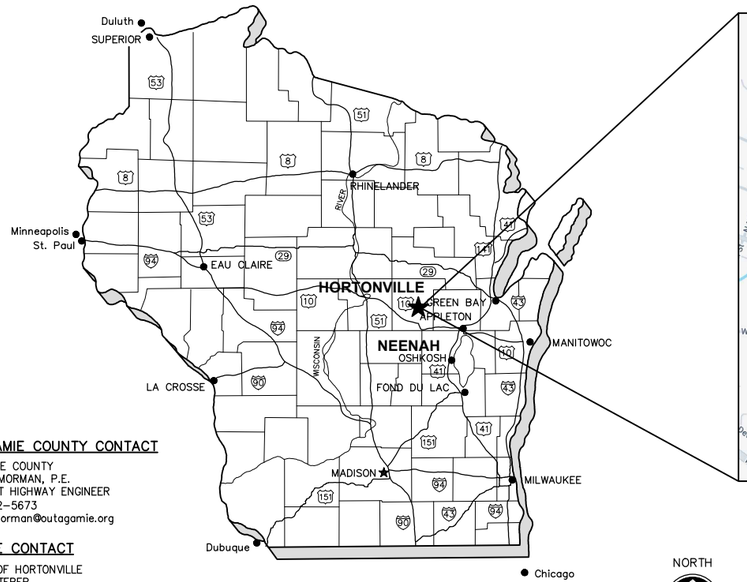
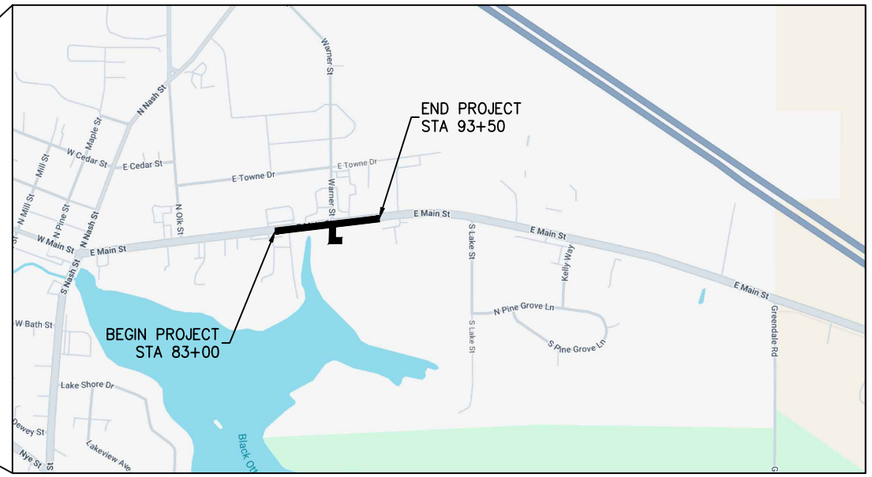
APPROVED FOR THE DESIGN OF UTILITY ADJUSTMENTS

EAST MAIN STREET (CTH JJ) AND ALONZO PARK
VILLAGE OF HORTONVILLE, OUTAGAMIE COUNTY WISCONSIN

MCM # O0006 08-23-00501
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION AND APPROACHES
ALONZO PARK PARKING LOT





NORTH

SHEET INDEX

NOT TO SCALE

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CONTACT INFORMATION

UTILITIES

CHARTER COMMUNICATIONS
RON SIEJKOWSKI (CABLE)
3545 PLANK ROAD
APPLETON, WI 54915
(920)716–7151
ron.siejkowski@charter.com

WE ENERGIES
BRENDALIS RODRIGUEZ (ELECTRIC, GAS)
(414) 944–5587
brendalis.rodriguez@we–energies.com
CHRIS ANDERSON (RIGHT OF WAY AGENT)
(920)380–3802
SCOTT SHEPARD (LOCAL GOVERNMENT AFFAIRS)
(920) 475–5044

AT&T
MICHAEL DECET (COMMUNICATION)
221 W WASHINGTON STREET
APPLETON, WI 54911
(920) 840–4344
md4321@att.com

BUGTUSSEL (COMMUNICATION)
ERIN WICHMANN
(920)940–0112 ext. 102
erin.wichman@btussel.com

VILLAGE OF HORTONVILLE (SANITARY, WATER & STORM)
AARON STEBER
PUBLIC WORKS DEPARTMENT DIRECTOR
531 N NASH STREET, P.O. BOX 99
HORTONVILLE, WI 54944
(920)779–6011
dpw@vohortonville.com

OUTAGAMIE COUNTY CONTACT

OUTAGAMIE COUNTY
MICHAEL MORMAN, P.E.
ASSISTANT HIGHWAY ENGINEER
(920) 832–5673
michael.morman@outagamie.org

VILLAGE CONTACT

VILLAGE OF HORTONVILLE
AARON STEBER
PUBLIC WORKS DEPARTMENT DIRECTOR
531 N NASH STREET, P.O. BOX 99
HORTONVILLE, WI 54944
(920)779–6011
dpw@vohortonville.com

DESIGN CONTACT

McMAHON
RON WOLF
1445 McMAHON DRIVE
NEENAH, WI 54956
(920) 751–4200
rwolf@mcmgrp.com

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

ORIGINAL PLANS PREPARED BY
McMAHON ENGINEERS ARCHITECTS

DATE: _____ _____
(Professional Engineer Signature)

