# SERVICE ROAD RECONSTRUCTION
## ONEIDA PROJECT NO. F55-43305
## IRR ROUTE NO. 5032 & 5028
# ONEIDA INDIAN RESERVATION
# OUTAGAMIE AND BROWN COUNTY, WISCONSIN

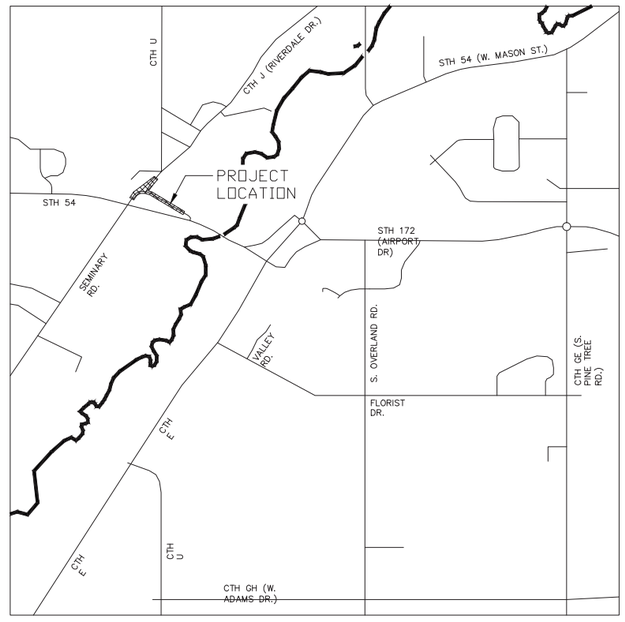
### GRADING, DRAINAGE, AGGREGATE BASE, CURB AND GUTTER, BITUMINOUS SURFACE

| | |
|---|---|
| GROSS LENGTH OF CENTER LINE | 1156.00' |
| EXEMPTIONS | 0.00' |
| NET LENGTH OF CENTER LINE | 1156.00' |

**SERVICE ROAD**
PROJECT LENGTH = 1050 FT

**CTH U**
PROJECT LENGTH = 605 FT

INDIAN CLAIM 146, 153, AND 153A
T23N R19E
OUTAGAMIE AND BROWN COUNTY
STATE OF WISCONSIN

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## DESIGN DATA

| | |
|---|---|
| Design Speed | 25 MPH |
| Minimum Radius of Curve | 154 Ft |
| Maximum Grade | 6.2% |
| Topography | Undulating |
| Average Daily Traffic (2009) | 2200 |
| Average Daily Traffic (2029) | N/A |

ORDER OF SHEETS



TOTAL SHEETS = 31

CONVENTIONAL SYMBOLS

| PLAN | | PROFILE | |
|---|---|---|---|
| CORPORATE LIMITS | | GRADE LINE | |
| PROPERTY LINE | PL + 58.1 | ORIGINAL GROUND | |
| LOT LINE | | MARSH OR ROCK PROFILE (To be noted as such) | ROCK |
| LIMITED HIGHWAY EASEMENT | | SPECIAL DITCH | LABEL |
| EXISTING RIGHT OF WAY | | GRADE ELEVATION | 95.36 |
| PROPOSED OR NEW R/W LINE | | | |
| SLOPE INTERCEPT | | CULVERT (Profile View) | |
| REFERENCE LINE | | UTILITIES | |
| EXISTING CULVERT | | ELECTRIC | E |
| PROPOSED CULVERT (Box or Pipe) | | FIBER OPTIC | FO |
| | | GAS | G |
| COMBUSTIBLE FLUIDS | CAUTION | SANITARY SEWER | SAN |
| | | STORM SEWER | SS |
| | | TELEPHONE | T |
| MARSH AREA | | WATER | W |
| | | UTILITY PEDESTAL | |
| WOODED OR SHRUB AREA | | POWER POLE | |
| | | TELEPHONE POLE | |

TOTAL NET LENGTH OF CENTERLINE = 0.31 MI.

CONTRACTOR SHALL VERIFY ALL PUBLIC UTILITIES PRIOR TO START OF CONSTRUCTION.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (1983(97)), OUTAGAMIE COUNTY."

DESIGN IS IN ACCORDANCE WITH "A POLICY ON DESIGN OF HIGHWAYS AND STREETS", 2004 (AASHTO). EXCEPT AS PROVIDED FOR IN SPECIQAL PROVISIONS, ALL WORK SHALL BE ACCOMPLISHED ACCORDING TO THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES OF FEDERAL HIGHWAY PROJECTS FP–03", AND STATE OF WISCONSIN, "STANDARD SPECIFICATIONS FOR CONSTRUCTION", 2003 EDITION, AND THE LATEST "SUPPLEMENTAL SPECIFICATIONS" TO THE 2013 EDITION.

U. S. DEPARTMENT OF THE INTERIOR – BUREAU OF INDIAN AFFAIRS

| GREAT LAKES AGENCY | MIDWEST REGION |
|---|---|
| RECOMMENDED FOR APPROVAL: | APPROVED FOR THE DEPARTMENT |
| SUPERVISORY ROAD ENGINEER | REGIONAL ENGINEER — DATE |
| | REGIONAL DIRECTOR — DATE |

OTIE
Oneida Total Integrated Enterprises

REVISION | DATE | NO.

**TITLE SHEET**
**ONEIDA TRIBE OF INDIANS OF WISCONSIN**
**SERVICE ROAD RECONSTRUTION**

PROJECT NO.
2013075
DATE
8/12/13
OTIE
SHEET NO.
1

# STATEMENT OF ESTIMATED QUANTITIES

| ITEM NUMBER | NOTES | ITEM NAME | UNIT | ESTIMATED QUANTITIES | FINAL QUANTITIES |
|---|---|---|---|---|---|
| 204.0150 | | REMOVING CURB AND GUTTER | LF | 526 | |
| 204.0155 | | REMOVING CONCRETE SIDEWALK | SY | 113 | |
| 204.0210 | | REMOVING MANHOLES | EACH | 3 | |
| 204.0220 | | REMOVING INLETS | EACH | 2 | |
| 204.0245 | | REMOVING STORM SEWER 12 INCH | LF | 351 | |
| 204.0245 | | REMOVING STORM SEWER 18 INCH | LF | 60 | |
| 205.0100 | | EXCAVATION COMMON | CY | 7,283 | |
| 213.0100 | | FINISHING ROADWAY (PROJECT) | EACH | 1 | |
| 305.0110 | | BASE AGGREGATE DENSE 3/4-INCH | TON | 86 | |
| 305.0120 | | BASE AGGREGATE DENSE 1 1/4-INCH | TON | 2,600 | |
| 311.0110 | | BREAKER RUN | TON | 3,900 | |
| 416.0170 | | CONCRETE DRIVEWAY 7 INCH | SY | 59 | |
| 455.0105 | | ASPHALTIC MATERIAL PG58-28 | TON | 58 | |
| 455.0605 | | TACK COAT | GAL | 107 | |
| 460.1103 | | HMA PAVEMENT TYPE E-3 | TON | 960 | |
| 465.0120 | | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCE | TON | 100 | |
| 521.0124 | | CULVERT PIPE CORRUGATED STEEL 24 INCH | LF | 24 | |
| 601.0411 | | CONCRETE CURB AND GUTTER 30- INCH TYPE D | LF | 3,130 | |
| 602.0405 | | CONCRETE SIDEWALK 4 INCH | SF | 6,120 | |
| 602.0515 | | CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA | SF | 48 | |
| 608.0312 | | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12 INCH | LF | 478 | |
| 608.0324 | | STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24 INCH | LF | 979 | |
| 611.0201.S | | MANHOLE TYPE 1 SPECIAL | EACH | 6 | |
| 611.0303 | | INLET TYPE 3 | EACH | 8 | |
| 611.0612 | | INLET COVER TYPE C | EACH | 14 | |
| 611.8110 | | ADJUSTING MANHOLE COVERS | EACH | 5 | |
| 619.1000 | | MOBILIZATION | EACH | 1 | |
| 625.0100 | | TOPSOIL | SY | 3,300 | |
| 628.1504 | | SILT FENCE | LF | 430 | |
| 628.1520 | | SILT FENCE MAINTENANCE | LF | 430 | |
| 628.1905 | | MOBILIZATIONS EROSION CONTROL | EACH | 1 | |
| 628.1910 | | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 1 | |
| 628.2002 | | EROSION MAT CLASS I TYPE A | SY | 3,300 | |
| 628.7010 | | INLET PROTECTION TYPE B | EACH | 5 | |
| 628.7015 | | INLET PROTECTION TYPE C | EACH | 14 | |
| 628.7504 | | TEMPORARY DITCH CHECKS | LF | 20 | |
| 629.0210 | | FERTILIZER TYPE B | CWT | 2 | |
| 630.0140 | | SEEDING MIXTURE NO. 40 | LB | 76 | |
| 630.0200 | | SEEDING TEMPORARY | LB | 89 | |
| 634.0612 | | POSTS WOOD 4X6 INCH 12 FEET | EACH | 6 | |
| 637.0202 | | SIGNS REFLECTIVE TYPE II | SF | 19 | |
| 638.2602 | | REMOVING SIGNS TYPE II | EACH | 8 | |
| 638.3000 | | REMOVING SMALL SIGN SUPPORTS | EACH | 6 | |
| 643.0100 | | TRAFFIC CONTROL PROJECT | EACH | 1 | |
| 646.0106 | | PAVEMENT MARKING EPOXY 4 INCH | LF | 2,928 | |
| 647.0766 | | PAVEMENT MARKING CROSSWALK EPOXY 6 INCH | LF | 140 | |
| 650.4000 | | CONSTRUCTION STAKING STORM SEWER | EACH | 14 | |
| 650.4500 | | CONSTRUCTION STAKING SUBGRADE | LF | 1,700 | |
| 650.5000 | | CONSTRUCTION STAKING BASE | LF | 1,700 | |
| 650.5500 | | CONSTRUCTION STAKING CURB AND GUTTER | LF | 1,700 | |
| 650.9920 | | CONSTRUCTION STAKING SLOPE STAKING | LF | 1,700 | |
| 690.0150 | | SAWING ASPHALT | LF | 955 | |
| 690.0250 | | SAWING CONCRETE | LF | 10 | |
| SPV.0900.00 | | CONTRACTOR SAMPLING AND TESTING | EACH | 1 | |
| SPV.0900.01 | | CONSTRUCTION SCHEDULE | EACH | 1 | |
| SPV.0900.02 | | PROJECT REPRESENATIVE | EACH | 1 | |
| SPV.0900.03 | | ADJUSTING WATER VALVE | EACH | 5 | |

# BASIS OF ESTIMATED QUANTITIES

| | |
|---|---|
| BITUMINOUS MATERIAL FOR MIXTURE | 6% BINDER, 6% WEARING |
| WEARING COURSE MIXTURE | 112 lbs./ S.Y./ inch |
| BINDER COURSE MIXTURE | 112 lbs./ S.Y./ inch |
| AGGREGATE BASE COURSE | 1.95 ton/ C.Y. ASSUMED 3% MOISTURE AS PRODUCED IN PIT |
| FERTILIZER TYPE B | 64.5 POUNDS PER 1000 SQUARE YARDS |
| SEEDING, MIXTURE NO. 40 | 18.5 POUNDS PER 1000 SQUARE YARDS + 25% |
| TEMPORARY SEEDING | 27 POUNDS PER 1000 SQUARE YARDS |

# STANDARD DETAIL DRAWINGS

| FACILITIES DEVELOPMENT MANUAL WISCONSIN DEPARTMENT OF TRANSPORTATION | |
|---|---|
| ITEM | DRAWING NO. |
| INLET COVERS | S.D.D. 8 A 5-18a |
| INLET COVERS | S.D.D. 8 A 5-18b |
| MANHOLES TYPE 1 | S.D.D. 8 B 6-4 |
| INLET | S.D.D. 8 C 1-5 |
| CONCRETE CURB & GUTTER | S.D.D. 8 D 1-17 |
| CURB RAMPS1 | S.D.D. 8 D 5-15b |
| SILT FENCE | S.D.D. 8 E 9-6 |
| INLET PROTECTION | S.D.D. 8 E 10-2 |

# GENERAL NOTES

1. THE LOCATION OF EXISTING UTILITIES ARE SHOWN FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. THE CONTRACTOR SHALL COORDINATE UTILITY LOCATIONS WITH THE APPROPRIATE UTILITY COMPANIES OR UTILITY ORGANIZATIONS AND ARRANGE FOR REMOVAL, RELOCATION OR SPECIAL PROTECTION OF ALL UTILITIES THAT ARE LOCATED WITHIN THE CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION.

2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC ON THE PUBLIC ROADWAYS AT ALL TIMES DURING CONSTRUCTION. ACCESS TO PRIVATE PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

3. THE CONTRACTOR SHALL REMOVE AND BANK MAIL BOXES AND REPLACE WHEN WORK IS COMPLETE. THE COST OF THE WORK SHALL BE CONSIDERED INCIDENTAL.

4. ALL CONTRACTOR, SUBCONTRACTOR AND UTILITY EMPLOYEES SHALL WEAR SAFETY EQUIPMENT IN ACCORDANCE WITH OSHA STANDARDS.

5. ALL EXCESS EXCAVATION, DEBRIS AND RUBBISH RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REMOVED FROM THE PROJECT SITE AND DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS AND ASSUME FULL RESPONSIBILITY FOR THE DISPOSAL OF MATERIALS AT A LOCATION WHICH IS PRE-APPROVED BY THE TRIBE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

6. TOPSOIL SHALL BE PLACED AT A DEPTH OF 6", LOOSE.

7. ALL DISTURBED AREAS, NOT OTHERWISE SURFACED, SHALL BE SEEDED, EROSION MAT, AND FERTILIZED.

8. SALVAGEABLE CULVERTS SHALL BE CAREFULLY REMOVED AND TURNED OVER TO THE TRIBE. THE CONTRACTOR SHALL COODINATE WITH THE TRIBE AND TRANSPORT ALL SALVAGED CULVERTS TO A PRE-APPROVED LOCATION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CULVERT ITEM AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

9. THE SIGNING PAY ITEM INCLUDES THE INSTALLATION OF STREET NAME AND IRR ROUTE NUMBER SIGNS. THE FURNISHING AND INSTALLATION OF THESE SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE SIGNING ITEM.

10. ALL EMBANKMENT QUANTITIES ARE CALCULATED AT 125% FOR SHRINKAGE.

11. THE EXACT LOCATIONS AND LIMITS OF THE FIELD AND PRIVATE ENTRANCES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL ENTRANCES WILL BE REPLACED IN-KIND.

12. EROSION CONTROL MEASURES WILL BE PLACED AS SHOWN ON THE EROSION CONTROL PLAN. THE EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

14. EBS BREAKER RUN IS PAID FOR UNDER THE ITEM OF BREAK RUN.

# UTILITIES

TELEPHONE
SBC
205 S. JEFFERSON ST., P.O. BOX 10
GREEN BAY, WI 54305
PHONE: (920) 443-4129
CONTACT PERSON: BRET LAFAVE

GAS
WISCONSIN PUBLIC SERVICE
600 NORTH ADAMS STREET
GREEN BAY, WI 54301
PHONE: (920) 617-5127 (GAS)
CONTACT PERSON: JERRY PEOT (GAS)

ELECTRIC
WISCONSIN PUBLIC SERVICE
600 NORTH ADAMS STREET
GREEN BAY, WI 54301
PHONE: (877) 444-0888 (ELEC)
CONTACT PERSON: MIKE VALLESKY (ELEC)

ONEIDA TRIBE OF INDIANS
UTILITIES DEPARTMENT
P.O. BOX 365
ONEIDA, WI 54155
PHONE: (920) 869-1600
CONTACT PERSON: SCOTT COTTRELL

TELEVISION
TIME WARNER
1001 W. KENNEDY AVE., P.O.BOX 145
KIMBERLY, WI 54136
PHONE: (920) 749-1400
CONTACT PERSON: LARRY PILSTRUM

ONEIDA TRIBE OF INDIANS
DEPARTMENT OF PUBLIC WORKS
P.O. BOX 365
ONEIDA, WI 54155
PHONE: (920) 869-1059
CONTACT PERSON: MIKE FINN

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

CALL DIGGER'S HOTLINE
1-800-242-8511
TOLL FREE

TELEFAX 1-800-338-3860
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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

OTIE
Oneida Total Integrated Enterprises

REVISION | NO. | DATE

**ESTIMATED QUANTITIES - ROADWAY & DRAINAGE**
**ONEIDA TRIBE OF INDIANS OF WISCONSIN**
**SERVICE ROAD RECONSTRUCTION**

PROJECT NO.
2013075

DATE
8/1213

OTIE

SHEET NO.
2

## EARTHWORK

| LOCATION | CUT VOLUME | FILL VOLUME | EXPANDED FILL | NET VOLUME |
|---|---|---|---|---|
| | C.Y. | C.Y. | C.Y. | C.Y. |
| SERVICE ROAD 1+00 – 11+00 | 5602 | 132 | 165 | 5437 |
| CTH U 1+00 7+05 | 1681 | 67 | 84 | 1597 |
| | | | | |
| *Fill Factor 25% | | | | |
| | | | | |
| TOTAL | 7283 | | | 7034 |
| | | | | |

## TOPSOIL, SEED, FERTILIZER AND MULCH

| LOCATION | TOPSOIL | SEED TEMPORARY | SEED (125%) MIX NO. 40 | FERTILIZER TYPE A | EROSION MAT CLASS I TYPE A |
|---|---|---|---|---|---|
| | S.Y. | L.B. | L.B. | CWT | SY |
| SERVICE ROAD | 1900 | 51 | 44 | 1.3 | 1900 |
| CTH U | 1400 | 38 | 32 | 0.9 | 1400 |
| | | | | | |
| TOTAL | 3300 | 89 | 76 | 2 | 3300 |
| | | | | | |

## 30 INCH CURB AND GUTTER TYPE D

| LOCATION | LENGTH |
|---|---|
| | FT |
| SERVICE ROAD | 2030 |
| CTH U | 1100 |
| | |
| | |
| TOTAL | 3130 |
| | |

## BREAKER RUN

| LOCATION | BASE THICKNESS | TON |
|---|---|---|
| | IN | |
| SERVICE ROAD | 12 | 2200 |
| CTH U | 12 | 1700 |
| | | |
| | | |
| | | |
| TOTAL | | 3900 |
| | | |

## BASE AGGREGATE DENSE 3/4 INCH

| LOCATION | BASE THICKNESS | TON |
|---|---|---|
| | IN | |
| DRIVEWAY 5+50 LT | 4 | 3 |
| DRIVEWAY 9+70 RT | 4 | 3 |
| DRIVEWAY 6+35 RT | 4 | 3 |
| DUCK CREEK TRAIL | 3 | 77 |
| | | |
| TOTAL | | 86 |
| | | |

## BASE AGGREGATE DENSE 1 1/4 INCH

| LOCATION | BASE THICKNESS | TON |
|---|---|---|
| | IN | |
| SERVICE ROAD | 8 | 1100 |
| CTH U | 8 | 1400 |
| SERVICE ROAD SIDEWALK | 3 | 100 |
| | | |
| TOTAL | | 2600 |
| | | |

| HMA PAVEMENT | | TYPE E-3.0 | TACK COAT | PG 58-28 |
|---|---|---|---|---|
| LOCATION | MAT THICKNESS | TON | GAL | TON |
| | | | | |
| SERVICE ROAD | 4 | 510 | 57 | 31 |
| CTH U | 4 | 450 | 50 | 27 |
| | | | | |
| TOTAL | | 960 | 107 | 58 |
| | | | | |

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCE

| LOCATION | MAT THICKNESS | TON |
|---|---|---|
| | | |
| DRIVEWAY 1+35 LT | 2 | 2 |
| DRIVEWAY 2+89 LT | 2 | 2 |
| DRIVEWAY 6+20 RT | 2 | 2 |
| DRIVEWAY 6+51 LT | 2 | 2 |
| DRIVEWAY 8+88 RT | 2 | 2 |
| DRIVEWAY 6+80 TO 10+60 LT | 4 | 45 |
| DRIVEWAY 1+00 TO 3+90 RT | 4 | 25 |
| DRIVEWAY 2+00 LT | 4 | 20 |
| | | |
| TOTAL | | 100 |
| | | |

## CONCRETE DRIVEWAY

| LOCATION | SY |
|---|---|
| | |
| DRIVEWAY 6+00 RT | 23 |
| DRIVEWAY 8+85 RT | 13 |
| DRIVEWAY 9+65 RT | 23 |
| | |
| TOTAL | 59 |
| | |

## CONCRETE SIDEWALK

| LOCATION | SF |
|---|---|
| | |
| SERVICE ROAD | 5750 |
| CTH U | 370 |
| | |
| TOTAL | 6120 |
| | |

## DETECTABLE WARNING FIELD

| LOCATION | SF |
|---|---|
| | |
| CTH U | 48 |
| | |
| TOTAL | 48 |
| | |

## REMOVING SIDEWALK

| LOCATION | SF |
|---|---|
| | |
| SERVICE ROAD 3+20 TO 5+10 LT | 113 |
| | |
| | |
| TOTAL | 113 |
| | |

## SAWING

| LOCATION | CONCRETE LF | ASPHALT LF |
|---|---|---|
| | | |
| 1+00 TO 1+50 | 5 | 75 |
| 1+35 LT | | 15 |
| 2+85 LT | | 15 |
| 6+00 RT | | 19 |
| 6+15 LT | | 19 |
| 6+90 TO 11+50 LT | | 490 |
| 8+85 RT | | 11 |
| 1+00 | 5 | 30 |
| 1+00 TO 4+00 RT | | 196 |
| 2+10 LT | | 55 |
| 7+05 | | 30 |
| | | |
| TOTAL | 10 | 955 |
| | | |

## REMOVING CURB AND GUTTER

| LOCATION | LF |
|---|---|
| | |
| 0+95 TO 5+43 LT | 387 |
| 1+75 RT | 38 |
| 11+00 RT | 65 |
| 1+15 RT | 36 |
| | |
| TOTAL | 526 |
| | |

