

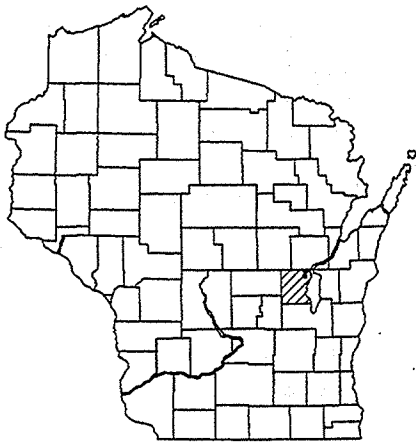
WINNEBAGO COUNTY

4619-02-77

INDEX OF SHEETS

Sheet No. 1	Title
Sheet No. 2-2.15	Typical Sections and Details (Includes Erosion Control Plan)
Sheet No. 3-3.1	Estimate of Quantities
Sheet No. 3A-3B	Miscellaneous Quantities
Sheet No. 4-4.13	Right of Way Plat
Sheet No. 5-5.7	Plan and Profile
Sheet No. 6-6.24	Standard Detail Drawings
Sheet No.	Sign Plates
Sheet No. 8-8.3	Structure Plans
Sheet No.	Computer Earthwork Data
Sheet No. 9-9.16	Cross Sections

TOTAL SHEETS = 89

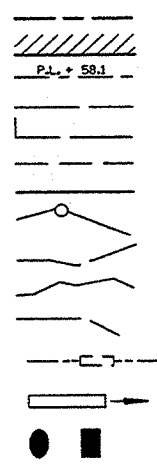


DESIGN DESIGNATION

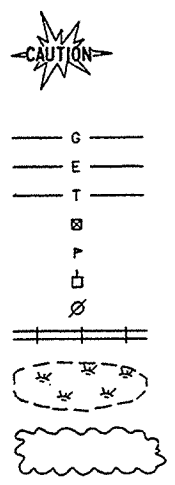
A.D.T. (1995)	= 14,100
A.D.T. (2015)	= 20,600
D.H.V. (2015)	= 1,566
D.	= 55-45%
T.	= 9.5%
DESIGN SPEED	= 45 MPH
ESALS	= 6,978,800

CONVENTIONAL SIGNS

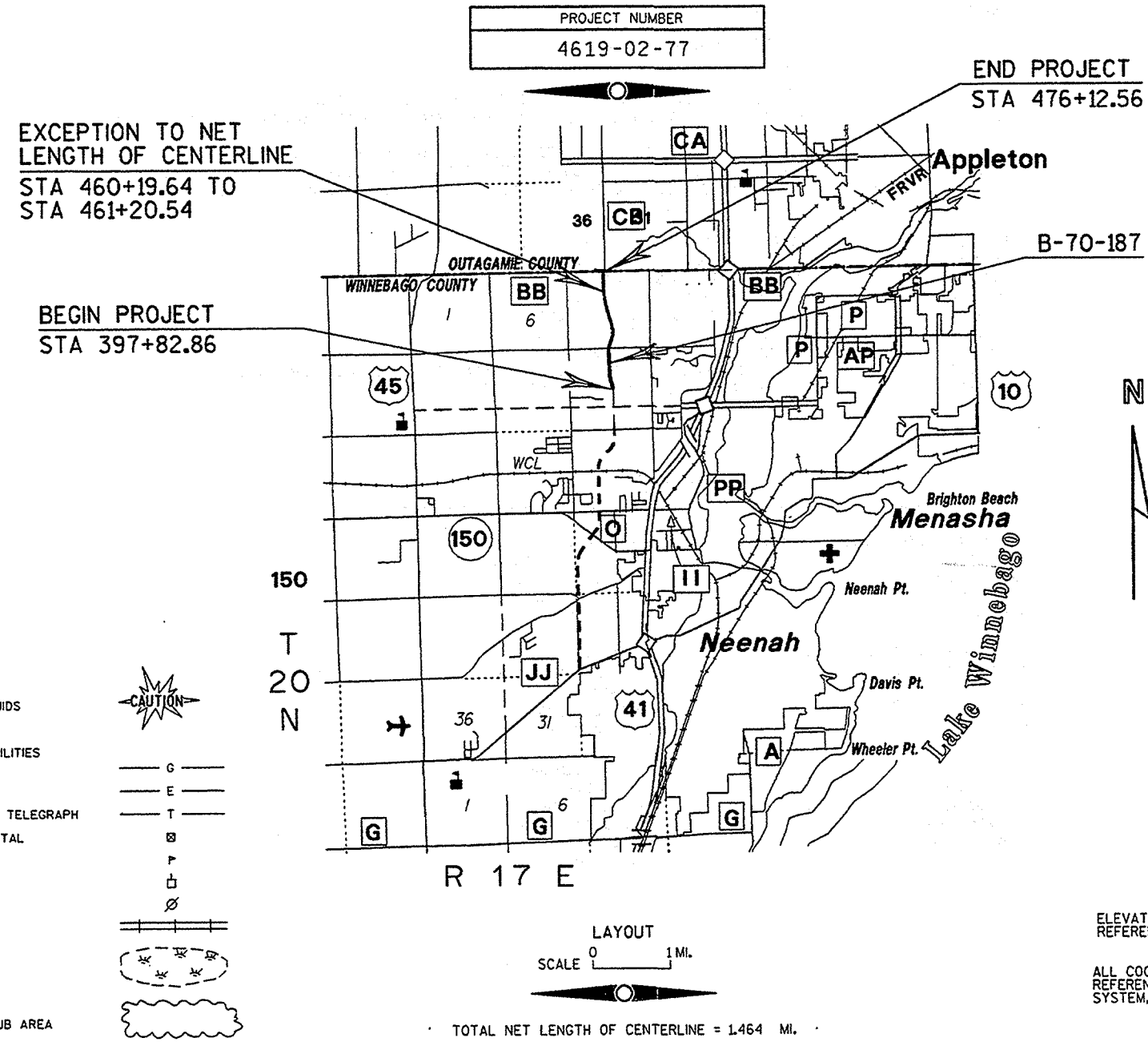
- COUNTY LINE
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SURVEY LINE
- SLOPE INTERCEPT
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- CULVERT (Profile View)



- COMBUSTIBLE FLUIDS
- UNDERGROUND UTILITIES
 - GAS
 - ELECTRIC
 - TELEPHONE OR TELEGRAPH
 - SERVICE PEDESTAL
- CABLE MARKER
- POWER POLE
- TELEPHONE POLE
- RAILROAD
- MARSH AREA
- WOODED OR SHRUB AREA



PLAN OF PROPOSED IMPROVEMENT
USH 10 - CTH BB
(WEST SIDE ARTERIAL)
CTH CB
WINNEBAGO COUNTY



ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.G.S. DATUM.
ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, SOUTHERN ZONE.

PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4619-02-77		1

CB13

APPROVED FOR
WINNEBAGO COUNTY

1/24/97
DATE

Raymond E. Krueger
HIGHWAY COMMISSIONER

PLANS PREPARED
BY
MEAD & HUNT
CONSULTING ENGINEERS
GREEN BAY, WISCONSIN

1-24-97
DATE

Thomas J. Janssen, II
E-25780
DE PERE, WIS.
PROFESSIONAL ENGINEER

CONSULTING ENGINEER

GENERAL NOTES

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

BEARINGS ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

ALL DISTANCES ARE GROUND DISTANCES.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

CURB AND GUTTER RADIARE SHOWN TO THE EDGE OF PAVEMENT

LIMITED EASEMENTS FOR PRIVATE ENTRANCE AND DRAINAGE CONSTRUCTION HAVE BEEN OBTAINED AND THESE RIGHTS HAVE BEEN EXTENDED TO THE CONTRACTOR.

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

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

EROSION CONTROL FEATURES AS SHOWN ON THE EROSION CONTROL PLAN ARE SUGGESTED LOCATIONS. THEIR EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

UPON COMPLETION OF EACH INLET INSTALLATION, EROSION CONTROL FILTER BAG INLET PROTECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON THE PLAN TO MINIMIZE SEDIMENTATION IN THE INLET.

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

THE WETLANDS SHOWN ON THE PLAN REPRESENT THOSE DELINEATED BY REPRESENTATIVES OF WINNEBAGO COUNTY AND THE WDNR. THE LIMITS SHOWN ARE APPROXIMATE. THESE MAY OR MAY NOT REPRESENT ALL OF THE WETLAND AREAS ALONG THE PROJECT CORRIDOR.

WETLAND AREAS OUTSIDE THE GRADING LIMITS SHALL BE AVOIDED DURING CONSTRUCTION ACTIVITIES UNDER THIS CONTRACT. NO MATERIALS SHALL BE STOCKPILED IN WETLAND AREAS OUTSIDE THE GRADING LIMITS.

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW EXCAVATION OR COMMON EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.15 FOR BORROW EXCAVATION AND 1.30 FOR COMMON EXCAVATION.

WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED.

STANDARD DETAIL DRAWINGS

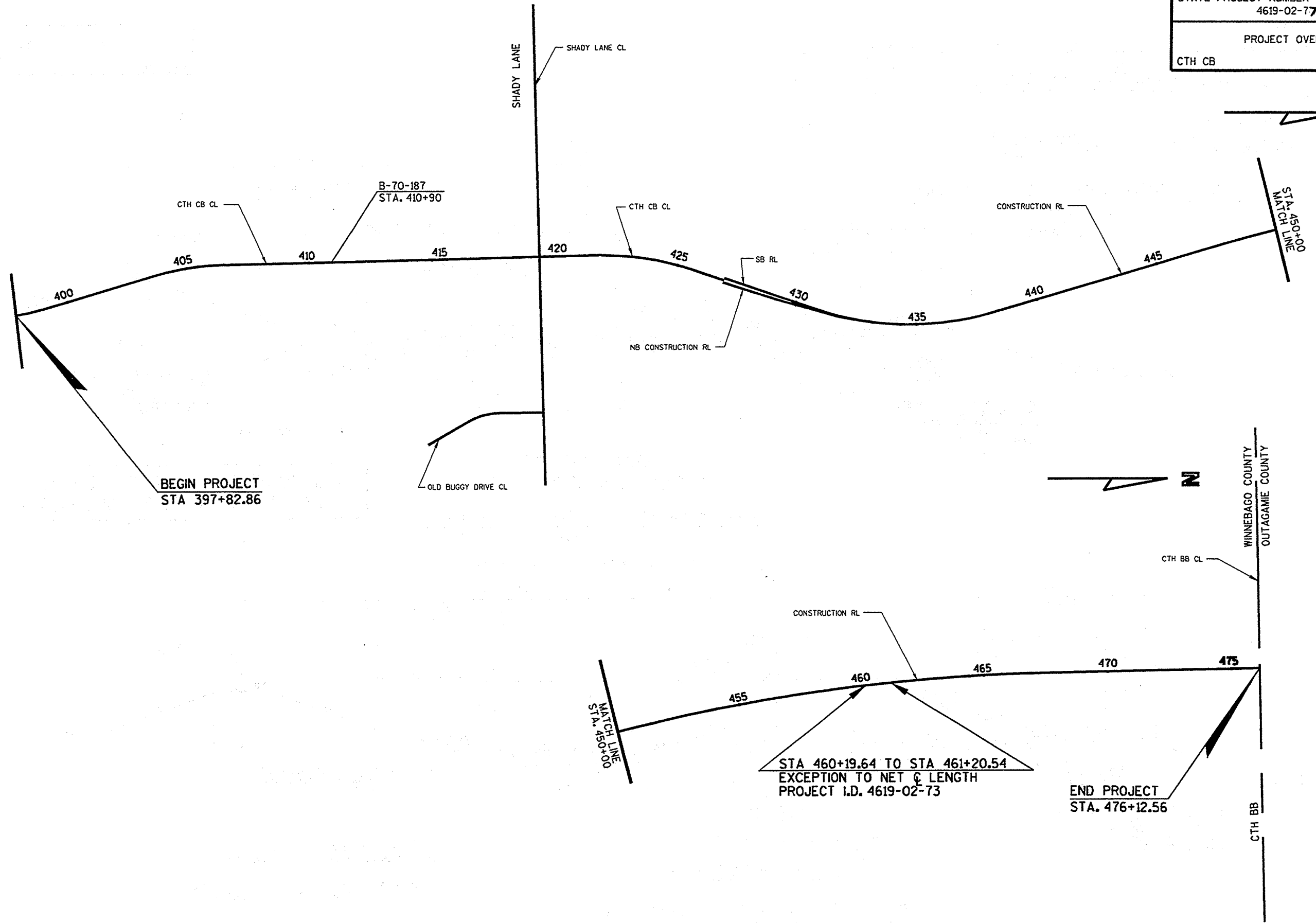
8D1-12	CONCRETE CURB, CONCRETE CURB AND GUTTER, AND PAVEMENT TIES
8D4-3	CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME
8E9-4	SILT FENCE
9A1-10a	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B", "C" AND "D" AND PASSING LANE
9A1-10b	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A"
9B2-6	CONDUIT
11B1-1	CONCRETE CORRUGATED MEDIAN
11B2-1	CONCRETE MEDIAN NOSE
13C1-9	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C12-2	DOWELD NON-REINFORCED CONCRETE PAVEMENT; RANDOM SPACED JOINTS 17'-20'-18'-19'
14B15-2a	CLASS "A" STEEL PLATE BEAM GUARD, INSTALLATION AND ELEMENTS
14B18-2a	CLASS "A" STEEL PLATE BEAM GUARD (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B-19-2a, b, c, d	CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE, TYPE 3
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C6-4	SIGNING AND MARKING FOR TWO LANE BRIDGES
15C7-5a	PAVEMENT MARKING SYMBOLS
15C8-7a	PAVEMENT MARKING (MAINLINE)
15C8-7b	PAVEMENT MARKING (INTERSECTIONS)
15C8-7c	PAVEMENT MARKING (LEFT TURN LANE)
15C8-7d	PAVEMENT MARKING (ISLANDS, STOP LINE, AND CROSS WALK)
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
16A1-5	LANDMARK REFERENCE MONUMENTS AND COVERS

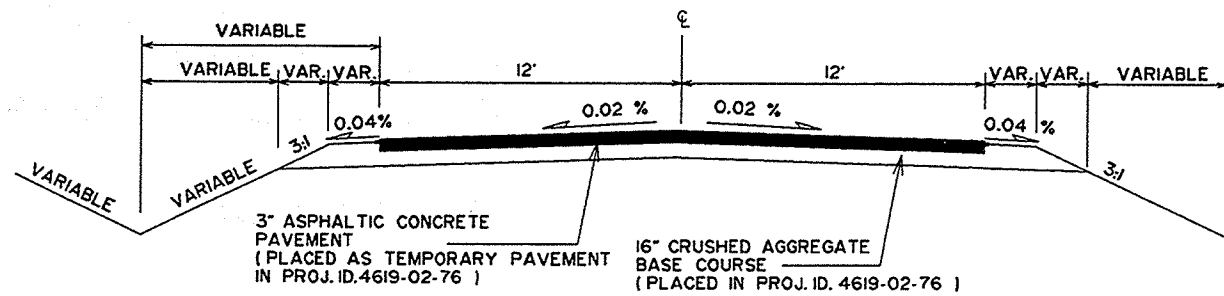
UTILITIES

WISCONSIN ELECTRIC POWER COMPANY ATTN: JOHN THIEL P.O. BOX 1699 APPLETON, WI 54913-1699 (414) 730-4554	CABLEVISION ATTN: BRUCE MORRISSEY 1001 KENNEDY AVENUE KIMBERLY, WI 54136 (414) 738-3160
WISCONSIN NATURAL GAS COMPANY ATTN: DAVE BROOKS 800 S. LYNDALE DRIVE APPLETON, WI 54912 (414) 735-8357	ANR PIPELINE COMPANY ATTN: GARY R. KLITZKE BOX 398 BONDUEL, WI 54107 (715) 758-2131
AMERITECH ATTN: JOHN STUMPF 221 W. WASHINGTON ST., 4TH FLOOR APPLETON, WI 54911 (414) 735-3255	TOWN OF MENASHA ATTN: STEVEN LAABES SANITARY DISTRICT NO. 4 2340 AMERICAN DRIVE NEENAH, WI 54956 (414) 739-5128

STANDARD ABBREVIATIONS

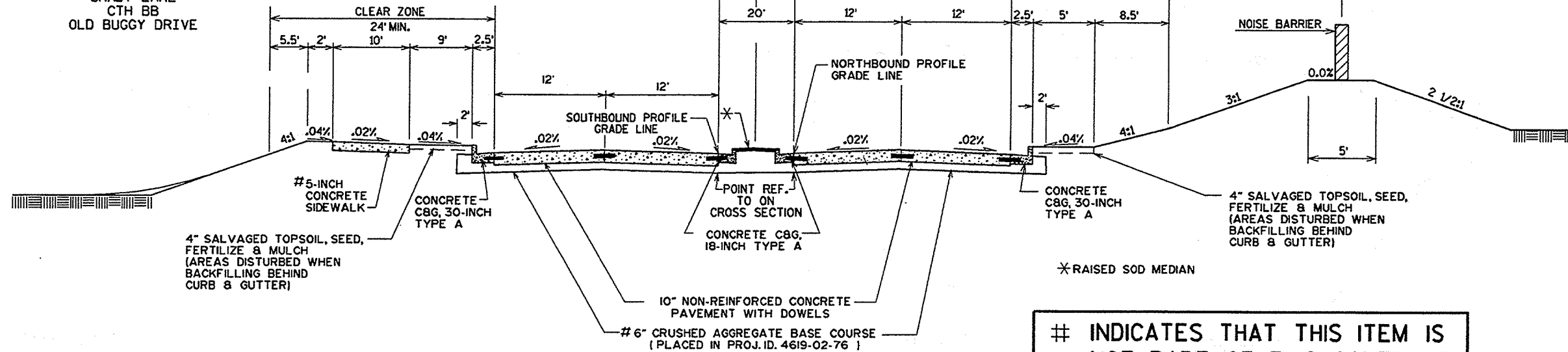
Δ	CENTRAL ANGLE OR DELTA
B	BUILDING
B.M.	BENCH MARK
C&G	CURB AND GUTTER
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CL	CENTERLINE
CMP	CORRUGATED METAL CULVERT PIPE
CSCP	CORRUGATED STEEL CULVERT PIPE
EOP	EDGE OF PAVEMENT
EXIST	EXISTING
F.E.	FIELD ENTRANCE
EL. OR ELEV.	ELEVATION
E.O.P.	EDGE OF PAVEMENT
e	EXTERNAL DISTANCE
H	HOUSE
L	LENGTH
LT.	LEFT
L.F.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MIN.	MINIMUM
NC	NORMAL CROWN
NB	NORTHBOUND
NTS.	NOT TO SCALE
PAV'T	PAVEMENT
P.E.	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
R/W	RIGHT OF WAY
R	RADIUS
RL	REFERENCE LINE
RT.	RIGHT
REQ'D	REQUIRED
RCCP	REINFORCED CONCRETE CULVERT PIPE
REM.	REMOVE
RCHEP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
R.R.	RAILROAD
RO	RUNOUT
SB	SOUTHBOUND
SE	SUPERELEVATION
S.F. OR SQ. FT.	SQUARE FOOT
STA.	STATION
S.Y. OR SQ. YD.	SQUARE YARD
T	TANGENT
TYP.	TYPICAL
YD	YARD





EXISTING TYPICAL SECTION

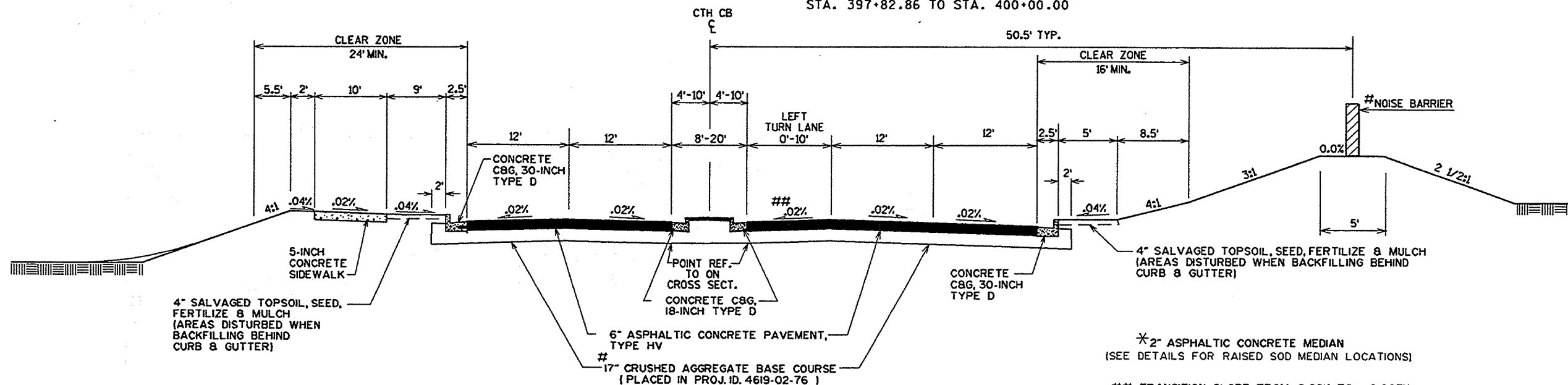
SHADY LANE
CTH BB
OLD BUGGY DRIVE



PROPOSED TYPICAL SECTION

CTH CB

STA. 397+82.86 TO STA. 400+00.00



PROPOSED TYPICAL SECTION

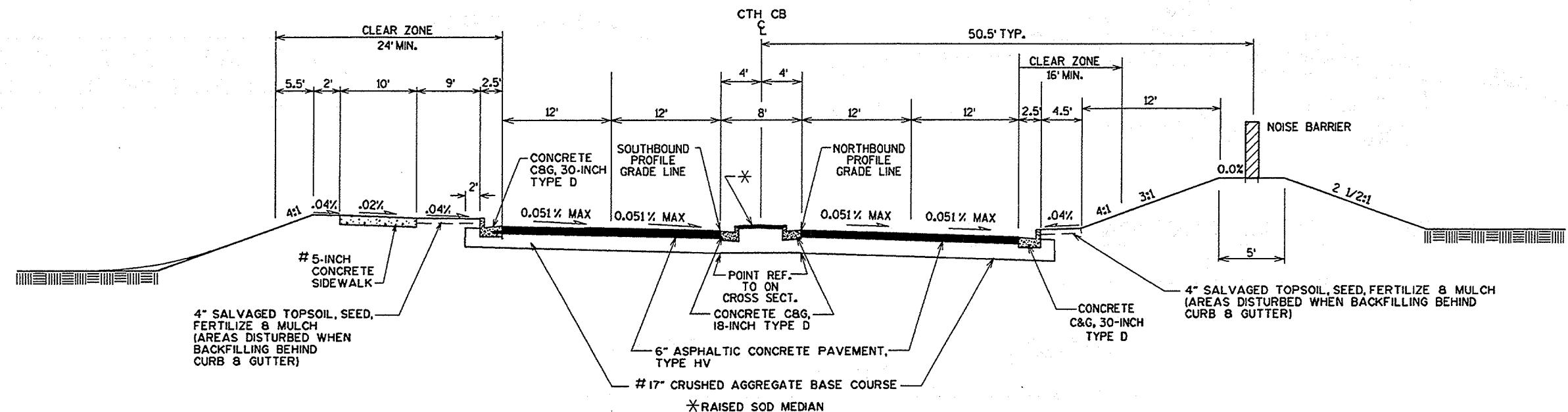
CTH CB

STA. 400+00.00 TO STA. 402+12.74
STA. 408+06.33 TO STA. 419+10.00

INDICATES THAT THIS ITEM IS
NOT PART OF THIS CONTRACT

* 2" ASPHALTIC CONCRETE MEDIAN
(SEE DETAILS FOR RAISED SOD MEDIAN LOCATIONS)

TRANSITION SLOPE FROM 0.02% TO -0.003%
FROM STA 401+50.00 TO STA 402+12.74

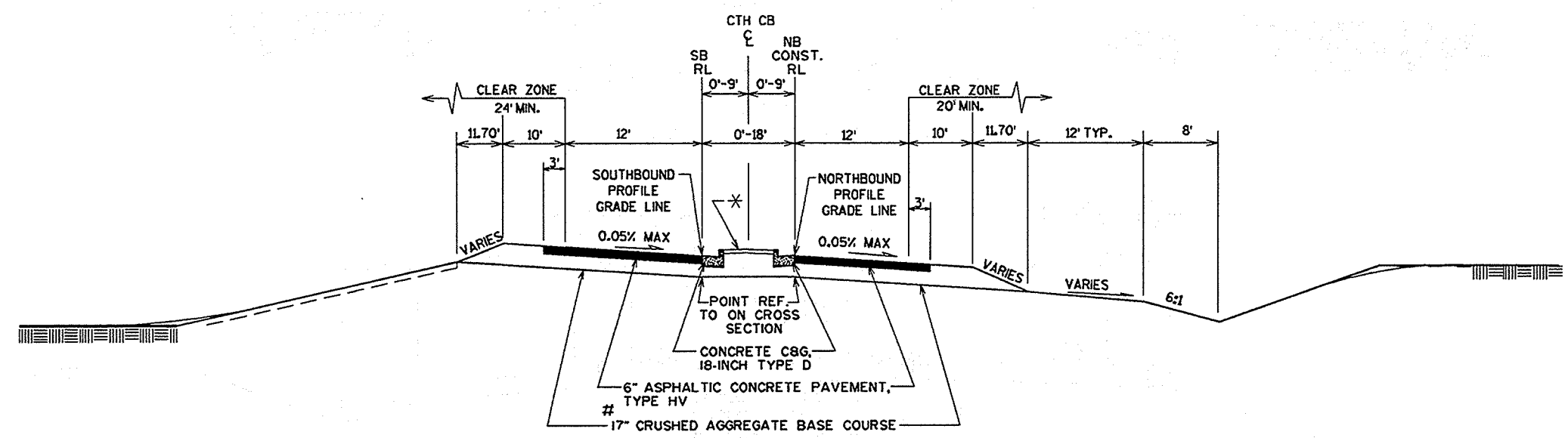


PROPOSED TYPICAL SECTION (SUPERELEVATED)

CTH CB

STA. 402+12.74 TO STA. 408+06.33

INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



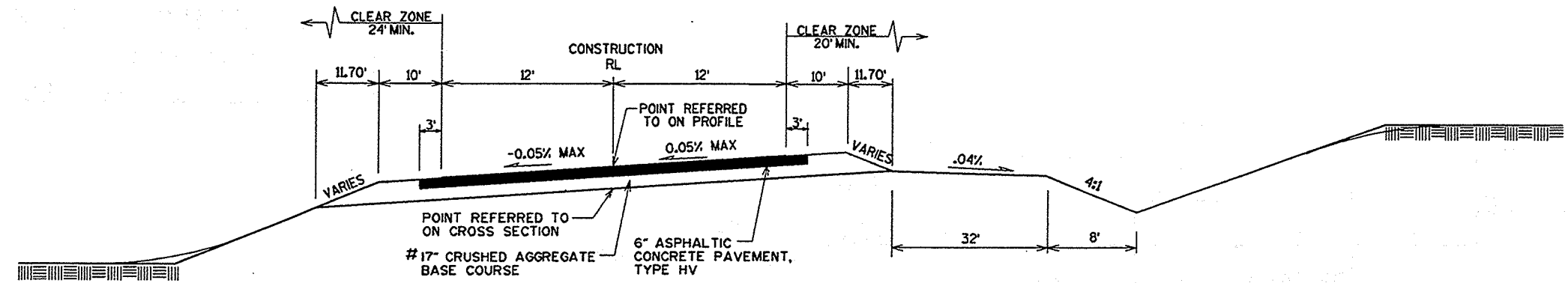
* 2" ASPHALTIC CONCRETE MEDIAN
(SEE DETAILS FOR RAISED SOD AND CORRUGATED MEDIAN LOCATIONS)

PROPOSED TYPICAL SECTION (SUPERELEVATED)

CTH CB

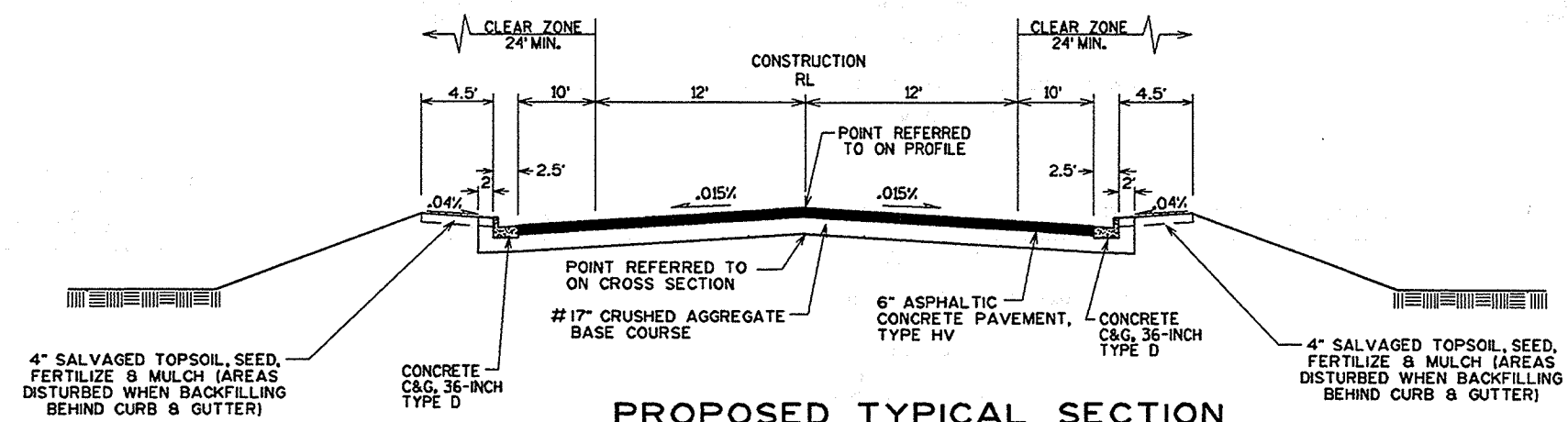
STA. 420+11.07 TO STA. 432+93.66

INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



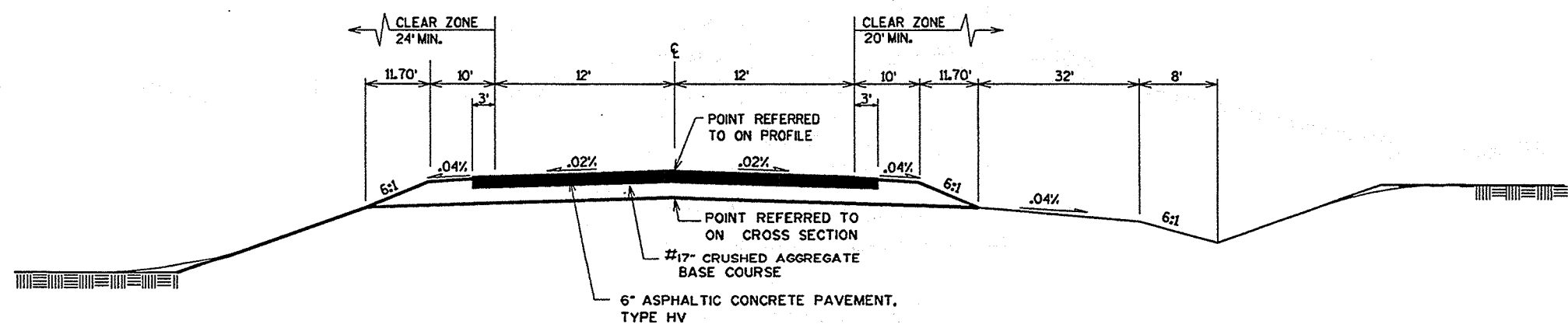
PROPOSED TYPICAL SECTION (SUPERELEVATED)

CTH CB
STA. 432+93.66 TO STA. 439+65.31



PROPOSED TYPICAL SECTION

CTH CB
STA. 440+00.00 TO STA. 442+00.00

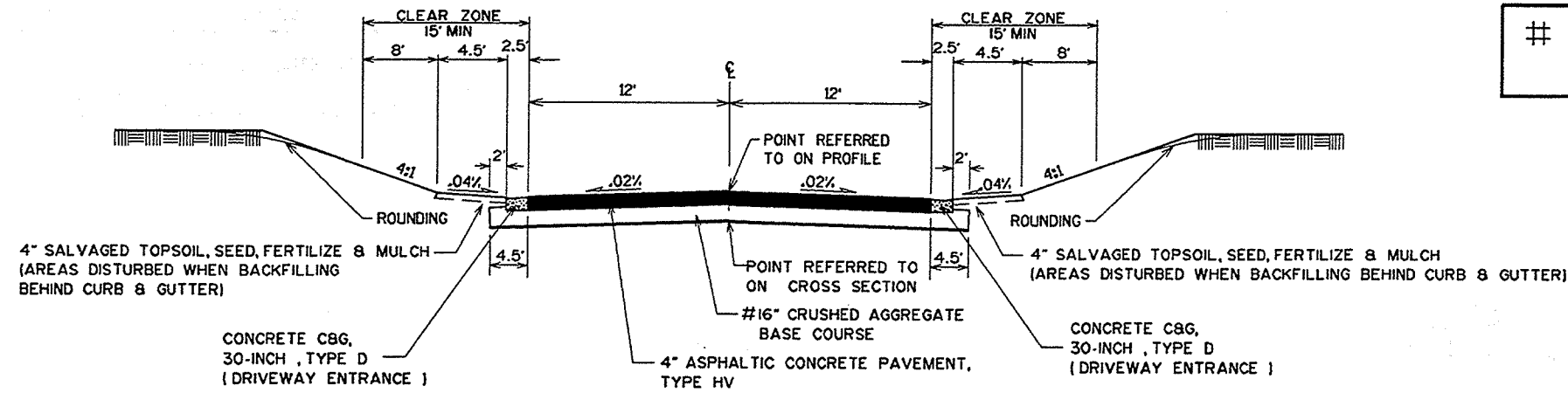


PROPOSED TYPICAL SECTION

STA. 439+65.31 TO STA. 440+00.00
STA. 442+00.00 TO STA. 475+88.56

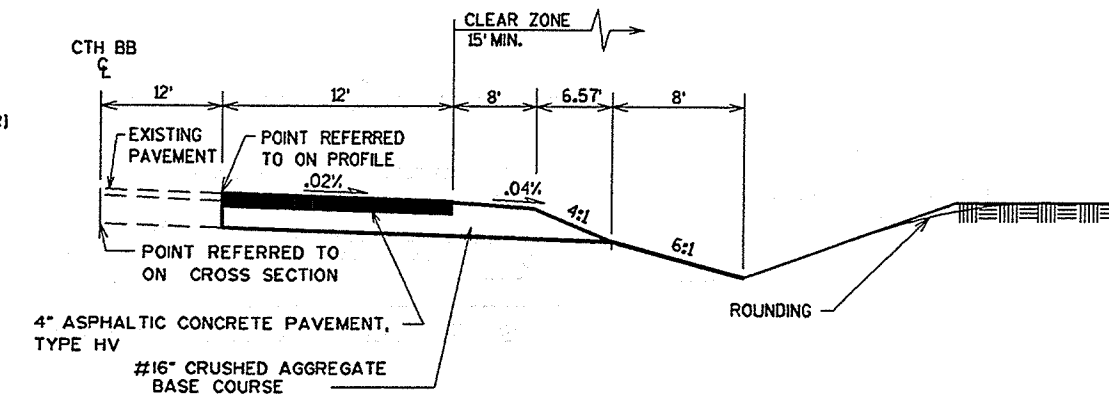
** 4:1 FILL 0' - 15'
3:1 FILL > 15'

INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



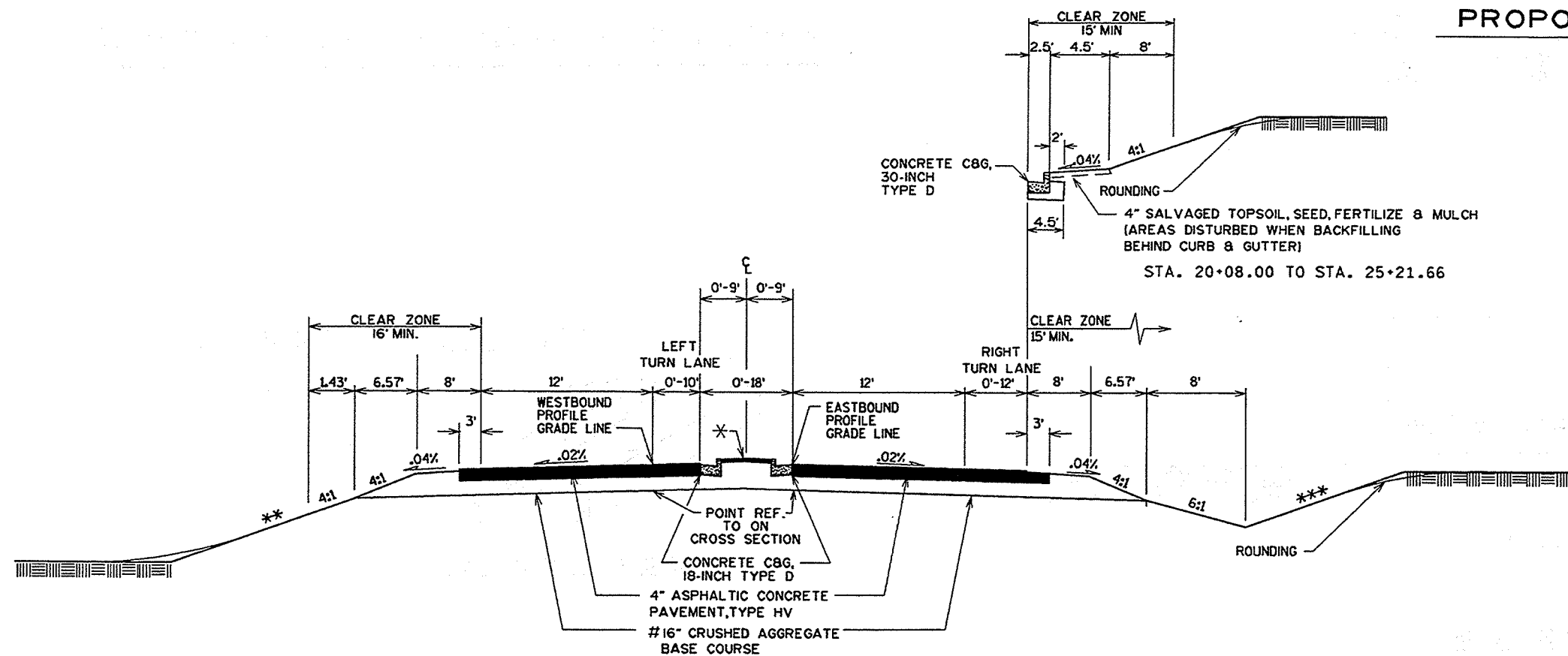
PROPOSED TYPICAL SECTION - OLD BUGGY DRIVE

STA. 9+27.08 TO STA. 10+00.00



PROPOSED TYPICAL SECTION-CTH BB

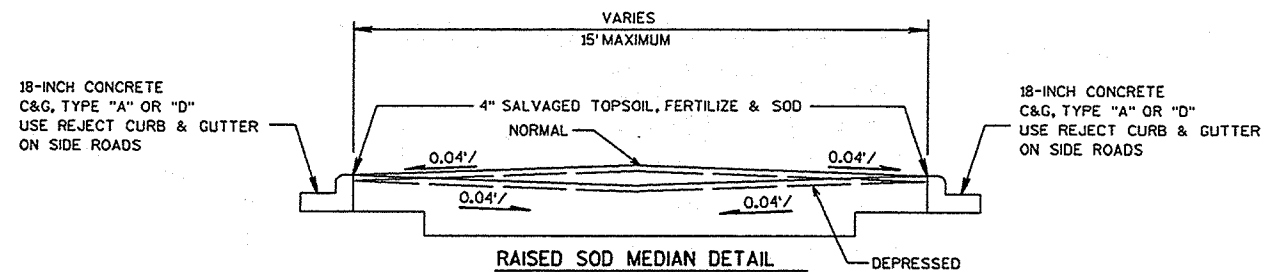
STA. 14+51.61 TO STA. 21+89.63



* 2" ASPHALTIC CONCRETE MEDIAN
(SEE DETAILS FOR MOUNTABLE, RAISED SOD, AND CORRUGATED MEDIAN LOCATIONS)

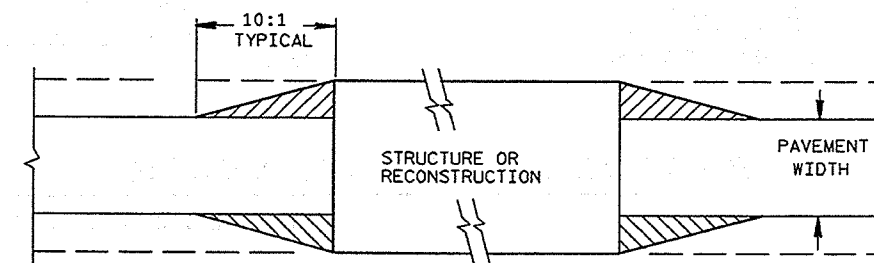
PROPOSED TYPICAL SECTION - SHADY LANE

STA. 11+64.28 TO STA. 28+26.33

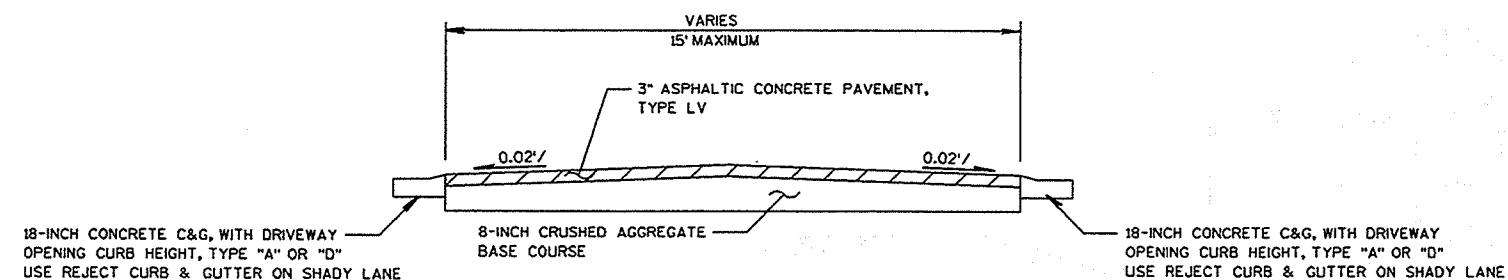


RAISED SOD MEDIAN LOCATIONS

STATION TO STATION	LOCATION	TYPE
397+83 - 416+90	CTH CB	DEPRESSED
12+89 - 15+60	SHADY LANE	NORMAL
422+00 - 430+98	CTH CB	DEPRESSED



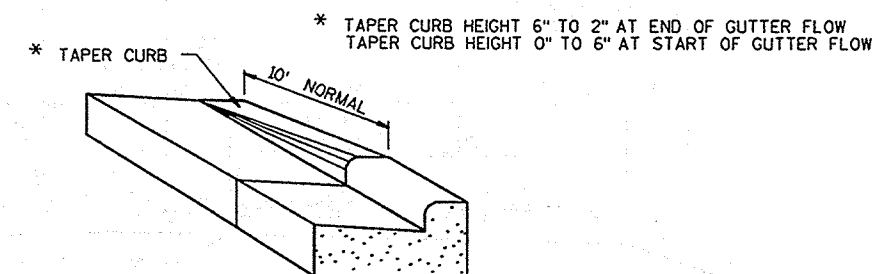
DETAIL FOR ASPHALTIC TAPERS AT STRUCTURES



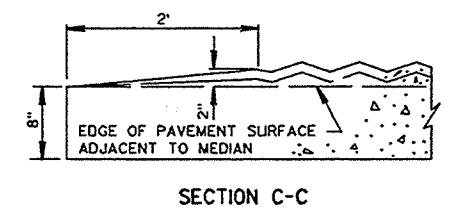
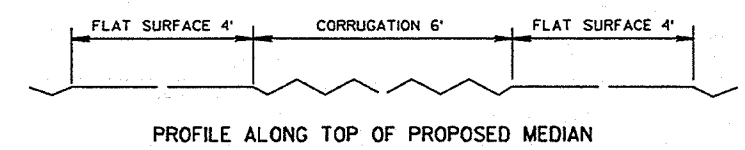
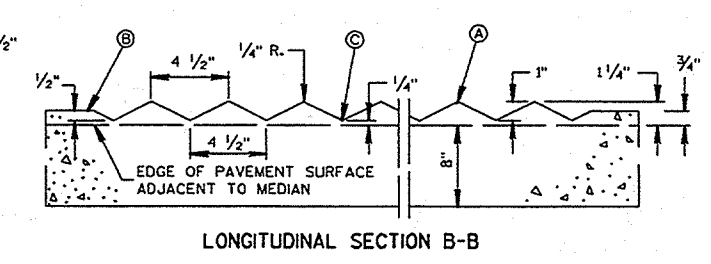
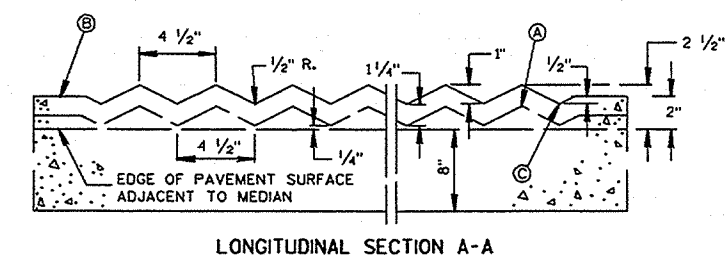
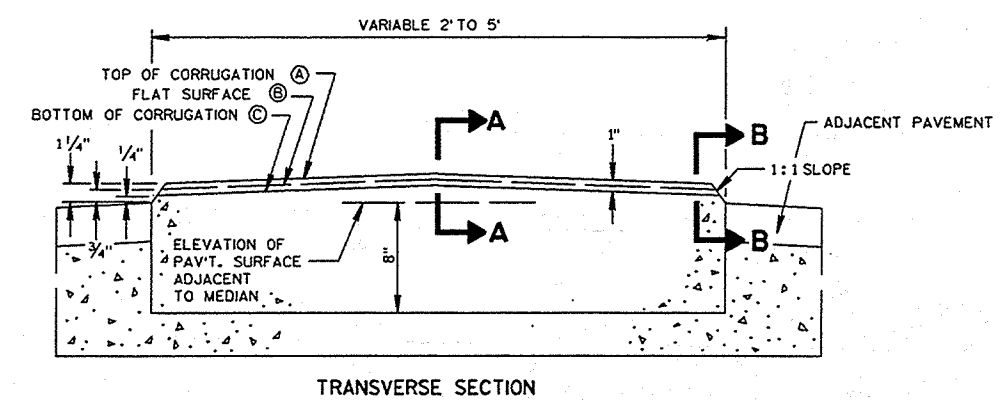
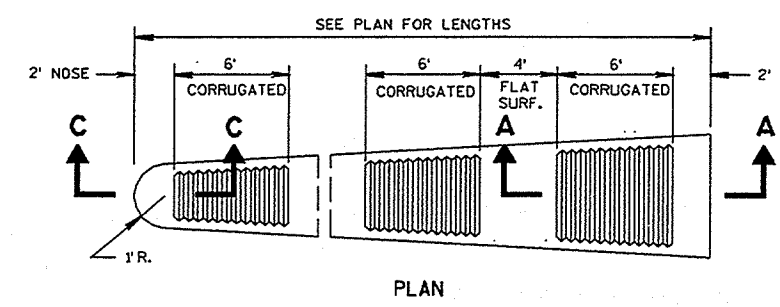
MOUNTABLE MEDIAN DETAIL

MOUNTABLE MEDIAN LOCATIONS

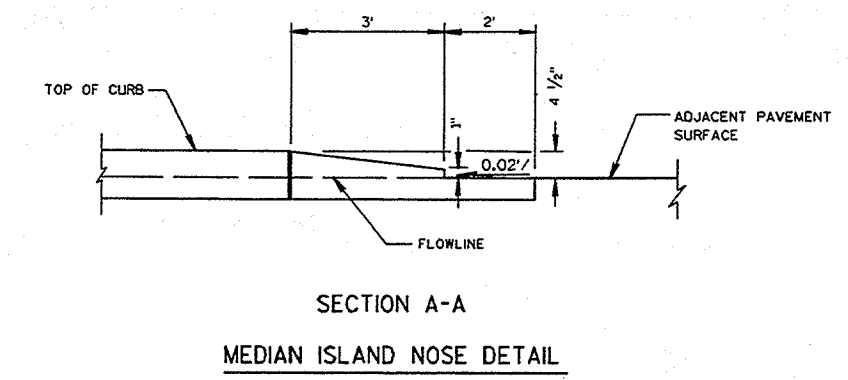
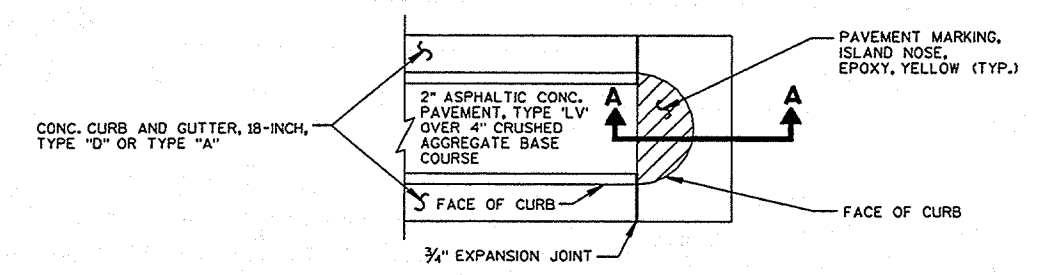
STATION TO STATION	LOCATION
15+58 - 18+26	SHADY LANE
21+79 - 27+51	SHADY LANE



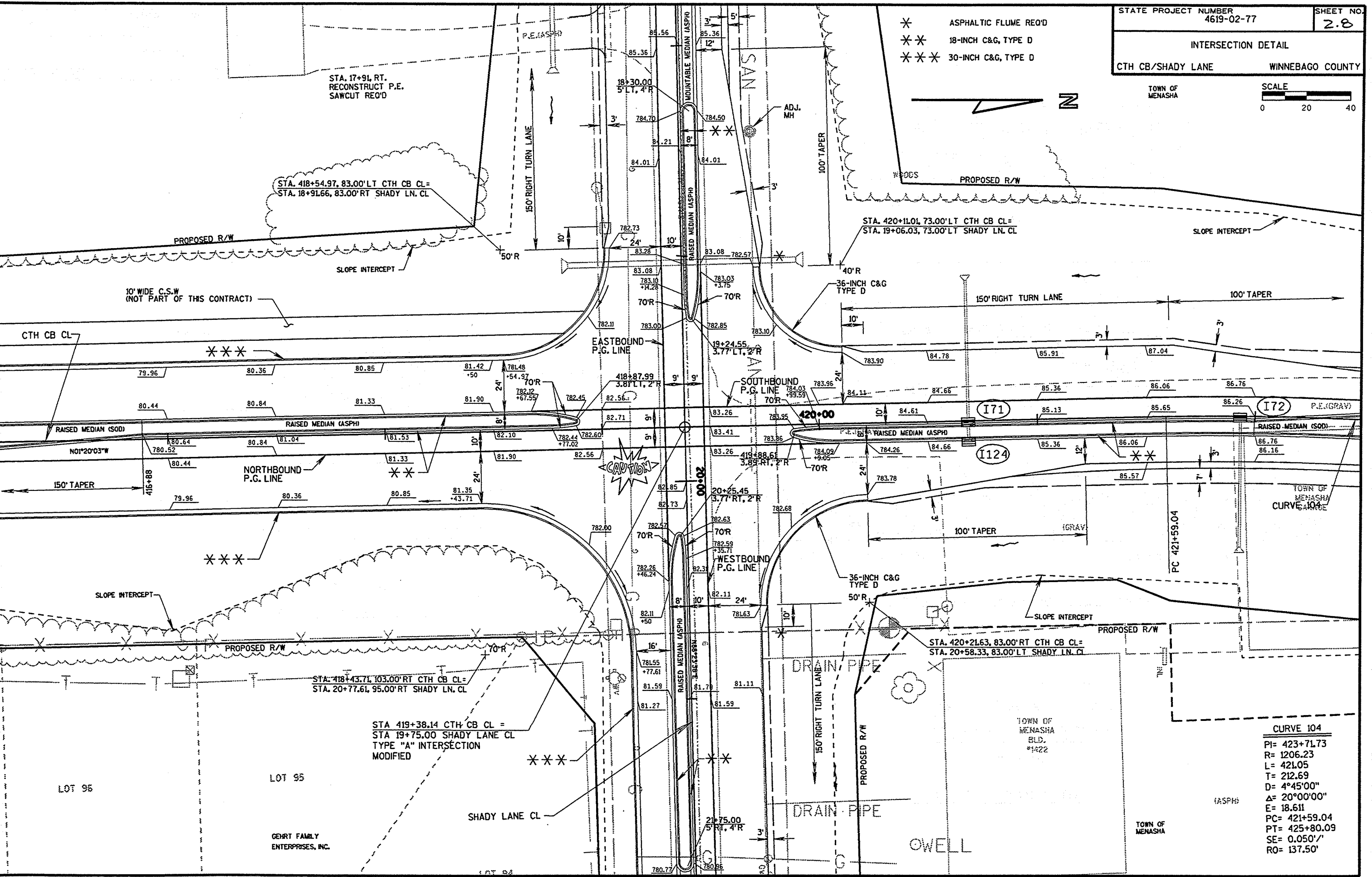
DETAIL OF CURB & GUTTER TERMINI



CONCRETE CORRUGATED MEDIAN



- * ASPHALTIC FLUME REQ'D
- ** 18-INCH C&G, TYPE D
- *** 30-INCH C&G, TYPE D



CURVE 104
 PI= 423+71.73
 R= 1206.23
 L= 421.05
 T= 212.69
 D= 4°45'00"
 Δ= 20°00'00"
 E= 18.611
 PC= 421+59.04
 PT= 425+80.09
 SE= 0.050'/'
 RO= 137.50'

*1306

DEAN M. &
SALLY A.
HOKS

N

TOWN OF
MENASHA

THOMAS W.
BESON

STATE PROJECT NUMBER
4619-02-77

SHEET NO.
2.9

INTERSECTION DETAIL

SHADY LANE/OLD BUGGY DR. WINNEBAGO COUNTY

SCALE
0 20 40

EARL OESTREICH

H *1324

STA. 26+02.29 SHADY LN. CL =
STA. 10+00.00 OLD BUGGY DR. CL
TYPE "D" INTERSECTION
MODIFIED

STA. 26+62, LT.
RECONSTRUCT P.E.

STA. 28+26.33
END MEDIAN TAPER, 0' LT.
END LANE TAPER, 12' RT.

MATCH EXISTING
STA. 28+26.33
SAWCUT REQ'D

H *1327

LAWRENCE E. &
BARBARA LEE ULMER

NOTE: WARP CURB AND GUTTER IN
SW QUAD AND SE QUAD
TO AVOID HAVING TO
RECONSTRUCT DRIVEWAYS
ON OLD BUGGY DRIVE

LAWRENCE C. &
JANET A. MULVEY

MATCH EXISTING
STA. 9+27.08
FULL DEPTH SAWCUT REQ'D
FOR CURB AND GUTTER

STA. 26+53.04, 67.48 RT SHADY LANE CL =
STA. 9+33.48, 52.00 RT OLD BUGGY DRIVE CL

LARRY G. LEHMAN

OWELL

STA. 23+76.33
BEGIN MEDIAN TAPER, 9' LT.
BEGIN LANE TAPER, 21' LT.

