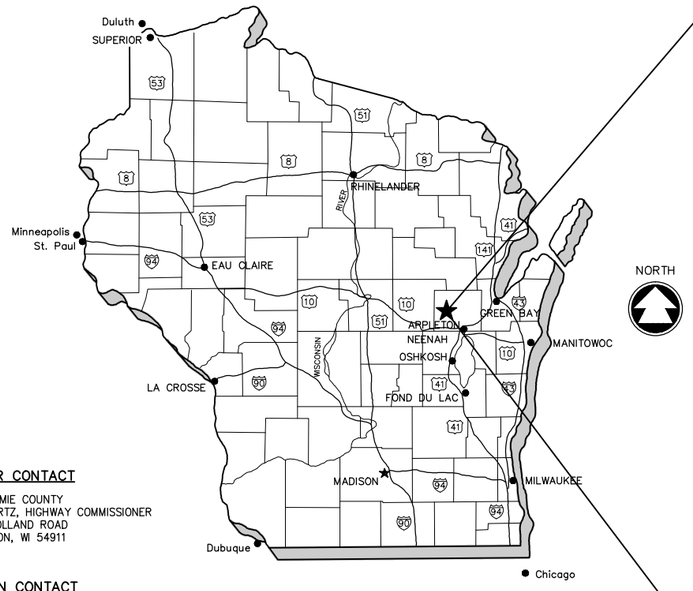
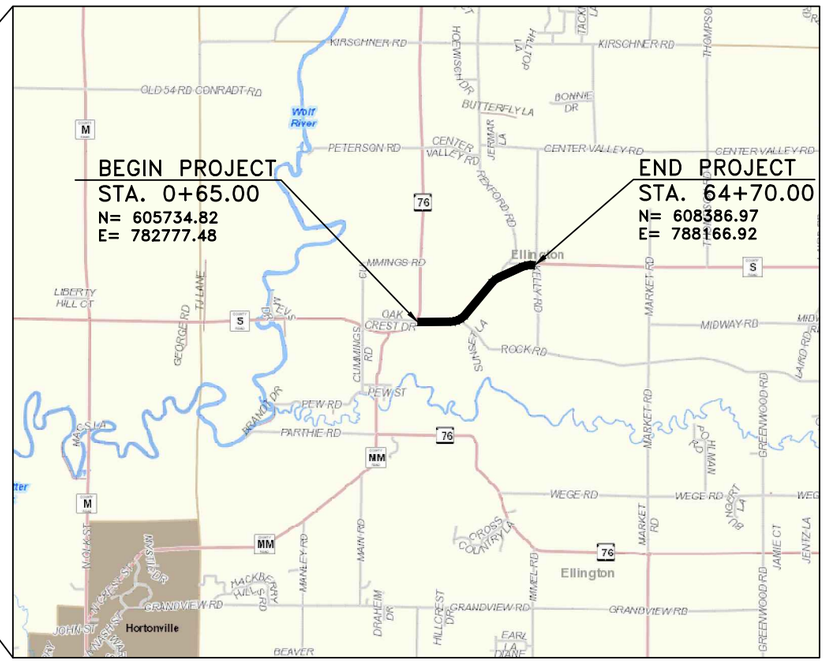
CTH 'S' RECONSTRUCTION
STH 76 - KELLY ROAD
OUTAGAMIE COUNTY

AS-BUILT PLAN
CONSTRUCTED BY: Outagamie County Highway Department
HIGHWAY COMMISSIONER: Al Geurts, P.E.
FIELD OPERATIONS MANAGER: Paul Sponholz, P.E.
FOREMAN: Joe Schumacher
WORK STARTED: May 2013
WORK COMPLETED: October 2014

TOWN OF ELLINGTON, WISCONSIN
COUNTY PROJECT NO. 585000





SHEET INDEX

CONTACT INFORMATION

UTILITIES

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jim.quinn@we-energies.com

AT&T
MIKE HAHN
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APPLETON, WI 54911
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mh5151@att.com

TIME WARNER CABLE
VINCE ALBIN
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KIMBERLY, WI 54136-0145
(920) 831-9211
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APPLETON, WI 54911

DESIGN CONTACT

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MIKE KOHLBECK, PROJECT ENGINEER
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Hearing Impaired TTY (800) 542-2289
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S-42

DATE
February, 2014
PROJECT NO.
00006 910308

STANDARD ABBREVIATIONS

AC	ACRE	LT	LEFT
AGG	AGGREGATE	LVC	LENGTH OF VERTICAL CURVE
AH	AHEAD	MAINT	MAINTENANCE
ASPH	ASPHALT PAVEMENT	MAT'L	MATERIAL
AVG	AVERAGE	MAX	MAXIMUM
B-B	BACK TO BACK	MIN	MINIMUM
BEG	BEGIN	MH	MANHOLE
BIT	BITUMINOUS	MP	MILE POST
BK	BACK	NB	NORTHBOUND
B/L	BASE LINE	NO	NUMBER
BLDG	BUILDING	NOR	NORMAL
BM	BENCH MARK	OD	OUTSIDE DIAMETER
BOC	BACK OF CURB	OBLIT	OBLITERATE
BRG	BEARING	PAV'T	PAVEMENT
C-C	CENTER TO CENTER	PC	POINT OF CURVATURE
CY	CUBIC YARD	PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVATURE
C&G	CURB AND GUTTER	PE	PRIVATE ENTRANCE
CB	CATCH BASIN	PED	PEDESTAL
CE	COMMERCIAL ENTRANCE	PGL	PROFILE GRADE LINE
CHD	CHORD	PI	POINT OF INTERSECTION
C/L	CENTER LINE	P/L	PROPERTY LINE
CL	CLASS (FOR CONC PIPE)	PLE	PERMANENT LIMITED EASEMENT
CMP	CORRUGATED METAL PIPE	PP	POWER POLE
CO	CLEAN OUT	PRC	POINT OF REVERSE CURVATURE
CONC	CONCRETE	PROP	PROPOSED
CORR	CORRUGATED	PSD	PASSING SIGHT DISTANCE
CP	CONTROL POINT	PSI	POUNDS PER SQUARE INCH
CR	CRUSHED	PT	POINT OF TANGENCY
CS	CURB STOP	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
CSW	CONCRETE SIDEWALK	PVI	POINT OF VERTICAL INTERSECTION
CTH	COUNTY TRUNK HIGHWAY	PVT	POINT OF VERTICAL TANGENCY
CULV	CULVERT	R	RADIUS
D	DEPTH OR DELTA	RCP	REINFORCED CONCRETE PIPE
DI	DUCTILE IRON	RD	ROAD
DIA	DIAMETER	REBAR	REINFORCEMENT ROD
DIS	DISCHARGE	REM	REMOVE
EA	EACH	RECON	RECONSTRUCT
EB	EASTBOUND	REQ'D	REQUIRED
EBS	EXCAVATION BELOW SUBGRADE	R/L	REFERENCE LINE
EG	EDGE OF GRAVEL	RP	RADIUS POINT
ELEV	ELEVATION	RR	RAILROAD
ELEC	ELECTRIC	RT	RIGHT
EMB	EMBANKMENT	R/W	RIGHT-OF-WAY
EMAT	EROSION MAT	SB	SOUTHBOUND
ENT	ENTRANCE	SE	SUPERELEVATION
EOR	END OF RADIUS	SF	SQUARE FEET
EP	EDGE OF PAVEMENT	SI	SLOPE INTERCEPT
EXC	EXCAVATION	STH	STATE TRUNK HIGHWAY
EX	EXISTING	SY	SQUARE YARD
EW	ENDWALL	SALV	SALVAGED
F-F	FACE TO FACE	SAN	SANITARY
FDN	FOUNDATION	SEC	SECTION
FE	FIELD ENTRANCE	SHLDR	SHOULDER
FERT	FERTILIZER	S/L	SURVEY LINE
FG	FINISHED GRADE	SQ	SQUARE
F/L	FLOW LINE	STA	STATION
FT	FOOT	STD	STANDARD
FTG	FOOTING	STO	STORM
GRAV	GRAVEL	SW	SIDEWALK
GN	GRID NORTH	TC	TOP OF CURB
GV	GAS VALVE	TEL	TELEPHONE
HDPE	HIGH DENSITY POLYETHYLENE	TEMP	TEMPORARY
HE	HIGHWAY EASEMENT	TLE	TEMPORARY LIMITED EASEMENT
HMA	HOT MIX ASPHALT	TV	TELEVISION
HP	HIGH POINT	TYP	TYPICAL
HT	HEIGHT	UG	UNDERGROUND
HYD	HYDRANT	USH	U.S. HIGHWAY
ID	INSIDE DIAMETER	VAR	VARIES
IN	INCH	VC	VERTICAL CURVE
INL	INLET	VERT	VERTICAL
INV	INVERT	WB	WESTBOUND
IP	IRON PIPE	WM	WATER MAIN
JCT	JUNCTION	WV	WATER VALVE
LB	POUND		
LF	LINEAR FOOT		
LP	LIGHT POLE		

GENERAL NOTES

1) THE UTILITIES SHOWN IN PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS AT THE TIME OF DESIGN. THE COUNTY SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND ELEVATIONS OF ALL UTILITIES, INCLUDING ANY PRIVATE UTILITIES, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITIES SHALL BE NOTIFIED 72 HRS. PRIOR TO EXCAVATION.

2) EXISTING STREET RIGHT-OF-WAY AND INTERSECTING PROPERTY LINES ARE ESTABLISHED FROM FIELD LOCATED SURVEY MONUMENTATION, PREVIOUS SURVEYS, PLATS AND CURRENT PROPERTY DEEDS.

3) A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MATCHES EXISTING ASPHALTIC CONCRETE SURFACE.

4) ALL CURB RADII SHOWN ON THE PLAN SHEETS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

5) DIMENSIONS ARE TO THE EDGE OF PAVEMENT/GUTTER FLANGE UNLESS OTHERWISE NOTED.

6) PROPOSED SPOT ELEVATIONS SHOWN ON THE PAVING DETAILS ARE FINISHED PAVEMENT GRADES AT THE EDGE OF PAVEMENT/EDGE OF GUTTER.

7) DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, AND MULCH OR EROSION MAT SHALL BE INSTALLED AS SPECIFIED IN THE EROSION CONTROL PLAN.

8) THE EXACT LOCATION AND WIDTH OF PRIVATE ENTRANCE DRIVEWAYS AND FIELD ENTRANCES WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND.

STANDARD SYMBOLS

2" IRON PIPE FOUND	TELEPHONE CABLE – BURIED
1 1/4" REBAR FOUND	ELECTRIC CABLE – BURIED
1 1/4" x 30" IRON REBAR WEIGHING 4.30 LB/LF SET	UTILITIES – OVERHEAD
1" (1.315 OD) IRON PIPE FOUND	FIBER OPTIC CABLE – BURIED
1" IRON PIPE SET	GAS MAIN
3/4" IRON REBAR FOUND	CABLE TELEVISION – BURIED
3/4" IRON PIPE FOUND	DITCH LINE
3/4"x 24" IRON REBAR WEIGHING 1.5 LB/LF SET	STREET C/L OR R/L
MAG NAIL FOUND	PROPERTY LINE
MAG NAIL SET	RIGHT-OF-WAY LINE
GEAR NAIL SET	SECTION LINE
RAILROAD SPIKE FOUND	EXISTING CONTOURS
RAILROAD SPIKE SET	PROPOSED CONTOURS
CHISEL CROSS FOUND	EXISTING SANITARY SEWER
CHISEL CROSS SET	PROPOSED SANITARY SEWER
COUNTY MONUMENT	EXISTING WATER MAIN
CONCRETE MONUMENT FOUND	PROPOSED WATER MAIN
SOIL BORING or MONITORING WELL	EXISTING STORM SEWER
POWER POLE	PROPOSED STORM SEWER
POWER POLE W/GUY WIRE	EXISTING CURB & GUTTER
TELEPHONE OR TELEVISION PEDESTAL	PROPOSED CURB & GUTTER
MAILBOX	EXISTING CULVERT WITH END SECTIONS
SIGN	PROPOSED CULVERT WITH END SECTIONS
RAILROAD CROSS BUCK	BUILDING OUTLINE
RAILROAD GATE ARM	FENCE LINE
RAILROAD TRACKS	SAW CUT REQ'D
LIGHT POLE	SILT FENCE
WOOD POLE	GUARD RAIL
TRAFFIC SIGNAL	DITCH CHECK
TRAFFIC SIGNAL MAST ARM	INLET PROTECTION
CONIFEROUS TREE	TRACKING PAD
DECIDUOUS TREE	TURBIDITY BARRIER OR SHEET PILING
TREE OR BRUSH LINE	SANDBAG COFFERDAM
BED ROCK (IN PROFILE VIEW)	SLOPE INTERCEPT
HANDICAPPED PARKING STALL	LIMITS OF DISTURBANCE
EXISTING SPOT ELEVATION	DELINEATED WETLANDS
PROPOSED SPOT ELEVATION	EXISTING PAVEMENT
DRAINAGE HIGH POINT	RIP-RAP (SIZE AS SPECIFIED)
DRAINAGE DIRECTION	EROSION MAT, CLASS I, TYPE B
EXISTING MANHOLE	EROSION MAT, CLASS II, TYPE B
PROPOSED MANHOLE	
EXISTING INLET	
PROPOSED INLET	
EXISTING YARD DRAIN	
PROPOSED YARD DRAIN	
EXISTING CLEAN OUT	
PROPOSED CLEAN OUT	
EXISTING WATER VALVE	
PROPOSED WATER VALVE	
EXISTING CURB STOP	
PROPOSED CURB STOP	
EXISTING FIRE HYDRANT	
PROPOSED FIRE HYDRANT	
PROPOSED WATER FITTING	
PROPOSED WATER REDUCER	
PROPOSED ENDCAP	
GAS VALVE	

EROSION & SEDIMENT CONTROL PLAN

BEST MANAGEMENT PRACTICES:

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING BEST MANAGEMENT PRACTICES IN ACCORDANCE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) TECHNICAL STANDARDS. THESE STANDARDS MAY BE FOUND ON THE DNR WEBSITE AT http://www.dnr.wi.gov/runoff/stormwater/techstds.htm. RIP-RAP SHALL BE IN ACCORDANCE WITH SECTION 606, WS-DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION, UNTIL TECHNICAL STANDARD 1065 IS COMPLETED BY THE DNR. THE MINIMUM BEST MANAGEMENT PRACTICES SPECIFIED FOR THIS PROJECT ARE AS FOLLOWS:

[ ] LAND APPLICATION OF POLYACRYLAMIDE (1050)	[ ] DE-WATERING (1061)
[ ] WATER APPLICATION OF POLYMERS (1051)	[X] DITCH CHECK (1062)
[X] NON-CHANNEL EROSION MAT (1052)	[X] SEDIMENT TRAP (1063)
[X] CHANNEL EROSION MAT (1053)	[ ] SEDIMENT BASIN (1064)
[ ] VEGETATIVE BUFFER (1054)	[X] RIP-RAP (1065)
[X] SEDIMENT BALE BARRIER (1055)	[ ] CONSTRUCTION DIVERSION (1066)
[X] SILT FENCE (1056)	[X] GRADING PRACTICES (1067)
[X] TRACKING PAD & TIRE WASHING (1057)	[X] DUST CONTROL (1068)
[X] MULCHING (1058)	[ ] TURBIDITY BARRIER (1069)
[X] SEEDING (1059)	[ ] SILT CURTAIN (1070)
[X] STORM DRAIN INLET PROTECTION (1060)	

REFER TO THE "EROSION CONTROL PLAN" PORTION OF THIS PLAN FOR ADDITIONAL EROSION & SEDIMENT CONTROL PLAN INFORMATION.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING CONSTRUCTION ACTIVITIES AND IMPLEMENTING BEST MANAGEMENT PRACTICES TO DO THE FOLLOWING TO THE MAXIMUM EXTENT PRACTICABLE:

A. PRESERVE EXISTING VEGETATION WHERE POSSIBLE. TEMPORARILY STABILIZE EXPOSED SOILS THAT WILL NOT BE ACTIVE FOR 30 DAYS OR MORE. POLYACRYLAMIDE, MULCHING, SEEDING AND GRAVELING MAY BE USED TO TEMPORARILY STABILIZE EXPOSED SOILS.

B. DIVERT CLEAR WATER AWAY FROM EXPOSED SOILS USING CONSTRUCTION DIVERSIONS.

C. MANAGE SHEET FLOW THAT IS NOT CONTROLLED WITH A SEDIMENT TRAPPING DEVICE. SILT FENCE IS USED TO MANAGE SHEET FLOW. GRADING PRACTICES MAY BE USED TO SUPPLEMENT THE SILT FENCE.

D. MANAGE CONCENTRATED FLOW WITH SEDIMENT TRAPPING DEVICES. STORM DRAIN INLET PROTECTION IS USED TO MANAGE CONCENTRATED FLOW.

E. MINIMIZE THE AMOUNT OF SOIL EXPOSED AT ANY ONE TIME.

F. PROTECT INLETS FROM RECEIVING SEDIMENT WITH STORM DRAIN INLET PROTECTION.

G. PREVENT TRACKING OF SEDIMENT ONTO ROADS AND PAVED SURFACES USING TRACKING PADS AND/OR TIRE WASHING. MINIMIZE TRACKING AT ALL SITE EXITS AND ENTRANCES.

H. CLEANUP OFFSITE SEDIMENT DEPOSITS AT THE END OF EACH WORK DAY & BEFORE A RAIN.

I. MANAGE THE USE, STORAGE AND DISPOSAL OF CHEMICALS, CEMENT, AND OTHER COMPOUNDS AND MATERIALS TO PREVENT THEIR DISCHARGE INTO THE DRAINAGE SYSTEM.

J. STABILIZE DRAINAGE WAYS AND EROSIVE DISCHARGE LOCATIONS WITH CHANNEL EROSION MAT, MULCHING, SEEDING, DITCH CHECKS & RIP-RAP AS SOON AS POSSIBLE.

K. PERMANENTLY STABILIZE EXPOSED SOILS WITH NON-CHANNEL EROSION MAT, MULCHING AND SEEDING AS SOON AS POSSIBLE.

L. CONTROL AND MINIMIZE DUST FROM VEHICULAR TRAFFIC AND WIND EROSION. PRESERVING VEGETATION, MULCHING, SEEDING, WATERING, GRADING PRACTICES, POLYACRYLAMIDE, SOIL STABILIZERS, CHLORIDES, & BARRIERS MAY BE USED FOR DUST CONTROL.

M. PREVENT THE DISCHARGE OF SEDIMENT AS PART OF DE-WATERING. GEOTEXTILE BAGS, SEDIMENT TANKS, SEDIMENT TRAPS, SEDIMENT BASINS, AND FILTRATION SYSTEMS MAY BE USED FOR DE-WATERING. POLYMERS MAY BE USED TO ENHANCE SEDIMENT TRAPPING.

THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING BEST MANAGEMENT PRACTICES DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES BY THE END OF THE WORK DAY. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING BEST MANAGEMENT PRACTICES TEMPORARILY REMOVED FOR CONSTRUCTION ACTIVITY AS SOON AS THOSE ACTIVITIES ARE COMPLETED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND DISPOSING OF TEMPORARY BEST MANAGEMENT PRACTICES AFTER CONSTRUCTION IS COMPLETE AND PERMANENT VEGETATION IS ESTABLISHED.

INSPECTION & MAINTENANCE:

THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING BEST MANAGEMENT PRACTICES WEEKLY, AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER. WRITTEN DOCUMENTATION OF EACH INSPECTION SHALL BE KEPT AT THE CONSTRUCTION SITE AND SHALL INCLUDE THE FOLLOWING INFORMATION: DATE, TIME, AND LOCATION OF INSPECTION; NAME OF INDIVIDUAL WHO PERFORMED THE INSPECTION; AN ASSESSMENT OF THE CONDITION OF BEST MANAGEMENT PRACTICES; A DESCRIPTION OF ANY BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED; AND A DESCRIPTION OF THE PRESENT PHASE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES AS NECESSARY WITHIN 24 HOURS OF AN INSPECTION OR NOTIFICATION. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING, MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%.

THE CONTRACTOR IS RESPONSIBLE FOR POSTING THE PERMIT IN A CONSPICUOUS LOCATION ON THE CONSTRUCTION SITE. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING A COPY OF THE APPROVED REPORTS, PLANS, AMENDMENTS, INSPECTION REPORTS, AND PERMITS AT THE CONSTRUCTION SITE AT ALL TIMES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE OWNER WHEN THE VEGETATIVE DENSITY REACHES AT LEAST 70%. THE OWNER IS RESPONSIBLE FOR TERMINATING DNR PERMIT COVERAGE.

AMENDMENTS:

THE CONTRACTOR IS RESPONSIBLE FOR AMENDING THE EROSION & SEDIMENT CONTROL PLAN IF: THERE IS A CHANGE IN CONSTRUCTION, OPERATION OR MAINTENANCE AT THE SITE WHICH HAS THE REASONABLE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS; THE ACTIONS REQUIRED BY THE PLAN FAIL TO REDUCE THE IMPACTS OF POLLUTANTS CARRIED BY CONSTRUCTION SITE RUNOFF; OR IF THE DNR NOTIFIES THE APPLICANT OF CHANGES NEEDED IN THE PLAN. THE DNR AND OWNER SHALL BE NOTIFIED 5 WORKING DAYS PRIOR TO MAKING CHANGES TO THE PLAN.

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NO.	DATE	REVISION

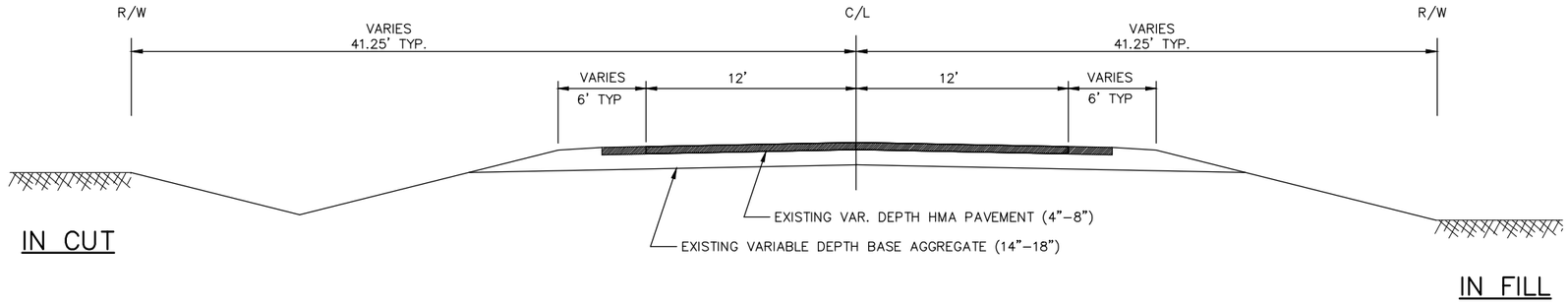
CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
ABBREVIATIONS, SYMBOLS & NOTES

DESIGNED	DRAWN
MPK	MPK

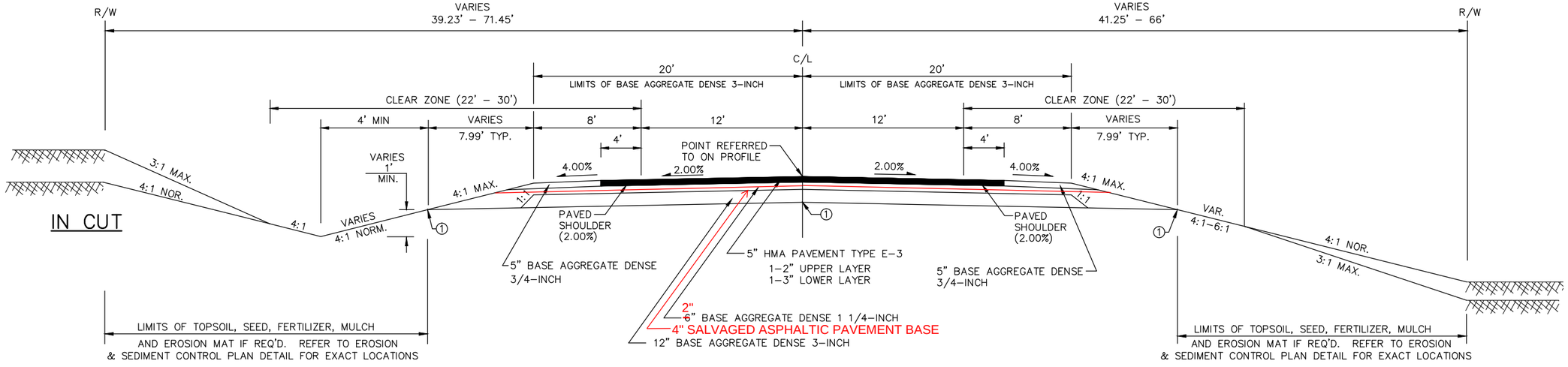
PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
01



EXISTING TYPICAL SECTION
CTH S



FINISHED TYPICAL SECTION
CTH S
STA. 1+20.04 to 64+70.21

① POINT REFERRED TO ON CROSS SECTIONS

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NO.	DATE	REVISION
1	7/22/14	1 1/4" aggregate replaced in part with Salvaged Asphaltic Pavement Base

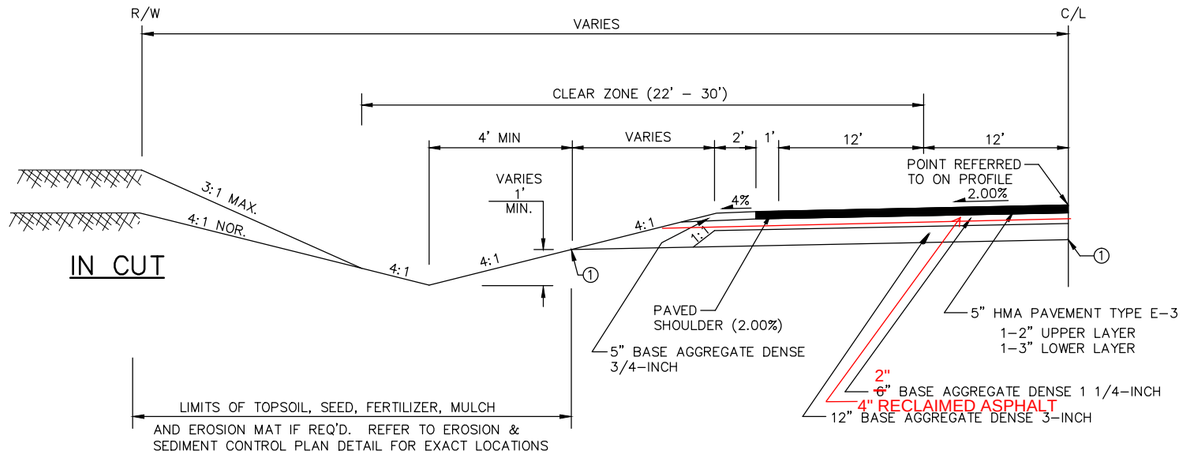
CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
TYPICAL SECTIONS

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
02

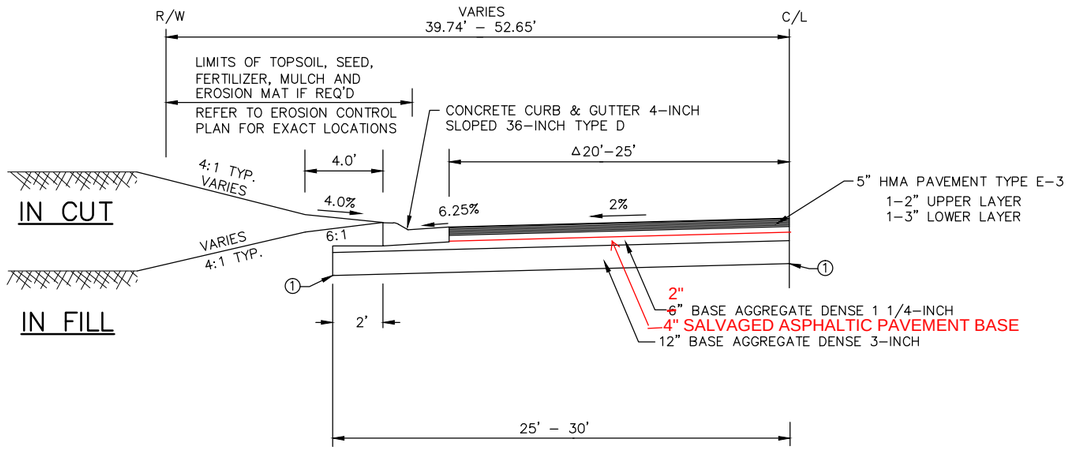


TYPICAL 1/2 SECTION FOR RURAL AREAS

(PASSING LANES AND RIGHT TURN LANES)

① POINT REFERRED TO ON CROSS SECTIONS

STA. 16+74.09 RT to 21+56.09 RT
STA. 45+52.19 RT to 51+80.95 RT
STA. 47+35.66 LT to 52+41.58 LT
STA. 61+24.24 RT to 64+70.00 RT
STA. 63+50.98 LT to 64+70.00 LT



TYPICAL 1/2 SECTION FOR URBAN AREAS

Δ 20' – TYPICAL URBAN SECTION
25' – PASSING LANES

① POINT REFERRED TO ON CROSS SECTIONS

STA. 18+80.00 LT to 24+71.59 LT
STA. 42+00.00 RT to 44+50.00 RT

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NO.	DATE	REVISION
1	7/22/14	1 1/4" aggregate replaced in part with Salvaged Asphaltic Pavement Base

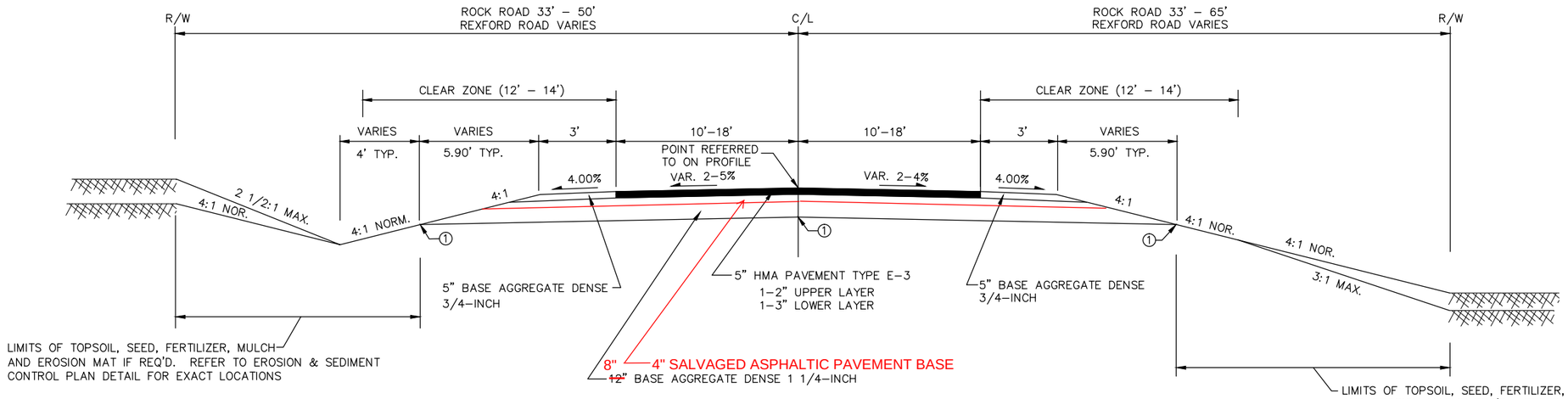
CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
TYPICAL SECTIONS

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
03



IN CUT

IN FILL

FINISHED TYPICAL SECTION (SIDE ROADS)

ROCK ROAD
REXFORD ROAD

① POINT REFERRED TO ON CROSS SECTIONS

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NO.	DATE	REVISION
1	7/22/14	1 1/4" aggregate replaced in part with Salvaged Asphaltic Pavement Base

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
TYPICAL SECTIONS

DESIGNED	DRAWN
MPK	MPK

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DATE
FEBRUARY, 2014

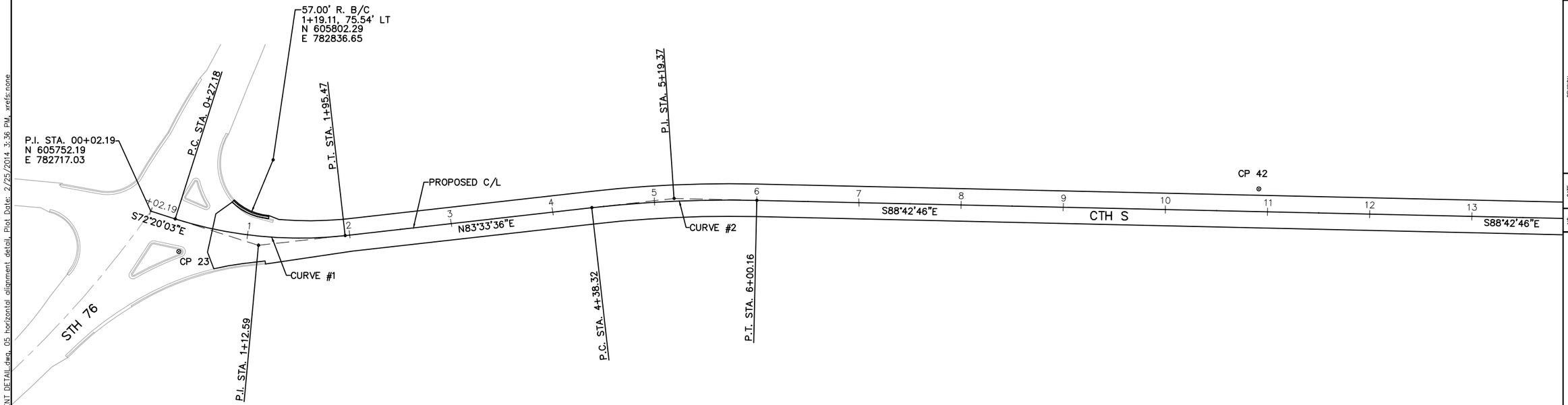
SHEET NO.
04

HORIZONTAL CONTROL (CP #)			
CONTROL POINT	NORTHING	EASTING	DESCRIPTION
23	605712.61	782744.35	MAG NAIL
42	605774.01	783801.11	MAG NAIL

NORTH

50 25 0 50

SCALE – FEET



CURVE #1 VALUES

PI: 1+12.59	Delta: 24°06'22"
X 782822.23	D 14°19'26"
Y 605718.68	TAN 85.41'
PC: 0+27.18	L 168.29'
X 782740.85	R 400.00'
Y 605744.60	LCH 167.05'
PT: 1+95.47	LCB N84°23'14"W
X 782907.10	BK: S72°20'03"E
Y 605728.26	AH: N83°33'36"E

CURVE #2 VALUES

PI: 5+19.36	Delta: 07°43'39"
X 783228.95	D 04°46'29"
Y 605764.59	TAN 81.04'
PC: 4+38.32	L 161.84'
X 783148.41	R 1200.00'
Y 605755.50	LCH 161.72'
PT: 6+00.16	LCB N87°25'25"E
X 783309.97	BK: N83°33'36"E
Y 605762.77	AH: S88°42'46"E

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NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
HORIZONTAL ALIGNMENT DETAIL

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

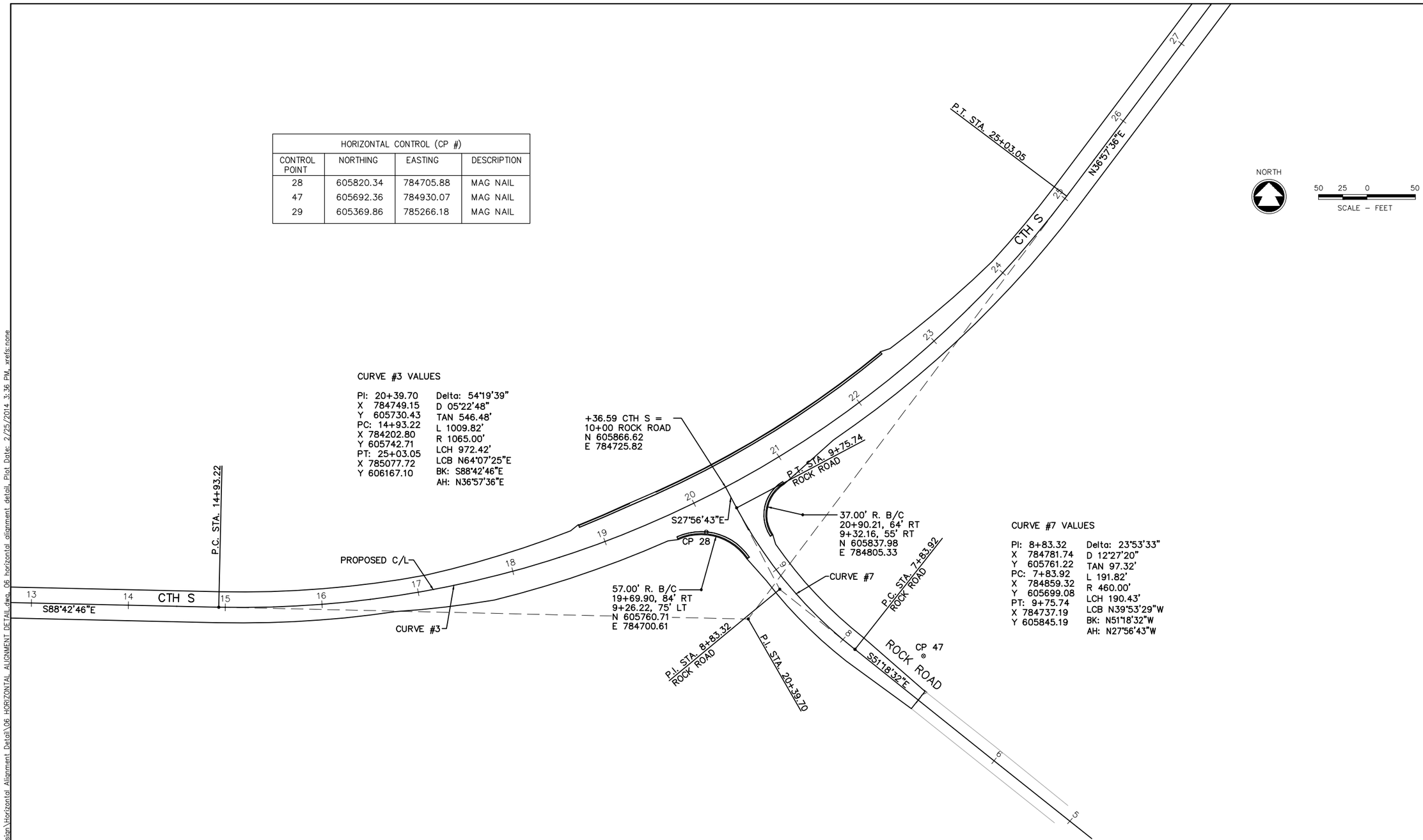
SHEET NO.
05

HORIZONTAL CONTROL (CP #)			
CONTROL POINT	NORTHING	EASTING	DESCRIPTION
28	605820.34	784705.88	MAG NAIL
47	605692.36	784930.07	MAG NAIL
29	605369.86	785266.18	MAG NAIL

CURVE #3 VALUES

PI: 20+39.70
X 784749.15
Y 605730.43
PC: 14+93.22
X 784202.80
Y 605742.71
PT: 25+03.05
X 785077.72
Y 606167.10

Delta: 54°19'39"
D 05°22'48"
TAN 546.48'
L 1009.82'
R 1065.00'
LCH 972.42'
LCB N64°07'25"E
BK: S88°42'46"E
AH: N36°57'36"E



CURVE #7 VALUES

PI: 8+83.32
X 784781.74
Y 605761.22
PC: 7+83.92
X 784859.32
Y 605699.08
PT: 9+75.74
X 784737.19
Y 605845.19

Delta: 23°53'33"
D 12°27'20"
TAN 97.32'
L 191.82'
R 460.00'
LCH 190.43'
LCB N39°53'29"W
BK: N51°18'32"W
AH: N27°56'43"W

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NO.	DATE	REVISION

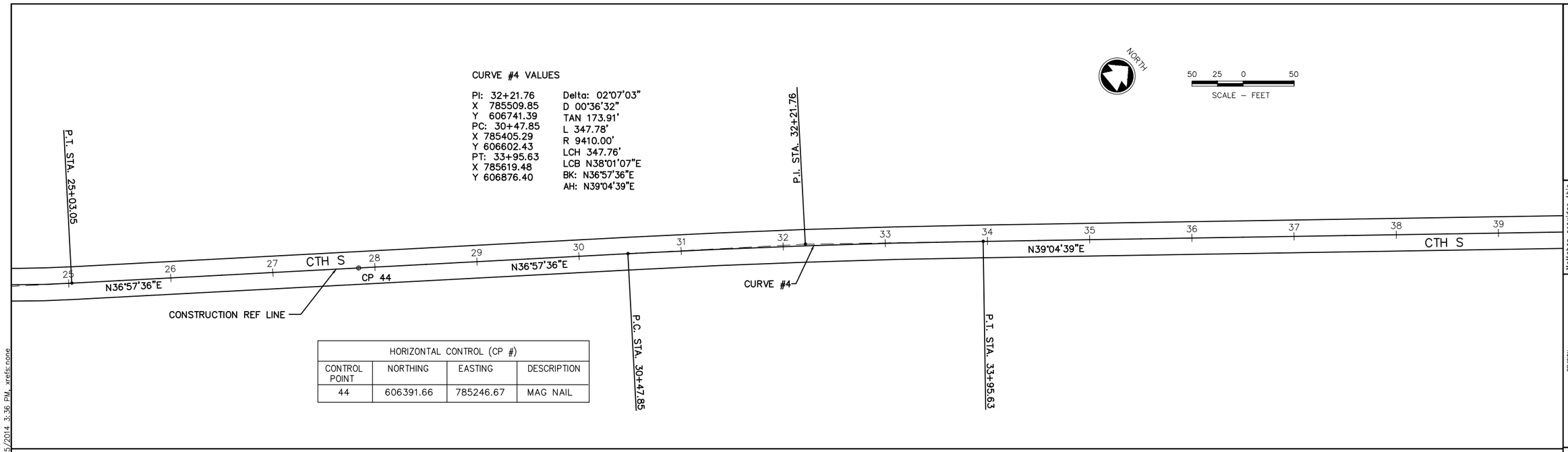
CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
HORIZONTAL ALIGNMENT DETAIL

DESIGNED	DRAWN
MPK	MPK

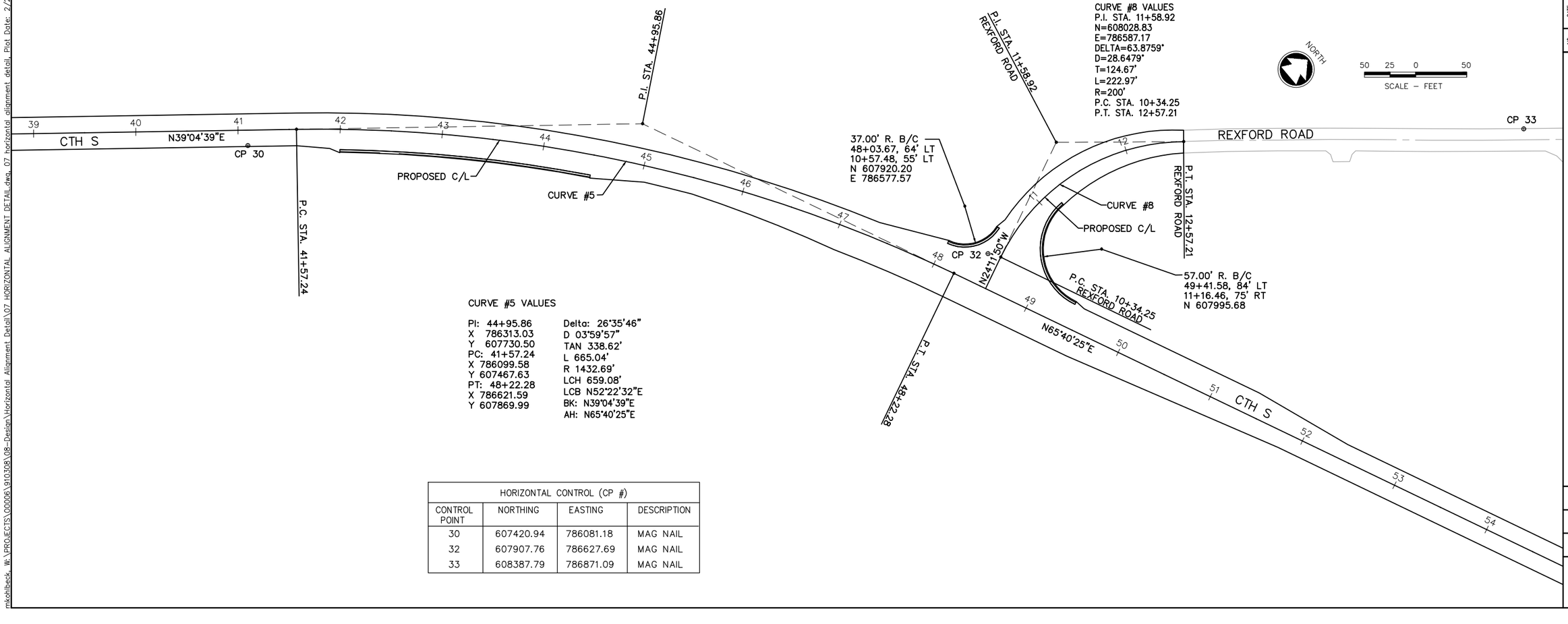
PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
06



HORIZONTAL CONTROL (CP #)			
CONTROL POINT	NORTHING	EASTING	DESCRIPTION
44	606391.66	785246.67	MAG NAIL



CURVE #5 VALUES

PI: 44+95.86
X 786313.03
Y 607730.50
PC: 41+57.24
X 786099.58
Y 607467.63
PT: 48+22.28
X 786621.59
Y 607869.99

Delta: 26°35'46"
D 03°59'57"
TAN 338.62'
L 665.04'
R 1432.69'
LCH 659.08'
LCB N52°22'32"E
BK: N39°04'39"E
AH: N65°40'25"E

HORIZONTAL CONTROL (CP #)			
CONTROL POINT	NORTHING	EASTING	DESCRIPTION
30	607420.94	786081.18	MAG NAIL
32	607907.76	786627.69	MAG NAIL
33	608387.79	786871.09	MAG NAIL

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CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
HORIZONTAL ALIGNMENT DETAIL

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MPK	MPK

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SHEET NO.
07

NORTH

50 25 0 50

SCALE – FEET

HORIZONTAL CONTROL (CP #)			
CONTROL POINT	NORTHING	EASTING	DESCRIPTION
33	608387.79	786871.09	MAG NAIL
65	608402.73	787101.40	MAG NAIL
34	608335.65	787579.25	MAG NAIL
35	608421.39	788239.59	MAG NAIL
54	608653.43	788230.92	MAG NAIL

REXFORD ROAD

REXFORD ROAD

CP 33

40' R. EOP
N 608362.55
E 787139.15

CP 65

30' R. EOP
N 608351.43
E 787070.04

CP 54

CP 35

CP 34

P.I. STA. 60+91.58

CURVE #6

PROPOSED C/L

P.C. STA. 57+71.41

N65°40'25"E

S89°07'56"E

P.T. STA. 64+01.40

CTH S

51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66

CURVE #6 VALUES

PI: 60+91.58	Delta: 25°11'39"
X 787778.20	D 03°59'57"
Y 608392.86	TAN 320.17'
PC: 57+71.41	L 629.98'
X 787486.45	R 1432.69'
Y 608260.97	LCH 624.92'
PT: 64+01.40	LCB N78°16'14"E
X 788098.33	BK: N65°40'25"E
Y 608388.01	AH: S89°07'56"E

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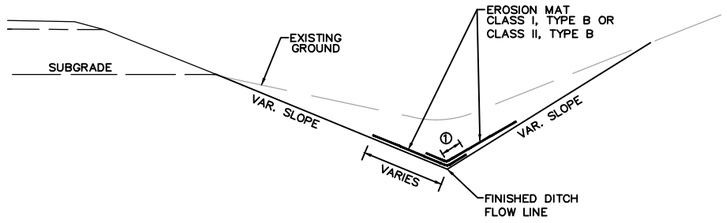
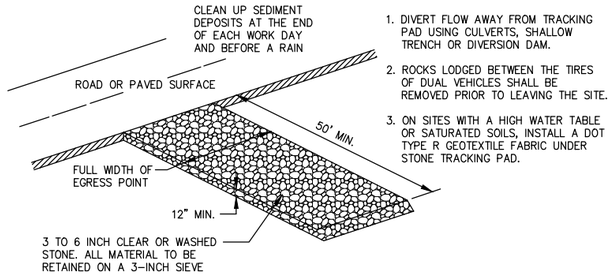
SHEET NO.
08



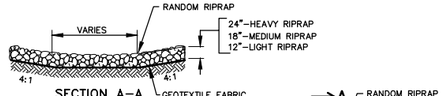
① OVERLAP EDGES OF EROSION MAT 1' MIN.

EROSION MAT INSTALLATION DETAIL – CHANNEL

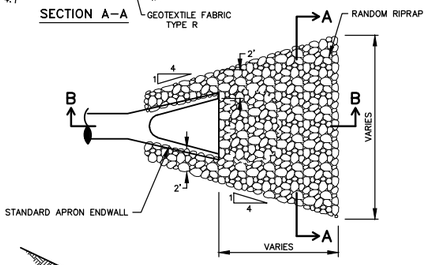


1. DIVERT FLOW AWAY FROM TRACKING PAD USING CULVERTS, SHALLOW TRENCH OR DIVERSION DAM.
2. ROCKS LODGED BETWEEN THE TIRES OF DUAL VEHICLES SHALL BE REMOVED PRIOR TO LEAVING THE SITE.
3. ON SITES WITH A HIGH WATER TABLE OR SATURATED SOILS, INSTALL A DOT TYPE R GEOTEXTILE FABRIC UNDER STONE TRACKING PAD.

