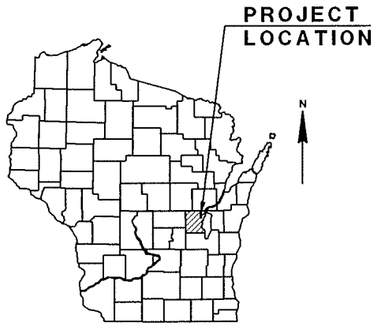
PROJECT ID: WITH: N/A

COUNTY: WINNEBAGO

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details (Includes Erosion Control Plan) |
| ~~Section No.~~ | ~~3~~ | ~~Estimate of Quantities~~ |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| ~~Section No.~~ | ~~7~~ | ~~Sign Plates~~ |
| ~~Section No.~~ | ~~8~~ | ~~Structure Plans~~ |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS =




DESIGN DESIGNATION

| | | |
|---|---|---|
| A.A.D.T. (2014) | = | 1250 |
| A.A.D.T. (2034) | = | 1700 |
| D.H.V. (2034) | = | 213 |
| D.D. | = | 50/50 |
| T. | = | 2.5% |
| DESIGN SPEED | = | 55 MPH |
| ESALS | = | 166,440 |

CONVENTIONAL SYMBOLS

PLAN

| | |
|---|---|
| SAW CUT | XXXX |
| CORPORATE LIMITS | |
| PROPERTY LINE | PL + 58.1 |
| LOT LINE | |
| LIMITED HIGHWAY EASEMENT | |
| EXISTING RIGHT OF WAY | |
| PROPOSED OR NEW R/W LINE | |
| SLOPE INTERCEPT | |
| REFERENCE LINE | |
| EXISTING CULVERT | |
| PROPOSED CULVERT (Box or Pipe) | |
| COMBUSTIBLE FLUIDS | CAUTION |
| MARSH AREA | |
| WOODED OR SHRUB AREA | |

PROFILE

| | |
|---|---|
| GRADE LINE | |
| ORIGINAL GROUND | |
| MARSH OR ROCK PROFILE (To be noted as such) | ROCK |
| SPECIAL DITCH | LABEL |
| GRADE ELEVATION | 95.36 |
| CULVERT (Profile View) | |

UTILITIES

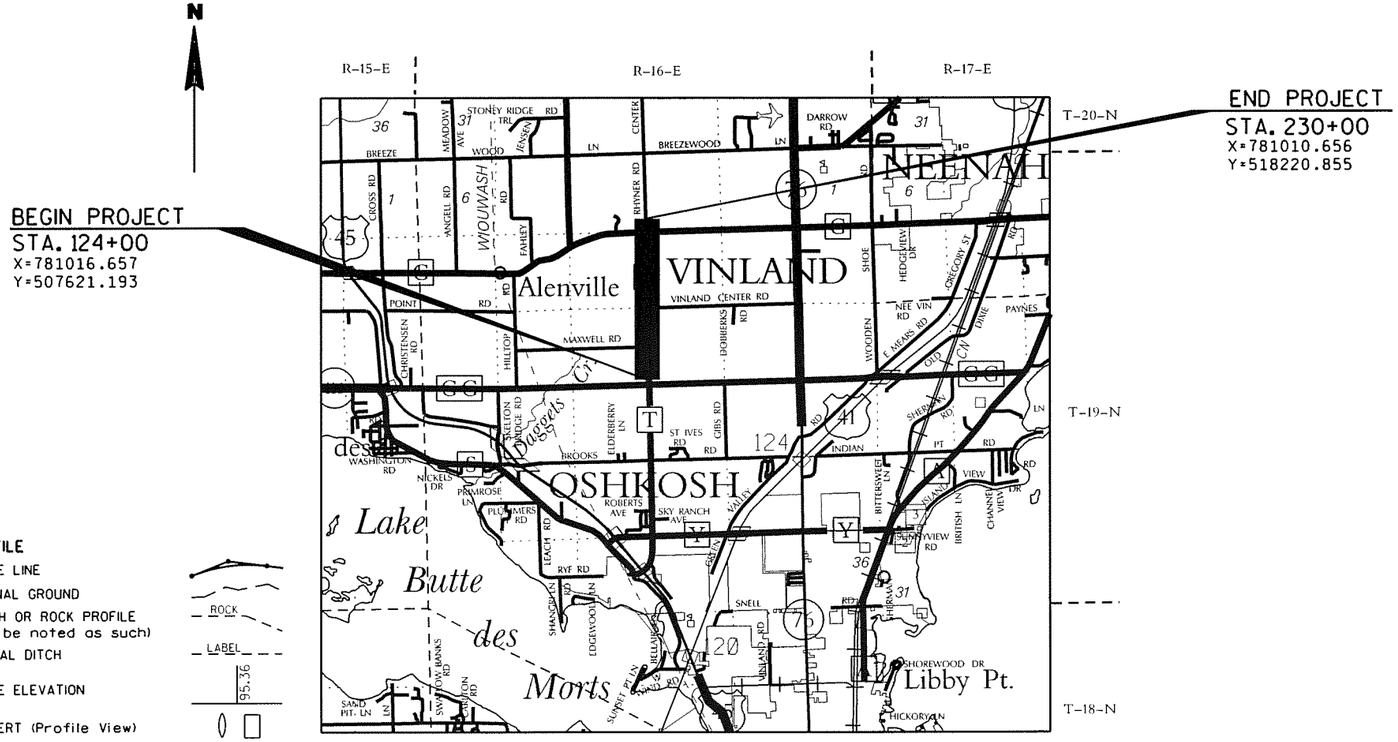
| | |
|---|---|
| ELECTRIC | E |
| FIBER OPTIC | FO |
| GAS | G |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |
| TELEPHONE | T |
| WATER | W |
| UTILITY PEDESTAL | |
| POWER POLE | |
| TELEPHONE POLE | |

# STATE OF WISCONSIN
# WINNEBAGO COUNTY HIGHWAY DEPARTMENT

PLAN OF PROPOSED IMPROVEMENT

# CTH GG - CTH G

## CTH T
## WINNEBAGO COUNTY




LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.008 MI. (RURAL)

HORIZONTAL COORDINATES ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WINNEBAGO COUNTY ZONE, NAD 83 (97) DATUM AND ARE GRID VALUES.

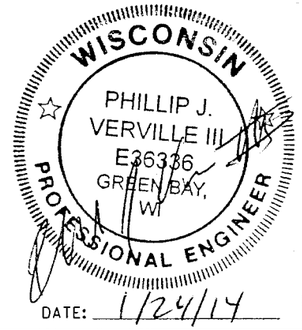
APPROVED
FOR
WINNEBAGO COUNTY

1/28/2014
DATE

COUNTY HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

AYRES ASSOCIATES




DATE: 1/24/14

E

## GENERAL NOTES

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, WILL BE FERTILIZED, SEEDED AND MULCHED OR EROSION MAT.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE EARTH GRADE ELEVATIONS AT THE CENTERLINE OF THE ROADWAY.

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

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

THE REMOVAL OF ASPHALTIC DRIVEWAYS WILL BE PAID AS COMMON EXCAVATION UNLESS OTHERWISE NOTED.

EXCAVATION BELOW SUBGRADE (EBS), IS NOT USED IN THE BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS EXCAVATION COMMON.

THE EXACT LOCATION FOR EBS, AS REQUIRED, WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

FILL EXPANSION FACTOR IS 30%.

REMOVE ALL CONCRETE PAVEMENT THROUGHOUT PROJECT LIMITS.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, THE CONTRACTOR WILL CONSTRUCT THE INLET PROTECTION TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

SAW CUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECTED TO ADJUSTMENT BY THE ENGINEER IN THE FIELD. THE LINE OF SUCH SAW CUTS WILL BE NEATLY DELINEATED THRU THE ASPHALT AND/OR CONCRETE PAVEMENT WITHOUT ANY DAMAGE TO THE REMAINING PORTION OF THE EXISTING PAVEMENT.

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR WILL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER IN THE FIELD.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED.

RADIUS POINTS UNLESS OTHERWISE NOTES ARE TO THE FLANGE OF THE CURB.

THE EXACT LOCATION AND WIDTH OF ENTRANCES WILL BE DETERMINED IN BY THE ENGINEER IN THE FIELD.

DRIVEWAYS ARE TO BE REPLACED IN KIND.

EROSION CONTROL MEASURES WILL BE PLACED AS SHOWN ON THE EROSION CONTROL PLAN. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

MAINTAIN DRIVING SURFACE TO ALL PROPERTY OWNERS WITH BASE AGGREGATE DENSE 1 1/4-INCH. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING MOTORISTS AND PEDESTRIANS THAT MAY ENTER THE WORK ZONE.

## UTILITIES

### WISCONSIN PUBLIC SERVICE CORP-ELECTRIC

P.O. BOX 19001
GREEN BAY, WI 54307
ATTENTION: MR. DAVE PETERSON
TELEPHONE 920-236-5910
E-MAIL: dtpeterson@wisconsinpublicservice.com

### WISCONSIN PUBLIC SERVICE CORP-GAS

P.O. BOX 19001
GREEN BAY, WI 54307
ATTENTION: MR. PAUL SPANGLER
TELEPHONE 920-236-5908
E-MAIL: paspangler@wisconsinpublicservice.com

### TIME WARNER CABLE

3545 PLANK ROAD
APPLETON, WI 54915
ATTENTION: MR. VINCE ALBIN
TELEPHONE 920-831-9249
E-MAIL: Vince.albin@twcable.com

### AT&T

70 EAST DIVISION STREET
FOND DU LAC, WI 54935
ATTENTION: MR. CHARLES BARTLETT
TELEPHONE 920-929-1013
E-MAIL: cb1461@att.com

### CENTURYLINK

144 N. PEARL STREET
BERLIN, WI. 54923
ATTENTION: ROSS HARTWIG
TELEPHONE 920-361-8425
E-MAIL: ross.hartwig@centurytel.com

DIGGERS HOTLINE

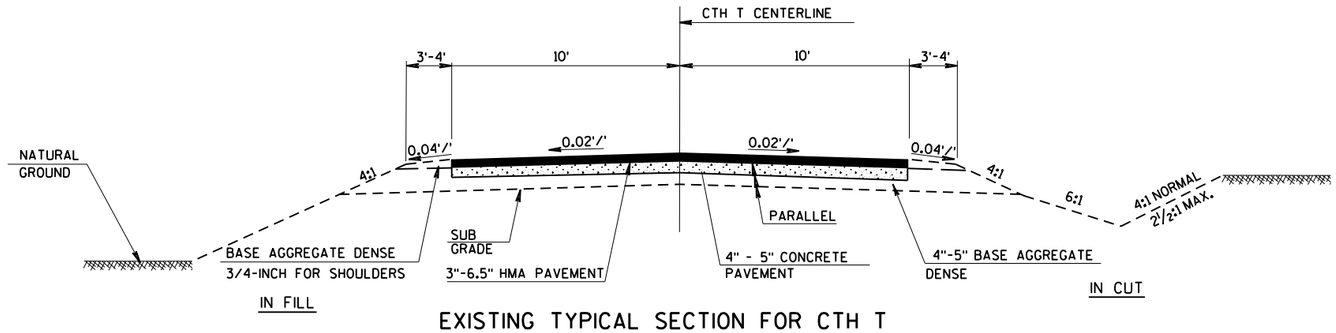
**Call 811 3 Work Days Before You Dig**
**or Toll Free (800) 242-8511**
**Hearing Impaired TDD (800) 542-2289**
**www.DiggersHotline.com**

## STANDARD ABBREVIATIONS

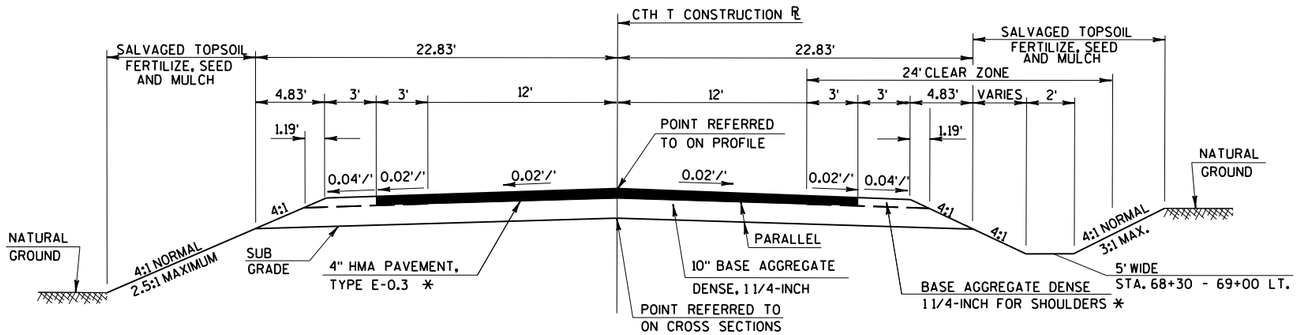
| | | | |
|---|---|---|---|
| ADT | AVERAGE DAILY TRAFFIC | PC | POINT OF CURVATURE |
| AC | ASPHALT CEMENT | PI | POINT OF INTERSECTION |
| AGG | AGGREGATE | PE | PRIVATE ENTRANCE |
| ASPH | ASPHALT | R | RADIUS |
| BM | BENCH MARK | REM | REMOVE |
| C/L | CENTERLINE | R/L OR RL | REFERENCE LINE |
| CONC | CONCRETE | RCCP | REINFORCED CONCRETE CULVERT PIPE |
| CMP | CORRUGATED METAL PIPE | RCPSS | REINFORCED CONCRETE PIPE STORM SEWER |
| CR. | CREEK | R.O. | RUNOUT |
| D | DEGREE OF CURVE | R/W | RIGHT-OF-WAY |
| DHV | DESIGN HOUR VOLUME | STA | STATION |
| ESALS | EQUIVALENT SINGLE AXIS LOADS | SE | SUPER ELEVATION |
| EXIST | EXISTING | SS | STORM SEWER |
| FE | FIELD ENTRANCE | T | TANGENT |
| HYD | HYDRANT | TEL | TELEPHONE |
| IP | IRON PIPE OR PIN | TLE | TEMPORARY LIMITED EASEMENT |
| L | LENGTH OF CURVE | T | TRUCKS |
| LC | LONG CHORD OF CURVE | VC | VERTICAL CURVE |
| MH | MANHOLE | W | WELL |
| NC | NORMAL CROWN | | |

## DESIGN CONTACT


**AYRES ASSOCIATES**
3376 PACKERLAND DRIVE
ASHWAUBENON, WISCONSIN 54115
ATTENTION: PHIL VERVILLE III
E-MAIL: VERVILLEP@AYRESASSOCIATES.COM
**TELEPHONE 920-498-1200**



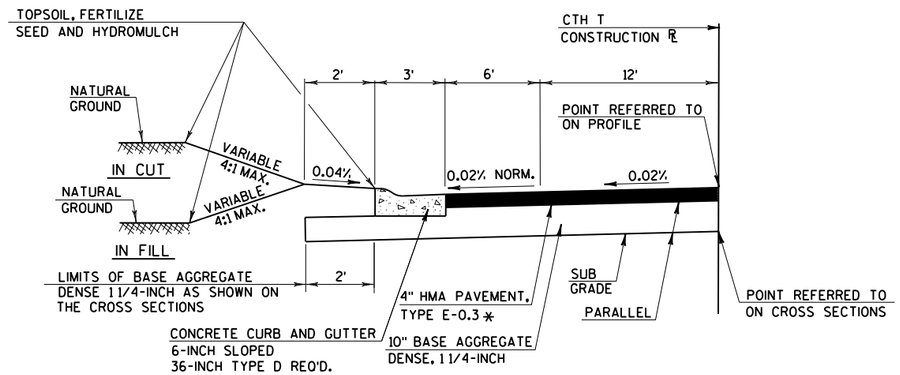

## EXISTING TYPICAL SECTION FOR CTH T




## TYPICAL FINISHED SECTION FOR CTH T

STA. 124+00 - STA. 230+00

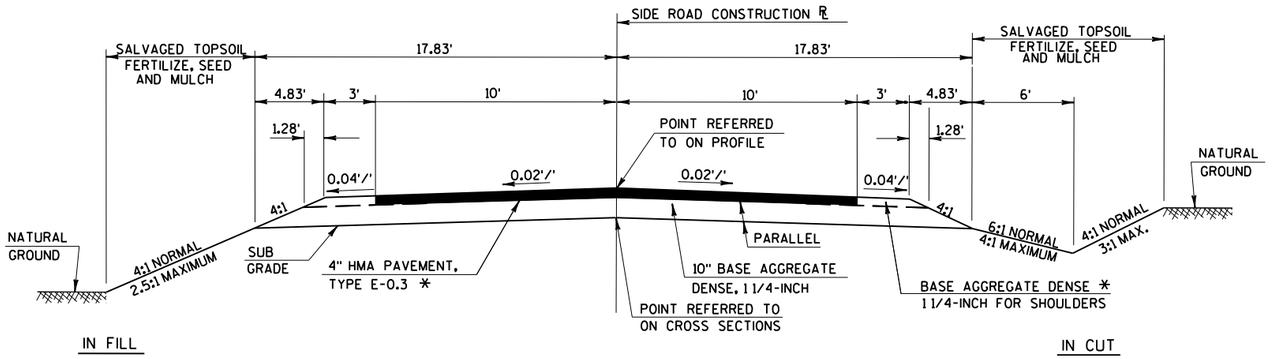
*-WORK TO BE DONE BY OTHERS




## ½TYPICAL FINISHED SECTION FOR CTH T

*-WORK TO BE DONE BY OTHERS

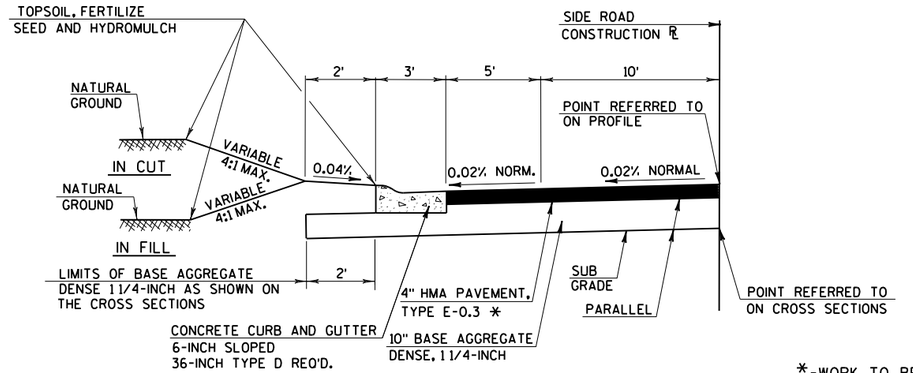
STA. 143+50 - STA. 145+70 CTH T LT.
STA. 148+61.68 - STA. 150+90 CTH T LT.
STA. 159+00 - STA. 160+50 CTH T RT.
STA. 159+60 - STA. 160+50 CTH T LT.
STA. 173+70 - STA. 177+35 CTH T RT.
STA. 210+70 - STA. 212+00 CTH T LT.
STA. 211+20 - STA. 215+00 CTH T RT.




## TYPICAL FINISHED SECTION FOR SIDE ROADS

MAXWELL ROAD
VINLAND CENTER ROAD

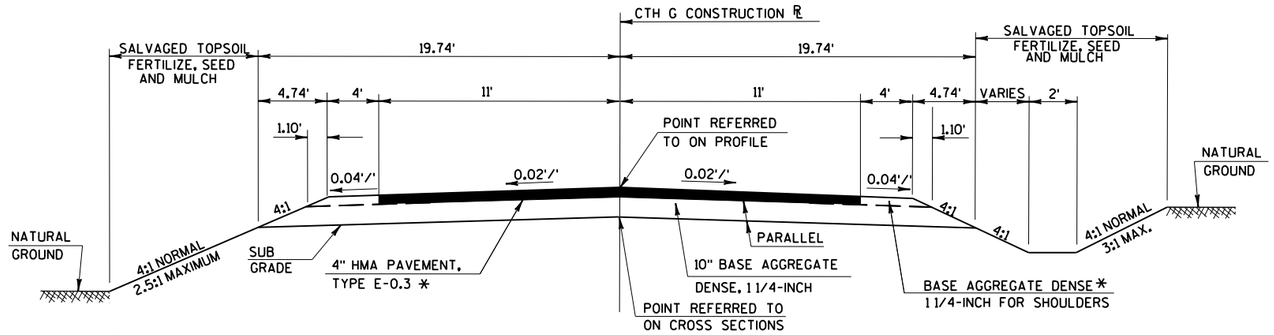
*-WORK TO BE DONE BY OTHERS




*-WORK TO BE DONE BY OTHERS

## 1/2 TYPICAL FINISHED SECTION FOR SIDE ROAD

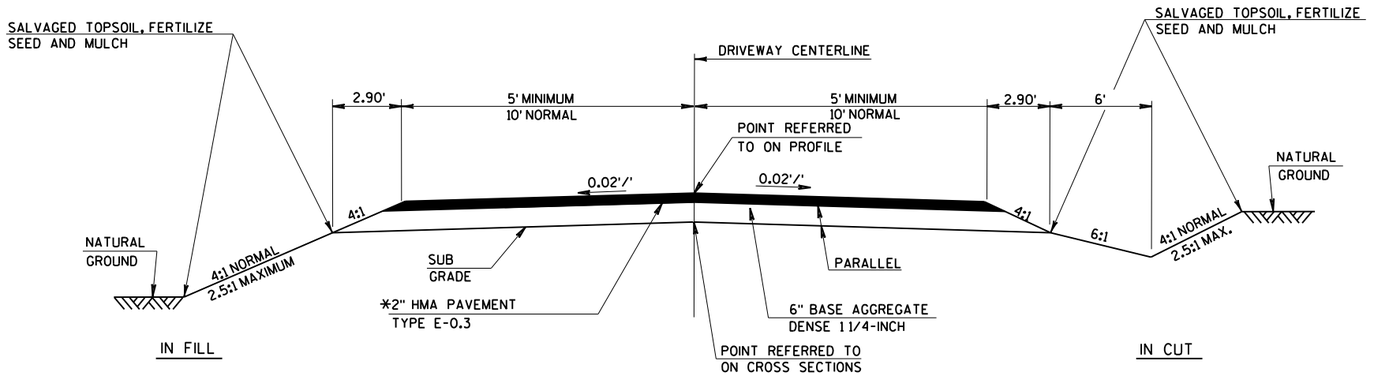
STA. 699+15 - STA. 699+57.34 MAXWELL ROAD LT.
STA. 800+76.10 - STA. 801+50 VINLAND CENTER ROAD RT.




## TYPICAL FINISHED SECTION FOR CTH G

*-WORK TO BE DONE BY OTHERS

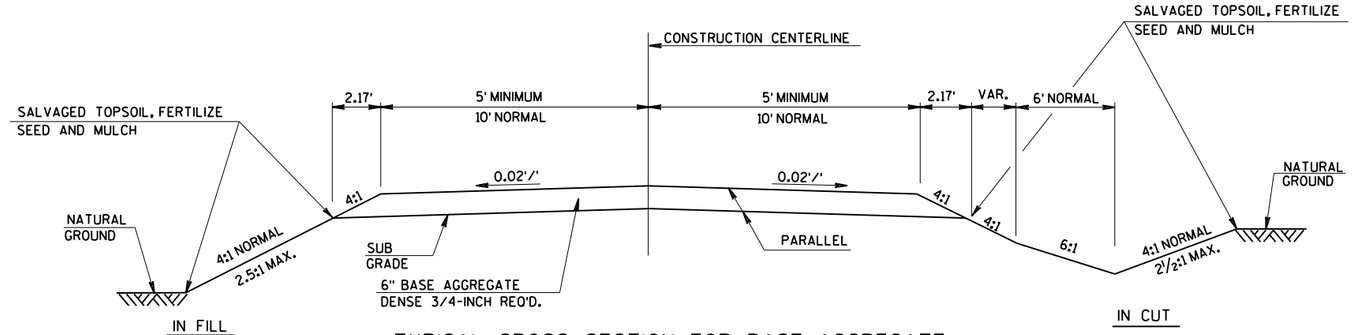
2




*-WORK TO BE DONE BY OTHERS

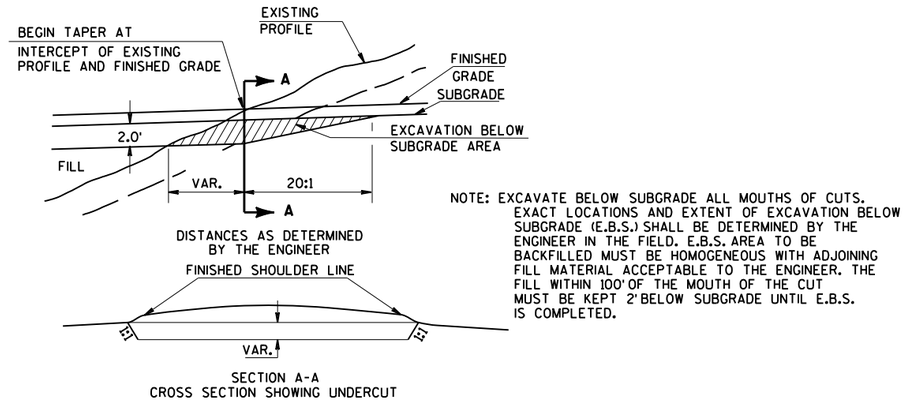
## TYPICAL FINISHED SECTION FOR HMA PAVEMENT DRIVEWAY

(REPLACE IN KIND)



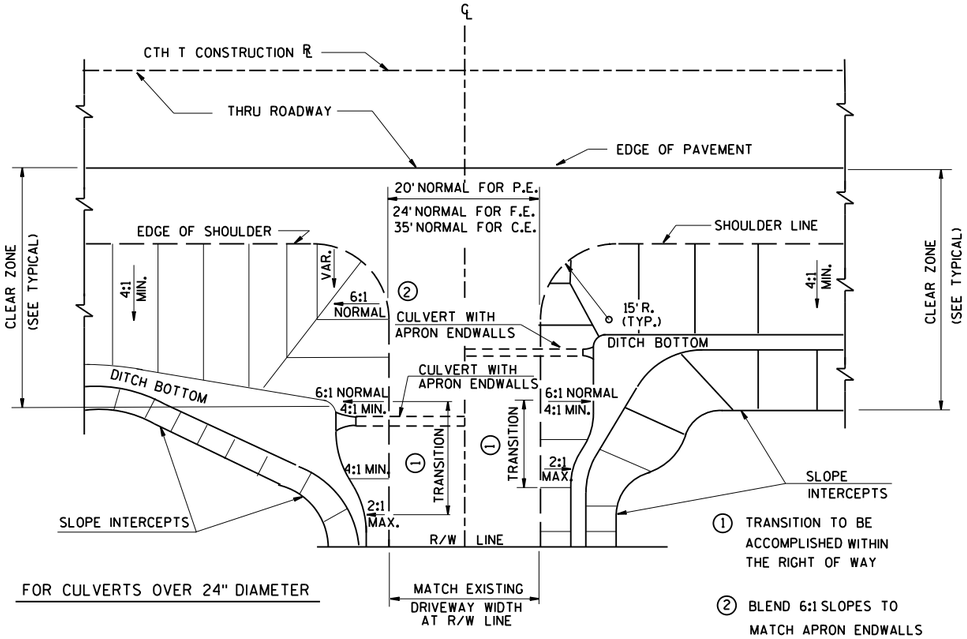

## TYPICAL CROSS SECTION FOR BASE AGGREGATE DENSE PRIVATE ENTRANCES AND FIELD ENTRANCES

(REPLACE IN KIND)

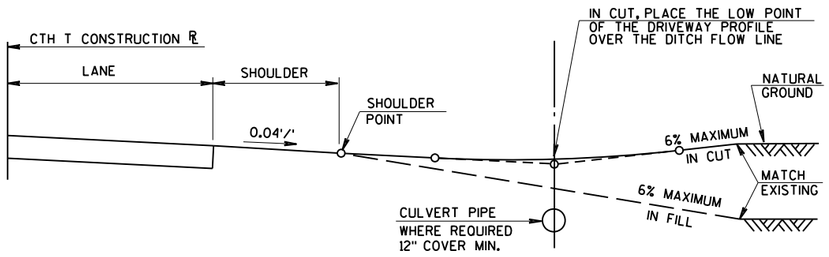



NOTE: EXCAVATE BELOW SUBGRADE ALL MOUTHS OF CUTS. EXACT LOCATIONS AND EXTENT OF EXCAVATION BELOW SUBGRADE (E.B.S.) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. E.B.S. AREA TO BE BACKFILLED MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL ACCEPTABLE TO THE ENGINEER. THE FILL WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

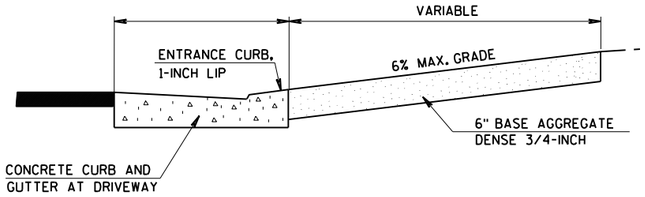
## DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS




## PRIVATE ENTRANCE GRADING DETAIL

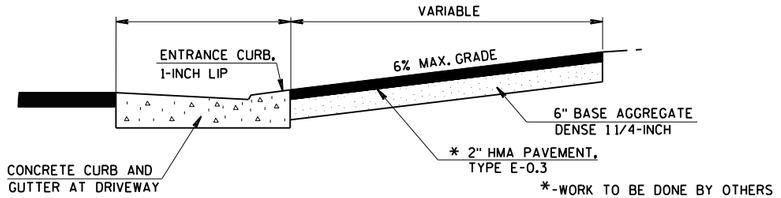



## TYPICAL DRIVEWAY PROFILES



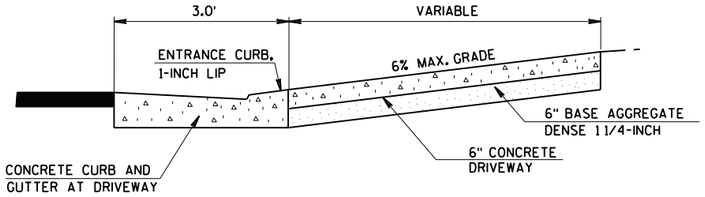

## TYPICAL LONGITUDINAL SECTION AT BASE AGGREGATE DENSE PRIVATE ENTRANCE

(REPLACE IN KIND)



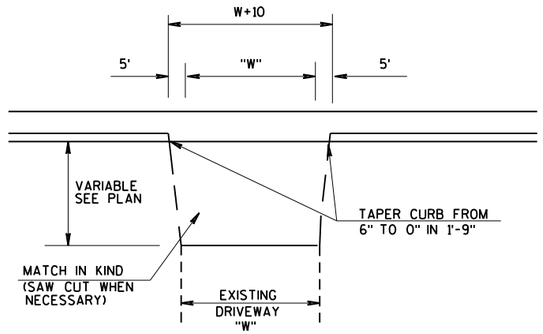

## TYPICAL LONGITUDINAL SECTION AT HMA PAVED PRIVATE ENTRANCES

(REPLACE IN KIND)

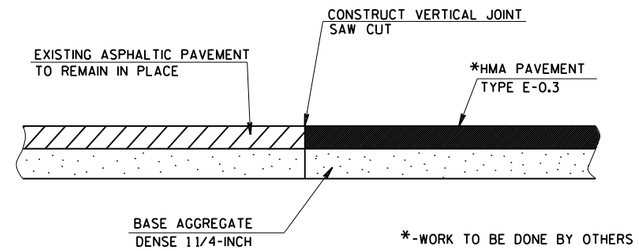



## TYPICAL LONGITUDINAL SECTION AT CONCRETE DRIVEWAY

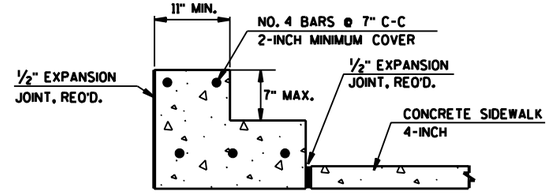
(REPLACE IN KIND)



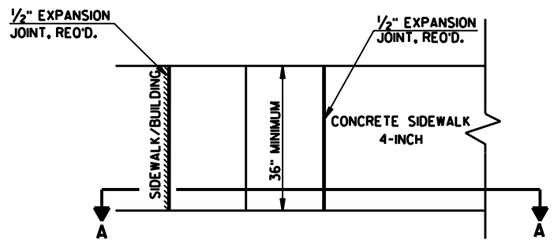

## CURB CUT DETAIL FOR P.E.'s AND F.E's




## BUTT JOINT DETAIL

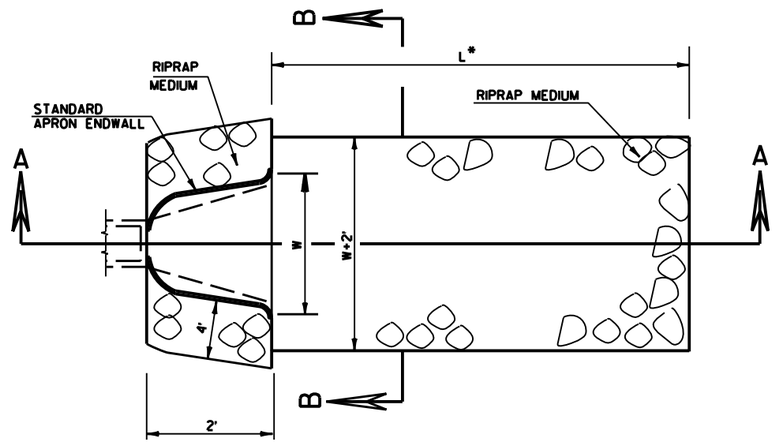



SECTION A-A

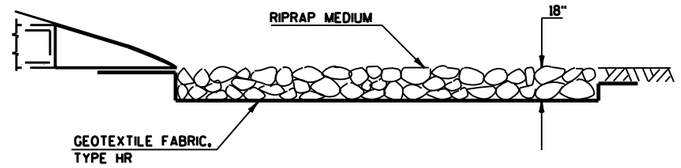



## CONCRETE STEPS DETAILS

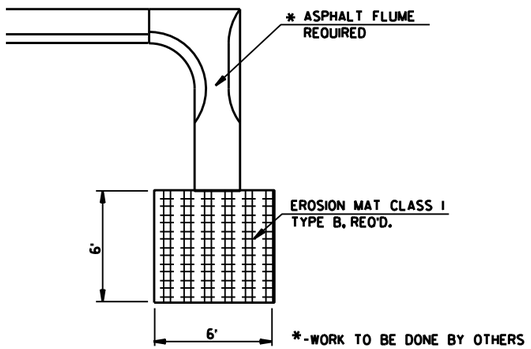
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)




*L = 3 TIMES DIAMETER (NORMAL) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

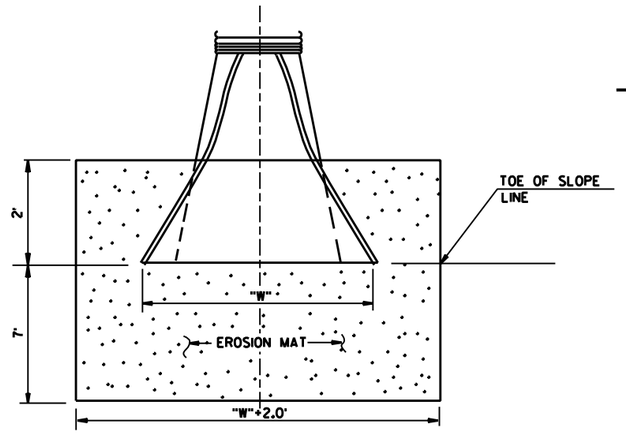



SECTION A-A



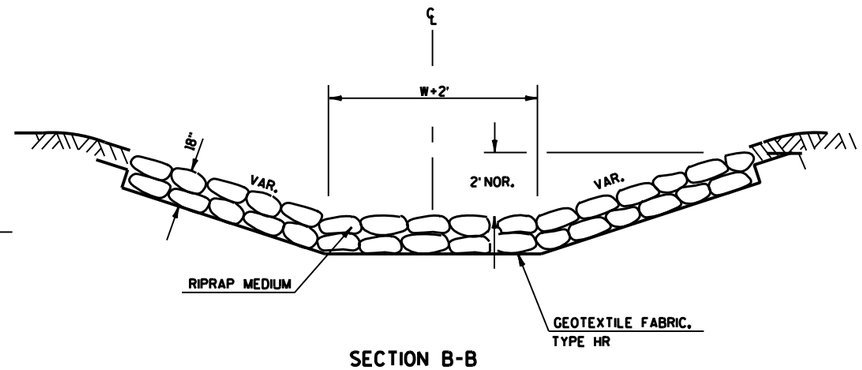

## EROSION MAT AT ASPHALT FLUME

(SEE MISCELLANEOUS QUANTITIES FOR LOCATION)



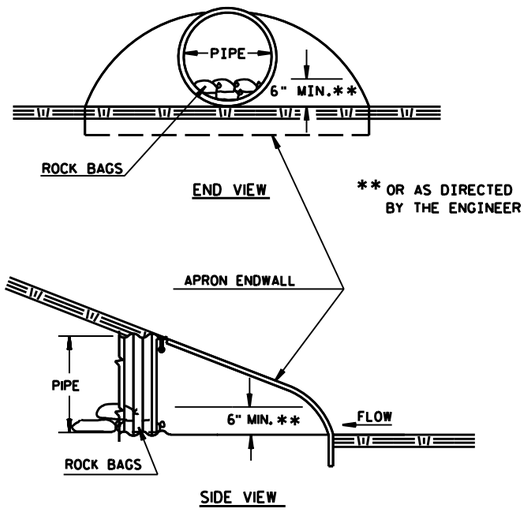

## EROSION MAT AT END OF PIPE

(CONCRETE OR METAL)
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)

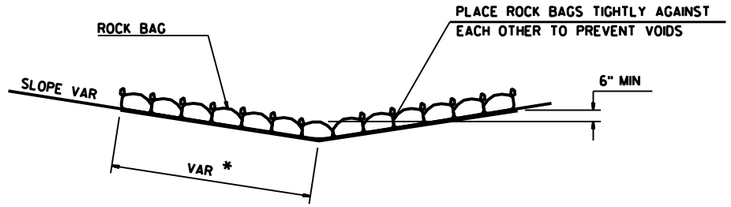



SECTION B-B

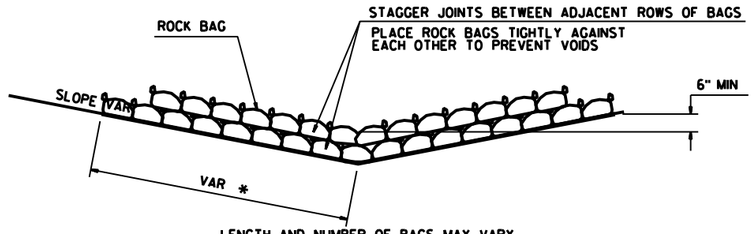
## RIPRAP MEDIUM AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS




## CULVERT PIPE DITCH CHECK




SIDE VIEW (SINGLE LAYER)

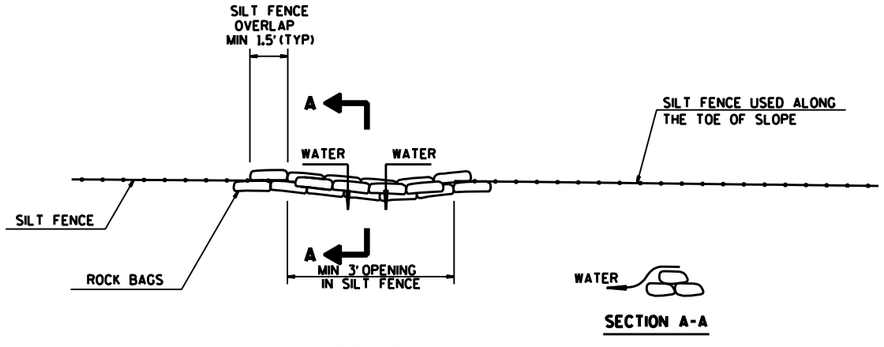



* LENGTH AND NUMBER OF BAGS MAY VARY DEPENDING ON DESIRED DEPTH OF WATER POOL

SIDE VIEW (MULTIPLE LAYER)

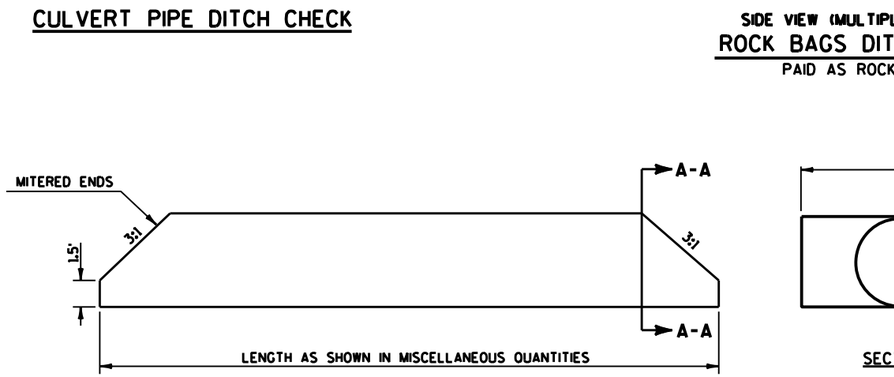
## ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS



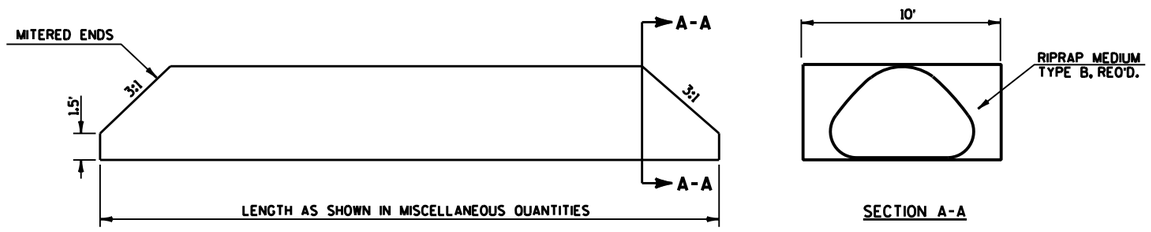

## ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS



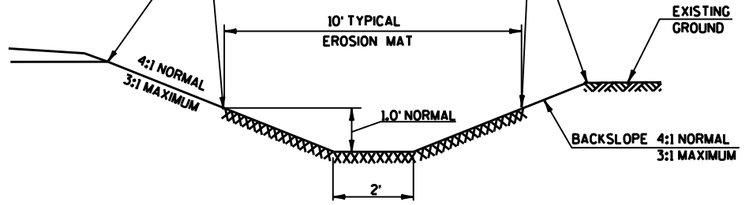

## DETAIL FOR 48" CULVERT PIPE

STA. 194+90 CTH T




## DETAIL FOR 64" x 53" CULVERT PIPE

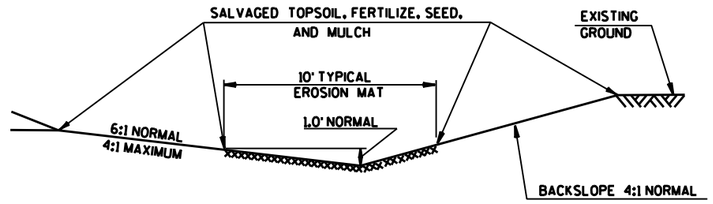
STA. 224+00 CTH T




## TYPICAL INSTALLATION FOR EROSION MAT

TRAPEZOIDAL DITCH LINING

(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)

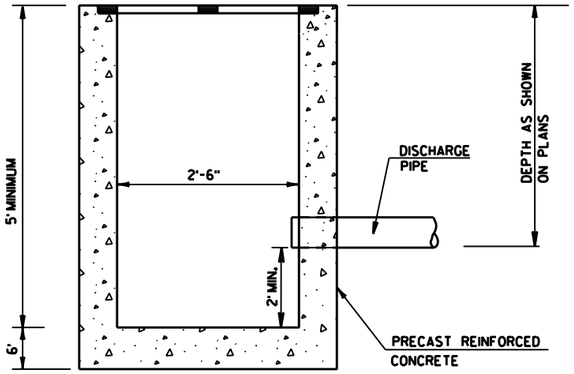



## TYPICAL INSTALLATION FOR EROSION MAT

DITCH LINING

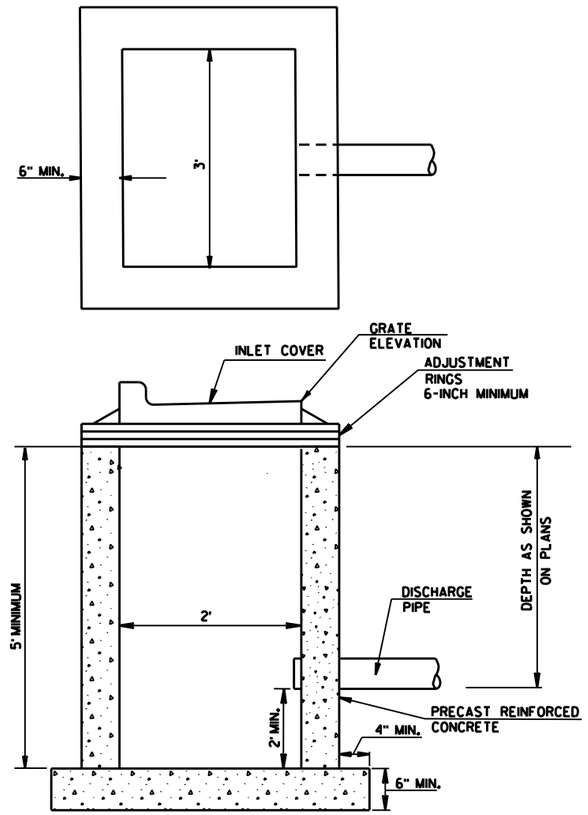
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)

2



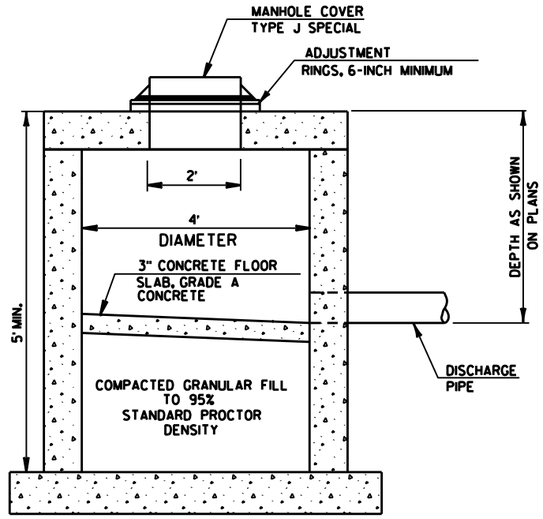

## INLET MEDIAN 1 GRATE SPECIAL

SEE MISCELLANEOUS QUANTITIES FOR LOCATION AND DEPTHS
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP
NOT SHOWN ON THIS DRAWING WILL CONFORM TO THE STANDARD
DETAIL DRAWING FOR INLET MEDIAN 1 GRATE.




## INLET 2' X 3' SPECIAL

SEE MISCELLANEOUS QUANTITIES FOR LOCATION AND DEPTHS
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP
NOT SHOWN ON THIS DRAWING WILL CONFORM TO THE STANDARD
DETAIL DRAWING FOR INLET INLET 2' X 3'.




## MANHOLE 4-FT DIAMETER SPECIAL

SEE MISCELLANEOUS QUANTITIES FOR LOCATION AND DEPTHS.
DETAILS OF CONSTRUCTION MATERIALS AND WORKMANSHIP
NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD
DETAIL DRAWING FOR MANHOLE 4-FT DIAMETER.

2

DONALD BARTLETT

N

NICOLE CRANDALL

2

P.L.

CTH T NORTHBOUND
CONSTRUCTION ℄

SLOPE
INTERCEPTS

R/W LINE

R/W LINE

CABC
FE

(REMOVE)

15"CP

BM20

IP

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

12'
3'
3'

142 CTH T 143 144 145 146 147 148

830.80 830.70 830.57 830.41 830.24 830.04 829.83 829.59 829.33 829.11

18'

830.44 830.34 830.21 830.05 829.88 829.68 829.47 829.23 828.97 828.75

100' TAPER

100' TAPER

SIGN

EXISTING R/W

S.V.

EDGE OF PAVEMENT
EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

R/W LINE

R/W LINE

SLOPE
INTERCEPTS

BEGIN CONCRETE CURB AND GUTTER
STA. 143+50

CABC
PE

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D

HOUSE

END CONCRETE CURB AND GUTTER
STA. 145+70

ASPHALTIC FLUME
REQUIRED

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SLOPE
INTERCEPTS

DONALD BARTLETT

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET 10 E |
|---|---|---|---|---|

2

NICOLE CRANDALL

CONSTRUCTION LIMITS
STA. 698+20

SAW CUT REQUIRED

EXISTING R/W

MAXWELL ROAD

699

825.63

CORY J. AND
CHRISTINA L. GRUSE

N

WILDE FARMS, INC.

P.L.

FOUNDATION

SAW CUT REQUIRED

CSW

ASPHALTIC FLUME REQUIRED

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D

CTH T NORTHBOUND
CONSTRUCTION ℄

R/W LINE

15'

825.39

BEGIN CONCRETE CURB AND GUTTER
STA. 699+15

STEPS

825.44

825.54

825.58

825.95

825.72

SAW CUT REQUIRED

HOUSE

CONC

+56.36
43' LT.

25' R

CABC
PE

EXISTING R/W

CONC

WITNESS CORNER

IP

SHED

SHED

RET WALL

REMOVING RETAINING WALL REQUIRED

END CONCRETE CURB AND GUTTER
STA. 150+90

SLOPE INTERCEPTS

+61.68
58' LT.

40' R

15'

825.51

825.84

825.86

826.20

60' TAPER

100' TAPER

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

12'
3'
3'

147
148
149
150
151
152
153

CTH T

826.62
826.50
826.40
826.31
826.24
826.18
826.15
826.13
826.13
826.15
826.17

825.89
825.82
825.74
825.70
825.74
825.82
825.84

18"CP
(REMOVE)

BM21

18"CP
(REMOVE)

EDGE OF PAVEMENT
EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

R/W LINE

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

PI STA. 149+16.36 CTH T=
STA. 700+00.00 MAXWELL RD.
Y=510137.355
X=780984.887

CABC
FE

SLOPE INTERCEPTS

CATCH BASIN 3.5-FT DIAMETER SPECIAL AND INLET COVER TYPE DW INSTALLED

P.L.

DONALD BARTLETT

WILDE FARMS, INC.

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

WILDE FARMS, INC.

CHARLES AND LINDA PAVLAK

DONALD W. BARTLETT

N

P.L.

BARN

CONC

RET WALL

RET WALL

BUILDING

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

BEGIN CONCRETE CURB AND GUTTER
STA. 159+60

END CONCRETE CURB AND GUTTER
STA. 160+50

CTH T
CONSTRUCTION ℄

FIELD ENTRANCE
REQ'D.

FIELD ENTRANCE
REQ'D.

SLOPE
INTERCEPTS

TLE FOR
SLOPING

SLOPE
INTERCEPTS

ASPHALTIC FLUME
REQUIRED

P.I.=162+35.96
Y=511456.950
X=780986.550

R/W LINE

30'

100' TAPER

EXISTING R/W

TLE

CSW

POLE

CABC
PE

100' TAPER

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

829.10 829.08 829.02 828.94 828.84

157 CTH T 158 159 160 161 162 163

829.48 829.49 829.48 829.44 829.38 829.30 829.20

18' 18' 18' 18'

12' 3' 3'

829.12 STEPS 829.19 829.12 STEPS 829.08 829.02 828.94 828.84

CSW

4-INCH CONCRETE
SIDEWALK REQ'D

EXISTING R/W

CABC
PE

BM22

100' TAPER

100' TAPER

EDGE OF PAVEMENT
EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

CABC
FE

R/W LINE

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SLOPE
INTERCEPTS

ASPHALTIC FLUME
REQUIRED

FP

SAW CUT
REQUIRED

SAW CUT
REQUIRED

HOUSE

WL

CONCRETE STEPS
REQUIRED

ASPHALTIC FLUME
REQUIRED

SLOPE
INTERCEPTS

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

BEGIN CONCRETE CURB AND GUTTER
STA. 159+00

END CONCRETE CURB AND GUTTER
STA. 160+50

R/W LINE

R/W LINE

P.L.

P.L.

P.L.

P.L.

WILDE FARMS, INC.

BRAD W. AND MARY R. JONES

WILDE FARMS, INC.

DONALD W. BARTLETT

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET E |
|---|---|---|---|---|



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CHARLES S. AND LINDA L. PAVLAK

DONALD W. BARTLETT

N

DONALD F. AND GAIL A. BURROWS

HOUSE

TILE

P.L.

P.L.

PI STA. 175+56.31 CTH T=
STA. 800+00.00 VINLAND CENTER RD.

CTH T NORTHBOUND
CONSTRUCTION ℄

SLOPE
INTERCEPTS

MOUND
SYSTEM

BURIED ELECTRIC LINE
(APPROXIMATE LOCATION)

CAUTION

S.V.

R/W LINE

R/W LINE

R/W LINE

EDGE OF SHOULDER

EDGE OF PAVED SHOULDER

EDGE OF PAVEMENT

BM23

IP

CABC
PE

172 CTH T 173 174 175 176 177 178

12' 3' 3'

825.03 825.04 825.02 824.98 824.93 824.85 824.75 824.63 824.48 824.32 824.14 823.93 823.70 823.46 823.07

3

2

1

824.79 824.80 824.73 824.71 824.66 824.62 824.57 824.54 824.00 823.87 823.78 823.57 823.34 823.10 822.71

18" 6"

CABC
FE

100' TAPER

STONE

FP

EDGE OF PAVEMENT

EDGE OF PAVED SHOULDER

EDGE OF SHOULDER

R/W LINE

EXISTING R/W

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

824.81

(REMOVE) 18"CP

BM24

EXISTING R/W

CONC
PE

100' TAPER

R/W LINE

SAW CUT
REQUIRED

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

SLOPE
INTERCEPTS

ASPHALTIC FLUME
REQUIRED

TLE LINE

SLOPE
INTERCEPTS

BEGIN CONCRETE CURB AND GUTTER
STA. 173+70

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

PLE LINE

824.74

824.86

824.37

15'

40' R

+12.81
58' RT.

END CONCRETE CURB AND GUTTER
STA. 177+35

+83.26
78' RT.

60' R

825.07

15'

825.34

825.53

825.83

826.33

826.02

826.81

826.51

EXISTING R/W

VINLAND CENTER RD

801

EXISTING R/W

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

HOUSE

MOUND
SYSTEM

DECK

PLANTER

HOUSE

DECK

BURIED ELECTRIC LINE
(APPROXIMATE LOCATION)

CAUTION

SHED

JOHN A. AND LORI A. MARKHAM

TANK

P.L.

JAMES R. AND DEBRA A. WILLIAMS

CONSTRUCTION LIMITS
STA. 801+50

SAW CUT
REQUIRED

ROBERT N. AND LINDA D. KLEINSCHMIT

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

KUEHNL FARMS, INC.

N

CTH T NORTHBOUND
CONSTRUCTION ℄

BEGIN CONCRETE CURB AND GUTTER
STA. 210+70

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

END CONCRETE CURB AND GUTTER
STA. 212+00

HSE

CABC
PE

ASPHALTIC FLUME
REQUIRED

R/W LINE

TLE FOR
SLOPING

TLE LINE

EXISTING R/W

SLOPE
INTERCEPTS

100' TAPER

EDGE OF SHOULDER
EDGE OF PAVED SHOULDER
EDGE OF PAVEMENT

| 210 | 211 | 212 | 213 | 214 | 215 |
|---|---|---|---|---|---|
| 824.71 | 824.87 | 825.01 | 825.13 | 825.22 | 825.28 |
| CTH T | 825.23 | 825.37 | 825.49 | 825.58 | 825.64 | 825.66 | 825.66 | 825.62 | 825.54 | 825.44 | 825.30 | 825.14 | 824.94 | 824.70 | 824.44 | 824.14 | 823.81 |
| 825.07 | 824.98 | 825.01 | 825.13 | 825.22 | 825.28 | 825.30 | 825.30 | 825.26 | 825.18 | 825.08 | 824.94 | 824.78 | 824.58 | 824.34 | 824.08 | 823.78 | 823.45 |

18" 18" 18" 18"

12" 3" 3"

3" 3" 12"

100' TAPER

(REMOVE) 15"CP

POST

EDGE OF PAVEMENT
EDGE OF PAVED SHOULDER
EDGE OF SHOULDER

BURIED TELEPHONE CABLE
(APPROXIMATE LOCATION)

ASPHALTIC FLUME
REQUIRED

R/W LINE

BURIED ELECTRIC LINE
(APPROXIMATE LOCATION)

CAUTION

SAW CUT
REQUIRED

SLOPE
INTERCEPTS

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.

BEGIN CONCRETE CURB AND GUTTER
STA. 211+20

END CONCRETE CURB AND GUTTER
STA. 215+00

SD

E

PLANTER

WELL

BM29

ASPH
PE

HSE

CABC
FE

P.L.

P.L.

SHERMAN W. AND SHIRLEY M. BRAZEE

BRUCE R. AND CATHERINE BRAZEE

SHERMAN W. AND SHIRLEY M. BRAZEE

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

KUEHNL FARMS, INC.

N

SAW CUT REQUIRED

CONSTRUCTION LIMITS STA. 898+31

KUEHNL FARMS, INC.

2

CTH T NORTHBOUND CONSTRUCTION ℄

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.

SLOPE INTERCEPTS

R/W LINE

899 CTH G

R/W LINE

+60.04 78' LT.

60' R

18'

805.81

PISTA 228+38.97 CTH T = STA. 900+00.00 CTH G
Y=518059.846
X=781010.232

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.

+96.08 45' LT.

40' R

18'

805.59

805.91

PISTA 230+36.81 CTH T
Y=518257.680
X=781010.670

ASPHALTIC FLUME REQUIRED

804.70

ASPHALTIC FLUME REQUIRED

SAW CUT REQUIRED

EXISTING R/W

24"CP (REMOVE)

805.00

804.86

804.31

18'

804.62

225 CTH T

226

227

228
804.89

805.45

15'

229

230

RHYNER ROAD

805.17

804.90

18'

804.43

804.56

(REMOVE) 36" CMP

804.76

ASPHALTIC FLUME REQUIRED

40' R

804.70

18'

BM30

EXISTING R/W

POST

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.

END PROJECT STA. 230+00

+81.44 58' RT.

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

804.64

18'

60' R

+17.82 78' RT.

R/W LINE

SLOPE INTERCEPTS

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQ'D.

901

ASPHALTIC FLUME REQUIRED

R/W LINE

SAW CUT REQUIRED

CTH G

CONSTRUCTION LIMITS STA. 901+70

SHERMAN W. AND SHIRLEY M. BRAZEE

KUEHNL FARMS, INC.

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | PLAN DETAIL | SHEET E |
|---|---|---|---|---|



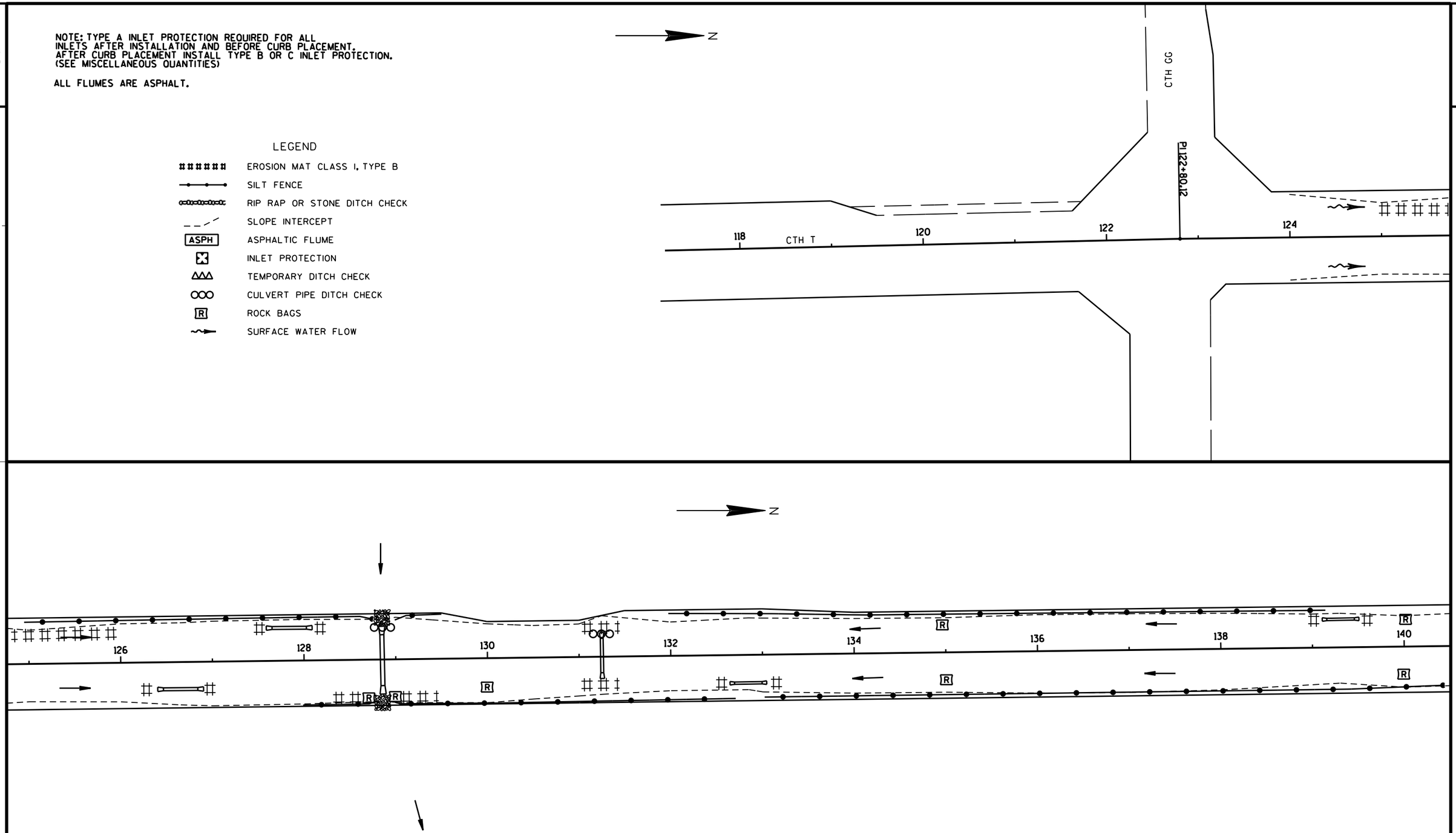
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: TYPE A INLET PROTECTION REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B OR C INLET PROTECTION. (SEE MISCELLANEOUS QUANTITIES)

ALL FLUMES ARE ASPHALT.

LEGEND

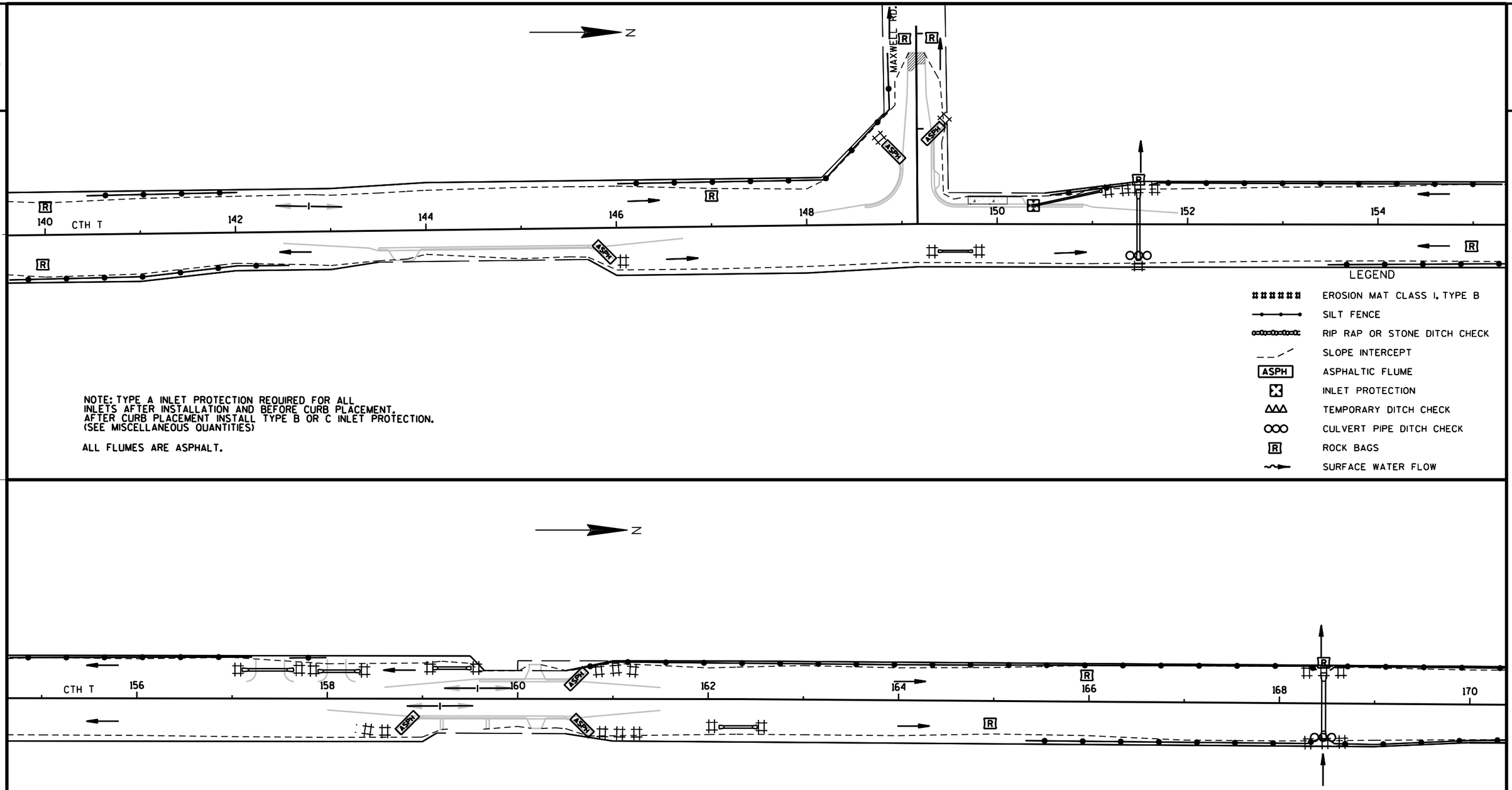
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- R — ROCK BAGS
- SURFACE WATER FLOW




| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




NOTE: TYPE A INLET PROTECTION REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B OR C INLET PROTECTION. (SEE MISCELLANEOUS QUANTITIES)

ALL FLUMES ARE ASPHALT.

