STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT
S.T.H. 47 – SEYMOUR

WEST SECTION

C.T.H. "G"

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6007-1-71	RS 1360(2)	1
6007-1-72	RS 1360(2)	2

Index of Sheets

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Sheet No.	3A	Miscellaneous Quantities
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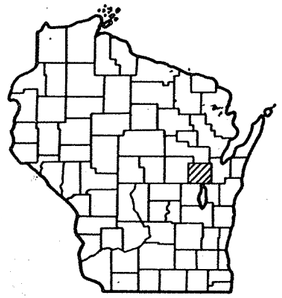
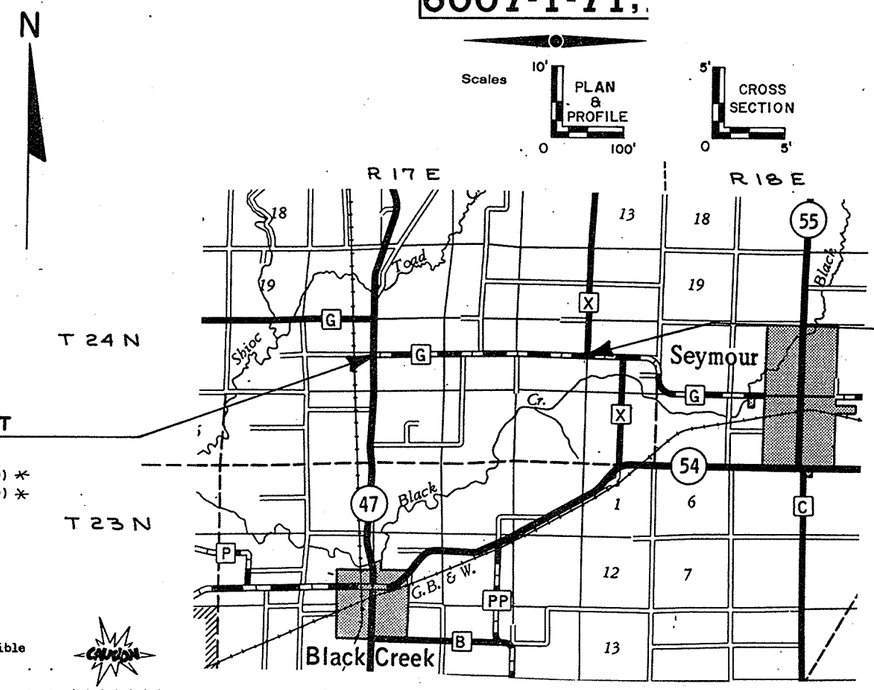
Sheet No.	5-5.5	Plan and Profile
Sheet No.	6-6.8	Standard Detail Drawings
Sheet No.	———	Standard Sign Plates
Sheet No.	———	Structure Plans
Sheet No.	———	Computer Earthwork Data
Sheet No.	9-9.47	Cross Sections

TOTAL SHEETS = 78



STATE PROJECT NUMBER
6007-1-71,



Design Designation

		AT C.T.H. "X"
A.D.T. 1985	=	1180
A.D.T. 2005	=	2110
D.H.V.	=	320
D.	=	60/40
T.	=	8 %
V.	=	50 M.P.H.

Conventional Signs

County Line		Caution Symbol (Combustible fluids under pressure)	CAUTION
Township or Range Line		Railroads	
Section Line		Fence	—X—(TYPE)—X—
Corporate or City Limits		Culverts in Place	
Property line		Culverts Required	
Lot Line		Power Pole	
Existing Right of Way Line		Telephone or Telegraph Pole	
New Right of Way Line		Right of Way Markers	
Base or Survey Line		Marsh	
Slope Intercept		Wooded Area	
Existing Roadway or Private Entrance		Grade Elevation	
DITCH GRADE RIGHT			
DITCH GRADE LEFT			

✳ COORDINATES SCALED FROM U.S.G.S. TOPOGRAPHIC MAP NICHOLS 7.5 MIN. WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.

Layout

Scale 0 1 2 Mi.

Total Net Length of Centerline = 2.917 Mi.(RURAL)

G-13

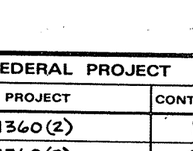
APPROVED FOR
OUTAGAMIE COUNTY
BY
4-15-85 (Date)
(Signature of Official)

ORIGINAL
PLANS PREPARED BY

Foth & Van Dyke
Engineering/Architectural Division

© 1984 FOTH & VAN DYKE and Assoc., Inc.

2737 S. Ridge Road
P. O. Box 19012
Green Bay, WI 54307-9012
414/497-2500



4/12/85

G-13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor F&V.D. District Checker
Designer F & V.D. C. O. Checker NRA
District Supervisor C.O. Coordinator TBE

Approved:
Date 10/21/85 District Transportation Director

Approved:
Date 11/7/85 for Chief Design Engineer

Approved:
Date 11/7/85 Director of Development

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 5 WISCONSIN DIVISION

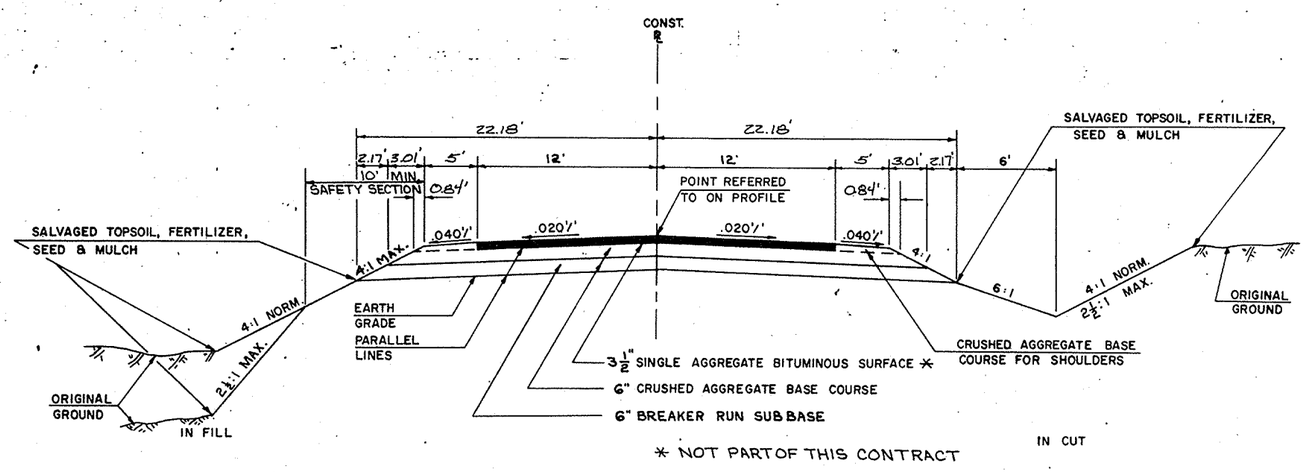
Approved:
Date ——— Division Administrator

Cat. No. 2130 – 0110

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	2

TYPICAL SECTIONS

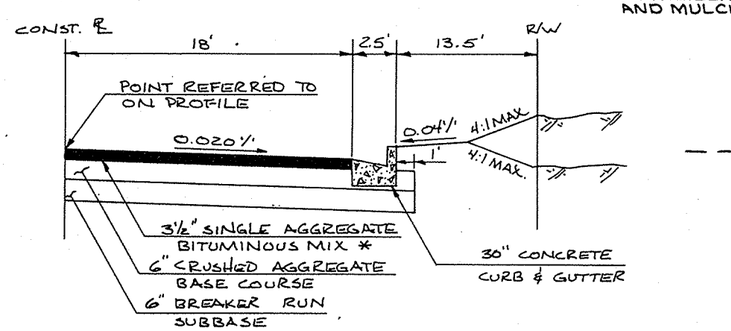
C.T.H. "G" OUTAGAMIE CO.



* NOT PART OF THIS CONTRACT

TYPICAL FINISHED SECTION

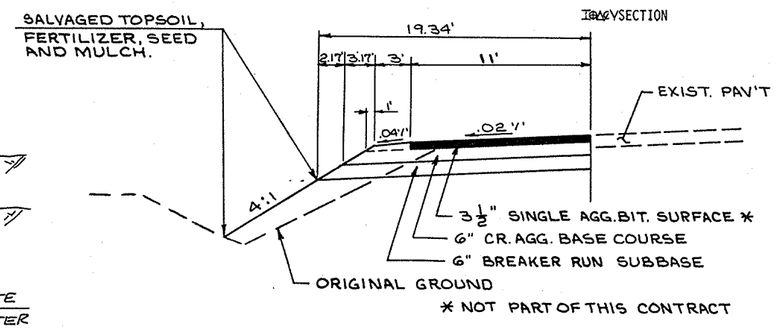
C.T.H. "G" WEST



* NOT PART OF THIS CONTRACT

TYPICAL HALF SECTION WITH CURB & GUTTER

(SEE MISC. QUANTITY SHEET FOR C&G LOCATIONS)



* NOT PART OF THIS CONTRACT

TYPICAL SECTION - PASSING LANE

S.T.H. 47

GENERAL NOTES

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

PRIVATE UTILITY COMPANIES SHALL ADJUST OR MOVE ALL FACILITIES WHICH INTERFERE WITH NEW CONSTRUCTION.

INLET AND DISCHARGE ELEVATIONS SHOWN ON THE PLAN SHEETS ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. EXACT LOCATION OF THE MAINLINE, SIDE ROAD, PRIVATE AND FIELD ENTRANCE CULVERT PIPES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF THE ITEM OF BASE COURSE OR SURFACE COURSE IS MEASURED BY THE TON, THE DEPTH OF THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

* CONCRETE FLUMES WILL BE CONSTRUCTED BY OUTAGAMIE COUNTY IN CONJUNCTION WITH THE BITUMINOUS PAVING OPERATION.

FILL AS SHOWN ON THE PLAN SHEETS PERTAINS TO EMBANKMENT CONSTRUCTED FROM UNCLASSIFIED EXCAVATION. THE SHRINKAGE ALLOWANCE USED TO COMPUTE THE VOLUME OF MATERIAL NECESSARY TO COMPLETE THE FILL IS 40%

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT FACE OF CURB. CURB HEIGHTS AT ENDS OF CURB AND GUTTER SHALL BE TAPERED FROM 2 TO 6 INCHES IN 6 FEET. INTERSECTION CURB AND GUTTER TRANSITIONS FROM 36" TO 30", WILL BE FROM RADII TO 10' PAST RADII.

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NATIONAL GEODETIC VERTICLE DATUM OF 1929.

STANDARD DETAIL DRAWINGS

CONCRETE CURB, CONCRETE CURB & GUTTER	8D1-10
EROSION MAT	8E7-1
TYPICAL INSTALLATIONS OF EROSION BALES	8E8-1
APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCHES	8F1-9
LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS	9A1-5
CATCH BASIN, MANHOLE, & INLET COVERS	8A5-3b
INLETS, TYPE 1, 2, and 3	8C1-4
CONSTRUCTION BARRICADES AND STANDARD SIGNS	15C1-7
TRAFFIC CONTROL FOR TEMPORARY ROAD CLOSURES IN RURAL AREAS	15C3-1

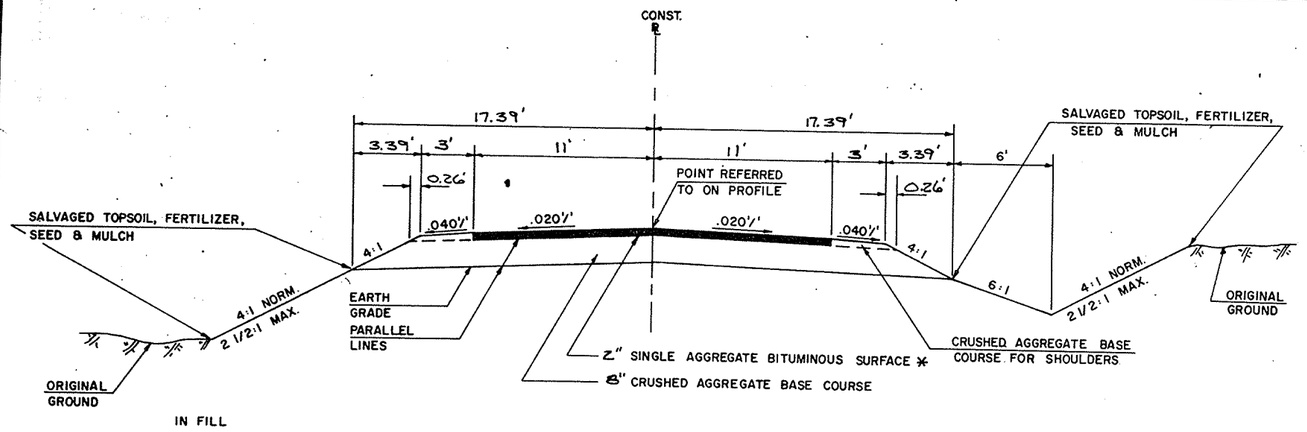
UTILITIES

WISCONSIN ELECTRIC POWER COMPANY
NORBERT SCHEMM
100 W. LAWRENCE ST.
APPLETON, WI. 54911
414-735-8445

GENERAL TELEPHONE COMPANY OF WISCONSIN
R.J. DUCKETT
3203 LINCOLN AVE.
TWO RIVERS, WI 54241
414-793-4549

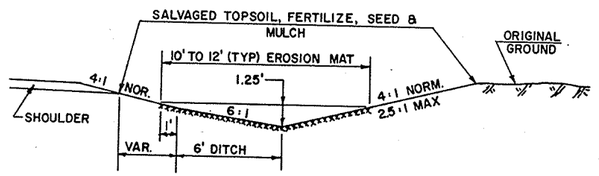
DIGGERS HOTLINE 1-800-242-8511 (TOLL FREE)

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	2.1
DETAILS	
C.T.H. "G"	OUTAGAMIE CO.

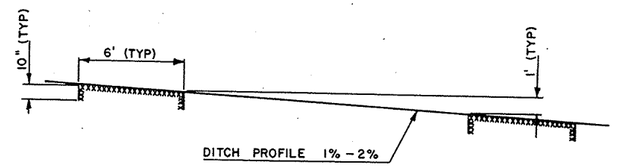


* NOT PART OF THIS CONTRACT

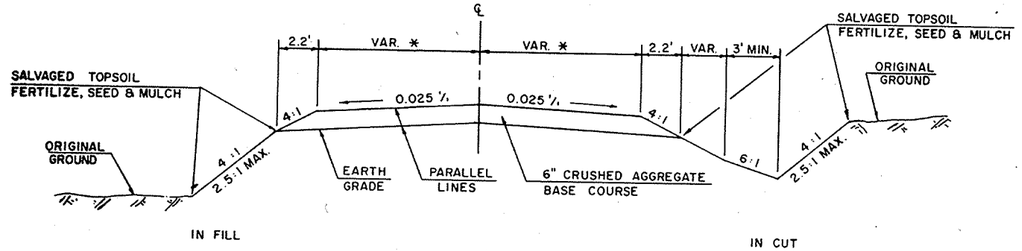
TYPICAL FINISHED SECTION
SIDE ROADS



TYPICAL INSTALLATION FOR EROSION MAT

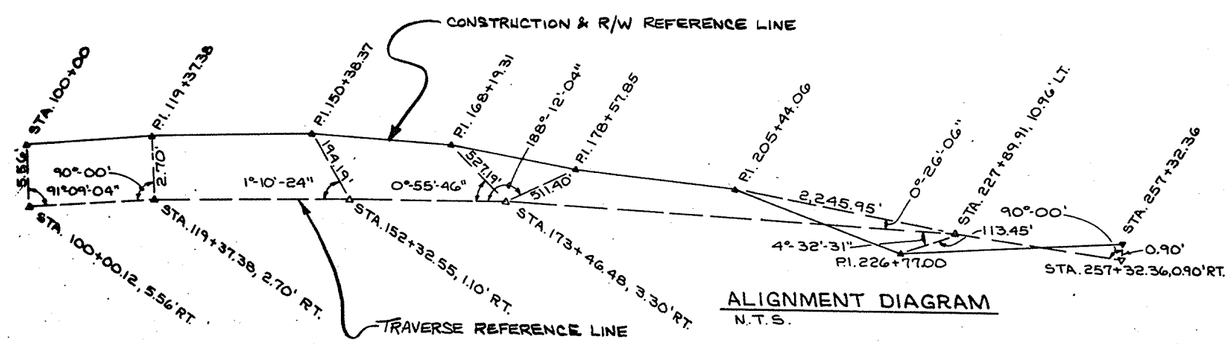


EROSION MAT DITCH CHECKS

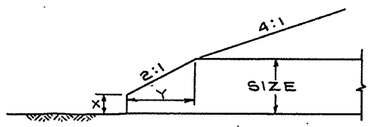


* 1/2 EXIST. WIDTH (8' MIN. FOR P.E., 10' MIN. FOR F.E.)

TYPICAL CROSS SECTION FOR PRIVATE & FIELD ENTRANCES

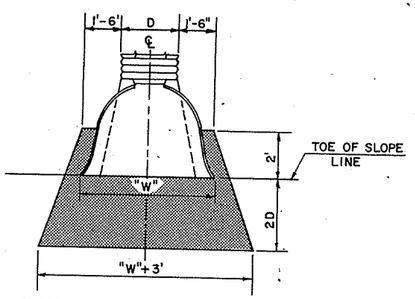


ALIGNMENT DIAGRAM
N.T.S.



STRUCTURAL PLATE PIPE ARCH
BEVELED END DETAIL
STATION 204+42
STATION 214+48

STA.	SIZE	X	Y
204+42	95"x67"	2'-1"	7'-0"
214+48	117"x79"	2'-0"	9'-2"



PLACE SOD AS SHOWN OR AS DIRECTED BY THE ENGINEER IN THE FIELD.

SOD AT PIPE END
CONCRETE OR METAL

ESTIMATE OF QUANTITIES

DATE 01/09/86

PROJECT ID: 6007-01-71
OUTAGAMIE COUNTY
S.T.H. 47 - SEYMOUR
/WEST SECTION/
C.T.H. G

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	6007-01-71 QUANTITY
20102	CLEARING	I.D.	200.00	200.00
20105	GRUBBING	I.D.	200.00	200.00
20503	UNCLASSIFIED EXCAVATION	C.Y.	45,783.00	45,783.00
52003	CULVERT PIPE, CLASS III, 18-INCH	L.F.	1,118.00	1,118.00
52005	CULVERT PIPE, CLASS III, 24-INCH	L.F.	861.00	861.00
52007	CULVERT PIPE, CLASS III, 30-INCH	L.F.	136.00	136.00
52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	78.00	78.00
52063	APRON ENDWALLS FOR CULVERT PIPE, 24-INCH	EACH	19.00	19.00
52065	APRON ENDWALLS FOR CULVERT PIPE, 30-INCH	EACH	4.00	4.00
52209	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 36-INCH	L.F.	6.00	6.00
52210	REINFORCED CONCRETE CULVERT PIPE, CLASS III, 42-INCH	L.F.	8.00	8.00
60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	1,498.00	1,498.00
60170	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D	L.F.	334.00	334.00
61147	INLETS, TYPE 2	EACH	1.00	1.00
61165	INLET COVERS, TYPE F	EACH	1.00	1.00
61910	MOBILIZATION	L.S.	1.00	1.00
62101	LANDMARK REFERENCE MONUMENTS	EACH	28.00	28.00
62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	30.00	30.00
62505	SALVAGED TOPSOIL	S.Y.	77,000.00	77,000.00
62702	MULCHING	S.Y.	77,000.00	77,000.00
62802	EROSION MAT	S.Y.	9,460.00	9,460.00
62810	EROSION BALES	EACH	100.00	100.00
62905	FERTILIZER, TYPE B	CWT.	50.00	50.00
63002	SEEDING	LB.	1,400.00	1,400.00
63101	SODDING	S.Y.	279.00	279.00
64201	FIELD OFFICE, TYPE A	L.S.	1.00	1.00
64301	TRAFFIC CONTROL	L.S.	1.00	1.00
90001	SHAPING AND COMPACTING CRUSHED AGGREGATE BASE COURSE	TON	26,147.00	26,147.00
90002	SHAPING AND COMPACTING BREAKER RUN SUBBASE COURSE	TON	24,486.00	24,486.00
90003	STRUCTUAL PLATE PIPE ARCH, 93X67-INCH	L.F.	54.00	54.00
90004	STRUCTUAL PLATE PIPE ARCH, 117X79-INCH	L.F.	56.00	56.00

SHEET 3

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	3A

MISCELLANEOUS QUANTITIES

C.T.H. "G" OUTAGAMIE CO.

NOTE: ALL ITEMS & QUANTITIES ON THIS SHEET ARE FOR PROJECT 6007-1-71 UNLESS OTHERWISE NOTED.

CLEARING

200 I. D. - UNDISTRIBUTED

GRUBBING

200 I. D. - UNDISTRIBUTED

"PRODUCING & HAULING CRUSHED AGGREGATE BASE COURSE" (6007-1-72) AND "SHAPING & COMPACTING CRUSHED AGGREGATE BASE COURSE" (6007-1-71)

LOCATION	ROADWAY TONS	SHOULDER TONS
MAINLINE	21,109	3559
S.T.H. 47 (PASSING LN)	460	60
BRUSEWITZ RD.	171	9
TOWNHALL RD.	304	16
GRUNWALD RD.	436	23

"PRODUCING & HAULING BREAKER RUN SUBBASE COURSE" (6007-1-72) AND "SHAPING & COMPACTING BREAKER RUN SUBBASE COURSE" (6007-1-71)

LOCATION	TONS
MAINLINE	24,064
S.T.H. 47 (PASSING LN)	422

YARDAGE SUMMARY

STATION	UNCL. EXCAV.	FILL
100+00	84	12
100+41	215	37
101+63	51	12
102+00	105	27
103+00	78	33
104+00	41	53
105+00	16	93
106+00	9	170
107+00	0	338
108+00	0	419
109+00	45	323
110+00	86	287
111+00	75	373
112+00	89	369
113+00	95	332
114+00	142	304
115+00	137	216
116+00	82	131
117+00	190	39
118+00	421	2
119+00	652	0
120+00	718	0
121+00	753	0
122+00	900	0
123+00	908	0
124+00	782	0
125+00	715	0
126+00	642	0
127+00	450	37
128+00	232	145
129+00	105	302
130+00	70	390
131+00	41	402
132+00	46	370
133+00	63	296
134+00	33	248
135+00	70	250
136+00	129	156
137+00	158	39
138+00	131	29
139+00	260	19
140+00	377	19
141+00	179	88
142+00	42	213
143+00	91	382
144+00	81	542
145+00	21	689
146+00	55	498
147+00	343	117
148+00	355	62
149+00	66	234
150+00	4	349
151+00	119	230
152+00	293	103
153+00	234	66
154+00	136	68
155+00		

STATION	UNCL. EXCAV.	FILL
155+00	260	76
156+00	247	88
157+00	93	111
158+00	91	109
159+00	76	109
160+00	75	122
161+00	153	118
162+00	259	97
163+00	230	152
164+00	204	116
165+00	280	18
166+00	54	3
166+22	127	14
166+70	102	15
167+00	212	104
168+00	69	152
169+00	142	130
170+00	128	104
171+00	129	85
172+00	235	55
173+00	410	15
174+00	554	0
175+00	845	0
176+00	984	0
177+00	568	2
178+00	349	27
179+00	410	183
180+00	211	454
181+00	0	827
182+00	0	969
183+00	55	605
184+00	274	186
185+00	280	75
186+00	66	154
187+00	4	14
187+09	34	34
187+43	81	63
188+00	95	171
189+00	22	269
190+00	203	298
191+00	317	224
192+00	216	234
193+00	166	315
194+00	81	317
195+00	24	245
196+00	62	162
197+00	169	85
198+00	306	58
199+00	347	72
200+00	454	64
201+00	415	124
202+00	157	288
203+00	38	591
204+00	0	785
205+00	0	883
206+00	0	949
207+00		

STATION	UNCL. EXCAV.	FILL
207+00	0	688
208+00	107	368
209+00	330	182
210+00	445	62
211+00	344	28
212+00	285	40
213+00	200	173
214+00	36	658
215+00	0	673
216+00	0	312
217+00	12	212
218+00	98	80
219+00	348	18
220+00	468	0
221+00	453	0
222+00	486	4
223+00	444	28
224+00	446	24
225+00	779	0
226+00	391	0
226+38	878	0
227+16	1325	0
228+00	1854	0
229+00	1783	0
230+00	1843	0
231+00	1783	0
232+00	1250	0
233+00	752	0
234+00	423	15
235+00	198	71
236+00	108	230
237+00	34	299
238+00	73	183
239+00	98	147
240+00	186	143
241+00	280	108
242+00	263	149
243+00	251	267
244+00	199	425
245+00	113	621
246+00	70	698
247+00	86	601
248+00	49	537
249+00	0	402
250+00	1	45
250+19	17	99
250+68	25	51
251+00	6	9
251+07	30	33
251+32	130	92
252+00	271	89
253+00	383	35
254+00		

SIDE ROAD	UN. EX.	FILL
S.T.H. 47 (PASSING LN)	238	311
BRUSEWITZ RD.	335	0
TOWNHALL RD.	798	0
GRUNWALD R.D.	400	2161

PRIVATE & FIELD ENTRANCES

STATION	DIA. IN.	LENGTH L.F.	C.P. CLASS	STEEL IN.	ALUM. IN.	APRON ENDWALLS	SOD S.Y.
110+00 RT.	18	34	III	0.064	0.075	2	4
197+77 RT.	18	42	III	0.064	0.075	2	4
197+90 LT.	18	34	III	0.064	0.075	2	4
185+07 RT.	18	42	III	0.064	0.075	2	4
190+66 LT.	18	42	III	0.064	0.075	2	4
191+90 LT.	18	34	III	0.064	0.075	2	4
227+98 RT.	18	34	III	0.064	0.075	2	4
228+45 LT.	18	34	III	0.064	0.075	2	4
252+10 RT.	18	34	III	0.064	0.075	2	4
253+50 LT.	18	34	III	0.064	0.075	2	4
29 - P.E.'S	18	26 (EA)	III	0.064	0.075	58	116

CROSS DRAINS

LOCATION	DIA.	LENGTH	C.P. CLASS	STEEL IN.	ALUMINIZED STEEL-IN.	APRON ENDWALLS	SOD S.Y.
101+92	24"	64'	III	0.064	0.075	2	5
132+00	24"	80'	III	0.064	0.075	2	5
135+90	24"	60'	III	0.064	0.075	2	5
146+05	24"	78'	III	0.064	0.075	2	5
154+40	24"	70'	III	0.064	0.075	2	5
164+35 TO 165+69	24"	134'	III	0.064	0.075	1	3
168+20	24"	60'	III	0.064	0.075	2	5
178+00	24"	52'	III	0.064	0.075	2	5
186+75 TO 188+90	24"	215'	III	0.064	0.075	2	5
224+25	24"	48'	III	0.064	0.075	2	5
237+10	30"	58'	III	0.079	0.075	2	6
248+45	30"	78'	III	0.079	0.075	2	6

EROSION MAT

STATION	LOCATION	DITCH CHECKS REQ'D.	DITCH LINING	QUANTITY S.Y.
100+00 - 103+00	LT.		X	400
102+00 - 103+00	RT.		X	133
109+00 - 111+00	RT.		X	267
111+00 - 118+00	LT.		X	933
114+00 - 118+00	RT.		X	533
127+00 - 129+00	LT.		X	267
127+00 - 130+00	RT.		X	400
129+00 - 133+00	LT.	6		48
130+00 - 132+00	RT.	2		16
136+00 - 140+00	LT.	4		32
146+00 - 147+00	RT.	2		16
151+00 - 152+00	RT.	1		8
155+00 - 158+00	RT.	3		24
155+00 - 159+00	LT.	6		48
158+00 - 165+00	RT.		X	933
159+00 - 162+00	LT.		X	400
166+00 - 171+00	LT.		X	667
169+00 - 174+00	RT.	8		64
178+00 - 181+00	RT.		X	400
179+00 - 181+00	LT.		X	267
184+00 - 186+00	LT.		X	267
184+00 - 197+00	RT.		X	1734
191+00 - 194+00	LT.		X	400
201+00 - 204+00	LT.	5		40
208+00 - 212+00	LT.	6		48
209+00 - 210+00	RT.		X	133
212+00 - 214+00	LT.		X	267
242+00 - 245+00	RT.		X	400
242+00 - 246+00	LT.		X	267
246+00 - 248+00	LT.	3		24
250+00 - 252+00	LT.	3		24

EXISTING CROSS DRAINS - EXTENSIONS

LOCATION	SIZE	LENGTH LT.	LENGTH RT.	TYPE	SOD S.Y.	THICKNESS INCH.
S.T.H. 47						
8+40	42"	8'	-	R.C.P. III	6	
10+50	36"	6'	-	R.C.P. III	6	
C.T.H. "G"						
204+42	95" X 67"	24'	30'	S.P.P.A.	23	0.109
214+48	117 X 79"	28'	28'	S.P.P.A.	28	0.109

CONCRETE CURB & GUTTER, 30", TYPE D

LOCATION	L.F.
100+58 - 101+70 RT.	112
166+09 - 168+25 RT.	216
186+95 - 188+80 LT.	185
216+95 - 220+06 RT.	305
218+20 - 219+75 LT.	155
226+30 - 228+40 RT.	210
248+40 - 250+15 LT.	175
250+00 - 251+40 RT.	140

CONCRETE CURB & GUTTER, 36", TYPE D

LOCATION		L.F.
99+88 - 100+28	LT.	63'
99+88 - 100+58	RT	104'
164+69 - 165+29	RT.	94'
165+59 - 166+09	RT.	73'

INLETS

LOCATION	TYPE	DEPTH	GUTTER F.L.	COVER
165+70, 35' RT.	2	5.8'	858.8	F

EROSION BALES

UNDISTRIBUTED 100 EACH

* SINGLE AGGREGATE BITUMINOUS SURFACE

LOCATION	TONS
MAINLINE	8,485
S.T.H. 47 (PASSING LN)	135
BRUSEWITZ R.D.	35
TOWNHALL R.D.	60
GRUNWALD RD.	84

* NOT PART OF THIS CONTRACT

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6007-1-00	4.0	15
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT OF WAY REQUIRED FOR

S.T.H. 47 – SEYMOUR

C.T.H. "G" OUTAGAMIE CO.

