GENERAL NOTES

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

UNDER THE ITEM OF CLEARING AND GRUBBING, AN "X" INDICATES THAT NO WORK IS ANTICIPATED.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE, BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE APPROXIMATE LOCATION FOR EBS IS SHOWN ON THE CROSS SECTIONS AND WILL BE FURTHER DETERMINED BY THE ENGINEER.

EXCAVATION REQUIRED FOR STORM SEWER, SANITARY SEWER, AND WATERMAIN HAS NOT BEEN INCLUDED IN THE EARTHWORK QUANTITIES BUT MAY BE USED AS FILL IF APPROVED BY THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT LIMITS THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST 3 WORKING DAYS PRIOR TO BEGINNING WORK.

ALL RADII DIMENSIONS TO CURB AND GUTTER SHOWN ON THE PLAN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT AS NOTED ON THE GRADING PLANS, SHALL BE TOPSOILED, FERTILIZED, AND SODDED AS DIRECTED BY THE ENGINEER.

STORM SEWER ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

THE ENGINEER SHALL CERTIFY THE CONDITION OF ALL EXISTING STORM SEWER STRUCTURES TO REMAIN, PRIOR TO MAKING ANY NEW STORM SEWER CONNECTIONS.

THE ORIGINAL GROUND AT THE SLOPE INTERCEPT IN CUT AND FILL SECTIONS SHALL BE ROUNDED. ROUNDING BEGINS APPROXIMATELY 1 METER EITHER SIDE OF THE THEORETICAL SLOPE INTERCEPTS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALTIC CONCRETE PAVEMENTS, DRIVEWAYS, SIDEWALKS OR SIDE STREETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND AT THE LOCATION DETERMINED BY THE ENGINEER.

CURB AND GUTTER JOINT SPACING SHALL BE 5.5 METERS, EXCEPT AS NOTED IN THE PLANS AND SHALL MATCH THE ADJACENT ROADWAY JOINTS.

THE SLOPE FOR THE STORM SEWER PIPE SHOWN IN THE STORM SEWER TABLES IN THE MISCELLANEOUS QUANTITIES IS BASED ON CENTER TO CENTER OF STRUCTURE.

NEW 115 mm ASPHALTIC CONCRETE PAVEMENT, TYPE E-3 SHALL BE CONSTRUCTED WITH A 50 mm UPPER LAYER AND A 65 mm LOWER LAYER.

NEW 180 mm ASPHALTIC CONCRETE PAVEMENT, TYPE E-3 SHALL BE CONSTRUCTED WITH A 50 mm UPPER LAYER AND TWO (2) 65 mm LOWER LAYERS.

WHERE CONCRETE SIDEWALK ABUTS CONCRETE CURB, CURB AND GUTTER OR RETAINING WALLS, 12 mm FELT EXPANSION JOINT MATERIAL SHALL BE USED. THE COST OF THE FELT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CONCRETE SIDEWALK.

METRIC STANDARD DETAIL DRAWINGS

8A5-17a	INLET COVERS TYPE A, H, A-S & H-S
8A5-17b	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
8A5-17d	INLET COVER TYPE Z, MANHOLE COVERS TYPE K, J, J-S, L & M
8B6-3	MANHOLES TYPE 1
8B7-3	MANHOLES TYPES 2 AND 3
8B8-3	MANHOLES TYPES 5 AND 6
8C1-5	INLETS, TYPES 1, 2, 3, AND 4
8C5-2	INLETS, TYPES 8, 9, 10, AND 11
8D1-13	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
8D4-3	CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME
8D5-8	CURB RAMPS
8D15-3a	EDGEDRAIN OUTLET AND OUTFALL MARKERS
8D15-3b	EDGEDRAIN AND CRUSHED AGGREGATE BASE COURSE, OPEN GRADED, NO. 2
8E8-2	TYPICAL INSTALLATIONS OF EROSION BALES
8E9-6	SILT FENCE
8E10-1	INLET PROTECTION, TYPE A, B, AND C
8F1-11	APRON ENDWALLS FOR CULVERT PIPE
8F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
9B2-6	CONDUIT
9B4-4	PULL BOX
9C2-2	CONCRETE BASES, TYPES 1, 2, AND 5
9C3-2	TRANSFORMER/PEDESTAL BASE
9C5-2	CONCRETE CONTROL CABINET BASES
9D1-2	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
9D2-2	SIGNAL OR LIGHTING CONTROL CABINET
9E1-4a	POLE MOUNTINGS FOR TRAFFIC SIGNALS, TYPE 2
9E1-4c	POLE MOUNTINGS FOR TRAFFIC SIGNALS & LIGHT UNITS, TYPE 4
9E1-4d	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (9.1 METERS)
9E1-4g	HARDWARE DETAILS FOR POLE MOUNTINGS
9E3-2	NON-FREEWAY LIGHTING UNIT POLE WIRING
9E6-1	TRAFFIC SIGNAL STANDARD POLE BRACKET MOUNTING (TYPICAL) 3.96 m OR 4.57 m
9E7-1	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
9F5-2	LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT ROUND CSCP PULLBOX (MULTIPLE LEAD-OUT)
9F9-2	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE COURSE (NEW CONCRETE PAVEMENT)
10HL5-1	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B2-1	CONCRETE MEDIAN NOSE
13B1-4	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B2-4	CONCRETE PAVEMENT DETAILS APPROACH SLAB
13C1-10	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C13-3	URBAN DOWELED CONCRETE PAVEMENT
15B3-10a&b	CHAIN LINK FENCE
15C2-3	BARRICADES AND SIGNS FOR ROAD CLOSURES
15C7-6a	PAVEMENT MARKING SYMBOLS
15C8-9a	PAVEMENT MARKING (MAINLINE)
15C8-9b	PAVEMENT MARKING (INTERSECTIONS)
15C8-9d	PAVEMENT MARKING (LEFT TURN LANE)
15C8-9e	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C9-3	PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
16A1-5	LANDMARK REFERENCE MONUMENTS AND COVERS

UTILITIES WITHIN THE PROJECT LIMITS

(*) A. T. & T. CO.
MR. TOM BOHTE
W277 S4747 SAYLESVILLE RD
WAUKESHA, WI 53189
(262) 521-7766 OFFICE
(262) 315-2023 VOICE MAIL
(262) 521-7747 FAX

(*) ALLIANT ENERGY
MR. PERRY BOECK
883 WEST SCOTT STREET
FOND DU LAC, WI. 54937
(920) 929-6716

(*) NORLIGHT
MR. DALE STROUSE
275 NORTH CORPORATE DRIVE
BROOKFIELD, WI 53045
(262) 792-7970
(800) 926-7842 EXT. 7344

(*) CHARTER COMMUNICATIONS
MR. TODD HILDEBRANDT
55 WEST SCOTT STREET
FOND DU LAC, WI. 54935
(920) 907-7720, EXT. 1609

(*) SPRINT
MR. JERRY PARODO
SENIOR NETWORK OPERATION SPECIALIST
SPRINT
P.O. BOX 530
FREEMONT, WI 54940
(920) 427-4038

(*) AMERITECH
MS. PEGGY FORSETH
70 E. DIVISION ST.
FOND DU LAC, WI 54935
(920) 929-1056

MEMBER ONE CALL SYSTEMS INTERNATIONAL

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

FAX 1-800-338-3860

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE
(262) 763-6876

(*) DENOTES MEMBERS OF DIGGERS HOTLINE

WISCONSIN CENTRAL RAILROAD, LTD.

MR. CURT HOLMAN
3303 LAKESHORE DRIVE
SAULT STE. MARIE, MI 49783
(920) 579-6180

WDNR LIAISON

MR. AL STRANZ
P.O. BOX 10448
GREEN BAY, WI 54307-0448
(920) 492-5818

CITY OF FOND DU LAC - SEWER AND WATER

(*) MR. MARK LENTZ
DIRECTOR OF PUBLIC WORKS
160 SOUTH MACY STREET
FOND DU LAC, WI 54935
(920) 929-3343

INDEX OF TYPICAL SECTION AND DETAIL SHEETS

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2.81 - 2.85	SIGNING REMOVAL PLANS
2.86 - 2.100	PERMANENT SIGNING PLANS
2.101 - 2.113	LIGHTING PLANS
2.114 - 2.132	TRAFFIC SIGNAL PLANS
2.133 - 2.137	PAVEMENT MARKING PLANS
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ABBREVIATIONS

ALUMINUM	ALUM.	PAVEMENT	PAV'T.
BACK FACE	B.F.	PROPOSED	PROP.
C. & G.	CURB AND GUTTER	REMOVE	REM.
CONCRETE	CONC.	RIGHT OF WAY	R/W
CONSTRUCTION PERMIT	C. P.	SANITARY	SAN., SA
DIAMETER	DIA.	STORM SEWER	S.S.
DISCHARGE	DISCH.	STRUCTURE	STR.
ELEVATION	ELEV.	TEMPORARY	TEMP.
FRONT FACE	F.F.	TEMPORARY LIMITED EASEMENT	T.L.E.
INSIDE DIAMETER	I.D.	TYPICAL	TYP.
MINIMUM	MIN.		
OUTSIDE DIAMETER	O.D.		

PLOT DATE: Jul 11, 2000 3:55pm DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEETS2\TYP01.DWG

NOTES	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.1	M

R 12-8-00

BEGIN PROJECT 1442-04-70
STA. 1+563.485

REPLACE EXISTING TRAFFIC SIGNAL HARDWARE

CONSTRUCT MEDIAN

LIMITS OF WORK

FOREST MALL ENTRANCE (WEST)

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

CONSTRUCT MEDIAN

FOREST MALL ENTRANCE (EAST)

CONSTRUCT SIDEWALK

PIONEER RD.

1+560

1+680

1+880

1+930

WEST JOHNSON STREET (S.T.H. 23)

CONSTRUCT SIDEWALK

LIMITS OF WORK

ADDITIONAL WORK UNDER THIS CONTRACT

WATER MAIN CONSTRUCTION
SANITARY SEWER CONSTRUCTION
STORM SEWER CONSTRUCTION
TRAFFIC SIGNALS
STREET LIGHTING
MARKING AND SIGNING
LANDSCAPING

PETERS AVENUE

CONSTRUCT MEDIAN

CONSTRUCT MEDIAN

CONSTRUCT MEDIAN

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

CONSTRUCT SIDEWALK

LIMITS OF WORK

WEST JOHNSON STREET (S.T.H. 23)

1+920

2+000

2+120

2+160

2+280

CONSTRUCT SIDEWALK

CONSTRUCT MODULAR BLOCK GRAVITY WALL

INSTALL NEW TRAFFIC SIGNALS

CONSTRUCT MEDIAN

PLACE PRECAST CONCRETE PAVING BRICK FOR CONTINUOUS TWO-WAY LEFT TURN LANE

PLOT DATE: Mar 22, 2000 3:13pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\OVER-01

PROJECT OVERVIEW	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.2	M

EXTEND CONC. BOX CULVERT, STR. C-20-55

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

LIMITS OF WORK

CONSTRUCT SIDEWALK

SEYMOUR STREET

10+080

2+560

2+600

2+640

2+280

2+320

2+360

2+400

2+440

2+480

2+520

WEST JOHNSON STREET (S.T.H. 23)

CONSTRUCT MODULAR BLOCK GRAVITY WALL

CONSTRUCT SIDEWALK

EXTEND EXISTING H.E. CONC. CULVERT PIPE TO BOX CULVERT

LIMITS OF WORK

10+040

10+000

PLACE PRECAST CONCRETE PAVING BRICK FOR CONTINUOUS TWO-WAY LEFT TURN LANE

ADDITIONAL WORK UNDER THIS CONTRACT

WATER MAIN CONSTRUCTION
SANITARY SEWER CONSTRUCTION
STORM SEWER CONSTRUCTION
TRAFFIC SIGNALS
STREET LIGHTING
MARKING AND SIGNING
LANDSCAPING

INSTALL NEW TRAFFIC SIGNALS

BELL STREET

21+040

21+020

CONSTRUCT MODULAR BLOCK GRAVITY WALL

BUTLER STREET

11+120

INSTALL NEW TRAFFIC SIGNALS

HICKORY STREET

12+060

CONSTRUCT CUL DE SAC

14+040

WALNUT STREET

14+020

LIMITS OF WORK

CONSTRUCT SIDEWALK

2+640

2+680

2+720

2+760

2+800

2+840

2+880

2+920

2+960

3+000

WEST JOHNSON STREET (S.T.H. 23)

11+080

12+040

12+020

13+980

13+960

CONSTRUCT SIDEWALK

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

CONSTRUCT CUL DE SAC

PLOT DATE: Mar 22, 2000 3:15pm DISK FILE NAME: P:\JOHNSON\J(A00)\SHEETS\COVER-02

PROJECT OVERVIEW	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.3	M

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

INSTALL NEW TRAFFIC SIGNALS

LIMITS OF WORK UNDER PROJECT I.D. 1442-04-72

CHESTNUT STREET

13+080

LIMITS OF WORK

CONSTRUCT SIDEWALK

15+040 LINCOLN AVENUE

15+020

CONSTRUCT CUL DE SAC

FOND DU LAC RIVER

STRUCTURE B-20-46 CONSTRUCTED UNDER PROJ. I.D. 1442-04-72

CONSTRUCT FRONTAGE ROAD

50+040

LIMITS OF WORK

50+080

SATTERLEE ST.

WEST JOHNSON STREET (S.T.H. 23)

3+000 3+040 3+080 3+120 3+160 3+200 3+240 3+280 3+320 3+360

13+960

13+960

13+020

LIMITS OF WORK

CONSTRUCT SIDEWALK

14+980

14+960

CONSTRUCT CUL DE SAC

EAST BRANCH

STORM WATER LIFT STATION AND RETAINING WALL EXTENSION CONSTRUCTED UNDER PROJECT I.D. 1442-04-72

STRUCTURE B-20-46 CONSTRUCTED UNDER PROJ. I.D. 1442-04-72

LIMITS OF WORK

BROOKE STREET

16+280

16+240

16+200

160

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

3+360 3+400 3+440 3+480 3+520 3+560 3+600 3+640 3+680 3+720

50+360 50+400 50+440 50+480 50+520

KELLY DR.

WEST JOHNSON STREET (S.T.H. 23)

8268+00

8267+00

SATTERLEE ST.

50+160 50+200 50+240 50+280

CONSTRUCT PAVEMENT, CURB AND GUTTER

CONSTRUCT FRONTAGE ROAD

30+060 30+100 30+140

JOHNSON COURT

LIMITS OF WORK

CONSTRUCT SIDEWALK AND CUL DE SAC

ADDITIONAL WORK UNDER THIS CONTRACT

WATER MAIN CONSTRUCTION
SANITARY SEWER CONSTRUCTION
STORM SEWER CONSTRUCTION
TRAFFIC SIGNALS
STREET LIGHTING
MARKING AND SIGNING
LANDSCAPING

PLOT DATE: Jul 26, 2000 9:14am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\OVER-03.DWG

PROJECT OVERVIEW	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.4	M

LIMITS OF WORK UNDER
PROJECT I.D. 1442-04-72

50+520

20+240

MILITARY ROAD

LIMITS OF WORK

17+240

DOTY STREET

CONSTRUCT SIDEWALK

LIMITS OF WORK

MACY STREET

18+220

3+720

3+760

3+800

3+840

3+880

3+920

3+960

4+000

+040

4+080

WEST JOHNSON STREET (S.T.H. 23)

LIMITS OF WORK

INSTALL NEW TRAFFIC SIGNALS

CONSTRUCT SIDEWALK

20+160

GIDDINGS & LEWIS
DRIVEWAY

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

17+160

18+180

18+160

ADDITIONAL WORK UNDER THIS CONTRACT

WATER MAIN CONSTRUCTION
SANITARY SEWER CONSTRUCTION
STORM SEWER CONSTRUCTION
TRAFFIC SIGNALS
STREET LIGHTING
MARKING AND SIGNING
LANDSCAPING

19+240

MAIN STREET

CONSTRUCT SIDEWALK

LIMITS OF WORK

REMOVE EXISTING PAVEMENT, CURB AND GUTTER
CONSTRUCT NEW PAVEMENT, CURB AND GUTTER

MARQUETTE STREET

19+520

END PROJECT I.D. 1442-04-70
STA. 4+360.000

4+080

4+120

4+160

4+200

4+240

4+280

4+320

4+360

4+400

4+440

WEST JOHNSON STREET (S.T.H. 23)

EAST JOHNSON STREET (S.T.H. 23)

LIMITS OF WORK

INSTALL NEW TRAFFIC SIGNALS

CONSTRUCT SIDEWALK

19+480

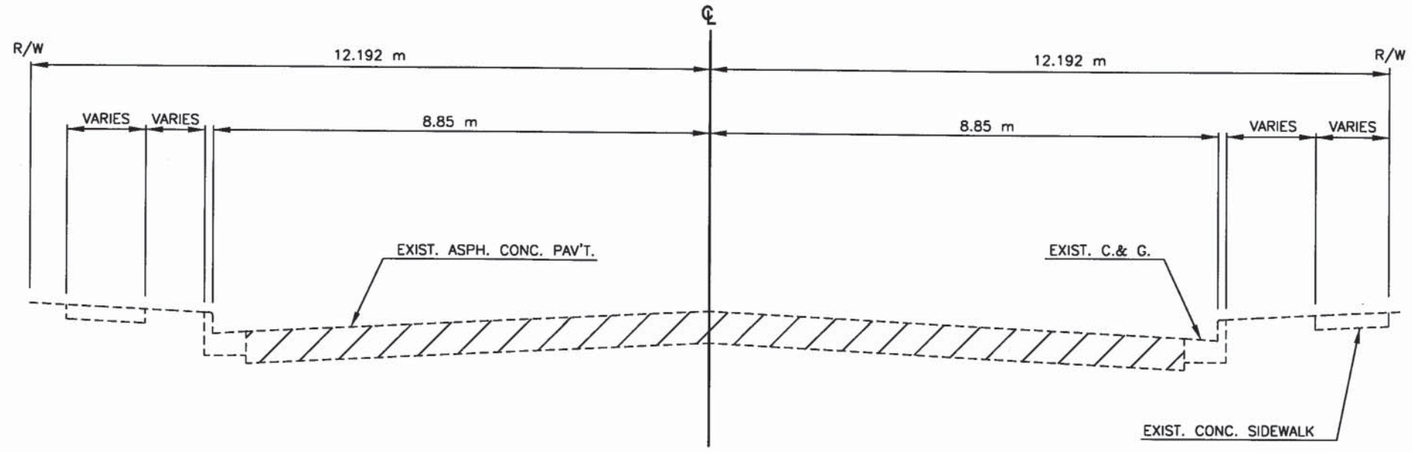
19+160

MILL EXISTING
ASPH. PAV'T.

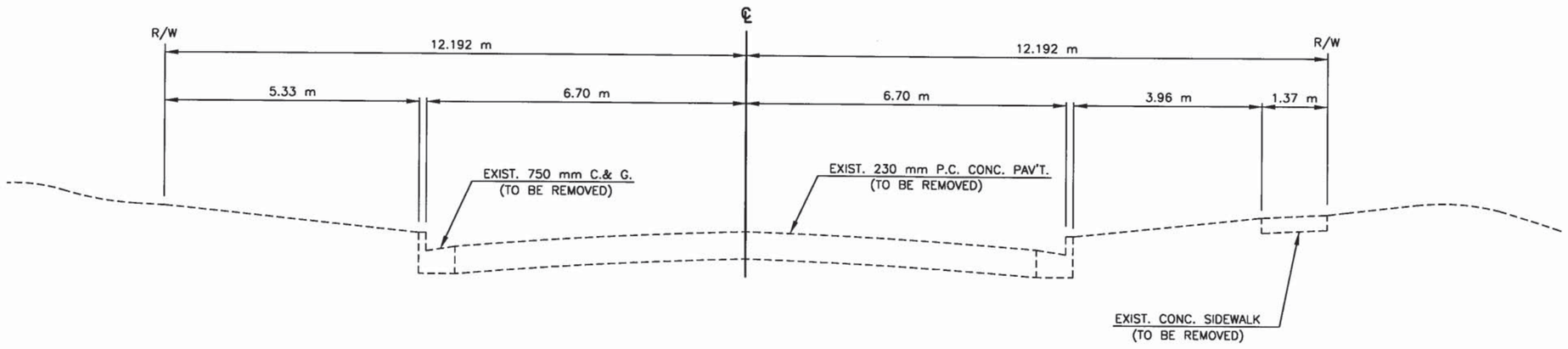
TO BE CONSTRUCTED UNDER
A SEPARATE PROJECT

PLOT DATE: May 04, 2000 1:35pm DISK FILE NAME: P:\JOHNSON13\CADD\SHEETS2\OVER-04

PROJECT OVERVIEW	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.5	M



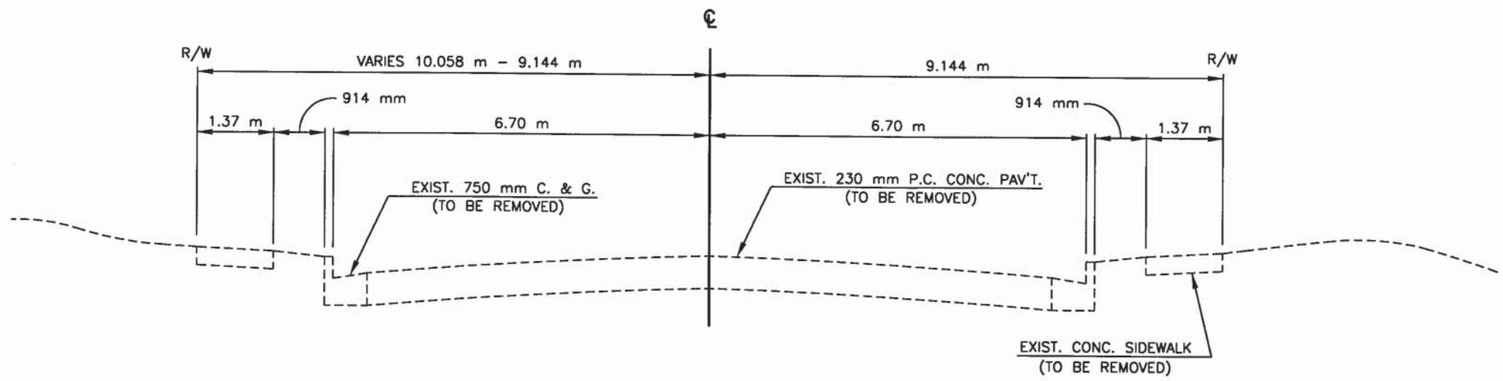
TYPICAL EXISTING SECTION
MAIN STREET



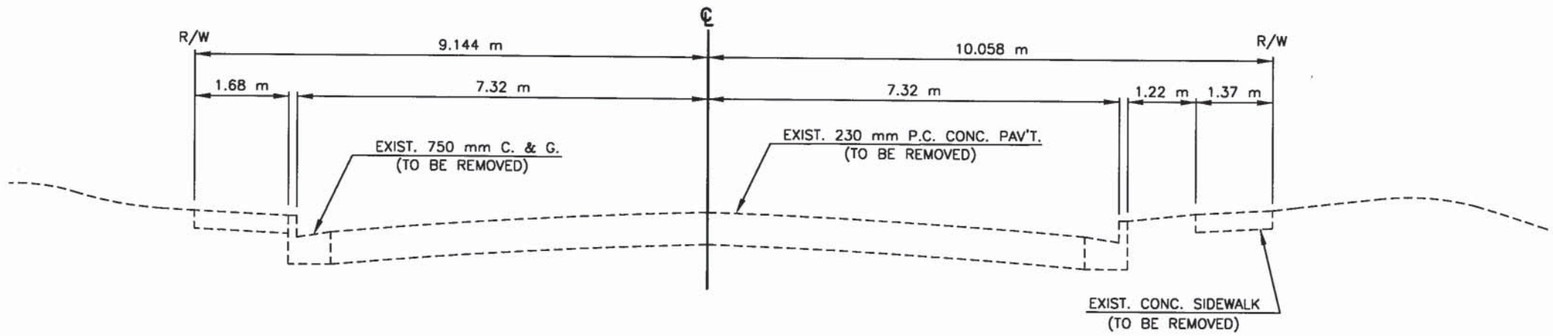
TYPICAL EXISTING SECTION
STA. 2+080.00 TO STA. 2+360.00

PLOT DATE: Jul 01, 1999 9:46am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\TYP04

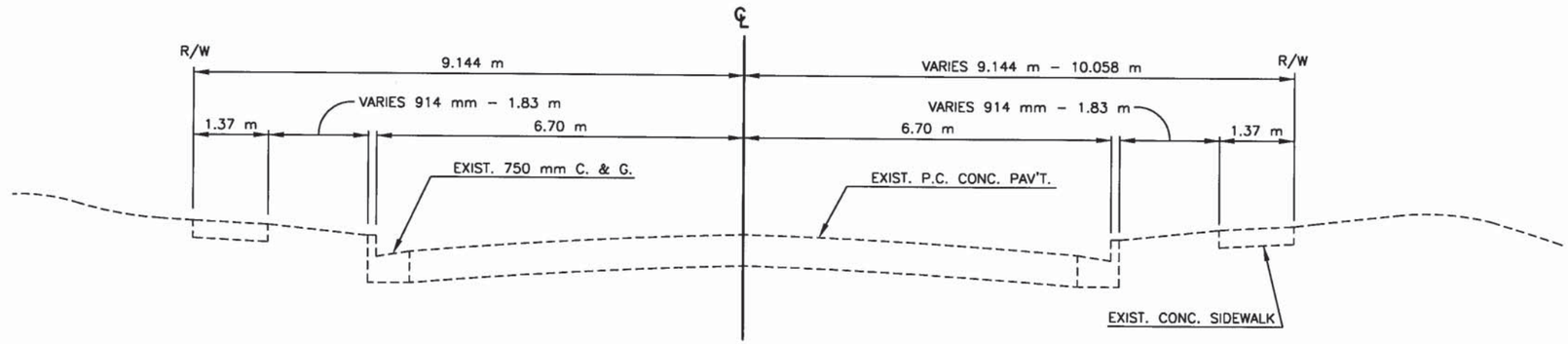
TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.6	M



TYPICAL EXISTING SECTION
STA. 2+360.00 TO STA. 3+750.00



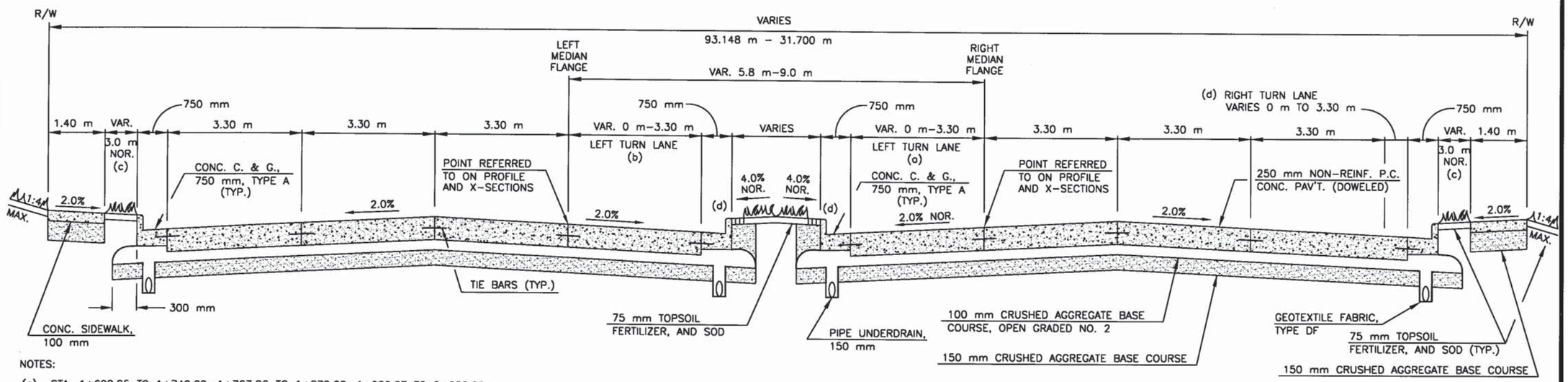
TYPICAL EXISTING SECTION
STA. 3+750.00 TO STA. 4+338.94



TYPICAL EXISTING SECTION
SATTERLEE STREET
JOHNSON COURT

PLOT DATE: Jul 26, 2000 9:10am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\TYP05.DWG

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.7	M

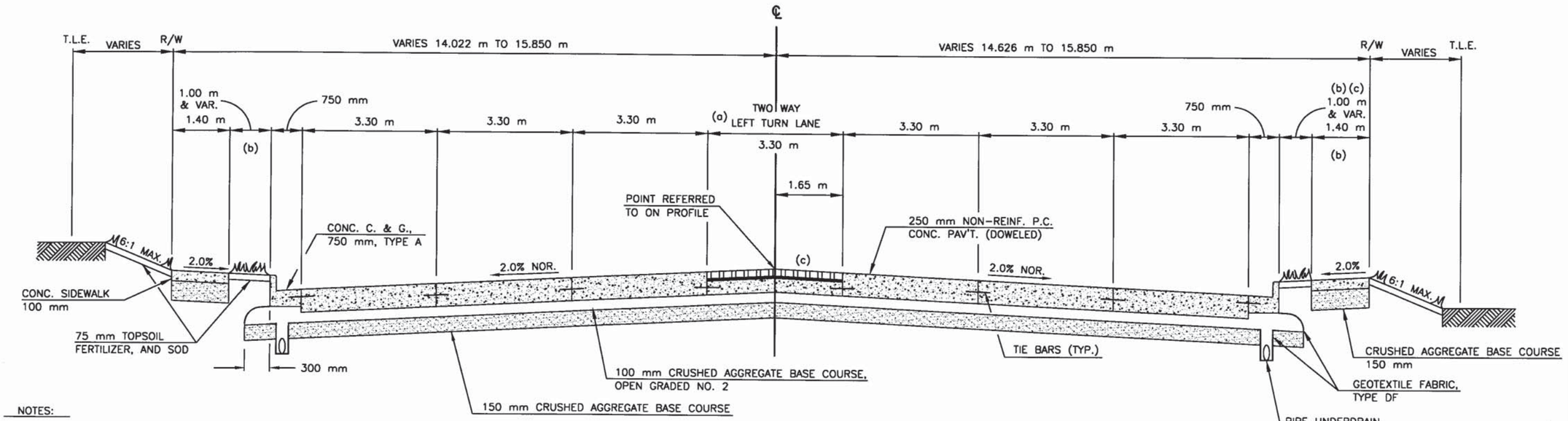


NOTES:

(a) STA. 1+628.85 TO 1+740.00; 1+767.86 TO 1+870.00; 1+980.07 TO 2+080.00
(b) STA. 1+563.49 TO 1+669.20; 1+740.00 TO 1+834.60; 1+870.00 TO 1+982.43; 2+080.00 TO 2+173.10
(c) VARIABLE, SEE PAVING PLANS
(d) PRECAST CONCRETE PAVING BRICK EDGING, SEE DETAILS

TYPICAL FINISHED SECTION

STA. 1+563.49 TO STA. 2+182.60



NOTES:

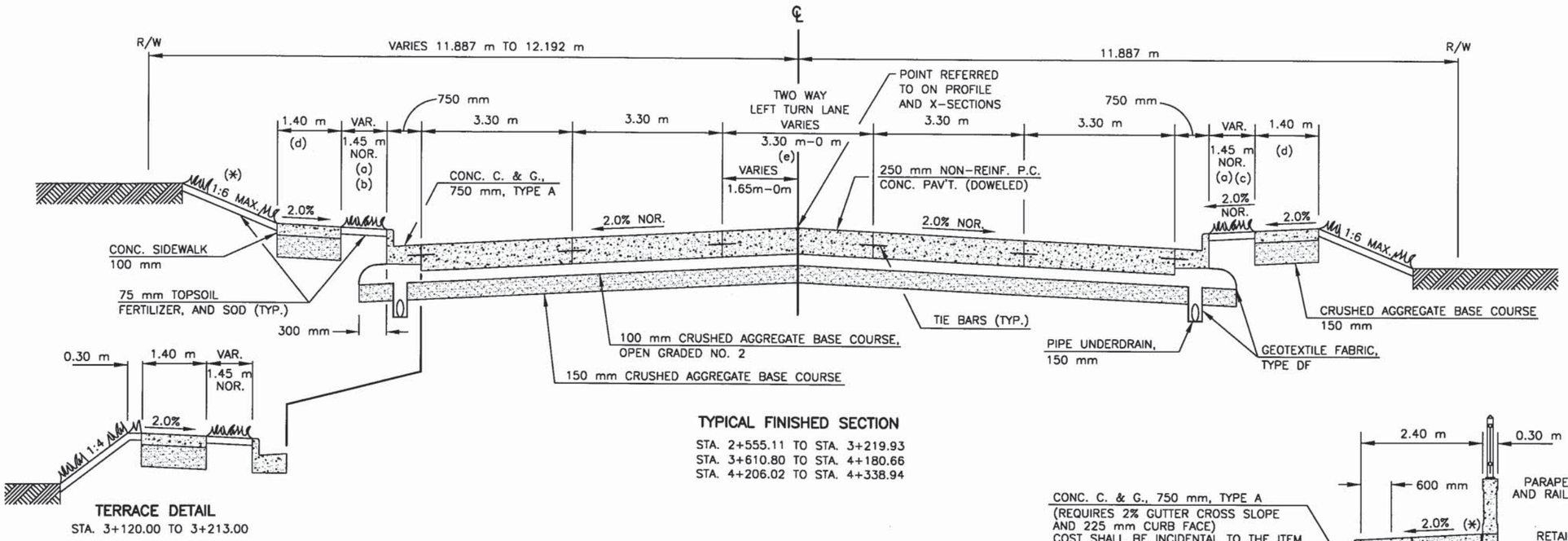
(a) VARIES 4.63 m TO 3.3 m FROM STA. 2+182.6 TO 2+240.0
(b) VARIABLE, SEE PAVING PLANS
(c) PRECAST CONCRETE PAVING BRICK, STA. 2+182.60 TO 2+542.60, SEE DETAILS

TYPICAL FINISHED SECTION

STA. 2+182.60 TO STA. 2+555.11

PLOT DATE: Jul 11, 2000 3:58pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\TYP02.DWG

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.8	M



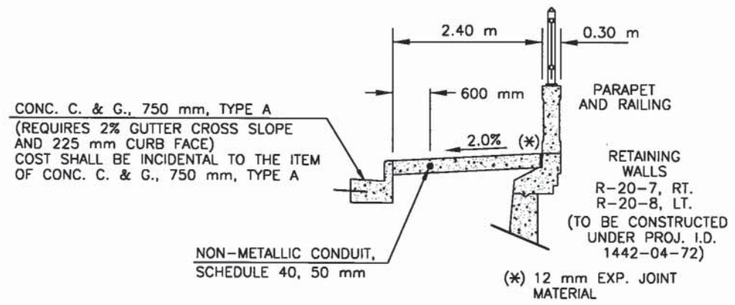
TERRACE DETAIL
STA. 3+120.00 TO 3+213.00

TYPICAL FINISHED SECTION
STA. 2+555.11 TO STA. 3+219.93
STA. 3+610.80 TO STA. 4+180.66
STA. 4+206.02 TO STA. 4+338.94

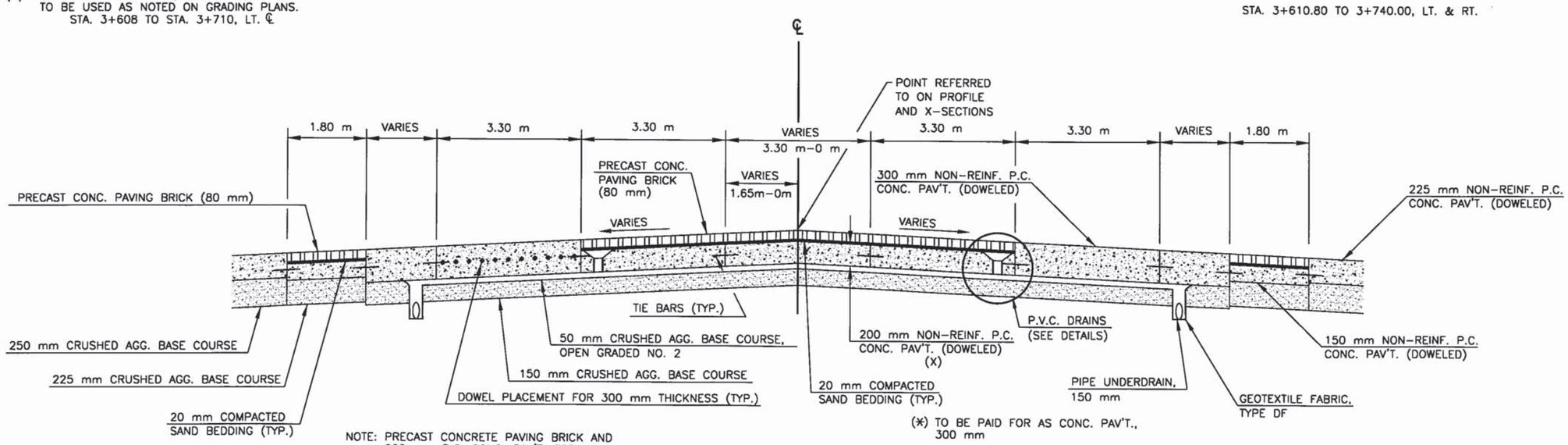
NOTES:

(a) TERRACE WIDTH VARIES, SEE PAVING PLANS
(b) TERRACE TAPERS FROM 1.80 m TO 0.45 m; STA. 3+208.2 TO 3+219.9 LT.
(c) TERRACE TAPERS FROM 1.45 m TO 0.45 m; STA. 3+208.5 TO STA. 3+219.9 RT.
(d) SIDEWALK WIDTH IS 2.4 m FROM STA. 3+610.8 TO 3+740.0
(e) TWO WAY LEFT TURN LANE VARIES, SEE PAVING PLANS

(*) 75 mm TOPSOIL, SEED, FERTILIZER, AND MULCH TO BE USED AS NOTED ON GRADING PLANS. STA. 3+608 TO STA. 3+710, LT. ℄



SIDEWALK DETAIL
STA. 3+610.80 TO 3+740.00, LT. & RT.



NOTE: PRECAST CONCRETE PAVING BRICK AND 200 mm P.C. CONC. PAV'T. FOR CITY OF FOND DU LAC LOGO ONLY.

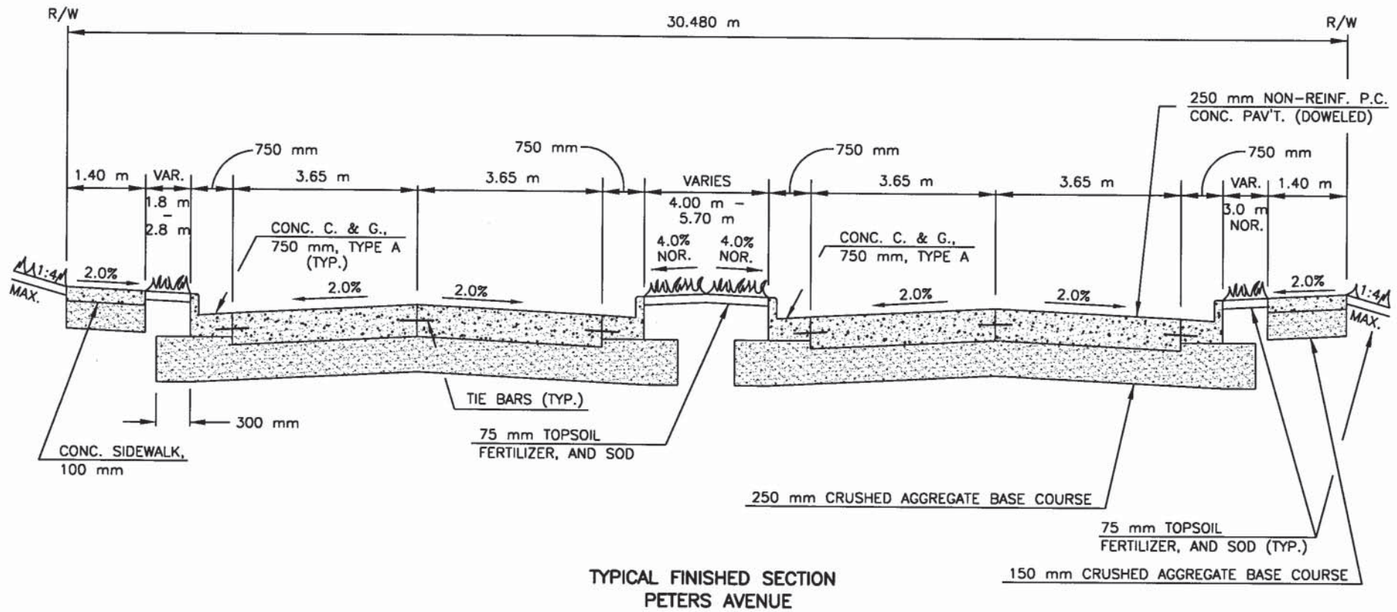
(*) TO BE PAID FOR AS CONC. PAV'T., 300 mm

TYPICAL FINISHED SECTION
STA. 4+180.66 TO STA. 4+206.02

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.9	M

R 12-8-00

PLOT DATE: Jul 11, 2000 4:38pm DISK FILE NAME: (14.0) P:\JOHNSON43\CADD\SHEETS2\TYP02A.DWG

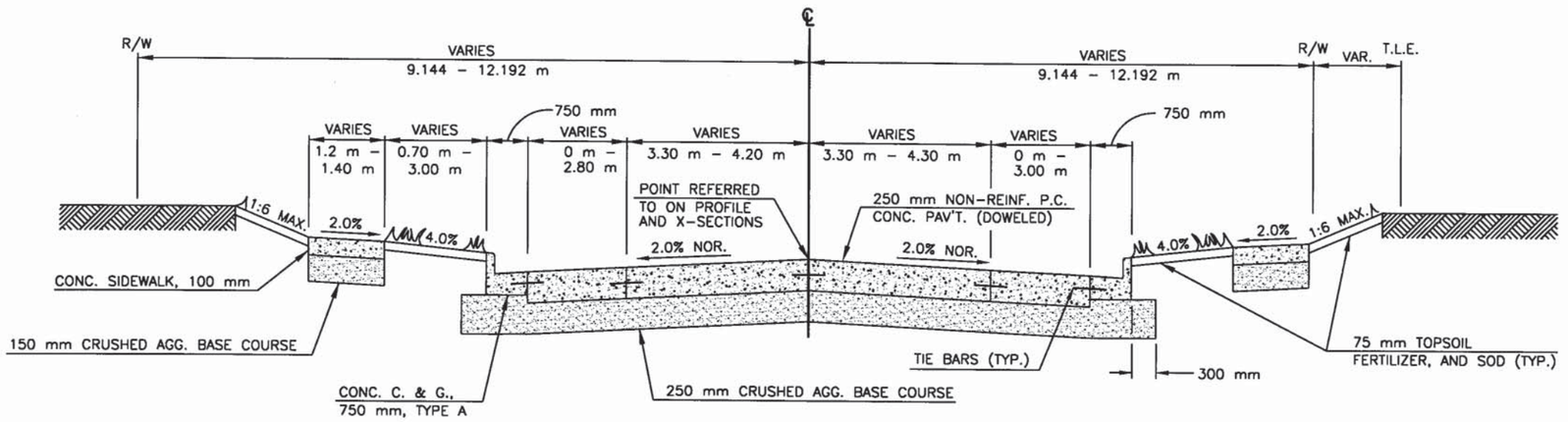


TYPICAL FINISHED SECTION
PETERS AVENUE

STA. 9+060.00 TO STA. 9+085.83
STA. 9+111.45 TO STA. 9+140.00

PLOT DATE: Jul 11, 2000 3:58pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\TYP09.DWG

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.10 M



TYPICAL FINISHED SECTION

SEYMOUR STREET
STA. 10+038.00 TO STA. 10+048.42
STA. 10+071.61 TO STA. 10+081.34

BUTLER STREET
STA. 11+080.00 TO STA. 11+091.74
STA. 11+108.27 TO STA. 11+120.36

HICKORY STREET
STA. 12+030.00 TO STA. 12+042.79
STA. 12+059.36 TO STA. 12+070.00

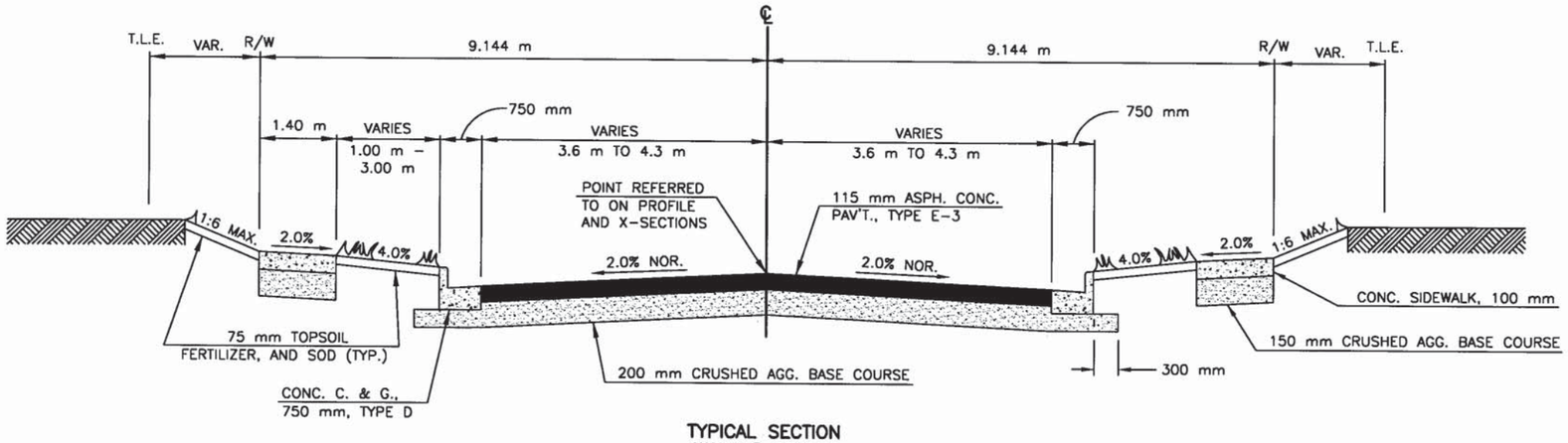
WALNUT STREET
STA. 13+960.00 TO STA. 13+984.27

CHESTNUT STREET
STA. 13+025.00 TO STA. 13+041.73
STA. 13+058.25 TO STA. 13+075.00

DOTY STREET
STA. 17+178.50 TO STA. 17+191.75
STA. 17+208.75 TO STA. 17+219.66

MACY STREET
STA. 18+180.00 TO STA. 18+191.69
STA. 18+208.24 TO STA. 18+220.00

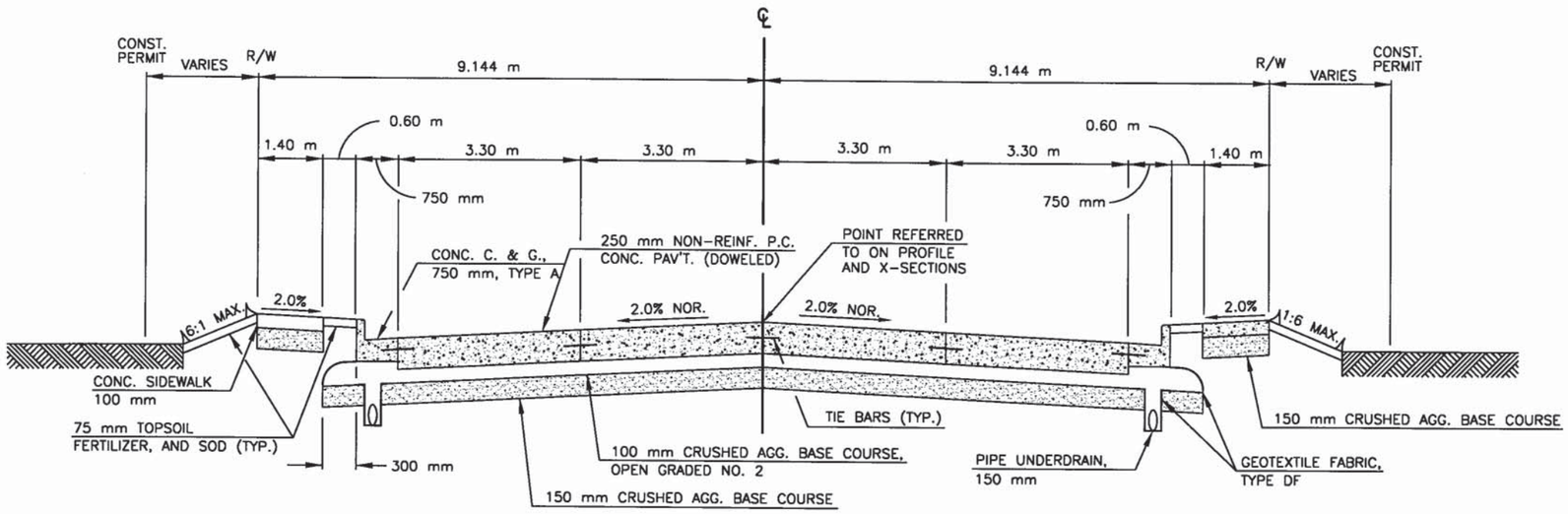
MARQUETTE STREET
STA. 19+484.00 TO STA. 19+493.33
STA. 19+506.60 TO STA. 19+514.81



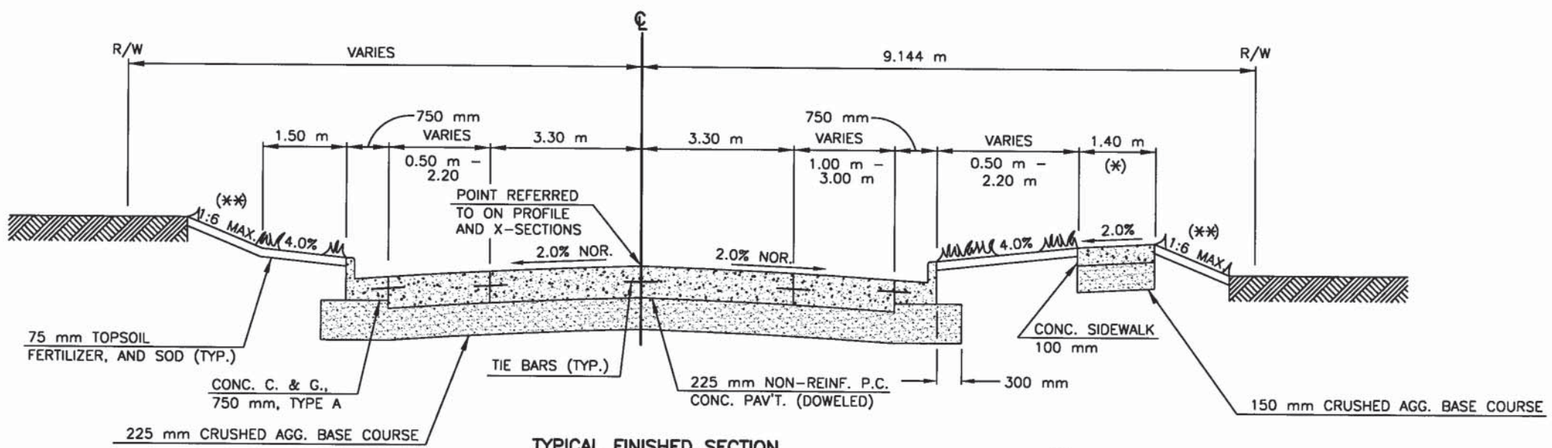
TYPICAL SECTION
WALNUT STREET
STA. 14+000.00 TO STA. 14+044.27
LINCOLN AVENUE
STA. 14+958.73 TO STA. 14+990.00
STA. 15+015.00 TO STA. 15+040.00

PLOT DATE: Jul 01, 1999 9:46am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\TYP08

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.11	M



TYPICAL FINISHED SECTION
STA. 4+338.94 TO STA. 4+360.00



TYPICAL FINISHED SECTION
SATTERLEE STREET
STA. 50+000 TO STA. 50+397

TYPICAL FINISHED SECTION
KELLY DRIVE
STA. 50+397 TO STA. 50+550

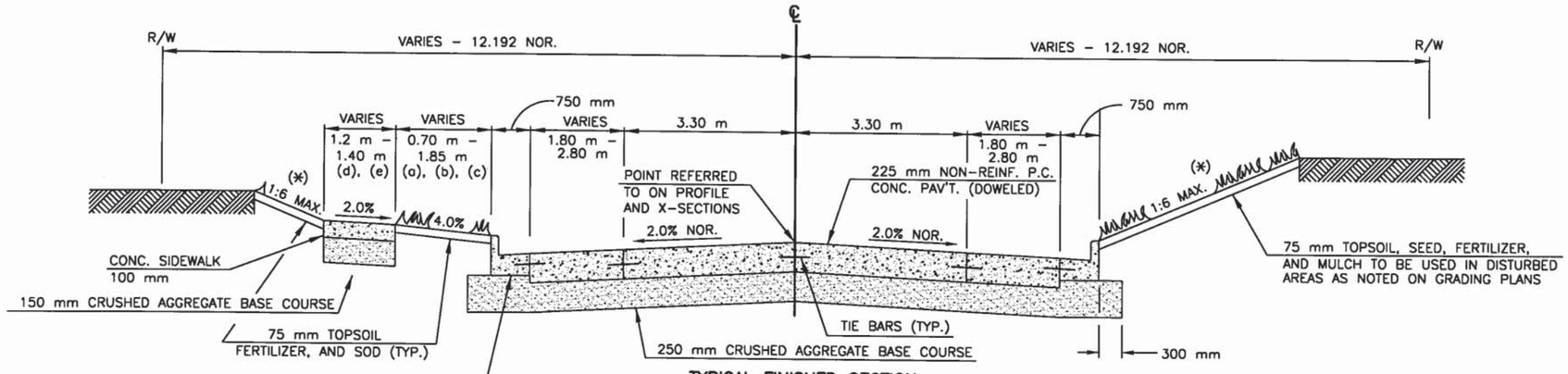
JOHNSON COURT/
GIDDINGS & LEWIS DRIVEWAY
STA. 30+042 TO STA. 30+155

(*) SIDEWALK ON FRONTAGE ROAD FROM STA 50+400 TO 50+540 ONLY, SEE PAVING PLANS.

(**) 75 mm TOPSOIL, SEED, FERTILIZER, AND MULCH TO BE USED AS NOTED ON GRADING PLANS.
STA. 50+040 TO STA. 50+160, RT. ℄
STA. 50+098 TO STA. 50+224, LT. ℄
STA. 50+242 TO STA. 50+389, LT. ℄
STA. 50+281 TO STA. 50+388, RT. ℄
STA. 50+409 TO STA. 50+538, RT. ℄
STA. 50+474 TO STA. 50+540, LT. ℄
STA. 30+042 TO STA. 30+096, LT. ℄

PLOT DATE: Jul 26, 2000 9:09am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\TYPD3.DWG

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.12	M

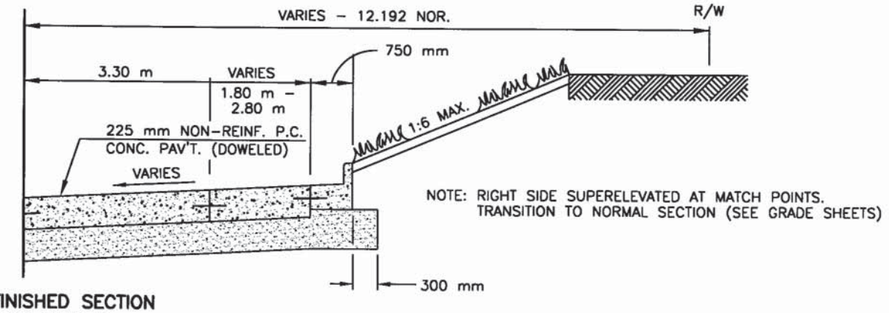


NOTES:

(a) 0.70 m STA. 16+170 – STA. 16+208.1
(b) 1.85 m STA. 16+208.1 – STA. 16+259.0
(c) 1.00 m STA. 16+259.0 – STA. 16+280
(d) 1.20 m STA. 16+170 – STA. 16+208.1 AND STA. 16+259.0 – STA. 16+280
(e) 1.40 m STA. 16+208.1 – STA. 16+259.0

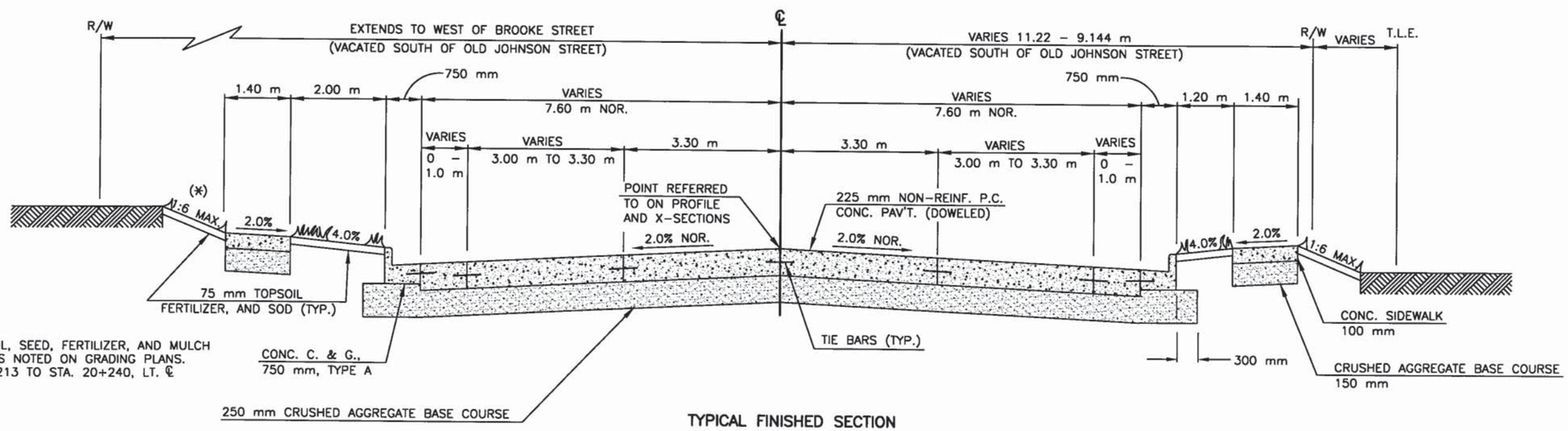
(*) 75 mm TOPSOIL, SEED, FERTILIZER, AND MULCH TO BE USED AS NOTED ON GRADING PLANS.
STA. 16+215 TO STA. 16+251, LT. ℄
STA. 16+238 TO STA. 16+250, RT. ℄

TYPICAL FINISHED SECTION
BROOKE STREET
STA. 16+194.5 TO STA. 16+248.5



NOTE: RIGHT SIDE SUPERELEVATED AT MATCH POINTS. TRANSITION TO NORMAL SECTION (SEE GRADE SHEETS)

TYPICAL FINISHED SECTION
BROOKE STREET
STA. 16+170 TO STA. 16+194.5
STA. 16+248.5 TO STA. 16+280

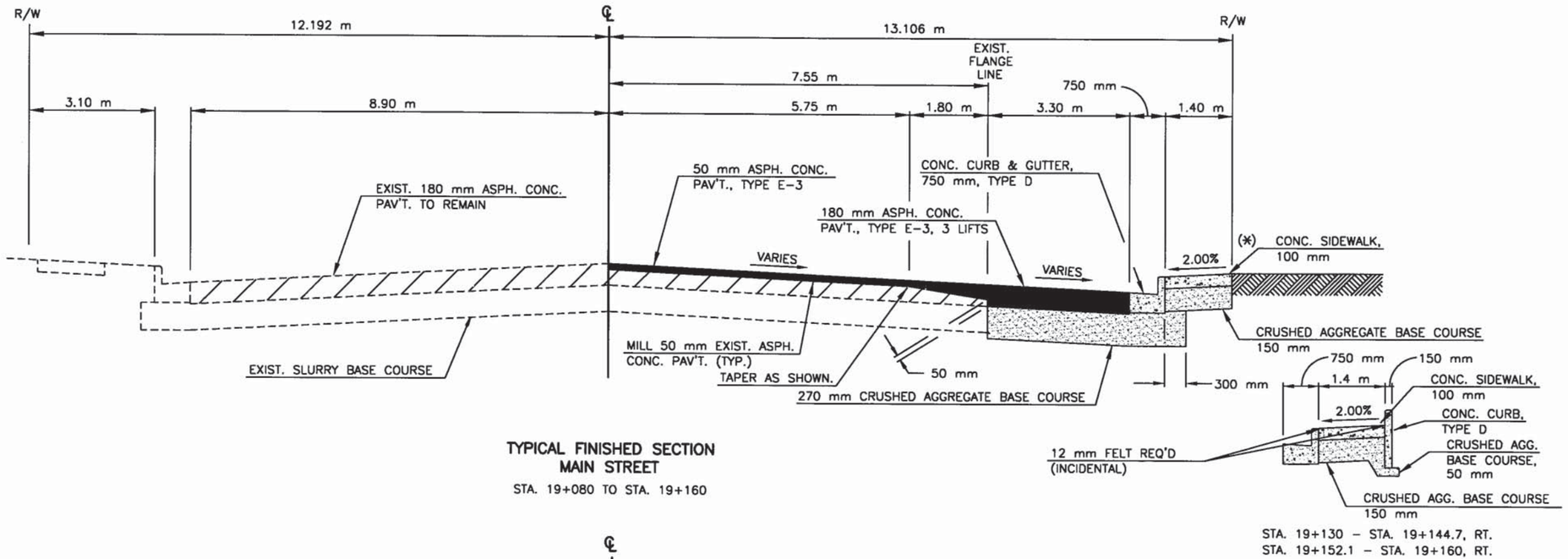


(*) 75 mm TOPSOIL, SEED, FERTILIZER, AND MULCH TO BE USED AS NOTED ON GRADING PLANS.
STA. 20+213 TO STA. 20+240, LT. ℄

TYPICAL FINISHED SECTION
MILITARY ROAD
GIDDINGS & LEWIS DRIVEWAY
STA. 20+180.00 TO STA. 20+191.76
STA. 20+208.33 TO STA. 20+266.00

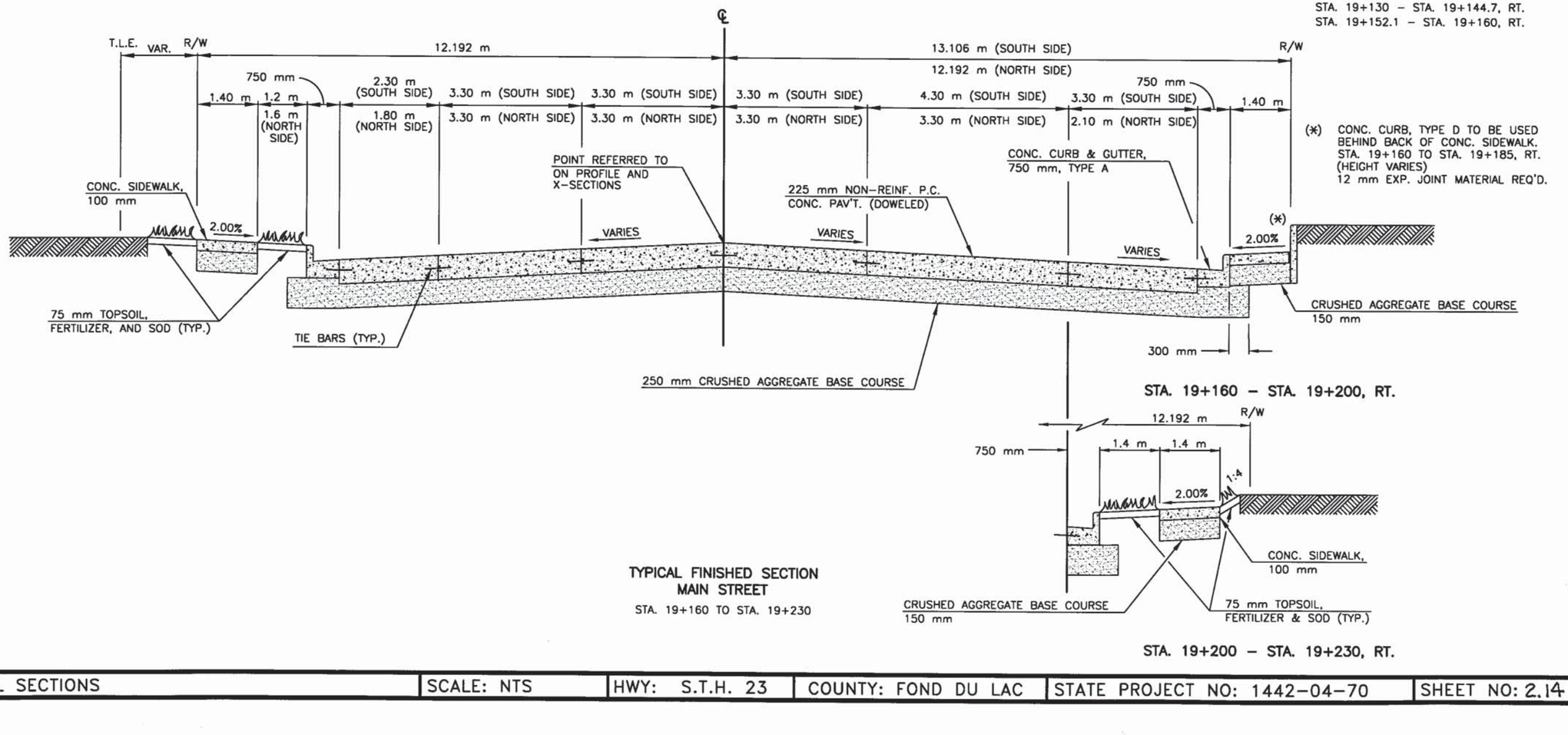
PLOT DATE: Jul 01, 1999 8:4pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\TYP06

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.13	M



TYPICAL FINISHED SECTION
MAIN STREET
STA. 19+080 TO STA. 19+160

STA. 19+130 – STA. 19+144.7, RT.
STA. 19+152.1 – STA. 19+160, RT.



TYPICAL FINISHED SECTION
MAIN STREET
STA. 19+160 TO STA. 19+230

STA. 19+160 – STA. 19+200, RT.

STA. 19+200 – STA. 19+230, RT.

PLOT DATE: Jul 01, 1999 9:44am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\TYP07

TYPICAL SECTIONS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.14	M

BORING: 2 — BORING COMPLETED: 09/22/97

ELEVATION: 238.20 — Station 1+500; 17 m left of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
238						**FILL MATERIAL**	
						Bituminous pavement 0 mm to 89 mm	
						Sand and gravel base course 89 mm to 381 mm	
		14					qp=340
						Reddish-brown lean clay with little sand 381 mm to 1.52 m	
	1						
		10					qp=380
237						Dry at completion	
						End of boring	
	2						
236							

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-4

BORING: 3 — BORING COMPLETED: 09/22/97

ELEVATION: 232.50 — Station 1+795.4; 9.1 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
						FILL MATERIAL	
						Concrete pavement 0 mm to 203 mm	
						Sand and gravel base course 203 mm to 457 mm	
		7					poor recovery, pushed stone
232						Brown silty clay mixed with sand and gravel 457 mm to 1.14 m	
	1						
		10					qp=240, 290
						TOPSOIL	
						LEAN CLAY (CL) Brown with little sand Dry at completion	
231							
						End of boring	
	2						
230							

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-5

SOIL BORING LOG	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.15	M

BORING: 4 — BORING COMPLETED: 09/22/97

ELEVATION: 230.50 — Station 2+135.5; 7.5 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV. SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
		6			**FILL MATERIAL** Concrete pavement 0 mm to 203 mm Crushed stone base course 203 mm to 356 mm	qp=190, 240 NM=19.9 LL=34 PL=17
230					**LEAN CLAY (CL)** Reddish-brown silty with trace to little sand and gravel (Possible fill material)	
	1	12				qp=290, 380
					Dry at completion	
229					End of boring	
	2					
228						

FOR NOTES AND LEGEND SEE DRAWING 11224-2

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-6

BORING: 5 — BORING COMPLETED: 09/22/97

ELEVATION: 229.40 — Station 2+430; 6.5 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV. SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
					FILL MATERIAL Concrete pavement 0 mm to 203 mm Sand and gravel base course 203 mm to 406 mm	qp=340
229		8			**LEAN CLAY (CL)**	
					Reddish-brown with trace to little sand and gravel	
	1	31				qp=360 NM=18.3 LL=40 PL=18
228					Dry at completion	
					End of boring	
	2					
227						

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-7

SOIL BORING LOG	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.16	M

BORING: 6 BORING COMPLETED: 09/22/97

ELEVATION: 228.20 Station 2+760; 5 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
228						**FILL MATERIAL**	
		6				Concrete pavement 0 mm to 203 mm	qp=290, 350
						Sand and gravel base course 203 mm to 660 mm	
						TOPSOIL	
	1					**LEAN CLAY (CL)**	
		10				Reddish-brown clay with a trace to little sand and gravel	qp=290, 350
227						Dry at completion	
						End of boring	
	2						
226							

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-8

BORING: 7 BORING COMPLETED: 09/22/97

ELEVATION: 228.30 Station 3+053.7; 3 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
228						**FILL MATERIAL**	
		6				Concrete pavement 0 mm to 203 mm Sand and gravel base course 203 mm to 381 mm	qp=290
						TOPSOIL	
	1					**LEAN CLAY (CL)**	
		9				Reddish-brown with little sand and gravel	qp=330 NM=20.8 LL=43 PL=19 qu=274.8 Dw=20.5 Dd=16.9
227						Dry at completion	
						End of boring	
	2						
226							

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-9

SOIL BORING LOG	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.17	M

BORING: 8

BORING COMPLETED: 09/22/97

ELEVATION: 228.90

Station 3+212; 1 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV. SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
					FILL MATERIAL	
					Concrete pavement 0 mm to 203 mm	
					Sand and gravel base course 203 mm to 406 mm	
		10				
					Mix of topsoil and dark brown sandy clay 406 mm to 711 mm	
228						
	1					
		5			Reddish-brown lean clay with sand and gravel 711 mm to 1.52 m	qp=340
					Dry at completion	
					End of boring	
227						
	2					
226						

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-10

BORING: 9

BORING COMPLETED: 09/22/97

ELEVATION: 229.00

Station 3+704.5; 12 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV. SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
229						
					FILL MATERIAL	
					Concrete pavement 0 mm to 203 mm	
		5			Sand and gravel base course 203 mm to 406 mm Black foundry slag 406 mm to 508 mm	qp=190
					LEAN CLAY (CL)	
228	1					
		7			Reddish-brown with little sand and gravel	qp=170, 215
					Dry at completion	
					End of boring	
227						
	2					
226						

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-11

SOIL BORING LOG	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.18	M

BORING: 10 BORING COMPLETED: 09/22/97

ELEVATION: 229.70 Station 4+006.5; 7 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
						FILL MATERIAL	
						Concrete pavement 0 mm to 203 mm	
						Sand and gravel base course 203 mm to 457 mm	
		10				Mixture of topsoil and lean clay 457 mm to 610 mm	qp=190
						Dark brown clay with sand and gravel 610 mm to 762 mm	
229							
						LEAN CLAY (CL)	
	1						
		15				Reddish-brown trace to little sand and gravel	qp=310, 380 NM=21.4 LL=48 PL=20
						Dry at completion	
						End of boring	
228							
	2						
227							

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-12

BORING: 11 BORING COMPLETED: 09/22/97

ELEVATION: 229.80 Station 4+299; 4 m right of reference line

ELEVATION METERS	DEPTH METERS	BLOW COUNTS	RECOV.	SAMPLE	LITHO.	DESCRIPTION OF MATERIALS	LAB RESULTS, REMARKS
						FILL MATERIAL	
						Concrete pavement 0 mm to 203 mm	
						Sand and gravel base course 203 mm to 406 mm	
		5				Reddish-brown lean clay with little topsoil, sand, and gravel 406 mm to 610 mm	pushed stone qp=140
229							
	1						
		13				Reddish-brown with trace to little sand and gravel	qp=430+
						Dry at completion	
						End of boring	
228							
	2						
227							

SOILS & ENGINEERING SERVICES, INC.
MADISON, WISCONSIN

FOR NOTES AND LEGEND SEE DRAWING 11223-2

SOIL BORING RECORD
STH 23 Reconstruction
N. Rolling Meadows Drive to N. National Ave.
Fond du Lac, Wisconsin

DRAWING 11223-13

SOIL BORING LOG	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.19	M

RIVER

WISCONSIN TILE SUPPLY

ROSE ART

EXIST. SIDEWALK TO REMAIN

SOD – 1.5 m STRIP

℄ SAITERLEE ST.

50+040

50+080

50+160

R/W

T.L.E.

C.P.

FOND DU LAC

AREA 1

AREA 2

GRADE TO DRAIN

48.1

51.6

51.0

228.10

228.20

228.00

227.90

3+240

3+280

3+320

3+360

3+400

℄ WEST JOHNSON ST. (S.T.H. 23)

#267

#263

#259

PROP. CONTOURS NOT SHOWN SEE CROSS SECTIONS #259

GRADING AND RESTORATION FOR PUMP STATION COMPLETED UNDER CONTRACT I.D. 1442-04-72

NOTE: GRADING PLAN APPROXIMATE. GRADES MAY BE ADJUSTED BY THE ENGINEER.

DISTURBED AREA TO BE RESTORED WITH TOPSOIL, SEED MIXTURE NO. 40, FERTILIZER TYPE A, AND MULCH

PLOT DATE: Aug 15, 2000 2:26pm DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\GRADING_PLANA1A2.DWG

GRADING PLAN – AREA 1 & AREA 2	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.20	M

℄ SATTERLEE ST. 50+080

R/W

150 mm W

W HYD.

3+320

3+360

3+400 ℄ WEST JOHNSON ST. (S.T.H. 23)

3+440

3+480

228.40

228.30

228.20

228.30

228.40

#263

AREA 3

#259

#254

#230

SOD 1.5 m STRIP

50+160

50+200

50+240

52.2

GRADE TO DRAIN

PROP. CONTOURS NOT SHOWN
SEE CROSS SECTIONS

WISCONSIN CENTRAL R.R. LTD.

8270+00

8269+00

8268+00

8267+00

8266+00

℄ WISC. CENTRAL R.R.

℄ FUTURE TRACK

NORLIGHT

FO

T

G

SIGN

WV

GATE

SIGNAL

MP

50 mm W

ABANDONED

C.P.

ASPHALT

FRENCH ADVERTISING

MIKE'S FRAME & ALIGNMENT SERVICES

FURNITURE REFINISHING

NOTES: GRADING PLAN APPROXIMATE. GRADES MAY BE ADJUSTED BY THE ENGINEER.

ELECTRIC SERVICE AND NORLIGHT FIBER OPTIC LINE CANNOT BE DISTRUBED.

DISTURBED AREA TO BE RESTORED WITH TOPSOIL, SEED MIXTURE NO. 40, FERTILIZER TYPE A, AND MULCH

PLOT DATE: Aug 15, 2000 2:53pm DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\GRADING_PLANA3.DWG

GRADING PLAN – AREA 3	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.21	M

WISC. CENTRAL R.R.

WISCONSIN CENTRAL R.R. LTD.

PROP. CONTOURS NOT SHOWN
SEE CROSS SECTIONS

℄ BROOKE ST.

16+280

R/W

GRADE TO DRAIN

AREA 4

228.80
228.70
228.60
228.50

3+480

52.4

50+360 ℄ SATTERLEE STREET 50+400

℄ KELLY DRIVE 50+440

EARTHWORK MATCH LINE
SEE CROSS SECTIONS

SOD – 1.5 m STRIP

GRADE TO DRAIN

3+520 50+320

3+560

AREA 5

228.10
228.20
228.30
228.40
228.50

226.60
228.70
228.80

16+240

3+600

℄ WEST JOHNSON ST. (S.T.H. 23) 3+640

FRANCH ADVERTISING

GRADE TO DRAIN

BADGER TIRE

#215

228.50
228.40
228.30
228.30
228.40
228.50

53.1

53.0

50+280

50+240

SOD – 1.5 m STRIP

ABANDONED

SEED

30+060 ℄ JOHNSON CT. 30+100

℄ GIDDINGS & LEWIS DRIVEWAY 30+140

REPLACE EXIST. TYPE J COVER
WITH TYPE C COVER

EARTHWORK MATCH LINE
SEE CROSS SECTIONS

16+200

℄ FUTURE TRACK

C.P.

#234

#230

FURNITURE
REFINISHING

EARTHWORK MATCH LINE
SEE CROSS SECTIONS

#220

#212

#208

#204

#164

GRAVEL

CONC.

ASPH.

R/W

SIGN

NOTE: GRADING PLAN APPROXIMATE. GRADES MAY BE ADJUSTED BY THE ENGINEER.

DISTURBED AREA TO BE RESTORED WITH TOPSOIL, SEED MIXTURE NO. 40, FERTILIZER TYPE A, AND MULCH

GRADING PLAN – AREA 4 & AREA 5	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.22	M

PLOT DATE: Aug 15, 2000 3:31pm DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS\GRADING_PLAN4A5.DWG

PROP. CONTOURS NOT SHOWN
SEE CROSS SECTIONS

PROP. CONTOURS NOT SHOWN
SEE CROSS SECTIONS

AREA 8

GRADE TO DRAIN

150 mm CABC D/W

GRADE TO DRAIN

150 mm CABC D/W

R/W

GRADE TO DRAIN

150 mm CONC. D/W
1.5 m TERRACE WIDTH

SOD – 1.5 m STRIP

SOD – 1.5 m STRIP

150 mm CONC. D/W
1.5 m TERRACE WIDTH

16+280

℄ BROOKE ST.

50+400

50+440

℄ KELLY DRIVE

50+480

50+520

AREA 6

228.30
228.40
228.40
228.50
228.50
228.60
228.60
228.70
228.70
228.80
228.90
229.00

℄ MILITARY RD.

20+240

T.L.E.

T.L.E.

R/W

16+240

3+600

3+640

3+680

℄ WEST JOHNSON ST. (S.T.H. 23)

3+720

3+760

GRADE TO DRAIN

GRADE TO DRAIN

RECONSTRUCT M.H.
REPLACE EXIST. M.H. COVER WITH TYPE C COVER

AREA 7

228.80
228.70
228.60
228.70
228.80

GRADE TO DRAIN

30+100

℄ GIDDINGS &, LEWIS DRIVEWAY

30+140

16+200

C.P.

C.P.

C.P.

C.P.

C.P.

SIGN

SIGN

R/W

SSN
59.6

ASPH.

GIDDINGS
& LEWIS

20+160

NOTE: GRADING PLAN APPROXIMATE. GRADES MAY BE ADJUSTED BY THE ENGINEER.

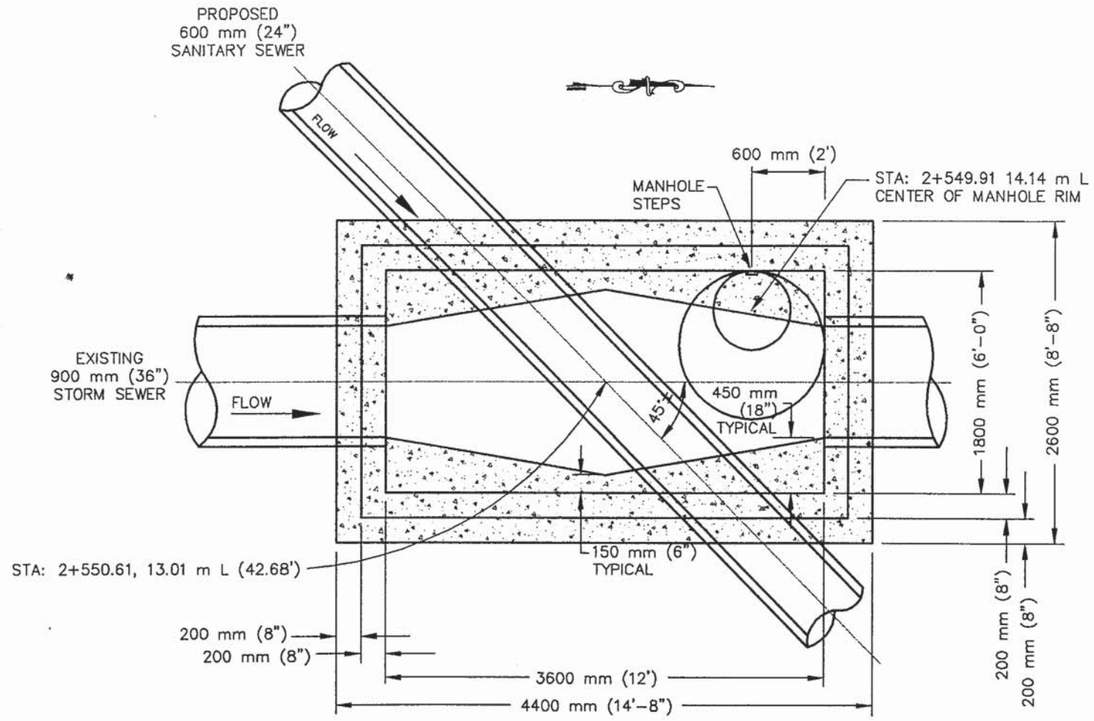
DISTURBED AREA TO BE RESTORED WITH TOPSOIL, SEED MIXTURE NO. 40, FERTILIZER TYPE A, AND MULCH

PLOT DATE: Aug 15, 2000 4:12pm DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\GRADING_PLAN6A7.DWG

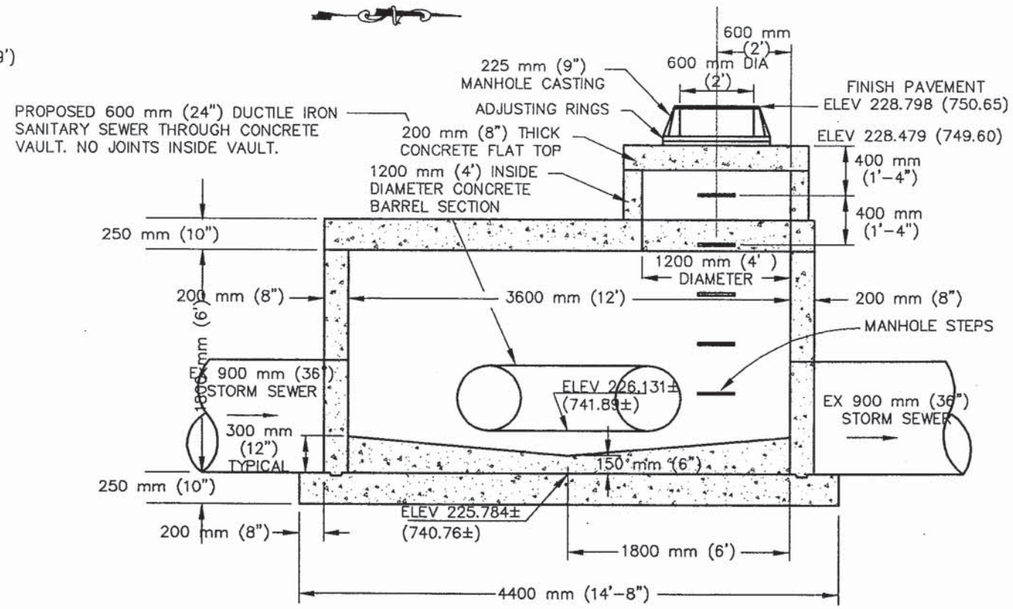
GRADING PLAN – AREA 6, AREA 7, & AREA 8	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.23	M

– PROPOSED CONCRETE VAULT –

INTERSECTION OF JOHNSON STREET & SEYMOUR STREET
STA: 2+550.61, 13.01 m L (42.68')



– TOP VIEW –

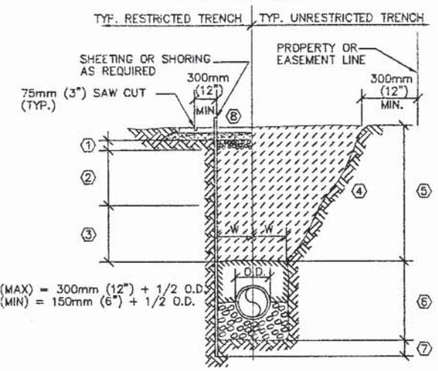


– SIDE VIEW –

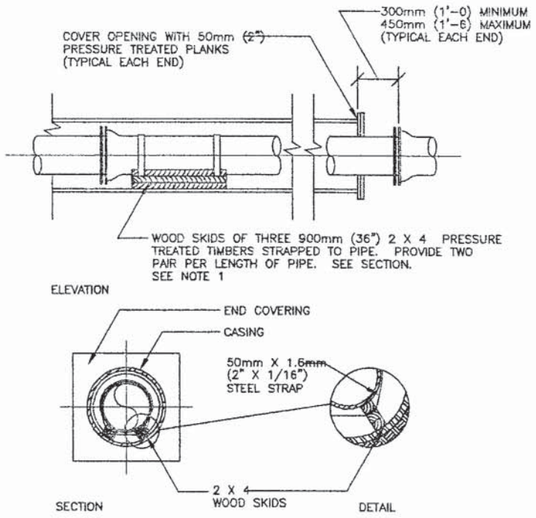
PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-72	SHEET NO: 2.24	M

TRENCH AND FILL SECTION NOTES:

1. SEE SPEC'S FOR SUBGRADE REQUIREMENTS.
2. 95% COMPACTION IN TOP 900mm (3'-0) IN ROADWAY.
3. 90% COMPACTION IN ROADWAY.
4. SIDE SLOPE TO BE DETERMINED BY SOIL CONDITIONS.
5. BACKFILL SECTION AS SPECIFIED.
6. BEDDING SECTION AS SPECIFIED.
7. TOE PENETRATION OF SHEETING AS REQ'D.
8. REPLACE PAVEMENT TO MATCH EXISTING, UNLESS SPECIFIED OTHERWISE.



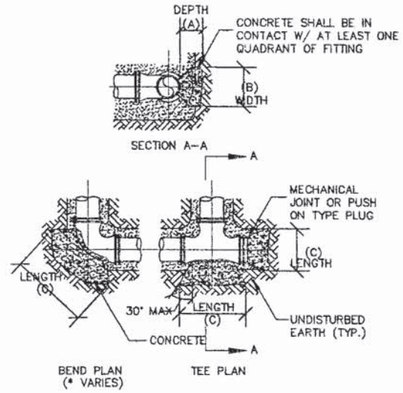
TYPICAL TRENCH SECTION



CASING INSTALLATION

THRUST BLOCKING NOTES:

1. CONCRETE SHALL HAVE A MIN. COMPRESSIVE STRENGTH OF 14MPa (2000 PSI) & SHALL BE CAST AGAINST UNDISTURBED EARTH.
2. FITTINGS SHALL BE ENCASED IN PLASTIC TO PREVENT CONCRETE BONDING TO FITTINGS.
3. FORM CONCRETE AS REQUIRED TO PREVENT CONTACT OR INTERFERENCE W/PIPE JOINTS.
4. THE LENGTH OF THE THRUST BLOCK SHALL BE APPROXIMATELY TWICE THE WIDTH. BEARING AREA = LENGTH (A) X WIDTH (B).



THRUST BLOCKING

METRIC THRUST BLOCK DIMENSIONS (1)

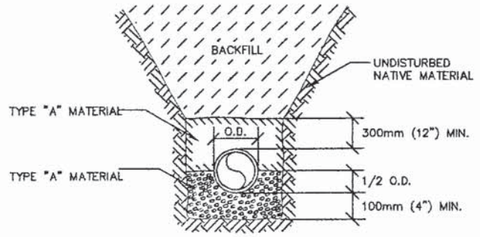
PIPE SIZE	A	11 1/4° BEND		22 1/2° BEND		45° BEND		90° BEND		TEE/DEAD END	
		B	C	B	C	B	C	B	C	E	C
150mm	300mm	500mm	300mm	500mm	300mm	500mm	300mm	500mm	400mm	500mm	300mm
200mm	350mm	600mm	300mm	600mm	300mm	600mm	300mm	600mm	550mm	600mm	400mm
250mm	400mm	675mm	300mm	675mm	300mm	675mm	400mm	675mm	700mm	675mm	500mm
300mm	450mm	750mm	300mm	750mm	300mm	750mm	500mm	750mm	900mm	750mm	650mm
400mm	600mm	900mm	300mm	900mm	350mm	900mm	700mm	900mm	1300mm	900mm	900mm
500mm	750mm	1125mm	300mm	1125mm	480mm	1125mm	860mm	1125mm	1625mm	1125mm	1125mm
600mm	900mm	1275mm	300mm	1275mm	550mm	1275mm	1120mm	1275mm	2030mm	1275mm	1425mm

U.S. THRUST BLOCK DIMENSIONS (2)

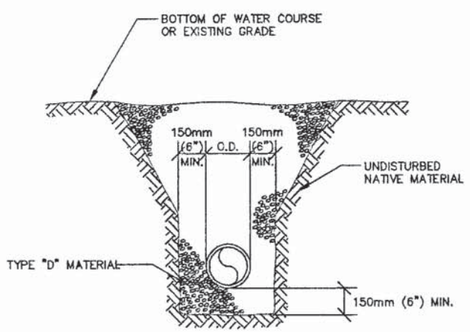
PIPE SIZE	A	11 1/4° BEND		22 1/2° BEND		45° BEND		90° BEND		TEE/DEAD END	
		B	C	B	C	B	C	B	C	B	C
6"	1'-0	1'-8	1'-0	1'-8	1'-0	1'-8	1'-0	1'-8	1'-4	1'-8	1'-0
8"	1'-2	2'-0	1'-0	2'-0	1'-0	2'-0	1'-0	2'-0	1'-10	2'-0	1'-4
10"	1'-4	2'-3	1'-0	2'-3	1'-0	2'-3	1'-4	2'-3	2'-4	2'-3	1'-8
12"	1'-6	2'-6	1'-0	2'-6	1'-0	2'-6	1'-8	2'-6	3'-0	2'-6	2'-2
16"	2'-0	3'-0	1'-0	3'-0	1'-2	3'-0	2'-4	3'-0	4'-4	3'-0	3'-0
20"	2'-6	3'-9	1'-0	3'-9	1'-6	3'-9	2'-10	3'-9	5'-4	3'-9	3'-9
24"	3'-0	4'-3	1'-0	4'-3	1'-10	4'-3	3'-8	4'-3	6'-8	4'-3	4'-8

(1) DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 PSI AND AN ALLOWABLE SOIL BEARING PRESSURE OF 4000 PSF.