LEGEND

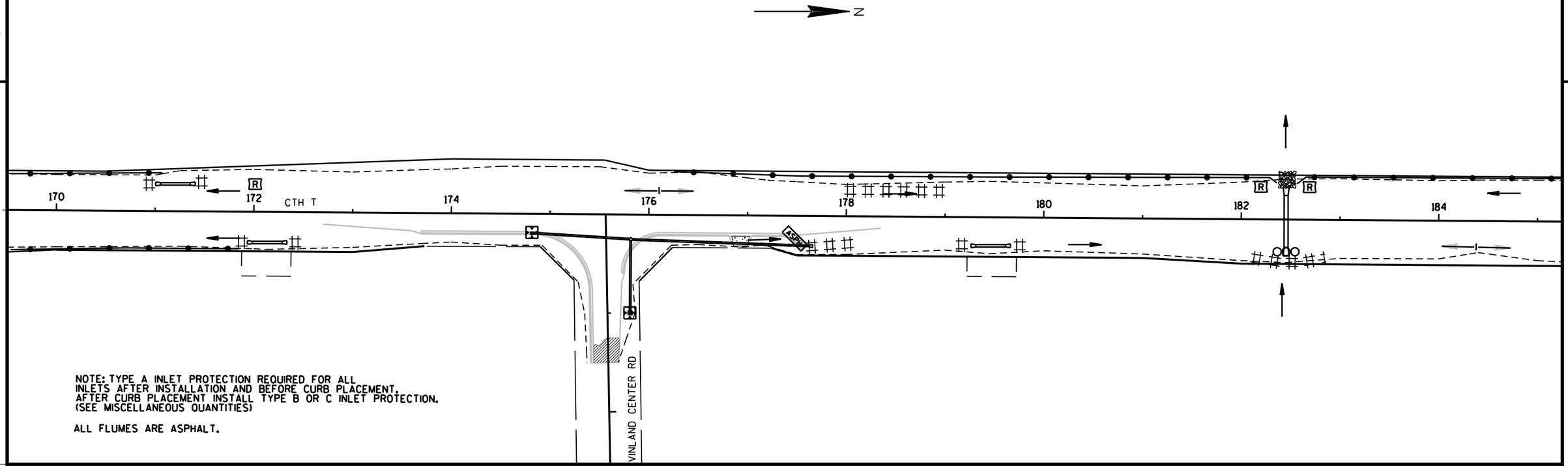
- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- R — ROCK BAGS
- SURFACE WATER FLOW

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



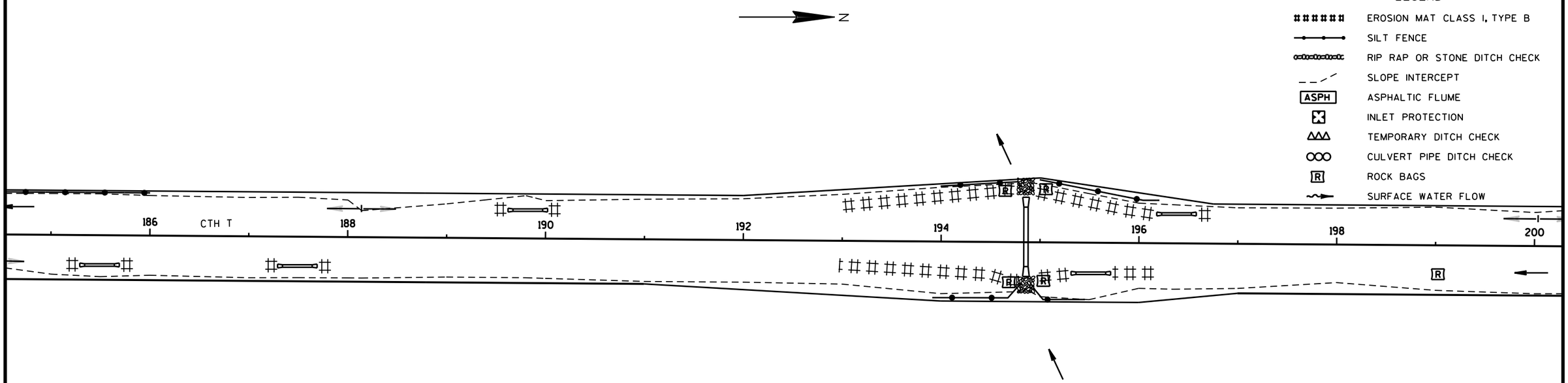
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2




NOTE: TYPE A INLET PROTECTION REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B OR C INLET PROTECTION. (SEE MISCELLANEOUS QUANTITIES)

ALL FLUMES ARE ASPHALT.




LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- ROCK BAGS
- SURFACE WATER FLOW

2

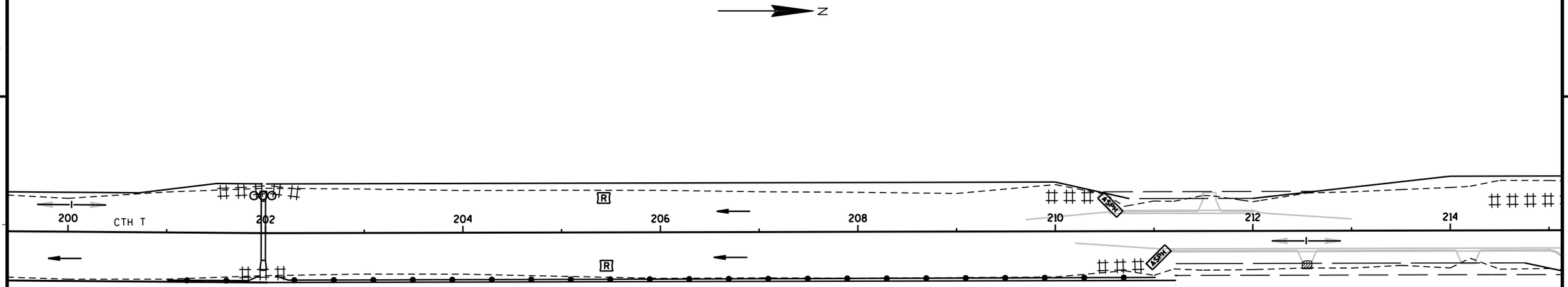
| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

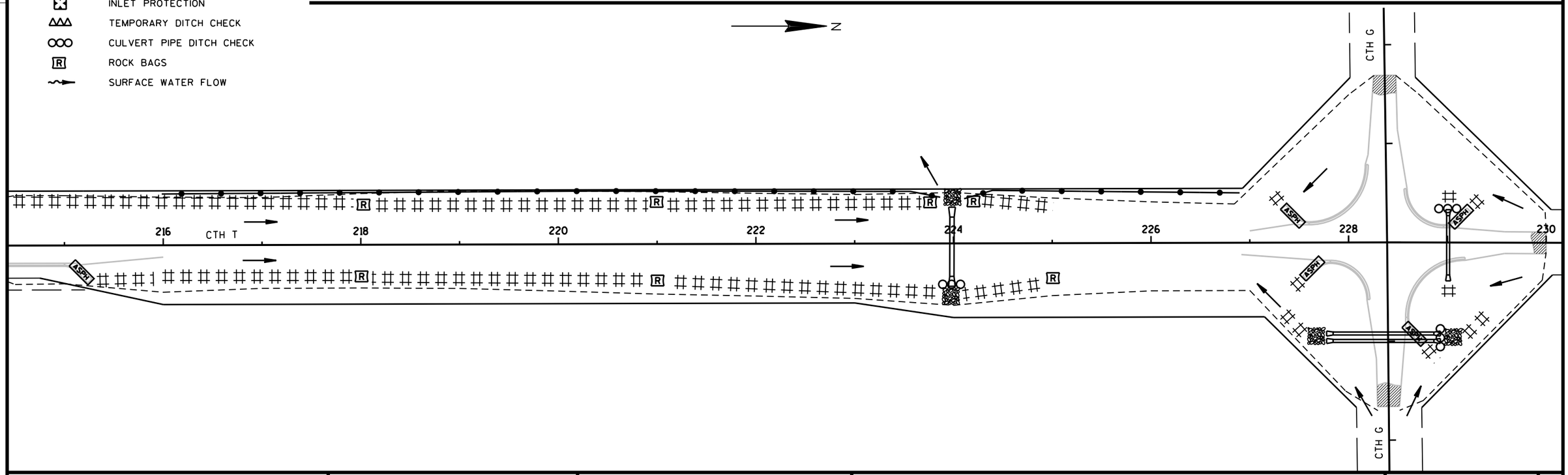



LEGEND

- EROSION MAT CLASS I, TYPE B
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- ROCK BAGS
- SURFACE WATER FLOW

NOTE: TYPE A INLET PROTECTION REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B OR C INLET PROTECTION. (SEE MISCELLANEOUS QUANTITIES)

ALL FLUMES ARE ASPHALT.




2

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | EROSION CONTROL | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

3

## GRUBBING

| STATION | TO | STATION | LOCATION | 201.0205 STATION |
|---|---|---|---|---|
| 128+00 | - | 131+00 | CTH T | 3 |
| 134+00 | - | 135+00 | CTH T | 1 |
| 138+00 | - | 140+00 | CTH T | 2 |
| 141+00 | - | 143+00 | CTH T | 2 |
| 144+00 | - | 145+00 | CTH T | 1 |
| 146+00 | - | 147+00 | CTH T | 1 |
| 148+00 | - | 149+00 | CTH T | 1 |
| 150+00 | - | 151+00 | CTH T | 1 |
| 157+00 | - | 158+00 | CTH T | 1 |
| 159+00 | - | 166+00 | CTH T | 7 |
| 172+00 | - | 188+00 | CTH T | 16 |
| 189+00 | - | 190+00 | CTH T | 1 |
| 192+00 | - | 204+00 | CTH T | 12 |
| 207+00 | - | 212+00 | CTH T | 5 |
| 216+00 | - | 217+00 | CTH T | 1 |
| 800+00 | - | 801+00 | VINLAND CENTER RD. | 1 |
| TOTALS | | | | 56 |

## REMOVING CONCRETE ITEMS

| STATION | TO | STATION | LOCATION | 204.0100 REMOVING PAVEMENT SY | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 125+00 | - | 228+00 | CTH T | 24,000 | - | - | MAINLINE |
| 149+90 | | | CTH T, LT. | 39 | - | - | PE |
| 159+05 | | | CTH T, LT. | - | - | 7 | PE |
| 159+20 | | | CTH T, RT. | - | - | 8 | PE |
| 176+90 | | | CTH T, RT. | 6 | - | 9 | PE |
| 228+15 | | | CTH T, RT. | - | 30 | - | ISLAND |
| 698+70 | | | MAXWELL ROAD, LT. | - | - | 1 | PE |
| 699+50 | | | MAXWELL ROAD, LT. | 5 | - | - | PE |
| | | | TOTAL | 24,050 | 30 | 25 | |

## REMOVING FENCE

| STATION | LOCATION | 204.0170 QUANTITY L.F. |
|---|---|---|
| UNDISTRIBUTED | CTH T | 50 |
| TOTAL | | 50 |

## REMOVING RETAINING WALL

| STATION | LOCATION | 204.9105.S QUANTITY LF |
|---|---|---|
| 150+85 | CTH T, LT. | 14 |
| | TOTAL | 14 |

## REMOVING SMALL PIPE CULVERTS

| STATION | LOCATION | 203.0100 QUANTITY EACH | DESCRIPTION |
|---|---|---|---|
| 128+00 | CTH T, LT. | 1 | 18" X 25', CMP |
| 128+88 | CTH T | 1 | 24" X 49', CMP |
| 132+42 | CTH T | 1 | 18" X 45', CMP |
| 132+83 | CTH T, RT. | 1 | 18" X 24', CMP |
| 139+31 | CTH T, LT. | 1 | 18" X 20', CMP |
| 142+78 | CTH T, LT. | 1 | 15" X 20', CMP |
| 149+55 | CTH T, RT. | 1 | 18" X 24', CMP |
| 151+49 | CTH T | 1 | 18" X 46', CMP |
| 168+49 | CTH T | 1 | 18" X 44', CMP |
| 171+20 | CTH T, LT. | 1 | 18" X 32', CMP |
| 176+89 | CTH T, RT. | 1 | 18" X 19', CMP |
| 179+48 | CTH T, RT. | 1 | 18" X 20', CMP |
| 182+45 | CTH T | 1 | 24" X 43', CMP |
| 185+49 | CTH T, RT. | 1 | 15" X 16', CMP |
| 187+49 | CTH T, RT. | 1 | 15" X 23", CMP |
| 189+77 | CTH T, LT. | 1 | 15" X 30', CMP |
| 194+91 | CTH T | 1 | 48" X 52', CMP |
| 195+51 | CTH T, RT. | 1 | 15" X 16', CMP |
| 196+36 | CTH T, LT. | 1 | 15" X 25', CMP |
| 201+98 | CTH T | 1 | 18" X 45', CMP |
| 212+53 | CTH T, RT. | 1 | 15" X 20', CMP |
| 224+27 | CTH T | 1 | 36" X 53', CMP |
| 228+75 | CTH T | 1 | 24" X 50', CMP |
| 900+30 | CTH G | 1 | 36" X 112', CMP |
| TOTAL | | 24 | |

## EARTHWORK SUMMARY

| Division | From/To Station | Location | Common Excavation (1) Cut | (item # 205.0100) EBS Excavation (3) | Salvaged/Unusable Pavement Material (4) | Available Material (5) | Expanded EBS Backfill (11) Factor 1.30 | Unexpanded Fill | Expanded Fill (13) Factor 1.30 | Mass Ordinate +/- (14) | Waste | Borrow (item #208.0100) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 124+00 - 230+00 | CTH T | 18,247 | 1,555 | 6,497 | 11,750 | 2,022 | 18,531 | 24,090 | -12,340 | 1,555 | 13,407 |
| | 698+20 - 699+50 | MAXWELL ROAD | 111 | 0 | 29 | 82 | 0 | 14 | 18 | 64 | 0 | 0 |
| | 800+50 - 801+50 | VINLAND CENTER ROAD | 258 | 0 | 25 | 233 | 0 | 2 | 2 | 231 | 0 | 0 |
| | 898+31 - 901+70 | CTH G | 1,045 | 0 | 150 | 895 | 0 | 181 | 235 | 660 | 0 | 0 |
| | | UNDISTRIBUTED | 0 | 8,784 | 0 | 0 | 0 | 0 | 0 | 0 | 8,784 | 0 |
| Division 1 Total | | | 19,661 | 10,339 | 6,701 | 12,960 | 2,022 | 18,728 | 24,345 | -11,385 | 10,339 | 13,407 |
| | | Total Common Exc | 30,000 | | | | | | | | | |

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
3) EBS Excavation to be backfilled with Borrow material.
3) Undistributed EBS Excavation to be backfilled with Breaker Run.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
11) Expanded EBS Backfill - This is to be filled with Borrow material. EBS Backfill Factor = 1.30.
13) Expanded Fill. Factor = 1.30 Expanded Fill = Unexpanded Fill * Fill Factor
14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

## BASE AGGREGATE

| STATION | TO | STATION | LOCATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON |
|---|---|---|---|---|---|
| 124+00 | - | 230+00 | CTH T | 30,200 | - |
| 698+20 | - | 700+00 | MAXWELL ROAD | 370 | - |
| 800+00 | - | 801+50 | VINLAND CENTER ROAD | 390 | - |
| 898+31 | - | 901+70 | CTH G | 910 | |
| 124+00 | - | 230+00 | DRIVEWAYS | - | 600 |
| TOTALS | | | | 31,870 | 600 |

NOTE: 3/4-INCH BASE AGGREGATE DENSE FOR SHOULDERING NOT INCLUDED IN SUMMARY, COUNTY TO PERFORM WORK.

## BREAKER RUN AND GEOGRID

| STATION | LOCATION | 311.0110 BREAKER RUN TON | SPV.0180.03 GEOGRID REINFORCEMENT SY |
|---|---|---|---|
| UNDISTRIBUTED | CTH T | 16,200 | 27,000 |
| TOTALS | | 16,200 | 27,000 |

## WATER

| STATION | TO | STATION | LOCATION | 624.0100 QUANTITY MGAL |
|---|---|---|---|---|
| 124+00 | - | 230+00 | CTH T | 302 |
| 698+20 | - | 700+00 | MAXWELL ROAD | 4 |
| 800+00 | - | 801+50 | VINLAND CENTER ROAD | 4 |
| 898+31 | - | 901+70 | CTH G | 9 |
| 124+00 | - | 230+00 | DRIVEWAYS | 6 |
| UNDISTRIBUTED | | | DUST CONTROL | 75 |
| TOTAL | | | | 400 |

## STORM SEWER

| TO | FROM | LOCATION | 607.5000 ROCK EXCAVATION CY | 608.0312 PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | INLET ELEVATION | DISCHARGE ELEVATION |
|---|---|---|---|---|---|---|
| 1 | 2 | CTH T | - | 168 | 820.25 | 819.75 |
| 2 | 3 | CTH T | - | 101 | 820.75 | 820.25 |
| 2 | 4 | VINLAND CENTER RD. | - | 74 | 820.62 | 820.25 |
| 5 | 6 | CTH T | - | 64 | 822.47 | 822.15 |
| | | UNDISTRIBUTED | 10 | - | - | - |
| | | TOTALS | 10 | 407 | | |

## STORM SEWER STRUCTURES AND COVERS

| STRUCTURE | STATION | OFFSET | LOCATION | SPV.0060.02 MANHOLES 4-FT DIAMETER SPECIAL EACH | SPV.0060.03 INLETS 2X3-FT SPECIAL EACH | SPV.0060.04 INLETS MEDIAN 1 GRATE SPECIAL EACH | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 611.0535 MH COVERS TYPE J SPECIAL EACH | 611.0636 INLET COVERS TYPE HM-S EACH | 611.0645 INLET COVERS TYPE MS-A EACH | * JOINT TIES EACH | GRATE ELEV. | OUTLET INVERT ELEV. | STRUCTURE DEPTH FT. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 177+50 | 31' RT | CTH T | - | - | - | 1 | - | - | - | 6 | - | 819.75 | - |
| 2 | 175+82 | 25' RT | CTH T | 1 | - | - | - | 1 | - | - | - | 824.05 | 820.25 | 2.55 |
| 3 | 174+81 | 21' RT | CTH T | - | 1 | - | - | - | 1 | - | - | 824.54 | 820.75 | 2.79 |
| 4 | 801+00 | 26' LT | VINLAND CENTER RD. | - | - | 1 | - | - | - | 1 | - | 823.50 | 820.62 | 2.88 |
| 5 | 151+00 | 35' LT | CTH T | - | - | - | 1 | - | - | - | 6 | - | 822.15 | - |
| 6 | 150+38 | 21' LT | CTH T | - | 1 | - | - | - | 1 | - | - | 825.70 | 822.47 | 2.23 |
| | TOTALS | | | 1 | 2 | 1 | 2 | 1 | 2 | 1 | | | | |

**REMARKS:**

-OFFSET DISTANCE TO CENTER FOR MANHOLES, BACK OF CURB FOR INLETS, AND END OF ENDWALLS.
-GRATE ELEVATION IS FIGURED TO EDGE OF PAVEMENT FOR INLETS, CENTER OF MANHOLE COVER AND ENDWALL INVERT.
-FINAL LOCATION TO BE DETERMINED BY THE ENGINEER.
-STRUCTURE DEPTHS COMPUTED WITH A MINIMUM OF 6-INCHES ADJUSTMENT TO COVERS FOR MANHOLES 4-FT DIAMETER & INLETS 2X3-FT
* -FOR INFORMATION ONLY: JOINT TIES ARE REQUIRED FOR ENDWALLS. TIE LAST THREE PIPE JOINTS (TWO TIES PER JOINT-6 TIES MINIMUM PER ENDWALL).
-JOINT TIES ARE NON-PAY ITEMS.

CULVERT PIPES

| STATION | LOCATION | 521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF | 521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF | 521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF | 521.0136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF | 521.0148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF | 521.0721 PIPE ARCH CORRUGATED STEEL 21 X 15-INCH LF | 521.0728 PIPE ARCH CORRUGATED STEEL 28 X 20-INCH LF | 521.0735 PIPE ARCH CORRUGATED STEEL 35 X 24-INCH LF | 521.0749 PIPE ARCH CORRUGATED STEEL 49 X 33-INCH LF | 521.0764 PIPE ARCH CORRUGATED STEEL 64 X 43-INCH LF | 524.0900 PIPE ARCH SALVAGED CORRUGATED STEEL 28 X 20-INCH LF | THICKNESS STEEL INCH | ELEVATION INLET | ELEVATION OUTLET | END OF PIPE OFFSETS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128+89 | CTH T | - | - | - | - | - | - | - | - | 66 | - | - | 0.109 | 824.35 | 824.15 | 128+89, 32.5' LT. | 128+89, 33.5' RT. |
| 131+25 | CTH T | - | - | - | - | - | - | 58 | - | - | - | - | 0.064 | 824.70 | 824.50 | 131+25, 28.5' LT. | 131+25, 29.5' RT. |
| 151+49 | CTH T | - | - | - | - | - | - | 56 | - | - | - | - | 0.064 | 822.10 | 821.90 | 151+49, 28.5' LT. | 151+49, 27.5' RT. |
| 168+49 | CTH T | - | 58 | - | - | - | - | - | - | - | - | - | 0.064 | 819.45 | 819.25 | 168+49, 29.5' LT. | 168+49, 28.5' RT. |
| 182+45 | CTH T | - | - | - | - | - | - | - | 60 | - | - | - | 0.079 | 814.25 | 813.35 | 182+45, 31.5' LT. | 182+45, 28.5' RT. |
| 194+90 | CTH T | - | - | - | - | 92 | - | - | - | - | - | - | 0.109 | 807.80 | 807.50 | 194+90, 46.5' LT. | 194+90, 45.5' RT. |
| 202+00 | CTH T | - | 60 | - | - | - | - | - | - | - | - | - | 0.064 | 815.50 | 815.20 | 202+00, 29.5' LT. | 202+00, 30.5' RT. |
| 224+00 | CTH T | - | - | - | - | - | - | - | - | - | 84 | - | 0.109 | 798.05 | 797.80 | 224+00, 42.5' LT. | 224+00, 41.5' RT. |
| 229+00 | CTH T | - | - | 66 | - | - | - | - | - | - | - | - | 0.079 | 800.20 | 800.05 | 229+00, 31' LT. | 229+00, 35' RT. |
| 900+91 | CTH G | - | - | - | 64 | - | - | - | - | - | - | - | 0.079 | 798.95 | 798.75 | 900+91, 32' LT. | 900+91, 32' RT. |
| 901+00 | CTH G | - | - | - | 62 | - | - | - | - | - | - | - | 0.079 | 798.95 | 798.75 | 901+00, 31.5' LT. | 901+00, 30.5' RT. |
| 126+65 | CTH T, RT. | - | - | - | - | - | - | - | - | - | - | 38 | - | - | - | - | - |
| 128+00 | CTH T, LT. | 42 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 132+85 | CTH T, RT. | - | - | - | - | - | 32 | - | - | - | - | - | 0.064 | - | - | - | - |
| 139+30 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 149+55 | CTH T, RT. | 42 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 157+50 | CTH T, LT. | 54 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 158+00 | CTH T, LT. | 36 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 159+20 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 162+30 | CTH T, RT. | - | - | - | - | - | 42 | - | - | - | - | - | 0.064 | - | - | - | - |
| 171+25 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 172+13 | CTH T, RT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 179+45 | CTH T, RT. | - | - | - | - | - | 32 | - | - | - | - | - | 0.064 | - | - | - | |
| 185+50 | CTH T, RT. | 36 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 187+50 | CTH T, RT. | 36 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 189+80 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 195+50 | CTH T, RT. | 66 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 196+35 | CTH T, LT. | 32 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| TOTALS | | 344 | 118 | 66 | 126 | 92 | 286 | 114 | 60 | 66 | 84 | 38 | | | | | |

CULVERT PIPES

| STATION | LOCATION | 521.0118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF | 521.0124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF | 521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF | 521.0136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF | 521.0148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF | 521.0721 PIPE ARCH CORRUGATED STEEL 21 X 15-INCH LF | 521.0728 PIPE ARCH CORRUGATED STEEL 28 X 20-INCH LF | 521.0735 PIPE ARCH CORRUGATED STEEL 35 X 24-INCH LF | 521.0749 PIPE ARCH CORRUGATED STEEL 49 X 33-INCH LF | 521.0764 PIPE ARCH CORRUGATED STEEL 64 X 43-INCH LF | 524.0900 PIPE ARCH SALVAGED CORRUGATED STEEL 28 X 20-INCH LF | THICKNESS STEEL INCH | ELEVATION INLET | ELEVATION OUTLET | END OF PIPE OFFSETS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128+89 | CTH T | - | - | - | - | - | - | - | - | 66 | - | - | 0.109 | 824.35 | 824.15 | 128+89, 32.5' LT. | 128+89, 33.5' RT. |
| 131+25 | CTH T | - | - | - | - | - | - | 58 | - | - | - | - | 0.064 | 824.70 | 824.50 | 131+25, 28.5' LT. | 131+25, 29.5' RT. |
| 151+49 | CTH T | - | - | - | - | - | - | 56 | - | - | - | - | 0.064 | 822.10 | 821.90 | 151+49, 28.5' LT. | 151+49, 27.5' RT. |
| 168+49 | CTH T | - | 58 | - | - | - | - | - | - | - | - | - | 0.064 | 819.45 | 819.25 | 168+49, 29.5' LT. | 168+49, 28.5' RT. |
| 182+45 | CTH T | - | - | - | - | - | - | - | 60 | - | - | - | 0.079 | 814.25 | 813.35 | 182+45, 31.5' LT. | 182+45, 28.5' RT. |
| 194+90 | CTH T | - | - | - | - | 92 | - | - | - | - | - | - | 0.109 | 807.80 | 807.50 | 194+90, 46.5' LT. | 194+90, 45.5' RT. |
| 202+00 | CTH T | - | 60 | - | - | - | - | - | - | - | - | - | 0.064 | 815.50 | 815.20 | 202+00, 29.5' LT. | 202+00, 30.5' RT. |
| 224+00 | CTH T | - | - | - | - | - | - | - | - | - | 90 | - | 0.109 | 798.05 | 797.75 | 224+00.8, 42.1' LT. | 224+31.4, 42.5' RT. |
| 229+00 | CTH T | - | - | 66 | - | - | - | - | - | - | - | - | 0.079 | 800.20 | 800.05 | 229+00, 31' LT. | 229+00, 35' RT. |
| 900+91 | CTH G | - | - | - | 64 | - | - | - | - | - | - | - | 0.079 | 798.95 | 798.75 | 900+91, 32' LT. | 900+91, 32' RT. |
| 901+00 | CTH G | - | - | - | 62 | - | - | - | - | - | - | - | 0.079 | 798.95 | 798.75 | 901+00, 31.5' LT. | 901+00, 30.5' RT. |
| 126+65 | CTH T, RT. | - | - | - | - | - | - | - | - | - | - | 38 | - | - | - | - | - |
| 128+00 | CTH T, LT. | 48 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 132+85 | CTH T, RT. | - | - | - | - | - | 32 | - | - | - | - | - | 0.064 | - | - | - | - |
| 135+00 | CTH T, LT. | - | - | - | - | - | 48 | - | - | - | - | - | 0.064 | - | - | - | - |
| 143+80 | CTH T, LT. | 48 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 149+55 | CTH T, RT. | 42 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 157+50 | CTH T, LT. | 54 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 158+00 | CTH T, LT. | 36 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 159+20 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 162+00 | CTH T, RT. | - | - | - | - | - | 42 | - | - | - | - | - | 0.064 | - | - | - | - |
| 162+80 | CTH T, LT. | - | - | - | - | - | 48 | - | - | - | - | - | 0.064 | - | - | - | - |
| 162+80 | CTH T, RT. | - | - | - | - | - | 48 | - | - | - | - | - | 0.064 | - | - | - | - |
| 171+25 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 172+13 | CTH T, RT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 179+45 | CTH T, RT. | - | - | - | - | - | 32 | - | - | - | - | - | 0.064 | - | - | - | - |
| 185+60 | CTH T, RT. | 48 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 187+50 | CTH T, RT. | 36 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 189+80 | CTH T, LT. | - | - | - | - | - | 36 | - | - | - | - | - | 0.064 | - | - | - | - |
| 195+50 | CTH T, RT. | 66 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| 196+35 | CTH T, LT. | 32 | - | - | - | - | - | - | - | - | - | - | 0.064 | - | - | - | - |
| TOTALS | | 410 | 118 | 66 | 126 | 92 | 394 | 114 | 60 | 66 | 90 | 38 | | | | | |

APRON ENDWALLS

| STATION | LOCATION | 521.1018 APRON ENDWALLS CULVERT PIPE STEEL 18-INCH EACH | 521.1024 APRON ENDWALLS CULVERT PIPE STEEL 24-INCH EACH | 521.1030 APRON ENDWALLS CULVERT PIPE STEEL 30-INCH EACH | 521.1036 APRON ENDWALLS CULVERT PIPE STEEL 36-INCH EACH | 521.1221 APRON ENDWALLS PIPE ARCH STEEL 21 X 15-INCH EACH | 521.1228 APRON ENDWALLS PIPE ARCH STEEL 28 X 20-INCH EACH | 521.1235 APRON ENDWALLS PIPE ARCH STEEL 35 X 24-INCH EACH | 521.1249 APRON ENDWALLS PIPE ARCH STEEL 49 X 33-INCH EACH | SPV.0060.01 APRON ENDWALLS PIPE ARCH SALVAGED 28 X 20-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| 128+89 | CTH T | - | - | - | - | - | - | - | 2 | - |
| 131+25 | CTH T | - | - | - | - | - | 2 | - | - | - |
| 151+49 | CTH T | - | - | - | - | - | 2 | - | - | - |
| 168+49 | CTH T | - | 2 | - | - | - | - | - | - | - |
| 182+45 | CTH T | - | - | - | - | - | - | 2 | - | - |
| 202+00 | CTH T | - | 2 | - | - | - | - | - | - | - |
| 229+00 | CTH T | - | - | 2 | - | - | - | - | - | - |
| 900+91 | CTH G | - | - | - | 2 | - | - | - | - | - |
| 901+00 | CTH G | - | - | - | 2 | - | - | - | - | - |
| 126+65 | CTH T, RT. | - | - | - | - | - | - | - | - | 2 |
| 128+00 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 132+85 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 135+00 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 143+80 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 149+55 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 157+50 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 158+00 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 159+20 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 162+00 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 162+80 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 162+80 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 171+25 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 172+13 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 179+45 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 185+60 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 187+50 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 189+80 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 195+50 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 196+35 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| | TOTALS | 18 | 4 | 2 | 4 | 20 | 4 | 2 | 2 | 2 |

3

## APRON ENDWALLS

| STATION | LOCATION | 521.1018 APRON ENDWALLS CULVERT PIPE STEEL 18-INCH EACH | 521.1024 APRON ENDWALLS CULVERT PIPE STEEL 24-INCH EACH | 521.1030 APRON ENDWALLS CULVERT PIPE STEEL 30-INCH EACH | 521.1036 APRON ENDWALLS CULVERT PIPE STEEL 36-INCH EACH | 521.1221 APRON ENDWALLS PIPE ARCH STEEL 21 X 15-INCH EACH | 521.1228 APRON ENDWALLS PIPE ARCH STEEL 28 X 20-INCH EACH | 521.1235 APRON ENDWALLS PIPE ARCH STEEL 35 X 24-INCH EACH | 521.1249 APRON ENDWALLS PIPE ARCH STEEL 49 X 33-INCH EACH | SPV.0060.01 APRON ENDWALLS PIPE ARCH SALVAGED 28 X 20-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| 128+89 | CTH T | - | - | - | - | - | - | - | 2 | - |
| 131+25 | CTH T | - | - | - | - | - | 2 | - | - | - |
| 151+49 | CTH T | - | - | - | - | - | 2 | - | - | - |
| 168+49 | CTH T | - | 2 | - | - | - | - | - | - | - |
| 182+45 | CTH T | - | - | - | - | - | - | 2 | - | - |
| 202+00 | CTH T | - | 2 | - | - | - | - | - | - | - |
| 229+00 | CTH T | - | - | 2 | - | - | - | - | - | - |
| 900+91 | CTH G | - | - | - | 2 | - | - | - | - | - |
| 901+00 | CTH G | - | - | - | 2 | - | - | - | - | - |
| 126+65 | CTH T, RT. | - | - | - | - | - | - | - | - | 2 |
| 128+00 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 132+85 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 139+30 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 149+55 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 157+50 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 158+00 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| 159+20 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 162+30 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 171+25 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 172+13 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 179+45 | CTH T, RT. | - | - | - | - | 2 | - | - | - | - |
| 185+50 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 187+50 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 189+80 | CTH T, LT. | - | - | - | - | 2 | - | - | - | - |
| 195+50 | CTH T, RT. | 2 | - | - | - | - | - | - | - | - |
| 196+35 | CTH T, LT. | 2 | - | - | - | - | - | - | - | - |
| TOTALS | | 16 | 4 | 2 | 4 | 16 | 4 | 2 | 2 | 2 |

## CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

| STATION | TO | STATION | LOCATION | 601.0557 QUANTITY L.F. |
|---|---|---|---|---|
| 143+50 | - | 145+70 | CTH T RT. | 220 |
| 148+61 | - | 149+00 | CTH T / MAXWELL ROAD | 60 |
| 149+34 | - | 150+90 | CTH T / MAXWELL ROAD | 170 |
| 159+00 | - | 160+50 | CTH T RT. | 150 |
| 159+60 | - | 160+50 | CTH T LT. | 90 |
| 173+70 | - | 175+41 | CTH T / VINLAND CENTER ROAD | 205 |
| 175+74 | - | 177+35 | CTH T / VINLAND CENTER ROAD | 184 |
| 210+70 | - | 212+00 | CTH T LT. | 130 |
| 211+20 | - | 215+00 | CTH T RT. | 380 |
| 227+60 | - | 228+96 | CTH T LT / CTH G | 152 |
| 227+81 | - | 229+18 | CTH T RT / CTH G | 152 |
| 699+57 | - | 699+15 | MAXWELL ROAD LT. | 42 |
| 800+76 | - | 801+50 | VINLAND CENTER ROAD | 75 |
| TOTAL | | | | 2,010 |

## CONCRETE DRIVEWAY, SIDEWALK, AND STEPS

| STATION | LOCATION | 416.0160 DRIVEWAY 6-INCH SY | 602.0405 SIDEWALK 4-INCH SF | 602.1500 STEPS SF |
|---|---|---|---|---|
| 149+90 | CTH T, LT. | 55 | - | - |
| 159+20 | CTH T, RT. | - | 35 | - |
| 159+70 | CTH T, RT. | - | 30 | 6 |
| 176+90 | CTH T, RT. | 25 | - | - |
| 669+50 | MAXWELL ROAD, LT. | 15 | - | - |
| TOTALS | | 95 | 65 | 6 |

## RIPRAP MEDIUM

| STATION | LOCATION | 606.0200 QUANTITY C.Y. | REMARKS |
|---|---|---|---|
| 128+89 LT. & RT. | CTH T | 18 | CULVERT PIPE ENDS |
| 182+45 LT. | CTH T | 8 | CULVERT PIPE ENDS |
| 194+90 LT. & RT. | CTH T | 20 | CULVERT PIPE ENDS |
| 224+00 LT. & RT. | CTH T | 22 | CULVERT PIPE ENDS |
| 900+91 LT. & RT. | CTH G | 16 | CULVERT PIPE ENDS |
| 901+00 LT. & RT. | CTH G | 16 | CULVERT PIPE ENDS |
| TOTAL | | 100 | |

## GEOTEXTILE FABRIC TYPE HR

| STATION | LOCATION | 645.0120 QUANTITY S.Y. | REMARKS |
|---|---|---|---|
| 128+89 LT. & RT. | CTH T | 35 | CULVERT PIPE ENDS |
| 182+45 LT. | CTH T | 18 | CULVERT PIPE ENDS |
| 194+90 LT. & RT. | CTH T | 39 | CULVERT PIPE ENDS |
| 224+00 LT. & RT. | CTH T | 44 | CULVERT PIPE ENDS |
| 900+91 LT. & RT. | CTH G | 32 | CULVERT PIPE ENDS |
| 901+00 LT. & RT. | CTH G | 32 | CULVERT PIPE ENDS |
| TOTAL | | 200 | |

3

3

## FENCE SAFETY

| STATION | TO | STATION | LOCATION | 616.0700.S LF |
|---|---|---|---|---|
| 130+50 | - | 131+25 | CTH T, LT. | 75 |
| TOTAL | | | | 75 |

## DUST CONTROL SURFACE TREATMENT

| LOCATION | 623.0200 QUANTITY S.Y. |
|---|---|
| UNDISTRIBUTED | 100,000 |
| TOTAL | 100,000 |

## SILT FENCE

| STATION | TO | STATION | LOCATION | 628.1504 QUANTITY LF | 628.1520 MAINTENANCE LF |
|---|---|---|---|---|---|
| 125+00 | - | 129+50 LT. | CTH T | 450 | 450 |
| 128+00 | - | 132+50 RT. | CTH T | 450 | 450 |
| 132+00 | - | 139+00 LT. | CTH T | 700 | 700 |
| 133+00 | - | 142+50 RT. | CTH T | 950 | 950 |
| 140+50 | | 141+50 LT. | CTH T | 100 | 100 |
| 146+00 | - | 149+00 LT. | CTH T | 300 | 300 |
| 150+50 | - | 158+00 LT. | CTH T | 750 | 750 |
| 153+50 | - | 155+50 RT. | CTH T | 200 | 200 |
| 161+00 | - | 171+25 LT. | CTH T | 1,025 | 1,025 |
| 165+50 | - | 172+00 RT. | CTH T | 650 | 650 |
| 176+50 | - | 186+00 LT. | CTH T | 950 | 950 |
| 194+00 | - | 196+00 LT. | CTH T | 200 | 200 |
| 194+00 | - | 195+50 RT. | CTH T | 150 | 150 |
| 201+00 | - | 211+00 RT. | CTH T | 1,000 | 1,000 |
| 216+00 | - | 227+00 LT. | CTH T | 1,100 | 1,100 |
| 698+20 | - | 699+50 RT. | MAXWELL RD. | 130 | 130 |
| UNDISTRIBUTED | | | CTH T | 895 | 895 |
| TOTALS | | | | 10,000 | 10,000 |

## SALVAGED TOPSOIL, MULCHING, FERTILIZER, AND SEED

| STATION | | STATION | LOCATION | 625.0100 TOPSOIL SY | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER, TYPE B CWT. | 630.0120 SEEDING MIXTURE NO 20 LB. | 630.0140 SEEDING MIXTURE NO 40 LB. | 630.0200 SEEDING TEMPORARY LB. | 630.0300 SEEDING BORROW PIT LB. | SPV.0180.01 HYDROMULCHING SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124+00 | - | 230+00 | CTH T | 7,932 | 45,280 | 41,280 | 33.5 | 1,223 | 143 | 718 | - | 7,932 |
| 898+31 | - | 901+70 | CTH G | - | 1,190 | 1,190 | 0.7 | 32 | - | 16 | - | - |
| 698+20 | - | 699+50 | MAXWELL RD. | 101 | 130 | 130 | 0.1 | 4 | 2 | 3 | - | 101 |
| 800+50 | - | 801+50 | VINLAND CENTER RD. | 167 | - | - | 0.1 | - | 3 | 2 | - | 167 |
| | | | BORROW PIT | - | - | 18,000 | 11.3 | - | - | 486 | 243 | - |
| | | | WASTE SITE | - | - | 12,000 | 7.6 | - | - | 324 | 162 | - |
| | | | UNDISTRIBUTED | - | - | 3,400 | 2.0 | 242 | 22 | 150 | - | 800 |
| TOTALS | | | | 8,200 | 46,600 | 76,000 | 55 | 1,500 | 170 | 1,700 | 405 | 9,000 |

NOTE: SEEDING MIXTURE 40 AND TOPSOIL ARE TO BE USED INFRONT OF HOMES AND BEHIND CURB AND GUTTER.
SEEDING MIXTURE 40 AND FERTILIZER TO BE APPLIED IN CONJUNCTION WITH MULCH USING HYDROMULCHING METHOD.

## INLET PROTECTION

| STRUCTURE NO. | STATION | LOCATION | 628.7005 TYPE A EACH | 628.7010 TYPE B EACH | 628.7015 TYPE C EACH |
|---|---|---|---|---|---|
| 3 | 174+81 | CTH T | 1 | - | 1 |
| 4 | 801+00 | CTH T | 1 | 1 | - |
| 6 | 150+38 | CTH T | 1 | - | 1 |
| | TOTALS | | 3 | 1 | 2 |

## TEMPORARY DITCH CHECKS

| STATION | LOCATION | 628.7504 QUANTITY L.F. |
|---|---|---|
| UNDISTRIBUTED | CTH T | 50 |
| TOTAL | | 50 |

## CULVERT PIPE CHECKS

| STATION | LOCATION | 628.7555 QUANTITY EACH |
|---|---|---|
| 128+89 LT. | CTH T | 6 |
| 131+25 LT. | CTH T | 3 |
| 151+49 RT. | CTH T | 3 |
| 168+49 RT. | CTH T | 3 |
| 182+45 RT. | CTH T | 4 |
| 194+90 RT. | CTH T | 6 |
| 202+00 LT. | CTH T | 3 |
| 224+00 RT. | CTH T | 6 |
| 229+00 LT. | CTH T | 4 |
| 900+91 LT. | CTH G | 5 |
| 901+00 LT. | CTH G | 5 |
| UNDISTRIBUTED | CTH T | 12 |
| TOTAL | | 60 |

## TRACKING PADS

| STATION | LOCATION | 628.7560 QUANTITY EACH |
|---|---|---|
| UNDISTRIBUTED | CTH T | 2 |
| TOTAL | | 2 |

EROSON MAT CLASS I TYPE B

| STATION | LOCATION | 628.2004 QUANTITY S.Y. | REMARKS |
|---|---|---|---|
| 125+00 - 126+00 | CTH T, LT. | 112 | DITCH PROTECTION |
| 126+65 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 128+00 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 128+50 - 129+50 | CTH T, LT. & RT. | 225 | DITCH PROTECTION |
| 128+89 | CTH T | 22 | CULVERT PIPE ENDS |
| 131+25 | CTH T | 15 | CULVERT PIPE ENDS |
| 132+85 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 139+30 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 145+97 | CTH T, RT. | 4 | ASPHALT FLUME |
| 149+55 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 151+10 | CTH T, LT. | 5 | STORM PIPE END |
| 151+49 | CTH T | 15 | CULVERT PIPE ENDS |
| 157+50 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 158+00 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 158+73 | CTH T, RT. | 4 | ASPHALT FLUME |
| 159+20 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 160+70 | CTH T, LT. | 4 | ASPHALT FLUME |
| 160+76 | CTH T, RT. | 4 | ASPHALT FLUME |
| 162+30 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 165+00 - 166+00 | CTH T, LT. | 112 | DITCH PROTECTION |
| 168+49 | CTH T | 16 | CULVERT PIPE ENDS |
| 171+25 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 172+13 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 177+42 | CTH T, RT. | 4 | ASPHALT FLUME |
| 177+50 | CTH T, RT. | 5 | STORM PIPE END |
| 178+00 - 179+00 | CTH T, LT. | 112 | DITCH PROTECTION |
| 179+45 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 182+45 | CTH T | 18 | CULVERT PIPE ENDS |
| 185+50 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 187+50 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 189+80 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 193+00 - 196+00 | CTH T, LT. | 335 | DITCH PROTECTION |
| 193+00 - 196+00 | CTH T, RT. | 335 | DITCH PROTECTION |
| 194+90 | CTH T | 25 | CULVERT PIPE ENDS |
| 195+50 | CTH T, RT. | 12 | CULVERT PIPE ENDS |
| 196+35 | CTH T, LT. | 12 | CULVERT PIPE ENDS |
| 202+00 | CTH T | 16 | CULVERT PIPE ENDS |
| 210+44 | CTH T, LT. | 4 | ASPHALT FLUME |
| 210+94 | CTH T, RT. | 4 | ASPHALT FLUME |
| 215+26 | CTH T, RT. | 4 | ASPHALT FLUME |
| 214+00 - 225+00 | CTH T, LT. | 1225 | DITCH PROTECTION |
| 215+50 - 225+00 | CTH T, RT. | 1060 | DITCH PROTECTION |
| 224+00 | CTH T | 25 | CULVERT PIPE ENDS |
| 229+00 | CTH T | 18 | CULVERT PIPE ENDS |

EROSON MAT CLASS I TYPE B (CONTINUED)

| STATION | LOCATION | 628.2004 QUANTITY S.Y. | REMARKS |
|---|---|---|---|
| SW QUADRANT | CTH T/CTH G | 4 | ASPHALT FLUME |
| SE QUADRANT | CTH T/CTH G | 4 | ASPHALT FLUME |
| SE QUADRANT | CTH T/CTH G | 4 | ASPHALT FLUME |
| NW QUADRANT | CTH T/CTH G | 4 | ASPHALT FLUME |
| NE QUADRANT | CTH T/CTH G | 4 | ASPHALT FLUME |
| 698+94 | MAXWELL RD., LT. | 4 | ASPHALT FLUME |
| 699+17 | MAXWELL RD., RT. | 4 | ASPHALT FLUME |
| 900+91 | CTH G | 20 | CULVERT PIPE ENDS |
| 901+00 | CTH G | 20 | CULVERT PIPE ENDS |
| | CTH T | 500 | UNDISTRIBUTED |
| | TOTAL | 4,500 | |

ROCK BAGS

| STATION | LOCATION | 628.7570 QUANTITY EACH |
|---|---|---|
| 128+89 RT | CTH T | 10 |
| 130+00 RT | CTH T | 15 |
| 135+00 LT & RT | CTH T | 30 |
| 140+00 LT & RT | CTH T | 30 |
| 147+00 LT | CTH T | 15 |
| 151+49 LT | CTH T | 10 |
| 155+00 RT | CTH T | 10 |
| 165+00 RT | CTH T | 15 |
| 166+00 LT | CTH T | 15 |
| 168+49 LT | CTH T | 10 |
| 172+00 LT | CTH T | 15 |
| 182+45 LT | CTH T | 10 |
| 194+85 LT & RT | CTH T | 30 |
| 194+95 LT & RT | CTH T | 30 |
| 199+00 RT | CTH T | 15 |
| 205+50 LT & RT | CTH T | 15 |
| 218+00 LT & RT | CTH T | 30 |
| 221+00 LT & RT | CTH T | 30 |
| 224+00 LT | CTH T | 10 |
| 226+00 RT | CTH T | 15 |
| 698+20 RT & LT | MAXWELL RD. | 30 |
| UNDISTRUBUTED | CTH T | 60 |
| TOTAL | | 450 |

## TRAFFIC CONTROL SUMMARY

| LOCATION | APPROXIMATE SERVICE DAYS | 643.0300 DRUMS NO. IN SERVICE | 643.0300 DRUMS DAYS | 643.0420 BARRICADES TYPE III NO. IN SERVICE | 643.0420 BARRICADES TYPE III DAYS | 643.0705 WARNING LIGHTS TYPE A NO. IN SERVICE | 643.0705 WARNING LIGHTS TYPE A DAYS | 643.0900 SIGNS NO. IN SERVICE | 643.0900 SIGNS DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| CTH T / CTH GG | 120 | - | 0 | 2 | 240 | 4 | 480 | 4 | 480 | BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL C & E |
| CTH T / CTH G | 120 | - | 0 | 2 | 240 | 4 | 480 | 4 | 480 | BARRICADES AND SIGNS FOR MAINLINE CLOSURES - DETAIL C & E |
| CTH GG | 120 | - | 0 | 0 | 0 | 0 | 0 | 2 | 240 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 3 |
| MAXWELL ROAD (STATION 698+20) | 120 | - | 0 | 2 | 240 | 4 | 480 | 3 | 360 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 4 |
| MAXWELL ROAD/HILLTOP ROAD | 120 | - | 0 | 1 | 120 | 2 | 240 | 1 | 120 | ROAD CLOSED 2 MILES AHEAD |
| VINLAND CENTER ROAD (STATION 801+50) | 120 | - | 0 | 2 | 240 | 4 | 480 | 3 | 360 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 4 |
| VINLAND CENTER ROAD/STH 76 | 120 | - | 0 | 1 | 120 | 2 | 240 | 1 | 120 | ROAD CLOSED 2 MILES AHEAD |
| CTH G | 30 | - | 0 | 4 | 120 | 8 | 240 | 6 | 180 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES - DETAIL 4 |
| CTH G/STH 76 | 120 | - | 0 | 1 | 120 | 2 | 240 | 1 | 120 | ROAD WORK 2 MILES AHEAD/ROAD CLOSED 2 MILES AHEAD |
| CTH G/CTH T | 120 | - | 0 | 1 | 120 | 2 | 240 | 1 | 120 | ROAD WORK 1 MILE AHEAD/ROAD CLOSED 1 MILE AHEAD |
| UNDISTRIBUTED | 120 | 15 | 1,800 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTALS | | | 1,800 | | 1,560 | | 3,120 | | 2,580 | |

## LOCATING NO-PASSING ZONES

| STATION | TO | STATION | LOCATION | 648.0100 MI |
|---|---|---|---|---|
| 124+00 | - | 228+00 | CTH T | 1.97 |
| TOTAL | | | | 1.97 |

## SAWING CONCRETE

| STATION | LOCATION | 690.0250 QUANTITY LF |
|---|---|---|
| 149+90 | CTH T, LT. | 44 |
| 159+20 | CTH T, RT. | 3 |
| 159+70 | CTH T, RT. | 3 |
| 176+90 | CTH T, RT. | 17 |
| 698+70 | MAXWELL ROAD, LT. | 2 |
| 669+50 | MAXWELL ROAD, LT. | 13 |
| TOTAL | | 82 |

## ASPHALT PAVEMENT MILLING

| STATION | TO | STATION | LOCATION | SPV.0180.02 SY |
|---|---|---|---|---|
| 124+00 | - | 230+00 | CTH T | 23,560 |
| 698+20 | - | 700+00 | MAXWELL ROAD | 465 |
| 800+00 | - | 801+50 | VINLAND CENTER ROAD | 420 |
| 898+31 | - | 901+70 | CTH G | 1,365 |
| TOTAL | | | | 25,810 |

## MONUMENT SUMMARY

| STATION | LOCATION | DESCRIPTION | SPV.0060.05 LANDMARK REFERENCE EACH | SPV.0060.06 SECTION CORNER EACH |
|---|---|---|---|---|
| 149+16.38, 0.0 LT | CTH T | W QUARTER CORNER SECTION 15, T19N, R16E | 4 | 1 |
| 175+56.32, 0.0 LT | CTH T | NW CORNER SECTION 15, T19N, R16E | 4 | 1 |
| 202+01.61, 0.0 LT | CTH T | W QUARTER CORNER SECTION 10, T19N, R16E | 4 | 1 |
| 228+38.99, 0.0 LT | CTH T | NW CORNER SECTION 10, T19N, R16E | 4 | 1 |
| | | | 16 | 4 |

NOTE: STATIONING IS BASED OFF PROPOSED NORTHBOUND ALIGNMENT, NOT THE RIGHT-OF-WAY ALIGNMENT.

## SAWING ASPHALT

| STATION | LOCATION | 690.0150 QUANTITY LF |
|---|---|---|
| 124+00 | CTH T | 35 |
| 200+03 | CTH T, LT. | 25 |
| 212+55 | CTH T, RT. | 11 |
| 230+00 | CTH T | 22 |
| 698+20 | MAXWELL ROAD | 18 |
| 801+50 | VINLAND CENTER ROAD | 24 |
| 898+31 | CTH G | 23 |
| 901+70 | CTH G | 22 |
| TOTAL | | 180 |

# TRANSPORTATION PROJECT PLAT NO: 488-4.10 AMENDMENT NO: 1

AMENDS PARCEL 100 OF THE TRANSPORTATION PROJECT PLAT 488-4.10 RECORDED AS DOCUMENT NO: 1547298 AND FILED IN FILE 1 OF TPP, PAGE 122.

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 16 AND THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 15, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

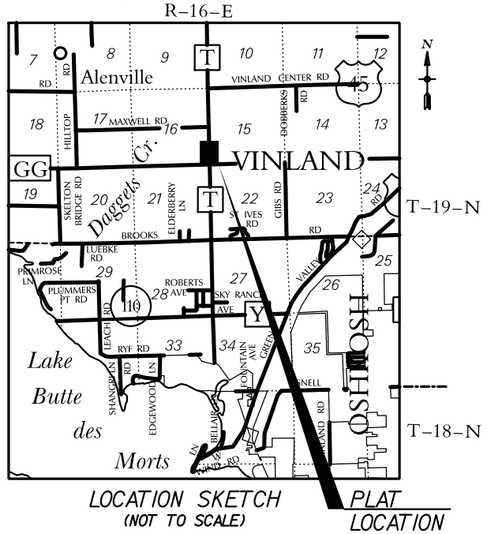
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 50 | DONALD W. BARTLETT | FEE | 0.46 | 1.01 | 1.47 |
| 72 | JAMES D. & JUDITH SUE HACKER | FEE | 0.09 | 0.23 | 0.32 |
| 73 | KEVIN D. AND JULIE L. LAUX | FEE | 0.14 | 0.27 | 0.41 |
| 74 | PHILIP E. & MARY J. HERGERT | FEE | 0.28 | 0.54 | 0.82 |
| 75 | RICKEY L. & TAMIE S. NIEMUTH | FEE | 0.05 | 0.15 | 0.20 |
| 105 | AT&T WISCONSIN | RELEASE | ---- | ---- | ---- |

SE1/4-SE 1/4, SEC. 16 AND SW1/4-SW 1/4, SEC. 15
T19N, R16E, TOWN OF VINLAND




## EXISTING MONUMENTATION

| COORDINATES | | |
|---|---|---|
| Y | X | DESCRIPTION |
| 506177.695 | 781016.888 | 1" PIPE BENT |
| 506893.332 | 780998.918 | 1" PIPE |
| 506572.006 | 781006.272 | 1" PIPE |
| 507392.588 | 781054.971 | |
| 507469.332 | 781135.454 | |
| 507470.680 | 781596.594 | 1" PIPE |
| 507536.292 | 781510.315 | 1" PIPE |
| 507535.067 | 781253.673 | 5/8" REBAR |
| 507534.234 | 781051.698 | 1" PIPE |
| 507465.079 | 780852.732 | 1" PIPE |
| 507467.721 | 780985.921 | 1" PIPE |
| 507751.516 | 781047.980 | 1" PIPE |
| 508101.571 | 781043.475 | 1" PIPE |
| 508120.929 | 780977.397 | 1" PIPE |
| 508820.036 | 781034.411 | 1" PIPE |
| 508320.916 | 780974.790 | .75" PIN |

## PARCELS 50 & 75

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 213 | 507501.319 | 781018.171 |
| 1362 | 508819.337 | 781001.529 |
| 1378 | 508818.495 | 780956.536 |
| 1374 | 508620.528 | 780959.036 |
| 4067 | 508520.473 | 780955.299 |
| 4121 | 508370.485 | 780957.192 |
| 4120 | 508320.745 | 780967.821 |
| 4118 | 508220.623 | 780969.085 |
| 4119 | 508170.501 | 780959.718 |
| 4068 | 507600.327 | 780966.917 |
| 4124 | 507539.156 | 780907.688 |
| 4126 | 507537.388 | 780817.706 |
| 4129 | 507529.407 | 780767.853 |
| 4130 | 507496.413 | 780768.501 |

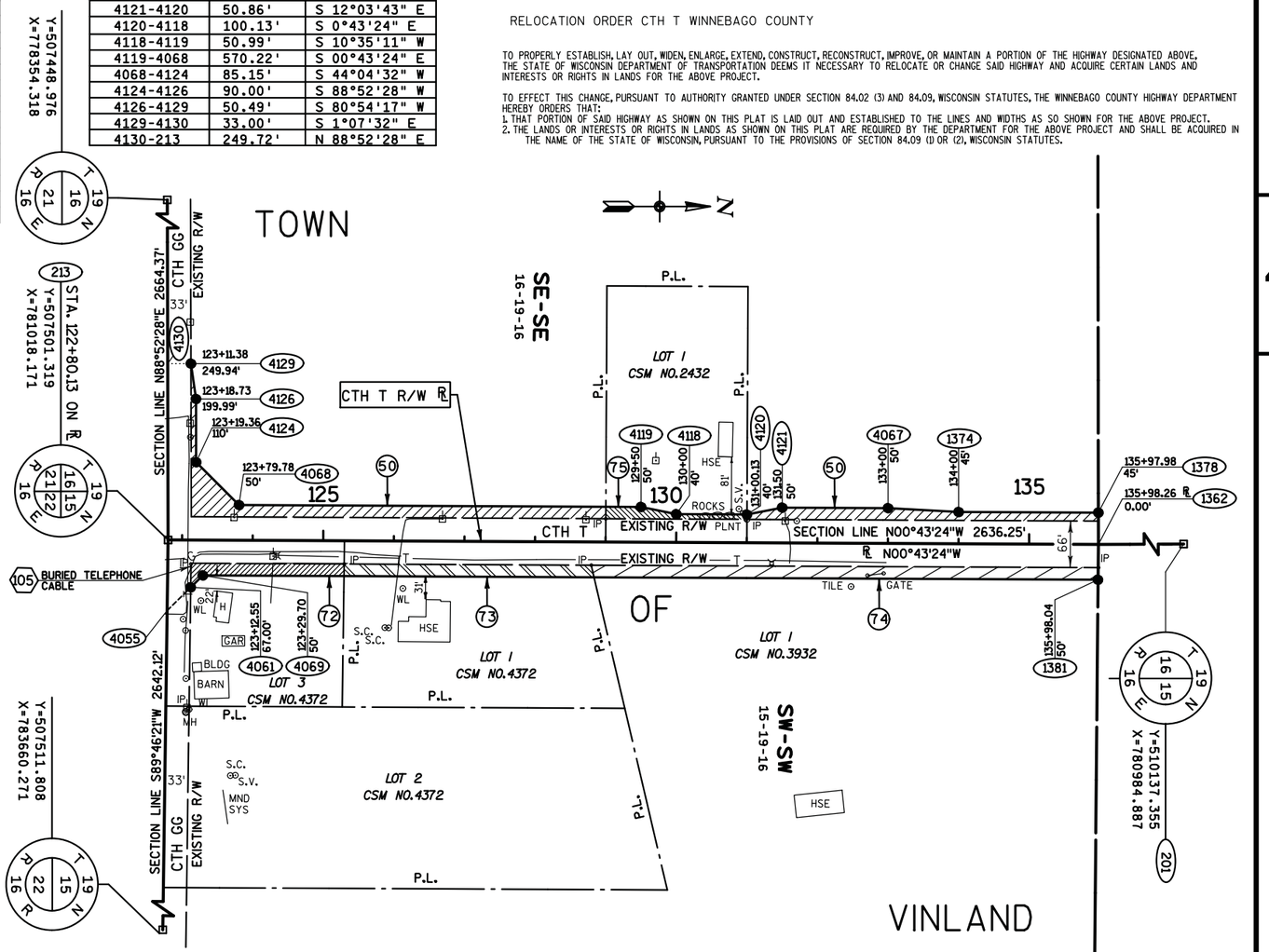
## PARCELS 72, 73, & 74

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 213-1362 | 1318.12' | N 00°43'24" W |
| 1362-1381 | 50.00' | N 89°31'26" E |
| 1381-4069 | 1268.34' | S 00°43'24" E |
| 4069-4061 | 24.14' | S 45°28'32" E |
| 4061-4055 | 46.87' | S 45°28'32" E |
| 4055-213 | 100.00' | S 89°46'21" W |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 1381 | 508819.752 | 781051.528 |
| 1362 | 508819.337 | 781001.529 |
| 4055 | 507501.716 | 781118.170 |
| 4061 | 507534.584 | 781084.753 |
| 4069 | 507551.512 | 781067.541 |

## PARCELS 50 & 75

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 213-1362 | 1318.12' | N 00°43'24" W |
| 1362-1378 | 45.00' | S 88°55'42" W |
| 1378-1374 | 197.98' | S 00°43'24" E |
| 1374-4067 | 100.12' | S 2°08'20" W |
| 4067-4121 | 150.00' | S 0°43'24" E |
| 4121-4120 | 50.86' | S 12°03'43" E |
| 4120-4118 | 100.13' | S 0°43'24" E |
| 4118-4119 | 50.99' | S 10°35'11" W |
| 4119-4068 | 570.22' | S 00°43'24" E |
| 4068-4124 | 85.15' | S 44°04'32" W |
| 4124-4126 | 90.00' | S 88°52'28" W |
| 4126-4129 | 50.49' | S 80°54'17" W |
| 4129-4130 | 33.00' | S 1°07'32" E |
| 4130-213 | 249.72' | N 88°52'28" E |




## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT.).

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH GG ESTABLISHED FROM WISCONSIN STATE STATUTE 82.31.

## CONVENTIONAL ABBREVIATIONS

| | | | | |
|---|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L | FOUND IRON PIPE/PIN |
| ACCESS RIGHTS | AR | REMAINING | REM. | |
| ACRES | AC. | RIGHT-OF-WAY | R/W | R/W MONUMENT |
| AND OTHERS | ET.AL. | SECTION | SEC. | R/W STANDARD |
| CENTERLINE | C/L | STATION | STA. | SIGN |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE | SECTION CORNER MONUMENT |
| CORNER | COR. | VOLUME | V. | SECTION CORNER SYMBOL |
| CONVEYANCE OF RIGHTS | CR | | | |
| DOCUMENT | DOC. | **CURVE DATA** | | FEE (HATCH VARIES) |
| EASEMENT | EASE. | LONG CHORD | LCH | TEMPORARY LIMITED EASEMENT |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB | PERMANENT LIMITED EASEMENT |
| MONUMENT | MON. | RADIUS | R | R/W BOUNDARY POINT |
| PAGE | P. | DEGREE OF CURVE | D | PARCEL NUMBER |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA | SIGN NUMBER (OFF PREMISE) |
| PROPERTY LINE | PL | LENGTH OF CURVE | L | BUILDING |
| RECORDED AS | (100') | TANGENT | TAN | |

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| (1" UNLESS NOTED) | PROPOSED R/W LINE |
| ● (SET) | EXISTING H.E. LINE |
| ▲ (SET) | PROPERTY LINE |
| SIGN | LOT & TIE LINES |
| | SLOPE INTERCEPTS |
| | CORPORATE LIMITS |
| | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| | NO ACCESS (BY ACQUISITION) |
| | NO ACCESS (BY STATUTORY AUTHORITY) |
| | SECTION LINE |
| RLHB2 | QUARTER LINE |
| 02 | SIXTEENTH LINE |
| 21 | EXISTING CENTERLINE |
| | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER — W — | | |
| GAS — G — | | |
| TELEPHONE — T — | | |
| OVERHEAD — OH — | | |
| TRANSMISSION LINES ELECTRIC — E — | | |
| CABLE TELEVISION — TV — | | |
| FIBER OPTIC — FO — | | |
| SANITARY SEWER — SAN — | | |
| STORM SEWER — SS — | | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 100 200

**AYRES ASSOCIATES**

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.10 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____
RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE _____
COMMISSIONER

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 488 - 4.10 AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ___:___ M ON _____ AS DOCUMENT #_____ AND FILED IN _____

SIGNATURE OF REGISTER OF DEEDS



FILE NAME : L:\410452\DGN\TPP10 AMEND 1.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 1/25/2011 PLOT BY : beltranr PLOT NAME : PLOT SCALE : 1:100

# TRANSPORTATION PROJECT PLAT NO: 488-4.11

THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 16 AND THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 15, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 50 | DONALD BARTLETT | FEE | 0.69 | 1.00 | 1.69 |
| 51 | NICOLE CRANDALL | FEE | 0.14 | ----- | 0.14 |

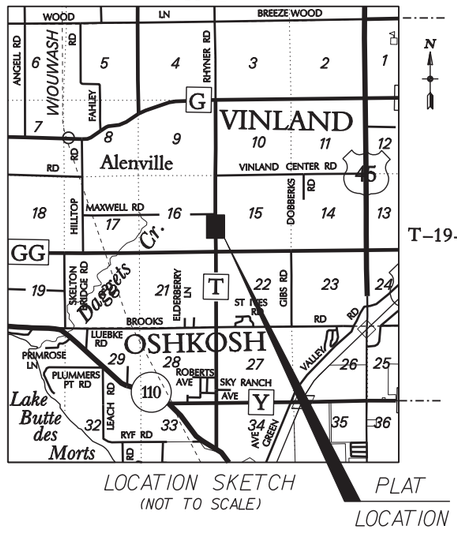
## PARCELS 50 AND 51, SECTION 16

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 201-1362 | 1318.12' | S 00°43'24" E |
| 1362-1378 | 45.00' | S 88°55'42" W |
| 1378-1385 | 702.02' | N 00°43'24" W |
| 1385-1386 | 100.12' | N 03°35'09" W |
| 1386-1398 | 416.12' | N 00°43'24" W |
| 1398-1399 | 94.51' | N 45°52'13" W |
| 1399-1396 | 46.55' | N 45°52'13" W |
| 1396-201 | 150.00' | N 88°58'58" E |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 201 | 510137.355 | 780984.887 |
| 1362 | 508819.337 | 781001.529 |
| 1378 | 508818.495 | 780956.536 |
| 1385 | 509520.456 | 780947.673 |
| 1386 | 509620.385 | 780941.411 |
| 1398 | 510036.476 | 780936.157 |
| 1399 | 510102.280 | 780868.323 |
| 1396 | 510134.692 | 780834.911 |

NE1/4-SE 1/4, SEC. 16 AND NW1/4-SW 1/4, SEC. 15
T19N, R16E, TOWN OF VINLAND

R-16-E



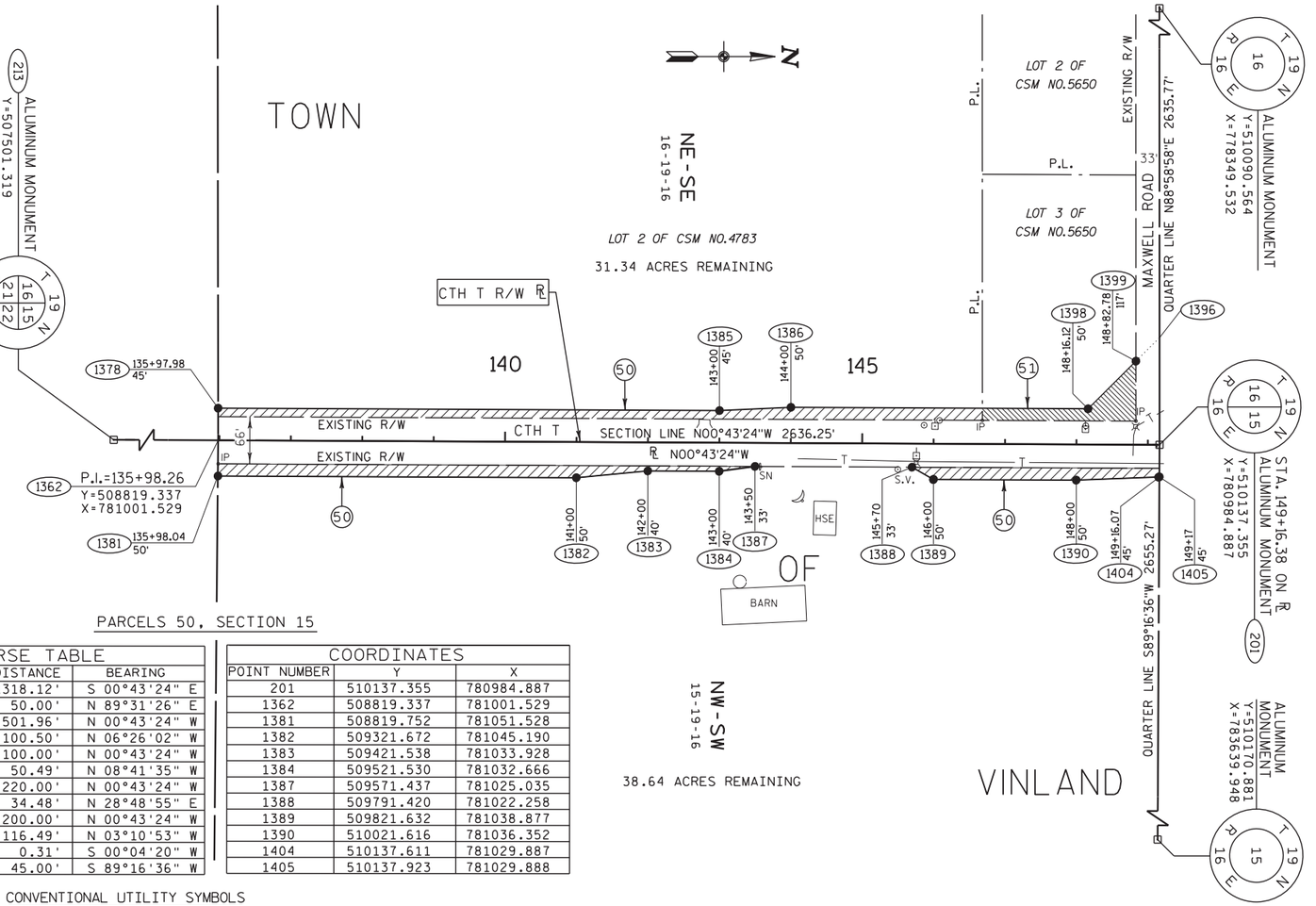

T-19-N

LOCATION SKETCH
(NOT TO SCALE)

PLAT LOCATION

## EXISTING MONUMENTATION

| COORDINATES | | |
|---|---|---|
| Y | X | DESCRIPTION |
| 508820.036 | 781034.411 | 1" PIPE |
| 510166.328 | 780960.587 | 4" PIPE |
| 510163.817 | 780622.520 | 1" PIPE |
| 510103.774 | 780952.190 | .75" REBAR |
| 509888.774 | 780954.937 | .75" REBAR |
| 510378.728 | 780954.141 | 1.5" ANGLE IRON |




## PARCELS 50, SECTION 15

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 201-1362 | 1318.12' | S 00°43'24" E |
| 1362-1381 | 50.00' | N 89°31'26" E |
| 1381-1382 | 501.96' | N 00°43'24" W |
| 1382-1383 | 100.50' | N 06°26'02" W |
| 1383-1384 | 100.00' | N 00°43'24" W |
| 1384-1387 | 50.49' | N 08°41'35" W |
| 1387-1388 | 220.00' | N 00°43'24" W |
| 1388-1389 | 34.48' | N 28°48'55" E |
| 1389-1390 | 200.00' | N 00°43'24" W |
| 1390-1404 | 116.49' | N 03°10'53" W |
| 1404-1405 | 0.31' | S 00°04'20" W |
| 1405-201 | 45.00' | S 89°16'36" W |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 201 | 510137.355 | 780984.887 |
| 1362 | 508819.337 | 781001.529 |
| 1381 | 508819.752 | 781051.528 |
| 1382 | 509321.672 | 781045.190 |
| 1383 | 509421.538 | 781033.928 |
| 1384 | 509521.530 | 781032.666 |
| 1387 | 509571.437 | 781025.035 |
| 1388 | 509791.420 | 781022.258 |
| 1389 | 509821.632 | 781038.877 |
| 1390 | 510021.616 | 781036.352 |
| 1404 | 510137.611 | 781029.887 |
| 1405 | 510137.923 | 781029.888 |

## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT. WITH PLASTIC CAP STAMPED "AYRES").

