

NEL

MAR 13

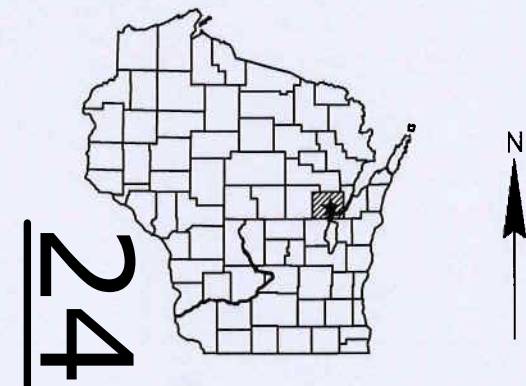
PROJECT ID:
WITH: N/A

4984-01-71

COUNTY: OUTAGAMIE

ORDER OF SHEETS

SECTION NO. 1	TITLE
SECTION NO. 2	TYPICAL SECTIONS AND DETAILS (Includes erosion control plans)
SECTION NO. 3	ESTIMATE OF QUANTITIES
SECTION NO. 3	MISCELLANEOUS QUANTITIES
SECTION NO. 4	RIGHT OF WAY PLAT
SECTION NO. 5	PLAN AND PROFILE
SECTION NO. 6	STANDARD DETAIL DRAWINGS
SECTION NO. 7	SIGN PLATES
SECTION NO. 8	STRUCTURE PLANS
SECTION NO. 9	COMPUTER EARTHWORK DATA
SECTION NO. 9	CROSS SECTIONS
TOTAL SHEETS = 128	



DESIGN DESIGNATION

A.A.D.T. (2012)	3900
A.A.D.T. (2032)	4300
D.H.V. (2032)	476
D.D.	50/50
T. (% OF ADT)	3.3%
DESIGN SPEED	30 MPH
ESALS	275,940

CONVENTIONAL SYMBOLS

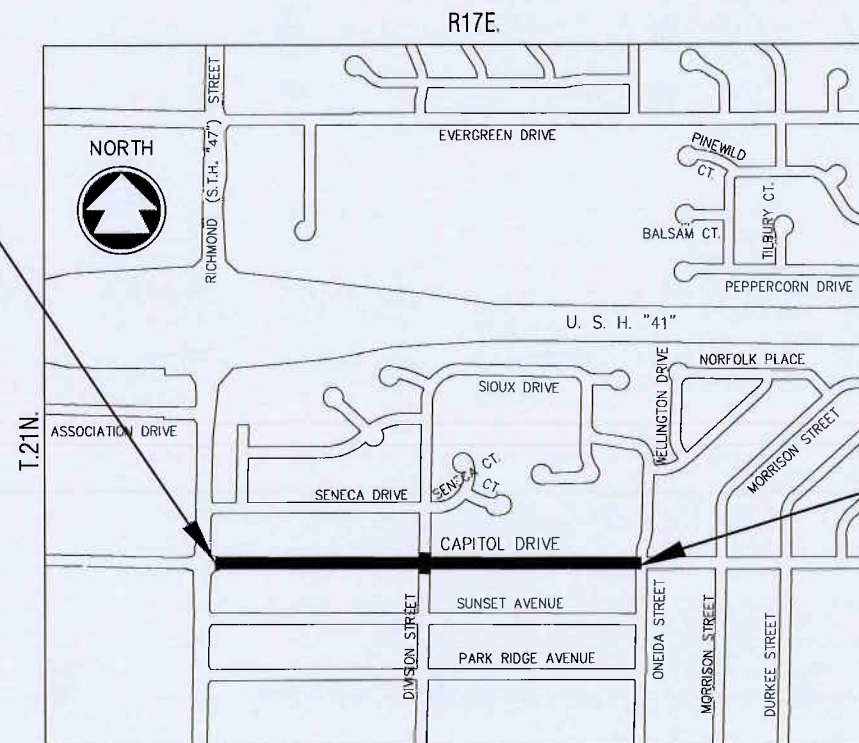
PLAN		PROFILE	
FORCEMAIN	--- F.M. ---	GRADE LINE	—
PROPERTY LINE	---	ORIGINAL GROUND	~
LOT LINE	---	MARSH OR ROCK PROFILE (To be noted as such)	~
LIMITED HIGHWAY EASEMENT	L ---	SPECIAL DITCH	---
EXISTING RIGHT OF WAY	---	GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE	---	CULVERT (Profile View)	□
SLOPE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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

T GRAND CHUTE, CAPITOL DR
RICHMOND ST - ONEIDA ST
LOC STR
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
4984-01-71

BEGIN PROJECT
4984-01-71
STA 10+73.65
Y 574186.19
X 825183.64



END PROJECT
4984-01-71
STA 35+97.70

LAYOUT
SCALE 0 1/4 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.478 MILES

—"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM," OUTAGAMIE COUNTY

STATE PROJECT

4984-01-71

FEDERAL PROJECT

PROJECT

WISC 2013083

CONTRACT

1

ACCEPTED FOR

TOWN OF GRAND CHUTE

10-17-12 DATE
Signature SIGNATURE

ORIGINAL PLANS PREPARED BY

McMAHON
ENGINEERS ARCHITECTS

WISCONSIN PROFESSIONAL ENGINEER
MICHAEL R. SIMON
E-25860
APPLETON WIS
10-17-12 DATE
Signature SIGNATURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

SURVEYOR	McMAHON
DESIGNER	McMAHON
MANAGEMENT CONSULTANT	SEH
C.O. EXAMINER	WISDOT BPD

APPROVED FOR THE DEPARTMENT

DATE: 10/10/12
Signature
MANAGEMENT CONSULTANT SIGNATURE

2

GENERAL NOTES

THE VERTICAL DATUM FOR THIS PROJECT IS USGS 29 DATUM

BEARINGS AND COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE OUTAGAMIE COUNTY COORDINATE SYSTEM. DISTANCES SHOWN ARE GROUND DISTANCES.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN AND CROSS SECTIONS ARE APROXIMATE AND ARE BASED ON UTILITY LOCATES OBTAINED FROM THE UTILITIES WHEN THE SURVEY DATA WAS COLLECTED PRIOR TO THE FINAL DESIGN OF THE PROJECT. IT IS ANTICIPATED THAT UTILITY FACILITIES WILL BE RELOCATED AS PART OF THIS PROJECT AS DESCRIBED IN THE SPECIAL PROVISIONS. LOCATIONS OF THE PROPOSED RELOCATED UTILITY FACILITIES ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT LIMITS THAT ARE NOT SHOWN ON THE PLAN SHEETS OR CROSS SECTIONS.

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

THE EXACT LOCATION OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL RADII SHOWN ON THE PLAN SHEETS ARE TO THE FACE OF CURB.

CONCRETE PAVEMENT JOINTS IN ADDITION TO THOSE REQUIRED TO MEET THE SPACING REQUIREMENTS OF THE STANDARD DETAIL DRAWING FOR URBAN DOWELED CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM CONCRETE PAVEMENT 8-INCH. THIS INCLUDES ALL ADDITIONAL JOINTS REQUIRED AT INTERSECTIONS, MANHOLES, INLETS, VALVES AND OTHER APPURTENANCES LOCATED WITHIN THE PAVEMENT LIMITS.

THE ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE FINISHED SUBGRADE ELEVATIONS AT THE CENTERLINE, EDGE OF SUBGRADE; FINISHED SURFACE ELEVATION AT 0.5' O/S BACK OF SIDEWALK, FINISHED SURFACE ELEVATION AT 2' O/S BACK OF WALK, AND FINISHED SURFACE ELEVATIONS AT THE SLOPE INTERCEPTS.

THE EXACT LIMITS OF CONCRETE, ASPHALT OR GRAVEL DRIVEWAY REMOVALS AND REPLACEMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL CURB RAMPS SHOWN ON THE PLAN SHALL BE TYPE 2 UNLESS OTHERWISE SPECIFIED ON THE PLANS. CURB RAMP DETECTABLE WARNING FIELDS ARE REQUIRED AT ALL CURB RAMP LOCATIONS.

HMA PAVEMENT TYPE E-1 ON CAPITOL DRIVE AND ONEIDA STREET TO BE INSTALLED IN TWO (2) LIFTS. 3 1/2" INCH LOWER LAYER (TYPE E-1 WITH A NOMINAL AGGREGATE SIZE OF 19 MM) AND 2-INCH UPPER LAYER (TYPE E-1 WITH A NOMINAL AGGREGATE SIZE OF 12.5 MM). PG58-28 LOWER, PG64-28 UPPER.

HMA PAVEMENT TYPE E-1 ON DIVISION STREET TO BE INSTALLED IN TWO (2) LIFTS. 2.5-INCH LOWER LAYER (TYPE E-1 WITH A NOMINAL AGGREGATE SIZE OF 19MM) AND 2-INCH UPPER LAYER (TYPE E-1 WITH A NOMINAL AGGREGATE SIZE OF 12.5 MM). PG58-28 LOWER, PG64-28 UPPER.

ASPHALT DRIVEWAYS SHALL CONSIST OF 3 1/2 INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, INSTALLED IN TWO (2) LIFTS. 1 3/4-INCH LOWER LAYER AND 1 3/4-INCH UPPER LAYER AND 12-INCHES BASE AGGREGATE DENSE 1 1/4 INCH.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED SHALL BE RESTORED WITH TOPSOIL, FERTILIZER, SEED, MULCH OR EMAT, SEE EROSION CONTROL DETAIL.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM COMMON EXCAVATION. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPLETE THE VOLUME OF MATERIAL REQUIRED IS 30% FOR COMMON EXCAVATION.

EXCAVATION BELOW SUBGRADE (EBS) AREAS ARE CALLED OUT AS UNDISTRIBUTED ON THE PLAN QUANTITIES FOR COMMON EXCAVATION AND ARE NOT SHOWN ON THE PLAN CROSS SECTIONS. EBS IS MEASURED AND PAID FOR AS COMMON EXCAVATION. EBS VOLUME IS NOT USED TO BALANCE YARDAGE. EBS AREAS ARE TO BE BACKFILLED WITH BASE AGGREGATE DENSE 3-INCH. EXACT LOCATIONS OF EBS WILL BE DETERMINED BY THE ENGINEER.

CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY. SEE PAVING DETAIL SHEETS AND CROSS SECTIONS FOR SLOPES AND GRADES.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERYIFY DRAINAGE RELATED INFORMATION IN THE PLAN WITH THE ENGINEER.

THE CONTRACTOR SHALL PROVIDE A COPY OF THE PROPOSED JOINT LAYOUT AT INTERSECTIONS FOR APPROVAL BY THE ENGINEER PRIOR TO CONCRETE PAVING.

THE REMOVAL OF CONCRETE DRIVEWAYS SHALL BE MEASURED AND PAID FOR AS REMOVING PAVEMENT.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS AND MATCH POINTS IS APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

REMOVAL, STOCKPILING AND REPLACEMENT OF LANDSCAPING STONE AND MATERIALS IMPACTED BY CONSTRUCTION OUTSIDE OF RIGHT-OF-WAY SHALL BE CONSIDERED INCIDENTAL TO EXCAVATION COMMON.

REMOVAL AND DISPOSAL OF CONCRETE, ENDWALL MASONRY, STONE, BRICK AND BLOCKS USED AS HEADWALLS ON EXISTING DRIVEWAY CULVERTS SHALL BE CONSIDERED INCIDENTAL TO REMOVING SMALL PIPE CULVERTS

TLE'S AND PLE'S HAVE BEEN OBTAINED SLOPING, DITCHING, DRIVEWAY AND STORM SEWER WORK UNDER THIS CONTRACT AND SUCH RIGHTS WILL BE EXTENDED TO THE CONTRACTOR PERFORMING WORK UNDER THIS CONTRACT.

STANDARD ABBREVIATIONS AND SYMBOLS

ADJ.

ASPH

AVE.

⊕

B-B

B.A.D.

B.O.C. or B/C

℄ or CL

CONC.

CL.

C.O.

CPP

△

D.

D.W.

E.

EB

E-MAT

ELEV

EOP

EOR

EXIST.

F-F

FL

F.M.

GRAV

GV

HDPE

HE

HMA

H.P.

HYD.

L.

L.V.C.

L.S.

LT.

MH

MAX

MIN

NB

NO.

ADJUST

ASPHALT

AVENUE

BENCH MARK

BACK TO BACK OF CURB

BASE AGGREGATE DENSE

BACK OF CURB

CENTERLINE

CONCRETE

CLASS

CLEAN OUT

CORRUGATED PLASTIC PIPE

DELTA

DEGREE OF CURVE

DRIVEWAY

EAST

EASTBOUND

EROSION MAT

ELEVATION

EDGE OF PAVEMENT

END OF RADIUS

EXISTING

FACE TO FACE OF CURB

FLOWLINE

FORCE MAIN

GRAVEL

GAS VALVE

HIGH DENSITY POLYETHYLENE CULVERT PIPE

HIGHWAY EASEMENT

HMA

HIGH POINT

HYDRANT

LENGTH OF CURVE

LENGTH OF VERTICAL CURVE

LANDSCAPING

LEFT

MANHOLE

MAXIMUM

MINIMUM

NORTH BOUND

NUMBER

NOR.

P.E.

P.G.L.

P.I.

P.T.

P.V.C.

P.V.I.

P.V.T.

P/L

PVT.

PED.

R or RAD

R.C.P.

RECONST.

REQ'D

R/L

REM.

R/W

RD.

RT.

S.

SAN

SB

S.D.D.

S.I.

SS

STA.

S.T.H.

STA.

SW

T.I.

TLE

TYP.

V.C.

WB

W

WV

⊗

⊙

●

NORMAL

PRIVATE ENTRANCE

PROFILE GRADE LINE

POINT OF INTERSECTION

POINT OF TANGENCY

POINT OF VERTICAL CURVATURE

POINT OF VERTICAL INTERSECTION

POINT OF VERTICAL TANGENCY

PROPERTY LINE

PAVEMENT

PEDESTAL

RADIUS

REINFORCED CONCRETE PIPE

RECONSTRUCT

REQUIRED

REFERENCE LINE

REMOVE

RIGHT OF WAY

ROAD

RIGHT

SOUTH

SANITARY SEWER

SOUTH BOUND

STANDARD DETAIL DRAWING

SLOPE INTERCEPT

STORM SEWER

STATION

STATE TRUNK HIGHWAY

STATION

CONCRETE SIDEWALK

TEMPORARY INTEREST

TEMPORARY LIMITED INTEREST

TYPICAL

VERTICAL CURVE

WESTBOUND

WATERMAIN

WATER VALVE/SHUTOFF

HYDRANT W/AUXILIARY VALVE

LIGHT POLE

EXISTING PROPERTY IRON

PROJECT NUMBER: 4984-01-71

HWY: CAPITOL DRIVE

COUNTY: OUTAGAMIE

GENERAL NOTES AND STANDARD ABBREVIATIONS

SHEET: 2

E

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UTILITIES

WE ENERGIES (GAS)
KENNETH VAN OSS
800 SOUTH LYNNDALE DRIVE
P.O. BOX 1699
APPLETON, WI 54912-1699
(920) 380-33180
kenneth.van-oss@we-energies.com

TIME WARNER CABLE (CABLE)
VINCE ALBIN
3520 DESTINATION DRIVE
APPLETON, WI 54915
(920) 378-0444
(920) 831-9249
vince.albin@twcable.com

WE ENERGIES (ELECTRIC)
DEBORA ROBINSON
800 SOUTH LYNNDALE DRIVE
P.O. BOX 1699
APPLETON , WI 54912-1699
(920) 380-3493
debora.robinson@we-energies.com

AT&T (Telephone)
VINCE LEBRUN
221 W. WASHINGTON STREET
FLOOR 4
APPLETON, WI 54911
(920) 735-3206
vl1253@att.com

GAND CHUTE UTILITIES (SANITARY)
TODD PRAHL 1900 W. GRAND
CHUTE BLVD. GRAND CHUTE, WI
54913 (920) 832-1581 (920)
380-2930
todd.prahl@grandchute.net

GRAND CHUTE UTILITIES (WATER)
TODD PRAHL
1900 W. GRAND CHUTE BLVD.
GRAND CHUTE, WI 54913
(920) 832-1581
(920) 380-2930
todd.prahl@grandchute.net

GRAND CHUTE UTILITIES
(STORM)
TODD PRAHL
1900 W. GRAND CHUTE BLVD.
GRAND CHUTE, WI 54913
(920) 832-1581
(920) 380-2930
todd.prahl@grandchute.net

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313

(920) 662-5119
james.doperalski@wisconsin.com

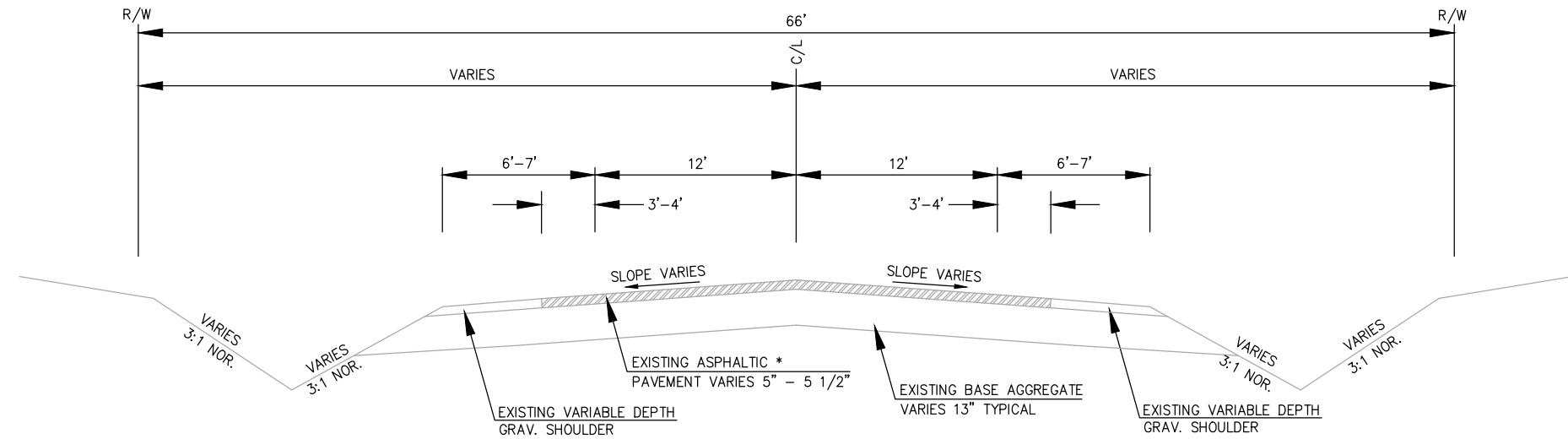


Call 811 or Toll Free (800) 242-8511
Milwaukee Area (414) 258-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .26	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .80											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA= 5.0 ACRES
TOTAL DISTURBED AREA= 5.0 ACRES

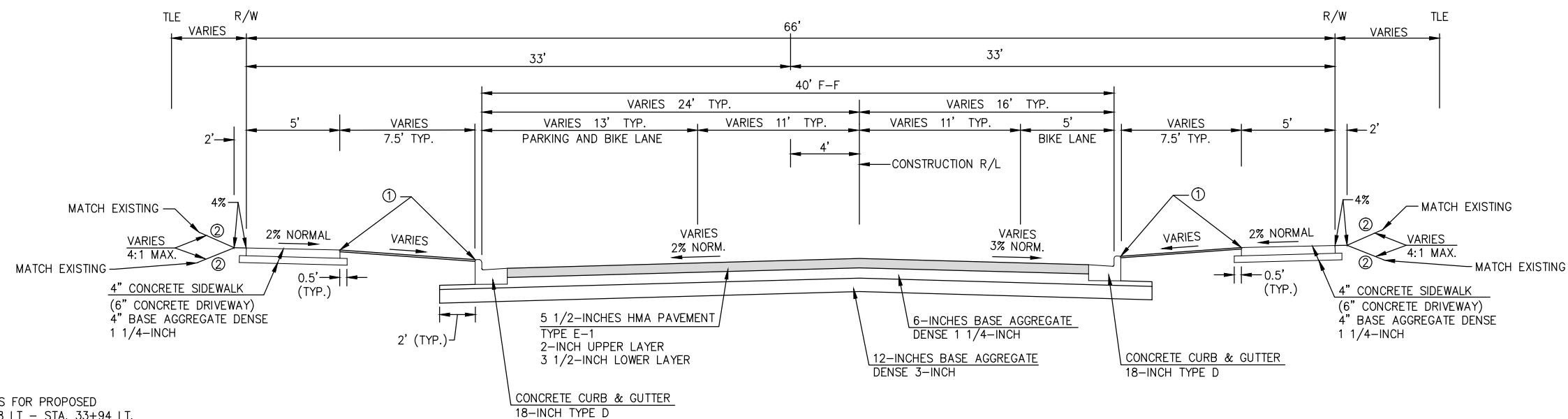


NOTE: CURB & GUTTER
STA. 10+73.52 LT. - STA. 12+16.55 LT.

EXISTING TYPICAL CROSS SECTION FOR CAPITOL DRIVE

STATION 10+73.65 - STATION 35+65

* EXISTING 7" TO 9" CONCRETE PAVEMENT OVER 6" TO 10" EXISTING BASE AGGREGATE.
STA. 35+65 - STA. 35+97.70



SEE CROSS SECTIONS FOR PROPOSED
DITCH STA. 31+10.68 LT - STA. 33+94 LT.

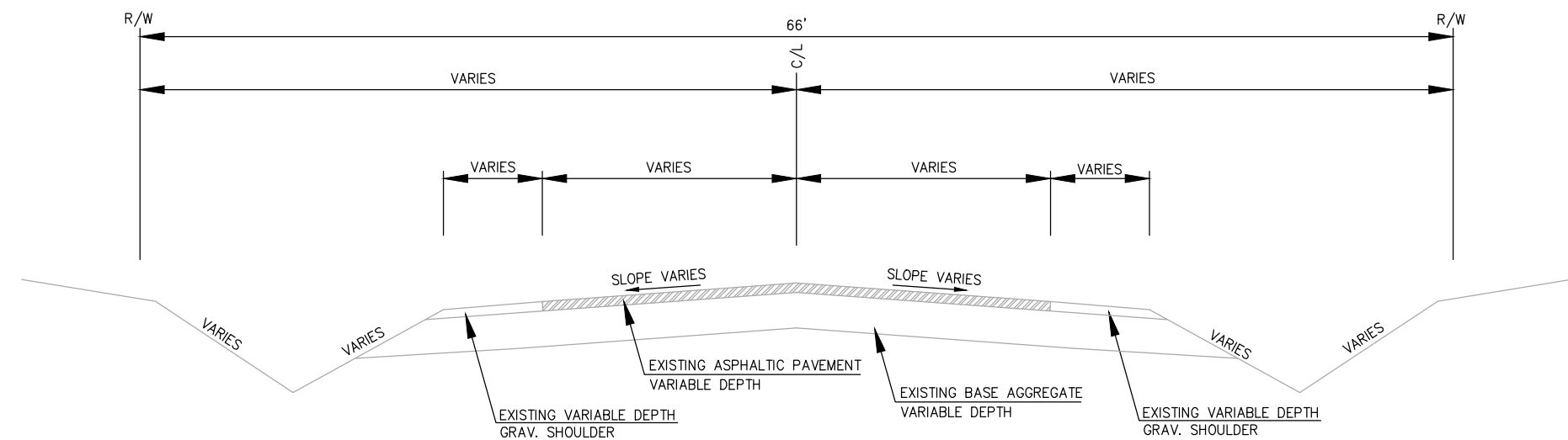
PROPOSED TYPICAL CROSS SECTION FOR CAPITOL DRIVE

STATION 10+73.65 - STATION 35+61*

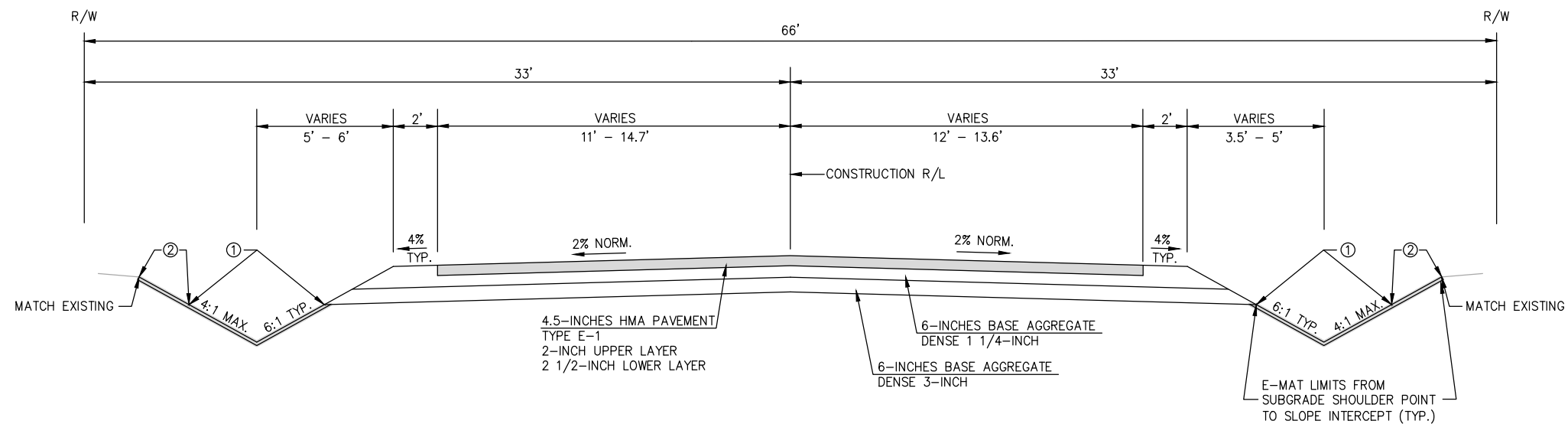
NOTE: CONCRETE PAVEMENT, 8-INCH
DOWELED, NON-REINFORCED OVER 6-INCHES
BASE AGGREGATE DENSE 1 1/4-INCH.
STA. 35+61 - STA. 35+97.70
SEE HORIZONTAL ALIGNMENT / PAVING
DETAILS

KEYED NOTES

- ① TOPSOIL, SEED, FERTILIZER AND E-MAT. URBAN CLASS I, TYPE A.
- ② TOPSOIL, SEED, FERTILIZER AND MULCH.



EXISTING TYPICAL CROSS SECTION FOR DIVISION STREET

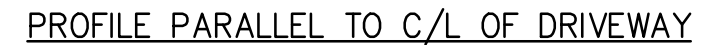


PROPOSED TYPICAL CROSS SECTION FOR DIVISION STREET

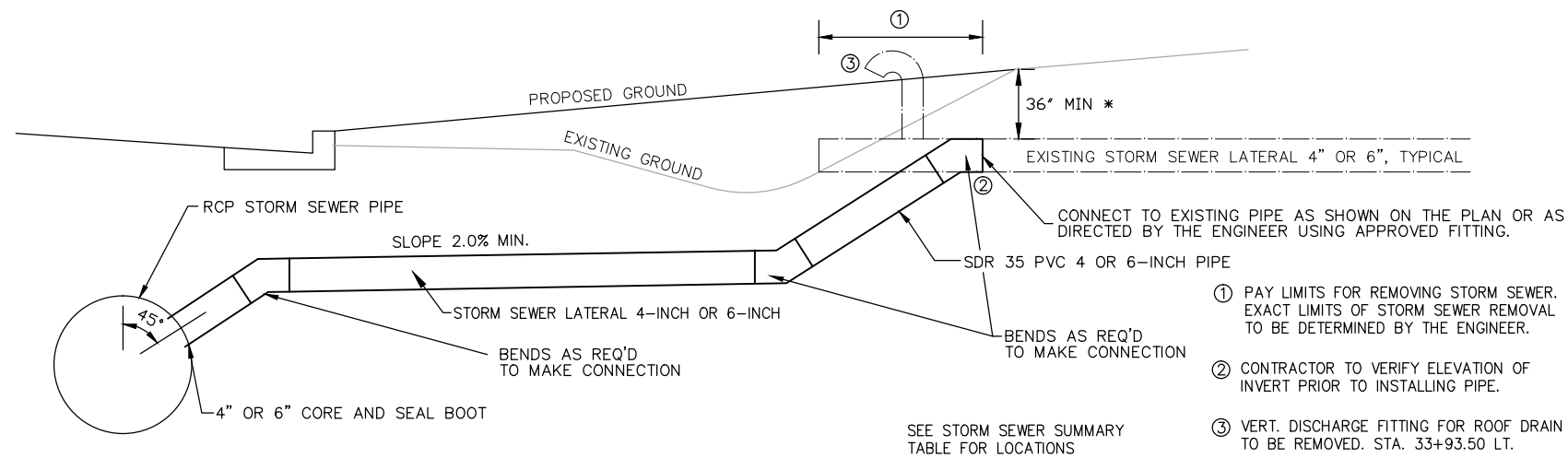
STATION 8+84.00 - STATION 9+84.00
STATION 10+16.00 - STATION 10+95.00

KEYED NOTES

- ① TOPSOIL, SEED, FERTILIZER AND E-MAT. URBAN CLASS I, TYPE B.
 - ② TOPSOIL, SEED, FERTILIZER AND MULCH.
- SEE EROSION CONTROL DETAIL SHEETS FOR ADDITIONAL INFORMATION

[illegible]

III



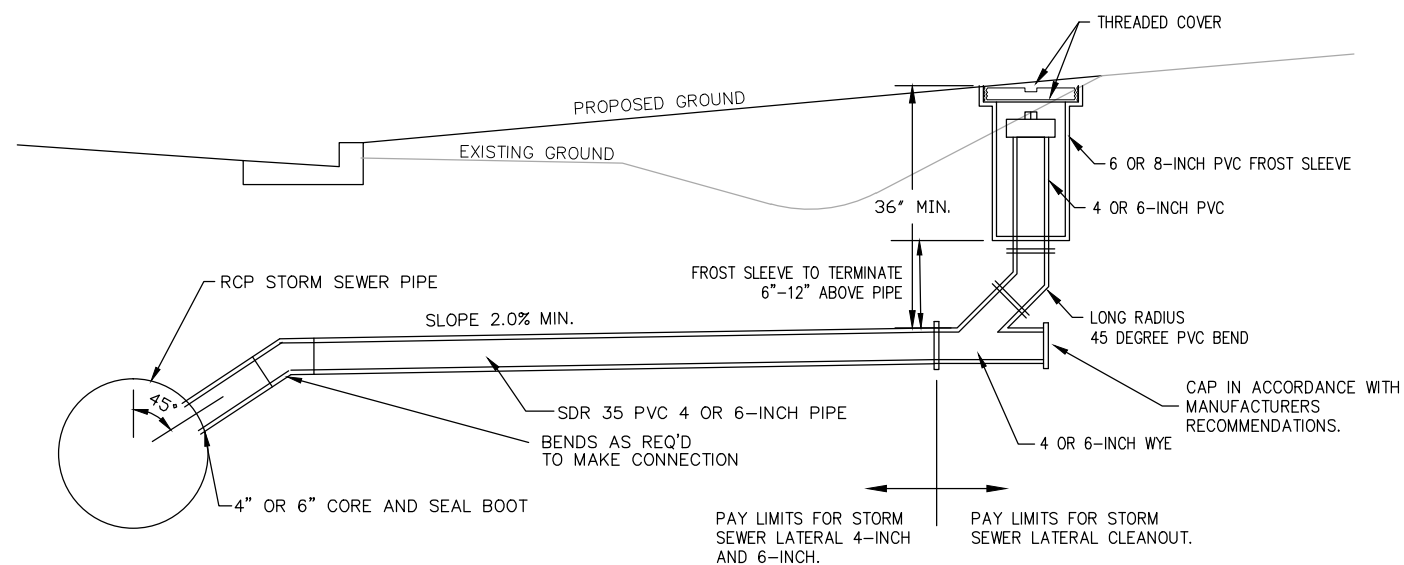
STORM SEWER LATERAL CONNECTION DETAIL

*CONTRACTOR TO NOTIFY ENGINEER IN THE EVENT THAT A MIN 36" DEPTH CANNOT BE OBTAINED.

THE CONTRACTOR SHALL INSTALL STORM LATERALS TO AVOID CONFLICTS WITH OTHER UTILITIES. THIS IS TO BE ACCOMPLISHED BY HAVING A RISER AT THE STORM MAIN, IF NECESSARY. THE HORIZONTAL LATERAL PIPE RUN SHALL BE SLOPED AT $\frac{1}{4}$ " PER FOOT AND THE CONTRACT PRICE FOR STORM LATERAL SHALL INCLUDE RISERS, CONNECTIONS AND FITTINGS NECESSARY TO PROVIDE A COMPLETE WORKING LATERAL WITH A MIN. 36" DEPTH AT THE EXISTING CONNECTION OR AT THE CLEANOUT.

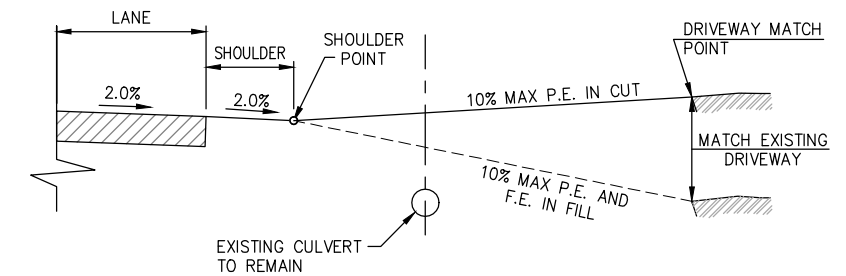
- ① PAY LIMITS FOR REMOVING STORM SEWER. EXACT LIMITS OF STORM SEWER REMOVAL TO BE DETERMINED BY THE ENGINEER.
- ② CONTRACTOR TO VERIFY ELEVATION OF INVERT PRIOR TO INSTALLING PIPE.
- ③ VERT. DISCHARGE FITTING FOR ROOF DRAIN TO BE REMOVED. STA. 33+93.50 LT.

SEE STORM SEWER SUMMARY TABLE FOR LOCATIONS

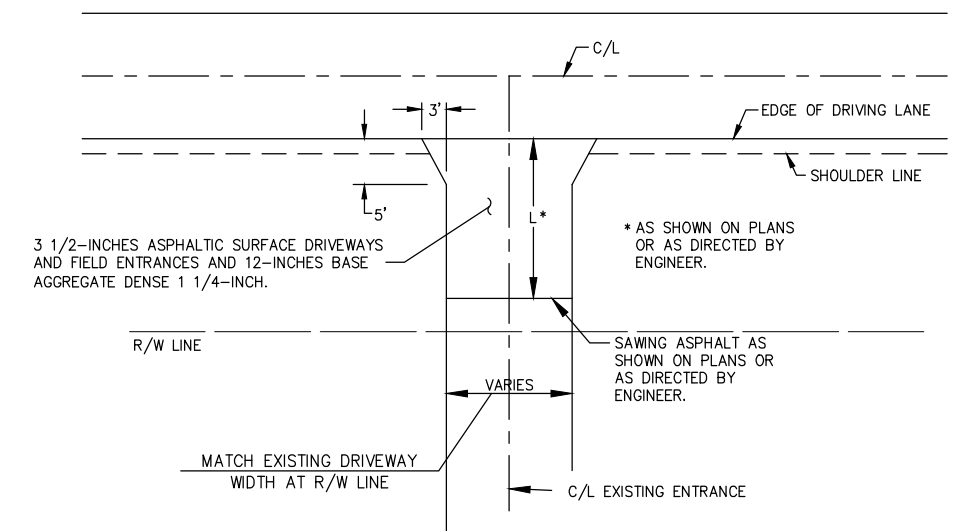


STORM SEWER LATERAL AND CLEANOUTS DETAIL

THE CONTRACTOR SHALL INSTALL STORM LATERALS TO AVOID CONFLICTS WITH OTHER UTILITIES. THIS IS TO BE ACCOMPLISHED BY HAVING A RISER AT THE STORM MAIN, IF NECESSARY. THE HORIZONTAL LATERAL PIPE RUN SHALL BE SLOPED AT $\frac{1}{4}$ " PER FOOT AND THE CONTRACT PRICE FOR STORM LATERAL SHALL INCLUDE RISERS, CONNECTIONS AND FITTINGS NECESSARY TO PROVIDE A COMPLETE WORKING LATERAL WITH A MIN. 36" DEPTH AT THE EXISTING CONNECTION OR AT THE CLEANOUT.



PROFILE VIEW

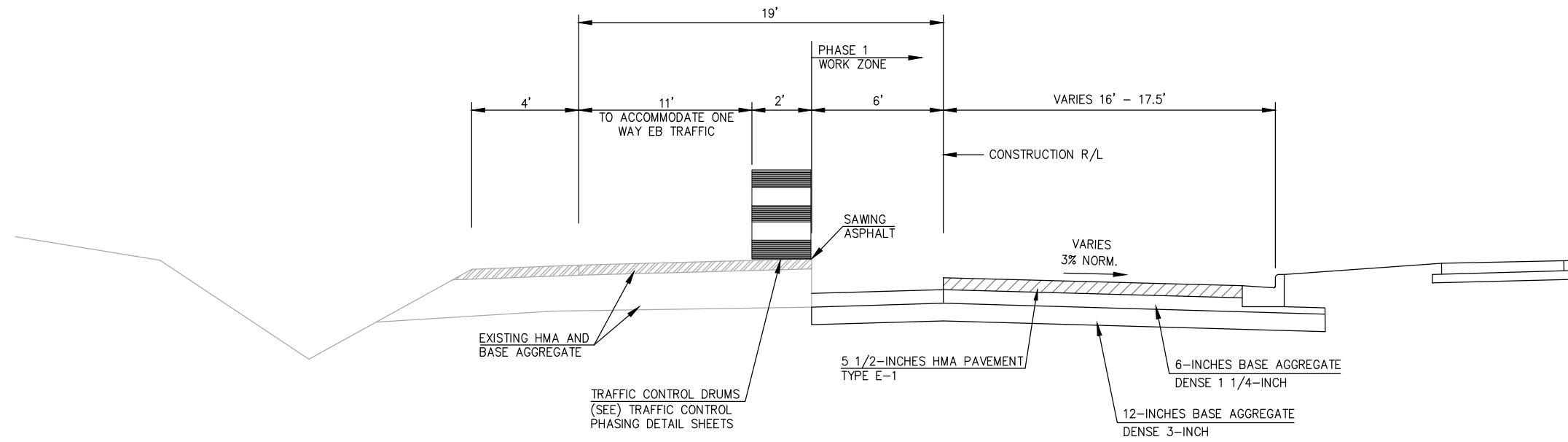


PLAN VIEW

DIVISION STREET RURAL ENTRANCE DETAIL

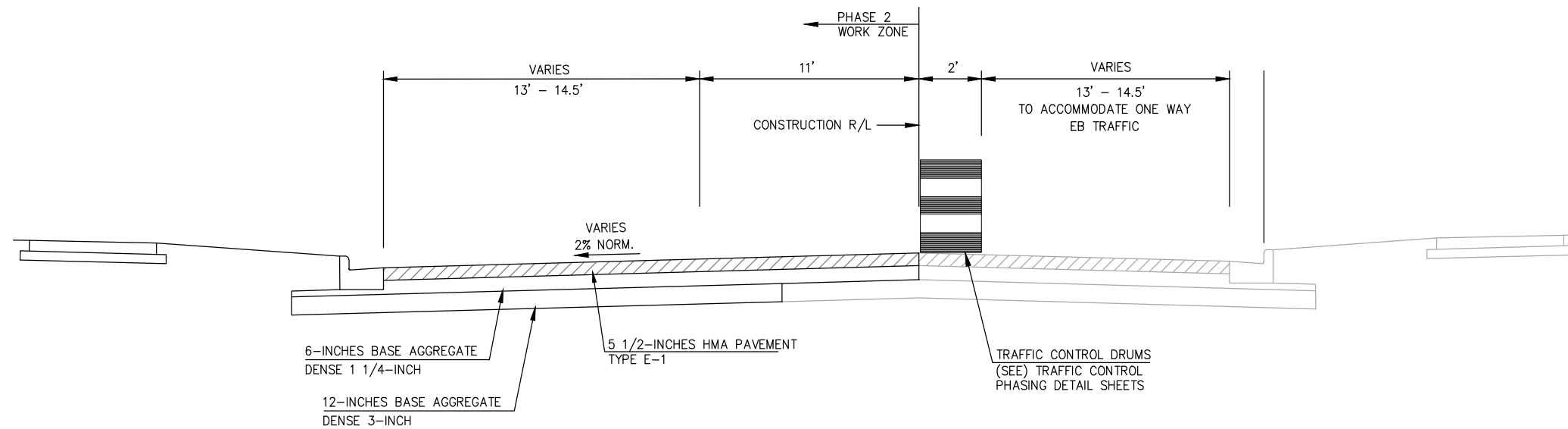
STA. 9+10 LT.





PHASE 1 TYPICAL SECTION FOR CAPITOL DRIVE

STATION 10+73.52 - STATION 35+53.91

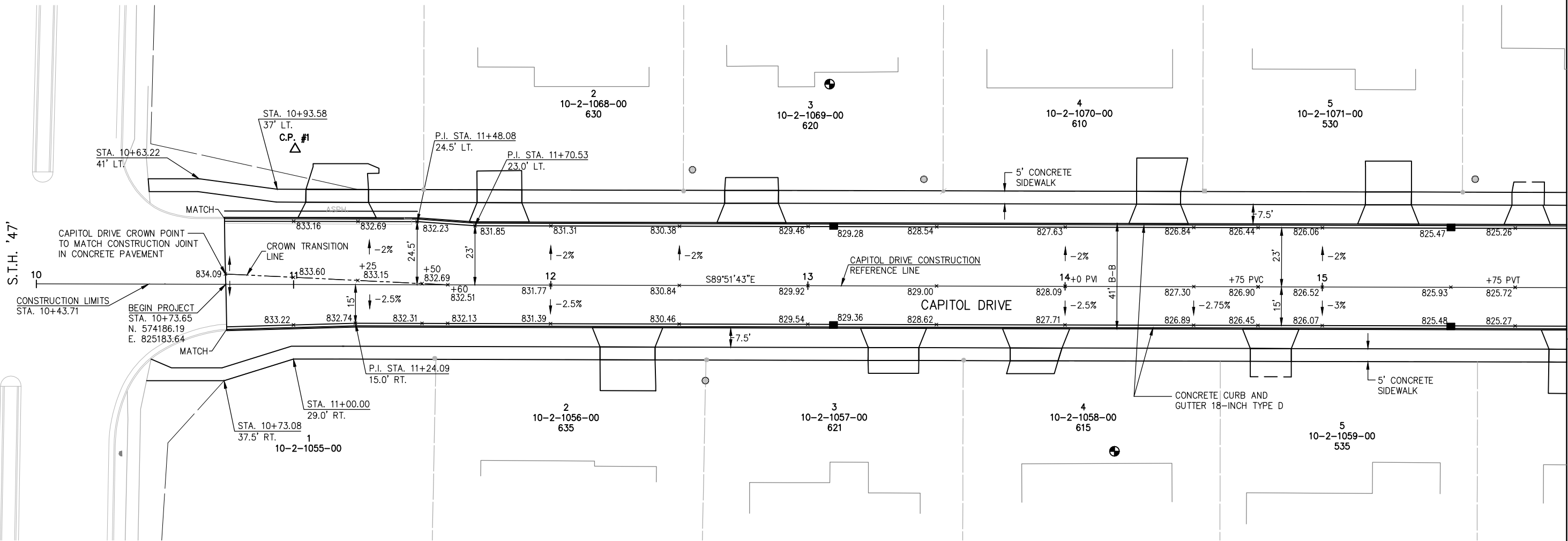
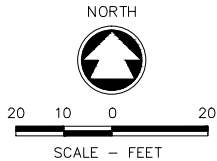


PHASE 2 TYPICAL SECTION FOR CAPITOL DRIVE

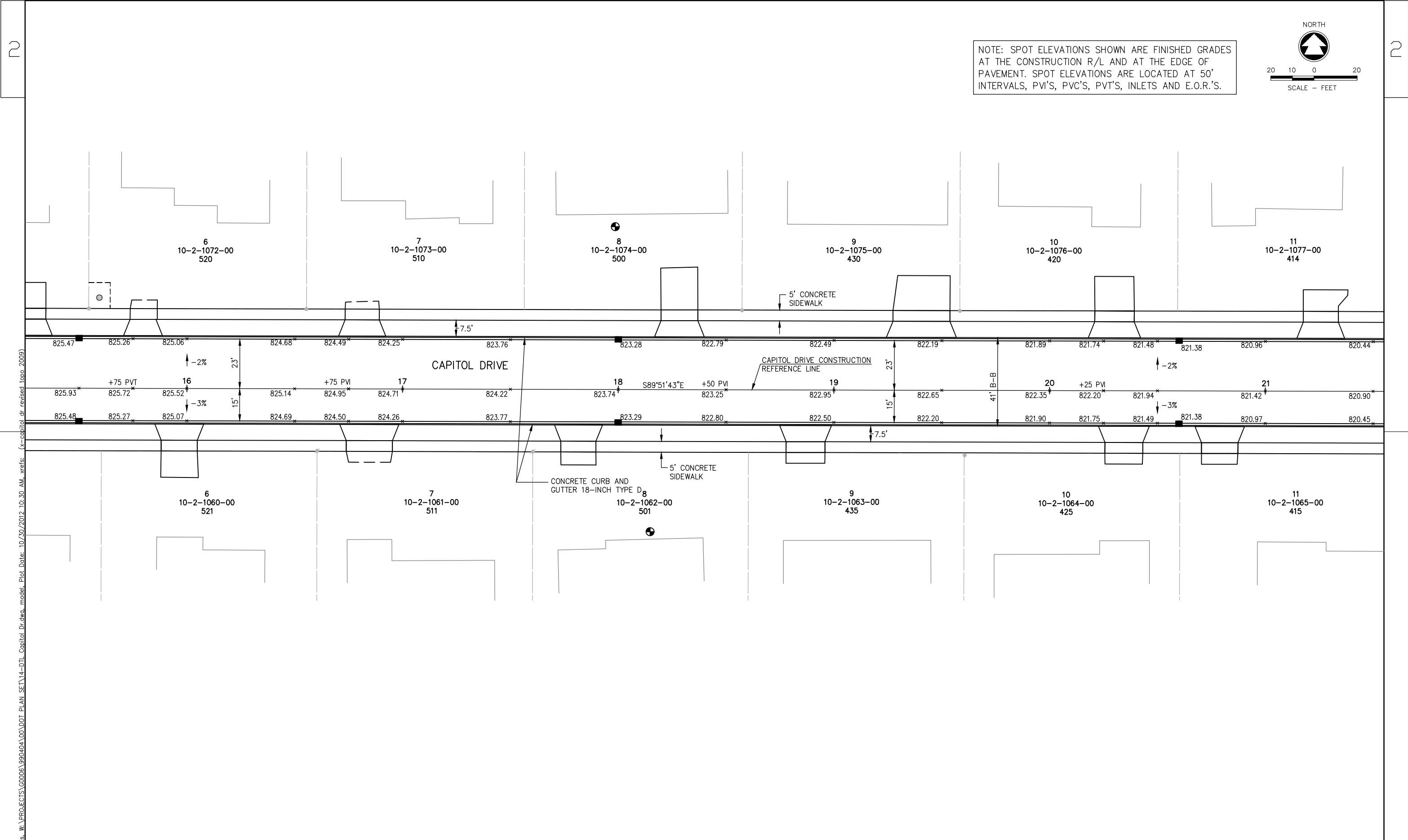
STATION 10+73.52 - STATION 35+53.91

POINT #	NORTHING	EASTING	CONTROL POINTS	STATION	LOCATION	ELEVATION	DESCRIPTION
CP #1	574238.77	825210.63	11+00.52	52.64' LT	834.43		MAG NAIL

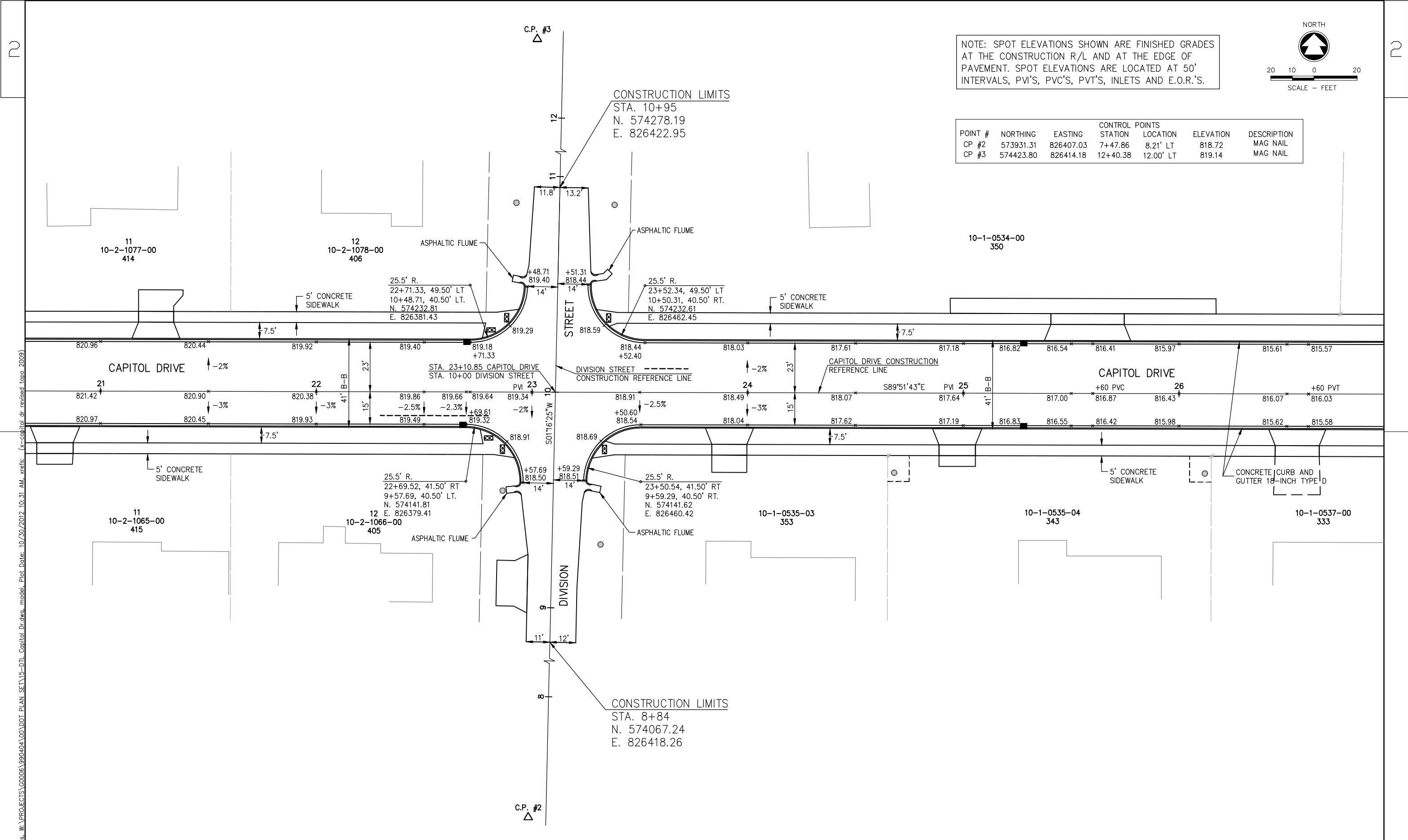
NOTE: SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PVI'S, PVC'S, PVT'S, INLETS AND E.O.R.'S.



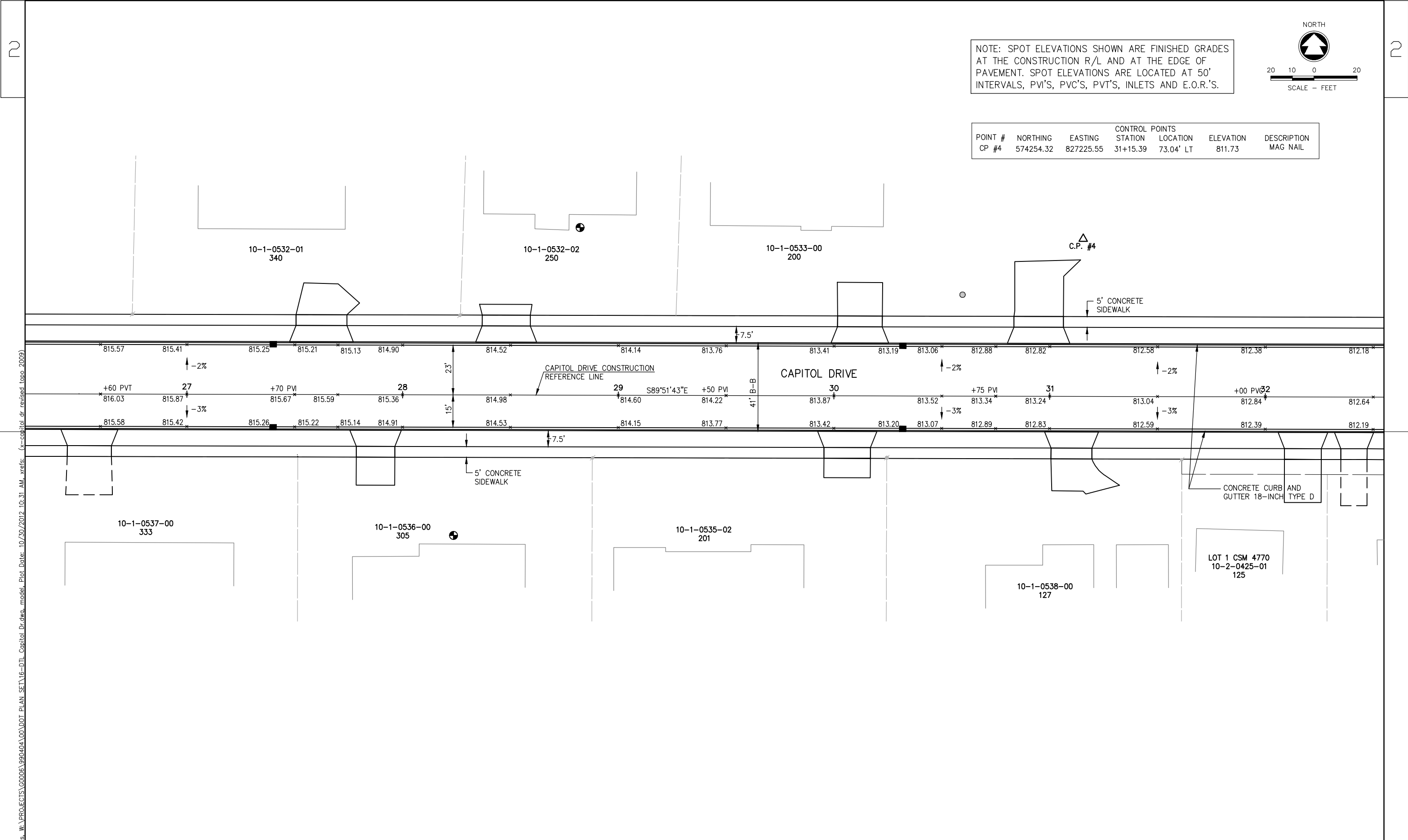
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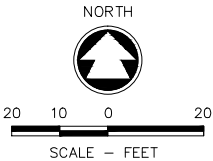
c:\clients\w\PROJECTS\00006\990404\DOT PLAN SET\14-DTL Capitol Dr.dwg, model, Plot Date: 10/30/2012 10:30 AM, xrefs: (x=capitol dr revised topo 2009)



c:\clemens_w\PROJECTS\00006\990404\DOT PLAN SET\15-DTL Capitol Dr.dwg, model, Plot Date: 10/30/2012 10:31 AM, xrefs: (x=capitol dr revised topo 2009)

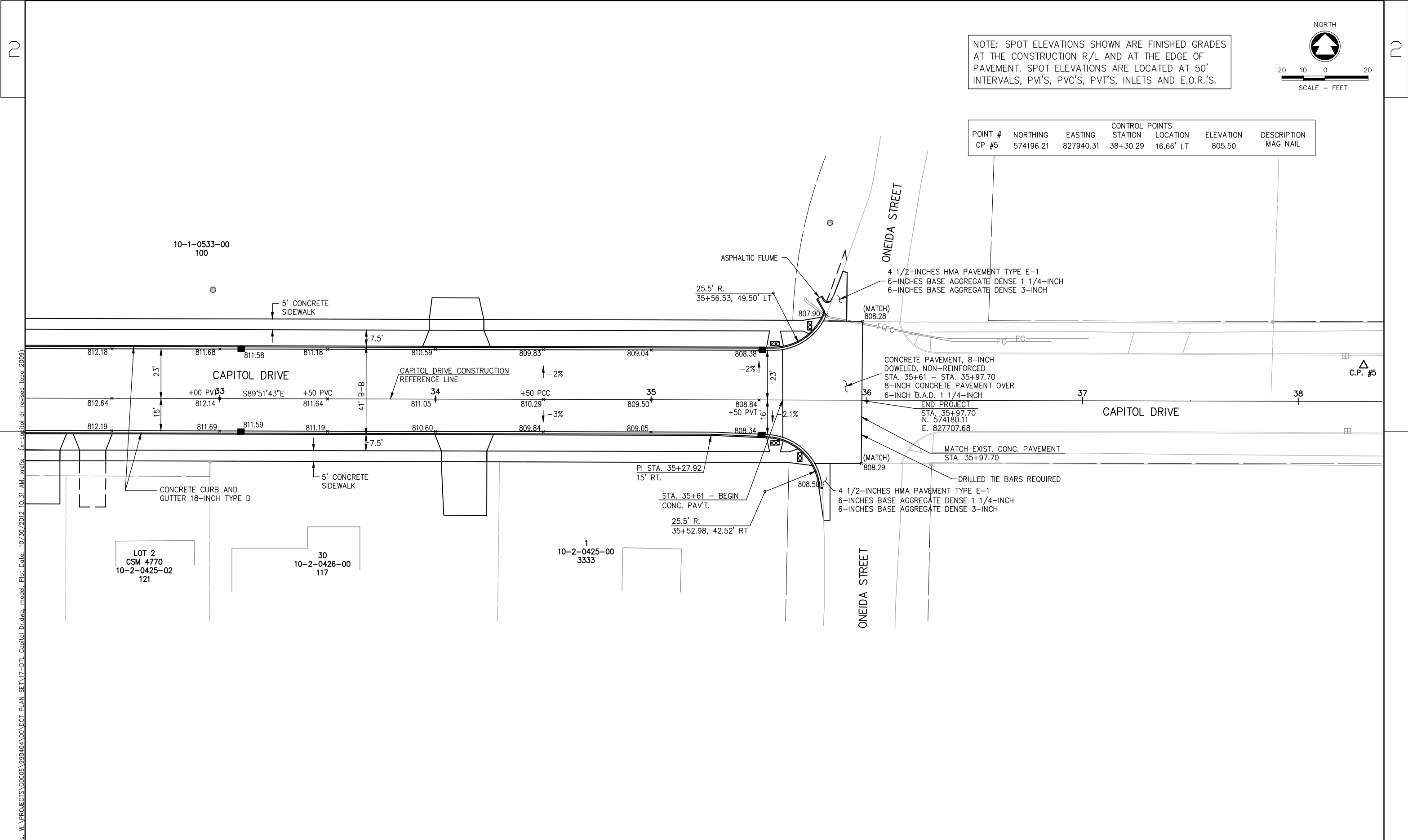


NOTE: SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PVI'S, PVC'S, PVT'S, INLETS AND E.O.R.'S.

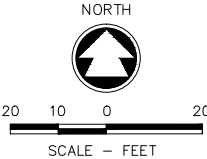


POINT # CP #4	NORTHING	EASTING	CONTROL POINTS		ELEVATION	DESCRIPTION
			STATION	LOCATION		
	574254.32	827225.55	31+15.39	73.04' LT	811.73	MAG NAIL

c:\clients\w\PROJECTS\00006\990404\00\DOT PLAN SET\16-DTL Capitol Dr.dwg, model, Plot Date: 10/30/2012 10:31 AM, xrefs: (x=capitol dr revised topo 2009)



NOTE: SPOT ELEVATIONS SHOWN ARE FINISHED GRADES AT THE CONSTRUCTION R/L AND AT THE EDGE OF PAVEMENT. SPOT ELEVATIONS ARE LOCATED AT 50' INTERVALS, PVI'S, PVC'S, PVT'S, INLETS AND E.O.R.'S.



POINT #	NORTHING	EASTING	CONTROL POINTS		ELEVATION	DESCRIPTION
CP #5	574196.21	827940.31	STATION	LOCATION	805.50	MAG NAIL
			38+30.29	16.66' LT		

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PROJECT NUMBER: 4984-01-71

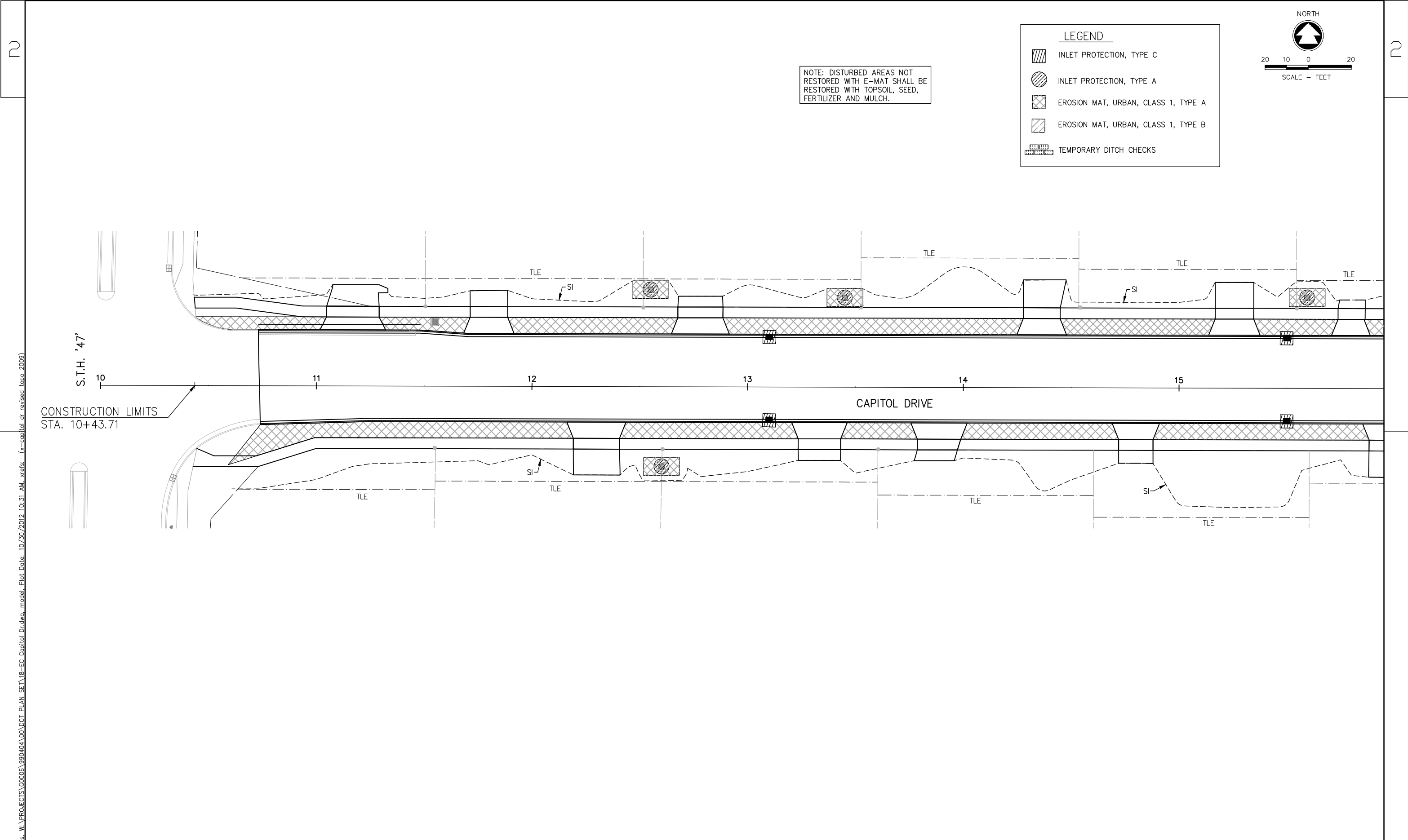
HWY: CAPITOL DRIVE

COUNTY: OUTAGAMIE

HORIZONTAL ALIGNMENT/PAVING DETAIL

SHEET: 14

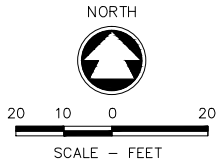
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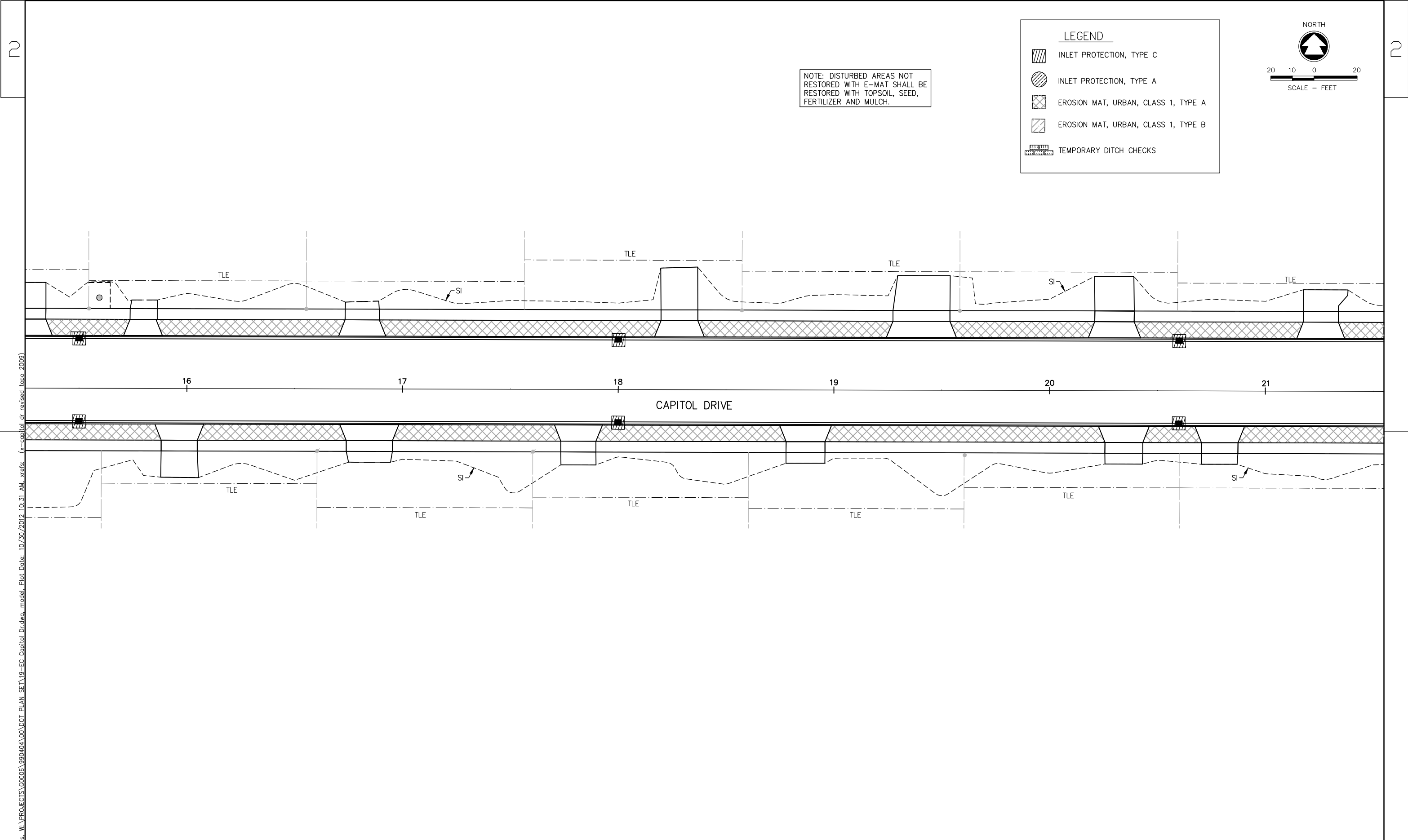
NOTE: DISTURBED AREAS NOT RESTORED WITH E-MAT SHALL BE RESTORED WITH TOPSOIL, SEED, FERTILIZER AND MULCH.

LEGEND

- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- TEMPORARY DITCH CHECKS



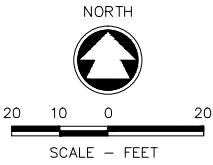
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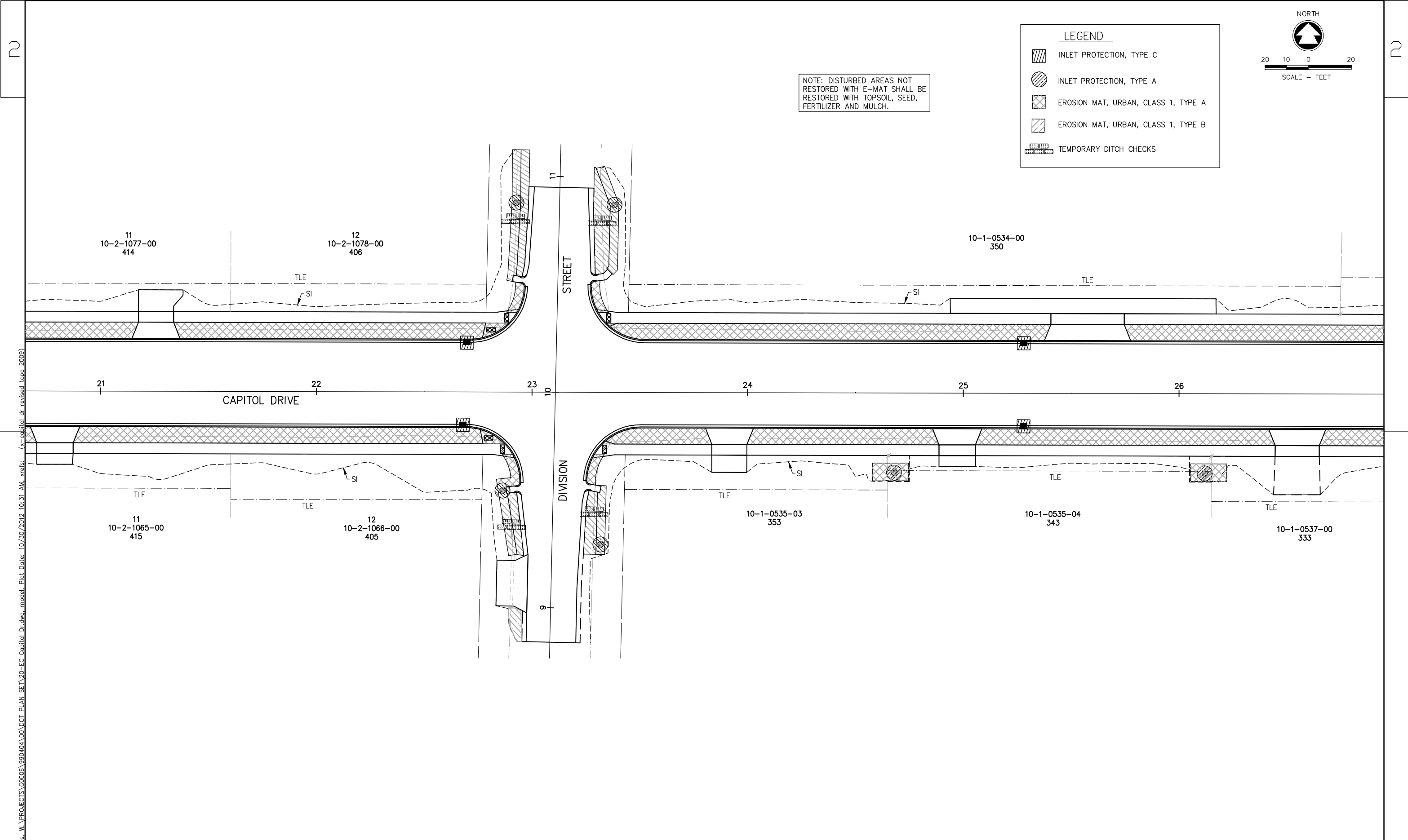
NOTE: DISTURBED AREAS NOT RESTORED WITH E-MAT SHALL BE RESTORED WITH TOPSOIL, SEED, FERTILIZER AND MULCH.

LEGEND

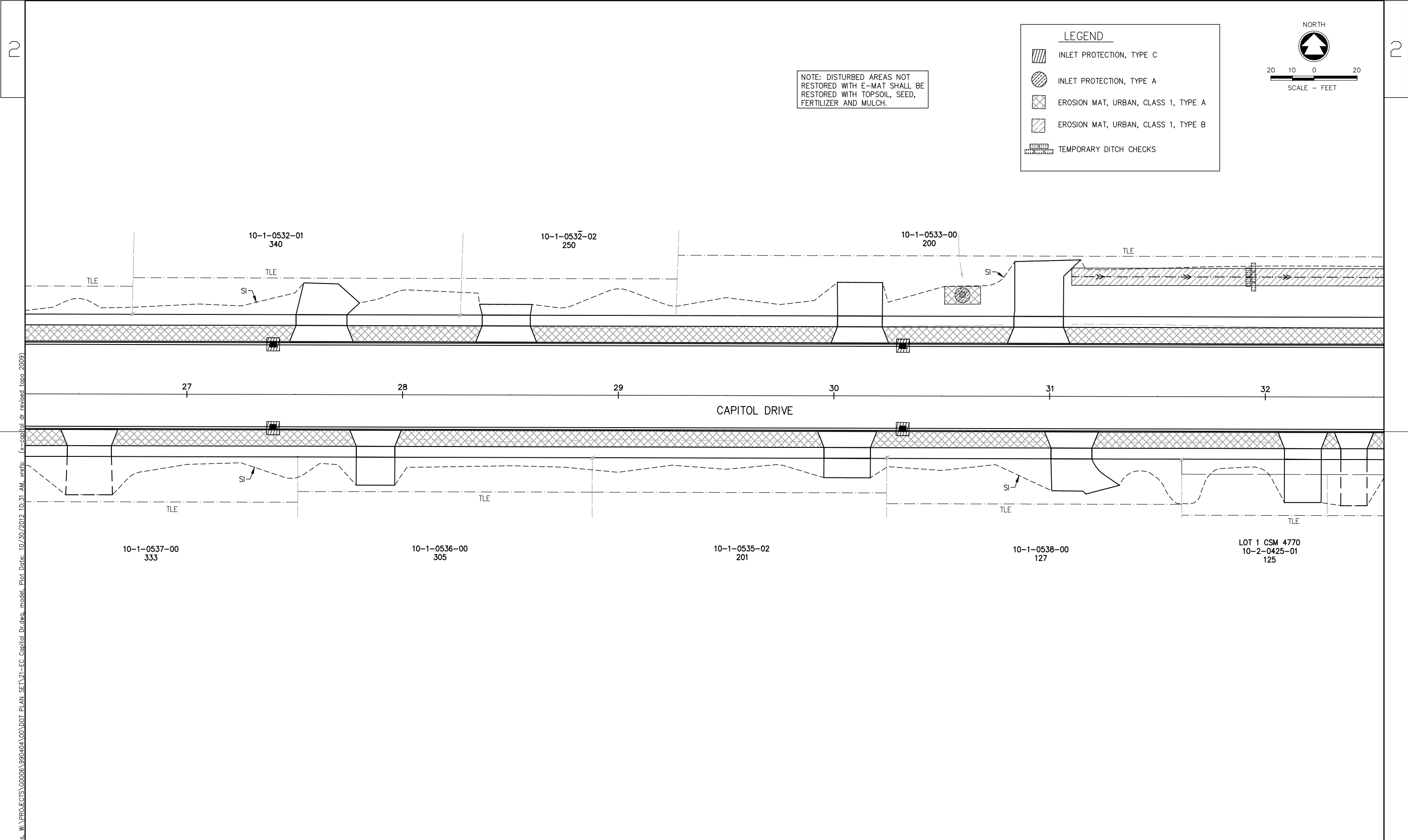
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- TEMPORARY DITCH CHECKS



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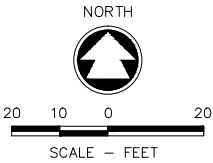
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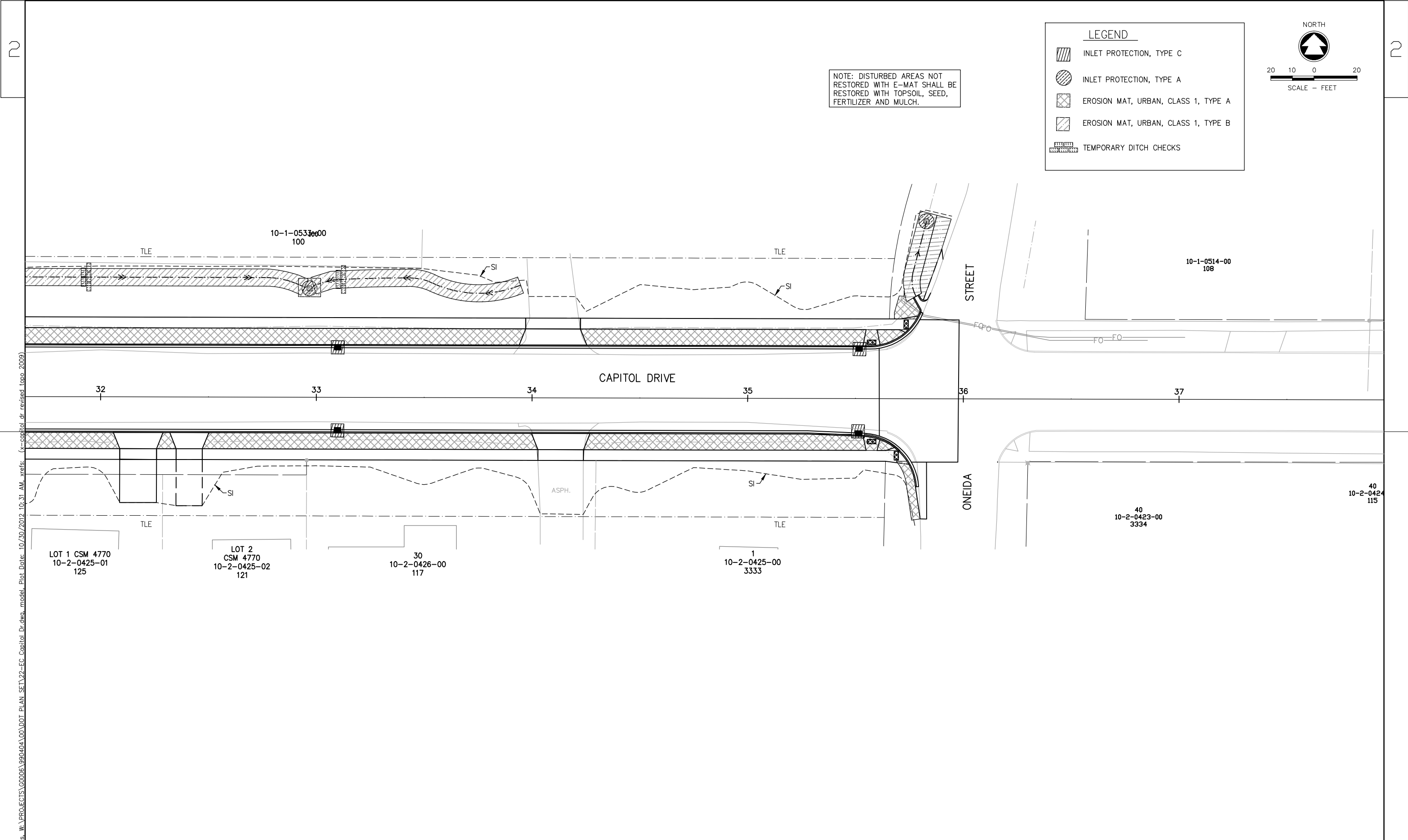
NOTE: DISTURBED AREAS NOT RESTORED WITH E-MAT SHALL BE RESTORED WITH TOPSOIL, SEED, FERTILIZER AND MULCH.