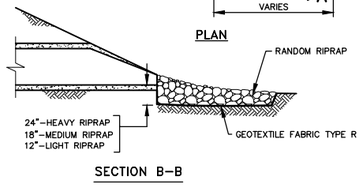
TRACKING PAD DETAIL



SECTION A–A



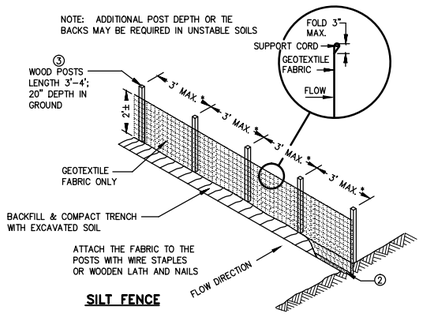
PLAN



SECTION B–B

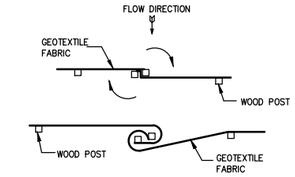
1. RIP–RAP SHALL BE IN ACCORDANCE WITH SECTION 606, WIS–DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, 1996 EDITION.
2. RIP–RAP SHALL BE ANGULAR. ROUND RIP–RAP IS NOT PERMITTED.

RIPRAP AT STORM SEWER OUTFALL

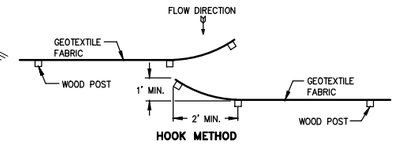


SILT FENCE

NOTE: 8'–0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

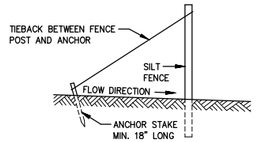


TWIST METHOD



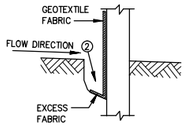
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 9–6.



TRENCH DETAIL

SILT FENCE DETAIL

GENERAL NOTES

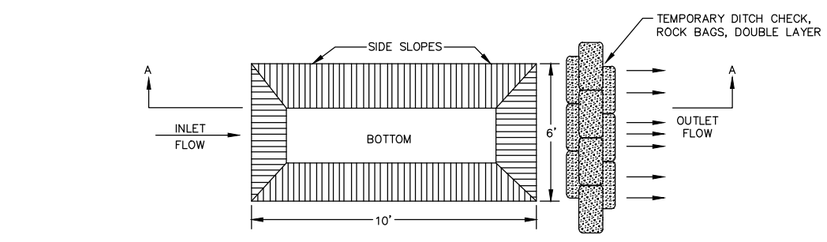
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

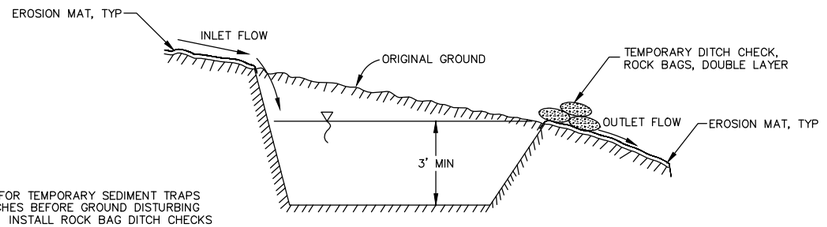
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY

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.



PLAN VIEW



SECTION A–A

EXCAVATE FOR TEMPORARY SEDIMENT TRAPS WITHIN DITCHES BEFORE GROUND DISTURBING ACTIVITIES. INSTALL ROCK BAG DITCH CHECKS IMMEDIATELY DOWNSTREAM.

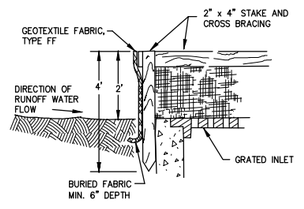
SAFETY FENCING SHALL BE ERECTED AROUND THE TEMPORARY SEDIMENT TRAP FOR PUBLIC SAFETY.

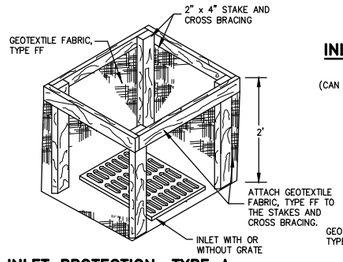
DEPTH OF THE TEMPORARY SEDIMENT TRAP SHALL BE 3' MINIMUM UNLESS THERE ARE SUBSTANTIATED CONFLICTS WITH THE MINIMUM DEPTH AND SIZE REQUIREMENTS. CONSIDER ADJUSTING THE LOCATION OF THE TEMPORARY SEDIMENT TRAP BEFORE CONSIDERING A DECREASED TRAP SIZE.

REMOVE THE TEMPORARY SEDIMENT TRAP AND RESTORE THE AREA AFTER UPSTREAM LANDSCAPED AREAS ARE STABILIZED.

GENERAL GUIDANCE FOR INSTALLATION, MAINTENANCE, AND REMOVAL SHALL FOLLOW WDNR CONSERVATION PRACTICE 1063.

TEMPORARY SEDIMENT TRAP





INLET PROTECTION, TYPE A

GENERAL NOTES

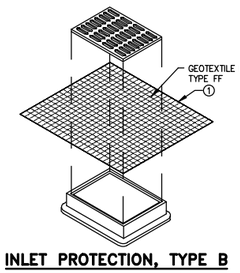
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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.

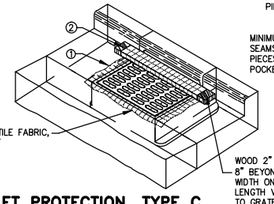
③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE B

(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C

(WITH CURB BOX)

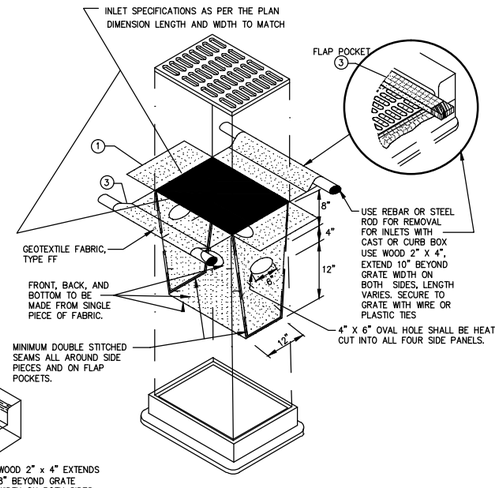
INSTALLATION NOTES

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 D

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

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 10–2.

STORM DRAIN INLET PROTECTION

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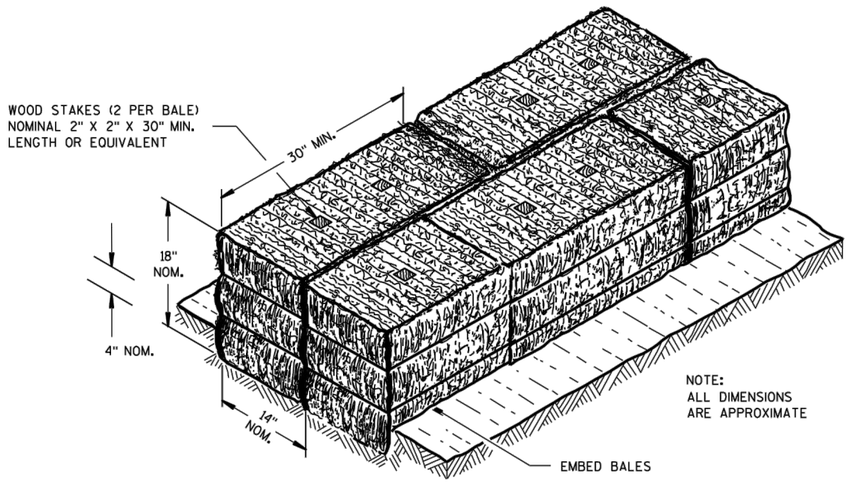
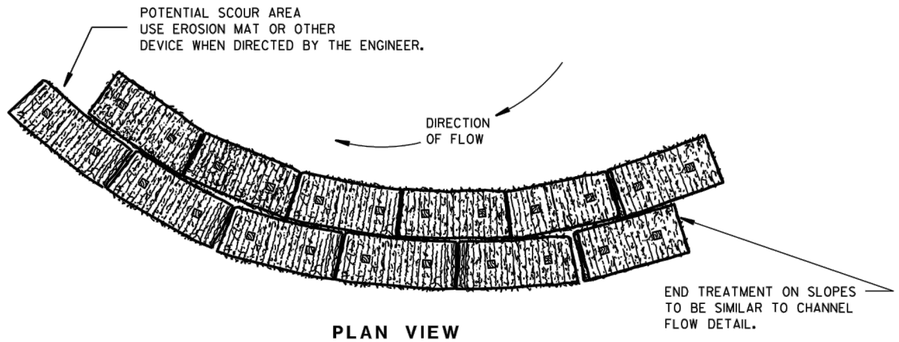
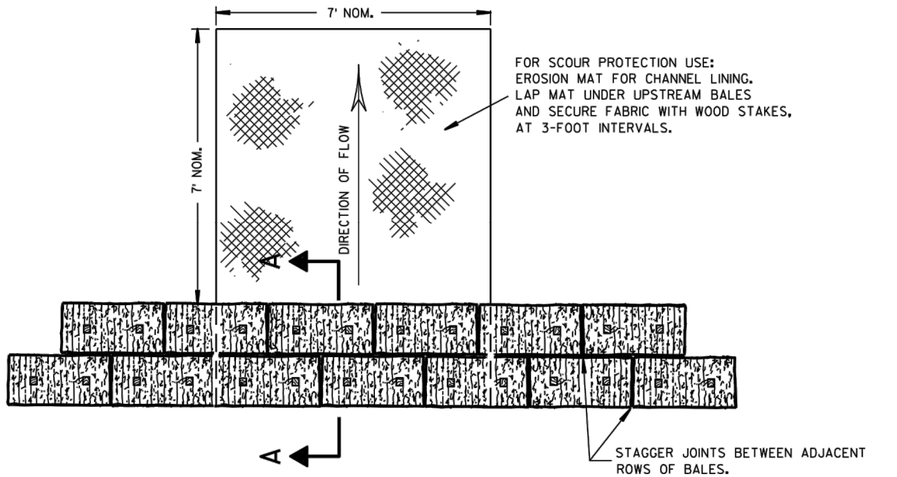


SECTION A-A

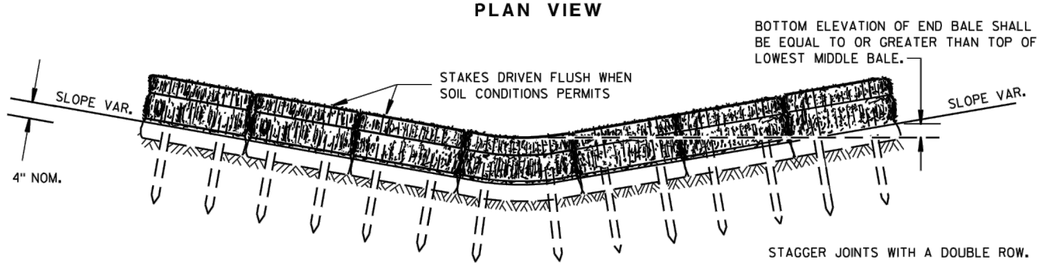


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW

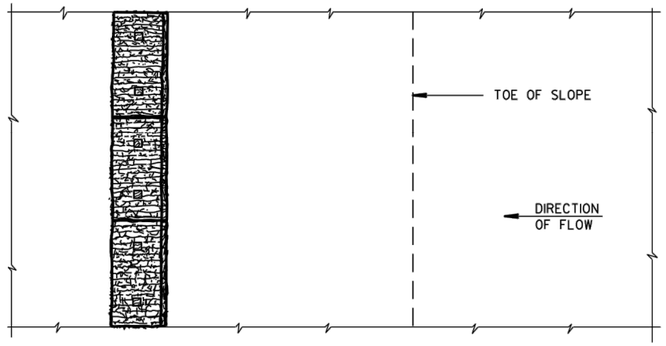


PLAN VIEW

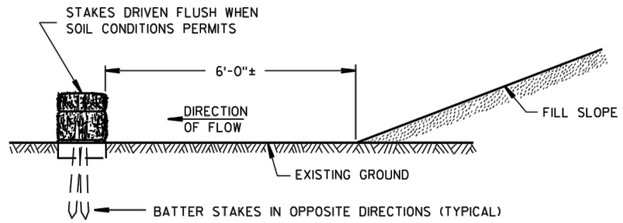


FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

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SHEET NO.
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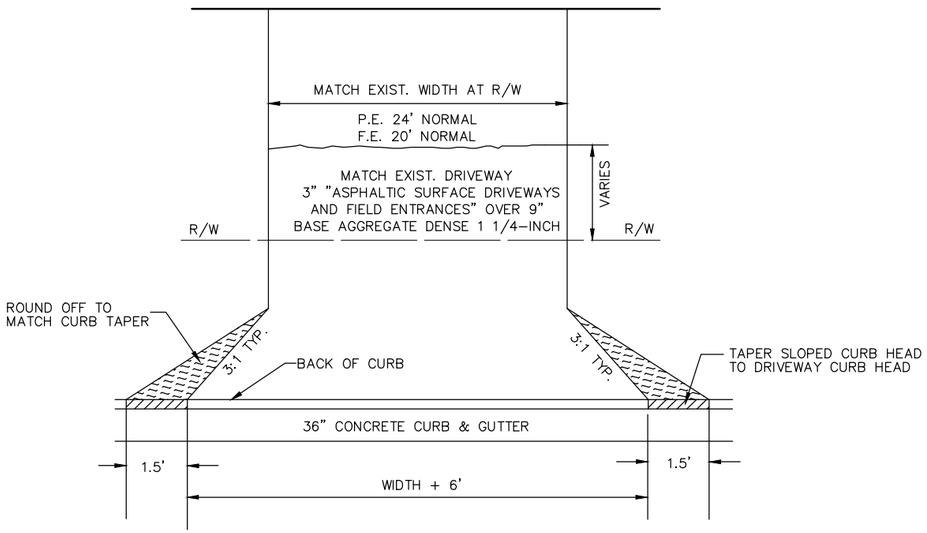
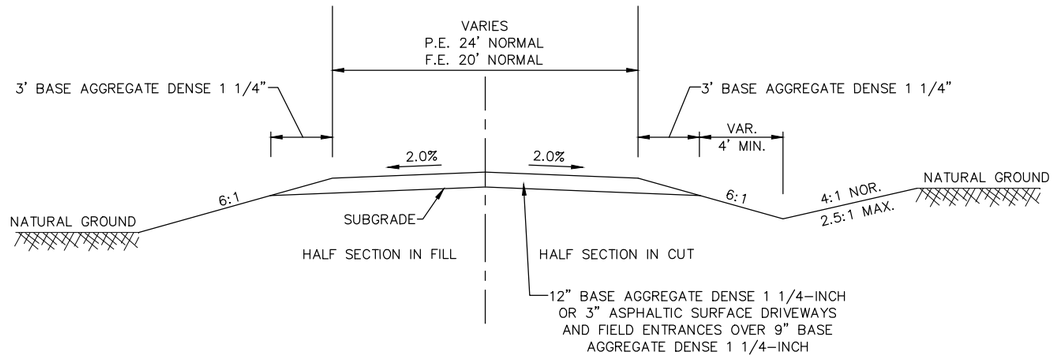
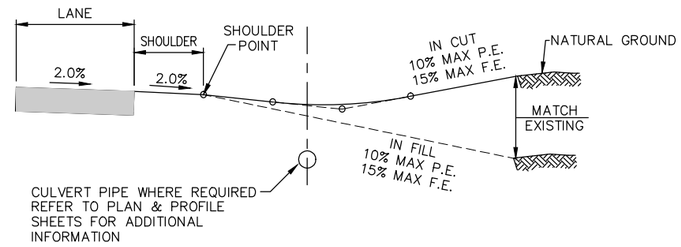


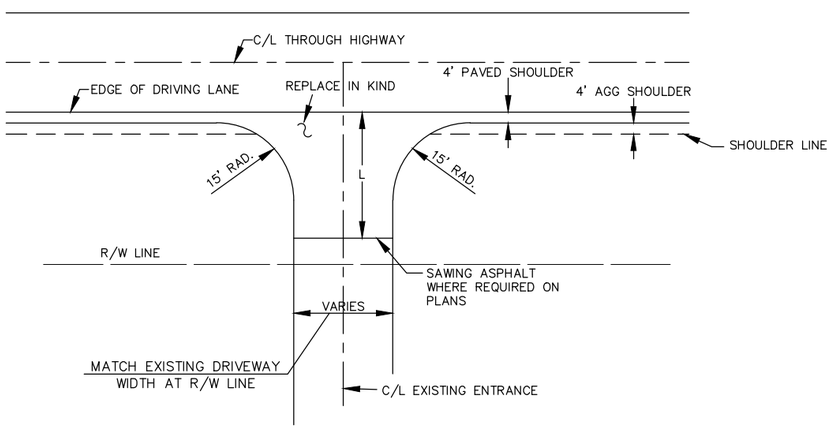
PRIVATE ENTRANCE IN URBAN AREA



TYPICAL CROSS SECTION



PROFILE VIEW



PLAN VIEW

PRIVATE/FIELD ENTRANCE IN RURAL AREA

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SHEET NO.
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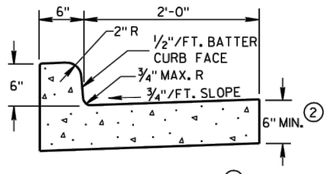
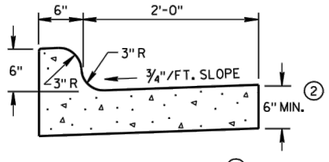
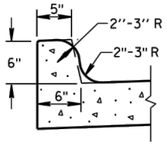


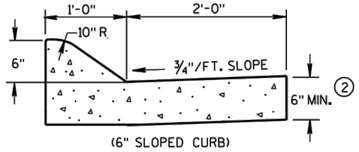
TYPES A & D (1)



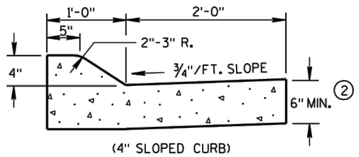
TYPES K & L (1)



OPTIONAL CURB SHAPE
FOR TYPES K & L (1)

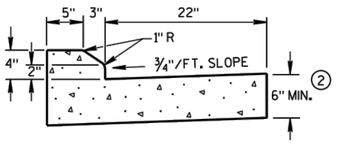


(6" SLOPED CURB)



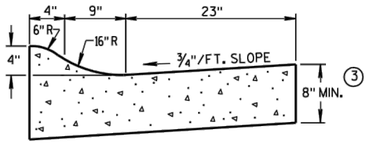
(4" SLOPED CURB)

TYPES A & D (1)



6" SLOPED CURB TYPES G & J (1)

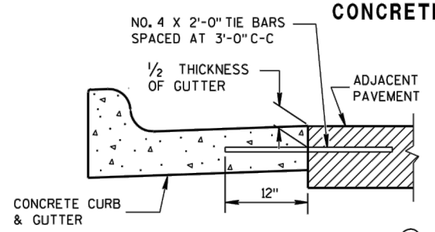
4" SLOPED CURB TYPES G & J (1)



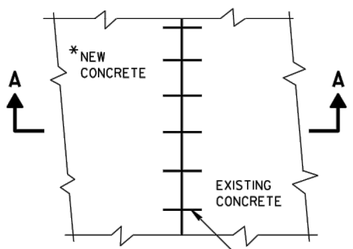
4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 30"

CONCRETE CURB & GUTTER 36"

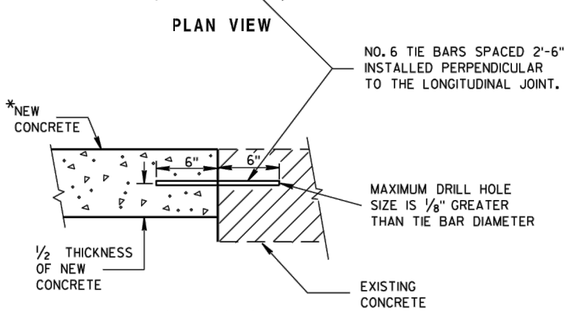


TYPICAL TIE BAR LOCATION (1)



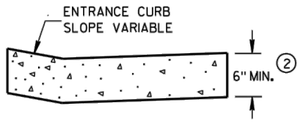
PLAN VIEW

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

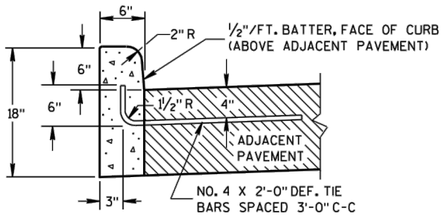


SECTION A-A

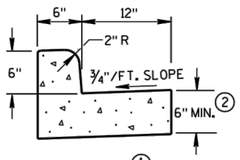
TIE BARS DRILLED
INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

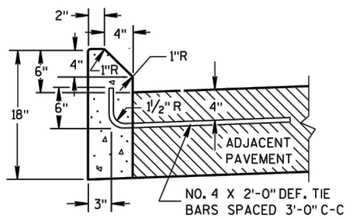


(1)
TYPES A & D



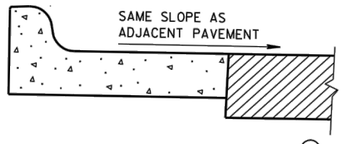
(1)
TYPES A & D

CONCRETE CURB & GUTTER 18"

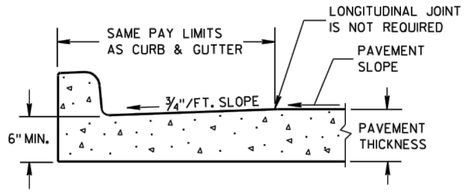


(1)
TYPES G & J

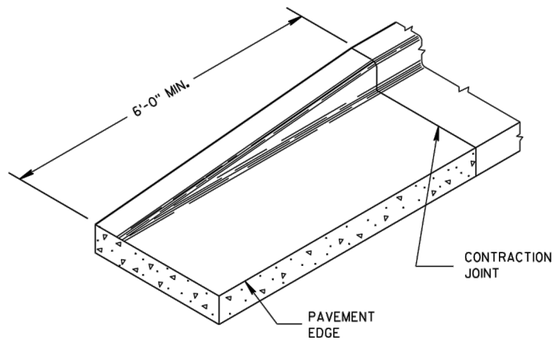
CONCRETE CURB



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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

(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.

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NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
MISC CONSTRUCTION DETAILS

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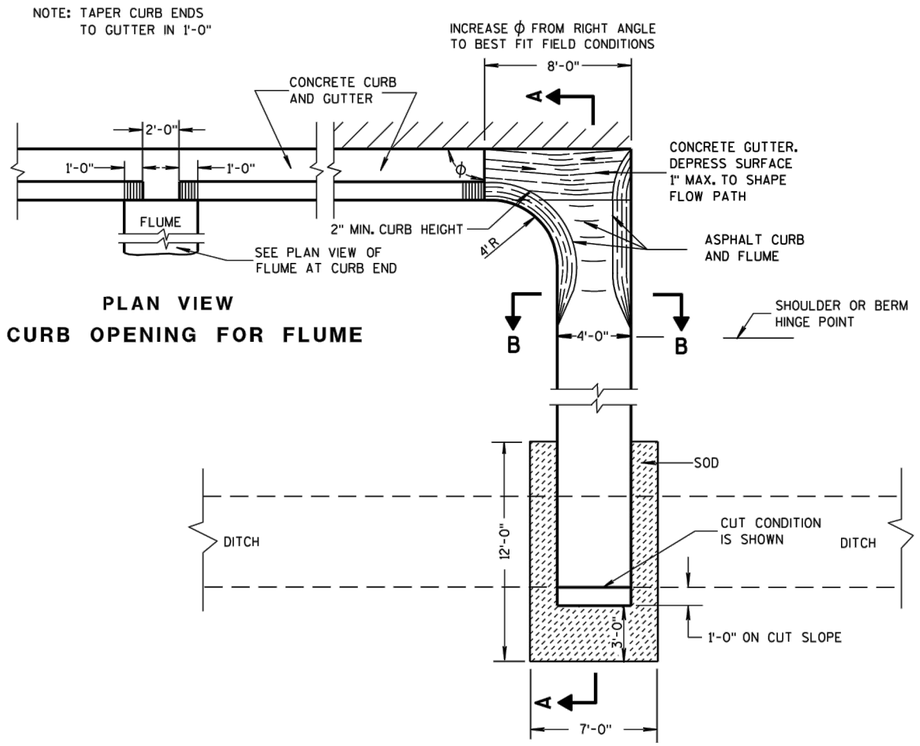
PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

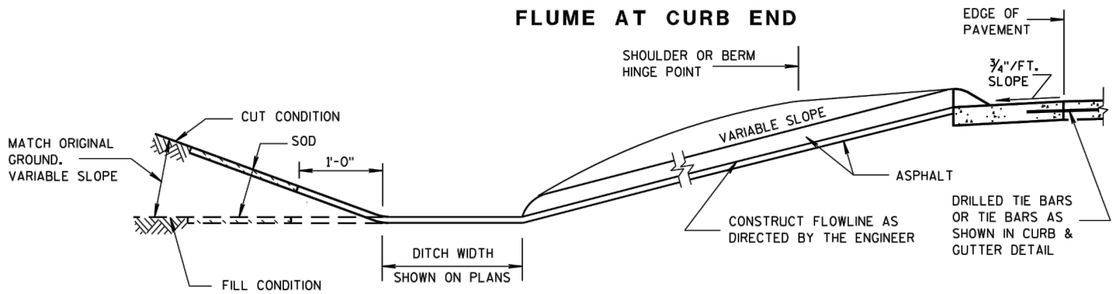
SHEET NO.
12

ASPHALTIC FLUME

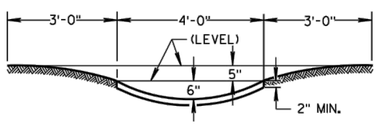


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

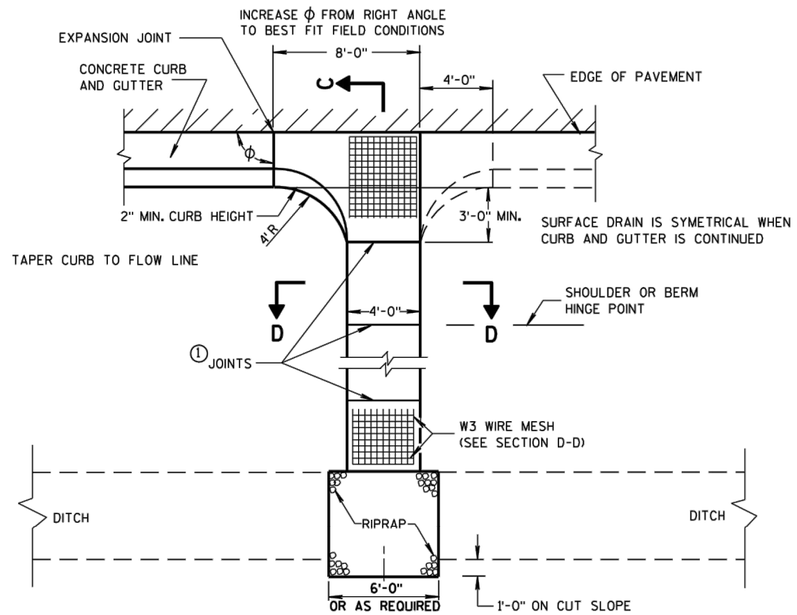
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

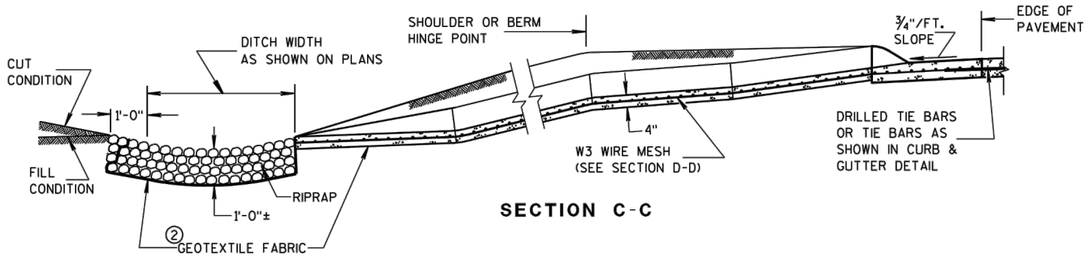
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

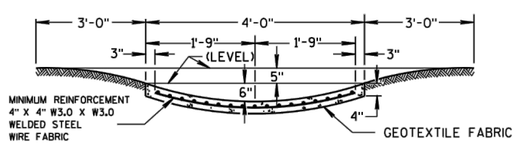
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

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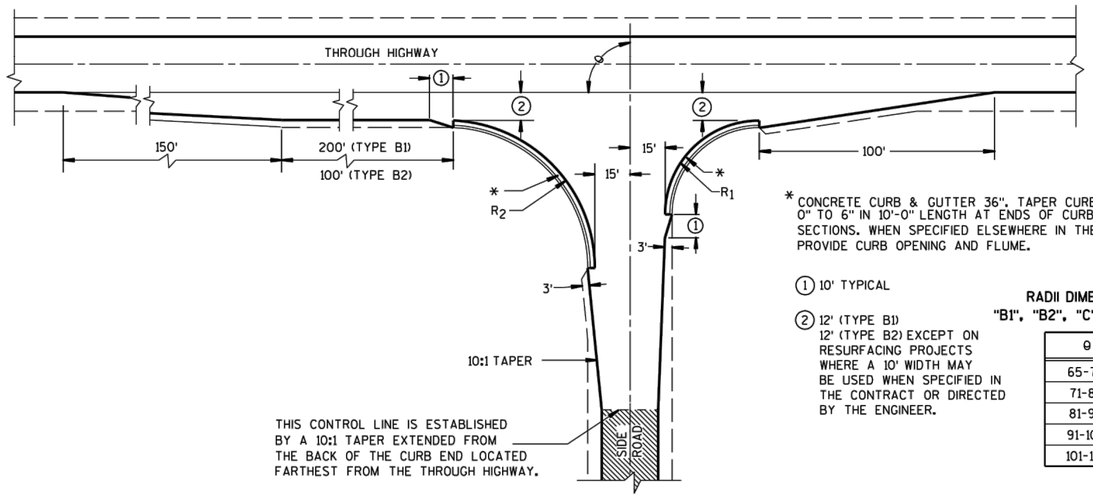
SHEET NO.
13

9A1 sheet a: At-Grade Side Road Intersection, Types 'B1', 'B2', 'C' and 'D' and Tee Intersection Bypass Lane



TYPE "B1" AND "B2"

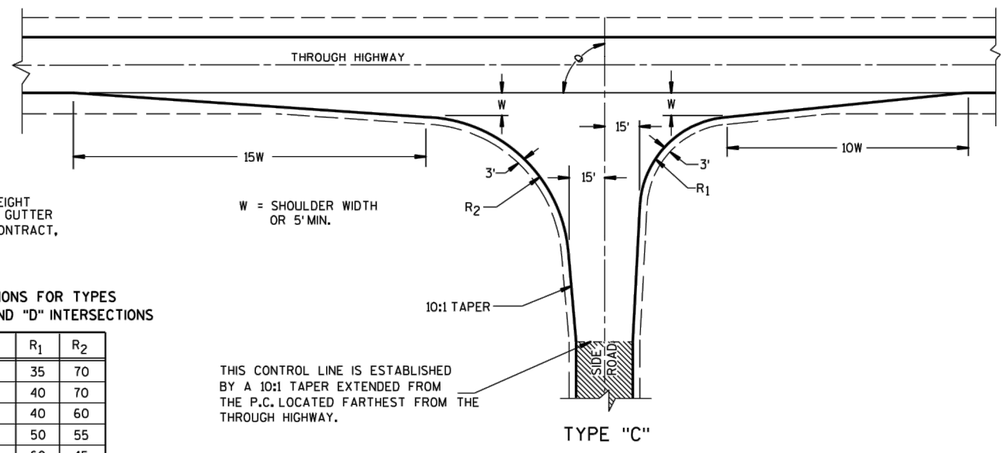
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

(1) 10' TYPICAL

(2) 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

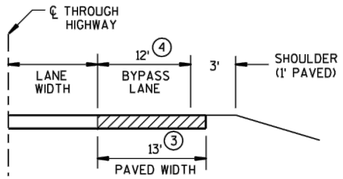
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

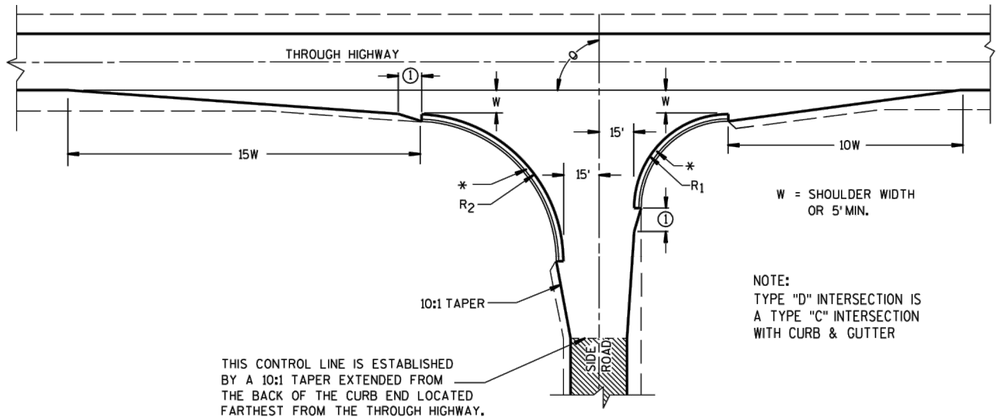
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING SURFACE

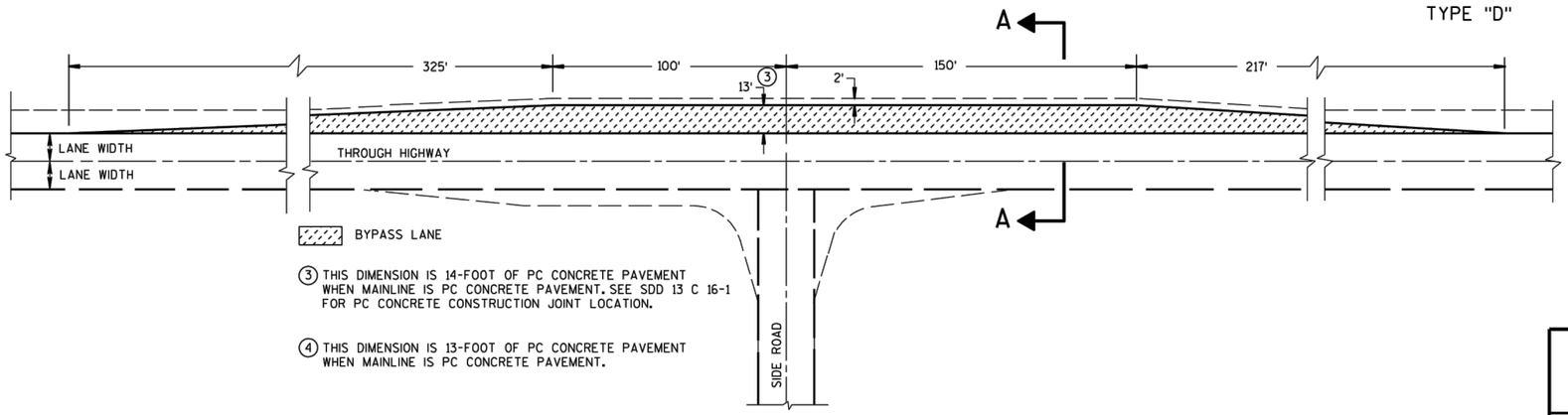


SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

TYPE "D"



(3) THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

(4) THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

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DATE
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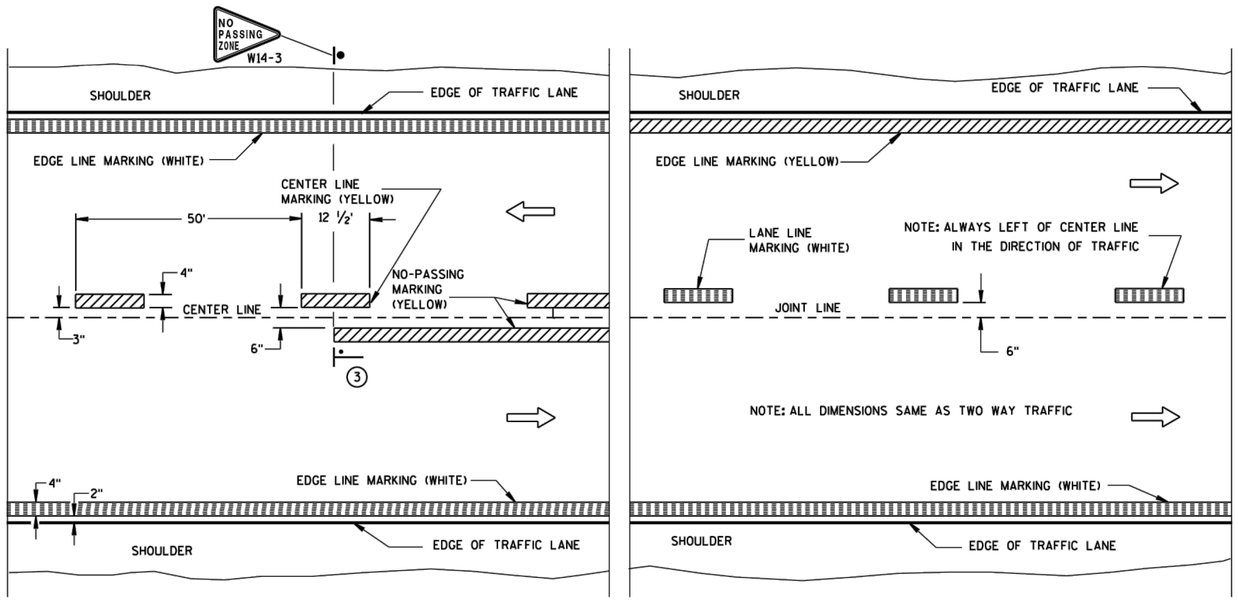
SHEET NO.
14

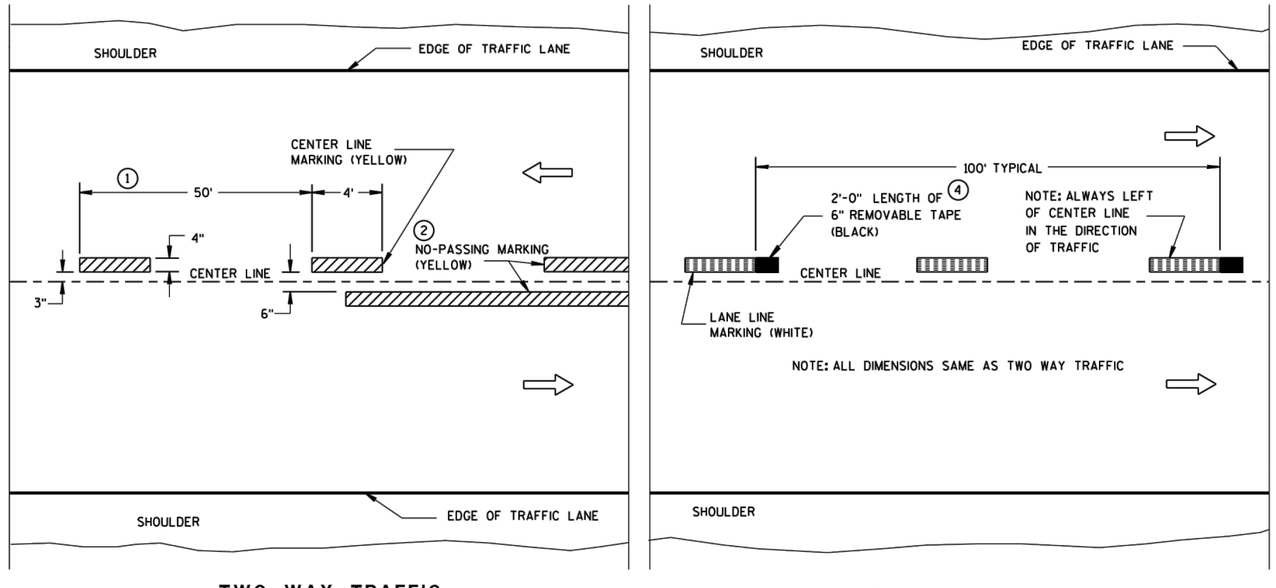
S.D.D. 9 A 1-12a

6

15C8 sheet a: Pavement Marking (Mainline)



PERMANENT PAVEMENT MARKING



TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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

GENERAL NOTES

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

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

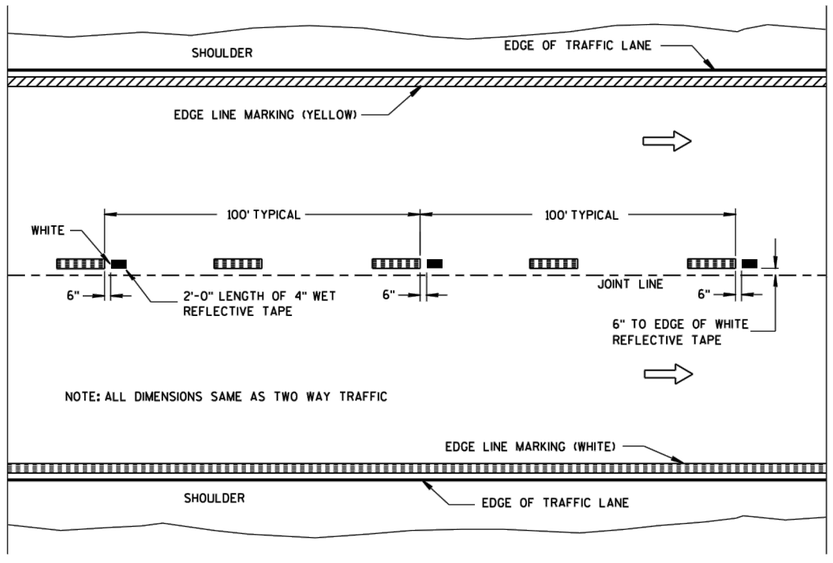
② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-1-2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

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

6

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

6

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
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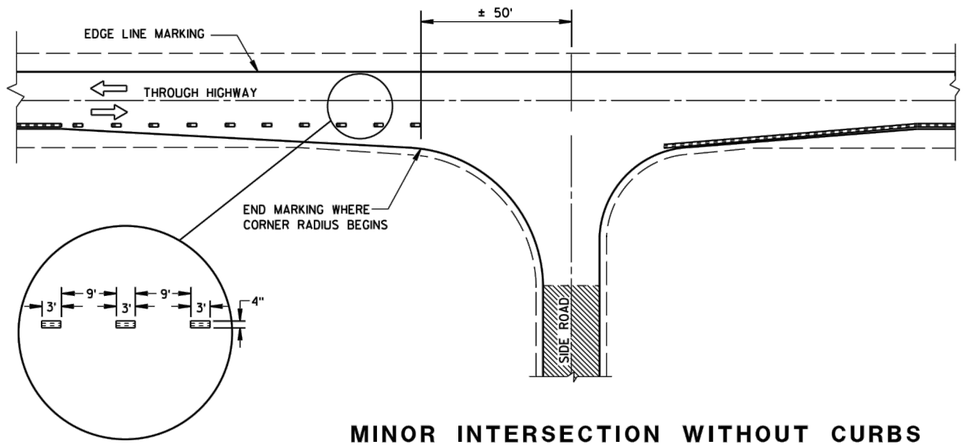
mkohlbeck, W:\PROJECTS\00006\910308\08-Design\Construction Details\15 MISC. CONSTRUCTION DETAILS.dwg, 15 misc construction details, Plot Date: 2/25/2014 3:37 PM, xrefs:none

15C8 sheet b: Pavement Marking (Intersections)



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

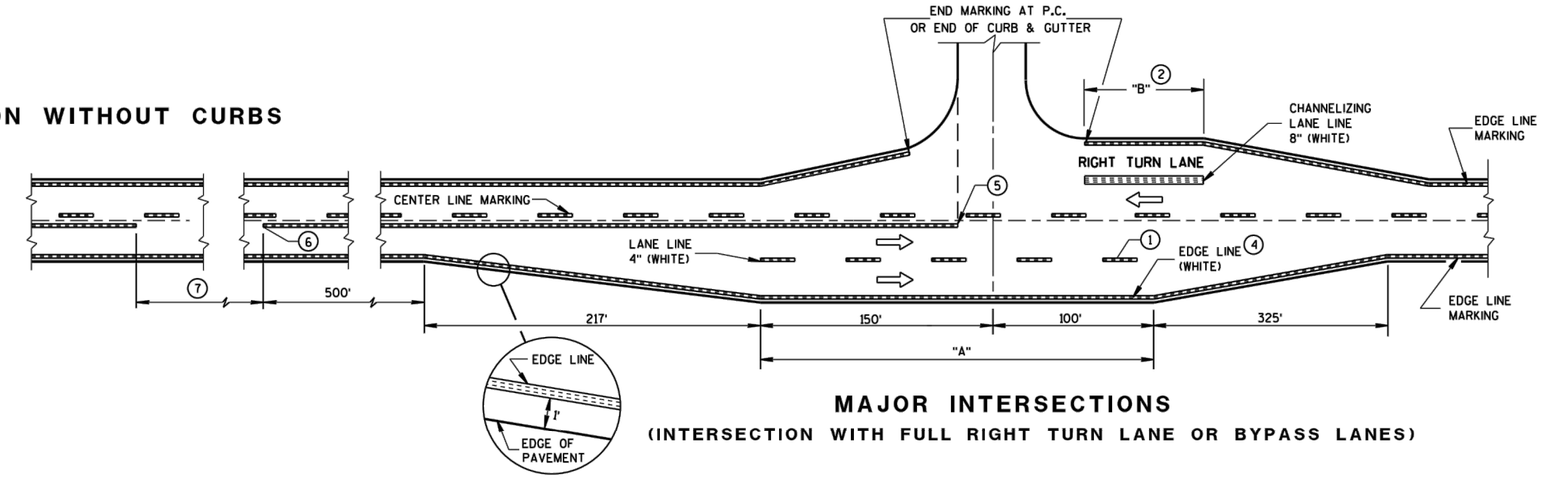
EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
4. THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
5. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
6. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
7. IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
8. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

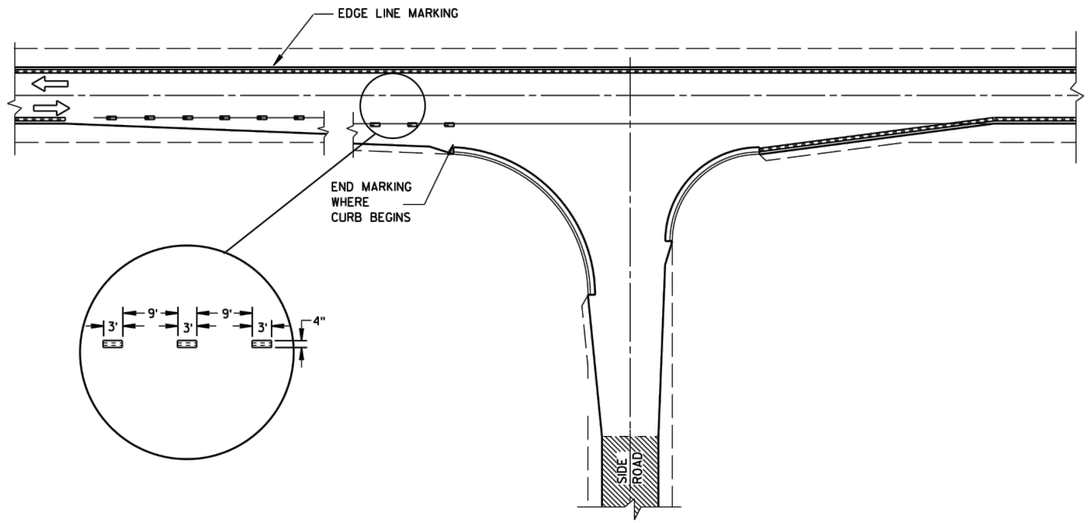
(7)

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



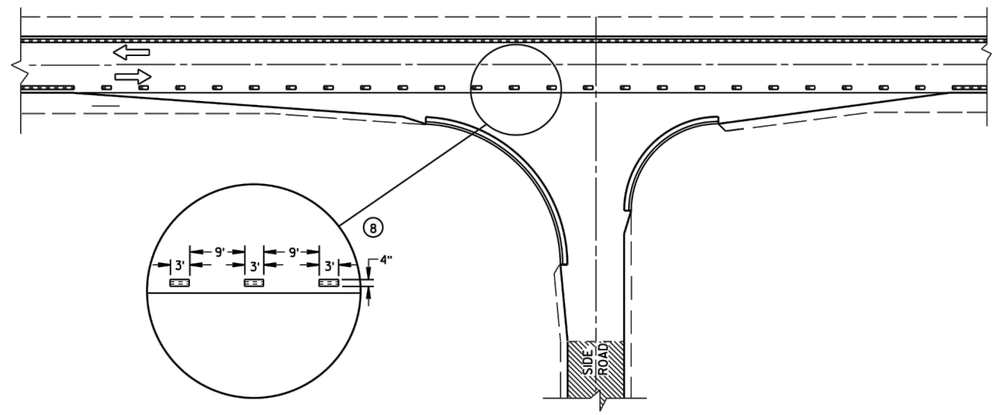
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
MISC CONSTRUCTION DETAILS