DATE
JULY 2026

PROJECT NO.
08–23–00501

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STANDARD ABBREVIATIONS

AC	ACRE	LT	LEFT
AGG	AGGREGATE	LVC	LENGTH OF VERTICAL CURVE
AH	AHEAD	MAINT	MAINTENANCE
ASPH	ASPHALT PAVEMENT	MAT'L	MATERIAL
AVG	AVERAGE	MAX	MAXIMUM
B–B	BACK TO BACK	MIN	MINIMUM
BEG	BEGIN	MH	MANHOLE
BIT	BITUMINOUS	MP	MILE POST
BK	BACK	NB	NORTHBOUND
B/L	BASE LINE	NO	NUMBER
BLDG	BUILDING	NOR	NORMAL
BM	BENCH MARK	OD	OUTSIDE DIAMETER
BOC	BACK OF CURB	OBLIT	OBLITERATE
BRG	BEARING	PAV'T	PAVEMENT
C–C	CENTER TO CENTER	PC	POINT OF CURVATURE
CY	CUBIC YARD	PCC	PORTLAND CEMENT CONCRETE OR POINT OF COMPOUND CURVATURE
C&G	CURB AND GUTTER		
CB	CATCH BASIN	PE	PRIVATE ENTRANCE
CE	COMMERCIAL ENTRANCE	PED	PEDESTAL
CHD	CHORD	PGL	PROFILE GRADE LINE
C/L	CENTER LINE	PI	POINT OF INTERSECTION
CL	CLASS (FOR CONC PIPE)	P/L	PROPERTY LINE
CMP	CORRUGATED METAL PIPE	PLE	PERMANENT LIMITED EASEMENT
CO	CLEAN OUT	PP	POWER POLE
CONC	CONCRETE	PRC	POINT OF REVERSE CURVATURE
CORR	CORRUGATED	PROP	PROPOSED
CP	CONTROL POINT	PSD	PASSING SIGHT DISTANCE
CR	CRUSHED	PSI	POUNDS PER SQUARE INCH
CS	CURB STOP	PT	POINT OF TANGENCY
CSW	CONCRETE SIDEWALK	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
CTH	COUNTY TRUNK HIGHWAY		
CULV	CULVERT	PVI	POINT OF VERTICAL INTERSECTION
D	DEPTH OR DELTA	PVT	POINT OF VERTICAL TANGENCY
DI	DUCTILE IRON	R	RADIUS
DIA	DIAMETER	RCP	REINFORCED CONCRETE PIPE
DIS	DISCHARGE	RD	ROAD
EA	EACH	REBAR	REINFORCEMENT ROD
EB	EASTBOUND	REM	REMOVE
EBS	EXCAVATION BELOW SUBGRADE	RECON	RECONSTRUCT
EG	EDGE OF GRAVEL	REQ'D	REQUIRED
ELEV	ELEVATION	R/L	REFERENCE LINE
ELEC	ELECTRIC	RP	RADIUS POINT
EMB	EMBANKMENT	RR	RAILROAD
EMAT	EROSION MAT	RT	RIGHT
ENT	ENTRANCE	R/W	RIGHT–OF–WAY
EOR	END OF RADIUS	SB	SOUTHBOUND
EP	EDGE OF PAVEMENT	SE	SUPERELEVATION
EXC	EXCAVATION	SF	SQUARE FEET
EX	EXISTING	SI	SLOPE INTERCEPT
EW	ENDWALL	STH	STATE TRUNK HIGHWAY
F–F	FACE TO FACE	SY	SQUARE YARD
FDN	FOUNDATION	SALV	SALVAGED
FE	FIELD ENTRANCE	SAN	SANITARY
FERT	FERTILIZER	SEC	SECTION
FG	FINISHED GRADE	SHLDR	SHOULDER
F/L	FLOW LINE	S/L	SURVEY LINE
FT	FOOT	SQ	SQUARE
FTG	FOOTING	STA	STATION
GRAV	GRAVEL	STD	STANDARD
GN	GRID NORTH	STO	STORM
GV	GAS VALVE	SW	SIDEWALK
HDPE	HIGH DENSITY POLYETHYLENE	TC	TOP OF CURB
HE	HIGHWAY EASEMENT	TEL	TELEPHONE
HMA	HOT MIX ASPHALT	TEMP	TEMPORARY
HP	HIGH POINT	TLE	TEMPORARY LIMITED EASEMENT
HT	HEIGHT	TV	TELEVISION
HYD	HYDRANT	TYP	TYPICAL
ID	INSIDE DIAMETER	UG	UNDERGROUND
IN	INCH	USH	U.S. HIGHWAY
INL	INLET	VAR	VARIES
INV	INVERT	VC	VERTICAL CURVE
IP	IRON PIPE	VERT	VERTICAL
JCT	JUNCTION	WB	WESTBOUND
LB	POUND	WM	WATER MAIN
LF	LINEAR FOOT	WV	WATER VALVE
LP	LIGHT POLE		

GENERAL NOTES

1. THE UTILITIES SHOWN IN PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND ELEVATIONS OF ALL UTILITIES, INCLUDING ANY PRIVATE UTILITIES, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITIES SHALL BE NOTIFIED 72 HRS. PRIOR TO EXCAVATION.
2. EXISTING STREET RIGHT–OF–WAY AND INTERSECTING PROPERTY LINES ARE ESTABLISHED FROM FIELD LOCATED SURVEY MONUMENTATION, PREVIOUS SURVEYS, PLATS AND CURRENT PROPERTY DEEDS.
3. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
4. A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MATCHES EXISTING ASPHALTIC CONCRETE SURFACE.
5. ALL CURB RADII SHOWN ON THE PLAN SHEETS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
6. DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

THIS PLAN SET WAS CREATED WITH **CIVIL3D 2018**. MCMAHON'S "DISCLAIMER FOR TRANSFER OF ELECTRONIC FILES" FORM NEEDS TO BE SIGNED IF A COPY OF THE ELECTRONIC FILES ARE REQUESTED. MCMAHON MAKES NO REPRESENTATION REGARDING THE COMPATIBILITY OF THESE FILES WITH OTHER SOFTWARE, NOR DOES MCMAHON REPRESENT THAT THE FILES WILL CONVERT TO OTHER SOFTWARE WITHOUT ERROR.

STANDARD SYMBOLS (PLAN VIEW ONLY)

- 2" IRON PIPE FOUND
- 1 1/4" REBAR FOUND
- 1 1/4" x 30" IRON REBAR WEIGHING 4.30 LB/LF SET
- 1" (1.315 OD) IRON PIPE FOUND
- 1" IRON PIPE SET
- 3/4" IRON REBAR FOUND
- 3/4" IRON PIPE FOUND
- 3/4"x 24" IRON REBAR WEIGHING 1.5 LB/LF SET
- MAG NAIL FOUND
- MAG NAIL SET
- MAG SPIKE FOUND
- MAG SPIKE SET
- CHISEL CROSS FOUND
- CHISEL CROSS SET
- COUNTY MONUMENT
- CONCRETE MONUMENT FOUND
- CONTROL POINT HORIZONTAL
- VERTICAL BENCHMARK
- SB or MW — SOIL BORING or MONITORING WELL
- POWER POLE
- POWER POLE W/GUY WIRE
- TELEPHONE OR TELEVISION PEDESTAL
- MB — MAILBOX
- SIGN
- RAILROAD CROSS BUCK
- RAILROAD GATE ARM
- RAILROAD TRACKS
- LIGHT POLE
- WOOD POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL MAST ARM
- CONIFEROUS TREE
- DECIDUOUS TREE
- TREE OR BRUSH LINE
- BED ROCK (IN PROFILE VIEW)
- HANDICAPPED PARKING STALL
- EXISTING SPOT ELEVATION
- × 750.00 — PROPOSED SPOT ELEVATION
- DRAINAGE HIGH POINT
- DRAINAGE DIRECTION
- EXISTING MANHOLE
- PROPOSED MANHOLE
- EXISTING INLET
- PROPOSED INLET
- EXISTING YARD DRAIN
- PROPOSED YARD DRAIN
- EXISTING CLEAN OUT
- CO — PROPOSED CLEAN OUT
- EXISTING DOWNSPOUT
- PROPOSED DOWNSPOUT
- EXISTING WATER VALVE
- PROPOSED WATER VALVE
- EXISTING CURB STOP
- PROPOSED CURB STOP
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED WATER FITTING
- PROPOSED WATER REDUCER
- PROPOSED ENDCAP
- GAS VALVE