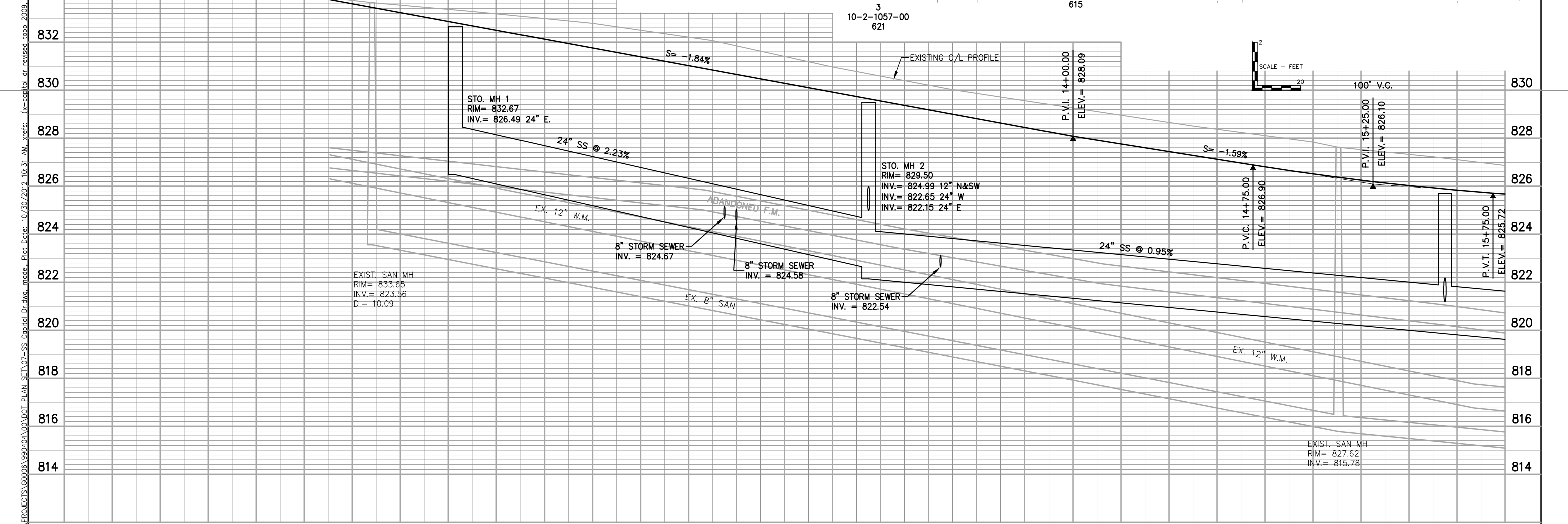
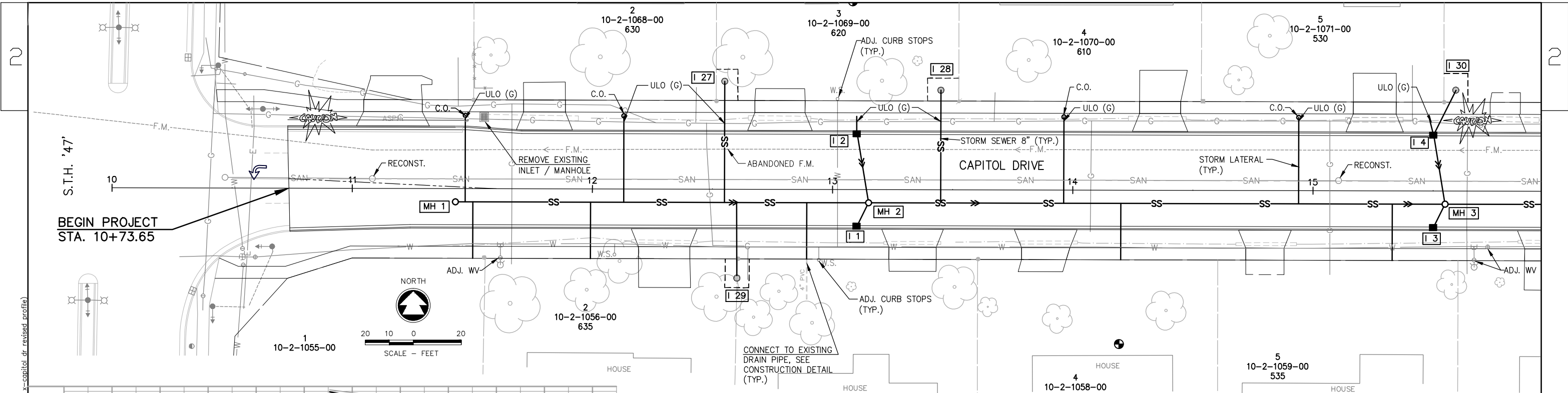
LEGEND

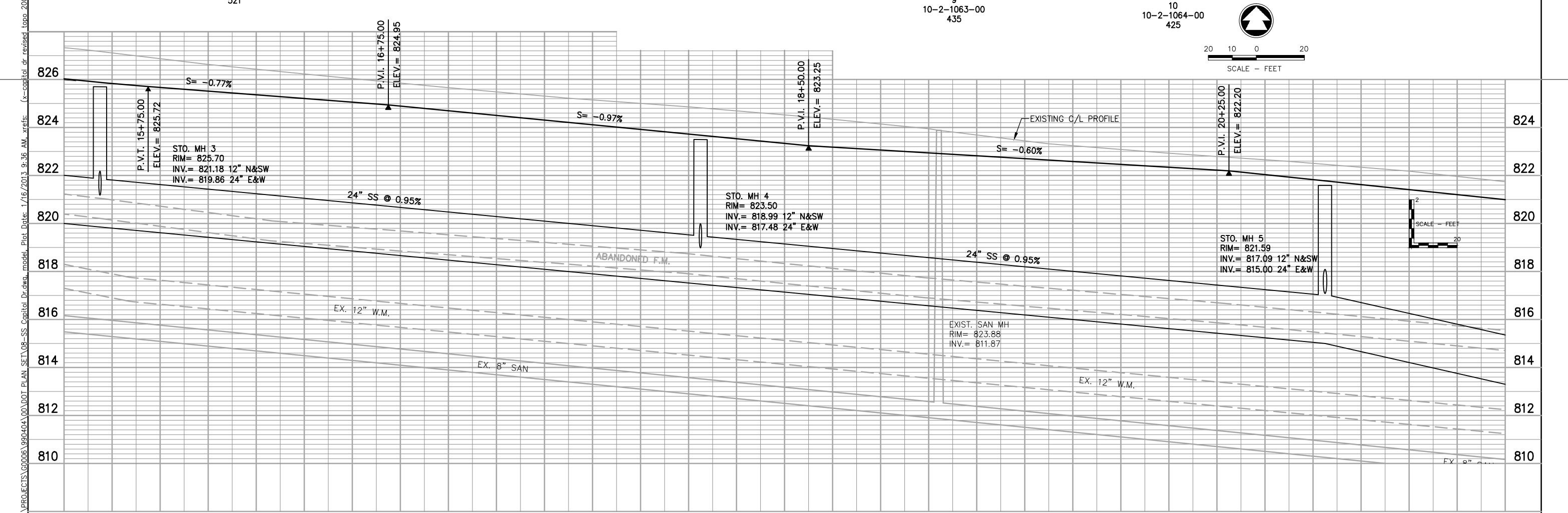
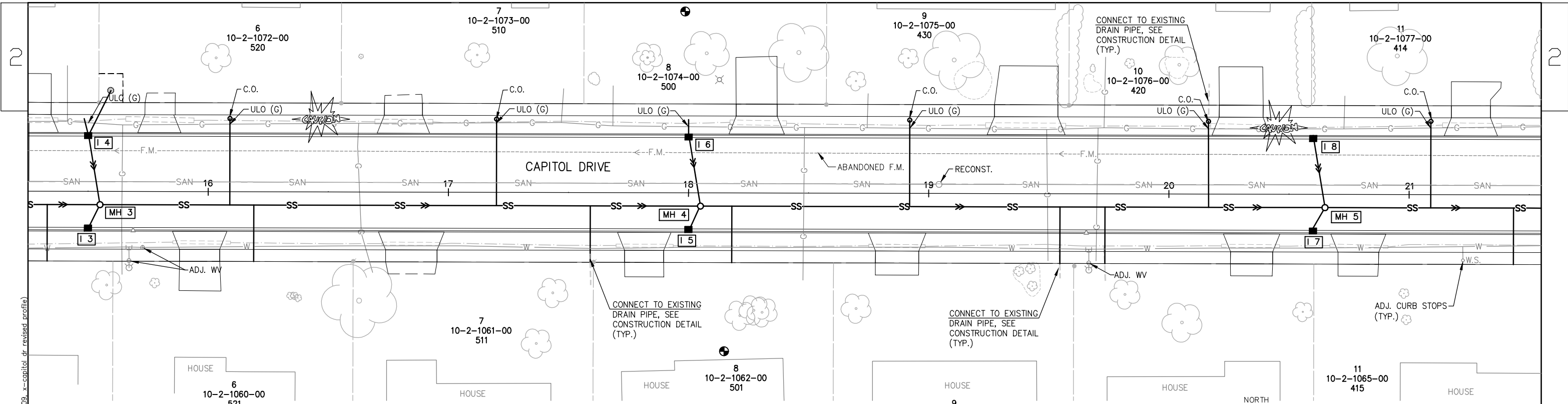
- INLET PROTECTION, TYPE C
- INLET PROTECTION, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE A
- EROSION MAT, URBAN, CLASS 1, TYPE B
- TEMPORARY DITCH CHECKS

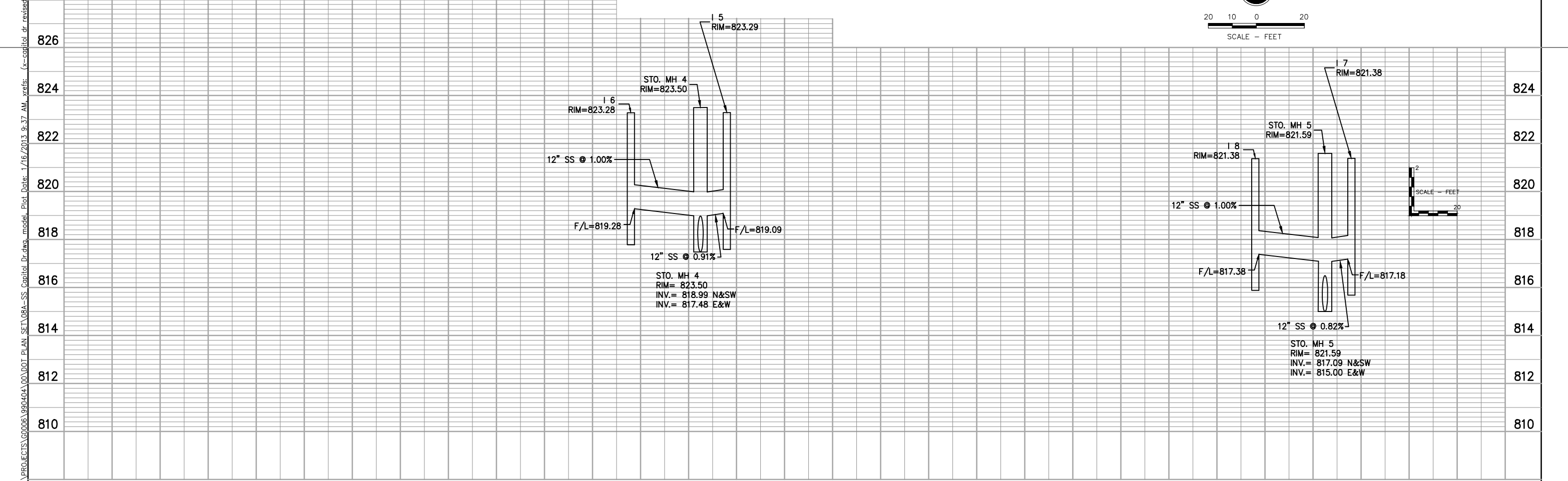
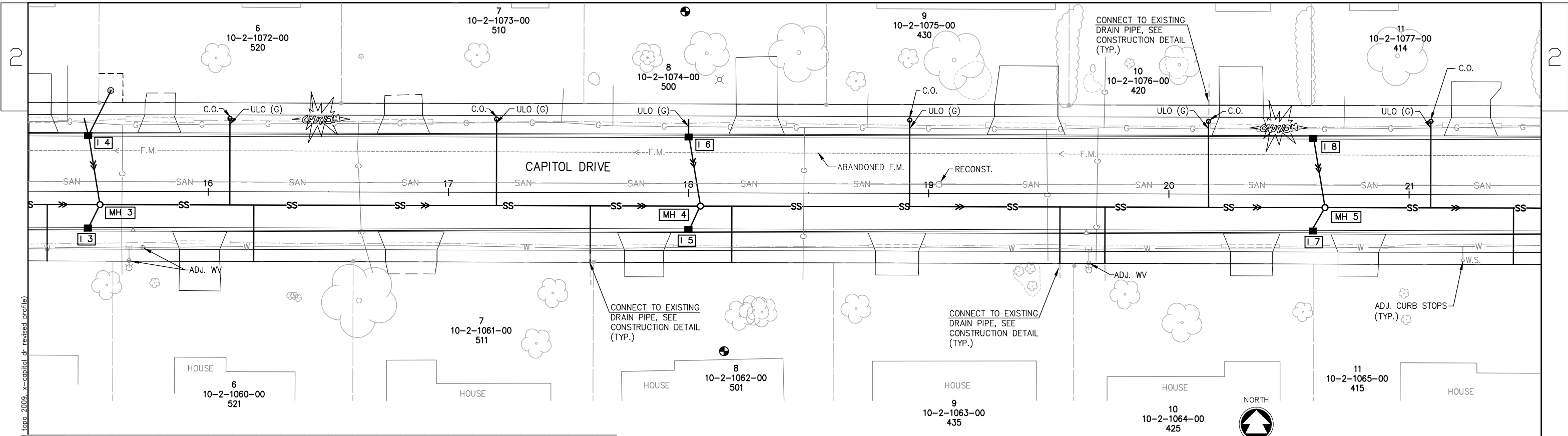


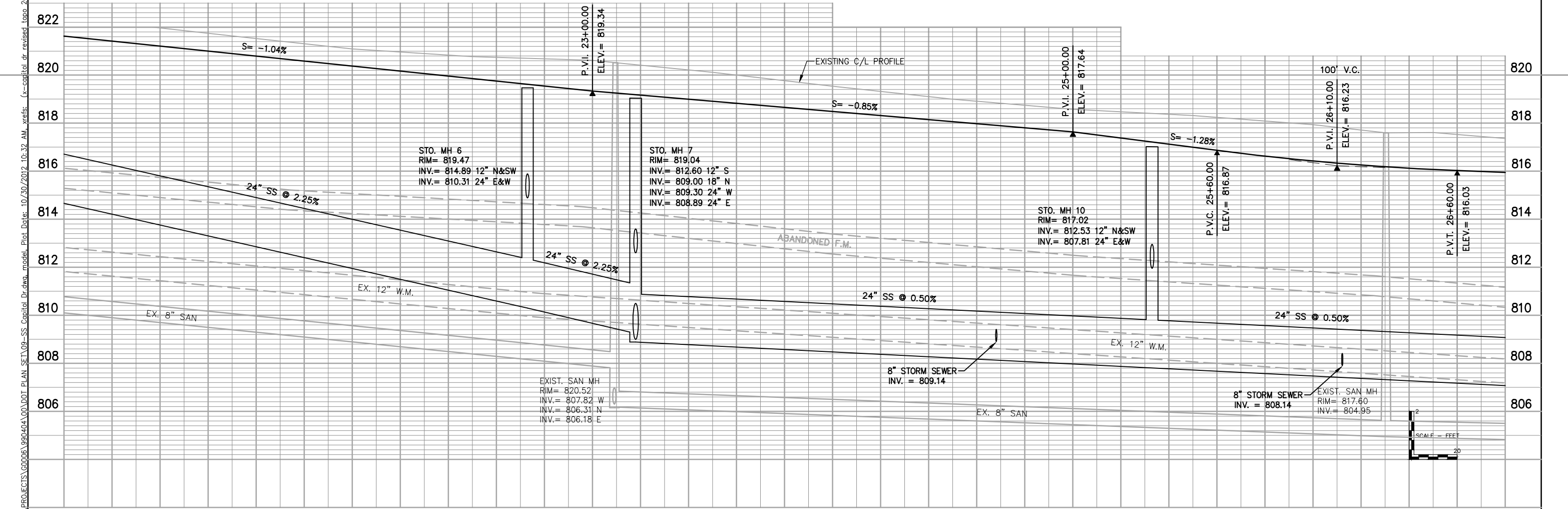
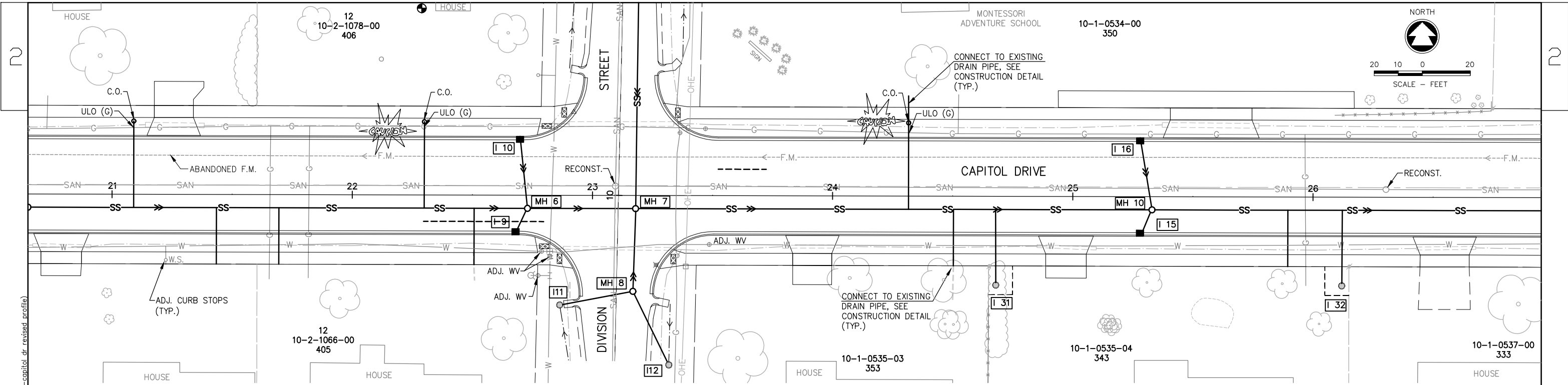
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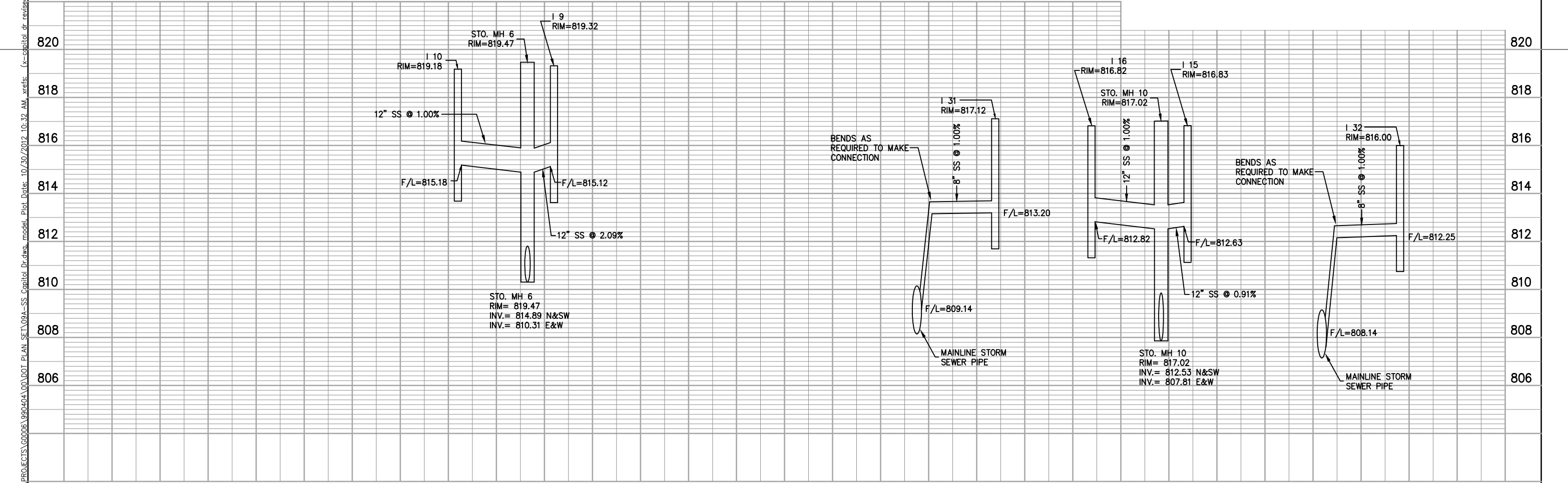
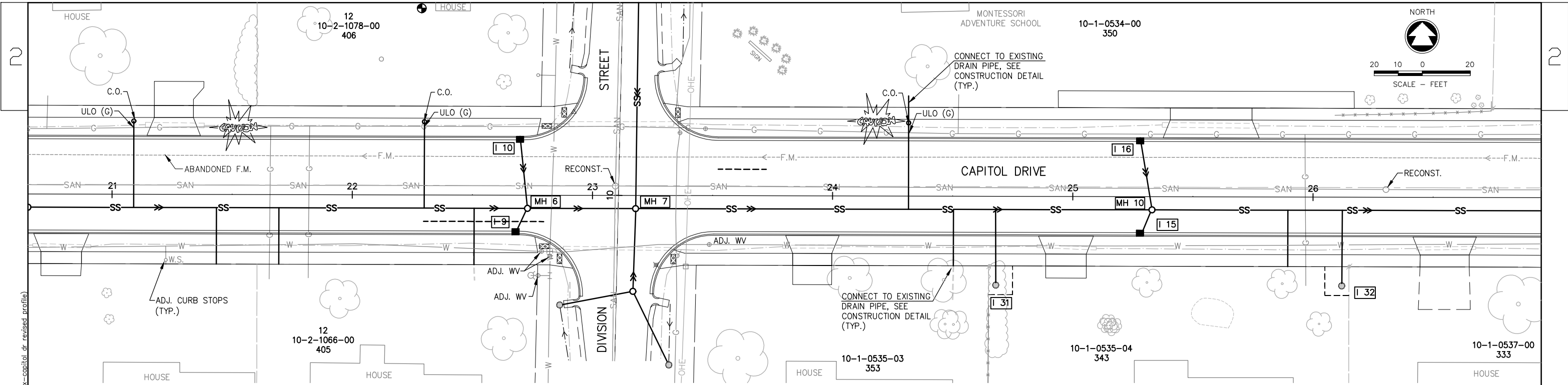


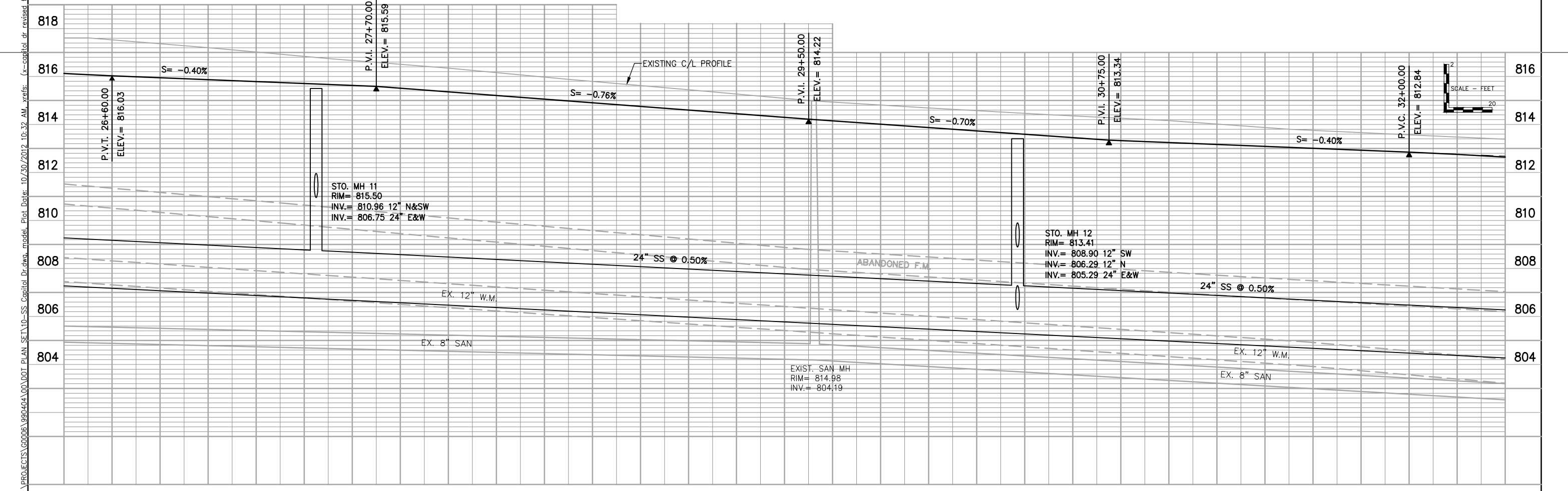
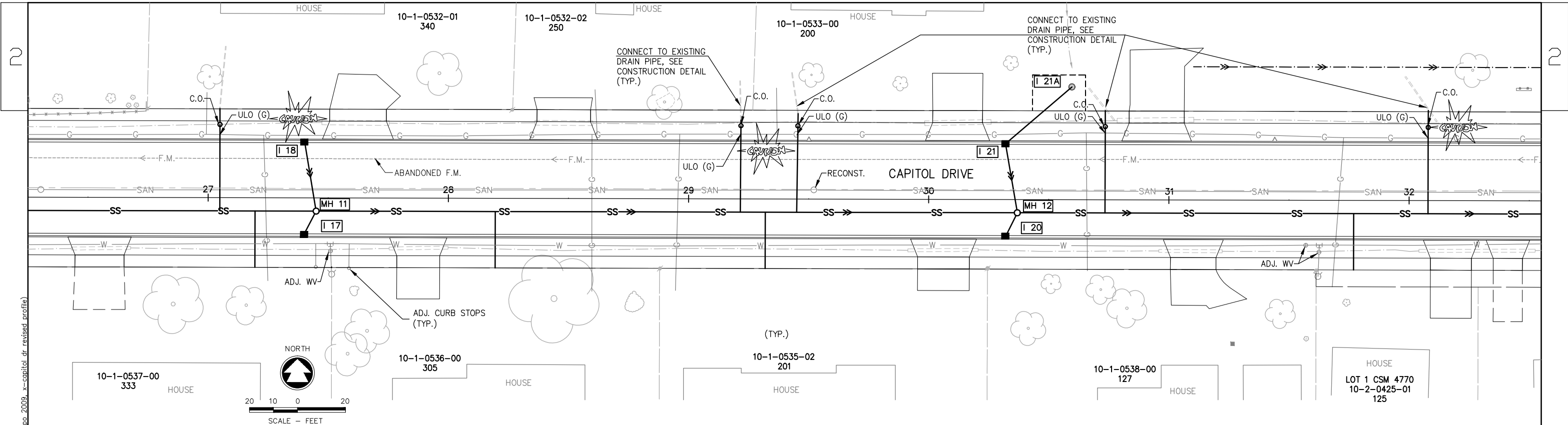


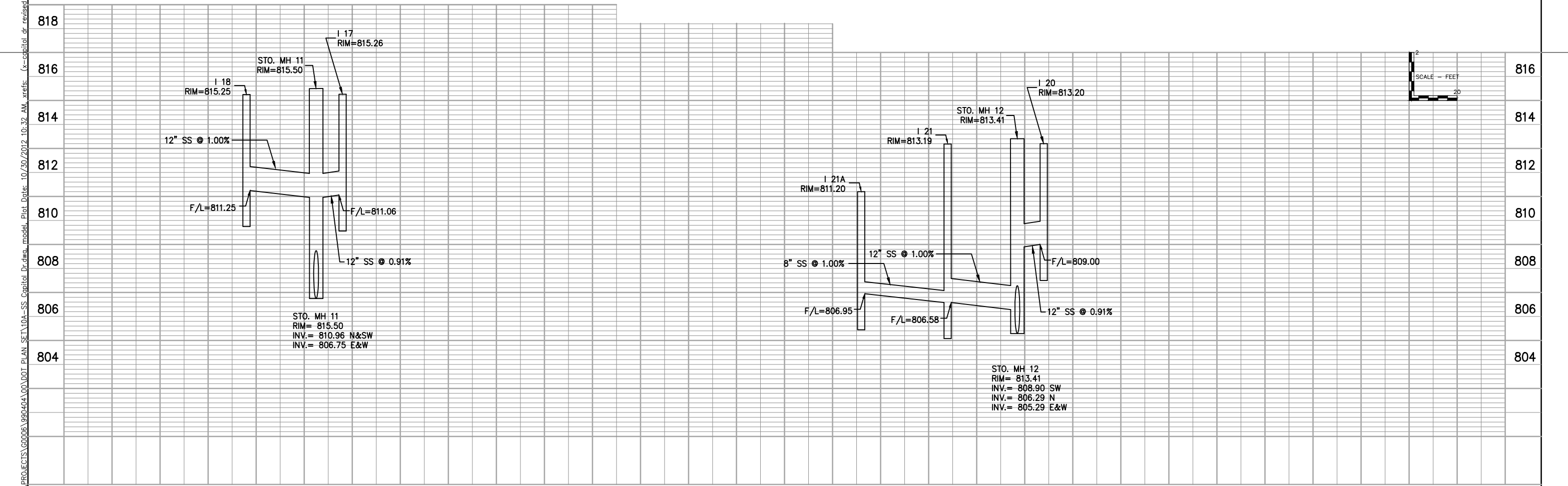
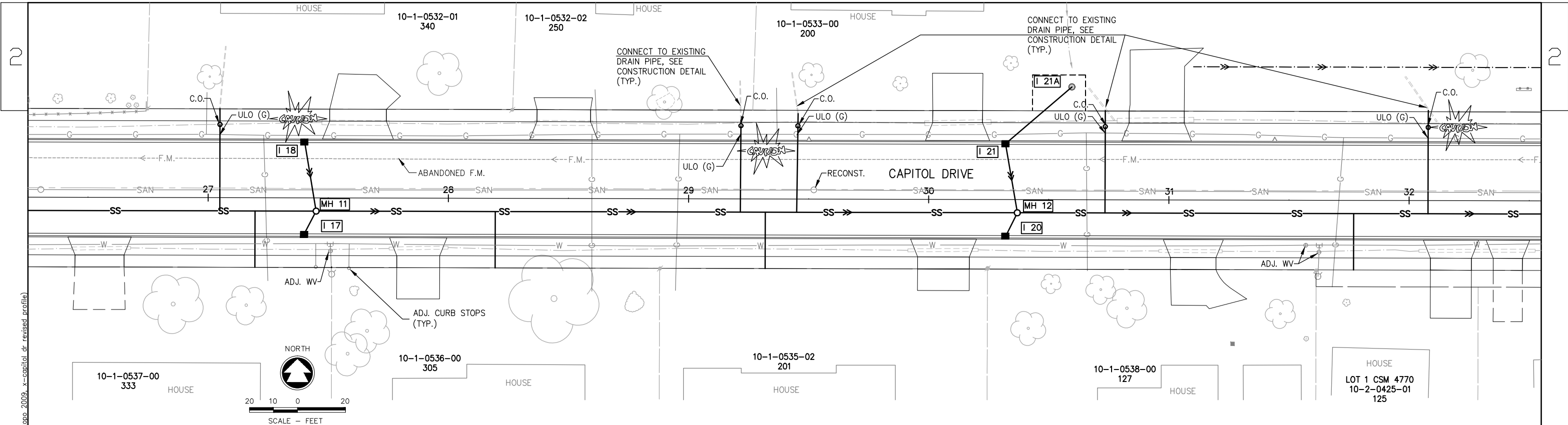


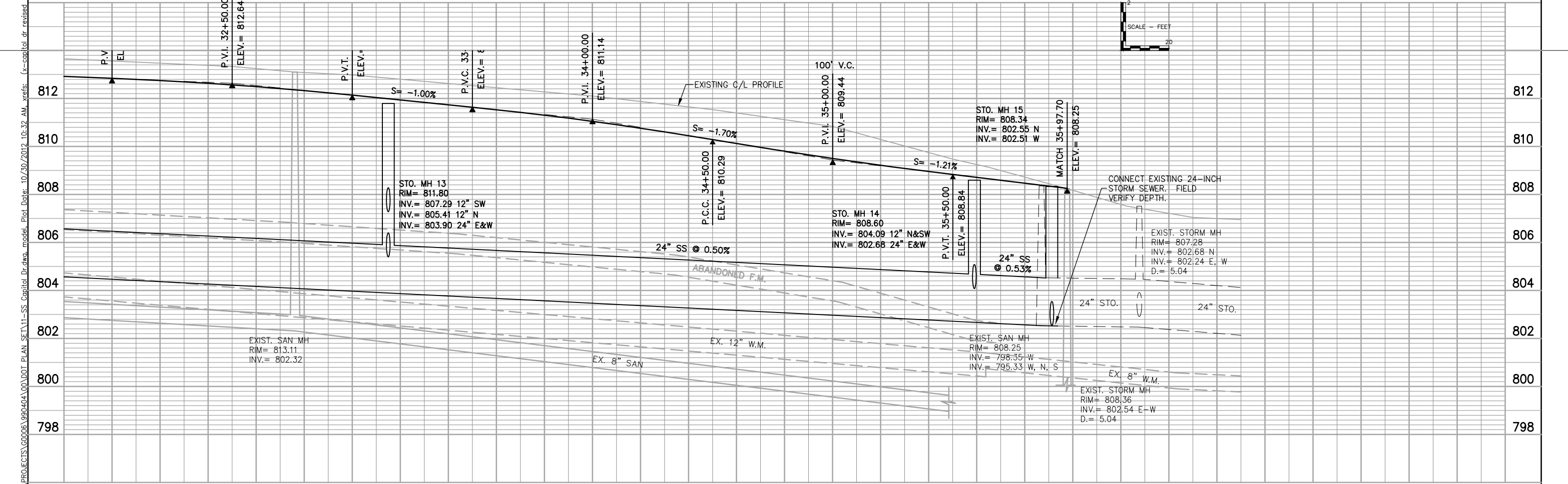
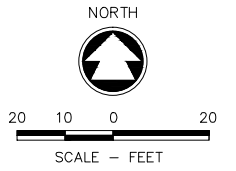
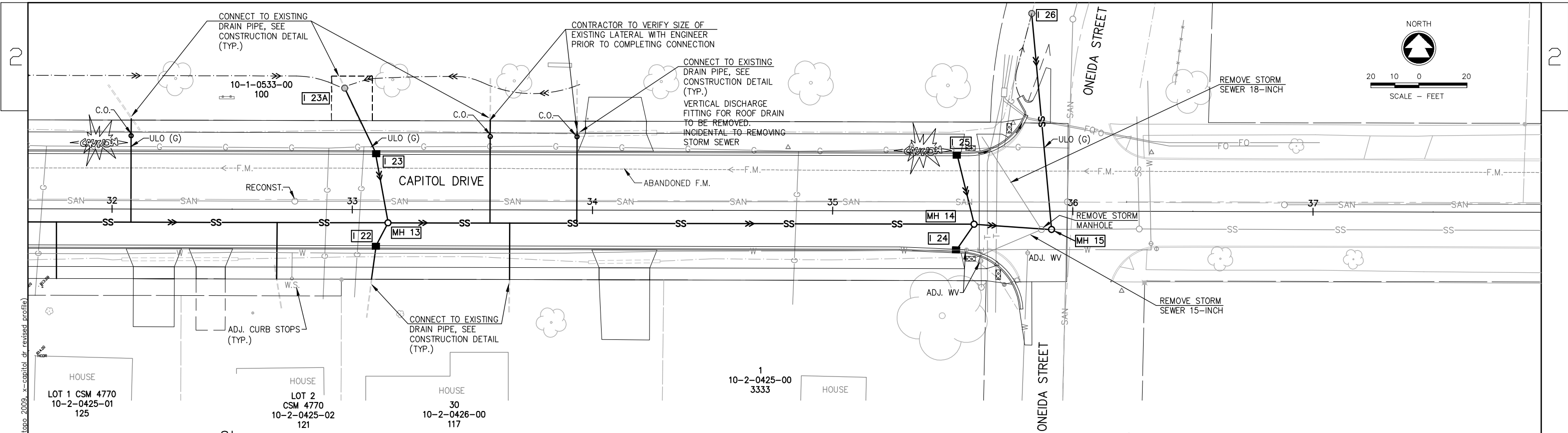


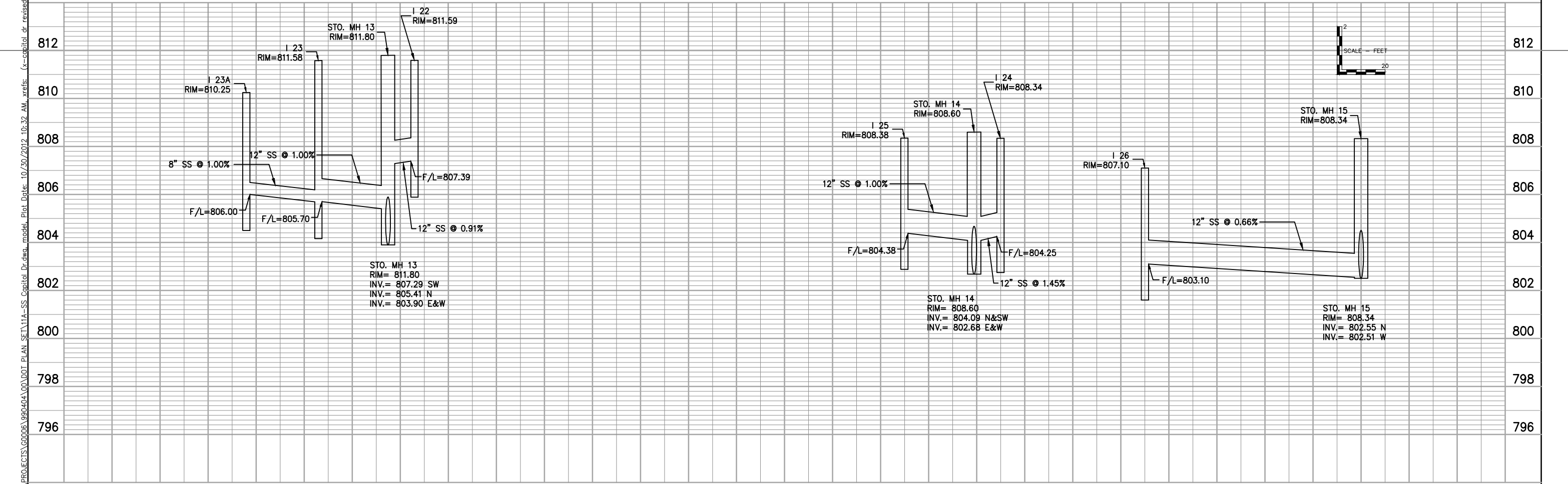
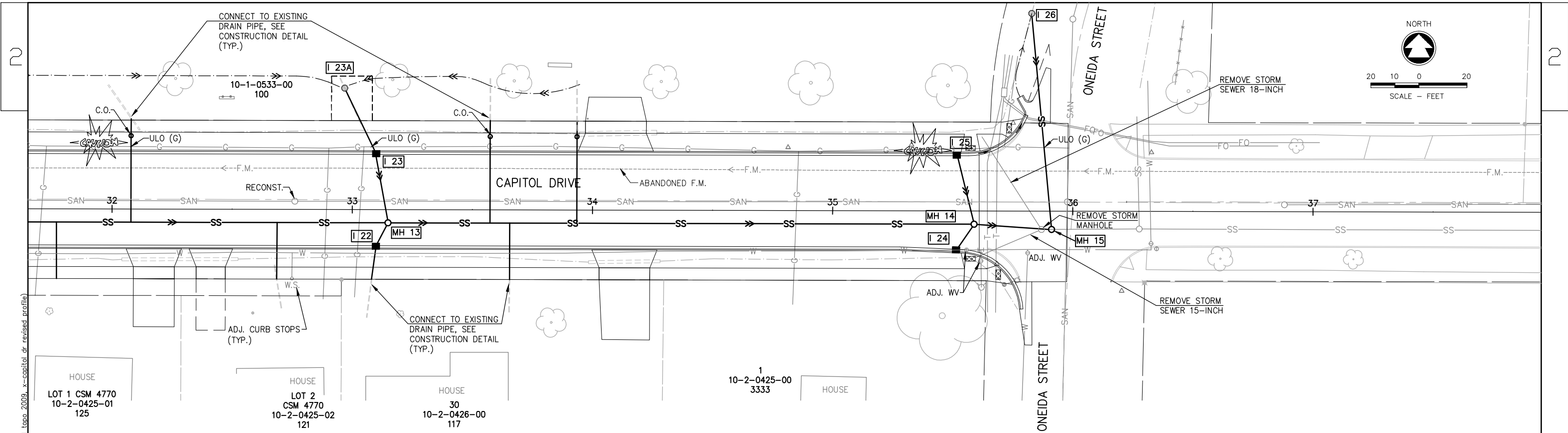


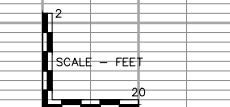
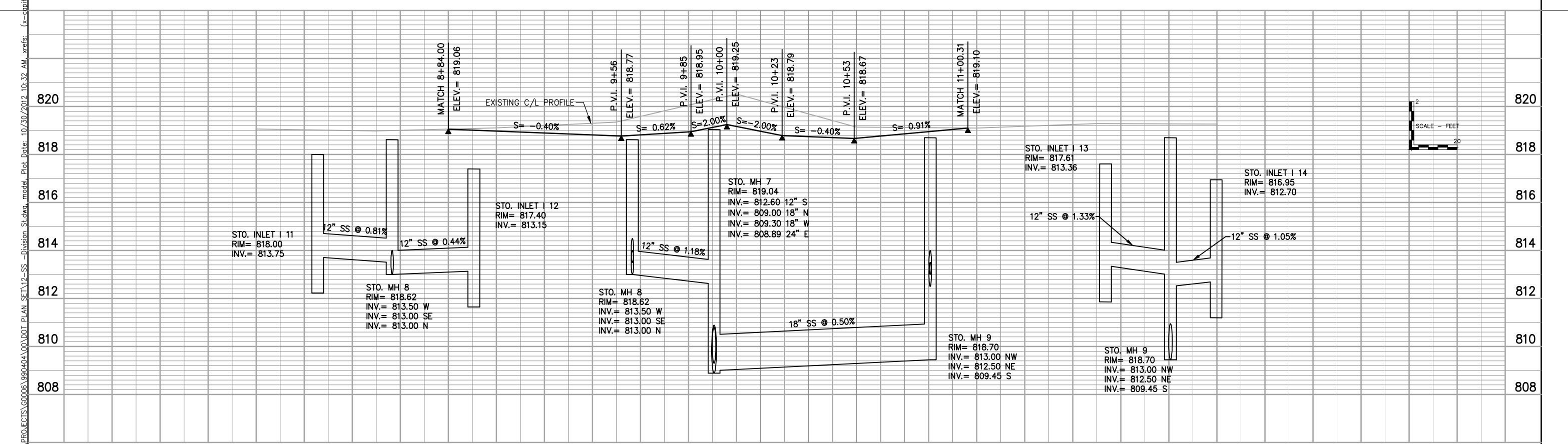
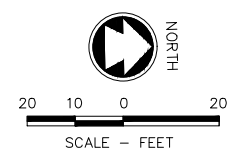
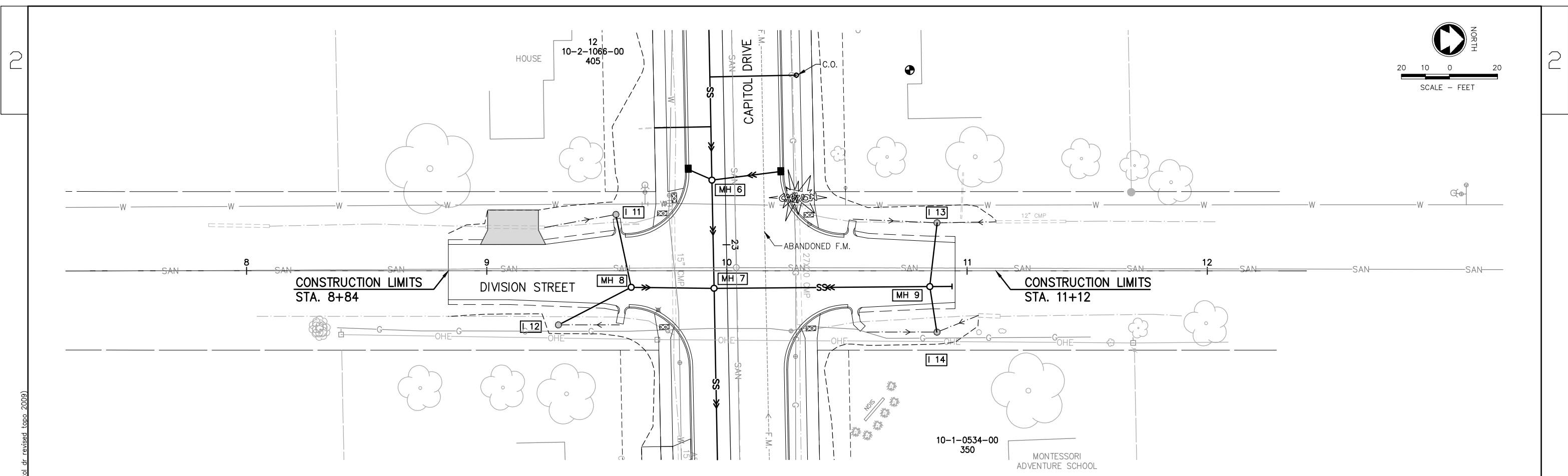


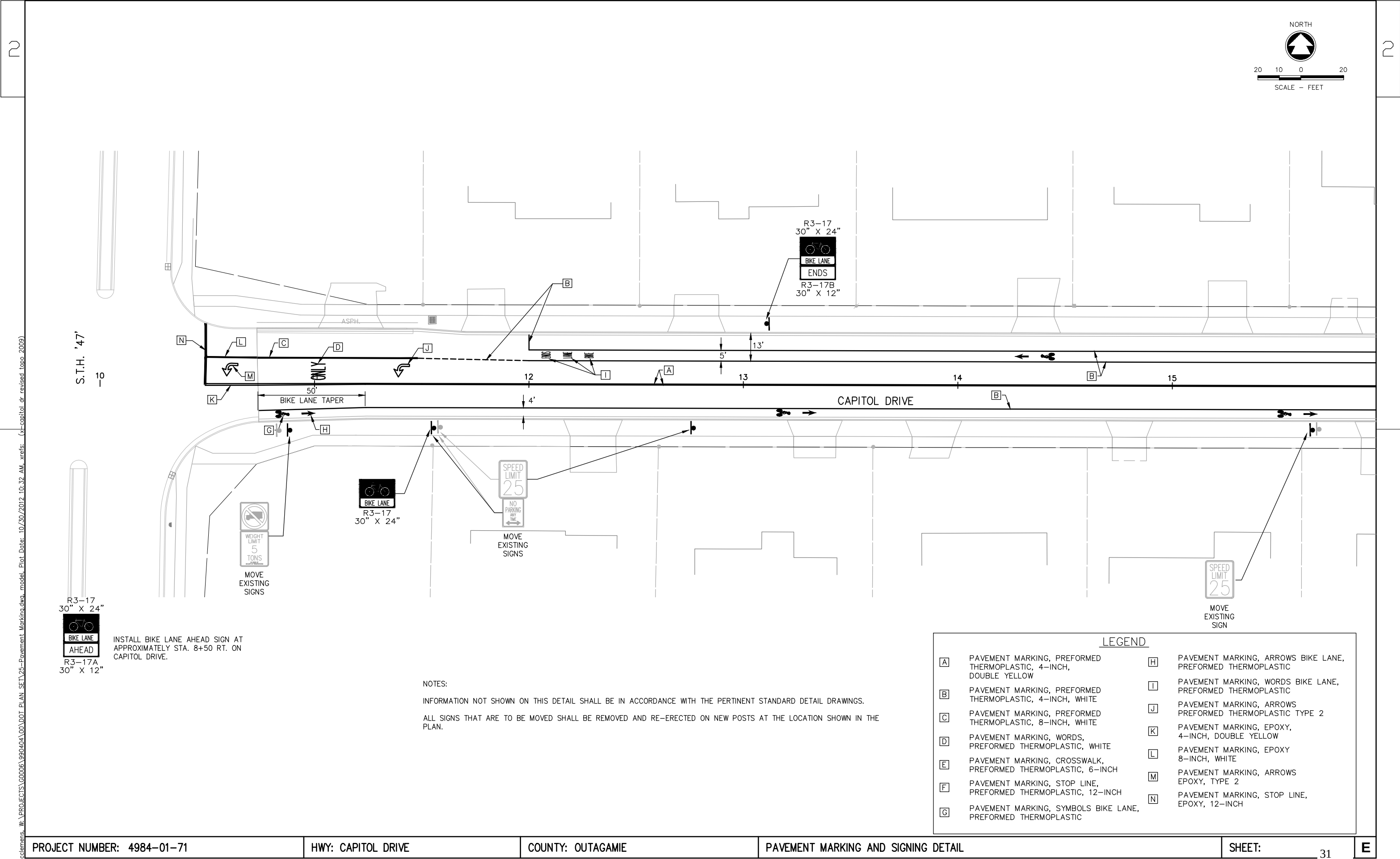












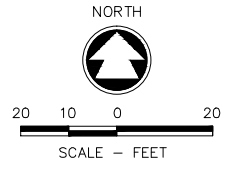
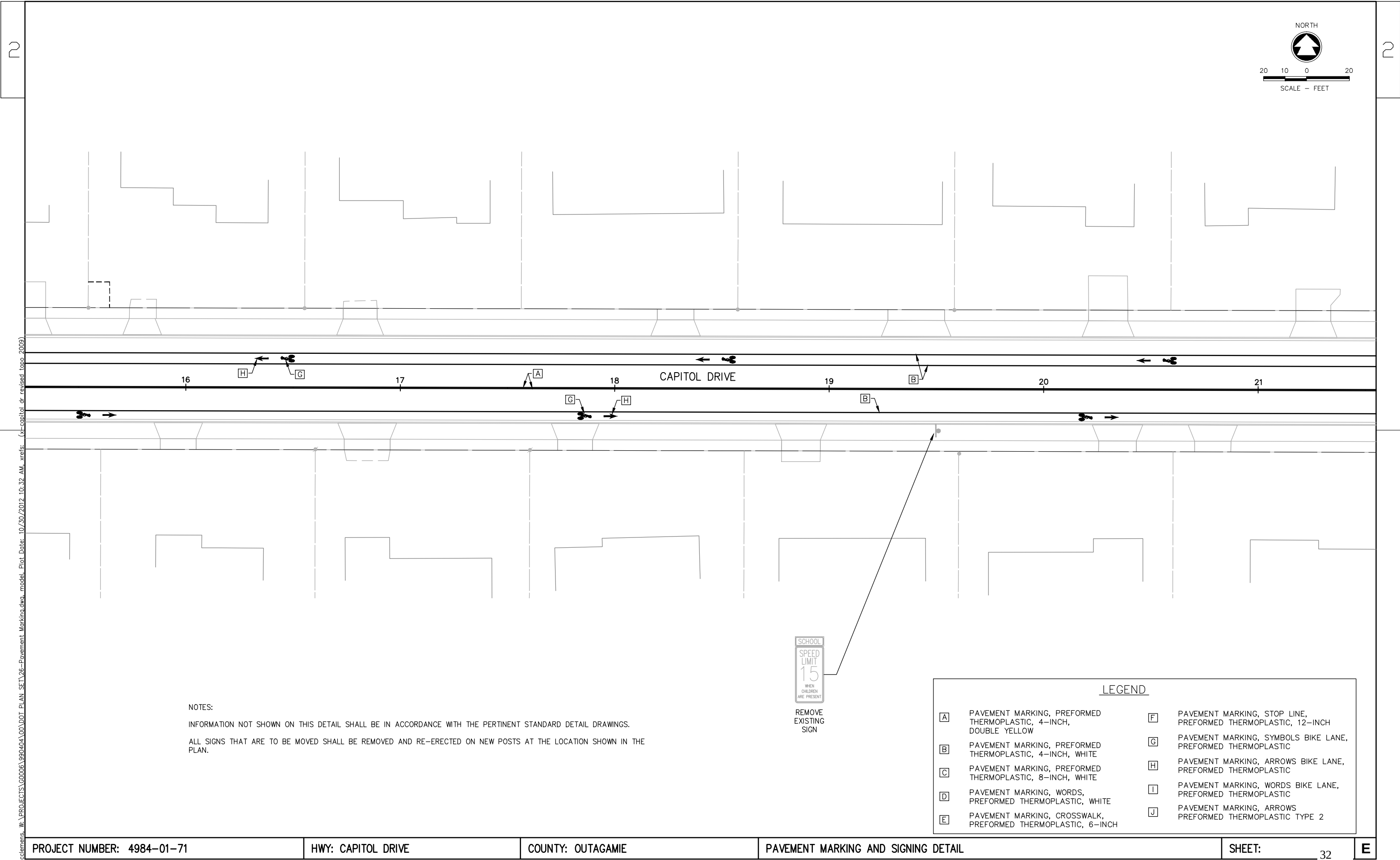
LEGEND			
[A]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, DOUBLE YELLOW	[H]	PAVEMENT MARKING, ARROWS BIKE LANE, PREFORMED THERMOPLASTIC
[B]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, WHITE	[I]	PAVEMENT MARKING, WORDS BIKE LANE, PREFORMED THERMOPLASTIC
[C]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 8-INCH, WHITE	[J]	PAVEMENT MARKING, ARROWS PREFORMED THERMOPLASTIC TYPE 2
[D]	PAVEMENT MARKING, WORDS, PREFORMED THERMOPLASTIC, WHITE	[K]	PAVEMENT MARKING, EPOXY, 4-INCH, DOUBLE YELLOW
[E]	PAVEMENT MARKING, CROSSWALK, PREFORMED THERMOPLASTIC, 6-INCH	[L]	PAVEMENT MARKING, EPOXY 8-INCH, WHITE
[F]	PAVEMENT MARKING, STOP LINE, PREFORMED THERMOPLASTIC, 12-INCH	[M]	PAVEMENT MARKING, ARROWS EPOXY, TYPE 2
[G]	PAVEMENT MARKING, SYMBOLS BIKE LANE, PREFORMED THERMOPLASTIC	[N]	PAVEMENT MARKING, STOP LINE, EPOXY, 12-INCH

NOTES:

INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED ON NEW POSTS AT THE LOCATION SHOWN IN THE PLAN.

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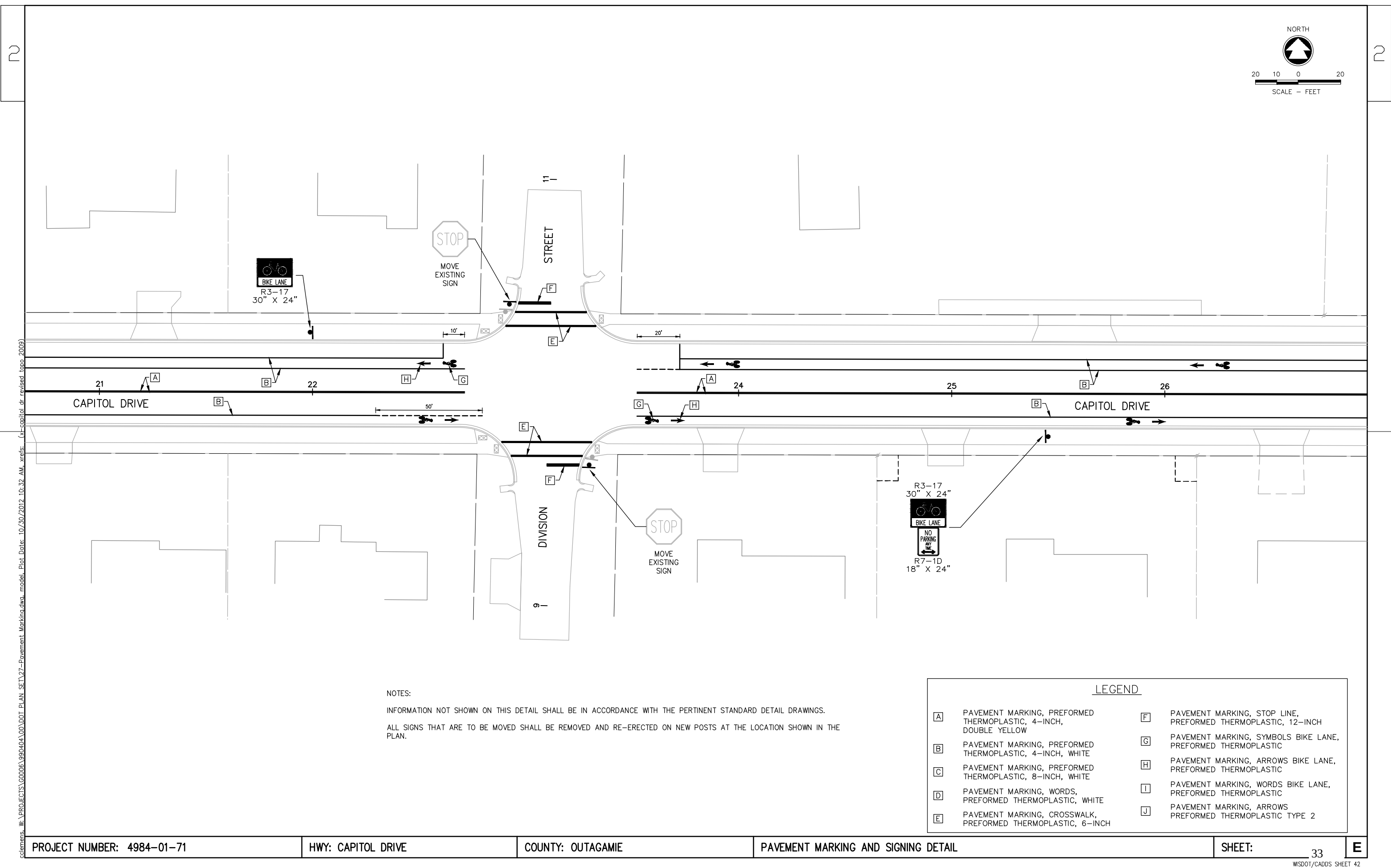
NOTES:
INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.
ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED ON NEW POSTS AT THE LOCATION SHOWN IN THE PLAN.

SCHOOL
SPEED
LIMIT
15
WHEN
CHILDREN
ARE PRESENT

REMOVE
EXISTING
SIGN

LEGEND			
[A]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, DOUBLE YELLOW	[F]	PAVEMENT MARKING, STOP LINE, PREFORMED THERMOPLASTIC, 12-INCH
[B]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, WHITE	[G]	PAVEMENT MARKING, SYMBOLS BIKE LANE, PREFORMED THERMOPLASTIC
[C]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 8-INCH, WHITE	[H]	PAVEMENT MARKING, ARROWS BIKE LANE, PREFORMED THERMOPLASTIC
[D]	PAVEMENT MARKING, WORDS, PREFORMED THERMOPLASTIC, WHITE	[I]	PAVEMENT MARKING, WORDS BIKE LANE, PREFORMED THERMOPLASTIC
[E]	PAVEMENT MARKING, CROSSWALK, PREFORMED THERMOPLASTIC, 6-INCH	[J]	PAVEMENT MARKING, ARROWS PREFORMED THERMOPLASTIC TYPE 2

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NOTES:

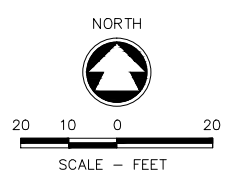
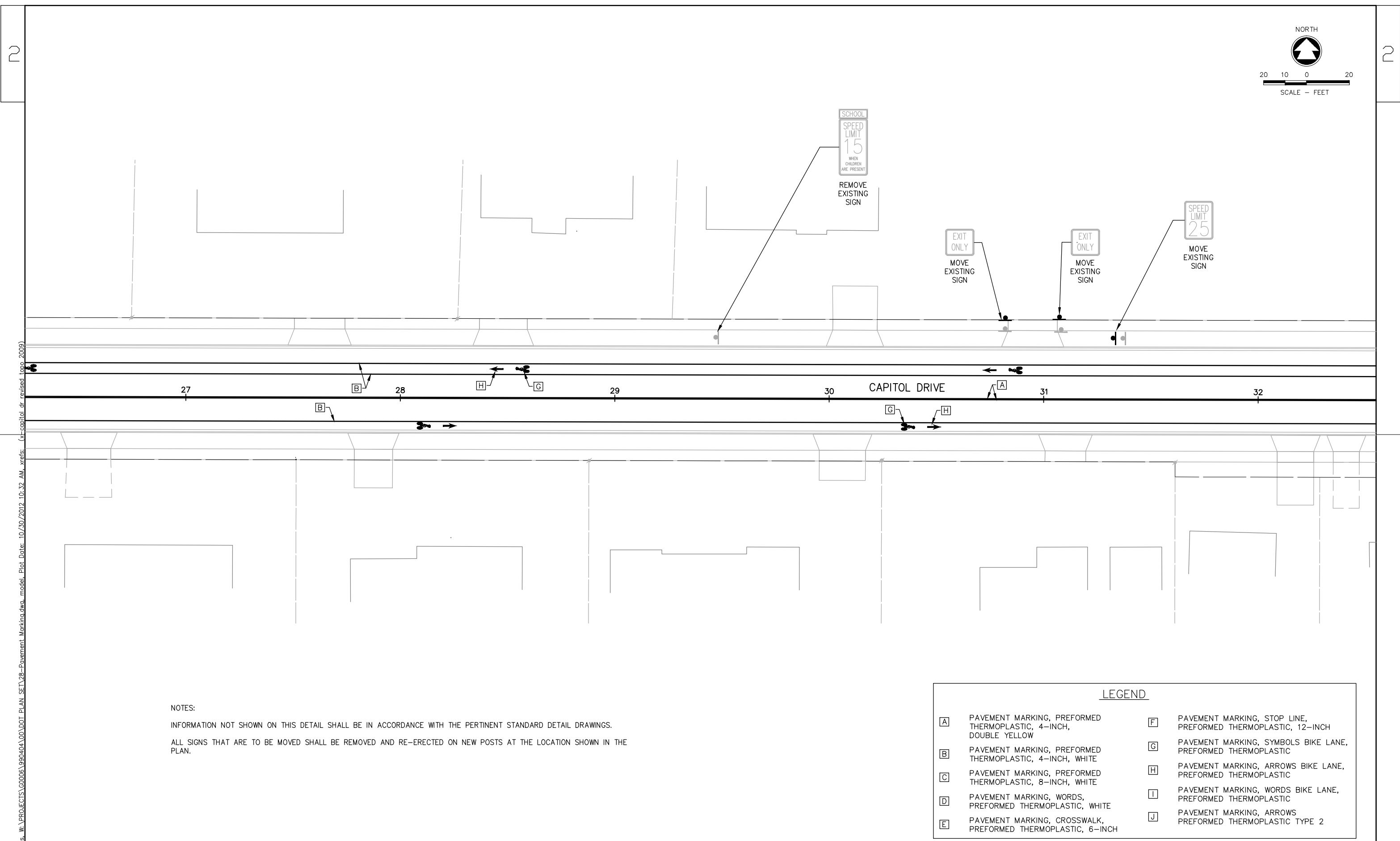
INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.

ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED ON NEW POSTS AT THE LOCATION SHOWN IN THE PLAN.

LEGEND

[A]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, DOUBLE YELLOW	[F]	PAVEMENT MARKING, STOP LINE, PREFORMED THERMOPLASTIC, 12-INCH
[B]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, WHITE	[G]	PAVEMENT MARKING, SYMBOLS BIKE LANE, PREFORMED THERMOPLASTIC
[C]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 8-INCH, WHITE	[H]	PAVEMENT MARKING, ARROWS BIKE LANE, PREFORMED THERMOPLASTIC
[D]	PAVEMENT MARKING, WORDS, PREFORMED THERMOPLASTIC, WHITE	[I]	PAVEMENT MARKING, WORDS BIKE LANE, PREFORMED THERMOPLASTIC
[E]	PAVEMENT MARKING, CROSSWALK, PREFORMED THERMOPLASTIC, 6-INCH	[J]	PAVEMENT MARKING, ARROWS PREFORMED THERMOPLASTIC TYPE 2

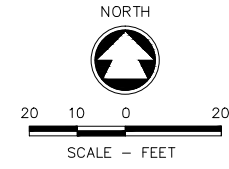
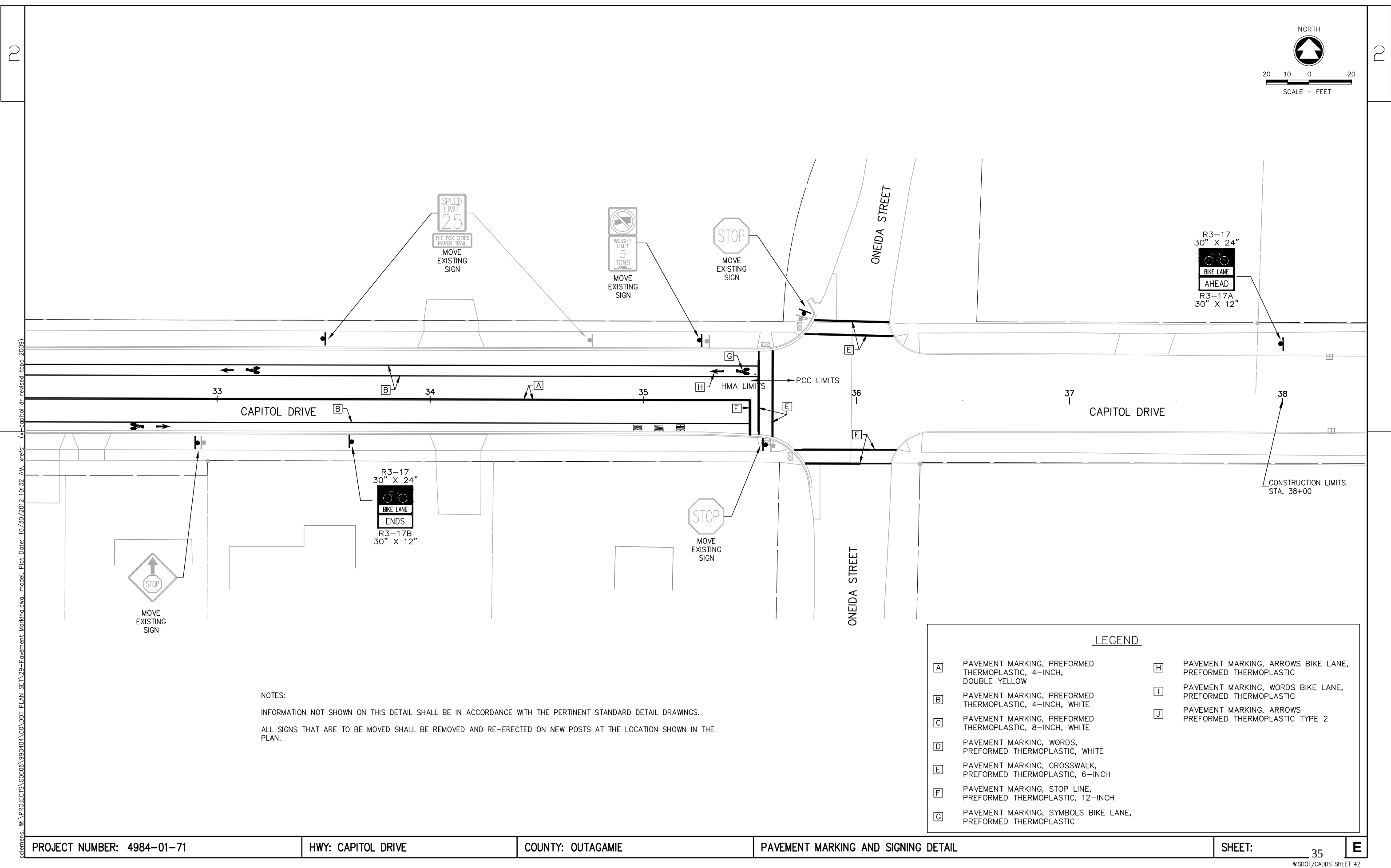
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NOTES:
INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.
ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED ON NEW POSTS AT THE LOCATION SHOWN IN THE PLAN.

LEGEND			
[A]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, DOUBLE YELLOW	[F]	PAVEMENT MARKING, STOP LINE, PREFORMED THERMOPLASTIC, 12-INCH
[B]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, WHITE	[G]	PAVEMENT MARKING, SYMBOLS BIKE LANE, PREFORMED THERMOPLASTIC
[C]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 8-INCH, WHITE	[H]	PAVEMENT MARKING, ARROWS BIKE LANE, PREFORMED THERMOPLASTIC
[D]	PAVEMENT MARKING, WORDS, PREFORMED THERMOPLASTIC, WHITE	[I]	PAVEMENT MARKING, WORDS BIKE LANE, PREFORMED THERMOPLASTIC
[E]	PAVEMENT MARKING, CROSSWALK, PREFORMED THERMOPLASTIC, 6-INCH	[J]	PAVEMENT MARKING, ARROWS PREFORMED THERMOPLASTIC TYPE 2

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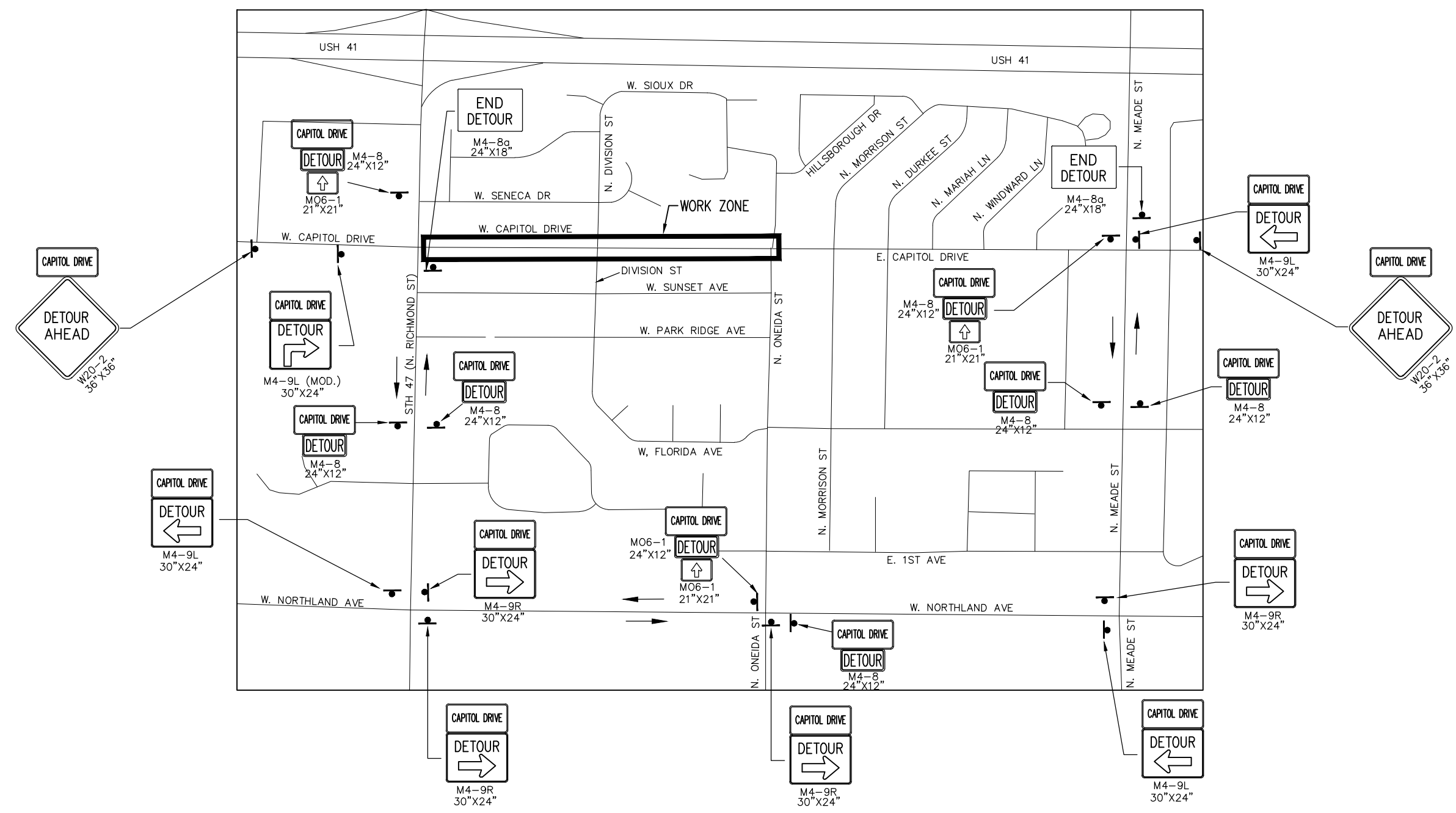


NOTES:
INFORMATION NOT SHOWN ON THIS DETAIL SHALL BE IN ACCORDANCE WITH THE PERTINENT STANDARD DETAIL DRAWINGS.
ALL SIGNS THAT ARE TO BE MOVED SHALL BE REMOVED AND RE-ERECTED ON NEW POSTS AT THE LOCATION SHOWN IN THE PLAN.

LEGEND			
[A]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, DOUBLE YELLOW	[H]	PAVEMENT MARKING, ARROWS BIKE LANE, PREFORMED THERMOPLASTIC
[B]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 4-INCH, WHITE	[I]	PAVEMENT MARKING, WORDS BIKE LANE, PREFORMED THERMOPLASTIC
[C]	PAVEMENT MARKING, PREFORMED THERMOPLASTIC, 8-INCH, WHITE	[J]	PAVEMENT MARKING, ARROWS PREFORMED THERMOPLASTIC TYPE 2
[D]	PAVEMENT MARKING, WORDS, PREFORMED THERMOPLASTIC, WHITE		
[E]	PAVEMENT MARKING, CROSSWALK, PREFORMED THERMOPLASTIC, 6-INCH		
[F]	PAVEMENT MARKING, STOP LINE, PREFORMED THERMOPLASTIC, 12-INCH		
[G]	PAVEMENT MARKING, SYMBOLS BIKE LANE, PREFORMED THERMOPLASTIC		

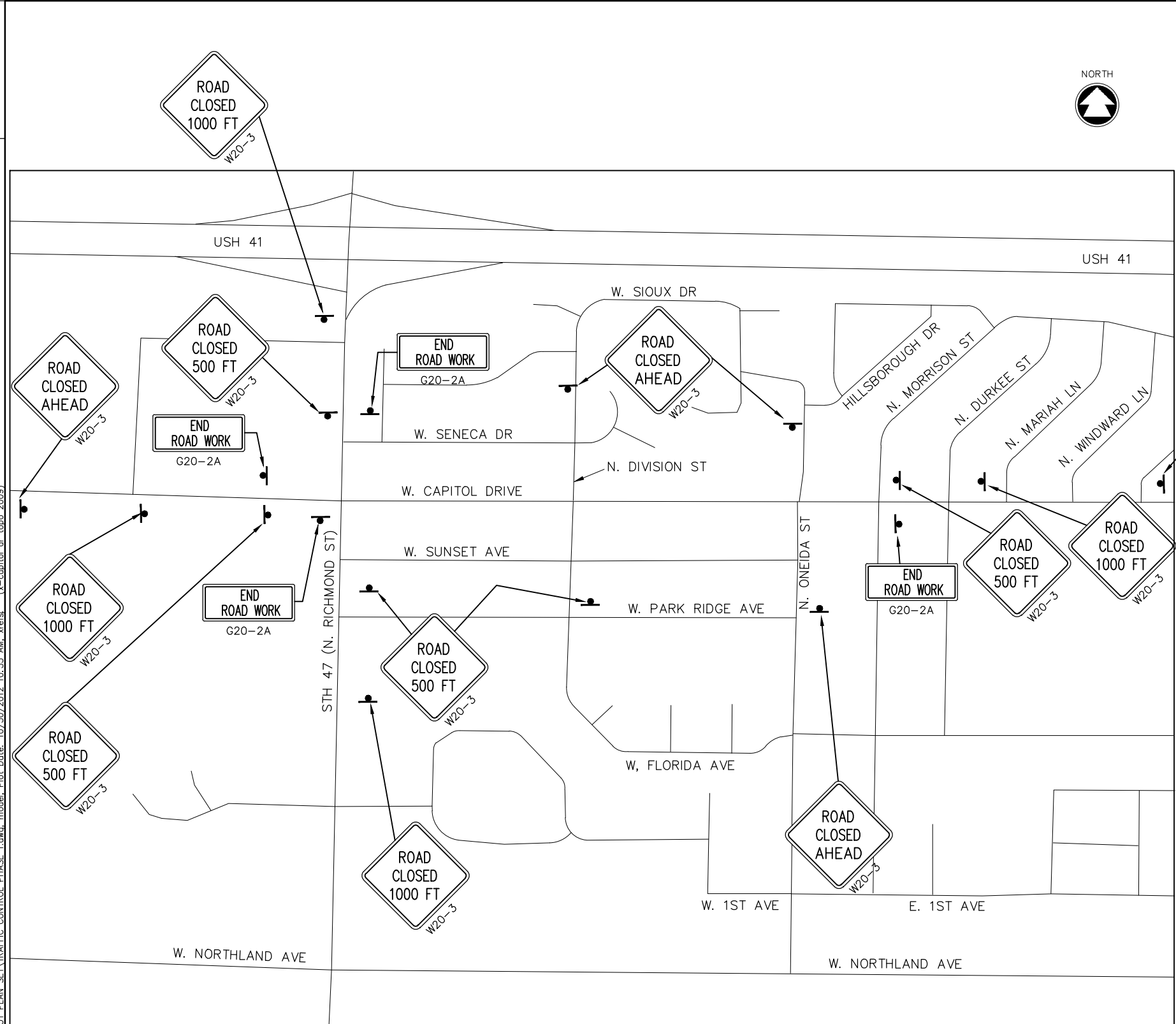
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A DETOUR WILL BE SET UP AND MAINTAINED BY THE CONTRACTOR. THE DETOUR SIGNING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. SUBMIT THE PROPOSED DETOUR MARKING AND SIGNING TO THE ENGINEER. FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.



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PHASE ONE TRAFFIC CONTROL NOTES:

CAPITOL DRIVE WILL BE CLOSED TO THROUGH TRAFFIC FROM N. RICHMOND STREET TO ONEIDA STREET. THE CONTRACTOR SHALL MAINTAIN ONE LANE FOR ONE WAY EASTBOUND TRAFFIC FOR LOCAL ACCESS ON EXISTING, TEMPORARY OR NEW PAVEMENT. DRIVEWAY ACCESS WITHIN THE HATCHED WORK ZONE AREAS AS SHOWN IN THE TRAFFIC CONTROL DETAILS SHALL BE MAINTAINED ON A MINIMUM SURFACE OF BASE AGGREGATE. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES. CONSTRUCT PIPE CROSSINGS IN HALVES TO MAINTAIN ONE WAY EASTBOUND TRAFFIC AT ALL TIMES.

CONTRACTOR TO INSTALL MAINLINE STORM SEWER, STORM LATERALS, INLETS AND INLET LEADS DURING PHASE ONE OF CONSTRUCTION.

ASPHALTIC SURFACE TEMPORARY WILL BE USED BY THE CONTRACTOR TO PATCH UTILITY TRENCHES CROSSING THE LIVE TRAVEL LANE IN PHASE 1 IN ACCORDANCE WITH THE PLAN DETAIL. CONTRACTOR TO MAINTAIN WORK DONE UNDER THE ASPHALTIC SURFACE TEMPORARY BID ITEM FOR THE ENTIRE DURATION OF PHASE 1.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE FLAGGERS AND SIGNING IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION WHEN TEMPORARY LANE SHIFTS ARE OCCURRING FOR PIPE CROSSINGS. WHEN MORE THAN ONE PIPE CROSSING IS OCCURRING AT THE SAME TIME, PROVIDE SEPARATE SIGNING AND FLAGGERS FOR EACH OPERATION UNLESS THEY ARE IN CLOSE PROXIMITY TO BE CONSOLIDATED INTO A SINGLE SIGNING AND FLAGGING OPERATION.

A DETOUR WILL BE SET UP AND MAINTAINED BY THE CONTRACTOR. THE DETOUR SIGNING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. SUBMIT THE PROPOSED DETOUR MARKING AND SIGNING TO THE TOWN OF GRAND CHUTE AND OUTAGAMIE COUNTY HIGHWAY DEPT. FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.

PROPOSED CONSTRUCTION ON SIDE ROADS TO BE PHASED TO MAINTAIN LOCAL ACCESS AT ALL TIMES.

PORTABLE SUPPORTS ALLOWED FOR SIGN PLACEMENT ON PAVEMENT ONLY.

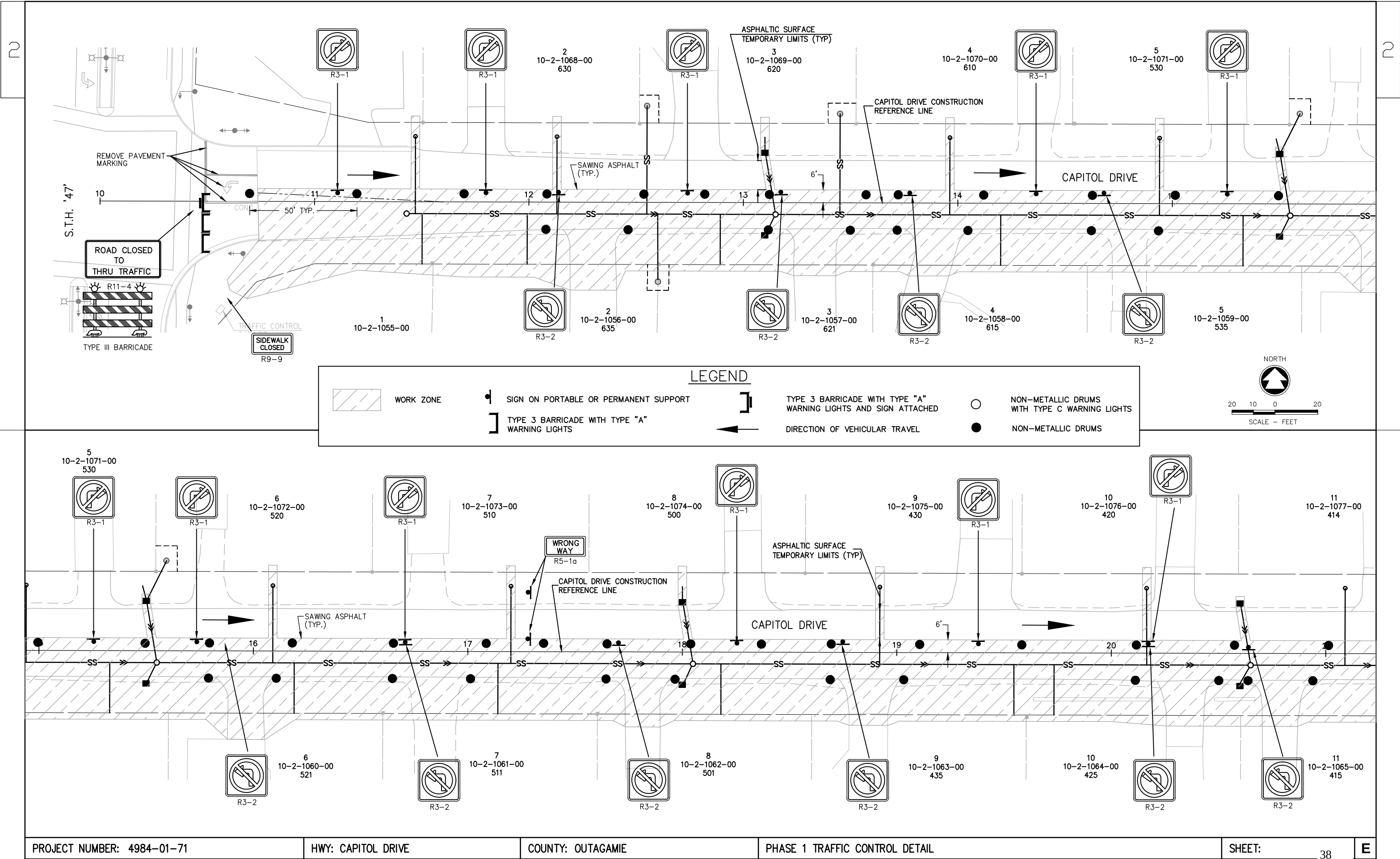
DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THE TRAFFIC CONTROL DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. SIGN, BARRICADE, AND DRUM LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

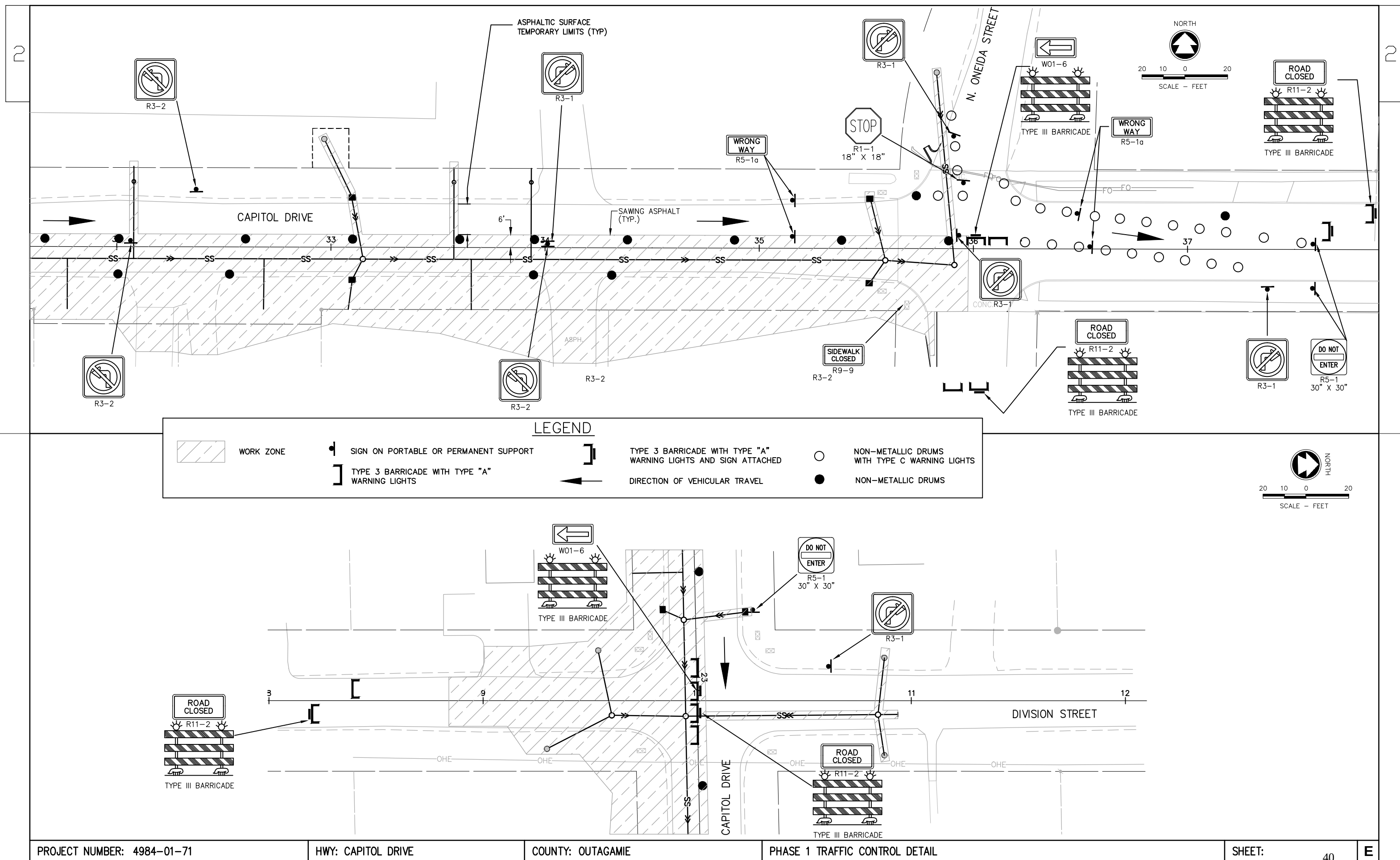
ALL SIGN SIZES SHALL CONFORM TO THE REQUIREMENTS FOR A CONVENTIONAL ROAD AS DESCRIBED IN THE MUTCD. THE MINIMUM SIZE FOR A DIAMOND SHAPED TEMPORARY TRAFFIC CONTROL SIGN SHALL BE 48" X 48".