STA. 23+76.33
BEGIN MEDIAN TAPER, 9' RT.
BEGIN LANE TAPER, 25' RT.

STA. 25+38.94, 71.76 RT SHADY LANE CL =
STA. 9+27.08, 62.00 LT OLD BUGGY DRIVE CL

18-INCH C&G
TYPE D, DRIVEWAY

WESTBOUND
P.G. LINE

EASTBOUND
P.G. LINE

36-INCH C&G
TYPE D
T.L.E.

SLOPE INTERCEPT

30-INCH C&G
TYPE D

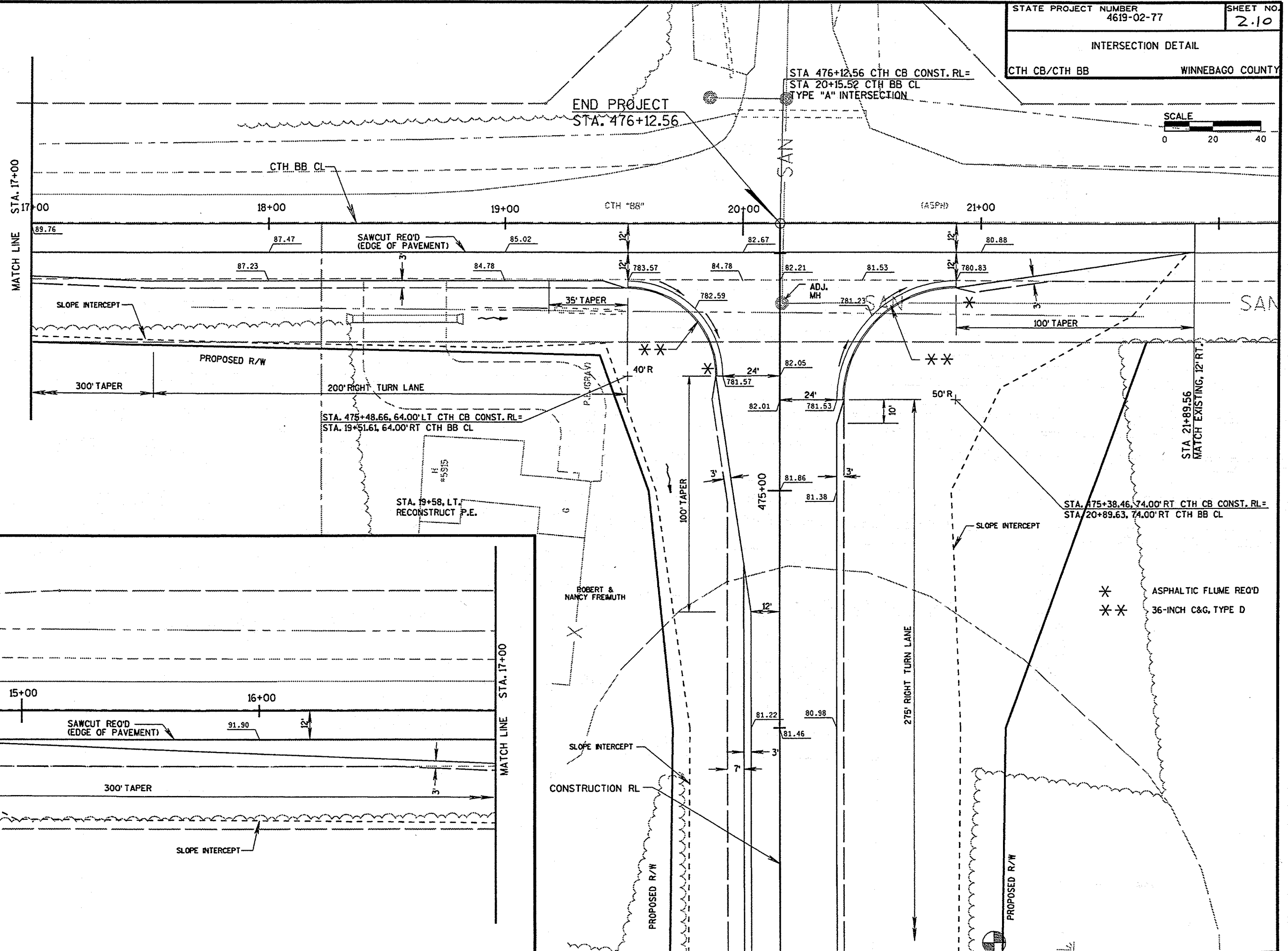
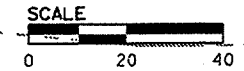
OLD BUGGY DR. CL

OLD BUGGY DR.

WELL

* ASPHALTIC FLUME REQ'D

N



N

CTH BB-STAGE I



GENERAL TRAFFIC CONTROL NOTES

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/ OR SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES AT ALL TIMES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 100 FOOT INTERVALS FOR TANGENT SECTIONS AND 50 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

ALL TEMPORARY TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

LEGEND

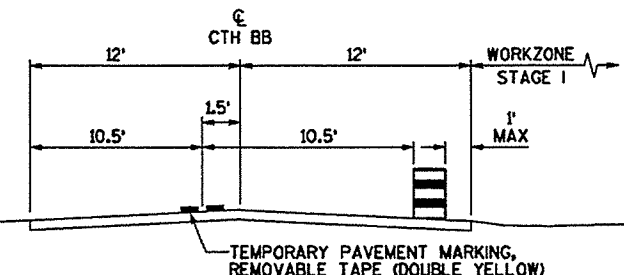
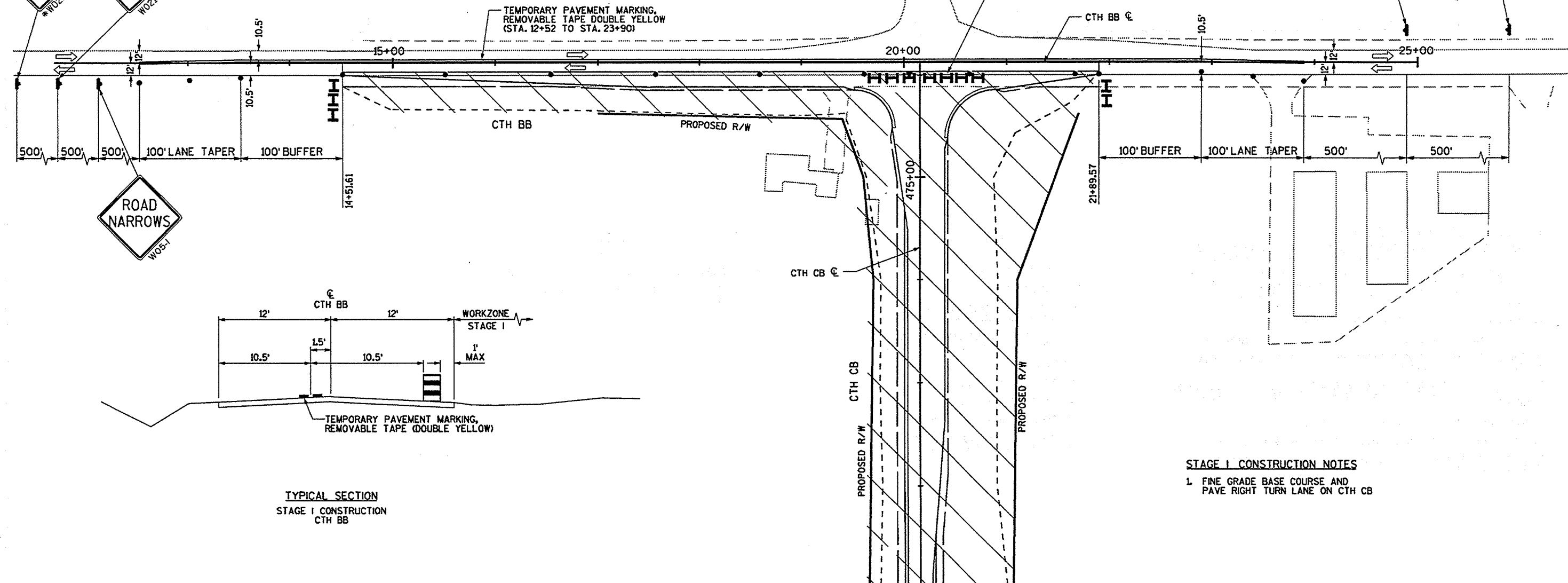
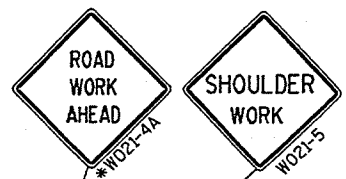
- ↓ EXISTING SIGN
- ↓ CONSTRUCTION SIGN
- /// WORK ZONE
- I TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- H TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- ← DIRECTION OF TRAVEL
- TRAFFIC CONTROL DRUMS
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- * SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT



MAYFLOWER ROAD

500' TO INTERSECTION

EXISTING BARRICADES FROM PROJ. I.D. 4619-20-76. REMOVE UPON COMPLETION OF CONSTRUCTION.



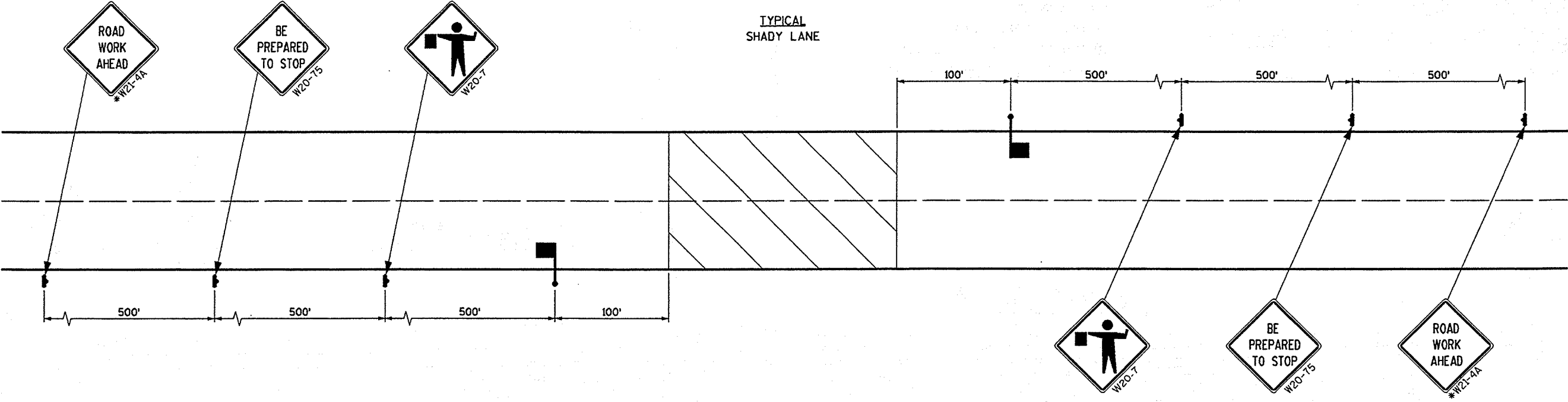
TYPICAL SECTION
STAGE I CONSTRUCTION
CTH BB

STAGE I CONSTRUCTION NOTES

1. FINE GRADE BASE COURSE AND PAVE RIGHT TURN LANE ON CTH CB

STAGE I

TYPICAL
SHADY LANE



GENERAL TRAFFIC CONTROL NOTES

THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/ OR SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

CONTINUOUS ACCESS MUST BE PROVIDED FOR ALL BUSINESSES AND RESIDENCES DURING ALL STAGES OF CONSTRUCTION.

ALL TRAFFIC CONTROL DRUMS ARE TO BE PLACED AT 50 FOOT INTERVALS FOR TANGENT SECTIONS AND 25 FOOT INTERVALS FOR TAPERS UNLESS NOTED OTHERWISE ON PLANS

STEADY BURN LIGHTS ON DRUMS IN TAPERS ONLY.

ALL TEMPORARY TRAVEL LANES SHALL BE A MINIMUM OF 10 FEET WIDE.

ALL TYPE III BARRICADES USED ARE EIGHT FEET IN WIDTH UNLESS OTHERWISE INDICATED ON PLANS.

LEGEND

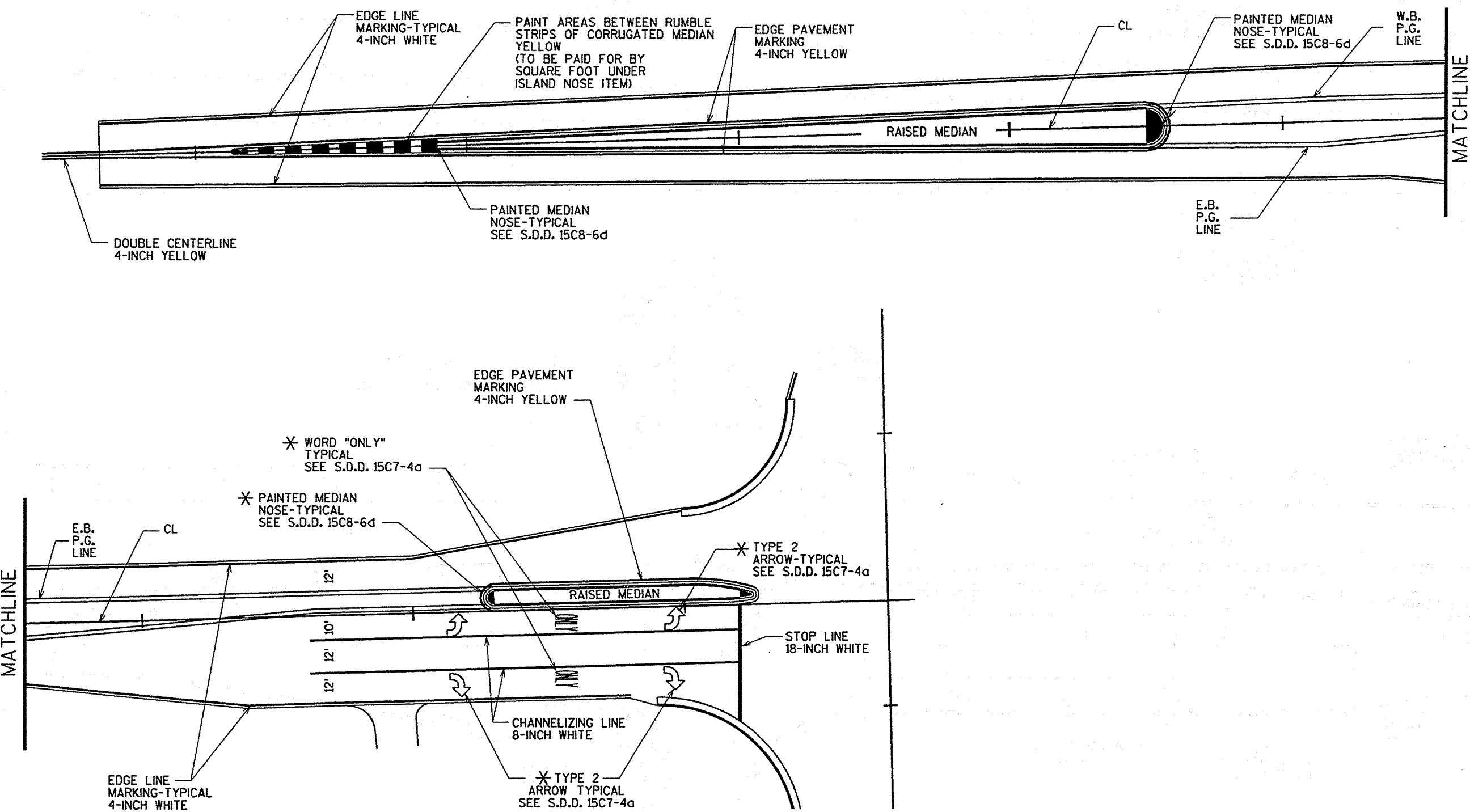
- EXISTING SIGN
- CONSTRUCTION SIGN
- WORK ZONE
- TYPE III BARRICADE AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN AND TWO TYPE "A" WARNING LIGHTS (FLASHING)
- FLAGGER
- DIRECTION OF TRAVEL
 - TRAFFIC CONTROL DRUMS
 - TYPE "A" WARNING LIGHT (FLASHING)
- SIGNS THAT ARE TO REMAIN IN PLACE FOR DURATION OF PROJECT

STAGE III CONSTRUCTION NOTES

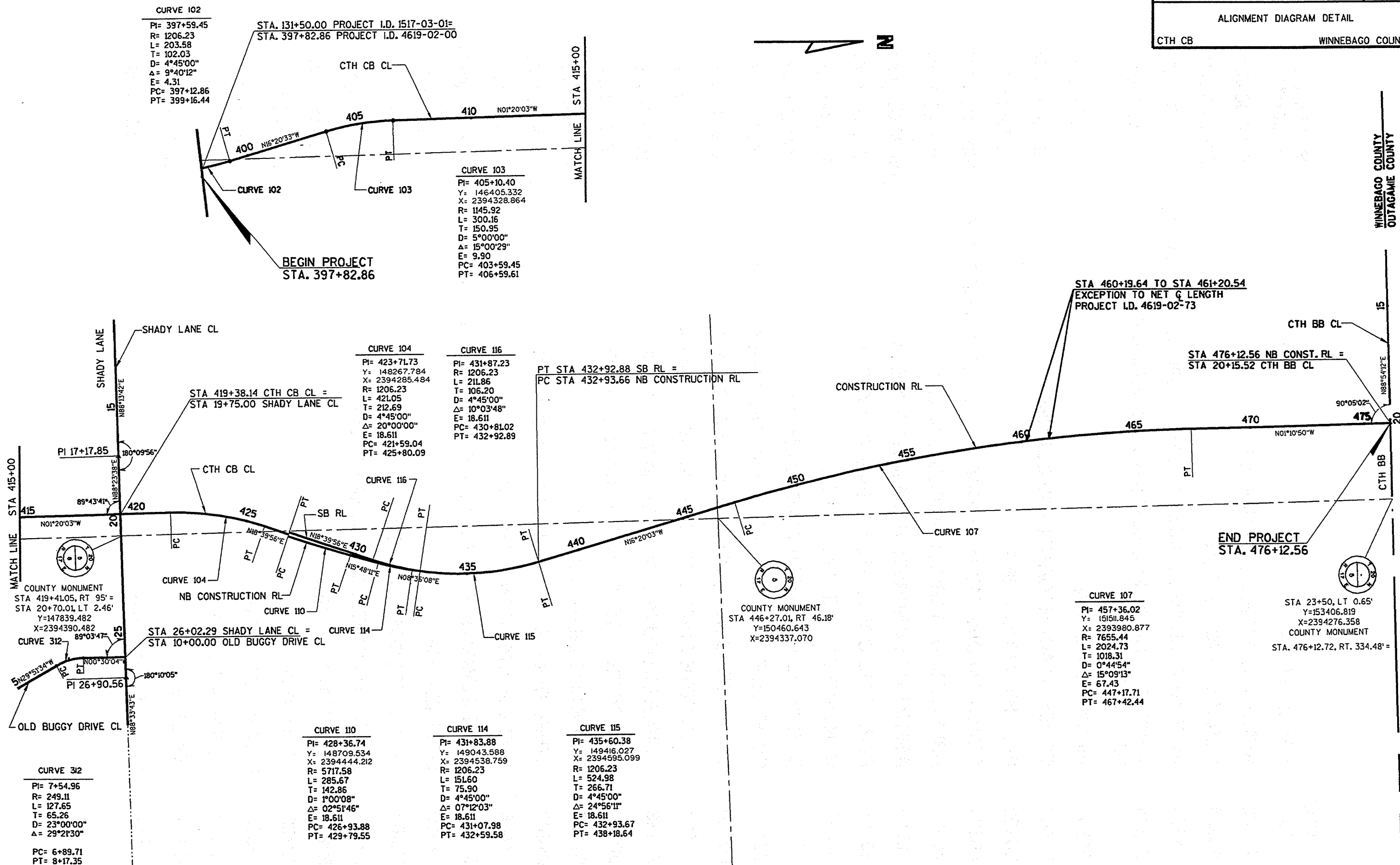
- TRIM BASECOURSE AND PAVE CTH CB
- PAVE SHADY LANE MEDIAN AND TRAVEL LANE AREAS.
- CONSTRUCT CURB AND GUTTER AND PAVEMENT ON OLD BUGGY DRIVE.

SIDEROAD TYPICAL - SHADY LANE

STATE PROJECT NUMBER	4619-02-77	SHEET NO	2.14
PAVEMENT MARKING DETAILS			
CTH CB		WINNEBAGO COUNTY	



ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY
20402	REMOVING ASPHALTIC SURFACE	4600.00 S.Y.
20801	BORROW EXCAVATION	2600.00 C.Y.
21101	PREPARATION OF FOUNDATION FOR ASPHALTIC PAVING	1.00 L.S.
21111	PREPARATION OF FOUNDATION FOR CONCRETE PAVEMENT	1.00 L.S.
21301	FINISHING ROADWAY	1.00 L.S.
30404	CRUSHED AGGREGATE BASE COURSE	200.00 TON
30409	SHAPING SHOULDERS	128.00 STA.
40301	QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE	15261.00 TON
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	916.00 TON
40712	ASPHALTIC CONCRETE PAVEMENT, TYPE HV	15028.00 TON
40714	ASPHALTIC CONCRETE PAVEMENT, TYPE LV	233.00 TON
41510	CONCRETE PAVEMENT, 10-INCH	1158.00 S.Y.
41621	CONCRETE PAVEMENT APPROACH SLAB	146.00 S.Y.
60119	CONCRETE CURB & GUTTER, 18-INCH, TYPE A	435.00 L.F.
60120	CONCRETE CURB & GUTTER, 18-INCH, TYPE D	8930.00 L.F.
60123	CONCRETE CURB & GUTTER, 30-INCH, TYPE A	435.00 L.F.
60133	CONCRETE CURB & GUTTER, 30-INCH, TYPE D	4530.00 L.F.
60170	CONCRETE CURB & GUTTER, 36-INCH, TYPE D	745.00 L.F.
61183	ADJUSTING INLET COVERS	36.00 EACH
61407	STEEL THRIE BEAM STRUCTURE APPROACH	108.00 L.F.
61408	STEEL PLATE BEAM GUARD, CLASS A	152.00 L.F.
61414	ANCHORAGES FOR STEEL PLATE BEAM GUARD, TYPE 3	4.00 EACH
61910	MOBILIZATION	1.00 L.S.
62001	CONCRETE CORRUGATED MEDIAN	373.00 S.F.
62101	LANDMARK REFERENCE MONUMENTS	8.00 EACH
62203	ASPHALTIC FLUMES	39.00 S.Y.
62702	MULCHING	6230.00 S.Y.
62905	FERTILIZER, TYPE B	6.00 CWT.
63009	SEEDING, NO. 20	185.00 LBS.
63101	SODDING	2770.00 S.Y.
64210	FIELD LABORATORY	1.00 L.S.



ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY
64220	FIELD OFFICE, TYPE C	1.00 L.S.
64301	TRAFFIC CONTROL	1.00 L.S.
64313	TRAFFIC CONTROL, DRUMS	1900.00 DAYS
64318	TRAFFIC CONTROL, BARRICADES TYPE III	1000.00 DAYS
64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	2000.00 DAYS
64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	600.00 DAYS
64326	TRAFFIC CONTROL, SIGNS	1900.00 DAYS
64602	PAVEMENT MARKING, 4-INCH, EPOXY	38140.00 L.F.
64618	PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY	1725.00 L.F.
64636	LOCATING NO-PASSING ZONES	0.85 MI.
64710	PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY	125.00 L.F.
64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	18.00 EACH
64758	PAVEMENT MARKING, WORDS, EPOXY	14.00 EACH
64778	PAVEMENT MARKING, CURB, EPOXY	230.00 L.F.
64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	455.00 S.Y.
64904	TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE	2280.00 L.F.
65221	NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	387.00 L.F.
66501	SAWING EXISTING PAVEMENT	762.00 L.F.
66502	SAWING CONCRETE PAVEMENT, FULL DEPTH	9.00 L.F.
90001	PLACING TOPSOIL	9000.00 S.Y.
90394	PROFILOGRAPH	1.00 L.S.

REMOVING ASPHALTIC SURFACE		
STATION TO STATION	LOCATION	S.Y.
11+64 - 28+26	SHADY LANE	4435
13+27	SHADY LANE, CE LT	165
TOTAL		4600

BORROW EXCAVATION		
STATION TO STATION	LOCATION	C.Y.
397+82.86 - 401+75	CTH CB, RT	440
401+75-418+44	CTH CB, RT	620
397+82.86 - 418+55	CTH CB, LT	770
418+55 - 18+92	SHADY LN, SW QUAD	30
19+02 - 420+11	SHADY LN, NW QUAD	25
20+58 - 420+22	SHADY LN, NE QUAD	30
418+44 - 20+78	SHADY LN, SE QUAD	40
20+77.61 - 25+38.94	SHADY LN, RT	255
25+39 - 9+27	OLD BUGGY, SW QUAD	30
9+33 - 26+53	OLD BUGGY, SE QUAD	25
440+00 - 442+00	CTH CB, RT	170
440+00 - 442+00	CTH CB, LT	110
475+38 - 20+90	CTH BB, SE QUAD	30
475+79 - 19+52	CTH BB, SW QUAD	25
TOTAL		2600

SHAPING SHOULDERS		
STATION TO STATION	LOCATION	STA.
420+11 - 440+00	CTH CB LT	19.9
420+22 - 440+00	CTH CB RT	19.9
442+00 - 460+20	CTH CB RT	18.2
442+00 - 460+20	CTH CB LT	18.2
461+20 - 475+39	CTH CB RT	14.2
461+20 - 475+49	CTH CB LT	14.3
11+64 - 12+85	SHADY LANE LT	1.2
11+64 - 18+92	SHADY LANE RT	7.3
13+75 - 19+02	SHADY LANE LT	5.3
20+58 - 28+26	SHADY LANE LT	7.7
26+52 - 28+26	SHADY LANE RT	1.8
TOTAL		128.0

ASPHALTIC CONCRETE PAVEMENT				
STATION TO STATION	LOCATION	TYPE HV TONS	TYPE LV TONS	AC @ 6% TONS
400+00 - 419+38	CTH CB	3,263	11	196
419+38 - 476+13	CTH CB	10,128	0	608
11+64 - 28+26	SHADY LANE	1,301	222	91
14+52 - 21+90	CTH BB	314	0	19
DRIVEWAYS		22	0	1
TOTAL		15,028	233	916

CONCRETE PAVEMENT, 10-INCH		
STATION TO STATION	LOCATION	CONCRETE S.Y.
387+83 - 400+00	CTH CB	1,158

CONCRETE PAVEMENT, APPROACH SLAB		
LOCATION	S.Y.	REMARKS
SOUTH APPROACH	73	B-70-186
NORTH APPROACH	73	B-70-186
TOTAL		146

CONCRETE CURB & GUTTER					
STATION TO STATION	LOCATION	18-INCH	TYPE A 30-INCH	TYPE D 18-INCH	36-INCH
397+82.9 - 400+00	CTH CB, MEDIAN	435			
397+82.9 - 400+00	CTH CB, LT & RT		435		
400+00 - 418+90	CTH CB, MEDIAN			3785	
400+00 - 418+44	CTH CB, LT & RT				3690
418+44 - 25+90	SHADY LANE, RT				650
20+58 - 420+22	SHADY LANE, NE QUAD				78
418+44 - 18+92	SHADY LANE, SW QUAD				90
19+02 - 420+11	SHADY LANE, NW QUAD				63
12+40 - 19+25	SHADY LANE, MEDIAN			1400	
12+85 - 13+15	SHADY LANE, LT				50
13+45 - 13+75	SHADY LANE, LT				50
20+25 - 27+60	SHADY LANE, MEDIAN			1500	
9+34 - 26+52	OLD BUGGY, SE QUAD				63
419+85 - 431+00	CTH CB, MEDIAN			2245	
440+00 - 442+00	CTH CB, LT & RT				400
475+39 - 20+90	CTH BB, SE QUAD				78
475+49 - 19+52	CTH BB, SW QUAD				63
TOTAL		435	435	8930	4530
					745

ADJUSTING INLET COVERS									
NO.	STATION	LOCATION	ROAD	STRUCTURE	TYPE	COVER	GRATE FLOWLINE ELEV.	ADJUSTMENT L.F.	EACH
I62	399+00	RT, 35.0'	CTH CB	INLET	3	H-RT	778.94	0.66	1
I63	401+00	RT, 33.0'	CTH CB	INLET	3	H-LT	779.37	1.11	1
I64	401+00	RT, 8.0'	CTH CB	INLET	3	A-RT	779.37	0.53	1
I65	406+14	RT, 29.0'	CTH CB	INLET	3	H-S	777.96	0.52	1
I66	406+14	LT, 4.0'	CTH CB	INLET	3	A-S	779.18	0.62	1
I67	410+45	RT, 29.0'	CTH CB	INLET	3	H-LT	778.91	0.79	1
I68	413+00	RT, 30.0'	CTH CB	INLET	3	H-S	778.14	0.59	1
I69	415+40	RT, 33.0'	CTH CB	INLET	3	H-RT	779.03	0.90	1
I71	420+67	RT, 1.0'	CTH CB	INLET	1	A-RT	784.93	0.60	1
I72	421+93	RT, 1.0'	CTH CB	INLET	1	A-RT	788.99	1.01	1
I73	426+72	LT, 9.0'	CTH CB	INLET	1	A-LT	788.19	0.69	1
I74	9+40	LT, 28.0'	OLD BUGGY DR	INLET	3	H-LT	777.32	*	1
I116	401+00	RT, 8.0'	CTH CB	INLET	1	A-RT	779.37	0.54	1
I117	406+14	RT, 4.0'	CTH CB	INLET	1	A-S	779.18	0.66	1
I118	410+45	LT, 4.0'	CTH CB	INLET	1	A-LT	779.39	0.63	1
I119	410+45	RT, 4.0'	CTH CB	INLET	1	A-RT	779.39	0.68	1
I120	413+00	RT, 5.0'	CTH CB	INLET	1	A-S	778.62	0.66	1
I121	413+00	RT, 5.0'	CTH CB	INLET	1	A-S	778.62	0.67	1
I122	415+40	LT, 9.0'	CTH CB	INLET	1	A-RT	779.51	0.63	1
I123	415+40	RT, 9.0'	CTH CB	INLET	1	A-LT	779.51	0.62	1
I124	420+67	RT, 9.0'	CTH CB	INLET	1	A-LT	784.73	0.61	1
I126	426+72	RT, 9.0'	CTH CB	INLET	1	A-RT	788.19	0.61	1
I128	430+90	LT, 0.5'	CTH CB	INLET	1	A-RT	783.44	0.65	1
I178	399+00	CENTERLINE	CTH CB	INLET	8	MS	778.94	-0.21	1
I181	415+40	CENTERLINE	CTH CB	INLET	8	MS	779.68	-0.34	1
I183	426+72	CENTERLINE	CTH CB	INLET	8	MS	788.36	-0.26	1
I114	399+00	LT, 10.0'	CTH CB	INLET	1	A-RT	778.77	0.52	1
I115	399+00	RT, 10.0'	CTH CB	INLET	1	A-LT	778.77	0.66	1
I127	430+90	LT, 5.0'	CTH CB	INLET	1	A-LT	783.44	0.77	1
I74A	25+60	RT, 45.0'	SHADY LANE	INLET	8	MS	775.60	*	1
B18	399+00	LT, 35.5'	CTH CB	INLET	3	H-LT	778.30	0.84	1
B19	401+00	LT, 29.5'	CTH CB	INLET	3	H-LT	778.91	0.64	1
B20	408+05	LT, 29.5'	CTH CB	INLET	3	H-S	779.07	0.71	1
B21	410+45	LT, 29.5'	CTH CB	INLET	3	H-RT	778.92	0.72	1
B22	413+00	LT, 29.8'	CTH CB	INLET	3	H-S	778.15	0.64	1
B23	415+40	LT, 34.5'	CTH CB	INLET	3	H-LT	779.04	0.57	1
TOTAL									36

* ALL ADJUSTMENTS ARE APPROXIMATE. ACTUAL ADJUSTMENTS SHALL BE DETERMINED IN THE FIELD.

STEEL THRIE BEAM STRUCTURE APPROACH		
STATION TO STATION	LOCATION	L.F.
459+49 - 459+76	CTH CB, LT	27
460+25 - 460+52	CTH CB, RT	27
461+70 - 461+97	CTH CB, LT	27
462+47 - 462+74	CTH CB, RT	27
TOTAL		108

STEEL PLATE BEAM GUARD, CLASS A		
STATION TO STATION	LOCATION	L.F.
459+00 - 459+49	CTH CB, LT	38
459+87 - 460+25	CTH CB, RT	38
461+97 - 462+35	CTH CB, LT	38
462+74 - 463+12	CTH CB, RT	38
TOTAL		152

STATE PROJECT NUMBER	SHEET NO
4619-02-77	3A
MISCELLANEOUS QUANTITIES	
CTH CB	WINNEBAGO COUNTY

ANCHORAGES FOR STEEL PLATE BEAM GUARD, TYPE 3		
STATION	LOCATION	EACH
459+11	CTH CB, LT	1
459+87	CTH CB, RT	1
462+35	CTH CB, LT	1
463+12	CTH CB, RT	1
TOTAL		4

CONCRETE CORRUGATED MEDIAN		
STATION TO STATION	LOCATION	S.F.
430+98 - 432+07	CTH CB, LT	373

LANDMARK REFERENCE MONUMENTS		
STATION	LOCATION	EACH
419+41.05	CTH CB, RT 95.00	4
446+27.01	CTH CB, RT 46.18	4
TOTAL		8

ASPHALTIC FLUMES		
STATION	LOCATION	S.Y.
418+55	CTH CB, LT	8
475+49	CTH CB, LT	8
19+02	SHADY LN, LT	9
20+58	SHADY LN, LT	9
26+52	SHADY LN, RT	5
TOTAL		39

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY
64220	FIELD OFFICE, TYPE C	1.00 L.S.
64301	TRAFFIC CONTROL	1.00 L.S.
64313	TRAFFIC CONTROL, DRUMS	1900.00 DAYS
64318	TRAFFIC CONTROL, BARRICADES TYPE III	1000.00 DAYS
64321	TRAFFIC CONTROL, WARNING LIGHTS, TYPE A	2000.00 DAYS
64323	TRAFFIC CONTROL, WARNING LIGHTS, TYPE C	600.00 DAYS
64326	TRAFFIC CONTROL, SIGNS	1900.00 DAYS
64602	PAVEMENT MARKING, 4-INCH, EPOXY	38140.00 L.F.
64618	PAVEMENT MARKING, CHANNELIZING, 8-INCH, EPOXY	1725.00 L.F.
64636	LOCATING NO-PASSING ZONES	0.85 MI.
64710	PAVEMENT MARKING, STOP LINE, 18-INCH, EPOXY	125.00 L.F.
64734	PAVEMENT MARKING, ARROWS, TYPE 2, EPOXY	18.00 EACH
64758	PAVEMENT MARKING, WORDS, EPOXY	14.00 EACH
64778	PAVEMENT MARKING, CURB, EPOXY	230.00 L.F.
64790	PAVEMENT MARKING, ISLAND NOSE, EPOXY	455.00 S.Y.
64904	TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE	2280.00 L.F.
65221	NONMETALLIC CONDUIT, SCHEDULE 40, 3-INCH	387.00 L.F.
66501	SAWING EXISTING PAVEMENT	762.00 L.F.
66502	SAWING CONCRETE PAVEMENT, FULL DEPTH	9.00 L.F.
90001	PLACING TOPSOIL	9000.00 S.Y.
90394	PROFILOGRAPH	1.00 L.S.

PLACING TOPSOIL						SODDING			STATE PROJECT NUMBER 4619-02-77		SHEET NO 38	
STATION TO STATION		LOCATION	PLACING TOPSOIL S.Y.	MULCHING S.Y.	FERTILIZER TYPE B CWT	SEEDING NO. 20 LBS	STATION TO STATION		LOCATION	S.Y.	MISCELLANEOUS QUANTITIES	
397+83 - 418+44		CTH CB, LT & RT	4580	4580	3.0	130	397+83 - 416+90		MEDIAN, CTH CB	1,510	CTH CB WINNEBAGO COUNTY	
397+83 - 416+90		CTH CB, MEDIAN	1510	0	1.0	0	421+90 - 431+00		MEDIAN, CTH CB	1,050		
12+85 - 15+60		SHADY LN, MEDIAN	210	0	0.2	0	12+89 - 15+60		MEDIAN, SHADY LN	210		
4 QUADRANTS		CTH CB / SHADY LANE	380	380	0.3	15	TOTAL			2,770		
20+77.61 - 25+38.94		SHADY LN, RT	515	515	0.3	15						
2 QUADRANTS		SHADY LANE/OLD BUGGY	155	155	0.1	5						
421+90 - 431+00		CTH CB, MEDIAN	1050	0	0.7	0						
440+00 - 442+00		CTH CB, LT & RT	445	445	0.3	15						
2 QUADRANTS		CTH CB / CTH BB	155	155	0.1	5						
TOTAL			9000	6230	6.0	185						

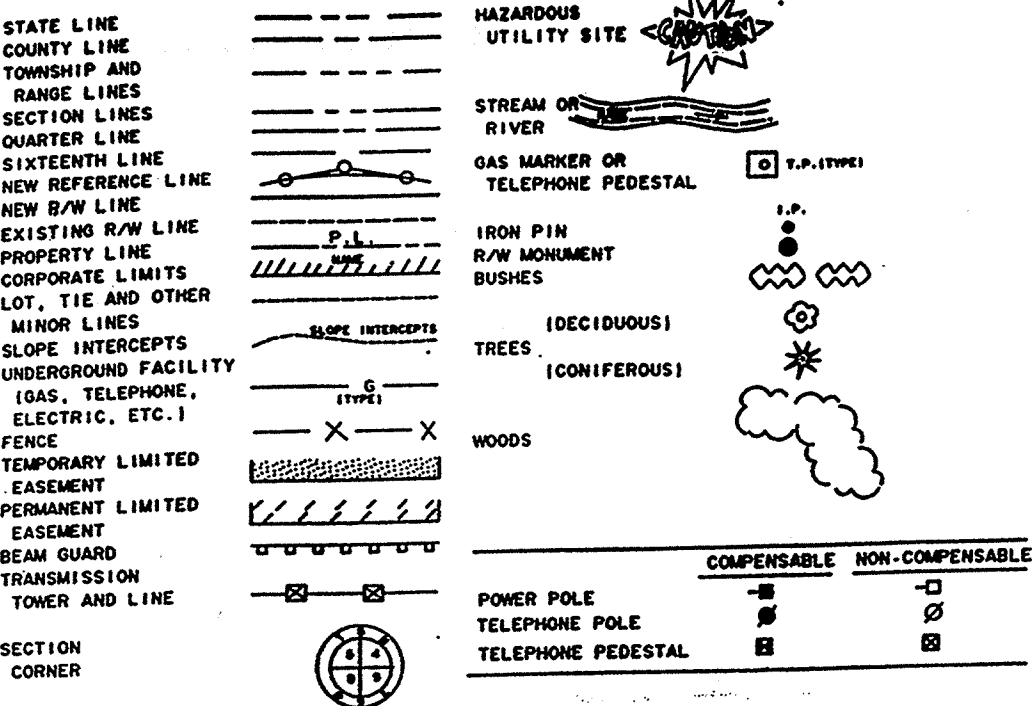
TRAFFIC CONTROL													
LOCATION		STAGE	SERVICE PERIOD DAYS	DRUMS PER DAY	DRUM DAYS	SIGNS PER DAY	SIGN DAYS	TYPE 3 BARRICADES PER DAY	BARRICADE DAYS	TYPE A WARNING LIGHTS PER DAY	TYPE A LIGHT DAYS	TYPE C WARNING LIGHTS PER DAY	TYPE C LIGHT DAYS
SHADY LANE		I	100	4	400	6	600	4	400	8	800	0	0
CTH BB		I	100	15	1500	6	600	6	600	12	1200	6	600
OLD BUGGY DRIVE		I	100	0	0	6	600	0	0	0	0	0	0
MAYFLOWER ROAD		I	100	0	0	1	100	0	0	0	0	0	0
TOTAL					1900		1900		1000		2000		600

PAVEMENT MARKING, EPOXY												
STATION TO STATION		LOCATION	EDGE LINE SOLID 4-INCH WHITE L.F.	LANE LINE DASHED 4-INCH WHITE L.F.	DOUBLE CENTERLINE 4-INCH YELLOW L.F.	EDGE LINE SOLID 4-INCH YELLOW L.F.	ISLAND NOSE YELLOW S.F.	ARROWS TYPE 2 WHITE EACH	WORDS "ONLY" WHITE EACH	STOPLINE 18-INCH WHITE L.F.	CHANNELIZING 8-INCH WHITE L.F.	PAINTED CURB YELLOW L.F.
397+82 - 418+90		CTH CB, LT/RT	4,220	1000		4220						
416+90 - 418+90		CTH CB, RT					15	4	4		400	35
418+90		CTH CB					15					35
419+85		CTH CB						2	2		200	
419+85 - 421+85		CTH CB, LT		50								
419+85 - 475+45		CTH CB, LT/RT	11120		8570	2550						10
431+00		CTH CB					10					
431+00 - 432+00		CTH CB					300					
472+6 - 475+45		CTH CB, RT						2	2	35	275	
11+64 - 19+25		SHADY LN, LT/RT	1,385		150	1,375						
13+65		SHADY LANE					10					10
15+55		SHADY LANE					45					30
17+60 - 19+25		SHADY LANE, RT						4	2		315	
18+30		SHADY LANE					15					20
19+25		SHADY LANE					15			45		35
20+25		SHADY LANE					15			45		35
20+25 - 22+10		SHADY LANE, LT						4	3		335	
20+25 - 28+26		SHADY LN, LT/RT	1,400		100	1,500						
21+80		SHADY LANE					15					20
14+50 - 19+50		CTH BB	500					2	1		200	
TOTALS			18,625	1,050	8,820	9,645	455	18	14	125	1,725	230

TEMPORARY PAVEMENT MARKING, 4-INCH, REMOVABLE TAPE			SAWING EXISTING PAVEMENT		
STATION TO STATION	LOCATION	L.F.	STATION TO STATION	LOCATION	L.F.
12+52 - 23+90	CTH BB	2280	14+52 - 21+90	CTH BB, RT	738
TOTAL		2280	10+61 - 10+61	MUNICIPAL DRIVE	24
			TOTAL		762

NON-METALLIC CONDUIT, 3-INCH			SAWING CONCRETE PAVEMENT, FULL DEPTH		
STATION	LOCATION	CONDUIT 3-INCH L.F.	STATION	LOCATION	L.F.
418+60	CTH CB, LT/RT	80	10+61	MUNICIPAL DRIVE	5
420+10	CTH CB, LT/RT	85	9+27	OLD BUGGY DRIVE	4
475+50	CTH CB, LT/RT	70	TOTAL		9
18+90	SHADY LN, LT/RT	82			
20+55	SHADY LN, LT/RT	70			
TOTAL		387			

CONVENTIONAL SIGNS AND ABBREVIATIONS



ACRES	AC	LONG CHORD BEARING	LCB
AHEAD	AH	MONUMENT	MON
AND OTHERS	ET AL	PARKER-KALON FASTENER	PK
BACK	BK	PROPERTY LINE	PL
BARN	B	RADIUS	R
CENTERLINE	C	REFERENCE LINE	RL
CENTRAL ANGLE	Δ	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SVT
CORNER	COR	SHED	S
GARAGE	G	SQUARE FEET	SF
HOUSE	H	STATION	STA
LENGTH	L	TANGENT	T
LONG CHORD	LC	TEMPORARY LIMITED EASEMENT	TLE
		TRANSIT LINE	L

NOTES

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

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.

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTATED TO THE WISCONSIN COORDINATE SYSTEM, CENTRAL ZONE. ALL PLAT DISTANCES ARE GROUND LENGTH AND MAY BE CONVERTED TO GRID LENGTH BY MULTIPLYING THE DISTANCE BY THE GRID FACTOR PROVIDED ON THE DETAIL SHEET(S).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: GOVERNMENT LAND LINES, WISDOT PROJECTS 6550-1-21 & 6448-1-21, WINNEBAGO COUNTY PROJECTS 50854(1) & 4667-1-00, 1ST ADDITION TO MARGO ACRES EAST PLAT, ALL AMERICAN BUSINESS AND INDUSTRIAL PARK PLAT, SHADY SPRINGS ESTATES III PLAT, MILLBROOK GLEN SUBDIVISION, CERTIFIED SURVEY MAPS AND C/L OF EXISTING PAVEMENT AS SPECIFIED ON EACH PLAT DETAIL SHEET.

GOVERNMENT LAND LINE AND REFERENCE LINE ARE NOT COINCIDENTAL.

DISTANCES FROM GOVERNMENTAL LAND LINES ARE "XX'0"

EXCEPTION TO RELOCATION ORDER
STA. 367.24.64 TO STA. 397.19.86
SEE PROJECT I.D. 1517-03-21,
1517-03-22 & 1517-03-23

BEGIN RELOCATION ORDER

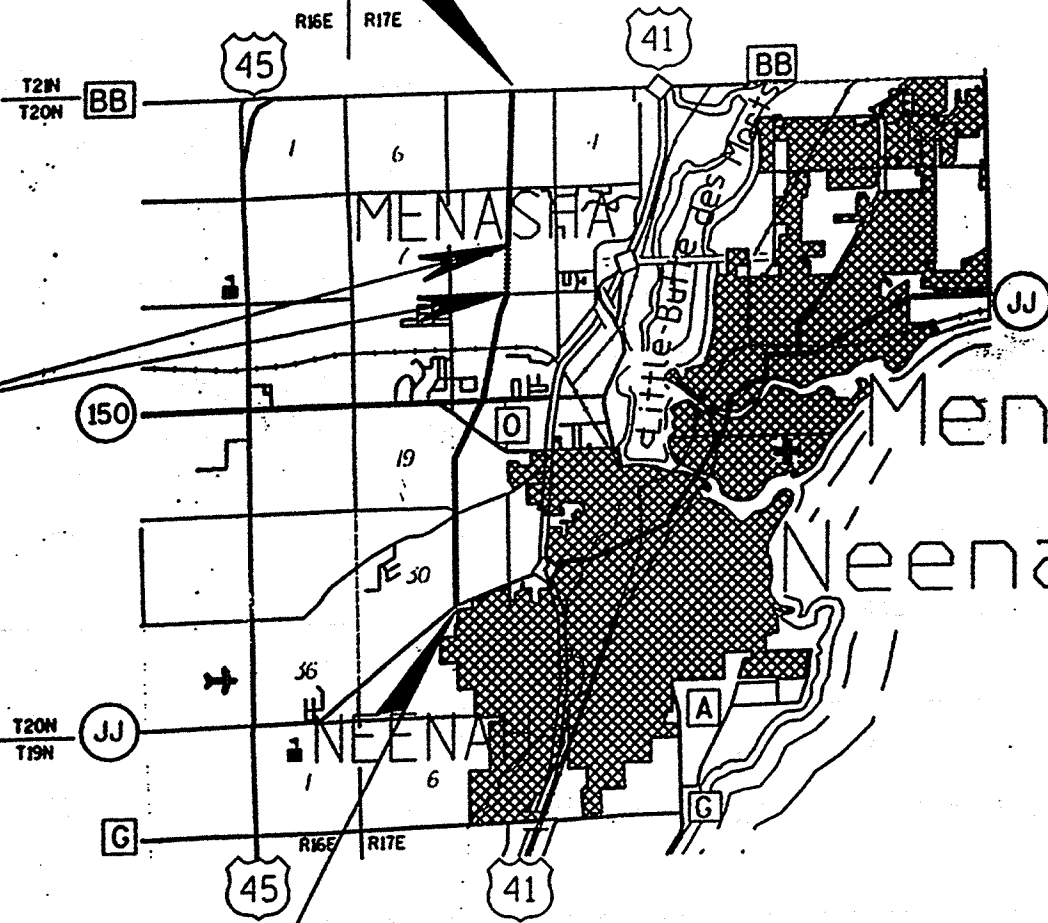
STA. 199.29.27
0.20 FEET NORTH AND
9.00 FEET EAST OF THE
SOUTHWEST CORNER OF
SECTION 29, T20N, R17E.

SIDE ROAD SHEET INDEX

4.7, 4.25	CTH "JJ"
4.7 - 4.10	PENDLETON RD.
4.9	WOOD HAVEN LANE
4.10, 4.26	OAKRIDGE ROAD
4.10, 4.27	LARSEN ROAD
4.13, 4.28	CTH "O"
4.14, 4.29	STH 150
4.16	RAILROAD CROSSING
4.18	JACOBSEN ROAD
4.20, 4.30	SHADY LANE
4.24	CTH "BB"

END RELOCATION ORDER

STA. 476.13.15
6.46 FEET SOUTH AND
334.42 FEET WEST OF
THE NORTH 1/4 CORNER OF
SECTION 5, T20N, R17E.



TOTAL NET LENGTH OF CENTERLINE = 4.721 MILES

R/W PROJECT NUMBER 4619-02-21	SHEET TOTAL NUMBER SHEETS 4.0 31
FEDERAL PROJECT NUMBER	
PLAT OF RIGHT OF WAY REQUIRED FOR CTH JJ - CTH BB	
WEST SIDE ARTERIAL/CTH CB WINNEBAGO COUNTY	

APPROVED FOR
WINNEBAGO COUNTY

Ray Hagan
COUNTY HIGHWAY COMMISSIONER
8-24-95
DATE

PLAT PREPARED
BY
MEAD & HUNT, INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN



MONUMENTATION OF
THE RIGHT-OF-WAY
SHOWN ON THIS
PLAT MAY BE DONE
BY OTHERS. MEAD
& HUNT, INC. AND
THE SURVEYOR, DANIEL
M. MURRAY, ASSUME
NO RESPONSIBILITY
FOR THE PLACEMENT OF
SAID MONUMENTATION
BY OTHERS.

REVISION DATE

1-4-96
2-19-96

Daniel M. Murray 8/21/95

REVISION DATE 11-25-96	ROUTE COUNTY DATE CTH CB WINNEBAGO 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.1
		FEDERAL PROJECT NUMBER	

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	TLE ACRES	PLE ACRES	RDE ACRES
					NEW	EXISTING	TOTAL				
1	4.7, 4.25	GEORGE R. REDDIN	FEE	29.58	0.15	---	0.15	29.43	---		
2	4.7, 4.25	ROBERT S. TALARCZYK	FEE	1.25	0.12	---	0.12	1.13	---		
3	4.7, 4.25	HENRY & DOROTHY A. MALCHOW	FEE	1.37	0.09	0.23	0.32	1.05	---	---	
4	4.7, 4.25	WM. SPENCER & LINDA G. PINEGAR	FEE	1.12	0.10	---	0.10	1.02	---		
5	4.7, 4.25	HENRY & DOROTHY A. MALCHOW	FEE, PLE, TLE	2.40	0.21	0.30	0.51	1.89	0.02	0.19	
6	4.25	RODNEY C. & BONNIE M. FISCHER	FEE	1.23	0.06	---	0.06	1.17	---		
7	4.7, 4.25	HENRY & DOROTHY A. MALCHOW, GRANTORS BRIAN & PATTY FALCK, GRANTEES	FEE, TLE	1.25	0.21	0.18	0.39	0.86	0.09		
8	4.25	JEFFREY M. & JUDY L. OPPELT	FEE	2.01	0.13	0.23	0.36	1.65	---		
9	4.7, 4.25	JOHN J. & JUDITH A. LINCOLN	FEE, TLE	1.34	0.09	---	0.09	1.25	0.03		
10											
11	4.7, 4.25	NORMAN R. & UNA B. FREDRICK	FEE, TLE	3.83	0.48	0.25	0.73	3.10	0.06		
12	4.7, 4.25	BARBARA G. & RICHARD H. KNOLL	FEE, TLE	1.01	0.03	0.09	0.12	0.89	0.05		
13	4.7, 4.8	FRANCIS & CAROL RASMUSSEN	FEE, TLE	110.38	0.76	0.68	1.44	108.94	0.01		
14	4.20, 4.22, 4.30	MICHELS PIPELINE CONSTRUCTION, INC.	FEE	251.61	5.94	---	5.94	245.67	---		
15	4.7-4.9, 4.25	MICHELS PIPELINE CONSTRUCTION, INC.	FEE, PLE	254.25	1.12	1.52	2.64	251.61	---	0.34	
16	4.8, 4.9	BENCARRIE CORP.	FEE	119.64	0.65	1.00	1.65	117.99	---		
17	4.9	DAVID J. JONES, TRUSTEE	FEE, TLE	40.00	1.25	1.05	2.30	37.70	0.08		
18	4.9	DEAN J. & MARY B. DASHNER	FEE, RDE	0.99	0.18	---	0.18	0.81	---		0.07
19	4.9, 4.10, 4.26	HARRISON, JR. & BETTE J. STURGIS	FEE, RDE, TLE	19.51	0.52	1.21	1.73	17.78	0.07		0.14
20	4.9	GARY P. & LAVERNE STEFFENS	FEE, RDE	1.25	0.17	---	0.17	1.08	---		0.15
21	4.19	APPLE VALLEY CHURCH	FEE	5.89	0.68	---	0.68	5.21	---		
22	4.9, 4.10	JEFFREY F. McLAIN	FEE, TLE	1.00	0.24	0.17	0.41	0.59	0.01		
23	4.9, 4.10	EDWARD ROSS	FEE	1.75	0.12	0.22	0.34	1.41	---		
24	4.10	FREDERICK & MARY JANE BELLING	FEE, TLE	1.00	0.17	0.18	0.35	0.65	0.03		
25	4.9	HARRISON, JR. & BETTE J. STURGIS, VENDORS ROY E., JR. & DIANE K. NATION, VENDEES LAND CONTRACT	FEE	2.16	0.13	---	0.13	2.03	---		
26	4.10, 4.26	BRIAN J. EISNER & ROXANNE M. VOLK	FEE	1.13	0.05	0.14	0.19	0.94	---		
27	4.10, 4.26	DOROTHY WINKLER ESTATE	FEE, RDE	2.00	0.33	0.45	0.78	1.22	---		0.11
28	4.26, 4.27	ROGER J. & DONNA K. KELLER	FEE, TLE	1.89	0.04	---	0.04	1.85	0.05		
29	4.10, 4.26	ALFRED K. & LORI A. BOWERS	FEE	5.19	0.18	0.34	0.52	4.67	---		
30	4.27	LOWELL A. & CAROL J. KEMPFERT	FEE, TLE	2.09	0.02	---	0.02	2.07	0.03		
31	4.26	RICHARD O. & JANICE COLLINS	FEE	6.15	0.02	0.10	0.12	6.03	---		
32	4.26	PETER A. & SHELLY ANN GUBBELS	FEE, TLE	1.60	0.03	0.10	0.13	1.47	0.02		
33	4.10, 4.26, 4.27	JAMES A. STURGIS	FEE, RDE	9.00	0.87	0.19	1.06	7.94	---		0.05
34	4.26, 4.27	RAYMOND J. & SANDRA L. PAULIK	FEE, RDE, TLE	0.46	---	0.09	0.09	0.37	205 S.F.		0.05
35											
36	4.26, 4.27	STEPHEN A. BATES	TLE	0.30	---	---	---	0.30	0.01		
37	4.10, 4.26	LARRY R. & PENNY M. LANCASTER	TLE	0.60	---	---	---	0.60	0.03		
38	4.10, 4.26	HAZEL H. STURGIS	RDE, TLE	0.53	---	---	---	0.53	0.02		0.07
39	4.10, 4.26	BRYAN K. & AMY M. BAUMGARTNER	FEE	1.61	0.78	0.37	1.15	0.46	---		
40											
41	4.10, 4.26	WILLIAM E. SCHUELER	FEE	0.75	0.03	0.25	0.28	0.47	---		
42	4.10, 4.11, 4.12, 4.26	HAZEL STURGIS	FEE, TLE	101.42	8.19	0.45	8.64	92.78	0.05		
43	4.12, 4.13, 4.28	DOUGLAS W. REINHARDT	FEE	27.07	4.93	0.36	5.29	21.78	---		
44	4.13, 4.28	JERROLD E. & MARY ELLEN SAHOTSKY	FEE	5.65	0.53	0.29	0.82	4.83	---		

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.

