AS-BUILT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6526-01-71	STP 1998(315)	1

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

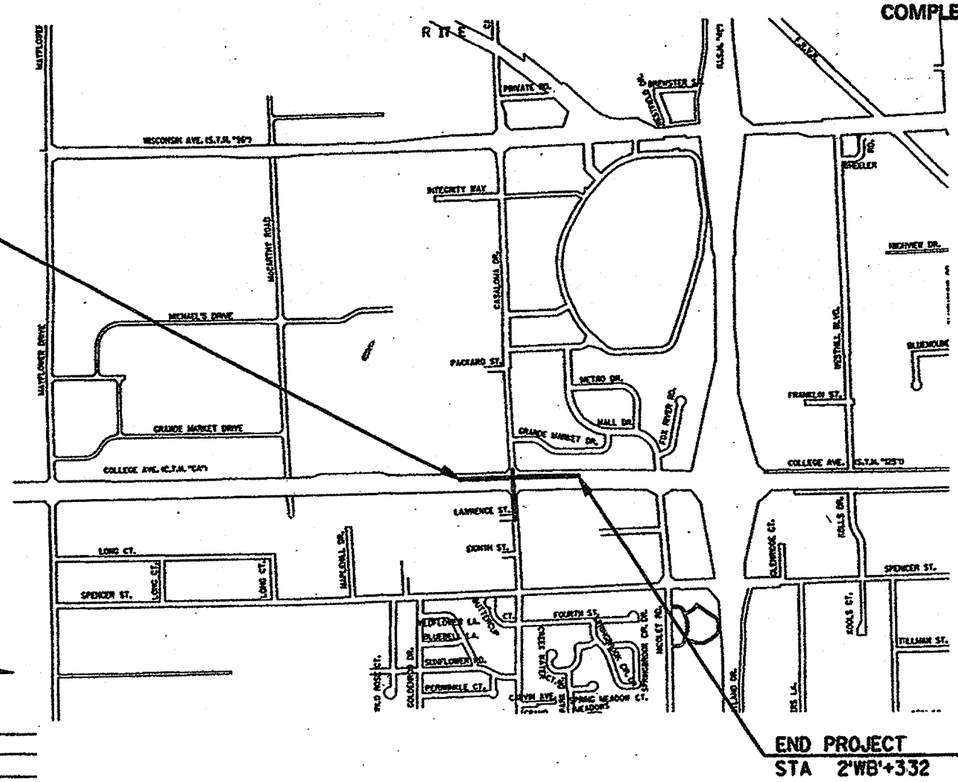
PLAN OF PROPOSED IMPROVEMENT

CTH CA & CASALOMA DRIVE INTERSECTION

CTH CA
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6526-01-71

AS BUILT PLAN NO.
SUPERVISOR A. Lamers
RESIDENT Ron Hoedt
CONTRACTOR Zignego Co
COMPLETED 10-22-99



N

T 20 N

LAYOUT
SCALE 0 .2 .4 km

TOTAL NET LENGTH OF CENTERLINE = 0.632 km (URBAN)

NOTE: ALL COORDINATES ON THIS PLAN ARE REFERENCED FROM OUTAGAMIE COUNTY COORDINATE SYSTEM

CA-4

COMBUSTIBLE FLUIDS — CAUTION

UNDERGROUND UTILITIES
- GAS — G —
- ELECTRIC — E —
- TELEPHONE OR TELEGRAPH — T —
- SERVICE PEDESTAL
- CABLE MARKER
- POWER POLE
- TELEPHONE POLE
- RAILROAD
- MARSH AREA
- WOODED OR SHRUB AREA

ACCEPTED FOR OUTAGAMIE COUNTY
12/16/97 (Date) (Signature)

ORIGINAL PLANS PREPARED BY
OMNI ASSOCIATES

WISCONSIN — MARGARET A. HANLEY — E-28579 — APPLETON WI — PROFESSIONAL ENGINEER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
- Surveyor: OMNI ASSOCIATES
- Designer: OMNI ASSOCIATES
- District Examiner: L. RINGLOM
- District Supervisor: J. LAMERS
- C.O. Coordinator:
- C.O. Examiner: D. MARG

APPROVED FOR DISTRICT OFFICE
DATE: 12/23/97 (Signature)
6/28/98

M

Sections and Details
Quantities
Bus Quantities
by Plot
Profile
Detail Drawings
Plans
Earthwork Data
Cross Sections
95

STANDARD DETAIL DRAWINGS

SDD NUMBER	TITLE
8A5-14a	INLET COVERS
8A5-14b	INLET COVERS
8A5-14d	INLET AND MANHOLE COVERS
8B6-3	MANHOLES, TYPE 1
8B7-3	MANHOLES, TYPE 2 AND 3
8C1-5	INLETS TYPE 1, 2, 3, AND 4
8C5-2	INLETS TYPE 8, 9, 10, AND 11
8D1-12	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
8D4-3	CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME
8D15-2a	EDGEDRAIN OUTLET DETAILS
8D15-2b	EDGEDRAIN AND CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NO 1 OR NO 2
8E9-5	SILT FENCE
8F1-11	APRON ENDWALL FOR CULVERT PIPE
8F6-4	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
9B2-6	CONDUIT
9B4-3	PULL BOX
9C2-2	CONCRETE BASES, TYPES 1, 2 AND 5
9C3-2	TRANSFORMER/PEDESTAL BASES
9D1-2	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
9E1-3a	POLE MOUNTINGS FOR TRAFFIC SIGNALS, TYPE 2
9E1-3f	HARDWARE DETAILS FOR POLE MOUNTINGS
9F9-2	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE COURSE (NEW CONCRETE PAVEMENT)
11B1-1	CONCRETE CORRUGATED MEDIAN
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C13-2	URBAN DOWELED CONCRETE PAVEMENT
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C7-6a	PAVEMENT MARKING SYMBOLS
15C8-8a	PAVEMENT MARKING (MAINLINE)
15C8-8b	PAVEMENT MARKING (INTERSECTIONS)
15C8-8c	PAVEMENT MARKING (LEFT TURN LANES)
15C8-8d	PAVEMENT MARKING (ISLANDS, STOP LINE AND CROSSWALK)

UTILITIES

ELECTRIC	WISCONSIN ELECTRIC POWER COMPANY P.O. BOX 1599 APPLETON, WISCONSIN 54913 ATTN: BUDGET ENGINEERING SUPERVISOR TELEPHONE: (920) 380-3359
TELEPHONE	AMERITECH 221 W. WASHINGTON STREET FOURTH FLOOR, OSPE APPLETON, WISCONSIN 54911 ATTN: MR. JOHN STUMPF CABLE LOCATE: (920) 735-3250
GAS	WISCONSIN ELECTRIC POWER CO - GAS DIVISION 800 SOUTH LYNNDALE DRIVE APPLETON, WISCONSIN 54912 ATTN: MR. DENNIS GIRARD TELEPHONE: (920) 380-3466
WATER AND SANITARY SEWER	GRAND CHUTE, SAN. DISTRICT 1& 2 311 W. PROSPECT STREET APPLETON, WI 54914 ATTN: TODD PRAHL TELEPHONE: (920) 832-1581
CABLE TV	TIME WARNER CABLE P.O. BOX 145 KIMBERLY, WISCONSIN 54136 ATTN: MR. STEVE POEHLEIN TELEPHONE: (920) 738-3160
DIGGERS HOTLINE	UTILITY LOCATE TELEPHONE: (800) 242-8511 (TOLL FREE)
DNR LIAISON	MS. KELLEY O'CONNOR WDNR - LAKE MICHIGAN DISTRICT 1125 N. MILITARY AVENUE GREEN BAY, WISCONSIN 54307-0448 TELEPHONE: (920) 492-5819
COUNTY SURVEYOR OR SURVEY CONTACT PERSON	MR. JIM HEBERT OUTAGAMIE COUNTY COURTHOUSE 410 S. WALNUT STREET APPLETON, WISCONSIN 54911 TELEPHONE: (920) 832-5255
TRAFFIC SIGNALS	CITY OF APPLETON 100 NORTH APPLETON STREET APPLETON, WISCONSIN 54911 ATTN: MR. GREG HANSON TELEPHONE: (920) 832-6474

GENERAL NOTES

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

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

EXCAVATION BELOW SUBGRADE (EBS) IS SHOWN ON THE CROSS SECTIONS. IF ADDITIONAL EBS IS REQUIRED, IT SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION. EBS AREAS WILL BE BACKFILLED WITH BREAKER RUN, UP TO A MAXIMUM DEPTH OF 450 mm. EXACT LOCATIONS AND DEPTH FOR EBS WILL BE DETERMINED BY THE ENGINEER.

THE UNCLASSIFIED EXCAVATION MATERIAL BELOW THE EXISTING CRUSHED AGGREGATE BASE COURSE MAY BE UNSUITABLE AS FILL MATERIAL. THERE SHOULD BE SUFFICIENT VOLUME OF UNCLASSIFIED EXCAVATION MATERIAL FROM THE EXISTING CRUSHED AGGREGATE BASE COURSE TO USE AS FILL MATERIAL. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 30 PERCENT.

DRIVEWAYS SHALL BE REPLACED IN KIND. CRUSHED AGGREGATE BASE COURSE WILL BE USED UNDER ALL DRIVEWAYS AND SIDEWALK.

ALL DISTURBED AREAS NOT OTHERWISE INDICATED SHALL BE SALVAGED TOPSOIL, FERTILIZED, SEEDED AND MULCHED.

ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS FOR SILTY SOILS.

ALL RADIUS DIMENSIONS SHOWN TO CURB AND GUTTER ARE TO THE FACE OF CURB.

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

TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION RATE OF 0.113 LITERS PER SQUARE METER AND SHALL BE USED IF DEEMED NECESSARY BY THE ENGINEER.

ALL MANHOLE AND INLET OFFSETS ARE GIVEN TO THE CENTER OF THE STRUCTURE.

THE COST OF CONNECTING EXISTING STORM SEWERS OR DRAINAGE STRUCTURES TO THE NEW STORM SEWER SHALL BE INCIDENTAL TO COST OF STORM SEWER.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL CONSTRUCT THE INLET PROTECTION IN ACCORDANCE WITH THE DETAIL SHOWN ON THE PLANS TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

CURB HEIGHTS AT THE ENDS OF CURB AND GUTTER SHALL BE TAPERED FROM 150 mm TO 0 mm IN 1 METER, WHERE APPLICABLE.

UNDERDRAIN CONNECTIONS TO PROPOSED INLETS, EXISTING INLETS AND EXISTING STORM SEWER WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROPOSED PIPE UNDERDRAIN.

BEARINGS SHOWN ON THIS PLAN ARE BASED ON AN ASSUMED PROJECT SPECIFIC COORDINATE SYSTEM.

DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES.

PLAN ELEVATIONS = USGS DATUM.

BOXOUTS SHALL BE PROVIDED IN CONCRETE MEDIAN FOR SIGN PLACEMENT. THE COST OF THE BOXOUTS SHALL BE INCIDENTAL TO CONCRETE MEDIAN. LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

DETAIL SHEET INDEX

EROSION CONTROL NOTES

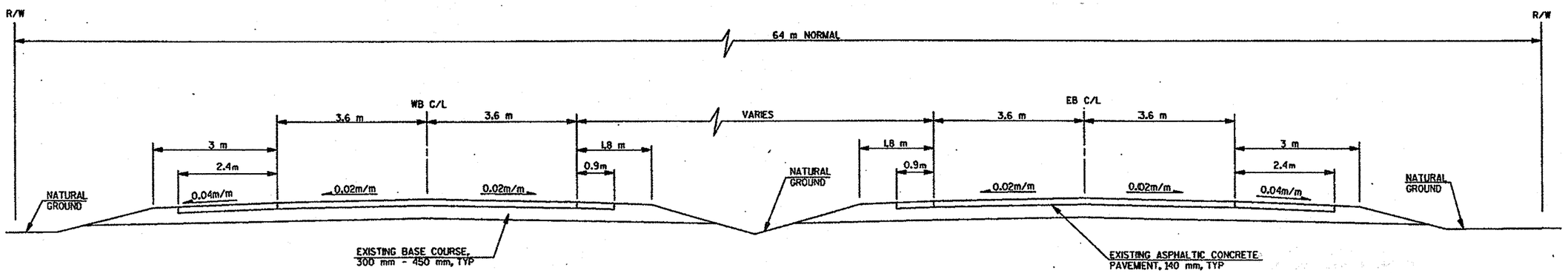
RUNOFF COEFFICIENT FOR THIS PROJECT: EXISTING PAVEMENT 0.95, EXISTING SLOPES 0.30, NEW PAVEMENT 0.95, NEW SLOPES 0.30.

TOTAL PROJECT AREA = 4.638 HECTARES

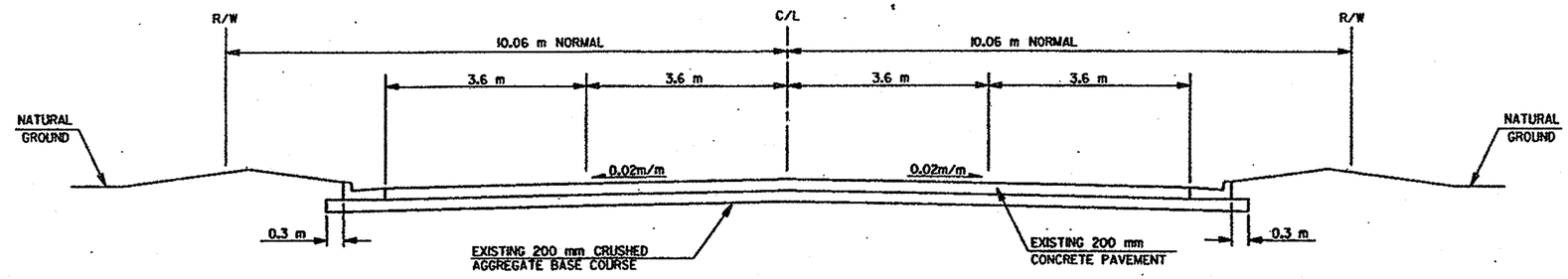
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.766 HECTARES

GENERAL NOTES	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.1

PLOT DATE: 06/15/98 PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
FILE NAME: E1284A /SHEETS / /GN1 .20C TECH/ENGR: DPP/PTR PLOT DATE: / /
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2

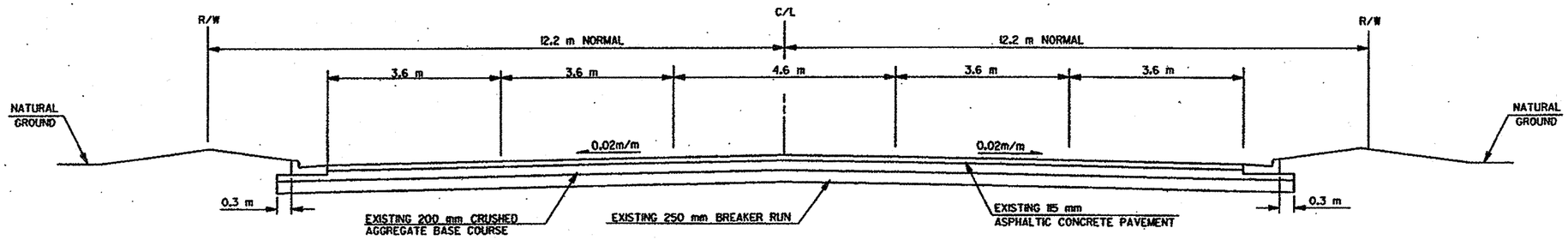


EXISTING TYPICAL CROSS SECTION FOR CTH CA (COLLEGE AVE)



EXISTING TYPICAL CROSS SECTION FOR CASALOMA DRIVE

STA 1'SB'+010 TO STA 1'SB'+045



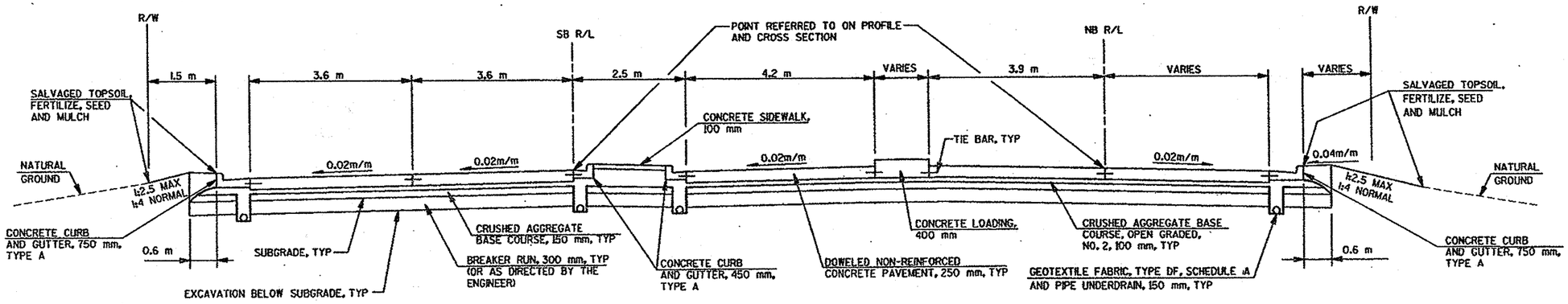
EXISTING TYPICAL CROSS SECTION FOR CASALOMA DRIVE

STA 0'SB'+845 TO STA 0'SB'+970

TYPICAL SECTIONS FOR CTH CA AND CASALOMA DR		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.2 M

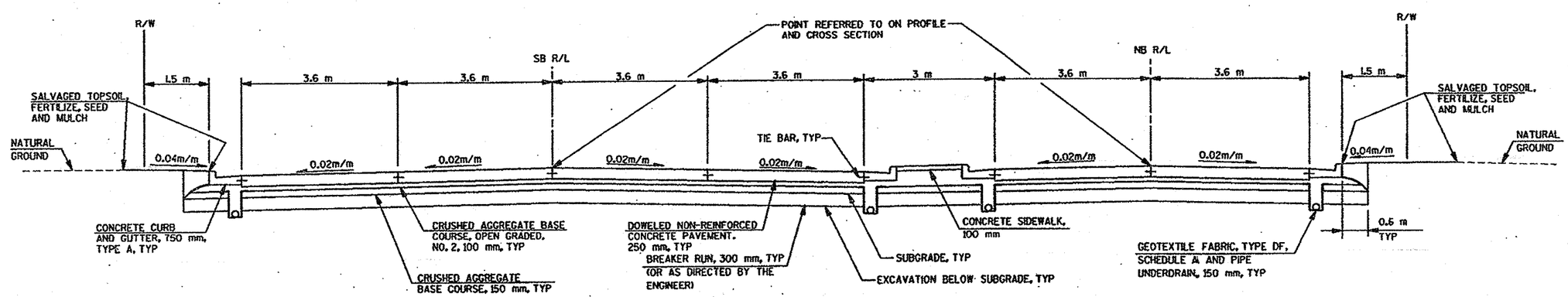
WisDOT: MSHT40

FILE NAME: E1284A /SHEETS / /TYP01 .2DG TECH/ENGR: DPP/MAH PLOT DATE: 11/17/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON - 1,2,3,4
PLOT NAME: SEE FILE NAME 59, PLOT SCALE: 1:



CASALOMA DRIVE TYPICAL SECTION

STA 0'SB'+959 TO STA 0'SB'+970



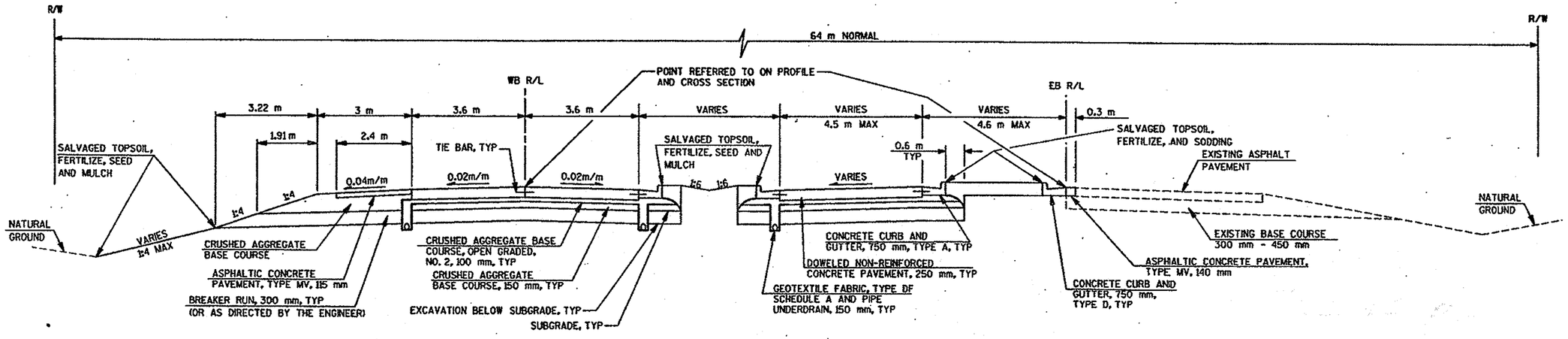
CASALOMA DRIVE TYPICAL SECTION

STA 1'SB'+010 TO STA 1'SB'+045

TYPICAL SECTIONS FOR CASALOMA DRIVE		HWY: CASALOMA DR	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.3 M

WisDOT: MSHT40

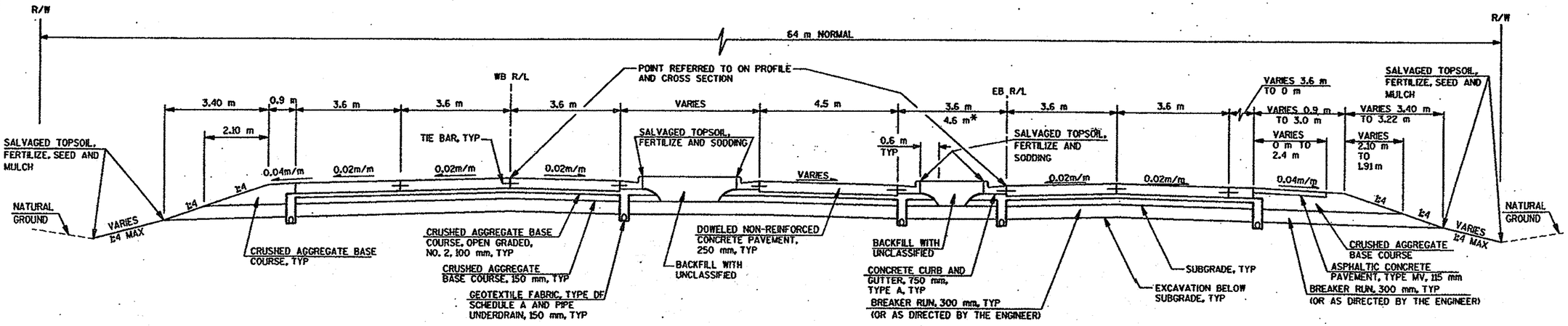
FILE NAME: E1284A /SHEETS / /TYP03 .2DG TECH/ENGR: DPP/SDC PLOT DATE: 11/17/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2,3,4, PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
59



CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 1WB'+905 TO STA 1WB'+980

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	SURFACE COURSE	BINDER COURSE
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)



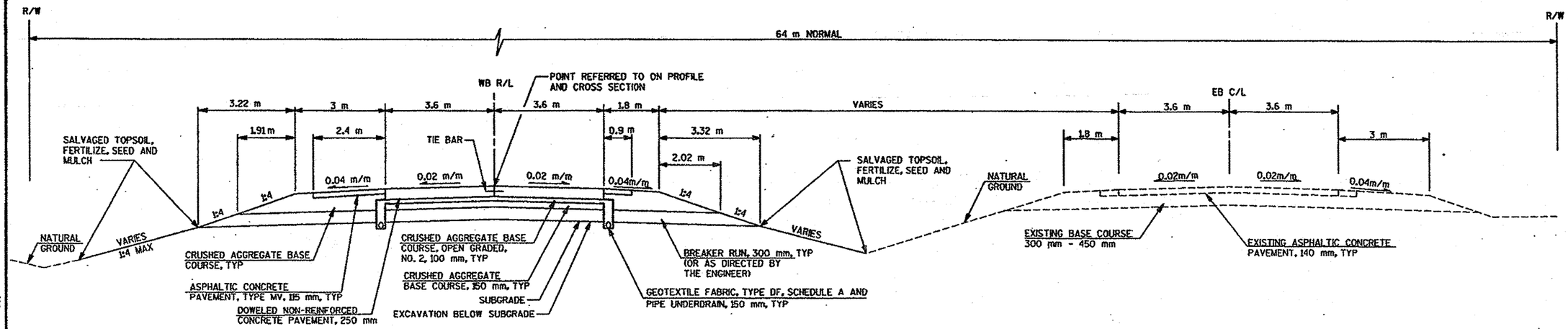
CTH CA (COLLEGE AVE) TYPICAL SECTION

* STA 1WB'+980 TO STA 1WB'+991
STA 1WB'+991 TO STA 2WB'+062

TYPICAL SECTIONS FOR CTH CA (COLLEGE AVE)		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.4 M

FILE NAME: E1284A /SHEETS / /TYP04 .2DG TECH/ENGR: DPP/SDC PLOT DATE: 11/15/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 1,2,3,4
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
59

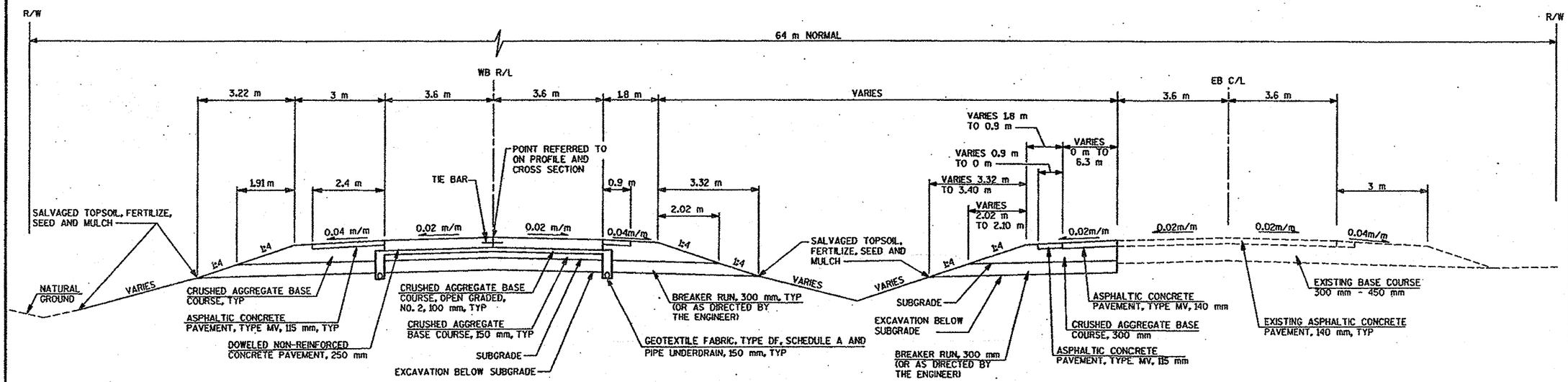
WisDOT: MSHT40



CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 1'WB'+700 TO STA 1'WB'+840
STA 2'WB'+269 TO STA 2'WB'+332

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	UPPER LAYER	LOWER LAYER
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)

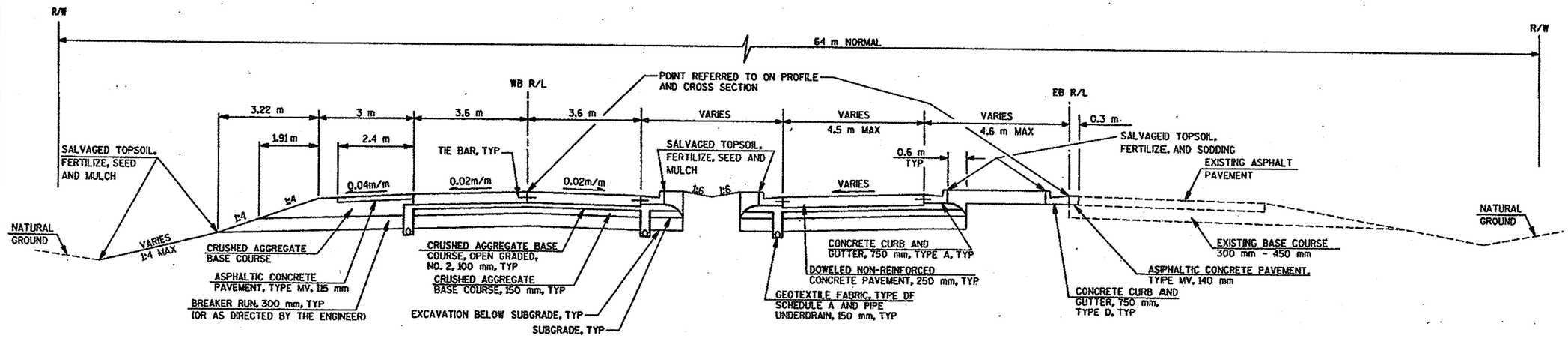


CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 1'WB'+840 TO STA 1'WB'+905

TYPICAL SECTIONS FOR CTH CA (COLLEGE AVE)		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.5 M

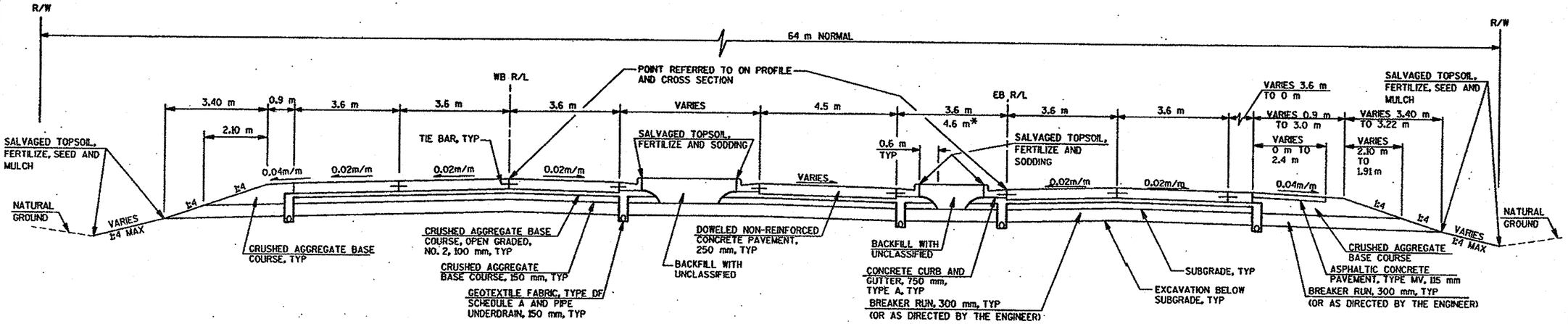
WisDOT: MSHT40



CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 1'WB'+905 TO STA 1'WB'+980

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	UPPER LAYER	LOWER LAYER
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)

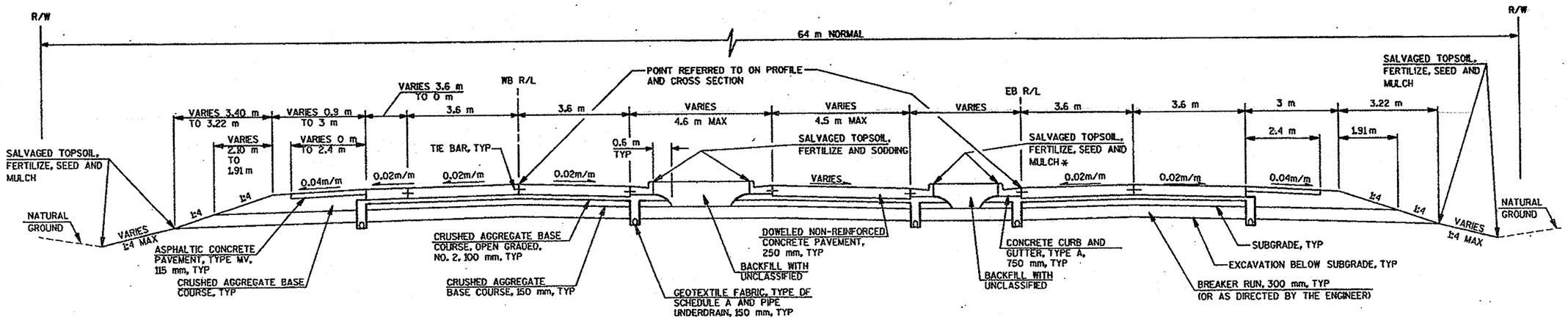


CTH CA (COLLEGE AVE) TYPICAL SECTION

* STA 1'WB'+980 TO STA 1'WB'+991
STA 1'WB'+991 TO STA 2'WB'+062

TYPICAL SECTIONS FOR CTH CA (COLLEGE AVE)		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.6	M

FILE NAME: E1284A /SHEETS / /TYP04 .2DG TECH/ENGR: DPP/SDC PLOT DATE: 11/15/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2,3,4.
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
59

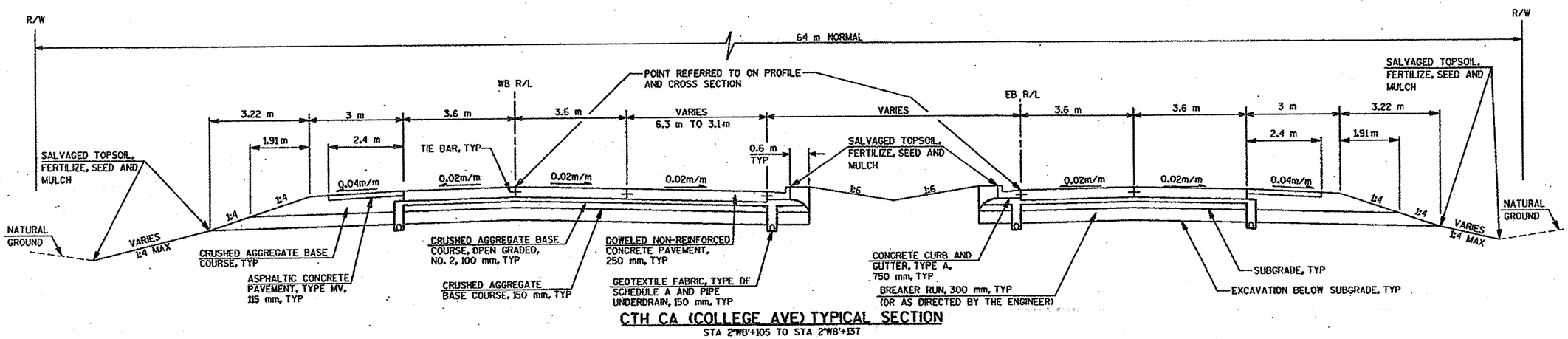


CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 2'WB'+062 TO STA 2'WB'+105

* SALVAGED TOPSOIL, FERTILIZE AND SODDING WHEN 3.6 m OR LESS

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	UPPER LAYER	LOWER LAYER
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)



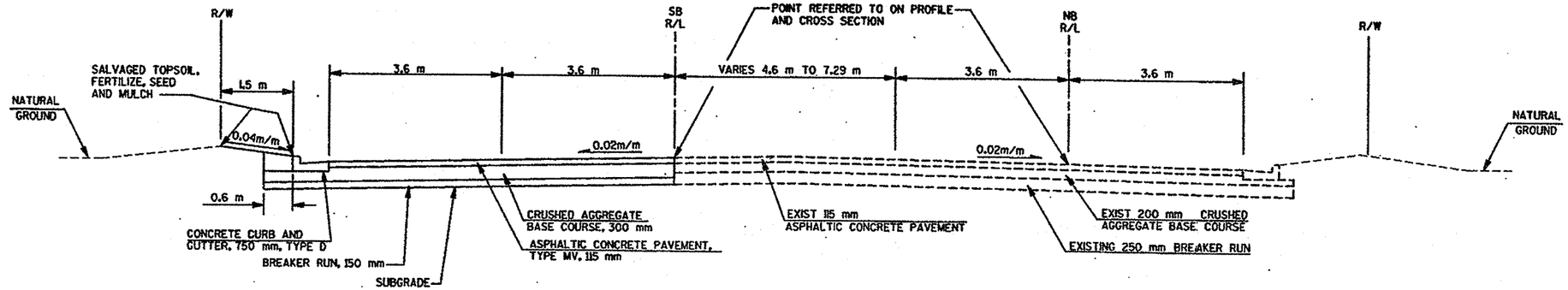
CTH CA (COLLEGE AVE) TYPICAL SECTION

STA 2'WB'+105 TO STA 2'WB'+137

TYPICAL SECTIONS FOR CTH CA (COLLEGE AVE)		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.7	M

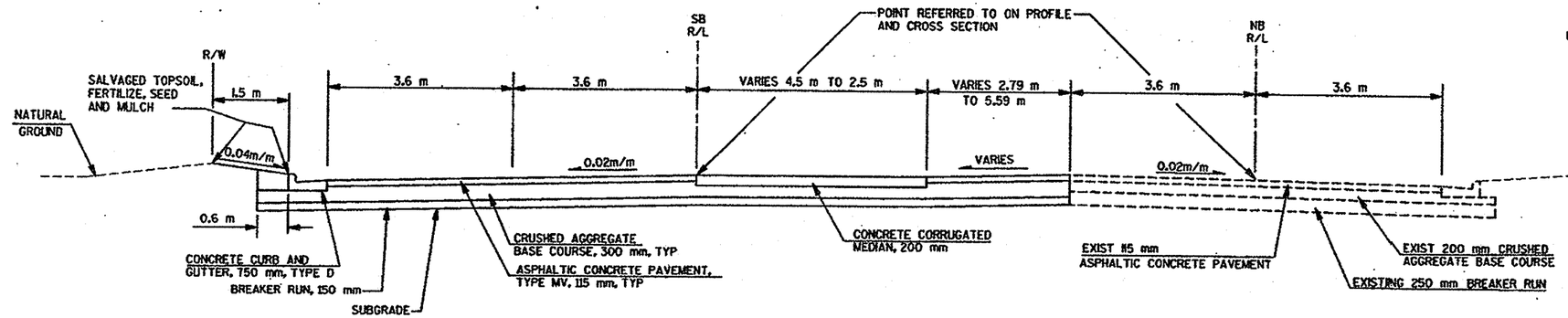
WISDOT: MSHT40

FILE NAME: E1284A /SHEETS / /TYPO6 .2DG TECH/ENGR: DPP/SDC PLOT DATE: 11/15/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 1,2,3,4.
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
59.



CASALOMA DRIVE TYPICAL SECTION

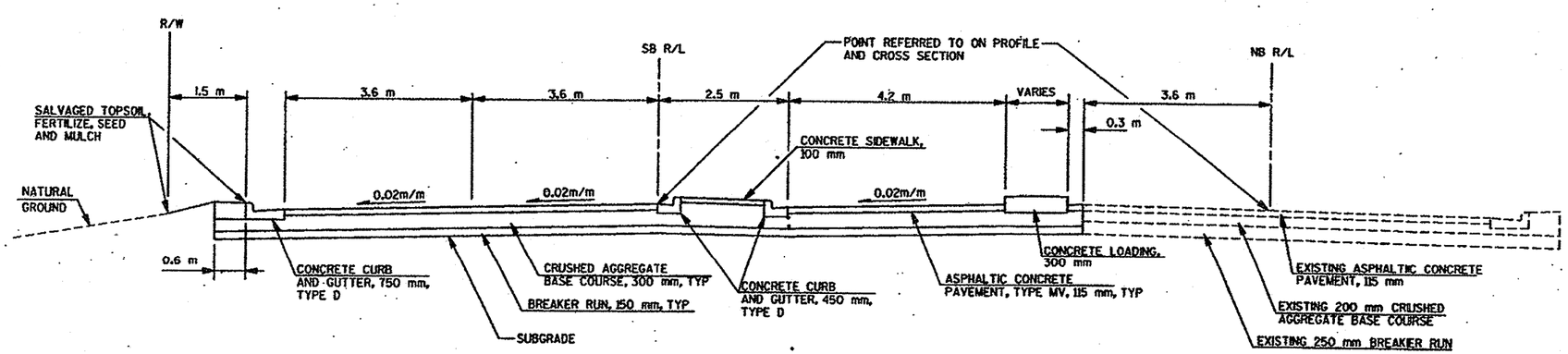
STA 0'SB'+845 TO STA 0'SB'+896



CASALOMA DRIVE TYPICAL SECTION

STA 0'SB'+896 TO STA 0'SB'+926

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	UPPER LAYER	LOWER LAYER
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)

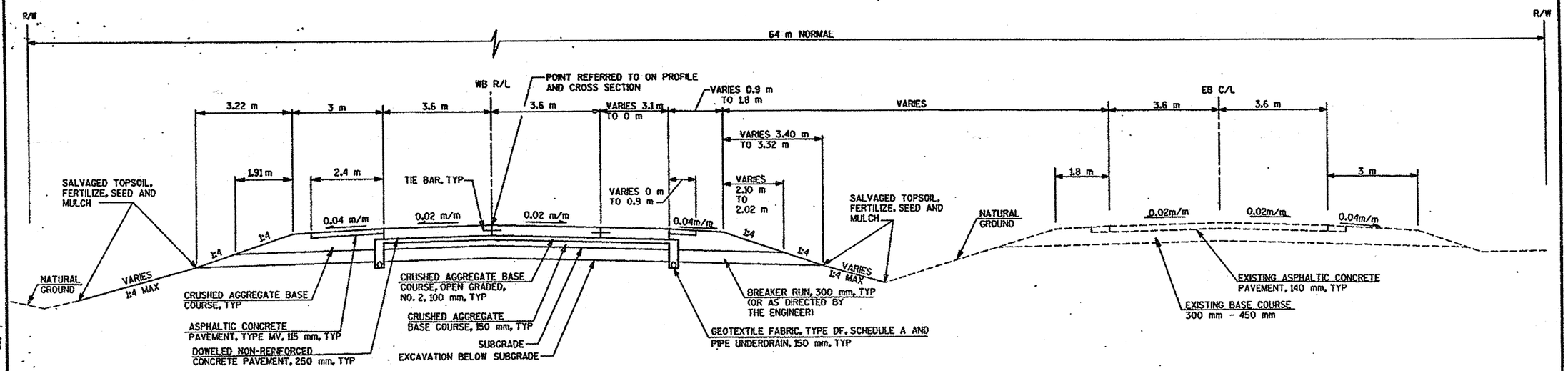


CASALOMA DRIVE TYPICAL SECTION

STA 0'SB'+927 TO STA 0'SB'+959

TYPICAL SECTIONS FOR CTH CA AND CASALOMA DR		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.8	M

FILE NAME: E1284A /SHEETS / /TYP08 .2DG PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 TECH/ENGR: DPP/MAH PLOT DATE: 11/17/97
LEVELS ON - 1,2,3,4, REV. DATE: / /
59,



CTH CA (COLLEGE AVE) TYPICAL SECTION

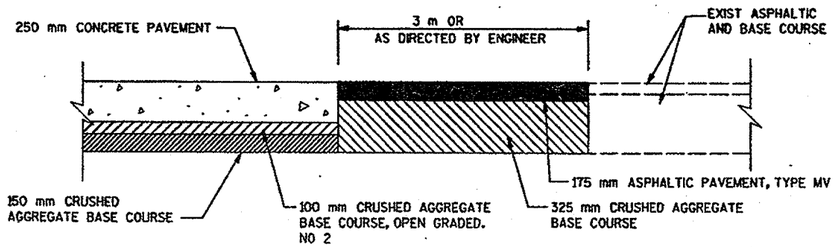
STA 2'WB'+137 TO STA 2'WB'+269

ASPHALTIC CONCRETE PAVEMENT, TYPE MV		
TOTAL THICKNESS	UPPER LAYER	LOWER LAYER
115 mm	50 mm	65 mm
140 mm	40 mm	50 mm (1st LIFT) 50 mm (2nd LIFT)

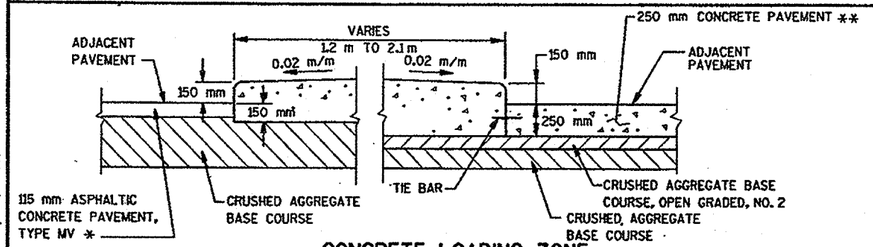
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
69
PLOT DATE: 11/17/97
FILE NAME: E1284A /SHEETS / /TYPO7 .2DG TECH/ENGR: DPP/SDC
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 1,2,3,4,

TYPICAL SECTIONS FOR CTH CA (COLLEGE AVE)		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.9 M

WISDOT: MSHT40

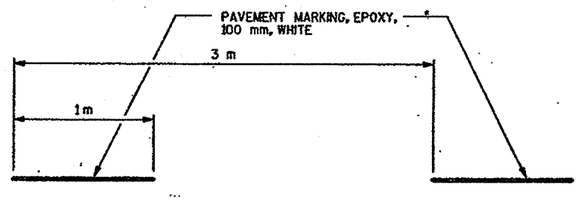


TRANSITION SECTION

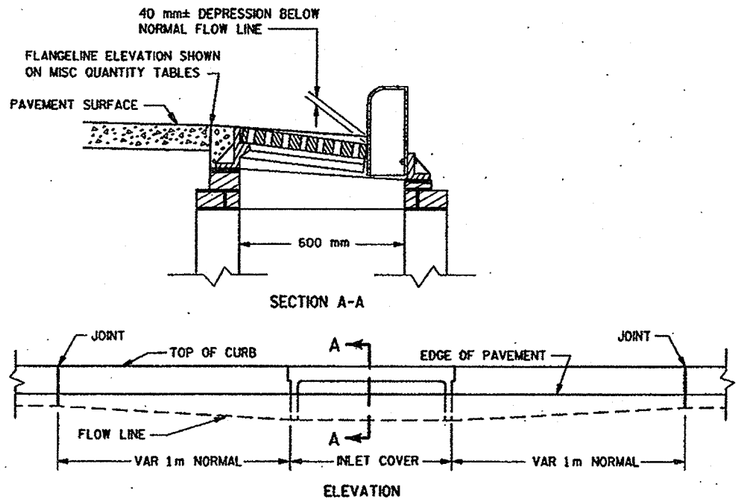


CONCRETE LOADING ZONE

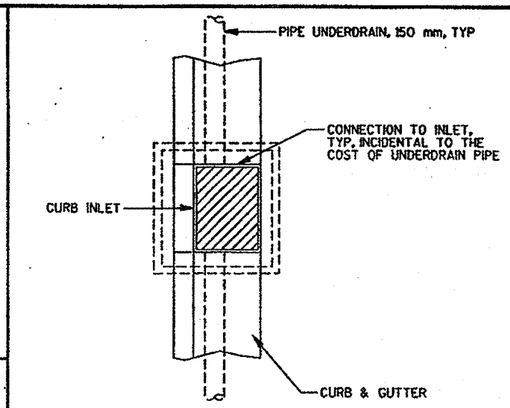
* STA 0'SB'+926 TO STA 0'SB'+959
** STA 0'SB'+959 TO STA 0'SB'+970



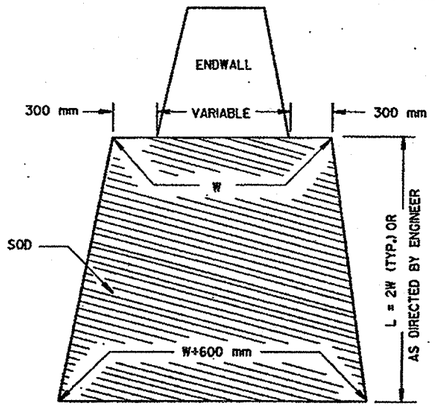
PAVEMENT MARKING, 100 mm, DASHES



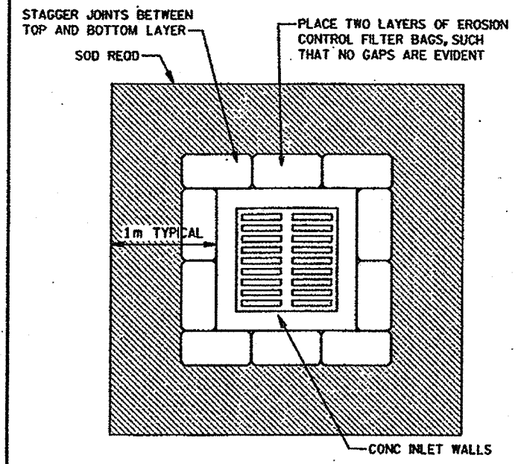
DETAIL OF CURB AND GUTTER AT INLETS



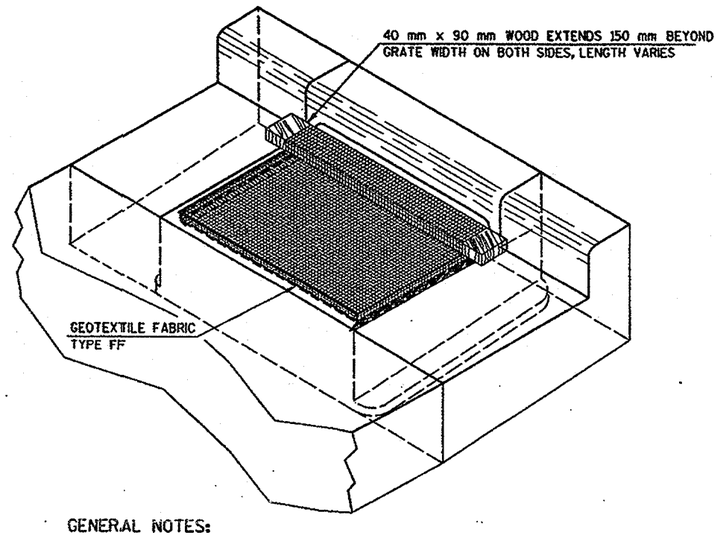
PIPE UNDERDRAIN CONNECTION TO CURB INLET



SOD TREATMENT AT CULVERTS



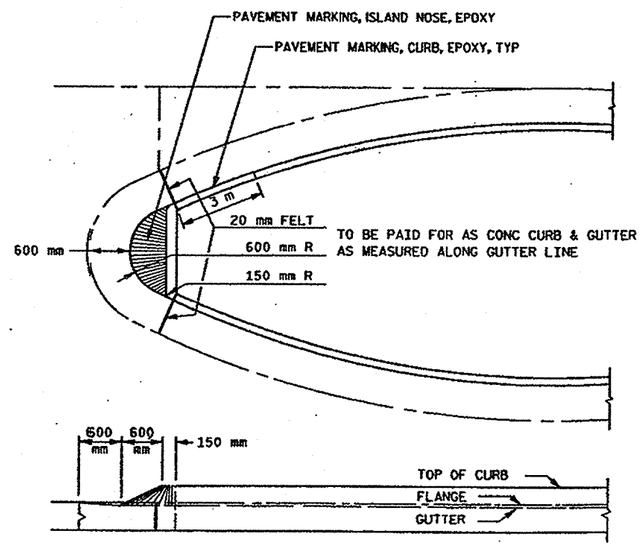
FILTER BAGS & SOD AT FIELD INLETS



GENERAL NOTES:

- FABRIC SIZE SHALL BE 150 mm GREATER ON ALL SIDES OF INLET GRATE.
- FABRIC SHALL BE REPLACED AT THE ENGINEER'S DISCRETION.
- FOR INLET WITH A CURB HEAD, AN ADDITIONAL 450 mm OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES.
- FOR INLET WITH A CURB HEAD, THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB HEAD.

INLET PROTECTION, TYPE C (WITH CURB BOX)



DETAIL OF ISLAND NOSE

(TO BE USED FOR ALL ISLAND CURB NOSE RADII)

FILE NAME: E1284A /SHEETS / /DET01 .2DG TECH/ENGR: DPP/SDC
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1634 REV. DATE:
LEVELS ON • 2, 3, 5, PLOT DATE: 11/14/97 PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
50.5% 57, 59,

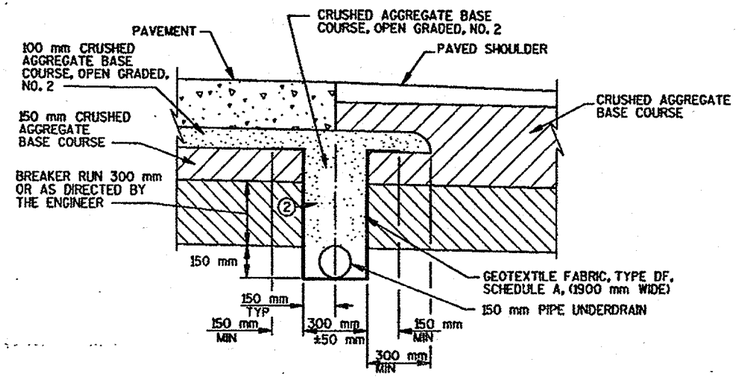
NOTES

PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

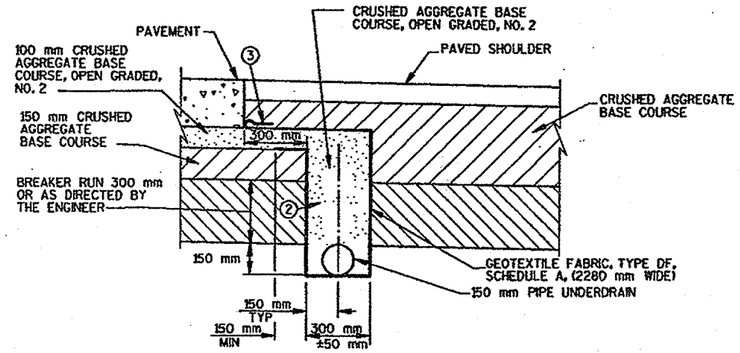
① TOTAL FABRIC WIDTH IS 2280 mm

② TRENCH BACKFILL WILL BE PAID FOR AS CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NO. 2.

③ FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

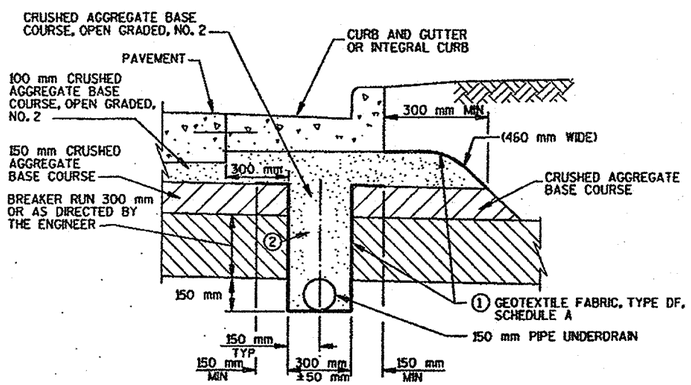


PRE-PAVING INSTALLATION ALTERNATIVE

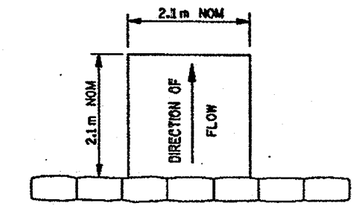


POST PAVING INSTALLATION

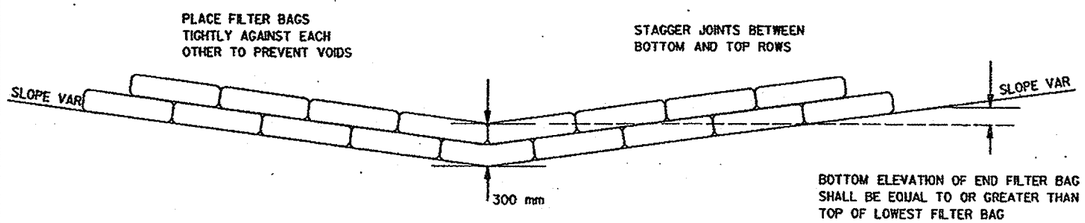
EDGEDRAIN IN RURAL ROADWAY



EDGEDRAIN IN URBAN ROADWAY

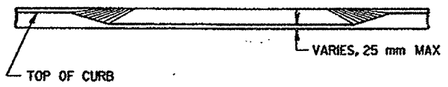


PLAN VIEW

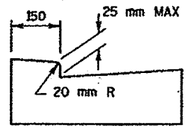


FRONT ELEVATION

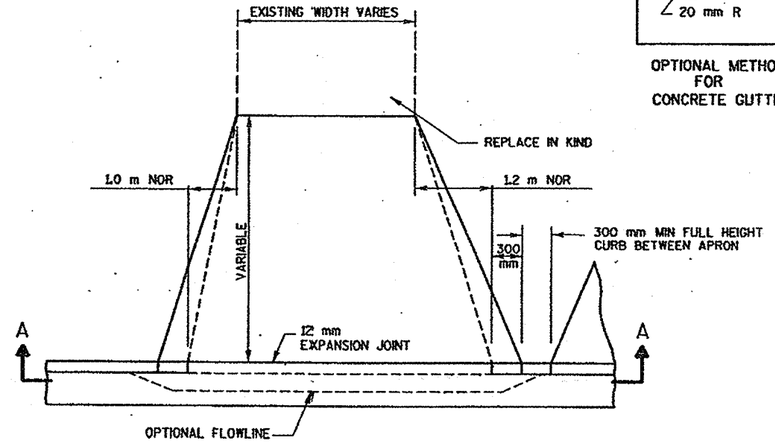
FILTER BAG DITCH CHECK DETAIL



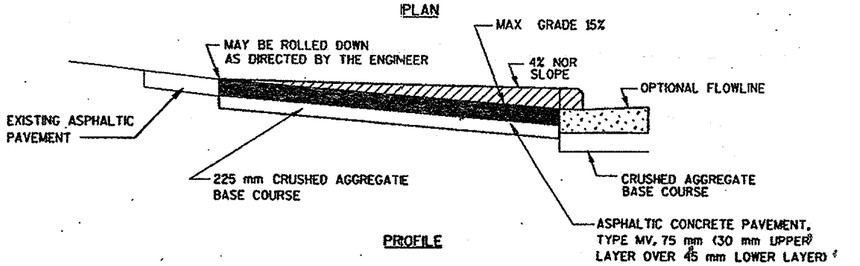
SECTION A-A



OPTIONAL METHOD FOR CONCRETE GUTTER



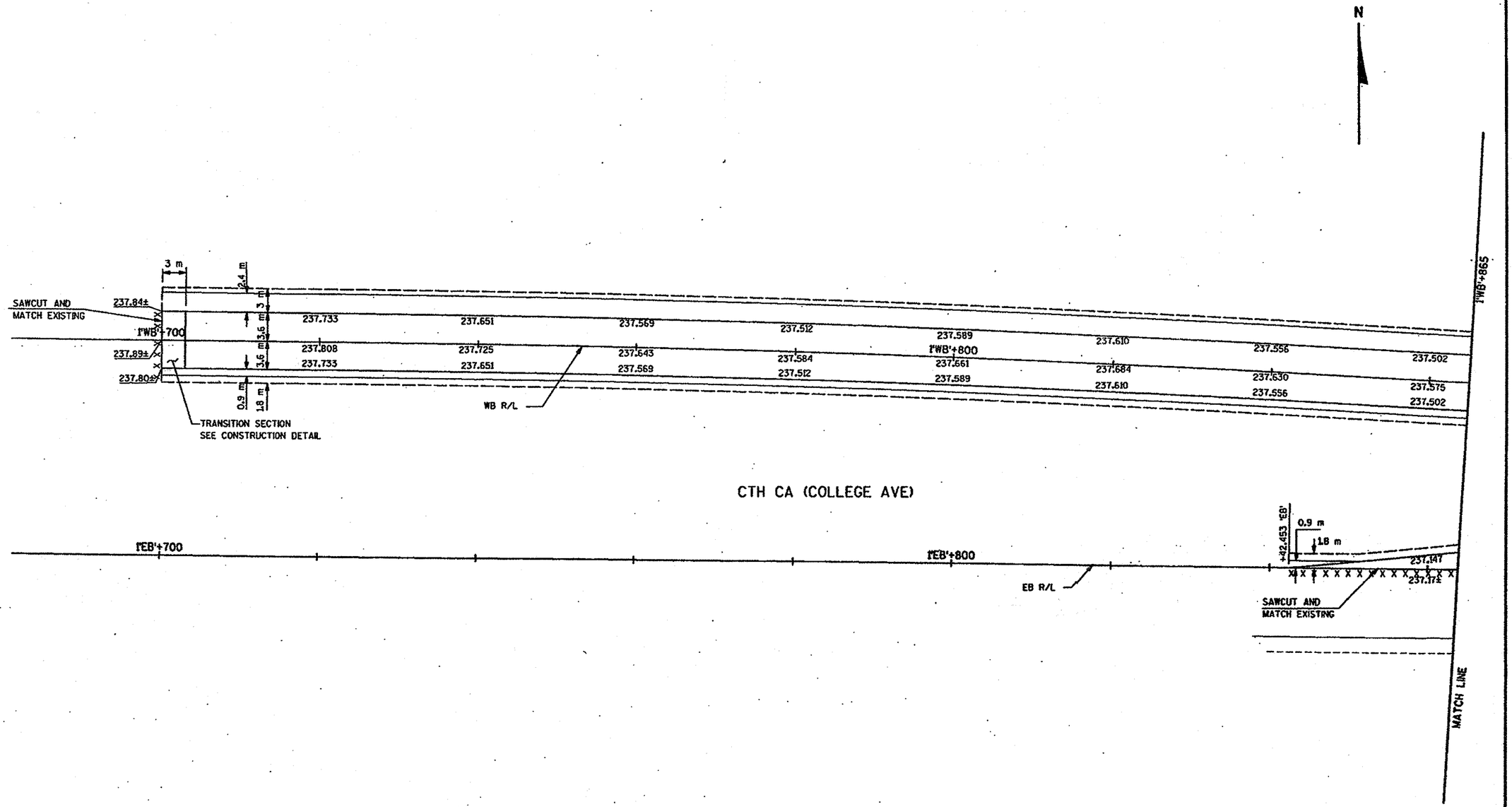
PLAN



PROFILE

DRIVEWAY DETAIL

CONSTRUCTION DETAILS		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.11	M



NOTE:
(C) INDICATES GUTTER ELEVATION

PAVING DETAILS FOR CTH CA (COLLEGE AVE)	0 5 10	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.12	M

N

END PROJECT STA 1'NB'+045

6526-01-71

1'WB'+865

3 m 2.4 m

237.448 3.6 m 237.521 237.448 3.6 m

1'WB'+900

237.394 237.467 237.394

1.8 m 0.9 m

WB R/L

237.340 237.412 237.340

237.286 237.358 237.268

+49.395 'WB'

237.186 237.204 237.258 237.204

CTH CA (COLLEGE AVE)

+05.438 'EB'

0.9 m

237.046 237.126

237.118 +34.071 'EB' 237.194

4.5 m 4.5 m

237.179 +34.285 'EB' 237.216

237.295 237.272

1'EB'+900

237.123 237.217℄ DEPRESS INLET 237.150℄ 237.210T/C

237.20± 237.15± 237.266℄

237.074(G) 237.069(G)

SAWCUT AND MATCH EXISTING

237.07± 237.008(G)

EB R/L

0.3 m

237.09± 237.076(G)

1+977.317

SAWCUT AND MATCH EXISTING

TRANSITION SECTION SEE CONSTRUCTION DETAIL

236.97±

MATCH LINE

0.300 m R, 1'EB'+906.347 0.910 m LT

12.200 m R, 1'WB'+977.930 19.913 m LT 1'SB'+021.787 20.000 m LT

0.600 m R, 1'WB'+990.878 6.145 m RT 0'SB'+995.112 9.935 m LT

22.300 m R

237.217 237.141 237.172 237.213 237.172 237.190 237.137 237.177 237.155 237.102 2'EB'+000 237.145 237.081 237.120 237.033 236.97± 237.098 237.107 237.132 236.08± 237.116 237.069 237.085 237.119 236.04± 237.099 237.024 237.054 237.106 237.077

+980 237.143℄

236.03± 237.30℄

+90.317 'EB'

237.02

1.700 m R, 1'EB'+989.588 2.300 m LT 0'SB'+986.846 11.446 m LT

15.000 m R, 1'EB'+980.898 26.005 m RT 0'SB'+959.500 22.800 m LT

0.300 m R, 2'EB'+004.485 14.784 m RT 0'SB'+968.417 1.750 m RT

1.1 m R, 0'NB'+968.274 5.003 m LT

SB R/L

CASALOMA DRIVE

MATCH LINE 236.845 236.917 236.989 236.367 237.031

0.600 m R, 2'WB'+007.869 11.669 m LT 1'NB'+010.909 5.338 m LT

12.200 m R, 2'WB'+029.307 19.983 m LT 1'NB'+018.423 16.399 m RT

1.700 m R, 2'WB'+024.475 5.900 m RT 0'NB'+992.384 10.349 m RT

2'WB'+045

3.6 m 3.6 m 3.6 m 3.6 m 3.0 m 3.6 m 3.6 m

236.355 236.819 236.927 236.891 236.963 236.599 235.905 236.952 236.846 236.691 236.933 236.774 236.846 236.911 236.774 236.839

237.075 237.009 237.145 237.127 237.009 237.143 237.199 237.119 237.143 237.235 237.272 237.145 237.185 237.189 237.198 237.203 237.234 237.162 237.201 237.183 237.222 237.240 237.222 237.204 237.240 237.196 237.258 237.233 237.208 237.290 237.303 237.324 237.308 237.344 237.321 237.301 237.319 237.269 237.288 237.364 237.385 3.6 m 237.421 3.6 m 237.457 3.6 m 237.440 4.6 m 237.365 237.328 237.403 4.5 m 237.384 237.345 22.300 m R 3.6 m 237.314 237.257 237.275 237.238 237.211 237.229 237.270 237.204 237.281 237.333 3.6 m 237.315 237.178 237.263 237.150 237.159 237.245 3.6 m 237.297 3.6 m 237.284

2'WB'+000 1'NB'+000

0.600 m R, 0'NB'+984.258 8.669 m RT 2'EB'+023.092 2.177 m LT

TRANSITION SECTION SEE CONSTRUCTION DETAIL

236.95± 237.053

+59.000 'NB'

0+956

SAWCUT AND MATCH EXISTING

NB R/L

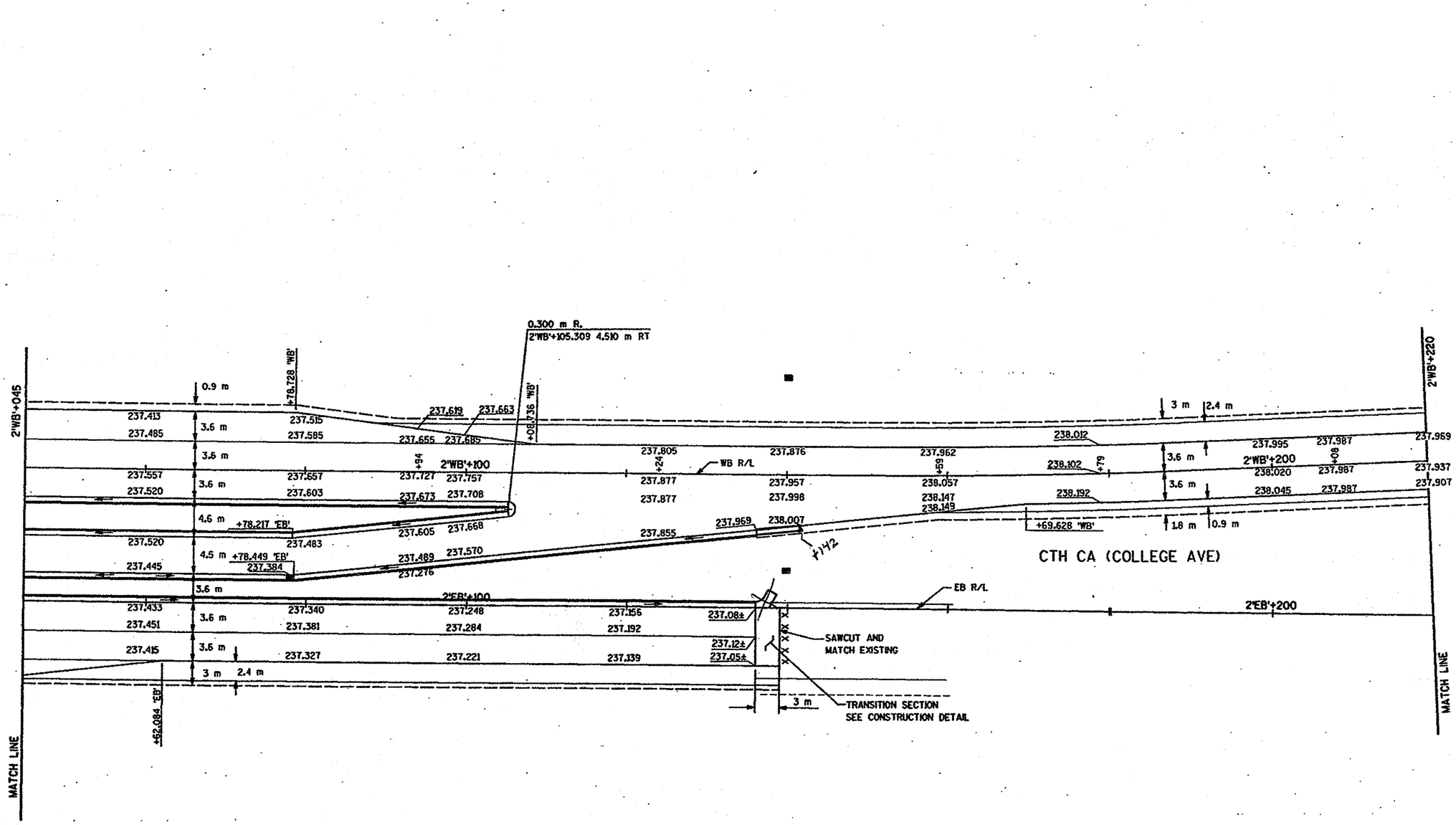
10.900 m R, 2'EB'+032.812 22.221 m RT 0'NB'+959.237 16.650 m RT

MATCH LINE

0'NB'+940

NOTE:
(G) INDICATES GUTTER ELEVATION

PAVING DETAILS FOR CTH CA (COLLEGE AVE)	0 5 10	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.13	M

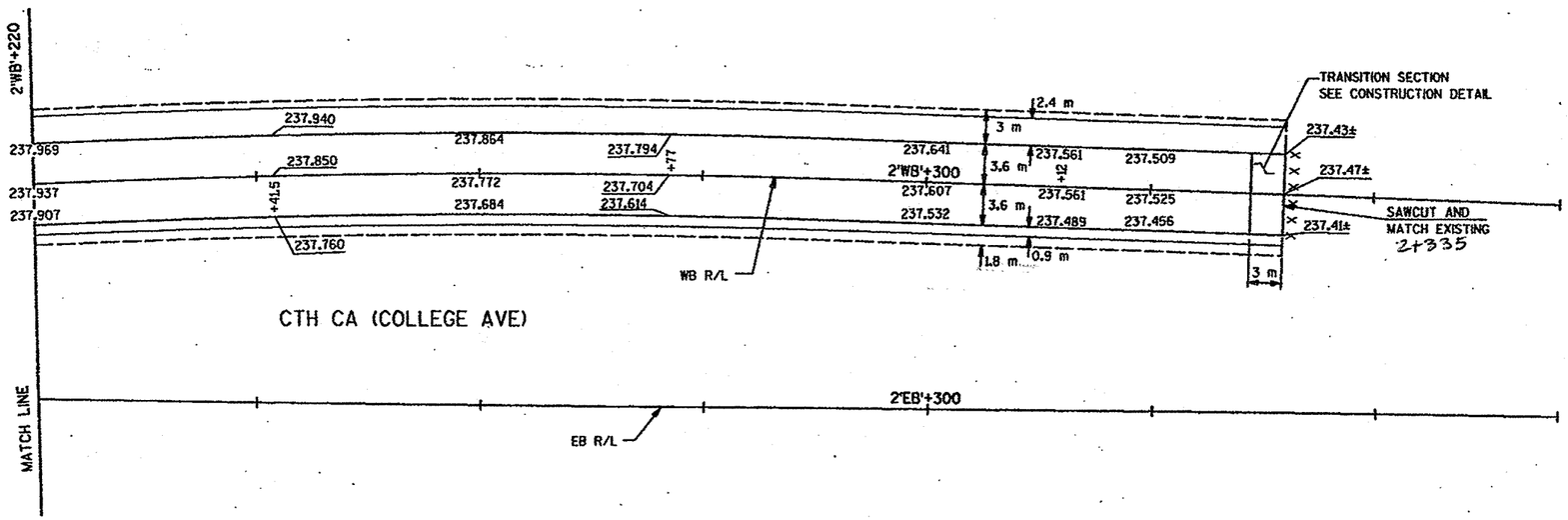


NOTE:
(G) INDICATES GUTTER ELEVATION

PAVING DETAILS FOR CTH CA (COLLEGE AVE)	0 5 10	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.14 M

FILE NAME: E1284A /SHEETS /PD03 / .DGN TECH/ENGR: DPP/SDC PLOT DATE: 11/14/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55, 57, 59,60,61,62 PLOT NAME: SEE FILE NAME PLOT SCALE: 1:

N

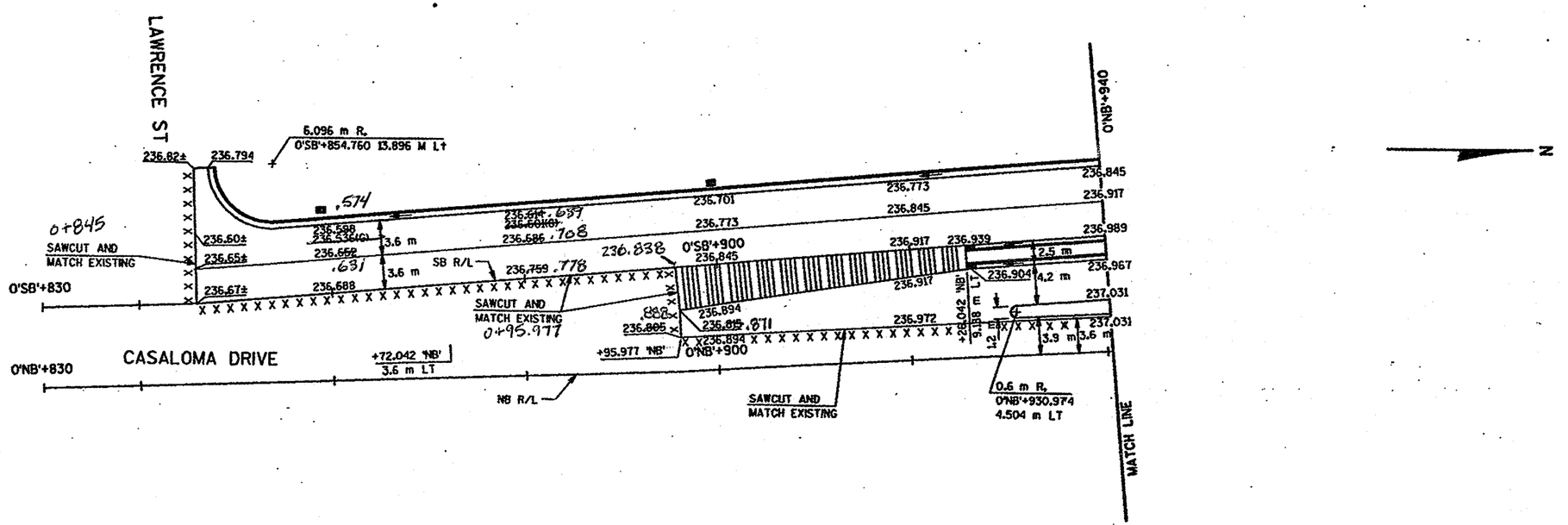


NOTE:
(G) INDICATES GUTTER ELEVATION

PAVING DETAILS FOR CTH CA (COLLEGE AVE)	0 5 10	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.15	M

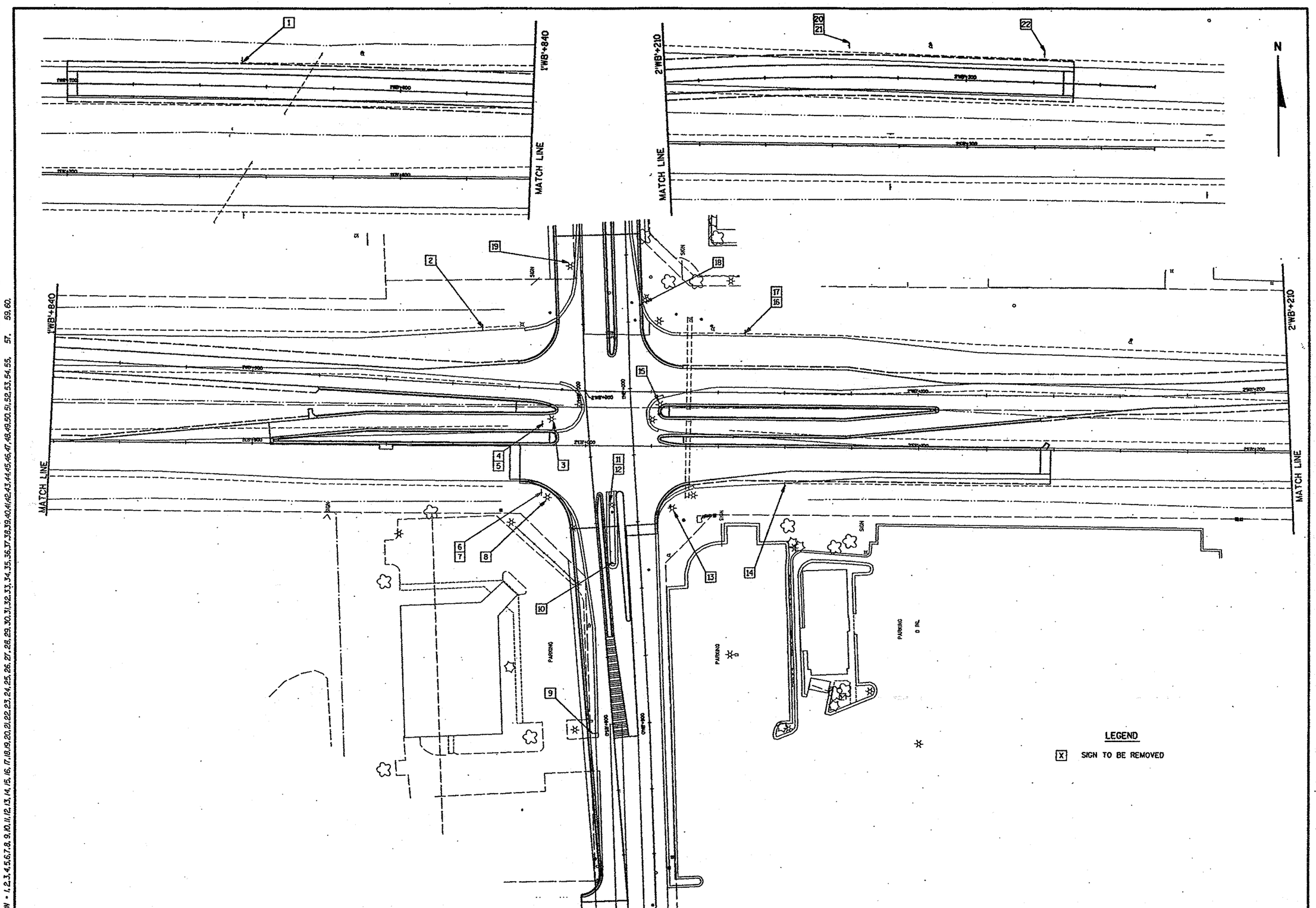
FILE NAME: E1284A /SHEETS /PD04 / .DGN TECH/ENGR: DPP/SDC PLOT DATE: 11/14/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / / PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55, 57, 59,60,61,62

WisDOT: MSHT40



NOTE:
(G) INDICATES GUTTER ELEVATION

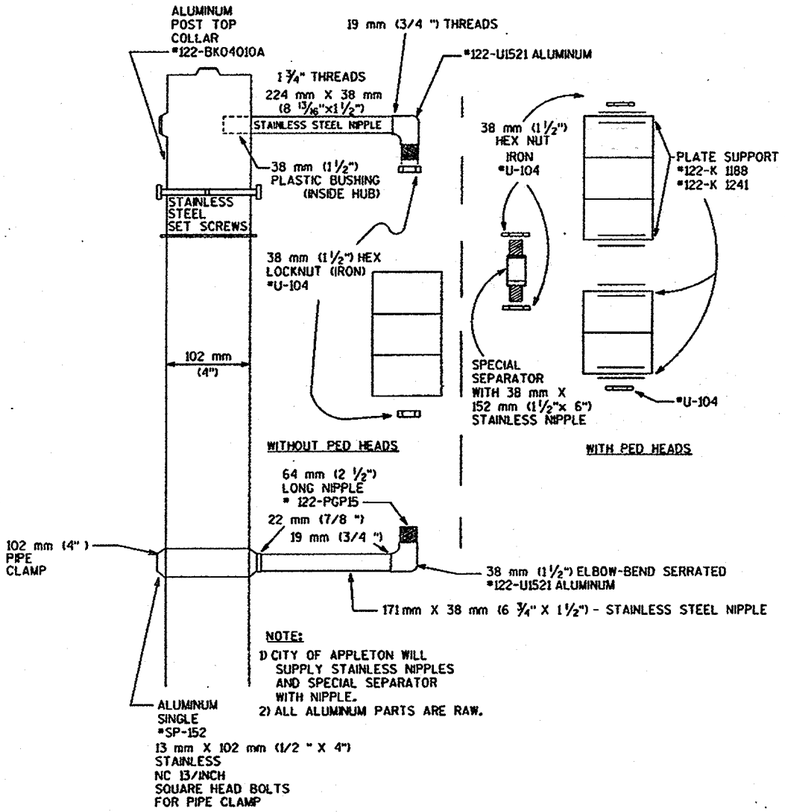
PAVING DETAILS FOR CASALOMA DRIVE	0 10 20	HWY: CASALOMA DRIVE	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.16	M



SIGN REMOVAL	0 10 20	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.17	M

CITY OF APPLETON TYPICAL TRAFFIC SIGNAL POLE AND HARDWARE ITEM LIST
SINGLE TRAFFIC STANDARD

NUMBER	ITEM
203-00014	BASE, ALUM, SQ, NO PAINT, W/ALUM TAPCO DOOR PB-5334-01
373-13	PIPE, ALUM, SCHED 40, 6061-T6, 13', 4.5 O.D. T.O.E.
SA-103A-1111YBB	SIGNAL, 3 SEC 12" POLY W/TUN WISDOT SPEC
122-BPD503AN	BACKPLATES-VERTICAL
122-BK04010A	COLLAR POST TOP BK040-10A PN# A31435 UNPAINTED
SP-152	CLAMP 4", POLE, SING HUB UJ-152 UNPAINTED
122-K1188	PLATE SUPRT 2" HOLE K-1188 SM-0225-FHWA YEL
122-K1241	PLAT SUPRT 2.8125 K-1241 SM-0226-FHWA YEL
122-U104	LOCKNUTS U-104 P/N# M30244
122-U1521	ELBOW 1 END SERRATED U-1521 FROM U1616 & U847 PN# M311
122-PGP15	NIPPLE - 1½" PGP-15 PN#380200
122-U-1616	RING, SERRATED U-1616 WHITE NYLON PN# M20466
SP-810526	SERRATED RING - ALUM-A-810526
122-EJ4	PUSHBUTTON PED. EJ4Y
SA-302B-1212YBB	SIGNAL, 2 SEC 12" PED SYMBOLS W/CUTAWAY VISORS

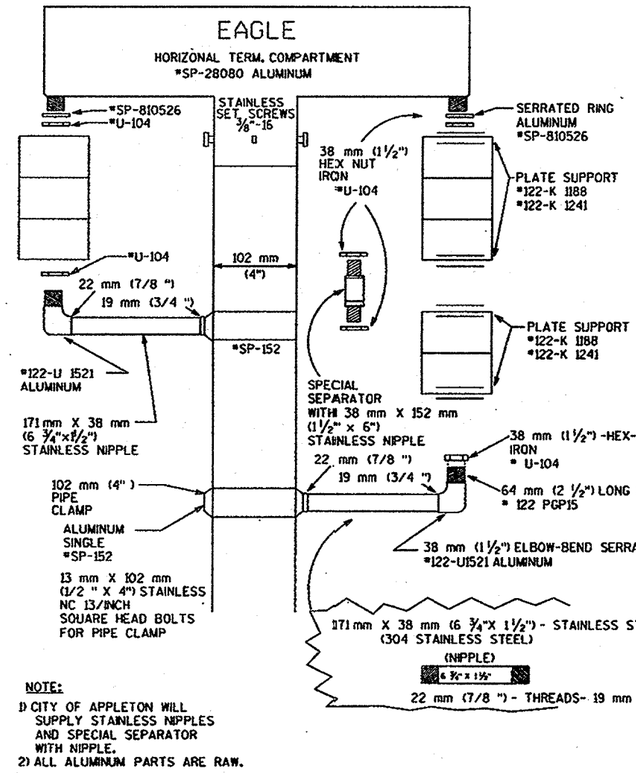


TRAFFIC STANDARD (SINGLE)

CITY OF APPLETON
TRAFFIC DIVISION
DEPARTMENT OF PUBLIC WORKS

CITY OF APPLETON TYPICAL TRAFFIC SIGNAL POLE AND HARDWARE ITEM LIST
DOUBLE TRAFFIC STANDARD

NUMBER	ITEM
203-00014	BASE, ALUM, SQ, NO PAINT, W/ALUM TAPCO DOOR PB-5334-01
373-13	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13 FEET
SA-103A-1111YBB	TRAFFIC SIGNAL FACES, 3-12 VERTICAL WITH TUNNEL
122-BPD503AN	BACKPLATES - VERTICAL
SP-28080	COMP TERM HORIZ BK280-20A UNPAINTED
SP-152	CLAMP 4", POLE, SING HUB UJ-152 UNPAINTED
122-K1188	PLATE SUPRT 2" HOLE K-1188 SM-0225-FHWA YEL.
122-K1241	PLATE SUPRT 2.8125 K-1241 SM-0226-FHWA YEL
122-U104	LOCKNUTS U-104 P/N# M30244
122-U1521	ELBOW 1 END SERRATED U-1521 FROM U1616 & U847 PN# M311
122-PGP15	NIPPLE - 1½" PGP-15 PN#380200
122-U-1616	RING, SERRATED U-1616 WHITE NYLON PN# M20466
SP-810526	SERRATED RING - ALUM-A-810526
122-EJ4	PUSHBUTTON PED. EJ4Y
SA-302B-1111YBB	PEDESTRIAN SIGNAL FACES, 12 INCH, CUT AWAY SYMBOL



TRAFFIC STANDARD (DOUBLE)

CITY OF APPLETON
TRAFFIC DIVISION
DEPARTMENT OF PUBLIC WORKS

TRAFFIC SIGNAL MOUNTING HARDWARE

FILE NAME: E1284A /SHEETS / /DET04 .2DG PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 TECH/ENGR: CRK/MAH REV. DATE: / / PLOT DATE: 08/19/98
LEVELS ON = 4,5, 51, 59,

FILE NAME: E1284A /SHEETS / /SG01 .DGN TECH/ENGR: CRK/MAM PLOT DATE: 12/12/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 3. PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57, 59,

MATCH LINE "A"

MATCH LINE "A"

"B"

MATCH LINE "B"

MATCH LINE

PARKING

PARKING

SIGN

SIGN

SIGN

SIGNAL FACES AND NUMBERS	
3-V Ⓡ Ⓨ Ⓖ 2, 4, 5, 8, 10, 11, 15, 19	3-H ⓇⓎⒼ 3, 9, 14, 18
5-V Ⓡ Ⓨ Ⓖ Ⓐ Ⓐ 1, 6, 7, 12	4-V Ⓡ Ⓨ Ⓖ Ⓐ 13, 16, 17, 20

GENERAL NOTES:

1. ALL FINAL LOCATIONS FOR DETECTORS AND CONCRETE BASES SHALL BE APPROVED BY OUTAGAMIE COUNTY PRIOR TO FINAL PLACEMENT.

LEGEND

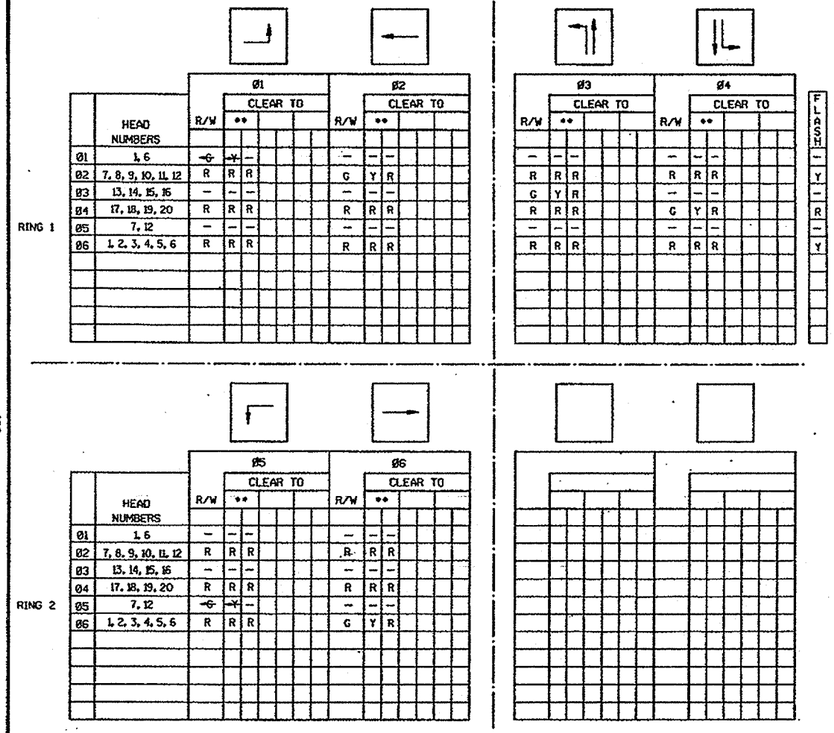
- SB-00 SIGNAL HEAD PEDESTAL MOUNT
- PB-00 300 x 600 mm PULL BOX
- PB-00 600 x 1200 mm PULL BOX
- 75 mm CONDUIT OR AS LABELED
- 50 mm CONDUIT
- 4.5 m SIGNAL HEAD MAST-ARM MOUNT W/LUMINAIRE
- 4.5 m SIGNAL HEAD MAST-ARM MOUNT
- CONTROL CABINET BASE
- LANE USE

CONNECT TO EXISTING CONDUIT

EXISTING CONTROL CABINET AND BASE TO REMAIN; NEW ELECTRICAL SERVICE REQD

SIGNAL PLAN	0 10 20	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.19	M

SEQUENCE OF OPERATION



** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				*1.8x1.8 m	4
21	2	X			2	2			X	1.8x6.1 m	4
22	3	X			2	2			X	1.8x6.1 m	4
31	4			X	3	3			X	1.8x6.1 m	4
32	5	X			3	3				*1.8x1.8 m	4
33	6	X			3	3				*1.8x1.8 m	4
34	7	X			3	3		X		*1.8x1.8 m	4
35	5	X			3	3				*1.8x1.8 m	4
36	6	X			3	3				*1.8x1.8 m	4
37	7	X			3	3		X		*1.8x1.8 m	4
41	8			X	4	4				1.8x6.1 m	4
42	9	X			4	4			X	*1.8x1.8 m	4
43	10	X			4	4				*1.8x1.8 m	4
44	11	X			4	4				*1.8x1.8 m	4
45	12	X			4	4				*1.8x1.8 m	4
46	9	X			4	4				*1.8x1.8 m	4
47	10	X			4	4				*1.8x1.8 m	4
48	11	X			4	4				*1.8x1.8 m	4
49	12	X			4	4		X		*1.8x1.8 m	4
51	13	X			5	5				*1.8x1.8 m	4
61	14	X			6	6			X	1.8x6.1 m	4
62	15	X			6	6			X	1.8x6.1 m	4

N

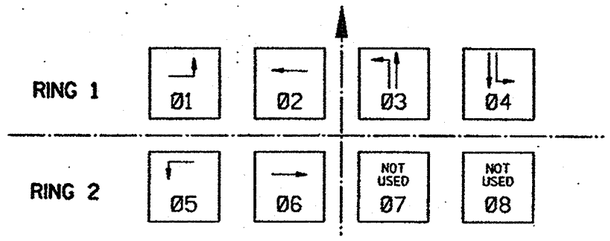


CHART 1

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

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	

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

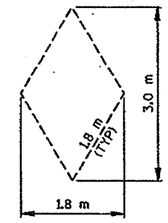
GENERAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

SEQUENCE OF OPERATION

CTH CA — OUTAGAMIE COUNTY

* DIAMOND LOOP DETAIL



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	PHASE RECALL	DUAL ENTRY W/Ø
Ø1			
Ø2		MIN	
Ø3			
Ø4			
Ø5			
Ø6		MIN	

OVERLAPS

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

COLLEGE AVENUE (CTH CA) & CASALOMA DRIVE

CTH CA — OUTAGAMIE CO.

SIGNAL NO. 120

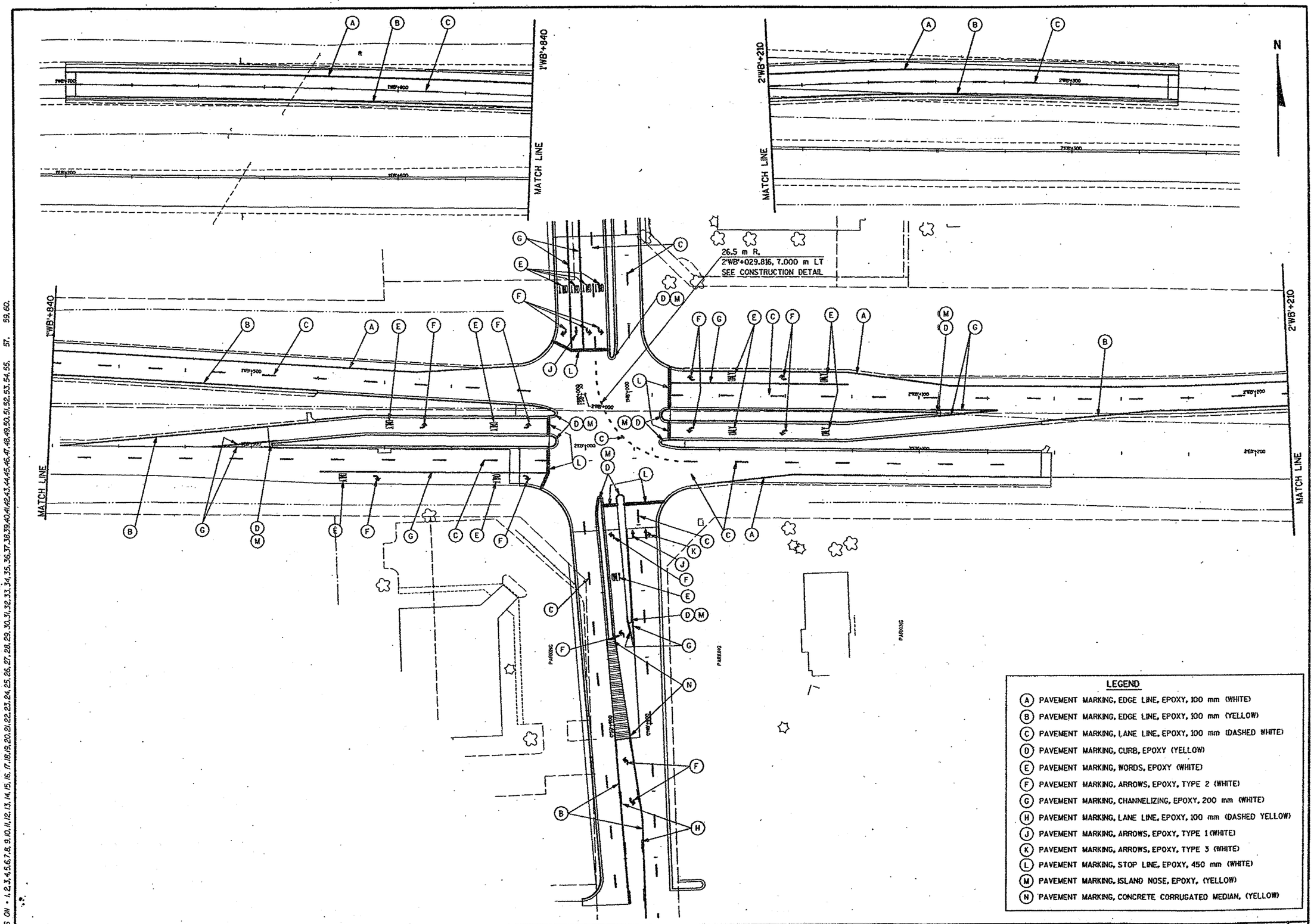
DATE: 11/97 — SHEET NO. 2 OF 2

SIGNAL PLAN - CTH CA & CASALOMA DRIVE | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 2.20 M

FILE NAME: E1284A /SHEETS / /SG02 .DGN TECH/ENGR: CRK/MAM . PLOT SCALE: 1:
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1854 REV. DATE: / / PLOT DATE: 12/12/97
LEVELS ON = 1,2 & 59. PLOT NAME: SEE FILE NAME

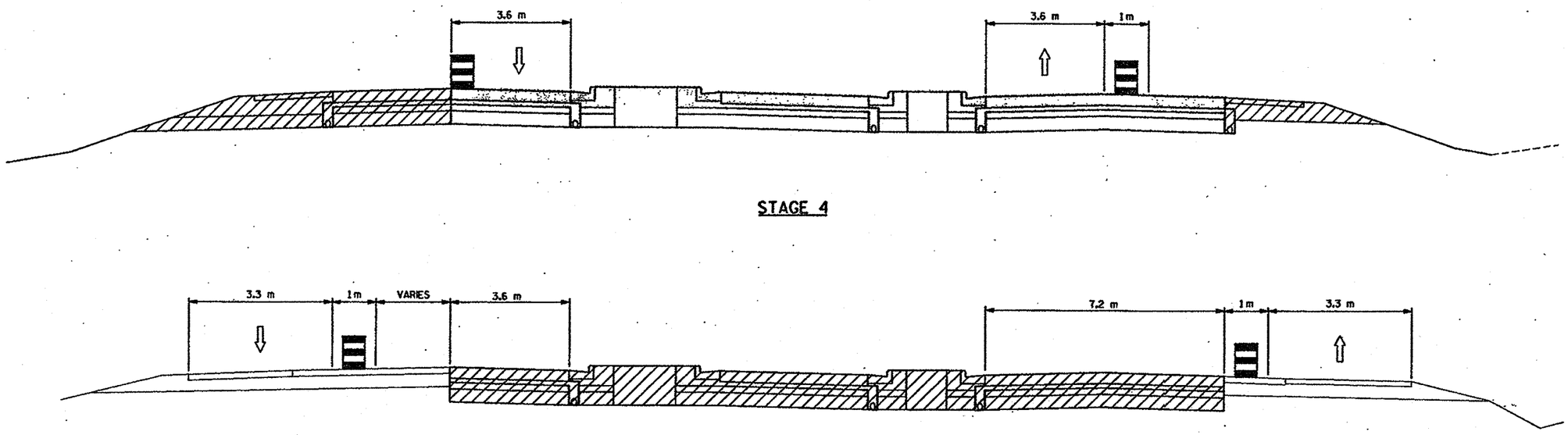
WisDOT: MSHT40

FILE NAME: E1284A /SHEETS / /PM1 .DGN TECH/ENGR: DPP/SOC PLOT DATE: 06/15/98 PLOT SCALE: 1:
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / / PLOT NAME: SEE FILE NAME
LEVELS ON • 1,2,3,4,5,6,7,8, 9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55, 57, 59, 60.

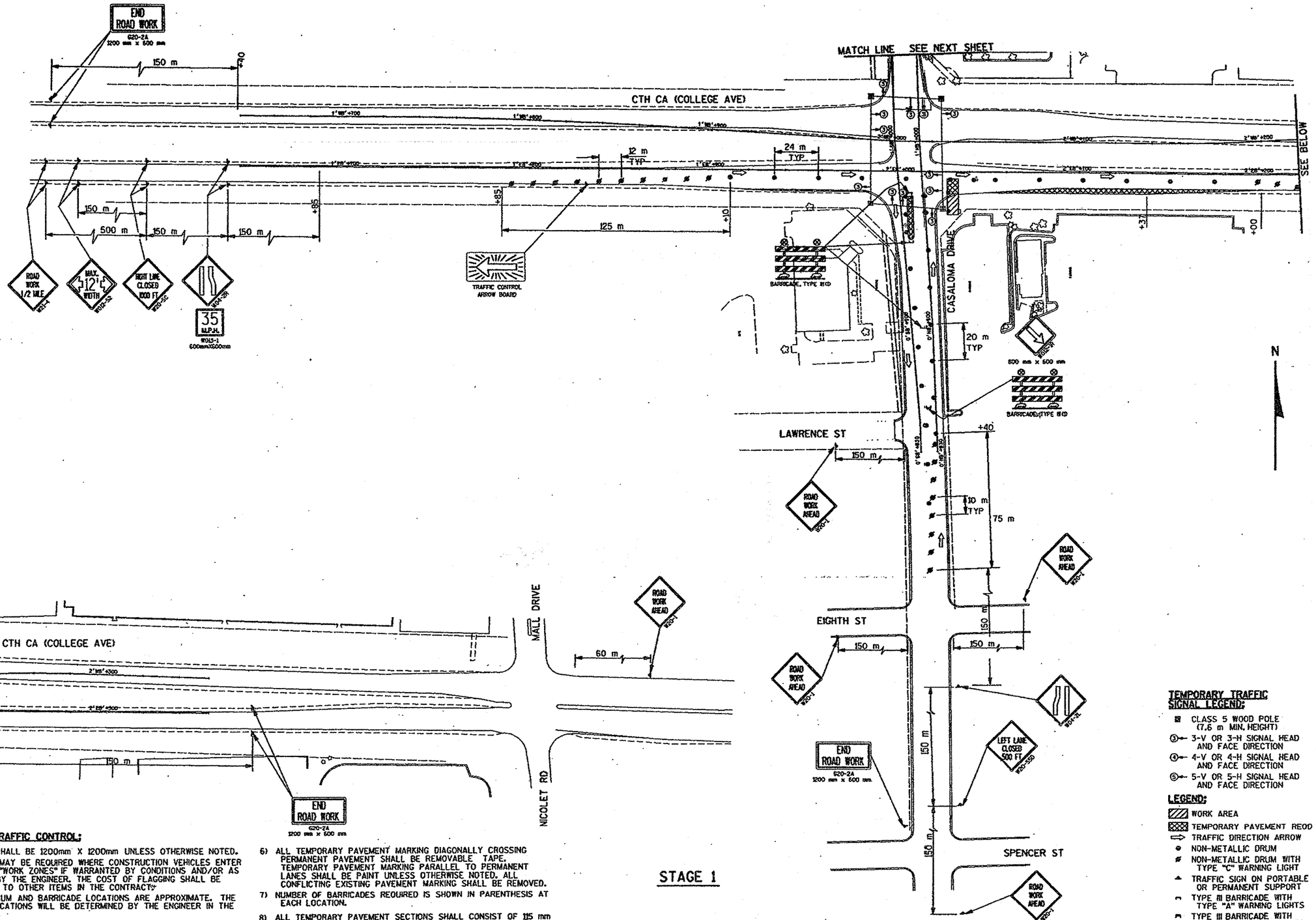


PAVEMENT MARKING DETAILS CTH CA (COLLEGE AVE)	0 10 20	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2 .21	M

FILE NAME: E1284A /TRAFFIC / /CS01 .2DG PLOT DATE: 11/17/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1854 TECH/ENGR: CRK/MAH
LEVELS ON = 1,2,3,4,5, REV. DATE: / /
PLOT NAME: SEE FILE NAME 57, 59, PLOT SCALE: 1:



CONSTRCTION DETAILS - CTH CA		HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.22 M



STAGE 1

NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 125 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

LEGEND:

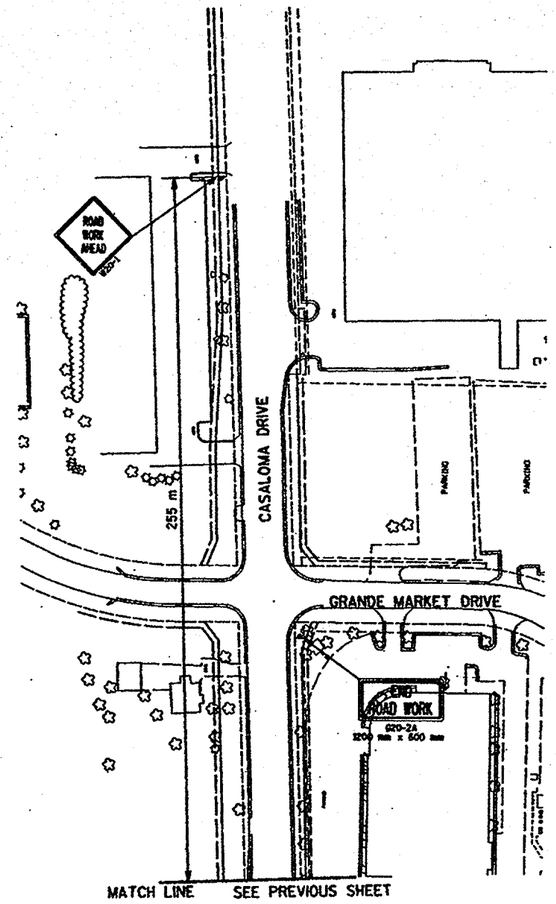
- WORK AREA
- TEMPORARY PAVEMENT REOD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.23	M

WisDOT: MSHT40

FILE NAME: E1284A /TRAFFIC / /TC01.DGN TECH/ENGR: DPP/MAH PLOT DATE: 12/10/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 3, 7. PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57, 59,

FILE NAME: 'E1284A /TRAFFIC / /TC01A .DGN TECH/ENGR: DPP/MAH PLOT DATE: 12/10/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON - 3, 7, PLOT NAME: SEE FILE NAME 57, 59. PLOT SCALE: 1:



N

STAGE 1

NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

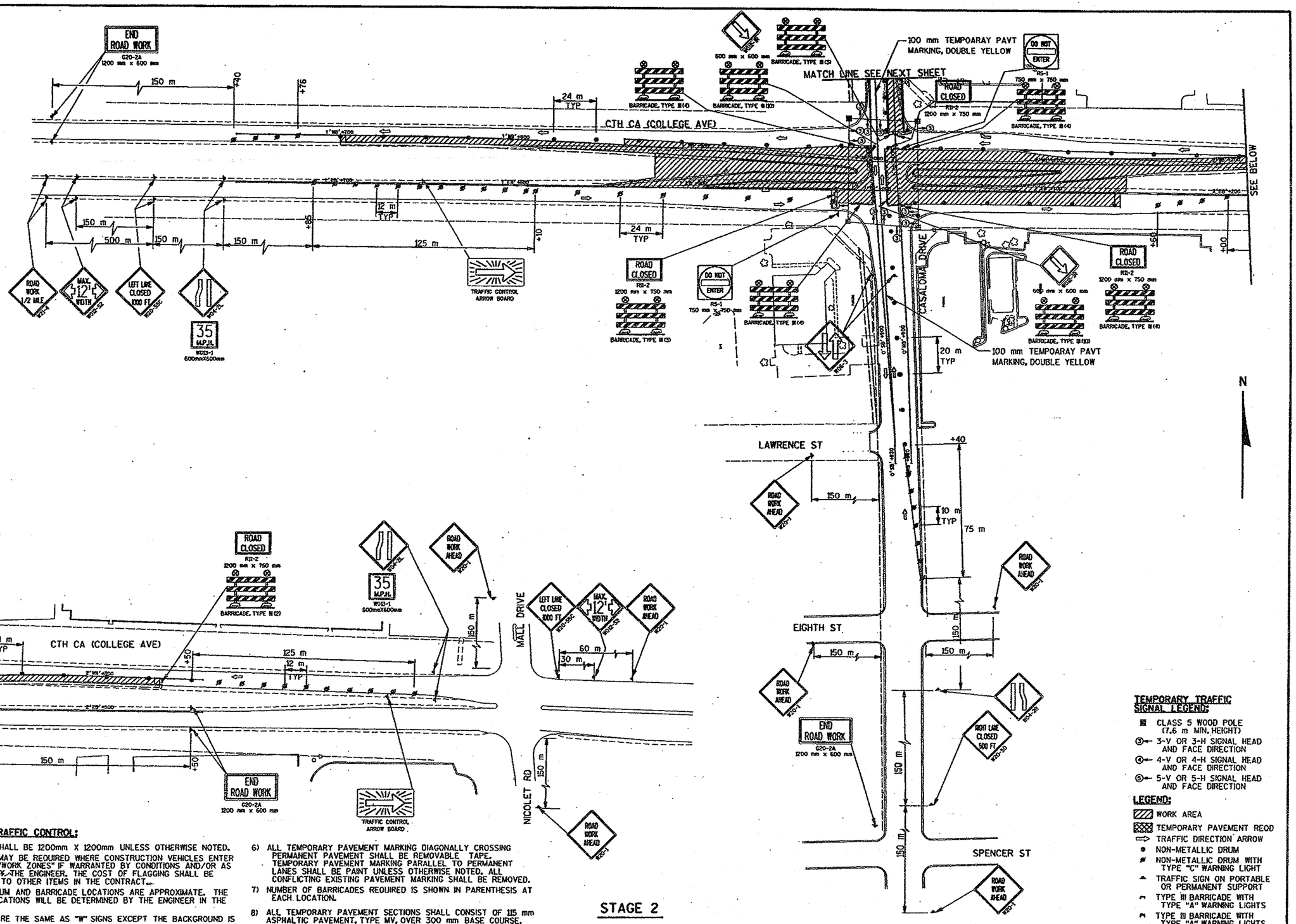
TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.24	M



NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

STAGE 2

TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

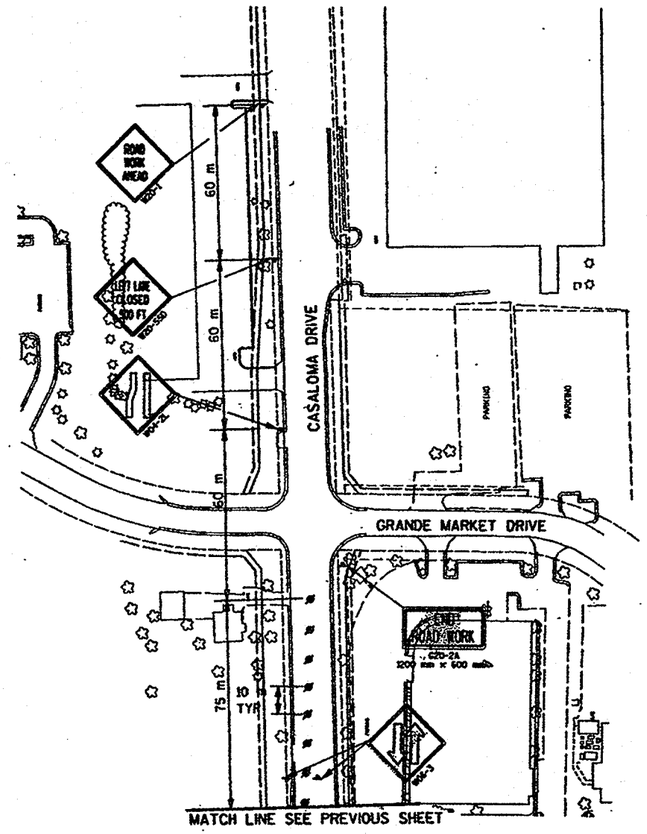
LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.25	M

FILE NAME: E1284A /TRAFFIC / /TCO2 .DGN TECH/ENGR: DPP/MAH PLOT DATE: 12/10/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 2, 3, 7, PLOT NAME: SEE FILE NAME PLOT SCALE: 1:

FILE NAME: E1284A /TRAFFIC / /TC02A .DGN TECH/ENGR: DPP/MAH PLOT DATE: / /
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 2.3. 7.
PLOT NAME: SEE FILE NAME 57, 59, PLOT SCALE: 1:



N

NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

STAGE 2

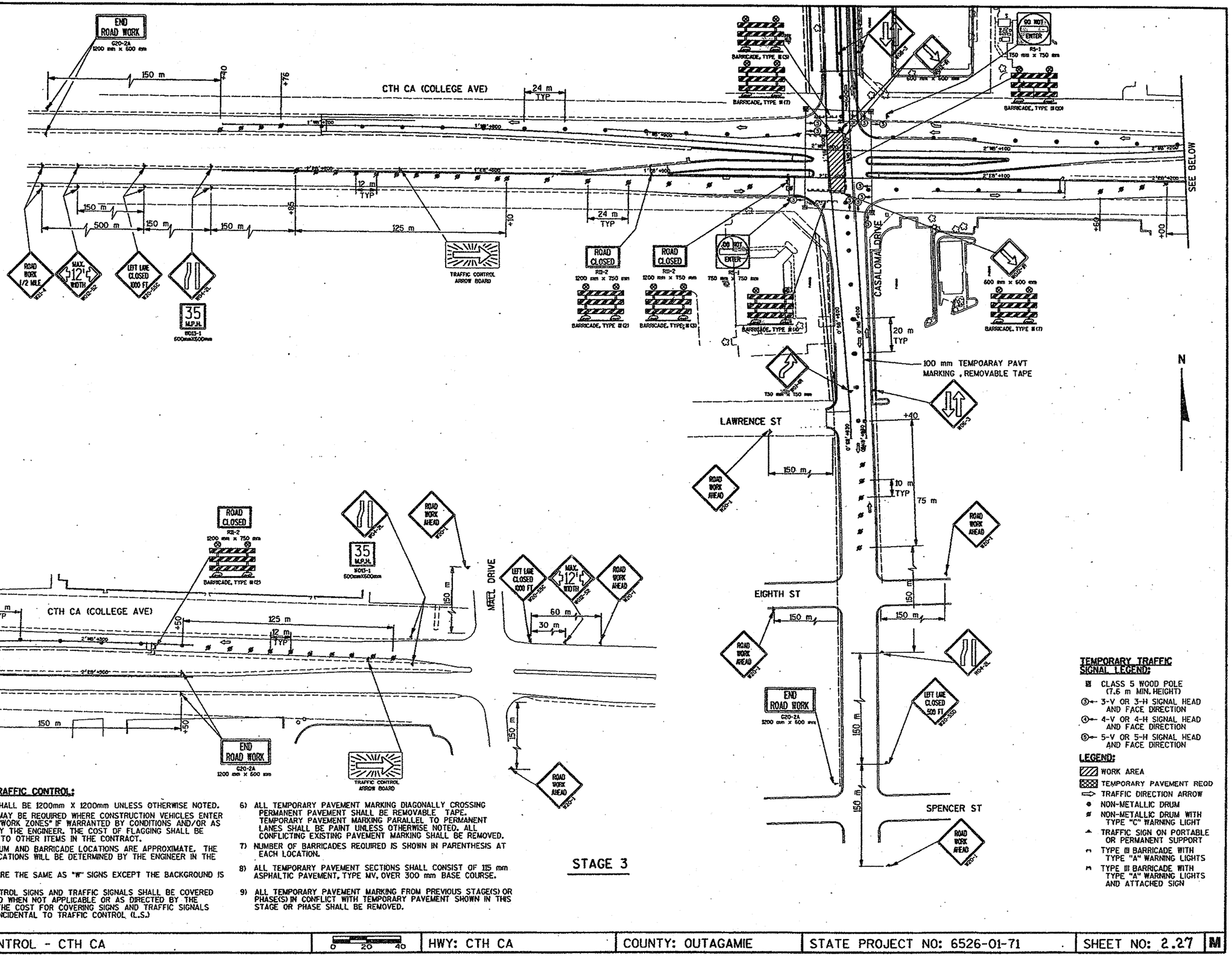
TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REOD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.26 M



NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

STAGE 3

TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

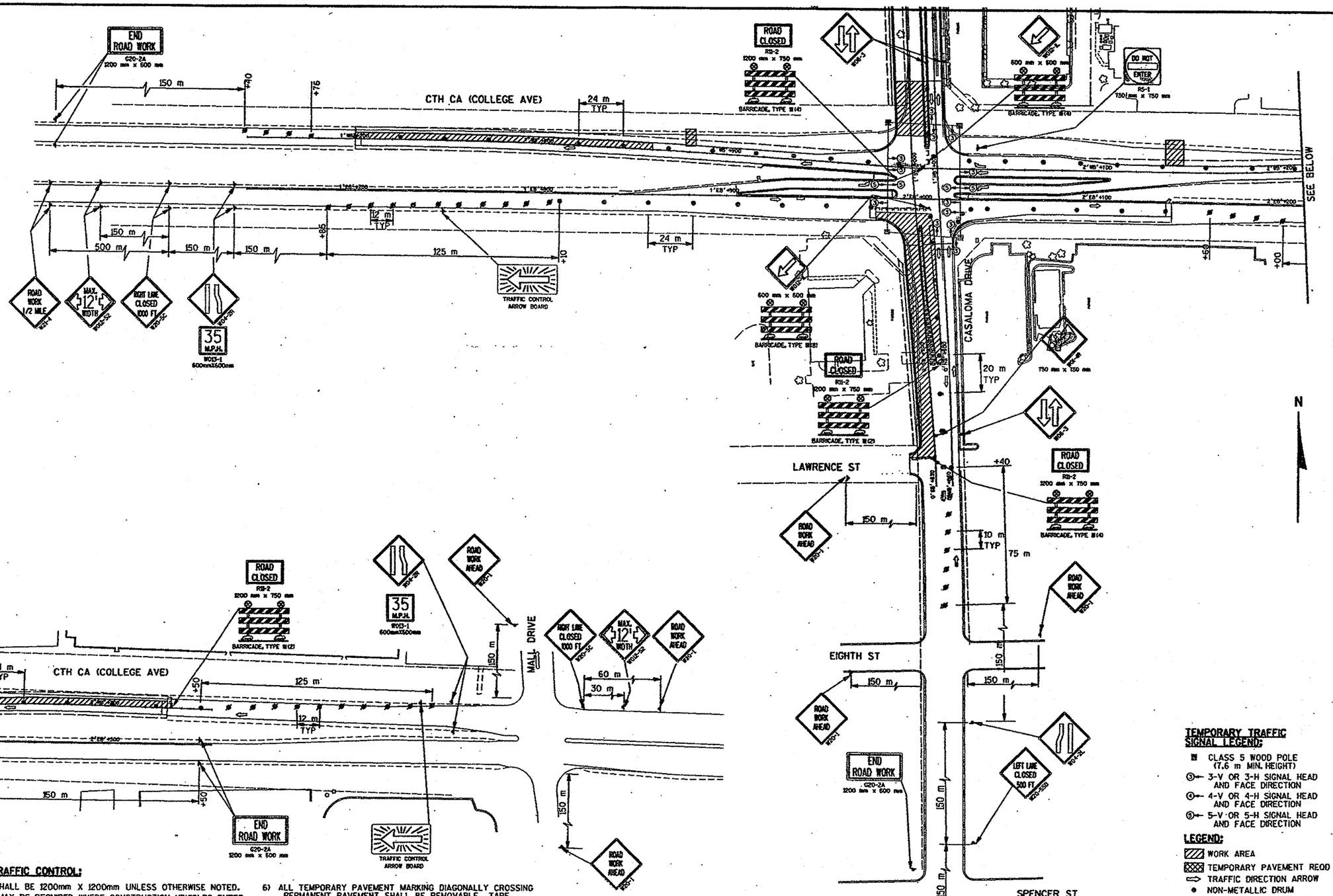
LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.27 M

WisDOT: MSHT40

FILE NAME: 'E1284A /TRAFFIC / /TC03 .DGN TECH/ENGR: DPP/MAH PLOT DATE: / /
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON - 2, 3, 7,
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57, 59,



NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

STAGE 4

TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

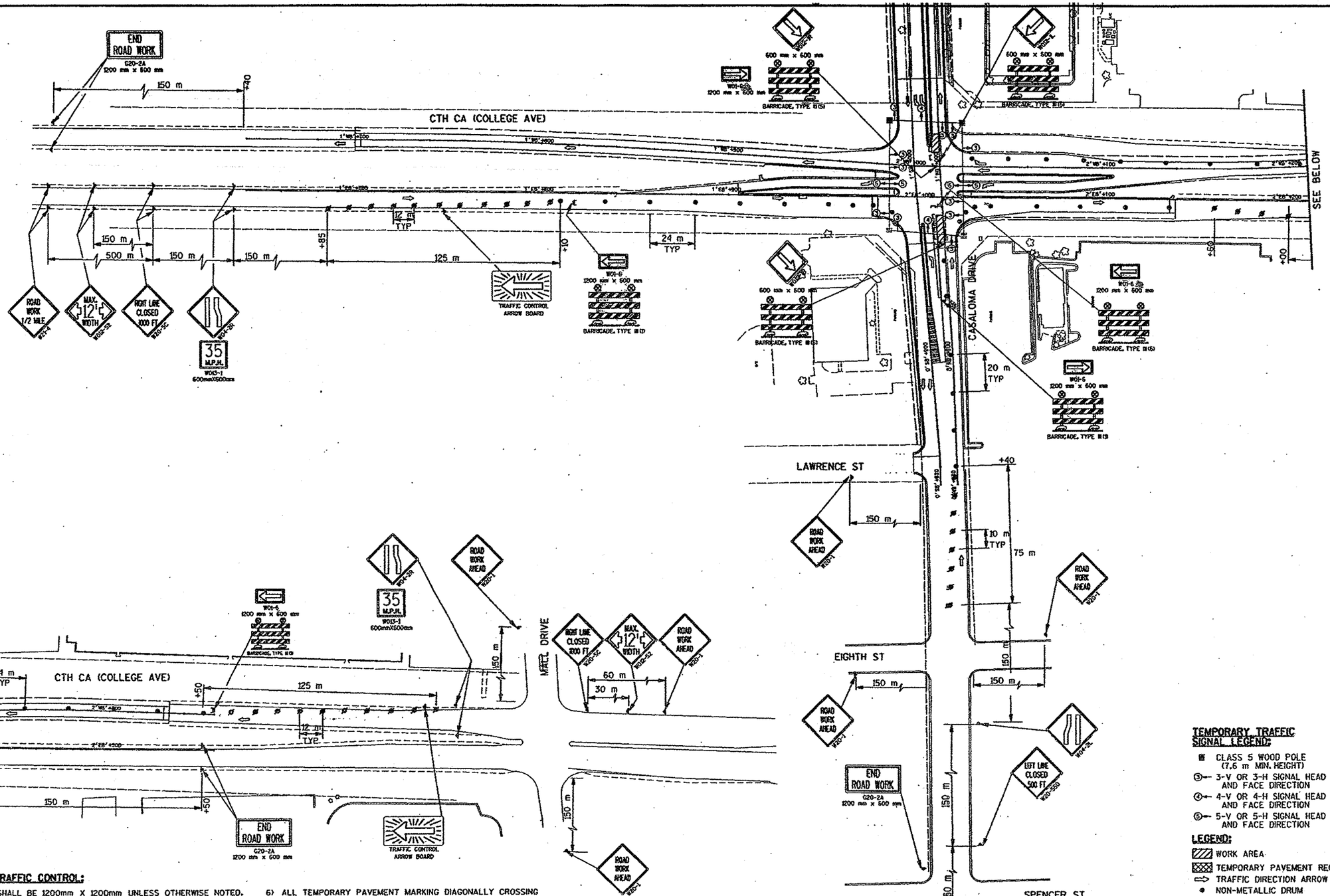
LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.28 M

FILE NAME: E1284A /TRAFFIC / /TC04 .DGN TECH/ENGR: DPP/MAH PLOT DATE: / /
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON - 3, 7.
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57, 59.

WisDOT: MSHT40



STAGE 5

TEMPORARY TRAFFIC SIGNAL LEGEND:

- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- ③← 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- ④← 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- ⑤← 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

LEGEND:

- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

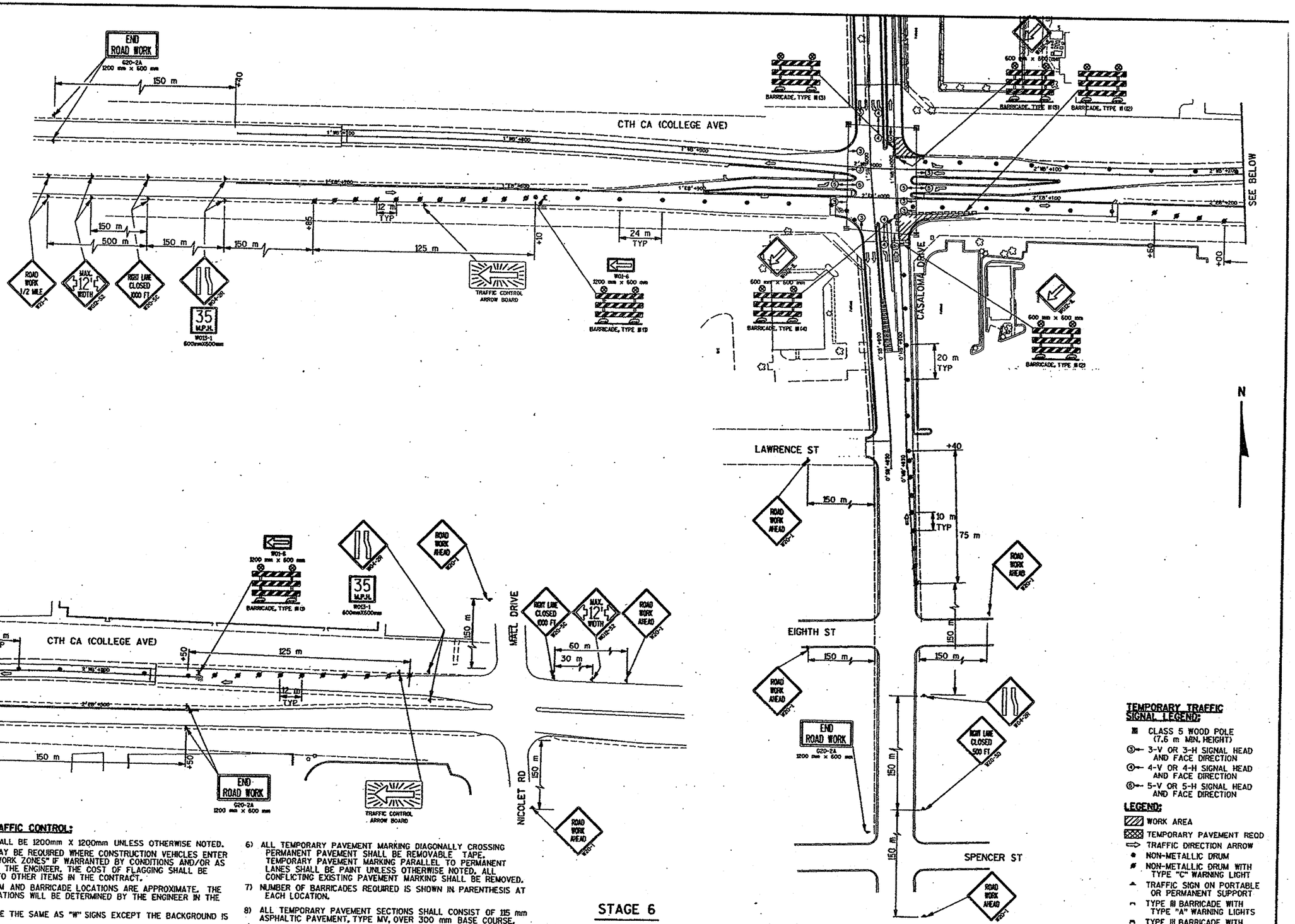
NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INSIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.29	M

WisDOT: MSHT40

FILE NAME: E1284A /TRAFFIC / /TC05 .DGN TECH/ENGR: DPP/MAH PLOT DATE: 12/10/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 2, 7, 57, 59. PLOT NAME: SEE FILE NAME PLOT SCALE: 1:



STAGE 6

NOTES FOR TRAFFIC CONTROL:

1) ALL SIGNS SHALL BE 1200mm X 1200mm UNLESS OTHERWISE NOTED.
2) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER. THE COST OF FLAGGING SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.
3) ALL SIGN, DRUM AND BARRICADE LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
4) "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5) TRAFFIC CONTROL SIGNS AND TRAFFIC SIGNALS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER. THE COST FOR COVERING SIGNS AND TRAFFIC SIGNALS SHALL BE INCIDENTAL TO TRAFFIC CONTROL (L.S.)
6) ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED. ALL CONFLICTING EXISTING PAVEMENT MARKING SHALL BE REMOVED.
7) NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
8) ALL TEMPORARY PAVEMENT SECTIONS SHALL CONSIST OF 115 mm ASPHALTIC PAVEMENT, TYPE MV, OVER 300 mm BASE COURSE.
9) ALL TEMPORARY PAVEMENT MARKING FROM PREVIOUS STAGE(S) OR PHASE(S) IN CONFLICT WITH TEMPORARY PAVEMENT SHOWN IN THIS STAGE OR PHASE SHALL BE REMOVED.

TEMPORARY TRAFFIC SIGNAL LEGEND:

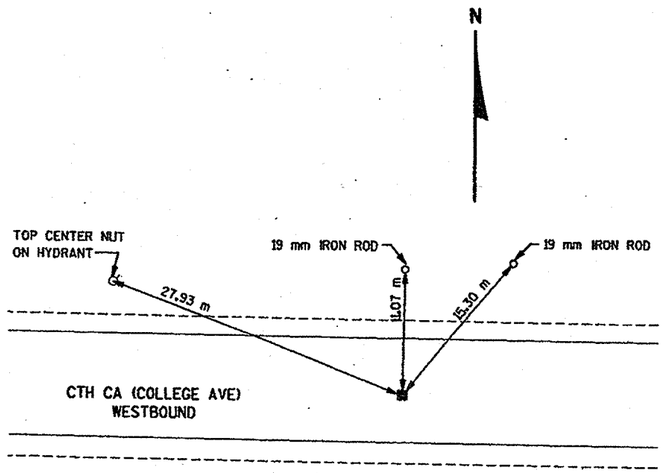
- CLASS 5 WOOD POLE (7.6 m MIN. HEIGHT)
- 3-V OR 3-H SIGNAL HEAD AND FACE DIRECTION
- 4-V OR 4-H SIGNAL HEAD AND FACE DIRECTION
- 5-V OR 5-H SIGNAL HEAD AND FACE DIRECTION

LEGEND:

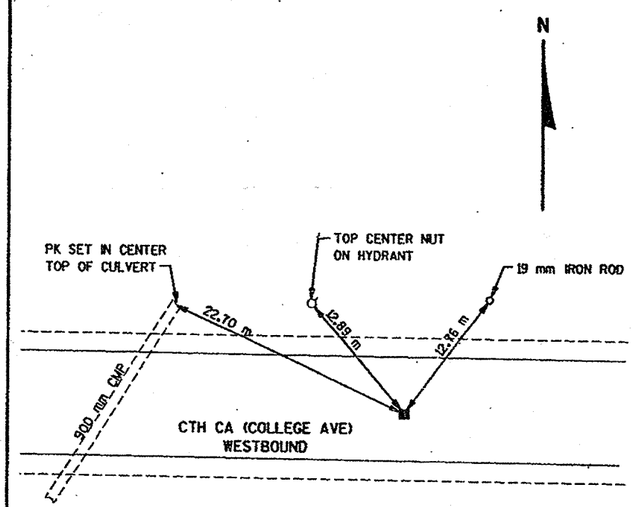
- WORK AREA
- TEMPORARY PAVEMENT REQD
- TRAFFIC DIRECTION ARROW
- NON-METALLIC DRUM
- NON-METALLIC DRUM WITH TYPE "C" WARNING LIGHT
- TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS
- TYPE III BARRICADE WITH TYPE "A" WARNING LIGHTS AND ATTACHED SIGN

TRAFFIC CONTROL - CTH CA	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.30	M

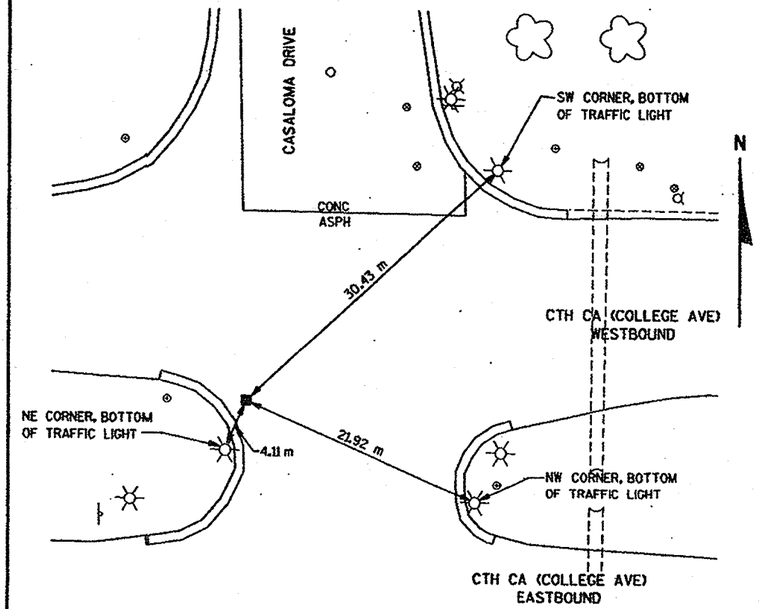
FILE NAME: E1284A /TRAFFIC /TC06 / .DGN TECH/ENGR: / PLOT DATE: / /
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 2, 7, PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57, 59,



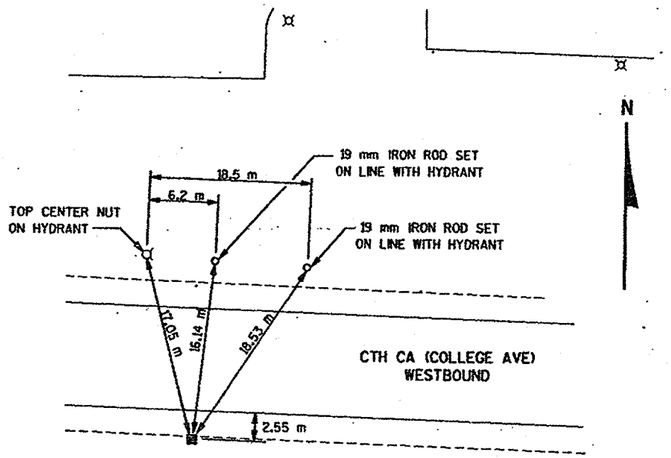
STA 1'WB'+641.505
PK NAIL SET



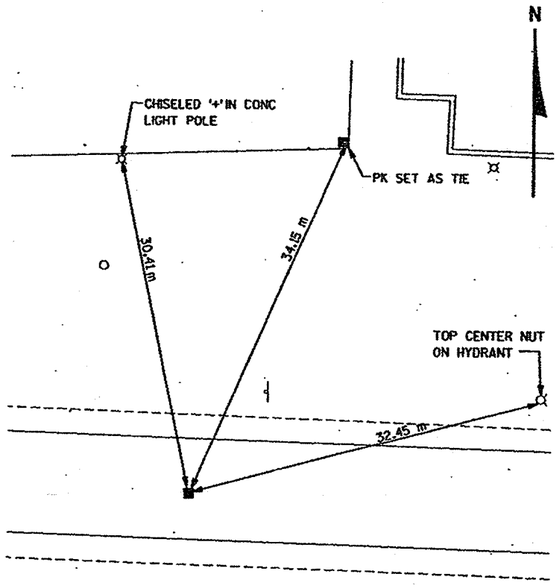
STA 1'WB'+797.068
PK NAIL SET



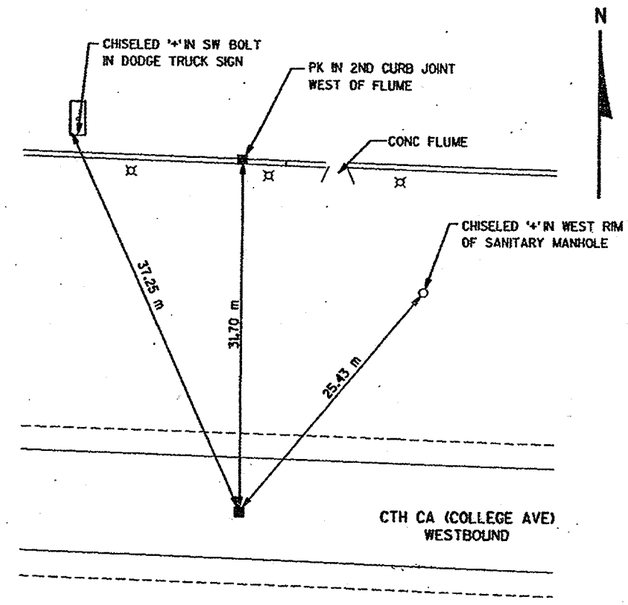
STA 2'WB'+000
PK NAIL SET



STA 2'WB'+167.967
PK NAIL SET



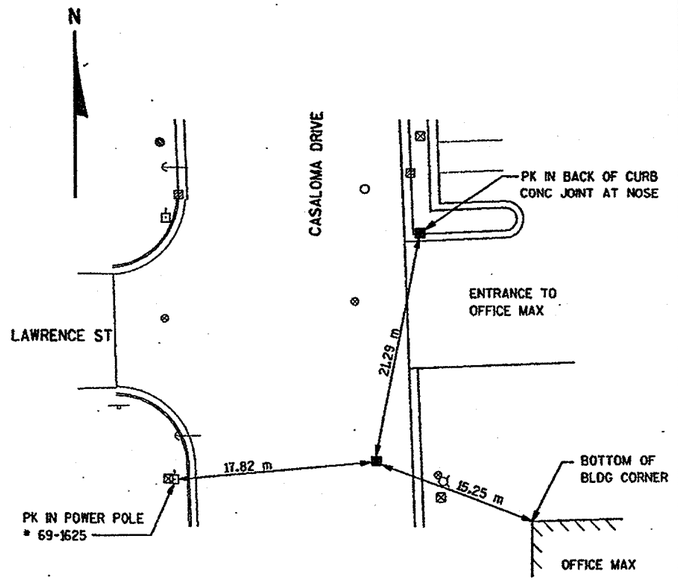
STA 2'WB'+258.400
PK NAIL SET



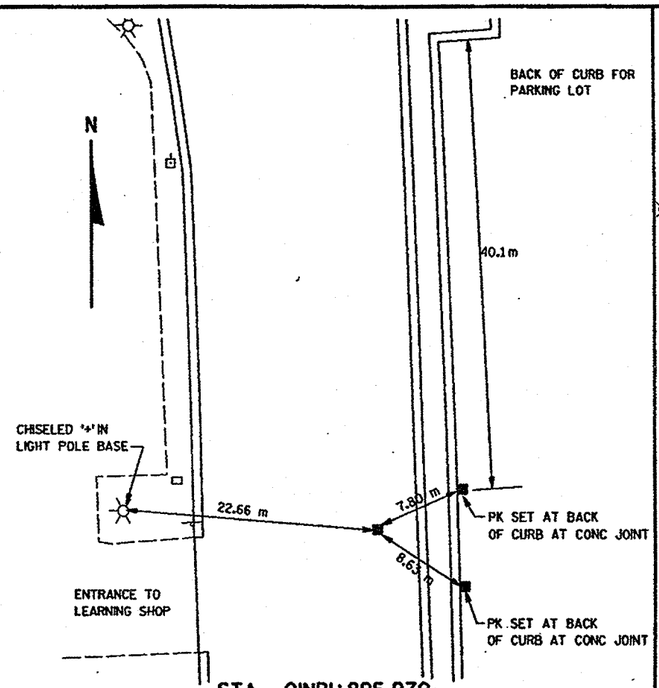
STA 2'WB'+356.312
PK NAIL SET

ALIGNMENT TIES | 0 5 10 | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 2.31 | M

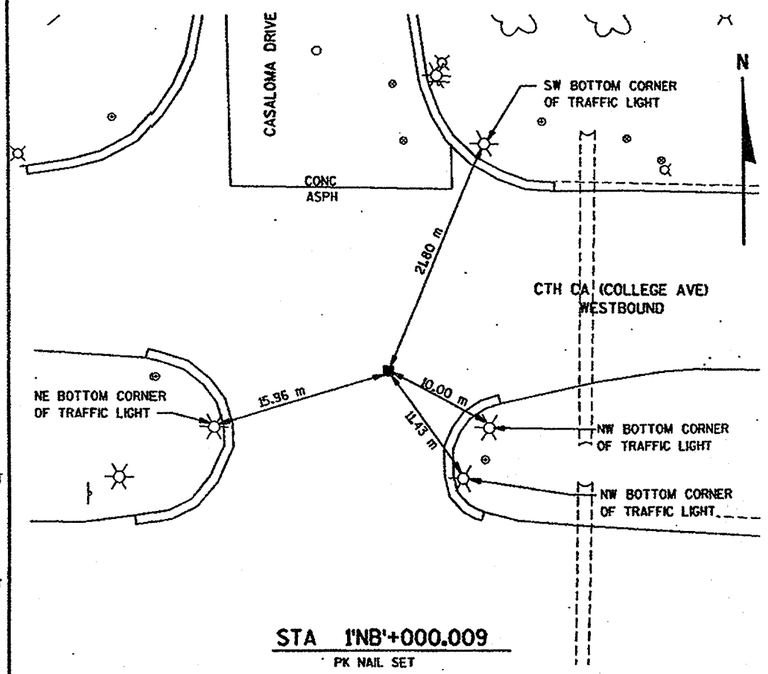
FILE NAME: E12B4A /SHEETS /DET07 / .DGN TECH/ENGR: DPP/SDC PLOT DATE: 11/14/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62.
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:



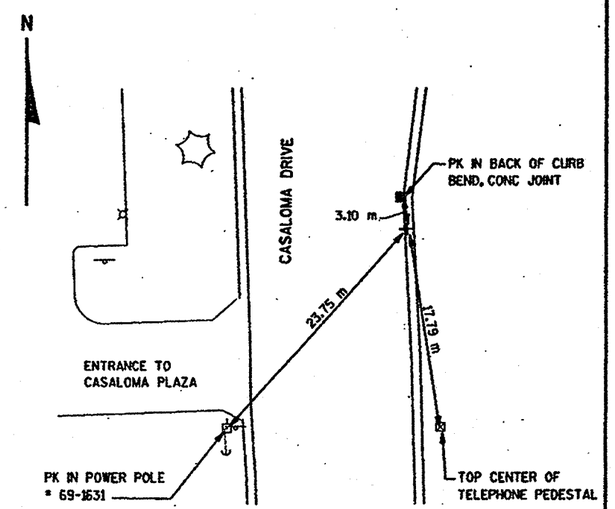
STA 0'NB'+830.000
PK NAIL SET



STA 0'NB'+895.970
PK NAIL SET



STA 1'NB'+000.009
PK NAIL SET



STA 1'NB'+210.021
CHISELED '+' SET IN CONCRETE

ALIGNMENT TIES	0 5 10	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.32 M

E1/4COR SEC 30 T21N, R17E

3+407.311

PI 1'SB'+210.285

PI 1'NB'+210.012

1'SB'+200

1'NB'+200

N 1° 34' 40" W

PI 1'SB'+109.900

1'SB'+100

3+100

1'NB'+100

N1° 57' 40" W

N1° 34' 40" W

N02°03'36"W

R/L WESTBOUND COLLEGE AVENUE

S89° 28' 58" E 1'WB'+700 PC 1'WB'+716.590 1'WB'+800 CURVE 1 PT 1'WB'+877.507 1'WB'+900 S86° 24' 33"E

PI 1'SB'+000.228

1'SB'+000

3+000

1'NB'+000

PI 1'NB'+000.009

S89° 24' 34" E 2'WB'+100 PC 2'WB'+147.020 CURVE 2 PC 2'WB'+227.840 PT 2'WB'+188.904 2'WB'+200 N87° 35' 27" E CURVE 3 PT 2'WB'+288.931 2'WB'+300 S88° 02' 02" E

1'EB'+700 1'EB'+800 S89° 28' 55" E 1'EB'+900

PI 2'WB'+000.000 = 0'SB'+999.832

2'WB'+013.685 = 0'NB'+999.028

2'EB'+100 S89° 24' 34" E 2'EB'+200 2'EB'+300

R/L EASTBOUND COLLEGE AVENUE

PI 2'EB'+014.555 = 0+'NB'+982.687

2'EB'+001.308 = 0'SB'+983.438

N3° 26' 29" W

R/L SOUTHBOUND CASALOMA DRIVE

R/L NORTHBOUND CASALOMA DRIVE

N4° 57' 41" W

0'SB'+900

2+900

0'NB'+900

PI 0'NB'+895.977

E LINE OF THE SE 1/4, SEC 30, T21N, R17E

N2° 05' 05"W

PI 0'SB'+845.884

N2° 04' 28" W

0'SB'+830

0'NB'+830

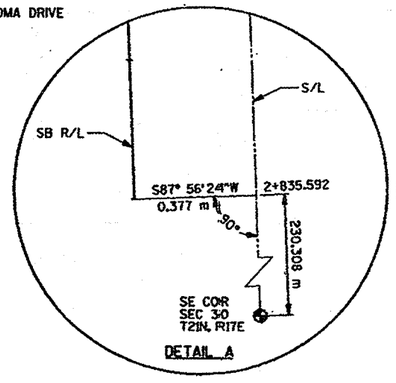
SEE DETAIL B
SEE DETAIL A

SE COR SEC 30 T21N, RITE

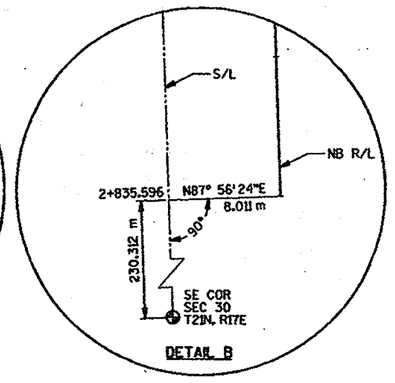
2+605.284

N

CURVE 1	CURVE 2	CURVE 3
PI 1'WB'+797.068	PI 2'WB'+167.967	PI 2'WB'+258.400
Δ = 3°04'24"	Δ = 3° 00'59"	Δ = 4° 22'31"
∠ = 176° 55' 36"	∠ = 176° 59' 01"	∠ = 175° 37'29"
T = 80.478 m	T = 20.947 m	T = 30.560 m
R = 3000.000 m	R = 800.000 m	R = 800.000 m
L = 160.917 m	L = 41.885 m	L = 61.090 m



DETAIL A



DETAIL B

ALIGNMENT PLAN CTH CA (COLLEGE AVE)	0 20 40	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 2.33	M

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6526-01-71 QUANTITY
0020	20102	CLEARING	25MM	6.00	6.00
0040	20105	GRUBBING	25MM	6.00	6.00
0050	20401	REMOVING PAVEMENT	M2	560.00	560.00
0060	20402	REMOVING ASPHALTIC SURFACE	M2	960.00	960.00
0080	20405	REMOVING CURB AND GUTTER	M	280.00	280.00
0100	20416	REMOVING INLETS	EACH	2.00	2.00
0110	20422	REMOVING CONCRETE BASES	EACH	14.00	14.00
0130	20503	UNCLASSIFIED EXCAVATION	M3	9,750.00	9,750.00
0140	21302	FINISHING ROADWAY, PROJECT 6526-01-71	LS	1.00	1.00
0160	30404	CRUSHED AGGREGATE BASE COURSE	MG	11,400.00	11,400.00
0170	30420	CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NUMBER 2	MG	3,700.00	3,700.00
0180	30426	BREAKER RUN STONE	MG	13,600.00	13,600.00
0190	40204	ASPHALTIC MATERIAL FOR TACK COAT	L	400.00	400.00
0200	40301	QMP, ASPHALTIC MIXTURE	MG	1,080.00	1,080.00
0210	40501	ASPHALTIC MATERIAL FOR PLANT MIXES	MG	67.00	67.00
0220	40713	ASPHALTIC CONCRETE PAVEMENT, TYPE MV	MG	1,080.00	1,080.00
0230	41510	CONCRETE PAVEMENT, 250 MM	M2	8,640.00	8,640.00
0240	41520	H.E.S. CONCRETE PAVEMENT, 250 MM	M2	430.00	430.00
0280	41665	CONCRETE PAVEMENT GAPS	EACH	3.00	3.00
0290	52201	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 300 MM	M	18.00	18.00
0300	52260	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 300 MM	EACH	2.00	2.00
0310	52261	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 375 MM	EACH	1.00	1.00
0320	60119	CONCRETE CURB AND GUTTER, 450 MM, TYPE A	M	20.00	20.00
0330	60120	CONCRETE CURB AND GUTTER, 450 MM, TYPE D	M	66.00	66.00
0340	60123	CONCRETE CURB AND GUTTER, 750 MM, TYPE A	M	840.00	840.00
0350	60133	CONCRETE CURB AND GUTTER, 750 MM, TYPE D	M	190.00	190.00
0360	60204	CONCRETE SIDEWALK, 100 MM	M2	210.00	210.00
0370	60210	CONCRETE LOADING ZONE	M2	66.00	66.00
0380	60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 300 MM	M	171.00	171.00
0390	60826	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 375 MM	M	23.00	23.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6526-01-71 QUANTITY
0400	60827	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 450 MM	M	132.00	132.00
0430	60850	REINFORCED CONCRETE PIPE, CLASS IV, STORM SEWER, 300 MM	M	6.00	6.00
0440	60851	REINFORCED CONCRETE PIPE, CLASS IV, STORM SEWER, 375 MM	M	43.00	43.00
0450	61110	MANHOLES, TYPE 1	EACH	1.00	1.00
0460	61112	MANHOLES, TYPE 3	EACH	1.00	1.00
0470	61122	INLETS, TYPE 3	EACH	12.00	12.00
0480	61123	INLETS, TYPE 8	EACH	1.00	1.00
0490	61124	INLETS, TYPE 9	EACH	1.00	1.00
0500	61125	INLETS, TYPE 10	EACH	3.00	3.00
0520	61129	RECONSTRUCTING INLETS	EACH	1.00	1.00
0530	61161	MANHOLE COVERS, TYPE J	EACH	1.00	1.00
0540	61156	INLET COVERS, TYPE H-S	EACH	6.00	6.00
0550	61167	INLET COVERS, TYPE H	EACH	7.00	7.00
0560	61170	INLET COVERS, TYPE MS	EACH	12.00	12.00
0570	61182	ADJUSTING MANHOLE COVERS	EACH	1.00	1.00
0580	61183	ADJUSTING INLET COVERS	EACH	1.00	1.00
0590	61201	PIPE UNDERDRAIN, 150 MM	M	1,760.00	1,760.00
0600	61211	PIPE UNDERDRAIN, UNPERFORATED, 150 MM	M	110.00	110.00
0610	61254	REINFORCED CONCRETE APRON ENDWALLS FOR UNDERDRAIN, 150 MM	EACH	16.00	16.00
0620	61910	MOBILIZATION	LS	0.50	0.50
0630	62001	CONCRETE CORRUGATED MEDIAN	M2	110.00	110.00
0650	62203	ASPHALTIC FLUMES	M2	18.00	18.00
0660	62301	CALCIUM CHLORIDE SURFACE TREATMENT	MG	14.00	14.00
0670	62401	WATER	KL	380.00	380.00
0680	62505	SALVAGED TOPSOIL	M2	11,600.00	11,600.00
0690	62702	MULCHING	M2	18,550.00	18,550.00
0700	62817	SILT FENCE MAINTENANCE	M	140.00	140.00
0710	62819	MOBILIZATIONS, EROSION CONTROL	EACH	1.00	1.00
0720	62821	MOBILIZATIONS, EMERGENCY EROSION CONTROL	EACH	2.00	2.00
0730	62848	SILT FENCE, SILTY SOIL, DELIVERED	M	70.00	70.00
0740	62850	SILT FENCE, SILTY SOIL, INSTALLED	M	70.00	70.00
0750	62905	FERTILIZER, TYPE B	KG	655.00	655.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6526-01-71 QUANTITY
0760	63008	SEEDING, MIXTURE NO. 10	KG	50.00	50.00
0770	63010	SEEDING, MIXTURE NO. 30	KG	60.00	60.00
0780	63011	SEEDING, MIXTURE NO. 40	KG	6.00	6.00
0790	63015	SEEDING, BORROW PIT MIXTURE	KG	60.00	60.00
0800	63101	SODDING	M2	640.00	640.00
0810	63103	WATERING SODDED AREAS	KL	40.00	40.00
0830	63827	REMOVING SIGNS, TYPE II	EACH	22.00	22.00
0840	63830	REMOVING SMALL SIGN SUPPORTS	EACH	11.00	11.00
0860	64202	FIELD OFFICE, TYPE B	LS	1.00	1.00
0870	64210	FIELD LABORATORY	LS	1.00	1.00
0880	64302	TRAFFIC CONTROL, PROJECT 6526-01-71	LS	1.00	1.00
0900	64310	TRAFFIC CONTROL, ARROW BOARDS	DAYS	250.00	250.00
0910	64313	TRAFFIC CONTROL, DRUMS	DAYS	11,695.00	11,695.00
0920	64318	TRAFFIC CONTROL, BARRICADES, TYPE III	DAYS	4,387.00	4,387.00
0930	64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	DAYS	8,758.00	8,758.00
0940	64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	DAYS	5,562.00	5,562.00
0950	64326	TRAFFIC CONTROL, SIGNS	DAYS	5,431.00	5,431.00
0960	64503	GEOTEXTILE FABRIC, TYPE DF	M2	4,050.00	4,050.00
0970	64602	PAVEMENT MARKING, 100 MM, EPOXY	M	2,030.00	2,030.00
0980	64618	PAVEMENT MARKING, CHANNELIZING, 200 MM, EPOXY	M	310.00	310.00
0990	64642	REMOVING PAVEMENT MARKINGS	M	725.00	725.00
1000	64710	PAVEMENT MARKING, STOP LINE, 450 MM, EPOXY	M	63.00	63.00
1010	64730	PAVEMENT MARKING, ARROWS, TYPE 1, EPOXY	EACH	2.00	2.00
1020	64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	EACH	17.00	17.00
1030	64738	PAVEMENT MARKING, ARROWS, TYPE 3, EPOXY	EACH	1.00	1.00
1040	64758	PAVEMENT MARKING, WORDS, EPOXY	EACH	13.00	13.00
1050	64778	PAVEMENT MARKING, CURB, EPOXY	M	100.00	100.00
1060	64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	EACH	11.00	11.00
1070	64901	TEMPORARY PAVEMENT MARKING, 100 MM	M	300.00	300.00
1080	64904	TEMPORARY PAVEMENT MARKING, 100 MM, REMOVABLE TAPE	M	300.00	300.00
1090	65216	NONMETALLIC CONDUIT, SCHEDULE 40, 25 MM	M	280.00	280.00
1100	65229	NONMETALLIC CONDUIT, SCHEDULE 80, 50 MM	M	39.00	39.00
1110	65231	NONMETALLIC CONDUIT, SCHEDULE 80, 75 MM	M	210.00	210.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6526-01-71 QUANTITY
1120	65250	LOOP DETECTOR CONDUIT	M	295.00	295.00
1130	65301	PULL BOXES, STEEL, 300 X 600 MM	EACH	6.00	6.00
1140	65311	PULL BOXES, STEEL, 600 X 1200 MM	EACH	14.00	14.00
1150	65401	CONCRETE BASES, TYPE 1	EACH	10.00	10.00
1160	65402	CONCRETE BASES, TYPE 2	EACH	4.00	4.00
1170	65430	TRANSFORMER BASES, STANDARD, 288 MM BOLT CIRCLE	EACH	3.00	3.00
1180	65526	TRAFFIC SIGNAL CABLE, 7 CONDUCTOR, NO. 14	M	800.00	800.00
1190	65530	TRAFFIC SIGNAL CABLE, 12 CONDUCTOR, NO. 14	M	130.00	130.00
1200	65532	TRAFFIC SIGNAL CABLE, 15 CONDUCTOR, NO. 14	M	130.00	130.00
1210	65557	ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10	M	670.00	670.00
1220	65580	LOOP DETECTOR LEAD IN CABLE	M	1,610.00	1,610.00
1230	65585	LOOP DETECTOR WIRE	M	1,130.00	1,130.00
1240	65615	ELECTRICAL SERVICE, METER BREAKER PEDESTAL,	LS	1.00	1.00
1250	65722	TRAFFIC SIGNAL STANDARDS, STEEL, 4.0 M	EACH	1.00	1.00
1260	65826	TRAFFIC SIGNAL FACES, 3-300 MM VERTICAL	EACH	4.00	4.00
1270	65837	BACKPLATES, 4 SECTION, 300 MM SIGNAL FACES	EACH	2.00	2.00
1280	65850	TRAFFIC SIGNAL MOUNTING HARDWARE,	LS	1.00	1.00
1290	66501	SAWING EXISTING PAVEMENT	M	1,300.00	1,300.00
1310	90001	MISC 90001A CONSTRUCTION STAKING, CONCRETE PAVEMENT, SPECIAL	M	1,040.00	1,040.00
1320	90001	MISC 90001B CONSTRUCTION STAKING, C.A.B.C. FOR ASPHALTIC CONCRETE PAVEMENT, SPECIAL	M	170.00	170.00
1330	90001	MISC 90001C CONSTRUCTION STAKING, C, G, AND C & G FOR ASPHALTIC CONC. PAV'T SPECIAL	M	110.00	110.00
1340	90001	MISC 90001D CONSTRUCTION STAKING, SUBGRADE SPECIAL	M	1,210.00	1,210.00
1350	90001	MISC 90001E LOOP DETECTOR GROOVES	M	37.00	37.00
1360	90001	MISC 90001F PRELIMINARY CONSTRUCTION STAKING SPECIAL	M	1,280.00	1,280.00
1380	90002	MISC 90002A PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, EPOXY	M2	45.00	45.00
1390	90004	MISC 90004A CONTROL CABINET MODIFICATIONS, CTH CA AND CASALOMA DRIVE	LS	1.00	1.00

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6526-01-71 QUANTITY
1400	90004	MISC 90004B SALVAGE EXISTING TRAFFIC SIGNAL EQUIPMENT, CTH CA AND CASALOMA DRIVE	LS	1.00	1.00
1410	90004	MISC 90004C TEMPORARY TRAFFIC SIGNALS, CTH CA AND CASALOMA DRIVE	LS	1.00	1.00
1430	90005	MISC 90005B CONSTRUCTION STAKING INLETS, MANHOLES, AND STORM SEWER PIPE	EACH	20.00	20.00
1440	90005	MISC 90005C CONSTRUCTION STAKING, PIPE CULVERTS SPECIAL	EACH	1.00	1.00
1450	90005	MISC 90005D EROSION CONTROL FILTER BAGS, DELIVERED	EACH	400.00	400.00
1460	90005	MISC 90005E EROSION CONTROL FILTER BAGS, INSTALLED	EACH	400.00	400.00
1470	90005	MISC 90005F EROSION CONTROL FILTER BAGS, MAINTENANCE	EACH	800.00	800.00
1480	90005	MISC 90005G INLET PROTECTION TYPE C	EACH	14.00	14.00
1490	90365	QMP, BASE COURSES	MG	15,100.00	15,100.00
1500	90421	QUALITY MANAGEMENT PROGRAM, AGGREGATE FOR CONCRETE PAVEMENT	M2	9,070.00	9,070.00

CLEARING AND GRUBBING

STATION TO STATION	LOCATION	CLEARING 25mm	GRUBBING 25mm
1"NB"+044. RT	CASALOMA DR	6	6

REMOVING PAVEMENT

STATION TO STATION	LOCATION	m2
1"NB"+015.6 - 1"NB"+045	CASALOMA DRIVE	560

REMOVING ASPHALTIC SURFACE

STATION TO STATION	LOCATION	m2
2"WB"+120 - 2"WB"+220	CTH CA	960

REMOVING CURB AND GUTTER

STATION TO STATION	LOCATION	m
1"WB"+992 - 1"WB"+999.5	CTH CA	23.0
2"WB"+018.7 - 2"WB"+23.4	CTH CA	13.0
1"SB"+018.2 - 1"SB"+045. LT	CASALOMA DRIVE	37.0
0"NB"+956 - 0"NB"+970.7. RT	CASALOMA DRIVE	21.0
0"SB"+946.2 - 0"SB"+969.5. RT	CASALOMA DRIVE	47.0
0"SB"+847.3 - 0"SB"+972.3. LT	CASALOMA DRIVE	139.0
	TOTAL	280.0

REMOVING INLETS

STATION	LOCATION	EACH
2"EB"+030. 22.3m RT	CTH CA	1
0"SB"+901.2, 6.7m LT	CASALOMA DRIVE	1
	TOTAL	2

REMOVING CONCRETE BASES

STATION	LOCATION	EACH
1"WB"+980, 19m LT	CTH CA	1
1"WB"+990, 9m RT	CTH CA	1
1"WB"+998.5, 4m RT	CTH CA	1
1"EB"+988.5, 15.5m RT	CTH CA	1
2"WB"+020, 8.5m RT	CTH CA	1
2"WB"+023, 4m RT	CTH CA	1
2"EB"+033, 15m RT	CTH CA	1
0"SB"+943. 7.5m LT	CASALOMA DRIVE	1
0"NB"+963.5, 10.5m RT	CASALOMA DRIVE	1
0"SB"+965.5, 5.5m RT	CASALOMA DRIVE	1
1"NB"+020, 9.5m RT	CASALOMA DRIVE	1
1"SB"+023.5, 10.0m LT	CASALOMA DRIVE	1
1"NB"+026.5, 5m RT	CASALOMA DRIVE	1
1"SB"+037.5, 3m LT	CASALOMA DRIVE	1
	TOTAL	14

UNCLASSIFIED EXCAVATION AND YARDAGE SUMMARY

LOCATION	UNCLASSIFIED EXCAVATION m3	EXCAVATION BELOW SUBGRADE m3	FILL m3	EXPANDED FILL (1.3) m3	WASTE m3
CTH CA	5 350	2 900	2 145	2 789	5 461
CASALOMA DRIVE	1 175	325	14	19	1 481
TOTALS	6 525	3 225	2 159	2 808	6 942

CRUSHED AGGREGATE BASE COURSE

STATION TO STATION	LOCATION	DENSE GRADED Mg	OPEN GRADED Mg	QUALITY MANAGEMENT PROGRAM Mg
1"WB"+700 - 1"WB"+860	CTH CA	1 680	490	2 170
1"EB"+842 - 2"EB"+040	CTH CA	900	260	1 160
1"EB"+842 - 2"EB"+040	CTH CA. TCP - STAGE 1	240	----	240
1"WB"+860 - 2"WB"+040	CTH CA	1 910	810	2 720
2"WB"+040 - 2"WB"+220	CTH CA	1 970	780	2 750
2"EB"+040 - 2"EB"+140	CTH CA	1 100	380	1 480
2"WB"+220 - 2"WB"+332	CTH CA	1 180	340	1 520
0"SB"+845 - 0"SB"+973	CASALOMA DRIVE	1 360	90	1 450
0"NB"+959 - 0"NB"+973	CASALOMA DRIVE	410	80	490
1"SB"+006 - 1"SB"+045	CASALOMA DRIVE	295	210	505
1"NB"+006 - 1"NB"+045	CASALOMA DRIVE	355	260	615
	TOTALS	11 400	3 700	15 100

BREAKER RUN

STATION TO STATION	LOCATION	Mg
1"WB"+700 - 1"WB"+860	CTH CA	2 220
1"EB"+842 - 2"EB"+040	CTH CA	1 020
1"WB"+860 - 2"WB"+040	CTH CA	2 840
2"WB"+040 - 2"WB"+220	CTH CA	2 730
2"WB"+220 - 2"WB"+332	CTH CA	1 560
2"EB"+040 - 2"EB"+220	CTH CA	1 340
0"SB"+845 - 0"SB"+973	CASALOMA DRIVE	650
0"NB"+959 - 0"NB"+973	CASALOMA DRIVE	320
1"SB"+006 - 1"SB"+045	CASALOMA DRIVE	490
1"NB"+006 - 1"NB"+045	CASALOMA DRIVE	430
	TOTAL	13 600

CONCRETE PAVEMENT GAPS

STATION	LOCATION	EACH
2"EB"+004	EASTBOUND	1
2"WB"+004	WESTBOUND	1
2"WB"+004	LEFT TURN LANES	1
	TOTAL	3

ASPHALTIC ITEMS

STATION TO STATION	LOCATION	ASPHALTIC CONC PAVT TYPE MV Mg	ASPHALTIC MATERIAL FOR PLANT MIX Mg	TACK COAT L	QUALITY MANAGEMENT PROGRAM ASPHALTIC MIXTURE Mg
1"WB"+700 - 1"WB"+860	CTH CA	160	10.0	61	160
1"WB"+860 - 2"WB"+040	CTH CA	90	6.0	32	90
2"WB"+040 - 2"WB"+220	CTH CA	105	6.5	39	105
1"EB"+842 - 1"EB"+976.5	CTH CA	85	5.0	26	85
2"EB"+040 - 2"EB"+136	CTH CA	65	4.0	22	65
2"WB"+220 - 2"WB"+332	CTH CA	115	7.0	43	115
0"SB"+845 - 0"SB"+959	CASALOMA DRIVE	285	17.5	112	285
0"NB"+896 - 0"NB"+959	CASALOMA DRIVE	80	5.0	29	80
TEMPORARY PAVT. TRAFFIC CONTROL STAGE 1	CTH CA	95	6.0	36	95
	TOTALS	1 080	67.0	400	1 080

DOWELED. NON-REINFORCED CONCRETE PAVEMENT. 250mm

STATION TO STATION	LOCATION	HES CONC PAVT m2	CONC PAVT m2	QUAL MGMT PROGRAM AGGR FOR CONC PAVT m2
1"WB"+700 - 1"WB"+860	CTH CA	----	1 155	1 155
1"WB"+860 - 2"WB"+040	CTH CA	335	2 125	2 460
1"EB"+880 - 2"EB"+040	CTH CA	----	650	650
2"WB"+040 - 2"WB"+220	CTH CA	----	1 945	1 945
2"EB"+040 - 2"EB"+136	CTH CA	----	725	725
2"WB"+220 - 2"WB"+332	CTH CA	----	810	810
0"NB"+959 - 0"NB"+972	CASALOMA DRIVE	60	170	230
0"SB"+959 - 0"SB"+973	CASALOMA DRIVE	----	180	180
1"NB"+006 - 1"NB"+045	CASALOMA DRIVE	35	295	330
1"SB"+007 - 1"SB"+045	CASALOMA DRIVE	----	585	585
	TOTALS	430	8 640	9 070

REINFORCED CONCRETE CULVERT PIPE. CLASS III. 300mm

STATION	LOCATION	m	INVERT ELEVATION	DISCHARGE ELEVATION	R.C.C.P. APRON ENDWALL EACH
1"WB"+880	CTH CA	18	236.018	235.931	2

CONCRETE CURB AND GUTTER. TYPE A

STATION TO STATION	LOCATION	450mm m	750mm m
1"EB"+906 - 1"EB"+991. LT	CTH CA	----	98
1"WB"+920 - 1"WB"+982. RT	CTH CA	----	144
2"WB"+022 - 2"WB"+105. RT	CTH CA	----	167
2"EB"+022 - 2"EB"+136. LT	CTH CA	----	226
0"NB"+959 - 0"NB"+972. RT	CASALOMA DRIVE	----	17
0"SB"+959 - 0"SB"+973. LT	CASALOMA DRIVE	----	23
0"SB"+959 - 0"SB"+968. RT	CASALOMA DRIVE	20	----
1"NB"+006 - 1"NB"+045. RT	CASALOMA DRIVE	----	47
1"SB"+006 - 1"SB"+045. LT	CASALOMA DRIVE	----	44
1"NB"+008 - 1"NB"+045. LT	CASALOMA DRIVE	----	72
	TOTALS	20	840

FILE NAME: E1284A /SHEETS /QUANTITI/MQ01 .2DG PLOT DATE: 12/11/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 TECH/ENGR: SDC/SDC PLOT SCALE: 1:
LEVELS ON • I. REV. DATE: / / PLOT NAME: SEE FILE NAME
56, 59

CONCRETE CURB AND GUTTER, TYPE D

STATION TO STATION	LOCATION	450mm m	750mm m
1"EB"+906 - 1"EB"+980, LT	CTH CA	---	75
0"SB"+847 - 0"SB"+959, LT	CASALOMA DRIVE	---	115
0"SB"+926 - 0"SB"+959, RT	CASALOMA DRIVE	33	---
0"NB"+926 - 0"NB"+959, LT	CASALOMA DRIVE	33	---
	TOTALS	66	190

CONCRETE SIDEWALK, 100mm

STATION TO STATION	LOCATION	m2
1"EB"+905 - 1"EB"+908, LT	CTH CA	5
1"WB"+979 - 1"WB"+991, RT	CTH CA	33
1"EB"+988 - 1"EB"+991, LT	CTH CA	7
2"EB"+022 - 2"EB"+030, LT	CTH CA	15
2"WB"+022 - 2"WB"+026, RT	CTH CA	10
2"WB"+102 - 2"WB"+105, RT	CTH CA	5
0"SB"+926 - 0"SB"+969, RT	CASALOMA DRIVE	67
1"NB"+009 - 1"NB"+045, LT	CASALOMA DRIVE	68
	TOTAL	210

CONCRETE LOADING ZONE

STATION TO STATION	LOCATION	m2
0"NB"+931 - 0"NB"+970	CASALOMA DRIVE	66

ADJUSTING INLET COVERS

STATION	LOCATION	EACH
0"SB"+854	7.2m LT	1

RECONSTRUCTING INLETS

STRUCTURE NO.	STATION	LOCATION	EXIST TOP OF COVER ELEV	FINAL TOP OF COVER ELEV	EACH
20	0"NB"+859, 18.5m LT	CASALOMA DRIVE	236.167	236.167	1

NOTE: RECONSTRUCTING INLET TO INCLUDE SEALING EXISTING STORM SEWER PIPE.