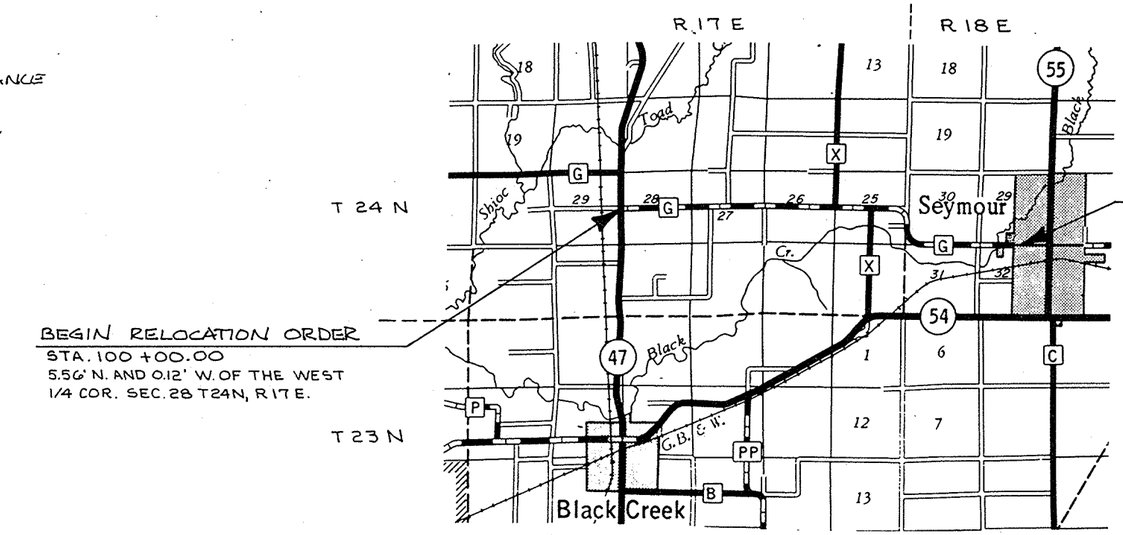
6007-1-71/4

Conventional Signs and Abbreviations

- TOWN OR RANGE LINE
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- PROPOSED R/W LINE
- EXISTING R/W LINE
- LOT LINE
- PL +58.1 PROPERTY LINE
- CORPORATE LIMITS
- SECTION CORNER
- SLOPE INTERCEPT
- NEW ALIGNMENT
- R/W POINT
- TELEPHONE
- TELEPHONE PEDESTAL

AC.	ACRE	P.E.	PRIVATE ENTRANCE
B.	BARN	REM.	REMAINING
EXIST.	EXISTING.	R/W	RIGHT OF WAY
F.E.	FIELD ENTRANCE	STA.	STATION
G.	GARAGE	TEMP.	TEMPORARY
Ho.	HOUSE	S	SILO
Bld.	BUILDING	S	SHED

N



BEGIN RELOCATION ORDER
STA. 100+00.00
5.56' N. AND 0.12' W. OF THE WEST 1/4 COR. SEC. 28 T24N, R17E.

END RELOCATION ORDER
STA 412+02.91
0.92' N. AND 631.35' E. OF THE SOUTH 1/4 COR., SEC. 29, T24N, R18E.

LAYOUT

SCALE 0 1 2 3 MI.

TOTAL NET LENGTH OF CENTERLINE 5.910 MI.

NOTES

BEARINGS ON THIS PLAT ARE REFERENCED TO THE EAST WEST 1/4 LINE OF SEC. 28 T24N, R17E WHICH HAS AN ASSUMED BEARING OF N. 87°-58'-22" E.

COORDINATES ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM CENTRAL ZONE.

RIGHT OF WAY MONUMENTS ARE TYPE 3 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.

REVISION	DATE

APPROVED FOR OUTAGAMIE COUNTY

DATE 7-11-85 Michelle Maurer

WISCONSIN — RICHARD A. MARTENS, JR. — E-22409 — SHAWANO WIS. — REGISTERED PROFESSIONAL ENGINEER — 7/9/85

Foth & Van Dyke
Engineering/Architectural Division

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2737 S. Ridge Road
P. O. Box 19012
Green Bay, Wisconsin 54307-9012
414/497-2500

Vehicle No. 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

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	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. "G"	OUTAGAMIE		6007-1-00	4.1
				FEDERAL PROJECT NUMBER	
				6007-1-71/4.1	

PARCEL NO.	SHEET NO.	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQ'D. NEW	EXIST.	TOTAL	TOTAL ACRES REM.	L.H.E. ACRES TEMP.
1	4.3	EDWARD & GEORGIANA HOLLATZ	FEE	147.00	1.34	4.06	5.40	141.60	0.05
2	4.3	ROBERT A. & DEBRA L. COURT	FEE	10.85	0.02	0.04	0.06	10.79	
3	4.3	NORMAN & MARIE SEEHAFER	FEE	1.15	0.06	0.24	0.30	0.85	
4	4.4	EDWARD A. & MARY E GRITT	FEE	77.63	0.37	1.02	1.39	76.24	
5									
6	4.4	MILTON & MABEL ZUELEGER	FEE	2.37	0.16	0	0.16	2.21	
7	4.4	JAMES L. & JOYCE THIEL	FEE	96.87	1.16	2.94	4.10	92.77	
8	4.4	JAMES G. & PATTI L. KURZYNSKE	FEE	2.02	0.05	0.22	0.27	1.75	
9	4.4	MICHAEL & SHIRLEY THIEL	FEE	1.12	0.07	0.14	0.21	0.91	
10									
11	4.5	OTTO & MARGARET PATZER	FEE	79.48	0.68	2.24	2.92	76.56	
12	4.5	CICERO UNITED METHODIST CHURCH	FEE	0.53	0.08	0	0.08	0.45	
13									
14	4.5	NOEL & STEVEN MARCKS	FEE	37.98	0.19	0.93	1.12	36.86	
15									
16	4.5,4.6	RAYMOND J. & VERDA THOMAS	FEE	58.74	0.53	1.03	1.56	57.18	
17	4.5	NOEL & JUDY MARCKS	FEE	2.02	0.16	0.37	0.53	1.49	
18	4.6	KENNETH LORENZ	FEE	79.53	0.99	2.03	3.02	76.51	
19	4.6	STEVEN J. & ANN F. NOLL AND DAVID D. NOLL	FEE	30.00	0.20	0.38	0.58	29.42	
20									
21									
22	4.6	GEORGE & ELNA LORENZ	FEE	110.00	0.84	1.60	2.44	107.56	
23	4.7	MARVIN LOEWENHAGEN	FEE	40.00	0.50	0.97	1.47	38.53	
24	4.7	KENNETH L. & GERALDINE A. WERNER	FEE	39.41	0.49	0.93	1.42	37.99	
25									
26									
27									
28									
29	4.7,4.9	RANDALL & KATHLEEN SCHMIDT	FEE	36.99	0.29	1.09	1.38	35.61	
30									
31	4.7,4.10	EUGENE & BETTY SPRANGER	FEE	79.32	3.62	3.49	7.11	72.21	
32	4.7	DENNIS D. HOFFMAN	FEE	2.69	0.18	0	0.18	2.51	
33	4.8	HARLAND E. & JEAN E. CHAPMAN	FEE	20.00	0.26	0.50	0.76	19.24	
34	4.8	KARL R. & JANICE M. SEILTZ	FEE	19.95	0.22	0.41	0.63	19.32	
35									
36	4.8	GERALD G. & KAREN L. HOEFS	FEE	20.00	0.26	0.50	0.76	19.24	
37	4.8	GERALD L. & VIRGINIA L. ZAHN	FEE	20.05	0.29	0.57	0.86	19.19	
38	4.8,4.9	HAROLD F. & MINNIE I. SCHMIDT	FEE	119.43	1.07	2.89	3.96	115.47	
39	4.9	CLARENCE A. MUELLER	FEE	40.00	0.51	0.99	1.50	38.50	
40	4.10	ROBERT E & ARLENE F. OSSMANN	FEE	1.01	0.08	0.16	0.24	0.77	
41	4.9,4.10	ROBERT E. & ARLENE F. OSSMANN	FEE	117.83	1.17	2.70	3.87	113.96	
42	4.9	MYRON E. & HELEN D. SPRANGER	FEE	1.16	0.04	0.19	0.23	0.93	
43	4.10	CHARLES & NANCY GOMM	FEE	113.31	0.10	0.62	0.72	112.59	
44	4.10	ROBERT & CONSTANCE BANKER	FEE	5.01	0.27	0.89	1.16	3.85	
45									
46	4.10	IVAN A. & ARLENE STORMA	FEE	0.99	0.04	0.19	0.23	0.76	
47	4.10	LEE B. HOPKINSON	FEE	43.26	0.25	0.42	0.67	42.59	
48	4.11	RALPH & RAYMOND ZIBELL	FEE	169.75	4.12	4.37	8.49	161.26	
49	4.11,4.12	EARL R. & IONE GOSSE	FEE	83.14	1.01	2.04	3.05	80.09	
50									

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

ROUTE: C.T.H. "G" | COUNTY: OUTAGAMIE | DATE:

R/W PROJECT NUMBER: 6007-1-00

FEDERAL PROJECT NUMBER: 6007-1-71/4.2

SHEET NUMBER: 4.2

PARCEL NO.	SHEET NO.	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES NEW	R/W ACRES EXIST.	R/W ACRES REQ'D TOTAL	TOTAL ACRES REM.	L.H.E. ACRES TEMP
51									
52									
53	4.12	LYNN KOLLATH ET AL	FEE	40.00	0.40	1.00	1.40	38.60	
54	4.12	RICHARD W. & VIRGINIA WACHTENDONK	FEE	38.41	0.40	0.78	1.18	37.23	
55									
56									
57									
58	4.12	LUCILLE B. WERNER	FEE	30.00	0.08	0.58	0.66	29.34	
59	4.12	H. WENZEL SCHLEICHER	FEE	1.59	0.08	0.30	0.38	1.21	
60									
61	4.13	ELAINE A. COURT	FEE	80.00	0.67	1.08	1.75	78.25	
62	4.13	EARL & MARCELLA COURT	FEE	40.00	0.72	1.09	1.81	39.19	
63	4.13	DAVID PEOTTER	FEE	2.00	0.24	0.00	0.24	1.76	
64	4.13-4.14	KARL & SHIRLEY MUENSTER	FEE	58.32	1.45	1.57	3.02	55.30	
65									
66	4.13	CARL L. & BETTE B. IBE	FEE	25.00	0.29	0.61	0.90	24.10	
67	4.14	DANIEL G. & DONNA M. SCHMIDT	FEE	3.00	0.17	0.30	0.47	2.53	
68	4.3	WISCONSIN ELECTRIC POWER COMPANY	FEE	1.00	0.05	—	0.05	0.95	
69	4.3-4.14	GENERAL TELEPHONG COMPANY	RELEASE OF RIGHTS						
70									
71	4.10 4.11, 4.13	WISCONSIN ELECTRIC POWER COMPANY	RELEASE OF RIGHTS						
72	4.14	CITY OF SEYMOUR	FEE	0.90	0.06	0.04	0.10	0.80	

Vehicle No. 60

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. "G"	OUTAGAMIE		6007-1-00	4.3
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71/4.3	

N

TOWN

SW-NW
28-24-17

SE-NW
28-24-17

(1)

(68)

GENERAL TELEPHONE CO
EASEMENT ON CABLE

STA. 99+66.92 C.T.H. "G"
STA. 10+00 S.T.H. 47

S.T.H. 47

1.3

1870.38

OF

EXIST R/W LINE

SLOPE INTERCEPT

P.I. 119+37.38
Δ 180°-11'-34"
R 50.00'

674.12'

N. 87°-52'-05" E.

N. 88°-03'-38" E

C.T.H. "G"

1757.31'

671.11'

13858'

HO.

BEGIN
RELOCATION
ORDER
STA. 100+00
Y. 255,500 ± 100'*
X 2,404,200 ± 100'*

GENERAL TELEPHONE
COMPANY EASEMENT

PROPOSED R/W LINE

(69)

GENERAL TELEPHONE
COMPANY EASEMENT

HO

B.

L.H.E.
TEMP.
(SLOPE)

1/16 LINE

1/4 LINE

(2)

(3)

COURSE TABLE

COURSE	BEARING	DISTANCE
A	N. 43°-33'-21" W.	22.67'

P.K. NAIL
STA. 100+00.12, 5.56' RT.

CICERO

P.K. NAIL
STA. 126+11.56, 0.62' LT.

NW-SW
28-24-17

NE-SW
28-24-17

* COORDINATES SCALED FROM U.S.G.S.
NICHOLS 7.5 MIN. SERIES WIS.
QUADRANGLE MAP FOR IDENTIFICATION ONLY.

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. "G"	OUTAGAMIE		6007-1-00	4.4
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71/4.4	

N

TOWN

SW-NE
28-24-17

SE-NE
28-24-17

(7)

(8)

(69)

GENERAL TELEPHONE CO. EASEMENT

SLOPE INTERCEPT

EXIST. R/W LINE

33'

50'

33'

OF

N 88°-03'-38" E 2431.20'

P.I. 150+38.37
51.00'

N 88°-55'-58" E
194.62'

130 33'41.25" N. 88°-03'-38" E. 135 33'41.25" 140 33'33" C.T.H. "G" 145 33'33" 150 33'33"

N. 88°-55'-58" E.

S 88°-03'-38" W

50'

2,426.29'

1/4 LINE

ASSUMED 1/16 LINE

PROPOSED R/W LINE

P.C. 147+76.68

+38.37
49.00'

S 88°-55'-58" E
193.86'

SECTION LINE

P.T. 153+00.05

(6)

(4)

(9)

HO.

B

S

P.I. 150+38.37
Δ = 0°-52'-20"
D = 0°-10'
T = 261.69'
L = 523.37'
R = 34,377.47'

T 24 N R 17 E 28

P.K. NAIL
STA 126+11.56, 0.62' LT

T 24 N R 17 E 28 27

P.K. NAIL
STA. 152+32.55, 1.10' RT.

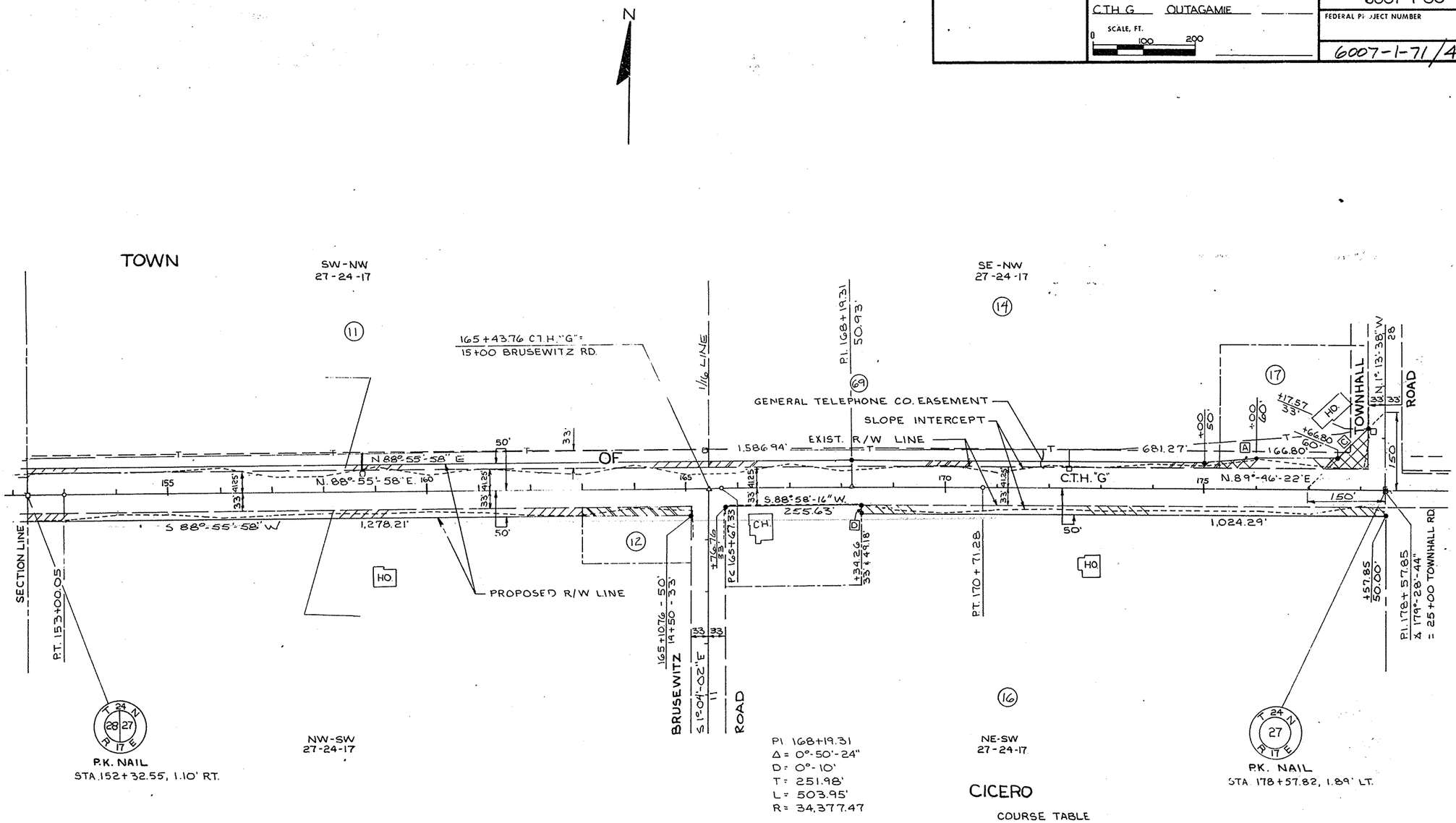
CICERO

NW-SE
28-24-17

NE-SE
28-24-17

Cat. No. 2130-01/5

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. G	OUTAGAMIE		6007-1-00	4.5
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71/4.5	



P.I. 168+19.31
Δ = 0°-50'-24"
D = 0°-10'
T = 251.98'
L = 503.95'
R = 34,377.47

CICERO

COURSE TABLE

COURSE	BEARING	DISTANCE
A	N84°-03'-34"E	100.50'
C	N. 44°-16'-22"E.	126.15'
D	N 0°-48'-08"W.	17.00

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. "G"	OUTAGAMIE		6007-1-00	4.6
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71 / 4.6	

N

TOWN

SW-NE
27-24-17

SE-NE
27-24-17

TOWNHALL ROAD

N. 1°-13'-38" W.

29

33' 33'

175'

+41.72
33'

+88.42
50'

50'

-0.31'

+85.60
33' & 50'

+70.61
33' & 50'

HO

N 89°-15'-06" E.

1673.96'

EXIST R/W LINE

GENERAL TELEPHONE CO. EASEMENT

SLOPE INTERCEPT

C.T.H. "G"

+44.06

P.I. 205+44.06 =
35+00 GRUNWALD RD.

51.39'

N. 84°-15'-06" E.

180'

185

185.01'

190

195

200

205

150'

33'

50'

2,584.11'

S 84°-15'-06" W

60'

(DONATED BY KENNETH LORENZ)

PROPOSED R/W LINE

+57.85
50.00

+12.75
49.37'

+20.13
70'

P.C. 202+35.31

+00
33'

GRUNWALD ROAD

S 00°-09'-28" E

150'

31'

1/16 LINE

16

19

22

69

18

G

D

T 24 N
R 17 E
27

T 24 N
R 17 E
27 26

P.K. NAIL
STA. 178+57.82, 1.89' LT.

NW-SE
27-24-17

CICERO

NE-SE
27-24-17

P.K. NAIL
STA. 205+43.91, 3.10' LT.

COURSE TABLE

COURSE	BEARING	DISTANCE
A	S. 45°-59'-16" E.	177.51'
B	S. 0°-46'-02" E.	17.00'
C	N. 0°-46'-02" W.	17.00'
D	N. 9°-46'-27" W.	223.42'
E	N. 45°-01'-16" W.	42.34'

P.I. 205+44.06
Δ = 1°-01'-45"
D = 0°-10'
T = 308.75'
L = 617.49'
R = 34,377.47'

LEDYNE ROST M-660-69

Cat. No. 2130-0175

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. 'G'	OUTAGAMIE		6007-1-00	4.7
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71 / 4.7	

N

P.I. STA. 205+44.06 C.T.H. 'G' =
STA. 35+00 GRUNWALD RD.

TOWN

SW-NW
26-24-17

SE-NW
26-24-17

23

69

29

32

GENERAL TELEPHONE CO. EASEMENT

PROPOSED R/W LINE

SLOPE INTERCEPT

EXIST. R/W LINE

+44.06
51.34'

+30.61
33' & 50'

+85.61
33' & 50'

P.I. 226+77.00
Δ 180° 18'-02"
50.00

S 89°-43'-09" E
1286.95'

OF

S. 89°-43'-09" E.

C.T.H. 'G'

691.94'

S. 89°-25'-07" E
440.14'

150'

210

215

220

225

230

50'

33'

15500

N 89°-43'-09" W 1055.80'

297.00'

6337.54'

397.59'

+44.06
49.94' Δ

+78.77
33'

+00.46
33' & 50'

+97.46
33' & 50'

+35
33' & 50'

+20
33' & 50'

P.T. 208+52.80

GRUNWALD ROAD
S. 0°-09'-28" E

1/16 LINE

1/4 LINE

H.O.

B.

S.

G.

31

CICERO

NE-SW
26-24-17

24

NW-SW
26-24-17

T 24 N
R 17 E
27 26

P.K. NAIL
S. 205+43.41, 3.10' LT.

T 24 N
R 17 E
26

P.K. NAIL
STA. 231+17.52, 4.54' RT.

COURSE TABLE

COURSE	BEARING	DISTANCE
A	S. 0°-29'-41" W.	17.00'
B	N. 0°-29'-41" E.	17.00'
C	N. 0°-34'-53" E.	17.00'
D	S. 0° 16'-51" W.	17.00'
E	N. 0°-29'-41" E.	17.00
F	S. 0°-29'-41" W.	17.00'
G	S. 45°-05'-51" W.	142.95'
H	N. 89°-25'-07" W.	42.85'
H	N 89°-43'-09" W.	41.98'

REVISION DATE	ROUTE	COUNTY	DATE	R/W PROJECT NUMBER	SHEET NUMBER
	C.T.H. 'G'	OUTAGAMIE		6007-1-00	4.8
	SCALE, FT. 0 100 200			FEDERAL PROJECT NUMBER 6007-1-71 / 4.8	

N

TOWN

SW-NE
26-24-17

SE-NE
26-24-17

33 36 38 69

GENERAL TELEPHONE CO. EASEMENT
SLOPE INTERCEPT

EXIST R/W LINE

1122.57'

S.89°25'07"E

1582.21'

175.00

140.00'

609.13'

591.91'

C.T.H. "G"

C.T.H. "X"

N.00°-35'-54"W

88°-49'-13"

+40 33'±50'

T-15 33'±50'

+24.13 50'

4/25 4/25 47'

HO.

PROPOSED R/W LINE

1/4 LINE

B.

S.

+00 50'±33'

+00 50'±33'

257+24.11 C.T.H. "G"
C.T.H. "X" R/W R

P.I. 257+32.36
Δ 180°-17'-38"
= 45+00 C.T.H. "X"
CONST. ℄

+32.36 50.00'

34 37

T 24 N R 17 E 26

P.K. NAIL
STA. 231+17.52, 4.54' RT

NW-SE
26-24-17

CICERO

NE-SE
26-24-17

T 24 N R 17 E 26 25

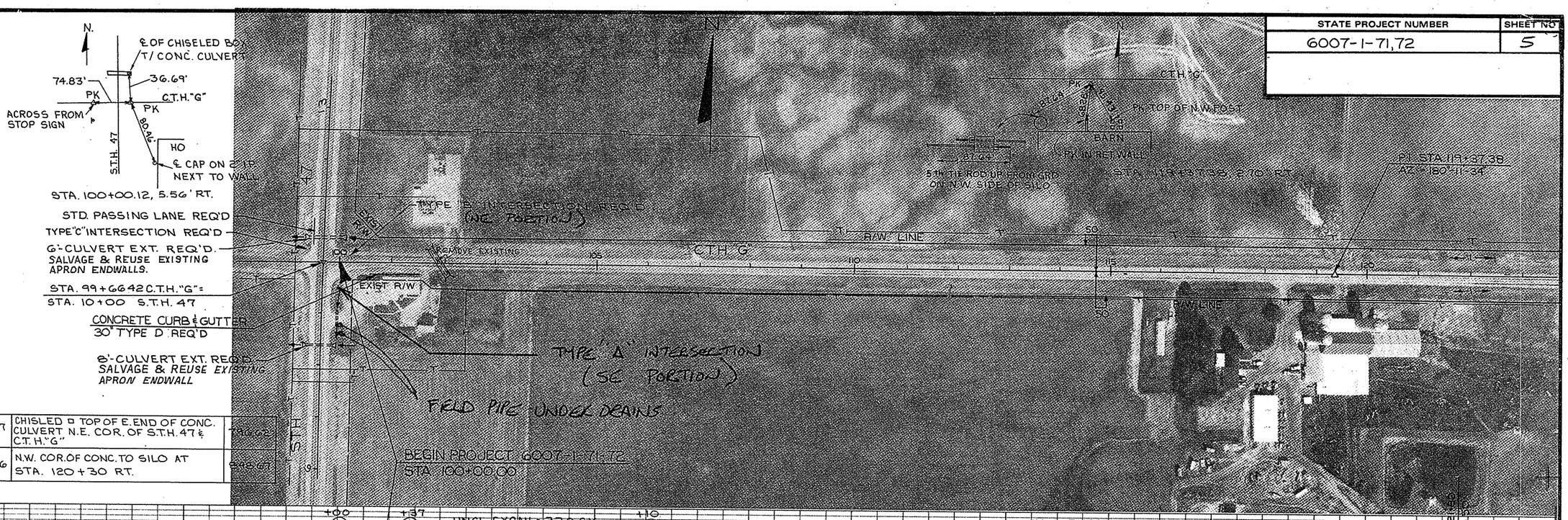
P.K. NAIL
STA. 257+32.36, 0.90' RT.

COURSE TABLE

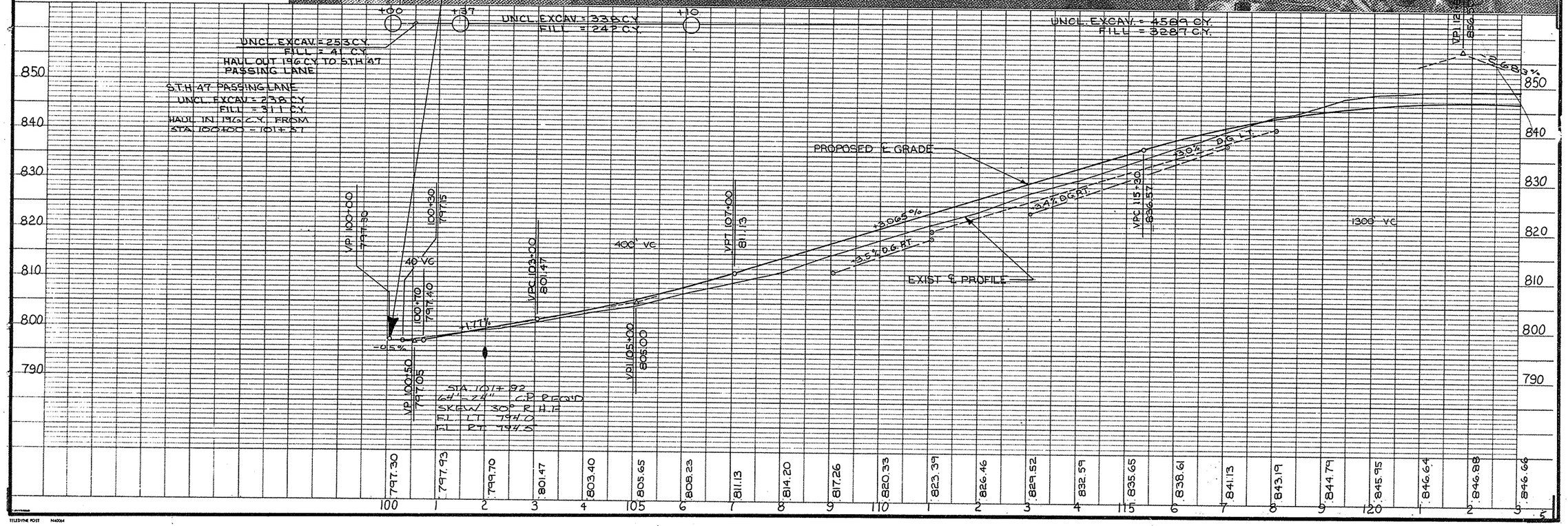
COURSE	BEARING	DISTANCE
A	S 0°-34'-53"W	17.00'
B	N 0°-34'-53"E.	17.00'
C	N 0°-34'-53"E.	17.00'
D	S 0°-34'-53"W.	17.00'

Cat. No. 2130-0175

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	5



17	CHISLED □ TOP OF E. END OF CONC. CULVERT N.E. COR. OF S.T.H. 47 & C.T.H. "G"	799.66
16	N.W. COR. OF CONC. TO SILO AT STA. 120+30 RT.	846.67



TELEDYNE POST N40094
CONTROL NO. 22180--DD142

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	5.1

N

N

61.48'
61.41'
58.63'
57.95'
P.K. NAIL
BURSTEIN MONUMENTS

STA. 152+32.55, 1.10 RT.

P.C. STA. 147+76.68

PI STA. 150+38

P.T. STA. 153+00.05

C.T.H. "G"

R/W LINE

R/W LINE

50

50

REM.

REM.

REM.

125 130 135 140 145 150

CURVE DATA
PI STA. 150+38
Δ 00°-52'-20.19"
D 00°-10'-00"
T 261.69
L 523.37
R 34377.47
E 0.996
PC 147+76.68
PT 153+00.05

15	TOP OF 18" CULVERT 1ST RING N. AT 146+30, RT.	823.74

+21

+89

UNCL. EXCAV = 5401 C.Y.
FILL = 3868 C.Y.

860
850
840
830
820

1300 V.C.

500' V.C.