ALL PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

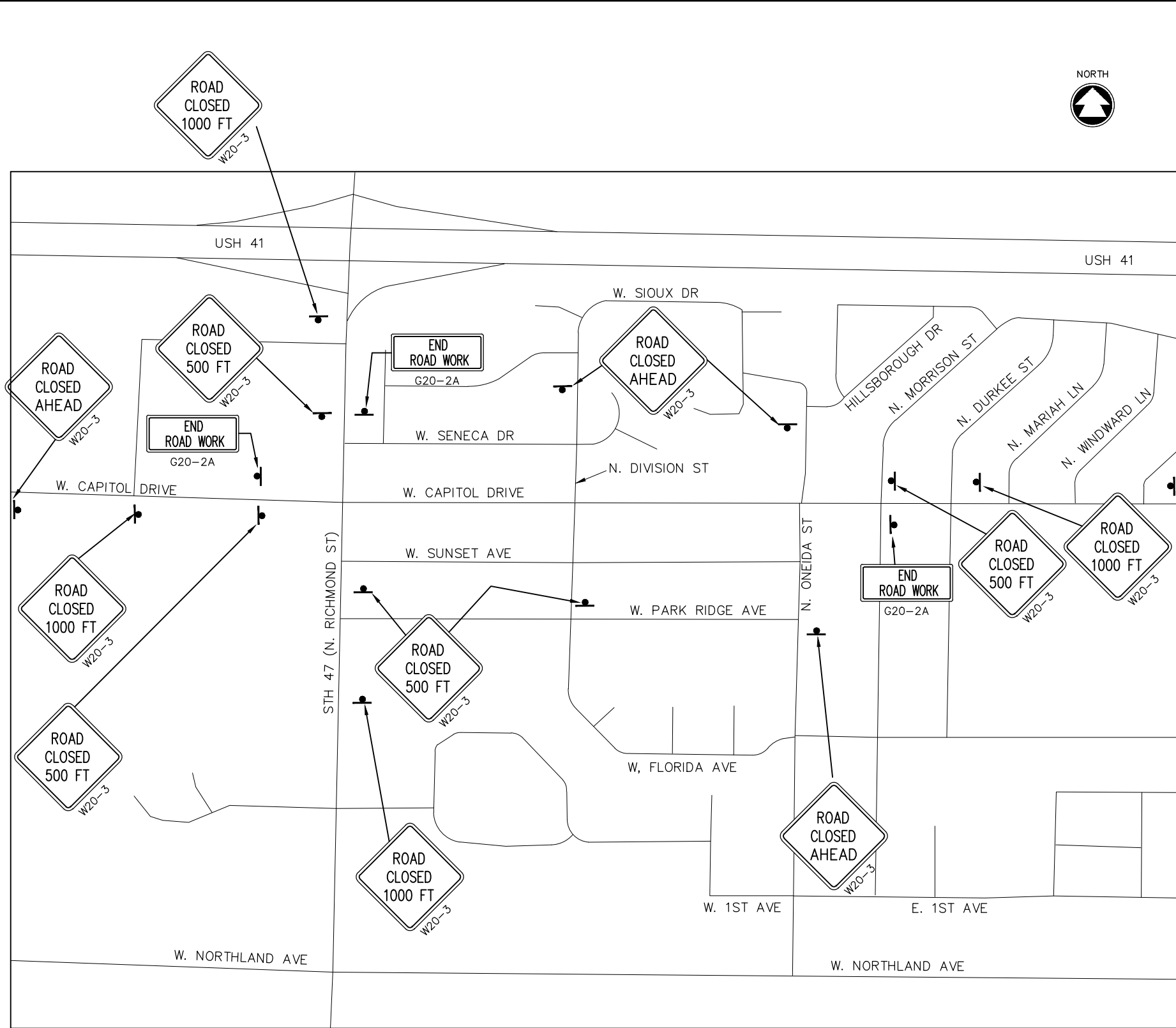
ADDITIONAL DRUMS ARE TO BE PLACED AT PRIVATE ENTRANCES AND SIDEROADS AT THE DIRECTION OF THE ENGINEER IN THE FIELD.

EXISTING UTILITIES ARE NOT SHOWN ON TRAFFIC CONTROL DETAIL SHEETS.





c:\projects\60006\990404\DOT PLAN SET\TRAFFIC CONTROL PHASE 2.dwg, model: Plot Date: 10/30/2012 10:33 AM, xref: (x=capitol dr topo 2009)



PHASE TWO TRAFFIC CONTROL NOTES:

CAPITOL DRIVE WILL BE CLOSED TO THROUGH TRAFFIC FROM N. RICHMOND STREET TO ONEIDA STREET. THE CONTRACTOR SHALL MAINTAIN ONE LANE FOR ONE WAY EASTBOUND TRAFFIC FOR LOCAL ACCESS ON EXISTING OR NEW PAVEMENT. DRIVEWAY ACCESS WITHIN THE HATCHED WORK ZONE AREAS SHOWN IN THE TRAFFIC CONTROL DETAIL SHALL BE MAINTAINED ON A MINIMUM SURFACE OF BASE AGGREGATE. THE CONTRACTOR SHALL MAINTAIN ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES.

A DETOUR WILL BE SET UP AND MAINTAINED BY THE CONTRACTOR. THE DETOUR SIGNING SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. SUBMIT THE PROPOSED DETOUR MARKING AND SIGNING TO THE TOWN OF GRAND CHUTE AND OUTAGAMIE COUNTY HIGHWAY DEPT. FOR REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION OPERATIONS.

PROPOSED CONSTRUCTION ON SIDE ROAD TO BE PHASED TO MAINTAIN LOCAL ACCESS AT ALL TIMES.

PORTABLE SUPPORTS ALLOWED FOR SIGN PLACEMENT ON PAVEMENT ONLY.

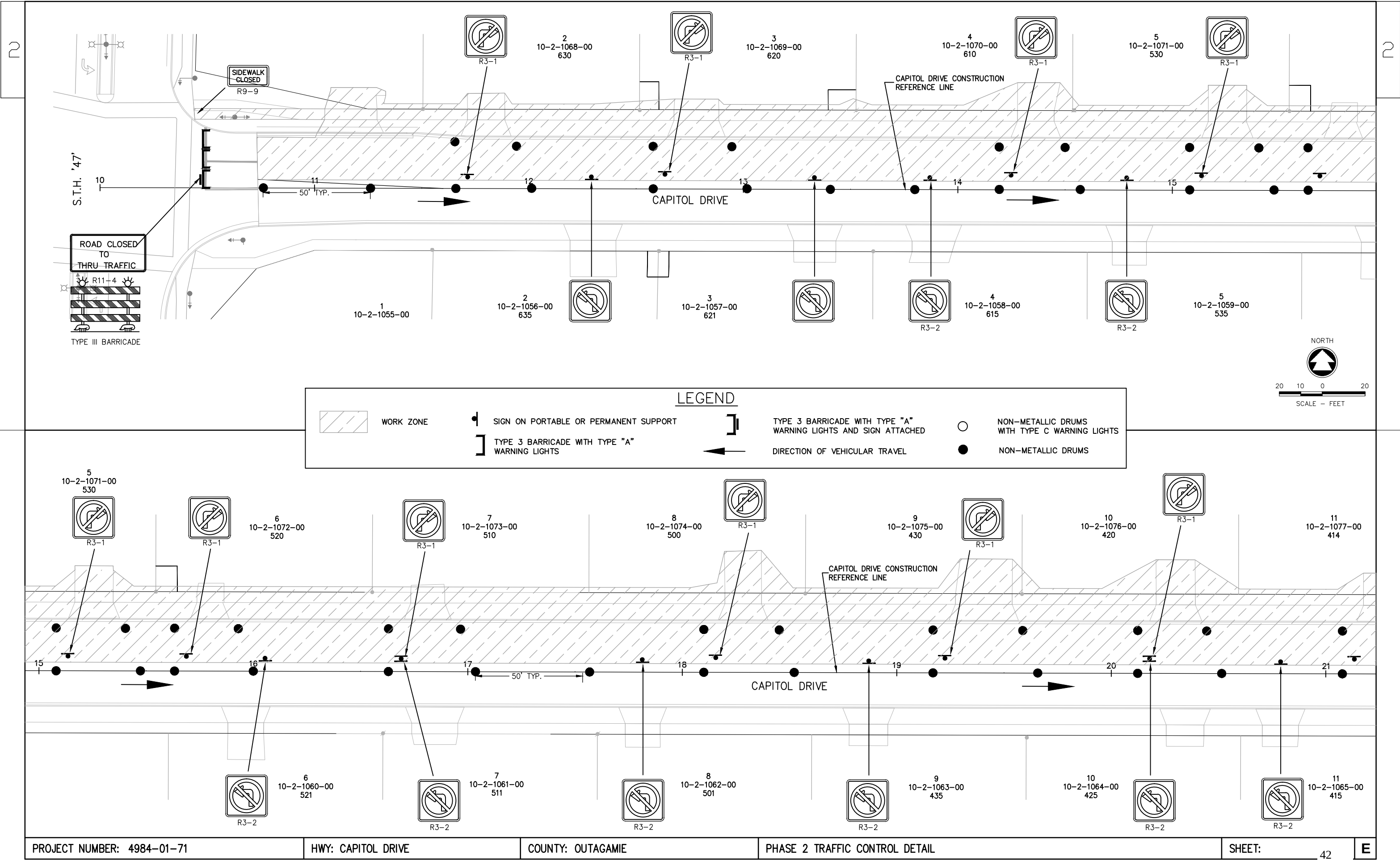
DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THE TRAFFIC CONTROL DRAWINGS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LATEST EDITION. SIGN, BARRICADE, AND DRUM LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

ALL SIGN SIZES SHALL CONFORM TO THE REQUIREMENTS FOR A CONVENTIONAL ROAD AS DESCRIBED IN THE MUTCD. THE MINIMUM SIZE FOR A DIAMOND SHAPED TEMPORARY TRAFFIC CONTROL SIGN SHALL BE 48" X 48".

ALL PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.

ADDITIONAL DRUMS ARE TO BE PLACED AT PRIVATE ENTRANCES AND SIDEROADS AT THE DIRECTION OF THE ENGINEER IN THE FIELD.

EXISTING UTILITIES NOT SHOWN ON TRAFFIC CONTROL DETAIL SHEETS.



PROJECT NUMBER: 4984-01-71

HWY: CAPITOL DRIVE

COUNTY: OUTAGAMIE

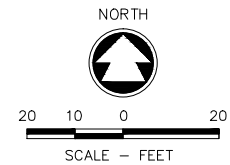
PHASE 2 TRAFFIC CONTROL DETAIL

SHEET:

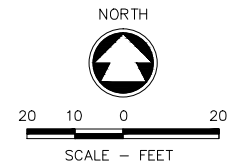
42

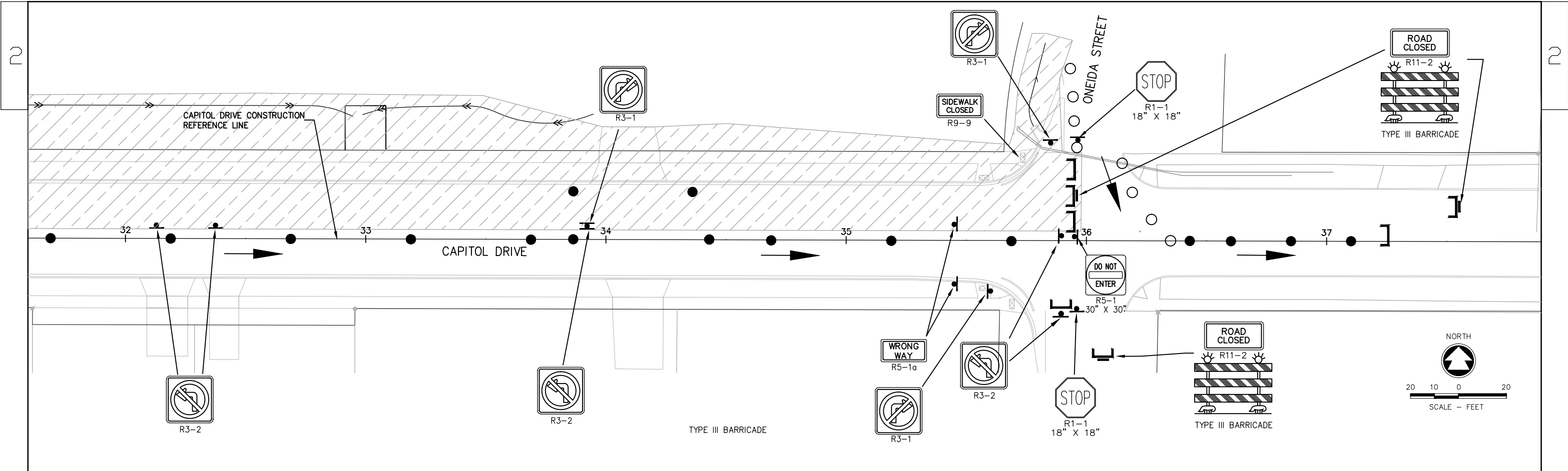
E

WISDOT/CADDs SHEET 42



	WORK ZONE		SIGN ON PORTABLE OR PERMANENT SUPPORT		TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS AND SIGN ATTACHED		NON-METALLIC DRUMS WITH TYPE C WARNING LIGHTS
			TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS		DIRECTION OF VEHICULAR TRAVEL		NON-METALLIC DRUMS





WORK ZONE

SIGN ON PORTABLE OR PERMANENT SUPPORT

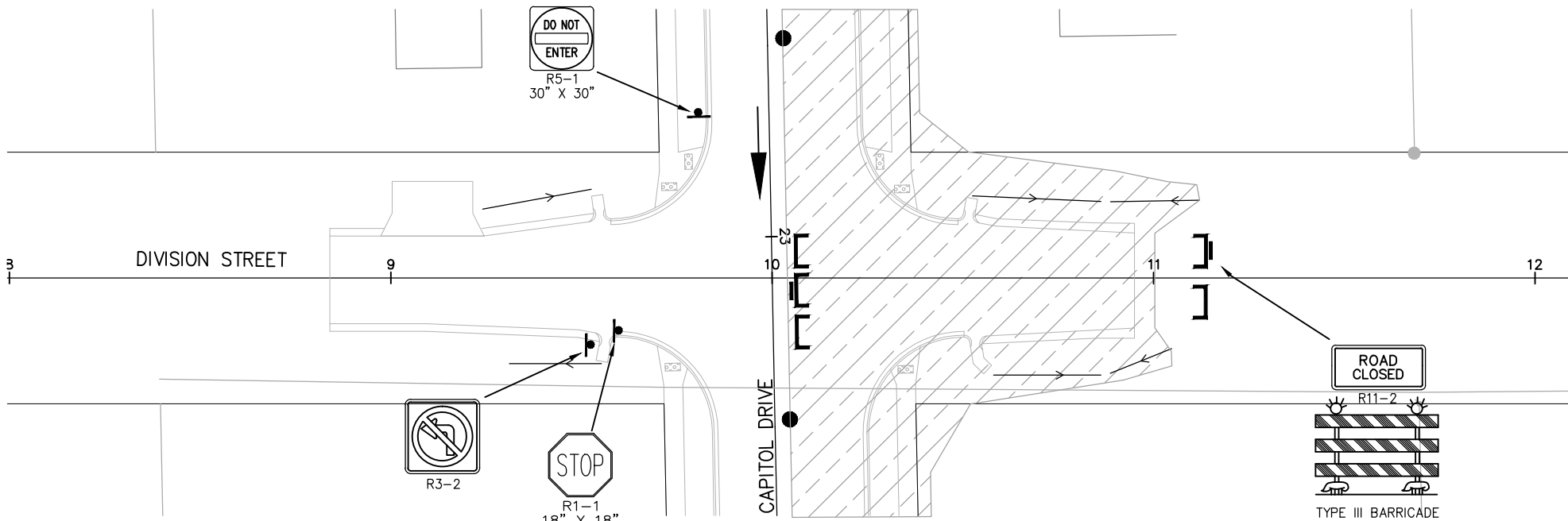
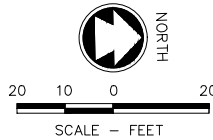
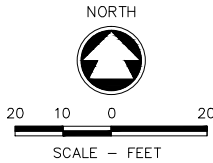
TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS AND SIGN ATTACHED

DIRECTION OF VEHICULAR TRAVEL

TYPE 3 BARRICADE WITH TYPE "A" WARNING LIGHTS

NON-METALLIC DRUMS WITH TYPE C WARNING LIGHTS

NON-METALLIC DRUMS



3

DATE 18JAN13		E S T I M A T E O F Q U A N T I T I E S			
LINE				4984-01-71	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	201.0120	CLEARING	ID	82.000	82.000
0020	201.0220	GRUBBING	ID	82.000	82.000
0030	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	35.000	35.000
0040	204.0100	REMOVING PAVEMENT	SY	481.000	481.000
0050	204.0150	REMOVING CURB & GUTTER	LF	114.000	114.000
0060	204.0170	REMOVING FENCE	LF	73.000	73.000
0070	204.0210	REMOVING MANHOLES	EACH	2.000	2.000
0080	204.0245	REMOVING STORM SEWER (SIZE) 01. 4-INCH	LF	39.000	39.000
0090	204.0245	REMOVING STORM SEWER (SIZE) 02. 15-INCH	LF	30.000	30.000
0100	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	46.000	46.000
0110	204.0245	REMOVING STORM SEWER (SIZE) 04. 24-INCH	LF	38.000	38.000
0120	205.0100	EXCAVATION COMMON	CY	14,273.000	14,273.000
0130	213.0100	FINISHING ROADWAY (PROJECT) 01. 4984-01-71	EACH	1.000	1.000
0140	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	22.000	22.000
0150	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	5,730.000	5,730.000
0160	305.0130	BASE AGGREGATE DENSE 3-INCH	TON	10,200.000	10,200.000
0170	415.0080	CONCRETE PAVEMENT 8-INCH	SY	265.000	265.000
0180	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	1,264.000	1,264.000
0190	416.0610	DRILLED TIE BARS	EACH	106.000	106.000
0200	455.0205	ASPHALTIC MATERIAL PG58-28	GAL	115.000	115.000
0210	455.0220	ASPHALTIC MATERIAL PG64-28	GAL	67.000	67.000
0220	455.0605	TACK COAT	GAL	391.000	391.000
0230	460.1101	HMA PAVEMENT TYPE E-1	TON	3,315.000	3,315.000
0240	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	2,130.000	2,130.000
0250	465.0120	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	TON	158.000	158.000
0260	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	60.000	60.000
0270	465.0315	ASPHALTIC FLUMES	SY	20.000	20.000
0280	601.0405	CONCRETE CURB & GUTTER 18-INCH TYPE A	LF	45.000	45.000
0290	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	5,000.000	5,000.000
0300	602.0405	CONCRETE SIDEWALK 4-INCH	SF	21,467.000	21,467.000
0310	602.0515	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	SF	80.000	80.000
0320	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	637.000	637.000
0330	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	98.000	98.000
0340	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	2,448.000	2,448.000
0350	611.0530	MANHOLE COVERS TYPE J	EACH	15.000	15.000
0360	611.0612	INLET COVERS TYPE C	EACH	13.000	13.000
0370	611.0666	INLET COVERS TYPE Z	EACH	20.000	20.000
0380	611.1003	CATCH BASINS 3-FT DIAMETER	EACH	33.000	33.000
0390	611.2004	MANHOLES 4-FT DIAMETER	EACH	9.000	9.000
0400	619.1000	MOBILIZATION	EACH	1.000	1.000
0410	624.0100	WATER	MGAL	60.000	60.000
0420	625.0100	TOPSOIL	SY	10,718.000	10,718.000
0430	627.0200	MULCHING	SY	6,718.000	6,718.000
0440	628.1504	SILT FENCE	LF	200.000	200.000
0450	628.1520	SILT FENCE MAINTENANCE	LF	200.000	200.000
0460	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	2.000	2.000
0470	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	4.000	4.000
0480	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	3,830.000	3,830.000
0490	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	170.000	170.000

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DATE 18JAN13		E S T I M A T E O F Q U A N T I T I E S			
LINE				4984-01-71	
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0500	628.7005	INLET PROTECTION TYPE A	EACH	12.000	12.000
0510	628.7015	INLET PROTECTION TYPE C	EACH	21.000	21.000
0520	628.7504	TEMPORARY DITCH CHECKS	LF	150.000	150.000
0530	629.0210	FERTILIZER TYPE B	CWT	7.000	7.000
0540	630.0140	SEEDING MIXTURE NO. 40	LB	195.000	195.000
0550	630.0200	SEEDING TEMPORARY	LB	100.000	100.000
0560	634.0814	POSTS TUBULAR STEEL 2X2-INCH X 14-FT	EACH	21.000	21.000
0570	637.0202	SIGNS REFLECTIVE TYPE II	SF	48.000	48.000
0580	638.2102	MOVING SIGNS TYPE II	EACH	17.000	17.000
0590	638.2602	REMOVING SIGNS TYPE II	EACH	2.000	2.000
0600	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	15.000	15.000
0610	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0620	643.0100	TRAFFIC CONTROL (PROJECT) 01. 4984-01-71	EACH	1.000	1.000
0630	643.0300	TRAFFIC CONTROL DRUMS	DAY	8,990.000	8,990.000
0640	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	1,340.000	1,340.000
0650	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	2,680.000	2,680.000
0660	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	1,064.000	1,064.000
0670	643.0900	TRAFFIC CONTROL SIGNS	DAY	6,010.000	6,010.000
0680	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 4984-01-71	EACH	1.000	1.000
0690	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	2,993.000	2,993.000
0700	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	50.000	50.000
0710	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	28.000	28.000
0720	646.0128	PAVEMENT MARKING PREFORMED THERMOPLASTIC 8-INCH	LF	72.000	72.000
0730	646.0600	REMOVING PAVEMENT MARKINGS	LF	104.000	104.000
0740	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	1.000	1.000
0750	647.0168	PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 2	EACH	1.000	1.000
0760	647.0208	PAVEMENT MARKING ARROWS BIKE LANE PREFORMED THERMOPLASTIC	EACH	22.000	22.000
0770	647.0308	PAVEMENT MARKING SYMBOLS BIKE LANE PREFORMED THERMOPLASTIC	EACH	22.000	22.000
0780	647.0358	PAVEMENT MARKING WORDS PREFORMED THERMOPLASTIC	EACH	1.000	1.000
0790	647.0408	PAVEMENT MARKING WORDS BIKE LANE PREFORMED THERMOPLASTIC	EACH	6.000	6.000
0800	647.0556	PAVEMENT MARKING STOP LINE EPOXY 12-INCH	LF	28.000	28.000
0810	647.0558	PAVEMENT MARKING STOP LINE PREFORMED THERMOPLASTIC 12-INCH	LF	45.000	45.000
0820	647.0768	PAVEMENT MARKING CROSSWALK PREFORMED THERMOPLASTIC 6-INCH	LF	392.000	392.000
0830	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	1.000	1.000
0840	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	48.000	48.000
0850	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	2,696.000	2,696.000
0860	650.5000	CONSTRUCTION STAKING BASE	LF	2,662.000	2,662.000
0870	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	5,000.000	5,000.000
0880	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	37.000	37.000
0890	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 4984-01-71	LS	1.000	1.000
0900	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	2,696.000	2,696.000
0910	690.0150	SAWING ASPHALT	LF	4,132.000	4,132.000
0920	690.0250	SAWING CONCRETE	LF	272.000	272.000
0930	715.0415	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	500.000	500.000

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DATE 18JAN13		E S T I M A T E O F Q U A N T I T I E S			
LINE		4984-01-71			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0940	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR	HRS	1,200.000	1,200.000
0950	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	HRS	600.000	600.000
0960	SPV.0060	SPECIAL 02. STORM SEWER LATERAL CLEANOUT	EACH	18.000	18.000
0970	SPV.0060	SPECIAL 03. MANHOLE SPECIAL	EACH	6.000	6.000
0980	SPV.0060	SPECIAL 04. UTILITY LINE OPENINGS	EACH	21.000	21.000
0990	SPV.0060	SPECIAL 06. ADJUSTING CURB STOP BOXES	EACH	40.000	40.000
1000	SPV.0060	SPECIAL 08. ADJUSTING WATER VALVE BOXES	EACH	13.000	13.000
1010	SPV.0075	SPECIAL 01. STREET SWEEPING	HRS	10.000	10.000
1020	SPV.0090	SPECIAL 02. STORM SEWER LATERAL, 4-INCH	LF	1,018.000	1,018.000
1030	SPV.0090	SPECIAL 04. STORM SEWER LATERAL, 6-INCH	LF	196.000	196.000
1040	SPV.0090	SPECIAL 06. STORM SEWER 8-INCH	LF	281.000	281.000
1050	SPV.0090	SPECIAL 08. PAVEMENT MARKING PREFORMED THERMOPLASTIC, 4-INCH	LF	9,395.000	9,395.000
1060	SPV.0200	SPECIAL 01. SANITARY MANHOLE RECONSTRUCTS	VF	7.280	7.280

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ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CLEARING AND GRUBBING

LOCATION	PHASE	201.0120	201.0220
		CLEARING ID	GRUBBING ID
12+06 RT.	1	18	18
19+40 RT.	1	4	4
19+42 RT.	1	4	4
28+90 LT.	1	14	14
32+26 LT.	1	14	14
33+18 LT.	1	14	14
33+68 LT.	1	14	14
PHASE 1 SUBTOTALS		82	82
PHASE 2 SUBTOTALS		0	0
PROJECT TOTALS		82	82

REMOVING PAVEMENT
204.0100

STATION	LOCATION	PHASE	S.Y.
18+87 RT.	DRIVEWAY	1	10
19+63 LT. - 20+20 LT.	DITCH	1	19
20+47 LT. - 20+67 LT.	DITCH	1	7
23+92 RT.	DRIVEWAY	1	23
27+88 RT.	DRIVEWAY	1	36
30+06 RT.	DRIVEWAY	1	25
32+18 RT.	DRIVEWAY	1	38
35+65 - 35+97.7	MAINLINE	1	117
35+65 - 35+97.7	MAINLINE	2	95
14+38 LT.	DRIVEWAY	2	27
15+19 LT.	DRIVEWAY	2	24
20+31 LT.	DRIVEWAY	2	26
30+12 LT.	DRIVEWAY	2	23
35+42 LT.	DITCH	2	11
PHASE 1 SUBTOTAL			275
PHASE 2 SUBTOTAL			206
PROJECT TOTAL			481

REMOVING MANHOLES
204.0210

STATION	PHASE	LOCATION	EACH	REMARKS
35+87 RT	1	CAPITOL DR / ONEIDA ST	1	STORM MANHOLE
11+55 LT	2	CAPITOL DR	1	STORM INLET / MANHOLE
PHASE 1 SUBTOTAL			1	
PHASE 2 SUBTOTAL			1	
PROJECT TOTAL			2	

REMOVING STORM SEWER

STATION	PHASE	LOCATION	204.0245.01	204.0245.02	204.0245.03	204.0245.04
			4-INCH L.F.	15-INCH L.F.	18-INCH L.F.	24-INCH L.F.
11+75 LT	1	CAPITOL DR				38
35+74 LT	1	CAPITOL DR / ONEIDA ST		30		
35+73 RT	1	CAPITOL DR / ONEIDA ST			46	
9+60 LT	1	DIVISION ST	39			
PHASE 1 SUBTOTALS			39	30	46	38
PHASE 2 SUBTOTALS			0	0	0	0
PROJECT TOTALS			39	30	46	38

REMOVING SMALL PIPE CULVERTS
203.0100

STATION	LOCATION	PHASE	EACH	REMARKS
12+30 RT	DRIVEWAY	1	1	27' - 15" CMP
13+34 RT	DRIVEWAY	1	1	24' - 15" CMP
13+89 RT	DRIVEWAY	1	1	24' - 15" CMP
14+80 RT	DRIVEWAY	1	1	25' - 15" CMP
15+96 RT	DRIVEWAY	1	1	24' - 15" CMP
16+85 RT	DRIVEWAY	1	1	24' - 15" CMP
17+82 RT	DRIVEWAY	1	1	24' - 15" CMP
18+87 RT	DRIVEWAY	1	1	24' - 15" CMP
20+34 RT	DRIVEWAY	1	1	24' - 15" CMP
20+78 RT	DRIVEWAY	1	1	24' - 15" CMP
23+10 RT	CROSS CULVERT	1	1	45' - 15" CMP
23+92 RT	DRIVEWAY	1	1	24' - 15" CMP
24+97 RT	DRIVEWAY	1	1	24' - 15" CMP
27+88 RT	DRIVEWAY	1	1	24' - 15" CMP
30+06 RT	DRIVEWAY	1	1	30' - 15" CMP
31+10 RT	DRIVEWAY	1	1	26' - 15" CMP
32+28 RT	DRIVEWAY	1	1	48' - 15" CMP
34+13 RT	DRIVEWAY	1	1	30' - 15" CMP
11+80 LT	DRIVEWAY	2	1	38' - 24" CMP
12+78 LT	DRIVEWAY	2	1	26' - 26" X 17" CMP
14+35 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
15+25 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
15+80 LT	DRIVEWAY	2	1	28' - 27" X 20" CMP
16+81 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
18+29 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
19+39 LT	DRIVEWAY	2	1	32' - 27" X 20" CMP
20+30 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
21+26 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
23+11 LT	CROSS CULVERT	2	1	44' - 27" X 20" CMP
25+58 LT	DRIVEWAY	2	1	40' - 27" X 20" CMP
27+61 LT	DRIVEWAY	2	1	28' - 27" X 20" CMP
28+48 LT	DRIVEWAY	2	1	24' - 27" X 20" CMP
30+11 LT	DRIVEWAY	2	1	28' - 27" X 20" CMP
30+94 LT	DRIVEWAY	2	1	32' - 27" X 20" CMP
34+10 LT	DRIVEWAY	2	1	32' - 27" X 20" CMP
PHASE 1 SUBTOTAL			18	
PHASE 2 SUBTOTAL			17	
PROJECT TOTAL			35	

REMOVING CURB & GUTTER
204.0150

STATION - STATION	PHASE	LOCATION	L.F.
35+73 RT	1	CAPITOL DR / ONEIDA ST	20
10+73 LT - 11+46 LT	2	CAPITOL DRIVE	73
35+74 LT	2	CAPITOL DR / ONEIDA ST	21
PHASE 1 SUBTOTAL			20
PHASE 2 SUBTOTAL			94
PROJECT TOTAL			114

REMOVING FENCE
204.0170

STATION TO	STATION	DESCRIPTION	PHASE	L.F.
26+09 LT -	26+75 LT	CHAIN LINK FENCE	2	73
PHASE 1 SUBTOTAL				0
PHASE 2 SUBTOTAL				73
PROJECT TOTAL				73

BASE AGGREGATE DENSE

STATION TO	STATION	LOCATION	PHASE	305.0110	305.0120	305.0135
				BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	BASE AGGREGATE DENSE 3-INCH TON
10+73.71 -	35+97.70	CAPITOL DR.	1		2295	4590
10+73.71 -	35+97.70	CAPITOL DR.	2		1955	3910
8+84 -	9+81.50	DIVISION ST.	1		110	220
8+84 -	9+81.50	DIVISION ST. SHOULDERS	2	8		
10+26.50 -	10+95	DIVISION ST.	2		90	180
10+26.50 -	10+95	DIVISION ST. SHOULDERS	2	14		
10+73.71 -	35+97.70	CAPITOL DR. SIDEWALK	1		375	
10+73.71 -	35+97.70	CAPITOL DR. SIDEWALK	2		375	
10+73.71 -	35+97.70	CAPITOL DR. DRIVEWAYS	1		191.5	
10+73.71 -	35+97.70	CAPITOL DR. DRIVEWAYS	2		158.5	
PHASE 1 STORM		LATERAL AND INLET LEAD TRENCH RESTORATION	1		180	
UNDISTRIBUTED		EBS AREAS	1			650
UNDISTRIBUTED		EBS AREAS	2			650
PHASE 1 SUBTOTALS				0	3151.5	5460
PHASE 2 SUBTOTALS				22	2578.5	4740
PROJECT TOTALS				22	5730	10200

EARTHWORK SUMMARY

Phase	From/To Station	Location	Common Excavation	(item # 205.0100)	Available Material	Unexpanded Fill	*Expanded Fill	Mass Ordinate +/-	Comment:
			Cut	EBS Excavation			Factor 1.30		
1	10+73.65 - 35+97.70	CAPITOL DRIVE	6929	0	6929	701	911	6018	
2	10+73.65 - 35+97.70	CAPITOL DRIVE	5903	0	5903	701	911	4992	
1	8+84.00 - 9+81.50	DIVISION STREET	202	0	202	3	4	198	
2	10+26.50 - 10+95	DIVISION STREET	164	0	164	5	7	158	
1	--	DRIVEWAYS	233	0	233	0	0	233	
2	--	DRIVEWAYS	192	0	192	0	0	192	
1	--	UNDISTRIBUTED	0	325	0	0	0	325	UNUSABLE EBS, FILL WITH BASE AGGREGATE DENSE 3-INCH
2	--	UNDISTRIBUTED	0	325	0	0	0	325	
Phase 1 Subtotal			7364	325	7364	704	915	6774	
Phase 2 Subtotal			6259	325	6259	706	918	5666	
Grand Total			13623	650	13623	1410	1833	12440	
			Total Common Exc		14273				

*EXPANSION FACTOR FOR FILL = 30%

MASS ORDINATE: POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL ON THE PROJECT

PROJECT NUMBER: 4984-01-71

HWY: CAPITOL DRIVE

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET:

48

E

3

3

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

CONCRETE PAVEMENT 8-INCH 415.0080		
STATION TO STATION	PHASE	SY
35+61 - 35+97.70 RT	1	131
35+61 - 35+97.70 LT	2	134
PHASE 1 SUBTOTAL		131
PHASE 2 SUBTOTAL		134
PROJECT TOTAL		265

CONCRETE DRIVEWAY 416.0160			
STATION	LOCATION	PHASE	6-INCH S.Y.
12+30	CAPITOL DR RT.	1	32
13+30	CAPITOL DR RT.	1	30
13+90	CAPITOL DR RT.	1	30
14+80	CAPITOL DR RT.	1	25
15+94	CAPITOL DR RT.	1	25
16+85	CAPITOL DR RT.	1	32
17+82	CAPITOL DR RT.	1	25
18+87	CAPITOL DR RT.	1	40
20+35	CAPITOL DR RT.	1	27
20+80	CAPITOL DR RT.	1	25
23+92	CAPITOL DR RT.	1	40
24+96	CAPITOL DR RT.	1	35
26+55	CAPITOL DR RT.	1	31
27+87	CAPITOL DR RT.	1	53
30+06	CAPITOL DR RT.	1	54
31+10	CAPITOL DR RT.	1	30
32+18	CAPITOL DR RT.	1	65
32+41	CAPITOL DR RT.	1	20
34+14	CAPITOL DR RT.	1	32
11+17	CAPITOL DR LT.	2	32
11+79	CAPITOL DR LT.	2	27
12+78	CAPITOL DR LT.	2	32
14+37	CAPITOL DR LT.	2	53
15+27	CAPITOL DR LT.	2	51
15+80	CAPITOL DR LT.	2	20
16+82	CAPITOL DR LT.	2	24
18+30	CAPITOL DR LT.	2	26
19+42	CAPITOL DR LT.	2	40
20+31	CAPITOL DR LT.	2	50
21+27	CAPITOL DR LT.	2	25
25+59	CAPITOL DR LT.	2	50
27+63	CAPITOL DR LT.	2	35
28+48	CAPITOL DR LT.	2	32
30+12	CAPITOL DR LT.	2	43
30+96	CAPITOL DR LT.	2	35
34+10	CAPITOL DR LT.	2	38
PHASE 1 SUBTOTAL			651
PHASE 2 SUBTOTAL			613
PROJECT TOTAL			1264

DRILLED TIE BARS 416.0610			
STATION	LOCATION	PHASE	EACH
35+97.70	CAPITOL DR. / ONEIDA ST. MATCH POINT	1	14
35+97.70	CAPITOL DR. / ONEIDA ST. MATCH POINT	2	12
10+73.65 - 35+97.90 RT	CONCRETE DRIVEWAYS	1	42
10+73.65 - 35+97.90 LT	CONCRETE DRIVEWAYS	2	38
PHASE 1 SUBTOTAL			56
PHASE 2 SUBTOTAL			50
PROJECT TOTAL			106

STATION TO STATION	PHASE	LOCATION
10+73.65 - 35+61	1	CAPITOL DR.
10+73.65 - 35+61	2	CAPITOL DR.
8+84 - 9+81.50	1	DIVISION ST.
10+26.50 - 11+00.31	2	DIVISION ST.
10+73.65 - 35+54	1	DRIVEWAYS AND PARKING LOTS
10+73.65 - 35+54	2	DRIVEWAYS AND PARKING LOTS
9+12	1	DIVISION ST. DRIVEWAY
9+55	1	DIVISION ST. LT.
9+56	1	DIVISION ST. RT.
10+52	2	DIVISION ST. LT.
10+53	2	DIVISION ST. RT.
PHASE 1 STORM	1	LATERAL AND INLET LEAD TRENCH RESTORATION

PHASE 1 SUBTOTALS	1136.6
PHASE 2 SUBTOTALS	2178.4

PROJECT TOTALS

ASPHALTIC ITEMS

460.1101 HMA PAVEMENT TYPE E-1 TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	455.0205 ASPHALTIC MATERIAL PG58-28 TON	455.0220 ASPHALTIC MATERIAL PG64-28 TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUME SY	455.0605 TACK COAT GAL.
1082.5		59.5			4	
2067.5		50.7	63			360
54.1		3				
110.9		2	4			15
	88.5					9
	61.5					6
	8					1
					4	
					4	
					4	
					4	
				60		
PHASE 1 SUBTOTALS	1136.6	62.5	0	60	12	10
PHASE 2 SUBTOTALS	2178.4	52.7	67	0	8	381
PROJECT TOTALS	3315	158	115	67	20	391

CONCRETE CURB & GUTTER 18-INCH TYPE A 601.0405			
LOCATION	PHASE	DESCRIPTION	L.F.
SW QUADRANT	1	CAPITOL DRIVE AND ONEIDA INTERSECTION	22
NW QUADRANT	2	CAPITOL DRIVE AND ONEIDA INTERSECTION	23
PHASE 1 SUBTOTAL			22
PHASE 2 SUBTOTAL			23
PROJECT TOTAL			45

CONCRETE CURB & GUTTER 18-INCH TYPE D 601.0407			
STATION - STATION	PHASE	LOCATION	L.F.
10+73.65 - 22+96	1	CAPITOL DRIVE, RT.	1220
23+23 - 35+79	1	CAPITOL DRIVE, RT.	1285
10+73.65 - 22+98	2	CAPITOL DRIVE, LT.	1219
23+26 - 35+81	2	CAPITOL DRIVE, LT.	1276
PHASE 1 SUBTOTAL			2505
PHASE 2 SUBTOTAL			2495
PROJECT TOTAL			5000

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA 602.0515			
LOCATION	PHASE	S.F.	
NW QUAD CAPITOL DR / DIVISION ST	2	16	
NE QUAD CAPITOL DR / DIVISION ST	2	8	
SE QUAD CAPITOL DR / DIVISION ST	1	8	
SW QUAD CAPITOL DR / DIVISION ST	1	16	
NW QUAD CAPITOL DR / ONEIDA ST	2	16	
SW QUAD CAPITOL DR / ONEIDA ST	1	16	

PHASE 1 SUBTOTAL	40
PHASE 2 SUBTOTAL	40

PROJECT TOTAL

CONCRETE SIDEWALK 4-INCH 602.0405			
STATION TO STATION	LOCATION	PHASE	SF
10+60 - 12+19	CAPITOL DR / RT	1	802
12+41 - 13+23	CAPITOL DR / RT	1	414
13+43 - 13+79	CAPITOL DR / RT	1	178
13+99 - 14+72	CAPITOL DR / RT	1	370
14+88 - 15+88	CAPITOL DR / RT	1	501
16+05 - 16+74	CAPITOL DR / RT	1	345
16+95 - 17+73	CAPITOL DR / RT	1	390
17+90 - 18+78	CAPITOL DR / RT	1	441
18+96 - 20+26	CAPITOL DR / RT	1	649
20+43 - 20+70	CAPITOL DR / RT	1	136
20+87 - 22+87	CAPITOL DR / RT	1	1050
23+33 - 23+83	CAPITOL DR / RT	1	264
24+0 - 24+89	CAPITOL DR / RT	1	445
25+06 - 26+45	CAPITOL DR / RT	1	695
26+65 - 27+79	CAPITOL DR / RT	1	568
27+96 - 29+95	CAPITOL DR / RT	1	995
30+17 - 31+01	CAPITOL DR / RT	1	419
31+20 - 32+09	CAPITOL DR / RT	1	446
32+26 - 32+35	CAPITOL DR / RT	1	45
32+47 - 34+03	CAPITOL DR / RT	1	778
34+24 - 35+71	CAPITOL DR / RT	1	783
10+44 - 11+05	CAPITOL DR / LT	2	304
11+29 - 11+71	CAPITOL DR / LT	2	211
11+89 - 12+68	CAPITOL DR / LT	2	394
12+88 - 14+28	CAPITOL DR / LT	2	696
14+45 - 15+17	CAPITOL DR / LT	2	359
15+35 - 15+74	CAPITOL DR / LT	2	195
15+86 - 16+73	CAPITOL DR / LT	2	438
16+89 - 18+20	CAPITOL DR / LT	2	653
18+37 - 19+27	CAPITOL DR / LT	2	452
19+54 - 20+21	CAPITOL DR / LT	2	336
20+39 - 21+18	CAPITOL DR / LT	2	392
21+34 - 22+89	CAPITOL DR / LT	2	830
23+34 - 25+41	CAPITOL DR / LT	2	1010
25+75 - 27+51	CAPITOL DR / LT	2	880
27+74 - 28+37	CAPITOL DR / LT	2	314
28+59 - 30+02	CAPITOL DR / LT	2	712
30+22 - 30+83	CAPITOL DR / LT	2	305
31+06 - 33+97	CAPITOL DR / LT	2	1454
34+22 - 35+74	CAPITOL DR / LT	2	818

PHASE 1 SUBTOTAL	10714
PHASE 2 SUBTOTAL	10753

PROJECT TOTAL

STORM SEWER PIPE									
STRUCTURE I.D.		PHASE	608.0312	608.0318	608.0324	SPV.0090.06			
FROM	TO		CLASS III 12-INCH L.F.	CLASS III 18-INCH L.F.	CLASS III 24-INCH L.F.	STORM SEWER 8-INCH L.F.			
MH1	MH2	1			172				
I 27	24" SS PIPE	1				51			
I1	MH2	1	11						
I2	MH2	1	29						
I 28	24" SS PIPE	1				47			
MH2	MH3	1			240				
I3	MH3	1	11						
I4	MH3	1	29						
MH3	MH4	1			250				
I5	MH4	1	11						
I6	MH4	1	29						
MH4	MH5	1			260				
I7	MH5	1	11						
I8	MH5	1	29						
MH5	MH6	1			208				
I9	MH6	1	11						
I10	MH6	1	29						
MH6	MH7	1			45				
MH8	MH7	1	34						
I11	MH8	1	31						
I12	MH8	1	34						
MH9	MH7	1		90					
I13	MH9	1	27						
I14	MH9	1	19						
CAP	MH9	1		8					
MH7	MH10	1			215				
I15	MH10	1	11						
I16	MH10	1	29						
MH10	MH11	1			212				
I17	MH11	1	11						
I18	MH11	1	29						
MH11	MH12	1			292				
I20	MH13	1	11						
I21	MH13	1	29						
I21A	I21	1				36			
MH12	MH13	1			278				
I22	MH13	1	11						
I23	MH13	1	29						
I23A	I23	1				30			
MH13	MH14	1			244				
I24	MH14	1	13						
I25	MH14	1	29						
MH14	MH15	1			32				
I26	MH15	1	90						
I 29	24" SS PIPE	1				32			
I 30	I 4	1				22			
I 31	24" SS PIPE	1				32			
I32	24" SS PIPE	1				32			

STORM SEWER STRUCTURES

STRUCTURE I.D.	STATION AND LOCATION	PHASE	MANHOLES 611.2004 4-FT EACH	MANHOLES SPECIAL SPV.0060.03 EACH	CATCH BASINS 611.1003 3-FT EACH	MANHOLE COVERS 611.0530 TYPE J EACH	INLET COVERS 611.0612 TYPE C EACH	INLET COVERS 611.0666 TYPE Z EACH	CONSTRUCTION STORM SEWER SYSTEM 650.4000 EACH	STAKING SYSTEM	RIM ELEVATION	FLOWLINE OF STRUCTURE	TOP OF STRUCTURE ELEVATION	DEPTH FEET	NOTES
MH1	11+43, 5.5' RT.	1	1			1			1		832.67	826.49	831.42	4.93	
I 27	12+55, 45' LT.	1			1		1		1		830.50	826.50	829.25	4.75	24" SUMP
I1	13+10, 16.5' RT.	1			1			1	1		829.36	825.16	828.28	5.12	24" SUMP
I2	13+10, 24.5' LT.	1			1			1	1		829.28	825.28	828.20	4.92	24" SUMP
MH2	13+15, 5.5' RT.	1	1			1			1		829.50	822.15	828.25	6.10	
I 28	13+45, 41.5' LT.	1			1		1		1		829.00	825.00	827.75	4.75	24" SUMP
I3	15+50, 16.5' RT.	1			1			1	1		825.48	821.28	824.40	5.12	24" SUMP
I4	15+50, 24.5' LT.	1			1			1	1		825.47	821.47	824.39	4.92	24" SUMP
MH3	15+55, 5.5' RT.	1	1			1			1		825.70	819.86	824.45	4.59	
I5	18+00, 16.5' RT.	1			1			1	1		823.29	819.09	822.21	5.12	24" SUMP
I6	18+00, 24.5' LT.	1			1			1	1		823.28	819.28	822.20	4.92	24" SUMP
MH4	18+05, 5.5' RT.	1	1			1			1		823.50	817.48	822.25	4.77	
I7	20+60, 16.5' RT.	1			1			1	1		821.38	817.18	820.30	5.12	24" SUMP
I8	20+60, 24.5' LT.	1			1			1	1		821.38	817.38	820.30	4.92	24" SUMP
MH5	20+65, 5.5' RT.	1	1			1			1		821.59	815.00	820.34	5.34	
I9	22+68, 16.5' RT.	1			1			1	1		819.32	815.12	818.24	5.12	24" SUMP
I10	22+70, 24.5' LT.	1			1			1	1		819.18	815.18	818.10	4.92	24" SUMP
MH6	22+73, 5.5' RT.	1	1			1			1		819.47	810.31	818.22	7.91	
MH7	23+18, 5.5' RT.	1	1			1			1		819.04	808.89	817.79	8.90	
MH8	23+17, 40' RT.	1	1			1			1		818.62	813.00	817.37	4.37	
MH9	23+19, 74' LT.	1	1			1			1		818.70	809.45	817.45	8.00	
I11	22+86, 46' RT.	1			1		1		1		818.00	813.75	816.75	5.00	24" SUMP
I12	23+32, 71' RT.	1			1		1		1		817.40	813.15	816.15	5.00	24" SUMP
I13	22+92.5, 88' LT.	1			1		1		1		817.61	813.36	816.36	5.00	24" SUMP
I14	23+38, 87' LT.	1			1		1		1		816.95	812.70	815.70	5.00	24" SUMP
I15	25+28, 16.5' RT.	1			1			1	1		816.83	812.63	815.75	5.12	24" SUMP
I16	25+28, 24.5' LT.	1			1			1	1		816.82	812.82	815.74	4.92	24" SUMP
MH10	25+33, 5.5' RT.	1		1		1			1		817.02	807.81	815.77	7.96	
I17	27+40, 16.5' RT.	1			1			1	1		815.26	811.06	814.18	5.12	24" SUMP
I18	27+40, 24.5' LT.	1			1			1	1		815.25	811.25	814.17	4.92	24" SUMP
MH11	27+45, 5.5' RT.	1		1		1			1		815.50	806.75	814.25	7.50	
I20	30+32, 16.5' RT.	1			1			1	1		813.20	809.00	812.12	5.12	24" SUMP
I21	30+32, 24.5' LT.	1			1			1	1		813.19	806.58	812.11	7.53	24" SUMP
MH12	30+37, 5.5' RT.	1		1		1			1		813.41	805.29	812.16	6.87	
I21A	30+60, 47' LT.	1			1		1		1		811.20	806.95	809.95	5.00	24" SUMP
I22	33+10, 16.5' RT.	1			1			1	1		811.59	807.39	810.51	5.12	24" SUMP
I23A	32+97, 51' LT.	1			1		1		1		810.25	806.00	809.00	5.00	24" SUMP, CONNECT TO EXISTING 6" DRAIN PIPE
I23	33+10, 24.5' LT.	1			1			1	1		811.58	805.70	810.50	6.80	24" SUMP
MH13	33+15, 5.5' RT.	1		1		1			1		811.80	803.90	810.55	6.65	
I24	35+51, 17.5' RT.	1			1			1	1		808.34	804.25	807.26	5.01	24" SUMP
I25	35+52, 24.5' LT.	1			1			1	1		808.38	804.38	807.30	4.92	24" SUMP
MH14	35+59, 5.5' RT.	1		1		1			1		808.60	802.68	807.35	4.67	
I26	35+83, 82' LT.	1			1		1		1		807.10	803.10	805.85	4.75	24" SUMP
MH15	35+91, 8' RT.	1		1		1			1		808.34	802.51	807.09	4.58	
I 29	12+59, 37' RT.	1			1		1		1		830.10	826.10	828.85	4.75	24" SUMP
I 30	15+59, 42' LT.	1			1		1		1		825.80	821.69	824.55	4.86	24" SUMP
I 31	24+68, 37' RT.	1			1		1		1		817.20	813.20	815.95	4.75	24" SUMP
I32	26+12, 37' RT.	1			1		1		1		816.00	812.25	814.75	4.50	24" SUMP

PHASE 1 SUBTOTALS

9

6

33

15

13

20

48

PHASE 2 SUBTOTALS

0

0

0

0

0

0

PROJECT TOTALS

9

6

33

15

13

20

48

LOCATION IS TO CENTER OF STRUCTURE FOR MANHOLES AND CATCH BASINS 3-FT WITH TYPE C COVERS

LOCATION IS TO BACK OF CURB FOR CATCH BASINS 3-FT WITH TYPE Z COVERS

FLOW LINE OF STRUCTURE = LOWEST PIPE FLOW LINE ELEVATION LEAVING STRUCTURE

RIM ELEVATION
RIM ELEVATION

=FINISHED FLANGE ELEVATION AT CATCH BASINS 3-FT WITH TYPE Z COVERS
=TOP OF COVER FOR STRUCTURES WITH TYPE J MANHOLE COVERS AND TYPE C INLET COVERS

STRUCTURE DEPTH
STRUCTURE DEPTH
STRUCTURE DEPTH

= RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 15" FOR MANHOLES
= RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 13" FOR CATCH BASINS 3-FT WITH TYPE Z COVERS PLUS 24" SUMP
= RIM ELEVATION MINUS FLOW LINE OF STRUCTURE MINUS 15" FOR CATCH BASINS 3-FT WITH TYPE C COVERS PLUS 24" SUMP

WATER				
624.0100				
STATION TO STATION	*LOCATION	PHASE	MGAL	
10+73.65 – 35+97.70	CAPITOL DR. AND SIDEROADS	1	36	
10+73.65 – 35+97.71	CAPITOL DR. AND SIDEROADS	2	24	
PHASE 1 SUBTOTAL			36	
PHASE 2 SUBTOTAL			24	
PROJECT TOTAL			60	
*FOR BASE AGGREGATE DENSE COMPACTION AND DUST CONTROL.				

SILT FENCE				628.1504 SILT FENCE L.F.	628.1520 SILT FENCE MAINTENANCE L.F.
STATION	TO STATION	LOCATION	PHASE		
10+73.65	– 35+97.70	UNDISTRIBUTED	1	100	100
10+73.65	– 35+97.70	UNDISTRIBUTED	2	100	100
PHASE 1 SUBTOTALS				100	100
PHASE 2 SUBTOTALS				100	100
PROJECT TOTALS				200	200

MOBILIZATIONS				628.1905 EROSION CONTROL EACH	628.1910 EMERGENCY EROSION CONTROL EACH
STATION	— STATION	LOCATION	PHASE		
10+73.65	— 35+97.70	UNDISTRIBUTED	1	1	2
10+73.65	— 35+97.70	UNDISTRIBUTED	2	1	2
PHASE 1 SUBTOTALS				1	2
PHASE 2 SUBTOTALS				1	2
PROJECT TOTALS				2	4

INLET PROTECTION

TEMPORARY DITCH CHECKS				628.7005	628.7015
628.7504				TYPE A	TYPE C
STATION	DESCRIPTION	PHASE	L.F.	EACH	EACH
22+50 LT	EXISTING DITCH	2	15		2
22+50 RT	EXISTING DITCH	1	15		2
9+45 LT & RT DIVISION ST	EXISTING DITCH	1	30		2
10+80 LT & RT DIVISION ST	EXISTING DITCH	2	30		2
32+00 LT	EXISTING DITCH	2	15		1
33+10 LT	EXISTING DITCH	2	15		1
35+30 LT	EXISTING DITCH	2	15		1
35+30 RT	EXISTING DITCH	1	15		1
PHASE 1 SUBTOTAL			60		
PHASE 2 SUBTOTAL			90		
PROJECT TOTAL			150		
13+10 LT & RT	CAPITOL DR	1			2
15+50 LT & RT	CAPITOL DR	1			2
18+00 LT & RT	CAPITOL DR	1			2
20+60 LT & RT	CAPITOL DR	1			2
22+68 RT	CAPITOL DR	1			1
22+70 LT	CAPITOL DR	1			1
22+86 RT	CAPITOL DR	1		1	
22+92.5 LT	CAPITOL DR	1		1	
23+32 RT	CAPITOL DR	1		1	
23+38 LT	CAPITOL DR	1		1	
25+28 LT & RT	CAPITOL DR	1			2
27+40 LT & RT	CAPITOL DR	1			2
30+32 LT & RT	CAPITOL DR	1			2
30+60 LT	CAPITOL DR	1		1	
32+97 LT	CAPITOL DR	1		1	
33+10 LT & RT	CAPITOL DR	1			2
35+51 RT	CAPITOL DR	1			1
35+52 LT	CAPITOL DR	1			1
35+83 LT	CAPITOL DR / ONEIDA ST	1		1	
12+55 LT	CAPITOL DR	1		1	
12+59 RT	CAPITOL DR	1		1	
13+45 LT	CAPITOL DR	1		1	
15+59 LT	CAPITOL DR	1		1	
24+68 RT	CAPITOL DR	1		1	
26+12 RT	CAPITOL DR	1			1
PHASE 1 SUBTOTALS				12	21
PHASE 2 SUBTOTALS				0	0
PROJECT TOTALS				12	21

LANDSCAPING SUMMARY									
STATION TO STATION	LOCATION	PHASE	625.0100 TOPSOIL	627.0200 MULCHING	629.0210 FERTILIZER TYPE B CWT.	630.0140 SEEDING MIXTURE NO. 40 LB.	630.0200 SEEDING TEMPORARY LB.	628.2006 EROSION MAT URBAN CLASS 1 TYPE A SY	628.2008 EROSION MAT URBAN CLASS 1 TYPE B SY
10+73.65 – 35+97.70	CAPITOL DR., RT.	1	4325	2675	2.7	78		1650	
10+73.65 – 35+97.70	CAPITOL DR., LT.	2	4430	2750	2.8	80		1680	
8+84 – 9+81.50	DIVISION ST., LT.	2	110	65	0.07	2			45
10+26.50 – 11+00.31	DIVISION ST., LT.	2	118	78	0.07	2			40
8+84 – 9+81.50	DIVISION ST., RT.	1	130	85	0.08	3			45
10+26.50 – 11+00.31	DIVISION ST., RT.	1	105	65	0.07	2			40
10+73.65 – 35+97.70	UNDISTRIBUTED	1	750	500	0.48	14	50	250	
10+73.65 – 35+97.70	UNDISTRIBUTED	2	750	500	0.48	14	50	250	
	PHASE 1 SUBTOTALS		5310	3325	3.3	97		1900	85
	PHASE 2 SUBTOTALS		5408	3393	3.4	98	50	1930	85
	PROJECT TOTALS		10718	6718	6.8	195	100	3830	170

PERMANENT SIGNING

STATION	LOCATION	PHASE	CODE	SIZE	637.0202 REFLECTIVE TYPE II SF	* 634.0814 POSTS TUBULAR STEEL 2x2-INCH x 14-FT EACH	DESCRIPTION
8+50 RT	CAPITOL DR	1	R3-17	30"x24"	5	1	BIKE LANE
8+50 RT	CAPITOL DR	1	R3-17A	30"x12"	2.5		AHEAD
11+60 RT	CAPITOL DR	1	R3-17	30"x24"	5	1	BIKE LANE
25+45 RT	CAPITOL DR	1	R3-17	30"x24"	5	1	BIKE LANE
25+45 RT	CAPITOL DR	1	R7-1D	18"x24"	3	1	NO PARKING
33+63 RT	CAPITOL DR	1	R3-17	30"x24"	5	1	BIKE LANE
33+63 RT	CAPITOL DR	1	R3-17B	30"x12"	2.5		ENDS
13+10 LT	CAPITOL DR	2	R3-17	30"x24"	5	1	BIKE LANE
13+10 LT	CAPITOL DR	2	R3-17B	30"x12"	2.5		ENDS
22+00 LT	CAPITOL DR	2	R3-17	30"x24"	5	1	BIKE LANE
38+00 LT	CAPITOL DR	2	R3-17	30"x24"	5	1	BIKE LANE
38+00 LT	CAPITOL DR	2	R3-17A	30"x12"	2.5		AHEAD
PHASE 1 SUBTOTALS					28	5	
PHASE 2 SUBTOTALS					20	3	
PROJECT TOTALS					48	8	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

MOVING SIGNS SUMMARY

				638.2102	*	638.3000	*	638.0814	
FROM	TO			SIGNS, TYPE II	REMOVING SMALL	SUPPORTS	POSTS TUBULAR STEEL		
STATION	STATION	LOCATION	PHASE	EACH	EACH	EACH	2x2-INCH x 14 FT.	EACH	DESCRIPTION
10+83 RT	10+88 RT	CAPITOL DR	1	2	1	1		1	NO TRUCKS / WEIGHT LIMIT
11+55 RT	12+75 RT	CAPITOL DR	1	1	—	—		—	NO PARKING
11+55RT	12+75 RT	CAPITOL DR	1	1	1	1		1	SPEED LIMIT
15+69 RT	15+69 RT	CAPITOL DR	1	1	1	1		1	SPEED LIMIT
35+68 RT	35+68 RT	CAPITOL DR	1	1	1	1		1	STOP SIGN
9+71 RT	9+71 RT	DIVISION ST	1	1	1	1		1	STOP SIGN
30+82 LT	30+82 LT	CAPITOL DR	1	1	1	1		1	EXIT ONLY
31+08 LT	30+08 LT	CAPITOL DR	1	1	1	1		1	EXIT ONLY
31+44 LT	31+44 LT	CAPITOL DR	2	1	1	1		1	SPEED LIMIT
32+95 RT	32+95 RT	CAPITOL DR	1	1	1	1		1	STOP AHEAD
34+81 LT	33+50 LT	CAPITOL DR	2	1	1	1		1	SPEED LIMIT
34+81 LT	33+50 LT	CAPITOL DR	2	1					THE FOX CITIES PAPER TRAIL
35+33 LT	35+33 LT	CAPITOL DR	2	2	1	1		1	NO TRUCKS / WEIGHT LIMIT
35+75 LT	35+75 LT	CAPITOL DR / ONEIDA ST	2	1	1	1		1	STOP SIGN
10+34 LT	10+34 LT	DIVISION ST	2	1	1	1		1	STOP SIGN
PHASE 1 SUBTOTALS				10	8	8		8	
PHASE 2 SUBTOTALS				7	5	5		5	
PROJECT TOTALS				17	13	13		13	
					*	*		*	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN

3

3

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

REMOVING SIGNS SUMMARY

STATION	LOCATION	PHASE	638.2602	638.3000	DESCRIPTION
			REMOVING SIGNS, TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
19+50 RT	CAPITOL DR	1	1	1	SPEED LIMIT/SCHOOL
29+47 LT	CAPITOL DR	1	1	1	SPEED LIMIT/SCHOOL
PHASE 1 SUBTOTALS			2	2	
PHASE 2 SUBTOTALS			0	0	
PROJECT TOTALS			2	2	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN				*	

TRAFFIC CONTROL

LOCATION	SERVICE PERIOD (DAYS)	643.0900	643.0420	643.0300	643.0705	643.0715	643.3000
		SIGNS (NO.)	BARRICADES TYPE III (DAYS)	DRUMS (DAYS)	WARNING LIGHTS TYPE A (NO.)	WARNING LIGHTS TYPE C (DAYS)	DETOUR SIGNS (NO.)
PHASE 1	40	82	3280	17	680	134	5360
PHASE 2	35	78	2730	20	660	110	3630
PHASE 1 SUBTOTALS			3280		680		5360
PHASE 2 SUBTOTALS			2730		660		3630
PROJECT TOTALS			6010		1340		8990

PAVEMENT MARKING

STATION TO STATION	LOCATION	646.0106	646.0126	646.0128	647.0166	647.0168	647.0208	647.0308	647.0358	647.0408	647.0556	647.0558	647.0768	SPV.0090.08
		PAVEMENT MARKING EPOXY 4-INCH LF	PAVEMENT MARKING EPOXY 8-INCH LF	PAVEMENT MARKING PREFORMED THERMOPLASTIC 8-INCH LF	PAVEMENT MARKING ARROWS EPOXY TYPE 2	PAVEMENT MARKING ARROWS PREFORMED THERMOPLASTIC TYPE 2 EACH	PAVEMENT MARKING ARROWS BIKE LANE PREFORMED THERMOPLASTIC EACH	PAVEMENT MARKING SYMBOLS BIKE LANE PREFORMED THERMOPLASTIC EACH	PAVEMENT MARKING WORDS PREFORMED THERMOPLASTIC EACH	PAVEMENT MARKING WORDS BIKE LANE PREFORMED THERMOPLASTIC EACH	PAVEMENT MARKING STOP LINE EPOXY 12 INCH LF	PAVEMENT MARKING STOP LINE PREFORMED THERMOPLASTIC 12-INCH WHITE LF	PAVEMENT MARKING PREFORMED THERMOPLASTIC 6-INCH WHITE LF	PAVEMENT MARKING PREFORMED THERMOPLASTIC 4-INCH (YELLOW) (WHITE) LF
10+73.65 – 35+97.70	CAPITOL DR	50	28	72	1	1	22	22	1	6	28	30	80	2435
8+84 – 10+95	DIVISION STREET											15	312	6960
PHASE 1 SUBTOTALS		0	0	0	0	0	0	0	0	0	0	0	0	0
PHASE 2 SUBTOTALS		50	28	72	1	1	22	22	1	6	28	45	392	6960
PROJECT TOTALS		50	28	72	1	1	22	22	1	6	28	45	392	9395

REMOVING PAVEMENT MARKING

STATION TO STATION	LOCATION	PHASE	646.0600	647.0955
			LF	ARROWS EACH
10+73.65 – 35+97.70	CAPITOL DR	1	104	1
PHASE 1 SUBTOTALS			104	1
PHASE 2 SUBTOTALS			0	0
PROJECT TOTALS			104	1

SAWING ASPHALT
690.0150

STATION	LOCATION	PHASE	LF	NOTES
10+73.65 – 35+97.70	CAPITOL DR	1	2490	6' LT OF REF LINE
10+73.65 – 35+97.70	CAPITOL DR	1	900	STORM SEWER TRENCHES
8+84 – 10+95	DIVISION ST.	1	228	STORM SEWER TRENCHES
11+17	CAPITOL DR LT.	2	30	DRIVEWAY
12+78	CAPITOL DR LT.	2	20	DRIVEWAY
25+59	CAPITOL DR LT.	2	125	DRIVEWAY
27+63	CAPITOL DR LT.	2	14	DRIVEWAY
28+48	CAPITOL DR LT.	2	25	DRIVEWAY
30+96	CAPITOL DR LT.	2	31	DRIVEWAY
34+10	CAPITOL DR LT.	2	22	DRIVEWAY
12+30	CAPITOL DR RT.	1	22	DRIVEWAY
13+30	CAPITOL DR RT.	1	20	DRIVEWAY
13+90	CAPITOL DR RT.	1	20	DRIVEWAY
17+82	CAPITOL DR RT.	1	16	DRIVEWAY
20+35	CAPITOL DR RT.	1	17	DRIVEWAY
20+80	CAPITOL DR RT.	1	17	DRIVEWAY
31+10	CAPITOL DR RT.	1	16	DRIVEWAY
34+14	CAPITOL DR RT.	1	20	DRIVEWAY
35+80	CAPITOL DR RT.	1	30	DRIVEWAY
8+84	DIVISION ST	1	23	MATCH POINT
9+15	DIVISION ST LT	1	21	DRIVEWAY
10+95	DIVISION ST	2	25	MATCH POINT
PHASE 1 SUBTOTAL			3840	
PHASE 2 SUBTOTAL			292	
PROJECT TOTAL			4132	

SAWING CONCRETE
690.0250

STATION	LOCATION	PHASE	LF	NOTES
14+37	CAPITOL DR LT.	2	20	DRIVEWAY
15+27	CAPITOL DR LT.	2	18	DRIVEWAY
20+31	CAPITOL DR LT.	2	18	DRIVEWAY
21+27	CAPITOL DR LT.	2	21	DRIVEWAY
30+12	CAPITOL DR LT.	2	21	DRIVEWAY
18+87	CAPITOL DR RT.	1	18	DRIVEWAY
23+92	CAPITOL DR RT.	1	16	DRIVEWAY
24+96	CAPITOL DR RT.	1	17	DRIVEWAY
27+87	CAPITOL DR RT.	1	18	DRIVEWAY
30+06	CAPITOL DR RT.	1	22	DRIVEWAY
32+18	CAPITOL DR RT.	1	17	DRIVEWAY
35+97.70	CAPITOL DR RT.	1	30	MATCH POINT
35+97.70	CAPITOL DR LT.	2	36	MATCH POINT
PHASE 1 SUBTOTAL			138	
PHASE 2 SUBTOTAL			134	
PROJECT TOTAL			272	

CONSTRUCTION STAKING

STATION TO STATION	LOCATION	PHASE	650.4500	650.5000	650.5500	650.7000	650.9920
			SUBGRADE	BASE	CURB GUTTER AND CURB & GUTTER LF	CONCRETE PAVEMENT LF	SLOPE STAKES LF
10+73.65 – 35+97.70	CAPITOL DR	1	1262	1245	2505	18.5	2524
10+73.65 – 35+97.70	CAPITOL DR	2	1262	1245	2495	18.5	
8+84 – 9+81.50	DIVISION ST	1	98	98			98
10+26.50 – 10+95	DIVISION ST	1					74
10+26.50 – 10+95	DIVISION ST	2	74	74			
PHASE 1 SUBTOTALS			1360	1343	2505	18.5	2696
PHASE 2 SUBTOTALS			1336	1319	2495	18.5	0
PROJECT TOTALS			2696	2662	5000	37	2696

PROJECT NUMBER: 4984–01–71

HWY: CAPITOL DRIVE

COUNTY: OUTAGAMIE

MISCELLANEOUS QUANTITIES

SHEET: 52

E

ADJUSTING CURB STOPS
SPV.0060.08

CATEGORY 0020

PROPERTY ADDRESS	LOCATION	PHASE	EACH
#635	CAPITOL DR., RT	1	1
#621	CAPITOL DR., RT	1	1
#615	CAPITOL DR., RT	1	1
#535	CAPITOL DR., RT	1	1
#521	CAPITOL DR., RT	1	1
#511	CAPITOL DR., RT	1	1
#501	CAPITOL DR., RT	1	1
#435	CAPITOL DR., RT	1	1
#425	CAPITOL DR., RT	1	1
#415	CAPITOL DR., RT	1	1
#405	CAPITOL DR., RT	1	1
#353	CAPITOL DR., RT	1	1
#343	CAPITOL DR., RT	1	1
#333	CAPITOL DR., RT	1	1
#305	CAPITOL DR., RT	1	1
#201	CAPITOL DR., RT	1	1
#127	CAPITOL DR., RT	1	1
#125	CAPITOL DR., RT	1	1
#121	CAPITOL DR., RT	1	1
#117	CAPITOL DR., RT	1	1
#630	CAPITOL DR., LT	2	1
#620	CAPITOL DR., LT	2	1
#610	CAPITOL DR., LT	2	1
#530	CAPITOL DR., LT	2	1
#520	CAPITOL DR., LT	2	1
#510	CAPITOL DR., LT	2	1
#500	CAPITOL DR., LT	2	1
#430	CAPITOL DR., LT	2	1
#420	CAPITOL DR., LT	2	1
#414	CAPITOL DR., LT	2	1
#406	CAPITOL DR., LT	2	1
#350	CAPITOL DR., LT	2	1
#340	CAPITOL DR., LT	2	1
#250	CAPITOL DR., LT	2	1
#200	CAPITOL DR., LT	2	1
UNDISTRIBUTED	CAPITOL DR.	1	3
UNDISTRIBUTED	CAPITOL DR.	2	2
PHASE 1 SUBTOTAL			23
PHASE 2 SUBTOTAL			17
PROJECT TOTAL			40

ADJUSTING WATER VALVES
SPV.0060.06

CATEGORY 0020

STATION	LOCATION	PHASE	EACH
11+62 RT	CAPITOL DR.	1	1
15+67 RT	CAPITOL DR.	1	1
15+73 RT	CAPITOL DR.	1	1
19+67 RT	CAPITOL DR.	1	1
22+79 RT	CAPITOL DR.	1	1
22+82 RT	CAPITOL DR.	1	1
23+49 RT	CAPITOL DR.	1	1
27+51 RT	CAPITOL DR.	1	1
31+57 RT	CAPITOL DR.	1	1
31+63 RT	CAPITOL DR.	1	1
35+57 RT	CAPITOL DR.	1	1
35+62 RT	CAPITOL DR.	1	1
35+81 RT	CAPITOL DR.	1	1
PHASE 1 SUBTOTAL			13
PHASE 2 SUBTOTAL			0
PROJECT TOTAL			13

UTILITY LINE OPENINGS
SPV.0060.04

STATION	LOCATION	PHASE	EACH
11+47	36' LT.	1	1
12+13	35' LT	1	1
13+10	28' LT	1	1
13+95	28' LT	1	1
14+93	28' LT	1	1
16+09	28' LT	1	1
17+20	29' LT	1	1
18+00	27' LT	1	1
18+92	27' LT	1	1
20+16	27' LT	1	1
21+08	28' LT	1	1
22+30	29' LT	1	1
24+31	27' LT	1	1
27+05	26' LT	1	1
28+27	26' LT	1	1
29+21	27' LT	1	1
29+44	27' LT	1	1
30+74	28' LT	1	1
32+07	26' LT	1	1
33+08	26' LT	1	1
35+87	26' LT	1	1
PHASE 1 SUBTOTAL			21
PHASE 2 SUBTOTAL			0
PROJECT TOTAL			21

STORM SEWER LATERAL AND CLEANOUTS

CATEGORY 0020

SPV.0090.02

SPV.0090.04

SPV.0060.02
STORM LATERAL
CLEANOUT
EACH

STATION	LOCATION	PHASE	4-INCH LF	6-INCH LF	NOTES
11+47 LT	CAPITOL DR	1	36		
11+50 RT	CAPITOL DR	1	24		
11+99 RT	CAPITOL DR	1	24		
12+13 LT	CAPITOL DR	1	36		
12+89 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
13+10 LT	CAPITOL DR	1	6		CONNECT TO INLET
13+96 LT	CAPITOL DR	1	36		
14+20 RT	CAPITOL DR	1	24		
14+94 LT	CAPITOL DR	1	36		
15+33 RT	CAPITOL DR	1	24		
15+50 LT.	CAPITOL DR	1		7	CONNECT TO INLET
16+09 LT	CAPITOL DR	1	36		
16+19 RT	CAPITOL DR	1	24		
17+59 RT	CAPITOL DR	1	24		CONNECT TO EXIST. STORM. CONTRACTOR TO VERIFY SIZE
17+20 LT	CAPITOL DR	1	36		
18+00 LT	CAPITOL DR	1	6		CONNECT TO INLET
18+18 RT	CAPITOL DR	1	24		
18+92 LT	CAPITOL DR	1	36		
19+54 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
19+73 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
20+17 LT	CAPITOL DR	1	36		CONNECT TO EXIST. 4" STORM
21+09 LT	CAPITOL DR	1	36		
21+44 RT	CAPITOL DR	1	24		
21+70 RT	CAPITOL DR	1		24	
22+30 LT	CAPITOL DR	1	36		
22+51 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
24+32 LT	CAPITOL DR	1	36		
24+50 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
25+89 RT	CAPITOL DR	1	24		
27+05 LT	CAPITOL DR	1	43		CONNECT TO EXIST. 4" STORM
27+20 RT	CAPITOL DR	1	24		
28+20 RT	CAPITOL DR	1	24		
29+22 LT	CAPITOL DR	1	36		CONNECT TO EXIST. 4" STORM
29+32 RT	CAPITOL DR	1	24		
29+45 LT	CAPITOL DR	1	36		CONNECT TO EXIST. 4" STORM
30+73 LT	CAPITOL DR	1		43	CONNECT TO EXIST. 6" STORM
31+77 RT	CAPITOL DR	1	24		
32+08 LT	CAPITOL DR	1		36	CONNECT TO EXIST. 6" STORM
32+69 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
33+10 RT	CAPITOL DR	1	15		CONNECT TO INLET
33+57 LT	CAPITOL DR	1		43	CONNECT TO EXIST. STORM. CONTRACTOR TO VERIFY SIZE
33+66 RT	CAPITOL DR	1	24		CONNECT TO EXIST. 4" STORM
33+93.5 LT	CAPITOL DR	1		43	VERT. DISCHARGE FITTING FOR ROOF DRAIN TO BE REMOVED
PHASE 1 SUBTOTALS			1018	196	18
PHASE 2 SUBTOTALS			0	0	0
PROJECT TOTALS			1018	196	18

SANITARY MANHOLE RECONSTRUCTS
SPV.0200.01

CATEGORY 0020

STATION	LOCATION	PHASE	EXISTING RIM ELEV	PROPOSED RIM ELEV	SPV.0200.01 VF
11+08	4' LT.	2	833.65	833.35	0.30
15+11	4' LT.	2	827.62	826.28	1.34
19+04	4' LT.	2	823.88	822.82	1.06
23+10	4' LT.	2	820.52	819.16	1.36
26+30	4' LT.	2	817.60	816.09	1.51
29+52	4' LT.	2	814.98	814.1	0.88
32+76	3' LT.	2	813.11	812.28	0.83
PHASE 1 SUBTOTAL					0
PHASE 2 SUBTOTAL					7.28
PROJECT TOTAL					7.28

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CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	PROPERTY LINE	PL (100')
ACCESS RIGHTS	AR	RECORDED AS	R/L
ACRES	AC.	REFERENCE LINE	ROR
AND OTHERS	ET.AL.	RELEASE OF RIGHTS	REM.
BUILDING	BLDG	REMAINING	R/W
CENTERLINE	C/L	RIGHT-OF-WAY	SEC.
CERTIFIED SURVEY MAP	CSM	SECTION	STA.
CORNER	COR.	STATION	TEL. MH
DOCUMENT	DOC.	TELEPHONE MANHOLE	TLE
EASEMENT	EASE.	TEMPORARY LIMITED EASEMENT	V.
ELECTRIC	ELEC.	VOLUME	W.S.
GAS VALVE	GV	WATER SERVICE	
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
LANDSCAPED AREA	L.S.		
MAIL BOX	MB		
MANHOLE	MH		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		

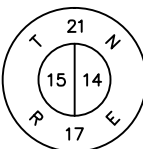
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

3/4" IRON REBAR FOUND	●	EXISTING R/W LINE	---
1" IRON PIPE FOUND	●	EXISTING H.E. LINE	---
1 1/4" IRON REBAR FOUND	●	PROPERTY LINE	---
2" IRON PIPE FOUND	●	LOT & TIE LINES	---
1/2" PIN FOUND	●	SLOPE INTERCEPTS	---
R.R. SPIKE FOUND	●	CORPORATE LIMITS	---
3/4" IRON PIPE FOUND	●	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	---
1 1/2" IRON PIPE FOUND	●	NO ACCESS (BY ACQUISITION)	---
SECTION CORNER MONUMENT	●	NO ACCESS (BY STATUTORY AUTHORITY)	---
SIGN	---	SECTION LINE	---
FEE (HATCH VARIES)	---	QUARTER LINE	---
TEMPORARY LIMITED EASEMENT	---	SIXTEENTH LINE	---
PERMANENT LIMITED EASEMENT	---	EXISTING CENTERLINE	---
R/W BOUNDARY POINT	---	PROPOSED REFERENCE LINE	---
PARCEL NUMBER	---	PARALLEL OFFSET	---
UTILITY PARCEL NUMBER	---	FIRE HYDRANT	---
SIGN NUMBER (OFF PREMISE)	---	WATER/GAS VALVE	---
BUILDING	---	CATCH BASIN INLET	---
TRAFFIC SIGNAL LIGHT	---	MANHOLE	---
DOWN GUY	---	STREET LIGHT	---
RAILROAD TRACKS	---	FENCE	---
UTILITY PEDISTAL	---	TREES	---
UTILITY POLE	---	TREE TO BE REMOVED	---

SECTION CORNER SYMBOL



CONVENTIONAL UTILITY SYMBOLS

WATER	---	W
GAS	---	G
TELEPHONE	---	T
OVERHEAD	---	OH
TRANSMISSION LINES	---	E
ELECTRIC	---	TV
CABLE TELEVISION	---	FO
FIBER OPTIC	---	SAN
SANITARY SEWER	---	SS
STORM SEWER	---	SS

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, OUTAGAMIE COUNTY ZONE, NAD 83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

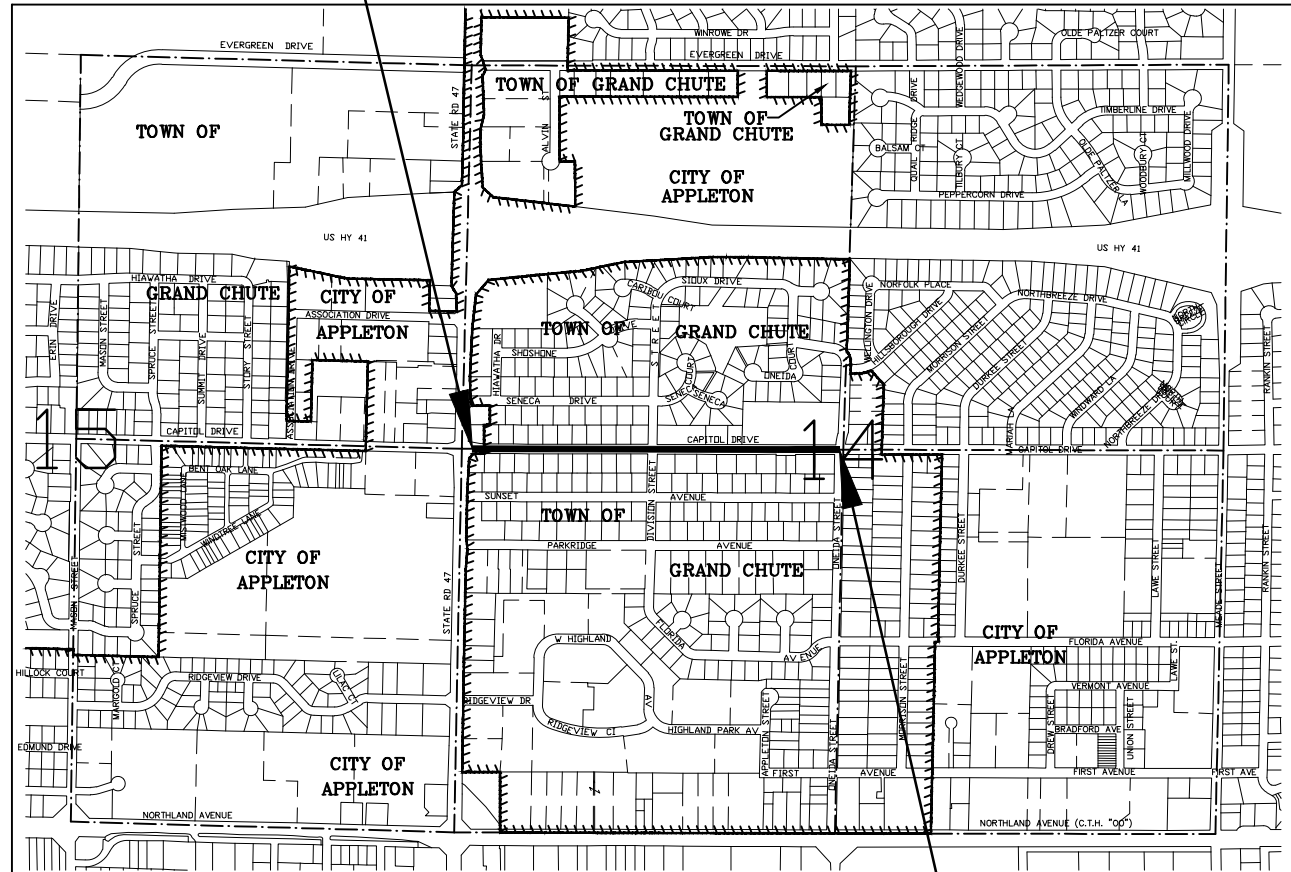
NO RIGHT-OF-WAY MONUMENTS WILL BE PLACED. ONLY TEMPORARY AND PERMANENT EASEMENT INTEREST HAVE BEEN ACQUIRED FOR THIS PLAT.

