

WITH:

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Sheet No.		Typical Sections and Details
Sheet No.		Miscellaneous Quantities
Sheet No.		Plan and Profile
Sheet No.		Computer Earthwork Data
Sheet No.		Cross Sections

TOTAL SHEETS =

OUTAGAMIE COUNTY

PLAN OF PROPOSED IMPROVEMENT

CTH 0

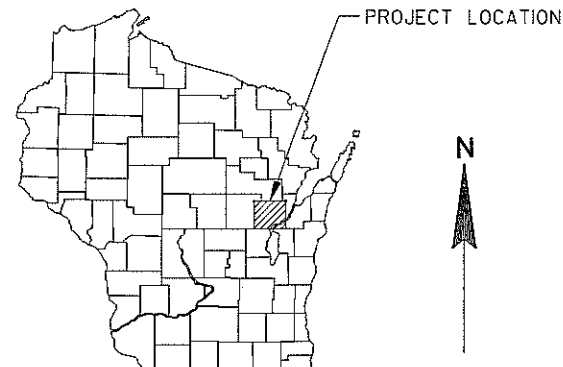
CTH A TO STH 47

OUTAGAMIE COUNTY

RECEIVED

JUN 15 2010

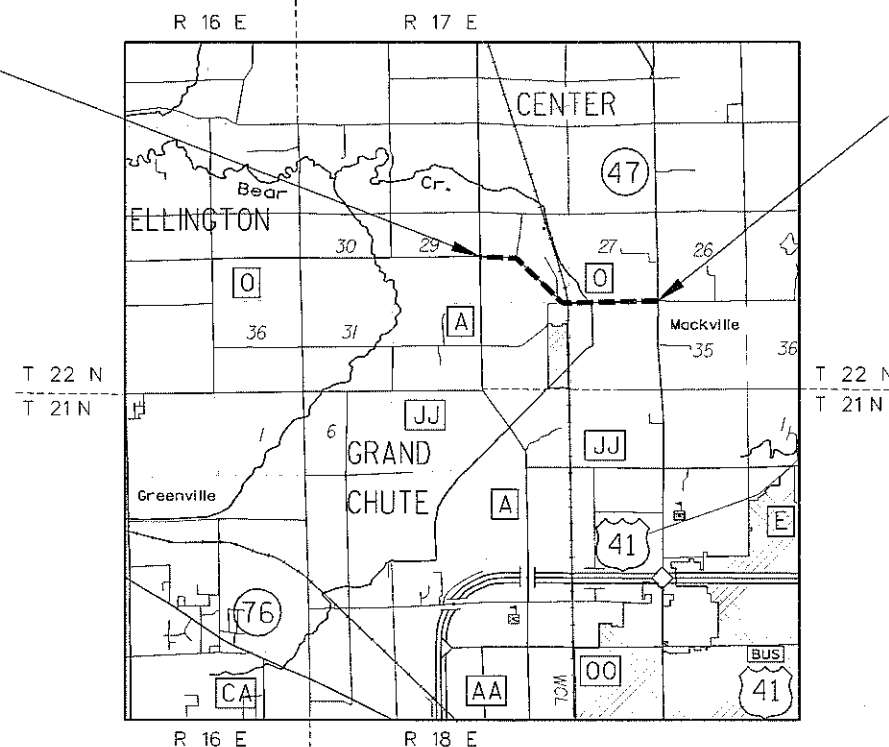
OUTAGAMIE COUNTY
HIGHWAY DEPARTMENT



BEGIN PROJECT
STA 233+80

N = 814766.949
E = 594887.130

SEH PROJECT NUMBER



END PROJECT
STA 348+29

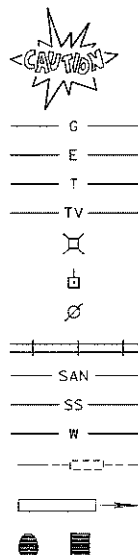
DESIGN DESIGNATION

A.D.T.	2002	=	1908
A.D.T.	2022	=	3328
D.		=	50
T.		=	
DESIGN SPEED		=	45/35
ESALS		=	

CONVENTIONAL SYMBOLS

COUNTY LINE	---
CORPORATE LIMITS	---
PROPERTY LINE	---
LOT LINE	---
LIMITED EASEMENT	---
EARTHWORK BALANCE POINT	●
EXISTING RIGHT OF WAY	---
PROPOSED OR NEW R/W LINE	---
SURVEY LINE	---
SLOPE INTERCEPT	---
ORIGINAL GROUND	---
MARSH OR ROCK PROFILE (To be noted as such)	---
MARSH AREA	---
WOODED OR SHRUB AREA	---

COMBUSTIBLE FLUIDS	---
UNDERGROUND UTILITIES	---
GAS	---
ELECTRIC	---
TELEPHONE OR TELEGRAPH	---
TV/CABLE	---
SERVICE PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---
RAILROAD	---
SANITARY SEWER	---
STORM SEWER	---
WATER	---
EXISTING CULVERT	---
PROPOSED CULVERT (Box or Pipe)	---
CULVERT (Profile View)	---



LAYOUT
SCALE 0 ML

TOTAL NET LENGTH OF CENTERLINE = 2.168 ML

Coordinates on this plan are referenced to the Wisconsin County
Coordinate System (WCCS), Outagamie County.

ACCEPTED FOR
OUTAGAMIE COUNTY

DATE:

ORIGINAL PLANS PREPARED BY:



RECEIVED

JUN 14 2010

OUTAGAMIE COUNTY
HIGHWAY DEPT

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

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	INV	INVERT
AC	ACRE	IP	IRON PIPE OR PIN
AGG	AGGREGATE	LHF	LEFT-HAND FORWARD
ASPH	ASPHALTIC	L	LENGTH OF CURVE
AVG	AVERAGE	LF	LINEAR FOOT
ADT	AVERAGE DAILY TRAFFIC	LC	LONG CHORD OF CURVE
BF	BACK FACE	LS	LUMP SUM
BM	BENCH MARK	MH	MANHOLE
BR	BRIDGE	NC	NORMAL CROWN
CE	COMMERCIAL ENTRANCE	NO	NUMBER
CL	CENTER LINE	OBLIT	OBLITERATE
Δ	CENTRAL ANGLE OR DELTA	PAVT	PAVEMENT
CONC	CONCRETE	PE	PRIVATE ENTRANCE
CR	CREEK	PVRC	POINT OF VERTICAL REVERSE CURVE
CY	CUBIC YARD	R	RADIUS
C & G	CURB AND GUTTER	RCCP	REINFORCED CONCRETE CULVERT PIPE
D	DEGREE OF CURVE	RES	RESIDENCE OR RESIDENTIAL
DHV	DESIGN HOUR VOLUME	REQ'D	REQUIRED
DISCH	DISCHARGE	RHF	RIGHT-HAND FORWARD
DG	DITCH GRADE	R/W	RIGHT-OF-WAY
DWY	DRIVEWAY	R	RIVER
X	EAST GRID COORDINATE	RDWY	ROADWAY
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	RL	REFERENCE LINE
EL	ELEVATION	SALV	SALVAGED
ENT	ENTRANCE	SAN	SANITARY SEWER
ESALS	EQUIVALENT SINGLE AXLE LOADS	SF	SQUARE FEET
EXC	EXCAVATION	SY	SQUARE YARD
EBS	EXCAVATION BELOW SUBGRADE	SDD	STANDARD DETAIL DRAWINGS
EXIST	EXISTING	STA	STATION
FF	FACE TO FACE	SS	STORM SEWER
FERT	FERTILIZE	SE	SUPERELEVATION
F.E.	FIELD ENTRANCE	TC	TOP OF CURB
FL	FLOW LINE	T OR TN	TOWN
FO	FIBER OPTIC	T	TRUCKS (PERCENT OF)
CWT	HUNDREDWEIGHT	TYP	TYPICAL
HYD	HYDRANT	VAR	VARIABLE
ID	INSIDE DIAMETER	VC	VERTICAL CURVE
		Y	NORTH GRID COORDINATE
		YD	YARD

UTILITY CONTACTS

AMERITECH
221 WEST WASHINGTON STREET
P.O. BOX 2159
APPLETON, WI. 54913
TELEPHONE: 920.735.3206 FAX: 920.735.3073
ATTENTION: ENGINEERING DEPARTMENT

WISCONSIN ELECTRIC GAS OPERATIONS
231 WEST MICHIGAN STREET
MILWAUKEE, WI. 53290-0001
TELEPHONE: 414.221.2716
ATTENTION: TIM ECKBLAD

AMERICAN TRANSMISSION COMPANY
1419 W23993 RIDEVIEW PKWY. W.
P.O. BOX 47
WAUKESHA, WI. 53187-0047
TELEPHONE: 262.506.6864
ATTENTION: ANDY EBERHARDT

WISCONSIN ELECTRIC POWER COMPANY
800 SOUTH LYNDALE DRIVE
P.O. BOX 145
APPLETON, WI. 54913
TELEPHONE: 920.380.3561
ATTENTION: DAVE PLAMANN

TIME WARNER CABLE
1001 KENNEDY AVENUE
P.O. BOX 1699
KIMBERLY, WI. 54136
TELEPHONE: 920.749.1400
ATTENTION: RANDY WOLFGRAN

WE ENERGIES
P.O. BOX 1699
APPLETON, WI 54912
TELEPHONE: 920.380.3401
ATTENTION: JIM QUINN

DESIGN CONTACT
SEH INC
5485 W. GRANDE MARKET DRIVE
APPLETON, WI 54913-8430
TELEPHONE: 920.380.2800
ATTENTION: RICH GLEN, P.E.