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, CERTIFIED SURVEY MAP NUMBER 4783, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | **CURVE DATA** | |
| EASEMENT | EASE. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN (1" UNLESS NOTED) | PROPOSED R/W LINE |
| R/W MONUMENT (SET) | EXISTING H.E. LINE |
| R/W STANDARD (SET) | PROPERTY LINE |
| SIGN | LOT & TIE LINES |
| SECTION CORNER MONUMENT | SLOPE INTERCEPTS |
| SECTION CORNER SYMBOL | CORPORATE LIMITS |
| FEE (HATCH VARIES) | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| TEMPORARY LIMITED EASEMENT | NO ACCESS (BY ACQUISITION) |
| PERMANENT LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| R/W BOUNDARY POINT (RWB20) | SECTION LINE |
| PARCEL NUMBER (02) | QUARTER LINE |
| SIGN NUMBER (OFF PREMISE) (21) | SIXTEENTH LINE |
| BUILDING | EXISTING CENTERLINE |
| | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 100 200

AYRES ASSOCIATES

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.11 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

_____ DATE _____
RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

_____ DATE _____
COMMISSIONER

RESERVED FOR REGISTER OF DEEDS

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN _____ COUNTY, WISCONSIN AT _:_ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE :
PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

# TRANSPORTATION PROJECT PLAT NO: 488-4.12

THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 16 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 15, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

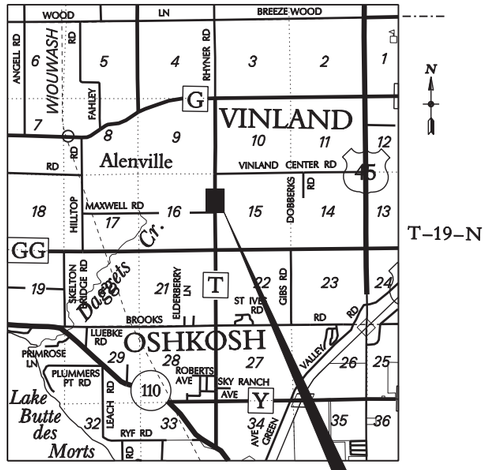
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | | TLE ACRES |
|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | |
| 52 | CORY J. AND CHRISTINA L. GRUSE | FEE | 0.02 | 0.09 | 0.11 | ----- |
| 53 | WILDE FARMS, INC. | FEE | 0.43 | 1.21 | 1.64 | ----- |
| 54 | CHARLES AND LINDA PAVLAK | FEE & TLE | 0.09 | ----- | 0.09 | 0.02 |
| 55 | BRAD W. AND MARY R. JONES | FEE | 0.04 | ----- | 0.04 | ----- |
| 101 | WISCONSIN PUBLIC SERVICE CORP. | RELEASE | ----- | ----- | ----- | ----- |

SE1/4-NE 1/4, SEC. 16 AND SW1/4-NW 1/4, SEC. 15
T19N, R16E, TOWN OF VINLAND




LOCATION SKETCH
(NOT TO SCALE)

PLAT LOCATION

## PARCELS 52, 53, AND 54 SECTION 16

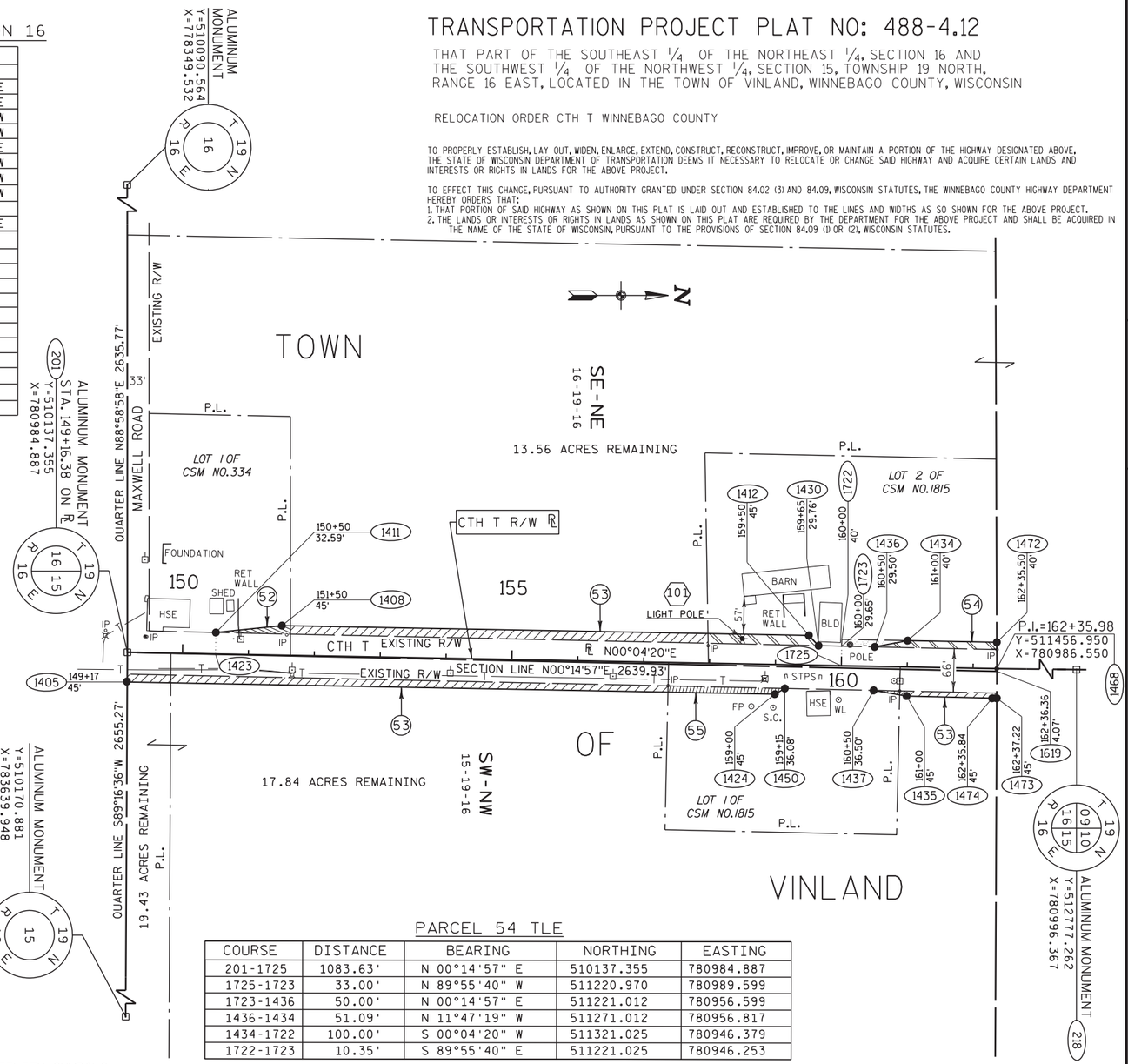
| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 201-1423 | 133.62' | N 00°14'57" E |
| 1423-1619 | 1186.34' | N 00°14'57" E |
| 1619-1472 | 44.08' | S 88°59'02" W |
| 1472-1434 | 135.50' | S 00°04'20" W |
| 1434-1436 | 51.09' | S 11°47'19" E |
| 1436-1430 | 85.00' | S 00°14'57" W |
| 1430-1412 | 21.38' | S 45°31'26" W |
| 1412-1408 | 800.00' | S 00°04'20" W |
| 1408-1411 | 100.77' | S 7°00'12" E |
| 1411-1423 | 33.00' | S 89°55'40" E |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 201 | 510137.355 | 780984.887 |
| 1423 | 510270.975 | 780985.468 |
| 1619 | 511457.308 | 780990.627 |
| 1472 | 511456.527 | 780946.549 |
| 1434 | 511321.025 | 780946.379 |
| 1436 | 511271.012 | 780956.817 |
| 1430 | 511186.012 | 780956.447 |
| 1412 | 511171.031 | 780941.190 |
| 1408 | 510371.032 | 780940.181 |
| 1411 | 510271.016 | 780952.468 |

## PARCELS 53 AND 55 SECTION 15

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 201-1619 | 1319.97' | N 00°14'57" E |
| 1619-1473 | 40.93' | N 89°14'00" E |
| 1473-1474 | 1.10' | S 00°25'34" W |
| 1474-1435 | 135.84' | S 00°04'20" W |
| 1435-1437 | 50.72' | S 09°43'08" W |
| 1437-1450 | 135.00' | S 00°14'57" W |
| 1450-1424 | 17.45' | S 30°39'15" E |
| 1424-1405 | 983.00' | S 00°04'20" W |
| 1405-201 | 45.00' | S 89°16'36" W |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 201 | 510137.355 | 780984.887 |
| 1619 | 511457.308 | 780990.627 |
| 1473 | 511457.856 | 781031.558 |
| 1474 | 511456.754 | 781031.550 |
| 1435 | 511320.918 | 781031.379 |
| 1437 | 511270.929 | 781022.817 |
| 1450 | 511135.929 | 781022.230 |
| 1424 | 511120.918 | 781031.127 |
| 1405 | 510137.923 | 781029.888 |




## PARCEL 54 TLE

| COURSE | DISTANCE | BEARING | NORTHING | EASTING |
|---|---|---|---|---|
| 201-1725 | 1083.63' | N 00°14'57" E | 510137.355 | 780984.887 |
| 1725-1723 | 33.00' | N 89°55'40" W | 511220.970 | 780989.599 |
| 1723-1436 | 50.00' | N 00°14'57" E | 511221.012 | 780956.599 |
| 1436-1434 | 51.09' | N 11°47'19" W | 511271.012 | 780956.817 |
| 1434-1722 | 100.00' | S 00°04'20" W | 511321.025 | 780946.379 |
| 1722-1723 | 10.35' | S 89°55'40" E | 511221.025 | 780946.253 |

## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT. WITH PLASTIC CAP STAMPED "AYRES").

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, CERTIFIED SURVEY MAP NUMBER 1815, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLEs ARE TO TERMINATE ON 1/01/2015 OR THE DATE THE CONSTRUCTION OF THE PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

## EXISTING MONUMENTATION

| COORDINATES | | |
|---|---|---|
| Y | X | DESCRIPTION |
| 510166.328 | 780960.587 | 4" PIPE |
| 510163.817 | 780622.520 | 1" PIPE |
| 510103.774 | 780952.190 | .75" REBAR |
| 509888.774 | 780954.937 | .75" REBAR |
| 510958.744 | 781021.162 | 1" PIPE |
| 510378.728 | 780954.141 | 1.5" ANGLE IRON |
| 511456.896 | 780957.630 | 5/8" REBAR |
| 511310.365 | 781022.864 | 5/8" REBAR |
| 511018.450 | 780959.408 | 5/8" REBAR |

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | **CURVE DATA** | |
| EASEMENT | EASE. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN (1" UNLESS NOTED) | PROPOSED R/W LINE |
| R/W MONUMENT ●(SET) | EXISTING H.E. LINE |
| R/W STANDARD ▲(SET) | PROPERTY LINE |
| SIGN | LOT & TIE LINES |
| SECTION CORNER MONUMENT | SLOPE INTERCEPTS |
| SECTION CORNER SYMBOL | CORPORATE LIMITS |
| FEE (HATCH VARIES) | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| TEMPORARY LIMITED EASEMENT | NO ACCESS (BY ACQUISITION) |
| PERMANENT LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| R/W BOUNDARY POINT RWB29 | SECTION LINE |
| PARCEL NUMBER 102 | QUARTER LINE |
| SIGN NUMBER (OFF PREMISE) 21 | SIXTEENTH LINE |
| BUILDING | EXISTING CENTERLINE |
| | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |
| LIGHT POLE | | |

SCALE, FEET
0 100 200

AYRES ASSOCIATES

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.12 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____
RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE _____
COMMISSIONER

RESERVED FOR REGISTER OF DEEDS

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT __:__ .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE :
PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

# TRANSPORTATION PROJECT PLAT NO: 488-4.13 AMENDMENT NO. 2

AMENDS PARCEL 56 OF THE TRANSPORTATION PROJECT PLAT 488 - 4.13 RECORDED AS DOCUMENT NO: 1547301 AND FILED IN FILE 1 OF TPP, PAGE 125.

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 16 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 15, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

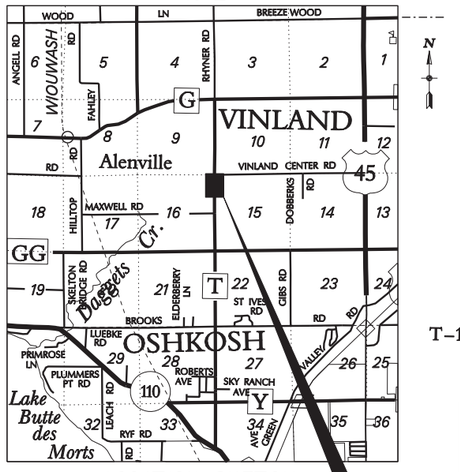
## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | | TLE ACRES | PLE ACRES |
|---|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | | |
| 50 | DONALD W. BARTLETT | FEE | 0.48 | 0.85 | 1.33 | ----- | ----- |
| 76 | CHARLES S. AND LINDA L. PAVLAK | FEE | 0.07 | 0.15 | 0.22 | ----- | ----- |
| 56 | JAMES R. AND DEBRA A. WILLIAMS | PLE & TLE | ---- | ----- | ---- | 0.03 | 0.05 |

NE¼-NE 1/4, SEC. 16 AND NW1/4-NW 1/4, SEC. 15
T19N, R16E, TOWN OF VINLAND

R-16-E




LOCATION SKETCH
(NOT TO SCALE)

T-19-N

PLAT LOCATION

## PARCELS 56 PLE

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| | | |
| | | |
| 218-1673 | 500.00' | S 00°14'57" W |
| 1673-1736 | 38.47' | N 89°12'24" E |
| 1736-1730 | 242.86' | N 00°25'34" E |
| 1730-1737 | 75.28' | N 04°28'55" W |
| 1737-1748 | 115.03' | N 00°14'57" E |
| 1748-1746 | 48.50' | N 44°43'40" E |
| 1750-1746 | 47.10' | N 44°43'40" E |
| 1746-218 | 100.00' | S 89°12'23" W |

## PARCELS 50 SECTION 15

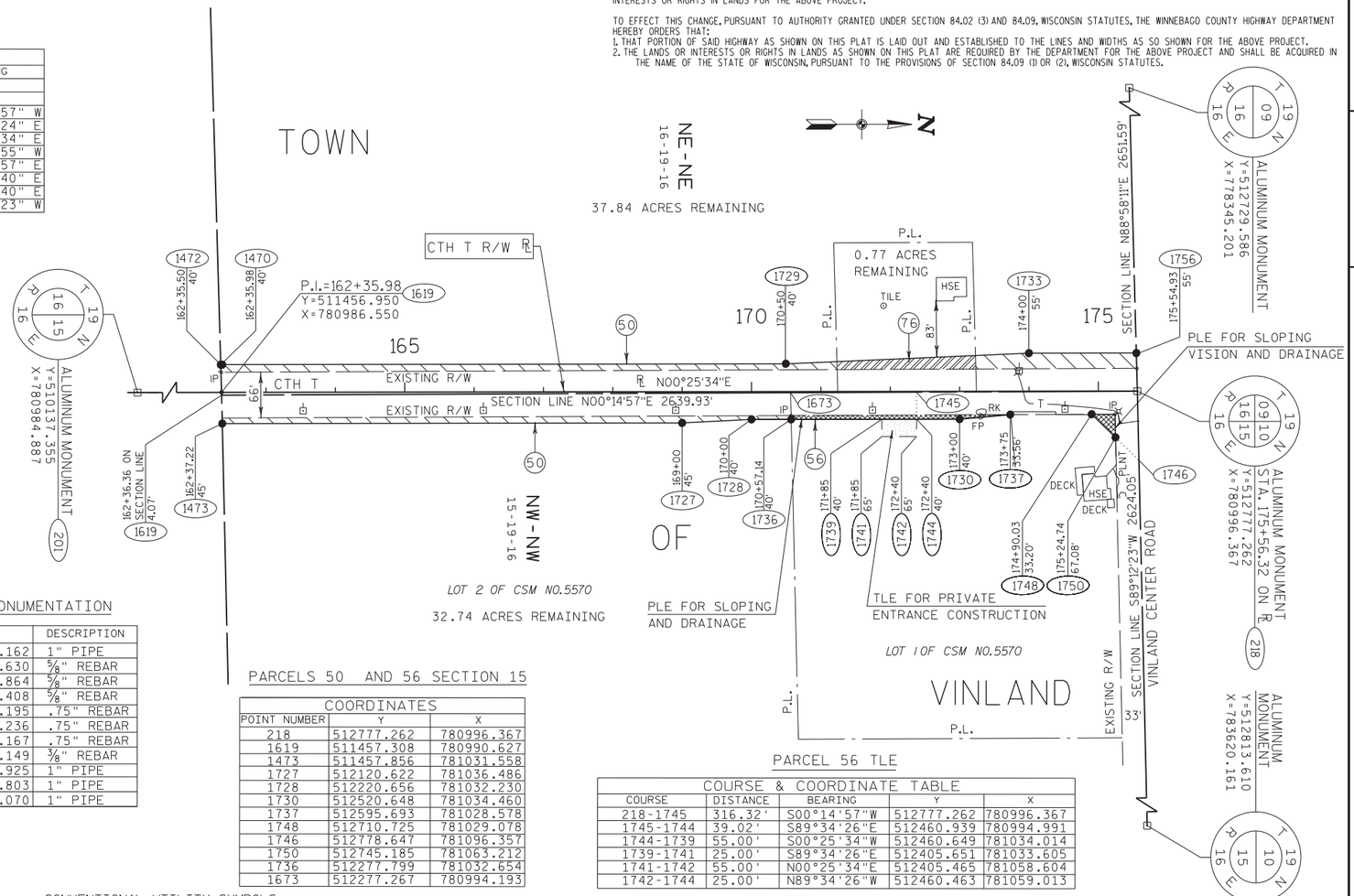
| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 218-1673 | 500.00' | S 00°14'57" W |
| 1673-1619 | 819.97' | S 00°14'57" W |
| 1619-1473 | 40.93' | N 89°14'00" E |
| 1473-1727 | 662.78' | N 00°25'34" E |
| 1727-1728 | 100.12' | N 02°26'11" W |
| 1728-1736 | 57.14' | N 00°25'34" E |
| 1736-1673 | 38.47' | S 89°12'24" W |

## PARCELS 50 AND 76 SECTION 16

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 218-1619 | 1319.97' | S 00°14'57" W |
| 1619-1472 | 44.08' | S 88°59'02" W |
| 1472-1470 | 0.60' | N 00°04'20" E |
| 1470-1729 | 814.15' | N 00°25'34" E |
| 1729-1733 | 350.32' | N 02°01'41" W |
| 1733-1756 | 154.93' | N 00°25'34" E |
| 1756-218 | 55.02' | N 88°58'11" E |

## PARCELS 50 AND 76 SECTION 16

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 218 | 512777.262 | 780996.367 |
| 1619 | 511457.308 | 780990.627 |
| 1472 | 511456.527 | 780946.549 |
| 1470 | 511457.124 | 780946.550 |
| 1729 | 512271.249 | 780952.604 |
| 1733 | 512621.351 | 780940.206 |
| 1756 | 512776.273 | 780941.358 |




## EXISTING MONUMENTATION

| Y | X | DESCRIPTION |
|---|---|---|
| 510958.744 | 781021.162 | 1" PIPE |
| 511456.896 | 780957.630 | 5/8" REBAR |
| 511310.365 | 781022.864 | 5/8" REBAR |
| 511018.450 | 780959.408 | 5/8" REBAR |
| 512277.751 | 781027.195 | .75" REBAR |
| 512744.746 | 781029.236 | .75" REBAR |
| 512751.370 | 781497.167 | .75" REBAR |
| 512820.002 | 781021.149 | 3/8" REBAR |
| 512970.219 | 781030.925 | 1" PIPE |
| 512776.894 | 780963.803 | 1" PIPE |
| 513102.379 | 781032.070 | 1" PIPE |

## PARCELS 50 AND 56 SECTION 15

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 218 | 512777.262 | 780996.367 |
| 1619 | 511457.308 | 780990.627 |
| 1473 | 511457.856 | 781031.558 |
| 1727 | 512120.622 | 781036.486 |
| 1728 | 512220.656 | 781032.230 |
| 1730 | 512520.648 | 781034.460 |
| 1737 | 512595.693 | 781028.578 |
| 1748 | 512710.725 | 781029.078 |
| 1746 | 512778.647 | 781096.357 |
| 1750 | 512745.185 | 781063.212 |
| 1736 | 512277.799 | 781032.654 |
| 1673 | 512277.267 | 780994.193 |

## PARCEL 56 TLE

| COURSE & COORDINATE TABLE | | | | |
|---|---|---|---|---|
| COURSE | DISTANCE | BEARING | Y | X |
| 218-1745 | 316.32' | S00°14'57"W | 512777.262 | 780996.367 |
| 1745-1744 | 39.02' | S89°34'26"E | 512460.939 | 780994.991 |
| 1744-1739 | 55.00' | S00°25'34"W | 512460.649 | 781034.014 |
| 1739-1741 | 25.00' | S89°34'26"E | 512405.651 | 781033.605 |
| 1741-1742 | 55.00' | N00°25'34"E | 512405.465 | 781058.604 |
| 1742-1744 | 25.00' | N89°34'26"W | 512460.463 | 781059.013 |

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT.) WITH PLASTIC CAP STAMPED AYRES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, CERTIFIED SURVEY MAP NUMBER 5570, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLEs ARE TO TERMINATE ON 1/01/2015 OR THE DATE THE CONSTRUCTION OF THE PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENT ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | | |
| EASEMENT | EASE. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

## CURVE DATA

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

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN | LF (1" UNLESS NOTED) |
| R/W MONUMENT | ●(SET) |
| R/W STANDARD | ▲(SET) |
| SIGN | SIGN |
| SECTION CORNER MONUMENT | |
| SECTION CORNER SYMBOL | |
| FEE (HATCH VARIES) | |
| TEMPORARY LIMITED EASEMENT | |
| PERMANENT LIMITED EASEMENT | |
| R/W BOUNDARY POINT | RWB20 |
| PARCEL NUMBER | 02 |
| SIGN NUMBER (OFF PREMISE) | 21 |
| BUILDING | |
| PROPOSED R/W LINE | |
| EXISTING H.E. LINE | |
| PROPERTY LINE | |
| LOT & TIE LINES | |
| SLOPE INTERCEPTS | |
| CORPORATE LIMITS | |
| NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) | |
| NO ACCESS (BY ACQUISITION) | |
| NO ACCESS (BY STATUTORY AUTHORITY) | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| EXISTING CENTERLINE | |
| PROPOSED REFERENCE LINE | |
| PARALLEL OFFSET | |

## CONVENTIONAL UTILITY SYMBOLS

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

| NON COMPENSABLE | COMPENSABLE |
|---|---|
| POWER POLE | |
| TELEPHONE POLE | |
| TELEPHONE PEDESTAL | |
| ELECTRIC TOWER | |

SCALE, FEET
0 100 200

AYRES ASSOCIATES

I, JASON M. INGRAM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.13 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____
JASON M. INGRAM, RLS S-2630

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE _____
COMMISSIONER

RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER
488 - 4.13 AMENDMENT NO: 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

SIGNATURE OF REGISTER OF DEEDS



FILE NAME : L:\410452\DGN\TPP13.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 11/11/2010 PLOT BY : ingramj PLOT NAME : PLOT SCALE : 1:100

# TRANSPORTATION PROJECT PLAT NO: 488-4.14

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 9 AND THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 10, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

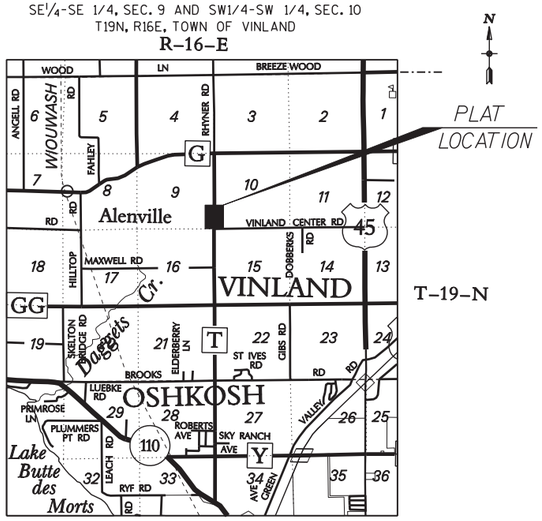
OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | | TLE ACRES |
|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | |
| 57 | DONALD F. AND GAIL A. BURROWS | FEE | 0.19 | 0.50 | 0.69 | ----- |
| 58 | JOHN A. AND LORI A. MARKHAM | FEE | 0.03 | 0.28 | 0.31 | ----- |
| 59 | MICHAEL K. AND WILLIAM G. GREGESICH | FEE & TLE | 0.05 | 0.22 | 0.27 | 0.02 |
| 60 | DONALD E. SCHNEIDER | FEE | 0.18 | 0.50 | 0.68 | ----- |
| 61 | ROBERT N. AND LINDA D. KLEINSCHMIT | FEE | 0.15 | 0.42 | 0.57 | ----- |
| 62 | DONNA M. SCHONSCHECK | FEE | 0.04 | 0.12 | 0.16 | ----- |
| 101 | WISCONSIN PUBLIC SERVICE CORP. | RELEASE | ----- | ----- | ----- | ----- |

### PARCEL 59 TLE

| COURSE & COORDINATE TABLE | | | | |
|---|---|---|---|---|
| COURSE | DISTANCE | BEARING | Y | X |
| 218-1773 | 368.68' | N 00°26'00" E | 512777.262 | 780996.367 |
| 1773-1772 | 40.00' | S 89°34'00" E | 513145.927 | 780999.156 |
| 1772-1774 | 20.00' | S 89°34'00" E | 513145.625 | 781039.155 |
| 1774-1775 | 50.00' | N 00°26'00" E | 513145.474 | 781059.154 |
| 1775-1776 | 20.00' | N 89°34'00" W | 513195.472 | 781059.532 |
| 1776-1772 | 50.00' | S 00°26'00" W | 513195.623 | 781039.533 |

SE¼-SE 1/4, SEC. 9 AND SW1/4-SW 1/4, SEC. 10
T19N, R16E, TOWN OF VINLAND




LOCATION SKETCH
(NOT TO SCALE)

### PARCELS 58, 59, 61, AND 62

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 218-1310 | 1322.59' | N 00°26'00" E |
| 1310-1784 | 45.01' | N 89°14'58" E |
| 1784-1780 | 679.84' | S 00°26'00" W |
| 1780-1778 | 100.12' | S 03°17'45" W |
| 1778-1765 | 350.00' | S 00°26'00" W |
| 1765-1767 | 25.96' | S 16°04'32" W |
| 1767-1761 | 100.98' | S 00°26'00" W |
| 1761-1746 | 47.54' | S 45°10'48" E |
| 1760-1746 | 46.18' | S 45°10'48" E |
| 1746-218 | 100.00' | S 89°12'23" W |

### PARCELS 58, 59, 61, AND 62

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 218 | 512777.262 | 780996.367 |
| 1310 | 514099.812 | 781006.372 |
| 1784 | 514100.401 | 781051.377 |
| 1780 | 513420.579 | 781046.235 |
| 1778 | 513320.620 | 781040.478 |
| 1765 | 512970.630 | 781037.831 |
| 1767 | 512945.684 | 781030.642 |
| 1761 | 512844.710 | 781029.878 |
| 1760 | 512811.197 | 781063.603 |
| 1746 | 512778.647 | 781096.357 |

### EXISTING MONUMENTATION

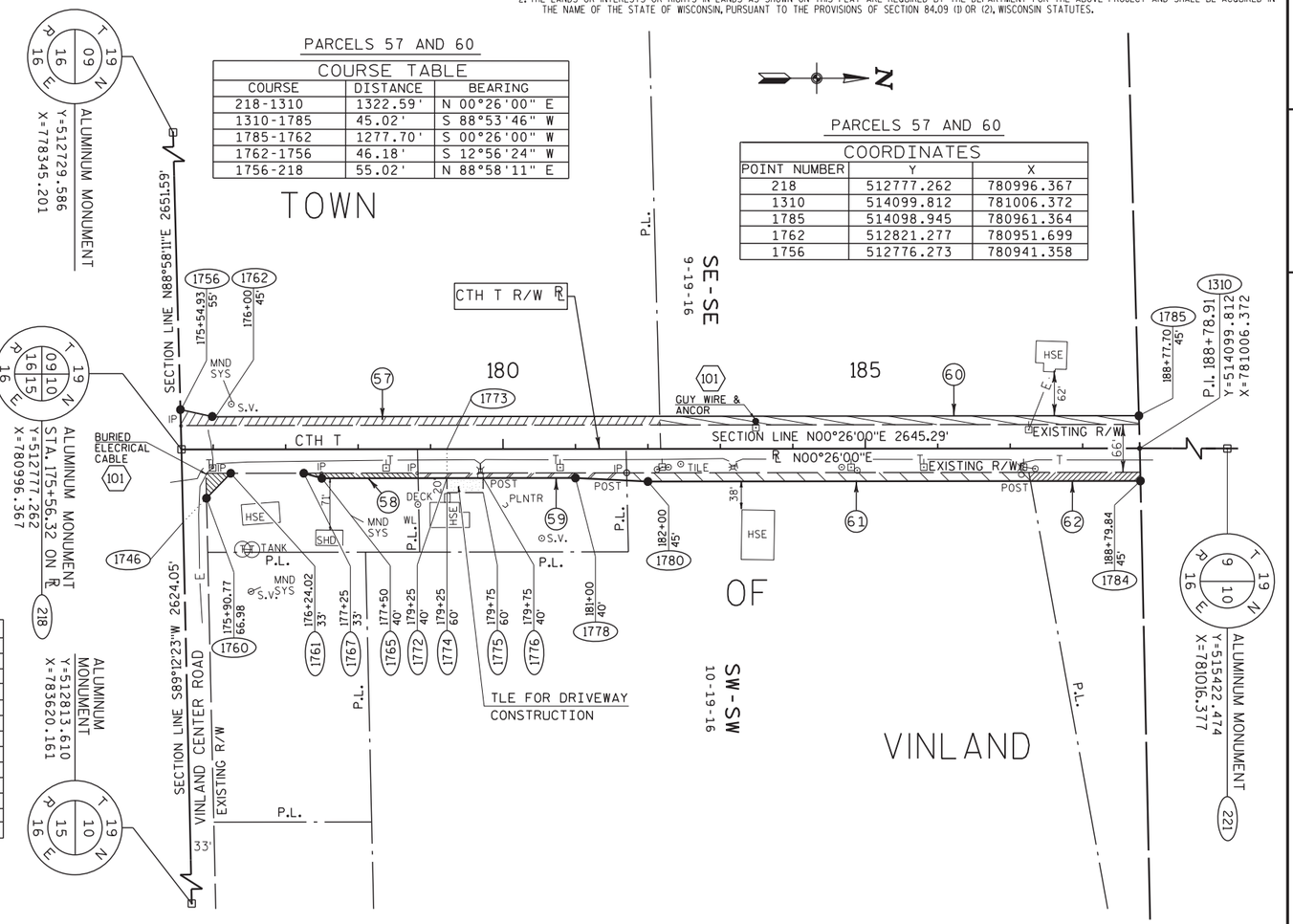
| Y | X | DESCRIPTION |
|---|---|---|
| 512277.751 | 781027.195 | .75" REBAR |
| 512744.746 | 781029.236 | .75" REBAR |
| 512751.370 | 781497.167 | .75" REBAR |
| 512820.002 | 781021.149 | ⅜" REBAR |
| 512970.219 | 781030.925 | 1" PIPE |
| 512776.894 | 780963.803 | 1" PIPE |
| 513102.379 | 781032.070 | 1" PIPE |
| 513391.187 | 781033.927 | 1" PIPE |
| 514958.771 | 780980.312 | .75" REBAR |
| 514728.415 | 780978.176 | 1" PIPE |
| 515422.117 | 780983.892 | 1" PIPE |
| 515422.797 | 781049.421 | 1" PIPE |
| 516347.225 | 781047.869 | ⅝" REBAR |

### PARCELS 57 AND 60

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 218-1310 | 1322.59' | N 00°26'00" E |
| 1310-1785 | 45.02' | S 88°53'46" W |
| 1785-1762 | 1277.70' | S 00°26'00" W |
| 1762-1756 | 46.18' | S 12°56'24" W |
| 1756-218 | 55.02' | N 88°58'11" E |

### PARCELS 57 AND 60

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 218 | 512777.262 | 780996.367 |
| 1310 | 514099.812 | 781006.372 |
| 1785 | 514098.945 | 780961.364 |
| 1762 | 512821.277 | 780951.699 |
| 1756 | 512776.273 | 780941.358 |




## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT.) WITH PLASTIC CAP STAMPED AYRES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLEs ARE TO TERMINATE ON 1/01/2015 OR THE DATE THE CONSTRUCTION OF THE PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | CURVE DATA | |
| EASEMENT | EASE. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN (1" UNLESS NOTED) | PROPOSED R/W LINE |
| R/W MONUMENT ●(SET) | EXISTING H.E. LINE |
| R/W STANDARD ▲(SET) | PROPERTY LINE |
| SIGN ISIGN | LOT & TIE LINES |
| SECTION CORNER MONUMENT | SLOPE INTERCEPTS |
| SECTION CORNER SYMBOL | CORPORATE LIMITS |
| | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| FEE (HATCH VARIES) | NO ACCESS (BY ACQUISITION) |
| TEMPORARY LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| PERMANENT LIMITED EASEMENT | SECTION LINE |
| R/W BOUNDARY POINT RWB20 | QUARTER LINE |
| PARCEL NUMBER 102 | SIXTEENTH LINE |
| SIGN NUMBER (OFF PREMISE) 21 | EXISTING CENTERLINE |
| BUILDING | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET
0 100 200

AYRES ASSOCIATES

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.14 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

_____ DATE _____
RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

_____ DATE _____
COMMISSIONER

RESERVED FOR REGISTER OF DEEDS

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ..:.. M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS



FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE :
PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

# TRANSPORTATION PROJECT PLAT NO: 488-4.15 AMENDMENT NO. 1

ADDS PARCEL 77 AND AMENDS PARCEL 60 OF THE TRANSPORATION PROJECT PLAT 488 - 4.15 RECORDED AS DOCUMENT NO: 1547303 AND FILED IN FILE 1 OF TPP, PAGE 127

THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 9 AND THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 10, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 60 | DONALD E. SCHNEIDER | FEE | 0.02 | ---- | 0.02 |
| 62 | DONNA M. SCHONSCHECK | FEE | 0.57 | 1.00 | 1.57 |
| 63 | DEBBIE A. SCHNEIDER | FEE | 0.10 | 0.19 | 0.29 |
| 64 | JEFFREY H. AND KRISTINE M. ALARIE | FEE | 0.09 | 0.35 | 0.44 |
| 77 | TRAVIS W. AND CATHERINE M. LUCE | FEE | 0.20 | ---- | 0.20 |

## PARCELS 60, 63, 64, AND 77

COURSE TABLE

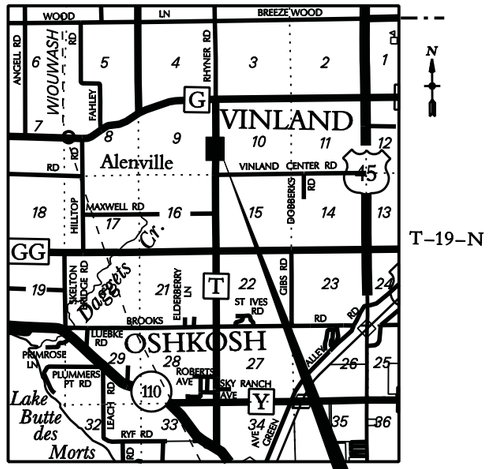
| COURSE | DISTANCE | BEARING |
|---|---|---|
| 221-1310 | 1322.70' | S 00°26'00" W |
| 1310-1785 | 45.02' | S 88°53'46" W |
| 1785-1787 | 322.30' | N 00°26'00" E |
| 1787-1789 | 300.67' | N 03°22'50" W |
| 1789-1792 | 176.78' | N 08°33'49" E |
| 1792-1793 | 400.00' | N 00°26'00" E |
| 1793-1794 | 75.66' | N 07°09'40" W |
| 1794-1803 | 50.20' | N 00°26'00" E |
| 1803-221 | 50.02' | N 88°49'18" E |

## PARCELS 60, 63, 64, AND 77

COORDINATES

| POINT NUMBER | Y | X |
|---|---|---|
| 221 | 515422.474 | 781016.377 |
| 1310 | 514099.812 | 781006.372 |
| 1785 | 514098.945 | 780961.364 |
| 1787 | 514421.231 | 780963.802 |
| 1789 | 514721.374 | 780946.072 |
| 1792 | 514896.180 | 780972.395 |
| 1793 | 515296.168 | 780975.420 |
| 1794 | 515371.242 | 780965.988 |
| 1803 | 515421.445 | 780966.368 |

NE1/4-SE 1/4, SEC. 9 AND NW 1/4-SW 1/4, SEC. 10 T19N, R16E, TOWN OF VINLAND

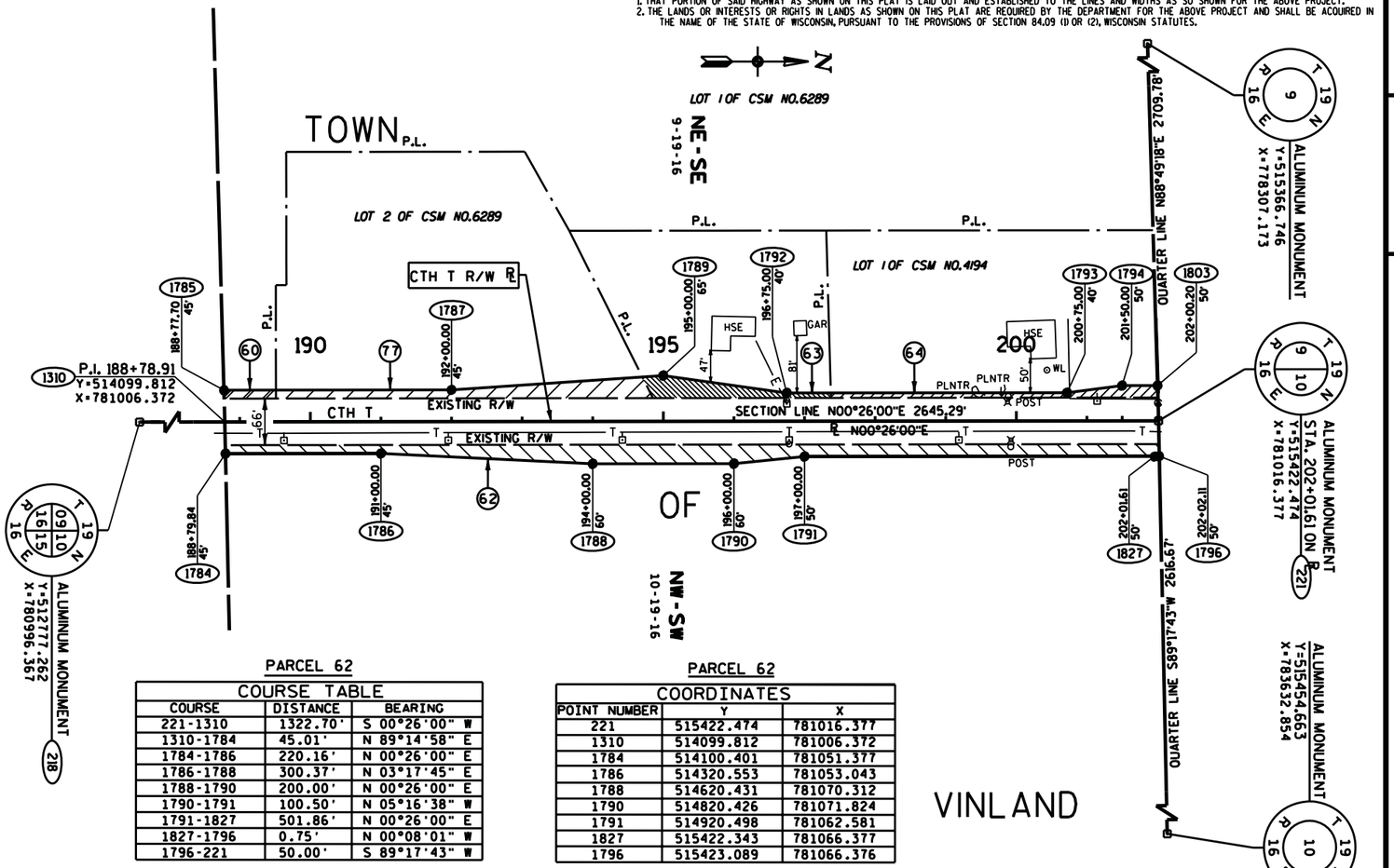



LOCATION SKETCH (NOT TO SCALE)

PLAT LOCATION

## EXISTING MONUMENTATION

| Y | X | DESCRIPTION |
|---|---|---|
| 512277.751 | 781027.195 | .75" REBAR |
| 512744.746 | 781029.236 | .75" REBAR |
| 512751.370 | 781497.167 | .75" REBAR |
| 512820.002 | 781021.149 | 5/8" REBAR |
| 512970.219 | 781030.925 | 1" PIPE |
| 512776.894 | 780963.803 | 1" PIPE |
| 513102.379 | 781032.070 | 1" PIPE |
| 513391.187 | 781033.927 | 1" PIPE |
| 514958.771 | 780980.312 | .75" REBAR |
| 514728.415 | 780978.176 | 1" PIPE |
| 515422.117 | 780983.892 | 1" PIPE |
| 515422.797 | 781049.421 | 1" PIPE |
| 516347.225 | 781047.869 | 5/8" REBAR |
| 516622.750 | 781046.681 | 1" PIPE |




## PARCEL 62

COURSE TABLE

| COURSE | DISTANCE | BEARING |
|---|---|---|
| 221-1310 | 1322.70' | S 00°26'00" W |
| 1310-1784 | 45.01' | N 89°14'58" E |
| 1784-1786 | 220.16' | N 00°26'00" E |
| 1786-1788 | 300.37' | N 03°17'45" E |
| 1788-1790 | 200.00' | N 00°26'00" E |
| 1790-1791 | 100.50' | N 05°16'38" W |
| 1791-1827 | 501.86' | N 00°26'00" E |
| 1827-1796 | 0.75' | N 00°08'01" W |
| 1796-221 | 50.00' | S 89°17'43" W |

## PARCEL 62

COORDINATES

| POINT NUMBER | Y | X |
|---|---|---|
| 221 | 515422.474 | 781016.377 |
| 1310 | 514099.812 | 781006.372 |
| 1784 | 514100.401 | 781051.377 |
| 1786 | 514320.553 | 781053.043 |
| 1788 | 514620.431 | 781070.312 |
| 1790 | 514820.426 | 781071.824 |
| 1791 | 514920.498 | 781062.581 |
| 1827 | 515422.343 | 781066.377 |
| 1796 | 515423.089 | 781066.376 |

## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT.) WITH PLASTIC CAP STAMPED AYRES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, EXISTING SURVEYS, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | | |
| EASEMENT | EASE. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

### CURVE DATA

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN | PROPOSED R/W LINE |
| | EXISTING H.E. LINE |
| R/W MONUMENT | PROPERTY LINE |
| R/W STANDARD | LOT & TIE LINES |
| SIGN | SLOPE INTERCEPTS |
| SECTION CORNER MONUMENT | CORPORATE LIMITS |
| SECTION CORNER SYMBOL | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| FEE (HATCH VARIES) | NO ACCESS (BY ACQUISITION) |
| TEMPORARY LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| PERMANENT LIMITED EASEMENT | SECTION LINE |
| R/W BOUNDARY POINT | QUARTER LINE |
| PARCEL NUMBER | SIXTEENTH LINE |
| SIGN NUMBER (OFF PREMISE) | EXISTING CENTERLINE |
| BUILDING | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

(SET) (1" UNLESS NOTED)

## CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES | | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET

0 100 200

AYRES ASSOCIATES

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.15 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE

RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE

COMMISSIONER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 488 - 4.15
AMENDMENT NO: 1

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO. COUNTY, WISCONSIN AT 2:45 PM ON 09-30-2010
AS DOCUMENT # 1551914 AND FILED IN FILE 1 OF TPP, PAGE 137.

SIGNATURE OF REGISTER OF DEEDS



FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE :
PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

# TRANSPORTATION PROJECT PLAT NO: 488-4.16 AMENDMENT NO. 1

AMENDS PARCEL 66 AND 67 OF THE TRANSPORTATION PROJECT PLAT 488 - 4.16 RECORDED AS DOCUMENT NO: 1547304 AND FILED IN FILE 1 OF TPP, PAGE 128.

THAT PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 9 AND THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 10, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

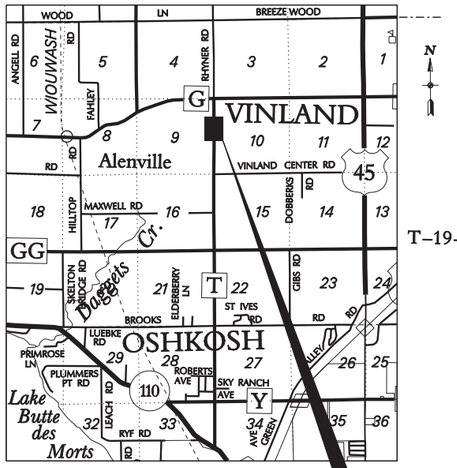
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

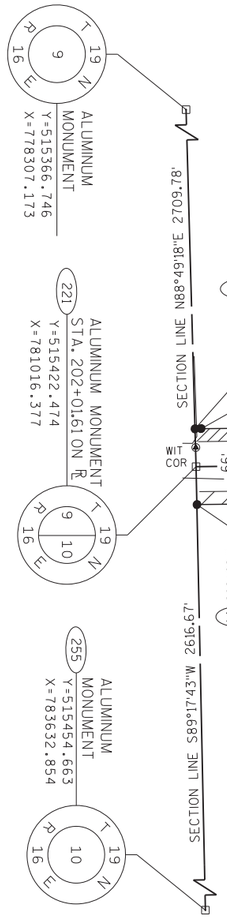
| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | | TLE ACRES |
|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | |
| 65 | KUEHNL FARMS, INC. | FEE & TLE | 0.44 | 1.00 | 1.44 | 0.03 |
| 66 | BRAZEE RIDGE INC. | FEE & TLE | 0.37 | 0.79 | 1.16 | 0.03 |
| 67 | BRUCE R. AND CATHERINE BRAZEE | TLE | ----- | ----- | ----- | 0.08 |
| 100 | CENTURYLINK | RELEASE | ----- | ----- | ----- | ----- |
| 101 | WISCONSIN PUBLIC SERVICE CORP. | RELEASE | ----- | ----- | ----- | ----- |

SE1/4 -NE1/4, SEC. 9 ANDSW1/4-NW1/4, SEC. 10
T19N, R16E, TOWN OF VINLAND




LOCATION SKETCH (NOT TO SCALE)

PLAT LOCATION




## PARCEL 65 TLE

| COURSE | DISTANCE | BEARING | NORTHING | EASTING |
|---|---|---|---|---|
| 221-1812 | 873.39' | N 00°08'01" W | 515422.474 | 781016.377 |
| 1812-1813 | 33.00' | S 89°51'59" W | 516295.860 | 781014.342 |
| 1813-1815 | 125.00' | N 00°08'01" W | 516295.783 | 780981.342 |
| 1815-1818 | 64.02' | N 06°24'39" W | 516420.783 | 780981.051 |
| 1818-1817 | 219.52' | S 00°08'01" E | 516484.403 | 780973.903 |
| 1817-1813 | 31.67' | N 12°38'16" E | 516264.884 | 780974.414 |

## PARCEL 65

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 221-1820 | 1318.69' | N 00°08'01" W |
| 1820-1836 | 55.01' | S 88°40'03" W |
| 1836-1816 | 119.15' | S 00°08'01" E |
| 1816-1815 | 201.21' | S 06°24'39" E |
| 1815-1813 | 125.00' | S 00°08'01" E |
| 1813-1811 | 76.90' | S 12°38'16" W |
| 1811-1802 | 798.14' | S 00°08'01" E |
| 1802-1803 | 1.16' | S 00°26'00" W |
| 1803-211 | 50.02' | N 88°49'18" E |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 221 | 515422.474 | 781016.377 |
| 1820 | 516741.160 | 781013.305 |
| 1836 | 516739.880 | 780958.307 |
| 1816 | 516620.731 | 780958.585 |
| 1815 | 516420.783 | 780981.051 |
| 1813 | 516295.783 | 780981.342 |
| 1811 | 516220.744 | 780964.517 |
| 1802 | 515422.605 | 780966.377 |
| 1803 | 515421.445 | 780966.368 |

## EXISTING MONUMENTATION

| COORDINATES | | |
|---|---|---|
| Y | X | DESCRIPTION |
| 515422.117 | 780983.892 | 1" PIPE |
| 515422.797 | 781049.421 | 1" PIPE |
| 516347.225 | 781047.869 | 5/8" REBAR |
| 516622.750 | 781046.681 | 1" PIPE |
| | | |

## PARCEL 66

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 221-1820 | 1318.69' | N 00°08'01" W |
| 1820-1867 | 42.88' | N 89°16'28" E |
| 1867-1866 | 46.80' | S 12°03'18" W |
| 1866-1832 | 353.06' | S 00°08'01" E |
| 1832-1839 | 17.00' | N 89°17'42" E |
| 1839-1796 | 920.00' | S 00°08'01" E |
| 1796-221 | 50.00' | S 89°17'43" W |

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 221 | 515422.474 | 781016.377 |
| 1820 | 516741.160 | 781013.305 |
| 1867 | 516741.703 | 781056.184 |
| 1866 | 516695.936 | 781046.410 |
| 1832 | 516342.879 | 781047.233 |
| 1839 | 516343.088 | 781064.232 |
| 1796 | 515423.089 | 781066.376 |

## PARCEL 66 & 67 TLE

| COURSE | DISTANCE | BEARING | NORTHING | EASTING |
|---|---|---|---|---|
| 221-1841 | 920.00' | N 00°08'01" W | 515422.474 | 781016.377 |
| 1841-1832 | 33.00' | N 89°17'42" E | 516342.473 | 781014.233 |
| 1832-1866 | 353.06' | N 00°08'01" W | 516342.879 | 781047.233 |
| 1866-1867 | 46.80' | N 12°03'18" E | 516695.936 | 781046.410 |
| 1867-1823 | 2.12' | N 89°16'28" E | 516741.703 | 781056.184 |
| 1823-1838 | 398.70' | S 00°08'01" E | 516741.729 | 781058.303 |
| 1838-1832 | 12.00' | S 89°17'42" W | 516343.026 | 781059.232 |

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT.) WITH PLASTIC CAP STAMPED AYRES.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, EXISTING SURVEYS, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE. ALL TLEs ARE TO TERMINATE ON 1/01/2015 OR THE DATE THE CONSTRUCTION OF THE PROJECT IS COMPLETED, WHICHEVER OCCURS FIRST.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | CURVE DATA | |
| EASEMENT | EASE. | LONG CHORD | LCH |
| LAND CONTRACT | LC | LONG CHORD BEARING | LCB |
| MONUMENT | MON. | RADIUS | R |
| PAGE | P. | DEGREE OF CURVE | D |
| PERMANENT LIMITED EASEMENT | PLE | CENTRAL ANGLE OR DELTA | DELTA |
| PROPERTY LINE | PL | LENGTH OF CURVE | L |
| RECORDED AS | (100') | TANGENT | TAN |

## CONVENTIONAL SYMBOLS

| | | | |
|---|---|---|---|
| FOUND IRON PIPE/PIN | 1/2" (1" UNLESS NOTED) | PROPOSED R/W LINE | |
| | | EXISTING H.E. LINE | |
| R/W MONUMENT | (SET) | PROPERTY LINE | |
| R/W STANDARD | (SET) | LOT & TIE LINES | |
| SIGN | SIGN | SLOPE INTERCEPTS | |
| SECTION CORNER MONUMENT | | CORPORATE LIMITS | |
| SECTION CORNER SYMBOL | | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) | |
| FEE (HATCH VARIES) | | NO ACCESS (BY ACQUISITION) | |
| TEMPORARY LIMITED EASEMENT | | NO ACCESS (BY STATUTORY AUTHORITY) | |
| PERMANENT LIMITED EASEMENT | | SECTION LINE | |
| R/W BOUNDARY POINT | RWBZ9 | QUARTER LINE | |
| PARCEL NUMBER | 02 | SIXTEENTH LINE | |
| SIGN NUMBER (OFF PREMISE) | 21 | EXISTING CENTERLINE | |
| BUILDING | | PROPOSED REFERENCE LINE | |
| | | PARALLEL OFFSET | |

## CONVENTIONAL UTILITY SYMBOLS

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET

0 100 200

AYRES ASSOCIATES

I, JASON M. INGRAM, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.16 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JASON M. INGRAM, RLS S-2630

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE _____

COMMISSIONER

RESERVED FOR REGISTER OF DEEDS

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT "_____ AND FILED IN _____

_____

SIGNATURE OF REGISTER OF DEEDS



FILE NAME : L:\410452\DGN\TPP16.dgn
APPRAISAL PLAT DATE :

PLOT DATE : 9/16/2010 PLOT BY : ingramj PLOT NAME : PLOT SCALE : 1:100

# TRANSPORTATION PROJECT PLAT NO: 488-4.17

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 9, THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 4, THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 10, TOWNSHIP 19 NORTH, RANGE 16 EAST, LOCATED IN THE TOWN OF VINLAND, WINNEBAGO COUNTY, WISCONSIN.

RELOCATION ORDER CTH T WINNEBAGO COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

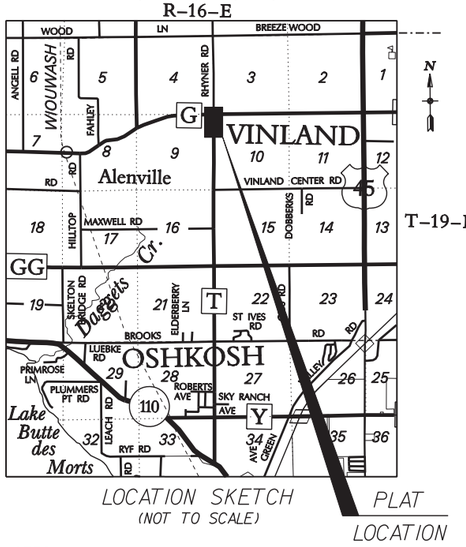
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE WINNEBAGO COUNTY HIGHWAY DEPARTMENT HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF WINNEBAGO COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE COUNTY.

| PARCEL NUMBER | OWNER (S) | INTEREST REQUIRED | R/W ACRES | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 65 | KUEHNL FARMS, INC. | FEE | 1.16 | 1.44 | 2.60 |
| 66 | SHERMAN W. AND SHIRLEY M. BRAZEE | FEE | 0.99 | 0.94 | 1.93 |
| 100 | CENTURYLINK | RELEASE | ----- | ----- | ----- |
| 101 | WISCONSIN PUBLIC SERVICE CORP. | RELEASE | ----- | ----- | ----- |

NE1/4-NE1/4, SEC. 9 SE1/4-SE1/4, SEC. 4, SW1/4-SW1/4, SEC. 3, AND NW1/4-NW1/4, SEC. 10, T19N, R16E, TOWN OF VINLAND




LOCATION SKETCH (NOT TO SCALE)

PLAT LOCATION

221 ALUMINUM MONUMENT Y=515422.474 X=781016.377

1820 P.I.=215+20.30 Y=516741.160 X=781013.305

TOWN OF VINLAND

NE-NE 9-19-16

38.27 ACRES REMAINING

NW-NW 10-19-16

SE-SE 4-19-16

20.04 ACRES REMAINING

SW-SW 3-19-16

19.54 ACRES REMAINING

CTH T R/W

EXISTING R/W

CTH T

SECTION LINE N00°08'01"W 2637.38'

SECTION LINE N00°07'37"E

SECTION LINE S00°01'57"E 2628.87'

RHYNER ROAD

EXISTING R/W CTH G 33' 33'

SECTION LINE S89°15'14"W 2634.10'

P.I.=228+38.99 Y=518059.846 X=781010.232

P.I.=230+36.83 Y=518257.680 X=781010.670

222 ALUMINUM MONUMENT STA. 228+38.99 ON R Y=518059.846 X=781010.232

223 ALUMINUM MONUMENT Y=517988.835 X=778270.355

226 BRASS MONUMENT Y=518094.145 X=783644.111

ALUMINUM MONUMENT Y=520688.717 X=781008.746

1836 215+19.15 55'

1847

1848 228+02.04 166.94'

1850 226+92.71 55'

1851 227+14.80 75'

1852 228+07.77 166.99'

1846

1867 215+20.74 42.88'

1842 216+00 60'

1843 223+00 60'

1844 224+00 75'

3072 228+67.31 167.20'

3073 228+74.54 166.89'

3074 230+05.05 33.46'

3075 230+06.49 32.54'

3059

65 66 220 225 230

100 BURIED TELEPHONE CABLE

101 POWER POLE

POST

## PARCEL 65 (SECTION 9)

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 222-1820 | 1318.69' | S 00°08'01" E |
| 1820-1836 | 55.01' | S 88°40'03" W |
| 1836-1850 | 1173.56' | N 00°08'01" W |
| 1850-1848 | 156.48' | N 45°48'33" W |
| 1848-1847 | 46.13' | N 45°48'33" W |
| 1847-222 | 200.00' | N 88°30'55" E |

## PARCEL 65 (SECTION 9)

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 222 | 518059.846 | 781010.232 |
| 1820 | 516741.160 | 781013.305 |
| 1836 | 516739.880 | 780958.307 |
| 1850 | 517913.436 | 780955.573 |
| 1847 | 518054.664 | 780810.299 |
| 1848 | 518022.510 | 780843.374 |

## PARCEL 66

| COURSE TABLE | | |
|---|---|---|
| COURSE | DISTANCE | BEARING |
| 222-1820 | 1318.69' | S 00°08'01" E |
| 1820-1867 | 42.88' | N 89°16'28" E |
| 1867-1842 | 81.08' | N 12°03'18" E |
| 1842-1843 | 700.00' | N 00°08'01" W |
| 1843-1844 | 101.12' | N 8°23'50" E |
| 1844-1851 | 314.80' | N 00°08'01" W |
| 1851-1852 | 130.79' | N 44°33'37" E |
| 1852-1846 | 46.92' | N 44°33'37" E |
| 1846-222 | 200.00' | S 89°15'14" W |

## PARCEL 66

| COORDINATES | | |
|---|---|---|
| POINT NUMBER | Y | X |
| 222 | 518059.846 | 781010.232 |
| 1820 | 516741.160 | 781013.305 |
| 1867 | 516741.703 | 781056.184 |
| 1842 | 516820.998 | 781073.119 |
| 1843 | 517520.996 | 781071.488 |
| 1844 | 517621.031 | 781086.255 |
| 1851 | 517935.827 | 781085.521 |
| 1846 | 518062.450 | 781210.215 |
| 1852 | 518029.019 | 781177.293 |

## PARCEL 65 (SECTION 3)

| COURSE TABLE | | | COORDINATE TABLE | |
|---|---|---|---|---|
| COURSE | DISTANCE | BEARING | Y | X |
| 222-3059 | 200.00' | N 00°01'57" W | 518059.846 | 781010.232 |
| 3059-3075 | 46.38' | S 45°23'21" E | 518259.846 | 781010.119 |
| 3075-3073 | 188.31' | S 45°23'21" E | 518227.273 | 781043.137 |
| 3073-1846 | 46.38' | S 45°23'21" E | 518095.023 | 781177.197 |
| 1846-222 | 200.00' | S 89°15'14" W | 518062.450 | 781210.215 |

## PARCEL 65 (SECTION 4)

| COURSE TABLE | | | COORDINATE TABLE | |
|---|---|---|---|---|
| COURSE | DISTANCE | BEARING | Y | X |
| 222-3059 | 200.00' | N 00°01'57" W | 518059.846 | 781010.232 |
| 3059-3074 | 47.27' | S 44°14'29" W | 518259.846 | 781010.119 |
| 3074-3072 | 191.86' | S 44°14'29" W | 518225.980 | 780977.138 |
| 3072-1847 | 47.27' | S 44°14'29" W | 518088.530 | 780843.280 |
| 1847-222 | 200.00' | N 88°30'55" E | 518054.664 | 780810.299 |

## EXISTING MONUMENTATION

| COORDINATES | | |
|---|---|---|
| Y | X | DESCRIPTION |
| 514958.771 | 780980.312 | .75 REBAR |
| 515422.117 | 780983.892 | 1 PIPE |
| 515422.797 | 781049.421 | 1 PIPE |
| 516347.225 | 781047.869 | 5/8 REBAR |
| 516622.750 | 781046.681 | 1 PIPE |

## NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, WINNEBAGO COUNTY ZONE, NAD83 (1997) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT (1"x24" IRON PIPE-MIN. WT. 1.13 LBS/LIN. FT. WITH PLASTIC CAP STAMPED "AYRES").

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF RECORD.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH T ESTABLISHED FROM EVIDENCE IN TOWN RECORDS, WISCONSIN STATE STATUTE 82.31, AND HIGHWAY DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH G WAS ESTABLISHED FROM DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386.
EXISTING HIGHWAY RIGHT-OF-WAY FOR RHYNER ROAD WAS ESTABLISHED FROM DEEDS FOUND AT THE REGISTER OF DEEDS IN VOLUME 409, EASEMENTS AND HIGHWAY DEEDS, PAGES 379, 386 AND FROM WISCONSIN STATE STATUTE 82.31.

## CONVENTIONAL ABBREVIATIONS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | REFERENCE LINE | R/L |
| ACCESS RIGHTS | AR | REMAINING | REM. |
| ACRES | AC. | RIGHT-OF-WAY | R/W |
| AND OTHERS | ET.AL. | SECTION | SEC. |
| CENTERLINE | C/L | STATION | STA. |
| CERTIFIED SURVEY MAP | CSM | TEMPORARY LIMITED EASEMENT | TLE |
| CORNER | COR. | VOLUME | V. |
| CONVEYANCE OF RIGHTS | CR | | |
| DOCUMENT | DOC. | | |
| EASEMENT | EASE. | | |
| LAND CONTRACT | LC | | |
| MONUMENT | MON. | | |
| PAGE | P. | | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PROPERTY LINE | PL | | |
| RECORDED AS | (100') | | |

### CURVE DATA

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

## CONVENTIONAL SYMBOLS

| | |
|---|---|
| FOUND IRON PIPE/PIN | PROPOSED R/W LINE |
| (1" UNLESS NOTED) | EXISTING H.E. LINE |
| R/W MONUMENT | PROPERTY LINE |
| R/W STANDARD | LOT & TIE LINES |
| SIGN | SLOPE INTERCEPTS |
| SECTION CORNER MONUMENT | CORPORATE LIMITS |
| SECTION CORNER SYMBOL | NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL) |
| FEE (HATCH VARIES) | NO ACCESS (BY ACQUISITION) |
| TEMPORARY LIMITED EASEMENT | NO ACCESS (BY STATUTORY AUTHORITY) |
| PERMANENT LIMITED EASEMENT | SECTION LINE |
| R/W BOUNDARY POINT | QUARTER LINE |
| PARCEL NUMBER | SIXTEENTH LINE |
| SIGN NUMBER (OFF PREMISE) | EXISTING CENTERLINE |
| BUILDING | PROPOSED REFERENCE LINE |
| | PARALLEL OFFSET |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCALE, FEET

0 100 200

AYRES ASSOCIATES

I, RYAN M. BELTRAND, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WINNEBAGO COUNTY, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 488 - 4.17 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

RYAN M. BELTRAND, RLS S-2825

THIS PLAT IS APPROVED FOR WINNEBAGO COUNTY.

DATE _____

COMMISSIONER

RESERVED FOR REGISTER OF DEEDS

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WINNEBAGO COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

SIGNATURE OF REGISTER OF DEEDS



FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE :

PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STA. | DESCRIPTION | ELEV. |
| 15 | 99+78 | 6" 18" MAPLE TREE OPP HSE# 5434 33' LT | 830.87 |
| 16 | 111+47 | 6" NAIL IN PP#1916-2124, 25' LT. | 837.79 |
| 17 | 122+02 | 6"NAIL IN LPOL IN TOWN HALL LOT 109'LT | 837.84 |

WILDE FARMS, INC.

N

FLORENCE E. DEVENS-LC VENDOR
TODD S. DEVENS-LC PURCHASER

TOWN OF VINLAND

DONALD W. BARTLETT

CTH GG

EXISTING R/W

RALPH W. AND MARGARET MELTZ

PC 94+80.22

PT 97+92.58

P.L.

R/W LINE

VIRGINIA L. SCHONSCHECK

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

BURIED GAS LINE (APPROXIMATE LOCATION)

1' to 2' EBS - BORROW INSTALLED

JERRY W. AND LINDA J. POWERS

JAMES D. AND JUDITH SUE HACKER

BEGIN PROJECT
STA. 124+00

CURTIS M. AND LINDA B. DOBBERKE TRUST

VPI STA 124+00.00
VPI EL 834.96

PRESENT PROFILE

FINISHED GRADE

834.59
834.96
833.05
834.09

95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125

860 850 840 830 820 810 800

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN AND PROFILE | SHEET E |
|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STA. | DESCRIPTION | ELEV. |
| 18 | 126+68 | 6" NAIL IN PP#1916-16R16,OPP HSE#6128 | 829.18 |
| 19 | 131+54 | 6" NAIL IN PP#1619-16R10, OPP PE #6176 | 826.83 |
| 20 | 144+48 | 6" NAIL IN 18" MAPLE TREE,OPP PE #6264 | 832.06 |
| 21 | 150+12 | 6"NAIL 18"TREE OPP N.FACE TO HSE #6303 | 826.03 |

DONALD W. BARTLETT
RICKEY L. AND TAMIE S. NIEMUTH
DONALD W. BARTLETT
WILDE FARMS, INC.
NICOLE CRANDALL
CORY J. AND CHRISTINA L. GRUSE
JAMES D. AND JUDITH SUE HACKER
KEVIN D. AND JULIE L. LAUX
SAMUEL KEMP JONES AND ANN E. KUNKLE JONES
PHILIP E. AND MARY J. HERGERT
DONALD W. BARTLETT
WILDE FARMS, INC.