DESIGNED	DRAWN
MPK	MPK

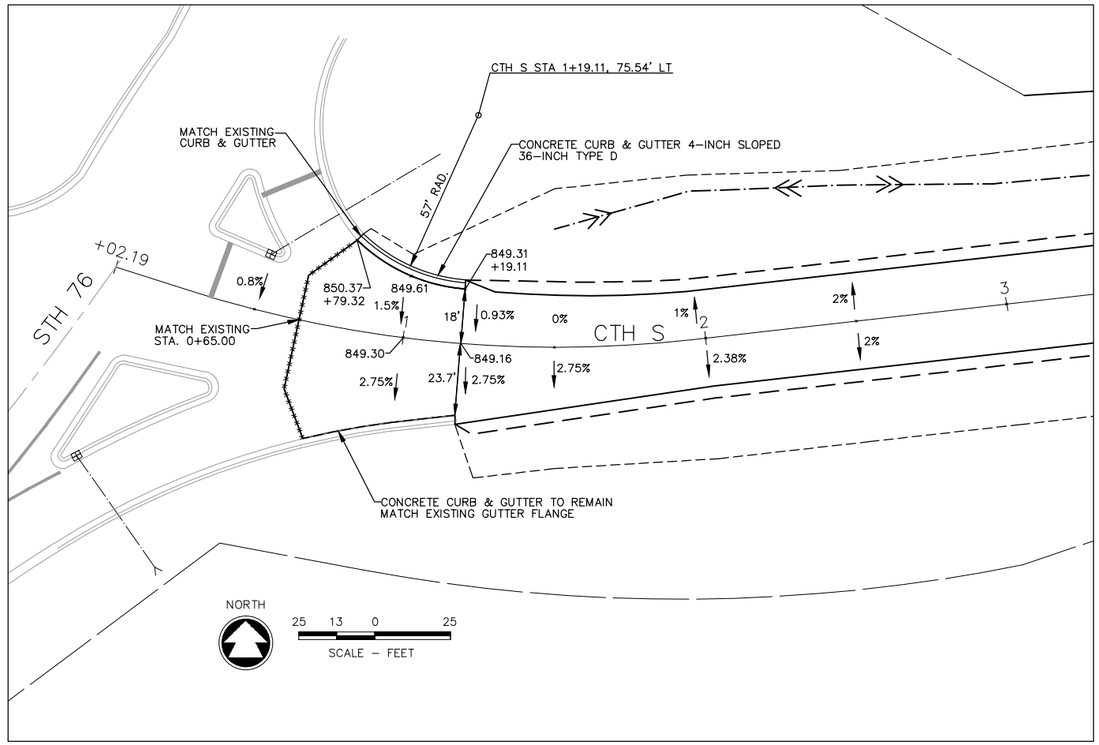
PROJECT NO.
00006 910308

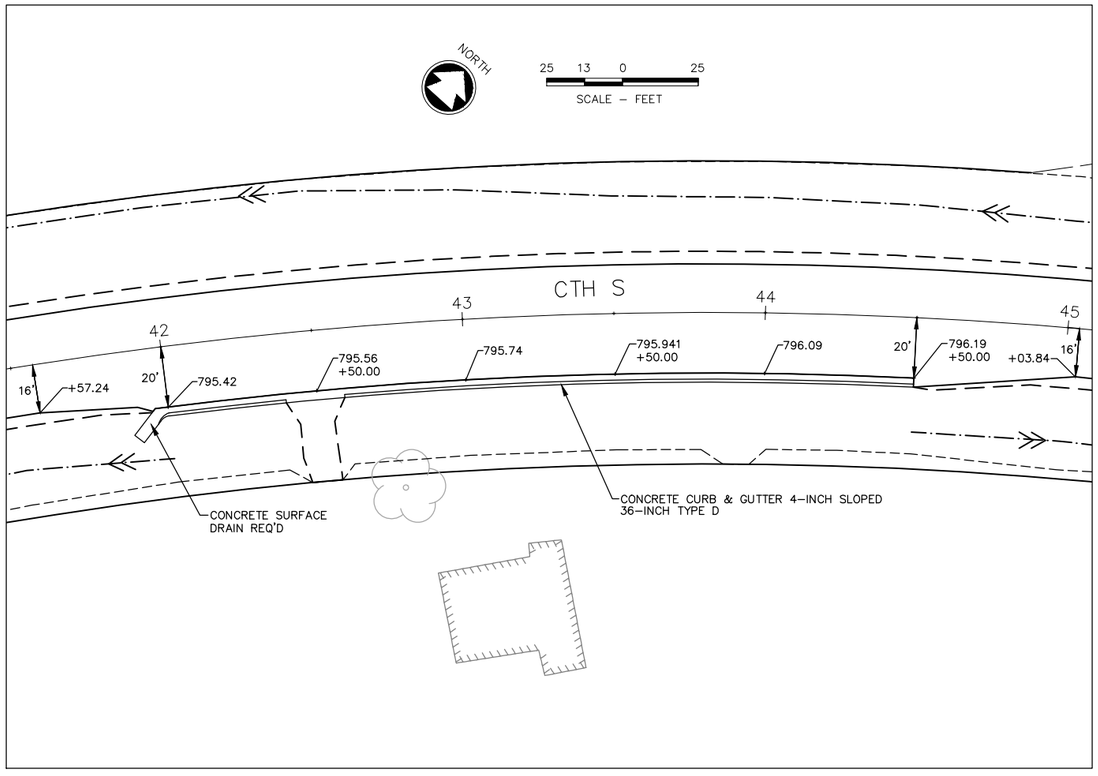
DATE
FEBRUARY, 2014

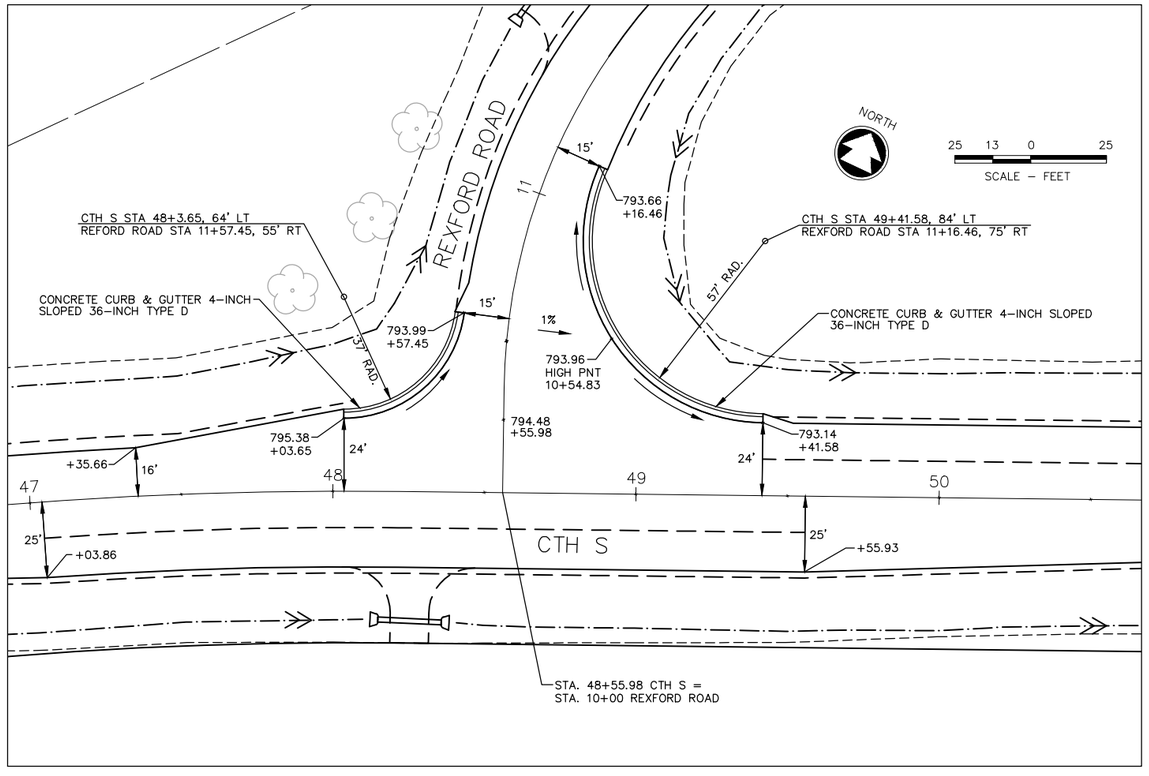
SHEET NO.
16

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

6







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DATE
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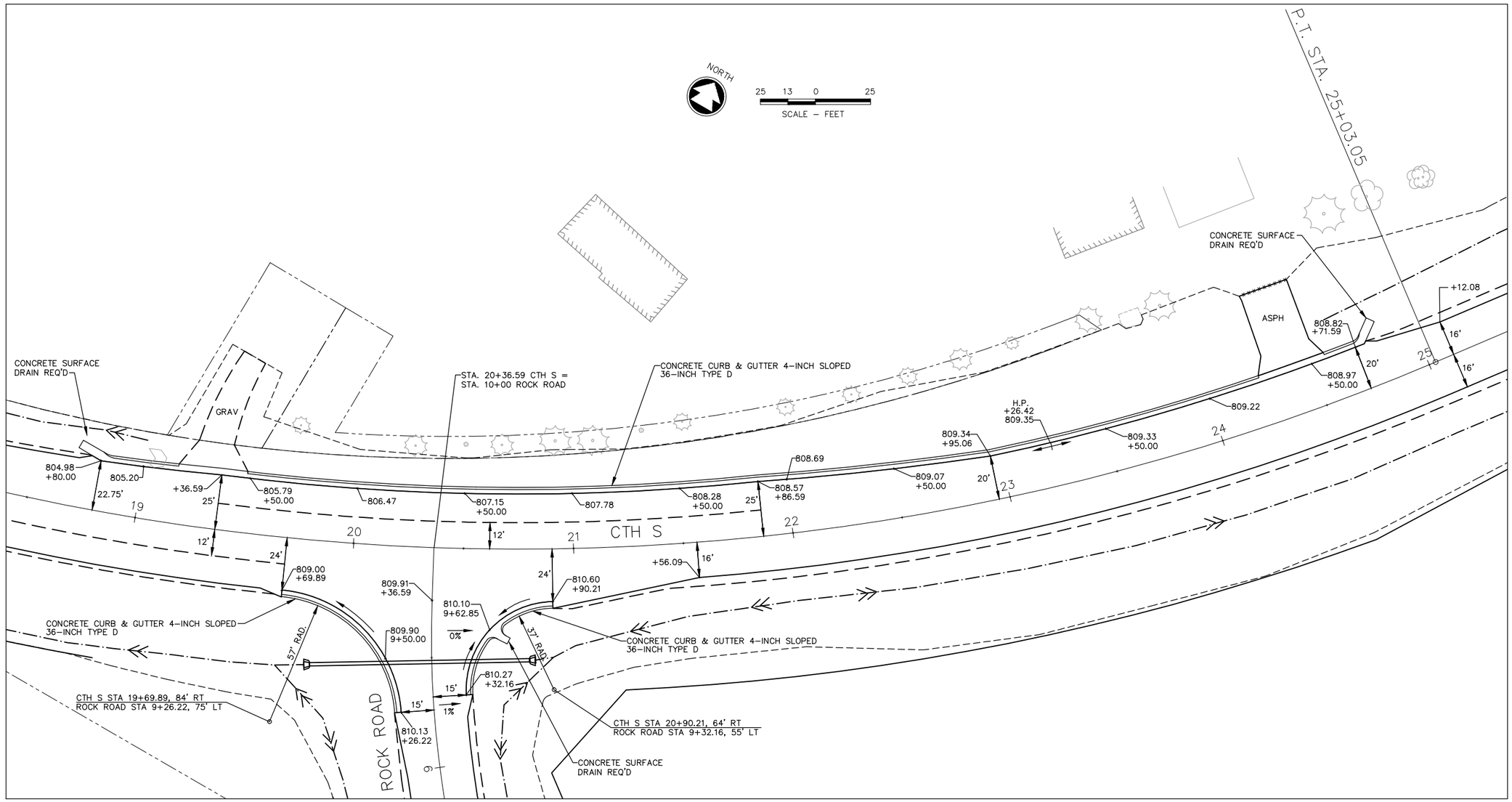
SHEET NO.
17



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SHEET NO.
17A

NOTES: CUL DE SAC TO BE CONSTRUCTED OF 3 1/2 INCHES HMA PAVEMENT OVER 12 INCHES BASE AGGREGATE DENSE 1 1/4-INCH

CONSTRUCT 2-FOOT GRAVEL SHOULDERS USING BASE AGGREGATE DENSE 3/4-INCH.

② INSTALL TYPE 4 OBJECT MARKER SIGNS (OM4-1) AT THE EAST END OF THE CUL DE SAC.

REXFORD ROAD

SLOPE INTERCEPT AT EXISTING DITCH FLOWLINE

DITCH FLOWLINE = 785.00

WETLAND BOUNDARY

787.45

3.6:1

3.7:1

REMOVE 30" CMP
CONSTRUCT DITCH
REFER TO DITCHING DETAIL

MATCH EXISTING ASPHALT SAWCUT REQ'D

794.68

793.42

792.71

794.11

2%

794.87

792.00

793.70

2%

794.74

1%

793.32

PROPOSED REF LINE

2%

66'

793.93

1%

791.69

REMOVE CULVERT

792.80

2%

792.00

A

A

EXISTING R/W

EXISTING R/W

4.5:1

4:1

793.01

793.00

790.89

2'

1.5%

40' RAD.

60' R/W

2%

792.00

3:1

2%

ROAD TO BE OBLITERATED

DITCH FLOWLINE = 785.21

GRAV

792.20

792.00

4:1

18" X 26' CMP REQ'D

789.80

792.00

4:1

GRAV

4:1

788.88

4:1

787.70

"NO OUTLET" (W14-2)
SIGN REQUIRED

PROPOSED DITCH

6:1

REMOVE TREES

PROPOSED R/W

789.83

SLOPE INTERCEPT AT PROPOSED R/W

NORTH

15 8 0 15

SCALE - FEET

WETLAND BOUNDARY

CTH S

56

2' GRAVEL SHOULDER

VARIES
26.5' AT SECTION A-A

EDGE OF HMA PAVEMENT
REXFORD ROAD CUL DE SAC
ELEV = 792.00

2%

VARIES
3:1 MAX

DITCH FLOWLINE

3:1 MAX

OBLITERATED ROADWAY

SUBGRADE
SHOULDER POINT

4'

DITCHING DETAIL
SECTION A-A

NOTE:
DITCH, DITCH SLOPES AND OBLITERATED ROAD TO BE RESTORED WITH TOPSOIL, SEED, FERTILIZER, AND MULCH OR EMAT.
REFER TO THE EROSION & SEDIMENT CONTROL PLAN

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OUTAGAMIE COUNTY, WISCONSIN
REXFORD ROAD CUL DE SAC DETAIL

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PROJECT NO.
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DATE
FEBRUARY, 2014

SHEET NO.
18

EROSION & SEDIMENT CONTROL PLAN NOTES

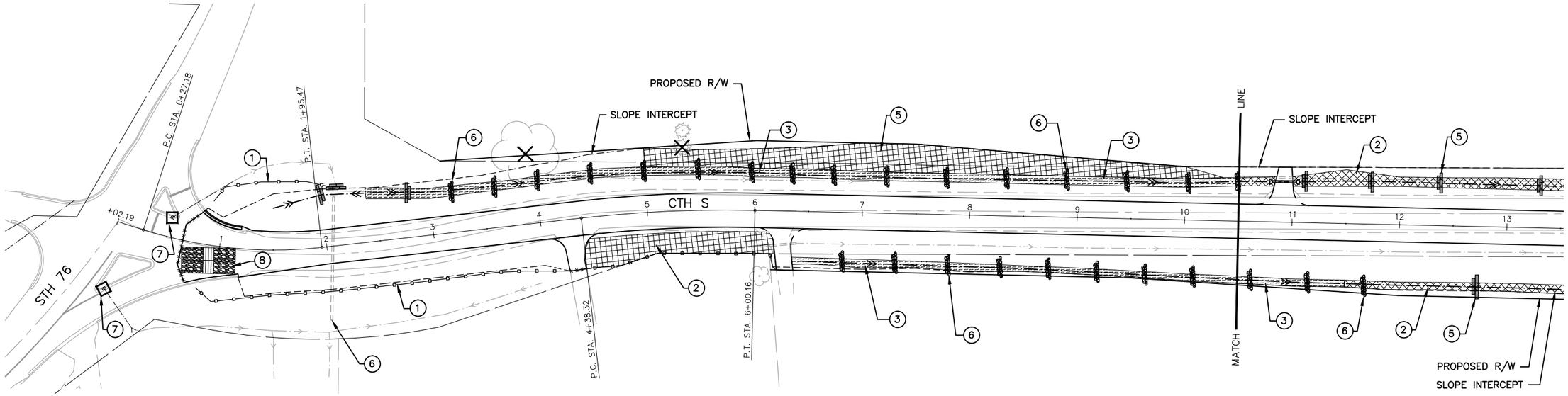
- REFER TO THE "ABBREVIATIONS, SYMBOLS & NOTES" PLAN SHEET (SHEET 01) FOR ADDITIONAL EROSION & SEDIMENT CONTROL PLAN NOTES.
- CONSTRUCT TEMPORARY SEDIMENT TRAPS PRIOR TO ANY GROUND DISTURBING OPERATIONS. TEMPORARILY DIRECT EXISTING DITCH FLOWLINES TO THE TEMPORARY SEDIMENT TRAPS UNTIL THE PROPOSED DITCH LINES ARE CONSTRUCTED.
- TEMPORARY DITCH CHECKS SHALL BE INSTALLED AFTER STRIPPING THE TOPSOIL AND MAINTAINED DURING ALL GROUND DISTURBING OPERATIONS.
- INSTALL ONE TEMPORARY DITCH CHECK FOR EVERY TWO FEET OF DROP IN THE DITCH.
- EROSION MAT SHALL BE INSTALLED IMMEDIATELY AFTER PLACEMENT OF SALVAGED TOPSOIL.
- RIPRAP MEDIUM SHALL BE INSTALLED IMMEDIATELY FOLLOWING CULVERT INSTALLATION.
- AREAS BETWEEN THE BACK OF CURB AND THE SLOPE INTERCEPTS AND THE EDGE OF GRAVEL SHOULDER AND THE SLOPE INTERCEPTS SHALL BE SEEDED, FERTILIZED AND MULCHED IMMEDIATELY AFTER PLACEMENT OF TOPSOIL. EROSION MAT SHALL BE INSTALLED AT THIS TIME IF REQUIRED.
- STONE TRACKING PADS SHALL BE INSTALLED AT ALL POINTS OF CONSTRUCTION EGRESS. LOCATIONS ARE TO BE DETERMINED AT THE TIME OF CONSTRUCTION.

NORTH

50 25 0 50
SCALE – FEET

LEGEND

1. SILT FENCE
2. EROSION MAT, CLASS I, TYPE B
3. EROSION MAT, CLASS II, TYPE B
4. RIPRAP, MEDIUM WITH GEOTEXTILE FABRIC, TYPE HR (PERMANENT)
5. TEMPORARY DITCH CHECKS (HAY BALES OR APPROVED ALTERNATIVES)
6. STONE DITCH CHECKS OR ROCK FILTER BAGS
7. INLET PROTECTION, TYPE C
8. TRACKING PAD



PROJECT DESCRIPTION

THE SITE IS LOCATED ALONG THE CORRIDOR OF CTH 'S' IN THE TOWN OF ELLINGTON, SECTION 16, T22N, R16E, TOWN OF ELLINGTON, OUTAGAMIE COUNTY, WISCONSIN. THE PROJECT BEGINS AT THE EAST APPROACH OF THE CTH 'S' AND STH 76 INTERSECTION AND EXTENDS EAST 6,405 FEET TO THE INTERSECTION OF KELLY ROAD AND CTH 'S'.

THE PROJECT CONSISTS OF RECONSTRUCTING THE 1.213 MILE SEGMENT OF CTH 'S' TO CORRECT A SUBSTANDARD HORIZONTAL CURVE AND TO UPGRADE THE SUBSTANDARD ROADWAY CROSS SECTION TO CURRENT OUTAGAMIE COUNTY HIGHWAY DEPARTMENT STANDARDS. THE PURPOSE OF THE PROJECT IS TO IMPROVE PUBLIC SAFETY FOR THOSE TRAVELING THIS SEGMENT OF CTH 'S'. THE PROJECT IS CURRENTLY SCHEDULED TO BE CONSTRUCTED IN 2014.

THE EXISTING FACILITY CONSISTS OF TWO 12–FT TRAVEL LANES AND 6–FT SHOULDERS OF WHICH 3 FEET ARE PAVED. THE EXISTING ROADSIDE DITCHES ARE DEEP AND THE DITCH INSLOPES ARE STEEP. AS PART OF THE RECONSTRUCTION THE ROADWAY WILL BE WIDENED TO TWO 12–FT TRAVEL LANES AND 8–FOOT SHOULDERS OF WHICH 4 FEET WILL BE PAVED. THE STEEP DITCH INSLOPES WILL BE FLATTENED. IN ADDITION, TO ADDRESS SUBSTANDARD AND UNSAFE HORIZONTAL CURVES, PORTIONS OF THE ROADWAY WILL REALIGNED. THE LARGEST SUCH REALIGNMENT WILL OCURR JUST EAST OF THE ROCK ROAD INTERSECTION. THE ROADWAY NEAR THIS INTERSECTION WILL BE REALIGNED BY AS MUCH AS 26–FEET TO THE SOUTHEAST.

THE TOTAL LAND DISTURBANCE ASSOCIATED WITH THIS PROJECT IS 17 ACRES. WETLANDS ARE PRESENT WITHIN THE THE PROJECT LIMITS PRIMARILY WITHIN THE EXISTING ROADSIDE DITCHES. THE ROADWAY WIDENING, REQUIRED TO BRING THE ROADWAY UP TO CURRENT COUNTY STANDARDS, WILL IMPACT WETLANDS AS SHOWN IN THE PLAN. WETLAND AREAS THAT WILL BE FILLED AS PART OF THE PROJECT WILL BE FILLED WITH SUITABLE EXCAVATED MATERIALS FROM THE PROJECT.

RUNOFF FROM CTH 'S' IS CURRENTLY DRAINED VIA VEGETATED DITCHES/SWALES. THE DITCHES/SWALES CONVEY THE STORMWATER RUNNOFF INTO LARGER DRAINAGE WAYS THAT EVENTUALLY DRAIN INTO TRIBUTARIES TO BEAR CREEK AND THE WOLF RIVER. THE WOLF RIVER IS A 303D LISTED WATERBODY.

SOIL INFORMATION WAS OBTAINED FROM NRCS SOIL SURVEY MAP. THE PROJECT AREA CONTAINS HORTONVILLE SILT LOAM, KEWAUNEE SILT LOAM, MANAWA SILTY CLAY LOAM, MENOMINEE LOAMY FINE SAND, POYGAN SILTY CLAY LOAM, AND WINNECONNE SILTY CLAY LOAM.

BEDROCK IS NOT ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION. GROUNDWATER IS NOT ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION.

SEQUENCE OF CONSTRUCTION:

THE FOLLOWING IS OUTAGAMIE COUNTY'S ANTICIPATED SEQUENCE OF CONSTRUCTION OPERATIONS:

1) POST PERMITS. NOTIFY THE DNR AT LEAST 5 DAYS PRIOR TO THE START OF CONSTRUCTION.
2) INSTALL INLET PROTECTION AND TEMPORARY DITCH CHECKS IN THE EXISTING DITCH FLOWLINES AND TEMPORARY SEDIMENT TRAPS IN PROPOSED DITCH FLOWLINES PRIOR TO ANY LAND DISTURBANCE.
3) PULVERIZE THE EXISTING ASPHALT WITHIN THE PROJECT LIMITS AND LEAVE IN PLACE.
4) CONSTRUCT THE ROADWAY SUBGRADE AND ROADWAY BASE AGGREGATE IN TWO PHASES.
   A. PHASE 1 – STA. 0+65.00 TO APPROXIMATELY STA. 30+00
      1. REMOVE PULVERIZED ASPHALT AND EXISTING GRAVEL BASE AND STOCKPILE ON SITE. MAINTAIN VEHICULAR ACCESS FOR LOCAL TRAFFIC.
      2. INSTALL TRACKING PADS AND EROSION CONTROL MEASURES AS SHOWN ON THE PLAN BEFORE BEGINNING LAND DISTURBING ACTIVITES. ITEMS INCLUDE BUT ARE NOT LIMITED TO SILT FENCE, CULVERT PIPE CHECKS, AND TEMPORARY DITCH CHECKS.
      3. STRIP TOPSOIL FROM DITCHES. STOCKPILE TOPSOIL ON SITE. RE–INSTALL TEMPORARY DITCH CHECKS IN THE DITCH LINES AFTER TOPSOIL HAS BEEN STRIPPED.
      4. EXCAVATE, WIDEN THE ROADWAY, AND SHAPE THE ROADWAY SUBGRADE AND DITCHES. INSTALL CROSS DRAINS AND DRIVEWAY CULVERTS. INSTALL CULVERT PIPE CHECKS AND RIP RAP AS SHOWN ON THE PLAN.
         CONSTRUCT FILL EMBANKMENTS FROM MATERAILS EXCAVATED ON THE PROJECT. EXCAVATED MATERIAL NOT USED THE PROJECT WILL BE LOADED ON TRUCKS AND HAULED TO AN OFFSITE LOCATION TO BE SELECTED BY THE COUNTY. ONCE THE ULTIMATE TYPICAL SECTION IS COMPLETED, RE–INSTALL TEMPORARY DITCH CHECKS IN THE NEW DITCH FLOWLINE PER PER THE PLAN.
      5. FINE GRADE DITCHES AND INSTALL SALVAGED TOPSOIL, SEED, FERTILIZER, MULCH, RIPRAP, AND EROSION MAT. UPON COMPLETION OF THESE ITEMS RE–INSTALL TEMPORARY DITCH CHECKS.
      6. PLACE AND SHAPE SALVAGED GRAVEL BASE AND VIRGIN BASE MATERIAL FOR THE ROADWAY AS THE ROADWAY SUBGRADE IS COMPLETED AND APPROVED.
   B. PHASE 2 – APPROXIMATELY STA. 30+00.00 TO STA. 64+70.00
      1. CONSTRUCT THE SAME AS 1 – 7 ABOVE.
5) INSTALL CONCRETE CURB & GUTTER AND PLACE RIP RAP AT CONCRETE SURFACE DRAIN LOCATIONS.
6) PLACE ASPHALT PAVEMENT AND SHOULDERING MATERIAL.
7) INSTALL PERMANENT SIGNING AND PAVEMENT MARKINGS.
8) THE PROJECT END DATE IS ESTIMATED TO BE OCTOBER 15, 2014.
8) REMOVE EROSION CONTROL MEASURES AFTER SOIL IS AT LEAST 80% STABILIZED.

STORMWATER MANAGEMENT PLAN:

IN ACCORDANCE WITH NR 216.47, A STORM WATER MANAGEMENT PLAN IS REQUIRED.

1) PERFORMANCE STANDARDS:
   A. CONSTRUCTION SITE PERFORMANCE STANDARDS:
      PLEASE REFER TO THE EROSION CONTROL PLAN. (PLAN SHEETS 19 THROUGH 24)
   B. POST CONSTRUCTION PERFORMANCE STANDARDS: EXEMPT PER NR 151.24(1)(D).
      THE CTH 'S' RECONSTRUCTION PROJECT IS EXEMPT FROM POST–CONSTRUCTION PERFORMANCE STANDARDS PER NR 151.24 (1)(D), MINOR RECONSTRUCTION OF A HIGHWAY, NOTWITHSTANDING THE PROTECTIVE AREA REQUIREMENTS IN SUB. (6). "MINOR RECONSTRUCTION" PER NR 151.21(5) IS DEFINED AS RECONSTRUCTION THAT IS LIMITED TO 1.5 MILES IN CONTINOUS OR AGGREGATE TOTAL LENGTH OF REALIGNMENT AND THAT DOES NOT EXCEED 100 FEET IN WIDTH OF ROADBED WIDENING, AND THAT DOES NOT INCLUDE REPLACEMENT OF A VEGETATED DRAINAGE SYSTEM WITH A NON–VEGETATED DRAINAGE SYSTEM EXCEPT WHERE NECESSARY TO CONVEY RUNOFF UNDER A HIGHWAY, OR PRIVATE ROAD OR DRIVEWAY.

      THE CTH 'S' RECONSRUCTION PROJECT IS 1.213 MILES IN LENGTH AND DOES NOT EXCEED 100 FEET IN WIDTH OF ROADBED WIDENING. THE EXISTING VEGETATED DRAINAGE SYSTEM ALONG CTH 'S' WILL BE MAINTAINED WITH THE EXCEPTION OF ISOLATED SECTIONS OF CURB AND GUTTER THAT WILL BE INSTALLED TO MINIMIZE IMPACTS TO RESIDENTIAL PROPERTIES.
2) PRACTICES DURING CONSTRUCTION:
   PLEASE REFER TO THE EROSION CONTROL PLAN. (PLAN SHEETS 19 THROUGH 24)
3) GROUNDWATER LIMITATIONS: NOT APPLICABLE.
   PERMANENT INFILTRATION SYSTEMS WILL NOT BE PART OF THIS PROJECT.
4) SEPARATION DISTANCES: NOT APPLICABLE. STORM WATER MANAGEMENT FEATURES BEYOND THE VEGETATED DRAINAGE SYSTEM WILL NOT BE PART OF THIS PROJECT.
5) LONG–TERM MAINTENANCE: NOT APPLICABLE
6) MANAGEMENT PRACTICES: THE INTENT OF THE PROJECT IS TO MINIMIZE DISTURBANCE AND TO MAINTAIN VEGETATIVE PROTECTIVE BUFFERS ALONG AREAS OF DISTURBANCE. THE TYPICAL ROADWAY SECTION IS PROPOSED TO MAINTAIN VEGETATIVE BUFFERS WITH AREAS OF GRASSES SWALES TO MINIMIZE AND CONTRAOL THE IMPACTS OF STORM WATER RUNOFF.

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OUTAGAMIE COUNTY, WISCONSIN
EROSION & SEDIMENT CONTROL PLAN DETAIL

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

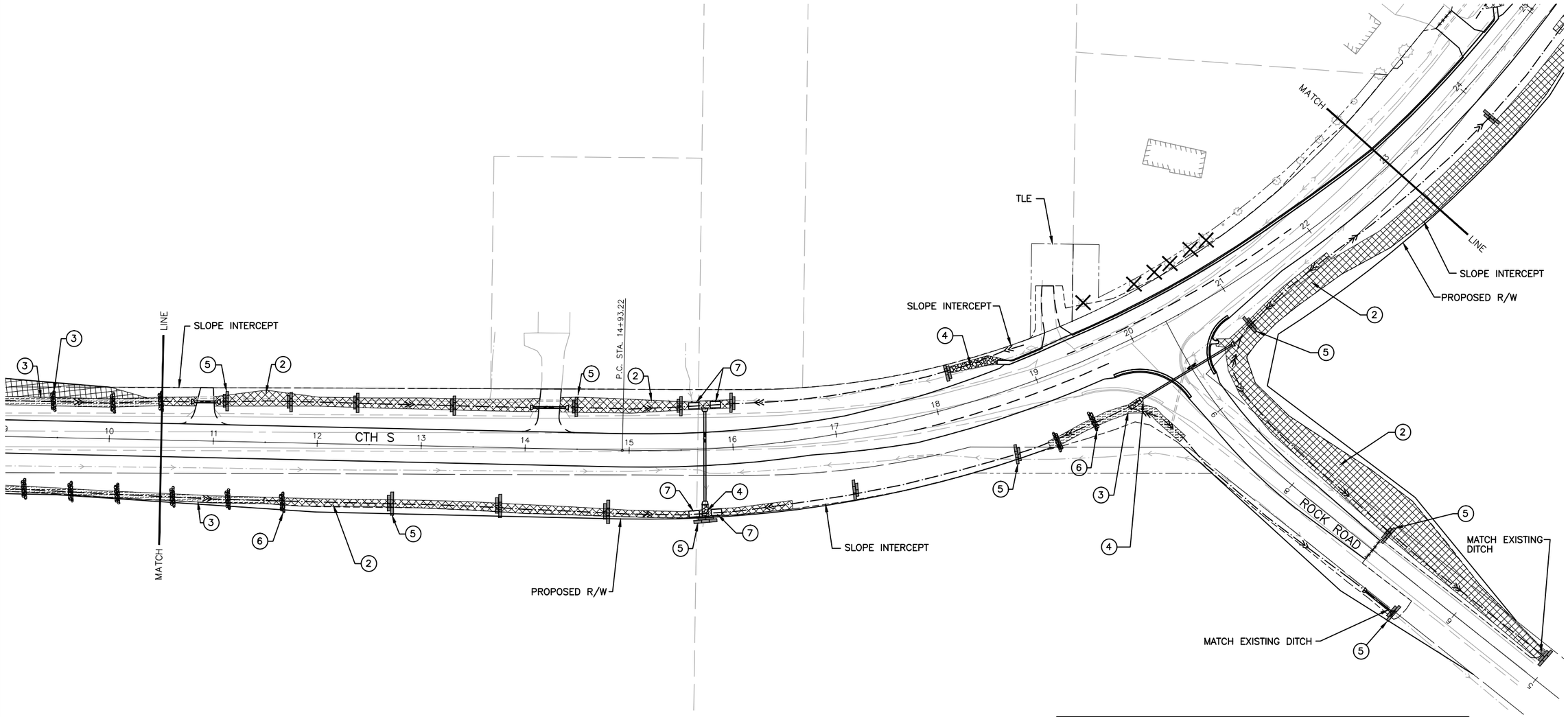
DATE
FEBRUARY, 2014

SHEET NO.
19

NORTH

50 25 0 50

SCALE – FEET



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6. STONE DITCH CHECKS OR ROCK FILTER BAGS
7. TEMPORARY SEDIMENT TRAP

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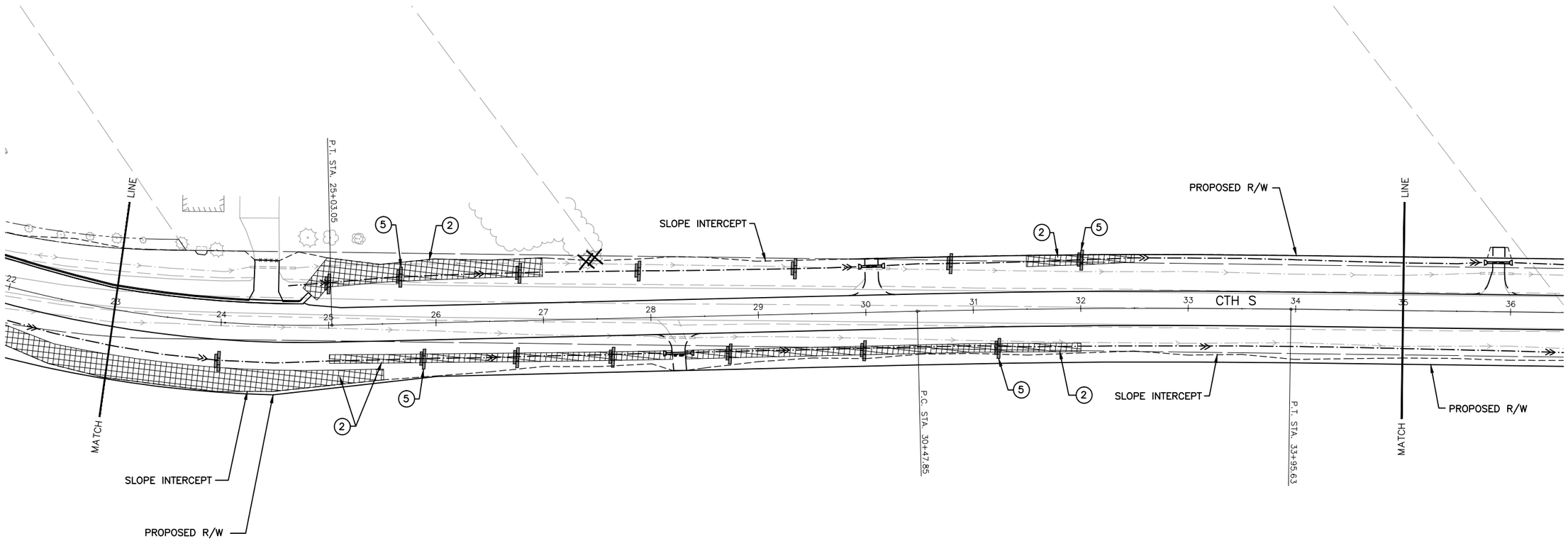
SHEET NO.
20



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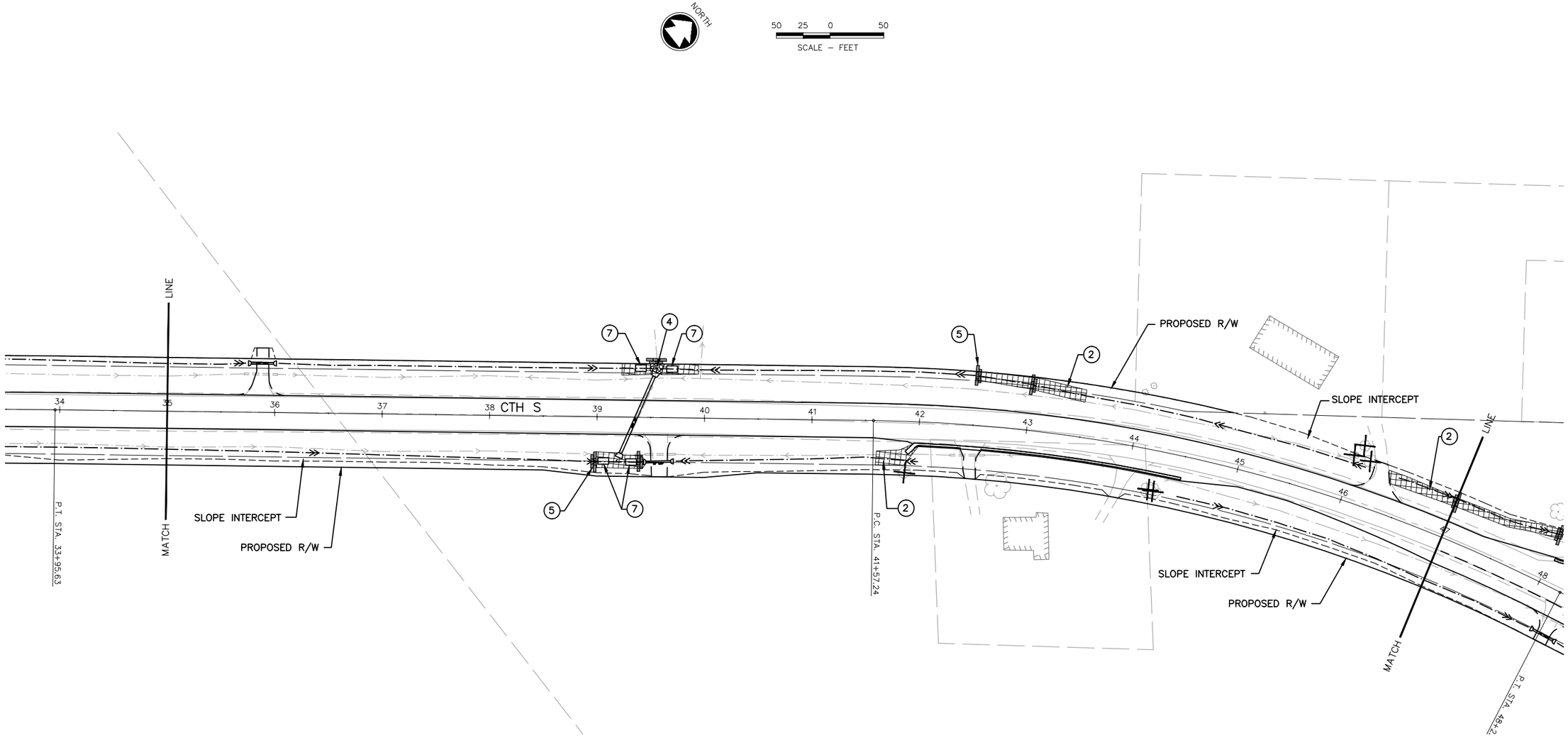

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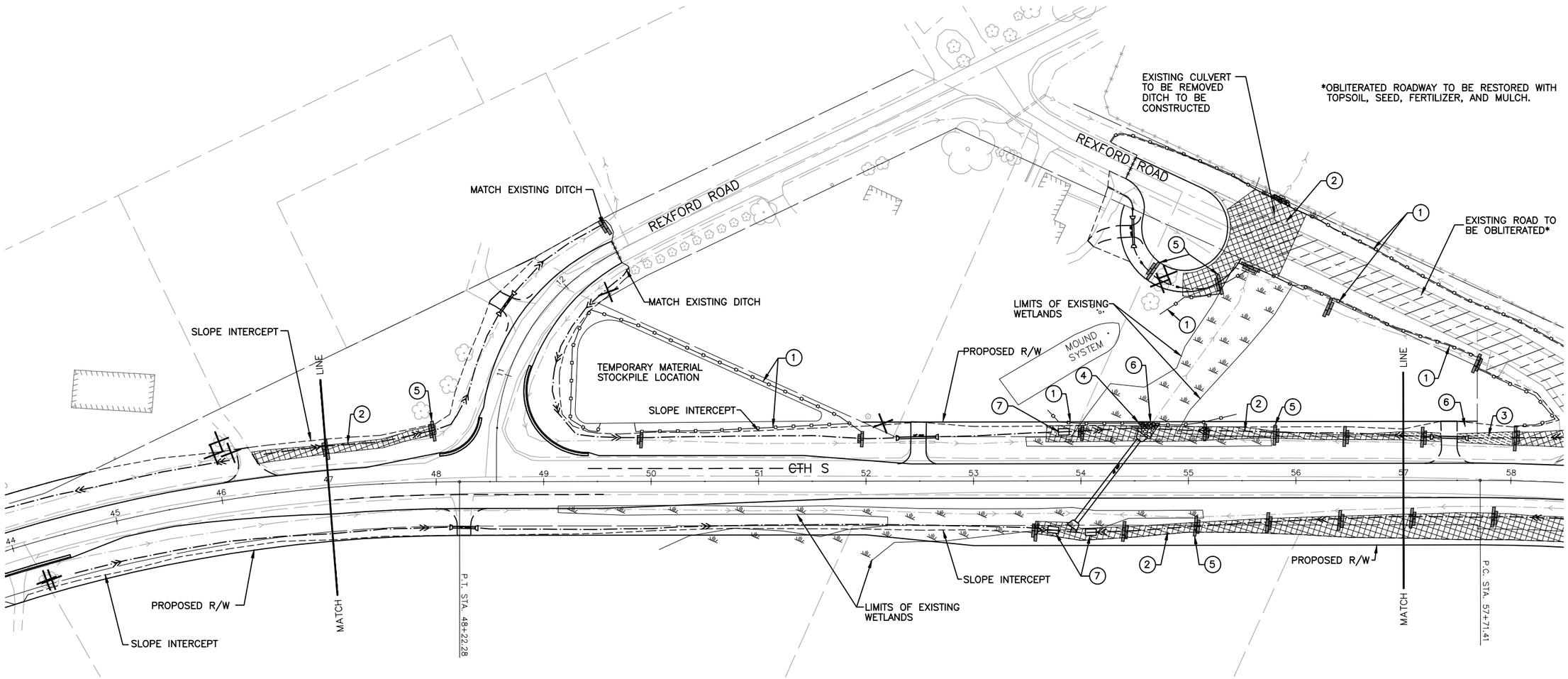

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*OBLITERATED ROADWAY TO BE RESTORED WITH TOPSOIL, SEED, FERTILIZER, AND MULCH.

EXISTING CULVERT TO BE REMOVED

EXISTING ROAD TO BE OBLITERATED AREA TO BE USED AS A TEMPORARY STOCKPILE LOCATION

REXFORD ROAD

MATCH LINE

LIMITS OF EXISTING WETLANDS

CTH S

SLOPE INTERCEPT

SLOPE INTERCEPT

P.C. STA. 57+71.41

PROPOSED HIGHWAY EASEMENT

KELLY ROAD

KELLY ROAD

50 25 0 50
SCALE – FEET

NORTH

LEGEND

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SHEET NO.
24

CLEARING & GRUBBING

STATION	LOCATION	CLEARING ID	GRUBBING ID
3+95	65' LT	60	60
5+34	59' RT	18	18
19+70	51' LT	8	8
20+26	46' LT	8	8
20+50	47' LT	2	2
20+67	47' LT	8	8
20+92	49' LT	10	10
21+10	48' LT	10	10
27+50	54' LT	10	10
27+60	57' LT	10	10
44+22	37.5' RT	14	14
44+27	38' RT	14	14
46+00	43' LT	12	12
46+50	54' LT	10	10
46+15	43' LT	12	12
12+30	29' RT REXFORD RD	5	5
-	CUL-DE-SAC	16	16
-	CUL-DE-SAC	18	18
	TOTAL	245	245

REMOVING CURB AND GUTTER

STATION - STATION	LOCATION	LF
0+79 - 1+24	LT	45
19+50 - 21+00	RT	136
58+50 - 60+00	LT	85
	TOTAL	266

EARTHWORK SUMMARY

From/To Station	Location	Common Excavation Cut	Common Excavation EBS	Available Material	Unexpanded Fill	*Expanded Fill Factor 1.30	Mass Ordinate +/-
0+65 - 64+70	CTH 'S'	28277	0	28277	10282	13366	14911
7+00 - 9+26	ROCK ROAD	1328	0	1328	148	193	1135
11+16 - 12+57	REXFORD ROAD	373	0	373	269	350	23
--	CUL DE SAC	180	0	180	555	722	-542
--	UNDISTRIBUTED		3300	0	0	0	3300
	TOTALS	30158	3300	30158	11255	14631	18827
	TOTAL COMMON EXC		33458				

*EXPANSION FACTOR FOR FILL = 30%

MASS ORDINA POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL ON THE PROJECT

CONCRETE SURFACE DRAINS

STATION	LOCATION	CY
18+80	LT	0.5
20+70	RT	0.5
24+90	LT	0.5
41+93	RT	0.5
	TOTAL	2

BASE AGGREGATE DENSE SUMMARY

STATION - STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	BASE AGGREGATE DENSE 3-INCH TON
0+65 - 20+36.59	CTH S	556	5036	6324
20+36.59 - 48+55.98	CTH S	782	7180	9092
48+55.98 - 64+70	CTH S	484	4348	5436
7+00 - 9+26	ROCK ROAD	57	718	-
11+16 - 12+57	REXFORD ROAD	44	464	-
-	CUL-DE-SAC	28	602	-
-	DRIVEWAYS	-	400	-
	TOTAL	1951	18748	20852

ASPHALTIC ITEMS

STATION - STATION	LOCATION	ASPHALTIC MATERIAL PG 58-28 TON	TACK COAT GAL	HMA PAVEMENT TYPE E-3 TON	ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTERANCES TON
0+65 - 64+70	CTH S	414.9	629	7544	54
7+00 - 9+76	ROCK	16.4	25	299	-
10+24 - 12+57	REXFORD	15.5	23	281	-
-	CUL-DE-SAC	7.9	17	144	-
	TOTAL	454.7	694	8268	54

REMOVING SMALL PIPE CULVERTS

STATION	LOCATION	EACH	REMARKS
6+27	RT	1	18" CMP 33'
10+92	LT	1	18" CMP 33'
14+22	LT	1	18" CMP 41'
15+73	-	1	24" CMP 60'
17+79	RT	1	18" CMP 32'
19+23	LT	1	24" CMP 37'
24+41	LT	1	18" CMP 42'
28+25	RT	1	18" CMP 33'
30+06	LT	1	18" CMP 29'
35+88	LT	1	18" CMP 31'
39+37	-	1	30" CMP 67'
39+58	RT	1	18" CMP 28'
42+46	RT	1	18" CMP 33'
48+26	RT	1	18" CMP 31'
52+49	LT	1	18" CMP 33'
54+25	-	1	48" CMP 81'
61+02	RT	1	18" CMP 41'
55+74	232' LT	1	30" CMP 69'
57+82	105' LT	1	18" CMP 23'
9+50	ROCK ROAD	1	18" CMP 70'
-	CUL DE SAC	1	18"CMP 21'
	TOTAL	21	

CULVERT PIPE SUMMARY

STATION	LOCATION	CULVERT PIPE CORRUGATED STEEL 18-INCH LF	24-INCH LF	30-INCH LF	48-INCH LF	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	24-INCH EACH	30-INCH EACH	48-INCH EACH
10+92	LT	34	-	-	-	2	-	-	-
14+22	LT	42	-	-	-	2	-	-	-
15+73	-	-	86	-	-	-	2	-	-
28+25	RT	34	-	-	-	2	-	-	-
30+06	LT	30	-	-	-	2	-	-	-
35+88	LT	32	-	-	-	2	-	-	-
39+37	-	-	-	78	-	-	-	2	-
39+58	RT	32	-	-	-	2	-	-	-
48+26	RT	32	-	-	-	2	-	-	-
52+49	LT	34	-	-	-	2	-	-	-
54+25	-	-	-	-	96	-	-	-	2
57+42.50	LT	30	-	-	-	2	-	-	-
61+02	RT	42	-	-	-	2	-	-	-
9+48	ROCK ROAD	100	-	-	-	2	-	-	-
-	ROCK ROAD LT	32	-	-	-	2	-	-	-
11+50	REXFORD ROAD	30	-	-	-	2	-	-	-
-	CUL DE SAC	26	-	-	-	2	-	-	-
	TOTAL	530	86	78	96	26	2	2	2

CONCRETE CURB & GUTTER 4-INCH SLOPED, 36-INCH TYPE D

STATION - STATION	LOCATION	LF
0+79 - 1+19.11	LT	39
18+80 - 24+71.59	LT	584
19+69 - 21+90	RT	144
42+00 - 44+50	RT	246
48+03 - 49+42	LT	170
	TOTAL	1183

RIPRAP SUMMARY

STATION	LOCATION	RIPRAP MEDIUM CY	GEOTEXTILE FABRIC TYPE R SY
15+73	RT	4	10
18+80	LT	12	40
19+80	RT	4	10
39+54	LT	4	12
54+60	LT	8	22
	TOTAL	32	94

SILT FENCE

STATION - STATION	LOCATION	SILT FENCE LF
0+84 - 6+21	RT	545
0+88 - 2+09	LT	115
49+25 - 52+00	LT	625
53+69 - 55+45	LT	175
61+48 - 64+84	LT	380
62+39 - 64+75	RT	242
CUL-DE-SAC/REXFORD	LT & RT	975
UNDISTRIBUTED	-	500
	TOTAL	3557

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REVISION | DATE | NO.