## REMOVING STORM SEWER PIPE

| LOCATION | 12 INCH LF | 18 INCH LF |
|---|---|---|
| | | |
| 8+30 | 32 | |
| 8+30 LT | 10 | |
| 9+50 LT | 241 | |
| 10+65 LF | 5 | |
| 10+65 | 53 | |
| 10+65 RT | 10 | |
| 11+00 LT | | 60 |
| | | |
| TOTAL | 351 | 60 |
| | | |

## REMOVING MANHOLES

| LOCATION | EACH |
|---|---|
| | |
| 8+30LT | 1 |
| 10+65 LT | 1 |
| 10+65 RT | 1 |
| | |
| TOTAL | 3 |
| | |

## REMOVING INLETS

| LOCATION | EACH |
|---|---|
| | |
| 8+30RT | 1 |
| 10+65 RT | 1 |
| | |
| TOTAL | 2 |
| | |

## ADJUSTING MANHOLE

| LOCATION | EACH |
|---|---|
| | |
| 2+45 LT | 1 |
| 4+05 LT | 1 |
| 7+05 LT | 1 |
| 10+90 LT | 1 |
| 5+10 LT | 1 |
| | |
| TOTAL | 5 |
| | |

## ADJUSTING WATER VAVLE

| LOCATION | EACH |
|---|---|
| | |
| 2+45 RT | 1 |
| 8+45 RT | 2 |
| 10+75 LT | 2 |
| | |
| TOTAL | 5 |
| | |

## 24 INCH CUL; VERT PIPE CORRUGATED STEEL

| LOCATION | LF |
|---|---|
| | |
| 6+65 LT | 24 |
| | |
| TOTAL | 24 |
| | |

OTIE
Oneida Total Integrated Enterprises

REVISION

| NO. | DATE | REV |
|---|---|---|
| | | |

**MISCELLANEOUS QUANTITIES – ROAD & DRAINAGE**
**ONEIDA TRIBE OF INDIANS OF WISCONSIN**
**SERVICE ROAD RECONSTRUCTION**

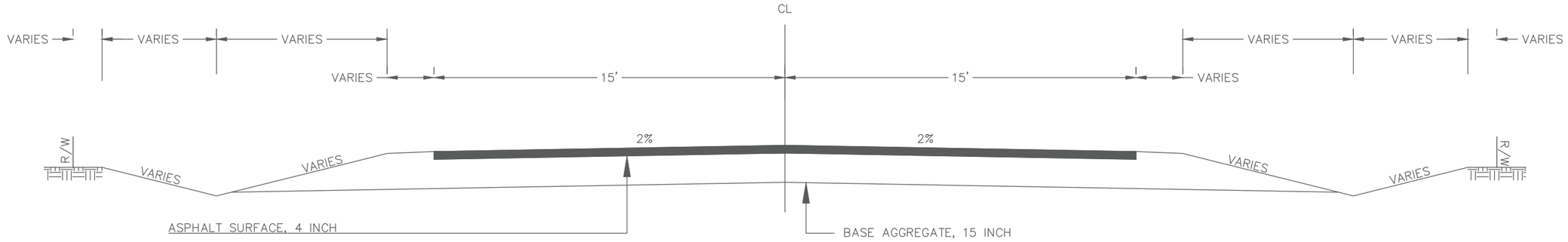
PROJECT NO.
2013075

DATE
8/12/13

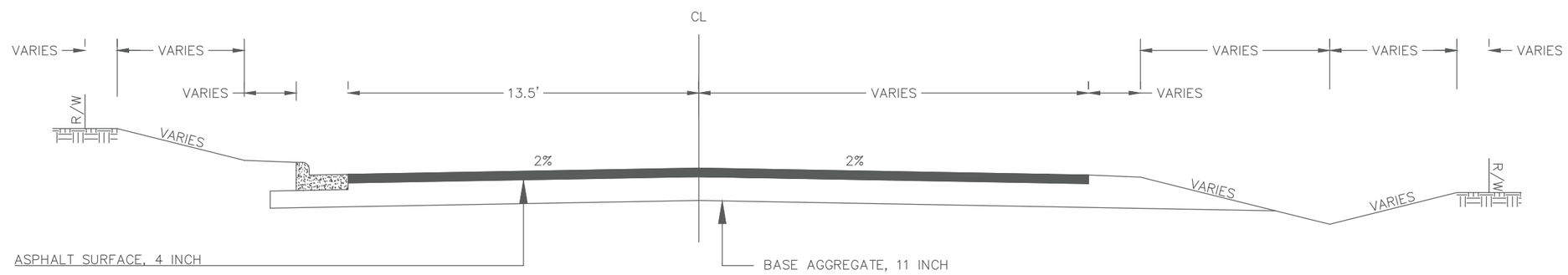
OTIE

SHEET NO.
3

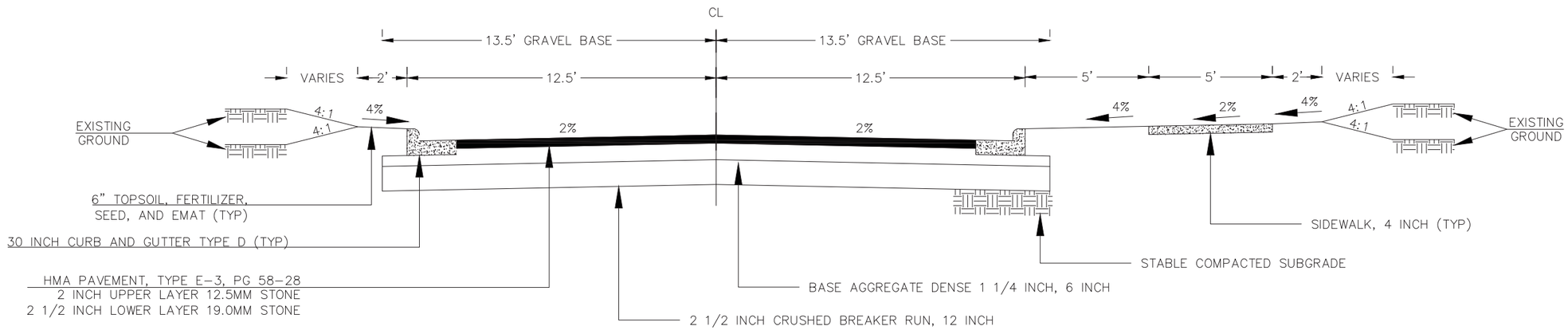
TYPICAL EXISTING SECTION: CTH U




TYPICAL EXISTING SECTION: SERVICE ROAD




TYPICAL FINISHED SECTION: SERVICE ROAD
STATION 1+50 TO STATION 10+75




OTIE
Oneida Total Integrated Enterprises

| NO. | DATE | REVISION |
|---|---|---|
| | | |

TYPICAL SECTIONS
ONEIDA TRIBE OF INDIANS OF WISCONSIN
SERVICE ROAD

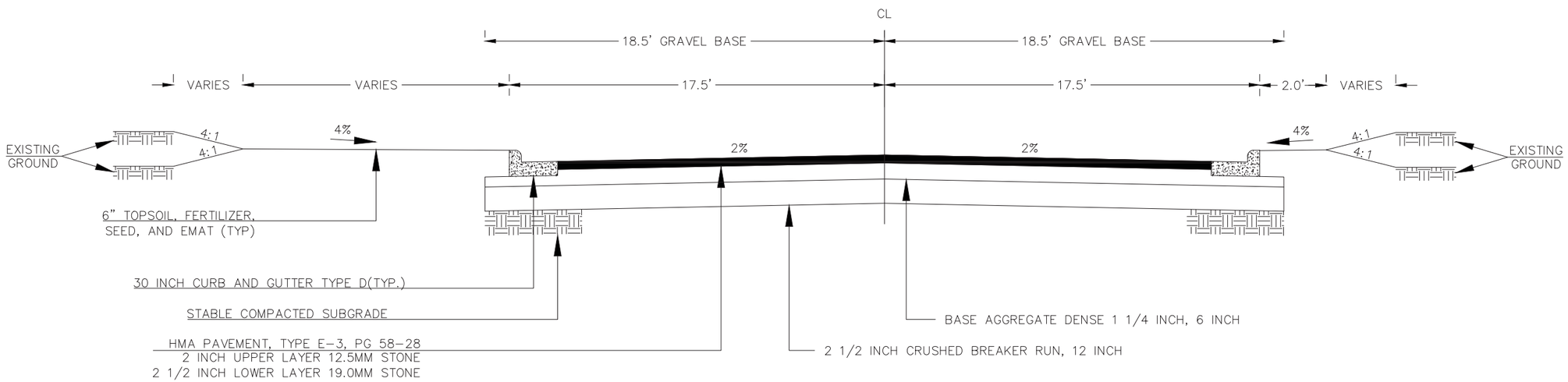
PROJECT NO.
2013075

DATE
8/12/13

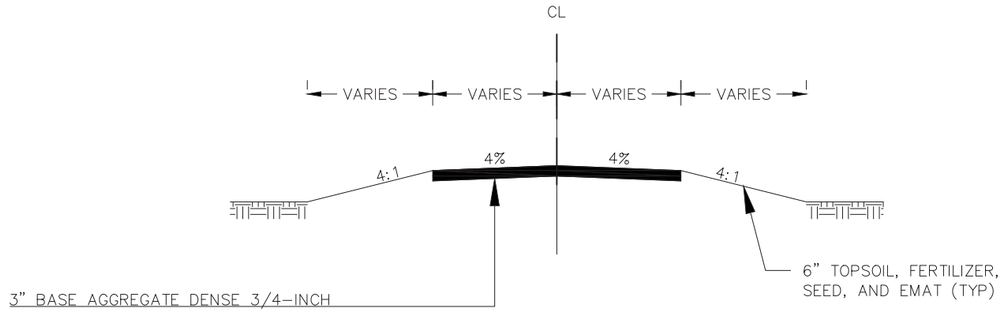
OTIE

SHEET NO.
4

TYPICAL FINISHED SECTION: CTH U




TYPICAL FINISHED SECTION: DUCK CREEK TRAIL




OTIE
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| NO. | DATE | REVISION |
|---|---|---|
| | | |

**TYPICAL SECTIONS**
**ONEIDA TRIBE OF INDIANS OF WISCONSIN**
**SERVICE ROAD RECONSTRUCTION**

PROJECT NO.
2013075

DATE
8/12/13

OTIE

SHEET NO.
5

| LEGEND | | |
|---|---|---|
| ITEM | UNIT | QUANTITY |
| SILT FENCE | LF | 430 |
| INLET PROTECTION TYPE 'B' | EACH | 5 |
| INLET PROTECTION TYPE 'C' | EACH | 14 |
| TEMPORARY DITCH CHECKS | LF | 20 |

SILT FENCE TO BE INSTALLED IN ACCORDANCE WITH THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD DETAIL DRAWING 8E9-6.

SILT FENCE TO BE PAID FOR AT CONTRACT PRICE, AS SILT FENCE, TYPE PREASSEMBLED.

LEGEND

SILT FENCE

INLET PROTECT TYPE 'C'

TEMPORARY DITCH CHECK

N

SILT FENCE 50 LF

INLET PROTECTION TYPE 'C'

SILT FENCE 380 LF

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'B'

INLET PROTECTION TYPE 'B'

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'B'

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'C'

INLET PROTECTION TYPE 'B'

INLET PROTECTION TYPE 'C'

TEMPORARY DITCH CHECK 10 LF

TEMPORARY DITCH CHECK 10 LF

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OTIE
Oneida Total Integrated Enterprises

REVISION

NO. | DATE

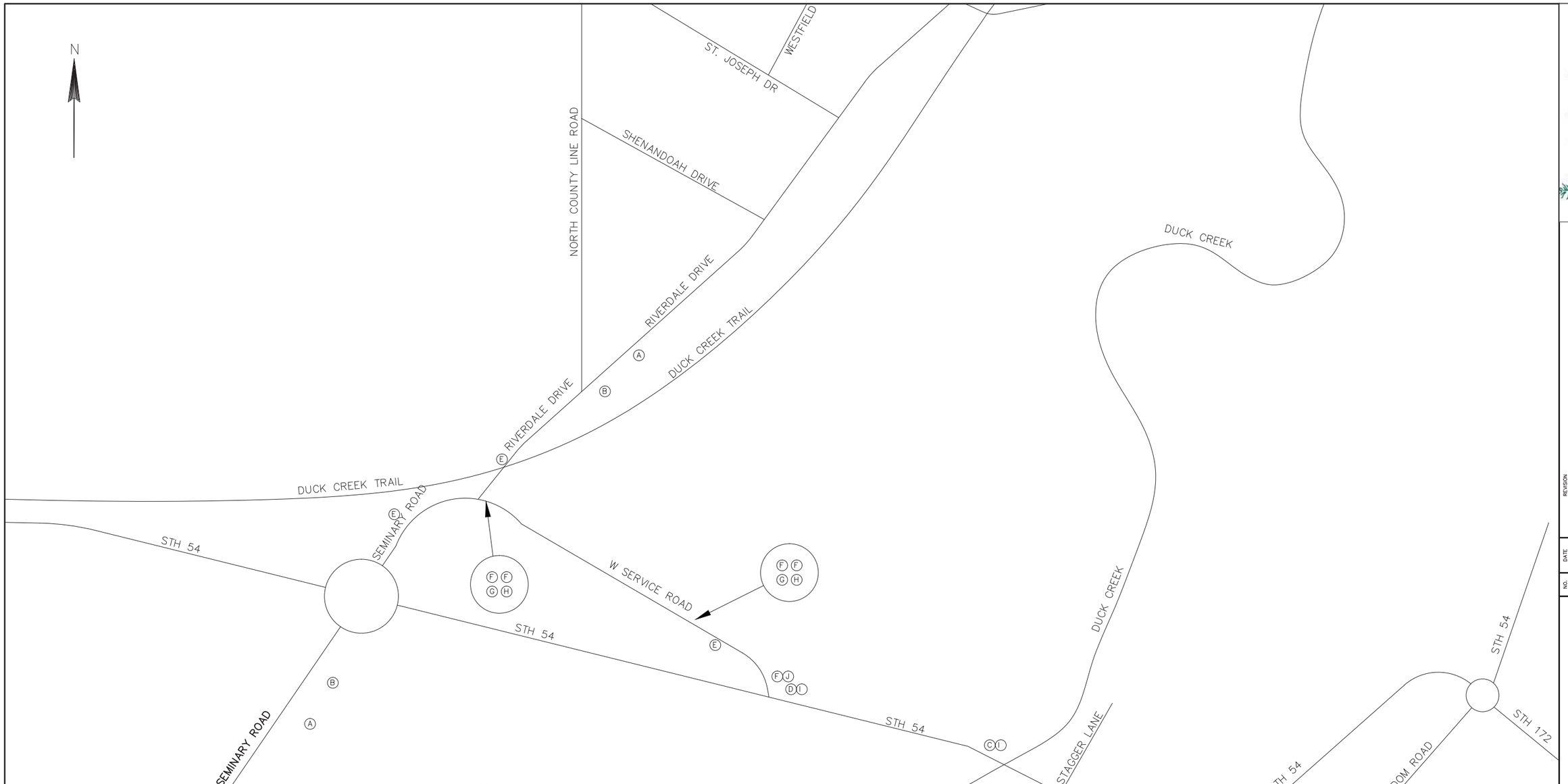
EROSION CONTROL
ONEIDA TRIBE OF INDIANS OF WISCONSIN
SERVICE ROAD RECONSTRUCTION

PROJECT NO.
2013075

DATE
8/12/13

OTIE

SHEET NO.
6




TEMPORARY TRAFFIC CONTROL SHEDULE

| INSTALLATION CODE | Ⓐ | Ⓑ | Ⓒ | Ⓓ | Ⓔ | Ⓕ | Ⓖ | Ⓗ | Ⓘ | Ⓙ |
|---|---|---|---|---|---|---|---|---|---|---|
| QUANTITY | 2 | 2 | 1 | 1 | 3 | 5 | 2 | 5 | 2 | 1 |
| MUTCD REFERENCE | W20-3 | W20-3 | W20-3 | W20-3 | G20-2 | TYPE III BARRICADE | R11-3 | TYPE A WARNING LIGHTS | | R11-3 |
| SIZE | 48"X48" | 48"X48" | 48"X48" | 48"X48" | 60"X24" | 8' WIDE | 60"X30" | | 6"X24" | 60"X30" |
| SIGN | ROAD WORK AHEAD | ROAD WORK 500 FT | ROAD CLOSED AHEAD | ROAD CLOSED 500 FT | END CONSTRUCTION | TYPE III BARRICADE | ROAD CLOSED LOCAL TRAFFIC ONLY | | SERVICE ROAD | ROAD CLOSED 3 MILE AHEAD |
| NOTES | PLACE 1000 FT FROM CLOSURE | PLACE 500 FT FROM CLOSURE | PLACE 1000 FT FROM CLOSURE | PLACE 500 FT FROM CLOSURE | PLACE 500 FT PAST CONSTRUCTION LIMITS | PLACE TWO AT CONSTRUCTION LIMITS | INSTALL ON 8' WIDE TYPE III BARRICADE AT EACH MAIN INTERSECTION | INSTALL ON THE TYPE III BARRICADES | INSTALL UNDER SIGNS Ⓒ OR Ⓓ | INSTALL ON 8' WIDE TYPE III BARRICADE |

NOTE: ALL TRAFFIC DEVICES SHALL CONFORM TO MUTCD. IN ADDITION TO THE DEVICES, THE CONTRACTOR IS REQUIERED TO IDENTIFY HAZORDOUS WORK AREAS AND SIGN THEM IN ACCORDANCE WITH THE MUTCD.

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NO.
DATE

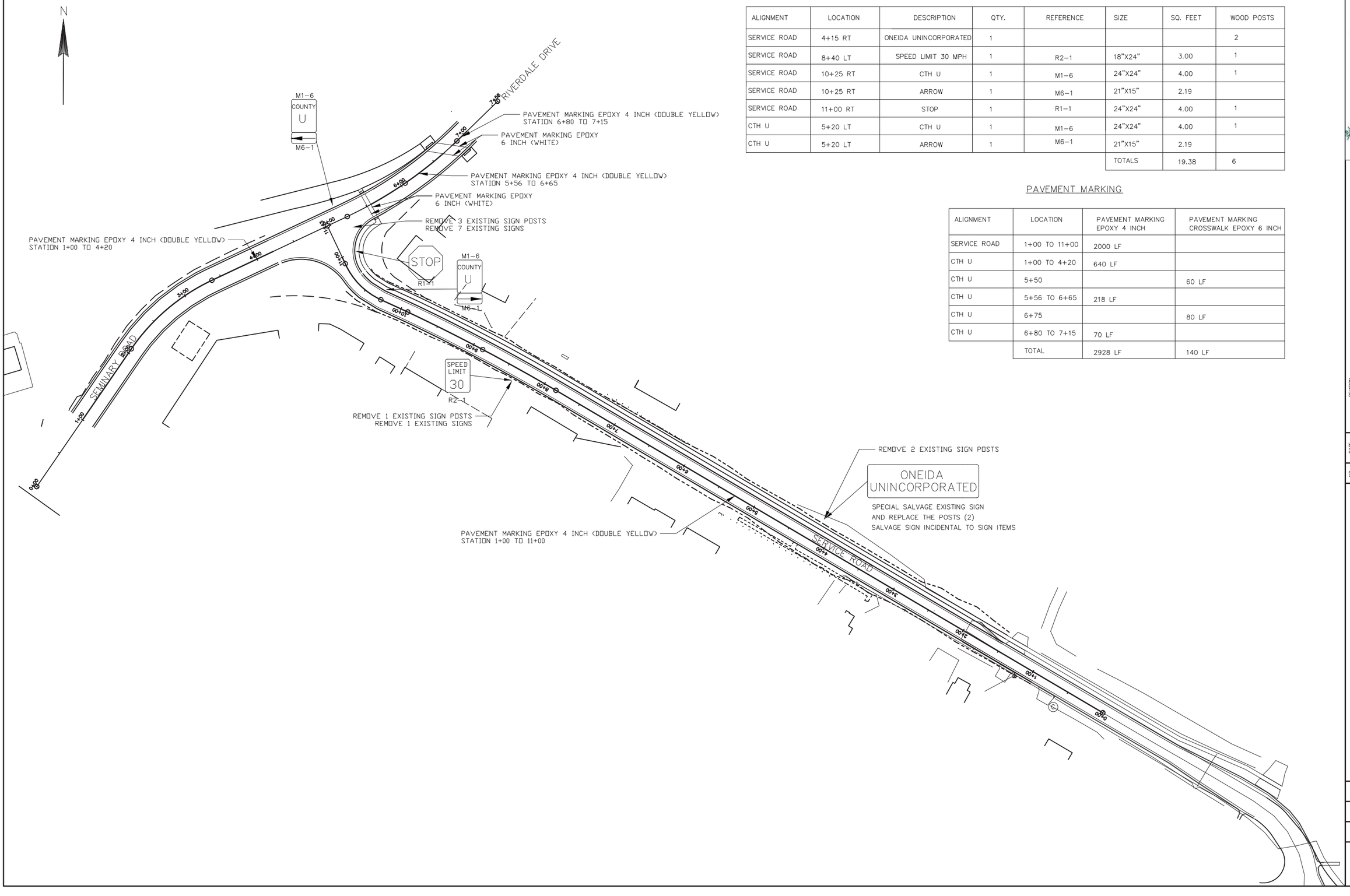
TRAFFIC CONTROL
ONEIDA TRIBE OF INDIANS OF WISCONSIN
SERVICE ROAD RECONSTRUCTION