-4.5%
-2.86%
-1.8%
-1.14%
-1.20%
+0.6% RT.
+1.2% LT.
+0.142%
0.9%
0.75%
+2.0%
+0.5%
+0.5%
+1.5%
-0.6%

VPT 128+30
837.85

VPC 129+50
834.46

VPI 132+00
827.30

VPT 134+50
827.65

PROPOSED ℄ GRADE

EXIST ℄ PROFILE

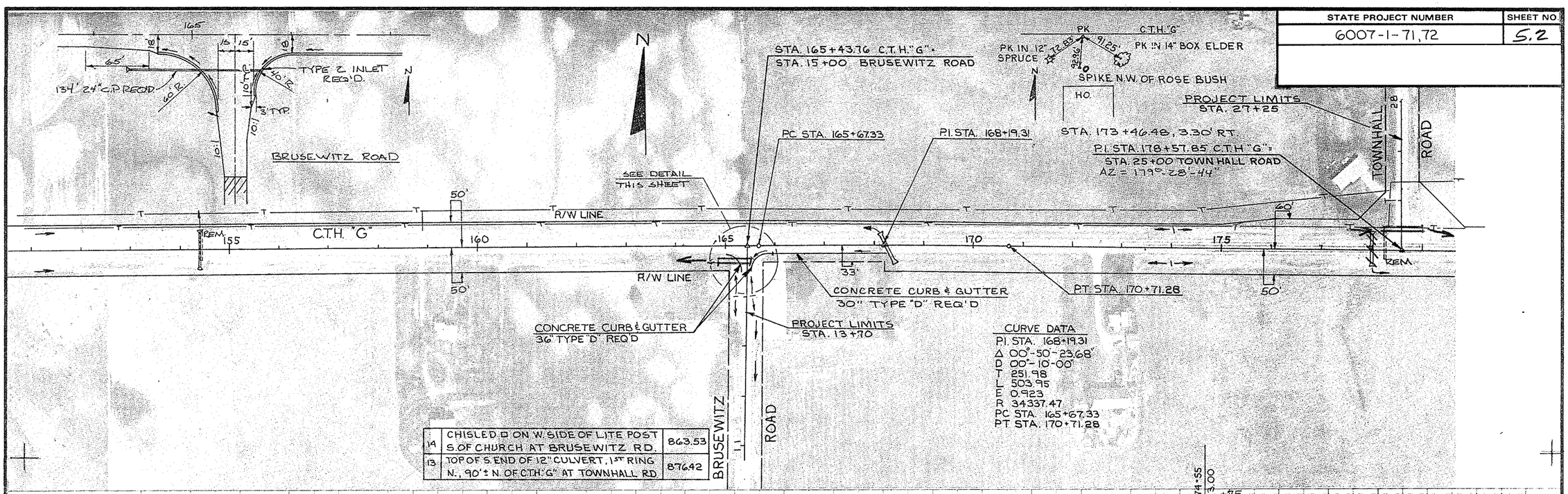
STA 132+00
60'-24" C.P. REQ'D
SKEW 30° L.I.T.
FL. LT. 820.5
FL. RT. 823.0

STA 135+90
60'-24" C.P. REQ'D
FL. LT. 821.0
FL. RT. 823.6

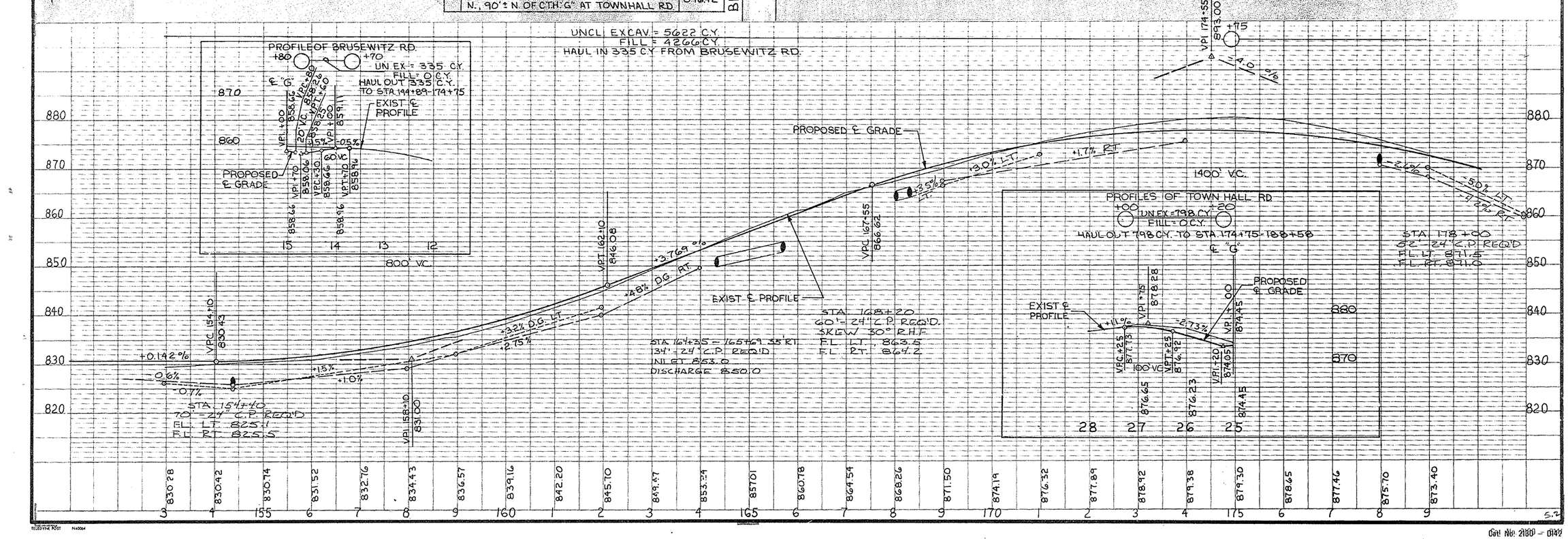
STA 146+05
78'-24" C.P. REQ'D
FL. LT. 820.6
FL. RT. 821.6

| | | |

STATE PROJECT NUMBER	SHEET NO
6007-1-71,72	5.2



14	CHISLED □ ON W. SIDE OF LITE POST S. OF CHURCH AT BRUSEWITZ RD.	863.53
13	TOP OF S. END OF 12" CULVERT, 1ST RING N., 90'± N. OF C.T.H. "G" AT TOWNHALL RD.	876.42



Cat No: 2180 - 0142

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	5.3

N

ROADWAY PIPE UNDERDRAIN

CONCRETE CURB & GUTTER 30" TYPE D REQ'D

STA. 205+44.05 C.T.H. "G" = STA. 35+00 GRUNWALD ROAD

FIELD PIPE UNDERDRAINS

PI STA. 205+44.06

50' R/W LINE

C.T.H. "G"

R/W LINE

PC STA 202+35.30

PT STA. 208+52.79

FIELD PIPE UNDERDRAIN

60' R/W (LAND DONATED BY KENNETH LORENZ TO COUNTY)

ROADWAY PIPE UNDERDRAIN

12	CHISLED □ ON CENTER OF S. HEADWALL AT BRIDGE 70' W. OF GRUNWALD RD.	803.52

CURVE DATA
PI STA. 205+44.06
Δ = 01°-01'-44.92"
D = 00-10-00
T = 308.75
L = 617.49
E = 1.39
R = 34377.47
PC STA 202+35.30
PT STA 208+52.79

GRUNWALD ROAD

PROJECT LIMITS STA 32+00

UNCL. EXCAV. = 4357 C.Y.
FILL = 3692 C.Y.
HAUL IN 798 C.Y. FROM TOWN HALL RD.

+58

UNCL. EXCAV. = 3015 C.Y.
FILL = 6372 C.Y.
HAUL IN 5883 C.Y. FROM STA. 224+96 - 230+81

+99

PROFILE OF GRUNWALD RD.
UN. EX. = 400 C.Y.
FILL = 2161 C.Y.
HAUL IN 2617 C.Y. FROM 224+96 - 230+81

+80 +00

880 870 860 850 840 830 820 810 800

VPT 181+55 865.00

PROPOSED ℄ GRADE

-4.0% -1.5% -3.3% -4.00%

V.P.C. 190+15 830.60

-4.25%

EXIST ℄ PROFILE

STA. 186+175 - 188+90, 29' LT
215' - 24" CP REQ'D
INLET - 840.8
DISCHARGE - 832.0

-3.6% -3.0% -2.0% -1.35% -0.4% -1.9% -1.0% +0.41%

1300' VC

VPI 196+25 804.60

VPI 203+15 807.66

STA. 204+42
EXTEND EXIST. 25"x 67" SPPA
LT. EXTENSION 24'
RT. EXTENSION 30'

PROFILE OF C.T.H. "G"

PROPOSED ℄ GRADE

VPI +00 808.73
PI +50 807.73
VPC +00 800.92
PI +50 798.65
VPT +00 798.40

100' VC

-4.5% -0.5%

EXIST ℄ PROFILE

808.73 807.73 800.92 798.40

3.1 3.4 3.3 3.2

| | | |

STATE PROJECT NUMBER	SHEET NO.
6007-1-71,72	5.4

PI STA 226+76.99
AZ 180°18'02"

SEPTIC OVERFLOW OUTLET PIPE

R/W LINE

CONCRETE CURB & GUTTER 30" TYPE D REQ'D

REM. 225

11	SE COR OF BOTTOM STEP CHISLED S OF STEPS TO ABANDONED CHURCH 219+35 Q	817.13

℄ WELL CAP

PK IN BIT DR

SPIKE NEAR MAIL BOX

CORNER OF BLOCK 2' UP FROM GROUND

BARN

STA 221+89.71
10.96' LT

UNCL EXCAV = 1420 C.Y.
FILL = 1017 C.Y.

+68 UE = 292 +04
E = 209

UNCL EXCAV. = 2773 C.Y.
FILL = 1986 C.Y.

+96

UNCL EXCAV. = 8502 C.Y.
FILL = 1 C.Y.
HAUL OUT 8500 C.Y.
2617 C.Y. TO GRUNWALD RD.
5883 C.Y. TO STA. 188+58 - 207+49

+81

EXIST ℄ PROFILE

PROPOSED ℄ GRADE

VPI 231+50
82.100

1.6% 3.0%

+0.41% -0.5% -2.5% -0.35% D.G. LT -0.4% D.G. RT +0.96% D.G. LT +0.96% D.G. RT +1.5% D.G. LT +0.5% +10.5% D.G. RT +10.5% D.G. RT

VPC 214+50
81.64

STA. 214+48
EXTEND EXIST. 117" X 79" SPPA
LT. EXTENSION 28'
RT. EXTENSION 28'

STA. 224+26
48" - 24" C.P. REQ'D
F.L. LT. 811.7
F.L. RT. 811.4

2600 V.C.

| | | |

STATE PROJECT NUMBER	SHEET NO.
6007-1-71, 72	5.5

FIELD PIPE UNDERDRAINS

FIELD PIPE UNDERDRAINS

N

CONCRETE CURB & GUTTER 30 TYPE D REQ'D

C.T.H. "X"

STA. 257+32.36 C.T.H. "G" = STA. 45+00 C.T.H. "X"

REM. C.T.H. "G"

50'

33'

R/W LINE

REM. 250

50

240

245

255

260

10	TOP OF CULVERT, W. END 1ST RING E. AT 239+00 RT.	803.95

N

119.52'

186.72'

PK. NAIL

79.25'

52.05'

BURNSTEIN MONUMENTS

STA. 257+32.36, 0.90' RT.

UNCL. EXCAV. = 6586 C.Y.
FILL = 634 C.Y.

+55

UNCL. EXCAV. = 863 C.Y.
FILL = 434 C.Y.

+00

END PROJECT STA. 254+00

~~2800~~ V.C. 2600

-0.9% P.G. LT.

2.1% DG. LT.

2.5% DG. RT.

+1.5%

STA. 237+10
58'-30" C.P. REQ'D
E.L. LT. 804.2
E.L. RT. 802.2

V.P.T. 244+50
798.55

V.P.T. 245+50
797.72

V.P.C. 248+25
793.15

-1.663 %

PROPOSED ℄ GRADE

EXIST. ℄ PROFILE

STA. 248+45
78'-30" C.P. REQ'D
SKEW 30° R.I.F.
E.L. LT. 786.9
E.L. RT. 786.11

1100' V.C.

-1.7% DG. LT.

-0.35% LT.

0.6%

FUTURE PROJECT ℄ GRADE

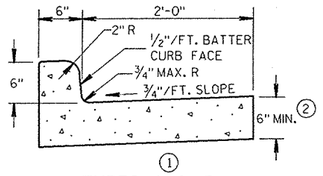
V.P.T. 257+25
782.93

-0.95 %

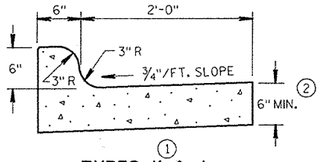
V.P.T. 253+75
784.00

820
810
800
790
780
770

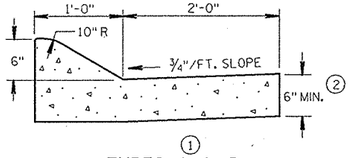
| | | |



TYPES A & D

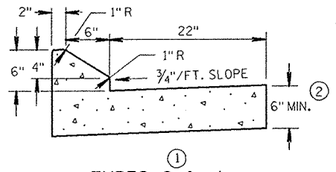


TYPES K & L

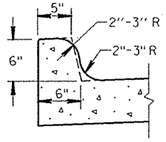


TYPES A & D

CONCRETE CURB & GUTTER 36"

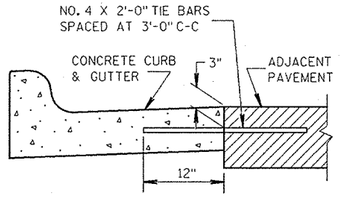


TYPES G & J



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

CONCRETE CURB & GUTTER 30"



TYPICAL TIE BAR LOCATION (1)

GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE CURB OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE CURB, CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

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

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

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE ⅛" WIDE.

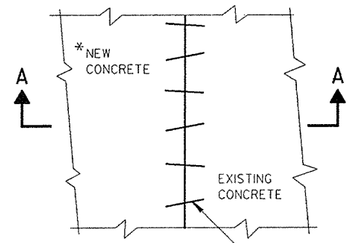
JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

THE LIMITS OF BASE COURSE, IF USED, ARE SHOWN ON THE TYPICAL CROSS SECTIONS ELSEWHERE IN THE PLAN. ANY ADDITIONAL WIDTH OF BASE COURSE NECESSARY TO ACCOMODATE PAVING EQUIPMENT SHALL BE AT THE CONTRACTORS EXPENSE.

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

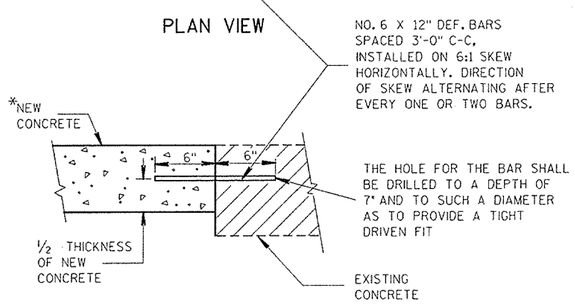
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM THICKNESS IS MAINTAINED.

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



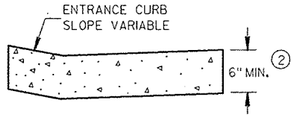
PLAN VIEW

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



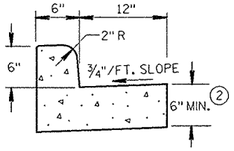
SECTION A-A

PAVEMENT TIES



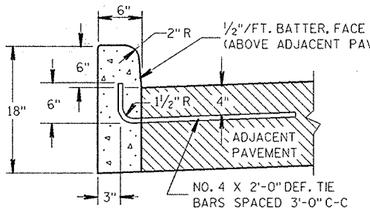
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

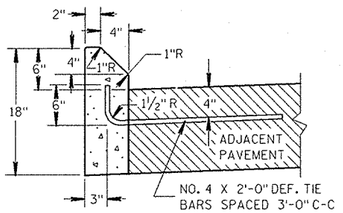


TYPES A & D

CONCRETE CURB & GUTTER 18"

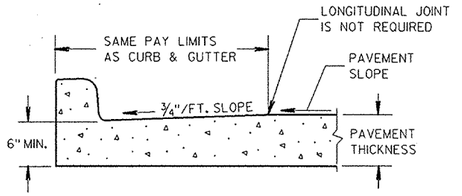


TYPES A & D

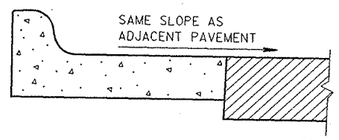


TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (3)

(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

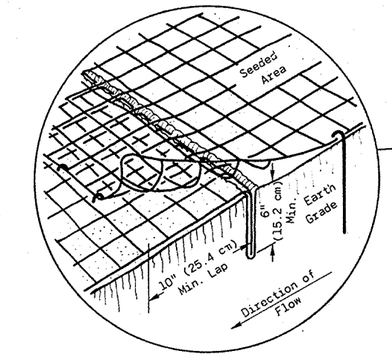
APPROVED 9-11-85 DATE

STATE DESIGN ENGINEER FOR HWYS

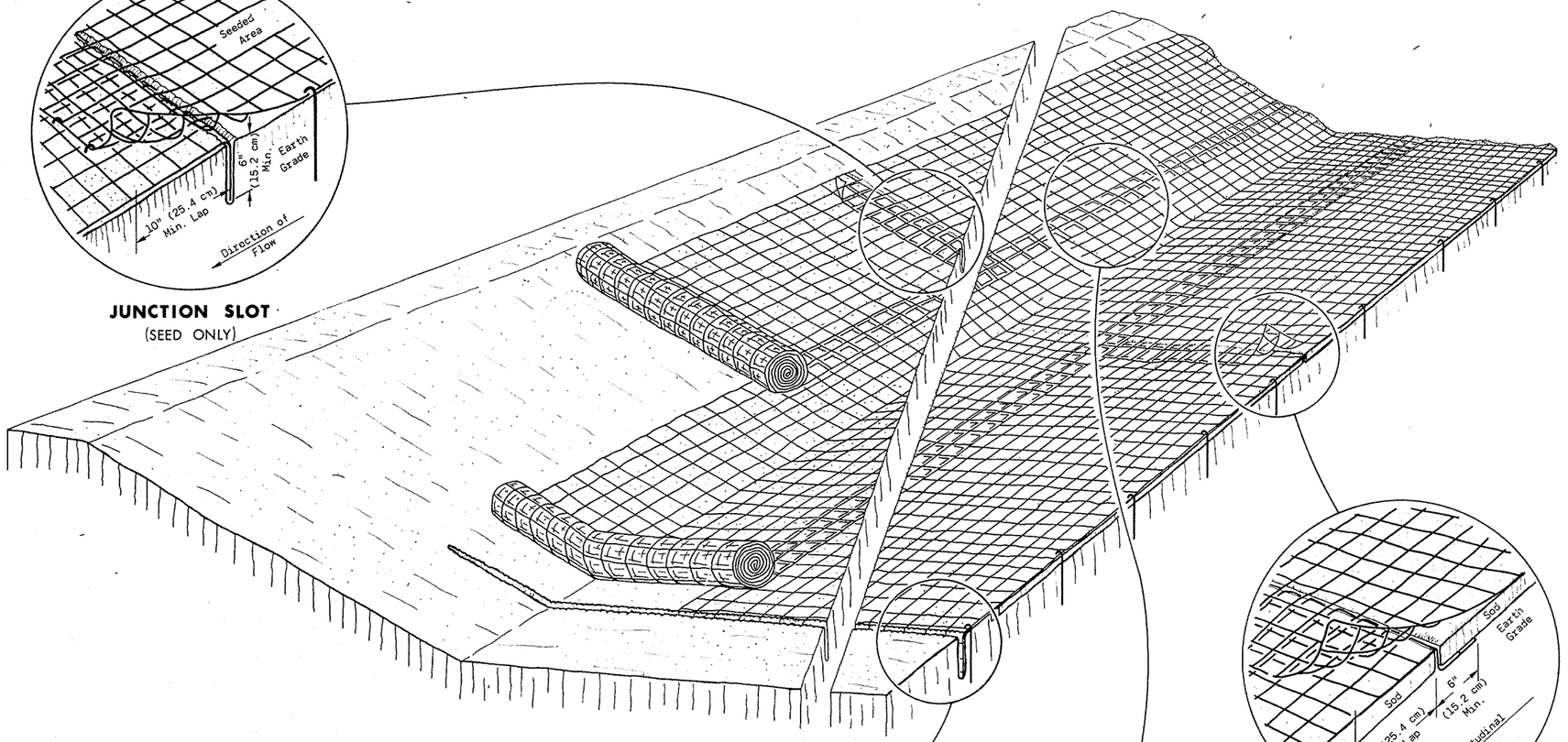
FHWA

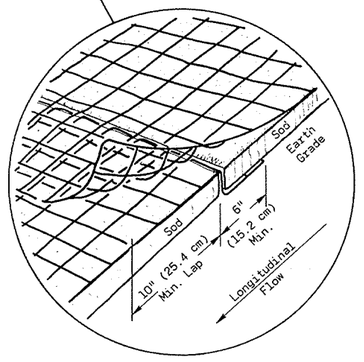
S.D.D. 8 D 1-10

S.D.D. 8 D 1-10

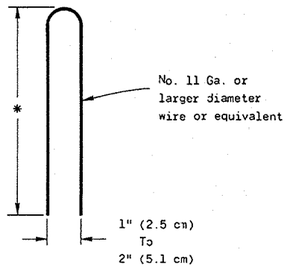


JUNCTION SLOT
(SEED ONLY)



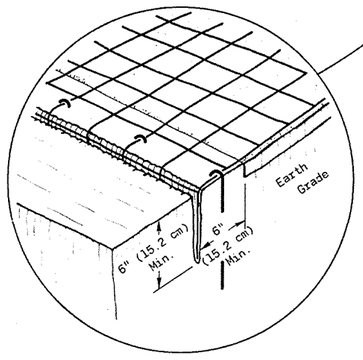


JUNCTION SLOT
(SOD ONLY)

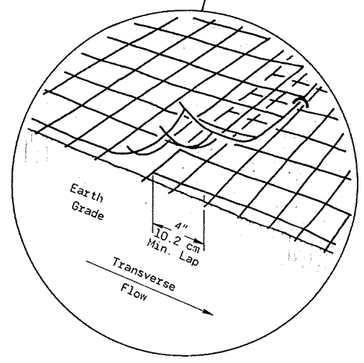


DETAIL OF TYPICAL STAPLE

*6" (15.2 cm) Min for firm soils
12" (30.5 cm) Min for loose soils
8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)

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.

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

Erosion Mat shall be measured and payed for in accordance with the Standard Specifications.

EROSION MAT OVER SOD

a. Only Jute Fabric will be permitted over sod.
b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
c. The width of Erosion Mat shall always equal the Sod width.
d. Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

METHOD OF DIMENSIONING
1'-0" (30.5 cm)
1'-0" (30.5 cm)
BASIS: 1 In. = EXACTLY 25.4 mm

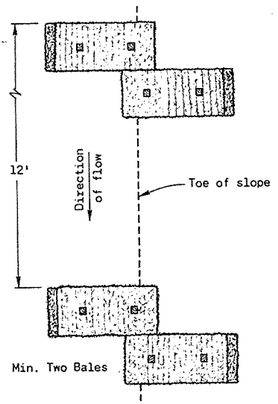
EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

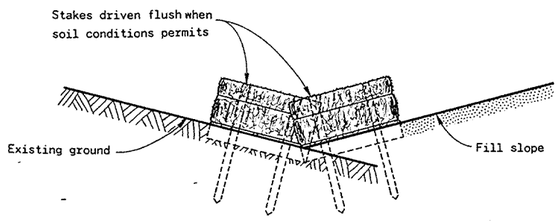
RECOMMENDED FOR APPROVAL:
12-3-73 DATE — CHIEF of FACILITIES DEVELOPMENT
APPROVED
1-15-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8E7-1

S.D.D. 8E7-1

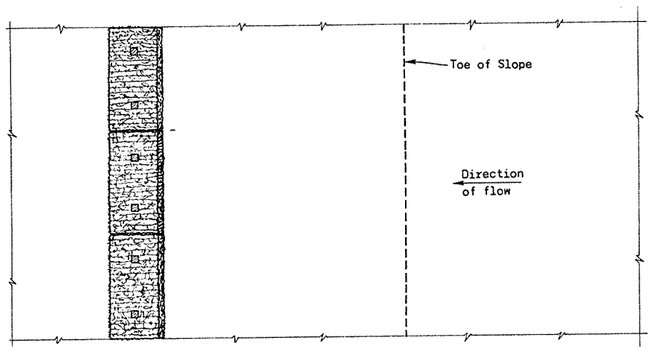


PLAN VIEW

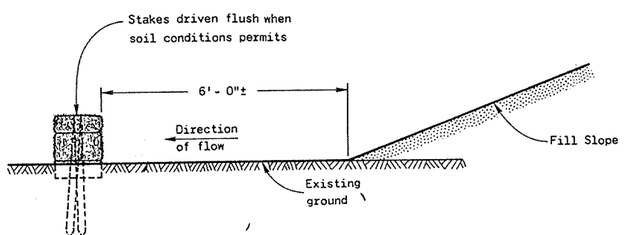


FRONT ELEVATION

WHEN EXISTING GROUND SLOPES TOWARD FILL SLOPE



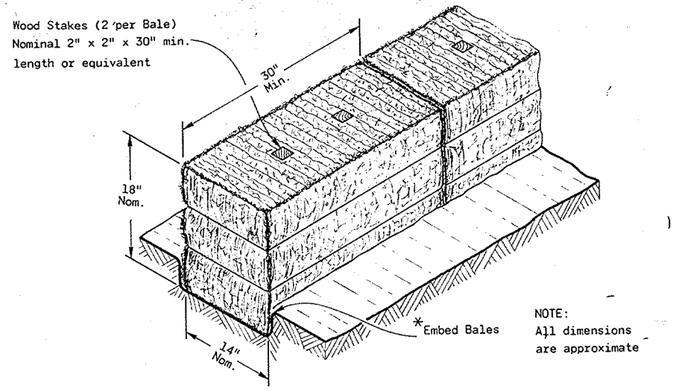
PLAN VIEW



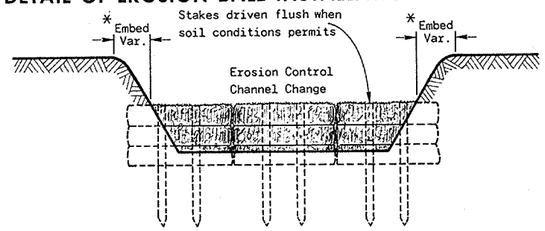
FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

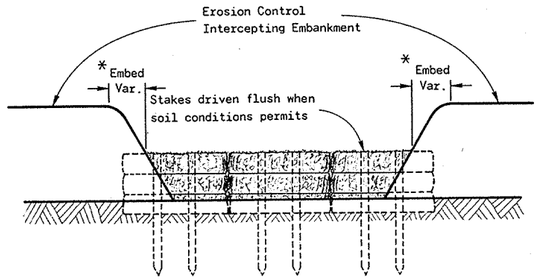
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE



DETAIL OF EROSION BALE INSTALLATION

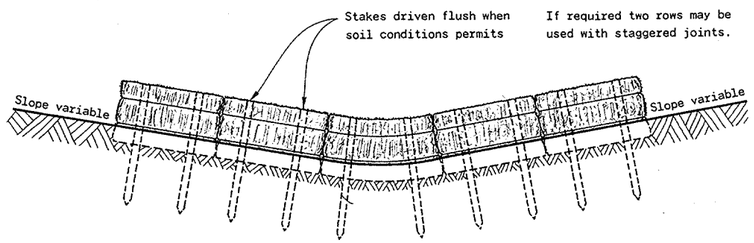


EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT

PLAN VIEW



FRONT ELEVATION

EROSION BALES ACROSS DITCH BOTTOM

GENERAL NOTES

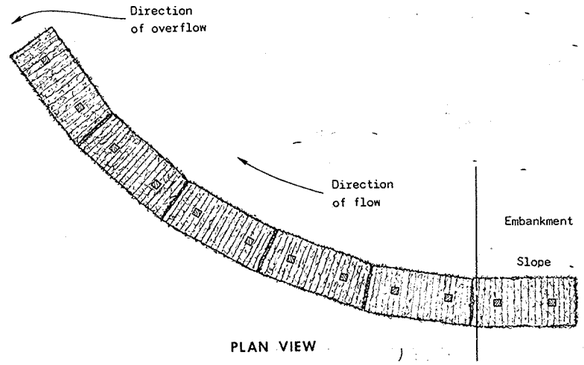
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Bales shall be placed end to end or overlapping at right angles to the direction of flow and far enough up the sides of the ditch to prevent eroding around ends.

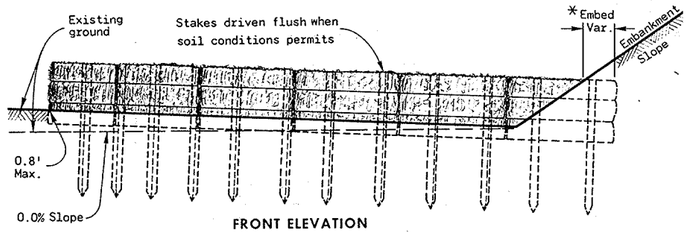
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

* As determined by the Engineer.



PLAN VIEW



FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

TYPICAL INSTALLATIONS OF EROSION BALES

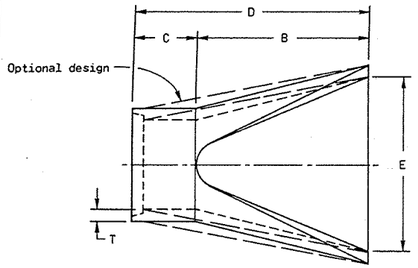
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
10/14/75 DATE — CHIEF of FACILITIES DEVELOPMENT

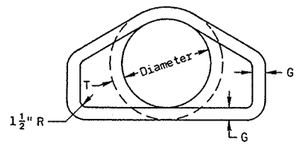
APPROVED
10/16/75 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8E8-1

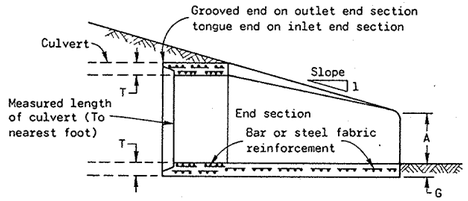
S.D.D. 8E8-1



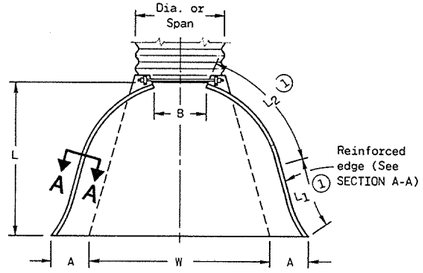
PLAN



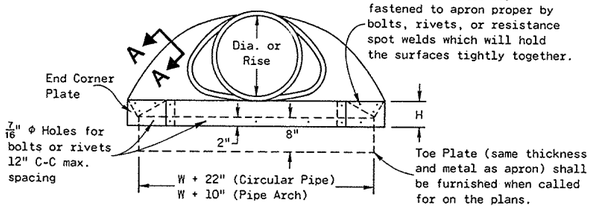
END VIEW



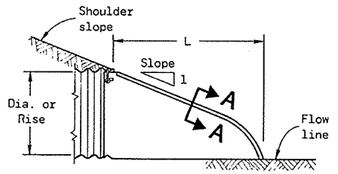
LONGITUDINAL SECTION



PLAN



END VIEW



SIDE ELEVATION

PIPE DIA. (In.)	APPROX. WEIGHT PER SECTION	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	530	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	740	2¼	6	27	46	73	30	2¼	↑
18	990	2½	9	27	46	73	36	2½	
21	1,280	2¾	9	36	37½	73½	42	2¾	
24	1,520	3	9½	43½	30	73½	48	3	
27	1,930	3¼	10½	49½	24	73½	54	3¼	
30	2,190	3½	12	54	19¾	73¾	60	3½	
36	4,100	4	15	63	34¾	97¾	72	4	
42	5,380	4½	21	63	35	98	78	4½	↓
48	6,550	5	24	72	26	98	84	5	3 to 1
54	8,040	5½	27	65	* 33¼ - 35	** 98½ - 100	90	5	2⅔ to 1
60	8,730	6	* 30 - 35 **	60	39	99	96	5	2 to 1
66	10,630	6½	* 24 - 30 **	* 72 - 78 **	* 21 - 27 **	↑	102	5½	↑
72	12,520	7	* 24 - 36 **	78	21	↓	108	6	
78	14,430	7½	* 24 - 36 **	78	21	99	114	6½	2 to 1
84	18,160	8	36	90½	21	111½	120	6½	1½ to 1

* Minimum ** Maximum

REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (In.)	MIN. THICKNESS (Inches) STEEL	ALUM.	DIMENSIONS (Inches) A ±1"	B MAX.	H ±1"	L ±1½"	L1 ①	L2 ①	W ±2"	APPROX. SLOPE
12	0.064	0.060	6	6	6	21	12	17½	24	2½ to 1
15	↑	↑	7	8	↑	26	14	21 3/4	30	↑
18	↓	↓	8	10	↓	31	15	28¼	36	
21	↓	0.060	9	12	↓	36	18	29 5/8	42	
24	0.064	0.075	10	13	6	41	18	37¼	48	
30	0.079	0.075	12	16	8	51	18	52¼	60	
36	0.079	0.105	14	19	9	60	24	59 3/16	72	↓
42	0.109	0.105	16	22	11	69	24	76 5/16	84	2½ to 1
48	↑	0.135	18	27	12	78	24	81	90	2¼ to 1
54	↓	0.135	↑	30	↑	84	30	85½	102	2 to 1
60	↓	0.164	↓	33	↓	87	–	–	114	1¾ to 1
66	↑	↑	↑	36	↑	87	–	–	120	1½ to 1
72	↓	↓	↓	39	↓	87	–	–	126	1⅓ to 1
78	↓	↓	↓	42	↓	87	–	–	132	1¼ to 1
84	0.109	0.164	18	45	12	87	–	–	138	1¼ to 1

NOTE: All splices to be lap riveted or bolted.