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
MISC QUANTITIES

DESIGNED	DRAWN
MPK	MPK

PROJECT NO. 00006 910308
DATE FEBRUARY, 2014
SHEET NO. 25

TOPSOIL, FERTILIZER AND SEED

STATION - STATION	LOCATION	TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB
1+00 - 4+22	RT	445	0.3	12	-
1+00 - 10+85	LT	3000	1.9	81	-
4+37 - 6+18	RT	280	0.2	8	-
6+34 - 20+22	RT	5000	3.2	135	-
11+00 - 14+13	LT	925	0.6	25	-
14+33 - 19+40	LT	1160	0.7	31	-
19+45 - 24+29	LT	1265	0.8	34	-
20+55 - 28+19	RT	2315	1.5	63	-
24+53 - 30+00	LT	1710	1.1	46	-
28+31 - 39+50	RT	2070	1.3	56	-
30+13 - 35+83	LT	1400	0.9	38	-
35+94 - 46+22	LT	2440	1.5	66	-
39+66 - 42+44	RT	640	0.4	17	-
42+55 - 48+19	RT	1110	0.7	30	-
46+34 - 48+39	LT	440	0.3	12	-
48+32 - 60+92	RT	3140	2.0	85	-
48+94 - 52+41	LT	610	0.4	16	-
52+56 - 64+70	LT	3145	2.0	85	-
61+11 - 64+70	RT	370	0.2	10	-
10+57 - 11+48	REXFORD LT	190	0.1	5	-
11+61 - 12+61	REXFORD LT	165	0.1	4	-
10+58 - 12+57	REXFORD RT	290	0.2	8	-
6+50 - 9+26	ROCK LT	690	0.4	19	-
5+11 - 9+32	ROCK RT	1320	0.8	36	-
CUL DE SAC/REXFORD RD	LT & RT	3090	1.9	83	-
UNDISTRIBUTED	-	-	-	-	100
	TOTAL	37210	23.4	1005	100

EROSION MAT SUMMARY

STATION - STATION	LOCATION	EROSION MAT CLASS I TYPE B SY	EROSION MAT CLASS II TYPE B SY
2+41 - 11+00	LT	1150	742
4+38 - 6+18	RT	425	-
6+35 - 11+50	RT	-	360
11+00 - 16+00	LT	600	-
11+50 - 16+50	RT	410	-
18+80 - 20+05	RT	-	150
20+75 - 25+50	RT	1120	-
24+50 - 27+00	LT	470	-
25+00 - 32+00	RT	610	-
31+50 - 32+50	LT	105	-
39+00 - 39+46	RT	49	-
39+23 - 39+95	LT	52	-
41+50 - 42+00	RT	50	-
42+50 - 43+50	LT	125	-
46+34 - 48+00	LT	170	-
53+59 - 61+00	RT	1505	-
53+68 - 57+00	LT	366	-
57+00 - 58+00	LT	-	90
58+00 - 61+00	LT	425	-
62+00 - 64+70	LT	880	-
ROCK RD	RT	1200	-
CUL-DE-SAC	-	570	-
UNDISTRIBUTED	-	1000	-
	TOTAL	11282	1342

TEMPORARY CHECKS

STATION - STATION	LOCATION	DITCH CHECK SEDIMENT BALES LF	DITCH CHECK ROCK BAGS LF	CULVERT PIPE CHECK EACH
2+00	LT	20	-	
2+10	LT	-	-	1
2+00 - 11+00	LT	-	160	-
6+00 - 12+00	RT	-	110	-
11+00 - 19+00	LT	80	-	-
12+00 - 19+00	RT	60	-	-
15+73	LT	-	-	1
19+00 - 20+00	RT	-	20	-
20+83	RT	-	-	1
25+00 - 32+00	LT	70	-	-
21+00 - 32+00	RT	80	-	-
39+00 - 40+00	LT & RT	30	-	-
39+18	RT	-	-	1
42+00 - 48+00	LT	40	-	-
53+00 - 61+00	RT	110	-	-
52+00 - 61+00	LT	90	-	-
53+92	RT	-	-	1
54+50	LT	-	10	-
-	ROCK ROAD	30	-	-
-	REFORD ROAD	10	-	-
-	CUL-DE-SAC	60	10	-
-	DRIVEWAY CULVERTS	-	-	13
	TOTAL	680	310	18

PAVEMENT MARKING SUMMARY

STATION - STATION	LOCATION	4-INCH EPOXY LANE LINE DASHED (WHITE) LF	4-INCH EPOXY EDGE LINE (WHITE) LF	4-INCH EPOXY *CENTERLINE (YELLOW) LF	8-INCH EPOXY CHANNELIZING (WHITE) LF
0+65 - 15+00	CTH S	-	2758	2870	-
15+00 - 30+00	CTH S	318	2875	2940	196
30+00 - 45+00	CTH S	-	3000	3000	-
45+00 - 64+70	CTH S	252	3797	3880	199
--	ROCK ROAD	-	-	-	-
--	REXFORD ROAD	-	-	-	-
	TOTALS	570	12430	12690	395

* 4 INCH EPOXY CENTERLINE QUANTITIES ASSUME DOUBLE YELLOW THE ENTIRE LENGTH OF THE PROJECT
NO PASSING ZONES TO BE DETERMINED IN THE FIELD

MULCHING

LOCATION	MULCHING SY
CTH 'S'	21818
ROCK ROAD	810
REXFORD ROAD	645
CUL DE SAC/REXFORD RD	2520
TOTAL	25793

TEMPORARY SEDIMENT BASIN

STATION	LOCATION	EACH
15+64	LT	1
15+64	RT	1
15+85	LT	1
15+85	RT	1
39+06	RT	1
39+32	RT	1
39+40	LT	1
39+69	LT	1
53+74	RT	1
53+84	LT	1
54+09	RT	1
	TOTAL	11

SAWING SUMMARY

STATION - STATION	LOCATION	SAWING ASPHALT LF	SAWING CONCRETE LF
0+65	CTH S, MATCH POINT	76	-
0+79	LT C&G MATCH POINT	-	3
4+15	DRIVEWAY RT	15	-
24+41	DRIVEWAY LT	23	-
64+70	CTH S, MATCH POINT	51	-
7+00	ROCK ROAD, MATCH POINT	23	-
12+57.21	REXFORD ROAD, MATCH POINT	22	-
-	CUL-DE-SAC MATCH POINT	22	-
	TOTAL	232	3

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CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
MISC QUANTITIES

DESIGNED	DRAWN
MPK	MPK

PROJECT NO. 00006 910308
DATE FEBRUARY, 2014
SHEET NO. 26

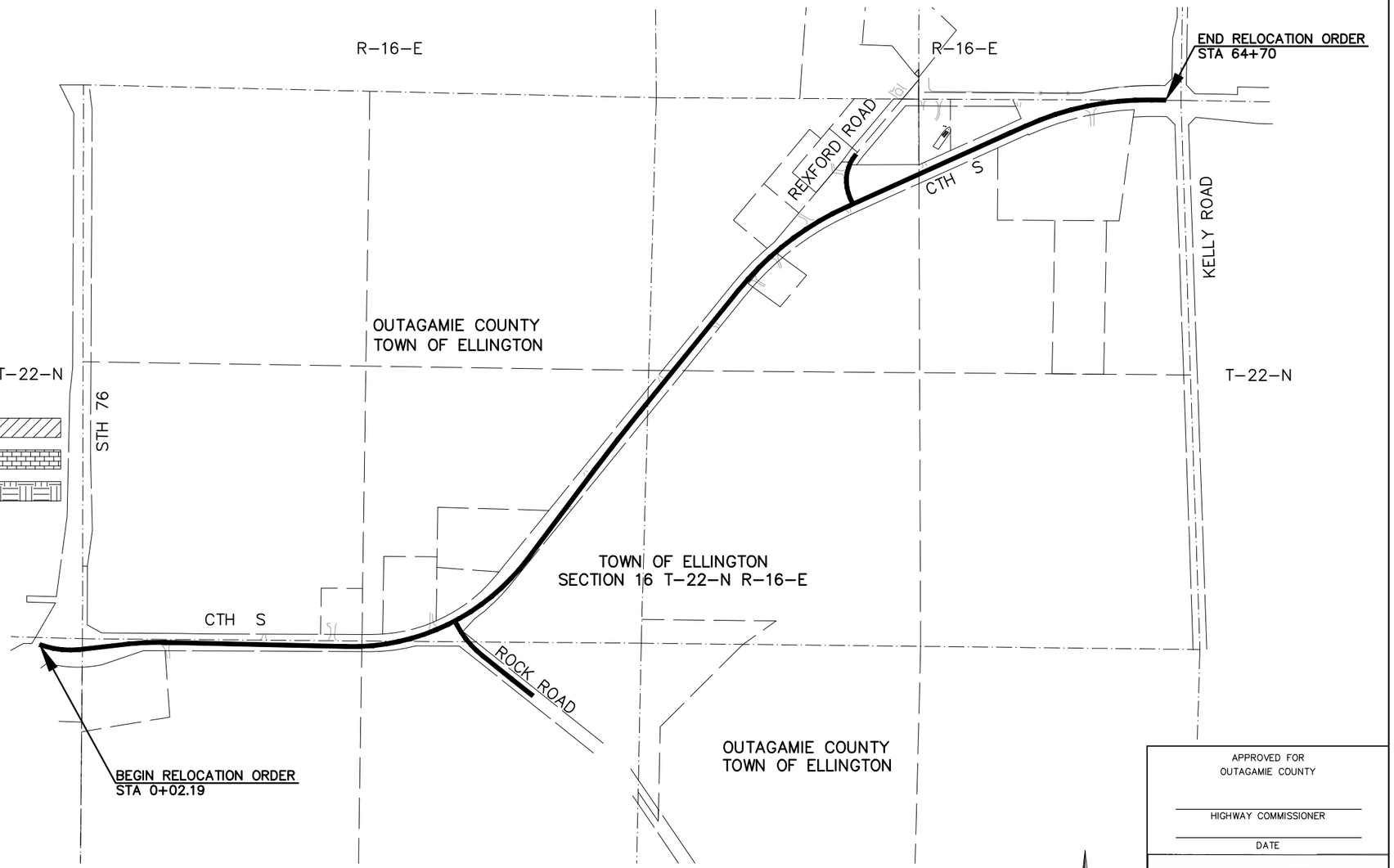
PLAT OF RIGHT OF WAY REQUIRED FOR
STH 76 – KELLY ROAD

CTH S
OUTAGAMIE COUNTY

CONVENTIONAL SIGNS AND ABBREVIATIONS

∠	ANGLE
AC	ACRE
⊕	BENCH MARK
℄ or CL	CENTERLINE
CONC.	CONCRETE
C.M.C.P.	CORRUGATED METAL CULVERT PIPE
C.T.H.	COUNTY TRUNK HIGHWAY
△	DELTA
D.	DEGREE OF CURVE
E.	EAST
E	EXTERNAL DISTANCE
ELEV	ELEVATION
EXIST.	EXISTING
F.E.	FIELD ENTRANCE
FL	FLOWLINE
GN	GRID NORTH
GV	GAS VALVE
ha	HECTARE
H.S.E.	HOUSE
km	KILOMETER
LT.	LEFT
MH	MANHOLE
MAX	MAXIMUM
MIN	MINIMUM
m	METER
N	NORTH
NO.	NUMBER
NOR.	NORMAL
P.E.	PRIVATE ENTRANCE
P.I.	POINT OF INTERSECTION
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
P.L.E.	PERMANENT LIMITED EASEMENT
P/L	PROPERTY LINE
PED.	PEDESTAL
R	RADIUS
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REM.	REMAINING
REQ'D	REQUIRED
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
●	R/W MONUMENT
⸗	3/4" REBAR FOUND
RD.	ROAD
RT.	RIGHT
S	SLOPE
S.	SOUTH
STA.	STATION
S.T.H.	STATE TRUNK HIGHWAY
T.I.	TEMPORARY INTEREST
T.L.E.	TEMPORARY LIMITED EASEMENT
TYP.	TYPICAL
WV	WATER VALVE/SHUTOFF
⊕ B–9	MONITORING WELLS
✦ VEX–21	VAPOR EXTRACTION WELLS
o	3/4" x 24" ROUND IRON REBAR WEIGHING 1.5 lbs./lineal ft. SET

PROPERTY LINE	
SECTION LINE	
EXISTING RIGHT OF WAY	
NEW RIGHT OF WAY	
REFERENCE LINE	
SLOPE INTERCEPT	
SECTION CORNER	
UTILITY POLE	
DOWN GUY	
UNDERGROUND FIBRE OPTIC LINE	FO
UNDERGROUND TELEPHONE LINE	T
UNDERGROUND CABLE TV LINE	TV
OVERHEAD UTILITIES	OHU
EXISTING TREE	
EXISTING WETLANDS	
EXISTING CULVERT	
EXISTING HOUSE/BUILDING	
EXISTING CURB AND GUTTER	
EXISTING FENCE LINE	
NEW RIGHT–OF–WAY ACQUISITION AREAS	
EXISTING RIGHT–OF–WAY ACQUISITION AREAS	
ROAD RIGHT–OF–WAY TO BE VACATED BY SEPARATE INSTRUMENT	
TEMPORARY LIMITED EASEMENT AREA	
HIGHWAY EASEMENT	



COORDINATE TABLE

POINT NO.	X	Y	POINT NO.	X	Y
200	783016.77	605808.75	222	785580.67	606907.92
201	783311.43	605827.76	223	785944.72	607197.61
202	783461.23	605824.39	224	785980.12	607233.27
203	783710.82	605803.35	225	786043.16	607310.90
204	783324.40	605707.43	226	786070.79	607352.86
205	783658.48	605699.93	227	786138.39	607436.11
206	783908.17	605683.31	228	786060.76	607499.15
207	784201.32	605676.73	229	786302.06	607735.32
208	784616.37	605745.68	230	786642.19	607824.43
209	784742.65	605745.52	231	786986.38	607980.03
210	784893.56	605607.59	232	787081.62	608012.11
211	785021.42	605527.14	233	787511.17	608206.30
212	785062.54	605578.77	234	787876.18	608313.46
213	784965.45	605697.35	235	787874.11	608327.61
214	784823.31	605804.73	236	787461.48	608310.04
215	784833.71	605854.30	237	786940.19	608074.38
216	785094.72	606083.91	238	787079.29	608358.44
217	785175.97	606214.51	239	787198.96	608357.82
218	785445.24	606572.37	240	608391.24	787686.96
219	785658.30	606844.88	241	608415.30	787734.63
220	785328.08	606582.98	242	608420.93	787760.38
221	785365.34	606632.49			

NOTES:

TOTAL NET LENGTH OF CENTERLINE = 1.225 MILES

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, (OUTAGAMIE COUNTY) COUNTY ZONE, NAD 1983 (1991 ADJUSTMENT). THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT–OF–WAY MONUMENTS TO BE SET WITH 3/4" x 24" IRON REBAR WEIGHING 1.5 LBS./LINEAL FT. AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT–OF–WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY. LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT–OF–WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

DIMENSIONS FOR THE NEW RIGHT–OF–WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE), IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OF DESIRABLE. ALL TLE'S EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

SURVEYOR'S CERTIFICATE

The property as shown and described on this map was surveyed under my direction and control according to the Wisconsin Administrative Code, Chapter A–E7 of Minimum Standards for Property Surveys, and is a correct representation of said survey, to the best of my knowledge and belief.

date *Registered Land Surveyor*

-N-

300 150 0 300

SCALE – FEET

REVISION DATE	
05/03/2013	CHANGES PER UPDATED TITLE POLICY
07/16/2013	ADD UTILITIES, UPDATE SCHEDULE OF INTEREST
02/24/2014	REMOVED PARCEL 2 ACQUISTION

APPROVED FOR
OUTAGAMIE COUNTY

HIGHWAY COMMISSIONER

DATE

PLAT PREPARED
BY
McMAHON
NEENAH, WISCONSIN

WISCONSIN
DAVID M.
SCHMALZ
S-1284
NEENAH,
WI
LAND SURVEYOR

David M. Schmalz
MAR. 13, 2013

mkohlbeck, W:\PROJECTS\00006\910308\20 RW PLAT\27 TITLE.dwg, 27 title, Plot Date: 2/25/2014 3:39 PM, xrefs: (x–cth s topo, rw compa dew, x–june 26 2013 additional topo)

SCHEDULE OF LAND & INTEREST REQUIRED

PARCEL NO.	PAGE NO.	TAX KEY NO.	OWNERSHIP	INTEREST REQUIRED	TOTAL EXISTING ACRES	NEW R/W ACQUIRED SQUARE FEET	NEW R/W ACQUIRED ACRES	EXISTING R/W ACQUIRED SQUARE FEET	EXISTING R/W ACQUIRED ACRES	TOTAL ACQUIRED ACRES	NEW VACATED SQUARE FEET	NEW VACATED ACRES	REMAINING ACRES	HIGHWAY EASEMENT ACRES	T.L.E. REQUIRED SQUARE FEET
3	30, 31	08-0-0349-00 & 08-0-0342-00	ROBERT W. & LORRAINE SCHMIDT, LAND CONTRACT VENDORS RYAN R. & BOBBIE JO SCHMIDT, LAND CONTRACT PURCHASER	FEE	77.27	36421	0.84	61315	1.41	2.25			75.02		
4	31	08-0-0348-00	F&K PARTNERSHIP LLP LAND CONTRACT VENDOR JEROME SCHROTH & JEAN SCHROTH LAND CONTRACT PURCHASER	FEE/TLE	26.14	12842	0.29	21281	0.49	0.78			25.36		4413
8	31, 32	08-0-0344-02 & 08-0-0344-00	JEROME & JEAN SCHROTH	FEE	21.02	4328	0.10	24975	0.57	0.67			20.35		
9	31	08-0-0344-01	THOMAS G. & CINDEE LU YUNK	FEE/TLE	2.52			7228	0.17	0.17			2.35		3319
11	31	08-0-0346-00	BRIAN S. GOODING & STEPHANIE M. COTTRELL	FEE/TLE	1.53			11279	0.26	0.26			1.27		5243
12	31	08-0-0345-00	PATRICK MCHUGH	FEE	3.25			9621	0.22	0.22			3.03		
14	31, 32 33	08-0-0347-00 08-0-0343-00 08-0-0337-00 08-0-0334-00 & 08-0-0329-00	JEROME SCHROTH	FEE	100.24	75021	1.72	75065	1.72	3.44	17011	0.39	97.19		
18	33	08-0-0335-00	JOSHUA J. & JENNIFER L. BECHER	FEE	0.87	1771	0.04	4950	0.11	0.15			0.72		
19	33	08-0-0336-04	RICHARD G. & DIANE L. GJERTSON	FEE	1.15	627	0.01		0.00	0.01			1.14		
20	32, 33	08-0-0336-00	BUD SHEPARDSON REVOCABLE FAMILY TRUST	FEE	15.78	6851	0.16	36084	0.83	0.99			14.79		
23	33, 34	08-0-0333-00	DONALD S. & SUSAN M. LABUDDE	FEE	1.50	229	0.01		0.00	0.01			1.49		
24	33, 34	08-0-0332-00	FRANK VERGARA	FEE	1.00	4028	0.09	5049	0.12	0.21			0.79		
26	34	08-0-0330-00	WISCONSIN MICHIGAN POWER COMPANY	HIGHWAY EASEMENT	6.69				0.00	0.00			6.69	0.20	
27	34	08-0-0201-01	KENNETH E. & JILLENE M. DORN	FEE	32.34				0.00	0.00	17003	0.39	32.73		
			TOTAL			142118 S.F.	3.26 ACRES		5.90 ACRES	9.16 ACRES					12975 S.F.

UTILITY SCHEDULE OF INTEREST

PARCEL NUMBER	UTILITY OWNER	INTEREST REQUIRED
100	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE
101	WISCONSIN POWER COMPANY	RELEASE
102	A T & T WISCONSIN	RELEASE
103	WE-ENERGIES	RELEASE

McMAHON ENGINEERING A Tetra Tech Company
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
Tel: (920) 751-4200 Fax: (920) 751-4284
www.mcmgrp.com

NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
SCHEDULE OF INTEREST

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
28

END PROJECT
STA. 64+70.00

R-16-E

NW1/4
NE1/4

REXFORD ROAD

CTH S

KELLY ROAD

NW1/4
NW1/4

NE1/4
NW1/4

NE1/4
NE1/4

OUTAGAMIE COUNTY
TOWN OF ELLINGTON

T-22-N

SW1/4
NW1/4

SE1/4
NW1/4

SW1/4
NE1/4

SE1/4
NE1/4

BEGIN PROJECT
ORDER 00+02.19

TOWN OF ELLINGTON
SECTION 16 T-22-N R-16-E

CTH S

ROCK ROAD

NW1/4
SW1/4

NE1/4
SW1/4

OUTAGAMIE COUNTY
TOWN OF ELLINGTON

T-22-N

R-16-E

LEGEND:

(1) = PARCEL NUMBER

NORTH

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NO.	DATE	REVISION

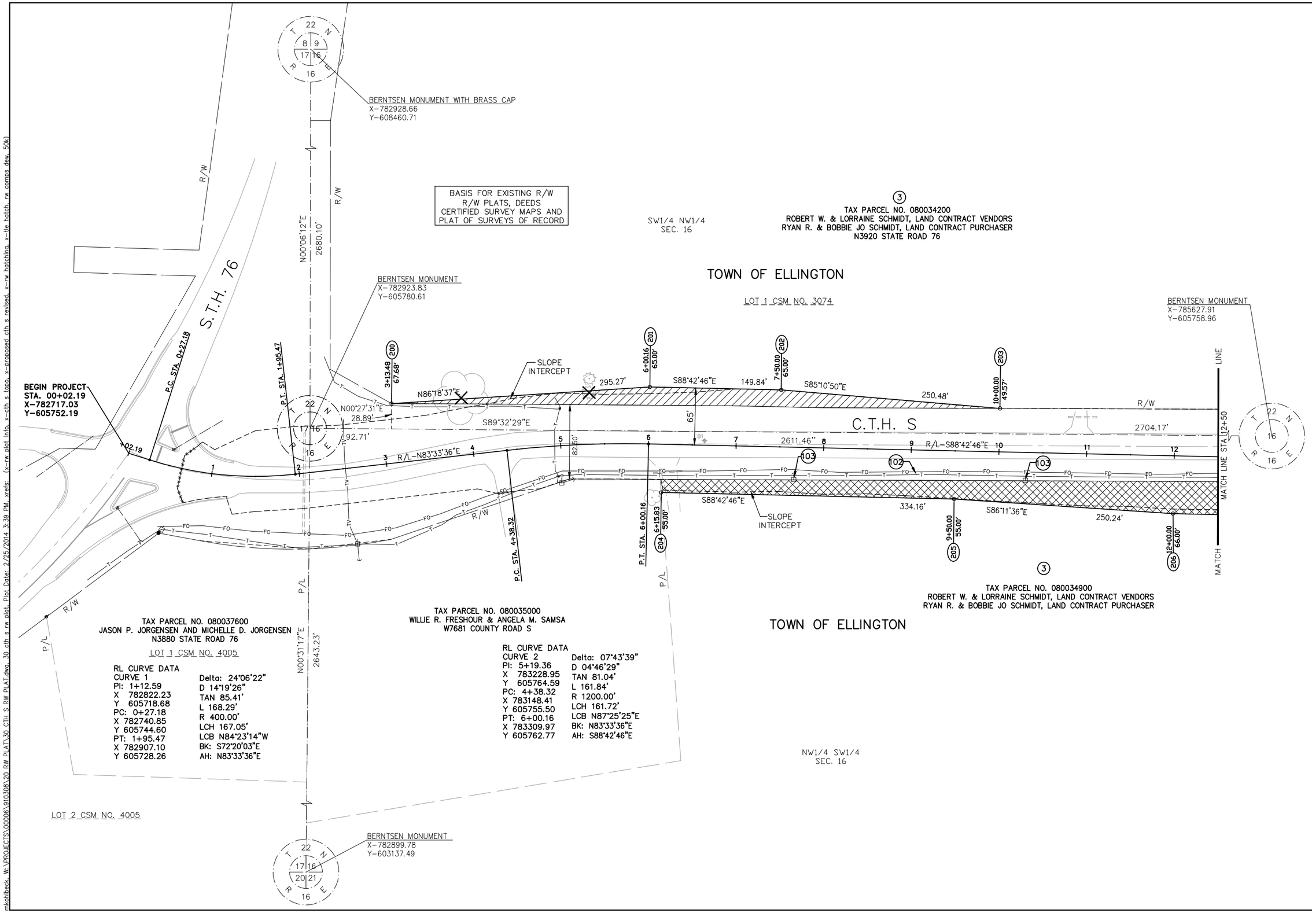
CTH 'S' (STH 76 - KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
LAYOUT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
29



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NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
CTH S RW PLAT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
30

BASIS FOR EXISTING R/W
R/W PLATS, DEEDS
CERTIFIED SURVEY MAPS AND
PLAT OF SURVEYS OF RECORD

TOWN OF ELLINGTON

SW1/4 NW1/4
SEC. 16

LOT 1 CSM NO. 3074

LOT 2 CSM NO. 3074

SE1/4 NW1/4
SEC. 16

RL CURVE DATA
CURVE 3
PI: 20+39.70
X 784749.15
Y 605730.43
PC: 14+93.22
X 784202.80
Y 605742.71
PT: 25+03.05
X 785077.72
Y 606167.10

Delta: 54°19'39"
D 05°22'48"
TAN 546.48'
L 1009.82'
R 1065.00'
LCH 972.42'
LCB N64°07'25"E
BK: S88°42'46"E
AH: N36°57'36"E

TAX PARCEL NO. 080034201
TRAVIS VAN STRATEN AND REGINA SCHMIDT
W7608 COUNTY ROAD S

(8) TAX PARCEL NO. 080034402
JEROME SCHROTH
AND JEAN SCHROTH

(9) TAX PARCEL NO. 080034401
THOMAS G. YUNK & CINDEE LU YUNK
W7584 COUNTY ROAD S

(11) TAX PARCEL NO. 080034600
BRIAN S. GOODING & STEPHANIE M. COTTRELL
W7580 COUNTY ROAD S

(12) TAX PARCEL NO. 080034500
PATRICK MCHUGH
W7548 COUNTY ROAD S

MATCH LINE STA 12+50

MATCH LINE STA 26+50

MATCH LINE

MATCH LINE

R/W

P/L

N89°32'29"W 1692.77'

S88°42'46"E 293.22'

R/L–S88°42'46"E

P.C. STA. 14+93.22

66' INGRESS & EGRESS EASEMENT PER DOC. NO. 1703271

TLE FOR GRADING 0.08 ACRES

SLOPE INTERCEPT

19+47.10
123.39'

20+12.37
95.17'

19+87.62
49.54'

10+00.00 ROCK RD
20+36.59 C.T.H.

TLE FOR GRADING 0.12 ACRES

23+51.66
73.05'

P.T. STA. 25+03.05

153.82'

25+100.00
50.00'

24+50.00
65.00'

N31°53'17"E

82.50'

C.T.H. S

P.T. STA. 9+75.74

R/L–N27°56'43"W

S00°27'31"W
21.38'

14+93.22
66.00'

18+16.32
66.00' RT

18+91.73
66.00'

207–208 CURVE DATA
Radius: –1131.00'
Arc Length–423.21'
Chord Length–420.74'
Chord Bearing–N80°34'03"E

TLE FOR GRADING 0.10 ACRES

8+93.58
50.00'

8+60.22
45.27' LT

S47°34'30"E 204.45'

ROCK ROAD

R/L–N51°18'32"W

S57°49'19"E 151.06'

66.00'

153.26'

5+50.00
33.00'

R/L–N51°27'49"W

11°50'50"E
50.65'

21+21.07
65.00'

8+89.86
50.00'

N52°55'49"W

SLOPE INTERCEPT

P.C. STA. 7+83.92

1011.40'

178.14'

7+00.00
65.00'

N39°18'31"W

2704.17'

215–216 CURVE DATA
Radius: –1130.00'
Arc Length–349.01'
Chord Length–347.62'
Chord Bearing–N48°39'43"E

SE1/4 NW1/4
SEC. 16

(14) TAX PARCEL NO. 080034300
JEROME SCHROTH

(14) TAX PARCEL NO. 080034700
JEROME SCHROTH

NW1/4 SW1/4
SEC. 16

(4) TAX PARCEL NO. 080034800
F&K Partnership LLP–Land Contract Vendor
Jerome Schroth & Jean Schroth husband and wife
as survivorship marital property–Land Contract
Purchaser

TOWN OF ELLINGTON

NE1/4 SW1/4
SEC. 16

RL CURVE DATA
CURVE 7
PI: 8+83.32
X 784781.74
Y 605761.22
PC: 7+83.92
X 784859.32
Y 605699.08
PT: 9+75.74
X 784737.19
Y 605845.19

Delta: 23°53'33"
D 12°27'20"
TAN 97.32'
L 191.82'
R 460.00'
LCH 190.43'
LCB N39°53'29"W
BK: N51°18'32"W
AH: N27°56'43"W

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NO.	DATE	REVISION

CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
CTH S RW PLAT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
31

BASIS FOR EXISTING R/W
R/W PLATS, DEEDS
CERTIFIED SURVEY MAPS AND
PLAT OF SURVEYS OF RECORD

TOWN OF ELLINGTON

BERNTSEN MONUMENT
X-785700.78
Y-608398.54

T 22 N
R 16 E
9 16

SE1/4 NW1/4
SEC. 16

(8)

TAX PARCEL NO. 080034400
JEROME SCHROTH AND JEAN SCHROTH

221-222 CURVE DATA
Radius: -9460.00'
Arc Length-349.63'
Chord Length-349.61'
Chord Bearing-N38°01'17"E

2640.59'

1320.29'

100' WISCONSIN POWER COMPANY EASEMENT L-5364 I-13-17 DOC #809995

P/L

LINE

MATCH LINE STA 39+50

222 33+95.63 50.00'

N39°04'39"E

221 30+47.85 50.00'

220 29+85.88 50.00'

SLOPE INTERCEPT

61.97'
N36°57'36"E

R/W

C.T.H. S

50'

100'

38+50.00 50.00'

39+00.00 55.00'

224

223

N44°47'17"E
50.25'

454.37'

MATCH

MATCH LINE STA 26+50

R/L-N36°57'36"E

447.85'

P.C. STA. 30+47.85
50.00'
218

33+95.63
50.00'
219

P.T. STA. 33+95.63

SLOPE INTERCEPT

1320.30'

N01°34'53"E

218-219 CURVE DATA
Radius: -9360.00'
Arc Length-345.94'
Chord Length-345.92'
Chord Bearing-N38°01'17"E

100' AMERICAN TRANSMISSION CO. COMPANY LLC EASEMENT VOL 675 PG 447 VOL 682 PG 447

150' AMERICAN TRANSMISSION CO. COMPANY LLC EASEMENT VOL 675 PG 447 VOL 682 PG 447

LOT 3 CSM NO. 5709

(14)

TAX PARCEL NO. 080033700
JEROME SCHROTH

SE1/4 NW1/4
SEC. 16

TAX PARCEL NO. 080034300
JEROME SCHROTH

SW1/4 NW1/4
SEC. 16

TOWN OF ELLINGTON

RL CURVE DATA
CURVE 4
PI: 32+21.76
X 785509.85
Y 606741.39
PC: 30+47.85
X 785405.29
Y 606602.43
PT: 33+95.63
X 785619.48
Y 606876.40

Delta: 02°07'03"
D 00°36'32"
TAN 173.91'
L 347.78'
R 9410.00'
LCH 347.76'
LCB N38°01'07"E
BK: N36°57'36"E
AH: N39°04'39"E

T 22 N
R 16 E
16

BERNTSEN MONUMENT
X-785627.91
Y-605758.96

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NO.	DATE	REVISION

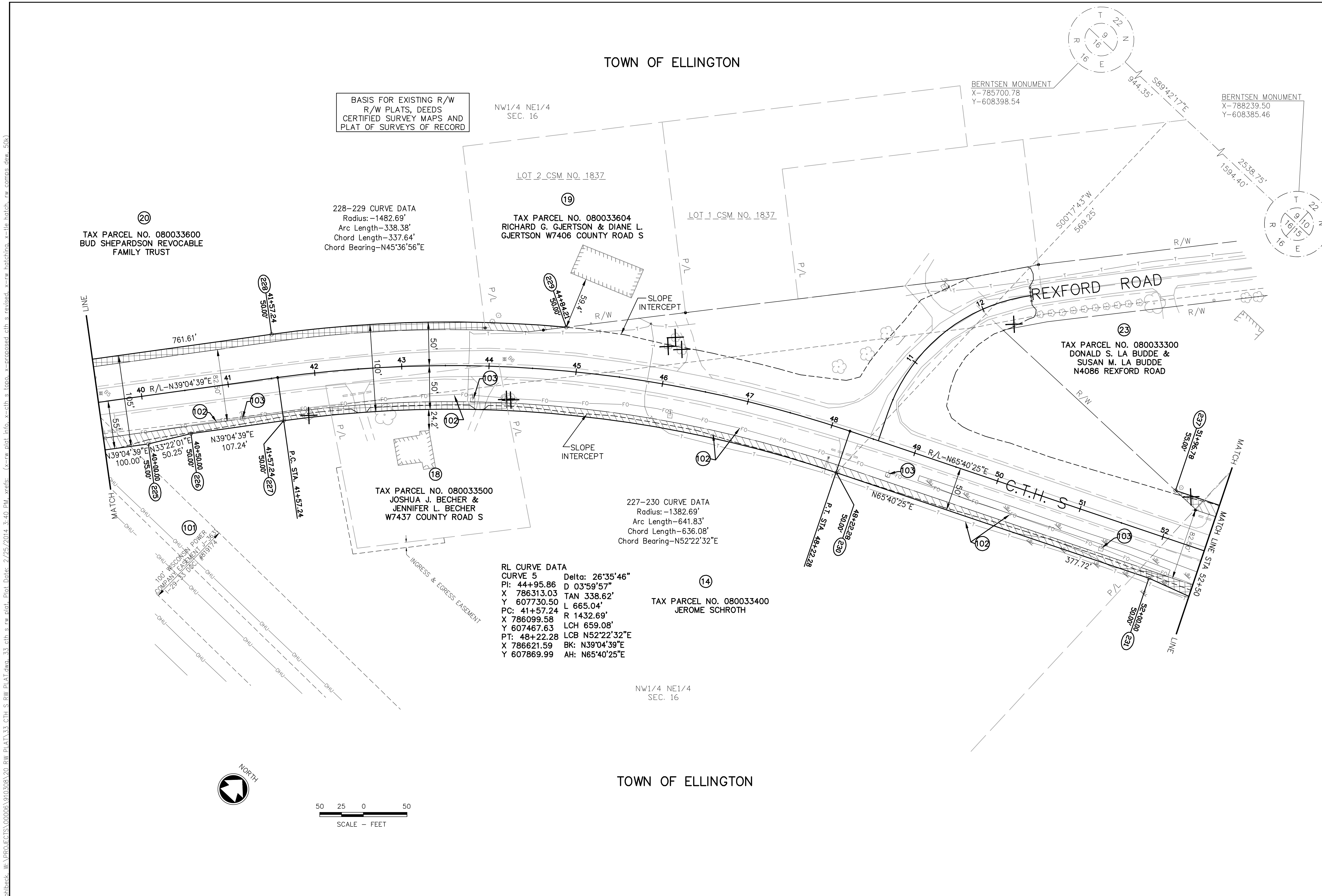
CTH 'S' (STH 76 - KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
CTH S RW PLAT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
32



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CTH S RW PLAT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO. 00006 910308

DATE FEBRUARY, 2014

SHEET NO.

BERNTSEN MONUMENT
X-785700.78
Y-608398.54

T 22 N
R 16 E
9
16

S89°42'17"E

238-239 CURVE DATA
Radius: -60.00'
Arc Length-179.65'
Chord Length-119.67'
Chord Bearing-S89°42'17"E

TOWN OF ELLINGTON

BASIS FOR EXISTING R/W
R/W PLATS,
CERTIFIED SURVEY MAPS AND
PLAT OF SURVEYS OF RECORD

WISCONSIN MICHIGAN POWER
COMPANY J335 I 8 DOC. #732567

30' WISCONSIN MICHIGAN POWER COMPANY
VOL 655 PG 635 DOC. #566839

(27)
TAX PARCEL NO. 080020101
KENNETH E. DORN AND JILLENE M. DORN
N4154 REXFORD ROAD

50.9'

(24)
TAX PARCEL NO.
080033200
FRANK VERGARA
N4098 REXFORD ROAD

1761.13'

R/W

NE1/4 NE1/4
SEC. 16

60+00.00 (240)
55.00'

60+50.00 (241)
66.64'

60+75.18 (242)
66.49'

BERNTSEN MONUMENT
X-788239.50
Y-608385.46

EASEMENT GRANTED TO WISCONSIN
T.H. & P. CO VOL 202 OF DEEDS ON PAGE
180 COULD NOT BE SPECIFICALLY LOCATED

MOUND
SYSTEM

T. L.

P/L

(14)
TAX PARCEL NO. 080032900
JEROME SCHROTH

(236) 57+58.87
55.00'

S00°17'43"W
79.43'

1116.09'

53.40'

S63°13'24"W
1040.22'

SLOPE
INTERCEPT

572.09'

SLOPE
INTERCEPT

END PROJECT
STA. 64+70.00
X-788166.90
Y-608386.97

MATCH LINE STA 52+50

N65°40'25"E

82.50'

35.5'

53 54 R/L-N65°40'25"E 55 56 C.T.H. S 57 58 59 60 61 777.62' 62 63 2538.75' 64 65 66

115'

60'

(103)

471.41'

SLOPE
INTERCEPT

HIGHWAY EASEMENT PER
DOC. NO. 1487024

N71°23'03"E
100.50'

53+00.00
60.00'
(232)

N65°40'25"E

(102)

P.C. STA. 57+71.41
60.00'
(233)

61+69.73
60.00'
(234)

RL CURVE DATA
CURVE 6
PI: 60+91.58
X 787778.20
Y 608392.86
PC: 57+71.41
X 787486.45
Y 608260.97
PT: 64+01.40
X 788098.33
Y 608388.01

Delta: 25°11'39"
D 03°59'57"
TAN 320.17'
L 629.98'
R 1432.69'
LCH 624.92'
LCB N78°16'14"E
BK: N65°40'25"E
AH: S89°07'56"E

(14)
TAX PARCEL NO. 080032900
JEROME SCHROTH

(26)
TAX PARCEL NO. 080033000
WISCONSIN MICHIGAN POWER COMPANY
W7325 COUNTY ROAD S

THIS PARCEL IS SUBJECT TO A SUBSTATION, TRANSMISSION
LINE AND ACCESS EASEMENT PER DOCUMENT NO. 1391157
TO AMERICAN TRANSMISSION COMPANY LLC

233-234 CURVE DATA
Radius: -1372.69'
Arc Length-381.64'
Chord Length-380.41'
Chord Bearing-N73°38'18"E

NE1/4 NE1/4
SEC. 16

TOWN OF ELLINGTON

(14)
TAX PARCEL NO. 080032900
JEROME SCHROTH

KELLY ROAD

R/W

NORTH

50 25 0 50
SCALE - FEET

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NO.	DATE	REVISION

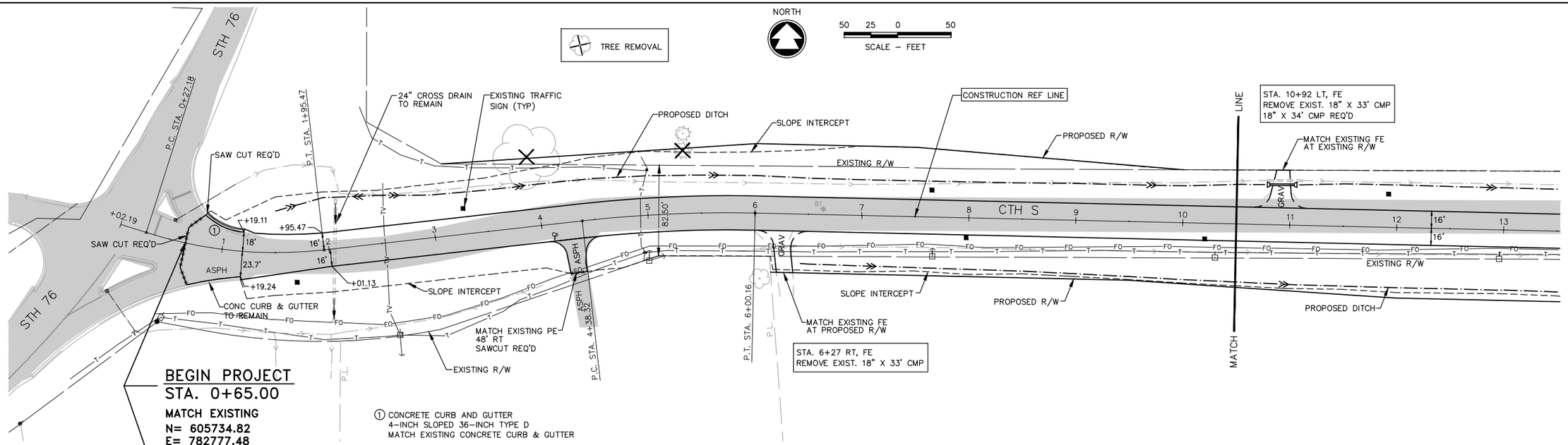
CTH 'S' (STH 76 - KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
CTH S RW PLAT

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
34



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CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
PLAN & PROFILE

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
35

mkohlbeck, W:\PROJECTS\00006\910308\08-Design\Plan & Profile\35 PLAN & PROFILE.dwg, 35 plan & profile, Plot Date: 2/26/2014 10:39 AM, xrefs: (x-proposed cth s revised, x-proposed profile, x-cth s topo, rw comps dew, x-line 26 2013 additionol topo)

NORTH

SCALE – FEET 50 25 0 50

TREE REMOVAL

① CONCRETE CURB AND GUTTER 4–INCH SLOPED, 36–INCH TYPE D

STA. 10+92 LT, FE
REMOVE EXIST. 18" X 33' CMP
18" X 34' CMP REQ'D

STA. 14+22 LT, PE
REMOVE EXIST. 18" X 41' CMP
18" X 42' CMP REQ'D

STA. 19+23 LT, PE
REMOVE EXIST. 24" X 37' CMP

STA. 9+48, ROCK ROAD
REMOVE EXIST. 18" X 70' CMP
18" X 100' CMP REQ'D
WEST INV. = 804.00
EAST INV. = 806.00

STA. 15+73
REMOVE EXIST. 24" X 60' CMP
24" X 86' CMP REQ'D
NORTH INV. = 798.20
SOUTH INV. = 797.00

STA. 17+79 RT, FE
REMOVE EXIST. 18" X 32' CMP

18"X32' CMP REQ'D, ROCK ROAD LT
FINAL LOCATION OF FE AND CMP
TO BE COORDINATED WITH PROPERTY
OWNER DURING CONSTRUCTION

STA. 20+36.59 CTH S =
STA. 10+00 ROCK ROAD

CONSTRUCTION REF LINE ROCK RD
REFER TO THE ROCK ROAD
PLAN & PROFILE SHEET

6-in drain tile

6-in drain tile

MATCH LINE

MATCH EXISTING FE AT EXISTING R/W

MATCH EXISTING PE AT EXISTING R/W

MATCH EXISTING PE 80' LT

MATCH EXISTING ASPHALT STA. 7+00.00 SAW CUT REQ'D

CONSTRUCTION REF LINE

SLOPE INTERCEPT AT R/W

SLOPE INTERCEPT

EXISTING R/W

PROPOSED DITCH

PROPOSED R/W

SLOPE INTERCEPT

PROPOSED DITCH

EXISTING TRAFFIC SIGN (TYP)

EXISTING DITCH TO BE FILLED

TLE

CONC

GRAV

P.C. STA. 14+93.22

CTH S

ROCK ROAD

ASPH

+11.80

+74.09

+74.11

+80.00

+36.60

+69.69

+90.21

+56.69

+86.59

+95.06

K: 272.21
LVC: 400.00

PVI STA = 10+93.50
ELEV = 813.22

PVT STA: 12+93.50
PVC ELEV: 809.00

K: 172.97
LVC: 600.00
LOW PT. STA: 16+64.98
LOW PT ELEV: 805.01

PVC STA: 13+00.00
PVC ELEV: 808.86

PVI STA = 16+00.00
ELEV = 802.53

PVT STA: 19+00.00
PVC ELEV: 806.61

PVC STA: 20+54.00
PVC ELEV: 808.70

FINSHED C/L PROFILE

EXISTING GROUND PROFILE AT PROPOSED C/L (DASHED LINE)

NORTH DITCH PROFILE

SOUTH DITCH PROFILE

24" CMP CROSS DRAIN

POTENTIAL UNSUITABLE MATERIAL 4' TO 6' BELOW EXISTING SURFACE
REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION

-3.28% -4.36% -3.50% -2.62% -2.14% -1.83% -1.61% -2.32% 1.00% 1.68% 1.82% 5.30% 2.85% 1.36% 2.12%

-3.81% -2.97% -2.14% -1.25% -1.00% 1.00% 1.89% 2.56% 4.47% 5.80%

9+50	10+00	10+50	11+00	11+50	12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50	18+00	18+50	19+00	19+50	20+00	20+50	21+00	21+50	22+00	22+50	23+00
818.40	818.42	816.75	816.78	815.11	815.23	813.52	813.77	812.09	812.41	810.65	811.14	809.41	809.95	808.19	808.86	807.19	807.88	806.22	807.04	805.64	806.35	805.01	805.80	804.83	805.40	804.87	805.14	804.91	805.02	805.14	805.05	805.41	805.22	805.80	805.54	806.31	806.00	807.17	806.61	808.11	807.29	809.14	807.97	801.11	808.65	810.77	809.28	811.30	809.78	811.77	810.16	811.99	810.41	811.36	810.54

820 815 810 805 800 795 790

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PLAN & PROFILE

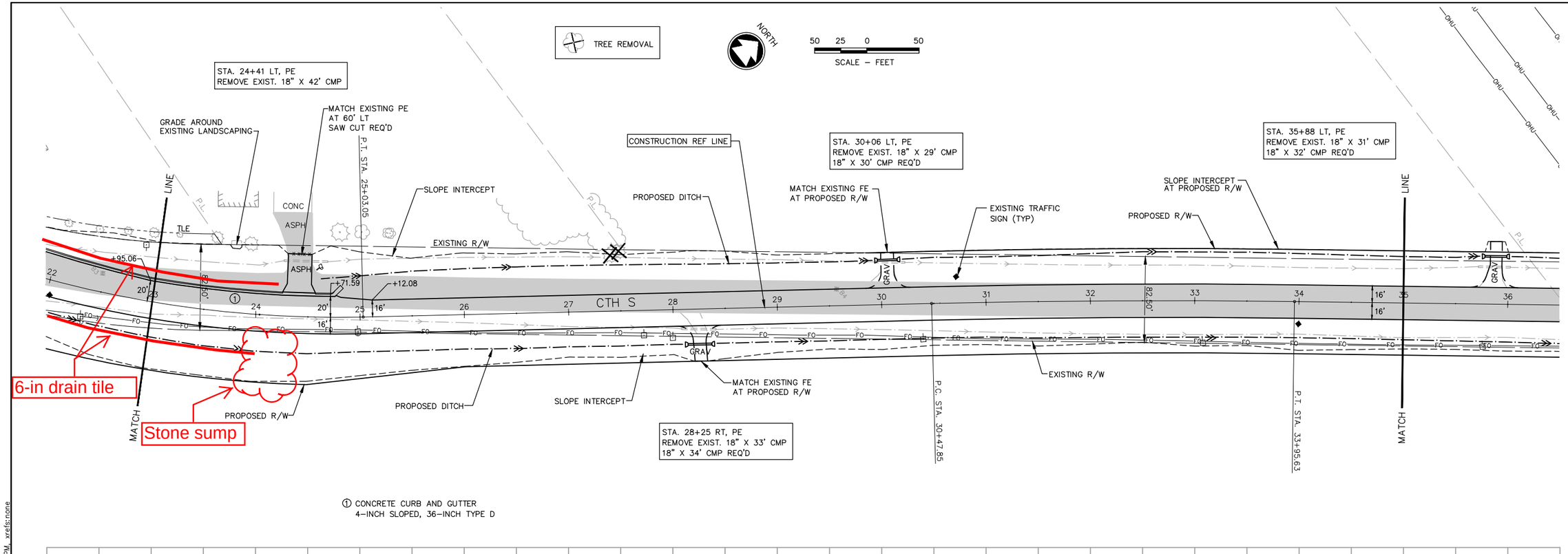
DESIGNED	DRAWN
MPK	MPK

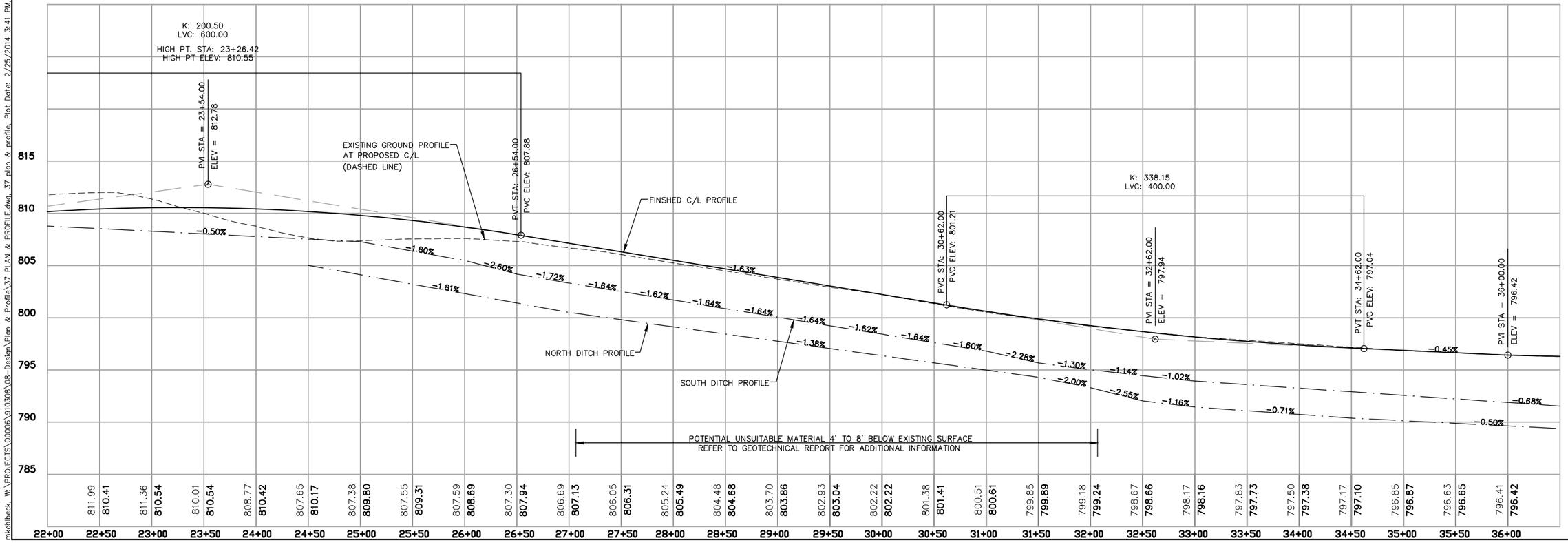
PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
36