ADJUSTING MANHOLE COVERS

STATION	LOCATION	TYPE	EACH	EXIST ELEVATION	FINAL ELEVATION
1"SB"+029	8.5 m RT	SANITARY	1	236.895	237.019

PIPE UNDERDRAIN, 150mm

STATION TO STATION	LOCATION	m	REMARKS
1"WB"+700 - 1"WB"+860, LT	CTH CA	160	
1"WB"+700 - 1"WB"+860, RT	CTH CA	160	
1"EB"+905 - 1"EB"+914, LT	CTH CA	10	
1"WB"+860 - 1"WB"+975, LT	CTH CA	115	
1"WB"+860 - 1"WB"+917, RT	CTH CA	57	
1"EB"+914 - 1"EB"+987, LT	CTH CA	73	TAP INTO STRUCTURE 6
1"WB"+917 - 1"WB"+980, RT	CTH CA	63	TAP INTO STRUCTURE 6A
1"EB"+975 - 0"SB"+959, LT	CTH CA	28	
1"WB"+980 - 1"SB"+045, LT	CTH CA	45	
2"WB"+025 - 2"WB"+105, RT	CTH CA	80	TAP INTO STRUCTURE 9
2"EB"+029 - 2"EB"+079, LT	CTH CA	50	STRUCTURE 11 TO STRUCTURE 14
2"EB"+029 - 2"EB"+134, LT	CTH CA	113	TAP INTO STRUCTURE 12
2"WB"+033 - 2"WB"+329, LT	CTH CA	296	
2"WB"+079 - 2"WB"+329, RT	CTH CA	252	TAP INTO STRUCTURE 14
0"SB"+959 - 0"SB"+968, RT	CASALOMA DRIVE	10	
0"NB"+959 - 2"EB"+136, RT	CASALOMA DRIVE	120	
1"SB"+006 - 1"SB"+045, RT	CASALOMA DRIVE	40	
1"NB"+006 - 1"NB"+045, LT	CASALOMA DRIVE	40	
1"NB"+033 - 1"NB"+045, RT	CASALOMA DRIVE	48	
	TOTAL	1 760	

STORM SEWER SUMMARY

LOCATION FROM	LOCATION TO	R.C.C.P., CLASS III 300mm m	R.C.C.P., CLASS III 375mm m	R.C.C.P., CLASS IV 450mm m	R.C.C.P., CLASS IV 300mm m	R.C.C.P., CLASS IV 375mm m	INLET ELEVATION	DISCHARGE ELEVATION	REINFORCED CONCRETE APRON ENDWALLS 375mm EACH
2	1	---	---	---	---	10.0	236.023	236.003	1
3	2	---	---	---	---	33.0	236.120	236.054	---
4	3	41.0	---	---	---	---	236.318	236.195	---
5	4	8.6	---	---	---	---	236.343	236.318	---
6	5	---	---	---	6.0	---	236.355	236.343	---
6	6A	8.5	---	---	---	---	236.372	236.355	---
9	10	4.0	---	---	---	---	236.150	236.130	---
10	11	6.5	---	---	---	---	236.099	236.066	---
12	11	3.0	---	---	---	---	236.081	236.066	---
11	8	3.0	---	---	---	---	236.035	235.945	---
7	8	25.4	---	---	---	---	235.914	235.770	---
8	13	---	---	24.0	---	---	235.768	235.649	---
14	8	---	---	48.0	---	---	235.966	235.795	---
15	14	---	---	60.0	---	---	236.179	235.985	---
16	15	---	23.0	---	---	---	236.236	236.179	---
17	18	2.0	---	---	---	---	236.009	236.003	---
18	19	28.0	---	---	---	---	235.972	235.888	---
19	20	41.0	---	---	---	---	235.851	235.34+/-	---
	TOTALS	171.0	23.0	132.0	6.0	43.0			1

PIPE UNDERDRAIN, UNPERFORATED

STATION	LOCATION	PIPE UNDERDRAIN UNPERFORATED 150mm m	REINFORCED CONC APRON ENDWALLS FOR P.U., 150mm EACH	REMARKS
1"WB"+780, LT	CTH CA	13.0	2	
1"WB"+780, RT	CTH CA	11.0	2	
1"WB"+917, RT	CTH CA	6.0	1	
1"WB"+970, LT	CTH CA	13.0	2	
1"EB"+914, LT	CTH CA	5.0	1	
1"EB"+975, RT	CTH CA	6.5	1	
2"EB"+032, RT	CTH CA	13.0	2	
2"WB"+033, LT	CTH CA	6.5	1	
2"EB"+136, RT	CTH CA	6.5	1	
2"EB"+134, LT	CTH CA	5.5	1	
2"WB"+329, LT	CTH CA	6.5	1	
2"WB"+329, RT	CTH CA	6.5	1	
0"SB"+959, LT	CASALOMA DR	11.0	---	CORRUGATED STEEL PIPE
	TOTALS	110.0	16	

MANHOLES, INLETS AND COVERS

STRUCTURE NUMBER	STATION	LOCATION	STRUCTURE	INLETS TYPE 3	INLETS TYPE 8	INLETS TYPE 9	INLETS TYPE 10	MANHOLES TYPE 1	MANHOLES TYPE 3	INLET COVERS H	INLET COVERS H-S	INLET COVERS MS	MANHOLE COVERS TYPE J	TOP OF COVER ELEV	TOP OF STRUCTURE	STRUCTURE FLOWLINE	DEPTH (M)	REMARKS
2	1"EB"+907, 1.45m LT	CTH CA	INLET	1	---	---	---	---	---	1	---	---	---	237.123	236.753	236.023	0.730	NOTE A
3	1"EB"+940, 0.35m LT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.070	236.700	236.120	0.580	NOTE A
4	1"EB"+981, 0.35m LT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.033	236.663	236.318	0.345	NOTE A
5	1"EB"+989.6, 4.25m LT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.122	236.752	236.343	0.409	NOTE A
6	1"WB"+987, 6.85m RT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.141	236.771	236.355	0.416	NOTE A
6A	1"WB"+980, 3.95m RT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.165	236.795	236.372	0.423	NOTE A
7	2"EB"+031.5, 13m LT	CTH CA	INLET	---	---	---	1	---	---	---	---	3	---	238.349	238.349	~~236.914~~	1.435	235.914
8	2"EB"+031.5, 1.80m LT	CTH CA	MANHOLE	---	---	---	---	---	1	---	---	---	1	237.408	237.098	235.768	1.330	
9	2"WB"+025, 3.95m RT	CTH CA	INLET	1	---	---	---	---	---	1	---	---	---	237.365	236.995	236.150	0.845	NOTE A
10	2"WB"+025, 7.85m RT	CTH CA	INLET	1	---	---	---	---	---	1	---	---	---	237.328	236.958	236.099	0.859	NOTE A
11	2"EB"+029, 3.25m LT	CTH CA	MANHOLE	---	---	---	---	1	---	1	---	---	---	237.275	236.905	236.035	0.870	NOTE B
12	2"EB"+029, 0.35m LT	CTH CA	INLET	1	---	---	---	---	---	1	---	---	---	237.270	236.900	236.081	0.819	NOTE A
13	2"EB"+030.5, 22m RT	CTH CA	INLET	---	---	1	---	---	---	---	---	2	---	236.183	236.183	235.649	0.534	
14	2"EB"+079, 3.25m LT	CTH CA	INLET	1	---	---	---	---	---	---	1	---	---	237.384	237.014	235.966	1.048	NOTE A
15	2"EB"+140, 12m LT	CTH CA	INLET	---	---	---	1	---	---	---	---	3	---	237.614	237.614	236.179	1.435	
16	2"EB"+140, 12m LT	CTH CA	INLET	---	---	---	1	---	---	---	---	3	---	237.671	237.671	236.236	1.435	
17	0"SB"+926.5, 2.35m RT	CASALOMA DRIVE	INLET	1	---	---	---	---	---	1	---	---	---	236.904	236.534	236.009	0.525	NOTE A
18	0"SB"+926.5, 0.3m RT	CASALOMA DRIVE	INLET	1	---	---	---	---	---	1	---	---	---	236.939	236.569	235.972	0.597	NOTE A
19	0"NB"+900, 20.5m LT	CASALOMA DRIVE	INLET	---	1	---	---	---	---	---	---	1	---	236.600	236.600	235.851	0.749	
			TOTALS	12	1	1	3	1	1	7	6	12	1					

NOTE: A)TOP OF INLET COVER ELEVATION IS FLANGE ELEVATION
B)CONCRETE FLAT SLAB TOP WITH INLET SIZE OPENING REQUIRED

CONCRETE CORRUGATED MEDIAN

STATION TO STATION	LOCATION	m2
0"NB"+896 - 0"NB"+926	CASALOMA DRIVE	110

ASPHALTIC FLUMES

STATION	LOCATION	m2
1"EB"+918, RT	CTH CA	8.6
2"EB"+137, LT	CTH CA	9.4
	TOTAL	18.0

PLOT DATE: 12/11/97 PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
FILE NAME: E1284A /SHEETS /QUANTITI/MOO2 .2DG TECH/ENGR: SDC/SDC
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1634 REV. DATE: / /
LEVELS ON • 1,

MISCELLANEOUS QUANTITIES | | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 3.B | M

WisDOT: MSHT40

WATER AND CALCIUM CHLORIDE SURFACE TREATMENT

STATION TO STATION	LOCATION	WATER kl	CALCIUM CHLORIDE mg
1"WB"+700 - 2"WB"+040	CTH CA	122	4.3
1"EB"+842 - 2"EB"+040	CTH CA	46	1.8
2"WB"+040 - 2"WB"+332	CTH CA	104	3.8
2"EB"+040 - 2"EB"+140	CTH CA	35	1.3
0"SB"+845 - 1"SB"+045	CASALOMA DRIVE	73	2.8
	TOTALS	380	14.0

TRAFFIC CONTROL, BARRICADES, DRUMS, WARNING LIGHTS AND SIGNS

STAGE	SERVICE PERIOD DAYS	ARROW BOARD NO	ARROW BOARD DAYS	SIGNS NO	SIGNS DAYS	BARRICADES, TYPE III NO	BARRICADES, TYPE III DAYS	DRUMS NO	DRUMS DAYS	WARNING LIGHTS TYPE A, NO	WARNING LIGHTS TYPE A, DAYS	WARNING LIGHTS TYPE C, NO	WARNING LIGHTS TYPE C, DAY
STAGE 1	4	1	4	25	100	4	16	55	220	8	16	18	72
STAGE 2	62	2	124	47	2 914	44	2 728	101	6 262	88	5 456	53	3 286
STAGE 3	9	2	18	42	378	38	342	91	819	76	684	41	369
STAGE 4	32	2	64	41	1 312	24	768	93	2 976	48	1 536	37	1 184
STAGE 5	9	2	18	38	342	25	225	72	648	50	450	32	288
STAGE 6	11	2	22	35	385	28	308	70	770	56	616	33	363
		TOTALS	250		5 431		4 387		11 695		8 758		5 562

SALVAGED TOPSOIL, FERTILIZER, MULCHING, AND SEEDING

STATION TO STATION	LOCATION	SALVAGED TOPSOIL m2	FERTILIZER TYPE B kg	MULCHING m2	SEEDING MIXTURE NO 10 kg	SEEDING MIXTURE NO 30 kg	SEEDING MIXTURE NO 40 kg	SEEDING BORROW PIT MIXTURE kg
1"WB"+700 - 2"WB"+332	CTH CA	10 250	360	10 250	47	56	---	---
1"EB"+980 - 2"EB"+140	CTH CA	800	30	800	3	4	---	---
0"SB"+850 - 1"SB"+045	CASALOMA DRIVE	360	13	360	---	---	4	---
0"NB"+960 - 1"NB"+045	CASALOMA DRIVE	190	7	190	---	---	2	---
MATERIAL DISPOSAL AREA		---	245	6 950	---	---	---	60
	TOTALS	11 600	655	18 550	50	60	6	60

PAVEMENT MARKING EPOXY

STATION TO STATION	LOCATION	EDGE LINE 100mm m	LANE LINE 100mm m	CHANNELIZING 200mm m	STOP LINE 450mm m	CURB m	ARROWS TYPE 1 EACH	ARROWS TYPE 2 EACH	ARROWS TYPE 3 EACH	WORDS EACH	ISLAND NOSE EACH	CONCRETE CORRUGATED MEDIAN m2
1"WB"+670 - 2"WB"+000	CTH CA	560	80	---	---	19	---	---	---	---	1	---
1"EB"+720 - 2"EB"+000	CTH CA	80	70	115	13	14	---	3	---	3	2	---
2"WB"+000 - 2"WB"+457	CTH CA	535	110	105	16	14	---	4	---	4	2	---
2"EB"+000 - 2"EB"+166	CTH CA	135	40	---	---	18	---	---	---	---	1	---
0"SB"+800 - 1"SB"+045	CASALOMA DRIVE	100	95	70	17	20	1	3	---	4	2	---
0"NB"+800 - 1"NB"+045	CASALOMA DRIVE	100	80	20	17	15	1	6	1	1	3	45
	TOTALS	1 540	490	310	63	100	2	17	1	13	11	45

PROJECT TOTAL FOR PAVEMENT MARKING 100 mm = 2 030 m

EROSION CONTROL ITEMS

STATION TO STATION	LOCATION	SILT FENCE, SILTY SOILS DELIVERED m	SILT FENCE FILTER BAGS INSTALLED m	SILT FENCE FILTER BAGS MAINTENANCE m	SILT FENCE FILTER BAGS DELIVERED EACH	SILT FENCE FILTER BAGS INSTALLED EACH	SILT FENCE FILTER BAGS MAINTENANCE EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
1"WB"+700 - 1"WB"+860	CTH CA	33	33	66	44	44	88	---
1"WB"+860 - 2"WB"+040	CTH CA	16	16	32	100	100	200	---
2"WB"+040 - 2"WB"+220	CTH CA	---	---	---	137	137	274	---
2"EB"+040 - 2"EB"+220	CTH CA	---	---	---	14	14	28	---
2"WB"+220 - 2"WB"+332	CTH CA	---	---	---	36	36	72	---
0"SB"+845 - 0"SB"+960	CASALOMA DRIVE	---	---	---	48	48	96	---
UNDISTRIBUTED		21	21	42	21	21	42	2
	TOTALS	70	70	140	400	400	800	2

REMOVING PAVEMENT MARKINGS

STATION TO STATION	LOCATION	TRAFFIC CONTROL STAGE	m	ARROWS EACH	WORDS EACH
1"EB"+785 - 1"EB"+990	CTH CA	1	80	---	---
0"NB"+940 - 0"NB"+970	CASALOMA DRIVE	1	---	1	1
1"WB"+700 - 1"WB"+860	CTH CA	2	160	---	---
2"WB"+220 - 2"WB"+475	CTH CA	2	160	---	---
1"EB"+910 - 1"EB"+980	CTH CA	2	70	---	---
2"EB"+030 - 2"EB"+090	CTH CA	2	60	---	---
0"SB"+840 - 0"SB"+960	CASALOMA DRIVE, RT	2	120	---	---
0"SB"+765 - 0"SB"+840	CASALOMA DRIVE, RT	3	75	---	---
	TOTALS		725	1	1

REMOVING SIGNS, TYPE II AND SMALL SIGN SUPPORTS

SIGN NO.	STATION	LOCATION	SIGN CODE	SIGNS EACH	SIGN SUPPORT EACH	DESCRIPTION	REMARKS
1	1"WB"+753, 7.5m LT	CTH CA	R2-4	1	1	SPEED LIMIT	
2	1"WB"+968, 17m LT	CTH CA	R2-4	1	1	SPEED LIMIT	
3	1"EB"+990, 8m LT	CTH CA	R6-2R	1	---	ONE WAY	NOTE A
4	1"EB"+987, 6.5m LT	CTH CA	R5-1	1	1	DO NOT ENTER	
5	1"EB"+987, 6.5m LT	CTH CA	R5-9	1	---	WRONG WAY	
6	1"EB"+987, 14m RT	CTH CA	R5-1	1	1	DO NOT ENTER	
7	1"EB"+987, 14m RT	CTH CA	R5-9	1	---	WRONG WAY	
8	1"EB"+989, 15.5m RT	CTH CA	R6-2L	1	---	ONE WAY	NOTE A
9	0"SB"+898, 6.5m LT	CASALOMA DRIVE	R2-4	1	1	SPEED LIMIT	
10	0"SB"+947.5, 4.0m RT	CASALOMA DRIVE	R4-7	1	1	KEEP RIGHT SYMBOL	
11	0"NB"+965.5, 7.5m LT	CASALOMA DRIVE		1	---	PULL UP TO STOP LINE TO TRIP SIGNAL	NOTE A
12	0"NB"+965.5, 7.5m LT	CASALOMA DRIVE	R4-7	1	---	KEEP RIGHT SYMBOL	NOTE A
13	0"NB"+963.5, 10.5m RT	CASALOMA DRIVE	R6-2R	1	---	ONE WAY	NOTE A
14	2"EB"+060, 11.5m RT	CTH CA	R2-4	1	1	SPEED LIMIT	
15	2"WB"+023, 4.6m RT	CTH CA	R6-2R	1	---	ONE WAY	NOTE A
16	2"WB"+048, 18m LT	CTH CA	R5-1	1	1	DO NOT ENTER	
17	2"WB"+048, 18m LT	CTH CA	R5-9	1	---	WRONG WAY	
18	1"NB"+025.5, 5.5m RT	CASALOMA DRIVE	R6-2R	1	1	ONE WAY	
19	1"SB"+037.5, 3.3m LT	CASALOMA DRIVE	R6-2R	1	---	ONE WAY	NOTE A
20	2"WB"+265, 9.0m LT	CTH CA	R2-4	1	1	SPEED LIMIT	
21	2"WB"+265, 9.0m LT	CTH CA	W2-1	1	---	CROSS ROAD	
22	2"WB"+323, 8.5m LT	CTH CA	W3-3	1	1	SIGNAL AHEAD SYMBOL	
		TOTALS		22	11		

NOTE A: EXISTING SIGN MOUNTED ON TRAFFIC SIGNAL POLE

GEOTEXTILE FABRIC, TYPE DF, SCHEDULE A

STATION TO STATION	LOCATION	m2
1"WB"+700 - 1"WB"+860, LT	CTH CA	365
1"WB"+700 - 1"WB"+860, RT	CTH CA	365
1"EB"+905 - 1"EB"+914, LT	CTH CA	25
1"WB"+860 - 1"WB"+975, LT	CTH CA	265
1"WB"+860 - 1"WB"+917, RT	CTH CA	130
1"EB"+914 - 1"EB"+987, LT	CTH CA	170
1"WB"+917 - 1"WB"+980, RT	CTH CA	150
1"EB"+975 - 0"SB"+959, LT	CTH CA	65
1"WB"+980 - 1"SB"+045, LT	CTH CA	105
2"WB"+025 - 2"WB"+105, RT	CTH CA	185
2"EB"+029 - 2"EB"+079, LT	CTH CA	115
2"EB"+029 - 2"EB"+134, LT	CTH CA	250
2"EB"+032 - 2"EB"+136, RT	CTH CA	240
2"WB"+033 - 2"WB"+329, LT	CTH CA	680
2"WB"+079 - 2"WB"+136, RT	CTH CA	130
2"WB"+136 - 2"WB"+329, RT	CTH CA	445
0"NB"+959 - 2"EB"+032, RT	CASALOMA DRIVE	40
1"SB"+006 - 1"SB"+045, RT	CASALOMA DRIVE	95
1"NB"+006 - 1"NB"+045, LT	CASALOMA DRIVE	95
2"WB"+033 - 1"NB"+045, RT	CTH CA	110
0"SB"+959 - 0"SB"+968, RT	CASALOMA DRIVE	25
	TOTAL	4 050

SODDING AND WATERING SODDED AREAS

STATION TO STATION	LOCATION	SODDING m2	WATER kL
1"WB"+860 - 2"WB"+040	CTH CA	260	17
2"EB"+029 - 2"EB"+079	CTH CA	105	6
2"WB"+025 - 2"WB"+140	CTH CA	255	16
0"SB"+845 - 0"SB"+960	CASALOMA DRIVE	20	1
	TOTALS	640	40

TEMPORARY PAVEMENT MARKING, 100mm

STATION TO STATION	LOCATION	TRAFFIC CONTROL STAGE	m	REMARKS
0"SB"+840 - 0"SB"+960	CASALOMA DRIVE, LT	2	240	DOUBLE YELLOW
1"SB"+015 - 1"SB"+045	CASALOMA DRIVE, LT	2	60	DOUBLE YELLOW
		TOTAL	300	

TEMPORARY PAVEMENT MARKING, 100mm, REMOVABLE TAPE

STATION TO STATION	LOCATION	TRAFFIC CONTROL STAGE	m	REMARKS
0"NB"+840 - 0"NB"+960	CASALOMA DRIVE, RT	3	240	DOUBLE YELLOW
1"NB"+015 - 1"NB"+045	CASALOMA DRIVE, RT	3	60	DOUBLE YELLOW
		TOTAL	300	

NONMETALLIC CONDUIT

FROM	TO	25 mm SCH. 40 m	50 mm SCH. 80 m	75 mm SCH. 80 m
CB	PB1	---	---	11.0
PB1	PB2	---	---	20.0
PB1	SB1	---	2.5	---
PB2	PB3	---	---	11.0
PB2	SB2	---	3.0	---
PB3	PB4	---	---	13.0
PB3	SB3	---	2.0	---
PB4	PB5	---	---	15.0
PB4	SB4	---	2.5	---
PB5	PB6	---	---	9.0
PB5	SB5	---	3.0	---
PB6	PB7	---	---	17.0
PB6	SB6	---	2.5	---
PB7	PB8	---	---	10.0
PB7	SB7	---	3.0	---
PB8	PB9	---	---	19.0
PB8	SB8	---	2.0	---
PB9	PB10	---	---	11.0
PB9	SB9	---	3.5	---
PB10	PB11	---	---	14.0
PB10	SB10	---	3.0	---
PB11	PB12	---	---	16.0
PB11	SB11	---	4.0	---
PB12	PB13	---	---	9.0
PB12	SB12	---	3.0	---
PB13	PB14	---	---	15.0
PB13	SB13	---	2.5	---
PB14	CB	---	---	20.0
PB14	SB14	---	2.5	---
PB1	PB15	52.0	---	---
PB4	PB16	45.0	---	---
PB16	PB17	43.0	---	---
PB8	PB18	52.0	---	---
PB11	PB19	45.0	---	---
PB19	PB20	43.0	---	---
	TOTALS	280.0	39.0	210.0

PULL BOXES

PULL BOX NUMBER	LOCATION	STEEL 300 X 600 mm EACH	STEEL 600 X 1200 mm EACH	COMMENT
PB-1	CASALOMA DRIVE	---	1	USE SALVAGED COVER
PB-2	CASALOMA DRIVE	---	1	USE SALVAGED COVER
PB-3	CASALOMA DRIVE	---	1	USE SALVAGED COVER
PB-4	CTH CA	---	1	USE SALVAGED COVER
PB-5	CTH CA	---	1	USE SALVAGED COVER
PB-6	CTH CA	---	1	USE SALVAGED COVER
PB-7	CTH CA	---	1	USE SALVAGED COVER
PB-8	CASALOMA DRIVE	---	1	
PB-9	CASALOMA DRIVE	---	1	
PB-10	CASALOMA DRIVE	---	1	
PB-11	CTH CA	---	1	
PB-12	CTH CA	---	1	
PB-13	CTH CA	---	1	
PB-14	CTH CA	---	1	
PB-15	CASALOMA DRIVE	1	---	USE SALVAGED COVER
PB-16	CTH CA	1	---	
PB-17	CTH CA	1	---	
PB-18	CASALOMA DRIVE	1	---	
PB-19	CTH CA	1	---	
PB-20	CTH CA	1	---	
	TOTALS	6	14	

TRAFFIC SIGNALS

SIGNAL BASE NUMBER	CONCRETE BASES TYPE 1 EACH	CONCRETE BASES TYPE 2 EACH	PEDESTAL BASES EACH	TRANSFORMER BASES EACH	POLES TYPE 2 EACH	TRAFFIC SIGNAL STANDARDS 4.0 m EACH	TRAFFIC SIGNAL STANDARDS 4.6 m EACH	TROMBONE ARMS 4.6 m EACH	TROMBONE ARMS 6.1 m EACH
SB-1	1	---	SALV.	---	---	---	SALV.	---	---
SB-2	1	---	SALV.	---	---	---	SALV.	---	---
SB-3	---	1	---	SALV.	SALV.	---	---	SALV.	---
SB-4	1	---	SALV.	---	---	---	SALV.	---	---
SB-5	1	---	SALV.	---	---	---	SALV.	---	---
SB-6	1	---	SALV.	---	---	---	SALV.	---	---
SB-7	---	1	---	1	SALV.	---	---	---	SALV.
SB-8	1	---	SALV.	---	---	---	SALV.	---	---
SB-9	1	---	SALV.	---	---	---	SALV.	---	---
SB-10	---	1	---	1	SALV.	---	---	SALV.	---
SB-11	1	---	SALV.	---	---	1	---	---	---
SB-12	1	---	SALV.	---	---	---	SALV.	---	---
SB-13	1	---	SALV.	---	---	---	SALV.	---	---
SB-14	---	1	---	1	SALV.	---	---	---	SALV.
TOTALS	10	4	0	3	0	1	0	0	0

TRAFFIC SIGNAL CABLE, NO. 14

FROM	TO	15 COND. m	12 COND. m	7 COND. m	HEAD NO.	BASE TO HEAD 7 COND. m
CB	SB1	---	---	20	15	6
CB	SB2	40	---	---	16	6
		---	---	---	17	6
CB	SB3	---	---	53	18	12
CB	SB4	---	---	68	5	6
CB	SB5	---	---	85	7	6
CB	SB6	---	95	---	6	6
		---	---	---	8	6
CB	SB7	---	---	114	9	12
		---	---	---	10	6
CB	SB14	---	---	18	3	12
		---	---	---	4	6
CB	SB13	---	35	---	2	6
		---	---	---	12	6
CB	SB12	---	---	46	1	6
CB	SB11	---	---	64	11	6
CB	SB10	---	---	78	14	12
CB	SB9	90	---	---	13	6
		---	---	---	20	6
CB	SB8	---	---	110	19	6
	TOTALS	130	130	656		144

PROJECT TOTAL 7 COND. = 800 m

ELECTRICAL WIRE, TRAFFIC SIGNALS, NO. 10

FROM	TO	GROUNDING CONDUCTOR m	EQUIPMENT GROUNDING CONDUCTOR m
CB	SB1	15	15
SB1	SB2	27	28
SB1	PB1	---	4
SB2	SB3	18	18
SB2	PB2	---	4
SB3	SB4	20	20
SB3	PB3	---	3
SB4	SB5	22	22
SB4	PB4	---	3
SB5	SB6	17	17
SB5	PB5	---	4
SB6	SB7	25	24
SB6	PB6	---	3
SB7	SB8	17	17
SB7	PB7	---	4
SB8	SB9	27	27
SB8	PB8	---	3
SB9	SB10	19	19
SB9	PB9	---	4
SB10	SB11	24	23
SB10	PB10	---	4
SB11	SB12	26	25
SB11	PB11	---	5
SB12	SB13	17	17
SB12	PB12	---	4
SB13	SB14	22	22
SB13	PB13	---	4
SB14	CB	14	14
SB14	PB14	---	3
	TOTALS	310	360

PROJECT TOTAL = 670 m

LOOP DETECTORS

LOOP NO.	SIZE m x m	NO. OF TURNS	CONDUIT m	LEAD IN CABLE m	WIRE m	GROOVES m
11	1.8 x 1.8*	4	11.5	81.5	40.0	---
21	1.8 x 6.1	4	20.0	139.0	73.0	---
22	1.8 x 6.1	4	21.0	97.0	76.0	---
31	1.8 X 6.1	4	2.0	65.0	72.0	17
32	1.8 x 1.8*	4	11.0	33.0	37.5	---
33	1.8 X 1.8*	4	17.0	14.0	51.0	---
34	1.8 X 1.8*	4	13.0	14.0	43.0	---
35	1.8 x 1.8*	4	11.0	33.0	39.0	---
36	1.8 X 1.8*	4	17.0	14.0	51.0	---
37	1.8 X 1.8*	4	13.0	14.0	43.0	---
41	1.8 x 6.1*	4	19.0	146.0	72.0	---
42	1.8 X 1.8*	4	10.5	76.5	38.0	---
43	1.8 X 1.8*	4	14.0	76.5	45.0	---
44	1.8 x 1.8*	4	15.5	95.0	47.0	---
45	1.8 x 1.8*	4	12.0	95.0	40.0	---
46	1.8 X 1.8*	4	11.0	76.5	38.5	---
47	1.8 X 1.8*	4	14.0	76.5	45.0	---
48	1.8 x 1.8*	4	16.0	95.0	47.0	---
49	1.8 x 1.8*	4	12.0	95.0	40.0	---
51	1.8 x 1.8*	4	11.5	28.0	40.0	---
61	1.8 X 6.1	4	21.0	144.0	75.0	---
62	1.8 X 6.1	4	2.0	101.5	77.0	20
	TOTALS		295	1 610	1 130	37

* DIAMOND SHAPED WITH OVERALL LENGTH OF 3.05 m AND OVERALL WIDTH OF 1.83 m

TRAFFIC SIGNAL FACES & BACKPLATES

3-300mm VERT. EACH	BACKPLATES 4 SECTION 300 mm EACH
4	2

SALVAGED TRAFFIC SIGNAL FACES & BACKPLATES
(FOR INFORMATION ONLY)

3-300mm VERTICAL EACH	5-300mm VERTICAL EACH	3-300mm HORIZONTAL EACH	BACKPLATES 3 SECTION 300mm EACH	BACKPLATES 5 SECTION 300mm EACH
4	8*	4	8	8

* CHANGE 4 5V SIGNAL FACES TO 4V SIGNAL FACES

FILE NAME: E1284A /SHEETS /QUANTITI/MQ04 .2DG TECH/ENGR: SDC/SDC PLOT DATE: 12/
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1, 59, PLOT NAME: SEE FILE NAME PLOT SCALE: 1:

SAWING EXISTING PAVEMENT

STATION	LOCATION	m	REMARKS
1"WB"+700	CTH CA	11	
1"WB"+700 – 2"WB"+330	CTH CA	630	TRAFFIC CONTROL STAGE 2
1"EB"+842 – 1"EB"+980, LT	CTH CA	149	
1"EB"+842 – 2"EB"+140	CTH CA	300	TRAFFIC CONTROL STAGE 2
2"WB"+332	CTH CA	10	
0"SB"+845	CASALOMA DRIVE	15	
0"SB"+845 – 0"SB"+896	CASALOMA DRIVE	51	
0"NB"+896	CASALOMA DRIVE	8	
0"NB"+896 – 0"NB"+959	CASALOMA DRIVE	63	
0"NB"+959	CASALOMA DRIVE	9	
0"SB"+890, LT	DRIVEWAY	10	
0"SB"+902 – 0"SB"+945, LT	PARKING LOT	44	
	TOTAL	1 300	

INLET PROTECTION, TYPE C

STRUCTURE NO.	STATION	LOCATION	EACH
2	1"EB"+907, LT	CTH CA	1
3	1"EB"+940, LT	CTH CA	1
4	1"EB"+981, LT	CTH CA	1
5	1"EB"+990, LT	CTH CA	1
6	1"WB"+987, RT	CTH CA	1
6A	1"WB"+980, RT	CTH CA	1
9	2"WB"+025, RT	CTH CA	1
10	2"WB"+025, RT	CTH CA	1
11	2"EB"+029, LT	CTH CA	1
12	2"EB"+029, LT	CTH CA	1
14	2"EB"+079, LT	CTH CA	1
17	0"SB"+926, RT	CASALOMA DRIVE	1
18	0"SB"+926, RT	CASALOMA DRIVE	1
—	0"SB"+854, LT	CASALOMA DRIVE	1
	TOTAL		14

CONSTRUCTION STAKING

STATION TO STATION	LOCATION	PRELIMINARY m	SUBGRADE m	CONCRETE PAVEMENT m	CRUSHED AGGREGATE BASE COURSE m	CURB & GUTTER m	INLETS MANHOLES STORM SEWER EACH	PIPE CULVERTS EACH
1"WB"+700 – 2"WB"+332	CTH CA	632	632	632	——	——	9	1
1"EB"+842 – 2"EB"+140	CTH CA	298	298	298	——	——	7	——
0"SB"+845 – 1"SB"+045	CASALOMA DRIVE	200	165	55	110	110	4	——
0"NB"+895 – 1"NB"+045	CASALOMA DRIVE	150	115	55	60	——	——	——
	TOTALS	1 280	1 210	1 040	170	110	20	1

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER	4.0	5

PLAT OF RIGHT OF WAY REQUIRED FOR

CASALOMA DRIVE

LAWRENCE ST - MICHAEL'S DR

6526-01-71 | 4.1

Conventional Signs and Abbreviations

SECTION LINE	AC	ACRES	R	RADIUS
QUARTER LINE	Δ	CENTRAL ANGLE	R.	RANGE
TOWNSHIP AND RANGE LINE	COR.	CORNER	R/L	REFERENCE LINE
PROPOSED OR NEW CENTERLINE	CTH	COUNTY TRUNK HIGHWAY	R/W	RIGHT OF WAY
PROPOSED OR NEW R/W LINE	D	DEGREE OF CURVE	S	SOUTH
EXISTING R/W LINE	E	EAST	SEC	SECTION
LOT LINE	L	LENGTH OF CURVE	SL	SECTION LINE
PROPERTY LINE	LC	LONG CHORD	SQ FT	SQUARE FEET
CORPORATE LIMITS	LCB	LONG CHORD BEARING	STA	STATION
SLOPE INTERCEPTS	MI	MILE	T.	TOWN
R/W POINT	N	NORTH	T	TANGENT LENGTH OF CURVE
FENCE	PC	POINT OF CURVATURE	TLE	TEMPORARY LIMITED EASEMENT
SECTION OR QUARTER CORNER	PI	POINT OF INTERSECTION	USH	UNITED STATES HIGHWAY
POWER POLE	PT	POINT OF TANGENCY	W	WEST
TELEPHONE PEDESTAL	PLE	PERMANENT LIMITED EASEMENT		

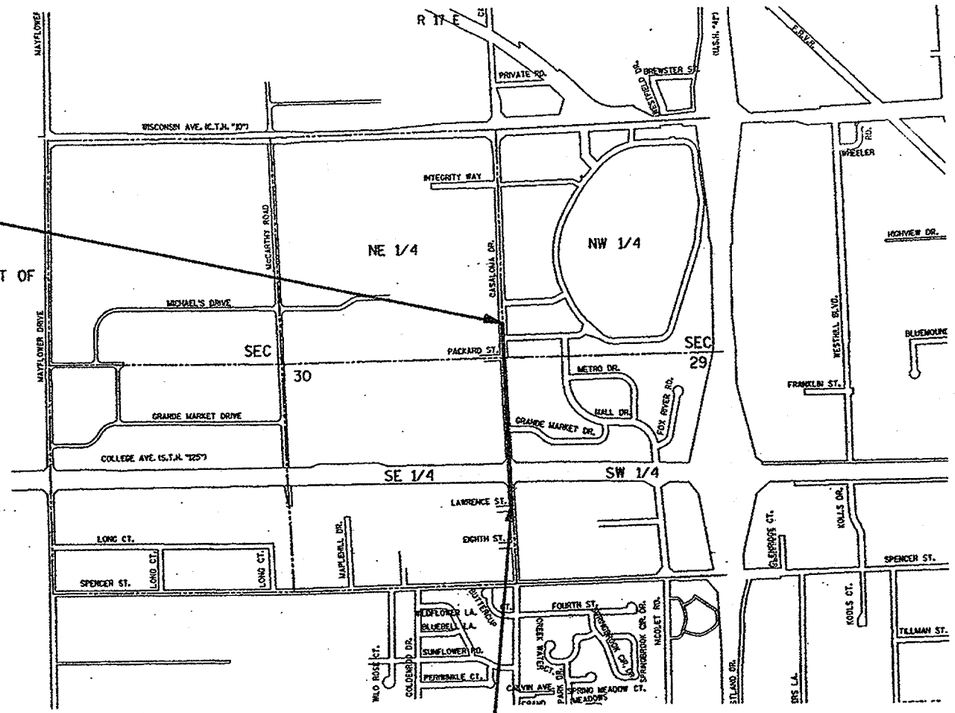
UNDERGROUND TELEPHONE CABLE

TEMPORARY LIMITED EASEMENT

NO ACCESS (BY ACQUISITION)

NO ACCESS (BY STATUTORY AUTHORITY)

NO ACCESS (BY PREVIOUS PROJECT)



END PROJECT RELOCATION ORDER
(CASALOMA DRIVE)
STA 3+509.154
101.839M (334.12') NORTH OF AND 0.928M (3.04') WEST OF
THE EAST 1/4 CORNER OF SECTION 30,T21N, R17E

BEGIN PROJECT RELOCATION ORDER
CASALOMA DRIVE
STA 2+857.586
252.139M (827.23') NORTH OF AND 9.070M (29.76') WEST OF
THE SOUTHEAST CORNER OF SECTION 30,T21N, R17E

LAYOUT
SCALE 0 .2 .4 km

TOTAL NET LENGTH OF CENTERLINE = 0.652 km (URBAN)

Notes

BEARING ORIENTATION

RIGHT OF WAY BEARINGS ARE ORIENTED TO THE EAST LINE OF THE SE 1/4 OF SECTION 30, T21N, R17E, WITH THE BEARINGS ESTABLISHED AS N02°03'36"W. THE DIFFERENCE BETWEEN PLAT BEARINGS REPRESENTS PLANE ANGLES IN DEGREES, MINUTES, AND SECONDS.

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 PUBLIC RECORD. OTHER INFORMATION IS PROVIDED TO SUPPLEMENT THE BASIC PERIMETER DESCRIPTION AND SHALL NOT BE CONSTRUED TO PREVAIL OVER THE PERIMETER DESCRIPTION.

APPROVED FOR

Date

PLAT PREPARED BY:
OMNI ASSOCIATES
APPLETON, WISCONSIN

REVISION DATE

Date

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:100

FILE NAME: F:/ENGRDWGS/E1284A/SHEETS/RWTITLE.DGN
TECH/ENGR: GJS/MAH
PLOT DATE: 11/03/97
ORIGINATOR: OMNI ASSOCIATES 303 S. BLUEMOUND DR. APPLETON, WI 54914 REV. DATE: /

SCHEDULE OF LANDS & INTERESTS REQUIRED

NOTES: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

THE (c) IN THE TOTAL AREA COLUMN DENOTES A COMPUTED AREA.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL AREA	R/W AREA NEW	R/W AREA EXISTING	R/W AREA TOTAL	TOTAL AREA REM	TLE AREA
1	4.3	SHARON A. & DANIEL H. MERRYFIELD	FEE TITLE & TLE	0.809 Ha 2.00 Ac (c)	0.024 Ha 0.06 Ac 2,534 sf	----	0.024 Ha 0.06 Ac 2,534 sf	0.785 Ha 1.94 Ac	0.020 Ha 0.05 Ac 2,113 sf
2	4.3	JOHN J. CALNIN	FEE TITLE & TLE	0.603 Ha 1.49 Ac (c)	0.078 Ha 0.19 Ac 8,421 sf	----	0.078 Ha 0.19 Ac 8,421 sf	0.525 Ha 1.30 Ac	0.020 Ha 0.05 Ac 2,269 sf
3	4.3	AMERICAN TV & APPLIANCE OF MADISON, INC., A WISCONSIN CORPORATION	FEE TITLE & TLE	4.159 Ha 10.28 Ac (c)	0.024 Ha 0.06 Ac 2,603 sf	----	0.024 Ha 0.06 Ac 2,603 sf	4.135 Ha 10.22 Ac	0.007 Ha 0.02 Ac 760 sf
4	4.4	HORNUNG LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE TITLE & TLE	0.130 Ha 0.32 Ac (c)	0.014 Ha 0.03 Ac 1,526 sf	----	0.014 Ha 0.03 Ac 1,526 sf	0.116 Ha 0.29 Ac	0.005 Ha 0.01 Ac 492 sf
5	4.4	CASALOMA VENTURE, LLC	FEE TITLE & TLE	0.549 Ha 1.36 Ac (c)	0.030 Ha 0.07 Ac 3,250 sf	----	0.030 Ha 0.07 Ac 3,250 sf	0.519 Ha 1.29 Ac	0.018 Ha 0.04 Ac 1,969 sf
6	4.4	GAIL SEDO	FEE TITLE & TLE	0.130 Ha 0.32 Ac (c)	0.007 Ha 0.02 Ac 707 sf	----	0.007 Ha 0.02 Ac 707 sf	0.123 Ha 0.30 Ac	0.005 Ha 0.01 Ac 492 sf
7	4.4	JOHN H. & BERNICE FISCHER	FEE TITLE & TLE	0.142 Ha 0.35 Ac (c)	0.007 Ha 0.02 Ac 766 sf	----	0.007 Ha 0.02 Ac 766 sf	0.135 Ha 0.33 Ac	0.005 Ha 0.01 Ac 536 sf
8	4.4	ALEXOC CO., A WISCONSIN GENERAL PARTNERSHIP	FEE TITLE & TLE	0.208 Ha 0.51 Ac (c)	0.010 Ha 0.03 Ac 1,117 sf	----	0.010 Ha 0.03 Ac 1,117 sf	0.198 Ha 0.48 Ac	0.007 Ha 0.02 Ac 787 sf
9	4.4	JAMES J. FISCHER	FEE TITLE & TLE	0.238 Ha 0.59 Ac (c)	0.010 Ha 0.03 Ac 1,093 sf	0.029 Ha 0.07 Ac 3,172 sf	0.039 Ha 0.10 Ac 4,265 sf	0.199 Ha 0.50 Ac	0.006 Ha 0.01 Ac 631 sf
10	4.4	DARYL L. BUCHHOLTZ	FEE TITLE & TLE	0.153 Ha 0.38 Ac (c)	0.008 Ha 0.02 Ac 820 sf	0.023 Ha 0.06 Ac 2,475 sf	0.031 Ha 0.08 Ac 3,295 sf	0.122 Ha 0.30 Ac	0.005 Ha 0.01 Ac 492 sf
11	4.4	CHARLES P. SAUSEN	FEE TITLE & TLE	0.153 Ha 0.38 Ac (c)	0.006 Ha 0.01 Ac 604 sf	0.023 Ha 0.06 Ac 2,475 sf	0.029 Ha 0.07 Ac 3,079 sf	0.124 Ha 0.31 Ac	0.005 Ha 0.01 Ac 492 sf
12	4.4	DENIS REAL ESTATE PARTNERSHIP, A PARTNERSHIP CONSISTING OF JOHN A. DENIS AND DAVID P. DENIS	FEE TITLE & TLE	0.731 Ha 1.81 Ac (c)	0.003 Ha 0.01 Ac 305 sf	0.017 Ha 0.04 Ac 1,815 sf	0.020 Ha 0.05 Ac 2,120 sf	0.711 Ha 1.76 Ac	0.003 Ha 0.01 Ac 361 sf
13	4.3 & 4.4	JOHN G. GONIS	FEE TITLE & TLE	1.612 Ha 3.98 Ac (c)	0.042 Ha 0.10 Ac 4,519 sf	----	0.042 Ha 0.10 Ac 4,519 sf	1.570 Ha 3.88 Ac	0.033 Ha 0.08 Ac 3,578 sf
97	----	AMERITECH	RELEASE OF RIGHTS	----	----	----	----	----	----
99	----	WISCONSIN ELECTRIC POWER COMPANY	RELEASE OF RIGHTS	----	----	----	----	----	----

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:100

REV. DATE: / /

FILE NAME: F:/ ENGRDWGS/E12844/SHEETS/PLAT/SCHEDULE.DGN
TECH/ENGR: GJS/MAH
PLOT DATE: 11/03/97

ORIGINATOR: OMNNI ASSOCIATES 303 S. BLUEMOUND DR. APPLETON, WI 54914

REVISION DATE	DATE 11-03-97		HWY: CASALOMA DRIVE	PROJECT NO: 6526-01-71	SHEET NO: 4.2
			COUNTY: OUTAGAMIE	STATE R/W PROJECT NO:	SHEET NO: 4.1

WISDOT: MSH

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:100

LAWRENCE STREET

TOWN OF

(1) DANIEL H. & SHARON A. MERRYFIELD

(CTH CA)

(2) JOHN J. CALNIN

DRIVE

(3) AMERICAN TV & APPLIANCE OF MADISON, INC A WISCONSIN CORPORATION

CASALOMA

COLLEGE AVENUE

E LINE OF THE SE 1/4, SEC 30, T21N, R17E

DRIVE

(13) JOHN G. GONIS

GRAND CHUTE

GRANDE MARKET

(13) JOHN G. GONIS

N

(3) AMERICAN TV & APPLIANCE OF MADISON, INC A WISCONSIN CORPORATION

(4) HORNUNG LLC, A WISCONSIN LIMITED LIABILITY COMPANY

TOWN OF

(5) CASALOMA VENTURE, LLC

(6) GAIL SEDO

(7) JOHN H. & BERNICE FISCHER

(8) ALEXCO COMPANY, A WISCONSIN GENERAL PARTNERSHIP

PACKARD STREET

(9) JAMES J. FISCHER

(10) DARYL L. BUCHHOLTZ

(11) CHARLES P. SAUSEN

(12) DENIS REAL ESTATE PARTNERSHIP, CONSISTING OF JOHN A. & DAVID P. DENIS PARTNERS

CASALOMA

DRIVE

E LINE OF THE SE 1/4, SEC 30, T21N, R17E

E LINE OF THE NE 1/4, SEC 30, T21N, R17E

E 1/4 COR, SEC 30, T21N, R17E

(13) JOHN G. GONIS

GRAND CHUTE

N

FILE NAME: P:/ENGRDWGS/61284A/SHEETS/PLAT/RL01.DGN
TECH-ENGR: GJS/MAH
PLOT DATE: 11/03/97
ORIGINATOR: OMNNI ASSOCIATES 303 S. BLUEMOUND DR. APPLETON, WI 54914 REV. DATE: / /

REVISION DATE	DATE 11-03-97	SCALE, METERS 0 10 20	HWY: CASALOMA DRIVE	PROJECT NO: 6526-01-71	SHEET NO: 4.3
	GRID FACTOR		COUNTY: OUTAGAMIE	STATE R/W PROJECT NO:	SHEET NO: 4.2 M

WISCONSIN MSHTS

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:100

LAWRENCE STREET

TOWN OF

SE-SE

(1) SHARON A. & DANIEL H. MERRYFIELD

LOT 2, OUT. CO. CSM. NO. 1588

2+857.885, 12.169M TLE

2+857.836, 10.164M R/W

2M TLE FOR GRADING

2+957.038, 17.134M TLE

2+954.824, 15.079M R/W

EXIST R/W

S04°57'41"E 97.113M (318.61')

EXIST R/W

S87°56'24"W 15.079M (49.47')

N89°20'48"E 10.167M (33.36')

33.00' (10.058M)

E LINE OF THE SE 1/4, SEC 30, T21N, R17E

2+900

N02°03'36"W 433.292M (1421.56')

N02°03'36"W 97.238M (319.02')

N02°03'36"W 802.027M, 2631.32' (TOTAL BETWEEN SEC. CORNERS)

83.752M (274.78')

3+000

N02°03'36"W 252.301M (827.76')

FND PK NAIL

T 21 N R 17 E 31 30 29 32

CASALOMA

47.00' (14.326M)

EXIST R/W

EXIST R/W

LOT 1, OUT. CO. CSM. NO. 2339

BEGIN RELOCATION ORDER

(CASALOMA DRIVE)

STA 2+857.586

252.139M (827.23') NORTH OF AND 9.070M (29.76') WEST OF THE SOUTHEAST CORNER OF SECTION 30, T21N, R17E

SW-SW

GRAND CHUTE

(CTH CA)

DRIVE

COLLEGE AVENUE

MATCH LINE 3+020

MATCH LINE 3+020

"JOHN FISCHER PLAT"

TOWN OF

NE-SE

(2) BLOCK ONE JOHN J. CALNIN LOT 4

LOT 2

LOT 3

LOT 5

PART LOT 6

"JOHN FISCHER PLAT" PART LOT 7

LOT (3) 8 AMERICAN TV & APPLIANCE OF MADISON, INC, A WISCONSIN CORPORATION

BLOCK ONE

2M TLE FOR GRADING

3+039.159, 19.583M TLE

3+039.100, 17.584M R/W

S01°57'40"E 76.242M (250.14')

3+115.352, 19.452M TLE

3+115.342, 17.452M R/W

S01°34'40"E 23.420M (76.84')

3+138.291, 19.259M TLE

3+138.762, 17.255M R/W

S28°59'22"E 5.754M (18.88')

3+143.958, 22.138M TLE

3+143.891, 19.860M R/W

3+164.025, 20.159M TLE

3+163.963, 18.051M R/W

S18°10'43"W 2.981M (9.78')

3+167.126, 19.016M TLE

S01°34'40"E 39.687M (130.21')

3+166.761, 17.019M R/W

66' (20.117M)

S89°38'54"W 19.869M (65.19')

N89°38'54"E 18.059M (59.25')

EXIST R/W

N89°38'54"E 17.591M (57.71')

REFERENCE POINT 'A'

N02°03'36"W 433.292M (1421.56')

83.752M (274.78')

10.193M (33.44')

33.00' (10.058M)

CASALOMA

N02°03'36"W 104.723M (343.58')

3+100

N02°03'36"W 94.521M (310.11')

N02°03'36"W 802.027M, 2631.32' (TOTAL BETWEEN SEC. CORNERS)

E LINE OF THE SE 1/4, SEC 30, T21N, R17E

29.700M (97.44')

20.126M

20.135M

(66.03')

(66.06')

N02°03'36"W 233.824M (767.14')

N02°03'36"W 68.580M (225.00')

23.100M (97.44')

33.00' (10.058M)

S87°56'24"W 11.689M (38.35')

EXIST R/W

S01°34'40"E 84.746M (278.04')

3+133.512, 12.402M R/W

3+133.111, 14.399M TLE

S89°38'59"E 16.131M (52.92')

N89°38'59"W 17.942M (58.86')

66' (20.117M)

3+169.511, 12.705M R/W

EXIST R/W

S01°34'40"E 46.035M (151.03')

2M TLE FOR GRADING

3+170.179, 14.711M TLE

3+048.769, 11.689M R/W

3+046.702, 13.671M TLE

2M TLE FOR GRADING

LOT (13) JOHN G. GONIS

(99) WISCONSIN ELECTRIC POWER COMPANY

UTILITY EASEMENT J. 6786 I. 4-9 DOCUMENT 896093

MS-NW

10

S20°08'48"W 9.829M (32.25')

(99) & (97) WEPCO & AMERITECH

UTILITY EASEMENT J. 9382 I. 42-45 DOCUMENT 1065157

3+142.612, 16.117M R/W

3+162.670, 17.926M R/W

3+142.521, 18.241M TLE

3+162.560, 20.526M TLE

S39°24'54"E 8.605M (28.23')

LOT 1

(13) JOHN G. GONIS

(99) WISCONSIN ELECTRIC POWER COMPANY

UTILITY EASEMENTS J. 6786 I. 4-9, DOCUMENT 896093 J. 13467 I. 35-38, DOCUMENT 1065157

OUT. CO. CSM NO. 1622

GRAND CHUTE

"METRO PARK PLAT"

GRANDE MARKET DRIVE

GRANDE MARKET DRIVE

REVISION DATE	DATE 11-03-97	SCALE, METERS 0 250 500	HWY: CASALOMA DRIVE	PROJECT NO: 6526-01-71	SHEET NO: 4.4
	GRID FACTOR		COUNTY: OUTAGAMIE	STATE R/W PROJECT NO:	SHEET NO: 4.3

WisDOT: MSHY75

FILE NAME: F:/ENGRDWGS/E1284A/SHEETS/PLAT/RWPO1.DGN

FILE NAME: F:/ENGRDWGS/E1284A/SHEETS/PLAT/
TECH/ENGR: GJS/MAH
PLOT DATE: 11/03/97

ORIGINATOR: OMNI ASSOCIATES 303 S. BLUEMOUND DR. APPLETON, WI 54914 REV. DATE: / /

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:100

LOT 4 9
HORNUNG LLC, A WISCONSIN LIMITED LIABILITY COMPANY
3+206.537, 18.685M TLE
3+206.447, 16.686M R/W
PL
BLOCK
LOT 10
5
CASALOMA VENTURE, LLC
LOT 11
TOWN OF
NE-SE
LOT 12
"JOHN FISCHER PLAT"
ONE
LOT 13
PL
6
GAIL SEDO
LOT 14
PL
7
JOHN H. & BERNICE FISCHER
LOT 15
LOT 15
LOT 16
3+251.398, 12.984M R/W
3+251.481, 14.983M TLE
2M TLE FOR GRADING
10.49M±
10.28M±
S02°38'54"W 45.103M (147.98')
S02°01'14"E 146.212M (479.70')
EXIST R/W
G
G
G
G
G
G
EXIST R/W
MATCH LINE 3+200
33.00' (10.058M)
E LINE OF THE SE 1/4, SEC 30, T21N, R17E
3+300
N02°03'36"W 233.824M (767.14')
N02°03'36"W 175.306M (575.15')
33.00' (10.058M)
MATCH LINE 3+360
N02°03'36"W 68.580M (225.00')
CASALOMA
N02°03'36"W 802.027M, 2631.32' (TOTAL BETWEEN SEC. CORNERS)
DRIVE
47.00' (14.326M)
S89°38'59"E 13.115M (43.03')
T EXIST R/W T
E
E
E
E
E
E
T
T
EXIST R/W
2M TLE FOR GRADING
S01°34'40"E 46.035M (151.03')
S02°01'14"E 15.910M (52.20')
3+215.534, 15.093M TLE
3+215.543, 13.093M R/W
3+231.454, 13.104M R/W
3+231.369, 15.104M TLE
PL
16.58M±
MS-MW
GRAND CHUTE
99
WISCONSIN ELECTRIC POWER COMPANY
UTILITY EASEMENTS
J. 6786 I. 4-9, DOCUMENT 896093
J. 13467 I. 35-38, DOCUMENT 1065157
13
JOHN G. GONIS
LOT 1
OUT. CO. CSM NO. 1622
97
AMERITECH
UTILITY EASEMENT
J. 15761 I. 55
LOT 1, OUT. CO. CSM NO. 2215
N

"JOHN FISCHER PLAT"
8
ALEXCO CO., A WISCONSIN GENERAL PARTNERSHIP
PART LOT 16
BLOCK ONE
NE-SE
13.18M±
PACKARD STREET
33' (10.058M)
33' (10.058M)
S LINE OF THE NE 1/4, SEC 30, T21N, R17E
9
JAMES J. FISCHER
TOWN OF
SE-NE
3+417.387, 15.145M TLE
3+417.384, 13.144M R/W
3+445.478, 15.880M TLE
3+445.466, 13.879M R/W
10
DARYL L. BUCHHOLTZ
7.07M±
7.30M±
11
CHARLES P. SAUSEN
12
DENIS REAL ESTATE PARTNERSHIP, CONSISTING OF JOHN A. & DAVID P. DENIS PARTNERS
LOT 2, OUT. CO. CSM NO. 592
3+509.170, 13.428M TLE
3+509.167, 11.426M R/W
2M TLE FOR GRADING
S02°01'14"E 28.091M (92.16')
S01°40'56"W 63.749M (209.15')
5.73M±
EXIST R/W
G
G
G
G
S89°32'40"W 11.426M (37.49')
45' (13.716M)
S89°32'33"W 12.888M (42.28')
N89°32'33"E 13.144M (43.12')
E LINE OF THE SE 1/4, SEC 30, T21N, R17E
E LINE OF THE NE 1/4, SEC 30, T21N, R17E
33' (10.058M)
10.062M (33.01')
10.058M (33.00')
3+400
3+500
N00°31'20"W 91.785M (301.13')
N02°03'36"W 233.824M (767.14')
S02°03'36"E 175.306M (575.15')
N02°03'36"W 802.027M, 2631.32' (TOTAL BETWEEN SEC. CORNERS)
N00°31'20"W 799.615M, 2623.39' (TOTAL BETWEEN SEC. CORNERS)
CASALOMA DRIVE
55' (16.764M)
47.00' (14.326M)
FND CHISELED "CROSS"
FND CHISELED "CROSS"
T 21 N
R 17 E
30
29
19
20
T 21 N
R 17 E
EXIST R/W
EXIST R/W
S LINE OF THE NW 1/4, SEC 29, T21N, R17E
MS-MW
GRAND CHUTE
13.61M±
LOT 1, OUT. CO. CSM NO. 2215
LOT 1, OUT. CO. CSM NO. 1815
N