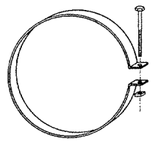
METAL APRON ENDWALLS FOR CIRCULAR PIPE

PIPE-ARCH DIMENSIONS (Inches) SPAN	RISE	MIN. THICK. (Inches) STEEL	ALUM.	DIMENSIONS (Inches) A ±1"	B MAX.	H ±1"	L ±1½"	L1 ①	L2 ①	W ±2"	APPROX. SLOPE
17	13	0.064	0.060	7	9	6	19	14	16	30	2½ to 1
21	15	↓	0.060	7	10	↑	23	14	19⅝	36	↑
24	18	↓	0.060	8	12	↓	28	18	21¾	42	
28	20	0.064	0.075	9	14	↓	32	18	27½	48	
35	24	0.079	0.075	10	16	6	39	18	37⅝	60	
42	29	0.079	0.105	12	18	8	46	24	45⅜	75	
49	33	0.109	0.105	13	21	9	53	↑	54¾	85	↓
57	38	↑	0.135	18	26	12	63	↓	68	90	2½ to 1
64	43	↓	0.135	↑	30	↑	70	24	72¾	102	2¼ to 1
71	47	↓	0.164	↓	33	↓	77	30	82¼	114	2¼ to 1
77	52	↓	0.164	↓	36	↓	77	–	–	126	2 to 1
83	57	0.109	0.164	18	39	12	77	–	–	138	2 to 1

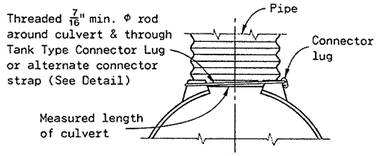
NOTE: All splices to be lap riveted or bolted.

METAL APRON ENDWALLS FOR PIPE ARCHES

1" Wide, 12 Ga. (0.109" thick) galvanized strap with standard 6" x ½" band bolt and nut.

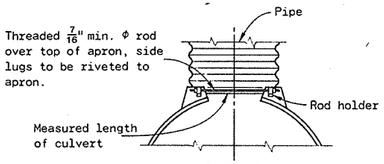


Alternate for Type 1 Connection
END SECTION CONNECTOR STRAP



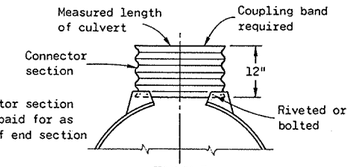
TYPE 1

For 12" thru 24" only (Circular pipe)



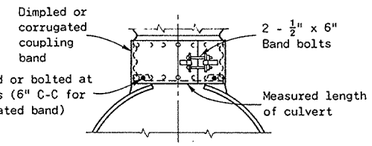
TYPE 2

For 30" & 36" only (Circular pipe)
For 17"x13" thru 57"x38" only (Pipe arch)



TYPE 3

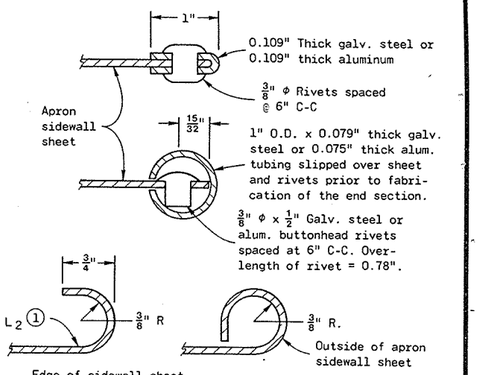
For 42" thru 84" only (Circular pipe)
For 64"x43" & 71"x47" (Pipe arch)



TYPE 5

Alternate for:
All sizes corrugated circular pipe & pipe arches

NOTE: Dimpled band fits over outside of endwall, and corrugated band fits inside endwall. Dimpled band may be used with helically corrugated pipe.



SECTION A–A

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Concrete culvert endwalls may not be used with galvanized steel or aluminum culvert pipe or vice versa.

Galvanized steel or aluminum endwalls shall normally be installed on culvert pipe of the same metal. The use of galvanized steel endwalls on aluminum pipes is permitted, provided the two metals at the joint interface are kept separated by a suitable insulating material approximately 1/16" thick or greater. Such material would be an asphalt impregnated fabric, a sheet plastic, a rubber gasket or other non-degradable material of substantial strength.

When two or more pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

PIPES: Total width of apron endwall less the diameter of pipe plus 6 inches.

PIPE ARCHES: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

① A combination of steel rod rolled into edge sidewall (L_1), and 180° roll on edge of sidewall (L_2), is permitted for metal apron endwalls up to 60" diameter for circular pipe, and 77" x 52" for pipe arches.

CONNECTION DETAILS

CIRCULAR PIPE

For circumferentially corrugated pipe use Endwall Connection Details 1, 2, 3 or 5 as applicable.

For helically corrugated pipe use Endwall Connection Details 1, 2 or 5.

For helically corrugated pipes with two circumferential corrugations at each end use Endwall Connection Details 1, 2 or 3.

PIPE ARCH

Use Endwall Connection Details 2, 3 or 5 as applicable.

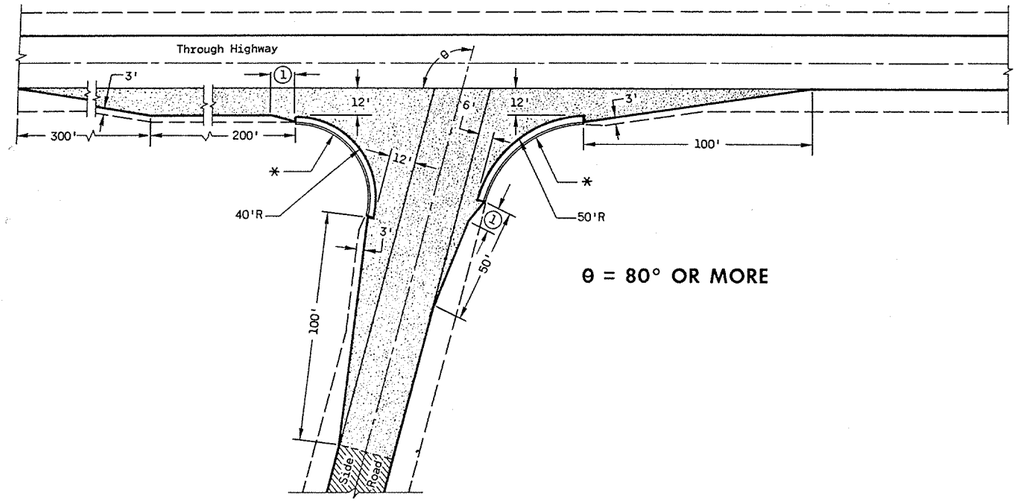
APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCHES

State of Wisconsin
Department of Transportation

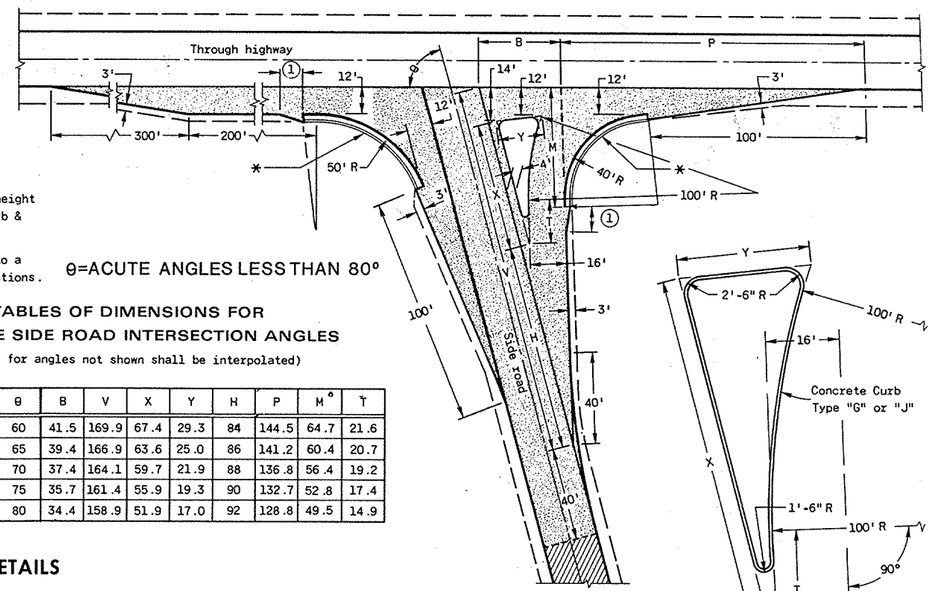
APPROVED 2-15-82 DATE
D. J. Ahrens CHIEF DESIGN ENGINEER
FHWA

S.D.D. 8 F 1-9

S.D.D. 8 F 1-9



θ = 80° OR MORE



* Concrete Curb & Gutter 36". Taper curb height 0" to 6" in 10'-0" length at ends of curb & gutter sections.

Provide sod or salvaged topsoil & seed to a 3'-0" width in back of curb & gutter sections.

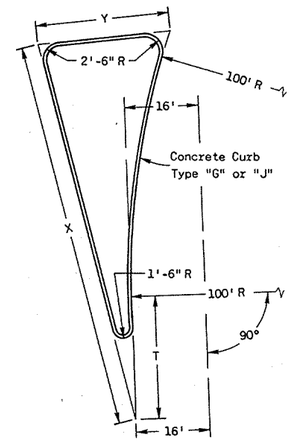
(1) 10' Typical

θ=ACUTE ANGLES LESS THAN 80°

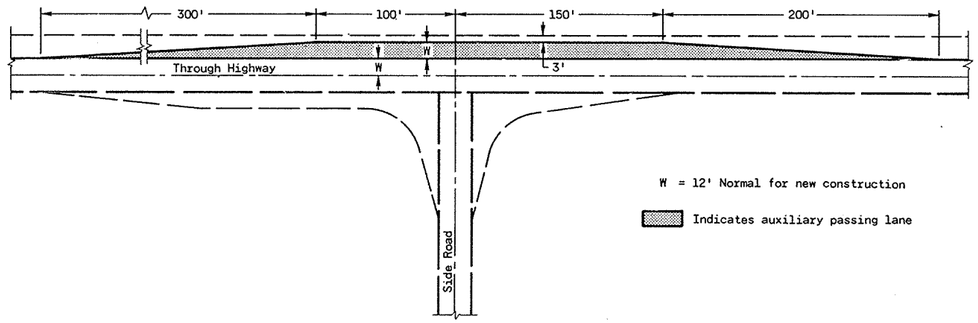
TABLES OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(Values for angles not shown shall be interpolated)

θ	B	V	X	Y	H	P	M°	T
60	41.5	169.9	67.4	29.3	84	144.5	64.7	21.6
65	39.4	166.9	63.6	25.0	86	141.2	60.4	20.7
70	37.4	164.1	59.7	21.9	88	136.8	56.4	19.2
75	35.7	161.4	55.9	19.3	90	132.7	52.8	17.4
80	34.4	158.9	51.9	17.0	92	128.8	49.5	14.9



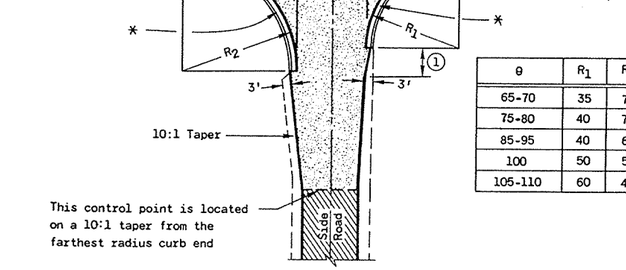
TYPE "A" SIDE ROAD INTERSECTION DETAILS



W = 12' Normal for new construction

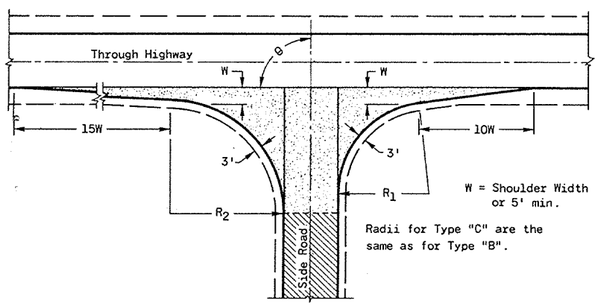
Indicates auxiliary passing lane

PASSING LANE DETAIL



θ	R_1	R_2
65-70	35	70
75-80	40	70
85-95	40	60
100	50	55
105-110	60	45

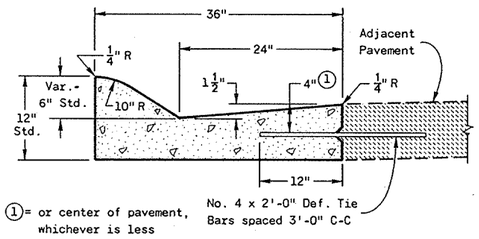
TYPE "B" SIDE ROAD INTERSECTION DETAILS



W = Shoulder Width or 5' min.

Radii for Type "C" are the same as for Type "B".

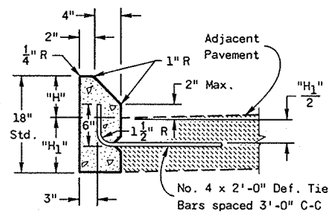
TYPE "C" SIDE ROAD INTERSECTION DETAILS



1= or center of pavement, whichever is less

TYPE "A" (INCLUDING TIE BARS) TYPE "D" (EXCLUDING TIE BARS)

CONCRETE CURB & GUTTER 36"



"H" = 6" Max. and 4" Min. and shall be 6" unless otherwise shown on the plans.

"H_1" = Same as adjacent pavement thickness for rigid pavement and 12" for non-rigid pavement (Tie Bars omitted).

TYPE "G" (INCLUDING TIE BARS) TYPE "J" (EXCLUDING TIE BARS)

CONCRETE CURB

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

If the side road is not presently paved, pavement shall be placed to the limits shown. In the case where the construction limits are beyond the paving limits, crushed aggregate surfacing shall be placed between the paving limits and construction limits.

If 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.

If the side road is the construction project, the intersection surfacing shall be the same as for the project.

New Pavement

Existing Surface

LAYOUT DETAILS FOR AT-GRADE SIDE ROAD INTERSECTIONS

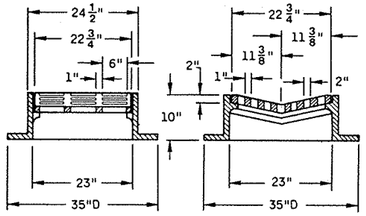
State of Wisconsin
Department of Transportation

APPROVED 12-15-80
DATE

CHIEF DESIGN ENGINEER

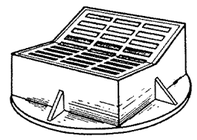
FHWA

S.D.D. 9 A 1-5

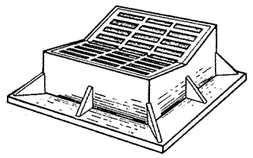


TYPE "B"

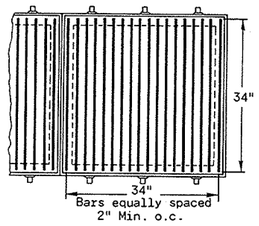
(Approximate Weight 395 lbs.)
Frame Weight 285 lbs.
Grate Weight 110 lbs.



Round Frame

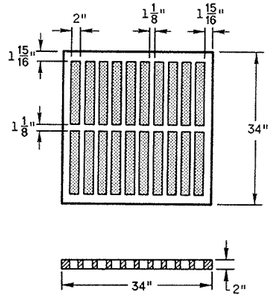


Alternate Frame
(Square type)
35" Square



STEEL GRATE

(Approximate Weight 209 lbs.)



CAST IRON GRATE

(Approximate Grate Weight 285 lbs)

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detail drawings for proposed alternate designs for Catch Basin, Manhole and Inlet Covers shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Catch Basin, Manhole and Inlet Covers which are placed in vehicular traffic areas shall be "Non-Rocking" type.

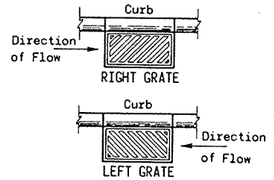
Adjustment of the cover to grade may be accomplished by the use of mortar and brick, or by precast concrete grade rings. Precast concrete grade rings shall conform to the specifications for Precast Reinforced Concrete Manhole Sections, AASHTO Designation M199, except that when such units are wet cast, they shall be made with air-entraining portland cement. Maximum adjustment shall be 8 inches.

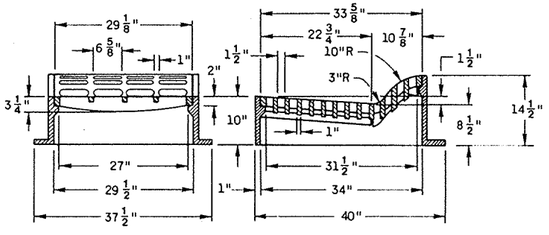
The actual weight of covers may vary within 5 percent, plus or minus, of the approximate weight.

The Type "MS" cover may either be a cast iron grate or a steel grate and frame at the contractors option. A frame is not required with the cast iron cover.

The steel grating shall be capable of carrying an H20 load on a 2'- 10" max. clear span and shall have a minimum section modulus thru the main bearing bars of 3.80 inches^3 per ft. of width. The grating shall be cut in such a manner that all riveted or welded connections are left intact. End banding with a $\frac{3}{8}$" min. thickness is required. The size of the frame shall be such that when the grate is in place, the clearance between the grate and the frame will not exceed $\frac{5}{8}$" on any side Main bars shall be laterally supported by transverse bars. Grating and frame shall be galvanized as specified in AASHTO Designation M-111 after fabrication. Grating shall be approved by the Engineer

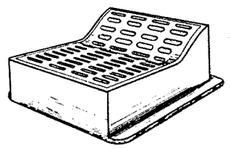
Diagonal Slots shall be oriented to the direction of flow. RIGHT and LEFT grates or grates that are manufactured to be reversible and can be used as either RIGHT or LEFT grates shall be furnished depending on direction of flow. (See sketch below)





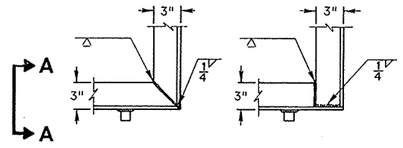
TYPE "MS"

CAUTION: DO NOT USE GRATES WITH LONGITUDINAL SLOTS WHERE BICYCLE TRAFFIC IS PERMITTED.

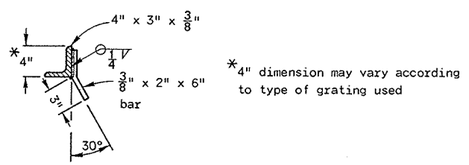


TYPE "F"

(Approximate Weight 850 lbs.)
Frame 515 lbs.
Back grate 160 lbs.
Front grate 175 lbs.

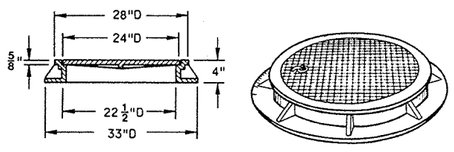


TYPICAL CORNER OF FRAME FOR STEEL GRATE



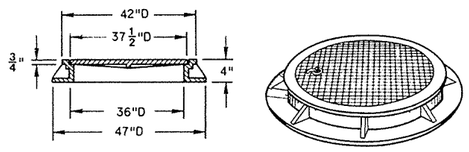
SECTION A-A

*4" dimension may vary according to type of grating used



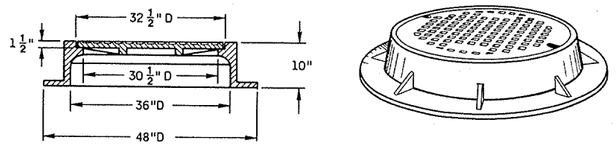
TYPE "L"

(Approximate Weight 220 lbs.)



TYPE "M"

(Approximate Weight 535 lbs.)



TYPE "K"

(Approximate Weight 785 lbs.)

CATCH BASIN
MANHOLE AND
INLET COVERS

State of Wisconsin
Department of Transportation
Division of Highways

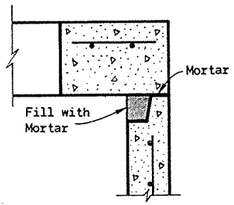
APPROVED 11-23-77 DATE — SUPERVISING DEVELOPMENT ENGINEER

APPROVED 11-25-77 DATE — CHIEF OF FACILITIES DEVELOPMENT

FHWA

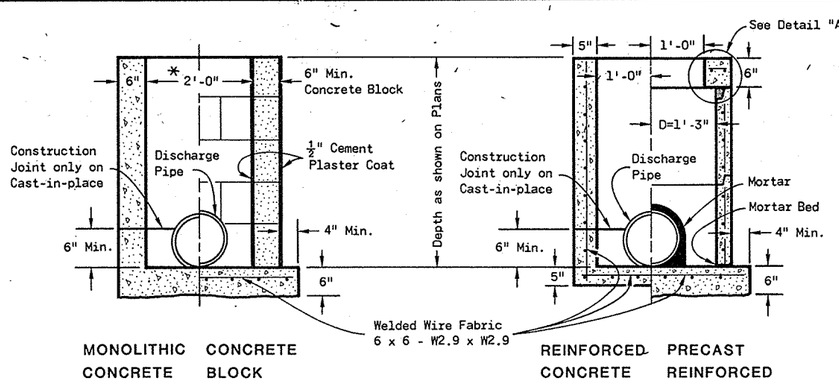
S.D.D. 8 A5-3b

S.D.D. 8 A5-3b



DETAIL "A"

*Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.



MONOLITHIC CONCRETE | CONCRETE BLOCK | REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE

INLETS TYPE 1

GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All Precast Inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

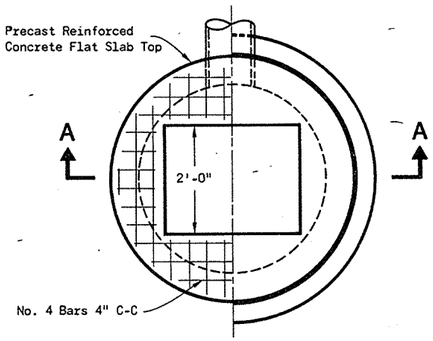
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

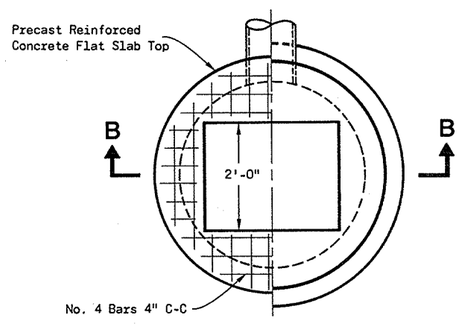
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

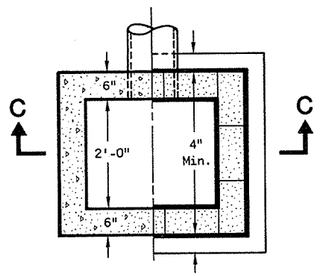
(1) Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



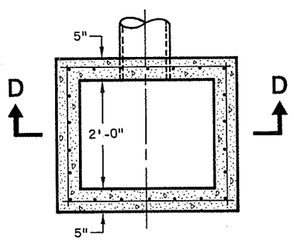
PLAN VIEW



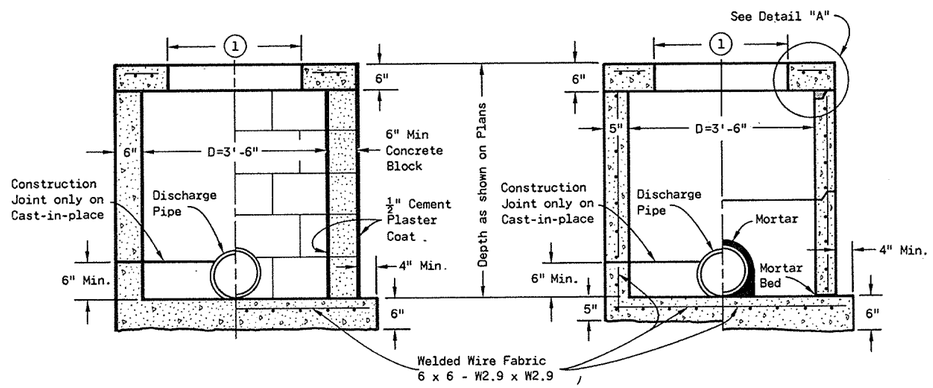
PLAN VIEW



PLAN VIEW

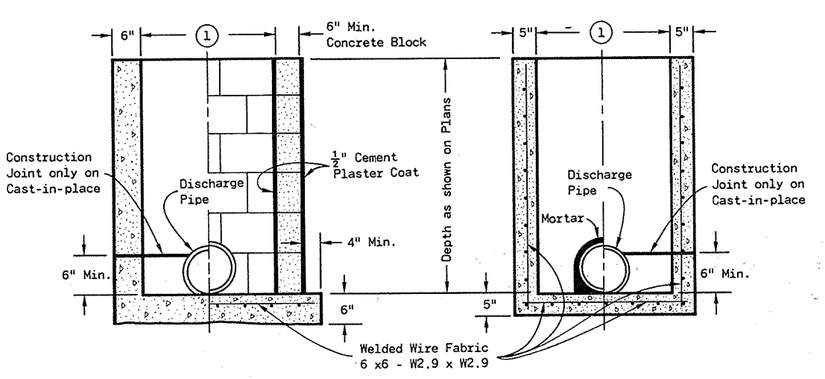


PLAN VIEW



MONOLITHIC CONCRETE | CONCRETE BLOCK | REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE

SECTION A-A | SECTION B-B



MONOLITHIC CONCRETE | CONCRETE BLOCK | PRECAST REINFORCED CONCRETE | REINFORCED CONCRETE

SECTION C-C | SECTION D-D

INLETS TYPE 2 & 3

INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

APPROVED 4-13-82 DATE
CHIEF DESIGN ENGINEER
FHWA

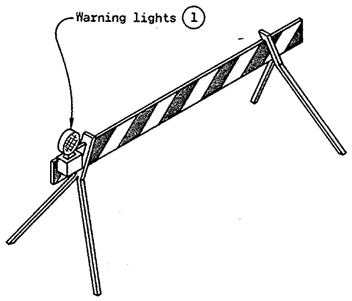
S.D.D. 8 C 1-4

S.D.D. 8 C 1-4

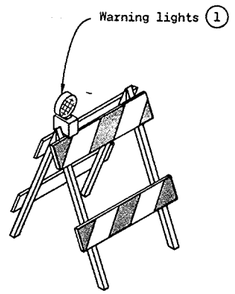
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
*Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum		4' Minimum
**Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

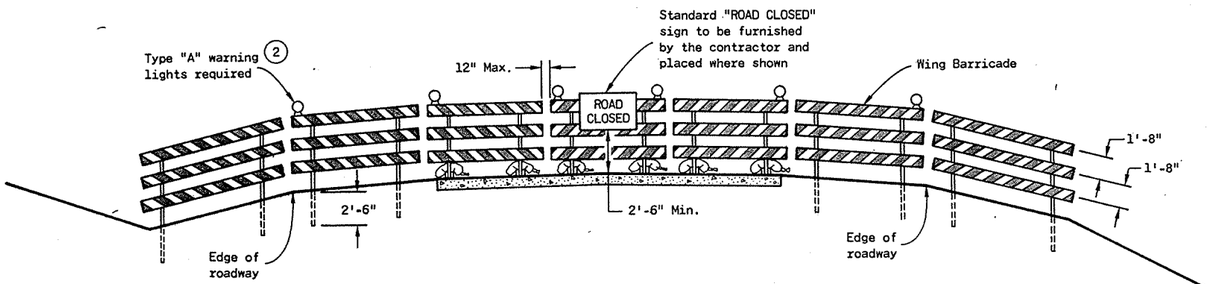
*Nominal dimensions when barricade is constructed of lumber.
**Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES

R11-2
48" x 30"
Black Lettering on Reflective White Background
Letter Series "D"
Letter height 8"

W20-3
48" x 48"
Black Lettering on Reflective Orange Background
Letter Series "D"
Letter height 7"

STANDARD SIGNS - TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the Manual On Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 4/4 inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983, all printed information or identification markings shall be shown only on the back side of barricade rails.

Type I Barricades may include other unstriped horizontal panels necessary to provide stability.

On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail.

(1) Unless otherwise provided elsewhere in the contract, warning lights are required on all barricades which will be located near traffic operations during periods of inclement weather or hours of darkness. Barricades used to shield isolated hazards shall be equipped with Type "A" (low intensity - flashing) lights unless Type "B" (high intensity)- flashing) lights are specified elsewhere in the contract documents. Barricades used for channelization or delineation of the travel path shall be equipped with Type "C" (steady burn) lights except for the initial barricade(s) in sequence, which shall be equipped with Type "A" or "B" lights as previously noted.

(2) Two warning lights shall be provided on the center barricade and at least one warning light shall be provided on each of the other barricades within the roadway limits. Spacing of the warning lights shall be uniform to the edge of roadway as shown.