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



FOR FIELD LOCATES
CALL: 1.800.242.8511
www.DiggersHotline.com

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

GENERAL NOTES

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NGVD 29 DATUM.

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

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED
SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOIL, FERTILIZED, SEEDED, AND MULCHED.
FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

BEARINGS SHOWN ON THE PLANS ARE GROUND BEARINGS TO THE NEAREST SECOND.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED IN THE FIELD.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE
FLANGE LINE UNLESS NOTED OTHERWISE.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT
REMOVAL LIMITS.

6 IN ASPHALTIC CONCRETE PAVEMENT SHALL BE CONSTRUCTED WITH A 1¾IN
UPPER LAYER, 1¾IN MIDDLE LAYER, AND A 2½IN LOWER LAYER.

4 IN ASPHALTIC CONCRETE PAVEMENT SHALL BE CONSTRUCTED WITH A 1¾IN
UPPER LAYER AND A 2¾IN LOWER LAYER.

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.025 GAL/S.Y. AND
SHALL BE PLACED BETWEEN LAYERS OF ASPHALTIC PAVEMENT AND BETWEEN THE
EXISTING CONCRETE PAVEMENT AND ASPHALTIC PAVEMENT.

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM
UNCLASSIFIED EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS
TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 30 PERCENT. ALL FILL
VOLUMES SHOWN ARE ACTUAL VOLUMES.

EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED ON THE CROSS SECTIONS. EXACT
LOCATIONS FOR EBS WILL BE DETERMINED IN THE FIELD.

ALL DRAIN TILE OUTLETS SHALL BE MAINTAINED.

ALL NEW DRIVEWAY CULVERTS WHICH FALL WITHIN THE CLEAR ZONE AS SHOWN ON THE
TYPICAL SECTION SHALL BE INSTALLED WITH SLOPED END SECTION ENDWALLS

STATE PROJECT NUMBER: - -

HWY: CTH O

COUNTY: OUTAGAMIE

GENERAL NOTES

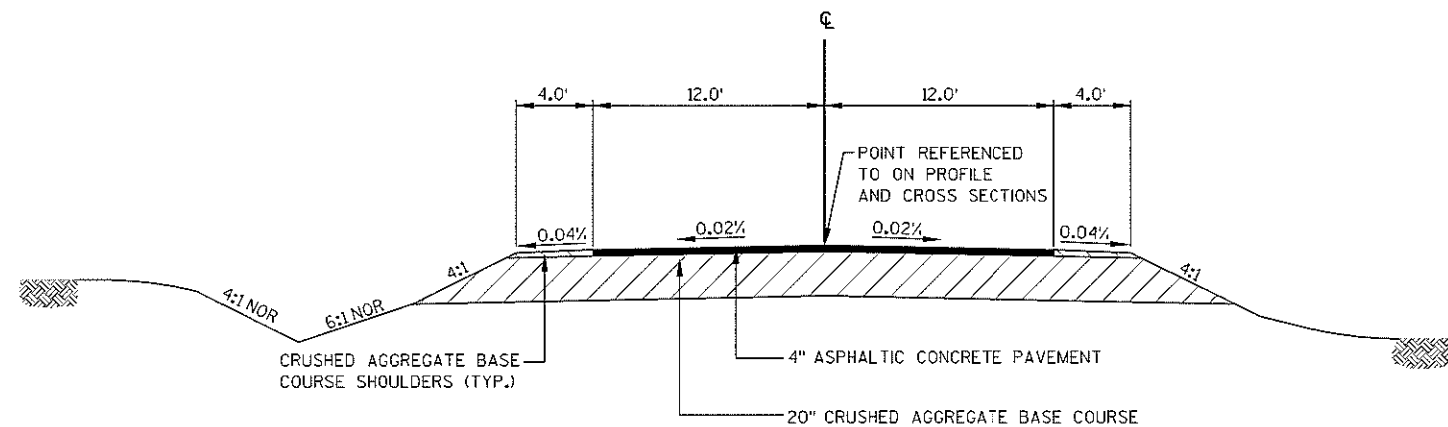
SCALE, FEET



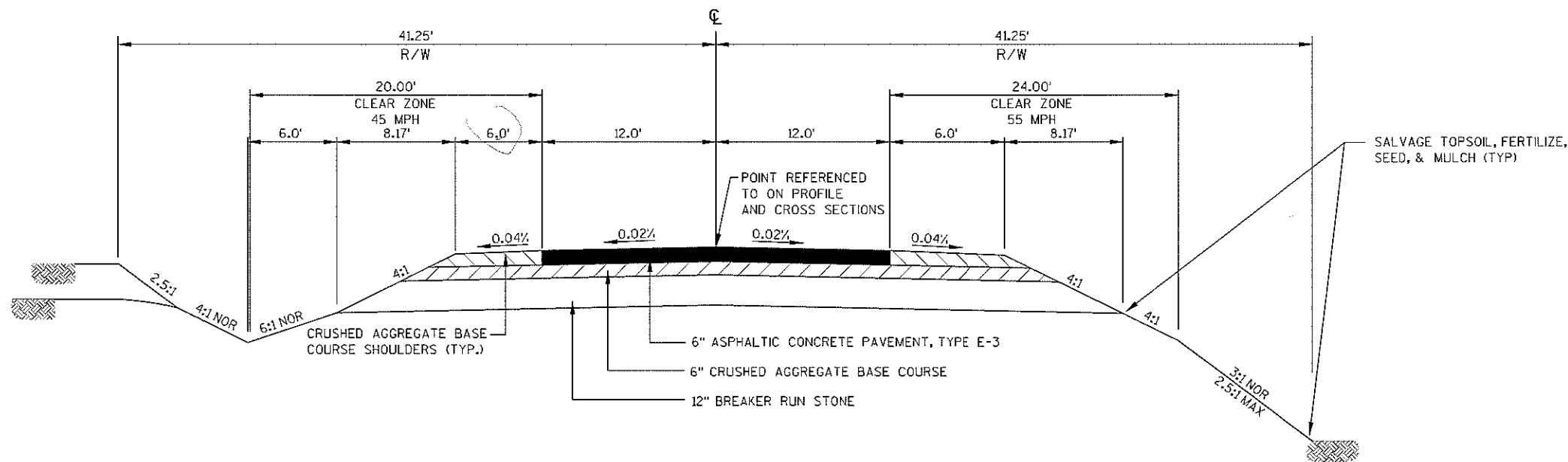
SHEET NO:

E

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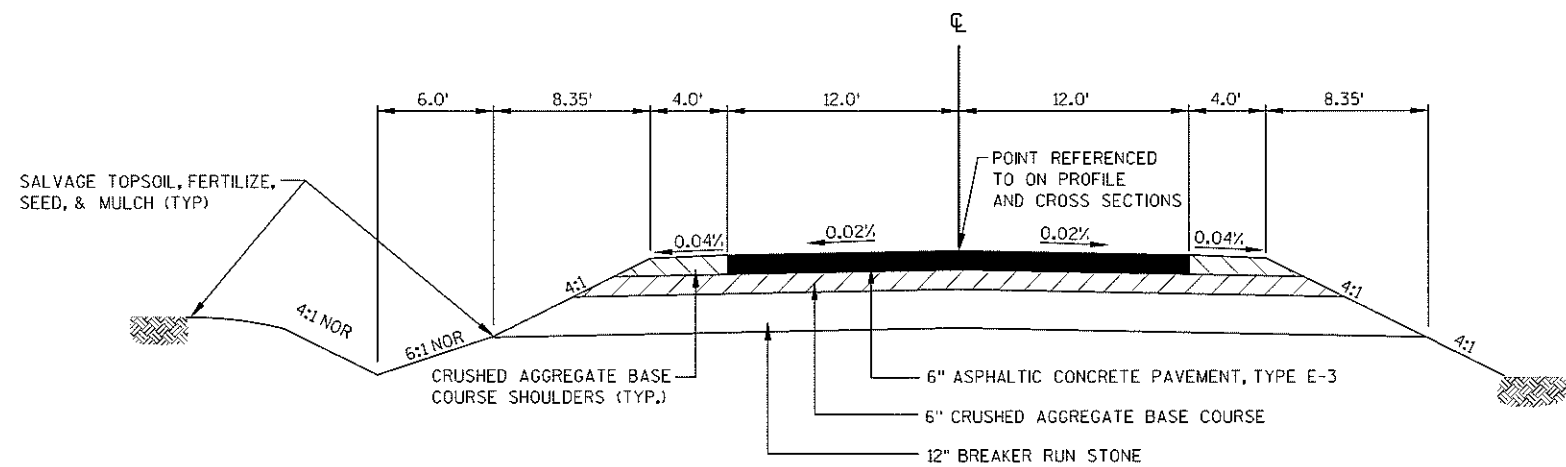