CONSTRUCTION LIMITS STA. 698+20
MAXWELL ROAD
EXISTING R/W
P.L.
BURIED GAS LINE (APPROXIMATE LOCATION)
BURIED ELECTRIC LINE (APPROXIMATE LOCATION)
BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)
CAUTION
SLOPE INTERCEPTS
R/W LINE
CTH T
CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQUIRED
SAW CUT REQUIRED
18"CP (REMOVE)
15"CP (REMOVE)
(REM.)
PIPE ARCH SALVAGED STEEL 28X20-INCH
BARN
1' to 2' EBS - BORROW INSTALLED
1' EBS - BREAKER RUN AND GEOGRID INSTALLED
STA. 149+16.36 CTH T= STA. 700+00.00 MAXWELL RD.

VCL 600.00
K = 511.11
-0.87 %
+0.30 %
-1.09 %
+0.45 %
VCL 550.00
K = 357.30
K = 287.50
VCL 400.00
FINISHED GRADE
PRESENT PROFILE
EBS
MAXWELL ROAD PROFILE
+0.43 %
+2%
VPC STA 129+00.00 VPC EL830.61
VPI STA 132+00.00 VPI EL828.00
VPT STA 135+00.00 VPT EL828.91
133+44.44 828.68
VPC STA 141+50.00 VPC EL830.89
VPI STA 143+50.00 VPI EL831.50
VPT STA 145+50.00 VPT EL829.33
142+37.50 831.02
VPC STA 146+50.00 VPC EL828.24
VPI STA 149+25.00 VPI EL825.25
150+38.37 826.13
VPT STA 152+00.00 VPT EL826.49
VPOT 698+20 EL825.29
VPI 699+82 EL825.98
VPOT 700+00 EL826.34
STA. 128+59 1-49"X33" PACS REQ'D. REQ'D.
STA. 131+25 1-28"X20" PACS REQ'D. REQ'D.
STA. 151+49 1-28"X20" PACS REQ'D.

| 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 833.05 | 834.09 | 831.50 | 833.22 | 830.12 | 832.35 | 829.03 | 831.48 | 828.26 | 830.61 | 828.07 | 829.84 | 827.84 | 829.26 | 827.46 | 828.88 | 827.21 | 828.70 | 827.06 | 828.71 | 826.91 | 828.91 | 826.98 | 829.22 | 827.33 | 829.52 | 827.80 | 829.83 | 828.34 | 830.13 | 828.74 | 830.43 | 829.26 | 830.74 | 829.78 | 831.00 | 830.18 | 830.96 | 830.29 | 830.57 | 830.09 | 829.83 | 829.44 | 828.78 | 828.71 | 827.73 | 827.94 | 826.92 | 827.07 | 826.40 | 826.31 | 826.15 | 825.56 | 826.18 | 825.02 | 826.49 | 824.80 | 826.95 | 824.85 | 827.40 | 825.03 | 827.85 |

| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN AND PROFILE | SHEET 37 E |
|---|---|---|---|---|

FILE NAME : L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\050102_pp.dgn
PLOT DATE : 2/3/2014
PLOT BY : soufalk
PLOT NAME :
PLOT SCALE : 1:200
WISDOT/CADDS SHEET 40

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STA. | DESCRIPTION | ELEV. |
| 22 | 160+88 | 6" NAIL IN PP*1916-15W6, 20' RT. | 827.88 |
| 23 | 173+85 | 6"NAIL IN PP 100'S.OF VINL.CTR.RD32'RT | 826.87 |
| 24 | 175+99 | 6"NAIL IN PP*1916-10L1,N.SIDE VIN.CNT. | 824.54 |
| 25 | 178+38 | 6" NAIL IN PP*1916-10L2, 24' RT. | 819.46 |
| 26 | 183+48 | 6" NAIL IN PP*1916-10L19, OPP HSE*6556 | 816.32 |

WILDE FARMS, INC.

THOMAS C. PAVLAK

DONALD W. BARTLETT

DONALD F. AND GAIL A. BURROWS

DONALD E. SCHNEIDER

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQUIRED
FIELD ENTRANCE REQUIRED

CTH T CONSTRUCTION ℄

FIELD ENTRANCE REQUIRED

SLOPE INTERCEPTS

R/W LINE

(REMOVE) 18"CP

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CHARLES S. AND LINDA L. PAVLAK

BURIED ELECTRIC LINE (APPROXIMATE LOCATION)

CAUTION

STA.175+56.31 CTH T=
STA. 100+00.00 VINLAND CENTER RD.

1' EBS - BREAKER RUN AND GEOGRID INSTALLED

BRAD W. AND MARY R. JONES

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQUIRED

CONSTRUCTION LIMITS
STA. 801+50

SAW CUT REQUIRED

MICHAEL K. AND WILLIAM G. GREGESICH

JOHN A. AND LORI T. MARKHAM

(REMOVE) 24"CP

(REMOVE) POST

EXISTING R/W

VINLAND CENTER RD

EXISTING R/W

WILDE FARMS, INC.

DONALD W. BARTLETT

JAMES R. AND DEBRA A. WILLIAMS

STEVEN E. AND JULIE A. FIELDS

ROBERT N. AND LINDA D. KLEINSCHMIT

VCL 800.00
K = 653.84

VCL 350.00
K = 274.31

VCL 450.00
K = 296.70

VCL 300.00
K = 295.08

+0.45 %

-0.82 %

+0.40 %

-1.12 %

-0.10 %

FINISHED GRADE

PRESENT PROFILE

VPC STA 158+00.00
VPC EL829.21

159+24.09
829.49

VPI STA 159+75.00
VPI EL830.00

VPT STA 161+50.00
VPT EL828.56

VPC STA 164+25.00
VPC EL826.29

169+63.46
824.08

VPI STA 168+25.00
VPI EL823.00

STA. 168+49
1-24" PACS REQ'D.

VPC STA 172+75.00
VPC EL824.80

VPT STA 172+25.00
VPT EL824.60

173+93.68
825.04

VPI STA 175+00.00
VPI EL825.70

VPT STA 177+25.00
VPT EL823.19

VPC STA 179+50.00
VPC EL820.67

VPI STA 181+00.00
VPI EL819.00

STA. 182+45
1-35"X24" PACS REQ'D.

VPT STA 182+50.00
VPT EL818.85

VPI STA 185+00.00

VINLAND CENTER RD PROFILE

VPOT 800+00
EL824.59

VPI 800+18
EL824.23

VPOT 801+50
EL826.81

-2%

+1.95 %

| | | |

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STA. | DESCRIPTION | ELEV. |
| 27 | 187+18 | 6"NAIL IN PP#1916-10L7, OPP HSE#6587 | 816.89 |
| 28 | 201+14 | 6"NAIL IN PP#1916-4R3, NEAR HSE#6685 | 819.12 |
| 29 | 212+43 | TOP OF WELL CAP TO HSE#6770, 98' RT. | 829.73 |

DONALD E. SCHNEIDER

KUEHNL FARMS, INC.

DEBBIE A. SCHNEIDER

JEFFREY H. AND KRISTINE M. ALARIE

BRUCE R. AND CATHERINE BRAZEE

ROBERT N. AND LINDA D. KLEINSCHMIT

DONNA M. SCHONSCHECK-LC VENDOR
BRAZEE RIDGE, INC.-LC PURCHASER

BRAZEE RIDGE, INC.

CTH T CONSTRUCTION

BURIED ELECTRIC LINE (APPROXIMATE LOCATION)

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

CAUTION

(REMOVE)

SLOPE INTERCEPTS

CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQUIRED

R/W LINE

P.L.

1' EBS - BREAKER RUN AND GEOGRID INSTALLED

5

VPI EL 818.60

FINISHED GRADE

PRESENT PROFILE

-0.18 %

VCL 200.00
K = 273.36

194+99.47
816.84

VPC STA 194+50.00
VPC EL 816.88

VPI STA 195+50.00
VPI EL 816.70

VPT STA 196+50.00
VPT EL 817.25

STA. 194+90
1-48" CPCS REQ'D.

+0.55 %

STA. 202+00
1-48" CPCS REQ'D.

VPC STA 211+25.00
VPC EL 825.37

VPI STA 213+75.00
VPI EL 826.75

EBS

212+31.92
825.66

K = 193.61
VCL 500.00

| | | |

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STA. | DESCRIPTION | ELEV. |
| 30 | 229+56 | 6" NAIL IN PP#1916-3L1,NE QUAD CTH T&G | 802.35 |

KUEHNL FARMS, INC.

STA 224+00
521.0764 CULVERT PIPE ARCH 20 DEGREE SKEW RHF - 90 LF
ELEV INLET - 798.05 OUTLET - 797.75 PIPE END OFFSET - 224 +31.4, 42.5' RT 224+00.8, 42.1' LT

CTH T CONSTRUCTION ℄

SLOPE INTERCEPTS

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQUIRED (ALL FOUR QUADRANTS)

EXISTING R/W | CTH G | EXISTING R/W

CONSTRUCTION LIMITS STA. 898+31

SAW CUT REQUIRED

SAW CUT REQUIRED

KUEHNL FARMS, INC.

WILDE FARMS, INC.

N

P.L.

R/W LINE

(REMOVE) 36" CMP

(REMOVE) 24"CP

EXISTING R/W

RHYNER RD

EXISTING R/W

215 X 220 225 230

CTH T

TLE

POST

SLOPE INTERCEPTS

R/W LINE

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D REQUIRED

BURIED TELEPHONE CABLE (APPROXIMATE LOCATION)

STA. 228+38.97 CTH T/RHYNER ROAD=
STA. 900+00.00 CTH GG

CONSTRUCTION LIMITS STA. 901+70

PI 230+36.81

SAW CUT REQUIRED

END PROJECT STA. 230+00.00

1' EBS - BREAKER RUN AND GEOGRID INSTALLED

1' - 4' EBS - BREAKER RUN AND GEOGRID INSTALLED

P.L. P.L. P.L. P.L.

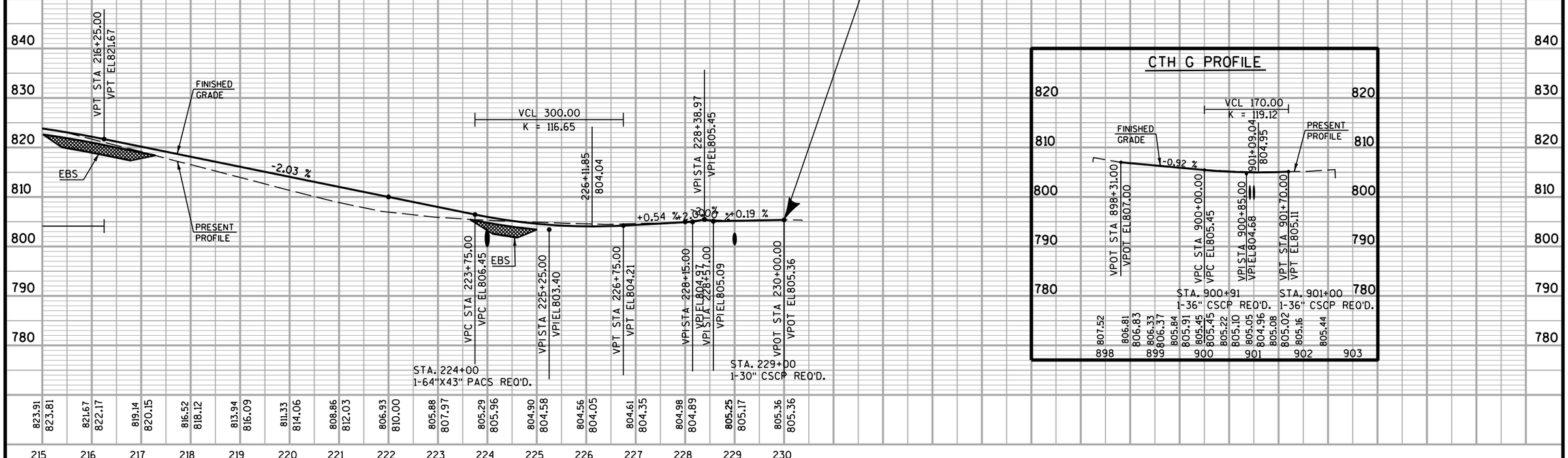
BRAZEE RIDGE, INC.

EXISTING R/W | CTH G | EXISTING R/W

KUEHNL FARMS, INC.

WILDE FARMS, INC.

5 5





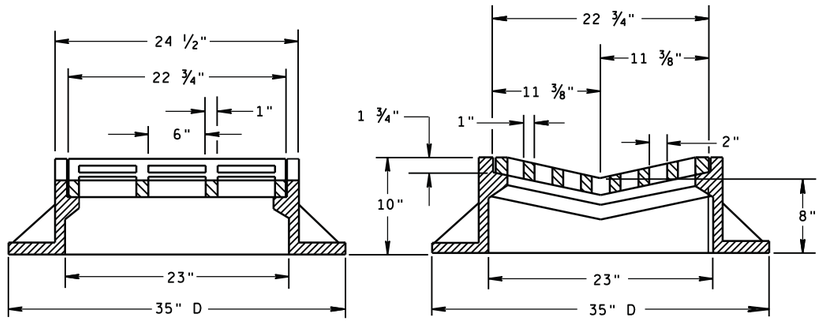


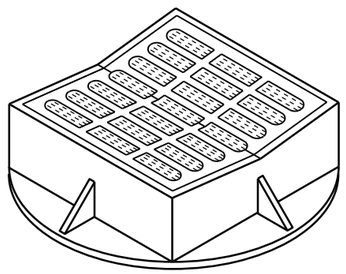
| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | PLAN AND PROFILE | SHEET E |
|---|---|---|---|---|



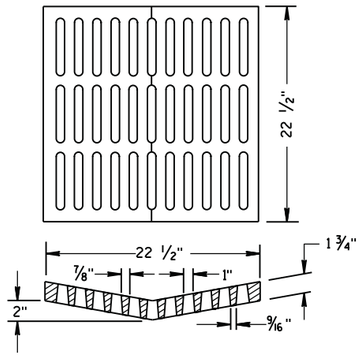
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

# 8A5 sheet b: Inlet Covers Type B, B-A, C, MS, MS-A, & WM



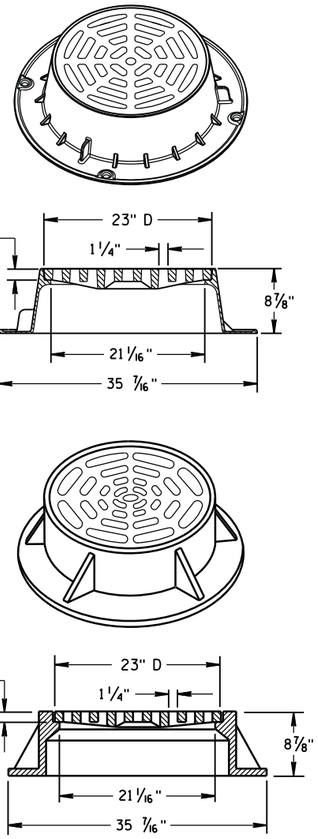



TYPE "B"




ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
**NOTED AS TYPE B-A ON THE DRAINAGE TABLE**




TYPE "C"

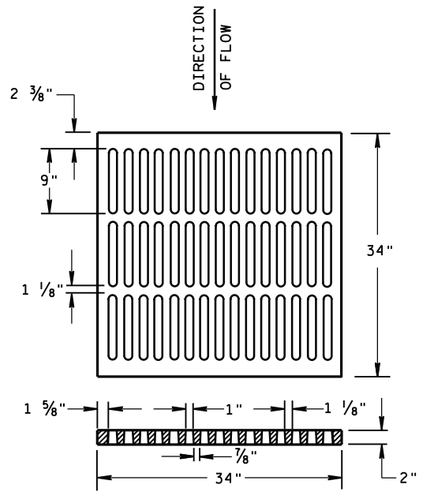
**NOTE: EITHER CASTING IS ACCEPTABLE**

## GENERAL NOTES

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

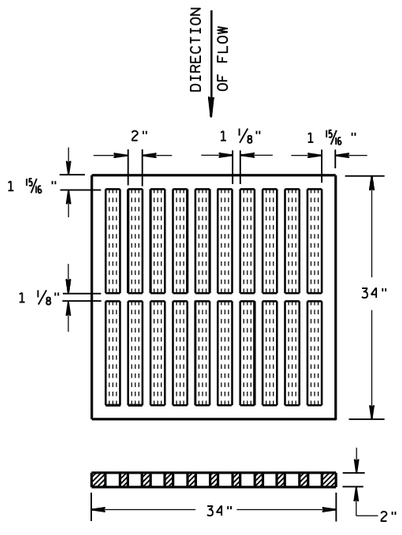
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



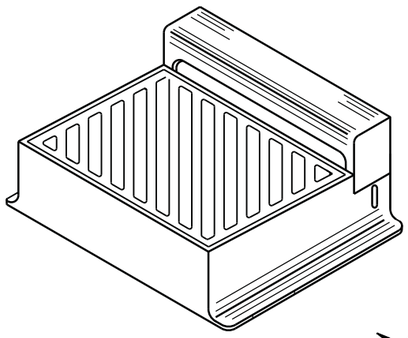

ALTERNATIVE TYPE "MS"

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

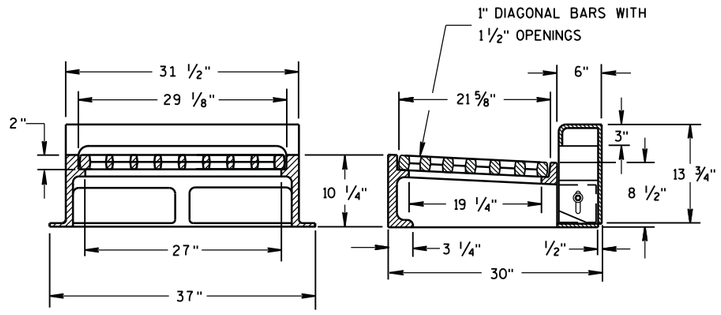



TYPE "MS"

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




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




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

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

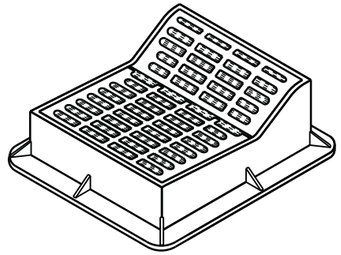
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

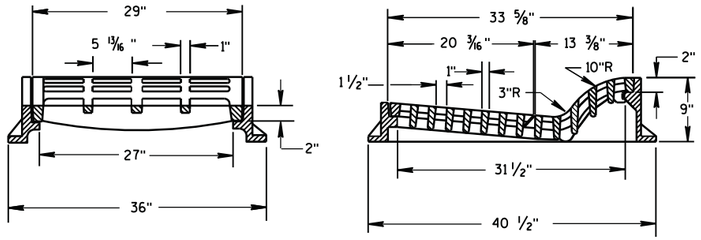
APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



6

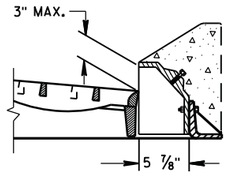
S.D.D. 8 A 5-19b






## TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

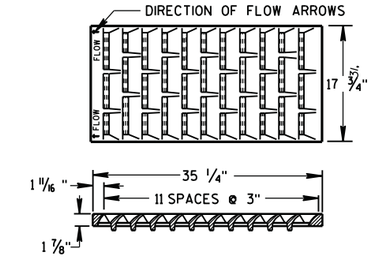
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

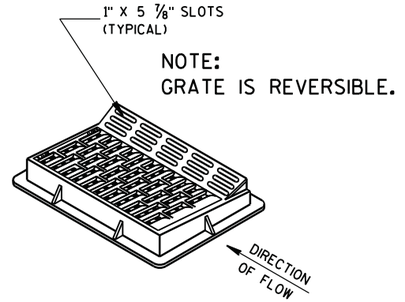
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

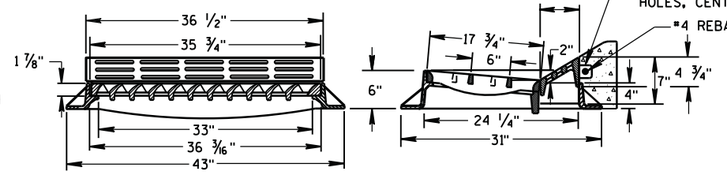
## GENERAL NOTES

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

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



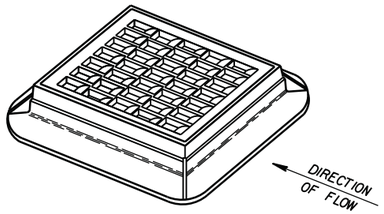



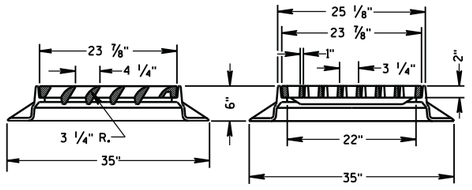




## TYPE "HM"

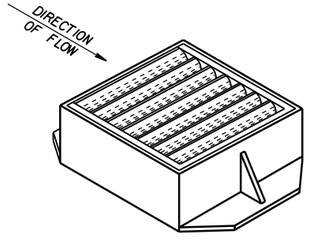
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

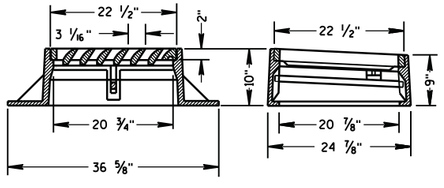
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



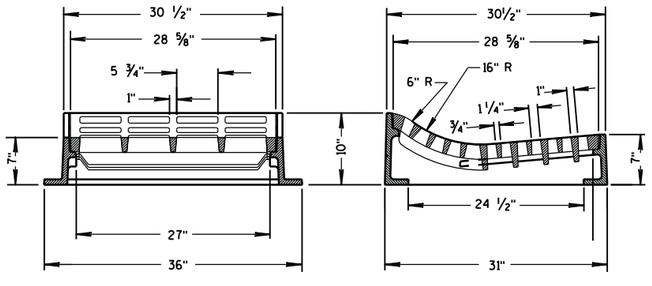



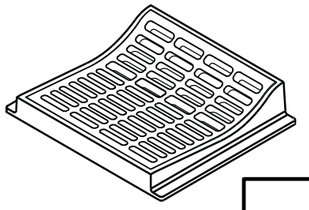

## TYPE "S"




## TYPE "V"



## TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

## INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

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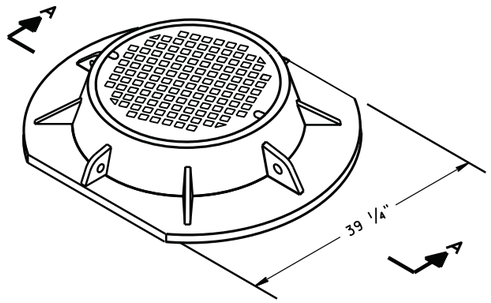
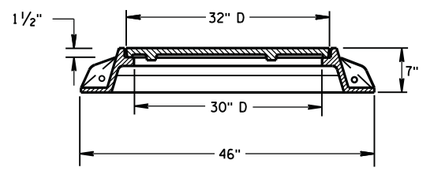
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA



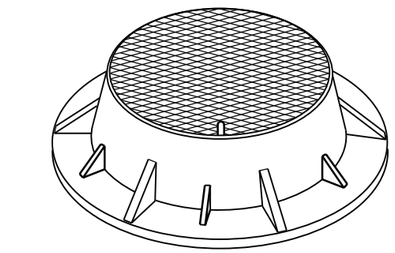

6
S.D.D. 8 A 5-19c

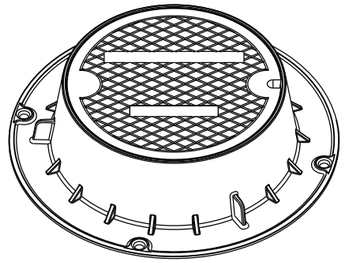
# 8A5 sheet d: Inlet Covers Type BW; Manhole Covers Type J, J-S, K, L & M

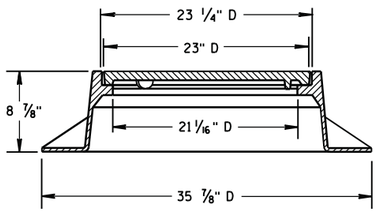


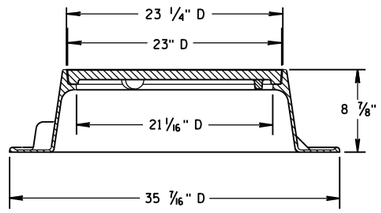




SECTION A-A
TYPE "K"







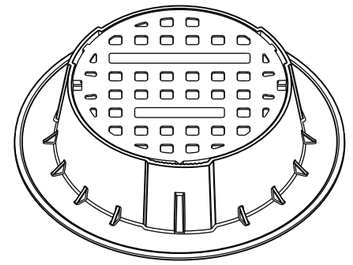

TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

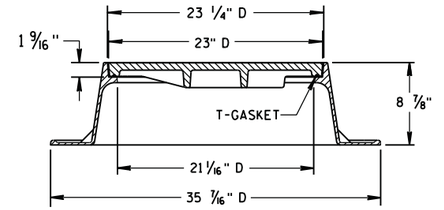
## GENERAL NOTES

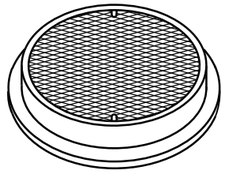
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

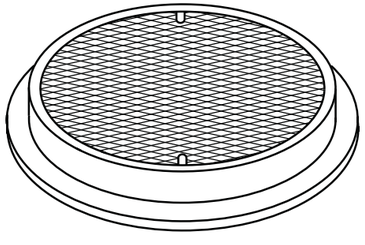
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

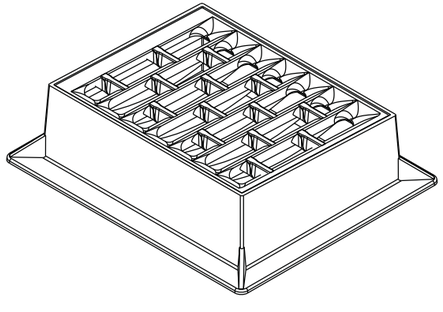
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

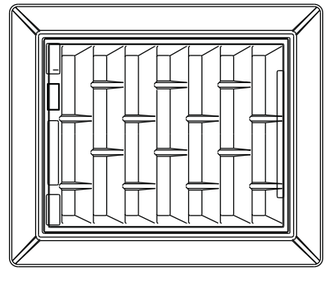


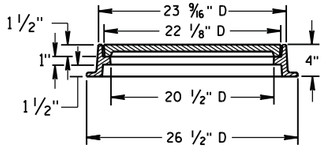


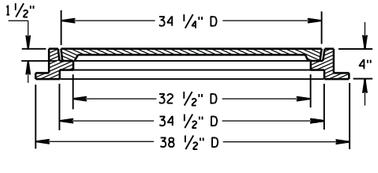




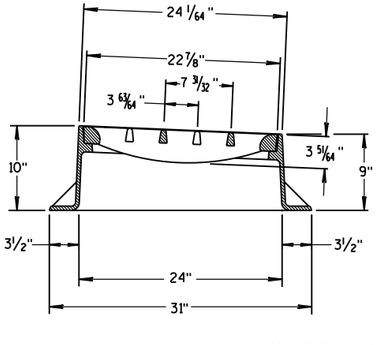


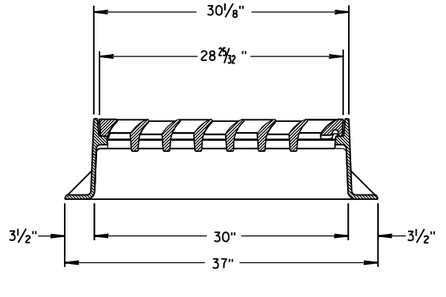



TYPE "L"

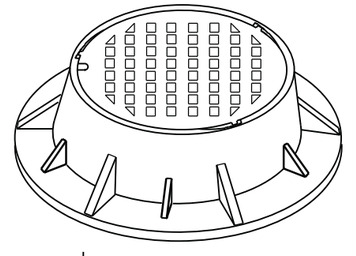


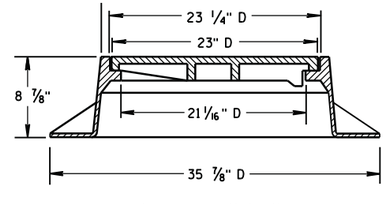

TYPE "M"




INLET COVER TYPE "BW"






TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

**INLET COVER TYPE BW**
**MANHOLE COVERS, TYPE K, J, J-S, L & M**

STATE OF WISCONSIN
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APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER



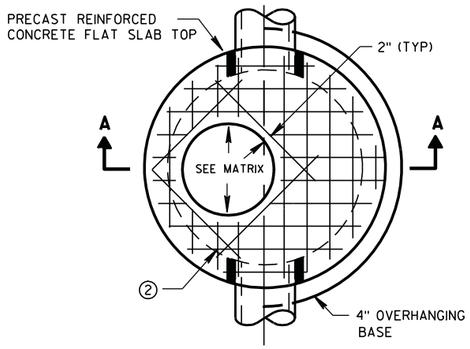
6

S.D.D. 8 A 5-19d

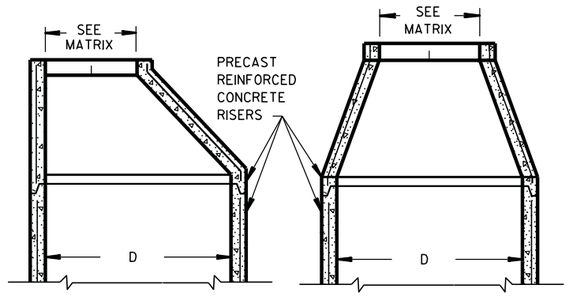
6

S.D.D. 8 A 5-19d

# 8B9: Manholes 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, & 8-FT Diameter

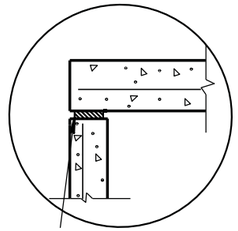



PLAN VIEW CIRCULAR OPENING

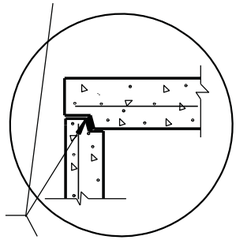



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

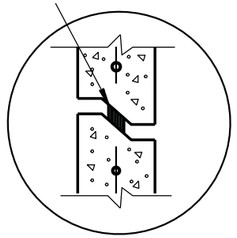


TOP WITH PLAIN END JOINT



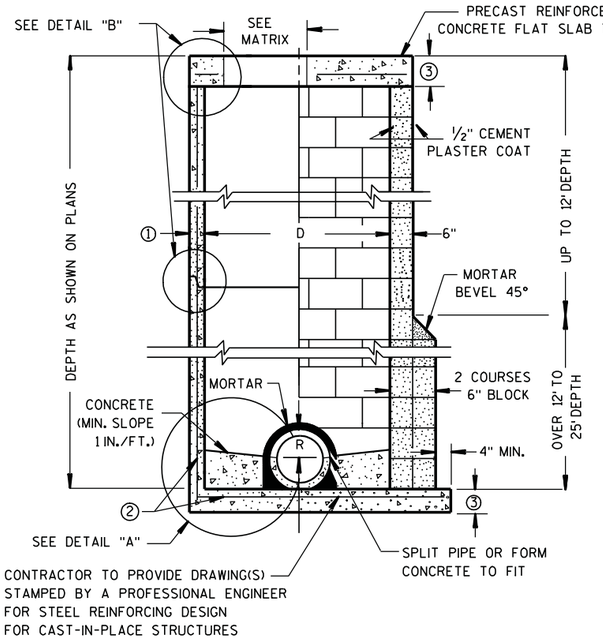
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



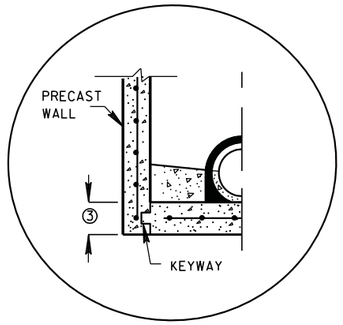
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

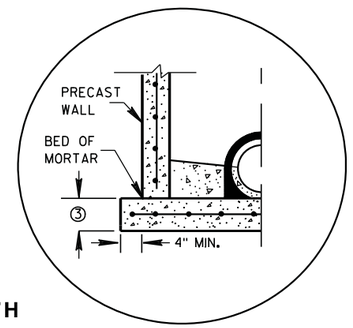



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

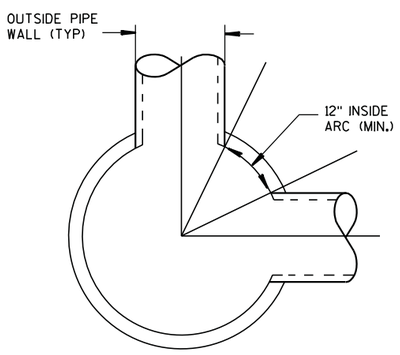



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

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

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

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

## PIPE MATRIX

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

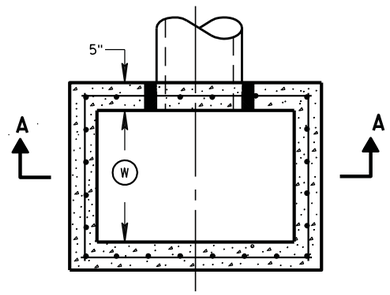
6/5/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGR

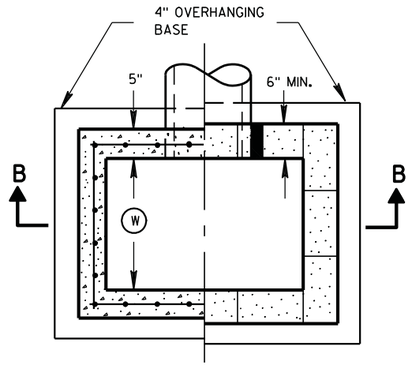
FHWA



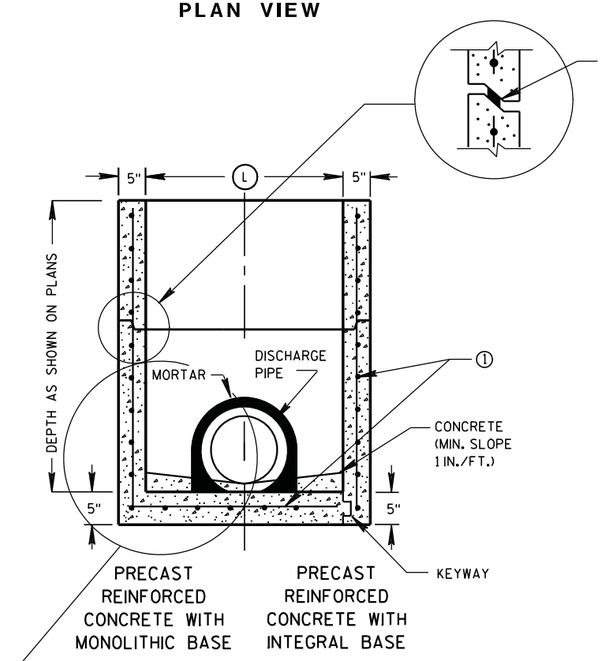

6
S.D.D. 8 B 9-1



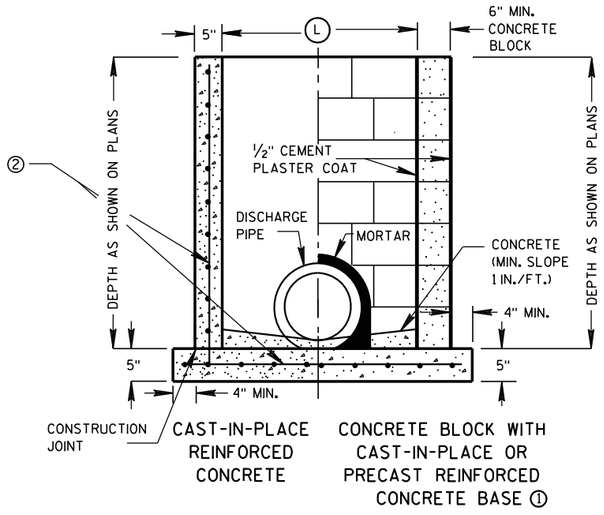

PLAN VIEW



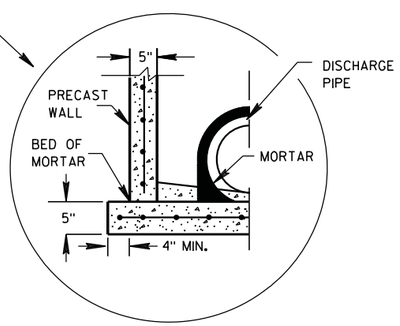

PLAN VIEW




SECTION A-A




SECTION B-B




SEPERATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPERATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

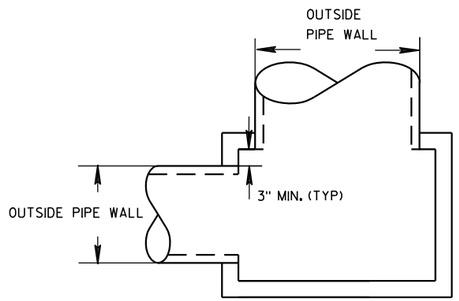
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |




DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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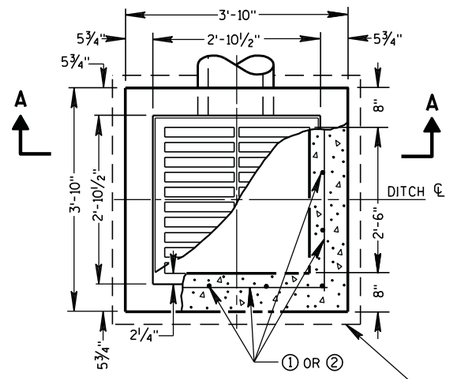
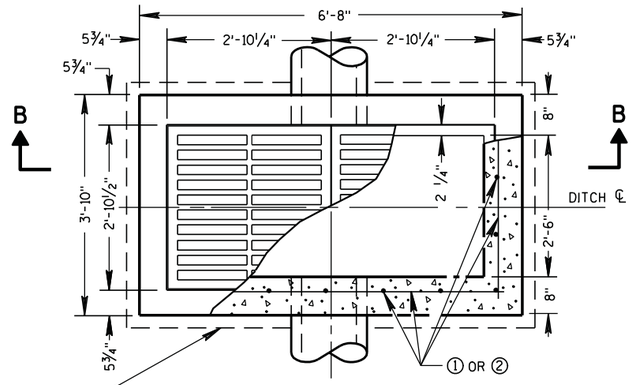
DEPARTMENT OF TRANSPORTATION

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

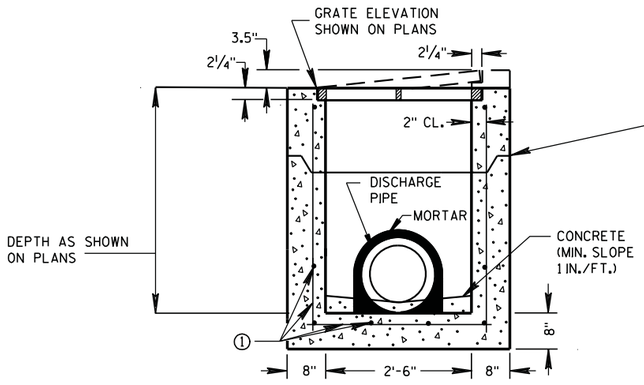



PLAN VIEW

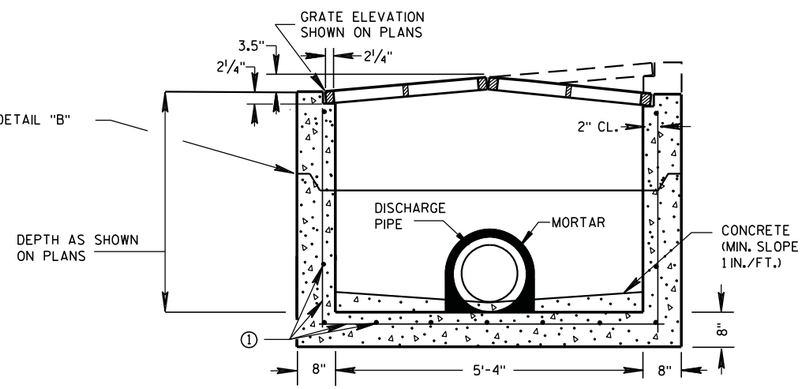



PLAN VIEW

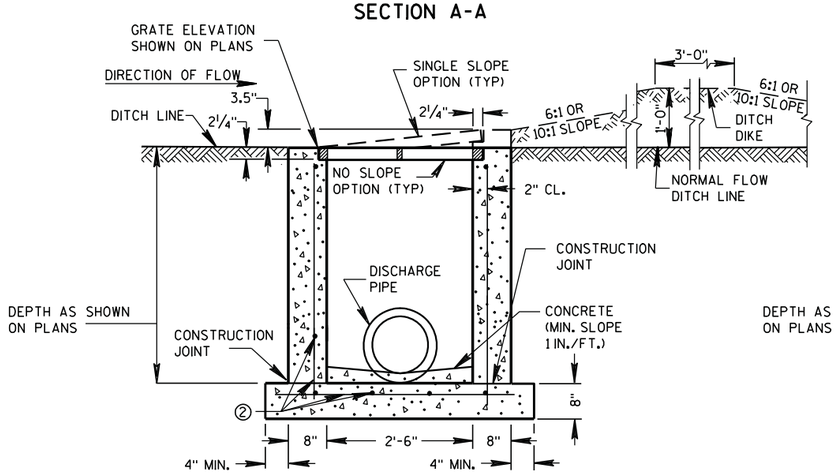
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



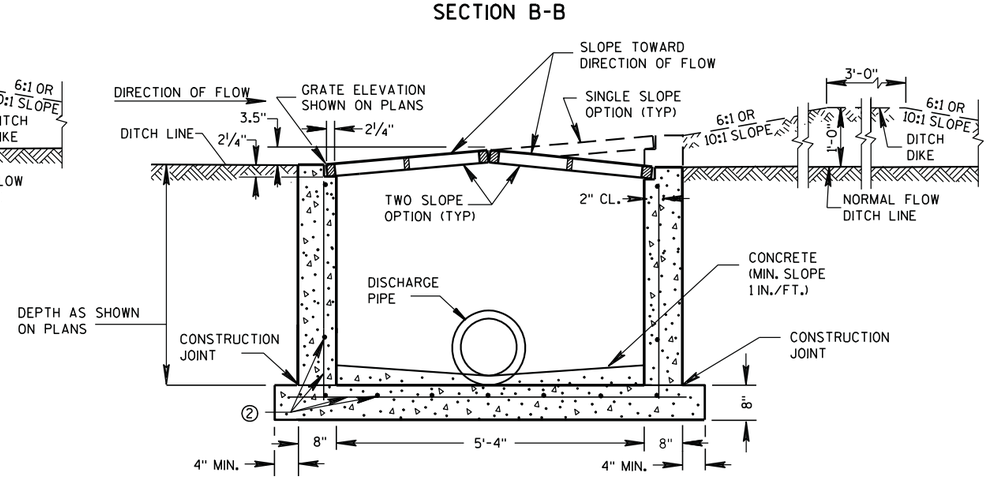

PRECAST REINFORCED CONCRETE SECTION A-A




PRECAST REINFORCED CONCRETE SECTION B-B




REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A




REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

**INLETS MEDIAN 1 GRATE**

**INLETS MEDIAN 2 GRATE**

## GENERAL NOTES

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

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

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

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

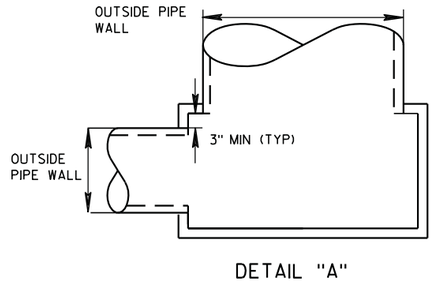
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

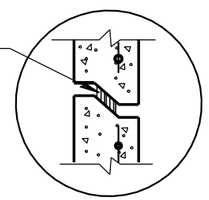
### PIPE MATRIX

| | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| INLET SIZE | WIDTH (IN) | LENGTH (IN) |
| 1 GRATE | 18 | 18 |
| 2 GRATE | 18 | 42 |




DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



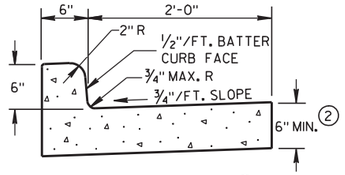
DETAIL "B"

**INLETS MEDIAN 1 AND 2 GRATE**

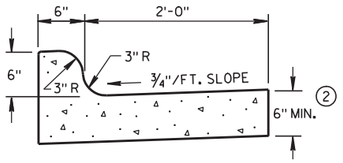
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H Zogg — ROADWAY STANDARDS ENGINEER
FHWA

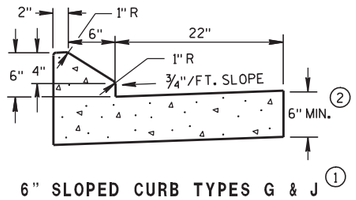
# 8D1: Concrete Curb, Concrete Curb & Gutter and Ties



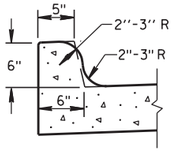

TYPES A & D (1)



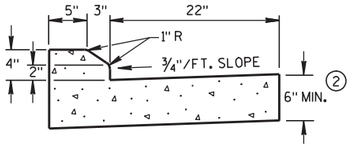

TYPES K & L (1)




6" SLOPED CURB TYPES G & J (1)

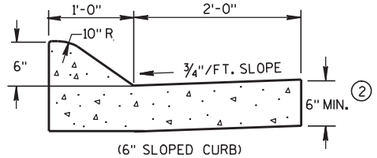



OPTIONAL CURB SHAPE FOR TYPES K & L (1)

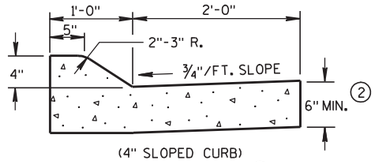



4" SLOPED CURB TYPES G & J (1)

CONCRETE CURB & GUTTER 30"

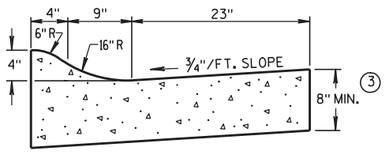



(6" SLOPED CURB)



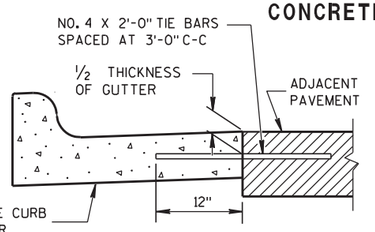

(4" SLOPED CURB)

TYPES A & D (1)

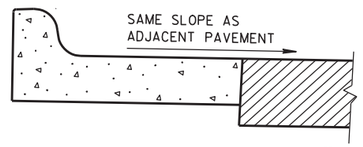



4" SLOPED CURB TYPES R & T (1) (4)

CONCRETE CURB & GUTTER 36"




TYPICAL TIE BAR LOCATION (1)




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

## GENERAL NOTES

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

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

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

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

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

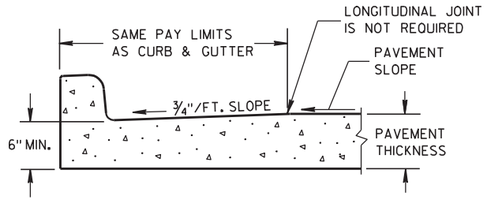
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

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

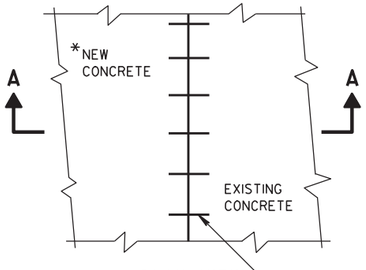
(3) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(4) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

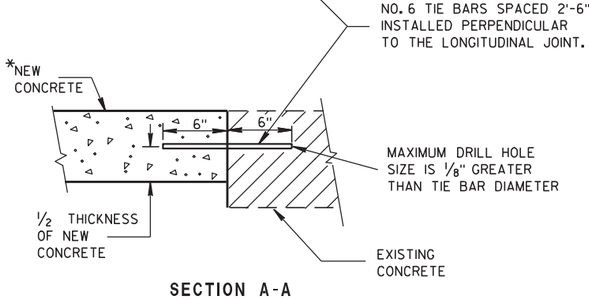



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



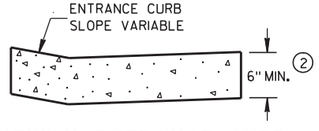

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW

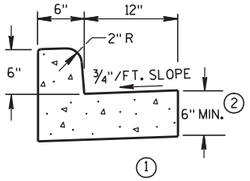



SECTION A-A

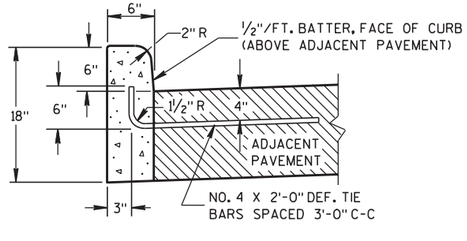
TIE BARS DRILLED INTO EXISTING PAVEMENT



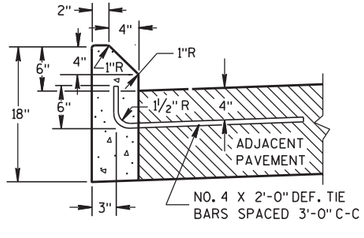

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)




(1)
TYPES A & D
CONCRETE CURB & GUTTER 18"

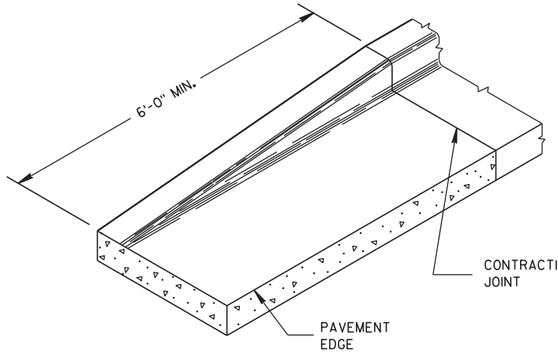



(1)
TYPES A & D




(1)
TYPES G & J

CONCRETE CURB




END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 DATE
/S/ Jerry [illegible] ROADWAY STANDARDS ENGINEER
47
NT
FHWA

6

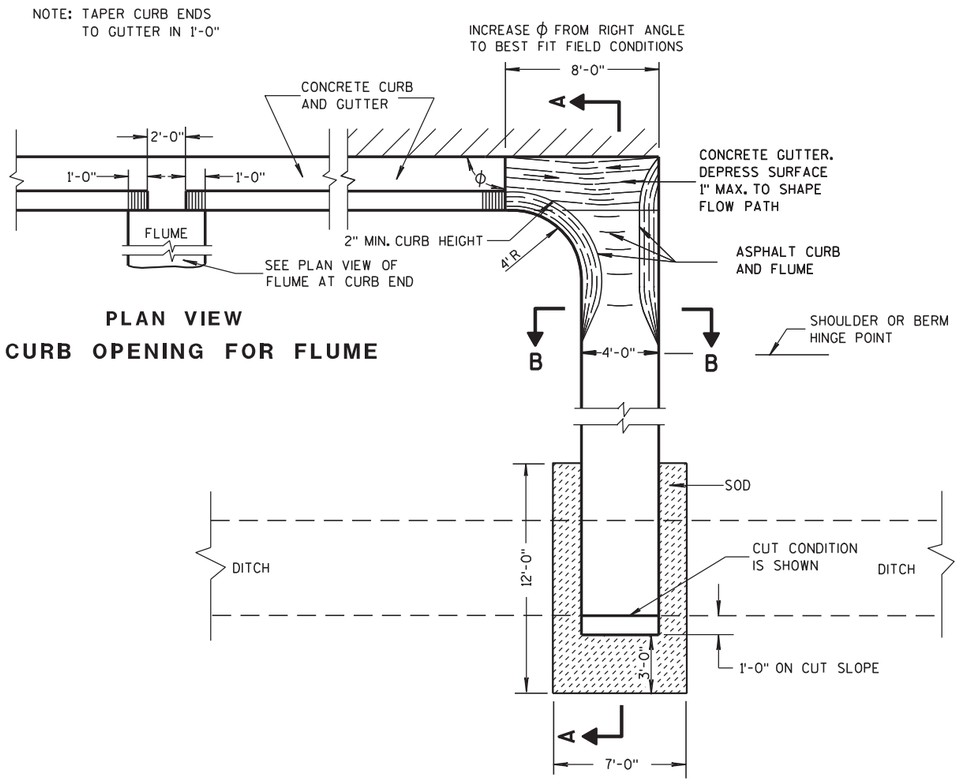
S.D.D. 8 D 1-17

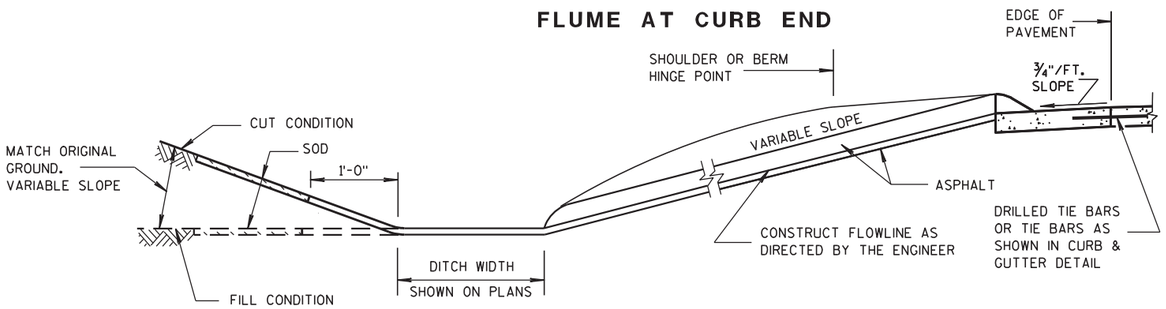
6

S.D.D. 8 D 1-17

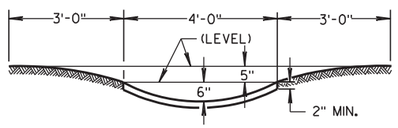
# 8D4: Concrete Surface Drains & Asphaltic Flumes

## ASPHALTIC FLUME




SECTION A-A




SECTION B-B

## GENERAL NOTES

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

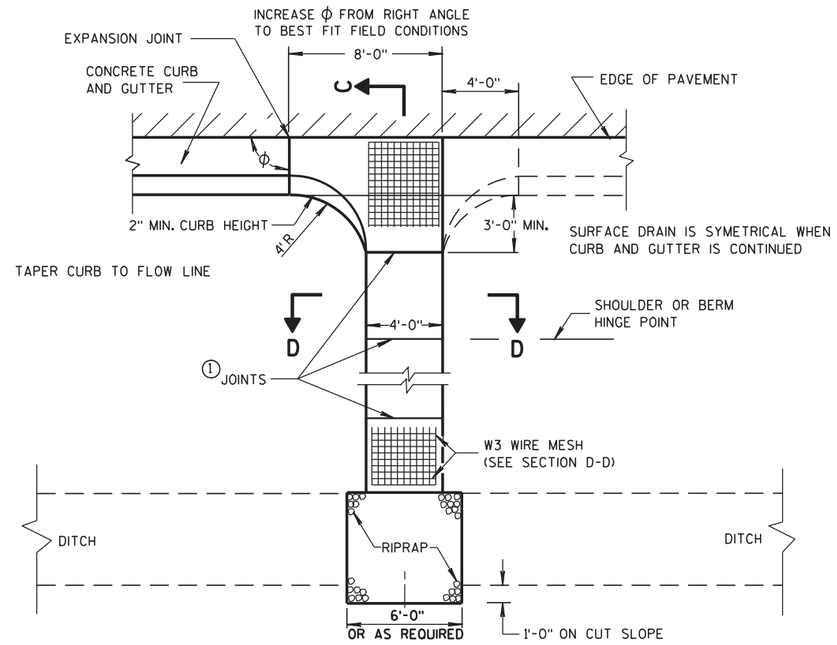
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

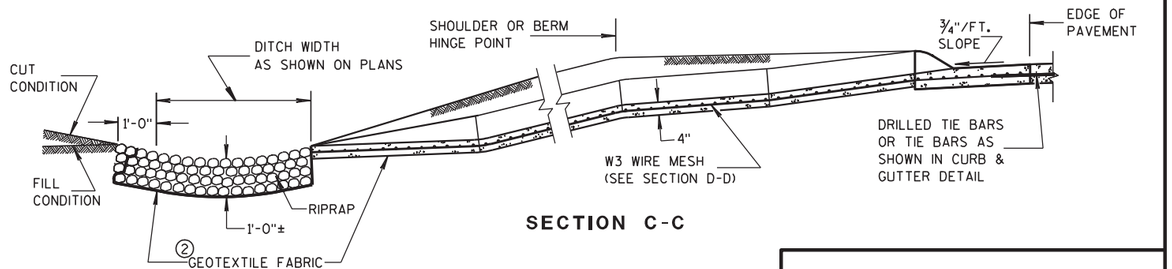
① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

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

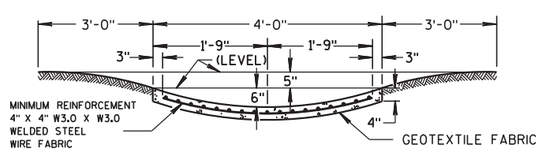
③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

## ③ CONCRETE SURFACE DRAIN




SECTION C-C




SECTION D-D

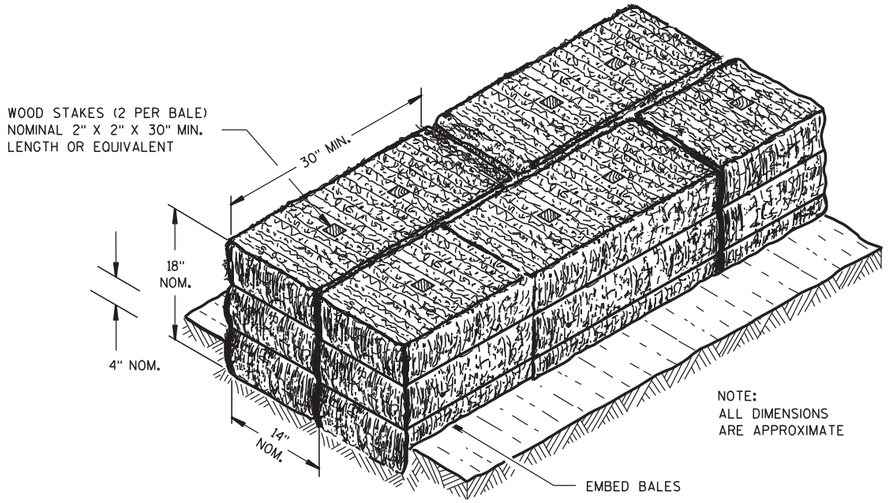
**CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

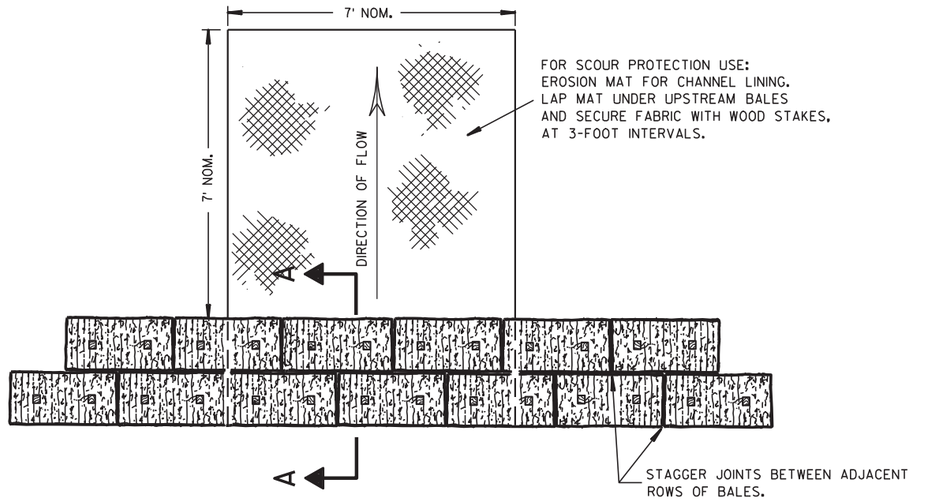
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

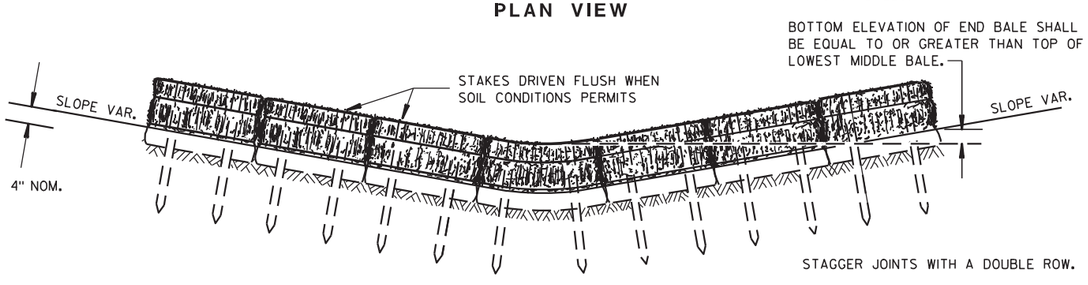
# 8E8: Typical Installations of Erosion Bales/Temporary Ditch Checks




SECTION A-A




PLAN VIEW



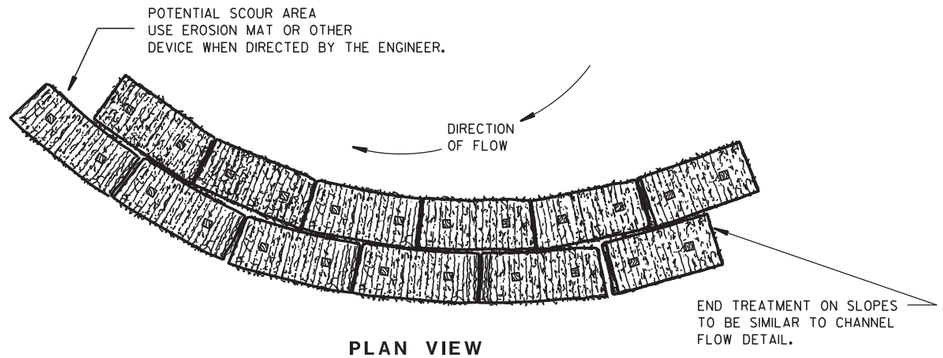

FRONT ELEVATION

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

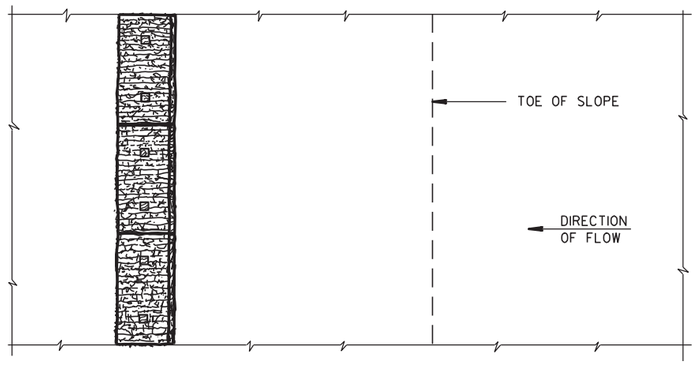
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

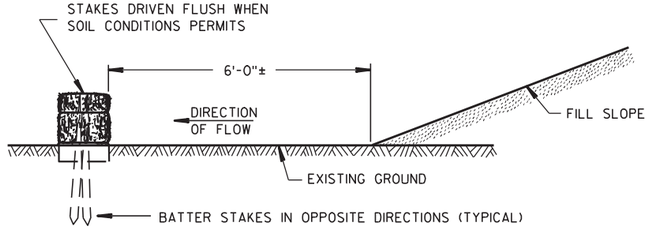



PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW




PLAN VIEW




FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

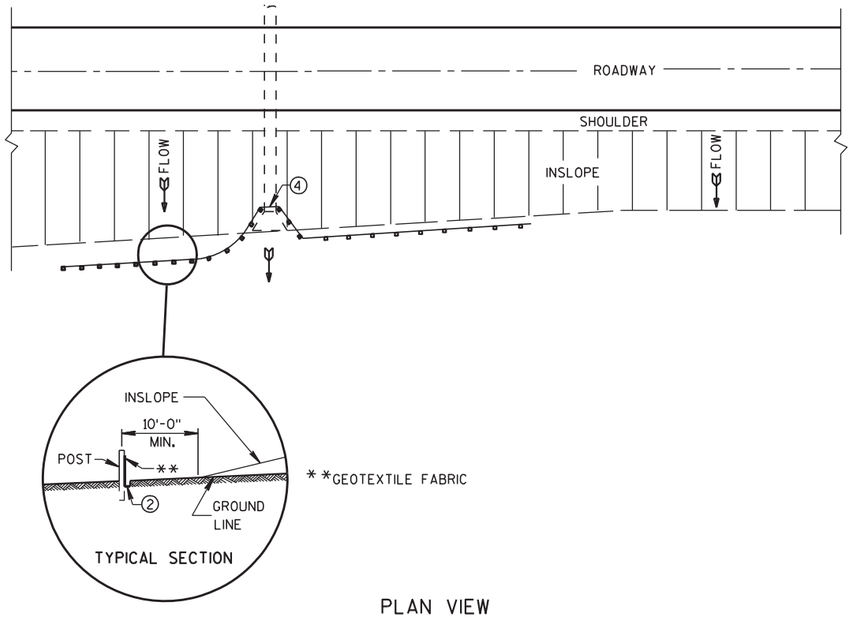
**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth [illegible] CHIEF ROADWAY DESIGNER
FHWA

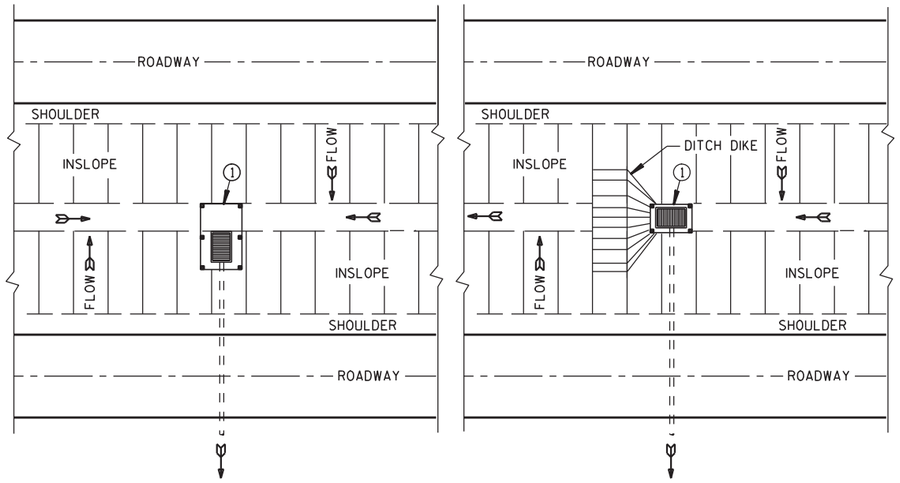



6
S.D.D. 8 E 8-3




PLAN VIEW

**TYPICAL APPLICATION OF SILT FENCE**



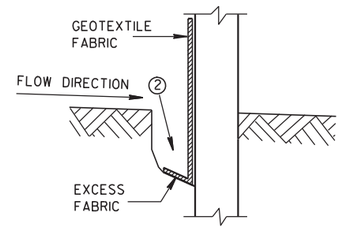

PLAN VIEW

**SILT FENCE AT MEDIAN SURFACE DRAINS**

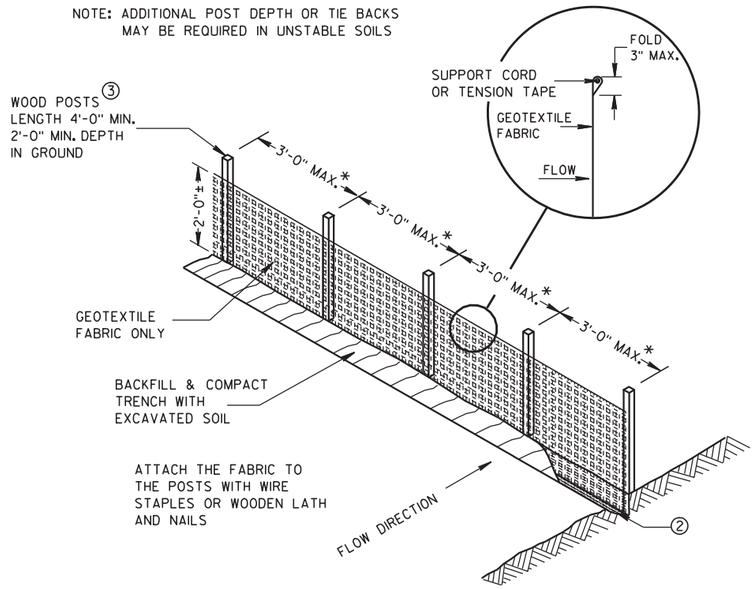
## GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

