	SHEET NO.
	1

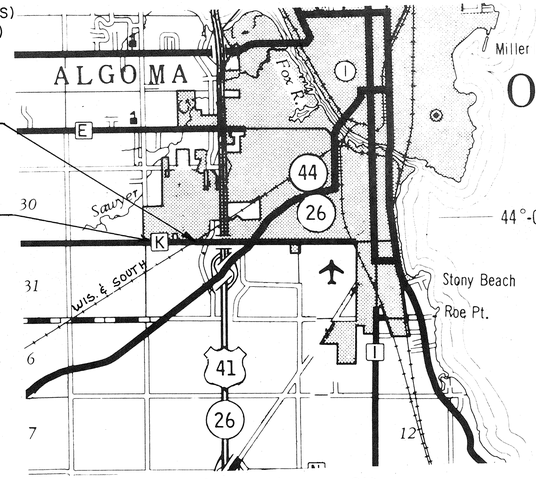
PLAN OF PROPOSED IMPROVEMENTS
C. T. H. "K"
OAKWOOD DR. TO WEST OF S. WASHBURN ST.
WINNEBAGO COUNTY

LEGEND

- POWER POLE
- UNDERGROUND TELEPHONE & PEDESTAL
- FENCE
- TREE
- EDGE OF WOODS
- PROPERTY LINE
- EXISTING R/W
- SLOPE INTERCEPTS
- UNDERGROUND ELECTRIC
- GAS
- UNDERGROUND TELEPHONE
- SANITARY SEWER
- WATER
- STORM SEWER
- UNDERGROUND CABLE TV
- TELEPHONE POLE
- POWER POLE W/LIGHT
- SERVICE PEDESTAL
- CONSTRUCTION PERMIT
- WATER VALVE
- INLET (TO BE INSTALLED BY OTHERS)
- M.H. (TO BE INSTALLED BY OTHERS)

END PROJECT
STA. 64+00

BEGIN PROJECT
STA. 17+00
Y = 730,750 (±100)
X = 2,367,550 (±100)



TOTAL NET LENGTH OF CENTERLINE = 0.890 Mi. URBAN

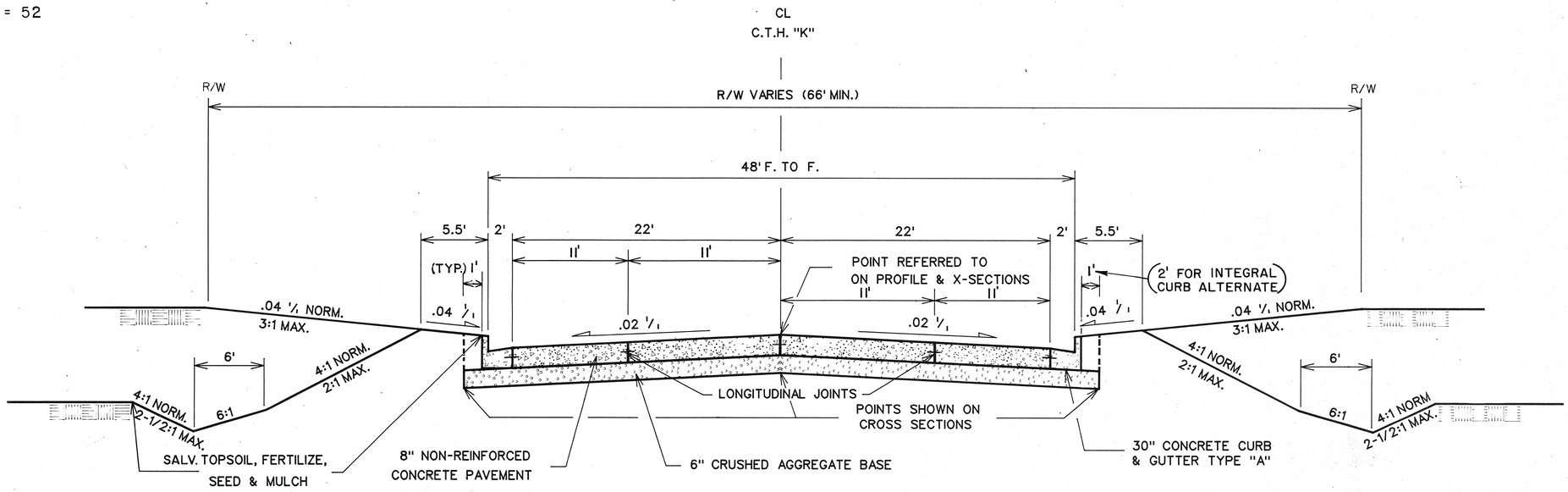
N

NOTES:
1. COORDINATES SCALED FROM USGS TOPOGRAPHIC MAP VAN DYNE, WISCONSIN, QUADRANGLE FOR IDENTIFICATION ONLY.
2. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO U.S.G.S. B.M. 775, STAMPED "WINNEBAGO 1954" WITH THE ELEVATION OF 774.84.

INDEX OF SHEETS

SHEET NO.	1	TITLE
SHEET NO.	2	GENERAL NOTES
SHEET NO.	3 - 4	ALIGNMENT DIAGRAM
SHEET NO.	5 - 9	CONSTRUCTION DETAILS
SHEET NO.	10 - 11	MISCELLANEOUS QUANTITIES
SHEET NO.	12 - 19	PLAN & PROFILE
SHEET NO.	20-52	CROSS SECTIONS

TOTAL SHEETS = 52



TYPICAL ROADWAY SECTION

STA. 19+00 TO STA. 64+00 C.T.H. "K"

APPROVED FOR
WINNEBAGO COUNTY
BY

3/23/73
DATE
COUNTY HIGHWAY COMMISSIONER

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

WISCONSIN PROFESSIONAL ENGINEER
KIM M. LOBOFELL
E-24603
MADISON
WI

AS BUILT
C.T.H. "K"
1984

AS BUILT

Cat. No. 2130 – 0142

GENERAL NOTES

1 ALL WORK UNDER THIS CONTRACT WILL BE COMPLETED IN ACCORDANCE WITH THE STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND STANDARD SPECIAL PROVISIONS.

2 BEARINGS SHOWN ON THE PLANS ARE ASSUMED.

3 CURVE DATA IS BASED ON THE ARC DEFINITION.

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

5 ALL RADII ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE SHOWN OR NOTED.

6 EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN THE CONCRETE CURB AND GUTTER.

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

8 ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED, MUNICIPAL OWNED STORM SEWER, SANITARY SEWER, AND WATER MANHOLES AND/OR BOXES WILL BE ADJUSTED TO WITHIN 6 INCHES OF FINISHED GRADE BY THE CITY OF OSHKOSH; FINAL ADJUSTMENTS TO FINISHED GRADE WILL BE COMPLETED BY THE CONTRACTOR AND PAID FOR AS A CONTRACT ITEM.

9 THE EXACT LOCATION OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER.

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

11 THE CONSTRUCTION OF THIS PROJECT MUST BE COORDINATED WITH THE CONSTRUCTION OF THE STORM SEWER, WHICH IS BEING COMPLETED UNDER A SEPERATE CONTRACT FOR THE CITY OF OSHKOSH. THE NEW INLETS AND MANHOLE, AS SHOWN ON THESE PLANS, WILL BE INSTALLED BY THE CITY'S CONTRACTOR. THE INLETS AND MANHOLE COVERS WILL BE ADJUSTED TO FINISHED GRADE AND PAID FOR AS A CONTRACT ITEM.

12 DISTURBED DRIVEWAYS SHALL BE REPLACED IN KIND.

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

14 TRAFFIC SIGNAL CONDUIT SHALL EXTEND 2' BEHIND BACK OF CURB.

15 FINISHED GRADES AS SHOWN AT SIDE STREET INTERSECTION ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.

16 TRANSVERSE JOINTS SHALL BE SAWED AT 20' (± 2') SPACING FROM ADJACENT TRANSVERSE JOINTS, UNLESS SPECIFIED OTHERWISE BY THE ENGINEER.

17 ALL TIE BARS SHALL BE EPOXY COATED.

18 SANITARY AND WATER EXTENSIONS TO THE SOUTH AND WEST OF S. OAKWOOD DRIVE WILL BE INSTALLED BY THE CITY OF OSHKOSH.

19 THE CITY OF OSHKOSH WILL PROVIDE FUTURE LATERALS TO VACANT PARCELS.

20 SHRINKAGE VARIABLE, ESTIMATED @ 30 PERCENT.

21 REMOVAL ITEMS REQUIRING RESTORATION OF BITUMINOUS OR CONCRETE ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER OR SHOWN ON THE PLANS. THE COST OF SAWING WILL BE MEASURED AND PAID FOR AS A BID ITEM.

22 THE COST OF CONNECTING CULVERT PIPE TO EXISTING DRAINAGE STRUCTURES SHALL BE INCIDENTAL TO OTHER CONSTRUCTION ITEMS.

23 EXISTING SIDEWALKS MAY BE REQUIRED TO BE LOWERED TO MATCH CURB RAMP ELEVATIONS. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD. PAYMENT SHALL BE MADE UNDER CONCRETE SIDEWALK, 4-INCH AND REMOVING PAVEMENT, QUANTITIES TO BE MEASURED IN THE FIELD.

24 C.T.H. "K" WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. ACCESS MUST BE MAINTAINED TO ADJACENT BUSINESS AND RESIDENCES. TRAFFIC CONTROL SIGNING AND ROUTING OUTSIDE THE PROJECT LIMITS WILL BE INSTALLED AND MAINTAINED BY THE WIIABAGO COUNTY. THE CONTRACTOR SHALL COORDINATE THE TRAFFIC CONTROL SCHEDULE WITH WINNABAGO COUNTY.

25 ALL WORK ADJACENT TO THE RAILROAD TRACKS WILL BE COORDINATED WITH WISCONSIN & SOUTHERN RAILROAD.

STANDARD ABBREVIATIONS

ADJ=	ADJUST
ADT=	AVERAGE DAILY TRAFFIC
AGGR=	AGGREGATE
AH=	AHEAD
BIT=	BITUMINOUS
BK=	BACK
BLDG=	BUILDING
BM=	BENCH MARK
CB=	CATCH BASIN
CE=	COMMERCIAL ENTRANCE
C&G=	CURB & GUTTER
CL=	CENTER LINE
CMCP=	CORRUGATED METAL CULVERT PIPE
CONC=	CONCRETE
CONST=	CONSTRUCTION
COR=	CORNER
CTH=	COUNTY TRUNK HIGHWAY
CY=	CUBIC YARD
D=	DEGREE OF CURVE
DHV=	DESIGN HOUR VOLUME
DIA=	DIAMETER
DWY=	DRIVEWAY
EBS=	EXCAVATION BELOW SUBGRADE
EL=	ELEVATION
ELEC=	ELECTRIC
ENTR=	ENTRANCE
EXIST=	EXISTING
FE=	FIELD ENTRANCE
F-F=	FACE TO FACE
FH=	FIRE HYDRANT
FL=	FLOW LINE
FT=	FEET (FOOT)
G=	GAS
GV=	GAS VALVE
H=	HOUSE
HOR=	HORIZONTAL
IN=	INCHES
INL=	INLET
IP=	IRON PIPE
L=	LENGTH OF CURVE
LF=	LINEAR FEET
LT=	LEFT
MAX=	MAXIMUM
MIN=	MINIMUM
MH=	MANHOLE
NC=	NORMAL CROWN
NOR=	NORMAL
PAVT=	PAVEMENT
PC=	POINT OF CURVATURE
PE=	PRIVATE ENTRANCE
PI=	POINT OF INTERSECTION
PL=	PROPERTY LINE
POT=	POINT ON TANGENT
PP=	POWER POLE
PT=	POINT OF TANGENCY
R=	RADIUS
RC=	REVERSE CROWN
RCHEP=	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE
RCCP=	REINFORCED CONCRETE CULVERT PIPE
RCPSS=	REINFORCED CONCRETE PIPE, STORM SEWER
RCPASS=	REINFORCED CONCRETE PIPE, ARCH, STORM SEWER
RCPHESS=	REINFORCED CONCRETE PIPE, HORIZONTAL ELLIPTICAL, STORM SEWER
RDWY=	ROADWAY
REQD=	REQUIRED
RO=	RUNOFF
RT=	RIGHT
ROW=	RIGHT-OF-WAY
SAN=	SANITARY SEWER
SDW=	SIDEWALK
SE=	SUPERELEVATION
SEC=	SECTION
SHLD=	SHOULDER
S=	STORM SEWER
SSD=	STOPPING SIGHT DISTANCE
STA=	STATION
STH=	STATE TRUNK HIGHWAY
SY=	SQUARE YARD
T=	TANGENT OR TRUCKS
TEL=	TELEPHONE
℄ =	TRANSIT LINE
TYP=	TYPICAL
UG=	UNDERGROUND
UNCL=	UNCLASSIFIED
USGS=	UNITED STATES GEOLOGICAL SURVEY
VAR=	VARIABLE
VC=	VERTICAL CURVE
VERT=	VERTICAL
W=	WATER
WV=	WATER VALVE

UTILITIES

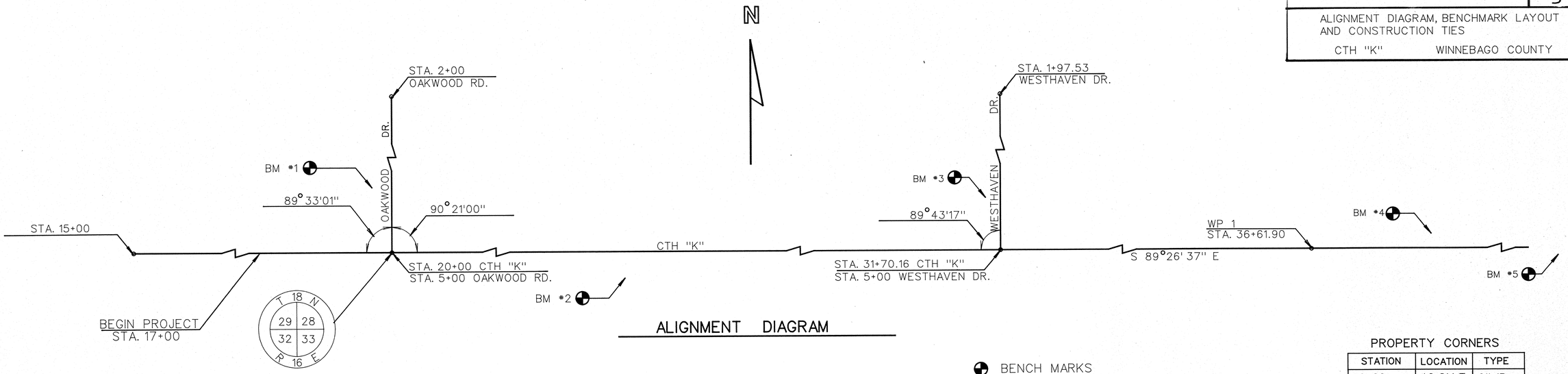
POWER (414) 231-7100	MR. TIM DOUGLAS WISCONSIN PUBLIC SERVICE CORP. 3300 N. MAIN OSHKOSH, WISC. 54901
GAS (414) 231-7100	MR. JIM THOMA WISCONSIN PUBLIC SERVICE CORP. 3300 N. MAIN OSHKOSH, WISC. 54901
TELEPHONE (414) 929-1008	MR. AL MATSCHI WISCONSIN BELL 70 E. DIVISION STREET FOND DU LAC, WISC. 54935
CABLE TV. (414) 233-3217	MR. GEORGE SCHMIDT WARNER AMEX. CABLE TV OF OSHKOSH 304 HIGH AVE OSHKOSH, WISC. 54901
SEWER & WATER (414) 236-5065	MR. GERALD KONRAD CITY OF OSHKOSH P.O. BOX 1130 OSHKOSH, WISC. 54901
RAILROAD (414) 485-4732	MR. BERNARD MEIGHAN WISCONSIN AND SOUTHERN RAILROAD P.O. BOX A HORICON, WISC. 53032
TRAFFIC SIGNALS (414) 236-5160	MR. DENNIS MCHUGH CITY OF OSHKOSH 926 DEMPSEY TRAIL OSHKOSH, WISC. 54902