TYPICAL EXISTING SECTION CTH 0
STA 233+80 TO STA 348+19



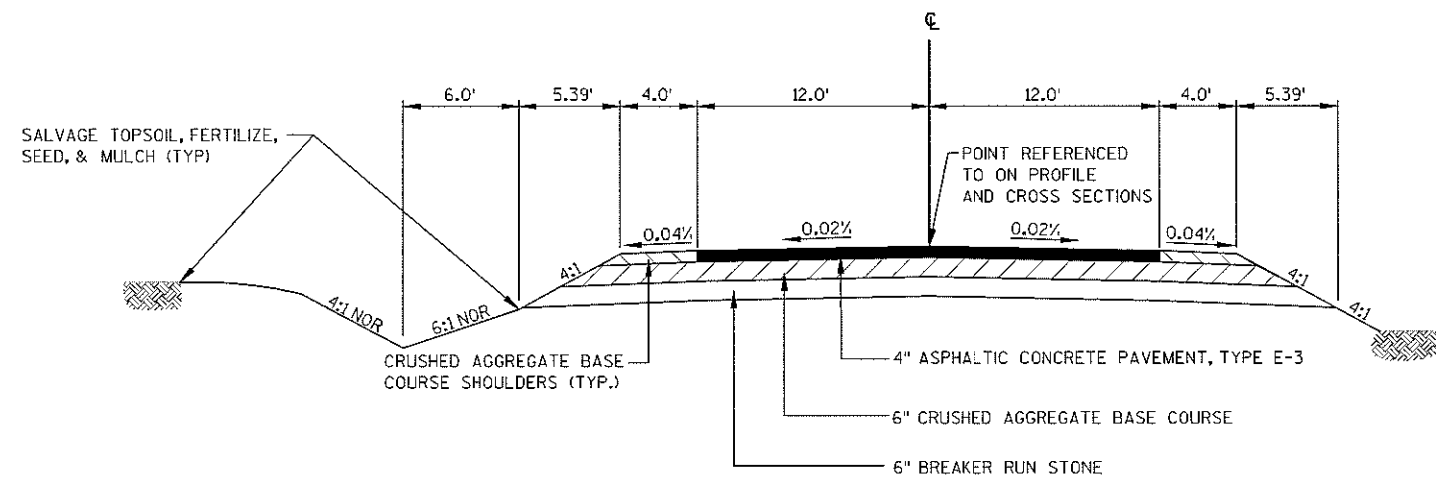
TYPICAL FINISHED SECTION CTH 0
STA 233+80 TO STA 348+29

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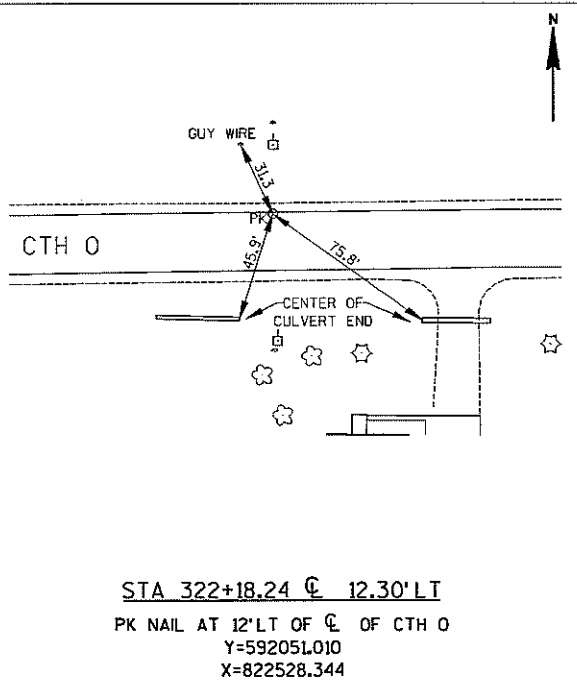
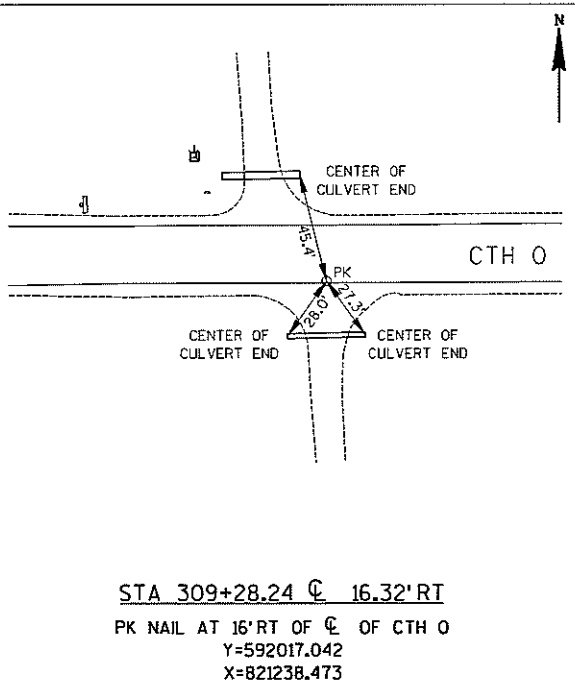
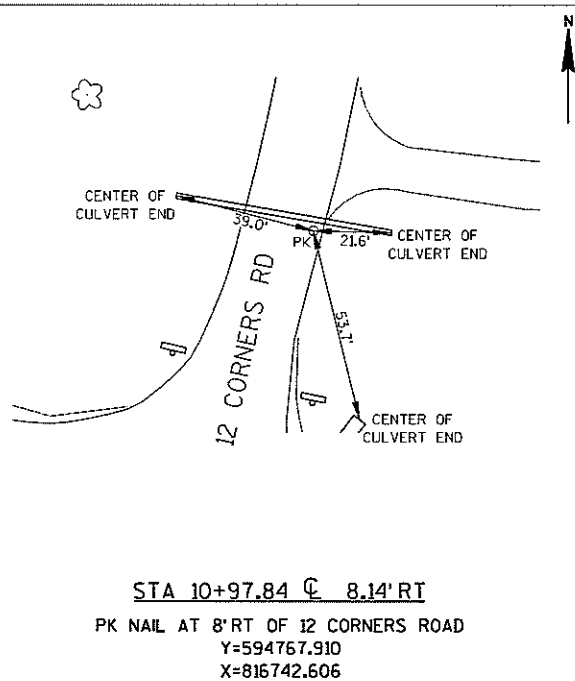
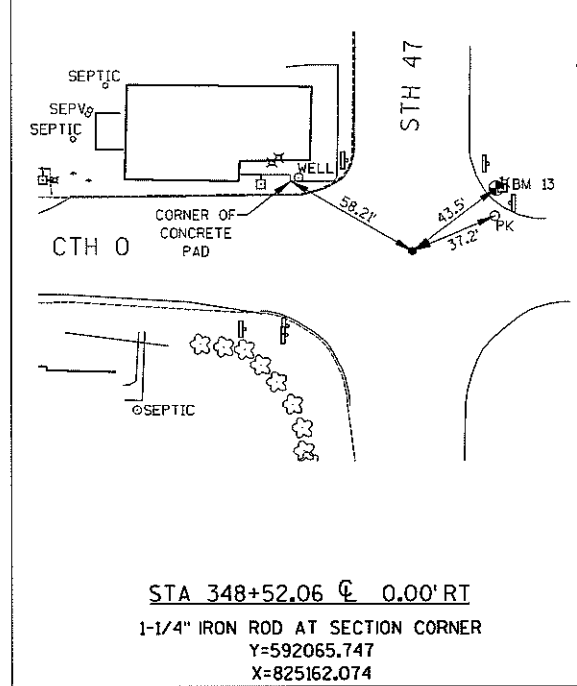
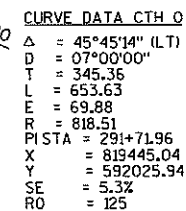
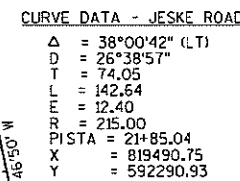
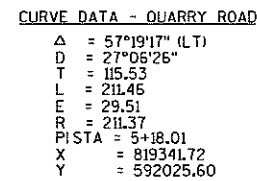
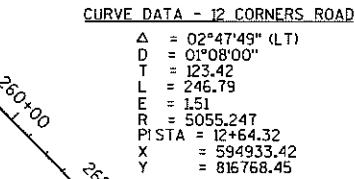
TYPICAL FINISHED SECTION SIDE ROADS