PROJECT NO.
2013075

DATE
8/12/13

OTIE

SHEET NO.
7




## PERMANENT SIGNING SCHEDULE

| ALIGNMENT | LOCATION | DESCRIPTION | QTY. | REFERENCE | SIZE | SQ. FEET | WOOD POSTS |
|---|---|---|---|---|---|---|---|
| SERVICE ROAD | 4+15 RT | ONEIDA UNINCORPORATED | 1 | | | | 2 |
| SERVICE ROAD | 8+40 LT | SPEED LIMIT 30 MPH | 1 | R2-1 | 18"X24" | 3.00 | 1 |
| SERVICE ROAD | 10+25 RT | CTH U | 1 | M1-6 | 24"X24" | 4.00 | 1 |
| SERVICE ROAD | 10+25 RT | ARROW | 1 | M6-1 | 21"X15" | 2.19 | |
| SERVICE ROAD | 11+00 RT | STOP | 1 | R1-1 | 24"X24" | 4.00 | 1 |
| CTH U | 5+20 LT | CTH U | 1 | M1-6 | 24"X24" | 4.00 | 1 |
| CTH U | 5+20 LT | ARROW | 1 | M6-1 | 21"X15" | 2.19 | |
| | | | | | TOTALS | 19.38 | 6 |

## PAVEMENT MARKING

| ALIGNMENT | LOCATION | PAVEMENT MARKING EPOXY 4 INCH | PAVEMENT MARKING CROSSWALK EPOXY 6 INCH |
|---|---|---|---|
| SERVICE ROAD | 1+00 TO 11+00 | 2000 LF | |
| CTH U | 1+00 TO 4+20 | 640 LF | |
| CTH U | 5+50 | | 60 LF |
| CTH U | 5+56 TO 6+65 | 218 LF | |
| CTH U | 6+75 | | 80 LF |
| CTH U | 6+80 TO 7+15 | 70 LF | |
| | TOTAL | 2928 LF | 140 LF |

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Oneida Total Integrated Enterprises

| NO. | DATE | REVISION |
|---|---|---|
| | | |

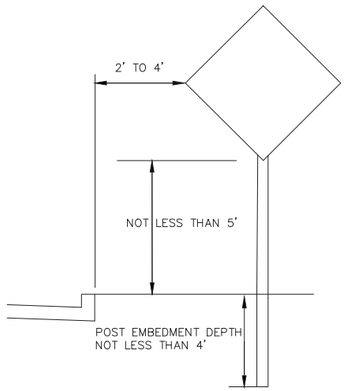
**SIGNING / PAVEMENT MARKING**
**ONEIDA TRIBE OF INDIANS OF WISCONSIN**
**SERVICE ROAD RECONSTRUCTION**

PROJECT NO.
2013075

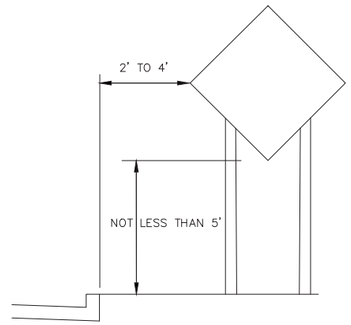
DATE
8/12/13

OTIE

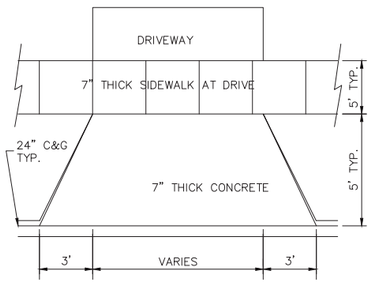
SHEET NO.
8




1/10 TYPICAL PERMANENT SIGNING INSTALLATION
NTS




2/10 TYPICAL TEMPORARY SIGNING INSTALLATION
NTS




2/13 CONC. DRIVE APRON
NTS

OTIE
Oneida Total Integrated Enterprises

| NO. | DATE | REVISION |
|---|---|---|
| | | |

CONSTRUCTION DETAILS
ONEIDA TRIBE OF INDIANS OF WISCONSIN
SERVICE ROAD RECONSTRUCTION

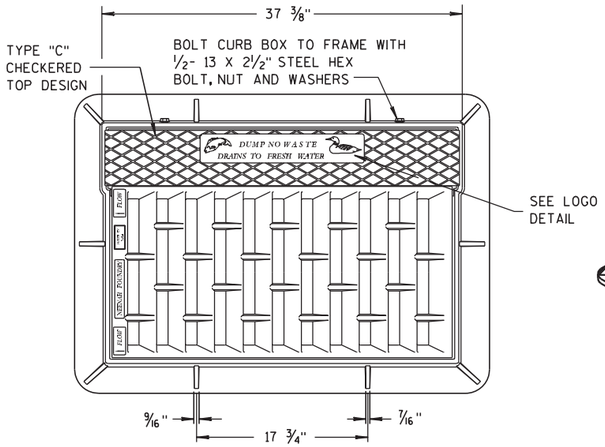
PROJECT NO.
2013075

DATE
8/12/13

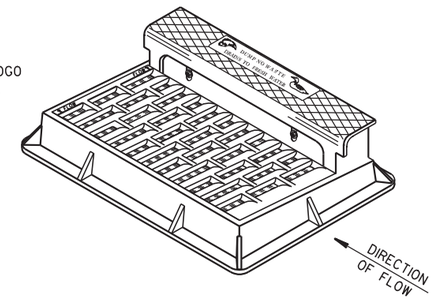
OTIE

SHEET NO.
9

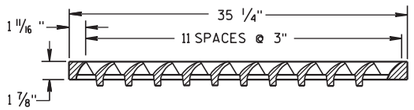
# 8A5 sheet a: Inlet Covers Type A, H, A-S, & H-S

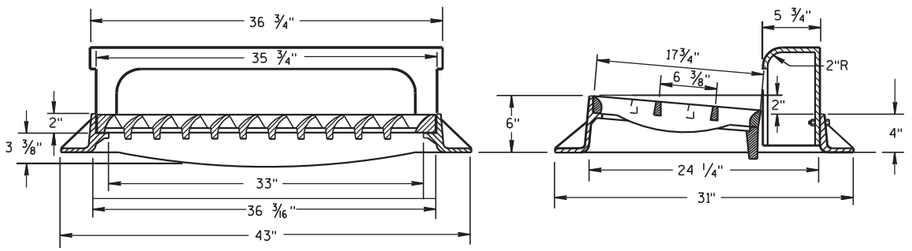



NOTE:
GRATE IS REVERSIBLE.



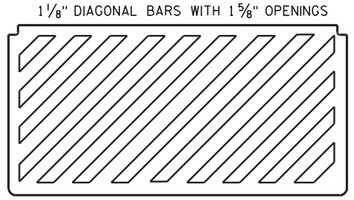

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"




## TYPE "H"

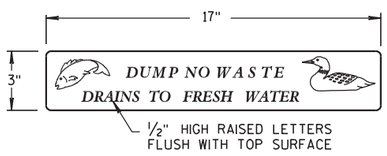
(APPROXIMATE WEIGHT 441 LBS.)
FRAME..... 181 LBS.
GRATE..... 146 LBS.
CURB BOX..... 114 LBS.




## SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 159 LBS.)
GRATE..... 159 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)




LOGO DETAIL

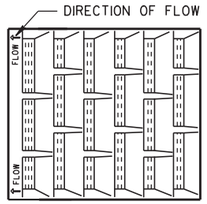
## GENERAL NOTES

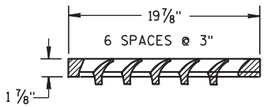
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

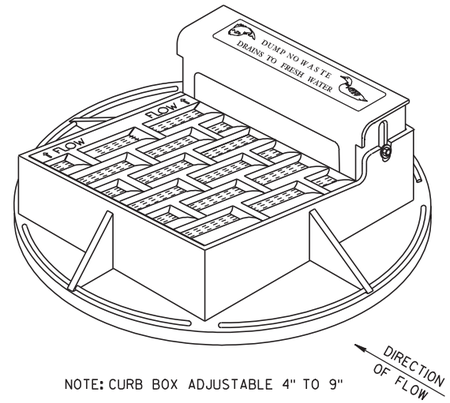
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

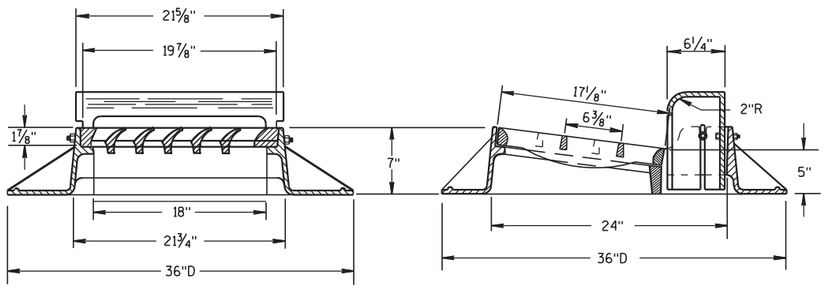
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



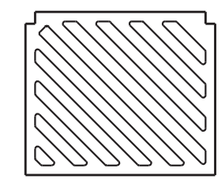




NOTE: CURB BOX ADJUSTABLE 4" TO 9"




## TYPE "A"

(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 185 LBS.
GRATE..... 71 LBS.
CURB BOX..... 84 LBS.




## SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

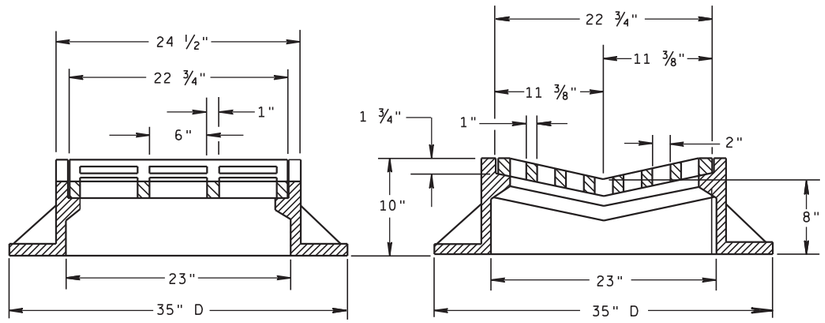
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

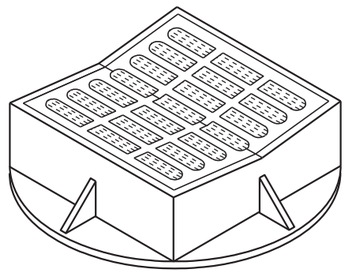
**INLET COVERS**
**TYPE A, H, A-S, & H-S**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

# 8A5 sheet b: Inlet Covers Type B, B-A, C, MS, MS-A, & WM

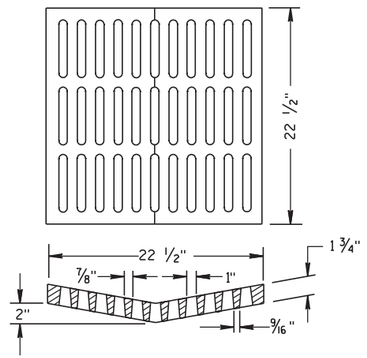


**TYPE "B"**

(APPROXIMATE WEIGHT 405 LBS.)

FRAME..... 294 LBS.
GRATE..... 111 LBS.

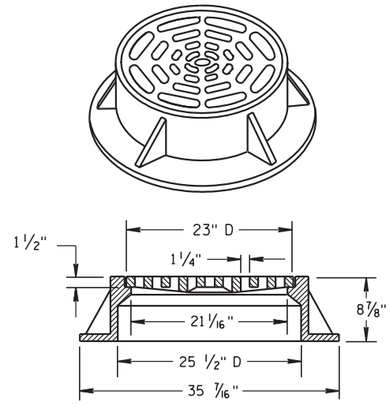



**ALTERNATIVE GRATE FOR TYPE "B" COVER**

(APPROXIMATE GRATE WEIGHT 134 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

**NOTED AS TYPE B-A ON THE DRAINAGE TABLE**




**TYPE "C"**

(APPROXIMATE WEIGHT 259 LBS.)

FRAME..... 152 LBS.
GRATE..... 107 LBS.

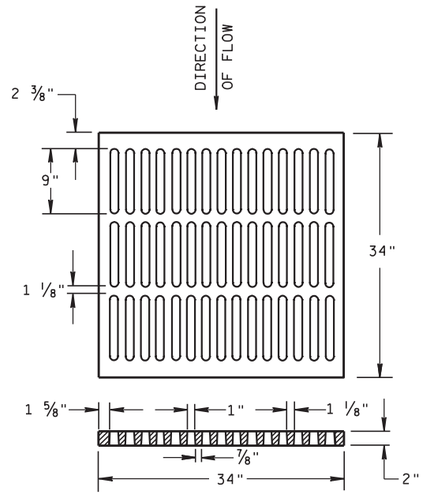
## GENERAL NOTES

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.

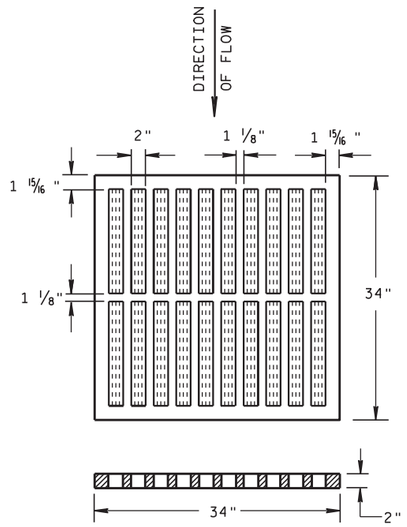



**ALTERNATIVE TYPE "MS"**

(APPROXIMATE GRATE WEIGHT 329 LBS.)

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**

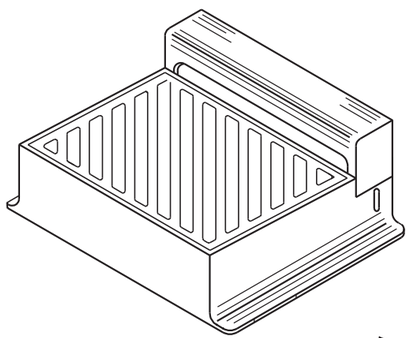


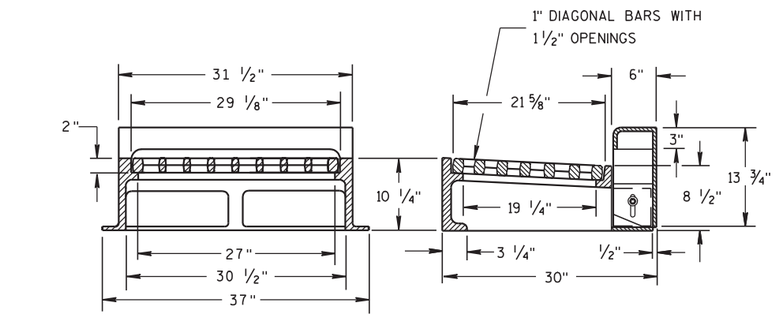

**TYPE "MS"**

(APPROXIMATE GRATE WEIGHT 268 LBS.)

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON DRAINAGE TABLE**






NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

DIRECTION OF FLOW

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

**TYPE "WM"**

(APPROXIMATE WEIGHT 648 LBS.)

FRAME..... 355 LBS.
GRATE..... 156 LBS.
CURB BOX..... 137 LBS.

**INLET COVERS**
**TYPE B, B-A, C, MS, MS-A, & WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

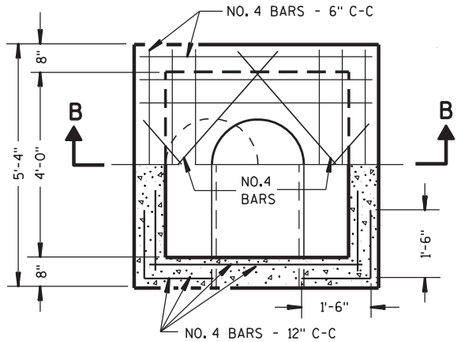
FHWA

6

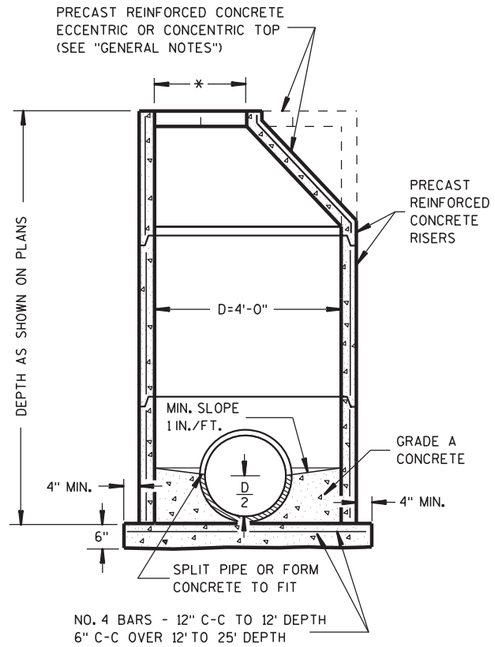
S.D.D. 8 A 5-18b

6

S.D.D. 8 A 5-18b




HALF SECTION A-A




PRECAST REINFORCED CONCRETE

## GENERAL NOTES

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

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

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 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 CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

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.

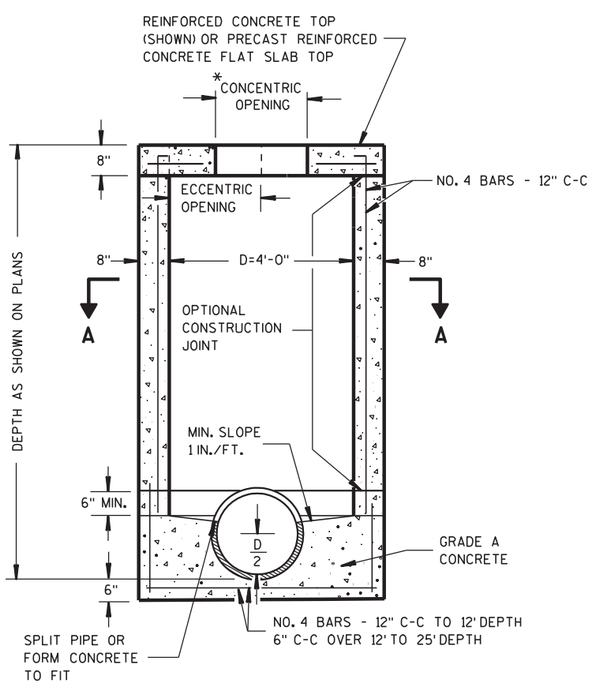
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

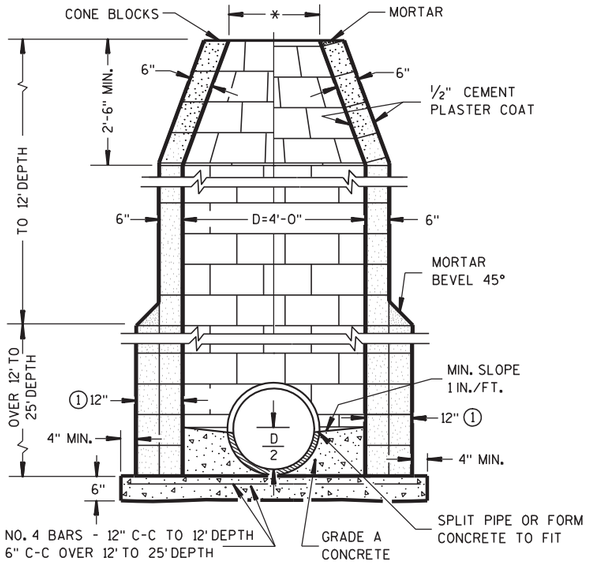
ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* 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.



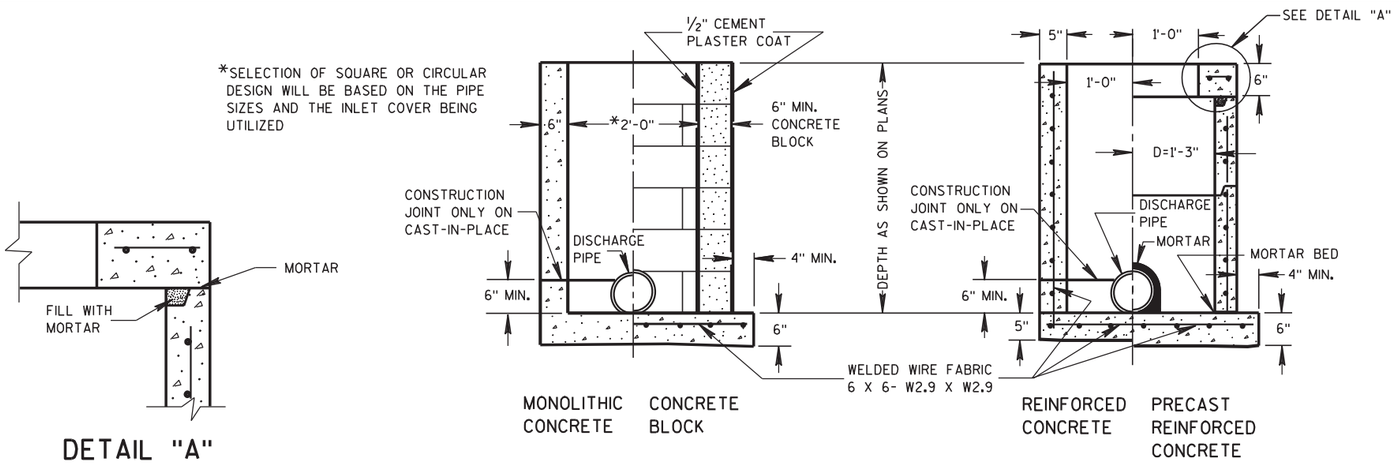

SECTION B-B
REINFORCED CONCRETE




CONCRETE BLOCK

MANHOLES TYPE 1

| |
|---|
| MANHOLES TYPE 1 |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION |
| APPROVED<br>9/9/05 DATE<br>/S/ Jerry H. Zogg<br>ROADWAY STANDARDS DEVELOPMENT ENGINEER<br>FHWA |




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.

