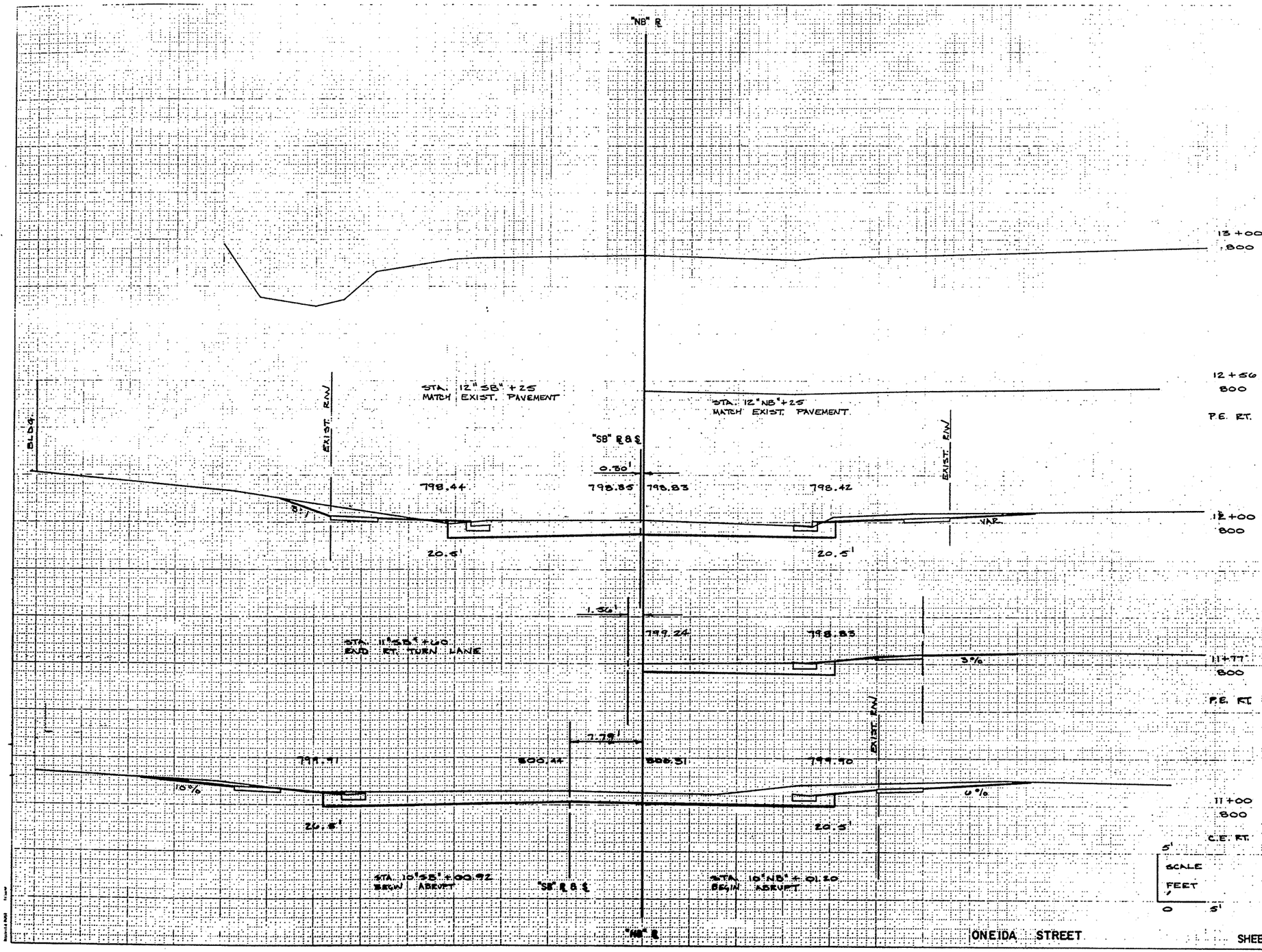
STATE PROJECT NUMBER	SHEET NUMBER
4984-00-79	9/3

YARDAGE

STATION		EXCAVATION				FILL
		UNCL.				
9+00						
	130	465				0
8+70						
	100	418				0
8+00						
	100	566				0
7+49						
	28.50	184				0
7+20.50						
SHEET TOTAL		1623				0

Catalog No 2*20-C*21

E-716



4984-00-79 9.14

STATION	OFFSET	UNCL.	EXCAVATION			
10 + 01.50						
	92.50	337				0
11 + 00						
	100	327				0
12 + 00						
	25	78				0
12 + 25						
SHEET TOTAL		742				0

E-716