QUARRY ROAD

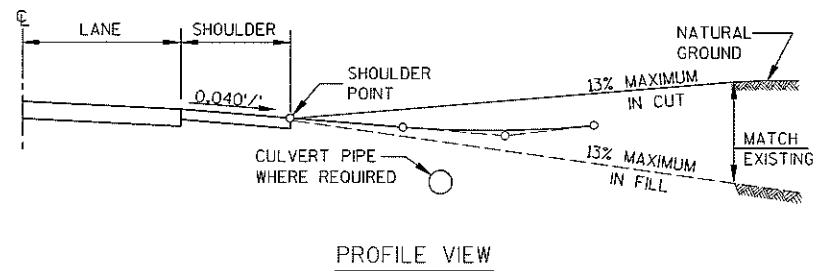
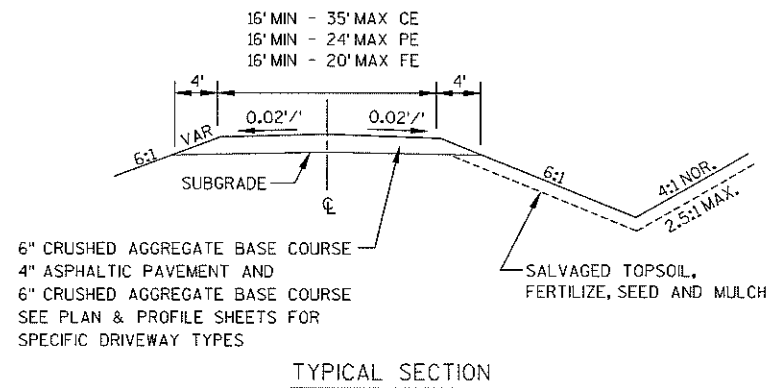
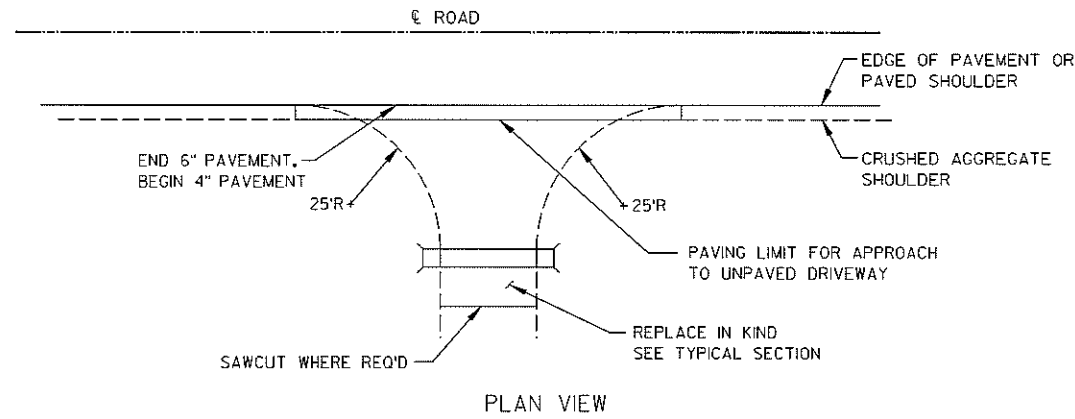


TYPICAL FINISHED SECTION SIDE ROADS

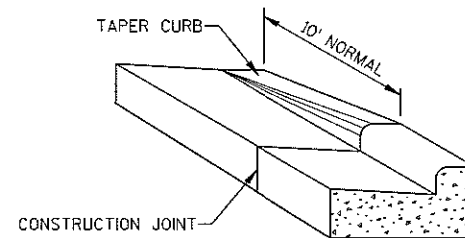
12 CORNERS ROAD
JESKE ROAD



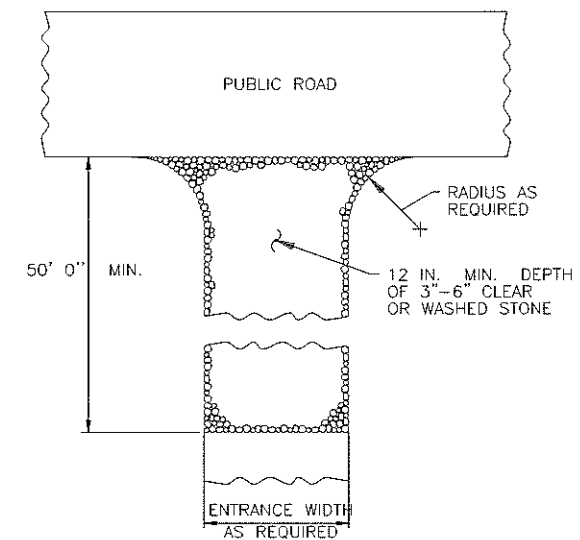
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RURAL DRIVEWAY DETAIL