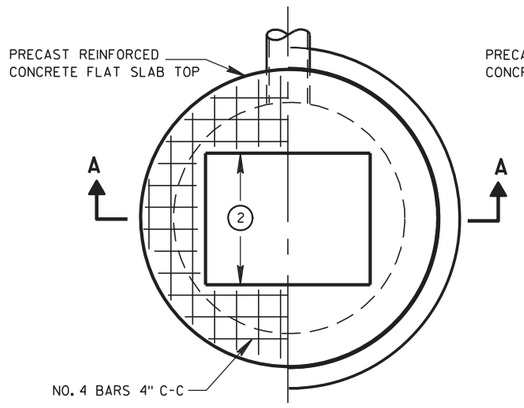
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

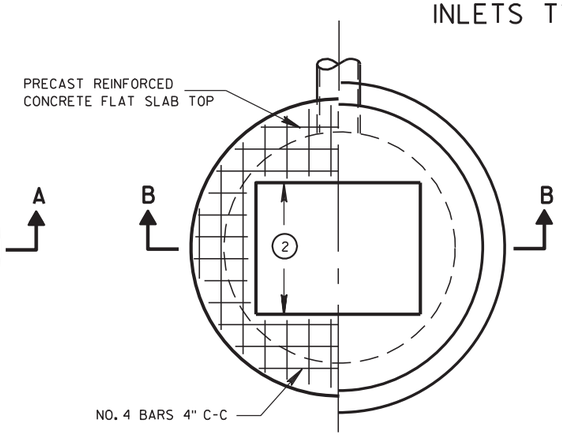
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

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

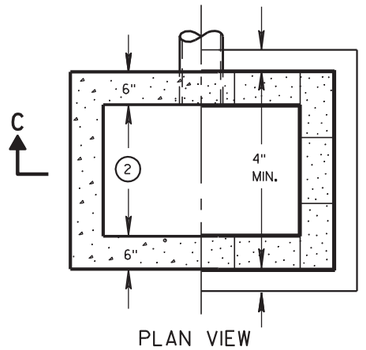
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



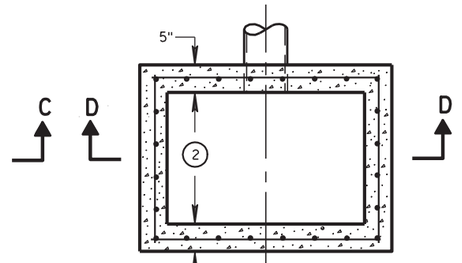

PLAN VIEW



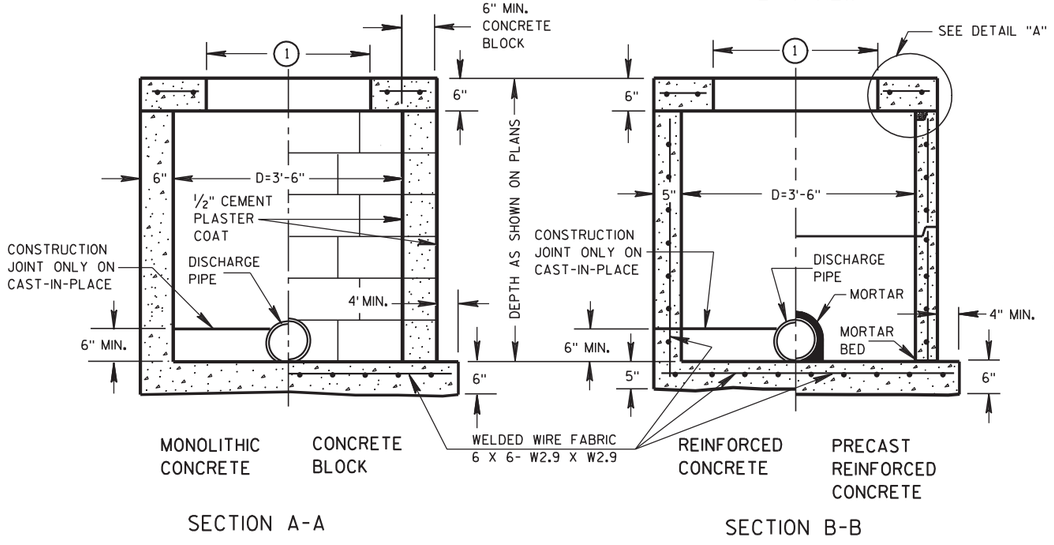

PLAN VIEW




PLAN VIEW

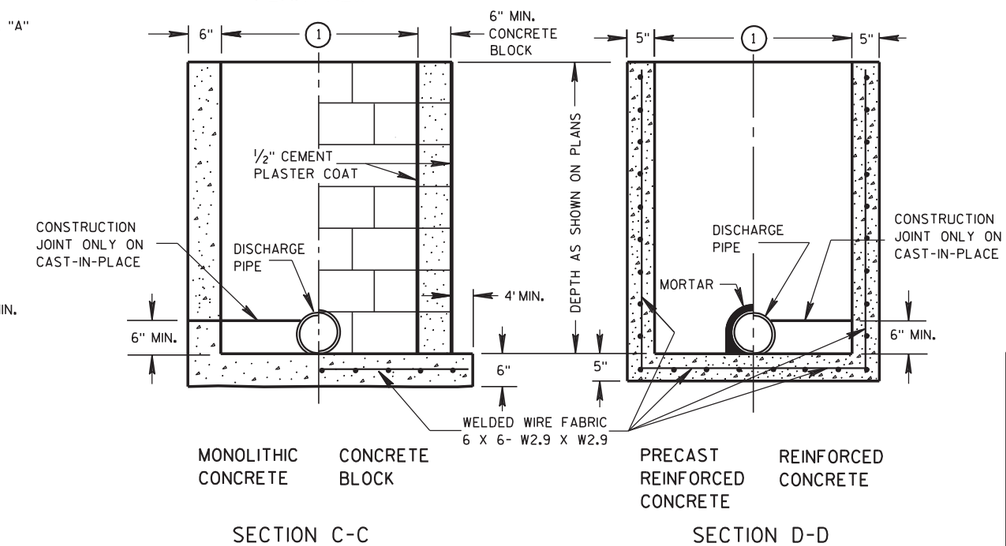



PLAN VIEW




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

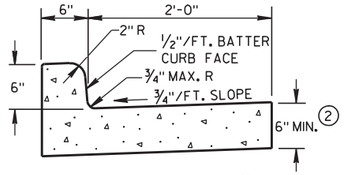
APPROVED

1/31/95 — DATE

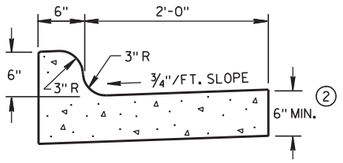
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

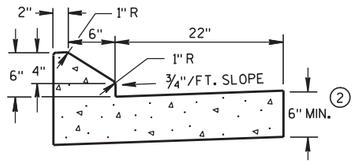
# 8D1: Concrete Curb, Concrete Curb & Gutter and Ties



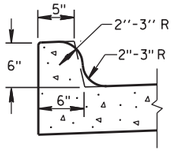

TYPES A & D (1)



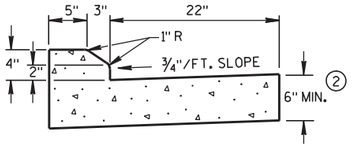

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

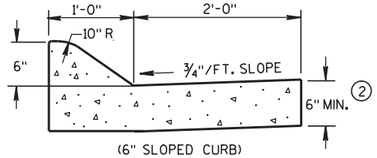



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

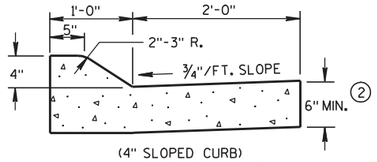



4" SLOPED CURB TYPES G & J (1)

## CONCRETE CURB & GUTTER 30"

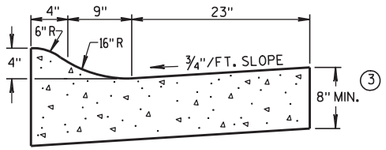



(6" SLOPED CURB)



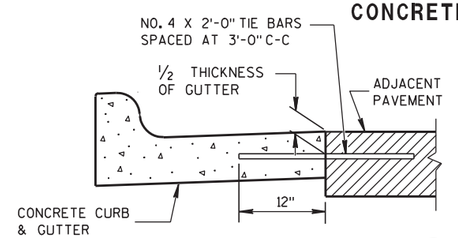

(4" SLOPED CURB)

TYPES A & D (1)

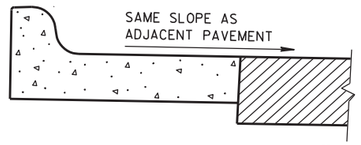



4" SLOPED CURB TYPES R & T (1) (4)

## CONCRETE CURB & GUTTER 36"




TYPICAL TIE BAR LOCATION (1)




REVERSE SLOPE GUTTER (5)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

## 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 AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

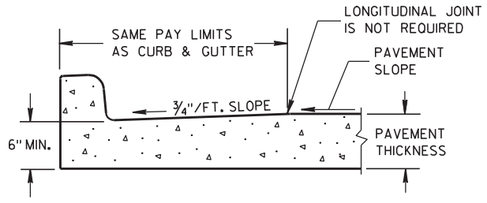
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

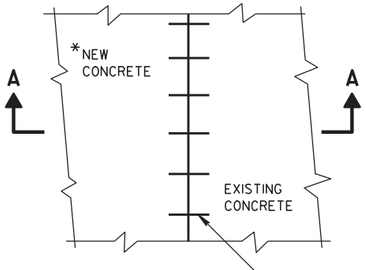
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

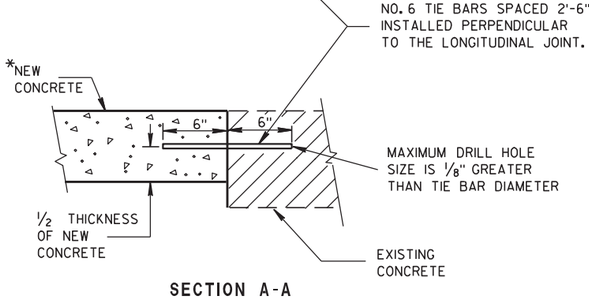



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



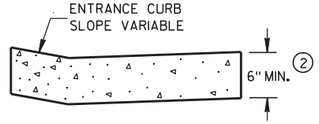

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

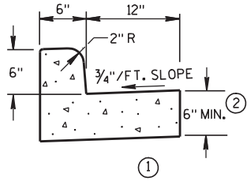



SECTION A-A

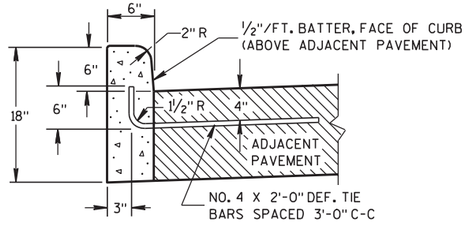
TIE BARS DRILLED INTO EXISTING PAVEMENT



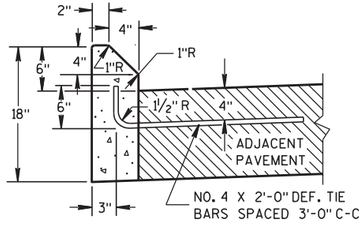

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)




(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

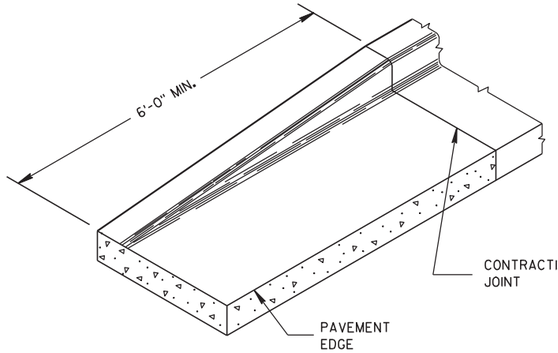



(1)
TYPES A & D




(1)
TYPES G & J

CONCRETE CURB




END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

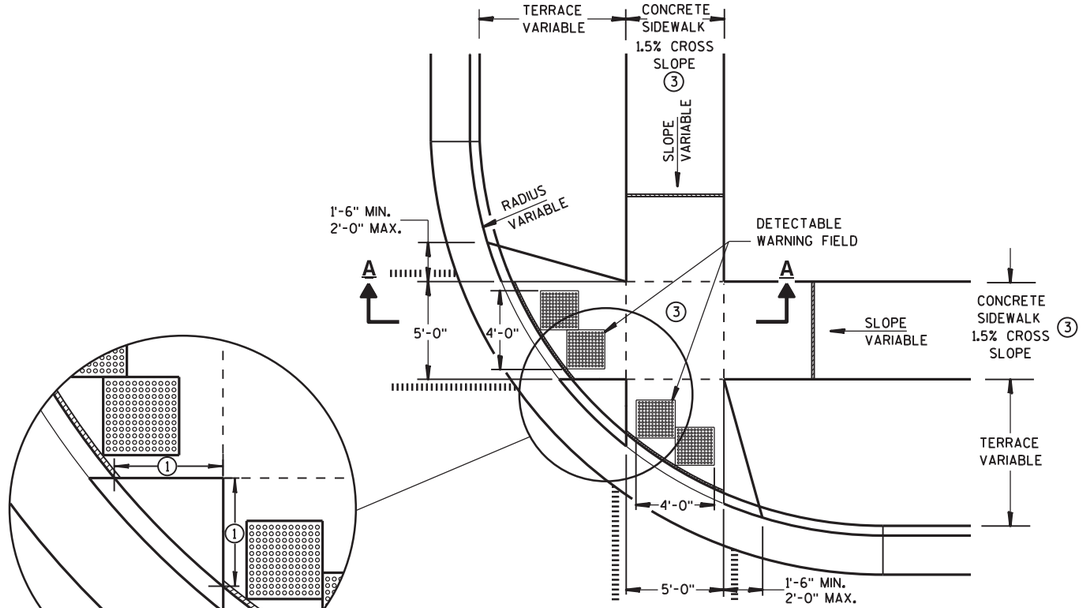
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 1-17

# 8D5 sheet b: Curb Ramps Types 2 and 3




PLAN VIEW
**TYPE 2 RAMP**
(ON LINE WITH SIDEWALK)

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

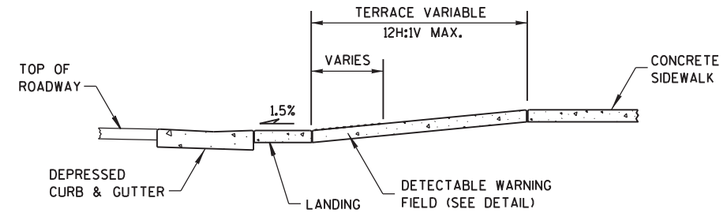
① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

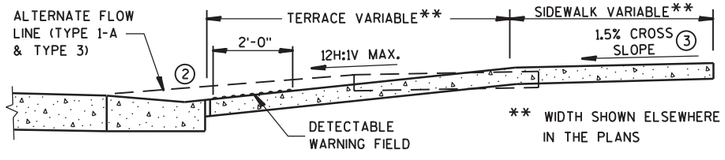
③ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

### LEGEND

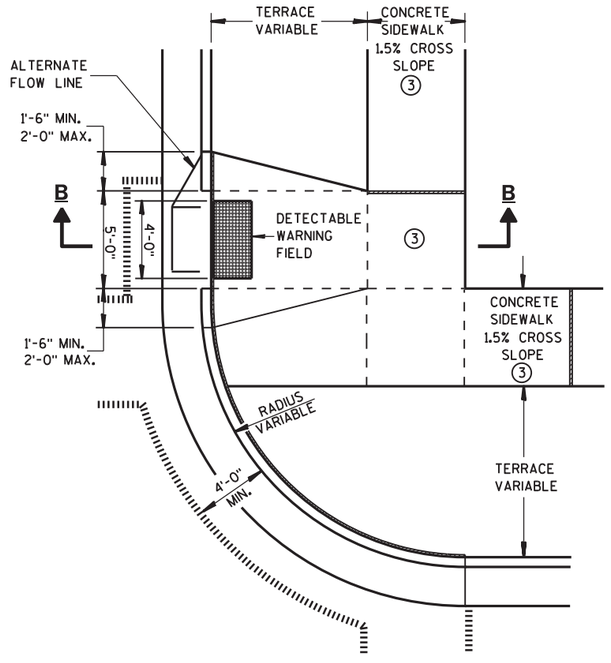
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




SECTION A-A




SECTION B-B




PLAN VIEW
**TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS**
**TYPES 2 AND 3**

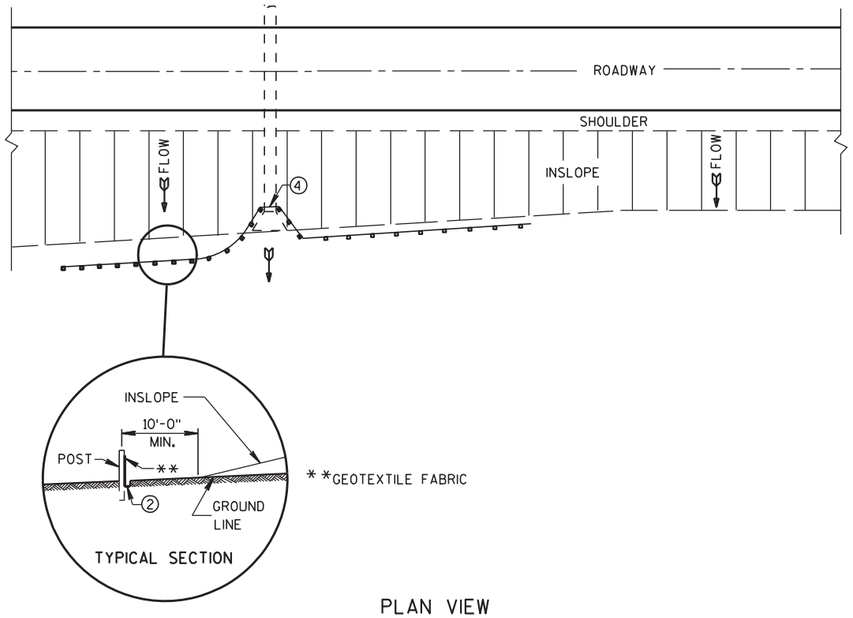
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-15b

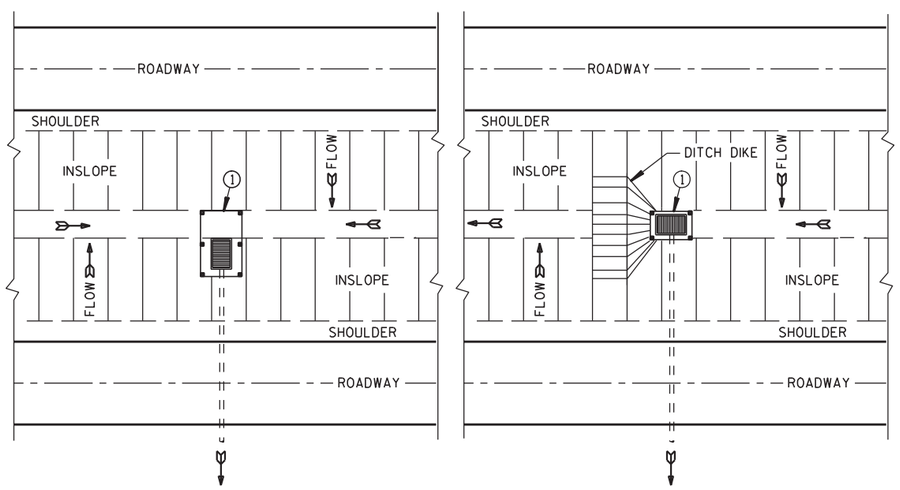
6

S.D.D. 8 D 5-15b




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



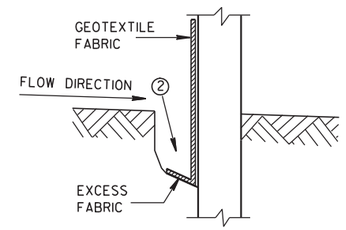

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

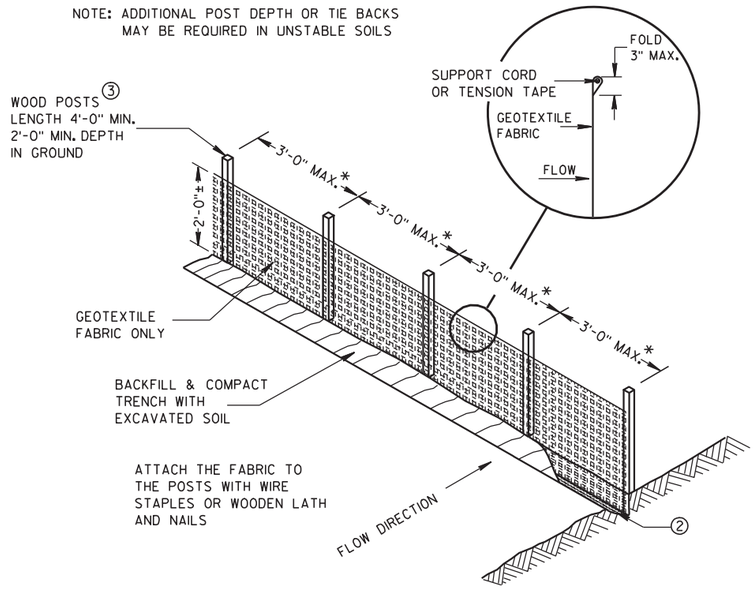
## GENERAL NOTES

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

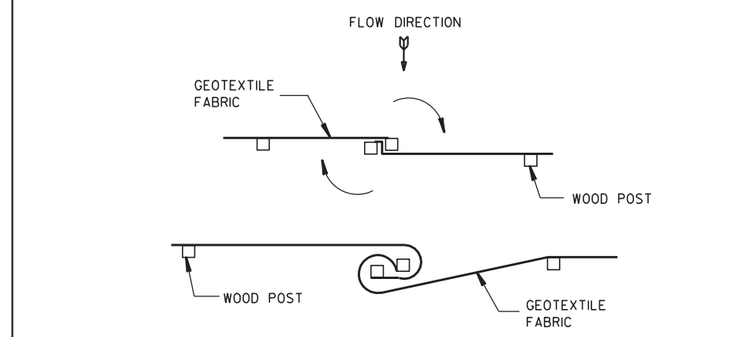
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