EXISTING RIGHT-OF-WAY ESTABLISHED FROM FIELD LOCATED MONUMENTATION, PREVIOUS SURVEYS AND CURRENT PROPERTY DEEDS.

BEGIN RELOCATION ORDER

STA 10+73.65

73.64' EAST AND 4.18' SOUTH OF THE WEST 1/4 CORNER OF SECTION 14, TOWNSHIP 21 NORTH, RANGE 17 EAST



LAYOUT

SCALE 0 1/4 MI 1/2 MI
TOTAL NET LENGTH OF CENTERLINE = 0.478 MI.

END RELOCATION ORDER

STA 35+97.70

24.67' WEST AND 3.94' SOUTH OF THE CENTER OF SECTION 14, TOWNSHIP 21 NORTH, RANGE 17 EAST

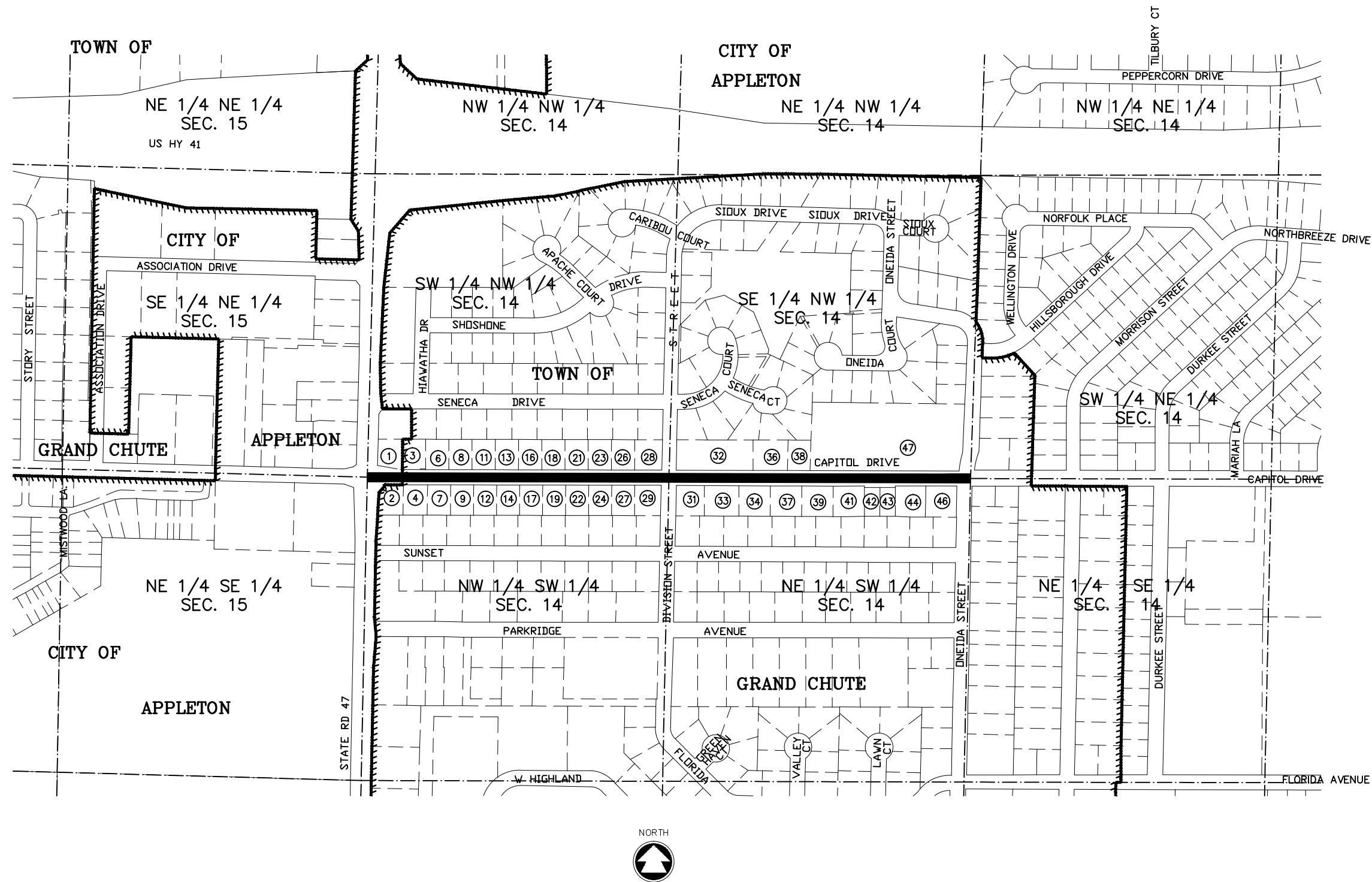
R/W PROJECT NUMBER 4984-01-70	SHEET NUMBER 4.1	TOTAL SHEETS 9
FEDERAL PROJECT NUMBER ---		
PLAT OF RIGHT-OF-WAY REQUIRED FOR CAPITOL DRIVE OUTAGAMIE COUNTY ---		
CONSTRUCTION PROJECT NUMBER 4984-01-71		

REVISION DATE 9/27/2012 NC	SURVEYOR	TOWN OF GRAND CHUTE
DATE: _____	DATE: _____	(Signature)
(Signature)		

SCHEDULE OF LAND & INTEREST REQUIRED											
PARCEL NUMBER	SHEET NUMBER	OWNER(S)	PARCEL NUMBER	INTEREST REQUIRED	RW ACRES REQUIRED			PLE SF	TLE SF	PLE ACRES	TLE ACRES
					NEW	EXISTING	TOTAL				
1	4.4	SPAHN PROPERTIES LLC	31-6-7200-00	TLE			0.00		719		0.017
2	4.4	JOHN M. PLACH	10-2-1055-00	TLE			0.00		1496		0.034
3	4.4	JANICE M. HEUSER	10-2-1068-00	TLE			0.00		1313		0.030
4	4.4	KENNETH A. & BRENDA J. DIBELIUS	10-2-1056-00	PLE \ TLE			0.00	60	1575	0.001	0.036
6	4.4	YVONNE E. SMITH	10-2-1069-00	PLE \ TLE			0.00	240	1313	0.006	0.030
7	4.4	DAVID L. & JEAN M. HAMMOND	10-2-1057-00	PLE \ TLE			0.00	60	1502	0.001	0.034
8	4.4&4.5	BRIAN D. & CHERYL A. ROOT	10-2-1070-00	TLE			0.00		2322		0.053
9	4.4&4.5	WAYNE & JOAN STEINBERG	10-2-1058-00	TLE			0.00		2100		0.048
11	4.5	CLAUDIA D. KLEIN	10-2-1071-00	TLE			0.00		1818		0.042
12	4.5	TED J. & SARAH J. STRELOW	10-2-1059-00	TLE			0.00		3100		0.071
13	4.5	NATHAN P. KAROW & RASHELLE R. GILMAN	10-2-1072-00	PLE \ TLE			0.00	120	1313	0.003	0.030
14	4.5	MARK E. JANSEN	10-2-1060-00	TLE			0.00		1500		0.034
16	4.5	DONALD P. DAY REVOCABLE TRUST DATED JUNE 5, 2007	10-2-1073-00	TLE			0.00		1313		0.030
17	4.5	LEIMER TRUST DATED AUGUST 10, 1999 JAY K. LEIMER AND BARB A. LEIMER, TRUSTEES OR SUCCESSOR TRUSTEE	10-2-1061-00	TLE			0.00		2600		0.060
18	4.5	KEVIN K. SEEDORF	10-1-1074-00	TLE			0.00		2322		0.053
19	4.5	JOHN S. & JOAN JANSEN	10-2-1062-00	TLE			0.00		2100		0.048
21	4.5&4.6	LOU HER	10-2-1075-00	TLE			0.00		1818		0.042
22	4.5&4.6	JOSEPH T. & SHANNON KAVANAGH	10-2-1063-00	TLE			0.00		2600		0.060
23	4.6	MARIAN A. GRAMS	10-2-1076-00	TLE			0.00		1818		0.042
24	4.6	WOYTYCH FAMILY REVOCABLE TRUST, DATED AUGUST 11, 2006, EDWARD F. WOYTYCH AND MARGARET L. WOYTYCH CO-TRUSTEES	10-2-1064-00	TLE			0.00		1600		0.037
26	4.6	ROBERT W. POWNELL	10-2-1077-00	TLE			0.00		1313		0.030
27	4.6	MARC D. & WENDY M. SOREM	10-2-1065-00	TLE			0.00		1600		0.037
28	4.6	ANNA EBBEN	10-2-1078-00	TLE			0.00		1540		0.035
29	4.6	LARRY R. KIRCHNER & CRYSTAL L. PIERCE	10-2-1066-00	TLE			0.00		2449		0.056
31	4.7	HERBERT MAY, TRUSTEE OF THE HERBERT MAY REVOCABLE TRUST DATED JULY 27, 2004	10-1-0535-03	TLE			0.00		1950		0.045
32	4.7	APPLETON AREA SCHOOL DISTRICT	10-1-0534-00	TLE			0.00		4290		0.098
33	4.7	REX J. & CAROL J. KESSLER	10-1-0535-04	PLE \ TLE			0.00	240	1050	0.006	0.024
34	4.7&4.8	EUGENE M. & ADELE A. ZIMMERMAN	10-1-0537-00	TLE			0.00		2866		0.066
36	4.7&4.8	LINDA WEBER	10-1-0532-01	TLE			0.00		2588		0.059
37	4.8	ANTHONY J. OLSON	10-1-0536-00	TLE			0.00		2184		0.050
38	4.8	MICHAEL A. & SHEILA R. WOLF	10-1-0532-02	TLE			0.00		1700		0.039
39	4.8	ROBBIE J. & JENNINE A. NEWHOUSE	10-1-0535-02	TLE			0.00		2184		0.050
41	4.8	JOHN C. MAGAS & WENDY L. HARRIS MAGAS	10-1-0538-00	TLE			0.00		2874		0.066
42	4.8&4.9	DIANE M. ANGELETTI	10-2-0425-01	TLE			0.00		1282		0.029
43	4.9	MICHELLE SCHAUF	10-2-0425-02	TLE			0.00		1269		0.029
44	4.9	ANDREW J. BESCH	10-2-0426-00	TLE			0.00		3491		0.080
46	4.9	EDWARD W. BESCH	10-2-0425-00	TLE			0.00		3494		0.080
47	4.8&4.9	ST. JAMES METHODIST CHURCH OF APPLETON	10-1-0533-00	PLE \ TLE			0.00	645	17902	0.015	0.411
TOTALS								1365	92268	0.031	2.118

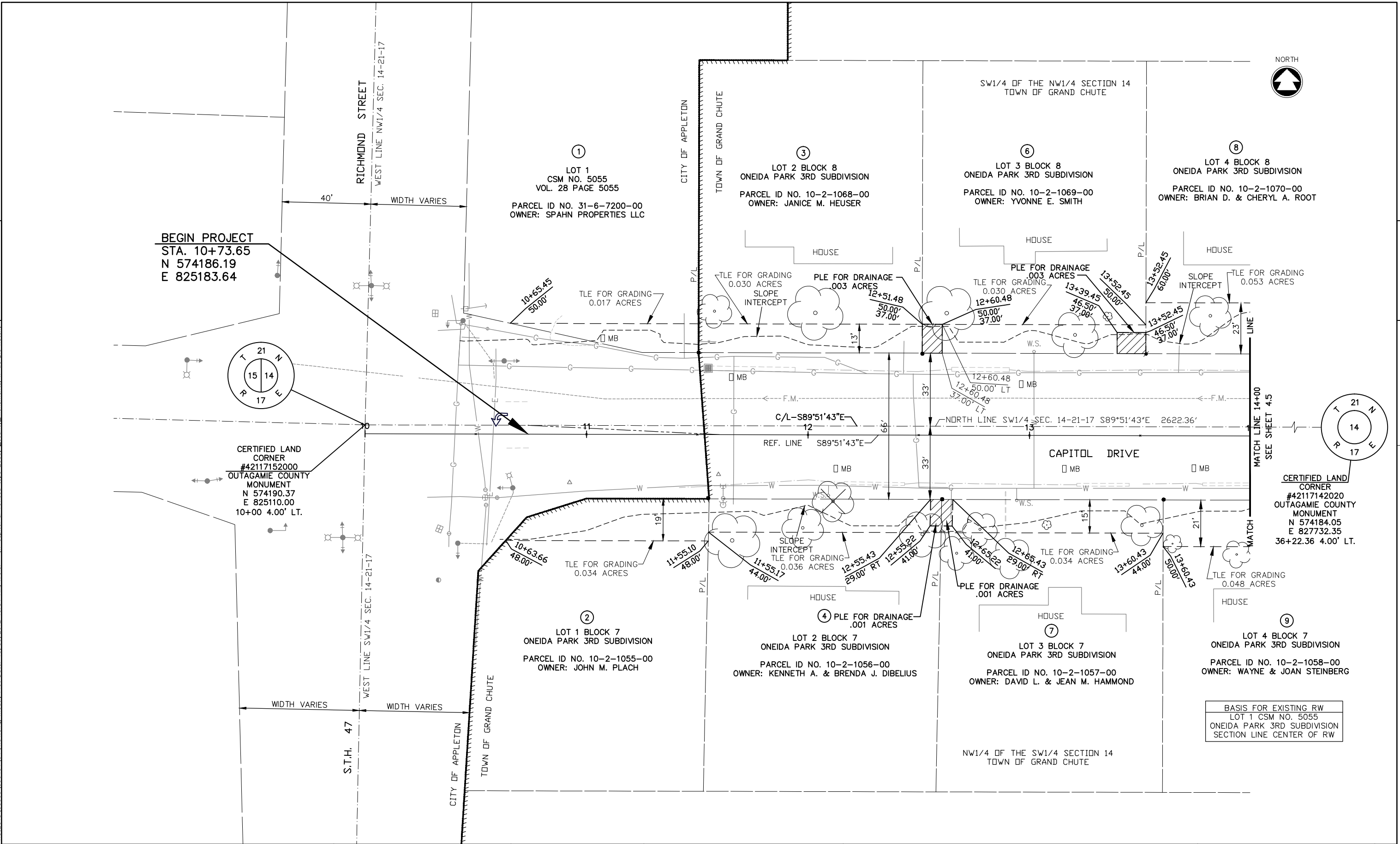
OWNER'S NAME ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT.

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REVISION DATE 9/27/2012 NC	DATE 5/2012	SCALE, FEET 0 250 500	HWY: CAPITOL DRIVE	STATE R/W PROJECT NUMBER 4984-01-70	PLAT SHEET 4.3	
	GRID FACTOR N/A		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 4984-01-71	PS&E SHEET 56	E
FILE NAME :			PLOT DATE :	PLOT BY :	PLOT NAME :	PLOT SCALE : WISDOT/CADDS SHEET 75



REVISION DATE 9/27/2012	DATE 5/2012	SCALE, FEET 0 20 40	HWY: CAPITOL DRIVE	STATE R/W PROJECT NUMBER 4984-01-70	PLAT SHEET 4.4
	GRID FACTOR N/A		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 4984-01-71	PS&E SHEET 57

4

4

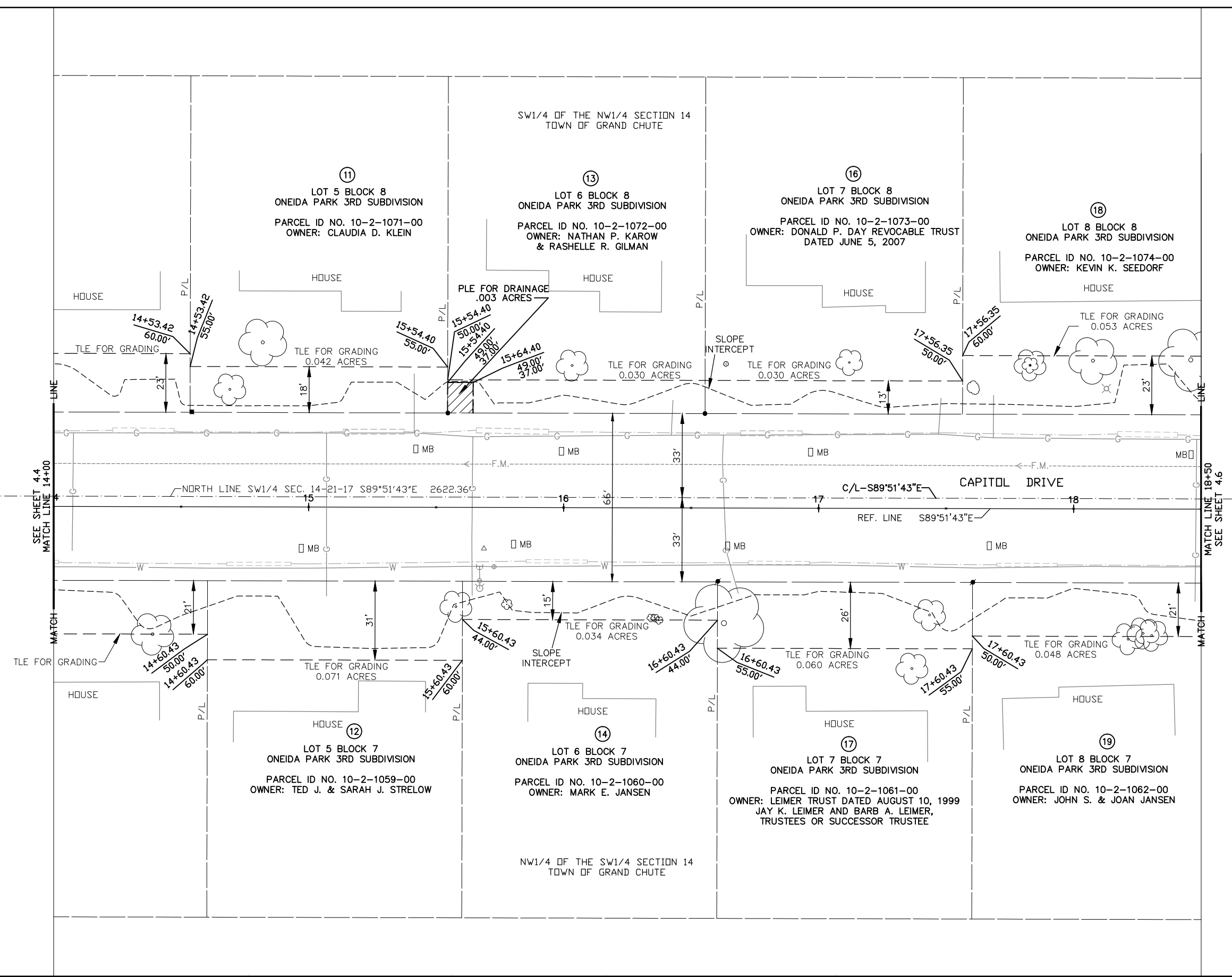
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21
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17

CERTIFIED LAND CORNER
#42117152000
OUTAGAMIE COUNTY MONUMENT
N 574190.37
E 825110.00
10+00 4.00' LT.

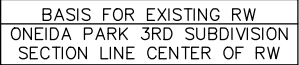
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CERTIFIED LAND CORNER
#42117142020
OUTAGAMIE COUNTY MONUMENT
N 574184.05
E 827732.35
36+22.36 4.00' LT.



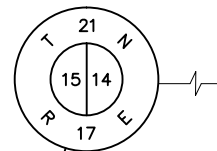
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ONEIDA PARK 3RD SUBDIVISION
SECTION LINE CENTER OF RW

REVISION DATE 9/27/2012		DATE 3/2011		SCALE, FEET		HWY: CAPITOL DRIVE		STATE R/W PROJECT NUMBER 4984-01-70		PLAT SHEET 4.5	
		GRID FACTOR N/A				COUNTY: OUTAGAMIE		CONSTRUCTION PROJECT NUMBER 4984-01-71		PS&E SHEET 58	
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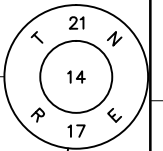


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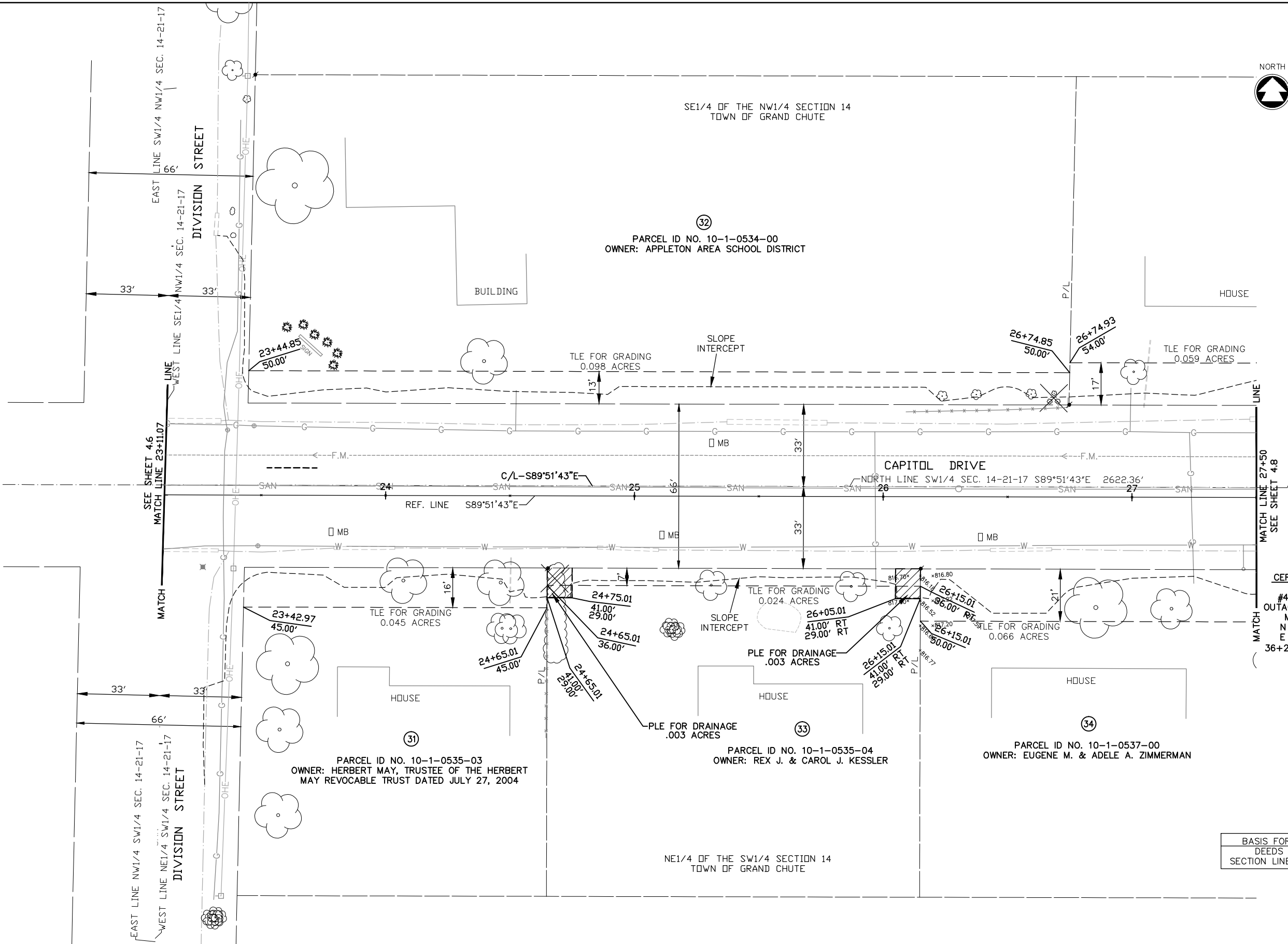
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CERTIFIED LAND CORNER
#42117152000
OUTAGAMIE COUNTY MONUMENT
N 574190.37
E 825110.00
10+00 4.00' LT.



CERTIFIED LAND CORNER
#42117142020
OUTAGAMIE COUNTY MONUMENT
N 574184.05
E 827732.35
36+22.36 4.00' LT.



BASIS FOR EXISTING RW
DEEDS OF RECORD
SECTION LINE CENTER OF RW

REVISION DATE	9/27/2012

DATE	5/2012
GRID FACTOR	N/A

SCALE, FEET
0 20 40

HWY: CAPITOL DRIVE
COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 4984-01-70
CONSTRUCTION PROJECT NUMBER 4984-01-71

PLAT SHEET	4.7
PS&E SHEET	60
	E

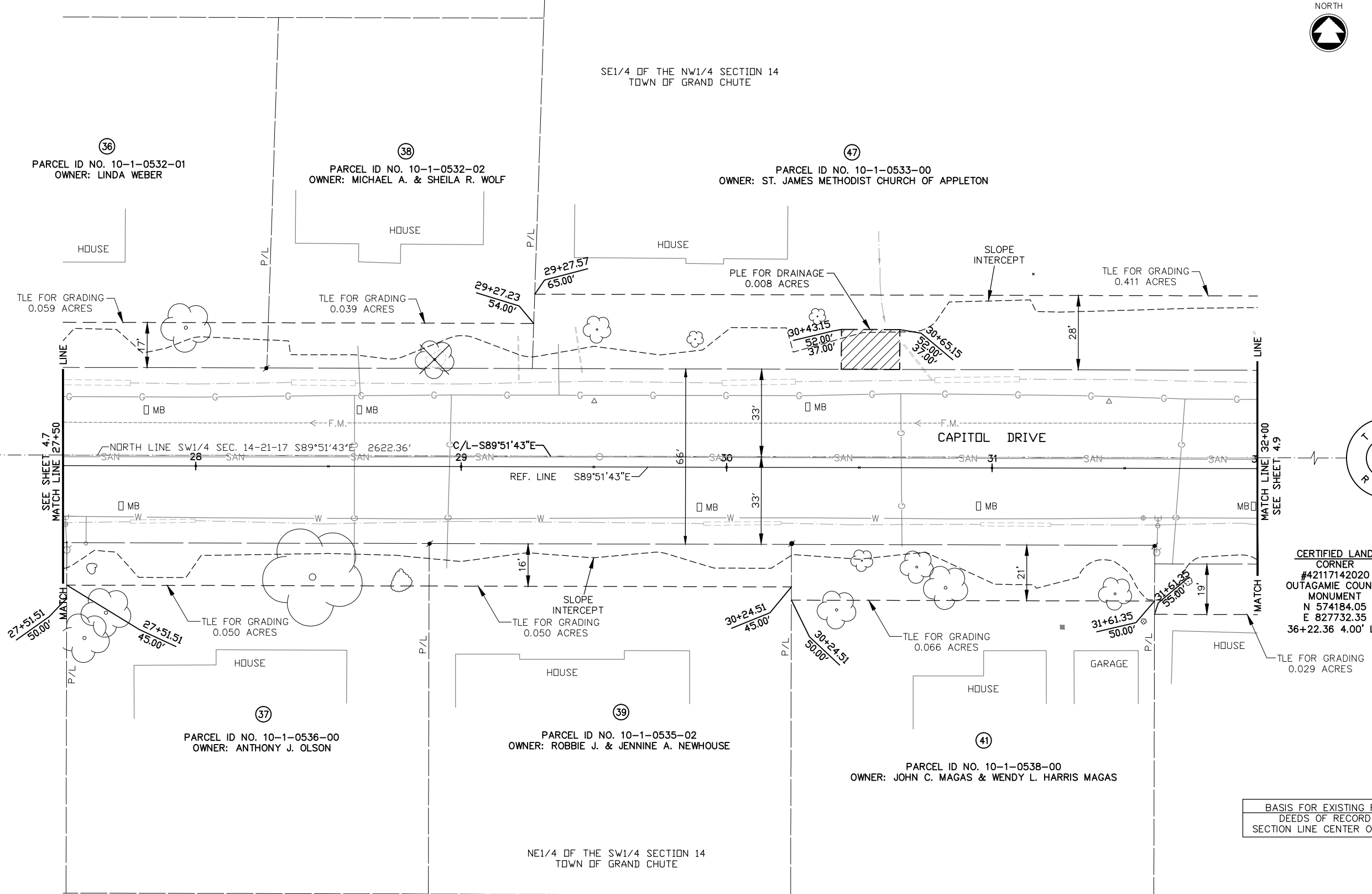
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21
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15 14
P E
17

CERTIFIED LAND
CORNER
#42117152000
OUTAGAMIE COUNTY
MONUMENT
N 574190.37
E 825110.00
10+00 4.00' LT

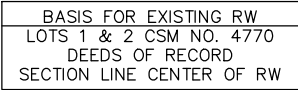
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P E
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CERTIFIED LAND
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#42117142020
OUTAGAMIE COUNTY
MONUMENT
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36+22.36 4.00' LT.

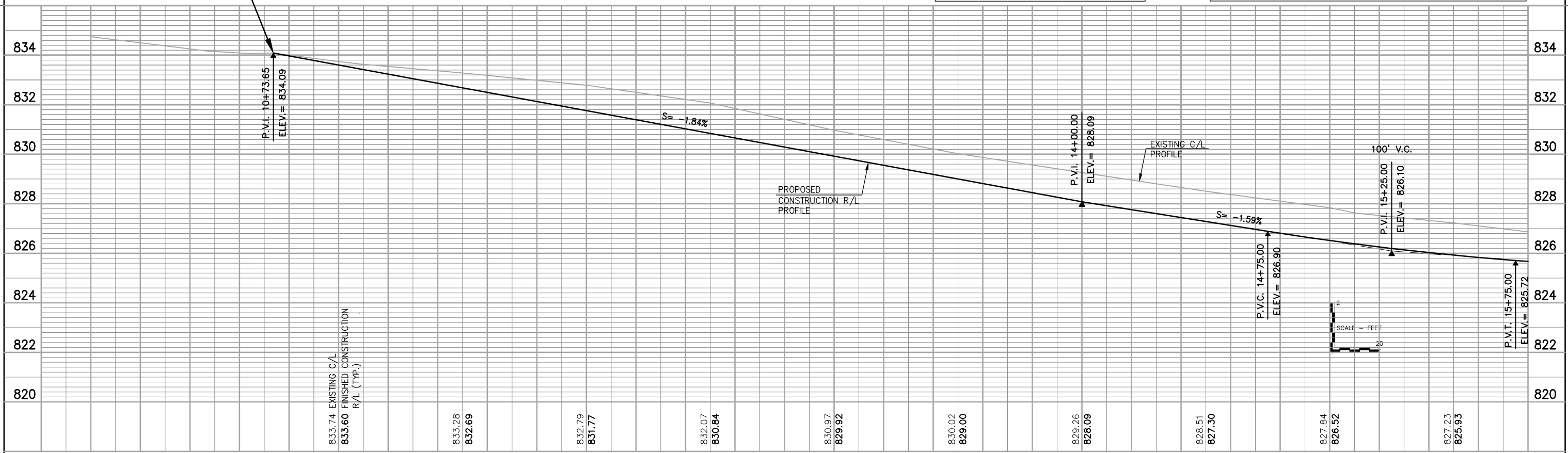
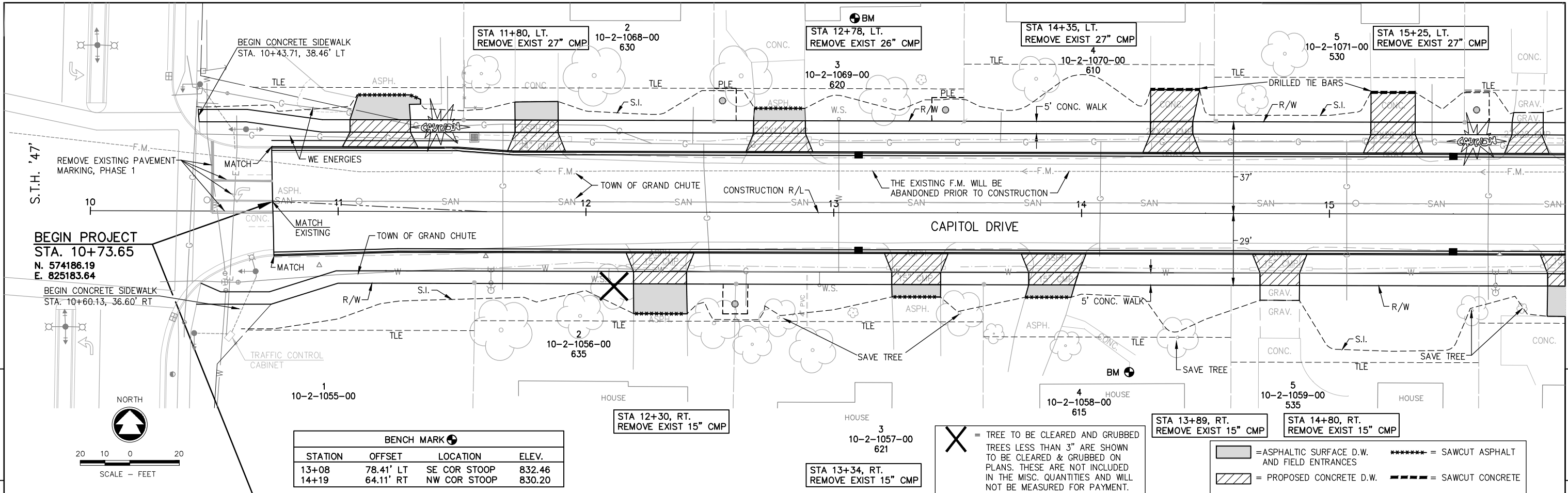


BASIS FOR EXISTING RW
DEEDS OF RECORD
SECTION LINE CENTER OF RW

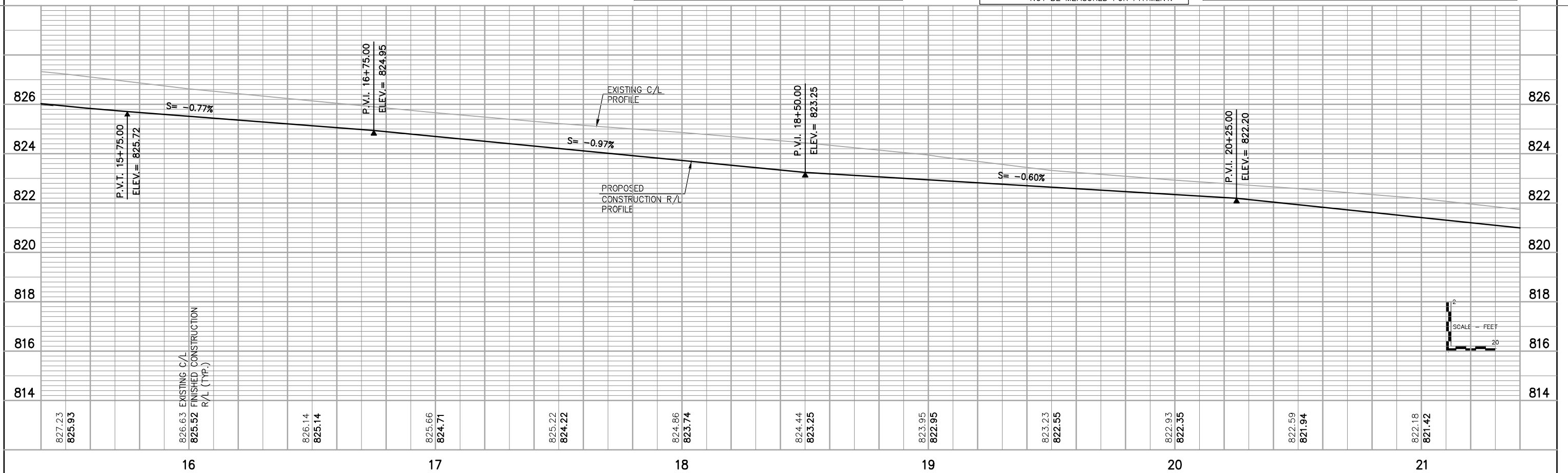
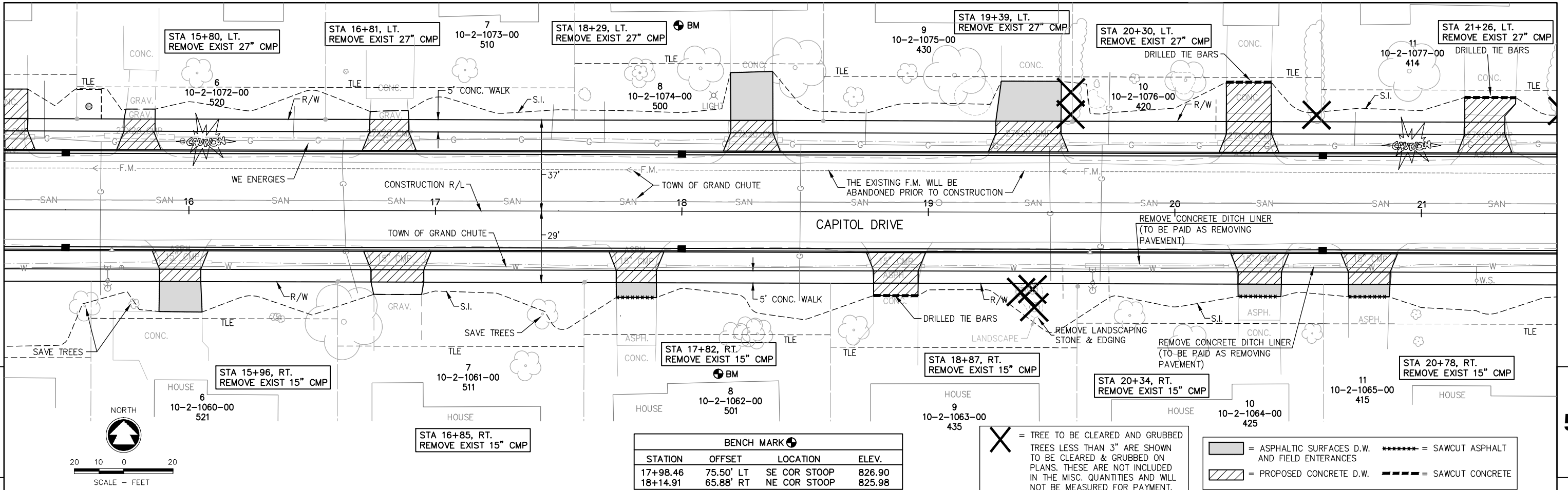
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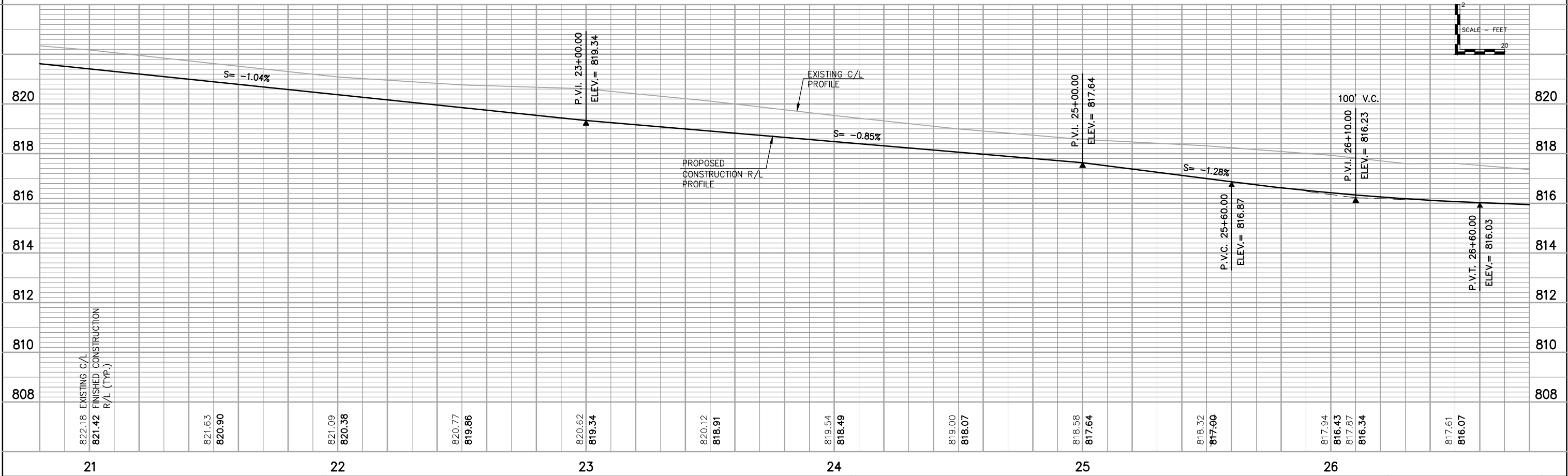
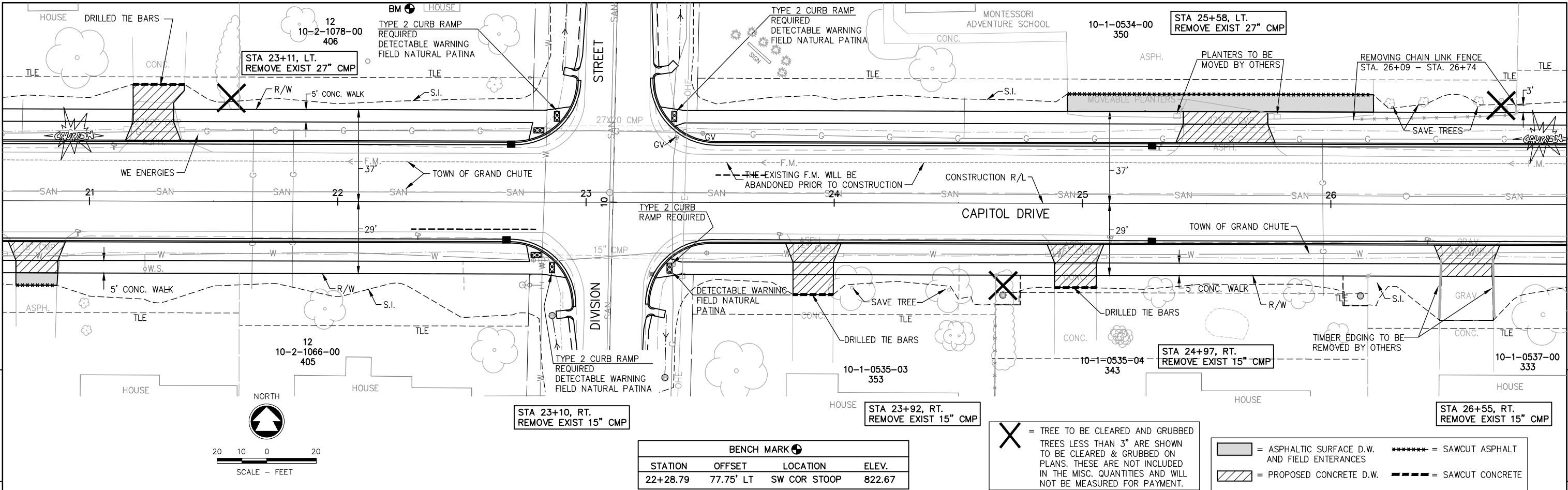


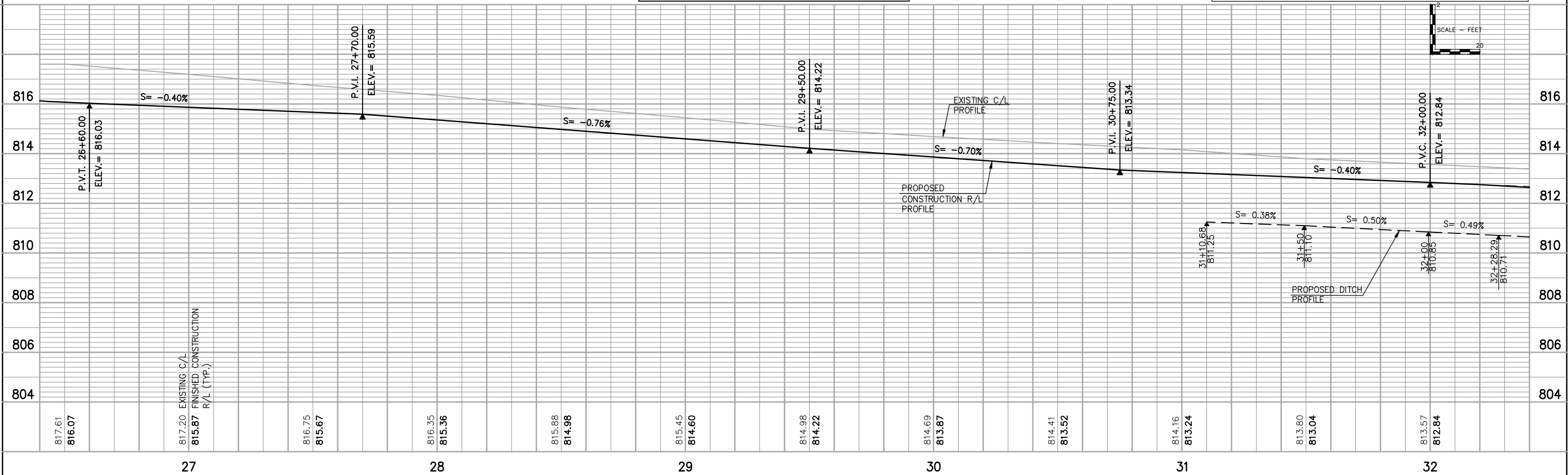
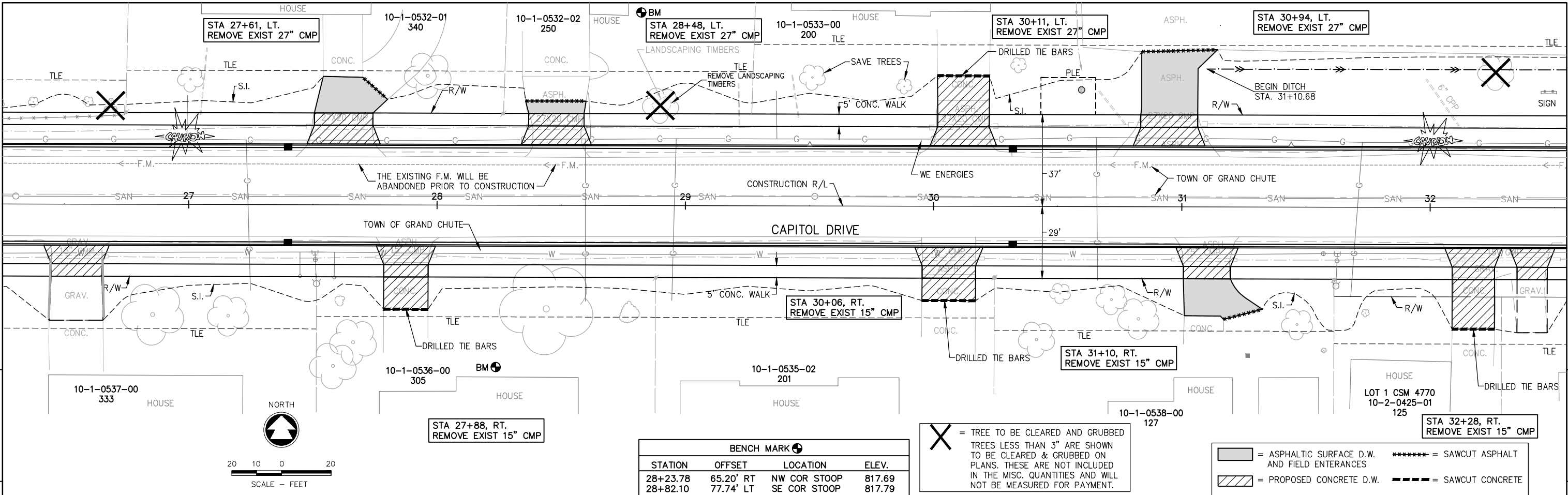
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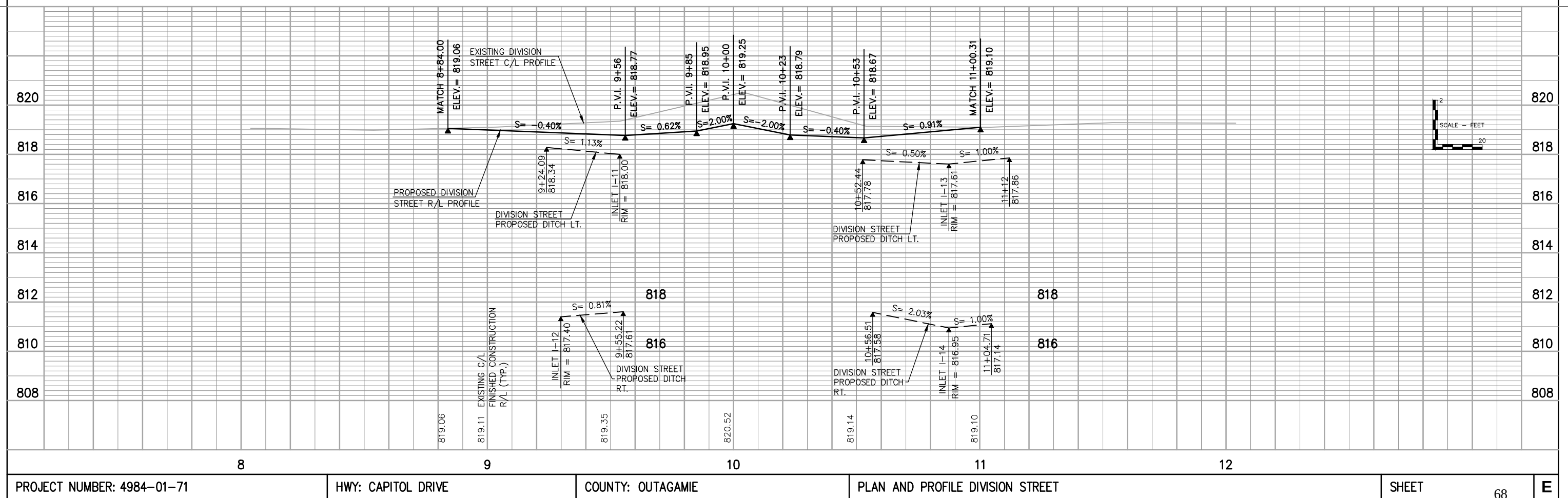
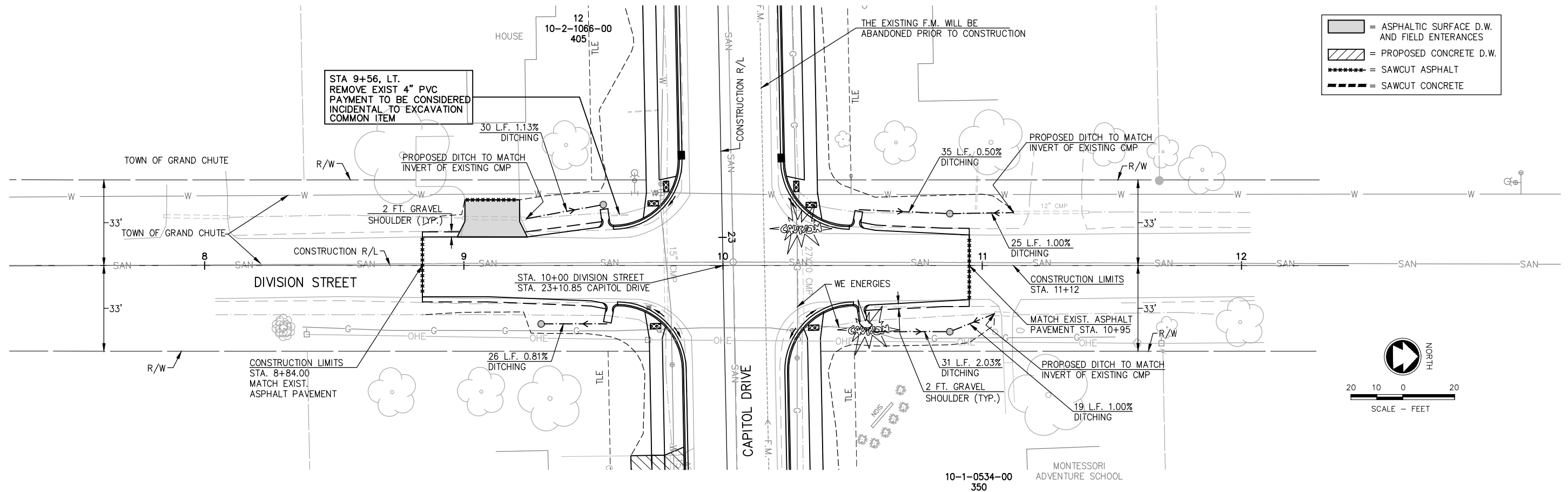


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PROJECT NUMBER: 4984-01-71	HWY: CAPITOL DRIVE	COUNTY: OUTAGAMIE	PLAN AND PROFILE	SHEET	63



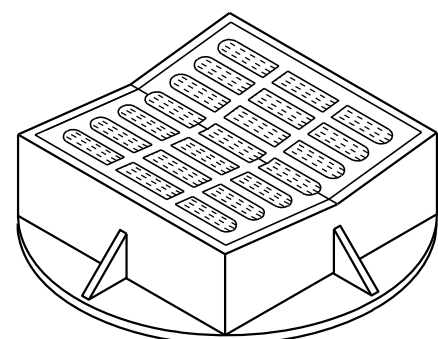
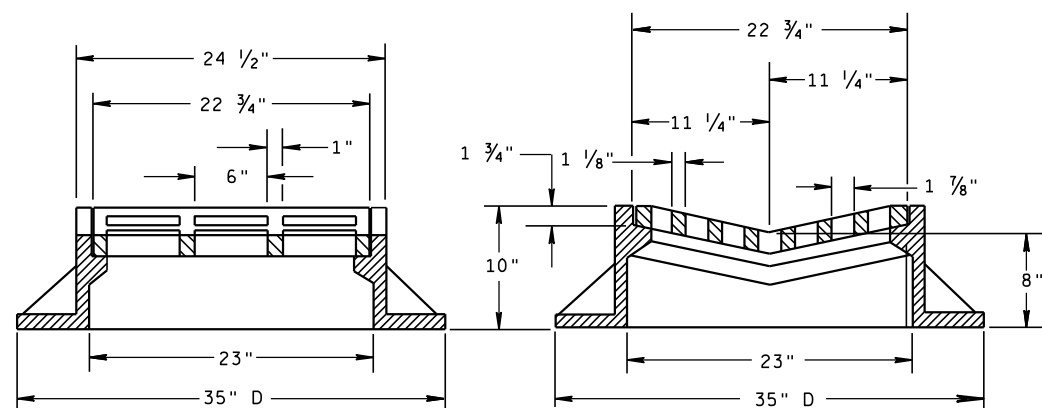




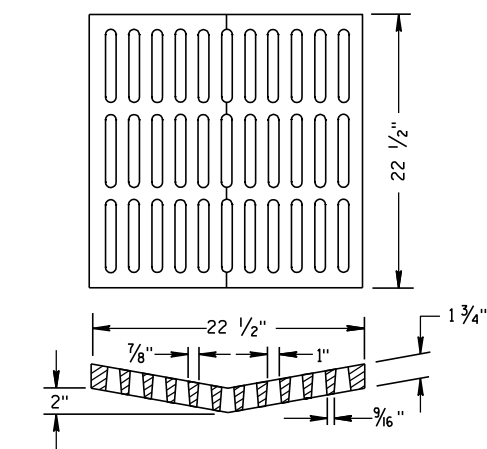


Standard Detail Drawing List

08A05-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-17D	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, J-H, J-H-S, L & M
08A08-01	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-01	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-14A	CURB RAMPS TYPES 1 AND 1-A
08D05-14B	CURB RAMPS TYPES 2 AND 3
08D05-14C	CURB RAMPS TYPE 4A
08D05-14D	CURB RAMPS TYPE 4B
08D05-14E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F05-01	CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER
13C01-15	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-01A	CONCRETE PAVEMENT JOINTING
13C18-01D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
15C02-04A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-04C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-01	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-12A	PAVEMENT MARKING SYMBOLS
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-14A	PAVEMENT MARKING (MAINLINE)
15C08-15E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-15F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C29-02C	URBAN BICYCLE LANE MARKING
15C29-02E	PAVEMENT MARKING FOR BIKE LANES

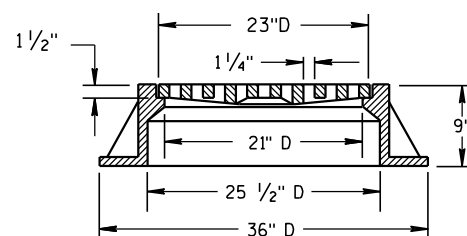
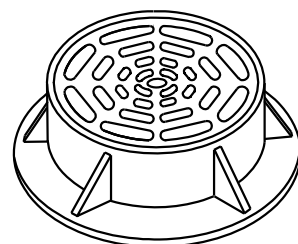


TYPE "B"
 (APPROXIMATE WEIGHT 395 LBS.)
 FRAME..... 285 LBS.
 GRATE..... 110 LBS.



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

(APPROXIMATE GRATE WEIGHT 125 LBS.)
 GRATE..... 125 LBS.
 USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"
 (APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
 GRATE..... 105 LBS.

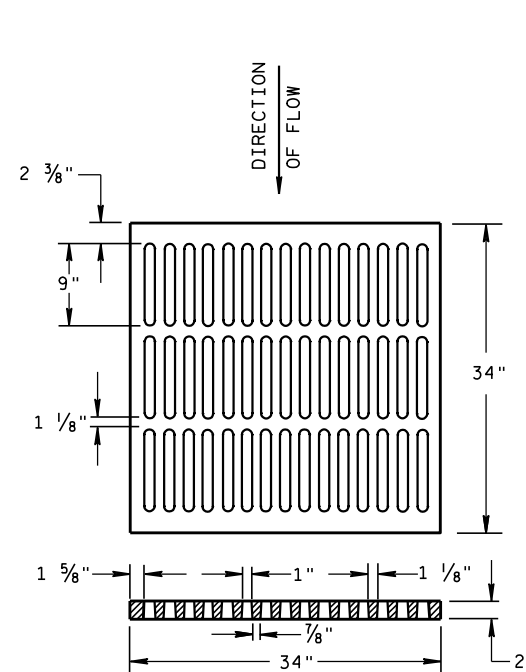
GENERAL NOTES

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

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

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

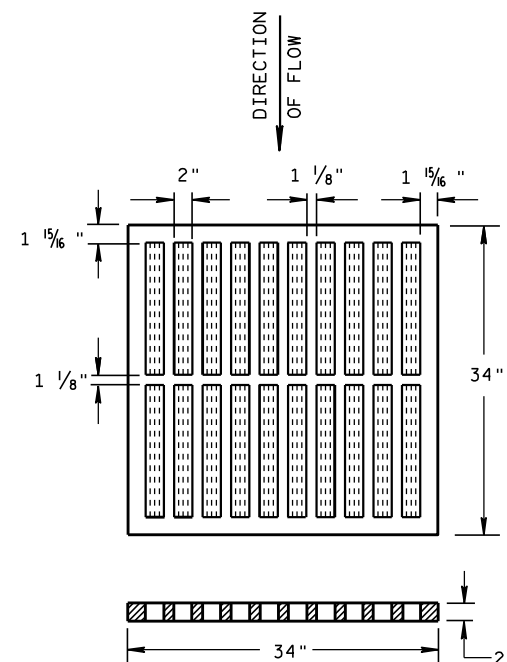
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
 GRATE..... 365 LBS.

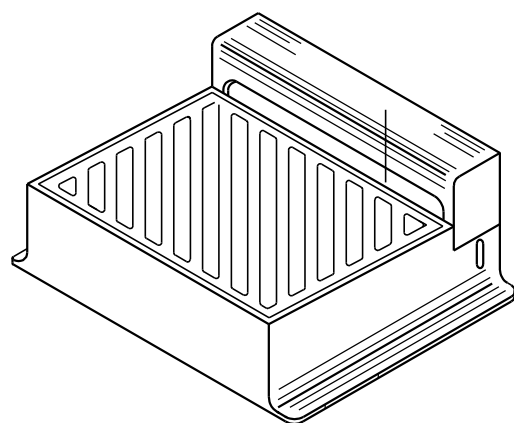
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

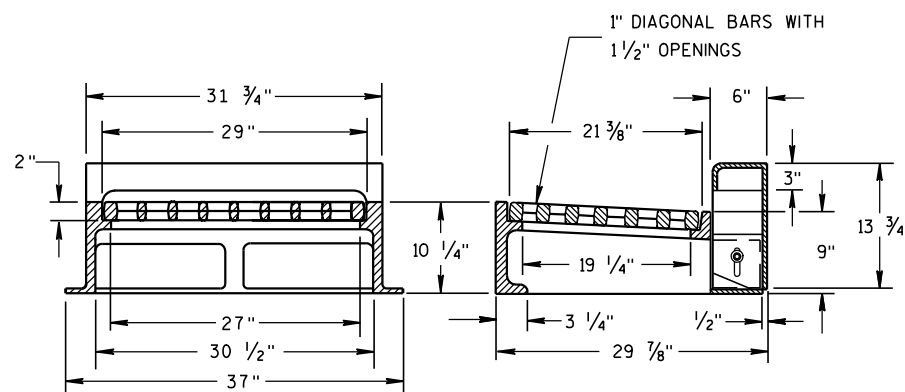
(APPROXIMATE GRATE WEIGHT 270 LBS.)
 GRATE..... 270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIRECTION
 OF FLOW

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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"
 (APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
 GRATE..... 160 LBS.
 CURB BOX..... 150 LBS.

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

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

APPROVED

10/4/1999

DATE

FHWA

/S/ Rory L. Rhinehart
 CHIEF ROADWAY DEVELOPER

ENGINEER

GENERAL NOTES

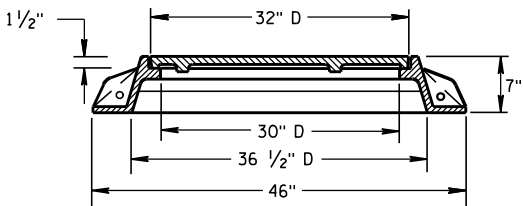
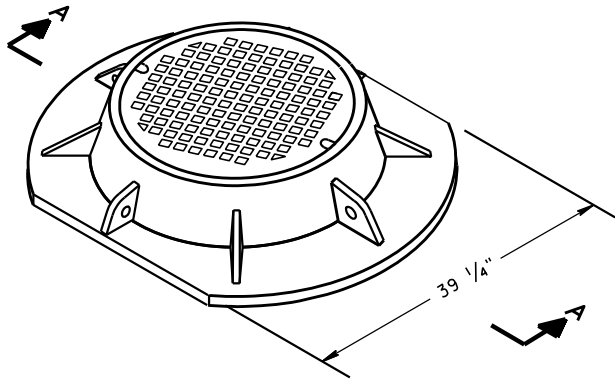
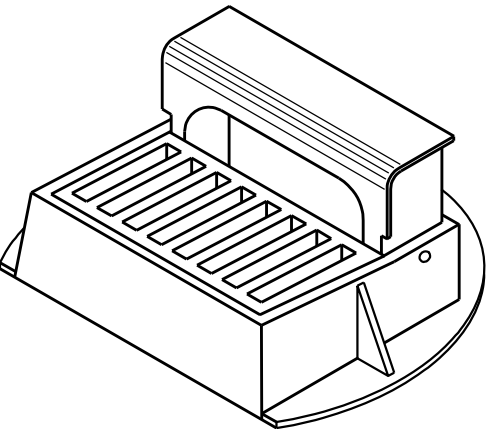
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

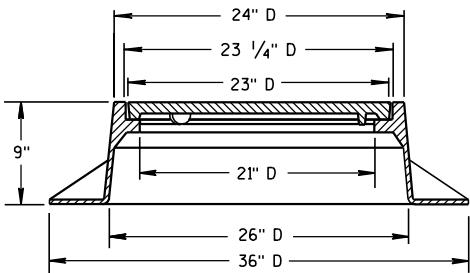
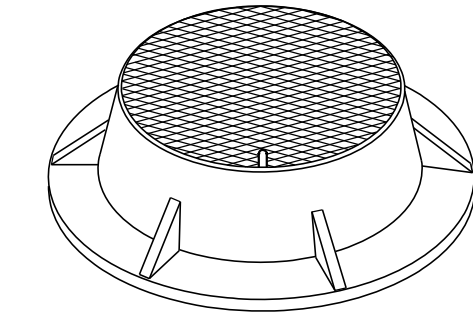
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

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

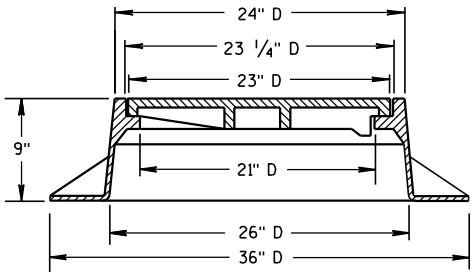
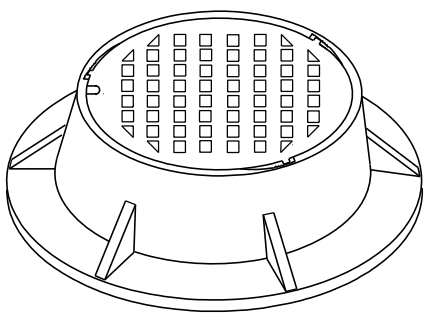
- ① MANUFACTURER MAY PROVIDE ADDITIONAL SEALS OR GASKETS.



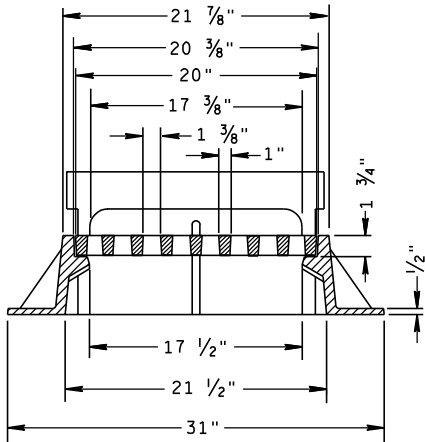
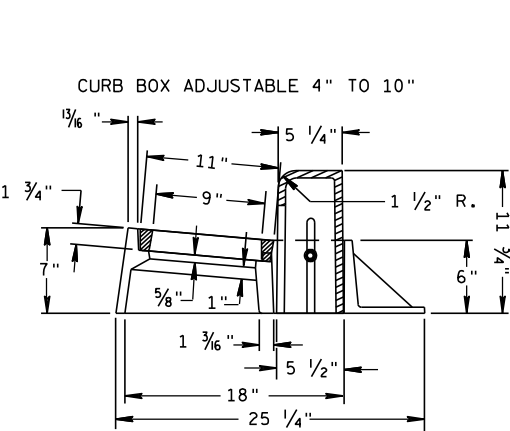
SECTION A-A
TYPE "K"
(APPROXIMATE WEIGHT 415 LBS.)
FRAME.....210 LBS.
LID.....205 LBS.



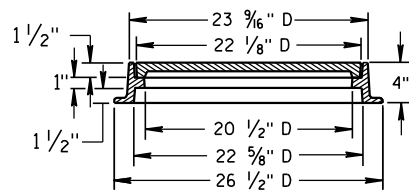
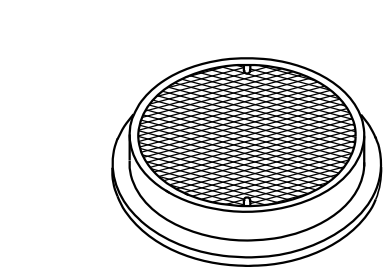
TYPE "J"
(APPROXIMATE WEIGHT 250 LBS.)
FRAME.....135 LBS.
LID.....115 LBS.



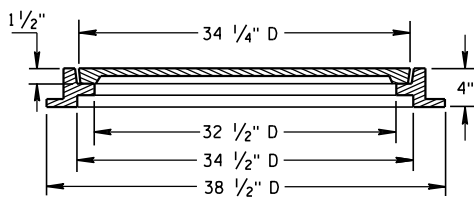
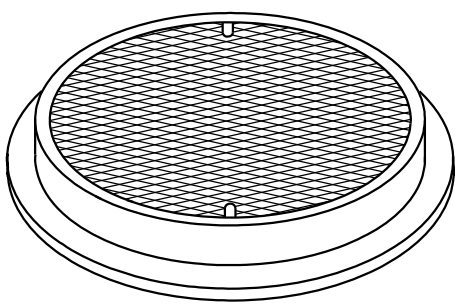
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(APPROXIMATE WEIGHT 245 LBS.)
FRAME.....145 LBS.
LID.....100 LBS.
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)



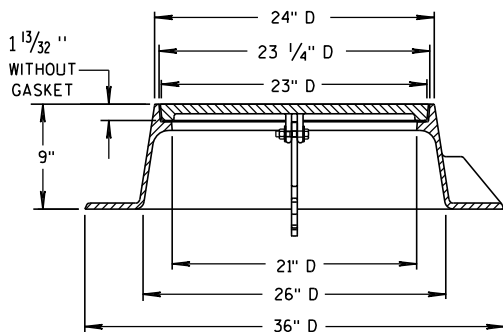
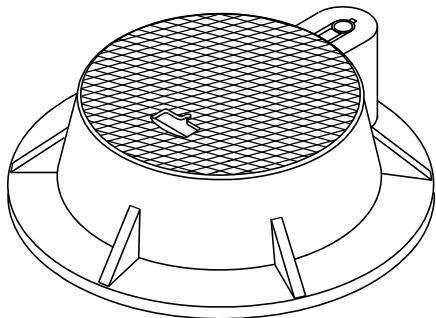
INLET COVER TYPE "Z"
(APPROXIMATE WEIGHT 340 LBS.)
FRAME.....198 LBS.
GRATE.....50 LBS.
CURB BOX.....92 LBS.



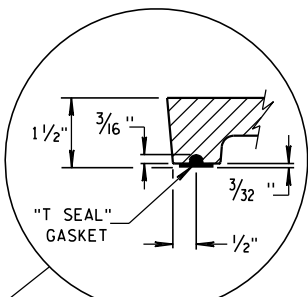
TYPE "L"
(APPROXIMATE WEIGHT 145 LBS.)
FRAME.....75 #
LID.....70 #



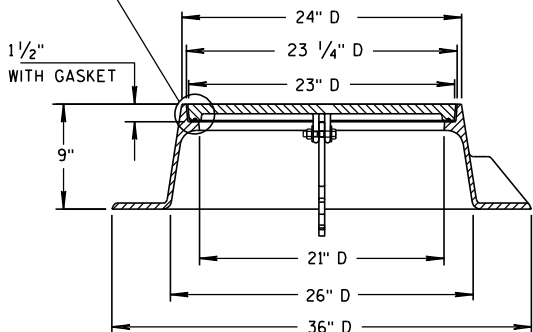
TYPE "M"
(APPROXIMATE WEIGHT 385 LBS.)
FRAME.....125 #
LID.....260 #



TYPE "J" HINGED
LID WITHOUT "T SEAL" GASKET
(APPROXIMATE WEIGHT 310 LBS.)
FRAME.....190 LBS.
LID.....120 LBS.
(NOTED AS TYPE J-H ON THE DRAINAGE TABLE)



"T SEAL" GASKET DETAIL

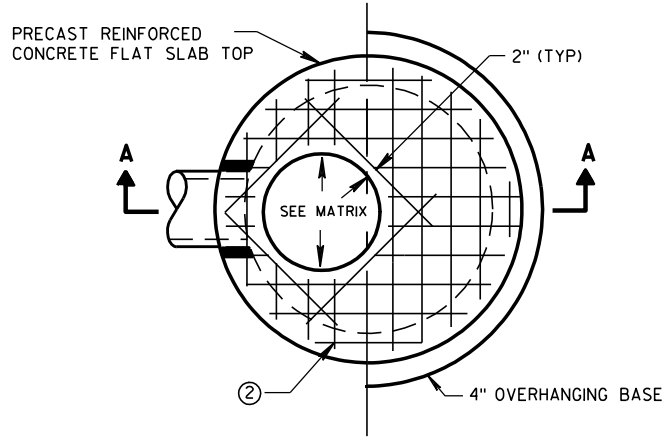


TYPE "J" HINGED-SPECIAL ①
LID WITH "T SEAL" GASKET
(APPROXIMATE WEIGHT 310 LBS.)
FRAME.....190 LBS.
LID.....120 LBS.
(NOTED AS TYPE J-S-H ON THE DRAINAGE TABLE)

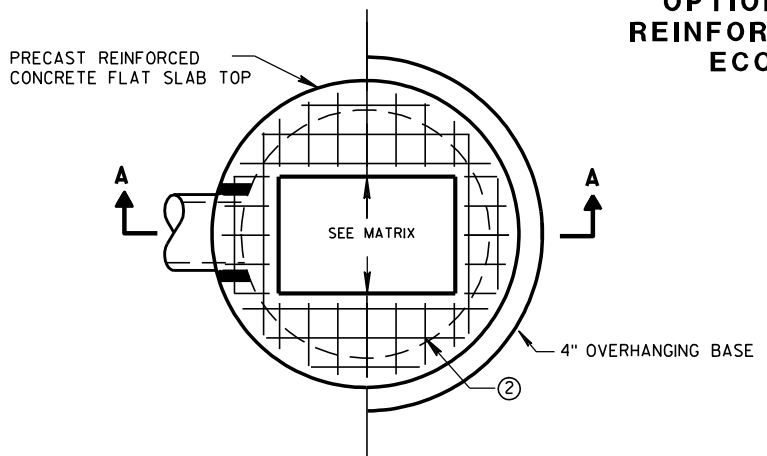
INLET COVER, TYPE Z
MANHOLE COVERS, TYPE
K, J, J-S, J-H, J-H-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

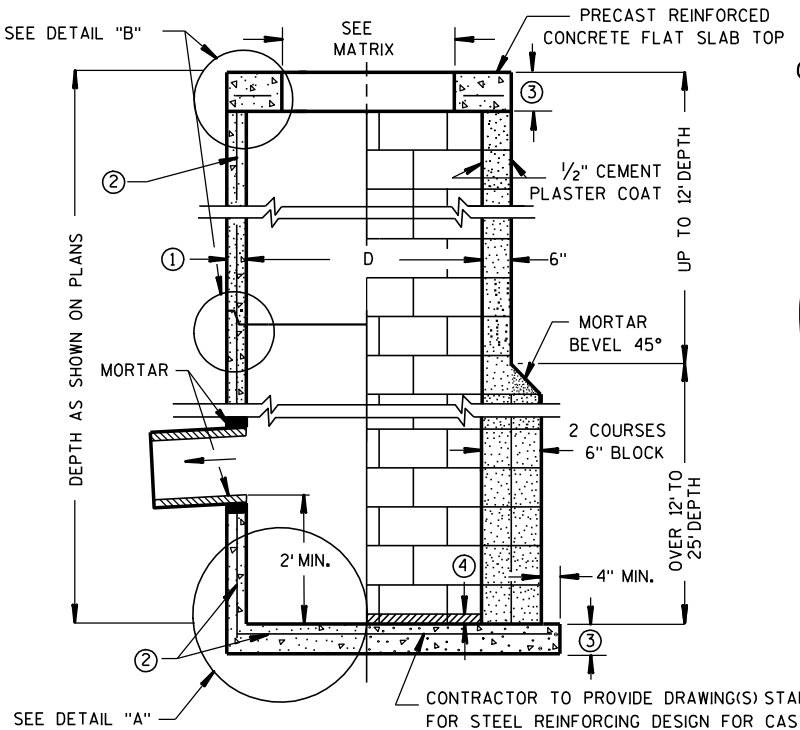
APPROVED
11/24/2005 DATE /S/ Beth Conn-----
CHIEF ROADWAY DEVELOPER 71 INEER
FHWA



PLAN VIEW CIRCULAR OPENING

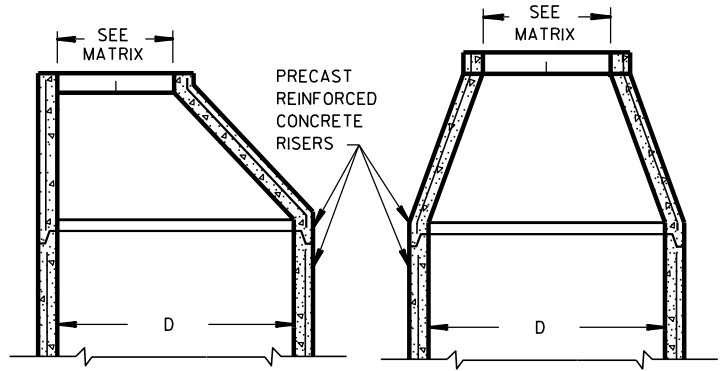


PLAN VIEW RECTANGULAR OPENING



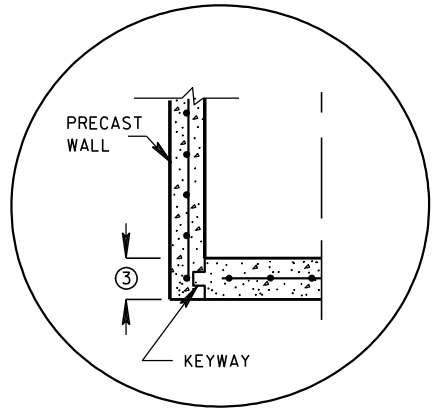
SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE **CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②**

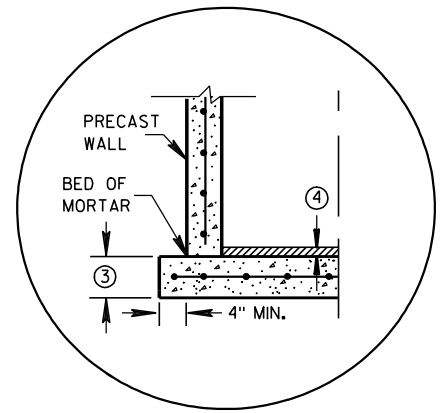


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

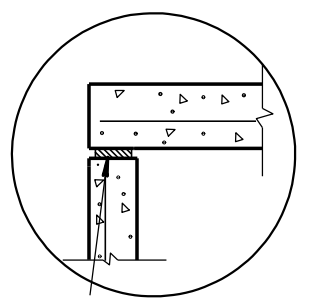


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

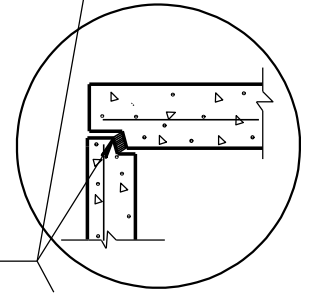


SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

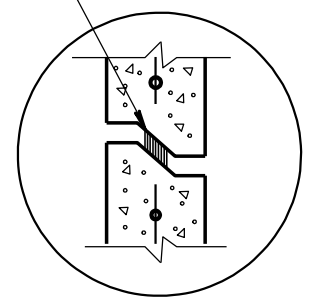
DETAIL "A"



TOP WITH PLAIN END JOINT

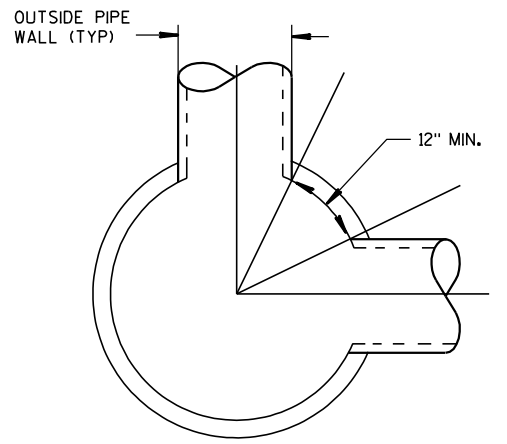


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



DETAIL "C"

CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

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. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".
- ④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2" SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT-6-FT	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

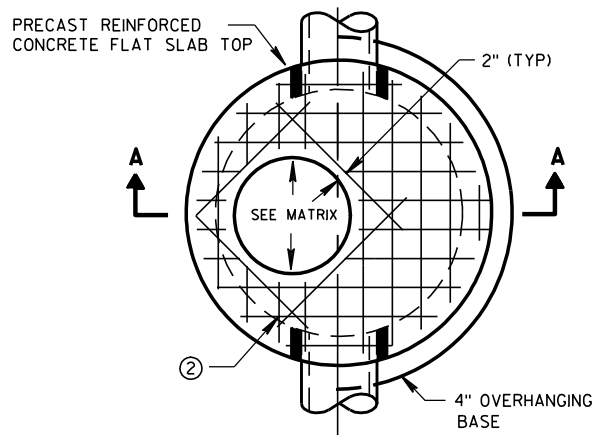
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

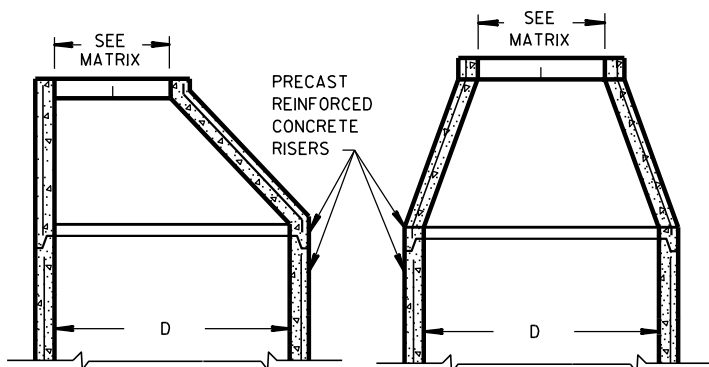
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zopp ROADWAY STANDARDS ENGINEER
FHWA

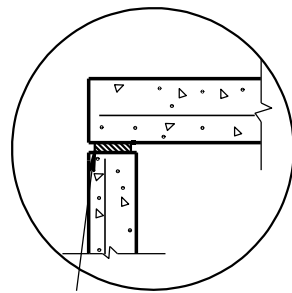


PLAN VIEW CIRCULAR OPENING

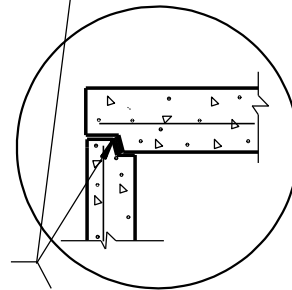


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

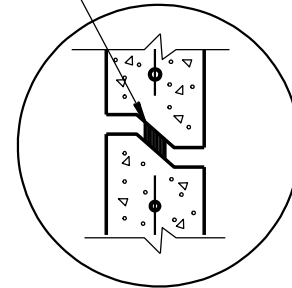
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT



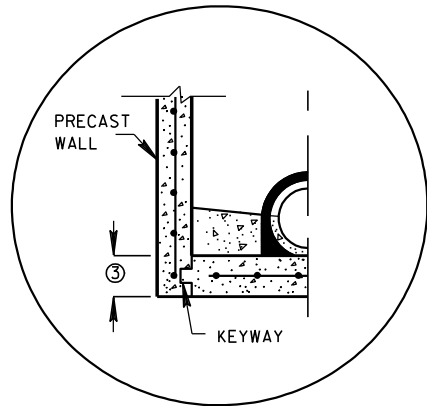
TOP WITH TONGUE AND GROOVE JOINT



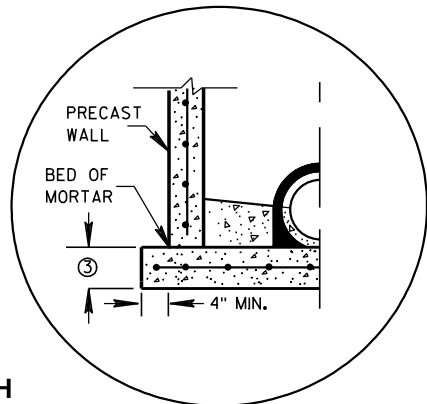
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

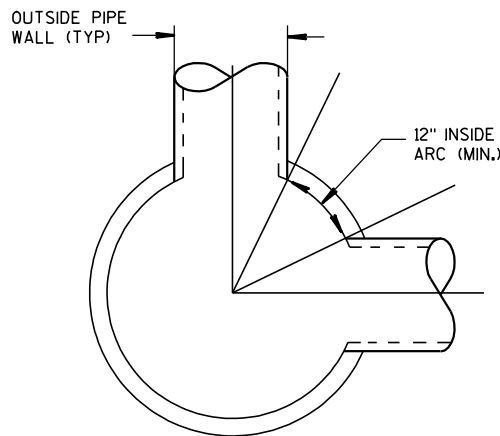


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

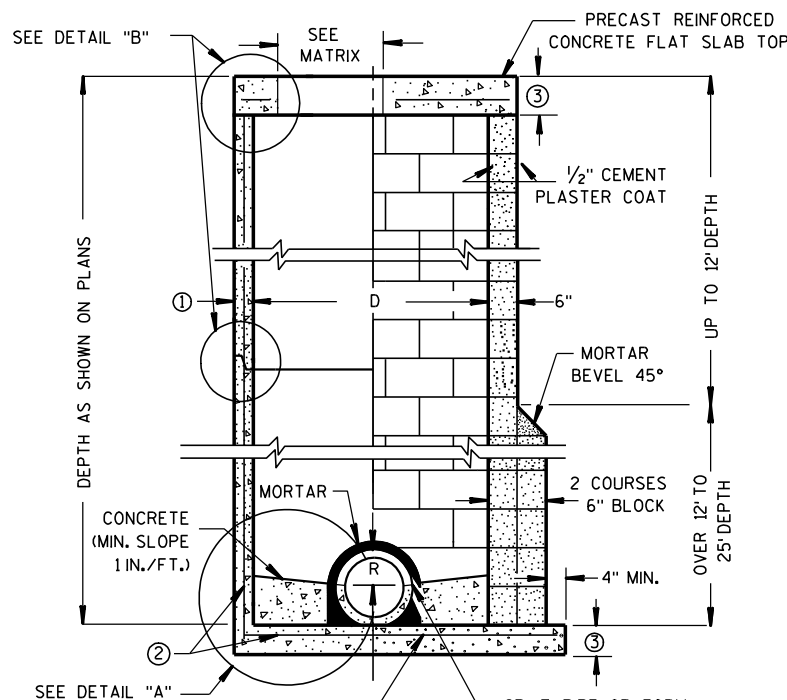


SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"



CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES

PRECAST REINFORCED CONCRETE BLOCK WITH CONCRETE WITH MONOLITHIC BASE CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

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. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED. CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.
- ② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

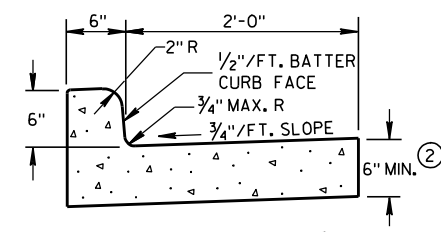
PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

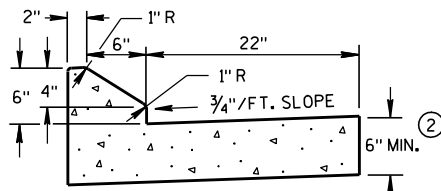
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

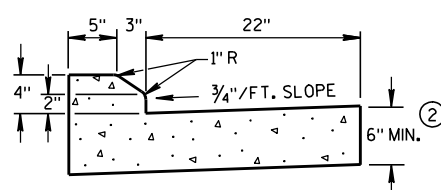
APPROVED
6/5/2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEPARTMENT
FHWA ENGINEER 73



TYPES A & D ①



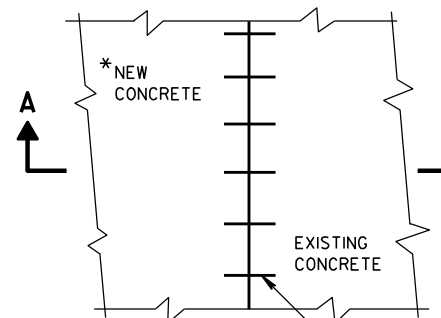
6" SLOPED CURB TYPES G & J ①



4" SLOPED CURB TYPES G & J ①

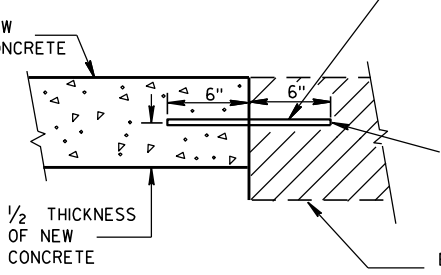
CONCRETE CURB & GUTTER 30"

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

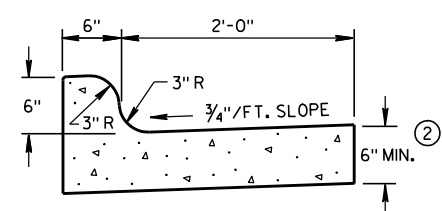


PLAN VIEW

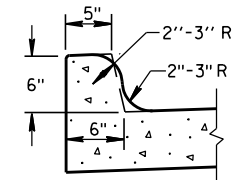
NO. 6 TIE BARS SPACED 2'-6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT.