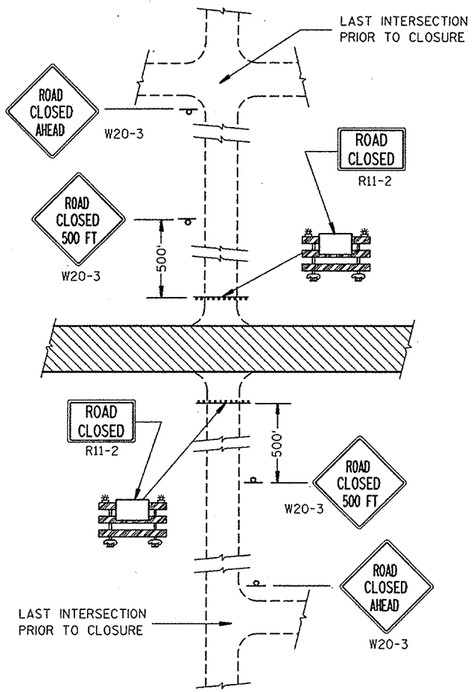
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
Department of Transportation

APPROVED 9-14-81 DATE
D. D. Ahrandt CHIEF DESIGN ENGINEER
FHWA

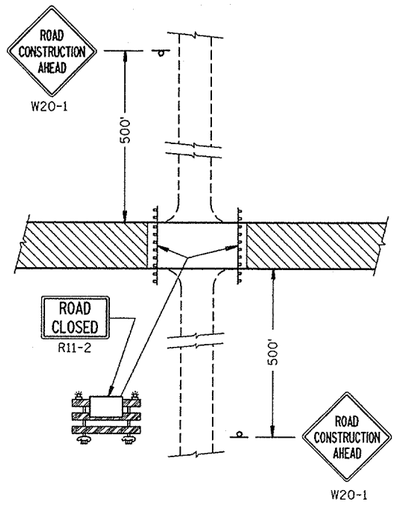
S.D.D. 15 C 1-7

S.D.D. 15 C 1-7



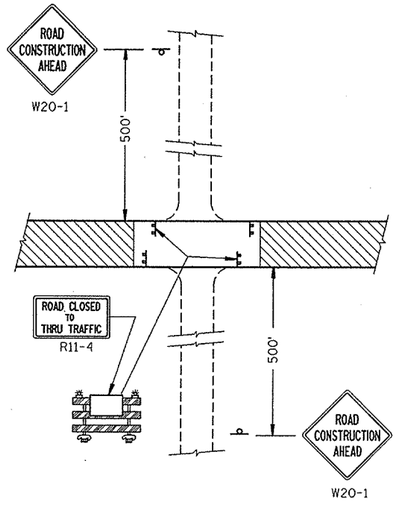
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

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



DETAIL 3

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

GENERAL NOTES

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

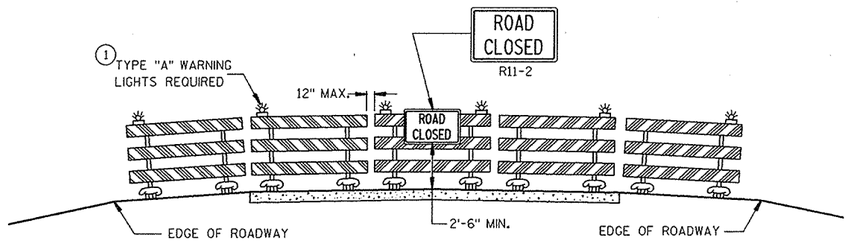
SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE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

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

(2) LANE CLOSURE BARRICADES AS APPLIED IN DETAIL 3 SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES WITH STRIPES PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

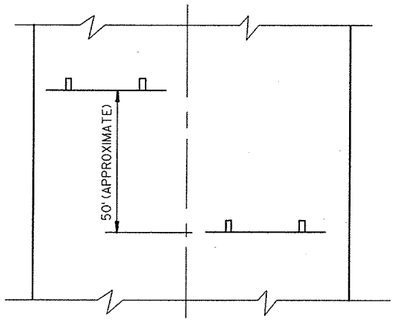
LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES (TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT(S) REQUIRED FOR NIGHTTIME USE)
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT
- WORK AREA

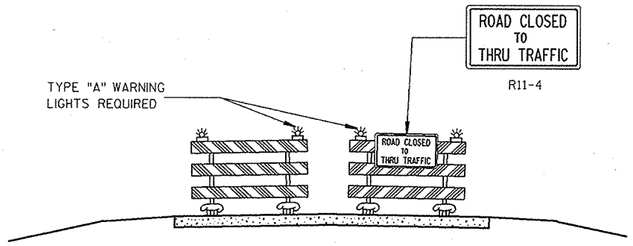


APPROACH VIEW

ROAD CLOSURE BARRICADE



PLAN VIEW



APPROACH VIEW

(2) LANE CLOSURE BARRICADES

TRAFFIC CONTROL FOR TEMPORARY ROAD CLOSURES IN RURAL AREAS (HIGHWAY UNDER CONSTRUCTION CLOSED TO TRAFFIC)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6-5-85 DATE	CHIEF TRAFFIC ENGINEER
FHWA	

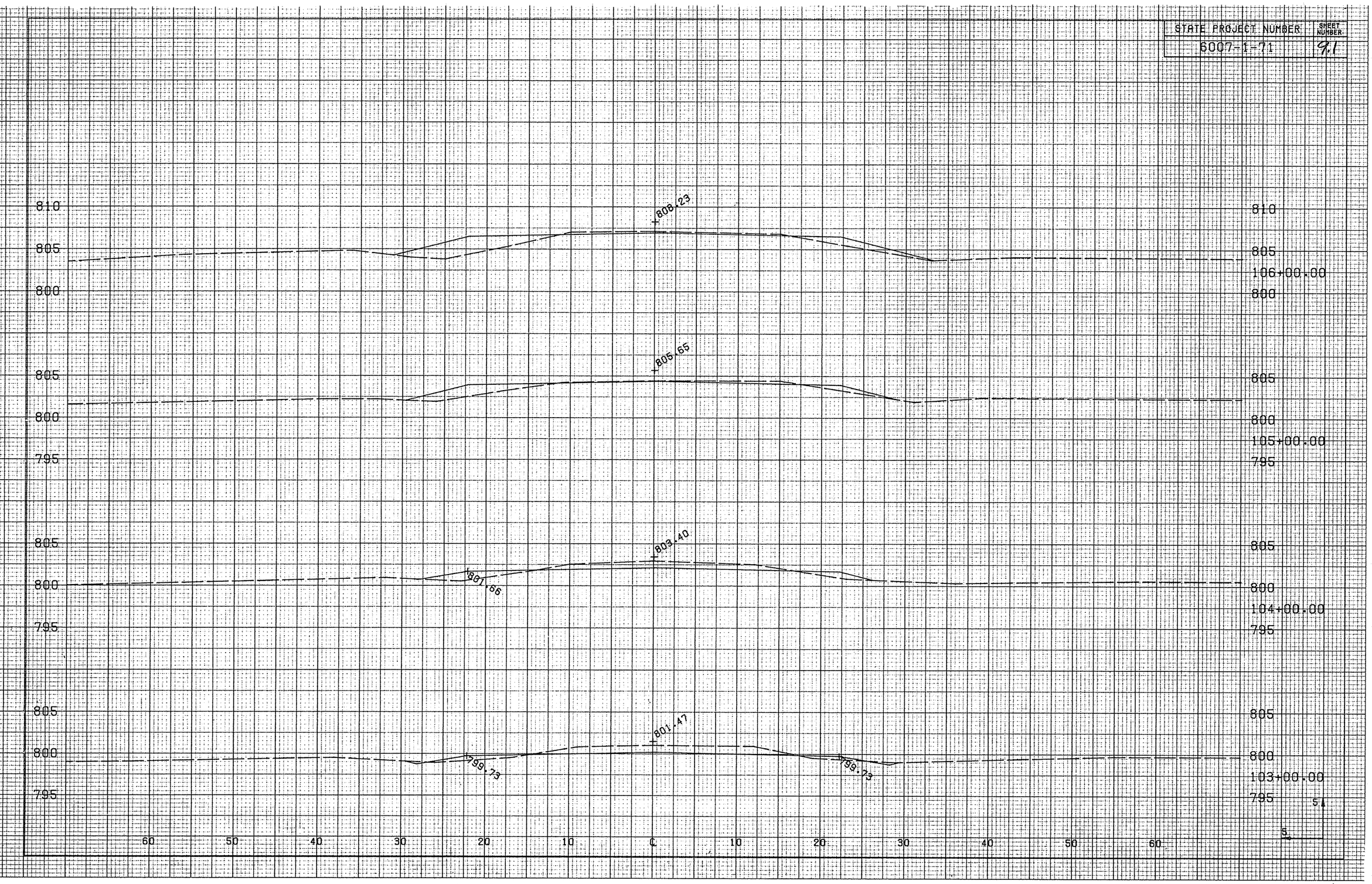
S.D.D. 15 C 3-1

S.D.D. 15 C 3-1

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9

800
795
790
799.70
797.96
799.05
797.31
797.13
795.39
797.30
795.56
3:1
102+00.00
101+63.00
101+41.00
101+00.00
60
50
40
30
20
10
℄
10
20
30
40
50
60
5
5

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.1



STATE PROJECT NUMBER	SHEET NUMBER
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820.33
815.50
3:8:1
820
815
110+00.00
810

817.26
820
815
810
109+00.00
805

814.20
815
810
108+00.00
805

811.13
810
805
107+00.00
800

60 50 40 30 20 10 0 10 20 30 40 50 60

5
5

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	93

835
830
825
820

832.59
829.50
827.88

114+00.00

830
825
820

829.52
826.50

113+00.00

830
825
820
815

826.46
823.50

112+00.00

825
820
815

823.39
820.50
819.00

111+00.00

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5 0 5

STATE PROJECT NUMBER	SHEET NUMBER
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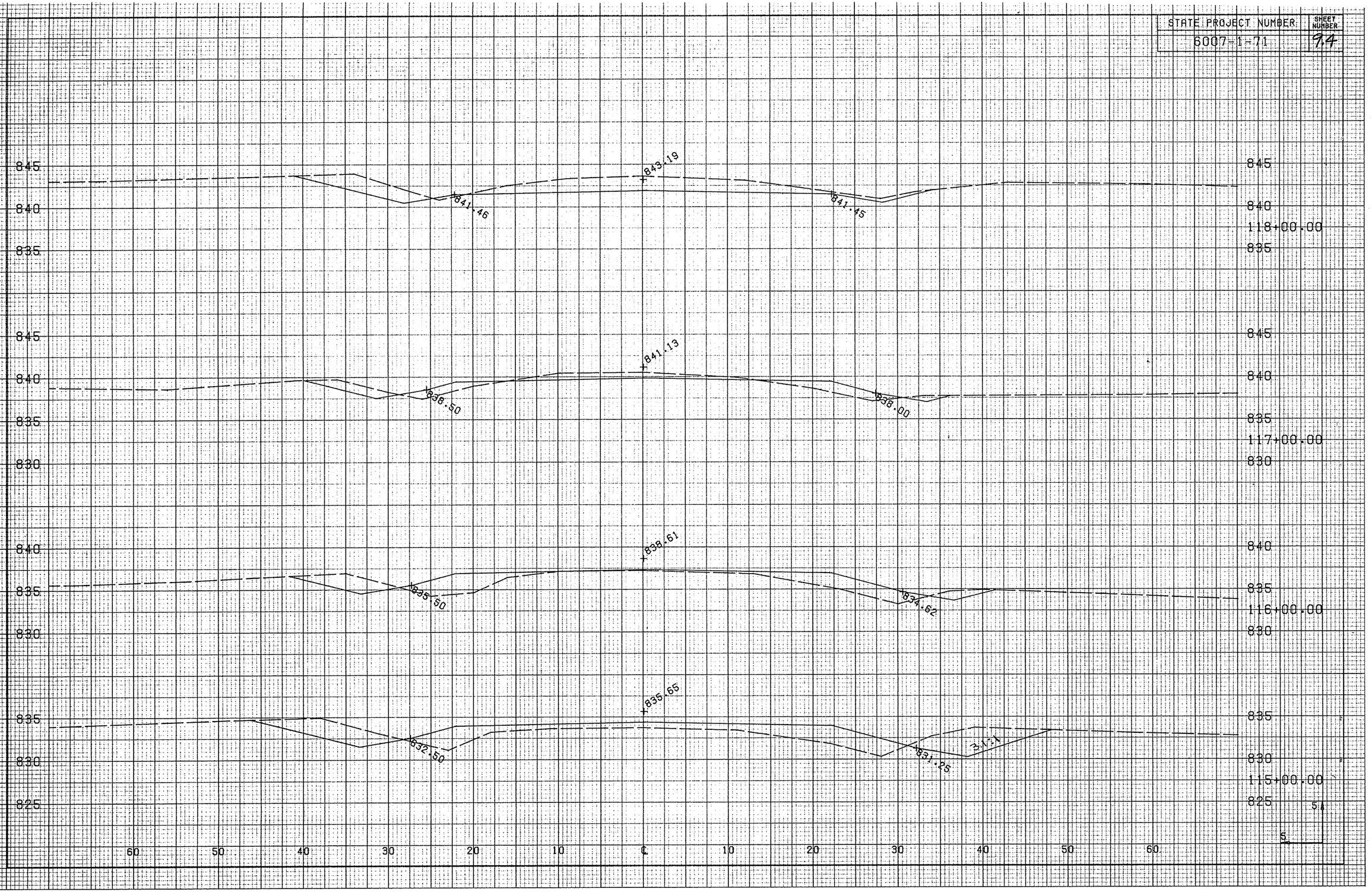

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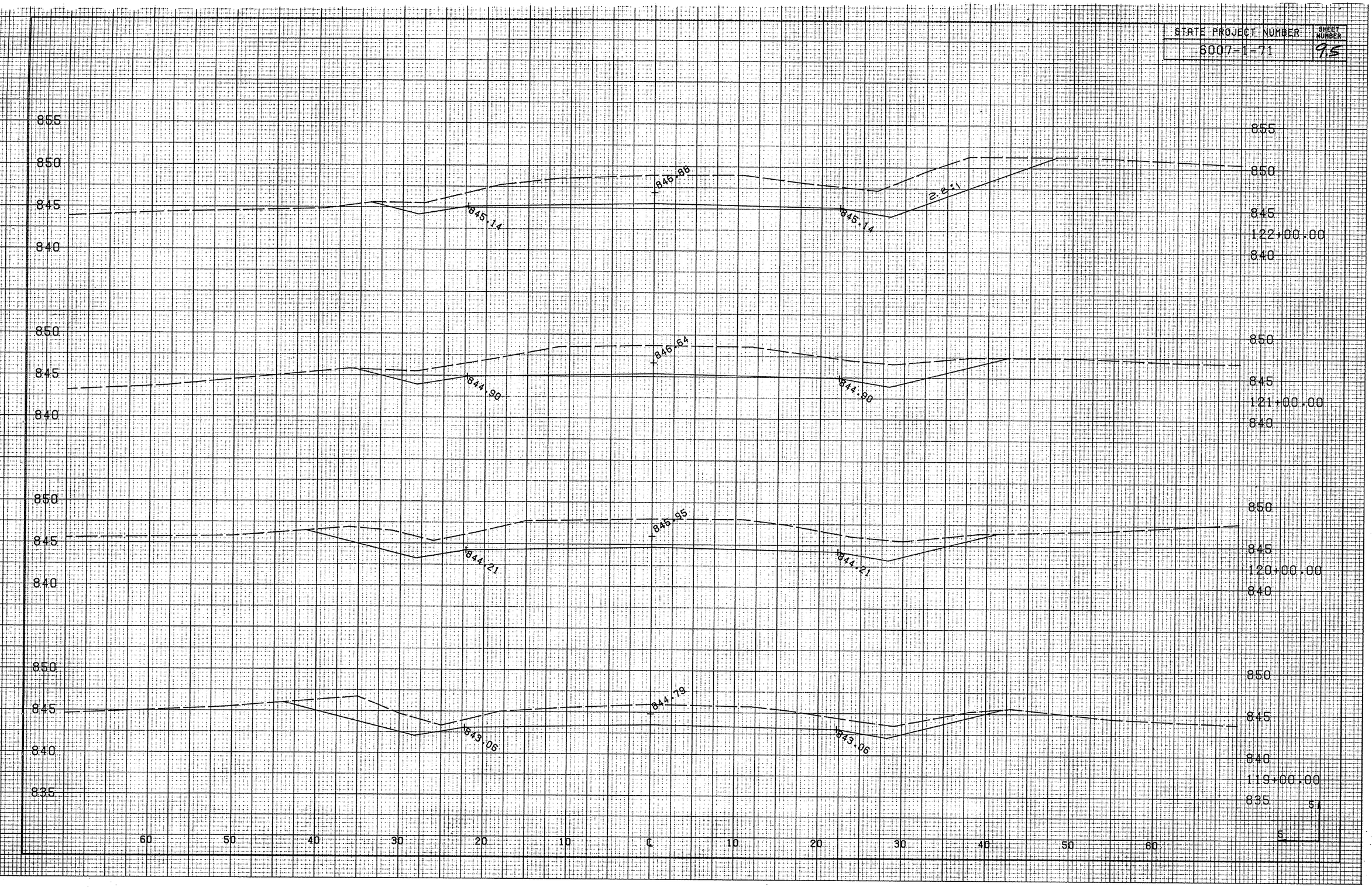
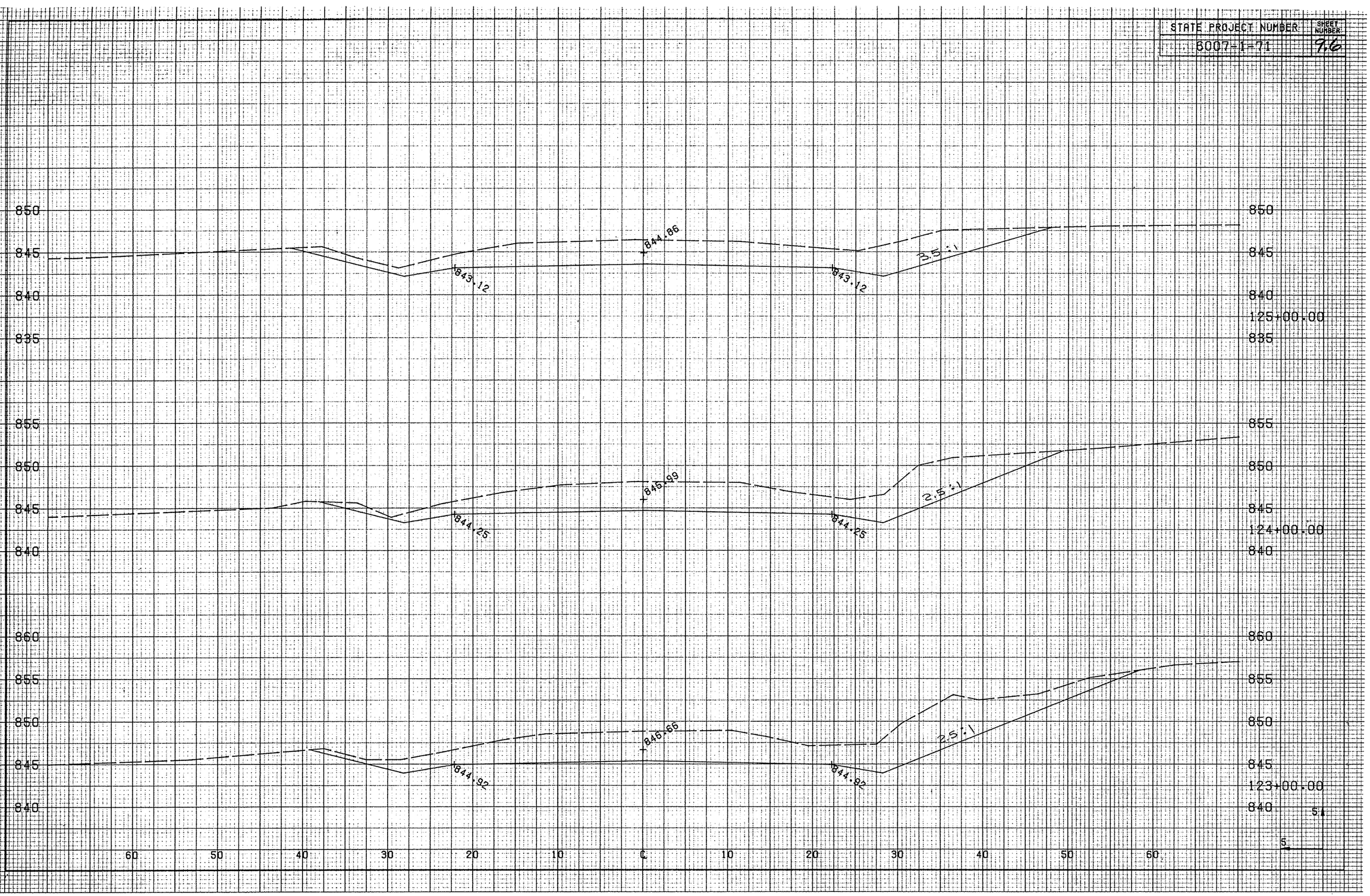


STATE PROJECT NUMBER: 6007-1-71

SHEET NUMBER: 96



STATE PROJECT NUMBER	SHEET NUMBER
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830.60
830.90
838.73
2.5:1
835.00
835.20
841.23
3.4:1
839.49
839.49
3.5:1
843.27
841.53
841.63
3:1

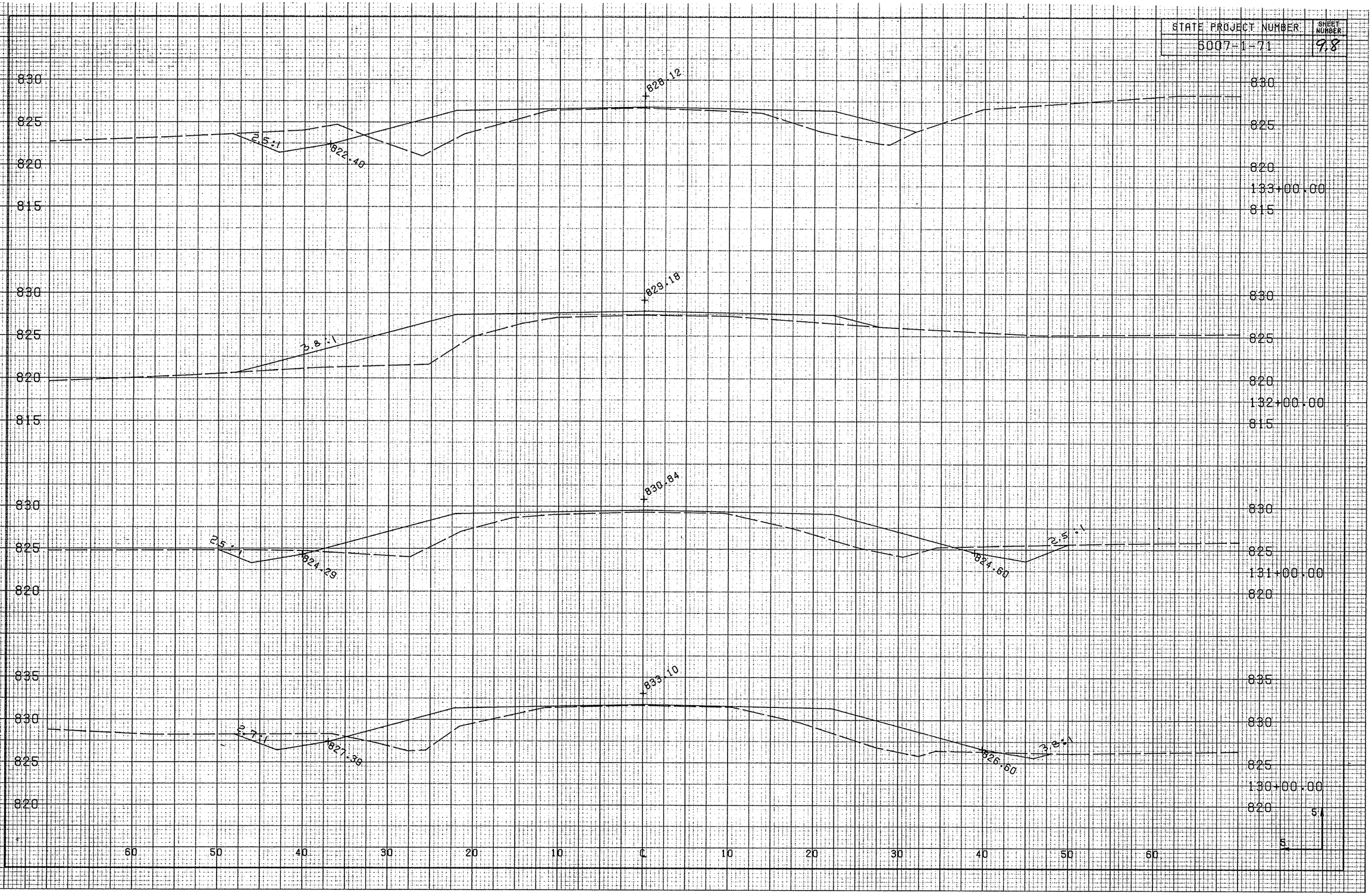
835
830
825
845
840
835
830
850
845
840
835

129+00.00
128+00.00
127+00.00
126+00.00

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5 1/4
5

STATE PROJECT NUMBER	SHEET NUMBER
5007-1-71	98



STATE PROJECT NUMBER: 6007-1-71

SHEET NUMBER: 9.9

830
825
820
815

827.87

824.60

2.9 %

830
825
820
136+00.00
815

830
825
820
135+00.00
815

827.73

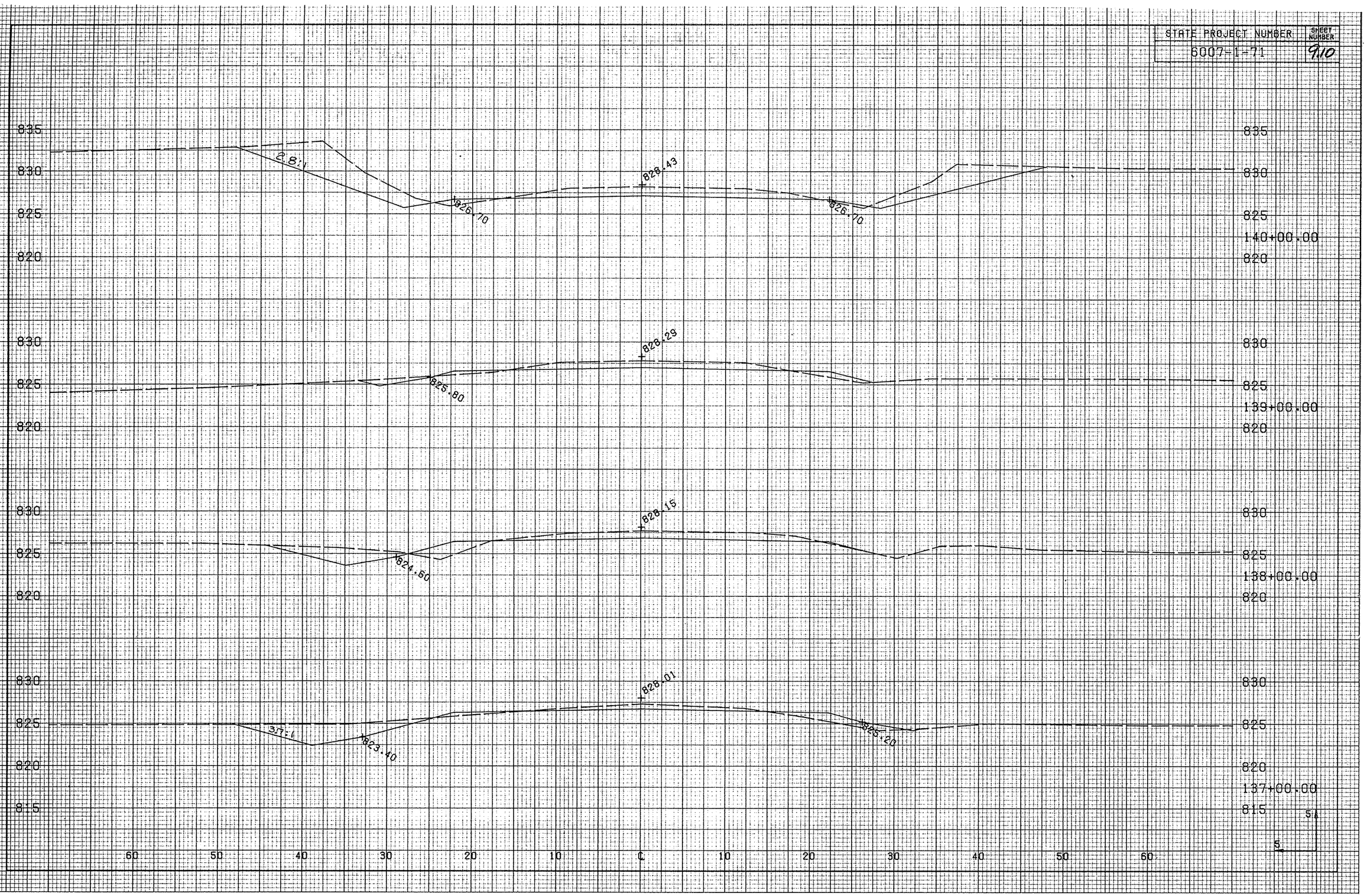
830
825
820
134+00.00
815

827.66

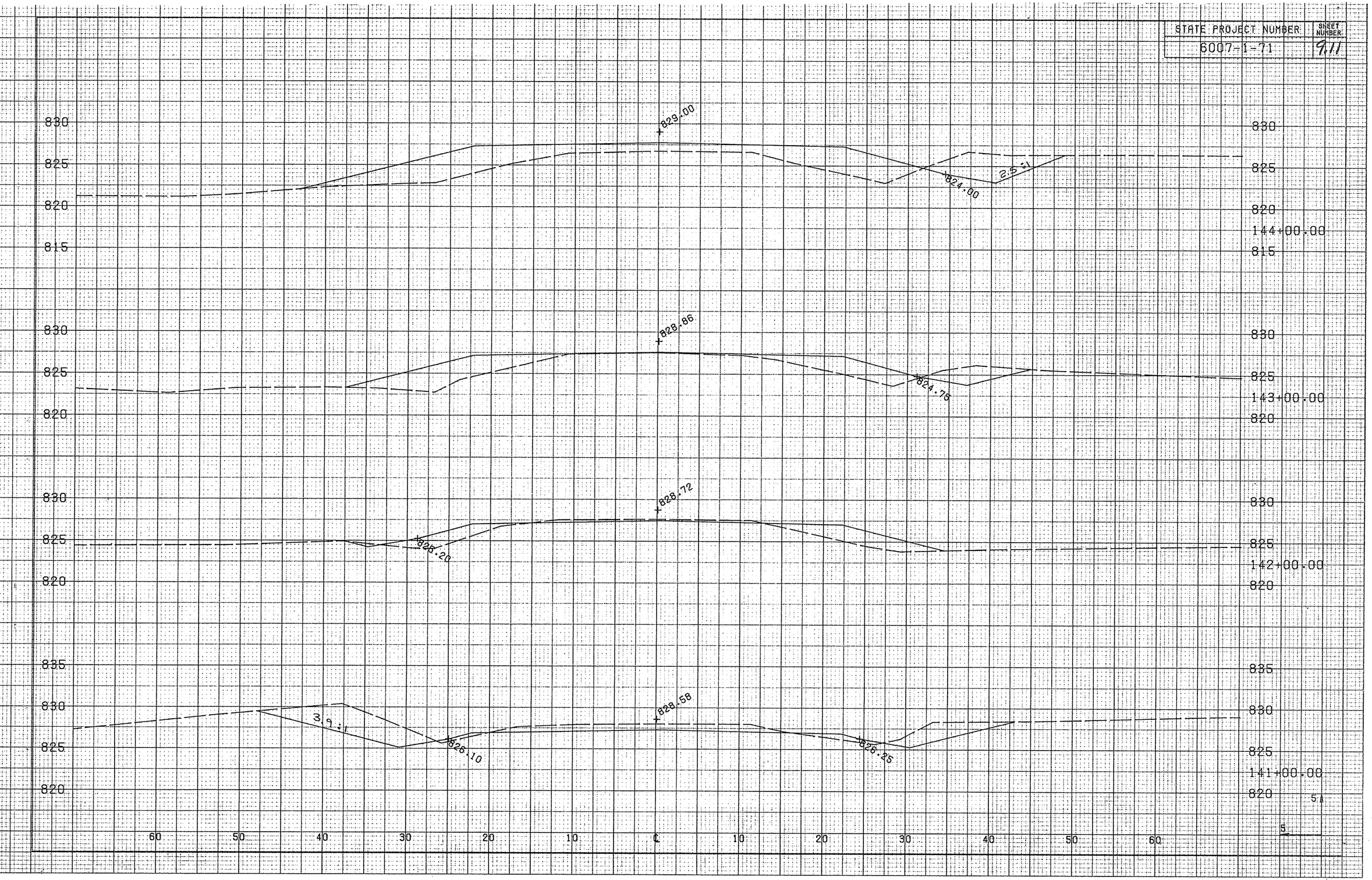
60 50 40 30 20 10 0 10 20 30 40 50 60

5

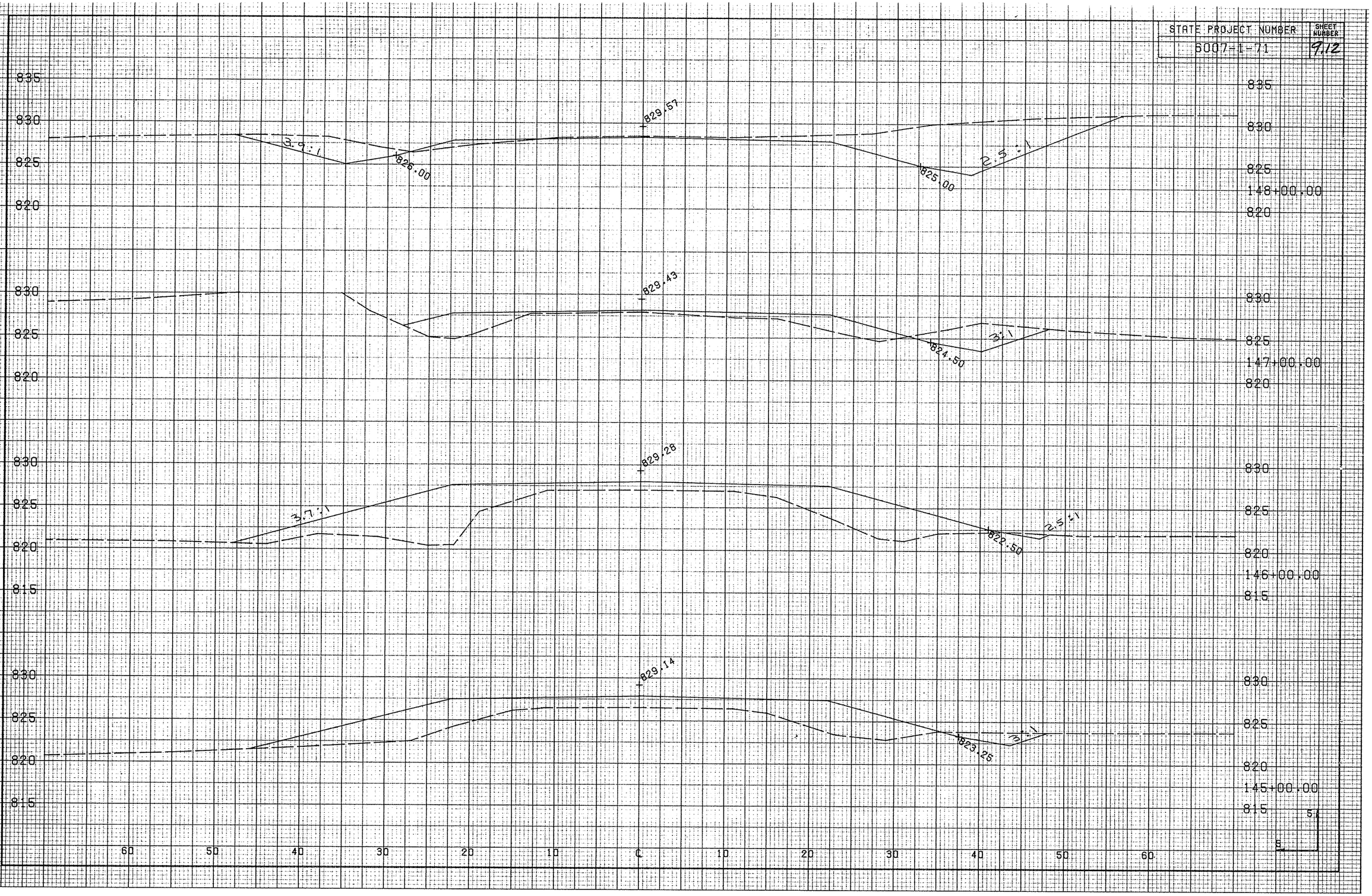
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.10