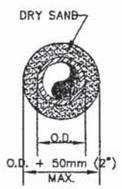
(2) DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 1MPa AND AN ALLOWABLE SOIL BEARING PRESSURE OF 19,530kg/m .

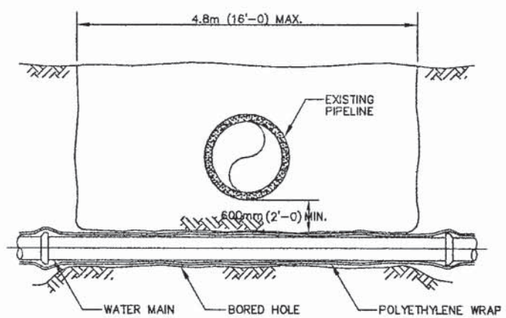


CLASS "E" BEDDING



CLASS "S" BEDDING
(SUBMERGED PIPE)





BORING WITHOUT CASING PIPE

U.S. JOINT RESTRAINT LENGTHS (1) (FEET)

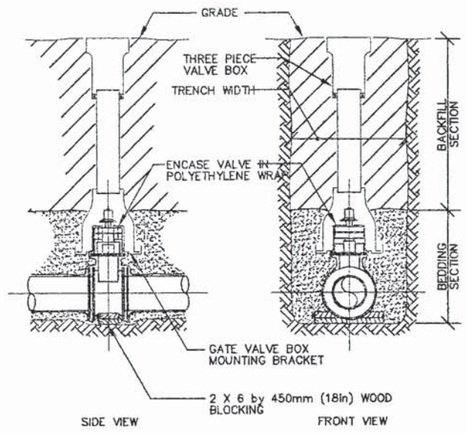
PIPE SIZE	HORIZONTAL & VERTICAL-UP BENDS				
	11 1/4° BEND	22 1/2° BEND	45° BEND	90° BEND	TEE/DEAD END
6"	2	4	7	16	12
8"	3	5	9	21	15
10"	3	5	11	25	18
12"	3	6	13	30	22
16"	4	8	17	39	28
20"	5	10	20	48	34
24"	6	12	24	57	41
PIPE SIZE	VERTICAL-DOWN BENDS				
	11 1/4° BEND	22 1/2° BEND	45° BEND	90° BEND	TEE/DEAD END
6"	4	7	13	31	22
8"	5	9	17	41	29
10"	5	10	21	49	35
12"	6	12	25	59	42
16"	8	16	32	77	55
20"	10	19	40	95	68
24"	12	23	47	113	80

(1) RESTRAINT LENGTHS BASED ON DIPRA PUBLICATION "THRUST RESTRAINT DESIGN FOR DUCTILE IRON PIPE" SECOND EDITION 1986. WITH THE FOLLOWING ASSUMPTIONS:
LAY CONDITION - TYPE 4
SOILS - CLAY 1 (TABLE 3, PG. 11)
DEPTH - 6'-0
PIPE ENCASED IN POLYETHYLENE WRAP
SAFTEY FACTOR - 1.5
PIPELINE PRESSURE - 100 PSI

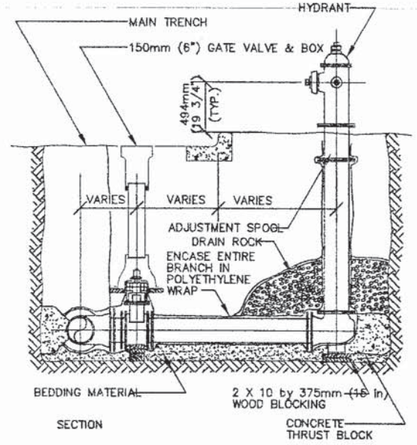
METRIC JOINT RESTRAINT LENGTHS (1) (mm)

PIPE SIZE	HORIZONTAL & VERTICAL-UP BENDS				
	11 1/4° BEND	22 1/2° BEND	45° BEND	90° BEND	TEE/DEAD END
150mm	600	1200	2100	4800	3600
200mm	900	1500	2700	6300	4500
250mm	900	1500	3300	7500	5400
300mm	900	1800	3900	9000	6600
400mm	1200	2400	5100	11,700	8400
500mm	1500	3000	6000	14,400	10,200
600mm	1800	3600	7200	17,100	12,300
PIPE SIZE	VERTICAL-DOWN BENDS				
	11 1/4° BEND	22 1/2° BEND	45° BEND	90° BEND	TEE/DEAD END
150mm	1200	2100	3900	9300	6600
200mm	1500	2700	5100	12,300	8700
250mm	1500	3000	6300	14,700	10,500
300mm	1800	3600	7500	17,700	12,600
400mm	2400	4800	9600	23,100	16,500
500mm	3000	5700	12,000	28,500	20,400
600mm	3600	6900	14,100	33,900	24,000

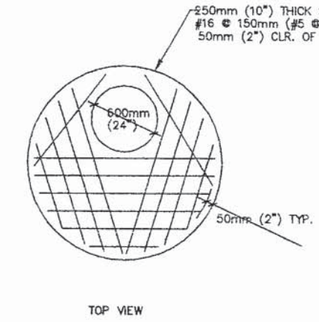
(1) RESTRAINT LENGTHS BASED ON DIPRA PUBLICATION "THRUST RESTRAINT DESIGN FOR DUCTILE IRON PIPE" SECOND EDITION 1986. WITH THE FOLLOWING ASSUMPTIONS:
LAY CONDITION - TYPE 4
SOILS - CLAY 1 (TABLE 3, PG. 11)
DEPTH - 1800mm
PIPE ENCASED IN POLYETHYLENE WRAP
SAFTEY FACTOR - 1.5
PIPELINE PRESSURE - 690 KPa



RESILIENT SEATED GATE
VALVE & BOX SETTING

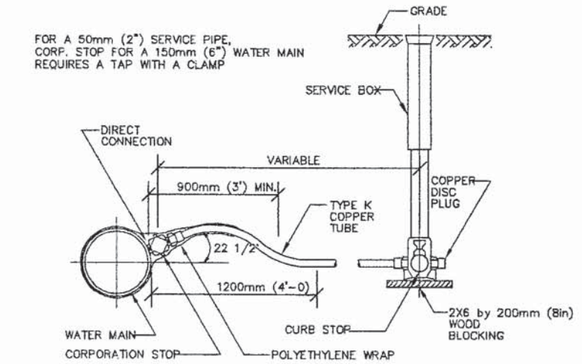


STANDARD HYDRANT

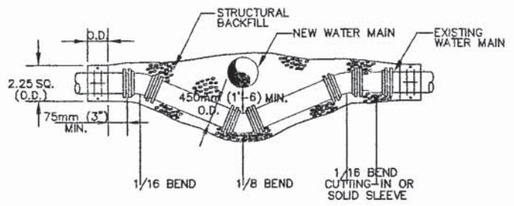


STANDARD METER VAULT
TOP SLAB

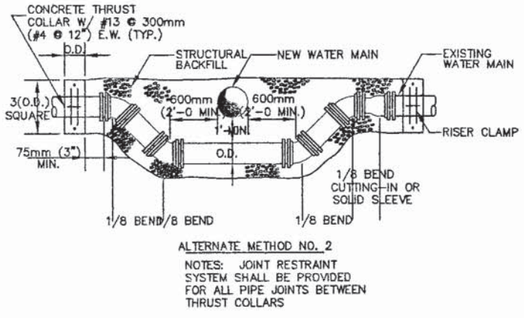
SERVICE PIPE		CORP STOP		CURB STOP		SERVICE BOX	
METRIC	US	METRIC	US	METRIC	US	METRIC	US
25mm	1"	25mm	1"	25mm	1"	62.5mm	2 1/2"
37.7mm	1 1/2"	31.4mm X 37.7mm	1 1/4"X 1 1/2"	37.7mm	1 1/2"	62.5mm	2 1/2"
50mm	2"	37.7mm X 50mm	1 1/2" X 2"	50mm	2"	62.5mm	2 1/2"



STANDARD WATER SERVICE



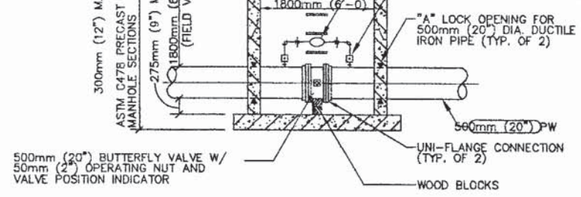
ALTERNATE METHOD NO. 1



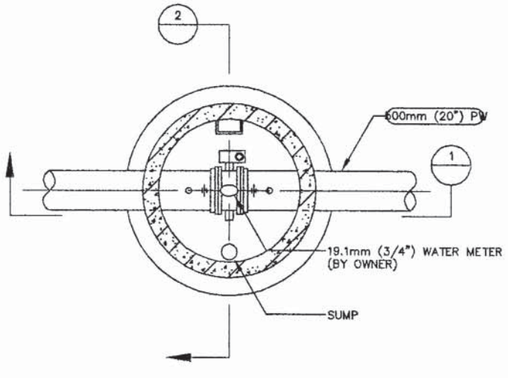
ALTERNATE METHOD NO. 2

NOTES: JOINT RESTRAINT SYSTEM SHALL BE PROVIDED FOR ALL PIPE JOINTS BETWEEN THRUST COLLARS

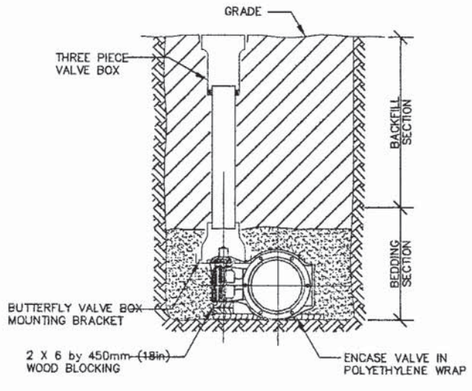
WATER MAIN LOWERING
100 TO 350mm (4" TO 14")
INCLUSIVE



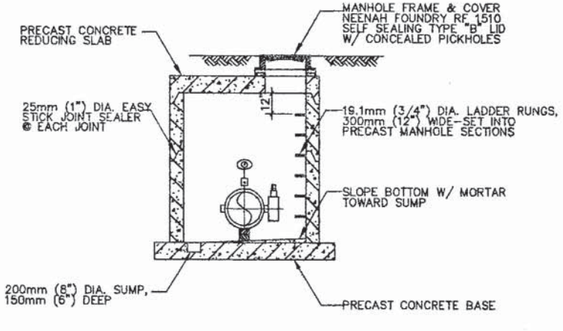
STANDARD METER VAULT
SECTION 1



STANDARD METER VAULT
WITH BUTTERFLY VALVE

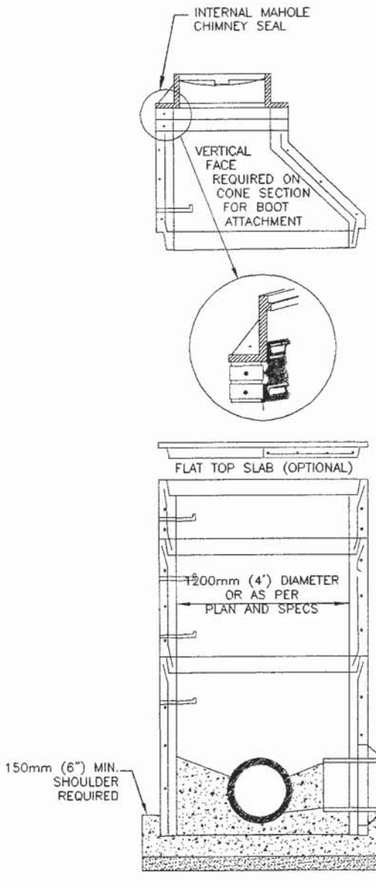


BUTTERFLY VALVE &
BOX SETTING



STANDARD METER VAULT
SECTION 2

CONSTRUCTION DETAILS – WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-72	SHEET NO: 2.26	M



USE "CRETEX SPECIALTY PRODUCTS" INTERNAL MANHOLE CHIMNEY SEAL OR EQUAL ON SANITARY ONLY

USE NEENAH FOUNDRY R-1550 OR EQUAL LID TO HAVE CONCEALED PICK HOLES AND GASKET SEAL ON SANITARY MANHOLE

ADJUSTING RINGS, 75 mm (3") OR 125 mm (5") THICK BY 660 mm (26") I.D. RINGS TO BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING

ECCENTRIC CONE MAY VARY IN HEIGHT FROM 700 mm (28") TO 900 mm (36")

JOINTS SHALL BE WATERTIGHT AND SHALL BE MADE USING RUBBER TYPE GASKETS OR PRE-FORMED JOINT MATERIALS

MANHOLE CONCRETE STRENGTH TO BE 282 KG/CM^2 (4,000 P.S.I.) OR GREATER

BARREL SECTION - 400 mm (16"), 800mm (32") AND 1200 mm (48" HIGH) ALL SHOWN AREA OF CIRCUMFERENTIAL STEEL = 0.774 SQ CENTIMETERS (0.12 SQ INCHES)

MANHOLE STEPS TO BE PLACED AT 400 mm (16") INTERVALS. THE FIRST STEP SHALL BE PLACED 400 mm (16") ABOVE THE BENCH. THE TOP STEP MAY VARY FROM 400 mm - 600 mm (16"-24") FROM THE TOP OF CASTING. USE NEENAH FOUNDRY TYPE R-1980 E OR R-1980 I STEPS OR EQUAL

PIPE HOLES TO BE MANUFACTURED SO AS TO ALLOW FOR LATERAL AND VERTICAL MOVEMENT, AS WELL AS ANGULAR ADJUSTMENT THRU 15°

HEIGHT OF BENCH TO BE 0.8 x DIA. OF SEWER
STORM SEWER BENCH SLOPE - 25 mm PER 300 mm (1" PER FOOT)
SANITARY SEWER BENCH SLOPE - 75 mm PER 300 mm (3" PER FOOT)

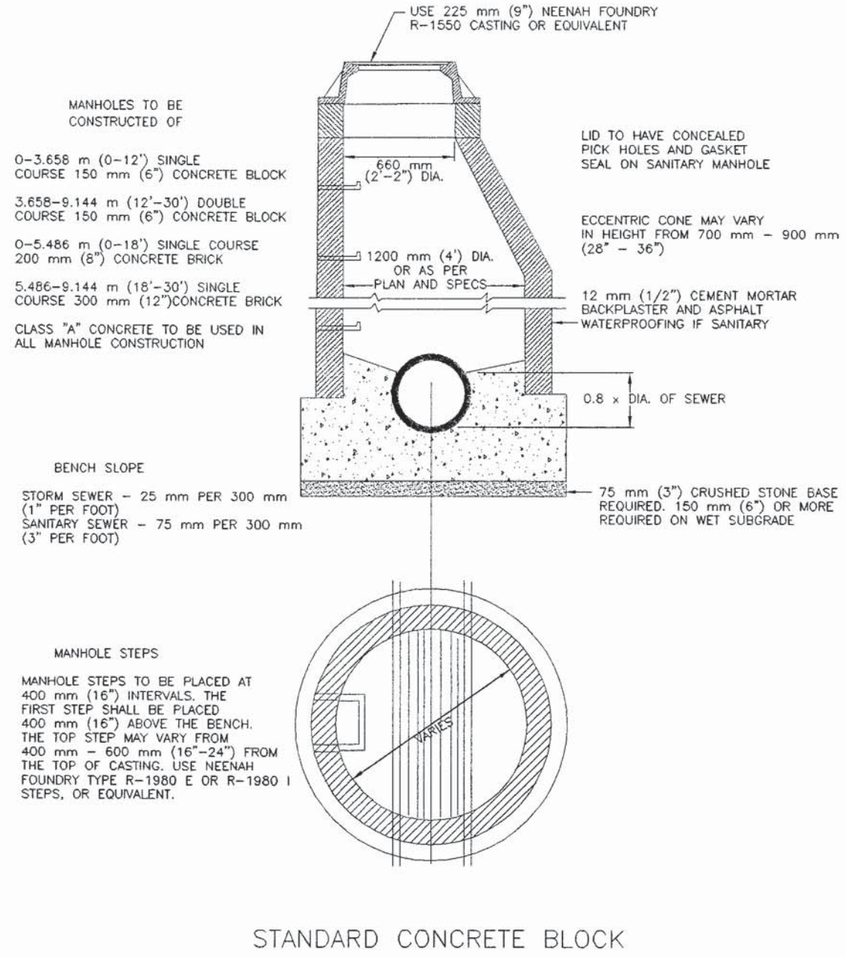
NEOPRENE SEAL MANUFACTURED TO A.S.T.M. C-443 USED TO FILL SPACE BETWEEN PIPE AND PRECAST (KOR-N-SEAL OR EQUAL)

MANHOLE BASE TO BE CONSTRUCTED OF CLASS "A" CONCRETE, MINIMUM OF 300 mm (12") PLACED UNDER FLOW LINE OF PIPE

MANHOLE WALL THICKNESS
1200 mm (4 FT) I.D. SHALL HAVE 127 mm (5") WALL
1500 mm (5 FT) I.D. SHALL HAVE 152 mm (6") WALL
1800 mm (6 FT) I.D. SHALL HAVE 178 mm (7") WALL
2400 mm (8 FT) I.D. SHALL HAVE 228 mm (9") WALL

75 mm (3") OF CRUSHED STONE BASE REQUIRED. 150 mm (6") OR MORE REQUIRED ON WET SUBGRADE

STANDARD PRECAST MANHOLE DETAIL



MANHOLES TO BE CONSTRUCTED OF

0-3.658 m (0-12') SINGLE COURSE 150 mm (6") CONCRETE BLOCK

3.658-9.144 m (12'-30') DOUBLE COURSE 150 mm (6") CONCRETE BLOCK

0-5.486 m (0-18') SINGLE COURSE 200 mm (8") CONCRETE BRICK

5.486-9.144 m (18'-30') SINGLE COURSE 300 mm (12")CONCRETE BRICK

CLASS "A" CONCRETE TO BE USED IN ALL MANHOLE CONSTRUCTION

LID TO HAVE CONCEALED PICK HOLES AND GASKET SEAL ON SANITARY MANHOLE

ECCENTRIC CONE MAY VARY IN HEIGHT FROM 700 mm - 900 mm (28" - 36")

12 mm (1/2") CEMENT MORTAR BACKPLASTER AND ASPHALT WATERPROOFING IF SANITARY

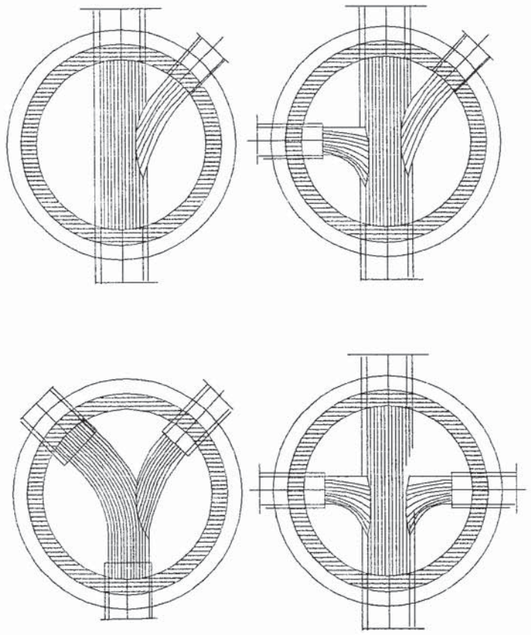
BENCH SLOPE

STORM SEWER - 25 mm PER 300 mm (1" PER FOOT)
SANITARY SEWER - 75 mm PER 300 mm (3" PER FOOT)

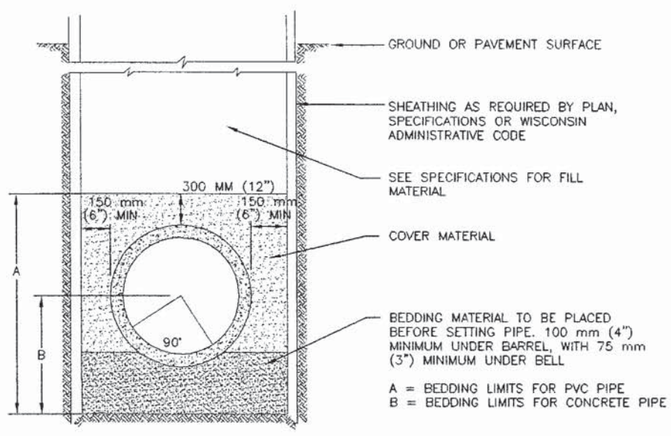
MANHOLE STEPS

MANHOLE STEPS TO BE PLACED AT 400 mm (16") INTERVALS. THE FIRST STEP SHALL BE PLACED 400 mm (16") ABOVE THE BENCH. THE TOP STEP MAY VARY FROM 400 mm - 600 mm (16"-24") FROM THE TOP OF CASTING. USE NEENAH FOUNDRY TYPE R-1980 E OR R-1980 I STEPS, OR EQUIVALENT.

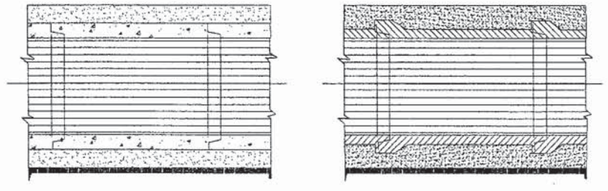
STANDARD CONCRETE BLOCK OR BRICK MANHOLE



STANDARD MANHOLE INVERTS



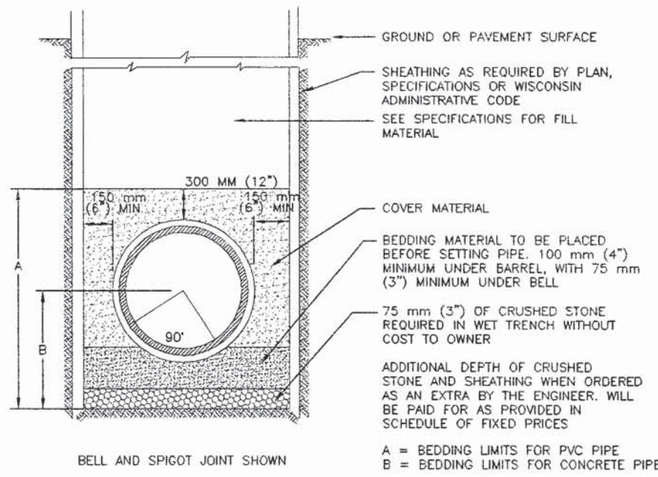
TONGUE AND GROOVE JOINT SHOWN



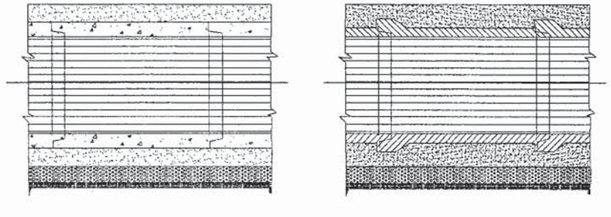
LONGITUDINAL SECTION FOR TONGUE AND GROOVE JOINT

LONGITUDINAL SECTION FOR BELL AND SPIGOT JOINT

STANDARD SECTION FOR DRY TRENCH



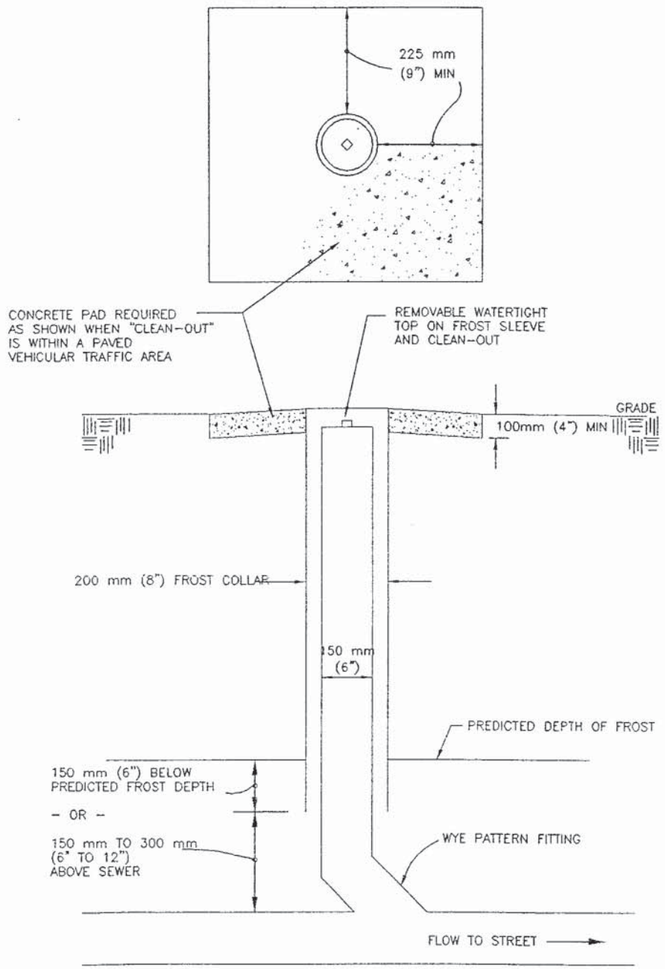
BELL AND SPIGOT JOINT SHOWN



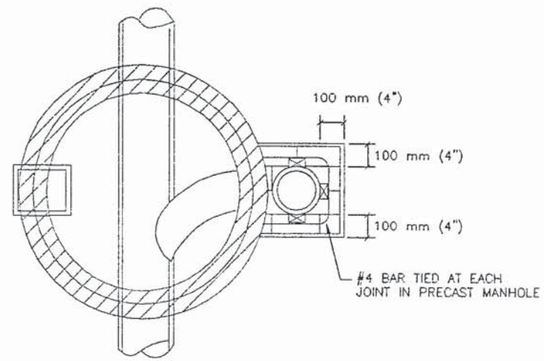
LONGITUDINAL SECTION FOR TONGUE AND GROOVE JOINT

LONGITUDINAL SECTION FOR BELL AND SPIGOT JOINT

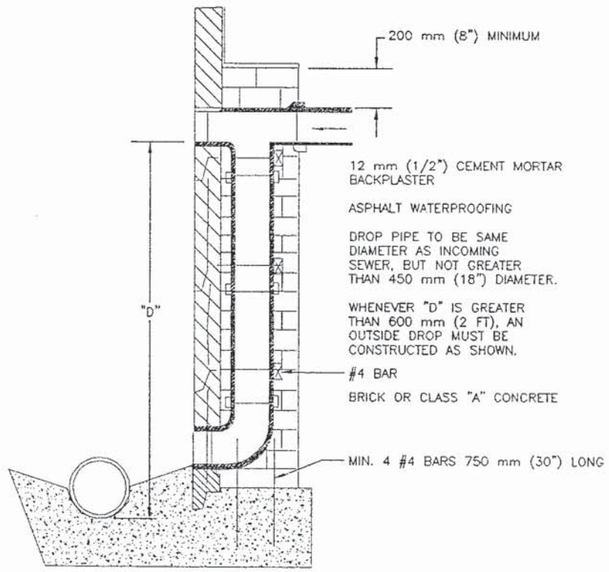
STANDARD SECTION FOR WET TRENCH

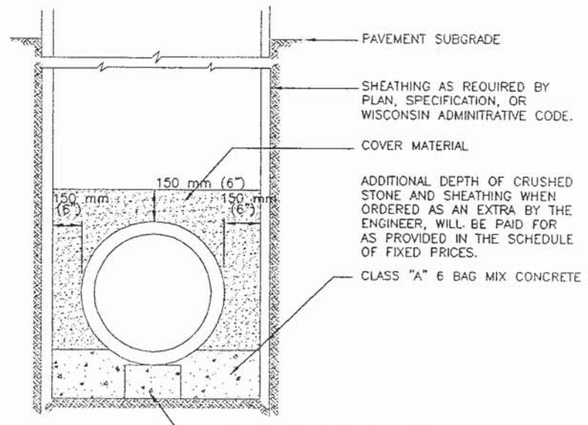


STANDARD POLYVINYL CHLORIDE
SANITARY SEWER CLEAN-OUT

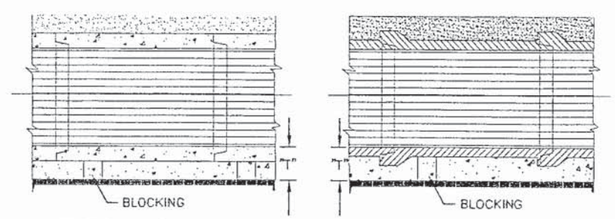


OUTSIDE DROP CONNECTION





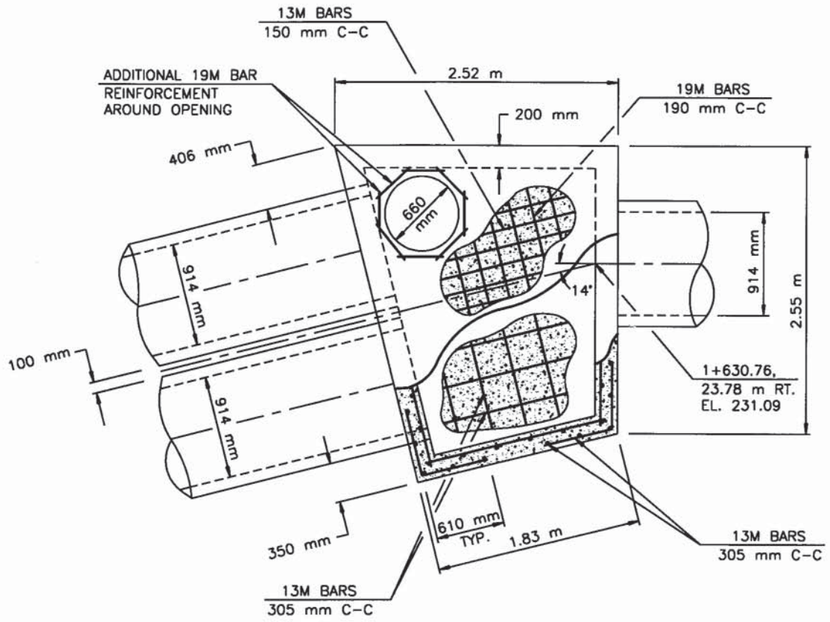
INSIDE DIAMETER OF PIPE MILLEMETER (INCHES)	MILLEMETER (INCHES) "A"	"T"
150 mm (6")	38 (1.5)	100 (4)
200 mm (8")	50 (2)	114 (4.5)
250 mm (10")	63 (2.5)	114 (4.5)
300 mm (12")	76 (3)	114 (4.5)
375 mm (15")	100 (4)	125 (5)
450 mm (18")	114 (4.5)	150 (6)
525 mm (21")	140 (5.5)	200 (8)
600 mm (24")	150 (6)	228 (9)
675 mm (27")	178 (7)	250 (10)
750 mm (30")	190 (7.5)	275 (11)
900 mm (36")	228 (9)	330 (13)
1065 mm (42")	265 (10.5)	375 (15)
1200 mm (48")	300 (12)	430 (17)
1370 mm (54")	340 (13.5)	480 (19)
1570 mm (60")	375 (15)	525 (21)
1675 mm (66")	415 (16.5)	580 (23)
1825 mm (72")	450 (18)	635 (25)

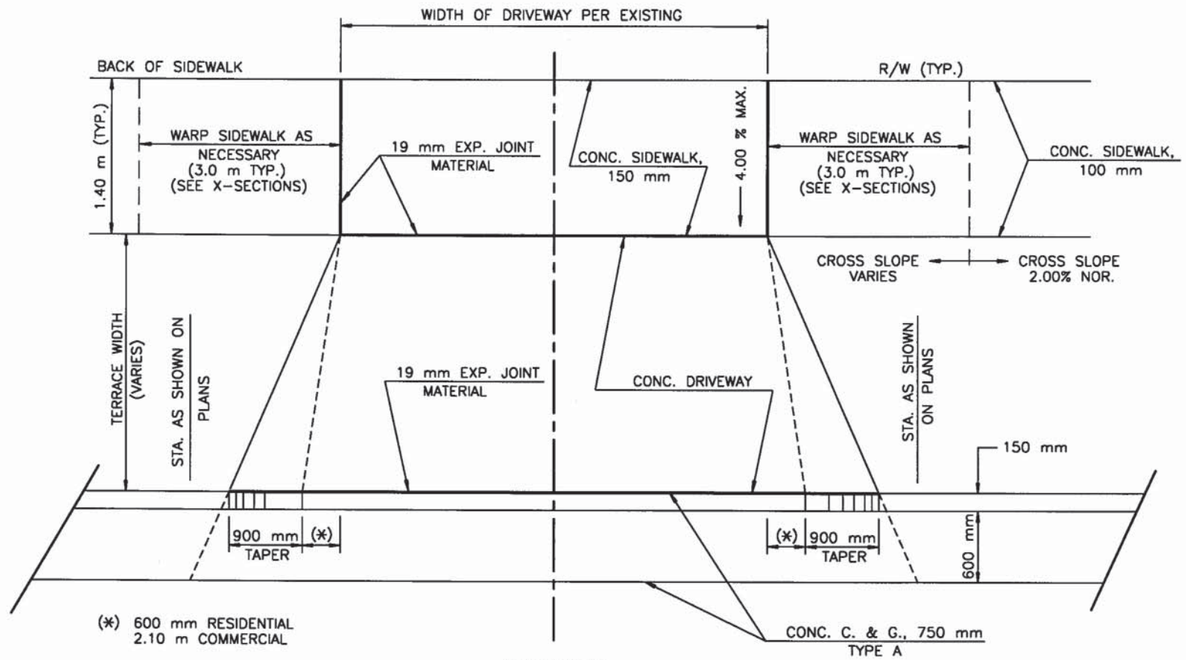


LONGITUDINAL SECTION FOR
TONGUE AND GROOVE JOINT

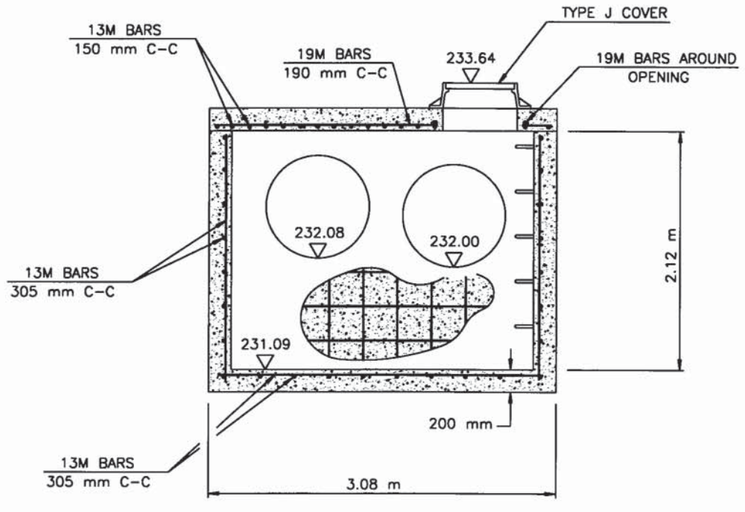
LONGITUDINAL SECTION FOR
BELL AND SPIGOT JOINT

STANDARD CONCRETE CRADLE SECTION
DRY TRENCH



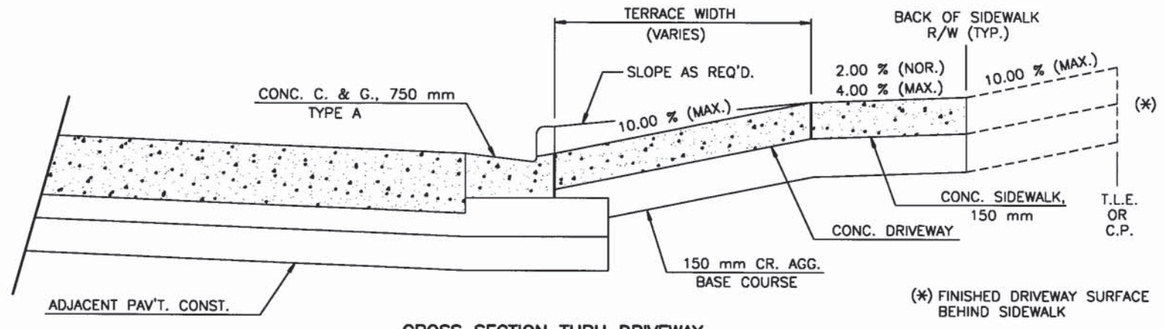


PLAN VIEW
PRIVATE ENTRANCES IN TERRACE SECTION



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

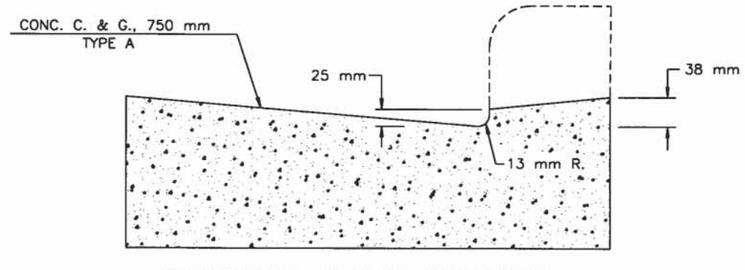
JUNCTION CHAMBER DETAILS
STA. 1+630.76, 23.78 m RT.



CROSS SECTION THRU DRIVEWAY

(*) FINISHED DRIVEWAY SURFACE
BEHIND SIDEWALK

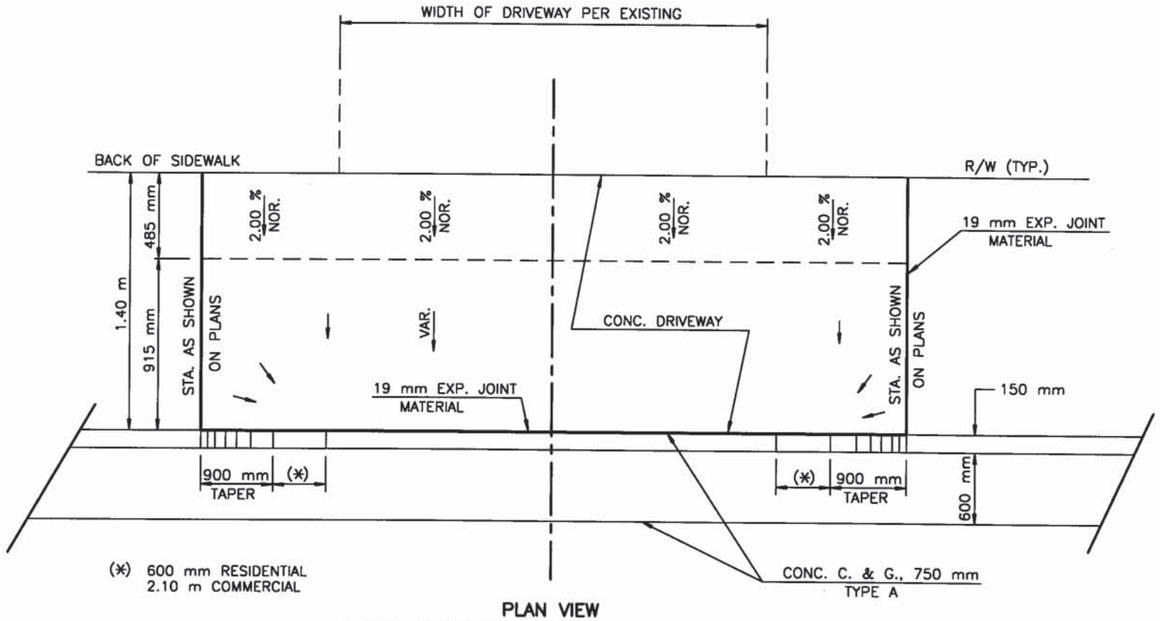
	BASE	SURFACE
CONCRETE	150 mm	150 mm
ASPHALT	150 mm	75 mm
GRAVEL		150 mm



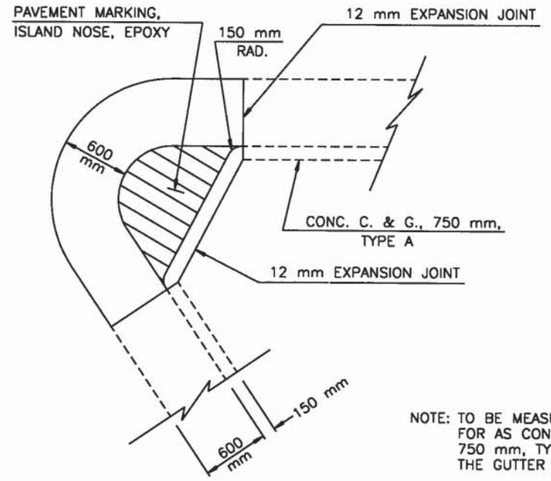
CURB AND GUTTER DETAIL AT DRIVEWAYS

PLOT DATE: Jul 12, 1999 10:36am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL01

CONSTRUCTION DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.30	M

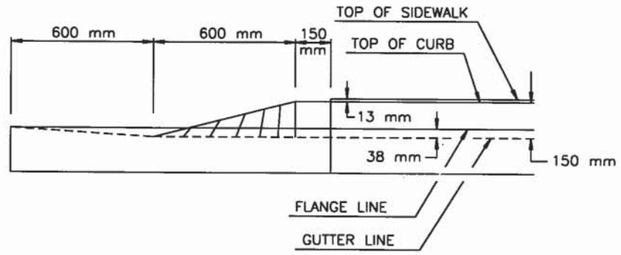


PLAN VIEW
PRIVATE ENTRANCES – NO TERRACE SECTION



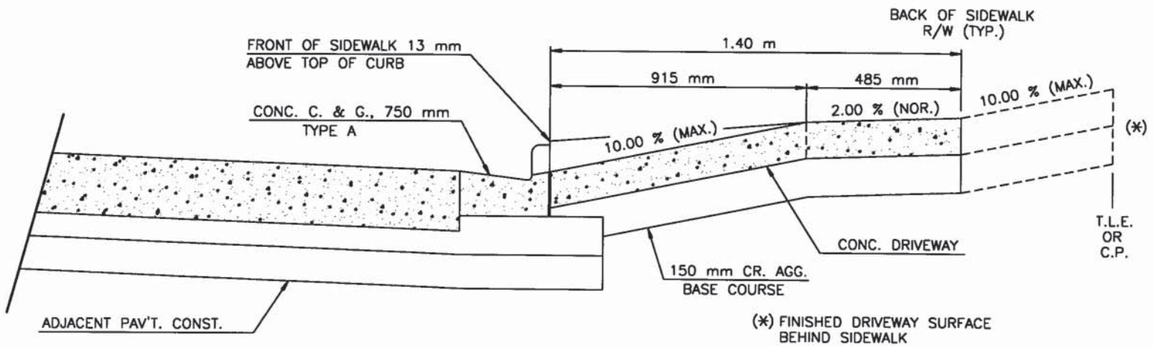
NOTE: TO BE MEASURED AND PAID FOR AS CONC. C. & G., 750 mm, TYPE A (MEASURED ALONG THE GUTTER LINE).

PLAN VIEW



PROFILE VIEW

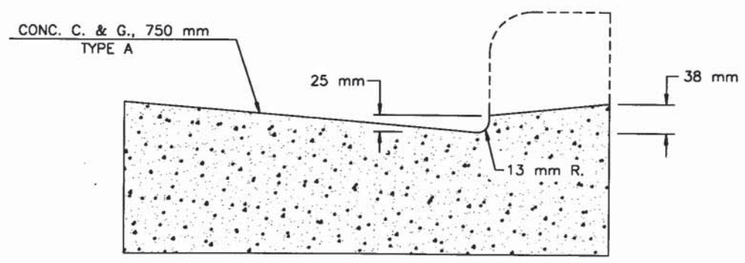
ISLAND NOSE DETAILS



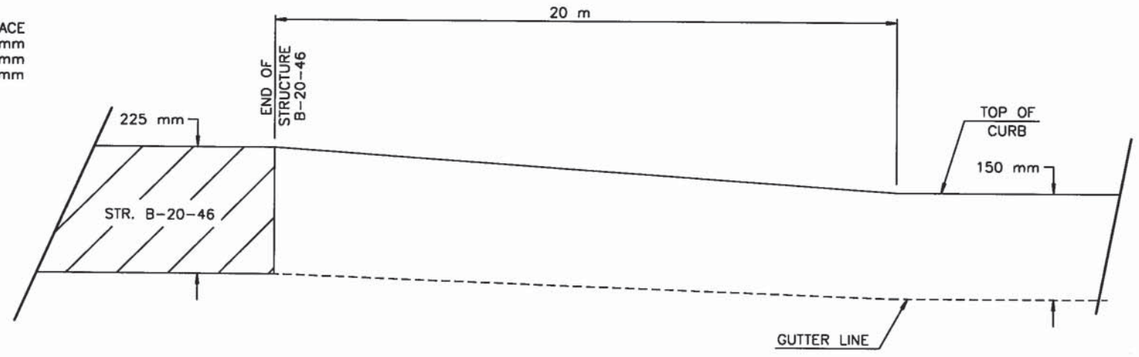
(*) FINISHED DRIVEWAY SURFACE BEHIND SIDEWALK

	BASE	SURFACE
CONCRETE	150 mm	150 mm
ASPHALT	150 mm	75 mm
GRAVEL		150 mm

CROSS SECTION THRU DRIVEWAY



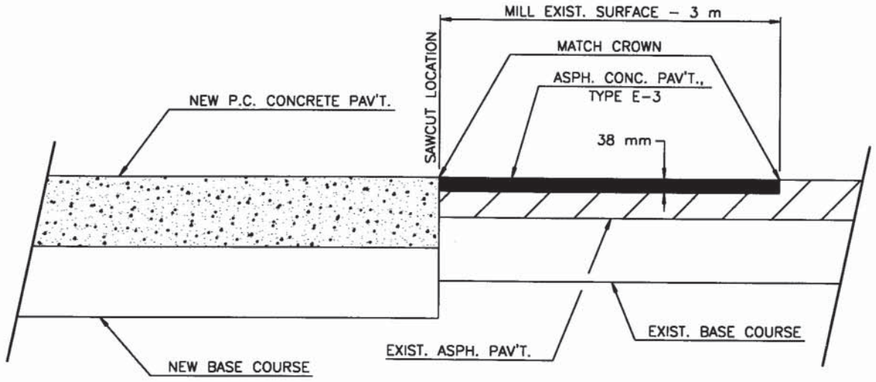
CURB AND GUTTER DETAIL AT DRIVEWAYS



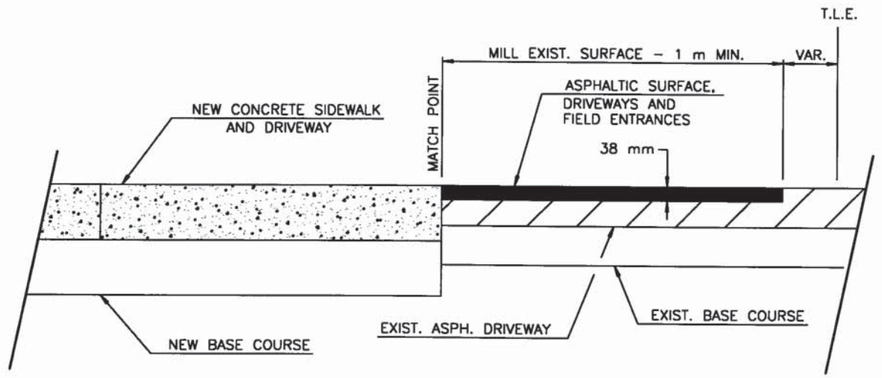
CURB HEIGHT TRANSITION DETAIL
STA. 3+205.5 TO STA. 3+225.5, LT.
STA. 3+204.5 TO STA. 3+224.5, RT.

PLOT DATE: Jul 12, 1999 10:36am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL02

CONSTRUCTION DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.31	M

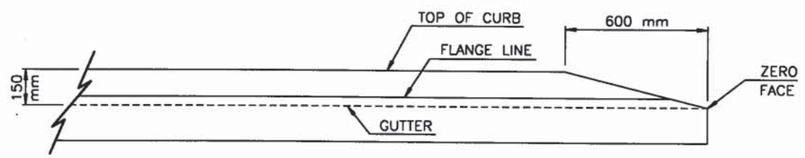


PAVEMENT MATCHING DETAILS FOR ASPHALTIC SIDEROADS

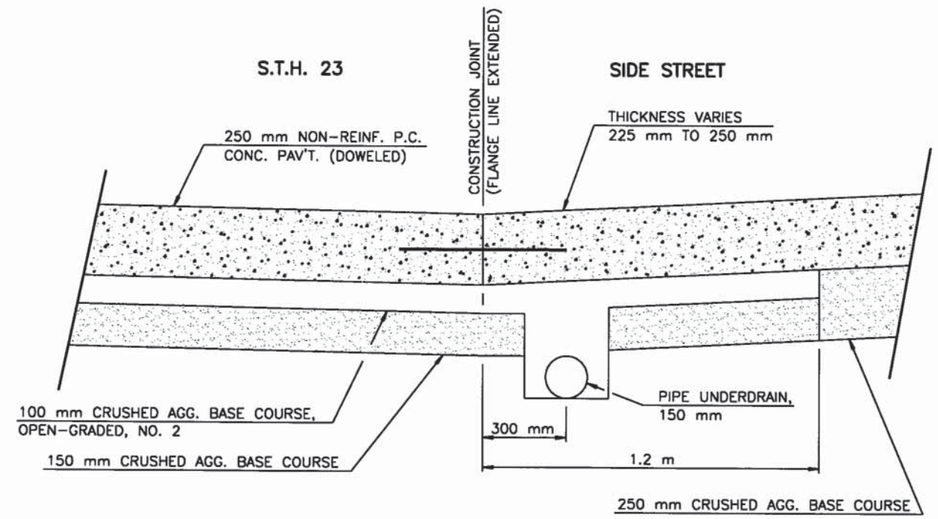


DRIVEWAY MATCHING DETAILS FOR ASPHALTIC DRIVEWAYS

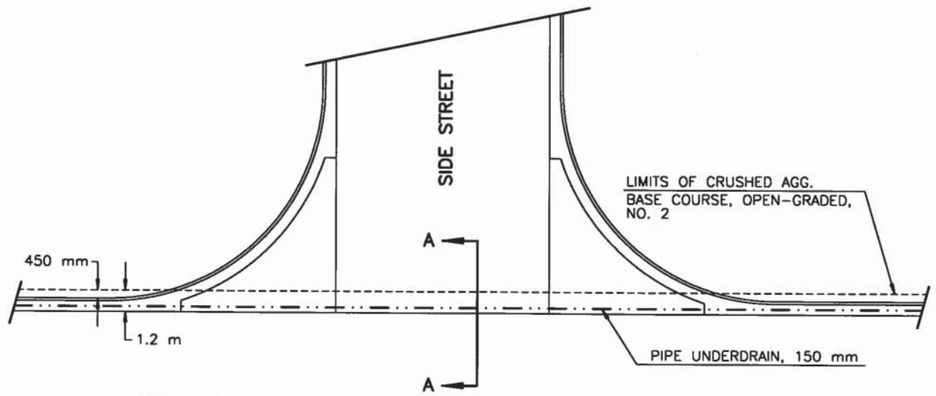
NOTE: TO BE USED AT ALL TERMINI OF CURB AND GUTTER OR CURB WHERE MEETING EXISTING CURB AND GUTTER OR EXISTING CURB.



CURB AND GUTTER TERMINAL SECTION



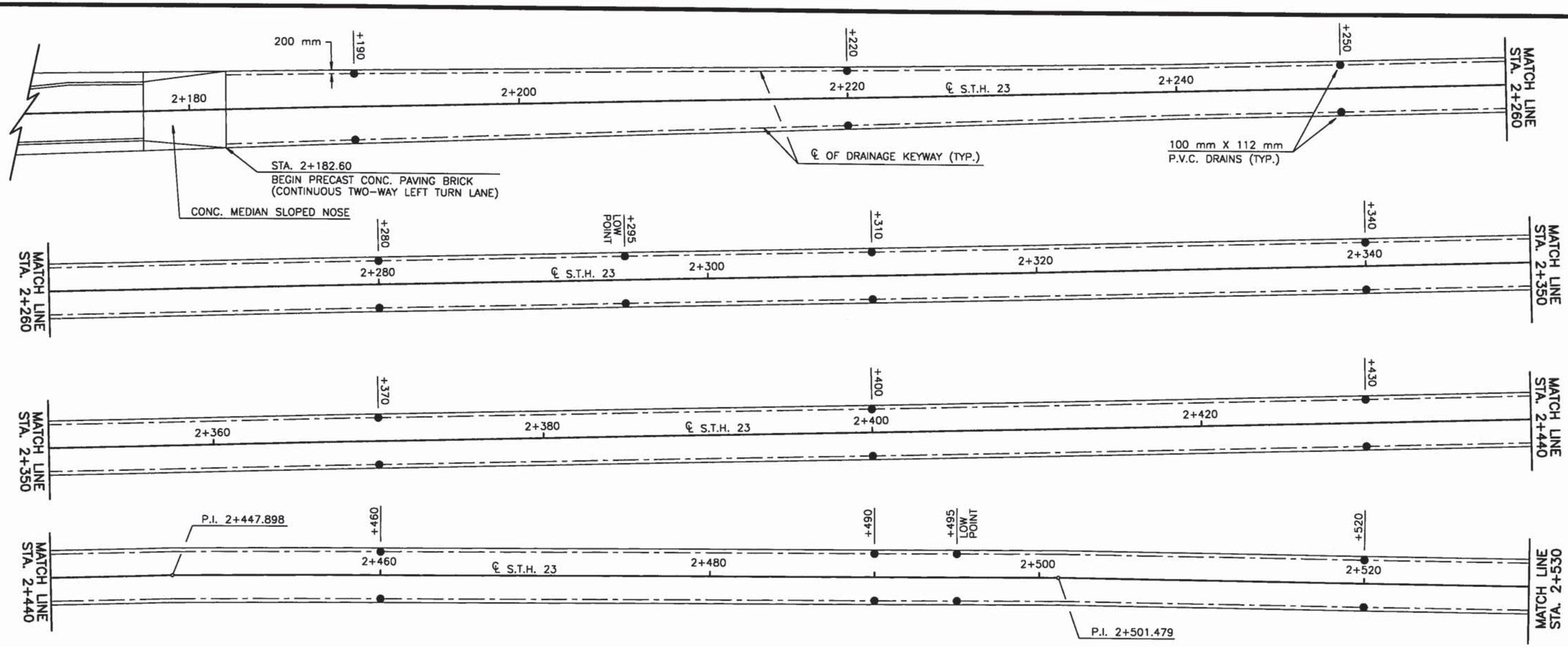
SECTION A–A

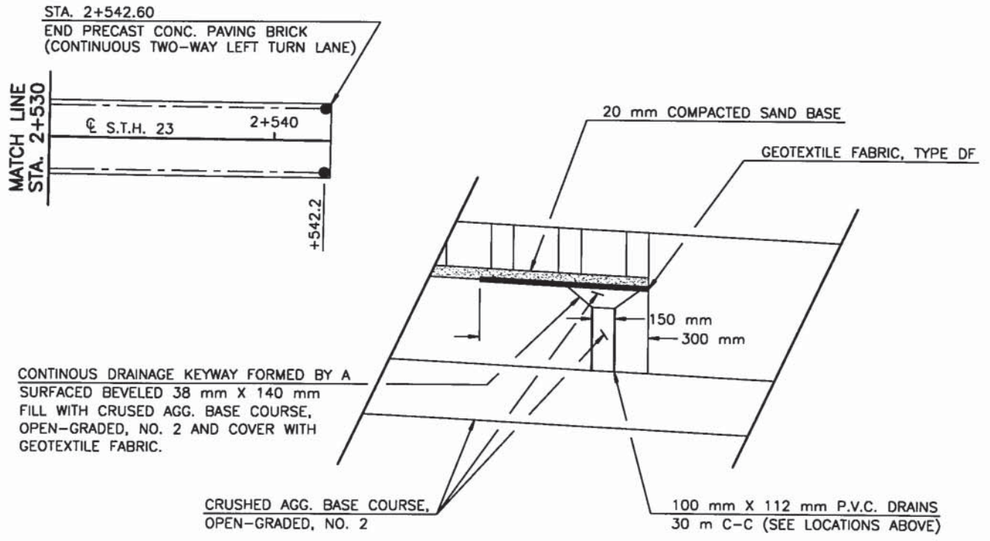


PIPE UNDERDRAIN AND BASE COURSE DETAILS AT SIDE STREET INTERSECTIONS

PLOT DATE: Feb 29, 2000 10:35am DISK FILE NAME: P:\JOHNSON13\CADD\SHEETS2\DETAIL03

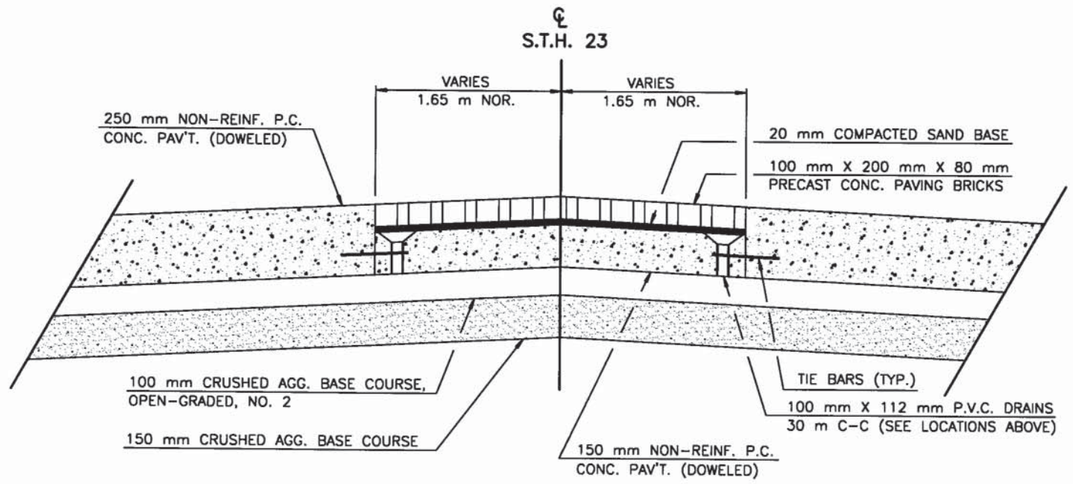
CONSTRUCTION DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	PROJECT NO.: 1442-04-70	SHEET NO: 2.32	M





NOTE: PLACEMENT OF PVC DRAINS AND OPEN-GRADED BASE COURSE FILLER SHALL BE CONSIDERED INCIDENTAL TO THE ITEM OF CONCRETE PAVEMENT, 150 mm.

DRAIN DETAIL

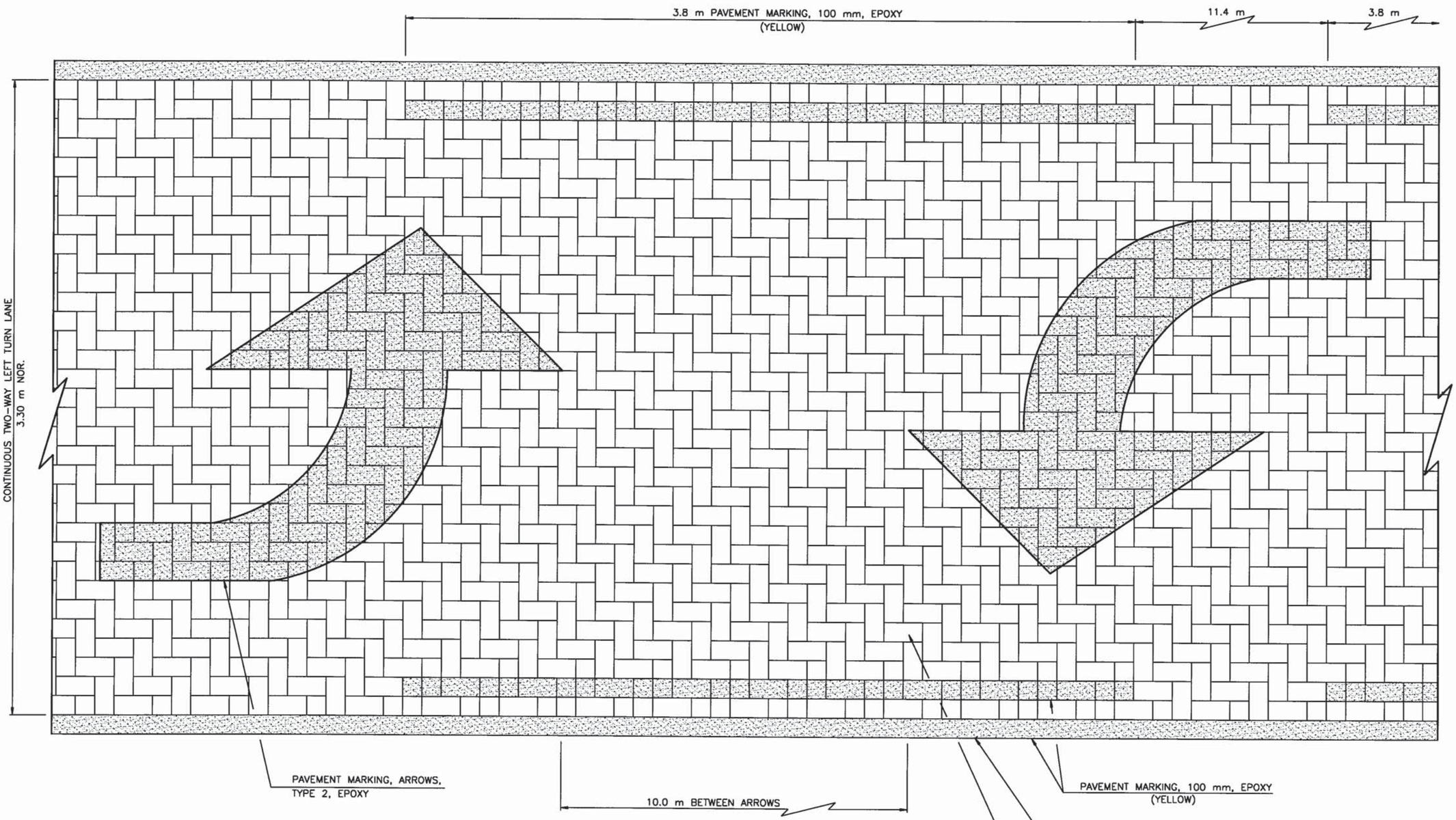


TYPICAL SECTION THROUGH CONTINUOUS TWO-WAY LEFT TURN LANE (PAVER BRICK SURFACE)

STA. 2+182.60 – STA. 2+543.58

PLOT DATE: Feb 29, 2000 10:35am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL04

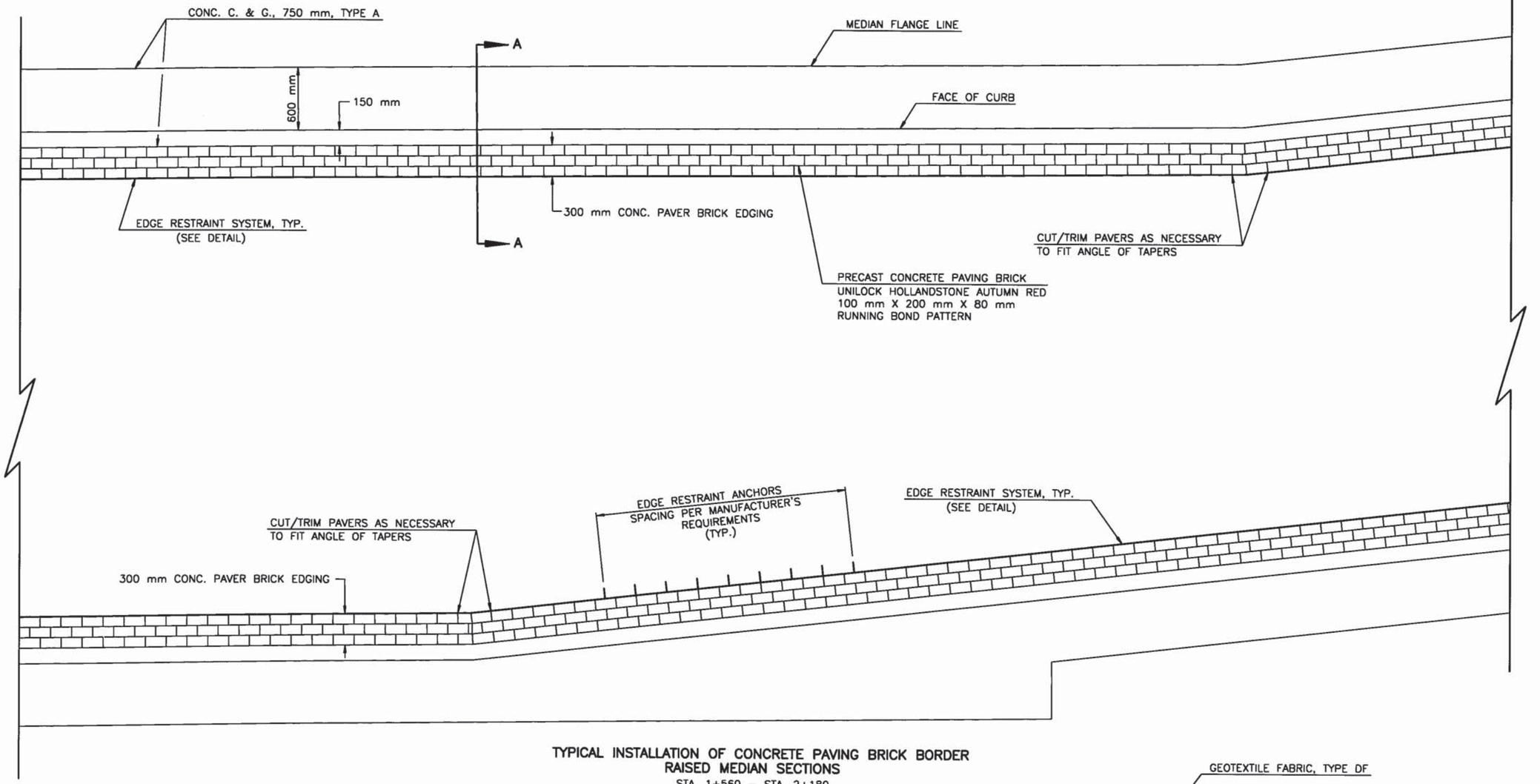
CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE: 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	PROJECT NO.: 1442-04-70	SHEET NO: 2.33 M



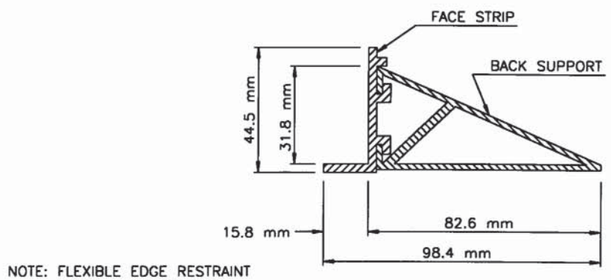
TYPICAL INSTALLATION OF PRECAST CONCRETE PAVING BRICK
AND PAVEMENT MARKING
CONTINUOUS TWO-WAY LEFT TURN LANE
STA. 2+182.60 – STA. 2+542.60

PLOT DATE: Feb 29, 2000 10:35am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL06

CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE: 1:10	HWY: S.T.H. 23	COUNTY: FOND DU LAC	PROJECT NO.: 1442-04-70	SHEET NO: 2.34 M

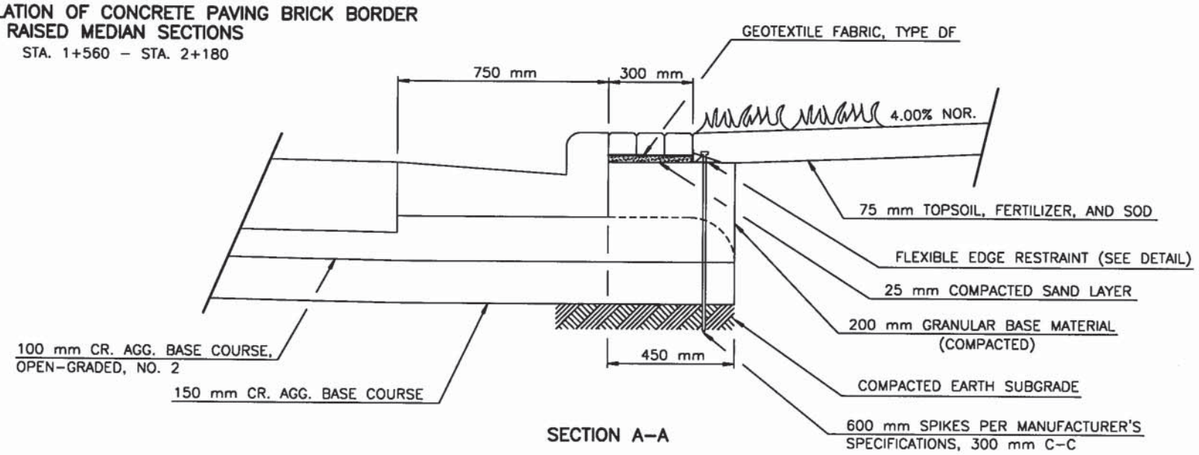


TYPICAL INSTALLATION OF CONCRETE PAVING BRICK BORDER
RAISED MEDIAN SECTIONS
STA. 1+560 – STA. 2+180



NOTE: FLEXIBLE EDGE RESTRAINT SHALL BE FURNISHED IN 2.44 m SECTIONS.

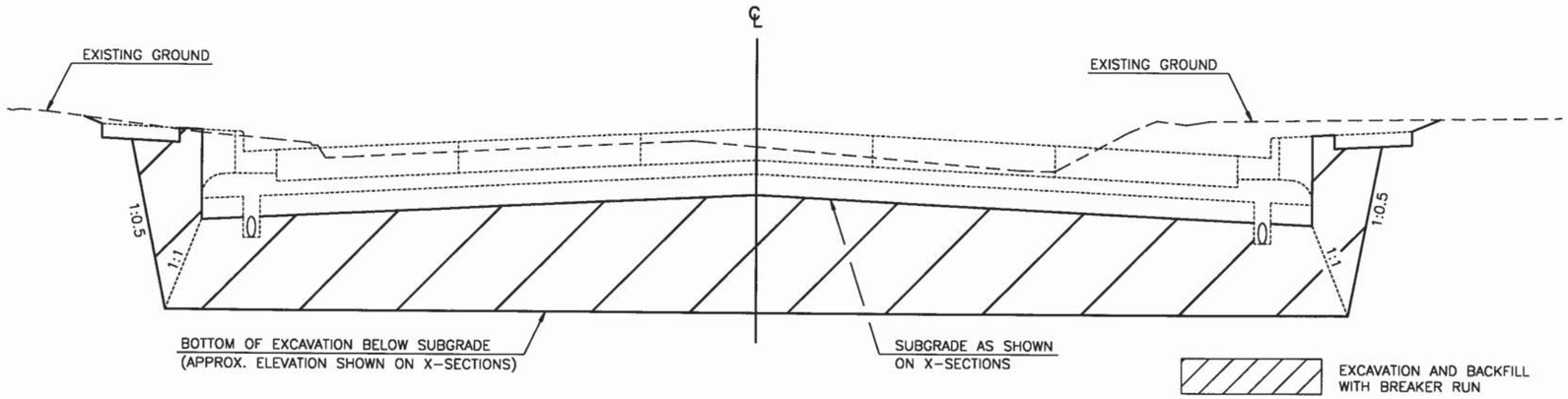
FLEXIBLE EDGE RESTRAINT DETAILS



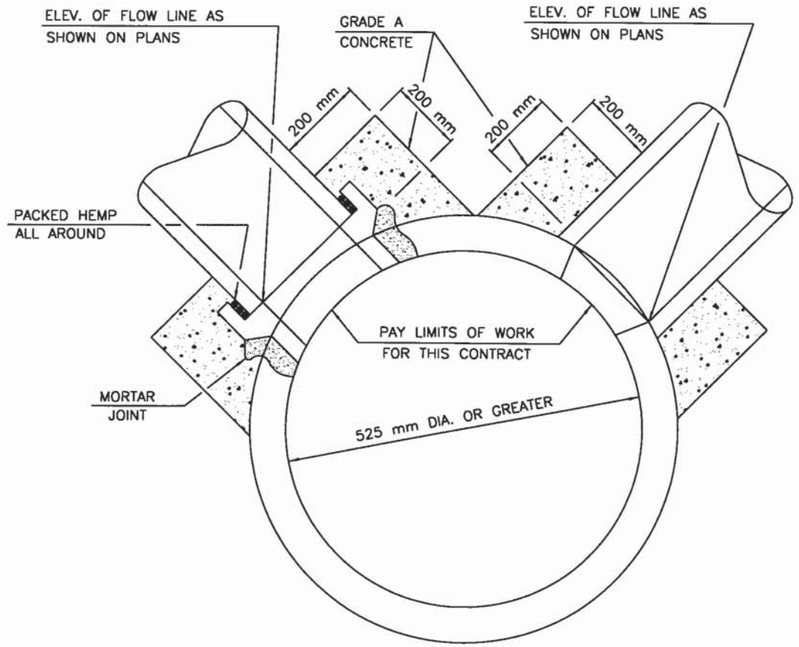
SECTION A–A

PLOT DATE: Feb 29, 2000 10:35am DISK FILE NAME: P:\JOHNSON\3\CADD\SHEETS2\DETAIL07

CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE: 1:20	HWY: S.T.H. 23	COUNTY: FOND DU LAC	PROJECT NO.: 1442–04–70	SHEET NO: 2.35 M



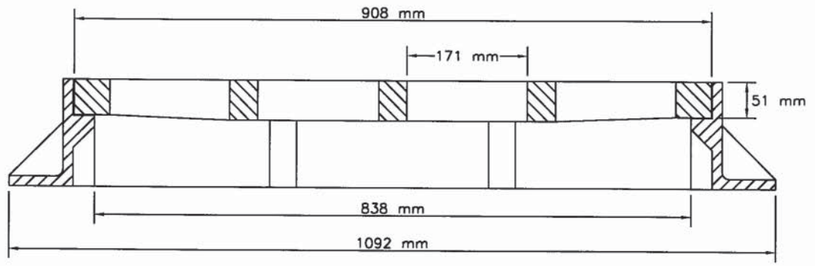
DETAILS FOR EXCAVATION BELOW SUBGRADE (EBS)

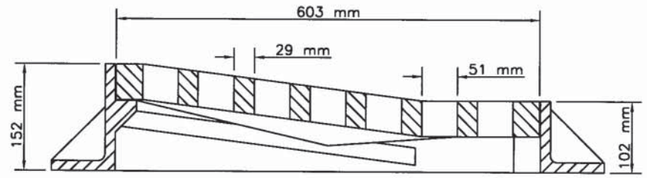


NOTE: THE CONTRACT UNIT PRICE FOR PIPE SHALL INCLUDE THE COST OF CONNECTION TO EXISTING STORM SEWER PIPE OR MANHOLES.

NOTE: TO BE USED AT ALL LOCATIONS SHOWN AS "CUT IN TEE" LISTED ON THE STORM SEWER SUMMARY.

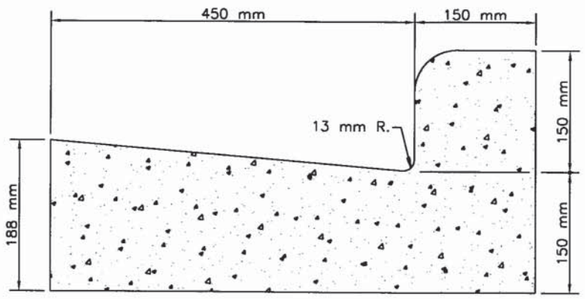
STORM SEWER CONNECTION DETAIL





TOTAL WEIGHT, FRAME AND GRATE
189.15 kg (417 LBS.)

INLET COVER, TYPE SP



CONCRETE CURB AND GUTTER, 600 mm, TYPE D

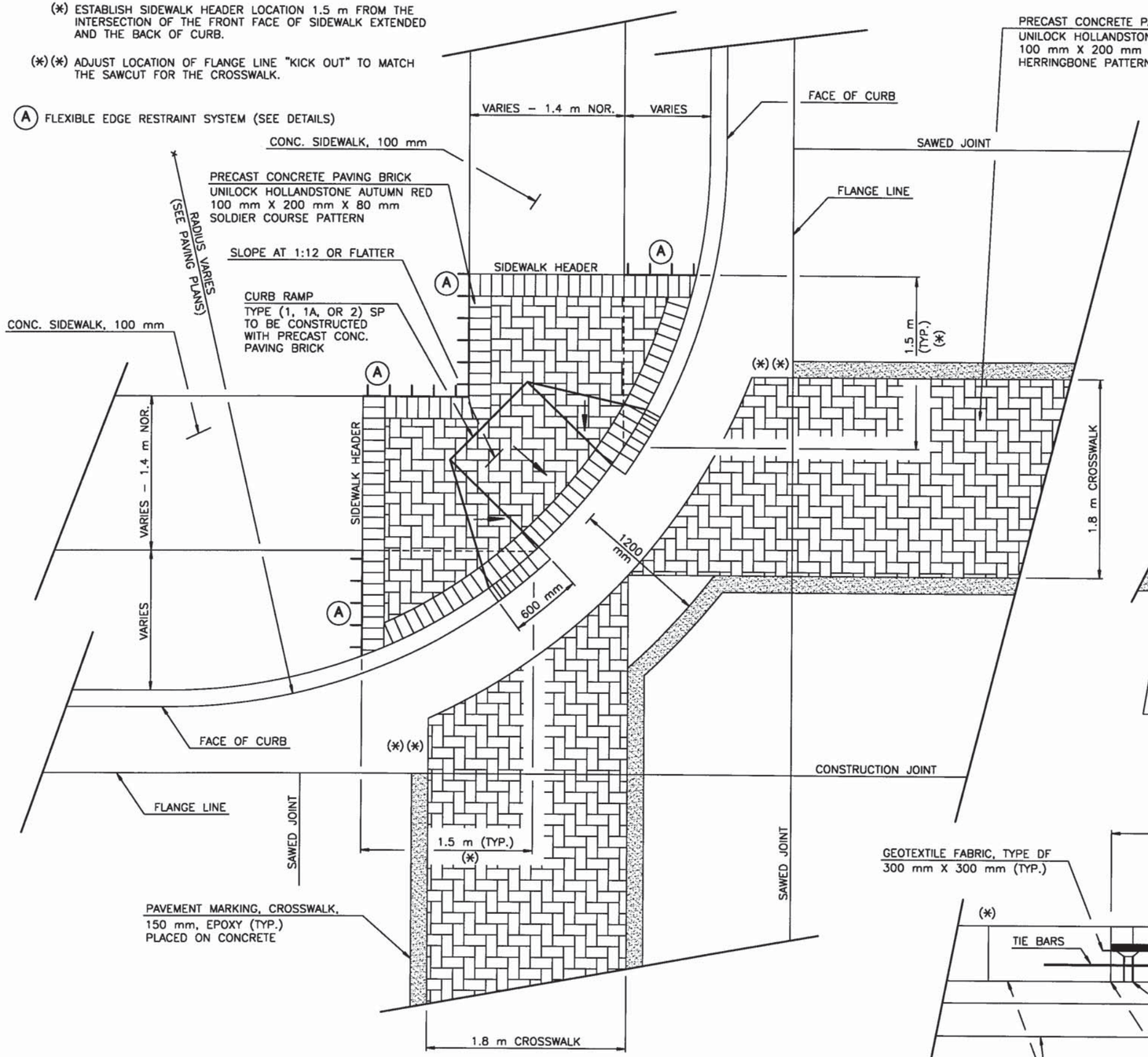
R 12-8-00

PLOT DATE: Jul 14, 2000 12:25pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\DETAIL08.DWG

(*) ESTABLISH SIDEWALK HEADER LOCATION 1.5 m FROM THE INTERSECTION OF THE FRONT FACE OF SIDEWALK EXTENDED AND THE BACK OF CURB.

(*)(*) ADJUST LOCATION OF FLANGE LINE "KICK OUT" TO MATCH THE SAWCUT FOR THE CROSSWALK.

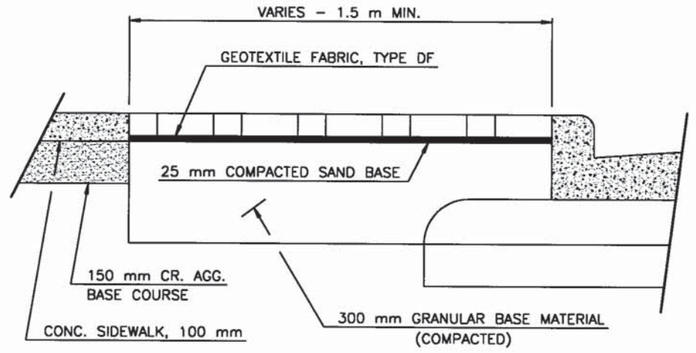
(A) FLEXIBLE EDGE RESTRAINT SYSTEM (SEE DETAILS)



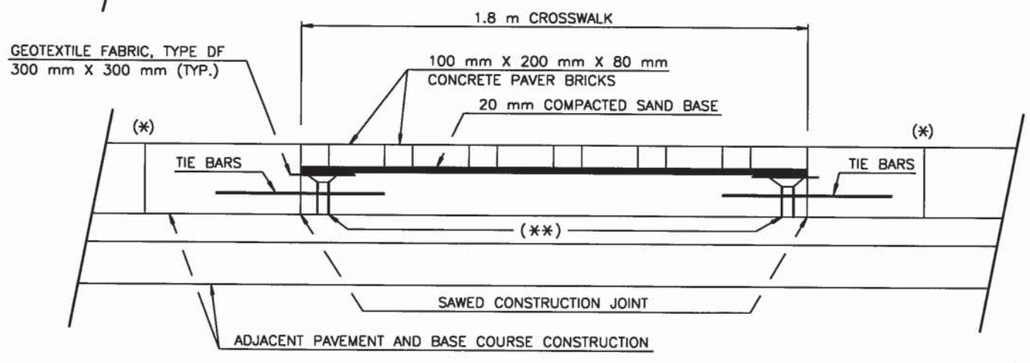
TYPICAL INSTALLATION OF PRECAST CONCRETE PAVING BRICK AT CROSSWALKS AND SIDEWALK APPROACHES

SEQUENCE OF CONSTRUCTION

1. PAVE THROUGH CROSSWALKS WITH NORMAL PAVING OPERATIONS.
2. SAWCUT PAVEMENT FULL DEPTH PRIOR TO PLACING CONCRETE CURB AND GUTTER. THE SAWCUT PAVEMENT SHALL REMAIN IN PLACE FOR TRAFFIC HANDLING OPERATIONS.
3. PLACE CONCRETE CURB AND GUTTER.
4. DURING STAGE 3 AND 3A, THE SAWCUT PAVEMENT SHALL BE REMOVED.
5. DRILL AND INSTALL EPOXY COATED TIE BARS.
6. INSTALL PVC DRAINS.
7. PLACE 150 mm CONCRETE PAVEMENT.
8. PLACE GEOTEXTILE FABRIC AND BEDDING SAND.
9. PLACE PRECAST CONCRETE PAVING BRICK.
10. PLACE JOINTING SAND AND COMPACT.
11. CLEAN THE AREA AND PLACE SEALER.



TYPICAL INSTALLATION AT SIDEWALK RAMP



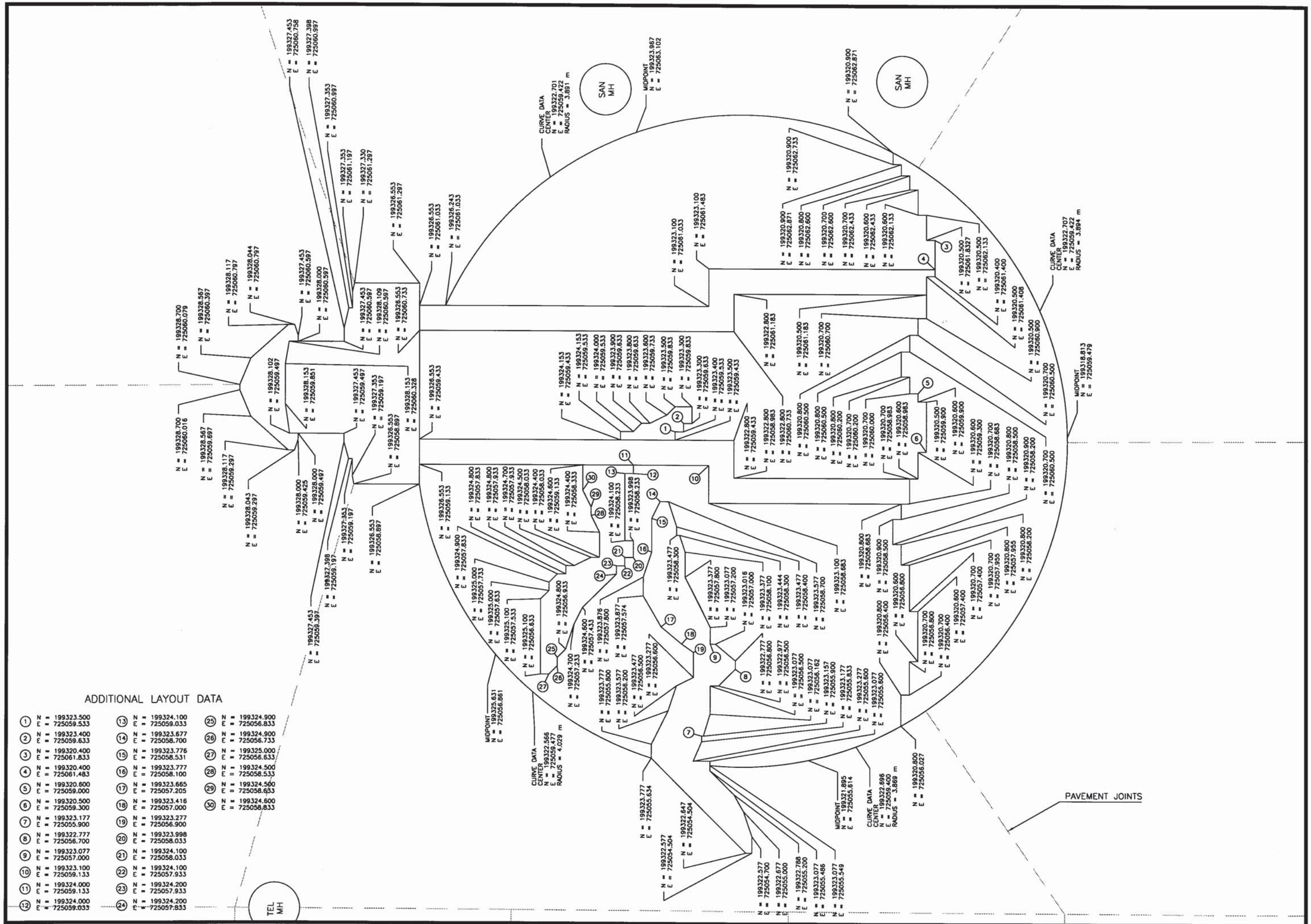
(*) EXPANSION JOINT LOCATION AS SHOWN ON PAVING PLANS

(**) DRAINS TO BE PLACED ON LOW SIDE OF CROSSWALK, 2.0 m C–C.

TYPICAL SECTION THRU CROSSWALK

PLOT DATE: Feb 29, 2000 10:35am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL09

CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE: 1:20	HWY: S.T.H. 23	COUNTY: FOND DU LAC	PROJECT NO.: 1442–04–70	SHEET NO: 2.37 M



PLOT DATE: Jul 11, 2000 2:07pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\DETAIL10.DWG

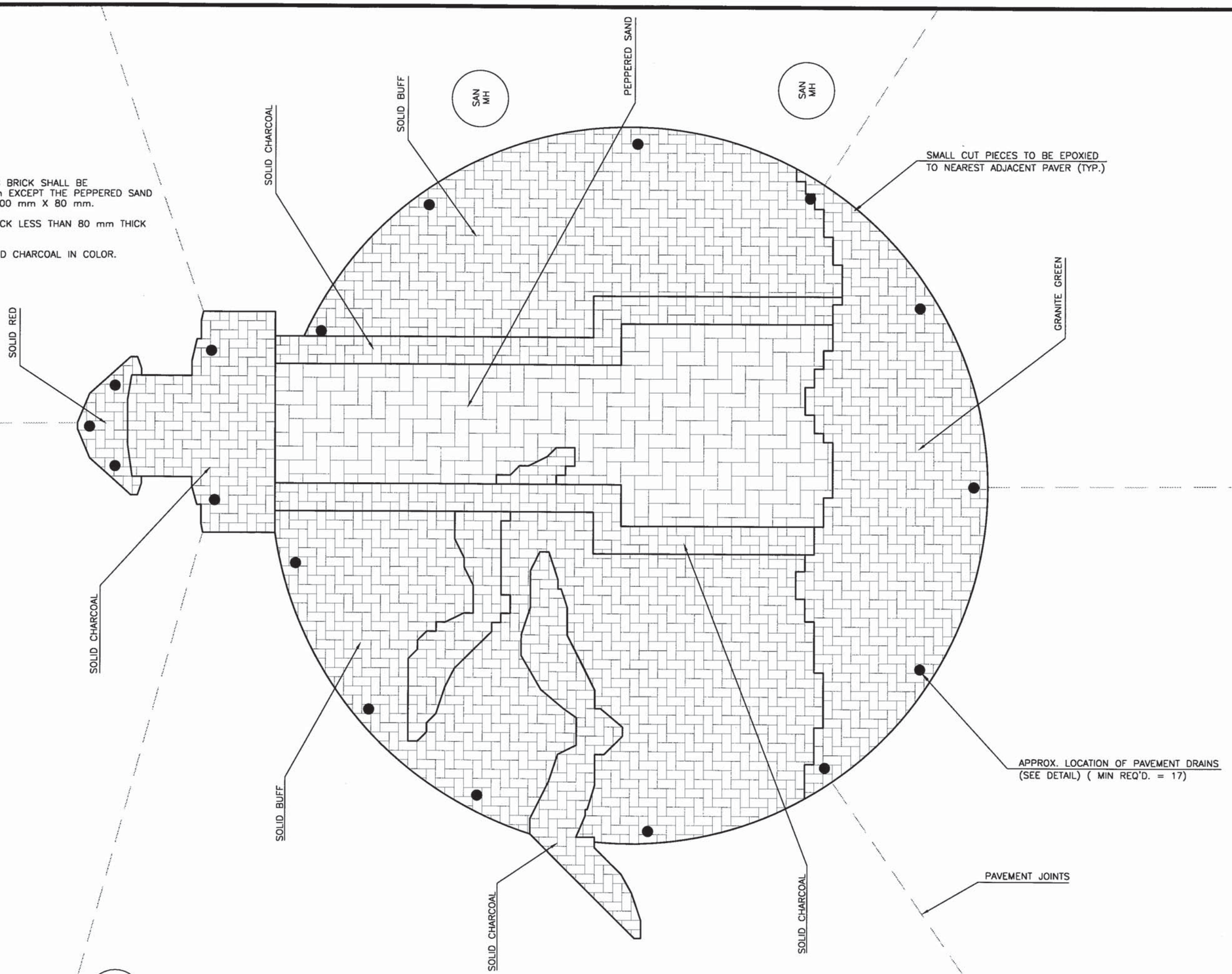
CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE 1:20	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.38	M

NOTES

ALL PRECAST CONCRETE PAVING BRICK SHALL BE 100 mm X 200 mm X 80 mm EXCEPT THE PEPPERED SAND WHICH SHALL BE 150 mm X 300 mm X 80 mm.