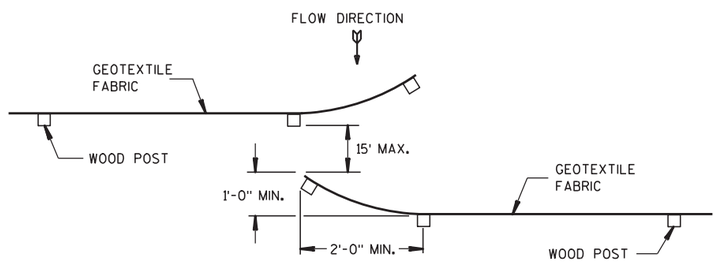

## TRENCH DETAIL




## SILT FENCE

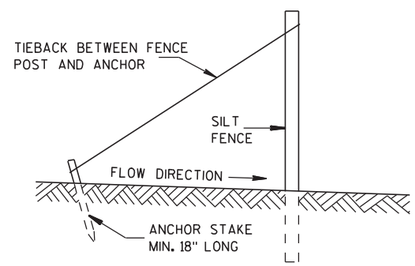



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

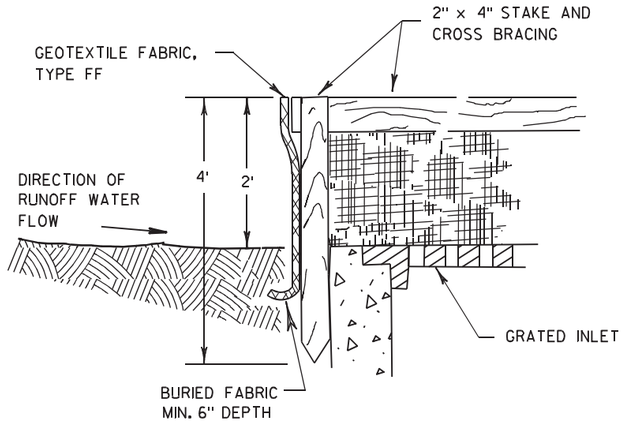
6

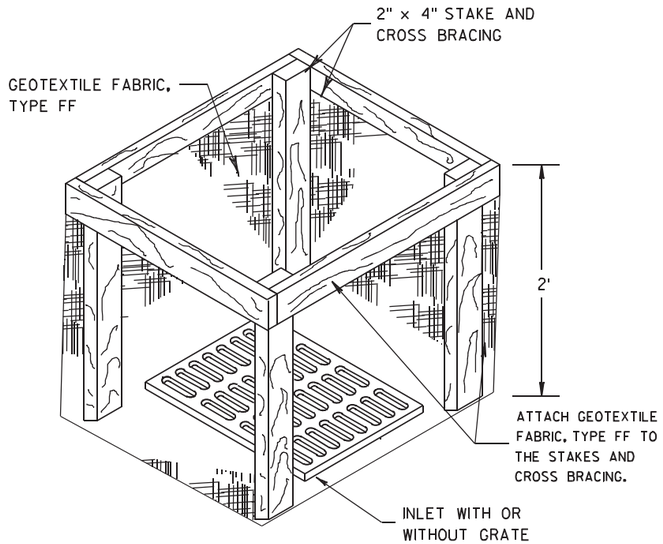
S.D.D. 8 E 9-6

6

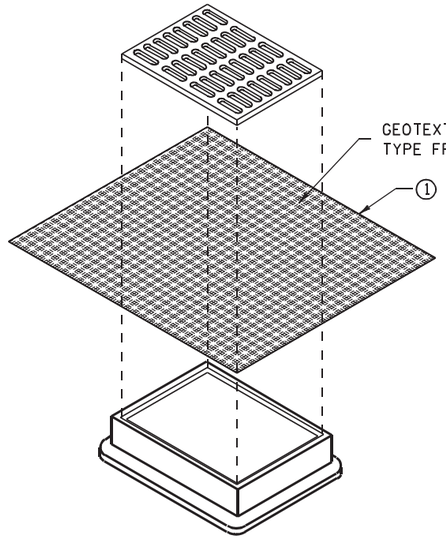
S.D.D. 8 E 9-6

# 8E10: Inlet Protection Type A, B, C and D



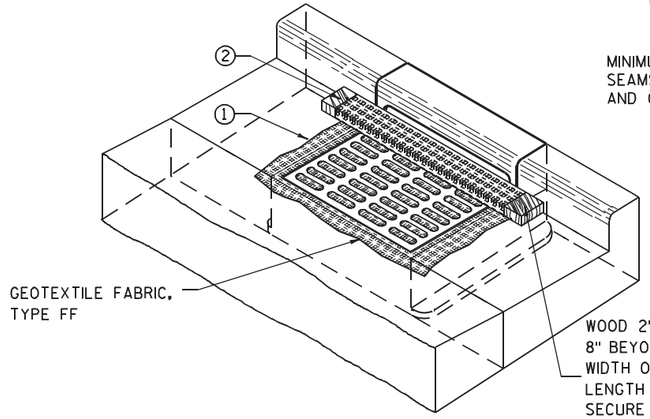




## INLET PROTECTION, TYPE A

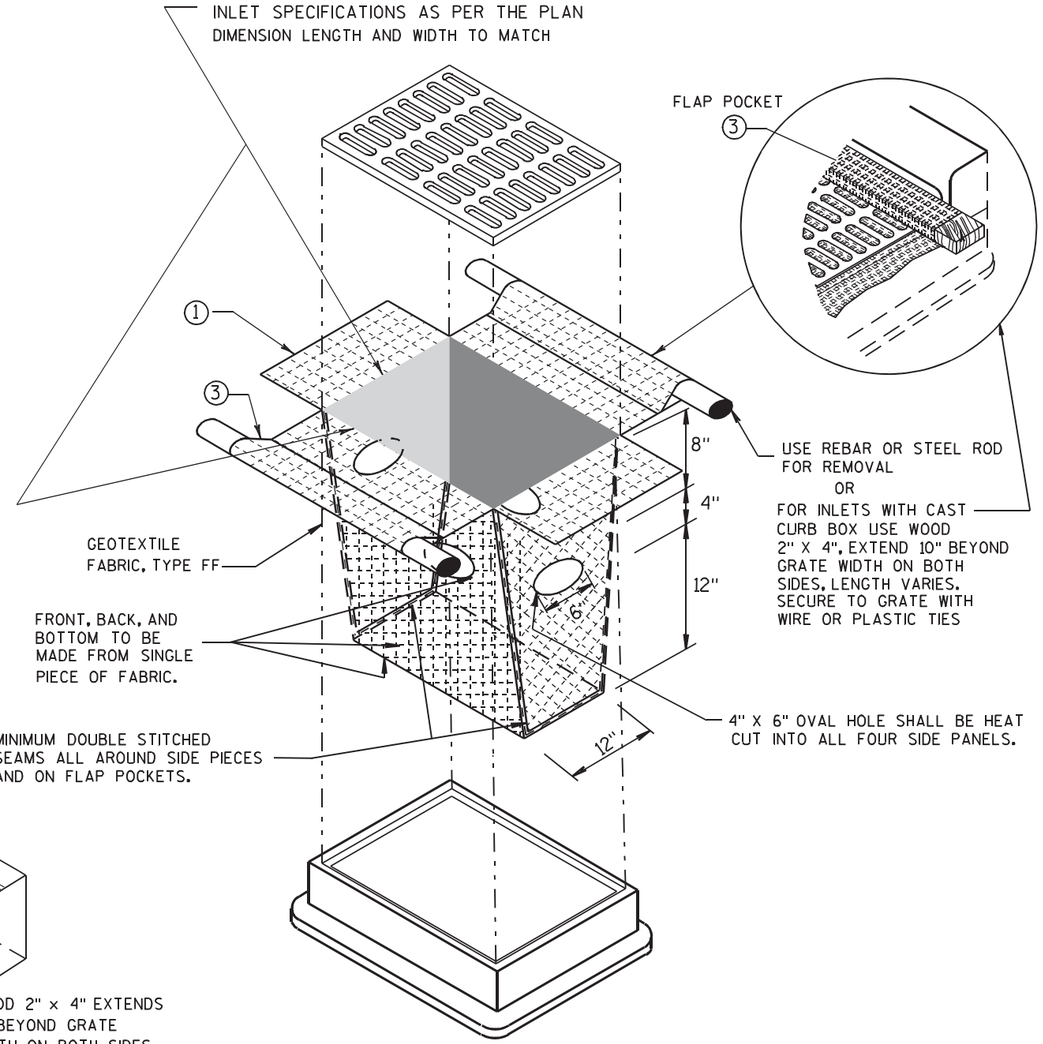



## INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

CONNECT TO EXISTING MANHOLE
STA 0+92.17 LT
ELEV 708.64

STRUCTURE 1
STA 1+53 11.25 LT
RIM ELEV 713.96
INVERT ELEV 709.86

STRUCTURE 2
STA 1+53 11.25 RT
RIM ELEV 713.96
INVERT ELEV 710.31

STRUCTURE 3
STA 4+53 11.25 LT
RIM ELEV 731.55
INVERT ELEV 726.36

STRUCTURE 4
STA 4+53 11.25 RT
RIM ELEV 731.55
INVERT ELEV 726.81

1+00 2+00 3+00 4+00 5+00 6+00

SCALE 1" = 20'
0' 5' 10' 20' 40'

STRUCTURE 5
STA 7+53 11.25 LT
RIM ELEV 741.66
INVERT ELEV 735.36

STRUCTURE 6
STA 7+53 11.25 RT
RIM ELEV 741.66
INVERT ELEV 735.81

STRUCTURE 7
STA 8+77 11.25 LT
RIM ELEV 742.85
INVERT ELEV 736.60

STRUCTURE 8
STA 8+77 11.25 RT
RIM ELEV 742.85
INVERT ELEV 737.05

CAP EXISTING STORM SEWER 12 INCH PVC PIPE
(INCIDENTAL TO STORM SEWER ITEMS)

REMOVE EXISTING MANHOLE

REMOVE 241 LF EXISTING STORM
SEWER 12 INCH PVC PIPE

REMOVE 32 LF EXISTING STORM SEWER 12 INCH PVC PIPE

REMOVE EXISTING INLET

* SEE STORM SEWER SCHEDULE SHEET 19

6+00 7+00 8+00 9+00 10+00 11+00

REMOVE 60 LF EXISTING STORM
SEWER 18 INCH STEEL PIPE

CONNECT EXISTING 12 INCH
PVC PIPE INTO STRUCTURE 9
(CONNECTION INCIDENTAL TO MANHOLE BID ITEM)

REMOVE EXISTING MANHOLE

STRUCTURE 9
STA 10+67 11.25 LT
RIM ELEV 743.67
INVERT ELEV 740.71
INVERT ELEV 738.54

REMOVE EXISTING INLET

REMOVE 10 LF EXISTING STORM
SEWER 12 INCH PVC PIPE

REMOVE 53 LF EXISTING STORM
SEWER 12 INCH PVC PIPE

REMOVE EXISTING MANHOLE

STRUCTURE 10
STA 9+58 16.25 RT
RIM ELEV 745.40
INVERT ELEV 740.46

SCALE 1" = 20'
0' 5' 10' 20' 40'

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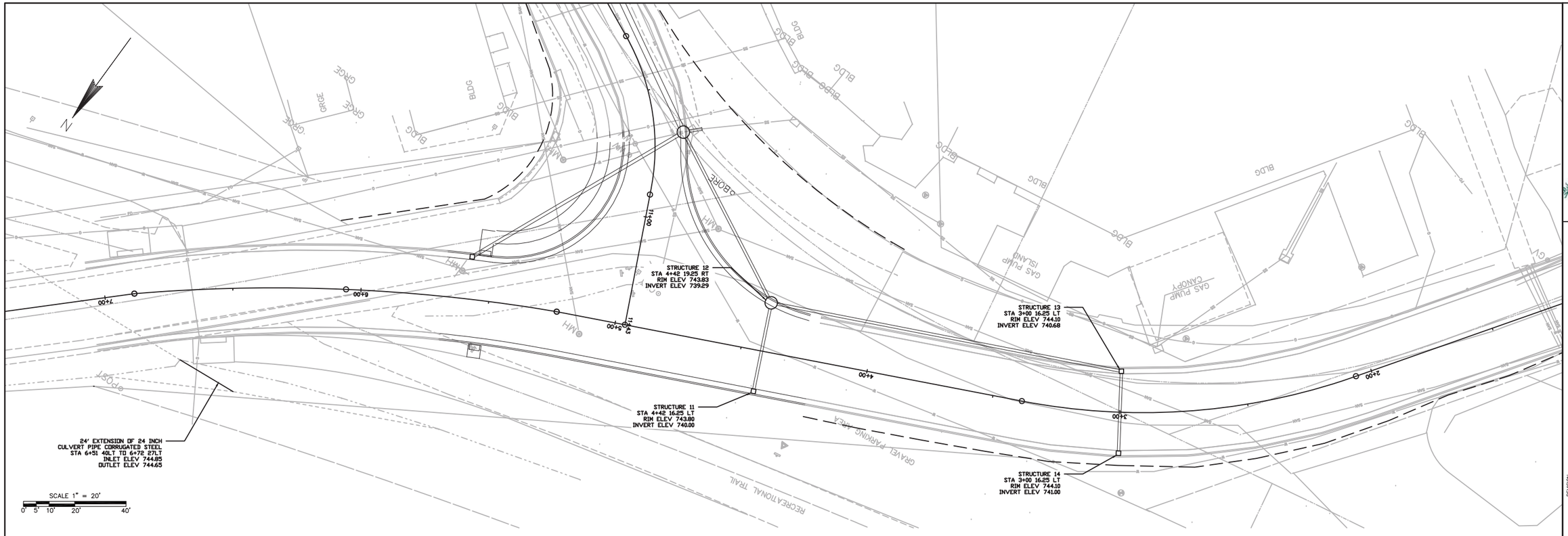
STORM SEWER
ONEIDA TRIBE OF INDIANS OF WISCONSIN
SERVICE ROAD RECONSTRUCTION

PROJECT NO.
2013075

DATE
8/12/13

OTIE

SHEET NO.
18



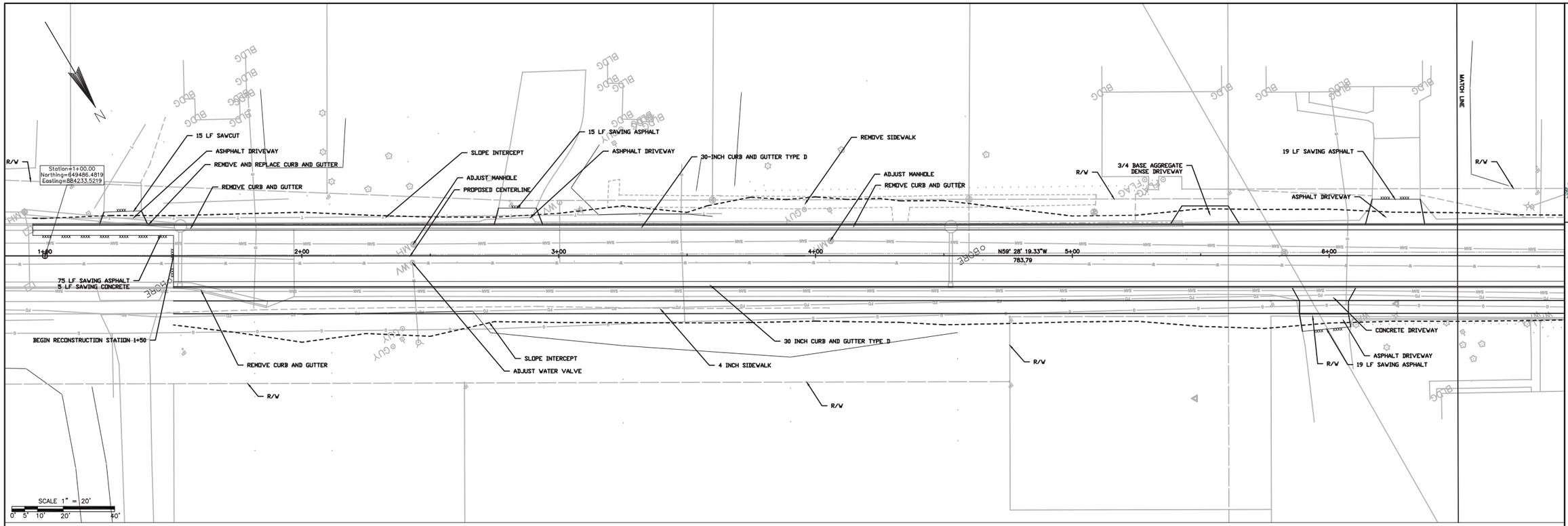

## STORM SEWER SCHEDULE

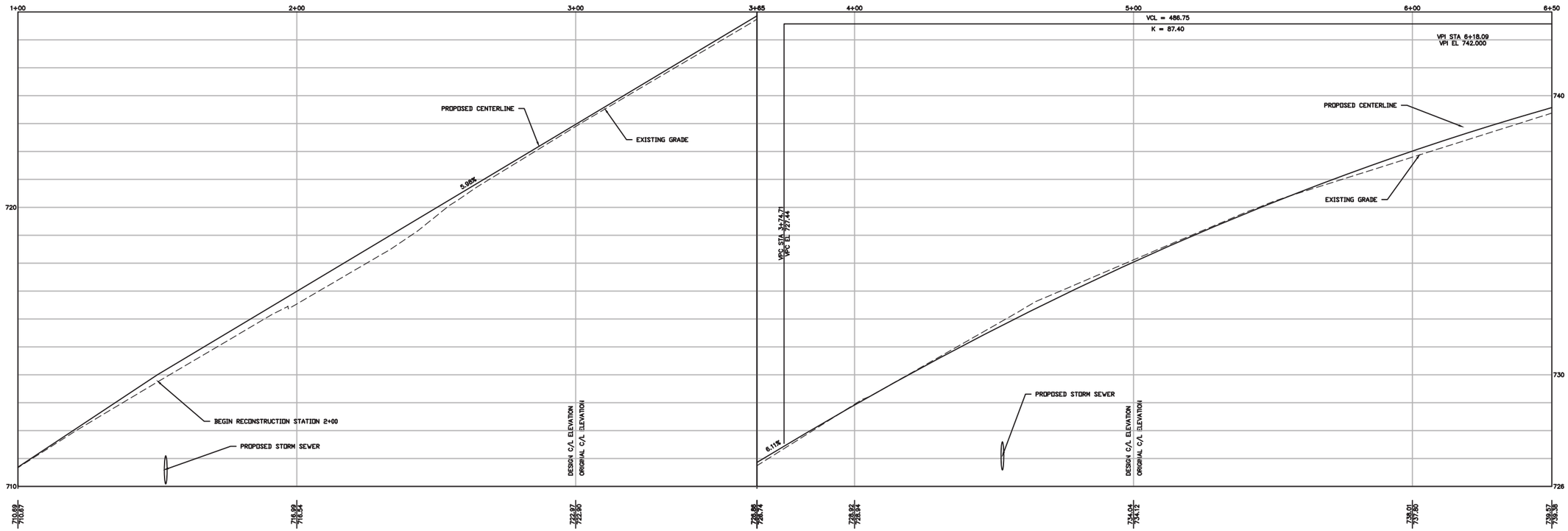
| STRUCTURE ID | STATION | LOCATION | OFFSET | RIM ELEVATION | INLET TYPE 3 | MANHOLE TYPE 1 SPECIAL * | INLET COVER TYPE C |
|---|---|---|---|---|---|---|---|
| EX | 0+92 | SERVICE RD | 17.0 LT | | | | |
| 1 | 1+53 | SERVICE RD | 11.25 LT | 713.96 | | 1 | 1 |
| 2 | 1+53 | SERVICE RD | 11.25 RT | 713.96 | 1 | | 1 |
| 3 | 4+53 | SERVICE RD | 11.25 LT | 731.55 | | 1 | 1 |
| 4 | 4+53 | SERVICE RD | 11.25 RT | 731.55 | 1 | | 1 |
| 5 | 7+53 | SERVICE RD | 11.25 LT | 741.66 | | 1 | 1 |
| 6 | 7+53 | SERVICE RD | 11.25 RT | 741.66 | 1 | | 1 |
| 7 | 8+77 | SERVICE RD | 11.25 LT | 742.85 | | 1 | 1 |
| 8 | 8+77 | SERVICE RD | 11.25 RT | 742.85 | 1 | | 1 |
| 9 | 10+67 | SERVICE RD | 11.25 LT | 743.67 | | 1 | 1 |
| 10 | 5+58 | CTH U | 16.25 RT | 745.40 | 1 | | 1 |
| 11 | 4+42 | CTH U | 16.25 LT | 743.80 | 1 | | 1 |
| 12 | 4+42 | CTH U | 16.25 RT | 743.83 | | 1 | 1 |
| 13 | 3+00 | CTH U | 16.25 RT | 744.10 | 1 | | 1 |
| 14 | 3+00 | CTH U | 16.25 LT | 744.10 | 1 | | 1 |
| | | | | | | | |
| | | | | TOTAL | 8 | 6 | 14 |

* MANHOLE TYPE 1 SPECIAL HAS A REVISED OPENING OF 24 INCH BY 30 INCH RECTANGLE TO FIT INLET COVER TYPE C

## STORM SEWER PIPE REINFORCED CONCRETE CLASS III

| PIPE ID | FROM STRUCTURE | TO STRUCTURE | INLET ELEVATION | OUTLET ELEVATION | 12 - INCH LENGTH FEET | 24 - INCH LENGTH FEET | SLOPE % |
|---|---|---|---|---|---|---|---|
| 1 | EX | 1 | 709.86 | 706.60 | | 61 | 5.34 |
| 2 | 1 | 2 | 710.31 | 709.86 | 23 | | 2.00 |
| 3 | 1 | 3 | 726.36 | 709.86 | | 300 | 5.50 |
| 4 | 3 | 4 | 726.81 | 726.36 | 23 | | 2.00 |
| 5 | 3 | 5 | 735.36 | 726.36 | | 300 | 3.00 |
| 6 | 5 | 6 | 735.81 | 735.36 | 23 | | 2.00 |
| 7 | 5 | 7 | 736.60 | 735.36 | | 124 | 1.00 |
| 8 | 7 | 8 | 737.05 | 736.60 | 23.0 | | 2.00 |
| 9 | 7 | 9 | 738.54 | 736.60 | | 194 | 1.00 |
| 10 | EX PIPE | 9 | 740.85 | 740.71 | 7 | | 1.00 |
| 11 | 9 | 10 | 740.46 | 738.54 | 96 | | 2.00 |
| 12 | 9 | 12 | 739.29 | 738.54 | 75 | | 1.00 |
| 13 | 12 | 11 | 740.00 | 739.29 | 36 | | 1.00 |
| 14 | 12 | 13 | 740.68 | 739.29 | 139 | | 1.00 |
| 15 | 13 | 14 | 741.00 | 740.68 | 33 | | 1.00 |
| | | | | | | | |
| | | | | TOTAL | 478 | 979 | |