REVISION DATE 12-18-96	ROUTE CTH C8	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.2
				FEDERAL PROJECT NUMBER	

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL	SHEET	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	TLE ACRES	HIGHWAY EASEMENT	PLE ACRES
					NEW	EXISTING	TOTAL				
45	4.27	P. H. GLATFELTER COMPANY	FEE	70.95	1.79	0.41	2.20	68.75	---		
46	4.13, 4.28	RICHARD J. GEIGER (VENDOR) AND MUNEER A. & KAREN A. DAR (VENDEES)	FEE	29.25	1.07	0.59	1.66	27.59	---		
47	4.13, 4.14, 4.28	VEL CORPORATION	FEE, TLE	20.86	2.15	0.23	2.38	18.48	0.09		
48	4.13, 4.28	KENNETH L., SR. & BARBARA A. TAPLIN	FEE, TLE	2.86	0.67	0.38	1.05	1.81	2.54 S.F.		
49	4.13, 4.28	ROBERT W. PROBST (VENDOR) AND RUSSELL HASSELL (VENDEE)	FEE, TLE	0.99	0.03	0.03	0.06	0.93	0.08		
50											
51	4.28	WILLIAM ROGERS	TLE	0.90	---	---	---	0.90	0.02		
52	4.28	DONALD H. & SANDRA C. LORNSON	TLE	3.85	---	---	---	3.85	0.16		
53	4.13, 4.14	JEFFREY D. OGDEN	FEE	8.27	2.11	---	2.11	6.16	---		
54	4.14	JACK ROBERT & MARIE ANNETTE ISE	FEE	5.01	1.11	---	1.11	3.90	---		
55											
56	4.29	J. FRANK & SUSANNE A. ECCLES	FEE, TLE	3.74	0.04	---	0.04	3.70	0.04		
57	4.14, 4.29	LES SIEMEK	FEE	1.36	0.24	---	0.24	1.12	---		
58	4.14, .17, .18, .29	ANR PIPELINE COMPANY	FEE	13.97	1.73	0.02	1.75	12.22	---		
59	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.51	0.51	---	0.51	1.00	---		
59A	4.14, 4.29	FICKENSON ENTERPRISES	FEE	1.00	0.02	---	0.02	0.98	---		
60											
61	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.67	0.05	---	0.05	0.62	---		
61A	4.14, 4.29	DANIEL D. SAURIOL	FEE	0.62	0.02	---	0.02	0.60	---		
62	4.29	JEFFREY A. & NATALIE A. STROHMEYER	FEE	0.80	0.15	---	0.15	0.65	---		
63											
64	4.14, 4.29	F. GERALD & ROCHELLE M. ALTENHOFEN	FEE	1.44	0.03	---	0.03	1.41	---		
65	4.15	TNT HOLLAND MOTOR EXPRESS, INC.	FEE	5.52	170.5 S.F.	---	170.5 S.F.	5.52	---		
66	4.14, 4.29	LEONARD C. BRUMBAUGH	FEE	0.66	0.04	---	0.04	0.62	---		
67	4.14, 4.29	DARLENE M. FLYNN	FEE	0.38	0.04	0.08	0.12	0.26	---		
68	4.14, 4.15, 4.29	BANK ONE, APPLETON, N.A., TRUSTEE	FEE	34.51	5.42	0.52	5.94	28.57	---		
69	4.15, 4.16	BANK ONE WISCONSIN TRUST CO., TRUSTEE	FEE, TLE	15.31	6.46	---	6.46	8.85	0.10		
70	4.17, 4.18	KIMBERLY-CLARK CORPORATION	FEE	142.77	2.28	---	2.28	140.49	---		
71	4.16	KIMBERLY - CLARK CORPORATION	FEE, TLE	8.79	0.18	---	0.18	8.61	0.30		
72	4.16	WISCONSIN CENTRAL RAIL ROAD COMPANY (50)	HIGHWAY EASEMENT, TLE	---	---	---	---	---	0.06	0.72	
73	4.16, 4.17	CARL PORATH AND ALFRED WILLIAM & CAROL MARWEDE	FEE, PLE, TLE	56.96	7.36	---	7.36	49.60	0.30		0.16
74	4.16, 4.17	PARKWOOD INVESTMENTS LTD.	FEE, TLE	61.41	1.58	---	1.58	59.83	0.13		
75	4.17, 4.18	ZAC INVESTMENT CORP.	FEE, TLE	31.58	1.71	0.29	2.00	29.58	0.04		
75A	4.19	ZAC INVESTMENT CORP.	FEE	29.58	0.16	---	0.16	29.42	---		
76	4.18	CITIZEN'S BANK, N.A.	FEE	2.10	0.25	---	0.25	1.85	---		
77	4.18	DAIRY QUEEN	FEE	2.00	0.05	---	0.05	1.95	---		
78	4.18	ROGER A. & DONNA M. ZARLING	FEE, TLE	0.64	0.02	0.09	0.11	0.53	65.7 S.F.		
79	4.19, 4.20	JEAN D. BRAUN, JOHN G. KOFLER & ALICE M. LORENZ	FEE	78.84	1.96	---	1.96	76.88	---		
80											
81	4.20, 4.30	ZEINAB SALMAN	FEE	0.37	38.6 S.F.	---	38.6 S.F.	0.37	---		
82	4.20, 4.30	JERRY A. & DAWN R. O'DELL	FEE	0.42	0.03	---	0.03	0.39	---		
83	4.20, 4.30	GEHRT FAMILY ENTERPRISES, INC.	FEE	0.47	0.05	---	0.05	0.42	---		
84	4.30	LAWRENCE C. & JANET A. MULVEY	FEE, TLE	0.27	0.03	---	0.03	0.24	0.02		
85	4.18	PETER F. & JANET M. BARWICK	FEE	0.55	33.9 S.F.	---	33.9 S.F.	0.55	---		

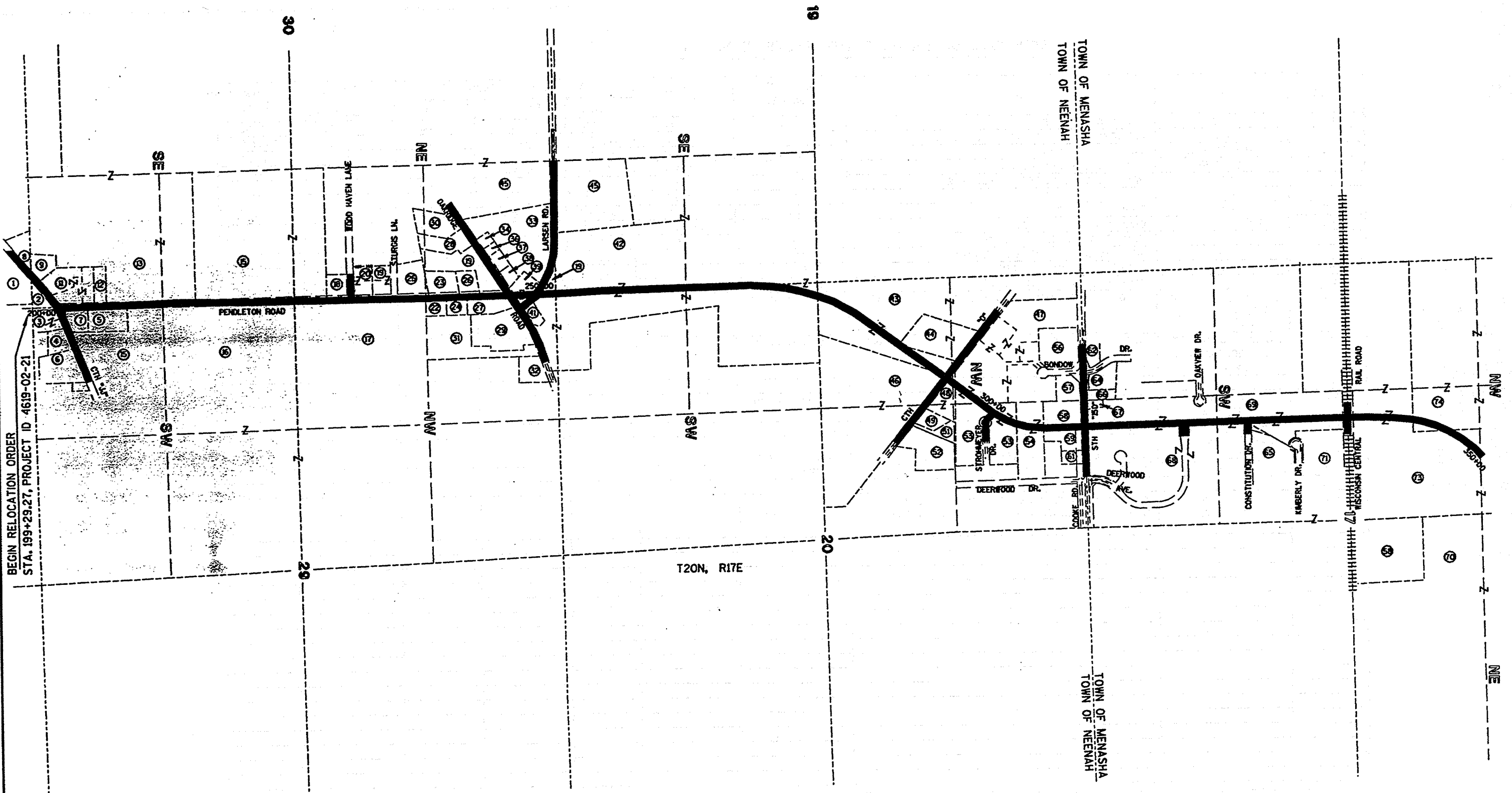
AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

[illegible]

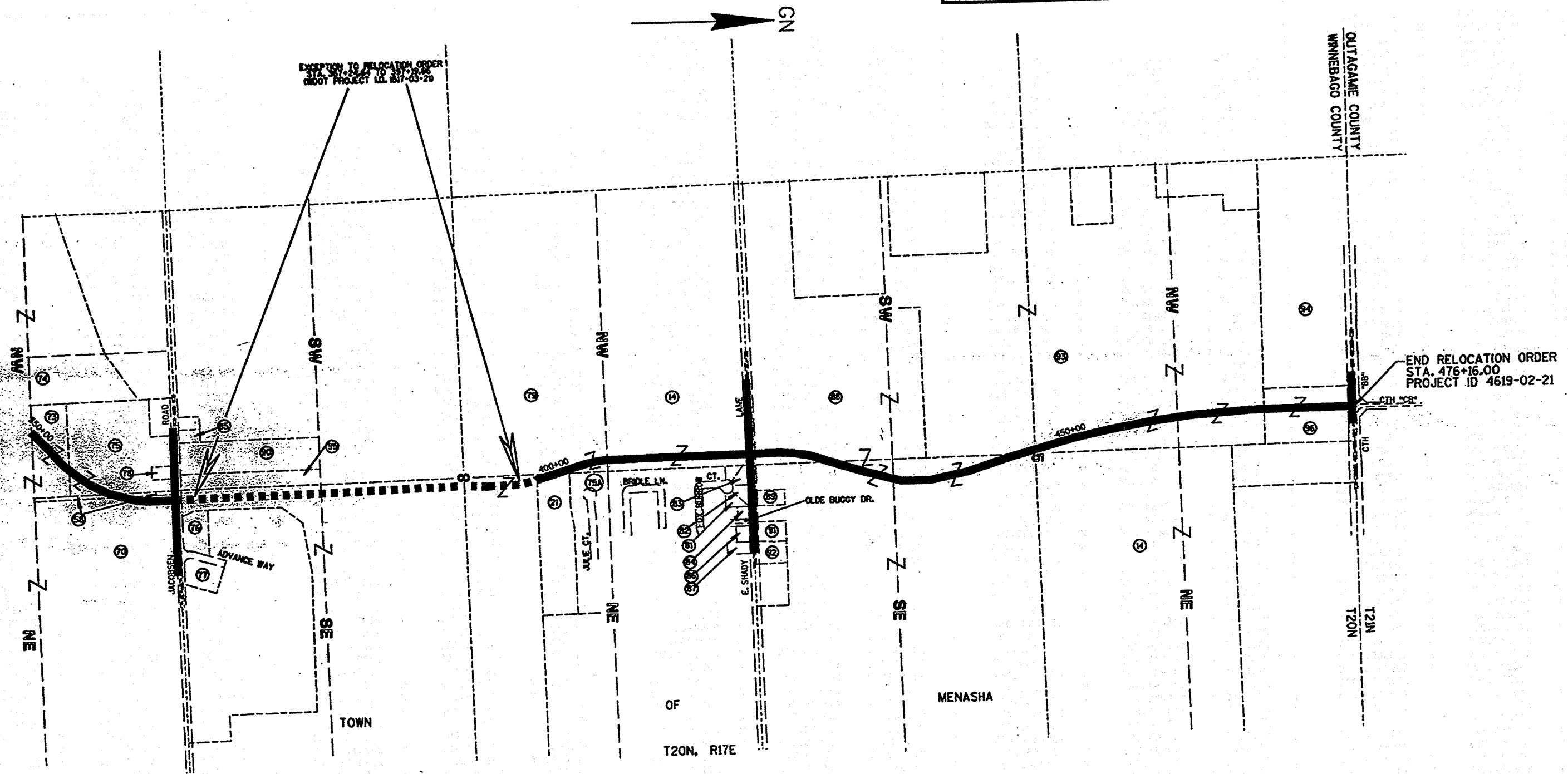
AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

REVISION DATE 11-25-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/P PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.4
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
NOT TO SCALE					



BEGIN RELOCATION ORDER
STA. 199+29.27, PROJECT ID 4619-02-21

REVISION DATE 3-22-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	4.5
NOT TO SCALE					



R/W POINTS - GRID COORDINATES

REVISION DATE

12-18-96

ROUTE

CTH CB

COUNTY

WINNEBAGO

DATE

8-24-95

R/W PROJECT NUMBER
4619-02-21

FEDERAL PROJECT NUMBER

SHEET
NUMBER

4.6

SCALE, FT.
NO SCALEGRID FACTOR
0.999945

PT.6064 Y 131181.547 X 2391689.619
PT.6065 Y 131361.023 X 2391957.355
PT.6078 Y 131606.086 X 2392341.762
PT.6403 Y 126653.831 X 2392265.753
PT.6404 Y 153400.360 X 2393941.960
PT.6431 Y 127196.754 X 2392196.651
PT.6432 Y 127478.104 X 2392169.895
PT.6433 Y 127552.427 X 2392169.940
PT.6434 Y 127842.545 X 2392162.828
PT.6435 Y 128293.058 X 2392165.281
PT.6436 Y 128383.412 X 2392159.993
PT.6437 Y 129323.324 X 2392147.000
PT.6438 Y 129773.328 X 2392155.566
PT.6439 Y 130113.540 X 2392154.482
PT.6440 Y 131336.932 X 2392126.367
PT.6441 Y 132131.858 X 2392103.033
PT.6442 Y 132406.570 X 2392080.441
PT.6443 Y 133020.250 X 2392056.900
PT.6444 Y 133720.152 X 2392046.461
PT.6445 Y 133854.557 X 2392068.500
PT.6446 Y 134127.050 X 2392081.364
PT.6447 Y 134330.340 X 2392110.869
PT.6448 Y 134626.800 X 2392196.879
PT.6449 Y 134916.748 X 2392334.068
PT.6450 Y 134997.437 X 2392384.588
PT.6451 Y 135163.747 X 2392485.633
PT.6452 Y 135752.788 X 2392904.773
PT.6453 Y 135609.483 X 2393124.574
PT.6454 Y 136226.305 X 2393862.455
PT.6455 Y 136325.968 X 2393348.356
PT.6456 Y 136612.312 X 2393504.836
PT.6457 Y 136874.034 X 2393559.059
PT.6458 Y 136985.466 X 2393566.727
PT.6459 Y 137424.508 X 2393517.527
PT.6460 Y 138084.746 X 2393523.704
PT.6461 Y 138584.190 X 2393493.242
PT.6462 Y 138784.449 X 2393504.051
PT.6463 Y 139482.792 X 2393419.416
PT.6464 Y 139846.174 X 2393401.805
PT.6465 Y 139946.030 X 2393394.713
PT.6466 Y 140304.237 X 2393412.216
PT.6467 Y 140446.157 X 2393426.798
PT.6468 Y 140809.845 X 2393542.715
PT.6469 Y 141214.735 X 2393803.677
PT.6470 Y 141350.914 X 2393951.527
PT.6471 Y 141471.494 X 2394120.929
PT.6472 Y 141634.335 X 2394294.223
PT.6473 Y 141869.622 X 2394447.409
PT.6474 Y 142046.293 X 2394511.247
PT.6475 Y 142146.718 X 2394529.166
PT.6476 Y 147771.810 X 2393867.334
PT.6477 Y 146276.108 X 2394268.570
PT.6478 Y 127372.203 X 2392206.003
PT.6479 Y 146489.174 X 2394228.575
PT.6480 Y 146934.162 X 2394216.525
PT.6481 Y 147024.831 X 2394244.419
PT.6482 Y 147736.714 X 2394203.287
PT.6483 Y 148052.719 X 2394185.471
PT.6484 Y 148204.360 X 2394205.785
PT.6485 Y 148494.877 X 2394277.762
PT.6486 Y 149360.486 X 2394688.480
PT.6487 Y 148871.496 X 2394396.522
PT.6488 Y 149129.845 X 2394475.958
PT.6489 Y 149356.616 X 2394503.531
PT.6490 Y 149653.681 X 2394457.720
PT.6491 Y 149833.336 X 2394425.908
PT.6492 Y 150215.764 X 2394308.620
PT.6493 Y 150516.412 X 2394204.879
PT.6494 Y 150986.040 X 2394078.005
PT.6495 Y 152082.588 X 2393912.005

PT.6496 Y 152528.749 X 2393904.913
PT.6497 Y 153186.340 X 2393901.363
PT.6498 Y 127198.296 X 2392288.633
PT.6499 Y 127486.769 X 2392299.598
PT.6500 Y 127560.760 X 2392294.655
PT.6501 Y 127844.555 X 2392282.805
PT.6502 Y 128294.145 X 2392274.270
PT.6503 Y 128623.786 X 2392281.221
PT.6504 Y 130114.927 X 2392276.470
PT.6505 Y 133622.828 X 2392168.630
PT.6506 Y 132139.150 X 2392207.774
PT.6507 Y 132409.437 X 2392210.402
PT.6508 Y 132523.818 X 2392222.882
PT.6509 Y 133023.558 X 2392206.856
PT.6510 Y 133856.873 X 2392173.469
PT.6511 Y 134114.855 X 2392185.648
PT.6512 Y 134306.285 X 2392218.200
PT.6513 Y 134584.513 X 2392303.815
PT.6514 Y 134852.658 X 2392441.380
PT.6515 Y 134935.397 X 2392488.465
PT.6516 Y 135081.789 X 2392599.126
PT.6517 Y 135630.944 X 2393070.384
PT.6518 Y 135907.762 X 2393283.911
PT.6519 Y 136170.901 X 2393433.026
PT.6520 Y 136319.843 X 2393569.062
PT.6521 Y 136670.205 X 2393700.849
PT.6522 Y 136877.175 X 2393709.018
PT.6523 Y 137057.959 X 2393685.229
PT.6524 Y 138087.991 X 2393678.662
PT.6525 Y 138296.519 X 2393694.298
PT.6526 Y 138929.343 X 2393686.047
PT.6527 Y 139853.393 X 2393711.705
PT.6528 Y 139953.482 X 2393714.609
PT.6529 Y 140309.994 X 2393687.140
PT.6530 Y 140471.238 X 2393665.747
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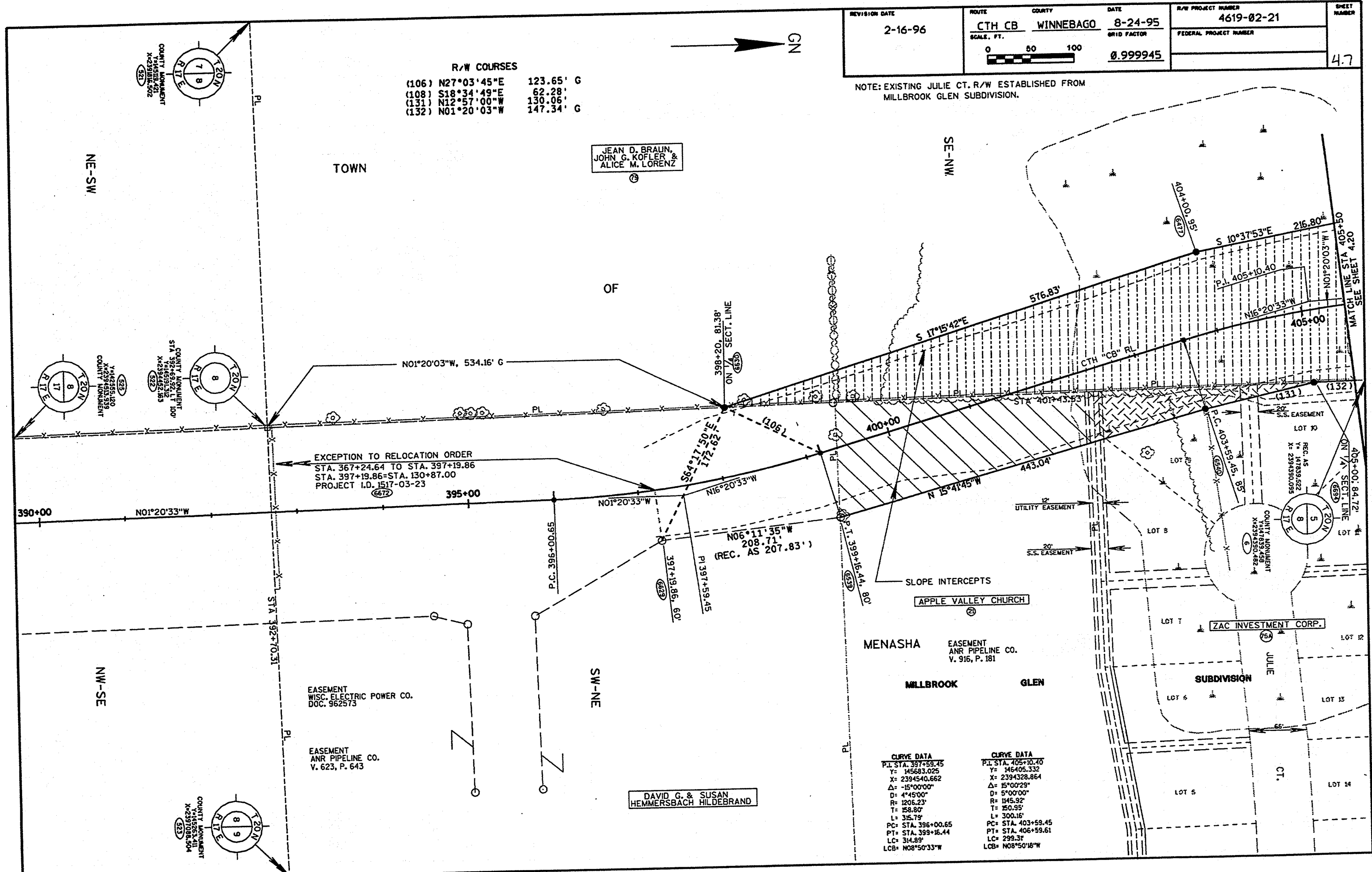
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PT.6782 Y 127398.203 X 2392479.297

REVISION DATE 2-16-96	ROUTE CTH CB	COUNTY WINNEBAGO	DATE 8-24-95	R/W PROJECT NUMBER 4619-02-21	SHEET NUMBER 4.7
	SCALE, FT. 0 50 100		GRID FACTOR 0.999945	FEDERAL PROJECT NUMBER	

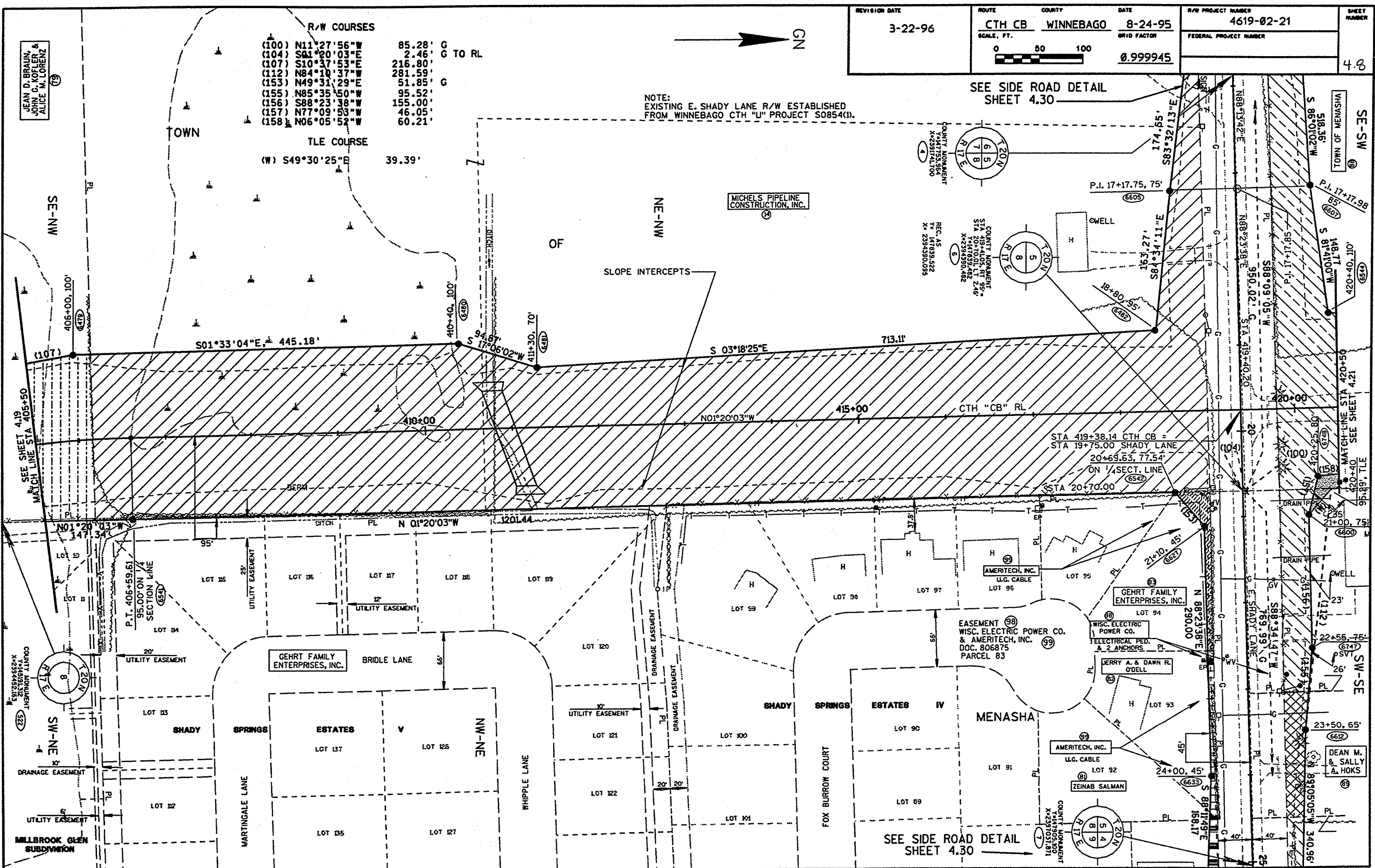
NOTE: EXISTING JULIE CT. R/W ESTABLISHED FROM MILLBROOK GLEN SUBDIVISION.

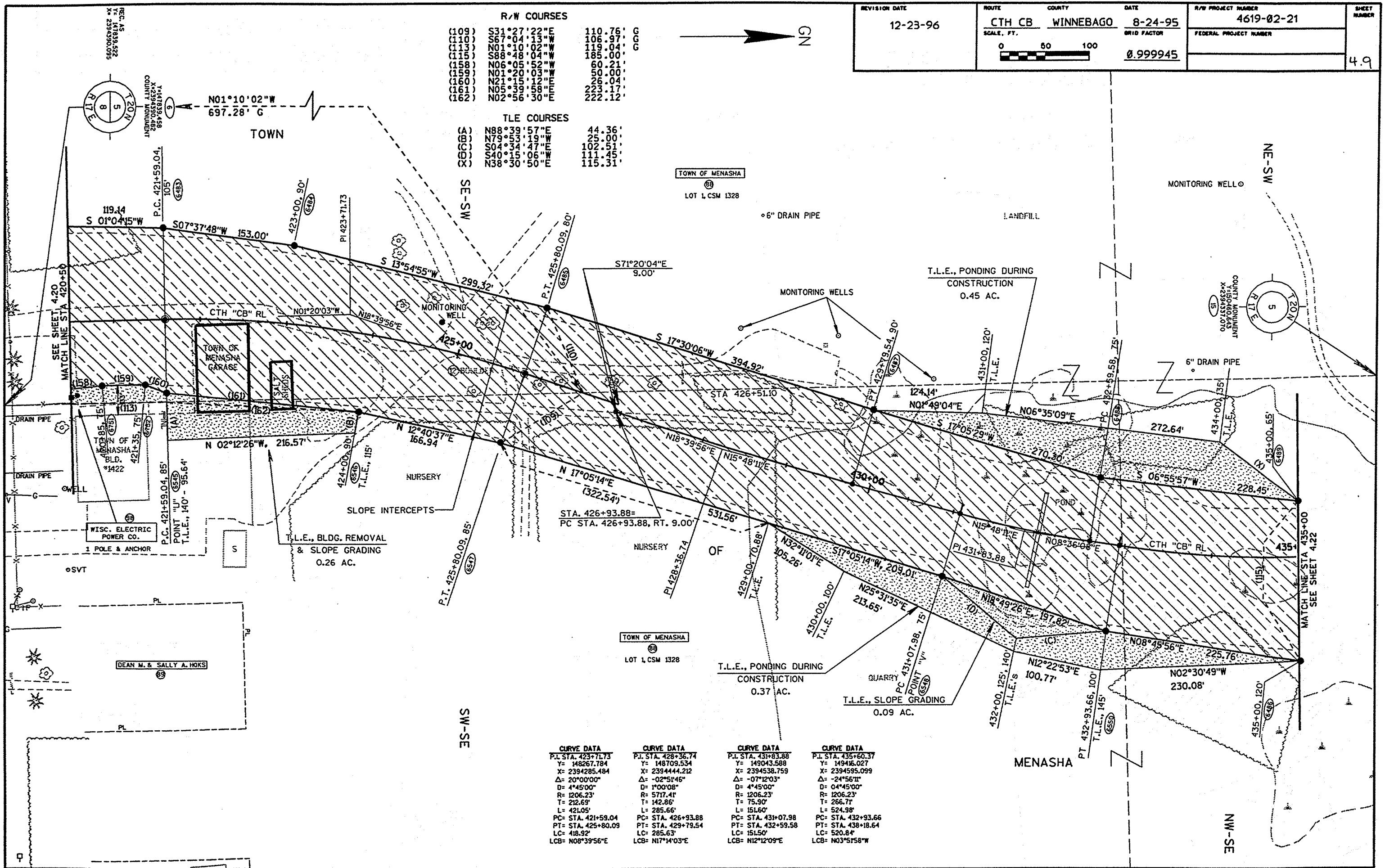
R/W COURSES

(106)	N27°03'45"E	123.65' G
(108)	S18°34'49"E	62.28'
(131)	N12°57'00"W	130.06'
(132)	N01°20'03"W	147.34' G



CURVE DATA	CURVE DATA
P.I. STA. 397+59.45	P.I. STA. 405+10.40
Y= 145683.025	Y= 146405.332
X= 2394540.662	X= 2394328.864
Δ= -15°00'00"	Δ= 15°00'29"
D= 4°45'00"	D= 5°00'00"
R= 1206.23'	R= 145.92'
T= 158.80'	T= 150.95'
L= 315.79'	L= 300.16'
PC= STA. 396+00.65	PC= STA. 403+59.45
PT= STA. 399+16.44	PT= STA. 406+59.61
LC= 314.83'	LC= 299.31'
LCB= N08°50'33"W	LCB= N08°50'18"W





R/W COURSES			
(109)	S31°27'22"E	110.76'	GG
(110)	S67°04'13"W	108.97'	GG
(111)	N01°10'02"W	119.04'	
(115)	S88°48'04"W	185.00'	
(158)	N06°05'52"W	60.21'	
(159)	N01°20'03"W	50.00'	
(160)	N21°15'12"E	26.04'	
(161)	N05°39'58"E	223.17'	
(162)	N02°56'30"E	222.12'	

TLE COURSES			
(A)	N88°39'57"E	44.36'	
(B)	N79°53'19"E	25.00'	
(C)	S04°34'47"W	102.51'	
(X)	S40°15'06"W	111.45'	
(X)	N38°30'50"E	115.31'	

CURVE DATA			
P.I. STA. 423+71.73	Y= 148267.784	X= 2394285.484	Δ= 20°00'00"
D= 4°45'00"	R= 1206.23'	T= 212.69'	L= 421.05'
PC= STA. 421+59.04	PT= STA. 425+80.09	LC= 418.92'	LCB= N08°39'56"E

CURVE DATA			
P.I. STA. 428+36.74	Y= 148709.534	X= 2394444.212	Δ= -02°51'45"
D= 1°00'08"	R= 5717.41'	T= 142.86'	L= 285.66'
PC= STA. 426+93.88	PT= STA. 429+79.54	LC= 285.63'	LCB= N17°14'03"E

CURVE DATA			
P.I. STA. 431+83.88	Y= 149043.588	X= 2394538.759	Δ= -07°12'03"
D= 4°45'00"	R= 1206.23'	T= 75.90'	L= 151.60'
PC= STA. 431+07.98	PT= STA. 432+59.58	LC= 151.50'	LCB= N12°12'09"E

CURVE DATA			
P.I. STA. 435+60.37	Y= 149416.027	X= 2394595.099	Δ= -24°56'11"
D= 04°45'00"	R= 1206.23'	T= 266.71'	L= 524.98'
PC= STA. 432+93.66	PT= STA. 438+18.64	LC= 520.84'	LCB= N03°57'58"W

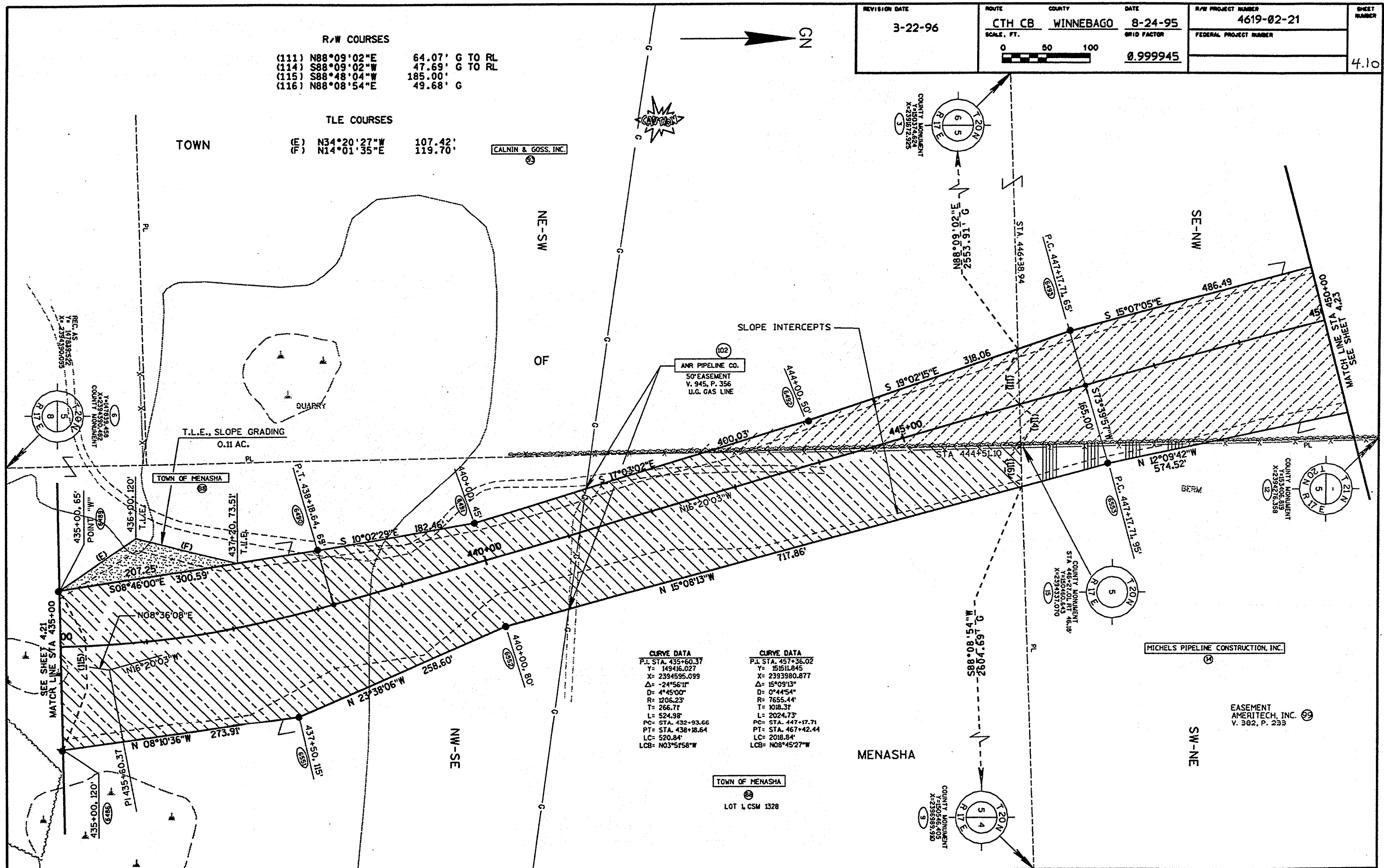
REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
3-22-96	CTH CB	WINNEBAGO	8-24-95	4619-02-21	4.10
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	0 50 100		0.999945		

R/W COURSES

(111) N88°09'02"E	64.07' G TO RL
(114) S88°09'02"W	47.69' G TO RL
(115) S88°48'04"W	185.00'
(116) N88°08'54"E	49.68' G

TLE COURSES

(E) N34°20'27"W	107.42'
(F) N14°01'35"E	119.70'

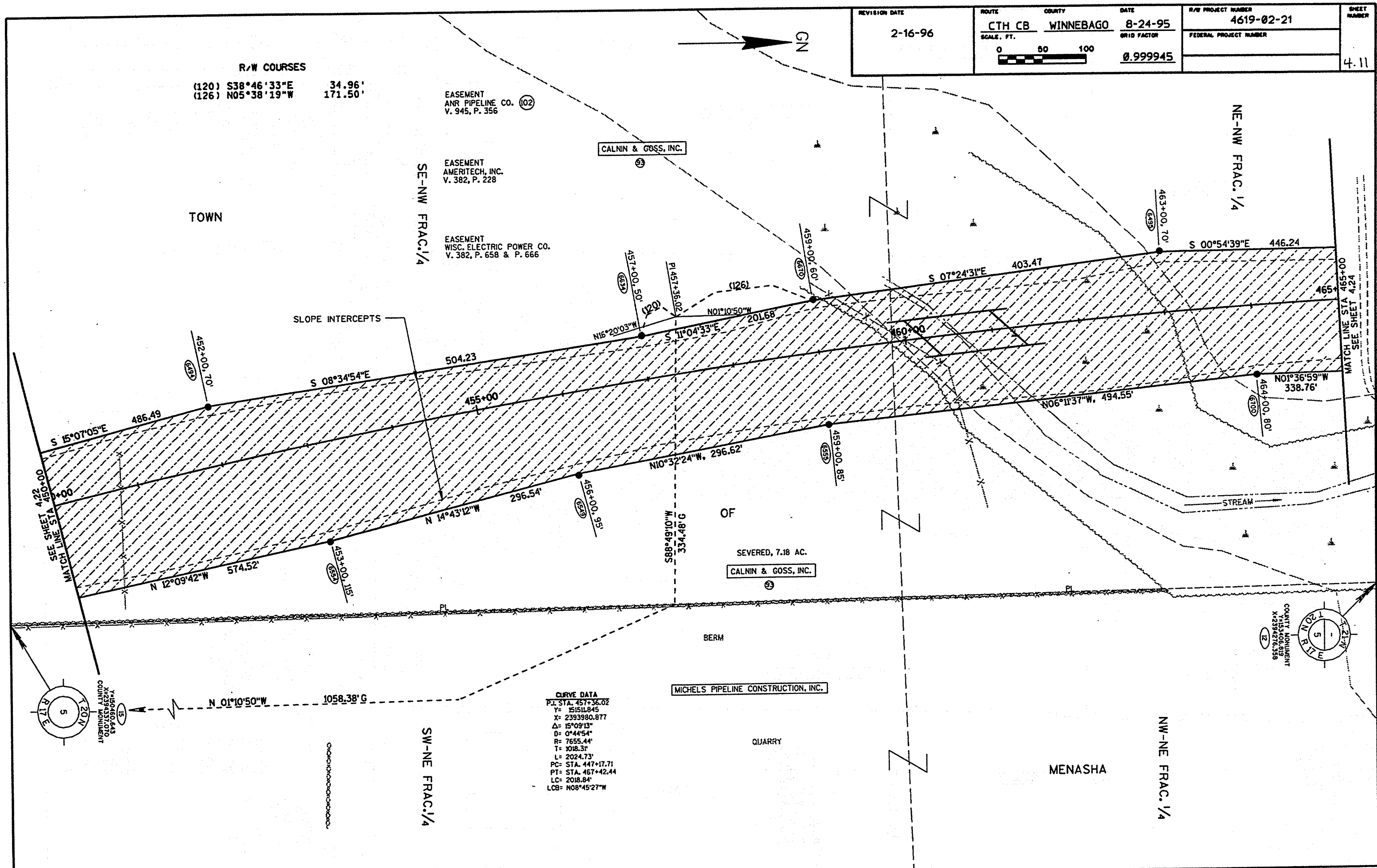


CURVE DATA

P.I. STA. 435+60.37
Y= 149416.027
X= 2394595.099
Δ= -24°56'11"
D= 4°45'00"
R= 1206.23'
T= 266.71'
L= 524.98'
PC= STA. 432+93.66
PT= STA. 438+18.64
LC= 520.84'
LCB= N03°51'58"W

CURVE DATA

P.I. STA. 457+38.02
Y= 151511.845
X= 2393380.877
Δ= 15°09'13"
D= 0°44'54"
R= 7655.44'
T= 1018.31'
L= 2024.73'
PC= STA. 447+17.71
PT= STA. 467+42.44
LC= 2018.84'
LCB= N08°45'27"W



R/W COURSES
(120) S38°46'33"E 34.96'
(126) N05°38'19"W 171.50'

EASEMENT
ANR PIPELINE CO. (102)
V. 945, P. 356

EASEMENT
AMERITECH, INC.
V. 382, P. 228

EASEMENT
WISC. ELECTRIC POWER CO.
V. 382, P. 658 & P. 666

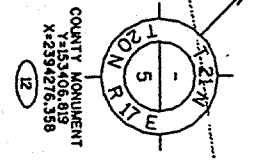
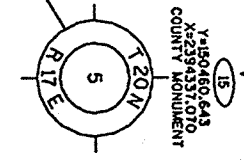
CALNIN & GOSS, INC.

SEVERED, 7.18 AC.
CALNIN & GOSS, INC.

MICHEL'S PIPELINE CONSTRUCTION, INC.

CURVE DATA
P.I. STA. 457+36.02
Y= 151511.845
X= 2393980.877
Δ= 15°09'13"
D= 0°44'54"
R= 7655.44'
T= 1018.31'
L= 2024.73'
PC= STA. 447+17.71
PT= STA. 467+42.44
LC= 2018.84'
LCB= N08°45'27"W

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
2-16-96	CTH CB	WINNEBAGO	8-24-95	4619-02-21	4.11
	SCALE, FT.		GRID FACTOR	FEDERAL PROJECT NUMBER	
	0 50 100		0.999945		



EASEMENT
WISC. ELECTRIC POWER CO.
V. 382, P.655

REVISION DATE
11-29-95

ROUTE CTH CB WINNEBAGO
SCALE, FT. 0 50 100
DATE 8-24-95
BRIS FACTOR 0.999945

R/W PROJECT NUMBER
4619-02-21
FEDERAL PROJECT NUMBER

SHEET
NUMBER
4.12

TOWN

CALNIN & GOSS, INC.

NE-NW FRAC. 1/4

HOWARD & AMELIA DOBBERKE

ROBERT & NANCY FREIMUTH

OF

S 00°54'39"E 446.24

S 00°18'33"E 657.64

CTH "CB" RL
N01°10'50"W

N01°36'59"W

N 00°18'33"W

657.64

SLOPE INTERCEPTS

SEVERED, 7.18 AC.

CALNIN & GOSS, INC.

SEVERED, 4.20 AC.

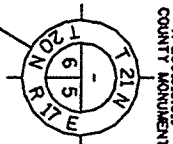
ROBERT & NANCY FREIMUTH

JAMES D. & MARTHA SMITH

NW-NE FRAC. 1/4

MENASHA

CURVE DATA
P.L. STA. 457+36.02
Y= 15151.845
X= 2393980.877
Δ= 15°09'13"
D= 0°44'54"
R= 7655.44'
T= 1018.37'
L= 2024.78'
PC= STA. 447+17.71
PT= STA. 467+42.44
LC= 2018.84'
CB= N08°45'27"W



NOTE:
EXISTING CTH "BB" R/W ESTABLISHED
FROM WINNEBAGO COUNTY PROJECT
I.D. 4667-1-00 R/W PLAT (1977).

STA 476+12.56 CTH CB =
STA 20+15.52 CTH "BB"

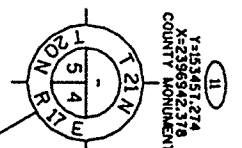
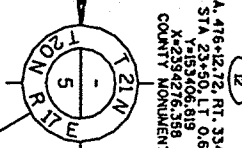
END RELOCATION ORDER

STA 476+13.15
Y= 153400.360
X= 2393941.960
AT TOWNSHIP LINE
(6405)

STA. 476+12.72, RT. 334.48'
STA. 23+50, LT. 0.65'
Y= 153400.319
X= 2393941.919
COUNTY MONUMENT

R/W COURSES

(117)	S01°05'48"E	50.04' G
(118)	S20°50'24"E	61.24'
(119)	N73°17'41"E	186.89' G
(127)	S88°53'36"W	334.48' TO RL



R/W COURSES

(100)	N11°27'56"W	85.28'	G
(104)	S01°20'03"E	2.46'	G TO RL
(106)	S28°21'07"E	44.70'	G
(109)	N88°23'38"E	66.00'	G
(110)	N84°14'20"E	206.56'	G
(111)	N01°26'17"W	40.00'	G
(112)	N84°10'37"W	281.59'	G
(113)	N01°10'02"W	119.04'	G
(116)	S74°16'05"W	103.04'	G
(132)	S73°10'10"E	63.31'	G
(153)	N49°31'29"E	51.85'	G
(155)	N85°35'50"W	95.52'	G
(156)	S88°23'38"W	155.00'	G
(157)	N77°09'53"W	46.05'	G
(158)	N06°05'52"W	60.21'	G
(159)	N01°20'03"W	50.00'	G
(160)	N21°15'12"E	26.04'	G
(161)	N05°39'58"E	223.17'	G
(162)	N02°56'30"E	222.12'	G

SIDE ROAD DETAIL - E. SHADY LANE

NOTE:
EXISTING E. SHADY LANE R/W ESTABLISHED
FROM WINNEBAGO CTH "U" PROJECT S0854(1).
EXISTING OLDE BUGGY DR. R/W ESTABLISHED
FROM SHADY SPRINGS ESTATES III PLAT.