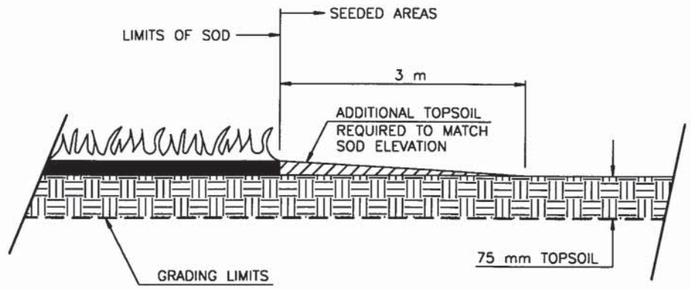
PRECAST CONCRETE PAVING BRICK LESS THAN 80 mm THICK SHALL NOT BE ACCEPTED.

BOTH SEAGULLS SHALL BE SOLID CHARCOAL IN COLOR.

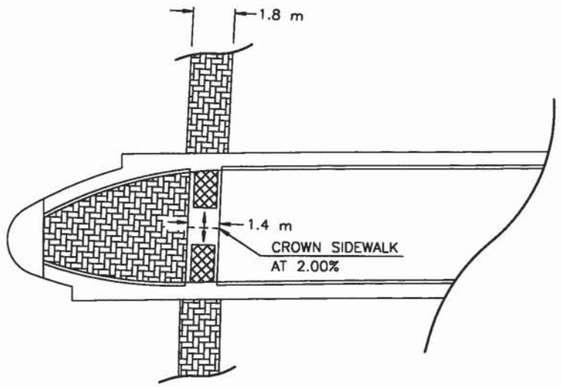


PLOT DATE: Jul 11, 2000 2:17pm DISK FILE NAME: (14.0) P:_JOHNSON3\CADD\SHEETS2\DETAIL11.DWG

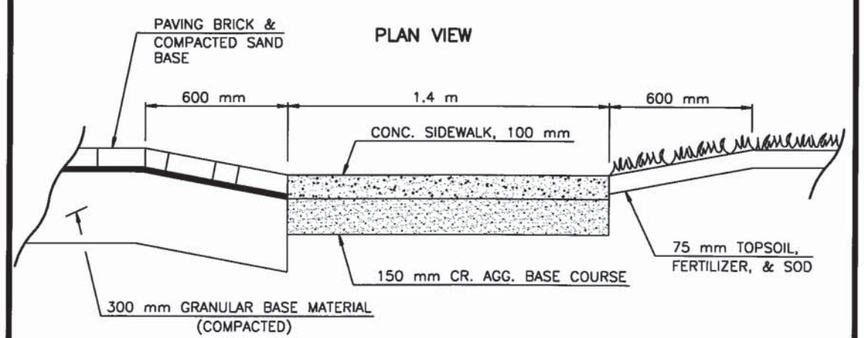
CONSTRUCTION DETAILS – CONCRETE PAVERS	SCALE 1:20	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.39	M



TOPSOIL DETAIL FOR SODDING/SEEDING MATCH



PLAN VIEW



SECTION THRU MEDIAN CROSSWALK

MEDIAN CROSSWALK DETAIL
STA. 1+575

CROSSWALK LAYOUT DATA

NOTE: ALL STATIONS AND OUTS GIVEN TO FLANGE LINE OF CURB AND GUTTER, UNLESS NOTED BY (*).
(*) EDGE OF CROSSWALK/EDGE OF CROSSWALK INTERSECTION

PIONEER ROAD INTERSECTION
STH 23 (SOUTHSIDE)
- STA. 1+573.81, 18.51 m RT.
- STA. 1+574.09, 4.56 m RT.
- STA. 1+575.64, 17.18 m RT.
- STA. 1+575.89, 4.54 m RT.

STH 23 (NORTHSIDE)
- STA. 1+574.35, 1.91 m LT.
- STA. 1+575.14, 18.23 m LT.
- STA. 1+576.19, 1.92 m LT.
- STA. 1+576.92, 17.34 m LT.

WEST FOREST MALL ENTRANCE
STH 23 (SOUTHSIDE)
- STA. 1+729.40, 18.31 m RT.
- STA. 1+743.40, 18.17 m RT.
- STA. 1+727.98, 16.53 m RT.
- STA. 1+744.89, 16.35 m RT.

STH 23 (NORTHSIDE)
- STA. 1+726.24, 18.88 m LT.
- STA. 1+744.62, 19.34 m LT.
- STA. 1+727.44, 20.72 m LT.
- STA. 1+742.95, 21.10 m LT.

EAST FOREST MALL ENTRANCE
STH 23 (SOUTHSIDE)
- STA. 1+865.58, 16.48 m RT.
- STA. 1+879.01, 16.51 m RT.
- STA. 1+863.47, 14.68 m RT.
- STA. 1+881.02, 14.72 m RT.

STH 23 (NORTHSIDE)
- STA. 1+863.52, 18.97 m LT.
- STA. 1+881.54, 18.73 m LT.
- STA. 1+865.22, 20.76 m LT.
- STA. 1+879.84, 20.56 m LT.

PETERS AVENUE INTERSECTION
STH 23 (WESTSIDE)
- STA. 2+067.19, 17.29 m RT.
- STA. 2+067.39, 12.93 m LT.
- STA. 2+068.99, 17.45 m RT. (*)
- STA. 2+069.20, 14.45 m LT. (*)

STH 23 (EASTSIDE)
- STA. 2+095.90, 14.16 m RT. (*)
- STA. 2+095.93, 14.24 m LT. (*)
- STA. 2+097.73, 12.75 m RT.
- STA. 2+097.73, 12.75 m LT.

PETERS AVENUE (SOUTHSIDE)
- STA. 9+079.87, 12.45 m LT.
- STA. 9+081.81, 12.77 m RT.
- STA. 9+081.66, 12.66 m LT. (*)
- STA. 9+083.73, 14.37 m RT. (*)

PETERS AVENUE (NORTHSIDE)
- STA. 9+111.94, 12.71 m LT. (*)
- STA. 9+114.09, 13.94 m RT. (*)
- STA. 9+113.86, 11.21 m LT.
- STA. 9+115.75, 12.20 m RT.

SEYMOUR STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 2+544.63, 11.55 m RT.
- STA. 2+544.63, 12.81 m LT.
- STA. 2+546.43, 12.20 m RT.
- STA. 2+546.43, 13.09 m LT. (*)

STH 23 (EASTSIDE)
- STA. 2+563.20, 11.97 m RT.
- STA. 2+563.20, 9.78 m LT.
- STA. 2+565.00, 9.94 m RT.
- STA. 2+565.00, 8.25 m LT.

SEYMOUR STREET (SOUTHSIDE)
- STA. 10+045.30, 6.03 m LT.
- STA. 10+045.30, 6.00 m RT.
- STA. 10+047.10, 7.90 m LT.
- STA. 10+047.10, 7.04 m RT.

SEYMOUR STREET (NORTHSIDE)
- STA. 10+073.92, 7.39 m LT. (*)
- STA. 10+069.74, 8.08 m RT.
- STA. 10+075.71, 7.12 m LT.
- STA. 10+072.23, 5.79 m RT.

BUTLER STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 2+801.20, 8.25 m RT.
- STA. 2+801.10, 8.25 m LT.
- STA. 2+803.01, 8.98 m RT.
- STA. 2+802.88, 9.72 m LT.

STH 23 (EASTSIDE)
- STA. 2+816.13, 10.39 m RT (*)
- STA. 2+815.66, 8.99 m LT.
- STA. 2+817.88, 8.25 m RT.
- STA. 2+817.47, 8.25 m LT.

BUTLER STREET (SOUTHSIDE)
- STA. 11+088.19, 4.90 m LT.
- STA. 11+087.59, 4.91 m RT.
- STA. 11+090.05, 5.79 m LT.
- STA. 11+089.33, 6.01 m RT. (*)

BUTLER STREET (NORTHSIDE)
- STA. 11+110.41, 5.79 m LT.
- STA. 11+109.74, 5.32 m RT.
- STA. 11+112.10, 3.97 m LT.
- STA. 11+111.61, 4.21 m RT.

HICKORY STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 2+928.14, 8.25 m RT.
- STA. 2+927.01, 8.25 m LT.
- STA. 2+930.08, 10.40 m RT. (*)
- STA. 2+928.72, 9.75 m LT. (*)

STH 23 (EASTSIDE)
- STA. 2+945.63, 10.20 m RT. (*)
- STA. 2+943.09, 9.94 m LT. (*)
- STA. 2+947.23, 8.25 m RT.
- STA. 2+945.14, 8.25 m LT.

HICKORY STREET (SOUTHSIDE)
- STA. 12+039.34, 6.12 m LT.
- STA. 12+038.51, 6.28 m RT.
- STA. 12+041.29, 7.33 m LT. (*)
- STA. 12+040.20, 7.85 m RT. (*)

HICKORY STREET (NORTHSIDE)
- STA. 12+061.51, 7.30 m LT. (*)
- STA. 12+060.45, 7.35 m RT. (*)
- STA. 12+063.23, 6.11 m LT.
- STA. 12+062.37, 6.29 m RT.

CHESTNUT STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 3+066.16, 8.25 m RT.
- STA. 3+065.43, 9.55 m LT.
- STA. 3+068.03, 10.00 m RT.
- STA. 3+067.21, 10.12 m LT. (*)

STH 23 (EASTSIDE)
- STA. 3+082.21, 10.10 m RT. (*)
- STA. 3+080.53, 10.35 m LT.
- STA. 3+083.96, 9.22 m RT.
- STA. 3+082.82, 8.25 m LT.

CHESTNUT STREET (SOUTHSIDE)
- STA. 13+038.45, 5.31 m LT.
- STA. 13+037.67, 5.89 m RT.
- STA. 13+040.44, 6.92 m LT.
- STA. 13+039.38, 7.22 m RT. (*)

CHESTNUT STREET (NORTHSIDE)
- STA. 13+060.23, 6.35 m LT. (*)
- STA. 13+060.24, 6.96 m RT.
- STA. 13+062.03, 5.69 m LT.
- STA. 13+062.04, 5.51 m RT.

MILITARY ROAD INTERSECTION
STH 23 (WESTSIDE)
- STA. 3+743.81, 8.25 m RT.
- STA. 3+738.14, 9.78 m LT.
- STA. 3+745.77, 9.80 m RT. (*)
- STA. 3+745.78, 8.24 m RT. (*)
- STA. 3+739.77, 10.91 m LT.

STH 23 (EASTSIDE)
- STA. 3+763.19, 9.30 m RT.
- STA. 3+763.13, 10.86 m LT. (*)
- STA. 3+764.98, 8.25 m RT.
- STA. 3+764.94, 9.82 m LT.

MILITARY ROAD (SOUTHSIDE)
- STA. 20+188.81, 6.30 m LT.
- STA. 20+187.91, 7.41 m RT.
- STA. 20+190.70, 7.76 m LT. (*)
- STA. 20+189.61, 9.02 m RT.

MILITARY ROAD (NORTHSIDE)
- STA. 20+211.79, 12.28 m LT.
- STA. 20+210.20, 10.88 m RT. (*)
- STA. 20+213.47, 10.43 m LT.
- STA. 20+212.15, 9.51 m RT.

DOTY STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 3+890.13, 8.25 m RT.
- STA. 3+890.13, 9.28 m LT.
- STA. 3+891.93, 9.69 m RT. (*)
- STA. 3+891.93, 9.26 m LT. (*)

STH 23 (EASTSIDE)
- STA. 3+906.94, 9.69 m RT. (*)
- STA. 3+906.94, 9.28 m LT. (*)
- STA. 3+908.74, 8.25 m RT.
- STA. 3+908.74, 9.07 m LT.

DOTY STREET (SOUTHSIDE)
- STA. 17+188.51, 5.63 m LT.
- STA. 17+188.50, 6.12 m RT.
- STA. 17+190.32, 7.35 m LT. (*)
- STA. 17+190.30, 7.66 m RT. (*)

DOTY STREET (NORTHSIDE)
- STA. 17+209.27, 7.31 m LT. (*)
- STA. 17+209.26, 7.70 m RT. (*)
- STA. 17+211.09, 6.11 m LT.
- STA. 17+211.06, 6.27 m RT.

MACY STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 4+034.97, 8.25 m RT.
- STA. 4+034.97, 8.25 m LT.
- STA. 4+036.76, 9.31 m RT.
- STA. 4+036.77, 9.31 m LT.

STH 23 (EASTSIDE)
- STA. 4+054.78, 9.47 m RT.
- STA. 4+054.54, 9.39 m LT.
- STA. 4+056.57, 8.25 m RT.
- STA. 4+056.35, 8.25 m LT.

MACY STREET (SOUTHSIDE)
- STA. 18+188.34, 6.43 m LT.
- STA. 18+188.25, 6.46 m RT.
- STA. 18+190.15, 8.21 m LT.
- STA. 18+190.04, 8.27 m RT.

MACY STREET (NORTHSIDE)
- STA. 18+209.46, 8.79 m LT.
- STA. 18+209.41, 8.64 m RT.
- STA. 18+211.25, 5.96 m LT.
- STA. 18+211.22, 5.92 m RT.

MAIN STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 4+178.92, 8.25 m RT.
- STA. 4+178.80, 8.25 m LT.
- STA. 4+180.73, 9.84 m RT. (*)
- STA. 4+180.59, 9.94 m LT.

STH 23 (EASTSIDE)
- STA. 4+205.98, 9.84 m RT. (*)
- STA. 4+206.05, 8.90 m LT.
- STA. 4+207.78, 9.30 m RT.
- STA. 4+207.85, 8.25 m LT.

MAIN STREET (SOUTHSIDE)
- STA. 19+188.52, 10.33 m LT.
- STA. 19+188.28, 12.56 m RT.
- STA. 19+190.34, 11.93 m LT. (*)
- STA. 19+190.07, 13.40 m RT. (*)

MAIN STREET (NORTHSIDE)
- STA. 19+210.11, 11.78 m LT.
- STA. 12+209.70, 12.03 m RT.
- STA. 19+211.92, 10.00 m LT.
- STA. 19+211.53, 10.19 m RT.

MARQUETTE STREET INTERSECTION
STH 23 (WESTSIDE)
- STA. 4+329.27, 6.52 m RT.
- STA. 4+329.08, 6.53 m LT.
- STA. 4+331.08, 7.14 m RT.
- STA. 4+330.87, 7.13 m LT.

STH 23 (EASTSIDE)
- STA. 4+346.88, 7.27 m RT.
- STA. 4+346.67, 7.28 m LT.
- STA. 4+348.67, 6.60 m RT.
- STA. 4+348.48, 6.60 m LT.

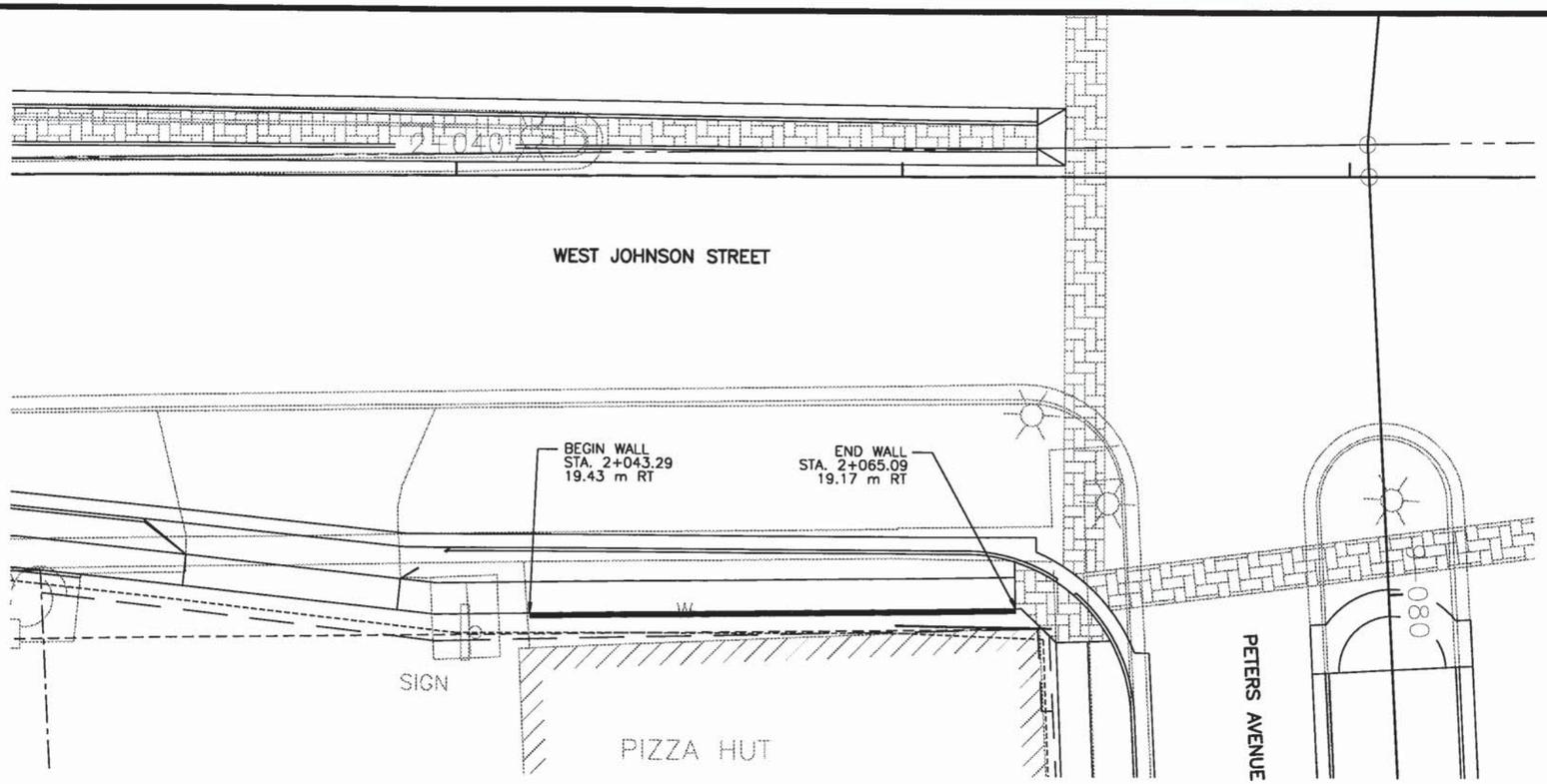
MARQUETTE STREET (SOUTHSIDE)
- STA. 19+491.02, 5.79 m LT.
- STA. 19+490.82, 5.83 m RT.
- STA. 19+492.93, 7.92 m LT.
- STA. 19+492.66, 7.86 m RT.

MARQUETTE STREET (NORTHSIDE)
- STA. 19+507.22, 7.98 m LT.
- STA. 19+507.30, 7.63 m RT.
- STA. 19+509.08, 5.83 m LT.
- STA. 19+509.10, 5.78 m RT.

PLOT DATE: Jul 11, 2000 2:17pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETAIL2

CONSTRUCTION DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.40	M

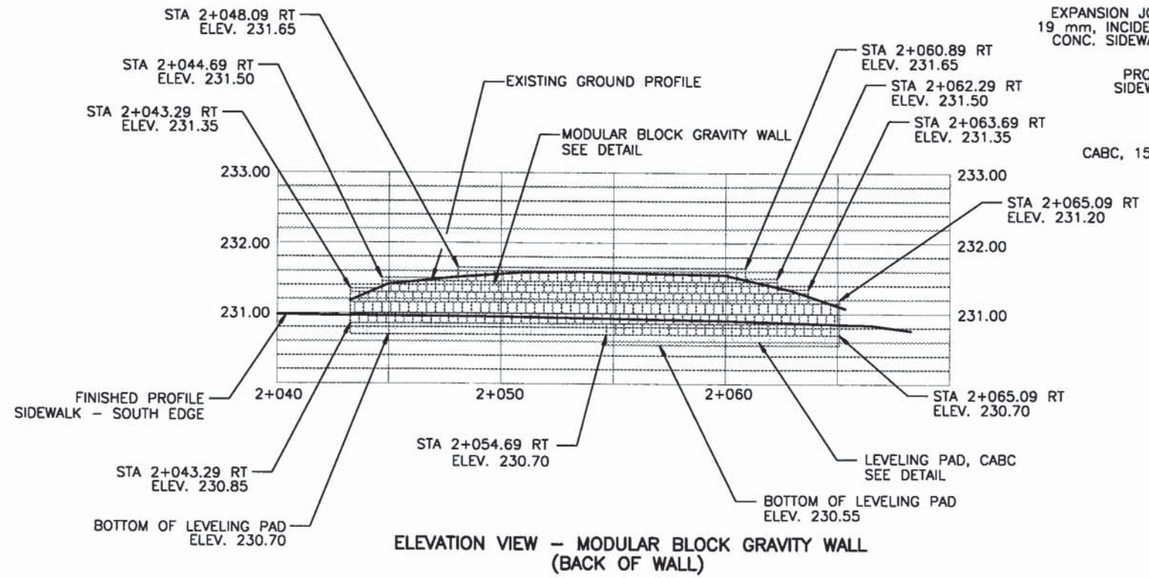
R 12-8-00



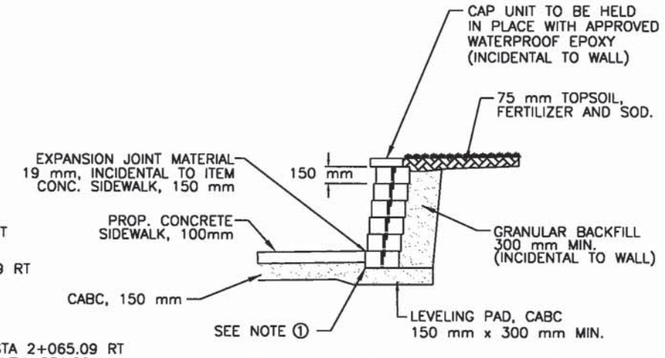
PLAN VIEW – MODULAR BLOCK GRAVITY WALL

EXISTING SOIL PARAMETERS

SOIL WET DENSITY = 125 LBS/CU. FT.
SOIL COHESION = 1000 LBS/SQ. FT.
Ø ANGLE = 10°
ALLOWABLE BEARING PRESSURE = 2000 LBS/SQ. FT.



ELEVATION VIEW – MODULAR BLOCK GRAVITY WALL
(BACK OF WALL)



MODULAR BLOCK GRAVITY WALL DETAIL
SCALE: NTS

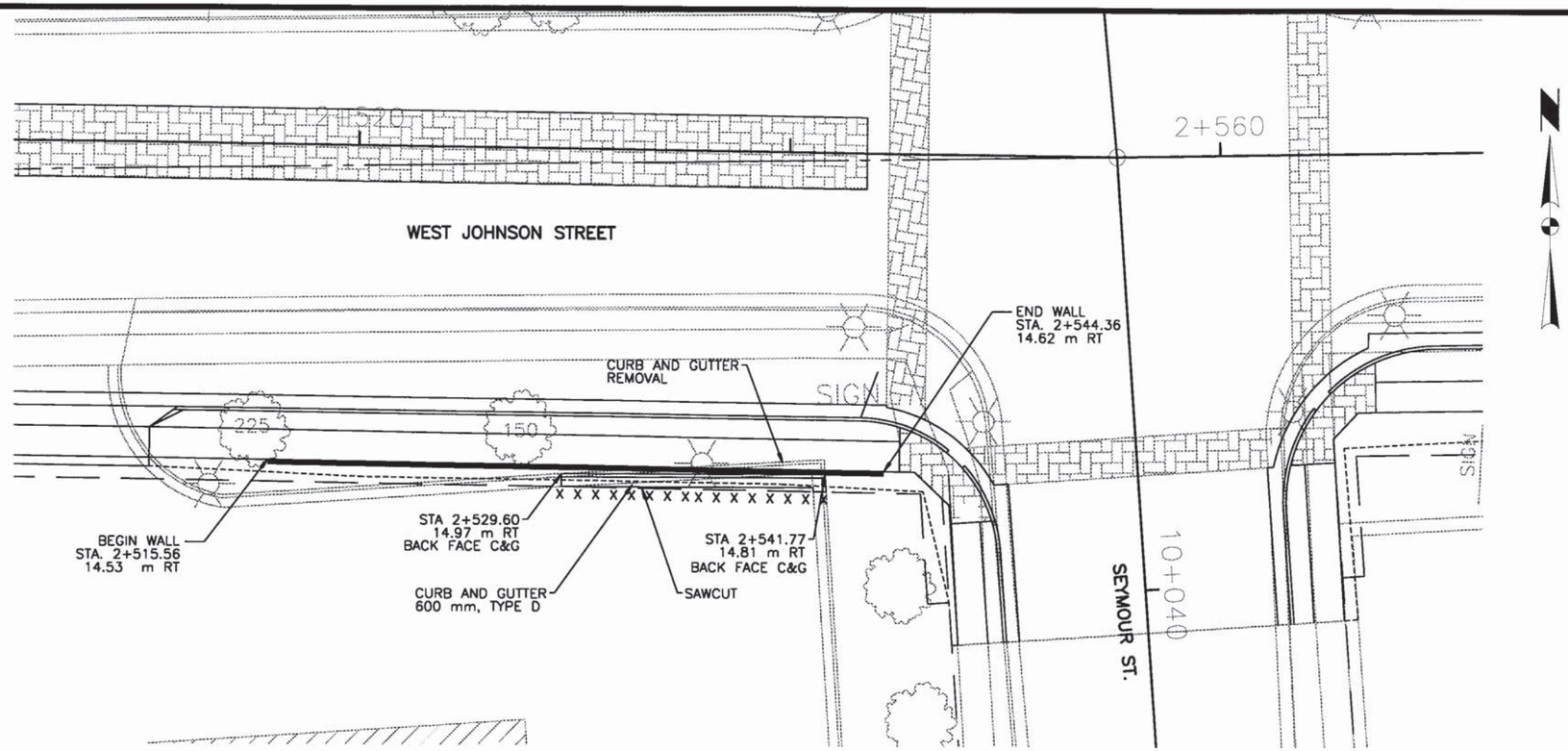
GENERAL NOTE

1. REFERENCE LINE FOR MODULAR BLOCK GRAVITY WALL IS TO FRONT FACE OF FIRST COURSE

PLOT DATE: AUGUST 14, 2000 DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\RETWALL01.DWG

CONSTRUCTION DETAILS – RETAINING WALL	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.41	M

R 12-8-00



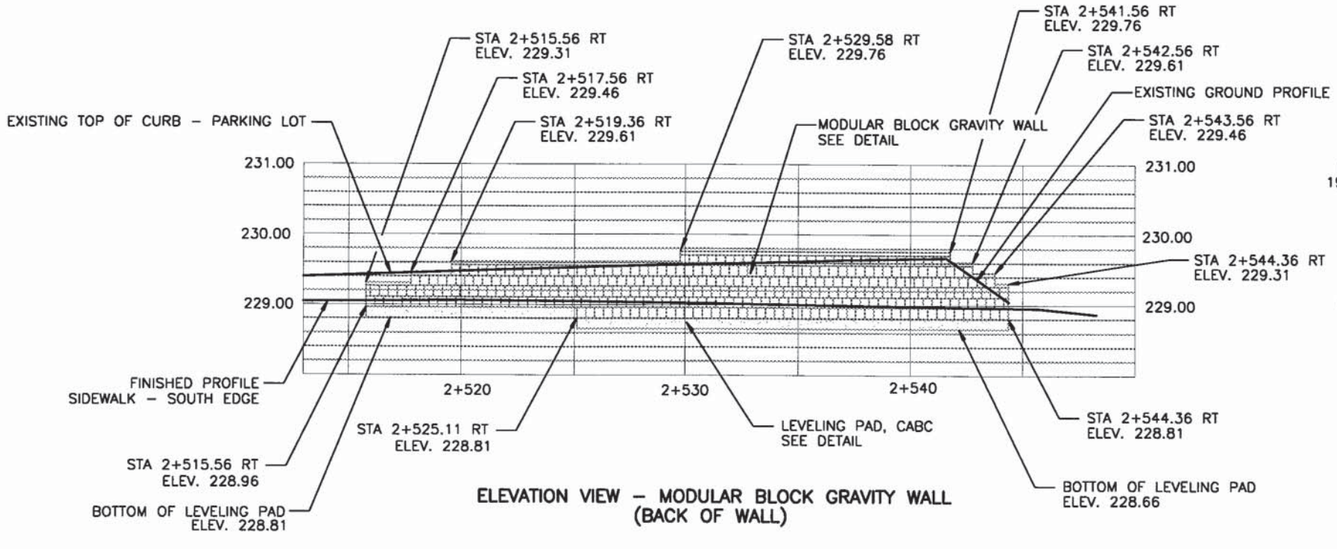
EXISTING SOIL PARAMETERS

SOIL WET DENSITY = 125 LBS/CU. FT.
SOIL COHESION = 1000 LBS/SQ. FT.
Ø ANGLE = 10°
ALLOWABLE BEARING PRESSURE = 2000 LBS/SQ. FT.

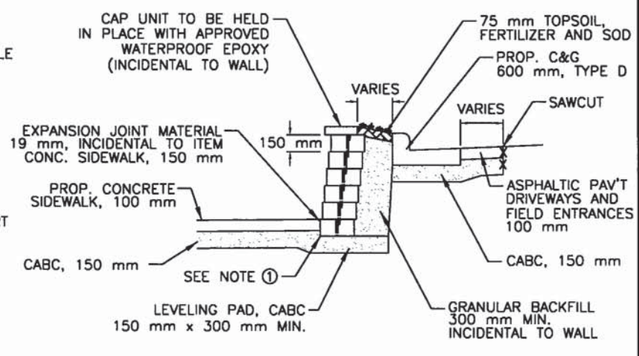
PLAN VIEW – MODULAR BLOCK GRAVITY WALL

GENERAL NOTE

1. REFERENCE LINE FOR MODULAR BLOCK GRAVITY WALL IS TO FRONT FACE OF FIRST COURSE



ELEVATION VIEW – MODULAR BLOCK GRAVITY WALL (BACK OF WALL)



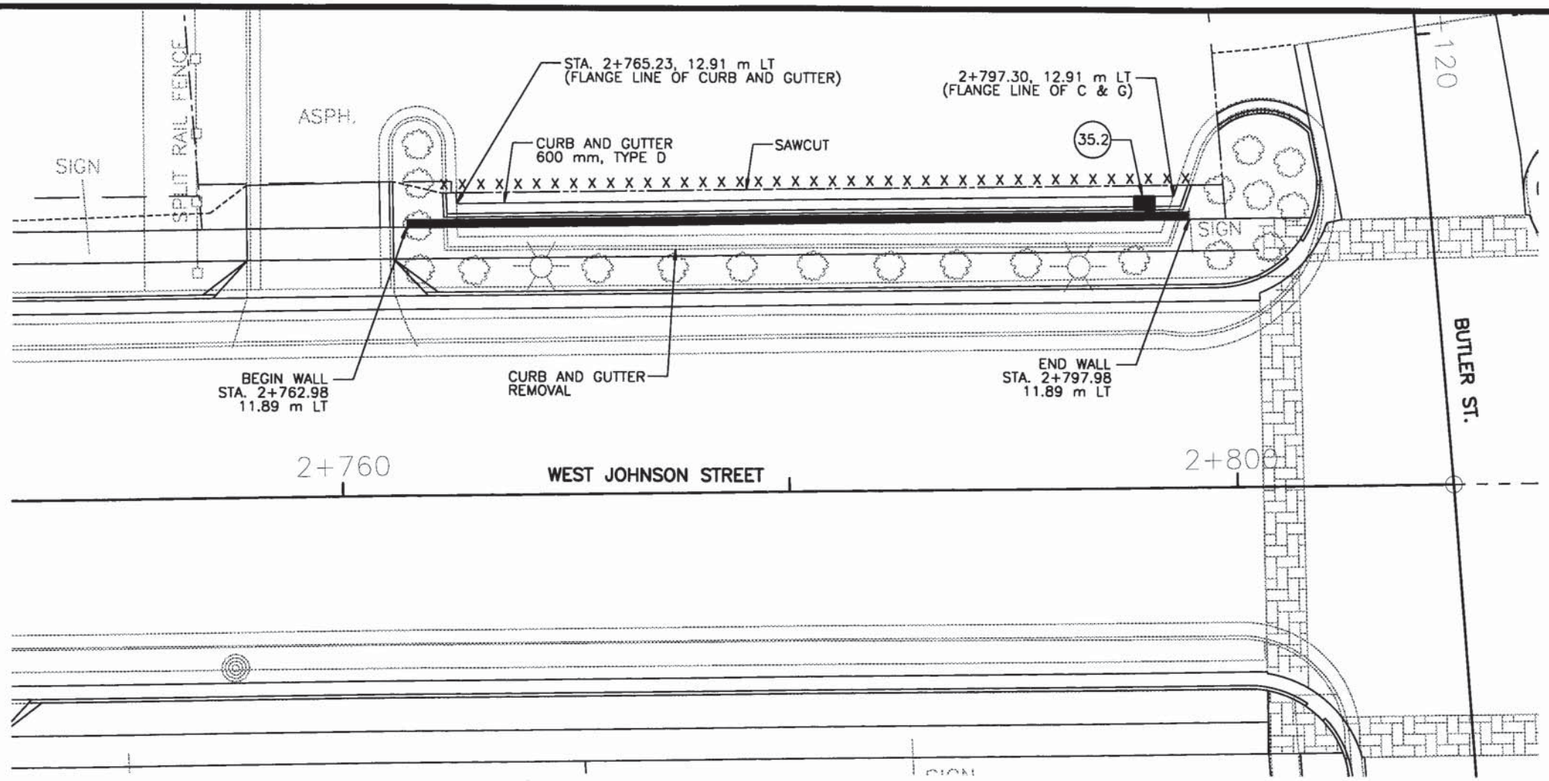
MODULAR BLOCK GRAVITY WALL DETAIL

SCALE: NTS

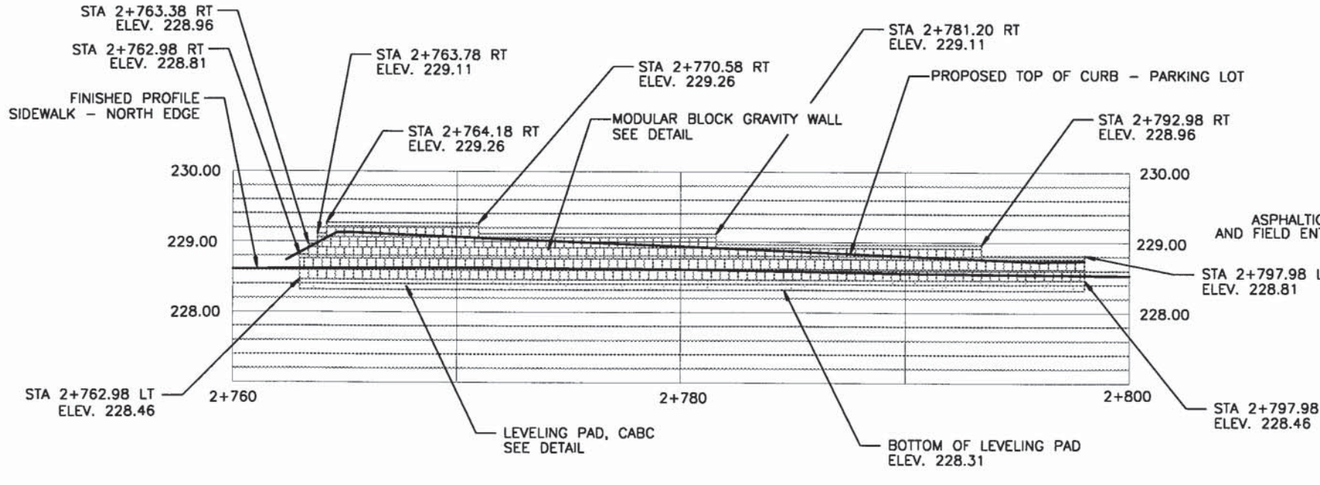
PLOT DATE: AUGUST 14, 2000 DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEETS2\RETWALL02.DWG

CONSTRUCTION DETAILS – RETAINING WALL	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.42	M

R12-8-00



PLAN VIEW – MODULAR BLOCK GRAVITY WALL



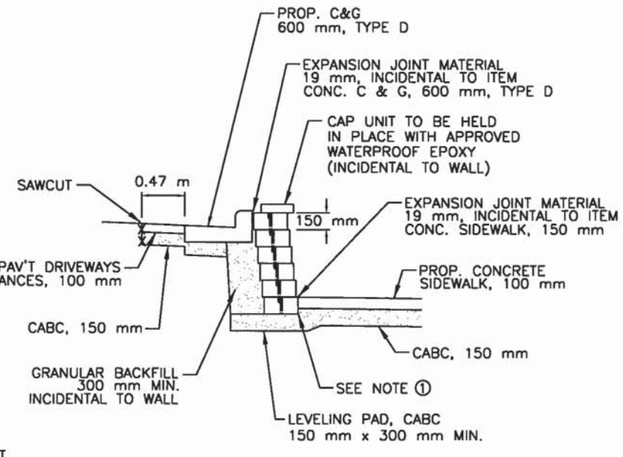
ELEVATION VIEW – MODULAR BLOCK GRAVITY WALL
(FRONT OF WALL)

EXISTING SOIL PARAMETERS

SOIL WET DENSITY = 125 LBS/CU. FT.
SOIL COHESION = 1000 LBS/SQ. FT.
Ø ANGLE = 10°
ALLOWABLE BEARING PRESSURE = 2000 LBS/SQ. FT.

GENERAL NOTE

1. REFERENCE LINE FOR MODULAR BLOCK GRAVITY WALL IS TO FRONT FACE OF FIRST COURSE



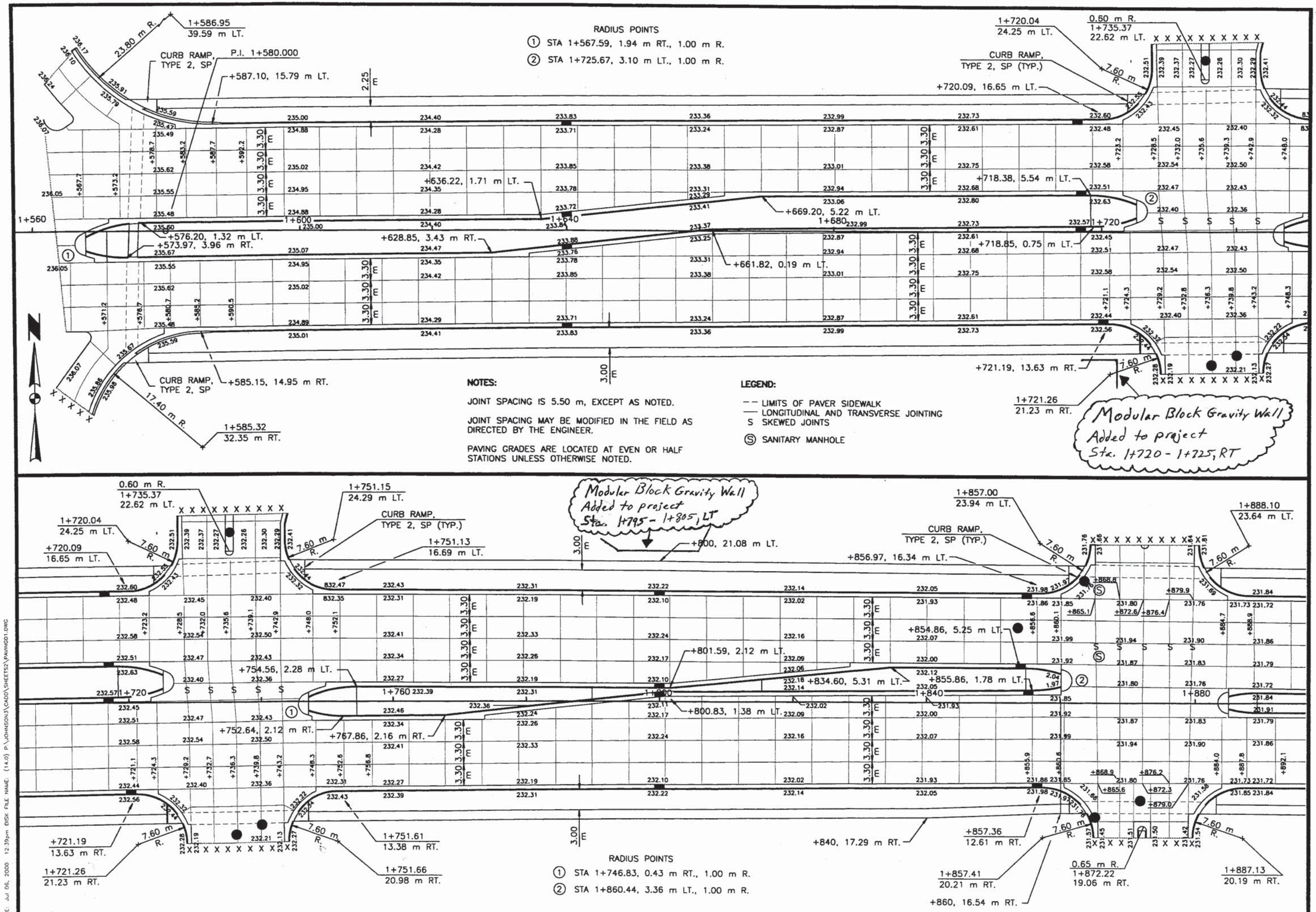
MODULAR BLOCK GRAVITY WALL DETAIL

SCALE: NTS

CONSTRUCTION DETAILS – RETAINING WALL	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.43	M

12-8-00

PLOT DATE: Aug 25, 2000 8:00 am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\RETWALL03.DWG



PAVING PLAN – STA. 1+563.48 – STA. 1+880 | SCALE 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.44 | M

PLOT DATE: Jul 06, 2000 12:39pm DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEETS2\PAVING01.DWG

2-12-00

RADIUS POINTS

① STA 1+884.73, 0.11 m LT., 1.00 m R.

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

1+857.00
23.94 m LT.

1+888.10
23.64 m LT.

CURB RAMP, TYPE 2, SP (TYP.)

7.60 m R.

+888.00, 16.04 m LT.

2.65 m

+889.37, 1.62 m LT.

1+880

+889.37, 1.50 m RT.

+949.39, 0.78 m LT.

+982.43, 3.62 m LT.

1+960

2+000

2+040

+013.11, 1.32 m LT.

+980.07, 1.86 m RT.

+904.5, 18.11 m RT.

+899.5, 16.70 m RT.

+887.16, 12.59 m RT.

+883.7, 16.52 m RT.

1+857.41
20.21 m RT.

1+887.13
20.19 m RT.

0.65 m R.
1+872.22
19.06 m RT.

+967.7

+980.7

+983.7

CONC. CURB, TYPE D

+004.76, 13.05 m RT.

+020.17, 17.42 m RT.

+023.2

+037.74, 16.48 m RT.

+039.0, 19.48 m RT.

SEE SIDE STREET PAVING PLAN

+121.18, 10.72 m RT.

9+121.21
18.32 m RT.

7.60 m R.
2+100.92
20.95 m LT.

E. PETERS AVE.

+118.23, 10.57 m LT.
P.I. 9+100.000

9+118.20
18.17 m LT.

2+064.31
21.17 m LT.

RADIUS POINTS

① STA 2+066.04, 1.77 m LT., 0.67 m R.
② STA 2+097.73, 1.65 m RT., 0.60 m R.
③ STA 9+115.69, 0.09 m RT., 2.14 m R.
④ STA 9+076.65, 0.00 m LT., 3.00 m R.

P.I. 2+136.878

CURB RAMP, TYPE 1, SP (TYP.)

+100.92, 13.35 m LT.

+138.7, 15.81 m LT.

+064.19, 13.57 m LT.
+066.05, 2.44 m LT.

+066.04, 1.10 m LT.

+039.02, 19.48 m RT.

+136.88, 1.05 m RT.

+097.70

+097.70

2+120

2+160

2+200

+173.1, 1.82 m LT.

+062.78, 16.58 m RT.

9+075.08
11.60 m LT.

+101.04, 13.35 m RT.

+136.9, 15.85 m RT.

2+101.04
20.95 m RT.

9+076.72
19.20 m RT.

+076.74, 11.60 m RT.

STA. 2+080.871 S.T.H. 23 =
STA. 9+098.562 PETERS AVE.

2+062.74
24.18 m RT.

9+075.23
19.20 m LT.

+158.8

+172.3

ASPH.

Driveway moved to Station 2+196 - 2+207

+197.1

+210.4

+128.6

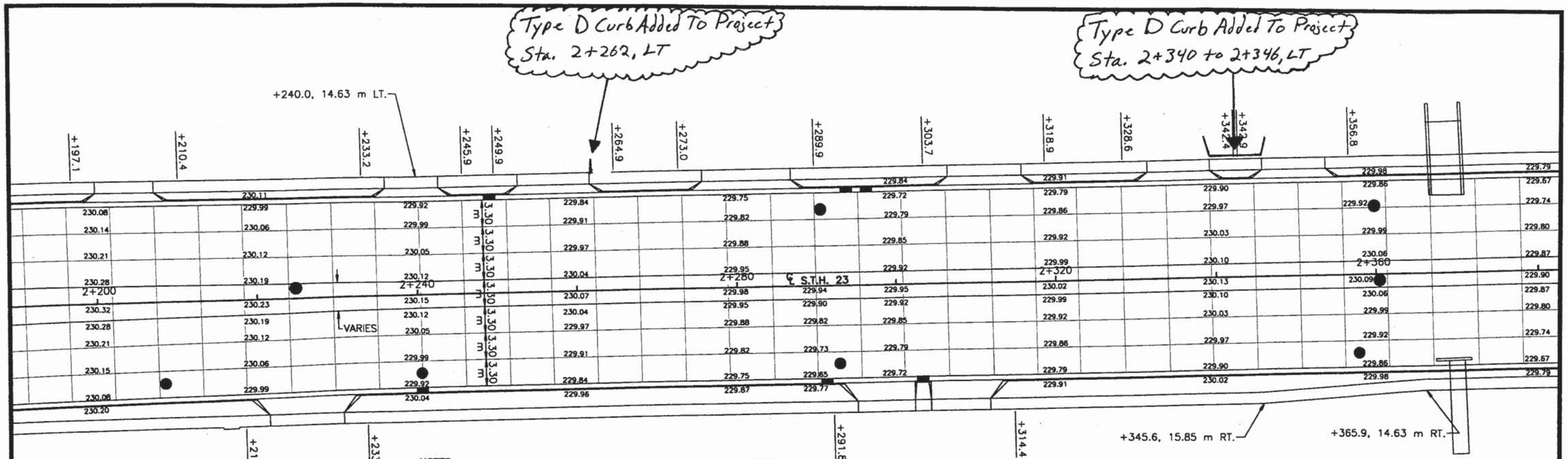
PLOT DATE: Jul 06, 2000 12:38pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PAVING02.DWG

PAVING PLAN – STA. 1+880 – STA. 2+200	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.45 M

R 12-8-00

Type D Curb Added To Project
Sta. 2+262, LT

Type D Curb Added To Project
Sta. 2+340 to 2+346, LT



NOTES:

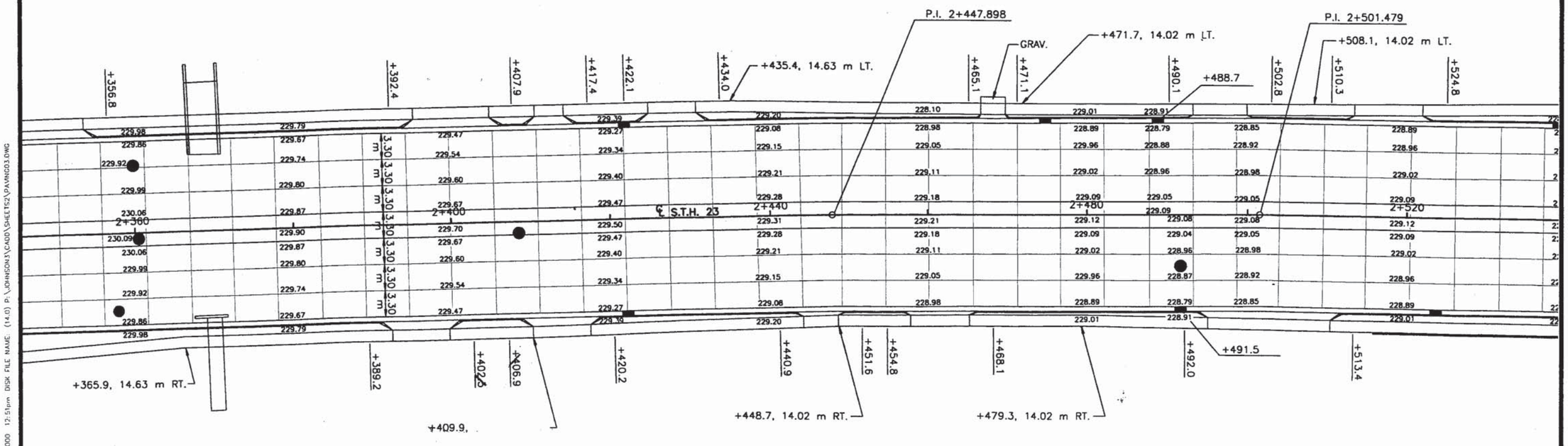
JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE



PAVING PLAN – STA. 2+200 – STA. 2+520	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.46 M

R 12-8-00

PLOT DATE: May 01, 2000 12:51pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PAVING03.DWG

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

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LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

NEW LIMITS AT STA. 10+096

+079.53, 6.45 m LT.

10+079.64
12.55 m LT.

2+540.71
18.25 m LT.

+540.71
12.15 m LT.

6.10 m R.

℄ SEYMOUR ST. 10+080

+075.43, 6.39 m RT.

P.I. 2+555.202 S.T.H. 23 =
P.I. 10+060.000 SEYMOUR STREET

CURB RAMP, TYPE 1, SP (TYP.)

10+075.43
13.99 m RT.

2+567.97
16.45 m LT.

+567.99, 8.85 m LT.

7.60 m R.

1.45 m E

+510.3 +524.8 +536.9 +548.3 +551.0 +554.3 +557.9 +561.5 +566.7 +571.7 +601.0 +623.6 +631.7 +648.3 +676.5 21+020 +689.9

2+520 2+560 2+600 ℄ S.T.H. 23 2+640 2+680

3.30 m E

+543.43, 12.15 m RT.

2+543.43
18.75 m RT.

10+042.22
13.20 m LT.

+042.22, 6.60 m LT.

6.60 m R.

10+040

+569.85, 8.85 m LT.

7.20 m R.

2+569.85
16.05 m RT.

10+043.21
13.80 m RT.

+043.21, 6.60 m RT.

1.45 m

+513.4 +611.9 +627.9 +675.5 +691.9

℄ BELL ST. 21+020

STA. 2+682.905 S.T.H. 23 =
STA. 21+000.000 BELL STREET

NEW LIMITS AT STA. 11+115

CONSTRUCT MODULAR BLOCK GRAVITY WALL

CONC C & G, 600 mm, TYPE D

+765.23, 12.91 m LT. (FLANGE LINE OF C & G)

+764.4

45.1 m

+114.11, 4.80 m LT.

CURB RAMP, TYPE 1, SP (TYP.)

11+114.15
9.40 m LT.

4.60 m R.
2+799.26
13.45 m LT.

+797.30, 12.91 m LT. (FLANGE LINE OF C & G)

+799.26, 8.85 m LT.

℄ BUTLER ST. 11+120

+112.95, 4.80 m RT.

11+112.95
9.41 m RT.

4.60 m R.
2+818.33,
13.45 m LT.

P.I. 2+809.645 S.T.H. 23 =
P.I. 11+100.000 BUTLER STREET

+818.25, 8.85 m LT.

+676.5 ASPH. +689.9 +706.6 +721.9 +731.5 +745.5 +752.9 +792.2 +796.2 +800.2 +804.2 +808.2 +813.7 +818.5 +824.3 +829.8 +833.5 +852.1 ASPH.

2+680 2+720 ℄ S.T.H. 23 2+760 2+800 2+840

3.30 m

+800.35, 8.85 m RT.

4.60 m R.
2+800.35
13.45 m RT.

11+087.14
10.10 m LT.

+087.14, 5.50 m LT.

+820.28, 8.85 m RT.

4.60 m R.
2+820.36
13.45 m RT.

11+086.09
10.11 m RT.

+086.09, 5.50 m RT.

1.45 m

+675.5 +691.9 +714.9 +724.5 +732.5 +747.5 +846.1 ASPH.

STA. 2+682.905 S.T.H. 23 =
STA. 21+000.000 BELL STREET

Type D Curb Added To Project Sta. 2+718, RT

Driveway Omitted from Project

PAVING PLAN – STA. 2+520 – STA. 2+840	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.47	M

PLOT DATE: Jul 06, 2000 12:38pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PAVNG04.DWG

R 12-8-00

NOTES:

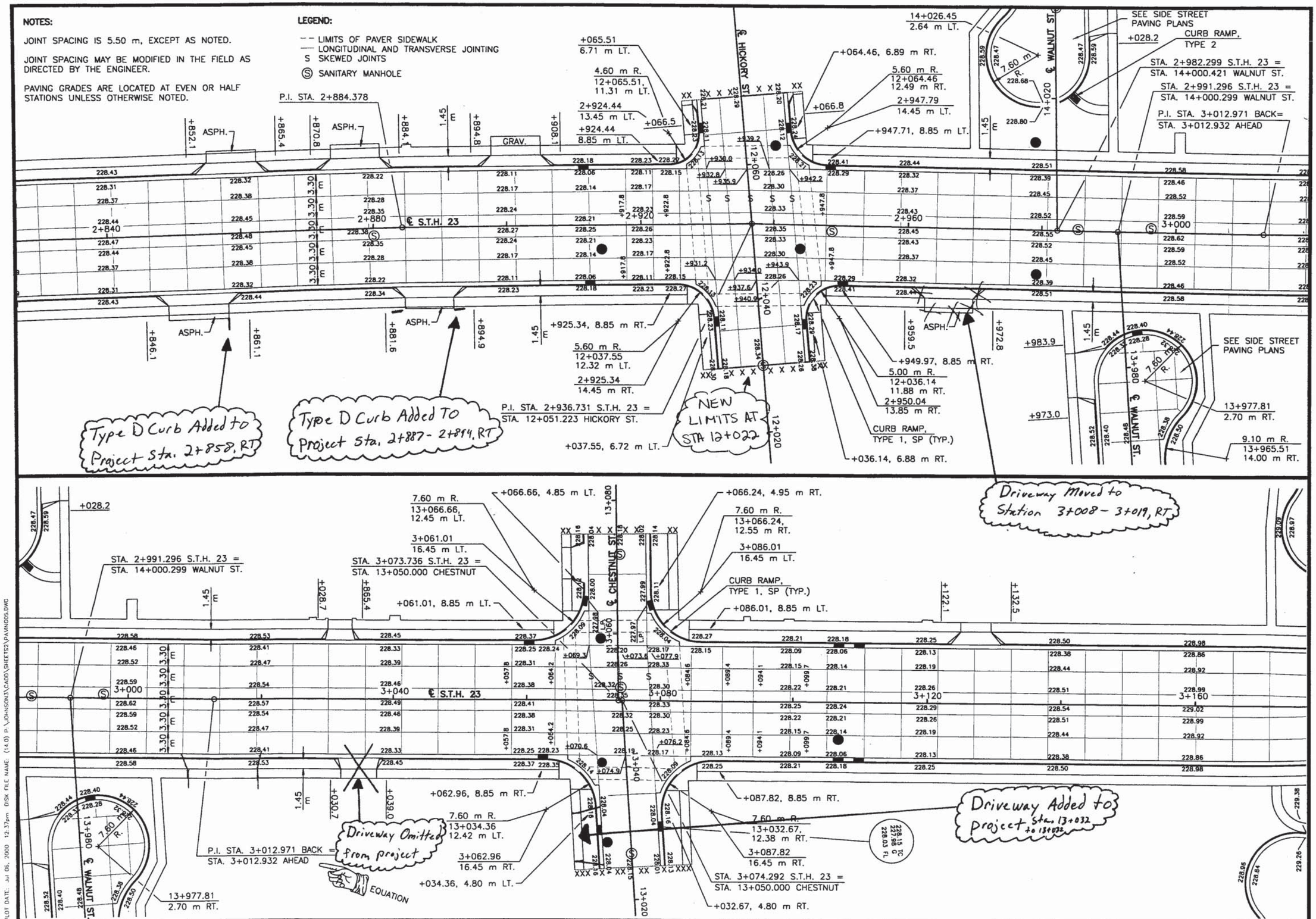
JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

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PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE



PAVING PLAN – STA. 2+840 – STA. 3+160 | SCALE 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.48 | M

PLOT DATE: Jul 06, 2000 12:37pm DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEETS2\PAVING05.DWG

R 12-8-00

SEE SIDE STREET PAVING PLANS

15+026.84
0.00 m LT.

7.60 m R.

15+020

BEGIN TAPER, +970.18
8.25 m LT. & RT.

STA. 3+180.869 S.T.H. 23 =
STA. 15+000.000 LINCOLN AVE.

CONC. PAV'T. APPROACH SLAB

P.C. 3+227.829

+208.2, 11.11 m LT.

1.80 m

3+160

3+200

3+240 ℄ S.T.H. 23

3+280

3+320

STR. NO. B-20-46
(PROJ. I.D. 1442-04-72)

SEE SIDE STREET PAVING PLANS

1.20 m

3.30 m

50+080 ℄ SATTERLEE ST.

TRANSITION CURB HEAD FROM 150 mm TO 225 mm SEE DETAIL

+208.5, 10.79 m RT.

1.45 m

14+972.59
2.80 m LT.

14+980

℄ LINCOLN AVE.

7.60 m R.

STA. 3+182.772 S.T.H. 23 =
STA. 15+000.000 LINCOLN

SEE SIDE STREET PAVING PLANS

9.10 m R.
14+967.18
13.00 m RT.

4.50 m

STA. 3+346.461 S.T.H. 23 =
STA. 50+112.161 SATTERLEE ST.

P.C. 50+120.065

3+320

3+360

℄ S.T.H. 23

3+400

3+440

STR. NO. B-20-46
(PROJ. I.D. 1442-04-72)

+123.4

ASPH.

+132.0

SEE SIDE STREET PAVING PLANS

50+160

℄ SATTERLEE ST.

P.T. 50+163.665

50+200

8269+00

8268+00

℄ WISC. CENTRAL R.R. LTD.

STA. 3+450.188 S.T.H. 23=
STA. 8268+19.76 WISC. CENTRAL R.R. LTD.

3+480

P.T. 3+483.503

NOTES:

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LEGEND:

-- LIMITS OF PAVER SIDEWALK
— LONGITUDINAL AND TRANSVERSE JOINTING
S SKEWED JOINTS
Ⓢ SANITARY MANHOLE

PAVING GRADES & JOINTING PLAN | SCALE 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.49 | M

R12-8-00

PLOT DATE: Jul 26, 2000 9:17AM FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\PAVING06.DWG

P.T. 3+483.503
STA. 3+522.907 S.T.H. 23 =
STA. 50+316.402 SATTERLEE ST.
P.T. 50+354.006
3+480
STR. NO. B-20-46
(PROJ. I.D. 1442-04-72)
3+520
50+320
℄ S.T.H. 23
3+560
P.C. 3+589.096
STA. 3+598.281 S.T.H. 23 =
STA. 16+229.755 BROOKE ST.
3+600
50+360
+383.51
6.10 m RT.
P.T. 50+288.468
16+245.19
13.3 m LT.
50+383.51
13.7 m RT.
7.60 m R.
50+400
+411.60
5.10 m RT.
℄ KELLY DR.
50+440
P.C. 50+439.243
CURB RAMP,
TYPE 2 (TYP.)
9.10 m R.
P.I. 16+259.02 BROOKE ST. =
P.O.T. 50+396.940 SATTERLEE ST.
P.O.T. 50+396.940 KELLY DR.
16+244.96
14.80 m RT.
+244.96
5.70 m RT.
30+138.38
12.70 m LT.
50+411.60
14.20 m RT.
STR. NO. R-20-8
(PROJ. I.D. 1442-04-72)
+245.19
5.70 m LT.
16+240
℄ BROOKE ST.
CONC. PAV'T.
APPROACH SLAB
+219.04
5.70 m RT.
3+640
+219.02
5.70 m LT.
7.60 m R.
16+219.04
13.30 m RT.
STR. NO. R-20-7
(PROJ. I.D. 1442-04-72)
+118.38
5.10 m LT.
30+140
+119.32
5.10 m RT.
CURB RAMP,
TYPE 2 (TYP.)
STA. 30+105.000 JOHNSON CT. =
STA. 16+208.101 BROOKE ST.
P.T. 50+288.468
P.T. 50+253.192
P.C. 50+257.450
℄ SATTERLEE ST.
50+280
P.C. 50+323.075
9.10 m R.
30+059.00
14.00 m LT.
6.10 m R.
16+219.13
11.80 m LT.
30+093.28
11.01 m LT.
7.60 m R.
30+049.90, 0.00 m LT.
CURB RAMP,
TYPE 2 (TYP.)
+283.2
+274.9
CONC.
GRAV.
+252.5
+252.5
+043.1
30+060
℄ JOHNSON CT.
+093.28
4.90 m LT.
30+100
CONC. +092.22
4.90 m RT.
CURB RAMP,
TYPE 1
+206.2
+201.7
16+200
+046.0
+053.9
+062.7
9.10 m R.
30+059.01
14.00 m RT.
STA. 30+105.000 JOHNSON CT. =
STA. 16+206.238 BROOKE ST.

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

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LEGEND:

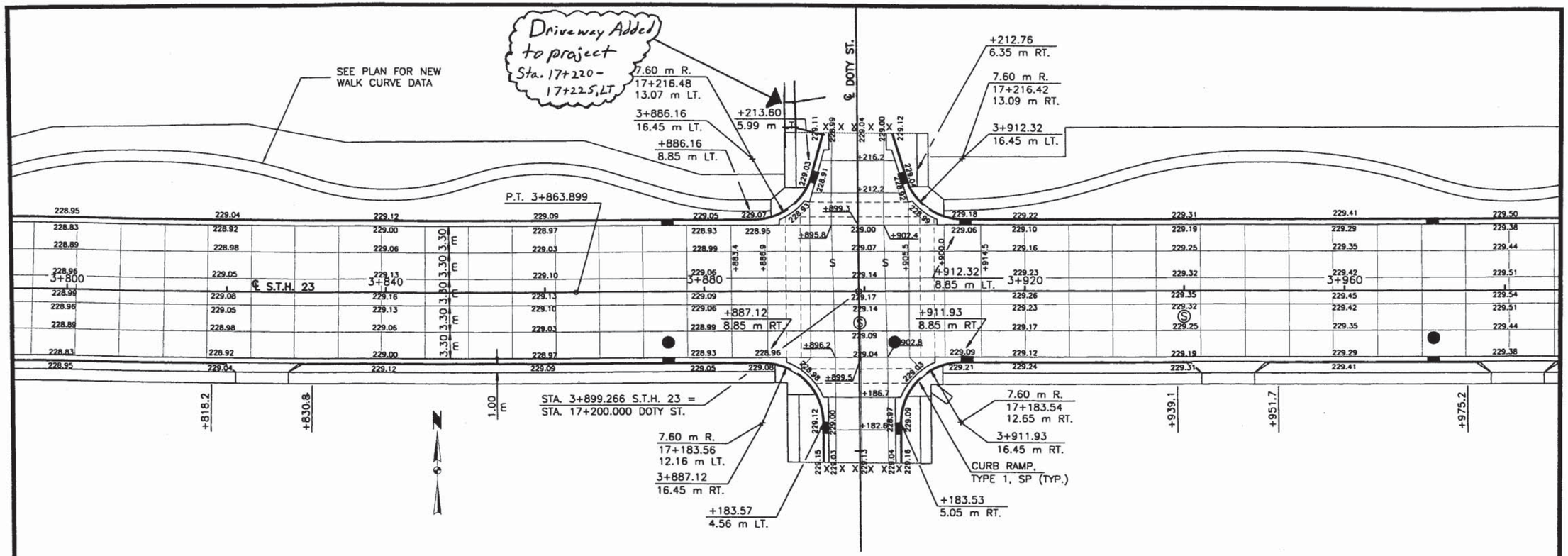
- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

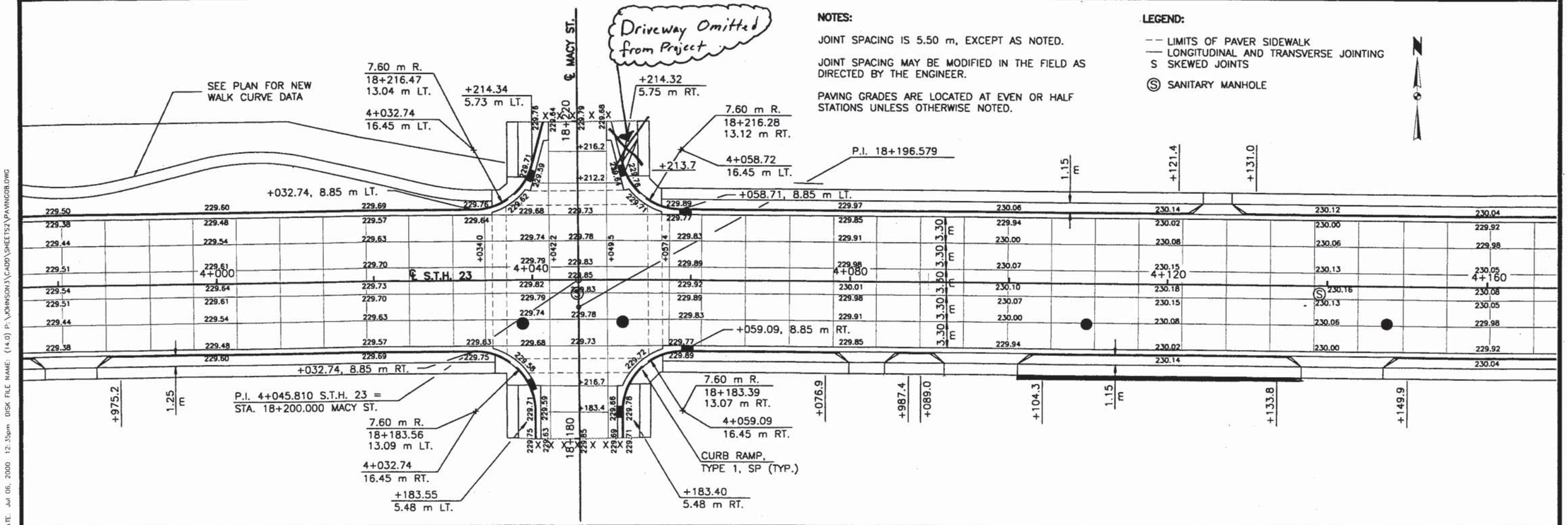
+220.95, 8.20 m LT.
3+732.42
19.55 m LT.
20+220.95
18.90 m LT.
TRANSITION CURB HEAD
FROM 225 mm TO 150 mm
℄ MILITARY RD.
20+200
+218.44, 8.20 m RT.
STA. 3+752.870 S.T.H. 23 =
STA. 20+200.000 MILITARY RD.
20+218.44
18.90 m RT.
3+770.73
19.55 m LT.
SEE PLAN FOR NEW
WALK CURVE DATA
10.70 m R.
CURB RAMP,
TYPE 1, SP (TYP.)
+732.42, 8.85 m LT.
+770.73, 8.85 m LT.
STR. NO. R-20-8
(PROJ. I.D. 1442-04-72)
℄ S.T.H. 23
3+640
3+680
3+720
3+760
3+800
STR. NO. R-20-7
(PROJ. I.D. 1442-04-72)
30+140
CURB RAMP,
TYPE 2 (TYP.)
+730.44, 16.75 m RT.
+740.93, 8.85 m RT.
+766.77, 8.85 m RT.
6.10 m R.
20+185.91
13.00 m LT.
3+740.93
14.95 m RT.
6.10 m R.
20+184.22
13.00 m RT.
3+766.77
14.95 m RT.
+185.91, 6.90 m LT.
+184.22, 6.90 m RT.
15.60 m R.
30+138.65
10.50 m RT.
5.40 m R.
30+140.01
10.50 m RT.
100mm Concrete Sidewalk Added To project
Sta. 3+655 to 3+730, RT

PLOT DATE: Jul 26, 2000 9.21am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\PAVING07.DWG

PAVING PLAN – STA. 3+480 – STA. 3+800	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.50	M

R 12-8-00





NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

PAVING PLAN – STA. 3+800 – STA. 4+160	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.51	M

R 12-8-00

PLOT DATE: Jul 06, 2000 12:35pm DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\SHEETS2\PAVINGDB.DWG

PAVING BRICK LOGO
(SEE DETAILS)

7.60 m R.
19+216.70
16.66 m LT.

4+155.60
16.45 m LT.

+216.68, 9.06 m LT.

+175.60, 8.85 m LT.

+216.35, 9.24 m RT.

7.60 m R.
19+216.34
16.84 m RT.

4+209.24
16.45 m LT.

+209.24, 8.85 m LT.

+219.9

+217.1

+228.3

+233.4

+240.5

+256.2

+261.9

+268.6

BEGIN TAPER
+268.72, 8.25 m LT.

STA. 4+338.944 S.T.H. 23 =
STA. 19+520.000 MARQUETTE ST.

+512.15, 5.45 m LT.

5.00 m R.
19+512.24
10.45 m LT.

4+328.38
12.15 m LT.

+328.24, 7.15 m LT.

19+520

℄ MAIN ST.

19+218.8

19+213.3

+199.1

4+160

4+200

4+240

℄ S.T.H. 23

4+280

4+320

0.60 m

3.30 m E

+175.72, 8.85 m LT.

CURB RAMP,
TYPE 1, SP (TYP.)

7.60 m R.
19+183.80
17.04 m LT.

4+175.72
16.45 m LT.

+183.78, 9.44 m LT.

19+186.8

19+181.3

+200.2

+211.79, 8.85 m RT.

7.60 m R.
19+183.42,
19.16 m RT.

4+211.79
16.45 m RT.

+183.44, 11.56 m RT.

STA. 4+192.546 S.T.H. 23 =
STA. 19+200.000 MAIN ST.

0.60 m E

+256.9

Type D Curb Added To
Project Sta. 4+215 To 4+260, RT

+270.2

+289.1

+295.0

BEGIN TAPER
+268.72, 8.25 m RT.

+328.43, 7.15 m RT.

5.00 m R.
19+487.95
10.48 m LT.

4+328.57
12.14 m RT.

CURB RAMP,
TYPE 1 (TYP.)

+487.88, 5.48 m LT.

℄ MARQUETTE ST.

19+480

STA. 4+338.944 S.T.H. 23 =
STA. 19+500.000 MARQUETTE ST.

+512.20, 5.51 m RT.

+512.15, 5.45 m LT.

CURB RAMP,
TYPE 1, SP (TYP.)

5.00 m R.
19+512.24
10.45 m LT.

19+512.11,
10.51 m RT.

4+328.38
12.15 m LT.

5.00 m R.
4+349.34,
12.20 m LT.

+328.24, 7.15 m LT.

+349.34, 7.20 m LT.

PROPOSED FUTURE WORK UNDER SEPARATE CONTRACT

BEGIN TAPER
+268.72, 8.25 m LT.

+268.6

+270.2

+281.5

+295.1

0.60 m

3.30 m

4+400

4+440

+328.43, 7.15 m RT.

5.00 m R.
19+487.95
10.48 m LT.

4+328.57
12.14 m RT.

+487.88, 5.48 m LT.

+349.53, 7.20 m RT.

5.00 m R.
4+349.53,
12.20 m RT.

19+487.71,
10.48 m RT.

+487.78, 5.48 m RT.

BEGIN TAPER
+268.72, 8.25 m RT.

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

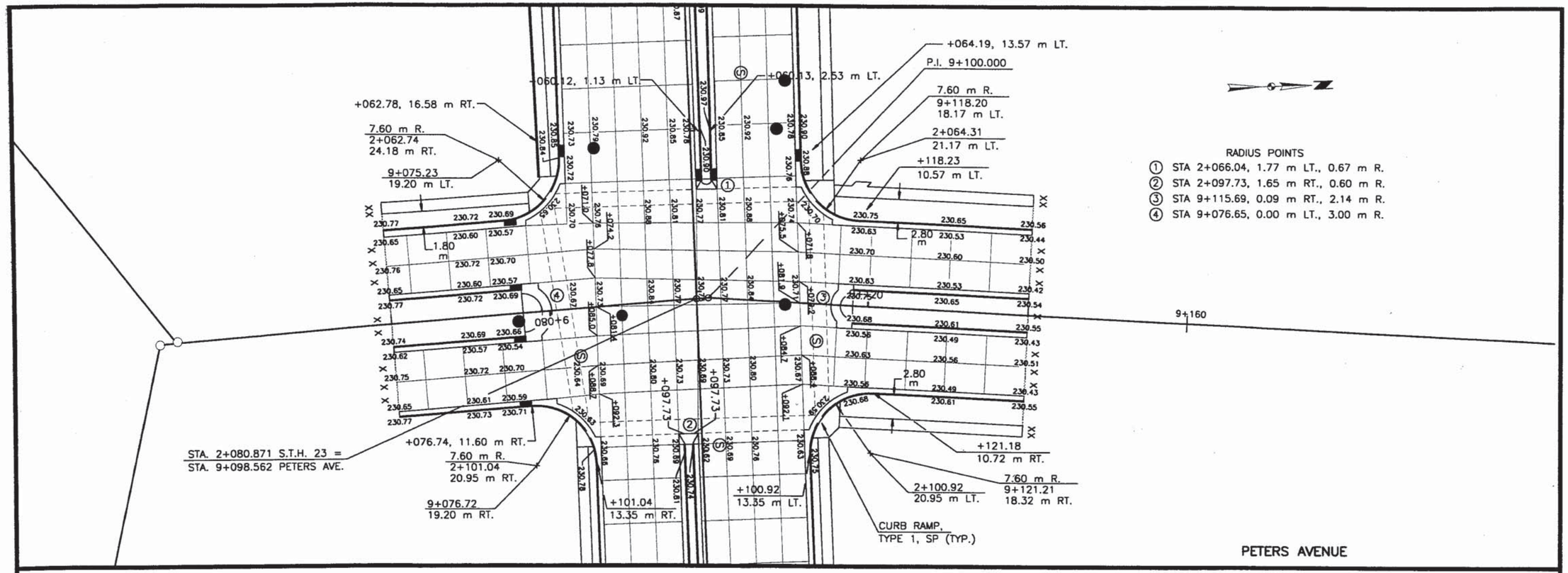
LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

PLOT DATE: Jul 06, 2000 12:35pm DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEET52\PAVING09.DWG

PAVING PLAN – STA. 4+160 – STA. 4+360	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.52 M

R 12-8-00



NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

-- LIMITS OF PAVER SIDEWALK
—— LONGITUDINAL AND TRANSVERSE JOINTING
S SKEWED JOINTS

Ⓢ SANITARY MANHOLE

PLOT DATE: Jul 06, 2000 12:34pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\PAVING10

PAVING PLAN – PETERS AVENUE	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.53	M

2 12-8-00

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

-- LIMITS OF PAVER SIDEWALK
— LONGITUDINAL AND TRANSVERSE JOINTING
S SKEWED JOINTS
Ⓢ SANITARY MANHOLE

Cul de Sac Redesigned by U.R.S.

Driveway Added to Project Sta. 13+946, LT to 13+941, RT

NEW LIMITS AT 13+927

+959.5
+972.8
13+969.03
8.92 m LT.
+973.0
+983.9
13+960.00
8.92 m LT.
13+960.00
8.92 m RT.
9.10 m R.
13+965.51
14.00 m RT.
13+974.43
12.80 m RT.
13+977.81
2.7 m RT.
13+968.25
9.15 m RT.
13+987.26
12.80 m RT.
13+980
7.60 m R.
13+960
2+980
3+000

STA. 2+982.299 S.T.H. 23 =
STA. 14+000.421 WALNUT ST.

14+012.68
12.80 m LT.
14+012.68
12.80 m LT.
7.60 m R.
14+026.45
2.64 m LT.
14+035.59
8.11 m LT.
9.10 m R.
14+038.68
14.00 m LT.
14+020
14+040
14+012.05
9.15 m RT.
+028.2
+036.8
14+036.16
9.15 m RT.

Driveway Added to project Sta. 14+040-14+046, RT

STA. 2+991.296 S.T.H. 23 =
STA. 14+000.299 WALNUT ST.

P.I. STA. 3+012.971 BACK=
STA. 3+012.932 AHEAD

WALNUT STREET

NEW WALK CURVE DATA

CURVE NO.	P.C.	P.T.	RADIUS
1	14+973.28 6.11 m RT.	14+981.75 0.29 m LT.	33.6 m
2	14+980.36 3.42 m LT.	14+984.68 8.71 m LT.	21.6 m

CUL DE SAC OMITTED FROM CONTRACT AND CONSTRUCTED BY CITY AT LATER DATE.

14+972.59
2.80 m LT.
9.10 m R.
14+959.69
13.40 m LT.
CURVE 2
14+986.40
9.06 m LT.
+963.5
7.60 m R.
14+960
14+980
14+958.73
7.98 m RT.
CURB RAMP, TYPE 2 (TYP)
9.10 m R.
14+967.18
13.00 m RT.
CURVE 1
3+160
3+200

15+012.34
10.06 m LT.
15+026.85
10.06 m LT.
15+036.42
9.13 m LT.
STA. 3+180.869 S.T.H. 23 =
P.I. 15+000.000 LINCOLN AVE.
9.10 m R.
15+036.95
13.30 m LT.

Driveway Added to project Sta. 15+037 to 15+040, LT

7.60 m R.
15+020
15+040
15+026.84
0.00 m LT.
9.10 m R.
15+036.95
13.30 m RT.
STA. 3+182.772 S.T.H. 23 =
P.I. 15+000.000 LINCOLN AVE.

LINCOLN AVENUE

PAVING PLAN – WALNUT STREET AND LINCOLN AVENUE | SCALE 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO.: 1442-04-70 | SHEET NO: 2.54 M

R 12-8-00

PLOT DATE: Jun 30, 2000 10:01am DISK FILE NAME: P:\JOHNSON3\CAD0\SHEETS2\PAVING11

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS ~~UNLESS OTHERWISE~~ NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

NEW LIMITS AT STA 50+004

Driveway Added To Project Sta. 50+063 - 50+070, LT

Driveway Added To Project Sta. 50+080 - 50+090, LT

P.C. 50+025.193

Driveway Added To Project Sta. 50+045 - 50+058, LT

P.C. 50+120.065

P.T. 50+063.304

Driveway Added To Project Sta. 50+020 - 50+027, RT

Driveway Added To project Sta. 50+050 - 50+060, RT

STA. 3+346.461 S.T.H. 23 =
STA. 50+112.161 SATTERLEE ST.

Driveway Moved to Station 50+120 - 50+130, RT

SATTERLEE STREET

P.T. 50+163.665

Driveway Added To Project Sta. 50+160 - 50+120, RT

P.C. 50+323.075

P.T. 3+483.503

P.C. 50+208.977

Driveway Added To Project Sta. 50+220 - 50+226, LT

P.T. 50+288.468

P.T. 50+253.192

P.C. 50+257.450

SATTERLEE STREET

STA. 50+255.39, 9.15 m RT.

STA. 50+263.63, 9.81 m RT.

CONC. GRAV.

P.T. 50+354.006

STA. 3+522.907 S.T.H. 23 =
STA. 50+316.402 SATTERLEE ST.

STA. 3+598.281 S.T.H. 23 =
STA. 16+229.755 BROOKE ST.

P.C. 3+589.096

16+245.19
13.3 m LT.

CURB RAMP, TYPE 2

+383.51
6.10 m RT.

50+383.51
13.7 m RT.

+245.19
5.70 m LT.

+219.02
5.70 m LT.

7.60 m R.
30+049.90
0.00 m LT.

9.10 m R.
30+059.00
14.00 m LT.

6.10 m R.
16+219.13
11.80 m LT.

30+093.28
11.01 m

+093.28
4.90 m LT.

JOHNSON COURT

+092.22, 4.90 m RT.

CURB RAMP, TYPE 1

PAVING PLAN – SATTERLEE STREET AND JOHNSON COURT	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.55 M

PLOT DATE: Jul 26, 2000 9:31am DISK FILE NAME: P:\JOHNSON43\CADD\SHEETS2\PAVING12

R 12-8-00

SATTERLEE ST./KELLY DR.

Driveway Added to Project Sta. 50+365 – 50+071

Driveway Added to project Sta. 50+420 LT

+272.72
5.70 m LT.

CURB RAMP, TYPE 2 (TYP.)

16+272.72
13.30 m LT.

50+383.64
13.70 m LT.

7.60 m R.

P.T. 3+354.006

+383.64
6.10 m LT.

P.C. 50+323.075

50+360

+383.51
6.10 m RT.

16+245.19
13.3 m LT.

50+363.51
13.7 m RT.

7.60 m R.

3+520

50+320

STA. 3+522.907 S.T.H. 23 =
STA. 50+316.402 SATTERLEE ST.

3+560

P.C. 3+589.096

+245.19
5.70 m LT.

1.85 m

3+600

STA. 3+598.281 S.T.H. 23 =
STA. 16+229.755 BROOKE ST.

16+240

+273.22
5.70 m RT.

16+273.22
14.8 m RT.

9.10 m R.

50+411.74
14.20 m LT.

P.I. 16+259.02 BROOKE ST. =
P.O.T. 50+396.940 SATTERLEE ST.
P.O.T. 50+396.940 KELLY DR.

+411.74, 5.10 m LT.

50+480

50+440

KELLY DRIVE

P.C. 50+464.452

+469.8

+476.8

50+480

STA. 50+467.66, 9.14 m RT.

+411.60
5.10 m RT.

2.50 m

P.C. 50+439.243

9.10 m R.

16+244.96
14.80 m RT.

50+411.60
14.20 m RT.

+244.96
5.70 m RT.

3+640

3+680

KELLY DR.

+264.64
5.60 m LT.

CURB RAMP, TYPE 2

20+284.65
13.20 m LT.

50+537.31
12.70 m LT.

7.60 m R.

+268.0

P.T. 50+464.452

+469.8

+476.8

P.C. 50+513.985

+519.0

+528.8

+537.31
5.10 m LT.

50+520

50+480

STA. 50+487.66, 9.14 m RT.

P.T. 50+526.467

+531.58
8.20 m RT.

10.70 m R.

STA. 50+518.76, 12.25 m RT.

20+233.05
18.90 m LT.

50+531.58
18.90 m RT.

CURB RAMP, TYPE 1

2.00 m

+233.03
8.20 m LT.

20+240

MILITARY ROAD

+220.95
8.20 m LT.

+255.4

STA. 20+258.23, 9.15 m RT.

STA. 50+550.499 KELLY DR. =
STA. 20+251.952 MILITARY RD.

STA. 20+240.17, 10.95 m RT.

+218.44
8.20 m RT.

NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

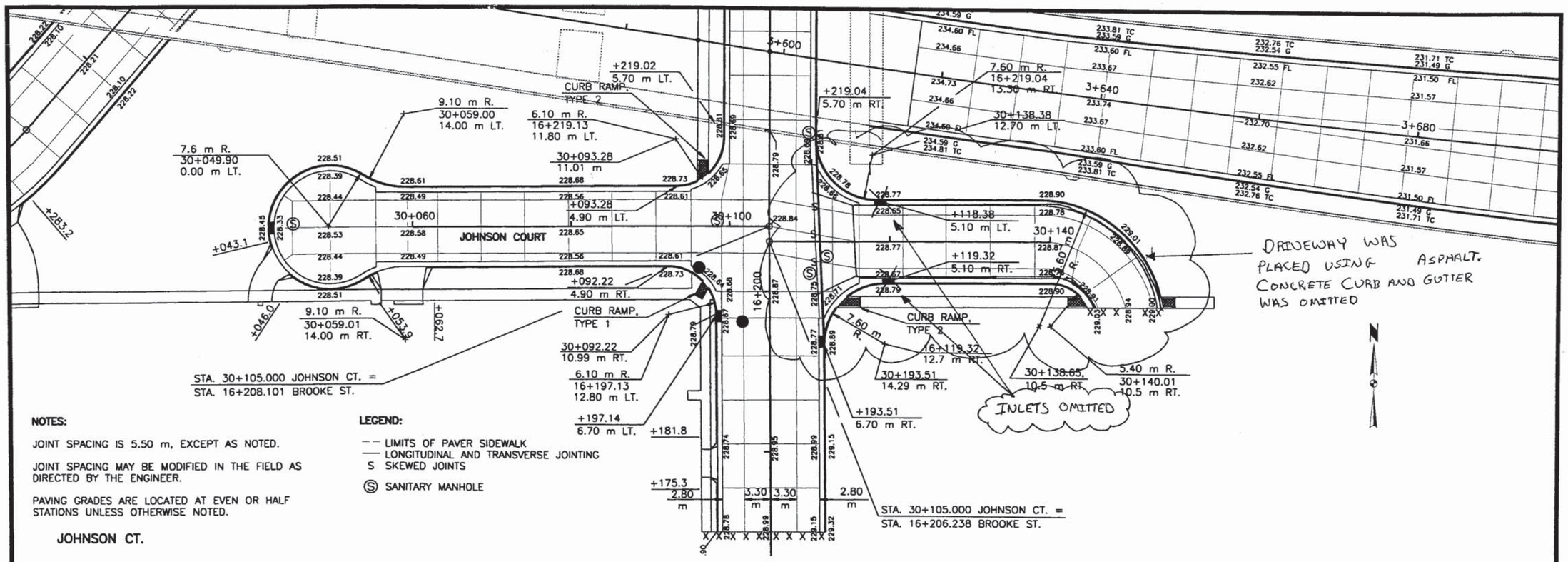
LEGEND:

-- LIMITS OF PAVER SIDEWALK
— LONGITUDINAL AND TRANSVERSE JOINTING
S SKEWED JOINTS
Ⓢ SANITARY MANHOLE
XXX.XX FLANGE LINE GRADES EXTENDED THROUGH INTERSECTION

PLOT DATE: Jul 26, 2000 9:34am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\PAVING13

PAVING PLAN – SATTERLEE STREET AND KELLY DRIVE	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.56 M

12-8-00



NOTES:

JOINT SPACING IS 5.50 m, EXCEPT AS NOTED.

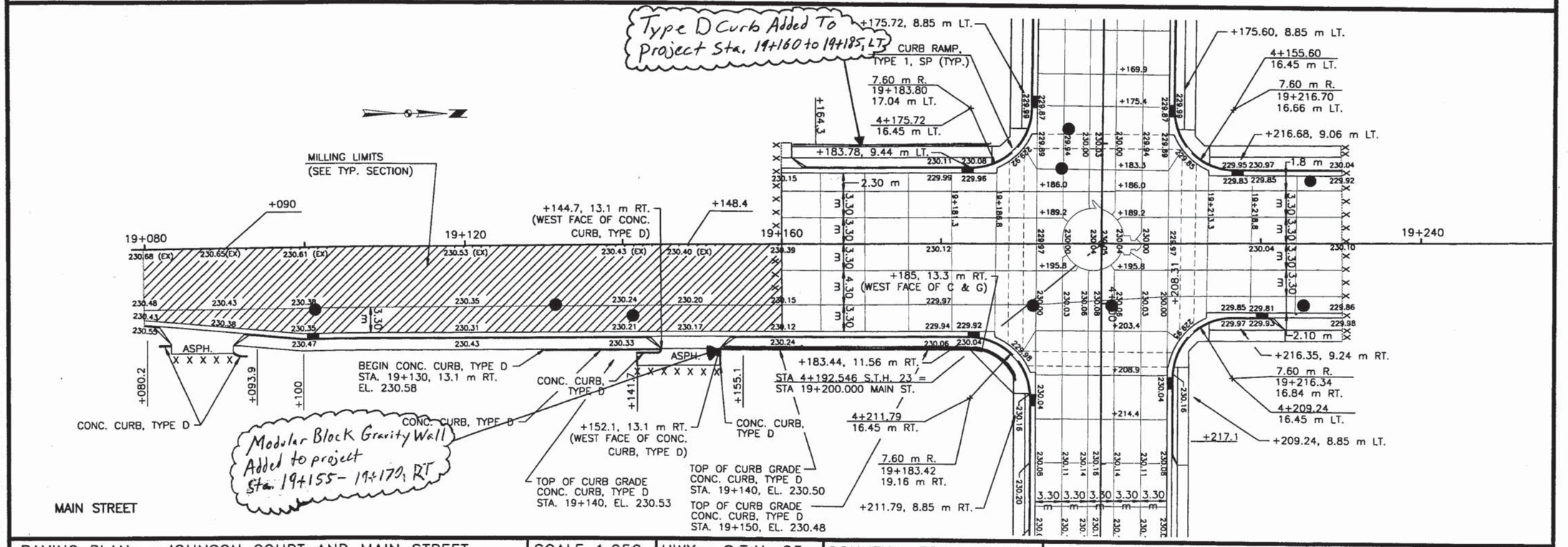
JOINT SPACING MAY BE MODIFIED IN THE FIELD AS DIRECTED BY THE ENGINEER.