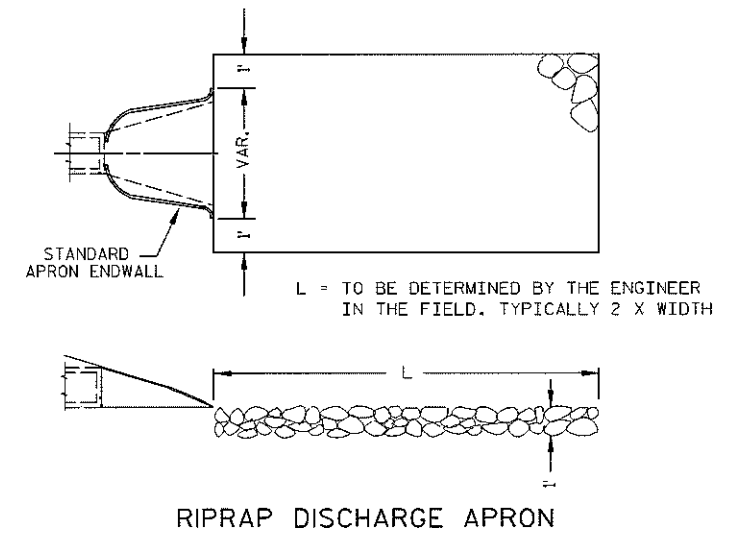


DETAIL OF CURB & GUTTER TERMINI



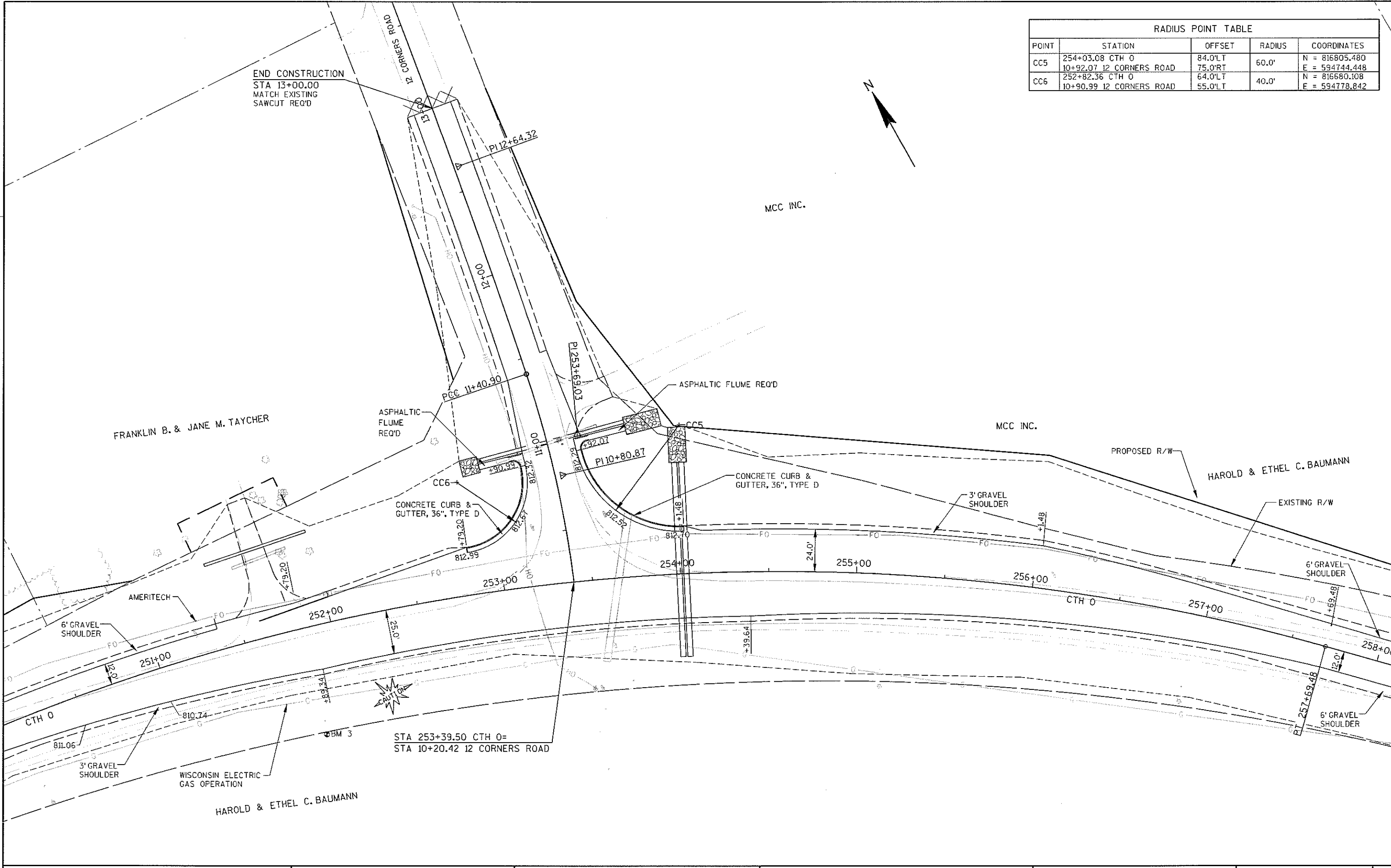
- NOTES:
- ① STONES AT ENTRANCE CLEAN WORKSITE MUD OFF OF TRUCKS TIRES BEFORE DRIVING ON MAIN ROAD. THIS WILL PREVENT AUTO DAMAGE. KEEP CONSTRUCTION SEDIMENT OUT OF DRAINAGE SYSTEMS AND WETLANDS.

ROCK CONSTRUCTION ENTRANCE ①

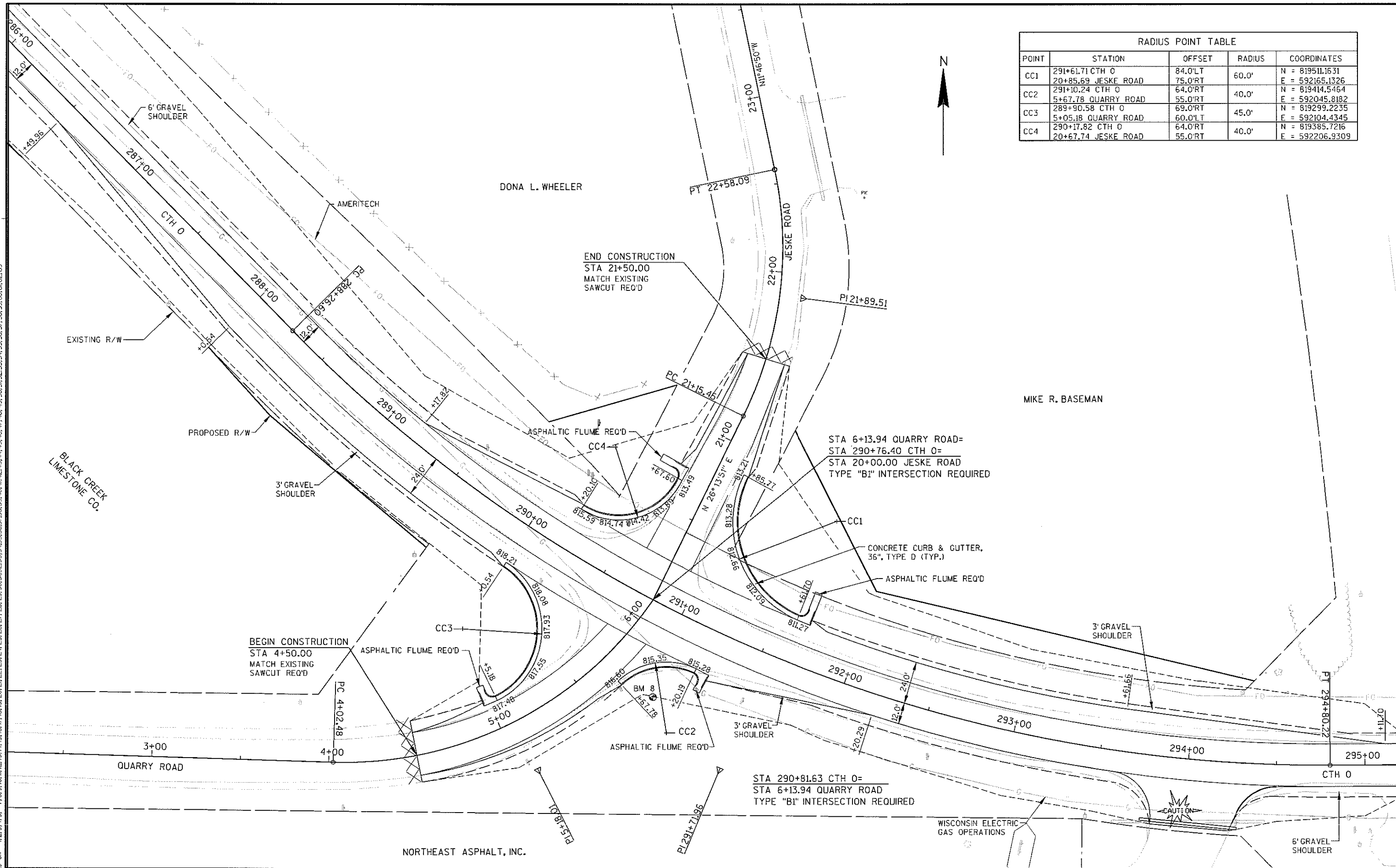


LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC5	254+03.08 CTH 0	84.0'LT	60.0'	N = 816805.480
	10+92.07 12 CORNERS ROAD	75.0'RT		E = 594744.448
CC6	252+82.36 CTH 0	64.0'LT	40.0'	N = 816680.108
	10+90.99 12 CORNERS ROAD	55.0'LT		E = 594778.842