END RELOCATION ORDER
(CASALOMA DRIVE)
STA 3+509.154
101.839M (334.12') NORTH OF AND 0.928M (3.04') WEST OF THE EAST 1/4 CORNER OF SECTION 30, T21N, R17E

FILE NAME: F:\ENGRDWGS\E1284A\SHEETS\PLAT\RWP02.DGN
TECH/ENGR: GJS/MAH
PLOT DATE: 11/03/97
ORIGINATOR: OMNNI ASSOCIATES 303 S. BLUEMOUND DR. APPLETON, WI 54914 REV. DATE: / /

REVISION DATE	DATE 11-03-97	SCALE, METERS 0 250 500	HWY: CASALOMA DRIVE	PROJECT NO: 6526-01-71	SHEET NO: 4.5	
	GRID FACTOR		COUNTY: OUTAGAMIE	STATE R/W PROJECT NO:	SHEET NO: 4.4	M

WisDOT: MSHTTS

SLOPE INTERCEPT

EXIST R/W

BM-4

CTH CA (COLLEGE AVE)

1'WB'+700

1'WB'+800

1'WB'+860

N

PIPE UNDERDRAIN, 150 mm

WB R/L

SAWCUT AND MATCH EXISTING

2.4 m
1.3 m
3.6 m
3.6 m
0.9 m
1.8 m

M 743.21

PIPE UNDERDRAIN, UNPERFORATED, 150 mm

CURVE 1

EXISTING 900 mm CMCP TO REMAIN IN PLACE

TRANSITION SECTION SEE CONSTRUCTION DETAIL

PC 1'WB'+716.590

SLOPE INTERCEPT

PIPE UNDERDRAIN, 150 mm

BEGIN PROJECT
6526-01-71
STA 1'WB'+700.000

1'EB'+700

1'EB'+800

1+42.453 'EB'

0.9 m
1.8 m

MATCH LINE

EB R/L

SAWCUT AND MATCH EXIST

SCALES:
1M = 250M HOR
1M = 25M VER

LEGEND
- SILT FENCE
- FILTER BAGS
- SOD
- FLOW DIRECTION

CURVE 1
PI 1'WB'+797.068
Δ = 3°04'24"
∠ = 176° 55'36"
T = 80.478 m
R = 3000.000 m
L = 160.917 m

EXIST R/W

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
BM4	1'WB+788.187, 10.055 m LT	CHISELED '+' ON FIRST HYDRANT WEST OF INTERSECTION OF CASALOMA AND CTH CA	237.366

VC = 20.000 m

VPC STA = 1'WB'+700.000
VPC EL = 237.890

VPI STA = 1'WB'+770.000
VPI EL = 237.602

VPI STA = 1'WB'+790.000
VPI EL = 237.461

VPT STA = 1'WB'+790.000
VPT EL = 237.461

VPI STA = 1'WB'+810.000
VPI EL = 237.711

PROPOSED WB R/L PROFILE

-0.411%

0.500%

0.222%

EXISTING WB R/L PROFILE

EXISTING EB R/L PROFILE

	1+680	1+690	1+700	1+710	1+720	1+730	1+740	1+750	1+760	1+770	1+780	1+790	1+800	1+810	1+820	1+830	1+840	1+850	1+860
EXIST			237.751 EB 237.894 WB	237.700 EB 237.831 WB	237.648 EB 237.768 WB	237.597 EB 237.734 WB	237.546 EB 237.699 WB	237.497 EB 237.670 WB	237.448 EB 237.643 WB	237.419 EB 237.602 WB	237.389 EB 237.543 WB	237.356 EB 237.469 WB	237.323 EB 237.395 WB	237.288 EB 237.336 WB	237.273 EB 237.277 WB	237.236 EB 237.251 WB	237.198 EB 237.224 WB	237.184 EB 237.224 WB	237.169 EB 237.223 WB
PROPOSED			237.890 WB	237.849 WB	237.808 WB	237.767 WB	237.726 WB	237.684 WB	237.643 WB	237.602 WB	237.584 WB	237.611 WB	237.661 WB	237.711 WB	237.684 WB	237.657 WB	237.630 WB	237.602 WB	237.575 WB

PLAN AND PROFILE - CTH CA (COLLEGE AVE)	0 5 10 SCALE: 1=250	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 5.1 M

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
BM1	2'WB'+038.136, 19.120 m LT	CHISELED '+' ON HYDRANT NE CORNER COLLEGE AVENUE AND CASALOMA DRIVE INTERSECTION	237.348

LEGEND
- SILT FENCE
- FILTER BAGS
- SOD
- FLOW DIRECTION

END PROJECT STA 6526-01-71 1'NB'+045

CASALOMA DRIVE

TLE FOR SLOPING

EXIST R/W

SIGN

CAUTION

SB R/L

NB R/L

ADJUST MH

BM-1

PT 1'WB'+877.507

SLOPE INTERCEPT

PIPE UNDERDRAIN, 150 mm

~~PIPE UNDERDRAIN, UNPERFORATED, 150 mm~~

CONC CURB AND GUTTER, 750 mm, TYPE A

PIPE UNDERDRAIN, 150 mm

PIPE UNDERDRAIN, UNPERFORATED, 150 mm

CONC CURB AND GUTTER, 750 mm, TYPE A

1'WB'+860

1'WB'+900

2'WB'+040

CTH CA (COLLEGE AVE)

WB R/L

PI 1'SB'+000.228

2'WB'+000.000 = 0+'SB'+999.832

PI 1'NB'+000.009

2'WB'+013.685 = 0'NB'+999.028

CONC SIDEWALK, 100 mm

1'NB'+000

1'SB'+000

2'WB'+000

ASPHALTIC FLUME

PIPE UNDERDRAIN, UNPERFORATED, 150 mm

CONC CURB AND GUTTER, 750 mm, TYPE A

PIPE UNDERDRAIN, 150 mm

CONC SIDEWALK, 100 mm

SODDING

+34.071 'EB'

+34.285 'EB'

PIPE UNDERDRAIN, 150 mm

1'EB'+900

2'EB'+000

MATCH LINE

140 mm ASPHALTIC CONCRETE PAVEMENT, TYPE MV OVER 300 mm CRUSHED AGGREGATE BASE COURSE, OVER 300 mm BREAKER RUN

BEGIN CONCRETE PAVEMENT

CONC SIDEWALK, 100 mm

SAWCUT AND MATCH EXISTING

EB R/L

CONC CURB AND GUTTER, 750 mm, TYPE D

SAWCUT AND MATCH EXISTING

TRANSITION SECTION SEE CONSTRUCTION DETAIL

PIPE UNDERDRAIN, 150 mm

~~PIPE UNDERDRAIN, UNPERFORATED, 150 mm~~

2'EB'+001.308 = 0'SB'+983.438

CONC CURB AND GUTTER, 750 mm, TYPE A

CONC CURB AND GUTTER, 450 mm, TYPE A

PI 2'EB'+014.555 = 0'NB'+982.687

CONC CURB AND GUTTER, 750 mm, TYPE A

PIPE UNDERDRAIN, 150 mm

REMOVE INLET

TAP INTO STORM SEWER

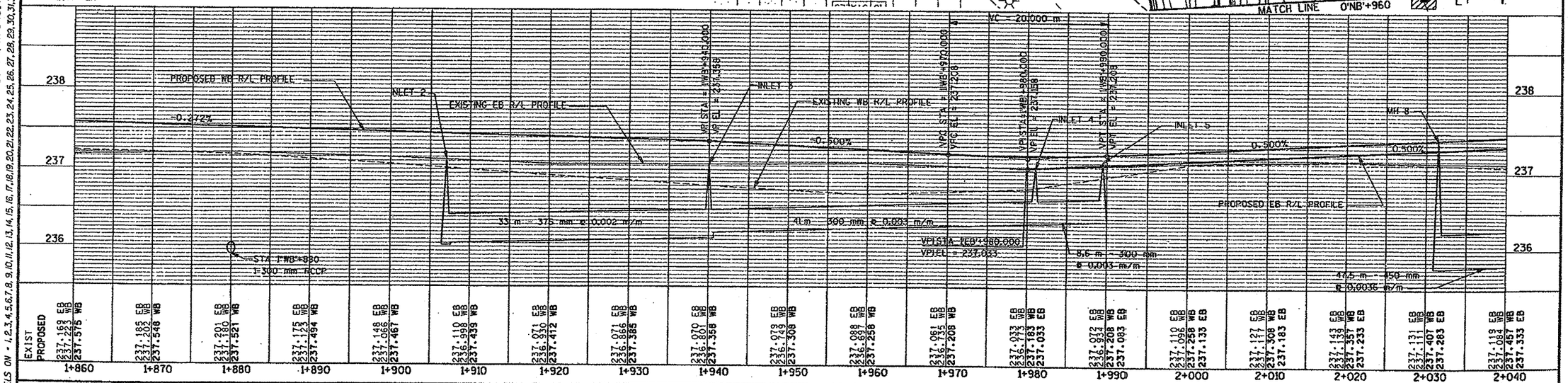
SLOPE INTERCEPT

MATCH LINE 0'NB'+960

SCALES:
1M = 250M HOR
1M = 25M VER

EXIST R/W

SIGN



PLAN AND PROFILE - CTH CA (COLLEGE AVE)

SCALE: 1:250

HWY: CTH CA

COUNTY: OUTAGAMIE

STATE PROJECT NO: 6526-01-71

SHEET NO: 5.2

M

WISDOT: MSHT40

FILE NAME: E1284A /SHEETS /PP02 / .DGN TECH/ENGR: / PLOT SCALE: 1:
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / / PLOT NAME: SEE FILE NAME PLOT DATE: / /97
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55, 57,58,59,60,61,62,

LEGEND
- SILT FENCE
- FILTER BAGS
- SOD
- FLOW DIRECTION

CURVE 2
PI 2'WB'+167.967
Δ = 3° 00'59"
∠ = 176° 59'01"
T = 20.947 m
R = 800.000 m
L = 41.885 m
SE = 0.025 m/m
RO = 35 m

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEV.
BM5	2'WB'+176.462, 37.191m LT	CHISELED '+' ON SW BOLT FOR LIGHT POLE BASE EAST SIDE OF CELULINK PARKING LOT	237.360

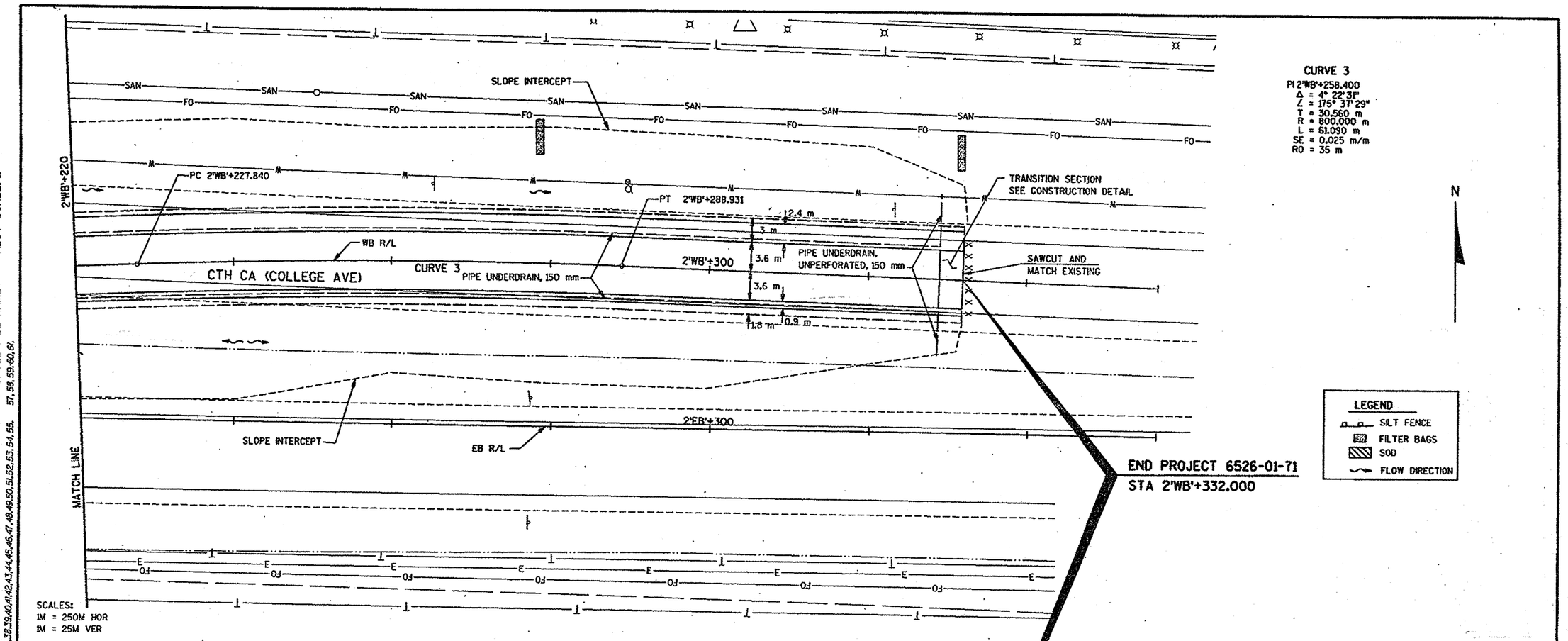
EXIST R/W
SLOPE INTERCEPT
PIPE UNDERDRAIN, 150 mm
CTH CA (COLLEGE AVE)
WB R/L
375 mm
PC 2'WB'+147.020
PT 2'WB'+188.904
CURVE 2
2'WB'+100
2'WB'+200
2'WB'+040
2'WB'+220
CONC CURB AND GUTTER, 750 mm, TYPE A
CONC SIDEWALK, 100 mm
SODDING
+78.728 'WB'
+78.735 'WB'
+78.217 'EB'
+78.449 'EB'
+69.628 'WB'
0.9 m
3.6 m
4.6 m
4.5 m
2.4 m
1.8 m
3 m
450 mm
ASPHALTIC FLUME
TAPER INTO INLET #15
2'EB'+100
2'EB'+200
EB R/L
PIPE UNDERDRAIN, UNPERFORATED, 150 mm
SAWCUT AND MATCH EXISTING
TRANSITION SECTION SEE CONSTRUCTION DETAIL
+62.084 'EB'
MATCH LINE
N

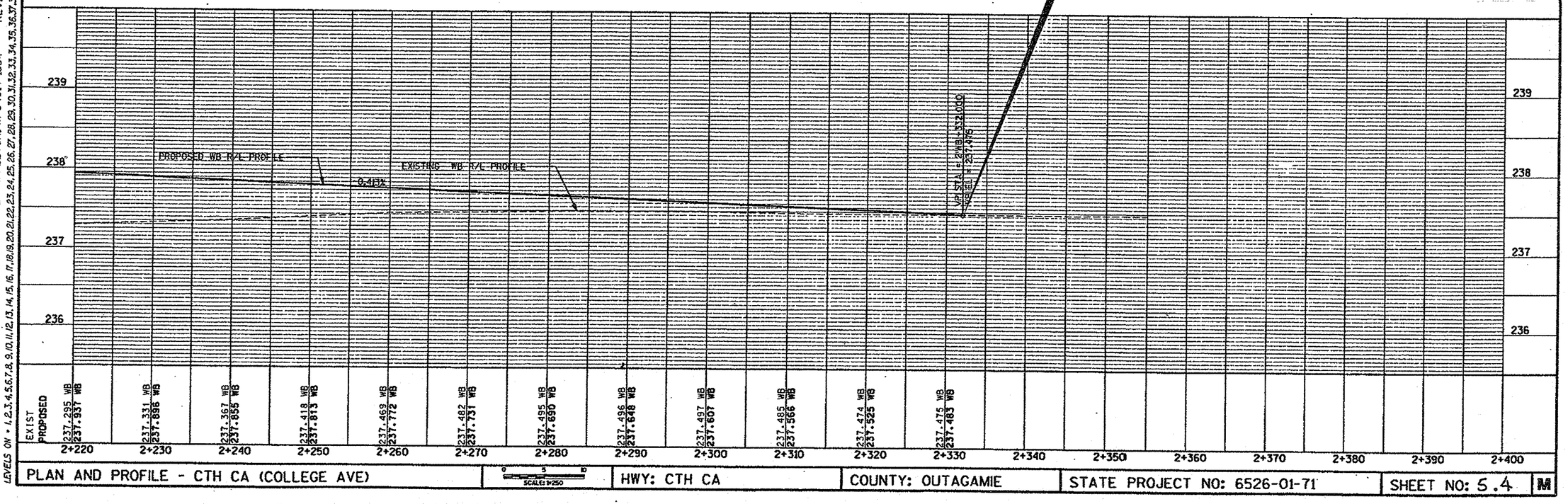
SCALES:
IM = 250M HOR
IM = 25M VER

PROPOSED WB R/L PROFILE
PROPOSED EB R/L PROFILE
EXISTING EB R/L PROFILE
EXISTING WB R/L PROFILE
INLET 14
INLET 15
VPI STA = 2'EB'+050.000
VPI EL = 237.433
VPC STA = 2'EB'+030.000
VPC EL = 237.383
VPC STA = 2'EB'+070.000
VPC EL = 237.387
VPI STA = 2'EB'+094.000
VPI EL = 237.276
VPC STA = 2+165.000 WB
VPI EL = 238.092
VPI STA = 2+174.000 WB
VPI EL = 238.027
VPI STA = 2+183.000 WB
VPI EL = 238.000
VPI STA = 2'EB'+136.300
VPI EL = 237.079
VC = 20.000 m
VC = 18.000 m
0.500%
-0.460%
-0.470%
-0.413%
47.5 m 450 mm @ 0.0036 m/m
59.5 mm 450 mm @ 0.003 m/m

	2+040	2+050	2+060	2+070	2+080	2+090	2+100	2+110	2+120	2+130	2+140	2+150	2+160	2+170	2+180	2+190	2+200	2+210	2+220
EXIST	237.119 EB	237.104 EB	237.088 EB	237.093 EB	237.097 EB	237.097 EB	237.096 EB	237.086 EB	237.076 EB	237.078 EB	237.080 EB	237.098 EB	237.115 EB	237.143 EB	237.171 EB	237.216 EB	237.261 EB	237.290 EB	237.318 EB
	237.084 WB	237.021 WB	236.957 WB	236.952 WB	236.947 WB	236.767 WB	236.588 WB	236.576 WB	236.564 WB	236.587 WB	236.610 WB	236.717 WB	236.823 WB	236.914 WB	237.004 WB	237.074 WB	237.144 WB	237.219 WB	237.295 WB
PROPOSED	237.457 WB	237.507 WB	237.557 WB	237.607 WB	237.657 WB	237.707 WB	237.757 WB	237.807 WB	237.857 WB	237.907 WB	237.957 WB	238.007 WB	238.057 WB	238.101 WB	238.100 WB	238.061 WB	238.020 WB	237.978 WB	237.937 WB
	237.333 EB	237.383 EB	237.409 EB	237.387 EB	237.340 EB	237.294 EB	237.240 EB	237.202 EB	237.156 EB	237.109 EB	237.080 EB	237.007 WB							

PLAN AND PROFILE - CTH CA (COLLEGE AVE)	SCALES: 1=250	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 5 .3	M





PLAN AND PROFILE - CTH CA (COLLEGE AVE) | SCALE: 1=250 | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 5.4 | M

FILE NAME: E1284A /SHEETS /PP04 / .DGN TECH/ENGR: / PLOT DATE: / /97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1684 REV. DATE: / /
LEVELS ON = 1,2,3,4,5,6,7,8, 9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,
PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
57,58,59,60,61,

N

75 mm ASPHALTIC CONCRETE PAVEMENT, TYPE MV, OVER 225 mm CRUSHED AGGREGATE BASE COURSE

ADJUST INLET COVER

RECONSTRUCT INLET

SAWCUT AND MATCH EXISTING

EXIST R/W

0'SB'+830

CASALOMA DRIVE

0'NB'+830

PI 0'SB'+845.884

BEGIN CONSTRUCTION
STA 0'SB'+845.884

SCALES:
1M = 250M HOR
1M = 25M VER

ASPH

SAWCUT AND MATCH EXISTING

PARKING

CAUTION

END ASPHALTIC CONCRETE PAVEMENT

SLOPE INTERCEPT

CONC CURB AND GUTTER, 750 mm, TYPE D

CONC CURB AND GUTTER, 450 mm, TYPE D

CONC SIDEWALK, 100 mm

TLX

R/W

REMOVE INLET

300 mm

3.6 m

3.6 m

SB R/L

0'SB'+900

2.5 m

4.2 m

+95.977 'NB'

0'NB'+900

+26.042 'NB'
9.188 m

3.9 m

3.6 m

SAWCUT AND MATCH EXISTING

PI 0'NB'+895.977

CONC CORRUGATED MEDIAN

SAWCUT AND MATCH EXISTING

TRANSITION SECTION SEE CONSTRUCTION DETAIL

+59.000 'NB'

NB R/L

REMOVE INLET

PARKING

SS 15"

CTH CA (COLLEGE AVE)

CONC CURB AND GUTTER, 750 mm, TYPE A

PIPE UNDERDRAIN, UNPERFORATED, 150 mm

CONC CURB AND GUTTER, 450 mm, TYPE A

PIPE UNDERDRAIN, 150 mm

CONC LOADING ZONE

CONC CURB AND GUTTER, 750 mm, TYPE A

1'NB'+000

MATCH LINE

2'EB'+000

1'SB'+000

LEGEND
- SILT FENCE
- FILTER BAGS
- SOD
- FLOW DIRECTION

EXISTING NB R/L PROFILE

EXISTING SB R/L PROFILE

PROPOSED SB R/L PROFILE

PROPOSED NB R/L PROFILE

VPI STA = 0'NB'+959.000
VPI EL = 237.010

VPI STA = 0'NB'+982.751
VPI EL = 237.211

VPI STA = 0'NB'+995.832
VPI EL = 237.268

0.430%

0.359%

0.833%

0.690%

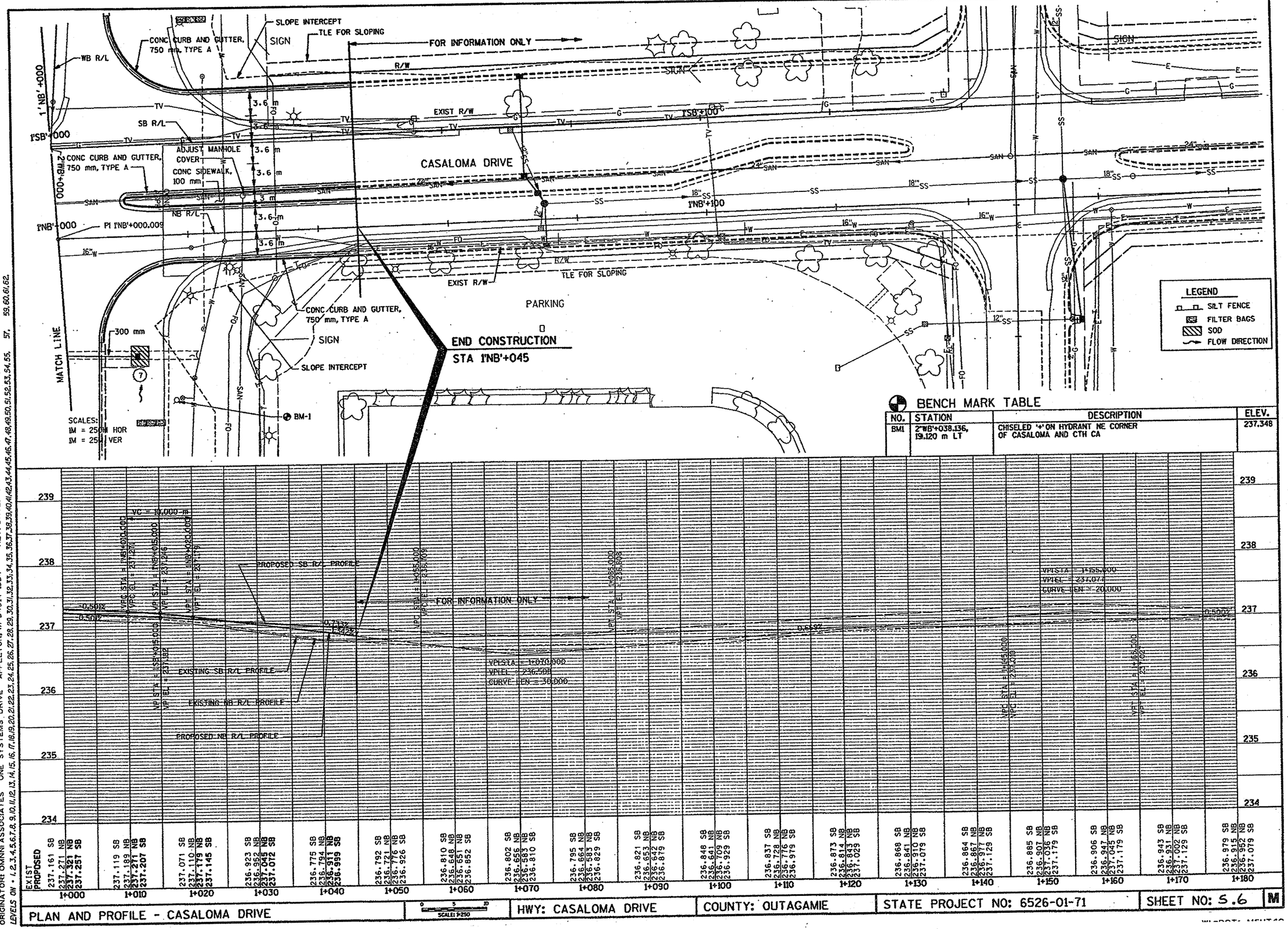
0.707%

	0'NB'820	0'NB'+830	0'NB'+840	0'NB'+850	0'NB'+860	0'NB'+870	0'NB'+880	0'NB'+890	0'NB'+900	0'NB'+910	0'NB'+920	0'NB'+930	0'NB'+940	0'NB'+950	0'NB'+960	0'NB'+970	0'NB'+980	0'NB'+990	1'NB'+000
EXIST				236.679 SB 236.608 NB	236.688 SB 236.622 NB	236.715 SB 236.660 NB	236.759 SB 236.725 NB	236.818 SB 236.802 NB	236.876 SB 236.816 NB	236.919 SB 236.852 NB	236.962 SB 236.903 NB	237.003 SB 236.933 NB	237.043 SB 236.953 NB	237.095 SB 237.005 NB	237.147 SB 237.161 NB	237.196 SB 237.163 NB	237.245 SB 237.249 NB	237.203 SB 237.260 NB	237.161 SB 237.271 NB
PROPOSED				235.679 SB 235.608 NB	235.688 SB 235.622 NB	235.715 SB 235.660 NB	235.759 SB 235.725 NB	235.818 SB 235.802 NB	235.845 SB 235.816 NB	235.881 SB 235.852 NB	235.917 SB 235.895 NB	235.969 SB 235.953 NB	236.025 SB 235.985 NB	237.025 SB 237.021 NB	237.061 SB 237.061 NB	237.097 SB 237.105 NB	237.133 SB 237.188 NB	237.190 SB 237.262 NB	237.257 SB 237.321 NB

239 / 238 / 237 / 236 / 235 / 234

PLAN AND PROFILE - CASALOMA DRIVE & COLLEGE AVE | SCALE: H 250 | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: | SHEET NO: 5.5 | M

WisDOT: MSHT4D



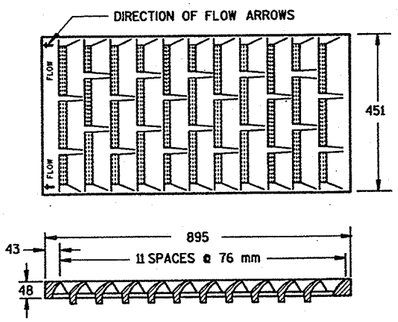
BENCH MARK TABLE

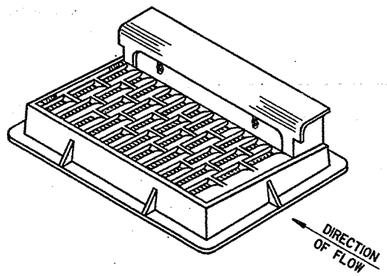
NO.	STATION	DESCRIPTION	ELEV.
BM1	2'WB'+038.136, 19.120 m LT	CHISELED '+' ON HYDRANT NE CORNER OF CASALOMA AND CTH CA	237.348

	1+000	1+010	1+020	1+030	1+040	1+050	1+060	1+070	1+080	1+090	1+100	1+110	1+120	1+130	1+140	1+150	1+160	1+170	1+180
EXIST	237.161 SB	237.119 SB	237.071 SB	236.923 SB	236.775 SB	236.792 SB	236.810 SB	236.802 SB	236.795 SB	236.821 SB	236.848 SB	236.837 SB	236.873 SB	236.868 SB	236.864 SB	236.885 SB	236.906 SB	236.943 SB	236.979 SB
PROPOSED	237.271 NB	237.189 NB	237.110 NB	236.952 NB	236.794 NB	236.721 NB	236.648 NB	236.656 NB	236.664 NB	236.653 NB	236.641 NB	236.728 NB	236.814 NB	236.841 NB	236.867 NB	236.907 NB	236.947 NB	236.931 NB	236.915 NB
	237.321 NB	237.211 NB	237.179 NB	237.045 NB	236.911 NB	236.776 NB	236.651 NB	236.583 NB	236.583 NB	236.642 NB	236.709 NB	236.776 NB	236.843 NB	236.910 NB	236.977 NB	237.036 NB	237.045 NB	237.002 NB	236.952 NB
	237.257 SB	237.207 SB	237.145 SB	237.072 SB	236.999 SB	236.926 SB	236.852 SB	236.810 SB	236.829 SB	236.879 SB	236.929 SB	236.979 SB	237.029 SB	237.079 SB	237.129 SB	237.179 SB	237.179 SB	237.129 SB	237.079 SB

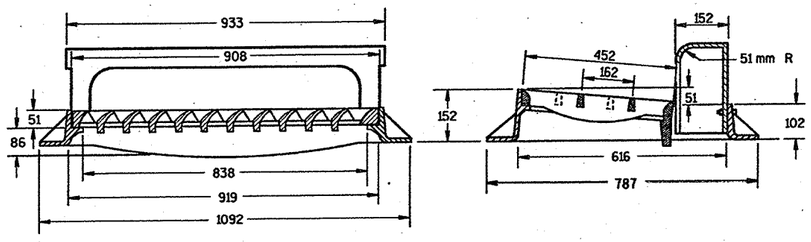
PLAN AND PROFILE - CASALOMA DRIVE	SCALE: 1=250	HWY: CASALOMA DRIVE	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 5.6 M

NOTE:
GRATE IS REVERSIBLE.



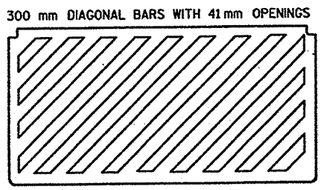


NOTE: CURB BOX HEIGHT ADJUSTABLE 150 mm TO 230 mm



TYPE "H"

(APPROXIMATE WEIGHT 191 kg)
FRAME..... 79 kg
GRATE..... 63 kg
CURB BOX..... 49 kg

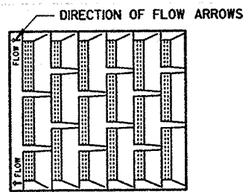


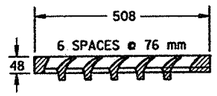
SPECIAL GRATE FOR TYPE "H" COVER

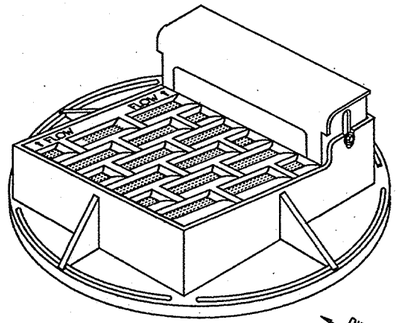
(MEASURES 895 mm X 451 mm X 51 mm)
(APPROXIMATE WEIGHT 78 kg)

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

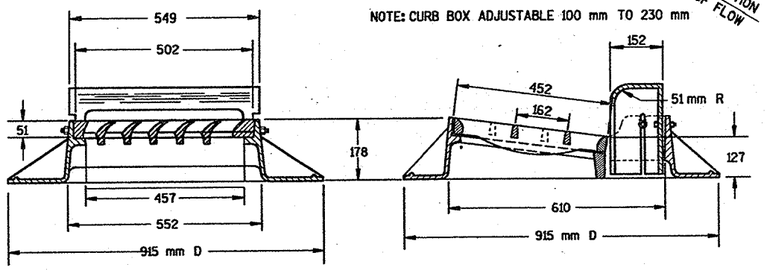
NOTE:
GRATE IS REVERSIBLE.







NOTE: CURB BOX ADJUSTABLE 100 mm TO 230 mm



TYPE "A"

(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.

GENERAL NOTES

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

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

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

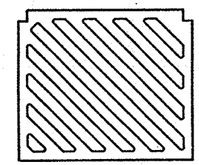
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

NOTE

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE SHOWN.

NOTE:
GRATE IS REVERSIBLE.

30 mm DIAGONAL BARS WITH 30 mm OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 502 mm X 432 mm X 51 mm
GRATE..... 38 kg
(NOTED AS TYPE A-S ON DRAINAGE TABLE)

NOTE:
GRATE IS REVERSIBLE.

INLET COVERS

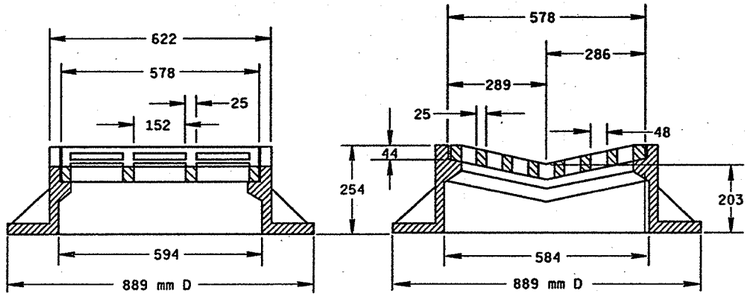
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

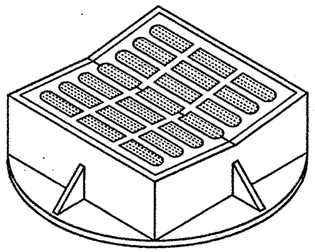
APPROVED 10/1/97 DATE
Roy L. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA
M

S.D.D. 8 A 5-14a

FILE NAME:

S.D.D. 8 A 5-14a

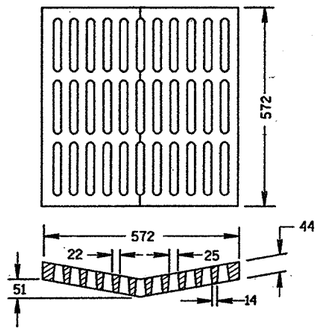




TYPE "B"

(APPROXIMATE WEIGHT 179 kg)

FRAME..... 129 kg
GRATE..... 50 kg

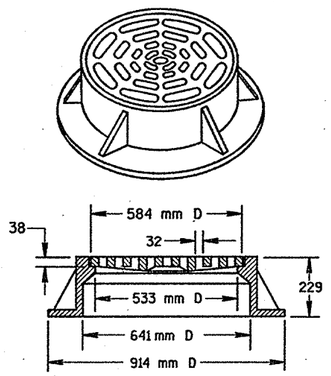


ALTERNATIVE GRATE FOR FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 57 kg)
GRATE.....57 kg

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 154 kg)

FRAME..... 107 kg
GRATE..... 48 kg

GENERAL NOTES

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

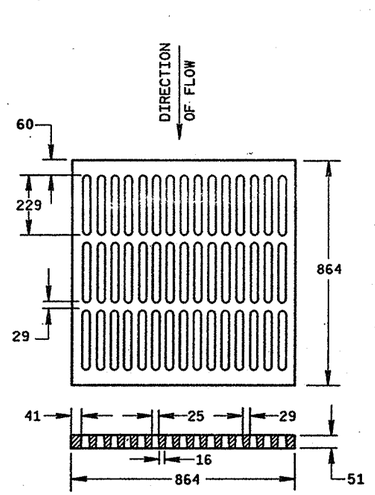
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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

NOTES

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

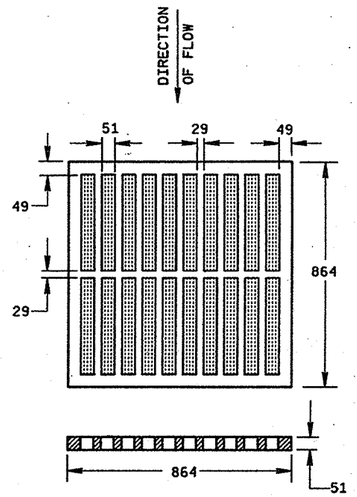


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 166 kg)
GRATE..... 166 kg

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

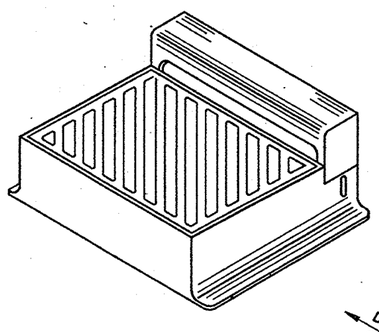


TYPE "MS"

(APPROXIMATE GRATE WEIGHT 122 kg)
GRATE.....122 kg

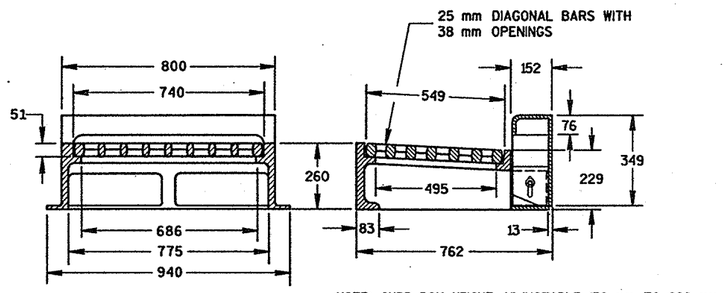
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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

DIRECTION OF FLOW



NOTE: CURB BOX HEIGHT ADJUSTABLE 152 mm TO 229 mm

TYPE "WM"

(APPROXIMATE WEIGHT 304 kg)

FRAME..... 163 kg
GRATE..... 73 kg
CURB BOX..... 68 kg

INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

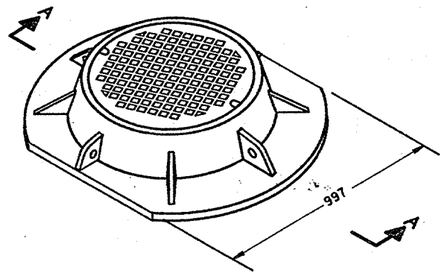
APPROVED 10/1/97 — DATE
Roy L. Thompson — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

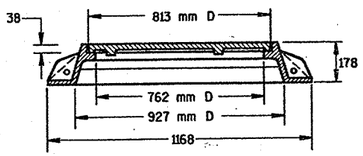
M

S.D.D. 8 A 5-14b

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

S.D.D. 8 A 5-14b



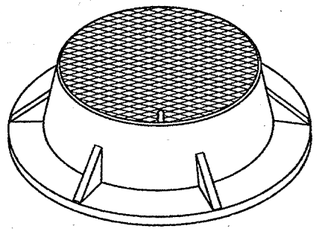


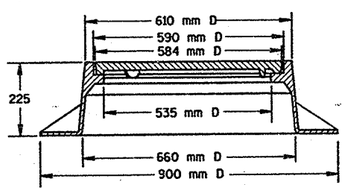
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 188 kg)

FRAME.....95 kg
LID.....93 kg

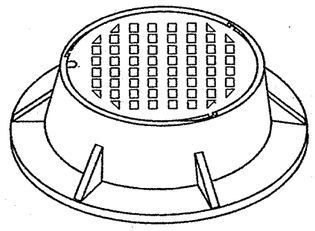


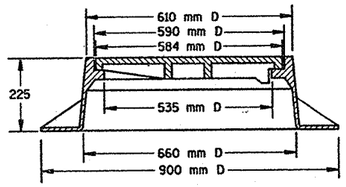


TYPE "J"

(APPROXIMATE WEIGHT 113 kg)

FRAME.....61 kg
LID.....52 kg





TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 111 kg)

FRAME.....66 kg
LID.....45 kg

(NOTED AS TYPE J-S ON DRAINAGE TABLE)

GENERAL NOTES

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

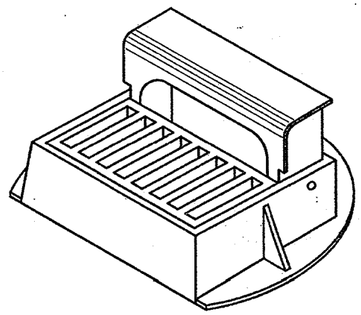
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

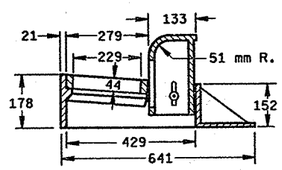
THE ACTUAL WEIGHT OF COVERS MAY VARY WITH 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

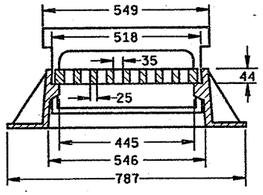
NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



CURB BOX ADJUSTABLE 102 mm TO 254 mm

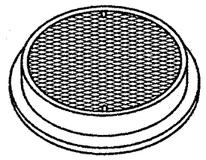


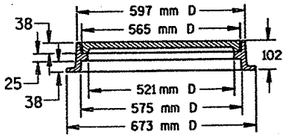


INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 140 kg)

FRAME.....77 kg
GRATE.....23 kg
CURB BOX.....40 kg

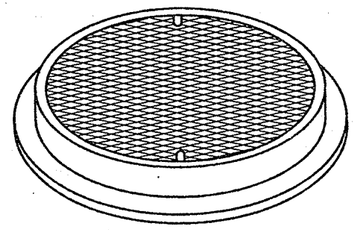


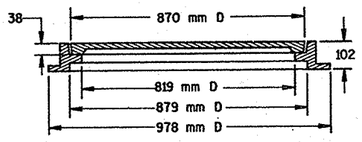


TYPE "L"

(APPROXIMATE WEIGHT 66 kg)

FRAME.....34 kg
LID.....32 kg





TYPE "M"

(APPROXIMATE WEIGHT 175 kg)

FRAME.....57 kg
LID.....118 kg

INLET AND
MANHOLE COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/1/97 DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

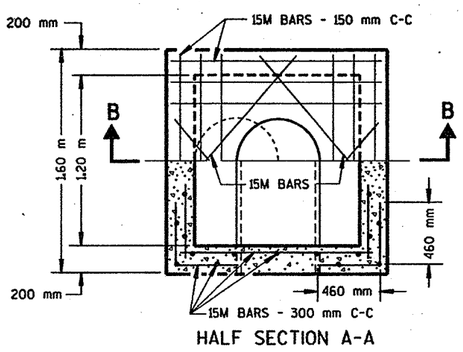
FHWA

S.D.D. 8 A 5-14d

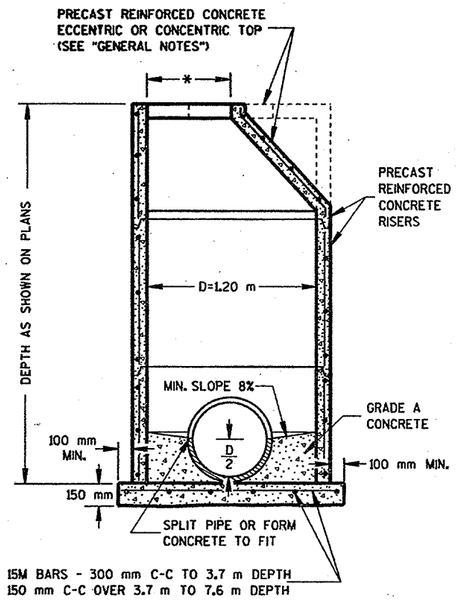
LEVELS ON • 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

S.D.D. 8 A 5-14d

FILE NAME:



HALF SECTION A-A



PRECAST REINFORCED CONCRETE

GENERAL NOTES

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

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

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

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 150 mm IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 1.5 m OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 1.5 m IN DEPTH: 400 mm C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 100 mm FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 250 mm; MINIMUM WALL EMBEDMENT OF 75 mm; AND BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 136 kg FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 25 mm.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 19 mm. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE.

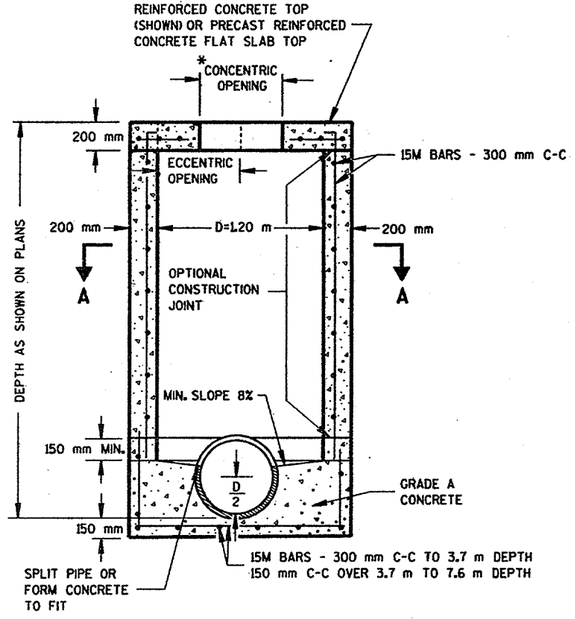
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 50 mm CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

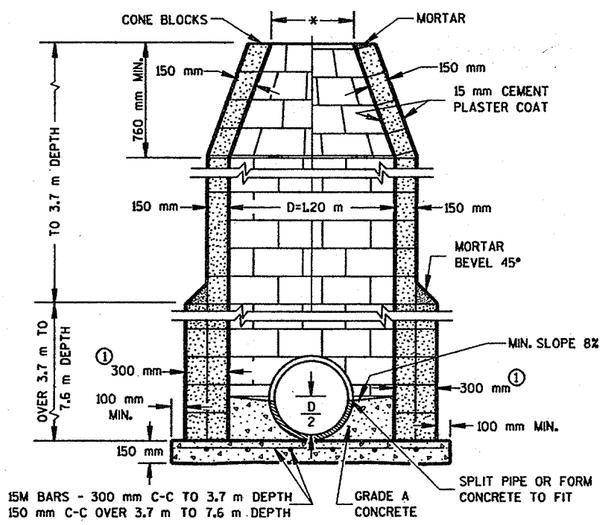
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199M.

* USE 600 mm DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 900 mm DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 150 mm BLOCK.



SECTION B-B
REINFORCED CONCRETE



CONCRETE BLOCK

MANHOLES TYPE 1

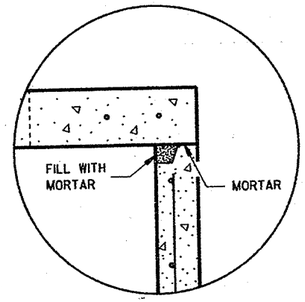
MANHOLES TYPE 1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

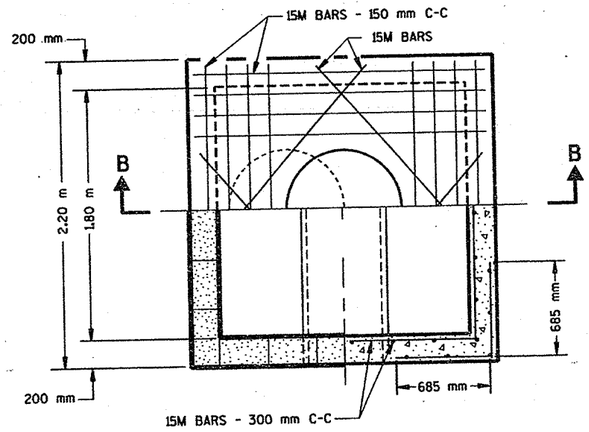
APPROVED
02/07/18
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA
M

S.D.D. 8 B 6-3

S.D.D. 8 B 6-3



DETAIL "A"



HALF SECTION A-A

GENERAL NOTES

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

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

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

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 150 mm IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

STEPS MEETING THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 1.5 m IN DEPTH: 400 mm C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 100 mm FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 150 mm; MINIMUM WALL EMBEDMENT OF 75 mm; AND BE CAPABLE OF SUPPORTING A CONCENTRATED LOAD OF 136 kg FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 25 mm.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 19 mm. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT. STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 50 mm CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

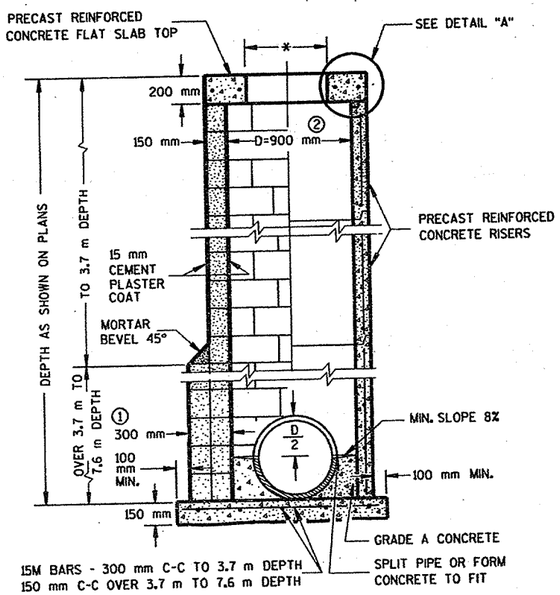
PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199M.

* USE 600 mm DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 900 mm DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 150 mm BLOCK.

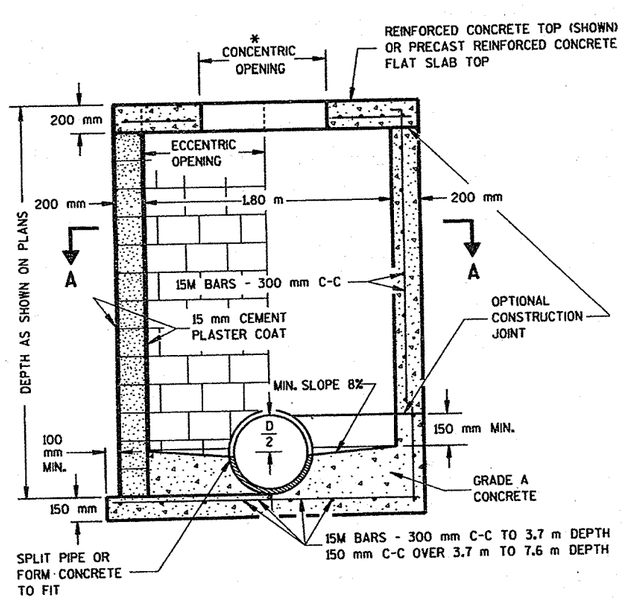
② WHEN CONNECTING PIPES ARE 600 mm OR LARGER THE PRECAST MANHOLES MAY BE INCREASED TO 1.07 m DIAMETER.



CONCRETE BLOCK

② PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2

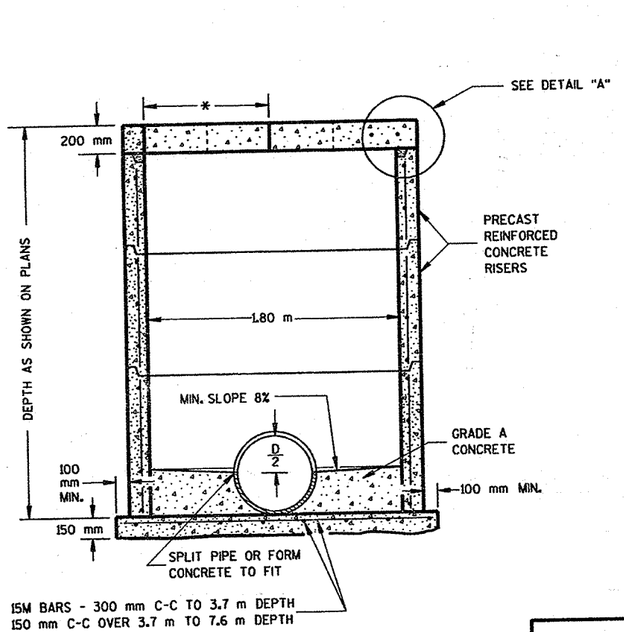


SECTION B-B

CONCRETE BLOCK

REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2 & 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 01/27/95 DATE

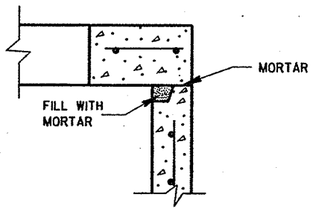
Rory L. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

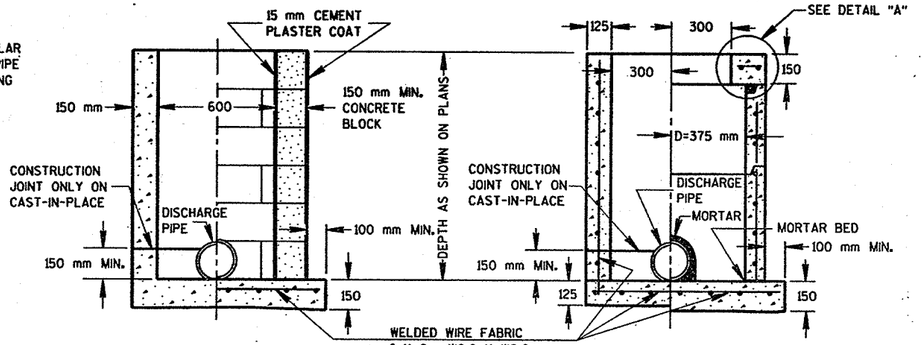
M

S.D.D. 8 B 7-3

*SELECTION OF SQUARE OR CIRCULAR DESIGN WILL BE BASED ON THE PIPE SIZES AND THE INLET COVER BEING UTILIZED



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

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

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

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

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 150 mm IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 50 mm CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

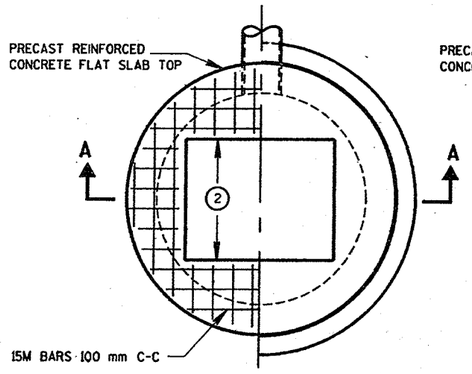
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 760 mm OPENING FOR TYPE 2 INLETS, 915 mm OPENING FOR TYPE 3 INLETS, AND 890 mm TYPE 4 INLETS.

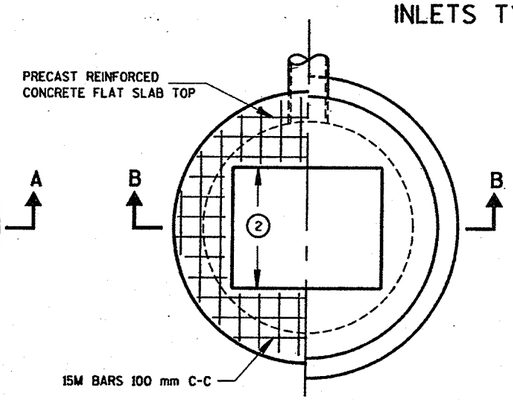
(2) USE 610 mm OPENING FOR TYPE 1, 2 & 3 INLETS, 775 mm OPENING FOR TYPE 4 INLETS.