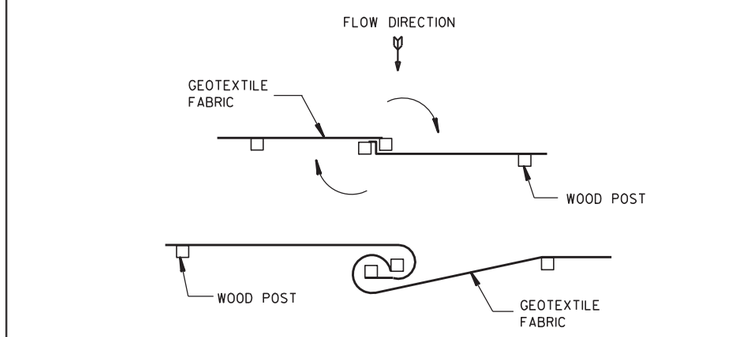



**TRENCH DETAIL**

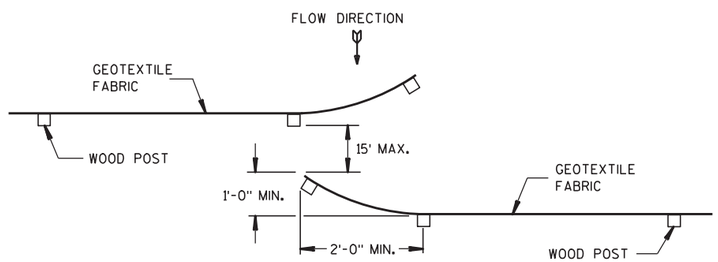



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

**SILT FENCE**

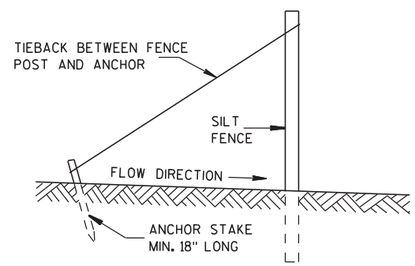



TWIST METHOD




HOOK METHOD

**JOINING TWO LENGTHS OF SILT FENCE 5**



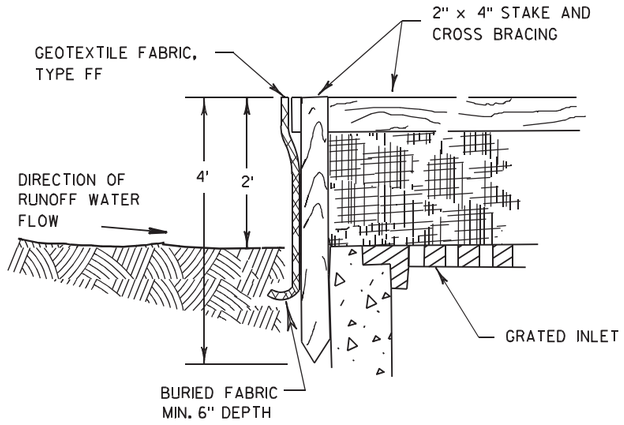

**SILT FENCE TIE BACK**
(WHEN REQUIRED BY THE ENGINEER)

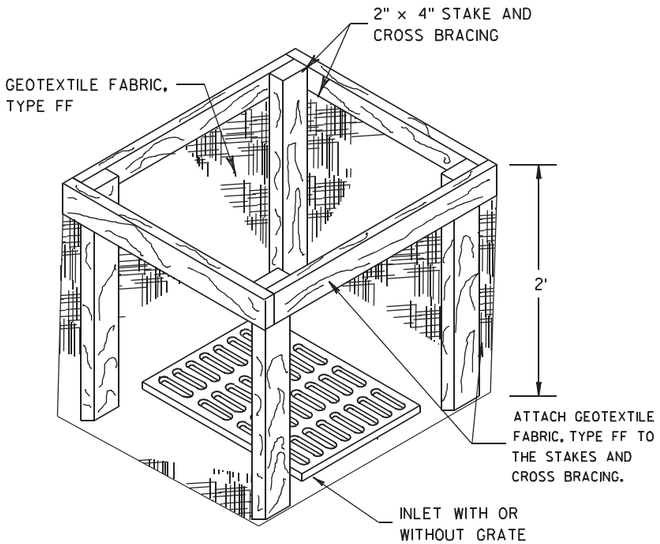
**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

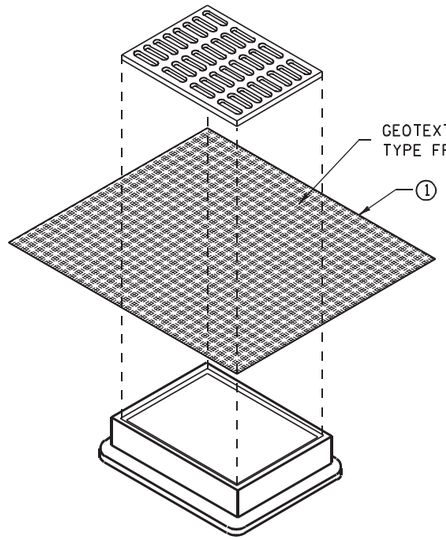
APPROVED
4-29-05 DATE
/S/ Beth C[illegible] CHIEF ROADWAY DE[illegible]NEER
FHWA

# 8E10: Inlet Protection Type A, B, C and D



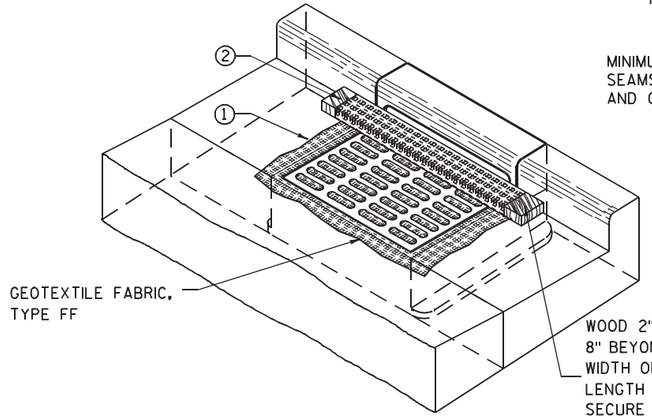




## INLET PROTECTION, TYPE A

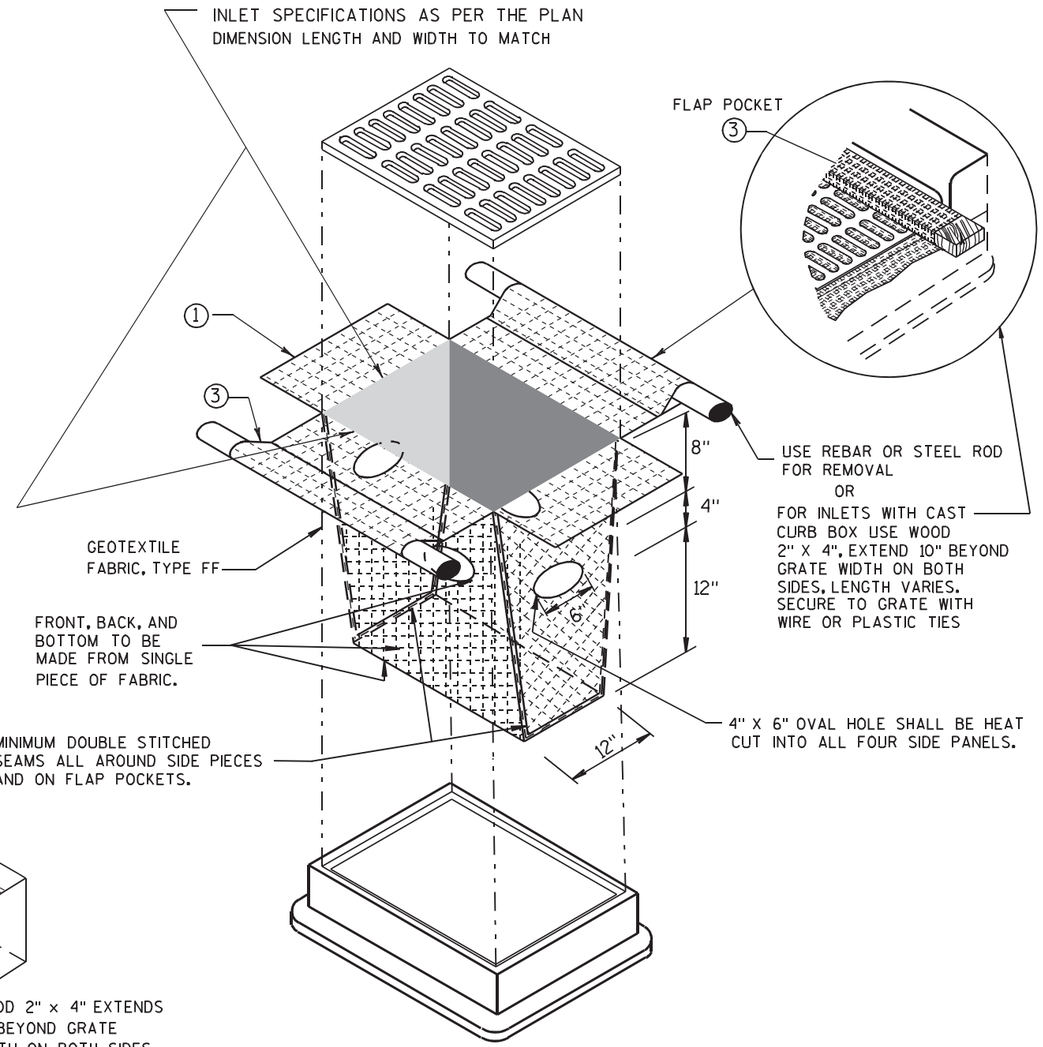



## INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

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

## GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

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

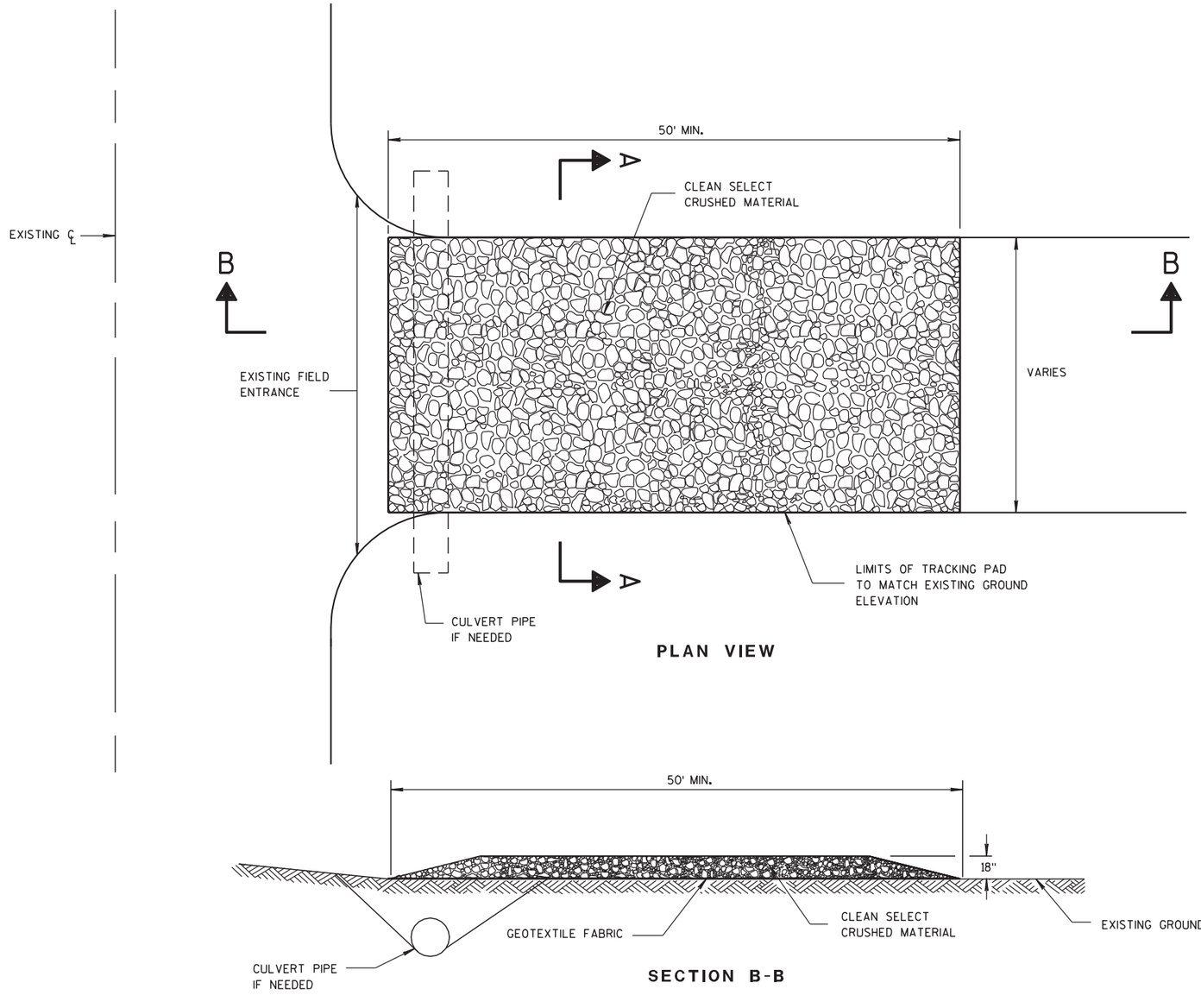
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 DATE
/S/ Beth C[illegible]
CHIEF ROADWAY DEVE[illegible] ENGINEER
FHWA




6
S.D.D. 8 E 10-2

# 8E14: Tracking Pad




**PLAN VIEW**




**SECTION B-B**

## GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

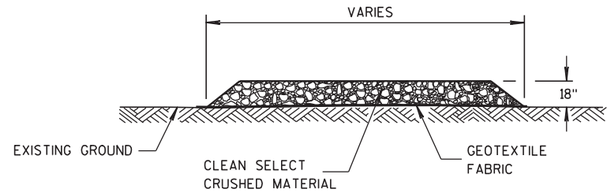
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.




**SECTION A-A**

# TRACKING PAD

| | |
|---|---|
| TRACKING PAD | |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>3/24/2011<br>DATE | /S/ Jerry H. Zaag<br>ROADWAY STANDA 52<br>ENGINEER |
| FHWA | NT |

6

S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1

# 8F1: Apron Endwalls for Culvert Pipe

## METAL APRON ENDWALLS

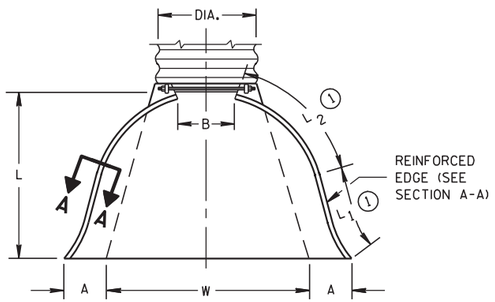
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 to 1 | 1 Pc. |
| 15 | .064 | .060 | 7 | 8 | 6 | 26 | 14 | 21 3/4 | 30 | 2 1/2 to 1 | 1 Pc. |
| 18 | .064 | .060 | 8 | 10 | 6 | 31 | 15 | 28 1/4 | 36 | 2 1/2 to 1 | 1 Pc. |
| 21 | .064 | .060 | 9 | 12 | 6 | 36 | 18 | 29 5/8 | 42 | 2 1/2 to 1 | 1 Pc. |
| 24 | .064 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .079 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 to 1 | 3 Pc. |
| 54 | .109 | .105 | 18 | 30 | 12 | 84 | 30 | 85 1/2 | 102 | 2 1/4 to 1 | 3 Pc. |
| 60 | .109× | .105× | 18 | 33 | 12 | 87 | — | — | 114 | 2 to 1 | 3 Pc. |
| 66 | .109× | .105× | 18 | 36 | 12 | 87 | — | — | 120 | 2 to 1 | 3 Pc. |
| 72 | .109× | .105× | 18 | 39 | 12 | 87 | — | — | 126 | 2 to 1 | 3 Pc. |
| 78 | .109× | .105× | 18 | 42 | 12 | 87 | — | — | 132 | 1 1/2 to 1 | 3 Pc. |
| 84 | .109× | .105× | 18 | 45 | 12 | 87 | — | — | 138 | 1 1/2 to 1 | 3 Pc. |
| 90 | .109× | .105× | 18 | 37 | 12 | 87 | — | — | 144 | 1 1/2 to 1 | 3 Pc. |
| 96 | .109× | .105× | 18 | 35 | 12 | 87 | — | — | 150 | 1 1/2 to 1 | 3 Pc. |

× EXCEPT CENTER PANEL SEE GENERAL NOTES

## REINFORCED CONCRETE APRON ENDWALLS

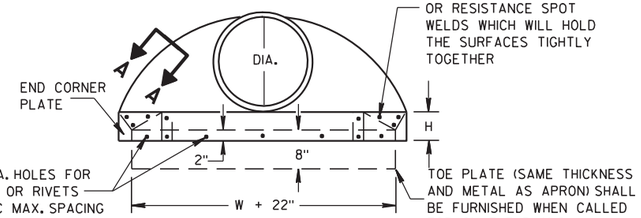
| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 7/8 | 72 7/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 9 | 36 | 37 1/2 | 73 1/2 | 42 | 2 3/4 | 3 to 1 |
| 24 | 3 | 9 1/2 | 43 1/2 | 30 | 73 1/2 | 48 | 3 | 3 to 1 |
| 27 | 3 1/4 | 10 1/2 | 49 1/2 | 24 | 73 1/2 | 54 | 3 1/4 | 3 to 1 |
| 30 | 3 1/2 | 12 | 54 | 19 3/4 | 73 1/2 | 60 | 3 1/2 | 3 to 1 |
| 36 | 4 | 15 | 63 | 34 3/4 | 97 3/4 | 72 | 4 | 3 to 1 |
| 42 | 4 1/2 | 21 | 63 | 35 | 98 | 78 | 4 1/2 | 3 to 1 |
| 48 | 5 | 24 | 72 | 26 | 98 | 84 | 5 | 3 to 1 |
| 54 | 5 1/2 | 27 | 65 | * 33 1/4 - ** 35 | * 98 1/4 - ** 100 | 90 | 5 1/2 | 2 2/5 to 1 |
| 60 | 6 | * 30 - ** 35 | 60 | 39 | 99 | 96 | 5 | 2 to 1 |
| 66 | 6 1/2 | * 24 - ** 30 | * 72 - ** 78 | * 21 - ** 27 | 99 | 102 | 5 1/2 | 2 to 1 |
| 72 | 7 | * 24 - ** 36 | 78 | 21 | 99 | 108 | 6 | 2 to 1 |
| 78 | 7 1/2 | * 24 - ** 36 | 78 | 21 | 99 | 114 | 6 1/2 | 2 to 1 |
| 84 | 8 | 36 | 90 1/2 | 21 | 111 1/2 | 120 | 6 1/2 | 1 1/2 to 1 |
| 90 | 8 1/2 | 41 | 87 1/2 | 24 | 111 1/2 | 132 | 6 1/2 | 1 1/2 to 1 |

*MINIMUM
**MAXIMUM




REINFORCED EDGE (SEE SECTION A-A)

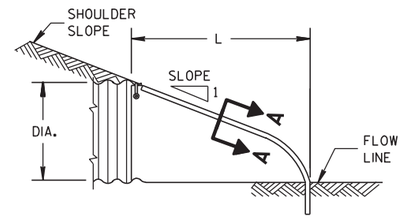
PLAN VIEW




END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

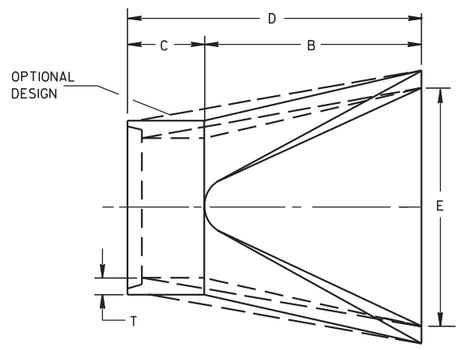
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS

END VIEW

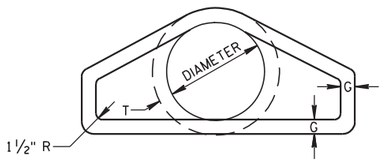



SIDE ELEVATION

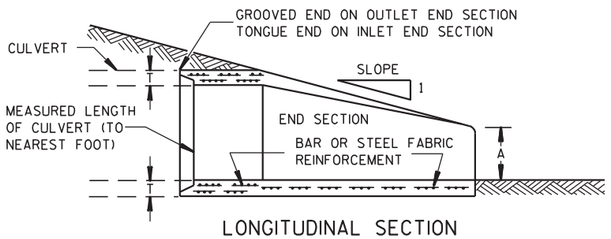
## METAL ENDWALLS




PLAN

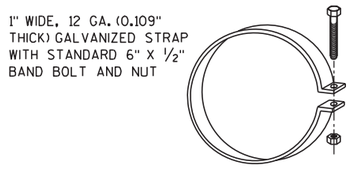



END VIEW




LONGITUDINAL SECTION

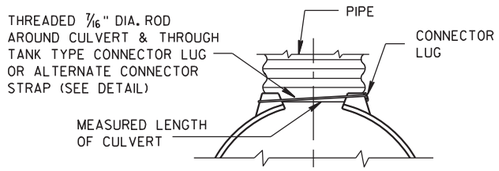
## CONCRETE ENDWALLS



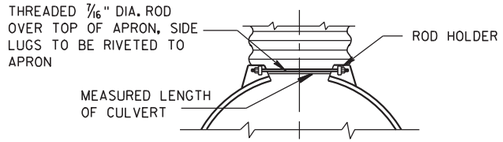
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT

ALTERNATE FOR TYPE 1 CONNECTION

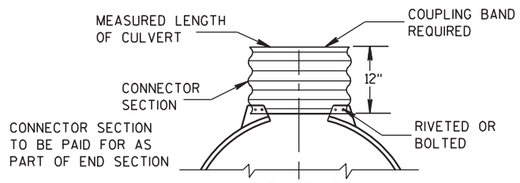
## END SECTION CONNECTOR STRAP



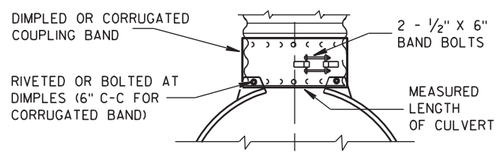

**TYPE 1**
FOR 12" THRU 24" CORR. PIPE




**TYPE 2**
FOR 30" THRU 96" CORR. PIPE




**TYPE 3**
FOR 42" THRU 96" CORR. PIPE




**TYPE 5**
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

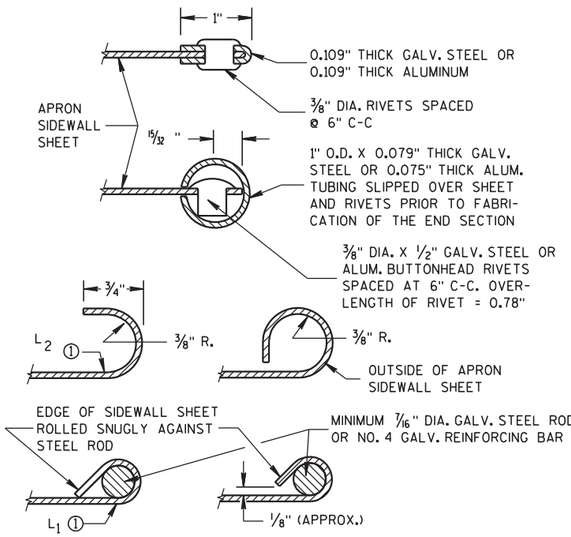
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

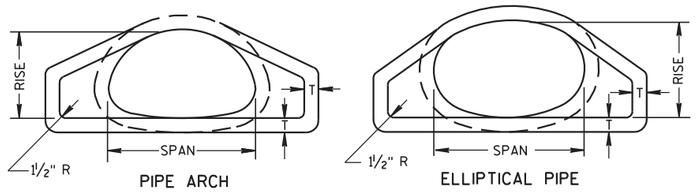
**APRON ENDWALLS FOR CULVERT PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

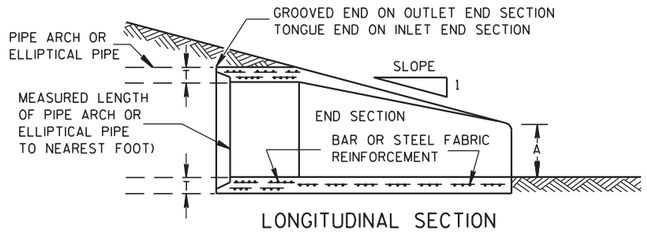
APPROVED
11/30/94 — DATE
/S/ Rory L. [illegible] — CHIEF ROADWAY DE[illegible]53 — EER
FHWA


6
S.D.D. 8 F 1-11

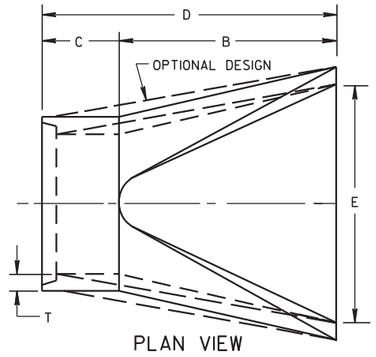
# 8F2: Apron Endwalls for Pipe Arch and Elliptical Pipe




END VIEW

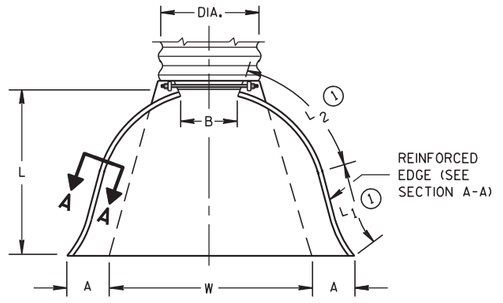



LONGITUDINAL SECTION

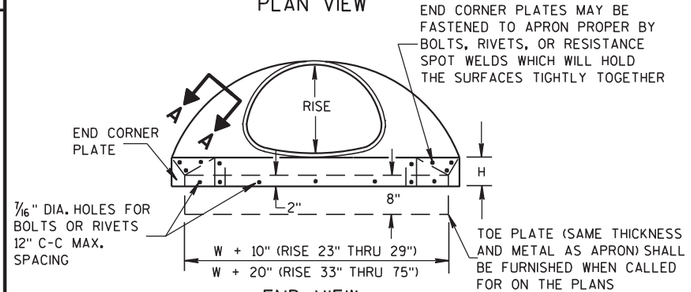



PLAN VIEW

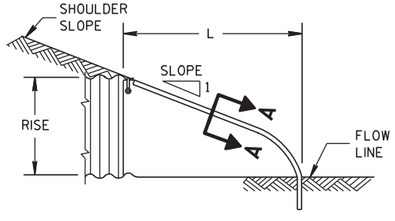
## CONCRETE ENDWALLS




PLAN VIEW




END VIEW




SIDE ELEVATION

## METAL ENDWALLS

### 2- ⅔" X ½" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1½") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 | .060 | 7 | 9 | 6 | 19 | 14 | 16 | 30 | 2½ to 1 | 1 Pc. |
| 18 | 21 | 15 | .064 | .060 | 7 | 10 | 6 | 23 | 14 | 19⅜ | 36 | 2½ to 1 | 1 Pc. |
| 21 | 24 | 18 | .064 | .060 | 8 | 12 | 6 | 28 | 18 | 21¾ | 42 | 2½ to 1 | 1 Pc. |
| 24 | 28 | 20 | .064 | .060 | 9 | 14 | 6 | 32 | 18 | 27½ | 48 | 2½ to 1 | 1 Pc. |
| 30 | 35 | 24 | .079 | .075 | 10 | 16 | 6 | 39 | 18 | 37⅝ | 60 | 2½ to 1 | 1 Pc. |
| 36 | 42 | 29 | .079 | .075 | 12 | 18 | 8 | 46 | 24 | 45⅜ | 75 | 2½ to 1 | 1 Pc. |
| 42 | 49 | 33 | .109 | .105 | 13 | 21 | 9 | 53 | 24 | 54¾ | 85 | 2½ to 1 | 2 Pc. |
| 48 | 57 | 38 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 68 | 90 | 2½ to 1 | 3 Pc. |
| 54 | 64 | 43 | .109 | .105 | 18 | 30 | 12 | 70 | 24 | 72¾ | 102 | 2¼ to 1 | 3 Pc. |
| 60 | 71 | 47 | .109* | .105* | 18 | 33 | 12 | 77 | 30 | 82¼ | 114 | 2¼ to 1 | 3 Pc. |
| 66 | 77 | 52 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 2 to 1 | 3 Pc. |
| 72 | 83 | 57 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |

### 3" X 1" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1½") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | 53 | 41 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 72¾ | 90 | 2½ to 1 | 2 Pc. |
| 54 | 60 | 46 | .109 | .105 | 18 | 30 | 12 | 70 | 30 | 82¼ | 102 | 2 to 1 | 2 Pc. |
| 60 | 66 | 51 | .109* | .105* | 18 | 33 | 12 | 77 | — | — | 114 | 1½ to 1 | 3 Pc. |
| 66 | 73 | 55 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 1½ to 1 | 3 Pc. |
| 72 | 81 | 59 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |
| 78 | 87 | 63 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 148 | 1½ to 1 | 3 Pc. |
| 84 | 95 | 67 | .109* | .105* | 22 | 34 | 12 | 77 | — | — | 162 | 1½ to 1 | 3 Pc. |
| 90 | 103 | 71 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |
| 96 | 112 | 75 | .109* | .105* | 24 | 40 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

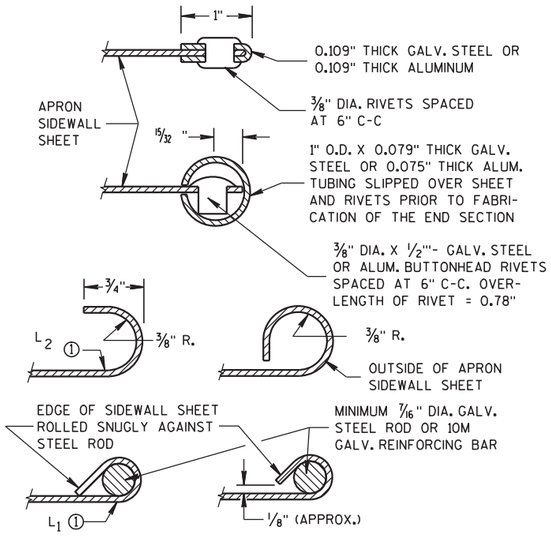
### REINFORCED CONCRETE PIPE ARCH

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 29 | 18 | 3 | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 36 | 22 | 3½ | 9½ | 50 | 46 | 96 | 60 | 3 to 1 |
| 36 | 44 | 27 | 4 | 11⅛ | 60 | 36 | 96 | 72 | 3 to 1 |
| 42 | 51 | 31 | 4½ | 15 13/16 | 60 | 36 | 96 | 78 | 3 to 1 |
| 48 | 58 | 36 | 5 | 21 | 60 | 36 | 96 | 84 | 3 to 1 |
| 54 | 65 | 40 | 5½ | 25½ | 60 | 36 | 96 | 90 | 3 to 1 |
| 60 | 73 | 45 | 6 | 31 | 60 | 36 | 96 | 96 | 3 to 1 |
| 72 | 88 | 54 | 7 | 31 | 60 | 39 | 99 | 120 | 2 to 1 |
| 84 | 102 | 62 | 8 | 28½ | 83 | 19 | 102 | 144 | 2 to 1 |

### REINFORCED CONCRETE ELLIPTICAL PIPE

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 30 | 19 | 3¼ | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 38 | 24 | 3¾ | 9½ | 54 | 18 | 72 | 60 | 3 to 1 |
| 36 | 45 | 29 | 4½ | 11⅛ | 60 | 24 | 84 | 72 | 2½ to 1 |
| 42 | 53 | 34 | 5 | 15¾ | 60 | 36 | 96 | 78 | 2½ to 1 |
| 48 | 60 | 38 | 5½ | 21 | 60 | 36 | 96 | 84 | 2½ to 1 |
| 54 | 68 | 43 | 6 | 25½ | 60 | 36 | 96 | 90 | 2½ to 1 |
| 60 | 76 | 48 | 6½ | 30 | 60 | 36 | 96 | 96 | 2½ to 1 |

**NOMINAL SIZE




## SECTION A-A




NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

## CONNECTION DETAILS

## GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

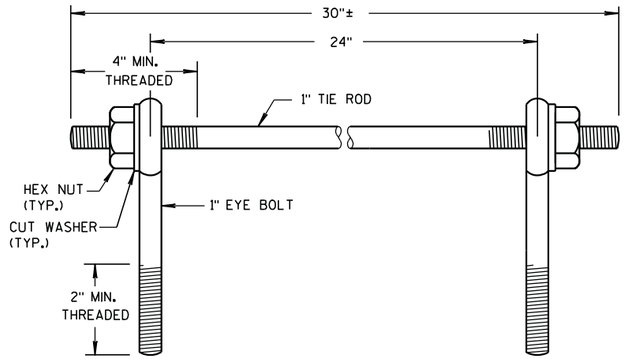
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

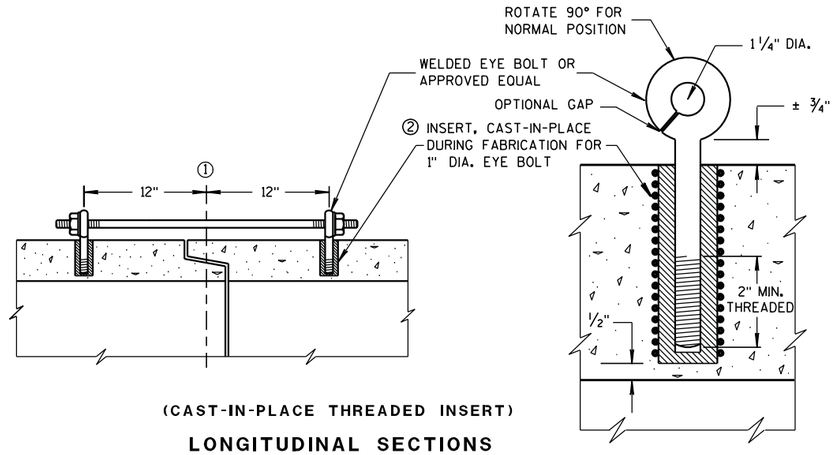
11/30/94 DATE — /S/ Rory L. [illegible] CHIEF ROADWAY DE[illegible]INEER

FHWA

# 8F4: Joint Ties for Concrete Pipe




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

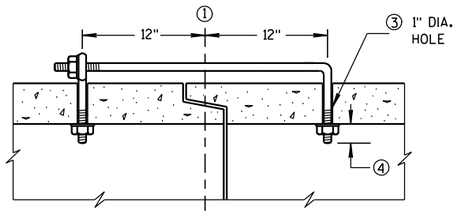
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

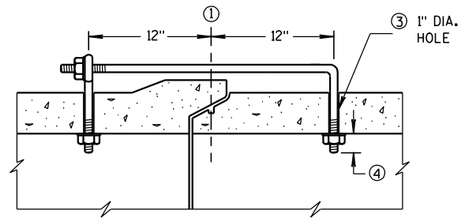
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.




(TONGUE & GROOVE PIPE)

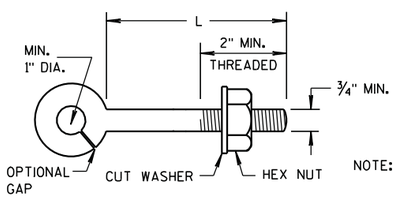



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

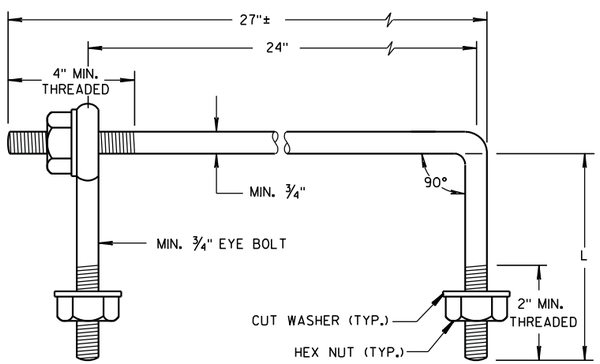
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




EYE BOLT AND TIE ROD

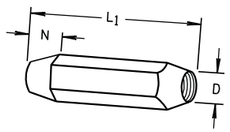
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

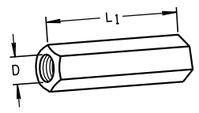
**ADJUSTABLE TIE ROD TABLE**

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 7/16 |

DIMENSIONS SHOWN ARE IN INCHES



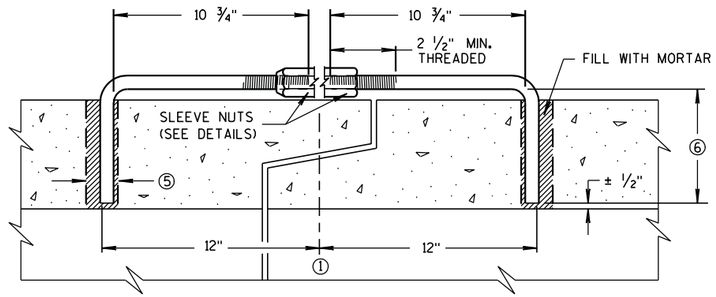

TAPERED




PLAIN

RIGHT AND LEFT THREADS

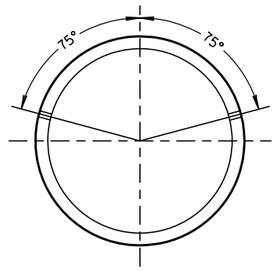
SLEEVE NUTS




LONGITUDINAL SECTION

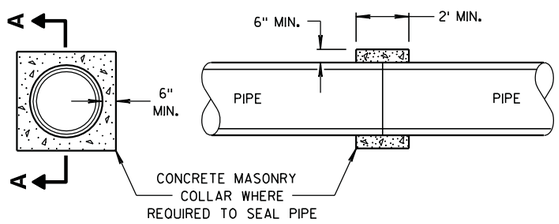
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

## ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




SECTION A-A

## CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

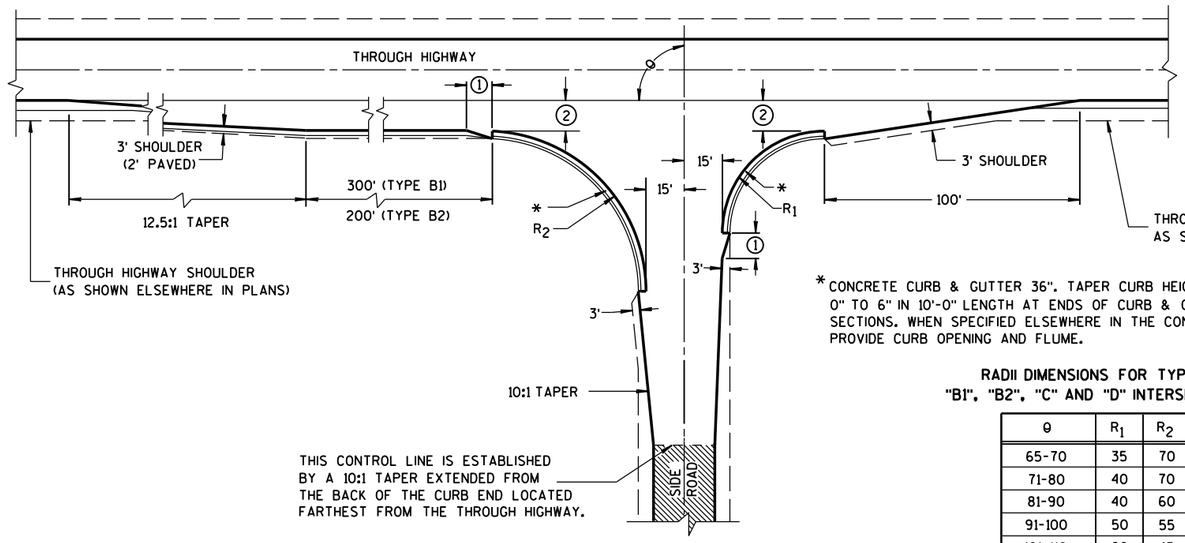
6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

# 9A1 sheet a: At-Grade Side Road Intersection, Types 'B1', 'B2', 'C' and 'D' and Tee Intersection Bypass Lane

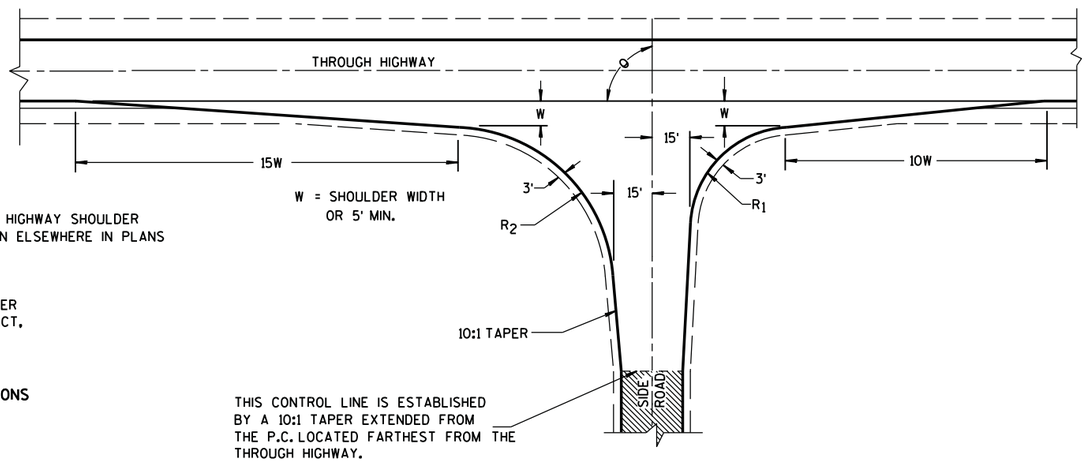



TYPE "B1" AND "B2"

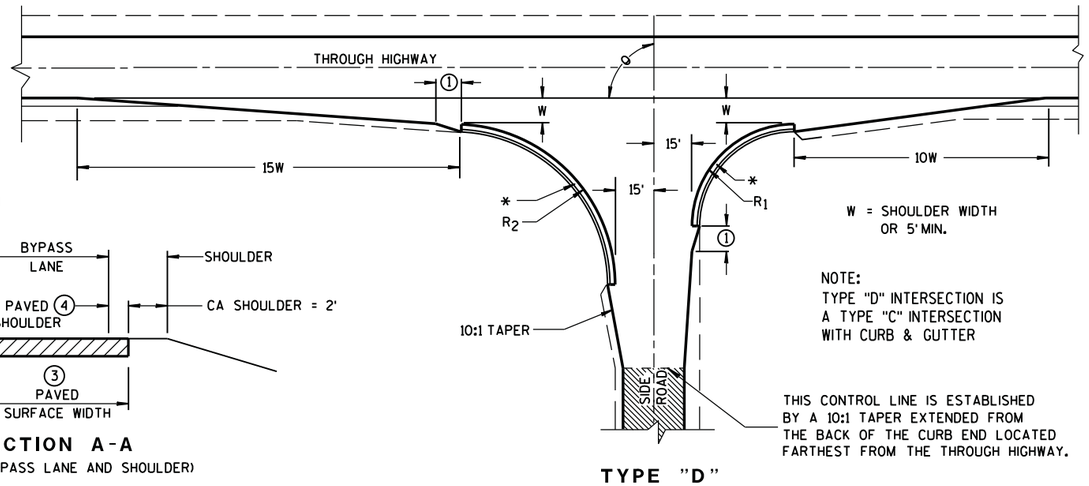
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

| θ | $R_1$ | $R_2$ |
|---|---|---|
| 65-70 | 35 | 70 |
| 71-80 | 40 | 70 |
| 81-90 | 40 | 60 |
| 91-100 | 50 | 55 |
| 101-110 | 60 | 45 |




TYPE "C"




TYPE "D"

## GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

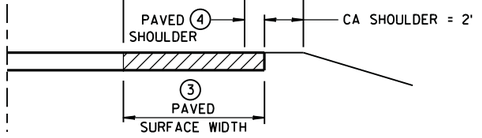
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

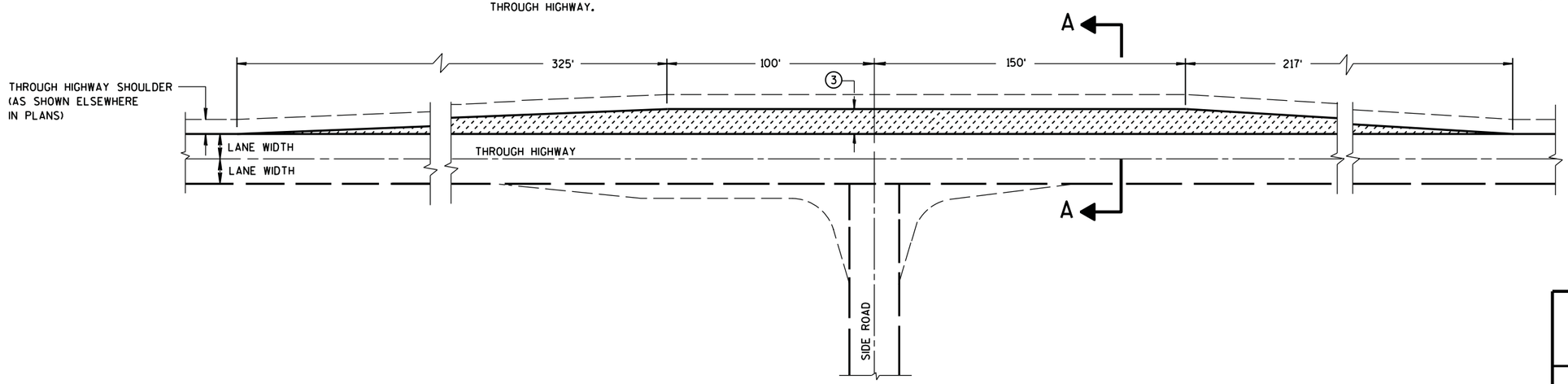
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.




SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)




TEE INTERSECTION BYPASS LANE DETAIL

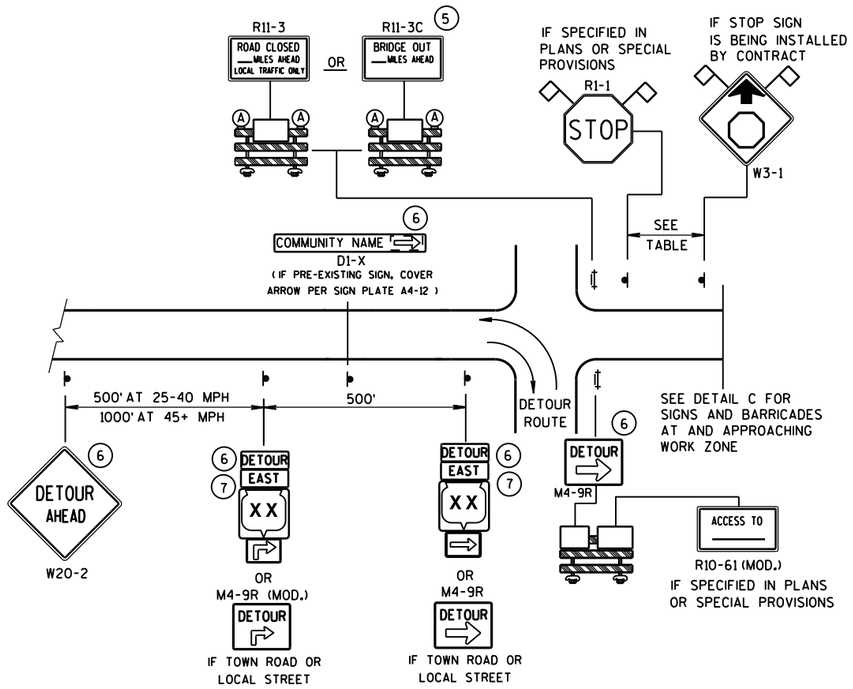
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRAN



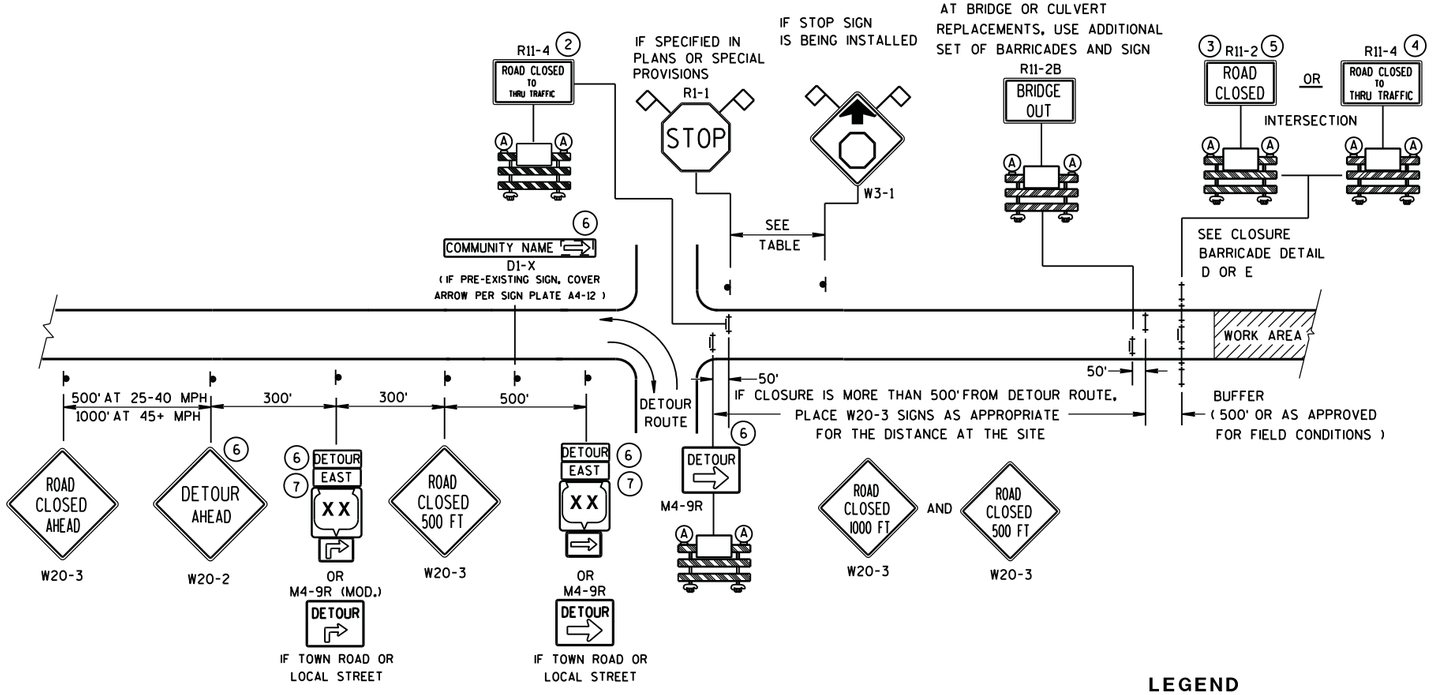

6
S.D.D. 9 A 1-13a

# 15C2 sheet a: Barricades and Signs for Mainline Closures



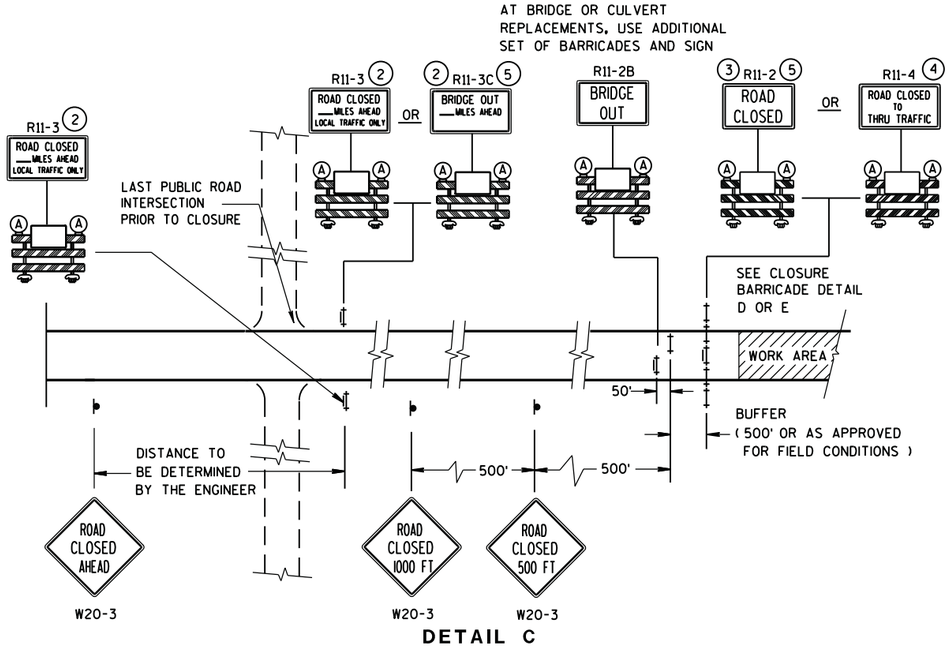

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "**b**"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1; M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

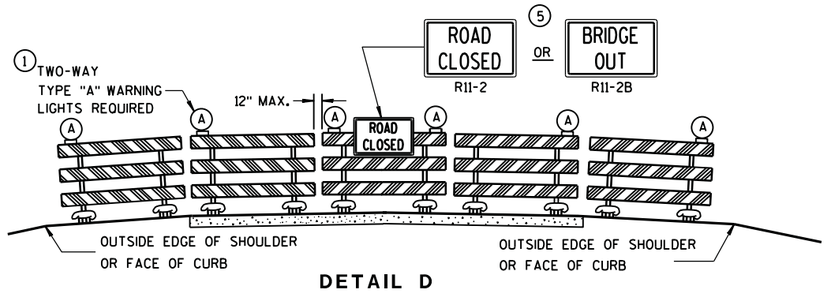
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEER — SIGN

FHWA



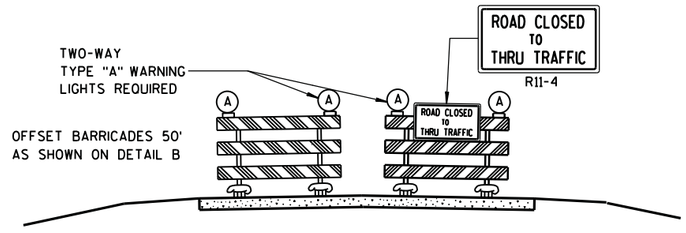
6
S.D.D. 15 C 2-5a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

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

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

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

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

SIGN

FHWA

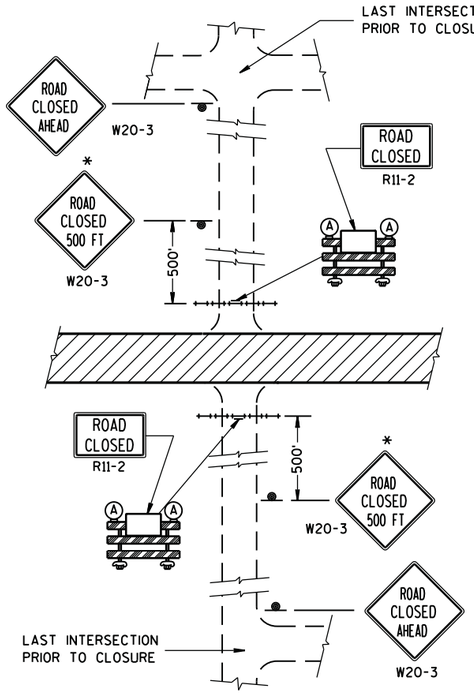




6

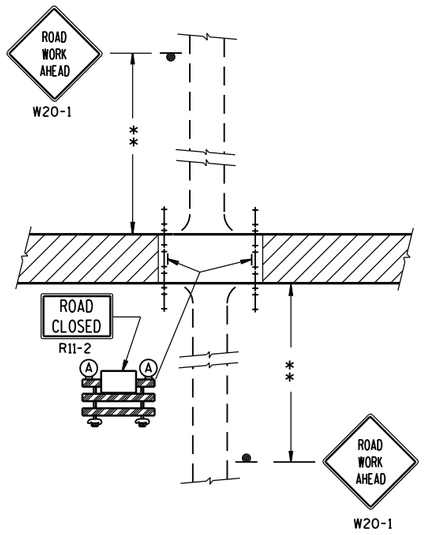
S.D.D. 15 C 2-5b

# 15C3: Barricades and Signs for Sideroad Closures



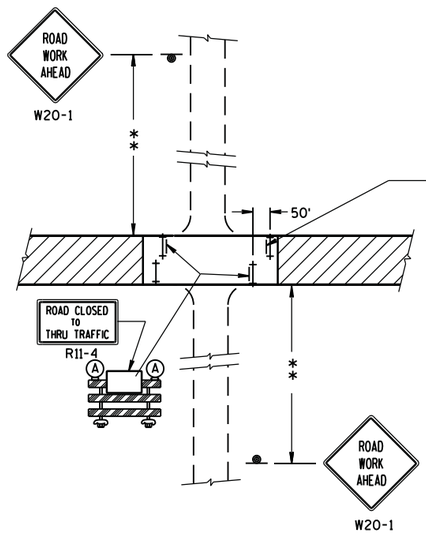

**DETAIL 1**

(NO ACCESS TO PROJECT)



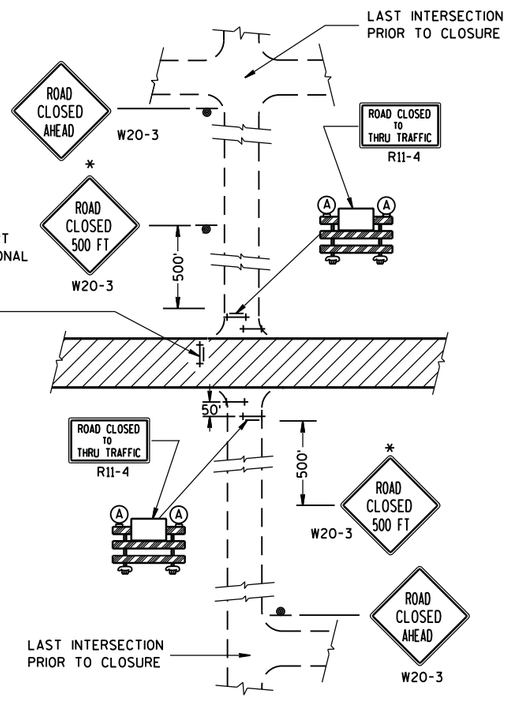

**DETAIL 2**

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




**DETAIL 3**

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




**DETAIL 4**

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
SIGN
FHWA

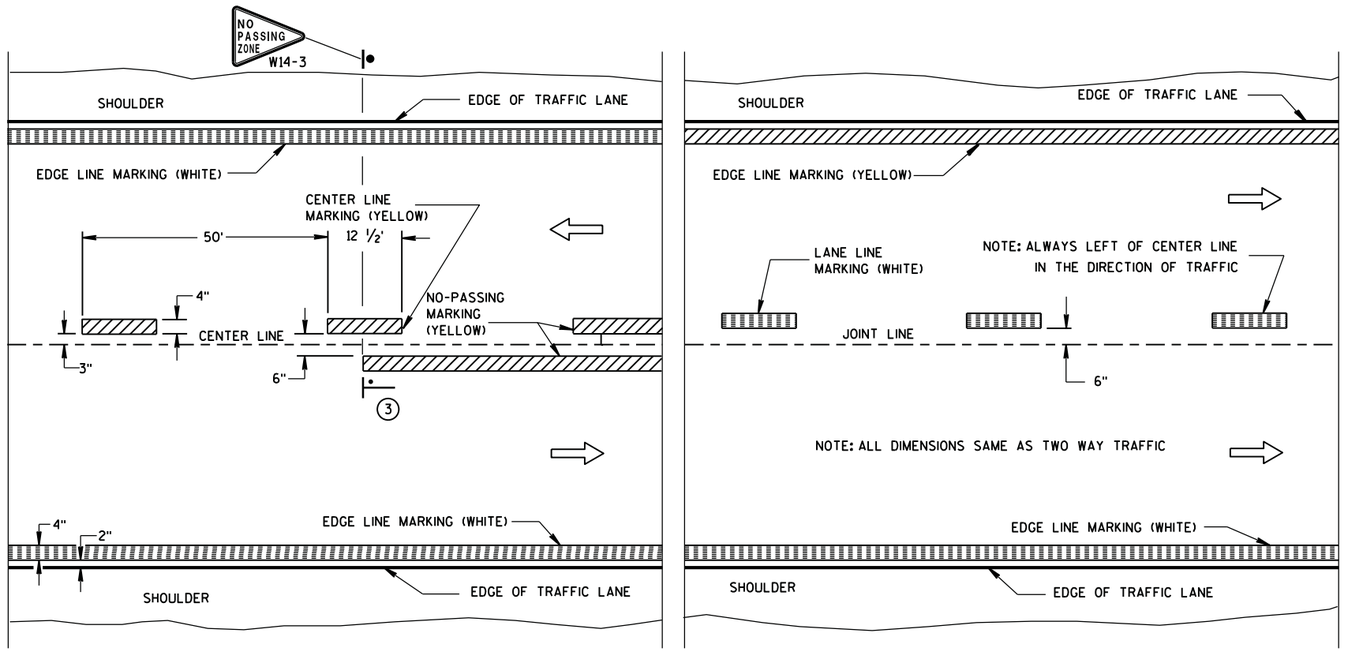


6

S.D.D. 15 C 3-2

6

S.D.D. 15 C 3-2




## PERMANENT PAVEMENT MARKING

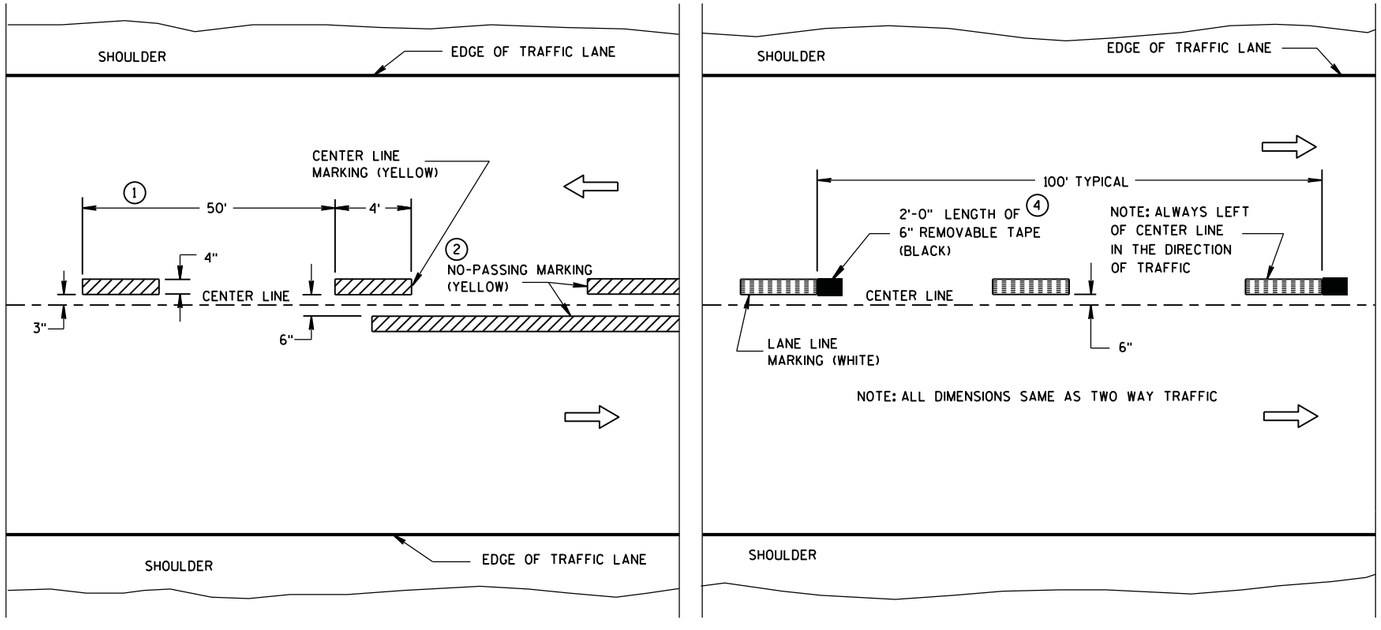
## GENERAL NOTES

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

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

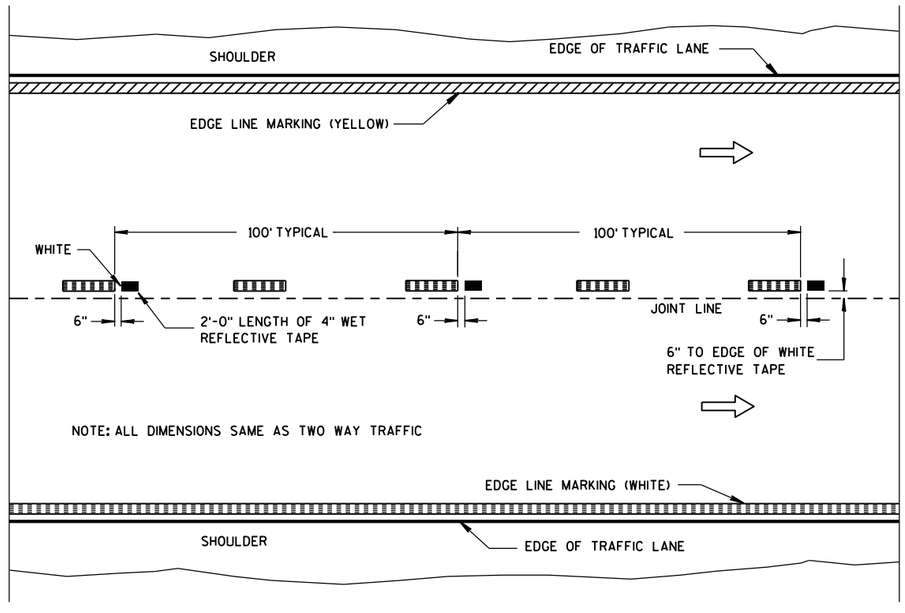
## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