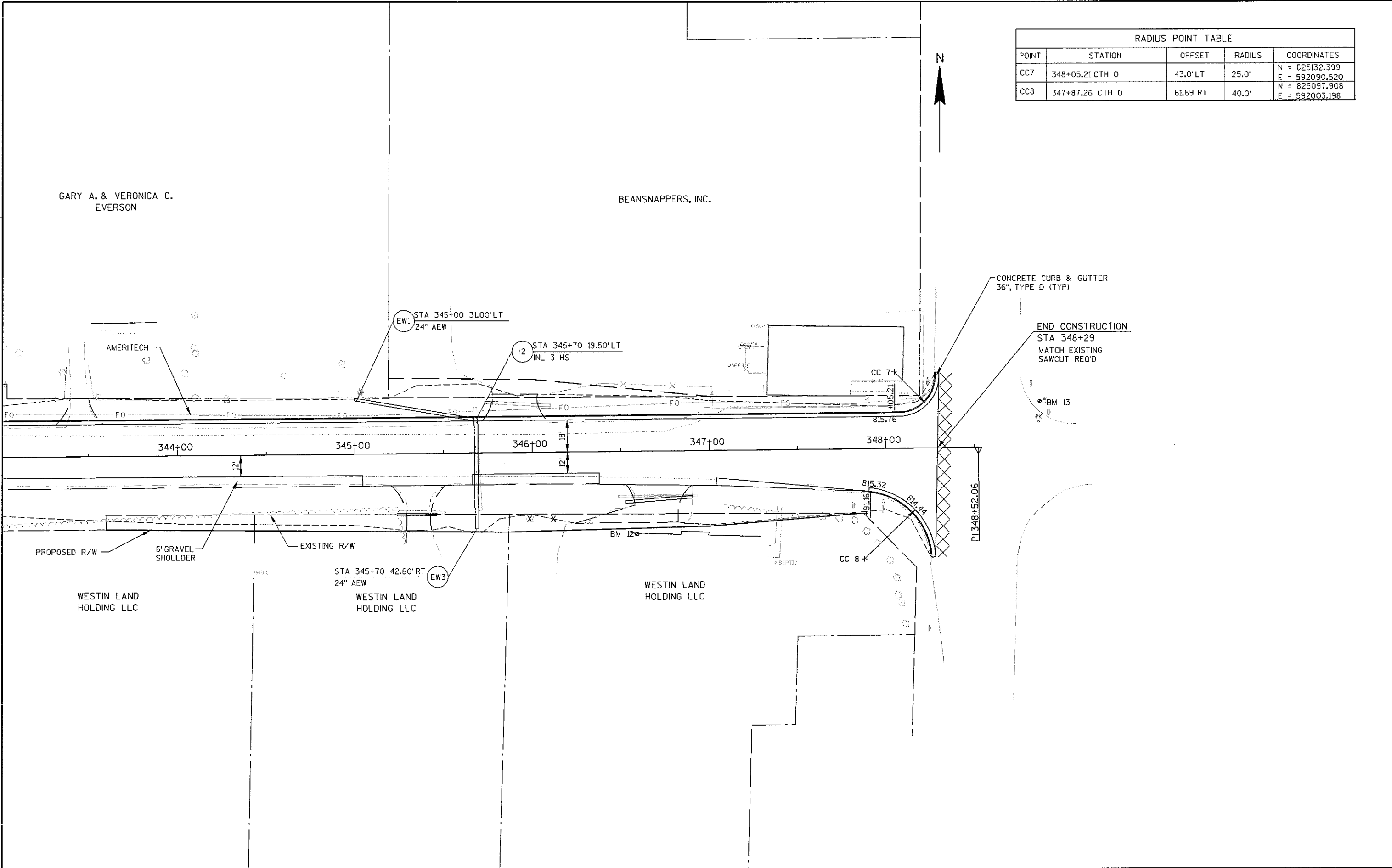


LEVELS ON - 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	291+61.71 CTH 0	84.0'LT	60.0'	N = 819511.1631
	20+85.69 JESKE ROAD	75.0'RT		E = 592165.1326
CC2	291+10.24 CTH 0	64.0'RT	40.0'	N = 819414.5464
	5+67.78 QUARRY ROAD	55.0'RT		E = 592045.8182
CC3	289+90.58 CTH 0	69.0'RT	45.0'	N = 819299.2235
	5+05.18 QUARRY ROAD	60.0'LT		E = 592104.4345
CC4	290+17.82 CTH 0	64.0'RT	40.0'	N = 819385.7216
	20+67.74 JESKE ROAD	55.0'RT		E = 592206.9309

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



RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC7	348+05.21 CTH 0	43.0' LT	25.0'	N = 825132.399 E = 592090.520
CC8	347+87.26 CTH 0	61.89' RT	40.0'	N = 825097.908 E = 592003.198

CLEARING & GRUBBING

STATION	LOCATION	201.0120	201.0220	REMARKS
		CLEARING ID	GRUBBING ID	
241+98	CTH O, RT	8	8	BIRCH
244+03	CTH O, RT	14	14	BIRCH
251+80	CTH O, LT	20	20	BIRCH
251+82	CTH O, LT	15	15	BIRCH
251+97	CTH O, LT	15	15	BIRCH
260+22	CTH O, LT	6	6	APPLE
345+98	CTH O, RT	24	24	BIRCH
346+11	CTH O, RT	24	24	BIRCH
TOTALS		126	126	

EXCAVATION COMMON

LOCATION	LOCATION	205.0100	AIR	EXPAND.	+ BORROW	209.01
		EXCAVATION COMMON C.Y.	FILL C.Y.	FILL C.Y.	- WASTE C.Y.	BACKFILL GRANULAR CY
233+80 - 253+35.	CTH O	13,692	1,692	2,200	-11,492	15,088
10+20 - 13+00	12 CORNERS ROAD	—	1,234	1,604	1,604	—
253+35 - 290+82	CTH O	29,171	7,623	9,910	-19,261	27,396
4+50 - 6+14	QUARRY ROAD	359	—	—	-359	—
20+00 - 21+50	JESKE ROAD	255	15	19	-236	—
290+82 - 348+19	CTH O	36,889	3,480	4,524	-32,365	27,631
TOTALS		80366*	14,044	18,257	-62,110	70,115

NOTE: EXPANSION FACTOR = 1.3

* EXCAVATION COMMON INCLUDES ESTIMATED EBS QUANTITY(AS SHOWN ON THE CROSS SECTIONS) FOR PROJECT

REMOVALS

STATION - STATION	LOCATION	204.0150	204.0155
		REMOVING CURB & GUTTER LF	REMOVING CONCRETE SIDEWALK SY
234+22	CTH O , LT	—	8
346+23 - 348+29	CTH O , LT	128	—
347+90 - 348+29	CTH O, RT	55	—
TOTAL		183	8

HMA PAVEMENT

STATION - STATION	LOCATION	455.0205	455.0605	460.1000	REMARKS
		ASPHALTIC MATERIAL PG58-28 MIX @ 6.0% TON	TACK COAT GAL	HMA TYPE E-0.3 TON	
233+80 - 348+29	CTH O	702	166	11,698	
10+40 - 13+00	12 CORNERS ROAD	11	21	185	
20+18 - 21+50	JESKE ROAD	7	14	123	
4+50 - 5+96	QUARRY RD	12	30	198	
244+35	CTH O, RT	1	—	20	DRIVEWAY
246+45	CTH O, LT	1	—	10	DRIVEWAY
260+65	CTH O, RT	1	—	18	DRIVEWAY
294+03	CTH O, RT	2	—	41	DRIVEWAY
297+11	CTH O, LT	2	—	29	DRIVEWAY
298+95	CTH O, LT	2	—	28	DRIVEWAY
322+95	CTH O, RT	1	—	19	DRIVEWAY
327+90	CTH O, RT	1	—	21	DRIVEWAY
330+34	CTH O, RT	1	—	14	DRIVEWAY
337+18	CTH O, LT	1	—	15	DRIVEWAY
339+82	CTH O, LT	1	—	17	DRIVEWAY
TOTALS		746	231	12,436	

ASPHALTIC FLUMES

STATION	LOCATION	465.0315	631.1100
		ASPHALTIC FLUMES SY	SOD EROSION CONTOL SY
11+95	12 CORNERS RD., LT	12	9
11+95	12 CORNERS RD., RT	15	9
5+30	QUARRY RD., LT	17	9
20+70	JESKE RD., LT	8	9
291+25	CTH O, RT	6	9
291+65	CTH O, LT	9	9
342+50	CTH O, LT	7	9
TOTAL		74	63

BASE AGGREGATE					
STATION	LOCATION	305.0110	305.0120	311.0110	REMARKS
		BASE AGGREGATE DENSE 3/4 INCH TONS	BASE AGGREGATE DENSE 1 1/4 INCH TONS	BREAKER RUN TONS	
233+80 - 348+28	CTH O	5,590	12,735	36,950	
10+40 - 13+00	12 CORNERS ROAD	96	288	—	
20+18 - 21+50	JESKE ROAD	56	168	—	
4+50 - 5+96	QUARRY RD	70	210	765	
234+72	CTH O, RT	—	11	—	DRIVEWAY
238+76	CTH O, LT	—	19	—	DRIVEWAY
241+53	CTH O, RT	—	11	—	DRIVEWAY
244+35	CTH O, RT	—	15	—	DRIVEWAY
245+78	CTH O, LT	—	8	—	DRIVEWAY
246+45	CTH O, LT	—	11	—	DRIVEWAY
247+45	CTH O, RT	—	12	—	DRIVEWAY
251+68	CTH O, LT	—	23	—	DRIVEWAY
259+91	CTH O, LT	—	26	—	DRIVEWAY
260+65	CTH O, RT	—	16	—	DRIVEWAY
262+63	CTH O, RT	—	20	—	DRIVEWAY
262+78	CTH O, LT	—	24	—	DRIVEWAY
270+08	CTH O, RT	—	12	—	DRIVEWAY
278+39	CTH O, LT	—	15	—	DRIVEWAY
278+40	CTH O, RT	—	17	—	DRIVEWAY
282+88	CTH O, LT	—	18	—	DRIVEWAY
282+94	CTH O, RT	—	20	—	DRIVEWAY
294+03	CTH O, RT	—	36	—	DRIVEWAY
297+11	CTH O, LT	—	24	—	DRIVEWAY
298+95	CTH O, LT	—	23	—	DRIVEWAY
302+09	CTH O, RT	—	14	—	DRIVEWAY
304+97	CTH O, RT	—	15	—	DRIVEWAY
309+01	CTH O, LT	—	12	—	DRIVEWAY
309+26	CTH O, RT	—	14	—	DRIVEWAY
319+70	CTH O, RT	—	35	—	DRIVEWAY
321+87	CTH O, RT	—	21	—	DRIVEWAY
322+95	CTH O, RT	—	14	—	DRIVEWAY
324+06	CTH O, RT	—	11	—	DRIVEWAY
325+98	CTH O, RT	—	12	—	DRIVEWAY
327+90	CTH O, RT	—	16	—	DRIVEWAY
330+34	CTH O, RT	—	14	—	DRIVEWAY
330+91	CTH O, RT	—	18	—	DRIVEWAY
331+11	CTH O, LT	—	12	—	DRIVEWAY
333+49	CTH O, RT	—	15	—	DRIVEWAY
334+38	CTH O, RT	—	17	—	DRIVEWAY
335+58	CTH O, RT	—	14	—	DRIVEWAY
337+18	CTH O, LT	—	11	—	DRIVEWAY
338+48	CTH O, RT	—	18	—	DRIVEWAY
339+82	CTH O, LT	—	12	—	DRIVEWAY
340+60	CTH O, RT	—	12	—	DRIVEWAY
	SUBTOTALS	5,812	14,069	37,715	