AS BUILT

STATE PROJECT NUMBER	SHEET NO
	3

ALIGNMENT DIAGRAM, BENCHMARK LAYOUT AND CONSTRUCTION TIES

CTH "K" WINNEBAGO COUNTY



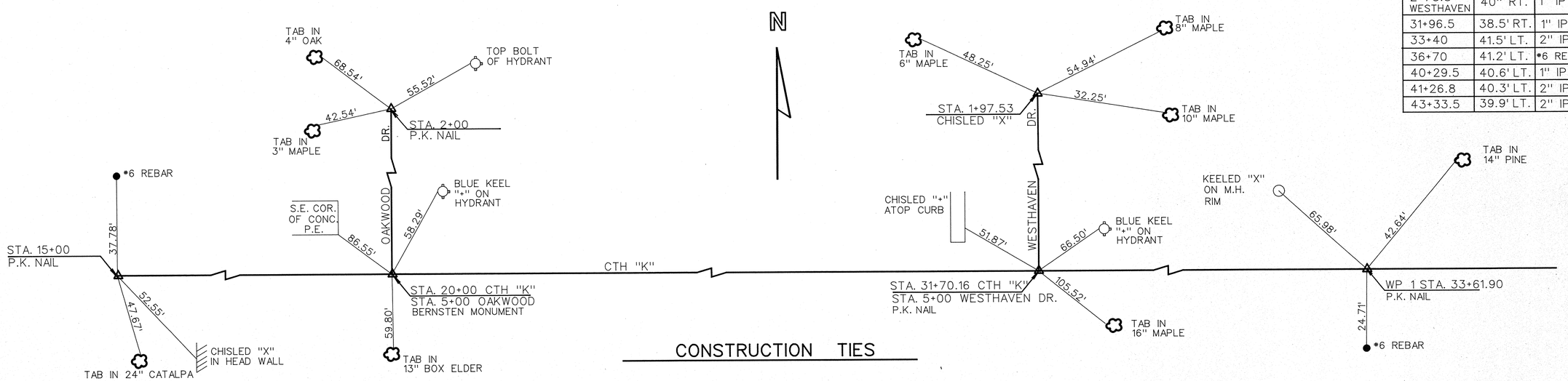
ALIGNMENT DIAGRAM

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	3+96 OAKWOOD RD.	SE CORNER OF PORCH *1991 60' RT.	813.29
2	24+16	RR SPIKE IN 36" OAK 93' RT.	822.34
3	3+91.9 WESTHAVEN DR.	NE CORNER OF PORCH *1985 64.9' RT.	827.36
4	35+91	RR SPIKE IN 24" APPLE 38' LT.	826.39
5	40+65	RR SPIKE IN 48" ELM 59' RT.	827.48

PROPERTY CORNERS

STATION	LOCATION	TYPE
19+69	40.2' LT.	2" IP
20+34.5	43' LT.	2" IP
21+30	43.4' LT.	1½" IP
26+66	33.9' RT.	3-1" IP
27+88.3	42.3' LT.	1" IP
28+04	37.6' RT.	1" IP
29+37.9	42.2' LT.	1" IP
29+92.1	36.1' RT.	1" IP
30+11.9	42.1' LT.	1" IP
31+39.5	41.9' LT.	2" IP
2+78.8 WESTHAVEN	40" RT.	1" IP
31+96.5	38.5' RT.	1" IP
33+40	41.5' LT.	2" IP
36+70	41.2' LT.	*6 REBAR
40+29.5	40.6' LT.	1" IP
41+26.8	40.3' LT.	2" IP
43+33.5	39.9' LT.	2" IP



CONSTRUCTION TIES

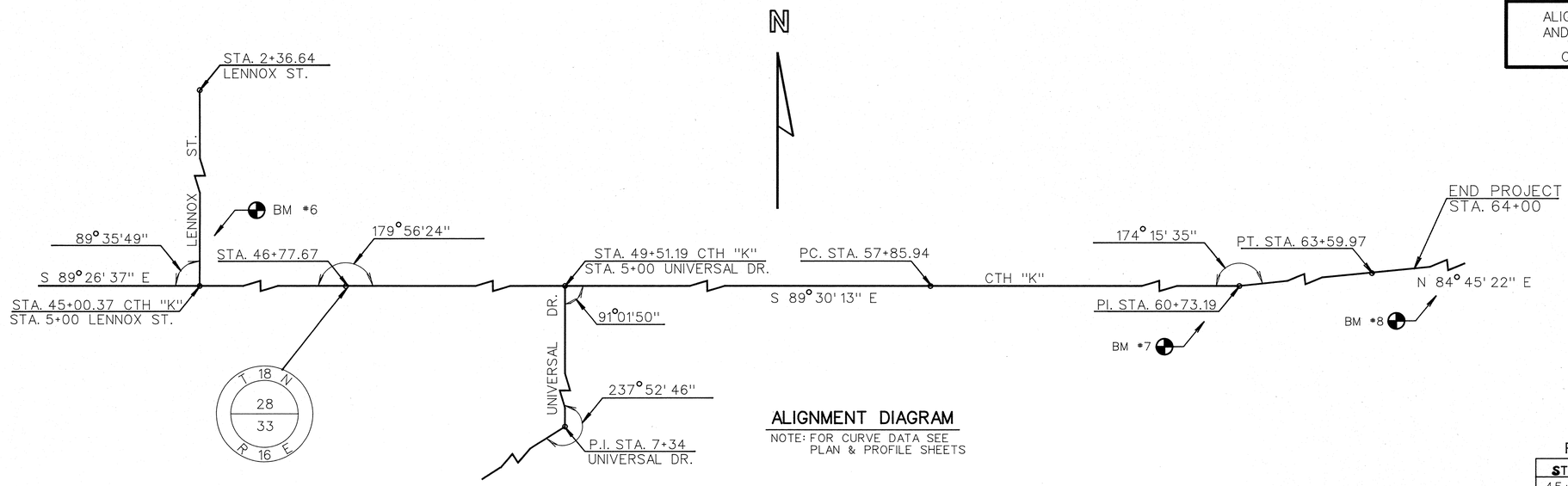
CTHK2.DGN

AS BUILT

STATE PROJECT NUMBER	SHEET NO 4

ALIGNMENT DIAGRAM, BENCHMARK LAYOUT AND CONSTRUCTION TIES

CTH "K" WINNEBAGO COUNTY



ALIGNMENT DIAGRAM

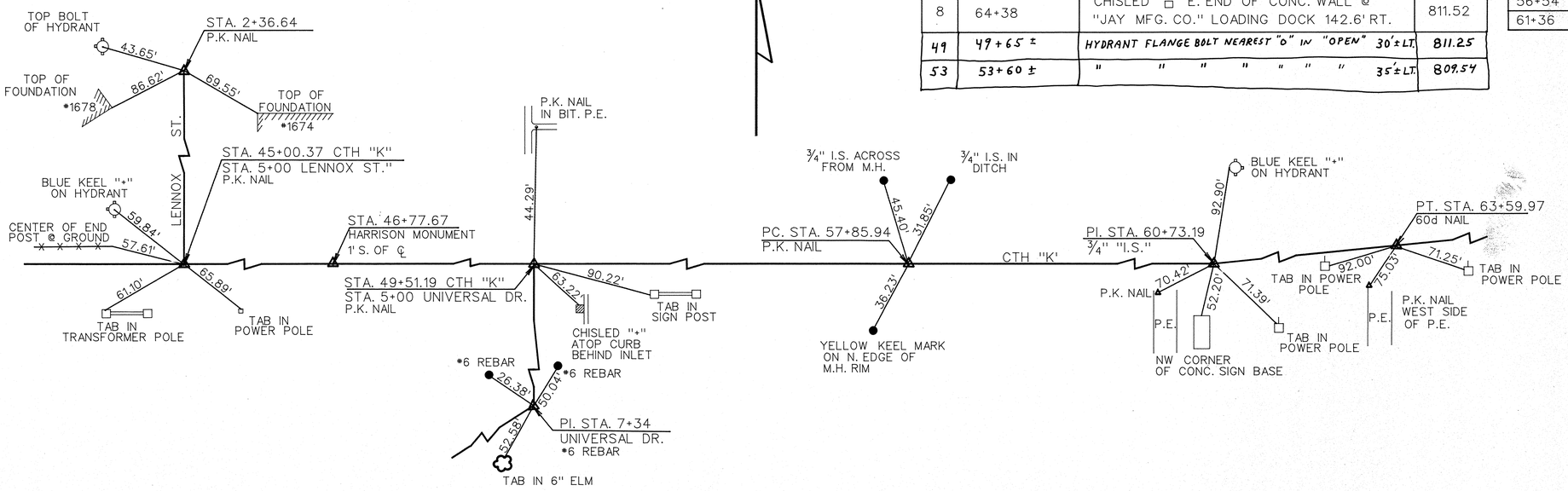
NOTE: FOR CURVE DATA SEE PLAN & PROFILE SHEETS

PROPERTY CORNERS

STATION	LOCATION	TYPE
45+40.5	39.8' LT.	2" IP
46+77	28.8' LT.	2" IP
48+67.5	39.4' LT.	1" IP
49+15	46.7' RT.	1" IP
49+85.5	39.4' RT.	1" IP
50+63	40' LT	1" IP
51+62.5	34.3' LT.	1" IP
52+62.5	35.3' LT.	1" IP
54+14	35.1' LT.	2" IP
56+54	30.5' RT.	4" IP
61+36	41.8' RT.	1" IP

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
6	45+94.5	SW CORNER OF PORCH *2490 69.5' LT.	816.73
7	60+49	CHISLED "□" N. END OF CONC. SIGN BASE "PELLES-JOHNSON" 54.5' RT.	810.~~71~~ .34
8	64+38	CHISLED "□" E. END OF CONC. WALL @ "JAY MFG. CO." LOADING DOCK 142.6' RT.	811.52
49	49+65 ±	HYDRANT FLANGE BOLT NEAREST "6" IN "OPEN" 30' ± LT.	811.25
53	53+60 ±	" " " " " " " 35' ± LT.	809.54

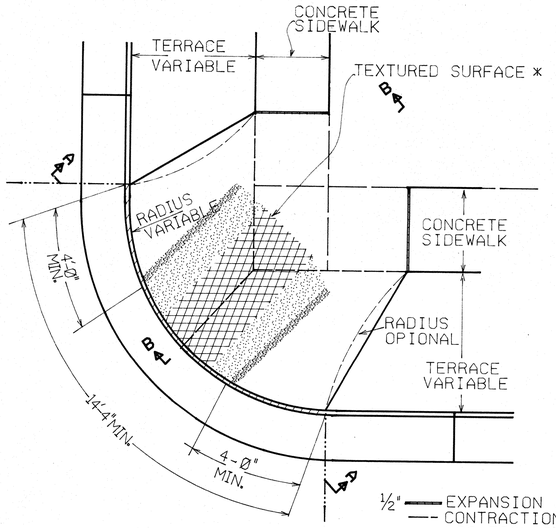


CONSTRUCTION TIES

CTHK3.DGN

AS BUILT

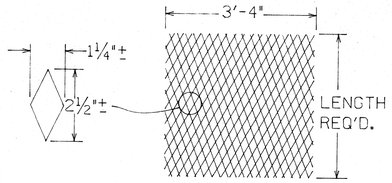
STATE PROJECT NUMBER	SHEET NO. 5
CONSTRUCTION DETAILS	
C.T.H. "K" WINNEBAGO COUNTY	



PLAN VIEW

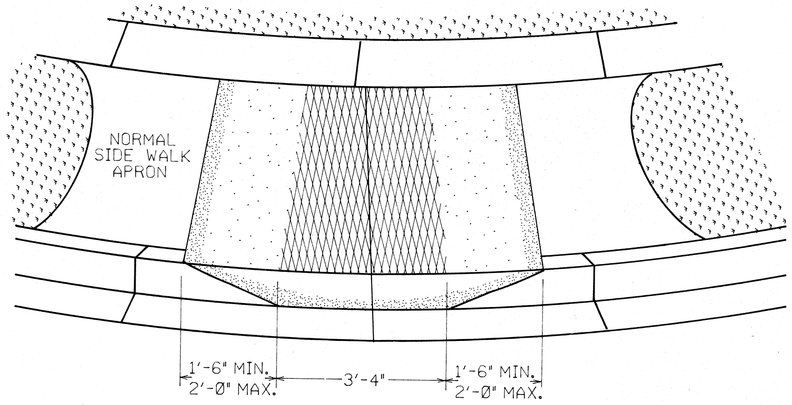
CURB RAMP

(CENTER OF CORNER RADIUS)

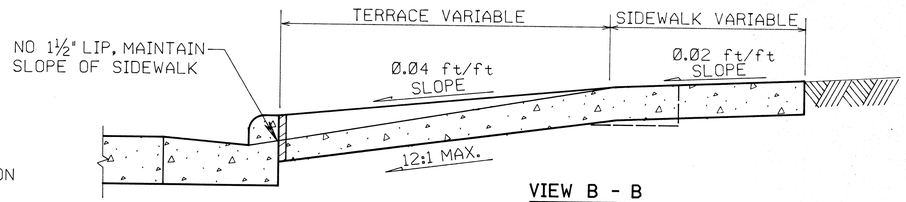


DETAIL OF DIAMOND PATTERN *

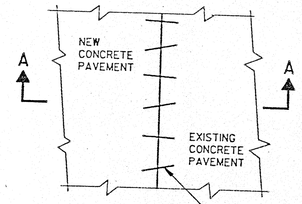
½" —— EXPANSION JOINTS - SIDEWALK
— — CONTRACTION JOINTS
LOCATION OF JOINTS MAY BE VARIED FROM THOSE SHOWN TO BETTER FIT SITE CONDITIONS AND/OR LOCAL GOVERNMENT PREFERENCE



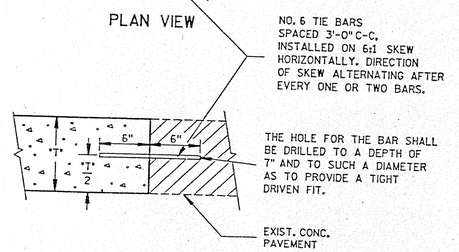
VIEW A - A



VIEW B - B



PLAN VIEW



SECTION A-A
PAVEMENT TIES

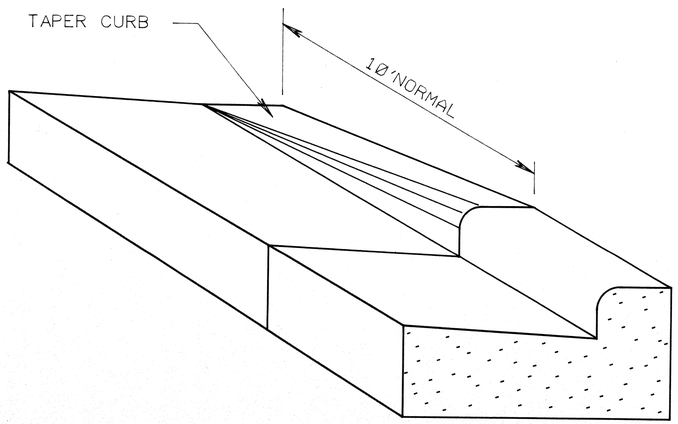
GENERAL NOTES:

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

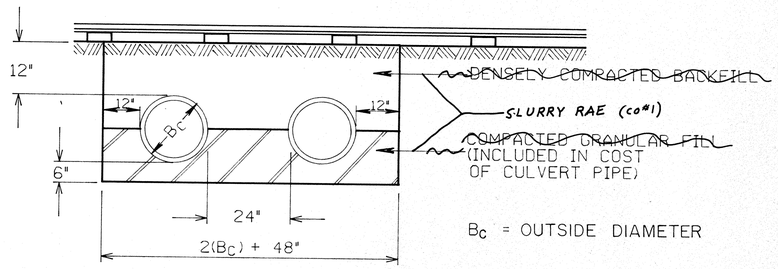
* SURFACE TEXTURING SHALL CONSIST OF LINEAR IMPRESSIONS APPROXIMATELY ¼INCH TO ⅜INCH IN DEPTH AND WIDTH, ORIENTED TO PROVIDE A UNIFORM PATTERN OF DIAMOND SHAPES MEASURING APPROXIMATELY 1¼INCHES IN WIDTH BY 2½INCHES IN LENGTH, WITH THE LENGTH BEING PARALLEL TO THE DIRECTION OF PEDESTRIAN MOVEMENT.

THE RAMP SHALL BE BORDERED ON BOTH SIDES AND ON THE CURB LINE WITH A 4 INCH WIDE YELLOW STRIPE. THE MUNICIPALITIY OR THE DEPARTMENT WILL APPLY THIS STRIPING UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

THE ENTIRE CURB RADIUS SHALL NOT BE MADE INTO A RAMP.