NOTE

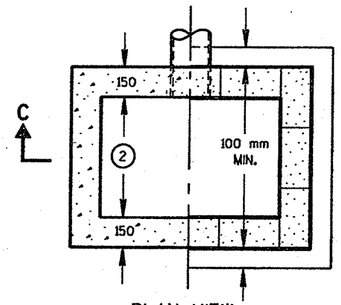
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



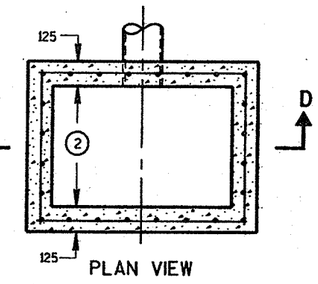
PLAN VIEW



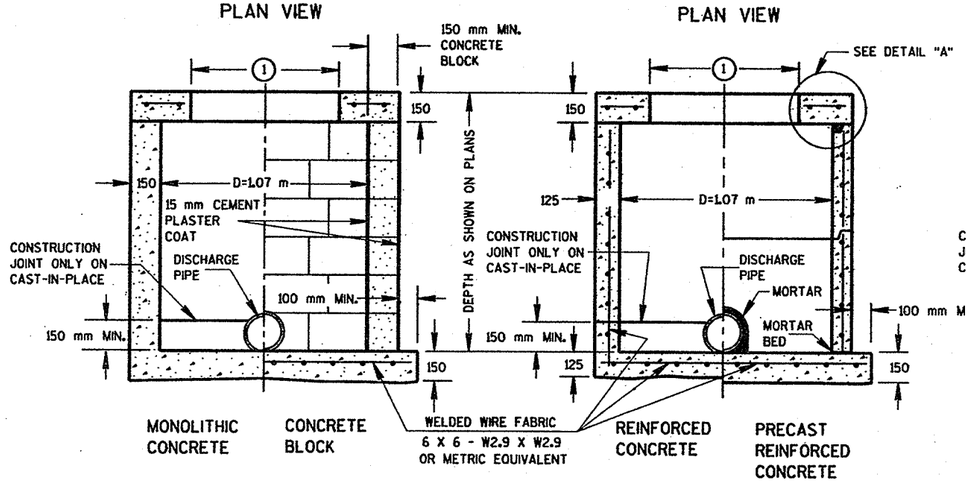
PLAN VIEW



PLAN VIEW



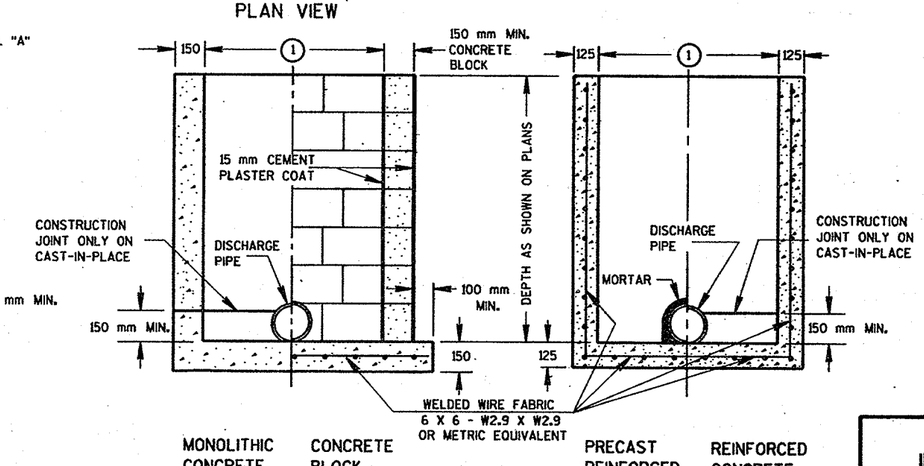
PLAN VIEW



SECTION A-A

SECTION B-B

INLETS TYPE 2, 3 & 4



SECTION C-C

SECTION D-D

INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 01/31/95 DATE

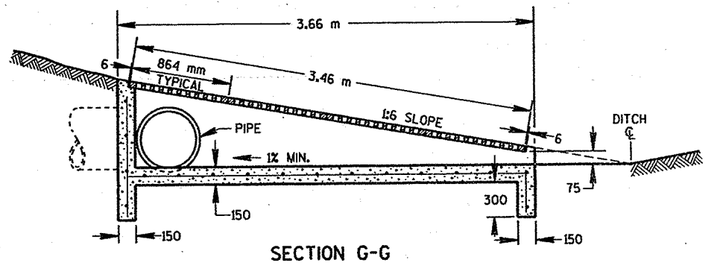
Roy L. Ramseur
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

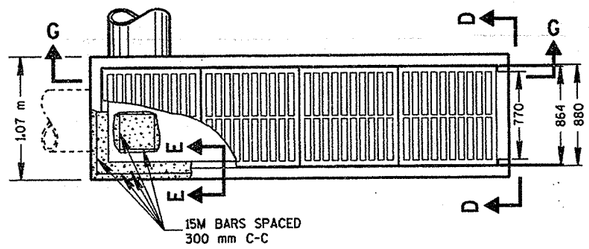
M

S.D.D. 8 C 1-5

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

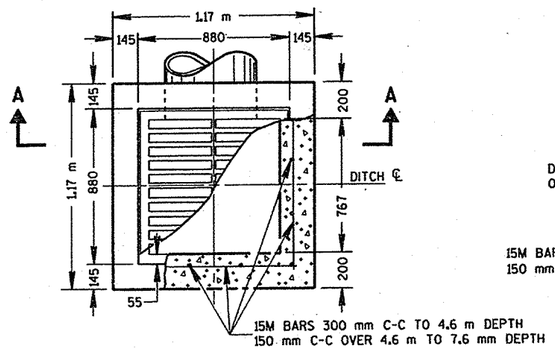


SECTION G-G

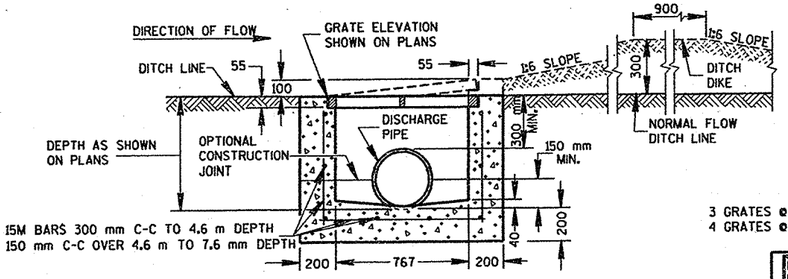


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

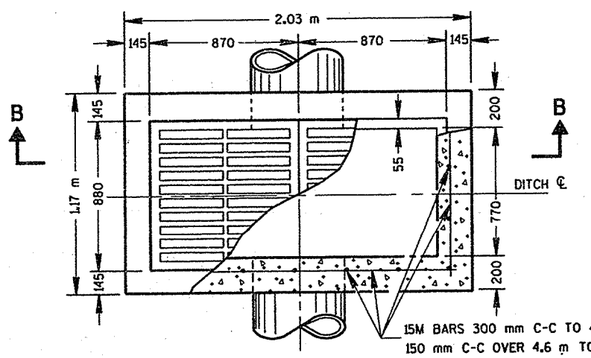


PLAN VIEW

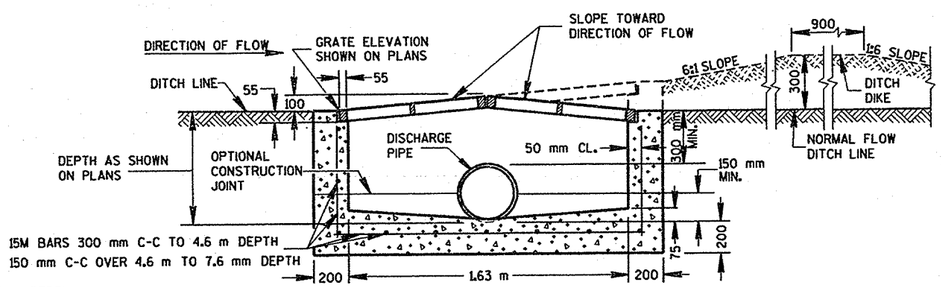


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8



PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9

GENERAL NOTES

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

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

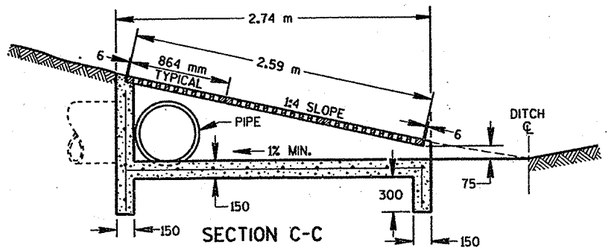
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE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

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

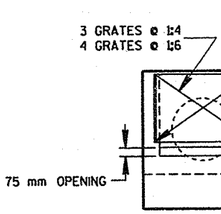
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 50 mm CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

NOTE

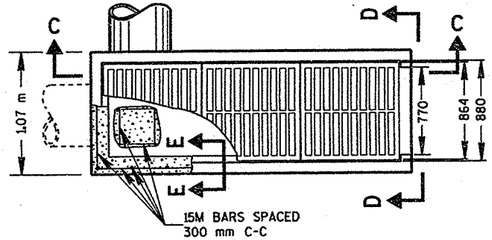
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



SECTION C-C

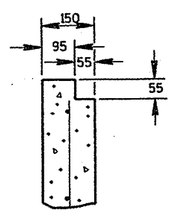


SECTION D-D



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

INLETS TYPE 8, 9, 10 & 11

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

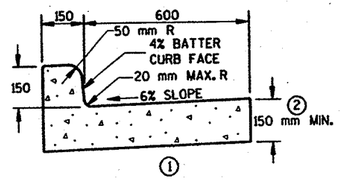
APPROVED
01/30/95
DATE

Roney L. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER

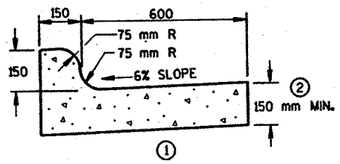
FHWA

M

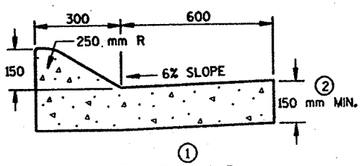
S.D.D. 8 C 5-2



TYPES A & D

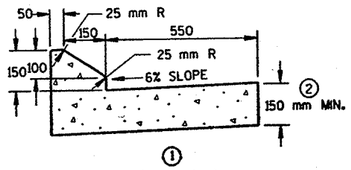


TYPES K & L

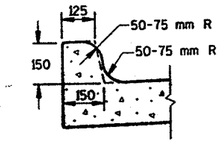


TYPES A & D

CONCRETE CURB & GUTTER 900 mm

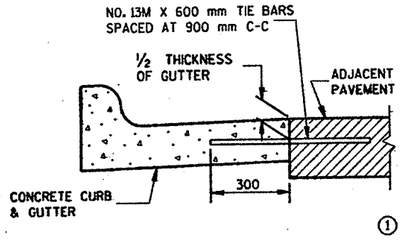


TYPES G & J



OPTIONAL CURB SHAPE FOR TYPES K & L

CONCRETE CURB & GUTTER 750 mm



TYPICAL TIE BAR LOCATION

GENERAL NOTES

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

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

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

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

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 600 mm BEHIND THE BACK OF CURBS.

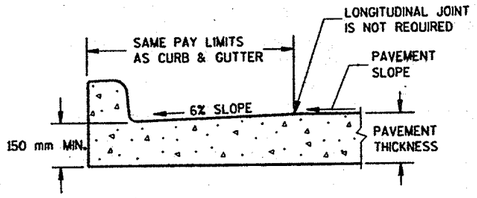
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 150 mm MINIMUM GUTTER THICKNESS IS MAINTAINED.

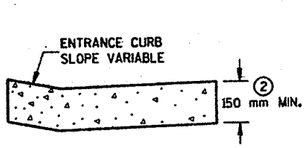
(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

NOTE

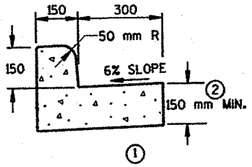
DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

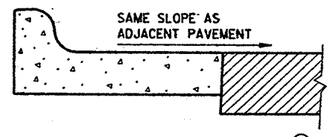


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

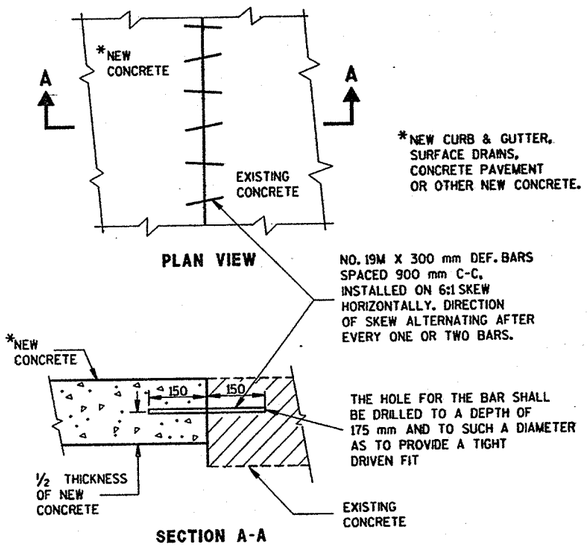


TYPES A & D

CONCRETE CURB & GUTTER 450 mm



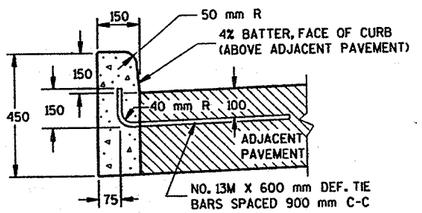
REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



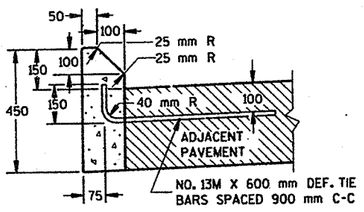
PLAN VIEW

SECTION A-A

PAVEMENT TIES



TYPES A & D



TYPES G & J

CONCRETE CURB

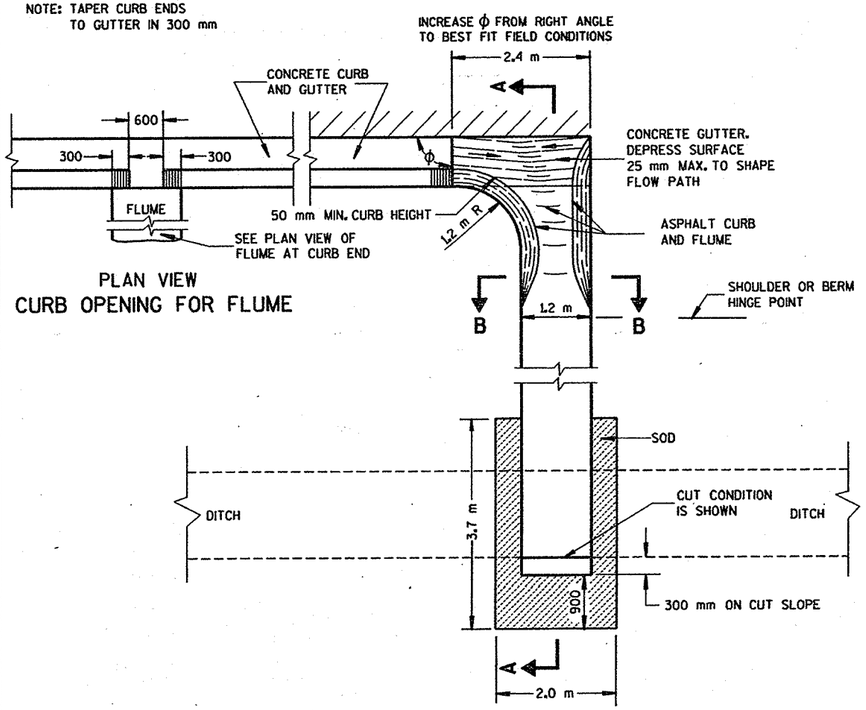
CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10/22/96 DATE — Roy L. Thompson, CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA — M

S.D.D. 8 D 1-12

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

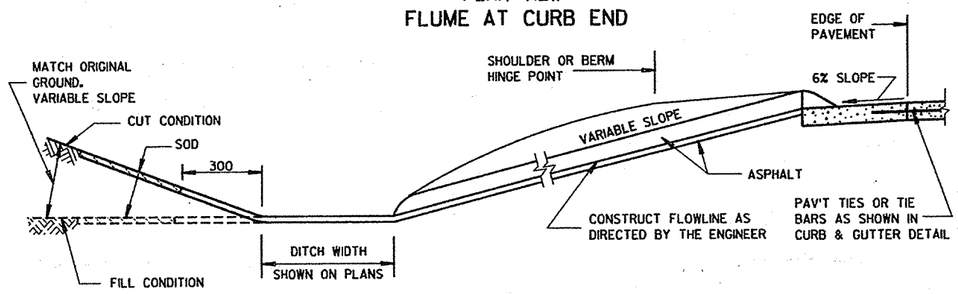
ASPHALTIC FLUME

NOTE: TAPER CURB ENDS TO GUTTER IN 300 mm

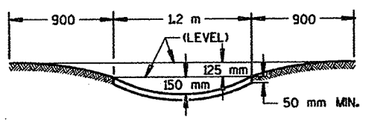


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

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

① JOINTS SHALL BE 5 mm WIDE BY 40 mm DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 1.2 m.

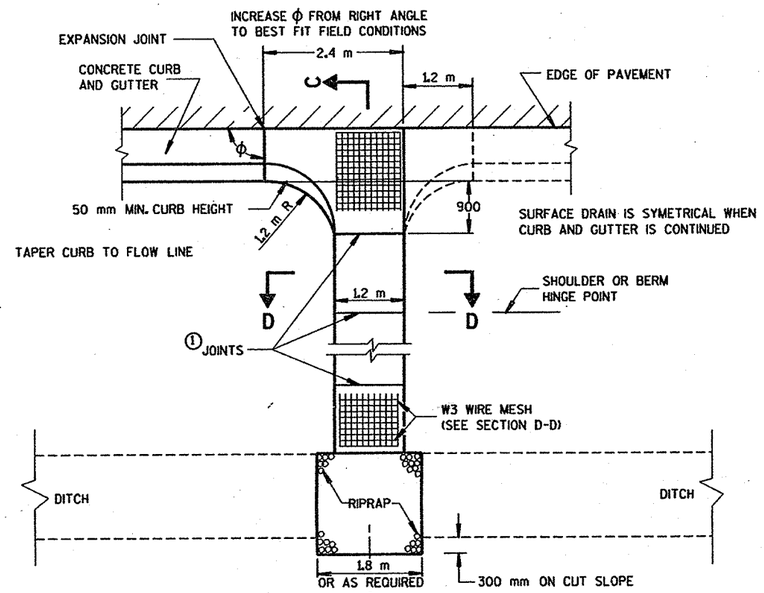
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

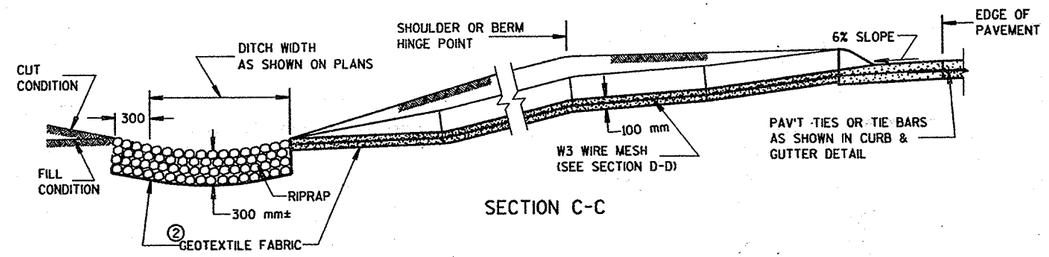
NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

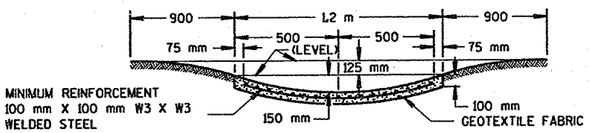
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

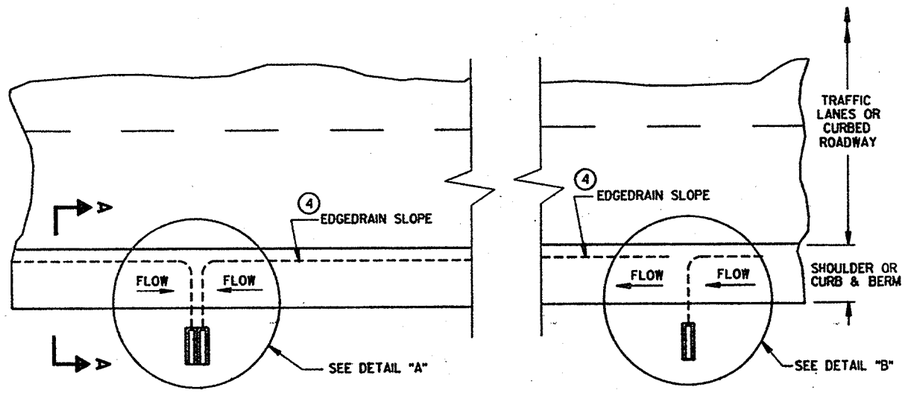
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 02/06/95 DATE
Roy L. Peterson
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA
M

S.D.D. 8 D 4-3

S.D.D. 8 D 4-3

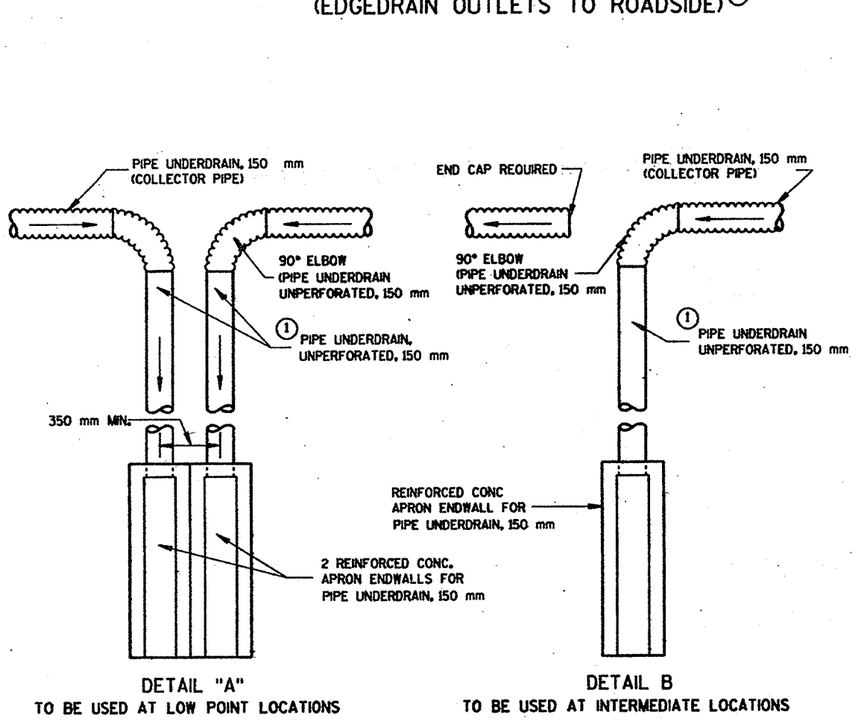
FILE NAME:



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

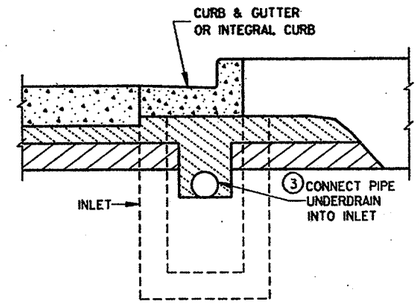
(EDGEDRAIN OUTLETS TO ROADSIDE) (2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

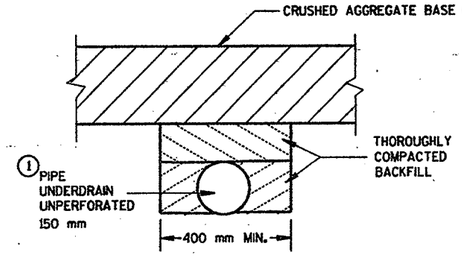
DETAIL B
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

URBAN CROSS SECTION



SECTION C-C

(TRENCH FOR OUTFALL PIPE)

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

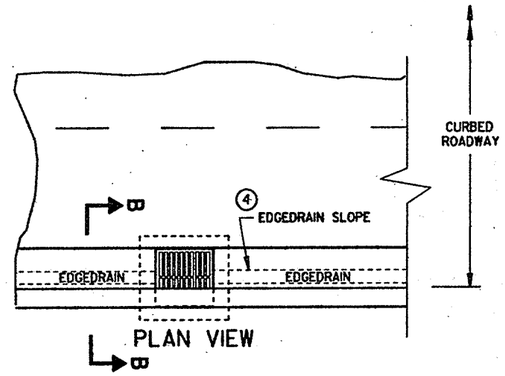
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 75 m UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

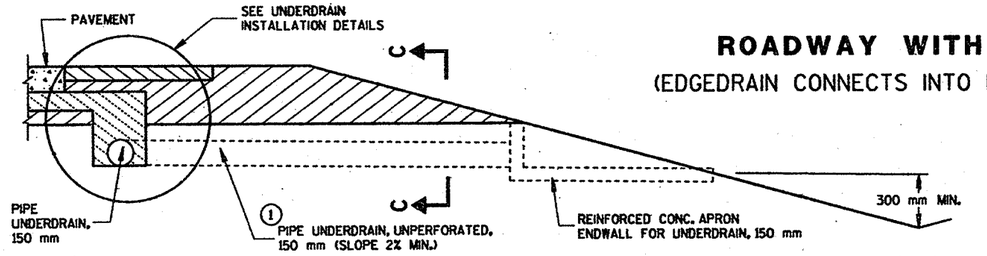
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



SECTION A-A

RURAL CROSS SECTION

NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

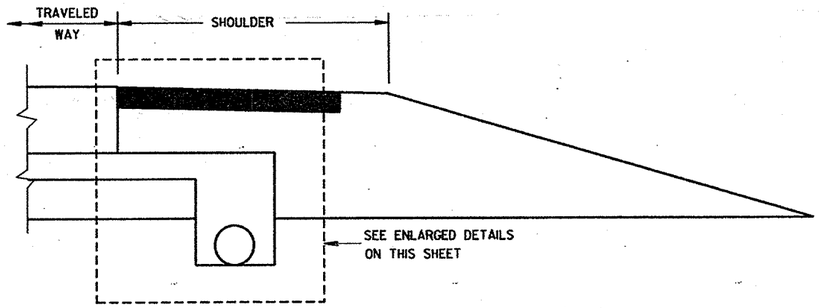
EDGEDRAIN OUTLET DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION M

S.D.D. 8 D 15-2a

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

S.D.D. 8 D 15-2a



RURAL CROSS SECTION

NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

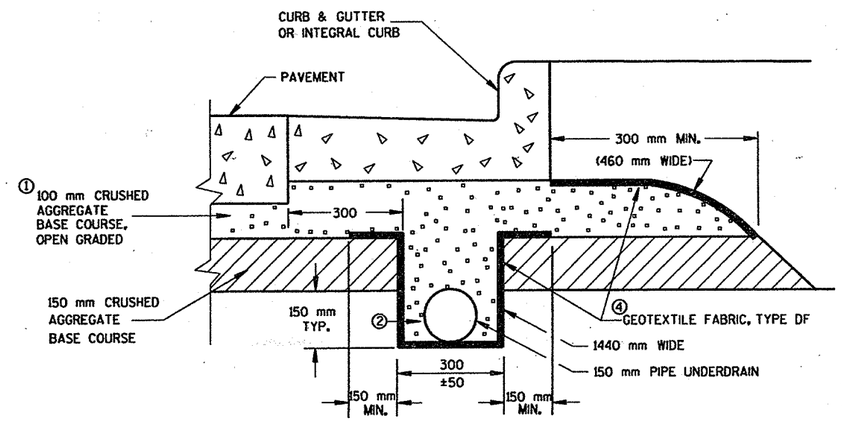
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

① THE GRADATION OF THE OPEN GRADED BASE COURSE SHALL BE EITHER NO. 1 OR NO. 2 AS SPECIFIED ELSEWHERE IN THE CONTRACT.

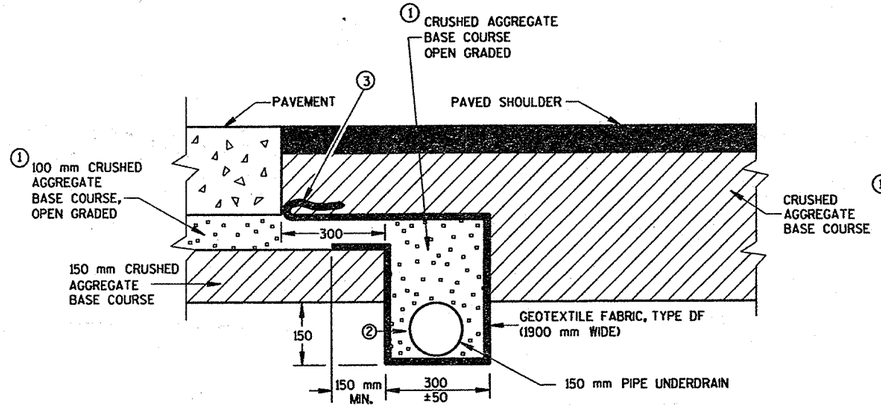
② TRENCH BACKFILL WILL BE PAID FOR AS CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO. 1 OR NO. 2 AS SPECIFIED.

③ FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

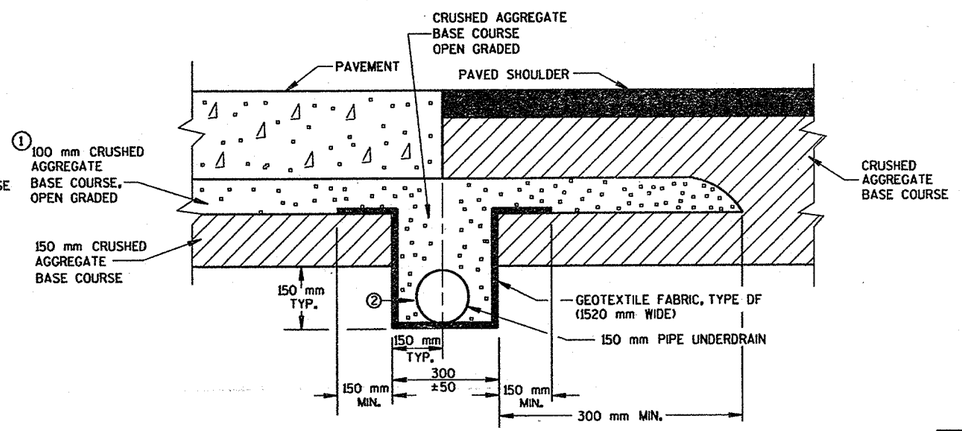
④ TOTAL FABRIC WIDTH IS 1900 mm FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN

EDGEDRAIN AND CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NO. 1 OR NO. 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 06/20/97 DATE — Tony L. Thomesen, CHIEF ROADWAY DEVELOPMENT ENGINEER

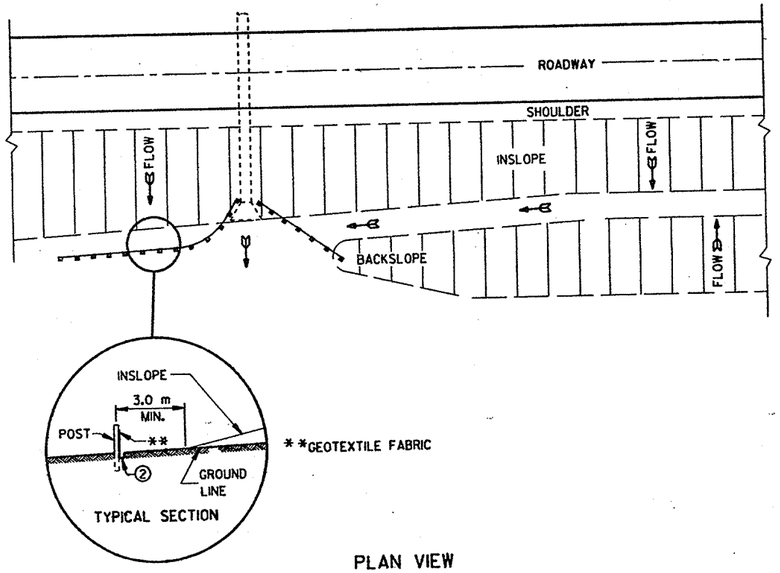
FHWA M

S.D.D. 8 D 15-2b

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

FILE NAME:

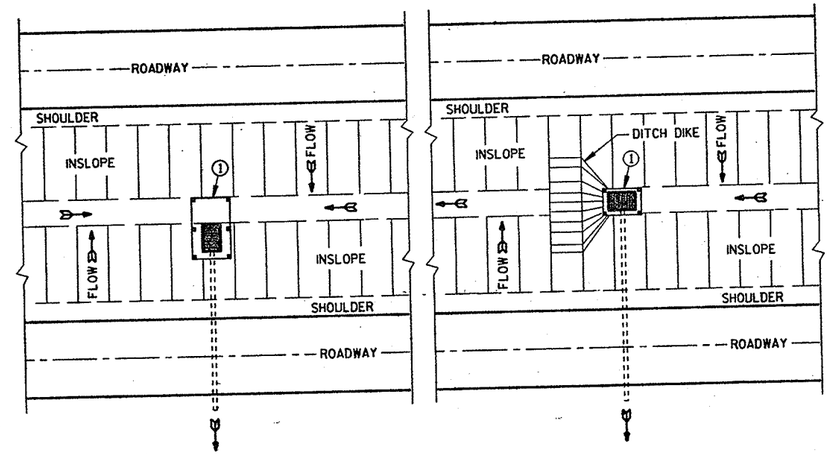
S.D.D. 8 D 15-2b



**GEOTEXTILE FABRIC

PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

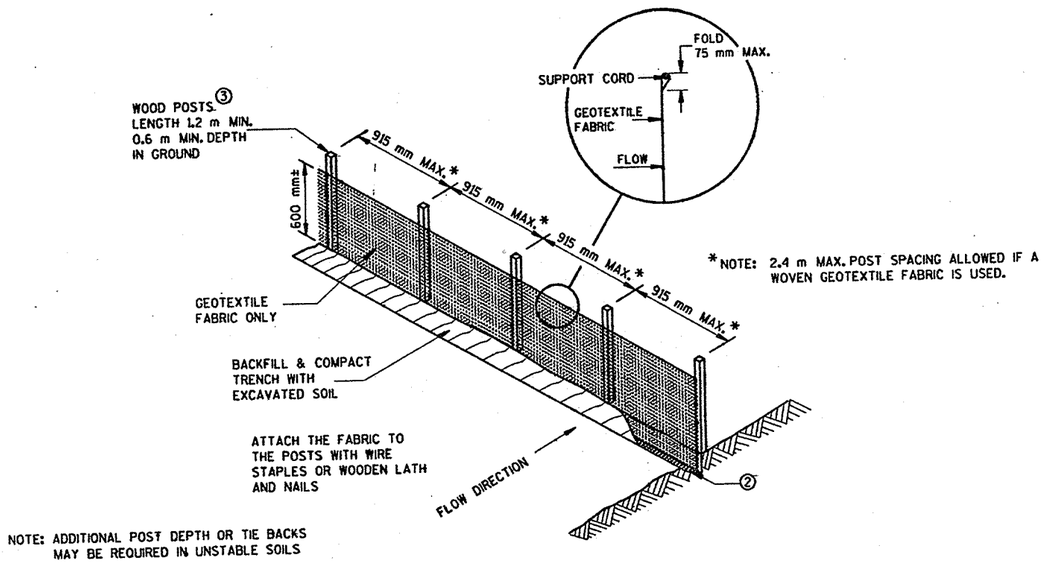
GENERAL NOTES

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

① HORIZONTAL BRACE WITH 50 mm X 100 mm WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② TRENCH SHALL BE A MINIMUM OF 100 mm WIDE & 150 mm DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

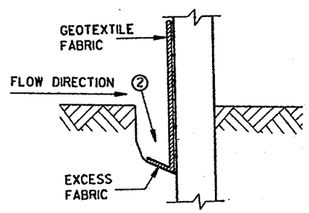
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 30 mm X 30 mm OF OAK OR HICKORY.



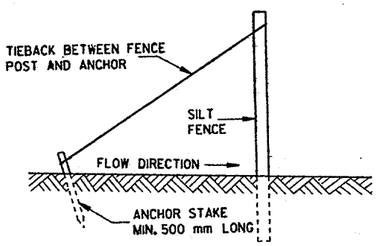
*NOTE: 2.4 m MAX. POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

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

SILT FENCE
(NON-REINFORCED)



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 03/11/96 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

M

S.D.D. 8 E 9-5

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

METAL APRON ENDWALLS

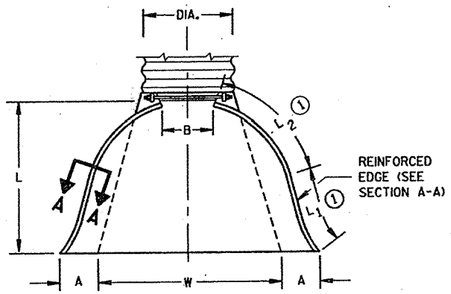
PIPE DIA. (mm)	MIN. THICK. (mm)		DIMENSIONS (MILLIMETERS)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L_1 ①	L_2 ①	W (±2")		
300	1.6	1.5	150	150	150	535	305	445	610	1:2.5	1 Pc.
375	1.6	1.5	180	205	150	660	355	552	760	1:2.5	1 Pc.
450	1.6	1.5	205	255	150	790	380	718	915	1:2.5	1 Pc.
525	1.6	1.5	230	305	150	915	455	752	1065	1:2.5	1 Pc.
600	1.6	1.5	255	330	150	1040	455	949	1220	1:2.5	1 Pc.
750	2.0	1.9	305	405	205	1300	455	1327	1525	1:2.5	1 Pc.
900	2.0	1.9	355	480	230	1525	610	1905	1830	1:2.5	2 Pc.
1050	2.8	2.7	405	560	280	1755	610	1921	2135	1:2.5	2 Pc.
1200	2.8	2.7	455	685	305	1980	610	2057	2285	1:2.5	3 Pc.
1350	2.8	2.7	455	760	305	2140	760	2172	2590	1:2.25	3 Pc.
1500	2.8×	2.7×	455	840	305	2210	—	—	2895	1:2	3 Pc.
1650	2.8×	2.7×	455	915	305	2210	—	—	3050	1:2	3 Pc.
1800	2.8×	2.7×	455	990	305	2210	—	—	3200	1:2	3 Pc.
1950	2.8×	2.7×	455	1070	305	2210	—	—	3355	1:1.5	3 Pc.
2100	2.8×	2.7×	455	1145	305	2210	—	—	3505	1:1.5	3 Pc.
2250	2.8×	2.7×	455	940	305	2210	—	—	3660	1:1.5	3 Pc.
2400	2.8×	2.7×	455	890	305	2210	—	—	3960	1:1.5	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

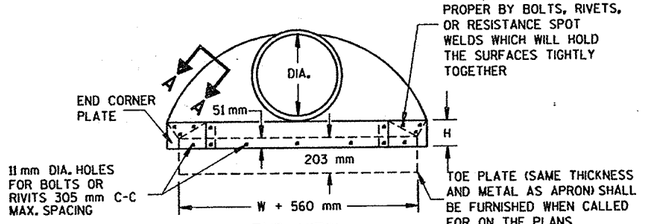
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (mm)	DIMENSIONS (MILLIMETERS)							APPROX. SLOPE
	T	A	B	C	D	E	G	
305	51	102	610	1241	1851	610	51	1:3
380	57	152	686	1168	1854	762	57	1:3
450	64	229	686	1168	1854	914	64	1:3
525	70	229	915	953	1867	1067	70	1:3
600	76	241	1105	762	1867	1219	76	1:3
675	83	267	1257	610	1867	1372	83	1:3
750	89	305	1372	502	1867	1524	89	1:3
900	102	381	1600	883	2483	1829	102	1:3
1050	114	533	1600	889	2489	1981	114	1:3
1200	127	610	1829	660	2489	2134	127	1:3
1350	140	686	1651	* 635 ** 889	* 2496 ** 2540	2286	140	1:2.4
1500	152	* 762 ** 924	1524	991	2515	2448	127	1:2
1650	165	* 610 ** 762	* 1829 ** 1981	* 533 ** 686	2515	2591	140	1:2
1800	178	* 610 ** 915	1981	533	2515	2743	152	1:2
1950	190	* 610 ** 915	1981	533	2515	2896	165	1:2
2100	203	915	2299	533	2832	3048	165	1:1.5
2250	216	1041	2222	610	2832	3353	165	1:1.5

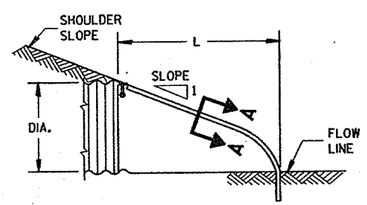
* MINIMUM
** MAXIMUM



PLAN VIEW

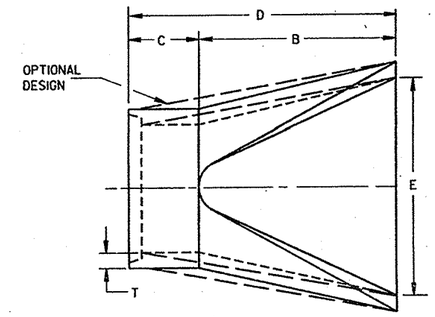


END VIEW

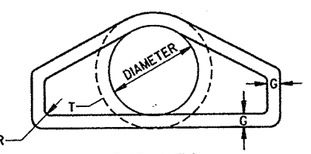


SIDE ELEVATION

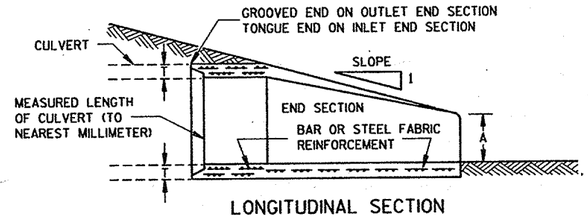
METAL ENDWALLS



PLAN



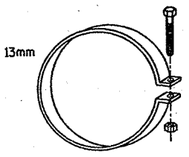
END VIEW



LONGITUDINAL SECTION

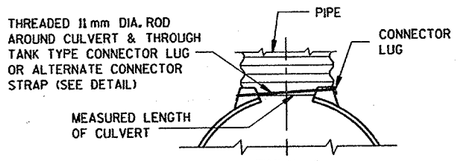
CONCRETE ENDWALLS

25 mm WIDE, 2.7 mm THICK) GALVANIZED STRAP WITH STANDARD 152 mm X 13mm BAND BOLT AND NUT

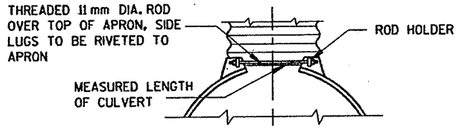


ALTERNATE FOR TYPE 1 CONNECTION

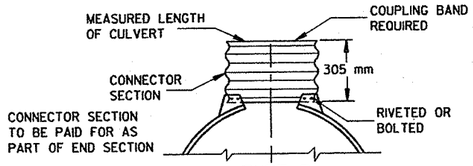
END SECTION CONNECTOR STRAP



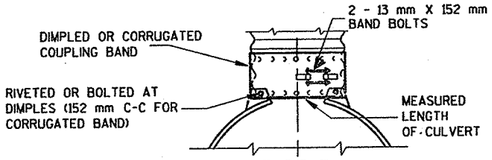
TYPE 1
FOR 300 mm THRU 600 mm CORR. PIPE



TYPE 2
FOR 750 mm THRU 2400 mm CORR. PIPE



TYPE 3
FOR 1050 mm THRU 2400 mm CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

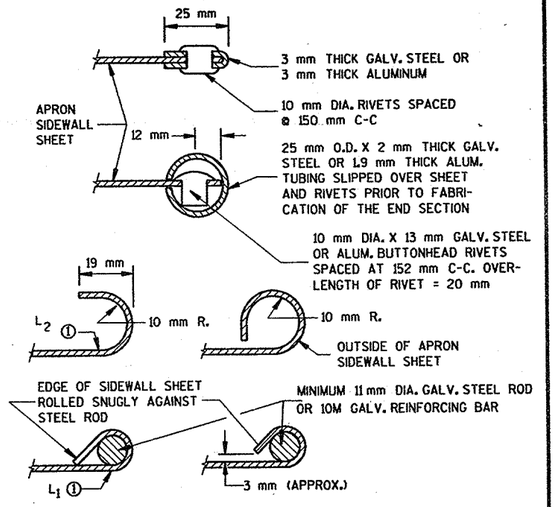
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 1500 mm DIAMETER PIPE AND LARGER SHALL HAVE 2.8 mm SIDES AND 3.5 mm CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 1500 mm DIAMETER PIPE AND LARGER SHALL HAVE 3.4 mm SIDES AND 3.4 mm CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 1500 mm THROUGH 2400 mm DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 152 mm BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 1500 mm DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

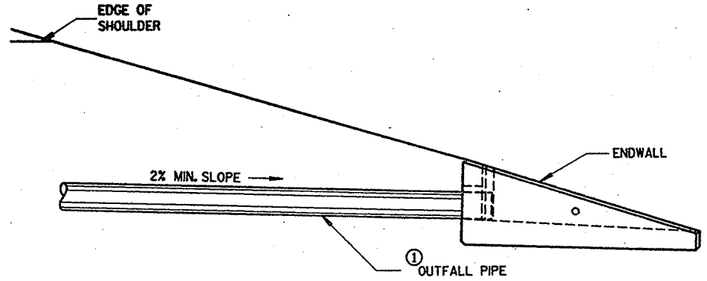
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 01/27/95 DATE
Roy L. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 1-11

DIMENSIONS IN MILLIMETERS											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**100	155	305	135	230	205	815	915	280	60	165	100
150	205	355	185	280	255	1 065	1115	330	90	215	150

**APRON ENDWALL FOR 150 mm DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 100 mm DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

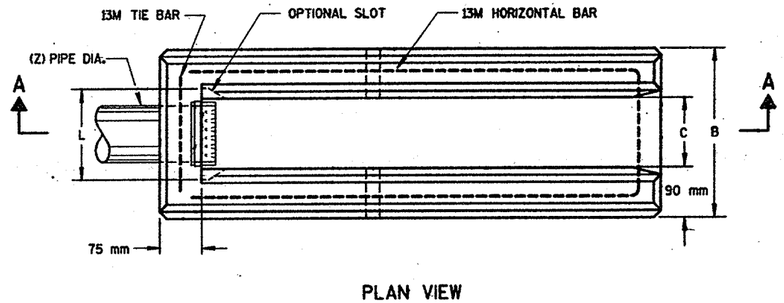
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

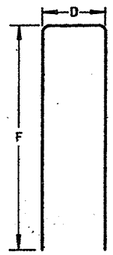
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

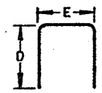
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE M5 X 30 mm STAINLESS STEEL SHEET METAL SCREWS.



PLAN VIEW

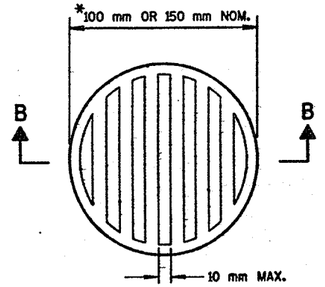


13M
HORIZONTAL BAR

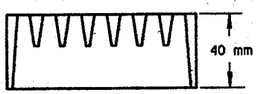


13M
VERTICAL BAR

BAR-STEEL REINFORCEMENT DETAILS



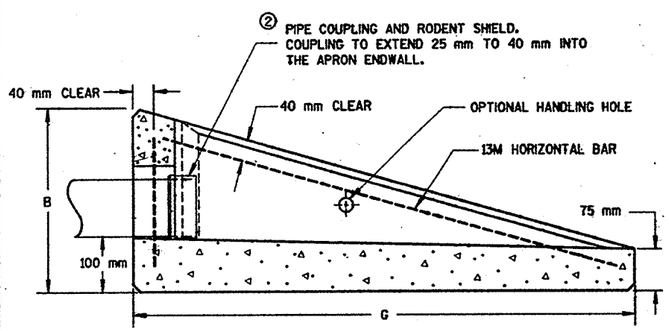
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



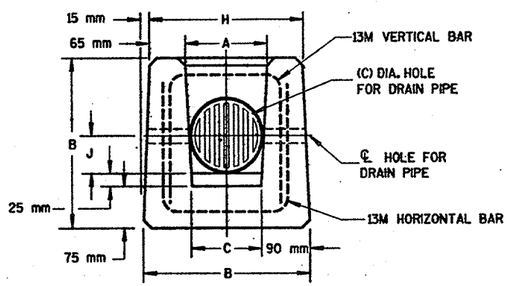
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

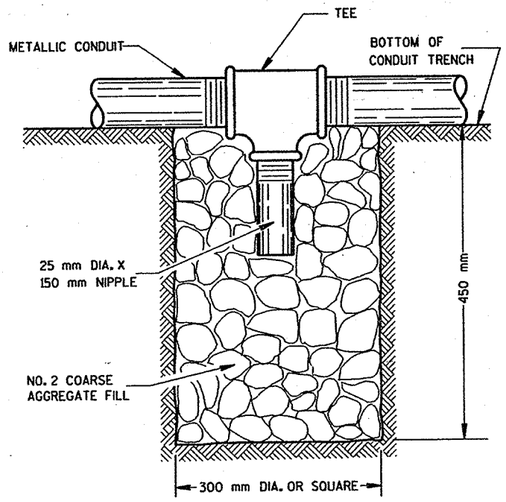
REINFORCED
CONCRETE APRON ENDWALL
FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/10/98 DATE
Roger L. Thimsen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA
M

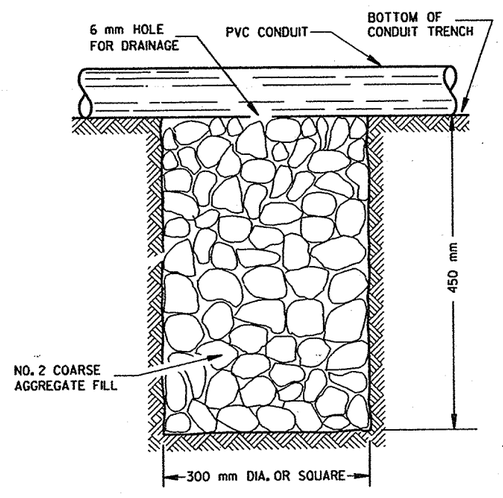
S.D.D. 8 F 6-4

S.D.D. 8 F 6-4



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

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

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

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 600 mm MINIMUM AND 900 mm MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 450 mm MIN. AND 900 mm MAXIMUM.

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

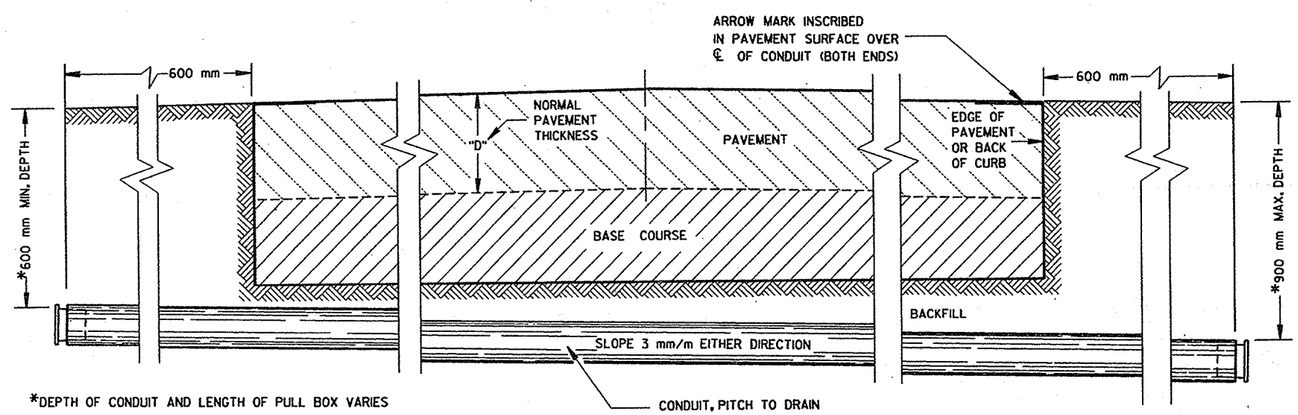
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.11.

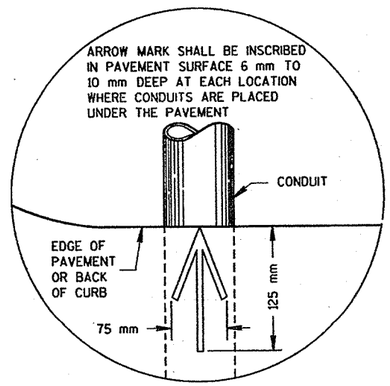
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS



PLAN VIEW

ARROW MARK

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

M

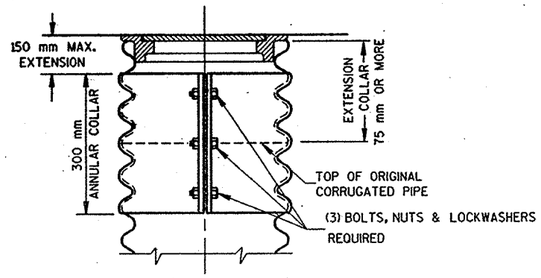
S.D.D. 9 B 2-6

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN MILLIMETERS		TYPE OF PIPE									
		CORRUGATED STEEL									POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	300	300	300	450	450	450	600	600	600	300
PIPE LENGTH **	B	600	750	900	600	750	900	900	1050	1200	600
WALL THICKNESS	C	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	10
COVER	D	260	260	260	413	413	413	565	565	565	260
FRAME	E	368	368	368	521	521	521	676	676	676	368
FRAME	F	217	217	217	368	368	368	521	521	521	217
FRAME	G	293	293	293	445	445	445	597	597	597	293
WEIGHT IN kg											
FRAME AND COVER		27	27	27	50	50	50	70	70	70	27

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

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 1200 mm (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

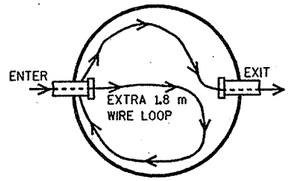
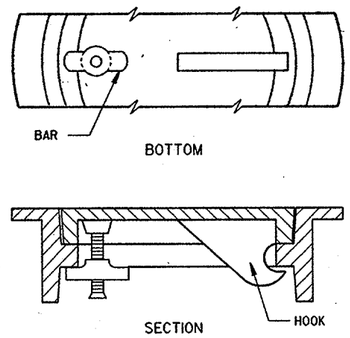


ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

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

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 6 mm.