BASE AGGREGATE (CONT.)					
STATION	LOCATION	305.0110	305.0120	311.0110	REMARKS
		BASE AGGREGATE DENSE 3/4 INCH TONS	BASE AGGREGATE DENSE 1 1/4 INCH TONS	BREAKER RUN TONS	
	SUBTOTALS	5,812	14,069	37,715	
341+77	CTH O, RT	—	12	—	DRIVEWAY
342+88	CTH O, LT	—	12	—	DRIVEWAY
343+44	CTH O, LT	—	9	—	DRIVEWAY
345+35	CTH O, RT	—	12	—	DRIVEWAY
345+92	CTH O, LT	—	20	—	DRIVEWAY
346+71	CTH O, RT	—	21	—	DRIVEWAY
11+20	12 CORNERS ROAD, RT	—	14	—	DRIVEWAY
	TOTALS	5,812	14,169	37,715	

CONCRETE CURB & GUTTER				
STATION	LOCATION	601.0411	601.0557	REMARKS
		30-INCH TYPE D L.F.	36-INCH 6-INCH SLOPED TYPE D L.F.	
252+84	CTH O, LT	62	—	12 CORNERS RD. RADIUS
253+55	CTH O, LT	79	—	12 CORNERS RD. RADIUS
290+00	CTH O, RT	76	—	QUARRY RD. RADIUS
290+20	CTH O, LT	63	—	JESKE RD. RADIUS
290+90	CTH O, RT	45	—	QUARRY RD. RADIUS
291+00	CTH O, LT	94	—	JESKE RD. RADIUS
346+30 - 348+29	CTH O, LT	—	593	INCLUDES RADIUS
347+90	CTH O, RT	—	151	RADIUS
	TOTAL	419	744	

CULVERT PIPE CORRUGATED STEEL

STATION	LOCATION				203.0100	CULVERT PIPE CORRUGATED STEEL			APRON ENDWALLS FOR CULVERT PIPE STEEL			614.0620.S
		THICKNESS		CLASS	REMOVING	521.0118	521.0124	521.0136	521.1018	521.1024	521.1036	MARKER POSTS
		STEEL	ALUM		SMALL PIPE	18-INCH	24-INCH	36-INCH	18-INCH	24-INCH	36-INCH	FOR CULVERT
					CULVERTS	LF	LF	LF	LF	LF	LF	END FLEXIBLE
					EACH							EACH
234+49	CTH O	0.064	0.060	III	1	130	—	—	—	—	—	2
234+73	CTH O, RT	0.064	0.075	III	1	34	—	—	2	—	—	—
238+76	CTH O, LT	0.064	0.060	III	1	40	—	—	2	—	—	—
241+53	CTH O, RT	0.064	0.075	III	1	35	—	—	2	—	—	—
245+78	CTH O, LT	0.064	0.060	III	1	30	—	—	2	—	—	—
246+45	CTH O, LT	0.064	0.060	III	1	36	—	—	2	—	—	—
247+45	CTH O, RT	0.064	0.060	III	1	30	—	—	2	—	—	—
251+68	CTH O, LT	0.064	0.060	III	1	60	—	—	2	—	—	—
11+00	12 CORNERS ROAD	0.064	0.060	III	1	—	90	—	—	—	—	2
254+00	CTH O	0.079	0.075	III	1	—	—	112	—	—	—	2
259+91	CTH O, RT	0.064	0.060	III	1	36	—	—	2	—	—	—
260+65	CTH O, RT	0.064	0.060	III	1	36	—	—	2	—	—	—
262+63	CTH O, RT	0.064	0.060	III	1	26	—	—	2	—	—	—
262+78	CTH O, LT	0.064	0.060	III	1	30	—	—	2	—	—	—
270+08	CTHO, RT	0.064	0.060	III	1	36	—	—	2	—	—	—
272+00	CTH O	0.079	0.075	III	1	—	—	84	—	—	—	2
278+39	CTH O, LT	0.064	0.060	III	1	30	—	—	2	—	—	—
278+40	CTH O, RT	0.064	0.060	III	1	38	—	—	2	—	—	—
282+88	CTH O, LT	0.064	0.060	III	1	38	—	—	2	—	—	—
282+94	CTH O, RT	0.064	0.060	III	1	36	—	—	2	—	—	—
285+00	CTH O	0.064	0.060	III	1	—	100	—	—	—	—	2
294+03	CTH O, RT	0.064	0.075	III	1	54	—	—	2	—	—	—
296+14	CTH O, RT	0.064	0.060	III	1	32	—	—	2	—	—	—
297+11	CTH O, LT	0.064	0.060	III	1	52	—	—	2	—	—	—
298+95	CTH O, LT	0.064	0.060	III	1	45	—	—	2	—	—	—
302+09	CTH O, RT	0.064	0.060	III	1	—	37	—	—	2	—	—
304+97	CTH O, RT	0.064	0.060	III	1	58	—	—	2	—	—	—
309+01	CTH O, LT	0.079	0.075	III	1	—	—	22	—	—	2	—
309+26	CTH O, RT	0.064	0.060	III	1	—	46	—	—	2	—	—
319+70	CTH O, RT	0.064	0.060	III	1	—	50	—	—	2	—	—
321+87	CTH O, RT	0.064	0.060	III	1	—	40	—	—	2	—	—
322+95	CTH O, RT	0.064	0.060	III	1	—	44	—	—	2	—	—
324+06	CTH O, RT	0.064	0.060	III	1	—	30	—	—	2	—	—
325+98	CTH O, RT	0.064	0.060	III	1	—	36	—	—	2	—	—
327+90	CTH O, RT	0.064	0.060	III	1	—	38	—	—	2	—	—
330+34	CTH O, RT	0.064	0.060	III	1	46	—	—	2	—	—	—
330+91	CTH O, RT	0.064	0.060	III	1	50	—	—	2	—	—	—
331+11	CTH O, LT	0.064	0.060	III	1	50	—	—	2	—	—	—
333+49	CTH O, RT	0.064	0.060	III	1	36	—	—	2	—	—	—
334+38	CTH O, RT	0.064	0.060	III	1	44	—	—	2	—	—	—
335+58	CTH O, RT	0.064	0.060	III	1	38	—	—	2	—	—	—
337+18	CTH O, LT	0.064	0.060	III	1	34	—	—	2	—	—	—
338+48	CTH O, RT	0.064	0.060	III	1	50	—	—	2	—	—	—
339+82	CTH O, LT	0.064	0.060	III	1	34	—	—	2	—	—	—
SUBTOTALS					45	1360	511	218	62	16	2	10

CULVERT PIPE CORRUGATED STEEL (CONT.)

STATION	LOCATION				203.0100 REMOVING SMALL PIPE CULVERTS EACH	CULVERT PIPE CORRUGATED STEEL			APRON ENDWALLS FOR CULVERT PIPE STEEL			614.0620.S MARKER POSTS FOR CULVERT END FLEXIBLE EACH
						521.0118	521.0124	521.0136	521.1018	521.1024	521.1036	
		THICKNESS STEEL	ALUM	CLASS		18-INCH LF	24-INCH LF	36-INCH LF	18-INCH LF	24-INCH LF	36-INCH LF	
				SUBTOTALS	45	1360	511	218	62	16	2	10
340+60	CTH O,RT	0.064	0.060	III	1	36	—	—	2	—	—	—
341+77	CTH O,RT	0.064	0.060	III	1	22	—	—	2	—	—	—
345+29	CTH O	0.064	0.060	III	—	86	—	—	2	—	—	—
345+35	CTH O,RT	0.064	0.060	III	1	22	—	—	2	—	—	—
345+70	CTH O	—	—	—	1	—	—	—	—	—	—	—
346+71	CTH O,RT	0.064	0.060	III	1	38	—	—	2	—	—	—
				TOTALS	50	1564	511	218	72	16	2	10