PAVING GRADES ARE LOCATED AT EVEN OR HALF STATIONS UNLESS OTHERWISE NOTED.

LEGEND:

- – – LIMITS OF PAVER SIDEWALK
- —— LONGITUDINAL AND TRANSVERSE JOINTING
- S SKEWED JOINTS
- Ⓢ SANITARY MANHOLE

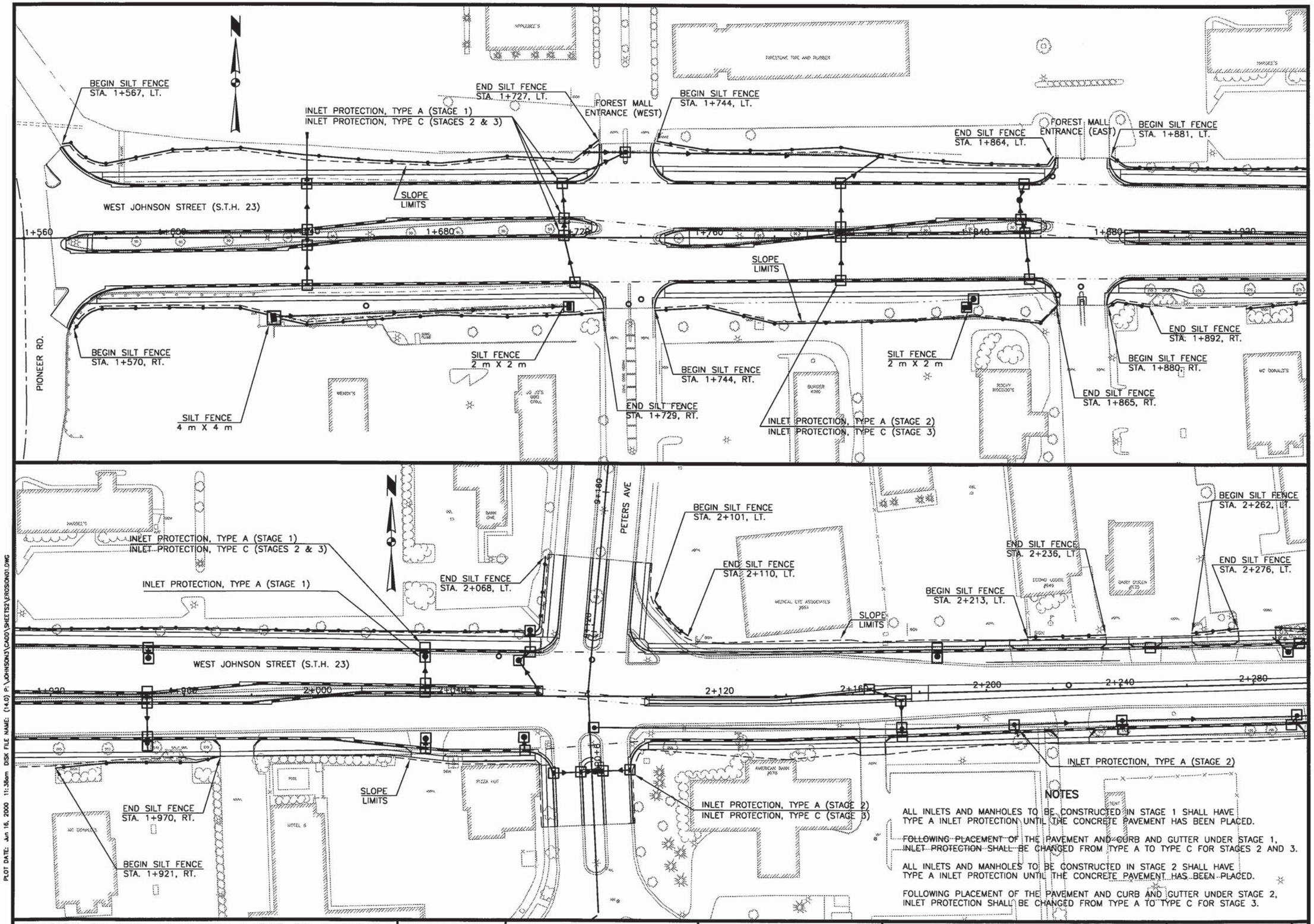
JOHNSON CT.



PAVING PLAN – JOHNSON COURT AND MAIN STREET	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.57	M

PLOT DATE: Jul 26, 2000 9:37am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\PAVING14

12-8-00



NOTES

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 1 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

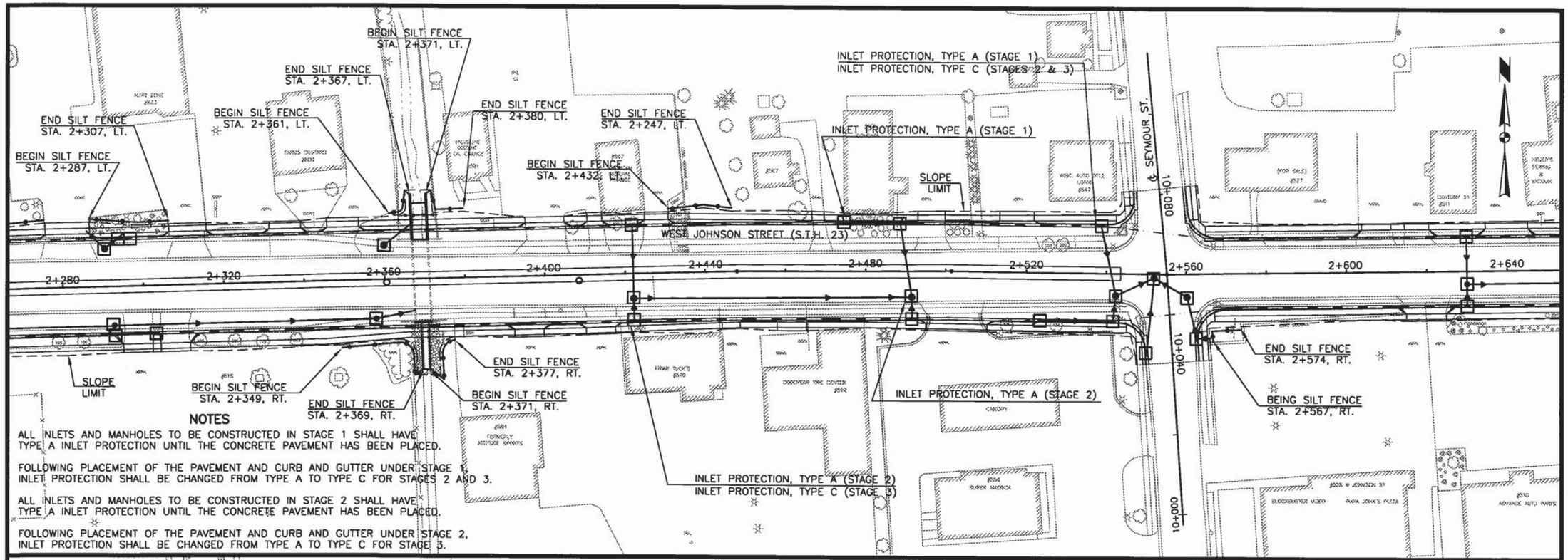
FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 1, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGES 2 AND 3.

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 2 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 2, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGE 3.

PLOT DATE: Jun 16, 2000 11:38am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\EROSION01.DWG

EROSION CONTROL PLAN STA 1+563 TO 2+280	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.58	M



EROSION CONTROL PLAN STA 2+280 TO 3+000	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.59	M

PLOT DATE: Jun 16, 2000 2:1pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\EROSION02.DWG

NOTES

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 1 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 1, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGES 2 AND 3.

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 2 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 2, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGE 3.

INLET PROTECTION, TYPE A (STAGE 1)
INLET PROTECTION, TYPE C (STAGES 2 & 3)

INLET PROTECTION, TYPE A (STAGE 1)

END SILT FENCE
STA. 3+030, LT.

SLOPE LIMITS

℄ CHESTNUT ST.

13+080

13+020

13+960

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72

℄ LINCOLN AVE.

15+040

15+020

14+980

14+960

3+000 3+040 3+080 3+120 3+160 3+200 3+240 3+280 3+320 3+360

WEST JOHNSON STREET (S.T.H. 23)

INLET PROTECTION, TYPE A (STAGE 2)

INLET PROTECTION, TYPE C (STAGE 3)

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72

BEGIN SILT FENCE
STA. 50+029, RT.

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72

SILT FENCE
2 m X 2 m

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72 (TYP.)

SLOPE LIMITS

50+040

50+080

℄ SATTERLEE ST.

END SILT FENCE
STA. 50+125, RT.

NOTE: SILT FENCE AND INLET PROTECTION PLACED UNDER THE CONTRACT FOR PROJ. I.D. 1442-04-72 SHALL BE PROTECTED IN PLACE UNDER THIS CONTRACT AND SHALL ONLY BE REMOVED OR ALTERED FOR GRADING OPERATIONS IN THOSE AREAS DESIGNATED BY THE ENGINEER.

SILT FENCE
2 m X 2 m

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72 (TYP.)

INLET PROTECTION, TYPE A (DURING GRADING)
INLET PROTECTION, TYPE C (AFTER PAV'T. & C. & G. HAS BEEN PLACED)(SATTERLEE ST./KELLY DR. ONLY)

SLOPE LIMITS

END SILT FENCE
STA. 50+387, LT.

BEGIN SILT FENCE
STA. 50+371, LT.

℄ BROOKE ST.

16+280

16+240

16+200

16+160

BEGIN SILT FENCE
STA. 50+403, LT.

BEGIN SILT FENCE
STA. 50+491, LT.

END SILT FENCE
STA. 50+517, LT.

INLET PROTECTION, TYPE A (STAGE 1)

END SILT FENCE
STA. 50+453, LT.

50+480

50+520

℄ KELLY DR.

50+360 50+400 50+440

WEST JOHNSON STREET (S.T.H. 23)

3+360 3+400 3+440 3+480 3+520 3+560 3+600 3+640 3+680 3+720

8268+90

8267+90

℄ SATTERLEE ST.

50+160 50+200 50+240 50+280

END SILT FENCE
STA. 50+186, LT.

BEGIN SILT FENCE
STA. 50+189, LT.

END SILT FENCE
STA. 50+227, LT.

END SILT FENCE
STA. 50+291, LT.

BEGIN SILT FENCE
STA. 50+232, LT.

BEGIN SILT FENCE
STA. 50+174, LT.

BEGIN SILT FENCE
STA. 50+174, RT.

END SILT FENCE
STA. 50+194, RT.

BEGIN SILT FENCE
STA. 50+212, RT.

SILT FENCE
2 m X 2 m (TYP.)

END SILT FENCE
STA. 50+225, RT.

BEGIN SILT FENCE
STA. 50+228, RT.

END SILT FENCE
STA. 50+232, RT.

BEGIN SILT FENCE
STA. 50+235, RT.

SILT FENCE
2 m X 2 m (TYP.)

30+060 30+100 30+140

℄ JOHNSON CT.

160

END SILT FENCE
STA. 16+198, LT.

INLET PROTECTION, TYPE A (STAGE 2)
INLET PROTECTION, TYPE C (STAGE 3)

END SILT FENCE
STA. 50+286, RT.

BEGIN SILT FENCE
STA. 16+170, LT.

INLET PROTECTION, TYPE A (STAGE 1)
INLET PROTECTION, TYPE C (STAGE 2)

SLOPE LIMITS

PREVIOUSLY PLACED SILT FENCE
FROM PROJECT 1442-04-72

INLET PROTECTION, TYPE A (STAGE 2)

INLET PROTECTION, TYPE A (STAGE 2)
INLET PROTECTION, TYPE C (STAGE 3)

PLOT DATE: Jul 26, 2000 9:46am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\EROSION03.DWG

EROSION CONTROL PLAN STA 3+000 TO 3+720	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.60	M

50+520
20+240
℄ MILITARY RD.
INLET PROTECTION, TYPE A (STAGE 1)
INLET PROTECTION, TYPE C (STAGES 2 & 3)
BEGIN SILT FENCE STA. 3+795, LT.
END SILT FENCE STA. 3+870, LT.
17+240
℄ DOTY STREET
BEGIN SILT FENCE STA. 3+909, LT.
END SILT FENCE STA. 3+928, LT.
SLOPE LIMITS
18+220
℄ MACY STREET
3+720
3+760
3+800
3+840
3+880
3+920
3+960
4+000
4+040
4+080
WEST JOHNSON STREET (S.T.H. 23)
BEGIN SILT FENCE STA. 3+788, RT.
PREVIOUSLY PLACED SILT FENCE FROM PROJECT 1442-04-72
END SILT FENCE STA. 3+821, RT.
END SILT FENCE STA. 3+854, RT.
BEGIN SILT FENCE STA. 3+828, RT.
INLET PROTECTION, TYPE A (STAGE 2)
INLET PROTECTION, TYPE C (STAGE 3)
INLET PROTECTION, TYPE A (STAGE 2)
20+160
17+160
END SILT FENCE STA. 3+929, RT.
SLOPE LIMITS
BEGIN SILT FENCE STA. 3+909, RT.
18+180
18+160
END SILT FENCE STA. 4+070, RT.
BEGIN SILT FENCE STA. 4+056, RT.
SUB STATION

NOTE: SILT FENCE AND INLET PROTECTION PLACED UNDER THE CONTRACT FOR PROJ. I.D. 1442-04-72 SHALL BE PROTECTED IN PLACE UNDER THIS CONTRACT AND SHALL ONLY BE REMOVED OR ALTERED FOR GRADING OPERATIONS IN THOSE AREAS DESIGNATED BY THE ENGINEER.

BEGIN SILT FENCE STA. 4+111, LT.
END SILT FENCE STA. 4+150, LT.
INLET PROTECTION, TYPE A (STAGE 1)
BEGIN SILT FENCE STA. 4+206, LT.
INLET PROTECTION, TYPE A (STAGE 1)
INLET PROTECTION, TYPE C (STAGES 2 & 3)
SLOPE LIMITS
19+240
℄ MAIN STREET
END SILT FENCE STA. 4+218, LT.
19+520
℄ MARQUETTE STREET
4+080
4+120
4+160
4+200
4+240
4+280
4+320
4+360
4+400
4+440
WEST JOHNSON STREET (S.T.H. 23)
SLOPE LIMITS
BEGIN SILT FENCE STA. 4+175, RT.
BEGIN SILT FENCE STA. 4+249, RT.
19+480
INLET PROTECTION, TYPE A (STAGE 2)
END SILT FENCE STA. 4+179, RT.
END SILT FENCE STA. 4+260, RT.
19+160
INLET PROTECTION, TYPE A (STAGE 2)
INLET PROTECTION, TYPE C (STAGE 3)

NOTES

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 1 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 1, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGES 2 AND 3.

ALL INLETS AND MANHOLES TO BE CONSTRUCTED IN STAGE 2 SHALL HAVE TYPE A INLET PROTECTION UNTIL THE CONCRETE PAVEMENT HAS BEEN PLACED.

FOLLOWING PLACEMENT OF THE PAVEMENT AND CURB AND GUTTER UNDER STAGE 2, INLET PROTECTION SHALL BE CHANGED FROM TYPE A TO TYPE C FOR STAGE 3.

PLOT DATE: Jun 16, 2000 2:06pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\EROSION04.DWG

EROSION CONTROL PLAN STA 3+000 TO 3+720	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.61	M

JOHNSON STREET

STA: 1+555.8
PROP 300mm (12") SOLID SLEEVE 54.6m L (179.1')
CONNECT TO EXISTING 300mm (12") WATERMAIN

STA: 1+557.5
PROP 300mm (12") VALVE 51.9m L (170.3')

STA: 1+558.9
PROP 400x150 mm (16"x6") TEE 49.8m L (163.4')
PROP 400x300 mm (16"x12") REDUCER 50.5m L (165.6')

STA: 1+563.1
PROP HYDRANT 52.5 m L (172.3')

STA: 1+559.9
PROP 150 mm (6") VALVE 50.4m L (165.3')

PIONEER ROAD

WISCONSIN CENTRAL
RAILROAD LTD.

STA: 1+576.40
PROP 400mm (16") – 22° BEND 22.8m LT (75')
PROP 400mm (16") – 11 1/4° BEND 24m LT (79')

PROPOSED 400mm (16") WATER MAIN

1+520 1+560 1+600 1+640 1+680

STA: 1+576.40
PROP 400mm (16") TEE 12.8m RT (42')
PROP 400x300mm (16"x12") REDUCER 14.0m RT (46')

PROPOSED 300mm (12") WATER MAIN

STA: 1+579.00
PROP 400mm (16") VALVE 12.6m RT (41')

STA: 1+583.00
PROP 400x150mm (16"x6") TEE 12.6m RT (41')
PROP 150mm (6") VALVE 15.8m RT (51')
PROP HYDRANT 18.0m RT (59')

PROPOSED 400mm (16") WATER MAIN

STA: 1+577.20
PROP 300mm (12") VALVE 23.7m RT (78')
PROP 300mm (12") TEE 25.7m RT (84')
PROP 300mm (12") PLUG 26.3m RT (86')

STA: 1+571.71
PROP 300mm (12") 45° BEND 25.7m RT (84')

STA: 1+570.14
PROP 300mm (12") 45° BEND 27.3m RT (89.5')
PROP 300mm (12") MECHANICAL PIPE COUPLING 27.6m RT (90.5')

PIONEER ROAD

234
233
232
231

PROPOSED 400mm (16") D.I. WATER MAIN, POLYETHYLENE WRAPPED

STA: 1+583
PROPOSED 400x150mm (16" x 6") TEE
FL ELEV 233.15 (764.36)
FL ELEV 233.28 (765.39)

STA: 1+579
PROPOSED 400mm (16") BUTTERFLY VALVE

STA: 1+576.4
PROPOSED 400mm (16") TEE
FL ELEV 233.35 (765.62)

STA: 1+640
PROPOSED GRADE CHANGE
FL ELEV 231.48 (759.49)

STA: 1+690
PROPOSED GRADE CHANGE
FL ELEV 230.44 (756.07)

DATUM ELEV
230.00

1+560 1+600 1+640 1+680

PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.62 M

JOHNSON STREET

FOREST MALL ENTRANCE

FOREST MALL ENTRANCE

RECONNECT EXISTING
250 mm (10") SANITARY
SEWER FROM NORTH

STA: 1+816.0
PROP 150mm (6") SOLID SLEEVE 22 m LT (72')
PROP 150mm (6") 45° BEND 21m LT (68.9')
PROP 150mm (6") CAP 18m LT (59')

EXISTING 8" SANITARY TO BE
SEALED & ABANDONED IN PLACE

PROPOSED 11.2 m (36.7 LF) OF
250mm (10") SANITARY SEWER

SEAL

PROPOSED 0.30 m (1.0 LF)
200mm (8") SANITARY STUB

P21-81A

P21-81

STA: 1+813.0
PROP 150mm (6") VALVE 18.0m RT (62')
PROP 400x150mm (16"x6") TEE 11.8m RT (39')
PROP 150mm (6") 45° BEND 18 m LT (59')

PROPOSED SAN MH #21-81
STA:1+865.75 7.04 m LT (23.09')
RIM 231.78 (760.43)

50mm (2") WL

1+720 1+760 1+800 1+840 1+880

STA: 1+752.60
PROP 400x150mm (16"x6") TEE 12.1m RT (40')
PROP 150mm (6") VALVE 13.1m RT (43')
PROP HYDRANT 16.0m RT (52')

STA: 1+750
PROP 400mm (16") VALVE 12.2m RT (40')

PROPOSED 400mm (16") WATER MAIN

STA: 1+810.0
PROP 150mm (6") VALVE 14.0m RT (46')
PROP 400x150mm (16"x6") TEE 12m RT (39')
PROP 150mm (6") BEND 22.2 m RT (73')

STA: 1+859.60
PROP 400x150mm (16"x6") TEE 11.8m RT (39')
PROP 150mm (6") VALVE 12.8m RT (42')
PROP HYDRANT 15.9m RT (52')

STA: 1+855.40
PROP 400mm (16") VALVE 11.8m R (39')

50mm (2") WL

50mm (2") WL

50mm (2") WL

PROPOSED SAN MH #21-81
STA:1+865.75 7.04 m L (23.09')
RIM 231.78 (760.43)
250mm (10") N IN 228.35 (749.18)
200mm (8") STUB W IN 228.31 (748.96)
250mm (10") E OUT 228.27 (748.93)

-0.42%

232
231
230
229
228
227

STA: 1+750
PROPOSED 400mm (16") BUTTERFLY VALVE & BOX
FL ELEV 230.07 (754.86)

STA: 1+752.6
PROPOSED 400x150mm (16" x 6") TEE
FL ELEV 230.06 (754.83)

STA: 1+810
PROPOSED GRADE CHANGE
FL ELEV 229.85 (754.14)

PROPOSED 400mm (16") D.I. WATER MAIN, POLYETHYLENE WRAPPED

STA: 1+813.0
PROPOSED 400x150mm (16" x 6") TEE
FL ELEV 229.53 (753.09)

STA: 1+859.6
PROPOSED 400x150mm (16" x 6") TEE
FL ELEV 229.30 (752.33)

STA: 1+855.4
PROPOSED 400mm (16") BUTTERFLY VALVE & BOX
FL ELEV 229.10 (751.68)

PROPOSED 200mm (8") STUB

EXISTING 10" SANITARY SEWER

STA: 1+840
PROPOSED GRADE CHANGE
FL ELEV 228.64 (750.17)

STA: 1+846
PROPOSED GRADE CHANGE
FL ELEV 228.64 (750.37)

PROPOSED 120.79 m (396.29 LF) OF 250 mm (10 in) ø
SANITARY SEWER @ 0.464%

DATUM ELEV
227.00

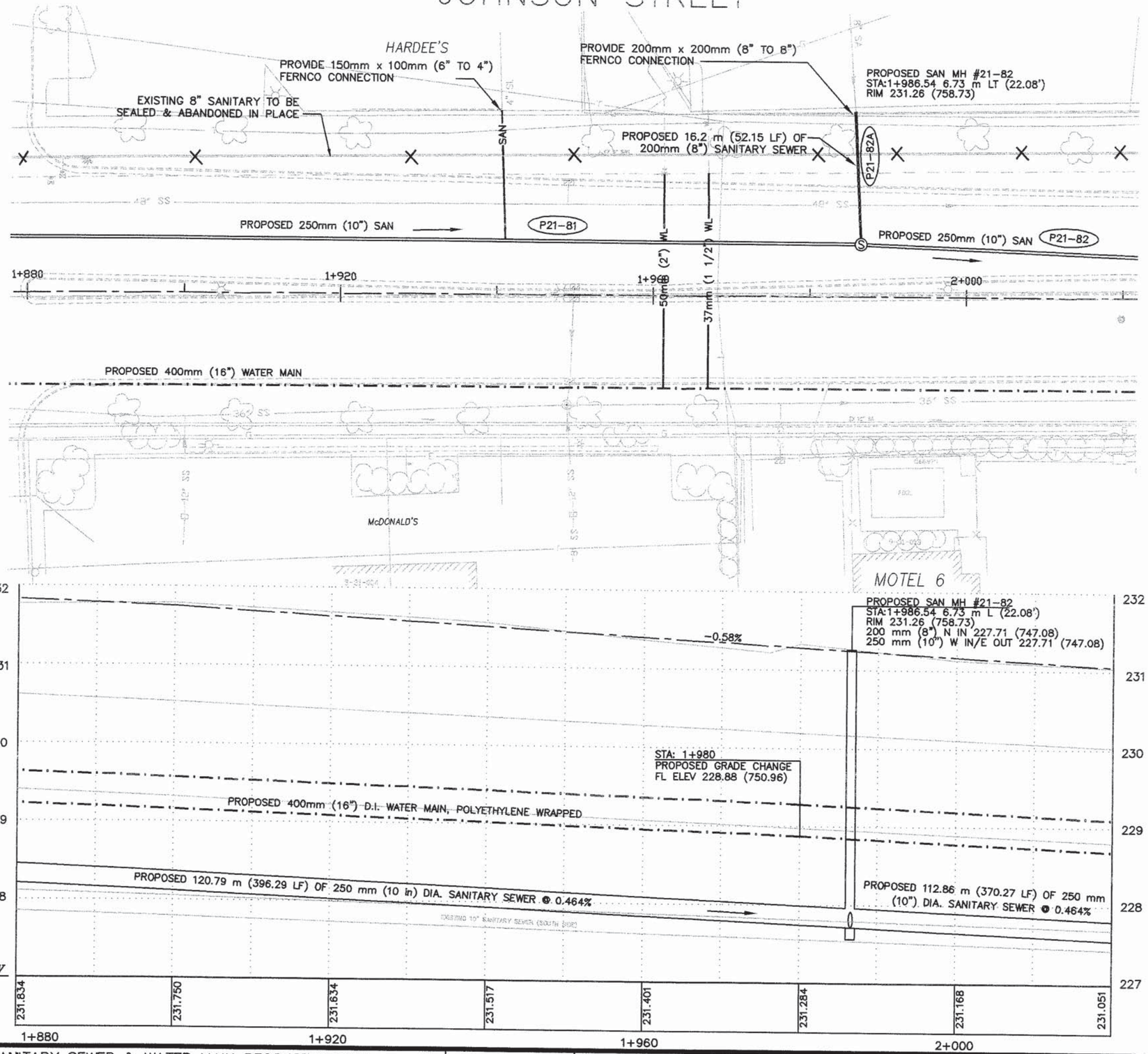
232.088 232.003 231.919 231.834

1+720 1+760 1+800 1+840 1+880

PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO 263

FOREST MALL ENTRANCE

JOHNSON STREET



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.64	M

PETERS AVENUE

JOHNSON STREET

BANK ONE

STA: 2+080.0
PROP 300mm (12") TEE W/12" PLUG 40.1m LT (132')

STA: 2+096.4
PROP 300mm (12")-90° BEND 38.6m LT (127')
PROP 300mm (12") VALVE 40.0m LT (131')
PROP 300mm (12") CAP 38.1m RT (125')

STA: 2+077.0
PROP 300x150mm (12"x6") TEE 20.3m LT(67')

PROVIDE 150mm x 100mm (6" TO 4") FERNCO CONNECTION

PROPOSED SAN MH #21-84
STA: 2+086.63 14.74 m (48.36') LT
RIM 230.57 (756.46)
200mm (8") N IN/SE OUT 227.38 (746.0)

STA: 2+075.1
PROP 150mm (6") VALVE 20.6m LT (68')

PROPOSED SAN MH #21-85
STA: 2+099.30 2.10 m (6.89') LT
RIM 230.62 (756.63)

ABANDON MANHOLE

STA: 2+070.6
PROP HYDRANT 21.2m LT (70')

STA: 2+130.0
PROP 500mm (20") VALVE 7.8m LT (26')

PROPOSED 16.76m (55.0') OF 200mm (8") @ SANITARY SEWER @ 0.448%

PROPOSED 300mm (12") WATER MAIN

PROPOSED 500mm (20") WATER MAIN

ABANDON MANHOLE

SEAL

P21-82

P21-84

EXISTING 525mm (21") SANITARY SEWER TO REMAIN ACTIVE

STA: 2+066.9
PROP 400mm (16") VALVE 7.7m RT (26')

STA: 2+055.6
PROP 400mm (16")-45° BEND 7.8m RT (26')

EXISTING 450mm (18") SANITARY TO BE ABANDONED

P21-83

PROPOSED 19.5m (63.98') OF 450mm (18") @ SANITARY SEWER @ 0.311%

PROPOSED 400mm (16") WATER MAIN

STA: 2+052.6
PROP 400mm (16")-45° BEND 11.2m R (37')

PROPOSED SAN MH #21-83
STA: 2+087.51 14.89 m (48.85') RT
RIM 230.59 (756.53)
250mm (10") W IN 227.24 (745.53)
450mm (18") S IN 226.75 (743.93)
450mm (18") NE OUT 226.75 (743.93)

STA: 2+75.8
PROP 300mm (12")-11 1/4 BEND 10.9m LT (36')
PROP 300x400mm (12"x16") REDUCER 9.4m LT (31')
PROP 500x400mm (20"x16") CROSS W/20" PLUG 7.8m LT(26')
PROP 400mm (16") TEE 7.6m RT (25')
PROP 300x400mm (12"x16") REDUCER 9.2m RT (30')
PROP 300x200mm (12"x8") TEE W/12" PLUG 24.0m RT (79')
PROP 400mm (16") VALVE 2.0 m RT (6.6')
PROP 400mm (16") PLUG 2.0 m RT (6.6')

PROP 300mm (12") WATER MAIN

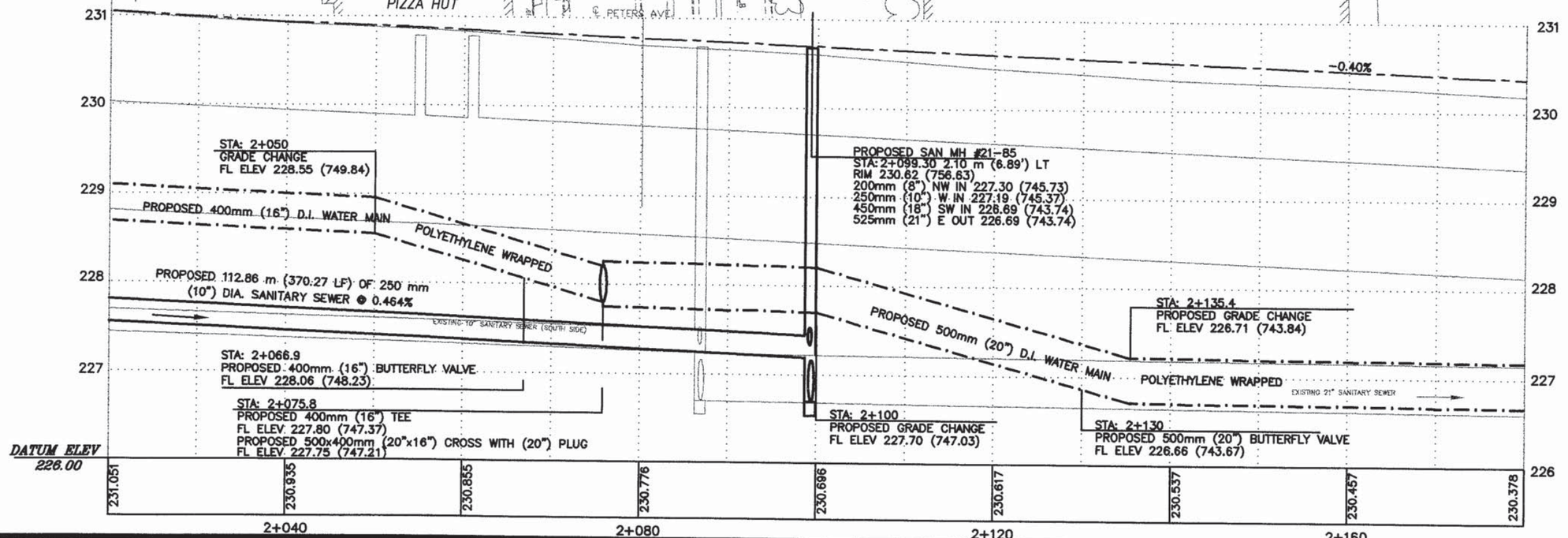
PROP 200mm (8") WATER MAIN

STA: 2+089.9
PROP 200mm (8")-90° BEND 23.6m RT (77')
PROP 200mm (8") VALVE 24.9m RT (82')
PROP 200mm (8") CAP 22.5m RT (74')

AMERICAN BANK

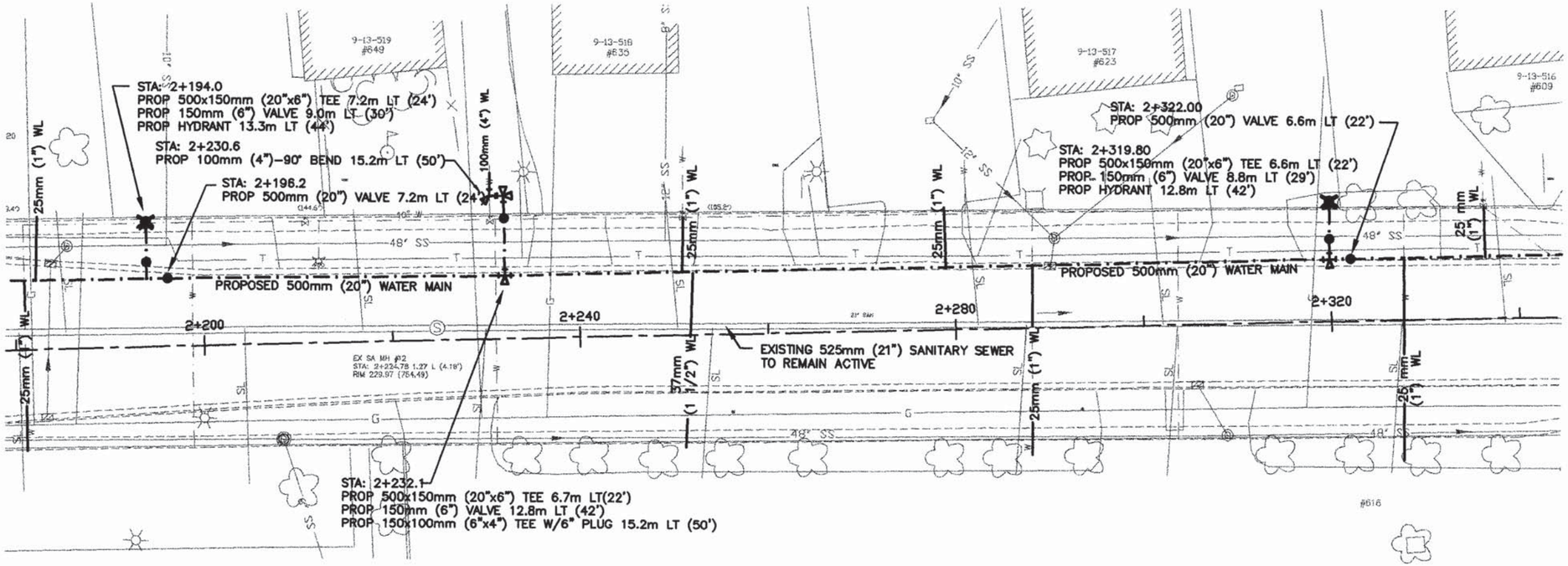
9-31-002
PIZZA HUT

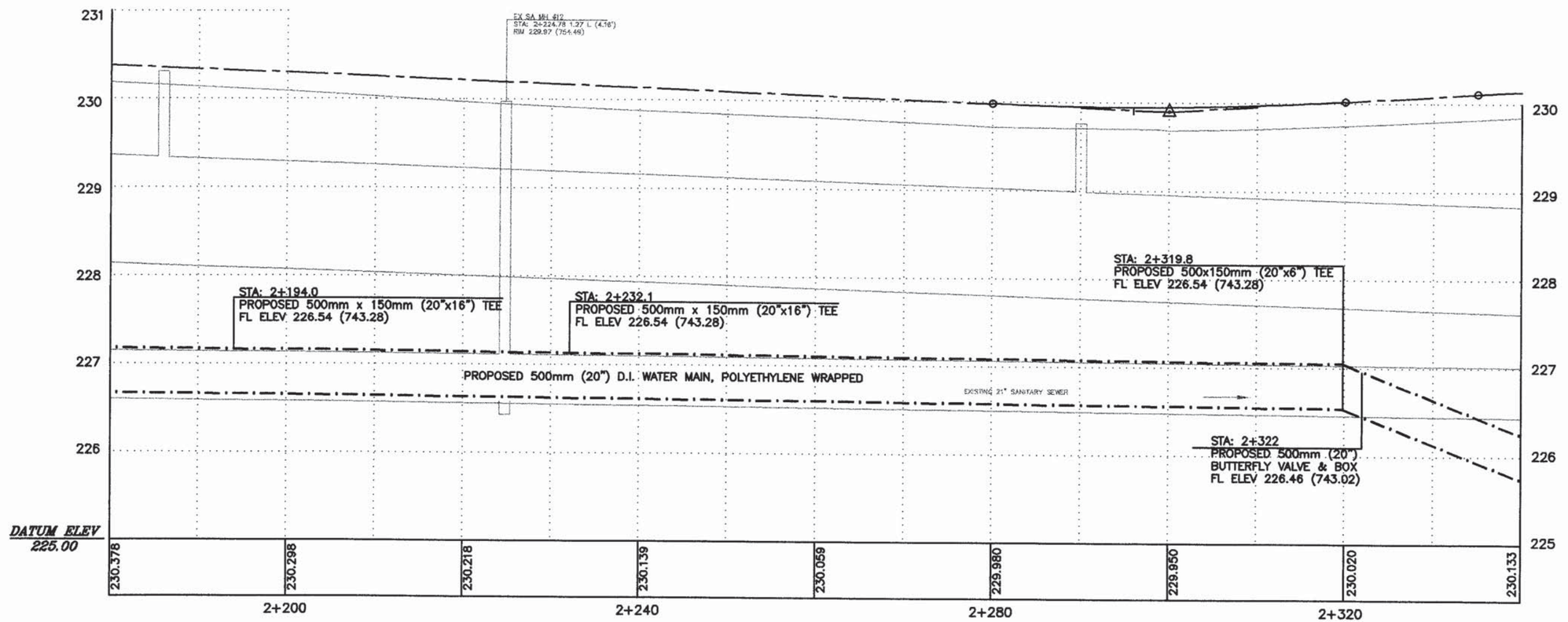
℄ PETERS AVE



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.65 | M

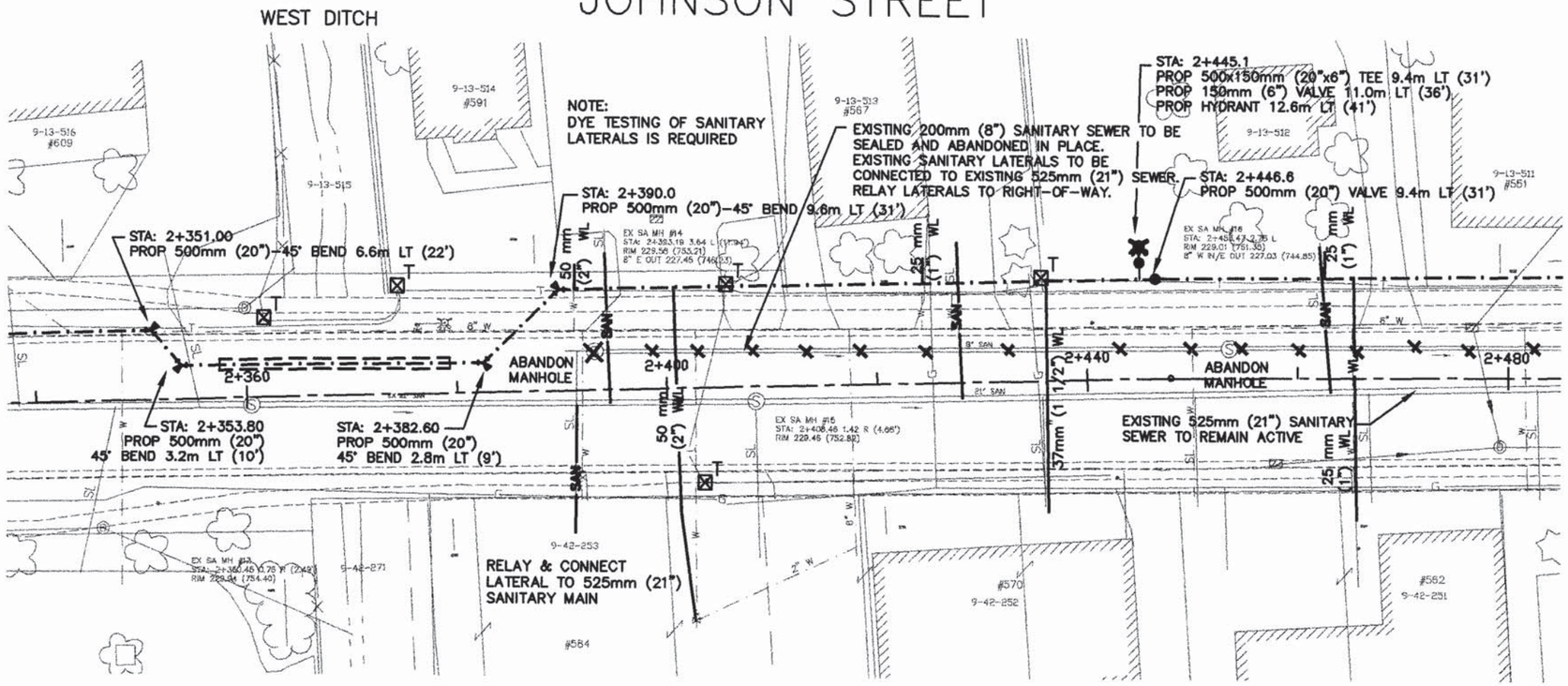
JOHNSON STREET

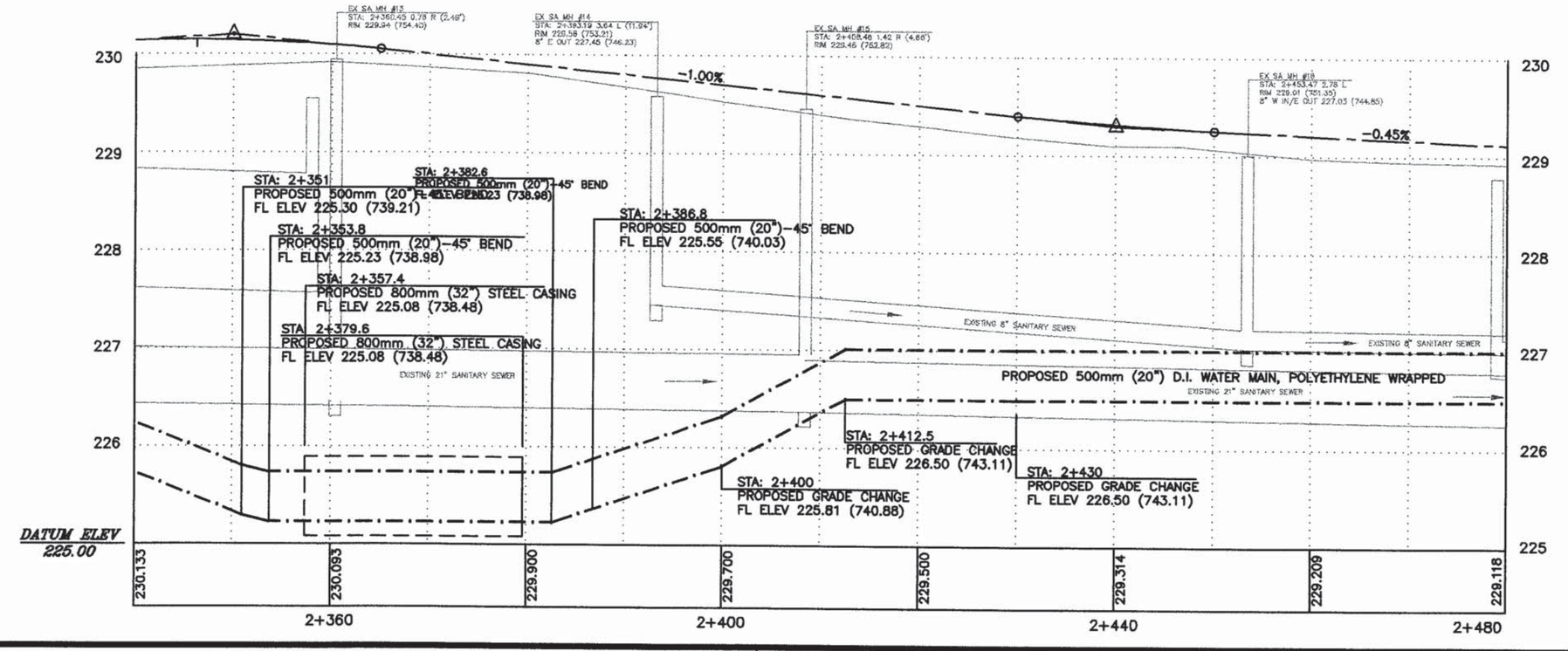




PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.66	M

JOHNSON STREET





PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.67 | M

JOHNSON STREET

SEYMOUR STREET

EXISTING 200mm (8") SANITARY HAS PREVIOUSLY BEEN ABANDONED NORTH OF JOHNSON ST.

PROPOSED CONCRETE VAULT
STA: 2+550.61 13.01 m (42.68') LT
SEE DETAILS & SPECIAL PROVISIONS

PROPOSED 23.4m (76.78 LF) OF 600mm (24") ø DUCTILE IRON SANITARY SEWER

STA: 2+545.6
PROP 500mm (20") VALVE 7.7m LT (25.56')

STA: 2+530.4
PROP 500mm (20") 45° BEND 10.3m LT (33.79')

PROPOSED SAN MH #21-86
STA: 2+540.39 0.67 m (2.2') LT
RIM 230.05 (754.75)
525mm (21") W IN/600 mm (24") NE OUT 226.15± (741.96)

STA: 2+533.6
PROP 500mm (20")-45° BEND 7.5m L (24.61')

SEAL & ABANDON
EXISTING STORM VAULT
SANITARY PASSES THRU

EXISTING 200mm (8") SANITARY SEWER TO BE SEALED AND ABANDONED IN PLACE.
EXISTING SANITARY LATERALS TO BE CONNECTED TO EXISTING 525mm (21") SEWER.
RELAY LATERALS TO RIGHT-OF-WAY.

STA: 2+558.3
PROP 200mm (8")-11 1/4° BEND 10.8m LT (35')
PROP 500x300mm (20"x12") REDUCER 9.2m LT (30')
PROP 300x200 (12"x8") REDUCER 9.2m LT (30')
PROP 500mm (20") TEE 7.8m LT (26')
PROP 500mm (20") TEE 3.3m LT (11')
PROP 500x300mm (20"x12") REDUCER 1.7m LT (6')
PROP 300x200mm (12"x8") REDUCER 1.7m LT (6')
PROP 200mm (8")-11 1/4° BEND 0.3m RT (1')

SEAL & ABANDON 12" SANITARY SEWER

SEAL

STA: 2+557.6
PROP 200mm (8") TEE W/PLUG 19.8m LT (65')

STA: 2+558.8
PROP 200mm (8")-90° BEND 20.0m LT (66')
PROP 200mm (8") VALVE 21.1m LT (69')

SEAL & ABANDON 525mm (21") SANITARY SEWER

STA: 2+571.4
PROP 500x150mm (20"x6") TEE 3.3m LT (11')
PROP 150mm (6") VALVE 8.8m LT (29')
PROP HYDRANT 10.2m LT (33')

PROPOSED SAN MH #20-58
STA: 2+575
RIM 228.88 (750.92)

ABANDON MANHOLES

STA: 2+564.5
PROP 500mm (20") VALVE 3.2m LT (10')

STA: 2+561.2
PROP 200mm (8")-90° BEND 18.3m RT (60')
PROP 200mm (8") VALVE 19.6m RT (64')

STA: 2+559.6
PROP 200mm (8") TEE W/PLUG 18.4m RT (60')

LIMITS OF JOHNSON STREET PROJECT SOUTH
STA: 10+040

PROPOSED SAN MH #21-88
STA: 2+555.9 18.6 m (61.0') LT
RIM 228.784 (750.54)
600mm (24") SW IN/525mm (21") N OUT 226.12± (741.88) MATCH

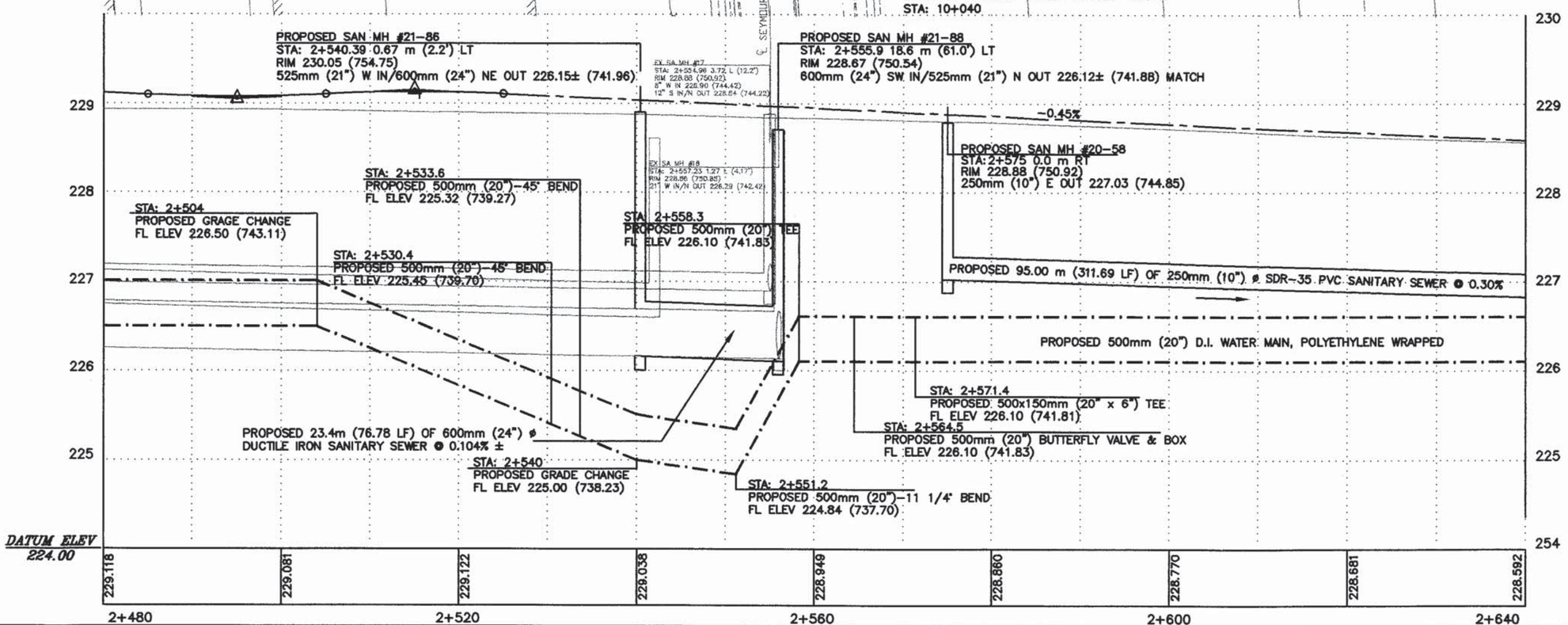
NOTE:
DYE TESTING OF SANITARY LATERALS IS REQUIRED

EXISTING 200mm (8") ø SANITARY SEWER TO BE SEALED & ABANDONED IN PLACE
LATERALS TO BE CONNECTED TO PROPOSED 250mm (10") SANITARY SEWER.
RELAY LATERALS TO R/W

PROPOSED 500mm (20") WATER MAIN

PROPOSED 250mm (10") SAN

P20-58



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO 2.68

JOHNSON STREET

BELL STREET

ARY

STA: 2+683.0
PROP 12"x6" TEE W/12" PLUG 39.3m LT (129')

STA: 2+686.4
PROP 6"-90° BEND 39.5m LT (130')
PROP 6" VALVE 40.6m LT (133')

EX SA MH #21
STA: 2+679.98 10.15 L (33.3')
RIM 228.57 (749.34)

PROPOSED SAN MH #20-60
STA: 2+679.98 10.15 m (33.3') LT
RIM 228.57 (749.90)

STA: 2+671.0
PROP 500mm (20") VALVE 3.3m LT (11')

PROPOSED SAN MH #20-59
STA: 2+670 0.0 R
RIM 228.51 (749.70)

STA: 2+687.8
PROP 150mm (6") VALVE 16.7m LT (55')

STA: 2+689.0
PROP HYDRANT 16.8m LT (55')

PROVIDE 150mm (6") SANITARY
LATERALS AS SHOWN (TYPICAL)

STA: 2+693.2
PROP 500mm (20") VALVE 3.2m LT (10.5')

SEAL

P20-59

P20-58

2+640

2+680

2+720

2+760

P20-61

PROPOSED 250mm (10") SAN

SEAL & ABANDON 200mm (8")
SANITARY SEWER AND MANHOLE

PROPOSED SAN MH #20-61
STA: 2+697
RIM 228.59 (749.97)

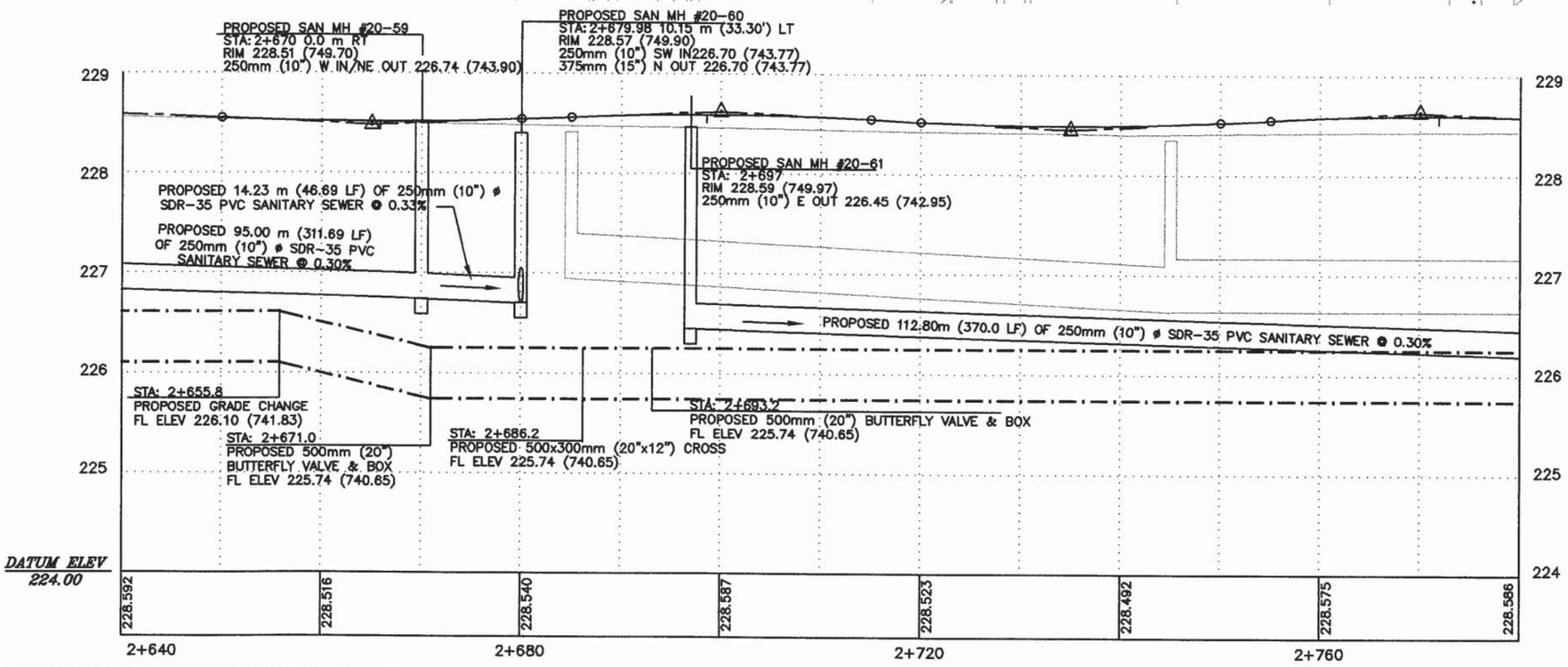
EX SA MH #22
STA: 2+684.71 0.0 R
RIM 228.47 (748.57)

STA: 2+686.2
PROP 150mm (6") PLUG 11m LT (36')
PROP 300mm (12")-11 1/4" BEND 6m LT (19.7')
PROP 500x300mm (20"x12") CROSS 3.4m LT (11')
PROP 300x150mm (12"x6") TEE W/12" PLUG 10.0m RT (33')

STA: 2+688.4
PROP 150mm (6")-90° BEND 10.0m RT (33')
PROP 150mm (6") VALVE 11.5m RT (38')
PROP 150mm (6") SOLID SLEEVE 8.5m RT (28')
PROP 150mm (6") PLUG 8.5m RT (28')

NOTE:
DYE TESTING OF SANITARY
LATERALS IS REQUIRED

#510 9-41-007
#484 9-41-006
#477
#485
#501-507
#461-459
9-14-789
9-14-790
9-14-791
9-14-793
9-14-788
9-41-005
9-41-004



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.69	M

JOHNSON STREET

BUTLER STREET

HICKORY STREET

STA: 2+814.8
PROP 200mm (8") PLUG 16.6m LT (54')
PROP 200x150mm (8"x6") TEE 14.7m LT (48')
PROP 200mm (8") VALVE 13.5m LT (44')
PROP 500x200mm (20"x8") CROSS 2.1m L (7')

STA: 2+803.6
PROP 500mm (20")–45° BEND 3.2m LT (10')

PROPOSED SAN MH #20–62
STA: 2+809.80 0.0 RT
RIM 228.47 (749.57)

STA: 2+815.5
PROP 150mm (6") VALVE 14.7m LT (48')

STA: 2+816.9
PROP HYDRANT 14.7m LT (48')

PROPOSED 150mm (6") SANITARY CLEANOUT
PROVIDE SAN LATERAL

STA: 2+837.0
PROP 500mm (20") VALVE 2.4m LT (8')

STA: 2+831.3
PROP 500mm (20")–45° BEND 2.4m LT (8')

STA: 2+938.2
PROP 200mm (8")–90° BEND 9.6m LT (31')
PROP 200mm (8") VALVE 10.9 m LT (35.8')
PROP 200mm (8") SOLID SLEEVE W/8" PLUG 7.8m LT (25')

STA: 2+934.7
PROP 200mm (8") TEE W/PLUG 9.5m LT (31')
PROP 500x200mm (20"x8") CROSS 6.1m LT (20')
PROP 200mm (8")–11 1/4° BEND 0.8m LT (3')
THIS SEGEMENT HAS PREVIOUSLY BEEN ABANDONED IN PLACE

PROPOSED SAN MH #20–64
STA: 2+880.03 1.15 m LT (3.77')
RIM 228.38 (749.28)

STA: 2+930.2
PROP 500mm (20")–22 1/2° BEND 6.1m LT(20')

STA: 2+919.3
PROP 500mm (20")–22 1/2° BEND 1.6m LT (5')

STA: 2+917.5
PROP 500mm (20") VALVE 1.6m LT (5')

STA: 2+942.8
PROP 500mm (20")–11 1/4° BEND 6.3m LT (21')

STA: 2+946.5
PROP 500mm (20") VALVE 6.1m LT (20')

STA: 2+948.4
PROP 500mm (20")–11 1/4° BEND 5.9m LT (19')

PROPOSED SAN MH #20–66
STA: 2+948.67 0.88 m RT (2.90')
RIM 228.33 (749.08)

STA: 2+936.731

STA: 2+804.8
PROP 500mm (20")
45° BEND 2.0m LT (7')

SEAL & ABANDON
EXISTING 200mm (8") SEWER

STA: 2+783.0
PROP 500mm (20")
VALVE 3.2m LT (10')

STA: 2+812.7
PROP 200mm (8")
45° BEND 7.5m RT (25')

STA: 2+813.4
PROP 200x150mm (8"x6") TEE
WITH 200MM (8") PLUG 17.6m RT (58')

STA: 2+814.9
PROP 150mm (6")–90° BEND 17.8m RT (58')
PROP 150mm (6") VALVE 19.1m RT (63')
PROP 150mm (6") SOLID SLEEVE
PROP 150mm (6") PLUG 16.8 m RT (55')

STA: 2+814.8
PROP 200mm (8")–45° BEND 4.9 m RT (16')

PROPOSED 23m (75.46 LF) OF 200mm (8") ø
PVC SDR–35 SANITARY SEWER @ 0.30%

PROPOSED SAN MH #20–63
STA: 2+811.05 22.97 m (75.36') RT
RIM 228.36 (749.21)
200mm (8") S IN/N OUT 226.176 (742.05)

NOTE:
DYE TESTING OF SANITARY
LATERALS IS REQUIRED

PROVIDE 150mm (6") SANITARY
LATERALS AS SHOWN (TYPICAL)

STA: 2+935.8
PROP 200x150mm (8"x6") TEE
WITH 200mm (8") PLUG 18.2m RT (60')

PROPOSED 21.3m (69.88 LF) OF 200mm
(8") ø SDR–35 PVC SANITARY SEWER @ 0.56%

STA: 2+940.2
PROP 150mm (6")–90° BEND 17.8m RT (58')
PROP 150mm (6") VALVE 19.5m RT (64')
PROP 150mm (6") SOLID SLEEVE W/PLUG 16.5m RT (54')

PROPOSED SAN MH #20–65
STA: 2+938.78 21.1 m (69.27') RT
RIM 228.34 (749.15)
200mm (8") S IN/N OUT 226.000 (741.47)

SEAL & ABANDON

P20–62 P20–63 P20–64 P20–65

PROPOSED 300MM (12") SAN

12" SS 8" SS

2+800 2+809.8 2+840 2+880 2+920 2+960

12+080 12+120 12+440

9-14-793 #461-459 9-14-795 #441 9-14-796 #427 9-14-797 #415 #401 10-23-526 #402 10-32-344 #450 9-41-004 #444 9-41-003 #426 9-41-001

EX SA MH #23 STA: 2+812.73 0.0 R RIM 228.40 (749.34)

EX SA MH #25 STA: 2+931.34 21.0 L (77.23') RIM 228.28 (748.95)

EX SA MH #24 STA: 2+940.80 0.0 R RIM 228.32 (749.08)

BUTLER ST. HICKORY ST.

PROPOSED SAN MH #20–62
STA: 2+809.80
RIM 228.47 (749.57)
250mm (10") W IN 226.11 (741.83)
200mm (8") N & S IN 226.11 (741.83)
300mm (12") E OUT 226.11 (741.83)

PROPOSED SAN MH #20–64
STA: 2+880.03, 1.15 m (3.77') LT
RIM 228.38 (749.28)
300mm (12") W IN/E OUT 225.94 (741.27)

PROPOSED SAN MH #20–66
STA: 2+948.67 0.88 m (2.90') RT
RIM 228.39 (749.31)
200mm (8") S IN 225.88 (741.08)
300mm (12") W IN/E OUT 225.78 (740.75)

229 228 227 226 225 224

-0.40% -0.60% 0.50%

STA: 2+814.8
PROPOSED 500x200mm (20"x8") CROSS
FL ELEV 225.30 (739.17)

STA: 2+804.5
PROPOSED 500mm (20")–45° BEND
FL ELEV 225.30 (739.17)

STA: 2+783
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.74 (740.65)

STA: 2+803.6
PROPOSED 500mm (20")–45 BEND
FL ELEV 225.30 (739.17)

STA: 2+830.5
PROPOSED 500mm (20")–45° BEND
FL ELEV 225.30 (739.17)

STA: 2+831.3
PROPOSED 500mm (20")–45° BEND
FL ELEV 225.30 (739.17)

STA: 2+837
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.30 (739.17)

PROPOSED 70.29m (230.61 LF) OF 300mm (12") ø SDR–35 PVC SANITARY SEWER @ 0.24%

PROPOSED 112.80m (370.0 LF) OF 250mm (10") ø SDR–35 PVC SANITARY SEWER @ 0.30%

STA: 2+890.0
PROPOSED GRADE CHANGE
FL ELEV 225.35 (739.34)

STA: 2+946.5
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.40 (739.50)

STA: 2+942.8
PROPOSED 500mm (20")–11 1/4° BEND
FL ELEV 225.44 (739.67)

STA: 2+934.7
PROPOSED 500x200mm (20"x8") CROSS
FL ELEV 225.44 (739.67)

STA: 2+919.3
PROPOSED 500mm (20")–22 1/2° BEND
FL ELEV 225.44 (739.67)

STA: 2+917.5
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.45 (739.70)

PROPOSED 68.58m (225.0 LF) OF 300mm (12") ø SDR–35 PVC SANITARY SEWER @ 0.24%

PROPOSED 500mm (20") D.I. WATER MAIN, POLYETHYLENE WRAPPED

STA: 2+930.2
PROPOSED 500mm (20")–22 1/2° BEND
FL ELEV 225.44 (739.67)

STA: 2+948.4
PROPOSED 500mm (20")–11 1/4° BEND
FL ELEV 225.38 (739.47)

PROPOSED 36.69m (120.37 LF) OF 300mm (12") ø
SDR–35 PVC SANITARY SEWER @ 0.24%

DATUM ELEV
224.00

228.586 228.510 228.443 228.470 228.483 228.380 228.269 228.259 228.350 228.450

2+800 2+840 2+880 2+920 2+960

PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442–04–70 | SHEET NO: 2.10 | M

JOHNSON STREET

WALNUT STREET

CHESTNUT STREET

STA: 2+989.1
PROP 200x150mm (8"x6") TEE WITH 200mm (8") Plug 33.6m LT (110')
PROP 500x200mm (20"x8") TEE 6.7m LT (22')
PROP 200mm (8")-11 1/4" BEND 0.9m RT (3')

STA: 2+988.2
PROP 150mm (6") VALVE 34.6m LT (114')
PROP 150mm (6")-90° BEND 33.6m LT (110')

PROPOSED SAN MH #20-68
STA: 2+981.41 33.15 m (108.76') LT
RIM 228.377 (749.27)
200mm (8") N IN/S OUT 225.677 (740.65)

PROPOSED 33m (108.27 LF) OF 200mm (8") ø SDR-35 PVC SANITARY SEWER @ 0.15%

STA: 2+991.4
PROP 500mm (20") VALVE 6.7m LT (22')

PROPOSED SAN MH #20-69
STA: 2+996.24 0.59 m (1.93') LT
RIM 228.58 (749.93)

STA: 3+076.8
PROP 200x150mm (8"x6") TEE WITH 200mm (8") PLUG 20.7m LT (68')
PROP 200x150mm (8"x6") TEE WITH 150mm (6") VALVE 18.7m LT (61')
PROP 500x200mm (20"x8") CROSS 6.7m LT (22')
PROP 200mm (8")-11 1/4" BEND 0.3m RT (1')
PROP 200mm (8") SOLID SLEEVE W/PLUG 1.5m RT (5')

PROPOSED 20m (65.6') OF 250mm (10") ø SANITARY SEWER @ 0.29%

STA: 3+066.0
PROP 500mm (20") VALVE 6.7m LT (22')

STA: 3+078.4
PROP 150mm (6") VALVE 22.0m LT (72')
PROP 150mm (6")-90° BEND 20.7m LT (68')

STA: 3+079.5
PROP HYDRANT 18.7m LT (61')

PROPOSED SAN MH #20-73
STA: 3+073.82 21.96 m (72.04') LT
RIM 228.20 (748.69)
250mm (10") N IN/S OUT 225.56± (740.02±)

PROPOSED SAN MH #20-71
STA: 3+074.09 1.95 m (6.40') LT
RIM 228.34 (749.15)

STA: 3+101.0
PROP HYDRANT 11.27 m (
PROP 150mm (6") VALVE
PROP 500mm (
TEE W/PLUG 6.7 m (22')

ABANDON SANITARY
REMOVE MANHOLES

PROPOSED 500mm (20") WATER MAIN

PI 3+012.971 BACK =
3+012.932 AHEAD
PROPOSED 300mm (12") SAN

STA: 3+083.1
PROP 500mm (20")
VALVE 6.7m LT (22')

PROVIDE 300mm (12")
CONNECTION TO EXISTING

PROPOSED 300mm (12") SAN

PROPOSED SAN MH #20-67
STA: 2+985.35 0.24 m (0.78') LT
RIM 228.676 (749.92)

STA: 3+000.0
PROP 500x200mm (20"x8") TEE 6.7m LT (22')

PROP 200mm (8") 11 1/4" BEND 4.2m RT (47')

PROVIDE 150mm (6") SANITARY
LATERALS AS SHOWN (TYPICAL)

STA: 3+000.2
PROP 200x150mm (8"x6") TEE 17.5 m RT (57')

STA: 2+997.5
PROP HYDRANT 11.1m R (36')

STA: 2+999.2
PROP 150mm (6")
VALVE 11.1m R (36')

PROPOSED 25m (82.02 LF) OF 200mm (8") ø SDR-35 PVC SANITARY SEWER @ 0.22%

PROPOSED 44m (144.35 LF) OF 200mm (8") ø SDR-35 PVC SANITARY SEWER @ 0.21%

PROPOSED SAN MH #20-72
STA: 3+075.86 22.98 m (75.39') RT
RIM 228.09 (748.33)
200mm (8") S IN/N OUT 226.015 (741.52)

STA: 3+078.1
PROP 200x150mm (8"x6") TEE
WITH 200mm (8") PLUG 21.3m RT (70')

STA: 3+100
PROVIDE PERMANENT
300 mm (12") PVC
SANITARY SEWER CONNECTION

STA: 3+081.4
PROP 150mm (6")-90° BEND 21.2m RT (70')
PROP 150mm (6") VALVE 22.4m RT (73')

NOTE:
DYE TESTING OF SANITARY
LATERALS IS REQUIRED

PROPOSED SAN MH #20-70
STA: 2+995.49 43.44 m (142.52') RT
RIM 228.621 (750.07)
200mm (8") S IN/N OUT 226.223 (742.20)

STA: 3+002.0
PROP 200x150mm (8"x6") TEE
WITH 200mm (8") PLUG 41.7m R (136')

SEAL & ABANDON

STA: 2+999.9
PROP 150mm (6")-90° BEND 41.5m RT (136')
PROP 150mm (6") VALVE 43.0m RT (141')

STA: 3+103
PROP 200mm (8") PLUG 6.7
PROP 200mm (8") SOLID SLE
STA: 3+102.0
PROP 500mm x 200mm (20"x8
PROP 200mm (8") 90° BEND 4.
STA: 3+101.0
PROP 200mm (8") VALVE 4.2 m
STA: 3+100.0
PROP 200mm (8") SOLID SLEEVE 4.

PROVIDE 150mm (6") SANITAR
LATERALS AS SHOWN (TYPICAL

BEGIN CONSTRUCTION PROJECT 1442-04-70

END CONSTRUCTION PROJECT 1442-04-72

EX SA MH #27
STA: 2+991.88 0.80 L (2.62')
RIM 228.52 (749.74)

EX SA MH #26
STA: 2+984.81 11.21 L (36.78')
RIM 228.38 (749.29)

EX SA MH #28
STA: 3+074.09 1.98 L (6.43')
RIM 228.57 (749.92)

#198 Walnut St
10-32-343

10-32-342

10-32-309

10-32-308

10-32-310

10-32-341

10-32-362

10-32-306

10-23-544

10-23-545 #347

10-23-548 #351

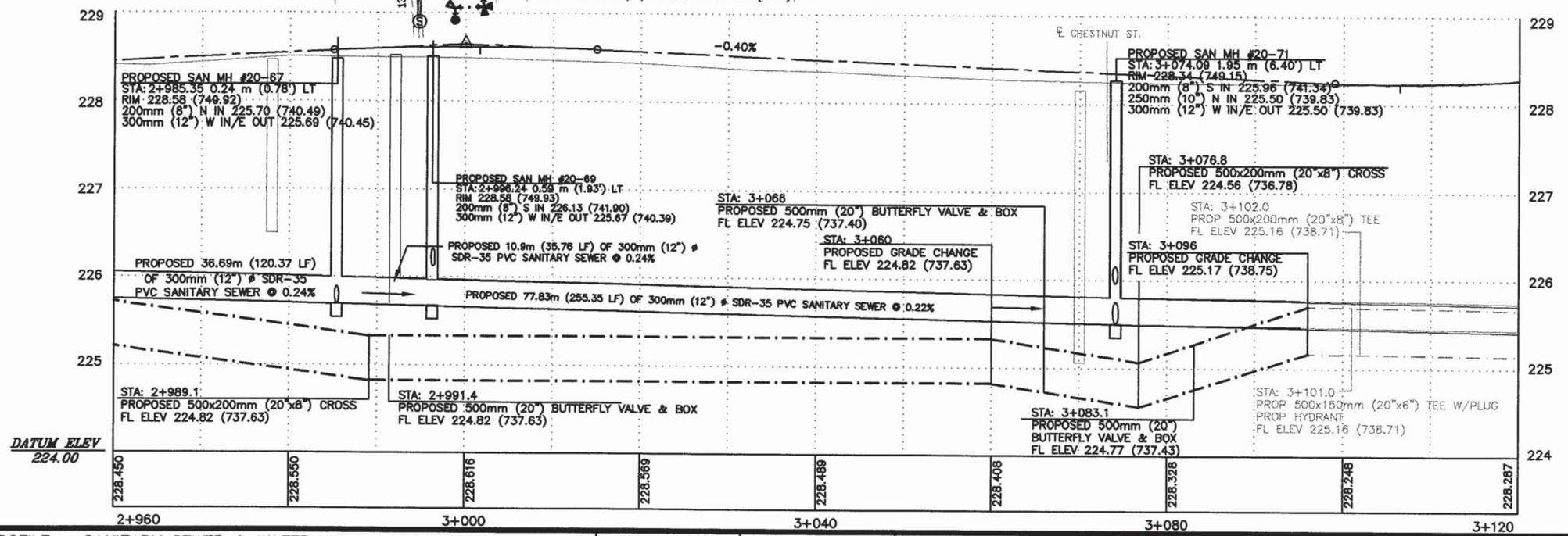
10-23-547 #371

10-23-546 #373

10-23-545 #377

10-23-527 #391

#402 10-32-344



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.71 | M

JOHNSON STREET

CHESTNUT STREET

LINCOLN AVENUE

STA: 3+078.4
PROP 150mm (6") VALVE 22.0m LT (72')
PROP 150mm (6")-90° BEND 20.7m LT (68')

STA: 3+079.5
PROP HYDRANT 18.7m LT (61')

PROPOSED SAN MH #20-73
STA: 3+073.82 21.96 m (72.04') LT
RIM 228.20 (748.69)
250mm (10") N IN/S OUT 225.56± (740.02±)

PROPOSED SAN MH #20-71
STA: 3+074.09 1.95 m (6.40') LT
RIM 228.34 (749.15)

STA: 3+083.1
PROP 500mm (20") VALVE 6.7m LT (22')

STA: 3+100
PROVIDE PERMANENT 300 mm (12") PVC SANITARY SEWER CONNECTION

STA: 3+081.4
PROP 150mm (6")-90° BEND 21.2m RT (70')
PROP 150mm (6") VALVE 22.4m RT (73')

NOTE:
DYE TESTING OF SANITARY LATERALS IS REQUIRED

PROVIDE 150mm (6") SANITARY LATERALS AS SHOWN (TYPICAL)

STA: 3+101.0
PROP HYDRANT 11.27 m (36.98')
PROP 150mm (6") VALVE 10.06 m (33.0')
PROP 500mm x 150mm (20"x6") TEE W/PLUG 6.7 m (22')

PROVIDE 300mm (12") TEMPORARY CONNECTION TO EXISTING SEWER

PROPOSED 500mm (20") WATER MAIN

PROPOSED 300mm (12") SAN

STA: 3+171.8
PROP 500mm (20") VALVE 6.5m (21') LT

STA: 3+103
PROP 200mm (8") PLUG 6.7 m (22') LT
PROP 200mm (8") SOLID SLEEVE 6.7 m (22') LT

STA: 3+102.0
PROP 500mm x 200mm (20"x8") TEE, 6.7 m (22') LT
PROP 200mm (8") 90° BEND 4.2 m (13.85') LT

STA: 3+101.0
PROP 200mm (8") VALVE 4.2 m (13.85') LT

STA: 3+100.0
PROP 200mm (8") SOLID SLEEVE 4.2 m (13.85') LT

STA: 3+175.5
PROP 300mm (12")-45° BEND 26.0 m (85') RT

STA: 3+179.5
PROP 300mm (12")-45° BEND 31.9 m (105') RT

STA: 3+179.0
PROP 300x150mm (12"x6") TEE 35.2 m (115') RT

STA: 3+178.1
PROP 300x200mm (12"x8") TEE WITH 300mm (12") PLUG 39.8 m (131') RT

#196 Lincoln Ave

PROVIDE 450mm (18") TEMPORARY CONNECTION TO EXISTING SEWER

PROVIDE 250mm (10") TEMPORARY CONNECTION TO EXISTING SEWER 4 m (13') NORTH OF MANHOLE

PROPOSED SA MH #20-74
STA: 3+180.30 36.33 m (119.19') LT
RIM 228.45 (749.50)
250mm (10") N IN/S OUT 225.77 (740.71)

STA: 3+177.4
PROP 300mm (12") TEE W/300mm (12") PLUG 34.
PROP 300x150mm (12"x6") TEE 15.9 m (52') LT
PROP 300mm (12") VALVE 13.9 m (46') LT
PROP 600x300mm (20"x12") CROSS 6.4 m L (21')
PROP 300mm (12") VALVE 11.6 m (38') RT
PROP 600mm (12")-11 1/4° BEND 14.8 m R (49')
PROP 600mm (12") -45° BEND 5.5 m (18.0') LT
PROP 600mm (12")-45° BEND 4.6 m R (15.6')

STA: 3+176.2
PROP 150mm (6") VALVE 15.9 m (52') LT

STA: 3+175.0
PROP HYDRANT 15.9 m (52') LT

PROPOSED 1800mm (6') DIA SA MH #20-74
STA: 3+183.23 3.55 m (11.65') LT
STA: 15+003.51 2.42 m (7.94') RT LINCOLN
RIM 2291889 (754.16)

SEAL & ABANDON

SEAL & ABANDON EXISTING SANITARY SEWER & MANHOLE

PROPOSED 525mm (21") SAN

STA: 3+185.0
PROP 200mm (8") VALVE 37.0 m (121') LT
PROP 200mm (8")-90° BEND 35.8 m (117') LT
PROP 200mm (8") SOLID SLEEVE 35.8 m (117') LT
PROP 200mm (8") SOLID SLEEVE 33 m (108.3') LT
PROP 200mm (8") PLUG 33 m (108.3') LT

STA: 3+185.9
PROP 200mm (8")-90° BEND 35.8 m (117') LT
PROP 300x200mm (12"x8") TEE 34.2 m (112') LT

STA: 3+187.37
PROP 300mm (12") VALVE 35.6 m (117') LT
PROP 300mm (12")-90° BEND 34.2 m (112') LT
PROP 300mm (12") SOLID SLEEVE 37 m (121.4') LT
PROP 300mm (12") SOLID SLEEVE 33 m (108.3') LT
PROP 300mm (12" PLUG 33 m (108.3') LT

STA: 3+184.3
PROP 500mm (20")-11 1/4° BEND 6.3 m (21') LT

STA: 3+194.5
PROP 500mm (20") VALVE 9.4 m (31') LT

EX SA MH #30
STA: 3+208.45 8.58 L (28.15')
RIM

EX SA MH #29
STA: 15+003.47 2.42 R (7.94') LINCOLN
RIM 228.484 (749.62)

STA: 3+180.2
PROP 200mm (8") PLUG 39.3 m (128.9') RT
PROP 200mm (8") SOLID SLEEVE 39.3 m (128.9') RT

STA: 3+180.4
PROP 200mm (8") VALVE 41.7 m (137') RT

STA: 3+180.6
PROP 200mm (8")-90° BEND 40.3 m (132') RT

STA: 3+180.9
PROP HYDRANT 35.8 m (117') RT

STA: 3+182.2
PROP 150mm (6") VALVE 35.6m (117') RT

#197 Lincoln Ave

10-32-275

10-32-274

10-32-273

10-32-306

10-32-307

10-32-308

10-23-570

10-23-571

10-23-572

10-23-573

10-23-548

10-23-549

#204

#205

#347

#343

#351

13+080

13+060

13+040

13+020

14+980

14+960

15+000

P20-71

P20-72

P20-73

P20-74

P20-74A

END CONSTRUCTION PROJECT 1442-04-70

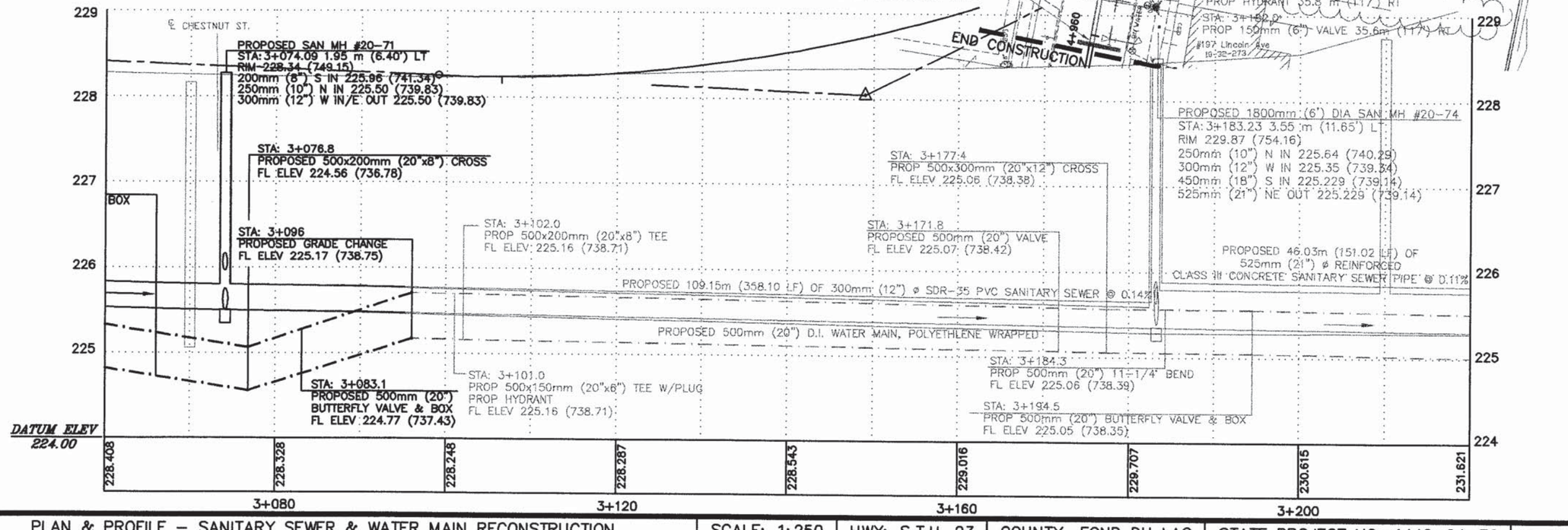
BEGIN CONSTRUCTION PROJECT 1442-04-72

PROPOSED 8" WATER MAIN

3+120

3+160

3+200



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.72 M

JOHNSON STREET

FOND DU LAC RIVER

SATTERLEE STREET

10-23-591

STA: 3+308.5
PROP 200x150mm (8"x6") TEE W/PLUG 24.5 m (71') LT
PROP 500x200mm (20"x8") TEE 15.4 m (52') LT

STA: 3+288.5
PROP METER VAULT WITH 500mm (20") BUTTERFLY VALVE & BOX 15.4 m (51') LT

PROP 150mm (6") VALVE 23.2 m (76') LT
PROP 150mm (6")-90° BEND 21.6 m (71') LT
PROP 150mm (6") SOLID SLEEVE 23.7 m (78') LT
PROP 150mm (6") PLUG 21 m (69') LT
PROP 150mm (6") SOLID SLEEVE 21 m (69') LT

10-23-593

STA: 3+312.8
PROP 500mm (20") VALVE 16.0 m (52.5') LT

STA: 3+331.4
PROP 500mm (20")-45° BEND 16.8 m (55') LT

STA: 3+337.6
PROP 500mm (20") BEND 11.3 m (37') LT

PROVIDE 150mm (6") SANITARY LATERALS AS SHOWN (TYPICAL)

PROVIDE 525mm (21") TEMPORARY FERNCO SANITARY CONNECTION 4 m (13.1') EAST OF MH

10-31-820

CONNECT TO EXISTING 525 mm (21") SANITARY SEWER

PROPOSED SA MH #20-77
STA: 3+227.54 16.03 m (52.59') LT
RIM 228.85 (750.82)

PROPOSED SA MH # 1-129
STA: 3+277.77 13.18 m (43.24') LT
RIM 229.03 (751.41)

PROPOSED SA MH # 1-130
STA: 3+306.00 11.86 m (38.91') LT
RIM 229.06 (751.51)

STA: 3+226.8
PROP 500mm (20")-22 1/2° BEND 18.6 m (61') LT

PROVIDE SILT FENCING

PROVIDE RIP RAP AT ALL AREAS OF DISTURBED BANKS

PROPOSED 525mm (21") SAN

P1-129

P1-130

EX SA MH #33
STA: 3+307.04 2.03 R (6.66')
RIM 228.35 (749.18)

STA: 3+327.3
PROP 500x150mm (20"x6") TEE 16.6 m (54') LT
PROP 150mm (6") VALVE 14.8 m (49') LT
PROP HYDRANT 13.6 m (45') LT

10-32-250

STA: 3+352.0
PROP 500mm (20")-11 1/4° BEND 8.1 m (27') RT

STA: 3+388.4
PROP HYDRANT 20.8 m (68') RT

STA: 3+387.9
PROP 150mm (6") VALVE 22.3 m (73') RT

3+240
3+280
3+320
3+360
3+400

SEAL & ABANDON 525mm & 200mm (21" & 8") SEWER & MANHOLE

PROPOSED 21" SAN

P1-131

STA: 3+366.8
PROP 500mm (20")-22 1/2° BEND 18.4 m (60') RT

STA: 3+384.9
PROP 500mm (20") VALVE 23.7 m (78') RT

50+160

BEGIN CONSTRUCTION PROJECT 1442-04-70

30" SS

10 STORM PUMP HOLE

10-32-251

PROPOSED SA MH # 1-131
STA: 3+322.90 9.4 m (30.8') RT
RIM 228.280± (748.95)

EX SA MH #34
STA:
RIM 228.16 (748.56)

10-32-252

NOTE:
DYE TESTING OF SANITARY LATERALS IS REQUIRED

STA: 3+387.3
PROP 500x150mm (20"x6") TEE 24.4 m (80') RT

PROPOSED SA MH # 1-132
STA: 3+392.31 28.39 m (93.14') RT
STA: 50+165 1.0 m (3.28') LT
RIM 228.27 (748.92)

CLASS "S" BEDDING FOR 20" WATER MAIN

STA: 3+214.8

STA: 3+290.5

PROPOSED SAN MH #1-129
STA: 3+277.77 13.18 m (43.24') LT
RIM 229.03 (751.41)
525mm (21") W IN/ E OUT 225.22 (738.91)

H.W.L. 229.1

PROPOSED SAN MH #1-130
STA: 3+306.00 11.86 m (38.91') LT
RIM 229.06 (751.51)
200mm (8") N IN MATCH
525mm (21") W IN/SE OUT 225.18 (738.78)

PROPOSED SAN MH #1-131
STA: 3+322.90 9.4 m (30.8') RT
RIM 228.280± (748.52±)
525mm (21") NW IN/SE OUT 225.14 (738.65)

PROPOSED SAN MH #1-132
STA: 3+392.31 28.39 m (93.14') RT
RIM 228.27 (748.92)
525mm (21") NW IN/SE OUT 225.04 (738.32)

EX SA MH #32
STA: 3+277.76 13.18 L (43.24')
RIM 229.03 (751.41)

EX SA MH #34
STA:
RIM 228.16 (748.56)

PROPOSED SAN MH #20-77
STA: 3+227.54 16.03 m (52.59') LT
RIM 228.85 (750.82)
525mm (21") SW IN 225.178 (738.77)
W.L.