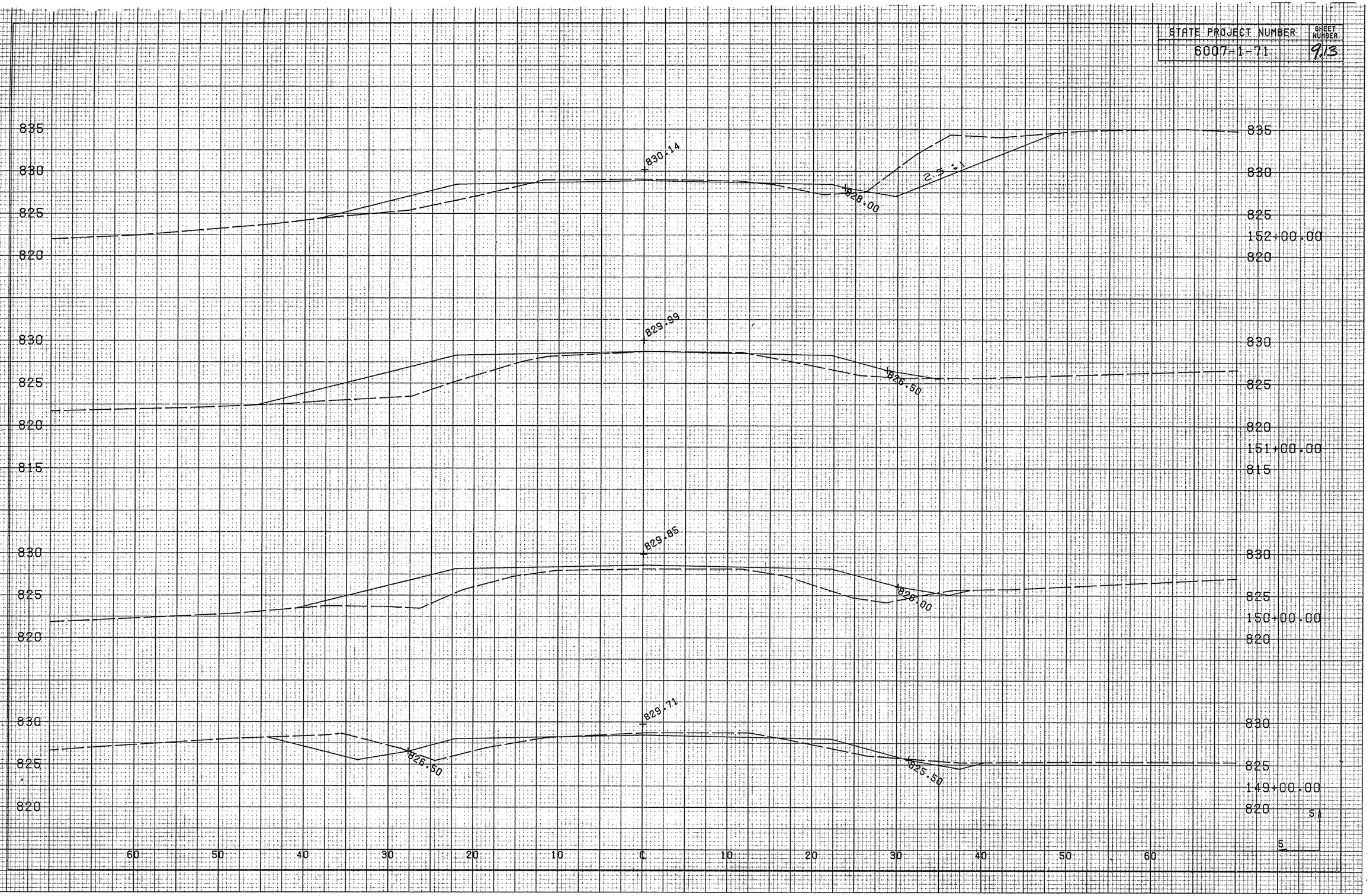
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9



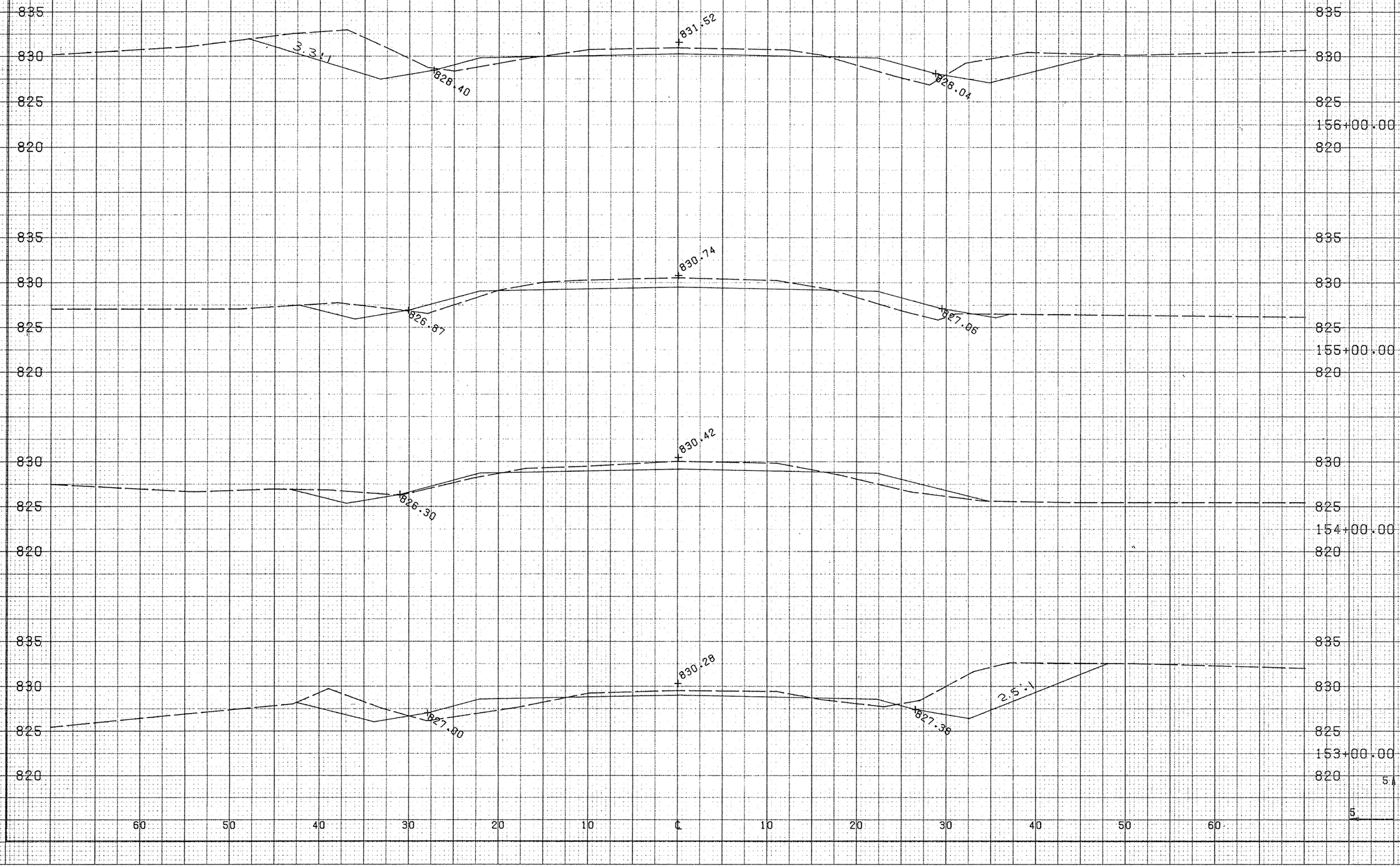
STATE PROJECT NUMBER	SHEET NUMBER
5007-1-71	9.12



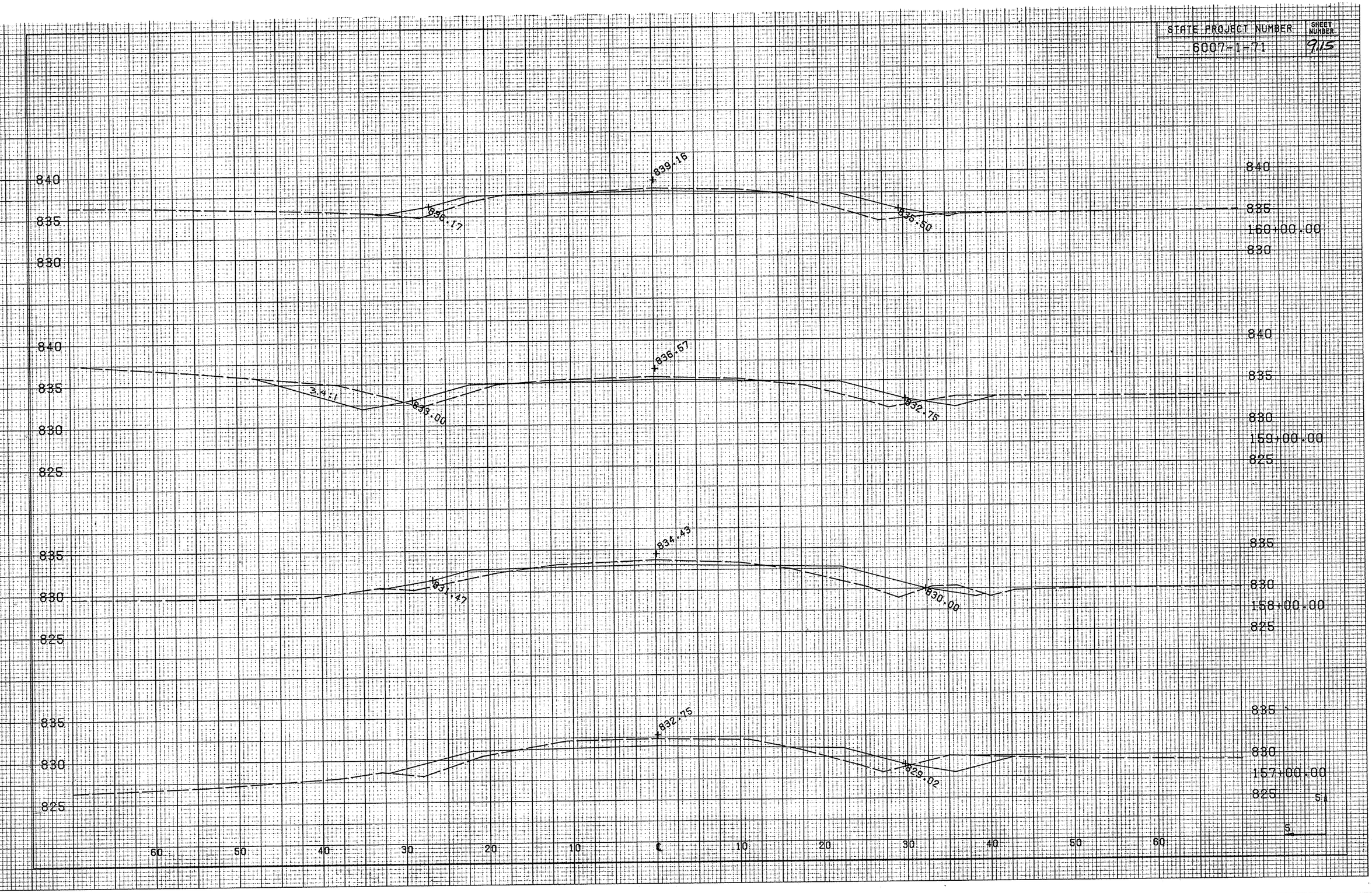
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.13



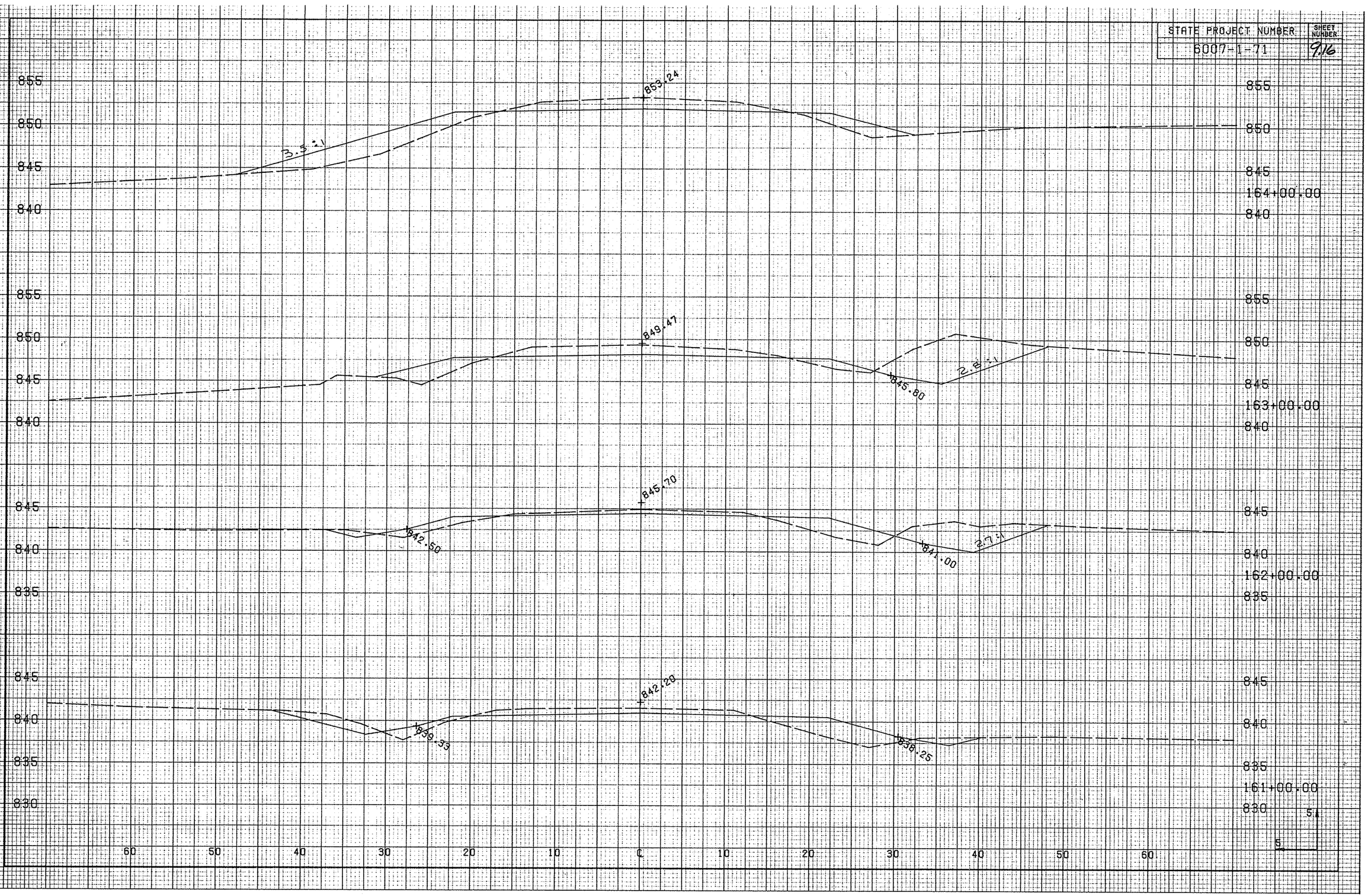
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.14



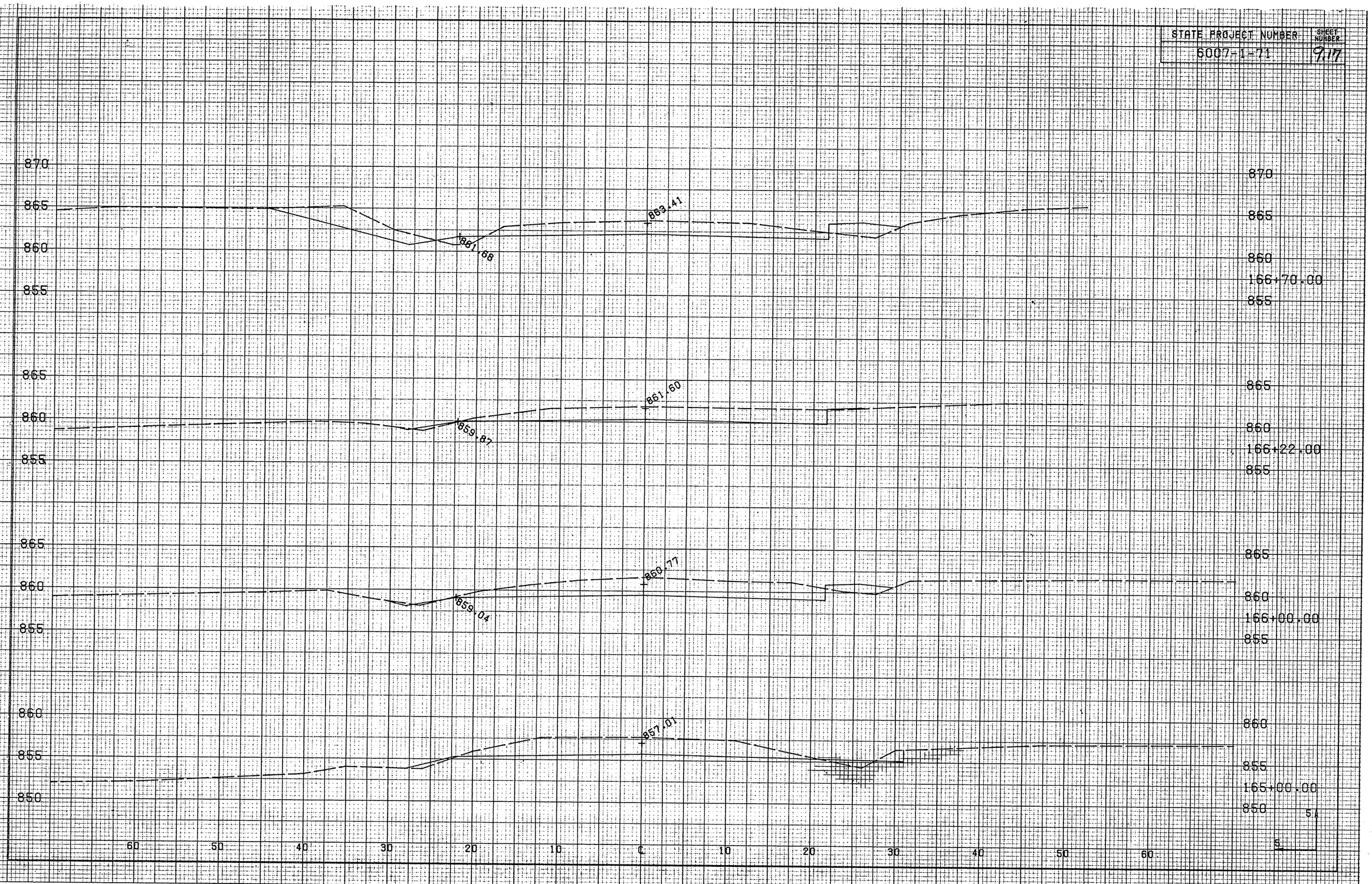
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.15



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.16



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.17



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.18

875
870
865
875
870
865
860
870
865
860
870
865
860
855

874.19
874.00
870.16
871.50
868.00
868.50
868.26
3:2:1
864.54
862.81

875
870
865
875
870
865
169+00.00
860
870
865
168+00.00
860
870
865
860
167+00.00
855

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5:1
5

STATE PROJECT NUMBER: 6007-1-71

SHEET NUMBER: 9/19

885
880
875
870

878.38
877.65
877.65

174+00.01

880
875
870

878.82
877.18
875.14

173+00.01

880
875
870
865

877.89
876.16
873.48

172+00.01

880
875
870
865

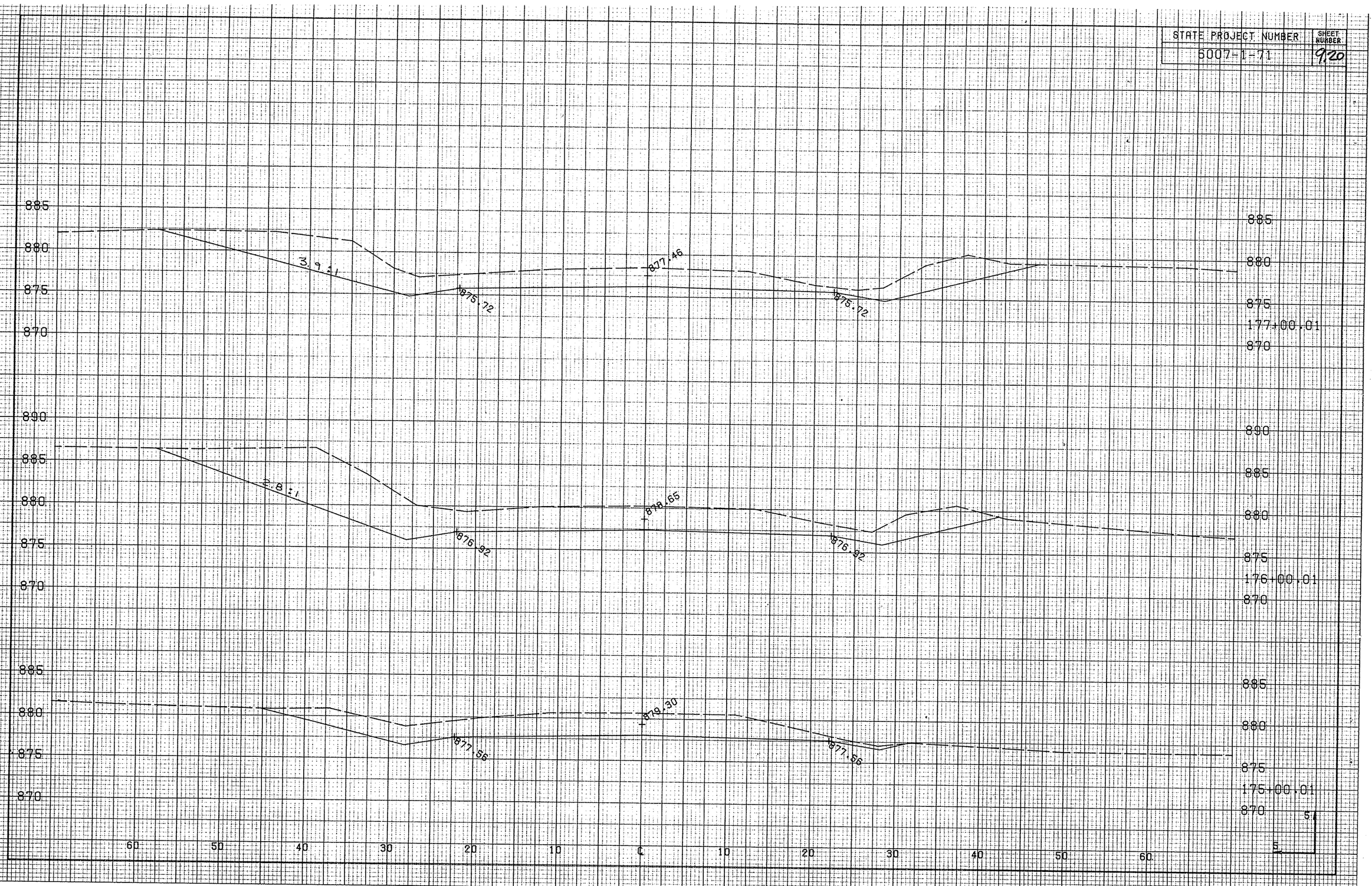
876.32
874.58
871.82

171+00.01

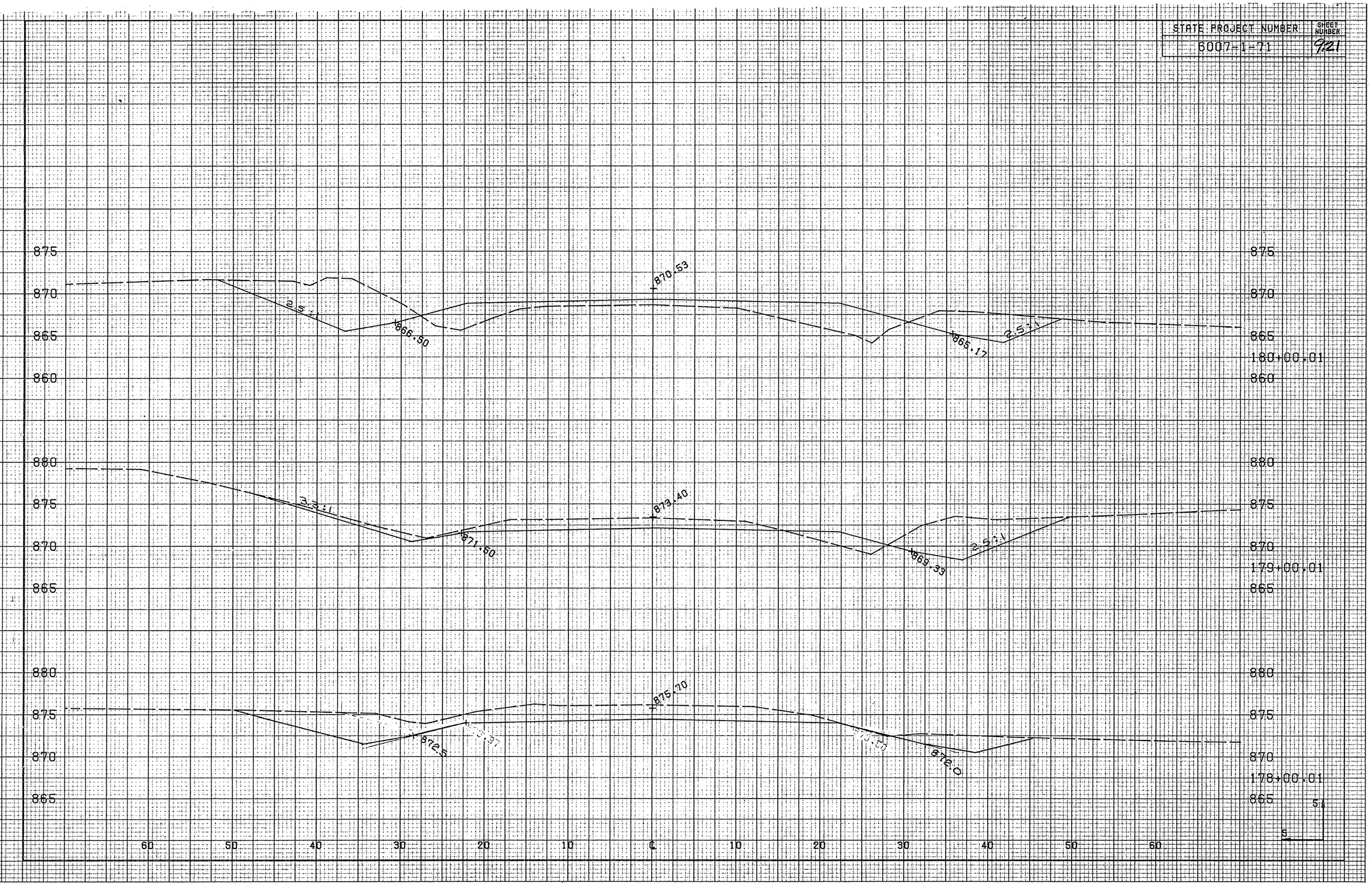
60 50 40 30 20 10 0 10 20 30 40 50 60

5

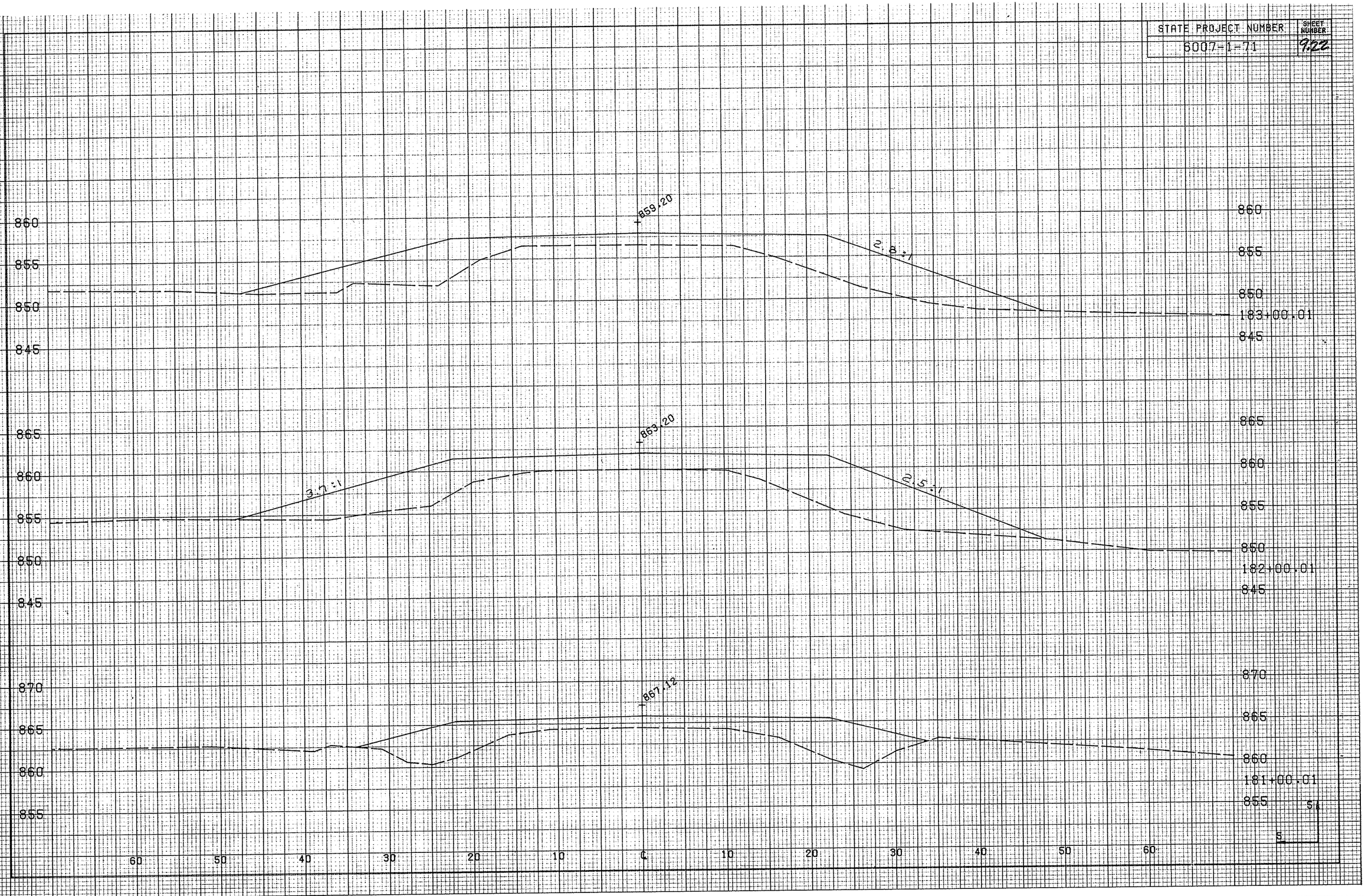
STATE PROJECT NUMBER	SHEET NUMBER
5007-1-71	9120