TOWN

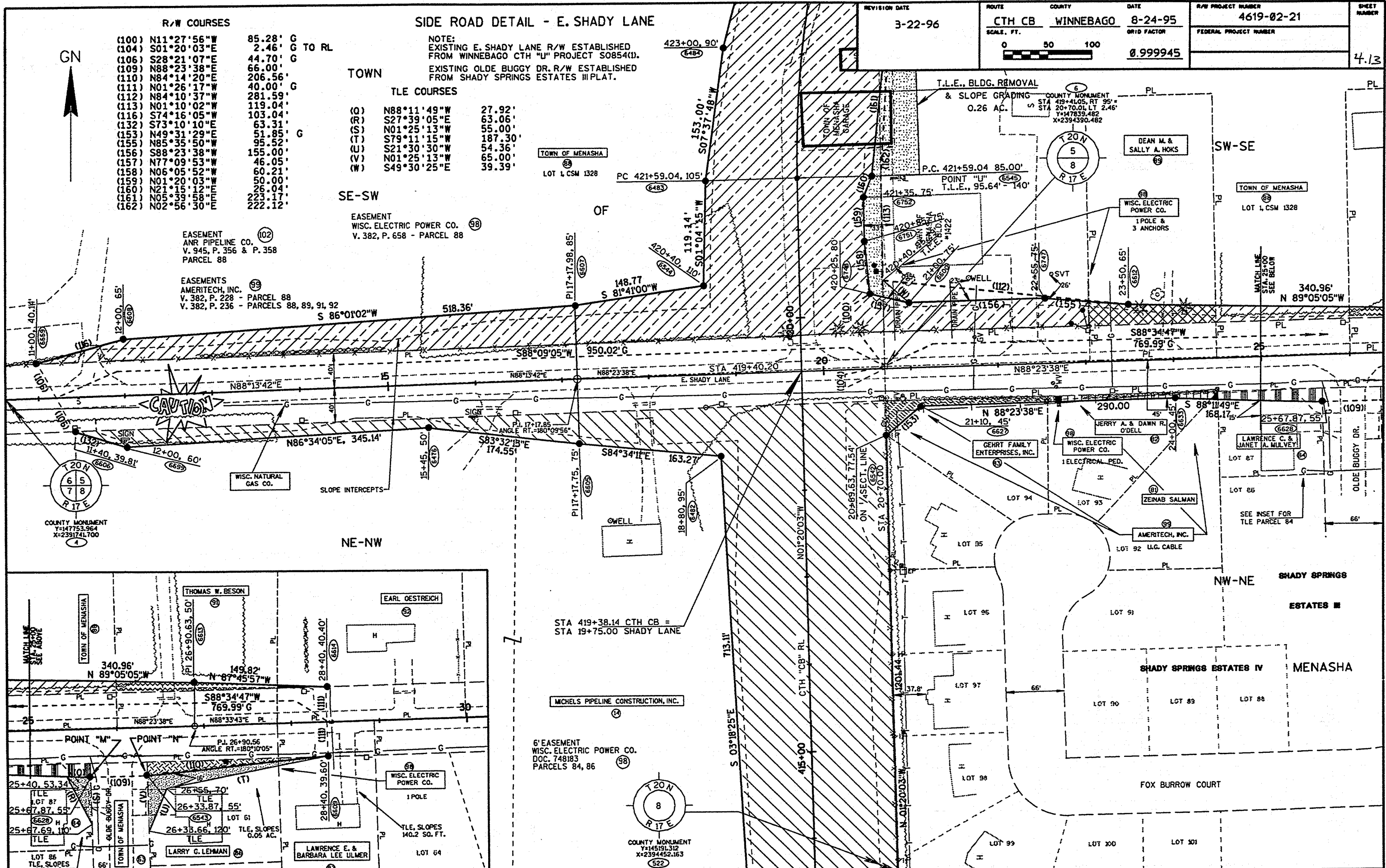
(O)	N88°11'49"W	27.92'
(R)	S27°39'05"E	63.06'
(S)	N01°25'13"W	55.00'
(T)	S79°11'15"W	187.30'
(U)	S21°30'30"W	54.36'
(V)	N01°25'13"W	65.00'
(W)	S49°30'25"E	39.39'

SE-SW

EASEMENT
WISC. ELECTRIC POWER CO. (98)
V. 382, P. 658 - PARCEL 88

EASEMENT
ANR PIPELINE CO. (102)
V. 945, P. 356 & P. 358
PARCEL 88

EASEMENTS
AMERITECH, INC. (99)
V. 382, P. 228 - PARCEL 88
V. 382, P. 236 - PARCELS 88, 89, 91, 92



REVISION DATE
3-22-96

ROUTE
CTH CB
SCALE, FT.
0 50 100

COUNTY
WINNEBAGO

DATE
8-24-95
GRID FACTOR
0.999945

R/W PROJECT NUMBER
4619-02-21

FEDERAL PROJECT NUMBER

SHEET NUMBER
4.13

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
24	393+43	R.R. SPIKE IN 8" TREE, 105' LT.	776.42
11	399+00	PK IN 12" TREE, 150' RT	776.01

CURVE 102
 PI= 397+59.45
 R= 1206.23
 L= 315.79
 T= 158.80
 D= 4°45'00"
 Δ= 15°00'00"
 E= 10.41
 PC= 396+00.65
 PT= 399+16.44
 SE= NC

JEAN D. BROWN
 JOHN G. KOFLER &
 ALICE M. LORENZ

STATE PROJECT NUMBER
 4619-02-77

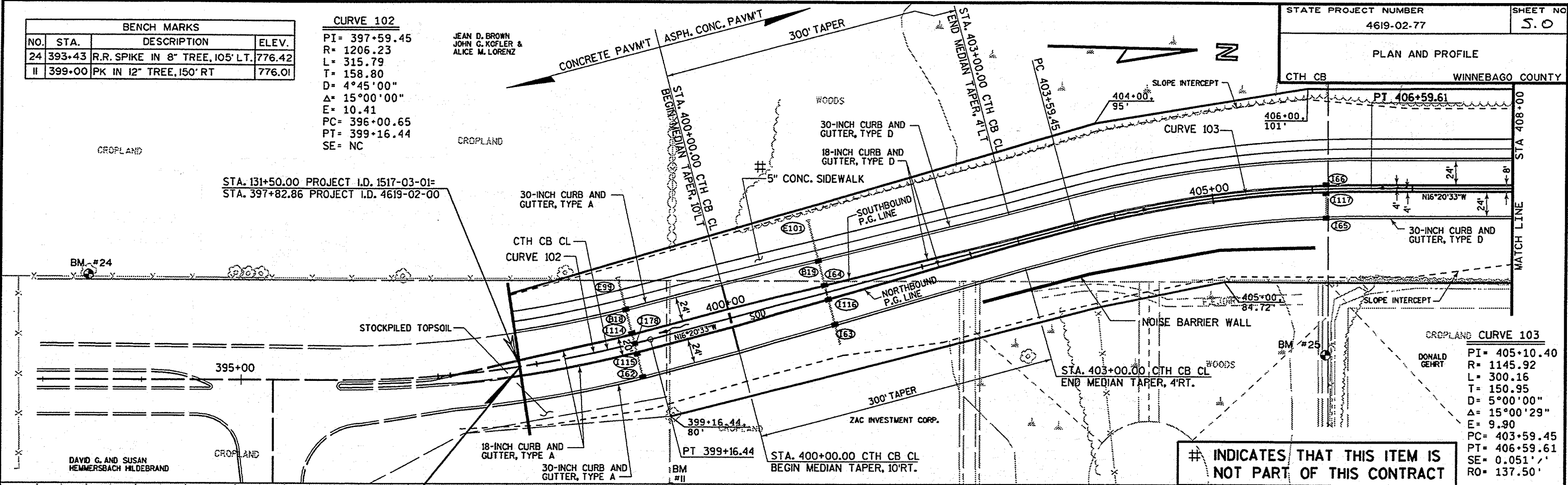
SHEET NO
 5.0

PLAN AND PROFILE

CTH CB WINNEBAGO COUNTY

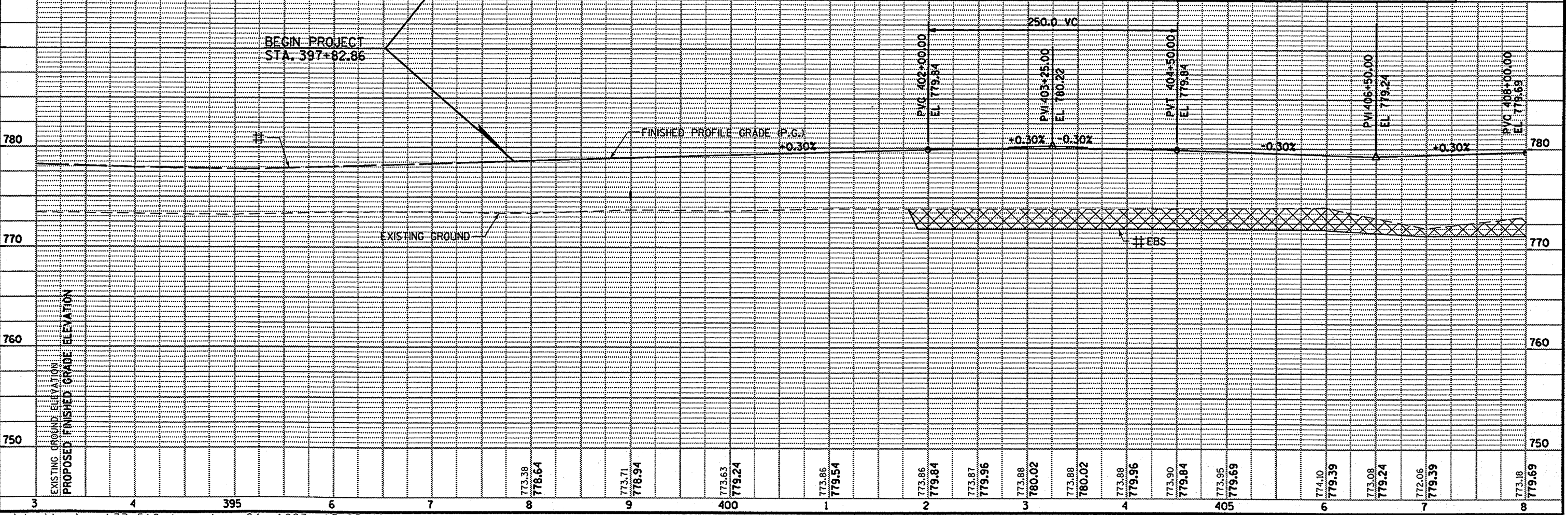
STA. 131+50.00 PROJECT I.D. 1517-03-01=

STA. 397+82.86 PROJECT I.D. 4619-02-00

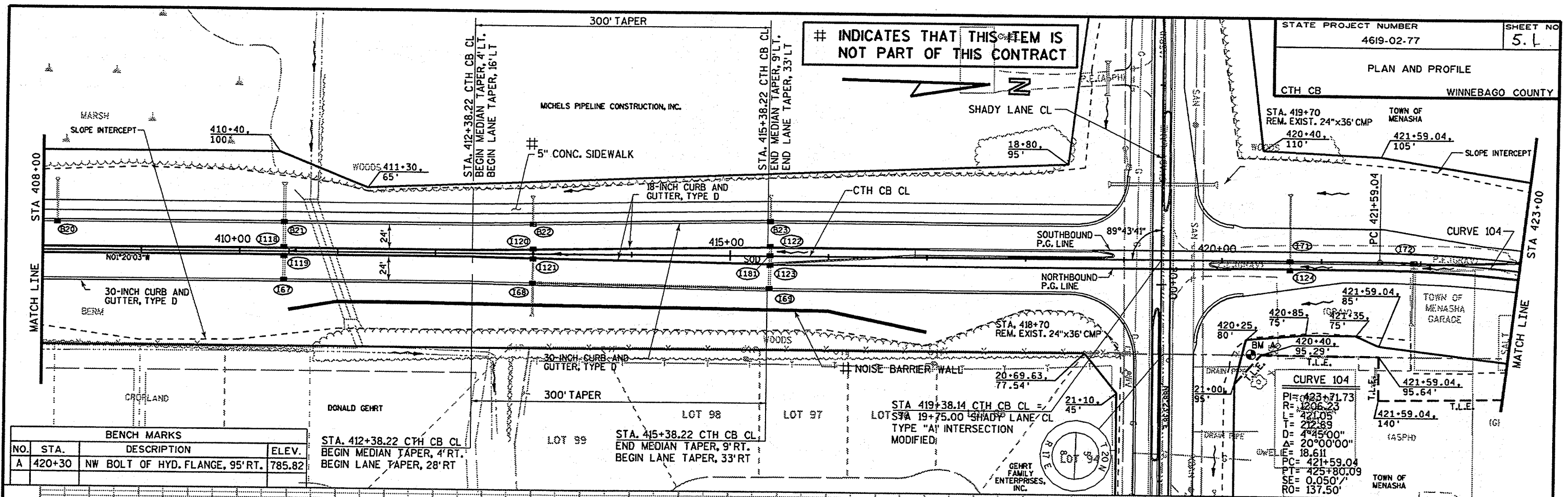


CURVE 103
 PI= 405+10.40
 R= 1145.92
 L= 300.16
 T= 150.95
 D= 5°00'00"
 Δ= 15°00'29"
 E= 9.90
 PC= 403+59.45
 PT= 406+59.61
 SE= 0.051' /'
 RO= 137.50'

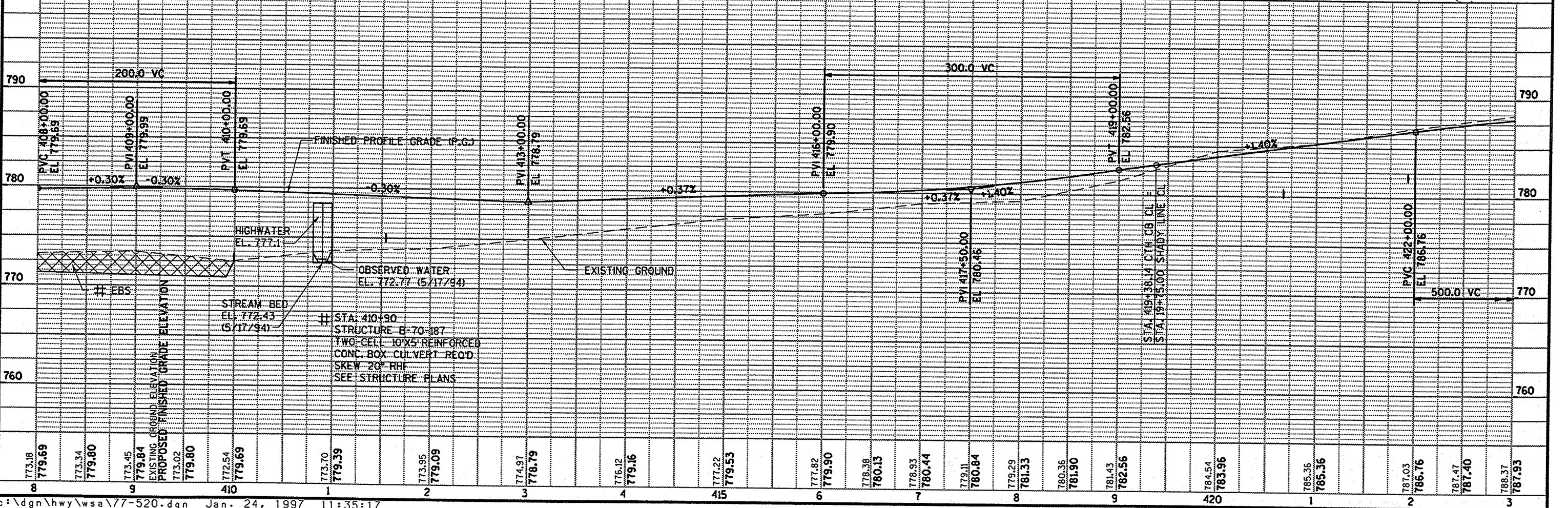
INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



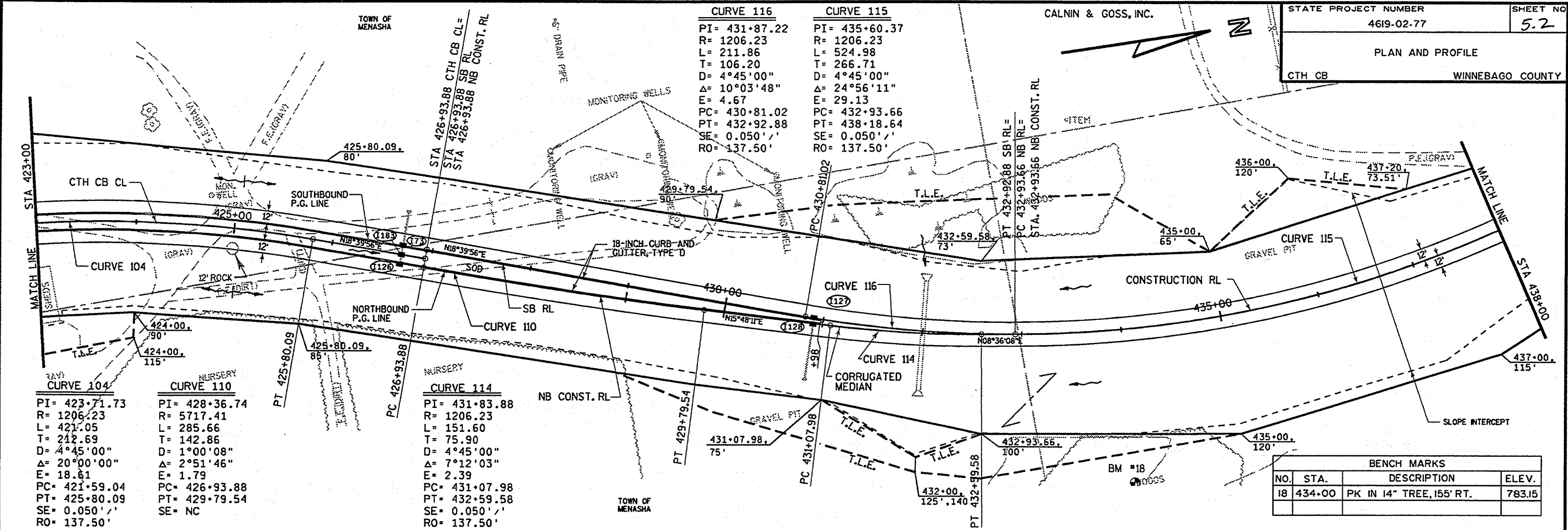
INDICATES THAT THIS ITEM IS NOT PART OF THIS CONTRACT



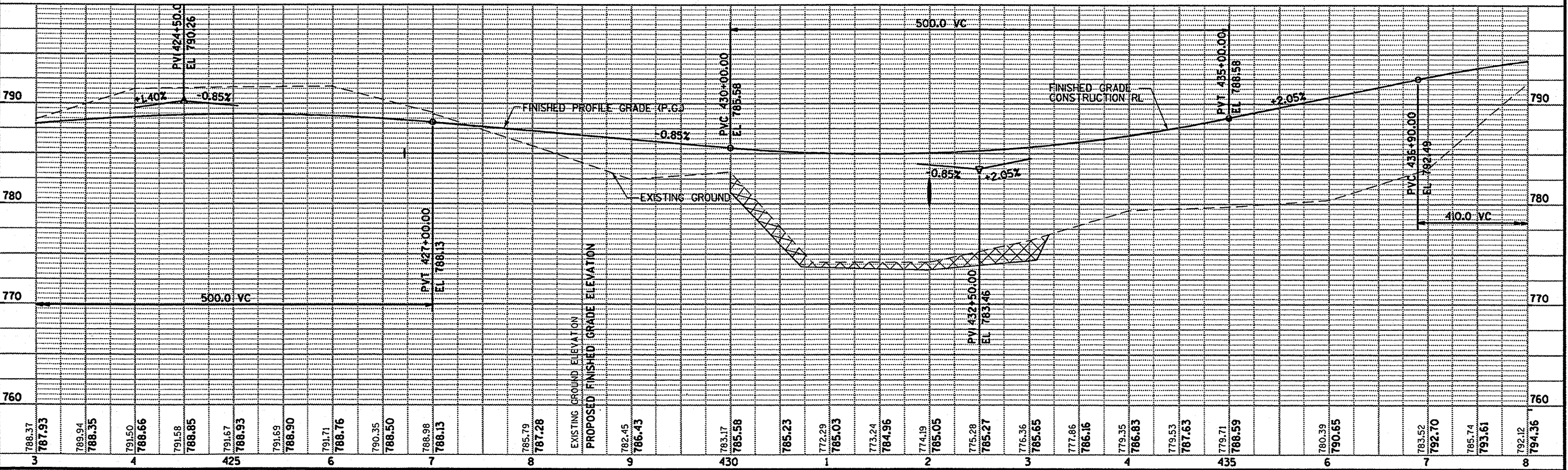
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
A	420+30	NW BOLT OF HYD. FLANGE, 95' RT.	785.82

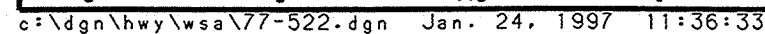


CURVE 116	CURVE 115
PI= 431+87.22	PI= 435+60.37
R= 1206.23	R= 1206.23
L= 211.86	L= 524.98
T= 106.20	T= 266.71
D= 4°45'00"	D= 4°45'00"
Δ= 10°03'48"	Δ= 24°56'11"
E= 4.67	E= 29.13
PC= 430+81.02	PC= 432+93.66
PT= 432+92.88	PT= 438+18.64
SE= 0.050'/'	SE= 0.050'/'
RO= 137.50'	RO= 137.50'



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
18	434+00	PK IN 14" TREE, 155' RT.	783.15





CALNN & GOSS, INC.

CALNN & GOSS, INC.

STATE PROJECT NUMBER

4619-02-77

SHEET NO

5.4

PLAN AND PROFILE

CTH CB

WINNEBAGO COUNTY

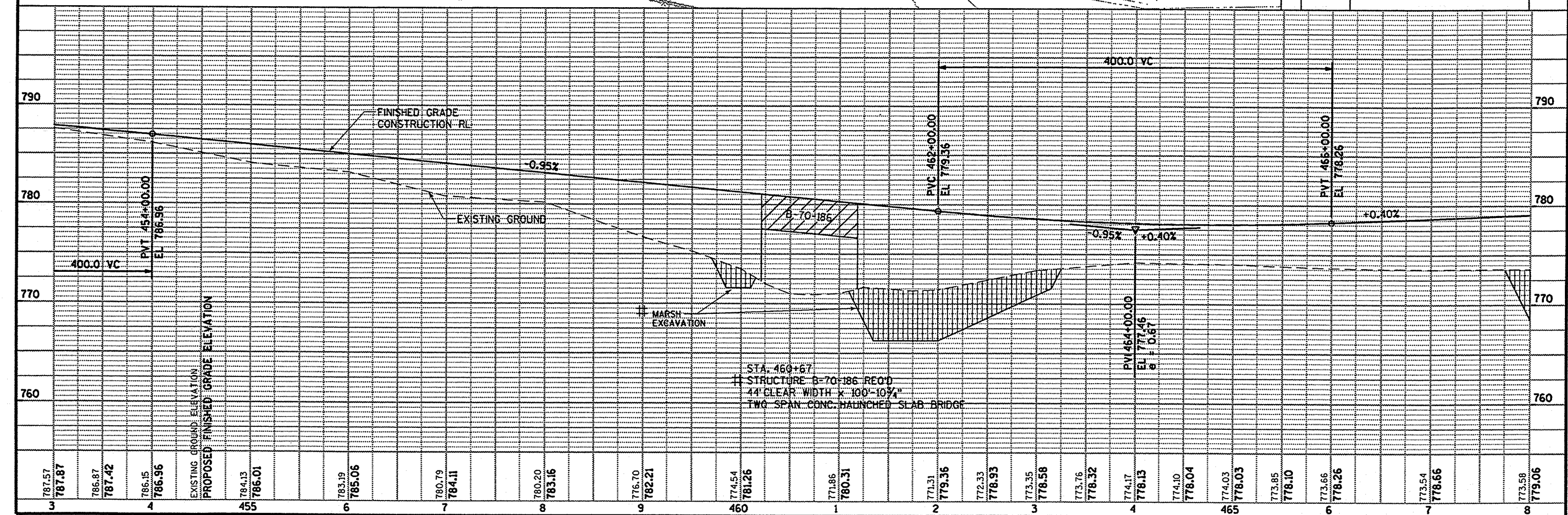
MATCH LINE
STA 453+00MATCH LINE
STA 468+00

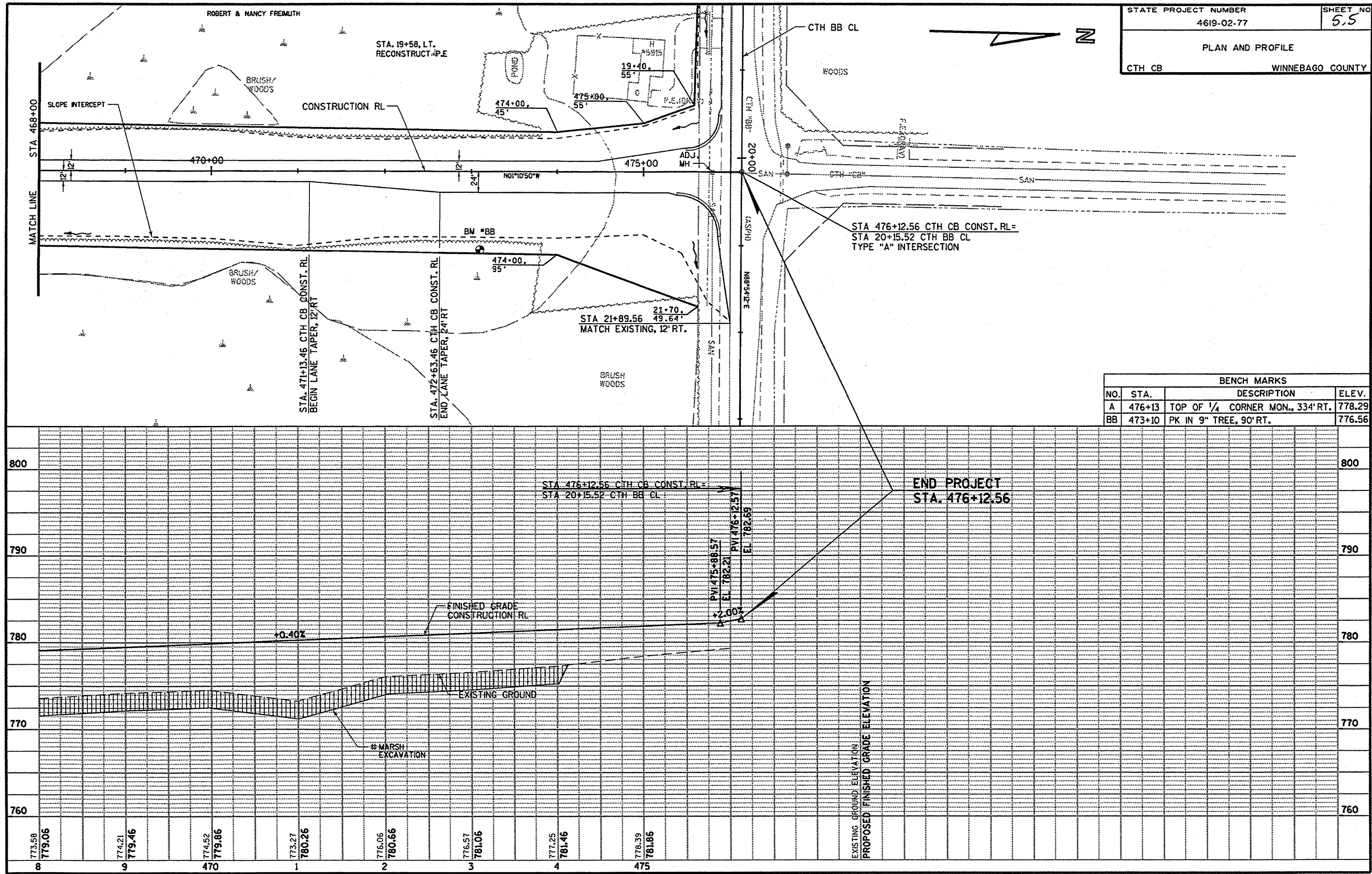
CURVE 107
 PI= 457+36.02
 R= 7655.44
 L= 2024.73
 T= 1018.31
 D= 0°44'54"
 Δ= 15°09'13"
 E= 67.43
 PC= 447+17.71
 PT= 467+42.44
 SE= NC
 (SEE TYPICAL SECTION)

MICHELS PIPELINE
CONSTRUCTION, INC.

INDICATES THAT THIS ITEM IS
NOT PART OF THIS CONTRACT

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
AA	467+60	PK IN 14" TREE, 55 LT.	774.97





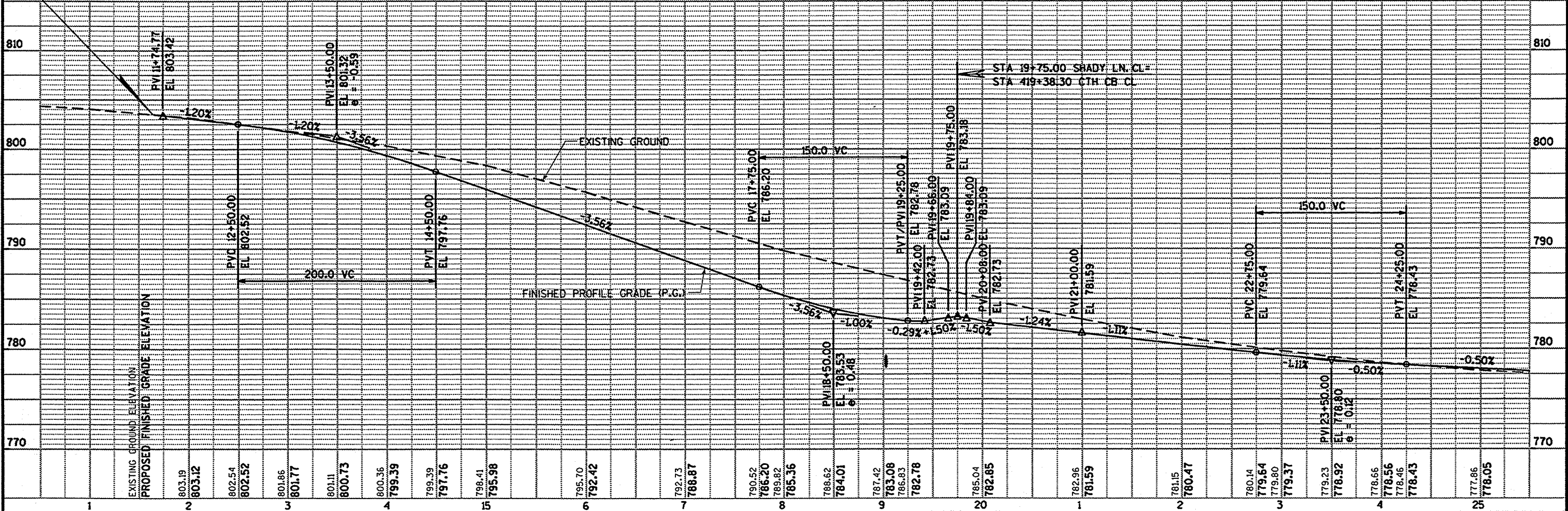
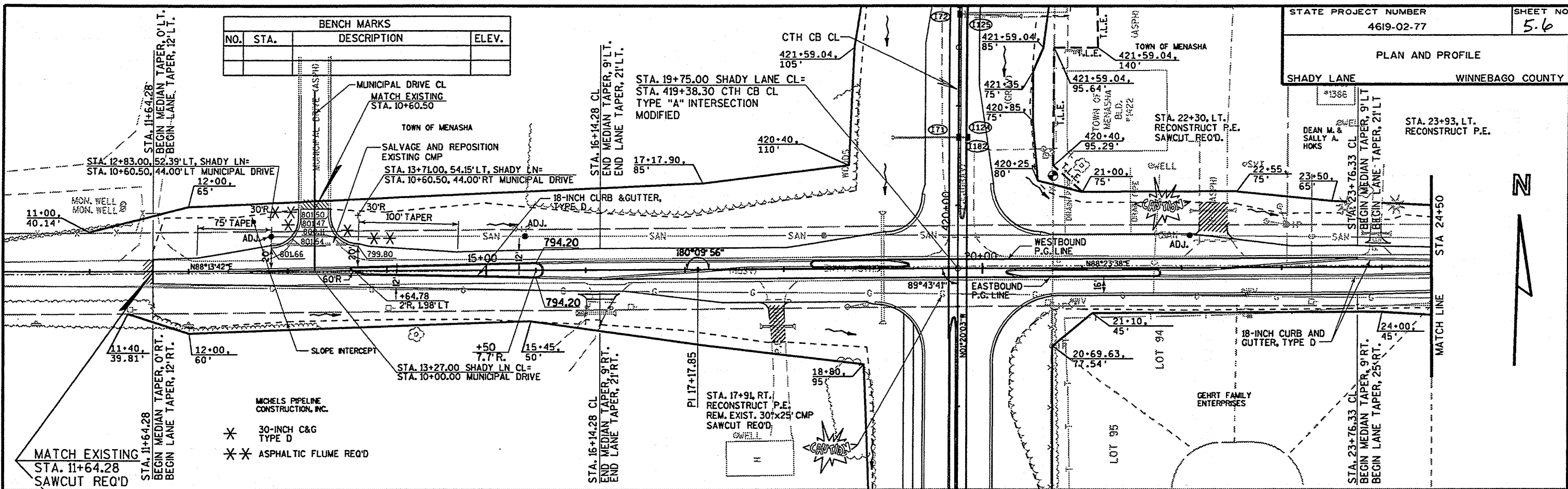
STATE PROJECT NUMBER
4619-02-77

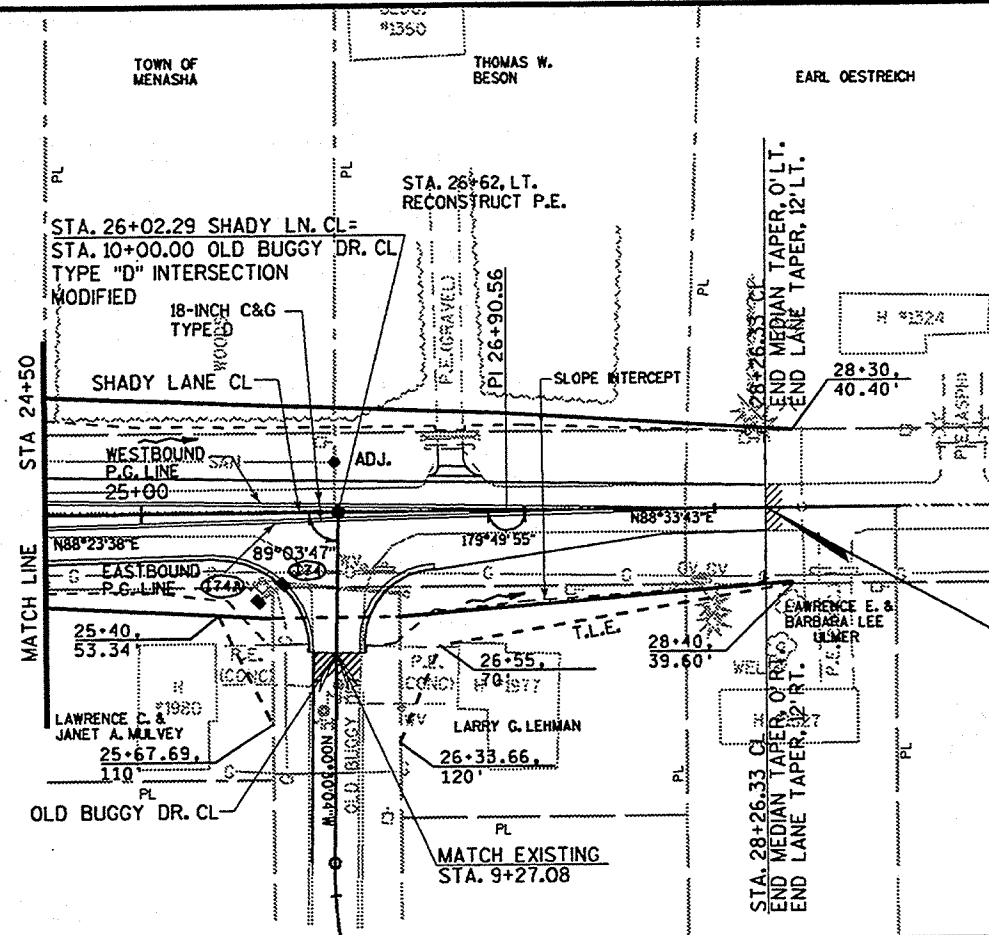
SHEET NO
5.5

PLAN AND PROFILE

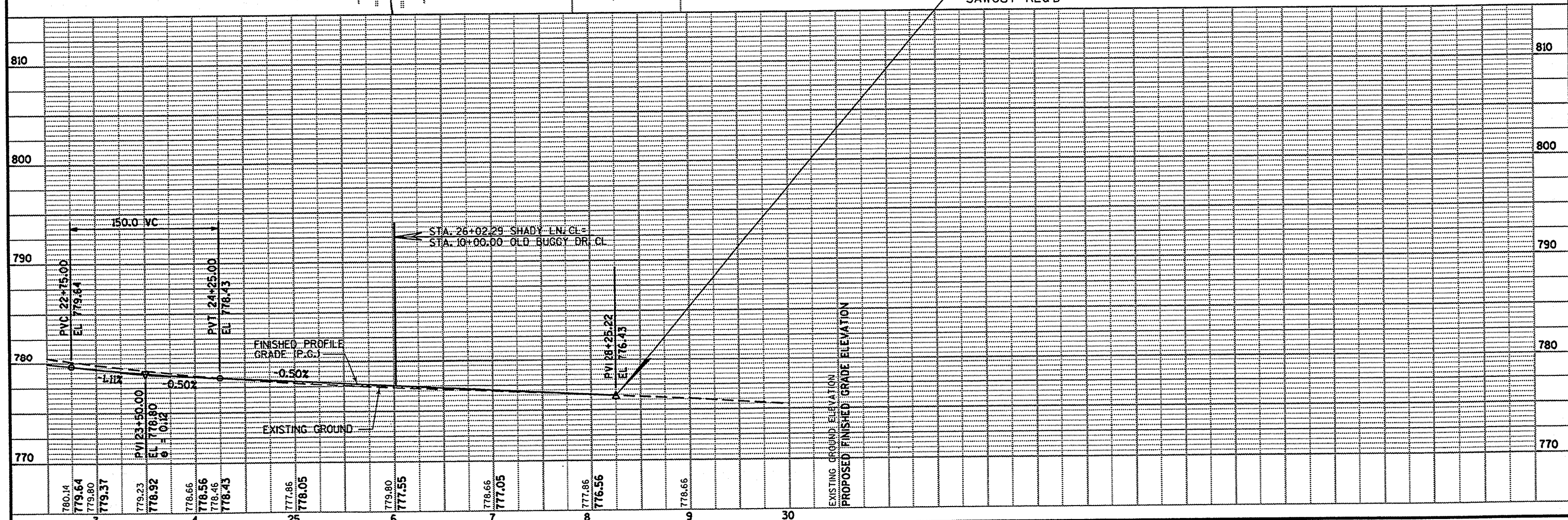
CTH CB WINNEBAGO COUNTY

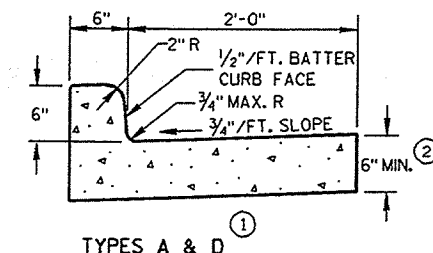
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
A	476+13	TOP OF 1/4 CORNER MON., 334' RT.	778.29
BB	473+10	PK IN 9" TREE, 90' RT.	776.56



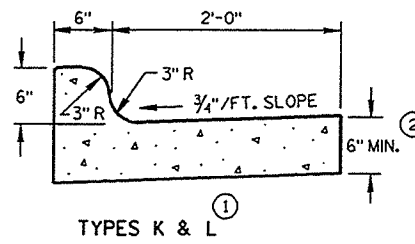


BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
-	25+65	FIRE HYD. SW QUAD OLD BUGGY/ SHADY LN, SE BOLT ON FLANGE	777.96

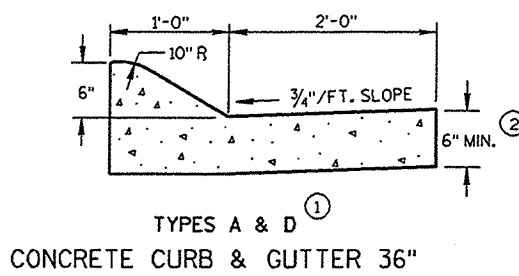




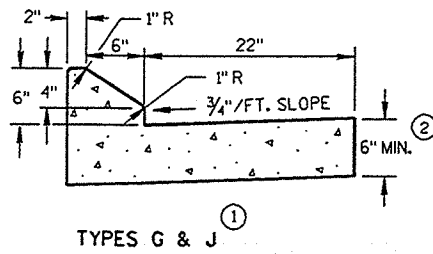
TYPES A & D



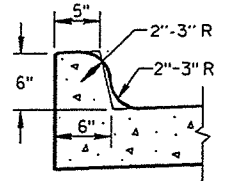
TYPES K & L



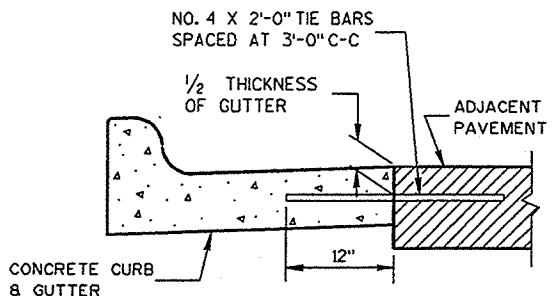
TYPES A & D
CONCRETE CURB & GUTTER 36"



TYPES G & J

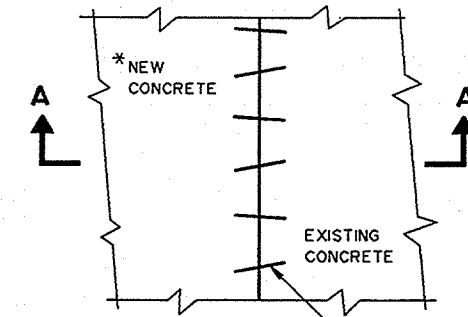


OPTIONAL CURB SHAPE
FOR TYPES K & L



TYPICAL TIE BAR LOCATION

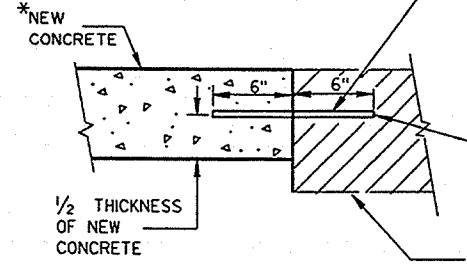
CONCRETE CURB & GUTTER 30"



PLAN VIEW

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

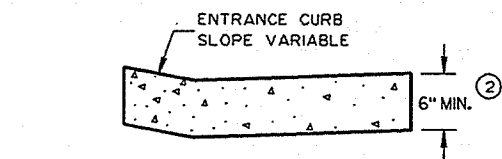
NO. 6 X 12" DEF. BARS
SPACED 3'-0" C-C,
INSTALLED ON 6:1 SKEW
HORIZONTALLY. DIRECTION
OF SKEW ALTERNATING AFTER
EVERY ONE OR TWO BARS.



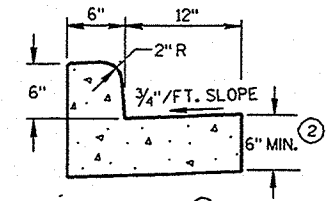
SECTION A-A
PAVEMENT TIES

THE HOLE FOR THE BAR SHALL
BE DRILLED TO A DEPTH OF
7" AND TO SUCH A DIAMETER
AS TO PROVIDE A TIGHT
DRIVEN FIT

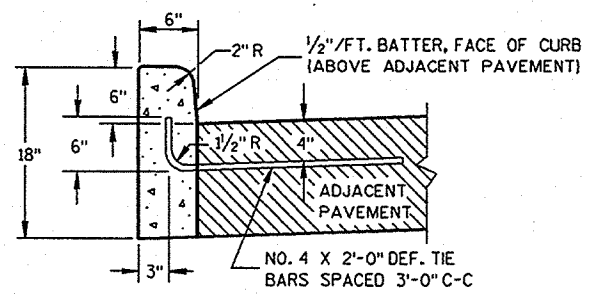
EXISTING
CONCRETE



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

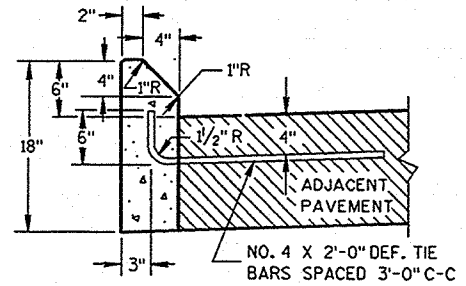


TYPES A & D
CONCRETE CURB & GUTTER 18"

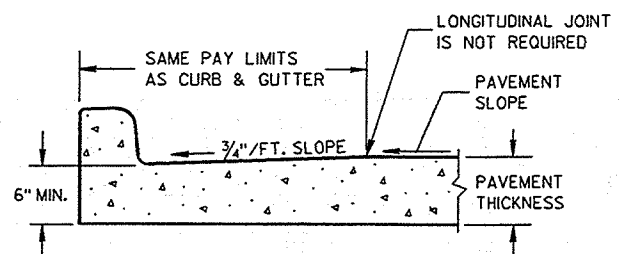


TYPES A & D

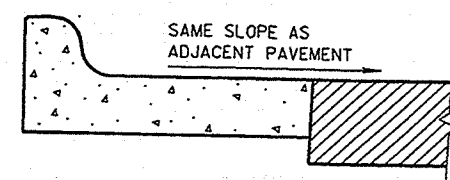
CONCRETE CURB



TYPES G & J



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



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

GENERAL NOTES

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

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

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

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

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

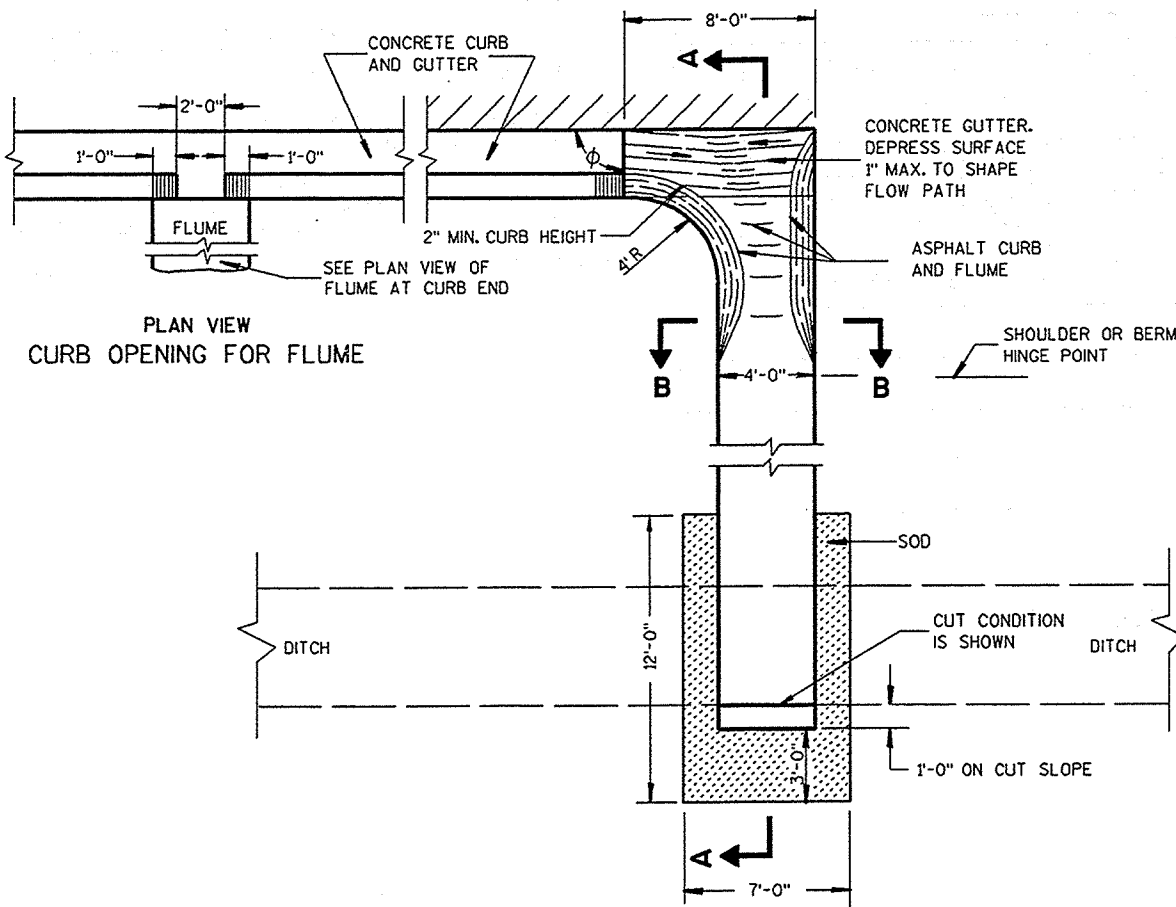
CONCRETE CURB, CONCRETE
CURB & GUTTER AND
PAVEMENT TIES

S.D.D. 8 D 1-12

ASPHALTIC FLUME

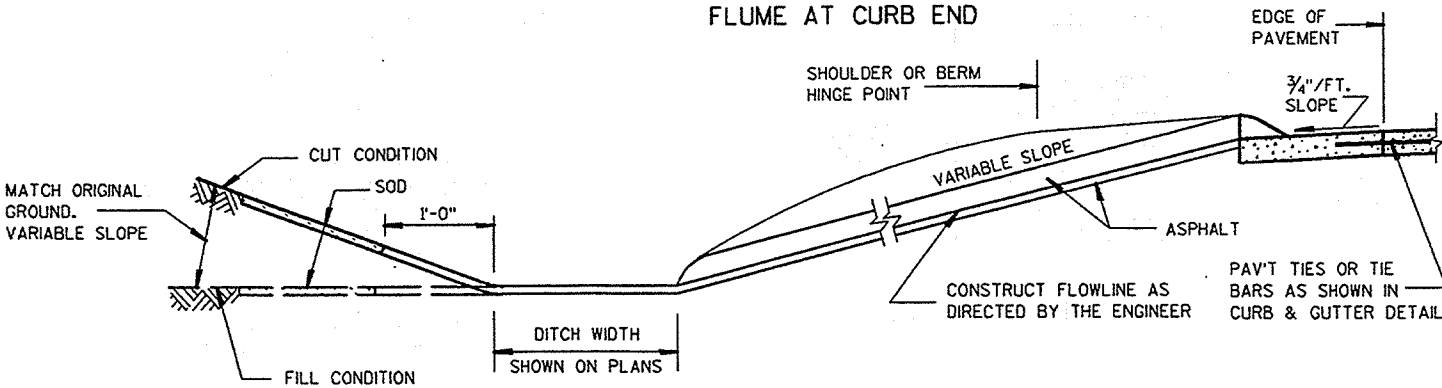
NOTE: TAPER CURB ENDS
TO GUTTER IN 1'-0"

INCREASE ϕ FROM RIGHT ANGLE
TO BEST FIT FIELD CONDITIONS

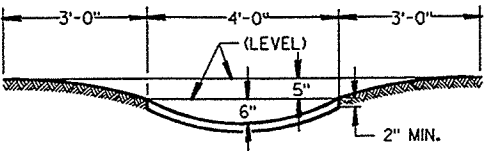


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

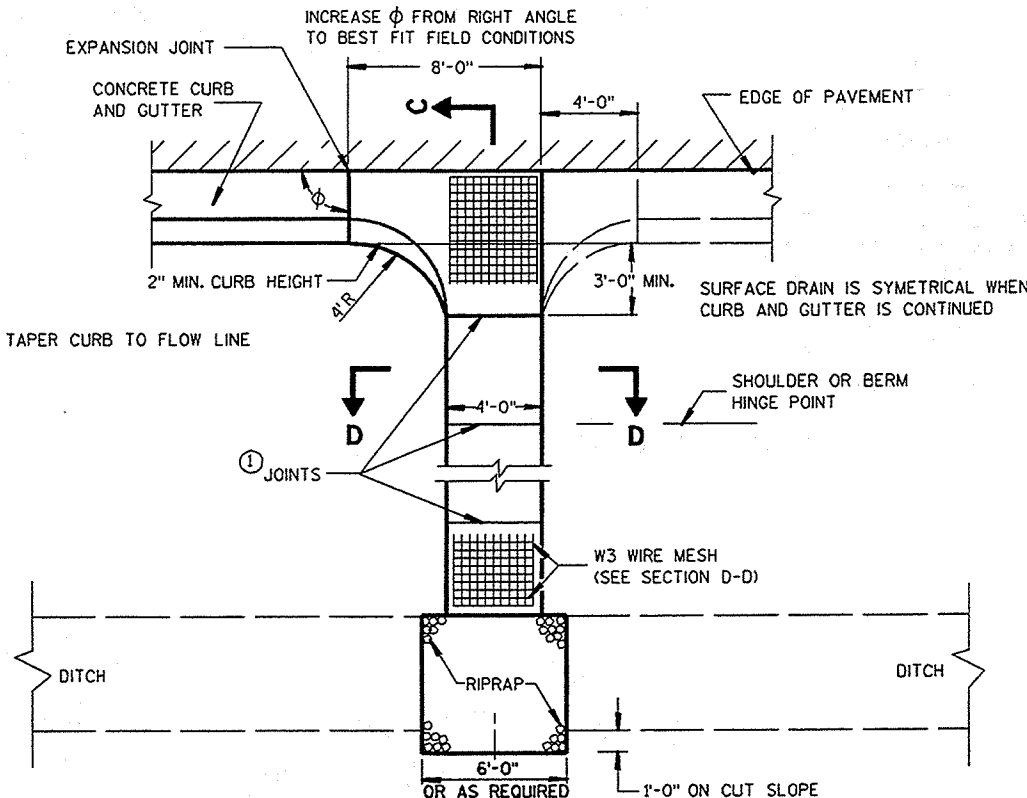
GENERAL NOTES

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

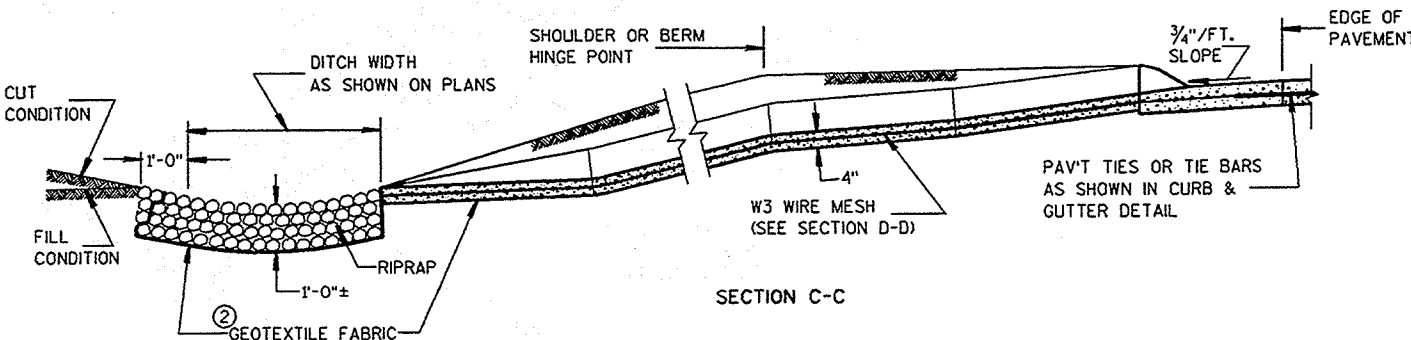
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1/2 INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

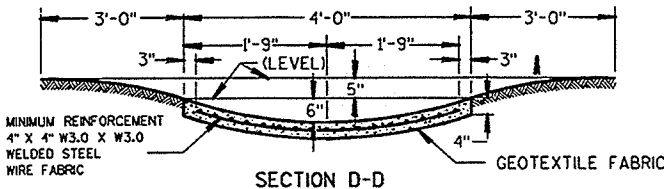
③ CONCRETE SURFACE DRAIN



PLAN VIEW



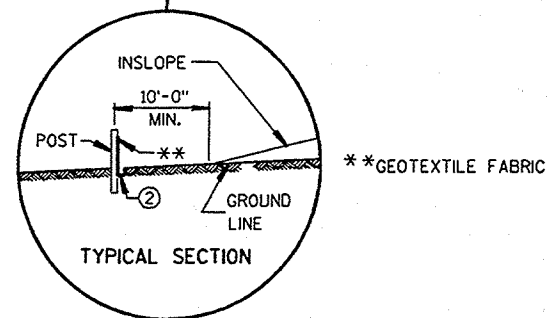
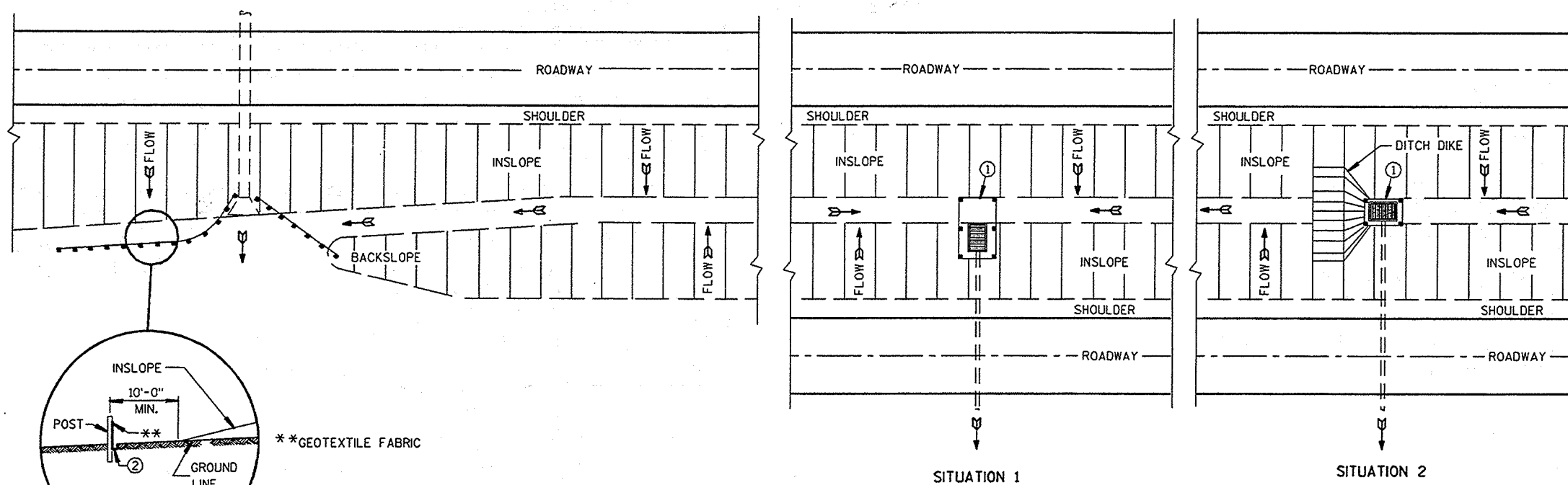
SECTION C-C



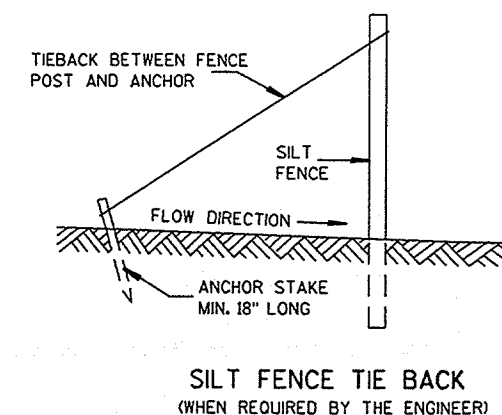
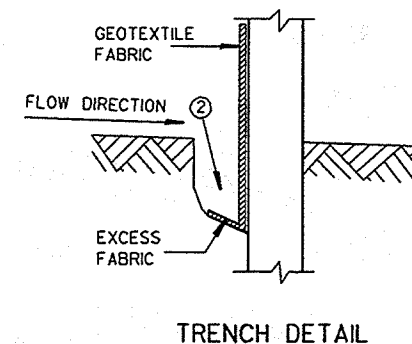
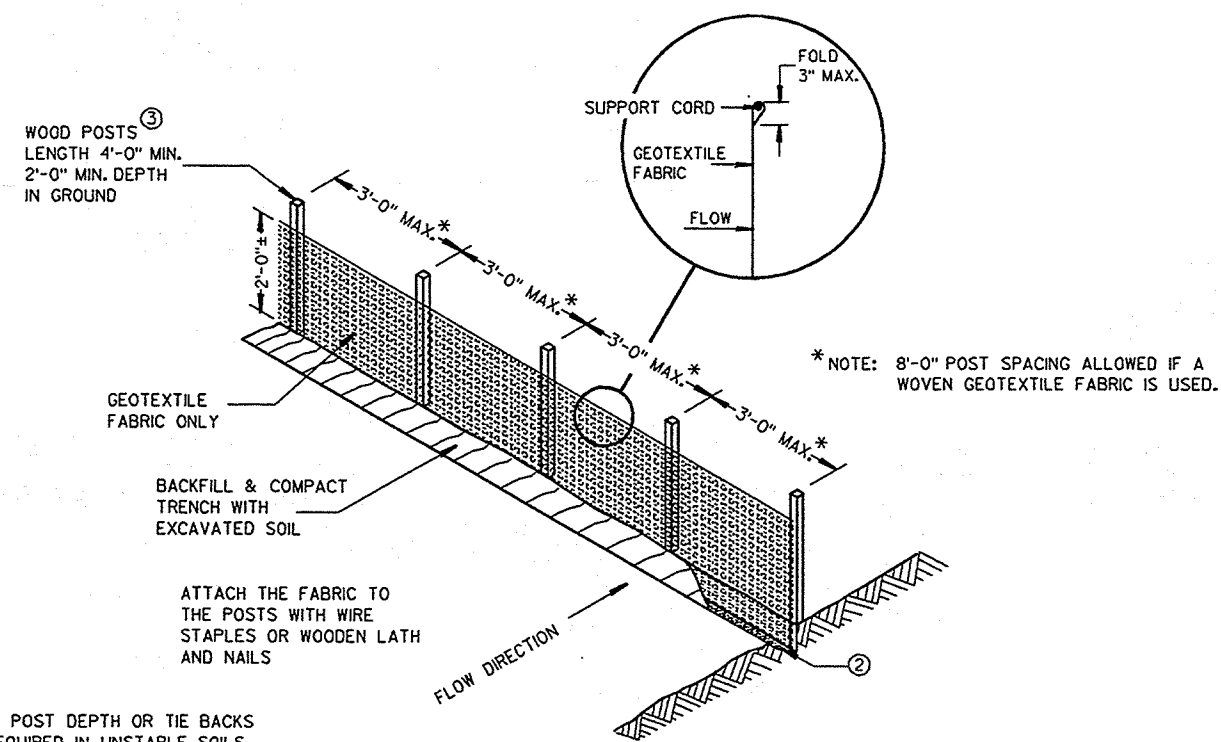
SECTION D-D

CONCRETE SURFACE DRAIN &
ASPHALTIC FLUME

S.D.D. 8 D 4-3



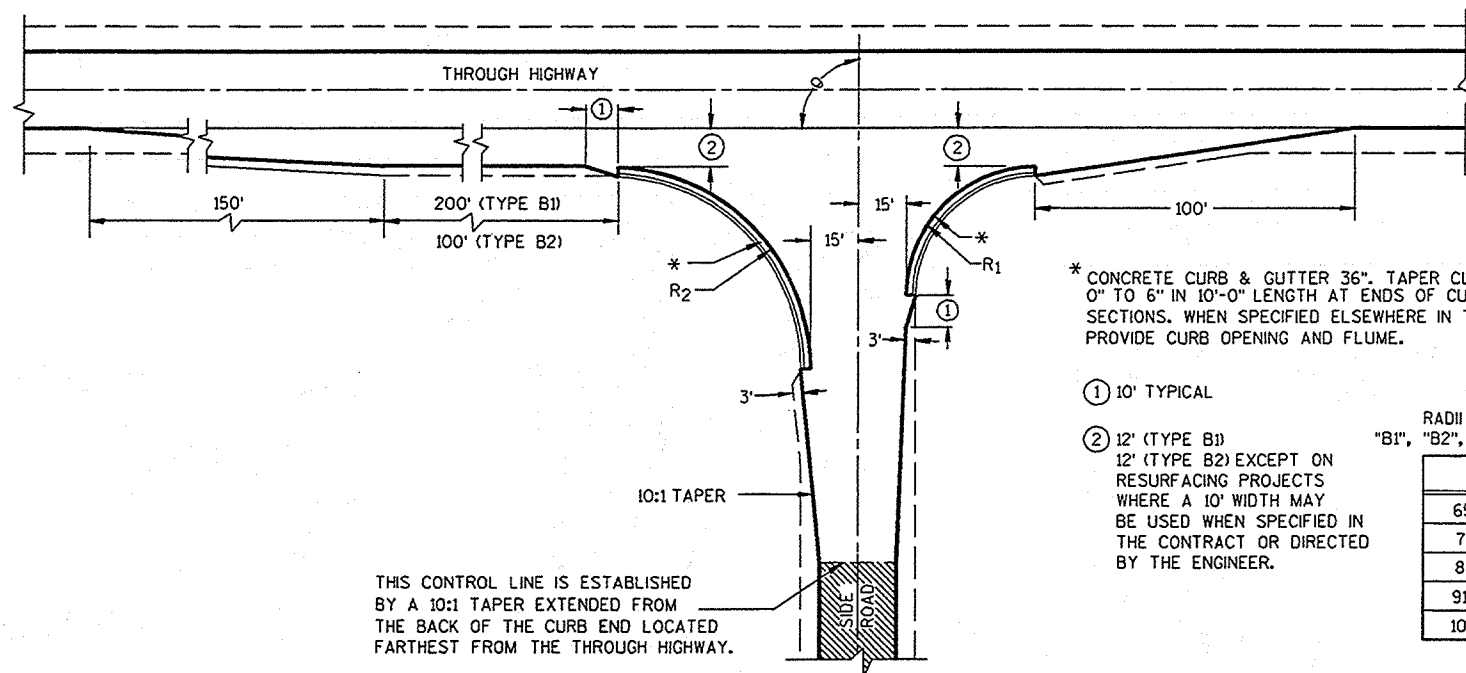
PLAN VIEW
TYPICAL APPLICATIONS OF SILT FENCE



GENERAL NOTES

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

- ① HORIZONTAL BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
- ② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.