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




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

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

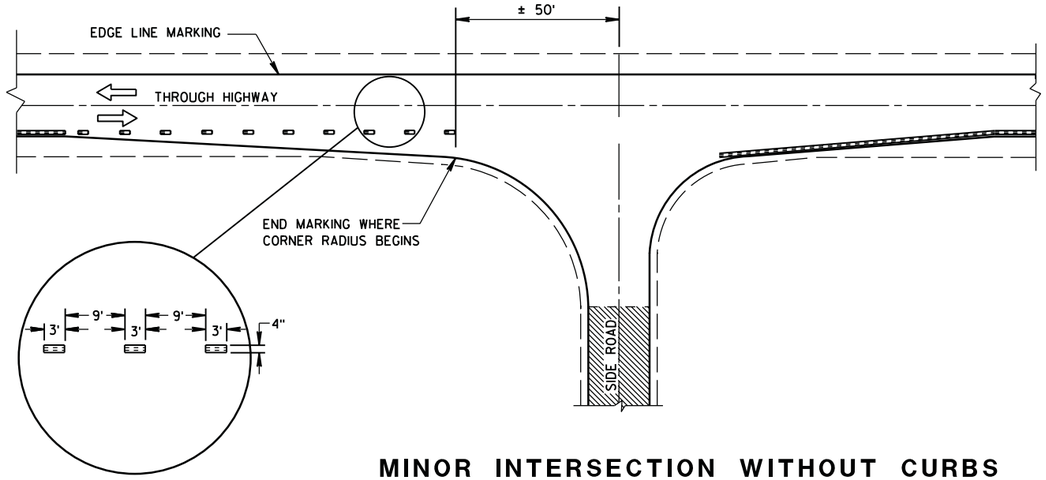
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA



6

S.D.D. 15 C 8-16a




## MINOR INTERSECTION WITHOUT CURBS

## GENERAL NOTES

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

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

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

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

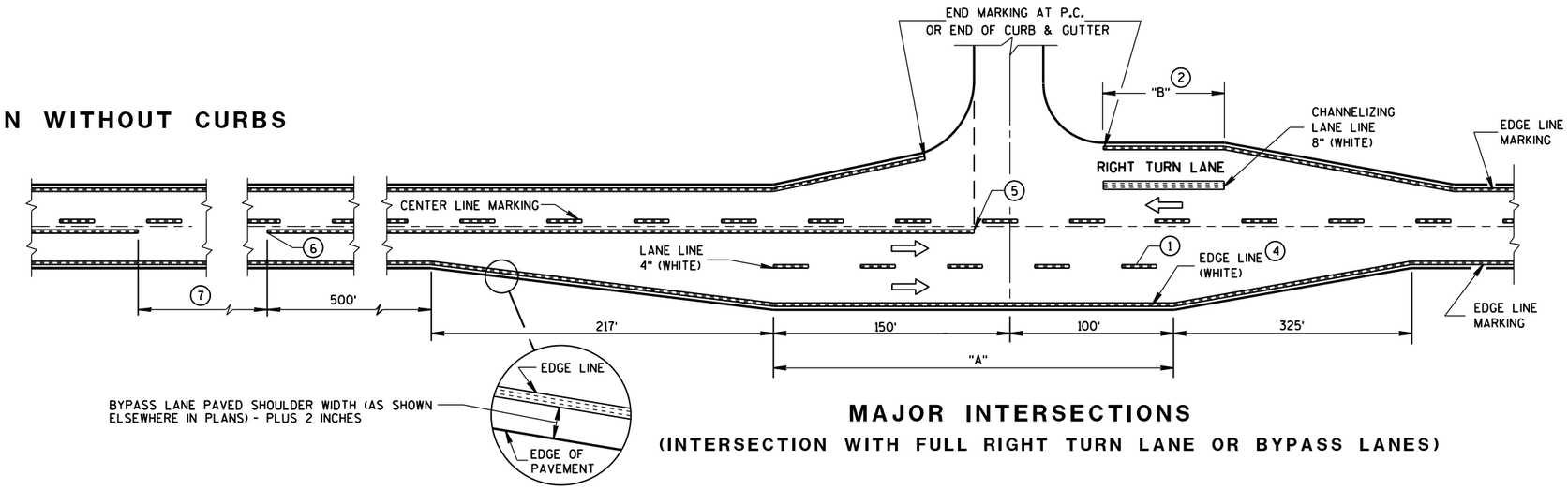
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

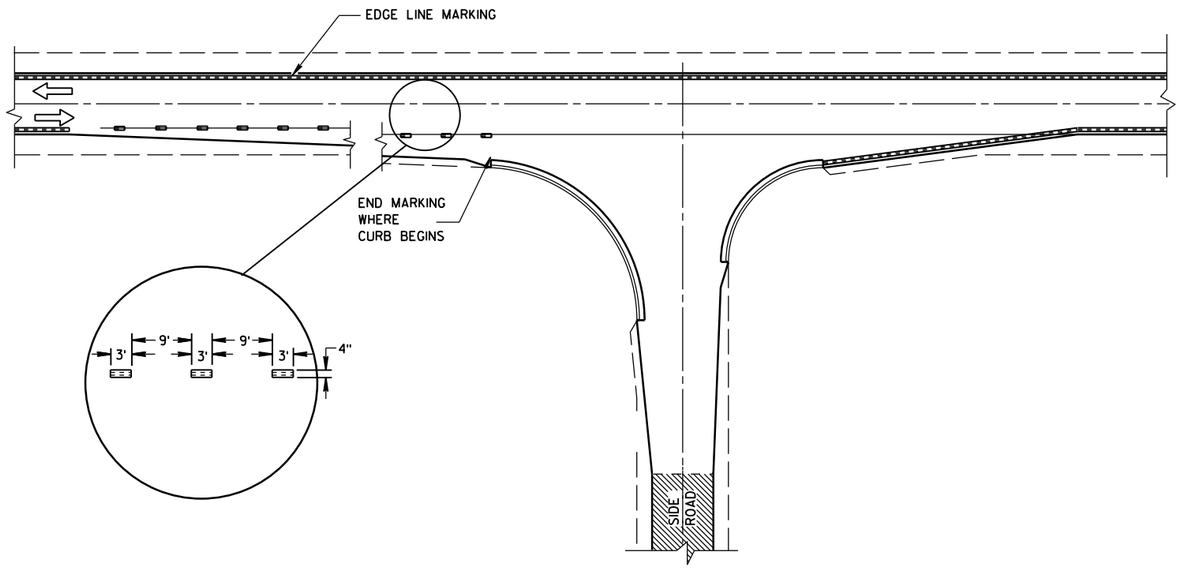
(7)

| POSTED SPEED (MPH) | MINIMUM DISTANCE BETWEEN ZONES (FEET) |
|---|---|
| 25 - 30 | 528 |
| 35 - 40 | 528 |
| 45 - 50 | 686 |
| 55 | 792 |



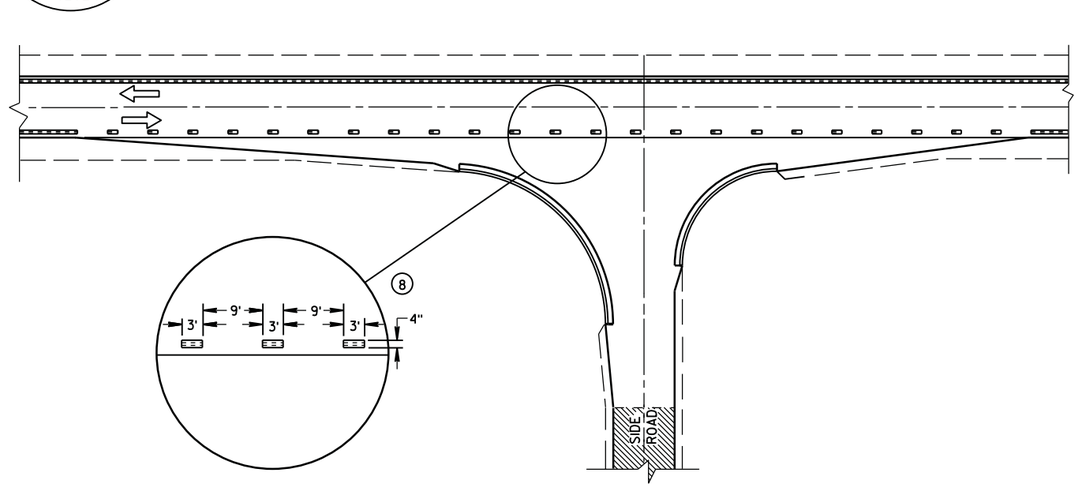

## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)




## MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)




## MINOR INTERSECTION WITH CURBS

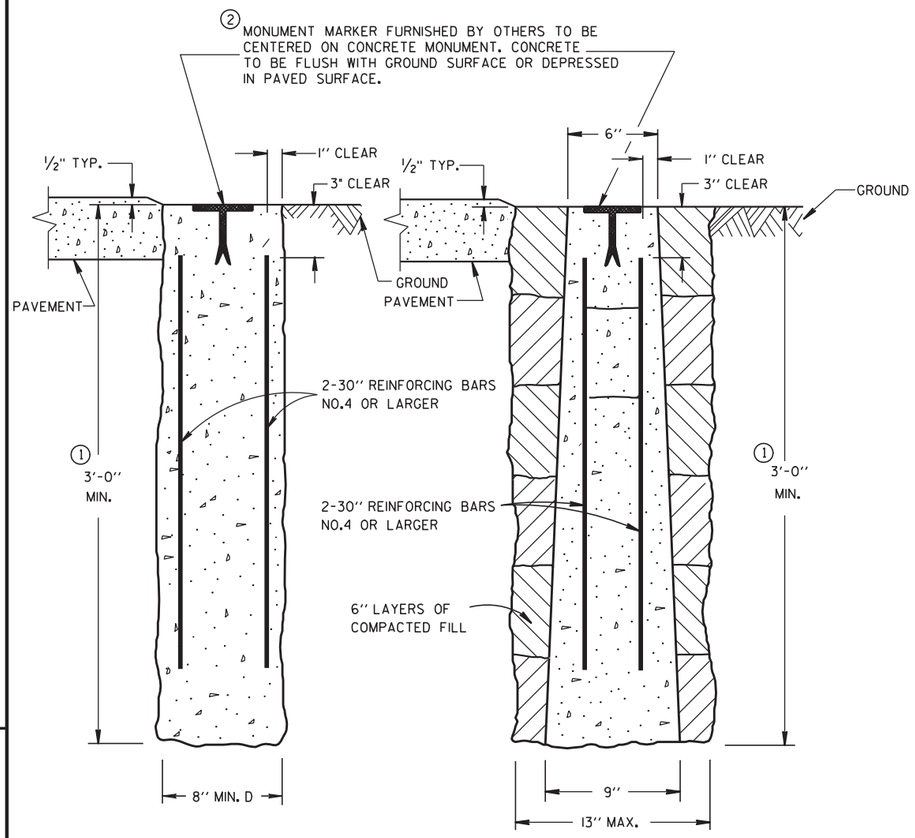
(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRAN



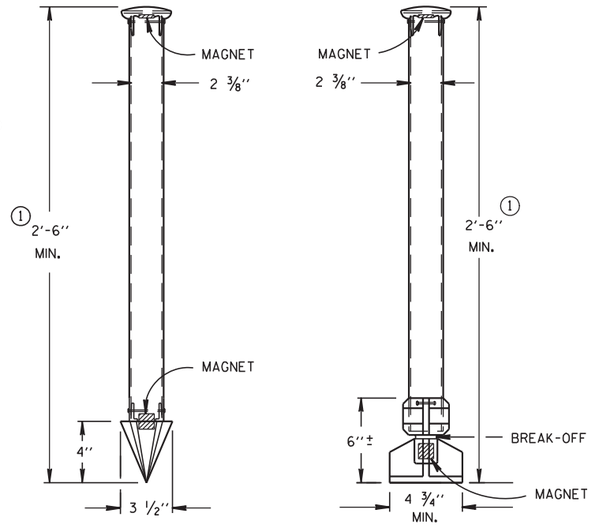

6
S.D.D. 15 C 8-16b




CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A

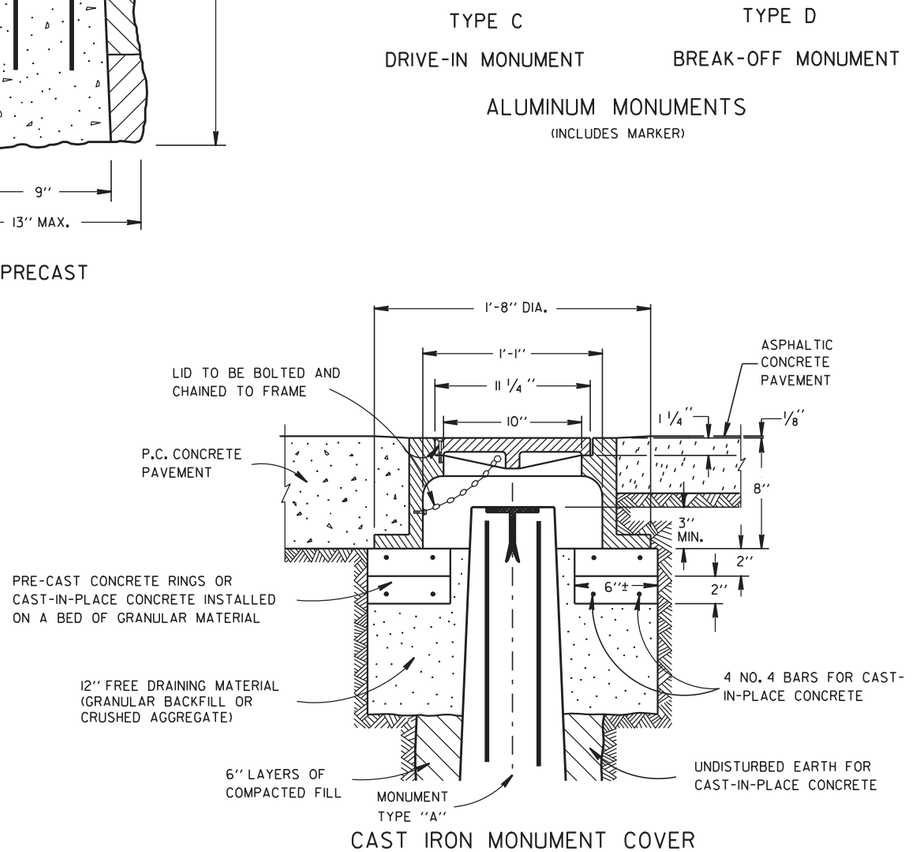



TYPE C DRIVE-IN MONUMENT

TYPE D BREAK-OFF MONUMENT

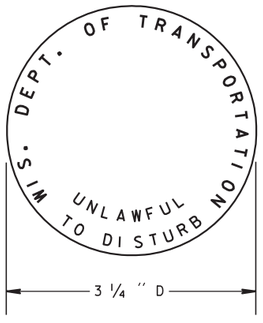
ALUMINUM MONUMENTS

(INCLUDES MARKER)




CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)




② WIS DOT MONUMENT MARKER LOGO FOR TYPES "A", "C" & "D"

## GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

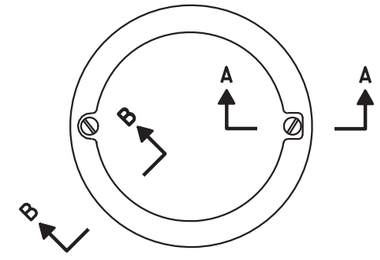
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

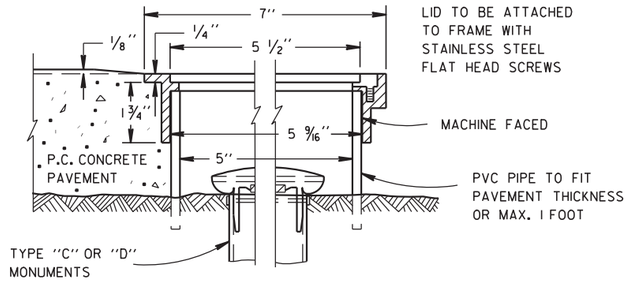
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.




TOP VIEW




SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

**LANDMARK REFERENCE MOUNMENTS AND COVERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/22/1999 DATE
/S/ Rory L. [illegible]
CHIEF ROADWAY DE[illegible] EER
FHWA




6 S.D.D. 16 A 1-6

EARTHWORK - CTH T

| STATION | AREA (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | Cumulative Vol (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cut | Salvaged/Unusable Pavement Material | Fill | Rock Exc | EBS | Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
| 124+00.00 | 38.7 | 16.7 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| 125+00.00 | 19.2 | 16.7 | 28.7 | 0.0 | 0.0 | 107 | 62 | 53 | 0 | 107 | 69 | 0 | -24 |
| 126+00.00 | 11.9 | 16.7 | 74.4 | 0.0 | 0.0 | 58 | 62 | 191 | 0 | 165 | 317 | 0 | -276 |
| 127+00.00 | 24.5 | 16.7 | 90.1 | 0.0 | 0.0 | 67 | 62 | 305 | 0 | 232 | 714 | 0 | -667 |
| 128+00.00 | 19.4 | 16.7 | 104.9 | 0.0 | 0.0 | 81 | 62 | 361 | 0 | 313 | 1,183 | 0 | -1,117 |
| 128+89.00 | 0.8 | 16.7 | 169.2 | 0.0 | 0.0 | 33 | 55 | 452 | 0 | 347 | 1,771 | 0 | -1,726 |
| 129+00.00 | 11.6 | 16.7 | 127.0 | 0.0 | 0.0 | 3 | 7 | 60 | 0 | 349 | 1,849 | 0 | -1,809 |
| 130+00.00 | 30.1 | 16.7 | 61.9 | 0.0 | 0.0 | 77 | 62 | 350 | 0 | 426 | 2,304 | 0 | -2,248 |
| 130+50.00 | 25.2 | 16.7 | 44.5 | 0.0 | 0.0 | 51 | 31 | 99 | 0 | 477 | 2,432 | 0 | -2,356 |
| 131+00.00 | 17.3 | 16.7 | 40.8 | 0.0 | 0.0 | 39 | 31 | 79 | 0 | 517 | 2,535 | 0 | -2,450 |
| 131+25.00 | 29.0 | 16.7 | 40.9 | 0.0 | 0.0 | 21 | 15 | 38 | 0 | 538 | 2,584 | 0 | -2,493 |
| 132+00.00 | 9.8 | 16.7 | 45.6 | 0.0 | 0.0 | 54 | 46 | 120 | 0 | 592 | 2,740 | 0 | -2,642 |
| 133+00.00 | 0.7 | 16.7 | 57.3 | 0.0 | 0.0 | 19 | 62 | 191 | 0 | 611 | 2,988 | 0 | -2,932 |
| 134+00.00 | 1.4 | 16.7 | 68.4 | 0.0 | 0.0 | 4 | 62 | 233 | 0 | 615 | 3,291 | 0 | -3,293 |
| 135+00.00 | 1.1 | 16.7 | 81.7 | 0.0 | 0.0 | 4 | 62 | 278 | 0 | 620 | 3,652 | 0 | -3,711 |
| 136+00.00 | 0.0 | 16.7 | 115.2 | 0.0 | 0.0 | 2 | 62 | 365 | 0 | 622 | 4,126 | 0 | -4,245 |
| 137+00.00 | 0.0 | 16.7 | 112.7 | 0.0 | 0.0 | 0 | 62 | 422 | 0 | 622 | 4,675 | 0 | -4,855 |
| 138+00.00 | 0.1 | 16.7 | 95.5 | 0.0 | 0.0 | 0 | 62 | 386 | 0 | 622 | 5,176 | 0 | -5,418 |
| 139+00.00 | 7.5 | 16.7 | 48.6 | 0.0 | 0.0 | 14 | 62 | 267 | 0 | 636 | 5,523 | 0 | -5,813 |
| 140+00.00 | 2.0 | 16.7 | 65.7 | 0.0 | 0.0 | 18 | 62 | 212 | 0 | 654 | 5,798 | 0 | -6,132 |
| 141+00.00 | 0.6 | 16.7 | 49.4 | 0.0 | 0.0 | 5 | 62 | 213 | 0 | 659 | 6,075 | 0 | -6,466 |
| 142+00.00 | 11.5 | 16.7 | 20.9 | 0.0 | 0.0 | 22 | 62 | 130 | 0 | 681 | 6,244 | 0 | -6,674 |
| 143+00.00 | 25.7 | 16.7 | 4.4 | 0.0 | 76.0 | 69 | 62 | 47 | 141 | 750 | 6,305 | 183 | -6,728 |
| 143+50.00 | 41.4 | 16.7 | 3.8 | 0.0 | 76.0 | 62 | 31 | 8 | 141 | 812 | 6,315 | 366 | -6,707 |
| 144+00.00 | 77.9 | 16.7 | 0.0 | 0.0 | 76.0 | 110 | 31 | 3 | 141 | 922 | 6,319 | 549 | -6,631 |
| 144+50.00 | 113.8 | 16.7 | 0.0 | 0.0 | 37.0 | 178 | 31 | 0 | 105 | 1,100 | 6,319 | 685 | -6,485 |
| 145+00.00 | 129.9 | 16.7 | 0.0 | 0.0 | 0.0 | 226 | 31 | 0 | 34 | 1,326 | 6,319 | 729 | -6,290 |
| 145+50.00 | 134.7 | 16.7 | 0.0 | 0.0 | 0.0 | 245 | 31 | 0 | 0 | 1,571 | 6,319 | 729 | -6,076 |
| 145+70.00 | 138.6 | 16.7 | 0.0 | 0.0 | 0.0 | 101 | 12 | 0 | 0 | 1,672 | 6,319 | 729 | -5,987 |
| 146+00.00 | 202.4 | 16.7 | 0.0 | 0.0 | 0.0 | 189 | 19 | 0 | 0 | 1,861 | 6,319 | 729 | -5,816 |
| 147+00.00 | 177.4 | 16.7 | 0.0 | 0.0 | 0.0 | 703 | 62 | 0 | 0 | 2,564 | 6,319 | 729 | -5,175 |
| 148+00.00 | 139.9 | 16.7 | 0.0 | 0.0 | 0.0 | 587 | 62 | 0 | 0 | 3,152 | 6,319 | 729 | -4,649 |
| 149+00.00 | 116.5 | 16.7 | 0.0 | 0.0 | 0.0 | 475 | 62 | 0 | 0 | 3,627 | 6,319 | 729 | -4,236 |
| 150+00.00 | 72.9 | 16.7 | 0.5 | 0.0 | 0.0 | 351 | 62 | 1 | 0 | 3,977 | 6,321 | 729 | -3,948 |
| 150+50.00 | 53.0 | 16.7 | 6.1 | 0.0 | 0.0 | 117 | 31 | 6 | 0 | 4,094 | 6,328 | 729 | -3,870 |
| 150+90.00 | 35.0 | 16.7 | 41.2 | 0.0 | 0.0 | 65 | 25 | 35 | 0 | 4,159 | 6,374 | 729 | -3,876 |
| 151+00.00 | 31.5 | 16.7 | 35.9 | 0.0 | 0.0 | 12 | 6 | 14 | 0 | 4,171 | 6,393 | 729 | -3,888 |
| 151+49.00 | 11.1 | 16.7 | 45.8 | 0.0 | 0.0 | 39 | 30 | 74 | 0 | 4,210 | 6,489 | 729 | -3,976 |
| 152+00.00 | 8.0 | 16.7 | 59.7 | 0.0 | 0.0 | 18 | 31 | 100 | 0 | 4,228 | 6,618 | 729 | -4,119 |
| 153+00.00 | 4.4 | 16.7 | 91.2 | 0.0 | 0.0 | 23 | 62 | 279 | 0 | 4,251 | 6,982 | 729 | -4,521 |

| Notes: | |
|---|---|
| 1 - Cut | Cut includes existing asphalt and concrete pavement |
| 2 - Salvaged/Unusable Pavement Material | This does not show up in cross sections |
| 3 - Fill | Unexpanded |
| 4 - Mass Ordinate | Cut - (Fill * Fill Factor) - (Salvaged/Unuasble Pavement Material) |
| 5- Expanded EBS Backfill | Will be backfilled with Borrow Material |

EARTHWORK - CTH T (CONTINUED)

| STATION | AREA (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | Cumulative Vol (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cut | Salvaged/Unusable Pavement Material | Fill | Rock Exc | EBS | Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
| 154+00.00 | 1.9 | 16.7 | 121.3 | 0.0 | 0.0 | 12 | 62 | 393 | 0 | 4,263 | 7,493 | 729 | -5,082 |
| 155+00.00 | 3.8 | 16.7 | 134.6 | 0.0 | 0.0 | 11 | 62 | 474 | 0 | 4,273 | 8,109 | 729 | -5,750 |
| 156+00.00 | 0.9 | 16.7 | 167.4 | 0.0 | 0.0 | 9 | 62 | 559 | 0 | 4,282 | 8,836 | 729 | -6,530 |
| 157+00.00 | 0.9 | 16.7 | 164.8 | 0.0 | 0.0 | 3 | 62 | 615 | 0 | 4,285 | 9,636 | 729 | -7,388 |
| 158+00.00 | 12.2 | 16.7 | 61.9 | 0.0 | 0.0 | 24 | 62 | 420 | 0 | 4,310 | 10,182 | 729 | -7,971 |
| 159+00.00 | 13.3 | 16.7 | 18.3 | 0.0 | 0.0 | 47 | 62 | 148 | 0 | 4,357 | 10,375 | 729 | -8,178 |
| 159+50.00 | 37.4 | 16.7 | 5.3 | 0.0 | 0.0 | 47 | 31 | 22 | 0 | 4,404 | 10,403 | 729 | -8,190 |
| 160+00.00 | 21.5 | 16.7 | 3.1 | 0.0 | 0.0 | 55 | 31 | 8 | 0 | 4,459 | 10,413 | 729 | -8,177 |
| 160+50.00 | 12.0 | 16.7 | 5.2 | 0.0 | 0.0 | 31 | 31 | 8 | 0 | 4,490 | 10,423 | 729 | -8,187 |
| 161+00.00 | 48.9 | 16.7 | 2.4 | 0.0 | 0.0 | 56 | 31 | 7 | 0 | 4,546 | 10,432 | 729 | -8,170 |
| 162+00.00 | 22.9 | 16.7 | 10.0 | 0.0 | 0.0 | 133 | 62 | 23 | 0 | 4,679 | 10,462 | 729 | -8,129 |
| 163+00.00 | 27.5 | 16.7 | 12.1 | 0.0 | 0.0 | 93 | 62 | 41 | 0 | 4,772 | 10,515 | 729 | -8,151 |
| 164+00.00 | 22.7 | 16.7 | 16.7 | 0.0 | 0.0 | 93 | 62 | 53 | 0 | 4,865 | 10,585 | 729 | -8,189 |
| 165+00.00 | 13.8 | 16.7 | 28.8 | 0.0 | 0.0 | 68 | 62 | 84 | 0 | 4,933 | 10,694 | 729 | -8,292 |
| 166+00.00 | 3.7 | 16.7 | 60.9 | 0.0 | 0.0 | 33 | 62 | 166 | 0 | 4,965 | 10,910 | 729 | -8,537 |
| 167+00.00 | 4.1 | 16.7 | 91.0 | 0.0 | 0.0 | 14 | 62 | 281 | 0 | 4,980 | 11,276 | 729 | -8,950 |
| 168+00.00 | 3.9 | 16.7 | 106.6 | 0.0 | 0.0 | 15 | 62 | 366 | 0 | 4,994 | 11,751 | 729 | -9,473 |
| 168+49.00 | 3.1 | 16.7 | 117.1 | 0.0 | 0.0 | 6 | 30 | 203 | 0 | 5,001 | 12,015 | 729 | -9,761 |
| 169+00.00 | 2.6 | 16.7 | 107.0 | 0.0 | 0.0 | 5 | 31 | 212 | 0 | 5,006 | 12,290 | 729 | -10,062 |
| 170+00.00 | 2.7 | 16.7 | 80.5 | 0.0 | 0.0 | 10 | 62 | 347 | 0 | 5,016 | 12,742 | 729 | -10,566 |
| 171+00.00 | 4.3 | 16.7 | 47.7 | 0.0 | 0.0 | 13 | 62 | 237 | 0 | 5,029 | 13,051 | 729 | -10,923 |
| 172+00.00 | 46.7 | 16.7 | 13.6 | 0.0 | 0.0 | 94 | 62 | 113 | 0 | 5,123 | 13,198 | 729 | -11,038 |
| 173+00.00 | 82.2 | 16.7 | 1.7 | 0.0 | 0.0 | 239 | 62 | 28 | 0 | 5,362 | 13,235 | 729 | -10,898 |
| 173+70.00 | 120.6 | 16.7 | 2.4 | 0.0 | 0.0 | 263 | 43 | 5 | 0 | 5,625 | 13,241 | 729 | -10,685 |
| 174+00.00 | 141.5 | 16.7 | 0.0 | 0.0 | 0.0 | 146 | 19 | 1 | 0 | 5,770 | 13,243 | 729 | -10,559 |
| 174+50.00 | 195.8 | 16.7 | 0.0 | 0.0 | 0.0 | 312 | 31 | 0 | 0 | 6,083 | 13,243 | 729 | -10,278 |
| 175+00.00 | 189.6 | 16.7 | 0.0 | 0.0 | 0.0 | 357 | 31 | 0 | 0 | 6,439 | 13,243 | 729 | -9,952 |
| 175+50.00 | 200.7 | 16.7 | 0.0 | 0.0 | 0.0 | 361 | 31 | 0 | 0 | 6,801 | 13,243 | 729 | -9,621 |
| 176+00.00 | 64.1 | 16.7 | 0.0 | 0.0 | 0.0 | 245 | 31 | 0 | 0 | 7,046 | 13,243 | 729 | -9,407 |
| 176+50.00 | 98.5 | 16.7 | 2.8 | 0.0 | 0.0 | 151 | 31 | 3 | 0 | 7,196 | 13,247 | 729 | -9,291 |
| 177+00.00 | 68.2 | 16.7 | 0.3 | 0.0 | 0.0 | 154 | 31 | 3 | 0 | 7,351 | 13,250 | 729 | -9,171 |
| 177+35.00 | 37.2 | 16.7 | 5.8 | 0.0 | 0.0 | 68 | 22 | 4 | 0 | 7,419 | 13,255 | 729 | -9,130 |
| 177+50.00 | 48.8 | 16.7 | 4.8 | 0.0 | 0.0 | 24 | 9 | 3 | 0 | 7,443 | 13,259 | 729 | -9,119 |
| 178+00.00 | 25.9 | 16.7 | 17.7 | 0.0 | 0.0 | 69 | 31 | 21 | 0 | 7,512 | 13,286 | 729 | -9,108 |
| 179+00.00 | 1.5 | 16.7 | 53.7 | 0.0 | 0.0 | 51 | 62 | 132 | 0 | 7,563 | 13,458 | 729 | -9,291 |
| 180+00.00 | 3.0 | 16.7 | 49.6 | 0.0 | 0.0 | 8 | 62 | 191 | 0 | 7,571 | 13,707 | 729 | -9,593 |
| 181+00.00 | 4.4 | 16.7 | 37.3 | 0.0 | 0.0 | 14 | 62 | 161 | 0 | 7,585 | 13,916 | 729 | -9,850 |
| 182+00.00 | 14.5 | 16.7 | 44.0 | 0.0 | 0.0 | 35 | 62 | 151 | 0 | 7,620 | 14,111 | 729 | -10,072 |
| 182+45.00 | 14.9 | 16.7 | 56.0 | 0.0 | 0.0 | 25 | 28 | 83 | 0 | 7,644 | 14,220 | 729 | -10,183 |
| 183+00.00 | 21.7 | 16.7 | 25.8 | 0.0 | 0.0 | 37 | 34 | 83 | 0 | 7,682 | 14,328 | 729 | -10,288 |

| Notes: | |
|---|---|
| 1 - Cut | Cut includes existing asphalt and concrete pavement |
| 2 - Salvaged/Unusable Pavement Material | This does not show up in cross sections |
| 3 - Fill | Unexpanded |
| 4 - Mass Ordinate | Cut - (Fill * Fill Factor) - (Salvaged/Unuasble Pavement Material) |
| 5- Expanded EBS Backfill | Will be backfilled with Borrow Material |

EARTHWORK - CTH T (CONTINUED)

| STATION | AREA (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | Cumulative Vol (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cut | Salvaged/Unusable Pavement Material | Fill | Rock Exc | EBS | Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
| 184+00.00 | 45.9 | 16.7 | 8.8 | 0.0 | 0.0 | 125 | 62 | 64 | 0 | 7,807 | 14,411 | 729 | -10,308 |
| 185+00.00 | 50.5 | 16.7 | 8.7 | 0.0 | 0.0 | 178 | 62 | 32 | 0 | 7,985 | 14,453 | 729 | -10,234 |
| 186+00.00 | 55.2 | 16.7 | 7.7 | 0.0 | 0.0 | 196 | 62 | 30 | 0 | 8,181 | 14,493 | 729 | -10,139 |
| 187+00.00 | 64.4 | 16.7 | 3.3 | 0.0 | 0.0 | 221 | 62 | 20 | 0 | 8,402 | 14,519 | 729 | -10,006 |
| 188+00.00 | 71.8 | 16.7 | 2.3 | 0.0 | 0.0 | 252 | 62 | 10 | 0 | 8,654 | 14,533 | 729 | -9,829 |
| 189+00.00 | 47.5 | 16.7 | 6.1 | 0.0 | 0.0 | 221 | 62 | 15 | 0 | 8,875 | 14,553 | 729 | -9,690 |
| 190+00.00 | 53.4 | 16.7 | 12.1 | 0.0 | 0.0 | 187 | 62 | 34 | 0 | 9,062 | 14,596 | 729 | -9,608 |
| 191+00.00 | 67.7 | 16.7 | 12.1 | 0.0 | 0.0 | 224 | 62 | 45 | 0 | 9,286 | 14,655 | 729 | -9,504 |
| 192+00.00 | 89.1 | 16.7 | 8.2 | 0.0 | 0.0 | 290 | 62 | 38 | 0 | 9,577 | 14,704 | 729 | -9,324 |
| 193+00.00 | 125.9 | 16.7 | 6.9 | 0.0 | 0.0 | 398 | 62 | 28 | 0 | 9,975 | 14,740 | 729 | -9,024 |
| 194+00.00 | 170.8 | 16.7 | 12.2 | 0.0 | 0.0 | 550 | 62 | 35 | 0 | 10,524 | 14,786 | 729 | -8,582 |
| 194+90.00 | 58.6 | 16.7 | 145.0 | 0.0 | 0.0 | 382 | 56 | 262 | 0 | 10,907 | 15,127 | 729 | -8,596 |
| 195+00.00 | 131.2 | 16.7 | 63.0 | 0.0 | 0.0 | 35 | 6 | 39 | 0 | 10,942 | 15,177 | 729 | -8,618 |
| 196+00.00 | 97.9 | 16.7 | 7.6 | 0.0 | 0.0 | 424 | 62 | 131 | 0 | 11,366 | 15,346 | 729 | -8,425 |
| 197+00.00 | 65.7 | 16.7 | 11.8 | 0.0 | 0.0 | 303 | 62 | 36 | 0 | 11,669 | 15,393 | 729 | -8,230 |
| 198+00.00 | 31.4 | 16.7 | 16.6 | 0.0 | 0.0 | 180 | 62 | 53 | 0 | 11,849 | 15,461 | 729 | -8,180 |
| 199+00.00 | 43.4 | 16.7 | 25.0 | 0.0 | 0.0 | 139 | 62 | 77 | 0 | 11,987 | 15,562 | 729 | -8,204 |
| 200+00.00 | 53.6 | 16.7 | 21.4 | 0.0 | 0.0 | 180 | 62 | 86 | 0 | 12,167 | 15,673 | 729 | -8,198 |
| 201+00.00 | 55.8 | 16.7 | 25.3 | 0.0 | 0.0 | 202 | 62 | 87 | 0 | 12,369 | 15,786 | 729 | -8,170 |
| 202+00.00 | 20.6 | 16.7 | 68.4 | 0.0 | 0.0 | 141 | 62 | 174 | 0 | 12,511 | 16,012 | 729 | -8,316 |
| 203+00.00 | 19.2 | 16.7 | 67.9 | 0.0 | 0.0 | 74 | 62 | 252 | 0 | 12,585 | 16,340 | 729 | -8,632 |
| 204+00.00 | 10.2 | 16.7 | 89.0 | 0.0 | 0.0 | 55 | 62 | 290 | 0 | 12,639 | 16,718 | 729 | -9,017 |
| 205+00.00 | 11.2 | 16.7 | 102.1 | 0.0 | 0.0 | 40 | 62 | 354 | 0 | 12,679 | 17,177 | 729 | -9,499 |
| 206+00.00 | 13.6 | 16.7 | 113.9 | 0.0 | 0.0 | 46 | 62 | 400 | 0 | 12,725 | 17,697 | 729 | -10,034 |
| 207+00.00 | 13.0 | 16.7 | 104.4 | 0.0 | 0.0 | 49 | 62 | 404 | 0 | 12,774 | 18,223 | 729 | -10,572 |
| 208+00.00 | 15.9 | 16.7 | 73.8 | 0.0 | 0.0 | 53 | 62 | 330 | 0 | 12,827 | 18,652 | 729 | -11,010 |
| 209+00.00 | 10.8 | 16.7 | 56.4 | 0.0 | 0.0 | 49 | 62 | 241 | 0 | 12,877 | 18,965 | 729 | -11,335 |
| 210+00.00 | 47.5 | 16.7 | 18.9 | 0.0 | 37.0 | 108 | 62 | 139 | 69 | 12,985 | 19,147 | 819 | -11,470 |
| 210+70.00 | 49.2 | 16.7 | 1.7 | 0.0 | 76.0 | 125 | 43 | 27 | 146 | 13,110 | 19,181 | 1,009 | -11,423 |
| 211+00.00 | 61.0 | 16.7 | 0.0 | 0.0 | 76.0 | 61 | 19 | 1 | 84 | 13,172 | 19,183 | 1,119 | -11,381 |
| 211+50.00 | 78.2 | 16.7 | 15.7 | 0.0 | 0.0 | 129 | 31 | 15 | 70 | 13,300 | 19,202 | 1,210 | -11,302 |
| 212+00.00 | 67.2 | 16.7 | 13.7 | 0.0 | 0.0 | 135 | 31 | 27 | 0 | 13,435 | 19,237 | 1,210 | -11,234 |
| 213+00.00 | 83.2 | 16.7 | 20.5 | 0.0 | 0.0 | 278 | 62 | 63 | 0 | 13,713 | 19,319 | 1,210 | -11,100 |
| 213+50.00 | 101.5 | 16.7 | 7.7 | 0.0 | 0.0 | 171 | 31 | 26 | 0 | 13,884 | 19,353 | 1,210 | -10,993 |
| 214+00.00 | 111.9 | 16.7 | 5.5 | 0.0 | 0.0 | 198 | 31 | 12 | 0 | 14,082 | 19,369 | 1,210 | -10,842 |
| 214+50.00 | 150.8 | 16.7 | 7.0 | 0.0 | 0.0 | 243 | 31 | 12 | 0 | 14,325 | 19,384 | 1,210 | -10,645 |
| 215+00.00 | 128.2 | 16.7 | 12.5 | 0.0 | 0.0 | 258 | 31 | 18 | 0 | 14,584 | 19,408 | 1,210 | -10,441 |
| 216+00.00 | 91.2 | 16.7 | 15.7 | 0.0 | 76.0 | 406 | 62 | 52 | 141 | 14,990 | 19,475 | 1,393 | -10,164 |
| 217+00.00 | 26.6 | 16.7 | 52.7 | 0.0 | 37.0 | 218 | 62 | 127 | 209 | 15,208 | 19,640 | 1,665 | -10,172 |
| 218+00.00 | 14.9 | 16.7 | 91.2 | 0.0 | 0.0 | 77 | 62 | 266 | 69 | 15,285 | 19,986 | 1,754 | -10,503 |

| Notes: | |
|---|---|
| 1 - Cut | Cut includes existing asphalt and concrete pavement |
| 2 - Salvaged/Unusable Pavement Material | This does not show up in cross sections |
| 3 - Fill | Unexpanded |
| 4 - Mass Ordinate | Cut - (Fill * Fill Factor) - (Salvaged/Unuasble Pavement Material) |
| 5- Expanded EBS Backfill | Will be backfilled with Borrow Material |

EARTHWORK - CTH T (CONTINUED)

| STATION | AREA (SF) | | | | | Incremental Vol (CY) (Unadjusted) | | | | Cumulative Vol (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cut | Salvaged/Unusable Pavement Material | Fill | Rock Exc | EBS | Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
| 219+00.00 | 26.2 | 16.7 | 113.7 | 0.0 | 0.0 | 76 | 62 | 379 | 0 | 15,362 | 20,480 | 1,754 | -10,982 |
| 220+00.00 | 39.4 | 16.7 | 135.8 | 0.0 | 0.0 | 122 | 62 | 462 | 0 | 15,483 | 21,080 | 1,754 | -11,523 |
| 221+00.00 | 43.6 | 16.7 | 170.5 | 0.0 | 0.0 | 154 | 62 | 567 | 0 | 15,637 | 21,817 | 1,754 | -12,168 |
| 222+00.00 | 49.3 | 16.7 | 158.0 | 0.0 | 0.0 | 172 | 62 | 608 | 0 | 15,809 | 22,608 | 1,754 | -12,849 |
| 223+00.00 | 71.5 | 16.7 | 85.6 | 0.0 | 0.0 | 224 | 62 | 451 | 0 | 16,032 | 23,194 | 1,754 | -13,273 |
| 224+00.00 | 118.7 | 16.7 | 45.1 | 0.0 | 55.5 | 352 | 62 | 242 | 103 | 16,384 | 23,509 | 1,888 | -13,297 |
| 225+00.00 | 111.1 | 16.7 | 33.1 | 0.0 | 0.0 | 425 | 62 | 145 | 103 | 16,810 | 23,697 | 2,022 | -13,122 |
| 226+00.00 | 99.2 | 16.7 | 17.6 | 0.0 | 0.0 | 389 | 62 | 94 | 0 | 17,199 | 23,819 | 2,022 | -12,916 |
| 227+00.00 | 83.1 | 16.7 | 16.0 | 0.0 | 0.0 | 338 | 62 | 62 | 0 | 17,537 | 23,900 | 2,022 | -12,721 |
| 228+00.00 | 158.1 | 16.7 | 2.1 | 0.0 | 0.0 | 447 | 62 | 34 | 0 | 17,984 | 23,943 | 2,022 | -12,379 |
| 228+75.00 | 86.2 | 16.7 | 92.1 | 0.0 | 0.0 | | | | | | | | |
| 229+00.00 | 83.0 | 16.7 | 38.3 | 0.0 | 0.0 | 78 | 15 | 60 | 0 | 18,062 | 24,022 | 2,022 | -12,395 |
| 229+50.00 | 46.9 | 16.7 | 9.3 | 0.0 | 0.0 | 120 | 31 | 44 | 0 | 18,182 | 24,079 | 2,022 | -12,363 |
| 230+00.00 | 22.7 | 16.7 | 0.0 | 0.0 | 0.0 | 64 | 31 | 9 | 0 | 18,247 | 24,090 | 2,022 | -12,340 |
| | | | | | | 18,247 | 6,497 | 18,531 | 1,555 | | | | |

| Notes: | |
|---|---|
| 1 - Cut | Cut includes existing asphalt and concrete pavement |
| 2 - Salvaged/Unusable Pavement Material | This does not show up in cross sections |
| 3 - Fill | Unexpanded |
| 4 - Mass Ordinate | Cut - (Fill * Fill Factor) - (Salvaged/Unuasble Pavement Material) |
| 5- Expanded EBS Backfill | Will be backfilled with Borrow Material |

EARTHWORK - MAXWELL ROAD

| STATION | AREA (SF) Cut | Salvaged/Unusable Pavement Material | Fill | EBS | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cumulative Vol (CY) Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 698+20.00 | 17.5 | 6.0 | 0.0 | 0.0 | | | | | | | | |
| 698+50.00 | 25.6 | 6.0 | 1.5 | 0.0 | 24 | 7 | 1 | 0 | 24 | 1 | 0 | 16 |
| 699+00.00 | 19.3 | 6.0 | 2.1 | 0.0 | 42 | 11 | 3 | 0 | 65 | 5 | 0 | 42 |
| 699+15.00 | 19.1 | 6.0 | 6.6 | 0.0 | 11 | 3 | 2 | 0 | 76 | 9 | 0 | 46 |
| 699+50.00 | 35.0 | 6.0 | 5.2 | 0.0 | 35 | 8 | 8 | 0 | 111 | 18 | 0 | 64 |
| | | | | | 111 | 29 | 14 | 0 | | | | |

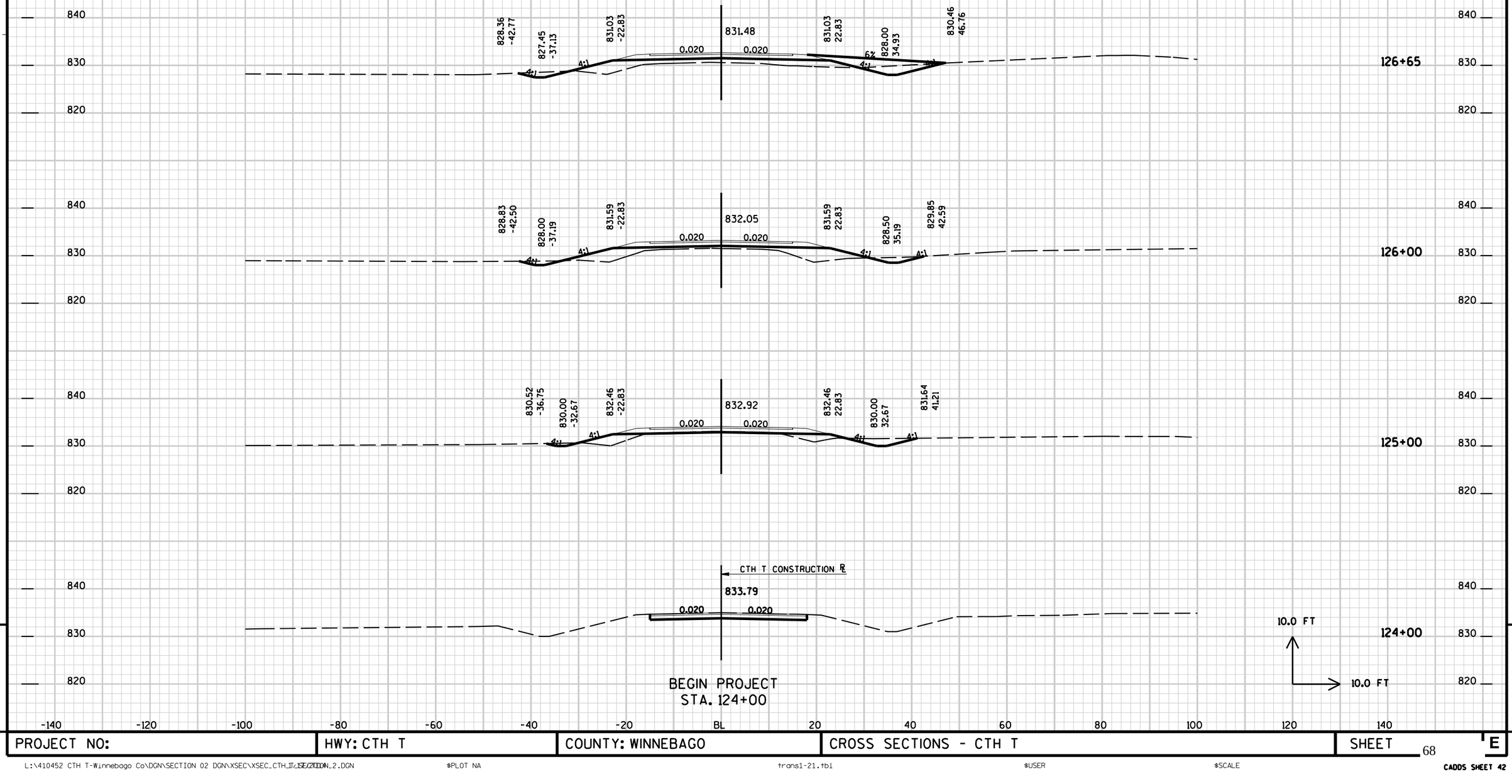
EARTHWORK - VINLAND CENTER ROAD

| STATION | AREA (SF) Cut | Salvaged/Unusable Pavement Material | Fill | EBS | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cumulative Vol (CY) Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 800+50.00 | 106.1 | 6.7 | 1.3 | 0.0 | | | | | | | | |
| 801+00.00 | 68.3 | 6.7 | 0.1 | 0.0 | 161 | 12 | 1 | 0 | 161 | 2 | 0 | 147 |
| 801+50.00 | 35.4 | 6.7 | 0.4 | 0.0 | 96 | 12 | 0 | 0 | 258 | 2 | 0 | 231 |
| | | | | | 258 | 25 | 2 | 0 | | | | |

EARTHWORK - CTH G

| STATION | AREA (SF) Cut | Salvaged/Unusable Pavement Material | Fill | EBS | Incremental Vol (CY) (Unadjusted) Cut Note 1 | Salvaged/Unusable Pavement Material Note 2 | Fill Note 3 | EBS | Cumulative Vol (CY) Cut 1.00 Note 1 | Expanded Fill 1.30 | Expanded EBS Backfill 1.30 Note 5 | Mass Ordinate Note 4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 898+31.00 | 25.6 | 11.9 | 0.0 | 0.0 | | | | | | | | |
| 898+50.00 | 44.3 | 11.9 | 9.4 | 0.0 | 25 | 8 | 3 | 0 | 25 | 4 | 0 | 12 |
| 899+00.00 | 49.9 | 11.9 | 19.4 | 0.0 | 87 | 22 | 27 | 0 | 112 | 39 | 0 | 42 |
| 899+50.00 | 98.0 | 11.9 | 28.7 | 0.0 | 137 | 22 | 44 | 0 | 249 | 97 | 0 | 99 |
| 900+00.00 | 99.1 | 11.9 | 0.0 | 0.0 | 183 | 22 | 27 | 0 | 431 | 131 | 0 | 225 |
| 900+50.00 | 117.3 | 11.9 | 34.2 | 0.0 | 200 | 22 | 32 | 0 | 632 | 172 | 0 | 362 |
| 900+91.00 | 104.8 | 11.9 | 8.9 | 0.0 | 169 | 18 | 33 | 0 | 800 | 215 | 0 | 470 |
| 901+00.00 | 107.4 | 11.9 | 8.2 | 0.0 | 35 | 4 | 3 | 0 | 836 | 219 | 0 | 498 |
| 901+50.00 | 77.7 | 11.9 | 3.8 | 0.0 | 171 | 22 | 11 | 0 | 1,007 | 233 | 0 | 633 |
| 901+70.00 | 25.2 | 11.9 | 0.0 | 0.0 | 38 | 9 | 1 | 0 | 1,045 | 235 | 0 | 660 |
| | | | | | 1,045 | 150 | 181 | 0 | | | | |

| Notes: | |
|---|---|
| 1 - Cut | Cut includes existing asphalt and concrete pavement |
| 2 - Salvaged/Unusable Pavement Material | This does not show up in cross sections |
| 3 - Fill | Unexpanded |
| 4 - Mass Ordinate | Cut - (Fill * Fill Factor) - (Salvaged/Unuasble Pavement Material) |
| 5- Expanded EBS Backfill | Will be backfilled with Borrow Material |

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



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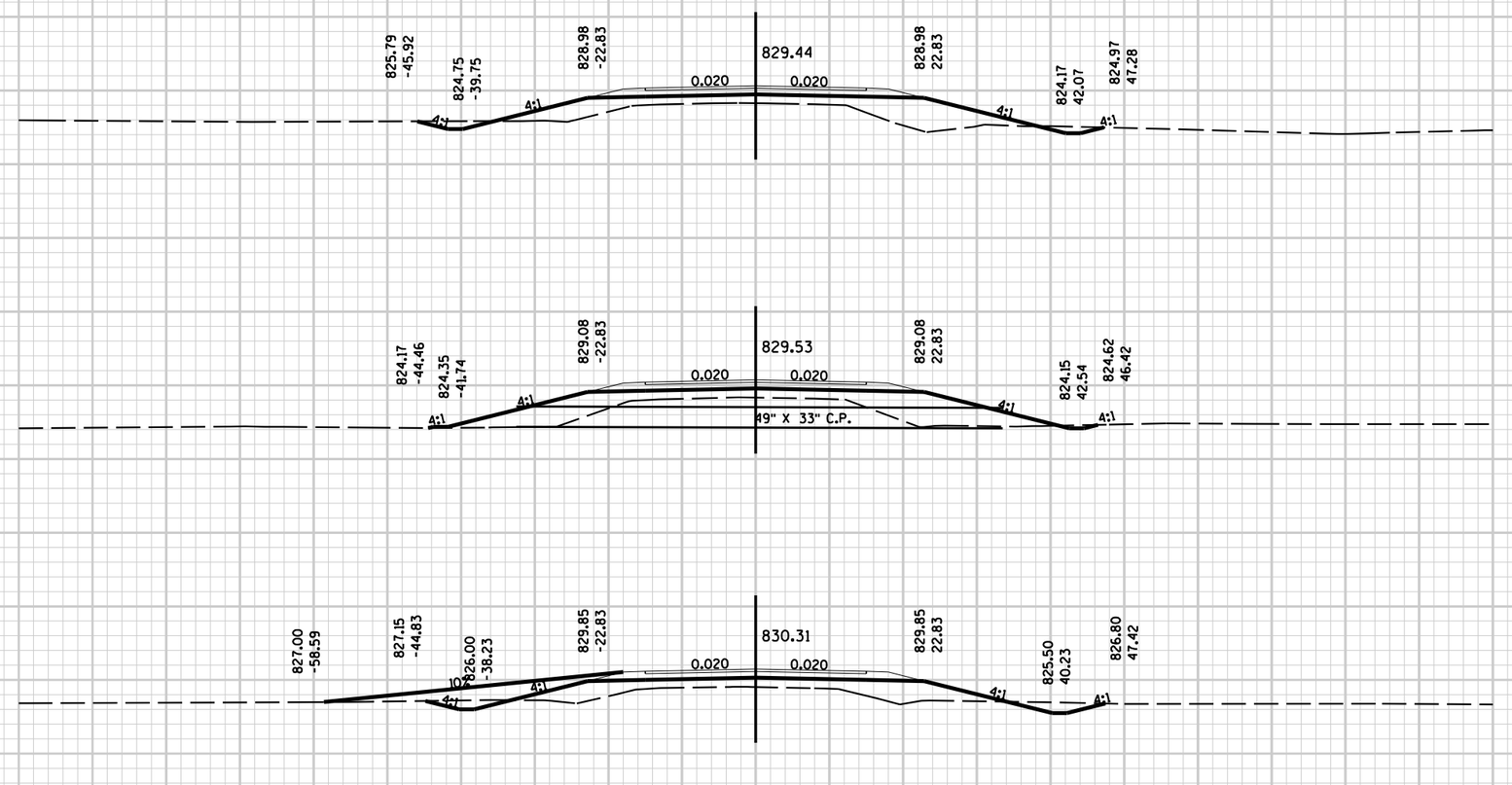


| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



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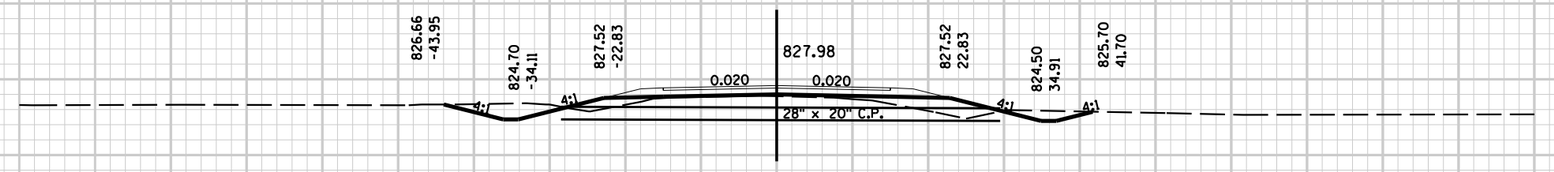
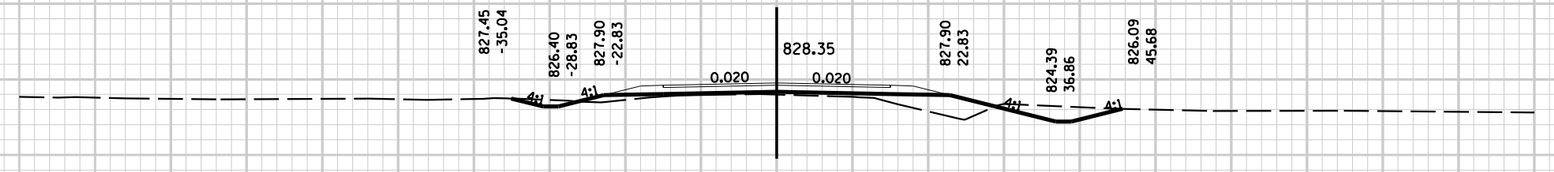
CADDS SHEET 42

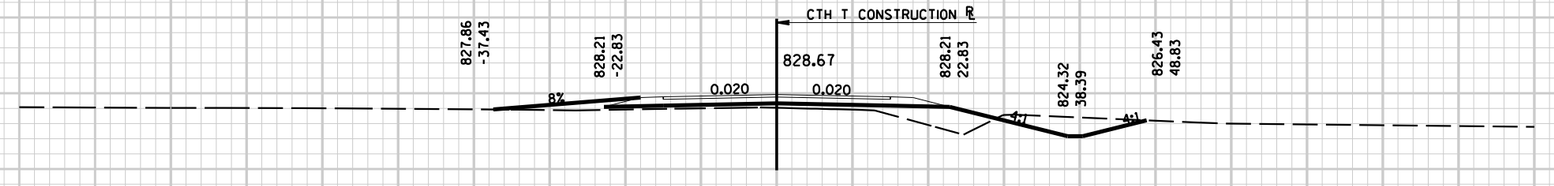



131+25

131+00




130+50




130+00

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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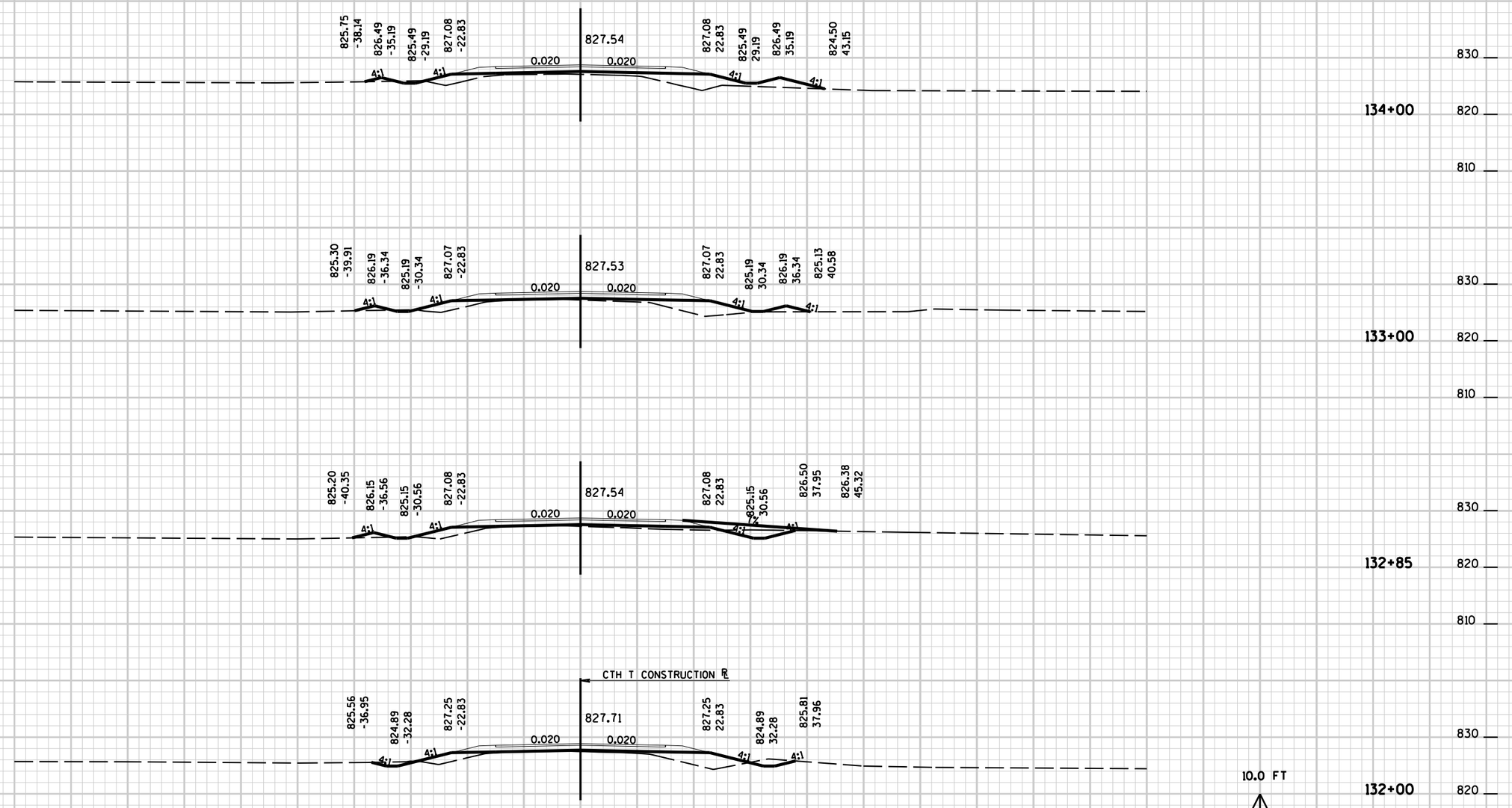
CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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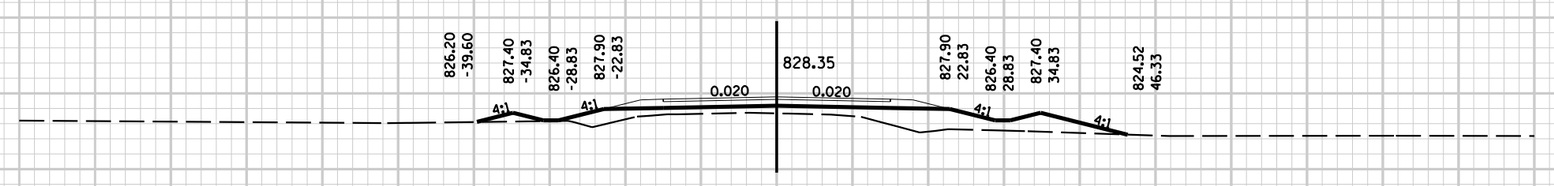
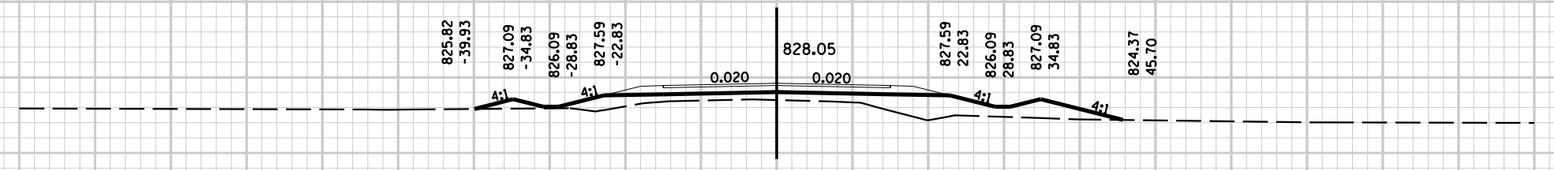
CADDS SHEET 42

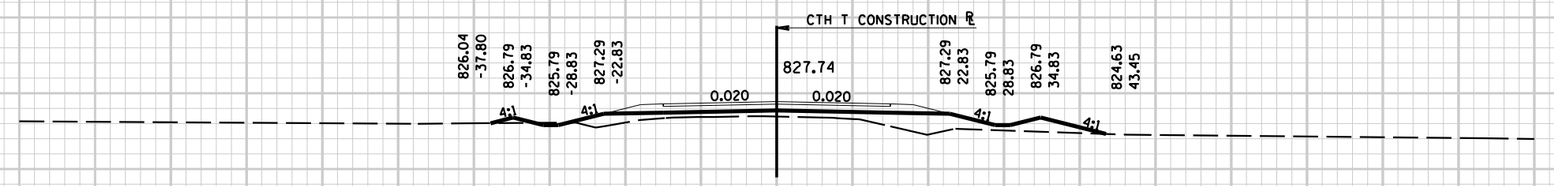
138+00



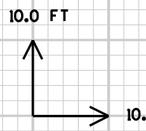

137+00




136+00




135+00




-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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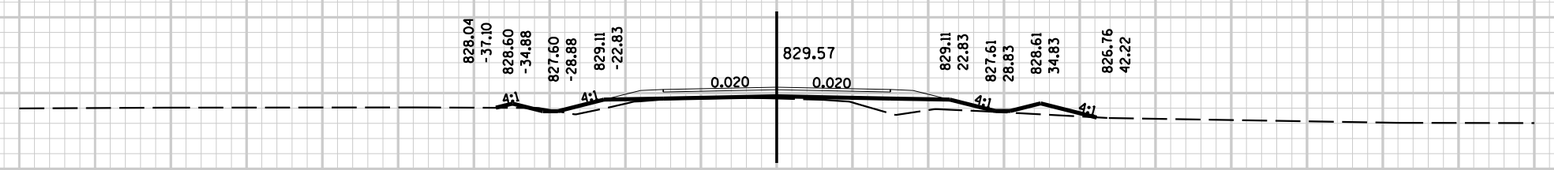