PROPOSED IMPERVIOUS BACKFILL FOR A MINIMUM LENGTH OF 3m (10')

RIP RAP TO BE PROVIDED IN ALL AREAS OF DISTURBED RIVER BANK

STA: 3+226.8
PROPOSED 500mm (20")-22 1/2° BEND
FL ELEV 225.00 (738.19)

EXISTING 21" SA

PROPOSED 28.46m (93.37 LF) OF 525mm (21") ø RCP CL III SANITARY SEWER @ 0.15%

PROPOSED 27.17 m (89.14 LF) OF 525mm (21") ø RCP CL III SANITARY SEWER @ 0.15%

PROPOSED 71.23m (233.69 LF) OF 525mm (21") ø RCP CL III SANITARY SEWER @ 0.14%

STA: 3+288.5
PROPOSED METER VAULT WITH 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.86 (741.05)

STA: 3+312.8
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.86 (741.05)

STA: 3+327.3
PROPOSED 500x150mm (20"x6") TEE
PROPOSED 150mm (6") GATE VALVE & BOX
PROPOSED HYDRANT
FL ELEV 225.86 (741.05)

STA: 3+308.5
PROPOSED 500x200mm (20"x8") TEE
FL ELEV 225.86 (741.05)

STA: 3+331.4
PROPOSED 500mm (20")-45° BEND
FL ELEV 225.86 (741.05)

STA: 3+337.6
PROPOSED 500mm (20")-11 1/4° BEND
FL ELEV 225.86 (741.05)

STA: 3+352
PROPOSED 500mm (20")-11 1/4° BEND
FL ELEV 225.86 (741.05)

STA: 3+366.8
PROPOSED 500mm (20")-22 1/2° BEND
FL ELEV 225.86 (741.05)

STA: 3+384.9
PROPOSED 500mm (20") BUTTERFLY VALVE & BOX
FL ELEV 225.86 (741.05)

STA: 3+387.3
PROPOSED 500x150mm (20"x6") TEE
PROPOSED 150mm (6") GATE VALVE & BOX
PROPOSED HYDRANT
FL ELEV 225.86 (741.05)

PROPOSED 500mm (20") D.I. WATER MAIN, POLYETHLENE WRAPPED

PROVIDE 525mm (21") TEMPORARY FERNCO SANITARY CONNECTION 4 m (13') EAST OF MANHOLE

229
228
227
226
225
224

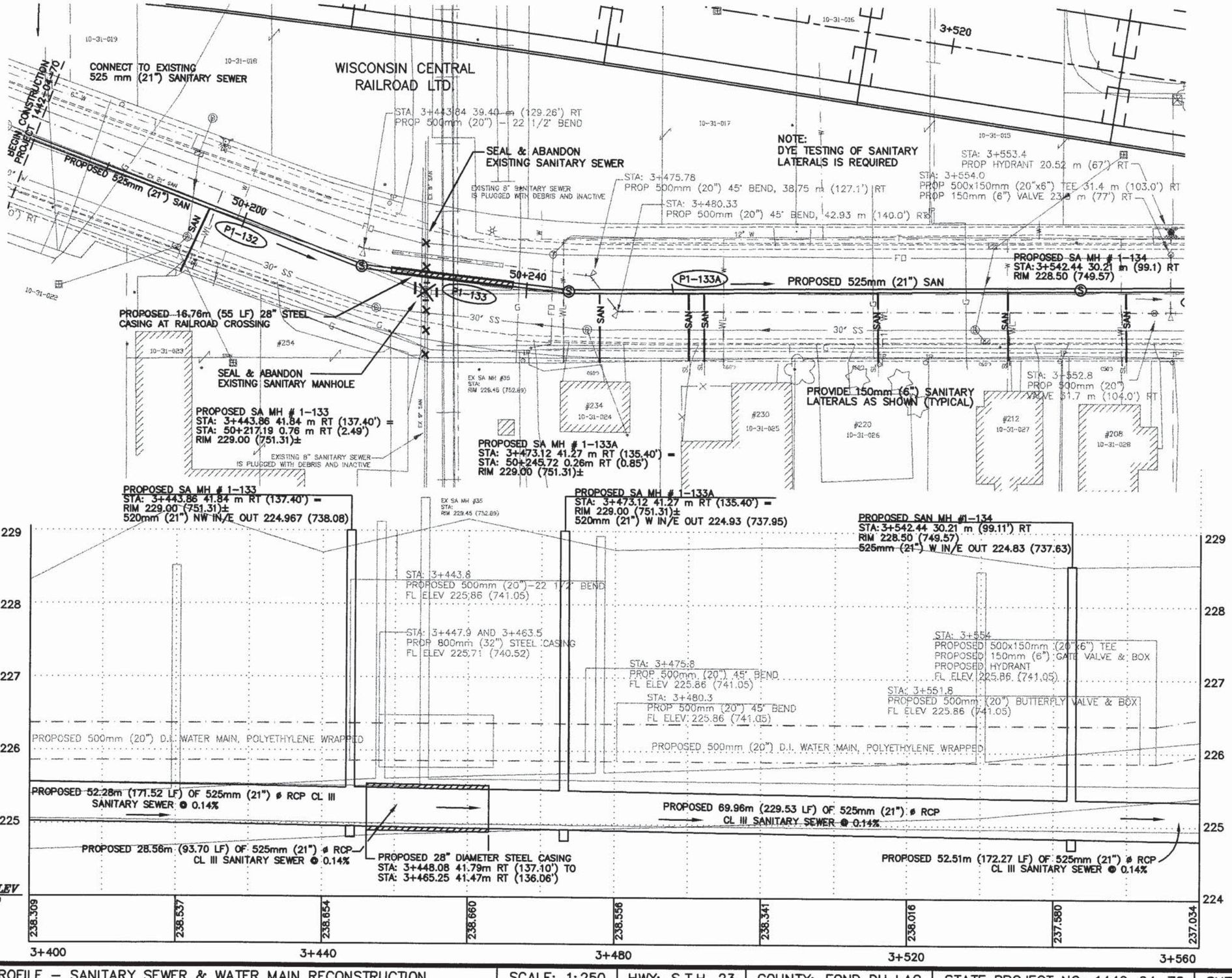
DATUM ELEV 224.00

231.621 | 232.627 | 233.633 | 234.623 | 235.513 | 236.294 | 236.964 | 237.523 | 237.977 | 238.309

3+240 | 3+280 | 3+320 | 3+360 | 3+400

PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO 2.13

JOHNSON STREET



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO 2.74

JOHNSON STREET

BROOKE STREET

3+560 3+600 3+640 3+680

STA: 3+601.2
PROP 500mm (20") 45° BEND 6.2 m (17') RT

STA: 3+595
PROP 500mm (20") 45° BEND 13.2 m (43') RT

PROPOSED 15.4m (50.5 LF) OF 525mm (21") ø RCP CL III SANITARY SEWER @ 0.14%

PROVIDE 525mm (21") TEMPORARY FERNCO SANITARY CONNECTION 8m (26.3 LF) WEST OF MH

PROPOSED 525mm (21") SAN

P1-134

PROVIDE PERMANENT SEWER CONNECTION

PROPOSED SA MH # 1-135
STA: 3+594.95 22.54 m (73.95') RT
RIM 228.75 (750.49)

STA: 3+596.6
PROP 500mm (20") TEE, 24.9 m (81.7') RT

STA: 5+597
PROP 500mm x 300mm (20"x12") REDUCER 25 m (82.0') RT

STA: 3+599.3
PROP 300x150mm (12"x6") TEE 41.6 m (136') RT

STA: 3+597.4
PROP HYDRANT 42.0 m (138') RT

STA: 3+599.1
PROP 150mm (6") VALVE 41.8 m (137') RT

PROPOSED SA MH # 18-94
STA: 3+602.73 32.37 m (106.2') RT
RIM 228.93 (751.08)
450mm (18") S/NW IN/OUT 224.91 (737.90)

STA: 3+600.2
PROP 300mm (12") TEE W/PLUG 43.7 m (143') RT

STA: 3+601.4
PROP 500mm (20") VALVE 3.8 m (12') RT

PROPOSED 6' DIA SA MH #1-136
STA: 16+219.76, 4.89 m (16.03') RT BROOKE ST
STA: 3+604.52 9.20 m (30.2') RT JOHNSON ST
RIM 228.69 (750.29)
525mm (21") SW IN 227.75 (737.35)
900mm (36") S IN/N OUT 224.73 (737.30)

STA: 3+614.4
PROP 500mm (20") VALVE 15.0 m (49') RT

PROPOSED 1800mm (6') DIA SA MH #1-137
STA: 3+608.88 24.01 m (78.77') RT JOHNSON ST
RIM 228.83 (750.75)

SEAL & ABANDON 525mm (21") SANITARY SEWER

PROPOSED 3.0 m (9.8 LF) OF 675mm (27") ø RCP CL III SANITARY SEWER @ 0.155%

PROPOSED 2100mm (7') DIA SA MH #18-92
STA: 3+607.10 26.42 m (86.68') RT JOHNSON ST
RIM 228.80 (750.66)

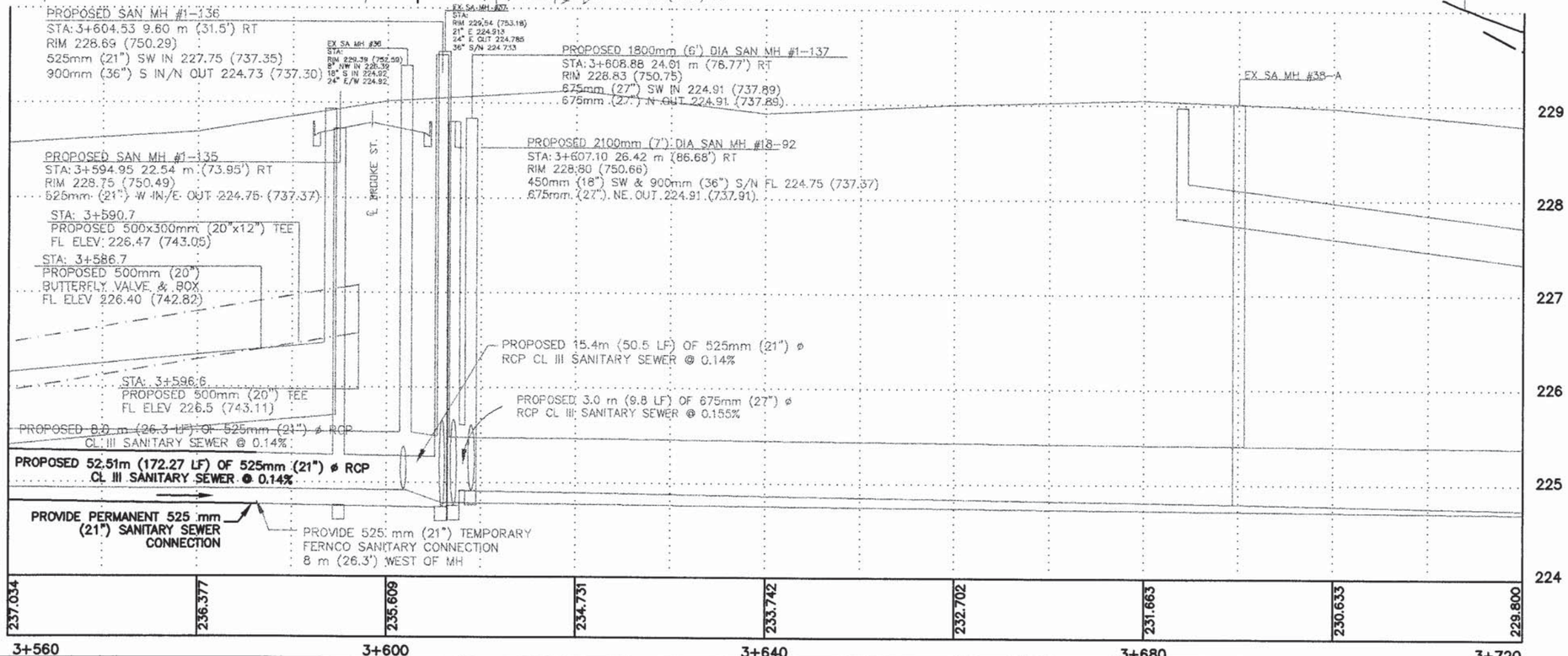
PROPOSED 7.42 m (24.34') OF 450mm (18") ø RCP CL III SANITARY SEWER @ 0.155%

EXISTING 450mm (18") SANITARY SEWER & MANHOLE TO BE SEALED & ABANDONED IN PLACE

STA: 3+603.4
PROP 300mm (12") 90° BEND 43.3 m (142') RT
PROP 300mm (12") VALVE 44.4 m (146') RT
PROP 300mm (12") SOLID SLEEVE 44.4 m (146') RT

SEND CONSTRUCTION PROJECT 1442-04-70

10-31-059



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION | SCALE: 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.75 | M

JOHNSON STREET

MILITARY ROAD

STA: 3+744.20
PROP HYDRANT 19.4 m (63.5') LT

STA: 3+748.69
PROP 500mm (20")
22 1/2° BEND 15.7 m (51.4') LT

STA: 3+746.97
PROP 500mm (20")
22 1/2° BEND 10.4 m (34') LT

STA: 3+747.52
PROP 500 (20") TEE
& PLUG 2.6 m (8.5') RT

STA: 3+765.0
PROP 200 mm (8") PLUG 3.74 m LT (12')

STA: 3+766.0
PROP 200 mm (8") PLUG 2.04 m RT (6.8')
PROP 500 mm (20") VALVE 3.74 m LT (12')

REMOVE & SALVAGE 500mm (20") VALVE

PROPOSED 20" WATER MAIN

SEAL & ABANDON
SEWER & MANHOLES

P1-147

PROPOSED 200mm (8") SAN

SEAL & ABANDON EXISTING
SANITARY MANHOLE & SEWER

STA: 3+745.6
PROP 200mm (8") VALVE 16.5m (54') R

STA: 3+717.5
PROP 200mm (8")-90° BEND 15.6 m (51.2') RT
PROP 200mm (8") SOLID SLEEVE 16.5 m (54.2') RT

STA: 3+759.3
PROP 200mm (8") TEE 15.6m (51') R

STA: 3+758.1
PROP 150mm (6")-90 BEND 19.2m R (63')
PROP 150mm (6") SOLID SLEEVE 20 m (65.6') RT

STA: 3+761.5
PROP 200mm (8")-45° BEND 8.8m R (29')

STA: 3+759.0
PROP 200mm (8")-45° BEND 11.7m R (38')

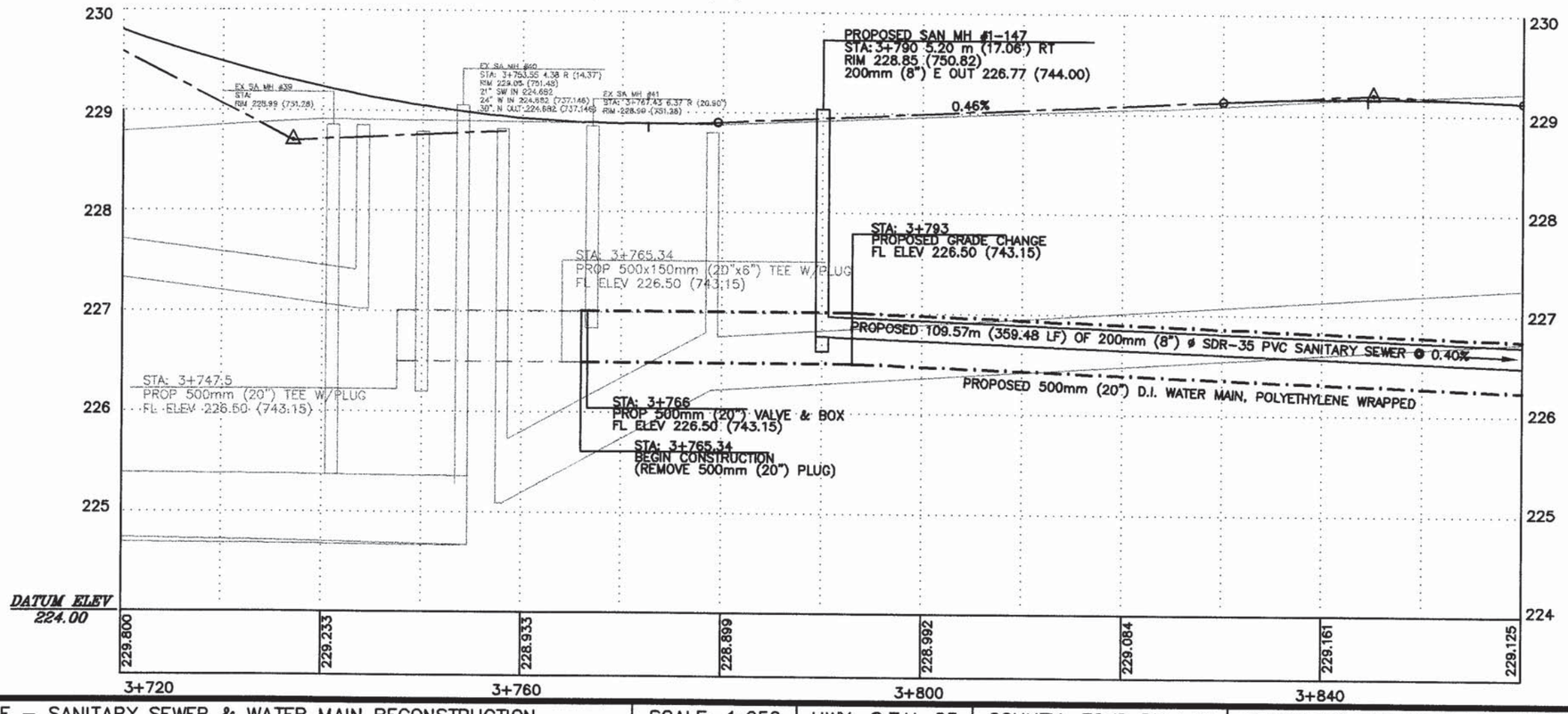
STA: 3+759.5
PROP 200mm (8") VALVE 18.2m R (51.7')

STA: 3+759.6
PROP 200x150mm (8"x6") TEE
W/PLUG 19.2m R (63')

PROPOSED SAN MH #1-147
STA: 3+790 5.20 m (17.06') RT
RIM 228.85 (750.82)

PROVIDE 150mm (6") SANITARY
LATERALS AS SHOWN (TYPICAL)

NOTE:
DYE TESTING OF SANITARY
LATERALS IS REQUIRED



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO 2.76

JOHNSON STREET

DOTY STREET

STA: 3+902.1
PROP 200mm (8") VALVE 18.8m LT (62')
PROP 200mm (8")-90° BEND 17.7m LT (58')
PROP 200mm (8") SOLID SLEEVE 16.8m LT (55')
PROP 200mm (8") PLUG 16.8 m LT (55')

STA: 3+890.0
PROP 500mm (20") VALVE 6.4m LT (21')

STA: 3+902.9
PROP 200mm (8") TEE W/PLUG 17.7m LT (58')
PROP 500x200mm (20"x8") CROSS 6.5m LT(21')
PROP 200x150mm (8"x6") TEE 19.1m RT (63')
PROP 200mm (8") TEE W/PLUG 20.1m RT (66')

STA: 3+908.4
PROP 500mm (20") VALVE 6.4m LT (21')

P1-147

P7-58

PROPOSED 200mm (8") SAN

SEAL & ABANDON EXISTING
12" SANITARY SEWER

PROPOSED SAN MH #7-58
STA: 3+940 3.20 m (10.5') RT
RIM 229.29 (752.26)

PROPOSED 1800mm (6') DIA SAN MH #1-148
STA: 3+899.37 3.93 m (12.89') RT
RIM 229.09 (751.61)

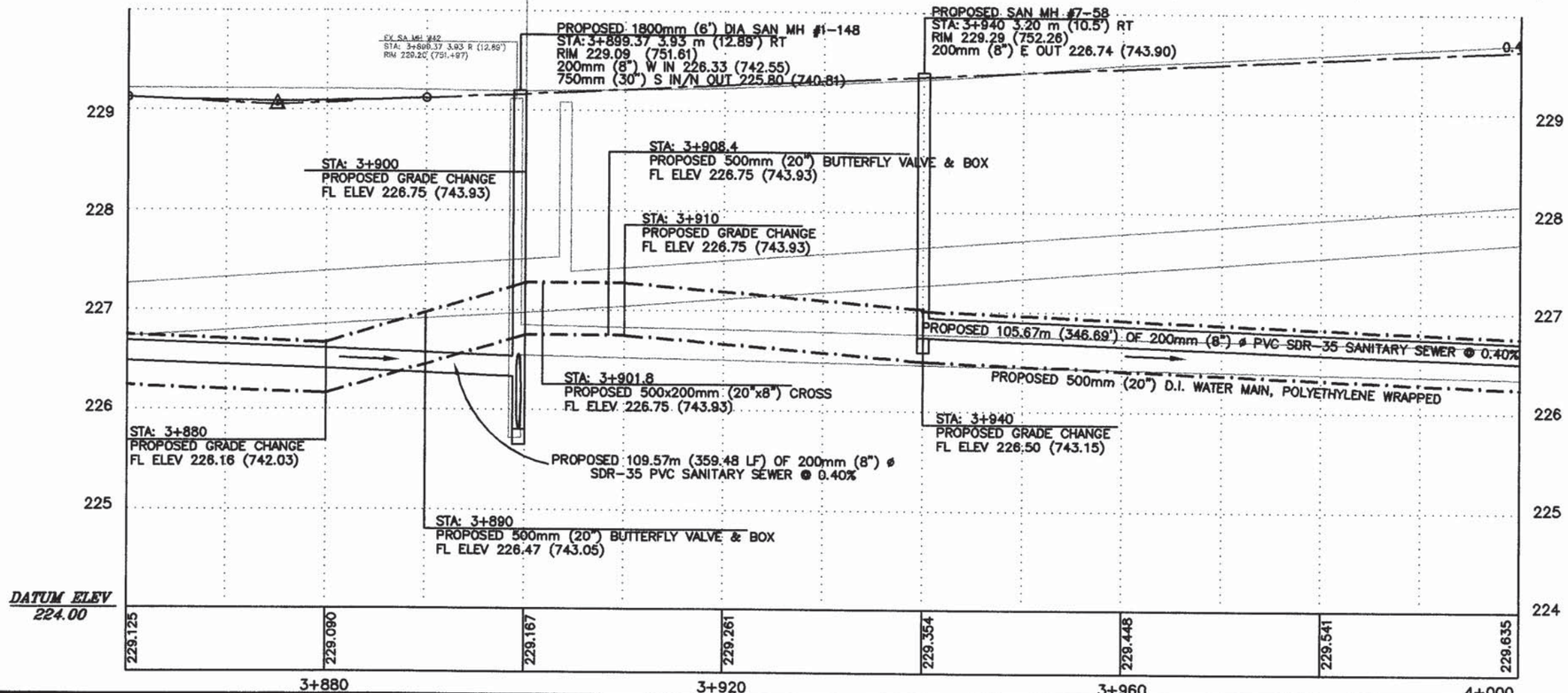
PROVIDE 150mm (6") SANITARY
LATERALS AS SHOWN (TYPICAL)

NOTE:
DYE TESTING OF SANITARY
LATERALS IS REQUIRED

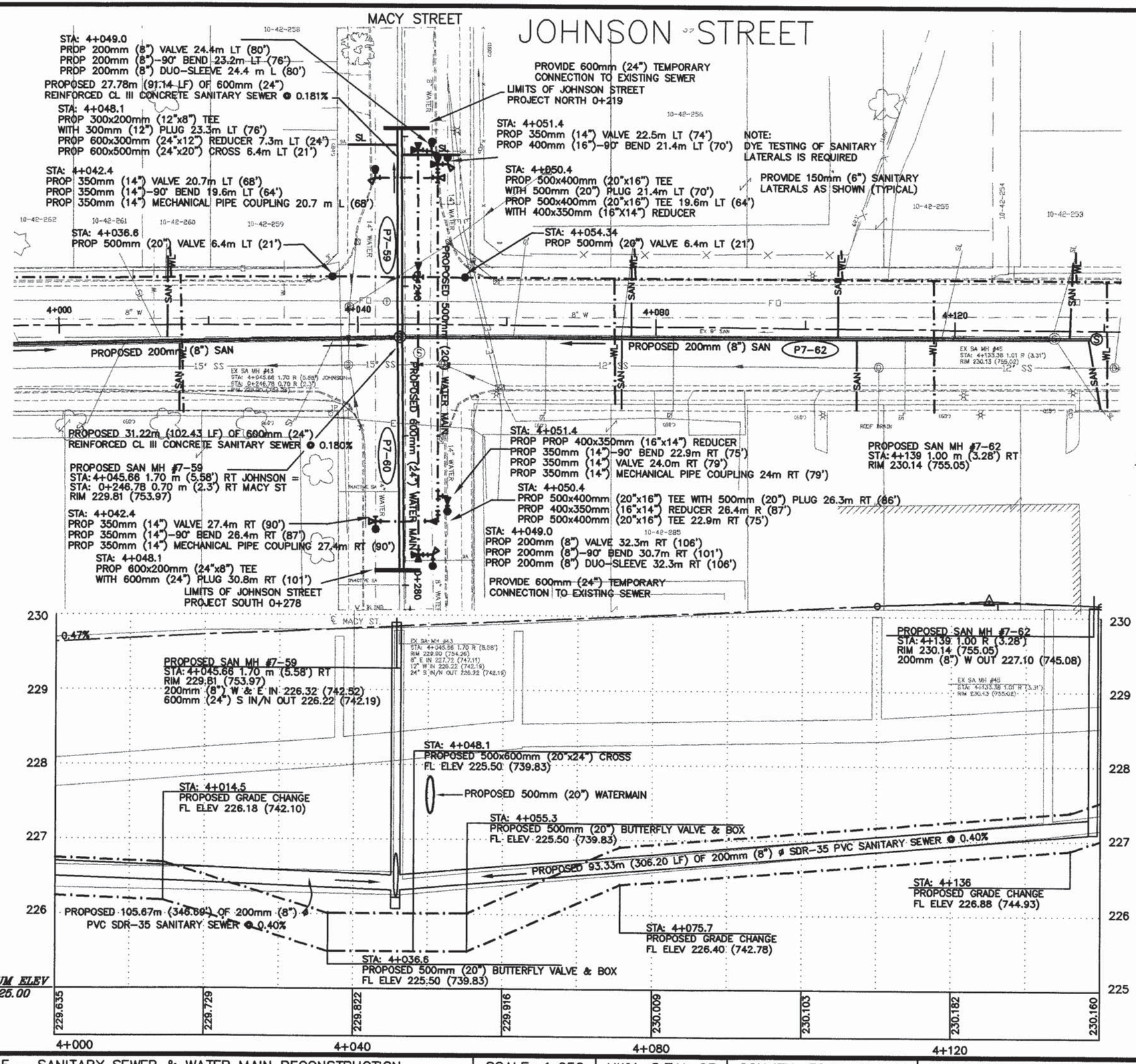
STA: 3+906.4
PROP HYDRANT 19.1m RT (63')

STA: 3+905.4
PROP 150mm (6") VALVE 19.1m RT (63')

STA: 3+901.7
PROP 200mm (8")-90° BEND 20.1m RT (66')
PROP 200mm (8") VALVE 21.0m RT (69')
PROP 200mm (8") SOLID SLEEVE 18.3 m R (60')
PROP 200mm (8") PLUG 18.3 m RT (60')

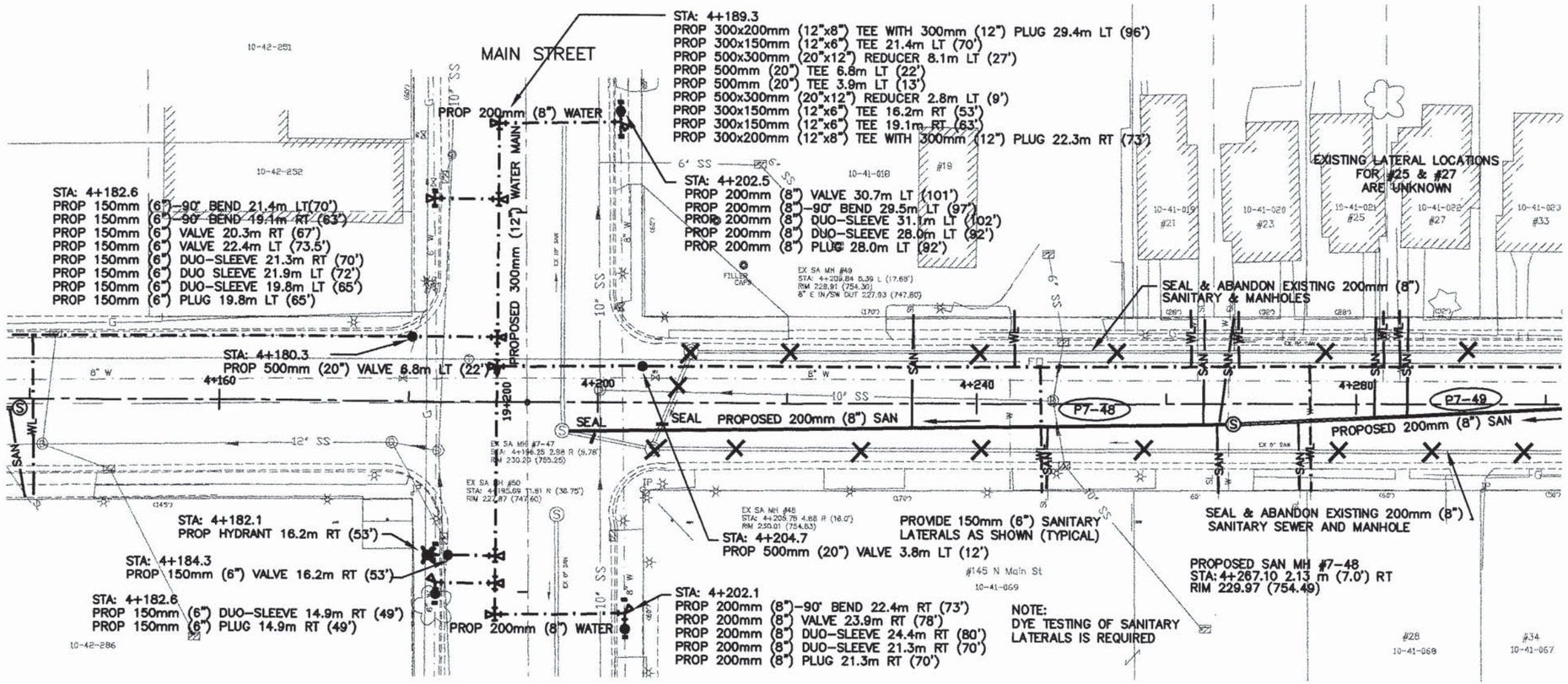


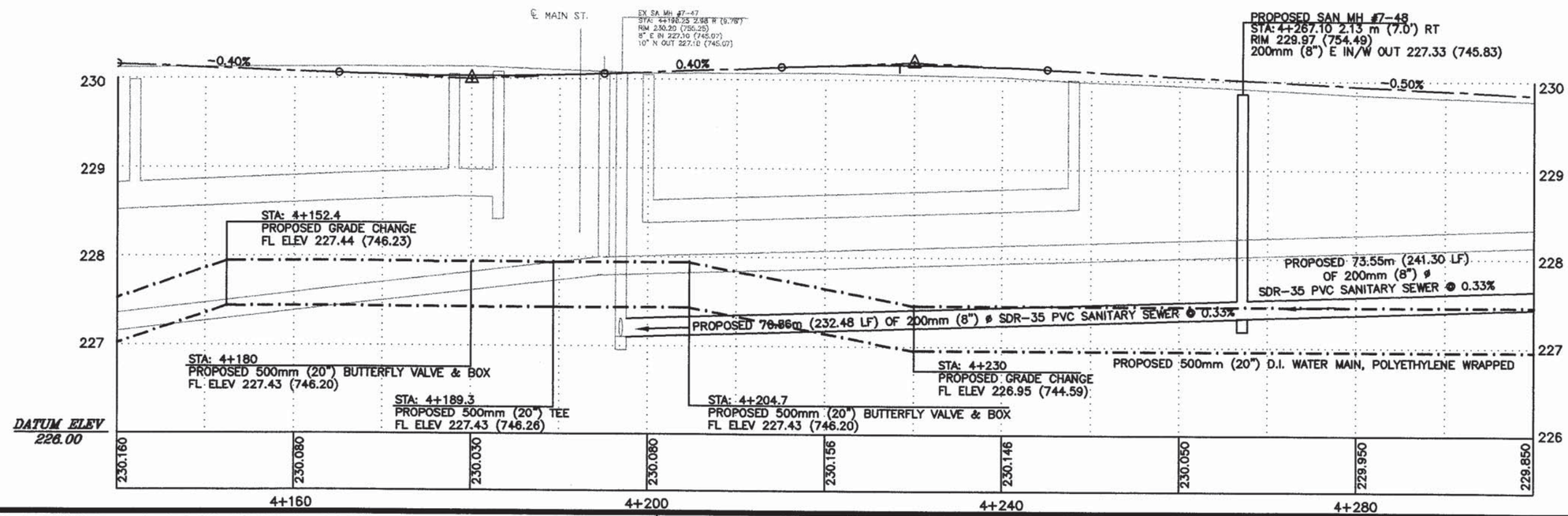
PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.11	M



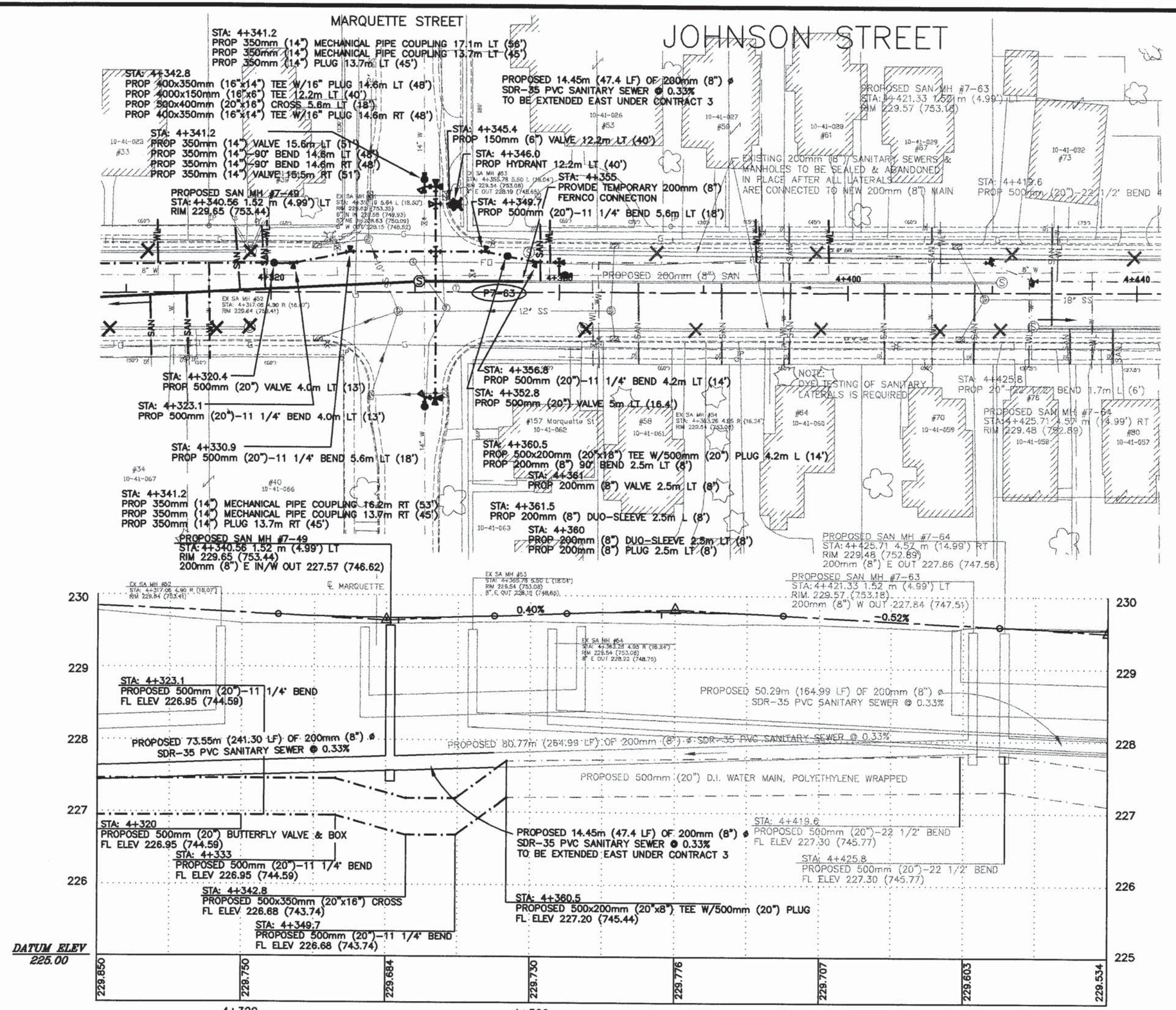
PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO 2.78

JOHNSON STREET

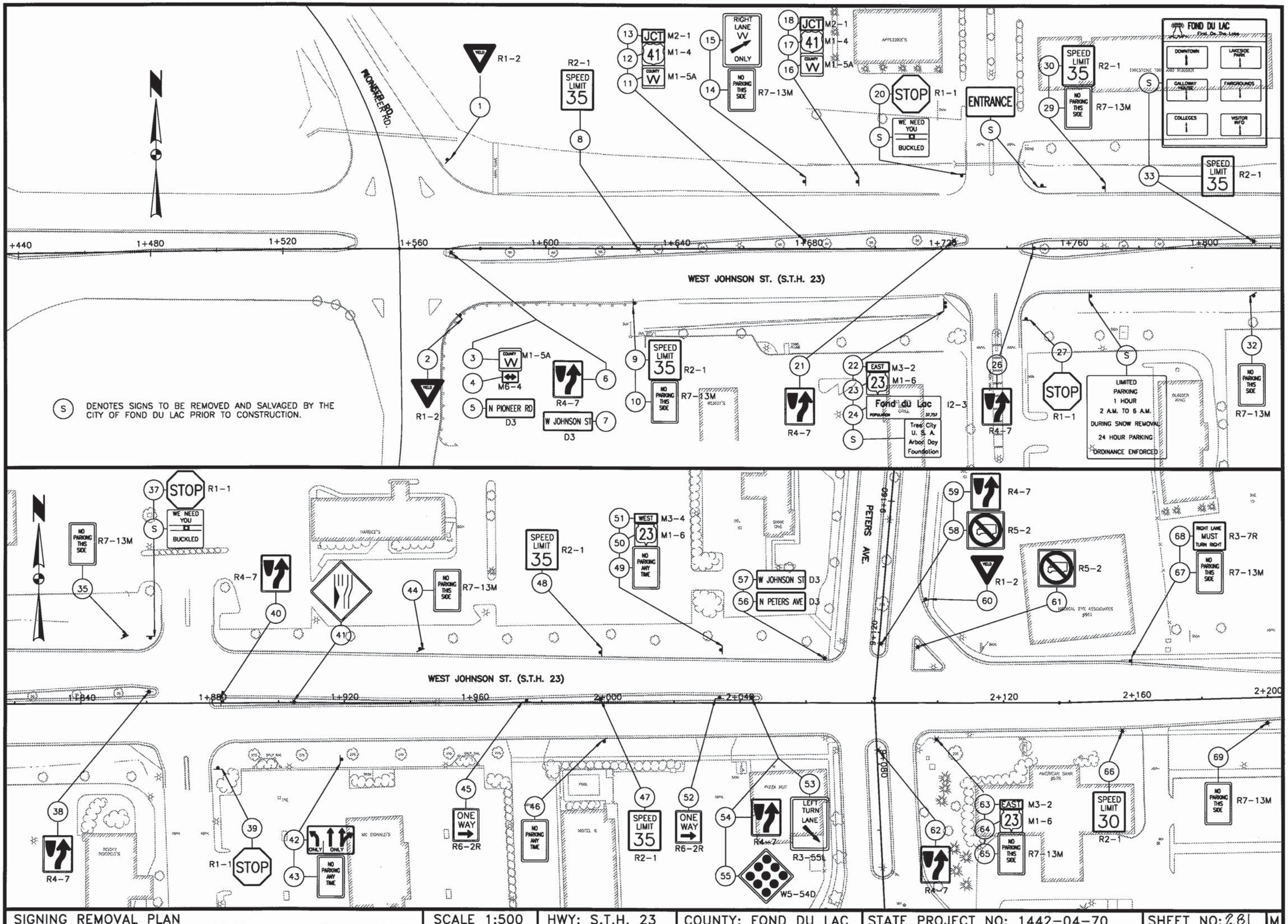




PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.79	M



PLAN & PROFILE – SANITARY SEWER & WATER MAIN RECONSTRUCTION	SCALE: 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.80	M



SIGNING REMOVAL PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.81	M

PLOT DATE: Apr 06, 2000 1:21pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\R-SIGN01.DWG

WEST JOHNSON ST. (S.T.H. 23)

SEYMOUR ST. 10+080

10+040

10+000

2+200 2+240 2+280 2+320 2+360 2+400 2+440 2+480 2+520 2+560

73 HIGH ACCIDENT AREA
72 STRICT ENFORCEMENT ZONE
71 ONLY ONLY ONLY ONLY
70 NO PARKING THIS SIDE R7-13M
77 NO PARKING THIS SIDE R7-13M
81 SPEED LIMIT 30 R2-1
80 NO PARKING THIS SIDE R7-13M
S2-1
87
88 EAST M3-2
89 23 M1-6
74 NO PARKING THIS SIDE R7-13M
75 STOP R1-1
76 STOP R1-1
78 NO PARKING THIS SIDE R7-13M
79 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-5
82 NO PARKING THIS SIDE R7-13M
83 S2-1
84 W JOHNSON ST D3
85 N SEYMOUR ST D3
86 S2-1
294 S2-1

(S) DENOTES SIGNS TO BE REMOVED AND SALVAGED BY THE CITY OF FOND DU LAC PRIOR TO CONSTRUCTION.

WEST JOHNSON ST. (S.T.H. 23)

BELL ST. 21+040 21+020

11+120 11+080 BUTLER ST.

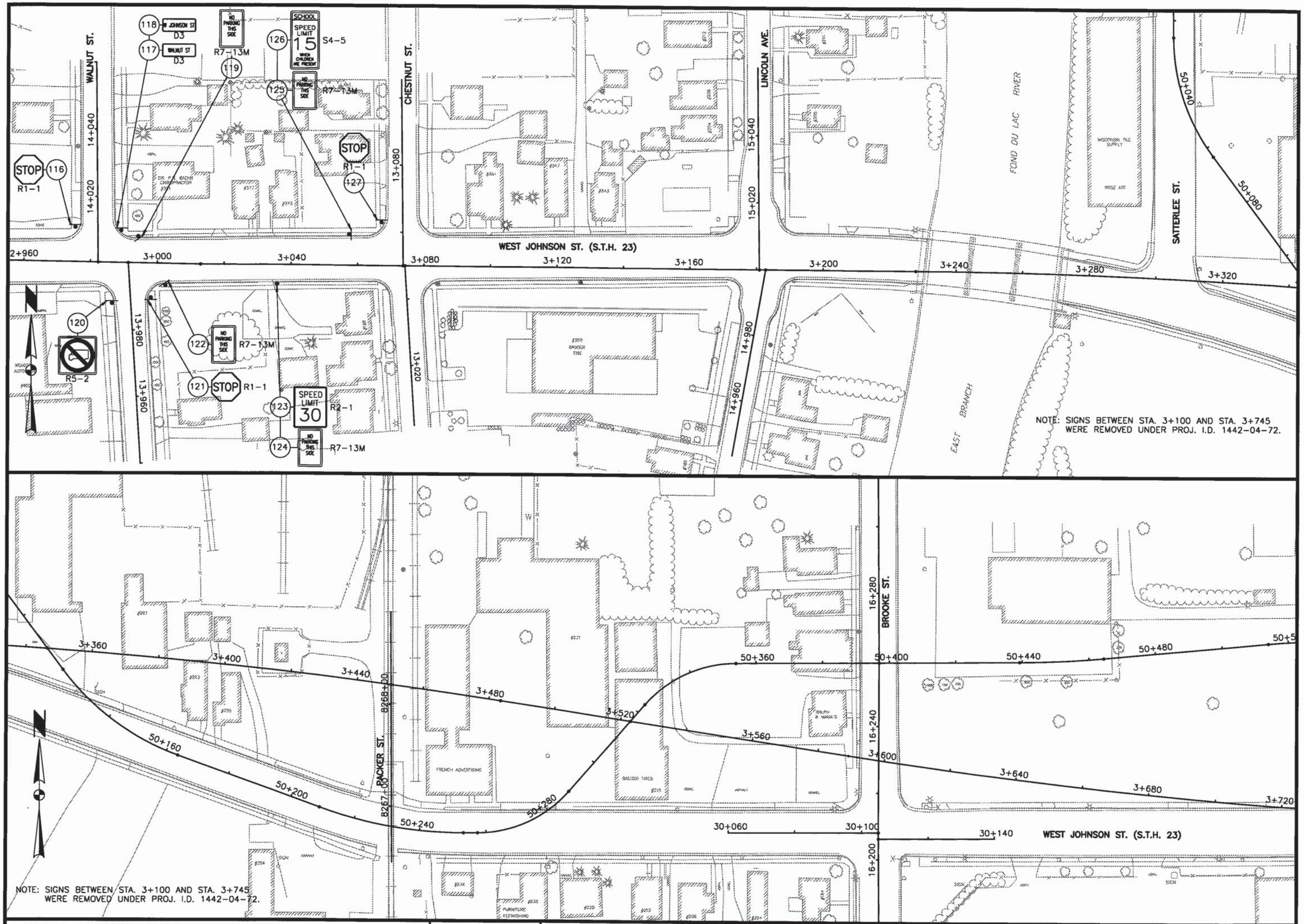
HICKORY ST. 12+040 12+020 12+060

2+600 2+640 2+680 2+720 2+760 2+800 2+840 2+880 2+920 2+960

98 N BELL ST D3
97 W JOHNSON ST D3
96 DEAD END W14-1
95 STOP R1-1
92 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-5
91 NO PARKING THIS SIDE R7-13M
S 7 NORTHWEST MILL SCOTT ST OPERATES MON-SAT 1973 882-2835
101 SPEED LIMIT 30 R2-1
100 NO PARKING THIS SIDE R7-13M
104 NO PARKING THIS SIDE R7-13M
106 N BUTLER ST D3
105 W JOHNSON ST D3
108 NO PARKING THIS SIDE R7-13M
S2-1
111
113 N HICKORY ST D3
112 W JOHNSON ST D3
S2-1
114
90 NO PARKING THIS SIDE R7-13M
93 SPEED LIMIT 30 R2-1
94 NO PARKING THIS SIDE R7-13M
102 NO PARKING THIS SIDE R7-13M
103 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-5
107 STOP R1-1
109 NO PARKING THIS SIDE R7-13M
110 S2-1
115 S2-1

PLOT DATE: Jul 07, 2000 8:23am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\R-SIGN02.DWG

SIGNING REMOVAL PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.82 M



PLOT DATE: Apr 06, 2000 4:06pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\SR-SIGN03.DWG

SIGNING REMOVAL PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.83	M

S DENOTES SIGNS TO BE REMOVED AND SALVAGED BY THE CITY OF FOND DU LAC PRIOR TO CONSTRUCTION.

MILITARY RD.

DOTY ST.

MACY ST.

WEST JOHNSON ST. (S.T.H. 23)

GIDDINGS & LEWIS DRIVEWAY

MAIN ST.

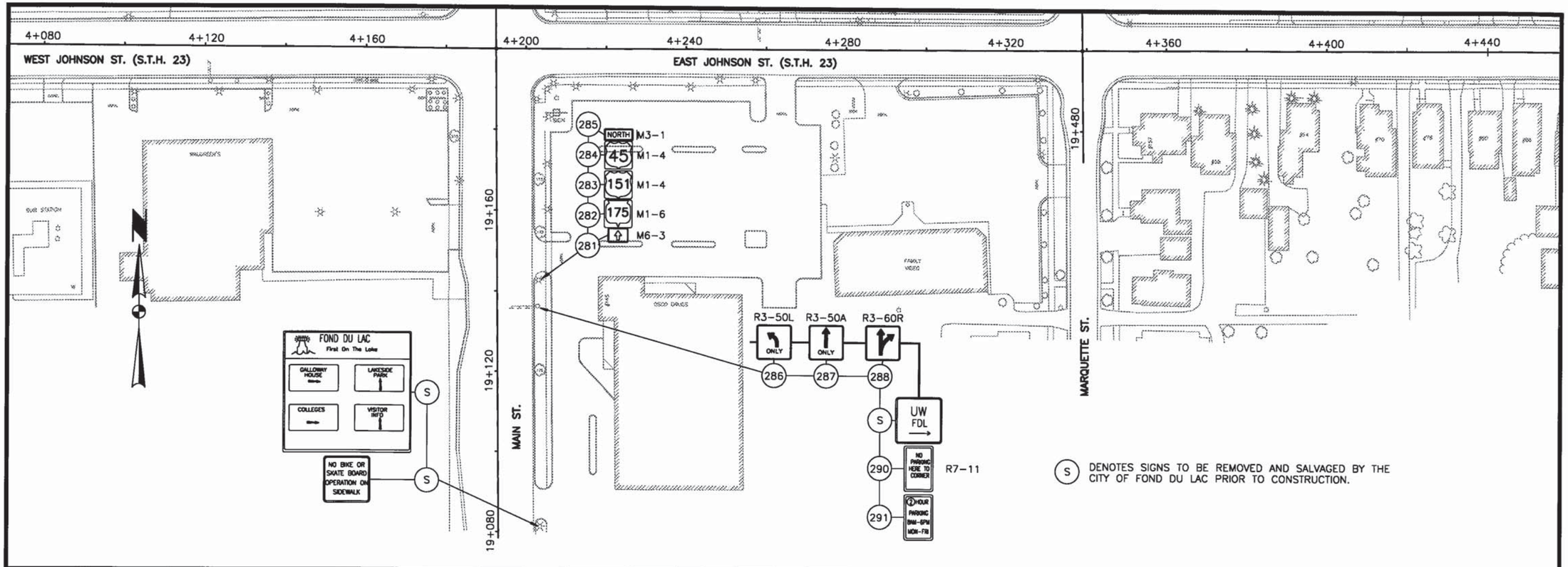
EAST JOHNSON ST. (S.T.H. 23)

MARQUETTE ST.

NOTE: SIGNS BETWEEN STA. 3+100 AND STA. 3+745 WERE REMOVED UNDER PROJ. I.D. 1442-04-72.

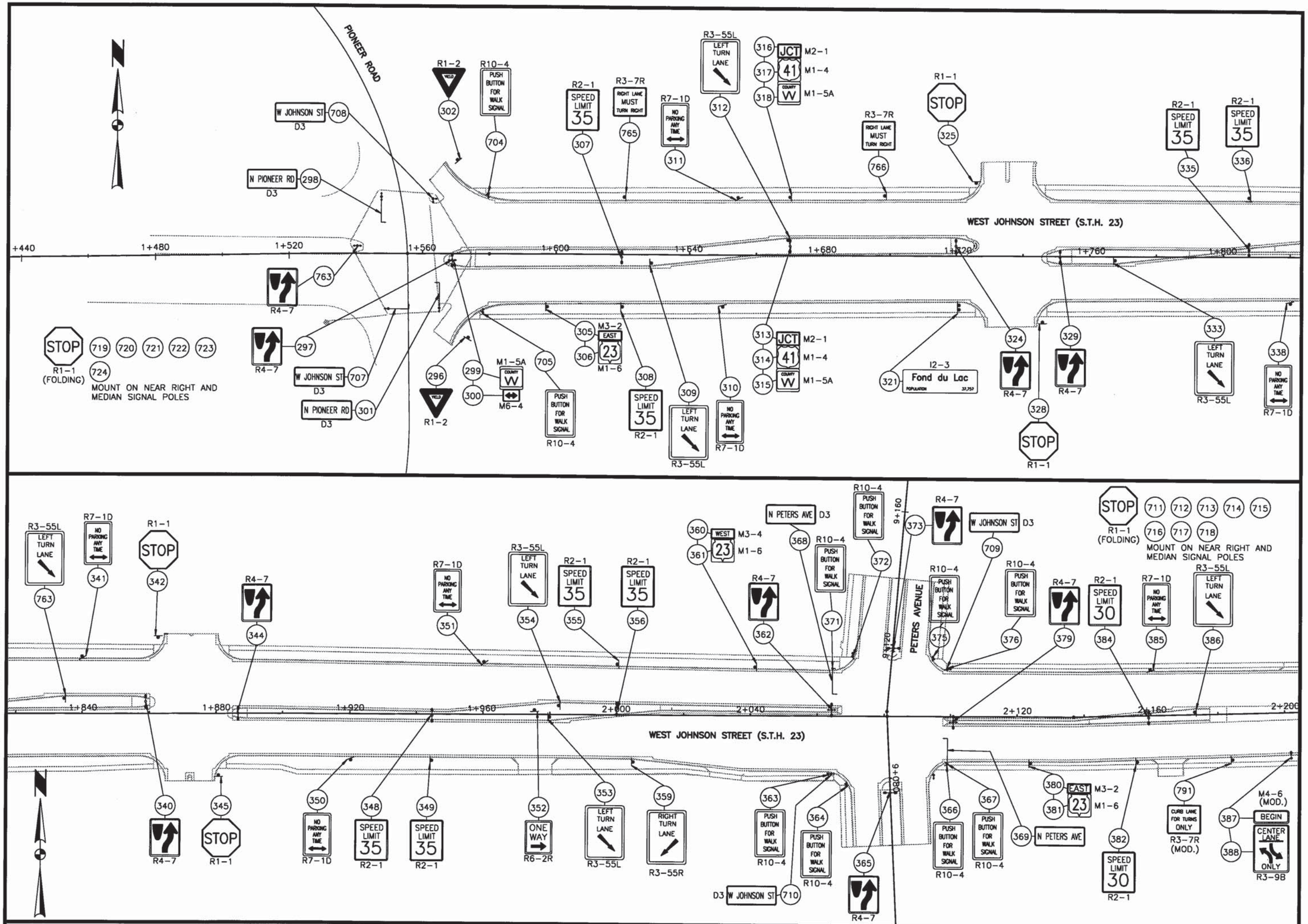
PLOT DATE: Jul 07, 2000 8:22am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS21\R-SIGN04.DWG

SIGNING REMOVAL PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.84	M



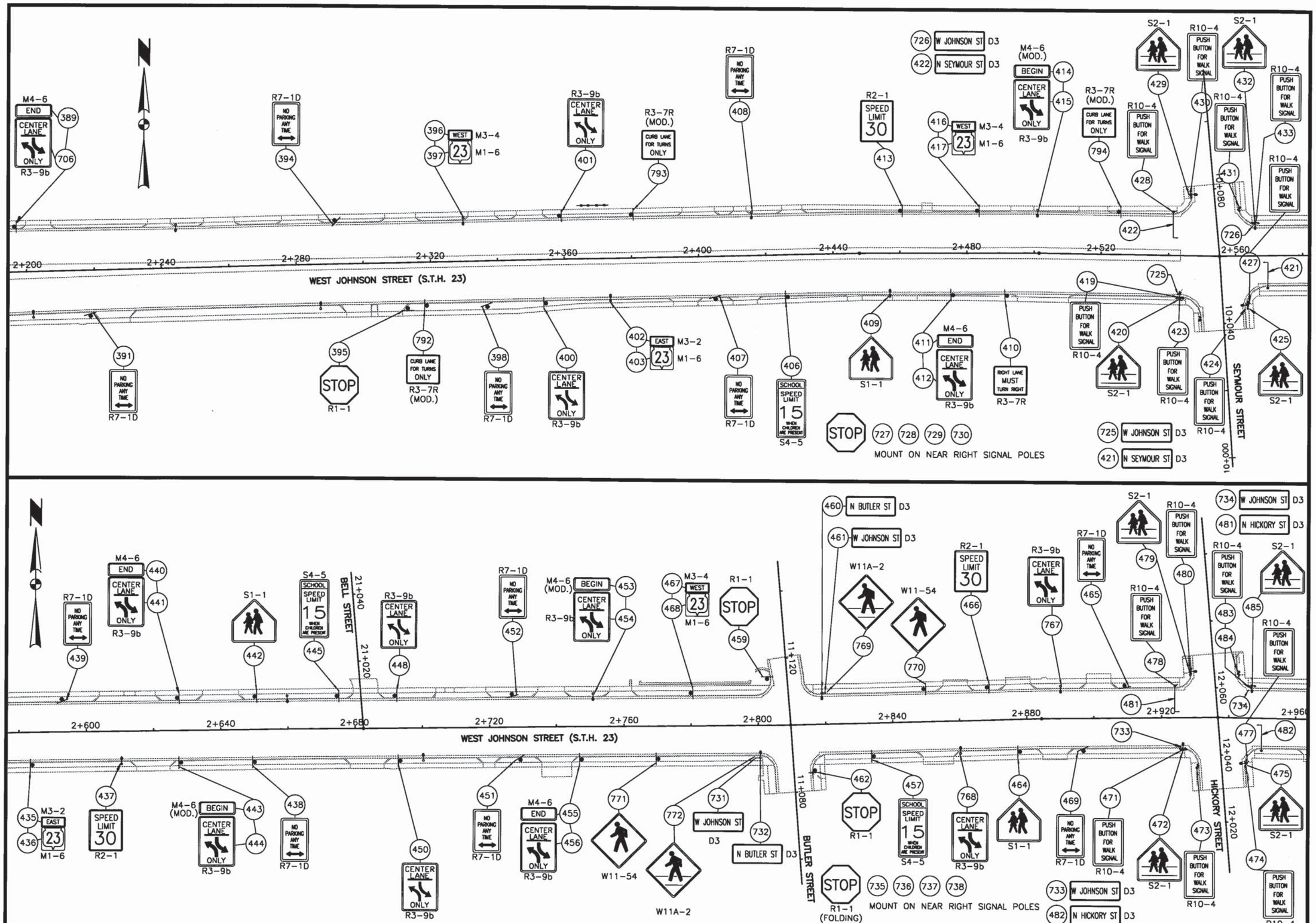
PLOT DATE: Apr 07, 2000 2:1pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\R-SIGN05.DWG

SIGNING REMOVAL PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.85	M



PLOT DATE: Apr 10, 2000 9:27am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PSIGH01.DWG

PERMANENT SIGNING PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.86	M



PERMANENT SIGNING PLAN | SCALE 1:500 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO: 2.87 | M

PLOT DATE: Jul 07, 2000 12:45pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PSIGN02.DWG

PLACE 10 m SOUTH OF ARNDT STREET

PLACE 10 m NORTH OF PORTAGE STREET

WEST JOHNSON STREET (S.T.H. 23)

WALNUT STREET

CHESTNUT STREET

LINCOLN AVENUE

SATTERLEE ST.

PACKER STREET

BROOKE STREET

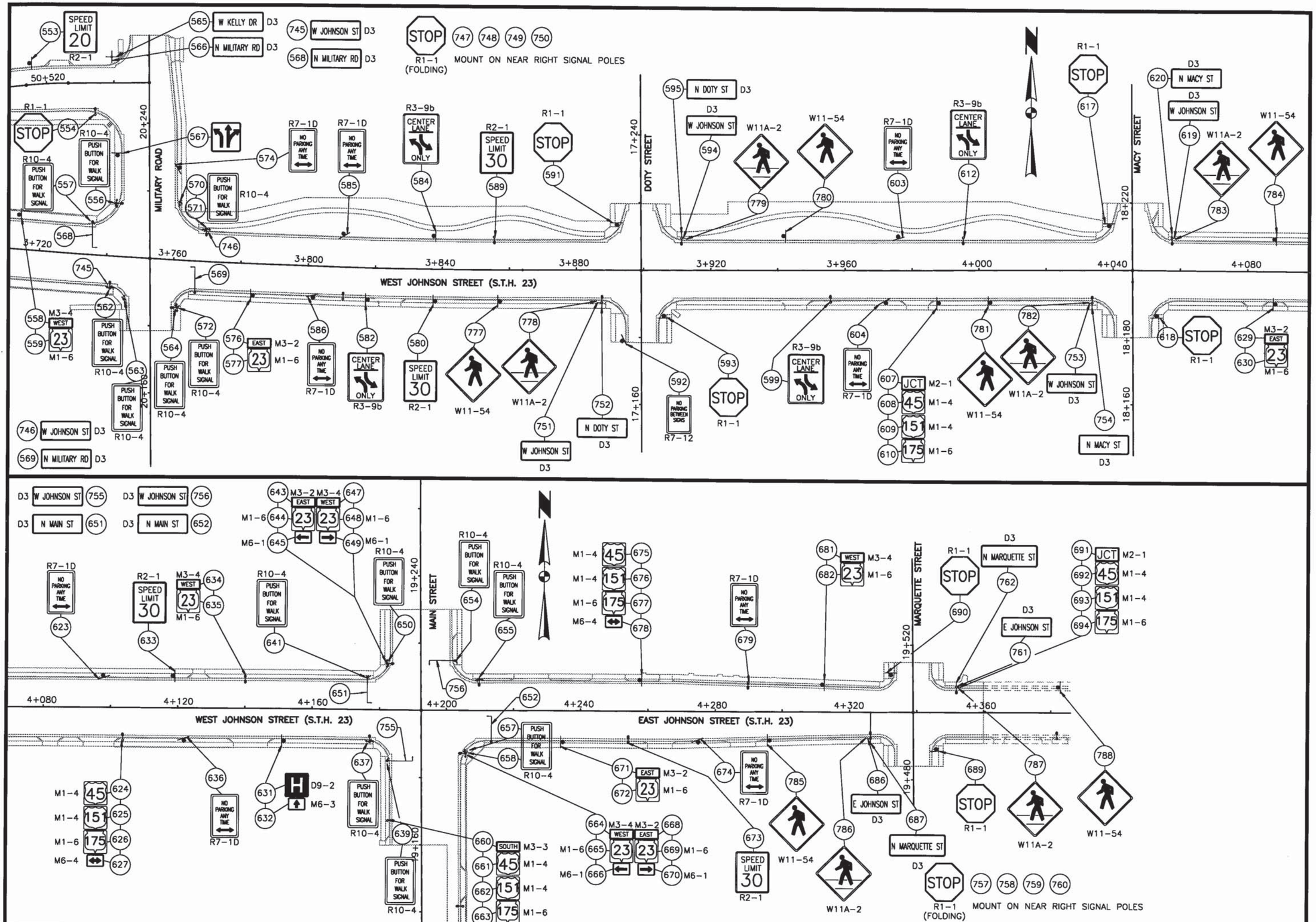
KELLY DRIVE

JOHNSON COURT

SATTERLEE STREET

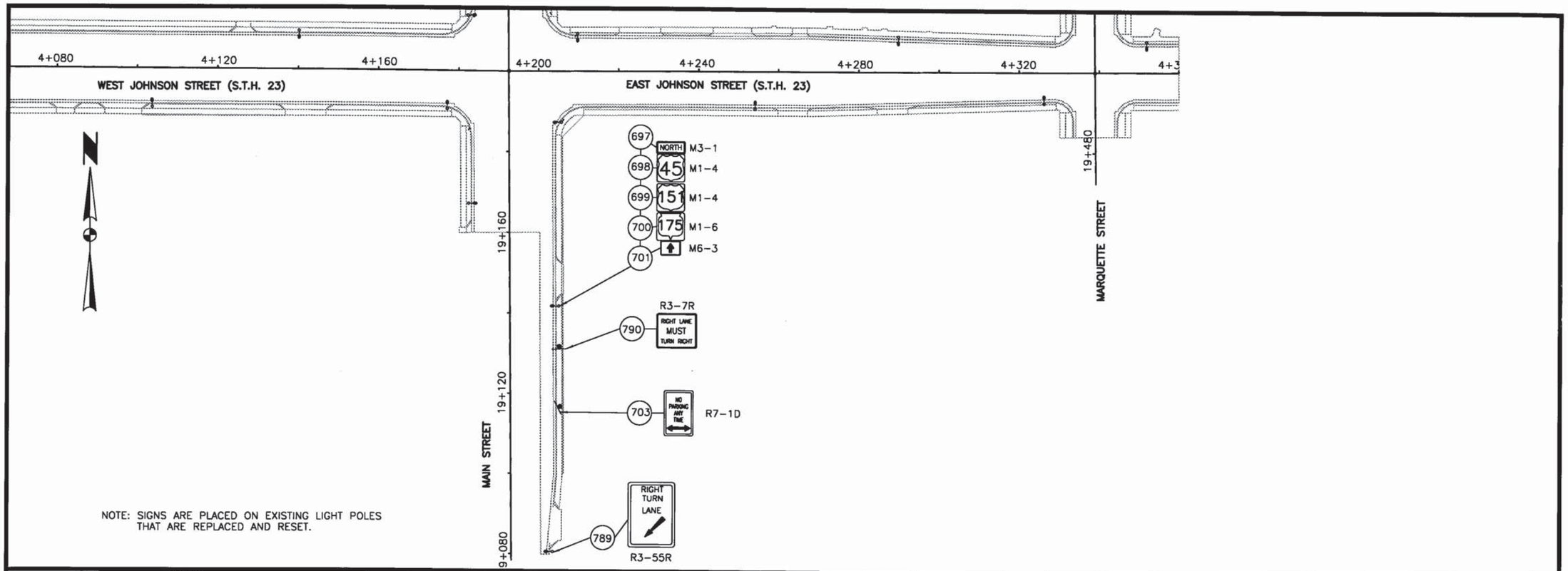
PERMANENT SIGNING PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.88 M

PLOT DATE: Jul 26, 2000 9:57am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\PSIGNO1.DWG



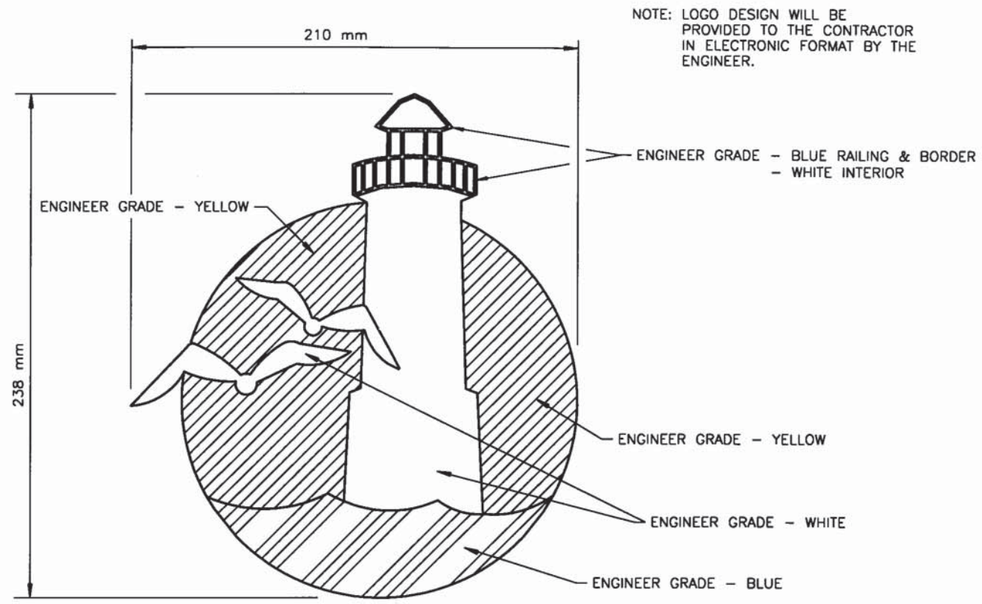
PLOT DATE: Apr 10, 2000 4:36pm DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\PSIGN04.DWG

PERMANENT SIGNING PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.89	M



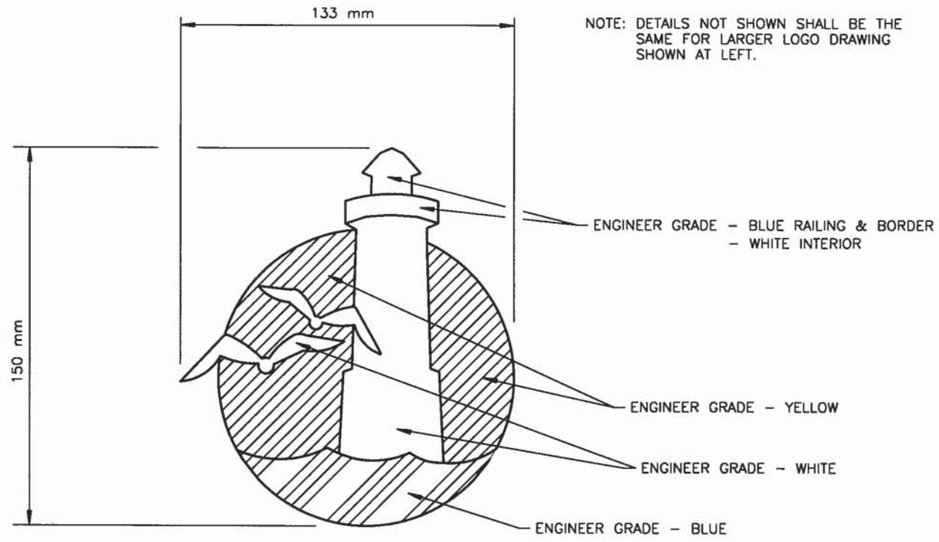
PLOT DATE: Jul 07, 2000 12:42pm DISK FILE NAME: (14.0) P:\JOHNSONJ\CADD\SHEETS2\PSIGN05.DWG

PERMANENT SIGNING PLAN	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.90	M



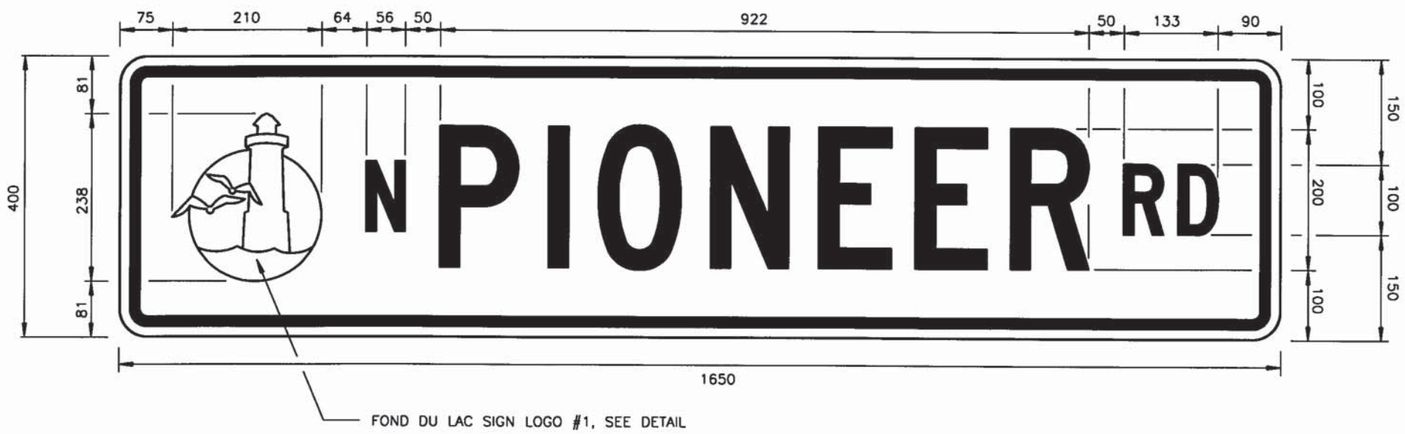
NOTE: LOGO DESIGN WILL BE PROVIDED TO THE CONTRACTOR IN ELECTRONIC FORMAT BY THE ENGINEER.

FOND DU LAC SIGN LOGO #1 DETAIL
NTS



NOTE: DETAILS NOT SHOWN SHALL BE THE SAME FOR LARGER LOGO DRAWING SHOWN AT LEFT.

FOND DU LAC SIGN LOGO #2 DETAIL
NTS

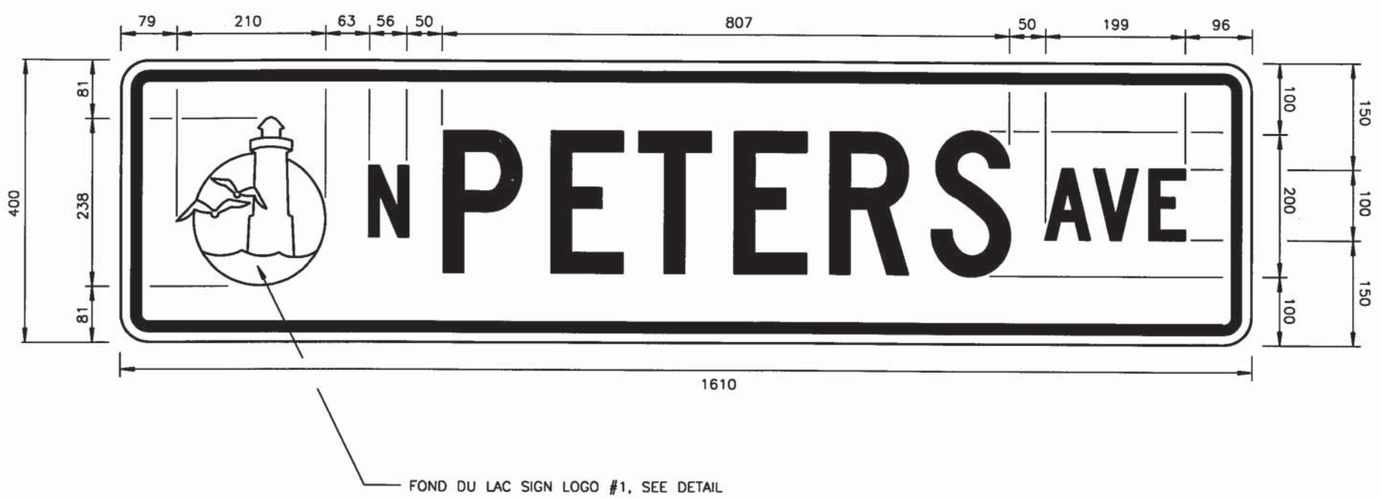


SIGN NUMBER	298, 301
WIDTH x HGHT.	1650 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

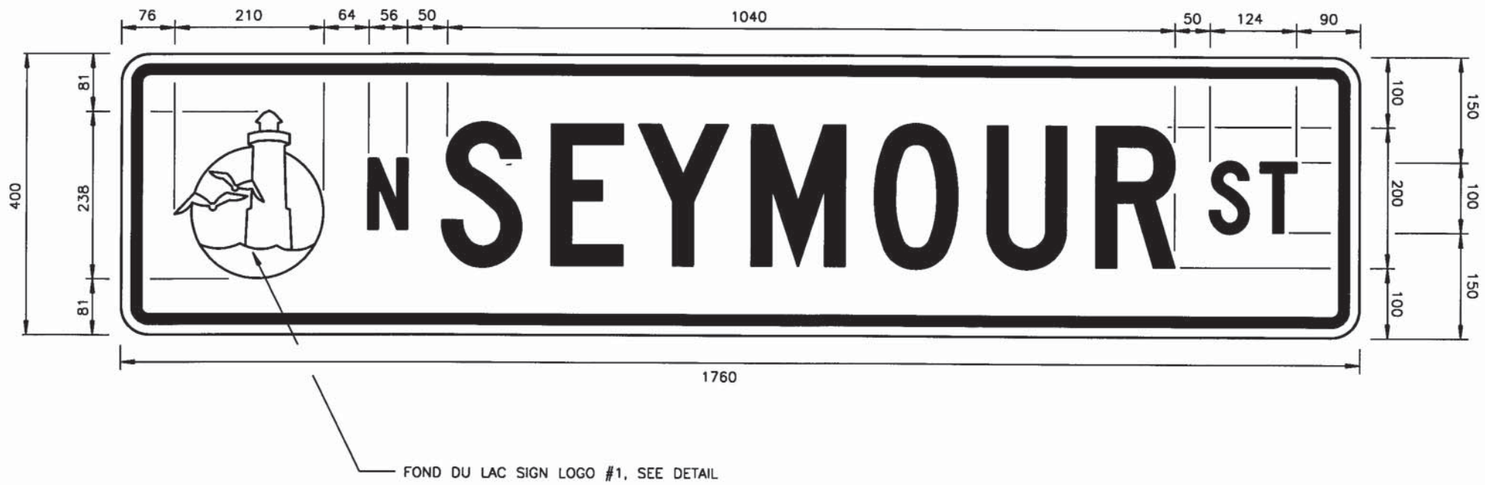
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: P:\JOHNSONJ\CADD\SHEETS2\STREETDET-01

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.91 M



SIGN NUMBER	368, 369
WIDTH x HGHT.	1610 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

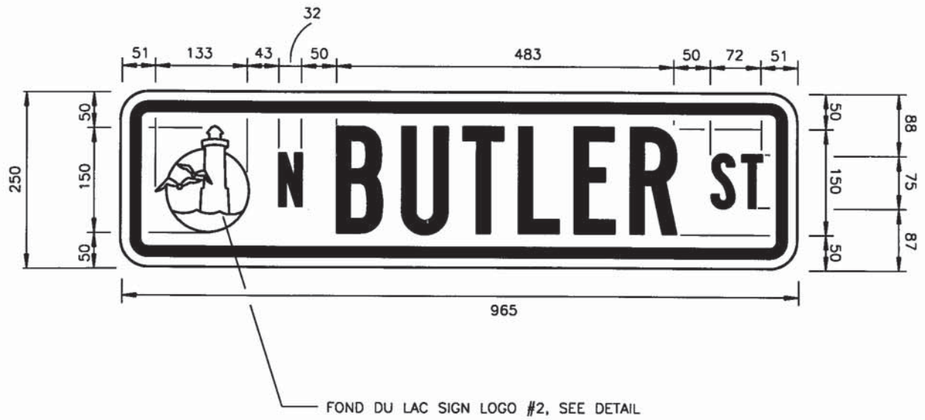


SIGN NUMBER	421, 422
WIDTH x HGHT.	1760 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

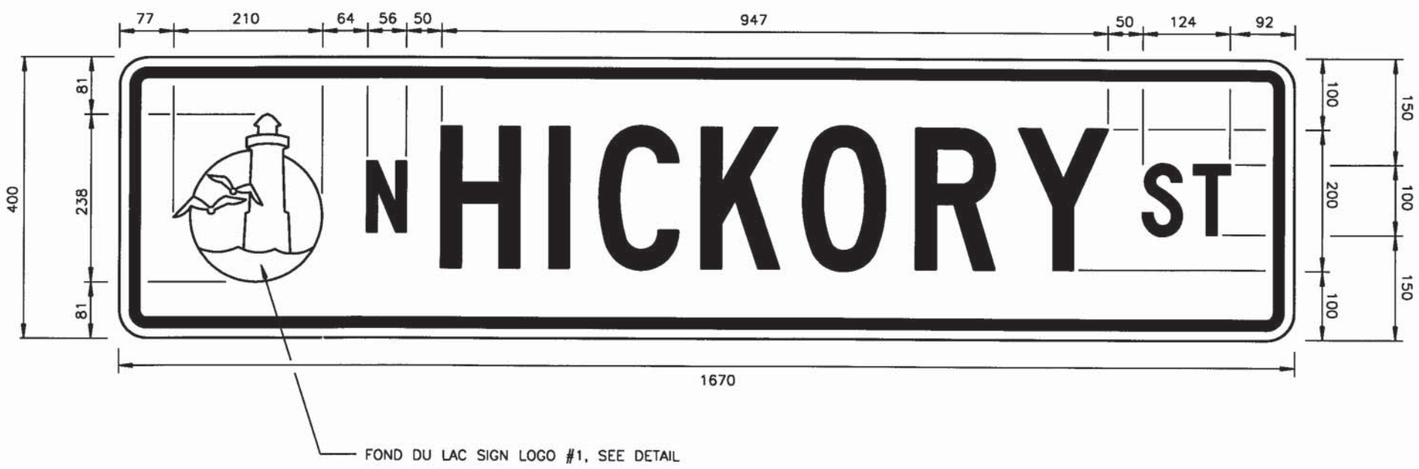
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-02

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.92 M



SIGN NUMBER	460, 732
WIDTH x HGHT.	965 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKETS 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

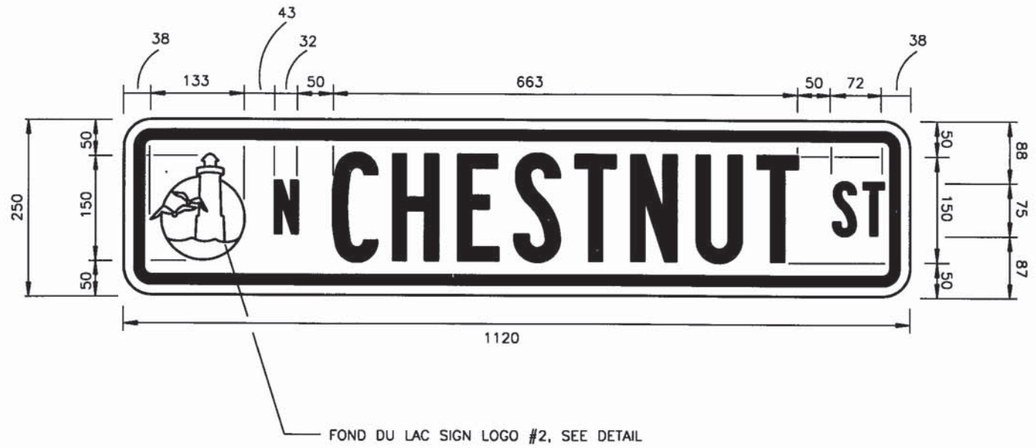


SIGN NUMBER	481, 482
WIDTH x HGHT.	1670 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

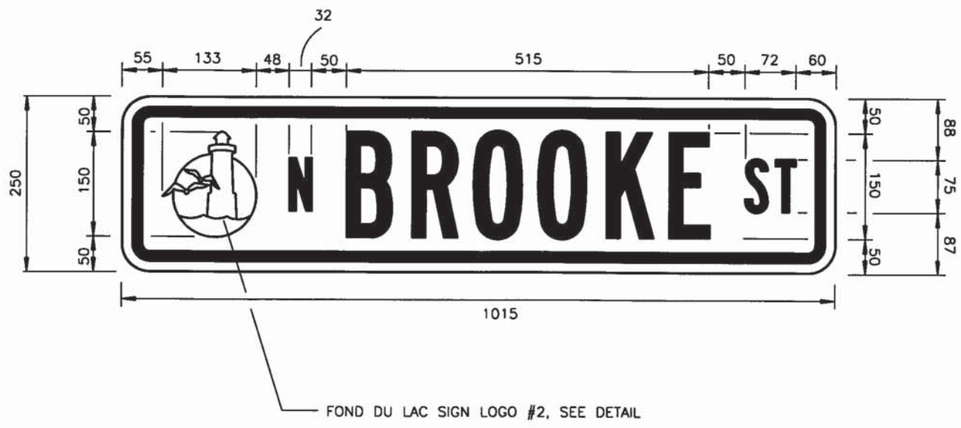
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-03

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.93 M



SIGN NUMBER	504, 740
WIDTH x HGHT.	1120 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES



SIGN NUMBER	539, 540, 543, 741
WIDTH x HGHT.	1015 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

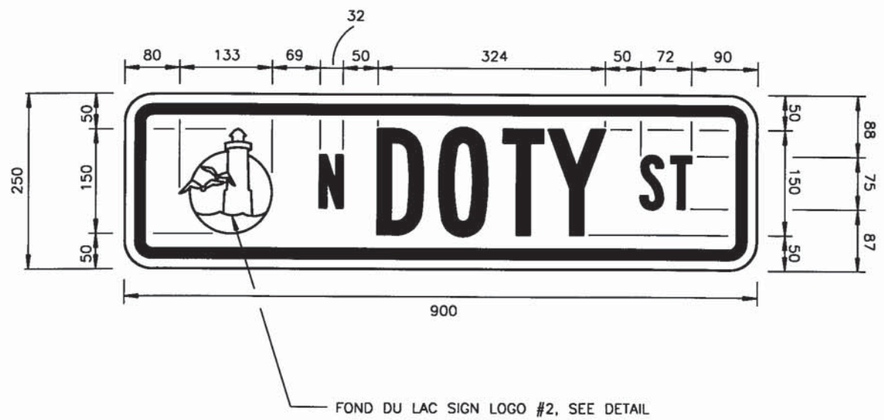
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\SHEETS2\STREETDET-04

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.94 M



SIGN NUMBER	568, 569
WIDTH x HGHT.	1720 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

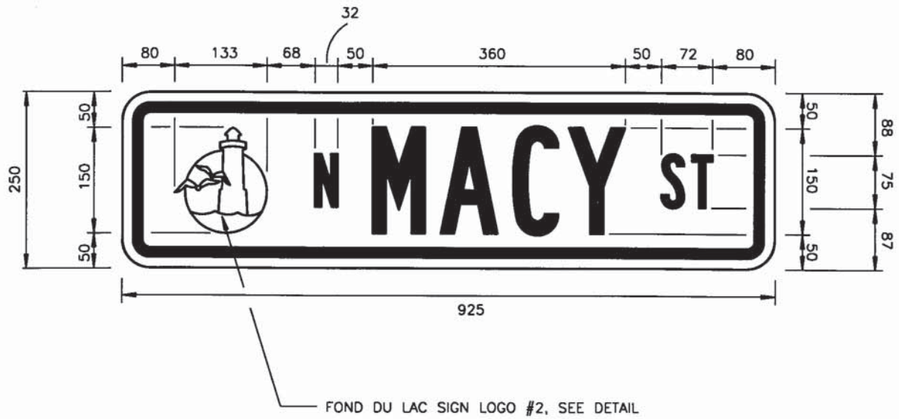
NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE



SIGN NUMBER	595, 752
WIDTH x HGHT.	900 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

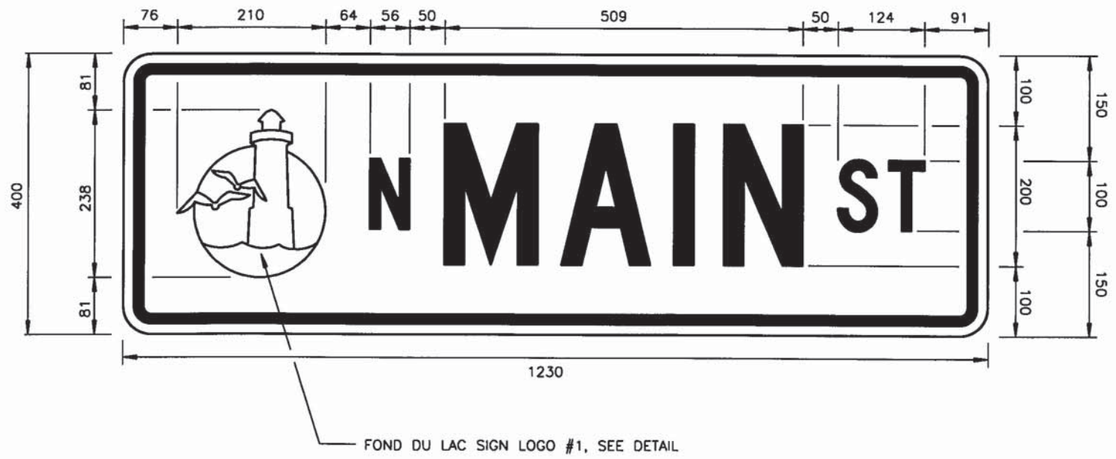
NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSONJ\CADD\SHEETS2\STREETDET-05



SIGN NUMBER	620, 754
WIDTH x HGHT.	925 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

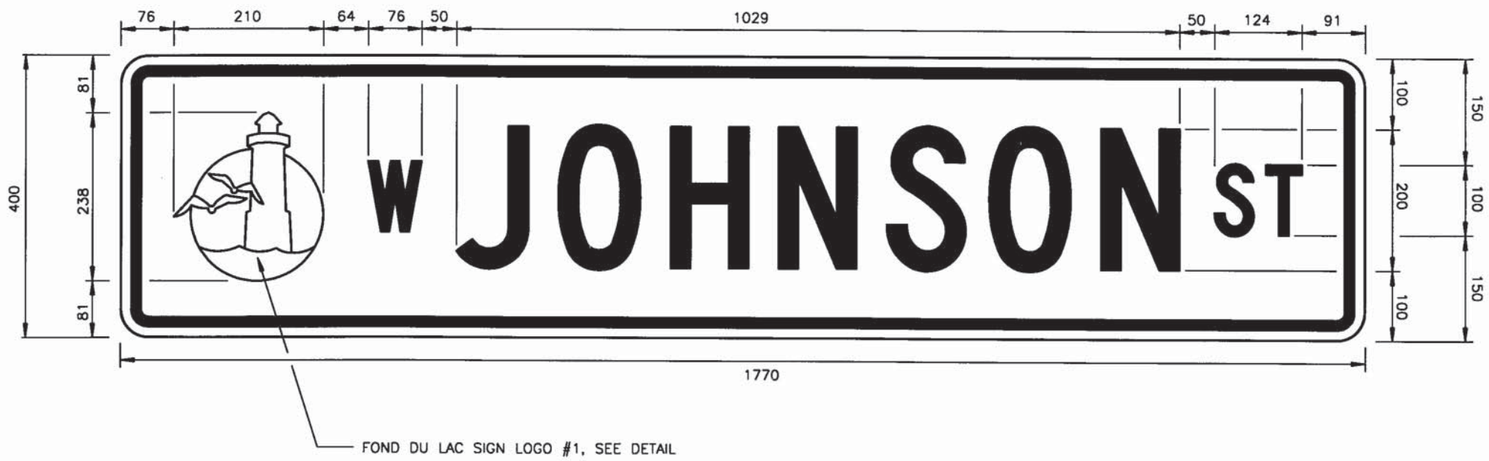


SIGN NUMBER	651, 652
WIDTH x HGHT.	1230 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

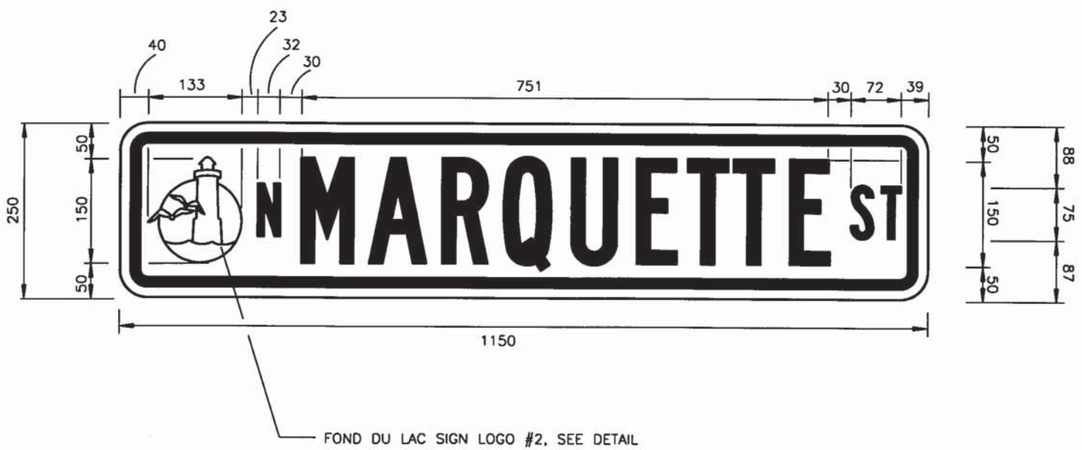
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-06

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.96 M



SIGN NUMBER	707, 755, 756
WIDTH x HGHT.	1770 mm x 400 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	MAST ARM MOUNT
	LARGE FRAME
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: C, ALL CAPS, 200 mm, 100 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE ONE SIDE