DETAIL OF CURB & GUTTER TERMINI



DETAIL FOR CULVERT PIPE INSTALLATION UNDER RAILROAD TRACKS, CLASS B BEDDING

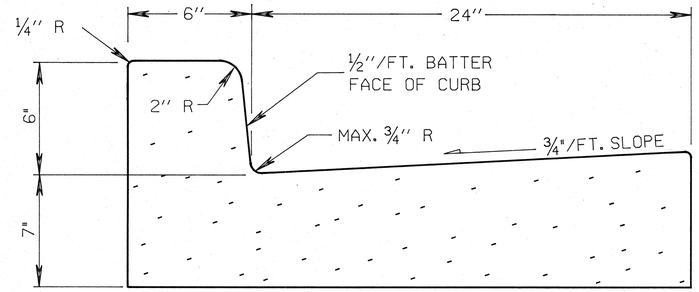
CTHKL4.DGN

AS BUILT

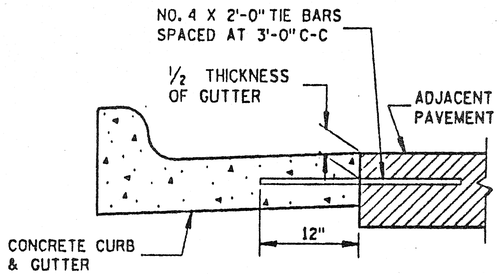
STATE PROJECT NUMBER	SHEET NO. 6

CONSTRUCTION DETAILS

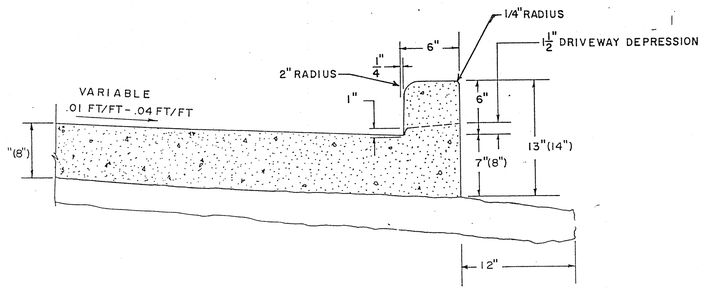
C.T.H. "K" WINNEBAGO COUNTY



CONCRETE CURB AND GUTTER



TYPICAL TIE BAR LOCATION



INTEGRAL CURB DETAIL

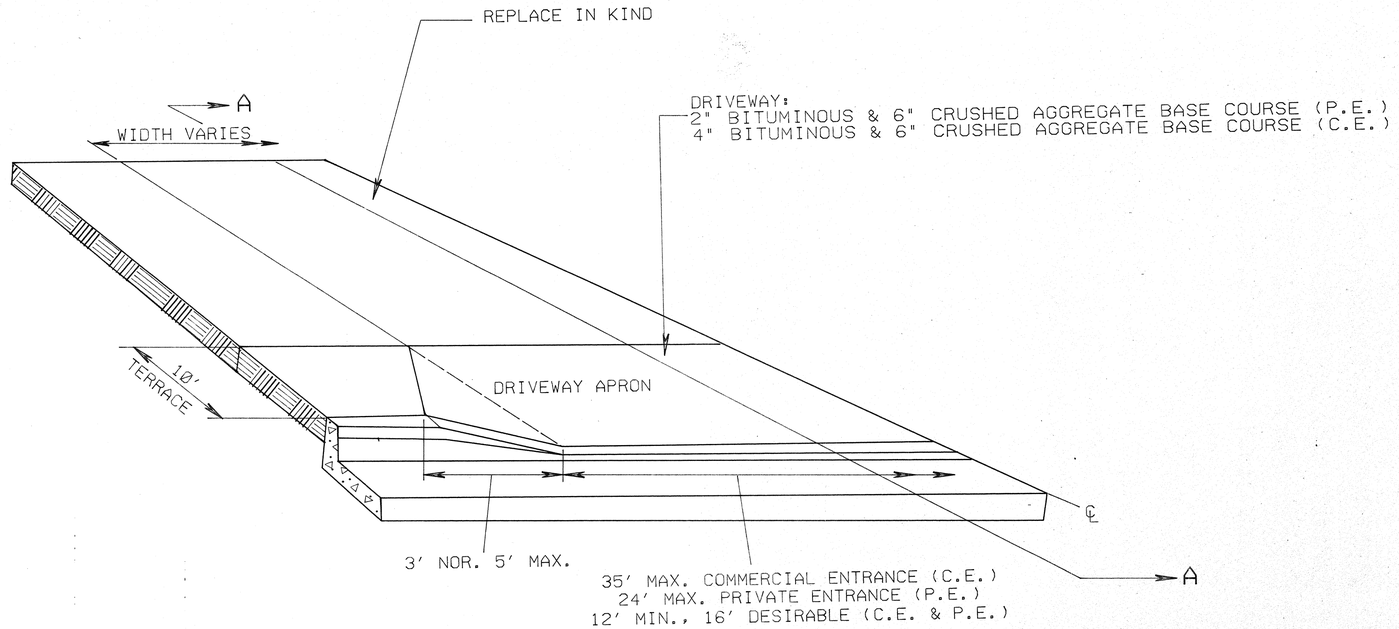
INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. TIE BARS AND A LONGITUDINAL CONSTRUCTION JOINT ARE NOT REQUIRED WITH THIS ALTERNATE.

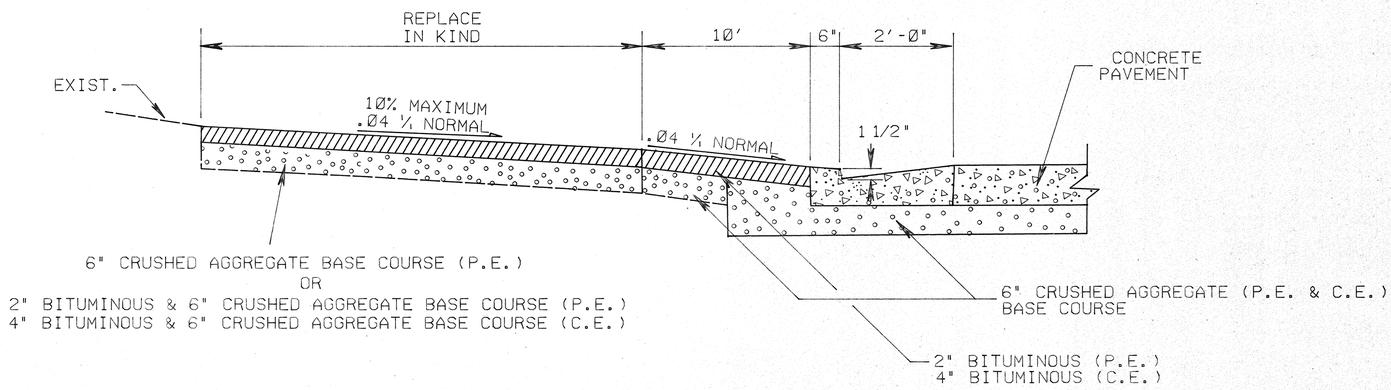
PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/8" WIDE.

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

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

TIE BARS ARE REQUIRED FOR CURB AND GUTTER





SECTION A-A

URBAN DRIVEWAY DETAILS

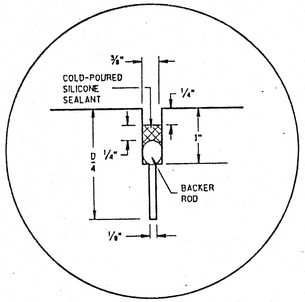
CTHKL5.DGN

AS BUILT

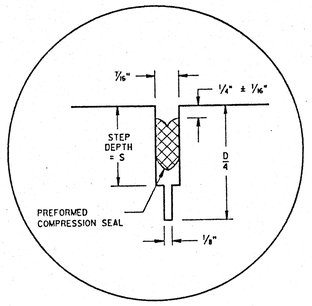
STATE PROJECT NUMBER	SHEET NO.
	7

CONSTRUCTION DETAILS

C.T.H. "K" WINNEBAGO COUNTY



DETAIL "A"
COLD-POURED SILICONE TYPE JOINT SEALER

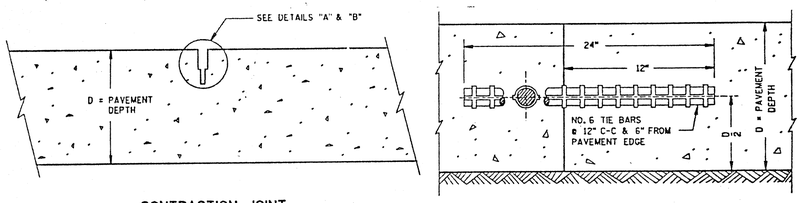


DETAIL "B"
PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL

SEAL DIMENSIONS (UNCOMPRESSED)		STEP DEPTH S (MIN.)
WIDTH ①	HEIGHT ②	
13/16"	15/16"	1 7/16"

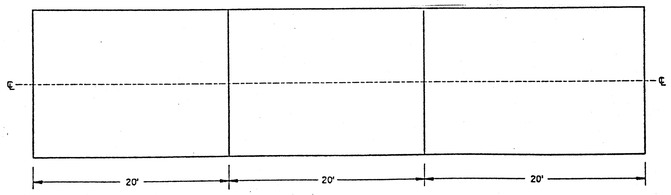
① TOLERANCE PLUS 1/16 INCH AND MINUS ZERO INCH.

② SEALS WITH GREATER HEIGHTS MAY BE USED. STEP DEPTH SHALL THEN BE INCREASED AN EQUAL AMOUNT.



CONTRACTION JOINT

CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE LOCATED AT A UNIFORM SPACING OF 20' (±1"). EXCEPTIONS SHALL BE AS DIRECTED BY THE ENGINEER.

THE FIRST SAWCUT SHALL BE TO A DEPTH OF D/4 AND THE WIDTH OF 1/8 INCH.

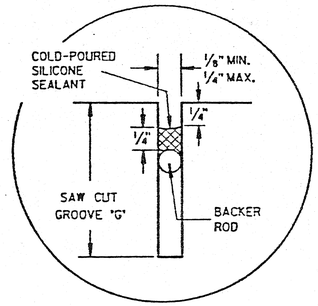
DETAILS "A" AND "B" ARE EQUAL ALTERNATES.

CONSTRUCTION JOINTS

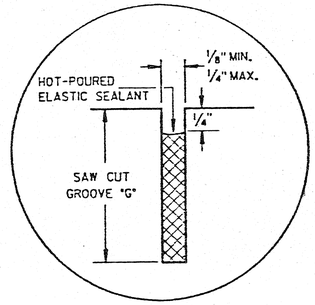
CONSTRUCTION JOINTS SHALL BE LOCATED A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT.

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

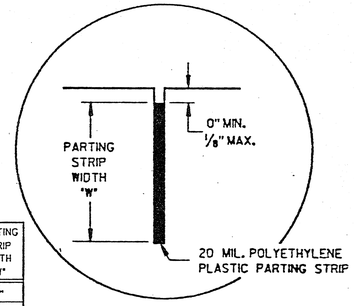
TRANSVERSE JOINTS IN NON - REINFORCED CONCRETE PAVEMENT



DETAIL "A"



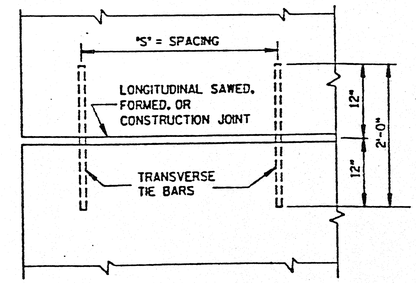
DETAIL "B"



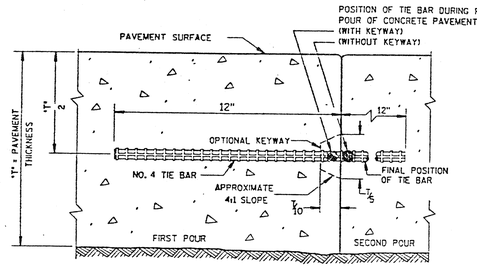
DETAIL "C"

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	PARTING STRIP WIDTH "W"
6"	3"±1/2"	1 1/2"	30"	2"
7"	3 1/4"±1"	1 3/4"	30"	2 1/4"
8"	3 3/4"±1"	2"	30"	2 1/2"
9"	4 1/4"±1"	2 1/4"	30"	3"
10"	4 3/4"±1"	2 1/2"	30"	3 1/4"
11"	5 1/4"±1"	2 3/4"	24"	3 3/4"
12"	5 3/4"±1"	3"	24"	4"

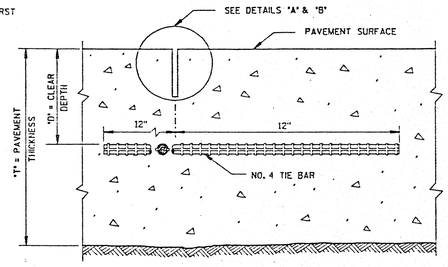
DETAILS "A", "B" AND "C" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED ELSEWHERE IN THE CONTRACT.



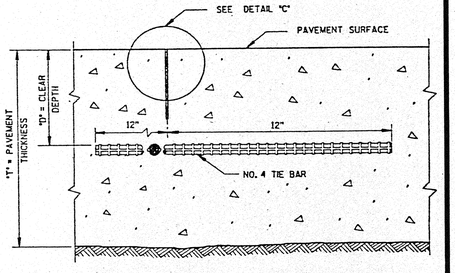
PLAN VIEW
SHOWING LOCATION OF TIE BARS



CONSTRUCTION JOINT



SAWED JOINT



RIBBON JOINT

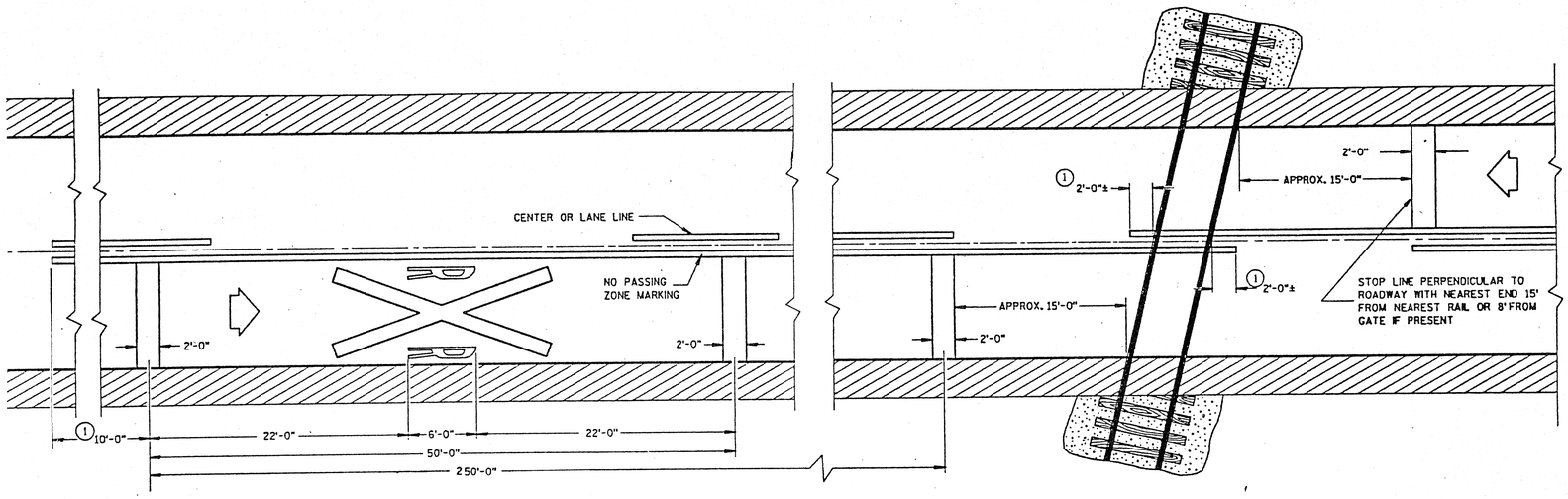
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES

AS BUILT

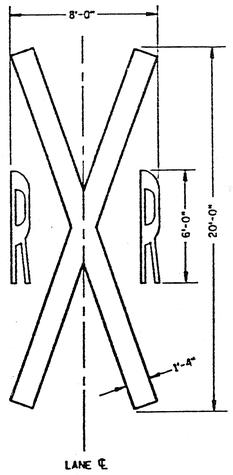
STATE PROJECT NUMBER	SHEET NO.
	8

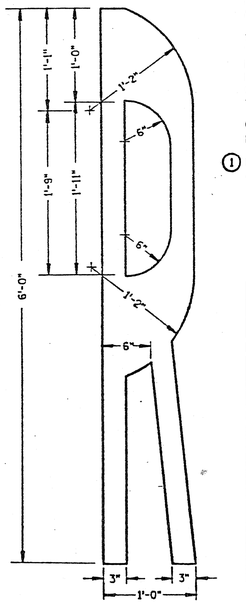
CONSTRUCTION DETAILS

C.T.H. "K" WINNEBAGO COUNTY



WIDTH MAY VARY ACCORDING TO LANE WIDTH





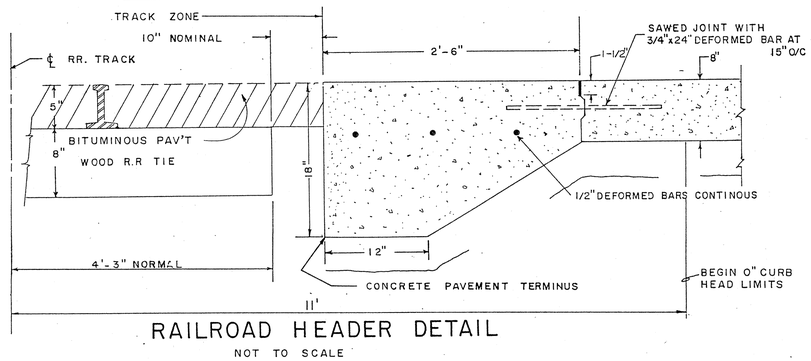
ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

TRANSVERSE BANDS AND R X R SYMBOL ARE REFLECTIVE WHITE. SOLID LONGITUDINAL LINE IS REFLECTIVE YELLOW ON BIDIRECTIONAL TRAVELED WAYS AND IS OMITTED ON UNIDIRECTIONAL TRAVELED WAYS. DASHED LONGITUDINAL LINE IS REFLECTIVE YELLOW WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN OPPOSITE DIRECTIONS AND REFLECTIVE WHITE WHEN IT IS BETWEEN LANES OF TRAFFIC MOVING IN THE SAME DIRECTION.