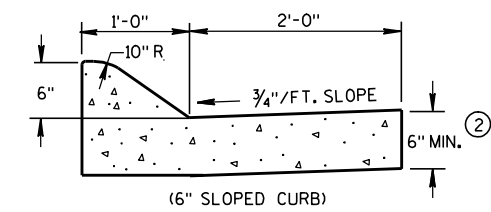
SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT



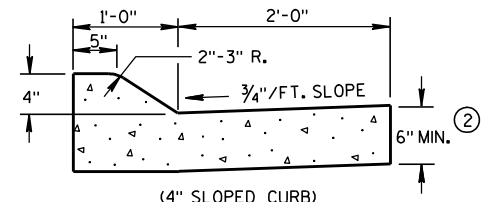
TYPES K & L ①



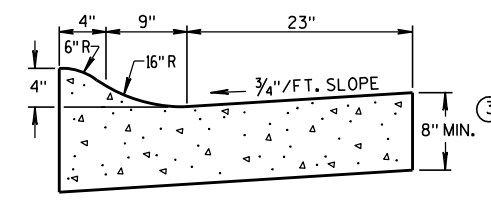
OPTIONAL CURB SHAPE
FOR TYPES K & L ①



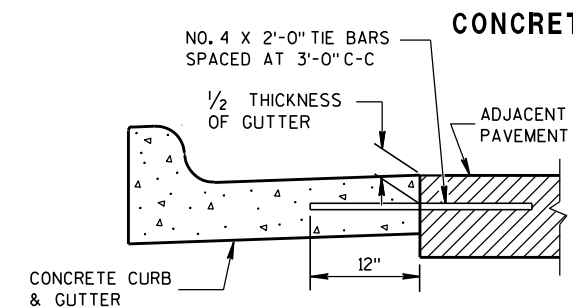
(6" SLOPED CURB)



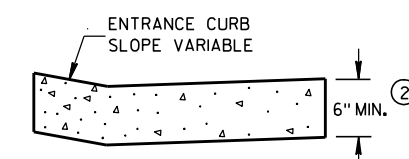
(4" SLOPED CURB)



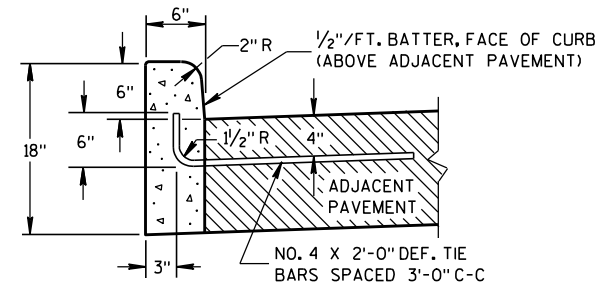
4" SLOPED CURB TYPES R & T ① ④



TYPICAL TIE BAR LOCATION ①

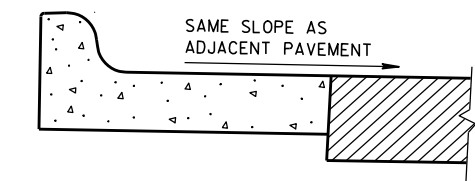


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

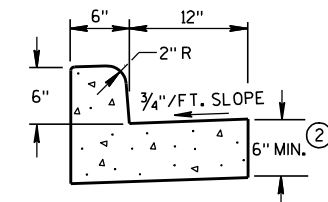


TYPES A & D ①

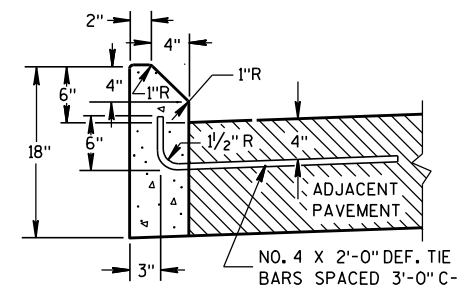
CONCRETE CURB



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



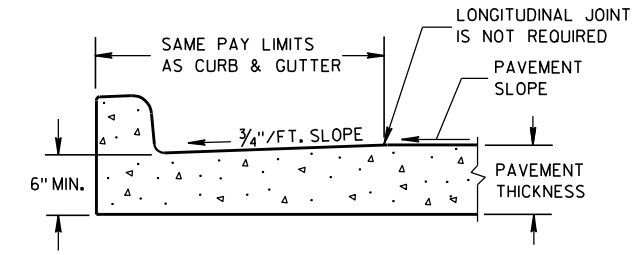
TYPES A & D
CONCRETE CURB & GUTTER 18"



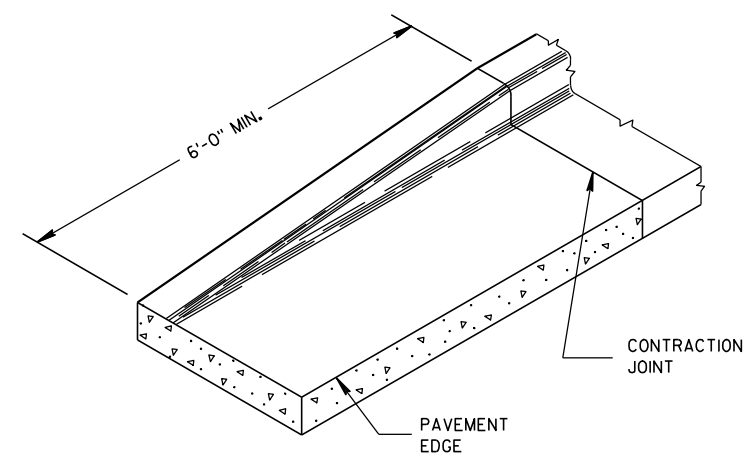
TYPES G & J ①

GENERAL NOTES

- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.
- INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.
- WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.
- UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.
 - ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
 - ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
 - ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
 - ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

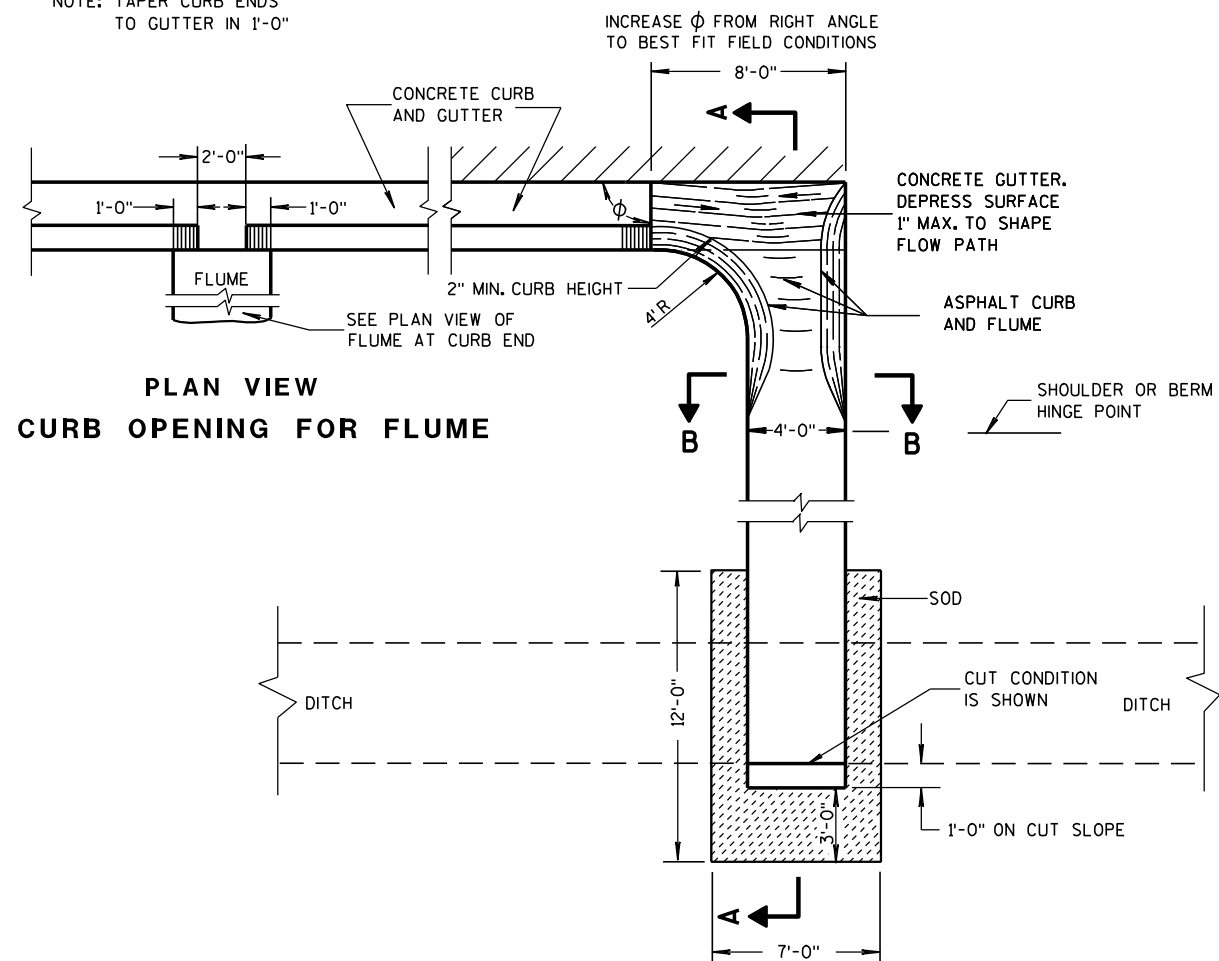
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 /S/ Jerry H. 74 ENT
DATE ROADWAY STANDARDS ENGINEER
FHWA

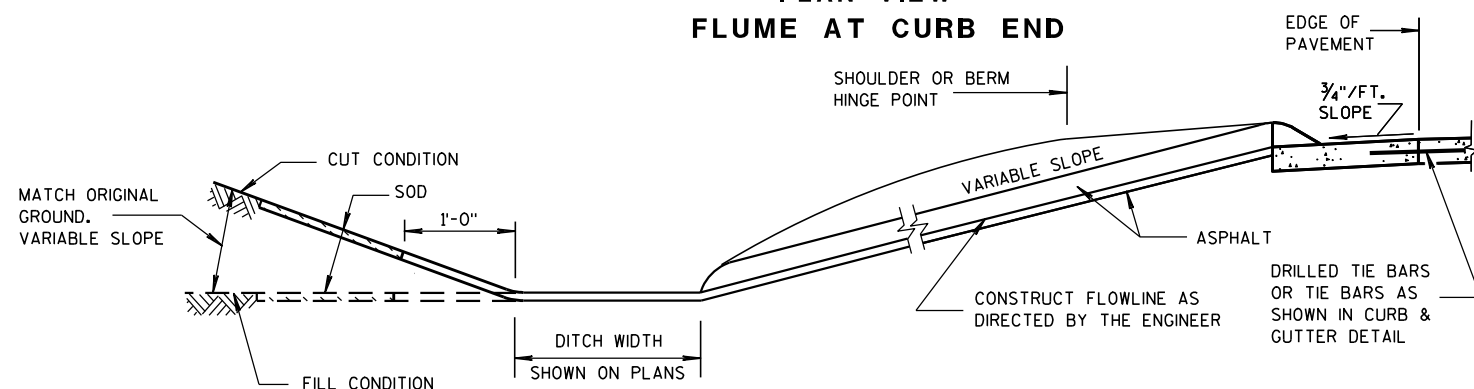
ASPHALTIC FLUME

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

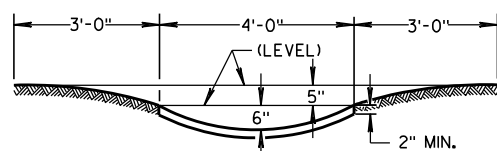


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

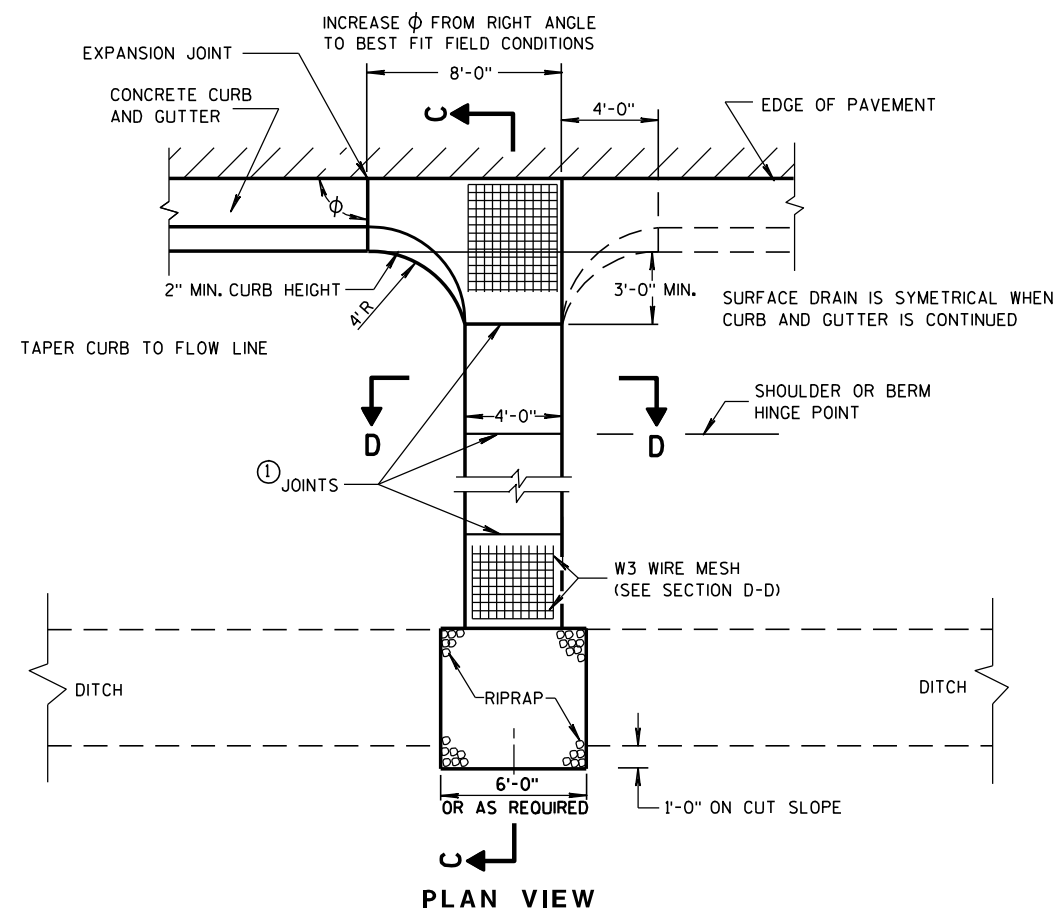
GENERAL NOTES

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

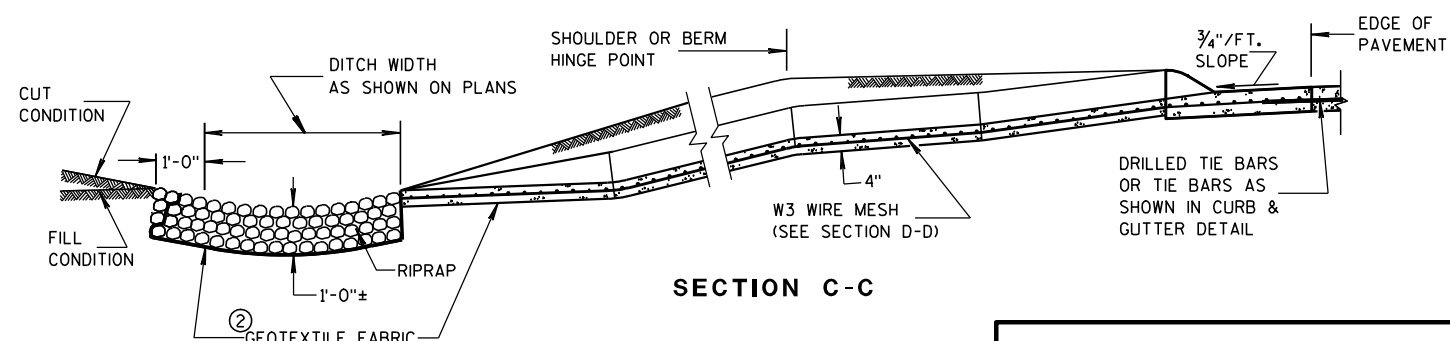
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE 1/8 TO 1/4 INCH WIDE BY 1 1/2 INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

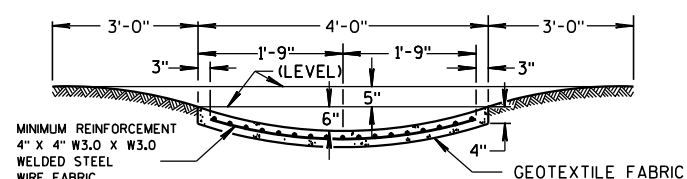
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C

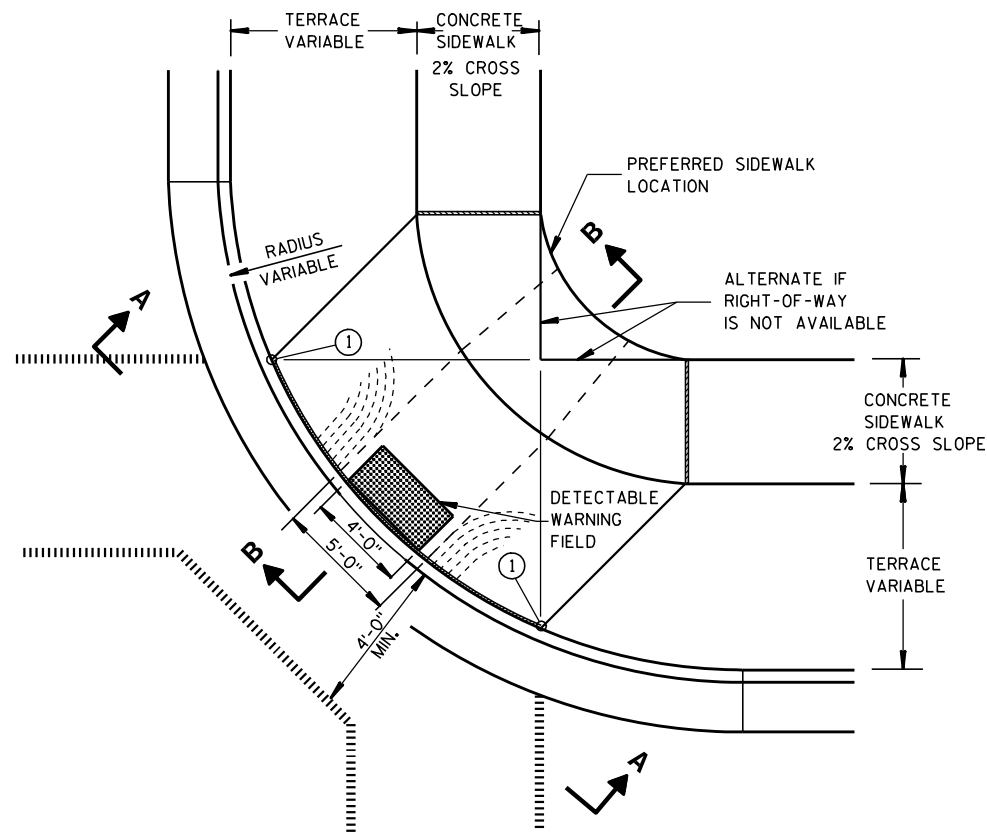


SECTION D-D

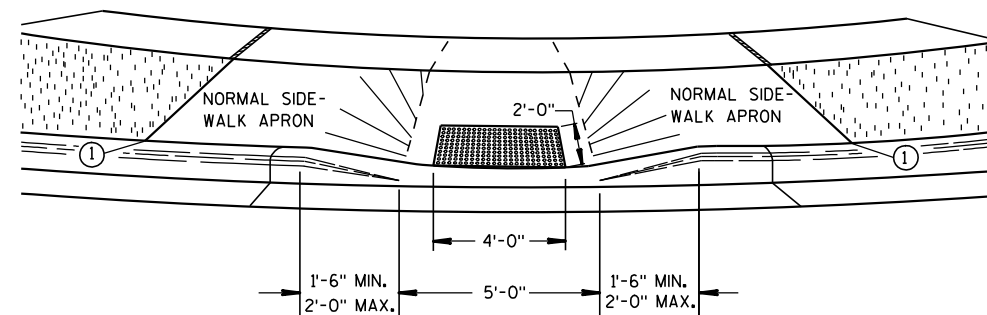
CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

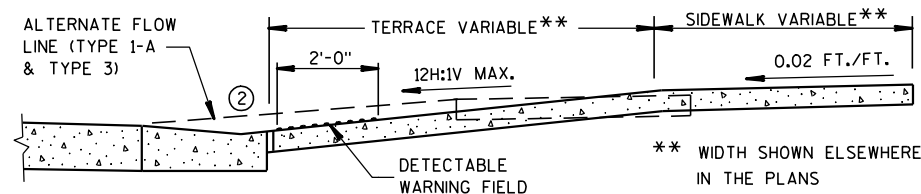
APPROVED
9-4-08 /S/ Jerry H. Zapp
DATE ROADWAY STANDARDS 75
FHWA ENGINEER



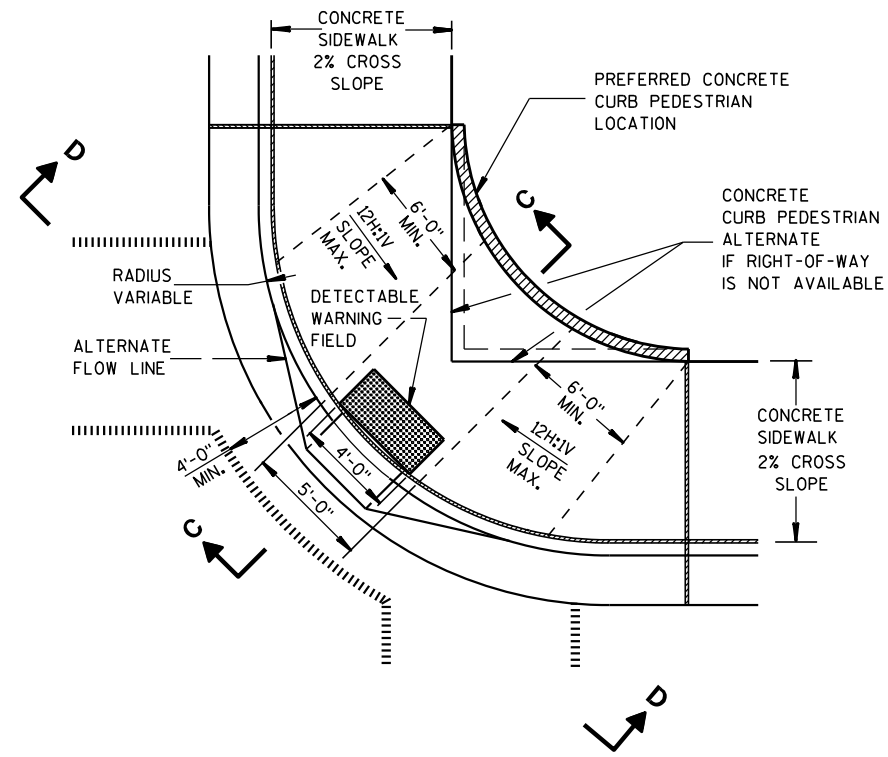
**PLAN VIEW
TYPE 1 RAMP**
(CENTER OF CORNER RADIUS)



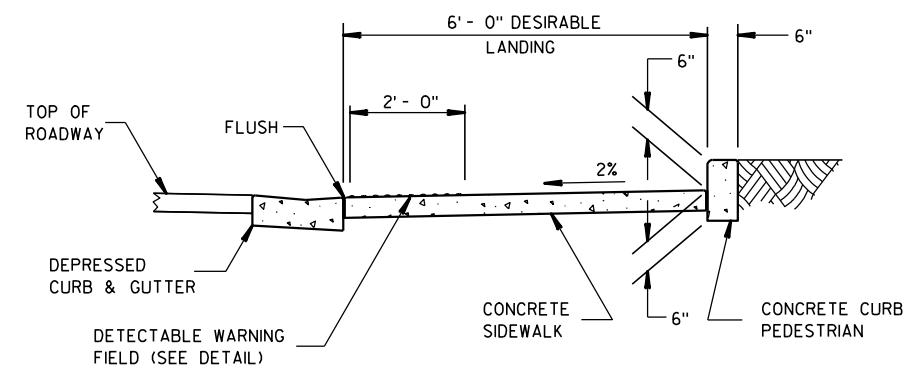
VIEW A-A



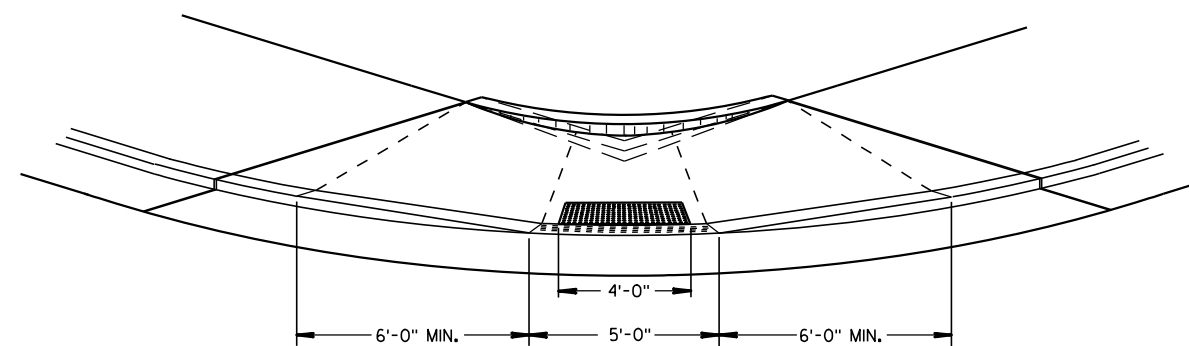
SECTION B-B



**PLAN VIEW
TYPE 1-A RAMP**
(NO TERRACE)



SECTION C-C



VIEW D-D

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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

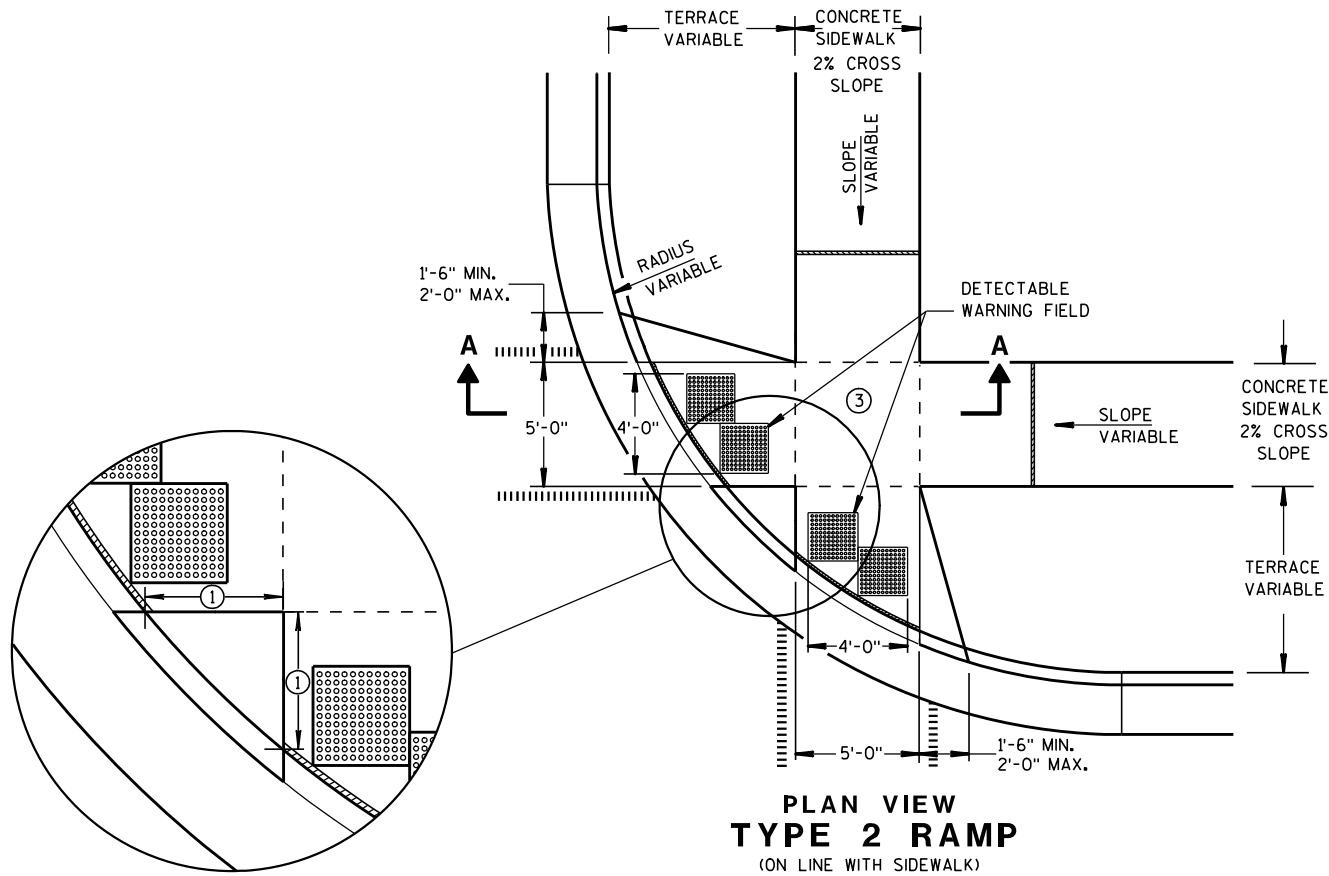
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

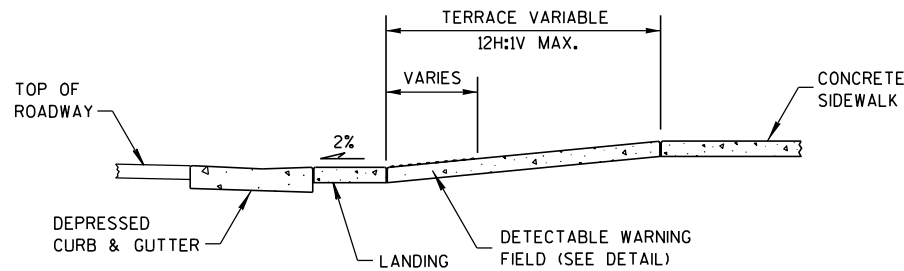
- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

**CURB RAMPS
TYPES 1 AND 1-A**

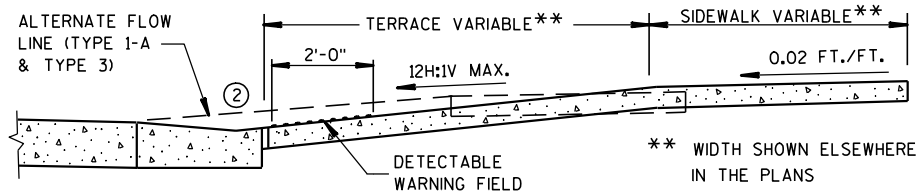
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

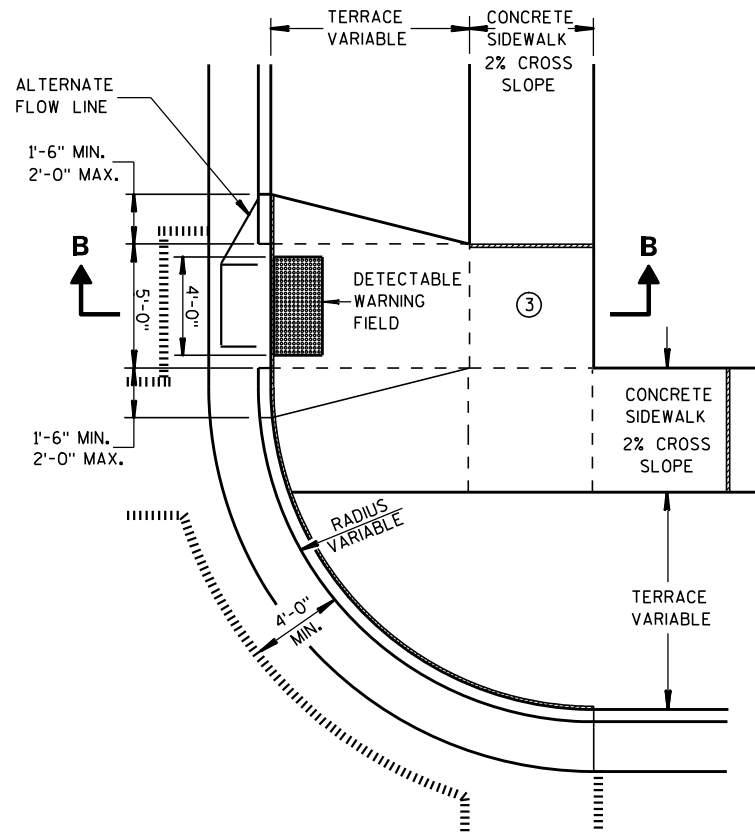
GENERAL NOTES

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

- ① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.
- ③ PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

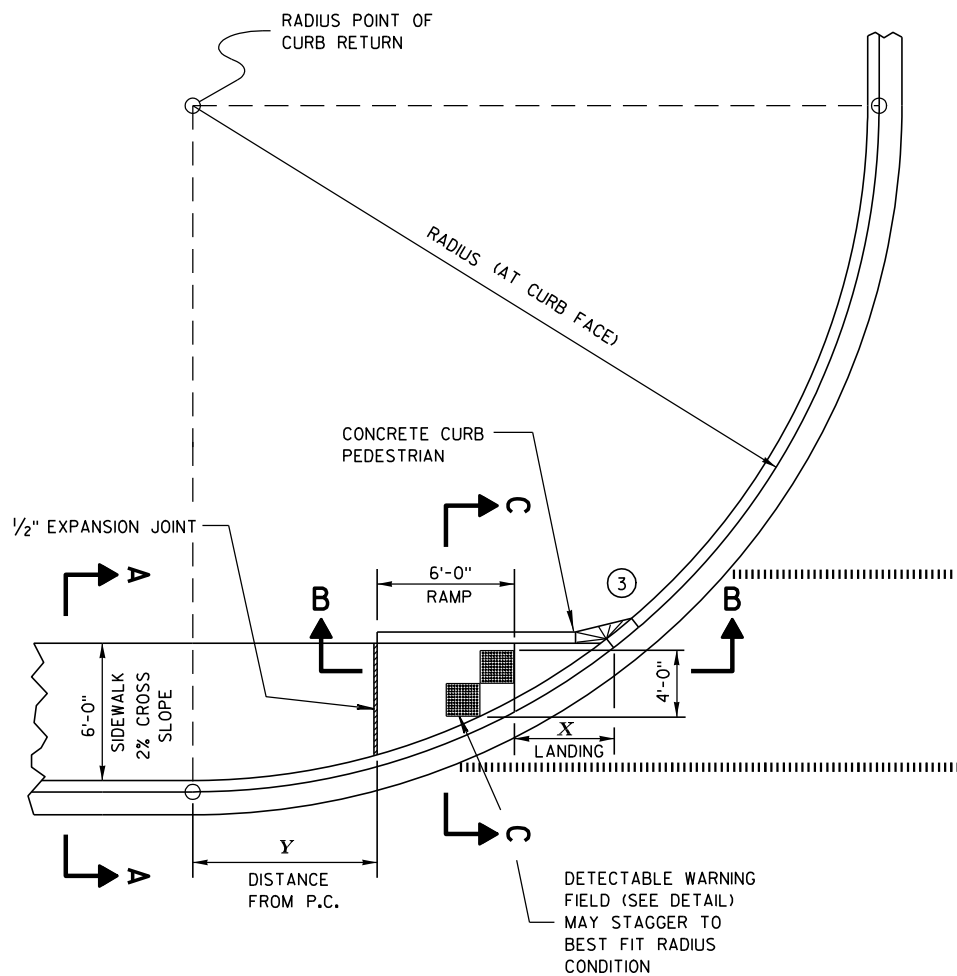
- ===== 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



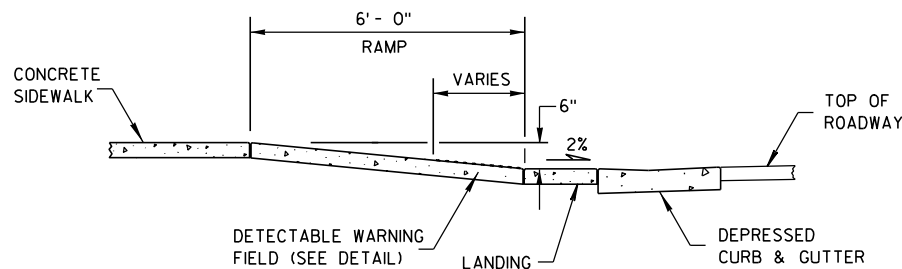
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

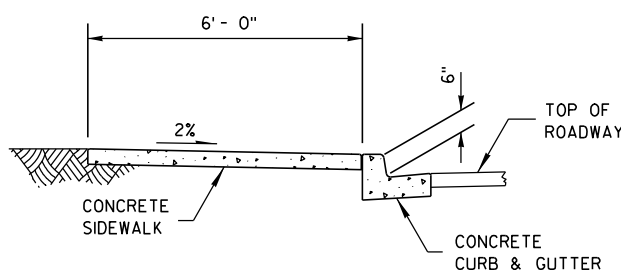
STATE OF WISCONSIN
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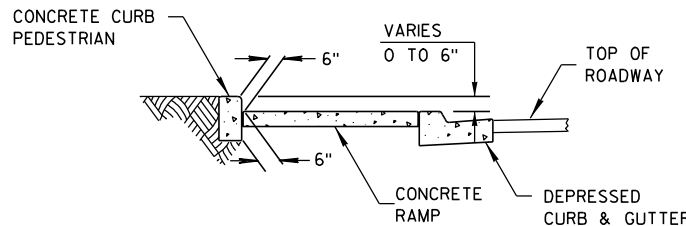
CURB RAMP TYPE 4A
PLAN VIEW



SECTION B-B



SECTION A-A



SECTION C-C

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1 3/4"	2'-7 1/4"
30 FEET	7'-11 3/4"	4'-8 1/4"
40 FEET	9'-5 1/4"	6'-5"
50 FEET	10'-8 3/4"	7'-11 1/4"
60 FEET	11'-10 1/4"	9'-3 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED

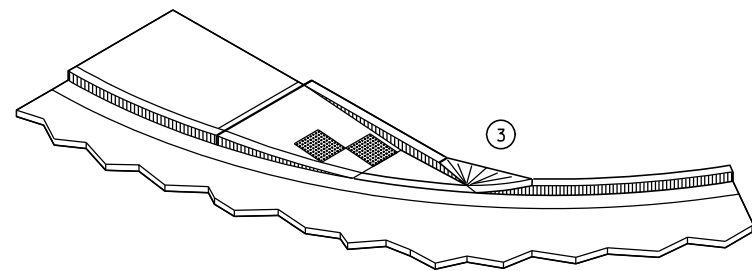
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.



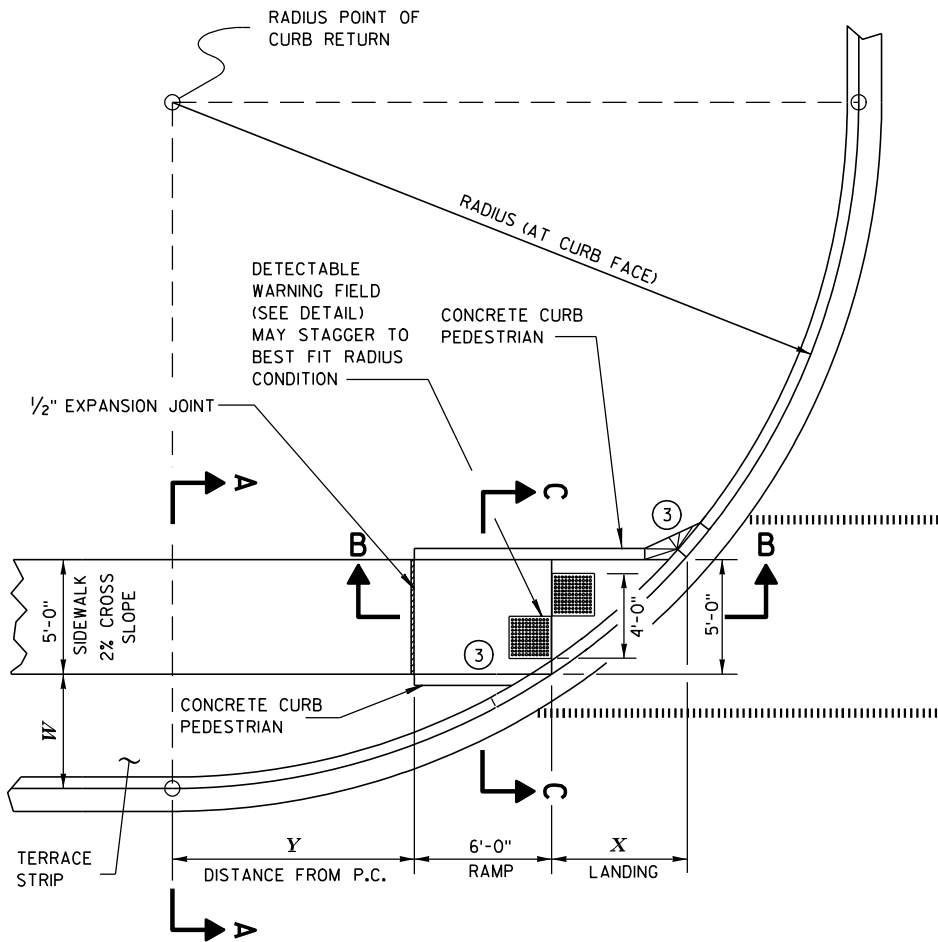
ISOMETRIC VIEW

LEGEND

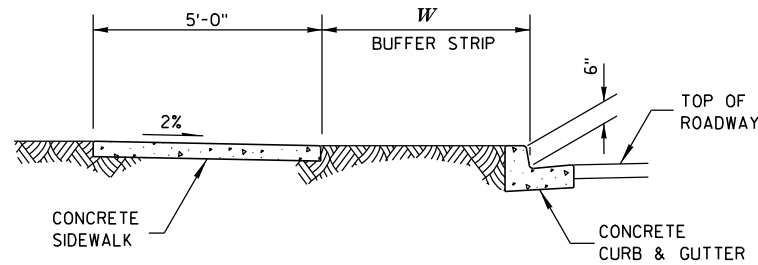
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A

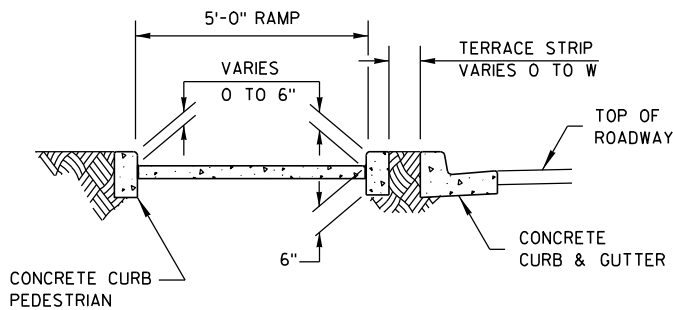
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



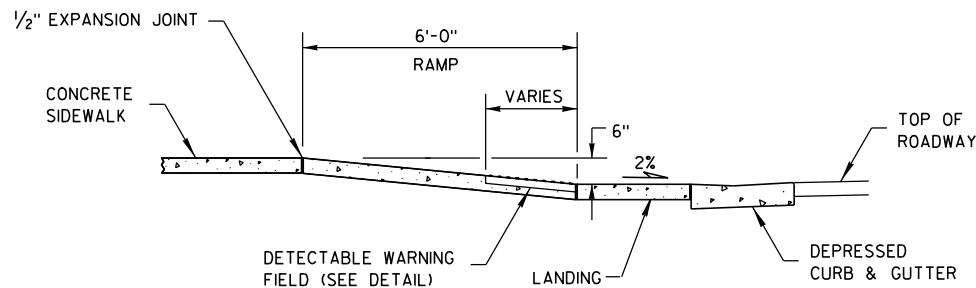
**CURB RAMP TYPE 4B
PLAN VIEW**



SECTION A-A



SECTION C-C



SECTION B-B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

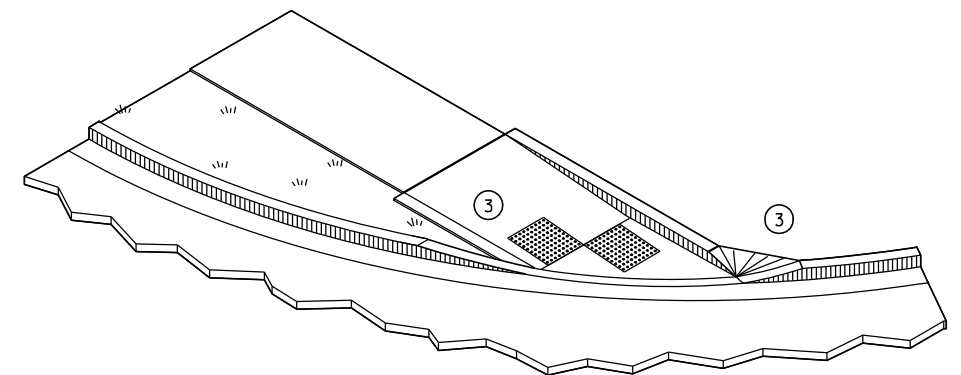
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS).
DO NOT MARK TRANSITION NOSE.

RADIUS (AT CURB FACE)	W = 3'- 0"		W = 4'- 0"		W = 5'- 0"		W = 6'- 0"		W = 7'- 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3 1/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3 1/4"	11'-3 1/4"	9'-1 1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3 1/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"
70 FEET	12'-2 3/4"	14'-3 1/4"	11'-1 1/4"	17'-4"	10'-1"	19'-11 3/4"	9'-3 3/4"	22'-4 1/4"	8'-8 1/4"	24'-6 1/4"
80 FEET	13'-2"	15'-8 1/2"	11'-10 1/2"	18'-11 3/4"	10'-10 3/4"	21'-10"	10'-1"	24'-4 3/4"	9'-5"	26'-8 3/4"
90 FEET	14'-1 1/2"	17'-1 1/2"	12'-8 1/4"	20'-6 1/2"	11'-7 3/4"	23'-7"	10'-9 3/4"	26'-3 3/4"	10'-1 1/4"	28'-9 1/2"
100 FEET	14'-10 1/2"	18'-3 3/4"	13'-5 1/2"	22'-0"	12'-4 1/4"	25'-2 3/4"	11'-5 3/4"	28'-1 1/2"	10'-9"	30'-9"

INTERMEDIATE RADII CAN BE INTERPOLATED



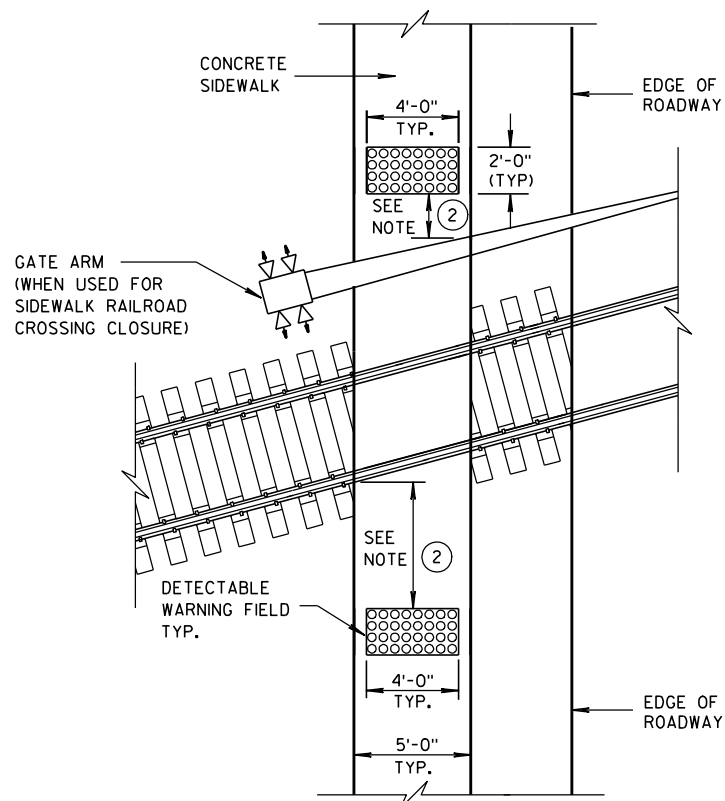
ISOMETRIC VIEW

LEGEND

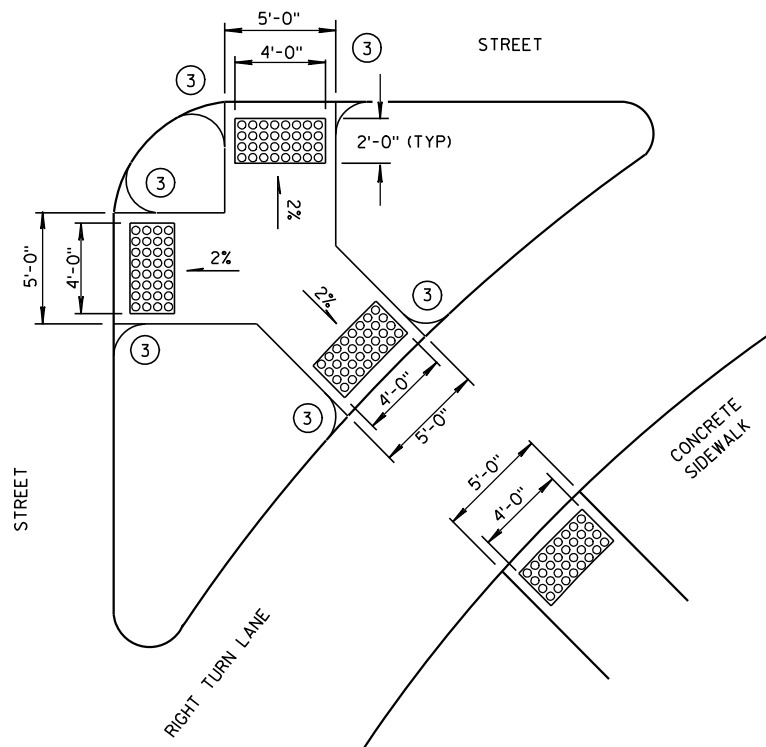
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS
TYPE 4B**

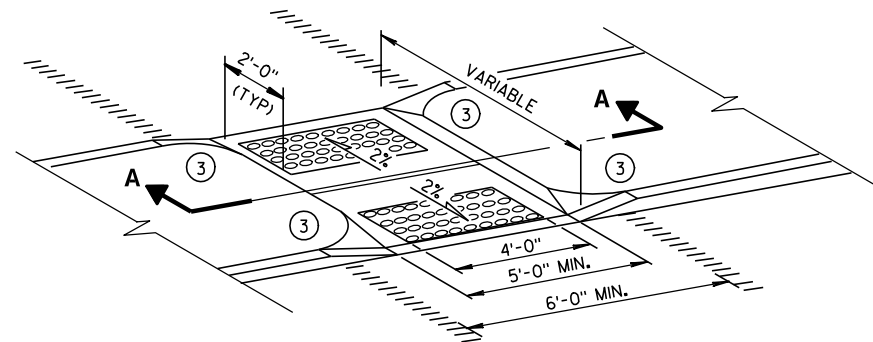
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



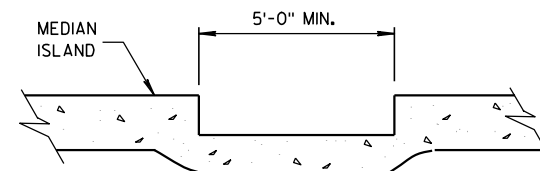
TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING



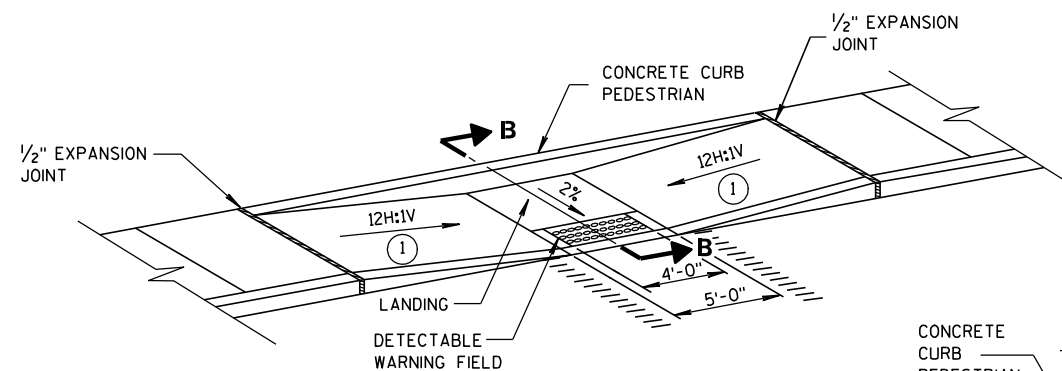
TYPE 6
DETECTABLE WARNING AT ISLANDS



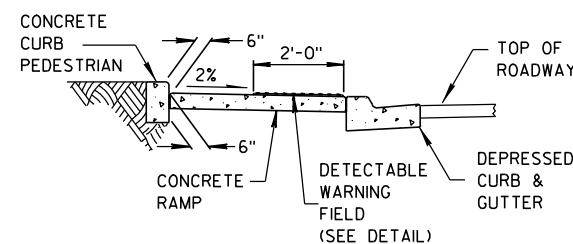
MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



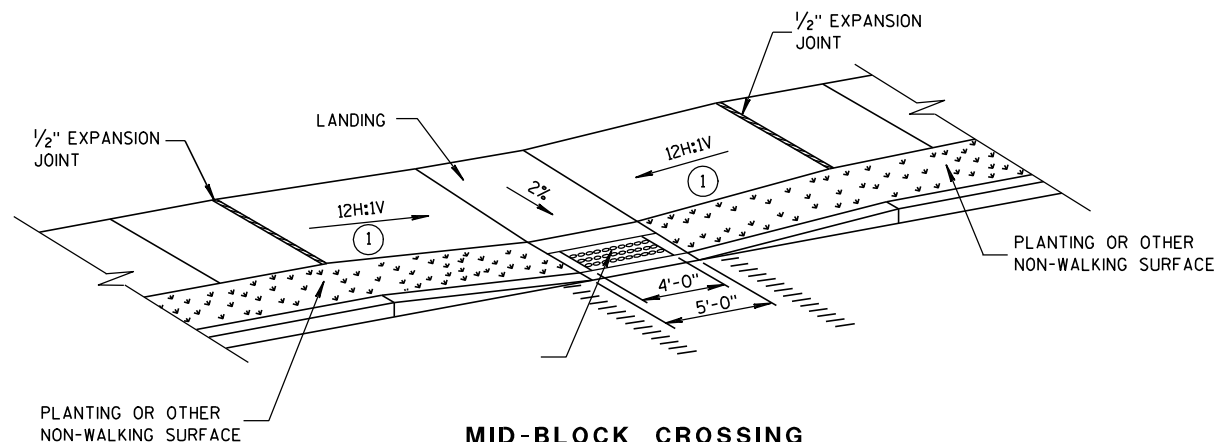
SECTION A-A



MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

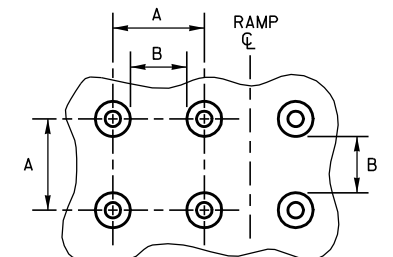
GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- 1 SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- 2 THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET $\pm$ 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- 3 INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

LEGEND

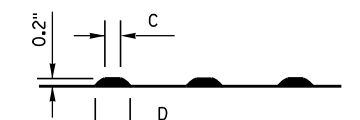
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

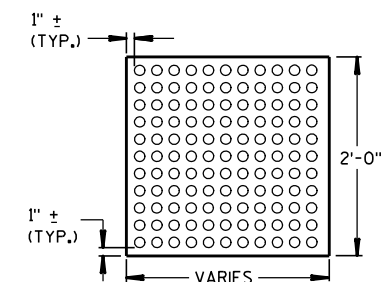


ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING

PATTERN DETAIL



PLAN VIEW

DETECTABLE WARNING

FIELD (TYPICAL)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

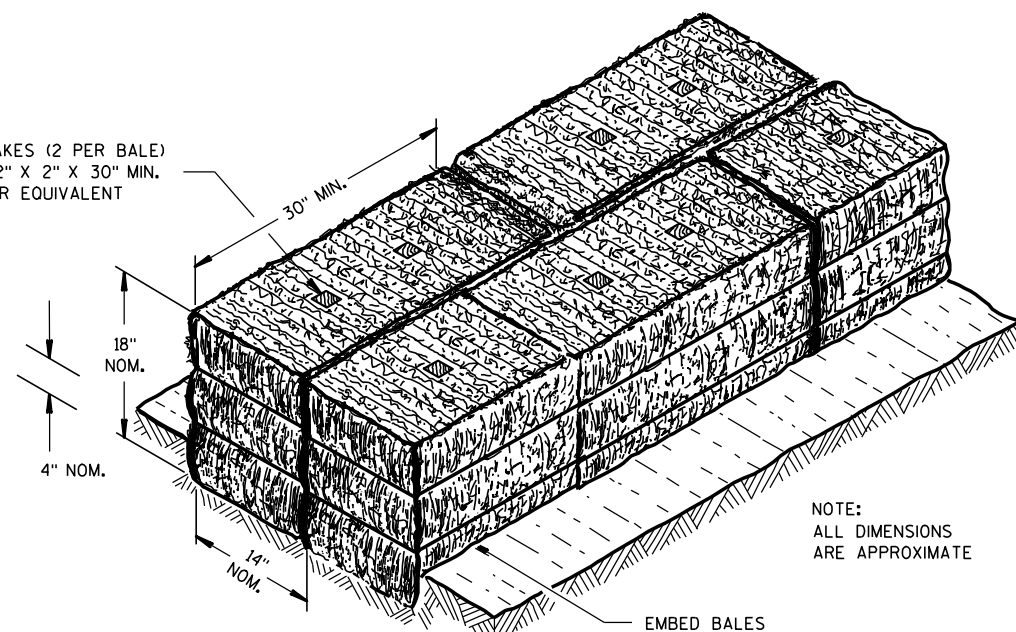
2-9-10
DATE

FHWA

/s/ Jerry H. Zogg
ROADWAY STANDARDS 80 ENT

ENGINEER

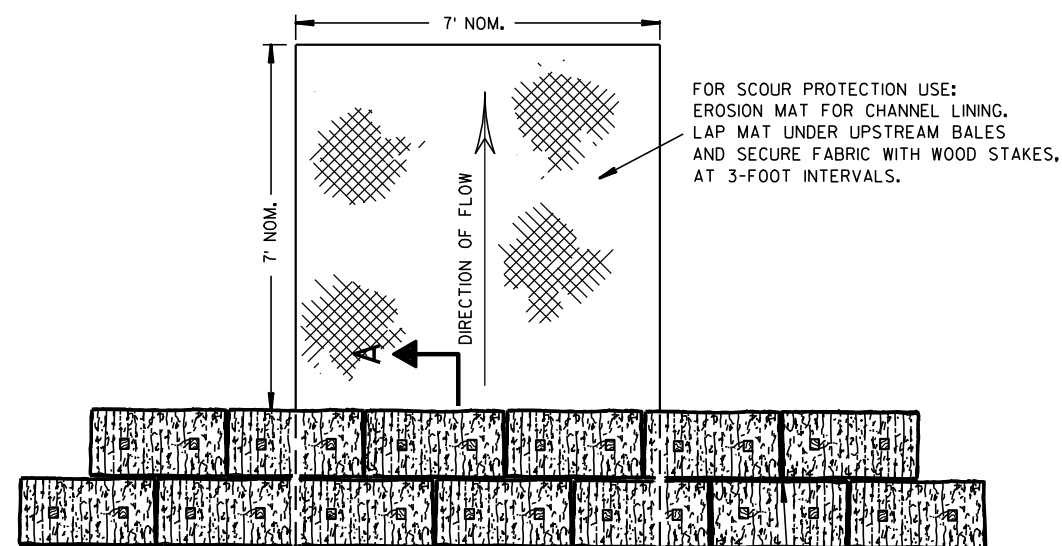
WOOD STAKES (2 PER BALE)
NOMINAL 2" X 2" X 30" MIN.
LENGTH OR EQUIVALENT



NOTE:
ALL DIMENSIONS
ARE APPROXIMATE

EMBED BALES

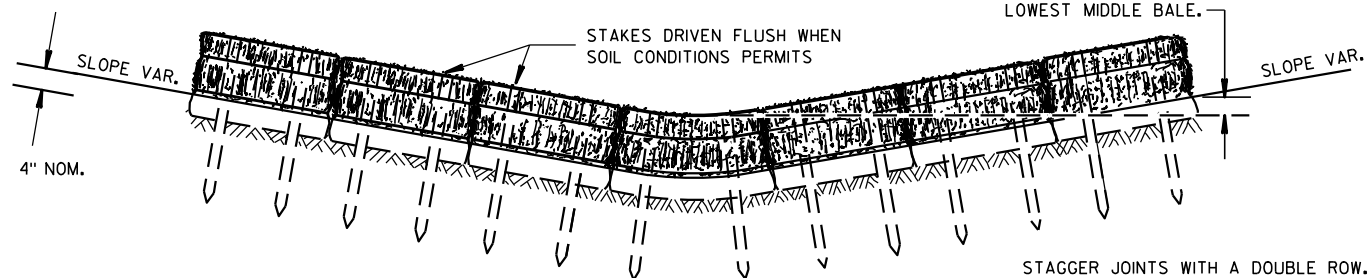
SECTION A-A



PLAN VIEW

STAGGER JOINTS BETWEEN ADJACENT
ROWS OF BALES.

BOTTOM ELEVATION OF END BALE SHALL
BE EQUAL TO OR GREATER THAN TOP OF
LOWEST MIDDLE BALE.



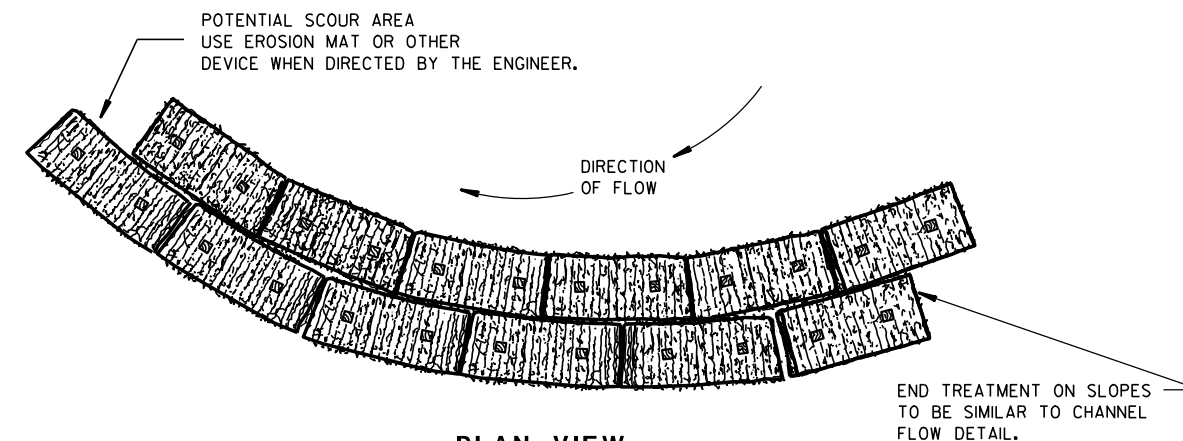
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

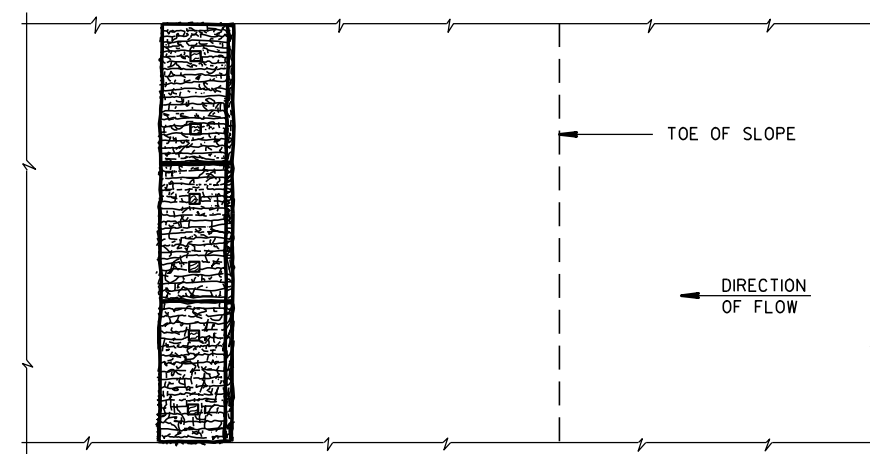
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

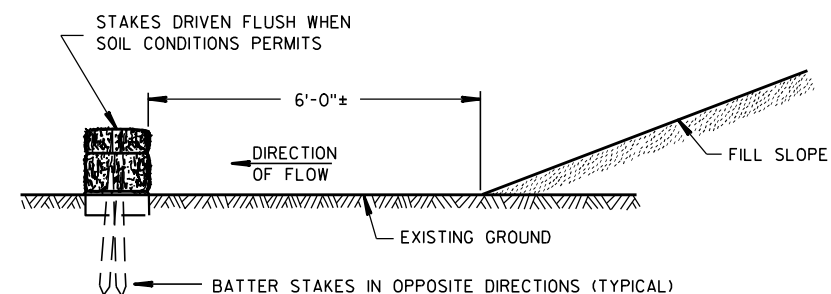


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

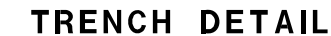
6/04/02
DATE

/S/ Beth Conn-----
CHIEF ROADWAY DEVELOPER 81 ENGINEER

FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

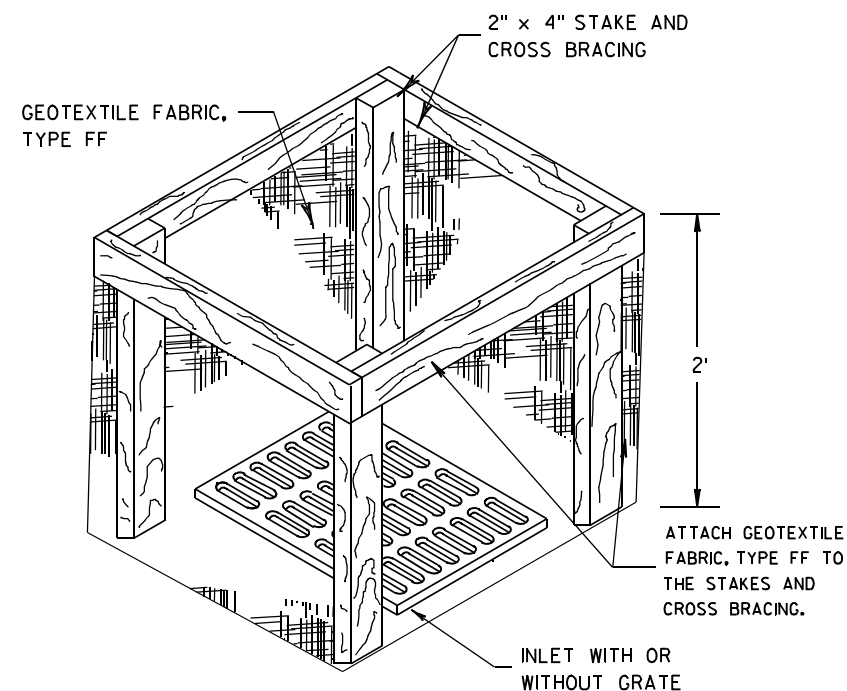
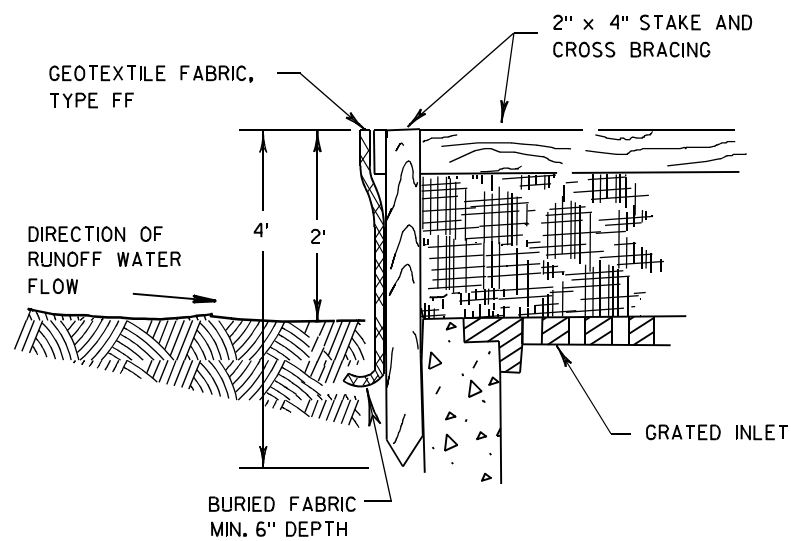


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



INLET PROTECTION, TYPE A

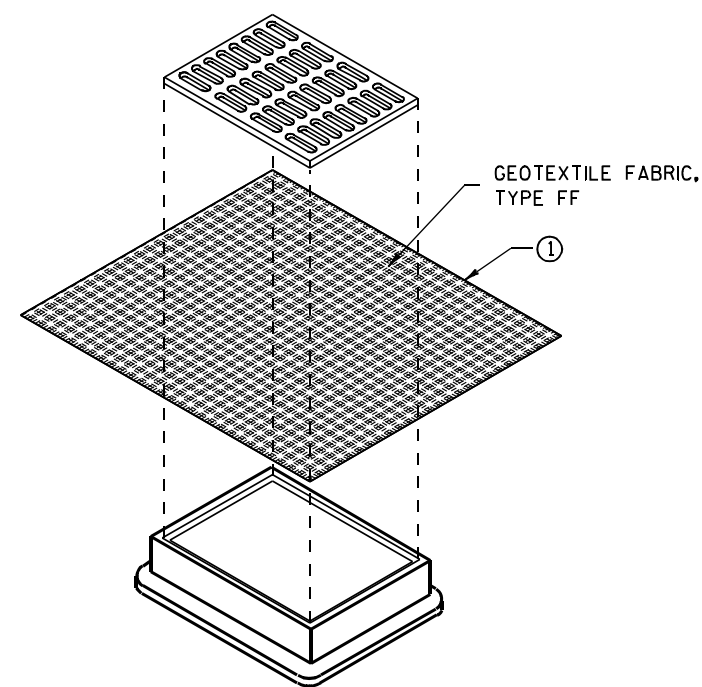
GENERAL NOTES

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

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

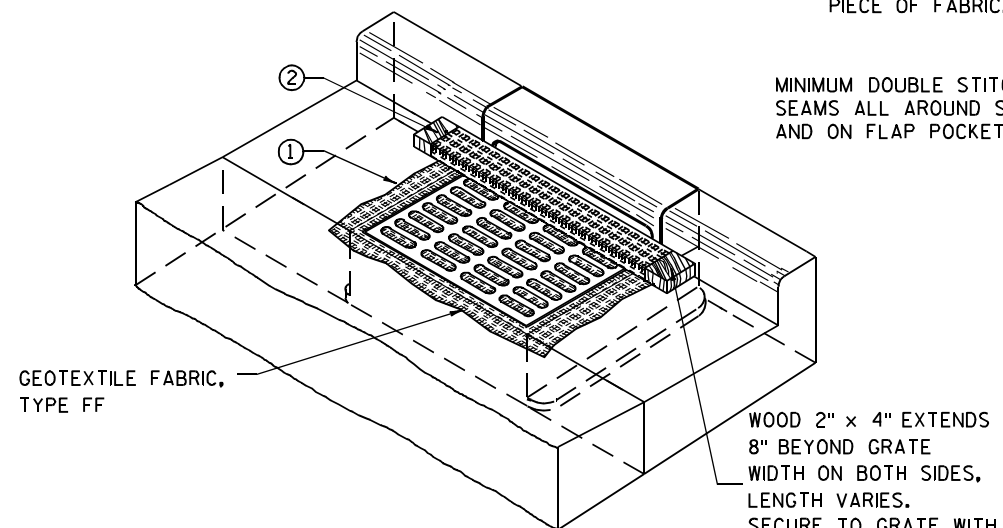
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

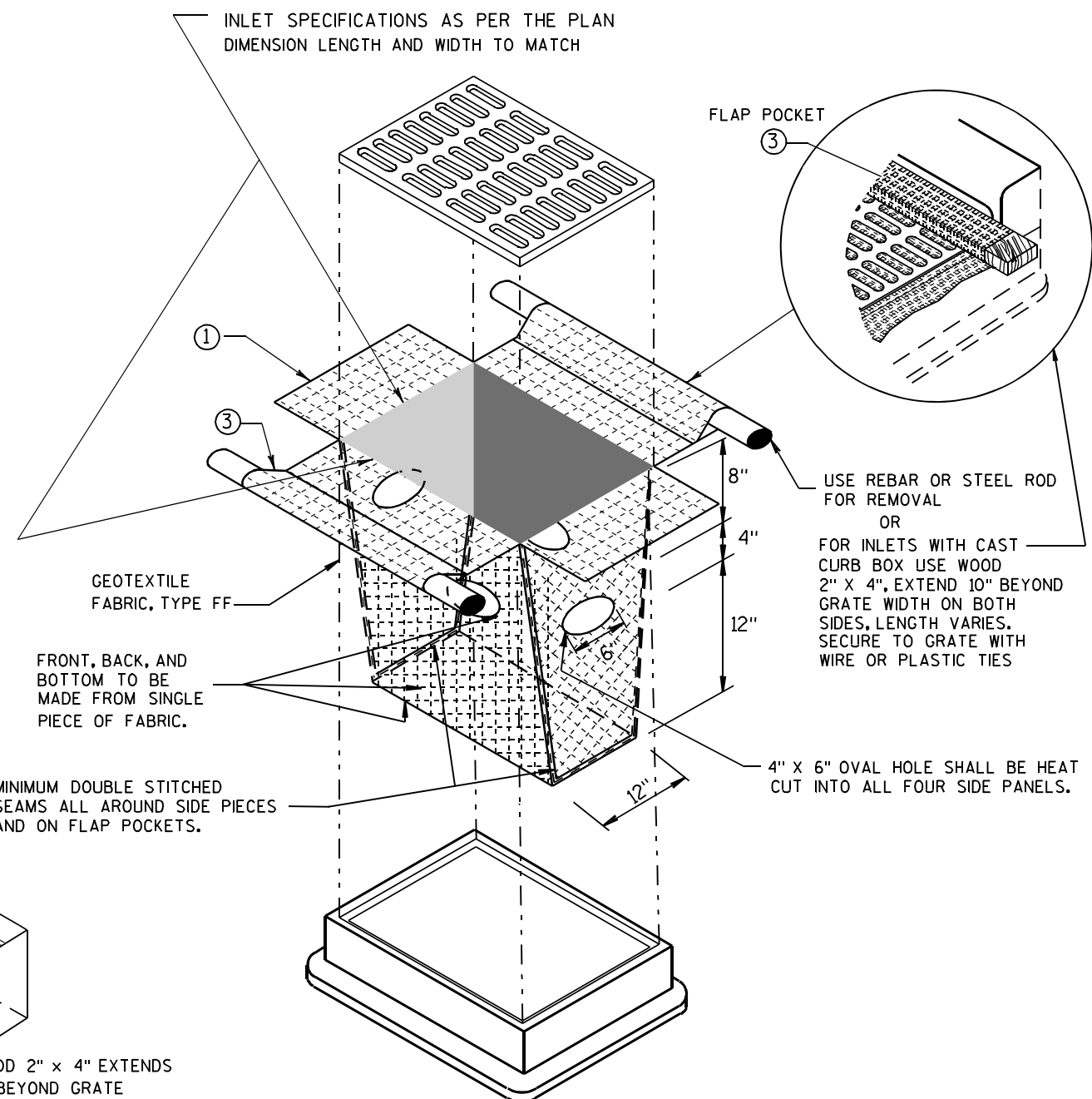
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



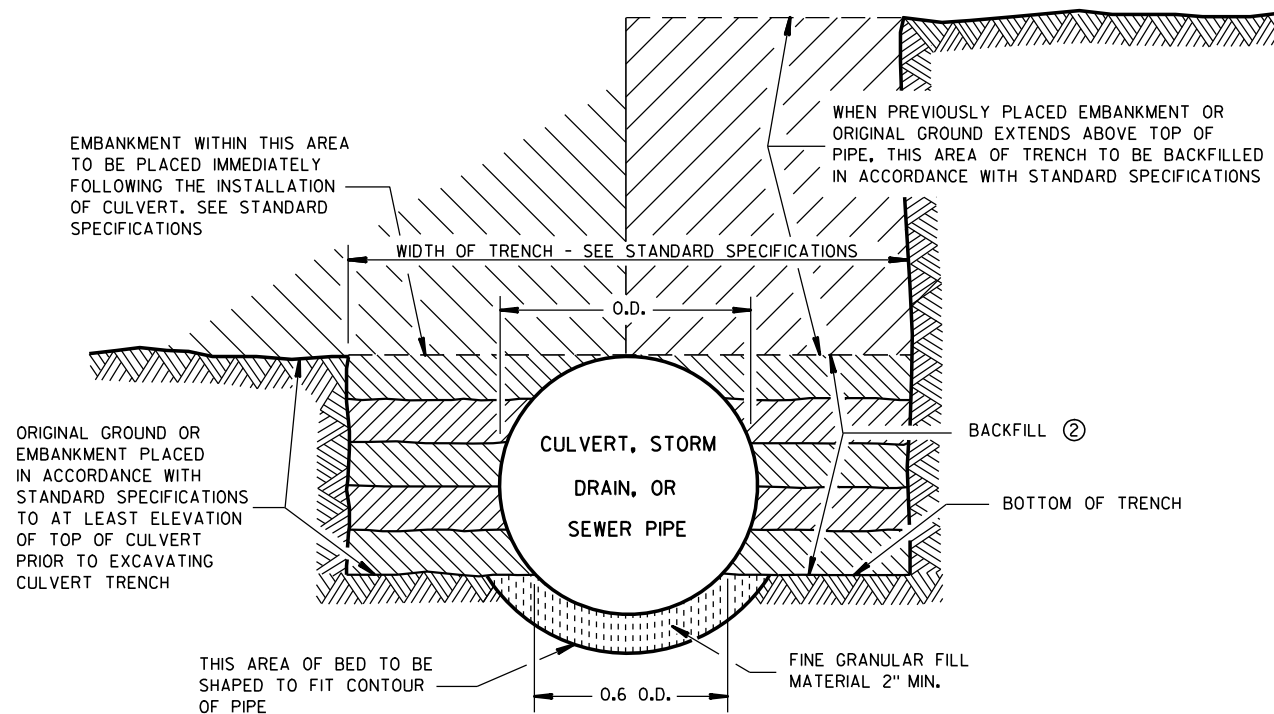
INLET PROTECTION, TYPE D

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

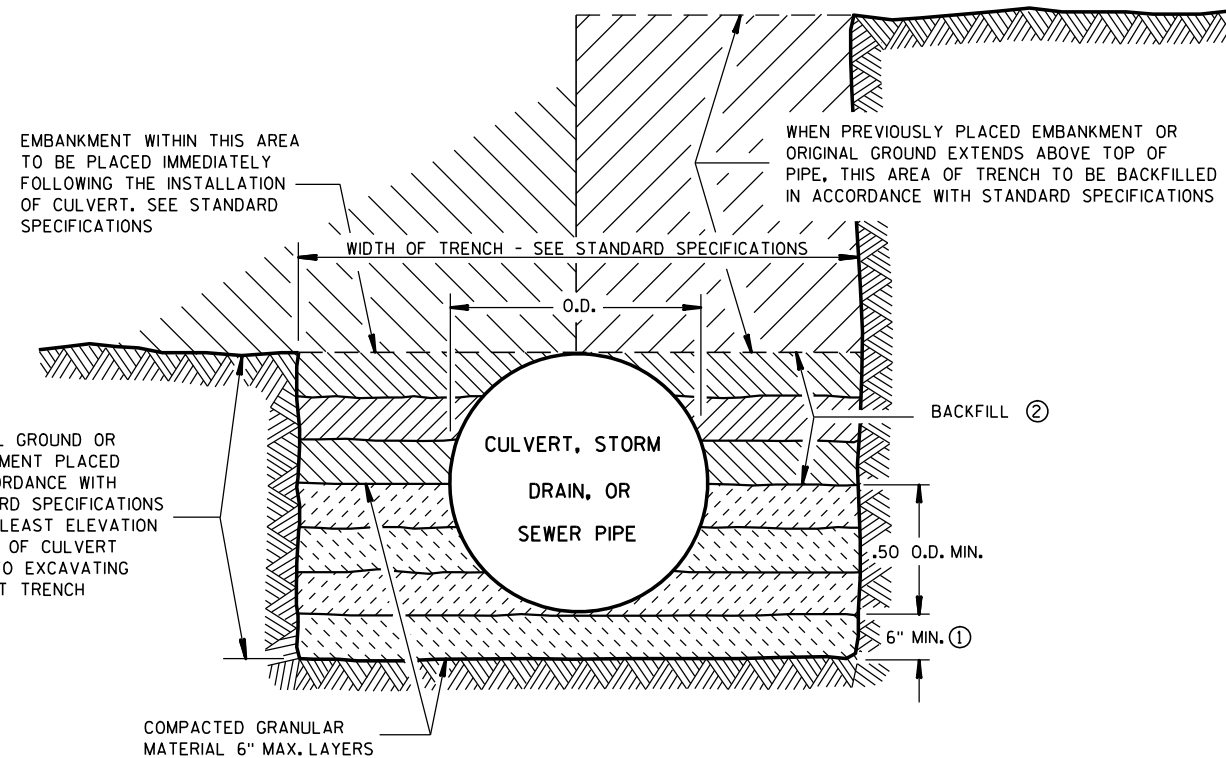
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 83
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



SHAPED SUBGRADE WITH GRANULAR FOUNDATION



GRANULAR FOUNDATION

GENERAL NOTES

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

THE SHAPED SUBGRADE WITH GRANULAR FOUNDATION IS AN EQUAL ALTERNATE TO THE GRANULAR FOUNDATION EXCEPT WHERE ROCK IS ENCOUNTERED.