- T — TELEPHONE CABLE – BURIED
- E — ELECTRIC CABLE – BURIED
- OHU — UTILITIES – OVERHEAD
- FO — FIBER OPTIC CABLE – BURIED
- G — GAS MAIN
- TV — CABLE TELEVISION – BURIED
- DITCH LINE
- STREET C/L OR R/L
- PROPERTY LINE
- RIGHT–OF–WAY LINE
- SECTION LINE
- 746 — EXISTING CONTOURS
- 746 — PROPOSED CONTOURS
- FM — EXISTING FORCEMAIN SEWER
- SAN — EXISTING SANITARY SEWER
- SAN — PROPOSED SANITARY SEWER
- WM — EXISTING WATER MAIN
- WM — PROPOSED WATER MAIN
- STO — EXISTING STORM SEWER
- STO — PROPOSED STORM SEWER
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED REJECT CURB & GUTTER
- EXISTING CULVERT WITH END SECTIONS
- PROPOSED CULVERT WITH END SECTIONS
- BUILDING OUTLINE
- FENCE LINE
- SAW CUT REQ'D
- SILT FENCE
- GUARD RAIL
- DITCH CHECK
- INLET PROTECTION
- TRACKING PAD
- TURBIDITY BARRIER OR SHEET PILING
- SANDBAG COFFERDAM
- SLOPE INTERCEPT
- **LIMITS OF DISTURBANCE**

EXISTING	PROPOSED	
		ASPHALT PAVEMENT
		CONCRETE SIDEWALK/DRIVEWAY
		GRAVEL
		RIP–RAP (SIZE AS SPECIFIED)
		BRICK/PAVERS
		PROPOSED EROSION MAT
		PROPOSED TURF REINFORCEMENT MAT (TRM)
		EXISTING DELINEATED WETLANDS
		PROPOSED ASPHALTIC DRIVEWAY

EROSION & SEDIMENT CONTROL PLAN

BEST MANAGEMENT PRACTICES:

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING BEST MANAGEMENT PRACTICES IN ACCORDANCE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) TECHNICAL STANDARDS. THESE STANDARDS MAY BE FOUND ON THE DNR WEBSITE AT http://www.dnr.wi.gov/runoff/stormwater/techstds.htm. RIP–RAP SHALL BE IN ACCORDANCE WITH SECTION 606, WIS–DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION, UNTIL TECHNICAL STANDARD 1065 IS COMPLETED BY THE DNR. THE MINIMUM BEST MANAGEMENT PRACTICES SPECIFIED FOR THIS PROJECT ARE AS FOLLOWS:

[ ] LAND APPLICATION OF POLYACRYLAMIDE (1050)	[X] DE–WATERING (1061)
[ ] WATER APPLICATION OF POLYMERS (1051)	[X] DITCH CHECK (1062)
[X] NON–CHANNEL EROSION MAT (1052)	[ ] SEDIMENT TRAP (1063)
[X] CHANNEL EROSION MAT (1053)	[ ] SEDIMENT BASIN (1064)
[ ] VEGETATIVE BUFFER (1054)	[X] RIP–RAP (1065)
[ ] SEDIMENT BALE BARRIER (1055)	[ ] CONSTRUCTION DIVERSION (1066)
[X] SILT FENCE (1056)	[X] GRADING PRACTICES (1067)
[X] TRACKING PAD & TIRE WASHING (1057)	[X] DUST CONTROL (1068)
[X] MULCHING (1058)	[X] TURBIDITY BARRIER (1069)
[X] SEEDING (1059)	[ ] SILT CURTAIN (1070)
[X] STORM DRAIN INLET PROTECTION (1060)	[ ] MANUFACTURED PERIMETER PRODUCTS (1071)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES AND IMPLEMENT BEST MANAGEMENT PRACTICES TO PREVENT OR REDUCE ALL OF THE FOLLOWING:

A. DEPOSITION OR TRACKING OF SOIL ONTO STREETS BY VEHICLES.

B. DISCHARGE OF SEDIMENT INTO STORM WATER INLETS.

C. DISCHARGE OF SEDIMENT INTO ADJACENT STREAMS, RIVERS, LAKES AND WETLANDS.

D. DISCHARGE OF SEDIMENT FROM DITCHES AND STORM SEWERS THAT FLOW OFFSITE.

E. DISCHARGE OF SEDIMENT FROM DEWATERING ACTIVITIES.

F. DISCHARGE OF SEDIMENT FROM SOIL STOCKPILES EXISTING FOR 7 DAYS OR MORE.

G. DISCHARGE OF SEDIMENT FROM EROSIVE OUTLET FLOWS.

H. TRANSPORT OF CHEMICALS, CEMENT AND BUILDING MATERIALS BY RUNOFF.

I. TRANSPORT OF UNTREATED VEHICLE AND WHEEL WASH WATER BY RUNOFF.

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING PREVENTATIVE MEASURES:

A. PRESERVE EXISTING VEGETATION WHENEVER POSSIBLE.

B. MINIMIZE SOIL COMPACTION AND PRESERVE TOPSOIL.

C. MINIMIZE LAND DISTURBANCES ON SLOPES OF 20% OR MORE.

D. MINIMIZE THE AMOUNT OF SOIL EXPOSED AT ANY ONE TIME.

E. DIVERT CLEAR WATER AWAY FROM EXPOSED SOILS.

F. TEMPORARILY STABILIZE EXPOSED SOILS THAT WILL NOT BE ACTIVE FOR 14 DAYS OR MORE. USE MULCHING, SEEDING, POLYACRYLAMIDE OR GRAVELING TO STABILIZE.

G. PERMANENTLY STABILIZE EXPOSED SOILS AS SOON AS POSSIBLE.

H. CONTRACTOR SHALL EDUCATE ITS EMPLOYEES AND SUBCONTRACTORS ABOUT PROPER SPILL PREVENTION AND RESPONSE PROCEDURES. IF A SPILL OCCURS, THE CONTRACTOR SHALL EVACUATE THE AREA AND IMMEDIATELY NOTIFY THE LOCAL MUNICIPALITY, FIRE DEPARTMENT OR 911 EMERGENCY SYSTEM. IF NO FIRE, EXPLOSION OR LIFE / HEALTH SAFETY HAZARD EXISTS, THE NEXT STEP IS TO CONTAIN THE SPILL AND PERFORM CLEANUP. USE DRY CLEANUP METHODS, NOT WET.

THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING BEST MANAGEMENT PRACTICES DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES BY THE END OF THE WORK DAY. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING BEST MANAGEMENT PRACTICES TEMPORARILY REMOVED FOR CONSTRUCTION ACTIVITY AS SOON AS THOSE ACTIVITIES ARE COMPLETED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND DISPOSING OF TEMPORARY BEST MANAGEMENT PRACTICES AFTER CONSTRUCTION IS COMPLETE AND PERMANENT VEGETATION IS ESTABLISHED.

INSPECTION & MAINTENANCE:

THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING BEST MANAGEMENT PRACTICES WEEKLY, AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER. WRITTEN DOCUMENTATION OF EACH INSPECTION SHALL BE KEPT AT THE CONSTRUCTION SITE AND SHALL INCLUDE THE FOLLOWING INFORMATION: DATE, TIME, AND LOCATION OF INSPECTION; NAME OF INDIVIDUAL WHO PERFORMED THE INSPECTION; AN ASSESSMENT OF THE CONDITION OF BEST MANAGEMENT PRACTICES; A DESCRIPTION OF ANY BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED; AND A DESCRIPTION OF THE PRESENT PHASE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES AS NECESSARY WITHIN 24 HOURS OF AN INSPECTION OR NOTIFICATION. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING, MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%.

THE CONTRACTOR IS RESPONSIBLE FOR POSTING THE PERMIT IN A CONSPICUOUS LOCATION ON THE CONSTRUCTION SITE. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING A COPY OF THE APPROVED REPORTS, PLANS, AMENDMENTS, INSPECTION REPORTS, AND PERMITS AT THE CONSTRUCTION SITE AT ALL TIMES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE OWNER WHEN THE VEGETATIVE DENSITY REACHES AT LEAST 70%. THE OWNER IS RESPONSIBLE FOR TERMINATING DNR PERMIT COVERAGE.

AMENDMENTS:

THE CONTRACTOR IS RESPONSIBLE FOR AMENDING THE EROSION & SEDIMENT CONTROL PLAN IF: THERE IS A CHANGE IN CONSTRUCTION, OPERATION OR MAINTENANCE AT THE SITE WHICH HAS THE REASONABLE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS; THE ACTIONS REQUIRED BY THE PLAN FAIL TO REDUCE THE IMPACTS OF POLLUTANTS CARRIED BY CONSTRUCTION SITE RUNOFF; OR IF THE DNR NOTIFIES THE APPLICANT OF CHANGES NEEDED IN THE PLAN. THE DNR AND OWNER SHALL BE NOTIFIED 5 WORKING DAYS PRIOR TO MAKING CHANGES TO THE PLAN.

McMAHON ENGINEERS ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
ABBREVIATIONS, SYMBOLS & NOTES

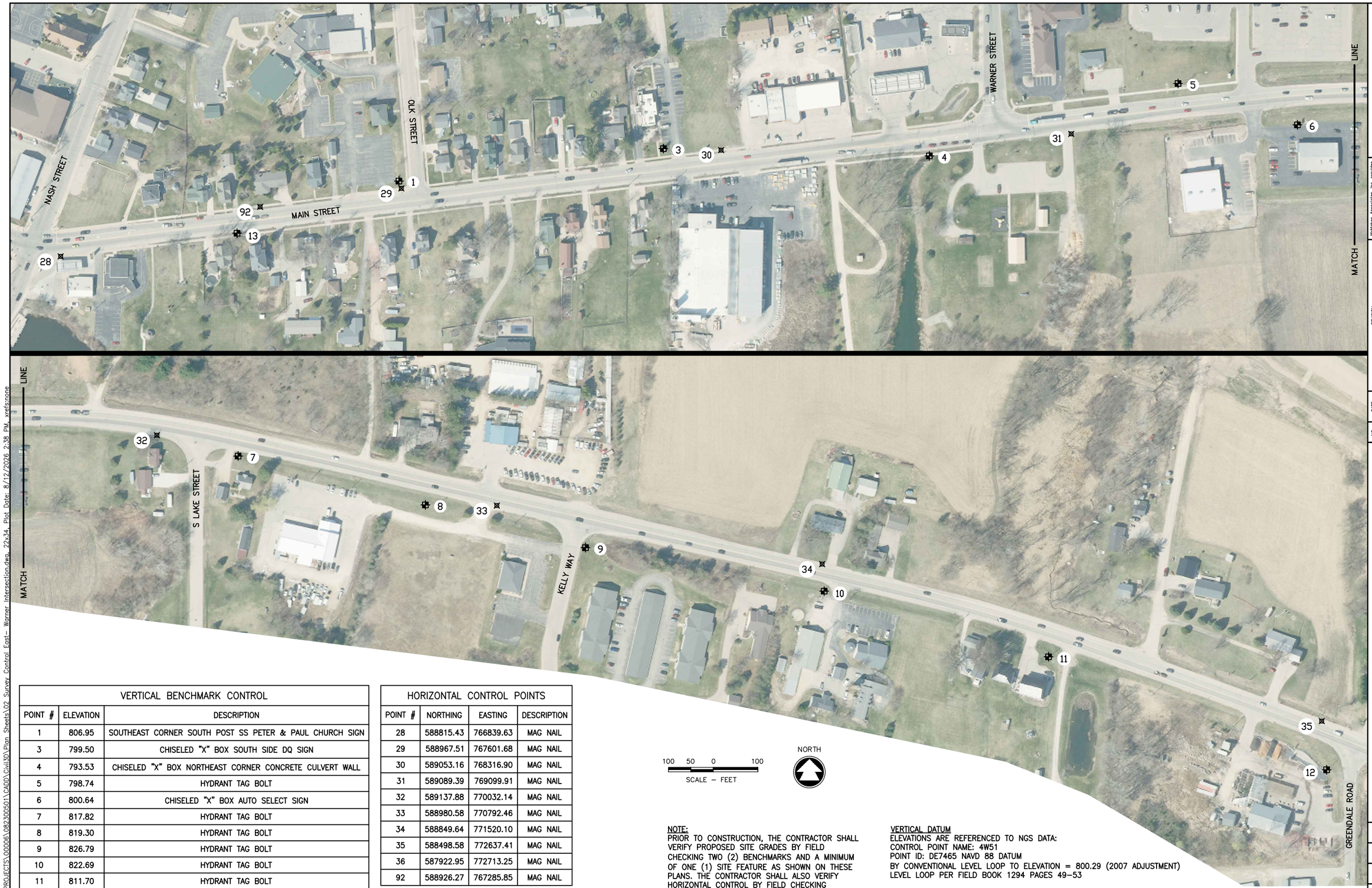
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VERTICAL BENCHMARK CONTROL		
POINT #	ELEVATION	DESCRIPTION
1	806.95	SOUTHEAST CORNER SOUTH POST SS PETER & PAUL CHURCH SIGN
3	799.50	CHISELED "X" BOX SOUTH SIDE DQ SIGN
4	793.53	CHISELED "X" BOX NORTHEAST CORNER CONCRETE CULVERT WALL
5	798.74	HYDRANT TAG BOLT
6	800.64	CHISELED "X" BOX AUTO SELECT SIGN
7	817.82	HYDRANT TAG BOLT
8	819.30	HYDRANT TAG BOLT
9	826.79	HYDRANT TAG BOLT
10	822.69	HYDRANT TAG BOLT
11	811.70	HYDRANT TAG BOLT
12	811.32	MAG PP
13	805.87	MAG NAIL IN LIGHT POLE 10-00626