CENTER OR LANE LINES AND NO PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

(1) MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO PASSING ZONE MARKINGS.

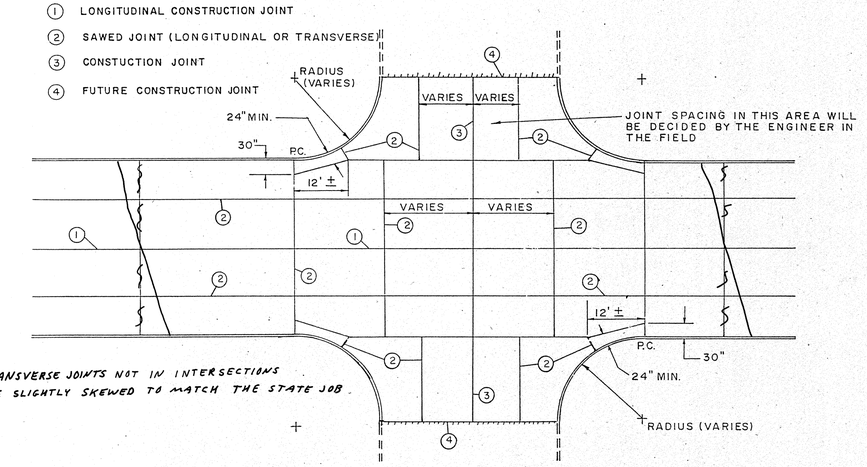
PAVEMENT MARKING DETAIL FOR RAILROAD



RAILROAD HEADER DETAIL

NOT TO SCALE

(1) LONGITUDINAL CONSTRUCTION JOINT
(2) SAWED JOINT (LONGITUDINAL OR TRANSVERSE)
(3) CONSTUCTION JOINT
(4) FUTURE CONSTRUCTION JOINT



TRANSVERSE JOINTS NOT IN INTERSECTIONS ARE SLIGHTLY SKEWED TO MATCH THE STATE JOB.

TYPICAL INTERSECTION JOINT DETAIL

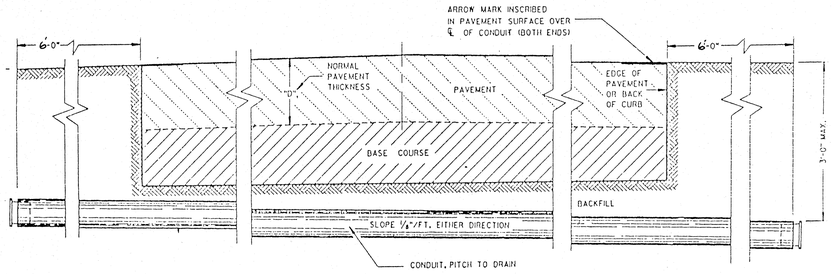
NOT TO SCALE

AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	9

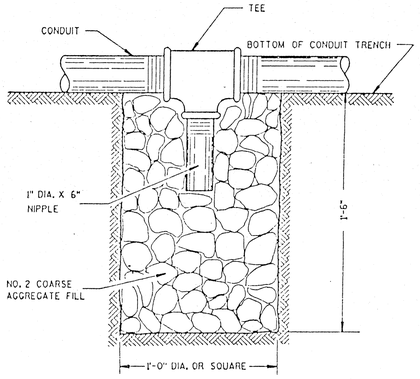
CONSTRUCTION DETAILS & PAVEMENT MARKING

C.T.H. "K" — WINNEBAGO COUNTY



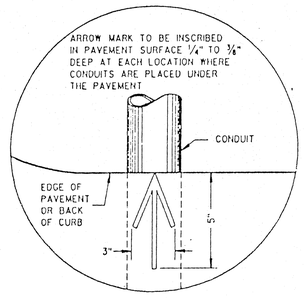
SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS



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

DRAIN SUMP FOR CONDUIT



PLAN VIEW

ARROW MARK

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 613) OR NONMETALLIC (STANDARD SPECIFICATION 613) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

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

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION.

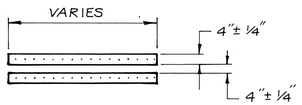
NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

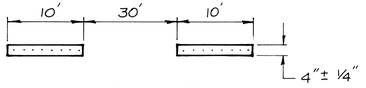
ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

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

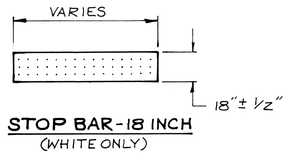
A #12 GAUGE, GALVANIZED PULL WIRE SHALL BE INSTALLED IN EACH RUN OF CONDUIT THAT DOES NOT RECEIVE CABLE OR WIRE UNDER THIS CONTRACT. THE PULL WIRE SHALL BE DOUBLED BACK 2 FEET AT EACH END CAP OF THE CONDUIT RUN.



DOUBLE CENTERLINE
(YELLOW)



LANE LINE
(WHITE)

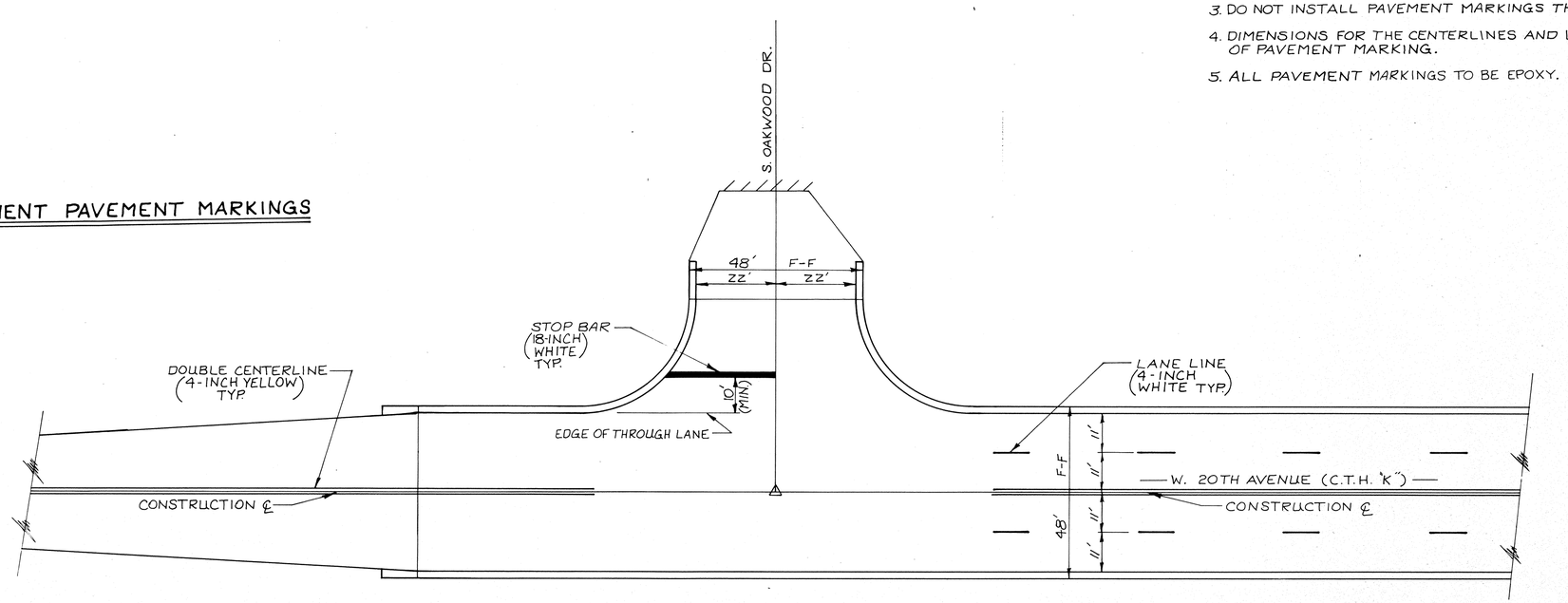


STOP BAR-18 INCH
(WHITE ONLY)

GENERAL NOTES

1. THE CONTRACTOR SHALL APPLY PAVEMENT MARKINGS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. 18-INCH STOP BARS SHALL EXTEND FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF THE ROADWAY. STOP BARS TO BE PARALLEL TO THE THROUGH EDGE OF PAVEMENT.
3. DO NOT INSTALL PAVEMENT MARKINGS THROUGH INTERSECTIONS.
4. DIMENSIONS FOR THE CENTERLINES AND LANE LINES ARE TO THE CENTER OF PAVEMENT MARKING.
5. ALL PAVEMENT MARKINGS TO BE EPOXY.

PERMANENT PAVEMENT MARKINGS



4-LANE C.T.H. "K"
(TYPICAL)

AS BUILT

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

CONCRETE SIDEWALK, 4-INCH (CURB RAMPS)

LOCATION	S.Y.
C.T.H. "K"	
WESTHAVEN	~~200~~ 292
LENNOX	~~280~~ 247
TOTAL	~~560~~ 539

CONCRETE PAVEMENT, 8-INCH

LOCATION	S.Y.
C.T.H. "K"	
19+00 - 54+97	17586
55+15 - 64+00	4327
S. OAKWOOD	184
WESTHAVEN	341
LENNOX	115
UNIVERSAL	177
TOTAL	~~22,730~~ 22,782.45

SEE CONCRETE DIARY

NONMETALLIC CONDUIT, 2 1/2-INCH DIA.

LOCATION	L.F.
C.T.H. "K" & OAKWOOD	~~184~~ 170

PAVEMENT TIES

LOCATION	EACH
WESTHAVEN	~~11~~ 18
UNIVERSAL	~~13~~ 0
TOTAL	~~24~~ 18

CLEARING & GRUBBING

LOCATION	CLEARING (IN DIA.)	GRUBBING (IN DIA.)
C.T.H. "K"		
23+43 33' LT.	6"	6"
SAVED ~~28+95 33' LT.~~	~~8"~~	~~8"~~
SAVED ~~29+09 32' LT.~~	~~36"~~	~~36"~~
SAVED ~~29+44 33' LT.~~	~~6"~~	~~6"~~
33+42 - 33+69 LT.	50"	50"
34+38 31' LT.	24"	24"
34+41 33' LT.	12"	12"
35+30 - 36+00 LT.	100"	100"
TOTAL	~~242"~~ 192"	TOTAL ~~242"~~ 192"

CRUSHED AGGREGATE BASE COURSE

LOCATION	TONS
C.T.H. 'K'	
17+00 - 19+00	550
19+00 - 54+97	7500
55+15 - 64+00	1850
P.E.'S & F.E.'S	850
OAKWOOD	150
WESTHAVEN	150
LENNOX	100
UNIVERSAL	100
TOTAL	~~11,250~~ 282.6 - TICKETS 347
	TOTAL 11,879.6

QUANTITIES ACCEPTED BY CONTRACTOR UNDER SUPPLEMENTAL CONTRACT AGREEMENT

FILL FOR 38"x60" RCHEP CHANGE ORDER #2 PEPSI DRIVES

REMOVING PAVEMENT

LOCATION	S.Y.
C.T.H. 'K'	
27+66 P.E.	38
28+93 P.E.	~~48~~ 56.5
WESTHAVEN	240
TOTAL	~~324~~ 334.5

REMOVING CURB & GUTTER

LOCATION	L.F.
WESTHAVEN	120
C.O. #2 P.E. @ 52+43 LT.	28.5
TOTAL	148.5

CONCRETE PAVEMENT GAPS

LOCATION	EACH
C.T.H. "K"	
~~51+48 LT.~~ NOT NEEDED	1
~~62+46 RT.~~ MOVED TO 63+25 RT.	1
24+60 RT. ADDED FOR STADLER MACH.	1
59+75 RT. ADDED FOR ARCTIC ICE CO.	1
TOTAL	3

CONCRETE CURB & GUTTER 30"-TYPE "A"

LOCATION	LF.
C.T.H. "K"	
19+00 - 19+85 LT.	125
20+15 - 31+50 LT.	1218
31+80 - 44+95 LT.	1387
45+20 - 55+25 LT.	1022
55+52 - 64+00 LT.	848
19+00 - 49+30 RT.	3042
49+70 - 54+56 RT.	501
54+85 - 64+00 RT.	915
	~~TOTAL 9028~~ 9056.4
C.O. #2 P.E. @ 52+43 LT.	28.5
	TOTAL 9084.9

SEE CONCRETE DIARY

SAWING EXISTING PAVEMENT

LOCATION	LF.
C.T.H. "K"	296.5
C.O. #2 PEPSI DRIVES	
17+00	~~22~~ 26
P.E.'S & C.E.'S	~~209~~ 251.5
OAKWOOD	~~25~~ 26
LENNOX	~~40~~ 42.5
TOTAL	~~296~~ 642.5

FULL DEPTH SAW CUTS

LOCATION	LF.
C.T.H. "K"	
P.E.'S	~~33~~ 0
WESTHAVEN	
4+00	40
C.O. #2 P.E. @ 52+43 LT.	28.5
TOTAL	~~73~~ 68.5

SINGLE AGGREGATE BITUMINOUS MIX

LOCATION	TONS
C.O. #2 PEPSI DRIVES	214
C.T.H. "K"	
17+00 - 19+00	162
R.R. CROSSING	22
P.E.'S & C.E.'S	358
OAKWOOD	
4+20 - 4+50	30
LENNOX	
4+30 - 4+56	24
TOTAL	~~596~~ ~~810~~ 817.72

BITUMINOUS MATERIAL FOR TACK COAT

LOCATION	GAL.
C.T.H. "K"	
17+00 - 19+00	22
R.R. CROSSING	3
OAKWOOD	
4+20 - 4+50	4
LENNOX	
4+30 - 4+56	4
TOTAL	~~33~~ 50

CTHKL5.DGN

AS BUILT

MISCELLANEOUS QUANTITIES

C.T.H. "K" WINNEBAGO CO.