- ① WHERE ROCK, HARD PAN OR FRAGMENTED MATERIAL IS ENCOUNTERED, THE TRENCH SHALL BE EXCAVATED BELOW THE BOTTOM OF THE PIPE AN AMOUNT EQUAL TO $\frac{1}{2}$ INCH PER FOOT OF PROPOSED EMBANKMENT ABOVE THE TOP OF THE PIPE, BUT NOT LESS THAN 6 INCHES.
- ② TRENCH SHALL BE BACKFILLED AS REQUIRED BY STANDARD SPECIFICATIONS; SECTION 520 FOR PIPE CULVERTS AND SECTION 607 FOR STORM SEWERS.

CLASS "B" BEDDING

CLASS "B" BEDDING FOR
CULVERT PIPE OR STORM SEWER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

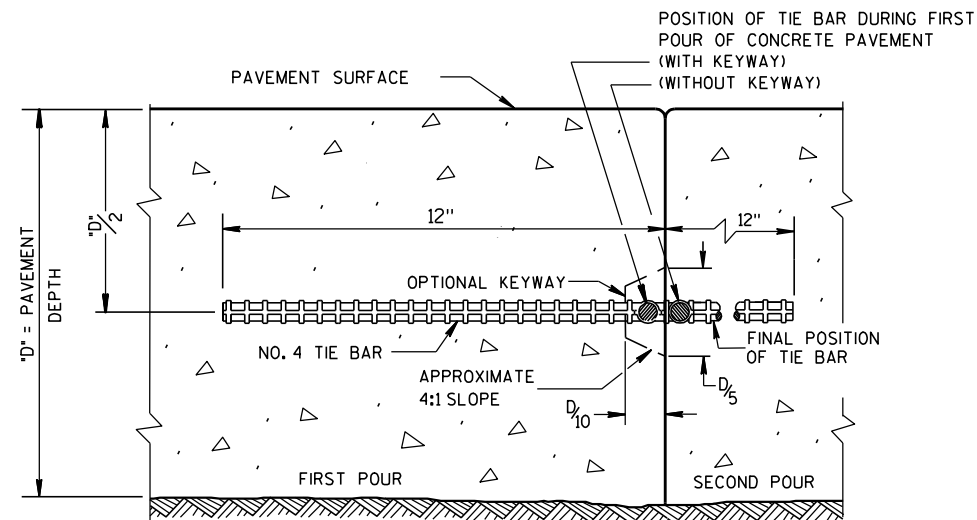
APPROVED

4/7/83
DATE

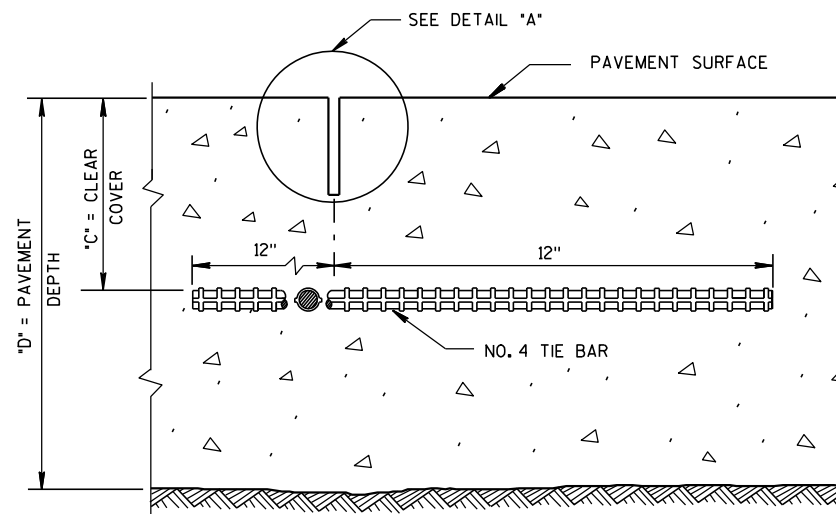
/S/ D.L. Str...
STATE DESIGN ENGINE 84

HWYS

FHWA



CONSTRUCTION JOINT



SAWED JOINT

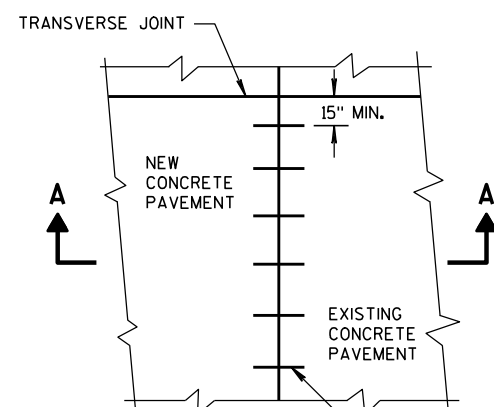
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

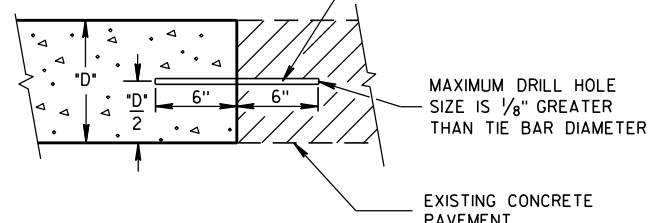
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

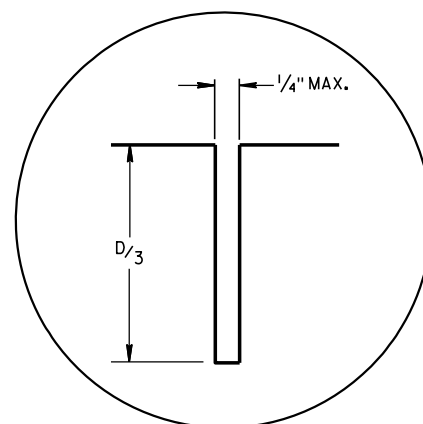


PLAN VIEW

NO. 6 TIE BARS SPACED 2'-6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①

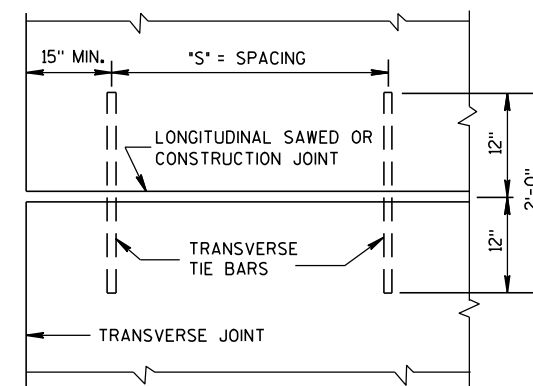


**SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT**



DETAIL "A"

PAVEMENT DEPTH "D"	CLEAR COVER "C"	MAXIMUM TIE BAR SPACING "S"	
		PAVEMENT WIDTH 24' OR 26'	≥ 30'
6, 6 1/2"	3" ± 1/2"	48"	42"
7, 7 1/2"	3 1/4" ± 1"	45"	36"
8, 8 1/2"	3 3/4" ± 1"	39"	30"
9, 9 1/2"	4 1/4" ± 1"	33"	27"
10, 10 1/2"	4 3/4" ± 1"	30"	24"
11, 11 1/2"	5 1/4" ± 1"	27"	21"
12"	5 3/4" ± 1"	24"	21"



**PLAN VIEW
SHOWING LOCATION OF TIE BARS**

**CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

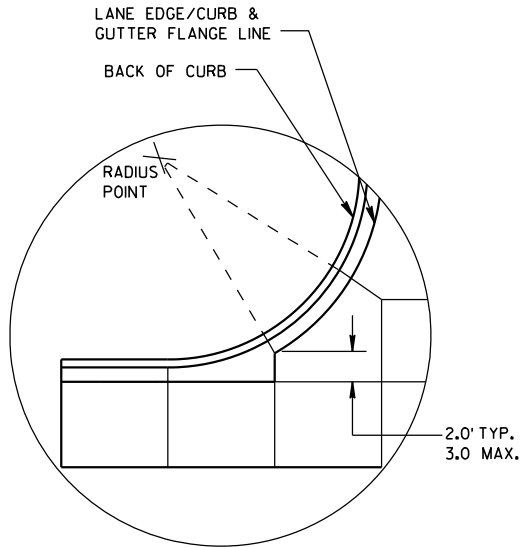
10-5-2010
DATE

FHWA

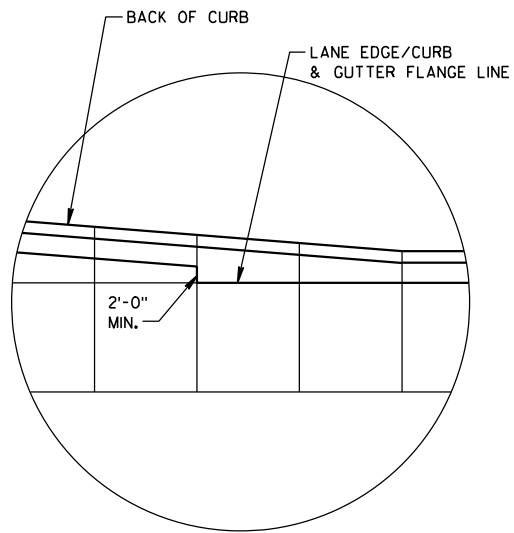
/S/ Deb Bischoff

PAVEMENT POLICY & DESIGN

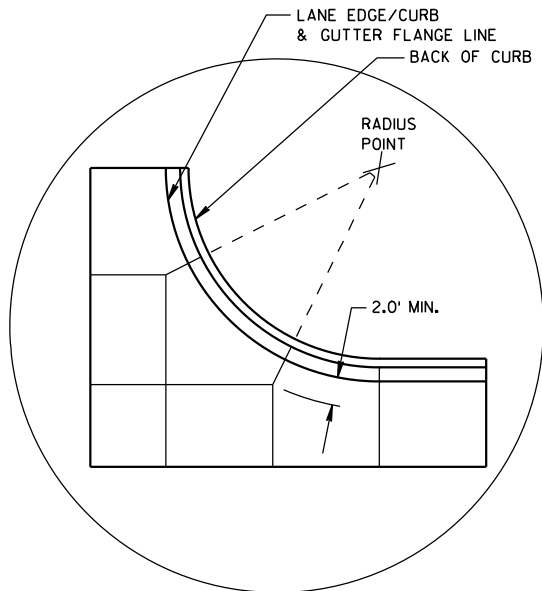
INEER



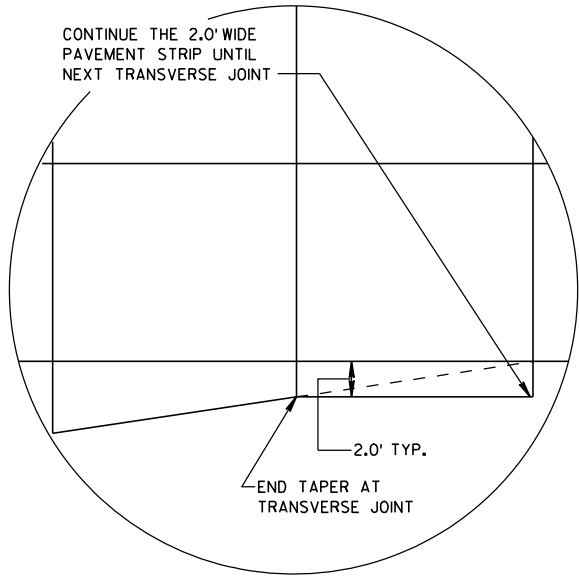
DETAIL "A"



DETAIL "B"



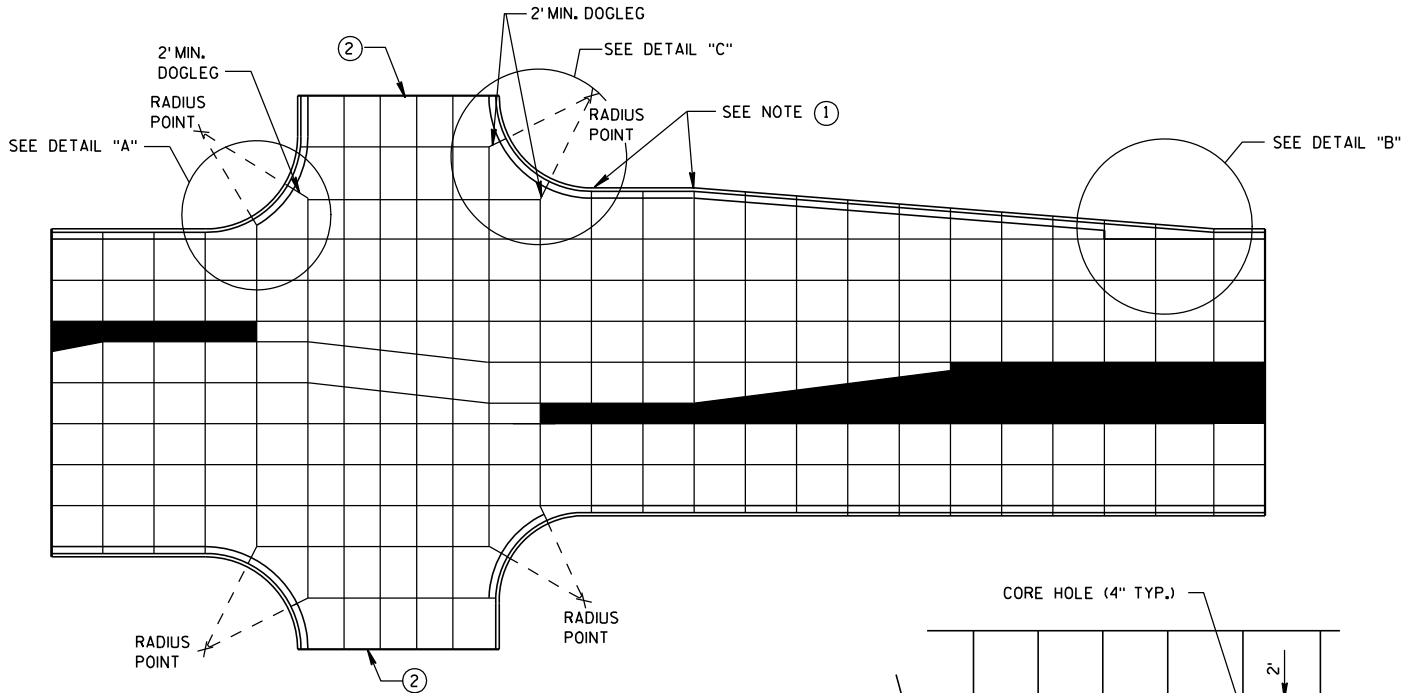
DETAIL "C"



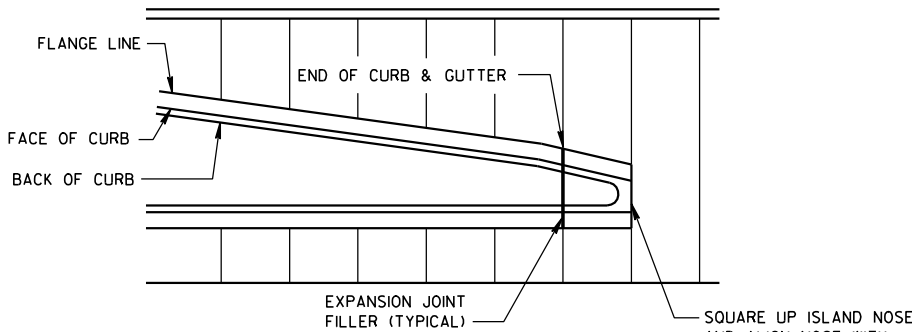
DETAIL "D"

GENERAL NOTES

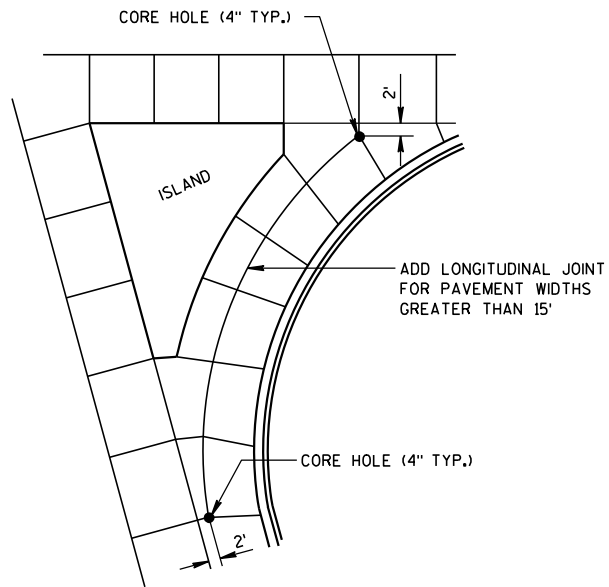
- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
 2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
 3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



STANDARD INTERSECTION



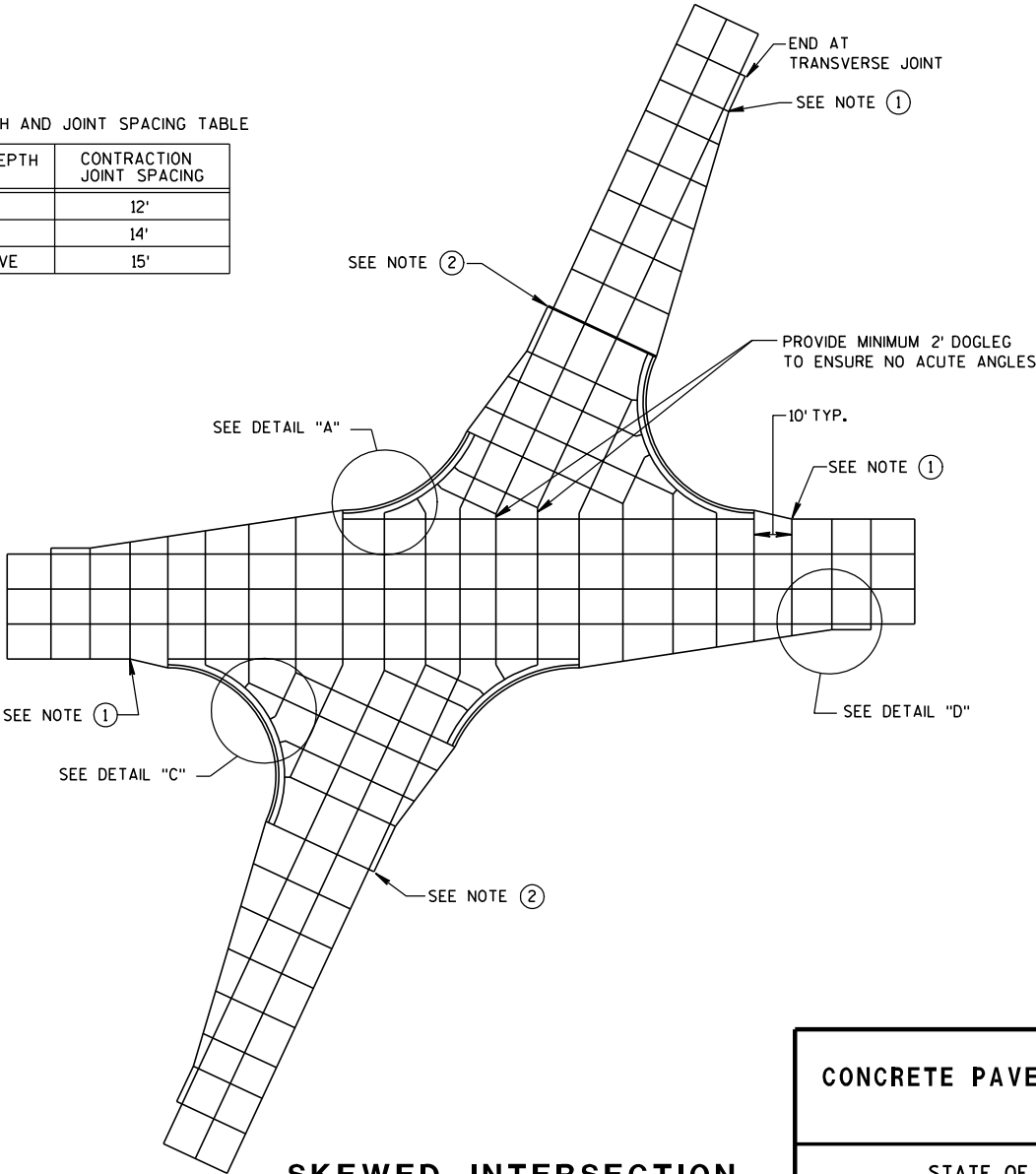
APPROACH TO MEDIAN



LARGE RIGHT TURN

PAVEMENT DEPTH AND JOINT SPACING TABLE

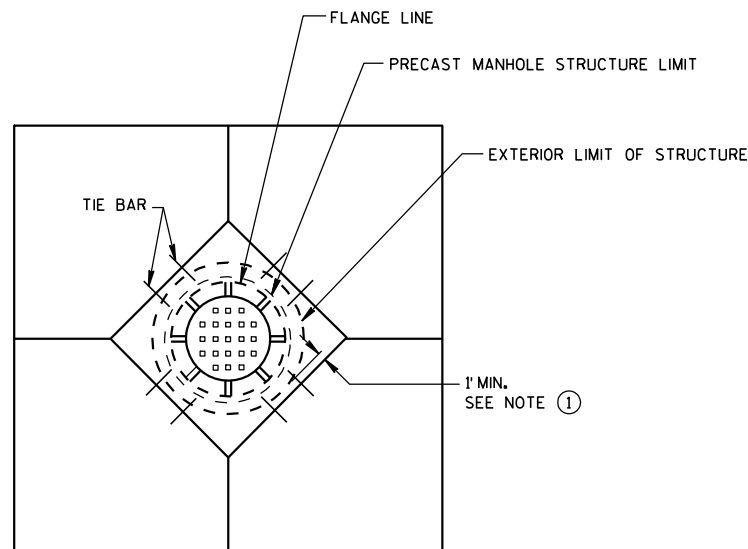
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



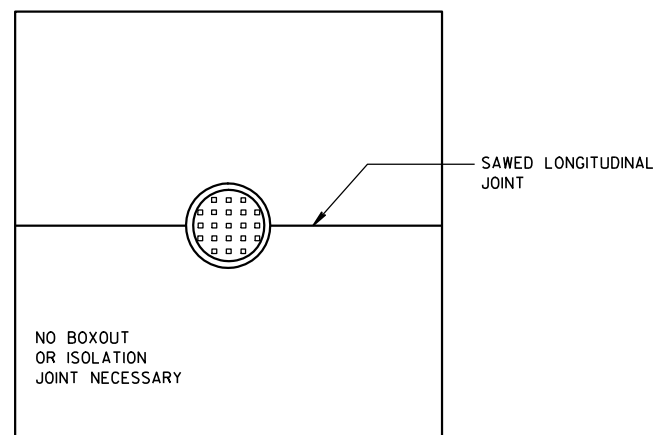
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

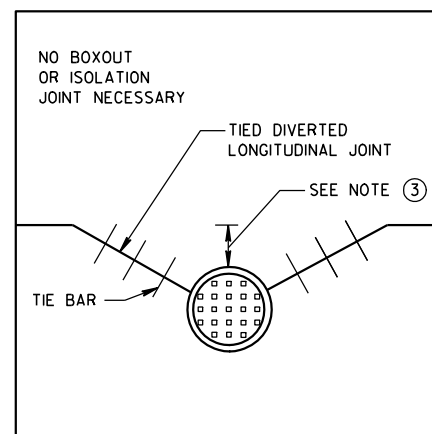
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



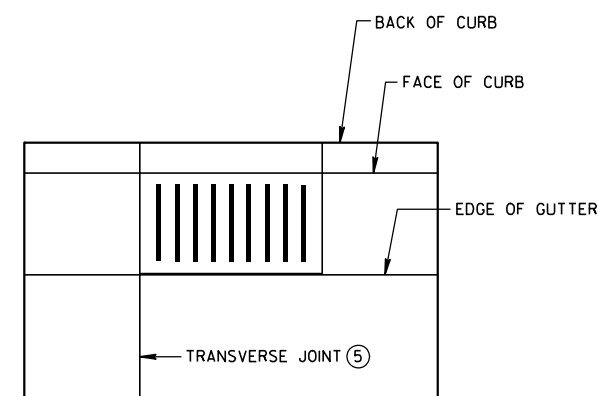
**DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS**



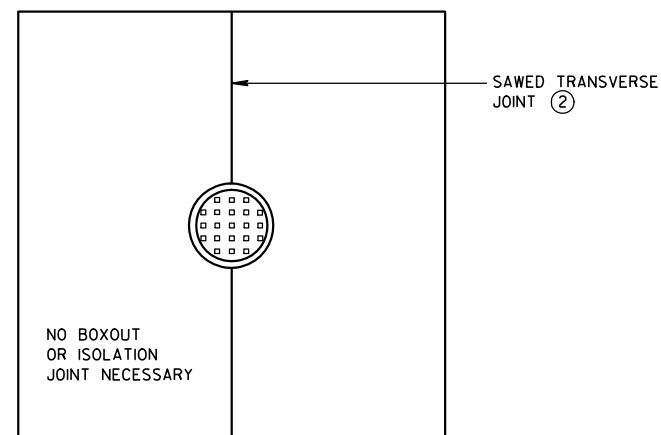
**MANHOLE WITH
LONGITUDINAL JOINT**



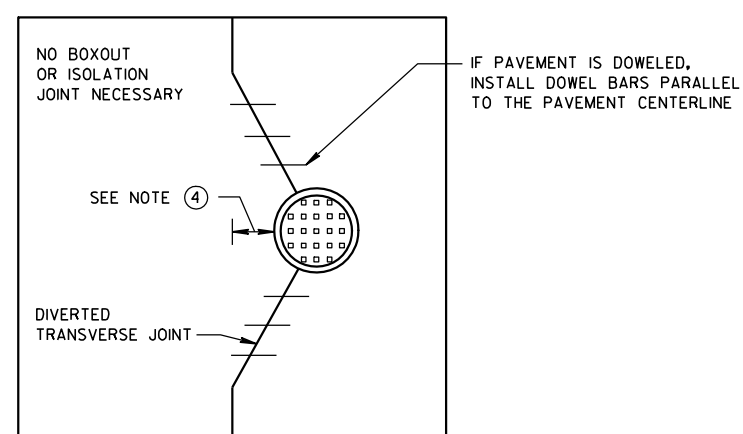
**MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT**



**INLET WITH
TRANSVERSE JOINT**



**MANHOLE WITH
TRANSVERSE JOINT**



**MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT**

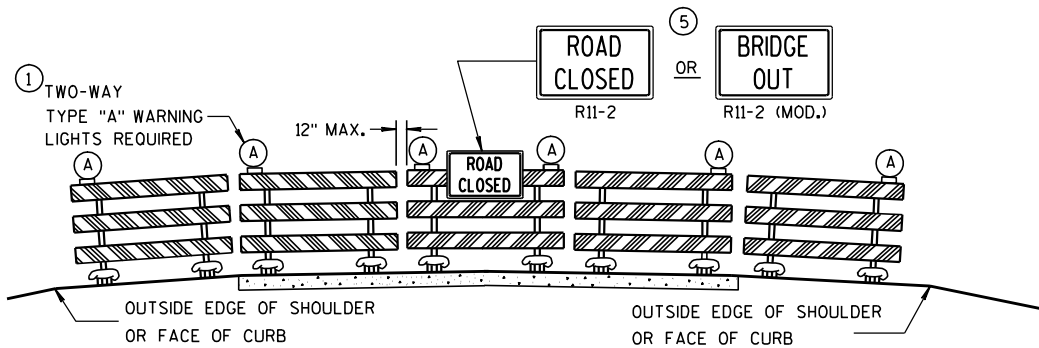
GENERAL NOTES

1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS GREATER THAN 2 FEET, DO NOT DIVERT JOINT AND SAW LONGITUDINAL JOINT AS NORMAL. IF DISTANCE IS 2 FEET OR LESS, DIVERT LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE.
4. IF DISTANCE FROM THE EDGE OF MANHOLE TO THE NEAREST TRANSVERSE JOINT IS GREATER THAN 4 FEET, REDIRECT JOINT TO INTERSECT MANHOLE. IF DISTANCE IS 4 FEET OR LESS, PLACE REBAR REINFORCEMENT AROUND MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

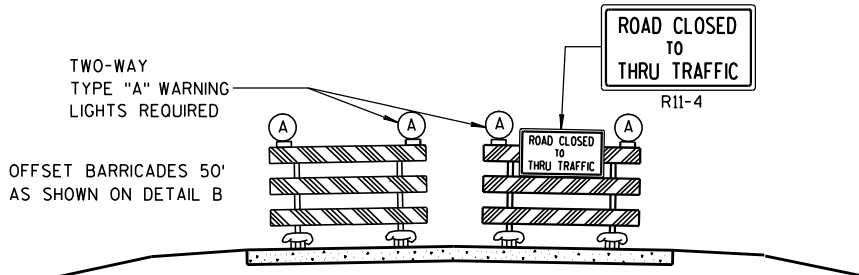
**CONCRETE PAVEMENT
JOINTING AT UTILITY FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-5-2010 /S/ Deb Bischoff
DATE PAVEMENT POLICY & D 87 INEER
FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

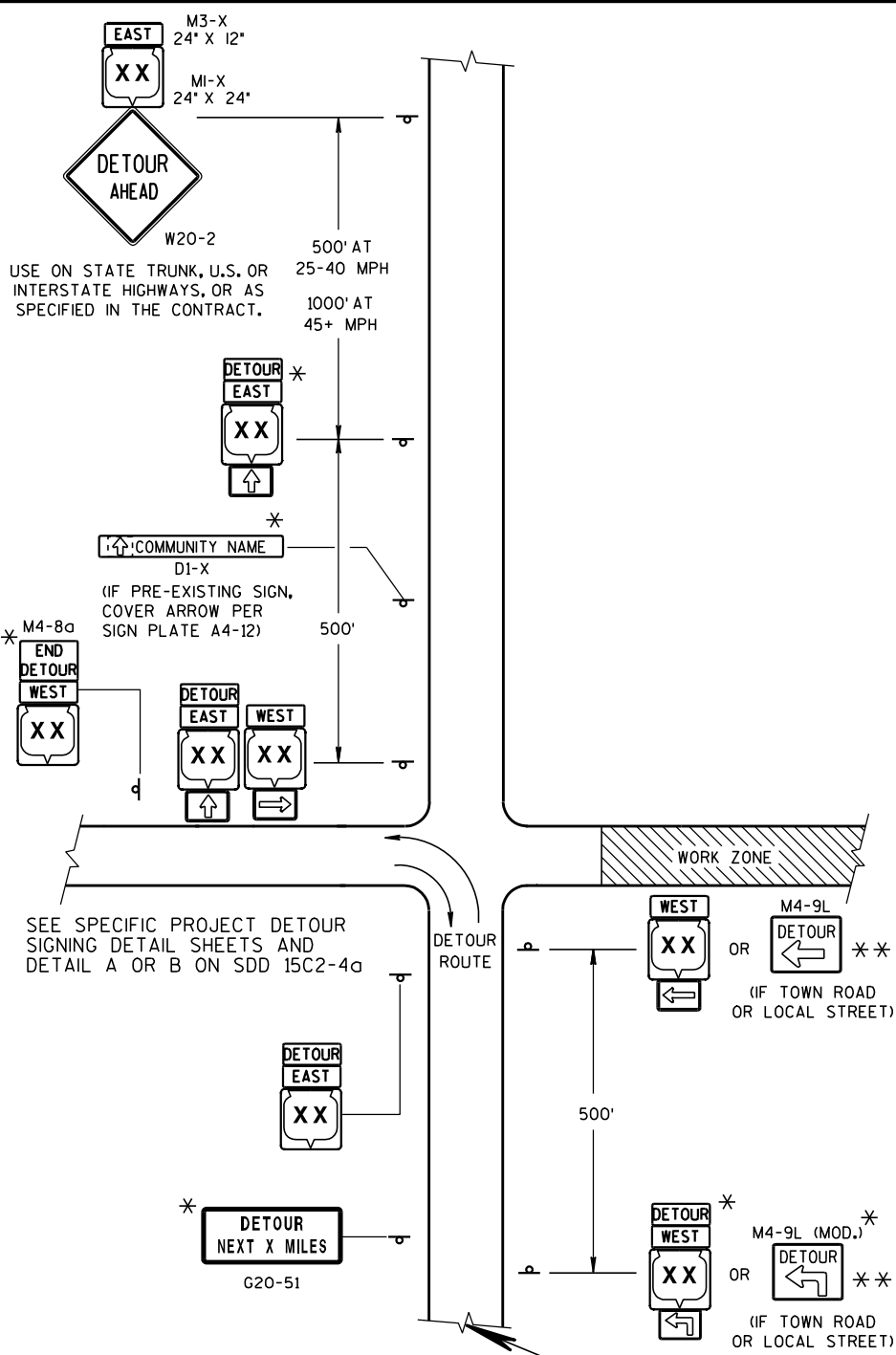
"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF 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 (APPROX. 8-FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED		
9/16/03 DATE	/S/ Thomas N. N CHIEF SIGNS AND MAR 89	INEER
FHWA		



LEGEND

POST MOUNTED SIGN

WORK ZONE

DETOUR EAST M4-8 M3-X

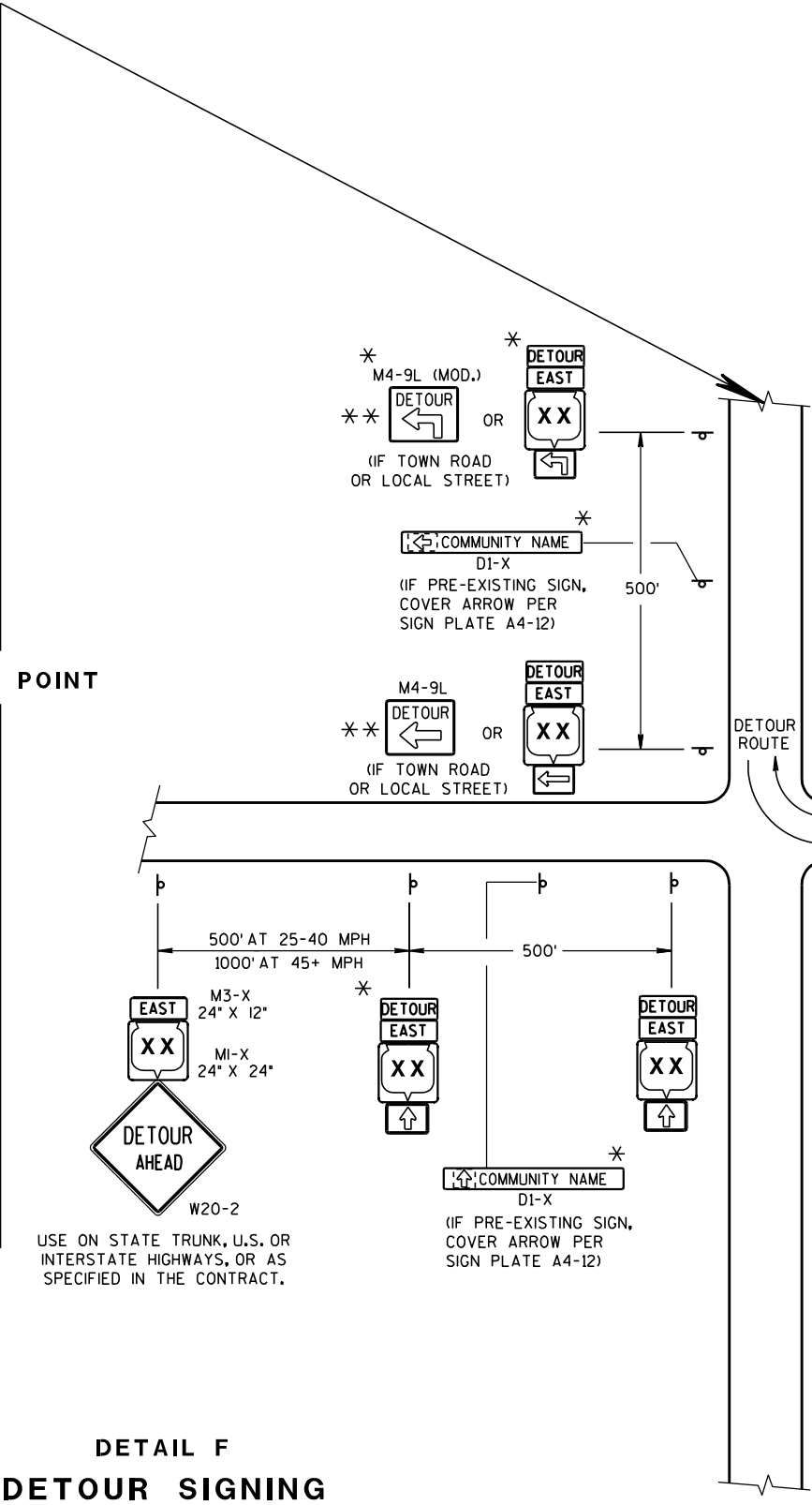
M1-4 OR COUNTY M1-5A OR M1-6

M05-1 OR M06-1 OR M06-1

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT

DETAIL F
DETOUR SIGNING



GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)

M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)

M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-9 SHALL BE 30" X 24".

M4-8a SHALL BE 24" X 18".

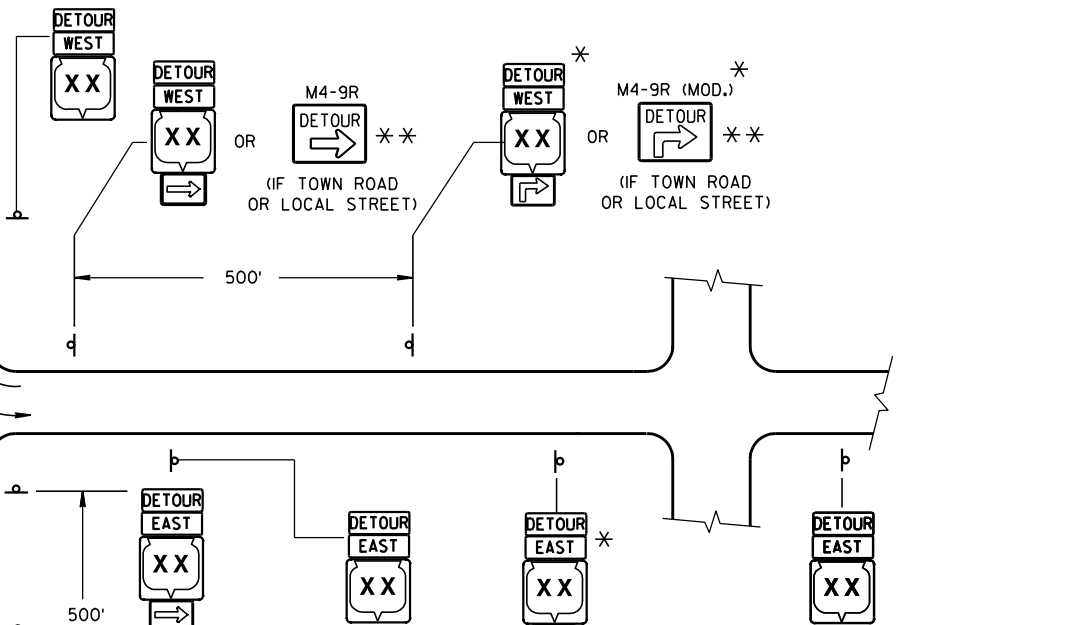
G20-51 SHALL BE 60" X 24".

W20-2 SHALL BE 48" X 48".

D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

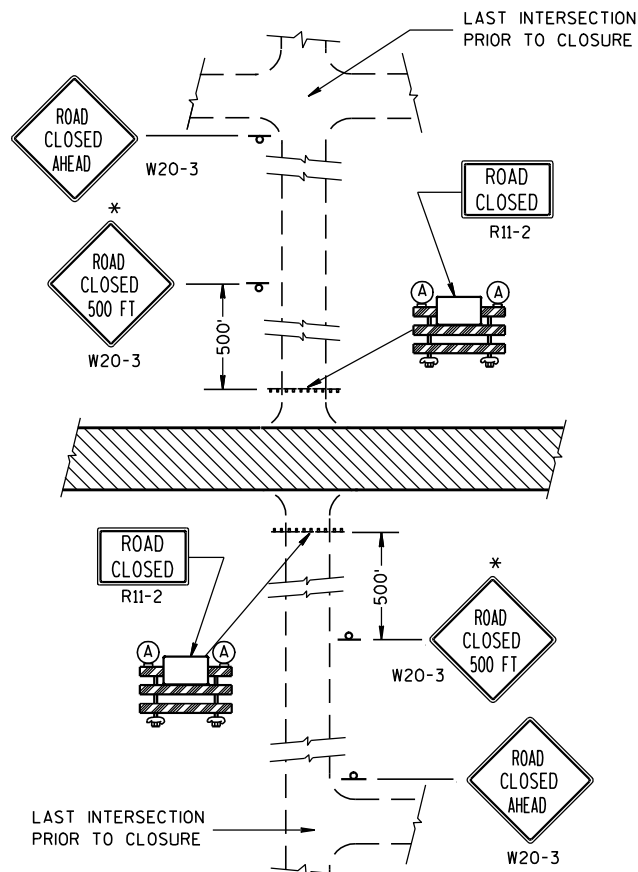


PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA.)

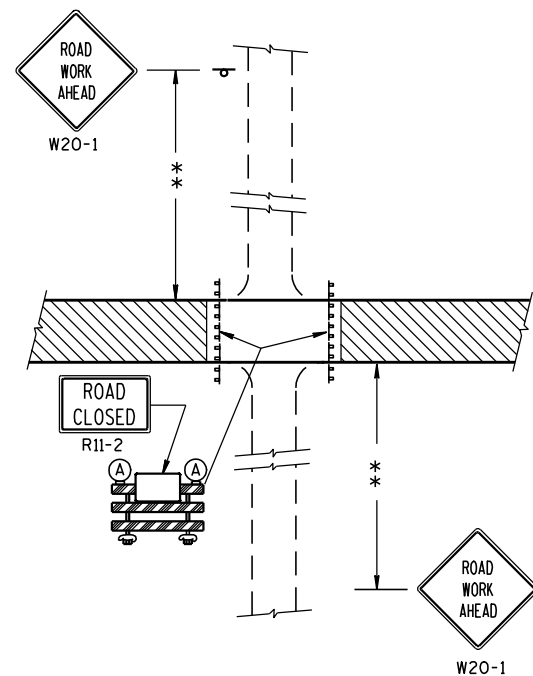
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

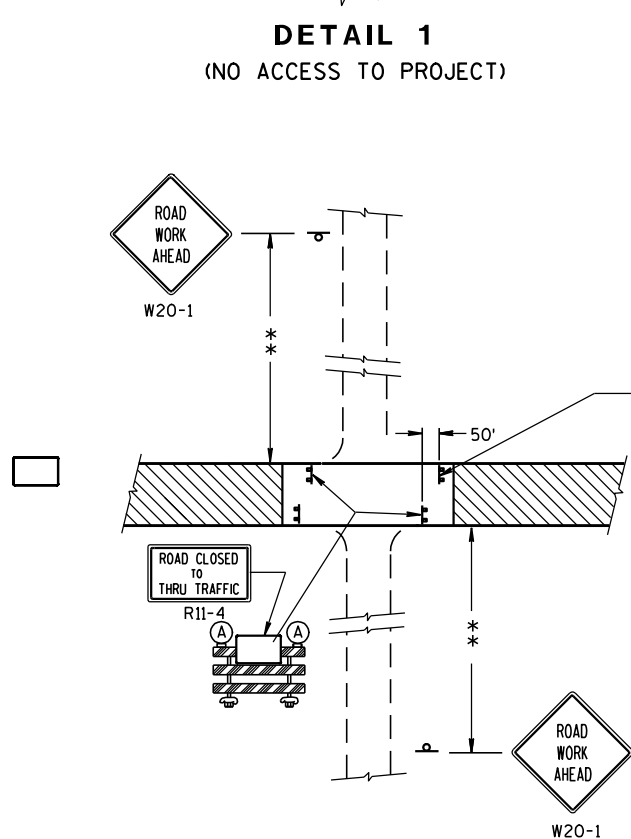
APPROVED
9-16-03 DATE /S/ Thomas N. N... CHIEF SIGNS AND MAR 90 INEER
FHWA



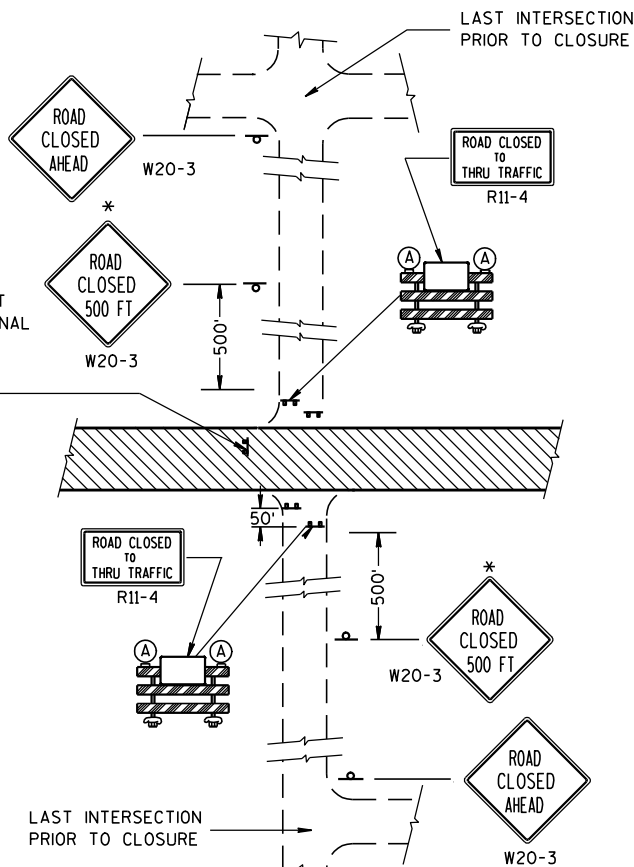
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

⌋ POST MOUNTED WARNING SIGN

⌋ TYPE III BARRICADES

Ⓐ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)

▨ WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

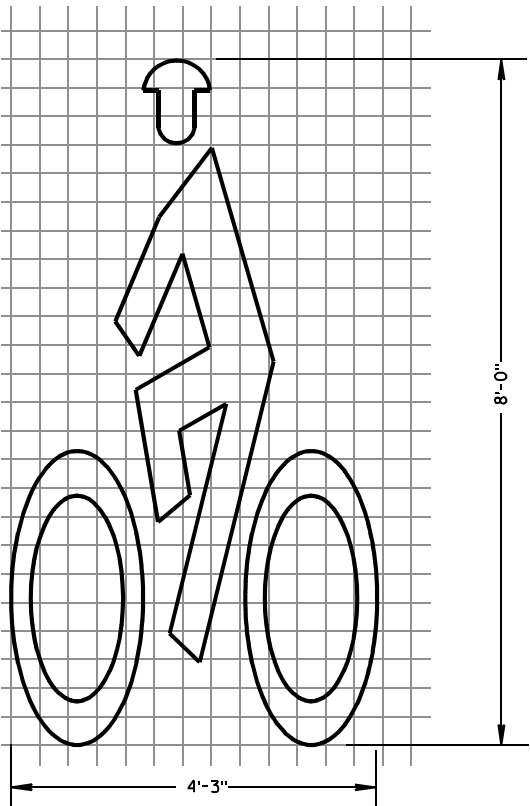
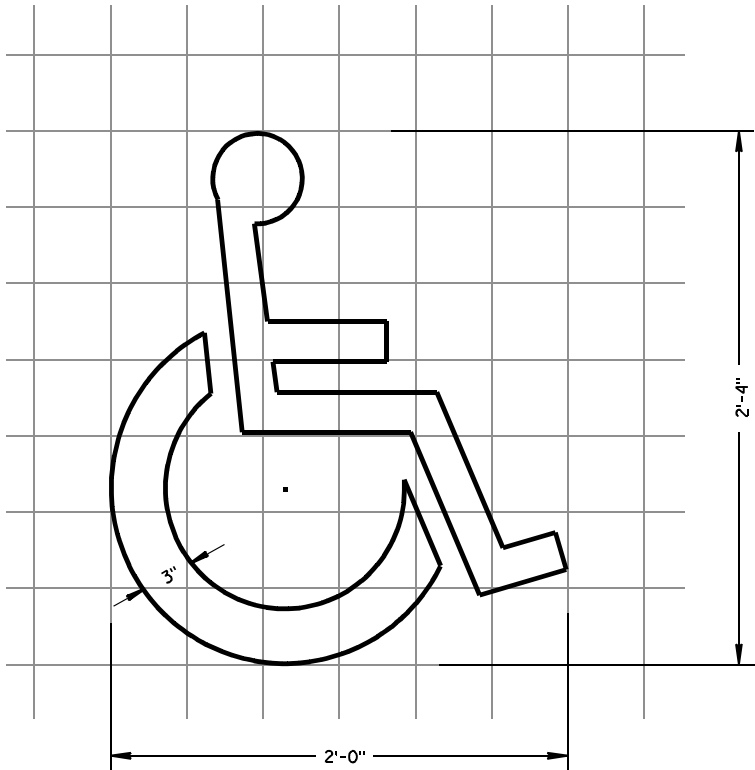
9-16-03

DATE

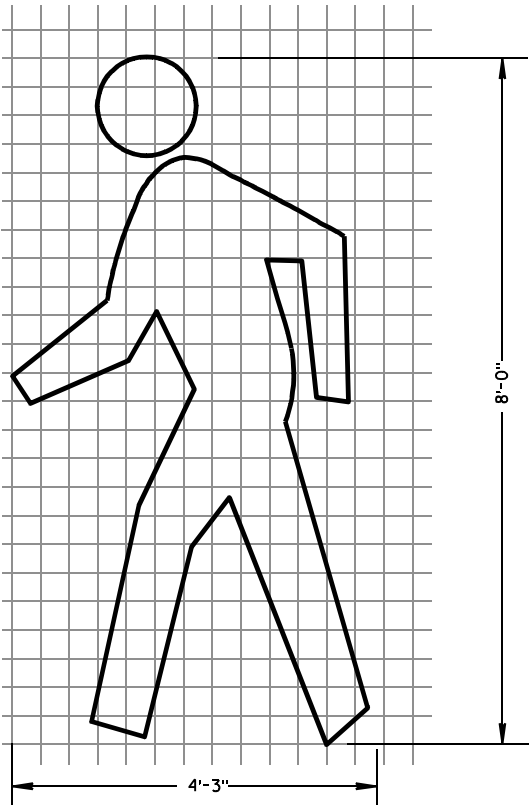
FHWA

/S/ Thomas N. N...
CHIEF SIGNS AND MAR 91

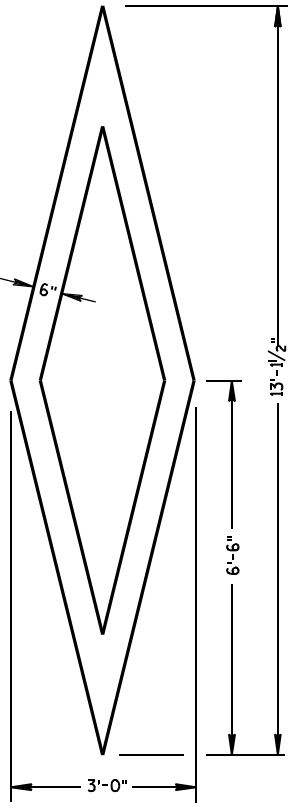
INEER



BIKE CROSSING SYMBOL



PEDESTRIAN SYMBOL



PREFERENTIAL
LANE SYMBOL

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.

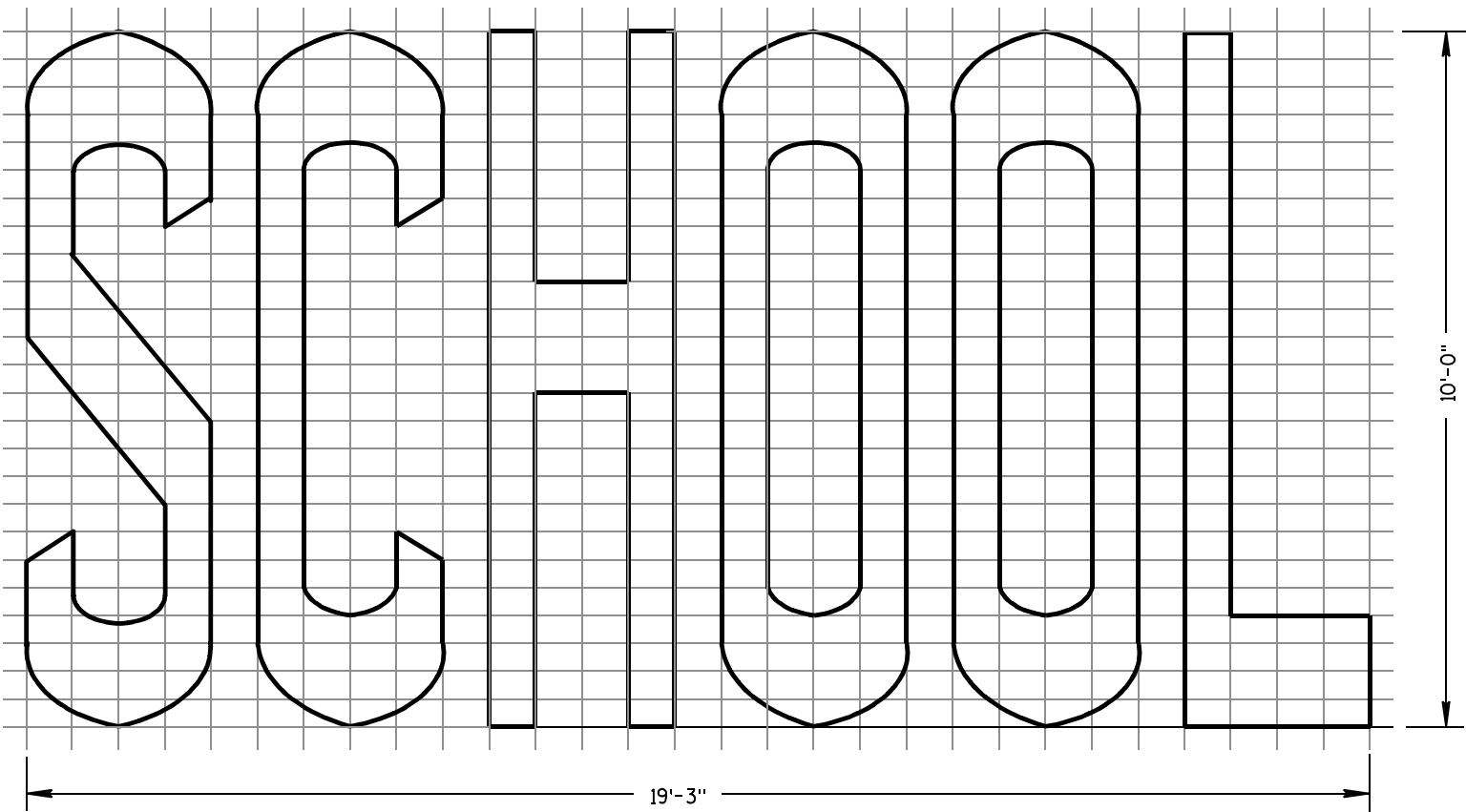
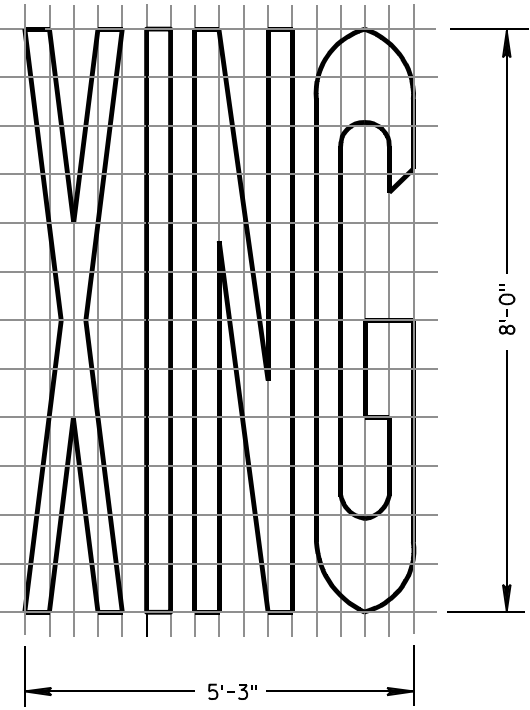
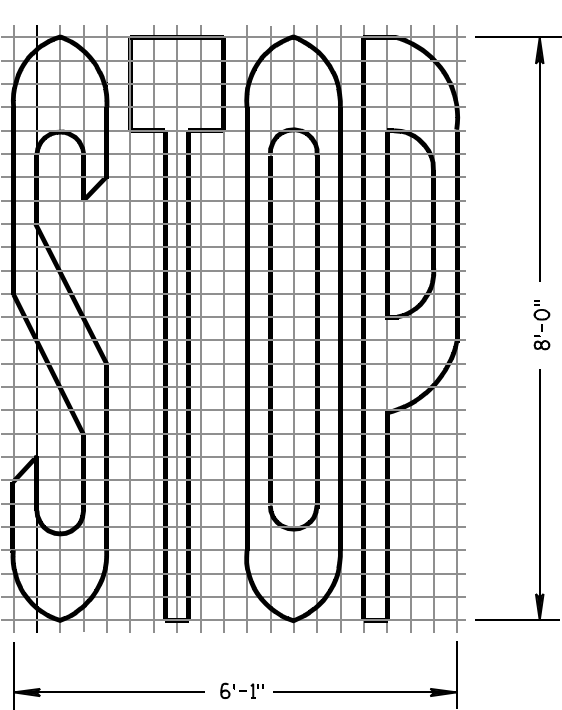
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

PAVEMENT MARKING SYMBOLS		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED 7/1/11 DATE	/S/ Thomas N. Nathan STATE TRAFFIC ENGINEER	IGN
FHWA		

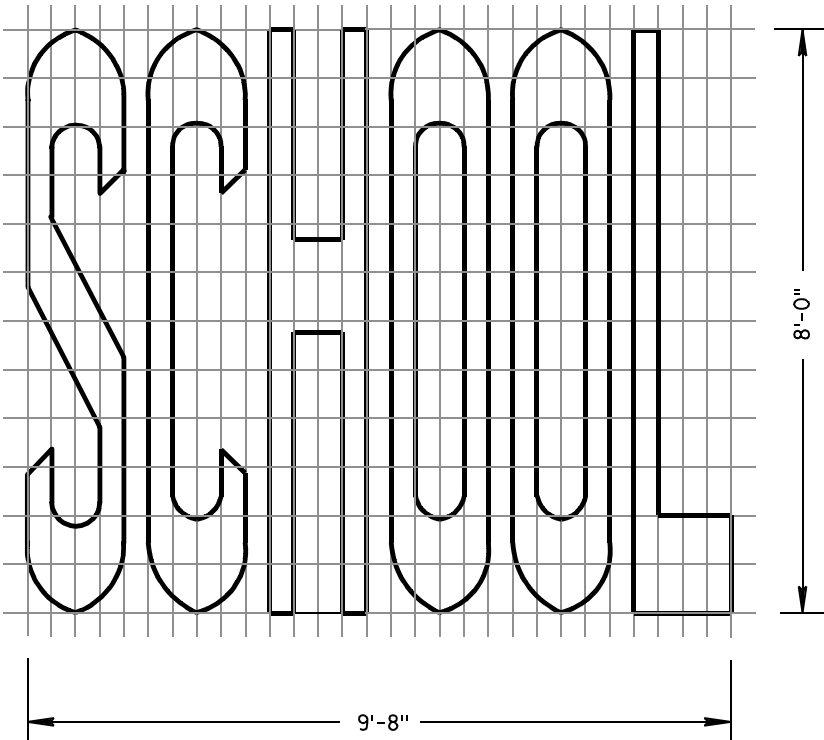
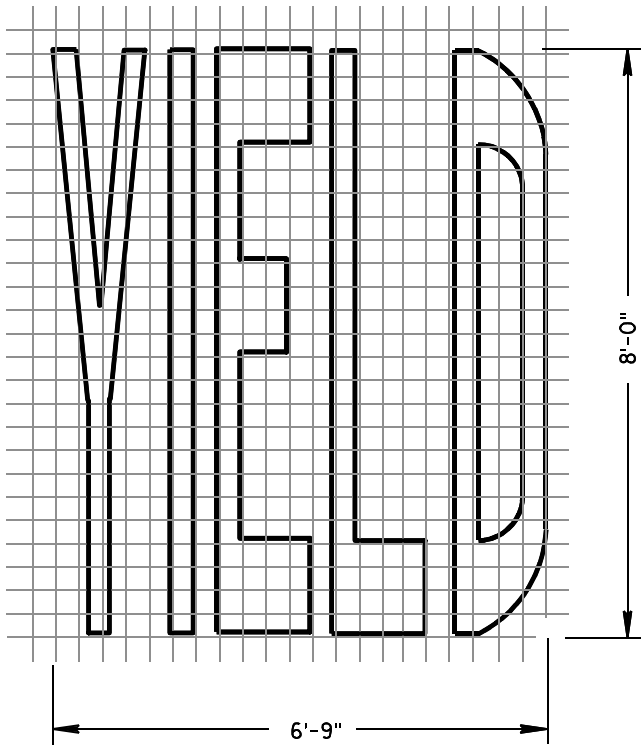
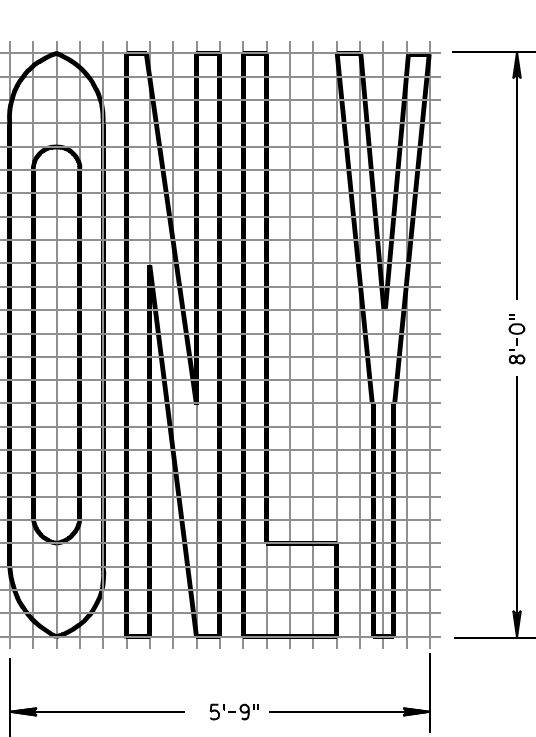
GENERAL NOTES

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

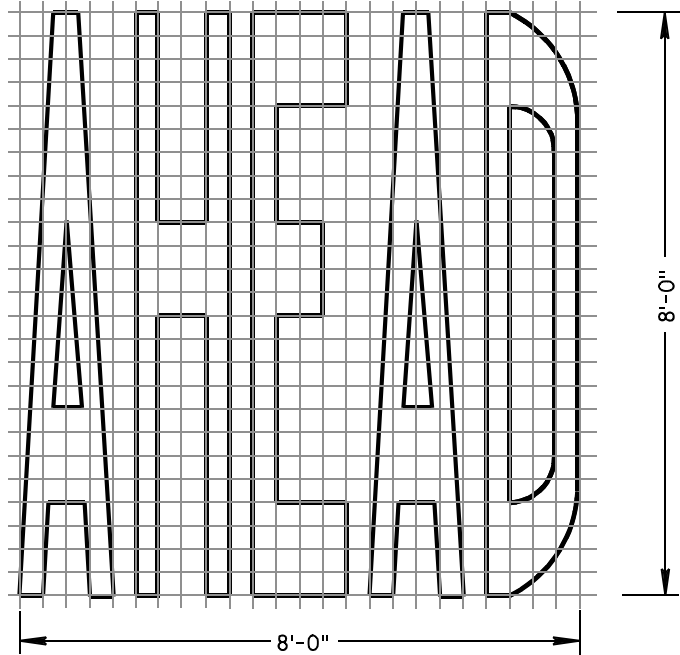
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

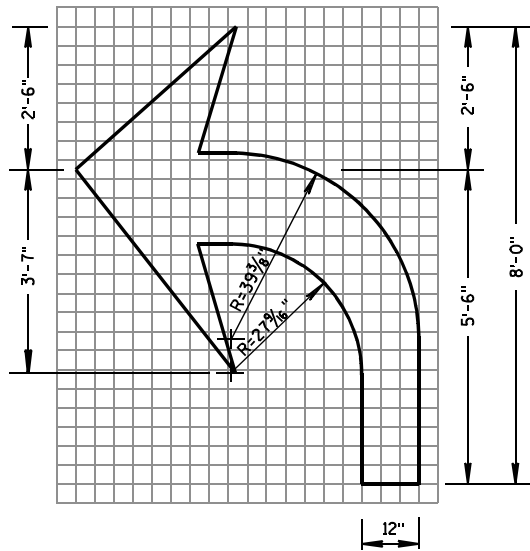
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

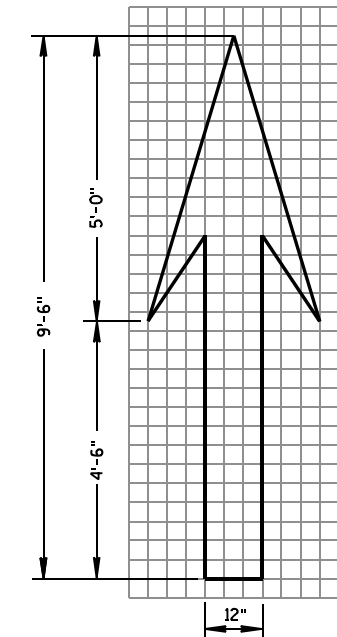
7-1-11
DATE

/S/ Thomas N. Nothmann
STATE TRAFFIC ENGINEER 93 IGN

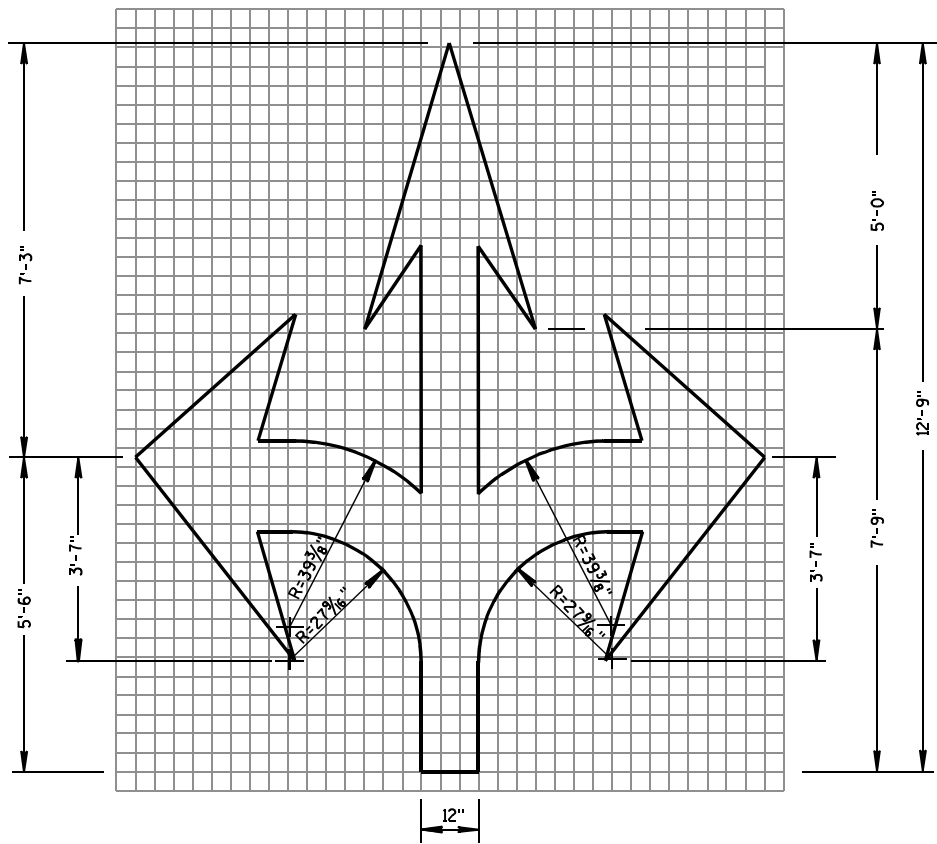
FHWA



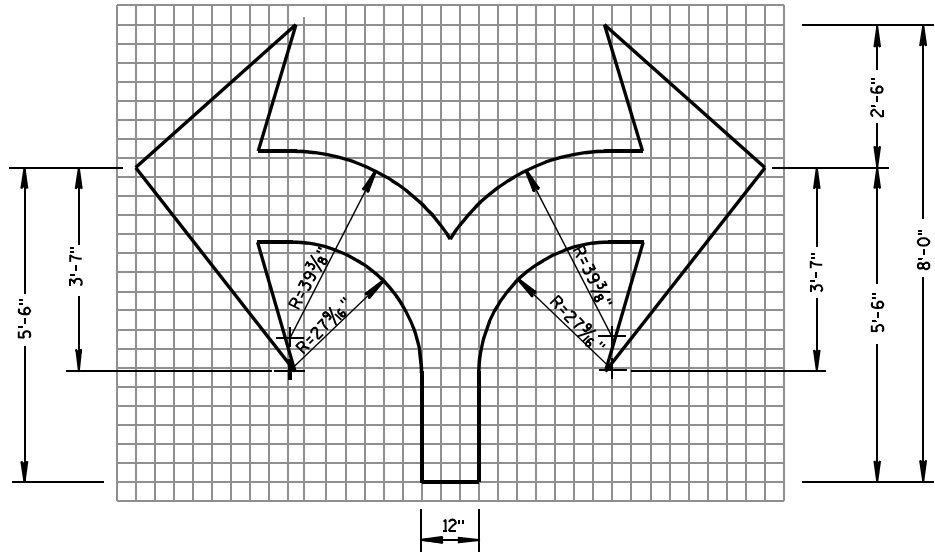
TYPE 2



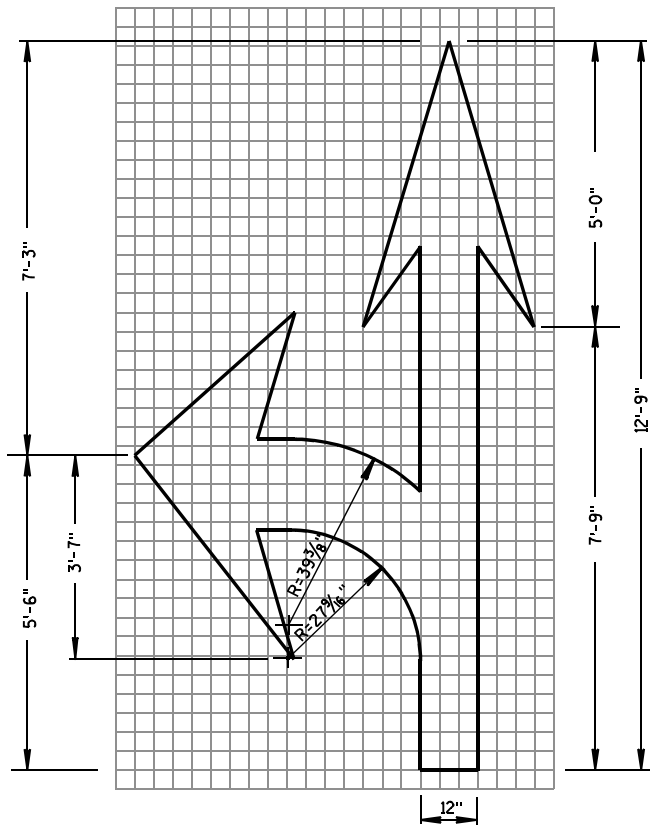
TYPE 1



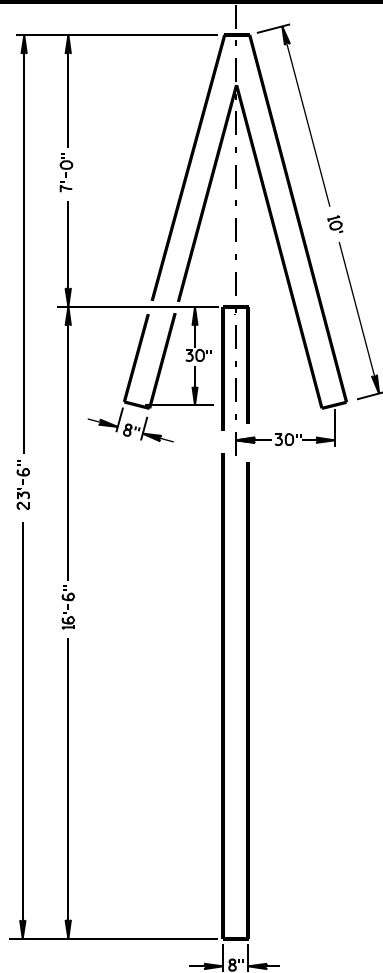
TYPE 6



TYPE 7



TYPE 3

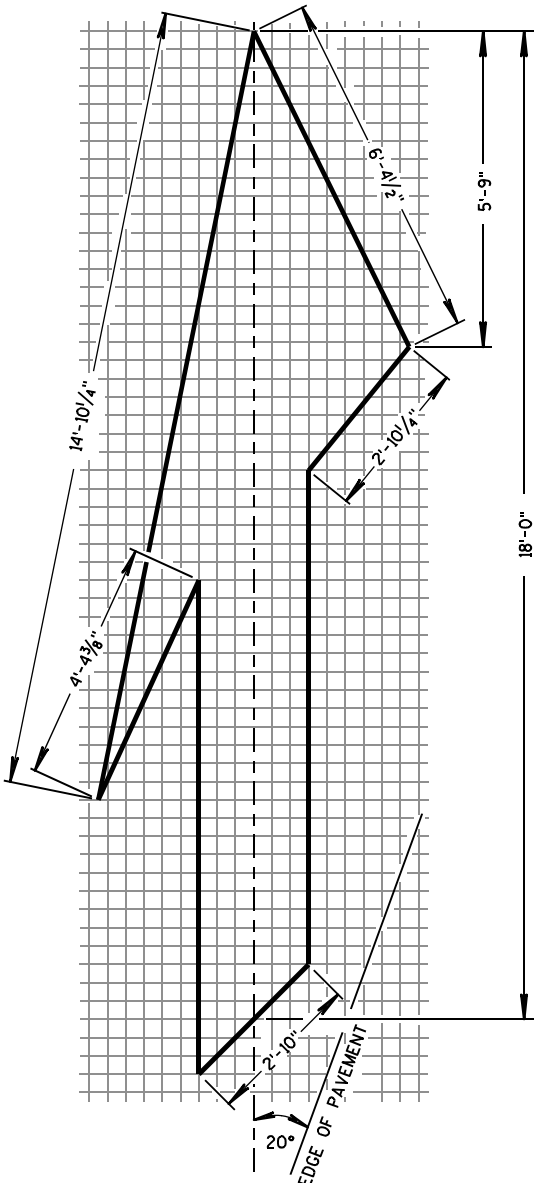


TYPE 4

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

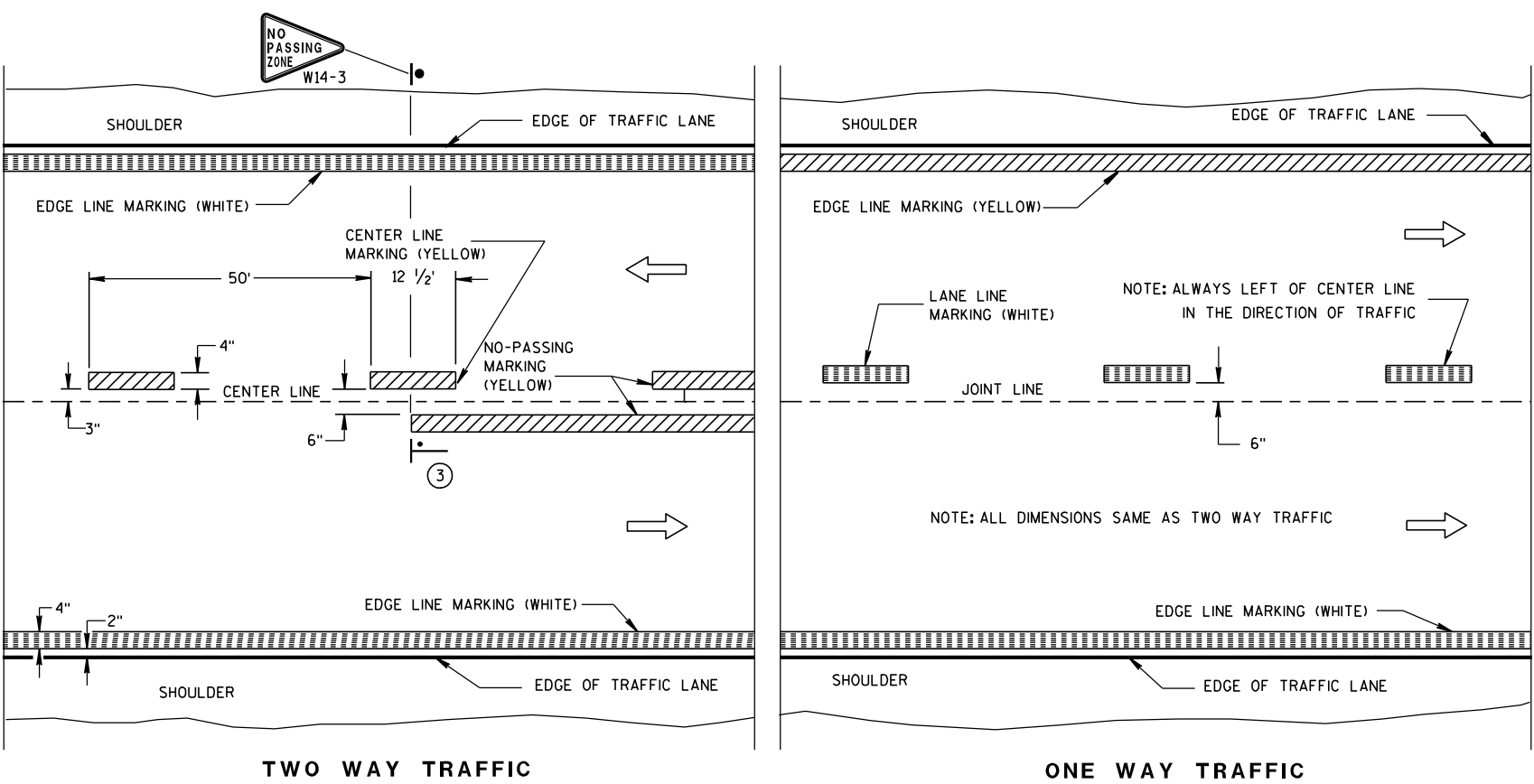
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