HORIZONTAL CONTROL POINTS			
POINT #	NORTHING	EASTING	DESCRIPTION
28	588815.43	766839.63	MAG NAIL
29	588967.51	767601.68	MAG NAIL
30	589053.16	768316.90	MAG NAIL
31	589089.39	769099.91	MAG NAIL
32	589137.88	770032.14	MAG NAIL
33	588980.58	770792.46	MAG NAIL
34	588849.64	771520.10	MAG NAIL
35	588498.58	772637.41	MAG NAIL
36	587922.95	772713.25	MAG NAIL
92	588926.27	767285.85	MAG NAIL

100 50 0 100
SCALE – FEET

NORTH

NOTE:
PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PROPOSED SITE GRADES BY FIELD CHECKING TWO (2) BENCHMARKS AND A MINIMUM OF ONE (1) SITE FEATURE AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL ALSO VERIFY HORIZONTAL CONTROL BY FIELD CHECKING SEVERAL CONTROL POINTS AND SHALL IMMEDIATELY NOTIFY MCMAHON OF ANY DISCREPANCIES.

VERTICAL DATUM
ELEVATIONS ARE REFERENCED TO NGS DATA:
CONTROL POINT NAME: 4W51
POINT ID: DE7465 NAVD 88 DATUM
BY CONVENTIONAL LEVEL LOOP TO ELEVATION = 800.29 (2007 ADJUSTMENT)
LEVEL LOOP PER FIELD BOOK 1294 PAGES 49-53

HORIZONTAL DATUM:
COORDINATES ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM AS PUBLISHED FOR OUTAGAMIE COUNTY NAD 83 (1991)

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAMIE CO., WI
SURVEY CONTROL

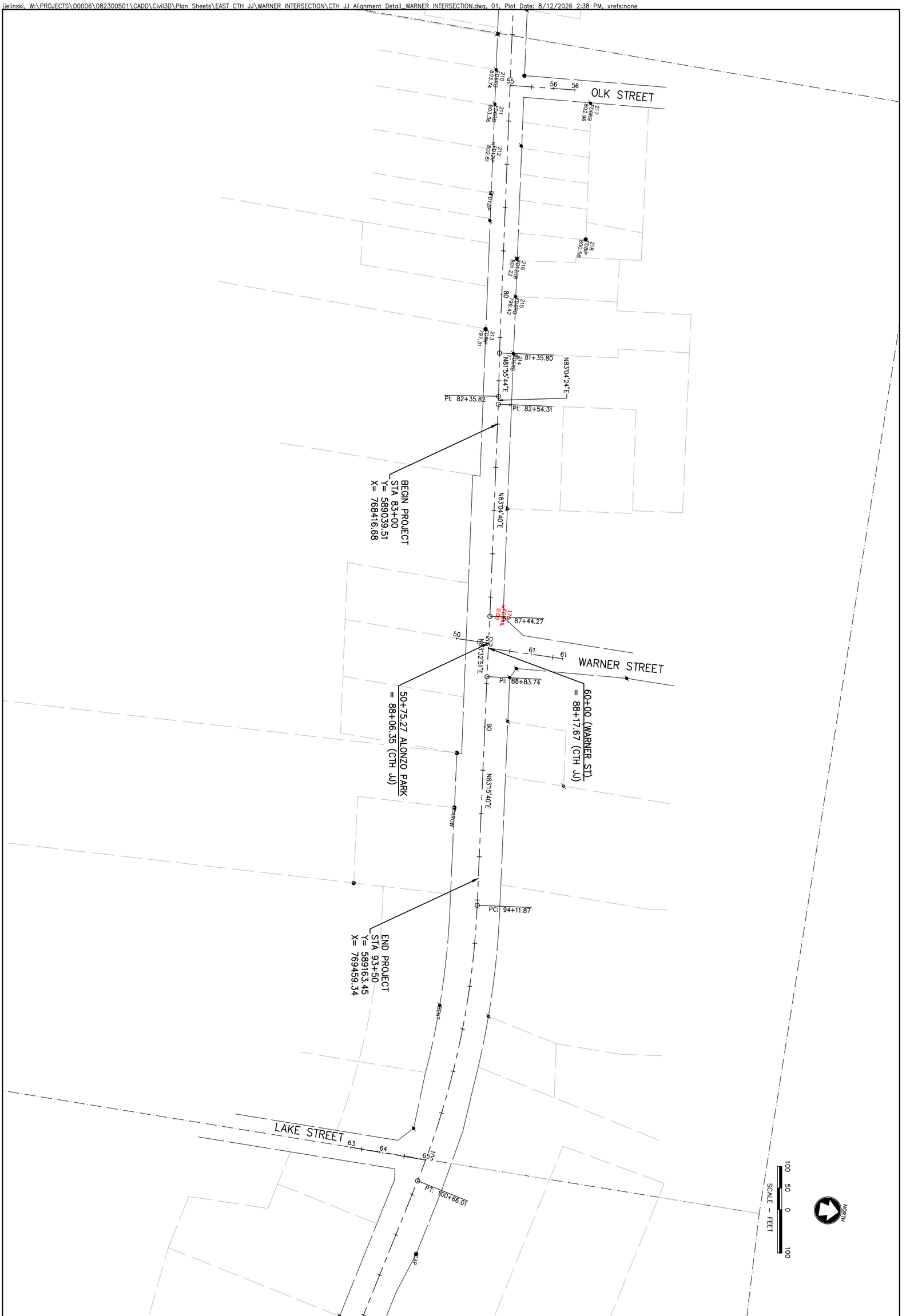
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SHEET NO.
02