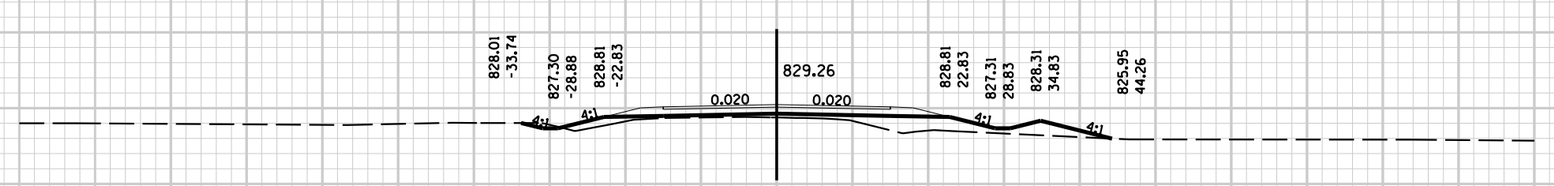


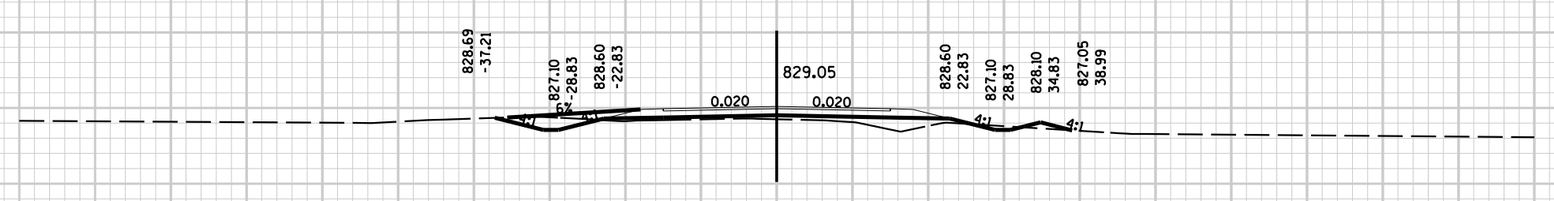


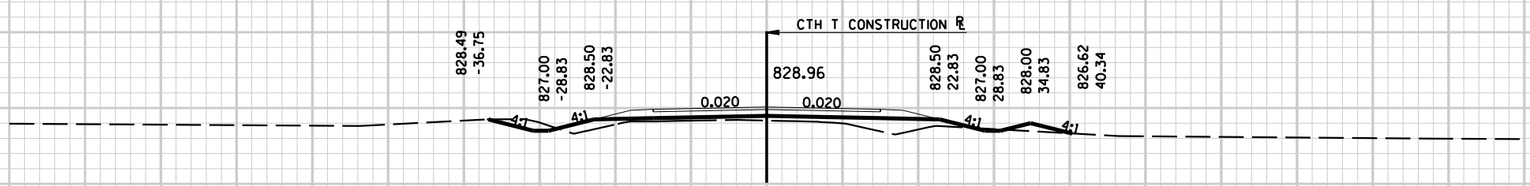


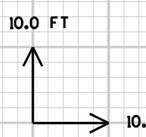




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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET | E |
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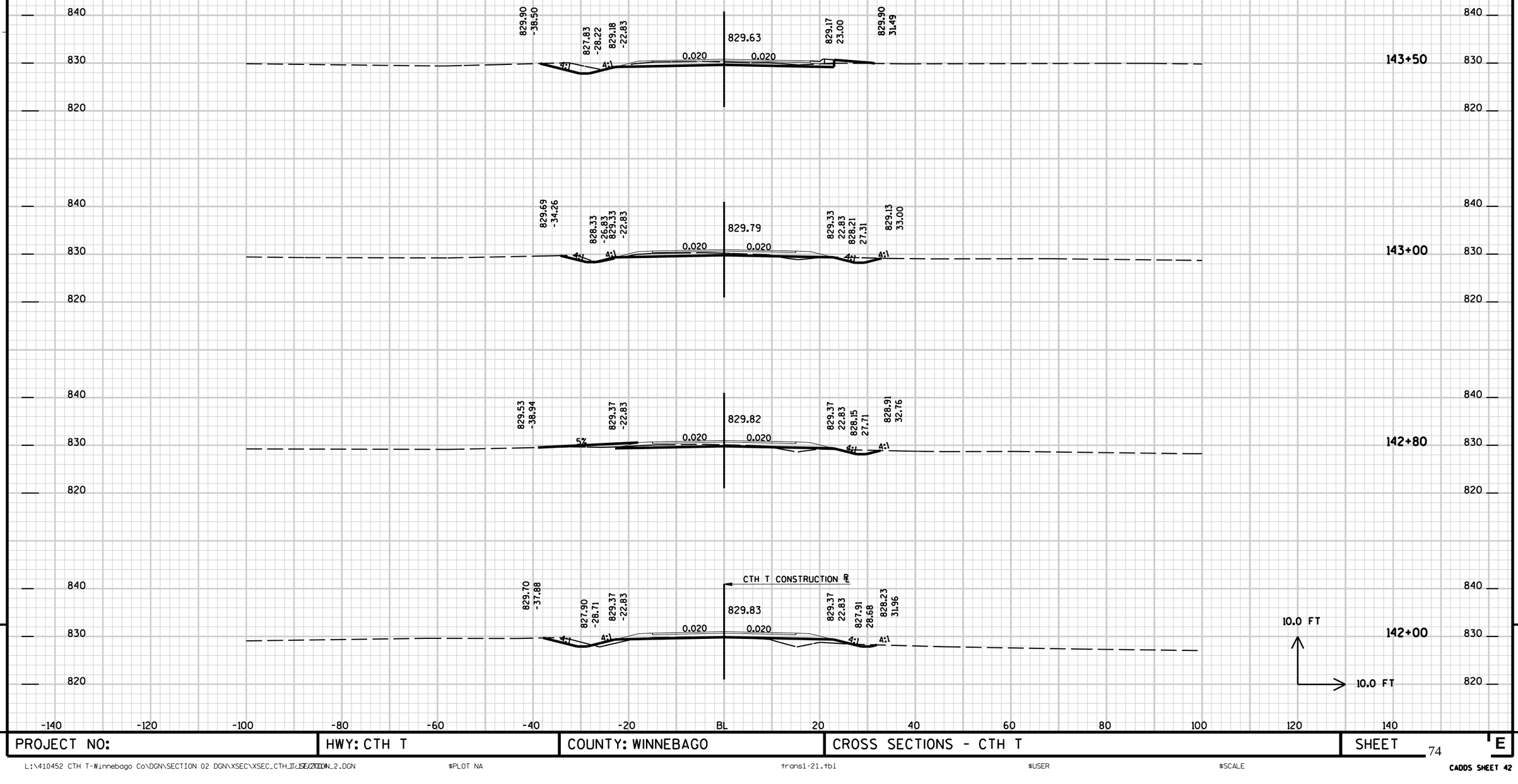
CADDS SHEET 42

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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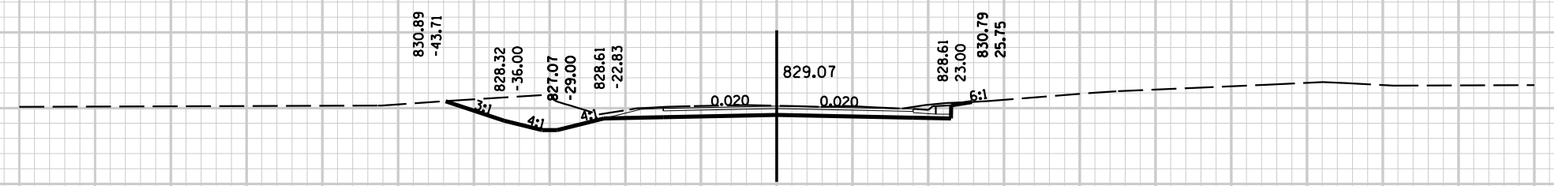
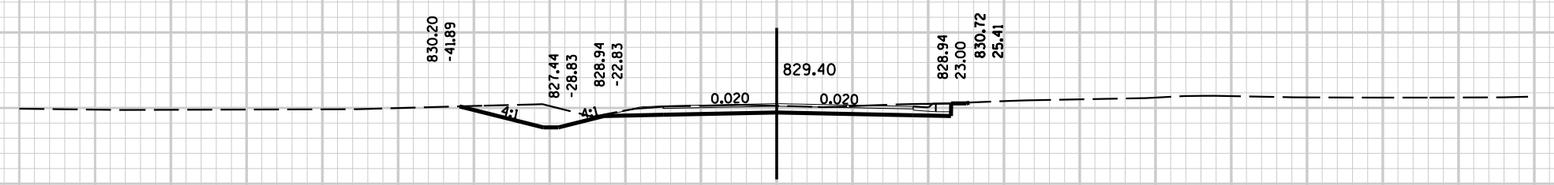
CADDS SHEET 42

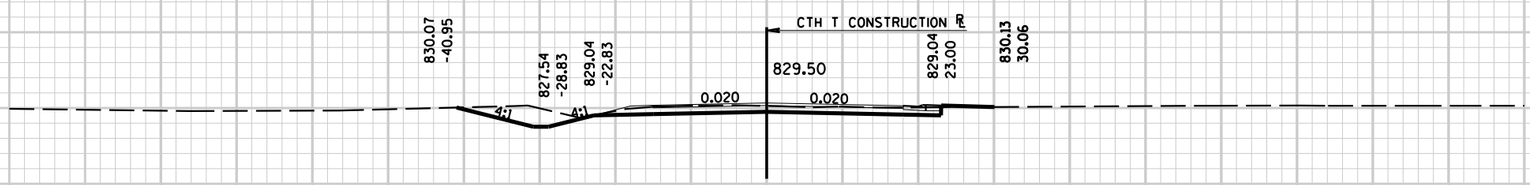
145+00




144+50




144+00




143+80

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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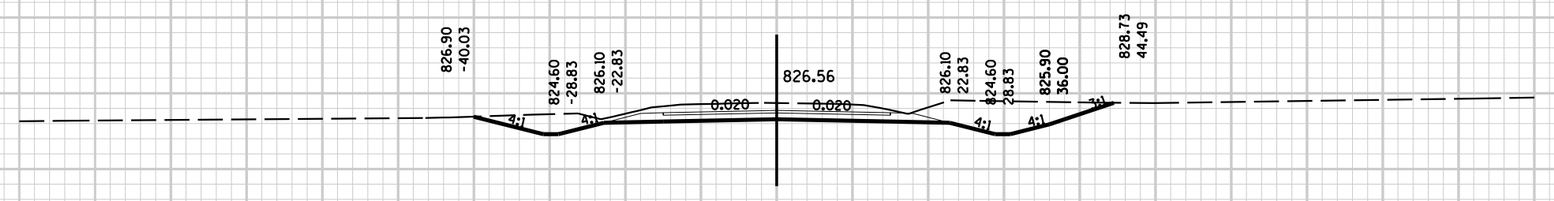
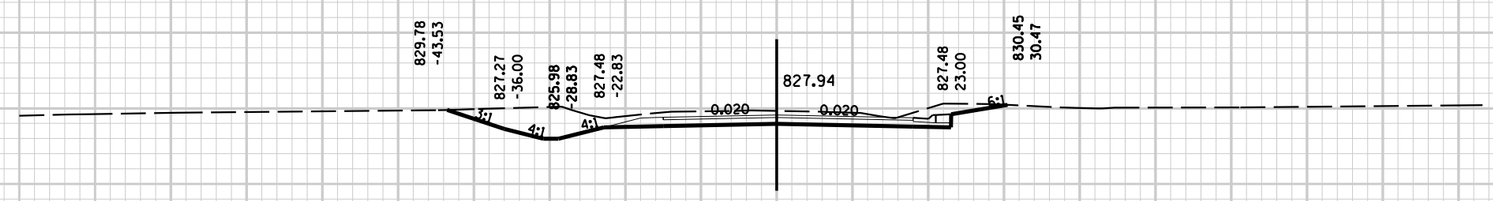
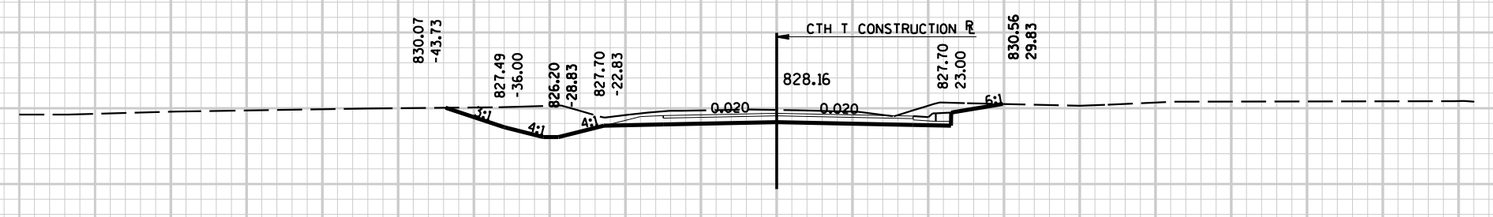



147+00

146+00




145+70




145+50

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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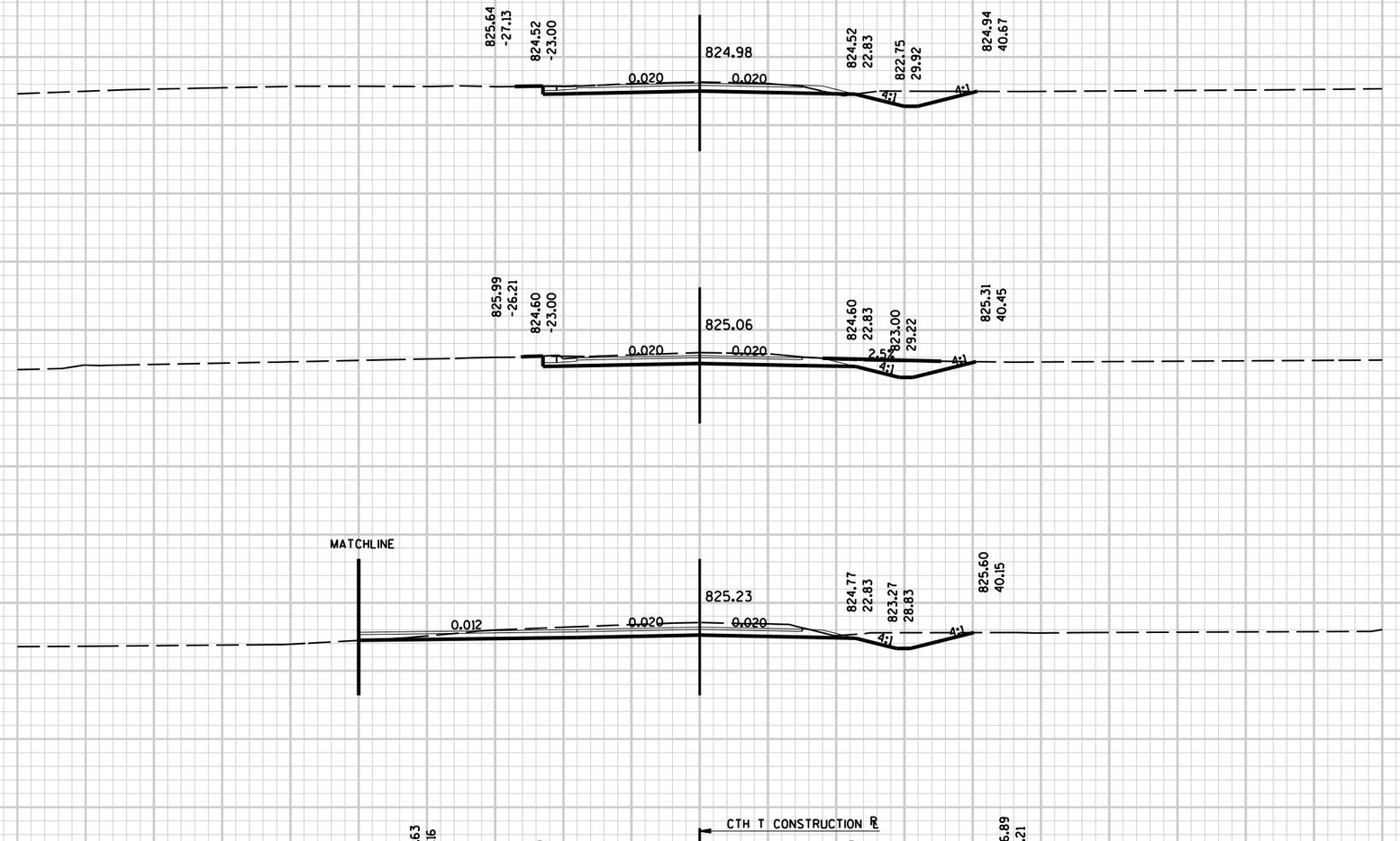
CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



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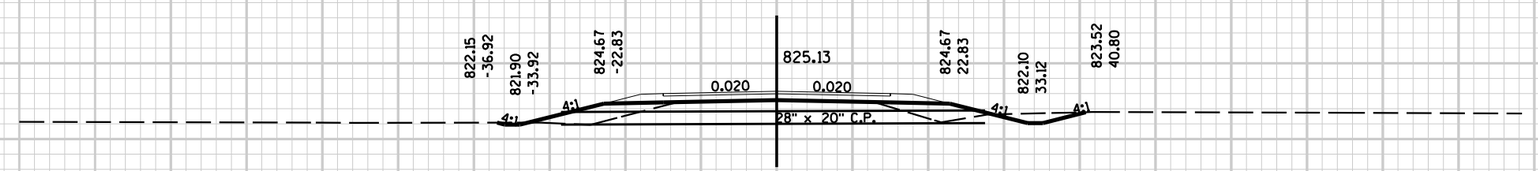
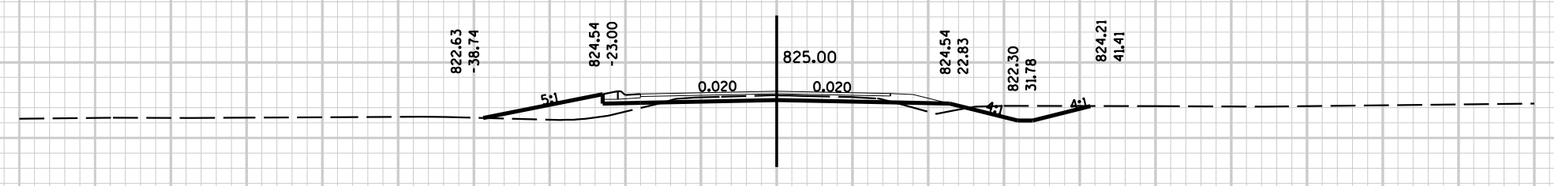
CADDS SHEET 42

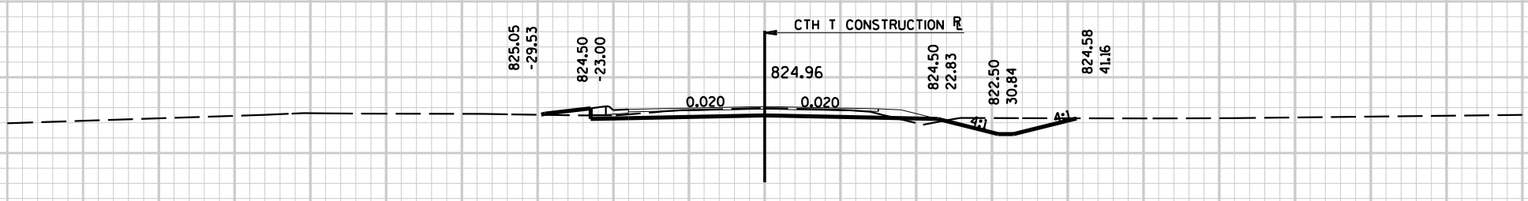



151+49

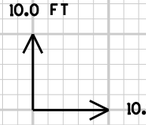
151+00




150+90




150+50




830
820
810
-140
-120
-100
-80
-60
-40
-20
BL
20
40
60
80
100
120
140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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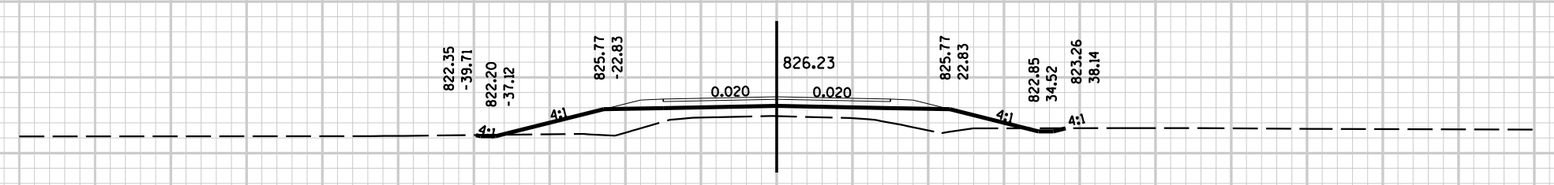
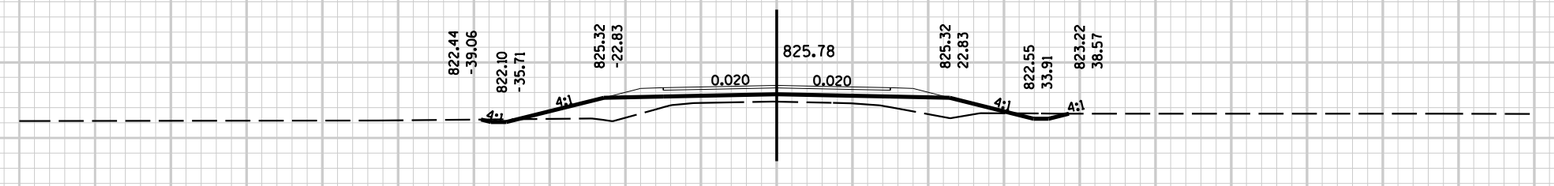
CADDS SHEET 42

155+00




154+00

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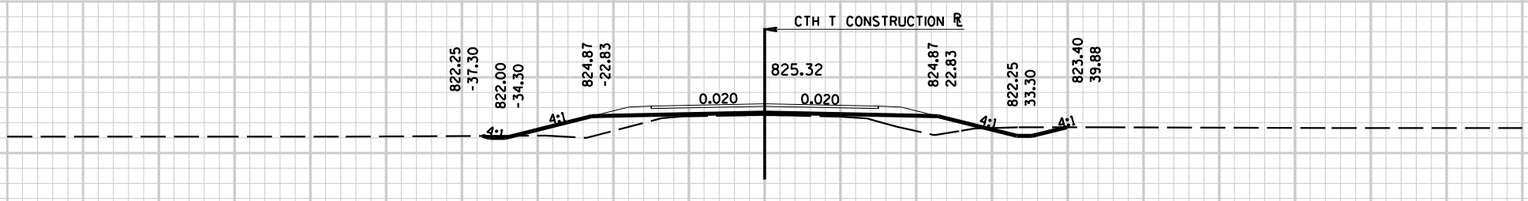


152+00

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

9 9

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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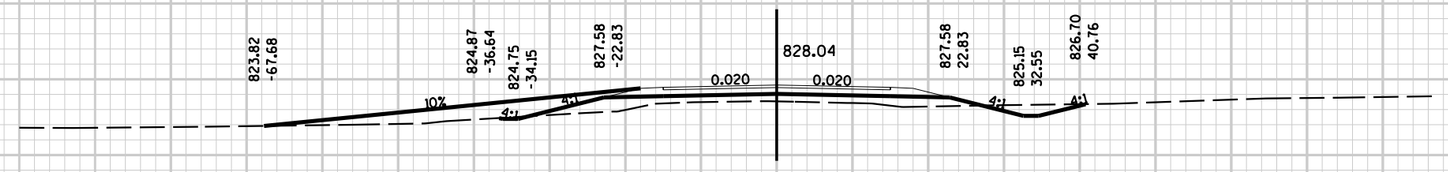
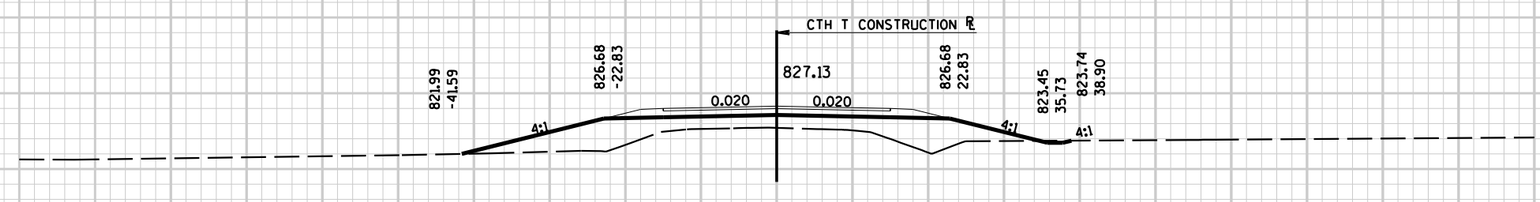
CADDS SHEET 42



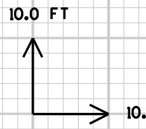

158+00

157+50

157+00




156+00




-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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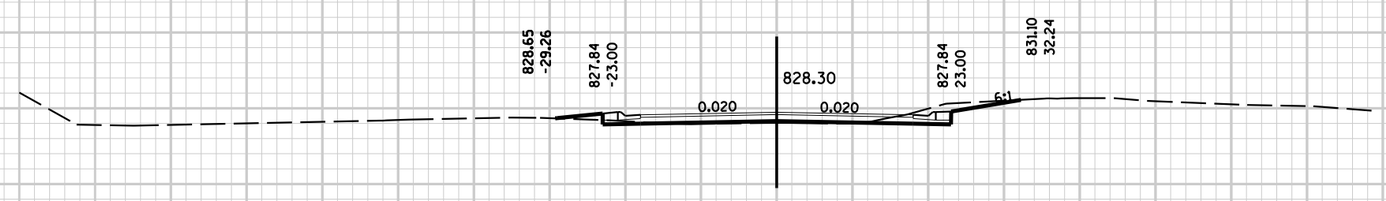
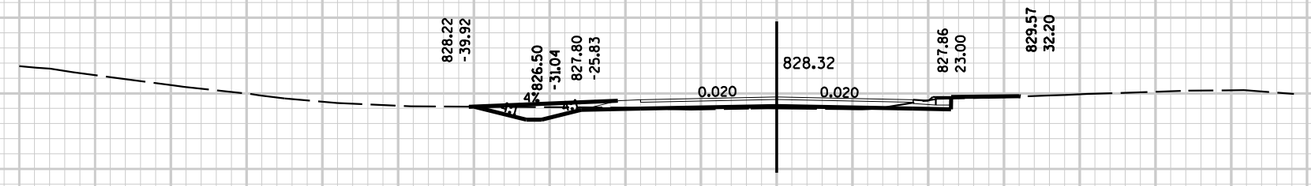
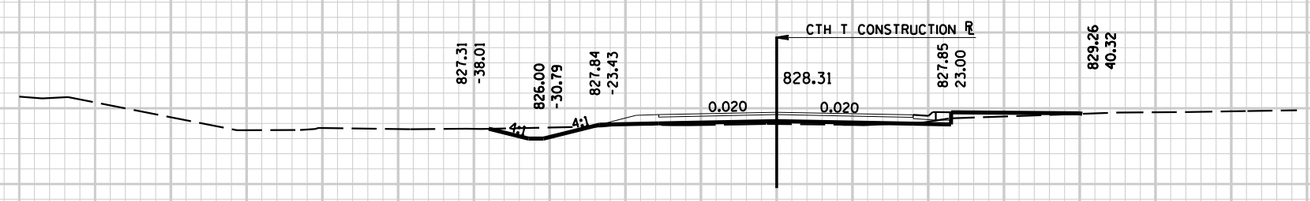
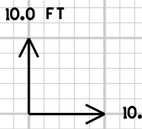
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42





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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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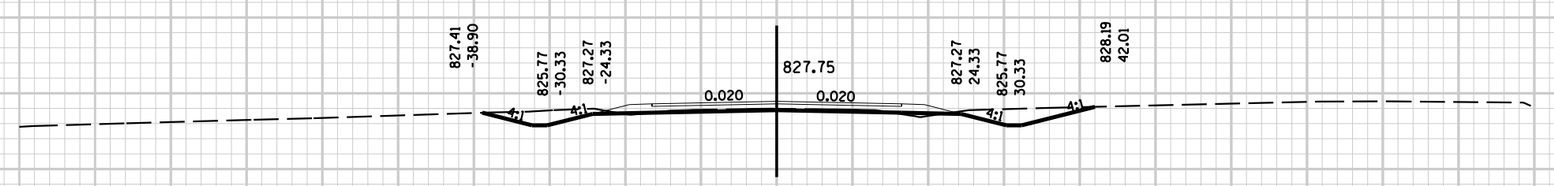
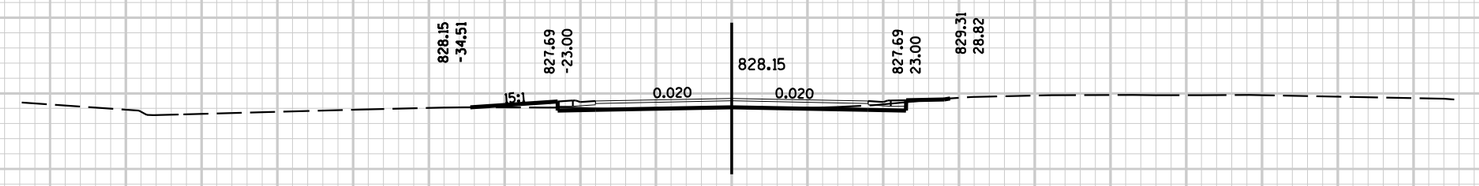
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

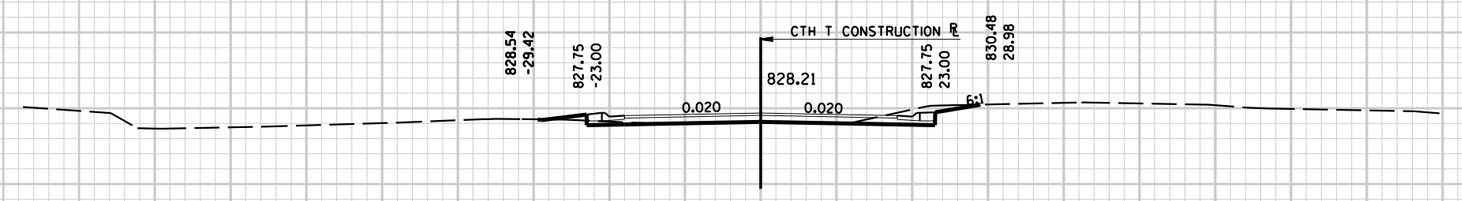



161+00

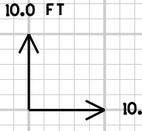
160+50

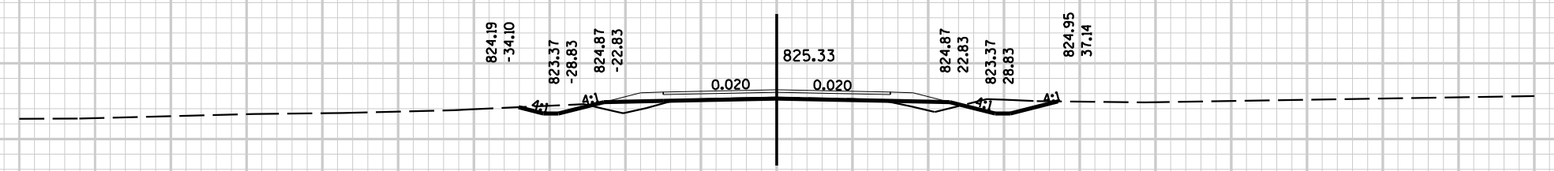



160+20




160+00



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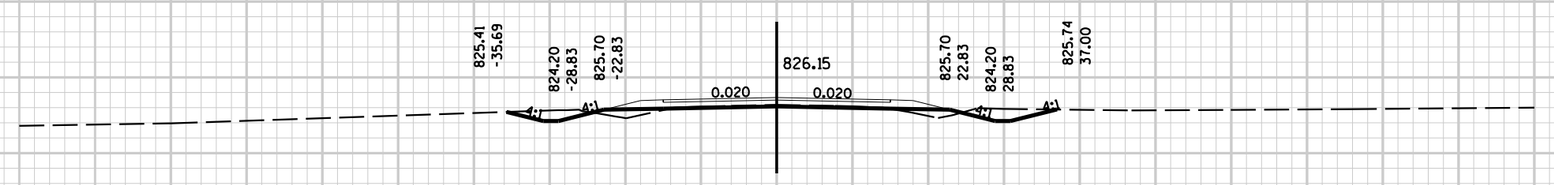
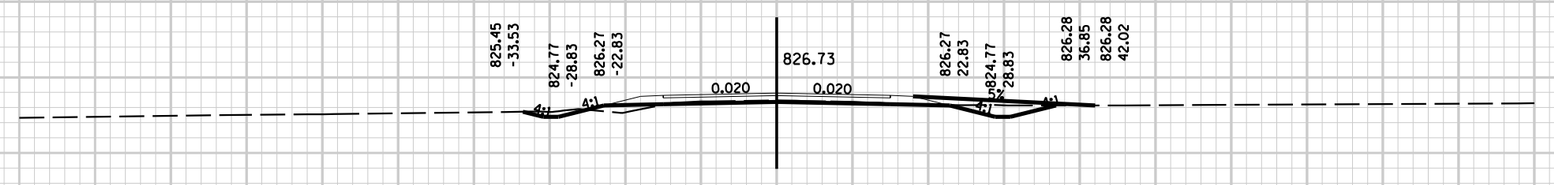
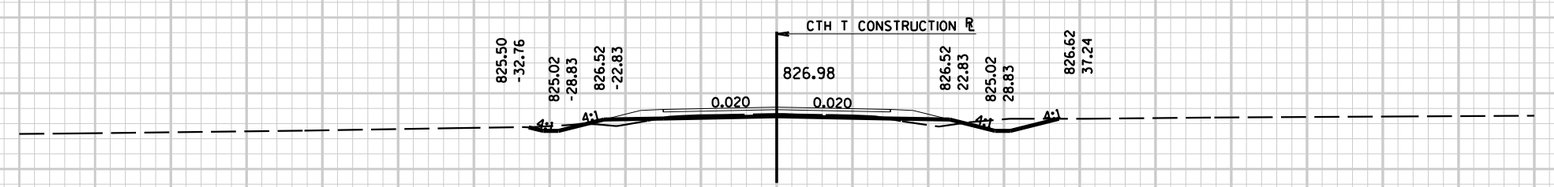



163+00




162+30




162+00

10.0 FT

10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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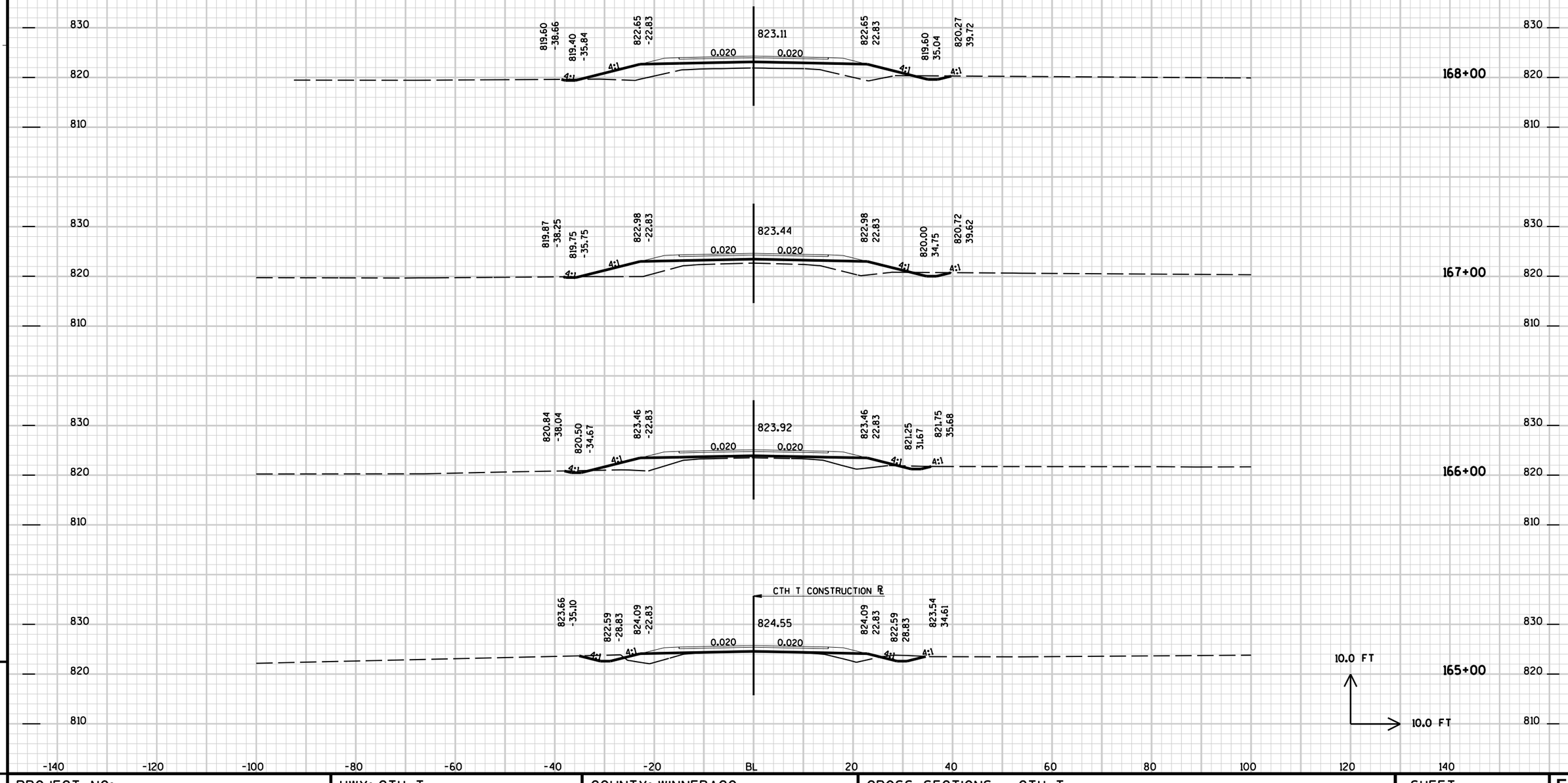
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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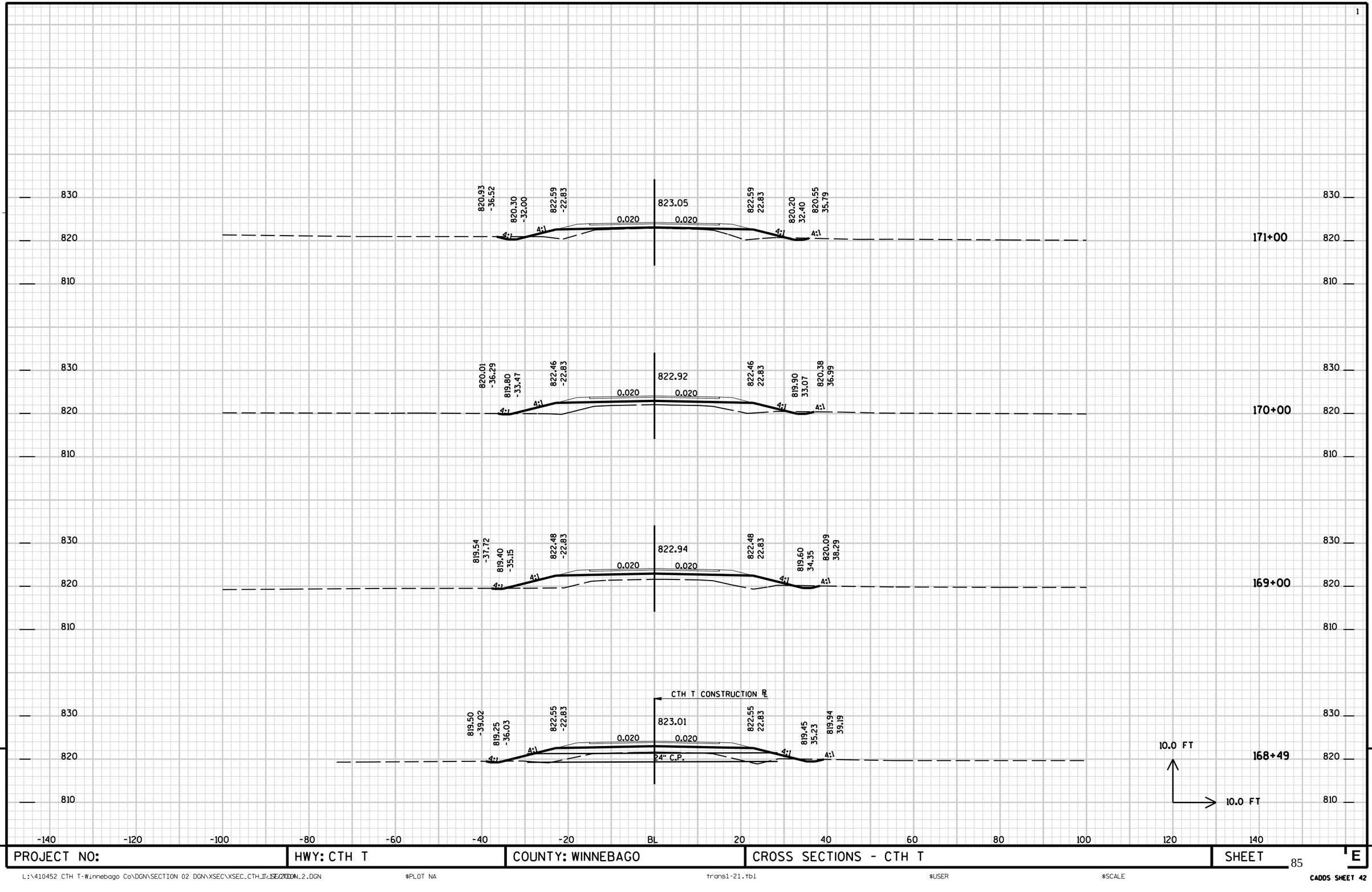
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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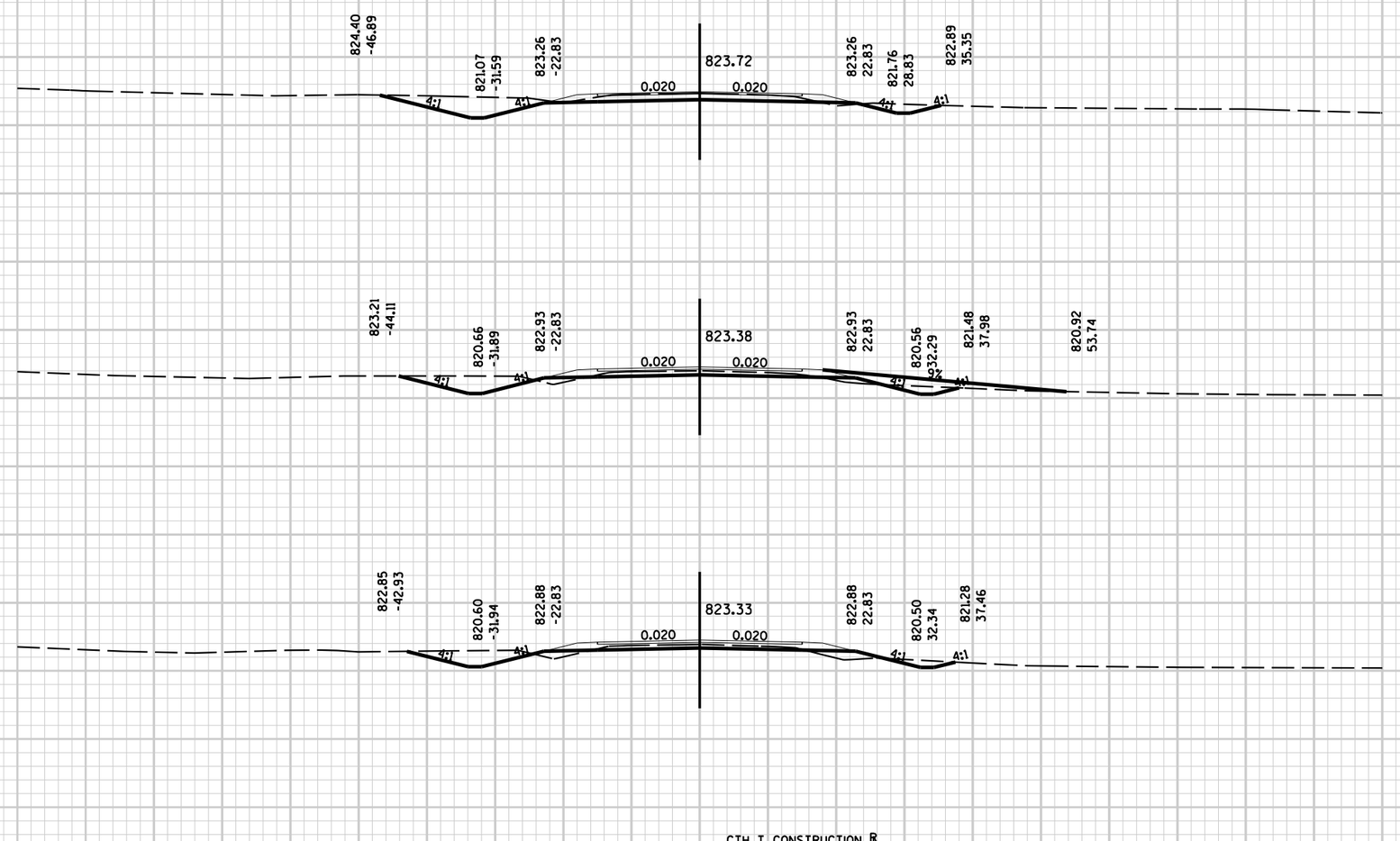
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




10.0 FT

10.0 FT

9

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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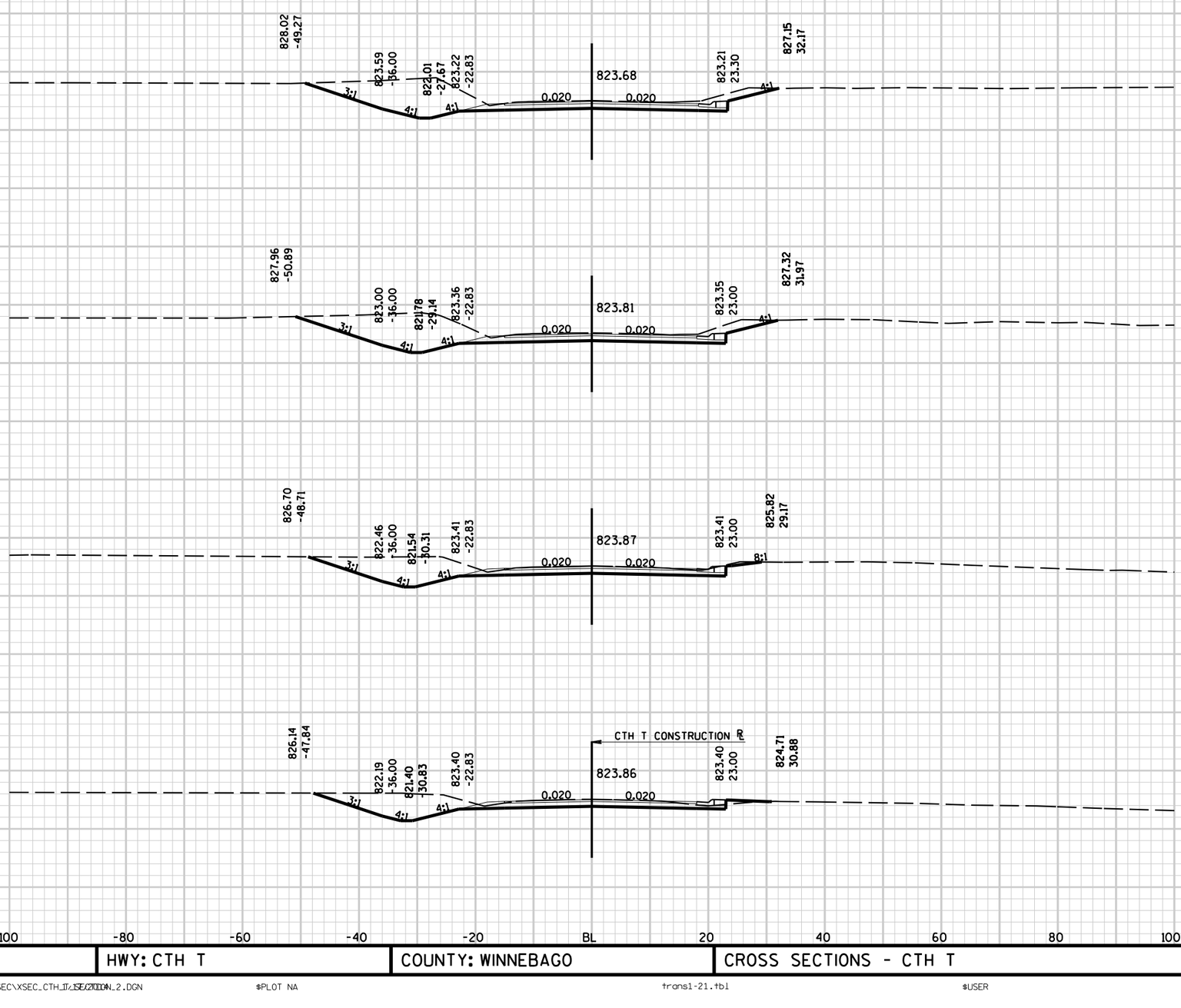
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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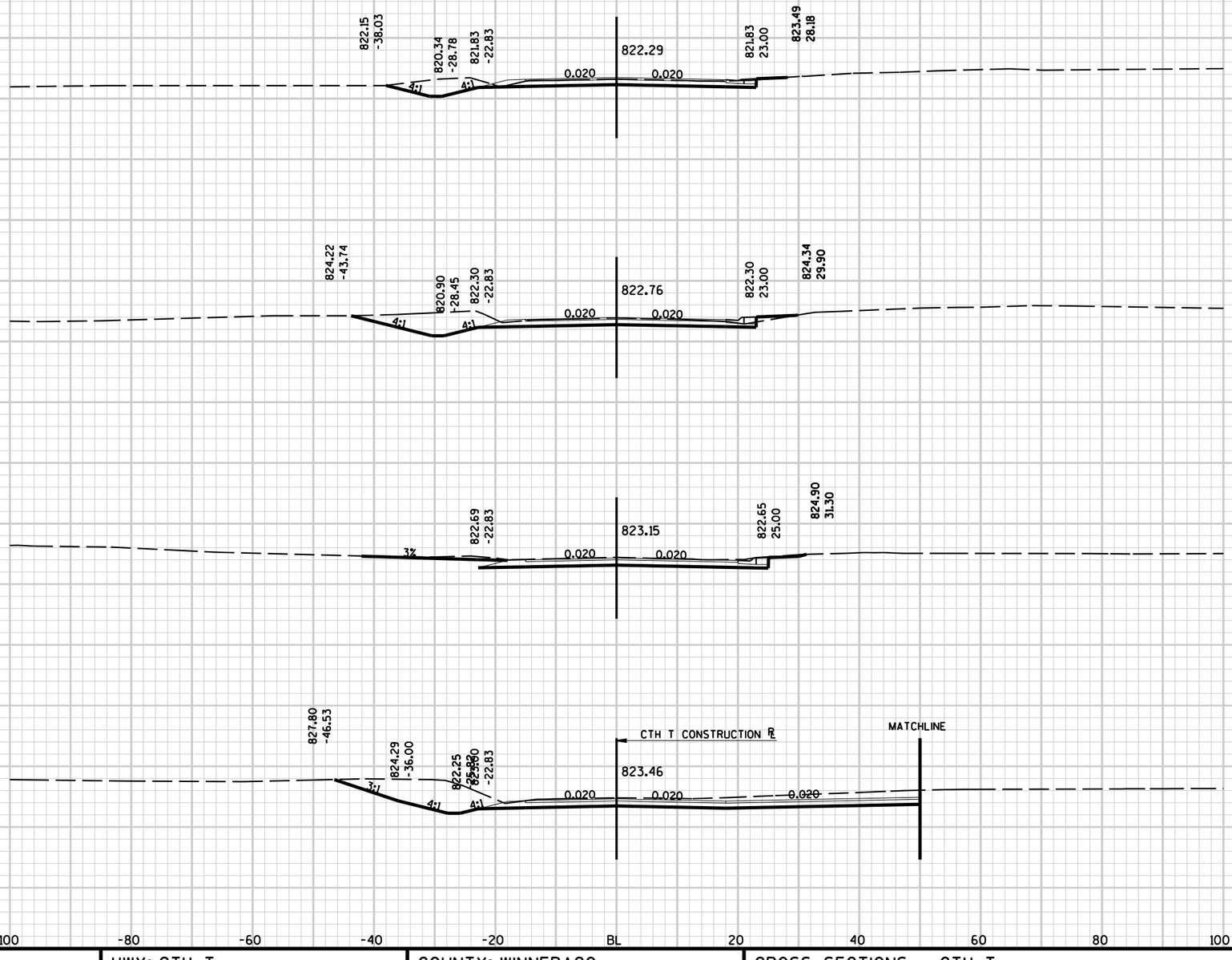
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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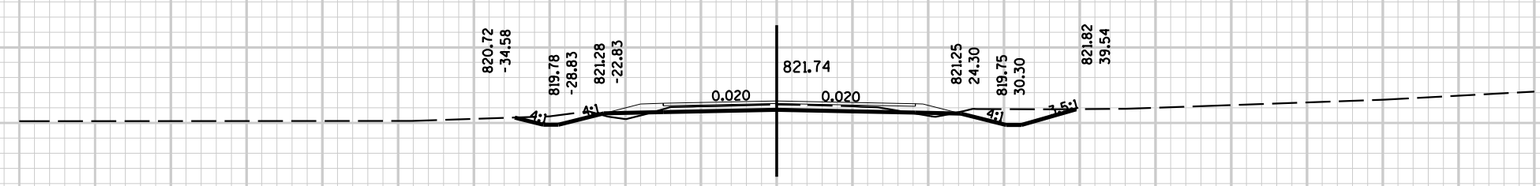
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

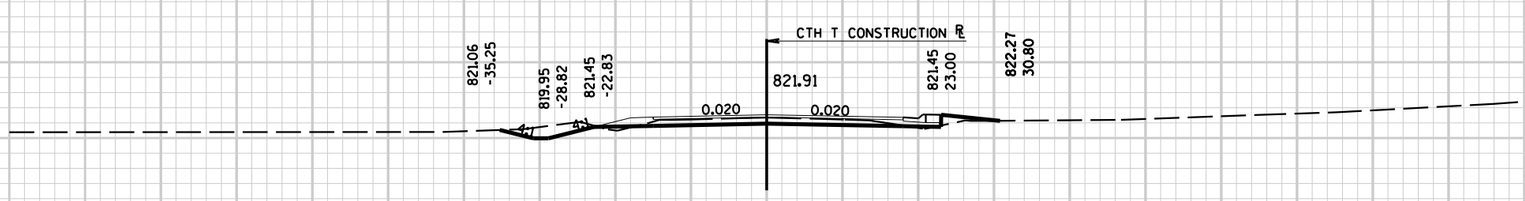
CADDS SHEET 42

179+00

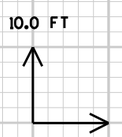
178+00




177+50




177+35




-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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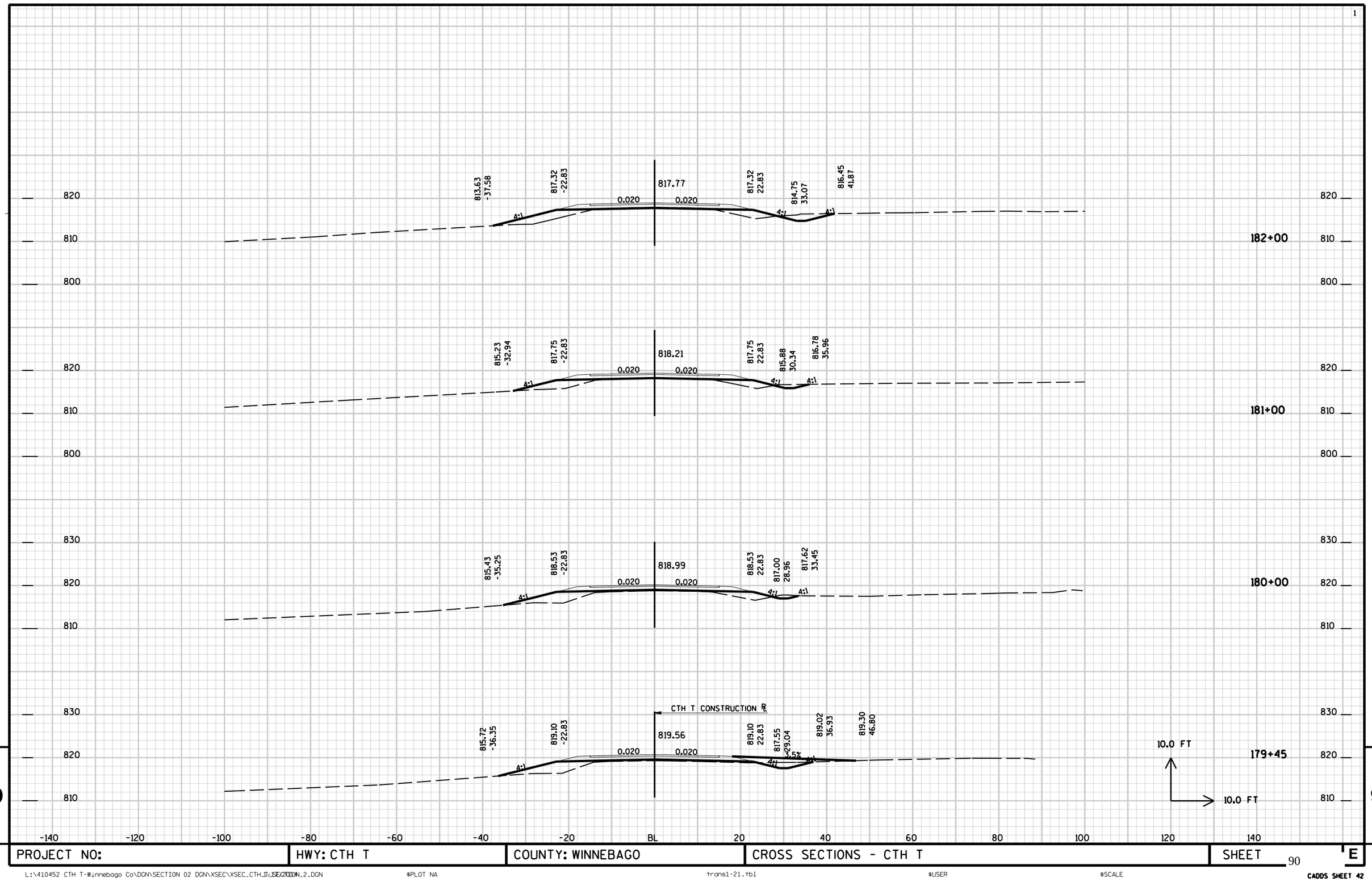
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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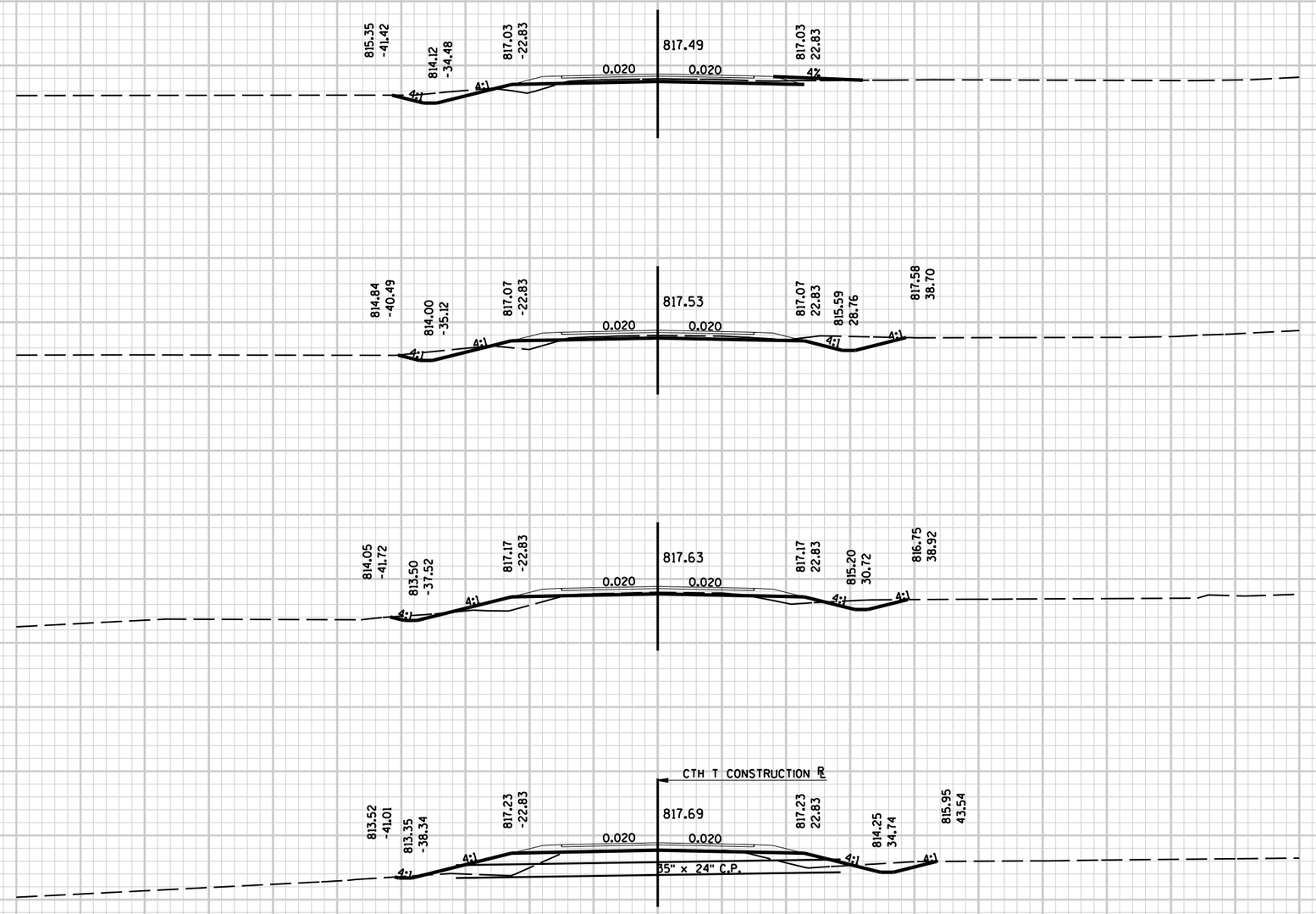
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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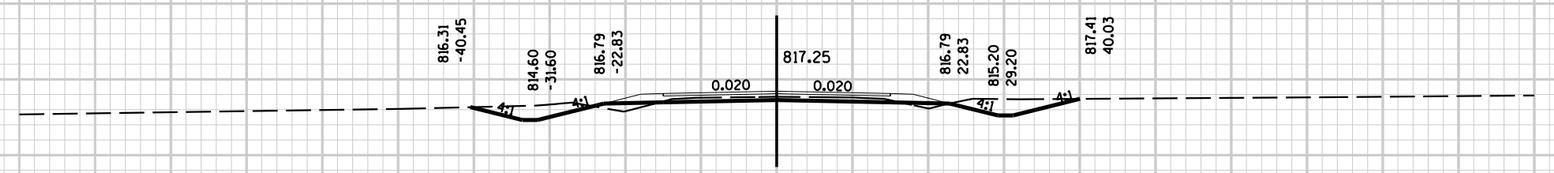
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

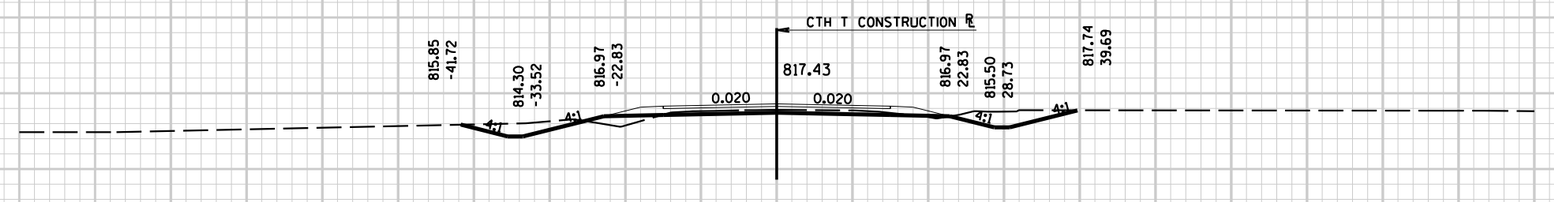
CADDS SHEET 42

187+00

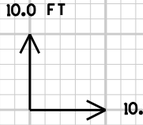



186+00

185+50




185+00




-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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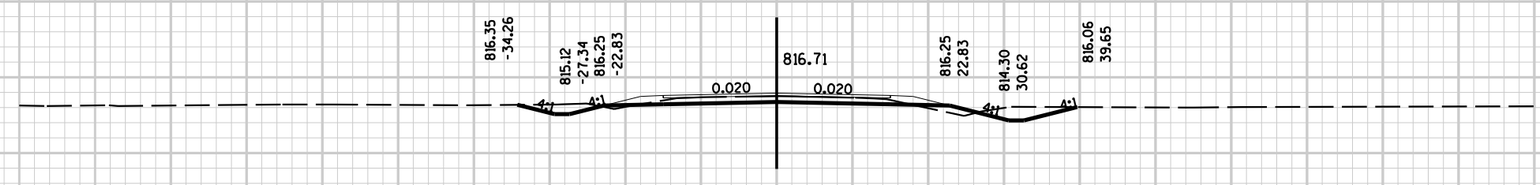
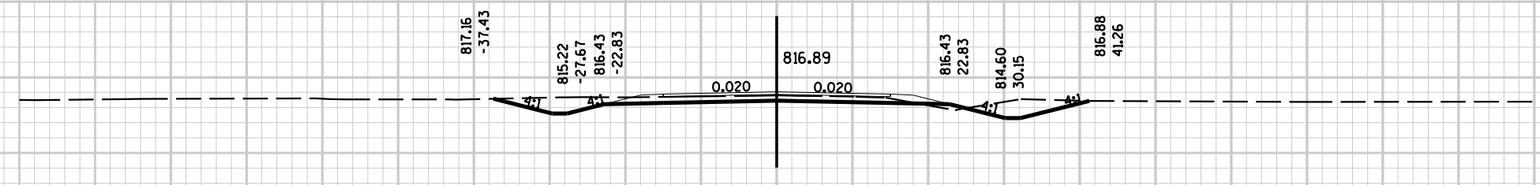
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

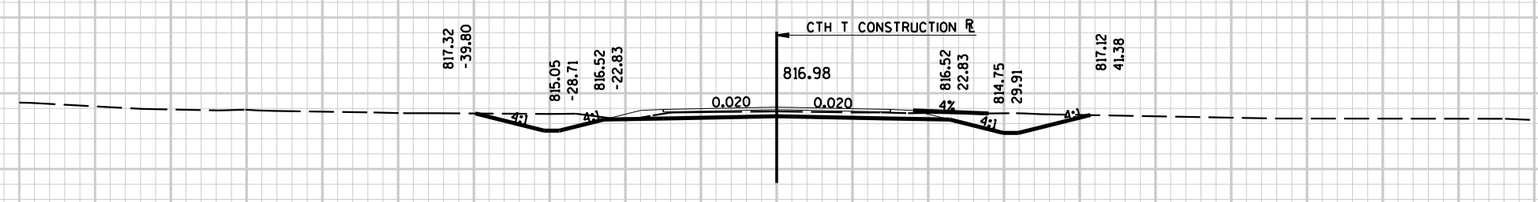



189+00

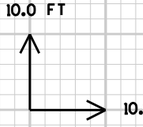
188+14




188+00




187+50




-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



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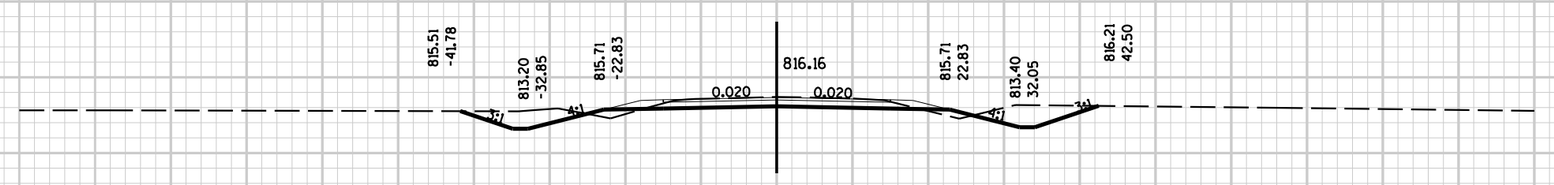
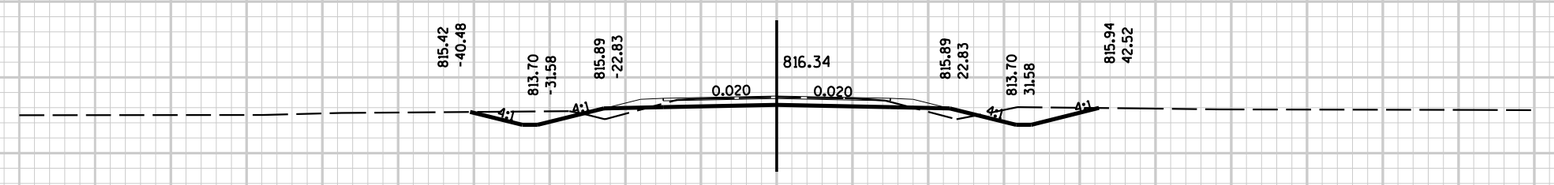
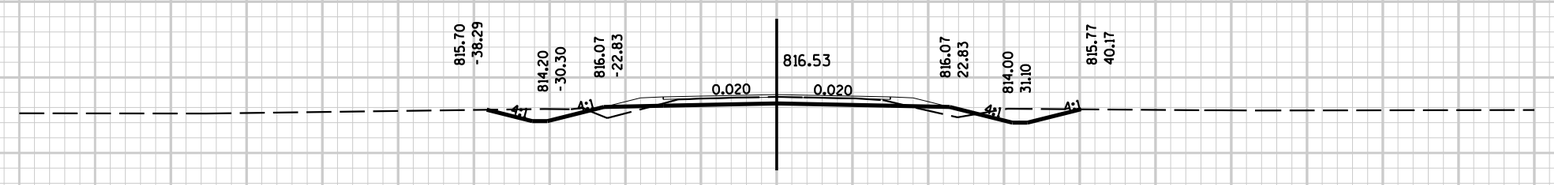
CADDS SHEET 42