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

EROSION CONTROL

LOCATION	SALVAGED TOPSOIL SQ. YD.	MULCH SQ. YD.	(TYPE B) FERTILIZER CWT.	SEED LBS.	TYPE *	CO. #2 TOPSOIL
C.T.H. "K"						
17+00 - 64+00	~~15000~~	~~15000~~	~~9.5~~	~~270~~	4	
QUANT. INCL CO #2 →	~~9500~~	~~16015~~	~~10.15~~	~~288.5~~		~~8433~~
ACTUAL →	9411	18125	11.65	354		8714

SILT FENCE (SILTY SOIL), DELIVERED, INSTALLED, MAINTAINED

LOCATION	L.F.
C.T.H. "K"	~~50~~ 0

CULVERT PIPE SCHEDULE

LOCATION	DIA. INCHES	LENGTH L.F.	TYPE	CLASS	THICKNESS ALUMINIM	(INCHES) STEEL	APRON ENDWALL EACH
C.T.H. "K"							
53+91 71' RT.	21	~~22~~ 37.5	RCCP	V	-	-	-
53+91 75' RT.	21	~~22~~ 37.5	RCCP	V	-	-	-
~~53+98 35' LT.~~	~~12~~	~~36~~	~~CP~~	~~III~~	~~.060~~	~~.064~~	
55+38 C	38X60	~~172~~ 175	RCHEP	III	-	-	-
55+53 C	38X60	~~188~~ 167.5	RCHEP	III	-	-	-
56+43 F.E. RT.	12	20	CP	III	.060	.064	-

YARDAGE SUMMARY

LOCATION	UNCLASSIFIED EXCAVATION C.Y.	FILL C.Y.
C.T.H. "K"	17,999 — QUANTITY ACCEPTED BY CONTRACTOR UNDER SUPPLEMENTAL CONTRACT AGREEMENT	3117

WASTE= 17,999-(3097 X 1.3)=13,973 C.Y.

C.O. #2 PEPSI DRIVES ~~1501~~ 1457

E.B.S. 2981

TOTAL 22,437

RIPRAP

LOCATION	C.Y.
CTH "K"	
55+50 LT. & RT.	~~12~~ 11.6

ADJUSTING MANHOLE COVERS

LOCATION	EACH
C.T.H. "K"	
19+80 20' LT.	1
19+85 RT.	1*
20+20 36' LT.	1
20+25 LT.	1*
22+87 26' LT.	1
25+10 18' LT.	1
25+57 25' LT.	1
29+40 24' LT.	1
30+01 24' LT.	1
32+20 13' LT.	1
33+00 24' LT.	1
36+70 14' LT.	1
37+01 24' LT. 38+60 RT. (IN PEPSI DRIVE AFTER CO#2)	1
41+02 25' LT.	1
~~41+90 24' RT.~~ DOES NOT EXIST	~~1~~
41+97 26' RT.	1
45+00 30' LT.	1
45+20 26' LT.	1
45+50 15' LT.	1
49+70 22' RT.	1
49+75 20' LT.	1
50+65 20' LT.	1
54+25 20' LT.	1
54+30 24' RT.	1
55+40 24' RT.	1
57+50 24' RT.	1
59+86 28' RT.	1
WESTHAVEN	
4+10 ℄	1
TOTAL	28

ADJUSTING INLET COVERS

LOCATION	EACH
C.T.H. "K"	~~145~~

* TO BE INSTALLED BY THE CITY OF OSHKOSH UNDER A SEPARATE CONTRACT.

20+55	LT. & RT.	2
24+50	LT. & RT.	2
28+60	LT. & RT.	2
29+43	RT. (S.S. MH CHANGED TO AN INLET)	1
37+87	LT. & RT.	2
44+60	LT.	1
45+22	RT.	1
52+62	LT. & RT.	2
60+00	LT. & RT.	2
	TOTAL	15

REMOVE* OLD CULVERTS

LOCATION	EACH
C.T.H. "K"	
54+58 35' RT.	1
54+52 38' RT.	1
TOTAL	2

* CONTRACTOR PLUGGED ENDS TO AVOID DISTURBING RR. TRACK BASE AND ACCEPTED REMOVAL PRICE.

PAVEMENT MARKING, (DOUBLE CENTERLINE) (4-INCH. YELLOW) EPOXY

LOCATION	L.F.
C.T.H. "K"	
17+00 - 19+50	500
20+60 - 31+00	2080
32+20 - 44+60	2480
45+40 - 49+00	720
50+00 - 64+00	2800
TOTAL	~~8580~~ 8655

PAVEMENT MARKINGS, LANE LINE (4-INCH. WHITE) EPOXY

LOCATION	L.F.
C.T.H. "K"	
20+60 - 31+00 LT. & RT.	520
32+20 - 44+60 LT. & RT.	620
45+40 - 49+00 LT. & RT.	180
50+00 - 52+00 RT.	50
50+00 - 54+80 LT.	120
55+20 - 64+00 RT.	220
58+00 - 64+00 LT.	150
TOTAL	~~1860~~ 2254

PAVEMENT MARKINGS, RAILROAD CROSSINGS, EPOXY

LOCATION	EACH
C.T.H. "K"	4

PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH

LOCATION	L.F.	
S. OAKWOOD	~~31~~	29.5
WESTHAVEN	22	
LENNOX	~~22~~	21.5
UNIVERSAL	~~29~~	30.5
TOTAL	~~104~~	103.5

CTHKL5.DGN

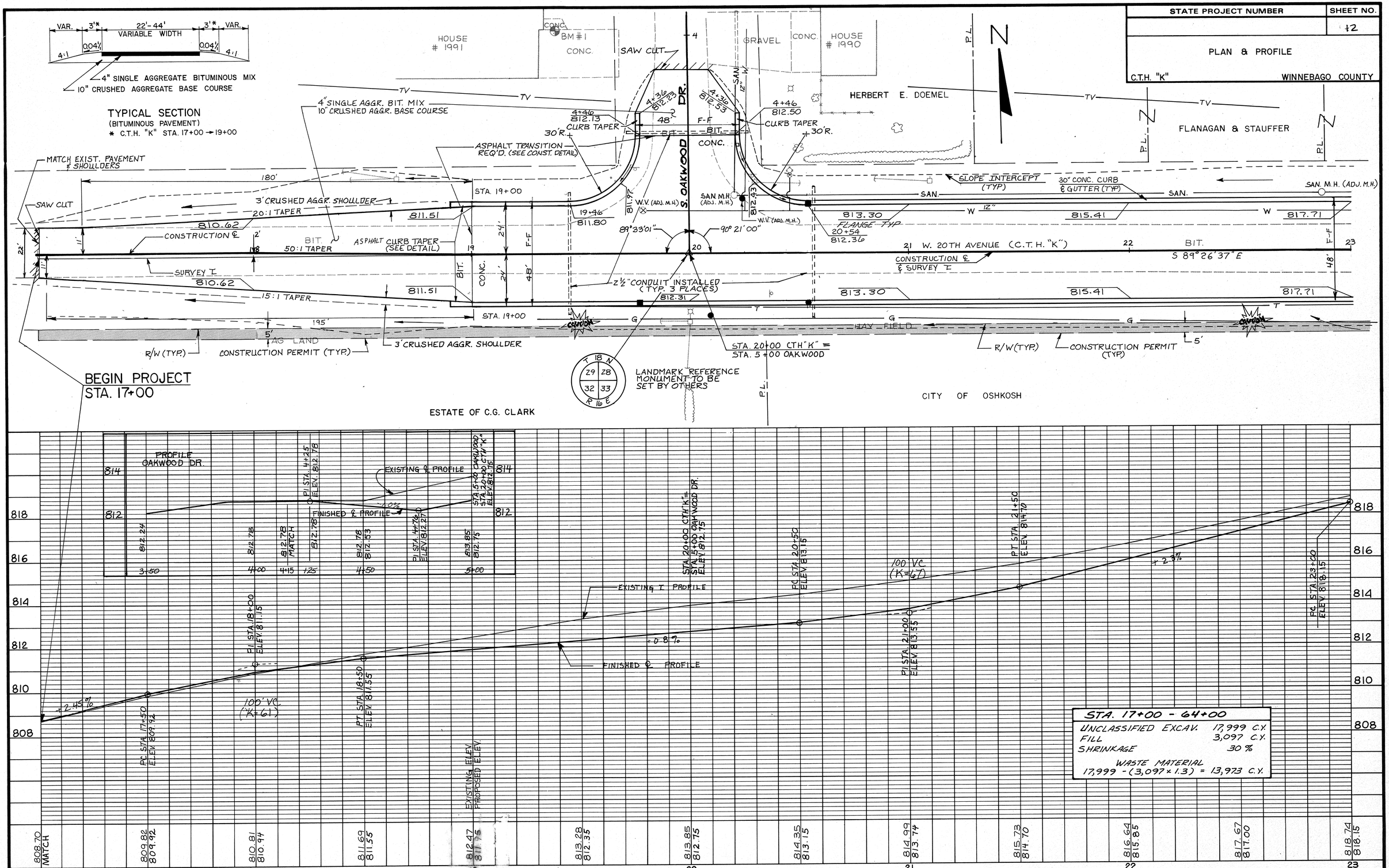
AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	12

PLAN & PROFILE

C.T.H. "K" WINNEBAGO COUNTY

TYPICAL SECTION
(BITUMINOUS PAVEMENT)
* C.T.H. "K" STA. 17+00 → 19+00



STA. 17+00 - 64+00	
UNCLASSIFIED EXCAV.	17,999 C.Y.
FILL	3,097 C.Y.
SHRINKAGE	30 %
WASTE MATERIAL	
17,999 - (3,097 × 1.3) = 13,973 C.Y.	

AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	13

PLAN & PROFILE

C.T.H. "K" — WINNEBAGO COUNTY

HOUSE # 2690 — BRICK — MARK A. SEBSTEAD — P.L. — BIT. — SAW CUT — TV — 10' — CONSTRUCTION PERMIT (TYP) — R/W (TYP) — STA. 23+88, P.E. LT. REMOVE 1-18" X 19' CMP — 8' — REMOVE TREE — SAN. — W — 12" — 817.71 — 819.51 — 820.81

HOUSE # 2650 — CONC. — CHARLES E. BONGERT — GRAVEL — (ADJ. M.H.) SAN. M.H. — W.V. (ADJ. M.H.) — 822.11

FRANCIS J. BONGERT, ET. AL. — STA. 26+15, P.E. LT. REMOVE 1-12" X 22' IRON PIPE — 823.31

SHED — STA. 28+03, P.E. LT. REMOVE 1-15" X 19' CMP — GRAVEL — 10' — 5' — 30" CONC. CURB & GUTTER (TYP) — 823.91

STA. 28+75, P.E. LT. REMOVE 1-15" X 20' CMP — LARRY R. KOEPPEN — GRAVEL — 28' — 20' — 824.41

23 — 24 — 25 — W. 20TH AVENUE (C.T.H. "K") — 26 — 27 — S 89° 26' 37" E — 28 — 29

F-F — 48' — 24' — CONSTRUCTION ℄ & SURVEY ℄

PAVEMENT GAP — 817.71 — 819.51 — 820.81 — 822.11 — 823.31 — BIT. — 823.91 — 824.41

T — G — BIT. — CAUTION — 15' — 5' — R/W(TYP.) — CONSTRUCTION PERMIT (TYP.) — FIELD INLET STA. 24+90, 35' RT. (BY OTHERS) — GRAVEL — 25' — STA. 24+69, F.E. RT. REMOVE 1-3' X 18' BOX CULVERT

~~CITY OF OSHKOSH~~ — J. STADLER MACHINE CO. — ~~HAY FIELD~~ — R/W(TYP.) — SLOPE INTERCEPT (TYP)

ELDOR KOPLITZ — BIT. CONC. — 28' — 15' — JOINT — FULL DEPTH SAW CUT — STA. 27+66, P.E. RT. REMOVE 1-18" X 20' CMP — CONC. NO. 2635

KENNETH K. KOPLITZ — CAUTION — R/W(TYP) — CONSTR. PERMIT (TYP) 20' — 5' — BIT. CONC. — 22' — ~~FULL DEPTH SAW CUT~~ JOINT — STA. 28+93, P.E. RT. REMOVE 1-18" X 26' CMP — CONC. NO. 2625

P.L. — P.L. — P.L. — P.L. — P.L. — P.L.

826 / 824 / 822 / 820 / 818

EXISTING ℄ PROFILE — FINISHED ℄ PROFILE

P.I. STA. 23+50, ELEV. 819.30 — 100' VC (K=100) — +1.3% — P.T. STA. 24+00, ELEV. 819.95 — P.C. STA. 26+50, ELEV. 823.20 — P.I. STA. 27+00, ELEV. 823.85 — 100' VC (K=125) — +0.5% — P.T. STA. 27+50, ELEV. 824.10

P.C. STA. 23+00, ELEV. 818.15

	23	24	25	26	27	28	29
EXISTING ELEV.	818.74	819.90	821.08	822.08	822.73	823.25	823.84	824.34	824.84	825.44	826.16	826.67	827.09
PROPOSED ELEV.	818.15	819.18	819.95	820.60	821.15	821.90	822.55	823.20	823.75	824.10	824.35	824.60	824.85

AS BUILT

Cat. No. 2130 – 0140

STATE PROJECT NUMBER	SHEET NO.
	14

PLAN & PROFILE

C.T.H. "K" — WINNEBAGO COUNTY

STEVE DOBISH
HOUSE # 2620
D.B. CURTIS LTD.
HOUSE # 2510
HOUSE # 1985
HOUSE # 1990
DAVID H. HASENOHL
KENNETH L. JESION
JOHN W. BRADY NO. 2580
J. EDWARD ROSS NO. 2595
CITY OF OSHKOSH
PEPSI-COLA BOTTLING CO
BM # 3
FULL DEPTH SAW CUT
PAVEMENT TIES REQ'D
MATCH EXISTING CURB & GUTTER
REMOVE EXISTING CURB & GUTTER
MATCH EXISTING SIDEWALK
CONSTRUCT SIDEWALK
CURB RAMP TYP. (SEE DETAIL DRWG.)
30" CONC. CURB & GUTTER (TYP)
SLOPE INTERCEPT (TYP)
CONSTRUCTION & SURVEY ℄
CONSTRUCTION PERMIT (TYP.)
R/W (TYP)
STA. 31+70.16 CTH "K" = STA. 5+00 WESTHAVEN DR.
WESTHAVEN DR.
W. 20TH AVENUE (C.T.H. "K")
S 89° 26' 37" E
89° 43' 17"
STA. 34+81, C.E. RT. REMOVE 1-15" x 38' CMP
STA. 34+91, P.E. LT. REMOVE 1-12" x 17' CMP
REMOVE TREES
CLUMP OF TREES
TREE LINES
GARDEN
GRAVEL
BIT.
CONC.
SAN. M.H. (ADJ. M.H.)
W.V. (ADJ. M.H.)
CONSTR. PERMIT (TYP)
REGRADE EXIST. DRIVEWAY TO A 4% GRADE-MATCH EXIST. PAVEMENT APPROX. 145' SOUTH OF C.T.H. "K" ℄ - EXACT LIMITS TO BE VERIFIED IN THE FIELD (SAW CUT REQ'D)
TO LAPHAM HICKEY STEEL
SEE C.O. #2 FOR FULL LAYOUT
AS BUILT

PROFILE WESTHAVEN DR.
EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
EXISTING ℄ PROFILE
FINISHED ℄ PROFILE
EXISTING ℄ ELEV.
PROPOSED ℄ ELEV.

Cat. No. 2130 — 0140

STATE PROJECT NUMBER	SHEET NO.
	15

PLAN & PROFILE

C.T.H. "K" — WINNEBAGO COUNTY

HOUSE # 2580 — JOHN W. BRADY — HOUSE — HOUSE # 2570 — JAMES L. BARTHEL — HOUSE # 2560 — THOMAS A. KUTSCHER — HOUSE # 2550 — LARRY R. SCHUHART — MARGARET A. BEKKERS — HOUSE # 2540 — REINHARD H.W. ROEHLINS — HOUS # 253 — DANIEL L. WILE ET. AL.

REMOVE TREES — BM # 4 — SLOPE INTERCEPTS (TYP)

STA. 37+27, P.E. LT. REMOVE 1-15"X24' CMP

STA. 38+05, P.E. LT. REMOVE 1-15"X24' CMP

HOMEOWNERS POURED THEIR OWN CONCRETE

STA. 38+38, P.E. LT. REMOVE 1-15"X24' CMP

STA. 39+19, P.E. LT. REMOVE 1-15"X24' CMP

NO EASEMENT OBTAINED

STA. 39+97, P.E. LT. REMOVE 1-15"X24' CMP

STA. 40+71, P.E. LT. REMOVE 1-15"X22' CMP

SAW CUT — BIT. — GRAV. — CONC. — SAN. M.H. (ADJ. M.H.) — W.V. (ADJ. M.H.) — W 12" — SAN.