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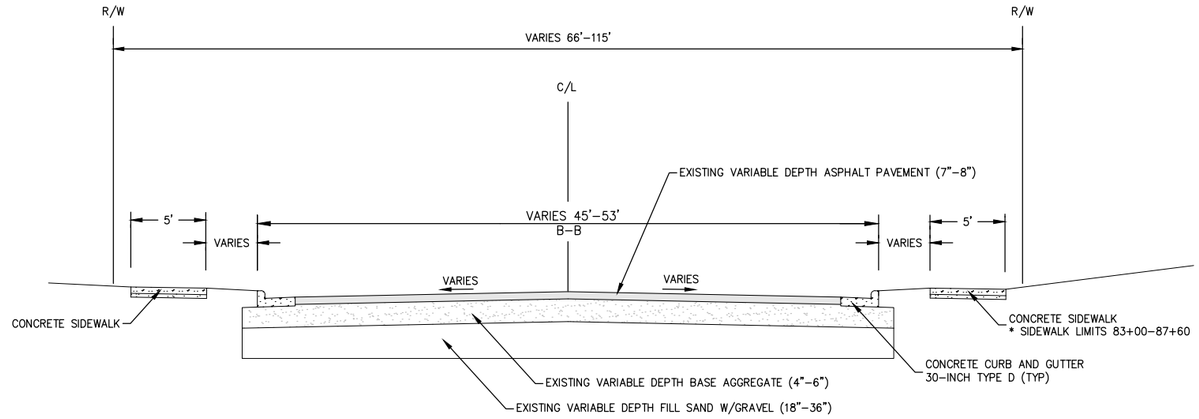


SHEET NO. 03	DATE JULY 2026	PROJECT NO. 0006 08-23-00501	DESIGNED –	DRAWN –	EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION VILLAGE OF HORTONVILLE, OUTAGAME CO., WI PROJECT OVERVIEW & HORIZONTAL ALIGNMENT DETAIL

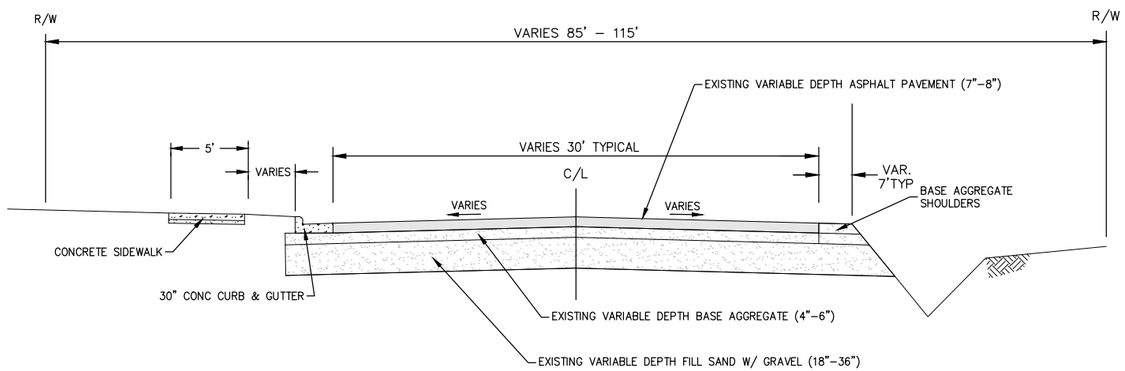
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TYPICAL EXISTING SECTION – CTH JJ
83+00 TO 90+75 RT
83+00 TO 93+50 LT



TYPICAL EXISTING SECTION – CTH JJ
90+75 TO 93+50 RT

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
TYPICAL SECTIONS

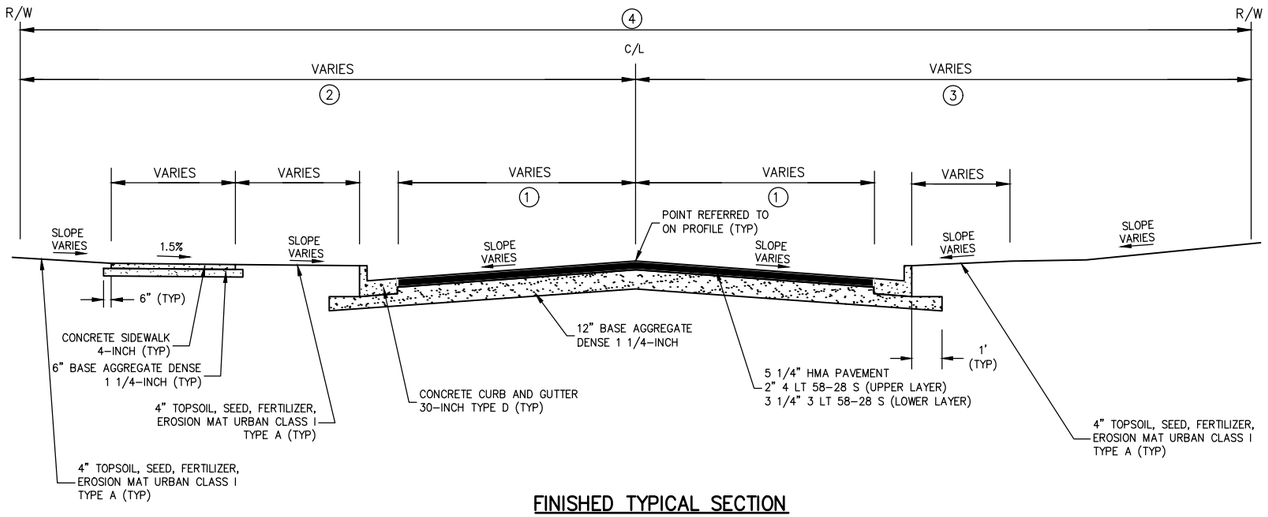
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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
04

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FINISHED TYPICAL SECTION
WARNER STREET