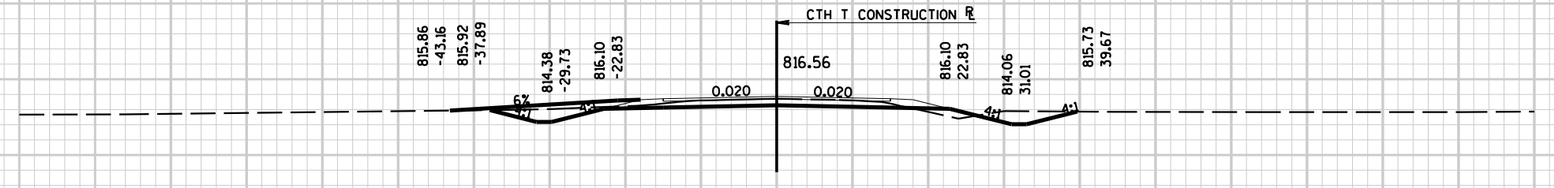

192+00



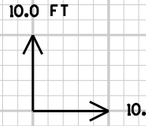

191+00




190+00




189+80




820
810
800

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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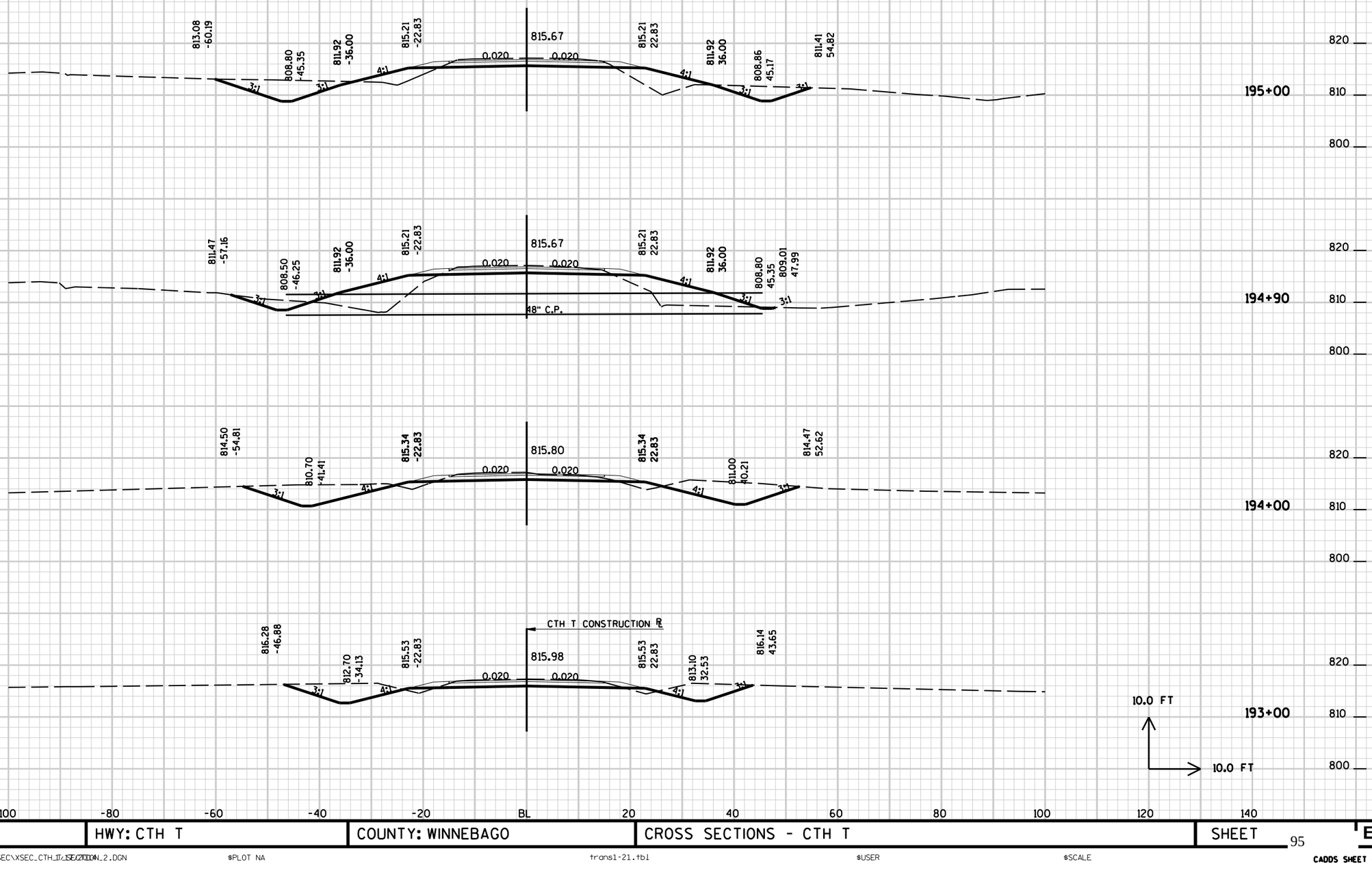
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
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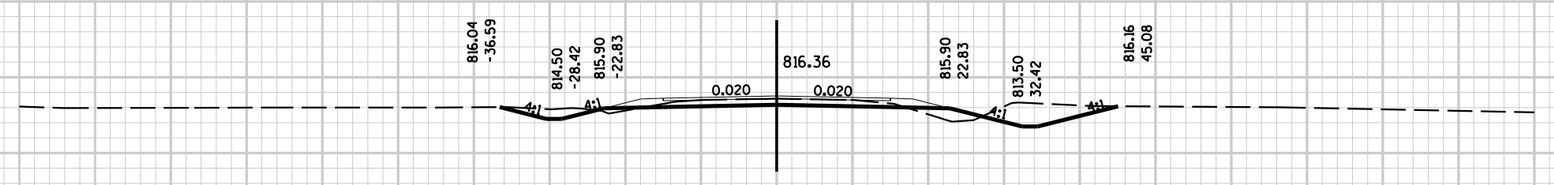
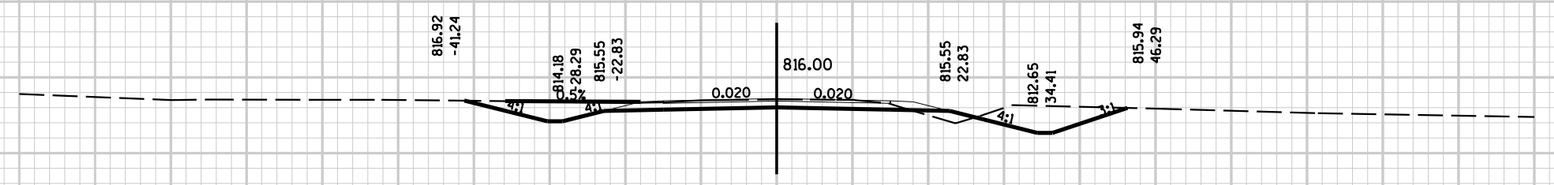
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

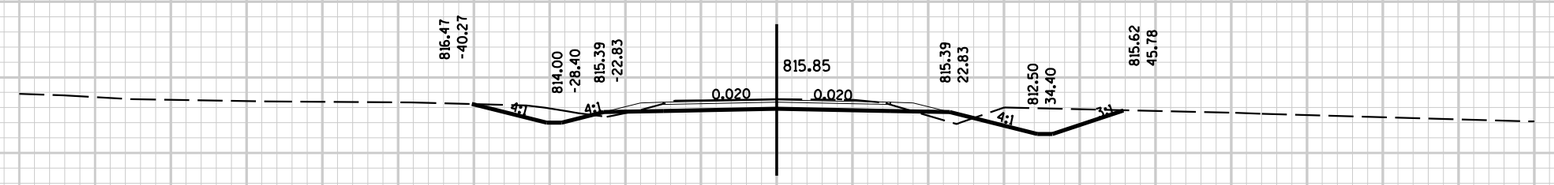
CADDS SHEET 42



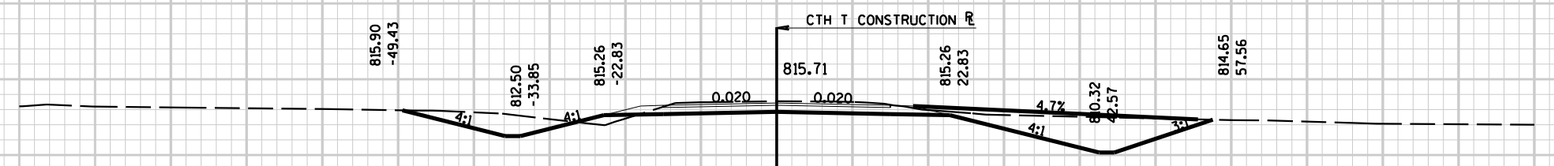

197+00



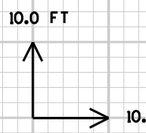

196+35




196+00




195+50




820 810 800

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

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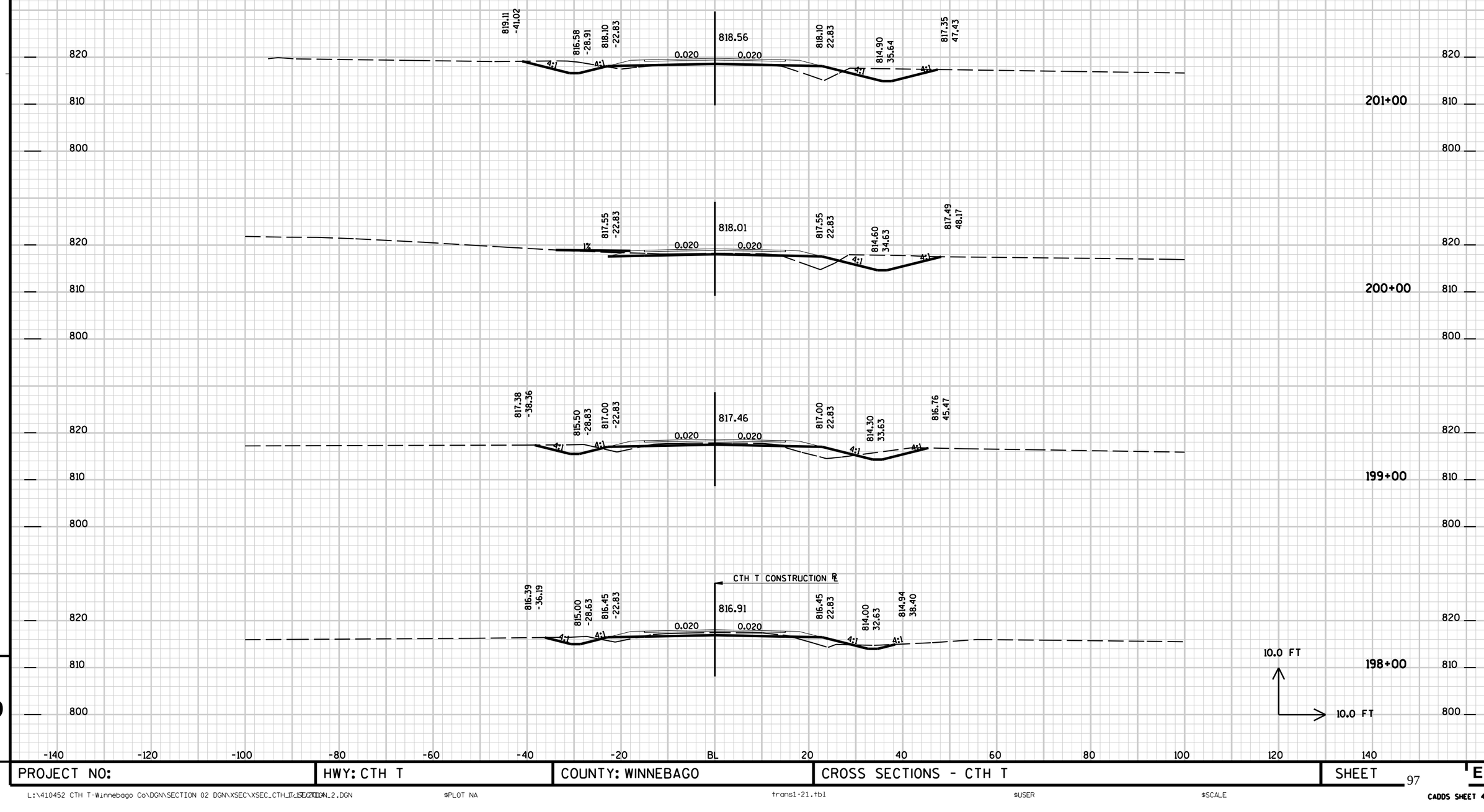
| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

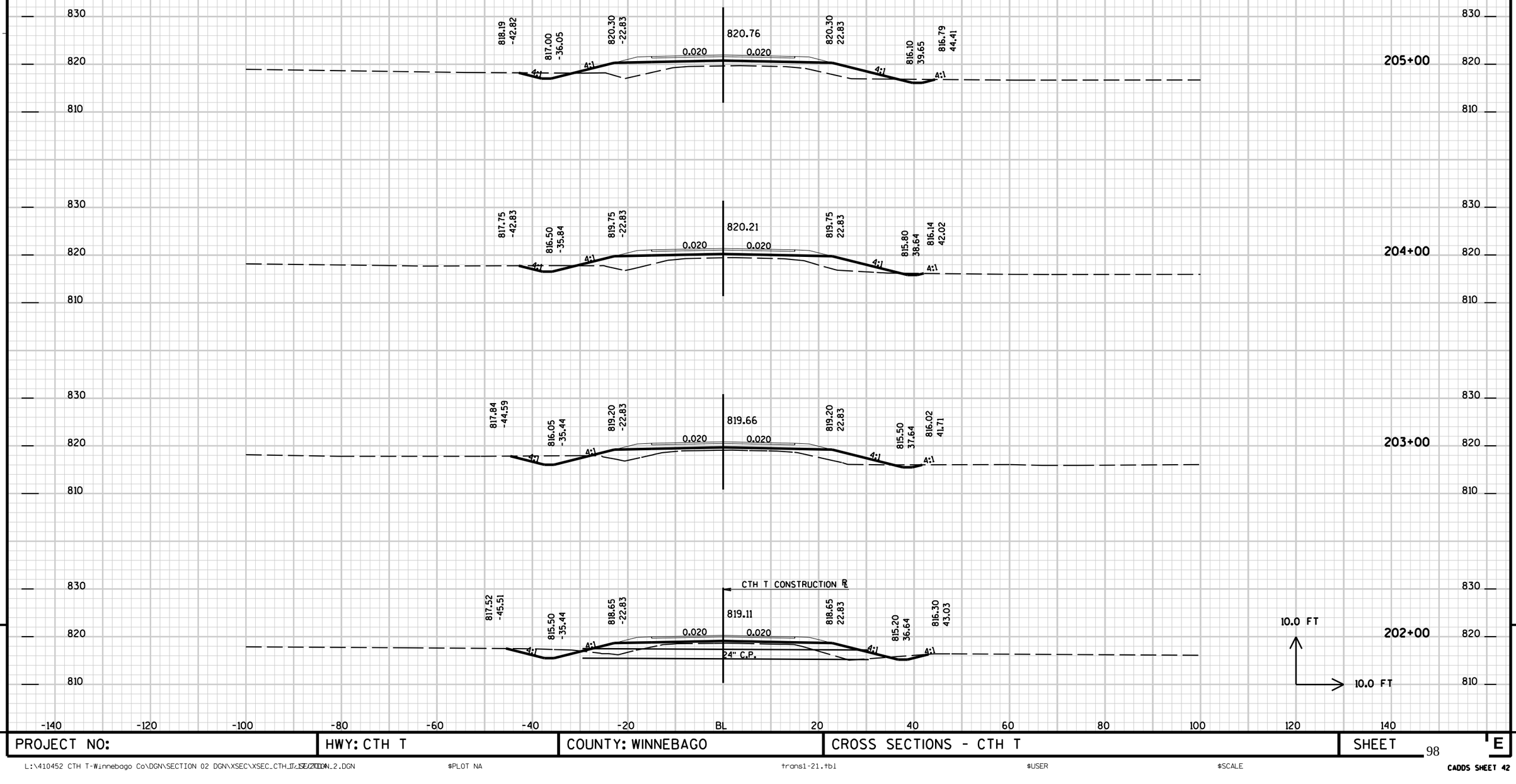



| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

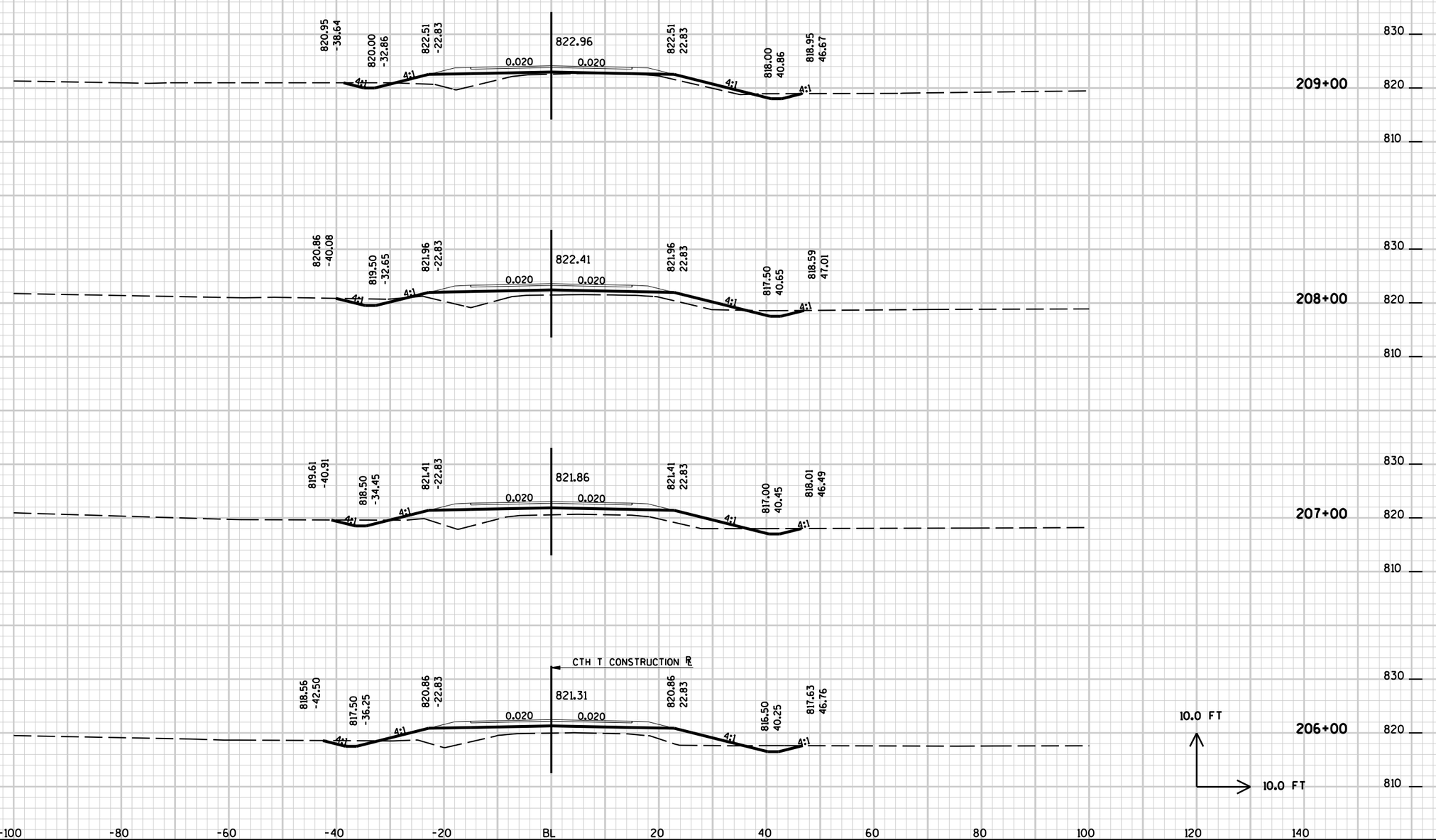



| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42




| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

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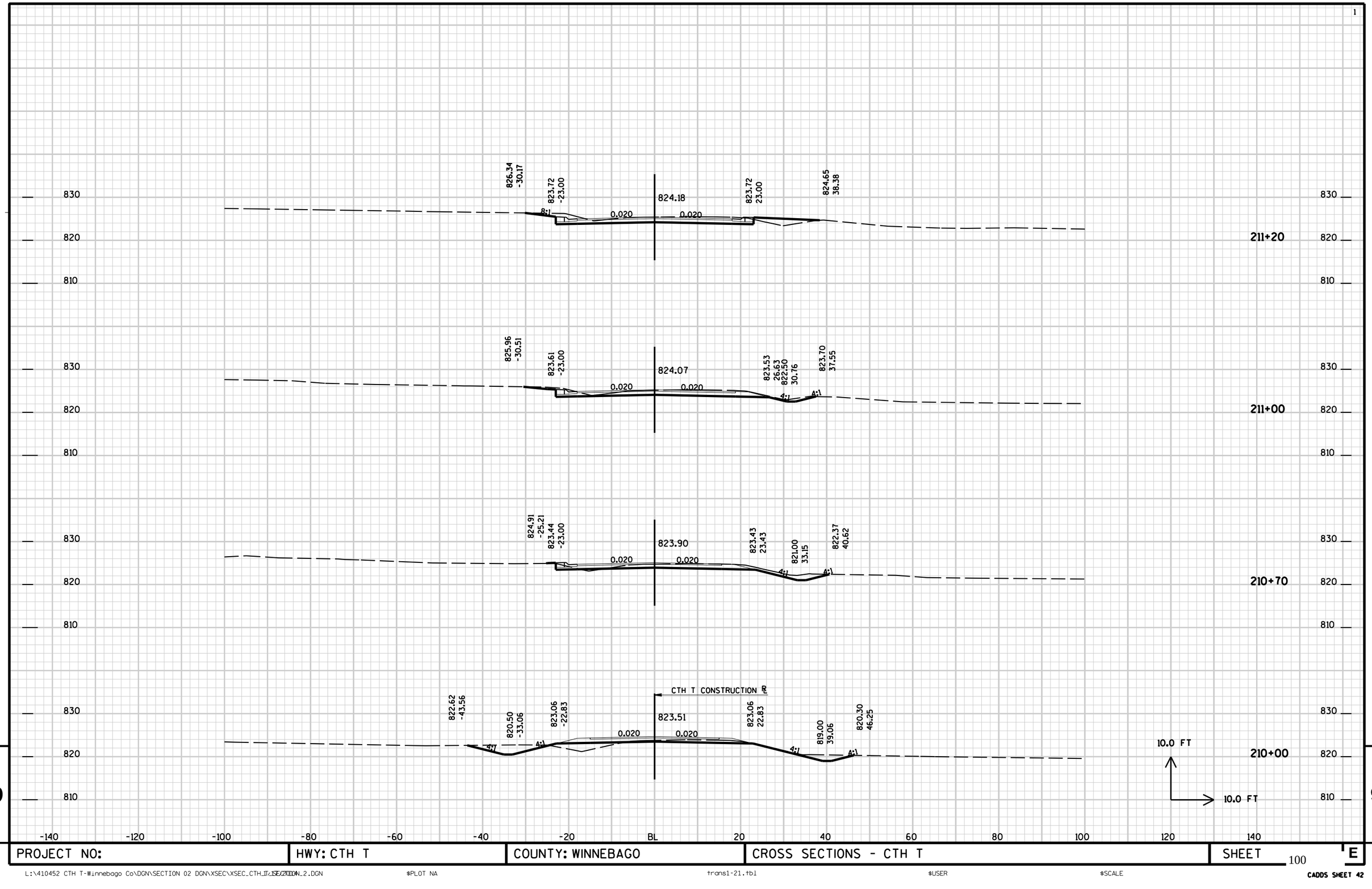
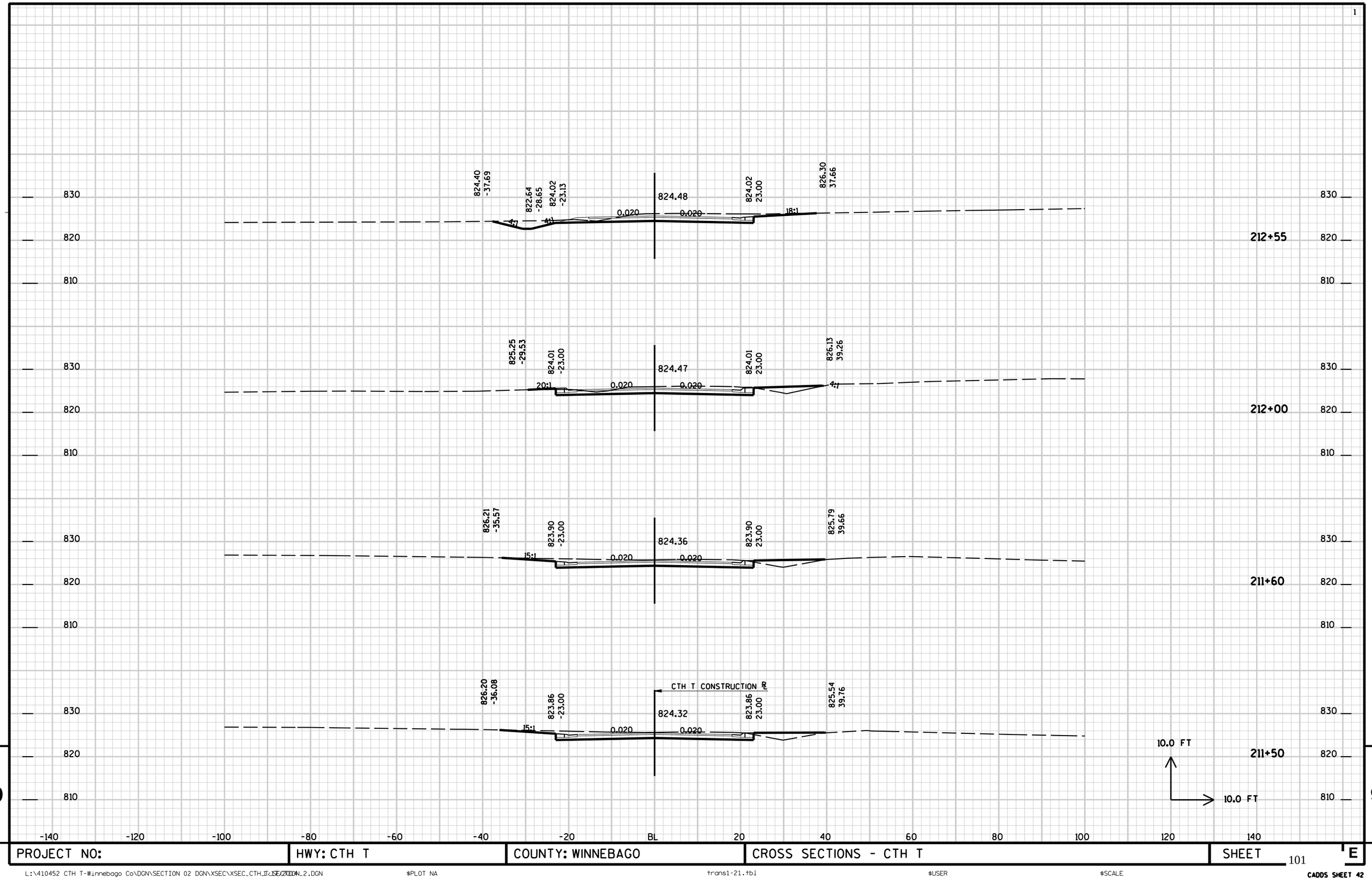



| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET 100 E |
|---|---|---|---|---|

L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

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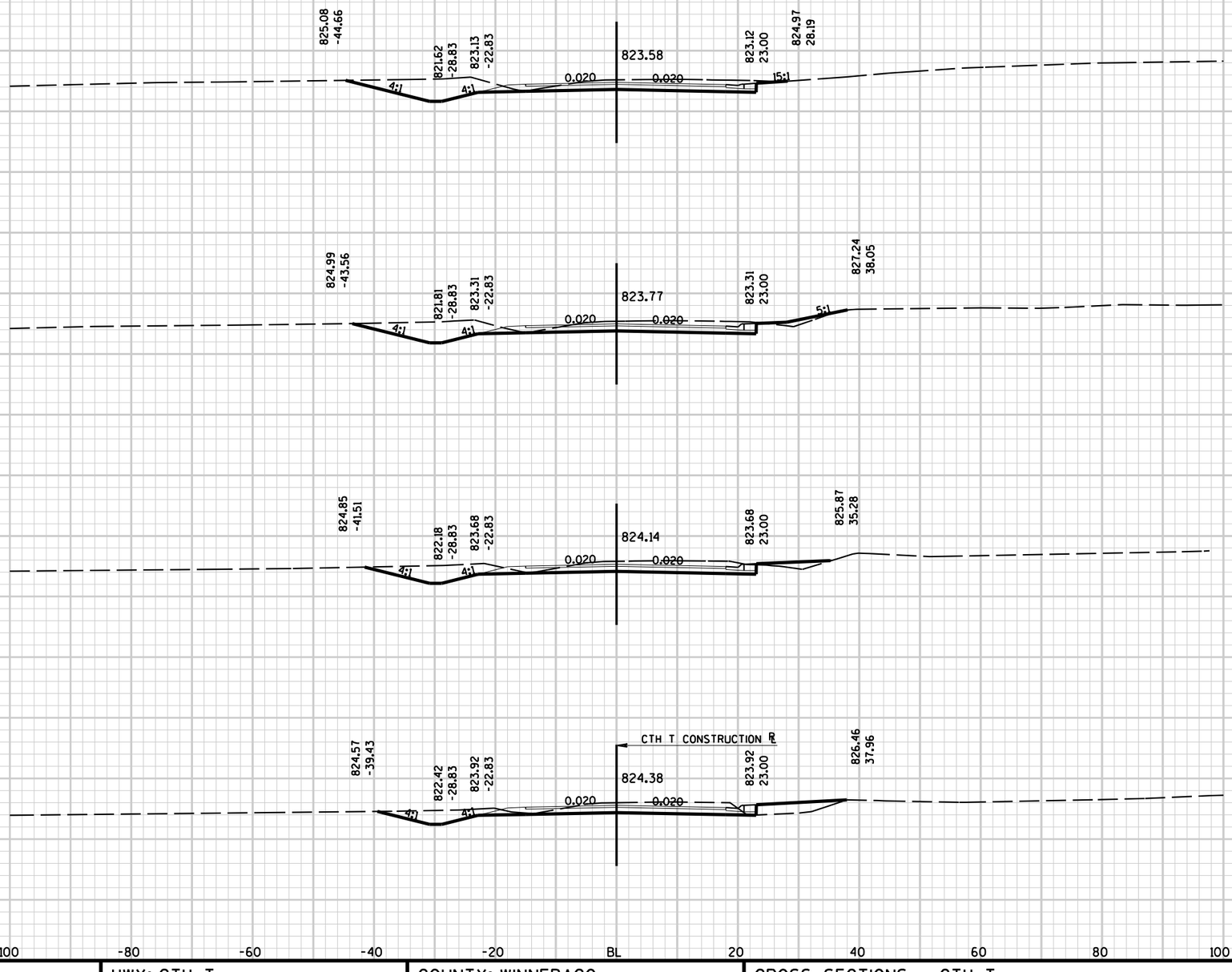
| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

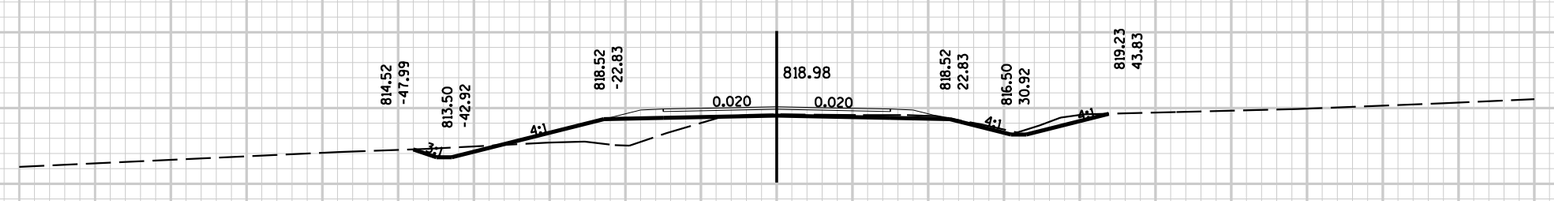


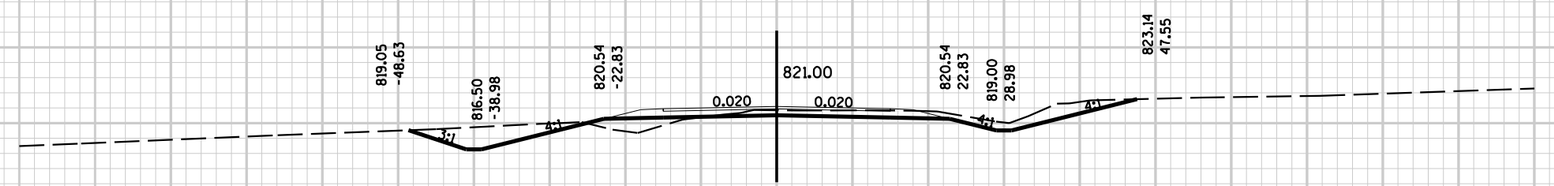

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|

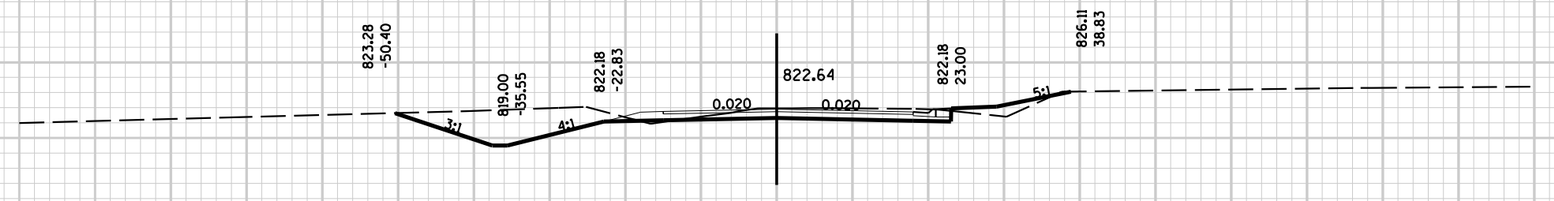


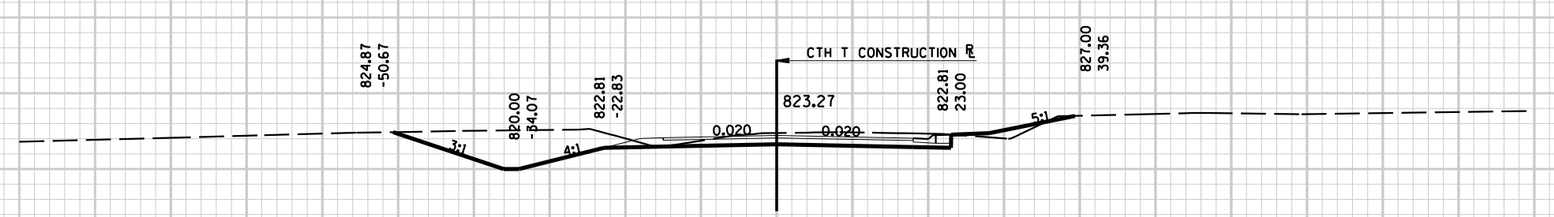
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

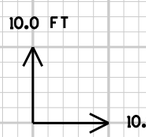
CADDS SHEET 42



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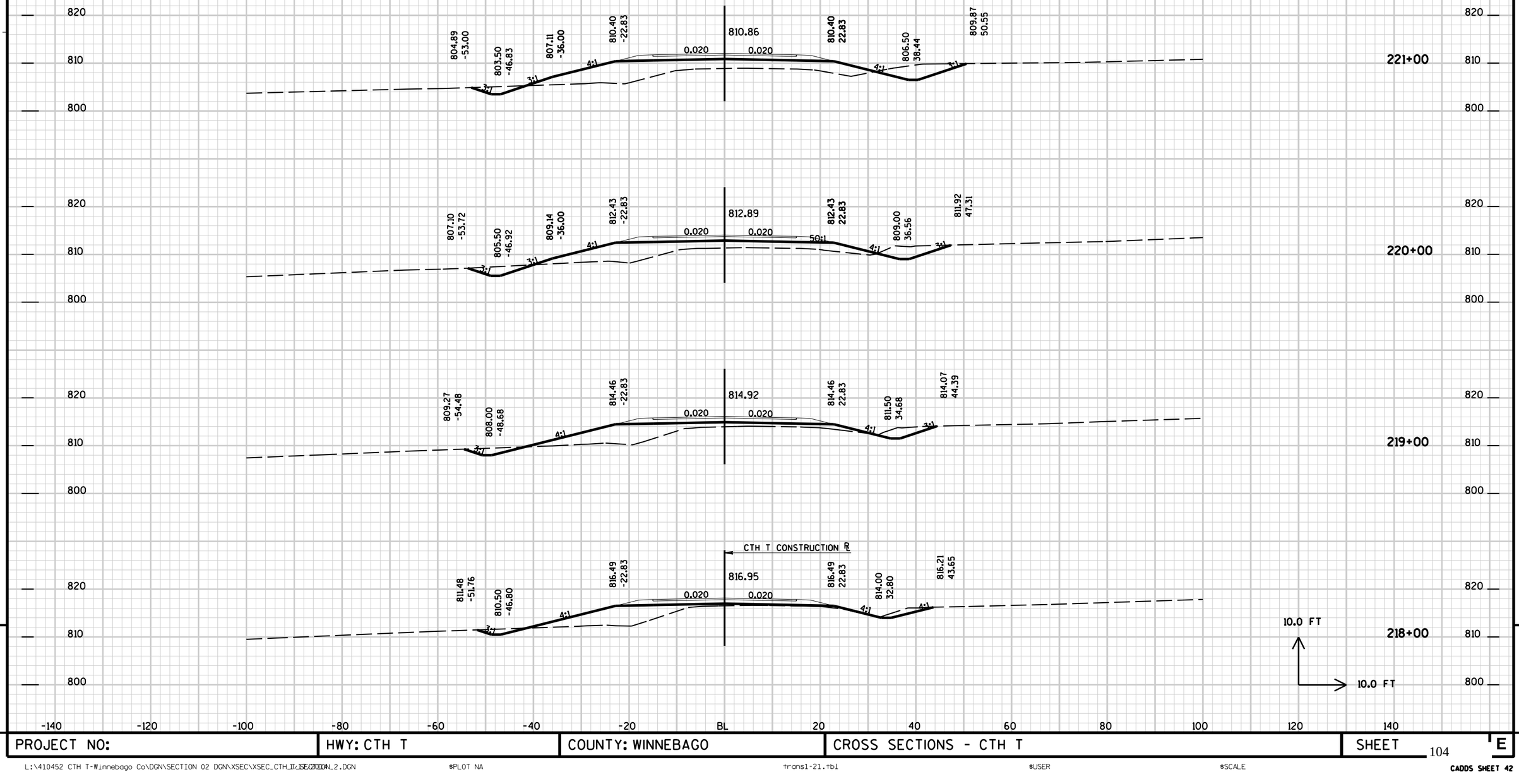
| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

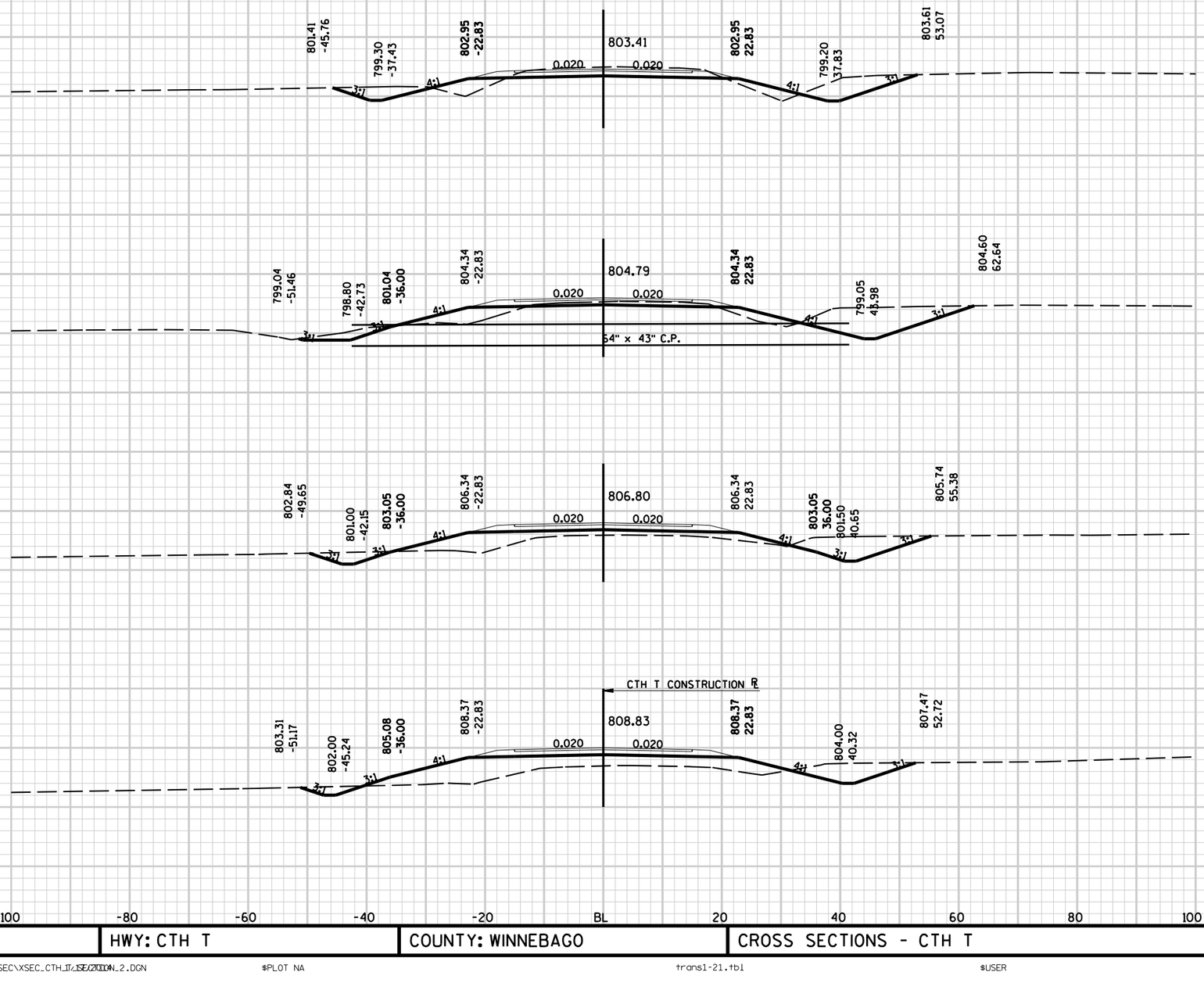



| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

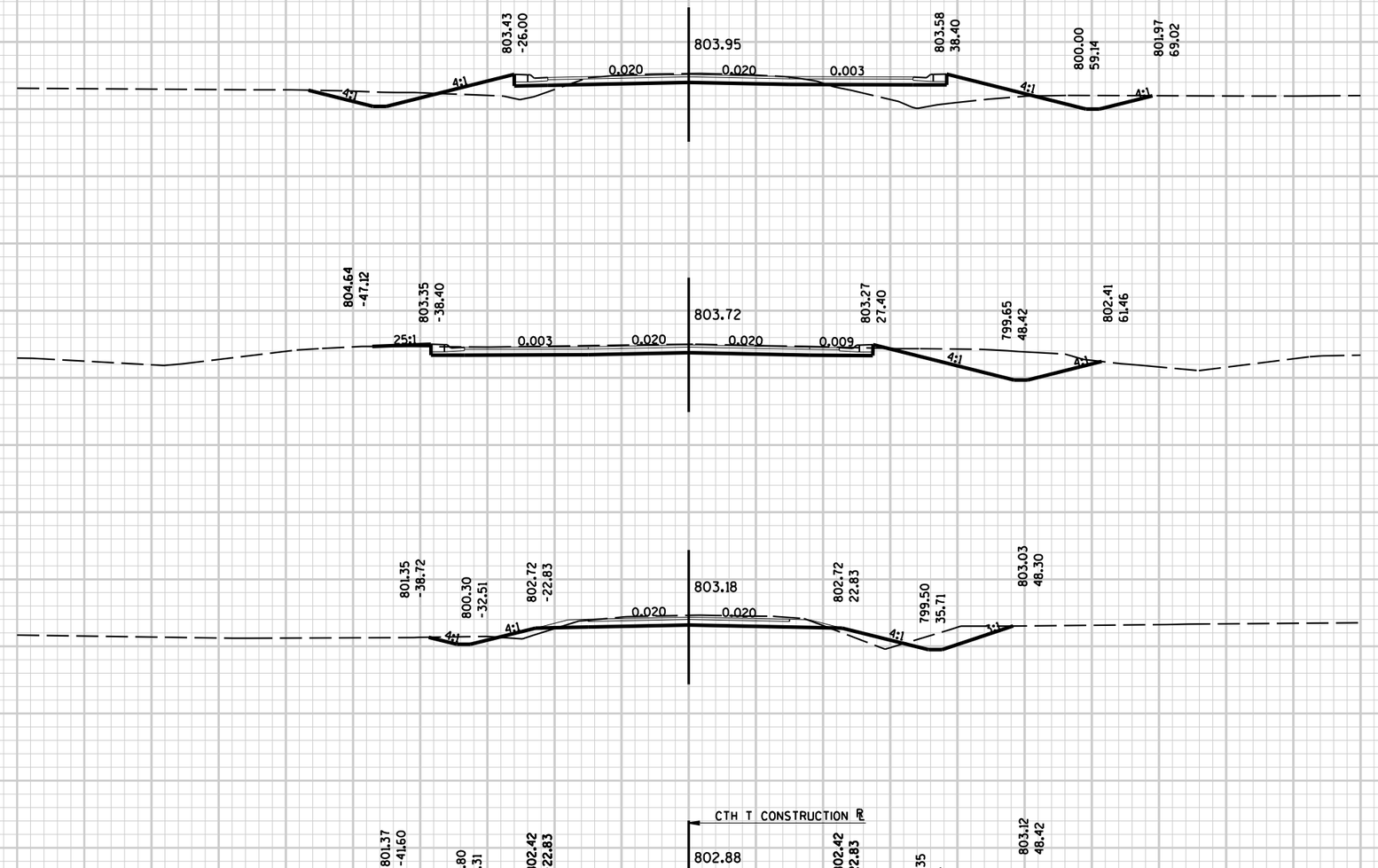



| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

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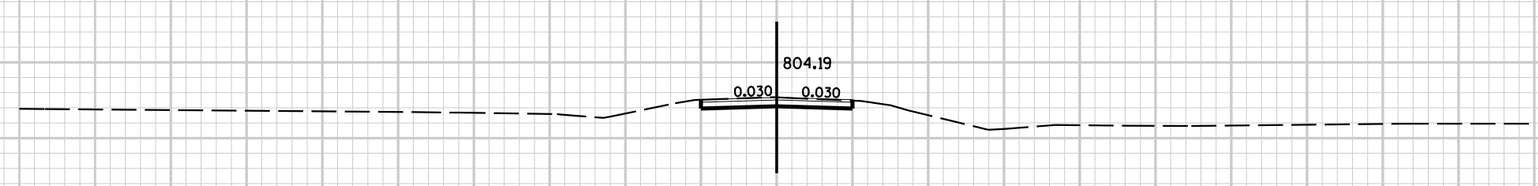
| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



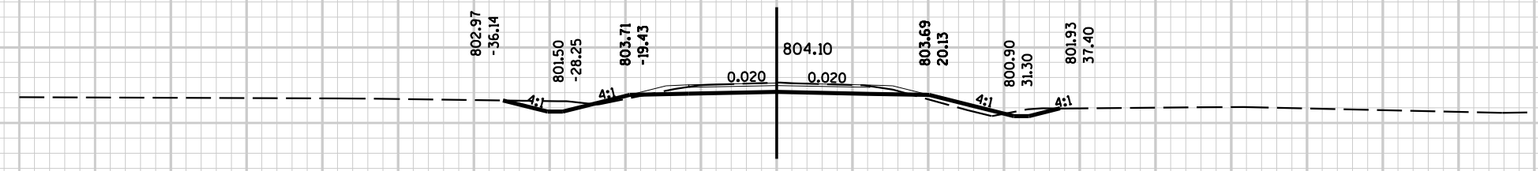
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

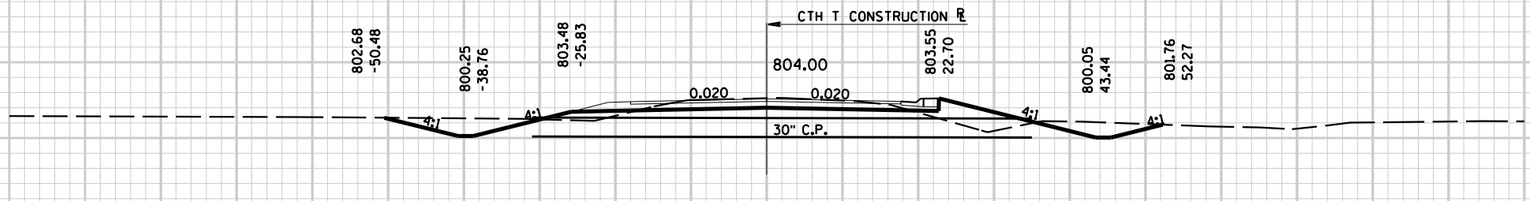
END PROJECT
STA. 230+00



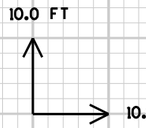

230+00




229+50




229+00




810
800
790

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

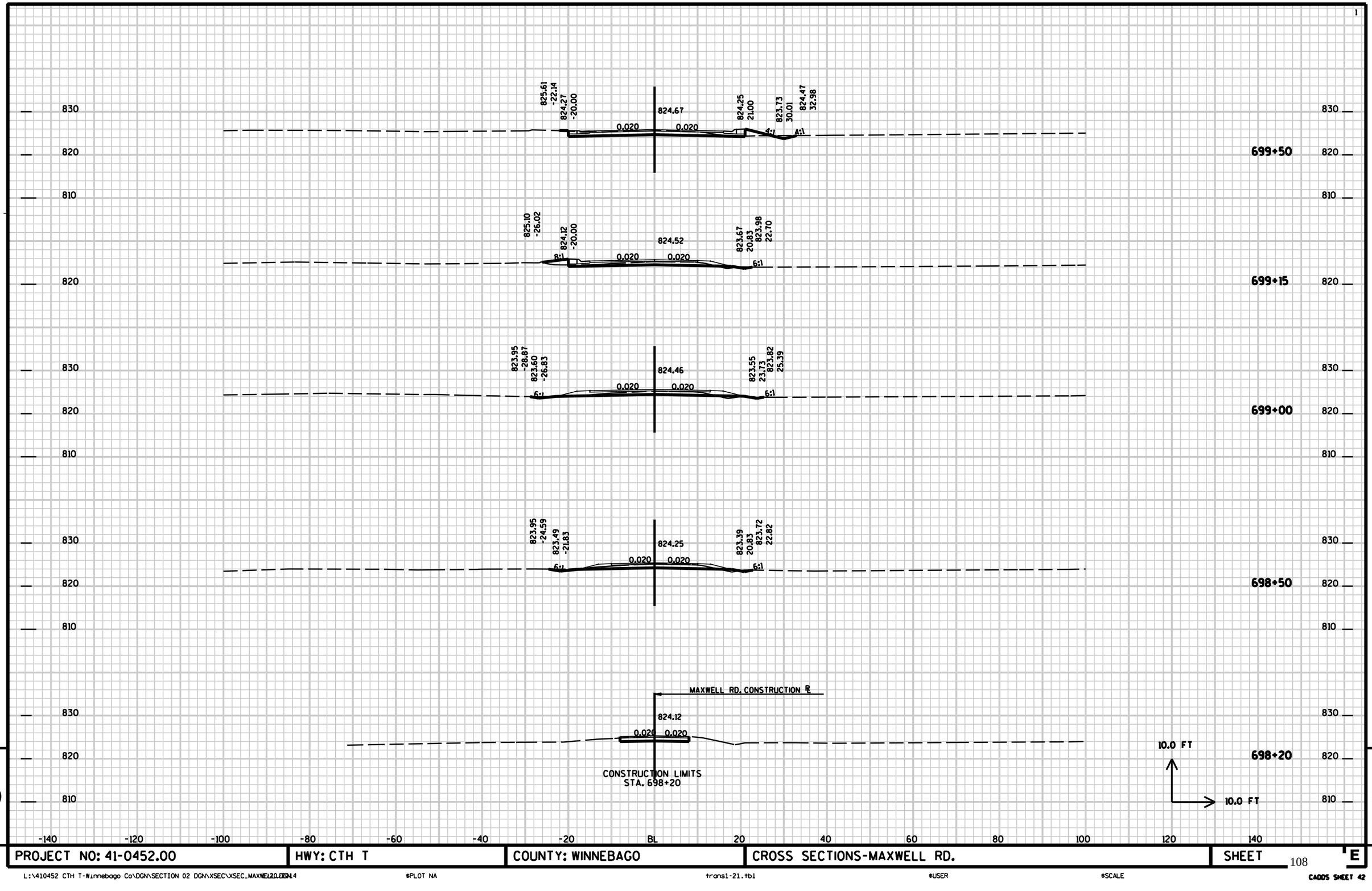
9 9

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH T | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_SECTION_2.DGN $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42

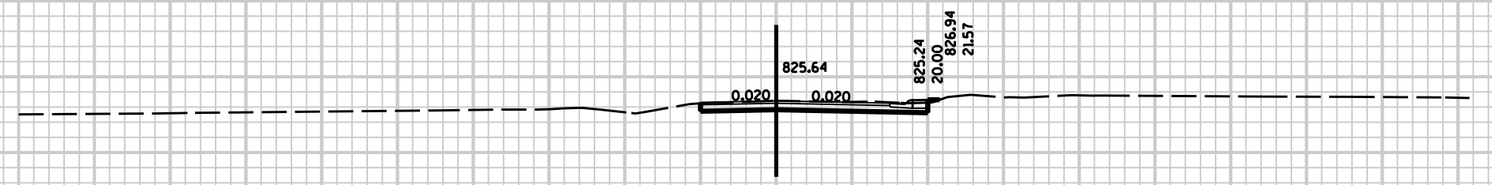



| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS-MAXWELL RD. | SHEET E |
|---|---|---|---|---|

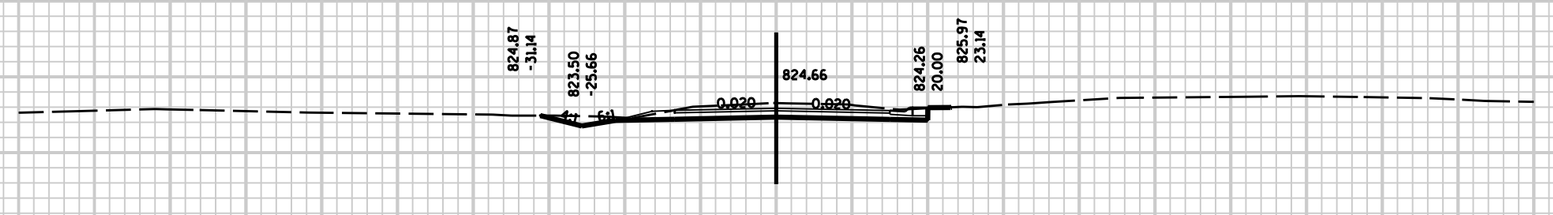
L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_MAXWELL20.DGN4 $PLOT NA transl-21.tbl $USER $SCALE

CADDS SHEET 42

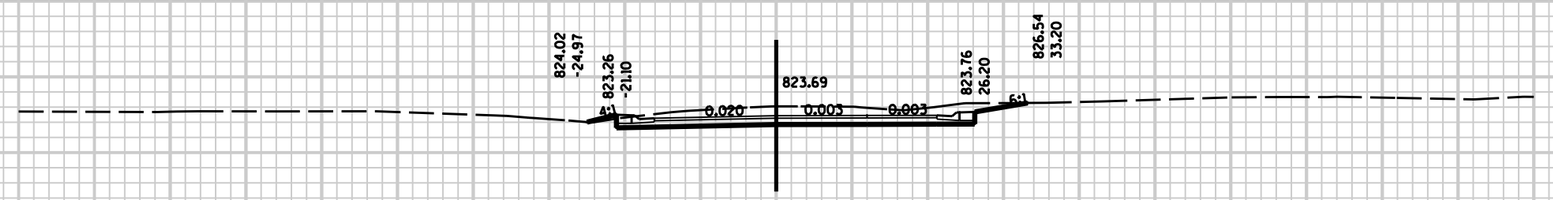
CONSTRUCTION LIMITS
STA. 801+50



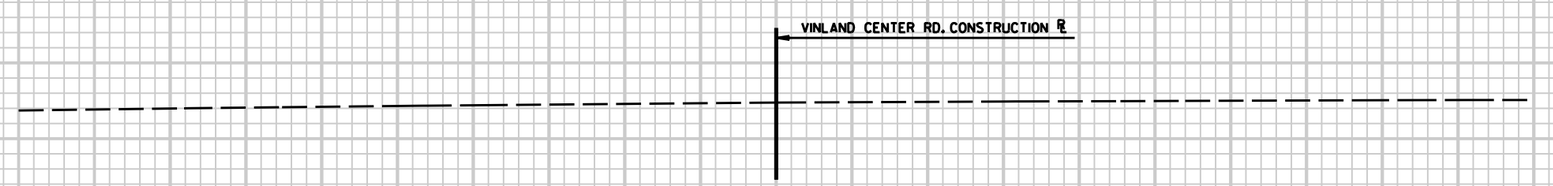

801+50




801+00




800+50




800+00

10.0 FT
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

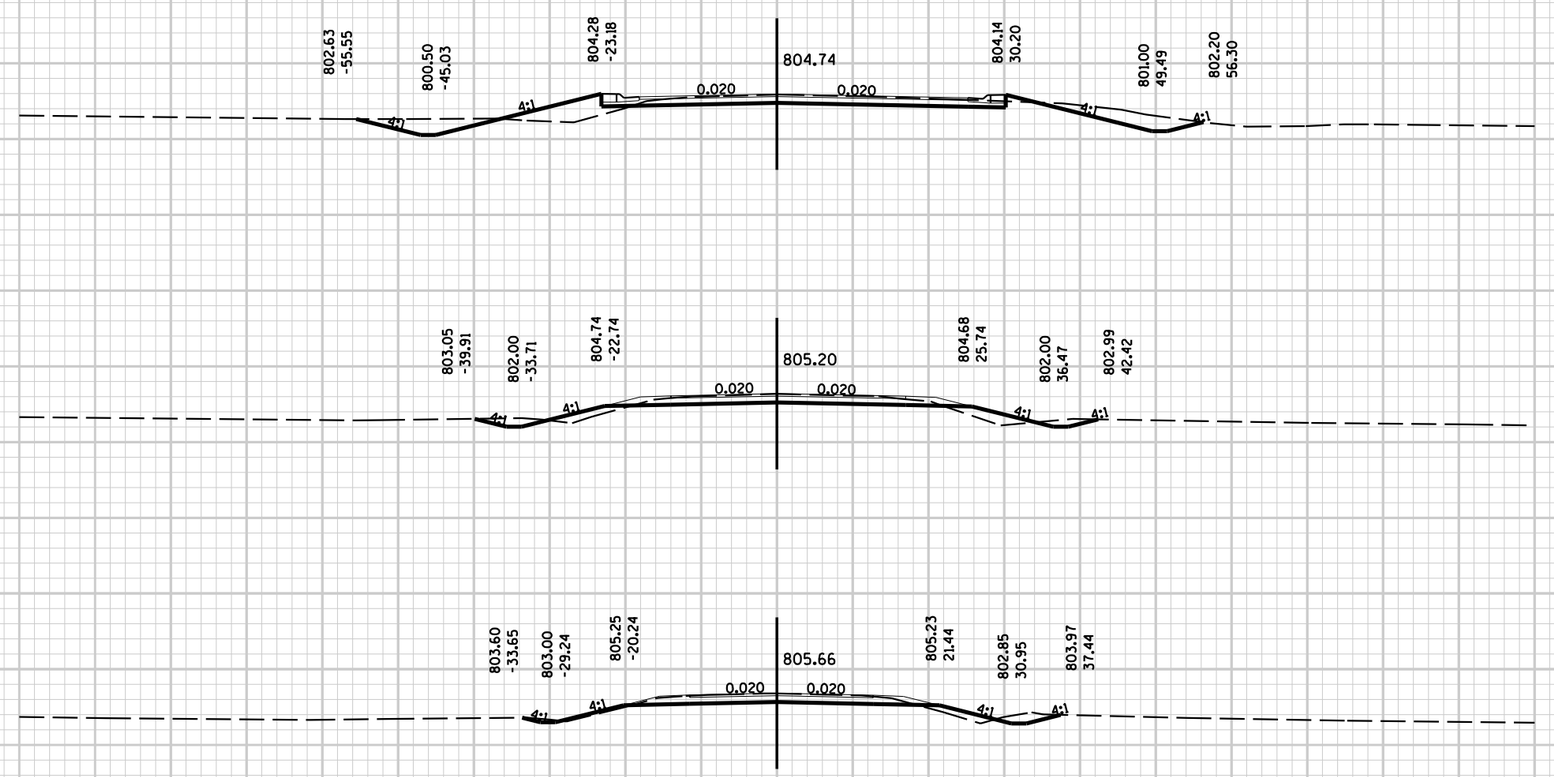
9

| PROJECT NO: | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - VINLAND CENTER ROAD | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_VINLAND CENTER.DGN $PLOT NA transl-21.tbl $USER $SCALE

CADDS SHEET 42

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| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH G | SHEET E |
|---|---|---|---|---|



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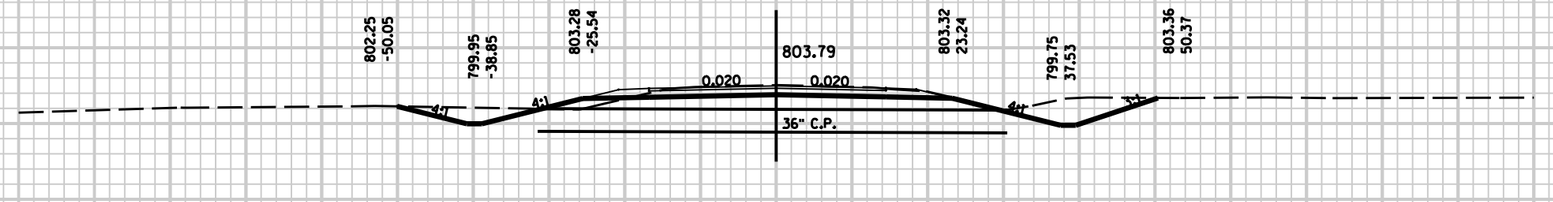
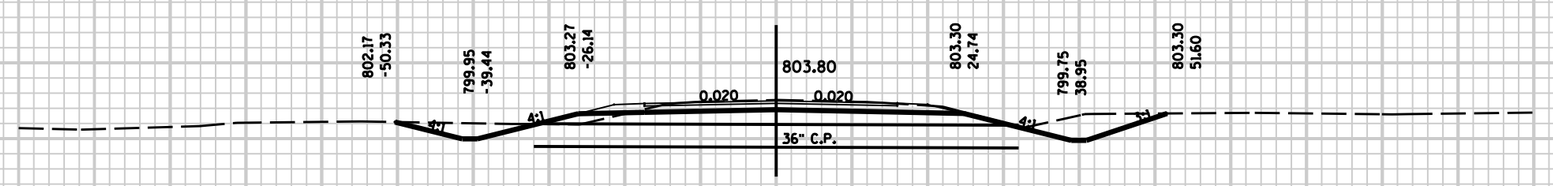
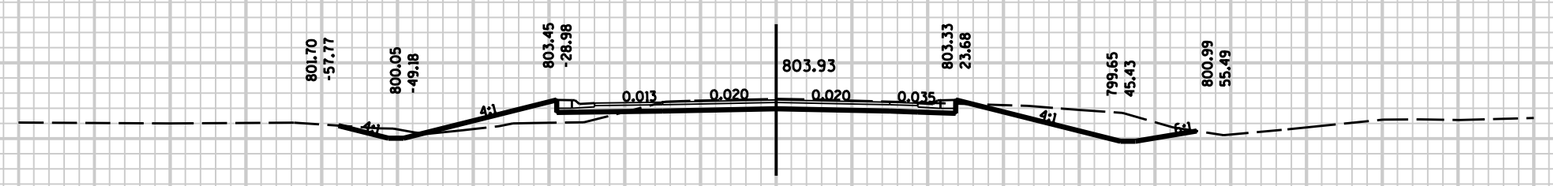
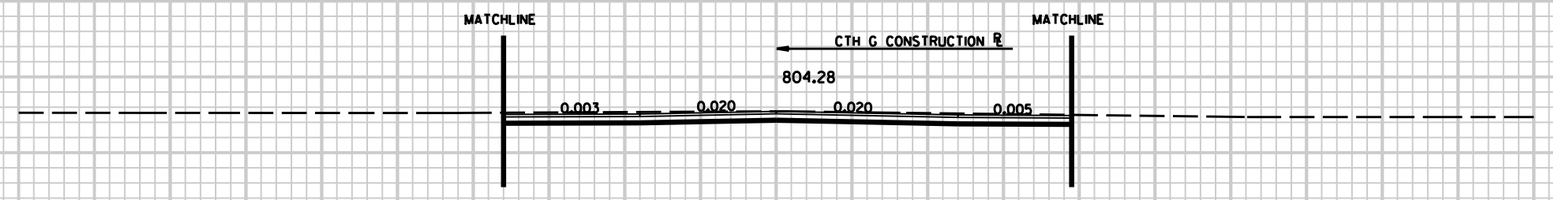
CADDS SHEET 42



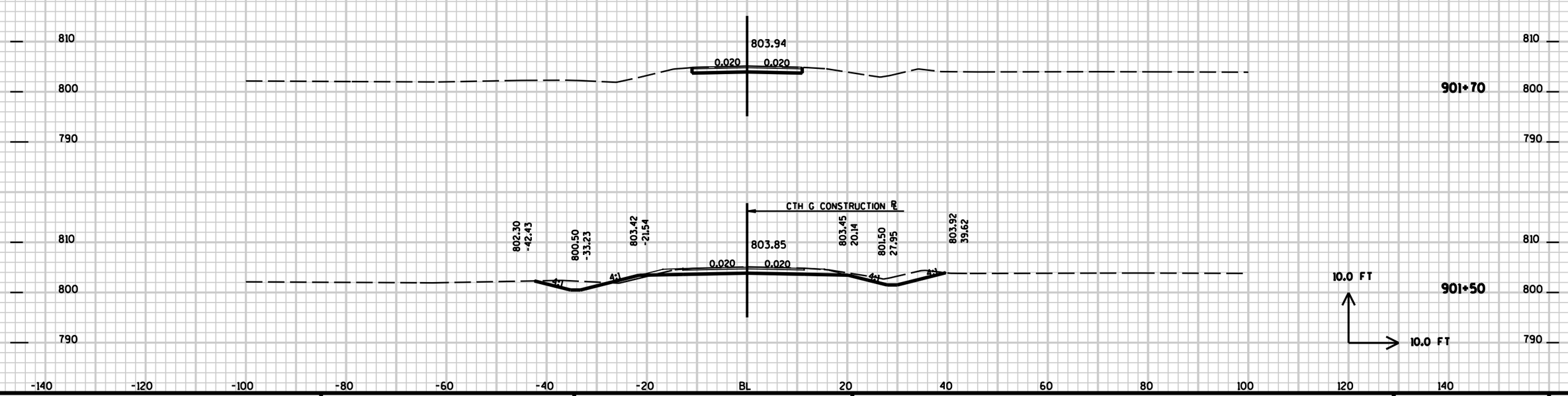



| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH G | SHEET E |
|---|---|---|---|---|



L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_G.DGN 2014 $PLOT NA transl-21.tbl $USER $SCALE CADDS SHEET 42

CONSTRUCTION LIMITS
STA. 901+70

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| PROJECT NO: 41-0452.00 | HWY: CTH T | COUNTY: WINNEBAGO | CROSS SECTIONS - CTH G | SHEET E |
|---|---|---|---|---|

L:\410452 CTH T-Winnebago Co\DGN\SECTION 02 DGN\XSEC\XSEC_CTH_T_2014 $PLOT NA trans1-21.tbl $USER $SCALE

CADDS SHEET 42