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PLAN SHEET
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201375

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SHEET NO.
20

MATCH LINE

R/W

DRIVEWAY OPENING STATION 7+00 to 7+20

DRIVEWAY OPENING STATION 7+35 to 8+25

30 INCH CURB AND GUTTER TYPE D (DRIVEWAY) START STATION 7+25

DRIVEWAY OPENING STATION 8+45 to 8+65

PI STATION = 8+87.36
PI X,Y = 883555.18, 649886.22
DELTA = 5°02'10"
DEGREE = 2°25'58"
TANGENT = 103.57
LENGTH = 207.01
RADIUS = 2355.19
PC STATION = 7+83.79
PT STATION = 9+90.80

DRIVEWAY OPENING STATION 9+40 to 9+60

DRIVEWAY OPENING STATION 9+70 to 9+90

490 LF SAWING ASPHALT

DRIVEWAY OPENING STATION 10+40 to 10+60

PI STATION = 10+60.68
PI X,Y = 883398.00, 649959.58
DELTA = 41°34'58"
DEGREE = 65°05'44"
TANGENT = 33.42
LENGTH = 63.88
RADIUS = 88.02
PC STATION = 10+27.26
PT STATION = 10+91.14

AREA TO BE RESTORED WITH 6 INCH TOPSOIL, SEED, FERTILIZER, AND EMAT

7+00

N59° 28' 19.33"W
783.79

8+00

9+00

10+00

N65° 26' 22.08"W
36.46

11+00

184.68
N64° 46' 03.21"E

ADJUST MANHOLE

30 INCH CURB AND GUTTER TYPE D

4 INCH SIDEWALK

SLOPE INTERCEPT

ADJUST WATER VALVE

11 LF SAWING ASPHALT

CONCRETE DRIVEWAY

ASPHALT DRIVEWAY

3/4 BASE AGGREGATE DENSE DRIVEWAY

PROPOSED CENTERLINE

30 INCH CURB AND GUTTER TYPE D

4 INCH SIDEWALK

ADJUST WATER VALVE

ADJUST WATER VALVE

AREA TO BE RESTORED WITH 6 INCH TOPSOIL, SEED, FERTILIZER, AND EMAT

Station=4+96.09
Northing=650036.9131
Easting=883362.4241

SCALE 1" = 20'
0' 5' 10' 20' 40'

6+50 7+00 8+00 9+00 10+00 11+00 12+00

750
740
735

VCL = 486.75
K = 87.40

EXISTING GRADE

VCT STA 8+61.46
VPT EL 743.00

0.41%

1.99%

PROPOSED CENTERLINE

PROPOSED STORM SEWER

PROPOSED STORM SEWER

PROPOSED STORM SEWER

DESIGN C/L ELEVATION
ORIGINAL C/L ELEVATION

739.57
739.38

740.85
740.68

742.53
742.76

744.18
744.85

744.98
744.46

743.92
744.46

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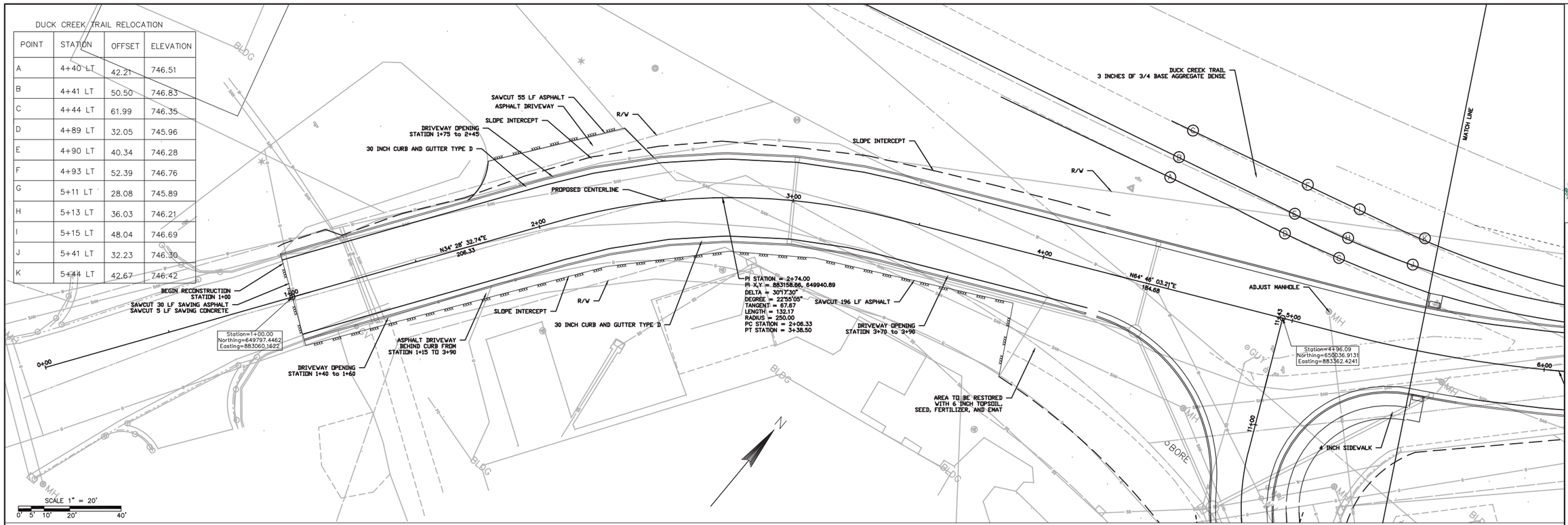
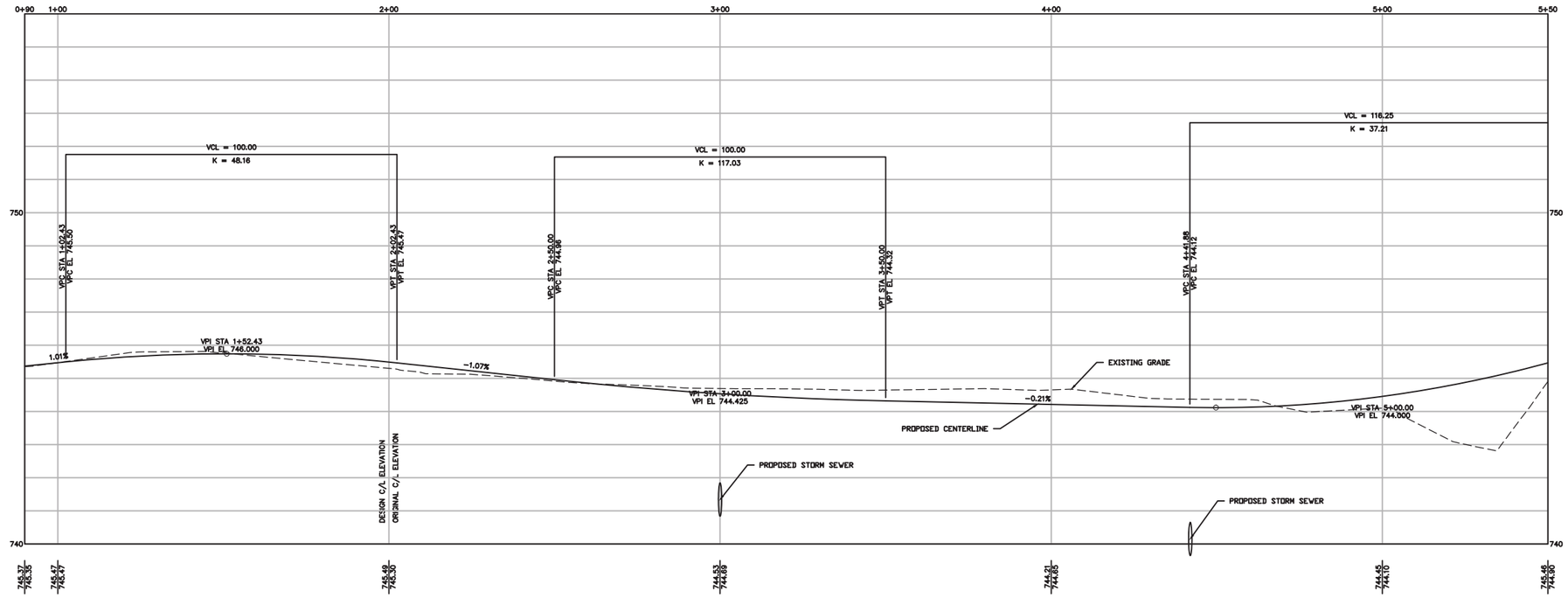
DUCK CREEK TRAIL RELOCATION

| POINT | STATION | OFFSET | ELEVATION |
|---|---|---|---|
| A | 4+40 LT | 42.21 | 746.51 |
| B | 4+41 LT | 50.50 | 746.83 |
| C | 4+44 LT | 61.99 | 746.35 |
| D | 4+89 LT | 32.05 | 745.96 |
| E | 4+90 LT | 40.34 | 746.28 |
| F | 4+93 LT | 52.39 | 746.76 |
| G | 5+11 LT | 28.08 | 745.89 |
| H | 5+13 LT | 36.03 | 746.21 |
| I | 5+15 LT | 48.04 | 746.69 |
| J | 5+41 LT | 32.23 | 746.30 |
| K | 5+44 LT | 42.67 | 746.42 |

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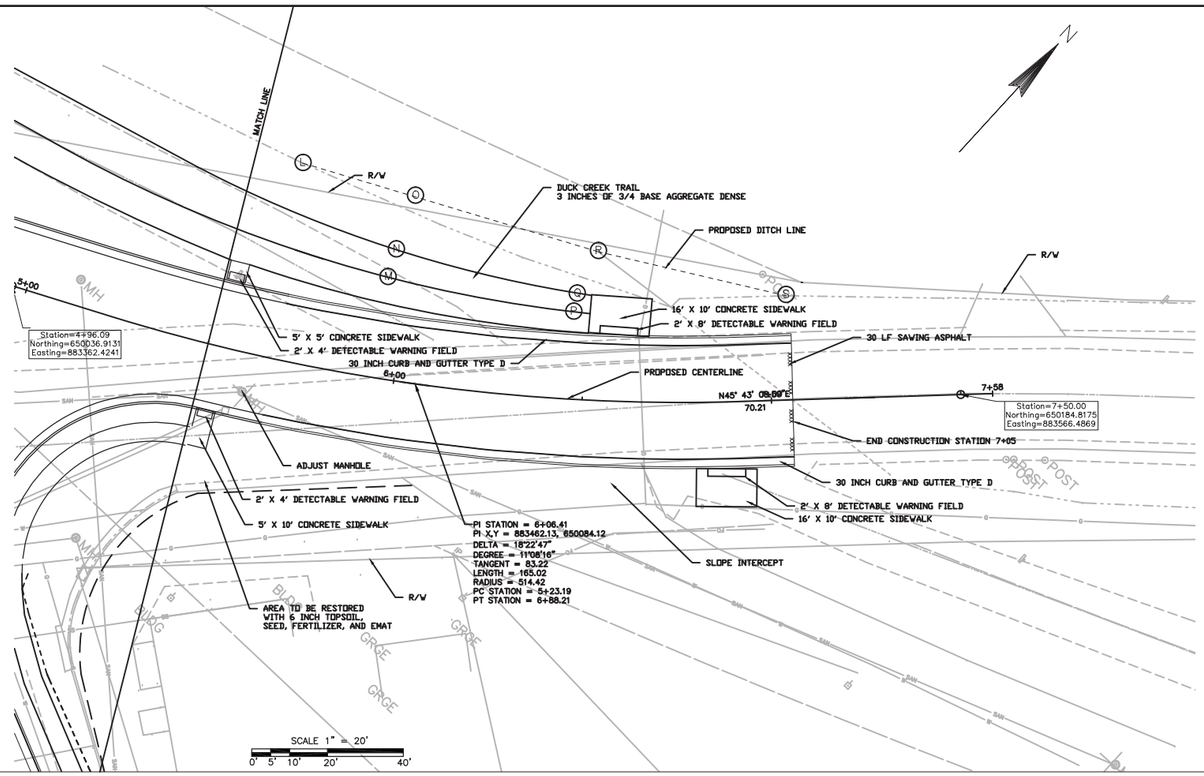
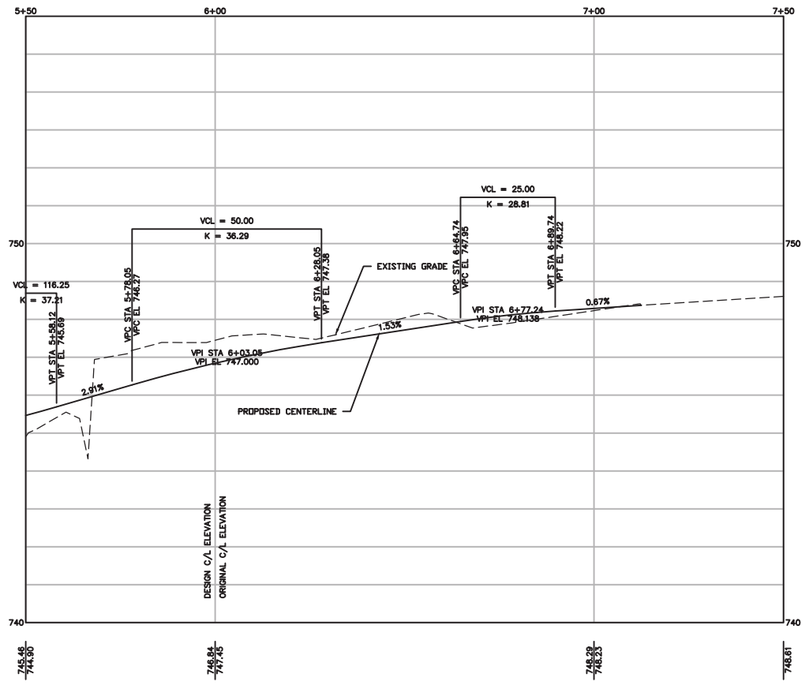
22




DUCK CREEK TRAIL RELOCATION

| POINT | STATION | OFFSET | ELEVATION |
|---|---|---|---|
| L | 5+64 LT | 52.11 | 744.65 |
| M | 5+94 LT | 26.78 | 746.99 |
| N | 5+95 LT | 34.29 | 747.29 |
| O | 5+98 LT | 48.89 | 744.65 |
| P | 6+46 LT | 23.07 | 748.29 |
| Q | 6+47 LT | 28.07 | 748.49 |
| R | 6+52 LT | 39.25 | 744.65 |
| S | 7+05 LT | 27.53 | 745.10 |

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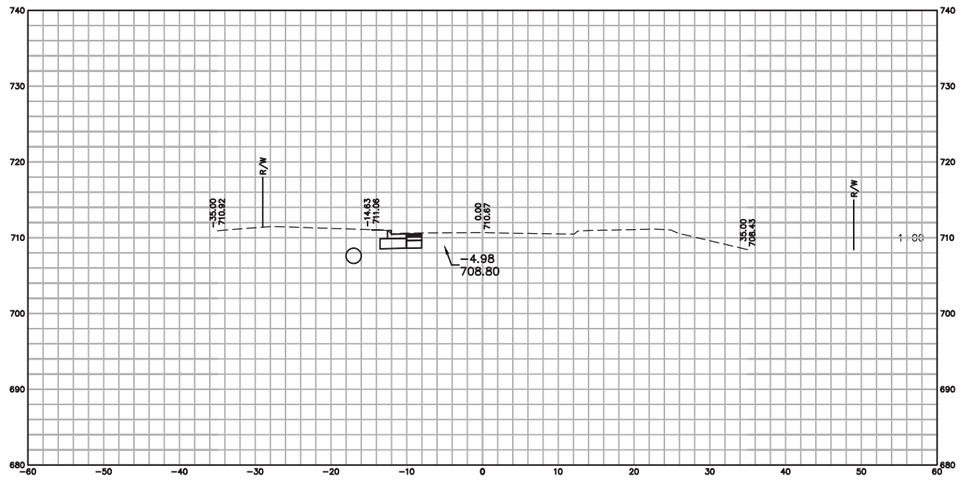
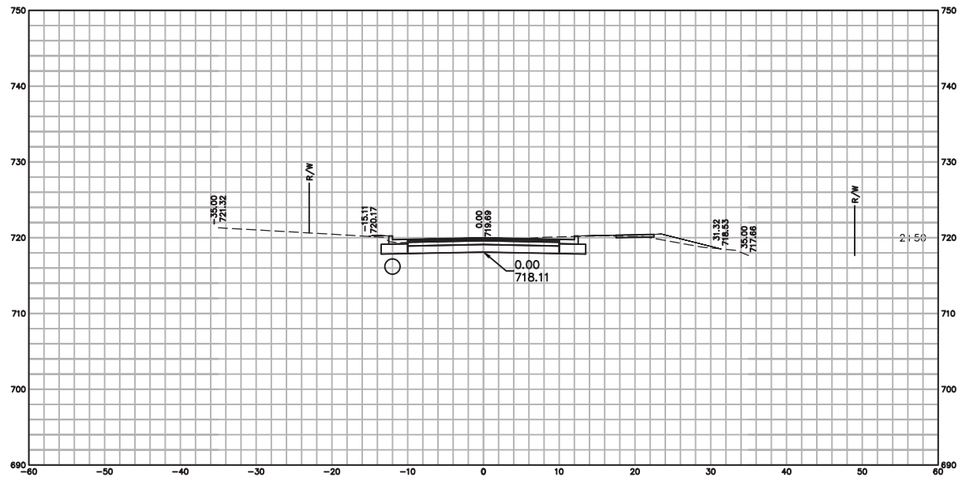
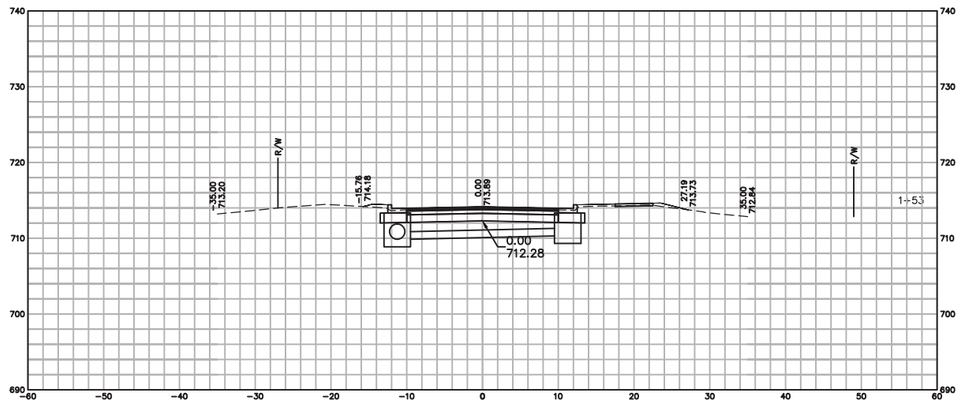
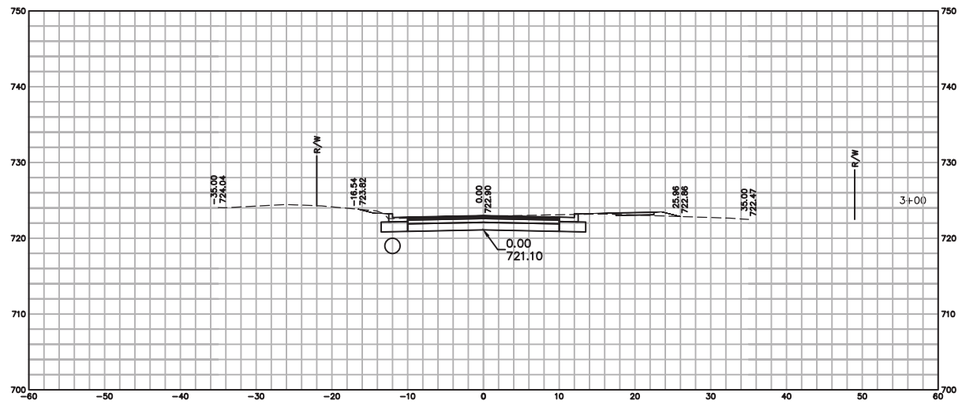
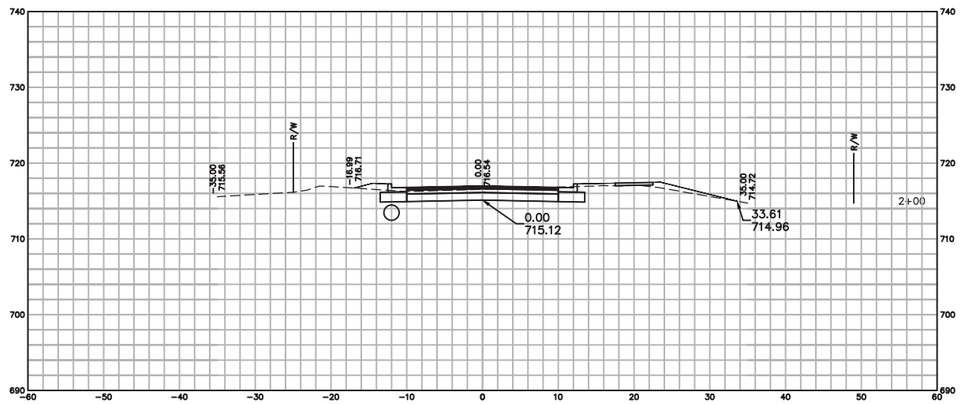
23