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	921



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.22



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.23

R/W

845
840
835

843.20

187+00.01

R/W

850
845
840

847.20

2 1/2:1

844.31

844.00

186+00.01

855
850
845
840

851.20

3 1/2:1

847.65

846.75

2.5:1

185+00.01

855
850
845

855.20

3.8:1

1681.00

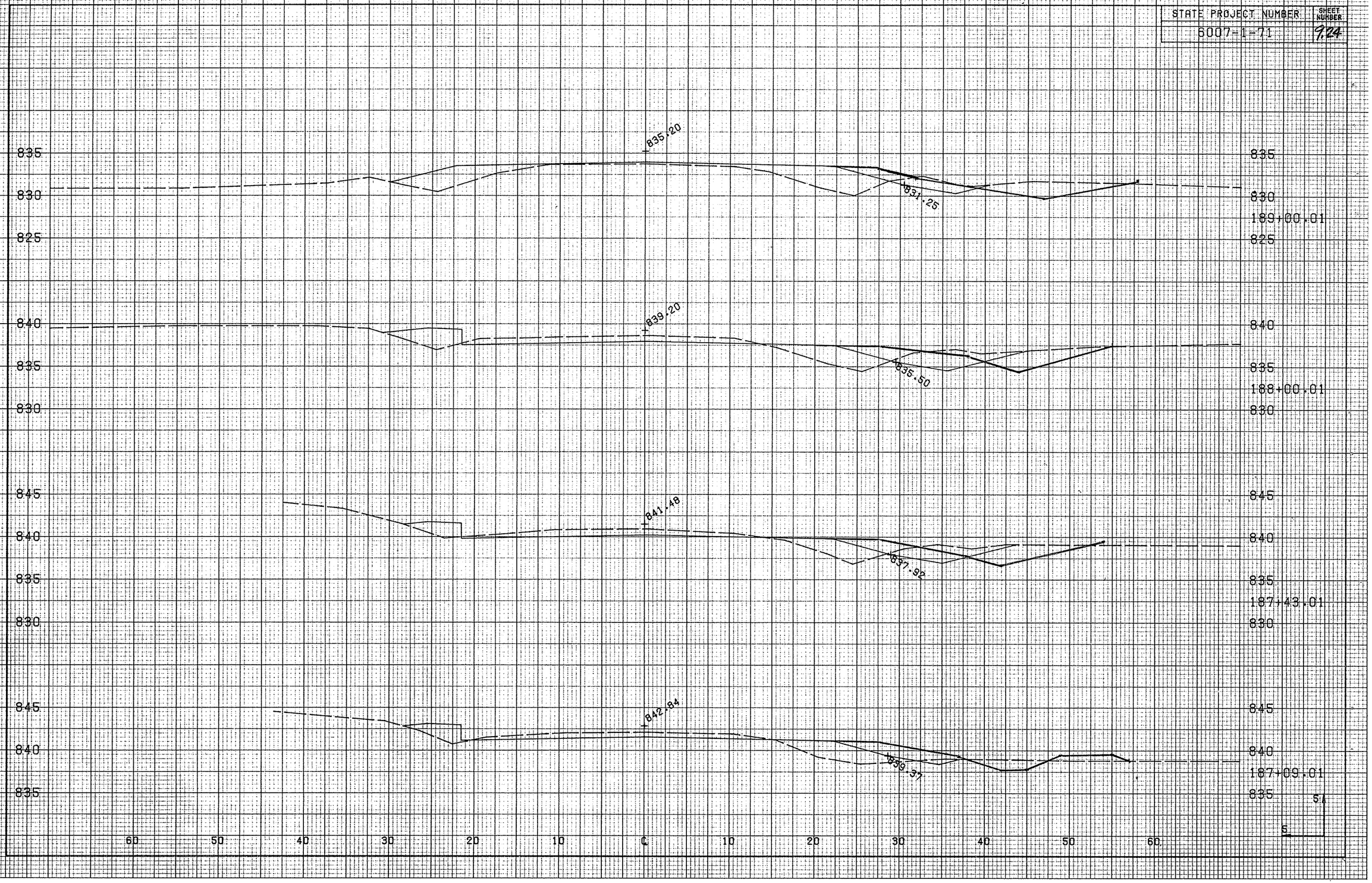
849.50

184+00.01

5:1

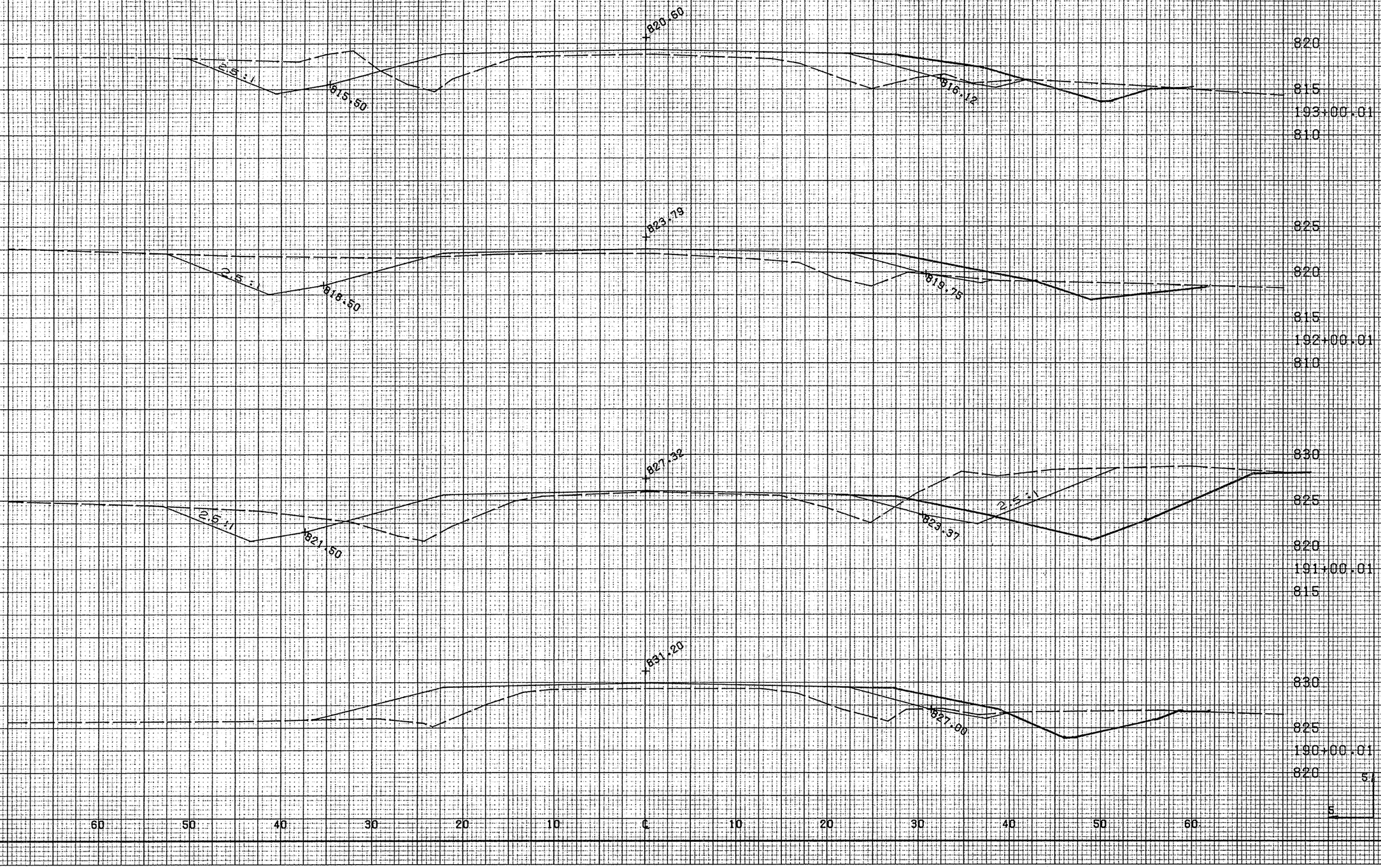
60 50 40 30 20 10 0 10 20 30 40 50 60

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.24

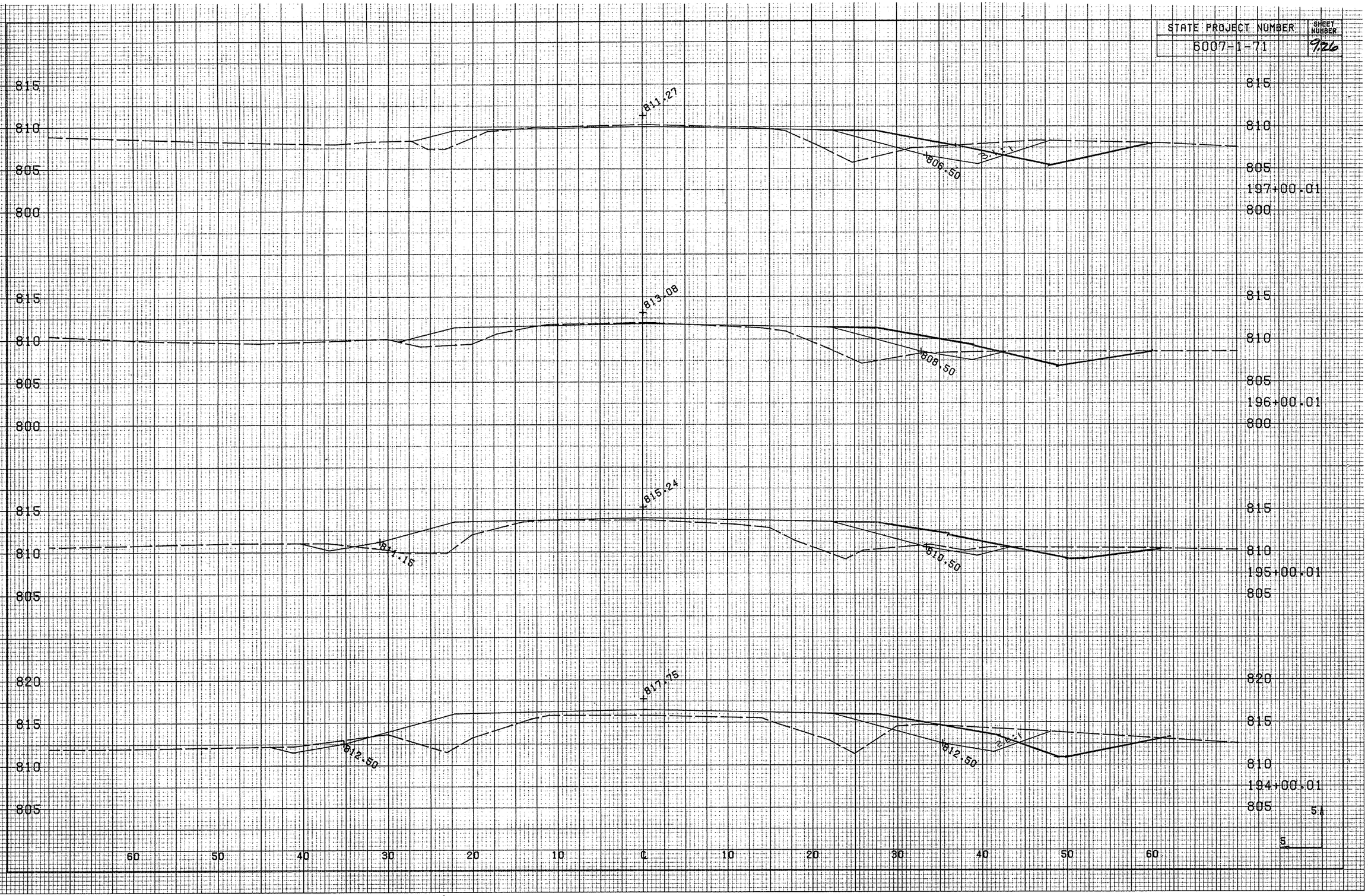


STATE PROJECT NUMBER: 6007-1-71

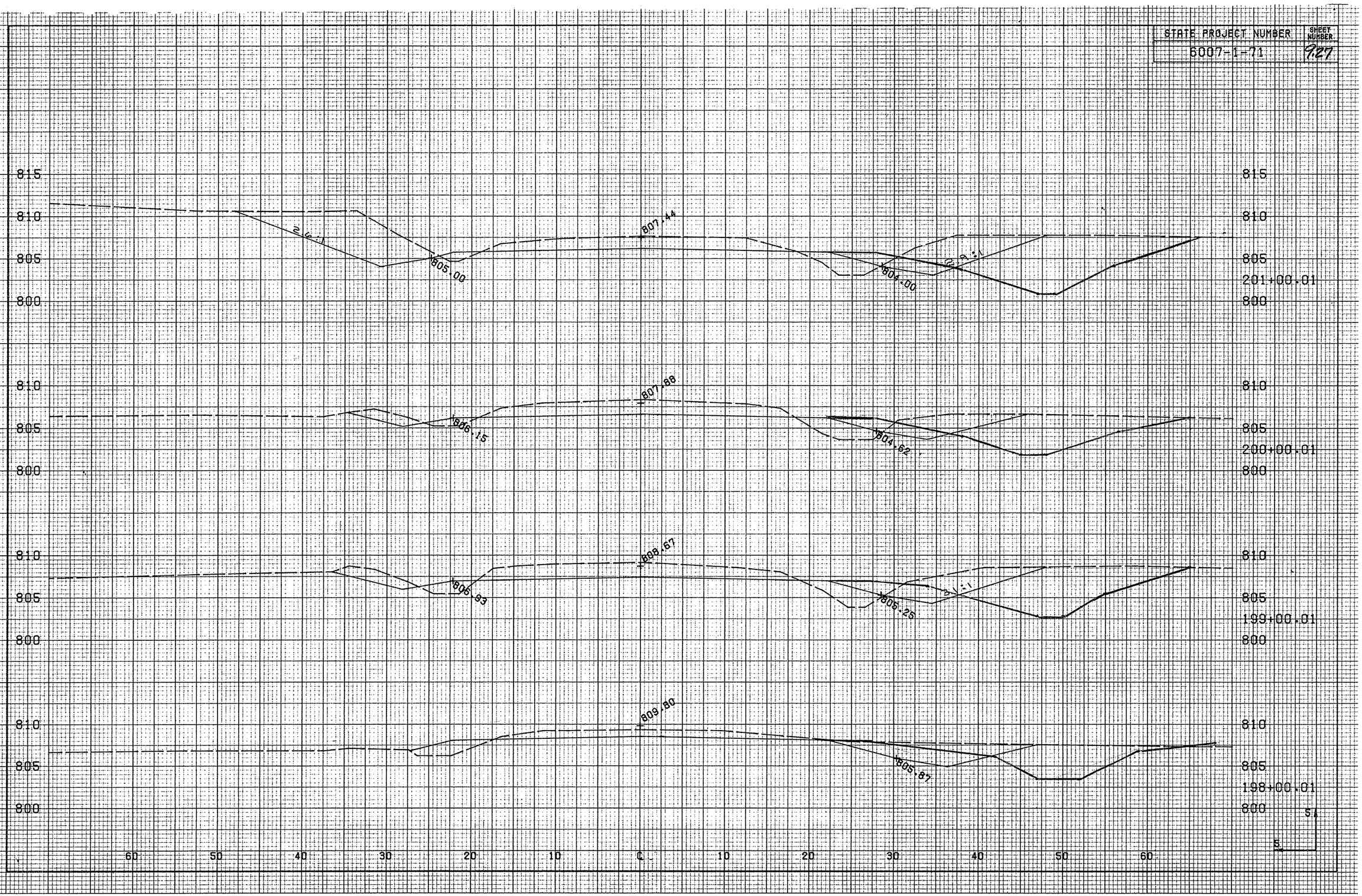
SHEET NUMBER: 9.25



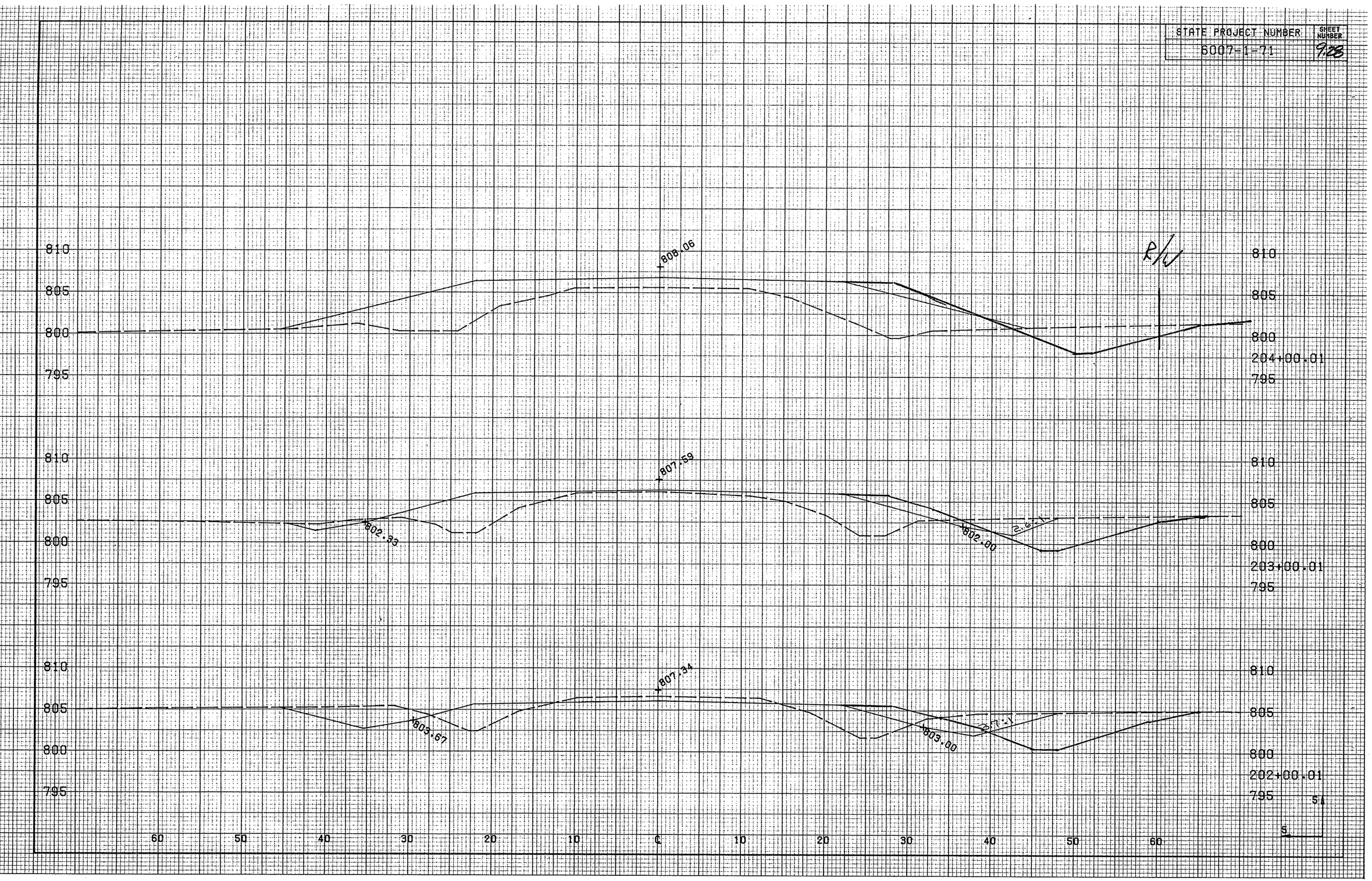
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.26



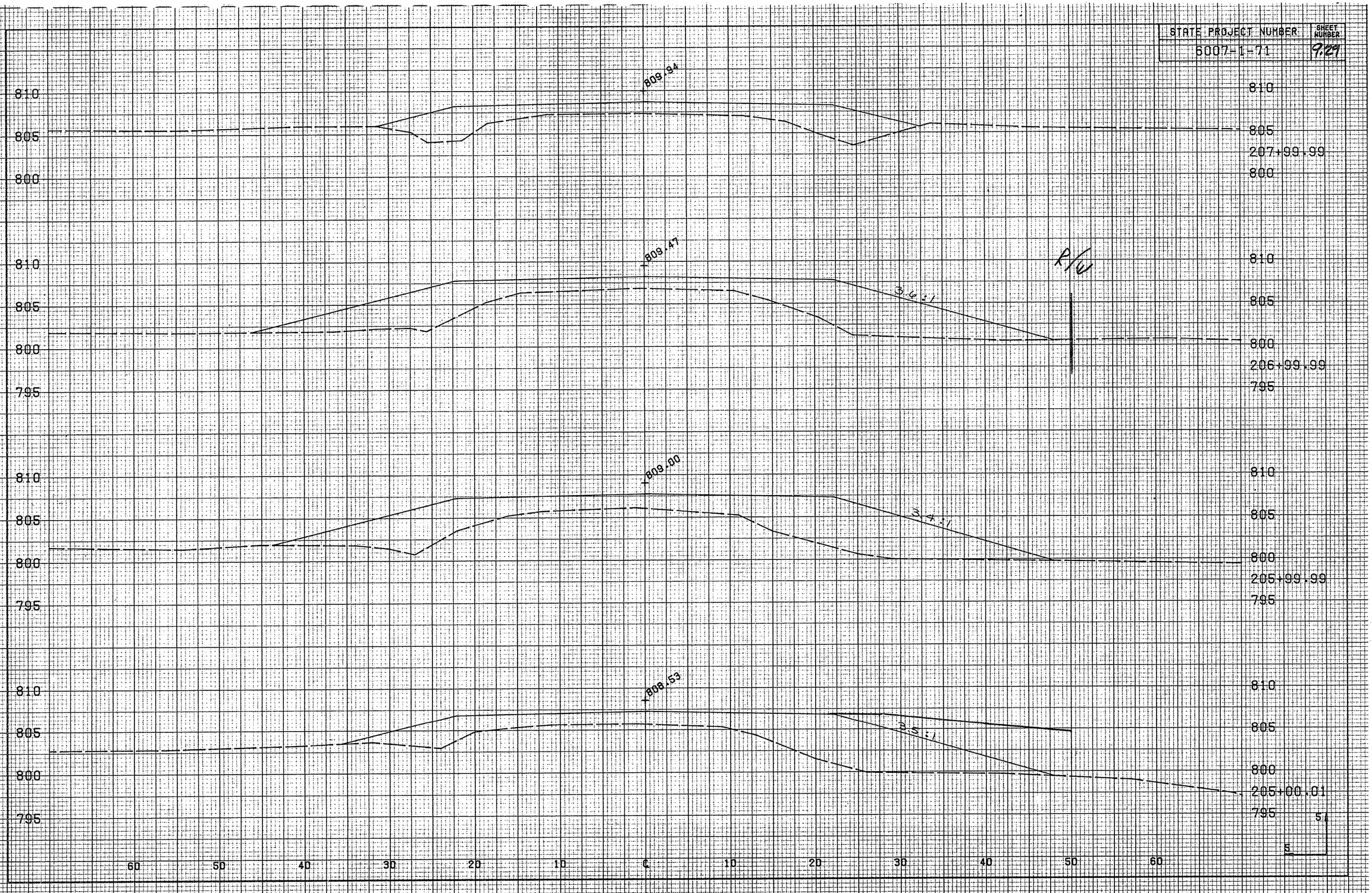
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.27



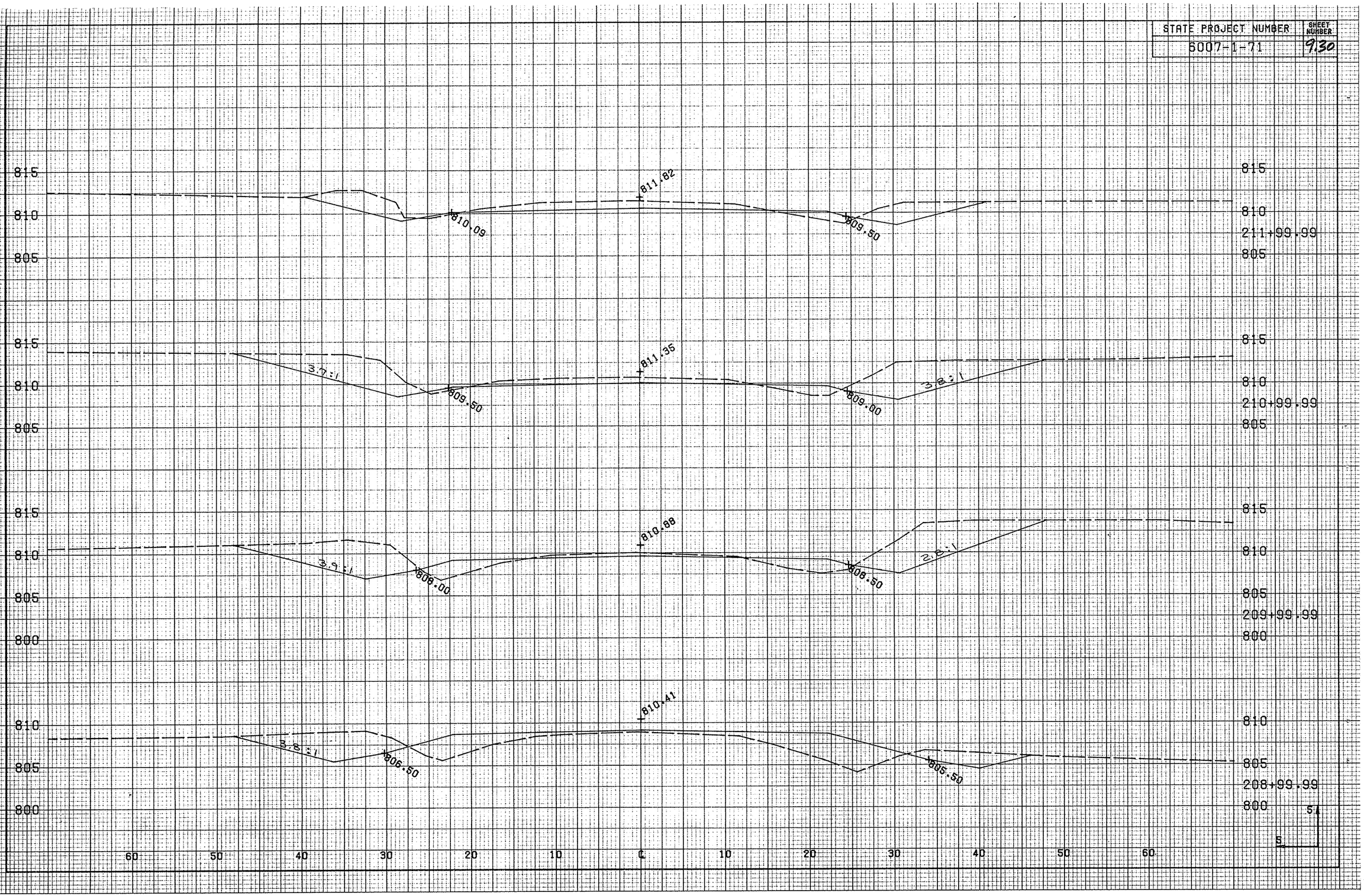
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.08