TYPE "B1" AND "B2"

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

① 10' TYPICAL

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

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

θ	R ₁	R ₂
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45

GENERAL NOTES

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

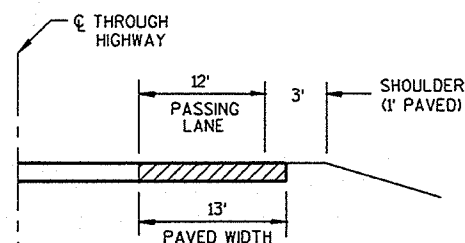
SIDE ROAD SURFACING NOTE

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

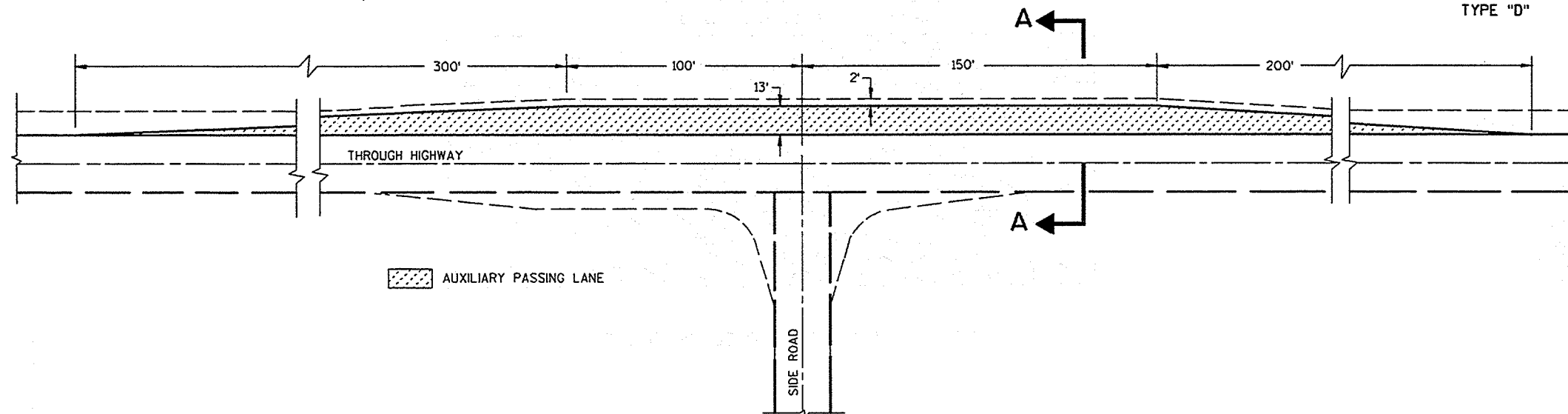
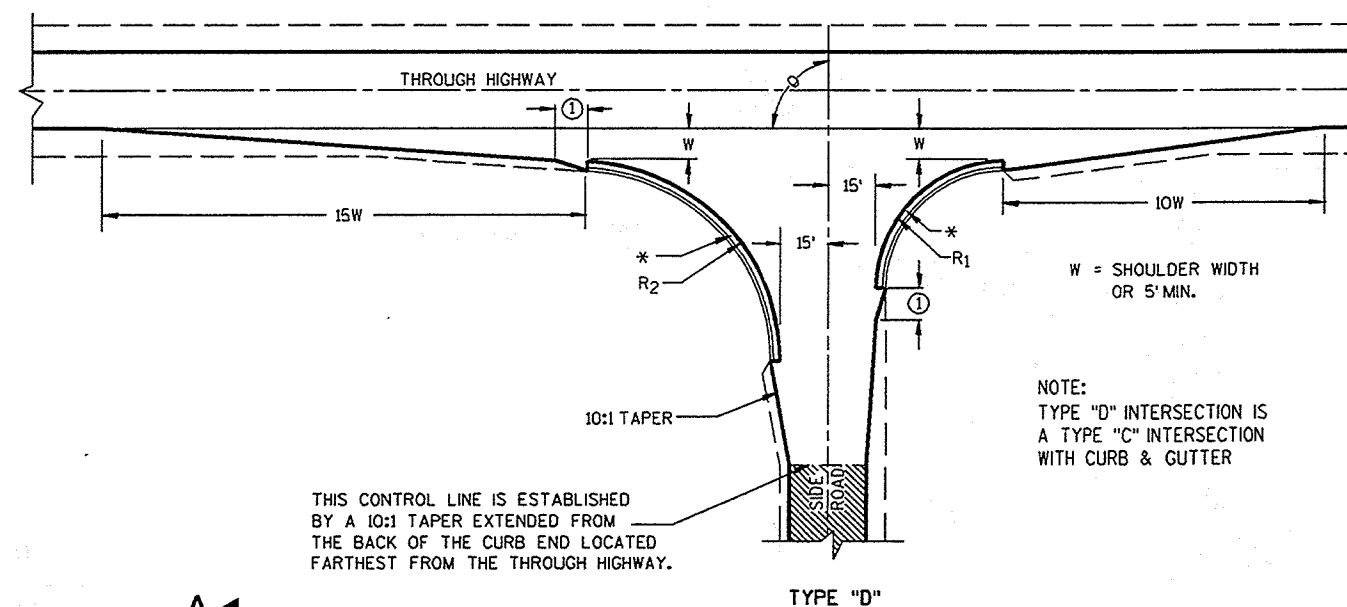
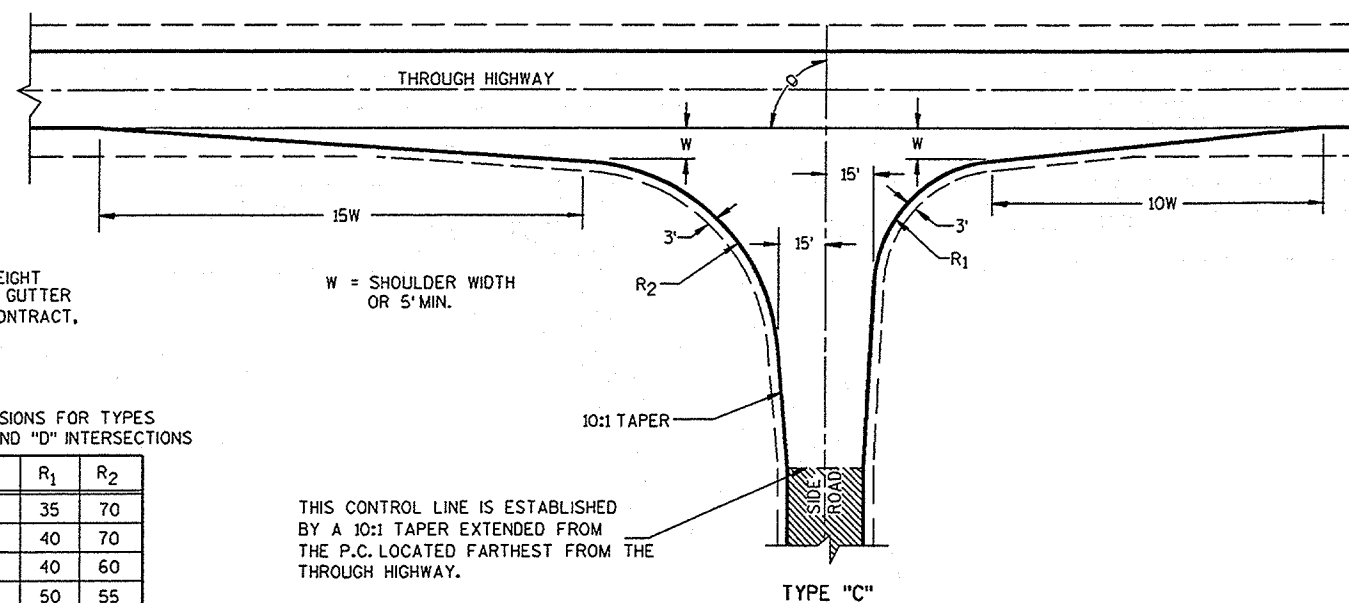
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

EXISTING SURFACE



SECTION A-A
(SHOWING PASSING LANE AND SHOULDER)

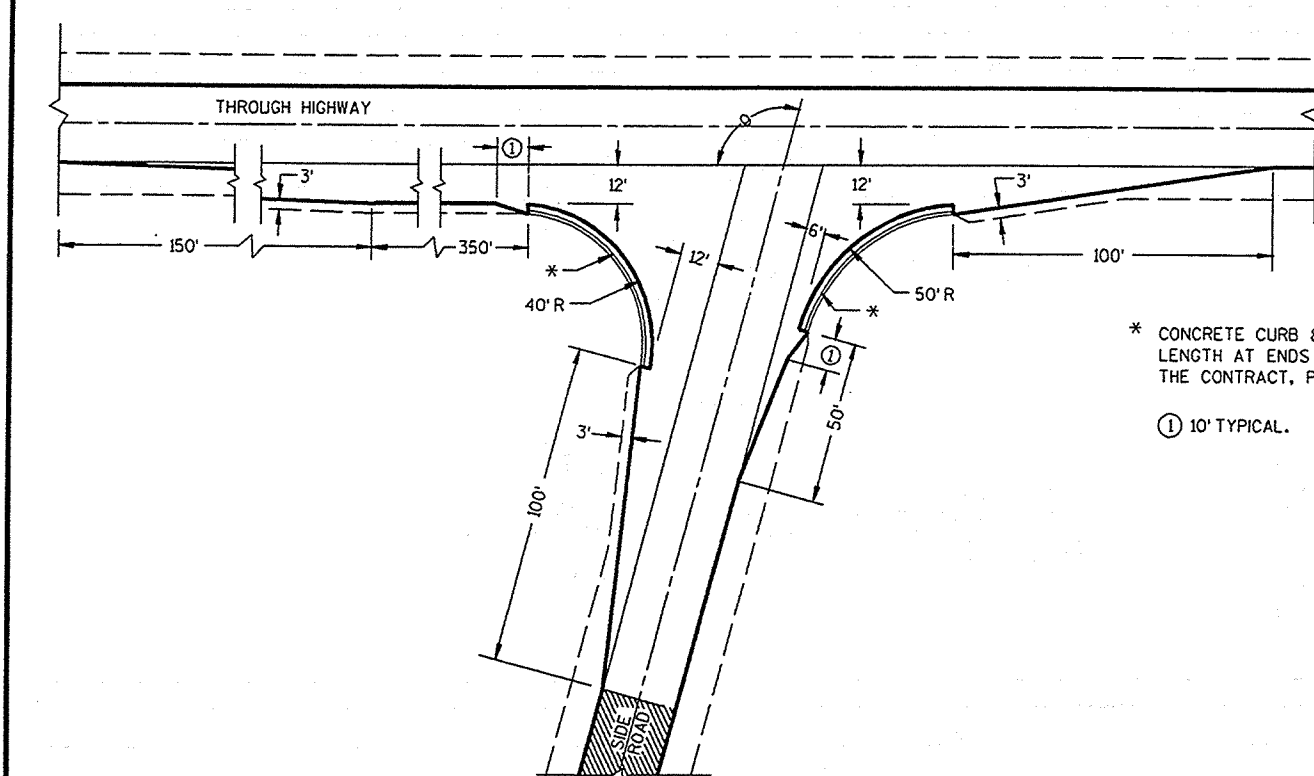


PASSING LANE DETAIL

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

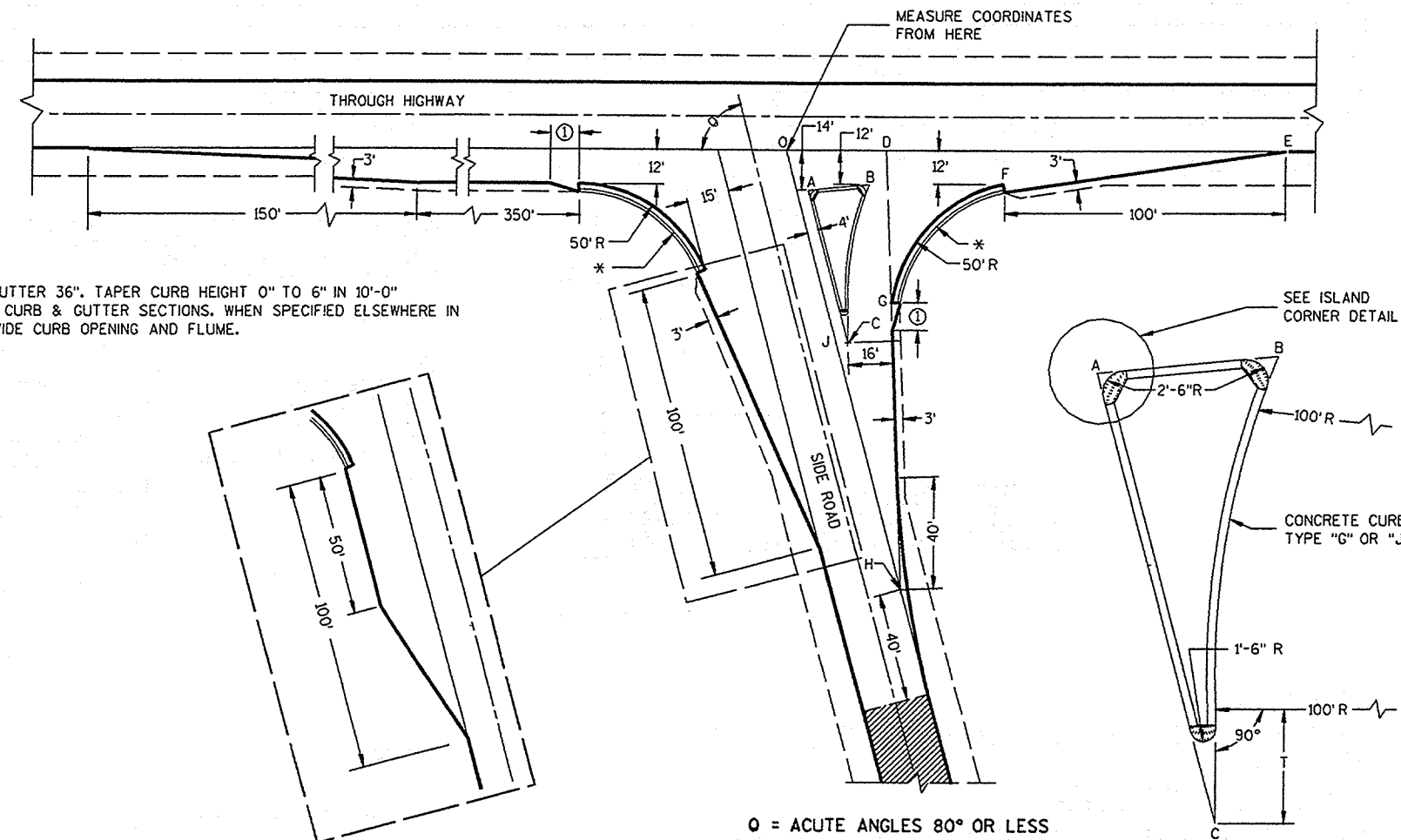
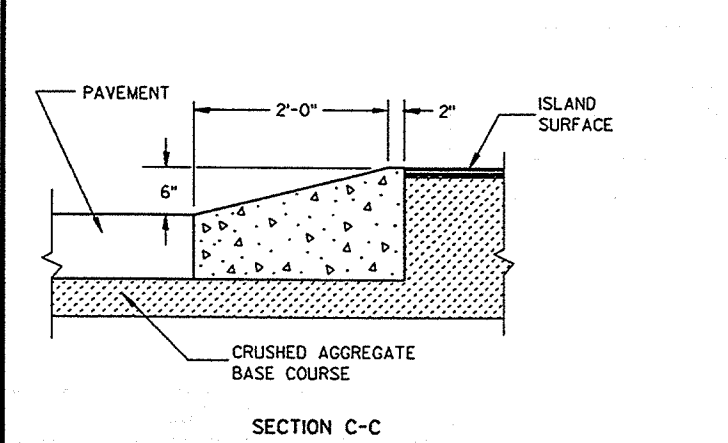
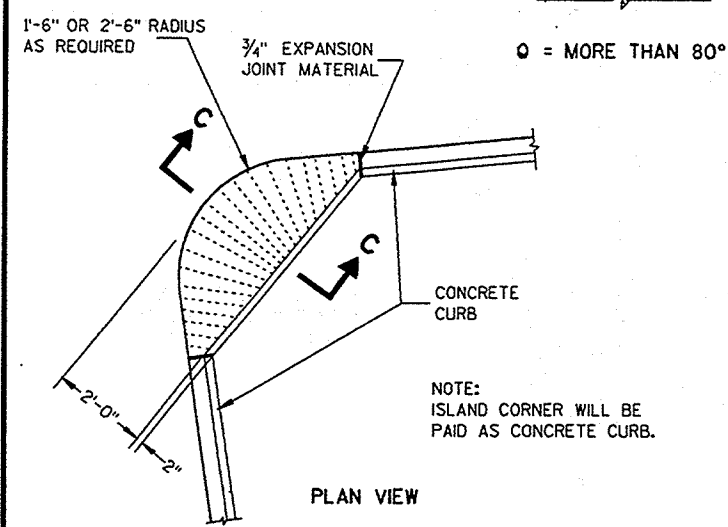
S.D.D. 9 A 1-10a

S.D.D. 9 A 1-10a



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

① 10' TYPICAL.



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC

θ = ACUTE ANGLES 70° OR LESS

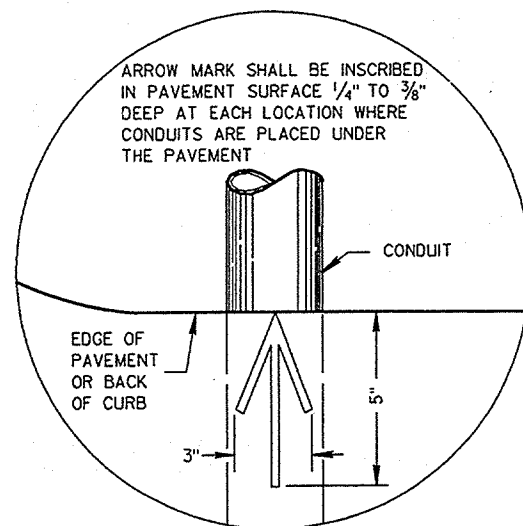
TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES (INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O")								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7	44.9	46.4	41.9	205.0	104.6	64.0	85.0	32.3	67.4	4.9	85.9	169.9
65	10.9	39.0	37.8	39.4	196.1	95.7	54.1	70.5	28.2	63.6	8.5	80.9	166.9
70	9.4	33.9	29.8	37.4	188.3	87.8	45.6	56.1	24.6	59.7	11.5	76.1	164.1
75	7.9	29.3	22.3	35.7	181.2	80.7	38.2	41.8	21.5	55.8	13.8	71.4	161.4
80	6.5	25.4	15.6	34.4	174.8	74.4	31.8	27.6	18.9	52.0	15.6	66.9	158.9

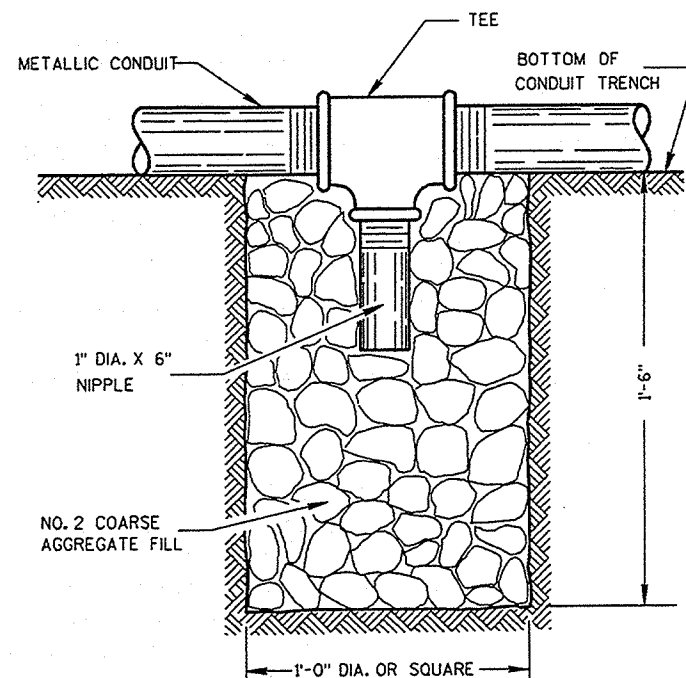
TYPE "A" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD INTERSECTION, TYPE "A"

S.D.D. 9 A 1-10b

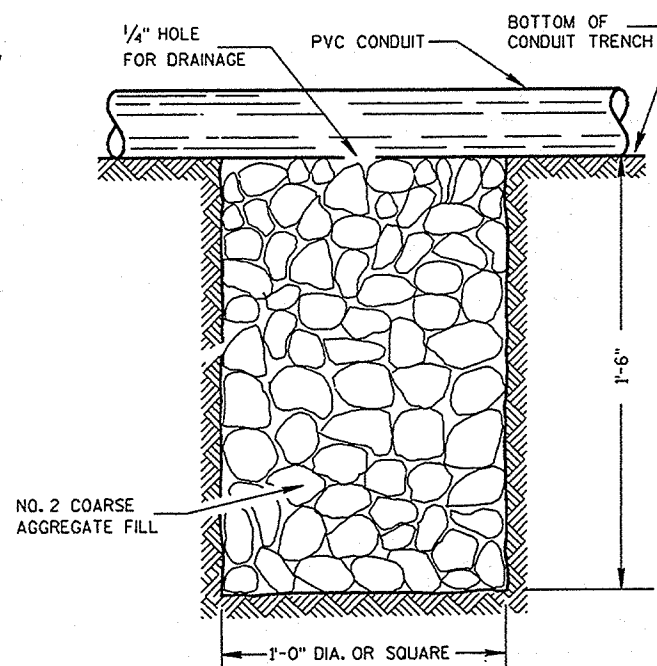


PLAN VIEW
ARROW MARK



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

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

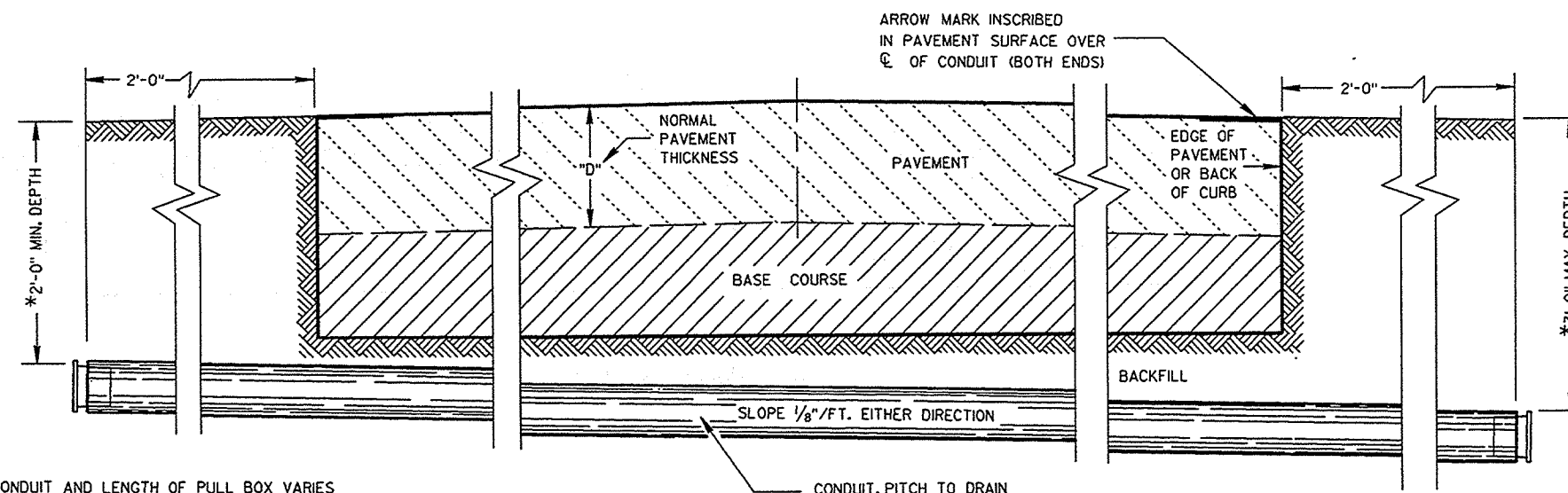
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

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

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



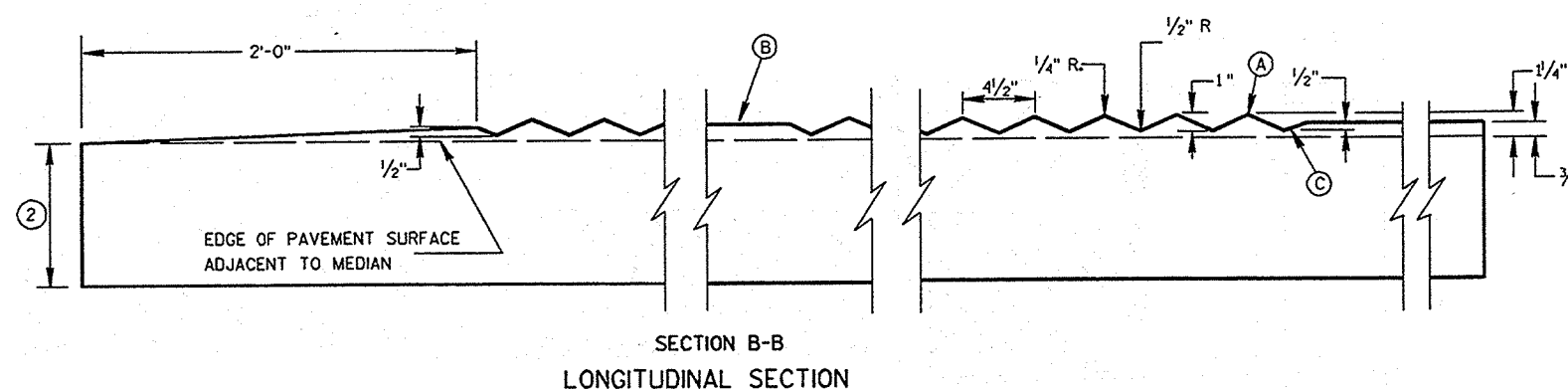
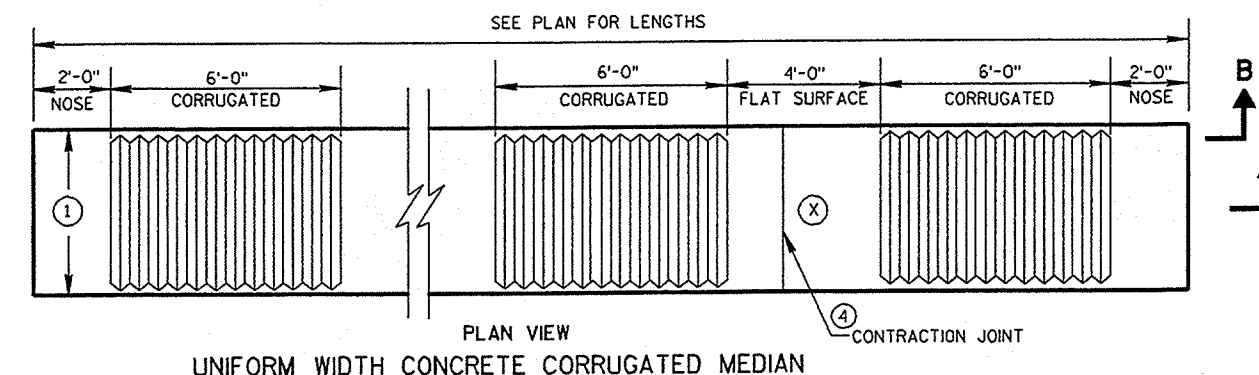
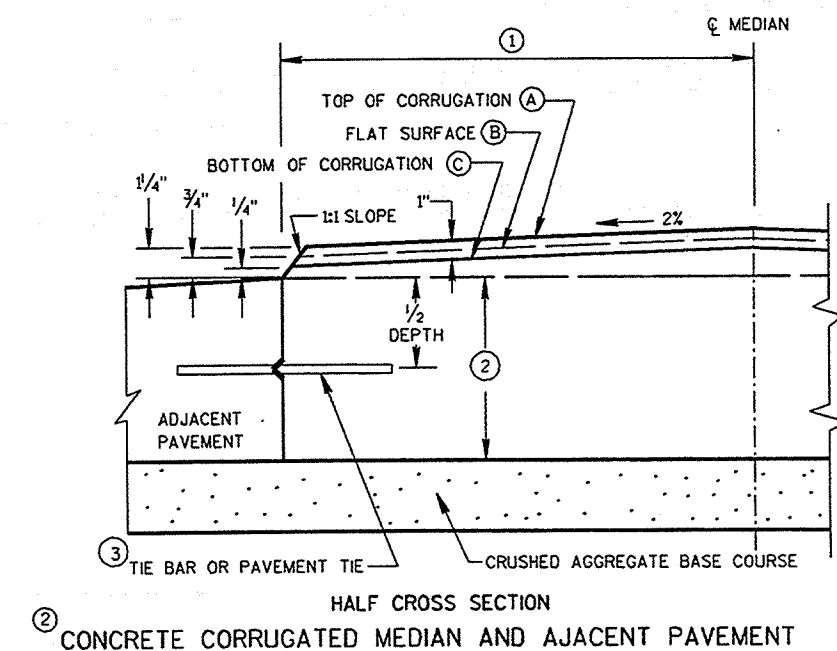
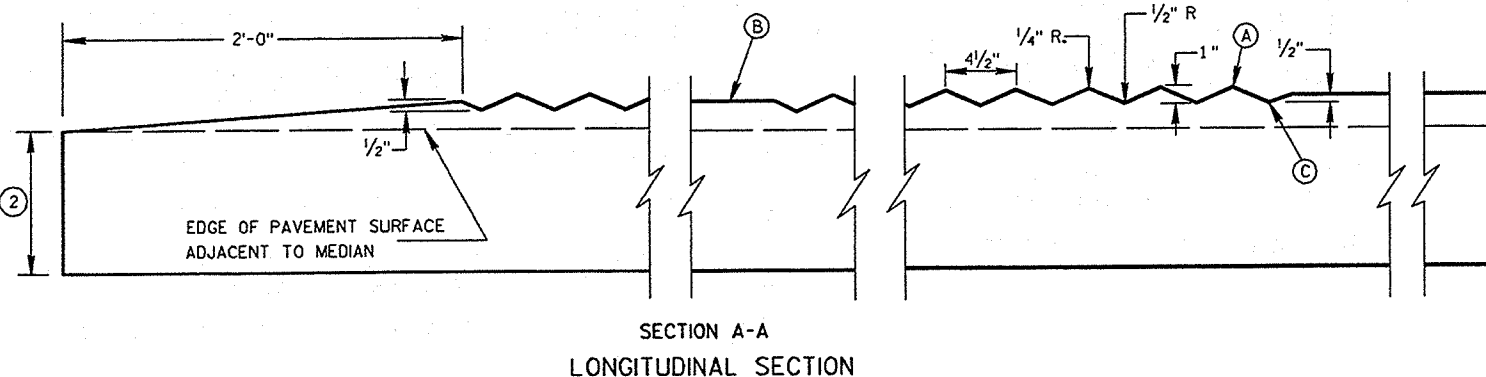
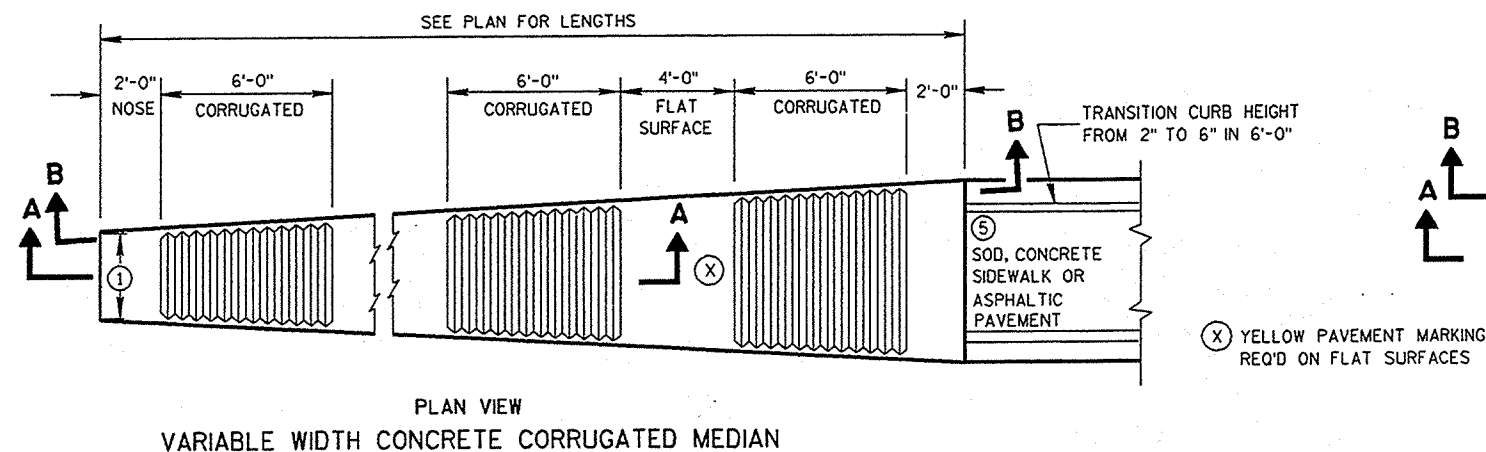
*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

S.D.D. 9 B 2-6

S.D.D. 9 B 2-6



GENERAL NOTES

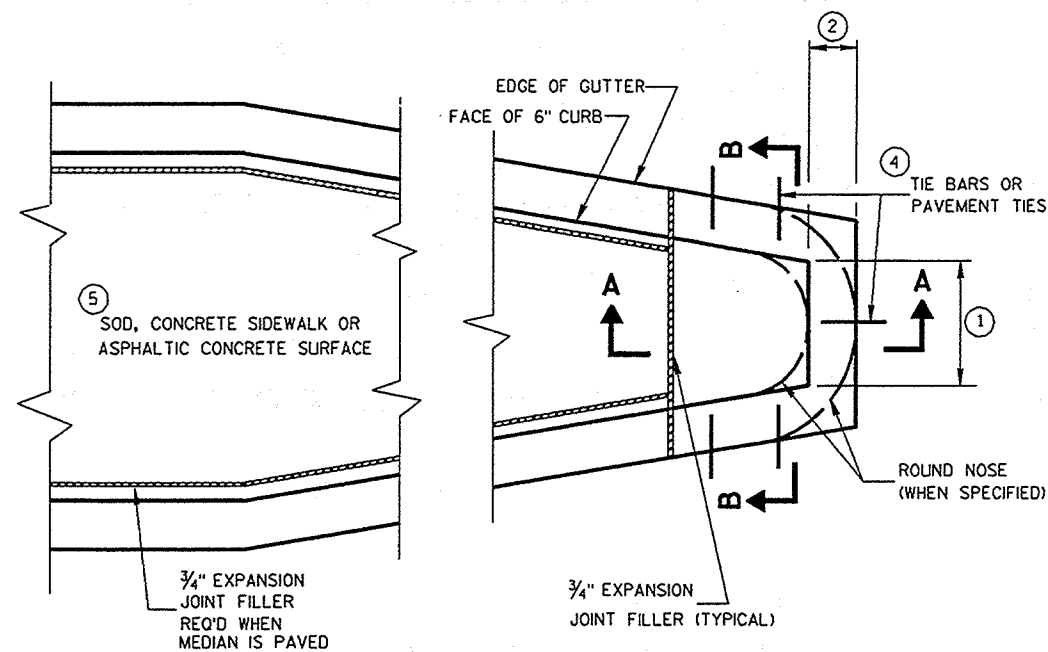
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

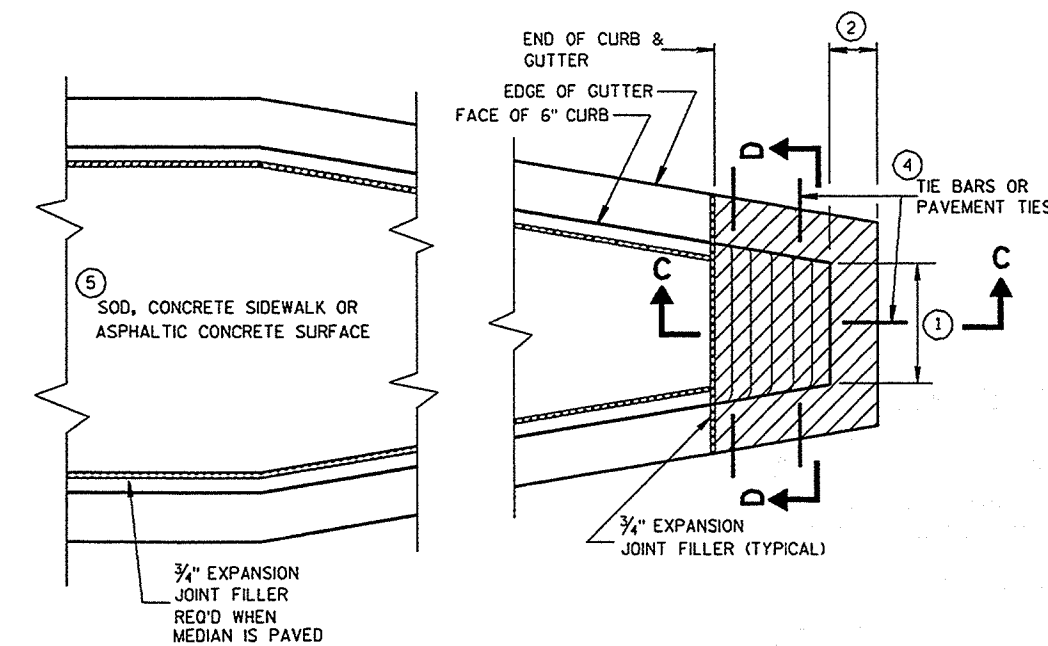
CONCRETE CORRUGATED MEDIAN

S.D.D. 11 B 1-1

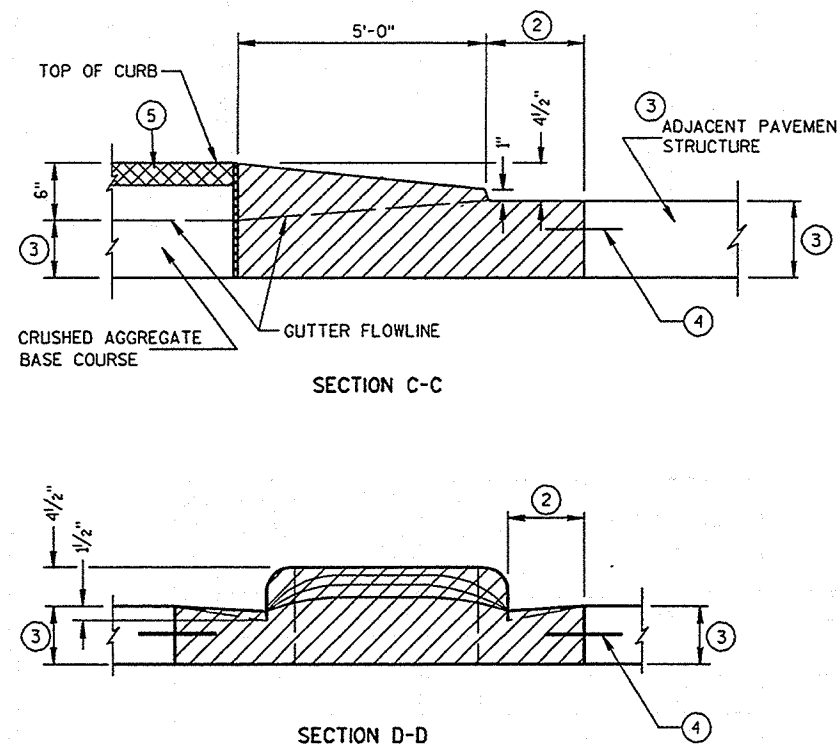
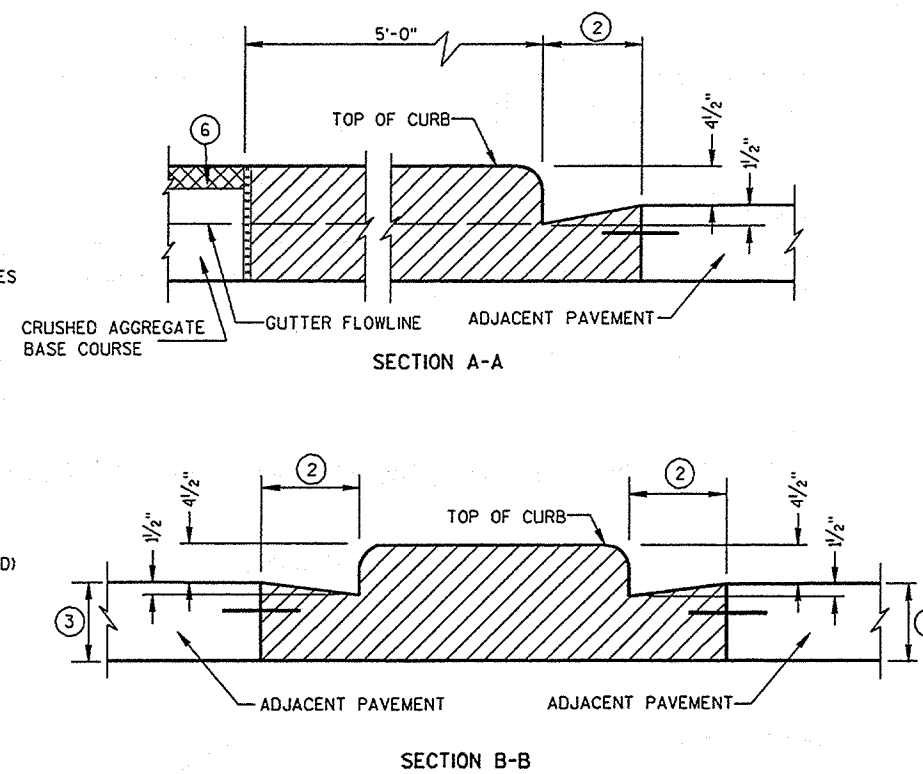
S.D.D. 11 B 1-1



CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE 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.

- SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - NEW OR EXISTING CONCRETE PAVEMENT.
 - ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

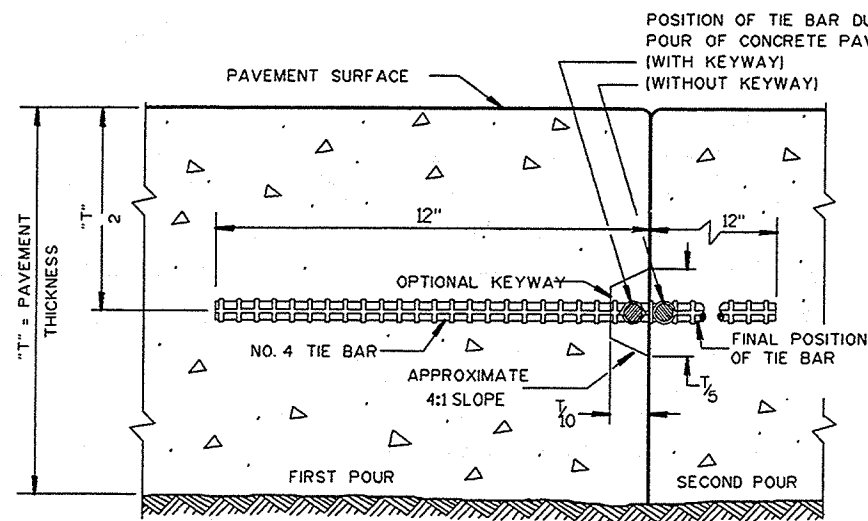
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

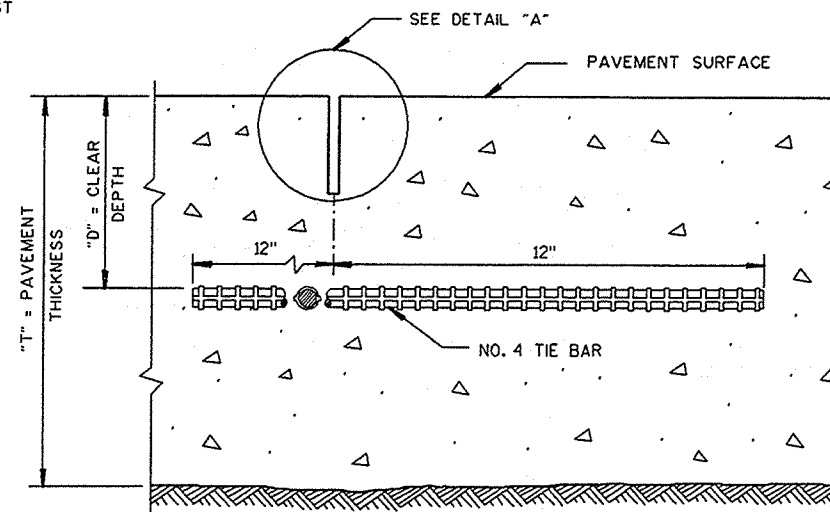
CONCRETE MEDIAN NOSE

S.D.D. 11 B 2-1

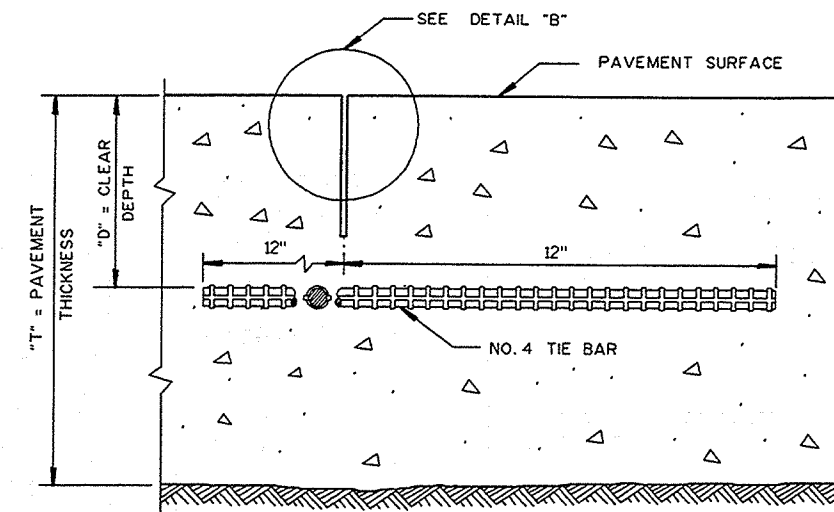
S.D.D. 11 B 2-1



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

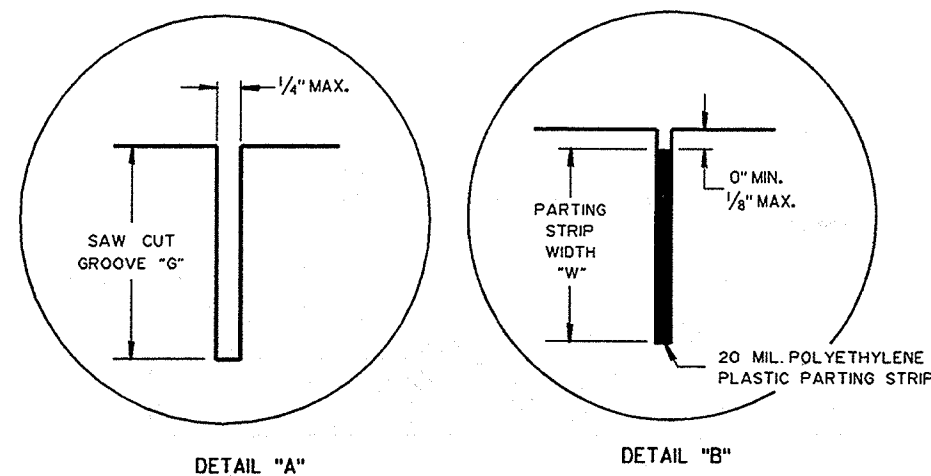
GENERAL NOTES

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

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

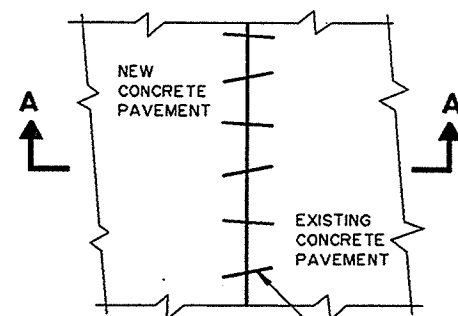
LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

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



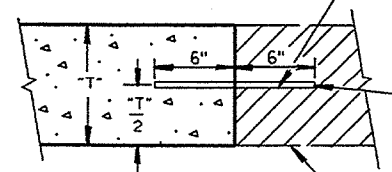
DETAIL "A"

DETAIL "B"



PLAN VIEW

NO. 6 TIE BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.