(x-proposed cth s revised, x-proposed profile, x-cth s topo, rw comps dew, x-june 26 2013 additional topo)
2/25/2014 3:40 PM, xrefs:
mkohlbeck, W:\PROJECTS\00006\910308\08-Design\Plan & Profile\36 PLAN & PROFILE.dwg, 36 plan & profile, Plot Date:





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PLAN & PROFILE

DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
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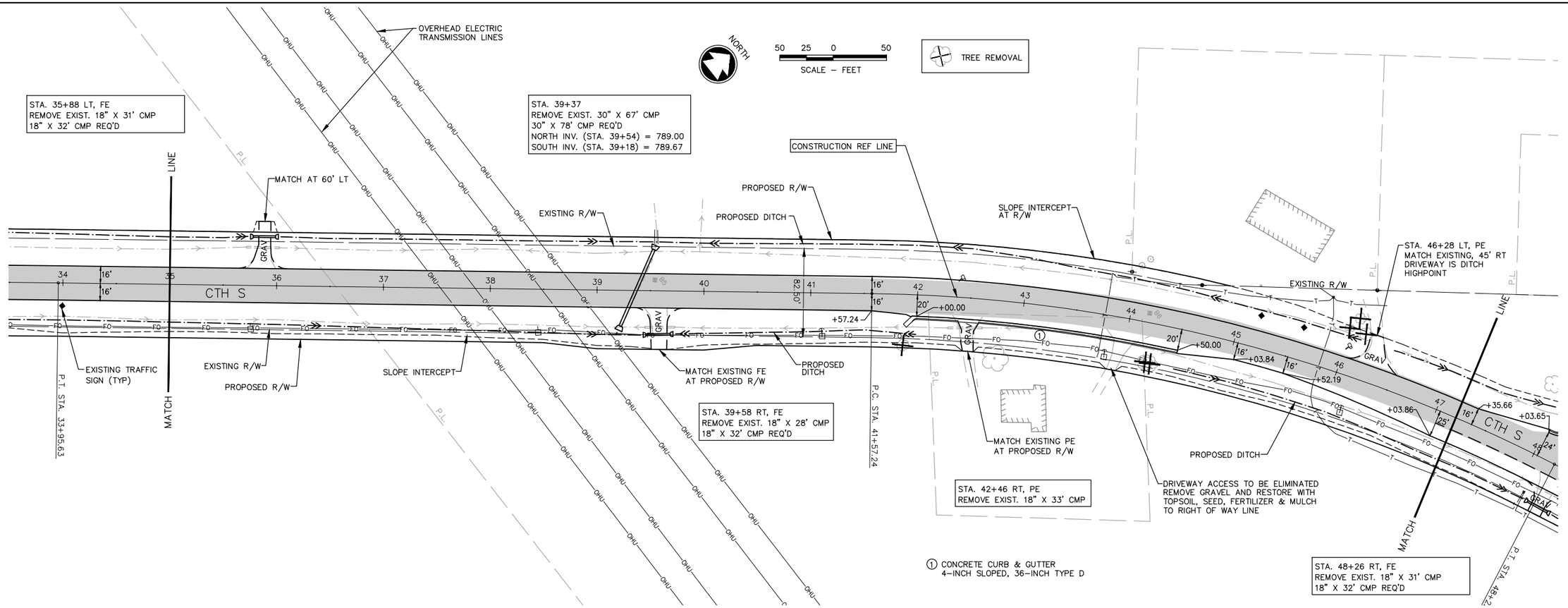
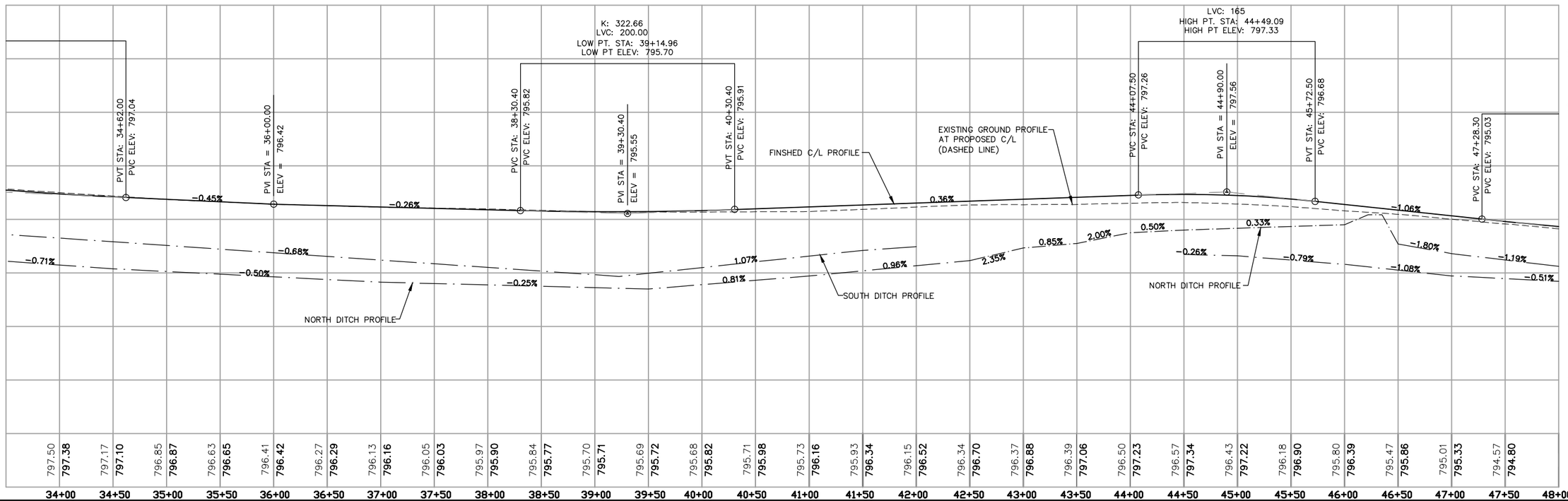
SHEET NO.
37





McMAHON
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Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
Tel: (920) 751-4200 Fax: (920) 751-4284
www.mcmgrp.com

NO.	DATE	REVISION

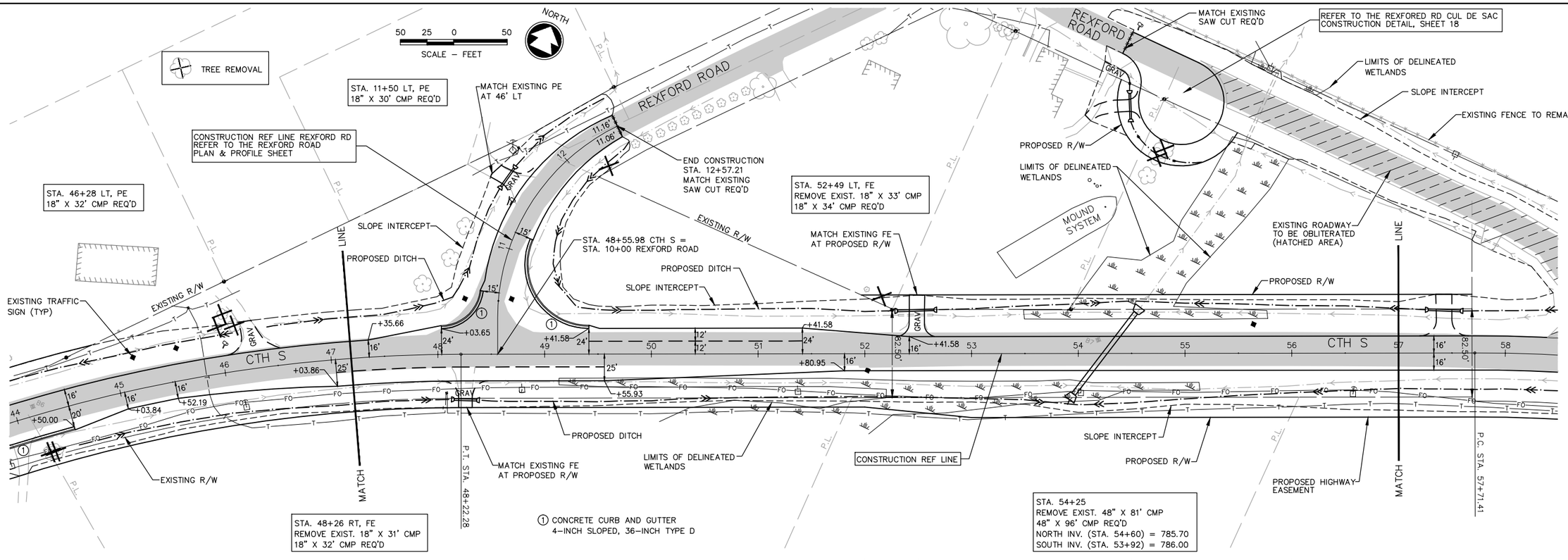
CTH 'S' (STH 76 – KELLY ROAD)
OUTAGAMIE COUNTY, WISCONSIN
PLAN & PROFILE

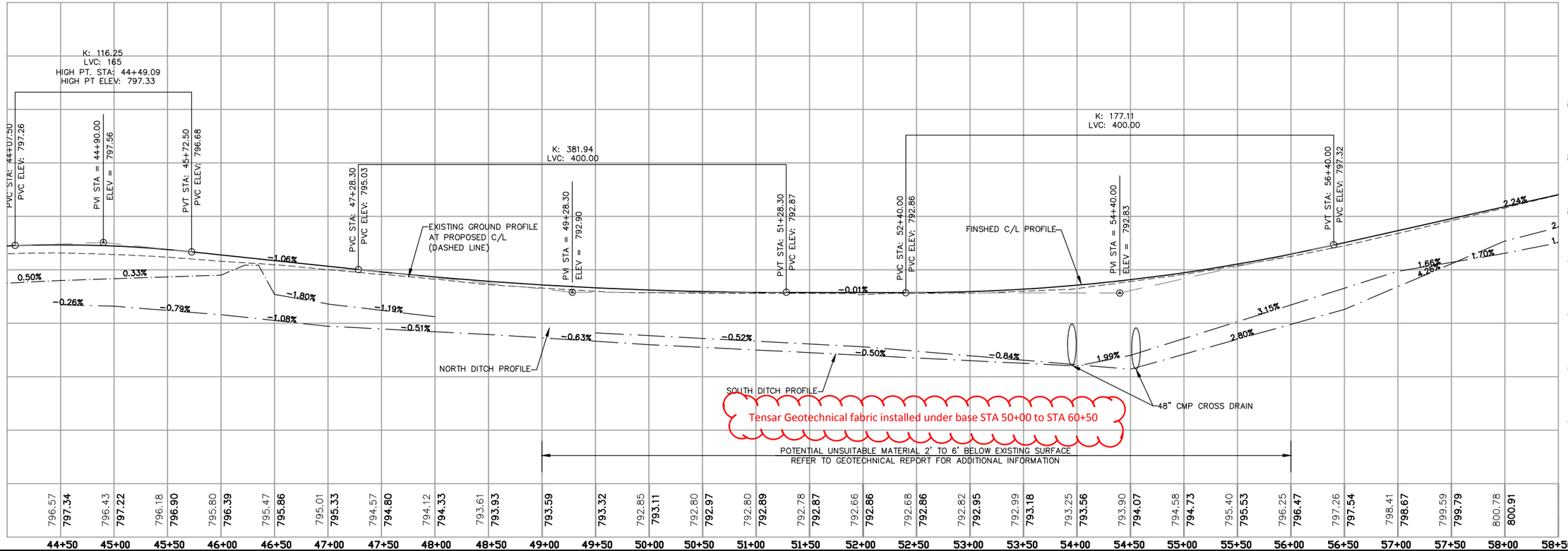
DESIGNED	DRAWN
MPK	MPK

PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
38





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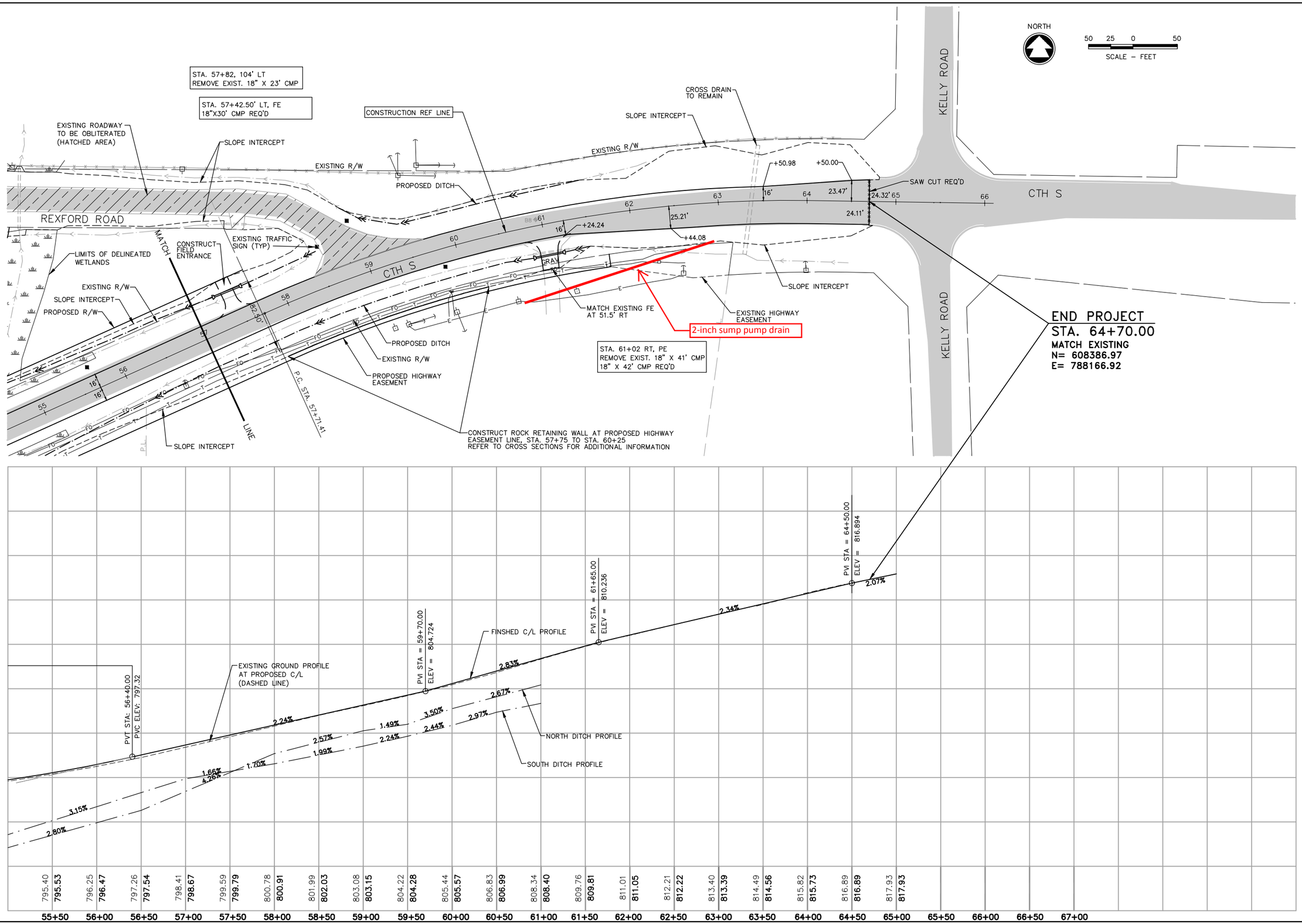
DATE
FEBRUARY, 2014

SHEET NO.
39

mkohlbeck, W:\PROJECTS\00006\910308\08-Design\Plan & Profile\39 PLAN & PROFILE.dwg, 39 plan & profile, Plot Date: 4/12/2014 3:31 PM, xrefs: (x-proposed cth s revised, x-proposed profile, x-cth s topo, rw comps dew, x-june 26 2013 additional topo)



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SHEET NO.
40

18"X32' CMP REQ'D, ROCK ROAD LT
FINAL LOCATION OF FE AND CMP
TO BE COORDINATED WITH PROPERTY
OWNER DURING CONSTRUCTION

NORTH

25 13 0 25
SCALE – FEET

MATCH EXISTING ASPHALT
STA. 7+00.00

MATCH EXISTING DITCH
STA. 6+50.00

PROPOSED R/W

SLOPE INTERCEPT

PROPOSED DITCH

TILE

EXISTING R/W

EXISTING R/W

ROCK ROAD

5 6 8 9

36.00'

+83.92

11.38'

P.C. STA. 7+83.92

15'

SAW CUT REQ'D

11.47'

15'

+84.06

+26.21

15'

+32.16

15'

PROPOSED DITCH

EXISTING R/W

SLOPE INTERCEPT

PROPOSED R/W

END CONSTRUCTION
STA. 5+10.00
MATCH EXISTING DITCH

CONSTRUCTION REF LINE
ROCK ROAD

STA. 9+48, ROCK ROAD
REMOVE EXIST. 18" X 70' CMP
18" X 100' CMP REQ'D
WEST INV. = 804.00
EAST INV. = 806.00

① CONCRETE CURB AND GUTTER
4-INCH SLOPED, 36-INCH TYPE D

P.T. STA. 9+75.74

+80.09

22.75'

+36.59

24'

24'

GRAV

12'

13'

EXISTING TRAFFIC
SIGN (TYP)

CONSTRUCTION REF LINE CTH S

24'

+90.21

CTH S

82.50'

16'

19 20 21

K: 25.84
LVC: 100'

PVI STA = 6+00.00
ELEV = 805.72

PVI STA = 7+00.00
ELEV = 806.68

FINISHED C/L PROFILE

PVC STA: 8+76.00
PVC ELEV: 809.97

PVI STA = 9+26.00
ELEV = 810.91

PVT STA: 9+76.00
PVC ELEV: 809.91

0.96%

1.87%

-2.00%

EXISTING GROUND PROFILE

815
810
805

806.68
806.68

807.13
807.61

807.60
808.55

807.96
809.49

808.02
810.31

807.81
810.30

6+00 6+50 7+00 7+50 8+00 8+50 9+00 9+50

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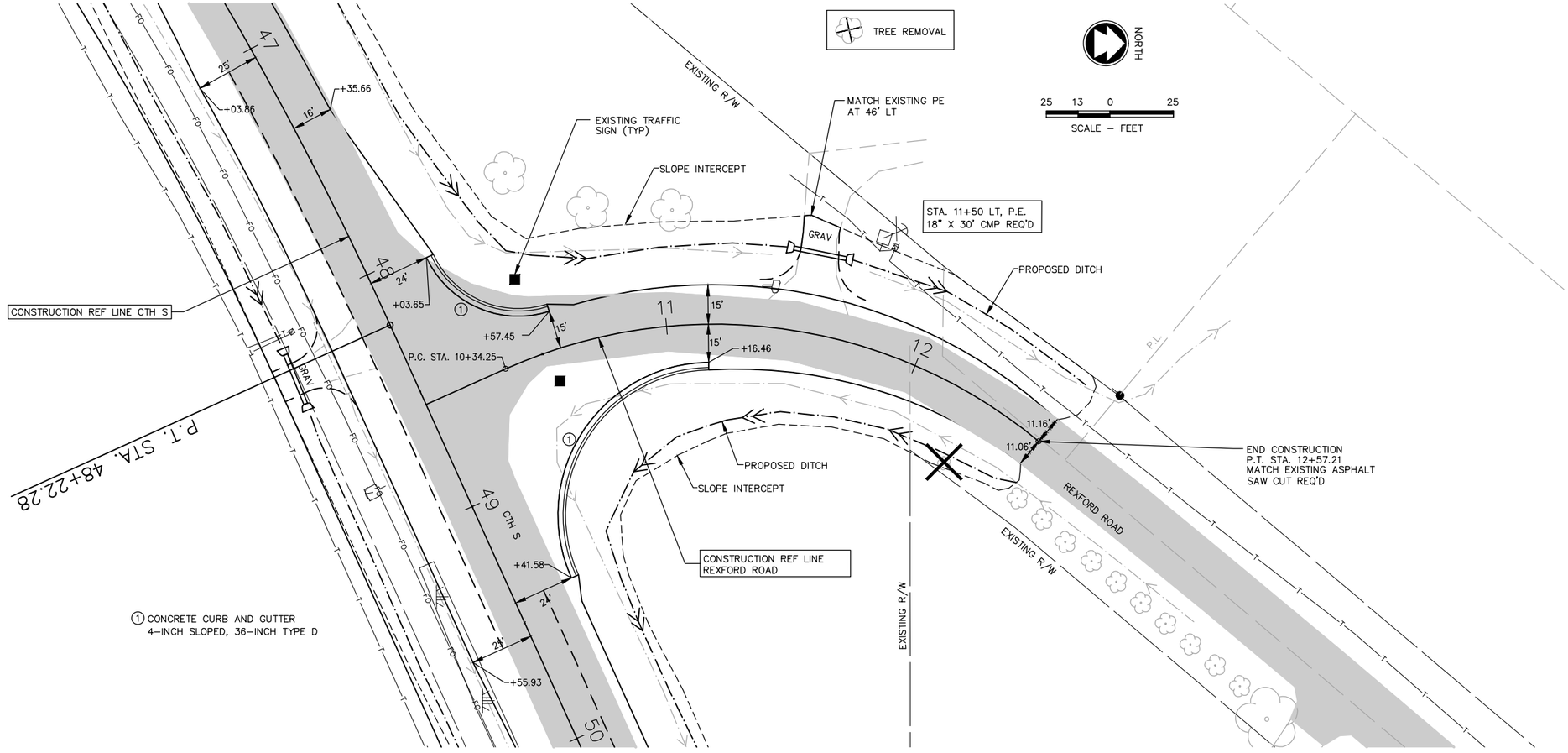
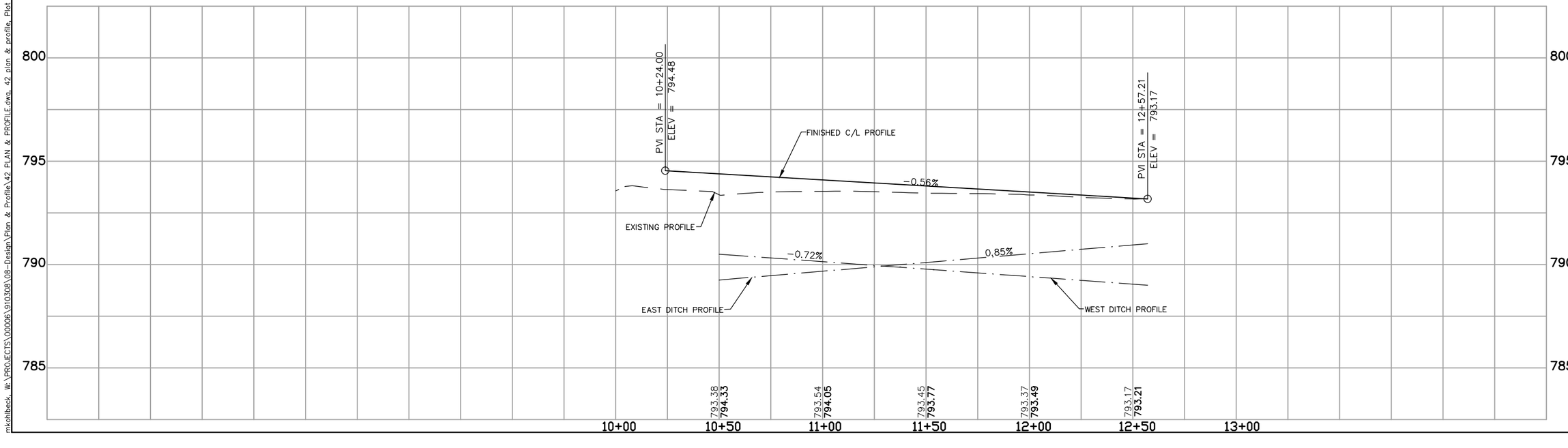
PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
41





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PLAN & PROFILE

DESIGNED	DRAWN
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PROJECT NO.
00006 910308

DATE
FEBRUARY, 2014

SHEET NO.
42

CTH 'S' EARTHWORK DATA TABLES

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
0+50.00	0.00	0.00	0.00	0.00	0.00	0.00
1+00.00	0.17	116.76	0.18	107.49	0.18	107.49
1+50.00	0.00	154.53	0.18	246.77	0.36	354.25
2+00.00	16.73	86.64	18.75	220.28	19.11	574.53
2+50.00	5.06	90.86	26.23	164.35	45.34	738.89
3+00.00	0.86	99.89	7.12	176.61	52.46	915.50
3+50.00	0.20	111.67	1.27	195.89	53.73	1111.39
4+00.00	8.85	95.09	10.89	191.44	64.62	1302.83
4+30.00	6.12	116.14	10.81	117.35	75.43	1420.18
4+50.00	8.49	121.13	7.03	87.88	82.46	1508.06
5+00.00	18.53	124.84	32.55	229.13	115.01	1737.19
5+50.00	15.30	127.03	40.39	235.79	155.40	1972.98
6+00.00	16.80	120.18	38.14	231.79	193.54	2204.77
6+20.00	0.84	157.74	8.49	102.93	202.03	2307.70
6+50.00	20.73	170.14	15.58	182.16	217.61	2489.86
7+00.00	20.18	216.21	49.24	357.74	266.85	2847.60
7+50.00	35.63	182.31	67.17	369.01	334.02	3216.61
8+00.00	29.36	171.15	78.23	327.29	412.25	3543.89
8+50.00	45.04	132.72	89.56	281.37	501.81	3825.26
9+00.00	61.62	112.52	128.39	227.08	630.20	4052.34

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
18+50.00	20.23	101.08	125.90	194.89	7166.29	7474.14
18+80.00	8.49	167.08	21.02	150.79	7187.31	7624.92
19+00.00	11.85	221.20	9.52	146.96	7196.84	7771.89
19+32.00	0.00	282.98	8.87	305.84	7205.70	8077.72
19+50.00	8.32	278.45	3.60	187.14	7209.30	8264.87
19+69.69	10.48	219.55	8.62	186.64	7217.92	8451.51
20+00.00	7.44	131.51	12.65	200.45	7230.57	8651.95
20+50.00	3.18	145.56	12.38	256.64	7242.95	8908.59
20+90.21	0.87	152.59	3.80	221.77	7246.75	9130.37
21+00.00	4.51	212.89	1.27	66.26	7248.02	9196.63
21+50.00	5.70	200.79	12.10	386.41	7260.12	9583.04
22+00.00	17.48	227.45	26.96	399.25	7287.08	9982.29
22+50.00	43.53	304.81	70.60	499.11	7357.68	10481.39
23+00.00	43.31	309.66	100.24	579.39	7457.92	11060.79
23+50.00	51.86	310.25	109.62	585.51	7567.54	11646.30
24+00.00	37.91	338.95	103.29	613.90	7670.83	12260.20
24+42.50	5.01	289.90	42.19	505.52	7713.02	12765.72
24+50.00	5.29	279.91	1.86	79.13	7714.88	12844.86
25+00.00	17.73	276.49	27.08	521.79	7741.95	13366.65
25+50.00	11.17	218.09	34.78	457.94	7776.73	13824.59

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
35+50.00	38.11	76.42	88.78	144.45	9056.42	17780.14
35+86.00	11.95	94.62	43.38	114.03	9099.80	17894.17
36+00.00	34.89	78.66	15.79	44.93	9115.59	17939.09
36+50.00	43.13	77.19	93.92	144.30	9209.51	18083.40
37+00.00	47.06	75.13	108.56	141.04	9318.07	18224.43
37+50.00	44.57	78.88	110.30	142.60	9428.37	18367.04
38+00.00	39.09	84.54	100.70	151.31	9529.07	18518.35
38+50.00	41.59	85.33	97.11	157.29	9626.18	18675.64
39+00.00	43.36	97.73	102.25	169.50	9728.43	18845.14
39+50.00	46.65	119.14	108.35	200.81	9836.79	19045.95
39+57.00	46.59	123.18	15.71	31.41	9852.50	19077.36
40+00.00	33.22	92.51	82.62	171.76	9935.12	19249.12
40+50.00	38.40	76.81	86.20	156.78	10021.32	19405.90
41+00.00	50.30	61.79	106.76	128.33	10128.08	19534.23
41+50.00	52.67	62.65	123.95	115.22	10252.03	19649.45
42+00.00	63.54	74.56	141.69	126.49	10393.72	19775.95
42+50.00	39.89	71.87	126.35	135.00	10520.07	19910.95
43+00.00	37.42	61.52	94.22	123.64	10614.29	20034.59
43+50.00	20.84	69.87	70.64	122.31	10684.94	20156.90
44+00.00	13.59	76.99	41.84	136.71	10726.78	20293.61

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
9+50.00	77.62	103.53	167.60	200.05	797.80	4252.39
10+00.00	86.56	92.69	197.62	181.69	995.42	4434.07
10+50.00	103.34	97.01	228.59	175.64	1224.01	4609.72
10+93.00	111.58	129.46	222.49	180.34	1446.49	4790.05
11+00.00	113.08	133.85	37.86	34.13	1484.35	4824.19
11+50.00	146.72	83.10	312.72	200.88	1797.07	5025.07
12+00.00	128.87	82.06	331.73	152.93	2128.80	5177.99
12+50.00	134.63	80.99	317.18	150.97	2445.98	5328.97
13+00.00	140.04	75.99	330.62	145.35	2776.60	5474.32
13+50.00	143.67	80.07	341.49	144.51	3118.09	5618.83
14+00.00	173.37	80.73	381.62	148.90	3499.71	5767.72
14+25.00	196.81	120.78	222.79	93.29	3722.50	5861.01
14+50.00	221.13	82.54	251.54	94.13	3974.04	5955.14
15+00.00	242.03	98.08	557.51	167.24	4531.55	6122.38
15+50.00	265.20	115.26	626.49	193.74	5158.05	6316.12
16+00.00	221.79	103.08	601.35	198.71	5759.40	6514.83
16+50.00	154.08	99.77	464.57	185.48	6223.97	6700.31
17+00.00	107.22	105.07	323.22	188.73	6547.19	6889.04
17+50.00	104.62	103.53	262.51	193.18	6809.69	7082.22
18+00.00	81.01	108.63	230.70	197.02	7040.39	7279.24

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
26+00.00	12.33	178.57	28.28	367.28	7805.02	14191.87
26+50.00	15.09	153.98	33.00	307.92	7838.02	14499.79
27+00.00	15.09	143.60	36.32	275.54	7874.34	14775.32
27+50.00	15.25	128.98	36.52	252.39	7910.86	15027.71
28+00.00	12.27	131.98	33.13	241.63	7943.99	15269.34
28+20.00	0.00	162.67	5.91	109.13	7949.89	15378.47
28+50.00	25.92	112.58	18.72	152.92	7968.62	15531.38
29+00.00	10.19	123.74	43.48	218.82	8012.09	15750.20
29+50.00	10.94	108.79	25.44	215.31	8037.54	15965.51
30+00.00	10.44	117.00	25.74	209.07	8063.27	16174.58
30+50.00	22.00	77.92	39.04	180.48	8102.32	16355.07
31+00.00	26.57	77.68	58.46	144.07	8160.78	16499.14
31+50.00	31.13	79.26	69.45	145.31	8230.23	16644.44
32+00.00	40.53	71.01	86.26	139.14	8316.49	16783.58
32+50.00	46.81	70.43	105.13	130.97	8421.62	16914.55
33+00.00	45.02	73.50	110.54	133.27	8532.16	17047.82
33+50.00	49.01	75.90	113.18	138.33	8645.34	17186.15
34+00.00	50.69	82.98	120.00	147.11	8765.34	17333.25
34+50.00	40.86	82.03	110.20	152.78	8875.54	17486.04
35+00.00	35.65	79.59	92.10	149.65	8967.64	17635.69

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
44+50.00	29.71	85.20	51.94	150.29	10778.72	20443.90
45+00.00	10.10	74.48	47.46	147.39	10826.18	20591.29
45+50.00	11.70	62.71	26.04	126.58	10852.22	20717.87
46+00.00	12.53	66.82	29.04	119.41	10881.26	20837.27
46+32.00	8.49	87.32	16.03	91.26	10897.29	20928.53
46+50.00	11.31	68.97	8.58	52.09	10905.87	20980.62
47+00.00	12.73	69.86	28.54	128.43	10934.41	21109.05
47+50.00	15.15	75.81	33.45	134.34	10967.86	21243.39
48+00.00	30.67	84.26	55.68	147.53	11023.54	21390.92
48+25.00	0.00	93.02	18.46	82.07	11042.00	21472.99
48+50.00	14.17	70.53	8.53	75.72	11050.53	21548.71
49+00.00	25.99	53.04	48.34	114.42	11098.87	21663.13
49+50.00	38.92	69.70	78.13	113.65	11177.00	21776.78
50+00.00	40.85	80.22	96.02	138.82	11273.02	21915.60
50+50.00	39.34	84.64	96.52	152.65	11369.54	22068.25
51+00.00	39.74	86.19	95.18	158.17	11464.72	22226.42
51+50.00	42.95	84.25	99.54	157.81	11564.26	22384.23
52+00.00	42.90	100.90	103.34	171.44	11667.60	22555.67
52+50.00	42.44	142.69	102.72	225.55	11770.32	22781.22
53+00.00	50.40	85.62	111.75	211.40	11882.07	22992.62

CTH 'S' EARTHWORK DATA TABLES CONTINUED

Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
53+50.00	62.22	80.05	135.56	153.40	12017.63	23146.02
54+00.00	91.34	85.36	184.84	153.16	12202.46	23299.18
54+50.00	110.21	75.24	242.60	148.70	12445.06	23447.88
55+00.00	55.11	81.53	198.99	145.15	12644.06	23593.03
55+50.00	43.07	90.22	118.18	159.03	12762.24	23752.06
56+00.00	25.82	98.47	82.92	174.72	12845.16	23926.78
56+50.00	25.36	108.04	61.60	191.21	12906.77	24117.99
57+00.00	26.66	99.13	62.62	191.82	12969.39	24309.82
57+50.00	18.09	150.55	53.87	231.19	13023.25	24541.01
58+00.00	18.52	183.43	44.46	306.73	13067.72	24847.74
58+50.00	0.57	192.98	23.41	343.42	13091.13	25191.15
59+00.00	0.75	242.74	1.56	399.02	13092.68	25590.17
59+50.00	3.77	166.42	5.50	373.98	13098.18	25964.15
60+00.00	3.00	157.89	8.29	295.26	13106.47	26259.41
60+50.00	3.55	118.58	7.98	252.68	13114.46	26512.10
61+00.00	3.33	152.90	8.38	248.83	13122.84	26760.93
61+50.00	4.76	84.54	9.93	218.08	13132.77	26979.01
62+00.00	4.66	99.23	11.56	169.50	13144.33	27148.51
62+50.00	27.03	114.46	39.22	196.66	13183.55	27345.17
63+00.00	11.52	112.39	47.81	208.65	13231.36	27553.82

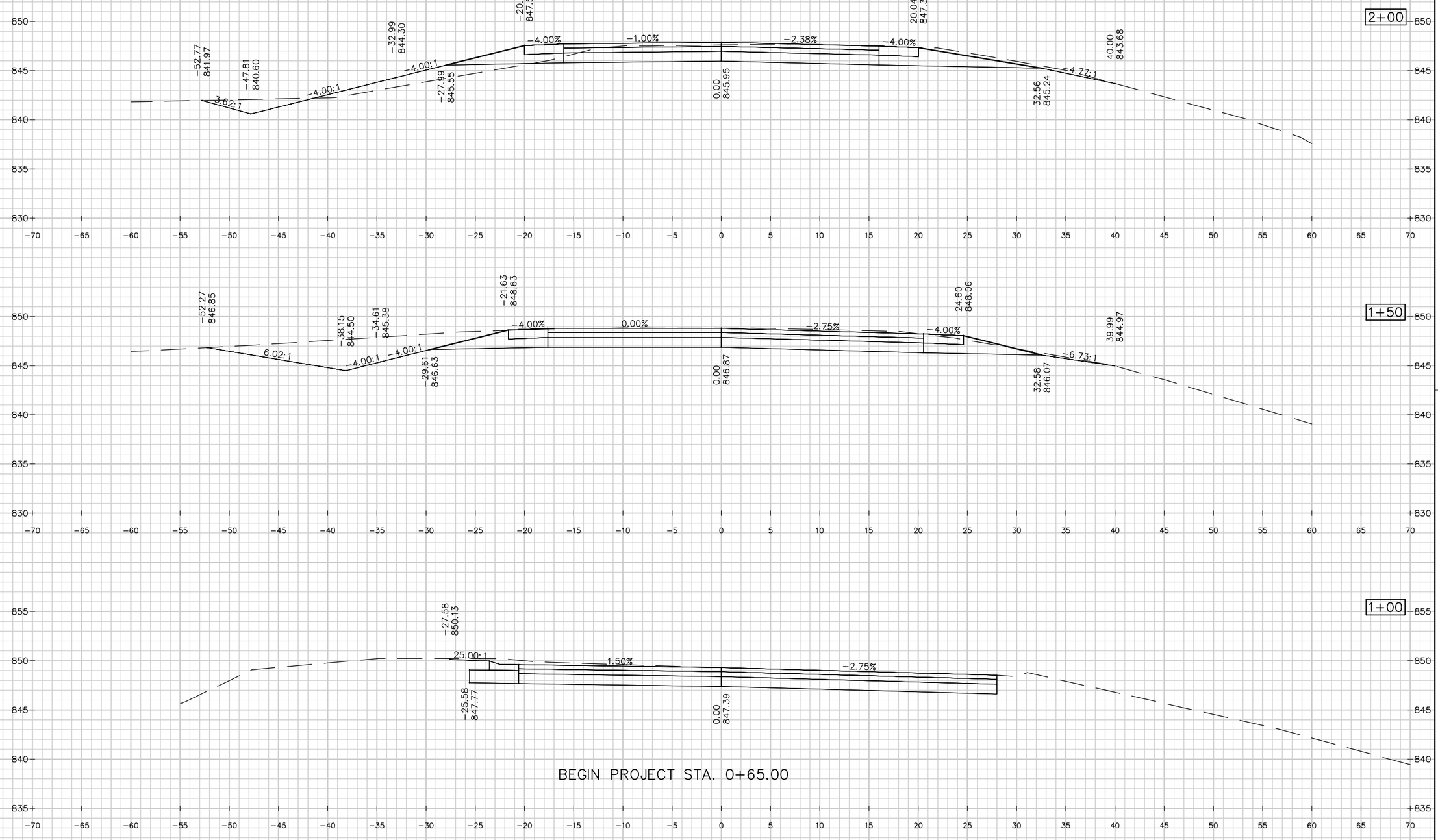
Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
63+50.00	5.54	113.94	21.12	208.20	13252.47	27762.02
64+00.00	12.69	113.69	22.57	209.72	13275.05	27971.74
64+50.00	31.31	107.59	52.96	204.89	13328.01	28176.63
65+00.00	0.00	0.00	37.68	99.62	13365.69	28276.26

ROCK ROAD EARTHWORK DATA TABLES

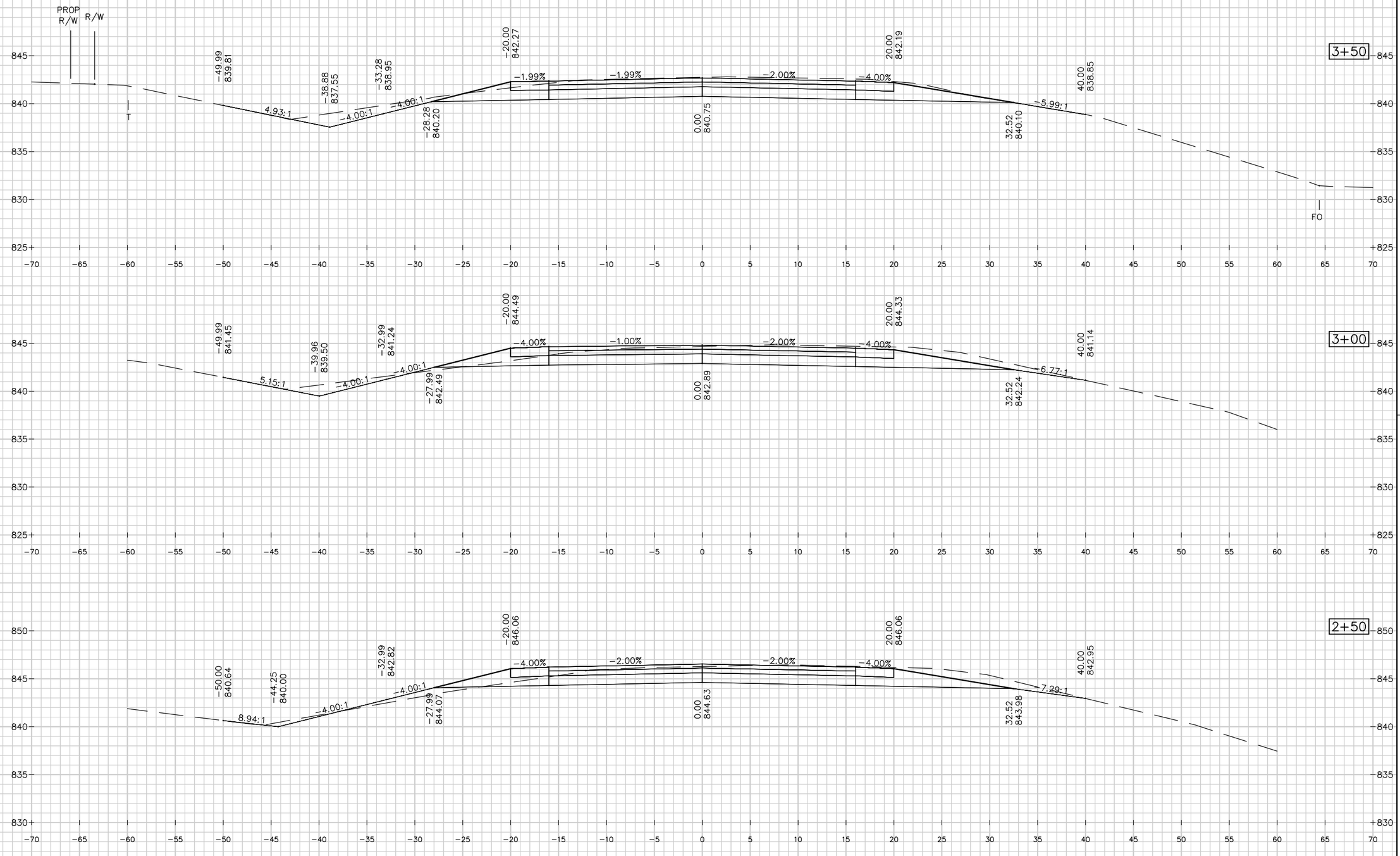
Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
6+00.34	0.00	11.17	0.00	0.00	0.00	0.00
6+50.00	0.01	58.15	0.01	63.75	0.01	63.75
7+00.00	0.00	168.96	0.01	210.29	0.02	274.04
7+50.00	9.21	140.19	11.09	286.25	11.10	560.29
8+00.00	21.84	90.72	38.04	209.50	49.15	769.79
8+50.00	15.54	51.95	46.69	123.98	95.84	893.77
9+00.00	21.39	91.98	45.18	131.67	141.02	1025.44
9+26.22	19.59	140.22	26.30	115.63	167.32	1141.07
9+50.00	24.28	274.36	25.17	186.20	192.49	1327.27

REXFORD ROAD EARTHWORK DATA TABLES

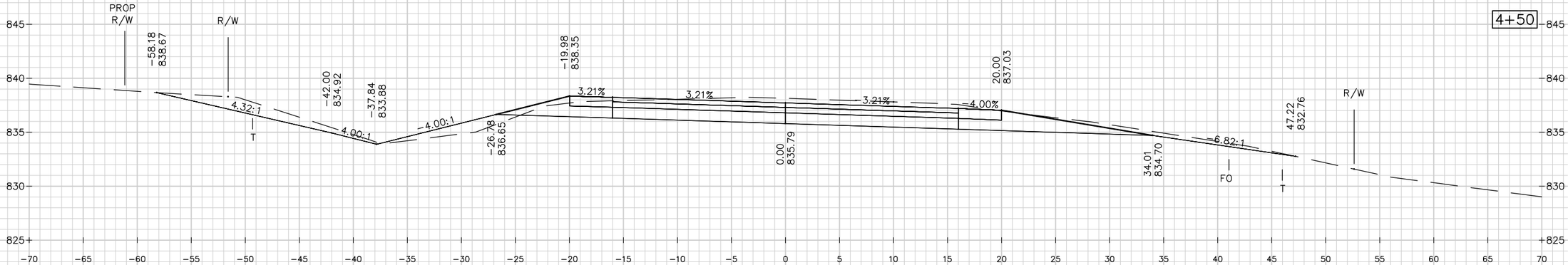
Total Volume Table						
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol
10+24.00	0.00	0.00	0.00	0.00	0.00	0.00
10+50.00	141.32	25.30	78.26	12.74	78.26	12.74
10+57.45	123.46	24.73	38.88	7.33	117.14	20.07
10+75.00	60.78	35.96	65.08	20.15	182.22	40.22
11+00.00	41.66	39.72	53.31	34.55	235.53	74.77
11+16.46	37.30	41.40	28.09	24.20	263.62	98.98
11+25.00	22.21	42.83	11.37	13.19	274.99	112.17
11+50.00	12.20	87.89	19.34	63.95	294.33	176.12
11+75.00	12.26	43.15	13.78	64.36	308.11	240.48
12+00.00	11.23	44.63	14.12	41.11	322.24	281.59
12+25.00	10.80	42.76	13.95	40.60	336.19	322.19
12+50.00	6.24	41.81	11.24	38.86	347.43	361.05
12+57.21	2.52	44.08	1.69	11.44	349.12	372.49



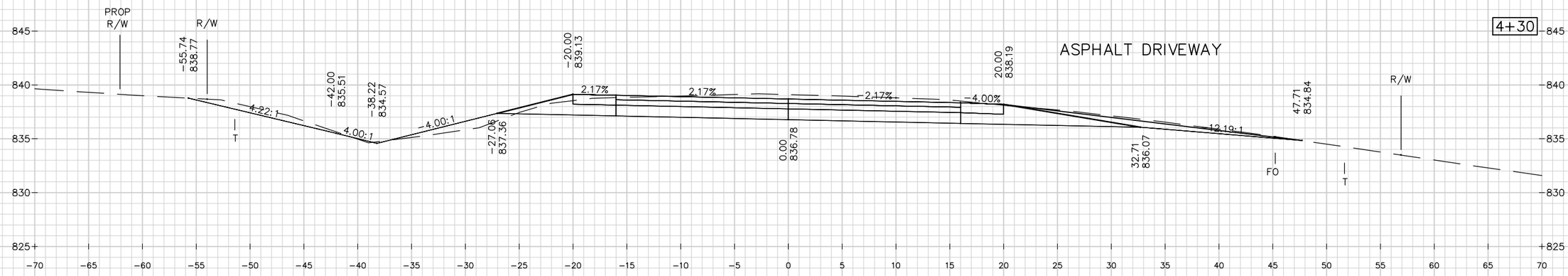
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 45	E



PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 46	E

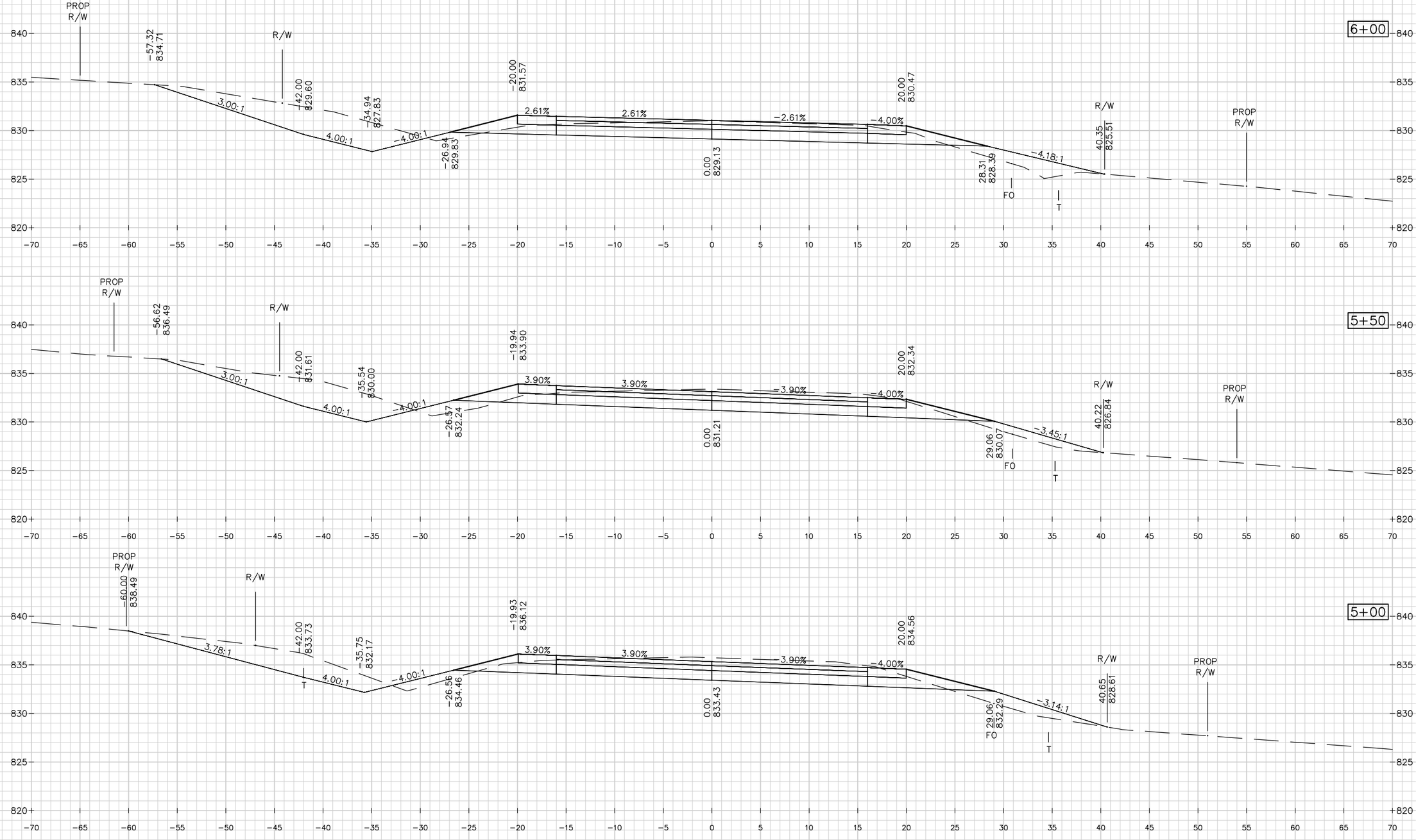


ASPHALT DRIVEWAY

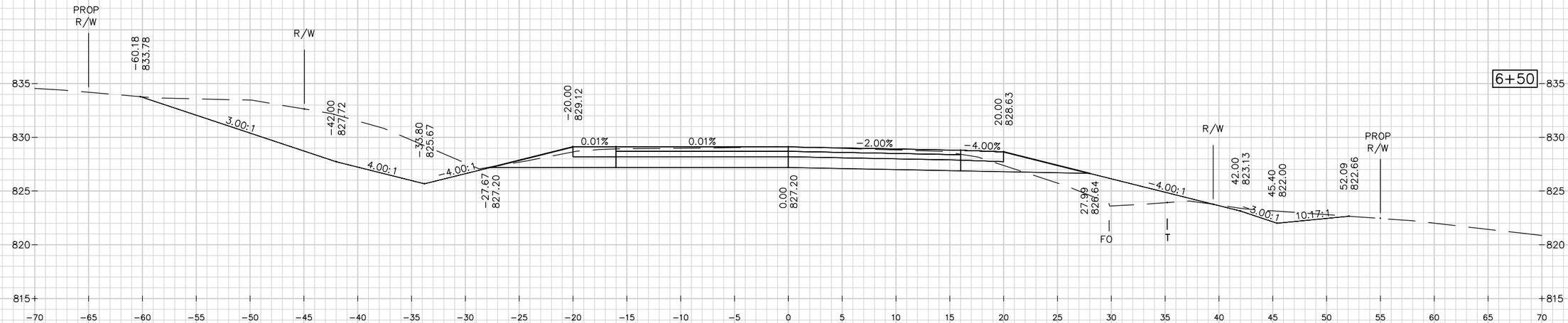


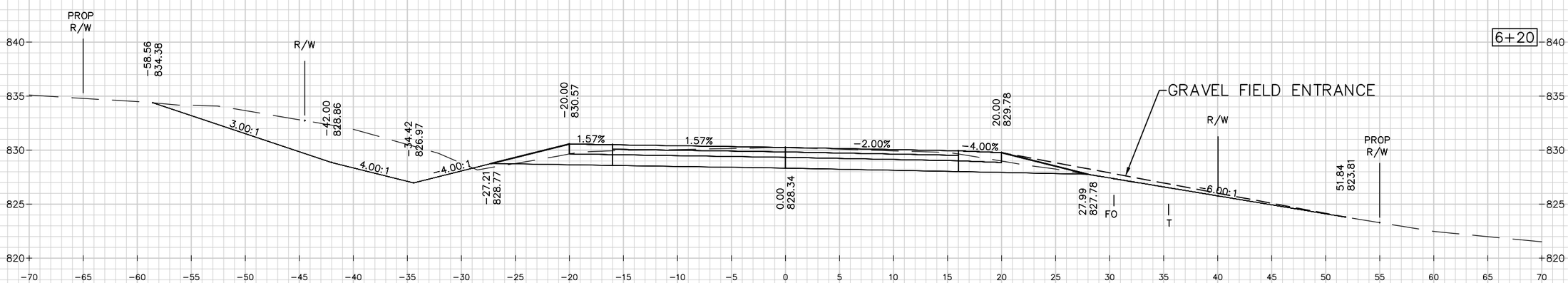
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 47	E

WISDOT/CADDS SHEET 42

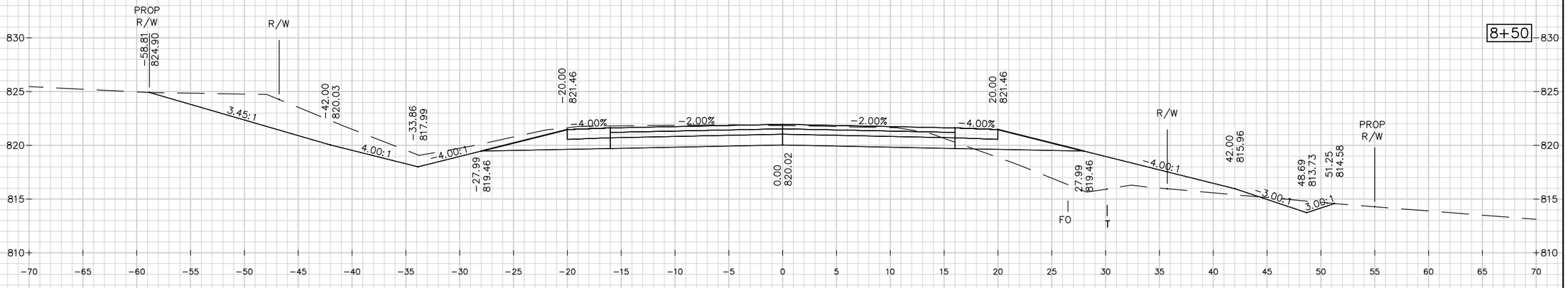


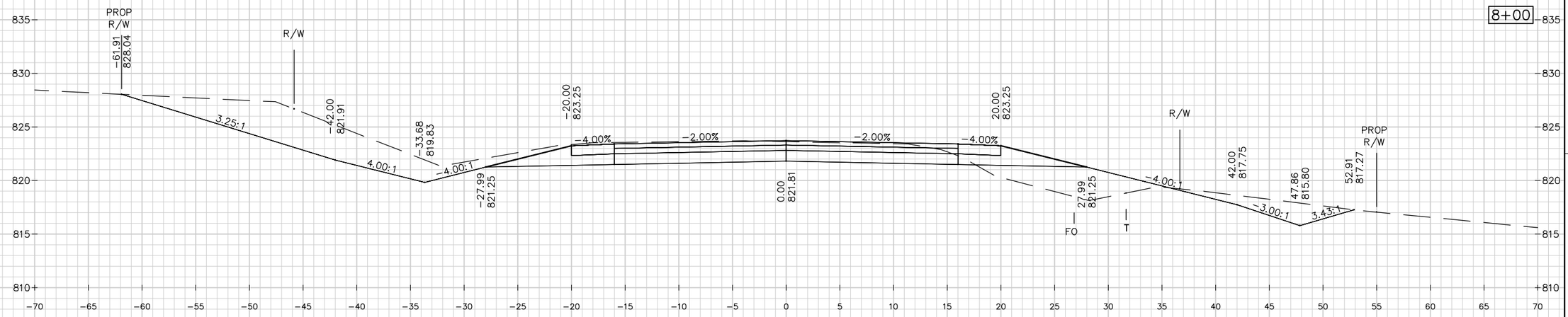
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 48	E

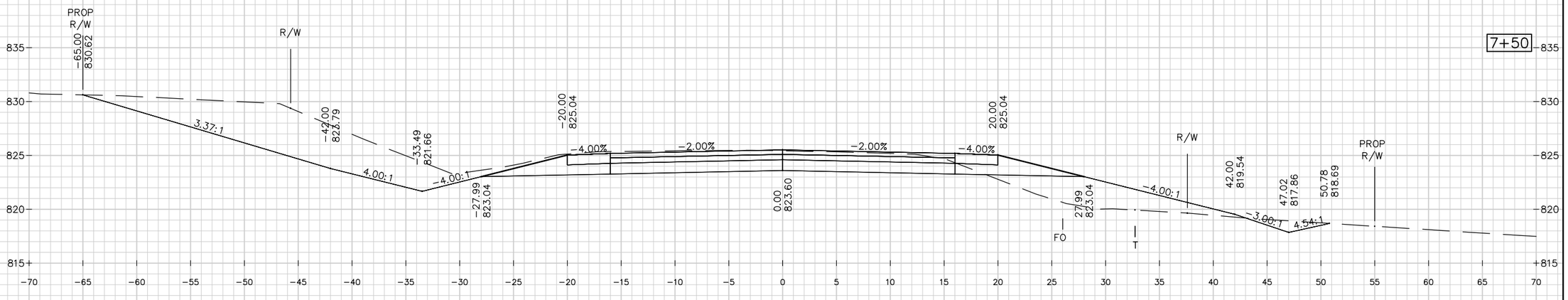




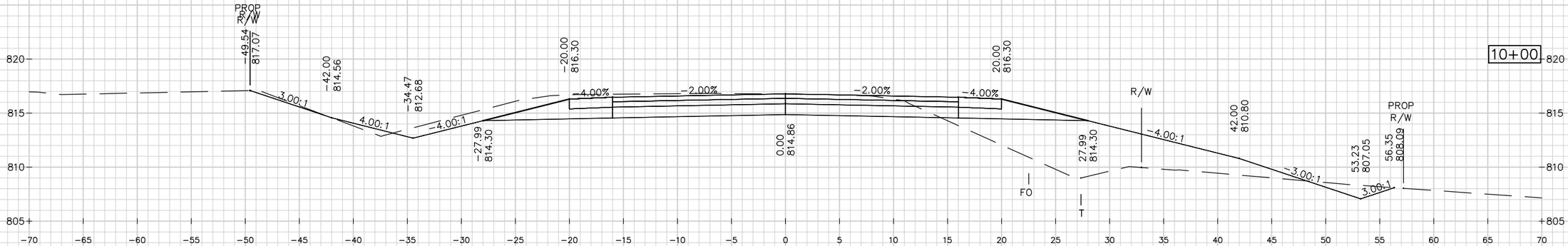
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 49	E

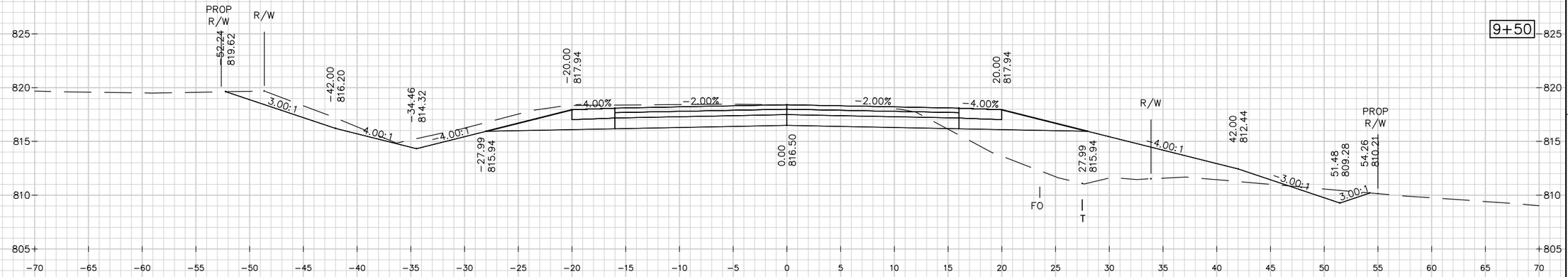


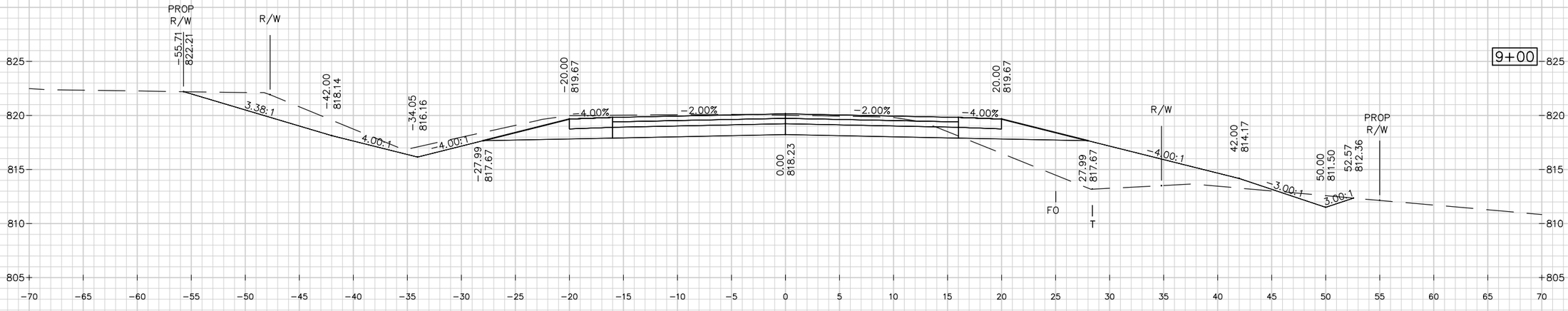




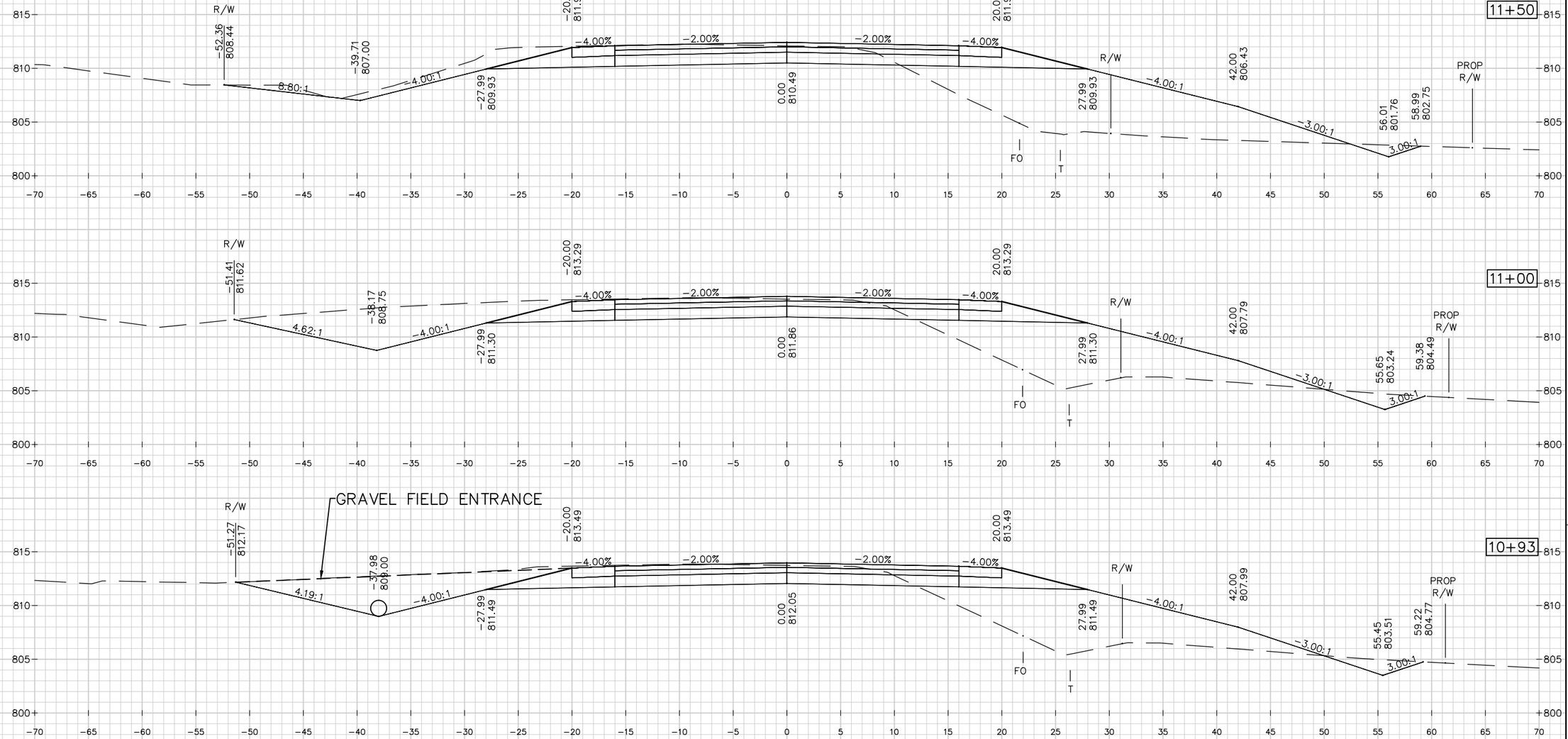
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 50	E



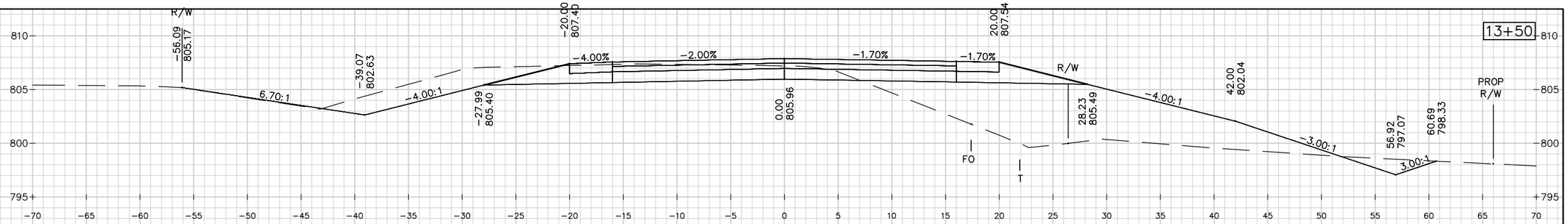


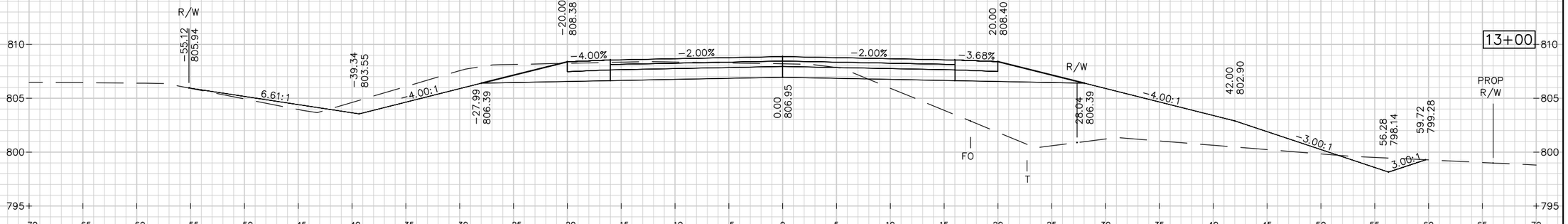


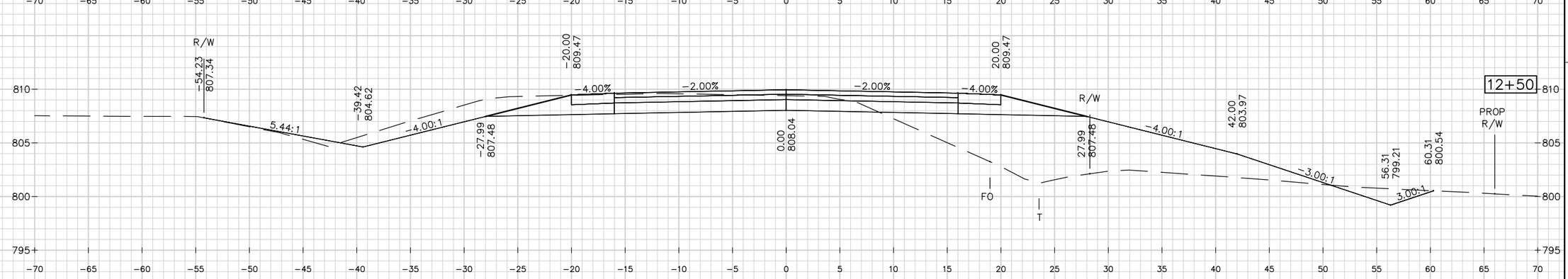
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 51	E

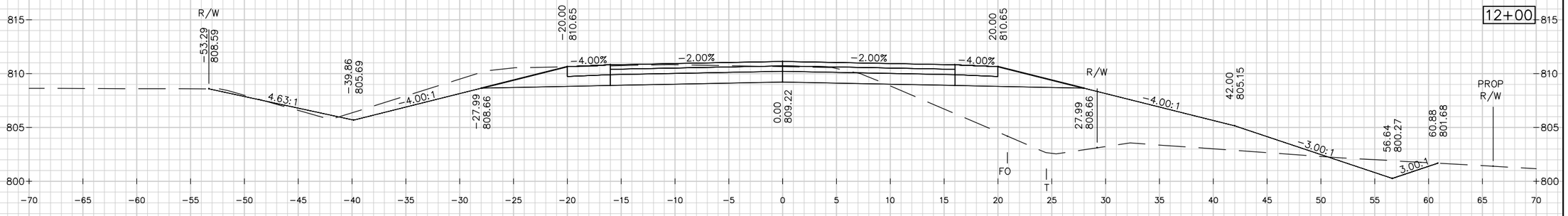


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 52	E

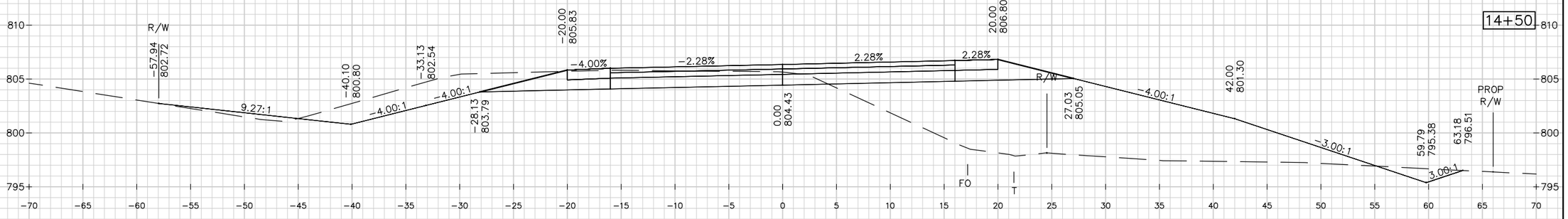


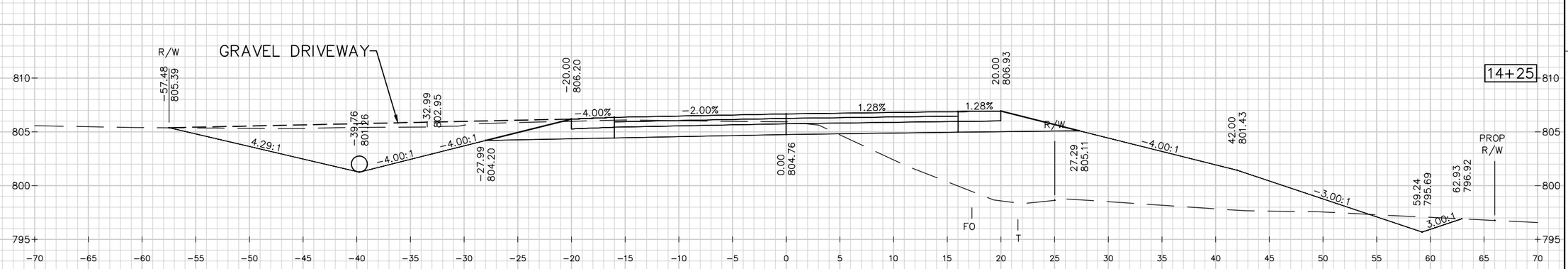


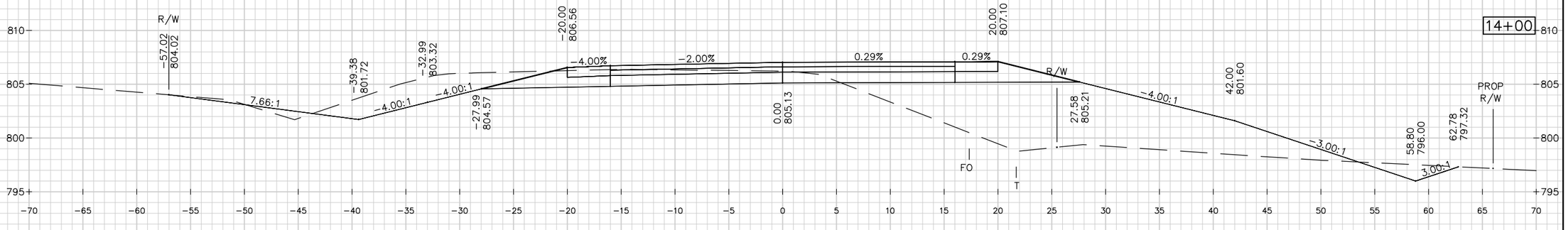




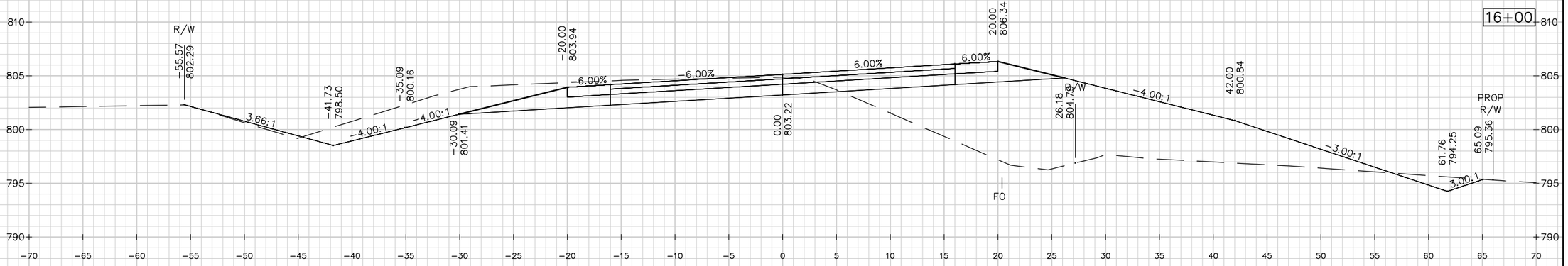
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 53	E





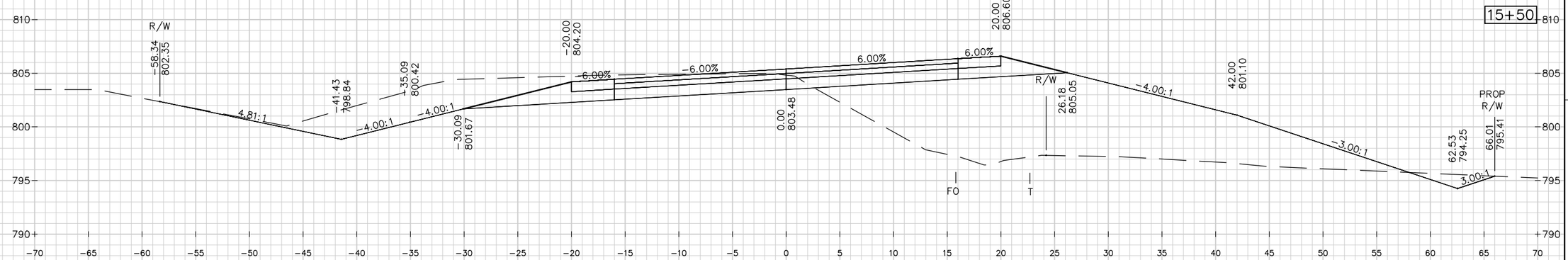


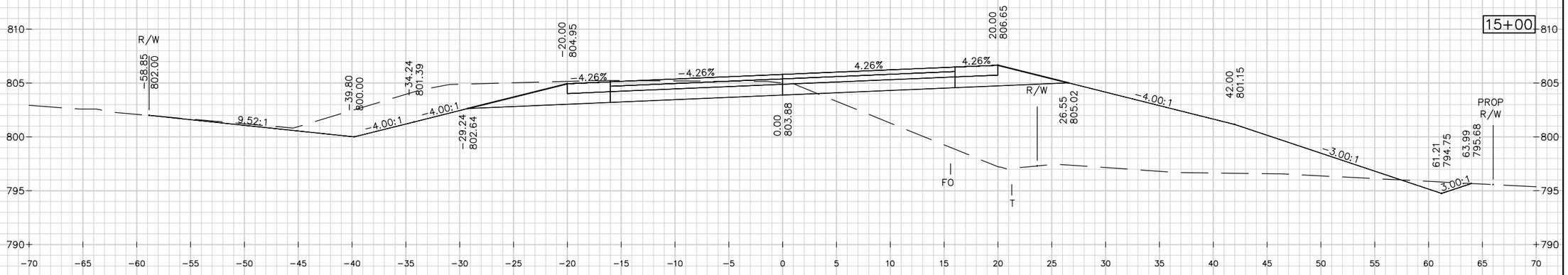
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 54	E



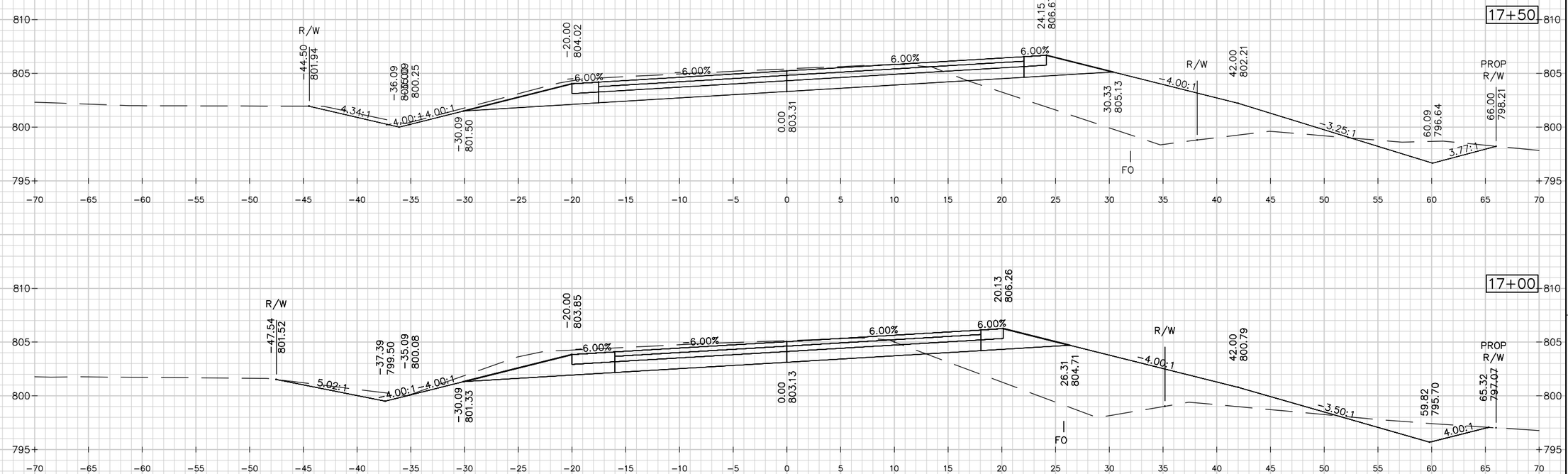
CROSS DRAIN STA. 15+73
ELEV. = 798.20

CROSS DRAIN STA. 15+73
ELEV. = 797.00

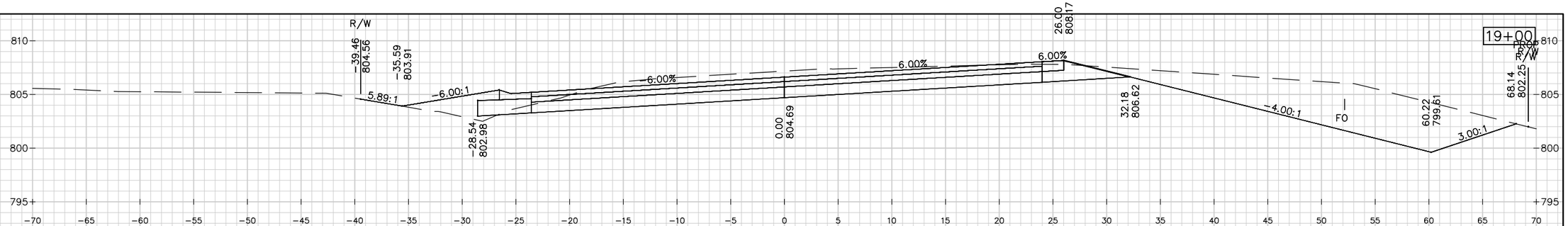


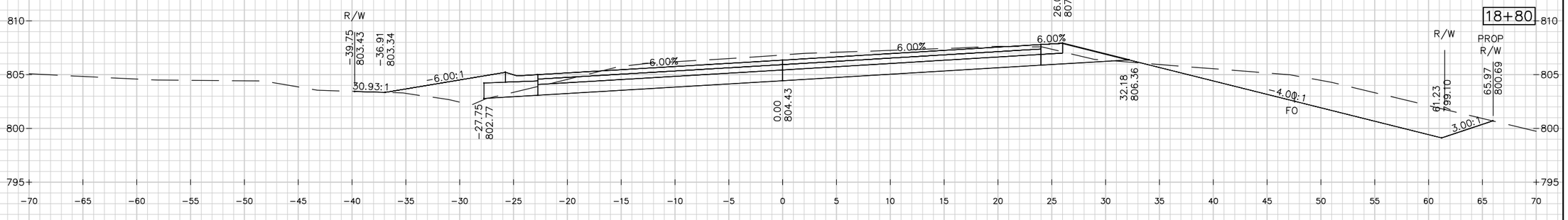


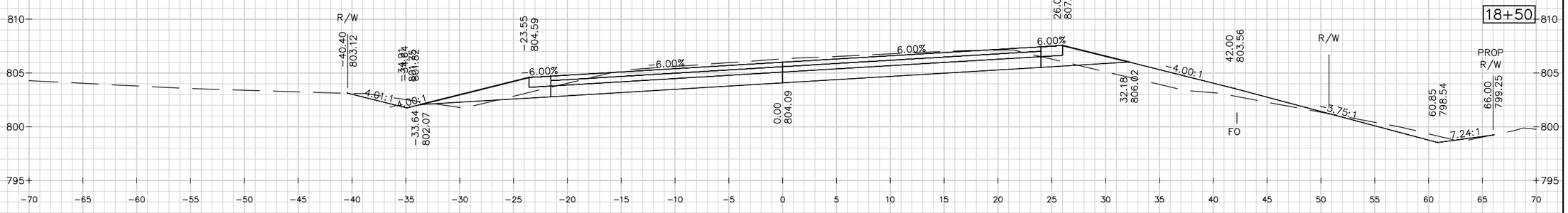
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 55	E

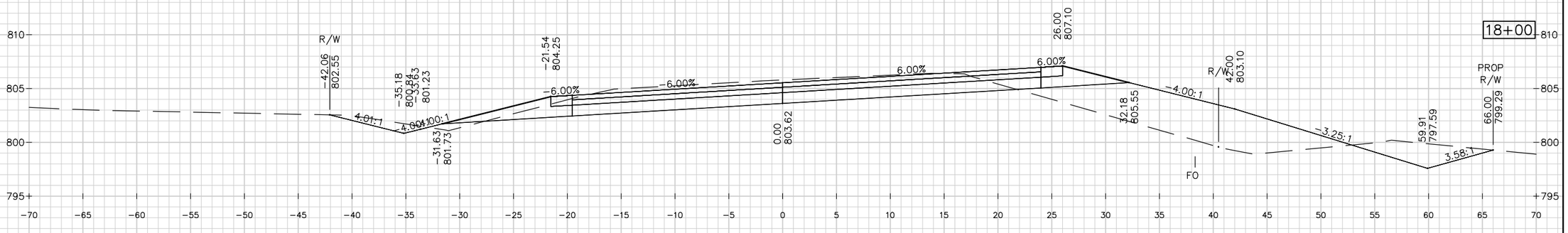


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 56	E

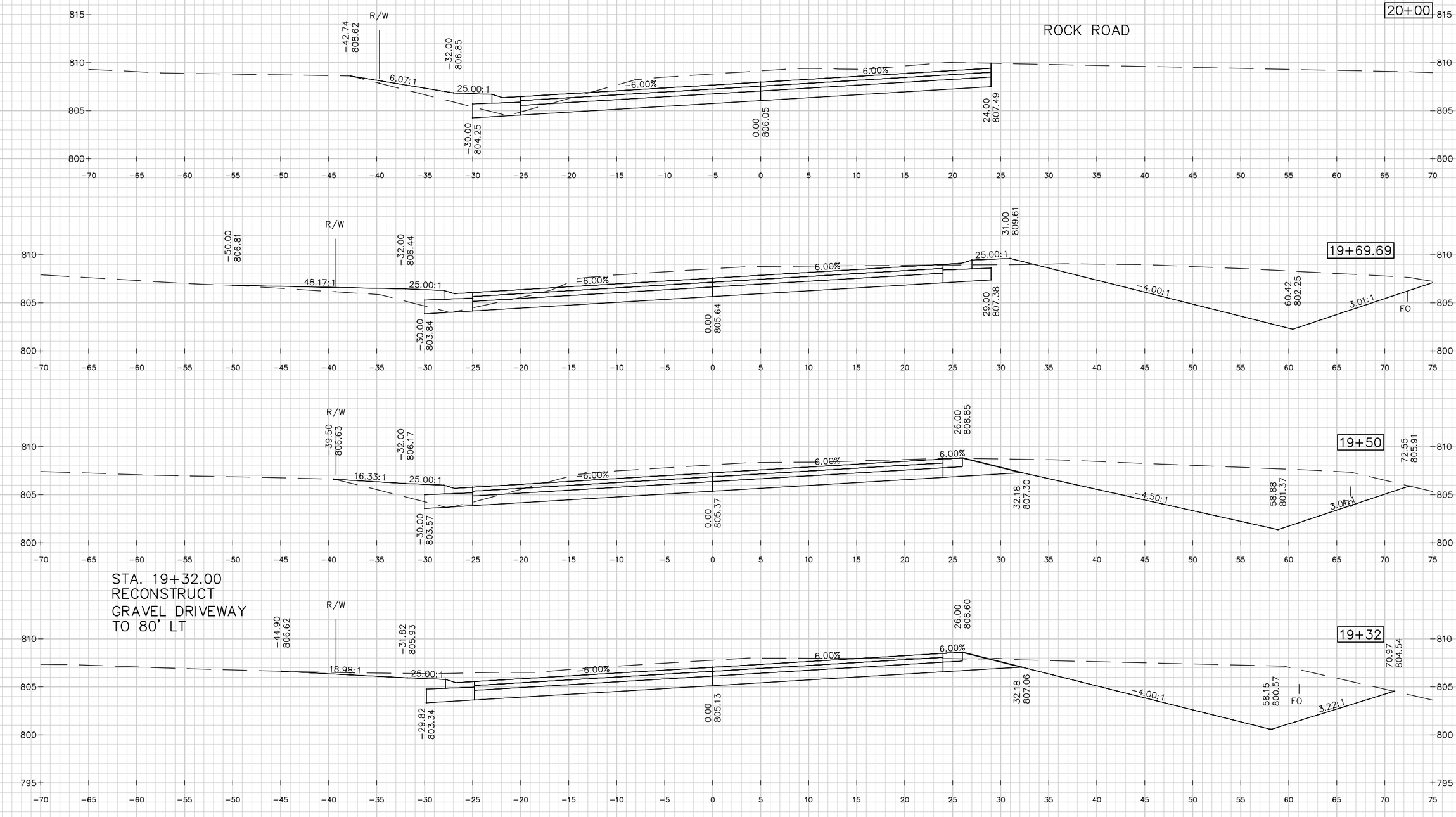




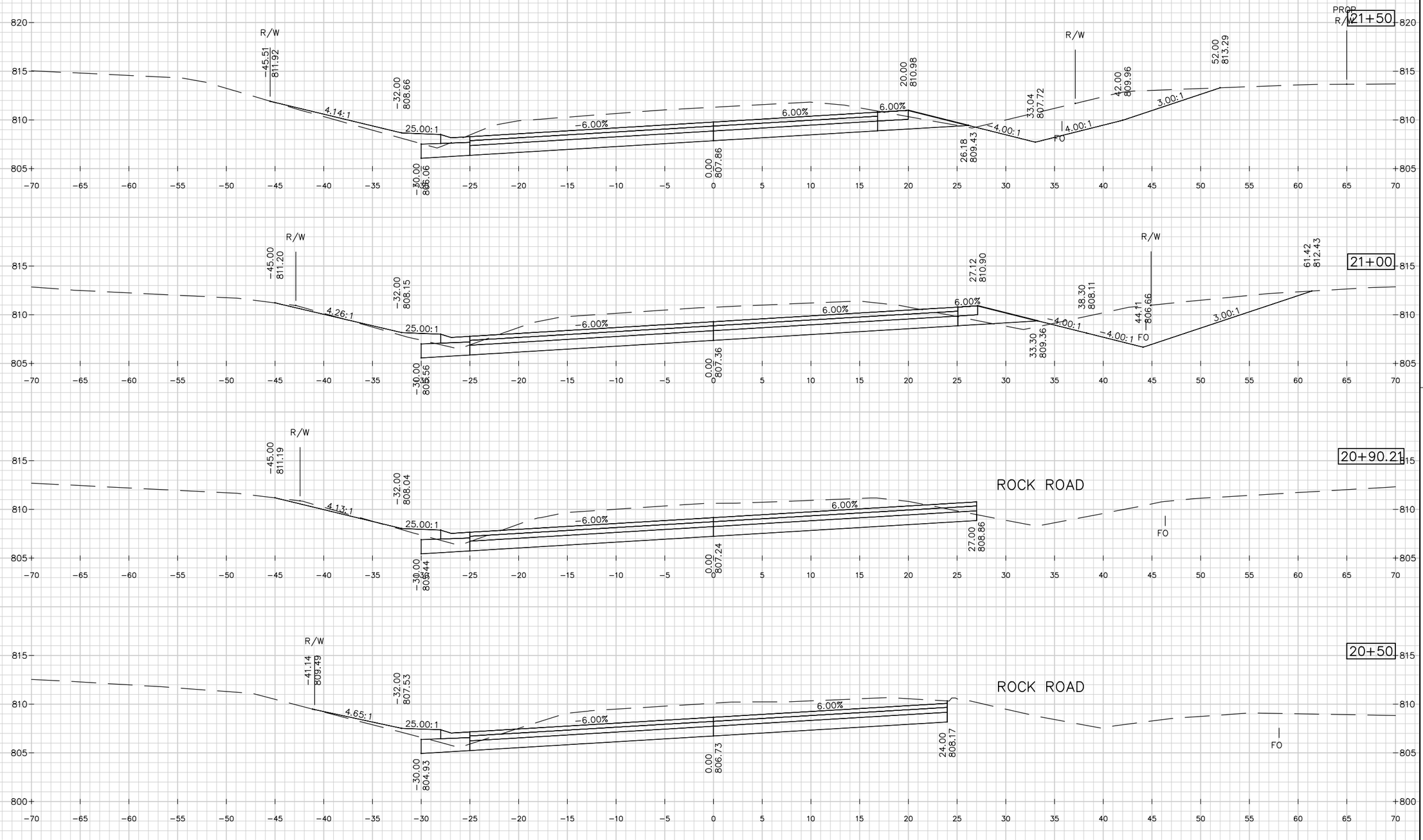




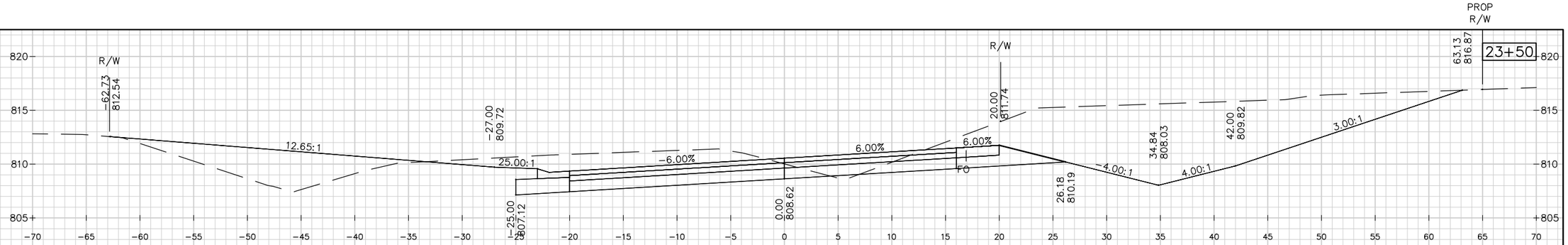
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 57	E

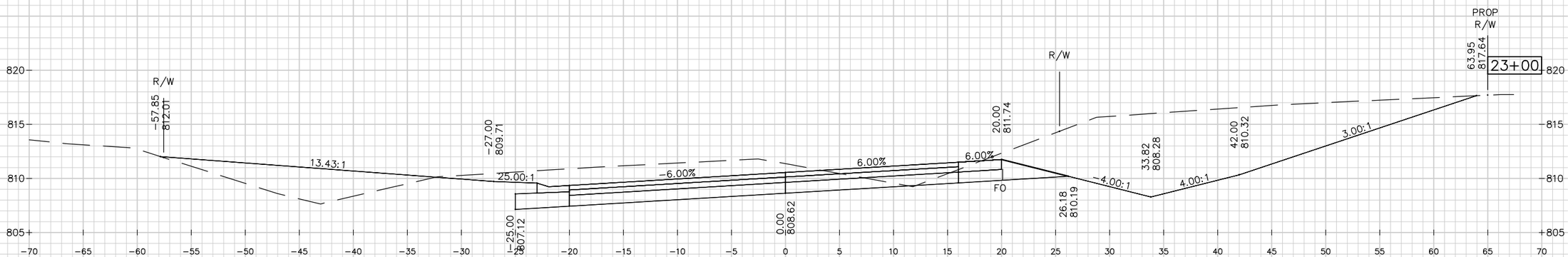


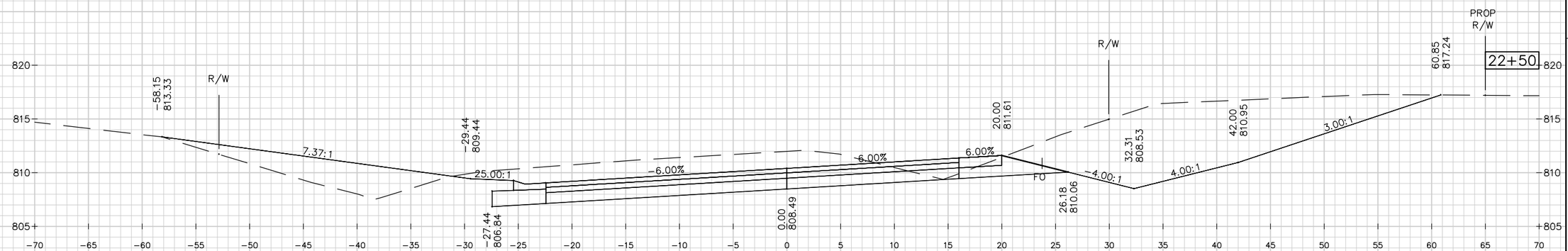
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 58	E