RIPRAP AND GEOTEXTILE FABRIC

STATION	LOCATION	606.0200 MEDIUM C.Y.	GEOTEXTILE FABRIC		REMARKS
			645.0130 TYPE R S.Y.	645.0130 TYPE R S.Y.	
235+50	CTH O, RT	8	6	6	PIPE OUTLET
254+00	CTH O, LT	13	23	23	PIPE OUTLET
11+00	12 CORNERS RD, LT	4	2	2	PIPE INLET
11+00	12 CORNERS RD, RT	5	4	4	PIPE OUTLET
272+00	CTH O, RT	4	6	6	PIPE INLET
272+01	CTH O, RT	4	6	6	PIPE OUTLET
285+00	CTH O, LT	4	6	6	PIPE OUTLET
345+00	CTH O, LT	6	9	9	PIPE INLET
345+70	CTH O, RT	4	6	6	PIPE OUTLET
TOTALS		52	68	68	

TOPSOIL, SALVAGED TOPSOIL, MULCHING, FERTILIZER, AND SEEDING

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL S.Y.	627.0200 MULCHING S.Y.	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB
233+80 - 348+29	CTH O, LT & RT	29,086	29,086	18.0	524	393
11+00 - 13+00	12 CORNERS RD., RT & LT	550	550	0.3	10	7
20+20 - 21+50	JESKE RD., RT & LT	137	137	0.1	2	2
4+50 - 5+70	QUARRY RD., RT & LT	130	130	0.1	2	2
UNDISTRIBUTED		7,477	7,477	5.5	137	101
TOTALS		37,380	37,380	24.0	675	505

CULVERT PIPE DITCH CHECK

STATION	LOCATION	628.7550 EACH
234+50	CTH O, RT	1
11+00	12 CORNERS ROAD, LT	1
254+00	CTH O, LT	1
272+00	CTH O, RT	1
285+00	CTH O, RT	1
295+20	CTH O, LT	1
345+00	CTH O, LT	1
TOTALS		7

GEOGRID REINFORCEMENT

STATION - STATION	LOCATION	SY
233+80 - 348+29	CTH O	38,855
TOTALS		38,855

EROSION CONTROL

STATION	LOCATION	628.1504	628.1520	628.7504
		SILT FENCE L.F.	SILT FENCE MAINTENANCE L.F.	TEMPORARY DITCH CHECKS L.F.
233+90	CTH O, RT	—	—	20
235+80	CTH O, RT & LT	—	—	40
239+30	CTH O, RT & LT	—	—	40
240+00 - 241+96	CTH O, LT	196	196	—
241+50	CTH O, RT	—	—	20
241+80	CTH O, LT	—	—	20
249+00	CTH O, RT & LT	—	—	40
251+00	CTH O, LT	—	—	20
252+80	CTH O, RT	—	—	20
11+00	12 CORNERS RD., RT	—	—	20
12+80	12 CORNERS RD., RT	—	—	20
13+00	12 CORNERS RD., RT	—	—	20
254+46 - 268+00	CTH O, LT	1354	1354	—
257+75	CTH O, RT	—	—	20
260+35	CTH O, RT	—	—	20
262+00	CTH O, RT	—	—	20
262+82 - 268+00	CTH O, RT	518	518	—
269+67	CTH O, LT	—	—	20
278+90	CTH O, RT	—	—	20
279+75	CTH O, LT	—	—	20
282+00	CTH O, RT	—	—	20
283+65	CTH O, LT	—	—	20
285+00	CTH O, LT	—	—	20
21+32	JESKE RD., LT	—	—	20
21+40	JESKE RD., RT	—	—	20
295+24	CTH O, RT	—	—	20
300+50	CTH O, RT	—	—	20
300+90	CTH O, LT	—	—	20
301+00	CTH O, RT	—	—	20
301+37	CTH O, LT	—	—	20
307+36	CTH O, LT	—	—	20
307+55	CTH O, RT	—	—	20
307+85	CTH O, LT	—	—	20
308+10	CTH O, RT	—	—	20
312+15	CTH O, LT	—	—	20
313+17	CTH O, RT	—	—	20
320+75	CTH O, RT & LT	—	—	40
325+00	CTH O, RT & LT	—	—	40
329+60	CTH O, RT	—	—	20
329+70	CTH O, LT	—	—	20
333+00	CTH O, RT & LT	—	—	40
336+90	CTH O, RT	—	—	20
340+60	CTH O, LT	—	—	20
343+00	CTH O, RT	—	—	20
345+70	CTH O, RT	—	—	20
UNDISTRIBUTED		500	500	200
TOTALS		2568	2568	1160

PAVEMENT MARKING EPOXY

STATION - STATION	LOCATION	646.0106	646.0106	646.0126	647.0110	REMARKS
		EPOXY 4-INCH WHITE L.F.	EPOXY 4-INCH YELLOW L.F.	EPOXY 8-INCH WHITE L.F.	RAILROAD CROSSING EPOXY EACH	
233+80 - 252+82	CTH O, LT	1902	—	—	—	
233+80 - 290+00	CTH O, RT	5620	—	—	—	
233+80 - 250+60	CTH O, CL	—	420	—	—	SKIP DASH
233+80 - 238+44	CTH O, LT	—	464	—	—	NO PASSING
240+88 - 250+60	CTH O, RT	—	972	—	—	NO PASSING
250+60 - 256+27	CTH O, CL	—	1134	—	—	DOUBLE YELLOW
254+03 - 256+03	CTH O, LT	—	—	200	—	
254+03 - 290+20	CTH O, LT	3617	—	—	—	
256+27 - 266+23	CTH O, LT	—	996	—	—	NO PASSING
256+27 - 288+98	CTH O, CL	—	818	—	—	SKIP DASH
280+23 - 288+98	CTH O, RT	—	875	—	—	NO PASSING
288+00 - 289+92	CTH O, RT	—	—	192	—	
288+98 - 295+48	CTH O, CL	—	1300	—	—	DOUBLE YELLOW
291+21 - 347+90	CTH O, RT	5669	—	—	—	
291+62 - 346+30	CTH O, LT	5468	—	—	—	
291+70 - 293+70	CTH O, LT	—	—	200	—	
293+00	CTH O, RT	—	—	—	1	
295+48 - 302+82	CTH O, LT	—	734	—	—	SKIP DASH
295+48 - 347+06	CTH O, CL	—	1290	—	—	SKIP DASH
300+82	CTH O, LT	—	—	—	1	
343+11 - 347+06	CTH O, RT	—	395	—	—	NO PASSING
347+06 - 348+29	CTH O, CL	—	246	—	—	DOUBLE YELLOW
SUBTOTALS		22276	9644			
TOTALS		31920		592	2	

SAWING ASPHALT PAVEMENT

STATION	LOCATION	690.0150	REMARKS
		L.F.	
233+80	CTH O	24	
244+35	CTH O, RT	18	PE
246+45	CTH O, LT	11	PE
13+00	12 CORNERS RD.	24	
260+65	CTH O, RT	15	PE
21+50	JESKE RD.	24	
4+50	QUARRY RD.	24	
294+03	CTH O, RT	44	PE
233+80	CTH O	24	@ RR TRACKS
233+80	CTH O	24	@ RR TRACKS
297+11	CTH O, LT	28	PE
298+95	CTH O, LT	30	PE
322+95	CTH O, RT	17	PE
327+90	CTH O, RT	21	PE
330+34	CTH O, RT	18	PE
337+18	CTH O, LT	14	PE
339+82	CTH O, LT	13	PE
348+29	CTH O	104	
TOTAL		477	

STORM SEWER

STATION - STATION	LOCATION	611.0303	611.0639	REINFORCED CONCRETE	APRON ENDWALLS	628.7015
		INLET TYPE 3 EA	INLET COVER TYPE HS EA	PIPE CLASS III 608.0324 24-INCH LF	REINFORCED CONCRETE 522.1024 24-INCH EA	INLET PROTECTION TYPE C EA
345+00 - 345+70	CTH O, LT	—	—	70	1	—
345+70	CTH O	1	1	56	1	1
TOTAL		1	1	126	2	1

STORM SEWER SUMMARY

STRUCTURE NO.	STATION	LOCATION	TO STRUCTURE NO.	INLET OR ENDWALL	TYPE	FLOWLINE / RIM ELEVATION	TOP OF STRUCTURE ELE	STRUCTURE DEPTH FT	DISCHARGE PIPE				
									INLET ELE	OUTLET ELE	SIZE IN	PIPE LENGTH FT	SLOPE %
1	345+00	31.00' LT	2	END	NA	811.50	NA	NA	811.50	809.92	24	70.00	2.26%
2	345+70	19.50' LT	3	INL	3	809.92	814.16	4.44	809.92	809.55	24	56.00	0.66%
3	345+70	42.60' RT	NA	END	NA	809.55	NA	NA	809.55	NA	—	—	—

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