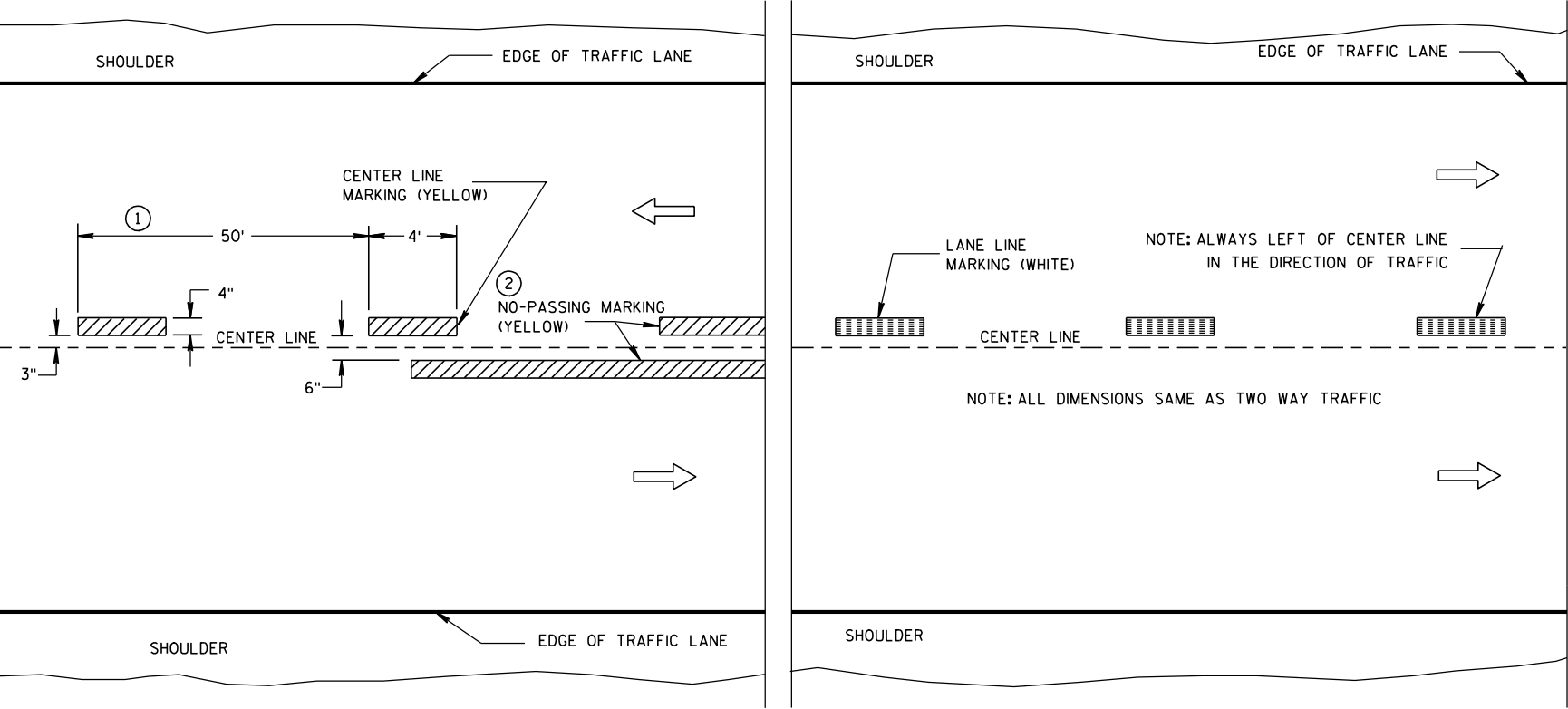
7/1/11
DATE

/S/ Thomas N. Nathahn
STATE TRAFFIC ENGINEER 94 SIGN

FHWA



PERMANENT PAVEMENT MARKING



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

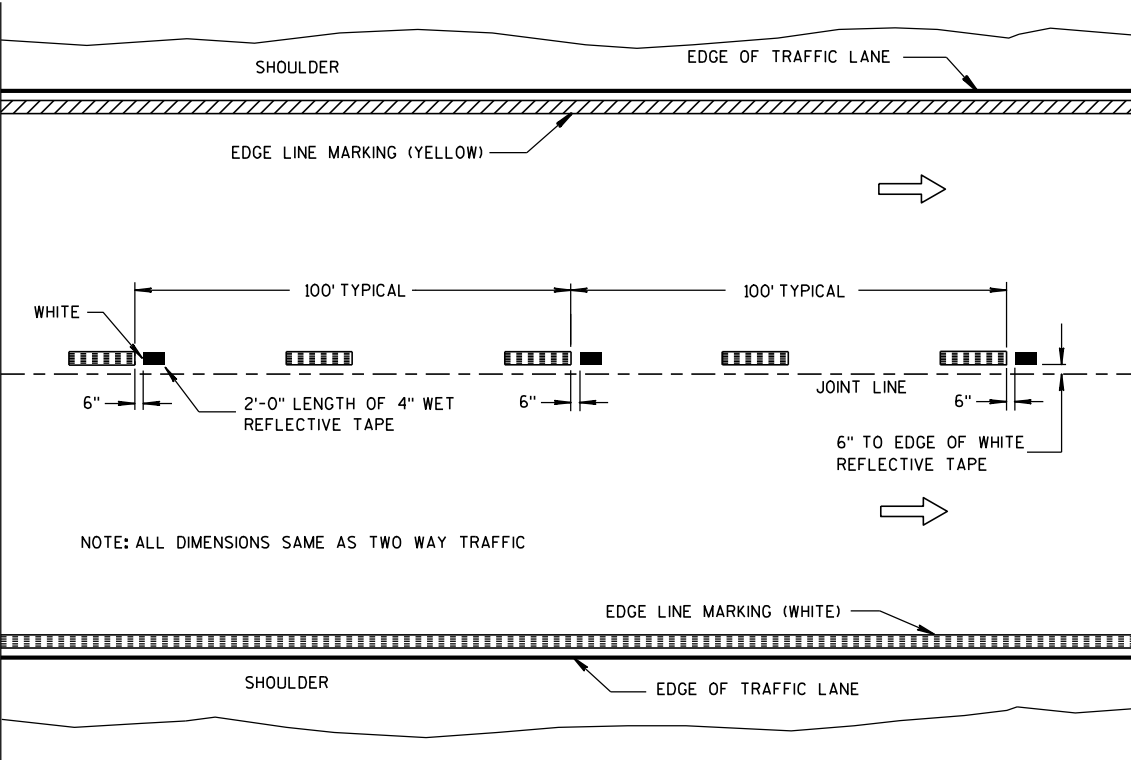
GENERAL NOTES

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

- 1 HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- 2 NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- 3 NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

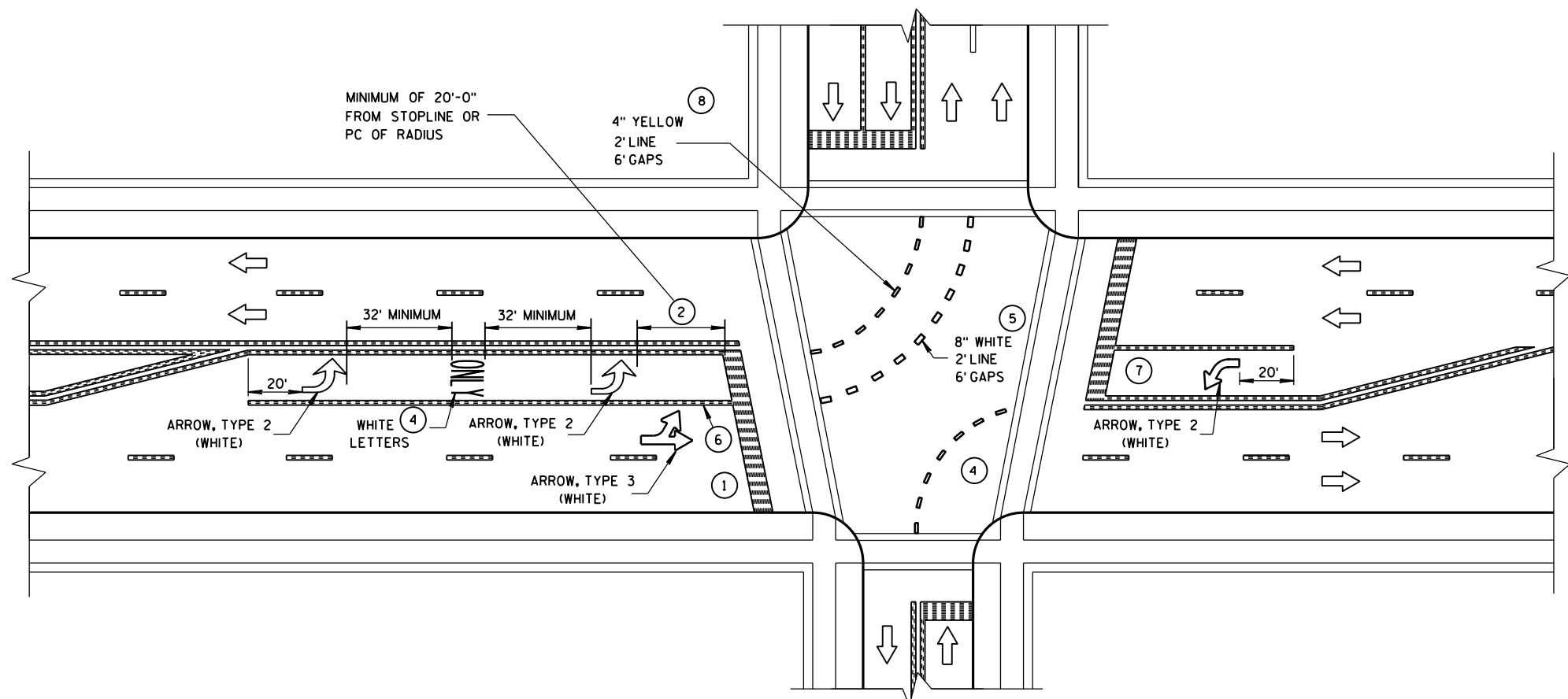


WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

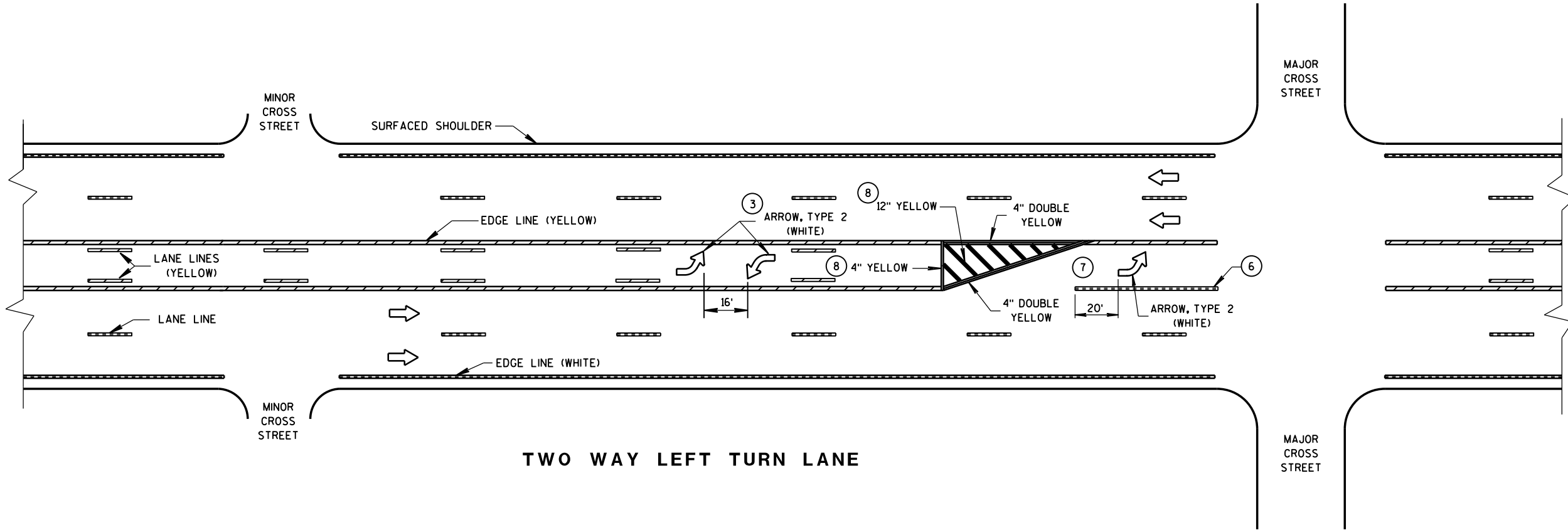
PAVEMENT MARKING (MAINLINE)			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 6-23-11 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINE 95	ESIGN	
FHWA			



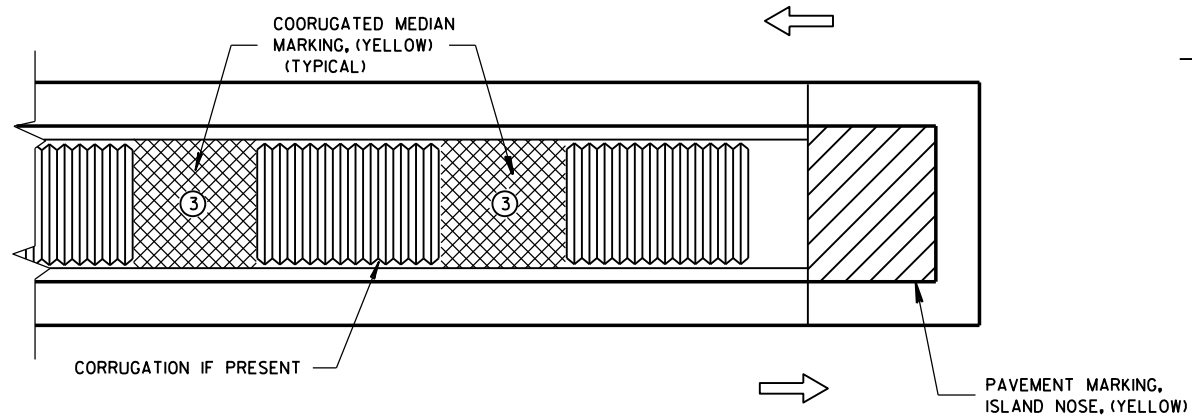
GENERAL NOTES

- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA ARROW AND ONLY PER 160' OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108'.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

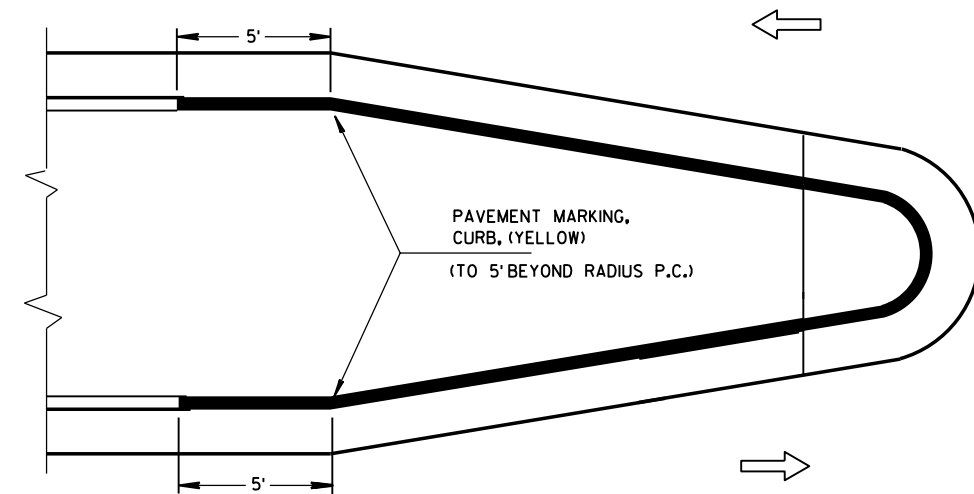
NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL



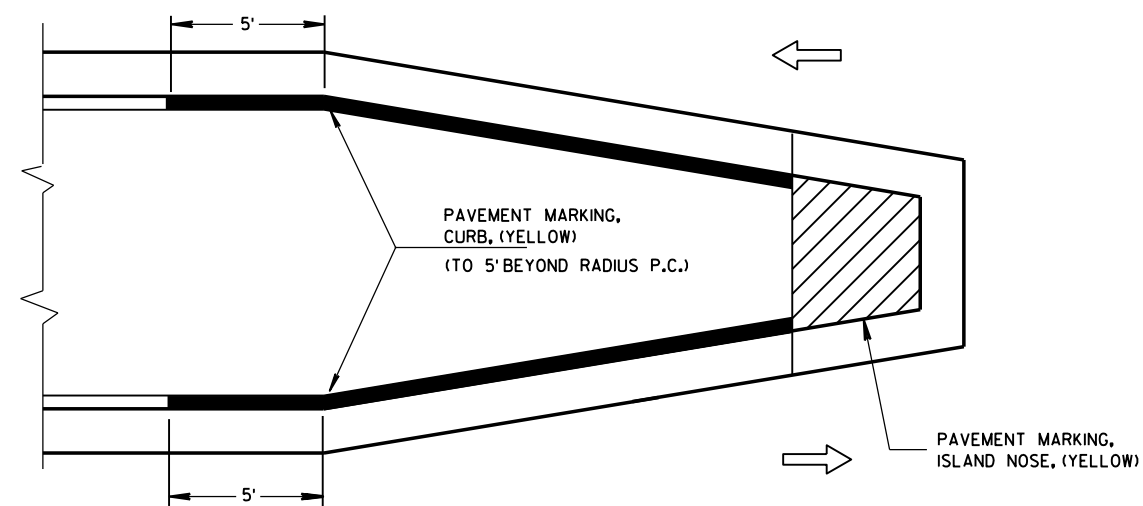
PAVEMENT MARKING (LEFT TURN LANE)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

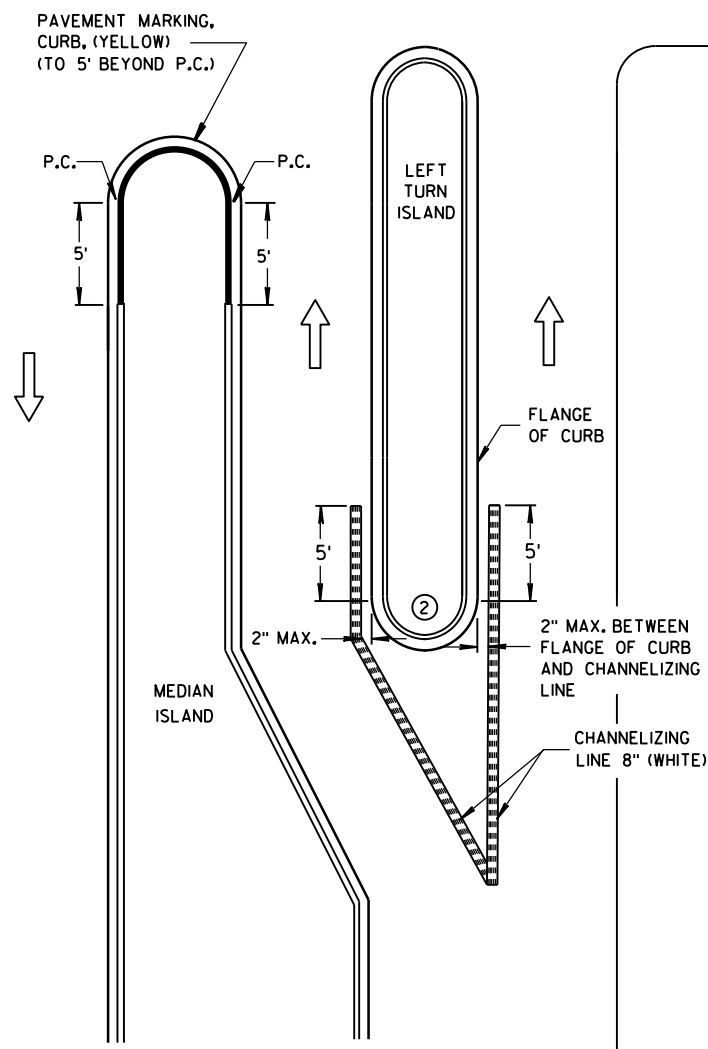


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

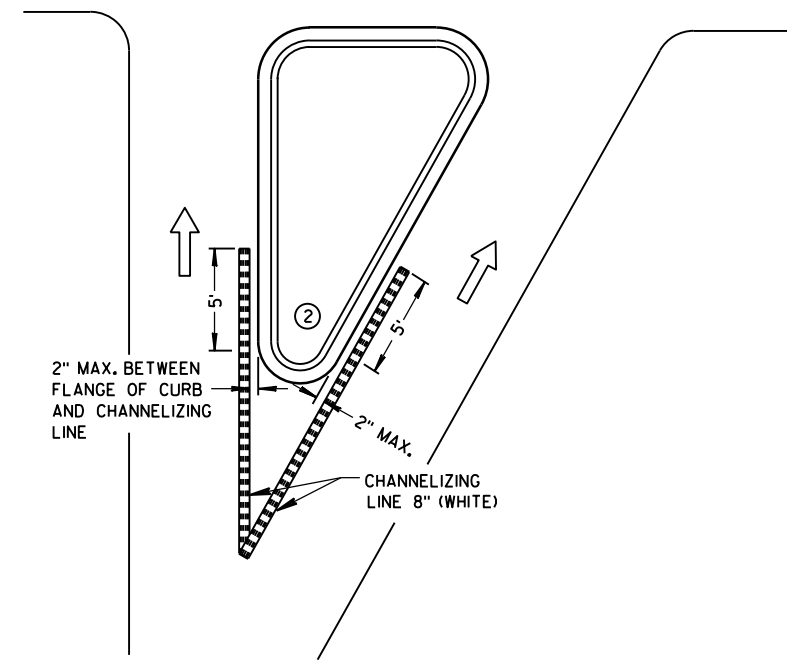
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



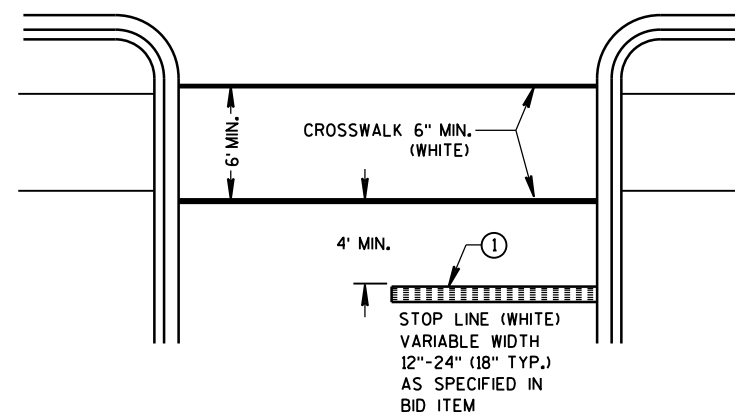
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- ① STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- ③ WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN, THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND



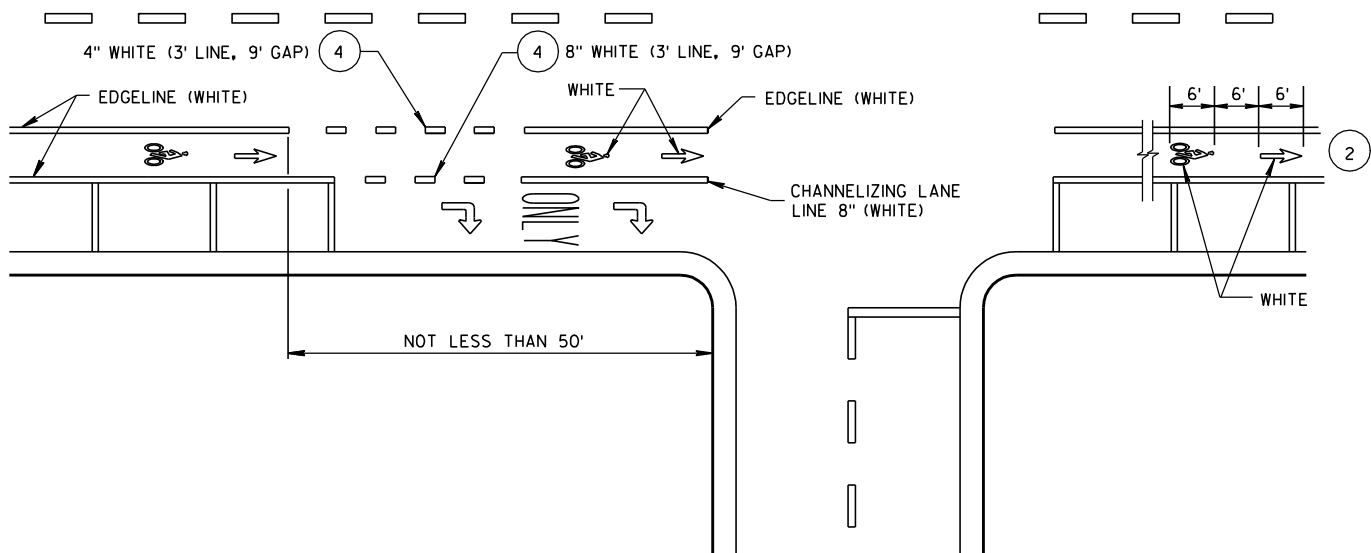
STOP LINE AND CROSSWALK

LEGEND

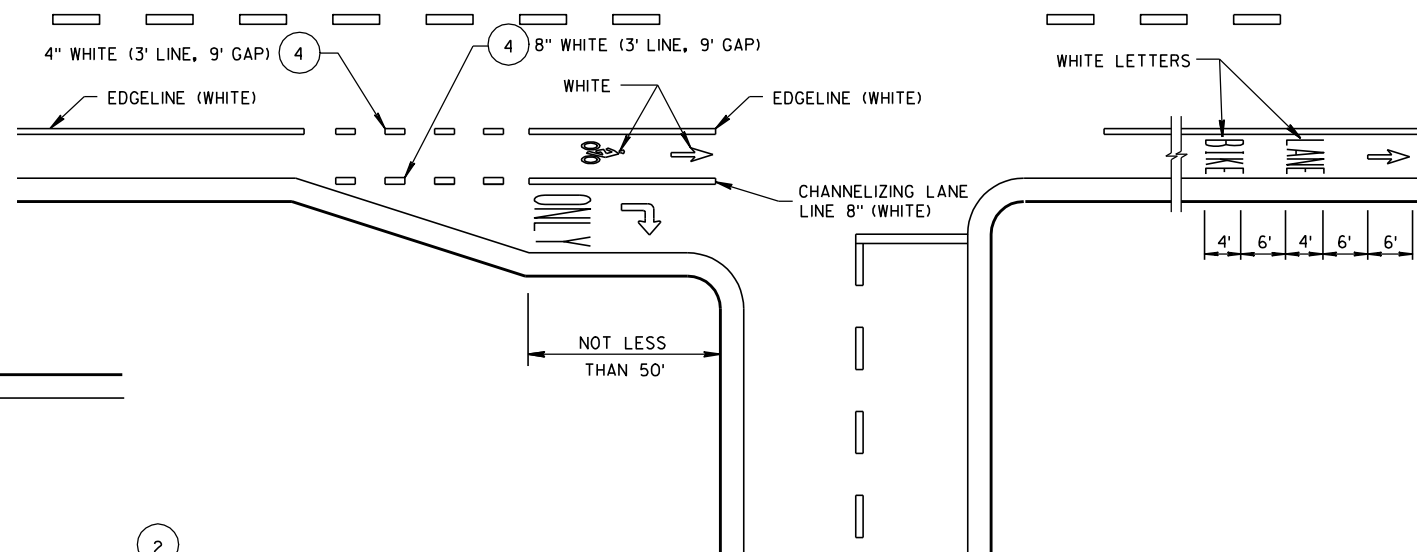
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

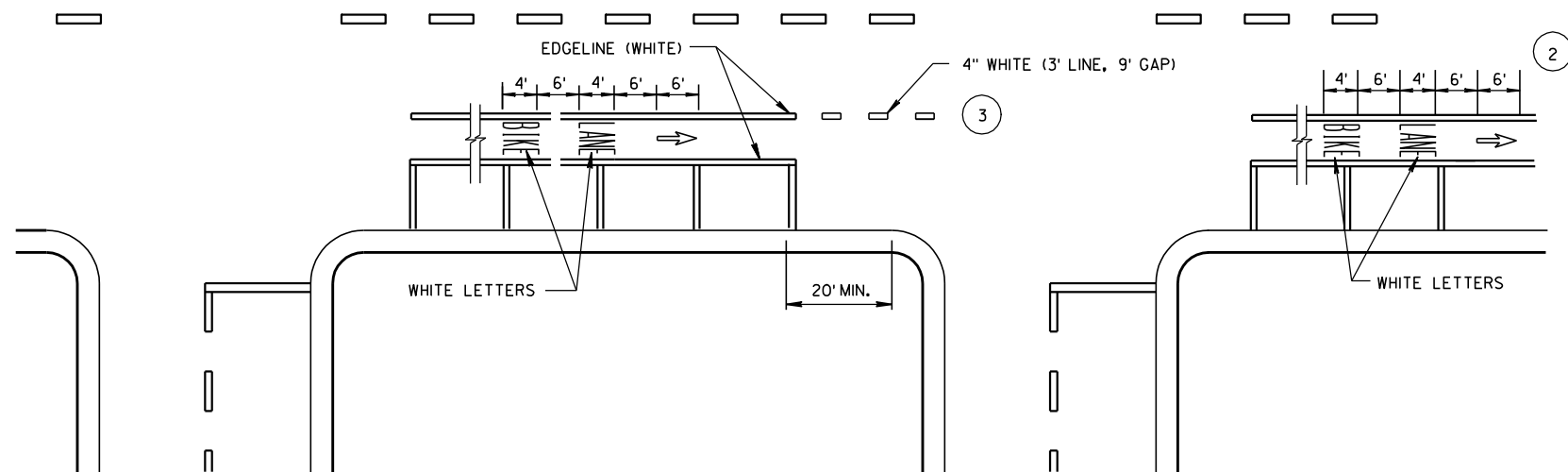
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DESIGNATED BICYCLE LANE



DESIGNATED BICYCLE LANE NO PARKING, RIGHT TURN LANE



DESIGNATED BICYCLE LANE WITH PARKING, NO RIGHT TURN LANE

GENERAL NOTES

- ① DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- ② THE SERIES OF PAVEMENT MARKING SYMBOLS SHALL BE REPEATED AFTER INTERSECTIONS AND SPACED A MAXIMUM OF 250'. NO PAVEMENT MARKING WILL TAKE PLACE IN THE CROSSWALK.
- ③ DOTTED LINES SHOULD BE USED 50' TO 200' IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
- ④ WHEN SPECIFIED IN THE CONTRACT.

URBAN BICYCLE LANE MARKING

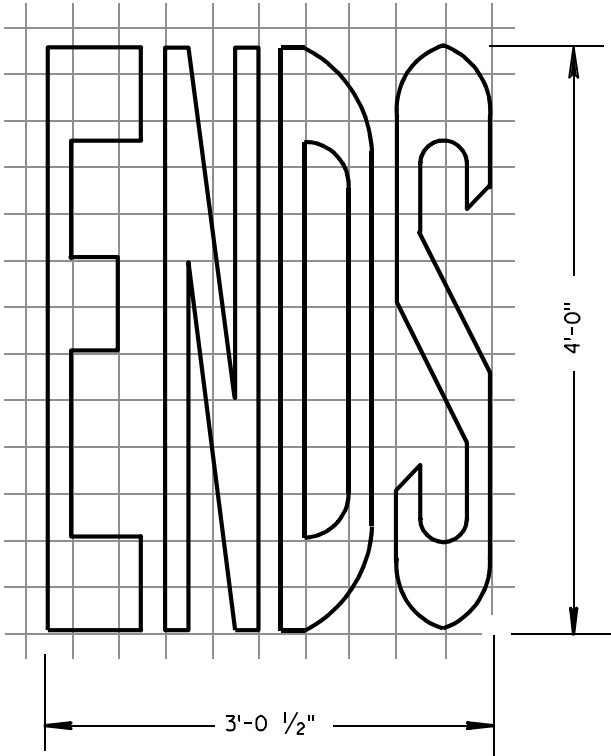
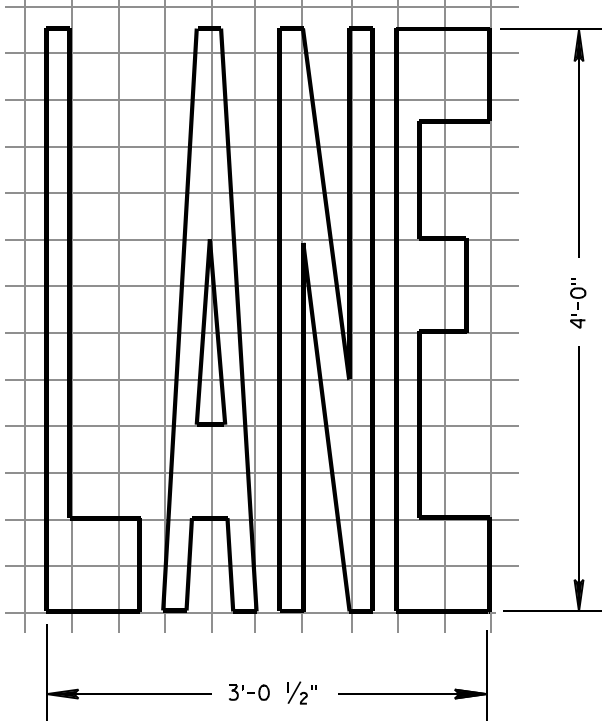
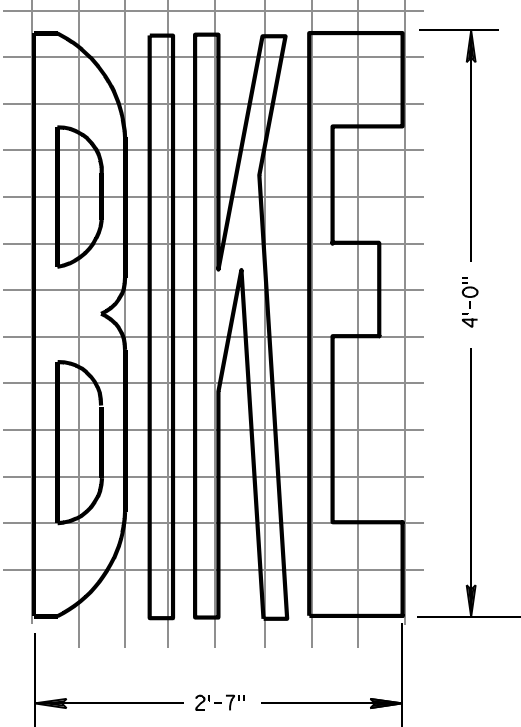
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE 2/6/2012 /S/ Thomas N. Neumann
STATE TRAFFIC ENGINEER 98 SIGN
FHWA

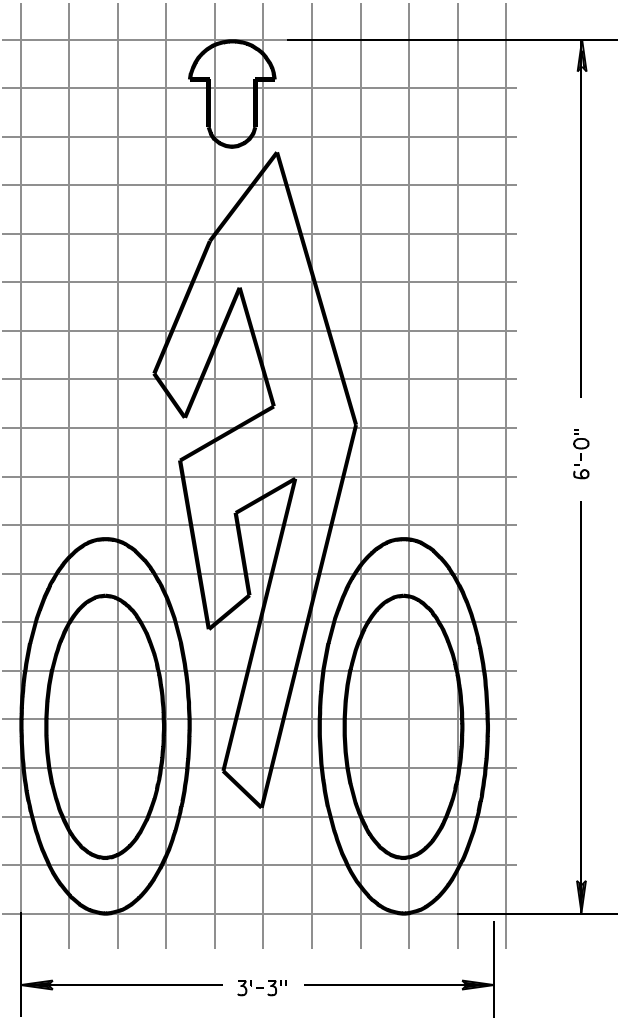
GENERAL NOTES

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

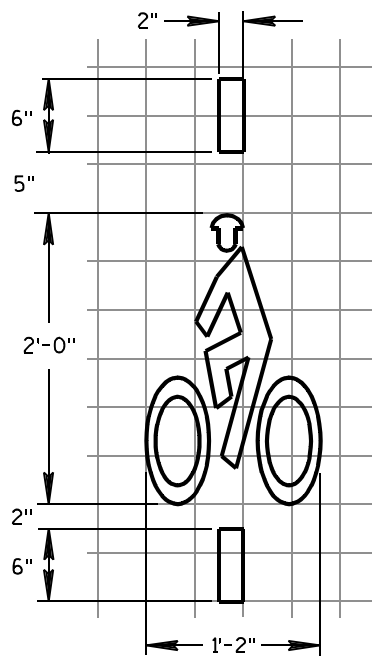
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



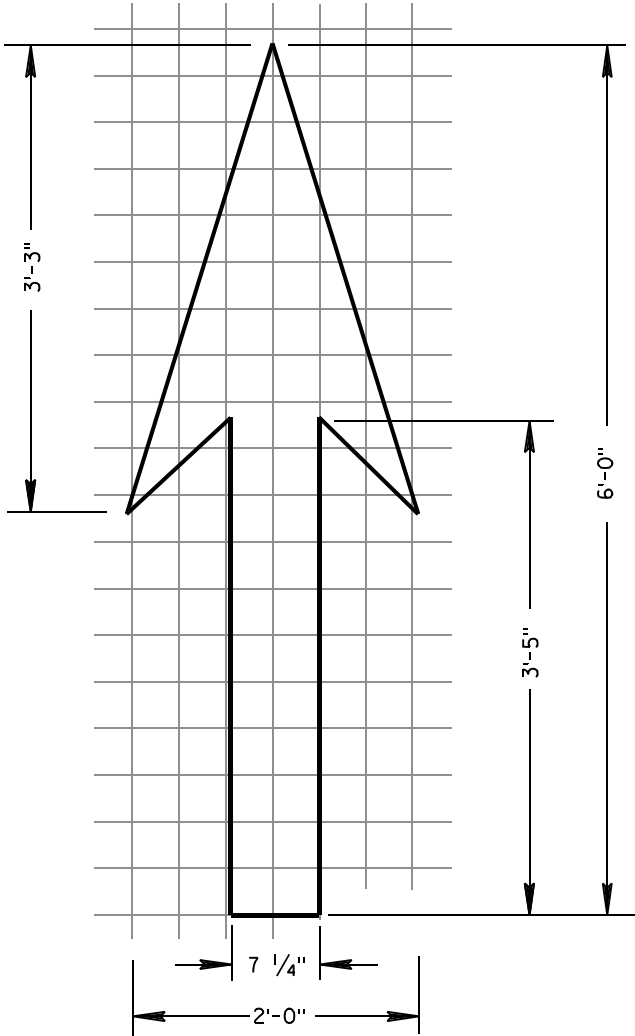
BIKE LANE WORDS



BIKE LANE SYMBOL



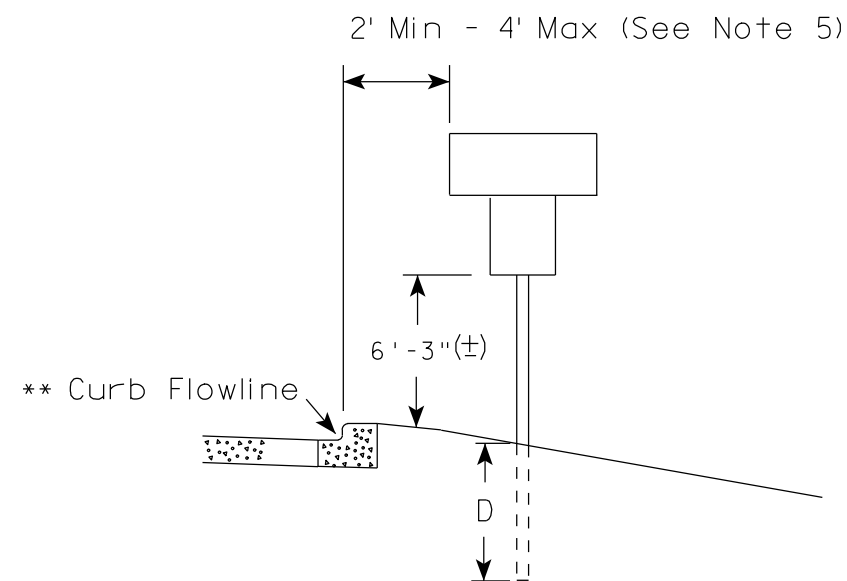
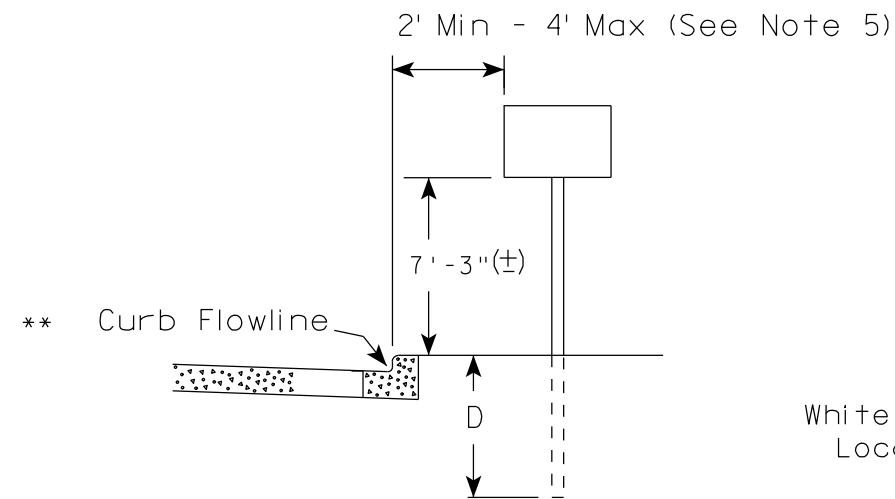
BICYCLE DETECTOR
PAVEMENT MARKING



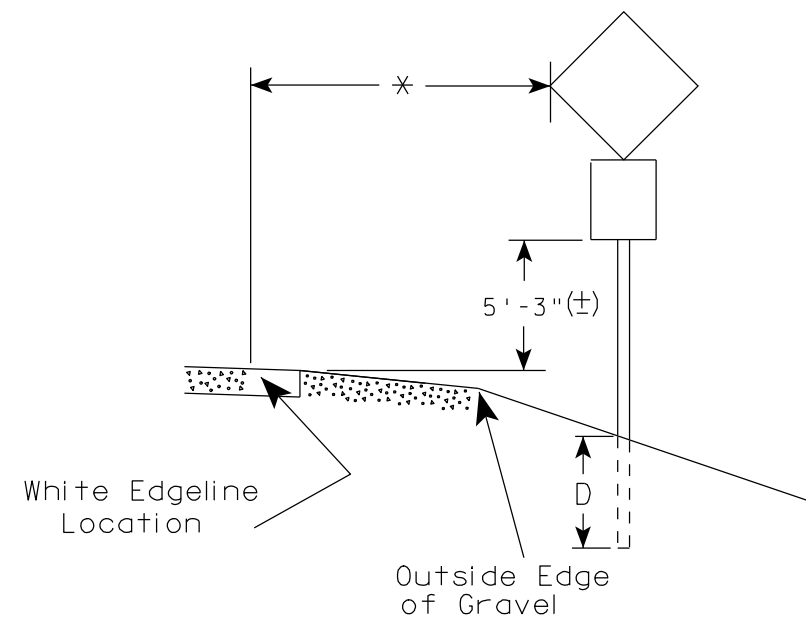
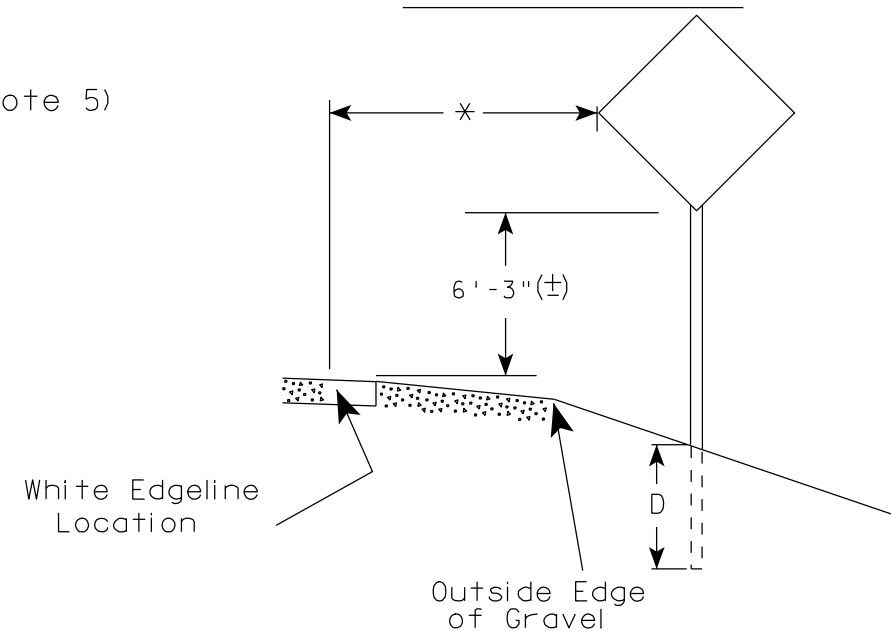
BIKE LANE ARROW

PAVEMENT MARKING FOR BIKE LANES			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED	2-6-2012	/S/ Thomas N. Neumann	
	DATE	STATE TRAFFIC ENGINEER	99 GN
FHWA			

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

✱✱ The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-3.16

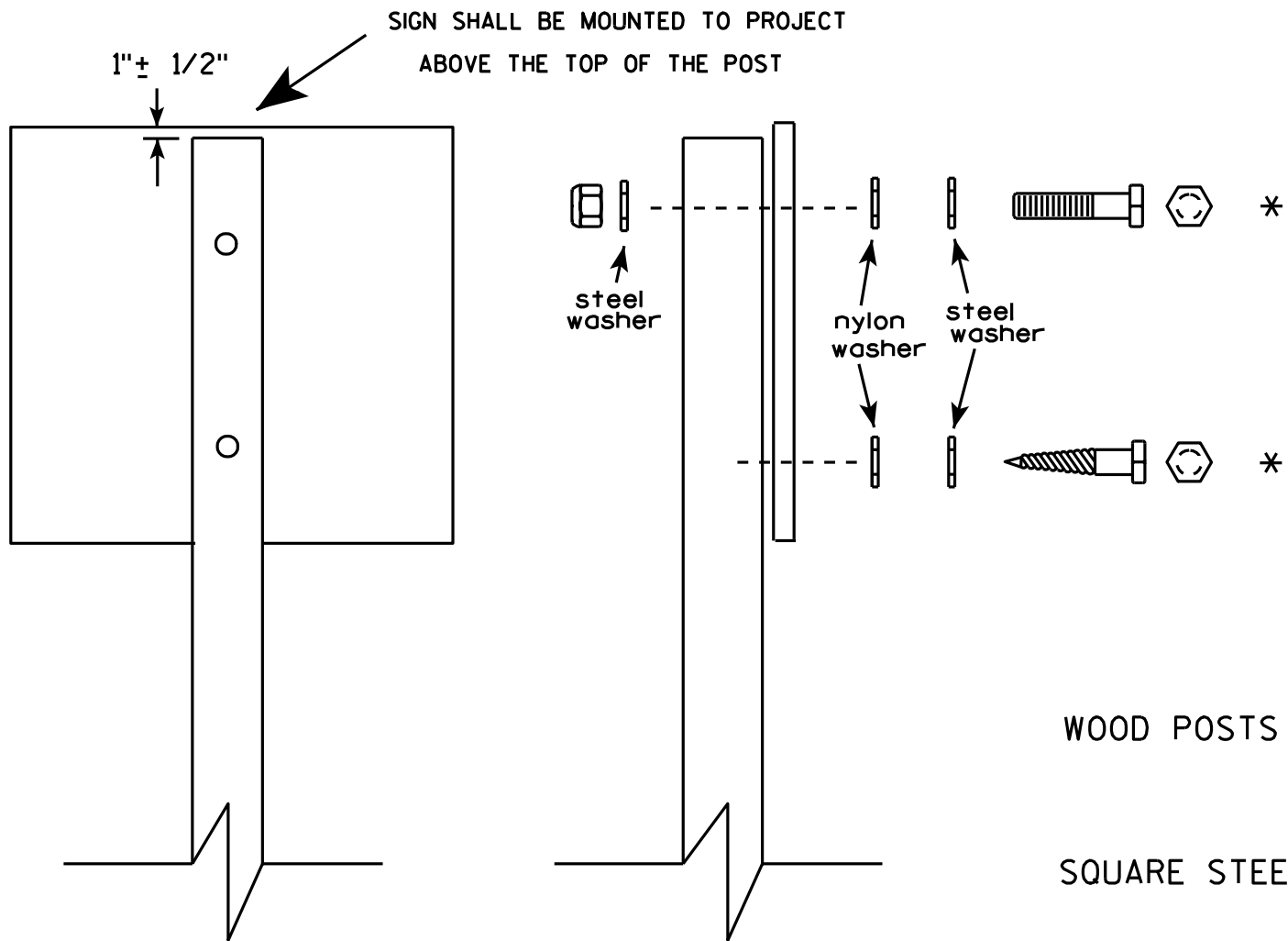
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 100

E

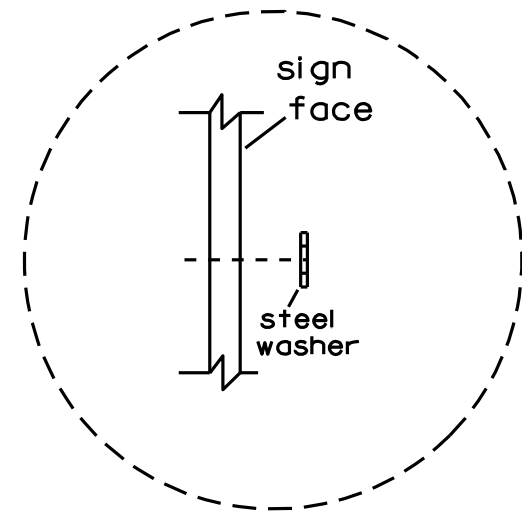


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
- SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



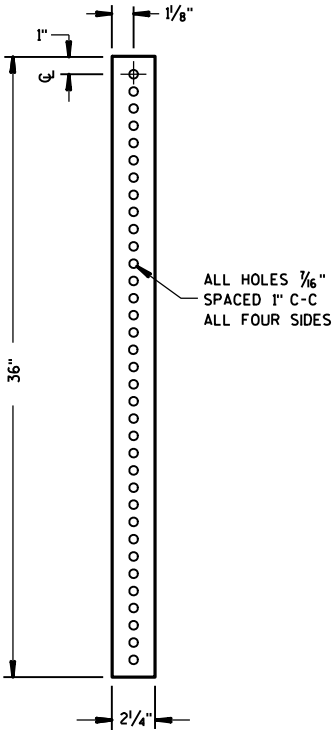
Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

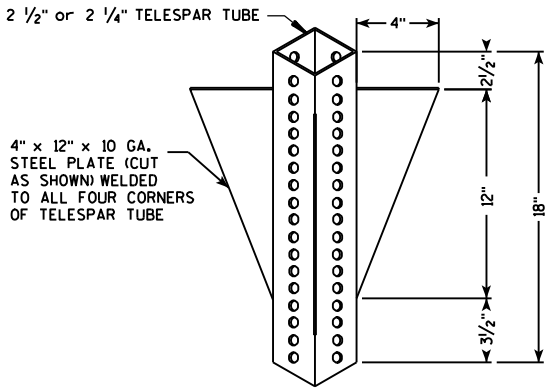
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

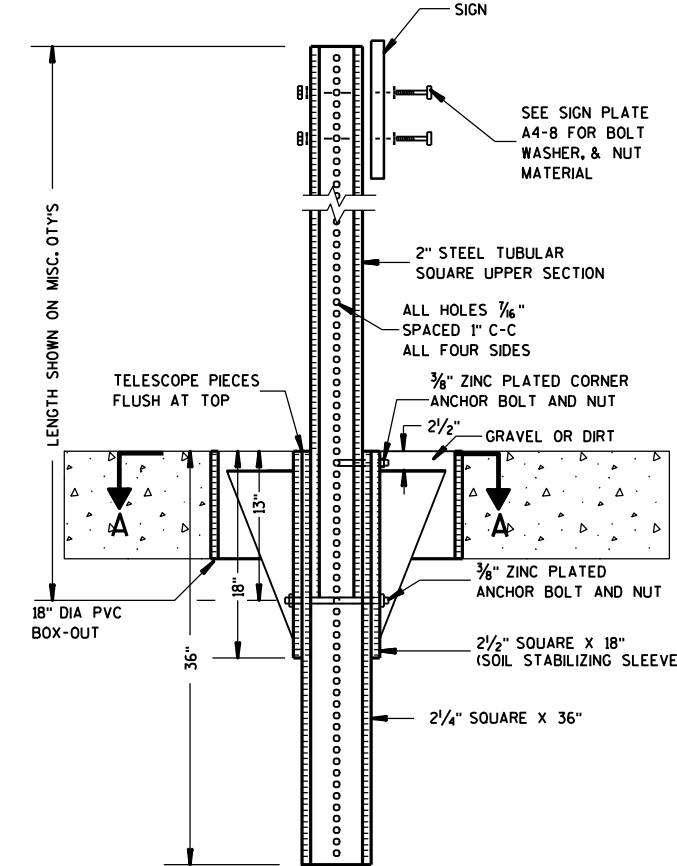
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



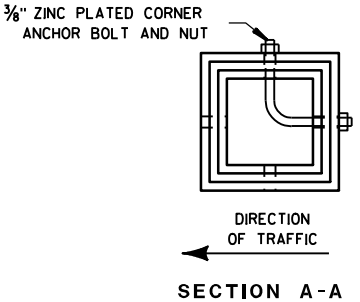
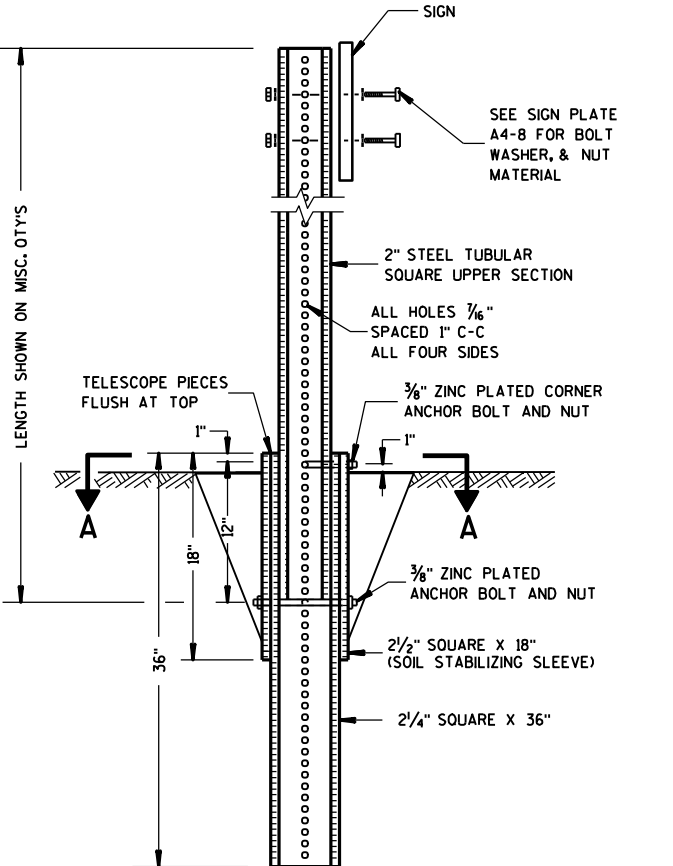
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



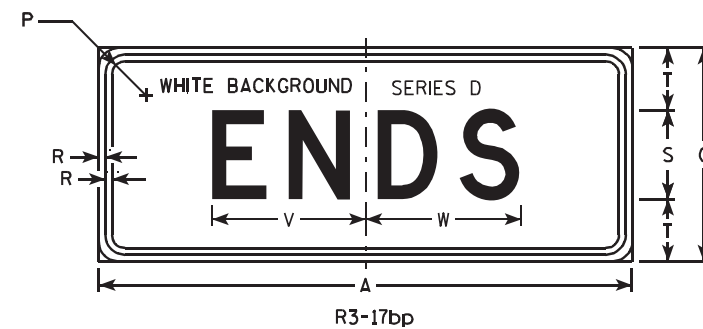
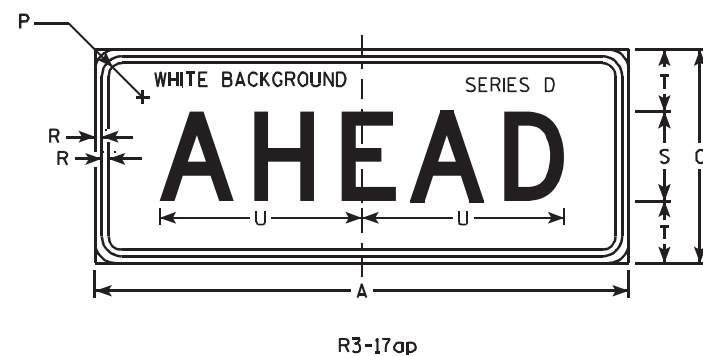
Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 5/30/12 PLATE NO. A4-9.7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - AS SHOWN
Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17b Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

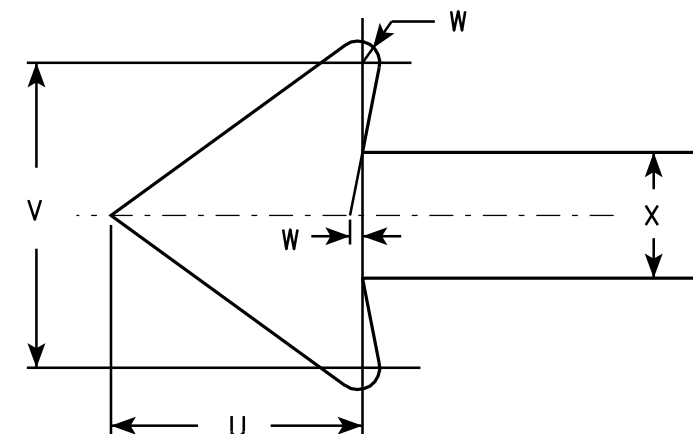
DATE 4/12/2011 PLATE NO. R3-17.2



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: HWY: COUNTY: SHEET NO: 104 E

CAPITOL DRIVE EARTHWORK

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
10+73.65	9.59	96.54	0.00	0.00	0.00	0.00	0.00
11+00.00	7.25	106.52	8.21	99.09	8.21	99.09	90.87
11+16.94	6.58	115.41	4.34	69.61	12.55	168.70	156.14
11+50.00	8.91	120.61	9.49	144.51	22.04	313.21	291.17
11+80.12	5.37	138.12	7.97	144.32	30.01	457.53	427.52
12+00.00	12.31	136.28	6.51	101.01	36.52	558.54	522.02
12+30.12	8.71	153.24	11.72	161.48	48.24	720.02	671.78
12+50.00	13.96	144.42	8.35	109.59	56.59	829.61	773.02
12+78.49	12.15	148.72	13.77	154.64	70.36	984.25	913.89
13+00.00	23.71	132.60	14.28	112.08	84.64	1096.33	1011.69
13+34.26	18.42	140.38	26.72	173.18	111.37	1269.52	1158.15
13+50.00	20.98	131.42	11.49	79.24	122.85	1348.75	1225.90
13+90.76	12.54	144.46	25.30	208.23	148.15	1556.98	1408.84
14+00.00	10.95	146.48	4.02	49.79	152.17	1606.77	1454.61
14+36.10	8.69	154.04	13.13	200.89	165.29	1807.67	1642.37
14+50.00	13.72	140.32	5.77	75.78	171.06	1883.45	1712.38
14+80.52	6.46	155.72	11.41	167.30	182.47	2050.75	1868.28
15+00.00	22.54	147.02	10.46	109.23	192.93	2159.98	1967.04
15+25.11	11.33	160.61	15.75	143.06	208.68	2303.04	2094.35
15+50.00	19.87	144.60	14.38	140.67	223.06	2443.70	2220.64

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
15+80.01	7.31	151.44	15.10	164.50	238.16	2608.21	2370.04
16+00.00	8.91	150.13	6.01	111.65	244.17	2719.86	2475.69
16+50.00	21.06	130.34	27.75	259.69	271.92	2979.55	2707.62
16+81.82	0.00	151.94	12.41	166.33	284.34	3145.88	2861.54
17+00.00	15.28	132.67	5.14	95.82	289.48	3241.70	2952.22
17+50.00	19.15	130.45	31.88	243.63	321.36	3485.32	3163.97
17+82.08	11.65	146.56	18.30	164.56	339.66	3649.89	3310.23
18+00.00	11.73	140.29	7.76	95.19	347.42	3745.07	3397.65
18+29.02	12.84	152.76	13.20	157.47	360.62	3902.54	3541.92
18+50.00	15.31	139.80	10.94	113.69	371.56	4016.23	3644.67
18+87.73	10.96	138.79	18.35	194.64	389.91	4210.87	3820.96
19+00.00	15.20	133.11	5.94	61.79	395.86	4272.66	3876.80
19+50.00	10.95	135.53	24.21	248.74	420.07	4521.40	4101.33
20+00.00	20.99	113.06	29.58	230.17	449.65	4751.57	4301.92
20+33.10	0.00	143.00	12.87	156.94	462.51	4908.51	4446.00
20+50.00	16.29	116.77	5.10	81.31	467.61	4989.82	4522.21
20+79.53	10.41	125.76	14.60	132.63	482.21	5122.46	4640.25
21+00.00	14.58	123.69	9.47	94.55	491.68	5217.01	4725.33
21+26.95	6.98	130.23	10.76	126.71	502.44	5343.72	4841.28
21+50.00	15.31	120.44	9.52	107.02	511.96	5450.73	4938.78

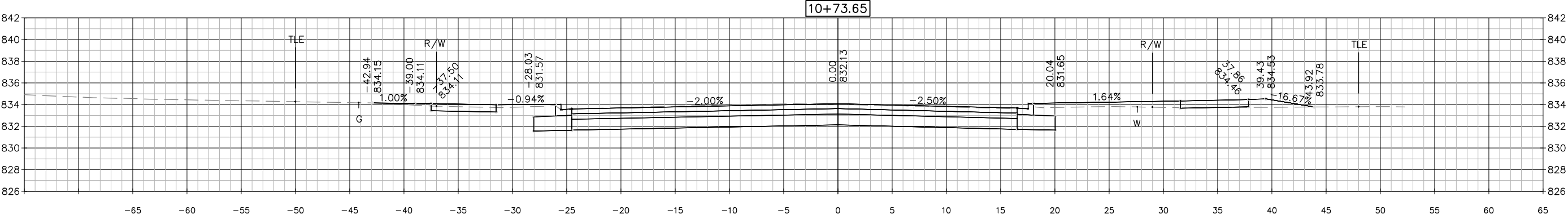
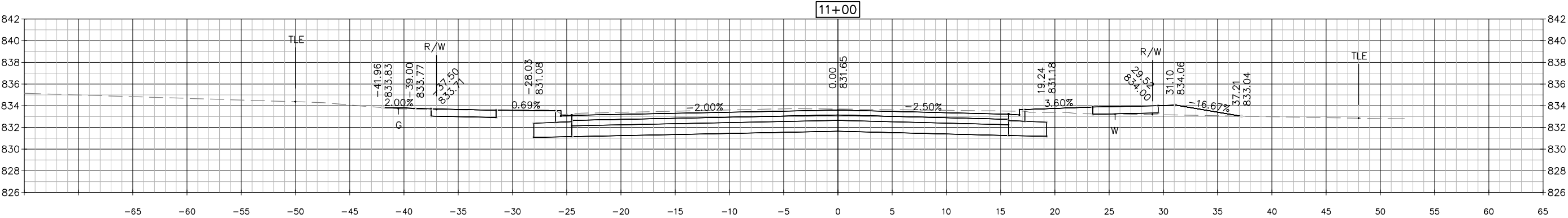
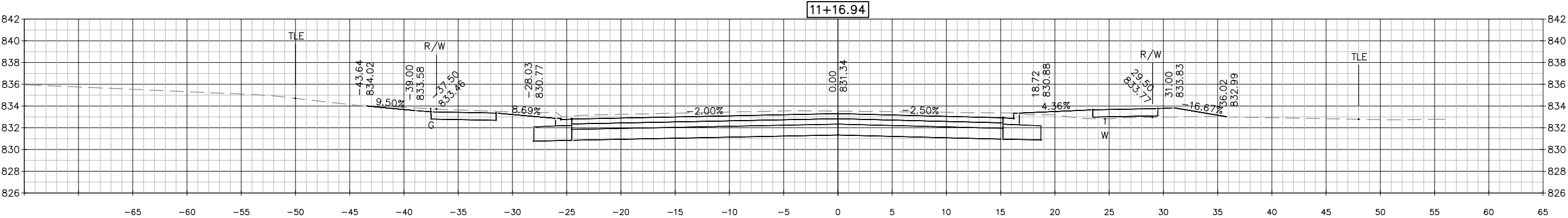
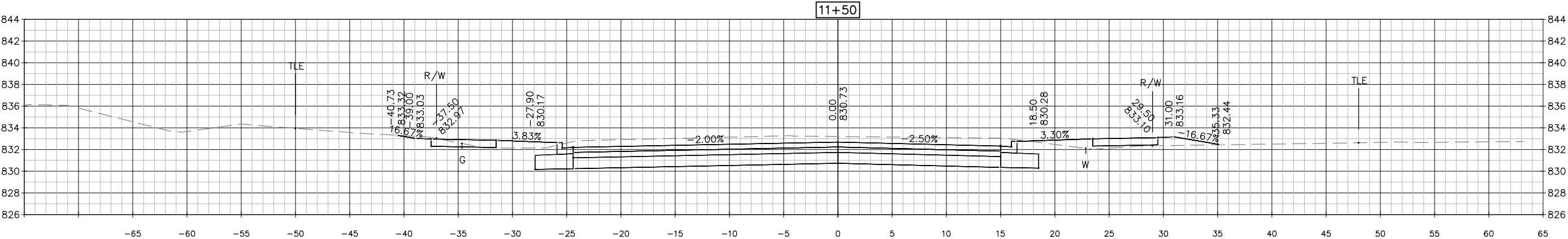
Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
22+00.00	15.03	119.91	28.09	222.55	540.05	5673.28	5133.23
22+50.00	16.17	127.64	28.88	229.21	568.93	5902.49	5333.56
23+00.00	0.00	120.23	14.97	229.50	583.90	6132.00	5548.10
23+50.00	0.00	121.42	0.00	223.75	583.90	6355.75	5771.85
23+92.17	17.97	138.92	14.03	203.32	597.93	6559.07	5961.14
24+00.00	11.24	138.40	4.23	40.19	602.17	6599.26	5997.10
24+50.00	17.93	126.62	27.01	245.38	629.17	6844.64	6215.47
25+00.00	7.45	146.50	23.50	252.89	652.68	7097.53	6444.86
25+50.00	5.72	155.83	12.20	279.93	664.88	7377.47	6712.59
26+00.00	9.09	159.58	13.72	292.04	678.60	7669.51	6990.91
26+50.00	5.77	181.61	13.76	315.91	692.35	7985.42	7293.07
27+00.00	13.31	145.64	17.66	303.01	710.01	8288.43	7578.42
27+50.00	12.97	145.16	24.33	269.26	734.35	8557.69	7823.35
27+61.89	7.65	145.03	4.54	63.91	738.89	8621.60	7882.71
27+88.53	11.32	143.00	9.36	142.08	748.25	8763.68	8015.44
28+00.00	19.52	133.28	6.55	58.69	754.80	8822.37	8067.57
28+50.00	9.96	138.07	27.30	251.25	782.10	9073.62	8291.52
29+00.00	23.48	121.17	30.96	240.04	813.06	9313.66	8500.60
29+50.00	26.02	122.51	45.83	225.63	858.89	9539.30	8680.40
30+00.00	1.26	139.48	25.26	242.58	884.15	9781.88	8897.72

Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
30+12.15	0.00	150.06	0.28	65.17	884.43	9847.04	8962.61
30+50.00	38.66	120.82	27.10	189.84	911.53	10036.88	9125.35
31+00.00	4.85	141.88	40.29	243.24	951.82	10280.12	9328.30
31+10.68	42.25	140.96	9.31	55.93	961.14	10336.05	9374.92
31+50.00	34.92	126.66	56.19	194.87	1017.33	10530.93	9513.60
32+00.00	33.47	129.02	63.33	236.74	1080.66	10767.67	9687.01
32+28.29	36.18	143.48	36.49	142.77	1117.15	10910.43	9793.28
32+50.00	37.41	124.82	29.58	107.86	1146.74	11018.29	9871.55
33+00.00	34.84	129.69	66.90	235.65	1213.63	11253.95	10040.31
33+50.00	27.16	140.79	57.41	250.44	1271.04	11504.39	10233.35
34+00.00	1.31	153.62	26.36	272.60	1297.40	11776.99	10479.59
34+12.34	0.00	173.67	0.30	74.80	1297.70	11851.79	10554.09
34+50.00	23.19	140.94	16.17	219.41	1313.87	12071.20	10757.33
35+00.00	17.42	146.12	37.60	265.80	1351.47	12336.99	10985.52
35+50.00	18.83	125.71	33.57	251.70	1385.04	12588.69	11203.65
35+97.70	0.00	149.53	16.63	243.13	1401.67	12831.82	11430.15

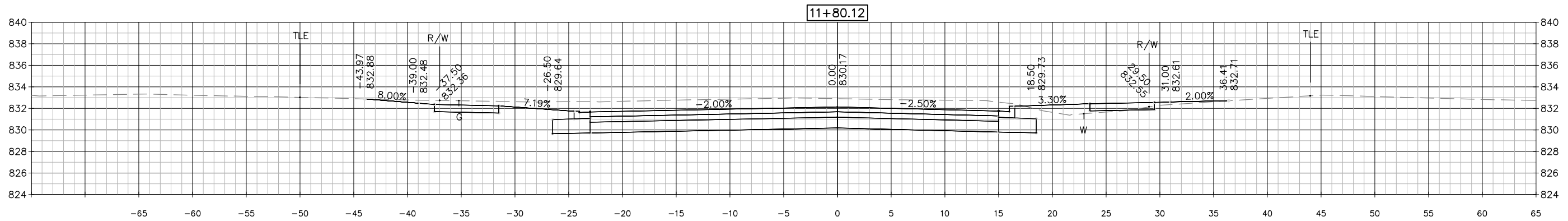
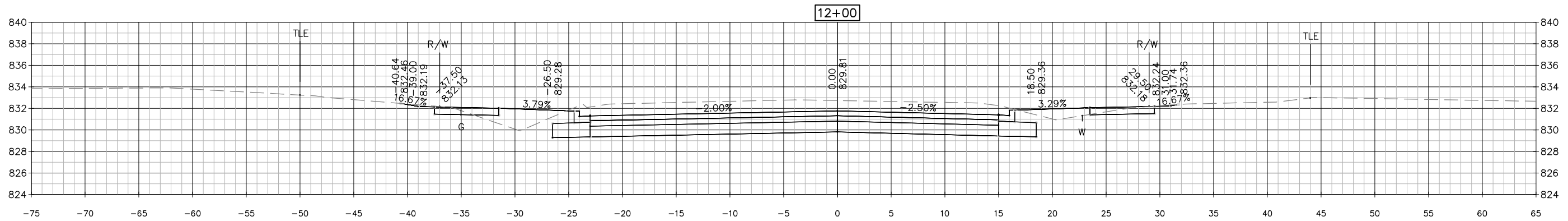
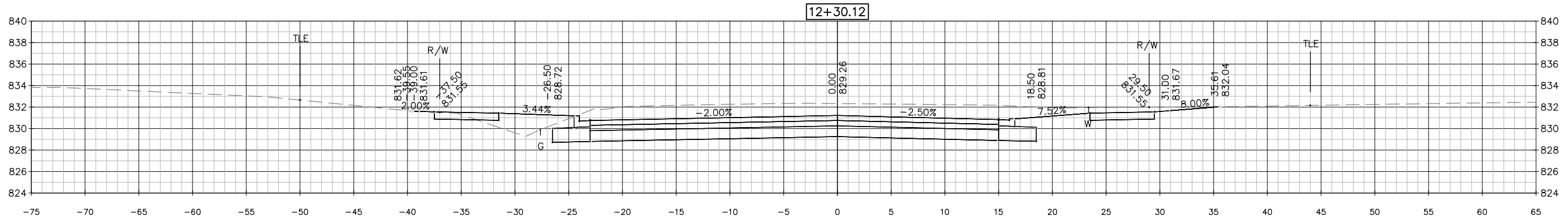
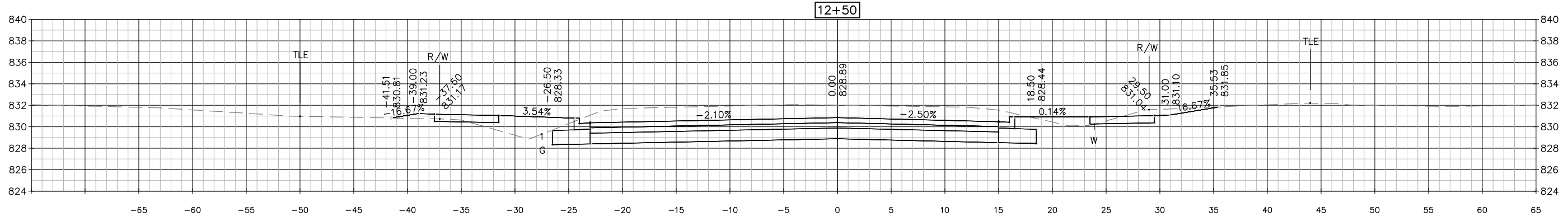
DIVISION STREET EARTHWORK

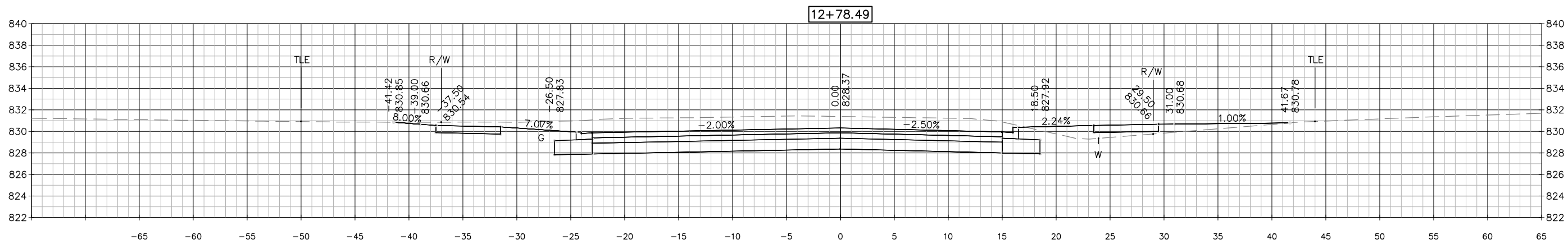
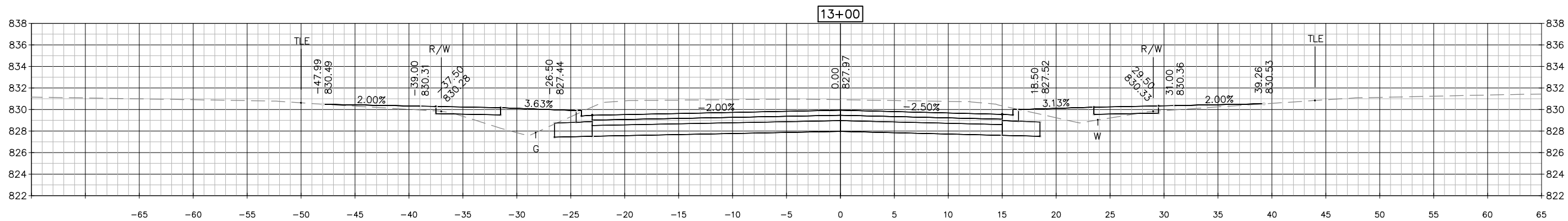
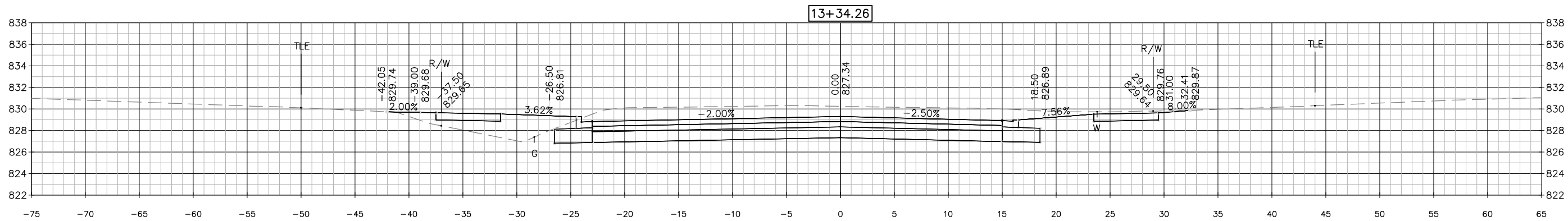
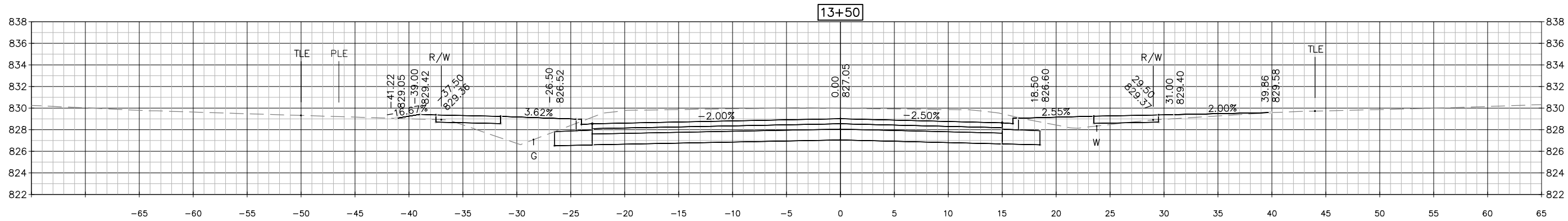
Total Volume Table							
Station	Fill Area	Cut Area	Fill Volume	Cut Volume	Cumulative Fill Vol	Cumulative Cut Vol	Mass Haul
8+00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
8+84.00	0.16	37.63	0.10	23.69	0.10	23.69	23.59
9+00.00	0.00	43.18	0.05	23.94	0.15	47.63	47.49
9+10.70	0.00	41.79	0.00	16.83	0.15	64.46	64.31
9+50.00	1.85	64.70	1.35	77.51	1.50	141.97	140.47
10+00.00	0.00	0.00	1.71	59.91	3.21	201.88	198.67
10+50.00	1.81	67.97	1.68	62.94	4.89	264.82	259.93
10+95.00	2.11	48.45	3.27	97.01	8.16	361.83	353.67
11+00.00	0.00	0.00	0.20	4.49	8.35	366.31	357.96
11+12.04	0.00	0.00	0.00	0.00	8.35	366.31	357.96
11+50.00	0.00	0.00	0.00	0.00	8.35	366.31	357.96
12+00.00	0.00	0.00	0.00	0.00	8.35	366.31	357.96