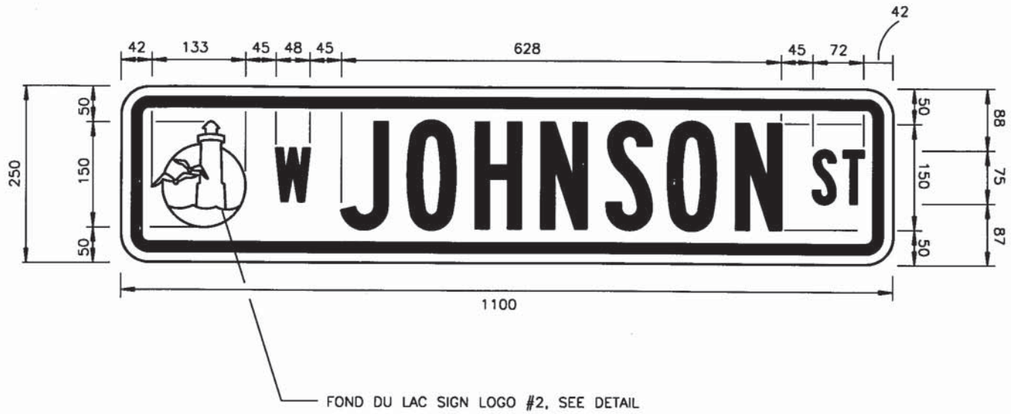


SIGN NUMBER	687, 762
WIDTH x HGHT.	1150 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

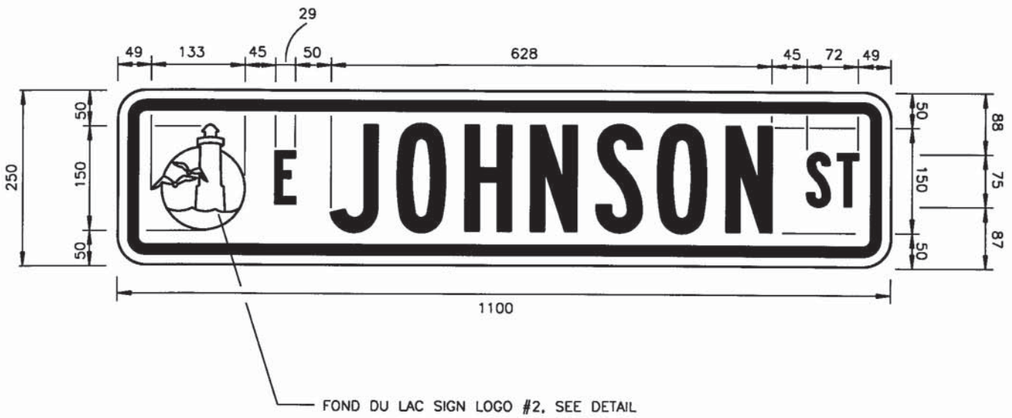
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-07

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.97 M



SIGN NUMBER	461, 505, 594, 619, 708, 709, 710, 725, 726
	731, 733, 734, 739, 745, 746, 751, 753
WIDTH x HGHT.	1100 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

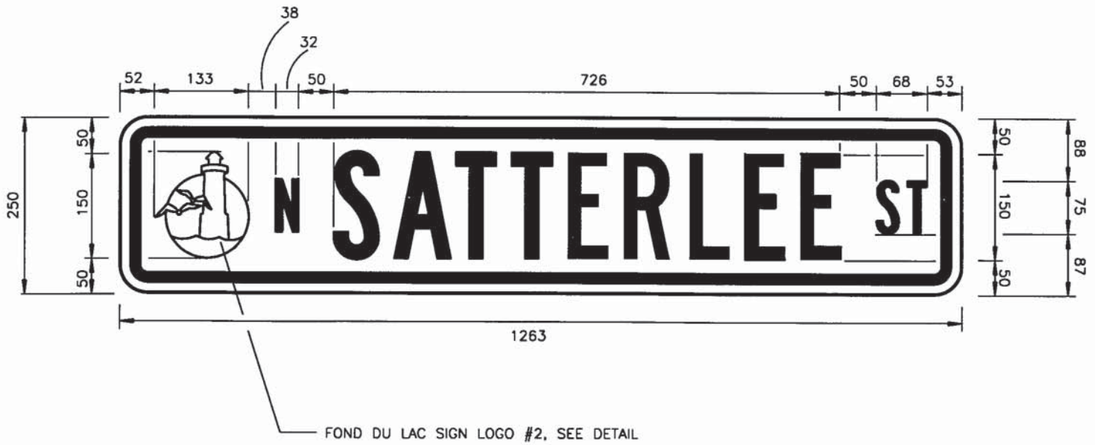


SIGN NUMBER	686, 761
WIDTH x HGHT.	1100 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

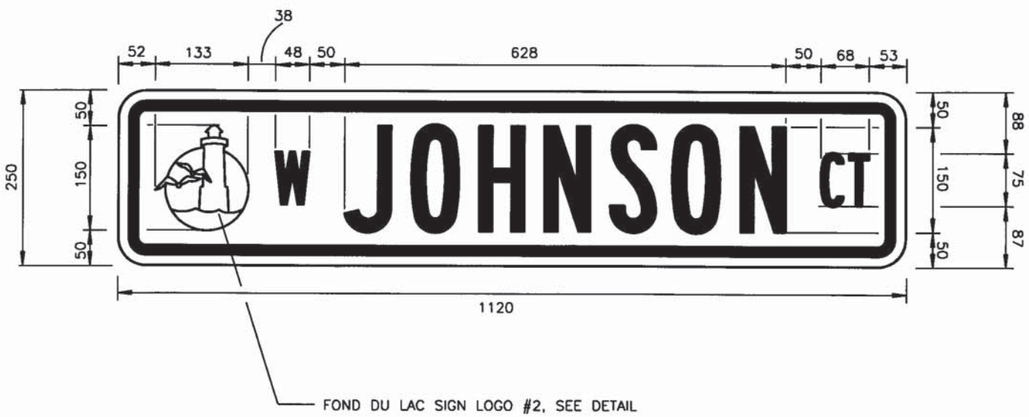
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-08

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.98 M



SIGN NUMBER	742
WIDTH x HGHT.	1263 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

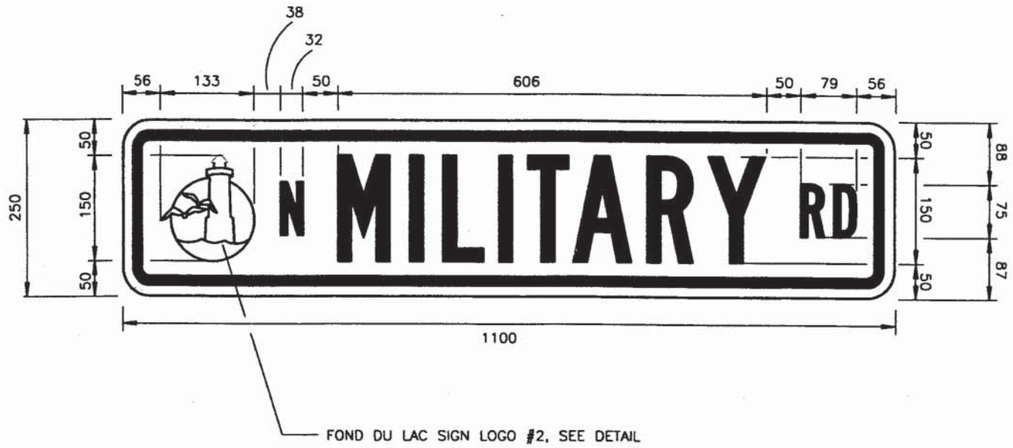


SIGN NUMBER	743
WIDTH x HGHT.	1120 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

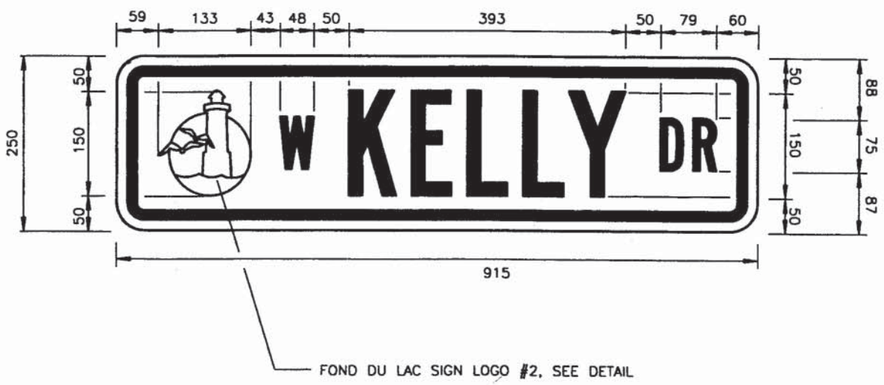
PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\STREETDET-09

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2,99 M



SIGN NUMBER	566
WIDTH x HGHT.	1100 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	STEEL POST
	CROSS BRACKET W/ 565
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES



SIGN NUMBER	542, 565
WIDTH x HGHT.	915 mm x 250 mm
BORDER WIDTH	15 mm
CORNER RADIUS	25 mm
MOUNTING	LIGHT POLE MOUNT
	WING BRACKET 535 mm BOLT TO POLE
BACKGROUND	TYPE: ENG. GRADE
	COLOR: GREEN
LETTER SERIES	TYPE: B, ALL CAPS, 150 mm, 75 mm
	COLOR: WHITE
BORDER	TYPE: ENG. GRADE
	COLOR: WHITE

NOTE: ALL DIMENSIONS ARE IN MILLIMETERS
MESSAGE BOTH SIDES

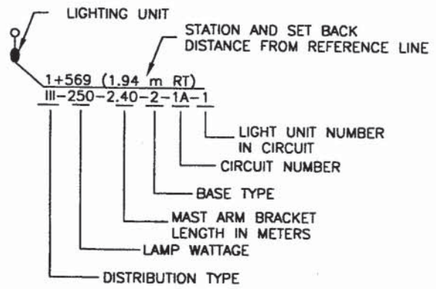
565
566 STEEL POLE MOUNTED CROSS BRACKET

PLOT DATE: Jul 01, 2000 9:39am DISK FILE NAME: (14.0) P:\JOHNSONJ\CADD\SHEETS2\STREETDET-10

PERMANENT SIGNING DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.100 M

LEGEND:

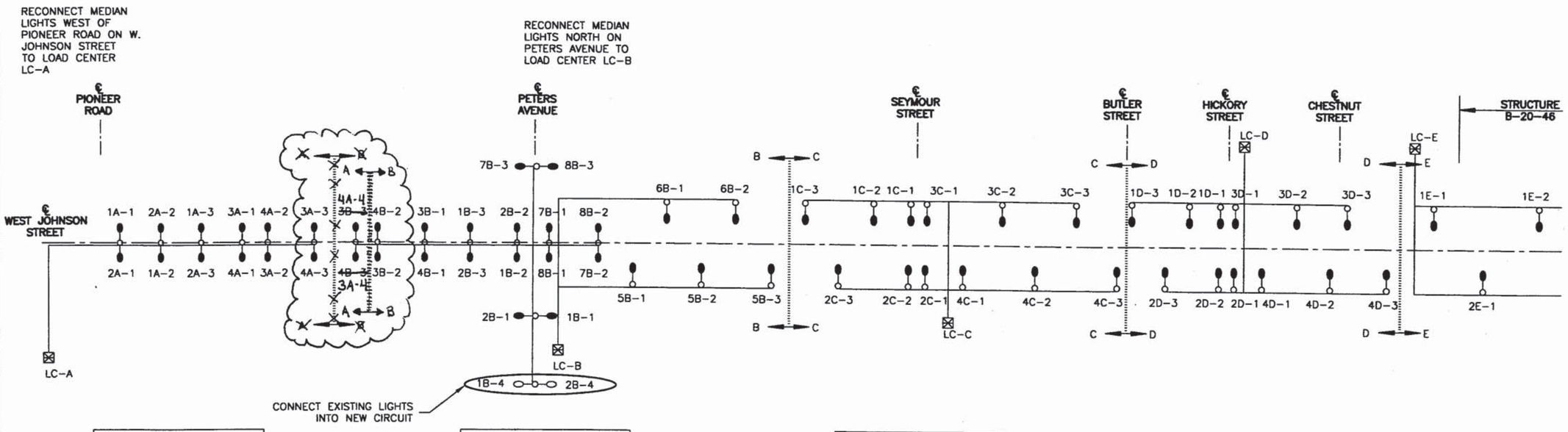
- LIGHTING UNIT: BLACK ANODIZED POLE, 250 W LUMINAIRE(S) W/PHOTOCELL, LUMINAIRE ARM, TRANSFORMER BASE, CONCRETE BASE
- EXISTING LUMINAIRE
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- METALLIC CONDUT, 27 mm
- PULL BOX, STEEL, GROUNDED, 600 x 900 mm
- PULL BOX, STEEL, 450 x 900 mm
- 150 W UNDERDECK LUMINAIRE
- UD WALL MOUNTED UNDERDECK LUMINAIRE
- EB EXISTING LIGHT BASE
- ⊠ LC-A LIGHTING CIRCUIT BREAKER LOAD CENTER



LIGHTING UNIT CODE

GENERAL LIGHTING NOTES

1. LIGHTING CIRCUIT BREAKER LOAD CENTERS A,B,C,D,F, AND G SHALL BE MOUNTED TO THE SIDES OF THE RESPECTIVE TRAFFIC SIGNAL CONTROLLERS. LIGHTING CIRCUIT BREAKER LOAD CENTERS E AND H SHALL BE MOUNTED TO POWER POLES AS SHOWN IN THE PLANS.
2. STREET LIGHTING SERVICES SHALL BE UNMETERED.
3. LP⊕3+252, LP⊕3+321, LP⊕3+391, LP⊕3+461, LP⊕3+531, LP⊕3+600, LP⊕3+638, AND LP⊕3+690 LOCATED ON BRIDGE ARE TO BE MOUNTED ON BLISTERS TO BE CONSTRUCTED UNDER PROJECT I.D. 1442-04-72.
4. ALL CONDUIT FROM BASES TO PULL BOXES SHALL BE 50 mm UNLESS OTHERWISE NOTED.
5. ALL CONDUIT SHALL BE PLACED BETWEEN BACK OF CURB AND INSIDE EDGE OF WALK UNLESS OTHERWISE NOTED.
6. ADDITIONAL CIRCUIT BREAKERS PROVIDED IN LOAD CENTERS ARE TO BE USED TO CONNECT EXISTING OR FUTURE STREET LIGHTING CIRCUITS.



LOAD CENTER A		
CIRCUIT	COLOR	GUAGE
1,3	RED	#6
2,4	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

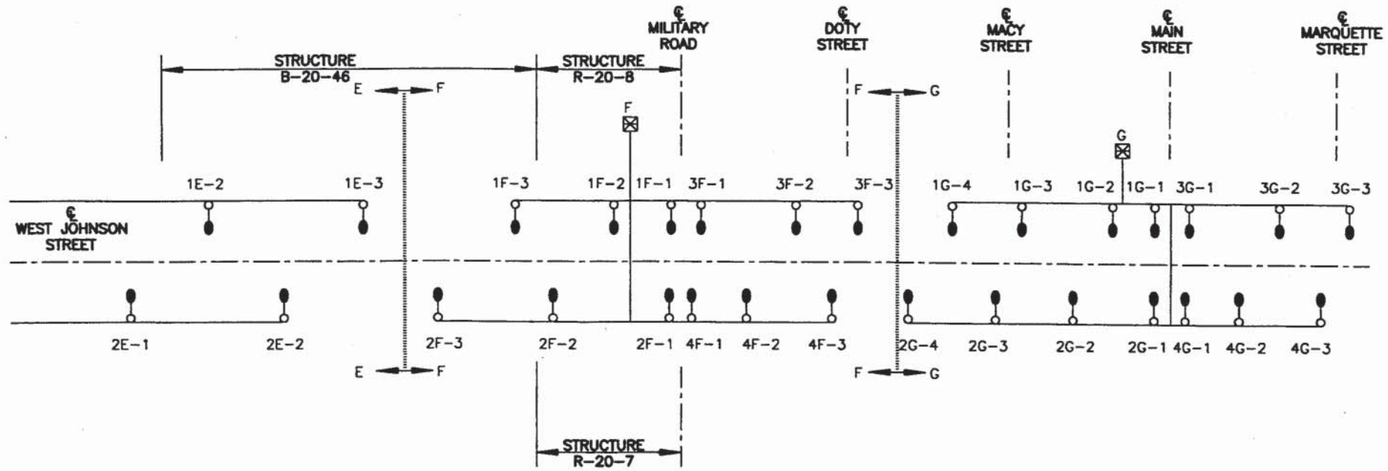
LOAD CENTER B		
CIRCUIT	COLOR	GUAGE
1,3,5,7	RED	#6
2,4,6,8	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

LOAD CENTER C		
CIRCUIT	COLOR	GUAGE
1,3	RED	#6
2,4	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

LOAD CENTER D		
CIRCUIT	COLOR	GUAGE
1,3	RED	#6
2,4	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

LOAD CENTER E		
CIRCUIT	COLOR	GUAGE
1	RED	#6
2	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

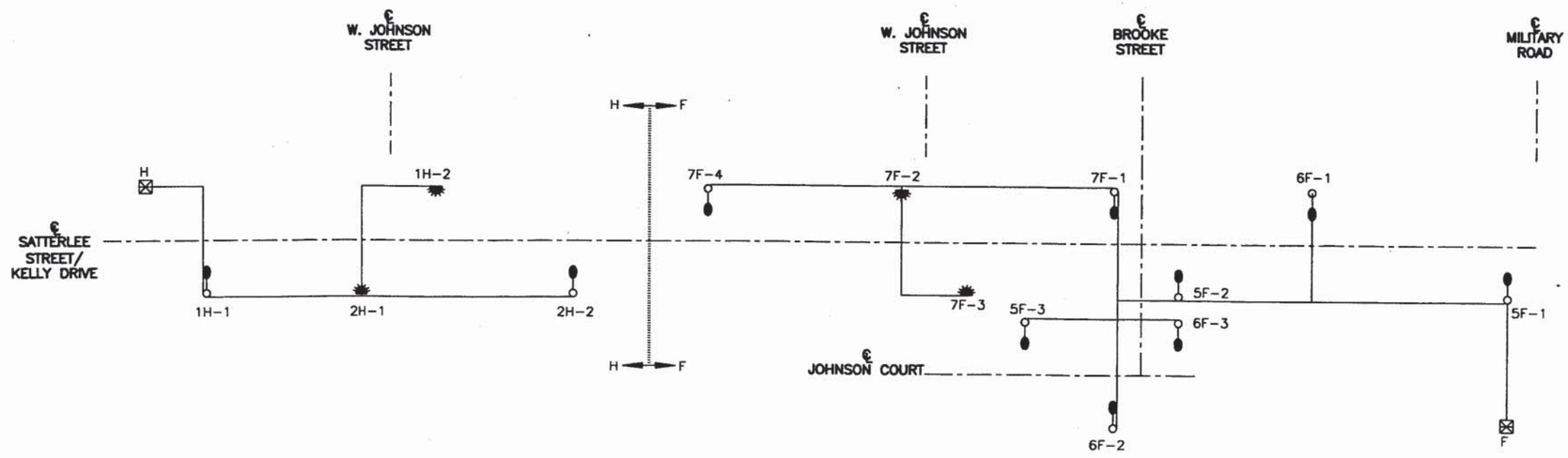
FIELD WIRING DIAGRAM	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO. 1442-04-70	SHEET NO: 2.101	M



LOAD CENTER F		
CIRCUIT	COLOR	GUAGE
1,3,5,7	RED	#6
2,4,6	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

LOAD CENTER G		
CIRCUIT	COLOR	GUAGE
1,3	RED	#6
2,4	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		

LOAD CENTER H		
CIRCUIT	COLOR	GUAGE
1	RED	#6
2	BLACK	#6
NEUTRAL	WHITE	#6
GROUND	BARE	#8
120/240V ISOLATED NEUTRAL		
100 AMP SERVICE		
12 CIRCUITS		



FIELD WIRING DIAGRAM	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO. 1442-04-70	SHEET NO: 2.102 M

NOTES

COMMUNNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

EXISTING CONTROLLER BASE AND CABINET TO REMAIN; NEW INTERNAL COMPONENTS TO BE FURNISHED BY CONTRACTOR.

EXISTING STREET LIGHTING ON WEST JOHNSON STREET WEST OF PIONEER ROAD SHALL BE CONNECTED TO CIRCUIT BREAKER LOAD CENTER "A".

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "A" SHALL BE MOUNTED ON THE EXISTING TRAFFIC SIGNAL CONTROL CABINET.

PIONEER RD

PB

1+569 (1.94 m RT)
III-250-2.40-2-1A-1

REPLACED EXPB1

EXPB1

1+560

PB1A

1+600

PB6A

PB1COM

CONSTRUCT NEW PULLBOX OVER EXISTING CONDUIT

1+569 (1.94 m RT)
III-250-2.40-2-2A-1

PB4A

CIRCUIT BREAKER LOAD CENTER "A"

PB5A

~~PB1COM~~

PB5A

CONDUIT, SPECIAL, 78 mm

1+620 (0.78 m RT)
III-250-2.40-2-2A-2

PB2A

1+640

PB2A

PB2COM

1+620 (0.78 m RT)
III-250-2.40-2-1A-2

WEST JOHNSON ST (S.T.H. 23)

1+670 (2.77 m LT)
III-250-2.40-2-1A-3

PB3A

1+720 (2.98 m LT)
III-250-2.40-2-3A-1

PB8A

1+680

PB3COM

1+670 (2.77 m LT)
III-250-2.40-2-2A-3

1+720 (2.98 m LT)
III-250-2.40-2-4A-1

~~PB2COM~~

~~PB3COM~~

THIS CONDUIT WAS MOVED TO SOUTH SIDE OF MEDIAN.
50 mm CONDUIT, TO BE USED FOR COMMUNICATION CABLE (TYP.)

WEST MALL ENTRANCE

FUTURE SIGNALIZED INTERSECTION.
SEE ATTACHED SHEET 2.103R

EAST MALL ENTRANCE

1+720 (2.98 m LT)
III-250-2.40-2-3A-1

1+751 (0.23 m RT)
III-250-2.40-2-4A-2

1+808 (2.10 m RT)
III-250-2.40-2-3A-3

1+859 (3.58 m LT)
III-250-2.40-2-~~3B-3~~ 4A-4

PB6COM

~~PB3L~~

PB1L

1+720

PB2L

1+760

1+800

1+840

1+880

~~PB4C~~

PB5COM

PB2Z

1+720 (2.98 m LT)
III-250-2.40-2-4A-1

WEST JOHNSON ST (S.T.H. 23)

1+751 (0.23 m RT)
III-250-2.40-2-3A-2

1+808 (2.10 m RT)
III-250-2.40-2-4A-3

1+859 (3.58 m LT)
III-250-2.40-2-~~4B-3~~ 3A-4

~~PB4COM~~

~~PB5COM~~

~~PB6COM~~

THIS CONDUIT WAS MOVED TO SOUTH SIDE OF MEDIAN.
50 mm CONDUIT, TO BE USED FOR COMMUNICATION CABLE (TYP.)

LIGHTING PLAN – STA. 1+563 TO STA. 1+880	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.103 M

PLOT DATE: Apr 19, 2000 10:37am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\LIGHT01.DWG

R 12-8-00

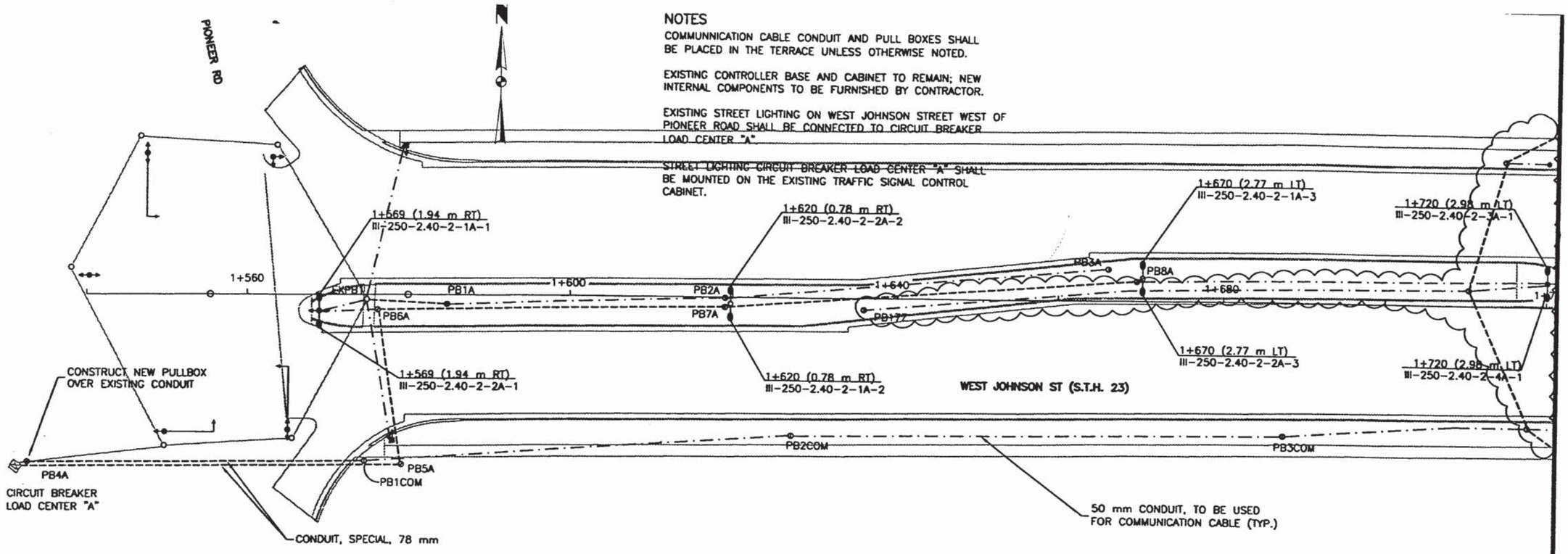
NOTES

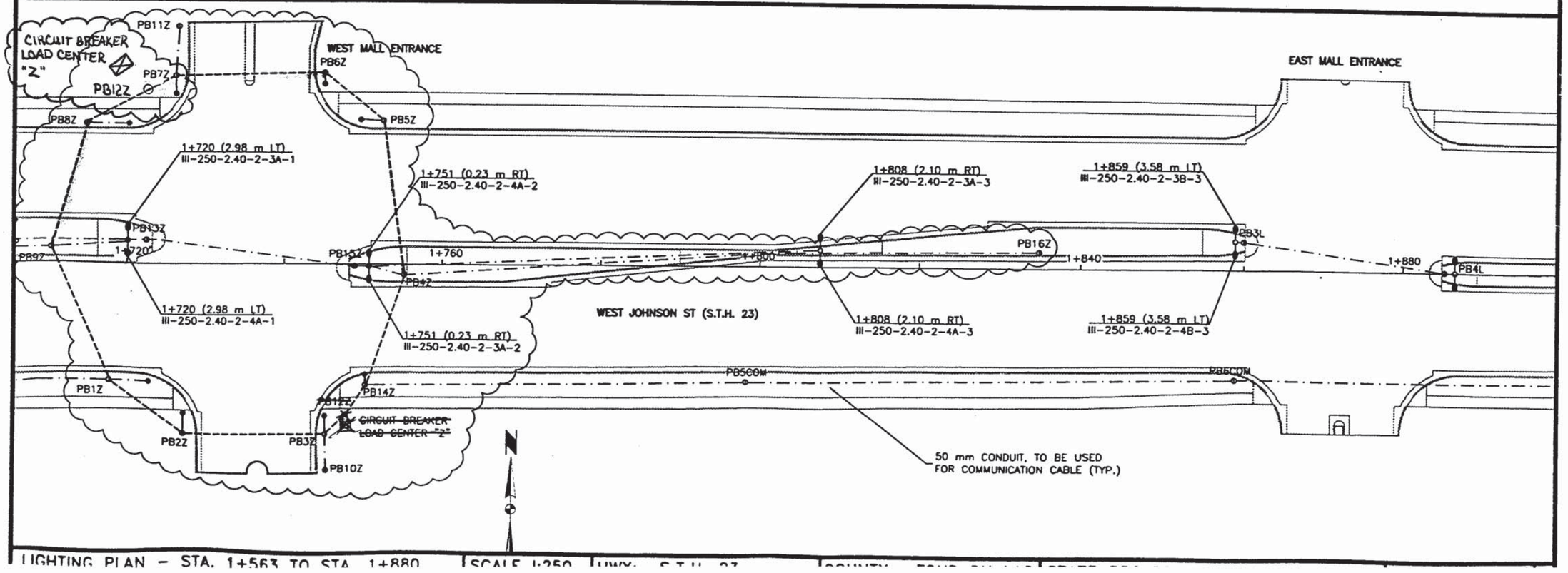
COMMUNNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

EXISTING CONTROLLER BASE AND CABINET TO REMAIN; NEW INTERNAL COMPONENTS TO BE FURNISHED BY CONTRACTOR.

EXISTING STREET LIGHTING ON WEST JOHNSON STREET WEST OF PIONEER ROAD SHALL BE CONNECTED TO CIRCUIT BREAKER LOAD CENTER "A".

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "A" SHALL BE MOUNTED ON THE EXISTING TRAFFIC SIGNAL CONTROL CABINET.





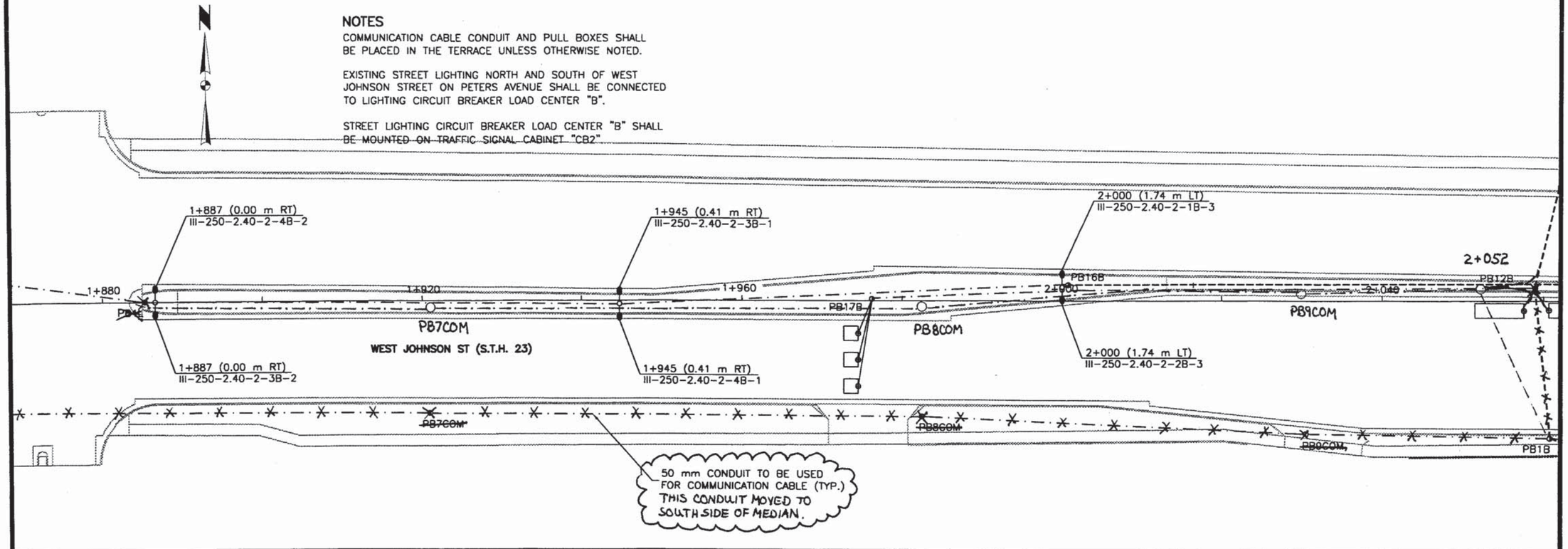
LIGHTING PLAN – STA. 1+563 TO STA. 1+880 | SCALE 1:250 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE: WIS.

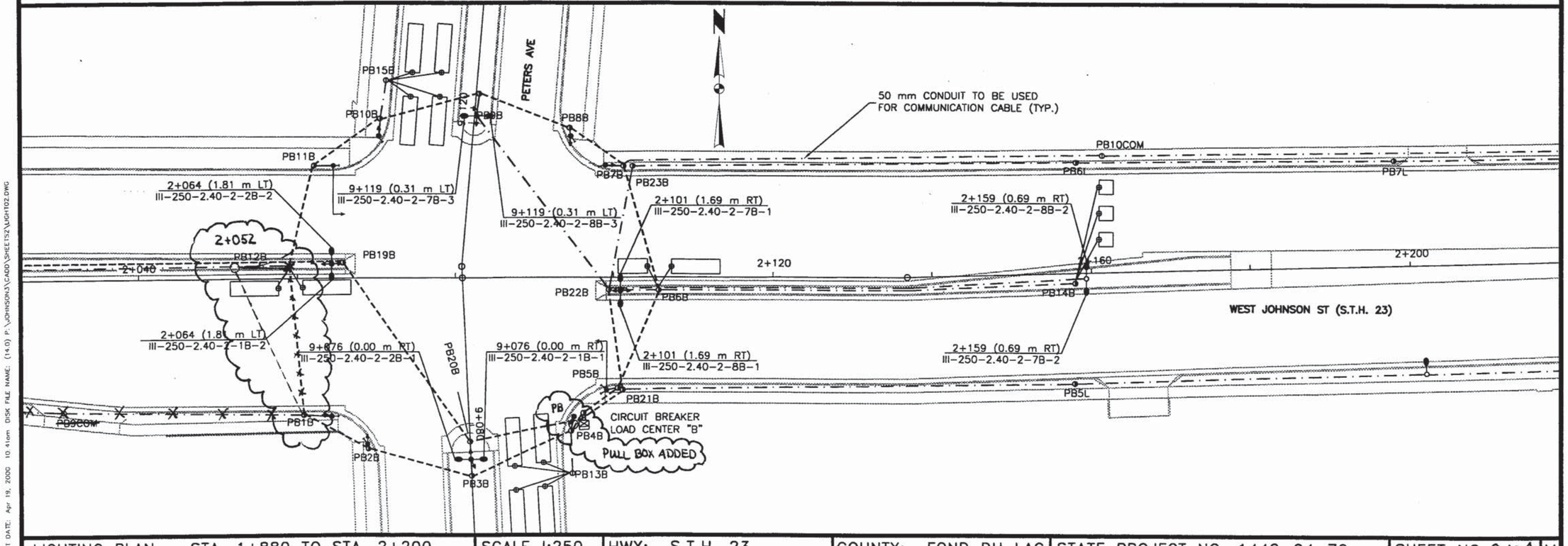
NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

EXISTING STREET LIGHTING NORTH AND SOUTH OF WEST JOHNSON STREET ON PETERS AVENUE SHALL BE CONNECTED TO LIGHTING CIRCUIT BREAKER LOAD CENTER "B".

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "B" SHALL BE MOUNTED ON TRAFFIC SIGNAL CABINET "CB2".





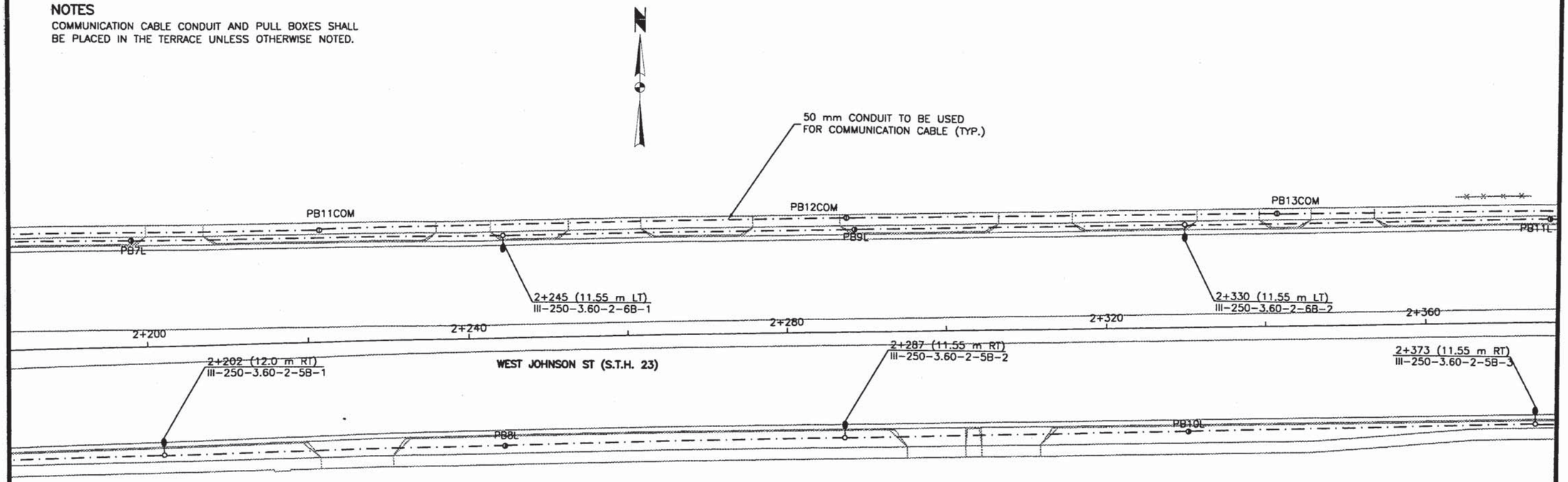
LIGHTING PLAN – STA. 1+880 TO STA. 2+200	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.104	M

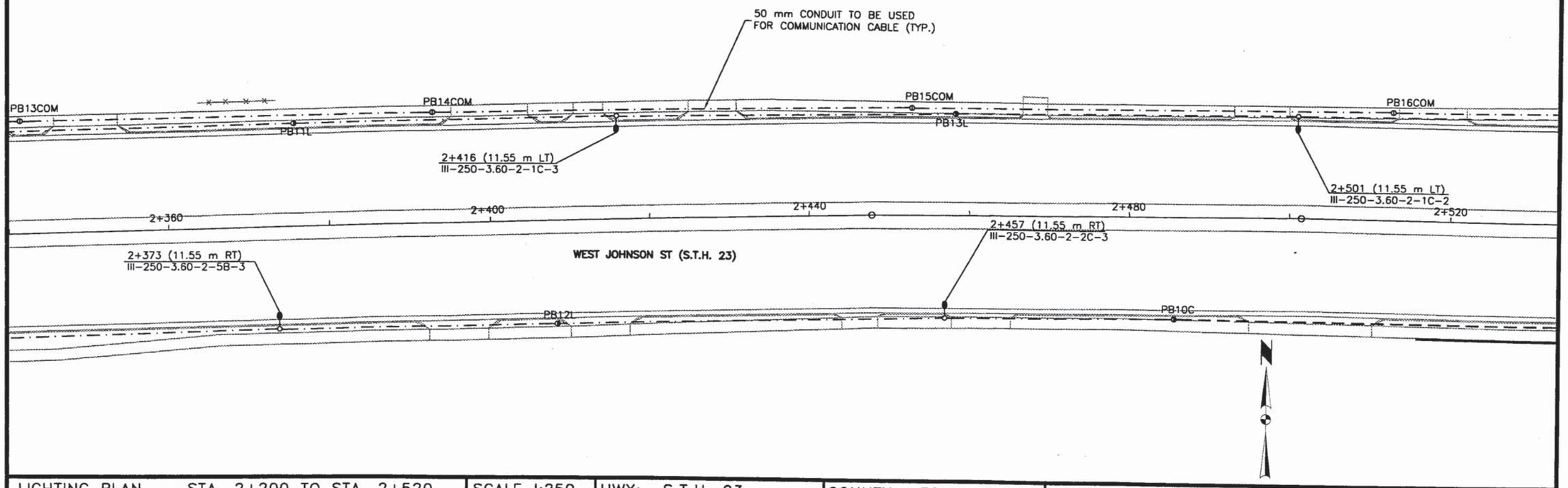
PLOT DATE: Apr 19, 2000 10:41am DISK FILE NAME: (14.0) P:\JOHNSON\3\CADD\SHEET\2\LIGHT02.DWG

R 12-8-00

NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.





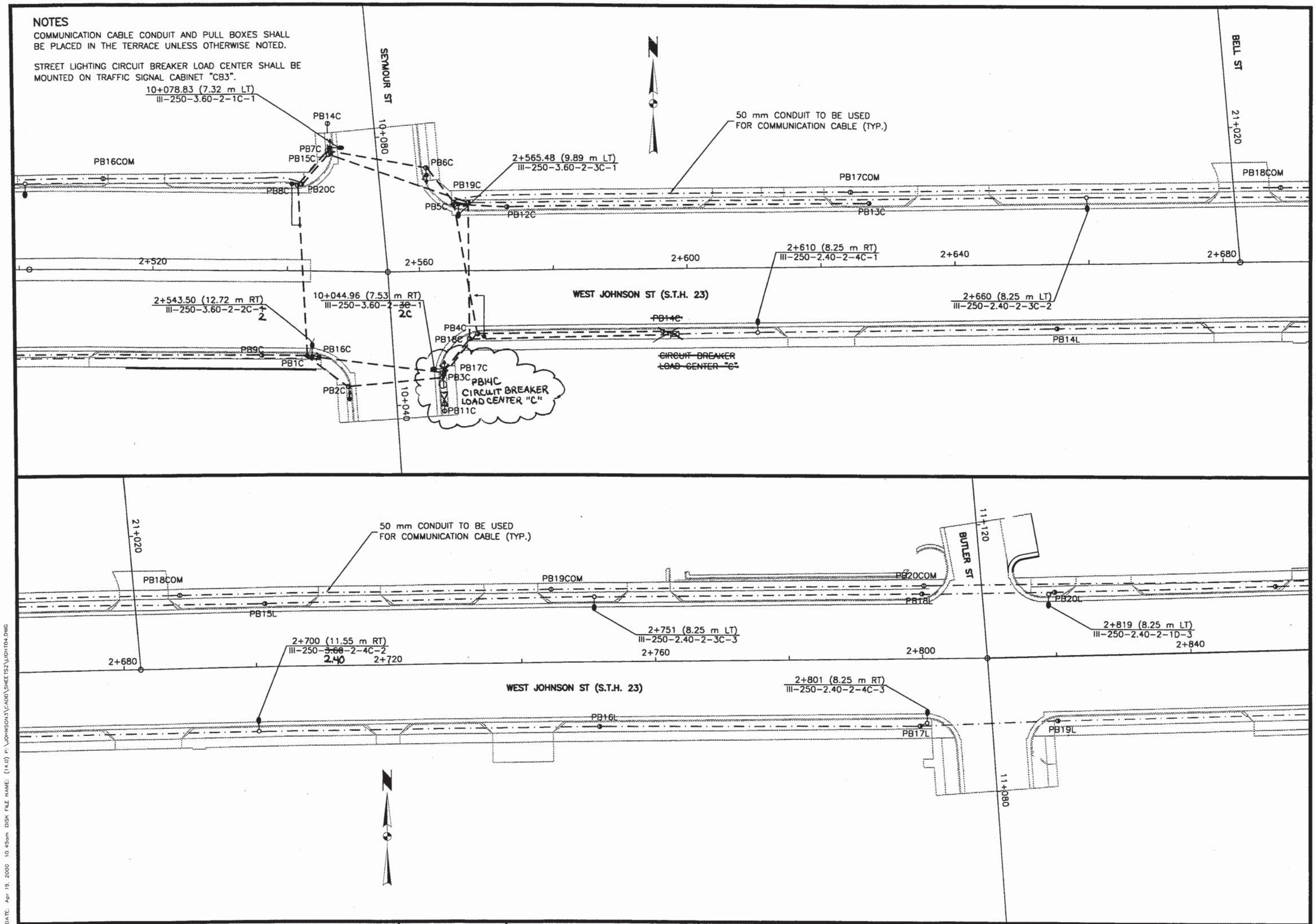
LIGHTING PLAN – STA. 2+200 TO STA. 2+520	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.105 M

PLOT DATE: Apr 19, 2000 10:46am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\LIGHT03.DWG

NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER SHALL BE MOUNTED ON TRAFFIC SIGNAL CABINET "CB3".



LIGHTING PLAN – STA. 2+520 TO STA. 2+840	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.106	M

R 12-8-00

PLOT DATE: Apr 19, 2000 10:49am DISK FILE NAME: (14:0) P:\JOHNSON3\CADD\SHEETS2\LIGHT04.DWG

NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "D" SHALL BE MOUNTED TO TRAFFIC SIGNAL CABINET "CB4".

50 mm CONDUIT TO BE USED FOR COMMUNICATION CABLE (TYP.)

12+074.5 (7.25 m LT)
III-250-2.40-2-1D-1

CIRCUIT BREAKER LOAD CENTER "D"

2+946.75 (9.70 m LT)
III-250-2.40-2-3D-1

2+860 (8.25 m RT)
III-250-2.40-2-2D-3

2+890 (8.25 m LT)
III-250-2.40-2-1D-2

2+926.28 (9.45 m RT)
III-250-2.40-2-2D-2

12+036.96 (7.50 m RT)
III-250-2.40-2-2D-1

2+980 (8.25 m RT)
III-250-2.40-2-4D-1

3+065 (8.25 m RT)
III-250-2.40-2-4D-2

3+023 (8.25 m LT)
III-250-2.40-2-3D-2

3+085 (8.25 m LT)
III-250-2.40-2-3D-3

3+133 (8.25 m RT)
III-250-2.40-2-4D-3

PB15D PB14D PB18D PB7D PB17D PB8D PB21D CB4 PB6D PB20D PB5D PB12D PB21COM PB21L PB22COM PB13D PB10D PB9D PB1D PB16D PB2D PB4D PB19D PB3D PB11D PB22COM PB13D PB23COM PB24L PB24COM PB25COM PB26L PB27L PB23L PB22L PB25L

HICKORY ST 12+060 12+040 12+020

WALNUT ST 14+020 13+980

CHESTNUT ST 13+060 13+040 13+020

2+840 2+880 2+920 2+960 3+000

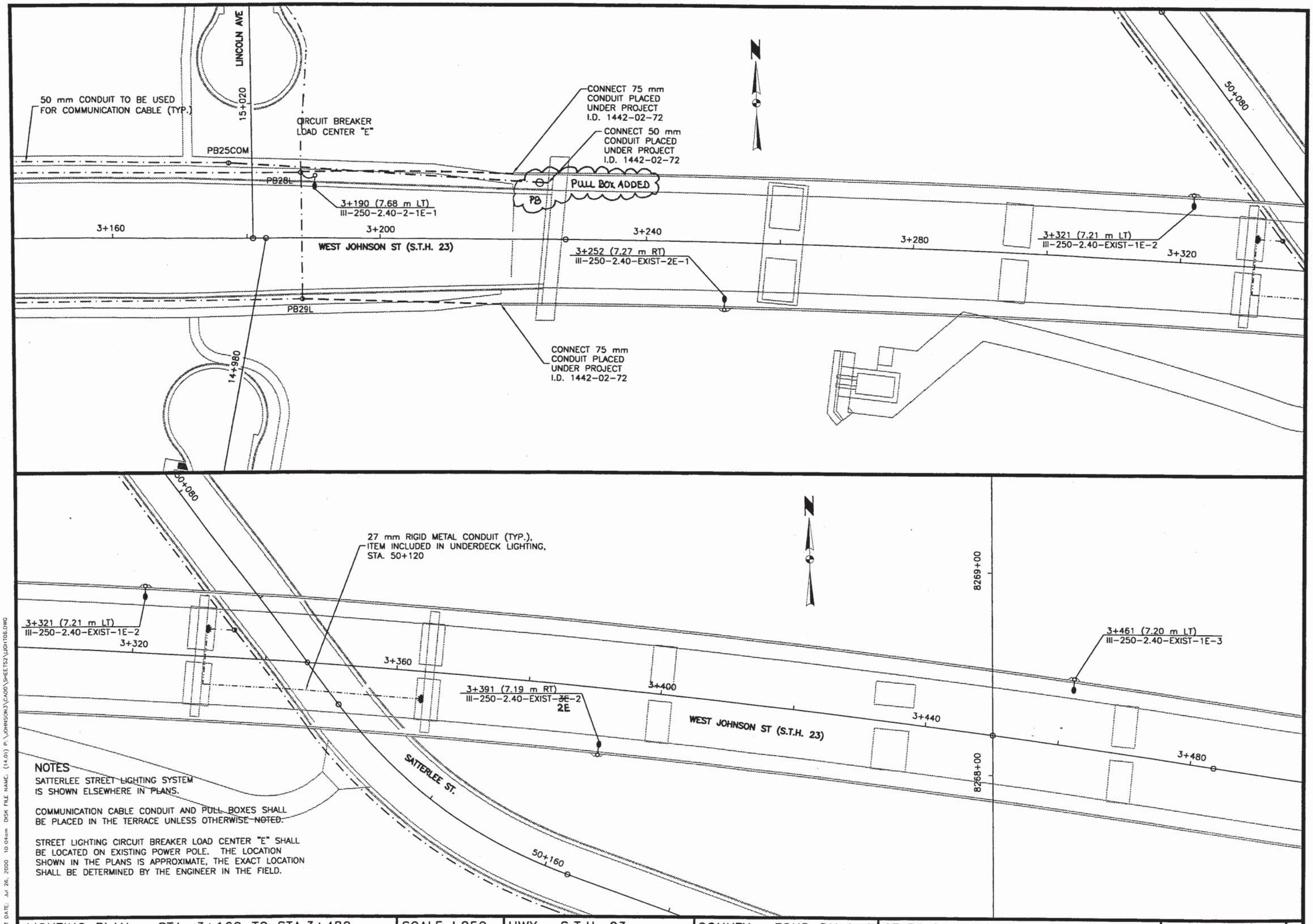
3+000 3+040 3+080 3+120 3+160

WEST JOHNSON ST (S.T.H. 23)

LIGHTING PLAN – STA. 2+840 TO STA. 3+160	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.107	M

PLOT DATE: Apr 19, 2000 10:53am DISK FILE NAME: (14.0) P:\JOHNSON31\CADD\SHEETS2\LIGHT05.DWG

R 12-8-00



NOTES

SATTERLEE STREET LIGHTING SYSTEM IS SHOWN ELSEWHERE IN PLANS.

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "E" SHALL BE LOCATED ON EXISTING POWER POLE. THE LOCATION SHOWN IN THE PLANS IS APPROXIMATE, THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

LIGHTING PLAN – STA. 3+160 TO STA.3+480	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.108 M

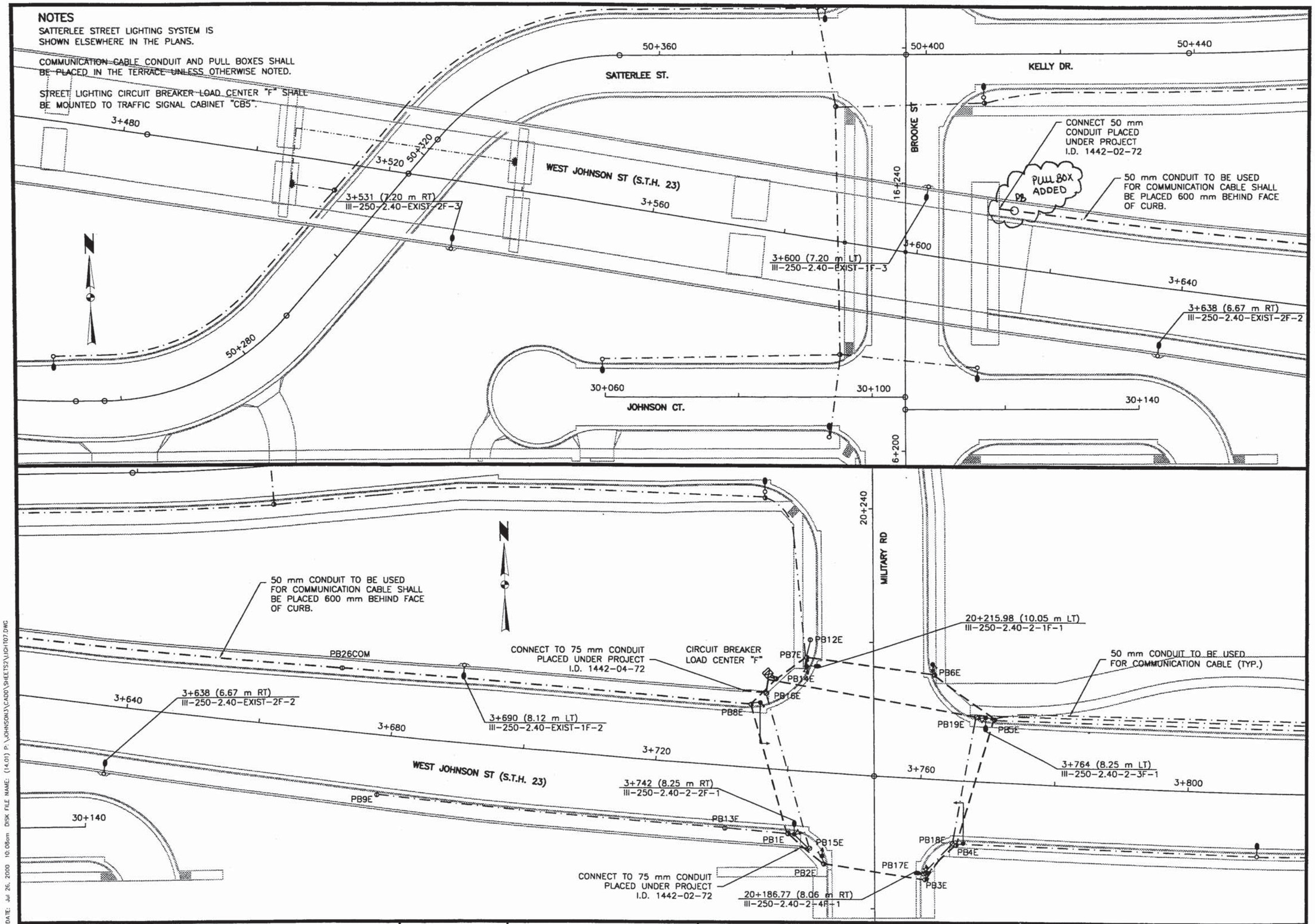
PLOT DATE: Jul 26, 2000 10:04am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEET52\LIGHT08.DWG

NOTES

SATTERLEE STREET LIGHTING SYSTEM IS SHOWN ELSEWHERE IN THE PLANS.

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "F" SHALL BE MOUNTED TO TRAFFIC SIGNAL CABINET "CB5".



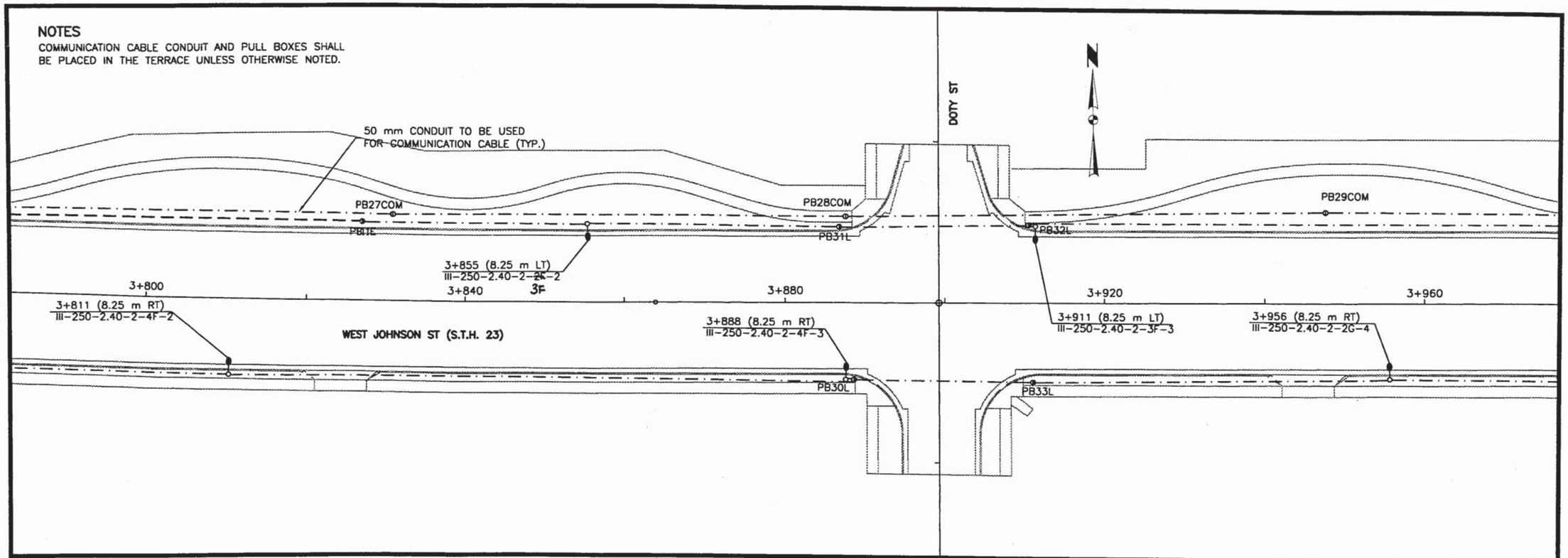
LIGHTING PLAN – STA. 3+480 TO STA. 3+800	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2,109	M

PLOT DATE: Jul 26, 2000 10:08am DISK FILE NAME: (14.01) P:\JOHNSON43\CADD\SHEETS2\LIGHT07.DWG

R 12-8-00

NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.



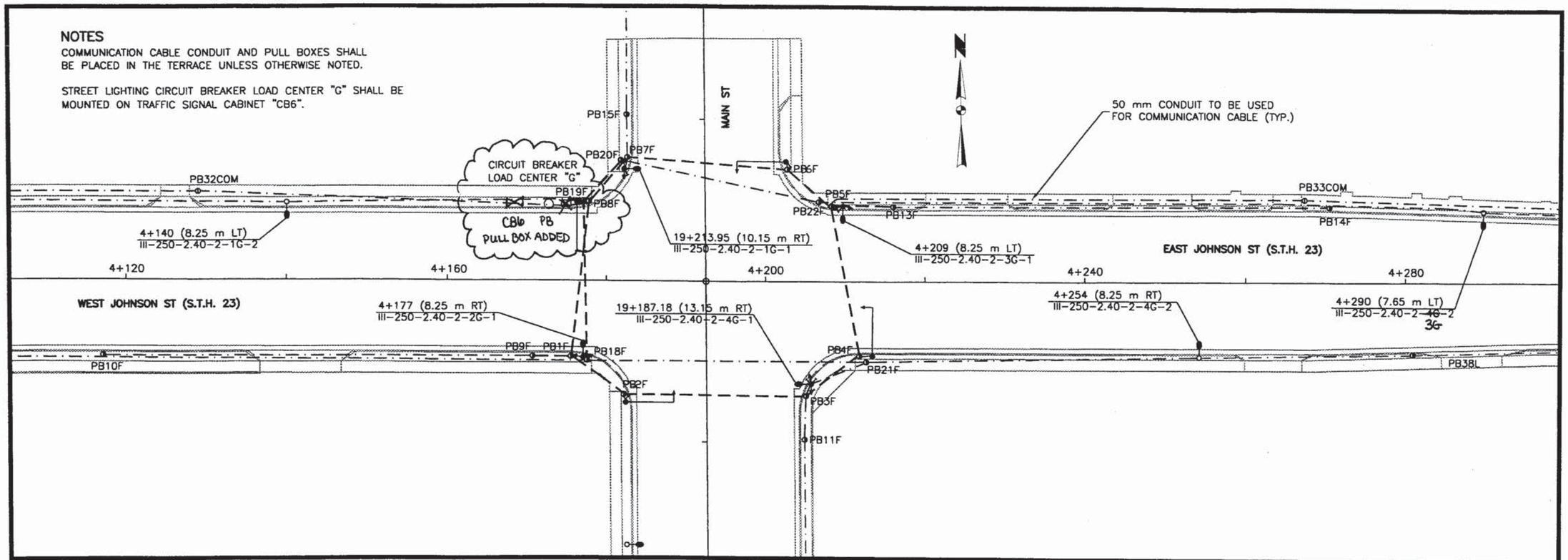
PLOT DATE: Apr 19, 2000 11:43am DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\SHEETS2\LIGHT08.DWG

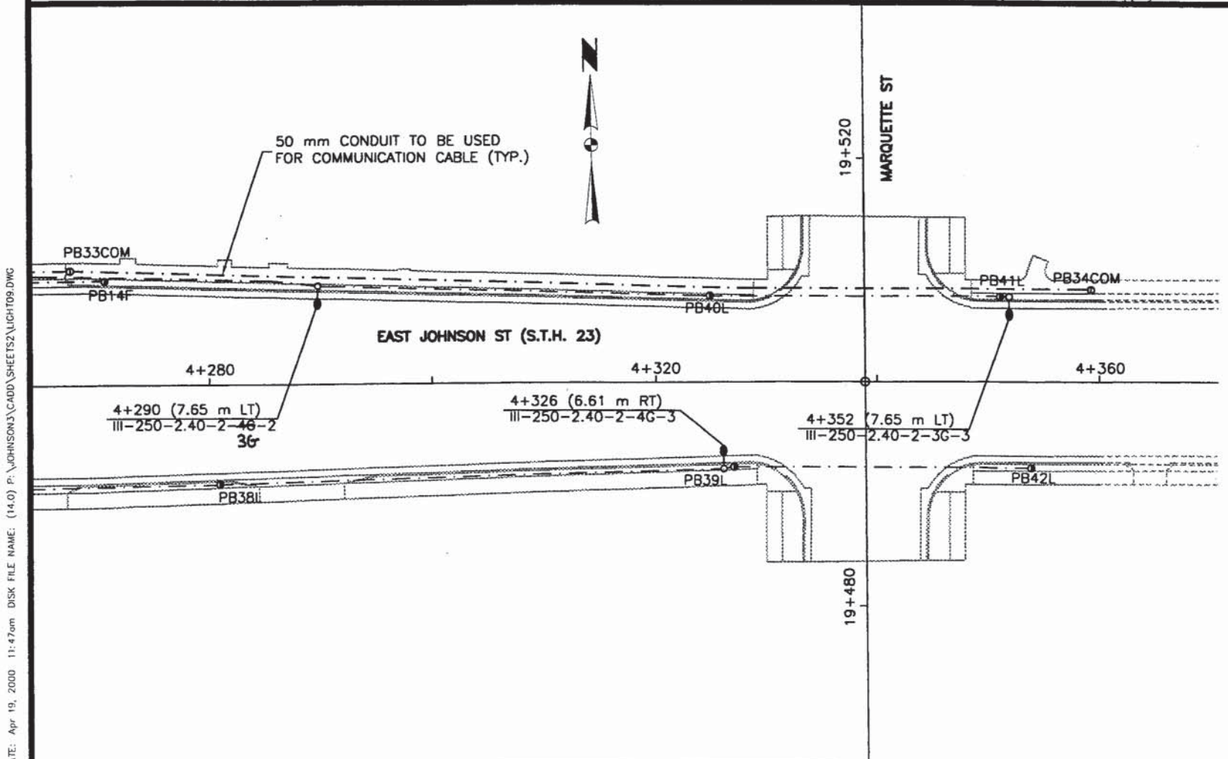
LIGHTING PLAN – STA. 3+800 TO STA. 4+120	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.110	M

NOTES

COMMUNICATION CABLE CONDUIT AND PULL BOXES SHALL BE PLACED IN THE TERRACE UNLESS OTHERWISE NOTED.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "G" SHALL BE MOUNTED ON TRAFFIC SIGNAL CABINET "CB6".





LIGHTING PLAN – STA. 4+120 TO STA. 4+350	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.11	M

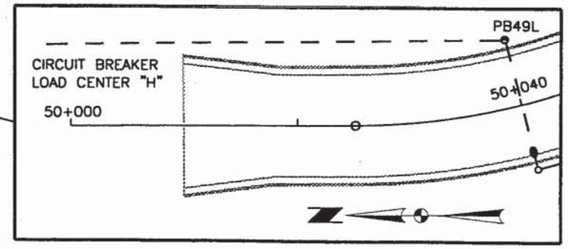
PLOT DATE: Apr 19, 2000 11:47am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\SHEETS2\LIGHT09.DWG

R 12-8-00

NOTES

WEST JOHNSON STREET LIGHTING SYSTEM IS SHOWN ELSEWHERE IN PLANS.

STREET LIGHTING CIRCUIT BREAKER LOAD CENTER "H" SHALL BE LOCATED ON EXISTING POWER POLE. THE LOCATION SHOWN IN THE PLANS IS APPROXIMATE, THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.



PB49L
50+040
50+040 (5.85 m RT)
III-250-1.20-2-H1-1
50 mm NON-METALLIC CONDUIT SHALL BE USED UNDERGROUND.
SATTERLEE STREET
50+080
50+128 (10.20 m LT)
III-150-0-UD-H1-2
50+089 (8.90 m RT)
III-150-0-UD-H2-2
3+360
PB43L
27 mm RIGID METAL CONDUIT (TYP.), ITEM INCLUDED IN UNDERDECK LIGHTING STA. 50+120
50+160
WEST JOHNSON ST (S.T.H. 23)
3+400
3+440
8268+00
50+200
50+180 (5.85 m RT)
III-250-1.20-2-H2-2

3+440
8268+00
3+480
50+329 (10.50 m LT)
III-150-0-UD-7F-3
PB45L
50+360
BROOKE ST.
16+280
3+520
50+320
PB44L
PB46L
50 mm NON-METALLIC CONDUIT SHALL BE USED UNDERGROUND.
50+304 (12.30 m LT)
III-150-0-UD-7F-2
WEST JOHNSON ST (S.T.H. 23)
3+560
16+240
50+200
8267+00
50+240
SATTERLEE STREET
50+280
27 mm RIGID METAL CONDUIT (TYP.), ITEM INCLUDED IN UNDERDECK LIGHTING STA. 50+320
3+600
50+250 (6.85 m LT)
III-250-1.20-2-7F-4
PB47L
30+060

PLOT DATE: Jul 26, 2000 10:11am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\LIGH110.DWG

LIGHTING PLAN – STA. 50+010 TO STA. 50+340	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.11 2	M

PB45L

SATTERLEE ST.

50+360

50+385 (7.00 m LT)
III-250-1.20-2-7F-1

50+400

50+409 (6.40 m RT)
III-250-1.20-2-5F-2

50+440

KELLY DR.

50+460 (5.85 m LT)
III-250-1.20-2-6F-1

50+480

50+520

PB48L

PB50L

PB46L

BROOKE ST.

16+240

50 mm CONDUIT TO BE USED
FOR COMMUNICATION CABLE (TYP.),
TO BE PLACED IN CENTER OF WALK

3+560

3+600

3+640

WEST JOHNSON ST (S.T.H. 23)

3+680

3+720

PB47L

JOHNSON CT.

30+060

30+094 (6.00 m LT)
III-250-1.20-2-6F-2

30+100

30+060 (5.65 m LT)
III-250-1.20-2-5F-3

30+140

30+116 (6.25 m LT)
III-250-1.20-2-6F-3

16+200

NOTES

WEST JOHNSON STREET LIGHTING SYSTEM
IS SHOWN ELSEWHERE IN PLANS.

CIRCUIT BREAKER LOAD CENTER "F" SHALL BE
MOUNTED ON TRAFFIC SIGNAL CONTROLLER "CB5".

50+520

50+534 (9.30 m RT)
III-250-2.40-2-5F-1

PB51L

20+240

MILITARY RD.

CIRCUIT BREAKER
LOAD CENTER "F"

REMOVE AND RESET
EXISTING LIGHT
STA. 19+167 LT.

ASPH.

19+080

19+120

19+160

MAIN ST.

ASPH.

REMOVE AND RESET
EXISTING LIGHT
STA. 19+081 RT

REMOVE AND RESET
EXISTING LIGHT
STA. 19+081 RT.

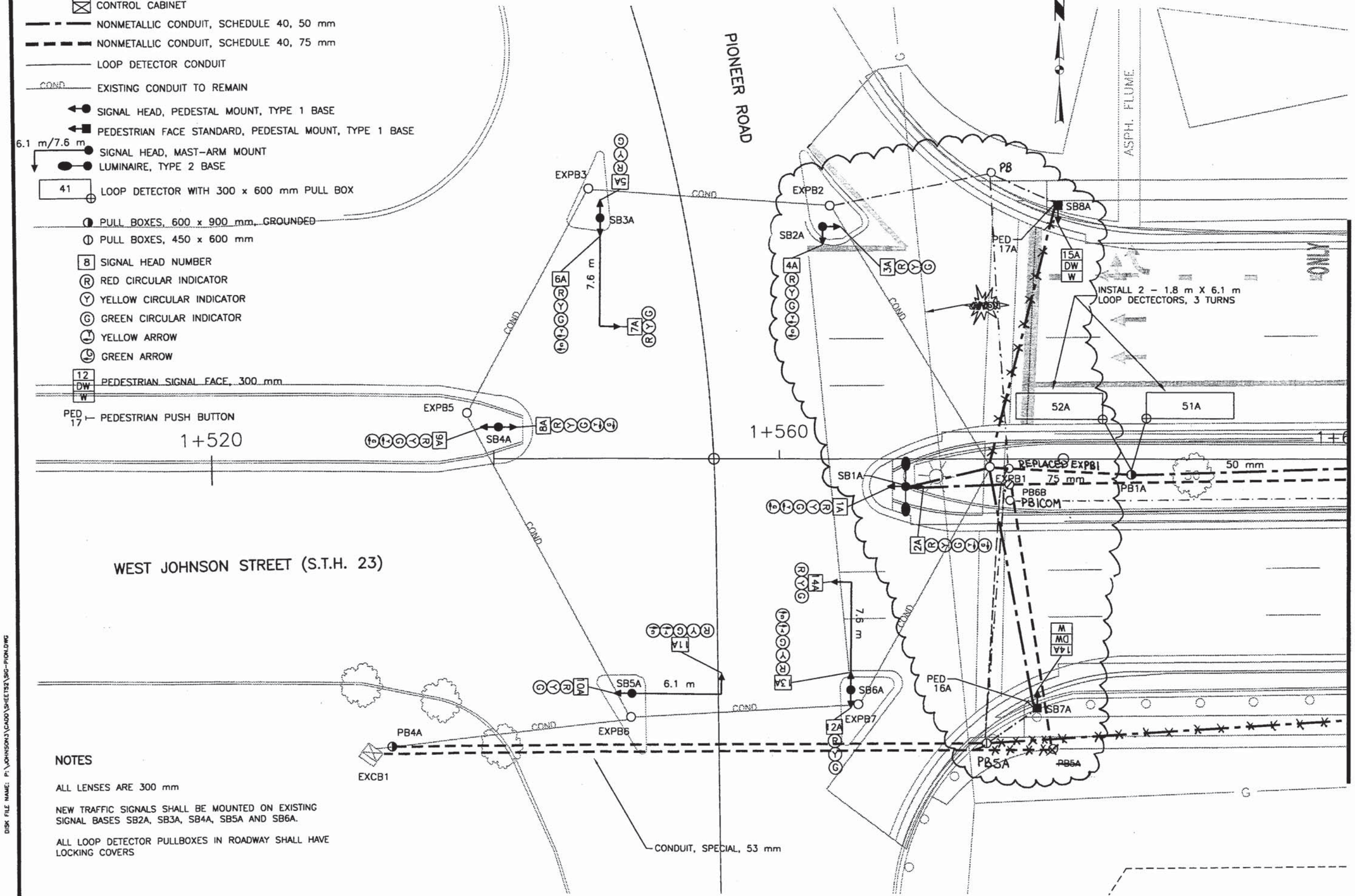
MAIN ST

PLOT DATE: Jul 26, 2000 10:13am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\LIGHT111.DWG

LIGHTING PLAN – STA. 50+340 TO STA. 50+550	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.113	M

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm
- 8 — SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- 12 / DW / W — PEDESTRIAN SIGNAL FACE, 300 mm
- PED 17 — PEDESTRIAN PUSH BUTTON



NOTES

ALL LENSES ARE 300 mm

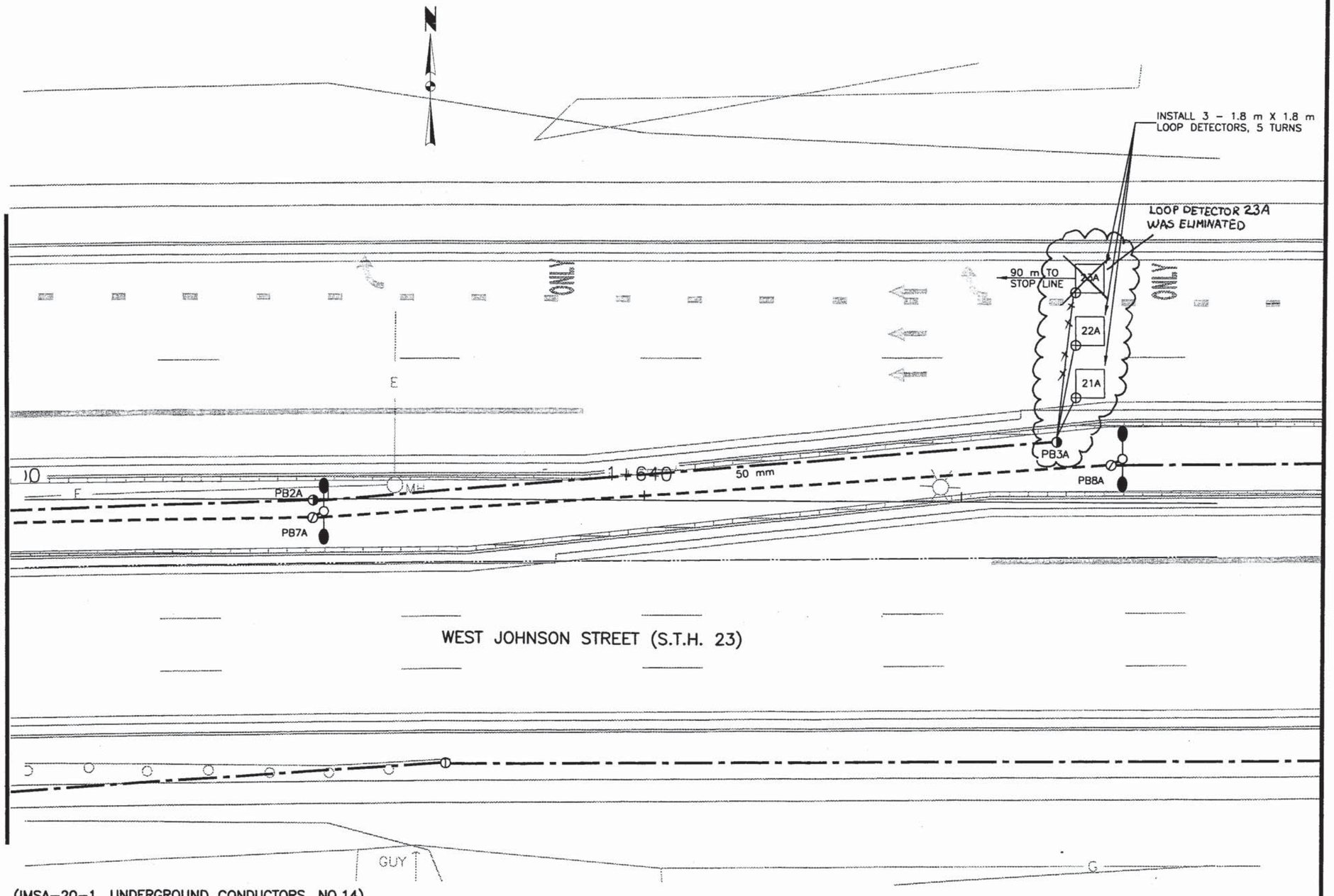
NEW TRAFFIC SIGNALS SHALL BE MOUNTED ON EXISTING SIGNAL BASES SB2A, SB3A, SB4A, SB5A AND SB6A.

ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS

TRAFFIC SIGNAL PLAN – PIONEER ROAD INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.114	M

PLOT DATE: PLOT
DISK FILE NAME: P:\JOHNSON3\CADD\SHEET52\SIG-PION.DWG

R12-8-05



SIGNAL CABLE DATA (IMSA–20–1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
EXCB1	SB1A	12/C	1A	RED, ORANGE, GREEN, BLUE, BLACK
			2A	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
EXCB1	SB7A	9/C	14A	RED/BLACK, BLUE
			PED16A	ORANGE (JUMPER)
SB7A	SB8A	5/C	15A	RED, GREEN
			PED17A	BLACK

TRAFFIC SIGNAL PLAN – PIONEER ROAD INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.115	M

DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-PION2

PLOT DATE: PLOT

R12-8-00

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm

MATCH LINE STA. 1+680

FUTURE – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

WEST MALL ENTRANCE

PB11Z, 41Z, 71Z, 42Z, 72Z, PB7Z, CB9, PB12Z, SB8Z, PB8Z, SB9Z, PB6Z, SB7Z, SB6Z, PB5Z, 75 mm, 2-75 mm

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

52Z, 51Z, 1+760, PB15Z, SB5Z, PB4Z, 50 mm

SB10Z, PB13Z, PB9Z, 1+720, 11Z, 12Z

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

WEST JOHNSON STREET (S.T.H. 23)

PB3COM, PB1Z, SB1Z, SB2Z, PB2Z, SB4Z, PB14Z, SB3Z, PB12Z, CB9, PB3Z, 22Z, 82Z, SAWED SOUTH HALF OF LOOP SLOTS, PB10Z, FUTURE – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS, INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS, 31Z, 81Z

- 8 — SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- 12 / DW / W — PEDESTRIAN SIGNAL FACE, 300 mm
- PED 17 — PEDESTRIAN PUSH BUTTON

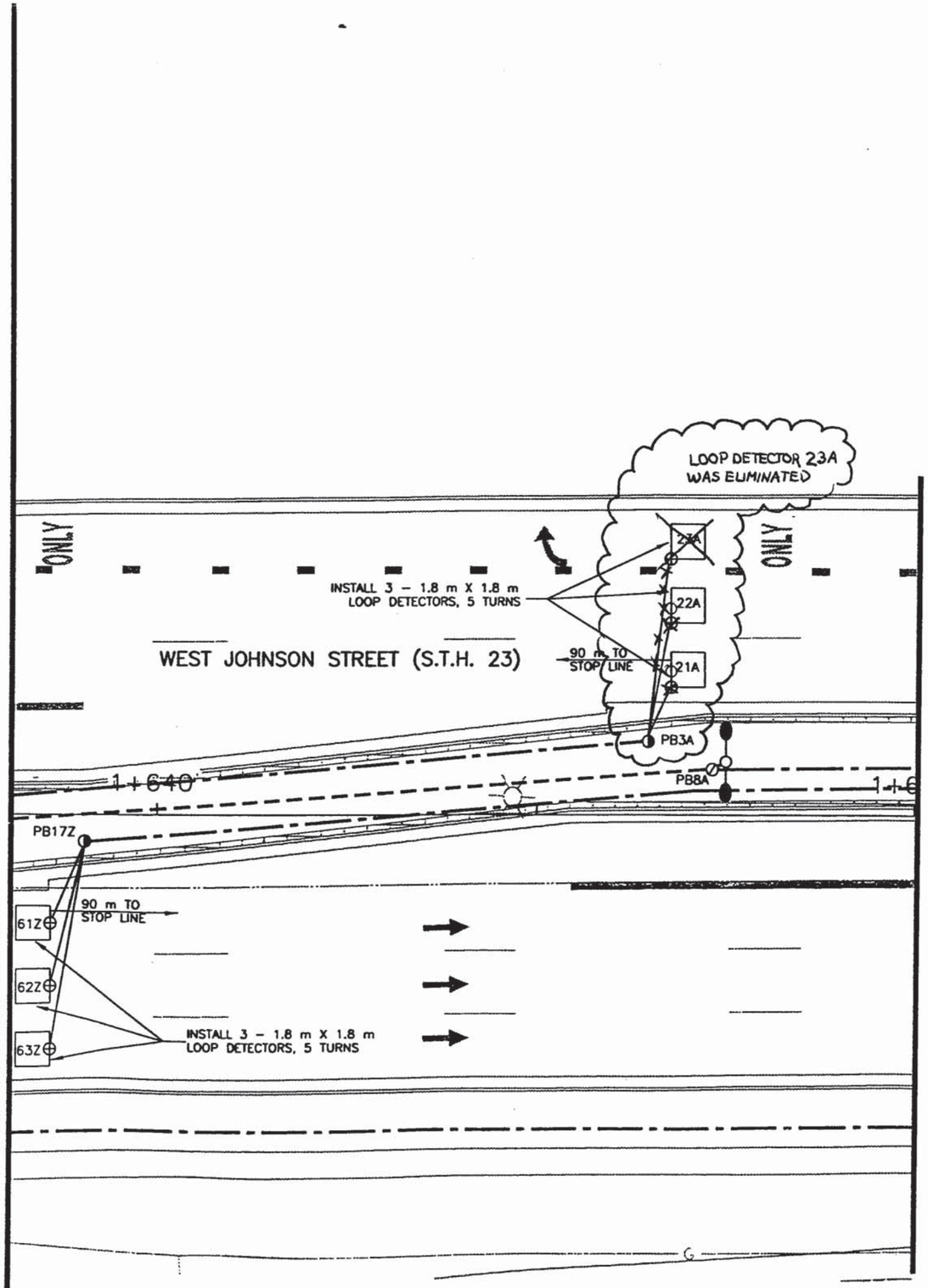
NOTES

ALL LENSES ARE 300 mm.

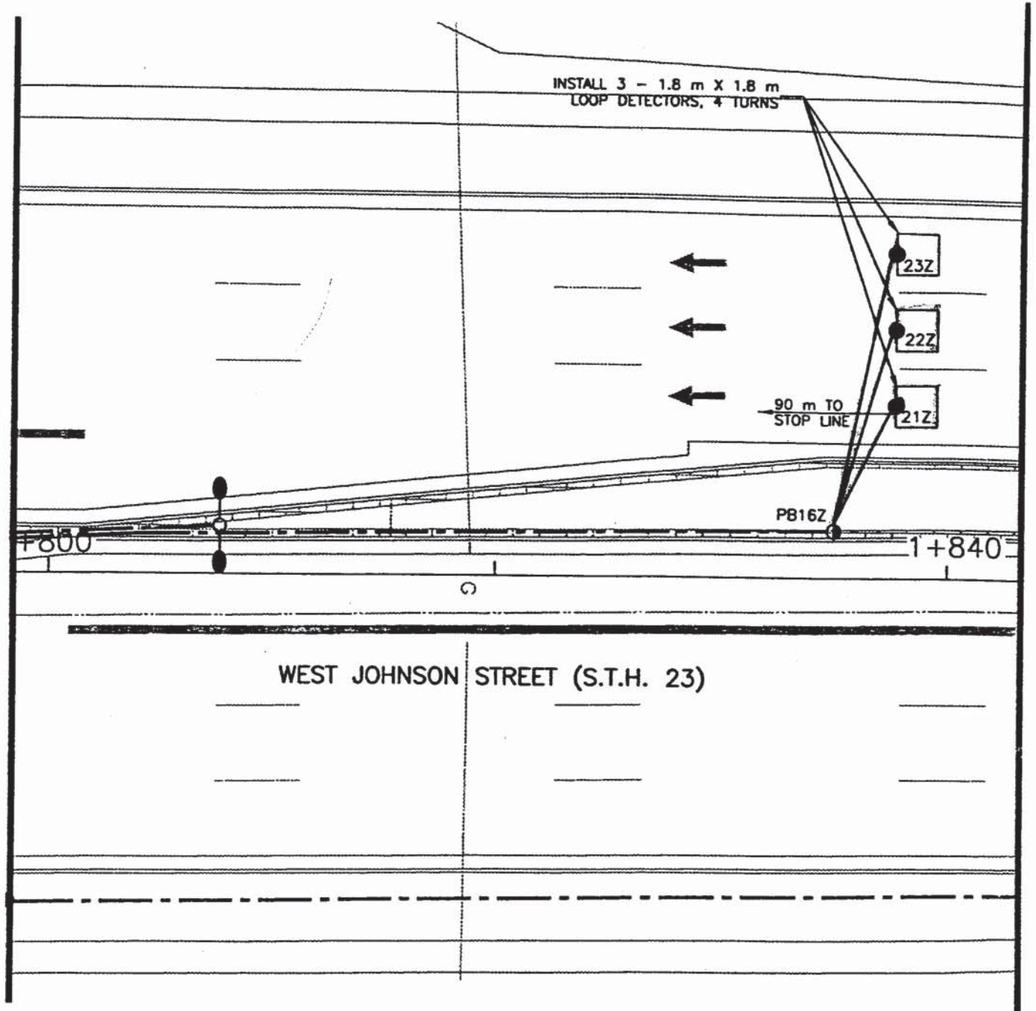
ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS

TRANSFORMER AND PEDESTAL BASES, POLES, SIGNAL STANDARDS, TROMBONE ARMS, PEDESTRIAN PUSH BUTTONS, SIGNAL FACES, CONTROL CABINETS AND LOOP DETECTORS 31Z, 41Z, 71Z AND 81Z WILL BE INSTALLED UNDER A FUTURE CONTRACT.