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

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

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

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

RODENT WIRE SCREEN SHALL BE 3 mm STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

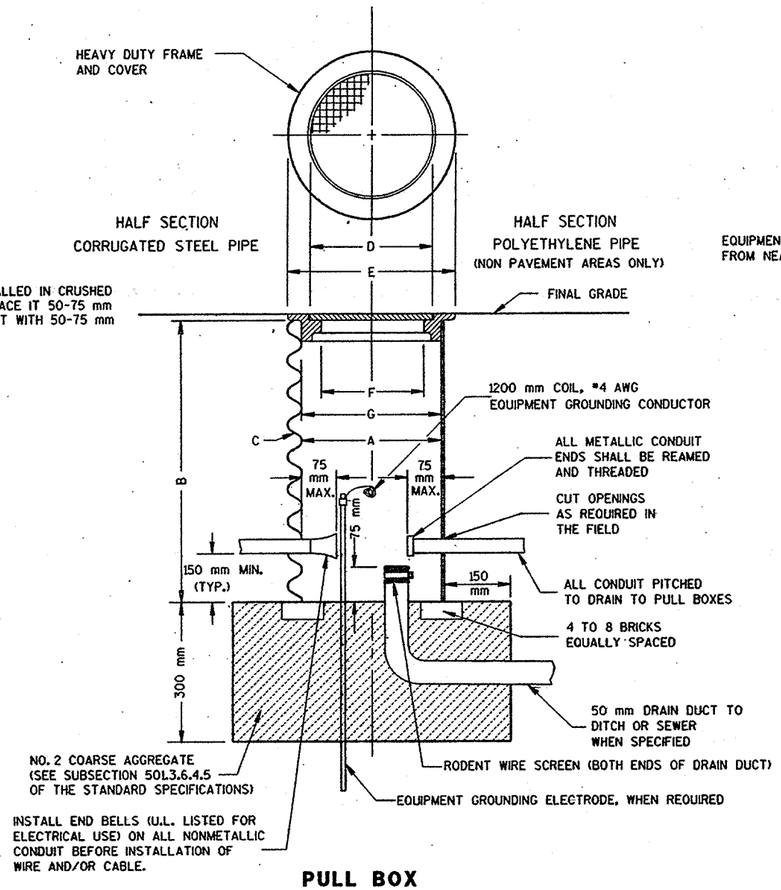
ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

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

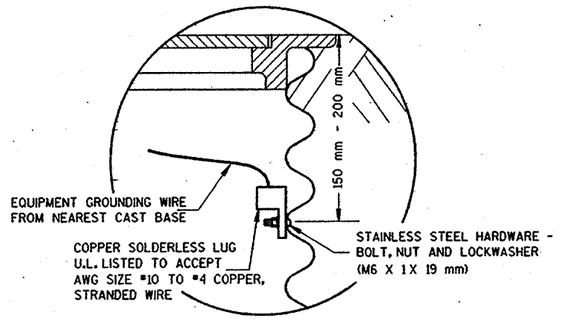
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 15 mm X 2400 mm, COPPERCLAD, AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 1200 mm IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 50-75 mm BELOW GRADE AND COVER IT WITH 50-75 mm OF CRUSHED AGGREGATE



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/21/97 DATE

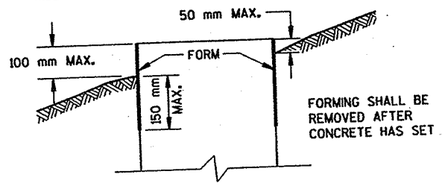
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

M

S.D.D. 9 B 4-3

FORM DEPTH SHALL BE NO MORE THAN 150 mm BELOW GRADE ON THE LOWER SIDE OF BASE

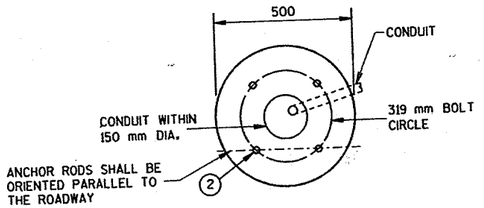


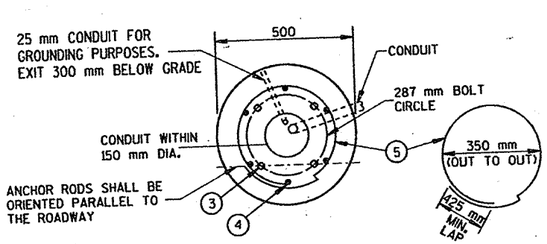
FORMING DETAIL

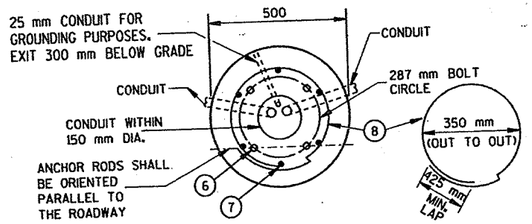
QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC METERS OF CONCRETE	.306	.44	.306
kg OF HOOP BAR STEEL	NONE	10.4	7.26
kg OF VERTICAL BAR STEEL	NONE	27.2	8.16

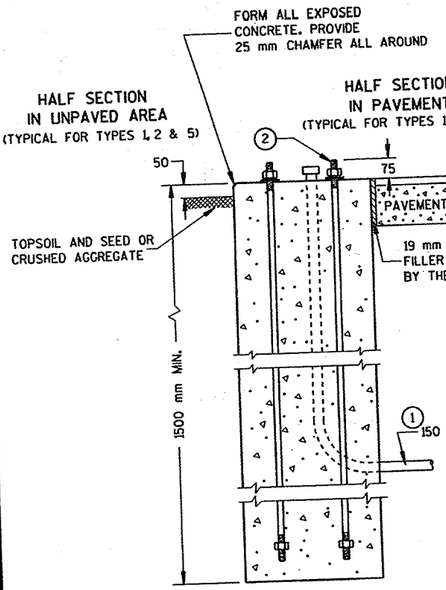
NOTE:

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

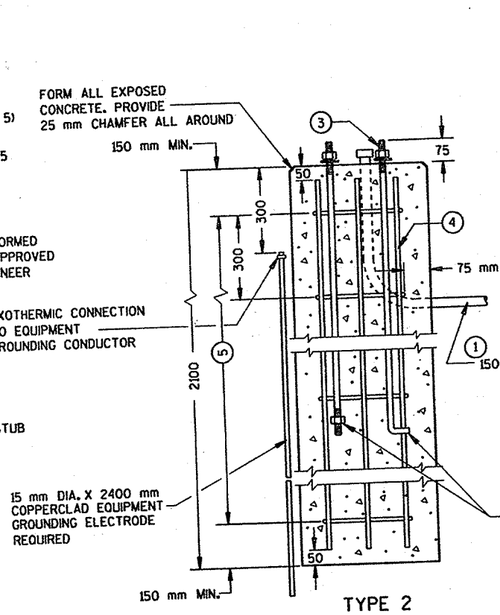




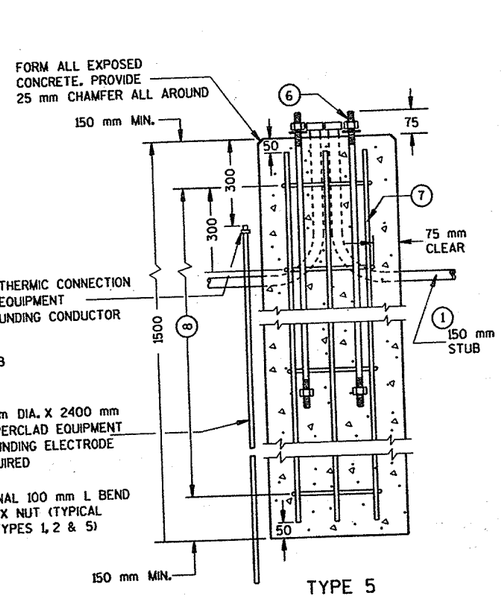




TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

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

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 150 mm EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN SHOWN AT THE ENTRANCE OF THE BASE.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 25 mm. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 300 mm OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 25 mm CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 1200 mm COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 300 mm IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 100 mm "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

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

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

METRIC ANCHOR ROD SIZES SHOWN ARE SOFT CONVERTED ENGLISH SIZES.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 600 mm. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 450 mm. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 900 mm EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 25.4 mm DIA. X 1050 mm ANCHOR RODS.

(3) (4) 25.4 mm DIA. X 1500 mm ANCHOR RODS.

(4) (6) NO 19 X 2000 mm BAR STEEL REINFORCEMENT.

(5) (7) NO 13 X 1525 mm BAR STEEL REINFORCEMENT @ 300 mm C-C.

(6) (4) 25.4 mm DIA. X 1050 mm ANCHOR RODS.

(7) (6) NO 13 X 1400 mm BAR STEEL REINFORCEMENT

(8) (5) NO 13 X 1525 mm BAR STEEL REINFORCEMENT @ 300 mm C-C.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

S.D.D. 9 C 2-2

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

ORIGINATOR:

FILE NAME:

S.D.D. 9 C 2-2

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

FOUR (4) BOLTS (25.4 mm X 3.00 X 100 mm) TO BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 25.4 mm DIAMETER, 100 mm IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (634 MPa YIELD) HEAVY HEX NUT, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

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

THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING AN M6 X 1.00 X 19 mm STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

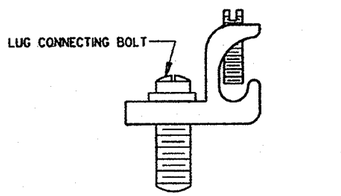
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 37 mm, THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

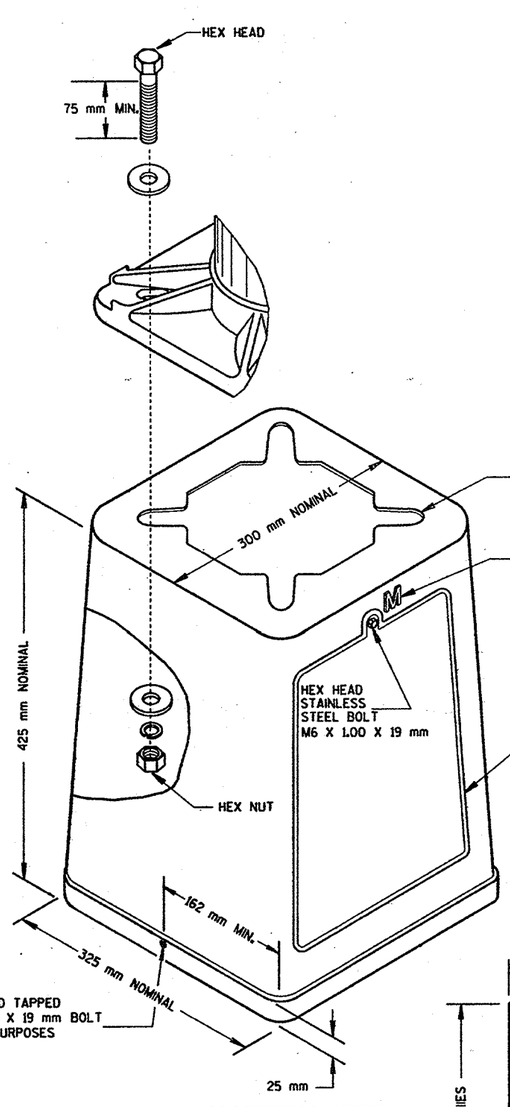
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

BOTTOM VIEW (TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

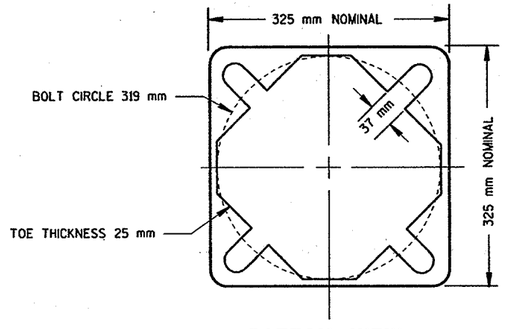


HOLE DRILLED AND TAPPED FOR A M6 X 1.00 X 19 mm BOLT FOR GROUNDING PURPOSES (SEE DETAIL)

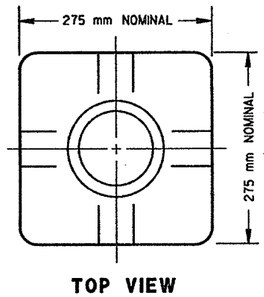
ISOMETRIC VIEW

TRANSFORMER BASE

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



BOTTOM VIEW (PEDESTAL BASE)

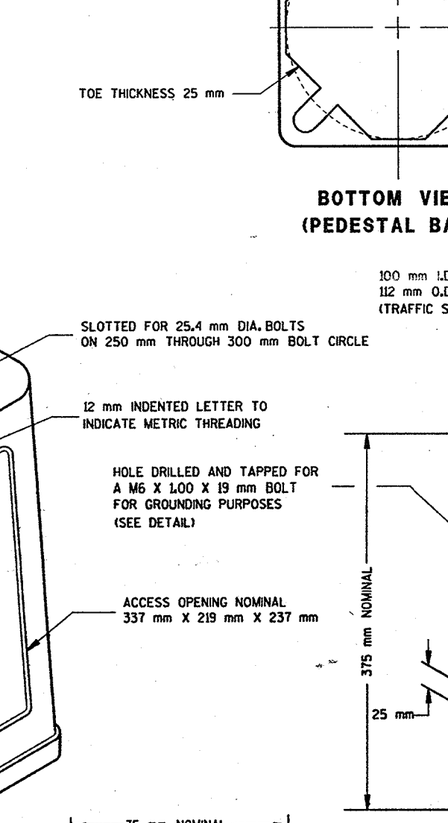


TOP VIEW (PEDESTAL BASE)

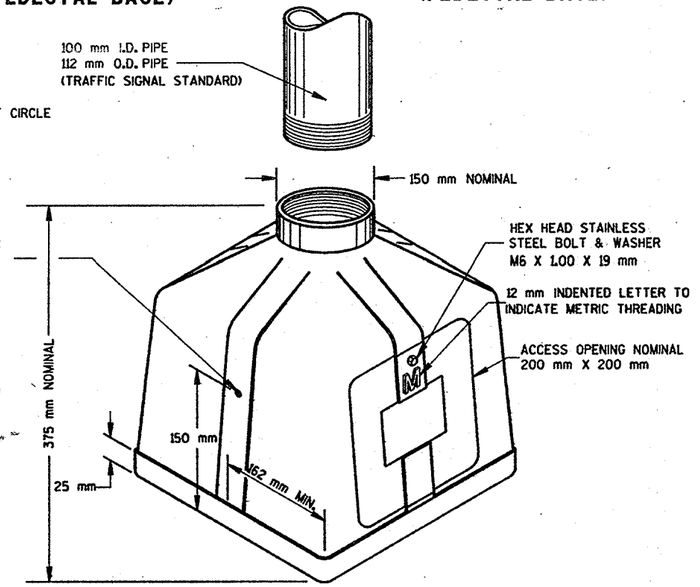
SLOTTED FOR 25.4 mm DIA. BOLTS ON 250 mm THROUGH 300 mm BOLT CIRCLE

12 mm INDENTED LETTER TO INDICATE METRIC THREADING

ACCESS OPENING NOMINAL 337 mm X 219 mm X 237 mm



LEVELING SHIM



ISOMETRIC VIEW

PEDESTAL BASE

TRANSFORMER/PEDESTAL BASES

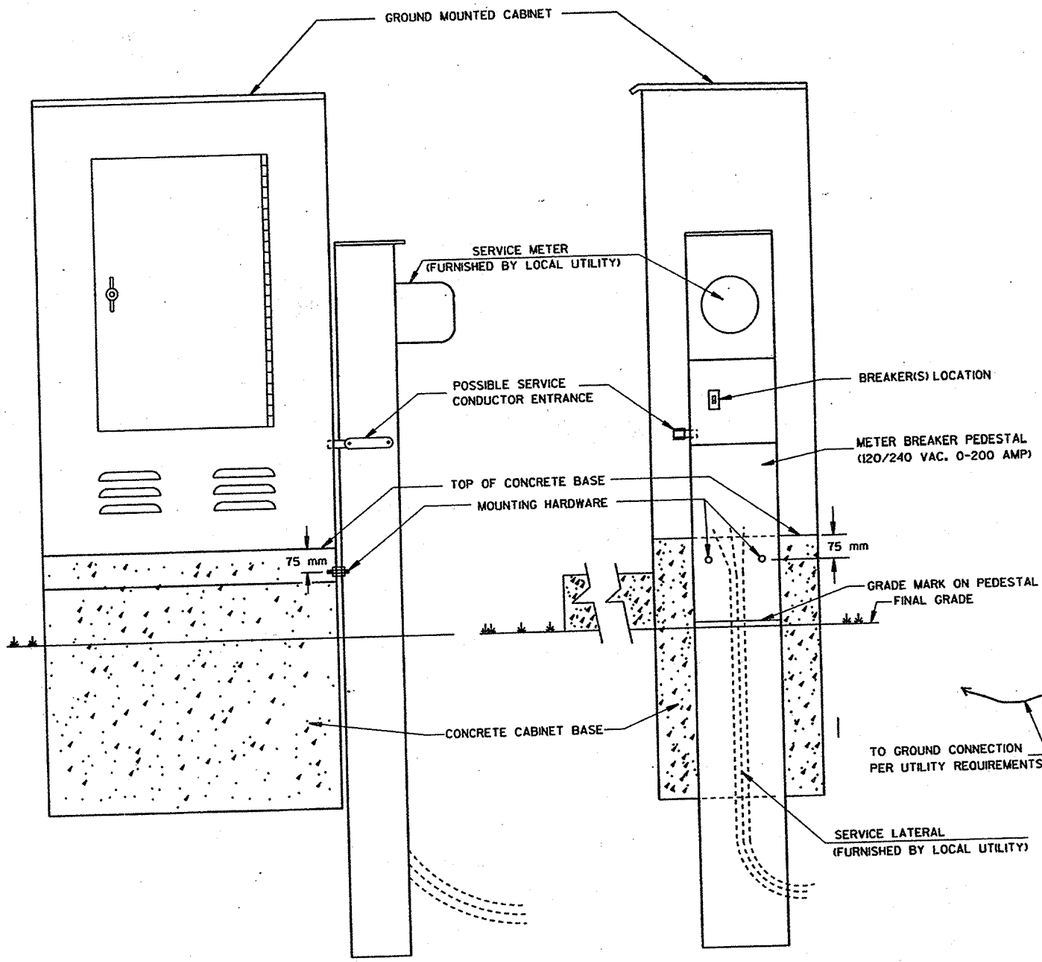
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/21/96 DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

M

S.D.D. 9 C 3-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25mm (NOMINAL) PER INCH.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CONCRETE CABINET BASE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

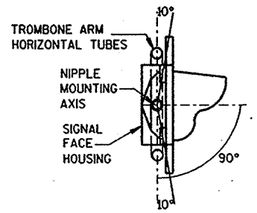
SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 1800 mm OR PER LOCAL UTILITY REGULATIONS.

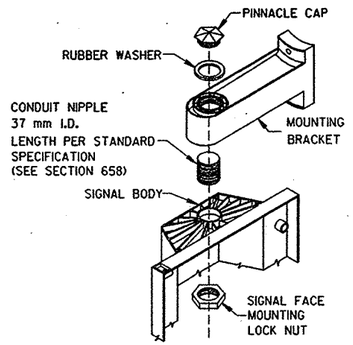
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/21/02 DATE	STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	M

S.D.D. 9 D 1-2



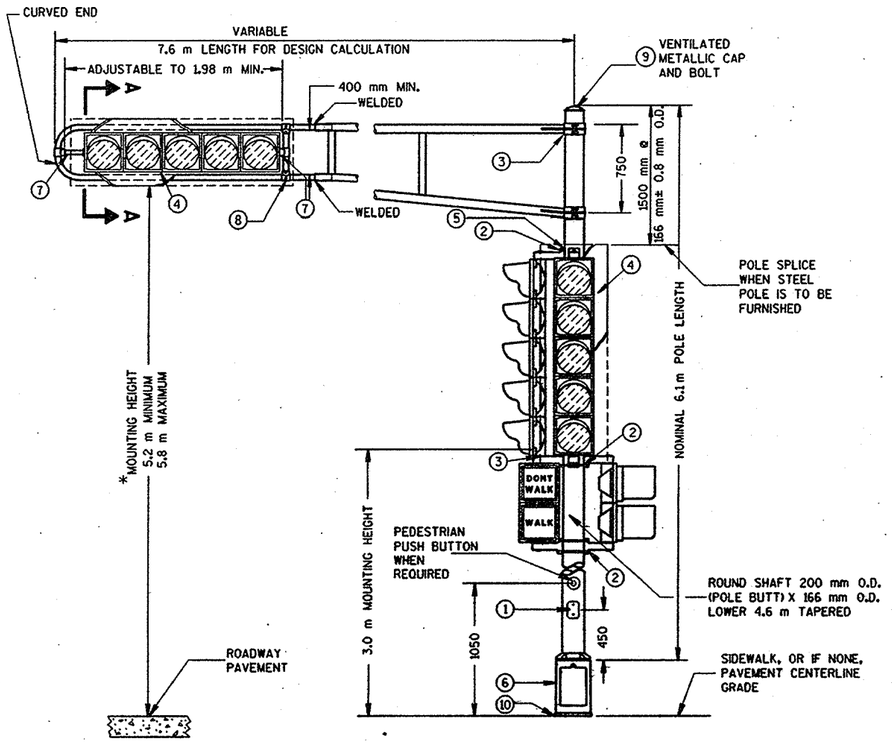
SECTION A-A

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

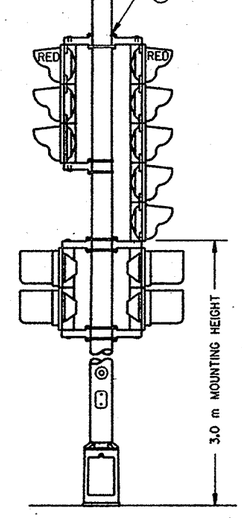


SIGNAL FACE MOUNTING DETAIL

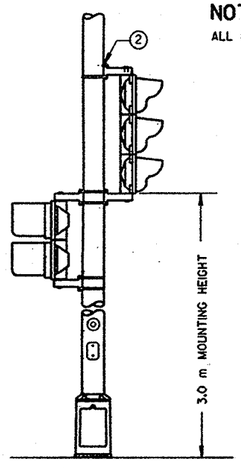
(BANDED)



(MAXIMUM LOAD)



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



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

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

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

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

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

1. 100 mm X 150 mm REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) M6 X 1.00 X 19 mm HEX HEAD STAINLESS STEEL BOLTS.
2. SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)
3. GROMMETS, 25 mm CHASE NIPPLES OR 25 mm CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 34 mm HOLE IN POLE SHAFT FOR WIRING.
4. BACKBOARDS ARE REQUIRED AT ALL TIMES ON TROMBONE MAST ARM MOUNTED SIGNAL FACES. VERTICAL MOUNTED SIGNAL FACES WITH BACKBOARDS REQUIRED ARE LOCATED AS SHOWN ON THE PLANS. BACKBOARDS ARE REQUIRED TO SURROUND SIGNAL FACES. BACKBOARDS SHALL EXTEND 125 mm BEYOND EXTREMITIES OF THE SIGNAL FACE.
5. POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.
6. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
7. MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 50 mm IN LENGTH AND 37 mm IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).
8. VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (M6 X 1.00 X 19 mm STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.
9. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) M6 X 1.00 X 19 mm STAINLESS STEEL, HEX HEAD BOLT.
10. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

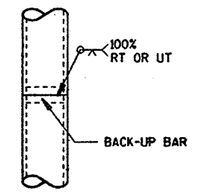
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

NOTE:

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

FOR MANUFACTURERS USE ONLY

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



POLE SPLICE DETAIL

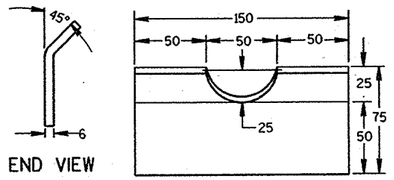
POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION M

S.D.D. 9 E 1-3a

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

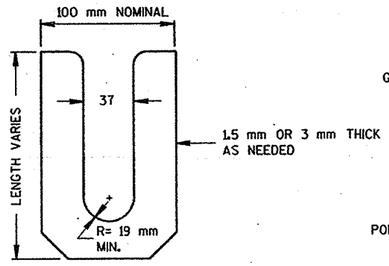
S.D.D. 9 E 1-3a



FRONT VIEW

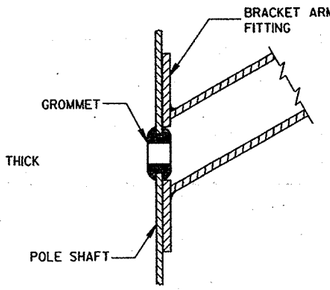
RECTANGULAR CLAMP SHIM

(4 TO A SET)

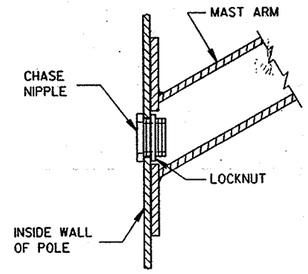


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (12 mm NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 112 mm I.D. FOR LUMINAIRE MAST ARM CLAMP.
165 mm I.D. FOR TROMBONE MAST ARM CLAMP.

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

(12.) BASE PLATE SLOTTED TO ACCEPT 275 mm THROUGH 300 mm BOLT CIRCLE USING 25 mm DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (112 mm O.D. FOR LUMINAIRE MAST ARM)
(165 mm O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (2.5, 6, 9, 13.5, or 18 mm)

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 6, 9, 13.5 or 18 mm.

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 2.5, 6 or 9 mm.

SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 6 mm HIGH AND LEGIBLE.

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

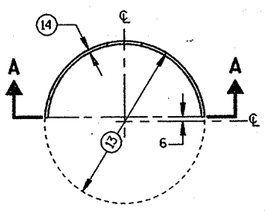
(15.) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

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

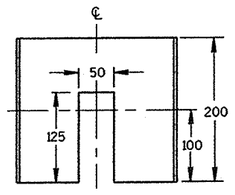
NOTE:

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.



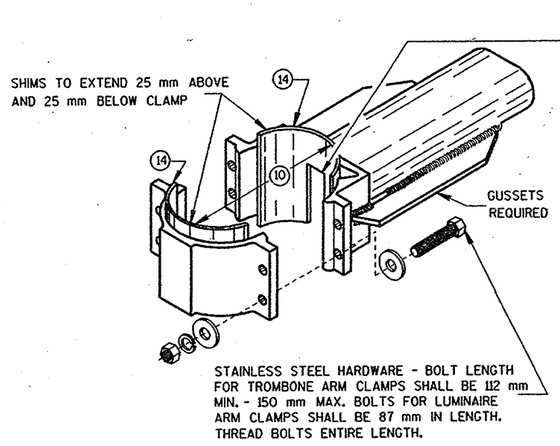
PLAN VIEW



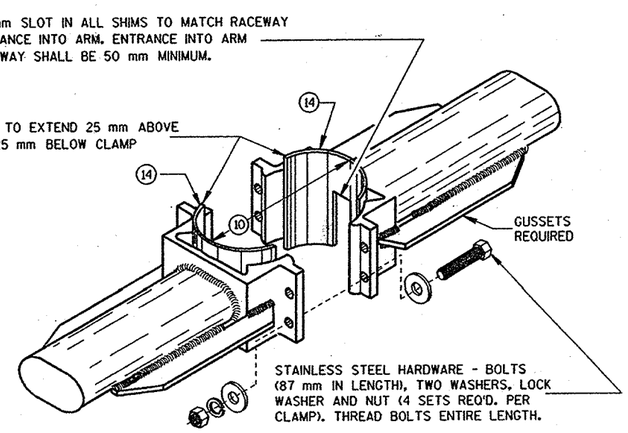
SECTION A-A

CIRCULAR CLAMP SHIM

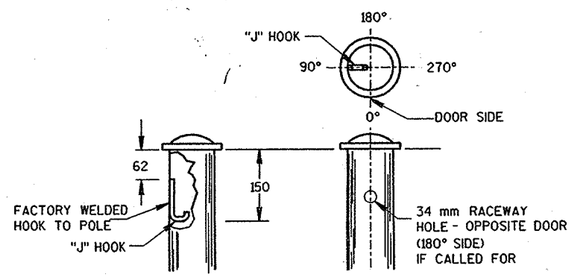
(2 TO A SET)



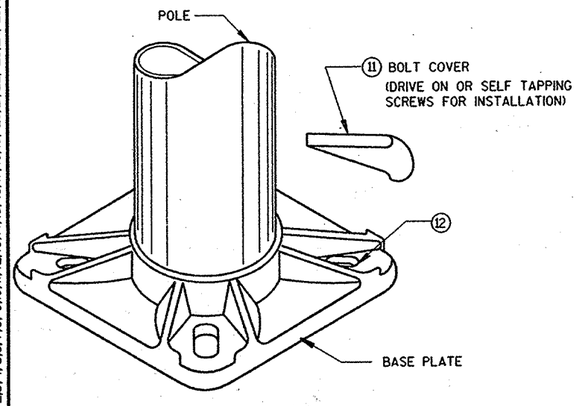
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



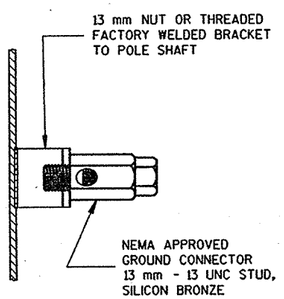
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

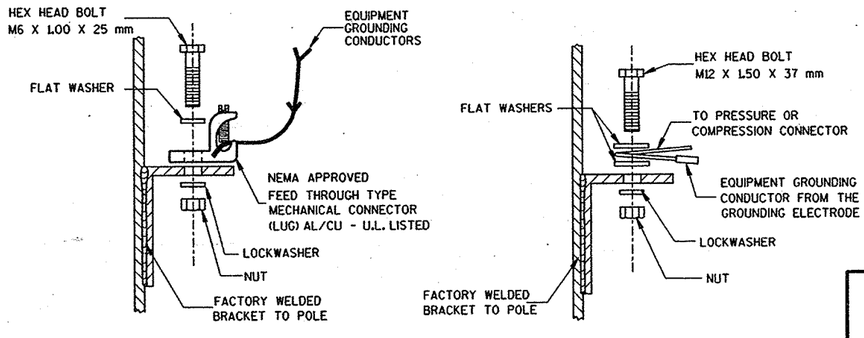


TYPICAL "J" HOOK LOCATION



BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/24/97 DATE — STATE ELECTRICAL ENGINEER FOR HIGHWAYS

FHWA

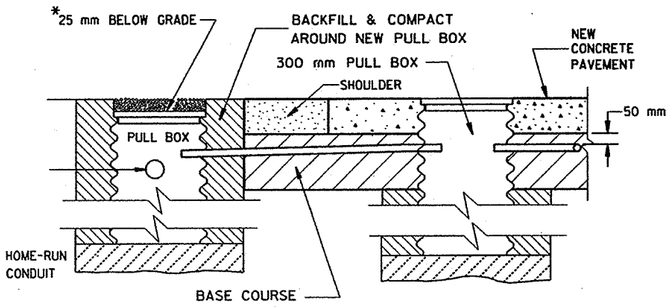
M

S.D.D. 9 E 1-3f

FILE NAME:

S.D.D. 9 E 1-3f

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



SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

*RECESS PULL BOX SO THAT THE COVER IS 75 mm BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

GENERAL NOTES

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

METRIC MEASUREMENTS ARE BASED ON 25 mm (NOMINAL) PER INCH.

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

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

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

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

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

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

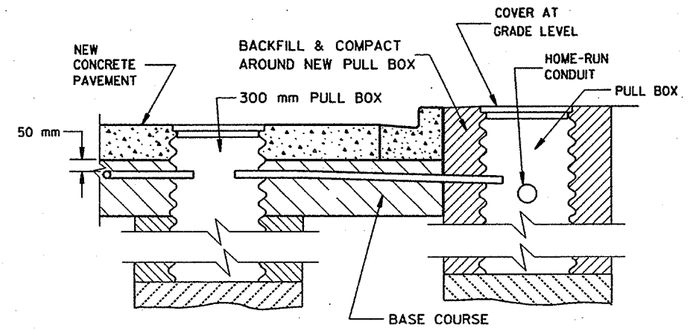
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER 300 mm BEFORE INSTALLATION.

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

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

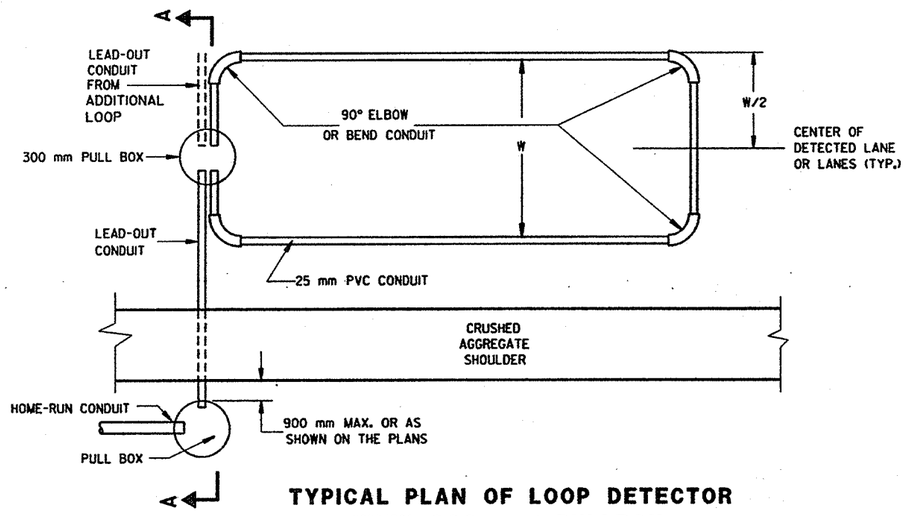
PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

300 mm PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.

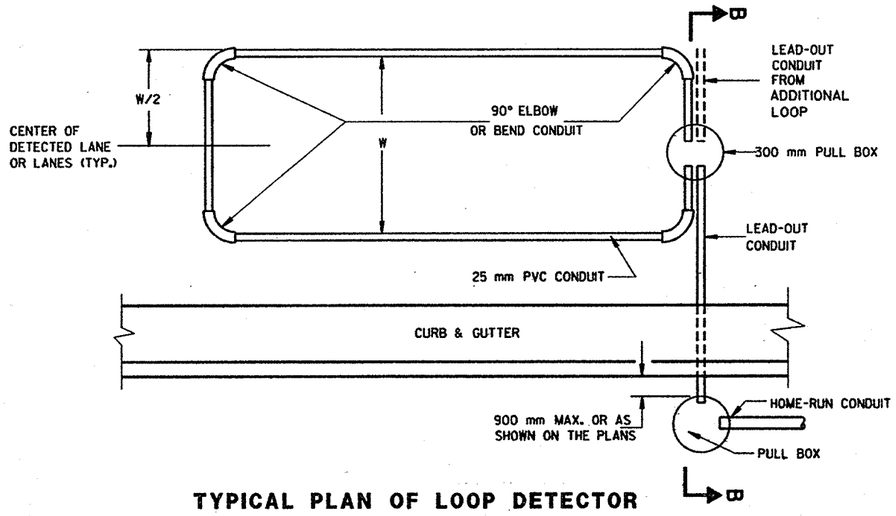


SECTION A-A
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR WITH 300 mm PULLBOX



TYPICAL PLAN OF LOOP DETECTOR WITH 300 mm PULLBOX

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

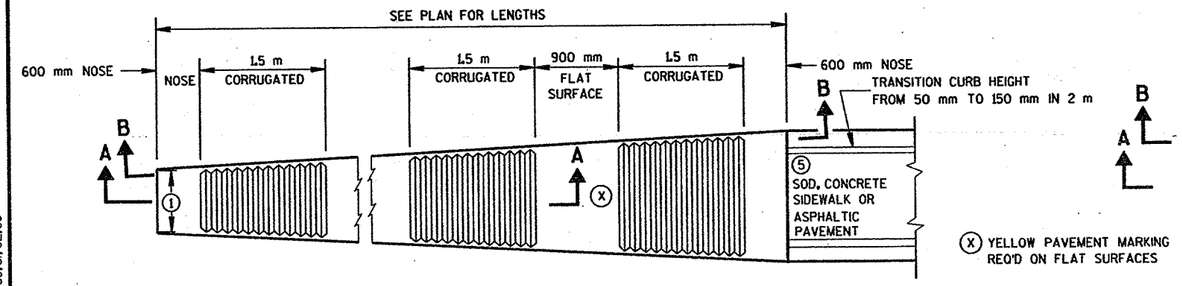
APPROVED 10/21/96 DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

M

S.D.D. 9 F 9-2

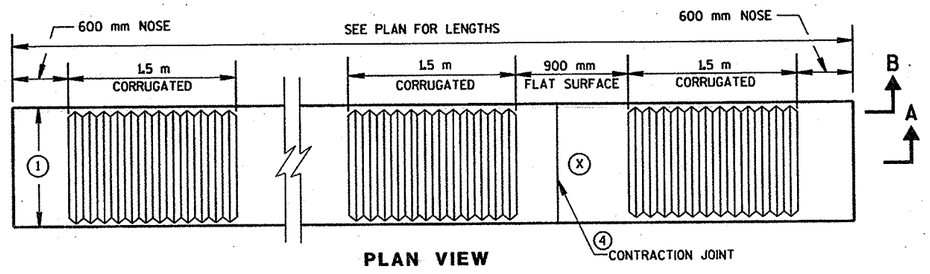
PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR:
LEVELS ON • 2.3.4.5.6.7.8. 9.10.11.12.13.14.15.16.17.18.19. 20.21.22. 23.24.25.26.27. 28.29.30.31.32.33.34.35.36.37.38.39. 40.41. 42.43.44.45.46.47. 48. 49.50.51.52.53.54.55.56.57.58.59.60.61.62.63
FILE NAME:

S.D.D. 9 F 9-2



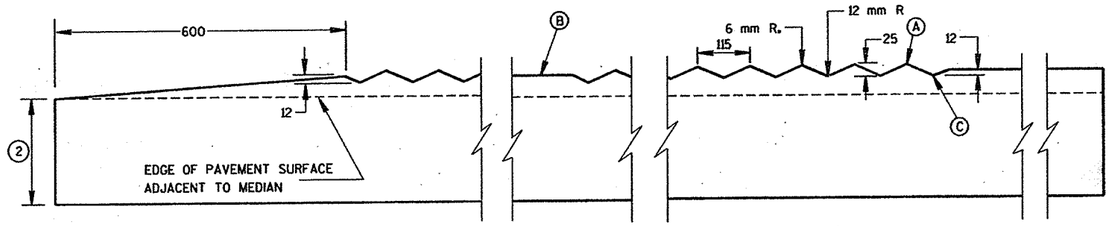
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

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

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE MEDIAN SHALL EQUAL THE DEPTH OF THE ADJACENT PAVEMENT STRUCTURE.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

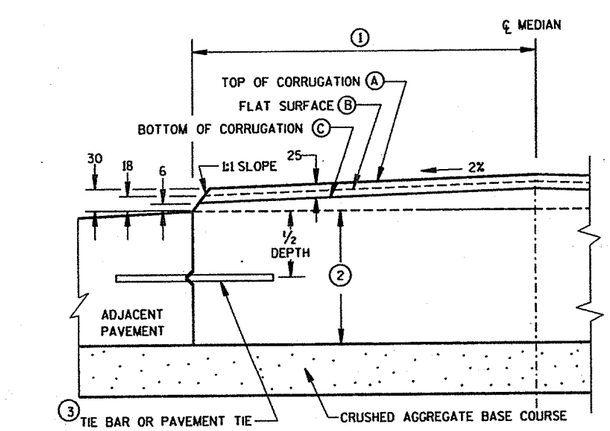
(1) NEW OR EXISTING CONCRETE PAVEMENT.
(2) ASPHALTIC CONCRETE OVER NEW OR EXISTING CONCRETE BASE COURSE.
(3) ASPHALTIC PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(3) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 13 X 600 mm SPACED AT 600 mm C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE PAVEMENT OR CONCRETE BASE COURSE, PAVEMENT TIES SHALL BE NO. 19 X 300 mm SPACED AT 900 mm C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

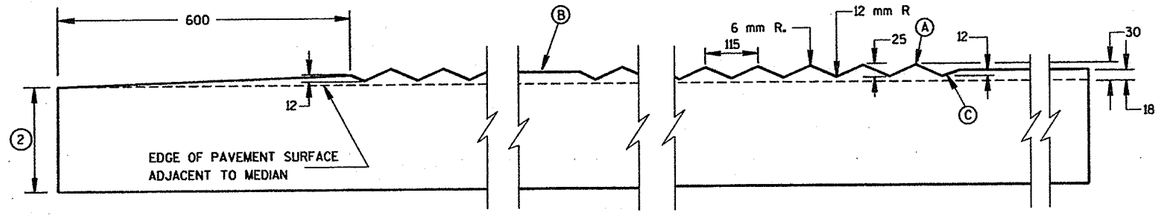
(4) CONCRETE PAVEMENT TRANSVERSE CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH CRUSHED AGGREGATE BASE, TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 6 m INTERVALS.

(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND AJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

NOTE:

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

CONCRETE CORRUGATED MEDIAN

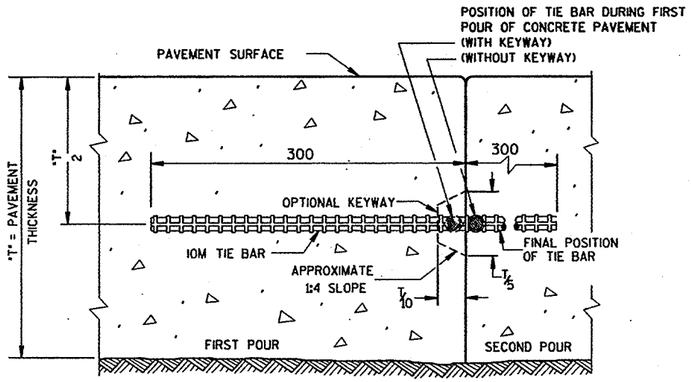
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/30/96 DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

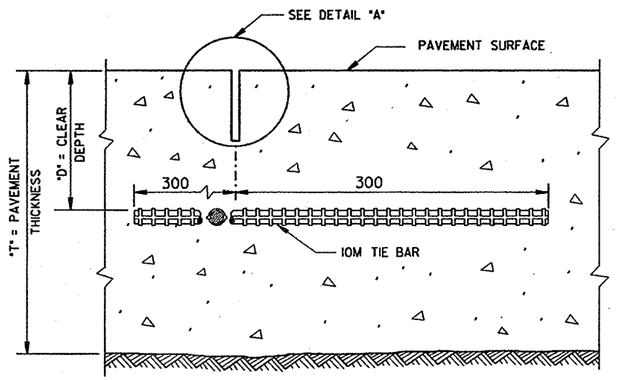
FHWA

M

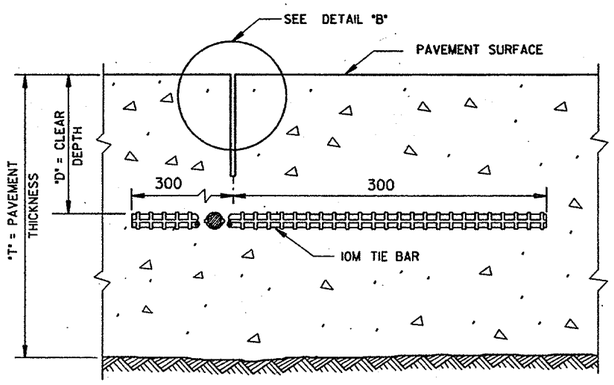
S.D.D. 11 B 1-1



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

GENERAL NOTES

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

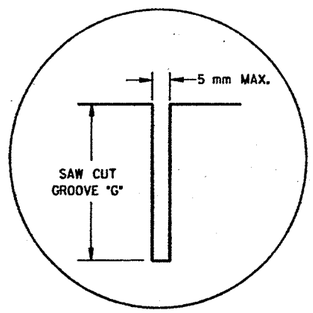
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

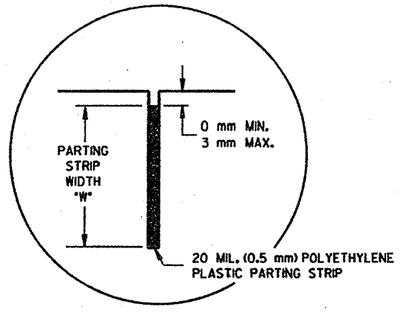
TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.

NOTE

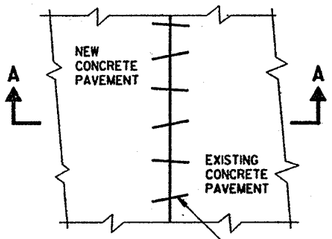
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



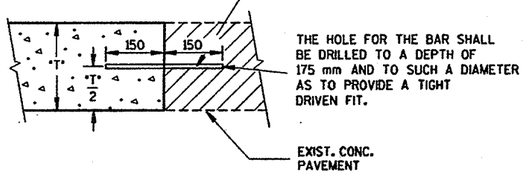
DETAIL "A"



DETAIL "B"

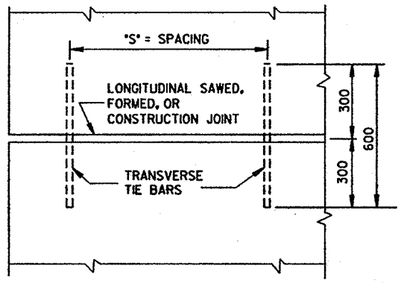


PLAN VIEW



SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T" (mm)	CLEAR DEPTH "D" (mm)	SAW CUT GROOVE "G" (mm)	MAXIMUM TIE BAR SPACING "S" (mm)		PARTING STRIP WIDTH "W" (mm)
			PAVEMENT WIDTH (m)		
			7.2 OR 7.8	9.0	
150	75 ± 13	40	1 000	900	50
175	85 ± 25	45	850	800	55
200	95 ± 25	50	750	700	65
225	110 ± 25	55	650	600	75
250	120 ± 25	65	600	550	85
275	135 ± 25	70	550	500	95
300	145 ± 25	75	500	450	100



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

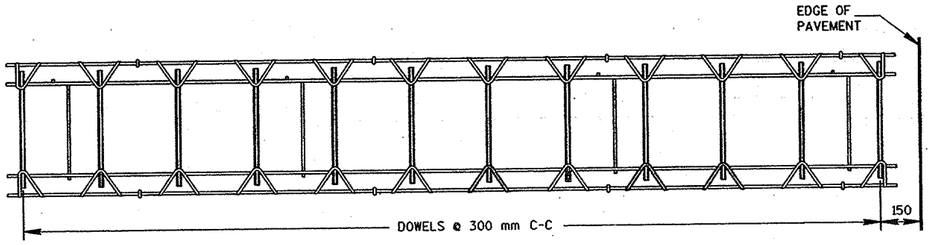
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 02/08/95 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

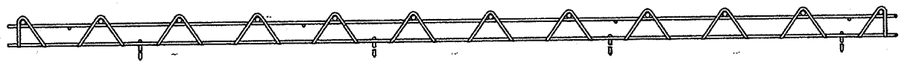
S.D.D. 13 C 1-9

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

S.D.D. 13 C 1-9



PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
150 mm	32 mm	3.6 m
180 mm	32 mm	4.3 m
205 mm	32 mm	4.5 m
230 mm	32 mm	4.5 m
255 mm & ABOVE	38 mm	5.5 m

GENERAL NOTES

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

CONTRACTION JOINTS

UNLESS OTHERWISE SPECIFIED, CONTRACTION JOINTS SHALL NORMAL TO THE CENTERLINE. THE LOCATION OF CONTRACTION JOINTS THRU INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

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

CONSTRUCTION JOINTS

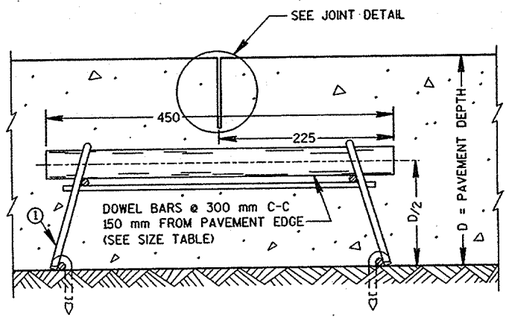
CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 1.2 m FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

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

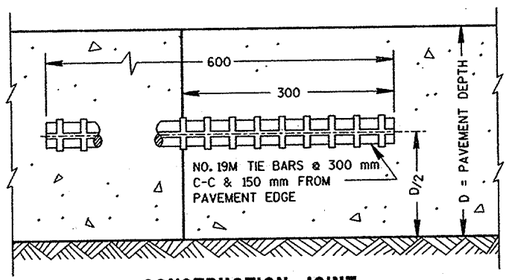
① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.

NOTE

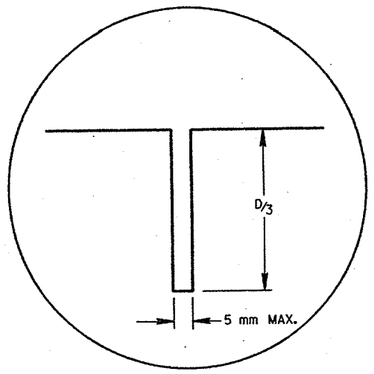
ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE SHOWN.



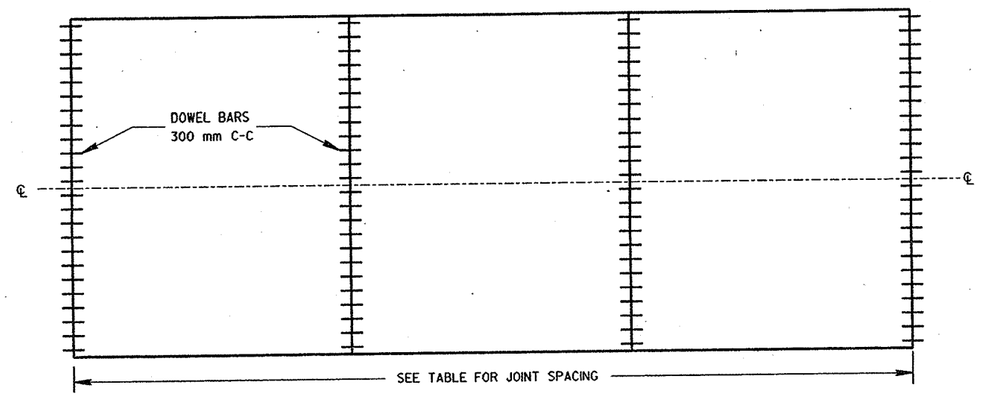
DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT



JOINT DETAIL



CONTRACTION JOINT LOCATIONS

URBAN DOWELED
CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

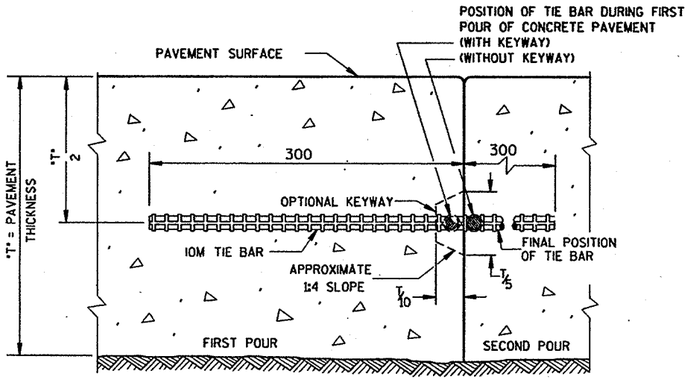
APPROVED 03/18/97 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 13 C 13-2

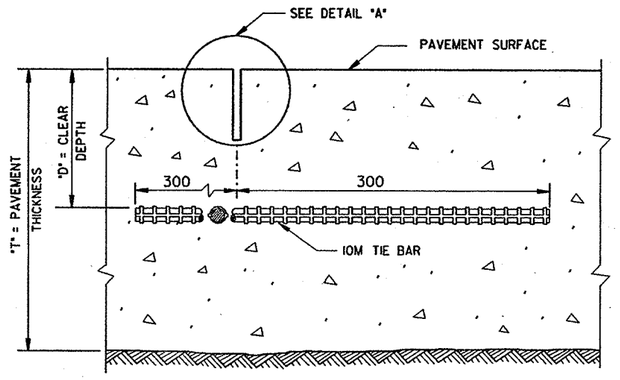
S.D.D. 13 C 13-2

FILE NAME:

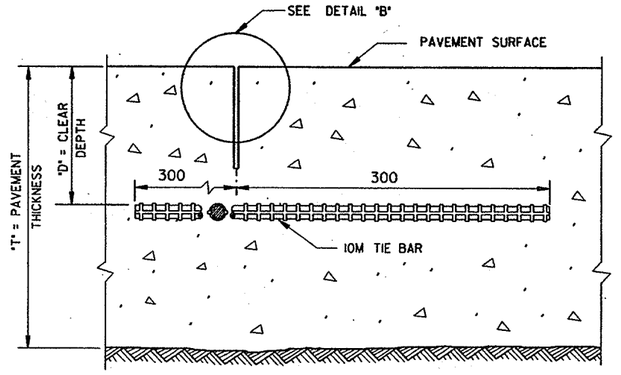
LEVELS ON - 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

GENERAL NOTES

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

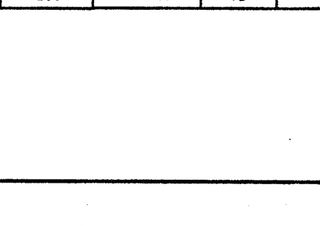
DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

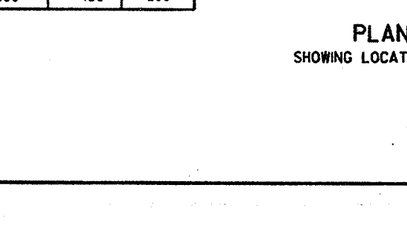
TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.

NOTE

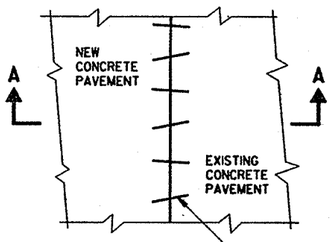
ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.



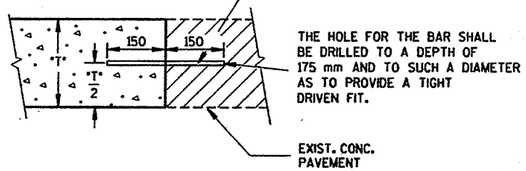
DETAIL "A"



DETAIL "B"

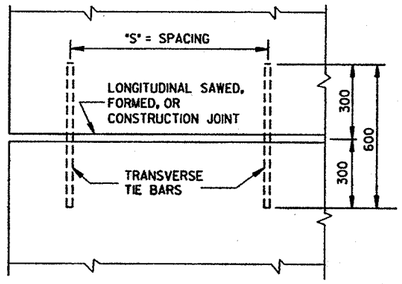


PLAN VIEW



SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T" (mm)	CLEAR DEPTH "D" (mm)	SAW CUT GROOVE "G" (mm)	MAXIMUM TIE BAR SPACING "S" (mm)		PARTING STRIP WIDTH "W" (mm)
			PAVEMENT WIDTH (m)		
			7.2 OR 7.8	9.0	
150	75 ± 13	40	1 000	900	50
175	85 ± 25	45	850	800	55
200	95 ± 25	50	750	700	65
225	110 ± 25	55	650	600	75
250	120 ± 25	65	600	550	85
275	135 ± 25	70	550	500	95
300	145 ± 25	75	500	450	100



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

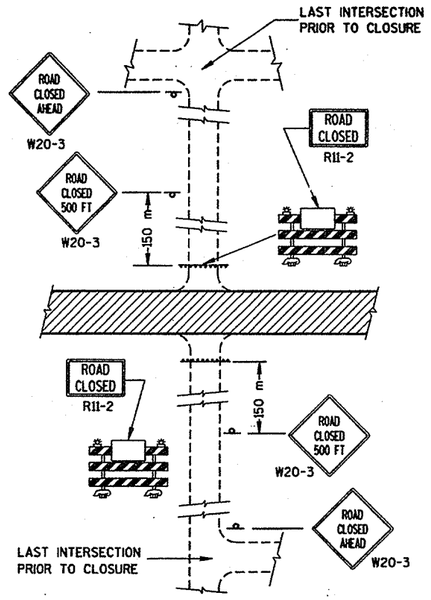
APPROVED 02/08/95 (DATE)
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

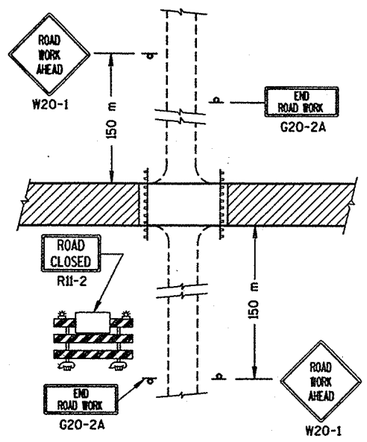
M

S.D.D. 13 C 1-9

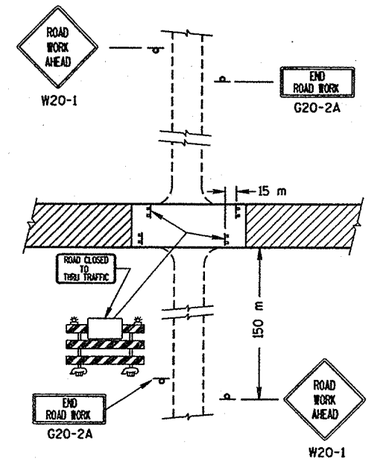
PLOT NAME:
PLOT SCALE: 1:1
REV. DATE:
ORIGINATOR:
LEVELS ON - 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43;44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



DETAIL 1
(NO ACCESS TO PROJECT)



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



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

SIDEROAD CLOSURES

GENERAL NOTES

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

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

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

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

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

ALL SIGNS SHALL BE 1200 mm X 1200 mm UNLESS OTHERWISE NOTED BELOW:
R11-2, "ROAD CLOSED" SIGNS SHALL BE 1200 mm X 750 mm.
R11-3, AND R11-4 SIGNS SHALL BE 1500 mm X 750 mm.
G20-2A SIGNS SHALL BE 1200 mm X 600 mm.

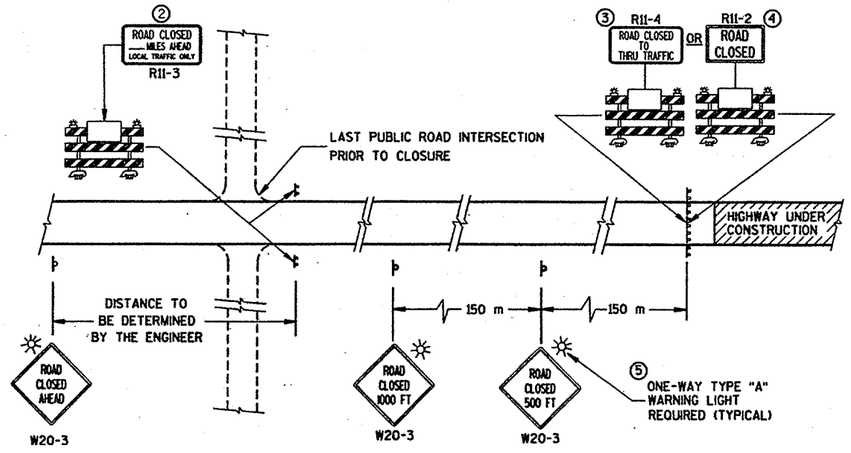
(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

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

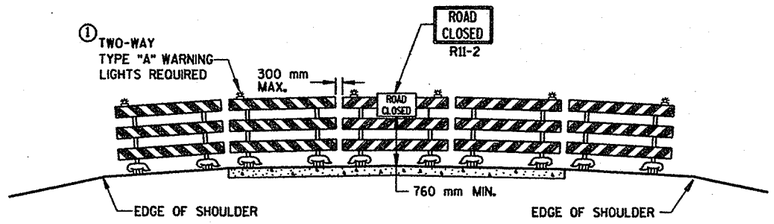
(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL.