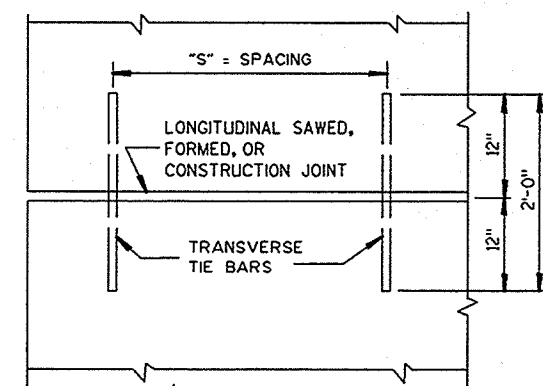


THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

EXIST. CONC. PAVEMENT

SECTION A-A
PAVEMENT TIES

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

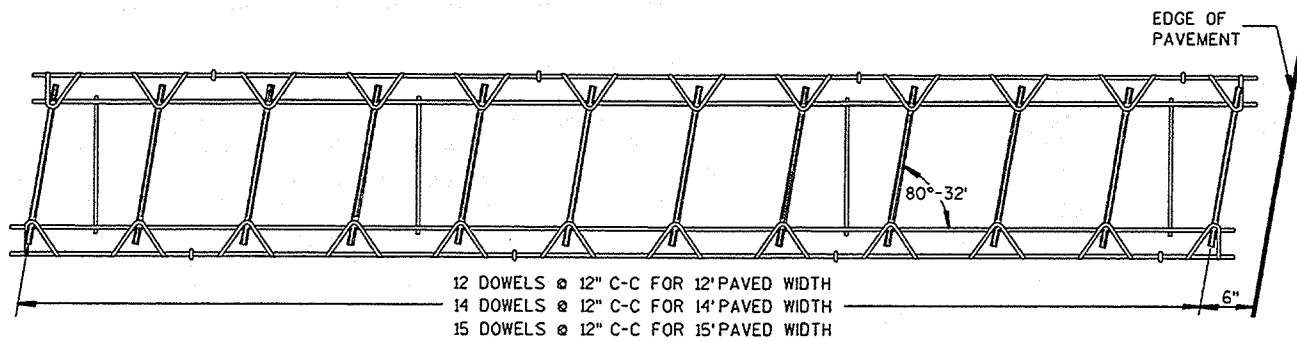


PLAN VIEW
SHOWING LOCATION OF TIE BARS

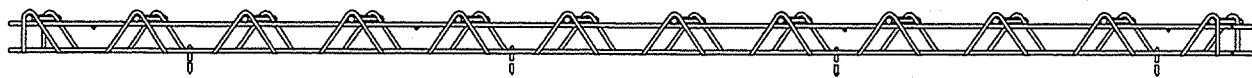
CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

S.D.D. 13 C 1-9

S.D.D. 13 C 1-9



PLAN VIEW

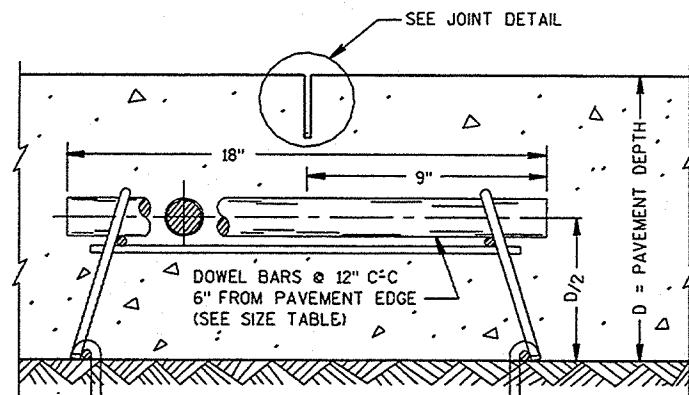


SIDE VIEW

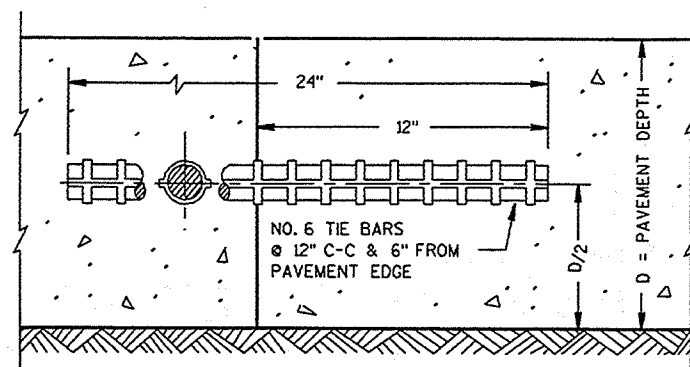
SKewed CONTRACTION JOINT DOWEL ASSEMBLY ①

DOWEL BAR SIZE TABLE

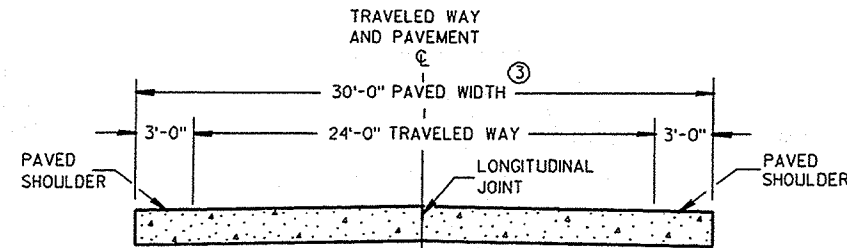
PAVEMENT DEPTH	DOWEL BAR DIAMETER
9"	1 1/4"
MORE THAN 9"	1 1/2"



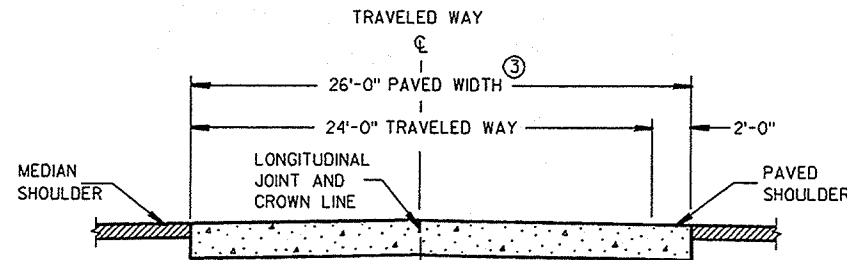
DOWELED CONTRACTION JOINT



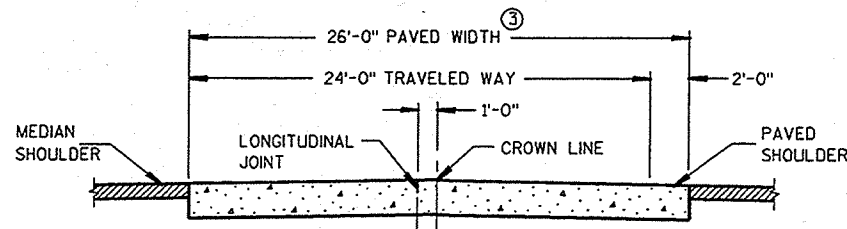
CONSTRUCTION JOINT



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY ②

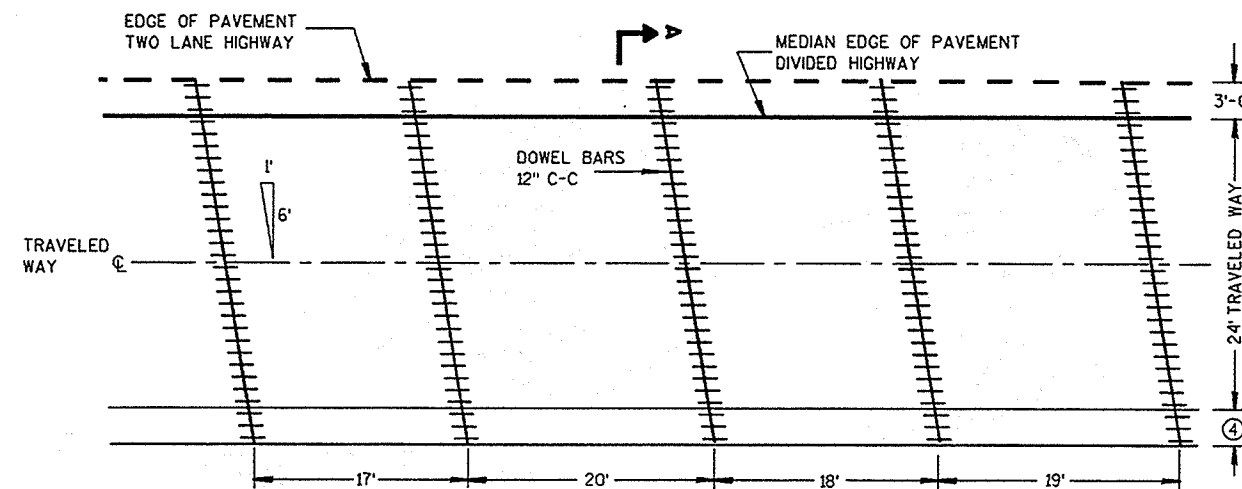


SECTION A-A



ALTERNATIVE SECTION A-A

DIVIDED HIGHWAY ②



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

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

CONTRACTION JOINTS

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

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE PARALLEL TO THE CENTERLINE.

CONSTRUCTION JOINTS

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

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

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

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

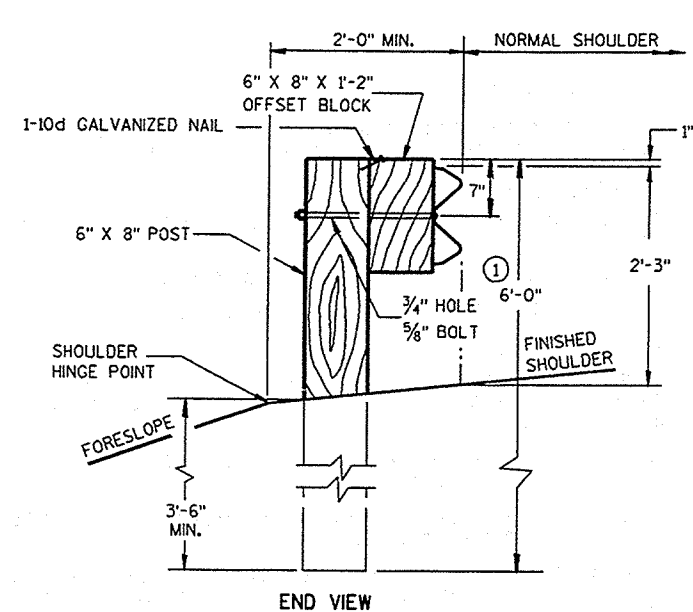
② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTIONS LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

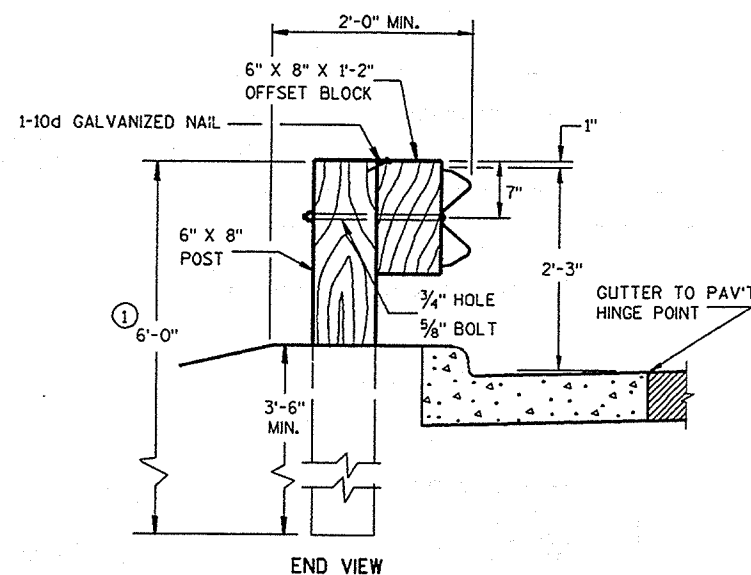
④ 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A

DOWELED NON-REINFORCED
CONCRETE PAVEMENT
RANDOM SPACED JOINTS 17'-20'-18'-19'

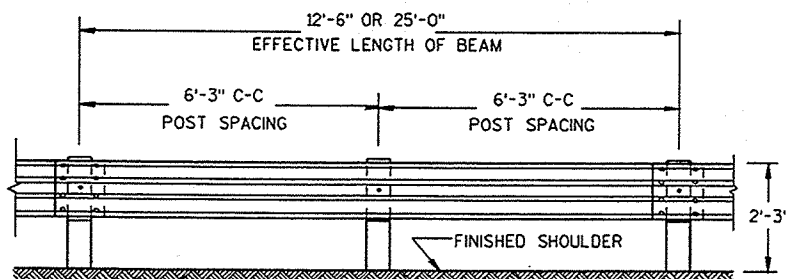
S.D.D. 13 C 12-2



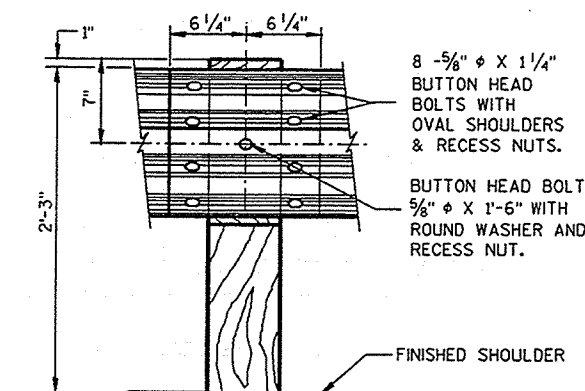
LOCATED ALONG A ROADWAY SHOULDER



LOCATED ALONG A CURBED ROADWAY



FRONT VIEW



FRONT VIEW

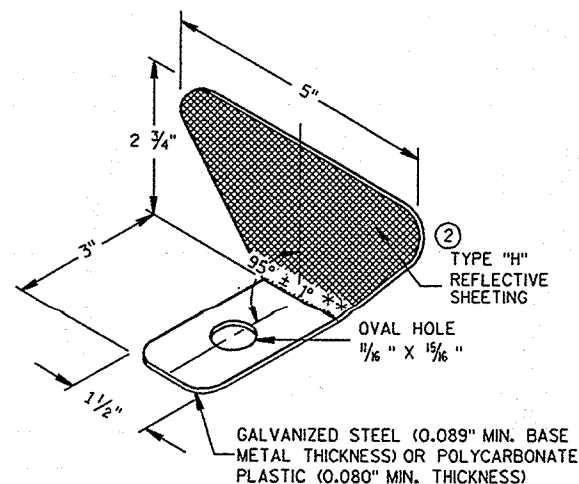
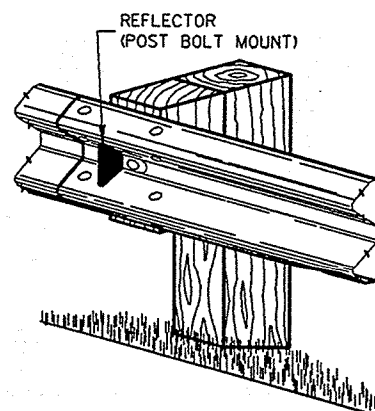
BEAM SPLICING AND POST MOUNTING DETAIL

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200' *	25' C-C	1 *	6
	> 200' *	50' C-C	1 *	
TWO WAY TRAFFIC	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	

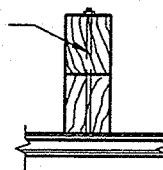
* EVERY OTHER REFLECTOR REVERSED FOR 2-WAY VISIBILITY. CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

** ANGLE OF BEND TO BE 90° ± 1° FOR TWO-SIDED REFLECTORS.

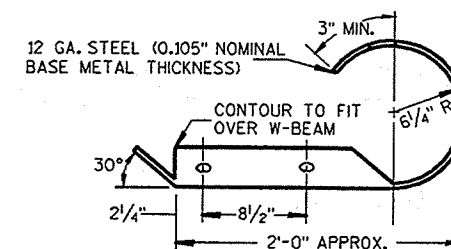


REFLECTOR DETAIL AND TYPICAL INSTALLATION

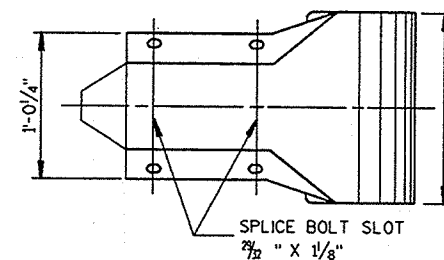
3/4" HOLE, 5/8" BOLT THROUGH CENTER OF POST AND OFFSET BLOCK



PLAN VIEW
POST, OFFSET BLOCK AND BEAM

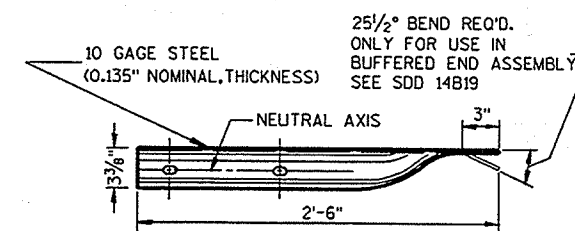


PLAN VIEW

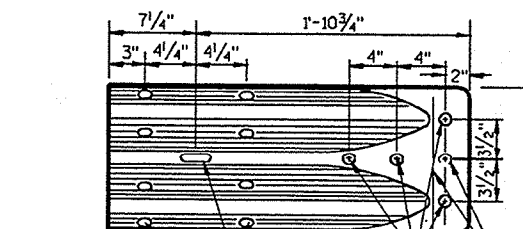


FRONT VIEW

W BEAM END SECTION (ROUNDED)



PLAN VIEW



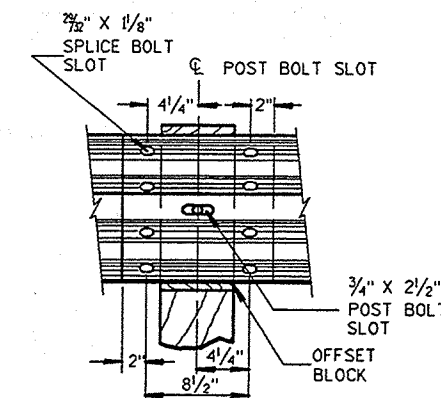
FRONT VIEW

W BEAM TERMINAL CONNECTOR

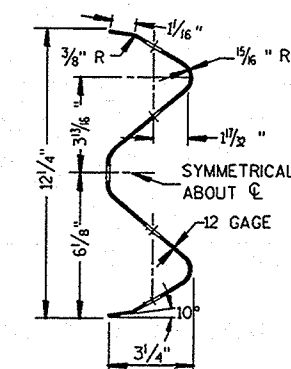
GENERAL NOTES

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.

- POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.
- PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.



W BEAM SPLICE

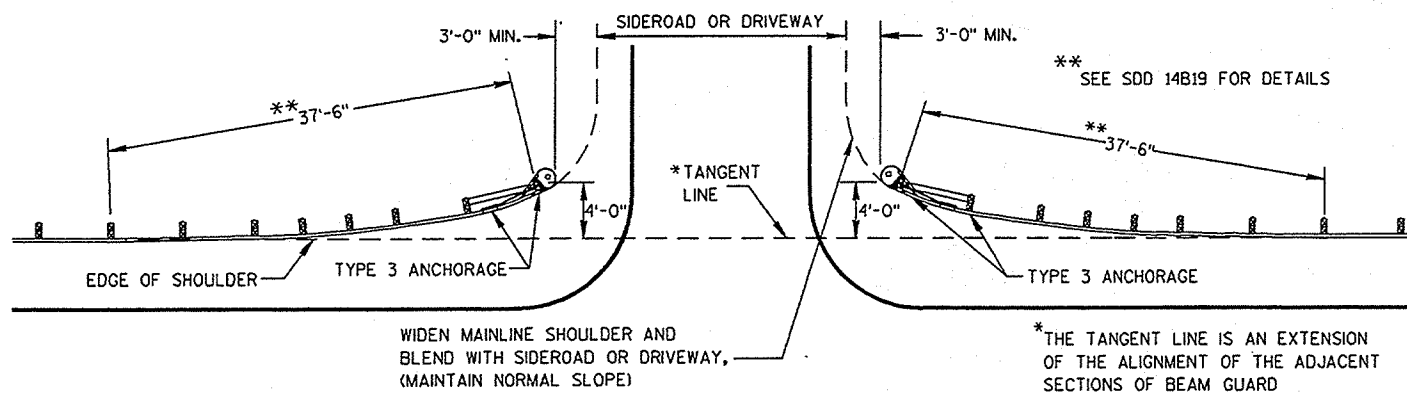


SECTION THRU W BEAM

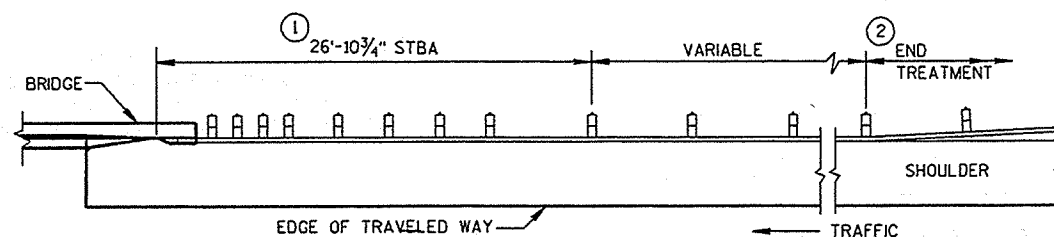
CLASS "A"
STEEL PLATE BEAM GUARD,
INSTALLATION & ELEMENTS

S.D.D. 14 B 15-2a

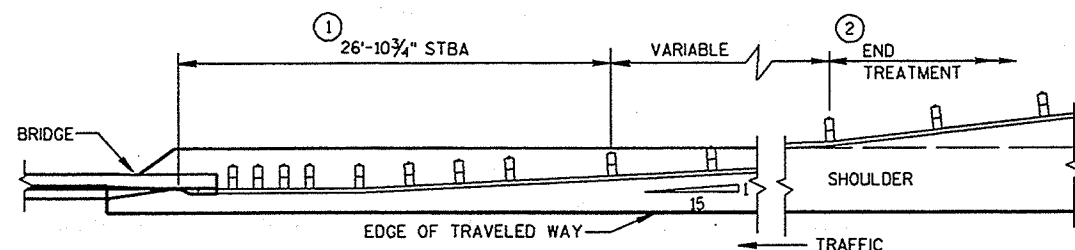
S.D.D. 14 B 15-2a



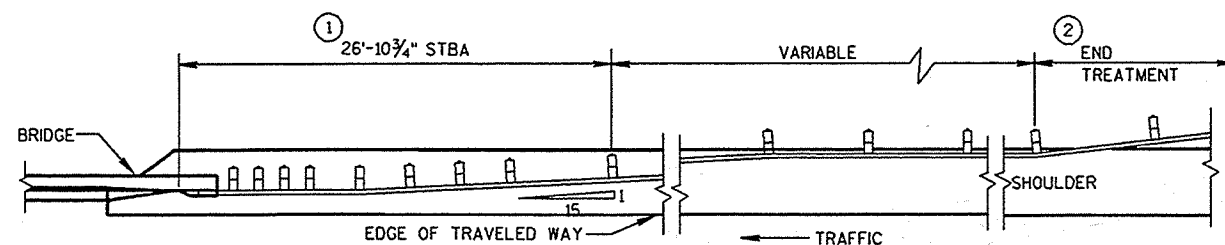
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



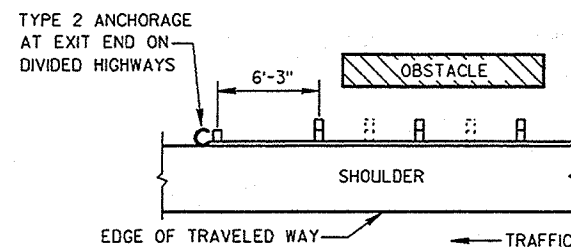
BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT NARROW BRIDGES
(FLARED TO ANCHORAGE)



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)



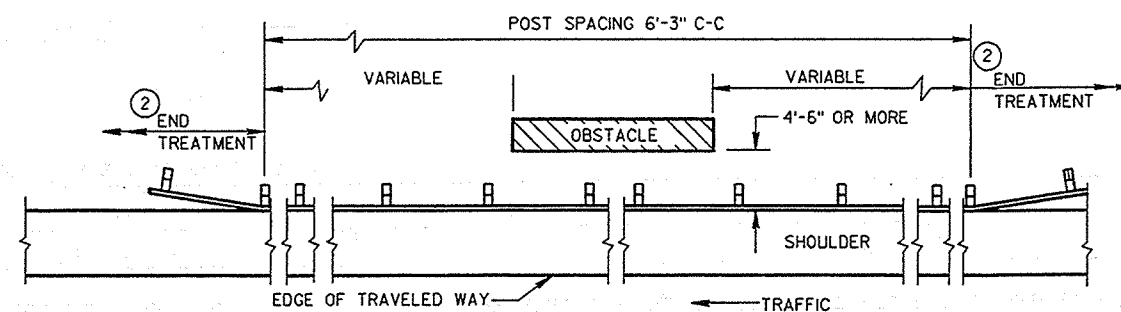
BEAM GUARD AT OBSTACLES
EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

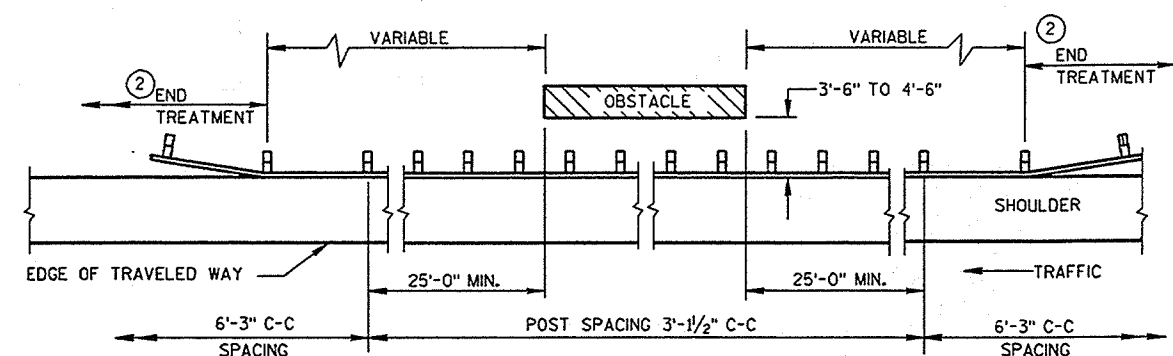
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

BEAM GUARD LOCATIONS AND LENGTHS ARE SHOWN ELSEWHERE IN THE PLAN.

- ① STEEL THRIE BEAM STRUCTURE APPROACH.
- ② UNLESS OTHERWISE INDICATED, THE FLARED END TREATMENT WITH A TYPE 3 ANCHORAGE SHALL BE USED TO TERMINATE BEAM GUARD ON THE TRAFFIC APPROACH SIDE OF BRIDGES/OBSTACLES. TYPE 2 ANCHORAGE SHALL BE USED ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.



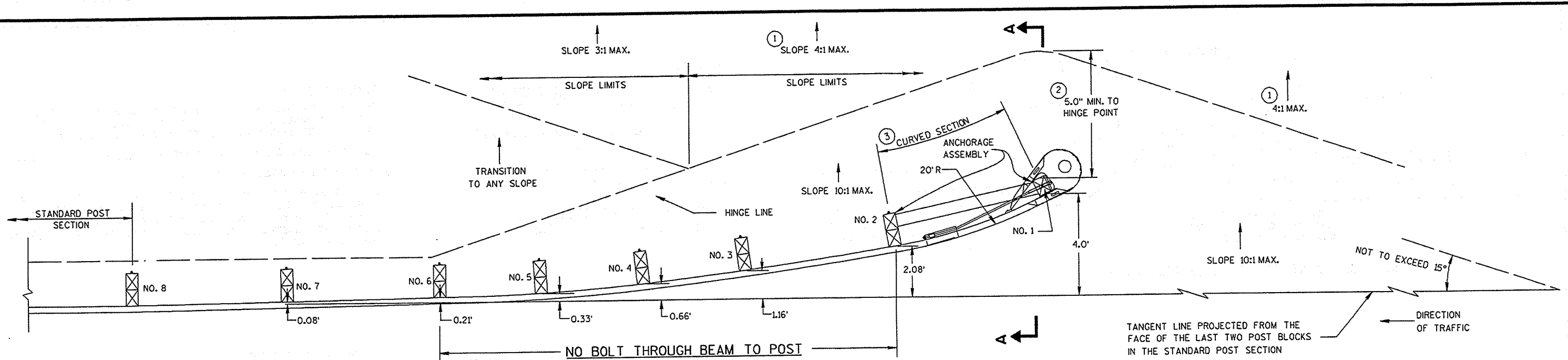
BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 4'-6" OR MORE)



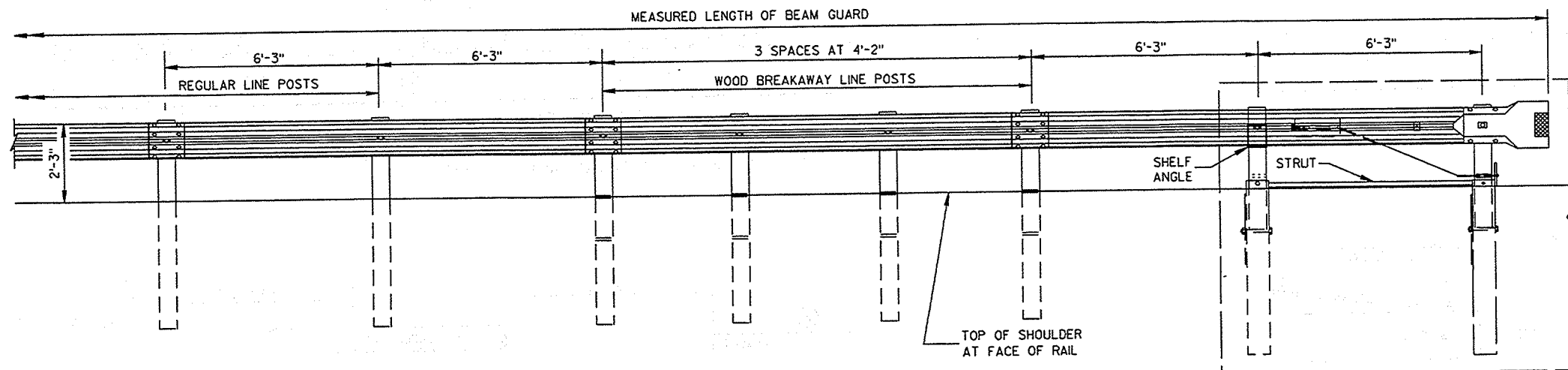
BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

CLASS "A" STEEL PLATE
BEAM GUARD
(AT BRIDGES, OBSTACLES
AND SIDEROADS/DRIVEWAYS)

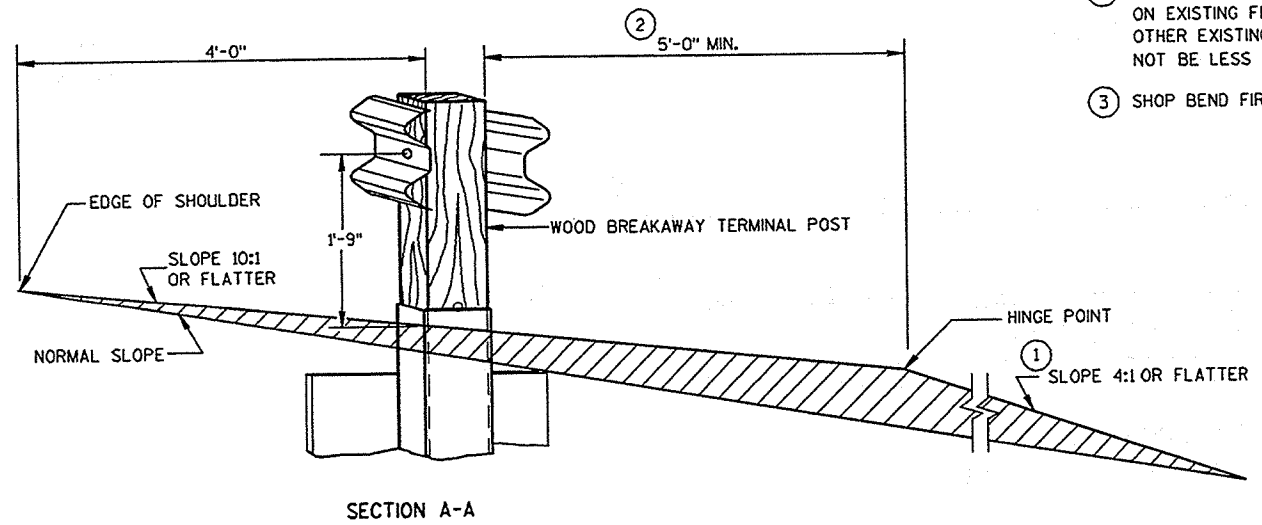
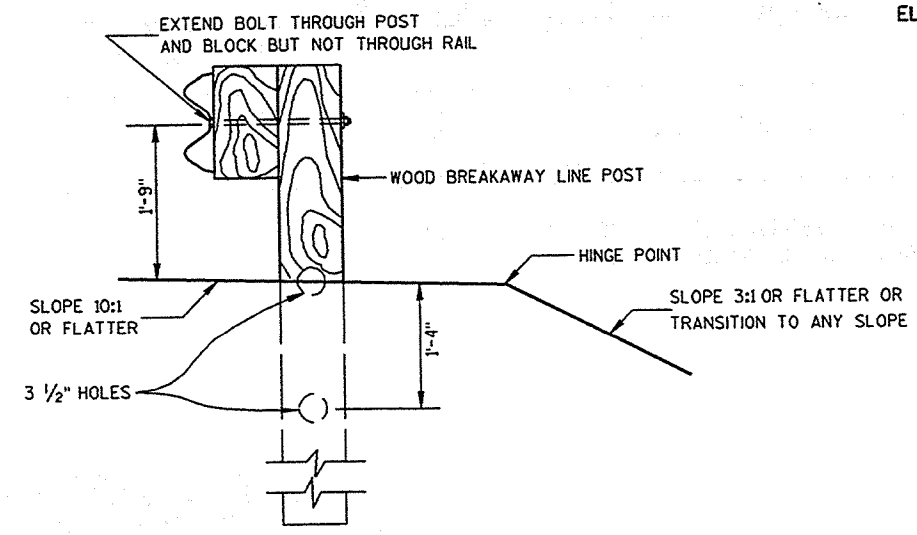
S.D.D. 14 B 18-2a



NOTE: THE POST OFFSET DIMENSIONS ARE TO THE CENTER OF THE TRAFFIC FACE OF THE BLOCKOUTS EXCEPT THE FIRST POST WHERE THE DIMENSION IS TO THE CENTER OF THE TRAFFIC FACE OF THE POST.

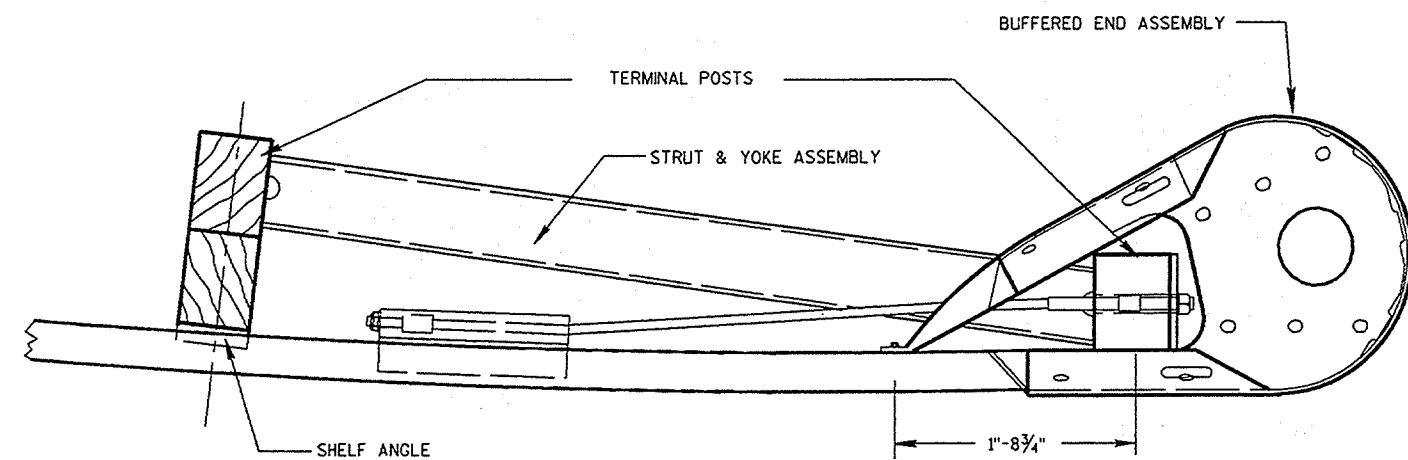


- NOTES:
- ① A 3:1 MAXIMUM SLOPE MAY BE USED FOR INSTALLATIONS ON EXISTING HIGHWAYS.
 - ② THE 5'-0" MIN. WIDTH APPLIES TO ALL NEW CONSTRUCTION AND INSTALLATIONS ON EXISTING FREEWAYS AND EXPRESSWAYS. FOR INSTALLATIONS ON ALL OTHER EXISTING HIGHWAYS, THIS DIMENSION MAY BE REDUCED, BUT SHALL NOT BE LESS THAN 3'-0". SEE CROSS SECTIONS.
 - ③ SHOP BEND FIRST 6'-3" OF BEAM TO 20' RADIUS.

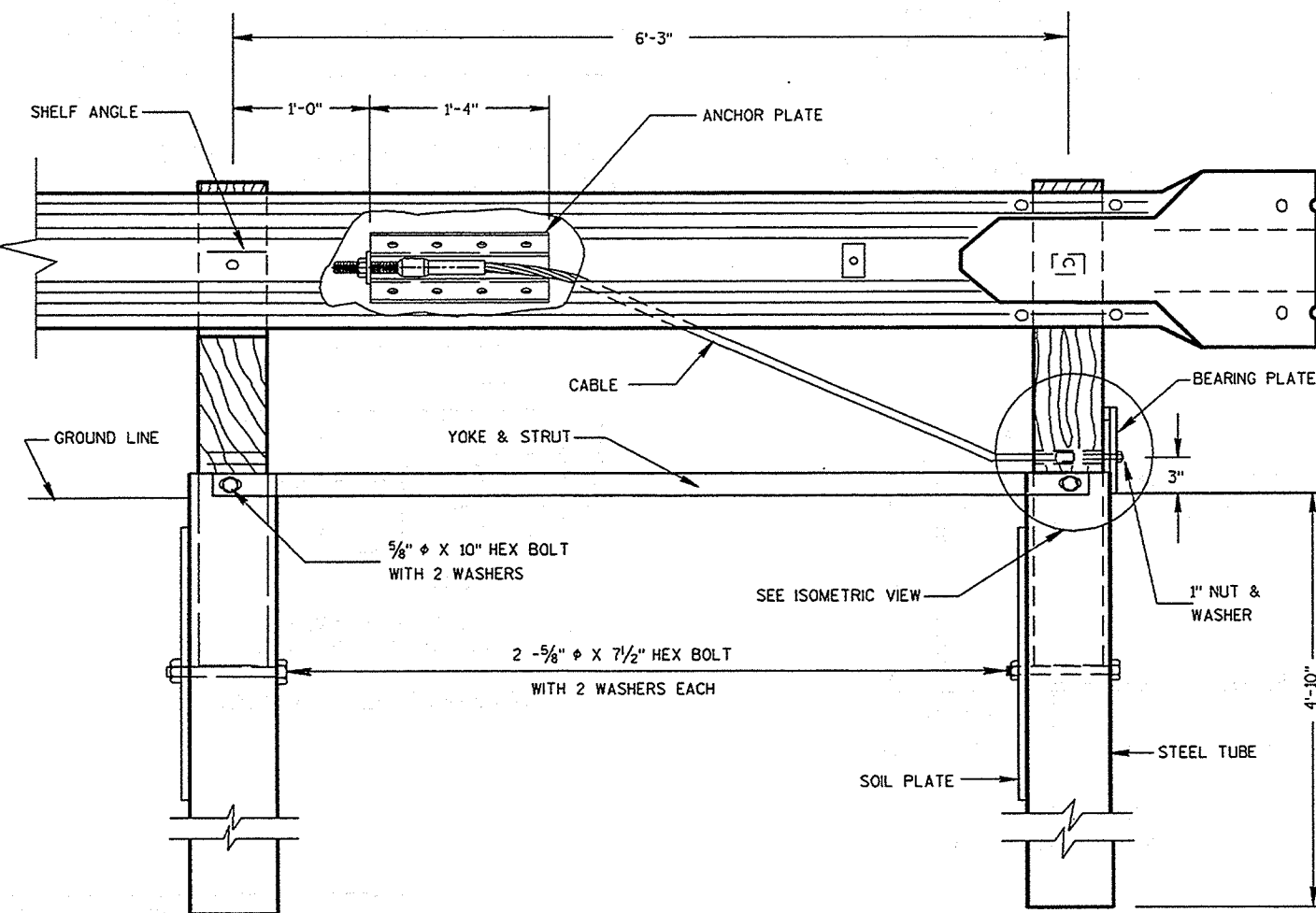


CLASS "A" STEEL PLATE
BEAM GUARD END TERMINAL
WITH ANCHORAGE TYPE 3

S.D.D. 14 B 19-2a



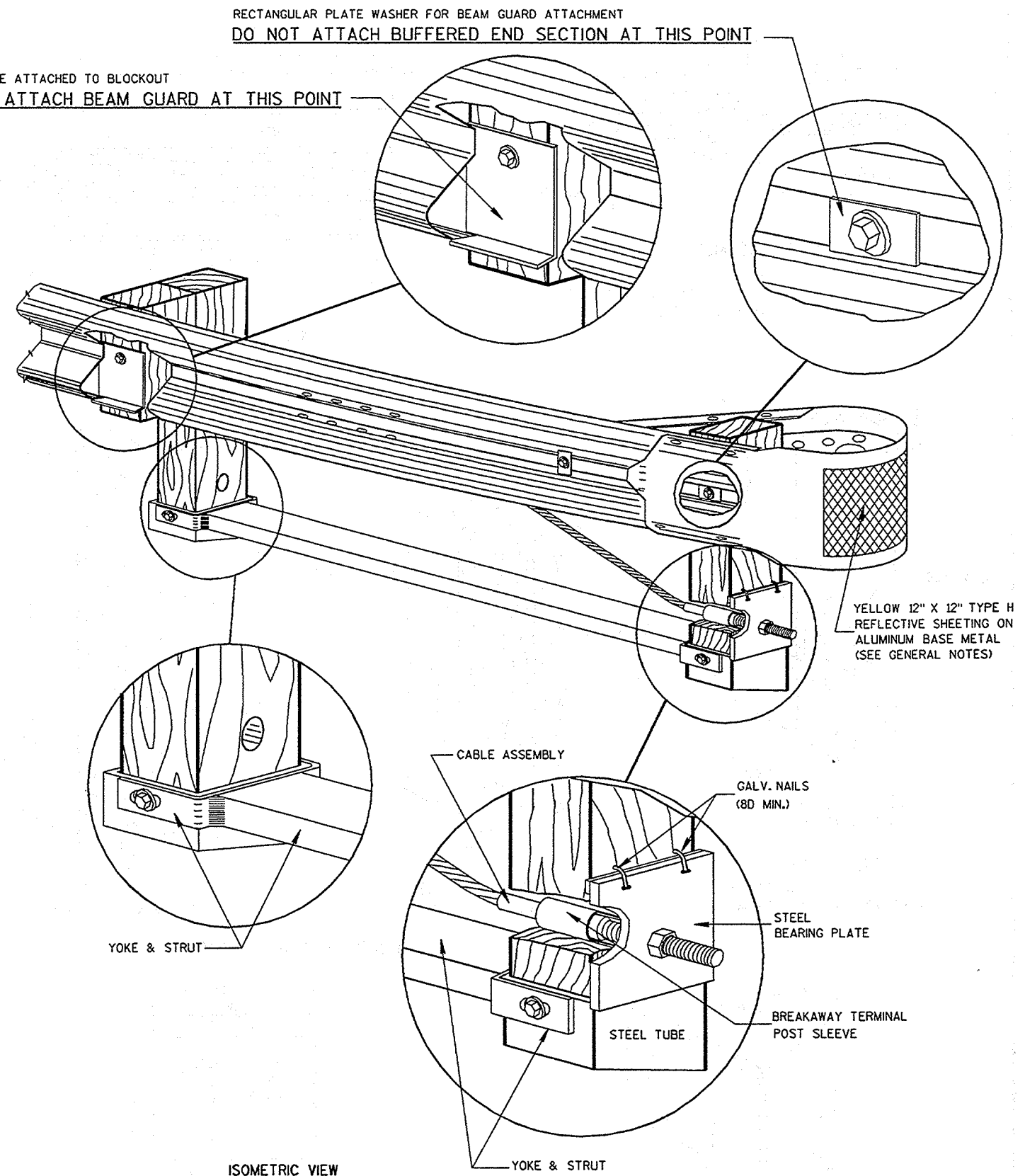
PLAN



FRONT VIEW

END TERMINAL ANCHORAGE ASSEMBLY

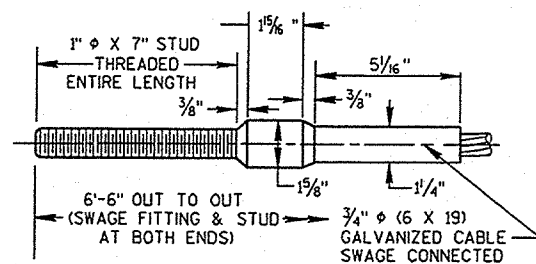
SHELF ANGLE ATTACHED TO BLOCKOUT
DO NOT ATTACH BEAM GUARD AT THIS POINT



ISOMETRIC VIEW

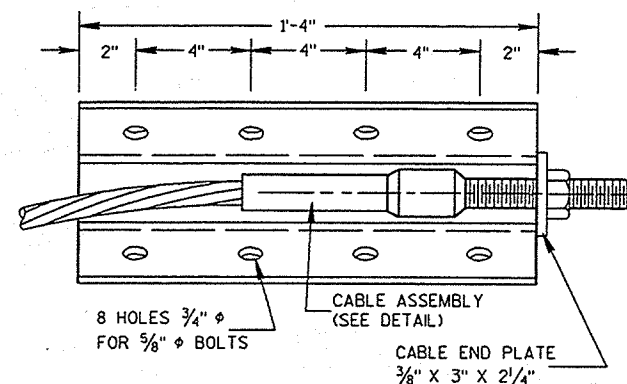
CLASS "A" STEEL PLATE
BEAM GUARD END TERMINAL
WITH ANCHORAGE TYPE 3

S.D.D. 14 B 19-2b

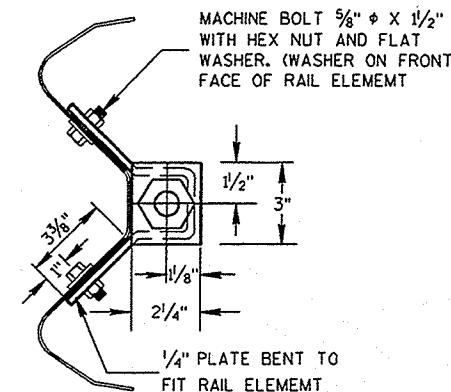


CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB. (TIGHTEN UNTIL TAUT)

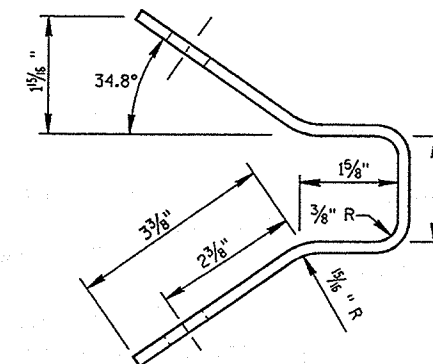


FRONT VIEW

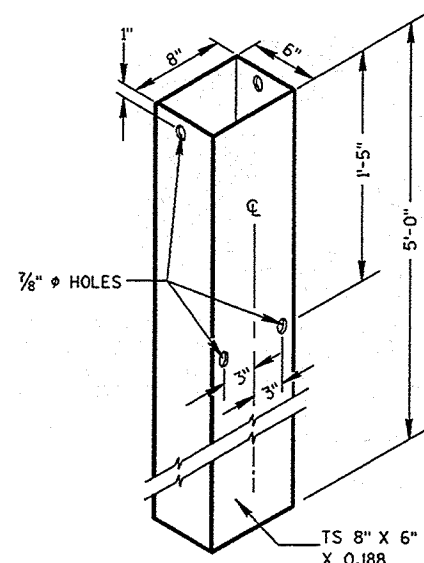


END VIEW

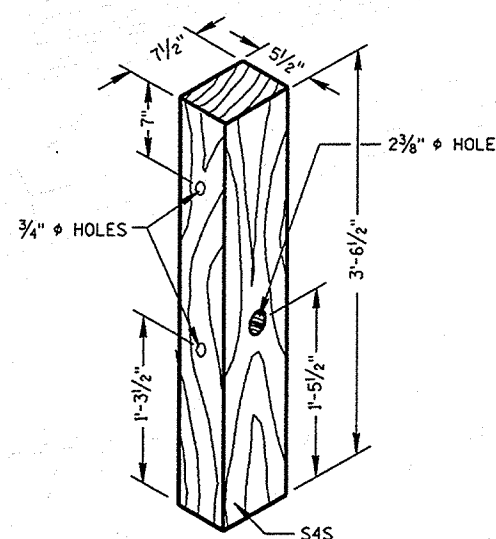
ANCHOR PLATE DETAIL



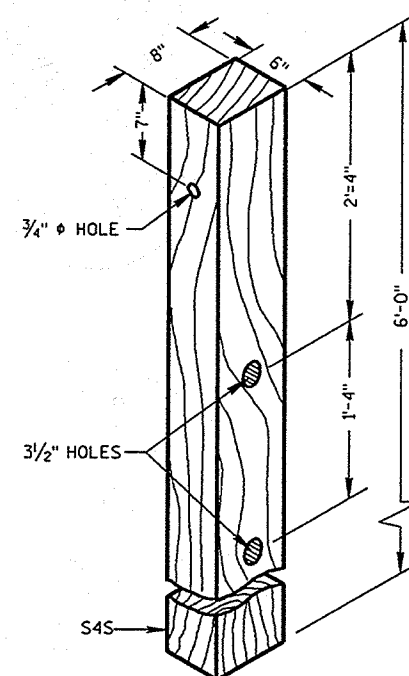
END VIEW



TERMINAL POST
(POSTS NO. 1 & 2)

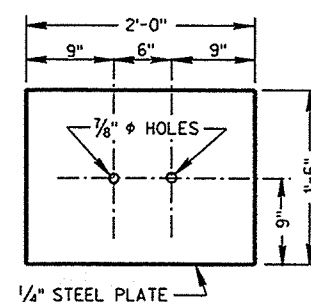


TERMINAL POST
(POSTS NO. 1 & 2)

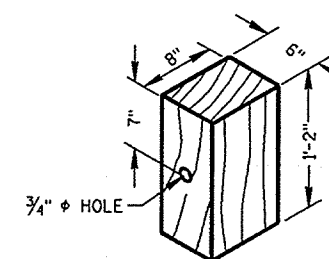


LINE POST
(POSTS NO. 3, 4, 5 & 6)

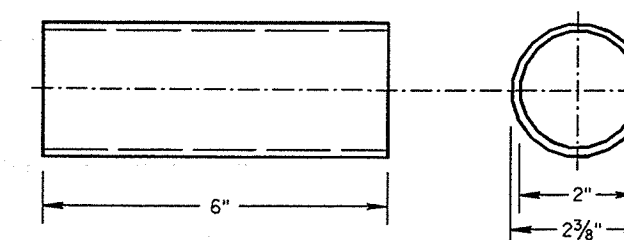
WOOD BREAKAWAY POSTS



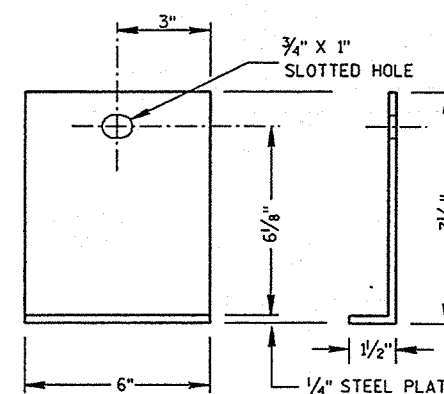
SOIL PLATE



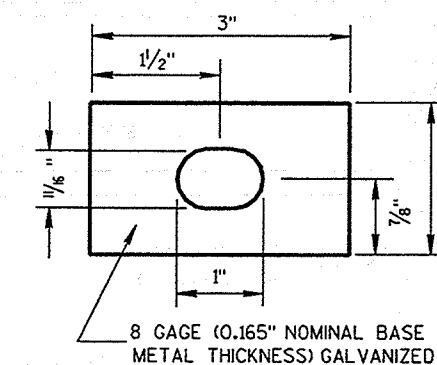
WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO. 1



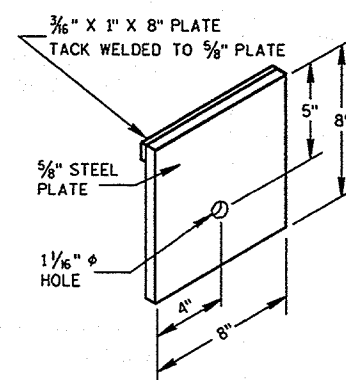
BREAKAWAY TERMINAL POST SLEEVE
STANDARD STRENGTH STEEL PIPE, ASTM A53 GRADE "B"



SHELF ANGLE
(ONE REQUIRED ON POST NO. 2)



RECTANGULAR PLATE WASHER

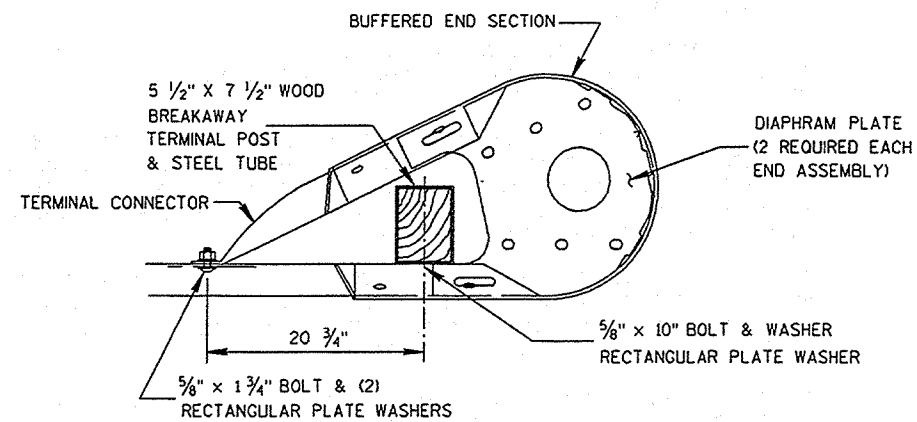


STEEL BEARING PLATE

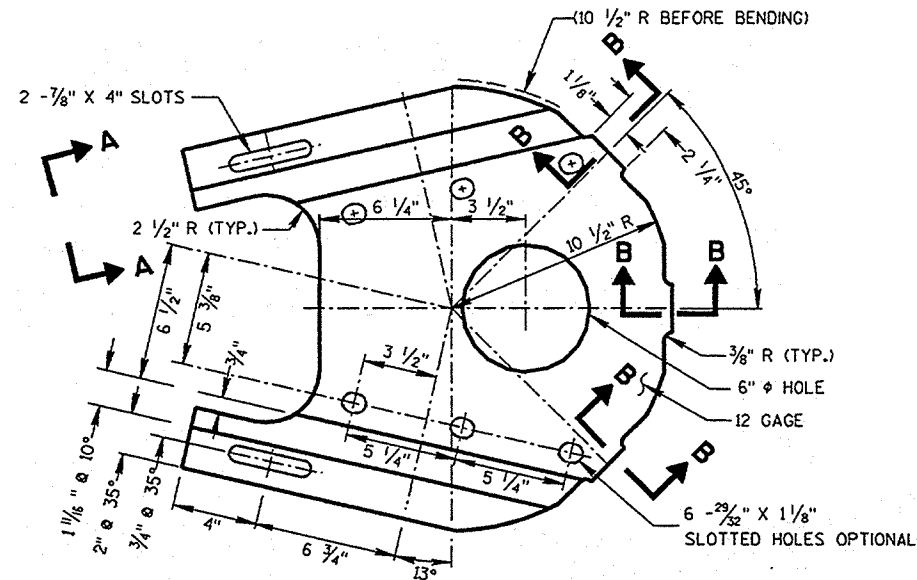
CLASS "A" STEEL PLATE
BEAM GUARD END TERMINAL
WITH ANCHORAGE TYPE 3

S.D.D. 14 B 19-2c

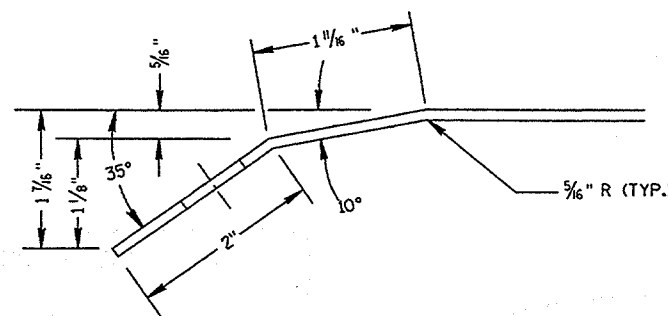
S.D.D. 14 B 19-2c



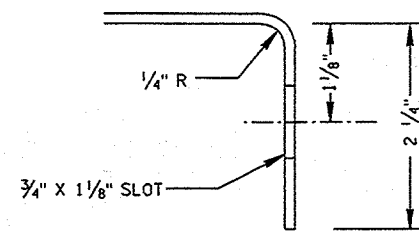
PLAN
BUFFERED END ASSEMBLY



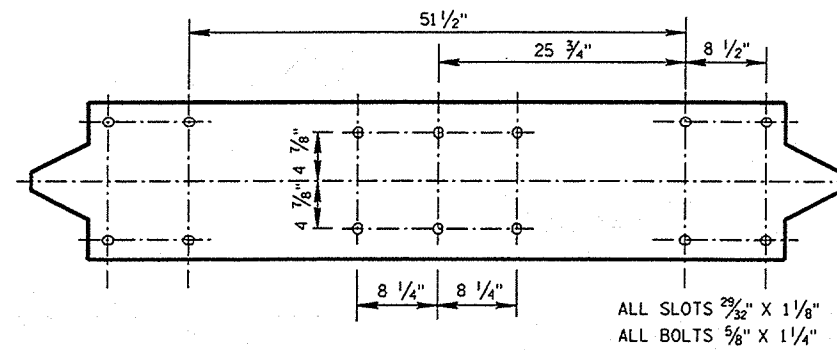
PLAN
DIAPHRAM PLATE DETAIL
(2 REQUIRED EACH TERMINAL)



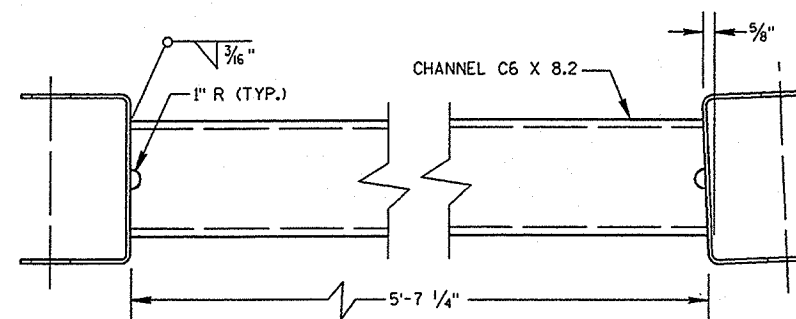
SECTION A-A



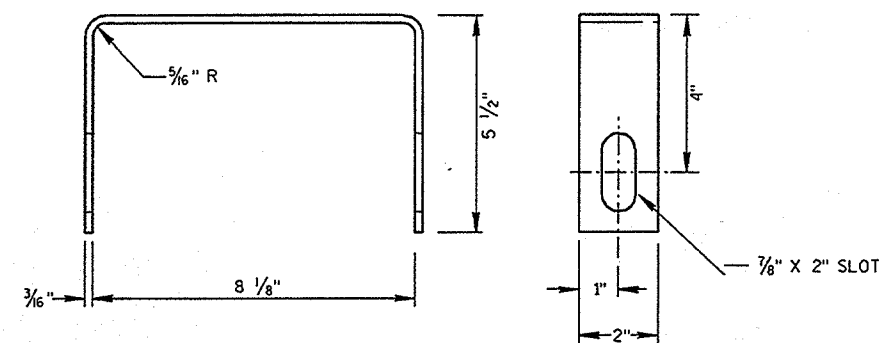
SECTION B-B



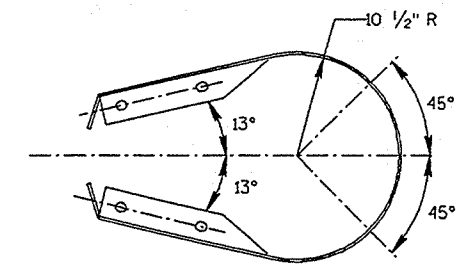
BUFFERED END SECTION FLAT PLATE LAYOUT



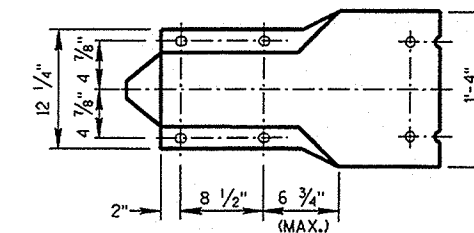
STRUT DETAIL



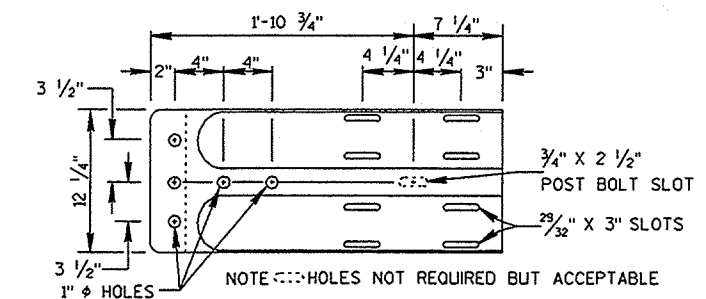
YOKE DETAIL



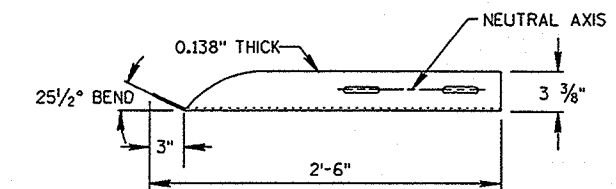
PLAN



FRONT VIEW
BUFFERED END SECTION



FRONT VIEW



PLAN
TERMINAL CONNECTOR

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.