TRAFFIC SIGNAL PLAN – WEST MALL ENTRANCE INTERSECTION | SCALE 1:125 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO. 1440-04-70 | SHEET NO. 6 OF 7 SHEETS



MATCH LINE STA. – 1+680



DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-MALL2.DWG

TRAFFIC SIGNAL PLAN – WEST MALL ENTRANCE INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2

SEQUENCE OF OPERATION

RING 1

		Ø1							Ø2						
		R/W	CLEAR TO **						R/W	CLEAR TO					
Ø1	1A,9A	*G	*Y	–					–	–	–				
Ø2	2A,3A,7A,8A	R	R	R					G	Y	R				
Ø3	4A,6A	–	–	–					–	–	–				
Ø4	5A,11A,13A	R	R	R					R	R	R				
Ø5	2A,8A	–	–	–					–	–	–				
Ø6	1A,9A,10A,14A	R	R	R					R	R	R				
Ø7	11A,13A	–	–	–					–	–	–				
Ø8	4A,6A,12A	R	R	R					R	R	R				
Ø2P															
Ø4P															
Ø6P															
Ø8P	14A,15A	D	D	D					D	D	D				

	Ø3							Ø4						
	R/W	CLEAR TO **						R/W	CLEAR TO					
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	*G	*Y	–					–	–	–				
	R	R	R					G	Y	R				
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	D	D	D					W	D	D				

RING 2

		Ø5							Ø6						
		R/W	CLEAR TO **						R/W	CLEAR TO					
Ø1	1A,9A	–	–	–					–	–	–				
Ø2	2A,3A,7A,8A	R	R	R					R	R	R				
Ø3	4A,6A	–	–	–					–	–	–				
Ø4	5A,11A,13A	R	R	R					R	R	R				
Ø5	2A,8A	*G	Y	–					–	–	–				
Ø6	1A,9A,10A,14A	R	R	R					G	Y	R				
Ø7	11A,13A	–	–	–					–	–	–				
Ø8	4A,6A,12A	R	R	R					R	R	R				
Ø2P															
Ø4P															
Ø6P															
Ø8P	14A,15A	D	D	D					D	D	D				

	Ø7							Ø8						
	R/W	CLEAR TO **						R/W	CLEAR TO					
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	–	–	–					–	–	–				
	R	R	R					R	R	R				
	*G	Y	–					–	–	–				
	R	R	R					G	Y	R				
	D	D	D					W	D	D				

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

BARRIER

CONFLICT DIAGRAM

PHASE ON	NON–CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,3,4,7,8
Ø 2	5,6	1,3,4,7,8
Ø 3	7,8	1,2,4,5,6
Ø 4	7,8	1,2,3,5,6
Ø 5	1,2	3,4,6,7,8
Ø 6	1,2	3,4,5,7,8
Ø 7	3,4	1,2,5,6,8
Ø 8	3,4	1,2,5,6,7

TYPE OF PRE–EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
		CALLS & EXTENDS	CALLS ONLY	EXTENDS ONLY					
21A	1	X			2	2			
22A	2	X			2	2			
23A	3	X			2	2			
51A	4	X			5	5			
52A	4	X			5	5			

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		
Ø 3				
Ø 4		8		
Ø 5				
Ø 6	X	2		
Ø 7				
Ø 8		4		

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD–IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON–CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME P:\JOHNSON43\CADD\SHEETS2\SIG-PION3.DWG

SEQUENCE OF OPERATIONS – PIONEER ROAD	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.116	M

R12-8-00

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm

MATCH LINE STA. – 2+020

MATCH LINE STA. – 2+120

PETERS AVENUE

WEST JOHNSON STREET (S.T.H. 23)

INSTALL 4 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

INSTALL 1 – 1.8 m X 3.7 m LOOP DETECTOR, 3 TURNS

INSTALL 1 – 1.8 m X 6.1 m LOOP DETECTOR, 3 TURNS

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

INSTALL 4 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

PULL BOX ADDED

2+040

2+052

2+080

2+120

- B — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- Y — YELLOW ARROW
- G — GREEN ARROW
- 12 / DW / W — PEDESTRIAN SIGNAL FACE, 300 mm
- PED 17 — PEDESTRIAN PUSH BUTTON

NOTES

ALL LENSES ARE 300 mm

ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS

DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-PETE.DWG

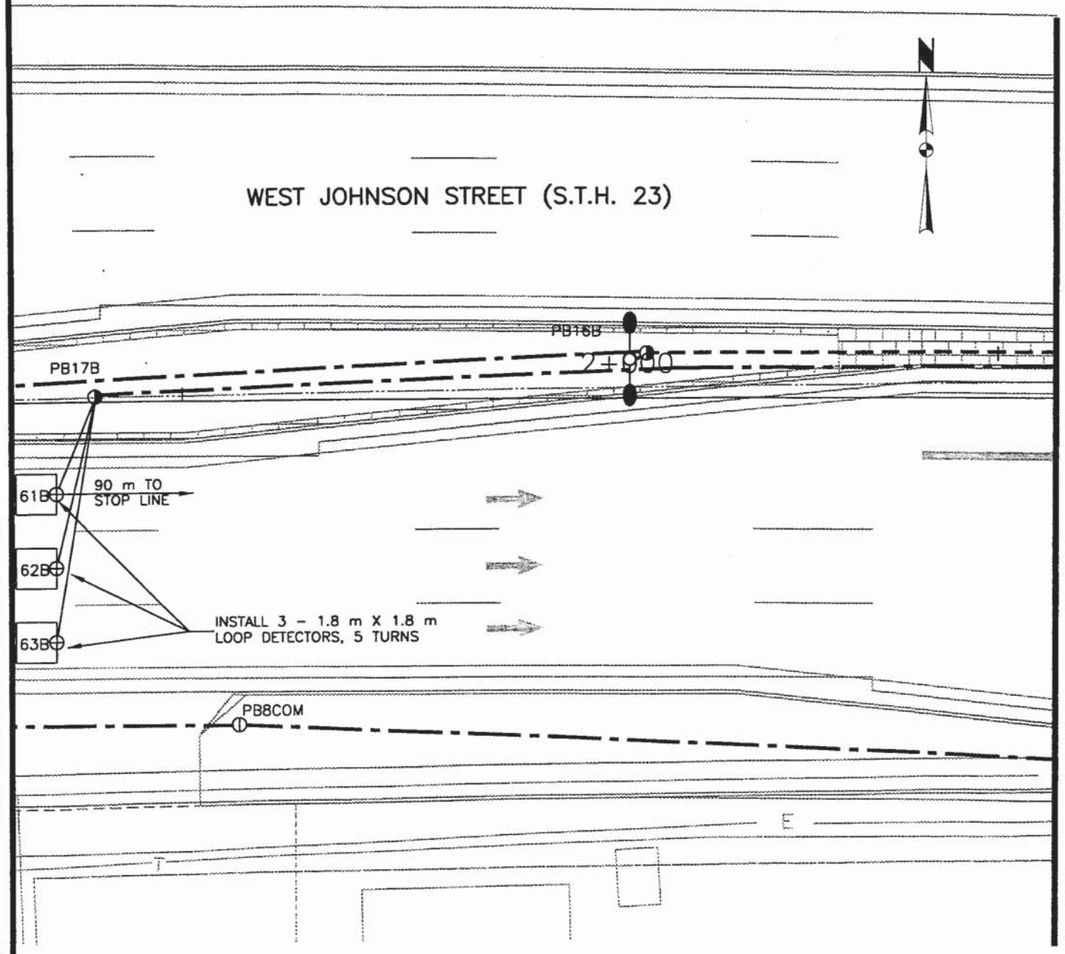
PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN – PETERS AVENUE INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.117	M

12-8-00

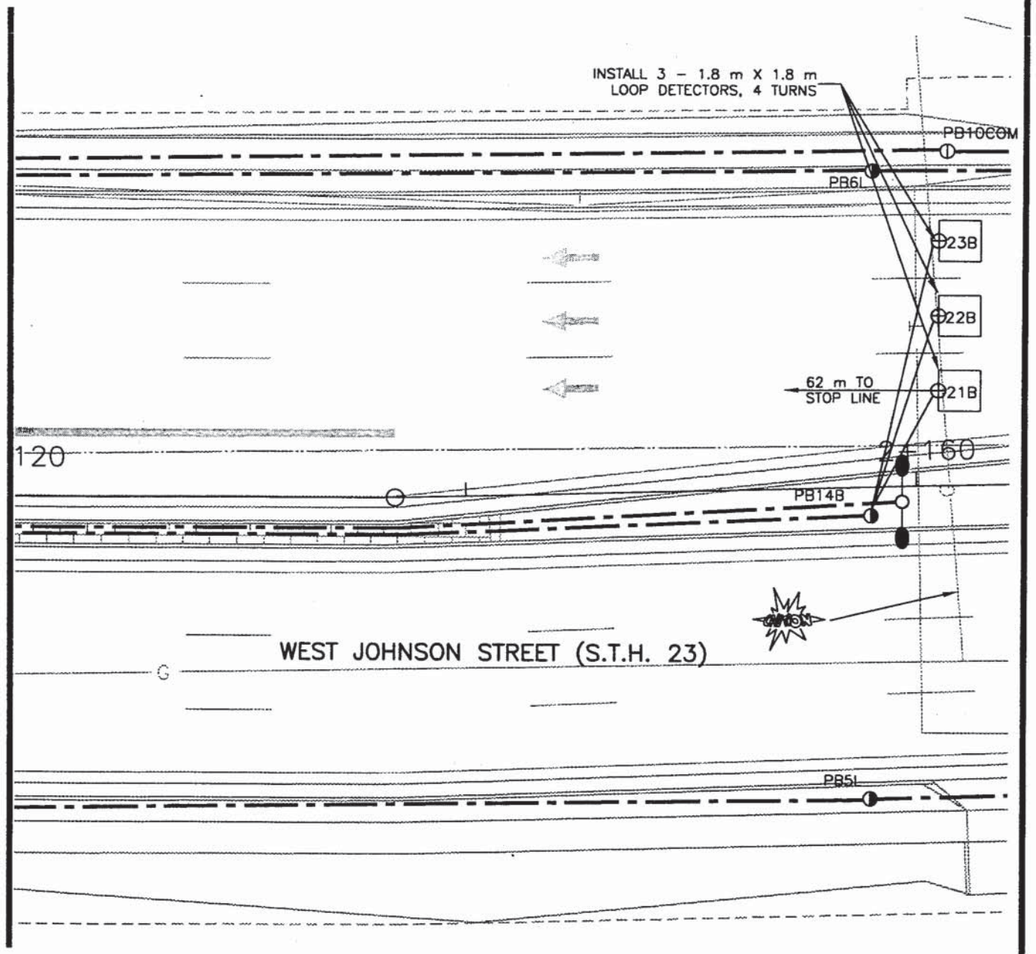
SIGNAL CABLE DATA (IMSA-20-1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB2	SB4B	7/C	4B	RED, ORANGE, GREEN
CB2	SB5B	12/C	5B	RED, ORANGE, GREEN
			17B	BLUE, BLACK
			18B	RED/BLACK, GREEN/BLACK
			PED25B	ORANGE/BLACK
			PED26B	BLUE/BLACK
CB2	SB6B	15/C	6B	RED, ORANGE, GREEN, BLUE, BLACK
			7B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
CB2	SB7B	19/C	8B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			19B	BLUE/WHITE, GREEN/WHITE
			PED27B	RED/WHITE
			SB8B	RED, ORANGE, GREEN, BLUE/BLACK, BLACK/WHITE, RED/BLACK (JUMPER)
SB7B	SB8B	12/C	9B	RED, ORANGE, GREEN
			20B	BLUE/BLACK, BLACK/WHITE
			PED28B	RED/BLACK



MATCH LINE STA. - 2+020

MATCH LINE STA. - 2+120



SIGNAL CABLE DATA (IMSA-20-1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB2	SB9B	15/C	10B	RED, ORANGE, GREEN, BLUE, BLACK
			23B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
CB2	SB2B	19/C	2B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			15B	RED/WHITE, GREEN/ WHITE
			16B	BLUE/WHITE, BLACK/WHITE
			SB1B	RED, ORANGE, GREEN, BLACK, (JUMPER)
SB2	SB1B	7/C	1B	RED, ORANGE, GREEN
			PED23B	BLACK
CB2	SB12B	15/C	13B	RED, ORANGE, GREEN, BLUE, BLACK
			14B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
CB2	SB11B	15/C	12B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			22B	BLUE/BLACK, BLACK/WHITE
			PED30B	RED/WHITE
			SB10B	RED, ORANGE, GREEN, BLUE, BLACK, RED/BLACK (JUMPER)
SB11	SB10B	9/C	11B	RED, ORANGE, GREEN
			21B	BLUE, BLACK
			PED29B	RED/BLACK
CB2	SB3B	15/C	3B	RED, ORANGE, GREEN, BLUE, BLACK
			24B	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE

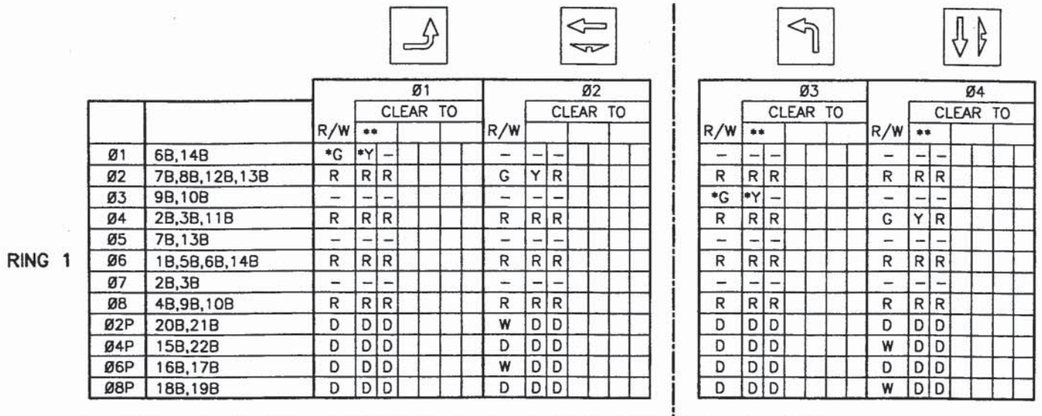
DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-PETE2.DWG

PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN - PETERS AVENUE INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.118	M

R12-8-00

SEQUENCE OF OPERATION



		Ø1 R/W	Ø1 CLEAR TO	Ø2 R/W	Ø2 CLEAR TO	Ø3 R/W	Ø3 CLEAR TO	Ø4 R/W	Ø4 CLEAR TO
Ø1	6B,14B	*G	*Y –	–	– –	–	– –	–	– –
Ø2	7B,8B,12B,13B	R	R R	G	Y R	R	R R	R	R R
Ø3	9B,10B	–	– –	–	– –	*G	*Y –	–	– –
Ø4	2B,3B,11B	R	R R	R	R R	R	R R	G	Y R
Ø5	7B,13B	–	– –	–	– –	–	– –	–	– –
Ø6	1B,5B,6B,14B	R	R R	R	R R	R	R R	R	R R
Ø7	2B,3B	–	– –	–	– –	–	– –	–	– –
Ø8	4B,9B,10B	R	R R	R	R R	R	R R	R	R R
Ø2P	20B,21B	D	D D	W	D D	D	D D	D	D D
Ø4P	15B,22B	D	D D	D	D D	W	D D	W	D D
Ø6P	16B,17B	D	D D	W	D D	D	D D	D	D D
Ø8P	18B,19B	D	D D	D	D D	D	D D	W	D D

		Ø5 R/W	Ø5 CLEAR TO	Ø6 R/W	Ø6 CLEAR TO	Ø7 R/W	Ø7 CLEAR TO	Ø8 R/W	Ø8 CLEAR TO
Ø1	6B,14B	–	– –	–	– –	–	– –	–	– –
Ø2	7B,8B,12B,13B	R	R R	R	R R	R	R R	R	R R
Ø3	9B,10B	–	– –	–	– –	–	– –	–	– –
Ø4	2B,3B,11B	R	R R	R	R R	R	R R	R	R R
Ø5	7B,13B	*G	Y –	–	– –	–	– –	–	– –
Ø6	1B,5B,6B,14B	R	R R	G	Y R	R	R R	R	R R
Ø7	2B,3B	–	– –	–	– –	*G	Y –	–	– –
Ø8	4B,9B,10B	R	R R	R	R R	R	R R	G	Y R
Ø2P	20B,21B	D	D D	W	D D	D	D D	D	D D
Ø4P	15B,22B	D	D D	D	D D	D	D D	W	D D
Ø6P	16B,17B	D	D D	W	D D	D	D D	D	D D
Ø8P	18B,19B	D	D D	D	D D	D	D D	W	D D

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

CONFLICT DIAGRAM

PHASE ON	NON-CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,3,4,7,8
Ø 2	6,5	1,3,4,7,8
Ø 3	7,8	1,2,4,5,6
Ø 4	8,7	1,2,3,5,6
Ø 5	1,2	3,4,6,7,8
Ø 6	2,1	3,4,5,7,8
Ø 7	3,4	1,2,5,6,8
Ø 8	4,3	1,2,5,6,7

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION: CALLS & EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
11B	1	X			1	1			
12B	1	X			1	1			
21B	2	X			2	2			
22B	3	X			2	2			
23B	4	X			2	2			
31B	5	X			3	3			
32B	5	X			3	3			
41B	6	X			4	4		X	
42B	6	X			4	4		X	
51B	7	X			5	5			
52B	7	X			5	5			
61B	8	X			6	6			
62B	9	X			6	6			
63B	10	X			6	6			
71B	11	X			7	7			
72B	11	X			7	7			
81B	12	X			8	8		X	
82B	12	X			8	8		X	

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		Min
Ø 3				
Ø 4				
Ø 5				
Ø 6	X	2		Min
Ø 7				
Ø 8		4		

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

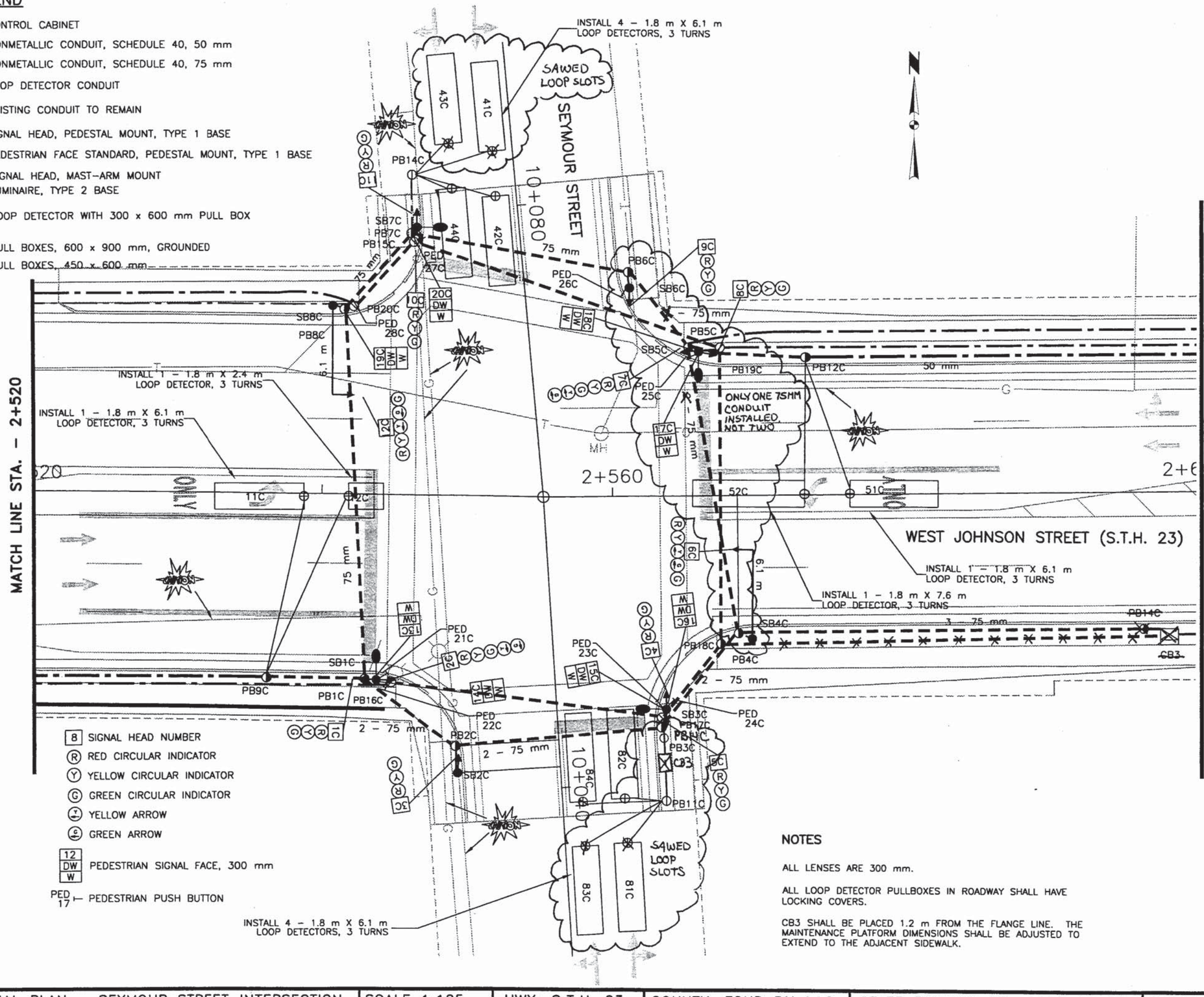
SEQUENCE OF OPERATIONS – PETERS AVENUE	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2,119	M

R 12-8-00

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME P:\JOHNSON3\CADD\SHEETS2\SIGNALS\SIG-PETE3.DWG

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm



- 8 — SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- 12 / DW / W — PEDESTRIAN SIGNAL FACE, 300 mm
- PED 17 — PEDESTRIAN PUSH BUTTON

NOTES

ALL LENSES ARE 300 mm.

ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS.

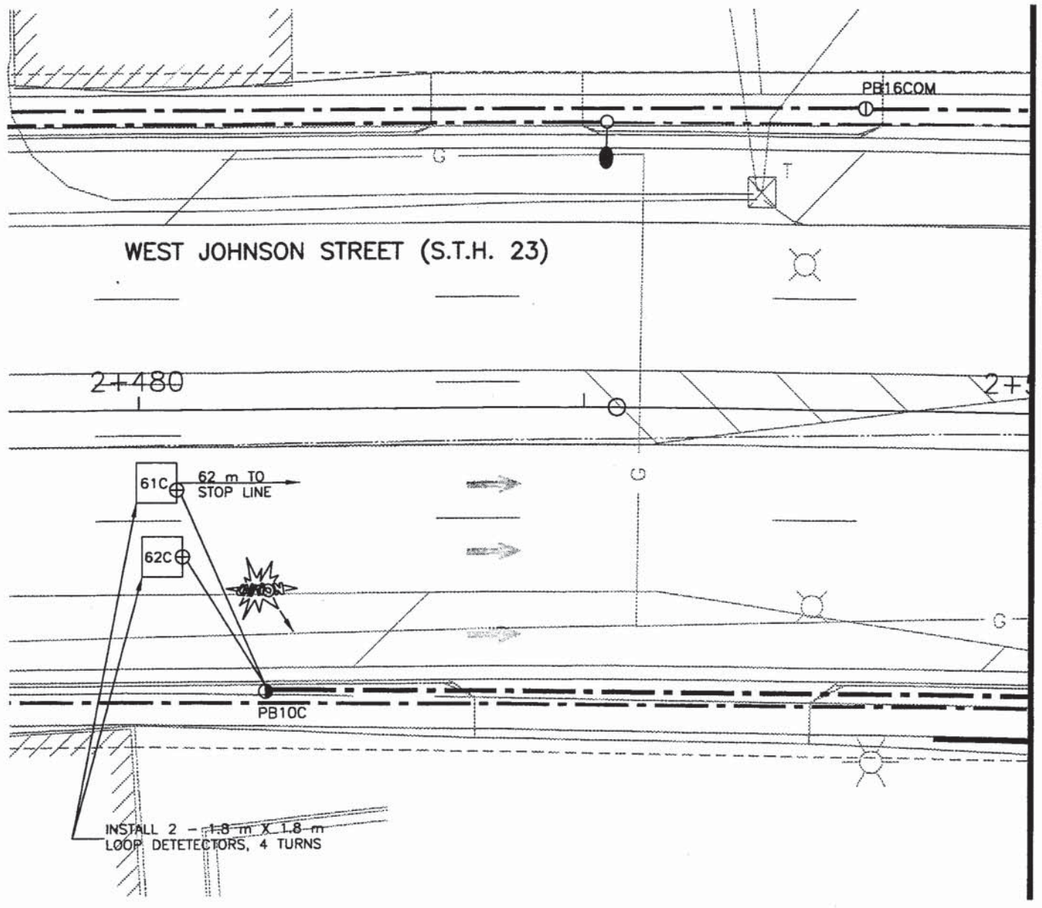
CB3 SHALL BE PLACED 1.2 m FROM THE FLANGE LINE. THE MAINTENANCE PLATFORM DIMENSIONS SHALL BE ADJUSTED TO EXTEND TO THE ADJACENT SIDEWALK.

TRAFFIC SIGNAL PLAN – SEYMOUR STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.120	M

DISK FILE NAME: P:\JOHNSON3\CADD\SHEET52\SIG-SEYM.DWG

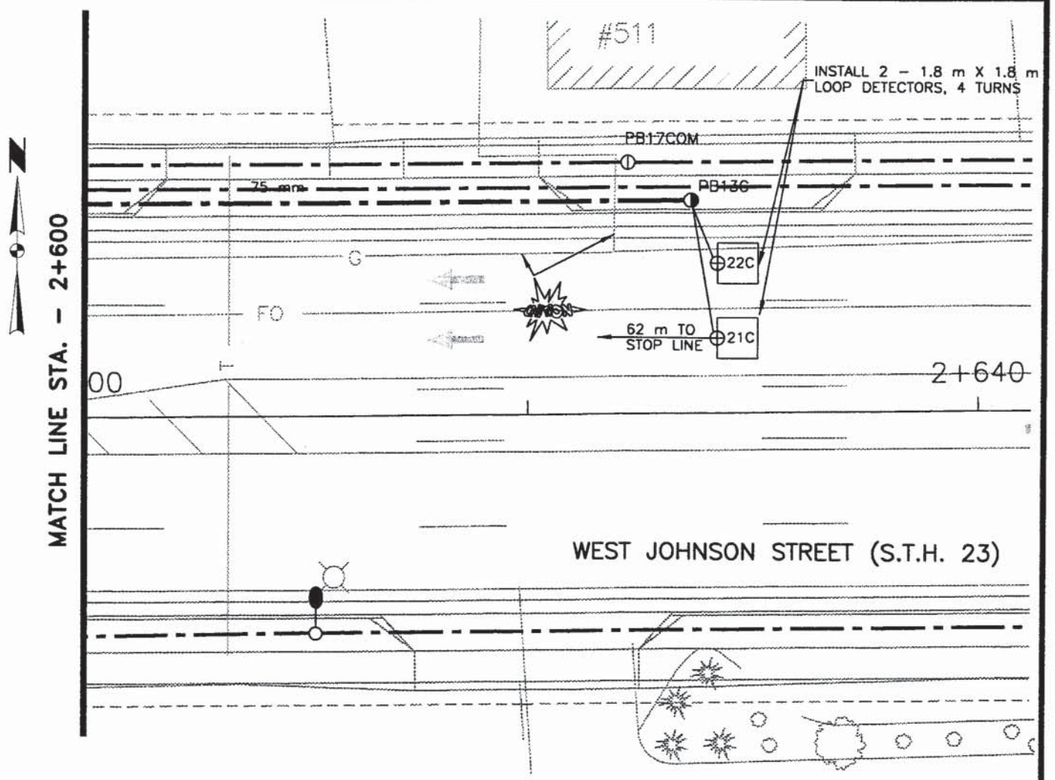
PLOT DATE: PLOT

R12-8-00



MATCH LINE STA. – 2+520

MATCH LINE STA. – 2+600



SIGNAL CABLE DATA (IMSA–20–1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB3	SB4C	9/C	6C	RED, ORANGE, GREEN, BLUE, BLACK
CB3	SB3C	15/C	4C	RED, ORANGE, GREEN
			5C	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			15C	BLUE, BLACK
			16C	BLUE/BLACK, BLACK/WHITE
			PED23C	RED/WHITE
			PED24C	GREEN/WHITE
CB3	SB2C	7/C	3C	RED, ORANGE, GREEN
CB3	SB1C	19/C	1C	RED, ORANGE, GREEN
			2C	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
			13C	BLUE, BLACK
			14C	RED/WHITE, GREEN/WHITE
			PED21C	BLUE/WHITE
			PED22C	BLACK/RED
CB3	SB5C	15/C	7C	RED, ORANGE, GREEN
			8C	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
			17C	BLUE, BLACK
			18C	RED/WHITE
			PED25C	GREEN/WHITE
CB3	SB6C	7/C	9C	RED, ORANGE, GREEN
			PED26C	BLACK
CB3	SB7C	12/C	10C	RED, ORANGE, GREEN
			11C	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			20C	BLUE, BLACK
			PED27C	BLUE/BLACK
CB3	SB8C	12/C	12C	RED, ORANGE, GREEN, BLUE, BLACK
			19C	RED/BLACK, GREEN/BLACK
			PED28C	ORANGE/BLACK

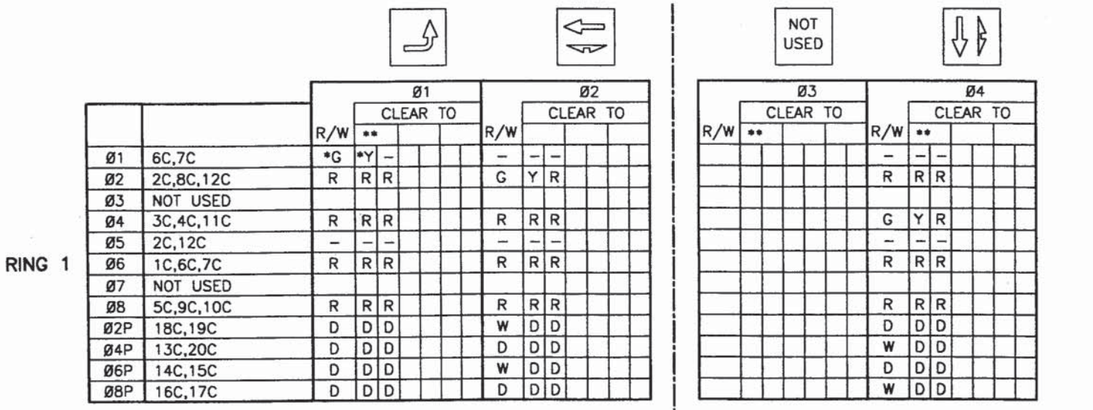
DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-SEYM2.DWG

PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN – SEYMOUR STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.121	M

R 12-8-00

SEQUENCE OF OPERATION

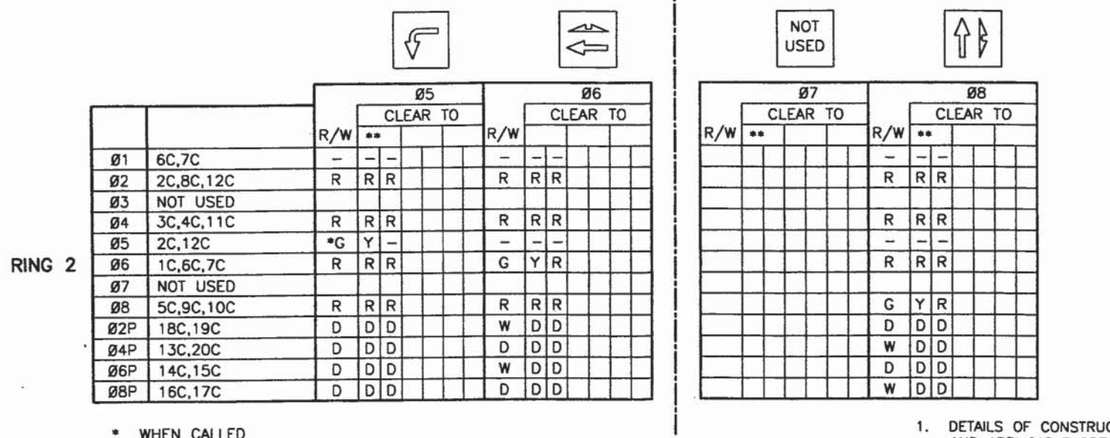


RING 1

		Ø1 R/W	Ø1 CLEAR TO **						Ø2 R/W	Ø2 CLEAR TO					
Ø1	6C,7C	*G	*Y	–					–	–	–				
Ø2	2C,8C,12C	R	R	R					G	Y	R				
Ø3	NOT USED														
Ø4	3C,4C,11C	R	R	R					R	R	R				
Ø5	2C,12C	–	–	–					–	–	–				
Ø6	1C,6C,7C	R	R	R					R	R	R				
Ø7	NOT USED														
Ø8	5C,9C,10C	R	R	R					R	R	R				
Ø2P	18C,19C	D	D	D					W	D	D				
Ø4P	13C,20C	D	D	D					D	D	D				
Ø6P	14C,15C	D	D	D					W	D	D				
Ø8P	16C,17C	D	D	D					D	D	D				

NOT USED

	Ø3 R/W	Ø3 CLEAR TO **						Ø4 R/W	Ø4 CLEAR TO **					
								–	–	–				
								R	R	R				
								G	Y	R				
								–	–	–				
								R	R	R				
								R	R	R				
								D	D	D				
								W	D	D				
								D	D	D				
								W	D	D				



RING 2

		Ø5 R/W	Ø5 CLEAR TO **						Ø6 R/W	Ø6 CLEAR TO					
Ø1	6C,7C	–	–	–					–	–	–				
Ø2	2C,8C,12C	R	R	R					R	R	R				
Ø3	NOT USED														
Ø4	3C,4C,11C	R	R	R					R	R	R				
Ø5	2C,12C	*G	Y	–					–	–	–				
Ø6	1C,6C,7C	R	R	R					G	Y	R				
Ø7	NOT USED														
Ø8	5C,9C,10C	R	R	R					R	R	R				
Ø2P	18C,19C	D	D	D					W	D	D				
Ø4P	13C,20C	D	D	D					D	D	D				
Ø6P	14C,15C	D	D	D					W	D	D				
Ø8P	16C,17C	D	D	D					D	D	D				

NOT USED

	Ø7 R/W	Ø7 CLEAR TO **						Ø8 R/W	Ø8 CLEAR TO **					
								–	–	–				
								R	R	R				
								R	R	R				
								–	–	–				
								R	R	R				
								G	Y	R				
								D	D	D				
								W	D	D				
								D	D	D				
								W	D	D				

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

BARRIER

CONFLICT DIAGRAM

PHASE ON	NON-CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,4,8
Ø 2	6,5	1,4,8
Ø 3	NOT USED	
Ø 4	8	1,2,5,6
Ø 5	1,2	4,6,8
Ø 6	2,1	4,5,8
Ø 7	NOT USED	
Ø 8	4	1,2,5,6

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION: CALLS & EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
11C	1	X			1	1			
12C	1	X			1	1			
21C	2	X			2	2			
22C	3	X			2	2			
41C	4	X			4	4			
42C	4	X			4	4			
43C	5	X			4	4		X	
44C	5	X			4	4		X	
51C	6	X			5	5			
52C	6	X			5	5			
61C	7	X			6	6			
62C	8	X			6	6			
81C	9	X			8	8		X	
82C	9	X			8	6		X	
83C	10	X			8	8			
84C	10	X			8	8			

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		Min
Ø 3				
Ø 4		8		
Ø 5				
Ø 6	X	2		Min
Ø 7				
Ø 8		4		

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME: P:\JOHNSONJ\CADD\SHEETS2\SIG-SEYM3.DWG

SEQUENCE OF OPERATIONS – SEYMOUR STREET	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.122	M

R 12-8-00

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm

#415 HANSEN'S AUTOCARE

#401 VACANT LOT

HICKORY STREET

INSTALL 4 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

SAWED LOOP SLOTS

ONLY ONE 75MM CONDUIT INSTALLED

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

INSTALL 1 – 1.8 m X 6.1 m LOOP DETECTOR, 3 TURNS

INSTALL 1 – 1.8 m X 4.3 m LOOP DETECTOR, 3 TURNS

INSTALL 4 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

WEST JOHNSON STREET (S.T.H. 23)

MATCH LINE STA. – 2+900

MATCH LINE STA. – 2+980

2+920

12+060

12+040

2+960

FLAG POLE

FUEL TANK

FUEL TANK

FUEL TANK

8 SIGNAL HEAD NUMBER
R RED CIRCULAR INDICATOR
Y YELLOW CIRCULAR INDICATOR
G GREEN CIRCULAR INDICATOR
YELLOW ARROW
GREEN ARROW
12 DW W PEDESTRIAN SIGNAL FACE, 300 mm
PED 17 — PEDESTRIAN PUSH BUTTON

NOTES

ALL LENSES ARE 300 mm.

ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS.

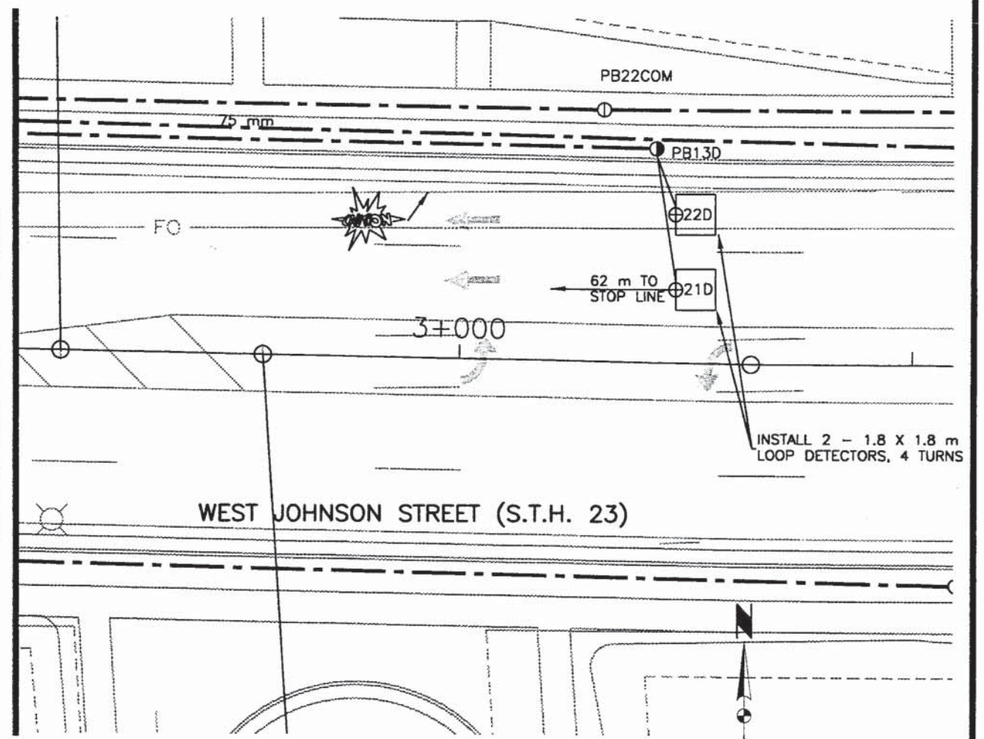
TRAFFIC SIGNAL PLAN – HICKORY STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.123	M

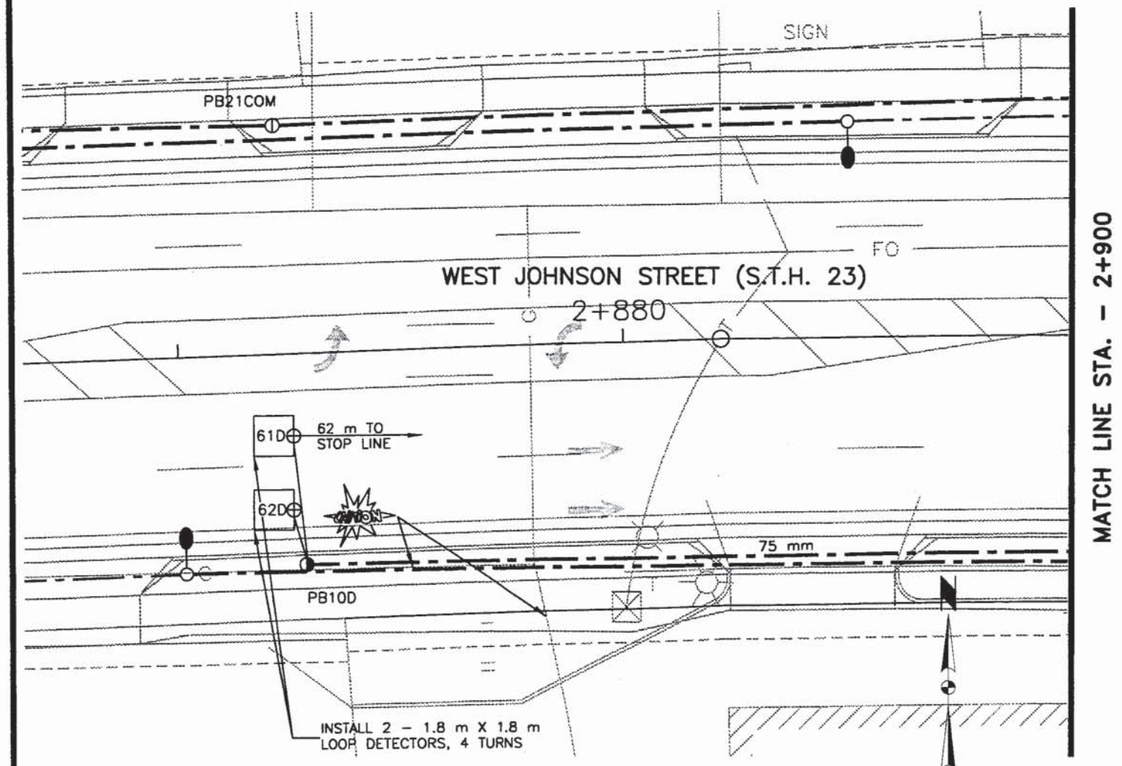
PLOT DATE: PLOT DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-HICK.DWG

12-8-00

SIGNAL CABLE DATA (IMSA–20–1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB4	SB7D	12/C	10D	RED, ORANGE, GREEN
			11D	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			20D	BLUE, BLACK
			PED27D	BLUE/BLACK
CB4	SB6D	7/C	9D	RED, ORANGE, GREEN
			PED26D	BLACK
CB4	SB5D	19/C	7D	RED, ORANGE, GREEN, BLUE, BLACK
			8D	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			17D	BLUE/BLACK, BLACK/WHITE
			18D	RED/WHITE, GREEN/WHITE
			PED25D	BLUE/WHITE
CB4	SB4D	9/C	6D	RED, ORANGE, GREEN, BLUE, BLACK
CB4	SB3D	15/C	4D	RED, ORANGE, GREEN
			5D	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			15D	BLUE, BLACK
			16D	BLUE/BLACK, BLACK/WHITE
			PED23D	RED/WHITE
			PED24D	GREEN/WHITE
CB4	SB2D	7/C	3D	RED, ORANGE, GREEN
			PED22D	BLACK
CB4	SB1D	19/C	1D	RED, ORANGE, GREEN
			2D	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
			13D	BLUE, BLACK
			14D	RED/WHITE, GREEN/WHITE
			PED21D	BLUE/WHITE
CB4	SB8D	12/C	12D	RED, ORANGE, GREEN, BLUE, BLACK
			19D	RED/BLACK, GREEN/BLACK
			PED28D	ORANGE/BLACK





DISK FILE NAME: P:\JOHNSON13\CADD\SHEETS2\SIG-HIGK2.DWG

PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN – HICKORY STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.12 4	M

12-8-00

SEQUENCE OF OPERATION





NOT USED



RING 1

		Ø1							Ø2						
		R/W	CLEAR TO **						R/W	CLEAR TO					
Ø1	6D,7D	*G	*Y	–					–	–	–				
Ø2	2D,8D,12D	R	R	R					G	Y	R				
Ø3	NOT USED														
Ø4	3D,4D,11D	R	R	R					R	R	R				
Ø5	2D,12D	–	–	–					–	–	–				
Ø6	1D,6D,7D	R	R	R					R	R	R				
Ø7	NOT USED														
Ø8	5D,9D,10D	R	R	R					R	R	R				
Ø2P	18D,19D	D	D	D					W	D	D				
Ø4P	13D,20D	D	D	D					D	D	D				
Ø6P	14D,15D	D	D	D					W	D	D				
Ø8P	16D,17D	D	D	D					D	D	D				

Ø3							Ø4						
R/W	CLEAR TO **						R/W	CLEAR TO					
							–	–	–				
							R	R	R				
							G	Y	R				
							–	–	–				
							R	R	R				
							R	R	R				
							D	D	D				
							W	D	D				
							D	D	D				
							W	D	D				



NOT USED



RING 2

		Ø5							Ø6						
		R/W	CLEAR TO **						R/W	CLEAR TO					
Ø1	6D,7D	–	–	–					–	–	–				
Ø2	2D,8D,12D	R	R	R					R	R	R				
Ø3	NOT USED														
Ø4	3D,4D,11D	R	R	R					R	R	R				
Ø5	2D,12D	*G	Y	–					–	–	–				
Ø6	1D,6D,7D	R	R	R					G	Y	R				
Ø7	NOT USED														
Ø8	5D,9D,10D	R	R	R					R	R	R				
Ø2P	18D,19D	D	D	D					W	D	D				
Ø4P	13D,20D	D	D	D					D	D	D				
Ø6P	14D,15D	D	D	D					W	D	D				
Ø8P	16D,17D	D	D	D					D	D	D				

Ø7							Ø8						
R/W	CLEAR TO **						R/W	CLEAR TO					
							–	–	–				
							R	R	R				
							R	R	R				
							–	–	–				
							R	R	R				
							G	Y	R				
							D	D	D				
							W	D	D				
							D	D	D				
							W	D	D				

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

BARRIER

CONFLICT DIAGRAM

PHASE ON	NON-CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,4,8
Ø 2	6,5	1,4,8
Ø 3	NOT USED	
Ø 4	8	1,2,5,6
Ø 5	1,2	4,6,8
Ø 6	2,1	4,5,8
Ø 7	NOT USED	
Ø 8	4	1,2,5,6

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
		CALLS & EXTENDS	CALLS ONLY	EXTENDS ONLY					
11D	1	X			1	1			
12D	1	X			1	1			
21D	2	X			2	2			
22D	3	X			2	2			
41D	4	X			4	4			
42D	4	X			4	4		X	
43D	5	X			4	4		X	
44D	5	X			4	4			
51D	6	X			5	5			
52D	6	X			5	5			
61D	7	X			6	6			
62D	8	X			6	6		X	
81D	9	X			8	8		X	
82D	9	X			8	6			
83D	10	X			8	8			
84D	10	X			8	8			

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		MIN
Ø 3				
Ø 4		8		
Ø 5				
Ø 6	X	2		MIN
Ø 7				
Ø 8		4		

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME P:\JOHNSON3\CADD\SHEETS2\SIG-HICK3.DWG

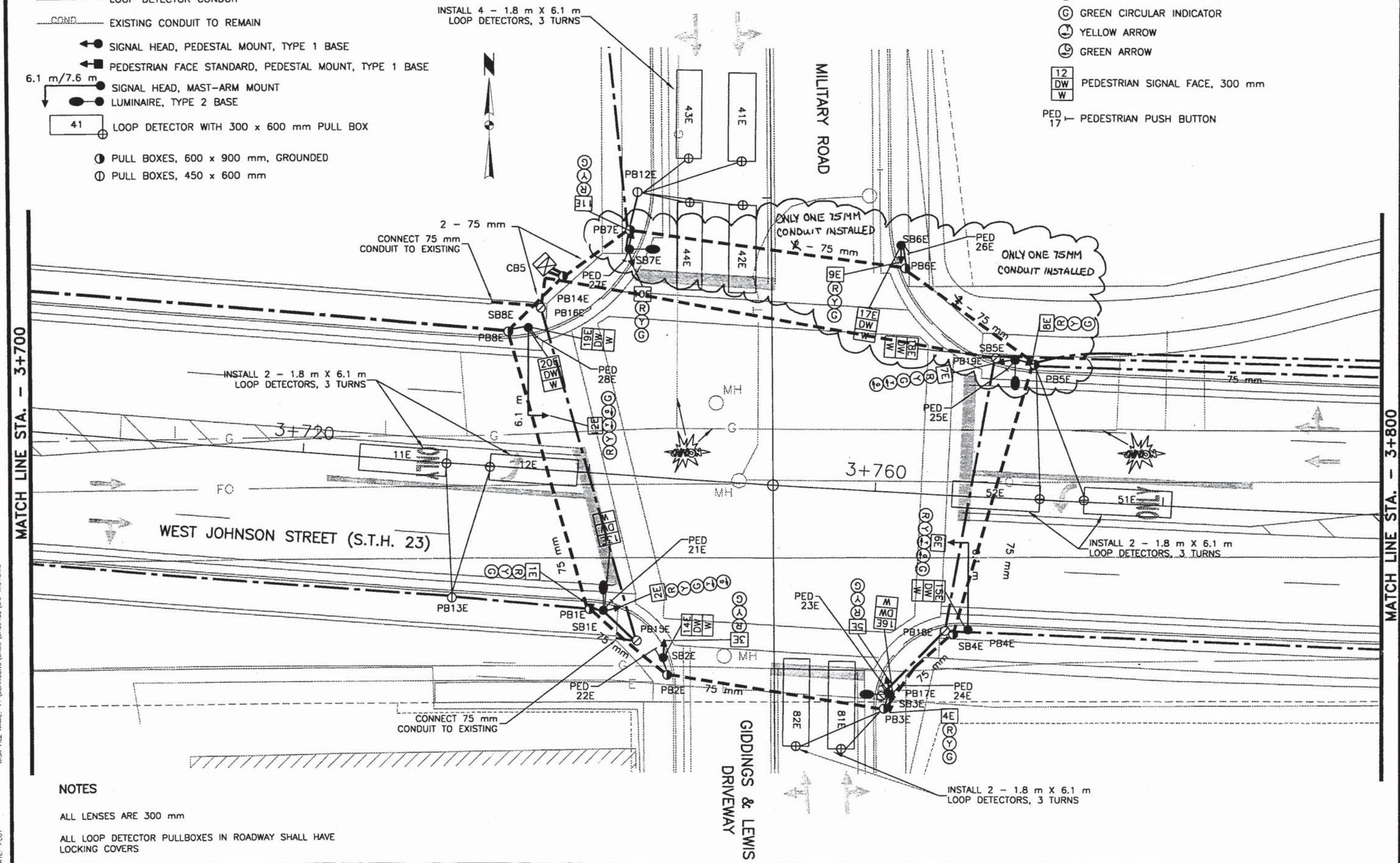
SEQUENCE OF OPERATIONS - HICKORY STREET	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.125	M

E 12-8-00

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm

- 8 — SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- 12 / DW / W — PEDESTRIAN SIGNAL FACE, 300 mm
- PED 17 — PEDESTRIAN PUSH BUTTON



DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-MILT.DWG

PLOT DATE: PLOT

NOTES

ALL LENSES ARE 300 mm

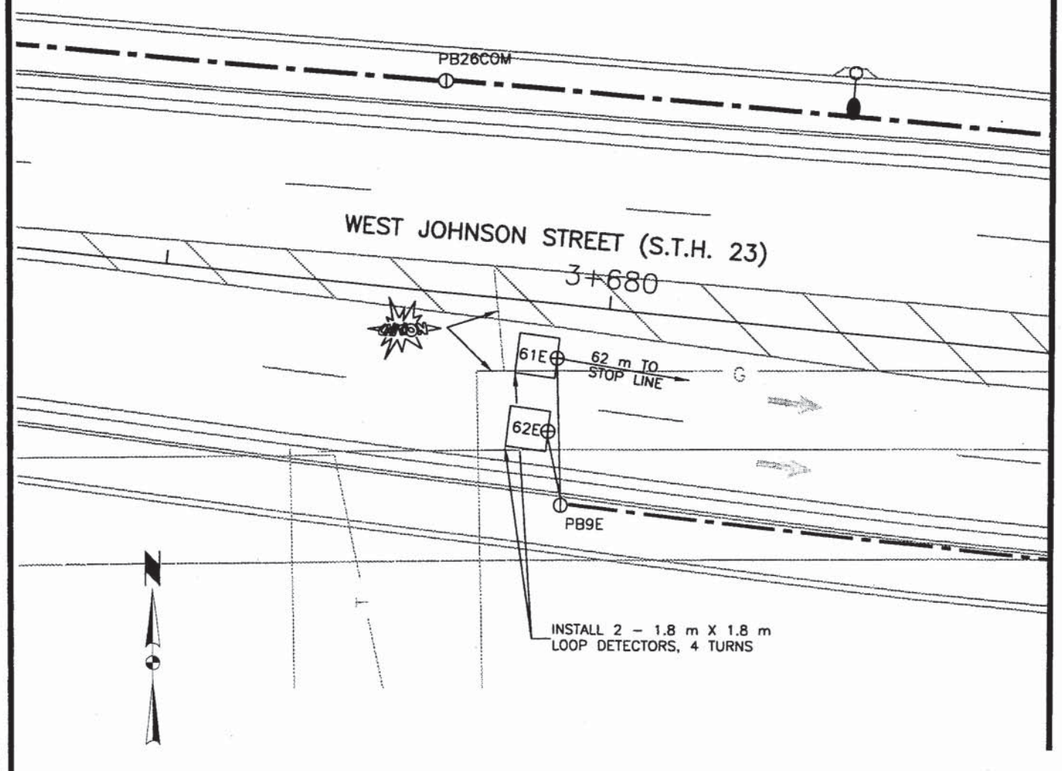
ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS

TRAFFIC SIGNAL PLAN – MILITARY ROAD INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.126	M

R 12-8-00

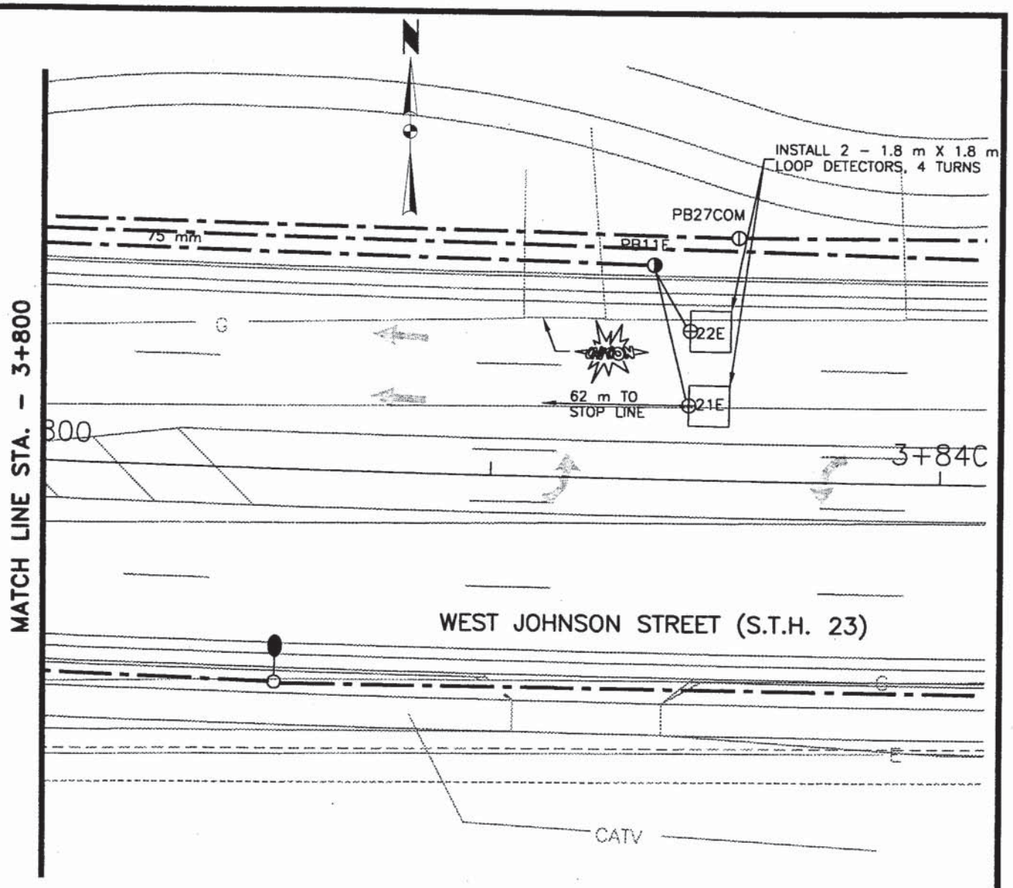
SIGNAL CABLE DATA (IMSA–20–1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB5	SB7E	12/C	10E	RED, ORANGE, GREEN
			11E	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			PED27E	BLUE
CB5	SB6E	9/C	9E	RED, ORANGE, GREEN
			17E	BLUE, BLACK
			PED26E	RED/BLACK
CB5	SB5E	15/C	7E	RED, ORANGE, GREEN, BLUE, BLACK
			8E	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			18E	BLUE/BLACK, BLACK/WHITE
			PED25E	RED/WHITE
CB5	SB4E	12/C	6E	RED, ORANGE, GREEN, BLUE, BLACK
			15E	RED/BLACK, GREEN/BLACK
CB5	SB3E	15/C	4E	RED, ORANGE, GREEN
			5E	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			16E	BLUE, BLACK
			PED23E	BLUE/BLACK
			PED24E	BLACK/WHITE
CB5	SB2E	9/C	3E	RED, ORANGE, GREEN
			14E	BLUE, BLACK
			PED22E	RED/BLACK
CB5	SB1E	15/C	1E	RED, ORANGE, GREEN
			2E	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
			13E	BLUE, BLACK
			PED21E	RED/WHITE
CB5	SB8E	15/C	12E	RED, ORANGE, GREEN, BLUE, BLACK
			19E	RED/BLACK, GREEN/BLACK
			20E	ORANGE/BLACK, BLUE/BLACK
			PED28E	BLACK/WHITE



MATCH LINE STA. – 3+700

MATCH LINE STA. – 3+800



DISK FILE NAME: P:\JOHNSON1\CADD\SHEETS2\SIG-MILT2.DWG

PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN – MILITARY ROAD INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.127	M

12-8-00

SEQUENCE OF OPERATION



NOT USED



RING 1

		Ø1 R/W	Ø1 CLEAR TO **					Ø2 R/W	Ø2 CLEAR TO				
Ø1	6E,7E	*G	*Y	–				–	–	–			
Ø2	2E,8E,12E	R	R	R				G	Y	R			
Ø3	NOT USED												
Ø4	3E,4E,11E	R	R	R				R	R	R			
Ø5	2E,12E	–	–	–				–	–	–			
Ø6	1E,6E,7E	R	R	R				R	R	R			
Ø7	NOT USED												
Ø8	5E,9E,10E	R	R	R				R	R	R			
Ø2P	18E,19E	D	D	D				W	D	D			
Ø4P	13E,20E	D	D	D				D	D	D			
Ø6P	14E,15E	D	D	D				W	D	D			
Ø8P	16E,17E	D	D	D				D	D	D			

	Ø3 R/W	Ø3 CLEAR TO **				Ø4 R/W	Ø4 CLEAR TO **				
						–	–	–			
						R	R	R			
						G	Y	R			
						–	–	–			
						R	R	R			
						R	R	R			
						D	D	D			
						W	D	D			
						D	D	D			
						W	D	D			



NOT USED



RING 2

		Ø5 R/W	Ø5 CLEAR TO **					Ø6 R/W	Ø6 CLEAR TO				
Ø1	6E,7E	–	–	–				–	–	–			
Ø2	2E,8E,12E	R	R	R				R	R	R			
Ø3	NOT USED												
Ø4	3E,4E,11E	R	R	R				R	R	R			
Ø5	2E,12E	*G	Y	–				–	–	–			
Ø6	1E,6E,7E	R	R	R				G	Y	R			
Ø7	NOT USED												
Ø8	5E,9E,10E	R	R	R				R	R	R			
Ø2P	18E,19E	D	D	D				W	D	D			
Ø4P	13E,20E	D	D	D				D	D	D			
Ø6P	14E,15E	D	D	D				W	D	D			
Ø8P	16E,17E	D	D	D				D	D	D			

	Ø7 R/W	Ø7 CLEAR TO **				Ø8 R/W	Ø8 CLEAR TO **				
						–	–	–			
						R	R	R			
						R	R	R			
						–	–	–			
						R	R	R			
						G	Y	R			
						D	D	D			
						W	D	D			
						D	D	D			
						W	D	D			

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

BARRIER

CONFLICT DIAGRAM

PHASE ON	NON-CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,4,8
Ø 2	6,5	1,4,8
Ø 3	NOT USED	
Ø 4	8	1,2,5,6
Ø 5	1,2	4,6,8
Ø 6	2,1	4,5,8
Ø 7	NOT USED	
Ø 8	4	1,2,5,6

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION: CALLS & EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
11E	1	X			1	1			
12E	1	X			1	1			
21E	2	X			2	2			
22E	3	X			2	2			
41E	4	X			4	4			
42E	4	X			4	4			
43E	5	X			4	4		X	
44E	5	X			4	4		X	
51E	6	X			5	5			
52E	6	X			5	5			
61E	7	X			6	6			
62E	8	X			6	6			
81E	9	X			8	8		X	
82E	9	X			8	6			

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		Min
Ø 3				
Ø 4		8		
Ø 5				
Ø 6	X	2		Min
Ø 7				
Ø 8		4		

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME P:\JOHNSONJ\CADD\SHEETS2\SIG-MILT3.DWG

SEQUENCE OF OPERATIONS - MILITARY ROAD	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.12B	M

R 12-8-00

MATCH LINE STA. – 19+230

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT, SCHEDULE 40, 50 mm
- NONMETALLIC CONDUIT, SCHEDULE 40, 75 mm
- LOOP DETECTOR CONDUIT
- COND — EXISTING CONDUIT TO REMAIN
- SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE
- PEDESTRIAN FACE STANDARD, PEDESTAL MOUNT, TYPE 1 BASE
- 6.1 m/7.6 m — SIGNAL HEAD, MAST-ARM MOUNT
- LUMINAIRE, TYPE 2 BASE
- 41 — LOOP DETECTOR WITH 300 x 600 mm PULL BOX
- PULL BOXES, 600 x 900 mm, GROUNDED
- PULL BOXES, 450 x 600 mm

MATCH LINE STA. – 4+150

MATCH LINE STA. – 4+240

INSTALL 6 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

GEORGETOWN DRYCLEANING

MAIN STREET

MH

CANOPY

FILLER CAPS

PB15F

41F 43F 71F

42F 44F 72F

PB7F SB20F

11F

9F

6.1 m

2 – 75 mm

SB6F PB6F PED 26F

PULL BOX ADDED SB8F PB8F

CB6 PB CB6

20F DW W

10F

PED 27F

PED 28F

19F DW W

12F

WEST JOHNSON STREET (S.T.H. 23)

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

4+160

11F 12F

4+200

PB22F PB5F SB5F

PB14F

75 mm

8F

7F

PED 25F

17F DW W

52F 151F

INSTALL 2 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

6F

15F DW W

16F DW W

1F

PED 21F

13F DW W

14F DW W

PB9F SB1F

PB18F

PED 22F

PB2F SB2F

3F

PED 23F

PB4F SB4F PB21F

SB3F

PB3F

PED 24F

5F

32F 86F 84F 82F

31F 85F 83F

PB13F

EAST JOHNSON STREET (S.T.H. 23)

Ⓡ RED CIRCULAR INDICATOR
Ⓨ YELLOW CIRCULAR INDICATOR
Ⓖ GREEN CIRCULAR INDICATOR
Ⓨ YELLOW ARROW
Ⓖ GREEN ARROW

12 DW W — PEDESTRIAN SIGNAL FACE, 300 mm

PED 17 — PEDESTRIAN PUSH BUTTON

INSTALL 7 – 1.8 m X 6.1 m LOOP DETECTORS, 3 TURNS

MATCH LINE STA. – 19+170

NOTES

ALL LENSES ARE 300 mm

ALL LOOP DETECTOR PULLBOXES IN ROADWAY SHALL HAVE LOCKING COVERS

CB 6 SHALL BE PLACED 1.2 m FROM THE FLANGE LINE. THE MAINTENANCE PLATFORM DIMENSIONS SHALL BE ADJUSTED TO EXTEND TO THE ADJACENT SIDEWALK.

TRAFFIC SIGNAL PLAN – MAIN STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.129	M

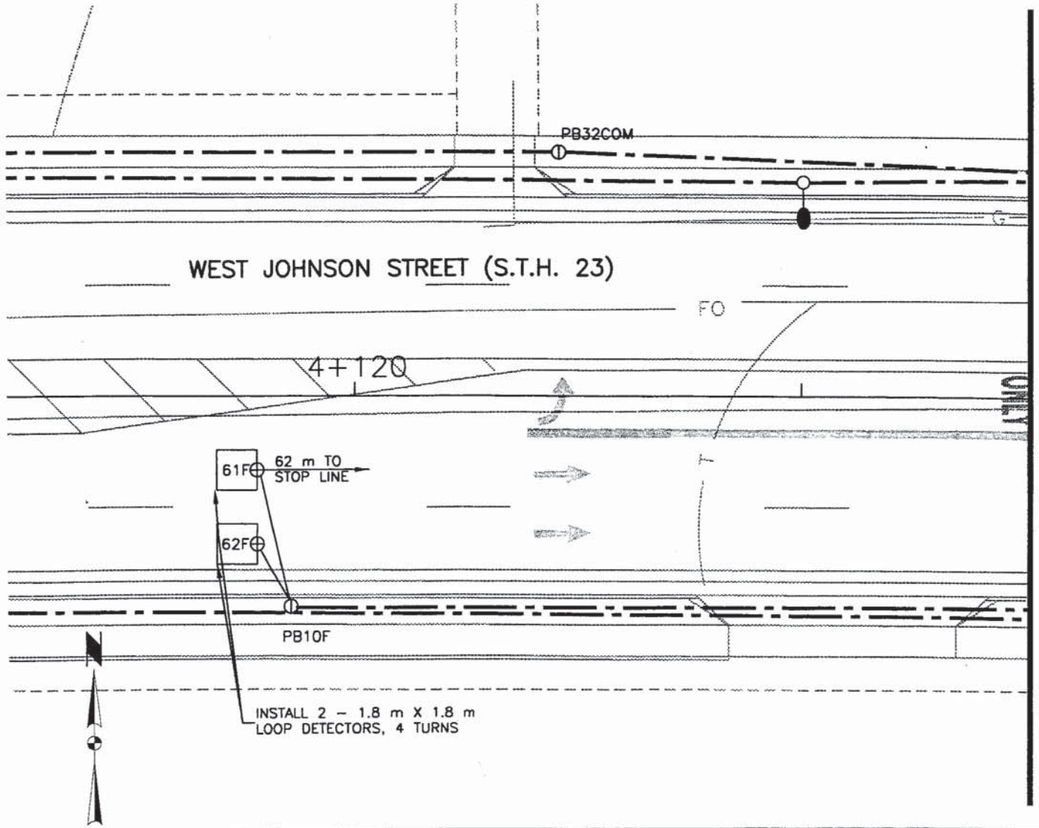
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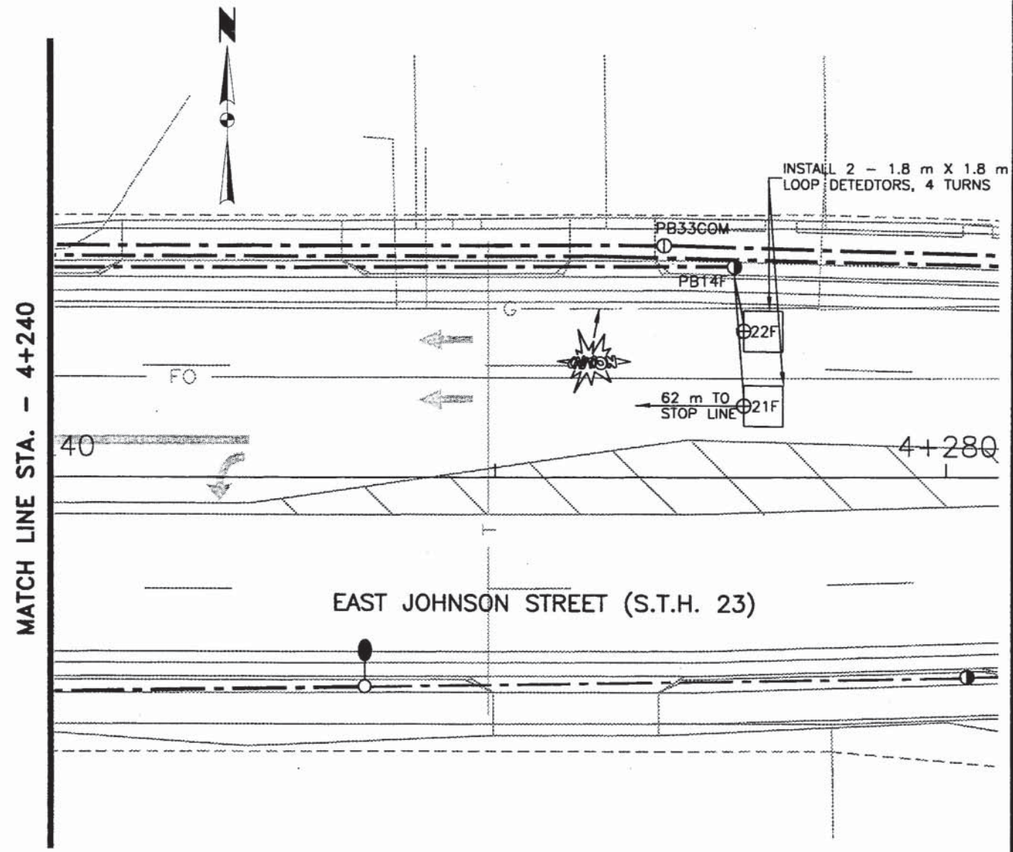
PLOT DATE: PLOT

R 12-8-00

SIGNAL CABLE DATA (IMSA-20-1, UNDERGROUND CONDUCTORS, NO.14)

FROM	TO	# CONDUCTORS	HEAD #	COLOR CODE
CB6	SB7F	15/C	10F	RED, ORANGE, GREEN, BLUE, BLACK
			11F	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			20F	BLUE/BLACK, BLACK/WHITE
			PED27F	RED/WHITE
CB6	SB6F	9/C	9F	RED, ORANGE, GREEN, BLUE, BLACK
			PED26F	RED/BLACK
CB6	SB5F	19/C	7F	RED, ORANGE, GREEN, BLUE, BLACK
			8F	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			17F	BLUE/BLACK, BLACK/WHITE
			18F	RED/WHITE, GREEN/WHITE
			PED25F	BLUE/WHITE
CB6	SB4F	12/C	6F	RED, ORANGE, GREEN, BLUE, BLACK
			15F	RED/BLACK, GREEN/BLACK
CB6	SB3F	15/C	4F	RED, ORANGE, GREEN, BLUE, BLACK
			5F	RED/BLACK, ORANGE/BLACK, GREEN/BLACK
			16F	BLUE/BLACK, BLACK/WHITE
			PED23F	RED/WHITE
			PED24F	GREEN/WHITE
CB6	SB2F	9/C	3F	RED, ORANGE, GREEN, BLUE, BLACK
			PED22F	RED/BLACK
CB6	SB1F	19/C	1F	RED, ORANGE, GREEN
			2F	RED/BLACK, ORANGE/BLACK, GREEN/BLACK, BLUE/BLACK, BLACK/WHITE
			13F	BLUE, BLACK
			14F	RED/WHITE, GREEN/WHITE
			PED21F	BLUE/WHITE
CB6	SB8F	12/C	12F	RED, ORANGE, GREEN, BLUE, BLACK
			19F	RED/BLACK, GREEN/BLACK
			PED28F	ORANGE/BLACK



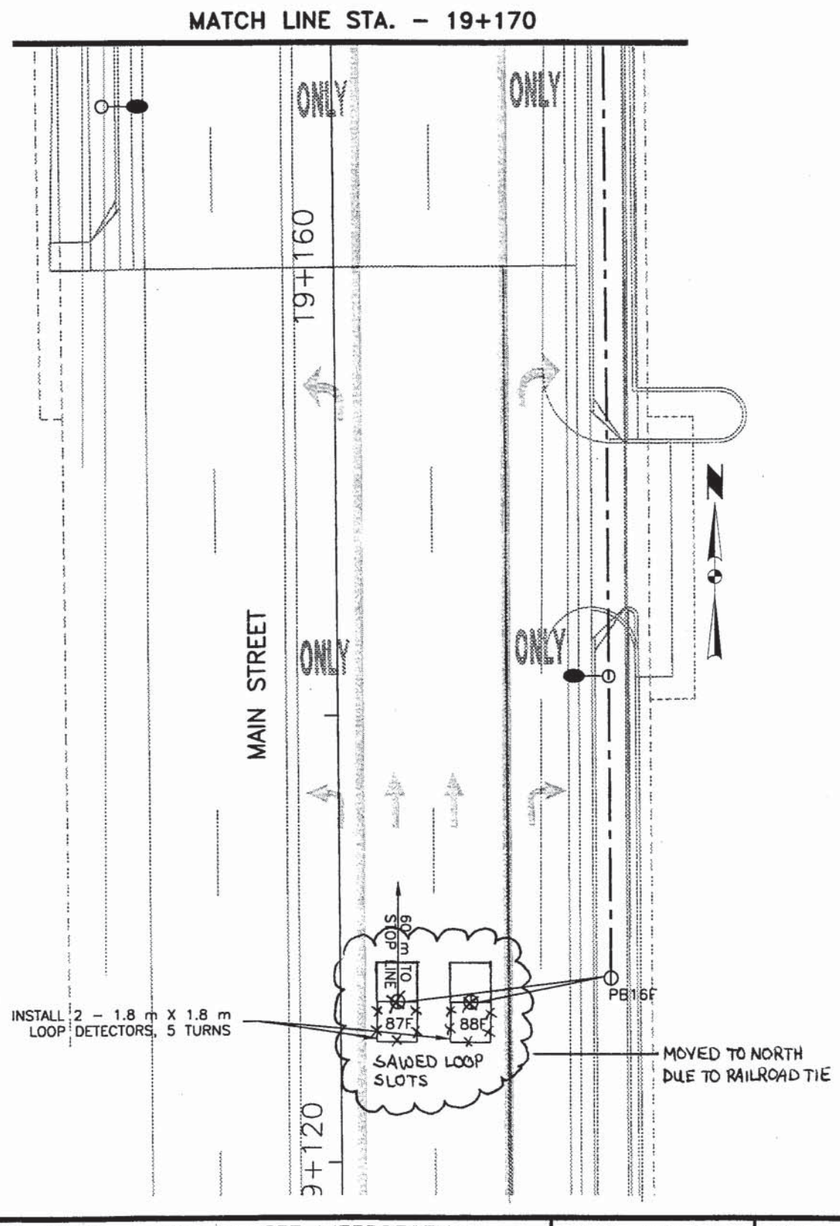


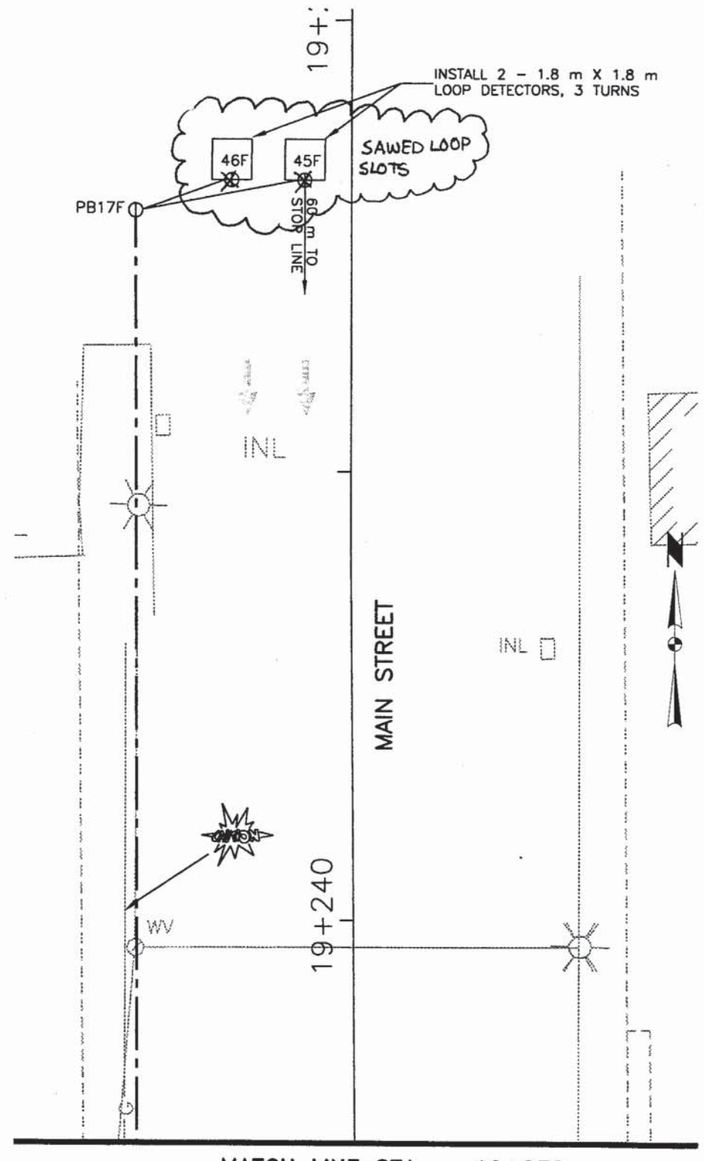
DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-MAIN2.DWG

PLOT DATE: PLOT

TRAFFIC SIGNAL PLAN – MAIN STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.130	M

R12-8-00





TRAFFIC SIGNAL PLAN – MAIN STREET INTERSECTION	SCALE 1:125	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.31	M

PLOT DATE: PLOT DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\SIG-MAIN3

12-8-00

SEQUENCE OF OPERATION

RING 1

		Ø1							Ø2						
		R/W	**	CLEAR TO					R/W	CLEAR TO					
Ø1	6F,7F	*G	*Y	–					–	–	–				
Ø2	2F,8F,12F	R	R	R					G	Y	R				
Ø3	9F,10F	–	–	–					–	–	–				
Ø4	3F,4F,11F	R	R	R					R	R	R				
Ø5	2F,12F	–	–	–					–	–	–				
Ø6	1F,6F,7F	R	R	R					R	R	R				
Ø7	3F,4F	–	–	–					–	–	–				
Ø8	5F,9F,10F	R	R	R					R	R	R				
Ø2P	18F,19F	D	D	D					W	D	D				
Ø4P	13F,20F	D	D	D					D	D	D				
Ø6P	14F,15F	D	D	D					W	D	D				
Ø8P	16F,17F	D	D	D					D	D	D				

Ø3							Ø4						
R/W	**	CLEAR TO					R/W	CLEAR TO					
–	–	–					–	–	–				
R	R	R					R	R	R				
*G	*Y	–					–	–	–				
R	R	R					G	Y	R				
–	–	–					–	–	–				
R	R	R					R	R	R				
–	–	–					–	–	–				
R	R	R					R	R	R				
D	D	D					D	D	D				
D	D	D					W	D	D				
D	D	D					D	D	D				
D	D	D					W	D	D				

RING 2

		Ø5							Ø6						
		R/W	**	CLEAR TO					R/W	CLEAR TO					
Ø1	6F,7F	–	–	–					–	–	–				
Ø2	2F,8F,12F	R	R	R					R	R	R				
Ø3	9F,10F	–	–	–					–	–	–				
Ø4	3F,4F,11F	R	R	R					R	R	R				
Ø5	2F,12F	*G	Y	–					–	–	–				
Ø6	1F,6F,7F	R	R	R					G	Y	R				
Ø7	3F,4F	–	–	–					–	–	–				
Ø8	5F,9F,10F	R	R	R					R	R	R				
Ø2P	18F,19F	D	D	D					W	D	D				
Ø4P	13F,20F	D	D	D					D	D	D				
Ø6P	14F,15F	D	D	D					W	D	D				
Ø8P	16F,17F	D	D	D					D	D	D				

Ø7							Ø8						
R/W	**	CLEAR TO					R/W	CLEAR TO					
–	–	–					–	–	–				
R	R	R					R	R	R				
–	–	–					–	–	–				
R	R	R					R	R	R				
–	–	–					–	–	–				
R	R	R					R	R	R				
*G	Y	–					–	–	–				
R	R	R					G	Y	R				
D	D	D					D	D	D				
D	D	D					W	D	D				
D	D	D					D	D	D				
D	D	D					W	D	D				

* WHEN CALLED

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CONFLICT DIAGRAM)

BARRIER

CONFLICT DIAGRAM

PHASE ON	NON-CONFLICTING PHASE(S) ALLOWED TO TIME CONCURRENTLY	PHASE(S) IN CONFLICT WITH PHASE ON
Ø 1	5,6	2,3,4,7,8
Ø 2	6,5	1,3,4,7,8
Ø 3	7,8	1,2,4,5,6
Ø 4	8,7	1,2,3,5,6
Ø 5	1,2	3,4,6,7,8
Ø 6	2,1	3,4,5,7,8
Ø 7	3,4	1,2,5,6,8
Ø 8	4,3	1,2,5,6,7

CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY W/Ø	PHASE TERMINATION	PHASE RECALL
Ø 1				
Ø 2	X	6		Min
Ø 3				
Ø 4		8		
Ø 5				
Ø 6	X	2		Min
Ø 7				
Ø 8		4		

DETECTOR LOGIC DIAGRAM

DETECTOR NO.	AMPLIFIER CHANNEL NO.	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
		CALLS & EXTENDS	CALLS ONLY	EXTENDS ONLY					
11F	1	X			1	1			
12F	1	X			1	1			
21F	2	X			2	2			
22F	3	X			2	2			
31F	4	X			4	4			
32F	4	X			4	4			
41F	5	X			4	4		X	
42F	5	X			4	4		X	
43F	6	X			4	4			
44F	6	X			4	4			
45F	7			X	–	4			X
46F	8			X	–	4			X
51F	9	X			5	5			
52F	9	X			5	5			
61F	10	X			6	6			
62F	11	X			6	6			
71F	12	X			7	7			
72F	12	X			7	7			
82F	13	X			8	8		X	
83F	14	X			8	8			
84F	14	X			8	8			
85F	15	X			8	8			
86F	15	X			8	8			
87F	16			X	–	8			X
88F	17			X	–	8			X

TYPE OF INTERCONNECT	
NONE	
TBC	
CLOSED LOOP	X
HARDWIRE (7 WIRE)	
TONE (FREQ)	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY	

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

CONSTRUCTION NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS..
2. BACKPLATES SHALL BE PROVIDED FOR ALL SIGNAL HEADS.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. CONDUIT INSTALLED FROM 600 x 900 mm PULLBOX TO 600 x 900 mm PULLBOX AND FROM THE CONTROL CABINET TO 600 X 900 mm PULLBOX(ES) SHALL BE 75 mm. ALL OTHER CONDUIT SHALL BE 50 mm.
5. THE EXACT LOCATIONS OF SIGNAL BASES AND PULLBOXES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. SIGNAL STANDARDS SHALL HAVE A MINIMUM OF 900 mm OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE STANDARD.
7. TYPE 3 POLES SHALL HAVE A MINIMUM OF 1.2 m OF CLEARANCE FROM THE FACE OF CURB TO THE FACE OF THE POLE.
8. ALL LOOPS SHALL BE CENTERED IN THE TRAFFIC LANE.
9. EACH LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
10. THE CONTRACTOR SHALL HAVE THE PULLBOXES AND THE CONDUIT RUNS INSPECTED BY THE ENGINEER BEFORE PLACING ANY SIGNAL CABLE INTO THE SYSTEM.
11. ALL METAL PULLBOXES THAT CARRY 50 VOLTS OR MORE SHALL BE BONDED.
12. TERMINATION OF BONDING JUMPERS IN PULLBOXES ARE TO BE A LUG AND BOLT CONNECTION AND SHALL BE CAULKED (SILICONE) AFTER INSTALLATION.
13. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED.

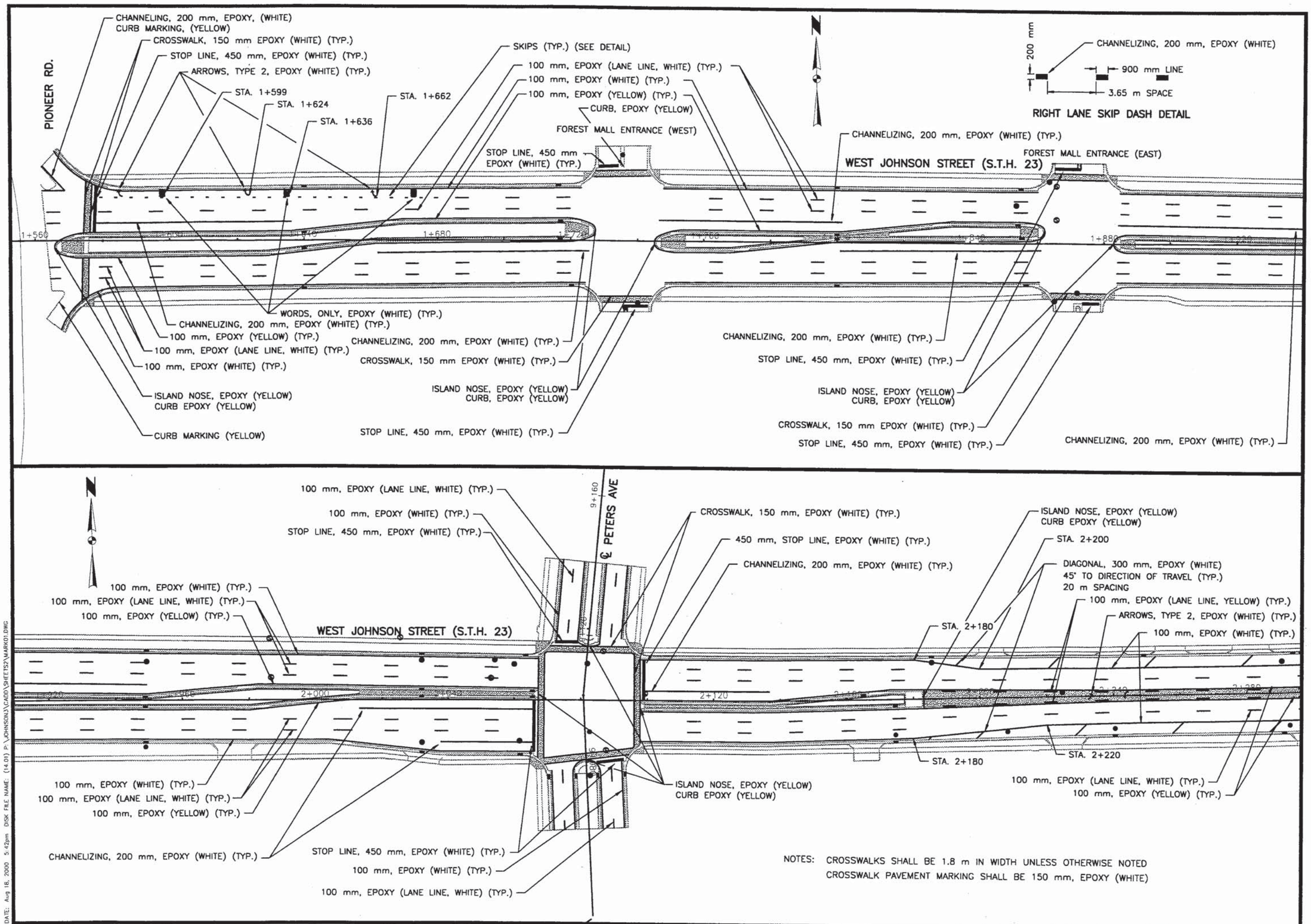
ADDITIONAL NOTES

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL (SEE CONFLICT DIAGRAM).
3. LOOP DETECTORS SHALL BE MOTORCYCLE SENSITIVE.
4. ALL WORK SHOWN ON THESE SHEETS SHALL BE DONE BY CITY OF FOND DU LAC FORCES.