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

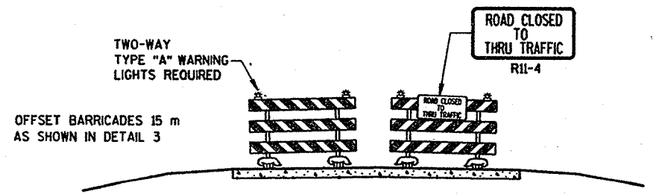
(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.



MAINLINE CLOSURE



APPROACH VIEW
ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW
LANE CLOSURE BARRICADE DETAIL

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

BARRICADES AND SIGNS FOR ROAD CLOSURES

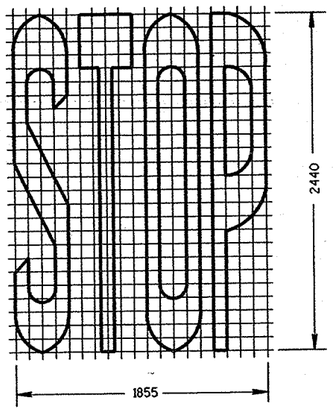
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

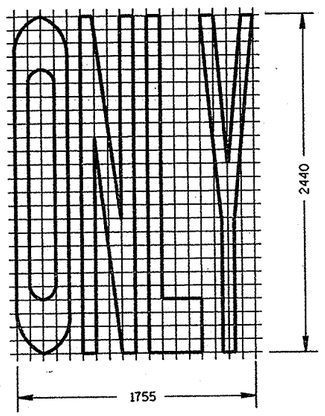
APPROVED
8-10-95
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

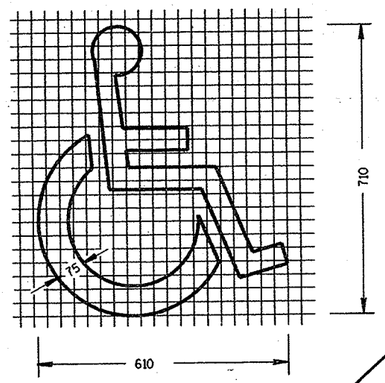
M

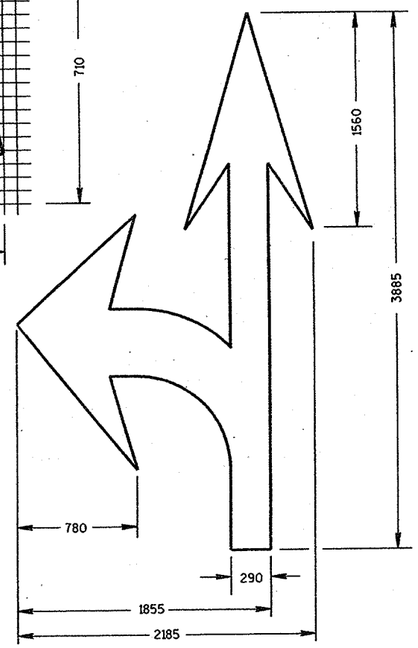
S.D.D. 15 C 2-3

PLOT SCALE:
PLOT NAME:
REV. DATE: 8-10-95
LEVELS ON - 2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63
ORIGINATOR:
FILE NAME:
S.D.D. 15 C 2-3

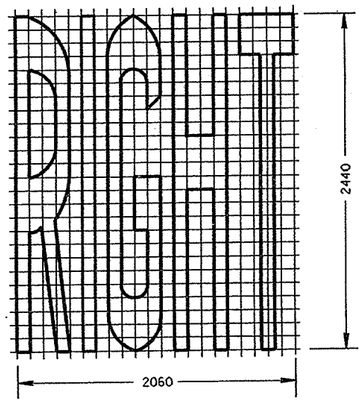


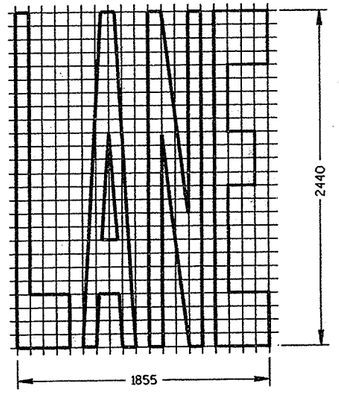


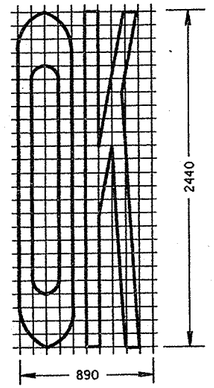


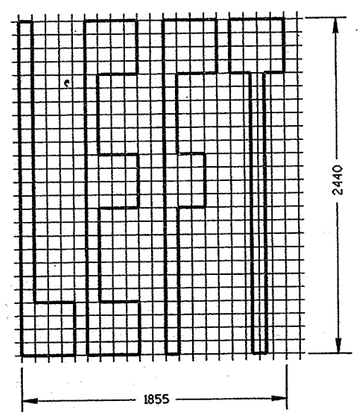


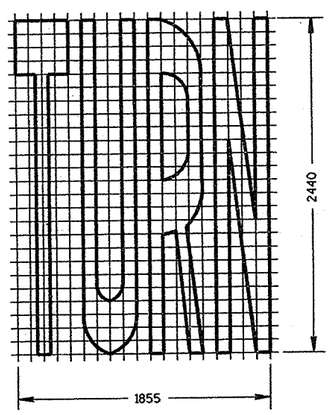
TYPE 3

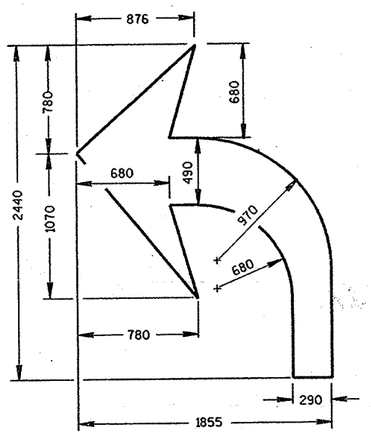




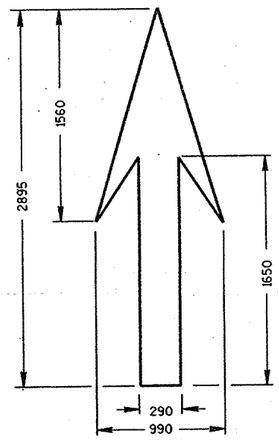




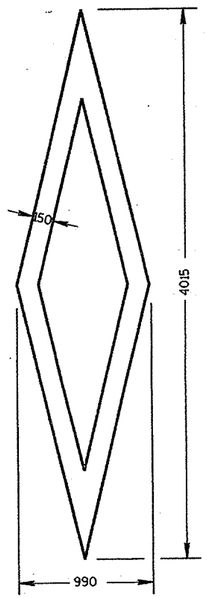




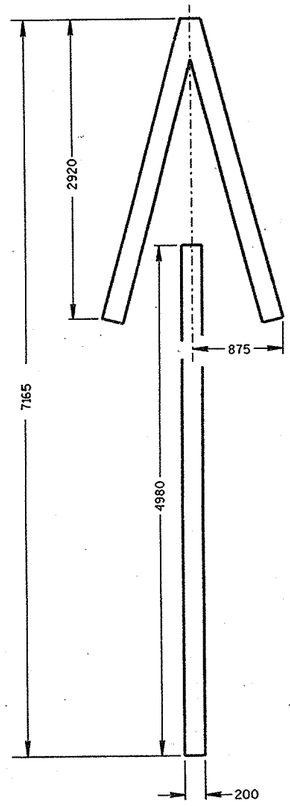
TYPE 2



TYPE 1



PREFERENTIAL
LANE SYMBOL



TYPE 4

GENERAL NOTES

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

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

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

NOTE

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-15-97
DATE

for DIRECTOR, OFFICE OF TRAFFIC

FHWA

M

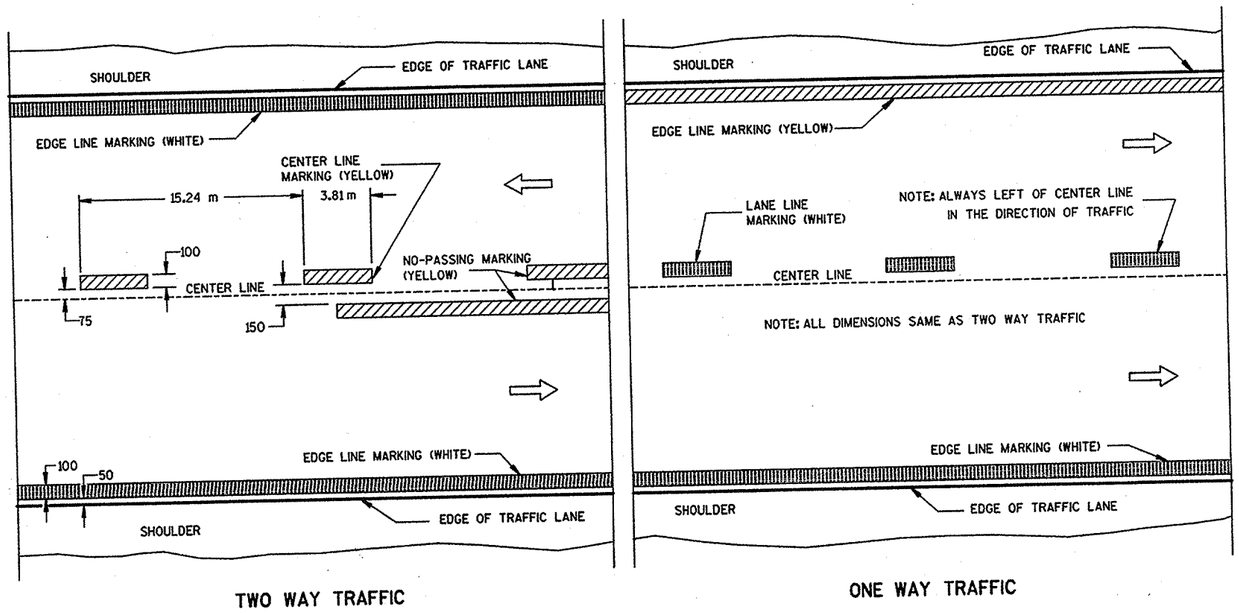
S.D.D. 15 C 7-6a

S.D.D. 15 C 7-6a

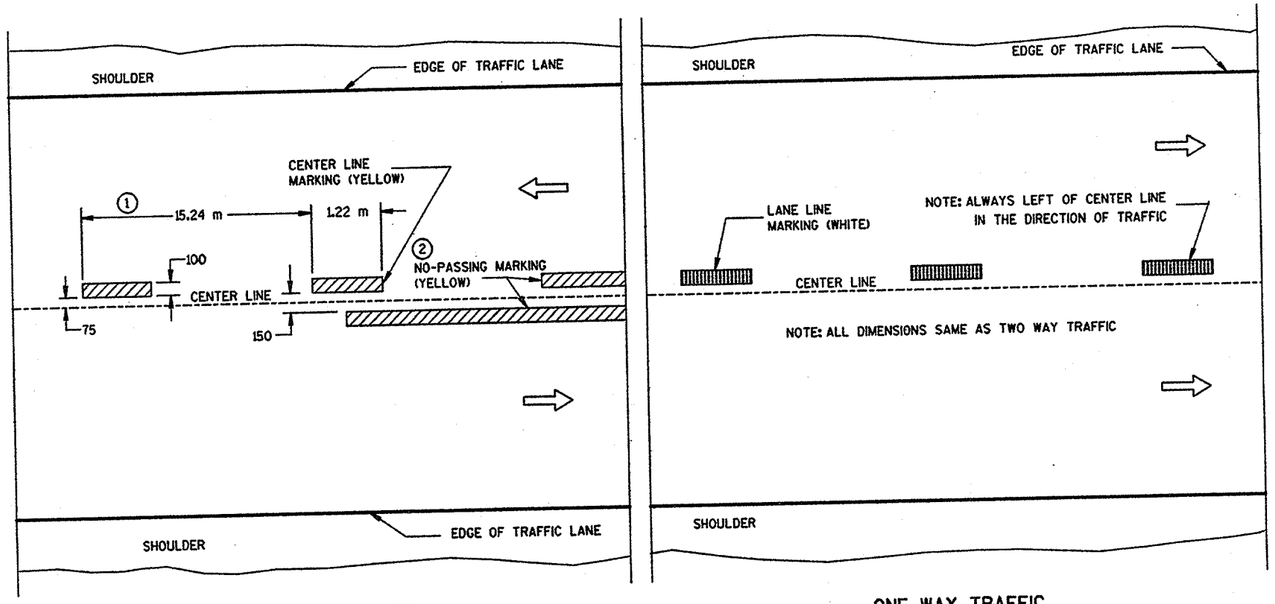
LEVELS ON • 2,3,4,5,6,7,8, 9,10,11,12,13,14,15, 16,17, 18,19, 20,21,22, 23,24, 25, 26,27, 28,29,30,31,32,33, 34,35,36,37,38,39, 40,41, 42,43,44, 45,46,47, 48, 49,50,51, 52,53,54,55,56,57,58,59,60,61, 62,63

ORIGINATOR:

FILE NAME:



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 (7.62 m±) WITH 600 mm MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

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

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SHOWN.

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-10-98
DATE

Charles J. Sprang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

M

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

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

NOTES

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

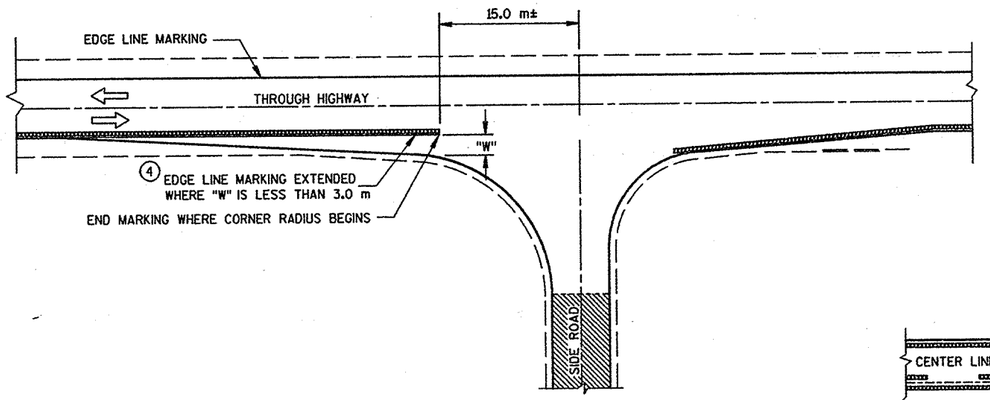
(1) WHEN DISTANCE "A" IS LESS THAN 76 m, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 30 m, OMIT CHANNELIZING LANE LINE.

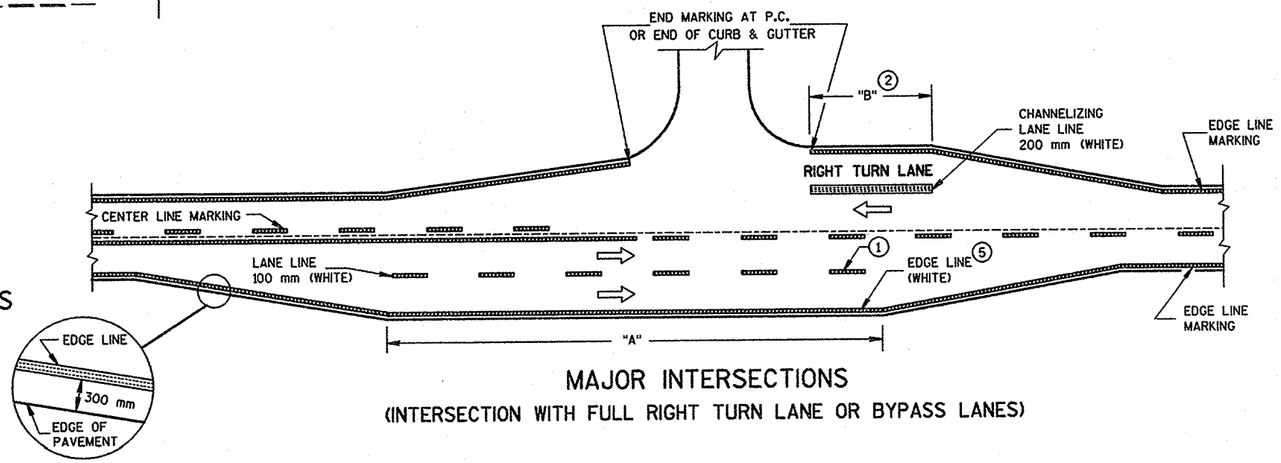
(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 3.0 m OR MORE.

(5) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 300 mm FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

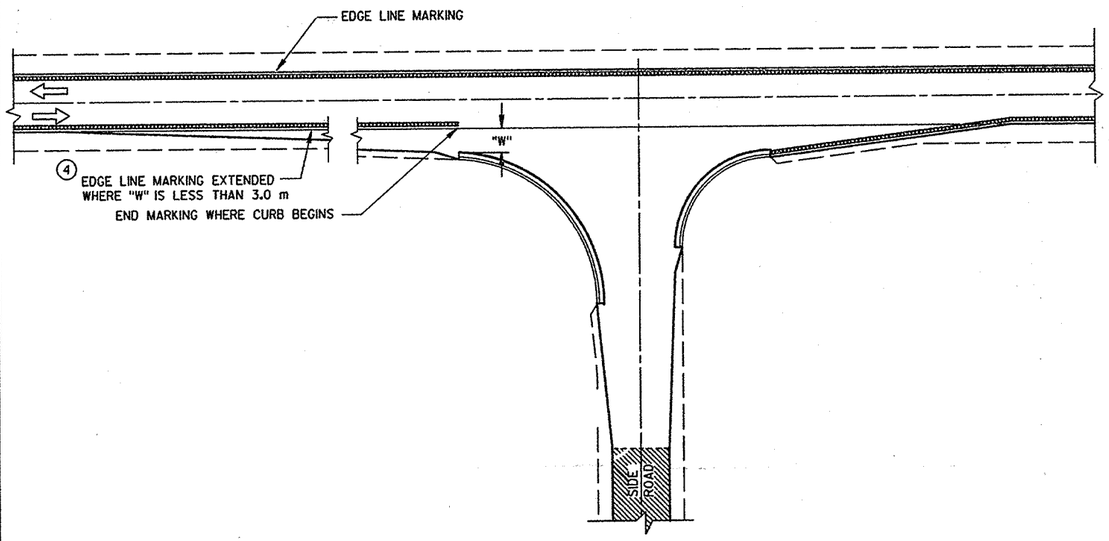


MINOR INTERSECTION WITHOUT CURBS



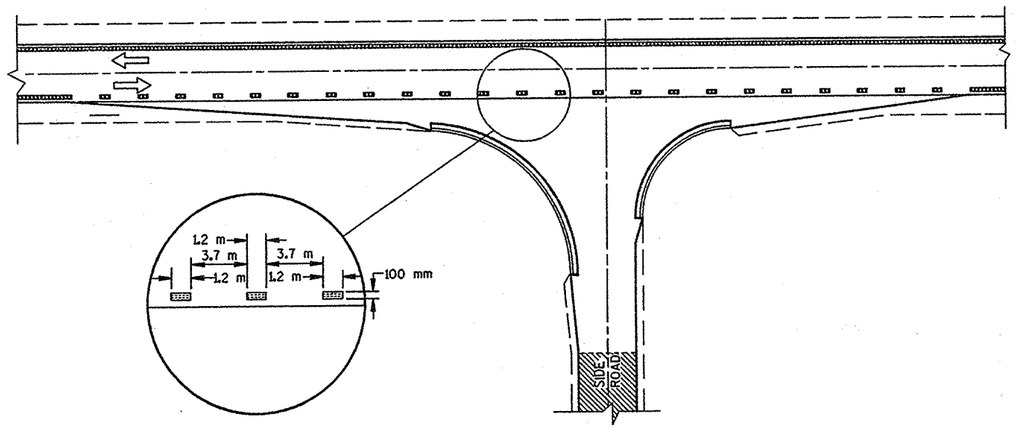
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



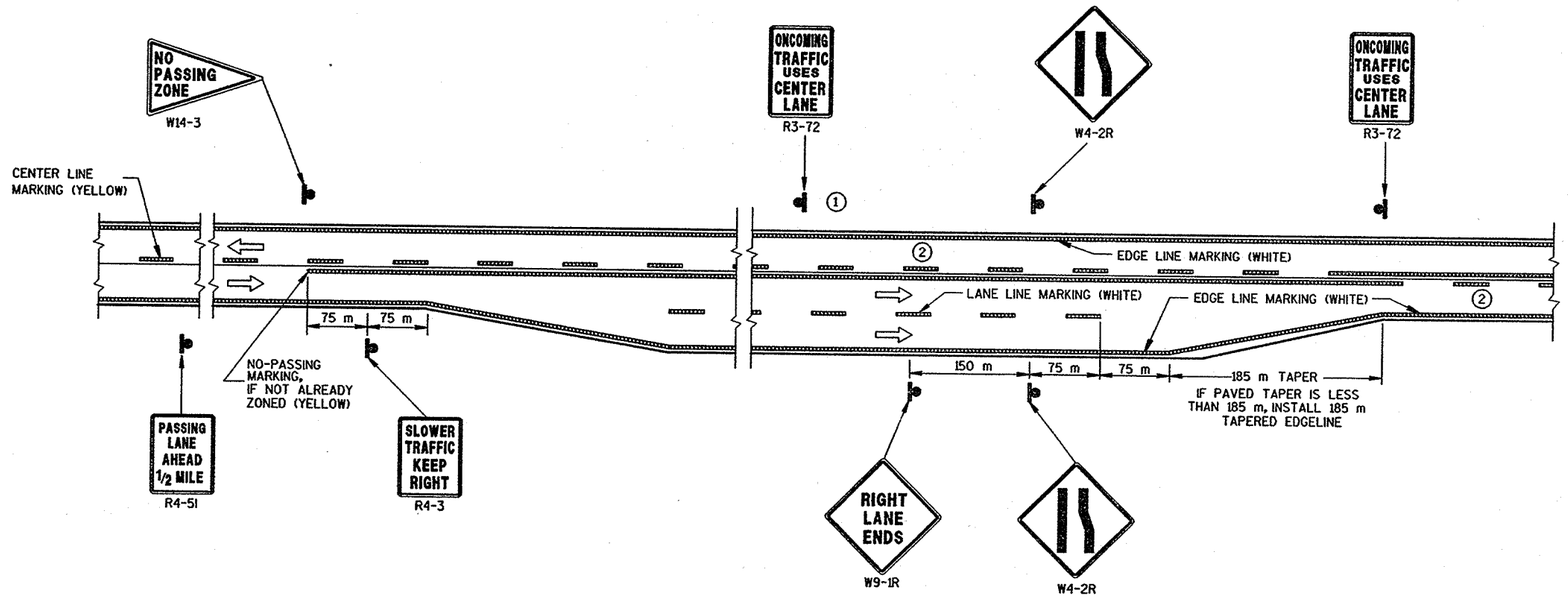
MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

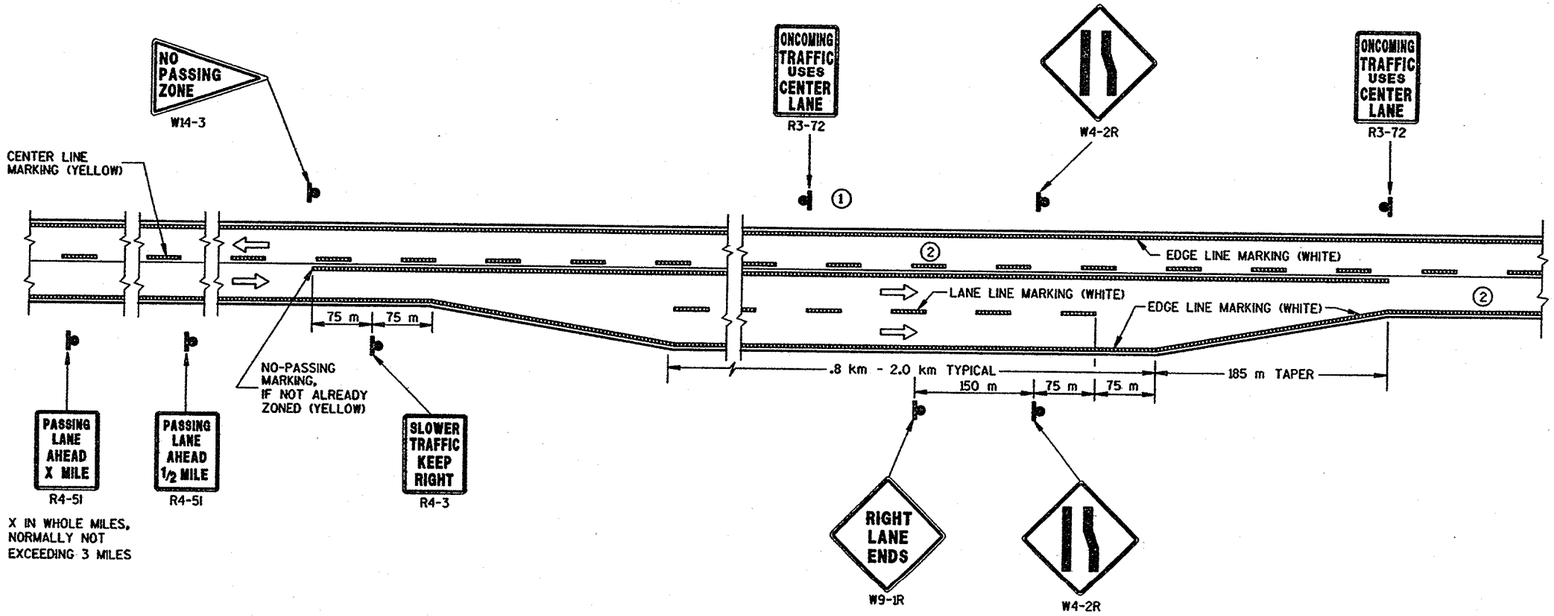
PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



CLIMBING LANE



PASSING LANE

NOTES

1. SIGN R3-72 SHALL BE REPEATED AT .8 km INCREMENTS WHERE THE ADDED LANE IS LONGER THAN .8 km (NOT NECESSARY IF MARKED NO-PASSING)
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.

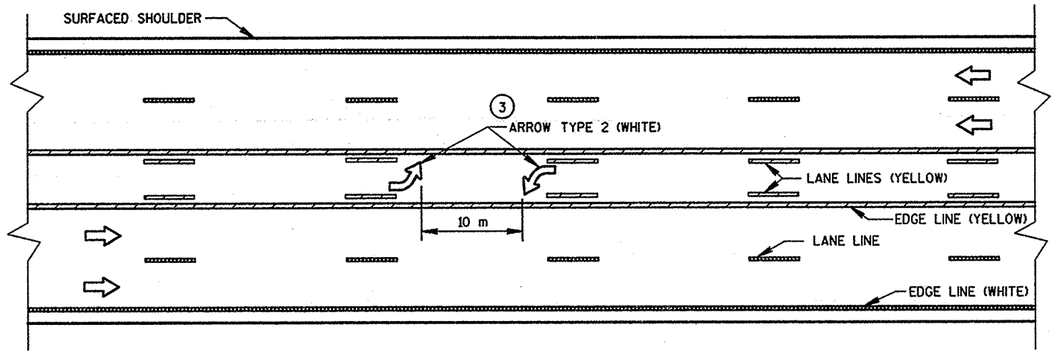
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

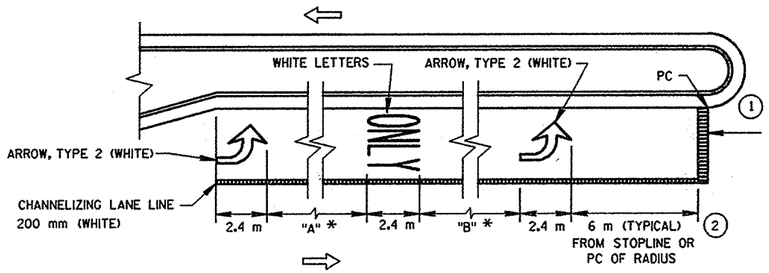
NOTE:
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



TWO WAY LEFT TURN LANE

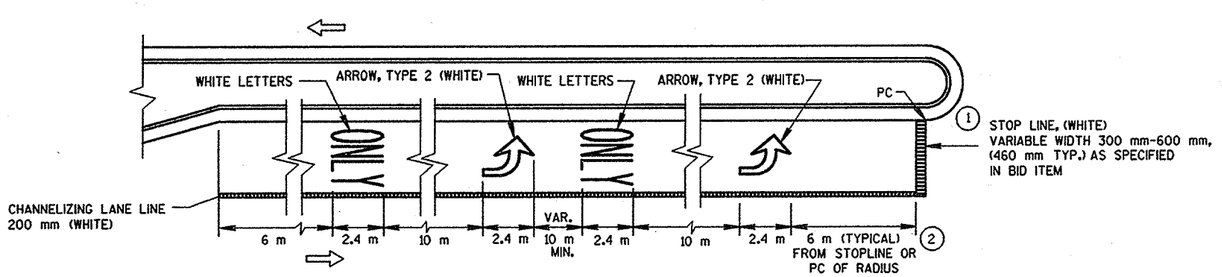
NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 120.0 m OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

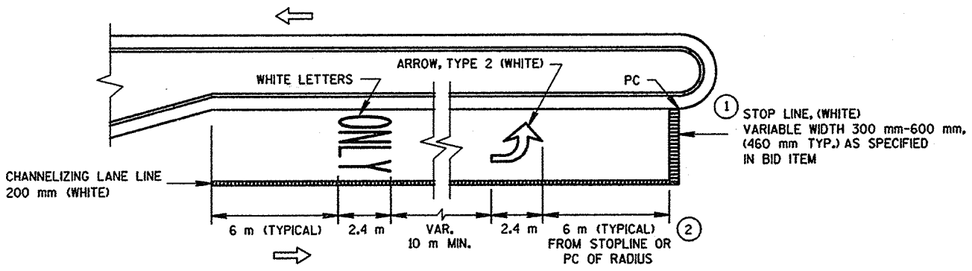


* VARIABLE, 10 m MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 35 m TO 50 m)



LEFT TURN LANE
(LENGTH OVER 50 m)



LEFT TURN LANE
(LENGTH UNDER 35 m)

PAVEMENT MARKING
(LEFT TURN LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

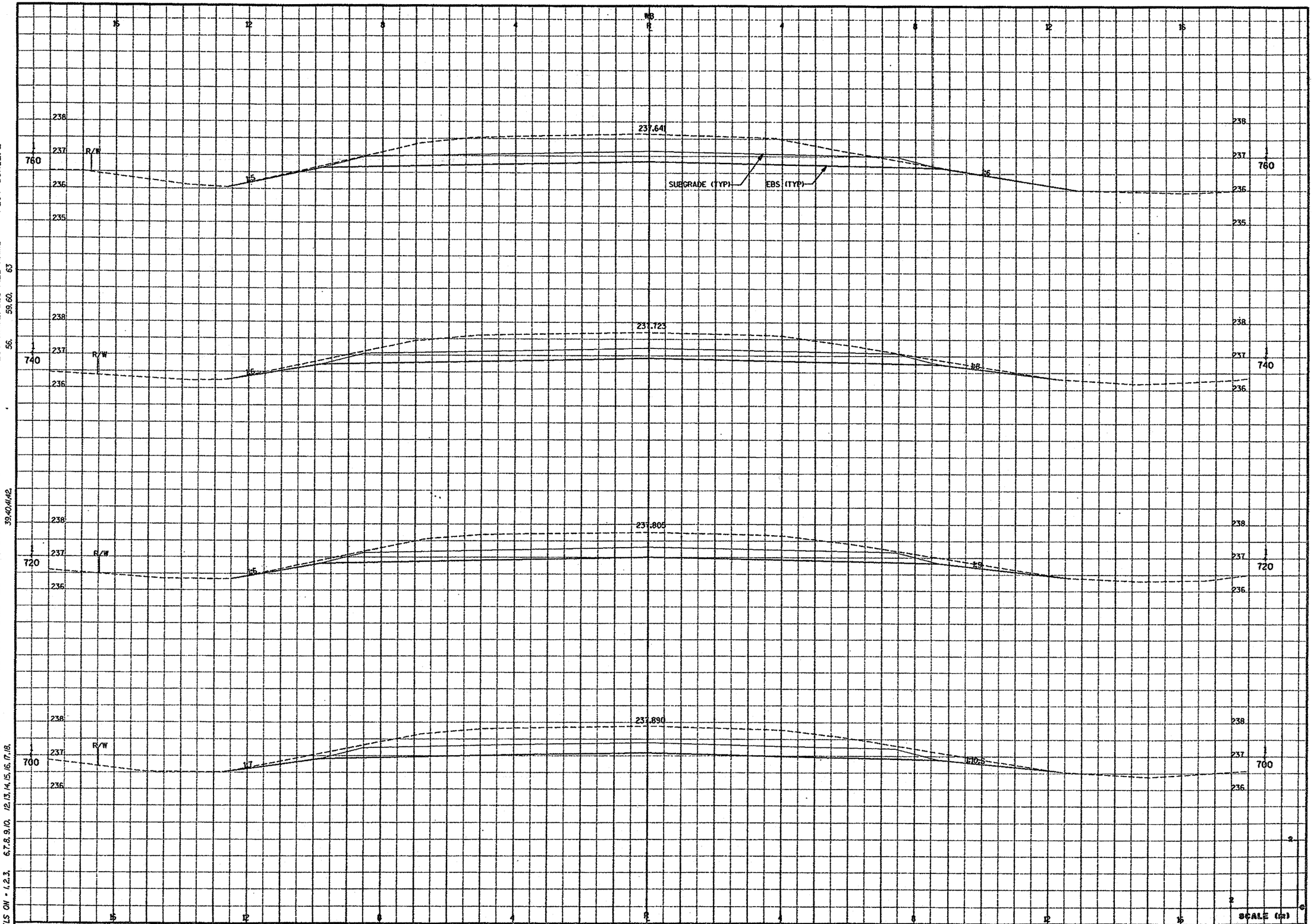
S.D.D. 15 C 8-8d

CTH CA EARTHWORK

STATION	CUT AREA (m2)	CUT VOL (m3)	FILL AREA (m2)	FILL VOL (m3)
1700.00	12.9	0	0.0	0
1720.00	12.1	250	0.0	0
1740.00	12.2	245	0.0	0
1760.00	11.4	236	0.0	0
1780.00	11.6	232	0.0	0
1800.00	7.9	195	0.9	9
1820.00	5.9	140	1.9	27
1840.00	6.4	125	2.1	39
1860.00	13.4	200	2.1	42
1880.00	14.0	275	2.8	50
1900.00	16.1	301	2.7	55
1920.00	15.8	320	7.3	100
1940.00	15.5	315	6.1	134
1960.00	16.1	320	5.7	118
1980.00	12.4	285	1.8	75
2000.00	47.5	600	0.0	18
2020.00	35.6	856	0.0	0
2040.00	28.6	642	1.3	13
2060.00	21.3	500	4.9	62
2080.00	18.5	400	5.5	104
2100.00	17.1	356	8.6	141
2120.00	15.2	325	12.9	215
2140.00	4.5	171	9.3	222
2160.00	2.6	72	8.6	179
2180.00	2.2	50	8.3	169
2200.00	2.1	45	5.8	141
2220.00	2.1	42	3.5	93
2240.00	3.7	60	2.8	63
2260.00	6.3	100	1.2	40
2280.00	9.1	155	0.6	18
2300.00	11.0	202	0.6	12
2320.00	12.3	235	0.0	6
TOTALS		8250		2145

CASALOMA DRIVE EARTHWORK

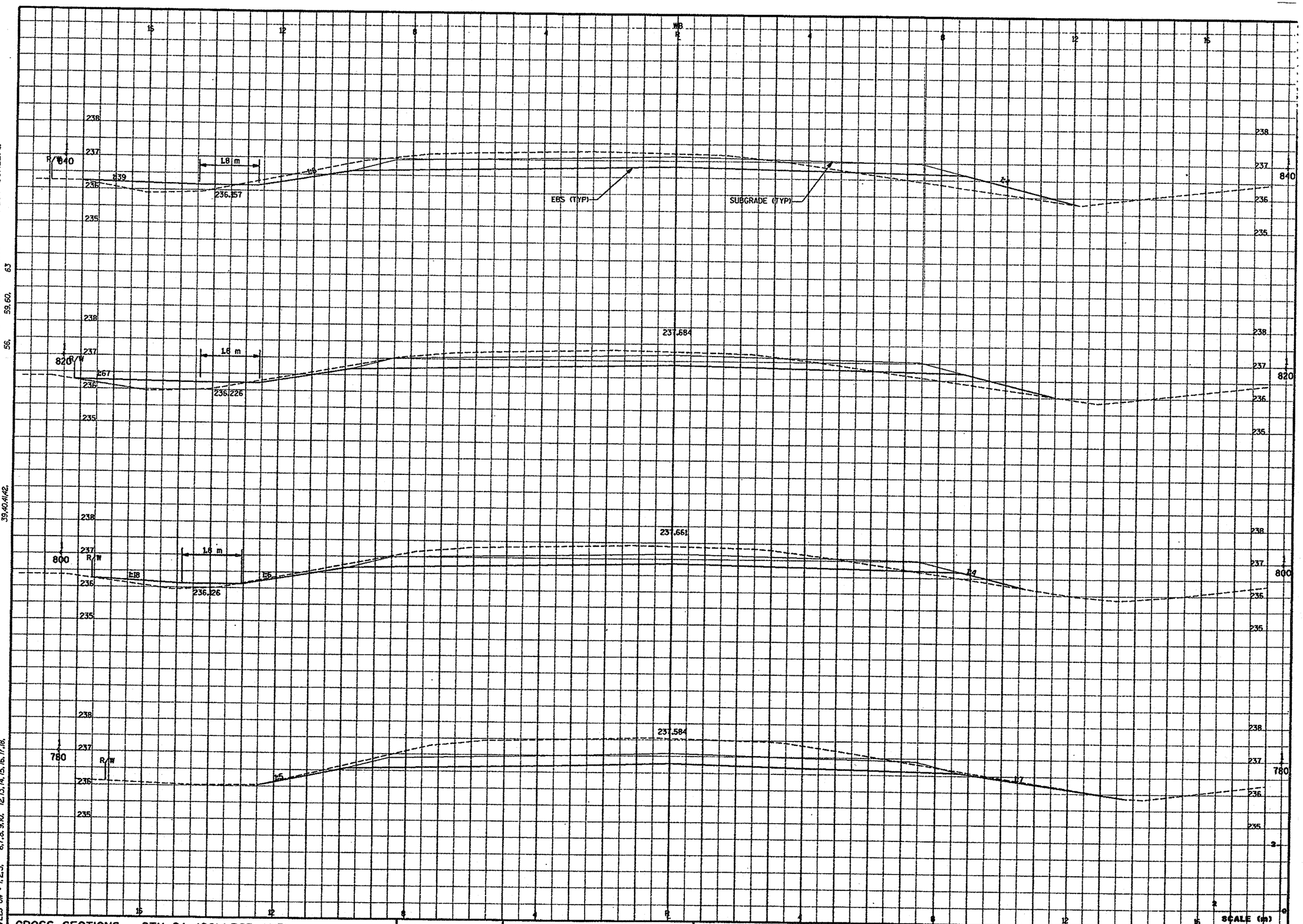
STATION	CUT AREA (m2)	CUT VOL (m3)	FILL AREA (m2)	FILL VOL (m3)
845.88	4.6	0	0.1	0
860.00	4.6	65	0.1	1
880.00	4.8	94	0.0	1
900.00	9.6	142	0.0	0
920.00	9.7	193	0.1	1
940.00	10.5	202	0.0	1
960.00	19.0	295	0.0	0
1020.00	20.8	0	0.6	0
1045.00	19.9	509	0.2	10
TOTALS		1 500		14



CROSS SECTIONS - CTH CA (COLLEGE AVE) | SCALE: 1: | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 9.2 | M

PLOT SCALE: 1:
PLOT NAME: SEE FILE NAME 63 59.60 56.
PLOT DATE: 12/05/97
REV. DATE: / / 39.40.41.42.
TECH/ENGR: DPP/SDC
APPLETON, WI 54914-1654
ONE SYSTEMS DRIVE
ORIGINATOR: OMNNI ASSOCIATES
LEVELS ON = 1.2.3, 6.7.8.9.10, 12.13.14.15.16.17.18.
FILE NAME: E1284A /SHEETS /XSECT /XCOL01.DGN

WisDOT: MSHT40



FILE NAME: E1284A /SHEETS /XSECT /XCOL02 .DGN TECH/ENGR: DPP/SDC PLOT DATE: 12/11/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 1.2.3. 6.7.8.9.10. 12.13.14.15.16.17.18. 39.40.41.42.
PLOT NAME: SEE FILE NAME 56. 59.60. 63
PLOT SCALE: 1:

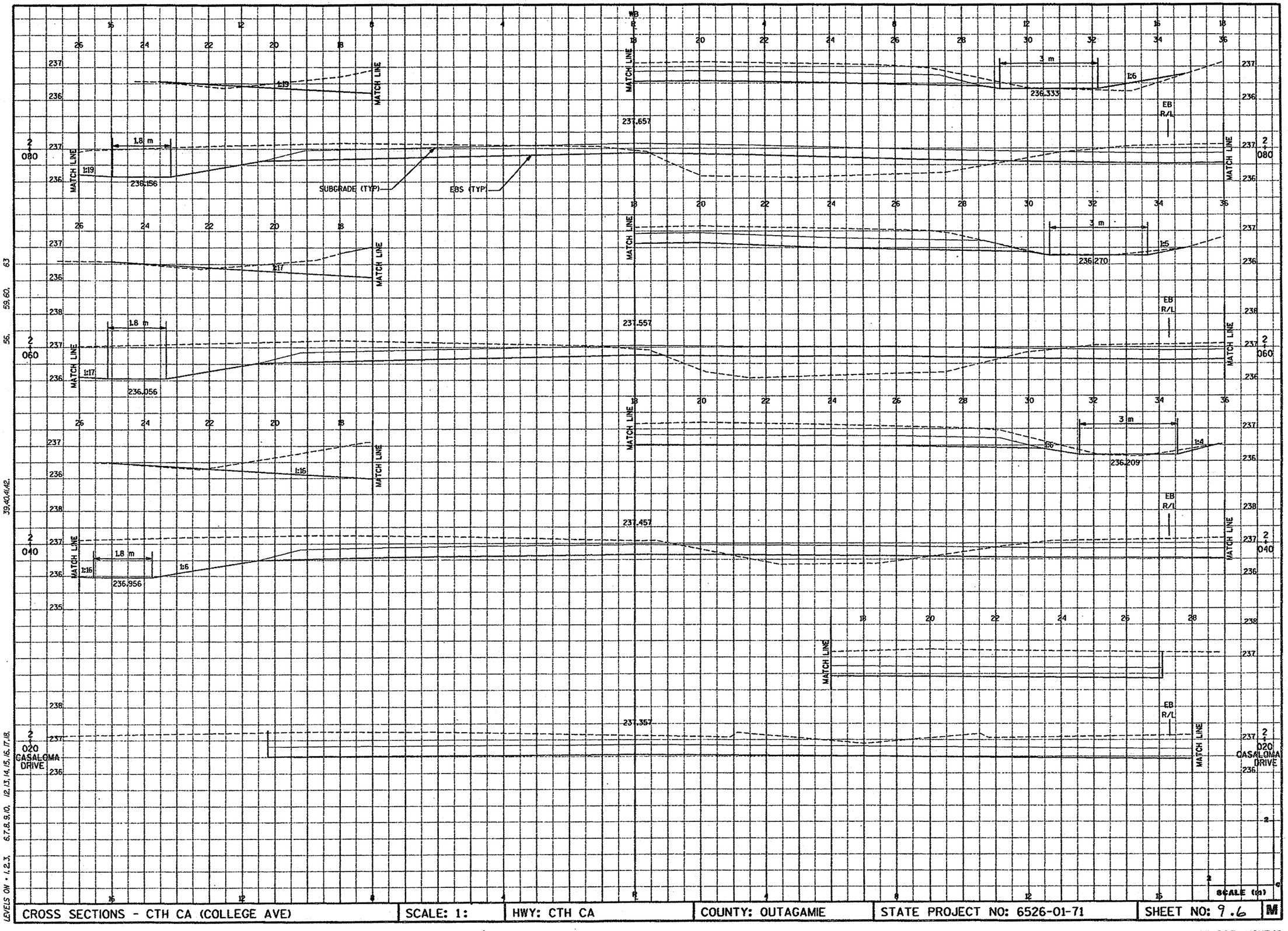
CROSS SECTIONS - CTH CA (COLLEGE AVE)	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9.3	M

WisDOT: MSHT40

CROSS SECTIONS - CTH CA (COLLEGE AVE) | SCALE: 1: | HWY: CTH CA | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 9.5 | M

WisDOT: MSHT40

FILE NAME: E1284A /SHEETS /XSECT /x00104 .DGN TECH/ENGR: DPP/SDC PLOT DATE: 12/05/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON = 1,2,3, 6,7,8,9,10, 12,13,14,15,16,17,18. 39,40,41,42.
PLOT NAME: SEE FILE NAME 63 59,60, 56, PLOT SCALE: 1:



FILE NAME: E1284A /SHEETS /XSECT /XCOL5 .DGN TECH/ENGR: DPP/SDC PLOT DATE: 12/05/97
ORIGINATOR: OMNNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / / /
LEVELS ON = 1,2,3, 6,7,8,9,10, 12,13,14,15,16,17,18, 39,40,41,42,
PLOT NAME: SEE FILE NAME 55, 59,60, 63 PLOT SCALE: 1:

CROSS SECTIONS - CTH CA (COLLEGE AVE)	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9.6	M

SCALE (m)

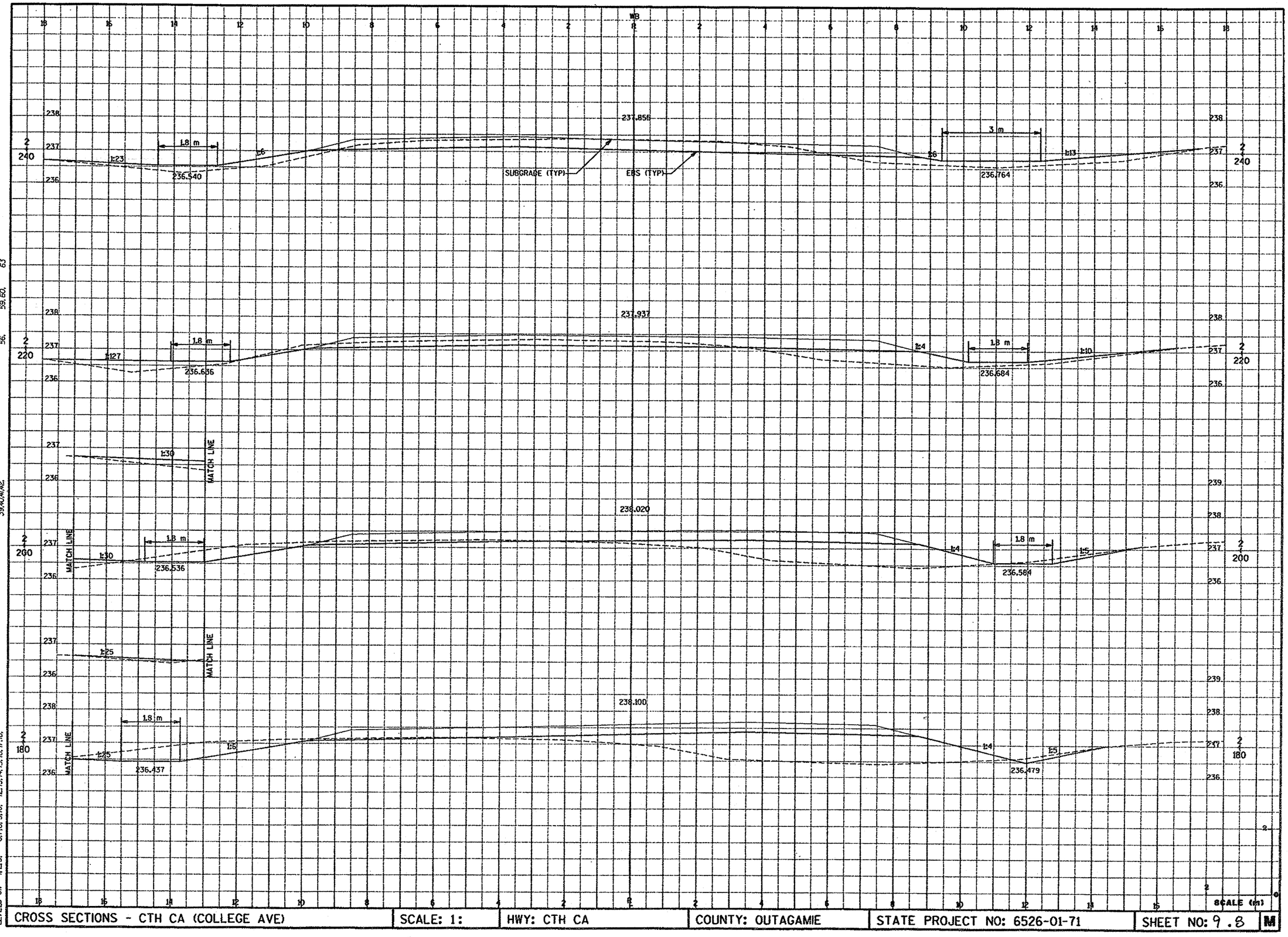
WISDOT: MSHT40

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
56. 59.60. 63
FILE NAME: E1284A /SHEETS /XSECT /x001106 .DGN TECH/ENGR: dpp/sdo PLOT DATE: 12/05/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / / 39.40.41.42.
LEVELS ON • 1.2.3. 6.7.8. 9.10. 12.13.14.15.16.17.18.

CROSS SECTIONS - CTH CA (COLLEGE AVE)	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9.7 M

SCALE (m)

WisDOT: MSHT40



PLOT SCALE: 1:

PLOT NAME: SEE FILE NAME 56, 59, 60, 63

PLOT DATE: 11/11/97

REV. DATE: / / 39,40,41,42,

TECH/ENGR: dpp/sdo

ONE SYSTEMS DRIVE APPLETON, WI 54914-1654

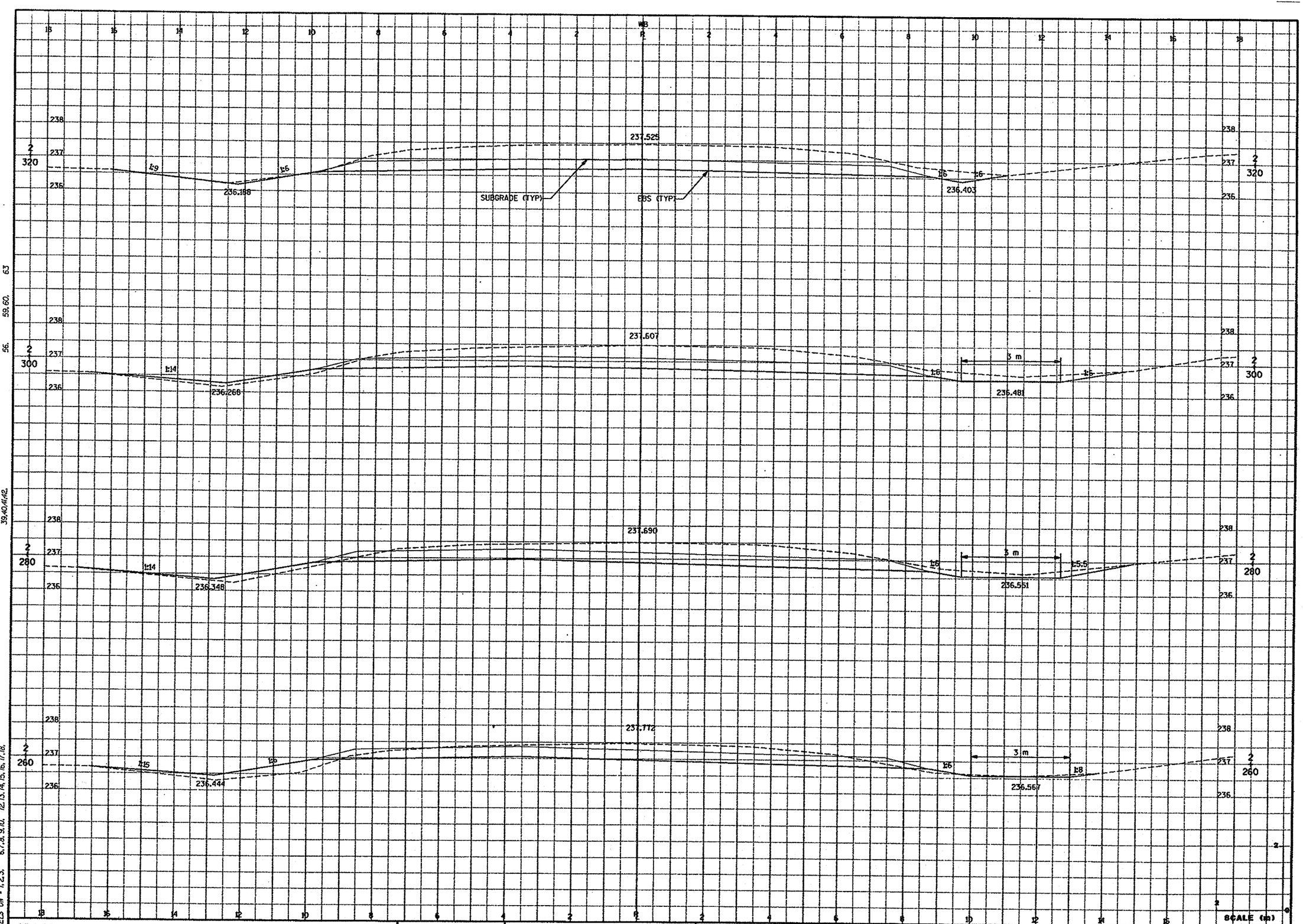
.DGN /XSECT /xc0107

ORIGINATOR: OMNNI ASSOCIATES

FILE NAME: E1284A /SHEETS 1,2,3, 6,7,8, 9,10, 12,13,14,15,16,17,18, LEVELS ON

CROSS SECTIONS - CTH CA (COLLEGE AVE)	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9.8	M

WisDOT: MSHT40



CROSS SECTIONS - CTH CA (COLLEGE AVE)	SCALE: 1:	HWY: CTH CA	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9.9.	M

ENDS ABRUPTLY
STA 0 SB + 960

SB R/L
237.061
237.021
SUBGRADE (TYP)

0 960

SB R/L
236.989
TLE
R/W
0 940

SB R/L
236.917
TLE
R/W
1:2
0 920

SB R/L
236.845
TLE
R/W
1:3
0 900

SB R/L
236.759
TLE
R/W
0 880

SB R/L
236.688
TLE
R/W
1:3.5
0 860

BEGINS ABRUPTLY
STA 0 SB + 845.884

CROSS SECTIONS - CASALOMA DRIVE | SCALE: 1: | HWY: CASALOMA DR | COUNTY: OUTAGAMIE | STATE PROJECT NO: 6526-01-71 | SHEET NO: 9.10 M

FILE NAME: E1284A /SHEETS /XSECT /XCAS2 .DGN TECH/ENGR: DPP/SDC PLOT DATE: 12/08/97
ORIGINATOR: OMNI ASSOCIATES ONE SYSTEMS DRIVE APPLETON, WI 54914-1654 REV. DATE: / /
LEVELS ON • 1.2.3.4.5.6.7.8.9.10. 12.13.14.15.16.17.18. 39.40.41.42.

PLOT NAME: SEE FILE NAME PLOT SCALE: 1:
55. 59.60. 63

N3

ENDS ABRUPTLY
STA 1SB + 145

SB R/L
236.999

236.911

TLE
R/W

040

EBS (TYP)

SUBGRADE (TYP)

SB R/L
237.345

237.179

146

020

BEGINS ABRUPTLY
STA 1SB + 020

238
237
236

SCALE (m)

CROSS SECTIONS - CASALOMA DRIVE	SCALE: 1: ·	HWY: CASALOMA DR	COUNTY: OUTAGAMIE	STATE PROJECT NO: 6526-01-71	SHEET NO: 9 .//	M

WisDOT: MSHT40