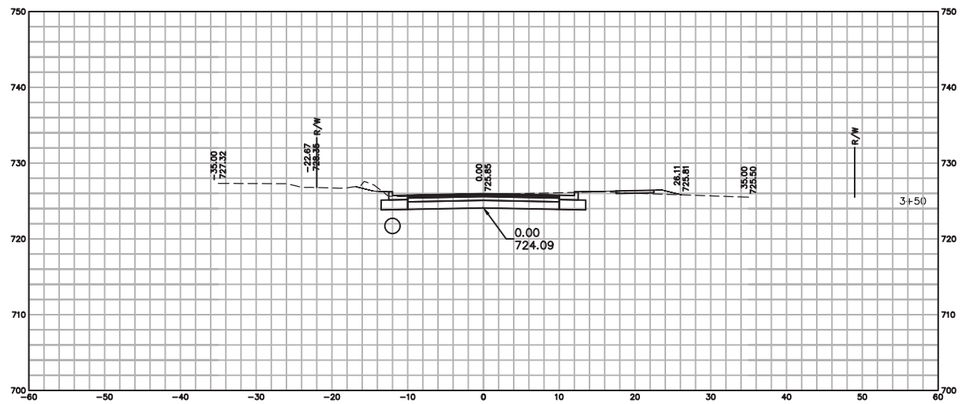
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CROSS SECTIONS
ONEIDA TRIBE OF INDIANS OF WISCONSIN
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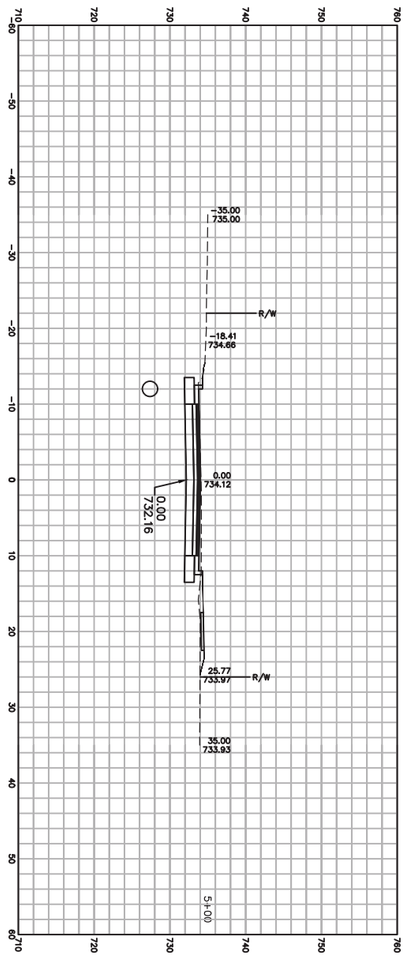


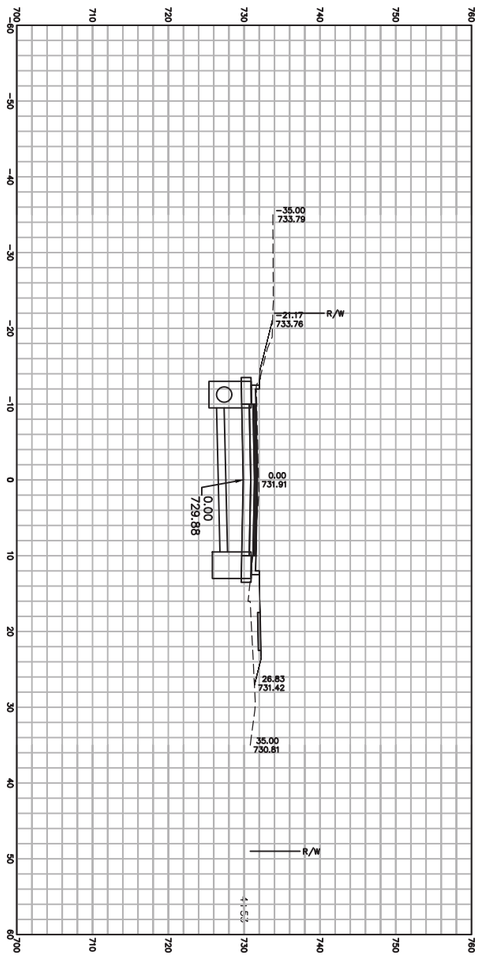


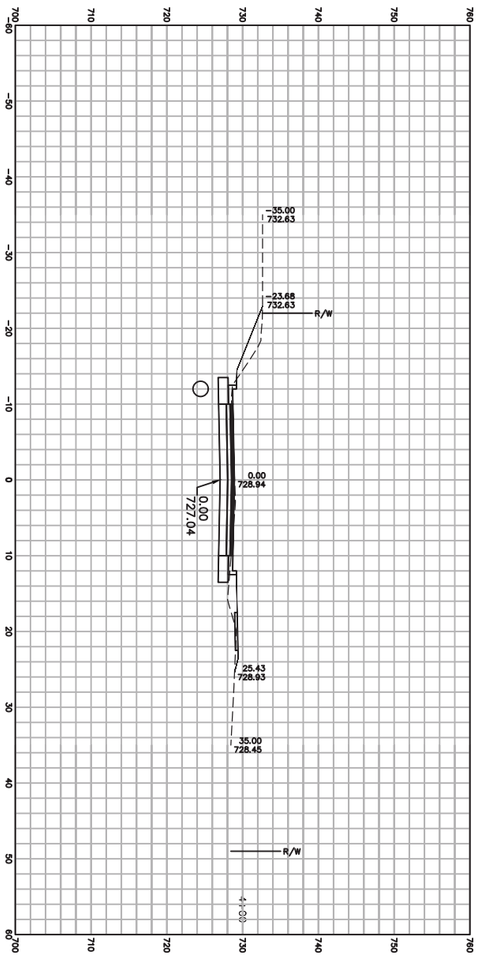


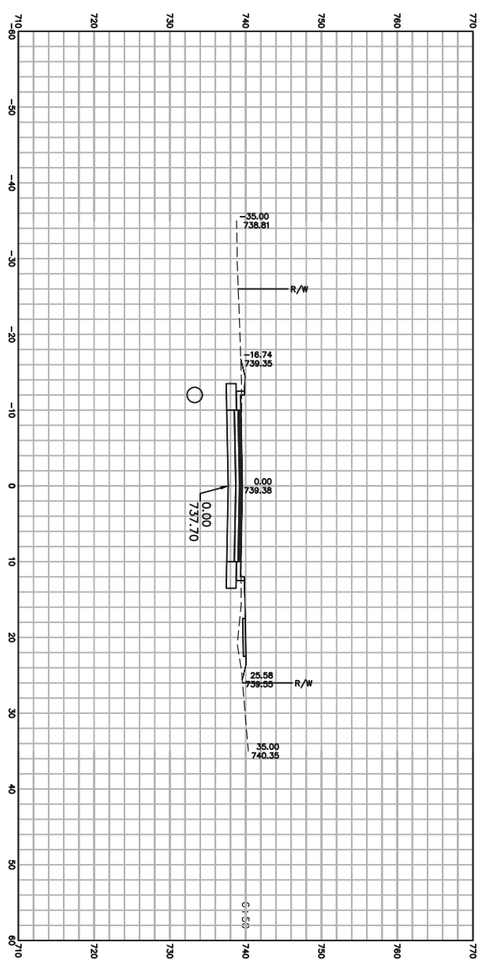


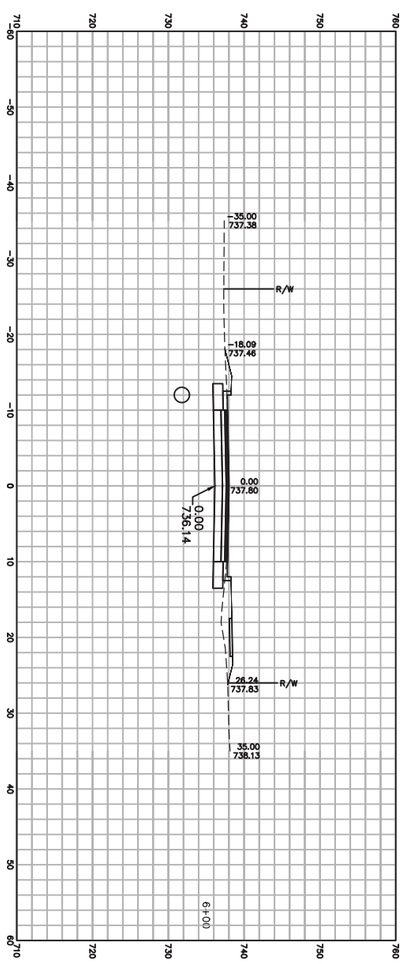


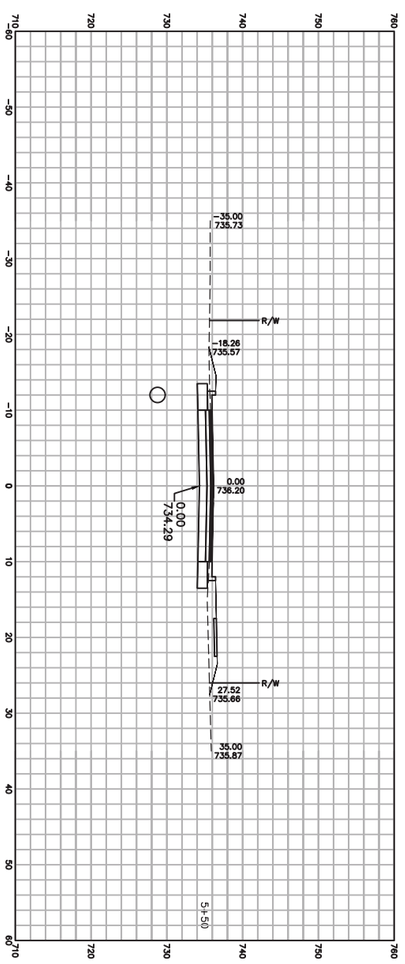


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|---|---|---|---|---|---|
| 25 SHEET NO. | OTIE | 8/12/13 DATE | 2013075 PROJECT NO. | CROSS SECTIONS<br>ONEIDA TRIBE OF INDIANS OF WISCONSIN<br>SERVICE ROAD RECONSTRUCTION | NO. / DATE / REVISION |

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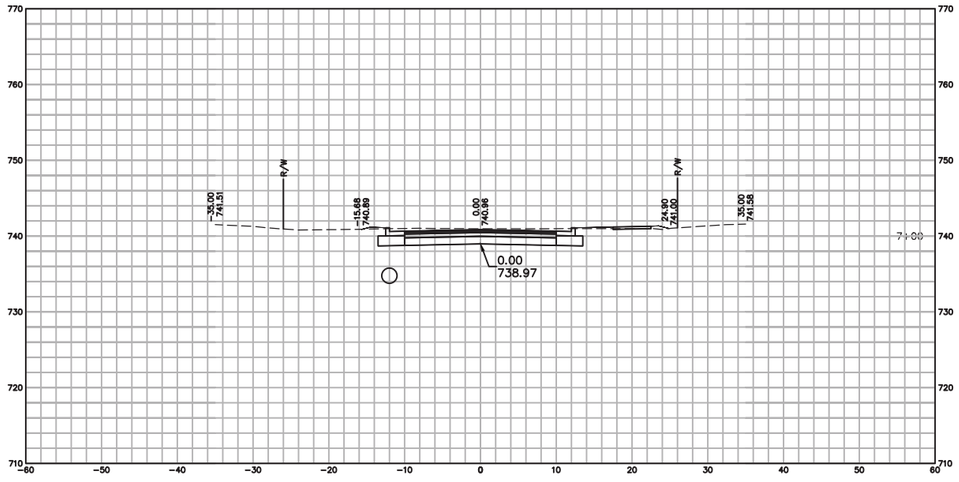


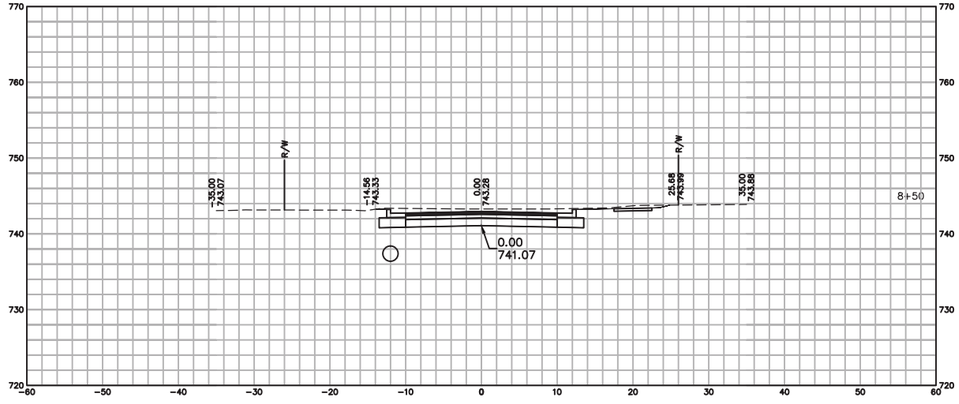


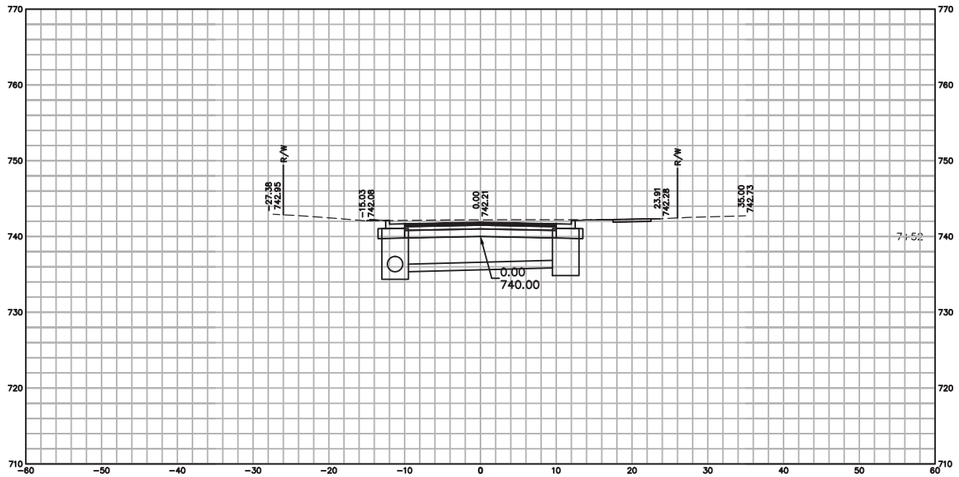


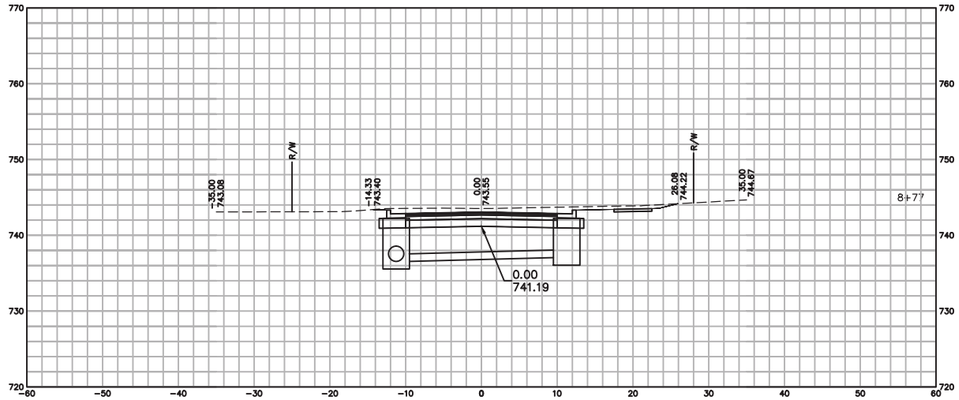


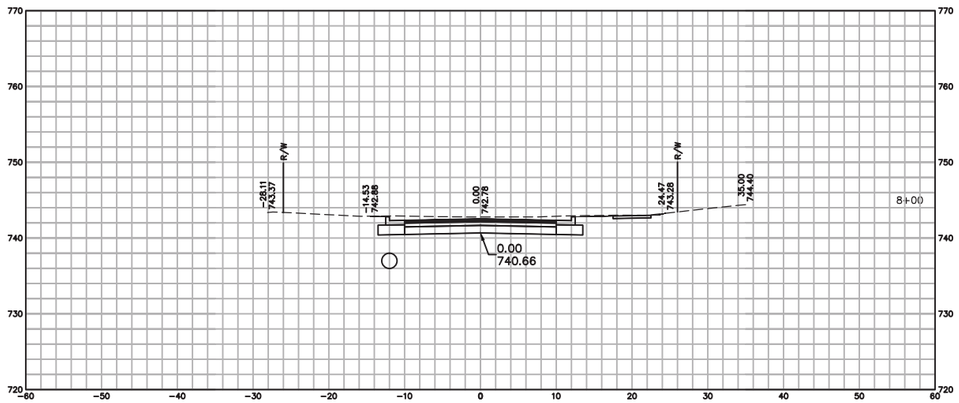


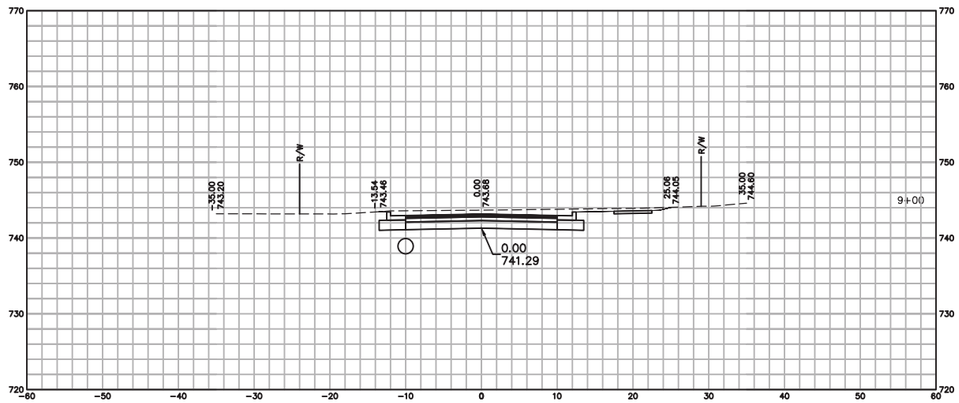


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CROSS SECTIONS
ONEIDA TRIBE OF INDIANS OF WISCONSIN
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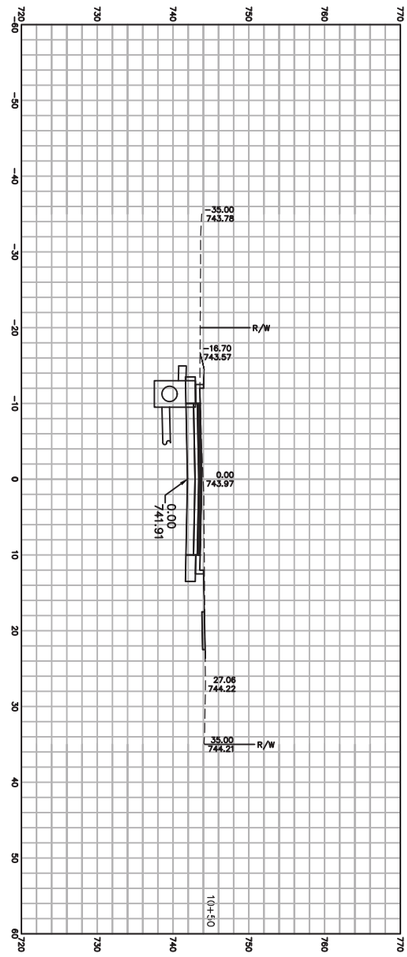
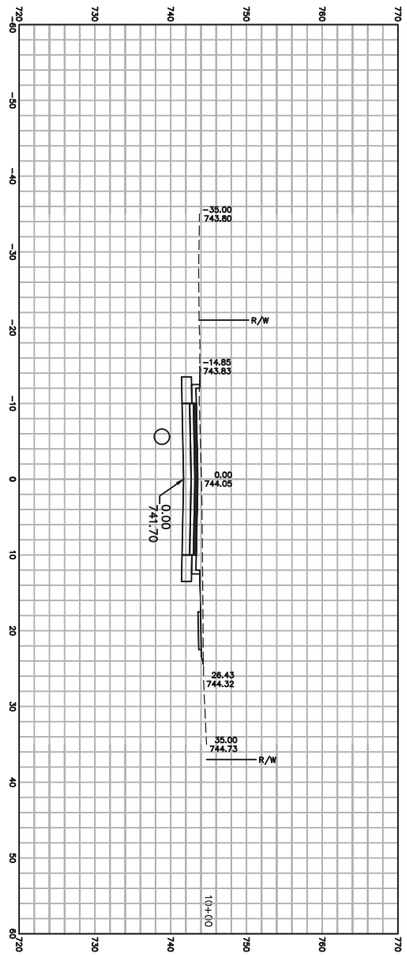
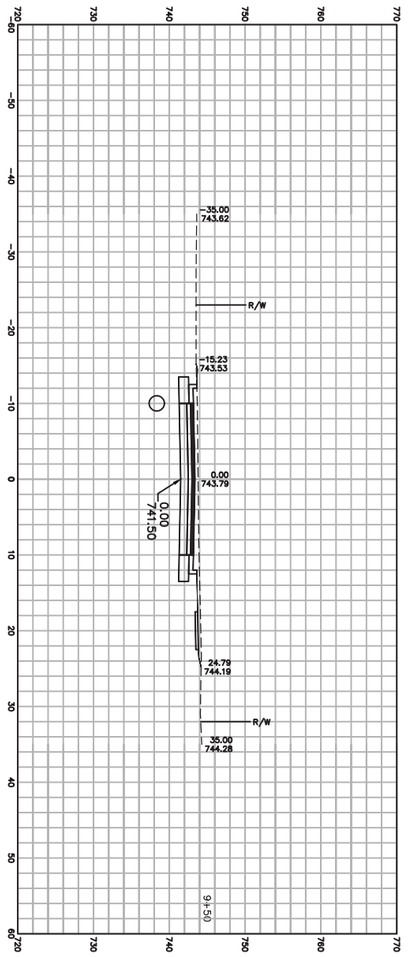
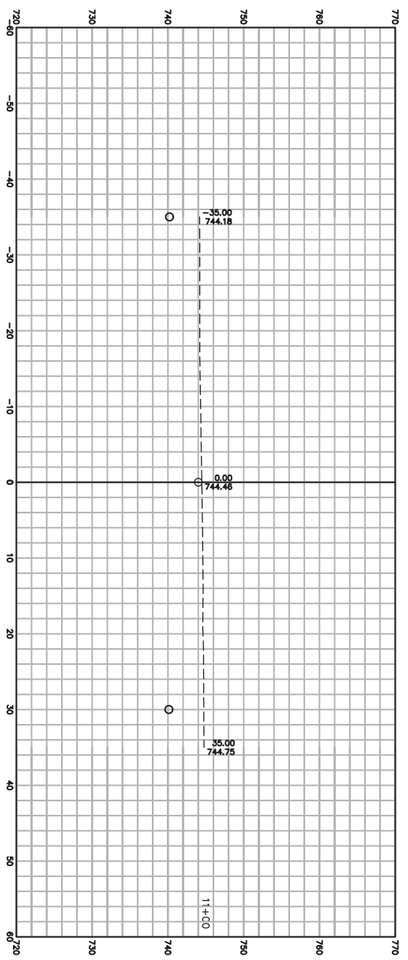
26




| | | | | | |
|---|---|---|---|---|---|
| 27 SHEET NO. | OTIE | 8/12/13 DATE | PROJECT NO. 2013075 | CROSS SECTIONS<br>ONEIDA TRIBE OF INDIANS OF WISCONSIN<br>SERVICE ROAD RECONSTRUCTION | NO. / DATE / REVISION |