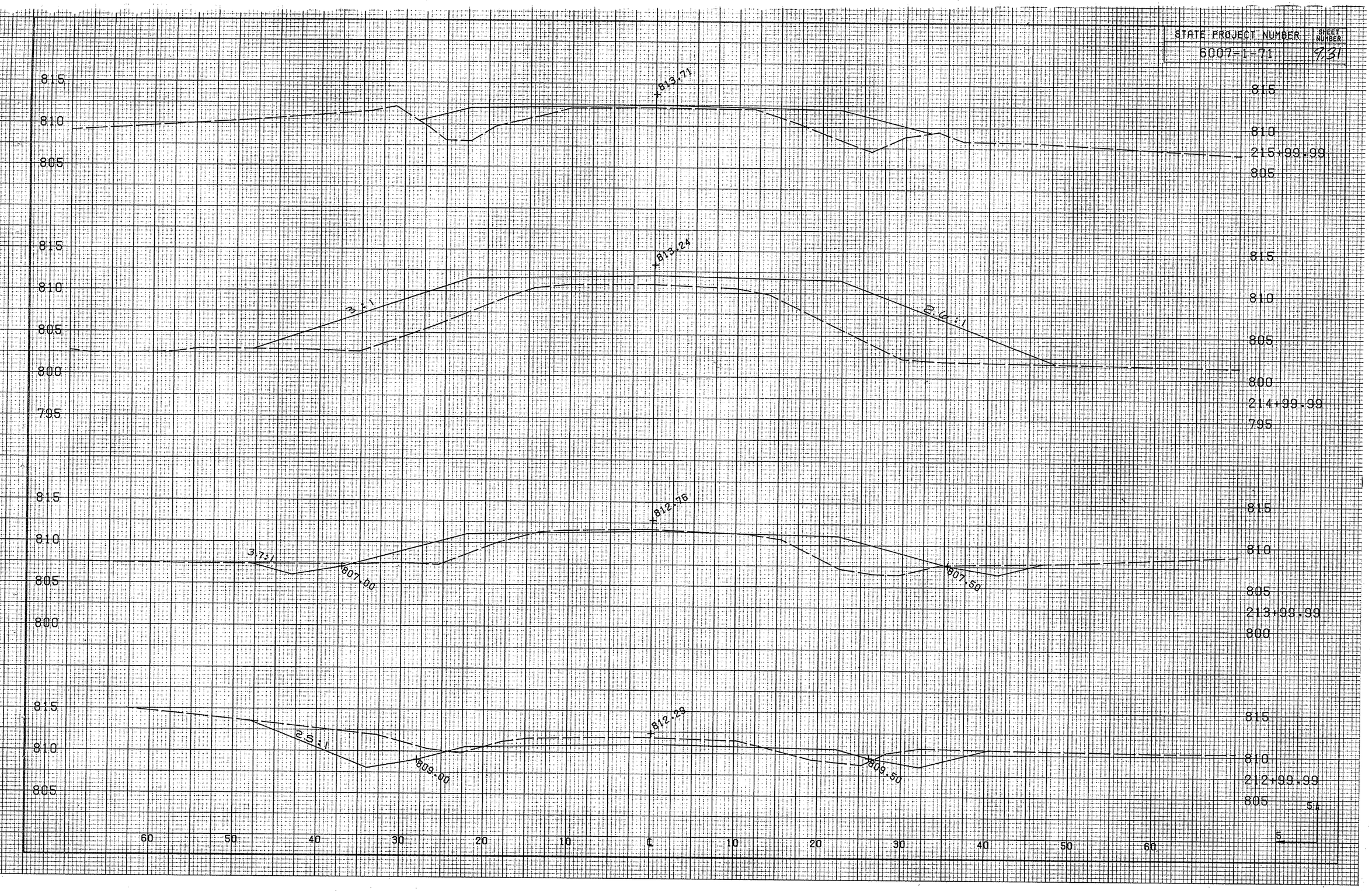
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.27



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.30



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	931



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.32

820
815
810
815.5
815.05
813.61
813.61
820
815
219+99.99
810

820
815
810
815.11
~~814.65~~
~~813.82~~
815.05
820
815
218+99.99
810

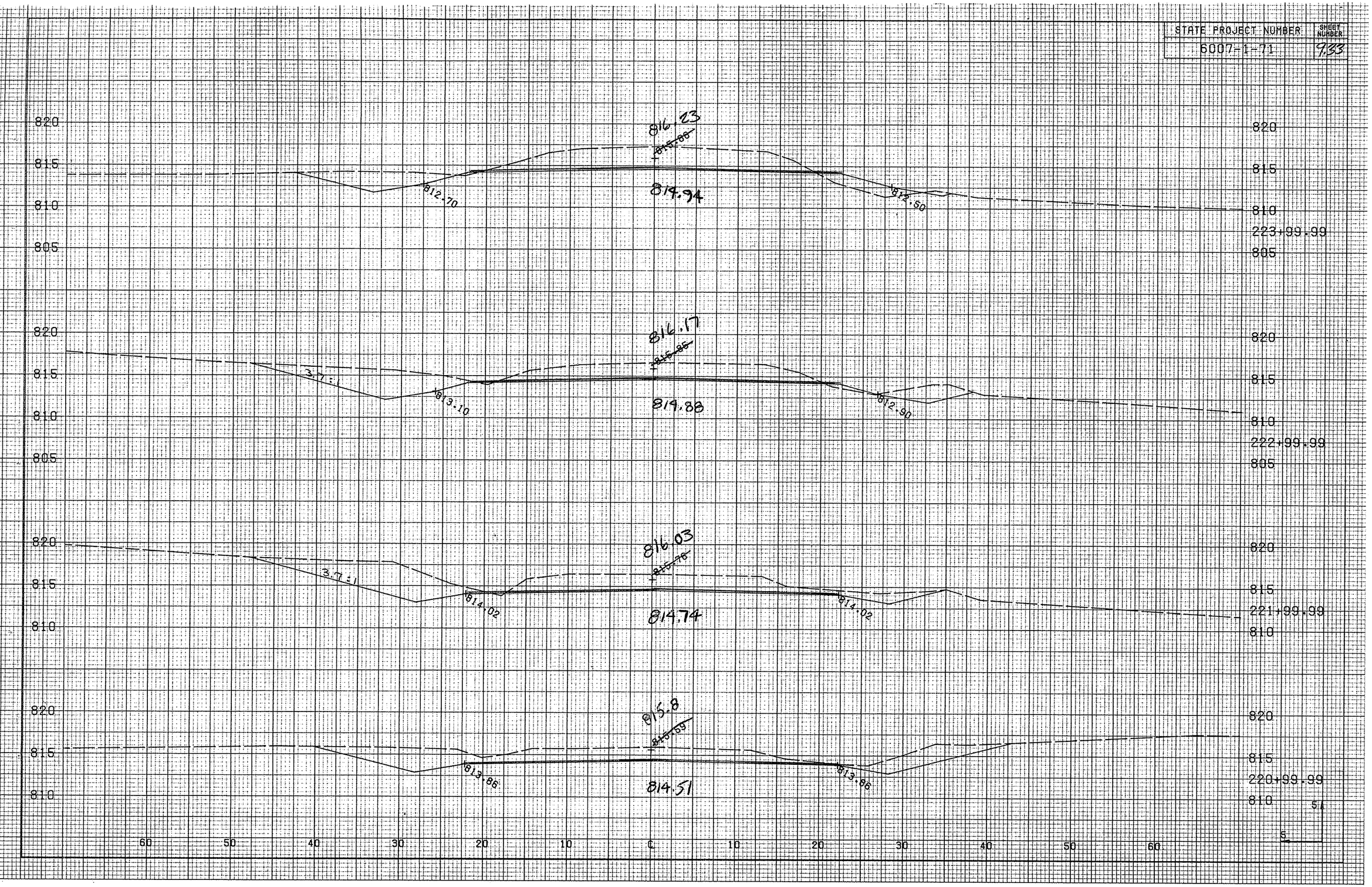
815
810
805
814.65
~~815.11~~
814.64
7:1
815
810
217+99.99
805

815
810
805
814.18
OK
2.5:1
815
810
216+99.99
805

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5
1
5

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.33



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.34

STA 227+00
RIGHTOP = 815.91
BLUETOP = 814.62

814.18 ← → 814.18

825
820
815
810

2.5:1
813.67
~~815.40~~
2.5:1
815.64
227+15.99

825
820
815
810

2.7:1
813.85
~~815.68~~
2.7:1
815.83
226+37.99

820
815
810

2.9:1
813.92
~~815.86~~
816.10
819.81
813.92
225+99.99

820
815
810

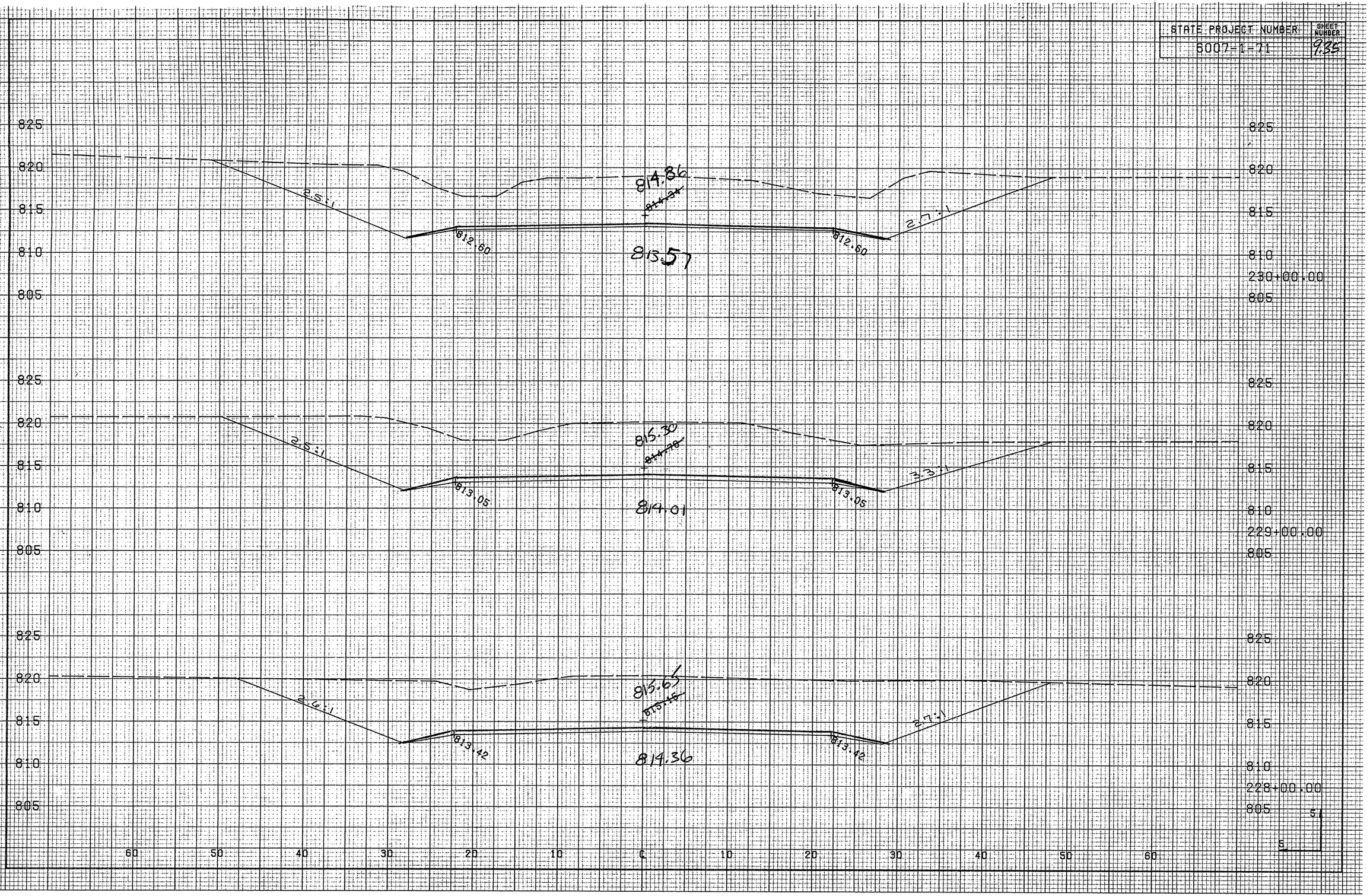
813.30
~~815.60~~
816.26
819.97
813.10
224+99.99

820
815
810
805

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5 0 5

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.55



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	936

820
815
810
805

813.07
812.82
810.82
811.78
810.82

820
815
810
233+00.00
805

825
820
815
810
805

2.5:1
813.75
813.22
811.49
812.46
811.49

820
815
810
232+00.00
805

825
820
815
810
805

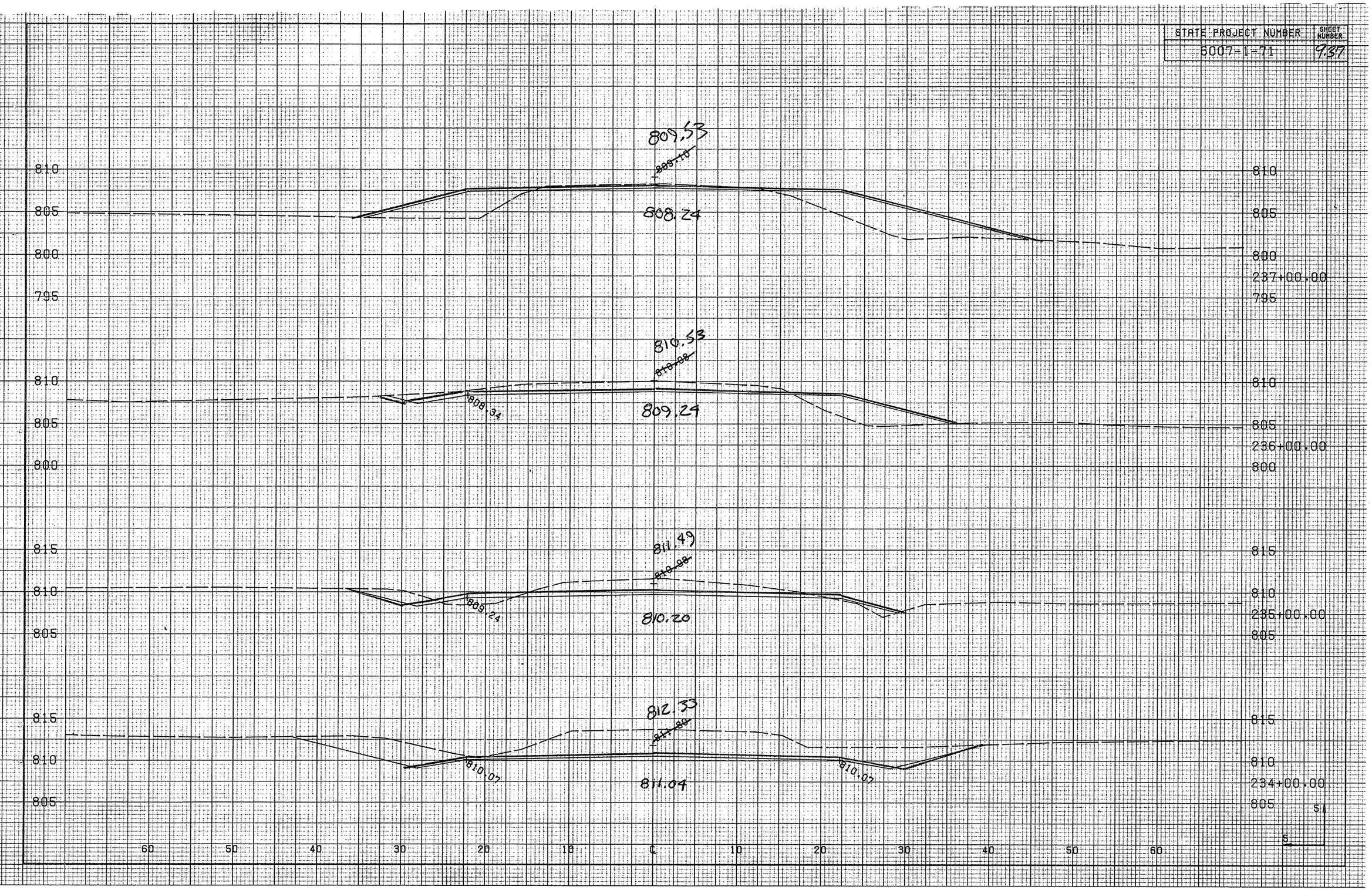
2.5:1
814.35
813.82
812.08
813.06
812.08
2.5:1

825
820
815
810
231+00.00
805

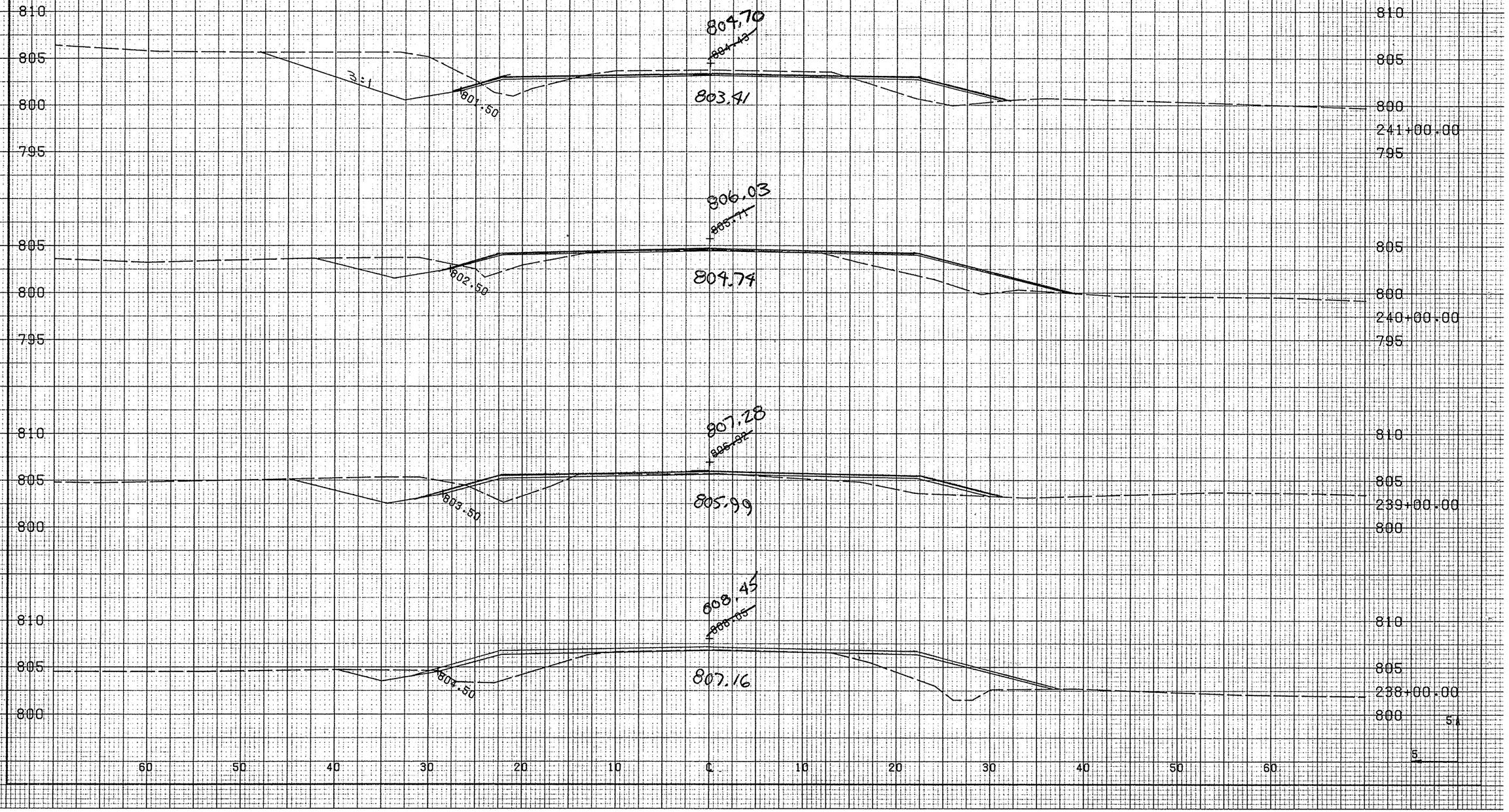
60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5 0 5

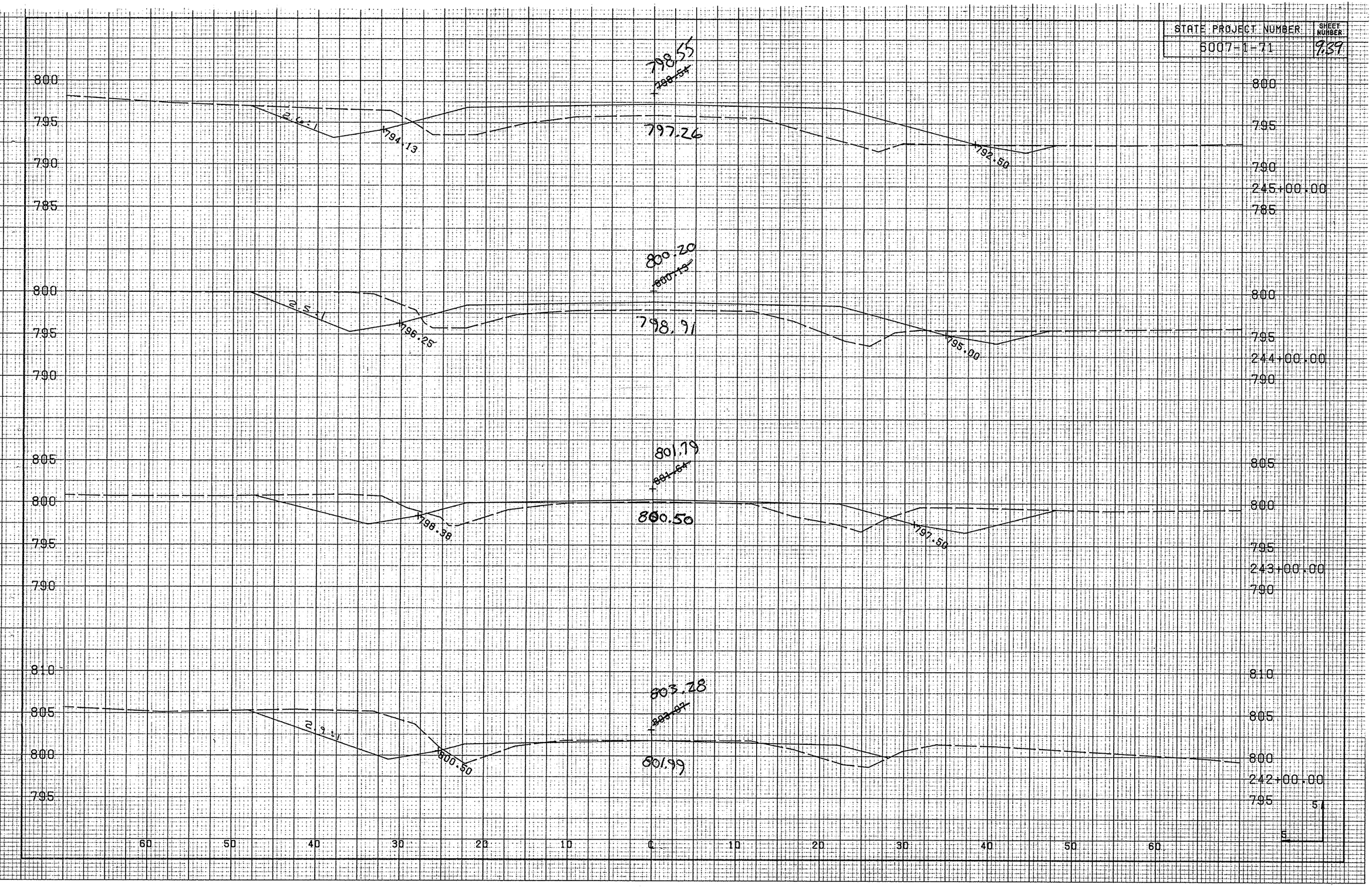
STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.37



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.38



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.39



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.40

795
790
785
780

+791.94

795
790
785
249+00.00
780

795
790
785
780

+793.56

+789.00

795
790
785
248+00.00
780

795
790
785
780

+795.22

+790.50

795
790
785
247+00.00
785

800
795
790
785

+796.89

3.2:1

+792.00

795
790
785
246+00.00
785

5:1

S

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.41

790
785
780
+789.08
+786.50
2.6:1
790
785
251+00.00
780

790
785
780
+789.50
+787.14
2.5:1
790
785
250+68.00
780

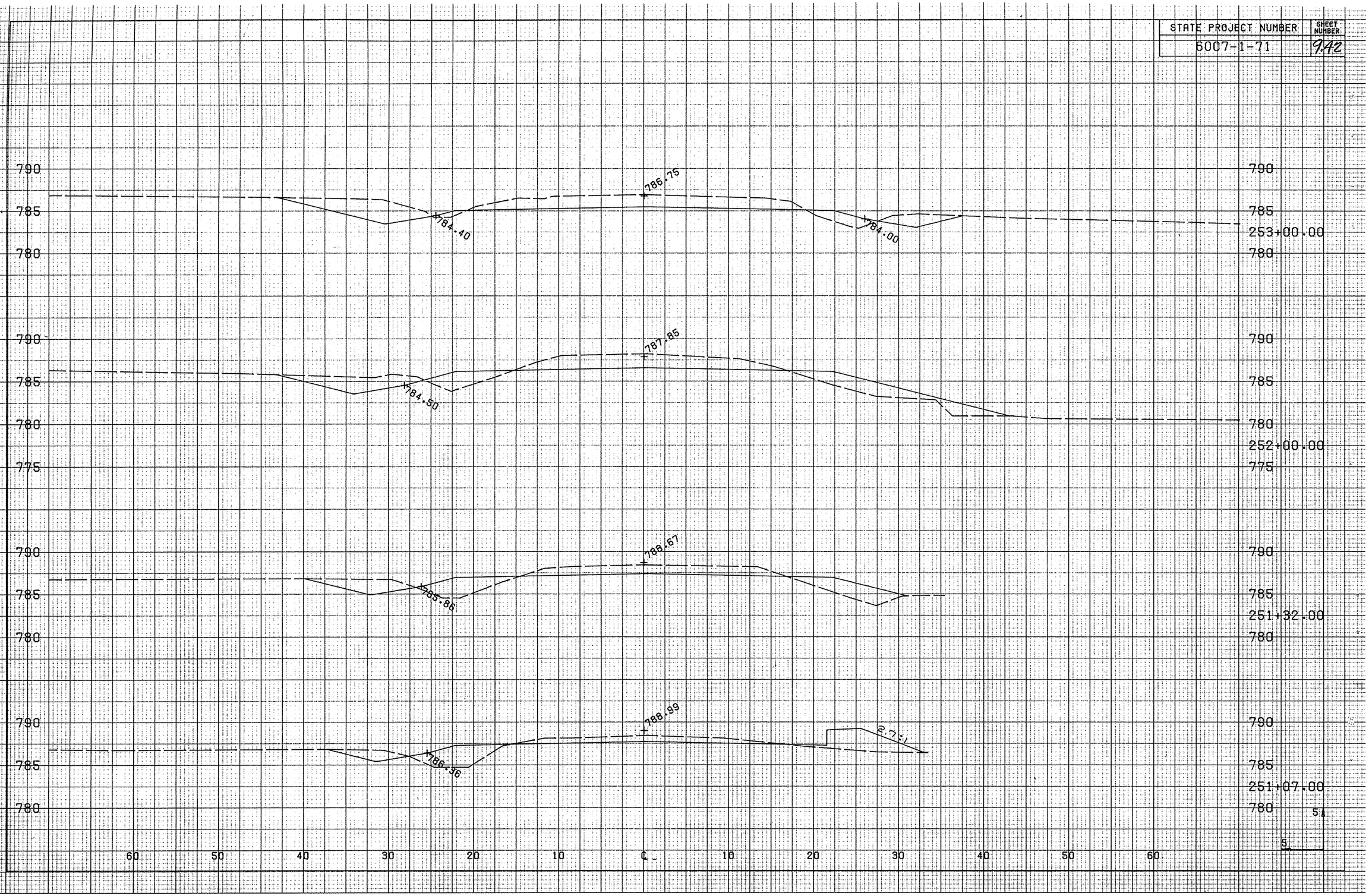
795
790
785
780
+790.17
+788.12
2.5:1
795
790
785
250+19.00
780

795
790
785
780
3.2:1
+790.44
2.5:1
795
790
785
250+00.00
780

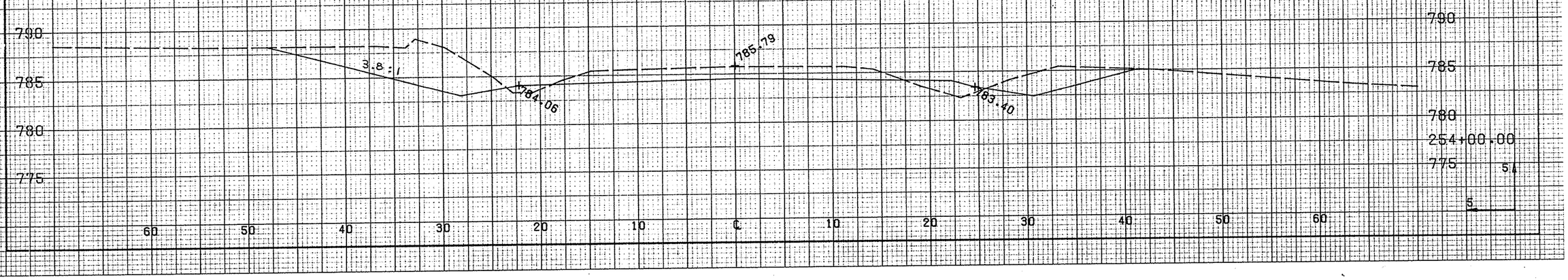
60 50 40 30 20 10 ℄ 10 20 30 40 50 60

5
5

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.42



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.43



STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.44

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
13+00	795		
12+00	795		
11+00	795		
10+00	795		
9+00	795		
8+00	795		
7+00	795		
6+00	795		

28.5'
796.93

33'
796.24

26.5'

32'
795.03
~~789~~

31'
794.88

31.39'

23'

31.39'

27.54'
796.22

5'
5'

ST.H. 47

SHEET TOTAL

50 40 30 20 10 ℄ 10 20 30 40 50

TELEDYNE POST H2844

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.45

STATION	DISTANCE	YARDAGE: EXCAVATION	FILL
14+00	855		
13+00	855		
12+00	855		

MATCH EXISTING
STA. 13+70

5'
0
5'

BRUSEWITZ RD

SHEET TOTAL

60 50 40 30 20 10 ℄ 10 20 30 40 50

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.46

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

28+00
880

MATCH EXISTING
STA. 27+25

27+00
880

26+00
880

2½:1

2½:1

5.1

0 5

TOWN HALL RD.

SHEET TOTAL

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

STATE PROJECT NUMBER	SHEET NUMBER
6007-1-71	9.47

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL

2½:1

2½:1

2½:1

2½:1

34+00

8.00

33+00

8.00

32+00

8.00

MATCH EXISTING

STA. 32+00

5'

0

5'

60 50 40 30 20 10 ℄ 10 20 30 40 50 60

GRUNWALD RD.

SHEET TOTAL