824.71 — 823.41 — 822.15 — 821.75 — 822.21 — 822.71 — 822.64

35 — 36 — 37 — 38 — W. 20TH AVENUE (C.T.H. "K") — 39 — S 89° 26' 37" E — 40 — 41

F-F 48' — 24'

CONSTRUCTION & SURVEY ℄

CAUTION

30" CONC. CURB & GUTTER (TYP)

R/W (TYP)

SPRINKLER

30'R — 50'R

PEPSI-COLA BOTTLING CO. NO. 2541

50'R CONSTRUCTION PERMIT (TYP) 60'x160'

27'

BIT. DRIVE S REMOVED

LIGHT — 18" PVC — TYPE I INLET, TYPE C CASTING — SAW CUT — BIT. — PARKING LOT

℄ 30'R. STA. 39+27, C.E. RT. REMOVE 1-15"x89' CMP

50R

REGRADE EXIST. DRIVEWAY TO A 3% 2.7% GRADE - MATCH EXIST. PAVEMENT APPROX. 300' 200' SOUTH OF C.T.H. "K" ℄ ~~EXACT LIMITS TO BE VERIFIED IN THE FIELD~~ (SAW CUT REQ'D.)

TREES — BM #5

EXIST.

826 — 824 — 822

-4.3% — 150' VC (K=83)

PC STA. 36+75, ELEV. 822.88

PI STA. 37+50, ELEV. 821.90

PT STA. 38+25, ELEV. 822.28

EXISTING ℄ PROFILE

FINISHED ℄ PROFILE

+0.5% — 200' VC (K=87)

PC STA. 40+00, ELEV. 823.45

PC STA. 40+02, ELEV. 823.16

	35	36	37	38	39	40	41
EXISTING ELEV.	826.24	825.17	824.87	824.88	824.57	824.47	824.69	824.65
PROPOSED ELEV.	825.15	823.85	823.20	822.59	822.19	822.45	822.40	822.90	823.15	823.26	823.08

Cat. No. 2130 – D140

AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	16

PLAN & PROFILE

C.T.H. "K" — WINNEBAGO COUNTY

HOUSE # 2520 — HOUSE # 2510 — EARL R. BECK — HOUSE # 1975 — CONC. — CLARENCE G. NEUBAUER ET. AL. — HOUSE # 2490 — RICHARD T. BORK — BM #6

P.L. — GRAV. — 10' CONSTRUCTION PERMIT (TYP) — SLOPE INTERCEPTS (TYP) — 6' — 15' — SAN. M.H. (ADJ. M.H.) — BIT. — SAN. — 30" CONC. CURB & GUTTER (TYP)

STA. 44+98, LENNOX ST. REMOVE 1-15"X78' CMP — ASPHALT TRANSITION REQ'D (SEE CONST. DETAIL) — MATCH EXIST. SIDEWALK — 20'R. — 10" W — ST. — SAW CUT — MATCH — LENNOX — BIT. — 40' F-F — 4+56 815.21 CONC. SAN. M.H. (ADJ. M.H.) STORM M.H. — 4+56 815.67 — 816.00 — 815.37

CURB TAPER (TYP) (SEE DETAIL) — STA. 46+30, P.E. LT. REMOVE 1-18"X23' CMP — 20'R. — 15' — 10' — CURB RAMP (TYP) (SEE DETAIL) — 45+40 815.29 — W.V. (ADJ. M.H.) — 814.31 — 813.21 — 179° 56' 24" (179° 56' 27" REC.)

822.64 — 821.41 — 819.61 — 817.81 — 44+60 816.73 — 48' F-F — 24' — 24'

41 — 42 — 43 — W. 20TH AVENUE (C.T.H. "K") — 44 — S. 89° 26' 37" E — 45 — 46 — 47

CONSTRUCTION & SURVEY ℄

822.64 — 821.41 STORM M.H. (ADJ. M.H.) — 819.61 — 817.81 — 816.01 — 814.31 — 813.21

W.V. — 89° 35' 49" — CAUTION — BIT. — 10' GRAVEL — 10'

STA. 45+00.37 C.T.H. "K" = STA. 5+00 LENNOX ST.

STA. 45+90, F.E. RT. REMOVE 1-15"X30' CMP

R/W (TYP)

PEPSI - COLA BOTTLING CO.

CITY OF OSHKOSH

T 18 N — 28 — 33 — R 16 E

P.I. STA. 46+71.69 HARRISON MONUMENT

LANDMARK REFERENCE MONUMENT TO BE SET BY OTHERS

LENNOX ST PROFILE

EXISTING GROUND — FINISHED ℄ EL — -2.0% — -4.0% — P.I. STA. 4+30 MATCH — STA. 5+00 LENNOX ST. STA. 45+00.37 C.T.H. "K" ELEV. 816.44 — STA. 5+00 LENNOX ST. STA. 45+00.37 C.T.H. "K" ELEV. 816.44

813.85 — 815.05 MATCH — 815.84 — 815.45 — 817.88 — 816.15

3+50 — 4+00 — +50 — -4+00

824 — 822 — 820 — 818 — 816 — 814 — 812 — 810

P.I. STA. 42+00 ELEV. 822.85 — 200' V.C. (K=87) — -1.8% — EXISTING ℄ PROFILE — FINISHED ℄ PROFILE — P.C. STA. 45+50 ELEV. 815.53 — 100' V.C. (K=125) — P.I. STA. 46+00 ELEV. 814.68 — P.T. STA. 46+50 ELEV. 814.15 — -1.0%

	41	42	43	44	45	46	47
EXISTING ELEV.	824.65	824.31	823.64	822.66	821.70	820.81	819.91	818.92	817.88	816.80	815.76	814.79	813.81
PROPOSED ELEV.	823.08	822.61	821.85	820.95	820.05	819.15	818.25	817.35	816.45	815.55	814.75	814.15	813.65

P.I. STA. 41+00 ELEV. 822.85

AS BUILT

Cat. No. 2130 – 0140

STATE PROJECT NUMBER	SHEET NO.
	17

PLAN & PROFILE

C.T.H. "K" — WINNEBAGO COUNTY

HOUSE # 2470
GARRY P. RUPPEL, ET. AL.
CONC.
GRAVEL
BIT.
STA. 47+01, P.E. LT.
REMOVE 1-18"X 24' CMP
WALTER N. KOERWITZ
2410
FLAG POLE
SAW CUT
BIT.
STA. 49+51.19 C.T.H. "K"
STA. 5+00 UNIVERSAL DR.
SAN. M.H.
WALTER N. KOERWITZ
STA. 49+42, P.E. LT.
REMOVE 1-18"X20' CMP
2318
CARL L. SIEBOLD
STA. 51+48, P.E. LT
REMOVE 1-21"X24" CMP GRAV.
CONSTRUCTION PERMIT (TYP)
MERRILL A. LEWIS
INLET, TYPE I + CASTING, TYPE C
CURB CUT REQ'D.
30" CONC. CURB & GUTTER (TYP)
W.V. (ADJ. M.H.) 810.21
SAN. M.H. (ADJ. M.H.)
PAVEMENT GAP REQ'D.
W. 20TH AVENUE (C.T.H. "K")
CONSTRUCTION ℄ & SURVEY ℄
S 89° 30' 13" E
91°01'50"
STORM M.H. (ADJ. M.H.)
FIELD INLET
STA. 48+70, 35' RT.
(BY OTHERS)
30' R
STA. 49+43, UNIVERSAL DR.
REMOVE 1-18"X 130' CMP
PAVEMENT TIES REQ'D
MATCH EXISTING CONC. PAVEMENT & CURB & GUTTER
SIGN
SLOPE INTECEPTS (TYP)
R/W (TYP)
BIT. BY OWNER
STA. 52+78
REMOVE 1-24"X 38'± CMP
CITY OF OSHKOSH
~~CITY OF OSHKOSH~~
NEW ACCOUNTING FIRM
UNIVERSAL DR.

813.21 | 812.21 | 811.21 | 810.21 | 809.21 | 808.21 | 807.98
48' F-F
24"
811.02 | 810.40 | 810.6 | 810.8 | 810.7
48+97 811.24
50+04 810.17
6+00

UNIVERSAL DR. PROFILE
EXISTING GROUND
FINISHED ℄ ELEV.
STA. 49+51.19 C.T.H. "K" ELEV. 811.14
STA. 5+00 UNIVERSAL DR. ELEV. 811.14
811.82
6+00
MATCH P.E. EXISTING CONC. STA. 51+93 811.09
811.08
+50
5+00
EXISTING ℄ PROFILE
P.C. STA. 52+00 ELEV. 808.65
-1.0%
200' VC (K=65)
FINISHED ℄ PROFILE
P.T. STA. 53+00 ELEV. 807.45

	47	48	49	50	51	52	53
EXISTING ELEV.	813.81	812.25	811.45	811.14	810.86	810.60	810.45	810.30	810.15	810.07	809.98
PROPOSED ELEV.	813.65	812.65	811.45	811.15	810.65	810.15	809.65	809.15	808.65	808.34	808.42

814 / 812 / 810 / 808 / 806

Cat. No. 2130 — D140

AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	18

PLAN & PROFILE

C.T.H. "K" WINNEBAGO COUNTY

ROMAN SCHMITZ NO.2250

EDITH KOEHLER

STA. 53+98 REMOVE 1-15" X 21' CMP P.E. LT.
~~INSTALL 1-12" x 36' CMP~~

RIPRAP REQ'D. FROM THE TOE OF SLOPE TO 2' ABOVE THE PIPE AS DIRECTED BY THE ENGINEER

TRANSITION TO MATCH RAILROAD TRACK

N.C. N.C.

GRAVEL

54+33

55+78

INV. EL. 804.5

56+09 43'

DITCH TO DRAIN

AG LAND

STA. 57+85.94 P.C.

5' 10' 10' 15' 10'

30" CONC. CURB & GUTTER (TYP)

W 12" W W W 12" W

W.V.

BIT.

SAN.

807.98 809.31 809.31 810.91 810.41 809.91 809.41

SAN. M.H. (ADD. M.H.)

* 10' CURB TAPER REQ'D.

SINGLE AGGR. BIT. MIX REQ'D. - NO PAVEMENT CROWN- PAVEMENT TO BE LEVEL W/ & PARALLEL TO R.R. TRACK

STA. 55+38 INSTALLED 1-38" x 60" x ~~172'~~ 175' R.C.H.E.P. (CLASS III)
STA. 55+53 INSTALLED 1-38" x 60" x ~~168'~~ 175' R.C.H.E.P. (CLASS III)
S 89° 30' 13" E W. 20TH AVENUE (C.T.H. "K")

CONSTRUCTION & SURVEY ℄

CONNECT TO EXISTING ~~24~~ 18" C.M.P. TO PROPOSED 38" x 60" R.C.H.E.P.

53 54 55 56 57 58 59

F-F 48' 24' 24' 48' F-F

CAUTION CAUTION

807.98 809.31 (ADD. M.H.) SAN. M.H. 810.91 (ADD. M.H.) SAN. M.H. 810.41 (ADD. M.H.) SAN. M.H. 809.91 809.41

SAN.

SILT FENCE REQ'D. INSTALLED AS DIRECTED BY ENGINEER

8.5' (TYP)

2' BETWEEN PIPES

15'

BIT.

CITY OF OSHKOSH

℄ DITCH

SLOPE INTERCEPT (TYP)

CURVE DATA
PI STA. 60+73.19
Δ = 5° 44' 25"
D = 1° 00'
R = 5729.58'
T = 287.25'
L = 574.03'
S.E. = N.C.

INV. EL. 806.00

STA. 53+91, 73' RT. 75°
INSTALL 2- 21" x 22³ RCCP, CLASS V
(SEE DETAIL FOR BEDDING)

GRAVEL WISCONSIN & SOUTHERN RAILROAD

54+61 47' INV. EL. 804.7

DITCH TO DRAIN

INV. EL. 805.80

P.L.

STA. 55+40 REMOVED 1-48" x 100' CMP
STA. 55+50 REMOVED 1-48" x 100' CMP

CITY OF OSHKOSH

STA. 54+58, 35' RT.
~~REMOVE~~ 1-27" X 20' CMP
ENDS PLUGGED

STA. 54+52, 38' RT.
~~REMOVE~~ 1-30" X 20' RCCP

CONSTRUCTION PERMIT (TYP)

STA. 56+43, F.E. RT.
REMOVED 1-24" X 30' CONC. PIPE
1-12" x 20' CMP ~~REQ'D.~~ INSTALLED

R/W (TYP)

AG LAND

CITY OF OSHKOSH

P.L. P.L.

812 810 808 806

PI STA. 53+00 ELEV. 807.45

200' VC (K=65)

RCC STA. 54+00 ELEV. 809.75

PI STA. 55+00 ELEV. 811.85

200' VC (K=77)

PT STA. 56+00 ELEV. 811.35

FINISHED ℄ PROFILE

EXISTING ℄ PROFILE

-0.5 %

	EXISTING ELEV.	PROPOSED ELEV.
53	809.98	808.42
	809.98	808.89
54	810.16	809.75
	810.50	810.64
55	811.14	811.20
	810.85	811.44
56	810.64	811.35
	810.47	811.10
57	810.46	810.85
	810.39	810.60
58	810.19	810.35
	810.10	810.10
59	810.04	809.85

AS BUILT

STATE PROJECT NUMBER	SHEET NO.
	19

PLAN & PROFILE

C.T.H. "K" WINNEBAGO COUNTY

EDITH KOEHLER

W.V.

SLOPE INTERCEPT (TYP)

30" CONC. CURB & GUTTER (TYP)

PT STA. 63+59.97

MATCH STATE PROJECT #6473-01-71 TO EAST

N 84° 45' 22" E

W. 20TH AVENUE (C.T.H. "K")

CONSTRUCTION ℄ & SURVEY ℄

PAVEMENT GAP

PAVEMENT GAP REQ'D.

809.41 808.91 808.51 808.21 807.91 807.61

F-F 48' 24'

BIT.

SAN. M.H. (ADJ. M.H.)

10" BIT.

5'

105'

SAN.

GRAVEL BIT.

18'

SAN. M.H

W.V.

27'

CURVE DATA
PI STA. 60+73.19
Δ = 5° 44' 25"
D = 1° 00'
R = 5729.58'
T = 287.25'
L = 574.03'
S.E. = N.C.

CONSTRUCTION PERMIT (TYP)

GRAVEL

FIELD INLET STA. 60+19, 40' RT (BY OTHERS)

SAW CUT

BM #7

PI STA. 60+73.19

END OF GAS LINE

P/L

STA. 60+25, C.E. RT. REMOVE 1-18"X 30' CMP

PELLES-JOHNSON SIGN CO.

P/L

R/W (TYP)

STA. 62+46, C.E. RT. REMOVE 1-15"X 26' CMP

RICHARD R. RENNERT, SR.

P/L

STA. 63+27, C.E. RT. REMOVE 1-18"X 30' CMP

SAW CUT

DAVID D. JAMESON

END PROJECT STA. 64+00

~~CITY OF OSHKOSH~~
ARCTIC ICE CO.