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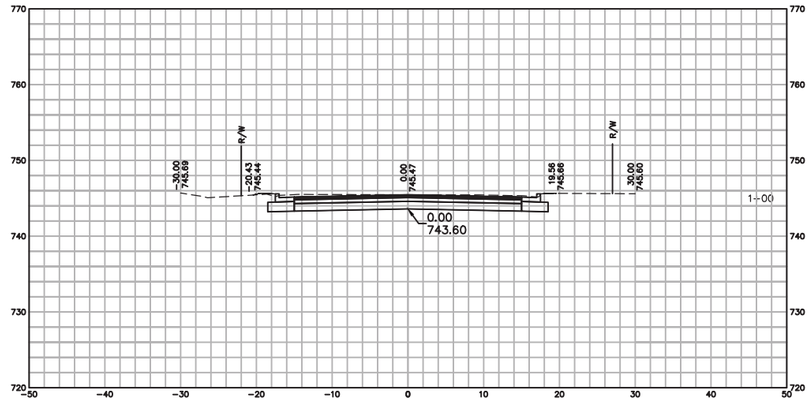


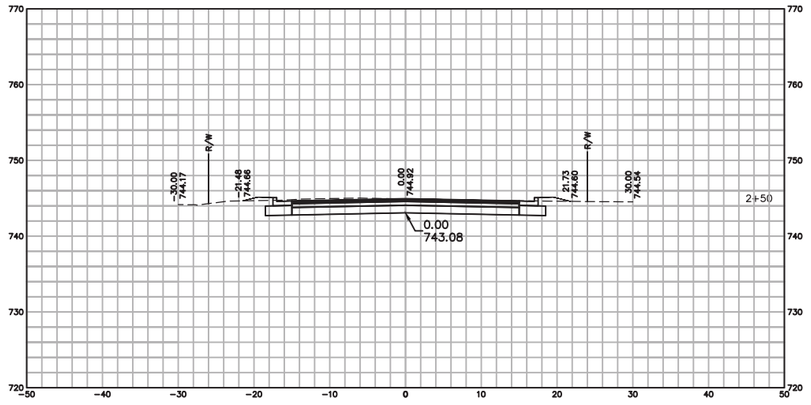


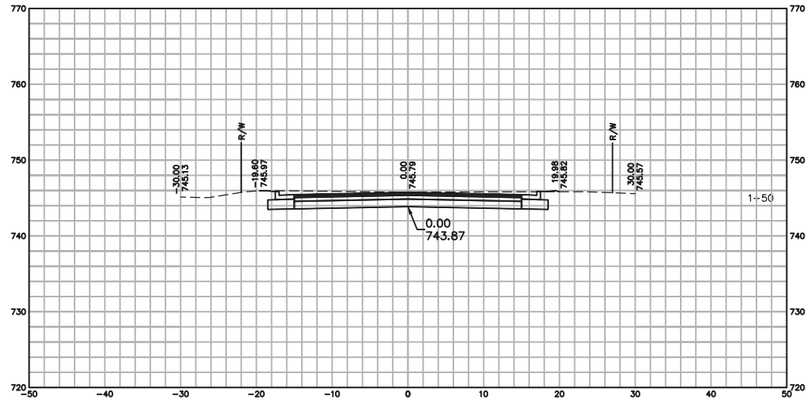


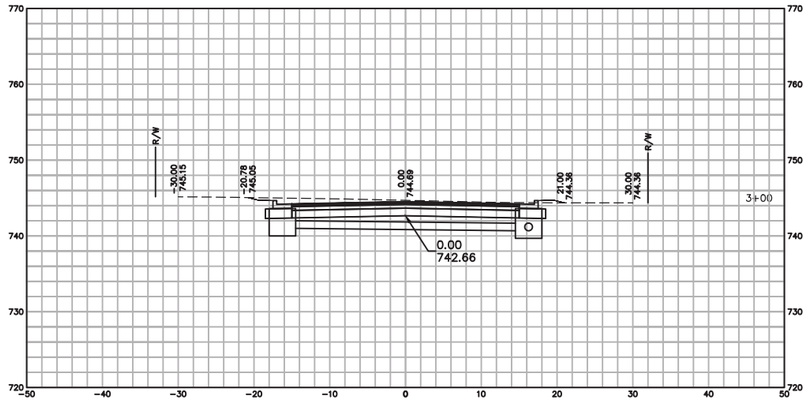


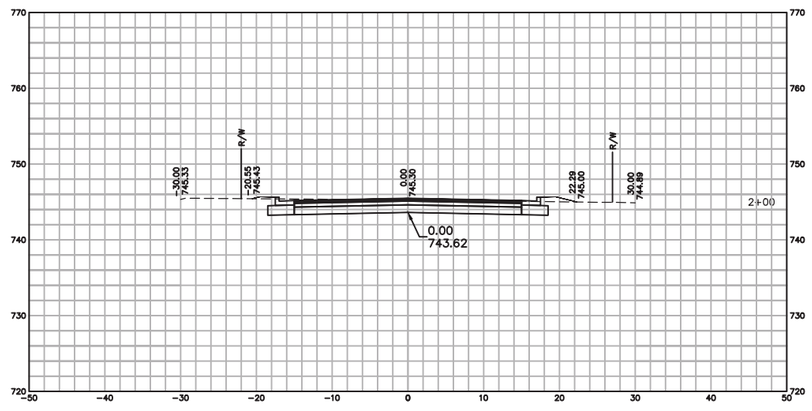


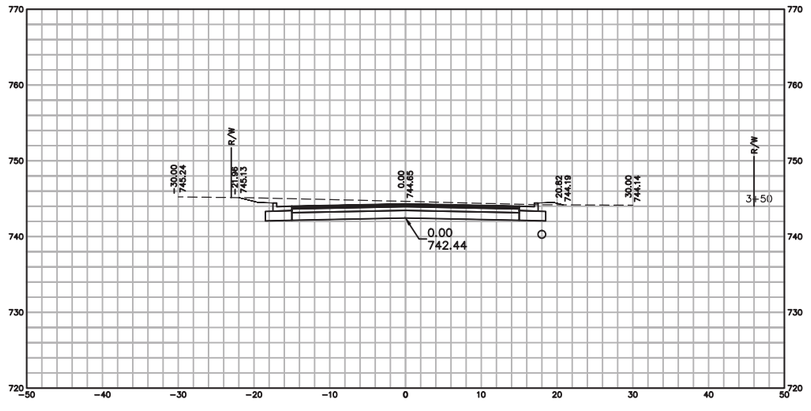


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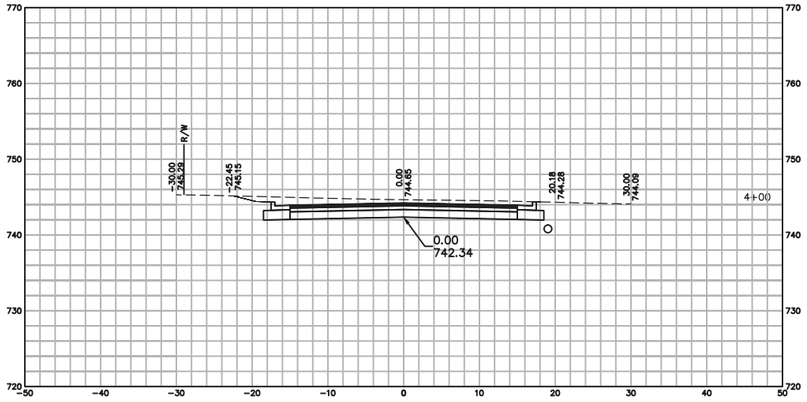


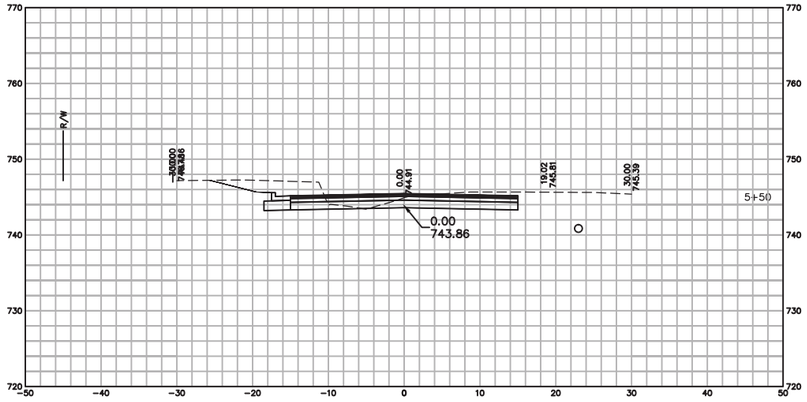


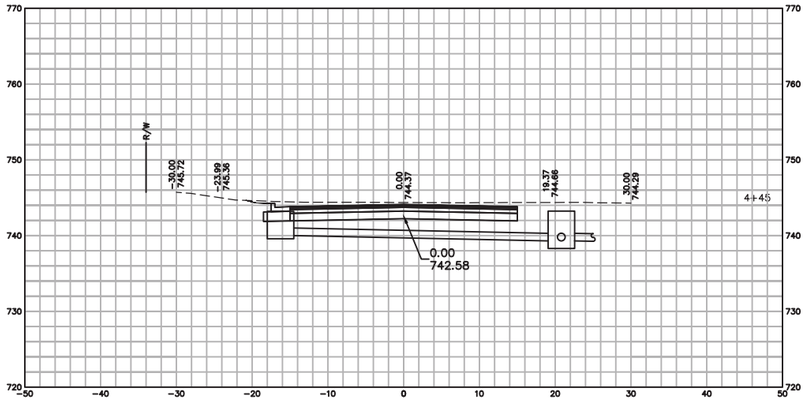


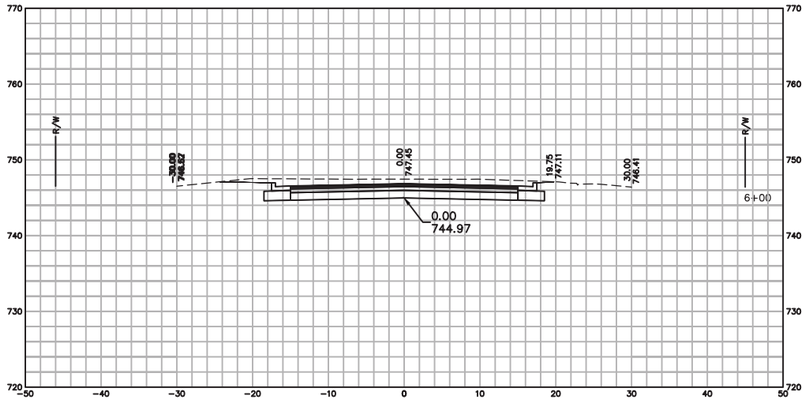


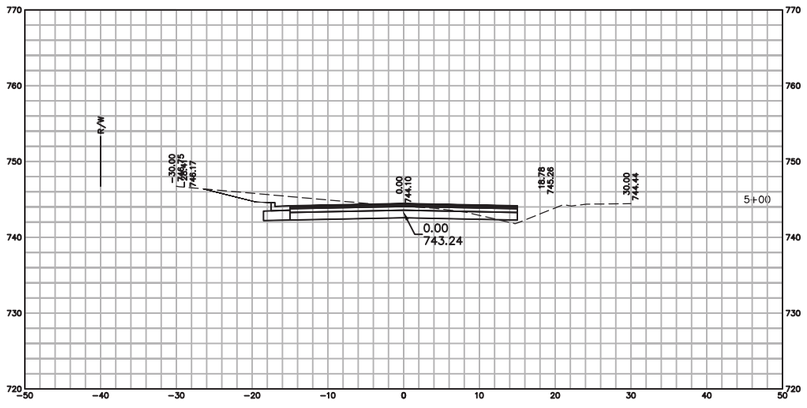


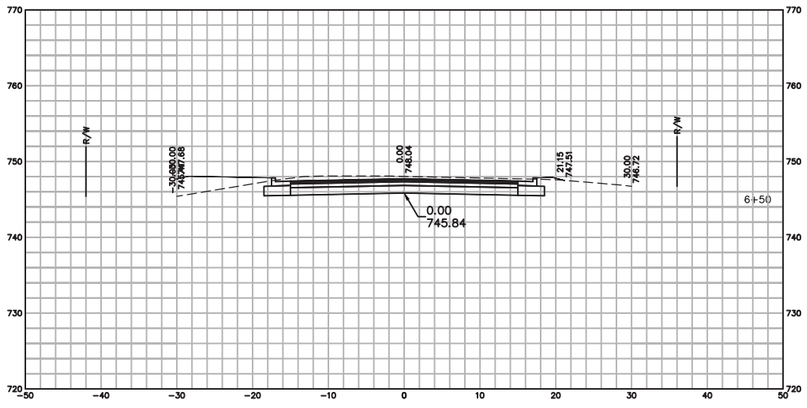


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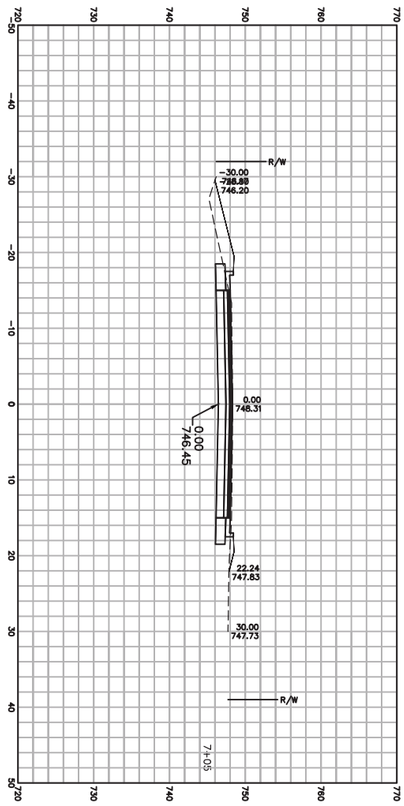


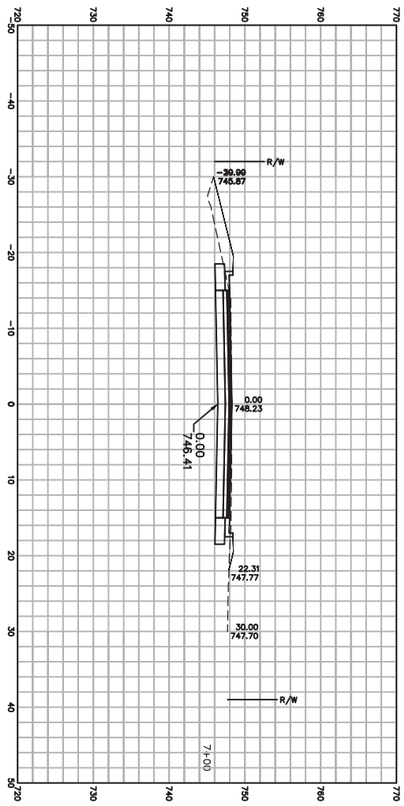


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| Service Road Total Volume Table | | | | | | | |
|---|---|---|---|---|---|---|---|
| Station | Cut Area | Fill Area | Cut Vol | Fill Vol | Cum Cut Vol | Cum Fill Vol | Net Vol |
| 1+00.00 | 42.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1+52.53 | 127.21 | 2.52 | 165.32 | 2.45 | 165.32 | 2.45 | 162.86 |
| 2+00.00 | 117.48 | 7.34 | 215.10 | 8.67 | 380.42 | 11.12 | 369.30 |
| 2+50.00 | 136.86 | 4.90 | 235.51 | 11.33 | 615.93 | 22.45 | 593.47 |
| 3+00.00 | 151.14 | 2.10 | 266.67 | 6.48 | 882.59 | 28.93 | 853.66 |
| 3+50.00 | 155.99 | 7.52 | 284.38 | 8.91 | 1166.97 | 37.84 | 1129.13 |
| 4+00.00 | 159.55 | 3.12 | 292.16 | 9.86 | 1459.13 | 47.69 | 1411.44 |
| 4+52.63 | 142.95 | 9.81 | 294.84 | 12.61 | 1753.97 | 60.30 | 1693.67 |
| 5+00.00 | 153.74 | 2.92 | 260.26 | 11.16 | 2014.22 | 71.46 | 1942.76 |
| 5+50.00 | 123.59 | 11.94 | 256.79 | 13.76 | 2271.01 | 85.22 | 2185.79 |
| 6+00.00 | 125.62 | 10.26 | 230.75 | 20.55 | 2501.76 | 105.77 | 2395.99 |
| 6+50.00 | 137.94 | 6.38 | 244.04 | 15.40 | 2745.80 | 121.17 | 2624.63 |
| 7+00.00 | 166.10 | 1.49 | 281.52 | 7.29 | 3027.33 | 128.46 | 2898.86 |
| 7+52.50 | 184.68 | 0.01 | 341.01 | 1.46 | 3368.34 | 129.92 | 3238.42 |
| 8+00.00 | 186.34 | 0.00 | 326.39 | 0.01 | 3694.73 | 129.93 | 3564.80 |
| 8+50.00 | 195.54 | 0.13 | 353.87 | 0.12 | 4048.60 | 130.06 | 3918.55 |
| 8+76.96 | 217.43 | 0.00 | 206.17 | 0.07 | 4254.77 | 130.12 | 4124.64 |
| 9+00.00 | 209.05 | 0.00 | 181.98 | 0.00 | 4436.75 | 130.13 | 4306.62 |
| 9+50.00 | 204.65 | 0.07 | 383.47 | 0.06 | 4820.22 | 130.19 | 4690.03 |
| 10+00.00 | 204.45 | 0.02 | 379.39 | 0.08 | 5199.61 | 130.27 | 5069.34 |
| 10+50.00 | 169.31 | 0.87 | 341.78 | 0.88 | 5541.39 | 131.15 | 5410.23 |
| 10+70.00 | 0.00 | 0.00 | 61.05 | 0.37 | 5602.44 | 131.53 | 5470.91 |
| 11+00.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5602.44 | 131.53 | 5470.91 |

| Service Road Total Volume Table | | | | | | | |
|---|---|---|---|---|---|---|---|
| Station | Cut Area | Fill Area | Cut Vol | Fill Vol | Cum Cut Vol | Cum Fill Vol | Net Vol |
| 1+00.00 | 69.67 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1+50.00 | 73.91 | 0.03 | 132.94 | 0.24 | 132.94 | 0.24 | 132.71 |
| 2+00.00 | 61.40 | 1.43 | 125.29 | 1.35 | 258.23 | 1.59 | 256.64 |
| 2+50.00 | 65.48 | 1.38 | 117.72 | 2.52 | 375.95 | 4.11 | 371.84 |
| 3+00.00 | 76.38 | 0.36 | 131.83 | 1.57 | 507.77 | 5.68 | 502.09 |
| 3+50.00 | 83.25 | 0.28 | 148.47 | 0.55 | 656.24 | 6.24 | 650.01 |
| 4+00.00 | 89.37 | 0.00 | 159.83 | 0.26 | 816.08 | 6.49 | 809.58 |
| 4+45.26 | 71.58 | 0.78 | 134.90 | 0.65 | 950.98 | 7.15 | 943.83 |
| 5+00.00 | 54.19 | 10.82 | 127.48 | 11.76 | 1078.46 | 18.90 | 1059.56 |
| 5+50.00 | 82.41 | 0.98 | 125.02 | 11.10 | 1203.48 | 30.00 | 1173.47 |
| 6+00.00 | 99.58 | 0.43 | 166.86 | 1.28 | 1370.33 | 31.29 | 1339.05 |
| 6+50.00 | 79.80 | 10.78 | 165.61 | 9.84 | 1535.95 | 41.13 | 1494.82 |
| 7+00.00 | 64.07 | 15.35 | 133.15 | 23.25 | 1669.10 | 64.38 | 1604.72 |
| 7+05.00 | 64.09 | 15.70 | 11.87 | 2.88 | 1680.97 | 67.25 | 1613.71 |

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EARTHWORK TABULATION SHEET
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