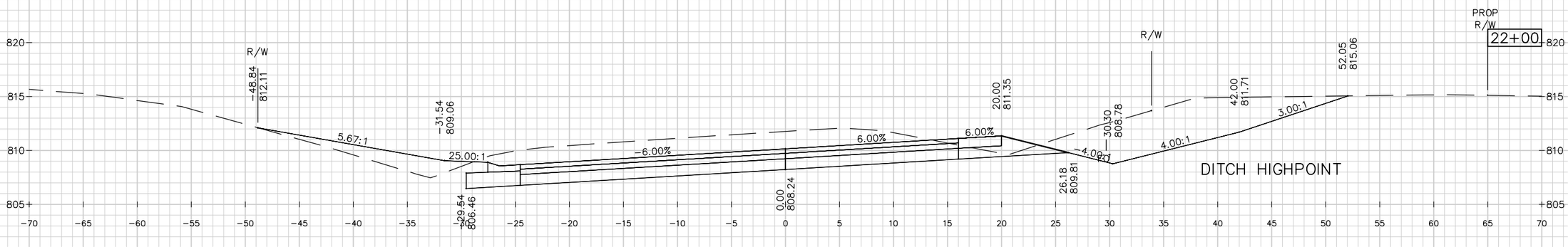


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 59	E

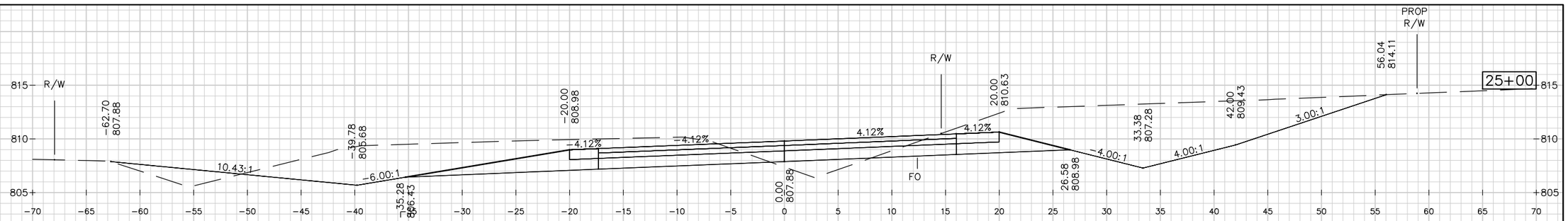


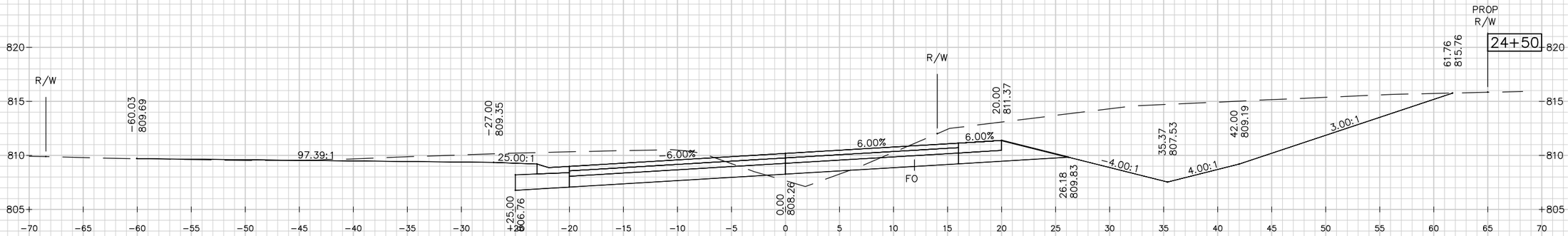


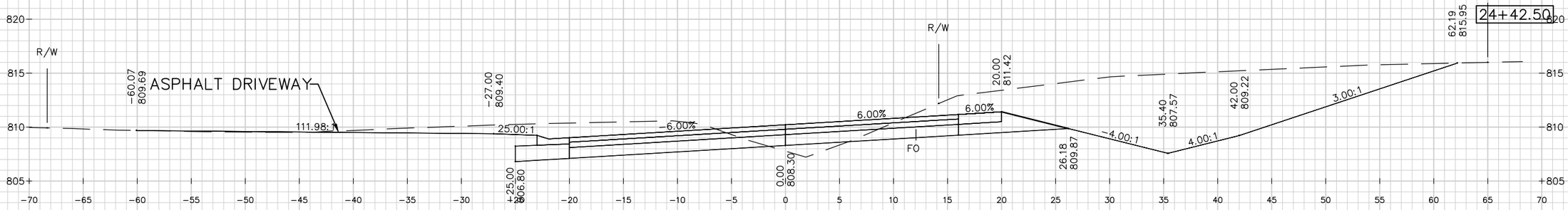


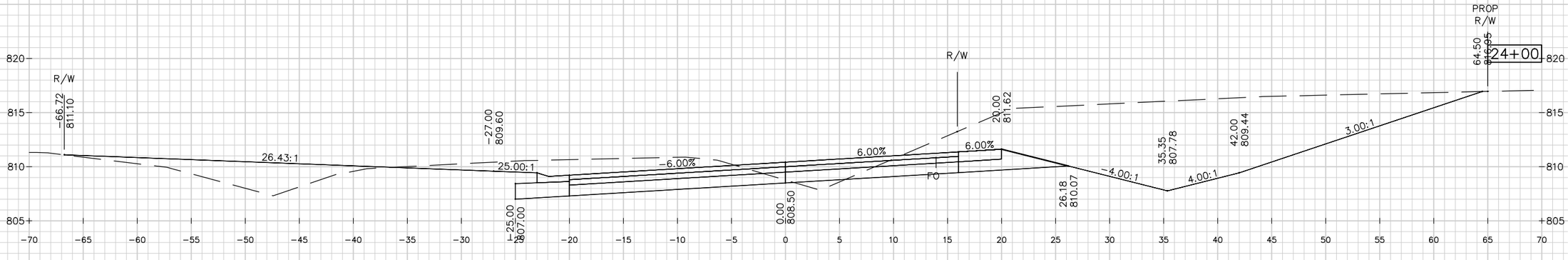


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 60	E

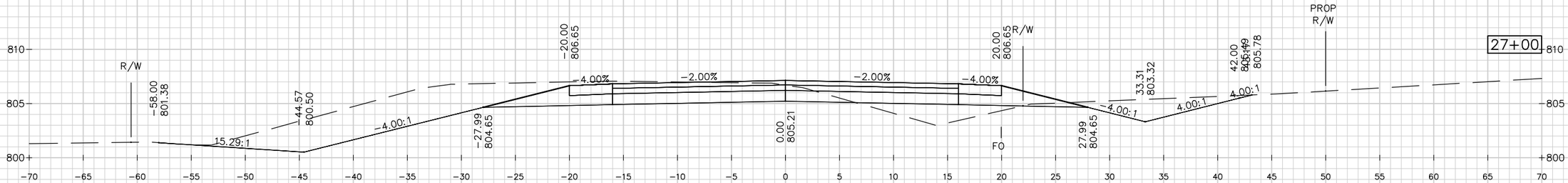


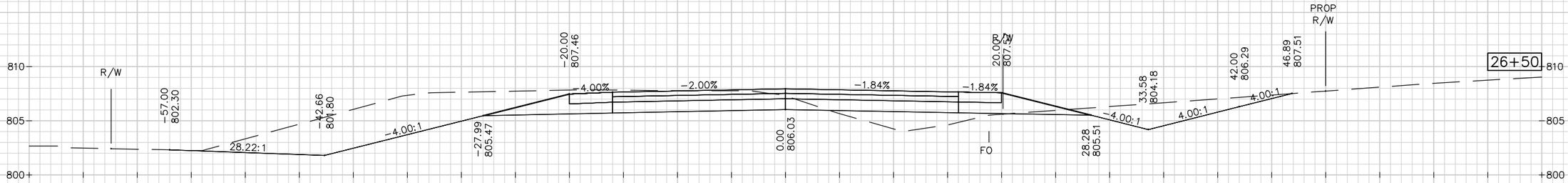


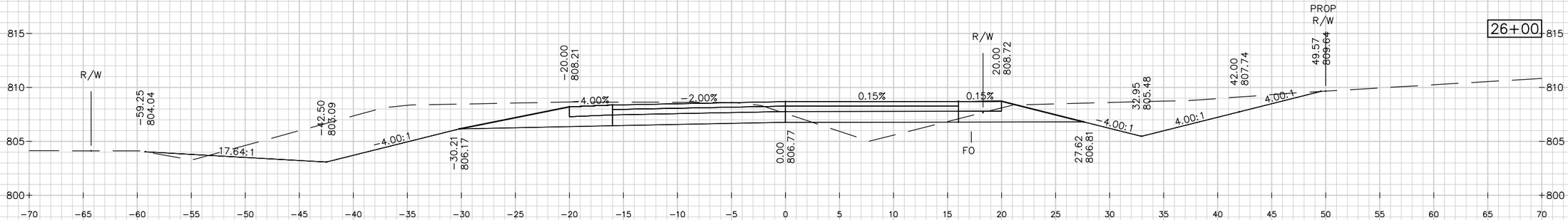


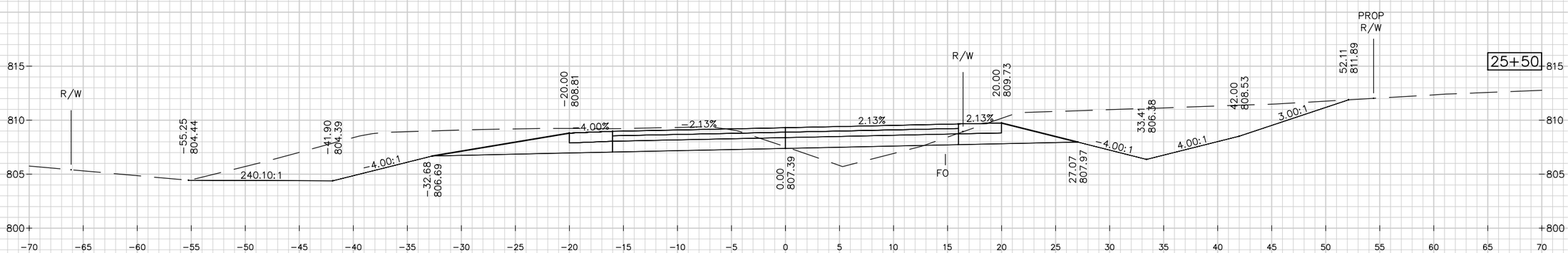


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 61	E

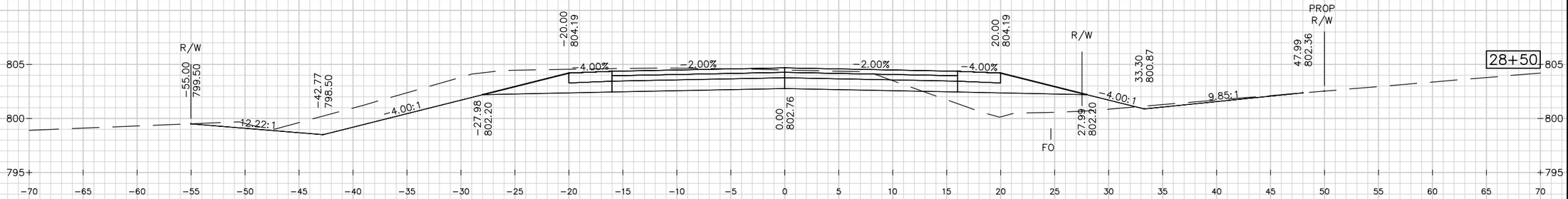


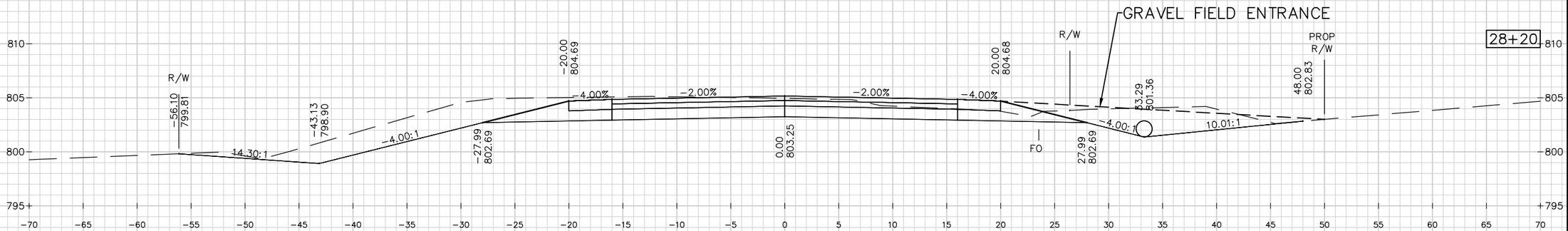


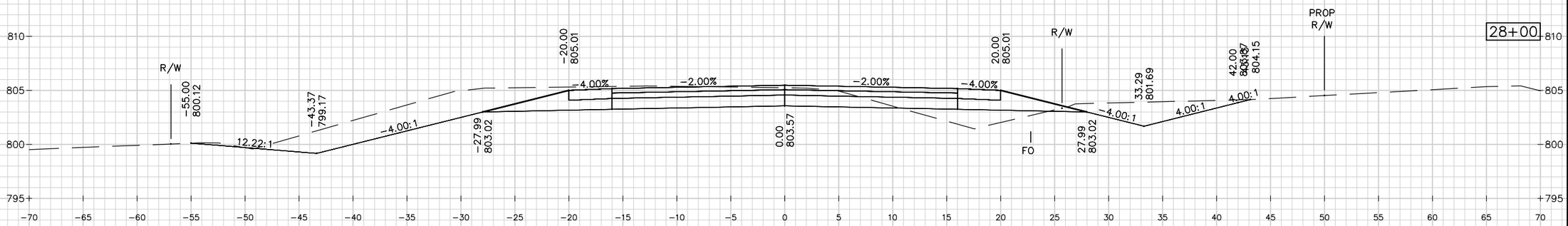


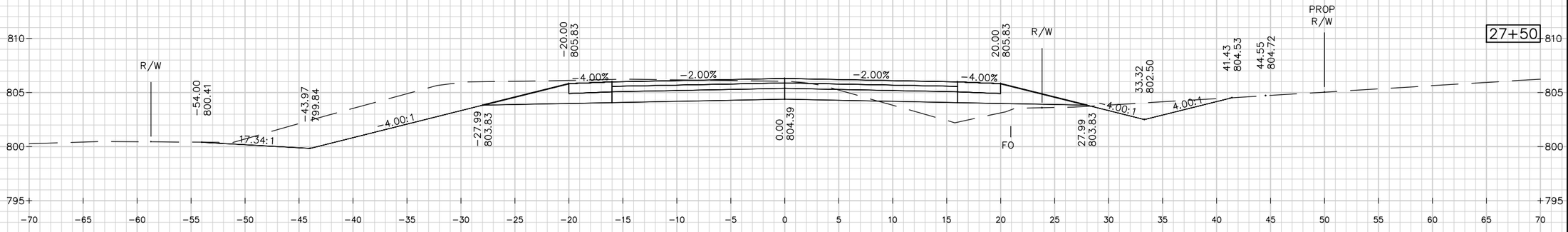


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 62	E

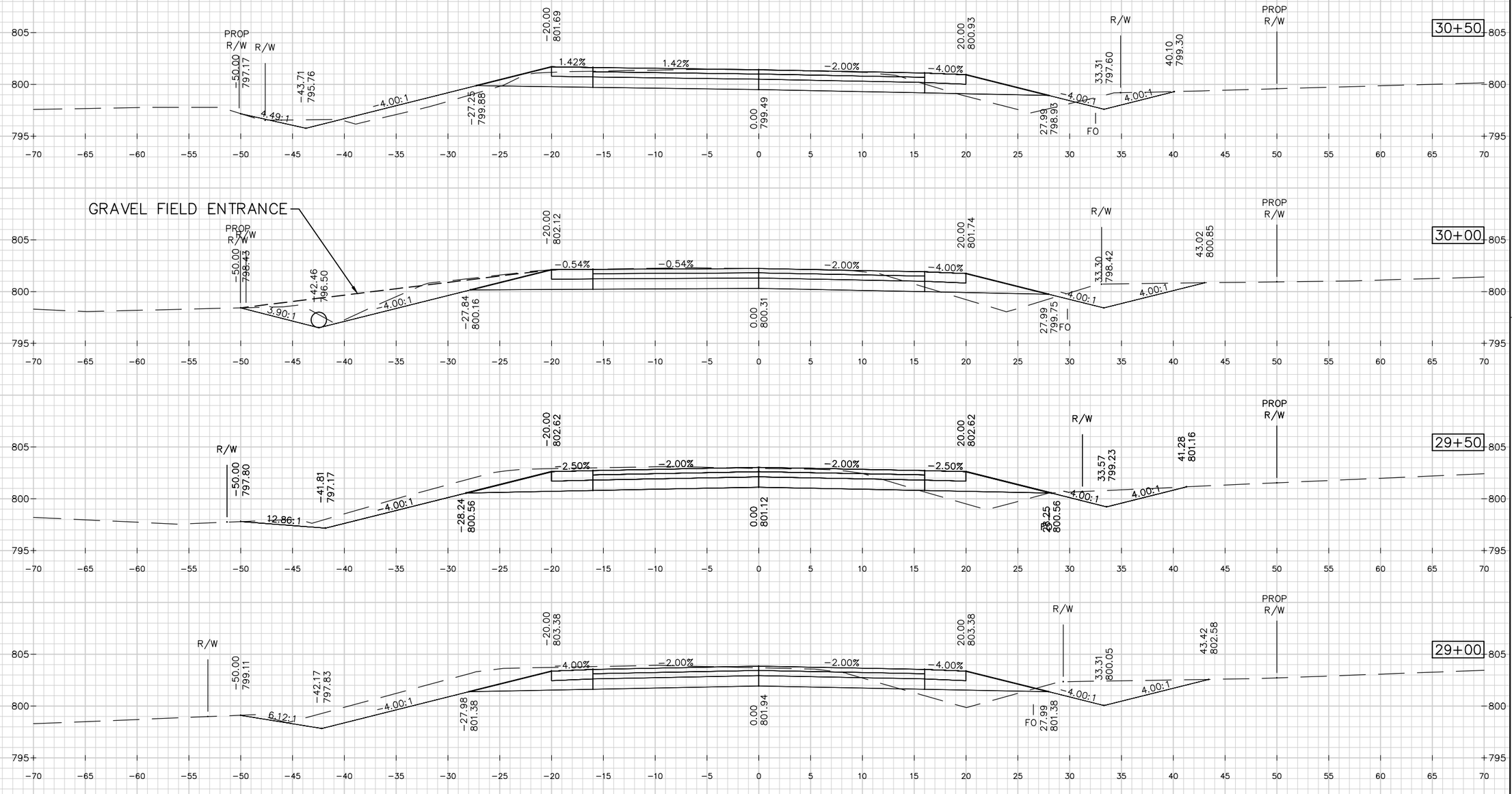




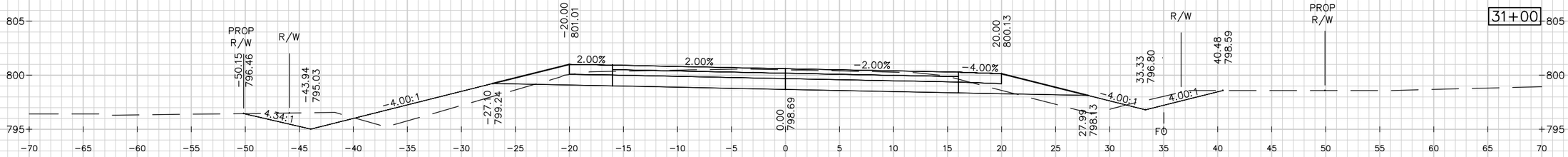




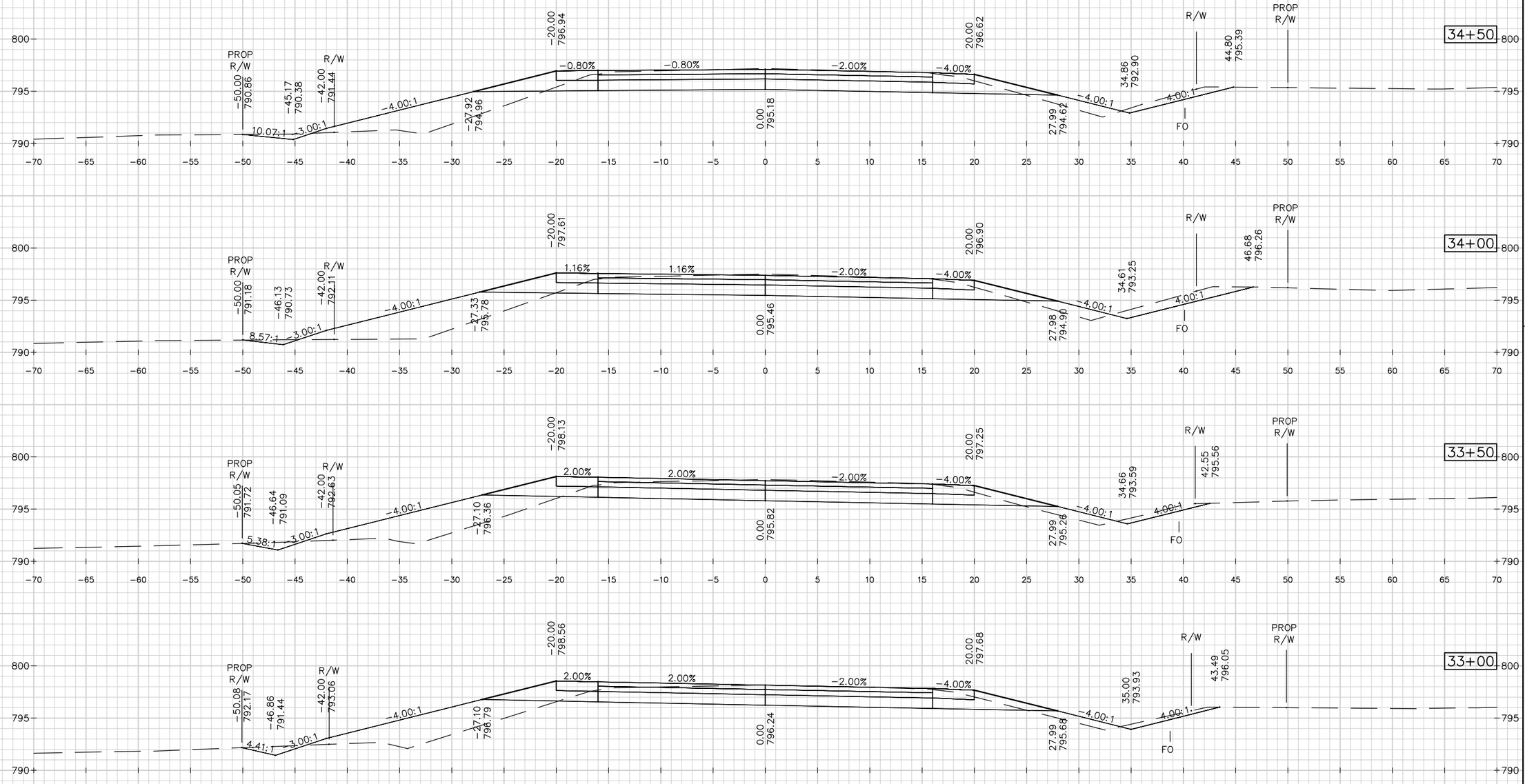
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 63	E



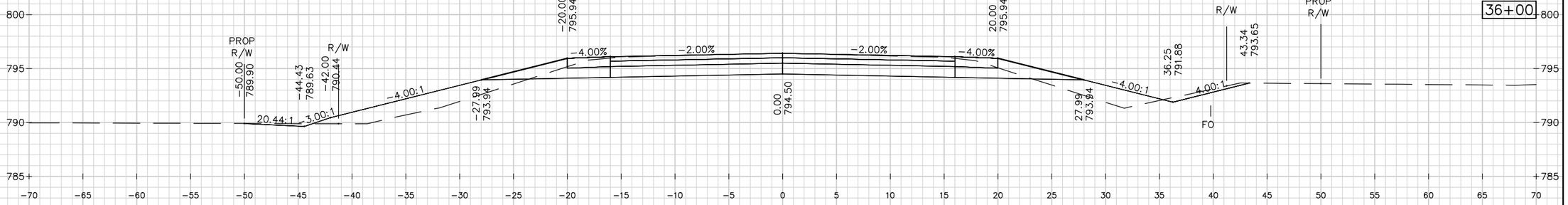
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 64	E



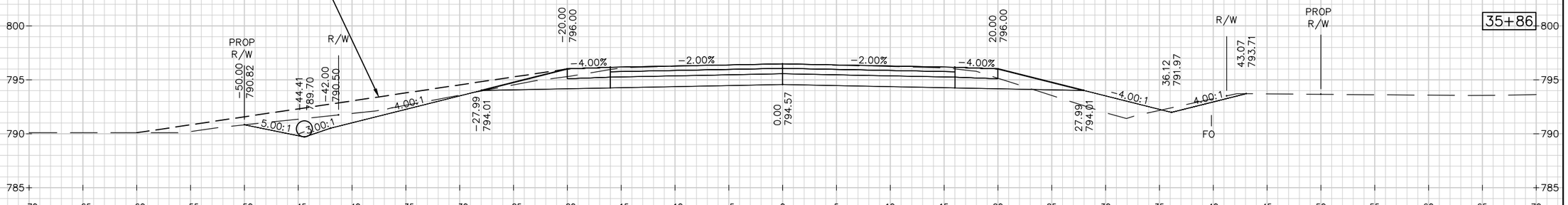
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 65	E

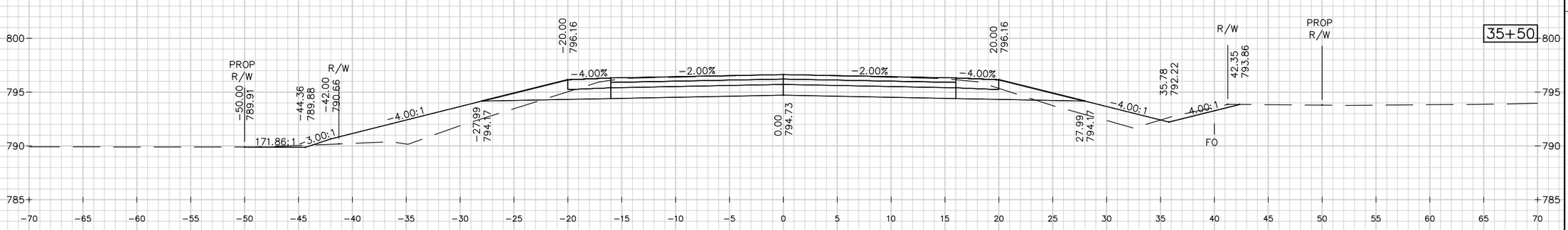


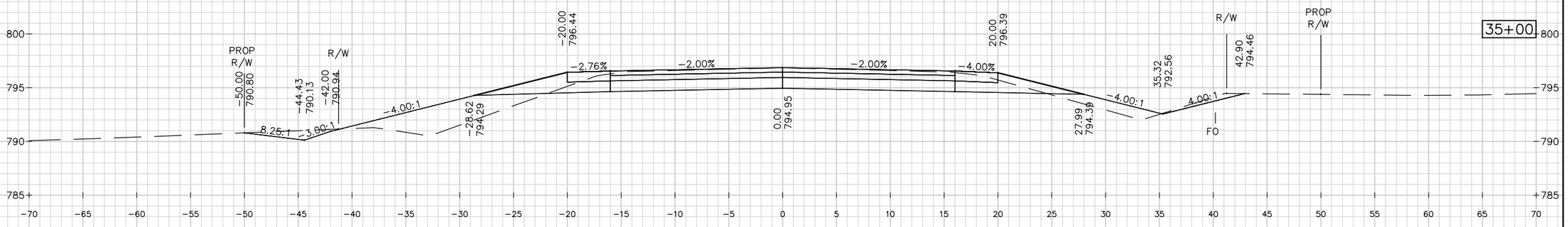
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 66	E



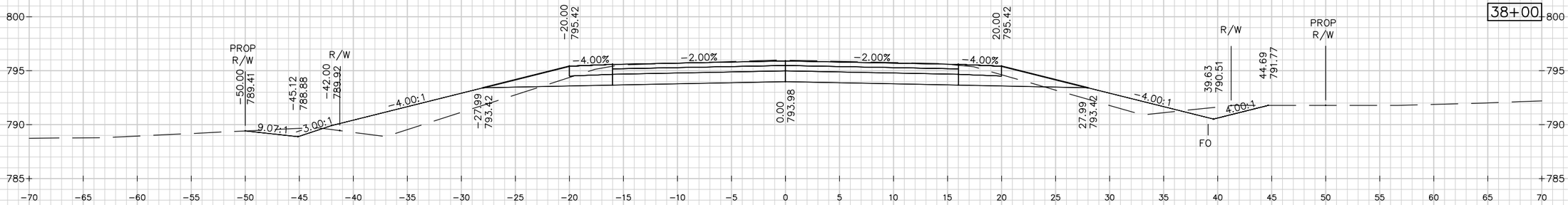
GRAVEL FIELD ENTRANCE
MATCH AT 60' LT, 15% SLOPE

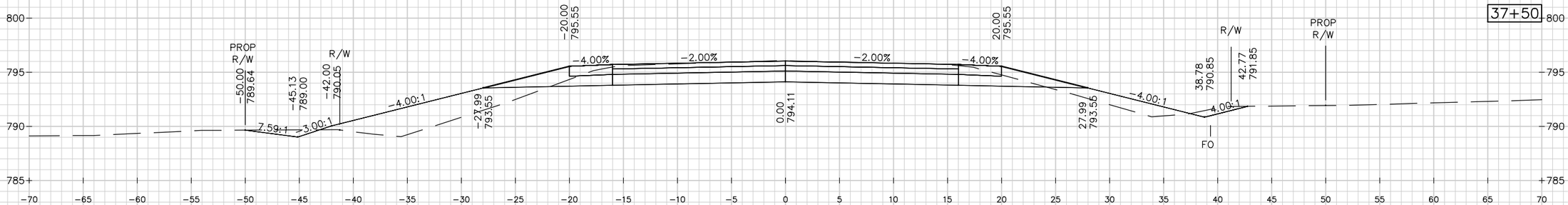


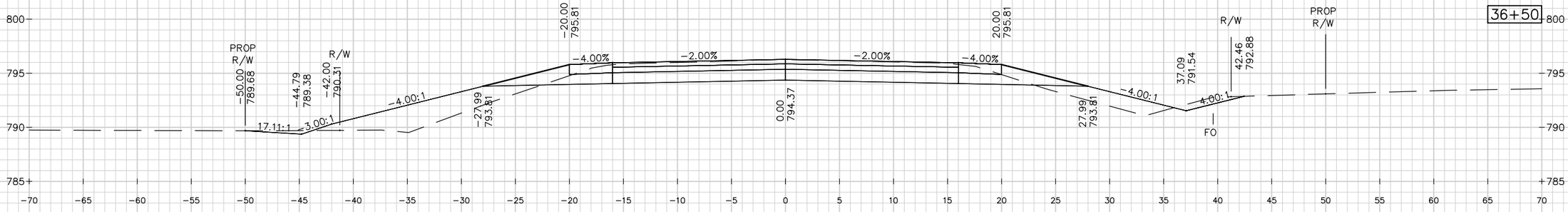




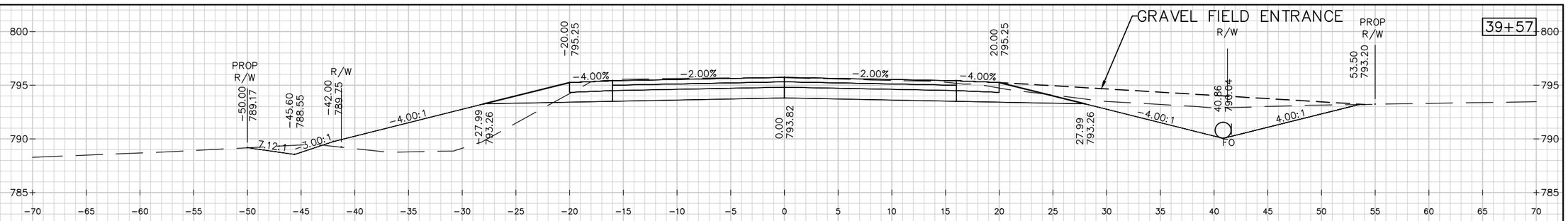
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 67	E



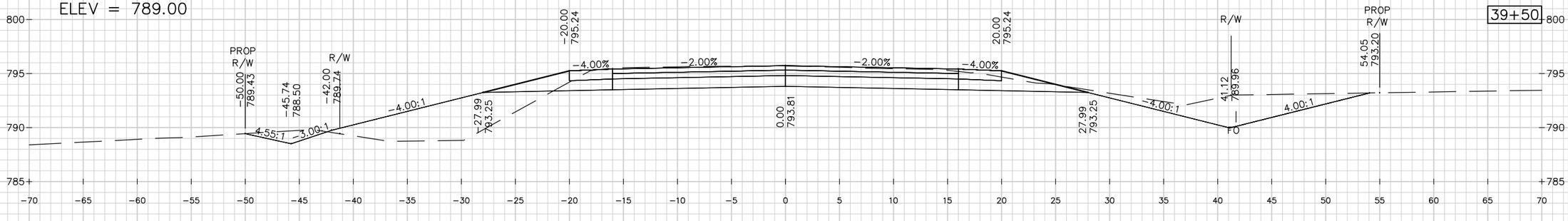




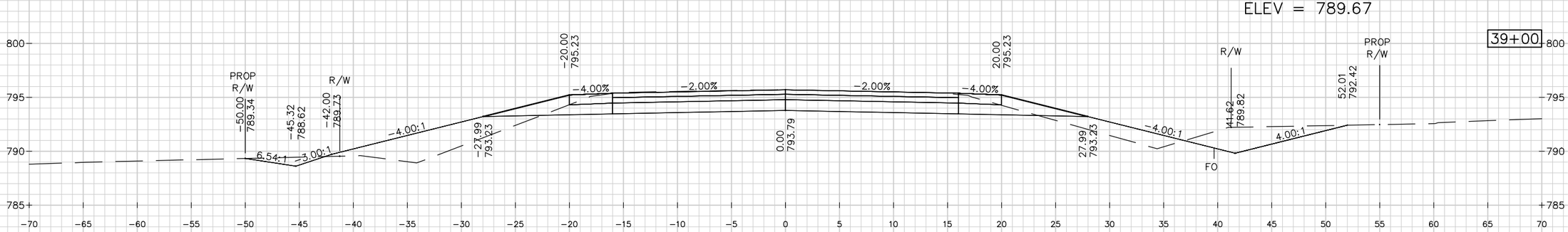
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 68	E



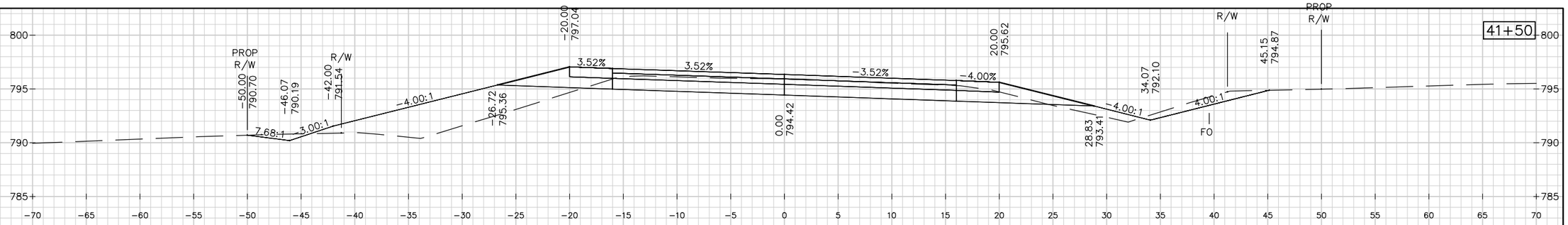
CROSS DRAIN STA. 39+54
ELEV = 789.00

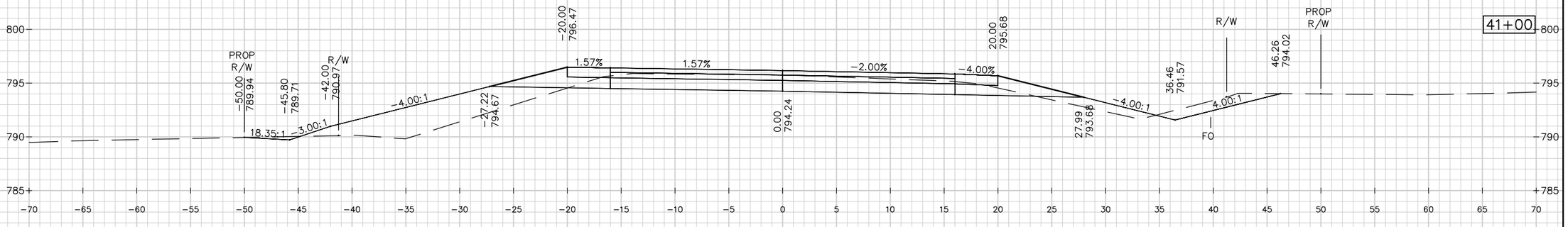


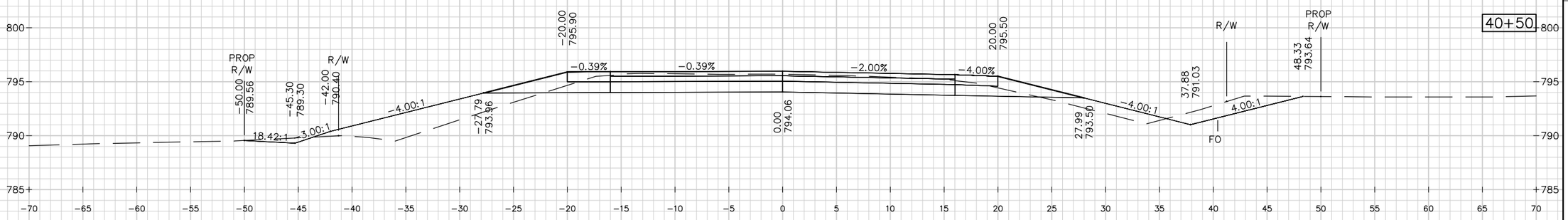
CROSS DRAIN STA. 39+18
ELEV = 789.67

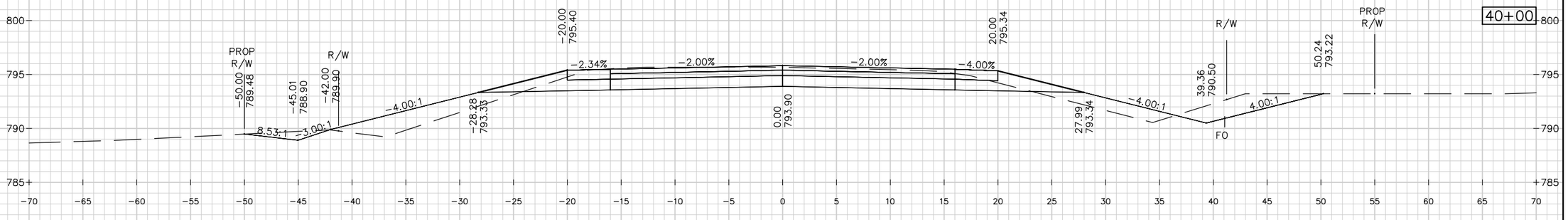


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 69	E

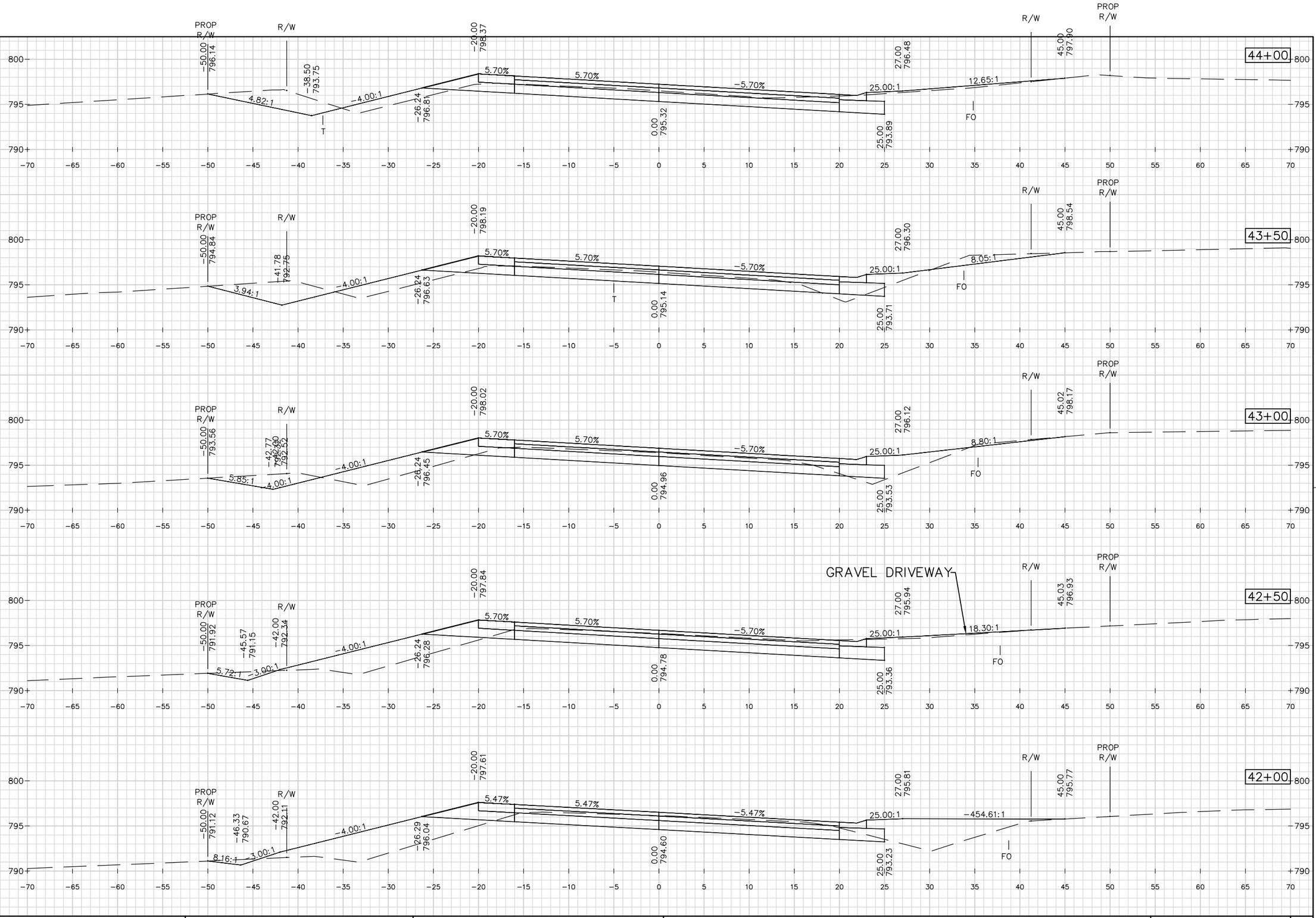






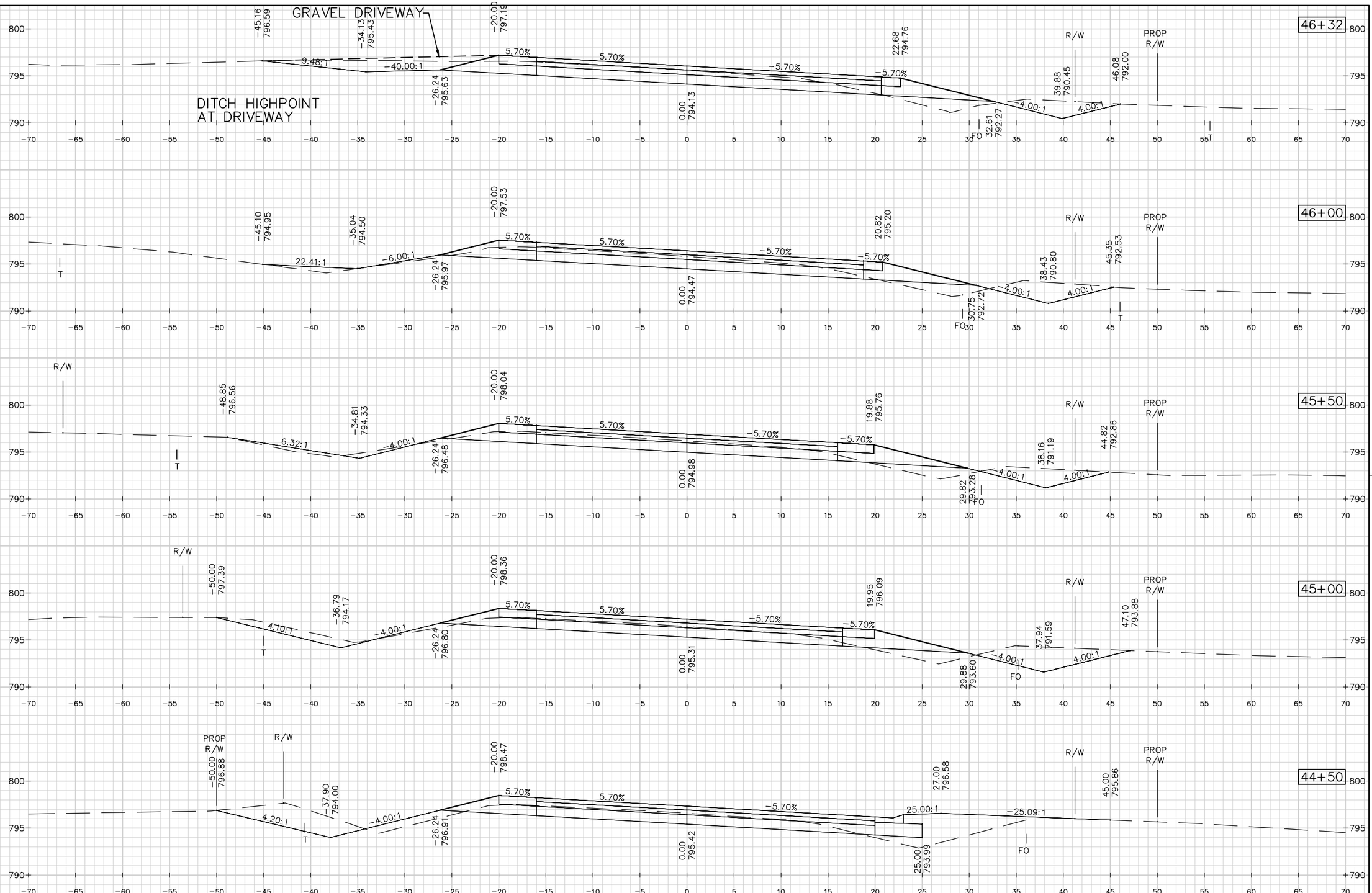


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 70	E

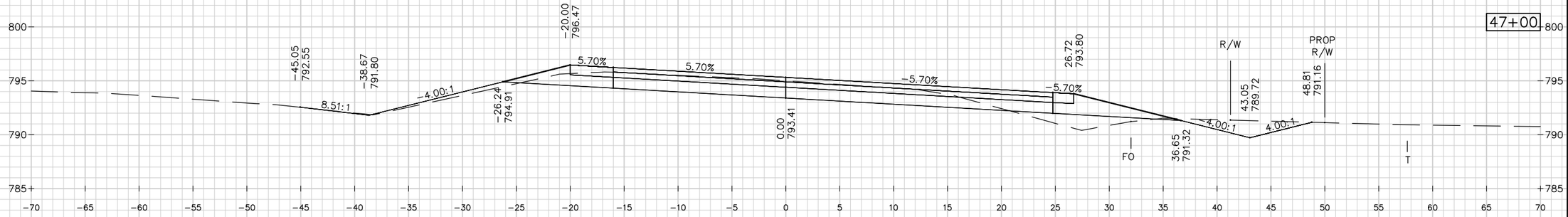


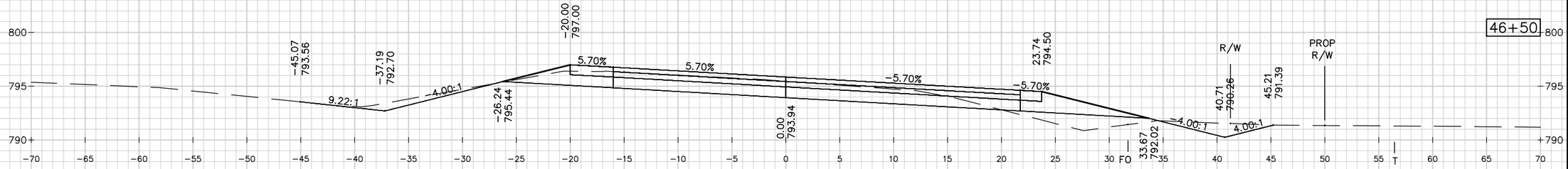
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 71	E