PLOT DATE: Mar 02, 2000 9:28am DISK FILE NAME: DISK FILE NAME P:\JOHNSON3\CADD\SHEETS2\SIG-MAIN4.DWG

SEQUENCE OF OPERATIONS – MAIN STREET	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.132	M

12-8-00

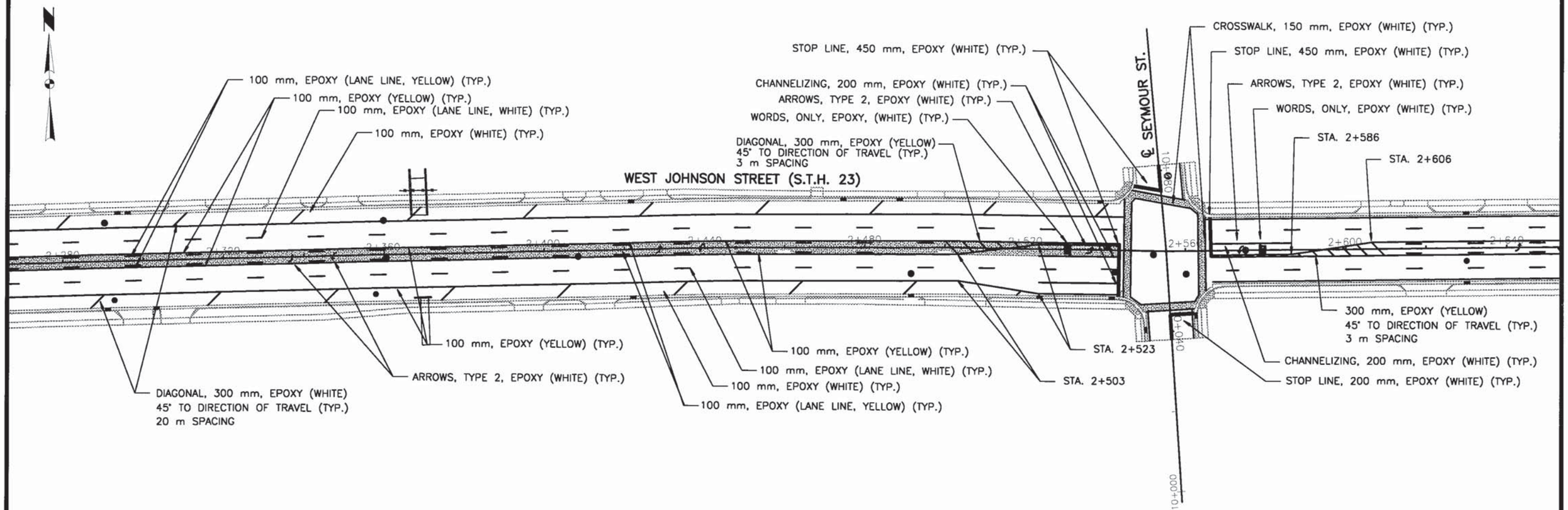


NOTES: CROSSWALKS SHALL BE 1.8 m IN WIDTH UNLESS OTHERWISE NOTED
CROSSWALK PAVEMENT MARKING SHALL BE 150 mm, EPOXY (WHITE)

PLOT DATE: Aug 18, 2000 5:42pm DISK FILE NAME: (14.01) P:\JOHNSON\CADD\SHEETS2\MARK01.DWG

MARKING PLAN – STA. 1+563 TO STA. 2+280	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.133	M

2 12 -6-00

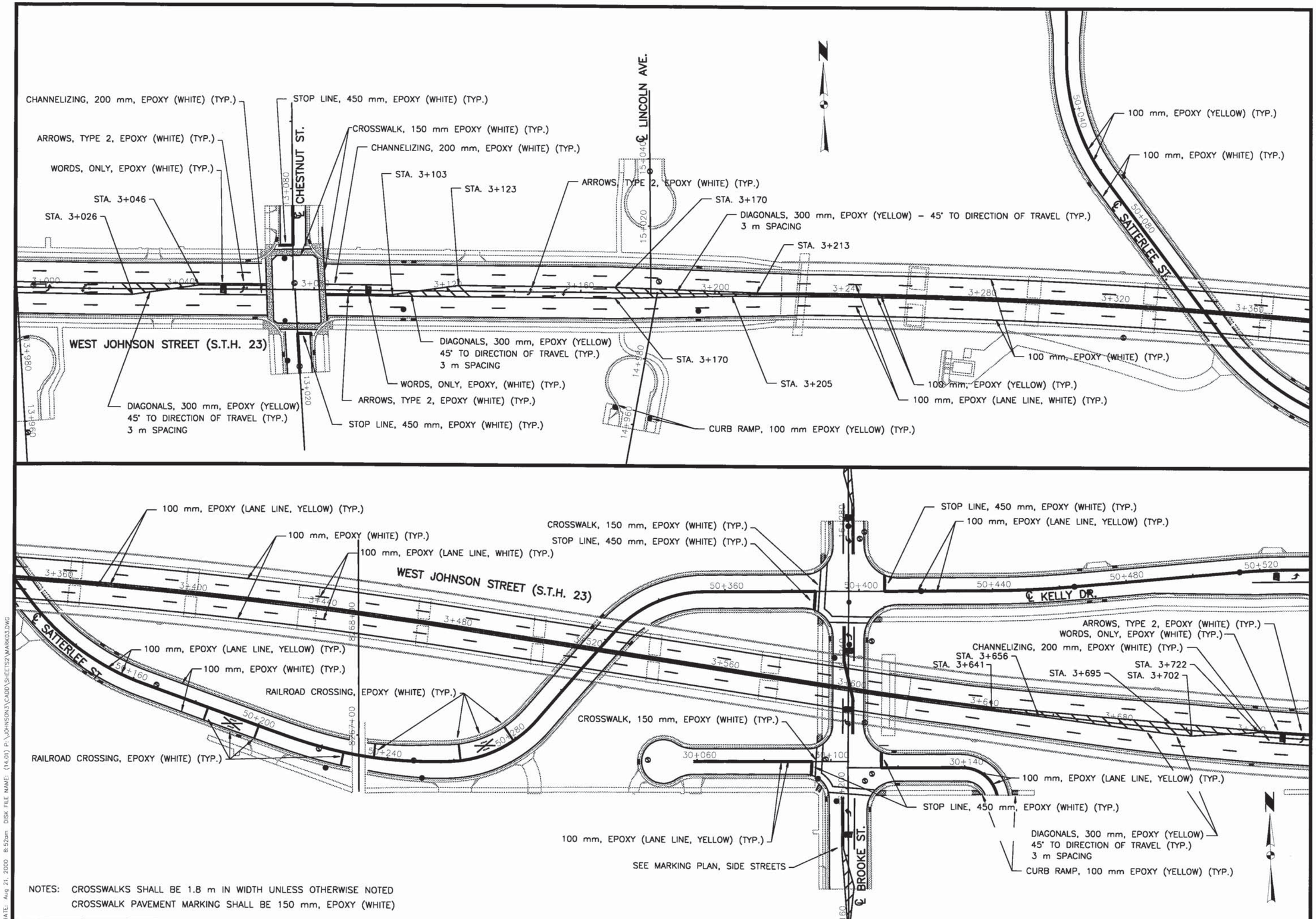


NOTES: CROSSWALKS SHALL BE 1.8 m IN WIDTH UNLESS OTHERWISE NOTED
CROSSWALK PAVEMENT MARKING SHALL BE 150 mm, EPOXY (WHITE)

MARKING PLAN – STA. 2+280 TO STA. 3+000	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.134	M

PLOT DATE: Jul 31, 2000 3:25pm DISK FILE NAME: (14.01) P:\JOHNSON43\CADD\SHEETS2\MARK02.DWG

12-8-00

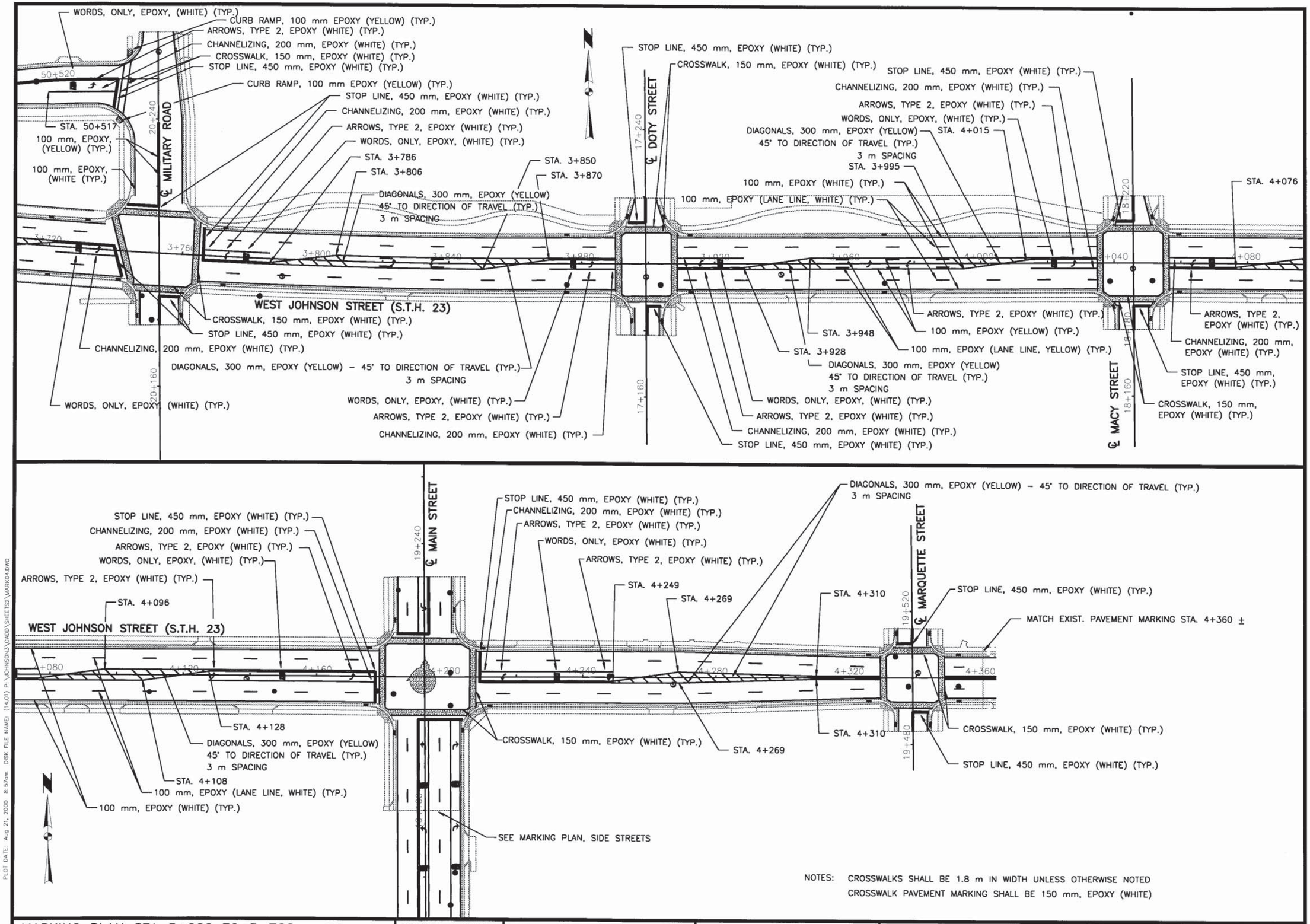


NOTES: CROSSWALKS SHALL BE 1.8 m IN WIDTH UNLESS OTHERWISE NOTED
CROSSWALK PAVEMENT MARKING SHALL BE 150 mm, EPOXY (WHITE)

MARKING PLAN – STA. 3+000 TO STA. 3+720	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.135	M

PLOT DATE: Aug 21, 2000 8:52am DISK FILE NAME: (14.01) P:\JOHNSON\3\CADD\SHEETS2\MARK03.DWG

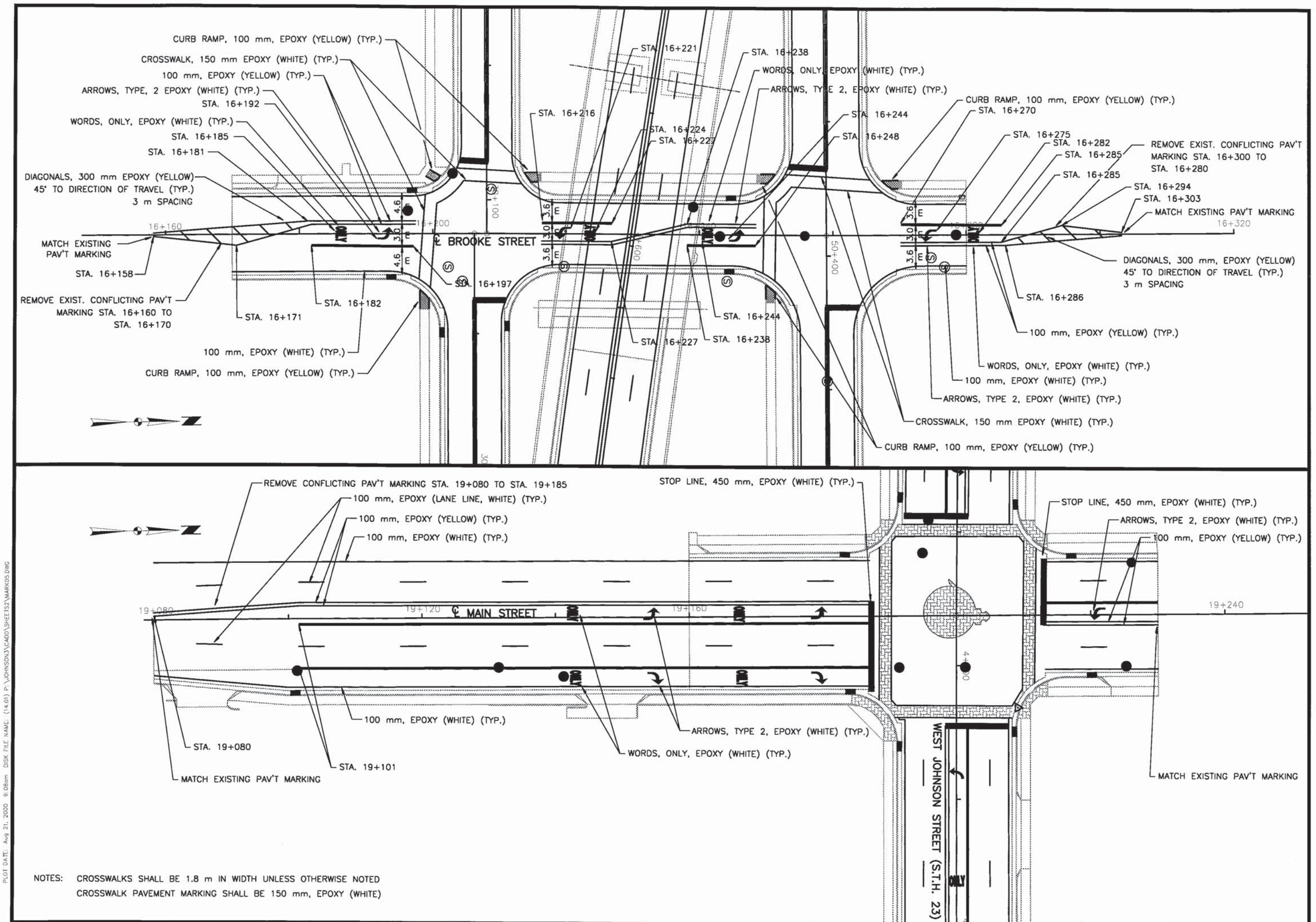
D-12-5-00



NOTES: CROSSWALKS SHALL BE 1.8 m IN WIDTH UNLESS OTHERWISE NOTED
CROSSWALK PAVEMENT MARKING SHALL BE 150 mm, EPOXY (WHITE)

PLOT DATE: Aug 21, 2000 8:57am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\MARK04.DWG

MARKING PLAN STA 3+000 TO 3+720	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.136	M

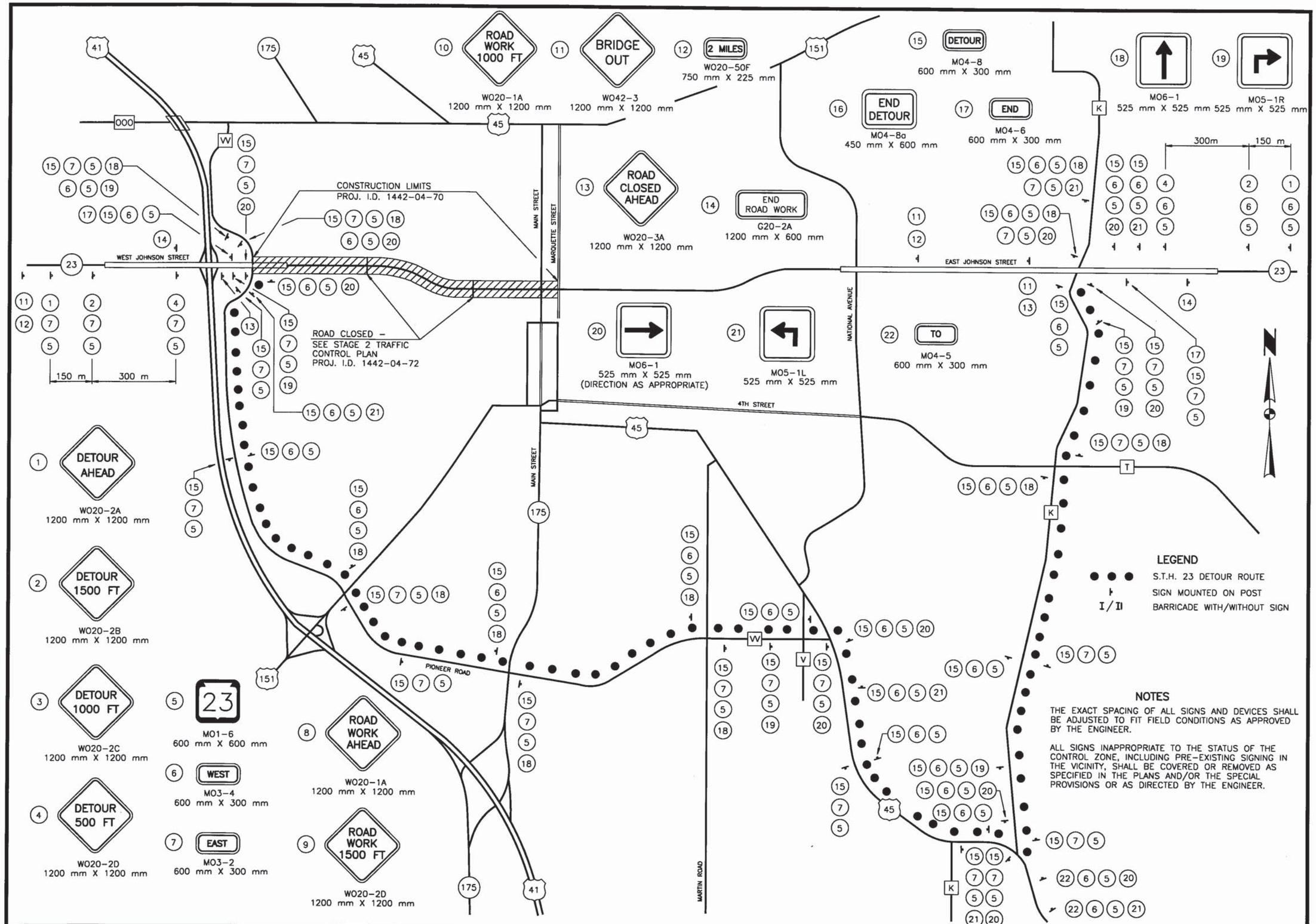


NOTES: CROSSWALKS SHALL BE 1.8 m IN WIDTH UNLESS OTHERWISE NOTED
CROSSWALK PAVEMENT MARKING SHALL BE 150 mm, EPOXY (WHITE)

MARKING PLAN SIDE STREETS	SCALE 1:250	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.137	M

PLOT DATE: Aug 21, 2000 9:08am DISK FILE NAME: (14.01) P:\JOHNSON13\C4D0\SHEETS2\MARK05.DWG

2.13-800



PLOT DATE: Jul 12, 1999 10:36am DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\DETOUR01

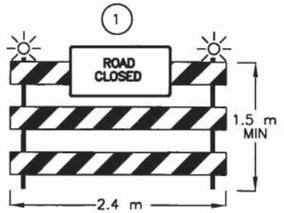
DETOUR PLAN – WEST JOHNSON STREET	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 1.138	M

GENERAL NOTES – TRAFFIC CONTROL

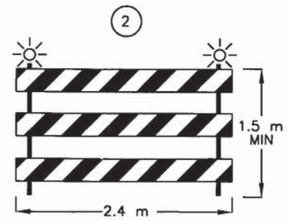
1. THE ROADWAY WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION OPERATIONS UNDER THIS CONTRACT. THE DETOUR WILL BE ESTABLISHED UNDER THE CONTRACT FOR PROJ. I.D. 1442-04-72. THE DETOUR WILL BE RE-ESTABLISHED UNDER THIS CONTRACT WITH THE APPROPRIATE BID ITEMS UPON COMPLETION OF PROJECT I.D. 1442-04-72 (SEE DETOUR PLAN).
2. ITEMS SHOWN IN EACH CONSTRUCTION STAGE SHALL BE IN PLACE AT THE START OF THAT STAGE, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE, AS SHOWN, THROUGH THE DURATION OF EACH CONSTRUCTION STAGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
4. ONE (1) ACCESS TO A PUBLIC STREET SHALL BE PROVIDED AND MAINTAINED TO ALL PROPERTIES AT ALL TIMES OVER EITHER THE EXISTING PAVEMENT, NEW PAVEMENT, OR CABC, EXCEPT DURING PAVING OPERATIONS OR AS APPROVED BY THE ENGINEER.
5. THE CONTRACTOR SHALL INSTALL ALL PERMANENT PAVEMENT MARKING LOCATED WITHIN A CONSTRUCTION STAGE WORK ZONE PRIOR TO OPENING THE LANES TO TRAFFIC, UNLESS TEMPORARY MARKINGS ARE SHOWN IN THE WORK ZONE DURING A SUBSEQUENT CONSTRUCTION STAGE.
6. ALL SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS ARE TEMPORARY SIGNS, PAID FOR BY UNIT DAYS.
7. THE CONTRACTOR SHALL COVER THE DETOUR SIGNS WHEN THE DETOUR IS NOT OPEN AND COVER ANY OTHER SIGN IN CONFLICT WITH THE TRAFFIC CONTROL IN OPERATION, AS NEEDED OR AS DIRECTED BY THE ENGINEER. THE COST OF COVERING SIGNS SHALL BE INCLUDED IN THE ITEM OF TRAFFIC CONTROL.
8. SIGN LOCATIONS SHOWN ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.
9. "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE. AND AVAILABLE FOR USE AT ALL TIMES.
10. CONCRETE PAVEMENT GAPS ARE REQUIRED AT LOCATIONS SPECIFIED ON THE PLANS. ADDITIONAL PAVEMENT GAPS HAVE BEEN INCLUDED IN THE QUANTITIES FOR EACH STAGE TO BE USED, IF NECESSARY, AS DIRECTED BY THE ENGINEER.
11. TEMPORARY PAVEMENT MARKINGS NOT REQUIRED FOR A SUBSEQUENT CONSTRUCTION STAGE SHALL BE REMOVED IMMEDIATELY PRIOR TO SHIFTING TRAFFIC OPERATIONS.
12. TEMPORARY PAVEMENT MARKINGS REQUIRED FOR A SUBSEQUENT CONSTRUCTION STAGE, BUT NOT SPECIFICALLY CALLED OUT, SHALL REMAIN IN PLACE WITH NO ADDITIONAL PAYMENT THEREFOR.
13. TEMPORARY ROADS AND CROSSOVERS SHALL BE CONSTRUCTED OF 75 mm OF ASPHALTIC CONC. PAV'T, TYPE LV ON 100 mm OF CABC, UNLESS OTHERWISE NOTED IN TRAFFIC CONTROL PLANS.

LEGEND – TRAFFIC CONTROL

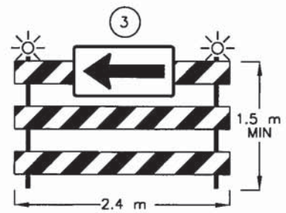
- WORK ZONE
- SHARED WORK ZONE w/ PROJECT I.D. 1442-04-72
- WORK ZONE – RAILROAD PROPERTY
- TRAFFIC FLOW DIRECTION
- o/● TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE "C" STEADY BURN LIGHT
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- I/I TYPE III BARRICADE WITH/ WITHOUT ATTACHED SIGN
- (X) SIGN DESIGNATION
- (S) PERMANENT SIGNAL IN OPERATION
- [G] DRIVEWAYS/INTERSECTIONS TO BE GAPPED DURING PAVING OPERATIONS (ALL OTHERS TO BE CLOSED)
- [T] TEMPORARY TRAFFIC SIGNAL



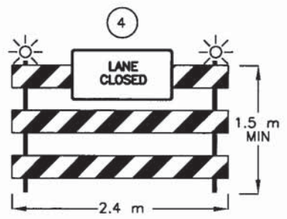
1 TYPE III BARRICADE WITH 2 X TYPE A WARNING LIGHTS REQ'D. AND ROAD CLOSED SIGN (R11-2) 1200 mm x 750 mm



2 TYPE III BARRICADE WITH 2 X TYPE A WARNING LIGHTS REQ'D.



3 TYPE III BARRICADE WITH 2 X TYPE A WARNING LIGHTS REQ'D. AND (WO1-6) SIGN AS APPROPRIATE 1200 mm x 750 mm



4 TYPE III BARRICADE WITH 2 X TYPE A WARNING LIGHTS REQ'D. AND LANE CLOSED SIGN (R11-2) (MOD.) 1200 mm x 750 mm



5 W20-1 1200 mm x 1200 mm



6 W05-1 1200 mm x 1200 mm


7 W01-4R 1200 mm x 1200 mm


8 W01-4L 1200 mm x 1200 mm



9 W020-3A 1200 mm x 1200 mm



10 W20-1B 1200 mm x 1200 mm



11 W20-1C 1200 mm x 1200 mm



12 W20-1D 1200 mm x 1200 mm



13 W020-3A(MOD.) 1200 mm x 1200 mm



14 W020-3A(MOD.) 1200 mm x 1200 mm



15 W020-3A(MOD.) 1200 mm x 1200 mm



16 W06-3 1200 mm x 1200 mm
R4-1 600 mm x 760 mm


17 W06-3 1200 mm x 1200 mm



WO13-1 600 mm x 600 mm



18 G20-2A 1200 mm x 600 mm



19 R1-1 750 mm x 750 mm



20 W020-5R 1200 mm x 1200 mm



21 W020-5L 1200 mm x 1200 mm


22 W04-2R 1200 mm x 1200 mm


23 W04-2L 1200 mm x 1200 mm



24 R11-2 (MOD.) 1200 mm x 750 mm



25 W042-3 1200 mm x 1200 mm


26 W011-7 1200 mm x 750 mm



27 W03-1 1200 mm x 1200 mm



28 W042-7 1200 mm x 1200 mm

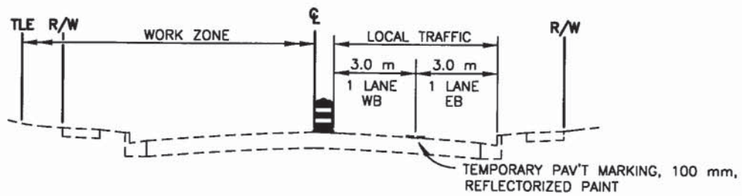


WO13-1 600 mm x 600 mm

CONSTRUCTION SIGNS AND BARRICADES

PLOT DATE: Mar 01, 2000 8:48am DISK FILE NAME: P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRFNOT01

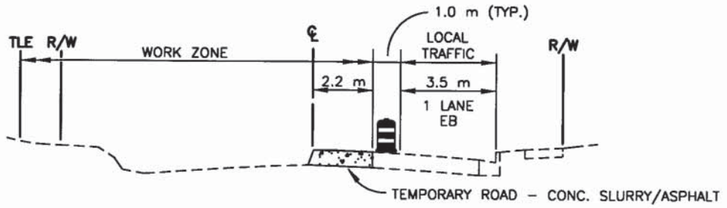
TRAFFIC CONTROL – GENERAL NOTES AND LEGEND	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.139	M



TYPICAL SECTION – STAGE 1 TRAFFIC CONTROL SHIFT TRAFFIC TO SOUTH SIDE OF STREET

1. PLACE TRAFFIC CONTROL/SALVAGE TRAFFIC SIGNALS/PLACE TEMP. TRAFFIC SIGNALS
2. SHIFT TRAFFIC TO SOUTH SIDE OF STREET
3. REMOVE EXISTING PAVEMENT
4. CONSTRUCT WATERMAIN/SAN. SEWER/STORM SEWER
5. CONSTRUCT ROADWAY THROUGH FINISHED PAVEMENT:

   3 NORTH LANES AND MEDIAN – STA. 1+560 TO STA. 2+120
   3 NORTH LANES – STA. 2+120 TO STA. 2+540
   2 NORTH LANES – STA. 2+540 TO STA. 3+100, STA. 3+740 TO STA. 4+360



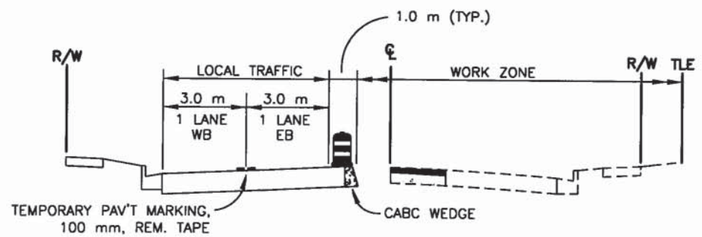
TYPICAL SECTION – STAGE 1A TRAFFIC CONTROL DETOUR LOCAL WESTBOUND TRAFFIC FOR SAN. SEWER CONST. (ONE BLOCK AT A TIME ONLY)

1. PLACE LOCAL WB TRAFFIC DETOUR (SEE TRAFFIC CONTROL PLAN – STAGE 1A)
2. SAWCUT/REMOVE EXISTING PAV'T.
3. CONTRUCT SAN. SEWER
4. RESTORE DRIVING SURFACE:

   TRENCH SHALL BE BACKFILLED WITH CONC. SLURRY EACH EVENING TO LEVEL OF EX. PAV'T. CONC. SLURRY BACKFILL IS INCLUDED IN SAN. SEWER ITEMS

   UPON COMPLETION OF STAGE 1A, OR AS DIRECTED BY THE ENGINEER, 75 mm OF ASPHALT CONCRETE PAV'T, TYPE E-3 SHALL BE PLACED ON CONC. SLURRY BACKFILL, FLUSH W/ EX. PAV'T.

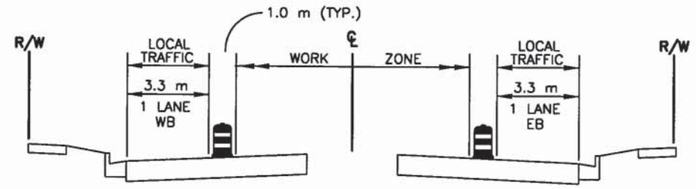
5. RESTORE STAGE 1 TRAFFIC CONTROL



TYPICAL SECTION – STAGE 2 TRAFFIC CONTROL SHIFT TRAFFIC TO NORTH SIDE OF STREET

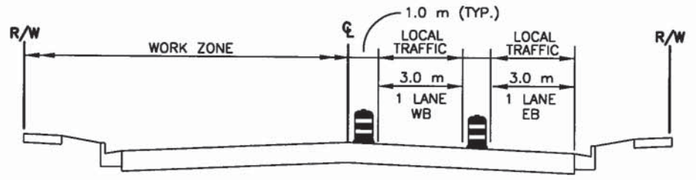
1. PLACE TRAFFIC CONTROL/ADJUST TEMP. TRAFFIC SIGNALS
2. SHIFT TRAFFIC TO NORTH SIDE OF STREET
3. REMOVE EXISTING PAV'T
4. CONSTRUCT WATERMAIN/SAN. SEWER/STORM SEWER
5. CONSTRUCT ROADWAY THROUGH FINISHED PAV'T:

   3 SOUTH LANES – STA. 1+560 TO STA. 2+540
   2 SOUTH LANES – STA. 2+540 TO STA. 3+100, STA. 3+740 TO STA. 4+360



TYPICAL SECTION – STAGE 3 TRAFFIC CONTROL SHIFT TRAFFIC TO OUTSIDE LANES

1. PLACE TRAFFIC CONTROL/ADJUST TEMP. TRAFFIC SIGNALS
2. SHIFT TRAFFIC TO OUTSIDE LANES
3. CONSTRUCT CENTER TURN LANE – STA. 2+120 TO STA. 3+100, STA. 3+740 TO STA. 4+360
4. PAVE BRIDGE APPROACHES – STA. 3+100 TO STA. 3+220, STA. 3+610 TO STA. 3+740
5. INSTALL CONC. PAVERS – STA. 2+120 TO STA. 2+540
6. INSTALL CONC. PAVERS, CROSSWALKS – MAINLINE WITHIN WORK ZONE



TYPICAL SECTION – STAGE 3A TRAFFIC CONTROL SHIFT TRAFFIC AS NECESSARY TO CONSTRUCT CROSSWALK PAVERS

1. PLACE TRAFFIC CONTROL/ADJUST TEMP. TRAFFIC SIGNALS
2. SHIFT TRAFFIC AS NECESSARY TO INSTALL REMAINING PORTION OF CONC. PAVER CROSSWALKS – MAINLINE
3. INSTALL LIGHTING/TRAFFIC SIGNALS
4. FINISH ROADWAY

PLOT DATE: Jul 01, 1999 9:39am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TC-03

TRAFFIC CONTROL – DETAILS	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.140	M

U.S.H. 41 EAST RAMP

LEFT LANE MUST TURN LEFT
R3-7L
750 mm x 750 mm

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE TYP. WEST OF PIONEER RD.

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (YELLOW)

END ROAD WORK (18)

TEMPORARY PAV'T MARKING , ARROWS, REM. TAPE (3)

TEMPORARY PAV'T MARKING, WORDS, REM. TAPE (3)

1+400

1+500 (4)

7.5 m (TYP.)

10 m (TYP.)

PLACED UNDER PROJECT I.D. 1442-04-72

ROAD CLOSED AHEAD

ROAD OPEN TO LOCAL BUSINESSES PIONEER RD. TO CHESTNUT ST.

FIXED MESSAGE SIGN
150 mm LETTERS
2650 mm X 1500 mm
ORANGE BACKGROUND

(10) (11) (12)

150 m 150 m 150 m

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (WHITE)

REMOVE CONFLICTING EXIST. PAV'T MARKING (TYP.)

PLACED UNDER PROJECT I.D. 1442-04-72

ROAD CLOSED TO THRU TRAFFIC
R11-4
1500 mm x 750 mm

PIONEER ROAD

(18) END ROAD WORK

TEMP. PAV'T MARKING, STOP LINE, 300 mm TYP. EAST OF PIONEER RD.

REM. EX. PAV'T, C&G STA. 1+570 TO STA. 1+590
CONSTRUCT TEMP. CROSSOVER

TEMP. PAV'T MARKING, 100 mm, REFLECTORIZED PAINT (DOUBLE YELLOW)

(7)

7.5 m (TYP.)

1+600

1+700

WEST JOHNSON STREET (S.T.H. 23)

7.5 m (TYP.)

R = 100 m

TEMP. PAV'T MARKING, CHANNELIZING, 200 mm

(16) DO NOT PASS

15.0 m (TYP.)

2 - 3.0 m LANES (MIN.)

WEST MALL ENTRANCE TO BE CLOSED DURING STAGE 1

EAST MALL ENTRANCE TO BE CLOSED DURING STAGE 1

(16) DO NOT PASS

(17) 25 M.P.H.

(17) DO NOT PASS

PETERS AVE. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN - SIDEROADS

TEMP. PAV'T MARKING, STOP LINE, 300 mm, (TYP.)

9+120

9+080

1+800

1+900

2+000

WEST JOHNSON STREET (S.T.H. 23)

15.0 m (TYP.)

2 - 3.0 m LANES (MIN.)

(16) DO NOT PASS

TEMP. PAV'T MARKING, 100 mm REFLECTORIZED PAINT (DOUBLE YELLOW)

(17) 25 M.P.H.

PETERS AVENUE

(17) 25 M.P.H.

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON01.DWG.DWG

TRAFFIC CONTROL PLAN - STAGE 1	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.1	M

WEST JOHNSON STREET (S.T.H. 23)

2+100 2+200 2+300 2+400

15.0 m (TYP.)

2 – 3.0 m LANES (MIN.)

TEMP. PAV'T MARKING, 100 mm, REFLECTORIZED PAINT, (DOUBLE YELLOW)

DO NOT PASS

25 M.P.H.

SEYMOUR STREET

SEYMOUR ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

BELL STREET

BUTLER STREET

BUTLER ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN – SIDEROADS

2+500 2+600 2+700 2+800

10+040 10+080 11+040 11+080

TEMP PAV'T MARKING, STOP LINE, 300 mm (TYP.)

ROAD CLOSED AHEAD

BRIDGE OUT

ROAD CLOSED 1500 FT.

ROAD CLOSED 1000 FT.

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON02.DWG

TRAFFIC CONTROL PLAN – STAGE 1	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.142 M

HICKORY ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN - SIDEROADS

TEMP. PAV'T MARKING, 100 mm REFLECTORIZED PAINT (DOUBLE YELLOW)

2 - 3.0 m LANES (MIN.)

WALNUT ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN - SIDEROADS

CHESTNUT ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN - SIDEROADS

TEMP. PRECAST CONC. BARRIER

BRIDGE OUT

PLACED UNDER PROJECT I.D. 1442-04-72

WEST JOHNSON STREET (S.T.H. 23)

HICKORY STREET

WALNUT STREET

CHESTNUT STREET

LINCOLN AVENUE

15.0 m (TYP.)

TEMP PAV'T MARKING, STOP LINE 300 mm (TYP.)

DO NOT PASS

ROAD CLOSED 500 FT.

BRIDGE OUT

25 M.P.H.

2+800 | 3+000 | 3+100 | 3+200 | 12+060 | 12+140 | 13+020 | 13+100 | 13+960 | 14+040 | 14+900 | 15+040

CONSTRUCTED UNDER PROJECT I.D. 1442-04-72

BROOKE ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN - SIDEROADS

BROOKE STREET

SATTERLEE STREET

JOHNSON COURT

13+300 | 3+400 | 3+500 | 50+060 | 50+150 | 50+200 | 50+240 | 50+280 | 50+320 | 50+360 | 50+400 | 15+240 | 15+280 | 3+600 | 30+060 | 30+100 | 15+200

CONSTRUCTED UNDER PROJECT I.D. 1442-04-72

PLOT DATE: Jul 26, 2000 10:21am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\TRAFFIC CONTROL\STAGE1\TRCON03.DWG

TRAFFIC CONTROL PLAN - STAGE 1	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.143	M

MILITARY RD. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

DOTY ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN – SIDEROADS

MILITARY ROAD

DOTY STREET

50+440

50+480

50+520

20+240

2 – 3.0 m LANES (MIN.)

TEMP. PAV'T MARKING, 100 mm, REFLECTORIZED PAINT (DOUBLE YELLOW)

3+700

3+800

3+900

30+140

WEST JOHNSON STREET (S.T.H. 23)

CONSTRUCTED UNDER PROJECT I.D. 1442–04–72

GIDDINGS & LEWIS DRIVEWAY 20+160

TEMP PAV'T MARKING, STOP LINE, 300 mm (TYP.)

15.0 m (TYP.)

MACY STREET

MACY ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN – SIDEROADS

MAIN STREET

MAIN ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

MARQUETTE ST. (NORTH) TO BE CLOSED DURING STAGE 1, EXCEPT AS REQ'D FOR STAGE 1A. SEE TRAFFIC CONTROL PLAN – SIDEROADS

MARQUETTE STREET

4+100

4+300

18+160

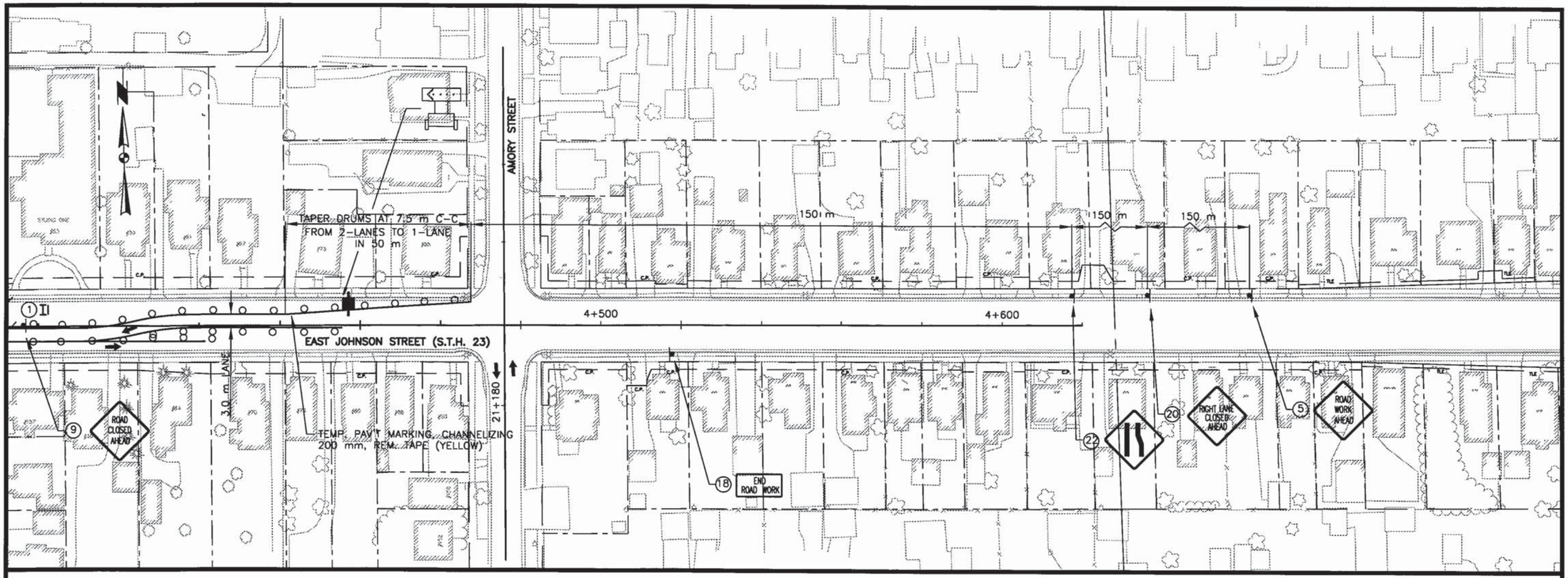
19+480

2 – 3.3 m LANES (MIN.)

TEMP PAV'T MARKING, STOP LINE, 300 mm (TYP.)

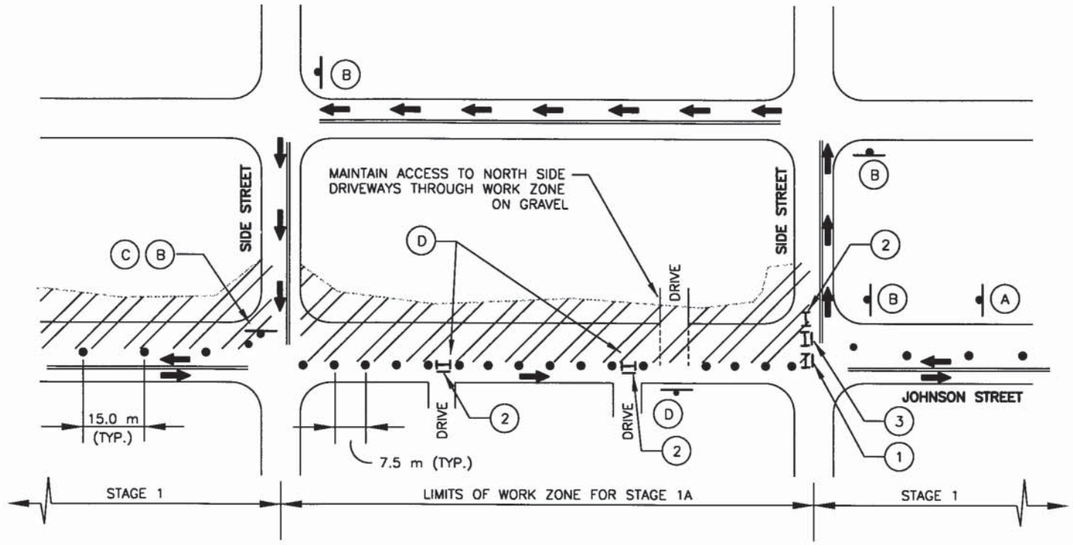
TRAFFIC CONTROL PLAN – STAGE 1	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.44 M

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\TRAFFIC CONTROL\TRCONO4.DWG



PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON05.DWG

TRAFFIC CONTROL PLAN – STAGE 1	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.145	M



TYPICAL TRAFFIC CONTROL PLAN
STAGE 1A

LEGEND STAGE 1A TRAFFIC CONTROL

WORK ZONE
(EXTENDED FOR SAN. SEWER CONST.)

(A) DETOUR AHEAD
W020-2A
900 mm X 900 mm

(B) DETOUR
JOHNSON ST
WESTBOUND
M04-8
750 mm X 450 mm
W01-6
900 mm X 450 mm
ARROW AS APPROPRIATE

(C) END
M04-6
600 mm X 300 mm

(D) ONE WAY
R6-2R OR L
600 mm X 750 mm
ARROW AS APPROPRIATE

GENERAL NOTES – STAGE 1A TRAFFIC CONTROL

1. LOCAL TRAFFIC DETOUR SHALL BE FOR SAN. SEWER AND WATER CONST. ONLY
2. LOCAL TRAFFIC DETOUR SHALL BE PLACED FOR ONE BLOCK AT A TIME
3. DETOUR MAY BE IN PLACE DURING DAYLIGHT HOURS ON WEEKDAYS ONLY
4. ROADWAY MUST BE RESTORED TO TWO LANES ON SLURRY BACKFILL EACH EVENING
5. LOCAL TRAFFIC DETOURS SHALL BE AT THE FOLLOWING
   OR AS DIRECTED BY THE ENGINEER:
   - SEYMOUR STREET TO BUTLER STREET (SOUTH TO PORTAGE)
   - BUTLER STREET TO HICKORY STREET
   - HICKORY STREET TO WALNUT STREET
   - WALNUT STREET TO CHESTNUT STREET
   - MILITARY ROAD TO DOTY STREET
   - DOTY STREET TO MACY STREET
   - MACY STREET TO MAIN STREET
   - MAIN STREET TO MARQUETTE STREET

PLOT DATE: Jul 01, 1999 9:39am DISK FILE NAME: (14.0) P:\JOHNSON1\CADD\TRAFFIC CONTROL\TC-02

TRAFFIC CONTROL PLAN – STAGE 1A	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.146	M

U.S.H. 41 EAST RAMP

LEFT LANE MUST TURN LEFT
R3-7L
750 mm x 750 mm

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE TYP. WEST OF PIONEER RD.

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (YELLOW)

PIONEER ROAD

18 END ROAD WORK

18 END ROAD WORK

16 DO NOT PASS

2 – 3.0 m LANES (MIN.)

7.5 m (TYP.)

15.0 m (TYP.)

R = 100 m

WEST JOHNSON STREET (S.T.H. 23)

1+400

1+500

1+600

1+700

7.5 m (TYP.)

10 m (TYP.)

PLACED UNDER PROJECT I.D. 1442-04-72

ROAD CLOSED AHEAD

DETOUR 23

ROAD OPEN TO LOCAL BUSINESSES PIONEER RD. TO CHESTNUT ST.

FIXED MESSAGE SIGN
150 mm LETTERS
2650 mm X 1500 mm
ORANGE BACKGROUND

PLACED UNDER PROJECT I.D. 1442-04-72

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (WHITE)

TEMP. PAV'T MARKING, 100 mm, REMOVABLE TAPE (YELLOW)

TEMP. PAV'T MARKING, 100 mm, REMOVABLE TAPE (WHITE)

TEMP. PAV'T MARKING REMOVABLE TAPE, 2 – 100 mm (DOUBLE YELLOW)

150 m

150 m

150 m

16 DO NOT PASS

2 – 3.0 m LANES (MIN.)

17 25 M.P.H.

16 DO NOT PASS

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

PETERS AVENUE

15.0 m (TYP.)

WEST JOHNSON STREET (S.T.H. 23)

1+800

1+900

2+000

17 25 M.P.H.

TEMP. PAV'T MARKING REMOVABLE TAPE, 2 – 100 mm (DOUBLE YELLOW)

WEST MALL ENTRANCE TO BE CLOSED DURING STAGE 2

EAST MALL ENTRANCE TO BE CLOSED DURING STAGE 2

16 DO NOT PASS

17 25 M.P.H.

PETERS AVE. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON06.DWG

TRAFFIC CONTROL PLAN – STAGE 2	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.147	M

WEST JOHNSON STREET (S.T.H. 23)

2 – 3.0 m LANES (MIN.)

15.0 m (TYP.)

2+200

2+300

2+400

2+100

TEMP. PAV'T MARKING REMOVABLE TAPE, 2 – 100 mm (DOUBLE YELLOW)

DO NOT PASS

25 M.P.H.

SEYMOUR STREET

SEYMOUR ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

10+800

BELL STREET

21+040

15.0 m (TYP.)

2+500

2+600

2+700

2+800

ROAD CLOSED AHEAD

BRIDGE OUT

ROAD CLOSED 1500 FT

TEMP. PAV'T MARKING REMOVABLE TAPE, 2 – 100 mm (DOUBLE YELLOW)

BUTLER STREET

11+120

11+080

ROAD CLOSED 1000 FT

BUTLER ST. (SOUTH) TO BE CLOSED DURING STAGE 2 CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\TRAFFIC CONTROL\TRCON07.DWG

TRAFFIC CONTROL PLAN – STAGE 2	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.148	M

TEMP. PAV'T MARKING REMOVABLE TAPE,
2 – 100 mm (DOUBLE YELLOW)

2 – 3.0 m LANES (MIN.)

TEMP. PAV'T MARKING, STOP LINE,
300 mm, REMOVABLE TAPE, TYP.

HICKORY ST. TO BE KEPT OPEN
TO ONE LANE OF TRAFFIC IN EACH
DIRECTION DURING CONSTRUCTION.
SEE TRAFFIC CONTROL PLAN –
SIDEROADS

25 M.P.H.

15.0 m (TYP.)

WEST JOHNSON STREET (S.T.H. 23)

2+900 3+000 3+100 3+200

12+120 14+040 13+080 15+040

TEMP. PRECAST
CONC. BARRIER

PLACED UNDER PROJECT
I.D. 1442-04-42

ROAD CLOSED 500 FT.

DO NOT PASS

BRIDGE OUT

BRIDGE OUT

CHESTNUT ST. (SOUTH) TO BE CLOSED
DURING STAGE 2 CONSTRUCTION
SEE TRAFFIC CONTROL PLAN –
SIDEROADS

WALNUT ST. (SOUTH) TO BE CLOSED
DURING STAGE 2 CONSTRUCTION
SEE TRAFFIC CONTROL PLAN –
SIDEROADS

HICKORY STREET

WALNUT STREET

CHESTNUT STREET

LINCOLN AVENUE

2+060 13+960 13+020 16+900

CONSTRUCTED UNDER PROJECT
I.D. 1442-04-72

50+080

BROOKE ST. TO BE KEPT OPEN
TO ONE LANE OF TRAFFIC IN EACH
DIRECTION DURING CONSTRUCTION.
SEE TRAFFIC CONTROL PLAN –
SIDEROADS

13+300 3+400 3+500 50+320 50+360 50+400 16+280 16+240 3+600

WEST JOHNSON STREET (S.T.H. 23)

50+160 SATTERLEE STREET 50+200

CONSTRUCTED UNDER PROJECT
I.D. 1442-04-72

50+240 50+280 30+060 30+100 30+200

JOHNSON COURT

TEMP. PAV'T MARKING REMOVABLE TAPE,
2 – 100 mm (DOUBLE YELLOW)

BROOKE STREET

STOP

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON08.DWG

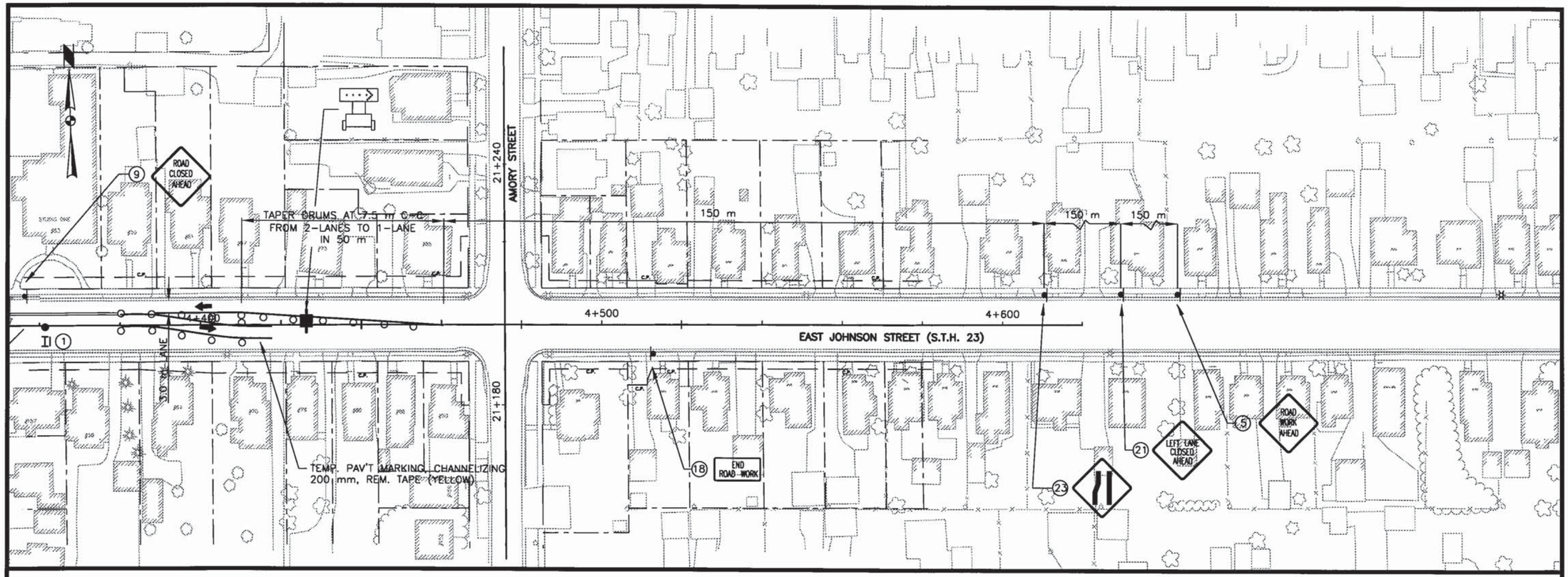
TRAFFIC CONTROL PLAN – STAGE 2	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.149	M

STOP
MILITARY RD. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS
TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.
TEMP. PAV'T MARKING REMOVAL TAPE, 2 – 100 mm (DOUBLE YELLOW)
2 – 3.0 m LANES (MIN.)
MILITARY ROAD
GIDDINGS & LEWIS DRIVEWAY
20+160
20+240
50+440
50+480
50+520
3+700
3+800
3+900
4+000
30+140
WEST JOHNSON STREET (S.T.H. 23)
CONSTRUCTED UNDER PROJECT I.D. 1442-04-72
STOP AHEAD
DO NOT PASS
25 M.P.H.
DOTY STREET
17+240
17+160
ROAD CLOSED 500 FT
15.0 m (TYP.)
DOTY ST. (SOUTH) TO BE CLOSED DURING STAGE 2 CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

PLACE PAPER FILL RECESSED PAV'T AREA WITH CONC. SLURRY PRIOR TO STAGE 2
MAIN ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS
TEMP. PAV'T MARKING REMOVAL TAPE, 2 – 100 mm (DOUBLE YELLOW)
MAIN STREET
MACY STREET
MARQUETTE STREET
ROAD CLOSED 1000 FT
ROAD CLOSED AHEAD
ROAD CLOSED 1500 FT
DO NOT PASS
25 M.P.H.
2 – 3.3 m LANES (MIN.)
2 – 3.0 m LANES (MIN.)
TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.
5.0 m (TYP.)
18+160
18+220
19+240
19+480
19+520
4+100
4+200
4+300
WEST JOHNSON STREET (S.T.H. 23)
TEMP. PAV'T MARKING REMOVAL TAPE, 2 – 100 mm (DOUBLE YELLOW)
MACY ST. (SOUTH) TO BE CLOSED DURING STAGE 2 CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS
MARQUETTE ST. (SOUTH) TO BE CLOSED DURING STAGE 2 CONSTRUCTION SEE TRAFFIC CONTROL PLAN – SIDEROADS

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCON09.DWG

TRAFFIC CONTROL PLAN – STAGE 2	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.150	M



TRAFFIC CONTROL PLAN – STAGE 2	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.151 M

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCONT10.DWG

U.S.H. 41 EAST RAMP

LEFT LANE MUST TURN LEFT
R3-7L
750 mm x 750 mm

END ROAD WORK (18)

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE TYP. WEST OF PIONEER RD.

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (YELLOW)

PIONEER ROAD

1+400

1+500 (4)

7.5 m (TYP.)

10 m (TYP.)

PLACED UNDER PROJECT I.D. 1442-04-72

ROAD CLOSED AHEAD

DETOUR 23

ROAD OPEN
TO
LOCAL BUSINESSES
PIONEER RD. TO CHESTNUT ST.

FIXED MESSAGE SIGN
150 mm LETTERS
2650 mm X 1500 mm
ORANGE BACKGROUND

TEMP. PAV'T MARKING, CHANNELIZING 200 mm, REMOVABLE TAPE (WHITE)

PLACED UNDER PROJECT I.D. 1442-04-72

(10) (11) (12)

150 m 150 m 150 m

(18) END ROAD WORK

1 - 3.3 m LANE (MIN.)

1+600

1+700

WEST JOHNSON STREET (S.T.H. 23)

7.5 m (TYP.)

(28) TRUCKS ENTERING HIGHWAY 25 M.P.H.

1 - 3.3 m LANE (MIN.)

(28) TRUCKS ENTERING HIGHWAY 25 M.P.H.

1 - 3.3 m LANE (MIN.)

1+800

1+900

2+000

WEST JOHNSON STREET (S.T.H. 23)

PETERS AVENUE

7.5 m (TYP.)

(28) TRUCKS ENTERING HIGHWAY 25 M.P.H.

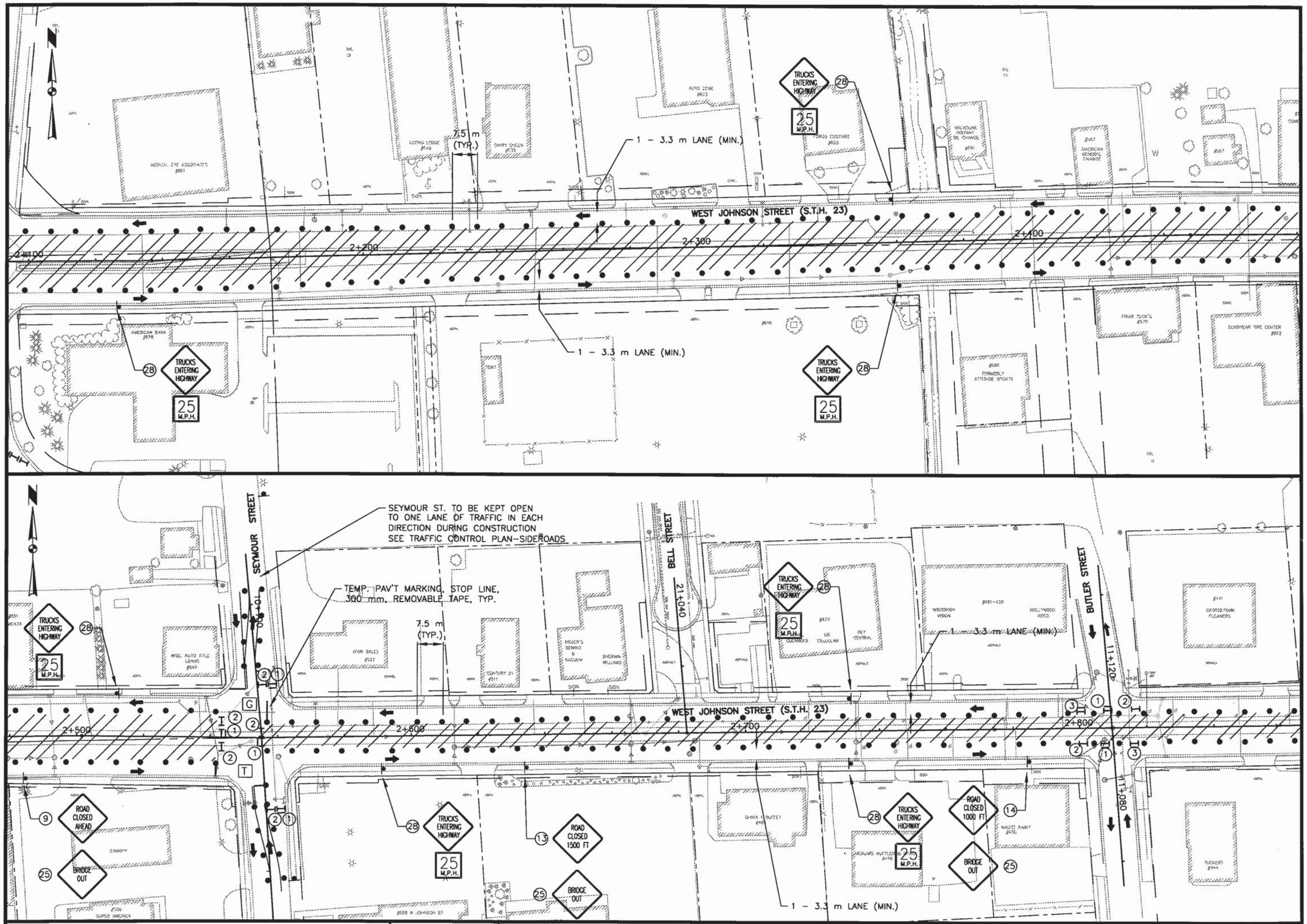
1 - 3.3 m LANE (MIN.)

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

PETERS AVE. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN - SIDEROADS

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON\JVCADD\TRAFFIC CONTROL\TRCON11.DWG

TRAFFIC CONTROL PLAN - STAGE 3	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.152	M



PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCONT2.DWG

TRAFFIC CONTROL PLAN – STAGE 3	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442–04–70	SHEET NO: 2.153	M

HICKORY ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION. SEE TRAFFIC CONTROL PLAN – SIDEROADS

TRUCKS ENTERING HIGHWAY

25 M.P.H.

1 – 3.3 m LANE (MIN.)

7.5 m (TYP.)

WALNUT STREET

CHESTNUT STREET

TEMP. PRECAST CONC. BARRIER

PLACED UNDER PROJECT I.D. 1442-04-72

WEST JOHNSON STREET (S.T.H. 23)

ROAD CLOSED 500 FT

BRIDGE OUT

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

HICKORY STREET

1 – 3.3 m LANE (MIN.)

LINCOLN AVENUE

CONSTRUCTED UNDER PROJECT I.D. 1442-04-72

CONSTRUCTED UNDER PROJECT I.D. 1442-04-72

SATTERLEE STREET

BROOKE STREET

TRAFFIC CONTROL PLAN – STAGE 3	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.154	M

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON13\CADD\TRAFFIC CONTROL\TRCON13.DWG

MILITARY RD. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN-SIDEROAD

MILITARY ROAD

DOTY STREET

50+440

50+480

50+520

20+240

17+240

17+160

20+160

3+700

3+800

3+900

4+000

30+140

TEMP. PAV'T MARKING STOP LINE, 300 mm (TYP.)

7.5 m (TYP.)

1 – 3.3 m LANE (MIN.)

WEST JOHNSON STREET (S.T.H. 23)

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

GIDDINGS & LEWIS DRIVEWAY

STOP

STOP AHEAD

TRUCKS ENTERING HIGHWAY

25 M.P.H.

ROAD CLOSED 500 FT

MAIN ST. TO BE KEPT OPEN TO ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION SEE TRAFFIC CONTROL PLAN-SIDEROAD

MAIN STREET

MACY STREET

MARQUETTE STREET

18+220

18+160

19+240

19+160

19+520

19+480

4+000

4+100

4+200

4+300

ROAD CLOSED 1000 FT

ROAD CLOSED 1500 FT

ROAD CLOSED AHEAD

1 – 3.3 m LANE (MIN.)

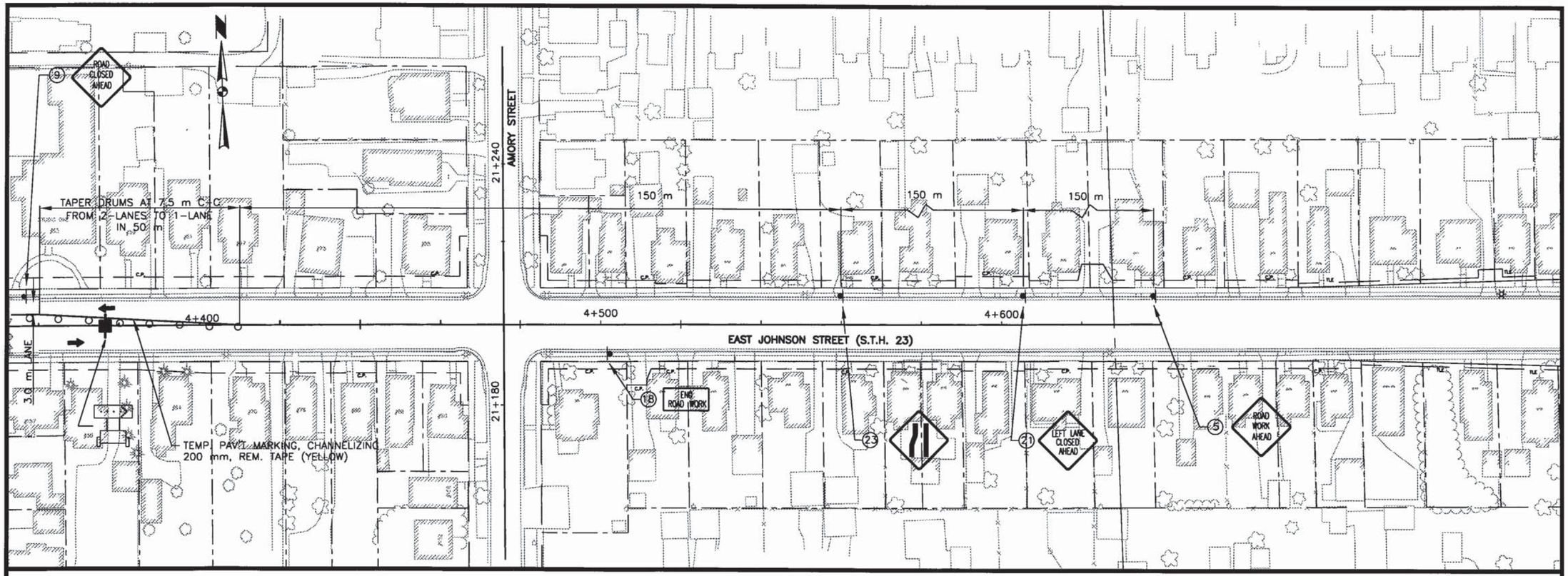
7.5 m (TYP.)

TEMP. PAV'T MARKING, STOP LINE, 300 mm, REMOVABLE TAPE, TYP.

WEST JOHNSON STREET (S.T.H. 23)

TRAFFIC CONTROL PLAN – STAGE 3 | SCALE 1:500 | HWY: S.T.H. 23 | COUNTY: FOND DU LAC | STATE PROJECT NO: 1442-04-70 | SHEET NO:2.155 | M

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCONT14.DWG



TRAFFIC CONTROL PLAN – STAGE 3	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.156	M

PLOT DATE: Jul 12, 1999 10:44am DISK FILE NAME: (14.0) P:\JOHNSON3\CADD\TRAFFIC CONTROL\TRCONT15.DWG

PETERS AVENUE

NOTE: TRAFFIC CONTROL SHOWN FOR CONSTRUCTION OF THE EAST ROADWAY. SHIFT TO OPPOSITE LANES FOR WEST ROADWAY.

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (SINGLE YELLOW)

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (DOUBLE YELLOW)

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (DOUBLE YELLOW)

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

MAIN STREET

NOTE: FOR DETAILS NOT SHOWN, SEE TRAFFIC CONTROL SHEETS FOR THE APPROPRIATE STAGE.

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (SINGLE YELLOW)

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

DRUM SPACING 7.5 m (TYP.)

SHIFT TRAFFIC CONTROL AS NECESSARY FOR MILLING AND PAVING

OSCO DRUGS TO HAVE ACCESS TO MAIN ST. AT ALL TIMES.

TAPER DRUMS AT 7.5 m C-C FROM 2 LANES TO 1 LANE IN 50 m

NOTE: SEE SPACING ABOVE

PLOT DATE: Jul 26, 2000 10:21am DISK FILE NAME: P:\JOHNSONJ\CADD\TRAFFIC CONTROL\SIDEROADS

TRAFFIC CONTROL PLAN – SIDEROADS	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.157	M

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (SINGLE YELLOW)

PETERS AVENUE

NOTE: TRAFFIC CONTROL SHOWN FOR CONSTRUCTION OF THE EAST ROADWAY. SHIFT TO OPPOSITE LANES FOR WEST ROADWAY.

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (DOUBLE YELLOW)

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

9+180

9+120

9+080

2+000

2+100

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (DOUBLE YELLOW)

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

MAIN STREET

NOTE: FOR DETAILS NOT SHOWN, SEE TRAFFIC CONTROL SHEETS FOR THE APPROPRIATE STAGE.

150 m

150 m

150 m

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

SEE TRAFFIC CONTROL DETAILS FOR APPROPRIATE STAGE

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

TEMP. PAV'T. MARKING, 100 mm, REMOVABLE TAPE (SINGLE YELLOW)

DRUM SPACING 7.5 m (TYP.)

19+240

4+100

4+200

TEMP. PAV'T. MARKING, CHANNELIZING, 200 mm, REMOVABLE TAPE (WHITE)

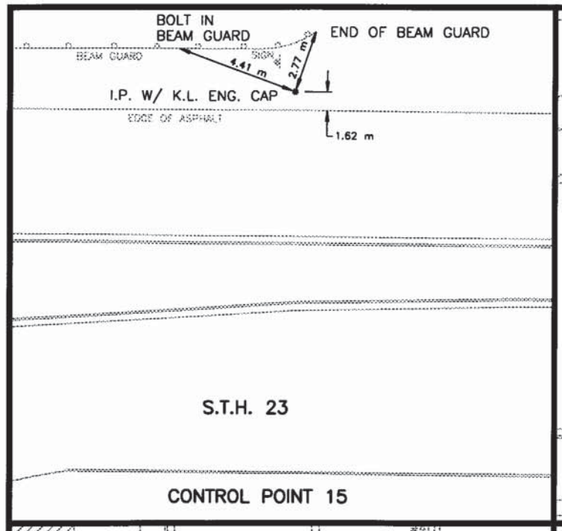
OSCO DRUGS TO HAVE ACCESS TO MAIN ST. AT ALL TIMES.

TAPER DRUMS AT 7.5 m C-C FROM 2 LANES TO 1 LANE IN 50 m

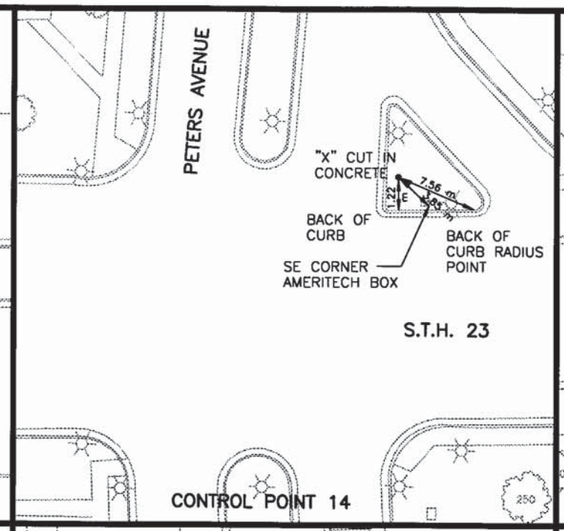
NOTE: SEE SPACING ABOVE

PLOT DATE: Jul 26, 2000 10:21am DISK FILE NAME: P:\JOHNSONJ\CADD\TRAFFIC CONTROL\SIDEROADS

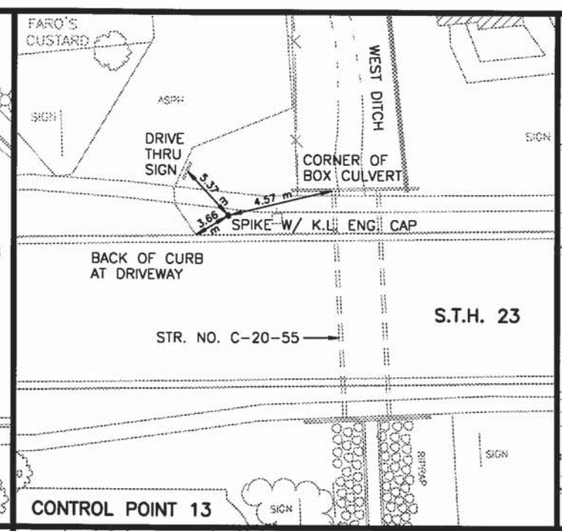
TRAFFIC CONTROL PLAN – SIDEROADS	SCALE 1:500	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.158	M



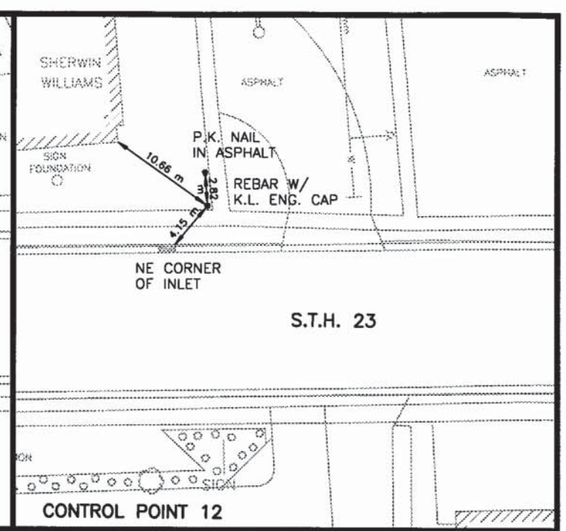
CONTROL POINT 15



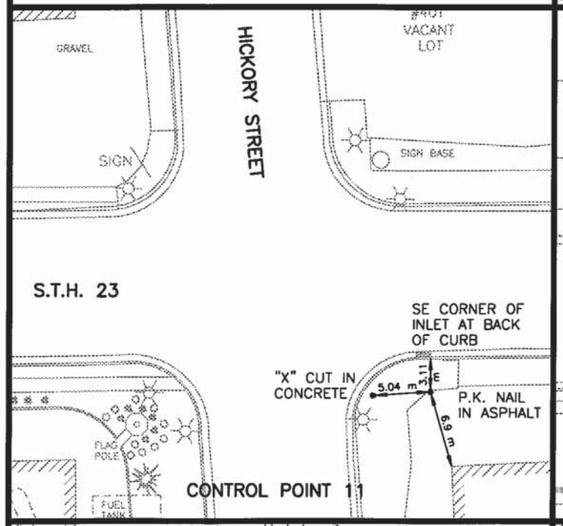
CONTROL POINT 14



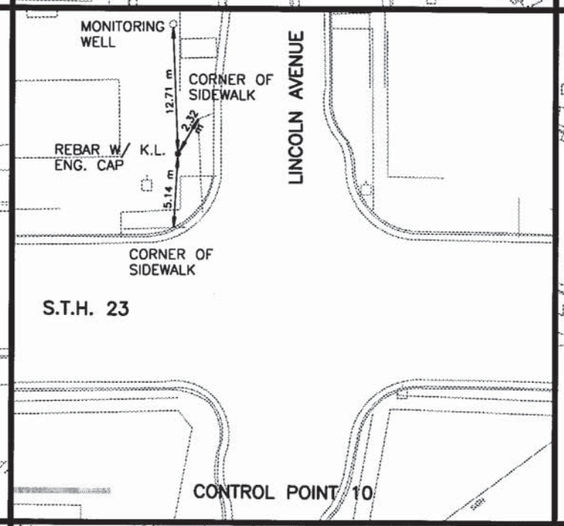
CONTROL POINT 13



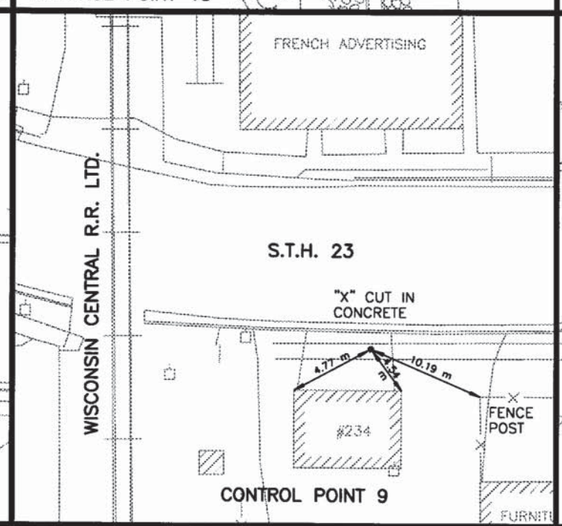
CONTROL POINT 12



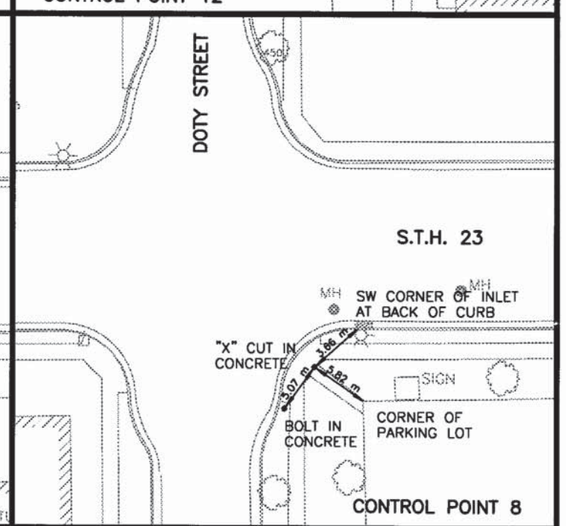
CONTROL POINT 11



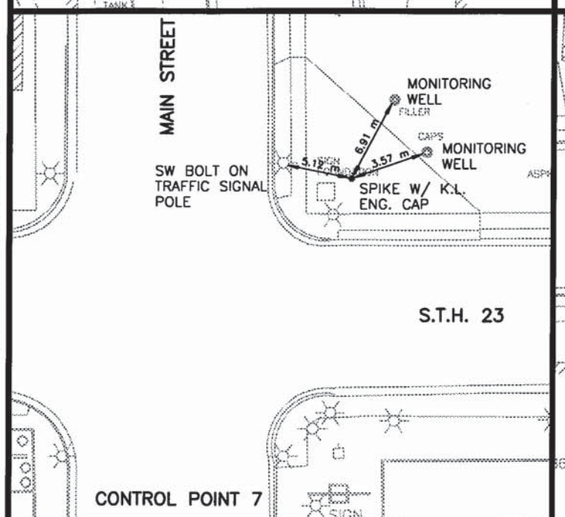
CONTROL POINT 10



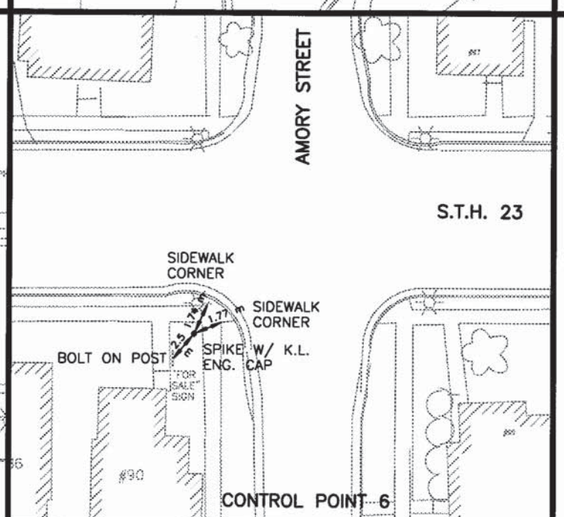
CONTROL POINT 9



CONTROL POINT 8



CONTROL POINT 7



CONTROL POINT 6



PLOT DATE: Jul 12, 1999 10:36am DISK FILE NAME: P:\JOHNSON\3\CADD\SHEETS2\TIES-01

CONTROL POINT TIES	SCALE: NTS	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2,159	M

CP15
I.P. W/ K.L. ENG. CAP
STA. 1+480.49, 19.67 m LT.
N = 199382.953
E = 722351.019

N 04°33'35" W
800.654m

STA. 1+555.397 S.T.H. 23 =
℄ PIONEER RD.

P.I. 1+580.000
N = 199364.721
E = 722450.803

CP14
"X" CUT IN CONCRETE
STA. 2+093.53, 11.49 m LT.
N = 199377.510
E = 722964.306

P.O.T. 1+595.619
N = 199365.684
E = 722830.421

P.I. 9+100.00
N = 199367.428
E = 722951.503

9+160
N 04°54'32" E

CP14

1+400 N 89°10'32" E 1+500 1+600 1+700 ℄ S.T.H. 23 1+800 N 89°51'17" E 1+900 2+000 2+100

N 89°10'32" E
00°40'35"
N 89°10'32" E

T 15 N
8 9
8 9
R 17 E

N = 199357.068
E = 722231.770

4.793 m

N 00°49'28" W

9+080
S 02°44'29" E

STA. 2+080.871 S.T.H. 23 =
STA. 9+098.562 PETERS AVE.

BEGIN PROJECT
PROJ. I.D. 1442-04-70
STA. 1+563.485
Y = 199364.6793
X = 722434.2865

S 01°52'14" E
806.875m

CP12
REBAR W/ K.L. ENG. CAP
STA. 2+672.27, 10.25 m LT.
N = 199386.161
E = 723542.796

CP13
SPIKE W/ K.L. ENG. CAP
STA. 2+357.49, 7.74 m LT.
N = 199379.864
E = 723227.996

N 00°44'02" W
810.311m

T 15 N
9 9
9 9
R 17 E

N = 199368.742
E = 723042.903
STA. 2+172.159, 1.651 m LT.

P.I. 2+447.898
N = 199374.577
E = 723318.585

S 05°12'18" E
10+100

21+040
S 04°53'46" E

P.I. 2+555.202
N = 199374.235
E = 723425.884

11+120
S 04°53'49" E

P.I. 2+136.878
N = 199366.134
E = 723007.679

2+100 2+200 N 89°10'42" E 2+300 CP13 2+400 N 89°40'58" E 2+500 S 89°19'08" E 2+600 CP12 2+700 N 89°10'42" E 2+800 N 88°14'34" E N 89°10'42" E

N 88°26'40" E
00°44'02"
N 89°10'42" E
00°56'08"

P.O.T. 2+301.105
N = 199370.592
E = 723171.846

P.I. 2+501.479
N = 199374.874
E = 723372.164

S 03°47'03" E
10+000

P.I. 2+555.202 S.T.H. 23 =
P.I. 10+060.000 SEYMOUR ST.

STA. 2+682.905 S.T.H. 23 =
STA. 21+000.000 BELL ST.

P.I. 2+809.645 S.T.H. 23 =
P.I. 11+100.000 BUTLER ST.
N = 199377.884
E = 723680.300

S 04°18'27" E
11+080

S 02°16'41" E
804.429m

CP11
P.K. NAIL IN ASPHALT
STA. 2+951.40, 9.40 m RT.
N = 199370.412
E = 723822.006

CP10
REBAR W/ K.L. ENG. CAP
STA. 3+171.20, 17.82 m LT.
N = 199396.672
E = 724041.913

N 04°52'06" W
845.262 m

STA. 2+982.299 S.T.H. 23 =
STA. 14+000.421 WALNUT ST.

STA. 3+073.736 S.T.H. 23 =
P.I. 13+050.000 CHESTNUT ST.

STA. 3+180.869 S.T.H. 23 =
P.I. 15+000.000 LINCOLN AVE.

STA. 3+182.772 S.T.H. 23 =
P.I. 15+000.000 LINCOLN AVE.

P.I. 2+936.731 S.T.H. 23 =
STA. 12+051.223 HICKORY ST.
N = 199380.926
E = 723807.346

P.I. 2+884.378
N = 199380.176
E = 723754.999

12+080
N 04°52'06" W

14+040
S 00°37'07" E

13+080
S 00°42'07" E

15+040
S 00°39'07" E

N 88°14'34" E
N 89°10'42" E
S 88°57'43" E
3+000
3+100
S 89°44'58" E
CP10
3+200
CURVE 1
3+300
S 89°44'58" E

1.219 m

CP11

STA. 12+050.000 HICKORY ST.

12+020
S 04°35'15" E

13+960
S 03°36'07" E

P.I. 3+012.971 BACK =
STA. 3+012.932 AHEAD
N = 199379.545
E = 723883.573

13+020
S 03°38'07" E

14+960
S 10°08'33" W

P.C. 3+227.829
N = 199378.605
E = 724098.468

N = 199379.838
E = 723816.614
STA. 2+946.018, 0.919 m RT.

T 15 N
9 10
9 10
R 17 E

832.198 m
S 04°35'15" E

STA. 2+991.296 S.T.H. 23 =
STA. 14+000.299 WALNUT ST.

EQUATION

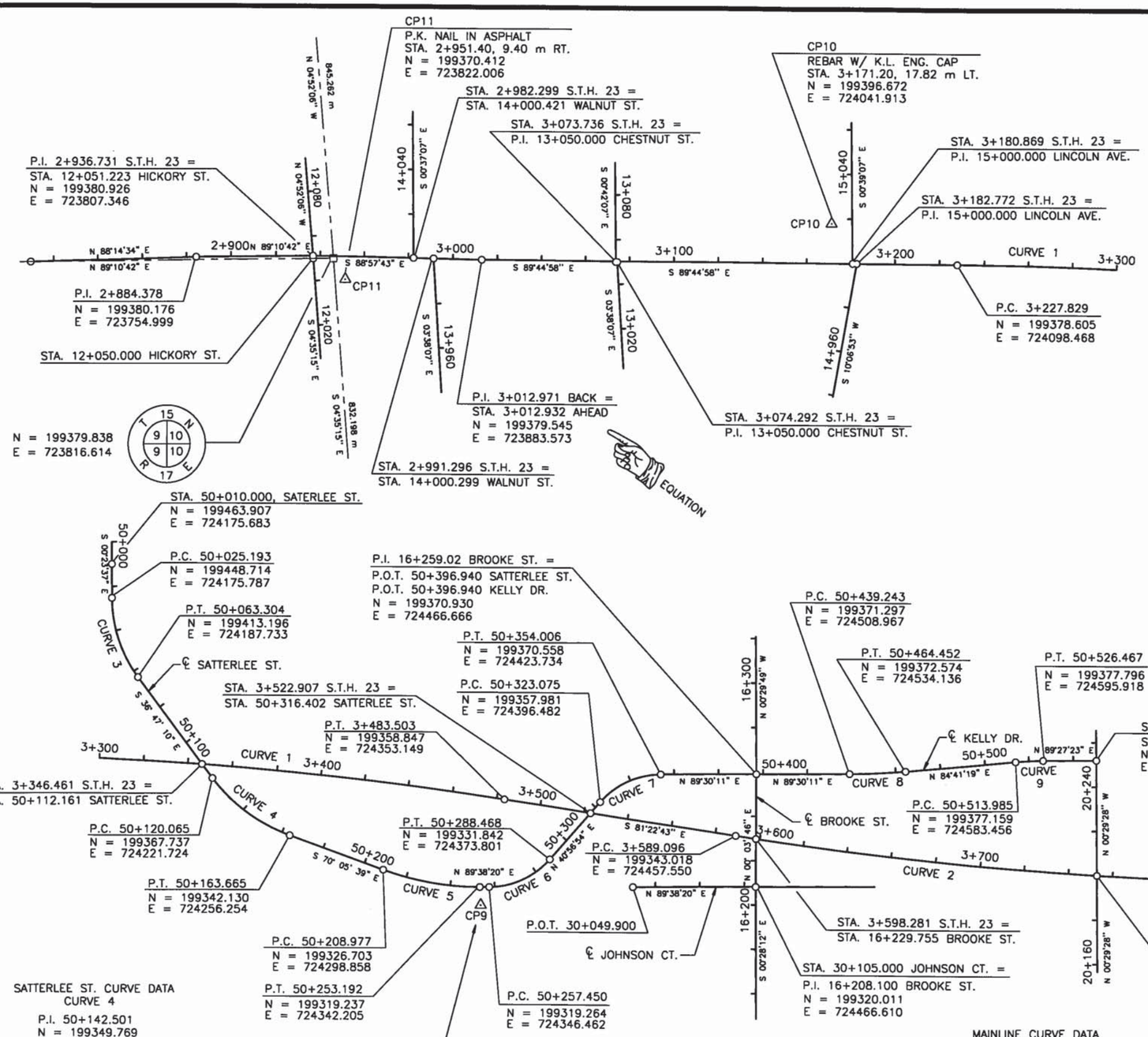
STA. 3+074.292 S.T.H. 23 =
P.I. 13+050.000 CHESTNUT ST.

MAINLINE CURVE DATA
CURVE 1

P.I. 3+355.89
N = 199378.05
E = 724226.53
Δ = 8°22'15"
R = 1750.000 m
T = 128.065 m
L = 255.674 m
P.C. 3+227.829
P.T. 3+483.503

PLOT DATE: Sep 21, 1998 2:32pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\ALIGN01

ALIGNMENT PLAN	SCALE 1:1000	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.160	M



MAINLINE CURVE DATA
CURVE 1

P.I. 3+355.894
N = 199378.045
E = 724226.531
Δ = 8°22'15"
R = 1750.000 m
T = 128.065 m
L = 255.674 m
P.C. 3+227.829
P.T. 3+483.503

SATTERLEE ST. CURVE DATA
CURVE 3

P.I. 50+044.916
N = 199428.992
E = 724175.923
Δ = 36°23'33"
R = 60.000 m
T = 19.723 m
L = 38.110 m
P.C. 50+025.193
P.T. 50+063.304

SATTERLEE ST. CURVE DATA
CURVE 7

P.I. 50+339.538
N = 199370.415
E = 724407.271
Δ = 48°33'17"
R = 36.500 m
T = 16.463 m
L = 30.932 m
P.C. 50+323.075
P.T. 50+354.006

KELLY DR. CURVE DATA
CURVE 8

P.I. 50+451.855
N = 199371.406
E = 724521.578
Δ = 04°48'52"
R = 300.000 m
T = 12.612 m
L = 25.209 m
P.C. 50+439.243
P.T. 50+464.452

KELLY DR. CURVE DATA
CURVE 9

P.I. 50+520.229
N = 199377.737
E = 724589.674
Δ = 04°46'04"
R = 150.000 m
T = 6.245 m
L = 12.482 m
P.C. 50+513.985
P.T. 50+526.467

SATTERLEE ST. CURVE DATA
CURVE 4

P.I. 50+142.501
N = 199349.769
E = 724235.159
Δ = 33°18'29"
R = 75.000 m
T = 22.435 m
L = 43.600 m
P.C. 50+120.065
P.T. 50+163.665

SATTERLEE ST. CURVE DATA
CURVE 5

P.I. 50+231.318
N = 199319.096
E = 724319.864
Δ = 20°16'01"
R = 125.000 m
T = 22.341 m
L = 44.216 m
P.C. 50+208.977
P.T. 50+253.192

CP9
"X" CUT IN CONCRETE SIDEWALK
STA. 50+253.60, 8.27 m RT.
N = 199310.970
E = 724342.666

SATTERLEE ST. CURVE DATA
CURVE 6

P.I. 50+273.965
N = 199319.368
E = 724362.977
Δ = 48°41'26"
R = 36.500 m
T = 16.515 m
L = 31.018 m
P.C. 50+257.450
P.T. 50+288.468

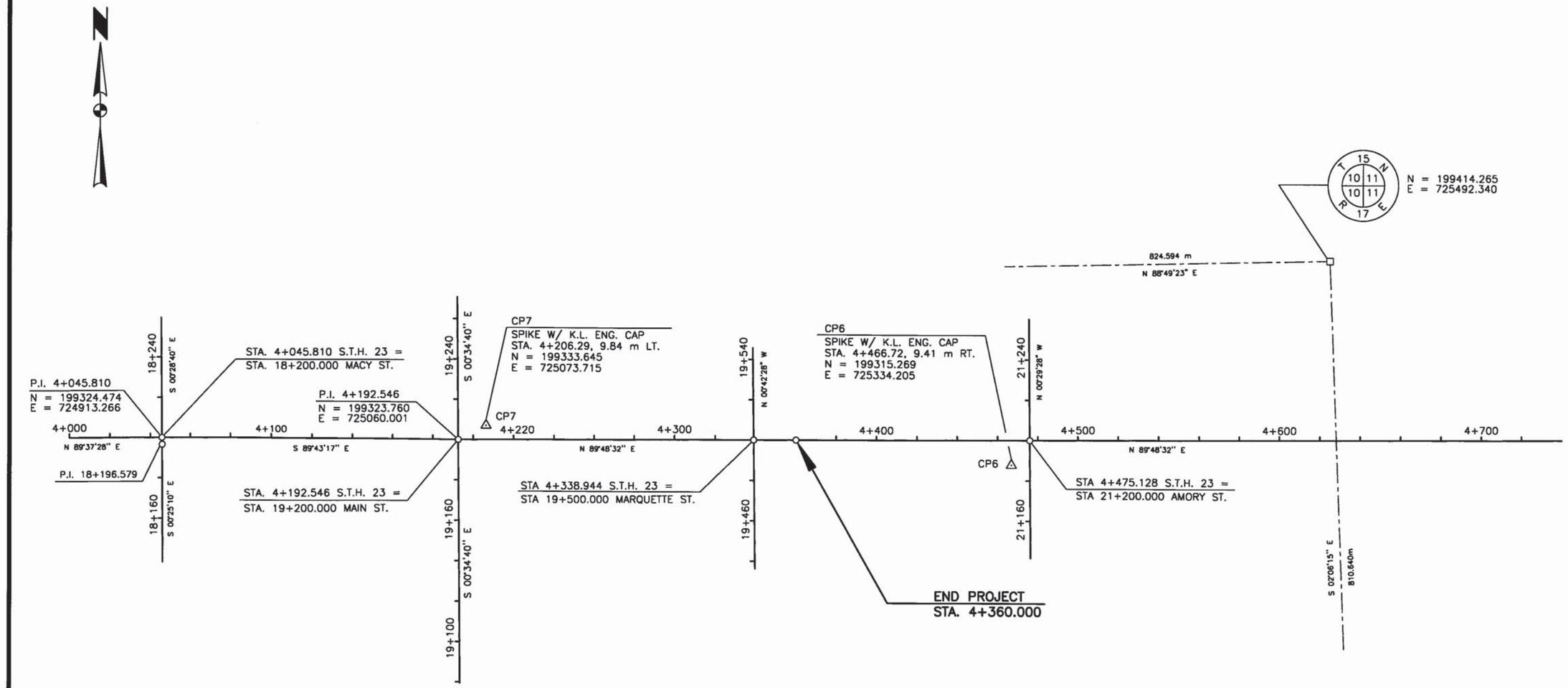
MAINLINE CURVE DATA
CURVE 2

P.I. 3+726.781
N = 199322.378
E = 724593.678
Δ = 8°59'50"
R = 1750.000 m
T = 137.684 m
L = 274.803 m
P.C. 3+589.096
P.T. 3+863.899

CP8
"X" CUT IN CONCRETE
STA. 3+909.14, 11.54 m RT.
N = 199312.040
E = 724776.675

PLOT DATE: Jul 26, 2000 10:30am DISK FILE NAME: (14.01) P:\JOHNSON3\CADD\SHEETS2\ALIGN02.DWG

ALIGNMENT PLAN	SCALE 1:1000	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO: 2.161	M



PLOT DATE: Sep 21, 1998 2:31pm DISK FILE NAME: P:\JOHNSON3\CADD\SHEETS2\ALIGN03

ALIGNMENT PLAN	SCALE 1:1000	HWY: S.T.H. 23	COUNTY: FOND DU LAC	STATE PROJECT NO: 1442-04-70	SHEET NO:2.162	M