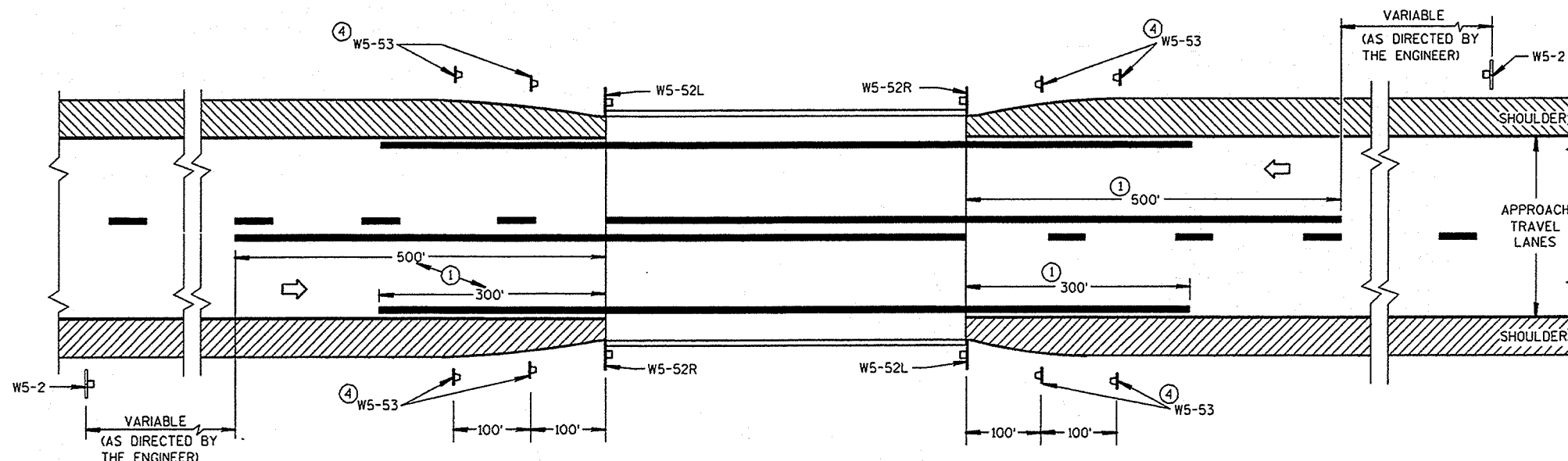
POSTS AT LOCATIONS 1 & 2 SHALL BE WOOD BREAKAWAY TERMINAL POSTS INSERTED AND BOLTED INTO STEEL TUBES.

ANCHORAGE SHALL CONSIST OF STEEL TUBES, SOIL PLATES, WOOD BREAKAWAY POSTS, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE. ALL STEEL PARTS SHALL BE GALVANIZED.

YELLOW TYPE H REFLECTIVE SHEETING ON ALUMINUM BASE MATERIAL SHALL CONFORM TO SECTIONS 637.2.2.2 AND 637.2.3.3 OF THE STANDARD SPECIFICATIONS. THE SHEETING AND BASE SHALL BE CURVED AND ATTACHED TO THE OUTSIDE OF THE BUFFERED END SECTION. ATTACHMENT SHALL BE MADE USING DOUBLE FACED "HI-BOND" TAPE MANUFACTURED BY THE 3M COMPANY, ST PAUL, MN.

CLASS "A" STEEL PLATE BEAM
GUARD END TERMINAL
WITH ANCHORAGE TYPE 3

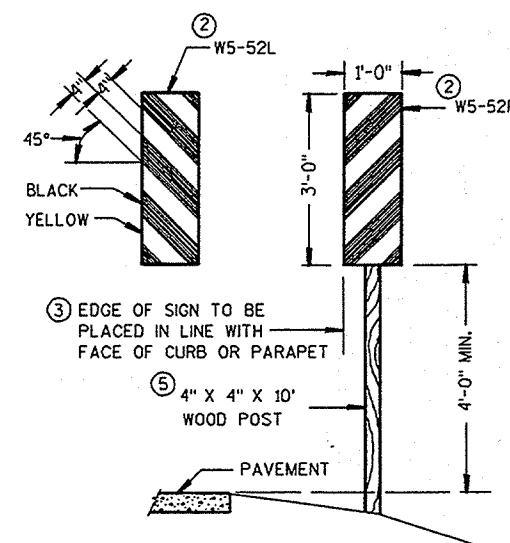
S.D.D. 14 B 19-2d



SITUATION 1

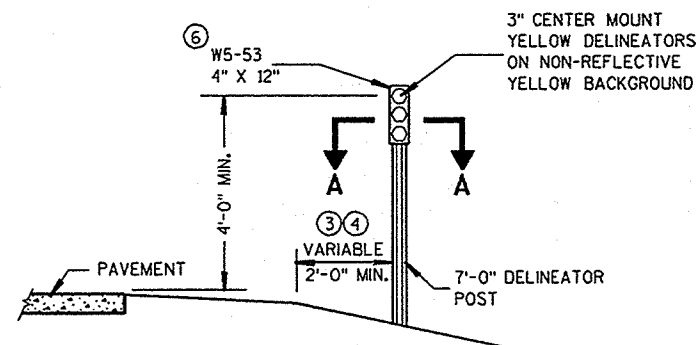
WARRANTING CRITERION:

BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET



③ EDGE OF SIGN TO BE PLACED IN LINE WITH FACE OF CURB OR PARAPET

⑤ 4" X 4" X 10' WOOD POST



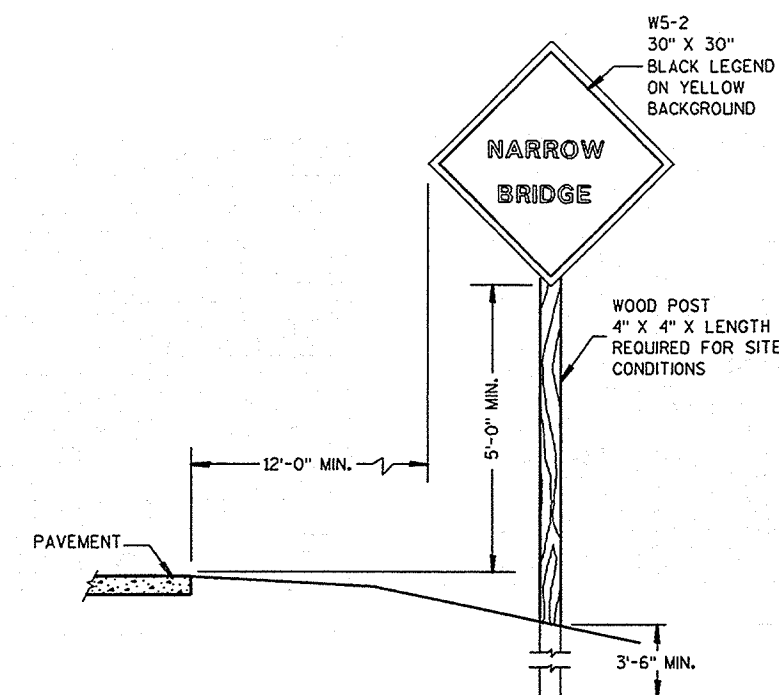
OBJECT MARKER PLACEMENT

GENERAL NOTES

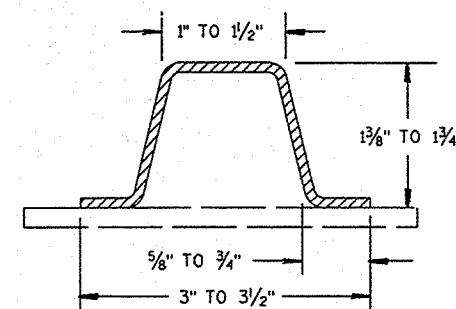
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

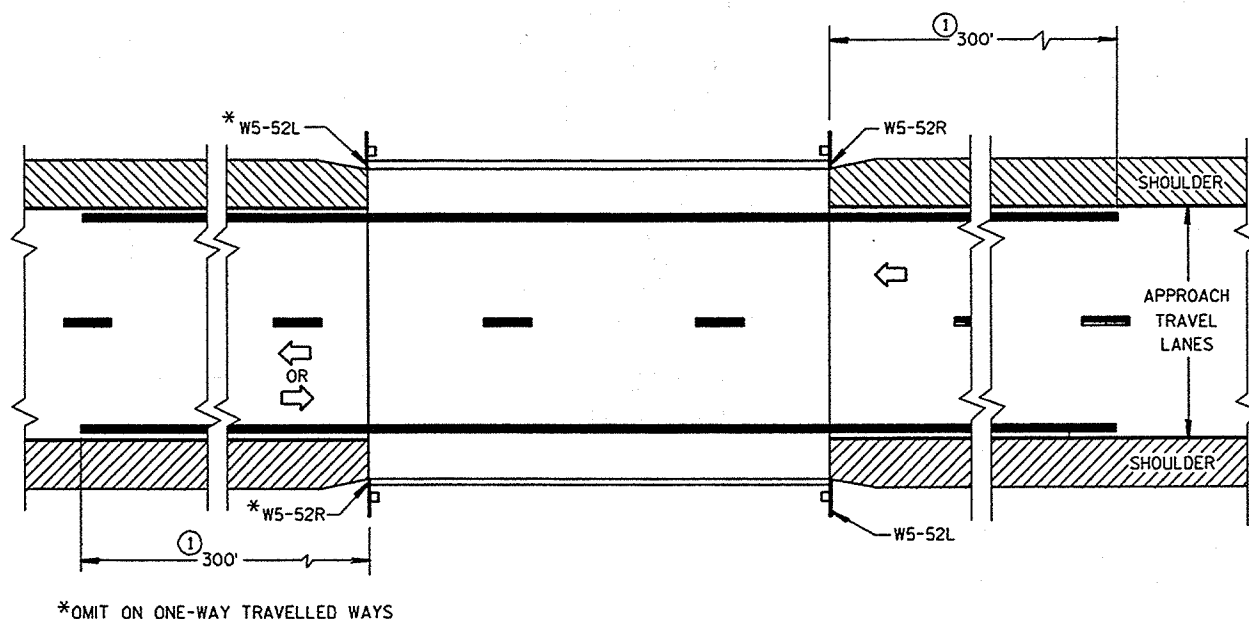
- ① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
- ② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.
- ③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.
- ④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.
- ⑤ A 10 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.
- ⑥ NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



SECTION A-A
(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)



SITUATION 2

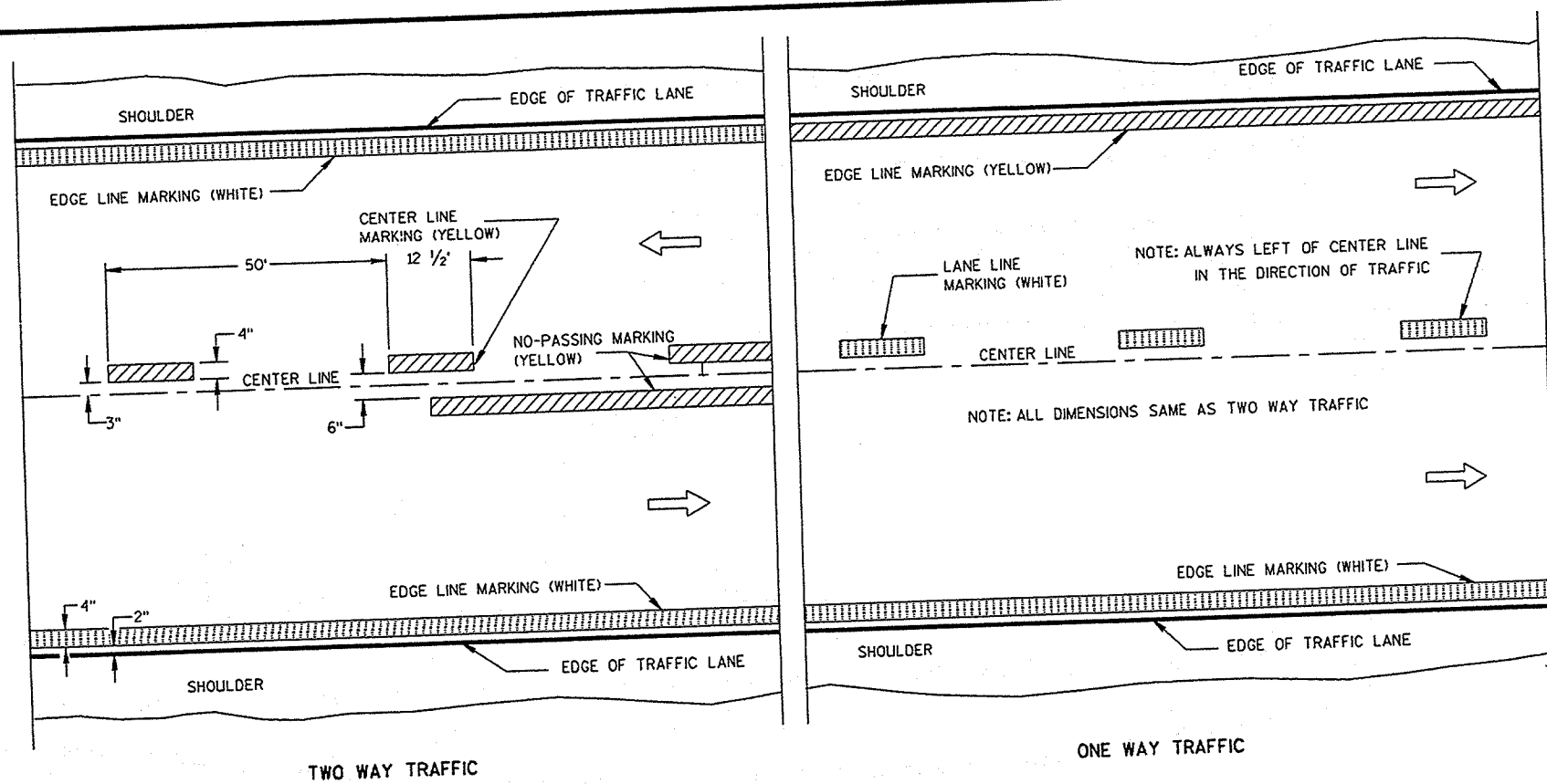
WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.

SIGNING & MARKING
FOR TWO LANE BRIDGES

S.D.D. 15 C 6-4

S.D.D. 15 C 6-4



PERMANENT PAVEMENT MARKING

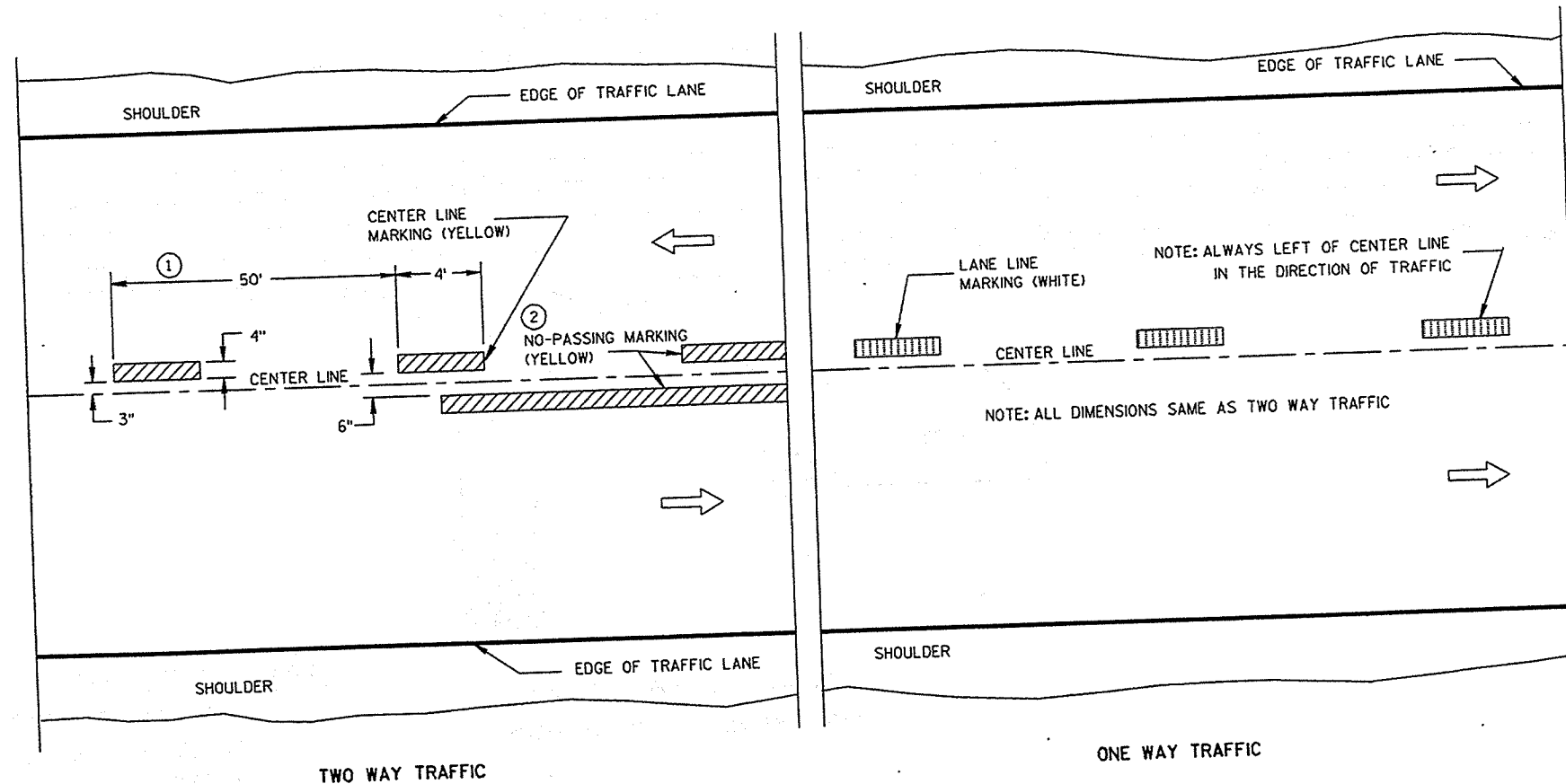
GENERAL NOTES

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

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



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

PAVEMENT MARKING
(MAINLINE)

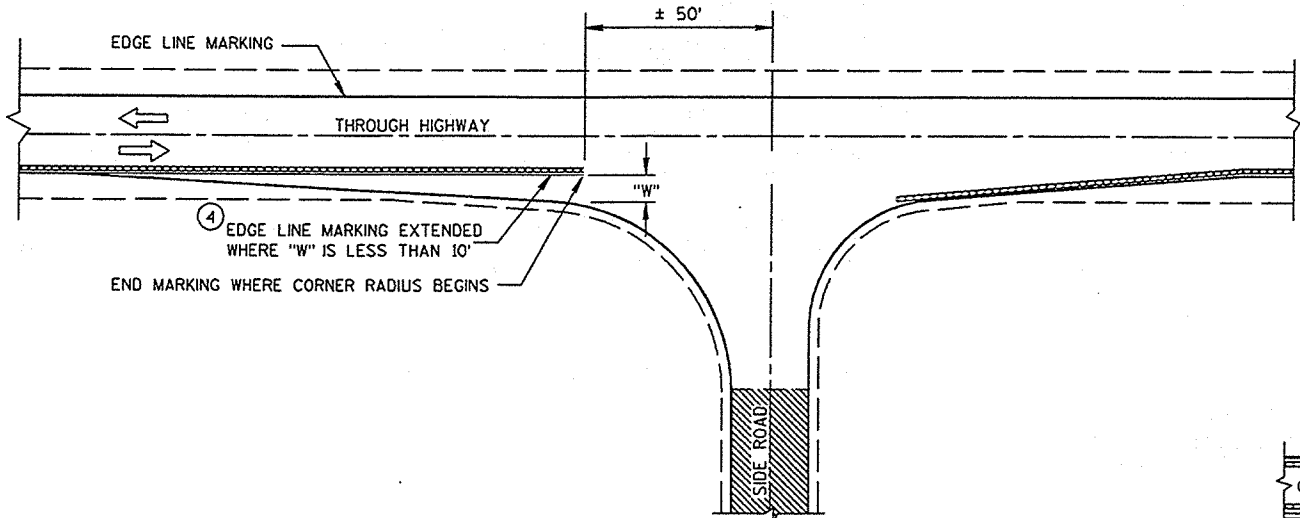
S.D.D. 15 C 8-7a

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

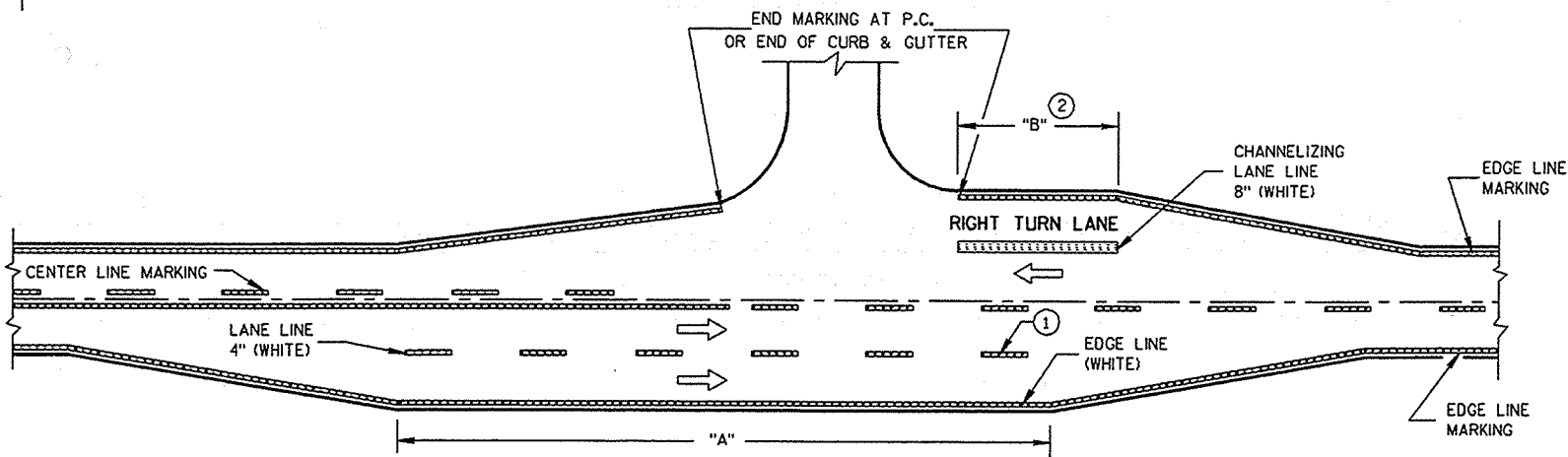
NOTES

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

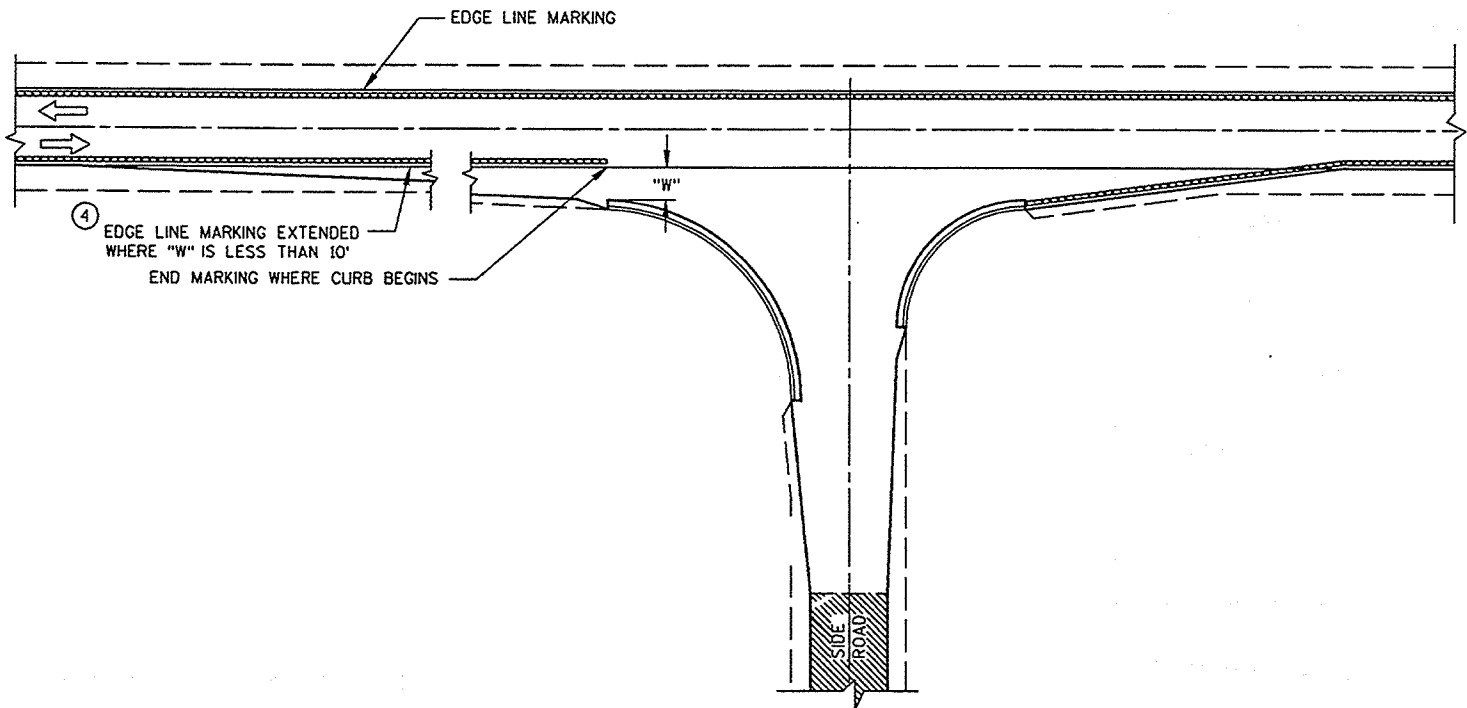
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP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



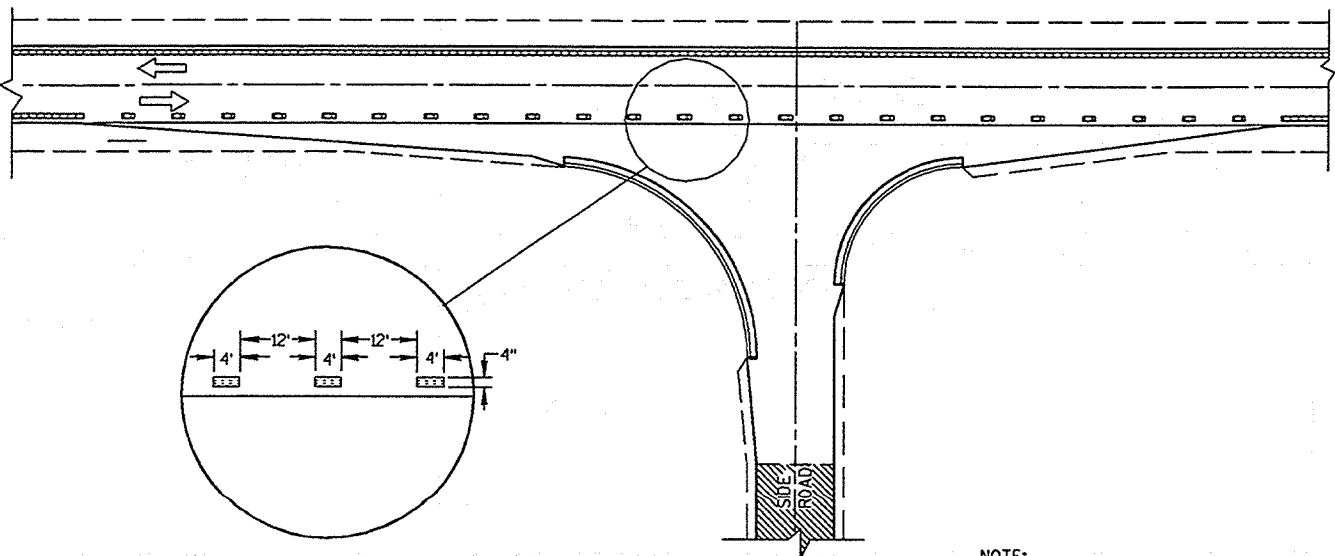
MINOR INTERSECTION WITHOUT CURBS



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



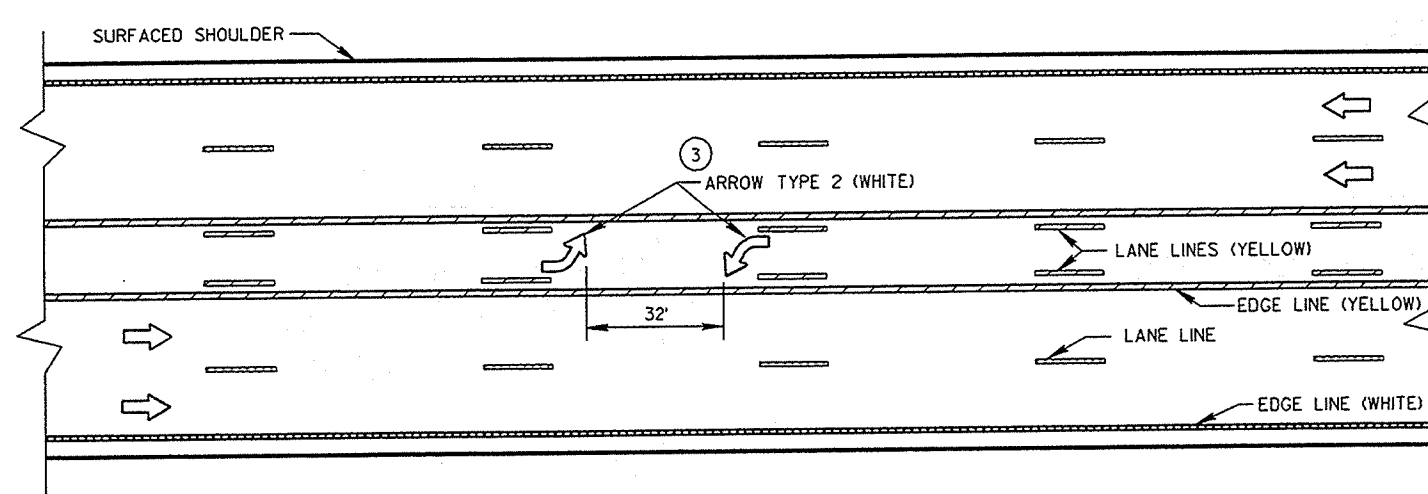
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

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

PAVEMENT MARKING
(INTERSECTIONS)

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

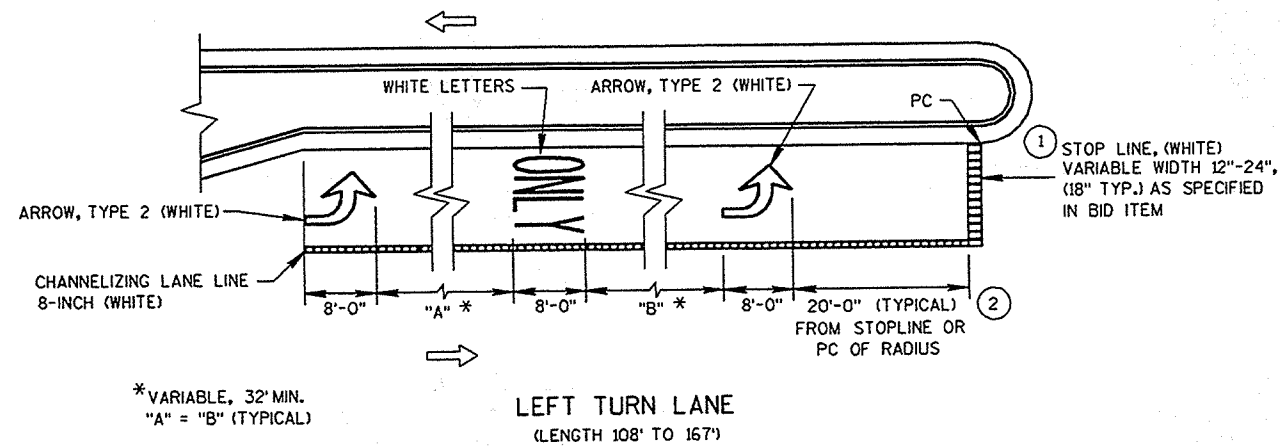
NOTE:
ARROW SYMBOL (→)
SHOWS DIRECTION OF TRAVEL



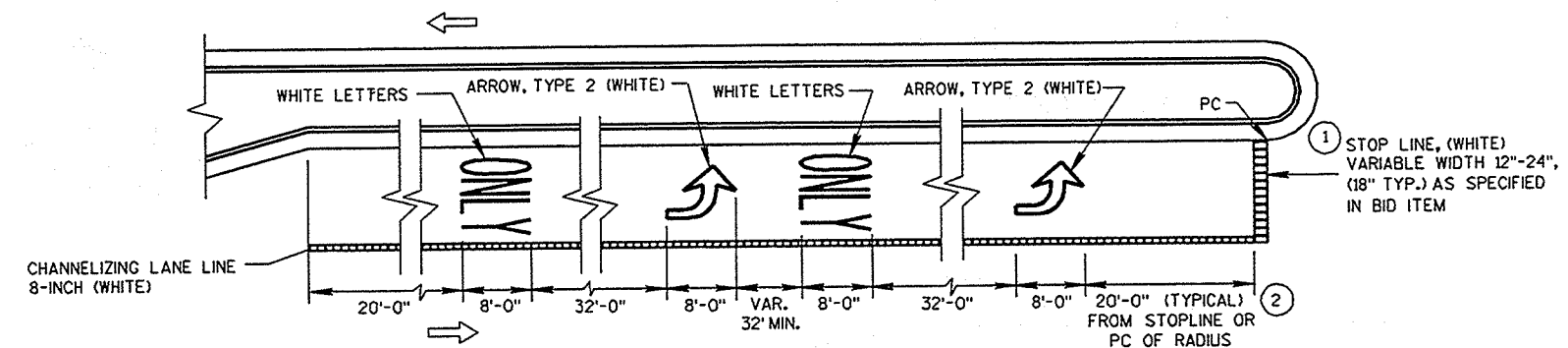
TWO WAY LEFT TURN LANE

NOTES:

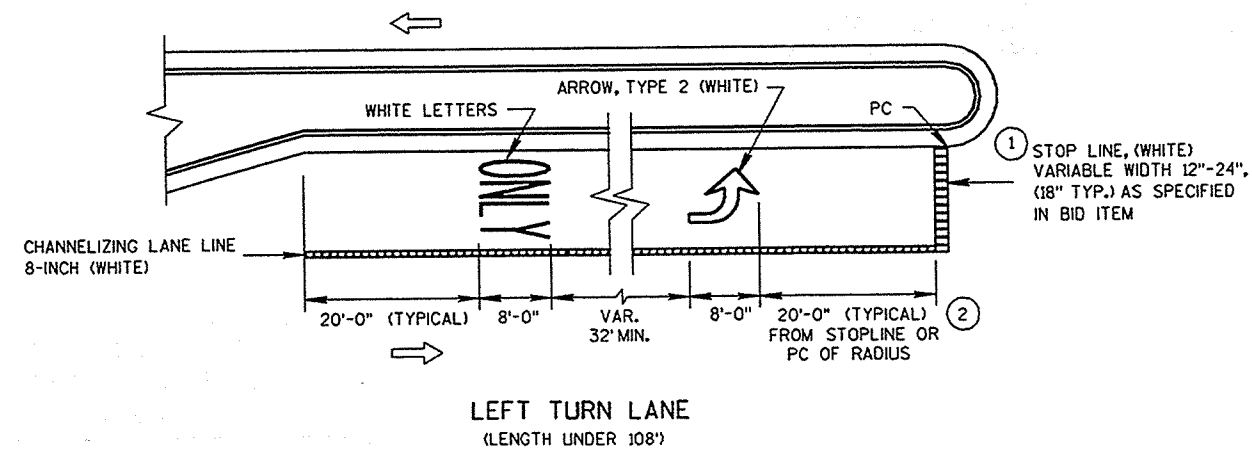
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.



LEFT TURN LANE
(LENGTH 108' TO 167')



LEFT TURN LANE
(LENGTH OVER 167')



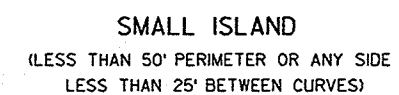
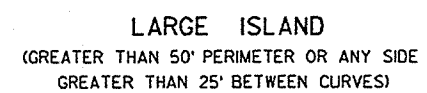
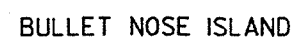
LEFT TURN LANE
(LENGTH UNDER 108')

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

PAVEMENT MARKING
(LEFT TURN LANE)

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

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



NOTE:
ARROW SYMBOL ()
SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS, STOP LINE &
CROSS WALK)

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

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

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

SYMBOLS



WORK AREA



FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

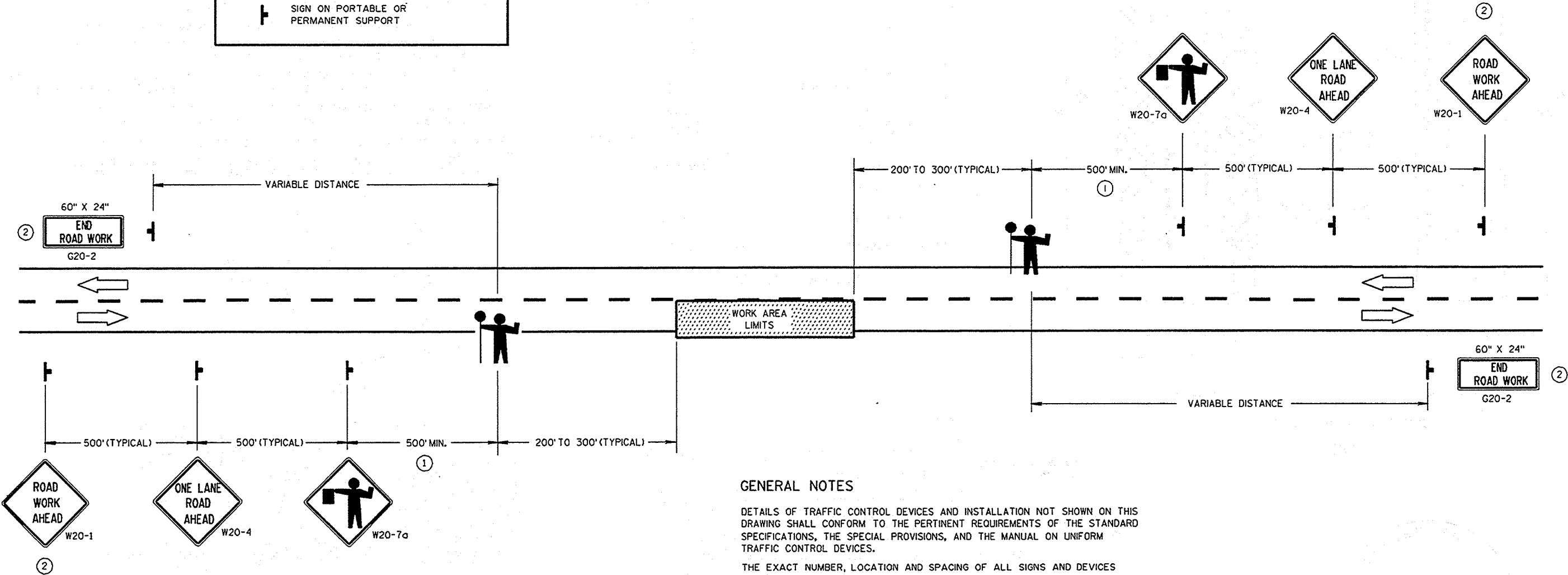


SIGN ON PORTABLE OR PERMANENT SUPPORT



W20-7b

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

S.D.D. 15 C 12-2



U.S. DEPT. OF TRANSPORTATION

UNLAWFUL TO DISTURB

3 1/4" D

The image contains two technical drawings of monuments, labeled TYPE C and TYPE D.

TYPE C: DRIVE-IN MONUMENT

- The monument is a long, narrow rod with a pointed base.
- At the top, there is a "MAGNET" with a diameter of $2 \frac{1}{8}"$.
- At the bottom, there is another "MAGNET" with a diameter of $3 \frac{1}{2}"$.
- The total height is indicated as ① 2'-6" MIN.
- The base has a height of 4" and a width of $3 \frac{1}{2}"$.

TYPE D: BREAK-OFF MONUMENT

- The monument is a long, narrow rod with a break-off mechanism at the base.
- At the top, there is a "MAGNET" with a diameter of $2 \frac{1}{8}"$.
- At the base, there is a "BREAK-OFF" mechanism with a height of 6" and a width of $4 \frac{3}{4}"$ MIN.
- Below the break-off mechanism is a "MAGNET" with a diameter of $4 \frac{3}{4}"$ MIN.
- The total height is indicated as ① 2'-6" MIN.

TOP VIEW

Diagram illustrating the construction of a pavement structure with a lid to be attached to a frame.

Dimensions and components shown:

- Overall width: 7"
- Frame thickness: $\frac{1}{4}$ "
- Lid width: $5\frac{1}{2}$ "
- Concrete slab thickness: $1\frac{3}{4}$ "
- Frame width: 5"
- Distance from frame to lid: $5\frac{9}{16}$ "
- Gap between frame and lid: $\frac{1}{8}$ "

Labels and instructions:

- LID TO BE ATTACHED TO FRAME WITH STAINLESS STEEL FLAT HEAD SCREWS
- MACHINE FACED
- PVC PIPE TO FIT PAVEMENT THICKNESS OR MAX. 1 FOOT
- TYPE "C" OR "D" MONUMENTS
- P.C. CONCRETE PAVEMENT

[illegible]

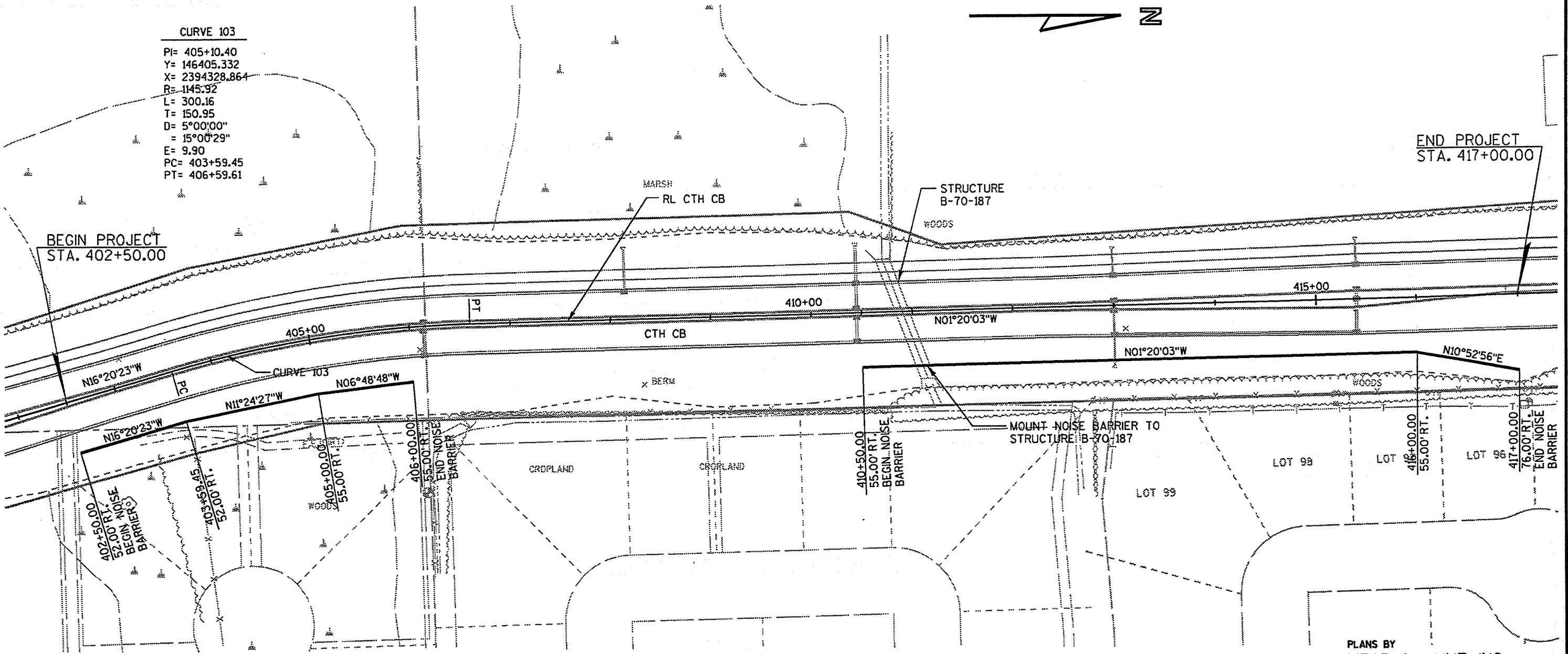
S.D.D. 16 A 1-5



CURVE 103
PI= 405+10.40
Y= 146405.332
X= 2394328.864
R= 1145.32
L= 300.16
T= 150.95
D= 5°00'00"
= 15°00'29"
E= 9.90
PC= 403+59.45
PT= 406+59.61

BEGIN PROJECT
STA. 402+50.00

END PROJECT
STA. 417+00.00



BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
24	393+43	RR SPIKE IN 8" TREE, 105' LT.	776.42
11	399+00	PK IN 12' TREE, 150' RT	776.01
A	420+31	NW BOLT ON HYD. FLANGE	785.82

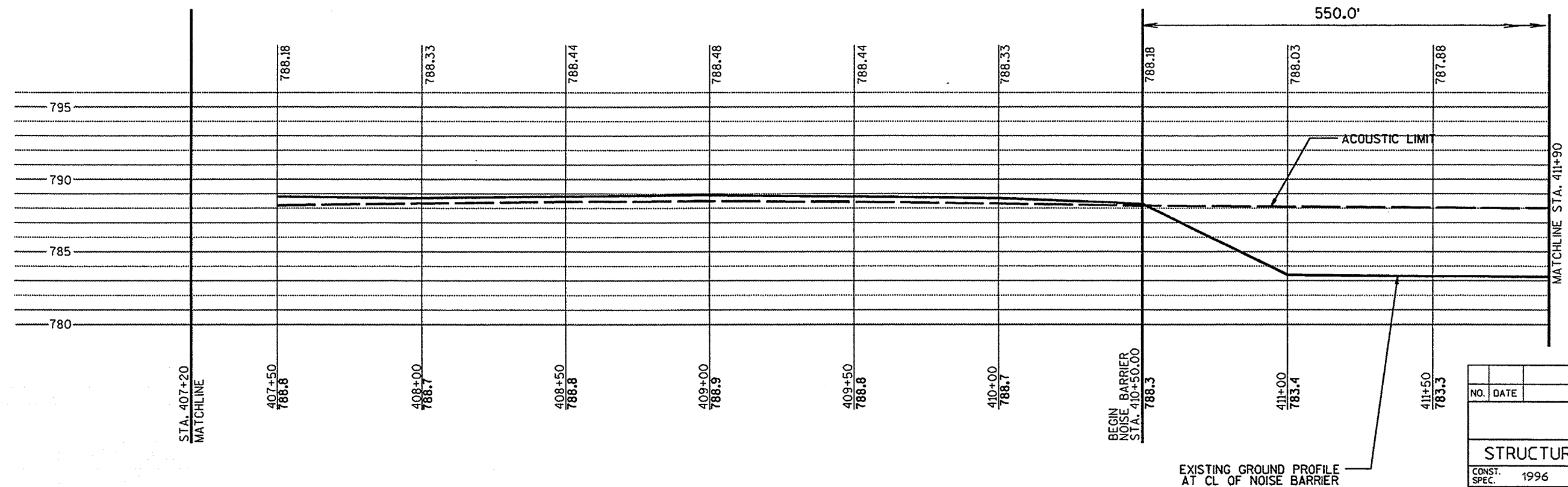
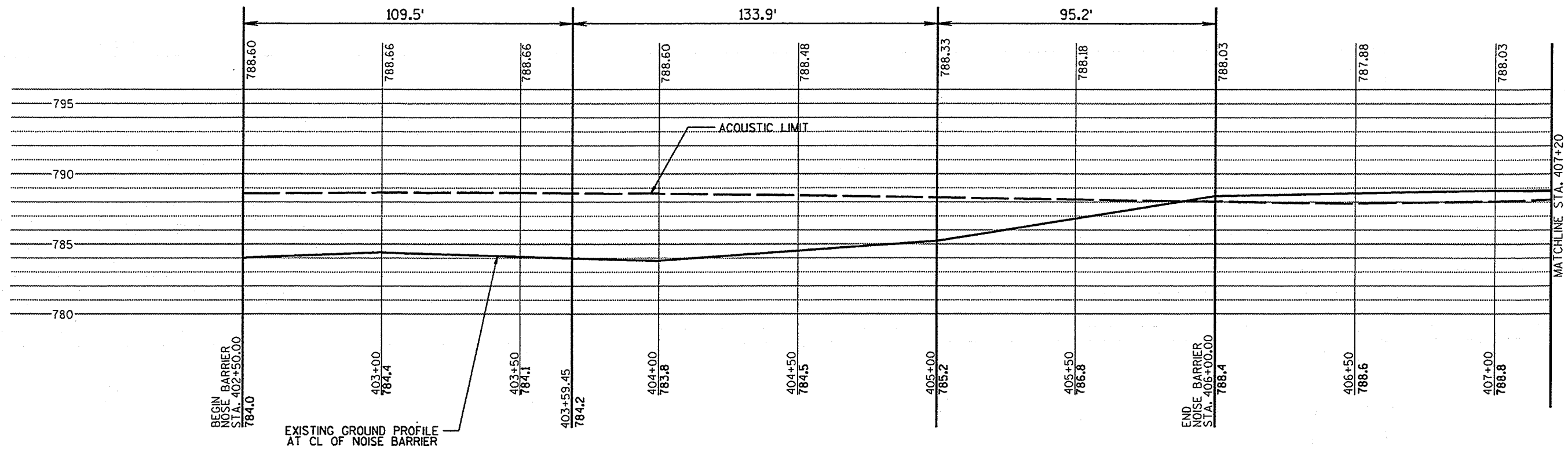
ESTIMATE OF QUANTITIES		
STRUCTURE N-70-0010		
BID ITEM	UNIT	TOTAL
NOISE BARRIERS, SINGLE-SIDED SOUND ABSORPTIVE	S.F.	4,065
SLOPE REPAIR NOISE BARRIER BERM	L.S.	1

GENERAL NOTES

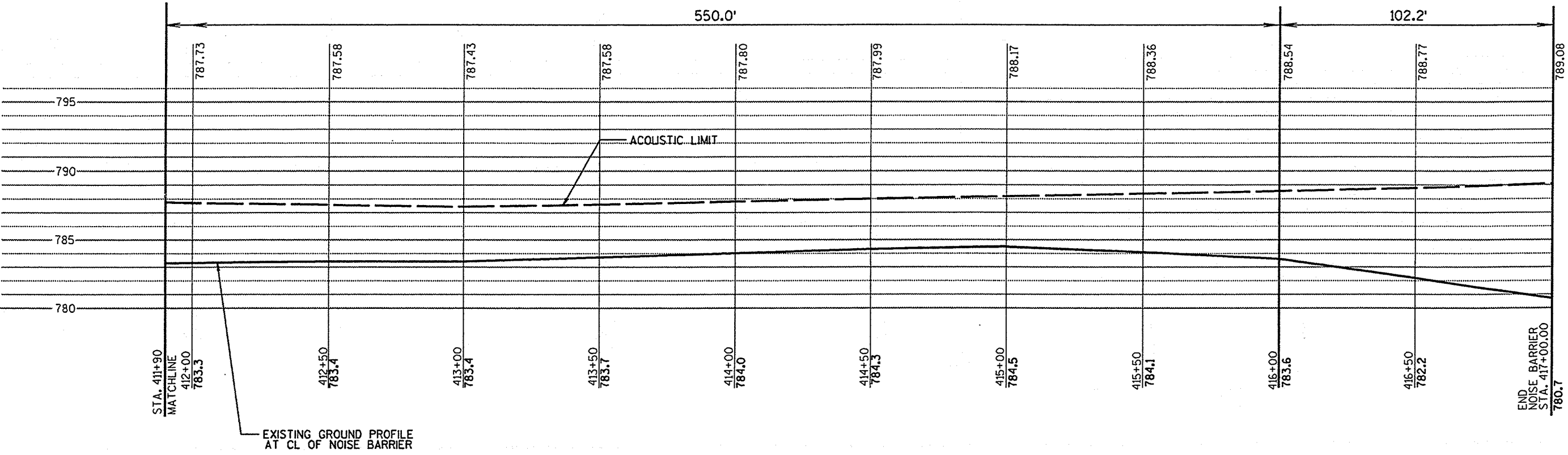
ALL DETAILS, MATERIALS, AND FABRICATIONS SHALL CONFORM TO THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION (EDITION OF 1996), THE SUPPLEMENTAL SPECIFICATIONS, AND THE SPECIAL PROVISIONS. DRAWINGS SHALL NOT BE SCALED.