WISDOT/CADDS SHEET 42

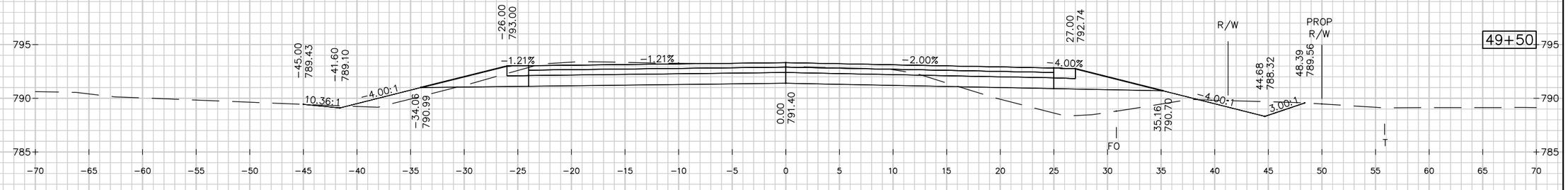


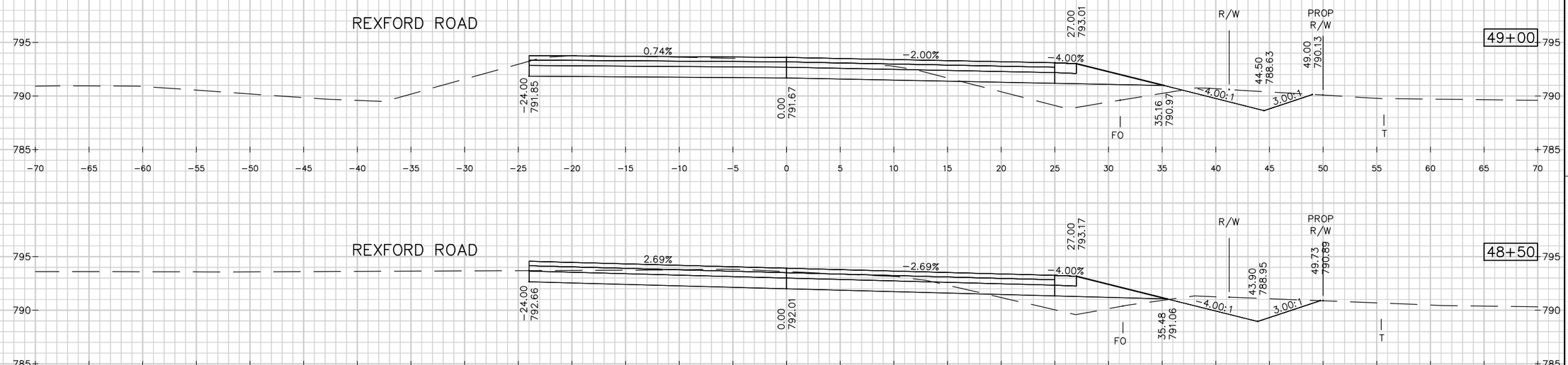
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 72	E

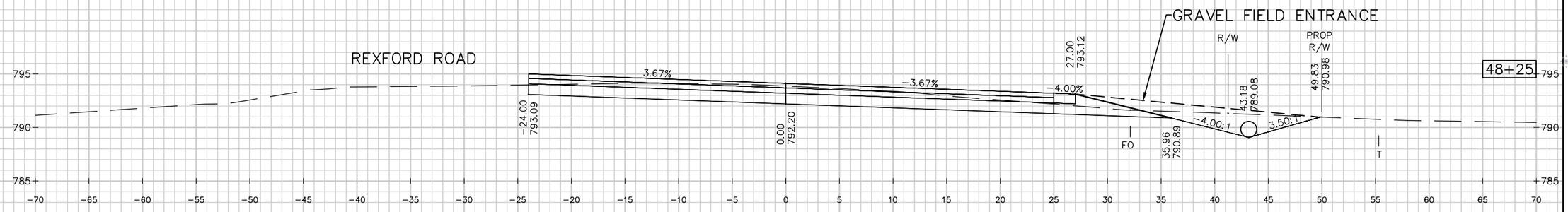




PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 73	E

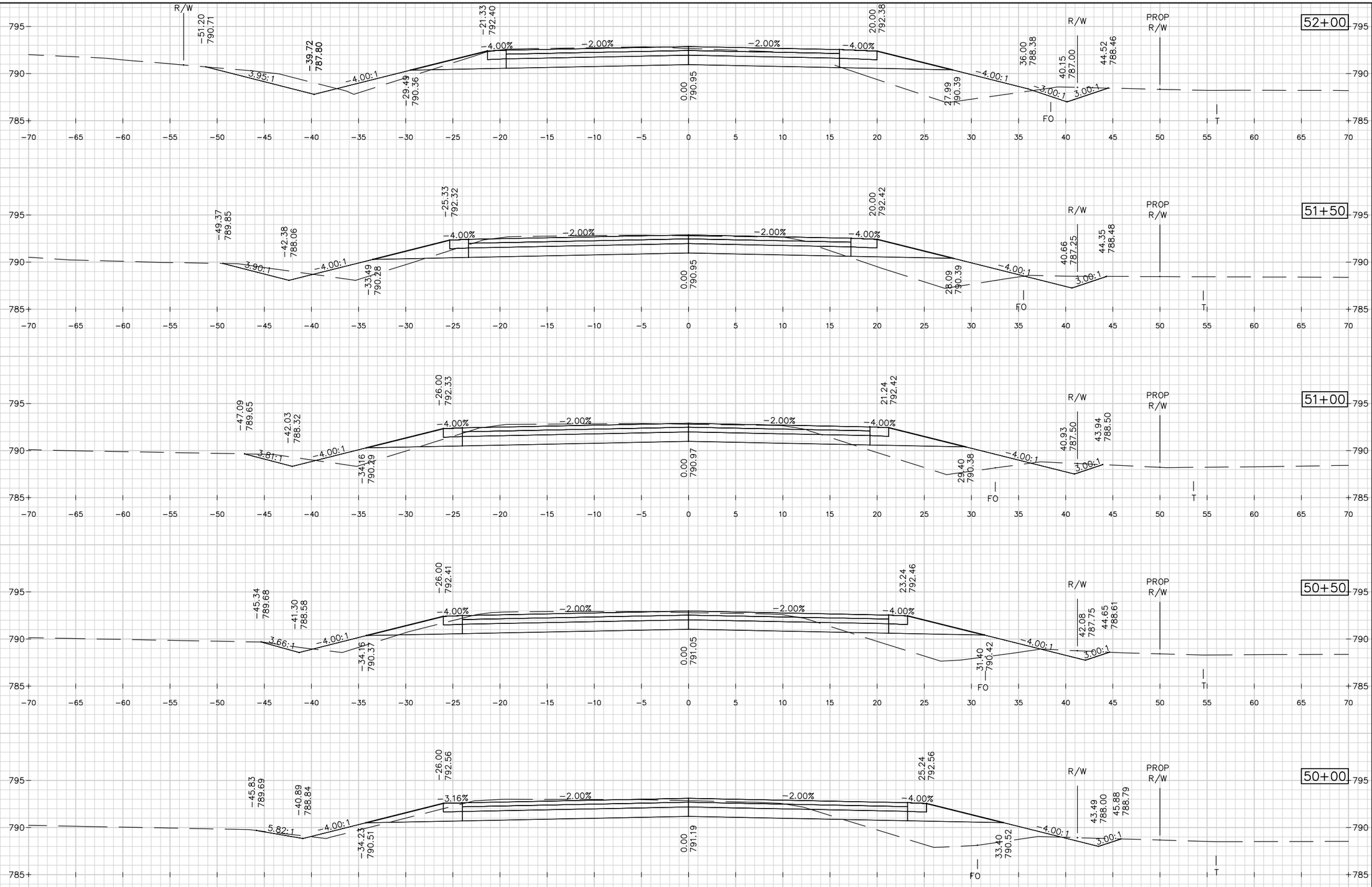






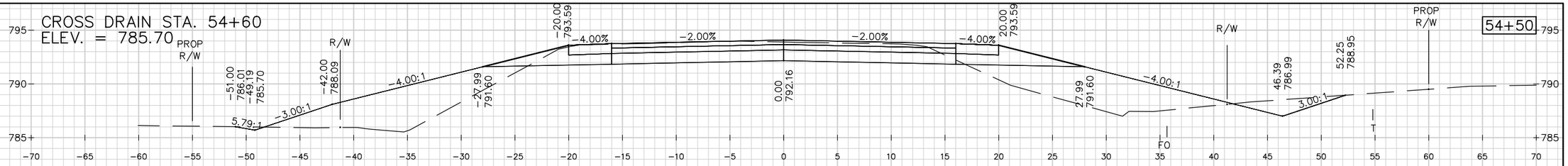
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 74	E

WISDOT/CADDS SHEET 42

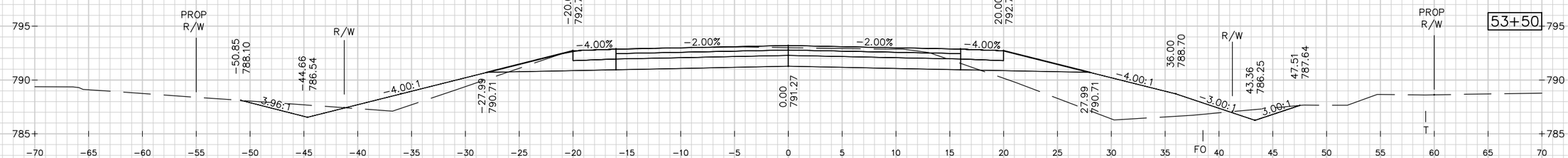


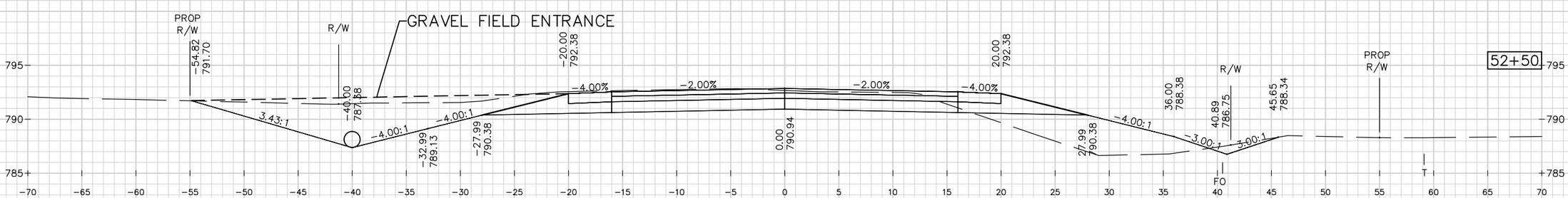
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 75	E

CROSS DRAIN STA. 54+60
ELEV. = 785.70

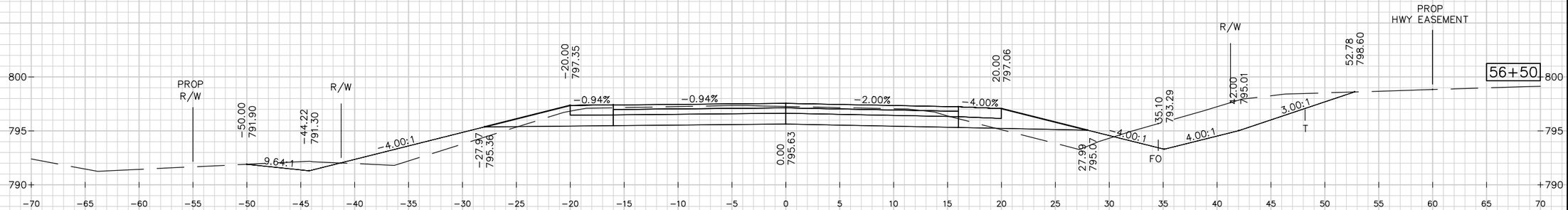


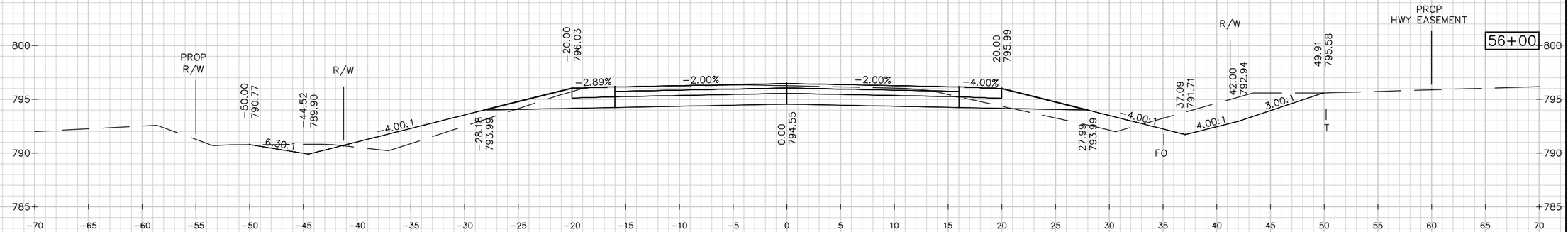
CROSS DRAIN STA. 53+92
ELEV. = 786.00

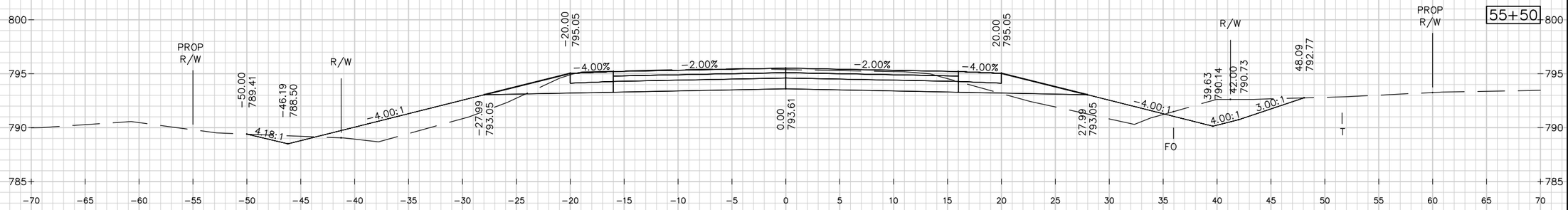


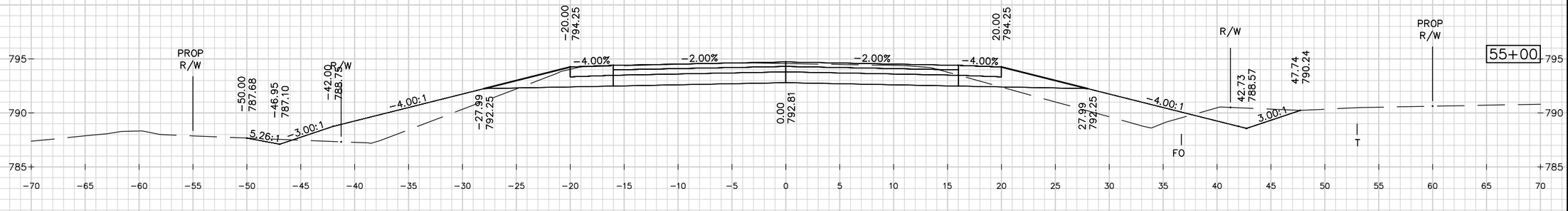


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 76	E

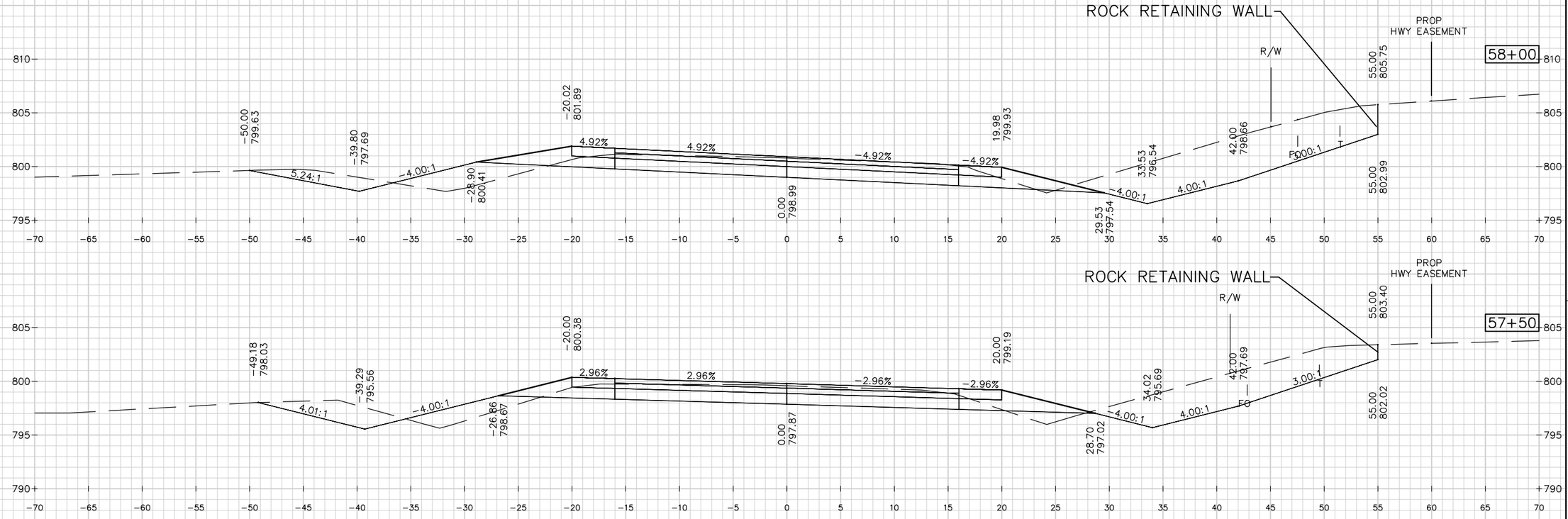






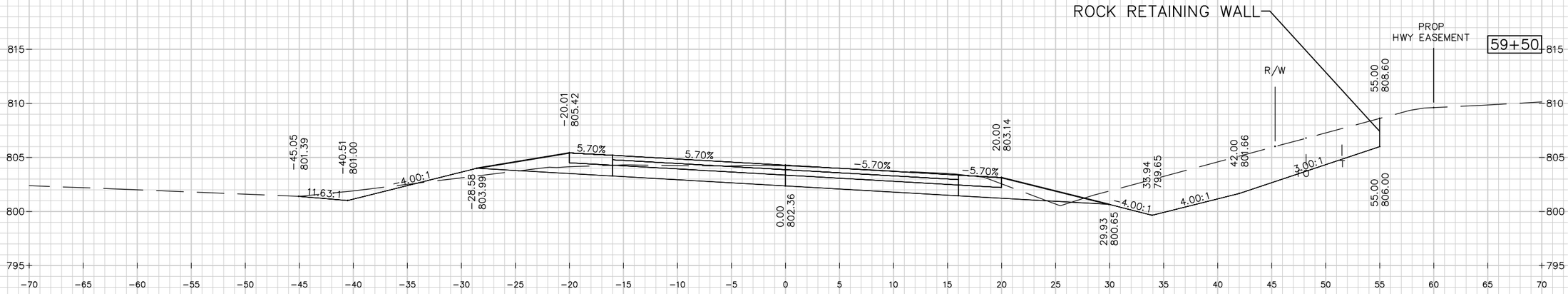


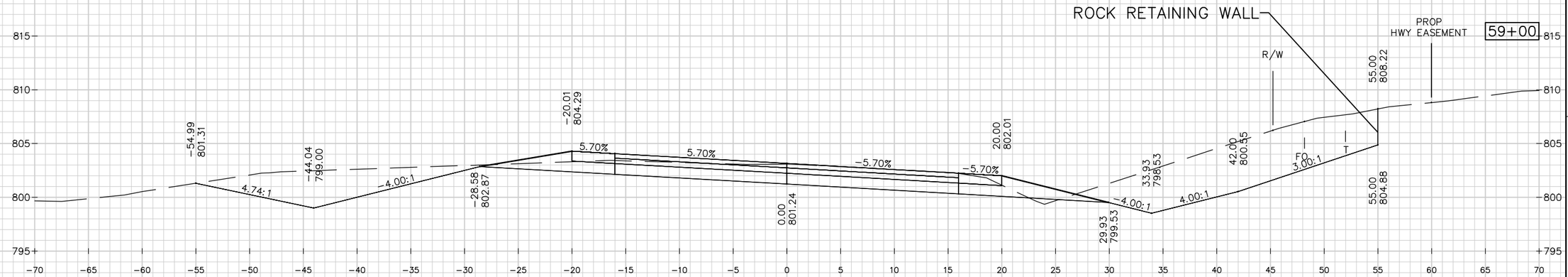
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 77	E



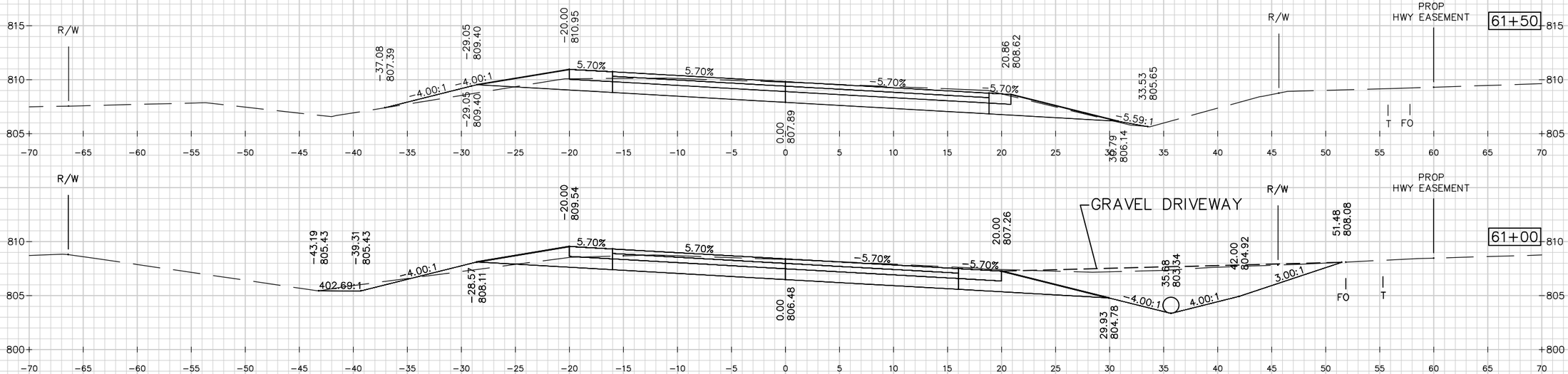
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 78	E

WISDOT/CADDS SHEET 42





PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 79	E

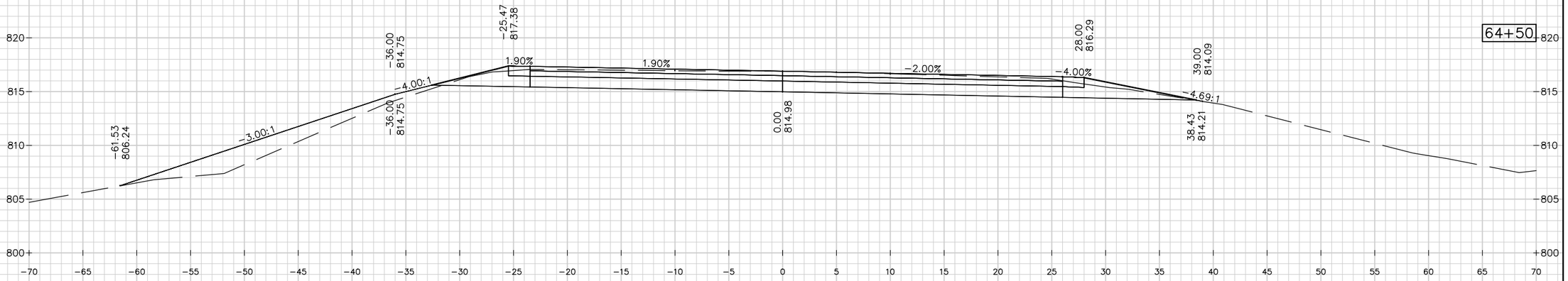


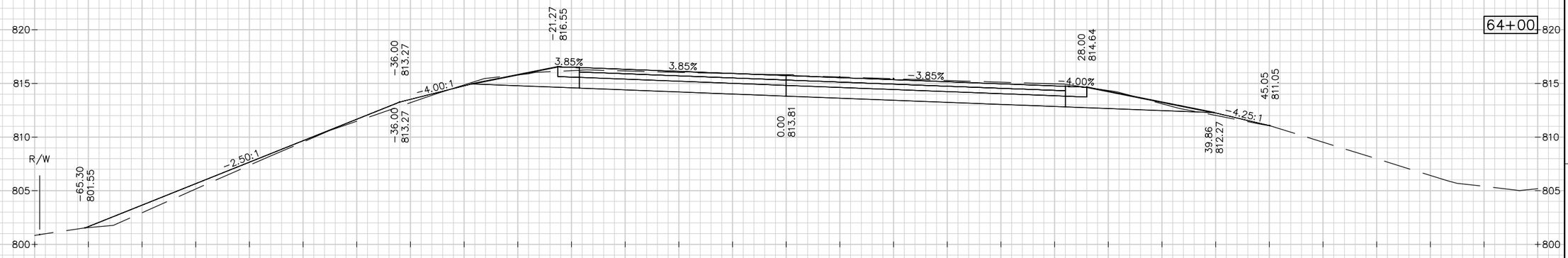
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 80	E

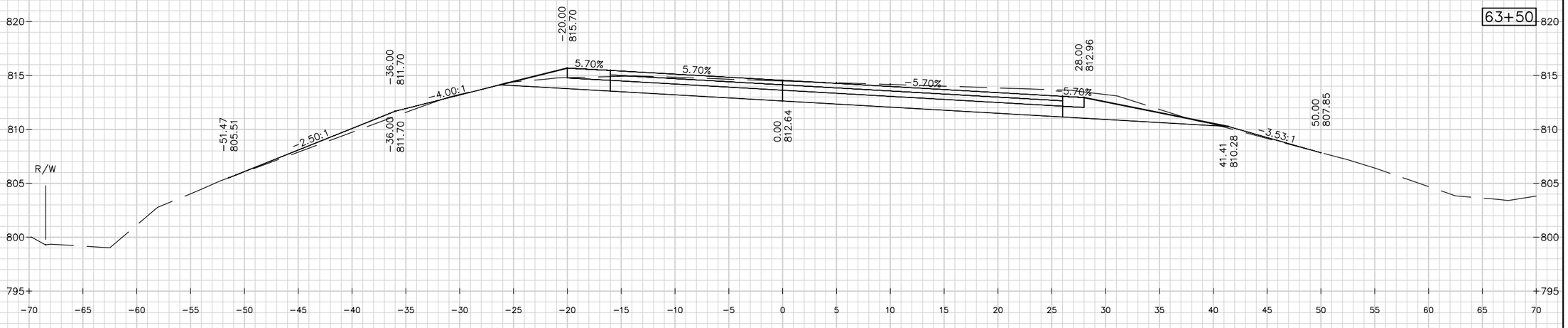
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 81	E

WISDOT/CADDS SHEET 42

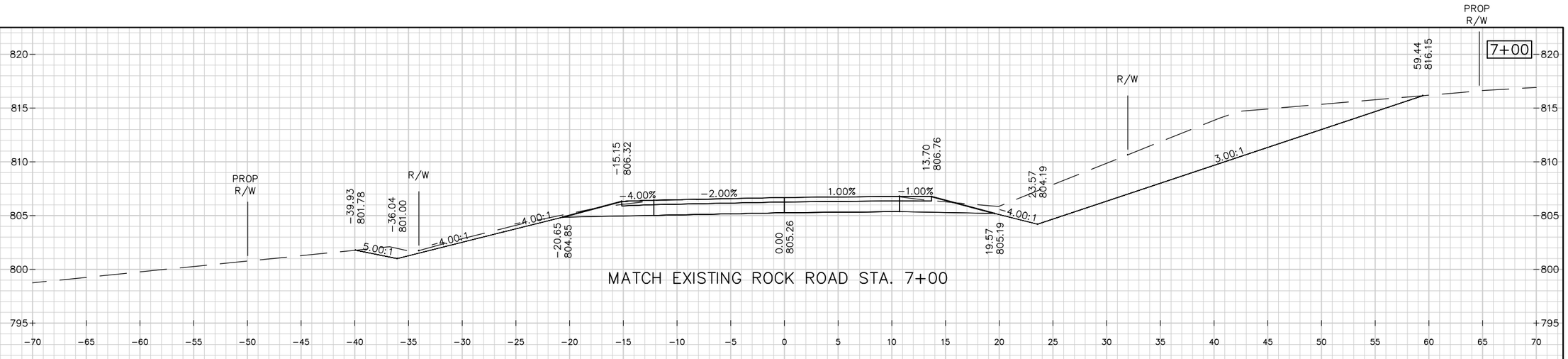
END PROJECT STA. 64+70.00

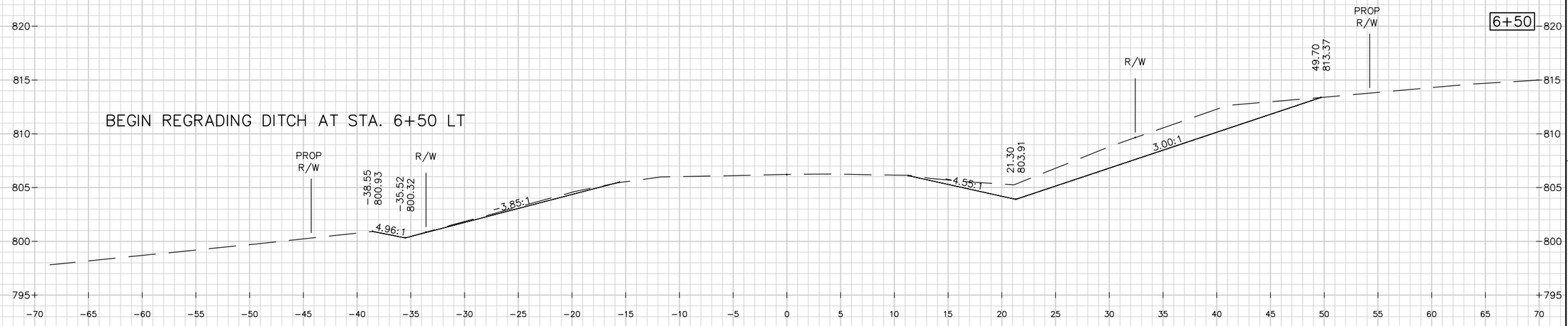


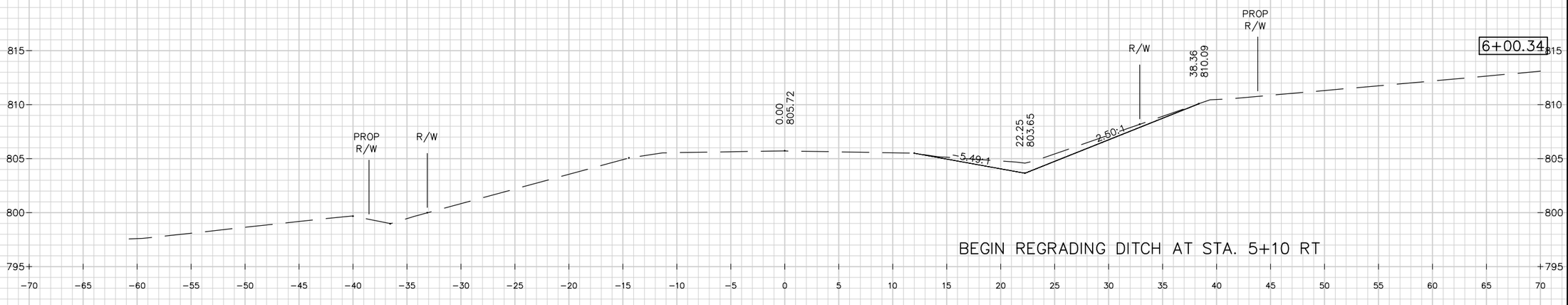




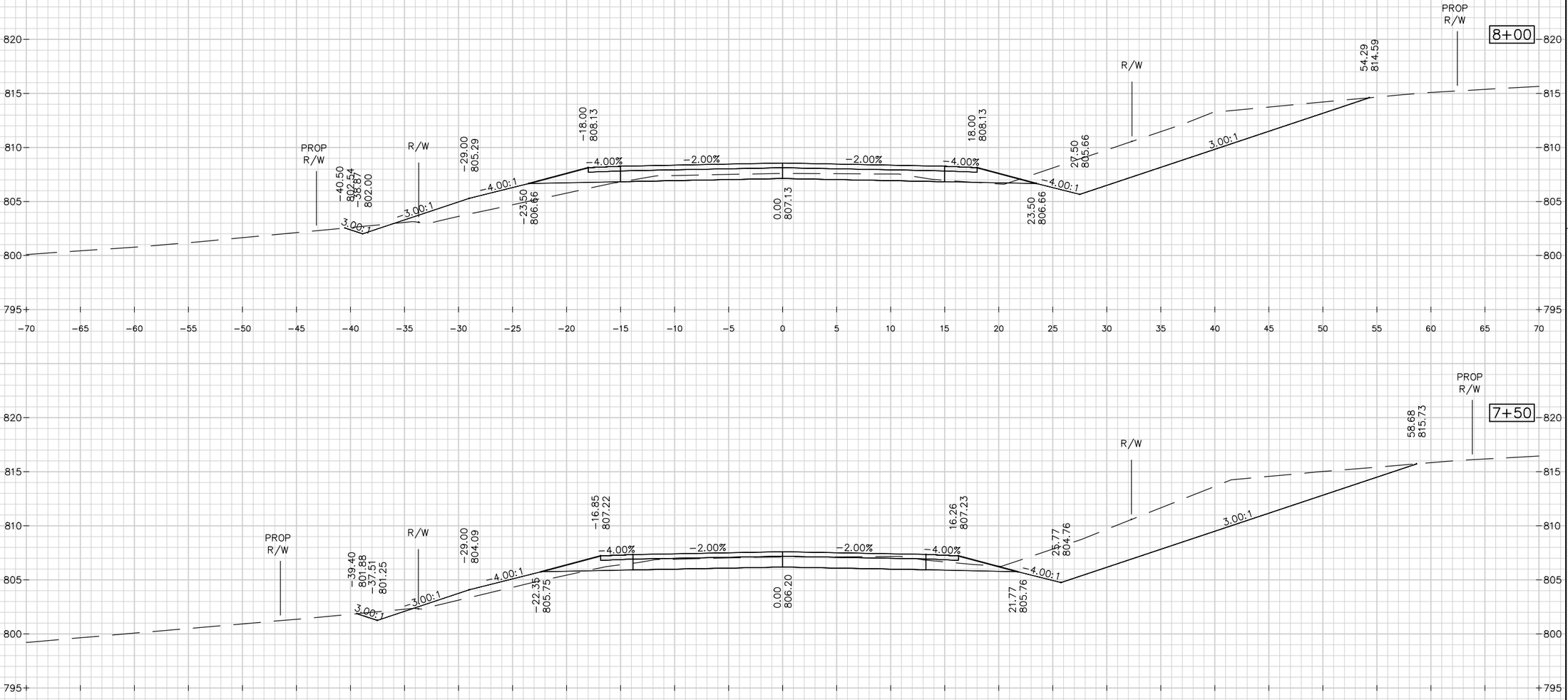
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET: 82	E



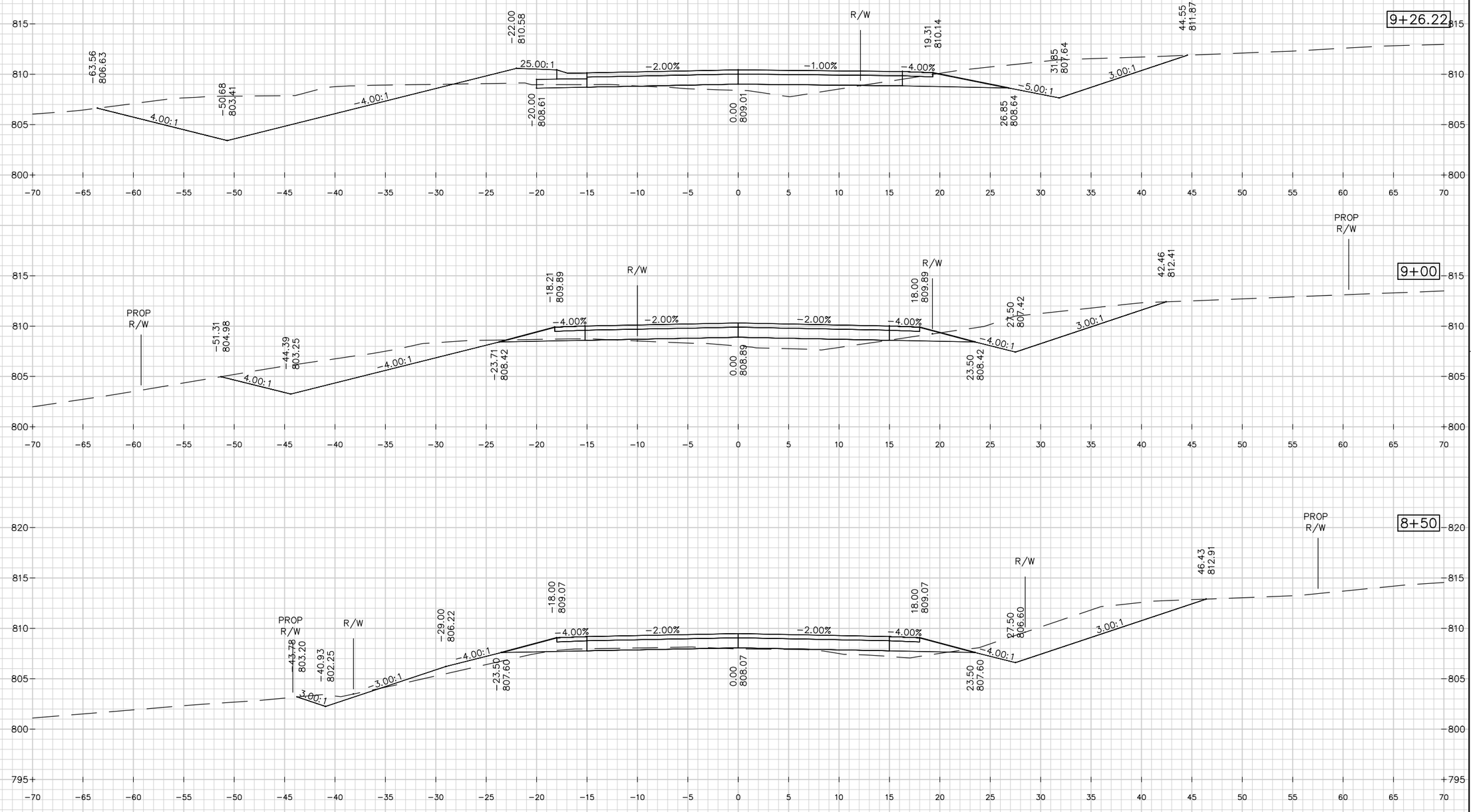




PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	ROCK ROAD CROSS SECTIONS	SHEET: 83	E

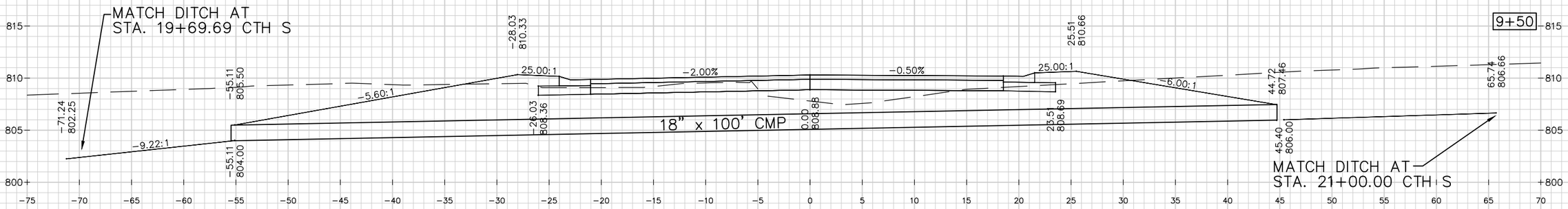


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	ROCK ROAD CROSS SECTIONS	SHEET: 84	E



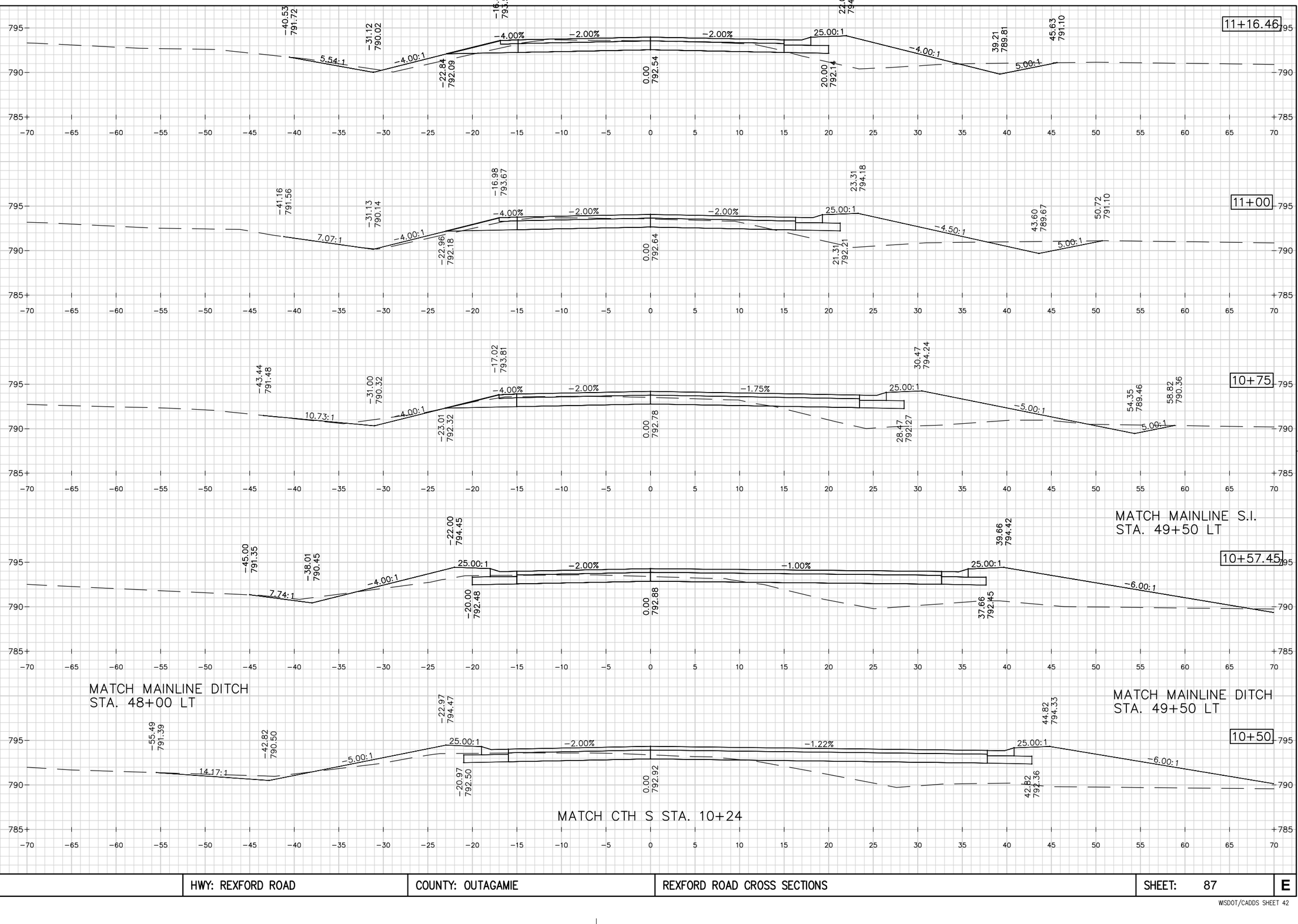
PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	ROCK ROAD CROSS SECTIONS	SHEET: 85	E

MATCH CTH S STA. 9+76.00

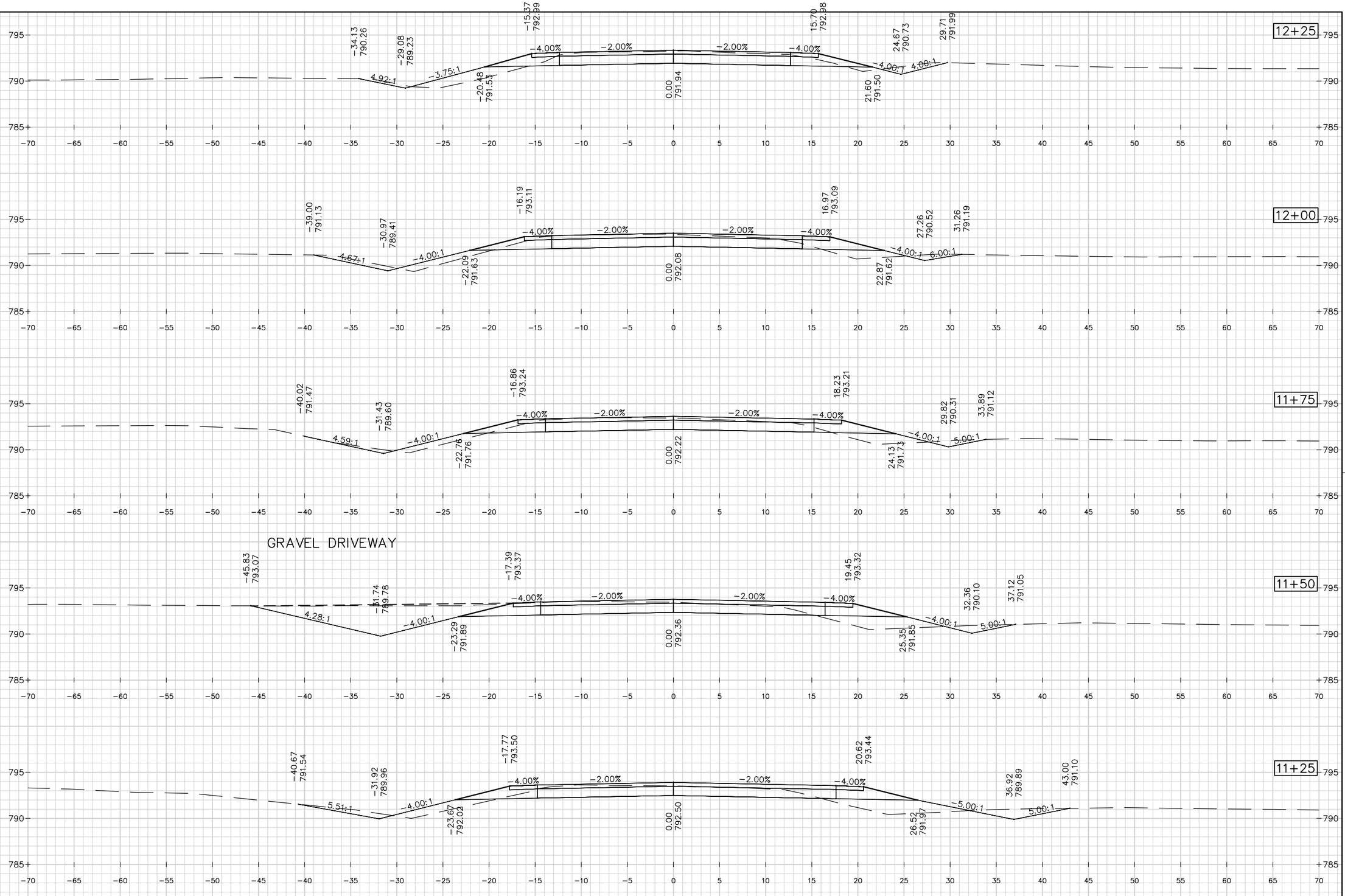


PROJECT NO:	HWY: CTH S	COUNTY: OUTAGAMIE	ROCK ROAD CROSS SECTIONS	SHEET: 86	E

WISDOT/CADDS SHEET 42

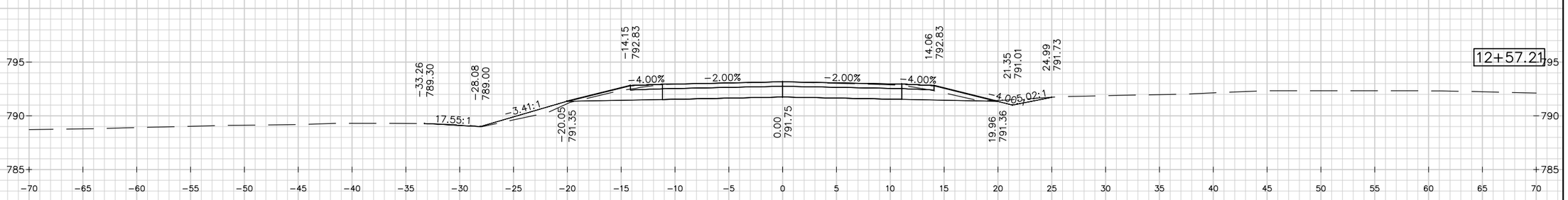


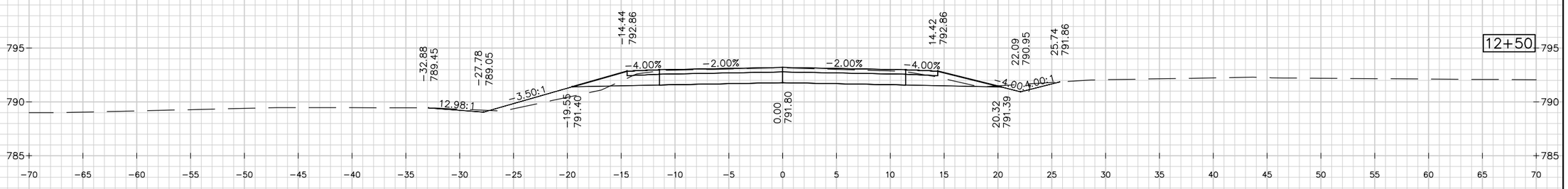
PROJECT NO:	HWY: REXFORD ROAD	COUNTY: OUTAGAMIE	REXFORD ROAD CROSS SECTIONS	SHEET: 87	E



PROJECT NO:	HWY: REXFORD ROAD	COUNTY: OUTAGAMIE	REXFORD ROAD CROSS SECTIONS	SHEET: 88	E

MATCH EXISTING REXFORD ROAD STA. 12+57.21





PROJECT NO:	HWY: REXFORD ROAD	COUNTY: OUTAGAMIE	REXFORD ROAD CROSS SECTIONS	SHEET: 89	E