	59	60	61	62	63	64	65
EXISTING ELEV.	810.04	809.98	809.92	809.76	809.67	809.42	809.20	808.96	808.80	809.06	809.34
PROPOSED ELEV.	809.85	809.35	808.95	808.80	808.65	808.50	808.35	808.20	808.05	808.06	808.10

PC STA. 60+25
ELEV 809.22

PI STA. 60+50
ELEV 809.10

PT STA. 60+75
ELEV 809.02

50 VC (K=250)

0.5%

-0.3%

EXISTING ℄ PROFILE

FINISHED ℄ PROFILE

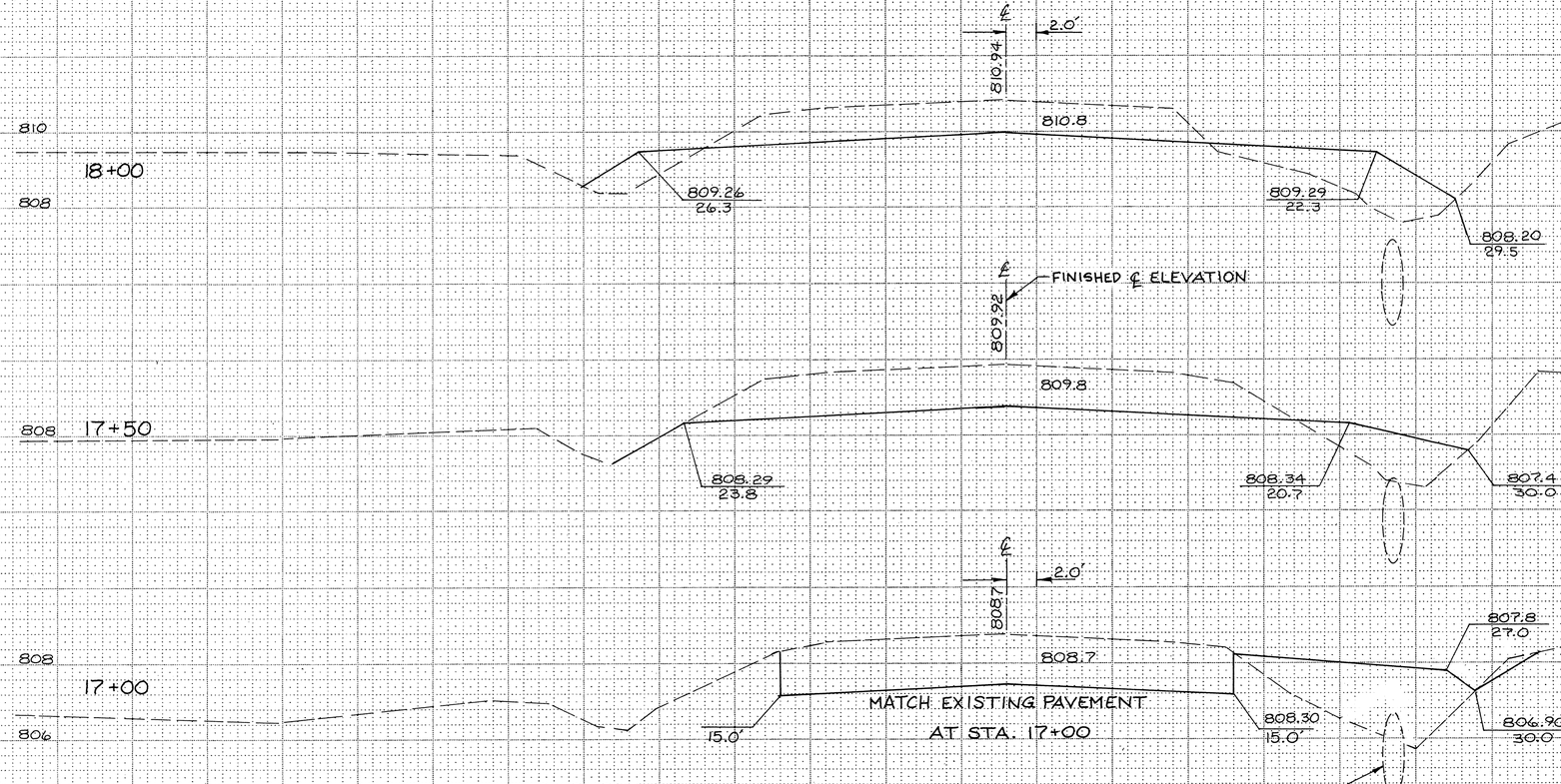
ELEV. 808.05
MATCH STATE PROJECT #6473-01-71 TO EAST

AS BUILT

Cat. No. 2130 – D140

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	20

50' BL 50'



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
17+00			
		285	23
17+50			
		159	21
18+00			
SHEET TOTAL		444	44

50' BL 50'

CTH "K" STA. 17+00 TO STA. 18+00

Catalog No. 2130-C121

AS BUILT

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	21

50 BL 50

20+50 812 814 812.7 35.0 813.15 814.4 812.6 35.0

20+00 812 812.75 813.9 811.9 35.0

19+50 812 811.2 34.6 812.35 813.3 811.6 35.0

19+00 812 810 811.0 33.8 811.95 812.5 811.4 32.2

18+50 810 808.8 32.8 809.82 28.8 811.55 811.7 809.83 24.8 808.8 28.8

EXISTING GROUND
FINISHED ℄ ELEV.
EXISTING ℄ ELEV.
FINISHED SUBGRADE
℄
1.0'
4:1
2'
5'

OAKWOOD RD. LT

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
18 +00			
814		80	31
18 +50			
812		89	32
19 +00		117	35
19 +50		156	28
20 +00		178	12
812			
20 +50			
SHEET TOTAL		620	143

50 BL 50

CTH "K" STA 18+50 TO 20+50

AS BUILT

Catalog No. 2130-C121

TELSTONE POST

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	22

50

50

B19.15

B19.9

818 23+50

4:1

818.6
35.0

23+50

B18.15

B18.7

818 23+00

817.4
35.0

23+00

816.2
38.0

B17.00

B17.7

3.0'

4:1

4:1

6:1

816 22+50

815.9
35.5

22+50

B15.85

B16.6

816 22+00

815.5
35.0

22+00

B14.70

B15.7

814 21+50

814.4
31.5

21+50

814.7
35.0'

B13.74

B15.0

814 21+00

813.8
35.0

813.3
35.0

2'

5'

21+00

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
818 23+50			
20 +50	185		20
21 +00	176		19
21 +50	161		9
22 +00	148		11
22 +50	132		29
23 +00	128		39
23 +50			
SHEET TOTAL	930		127

50

BL

50

CT-H "K" STA 21+00 TO 23+50

AS BUILT

Catalog No. 2130-C121

TELEVINE POST

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	23

50 BL 50

822.7 — 822.25 — 820.8 / 35.0 — 10:1 — 25+00

822.4 — 820.81 — 5% — 24+66 F.E. RT.

822.1 — 820.60 — 820.6 / 38.0 — 24+50

821.1 — 819.95 — 819.1 / 35.0 — 24+00

820.8 — 819.79 — 5% — 23+88 PE LT

2' / 5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
23+50			
	50	162	27
24+00			
	50	198	15
24+50			
	50	213	9
25+00			
	50	118	4
25+50			
	50	82	3
		53	1
		138	15
		31	3
		38	0
		78	42
SHEET TOTAL		573	51

50 BL 50

CTH "K" STA 23+88 TO 25+00

AS BUILT

Catalog No. 2130-C121

TELSTAR POST

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	24

50 BL 50

824.75 BL
824.8
824
27+00
822
10:1
10:1

823.20
824.3
824
26+50
822
10:1

822.72
824.0
824
26+13
822
5%

822.55
823.8
822
26+00

822.2
35.0

821.90
823.3
822
25+50
8:1

821.3
35.0

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
27+00		UNCL.	
26+75	25	224	11
26+50	25	215	9
26+25	25	193	8
26+00	25	187	8
25+75	25		
25+50	25		
	SHEET TOTAL	819	36

26+13 PE AT

50 BL 50

CTH "K" STA 25+50 TO 27+00

AS BUILT

Catalog No. 2130-C121

TELEBYNE POST NY0226

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	25

50 BL 50

826
824
28+50
8:1
824.60
826.7
4:1
28+50

826
824
28+00
5%
824.35
826.2
4:1
28+00
PE LT

826
824
27+64
824.17
825.6
5%
27+64
PE RT

826
824
27+50
15:1
824.10
825.4
27+50

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
27+00			
	50	198	9
27+50			
	50	281	5
28+00			
	50	321	0
28+50			

SHEET TOTAL 800 14

TELEDYNE ROST H1902B

50 BL 50

CTH "K" STA 27+50 TO 28+50

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	26

STATION	DISTANCE	YARDAGE EXCAVATION		FILL
		LEVEL		
30+50	50	321		1
30+00	50	324		0
29+50	50	280		0
29+00	50	249		3
28+78	28			
SHEET TOTAL		1174		4

50 BL 50

826 824

30+50 — 10:1 — 825.60 — 827.3

826 824

30+00 — 825.35 — 827.3

826 824

29+50 — 6:1 — 825.10 — 827.2 — 4:1

826 824

29+00 — 4:1 — 824.85 — 827.1 — 8%

826

28+78 — 5% — 824.74 — 826.9

2' 5'

50 BL 50

CTH "K" STA 28+78 TO 30+50

AS BUILT

Catalog No. 2130-C121

TELEPHONE POST

STATE PROJECT NUMBER	SHEET NUMBER
CTH-K	27

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
30 +50			
		235	5
31 +00		233	4
31 +50			

50 BL 50

826 31+50 826.10 827.4

826 31+00 825.85 827.3

31+50 826
WESTHAVEN DR. LT.

31+00 826

2'
5'

SHEET TOTAL 468 9

TELEDYNE POST N9923

50 BL 50

CTH "K" STA 31+00 TO 31+50

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER | SHEET NUMBER

CTHK | 28

50 BL 50

826.76
827.8
826 33+50 826

826.82
827.9
828 33+30 826

826.81
828.0
828 33+00 826

826.60
827.9
828 32+50 826

826.35
827.7
826 32+00 826

33+30 PE RT.

5%

32+00 WESTHAVEN DR. LT.

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
31 +50			
	236		1
32 +00			
	228		1
32 +50			
	212		1
33 +00			
	205		1
33 +50			
SHEET TOTAL	881		4

50 BL 50

CTH "K" 32+00 TO 33+50

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST N19026

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	29

50 BL 50

826 34+89

5%

825.29

826.4

828 34+82

826

825.38

826.6

≈4%

MATCH EXIST. PAVEMENT ±175' RT.

CE MOVED TO 34+44, DRIVE IS AT ≈2%
AND MATCHES EXIST. PAVEMENT @ 300' RT.
SEE C.O.#2 FOR LAYOUT

828 34+50

826

825.80

826.9

6:1

826.41

827.5

8:1

826 34+00

2'

5'

34+89
PE LT

34+82
CE RT

34+50

34+00

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
33+50			
	201		4
34+00			
	209		7
34+50			

SHEET TOTAL 408 11

50 BL 50

CTH "K" STA 34+00 TO 34+89

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST H7053A

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	30

50 BL 50

823.85

828
826
824
822

36+00

825.2

4:1

824.50

828
826
824

35+50

825.6

4:1

825.15

828
826
824

35+00

826.3

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
34 +50			
		206	11
35 +00			
		190	20
35 +54			
		194	26
36 +00			
SHEET TOTAL		590	57

50 BL 50

CTH "K" STA 35+00 TO 36+00

AS BUILT

Catalog No. 2130-C121

TELEVYNE POST

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	31

50 BL 50

822.36

824.8

824

822

37+27

5%

822.59

826

824

822

37+00

824.9

4:1

823.20

828

826

824

822

36+50

824.9

4:1

4:1

2'

5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
36 +00			
	223		21
36 +50			
824			
	258		11
37 +00			
822			
37+27 PE LT			
828			
826			
824			
822			
SHEET TOTAL	481		32

50 BL 50

CTH "K" 36+50 TO 37+27

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	32

50 BL 50

822.33

824

38+37

822

5%

824.5

822.19

826

826

38+00

824

822

5%

824.6

6:1

822.24

828

826

37+50

824

822

824.8

4:1

2'

5'

38+37
PE LT.

38+00

37+50

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
37 +00			
		295	3
37 +50			
824		341	1
38 +00			
822			
SHEET TOTAL		636	4

50 BL 50

CTH "K" STA 37+50 to 38+37

AS BUILT

Catalog No. 2130-C121

TELESPACE POST NY0026

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	33

50 BL 50

822.75

824 39+19 824.3

822.65

826
824 39+00
822
820

411

822.40

826
824 38+50 824.5
822

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
38 +00			
		317	6
38 +50			
		269	13
39 +00			

39+19 824
PE LT

826
824
822
820

CE RT 39+00
≈3% 2.7 %
MATCHED EXIST. PAVEMENT @ 300' RT

826
824 38+50
822

2'
5'

SHEET TOTAL 586 19

50 BL 50

CTH 'K' STA 38+50 TO 39+19
AS BUILT

Catalog No. 2130-C121

TELEDYNE POST H70025

STATE PROJECT NUMBER: CTHK

SHEET NUMBER: 34

50 BL 50

823.26

826 824 822

40+50

6:1

824.7

4:1

40+50

823.15

828 826 824 822

40+00

5%

824.5

40+00 PE LT.

822.90

828 826 824 822

39+50

824.3

4:1

39+50

2'

5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
39+00			
	50	269	23
39+50			
	50	281	15
40+00			
	50	284	6
40+50			
SHEET TOTAL		834	44

TELEPHONE POST

50 BL 50

CTH 'K' STA 39+50 TO 40+50

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	35

50 BL 50

822.07

823.9

8%

822

820

41+87

822.61

826

824 41+50

824.3

822

4:1

823.07

826

824 41+00

824.7

822

4:1

823.22

824 40+70

824.7

5%

826

824

822

41+87 PE LT

826

824 41+50

822

826

824 41+00

822

824 40+70 PE LT

2'

5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
40+50			
	263		9
41+00			
	276		3
41+50			
SHEET TOTAL	539		12

50 BL 50

CTH "K" STA 40+70 TO 41+87

AS BUILT

TELEDYNE FOIT MOORE

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	36

50 BL 50

820.05

824
822 43+00
820

821.5

6:1

820.95

824
822 42+50
820

822.7

4:1

821.85

826
824 42+00
822

823.6

4:1

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
41 +50			
		279	—
42 +00			
		264	—
42 +50			
		250	—
43 +00			
SHEET TOTAL		793	—

50 BL 50

CTH "K" STA 42+00 TO 43+00

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST 1H9026

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	37

50 BL 50

817.35

818.9

818.25

819.9

819.15

820.8

44+50 — 816 — 818 — 4:1

44+00 — 818 — 820 — 822 — 10:1 — 4:1

43+50 — 818 — 820 — 822 — 6:1 — 10:1

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	FILL
43 +00			
	249		—
43 +50			
	258		—
44 +00			
	258		—
44 +50			
SHEET TOTAL	765		—

20'
5'

50 BL 50

CTH "K" STA 43+50 TO 44+50

AS BUILT

TELEDYNE POST

Catalog No. 2130-C121

STATE PROJECT NUMBER | SHEET NUMBER

CTHK | 38

50 | 50

816 | 814

46+30 | 6 %

814.37 | 815.2

816 | 814

46+00

814.75 | 815.8

8%

816 | 814

45+89

814.91 | 816.0

8%

816 | 814

45+50

815.55 | 816.8

4:1

816 | 814

45+00

816.45 | 817.9

4:1

2'

5'

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
46+30 PE LT			
44 +50		244	4
45 +00	55	223	8
45 +50		195	16
46 +00 FE RT			
45+89 F.E. RT			
45+50			
45+00 LENNOX ST. LT.			
SHEET TOTAL		662	28

50 | BL | 50

TELEPHONE POST

CTH "K" STA 45+00 TO 46+30

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
C.T.H.K	39

50 BL 50

812.15
812
48+50
4:1
811.8
811.0
35.0
812

812.65
812
48+00
4:1
812.3
811.3
36.0
810

813.15
812
47+50
811.5
37.0
812.9
812.1
35.0

813.65
814
47+00
0%
813.8
812.8
35.0
812

814.15
814
46+50
814.8

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
46+00	50	158	31
46+50	50	133	27
47+00	50	95	39
47+50	50	55	75
48+00	50	50	86
48+50			
SHEET TOTAL		491	258