STREET TABLE				
	①	②	③	④
STREET	WIDTH IN FEET	WIDTH IN FEET	WIDTH IN FEET	WIDTH IN FEET
WARNER STREET	23–26	40	36	76

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NO.	DATE	REVISION

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
TYPICAL SECTIONS

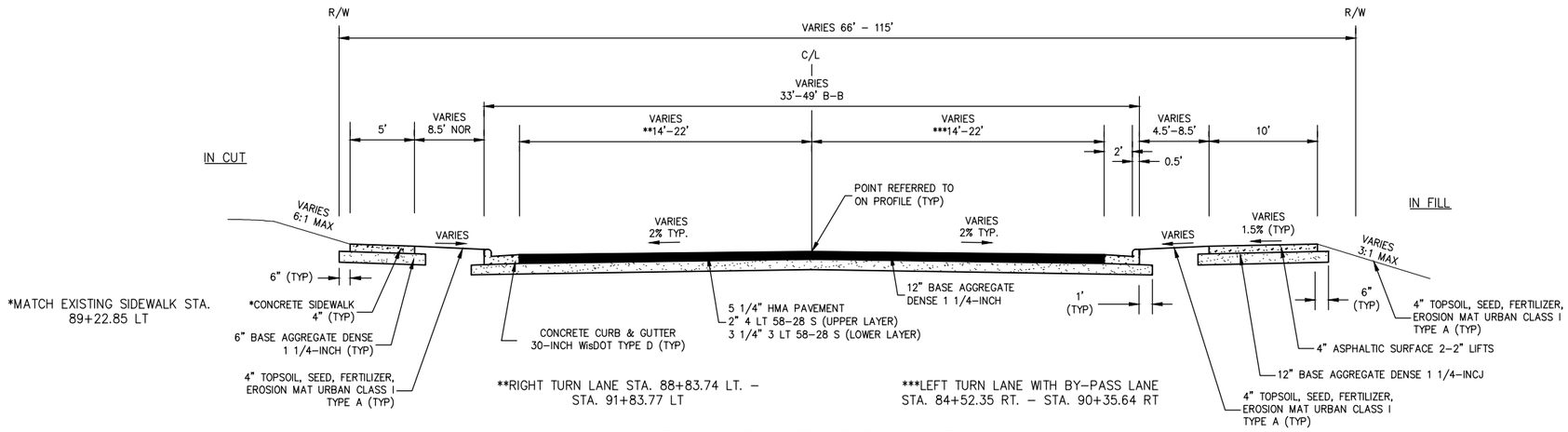
DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

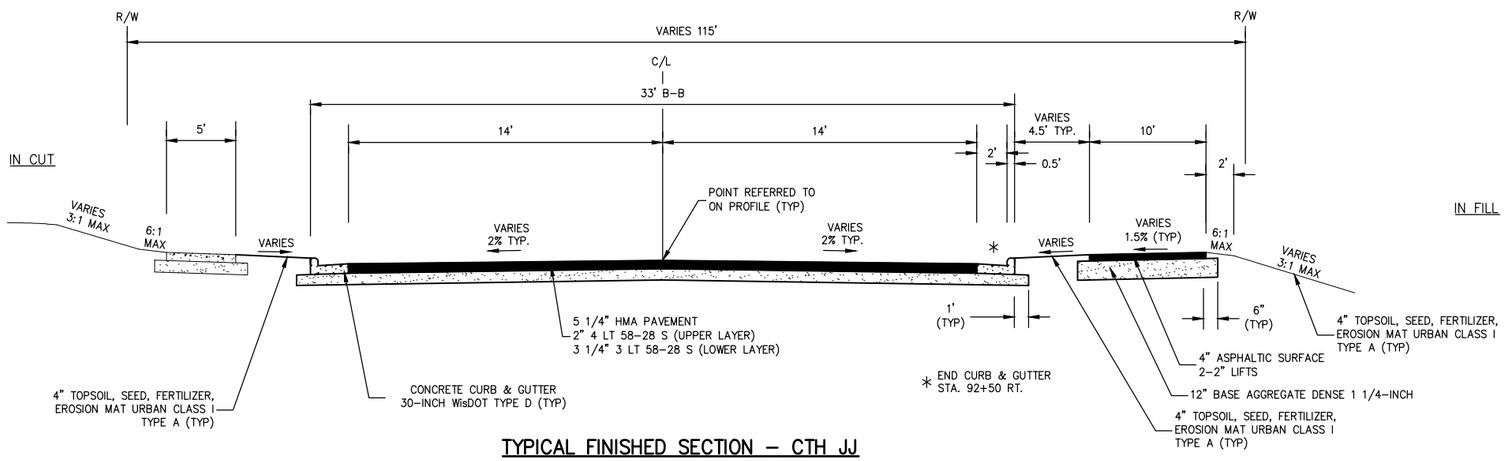
DATE
JULY 2026

SHEET NO.
05

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TYPICAL FINISHED SECTION – CTH JJ
83+00 TO 91+83.77



TYPICAL FINISHED SECTION – CTH JJ
91+83.77 TO 93+50

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
TYPICAL SECTIONS

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PROJECT NO.
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DATE
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SHEET NO.
06

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BEGIN PROJECT
STA 83+00

MATCH LINE STA 79+60

MATCH LINE STA 85+20

MATCH LINE STA 85+20

MATCH LINE STA 90+80

CTH JJ

WARNER STREET

NORTH

20 10 0 20

SCALE – FEET

LEGEND

- (6 IN) = 6-INCH CONCRETE OVER 6-INCH BASE AGGREGATE
- (7 IN) = 7-INCH CONCRETE OVER 6-INCH BASE AGGREGATE
- (3 IN) = 3-INCH ASPHALTIC SURFACE OVER 12-INCH BASE AGGREGATE
- (3.5 IN) = 3 1/2-INCH ASPHALTIC SURFACE OVER 10-INCH BASE AGGREGATE
- (9 IN) = 9-INCH BASE AGGREGATE
- (4 IN) = 4-INCH CONCRETE OVER 6-INCH BASE AGGREGATE
- (5 IN) = 5-INCH CONCRETE OVER 6-INCH BASE AGGREGATE
- (4 IN A) = 4-INCH ASPHALTIC SURFACE OVER 12-INCH BASE AGGREGATE

+00.53
23.30', LT

+49.91
25.00', LT

+00.01
14.00', LT

+99.99
16.68', LT

+00.01
23.48', RT

+02.42
30.91', RT

+00.01
14.00', RT

+52.36
14.00', RT

+49.91
25.01', RT

+52.36
25.00', RT

+51.49
59.06', LT

+82.11
56.99', LT

+87.62
31.48', LT

+22.86
40.46', LT

+02.36
22.00', RT

+02.36
33.00', RT

+63.35
44.55', RT

+83.77
22.00', RT

+83.72
33.00', RT

+50.80
44.50', RT

+33.77
22.00', LT

+33.77
14.00', RT

PI: 81+35.80

PI: 82+35.82

PI: 82+54.31

PI: 87+44.27

PI: 88+83.74

R42.5' B.O.C.

R32.5' B.O.C.

R20' B.O.C.