PLANS BY
MEAD & HUNT, INC.
GREEN BAY, WISCONSIN

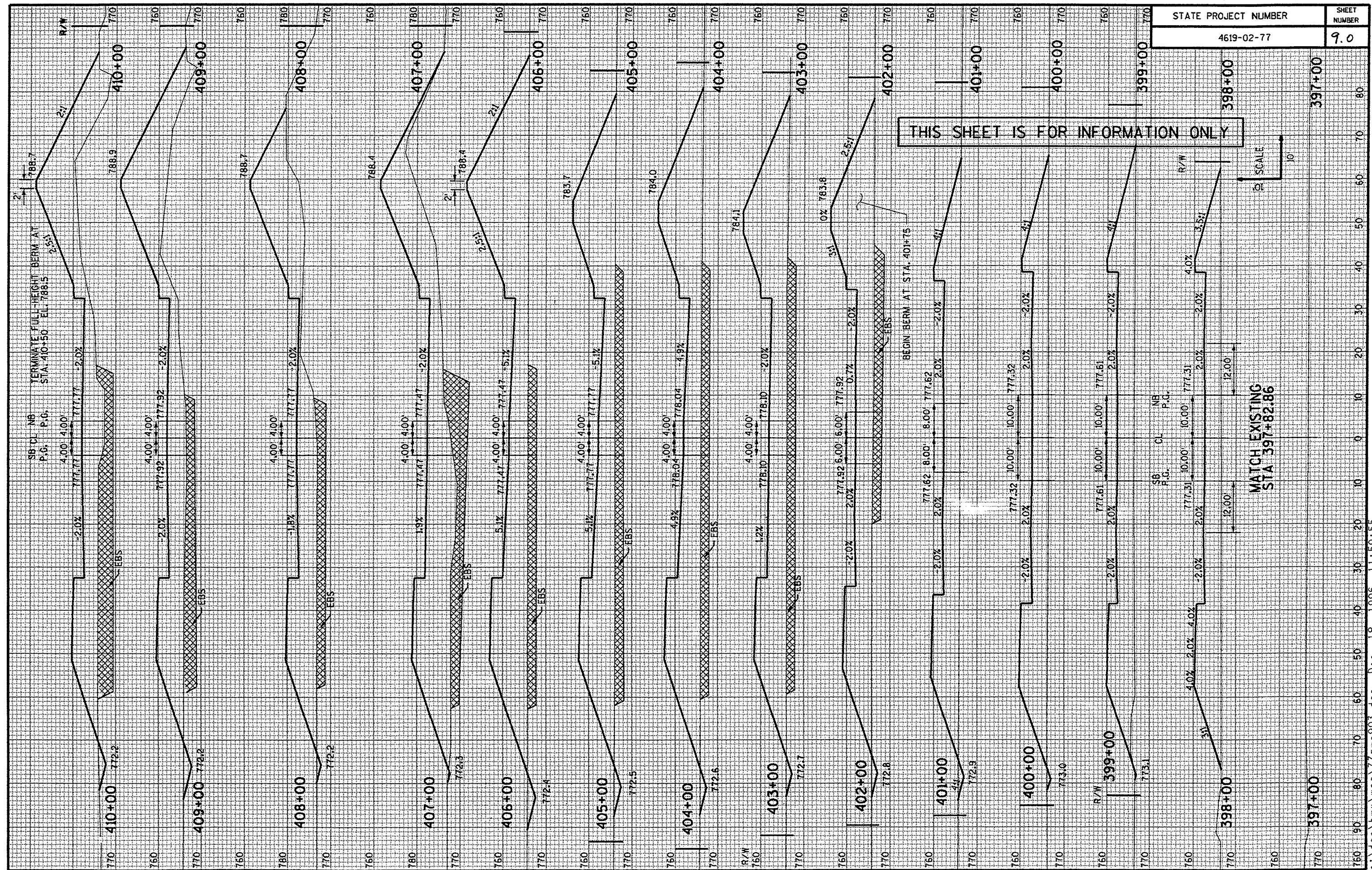
NO.	DATE	REVISION	BY
STRUCTURE N-70-0010			
CTH CB-WEST SIDE ARTERIAL			
COUNTY	WINNEBAGO	TOWN/CITY/VILLAGE	MENASHA
DESIGN SPEC.	AASHTO '90	LOAD	85 MPH WIND
DESIGNED BY	SUB	DESIGN CK'D.	TJJ
DRAWN BY		PLANS CK'D.	
APPROVED		DATE	
STATE BRIDGE ENGINEER			
GENERAL PLAN		SHEET 1 OF 4	
		X	

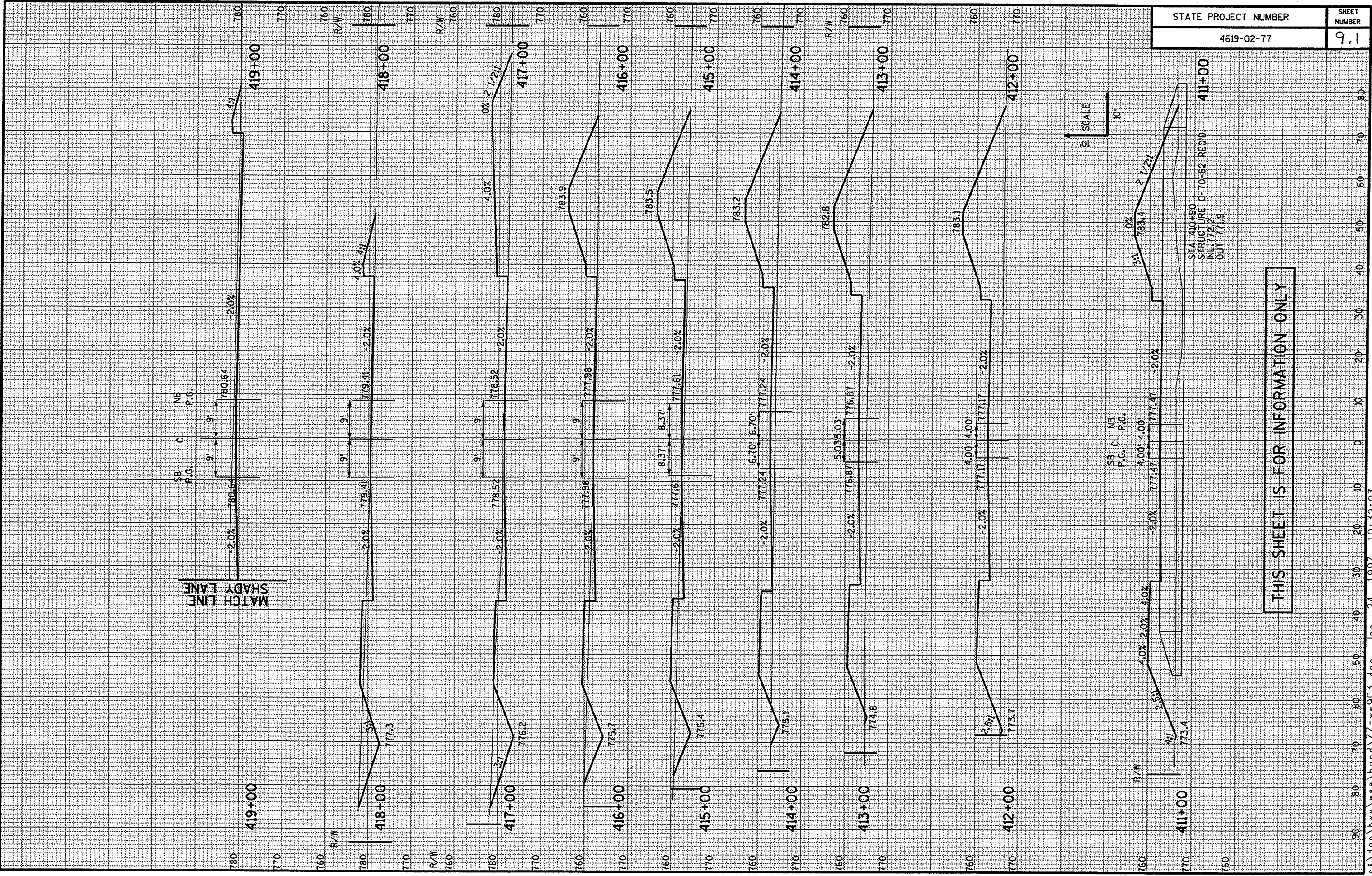


NO.	DATE	REVISION	BY
STRUCTURE N-70-0010			
CONST. SPEC.	1996	DRAWN BY	PLANS CK'D.
NOISE BARRIER ELEVATIONS			SHEET 3 OF 4
			X



NO.	DATE	REVISION	BY
STRUCTURE N-70-0010			
CONST. SPEC.	1996	DRAWN BY	PLANS CK'D.
NOISE BARRIER ELEVATIONS			SHEET 4 OF 4
			X





STATE PROJECT NUMBER	SHEET NUMBER
4619-02-77	9.1

SB C NB
P.C. P.G.

4.00 4.00
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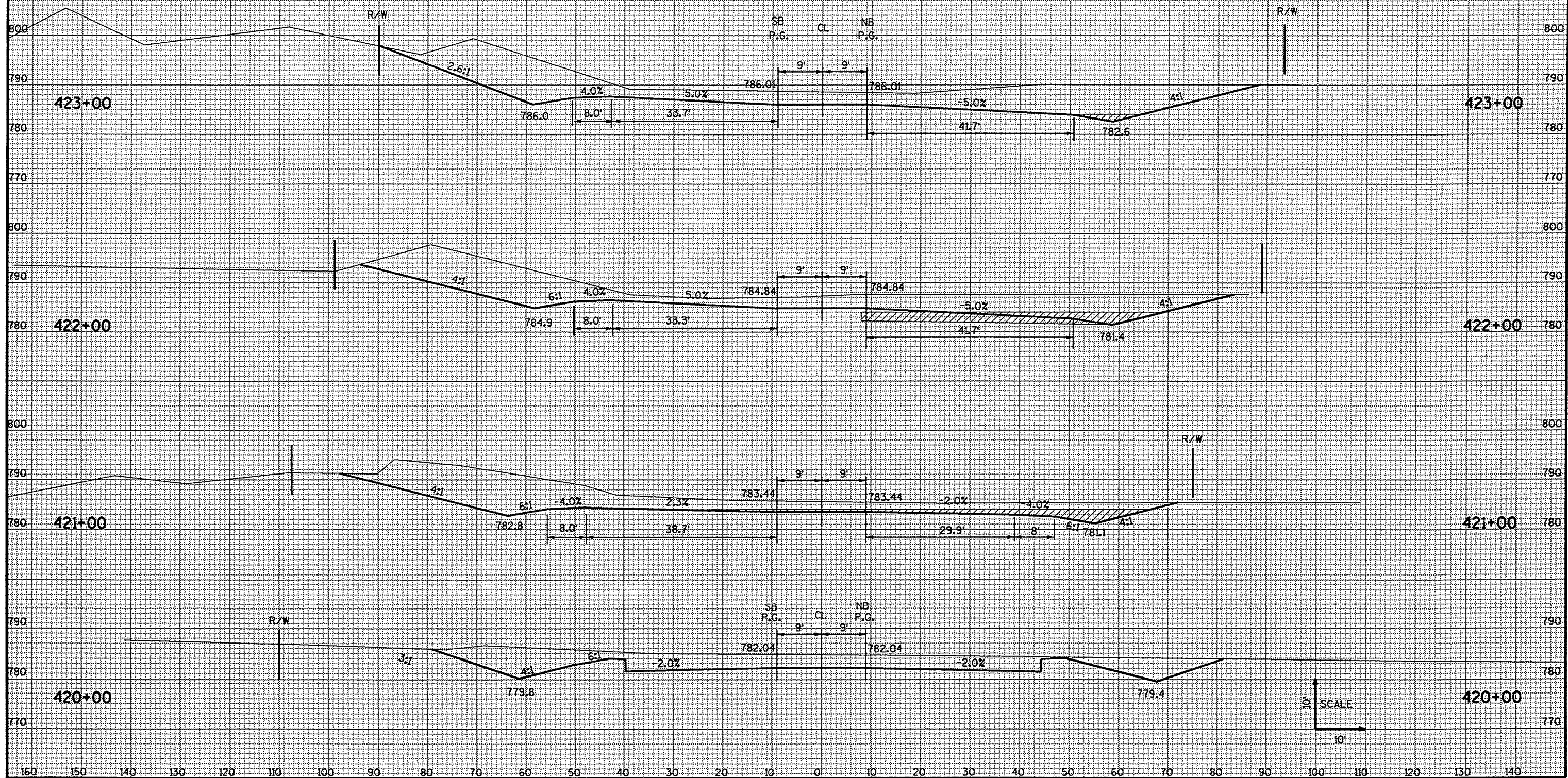
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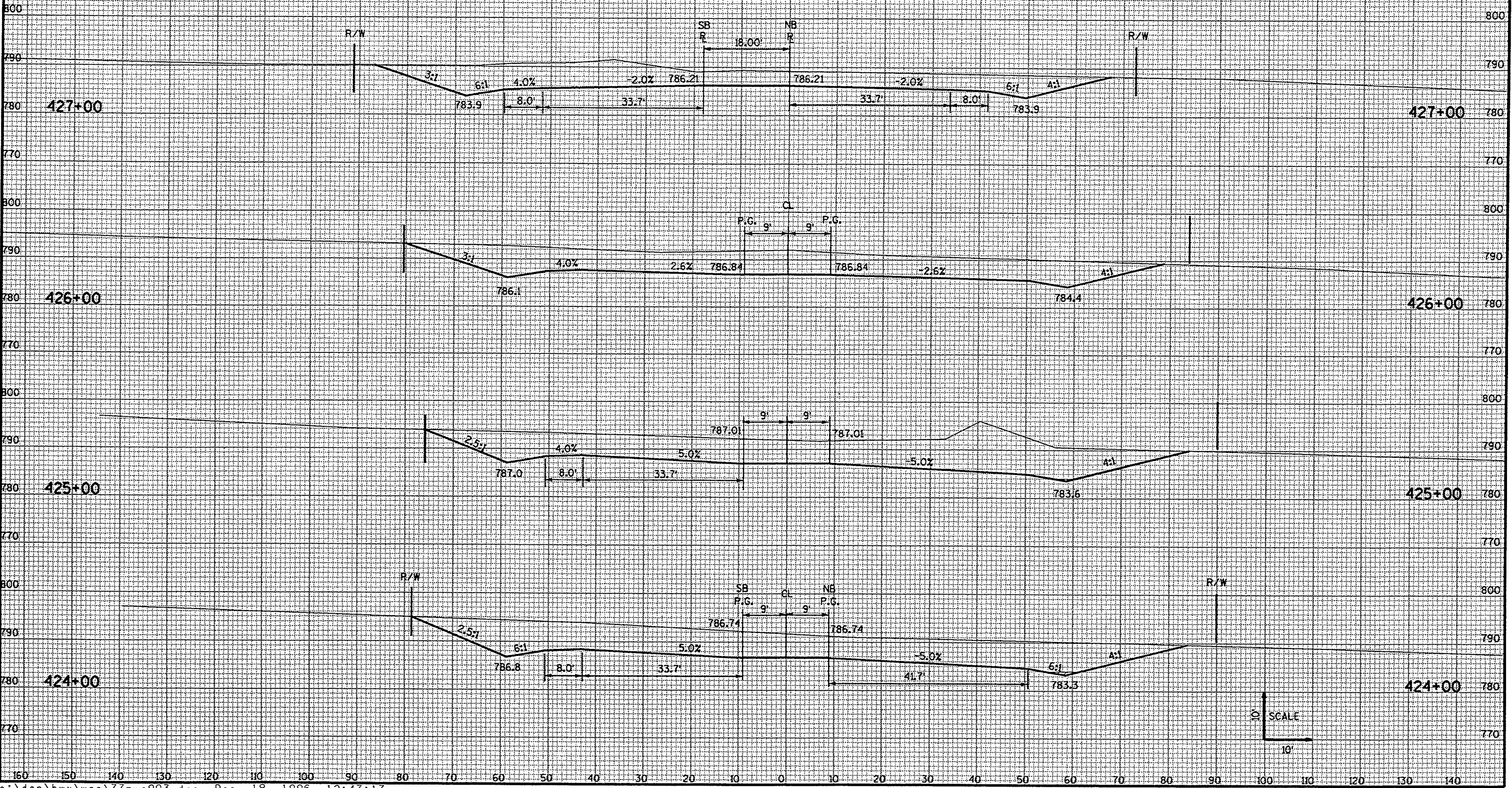
4.00 4.00
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THIS SHEET IS FOR INFORMATION ONLY

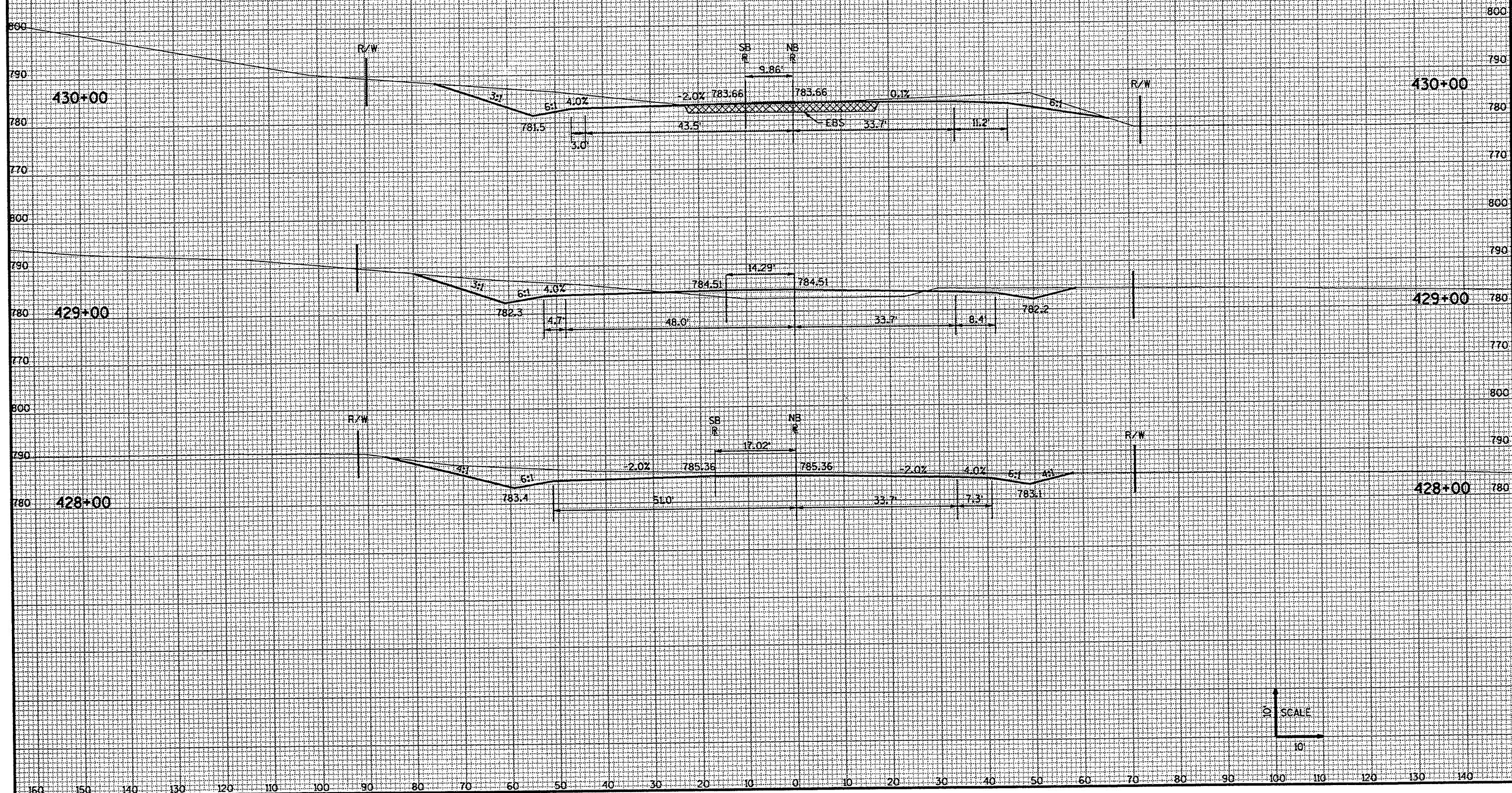
THIS SHEET IS FOR INFORMATION ONLY



THIS SHEET IS FOR INFORMATION ONLY

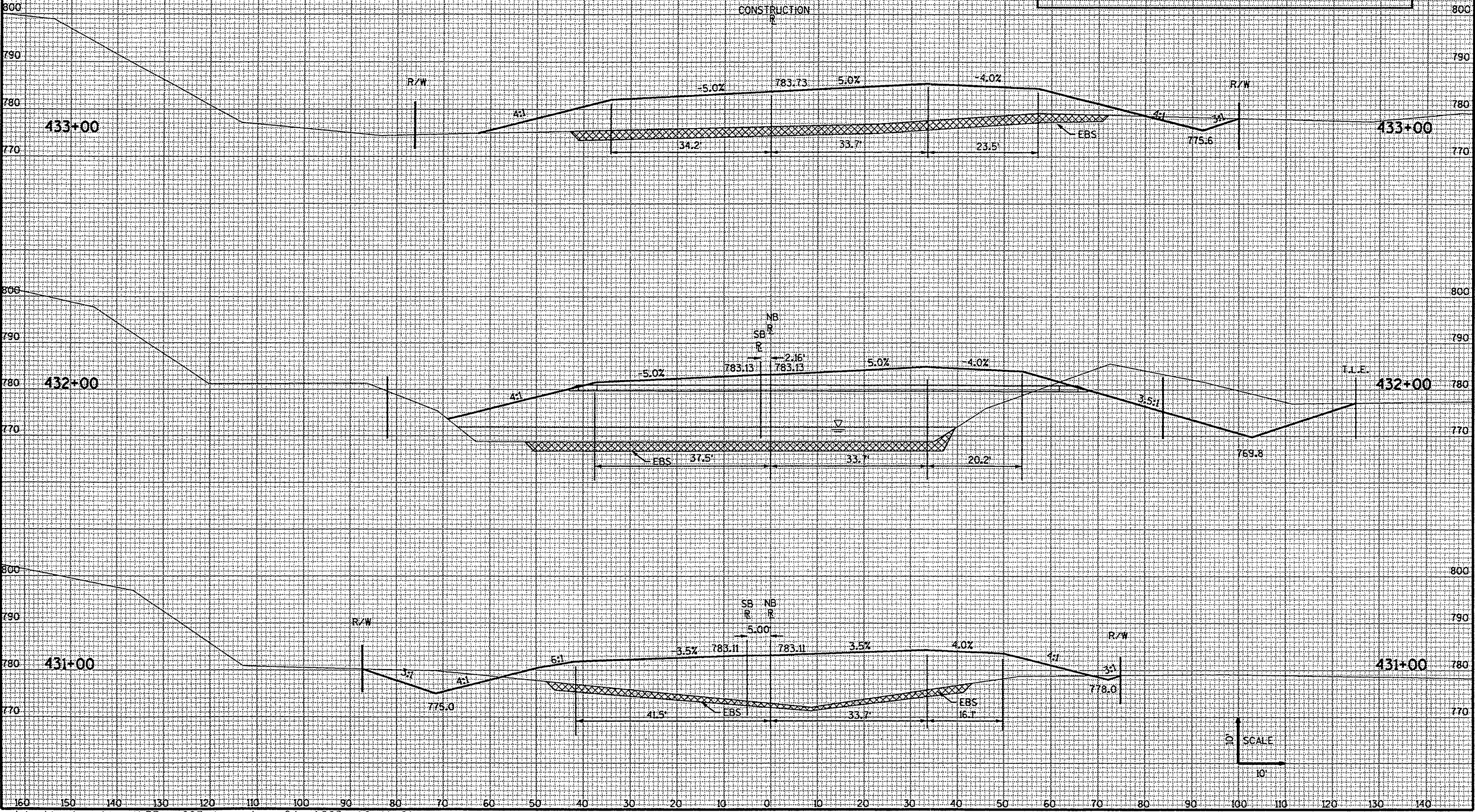


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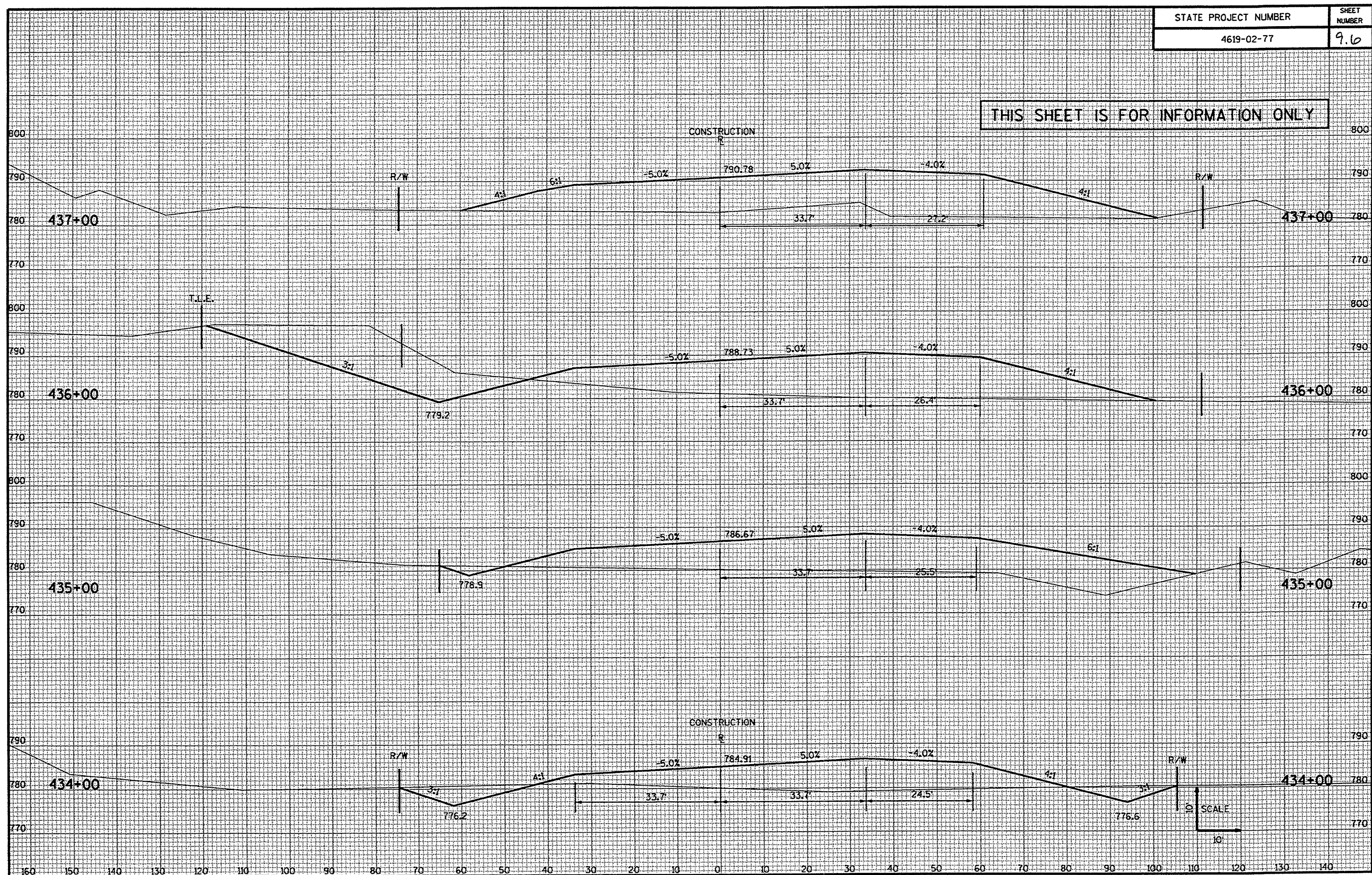
SCALE
10'

THIS SHEET IS FOR INFORMATION ONLY

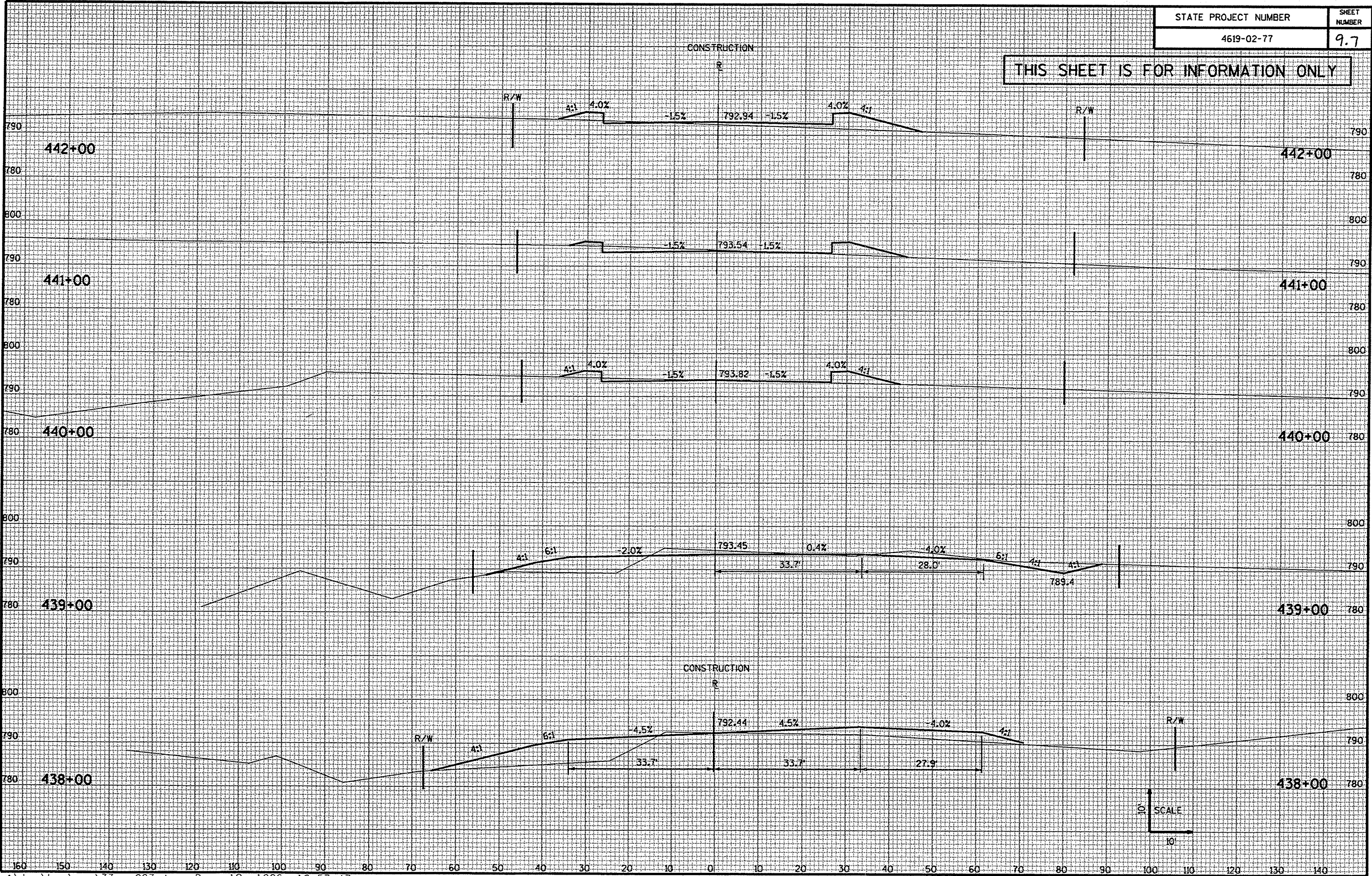


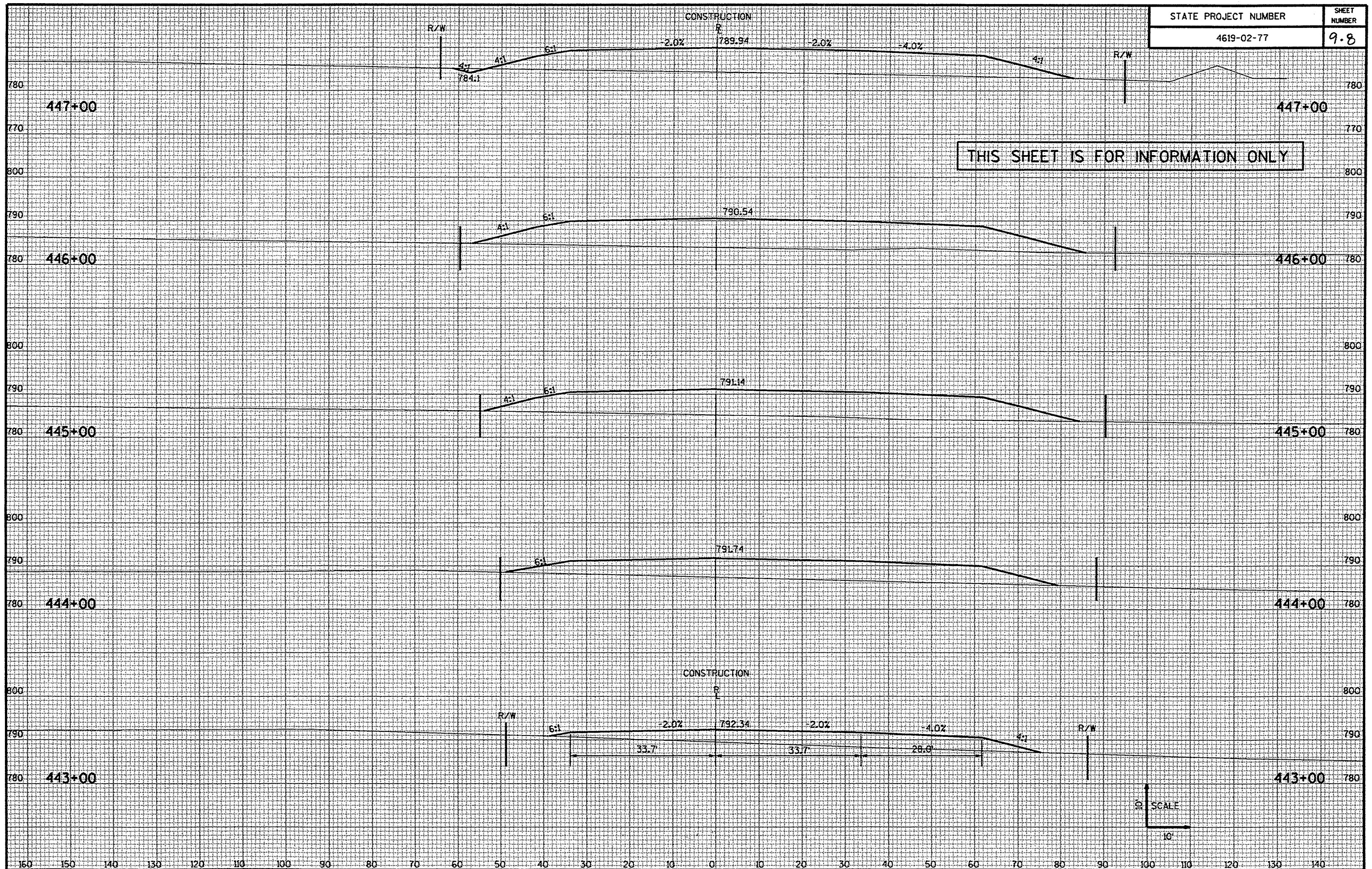
SCALE
10'

THIS SHEET IS FOR INFORMATION ONLY

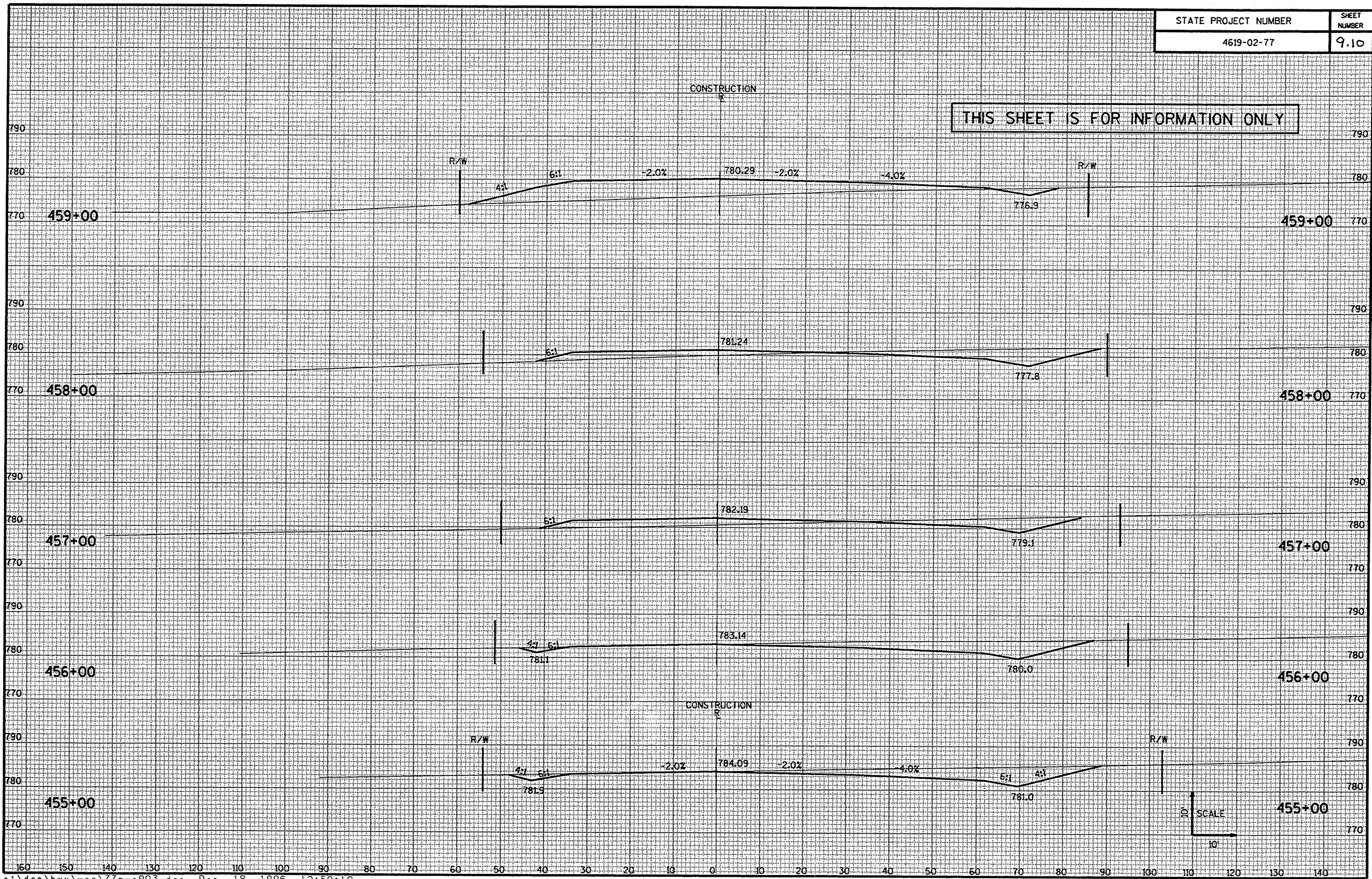


THIS SHEET IS FOR INFORMATION ONLY





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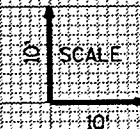
STATE PROJECT NUMBER	SHEET NUMBER
4619-02-77	9.11

THIS SHEET IS FOR INFORMATION ONLY

STA. 460+70
STRUCTURE 13+70-186 REQ'D.
44-FOOT CLEAR WIDTH X 100'-10 3/4"
TWO SPAN CONCRETE HAUNCHED SLAB BRIDGE
(BY OTHERS)

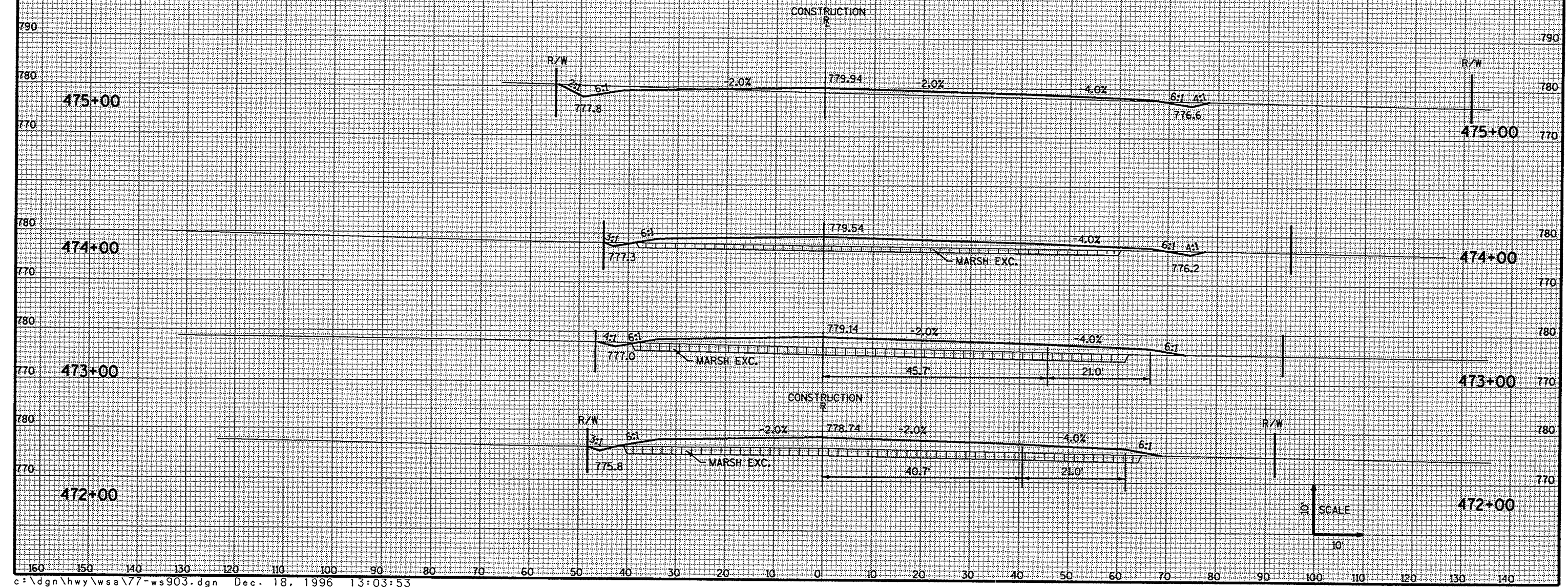
SCALE
10'

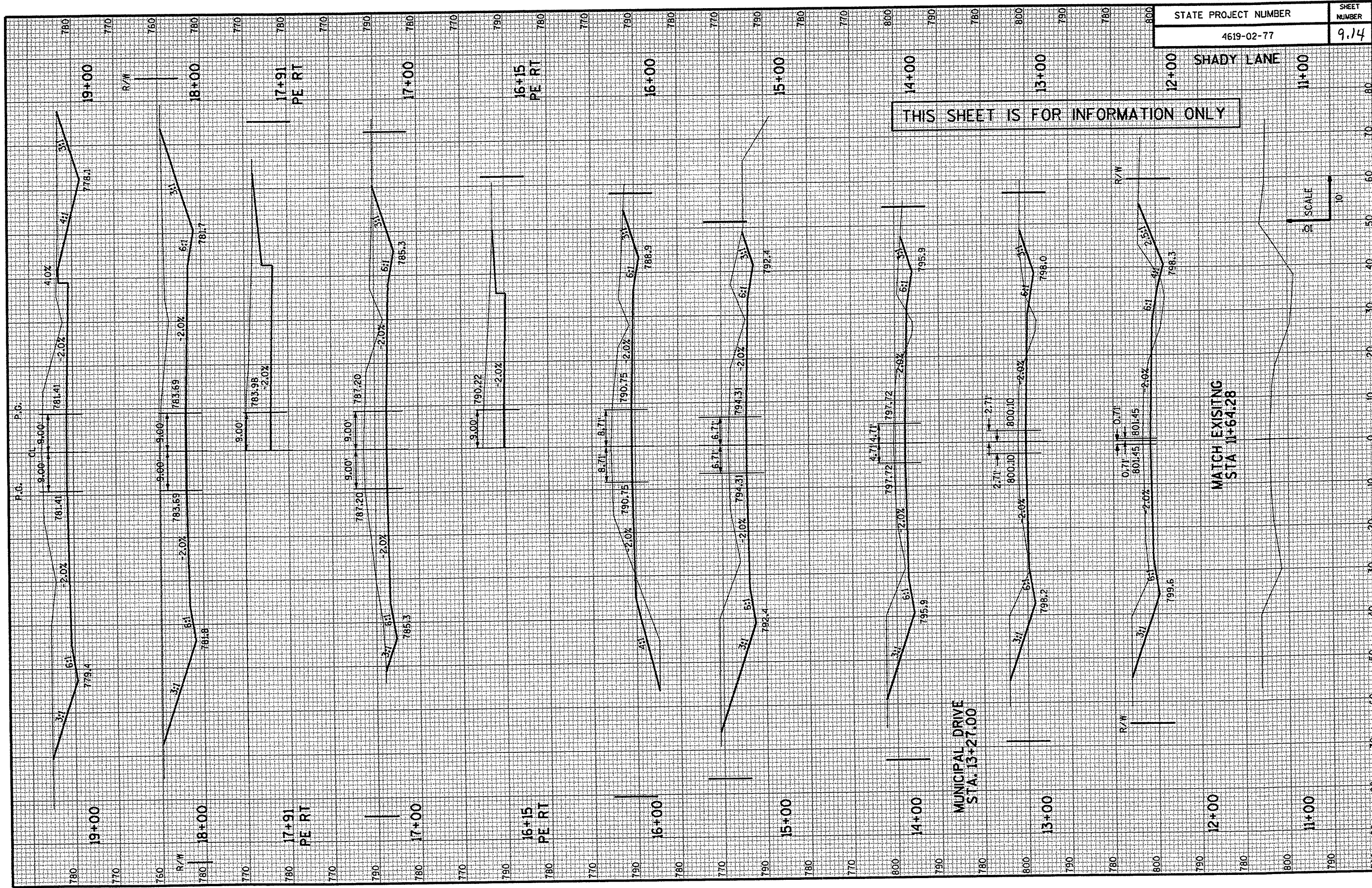
CONSTRUCTION



STATE PROJECT NUMBER	SHEET NUMBER
4619-02-77	9.13

THIS SHEET IS FOR INFORMATION ONLY





STATE PROJECT NUMBER	SHEET NUMBER
4619-02-77	9.14

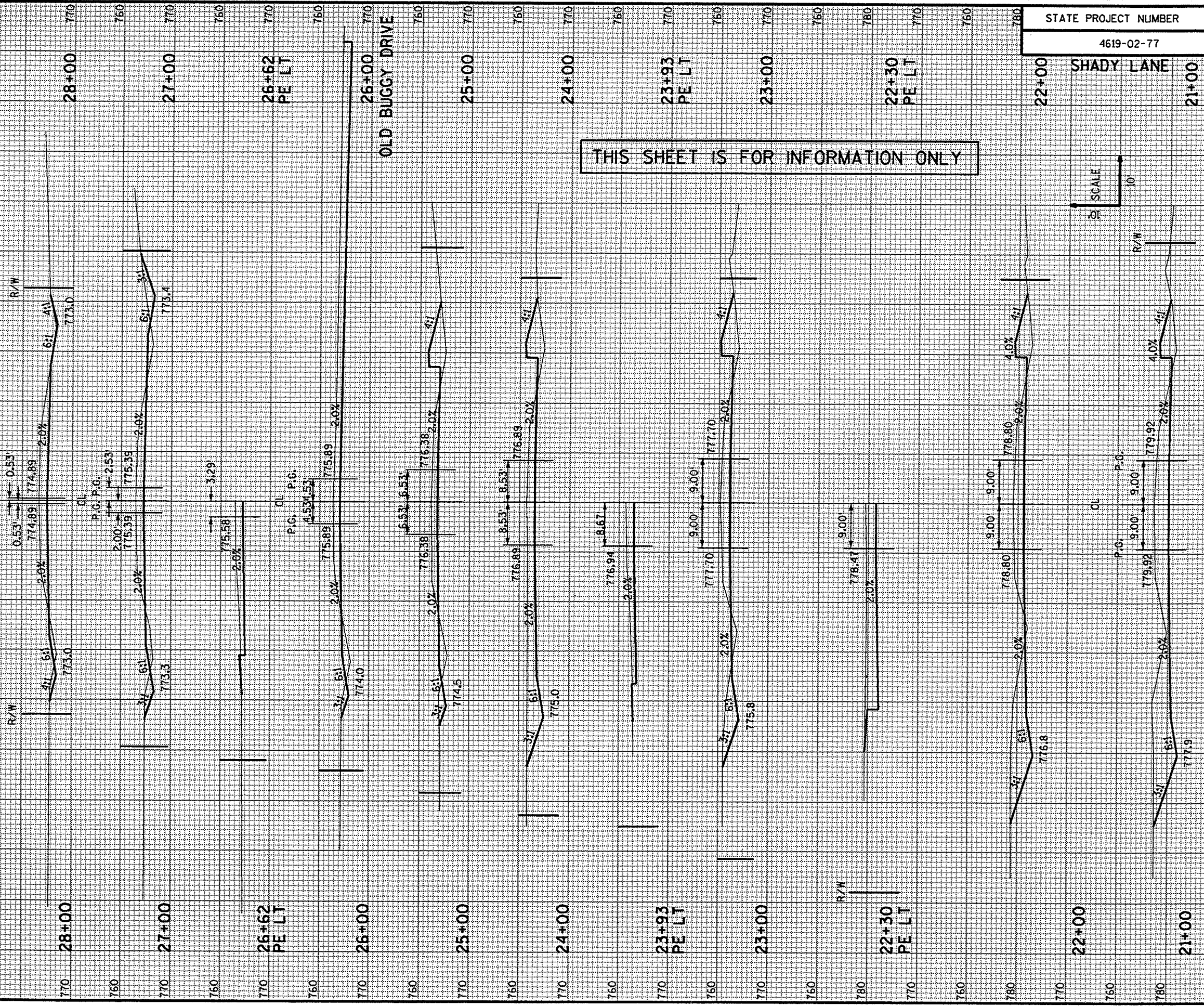
SHADY LANE

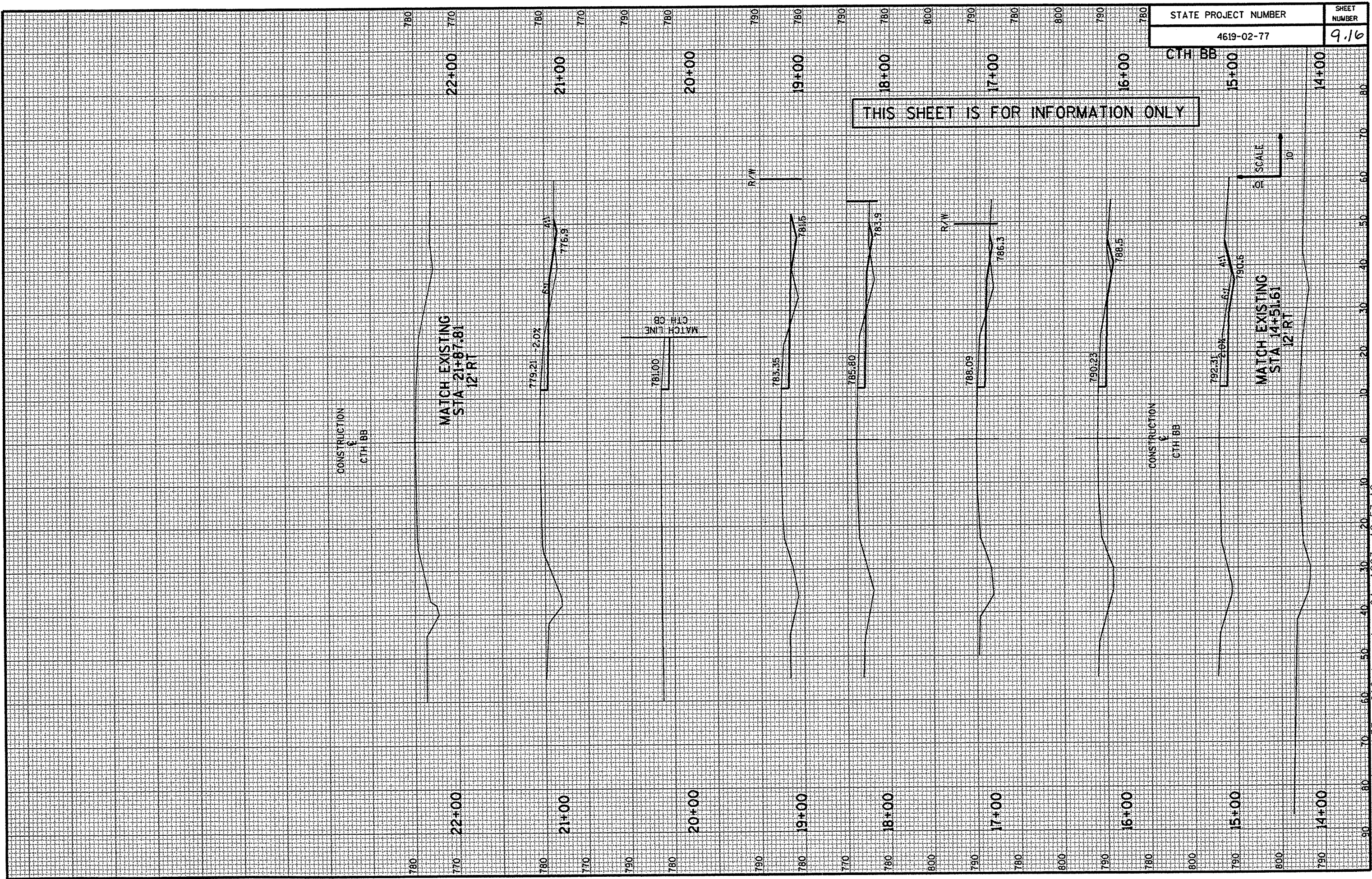
THIS SHEET IS FOR INFORMATION ONLY

SCALE
1" = 10'

MATCH EXISTING
STA. 28+26.33

OLD BUGGY DRIVE





STATE PROJECT NUMBER	SHEET NUMBER
4619-02-77	9.16

c:\don\hwy\asah\hurd\77-wa-912.dwg Jan. 24, 1997 10:53:10