9



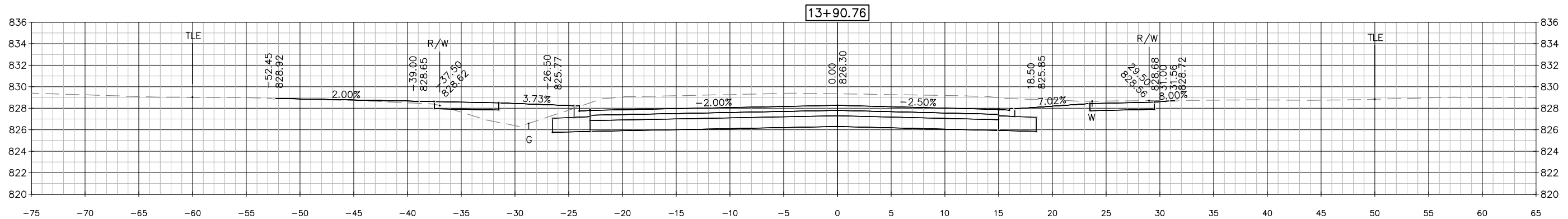
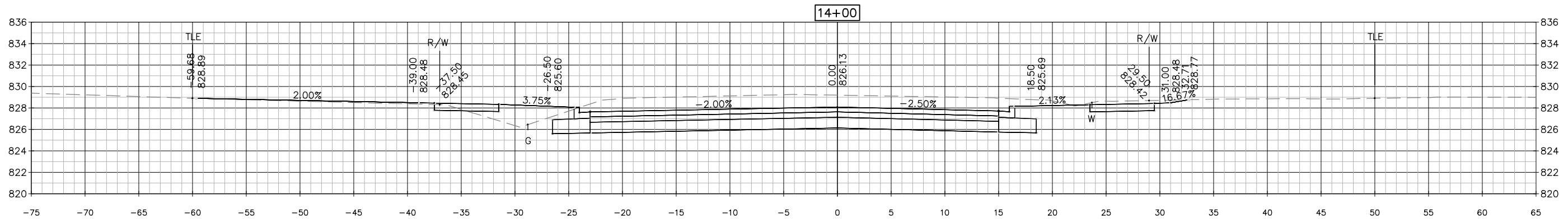
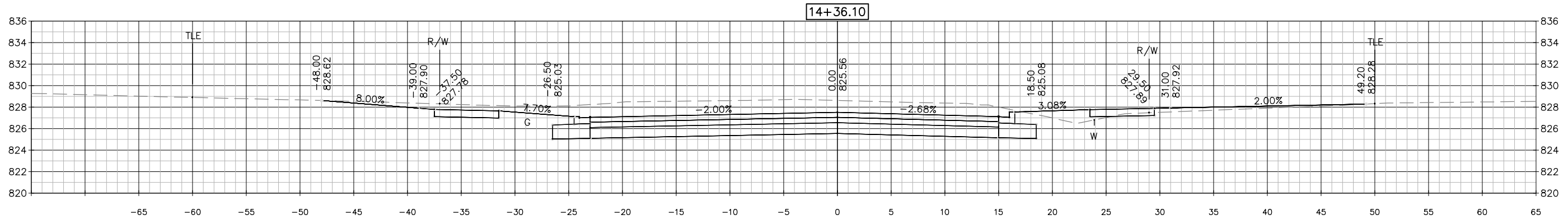
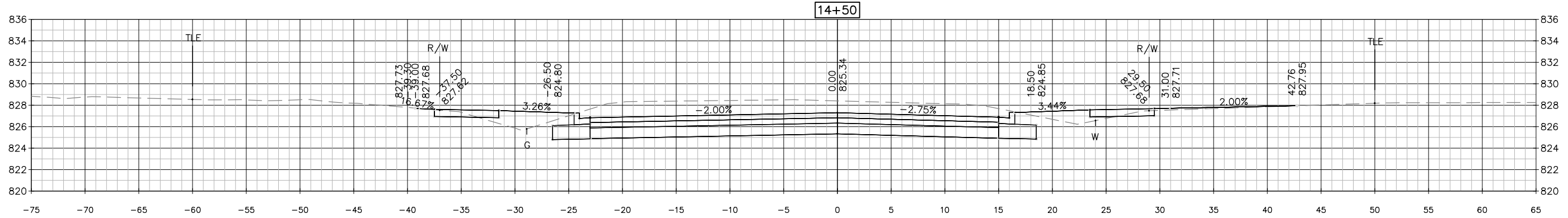
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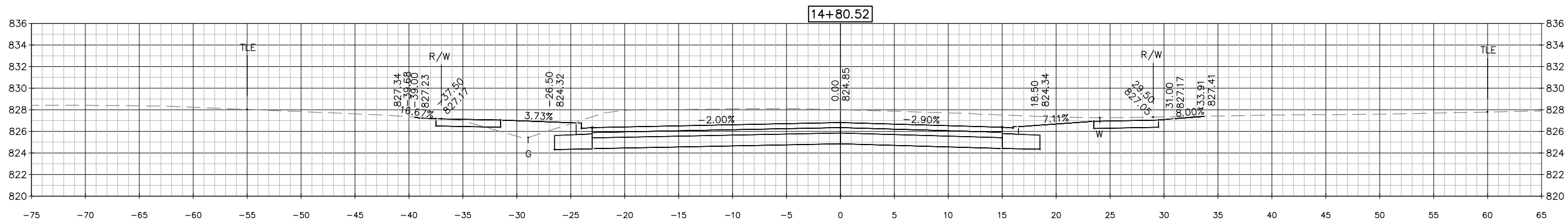
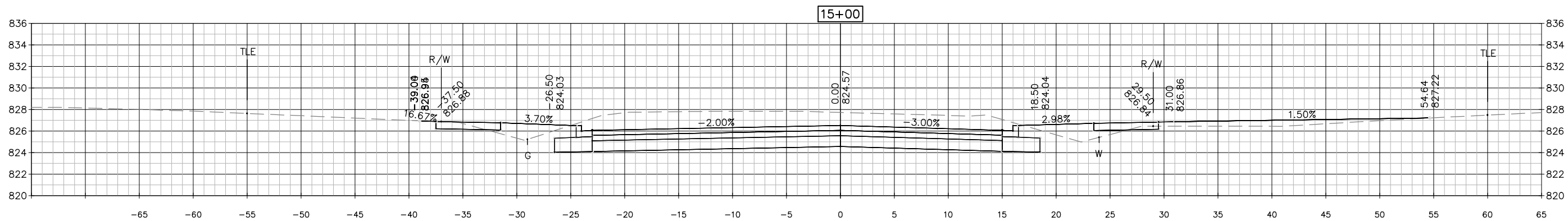
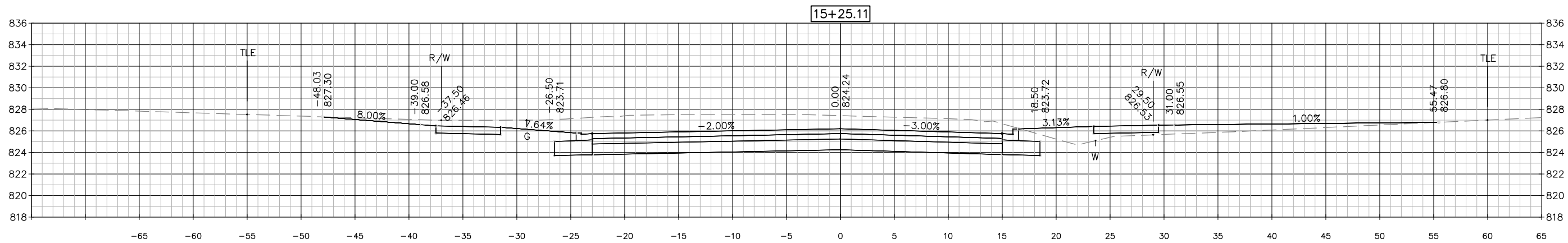
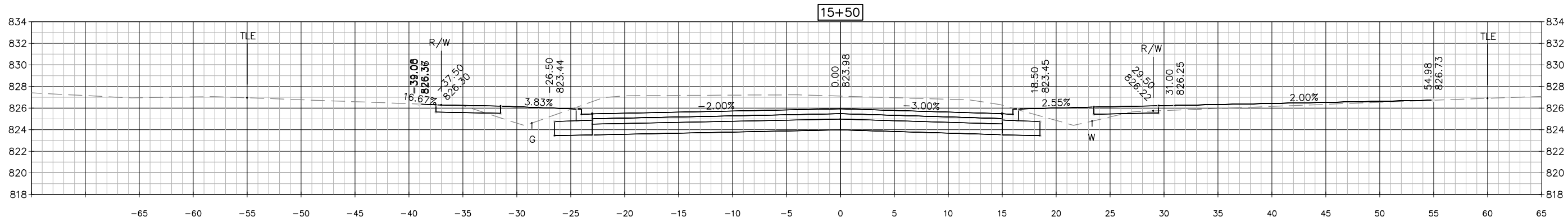
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9

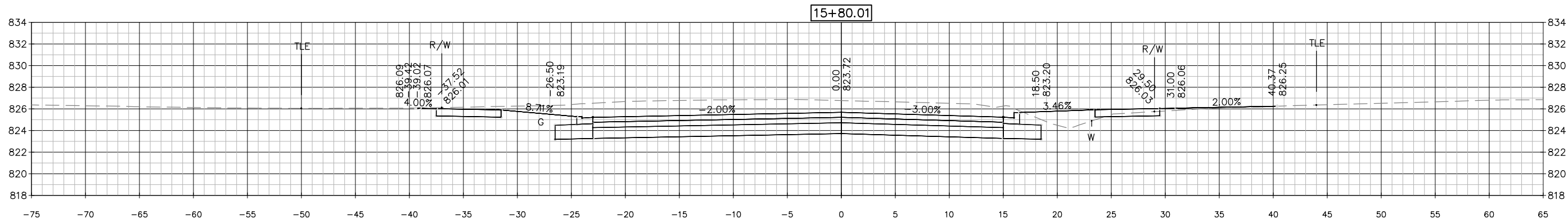
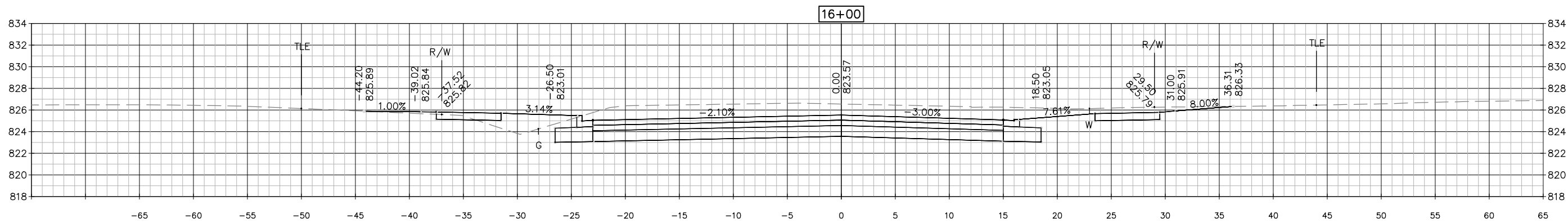
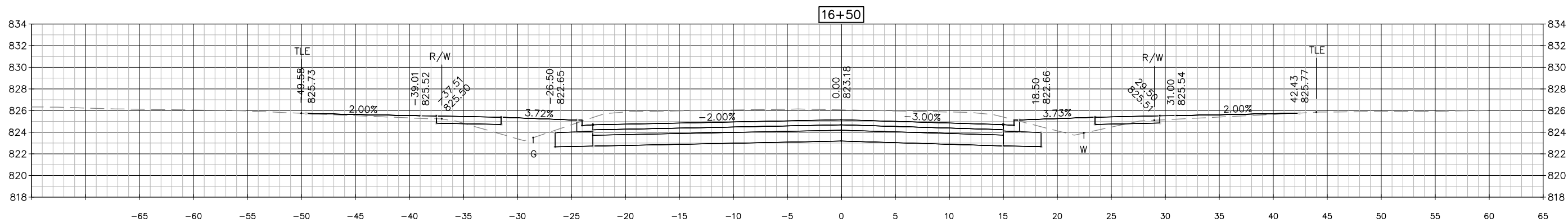
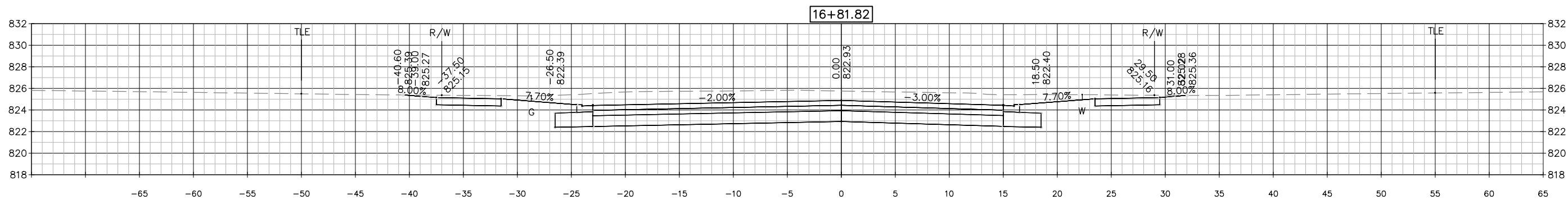


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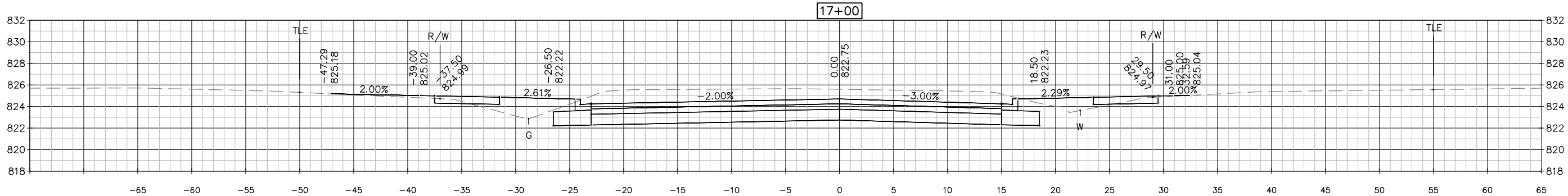
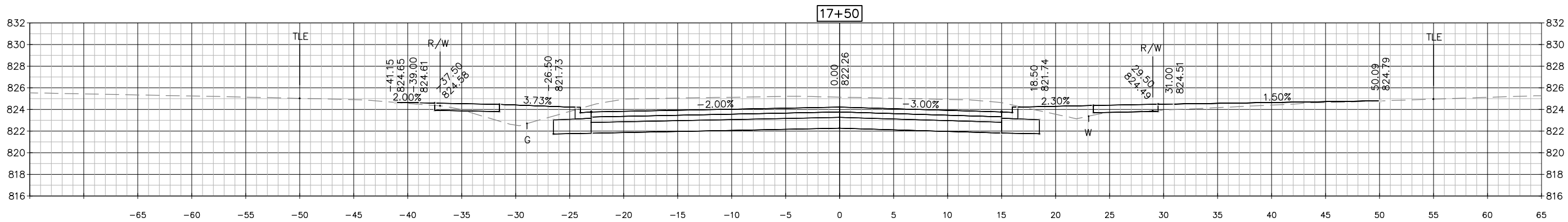
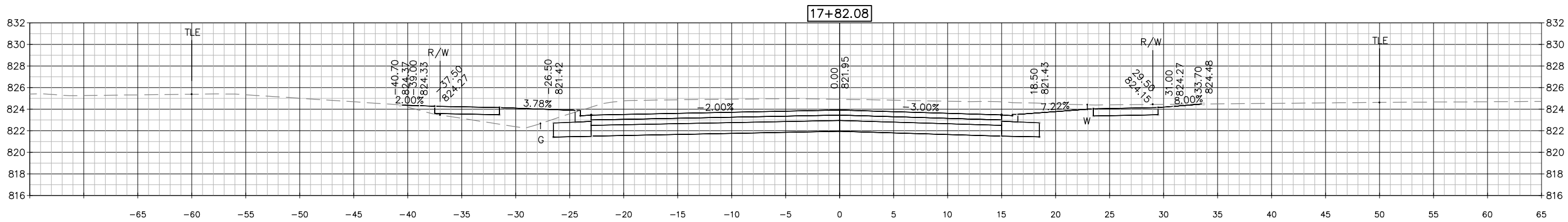
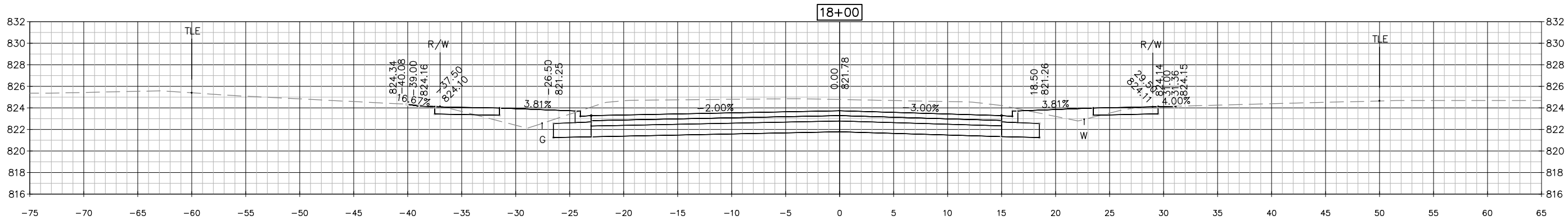
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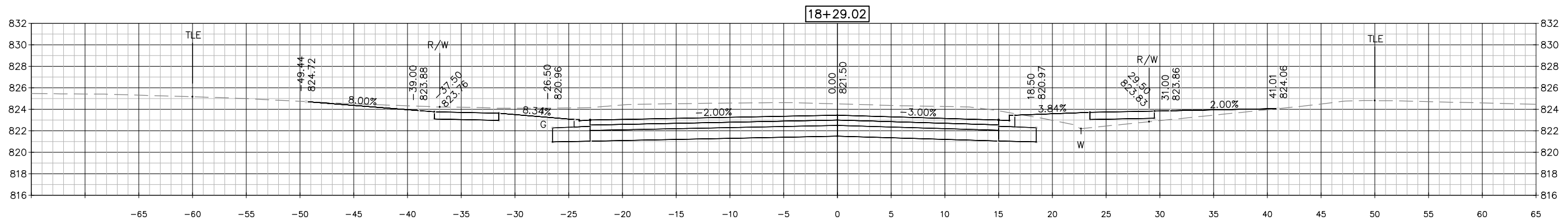
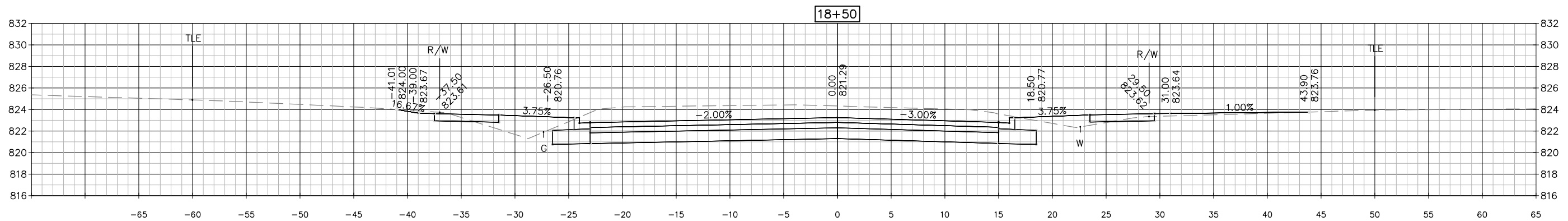
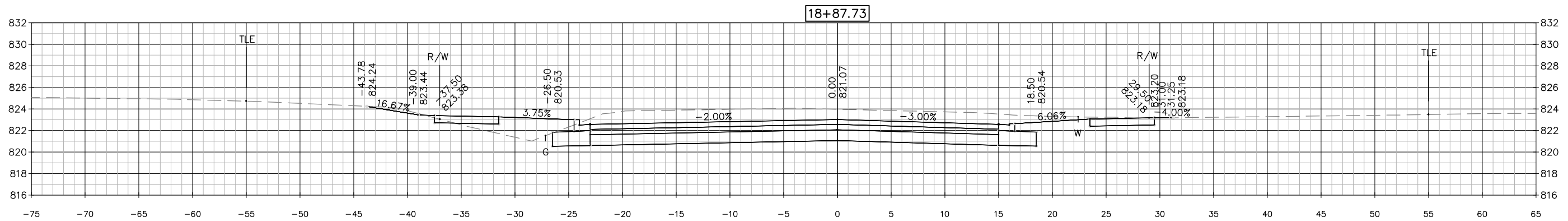
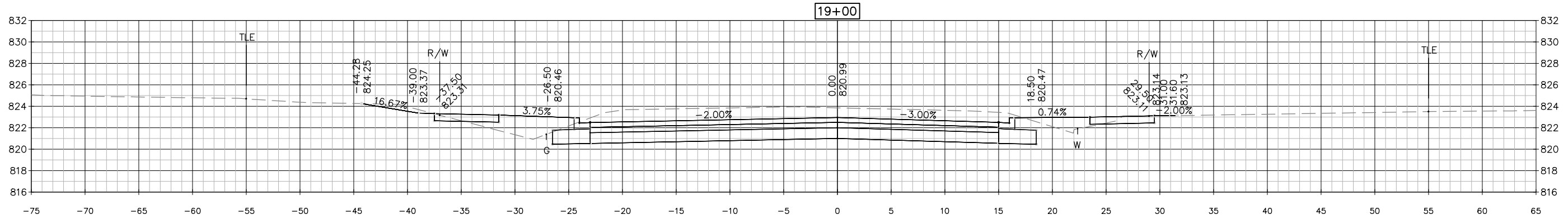


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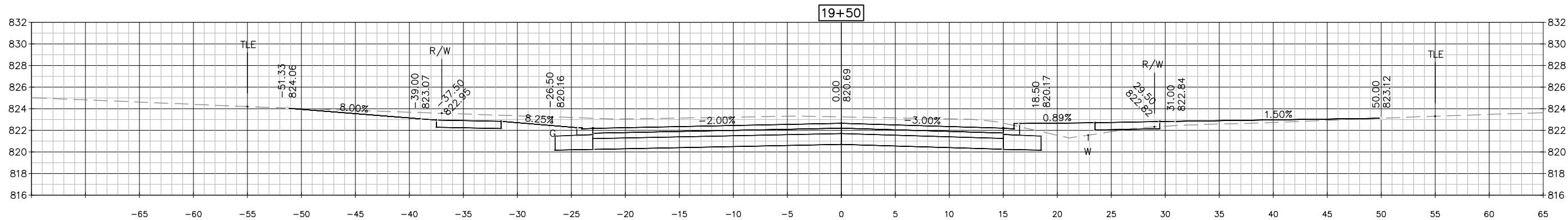
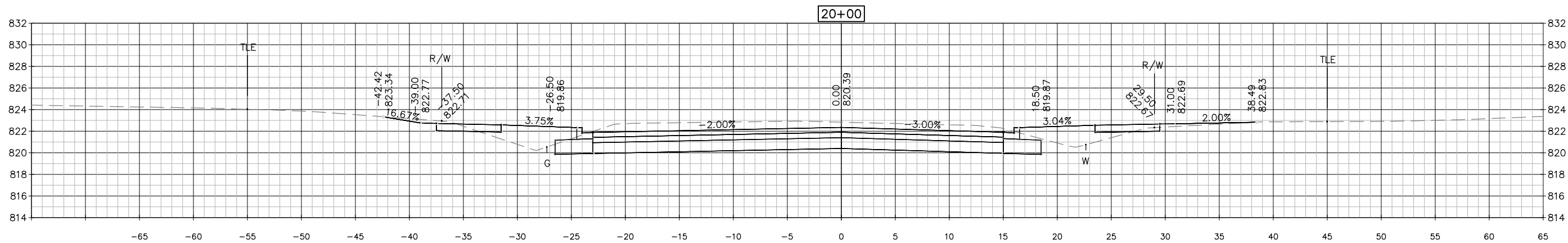
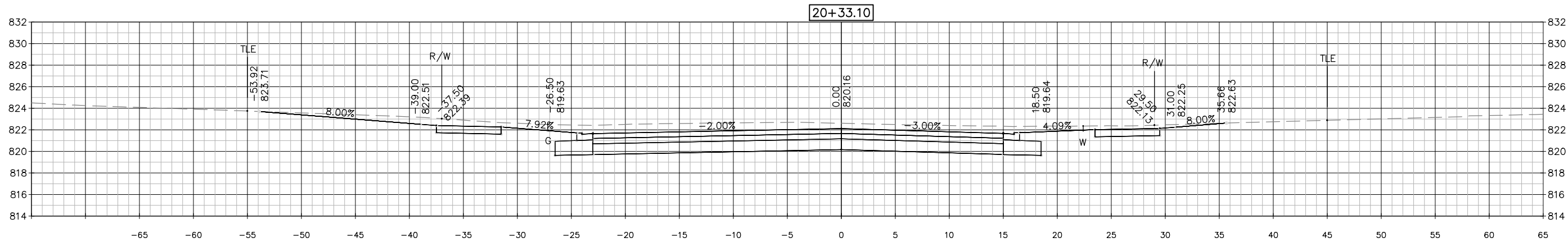
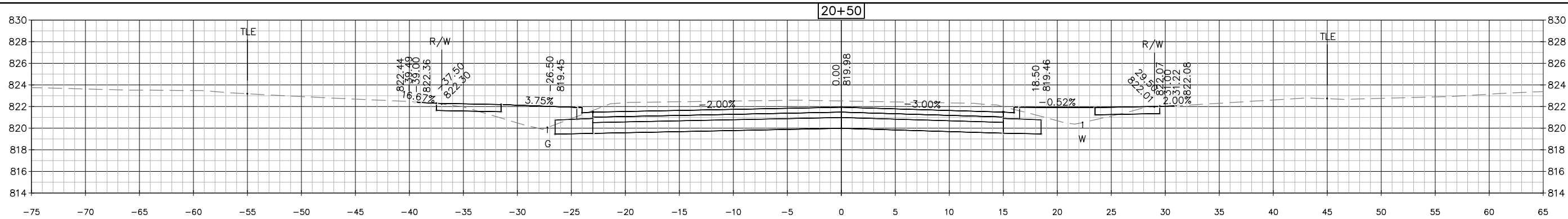
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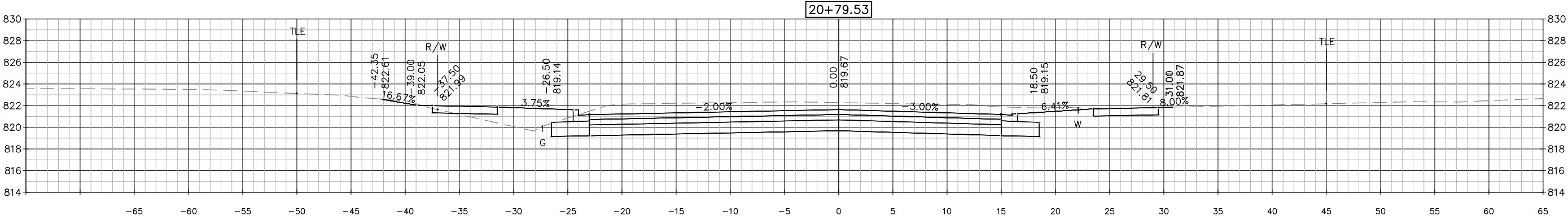
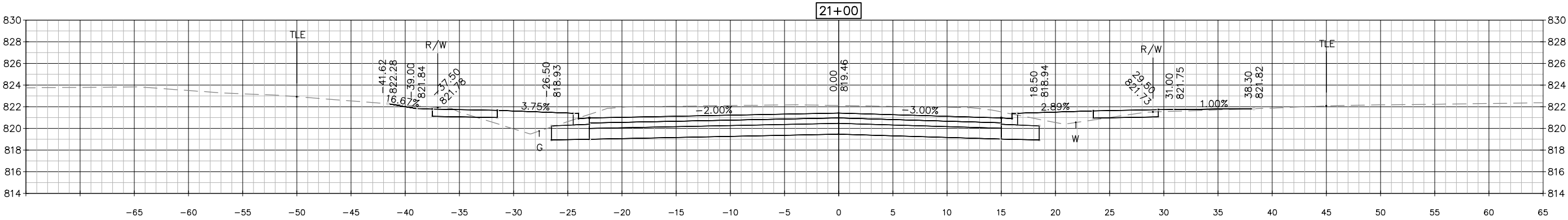
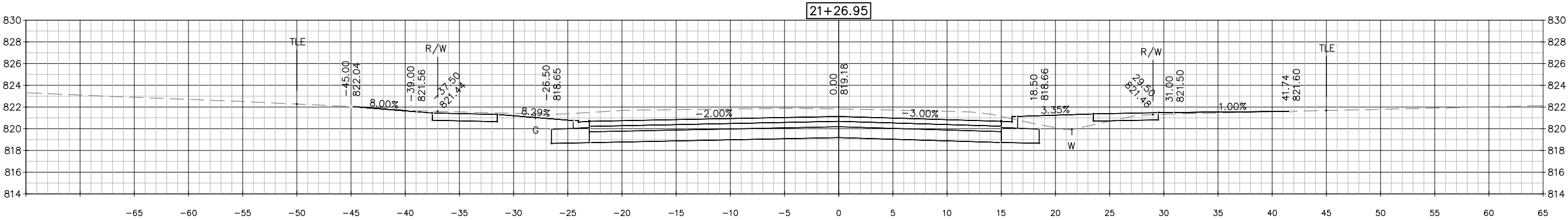
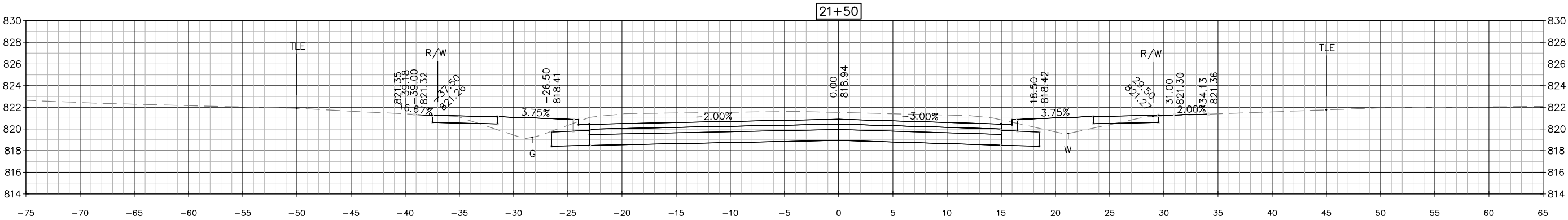
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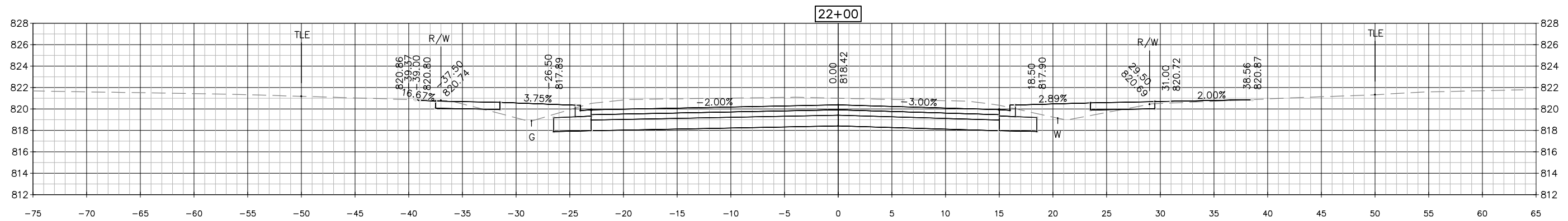
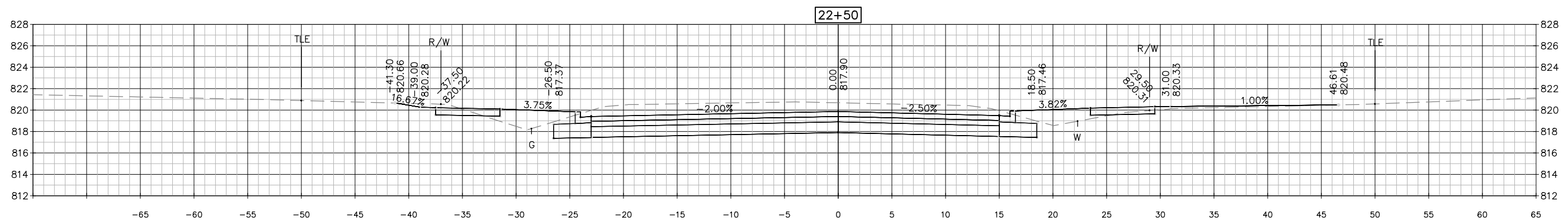
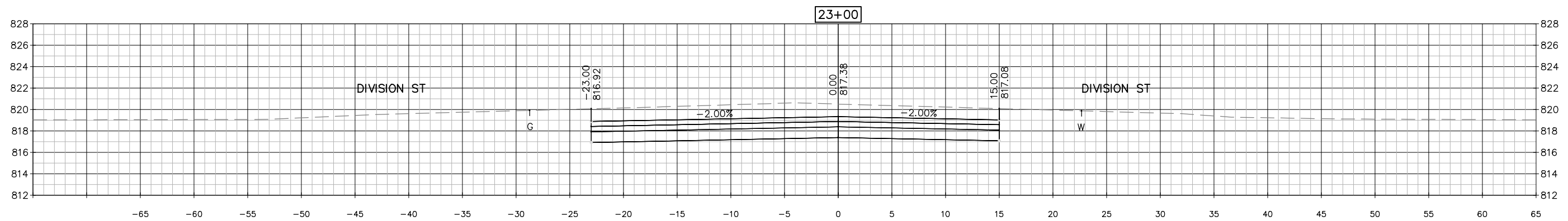
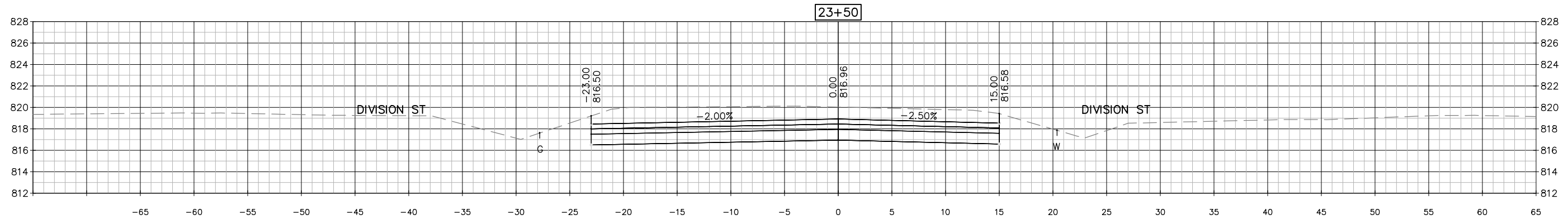
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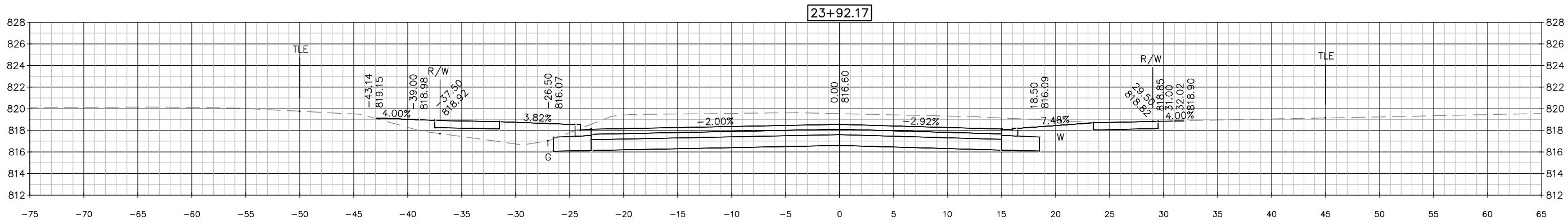
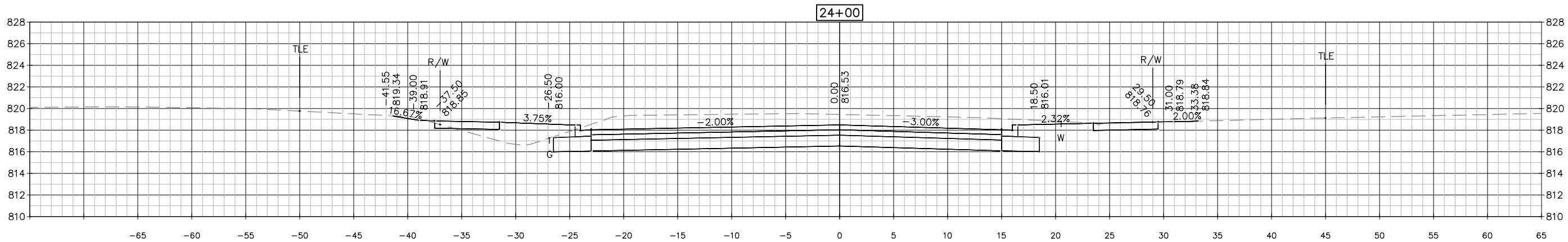
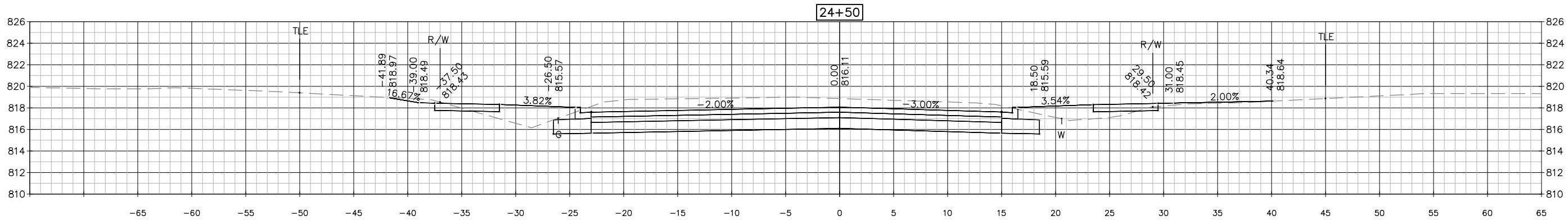
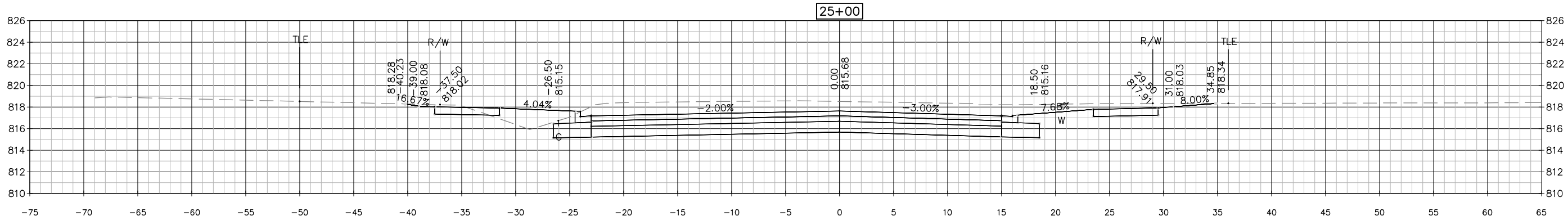


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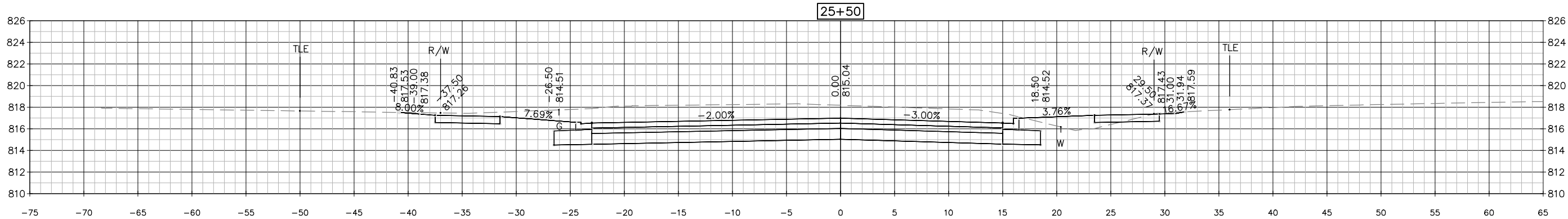
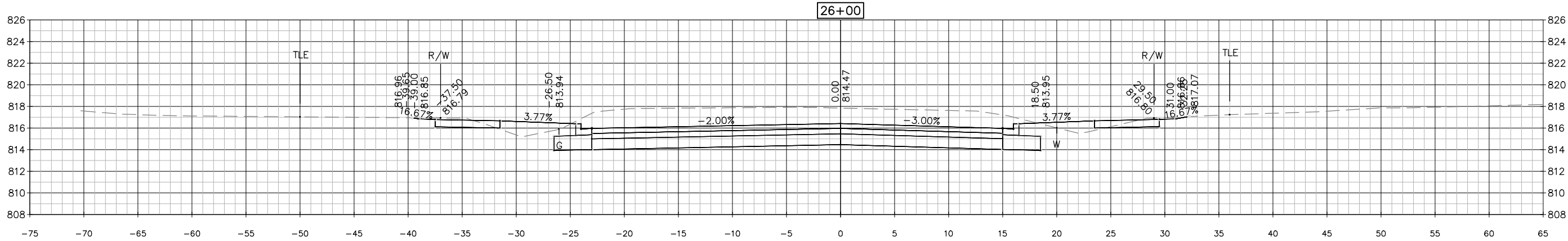
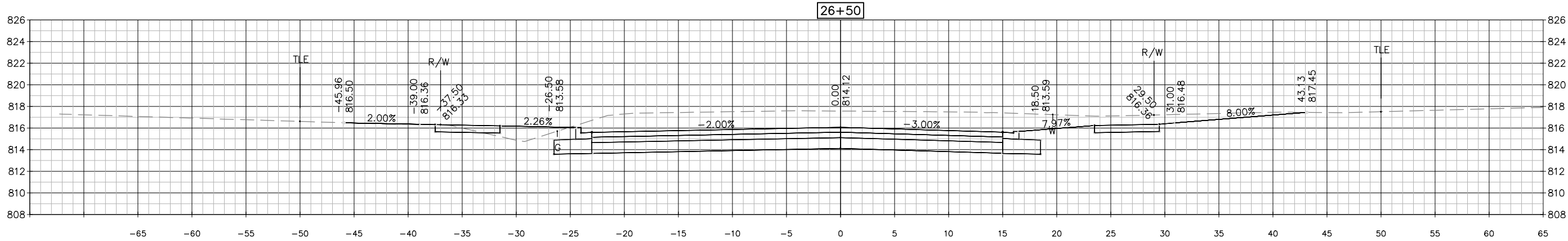
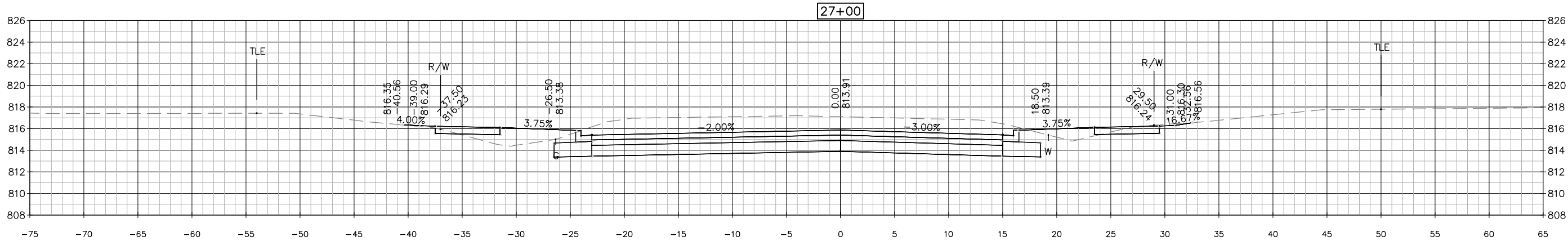
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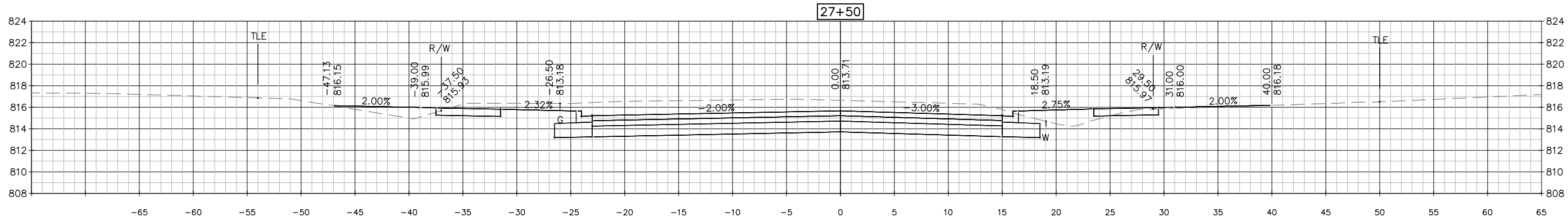
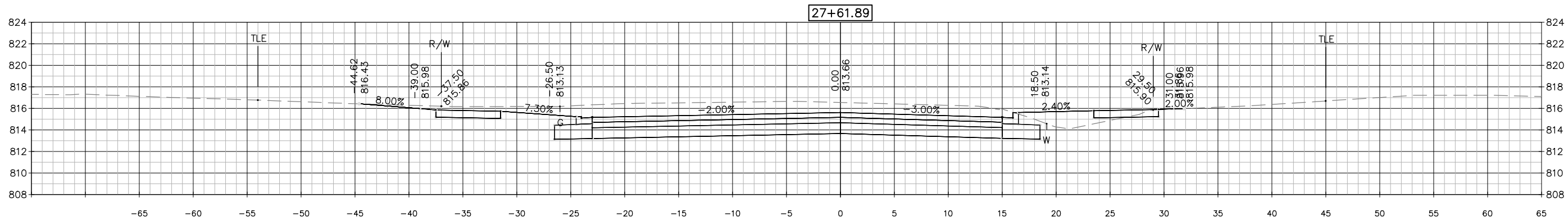
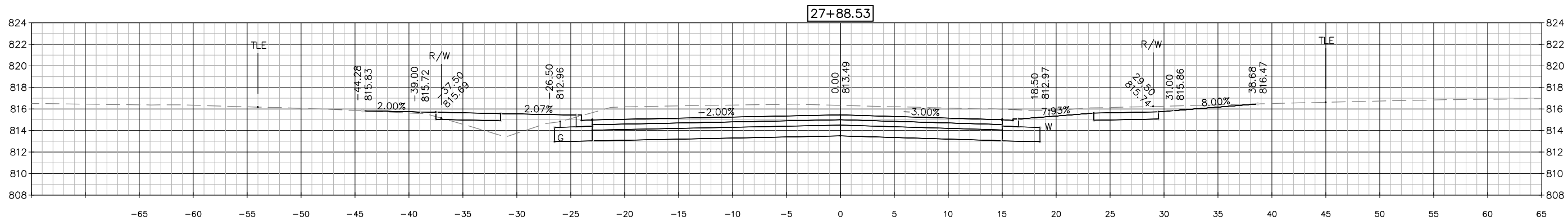
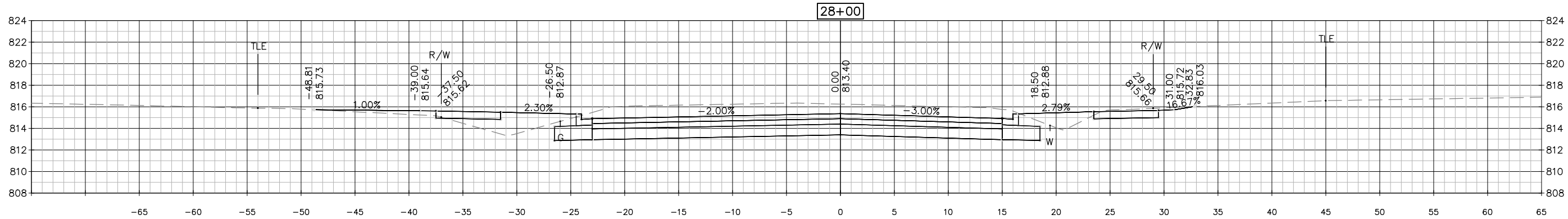






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PROJECT NUMBER: 4984-01-71

HWY: CAPITOL DRIVE

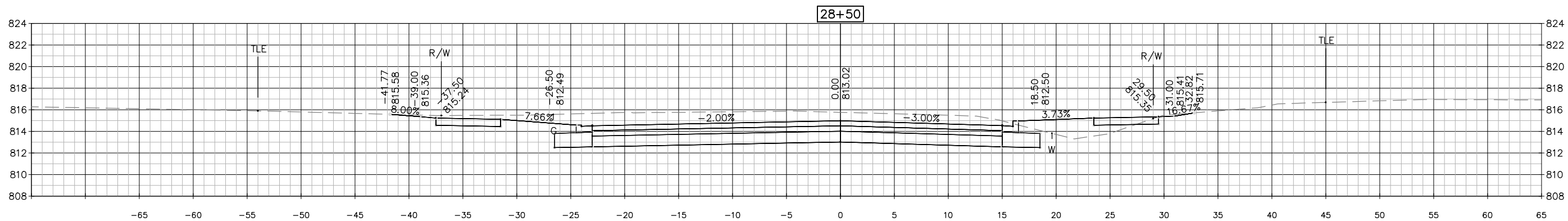
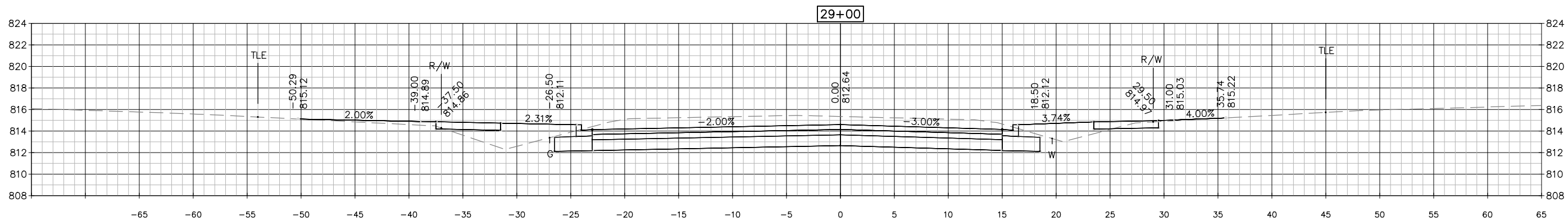
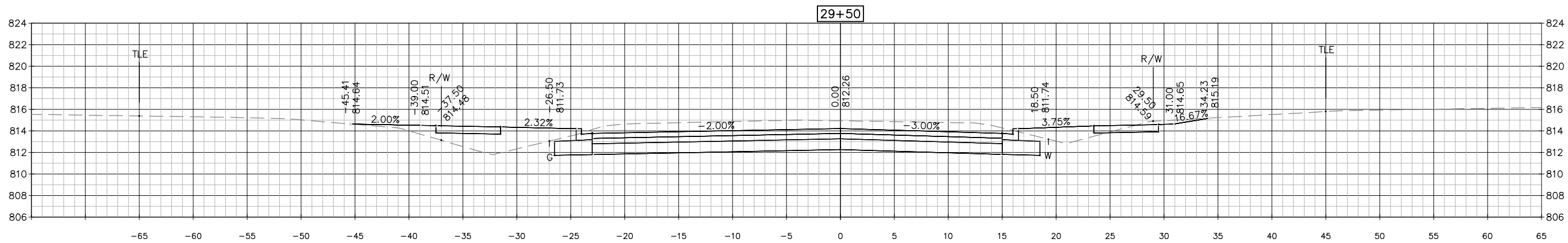
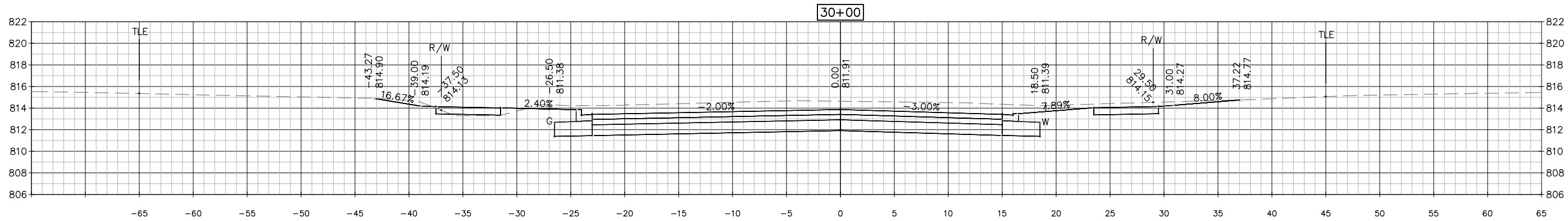
COUNTY: OUTAGAMIE

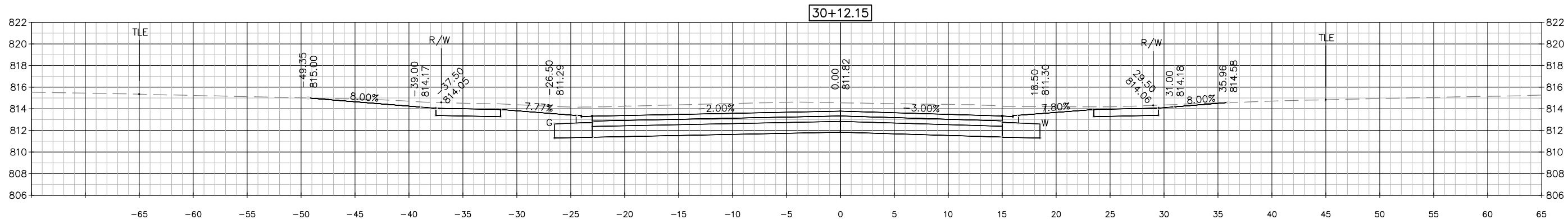
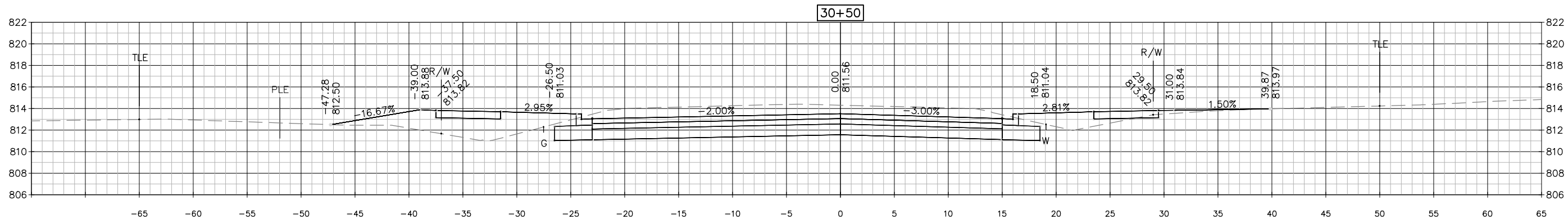
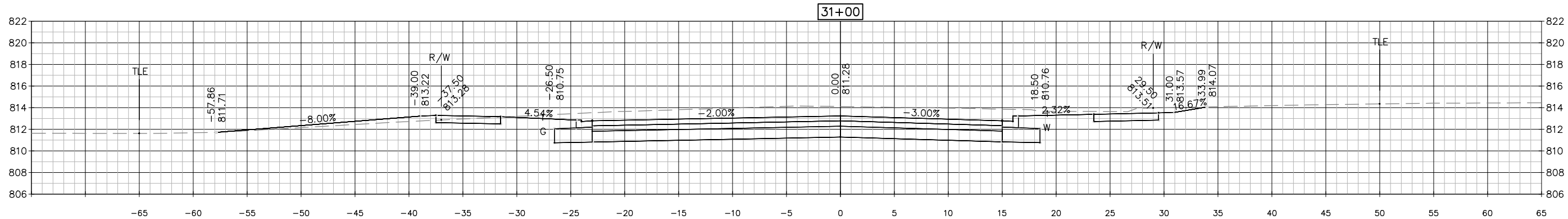
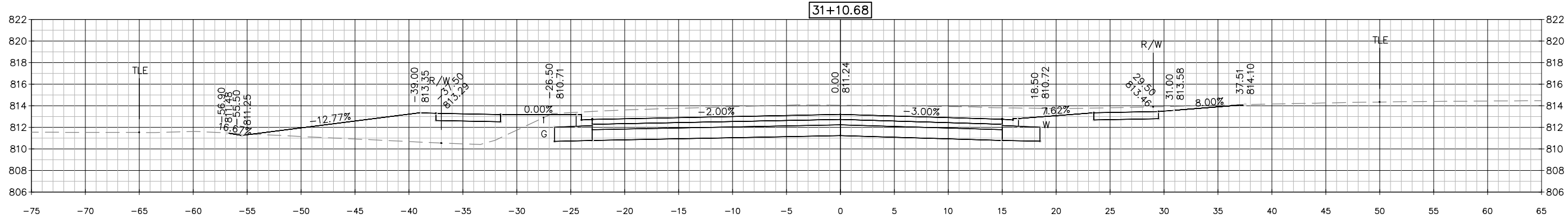
CROSS SECTIONS

SHEET: 119

9

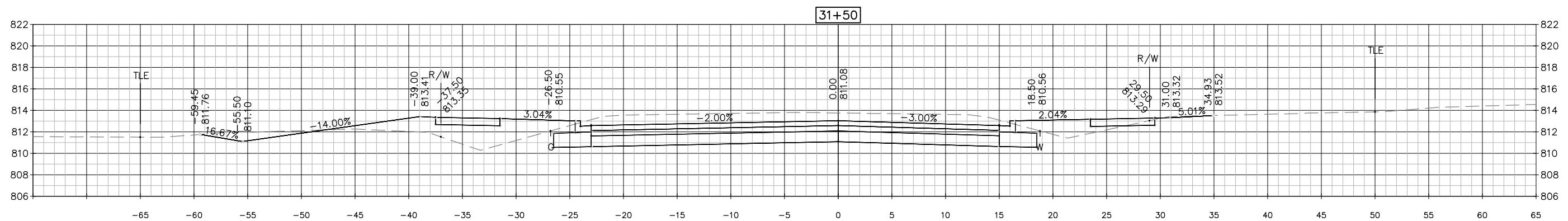
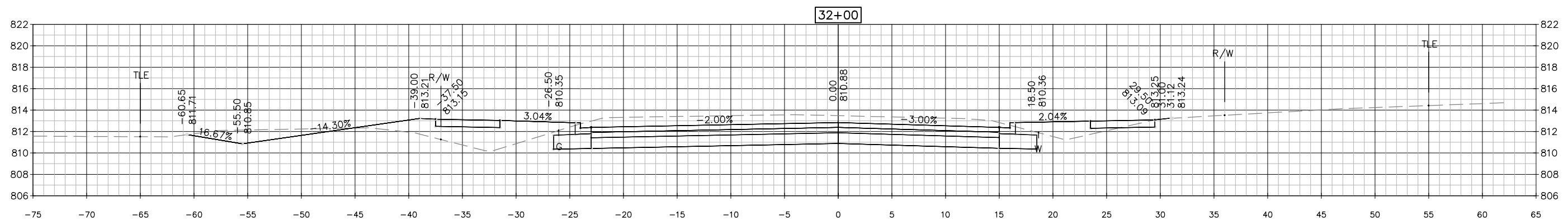
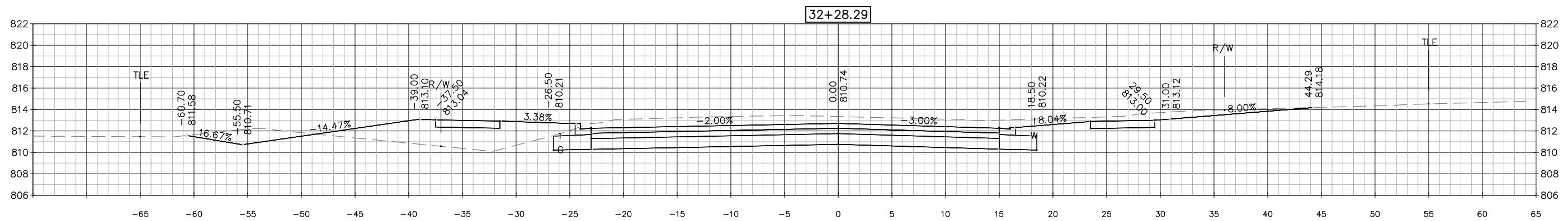
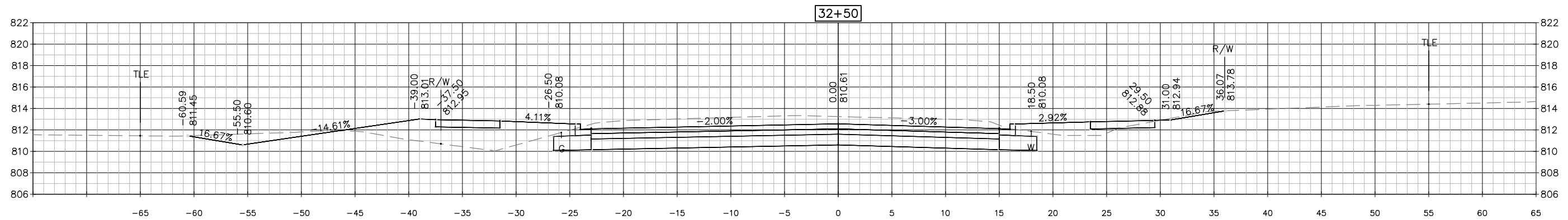
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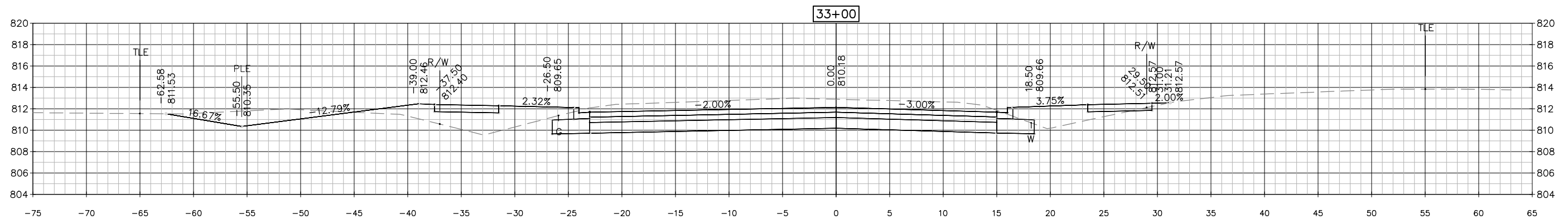
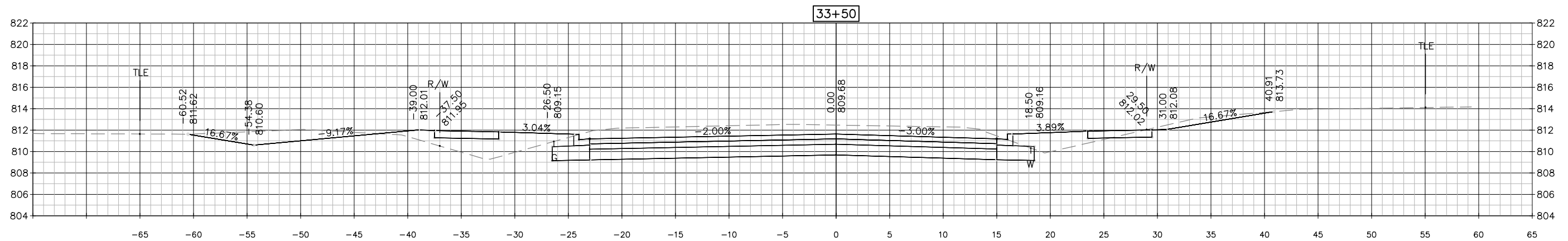
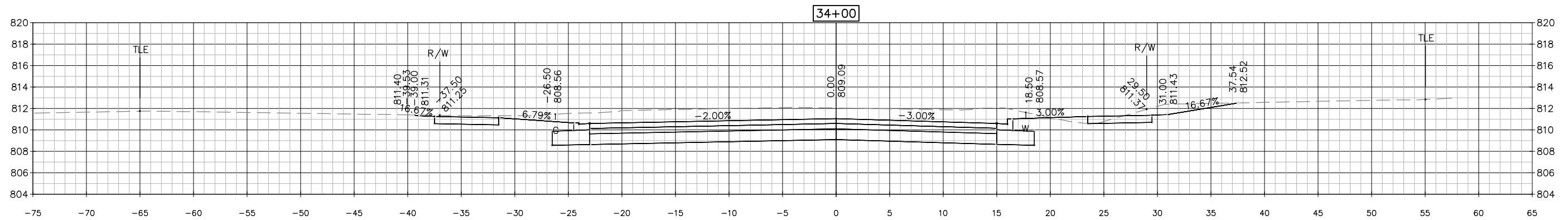
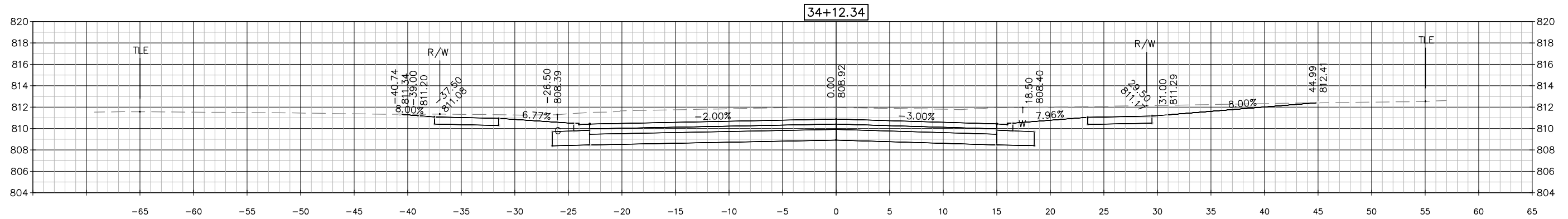


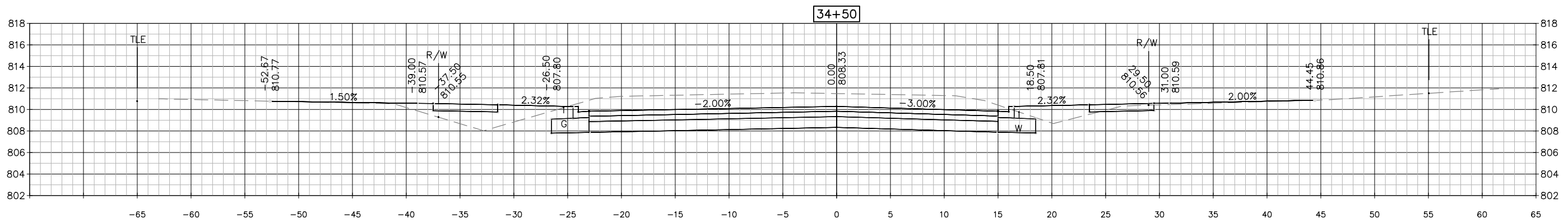
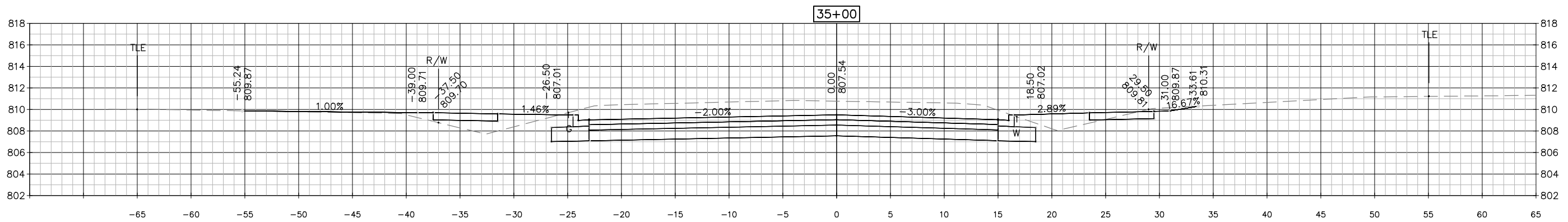
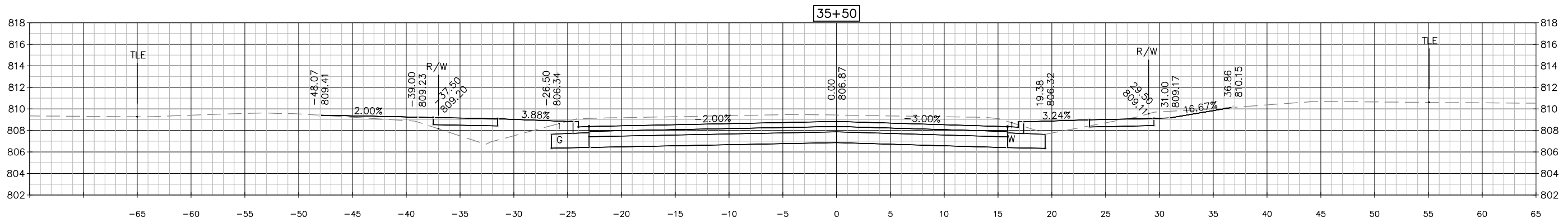
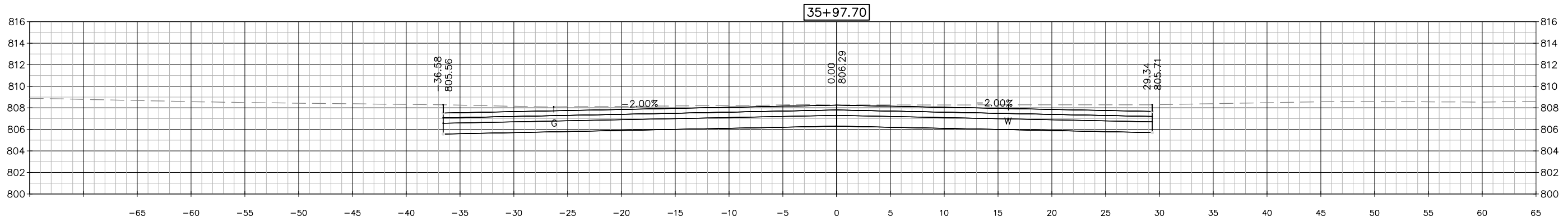


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PROJECT NUMBER: 4984-01-71

HWY: CAPITOL DRIVE

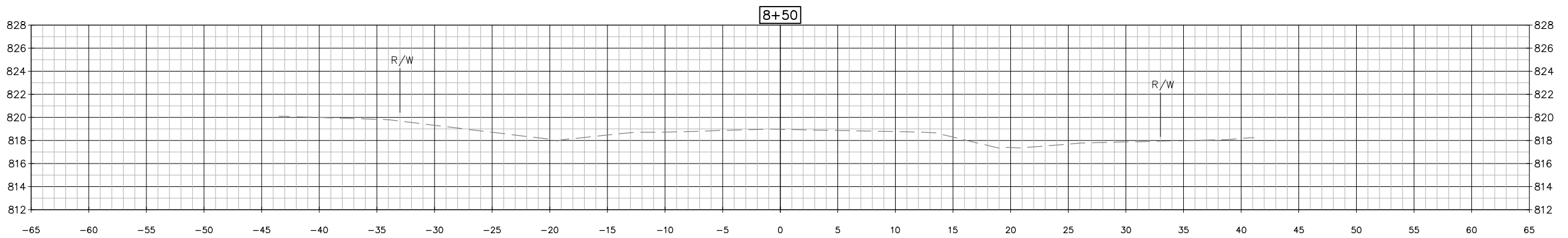
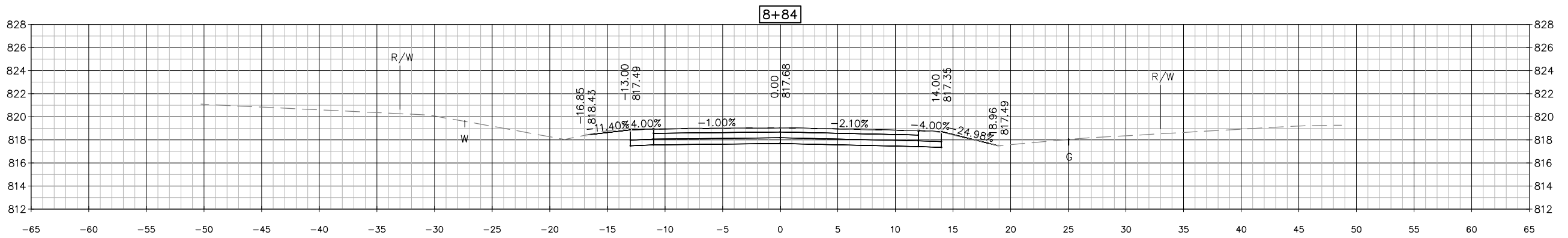
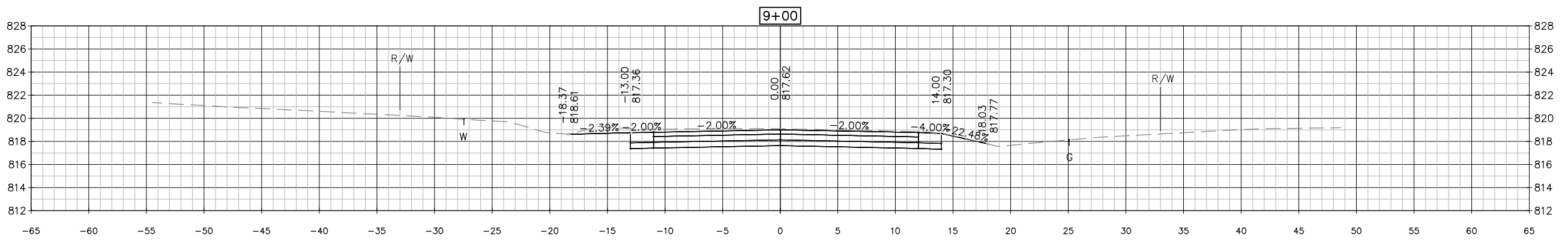
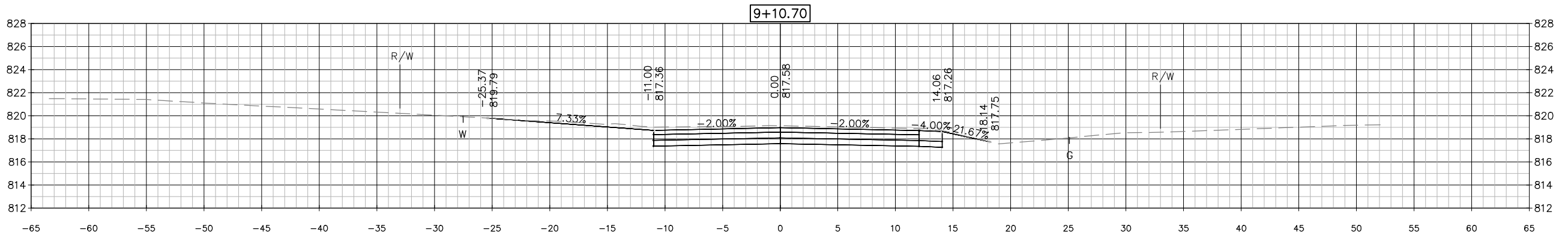
COUNTY: OUTAGAMIE

CROSS SECTIONS

SHEET: 124

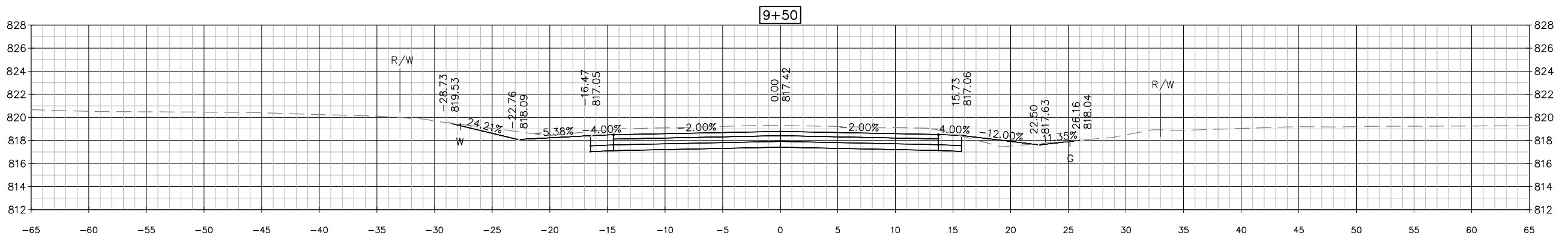
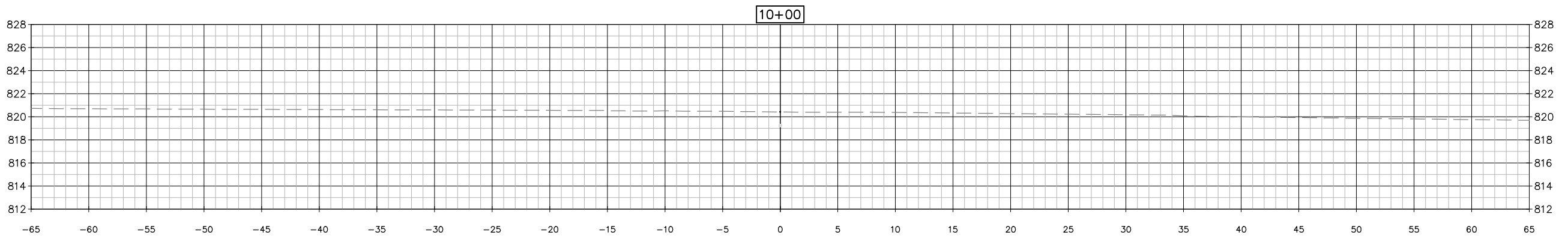
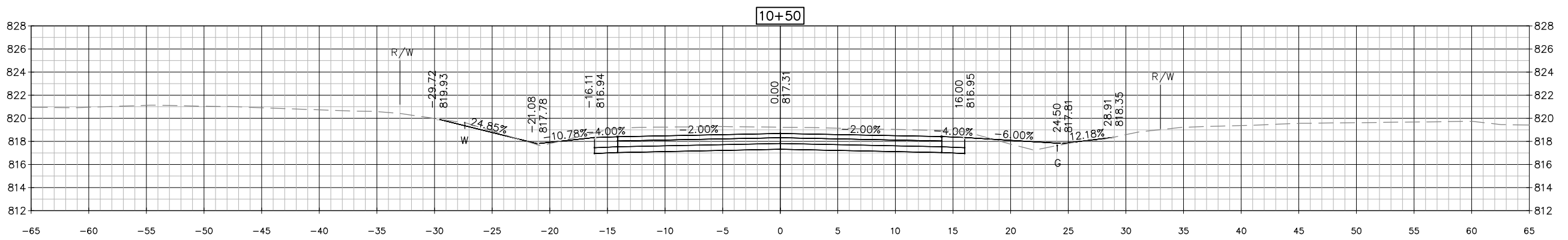
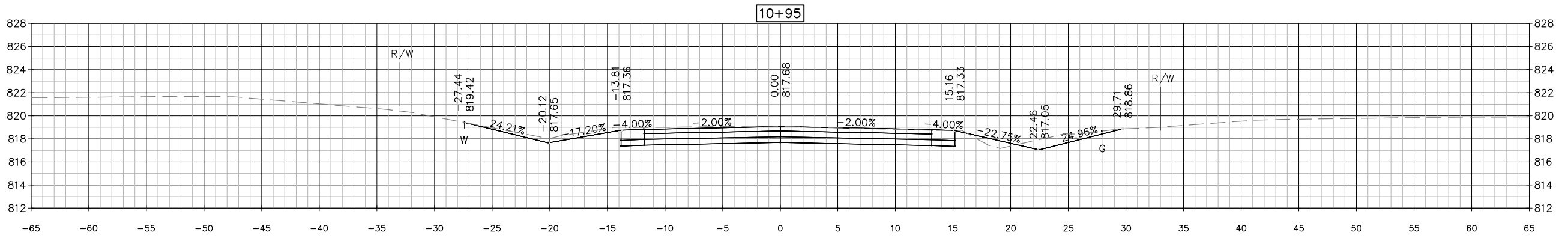
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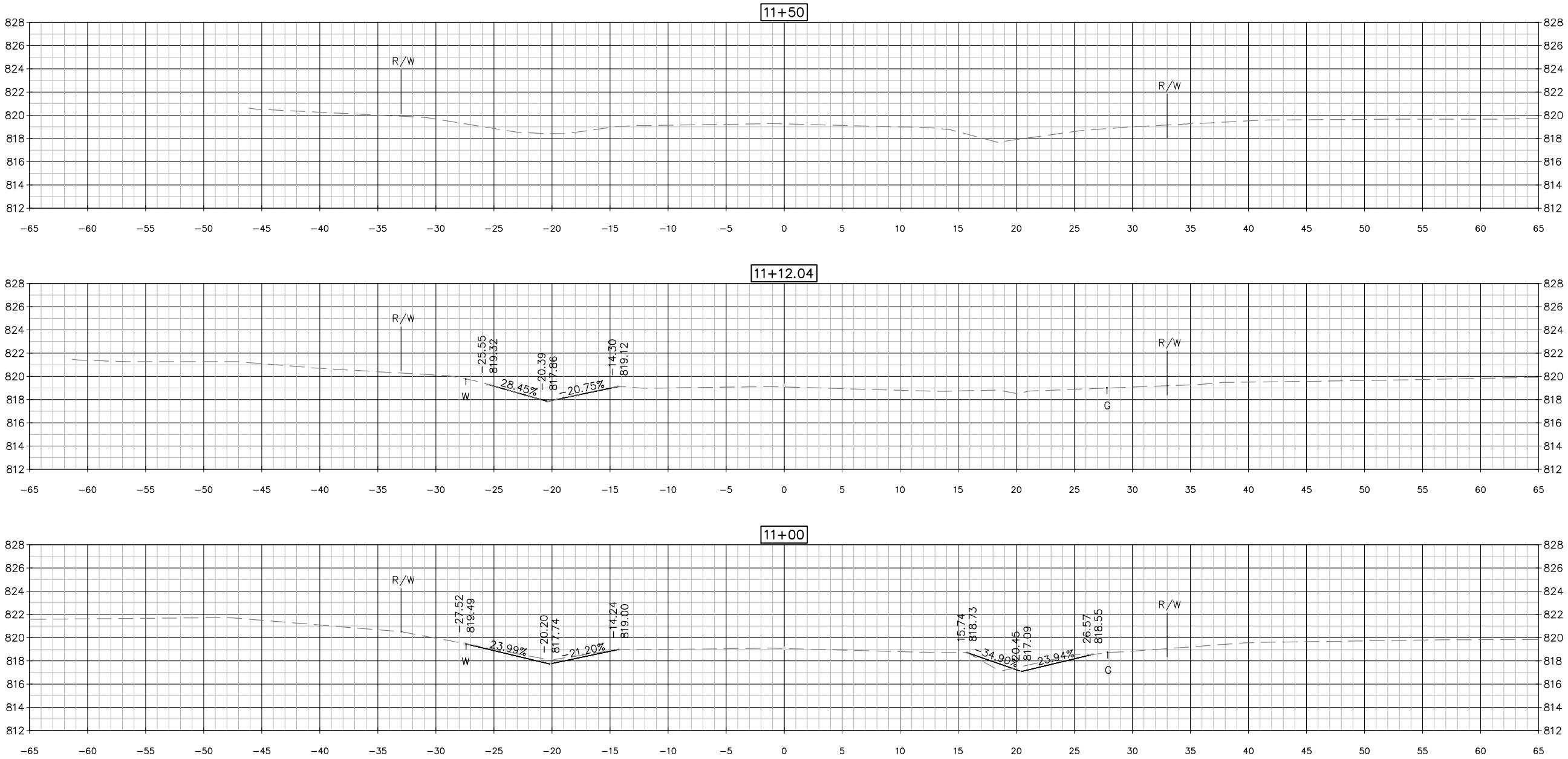
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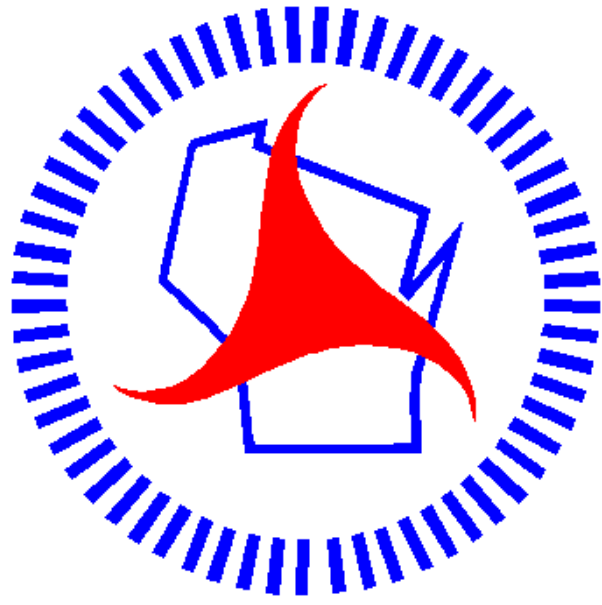
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