TELEPHONE POST H9026

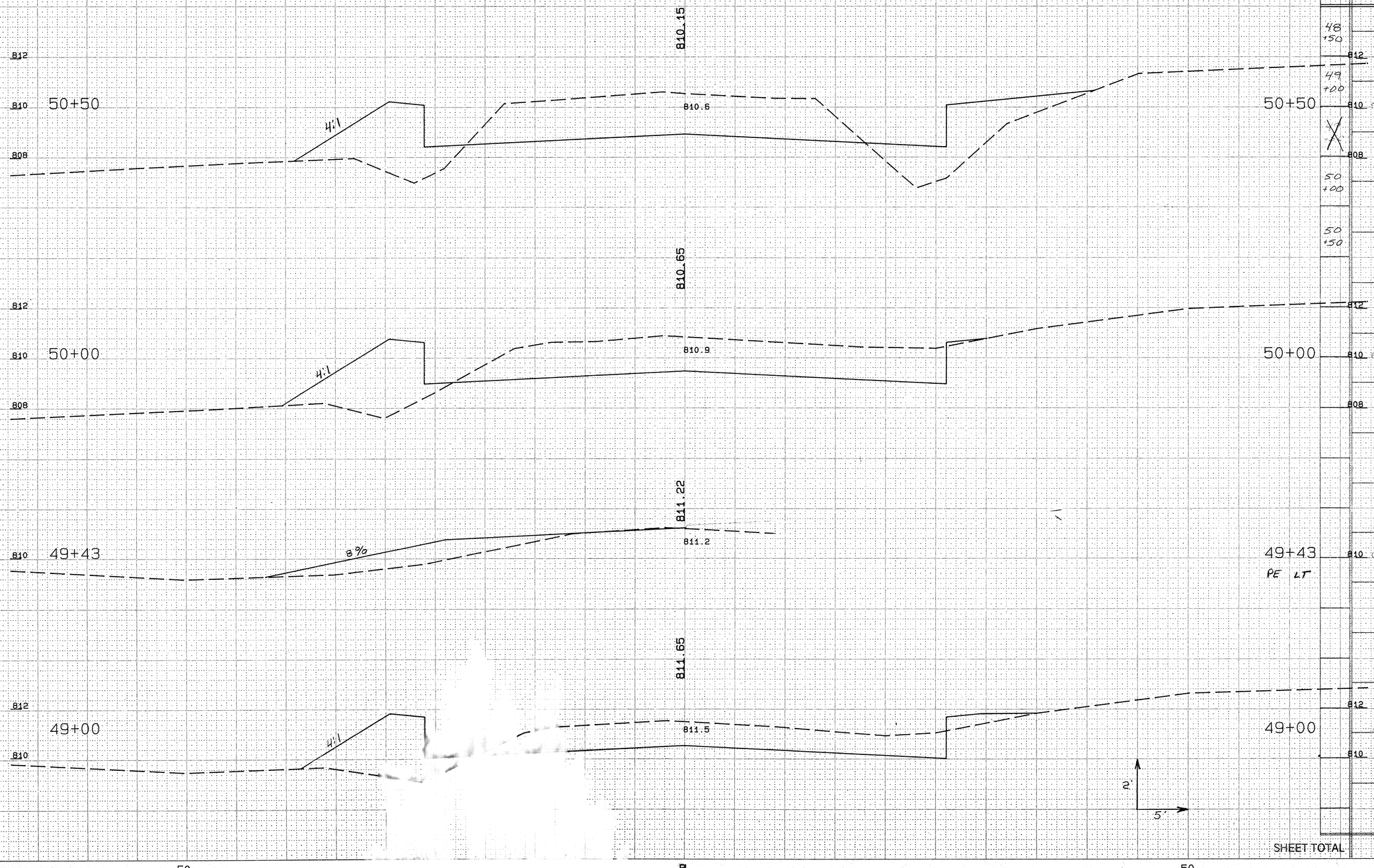
CTH "K" STA 46+50 TO 48+50

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	40

50 BL 50



STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
48 +50			
	50	60	69
49 +00			
	50	194	94
49 +50			
	50	112	71
50 +00			
	50		
50 +50			
SHEET TOTAL		372	229

50 BL 50

TELEDYNE ROST N9025

Catalog No. 2130-C121

CTH "K" STA 49+00 TO 50+50

AS BUILT

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	42

50 BL 50

808.65

810

52+00

808

6:1

810.2

52+00

809.15

812

810 51+50

808

-2%

810.3

51+50

809.65

812

810 51+00

808

6:1

810.5

51+00

2'

5'

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
50 +50			
		121	81
51 +00			
		167	44
51 +50			
		205	23
52 +00			
SHEET TOTAL		493	148

50 50

CTH "K" STA 51+00 TO 52+00

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST H90078

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	42

50 — 50 — 50

STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
52 +00			
	214		32
52 +50			
	210		40
53 +00			
	181		58
53 +50			
	149		93
54 +00			
SHEET TOTAL		754	223

54+00
- 2.9%
12" C.P. REQ'D.
806.7 I.E.
809.75
B10.2
54+00 PF LT

53+50
3:1
4:1
807.0
35.6
808.89
B10.0
53+50

53+00
807.3
33.0
EL. 807.42
INLET STA 52+63, 3' LT
EXISTING S.S.
808.43
B10.0
53+00

52+50
807.6
37.0
808.34
B10.1
52+50

2'
5'

TELEPHONE POST

CTH "K" STA 52+50 TO 54+00

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	43

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
54+00			
		106	119
54+50			
		77	166
55+00			
		65	169
55+50			

50 — ℄ — 50

B11.44

B10

B10.9

B08

55+50

B06

4:1

3:1

807.5
42.0

55+50

B11.20

B11.1

B10

B08

55+00

B06

2:1

4:1

806.1
42.5

805.0
54.5

55+00

B10.64

B10.5

B10

54+50

B08

3:1

806.4
40.5

54+50

2'

5'

SHEET TOTAL 248 454

50 — ℄ — 50

CTH "K" STA 54+50 TO 55+50

AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	44

50 BL 50

57+00

B10

B08

806.9
39.5

2½:1

B10.85

B10.5

4:1

57+00

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
55+50			
	40		187
56+00		47	177
56+50		57	125
57+00			

B12

B10

56+50

B08

B06

806.6
41.1

2½:1

4:1

B11.10

B10.5

8%

1-12"x 20' CMP REQUIRED

56+50
F.E. RT

B10

56+41

B11.15

B10.5

56+41
F.E. RT

B10

56+00

B11.35

B10.6

6:1

2½:1

4:1

807.7
39.0

2'

5'

B10

B08

56+00

B06

56+00

B08

B06

SHEET TOTAL 144 489

50 BL 50

TELEPHONE POST

Catalog No. 2130-C121

CTH "K" STA 56+00 TO 57+00
AS BUILT

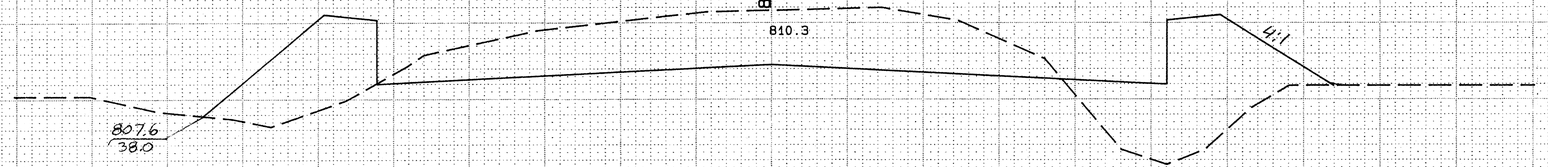
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50 | ℄ | 50

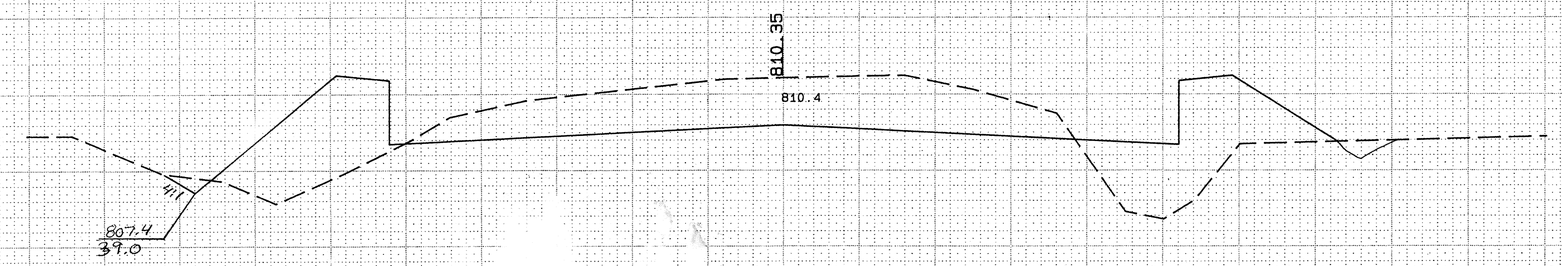
59+00



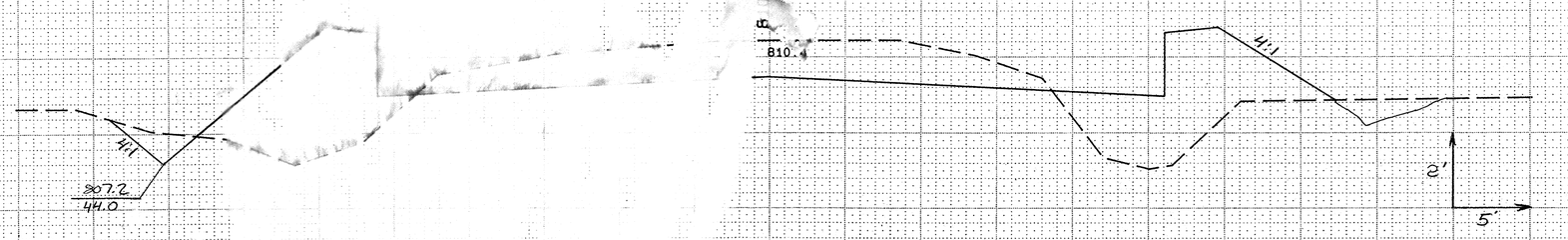
58+50



58+00



57+50



STATION	DISTANCE	YARDAGE EXCAVATION	YARDAGE FILL
57+00			
	100	58	122
57+50			
	150	76	97
58+00		93	91
	100	106	74
58+50			
	150		
59+00			
SHEET TOTAL		333	384

CTH "K" STA 57+50 TO 59+00

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST H9026

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	46

50 | B | 50



STATION	DISTANCE	YARDAGE EXCAVATION UNCL	YARDAGE FILL
59+00			
	121		70
59+50			
	136		54
60+00			
	151		53
60+50			
	53	10	
60+26			
CE RT			
SHEET TOTAL	408		177

50 | 50

CTH "K" STA 59+50 TO 60+50

AS BUILT

Catalog No. 2130-C121

TELEDYNE KOST HY0025

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	47

50 | 50

808.35
809.3
63+00
808

808.50
809.5
8%
62+50
808
806.9
36.5

808.65
809.7
62+00
810
808

808.80
809.8
61+50
808
807.4
37.0

810.0
61+00
810
808

2'
5'

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
60 +50			
808	150	161	52
61 +00			
	50	166	37
61 +50			
	50	171	18
62 +00			
808	50	178	7
62 +50			
CE RT.		187	2
63 +00			
810			
808			
SHEET TOTAL		868	116

TELEPHONE POST

CTH "K" STA 61+00 TO 63+00
AS BUILT

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
CTHK	48

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
63+00			
		192	1
63+50			
		197	1
64+00			
	808	214	1
		107	0
		107	0
	808	105	0
		0	0
		0	0
	808	0	0
SHEET TOTAL		389	—

50 BL 50

808 64+50 — 807.90 — 809.3 — 64+50 808

808.05

808 64+00 — 809.1 — 64+00 808

MATCH EXISTING PAVEMENT STA. 64+00
PAVED ON THROUGH TO WASHBURN ST. (STATE JOB)

808.20

808 63+50 — 809.2 — 63+50 808

808 63+27 — 8% — 63+27 808
C.E. RT.
2'
5'

50 BL 50

CTH 'K' STA 63+27 TO 64+50

AS BUILT

Catalog No. 2130-C121

TELEDYNE POST H-9026

STATE PROJECT NUMBER	SHEET NUMBER
C.T.H. K	49

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
4+15			
	56		1
4+50			
	67		1
4+73			



SHEET TOTAL 123

OAKWOOD DRIVE STA. 4+50

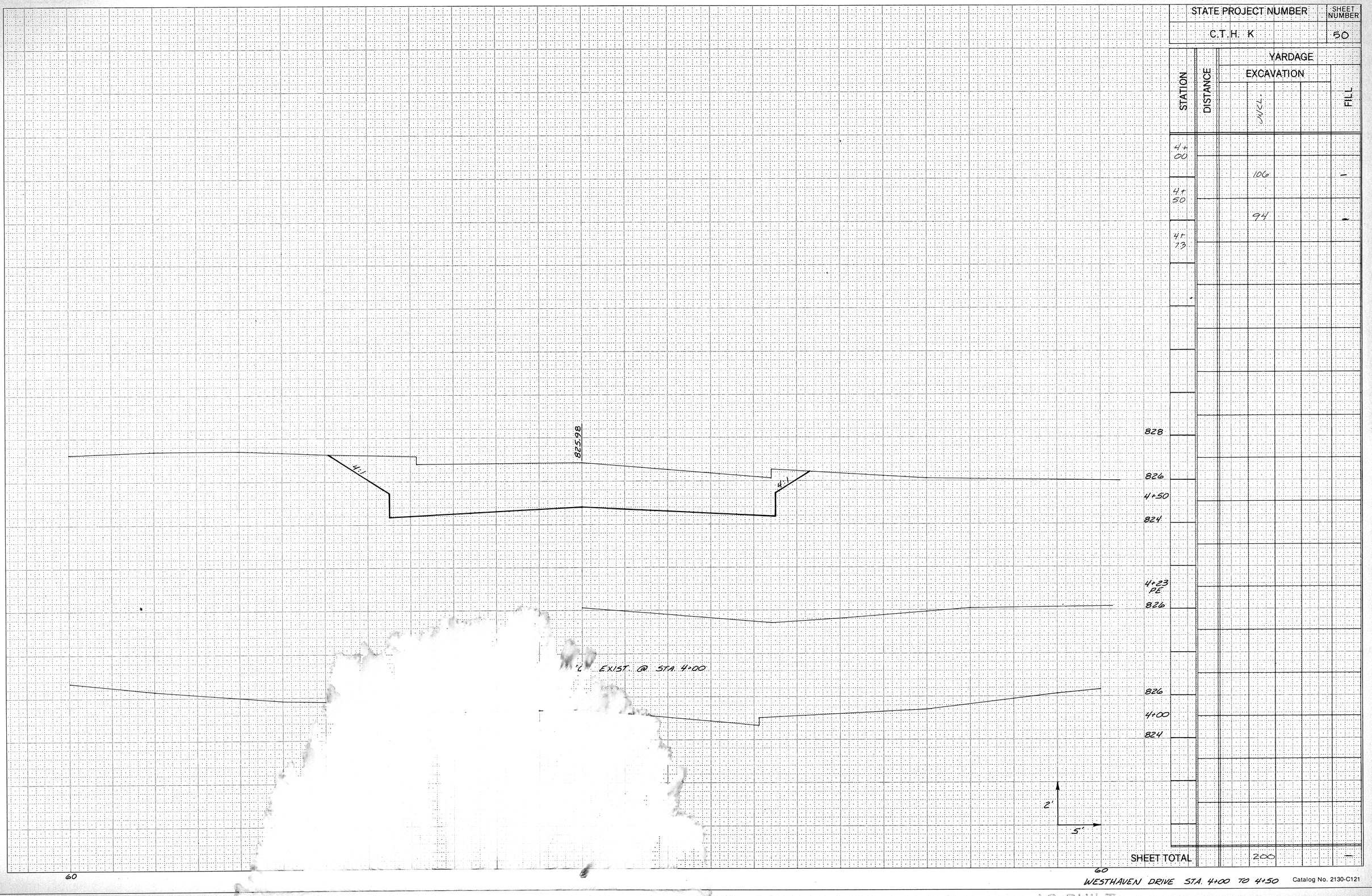
AS BUILT

TELLO-TAPE ROSE N19235

Catalog No. 2130-C121

STATE PROJECT NUMBER	SHEET NUMBER
C.T.H. K	50

STATION	DISTANCE	YARDAGE EXCAVATION INCL.	YARDAGE FILL
4+00			
		106	–
4+50			
		94	–
4+73			
SHEET TOTAL		200	–



WESTHAVEN DRIVE STA. 4+00 TO 4+50

Catalog No. 2130-C121

AS BUILT

STATE PROJECT NUMBER	SHEET NUMBER
C.T.H. K	51

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
4+30			
		47	
4+50			
		77	
4+73			

8:5:15

4:1

MATCH EXISTING @ STA 4+30.

818
4+50
816
814
816
4+16 PE
814
816
814
4+00
812
814
3+62 PE
812

2'
5'

60 40 20 20 40 60

SHEET TOTAL 124

LENNOX STREET STA 4+00 TO 4+50

Catalog No. 2130-C121

AS BUILT

STATE PROJECT NUMBER	SHEET NUMBER
C.T.H. K	52

STATION	DISTANCE	YARDAGE EXCAVATION UNCL.	YARDAGE FILL
5+26			
		49	—
5+50			
		5	—
5+53			

MATCH EXIST. @ STA. 5+53

4:1

4:1

814

6+00

812

810

812

5+50

810

2'

5'

60

60

TELEPHONE POST

SHEET TOTAL 54 —

UNIVERSAL DRIVE STA. 5+50 TO 6+00

Catalog No. 2130-C121

AS BUILT