START 4" ASPHALT TRAIL OVER 12" B.A.D.

175
FDNAIL
0.00

213
FDBIP
797.31

214
FDGRB
793.15

215
FDGRB
799.42

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
PAVING DETAILS

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
07

LEGEND

- (6 IN) = 6–INCH CONCRETE OVER 6–INCH BASE AGGREGATE
- (7 IN) = 7–INCH CONCRETE OVER 6–INCH BASE AGGREGATE
- (3 IN) = 3–INCH ASPHALTIC SURFACE OVER 12–INCH BASE AGGREGATE
- (3.5 IN) = 3 1/2–INCH ASPHALTIC SURFACE OVER 10–INCH BASE AGGREGATE
- (9 IN) = 9–INCH BASE AGGREGATE
- (4 IN) = 4–INCH CONCRETE OVER 6–INCH BASE AGGREGATE
- (5 IN) = 5–INCH CONCRETE OVER 6–INCH BASE AGGREGATE
- (4 IN A) = 4–INCH ASPHALTIC SURFACE OVER 12–INCH BASE AGGREGATE

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
PAVING DETAILS

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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
08

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MATCH LINE STA 79+60

MATCH LINE STA 85+20

BEGIN PROJECT
STA 83+00

NORTH
20 10 0 20
SCALE – FEET

EX 15" CONC STO

Pi: 81+35.80

Pi: 82+55.82

Pi: 82+54.31

EX 18" CONC STO

EX 10" CONC STO

CTH JJ

EROSION CONTROL LEGEND

CLEARING & GRUBBING = X	MEDIUM RIP RAP WITH = TYPE HR GEOTEXTILE FABRIC
SILT FENCE =	EROSION MAT URBAN = CLASS I TYPE A
CULVERT PIPE DITCH CHECKS =	EROSION MAT CLASS I = TYPE B
TEMPORARY DITCH CHECKS =	EROSION MAT CLASS III = TYPE A
INLET PROTECTION TYPE D = (UNLESS NOTED OTHERWISE)	

NOTE: RESTORE DISTURBED GRASS AREAS AS SOON AS POSSIBLE WITH 4" TOPSOIL, WISDOT SEED MIX NO. 40, FERTILIZER TYPE A & EROSION MAT

WARNER STREET

18" STO RCP CL IV

24" STO RCP CL IV

NORTH
20 10 0 20
SCALE – FEET

MATCH LINE STA 90+80

EX 24" CONC STO

EX 24" CONC STO

24" STO RCP CL IV

Pi: 84+44.27

Pi: 88+18

EX 36" CONC CULV

EX 36" CONC CULV

EX 36" CONC CULV

EX 24" CONC STO

EX 36" CONC STO

15" STO RCP CL IV

EX 18" CONC STO

EX 18" CONC STO

CTH JJ

MATCH LINE STA 85+20

MATCH LINE STA 85+20

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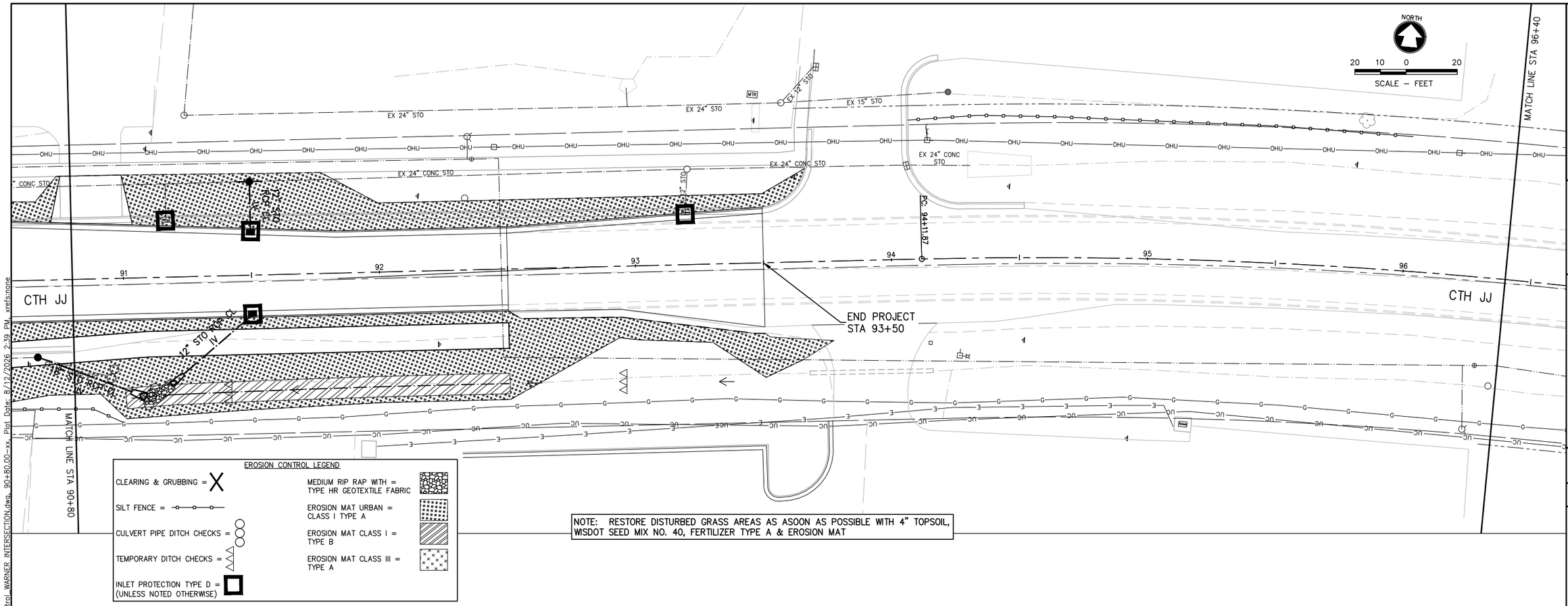
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
EROSION CONTROL

DESIGNED	DRAWN
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PROJECT NO.
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DATE
JULY 2026

SHEET NO.
09



EROSION CONTROL LEGEND

- CLEARING & GRUBBING =
- SILT FENCE =
- CULVERT PIPE DITCH CHECKS =
- TEMPORARY DITCH CHECKS =
- INLET PROTECTION TYPE D = (UNLESS NOTED OTHERWISE)
- MEDIUM RIP RAP WITH = TYPE HR GEOTEXTILE FABRIC
- EROSION MAT URBAN = CLASS I TYPE A
- EROSION MAT CLASS I = TYPE B
- EROSION MAT CLASS III = TYPE A

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
EROSION CONTROL

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PROJECT NO.
00006 08-23-00501

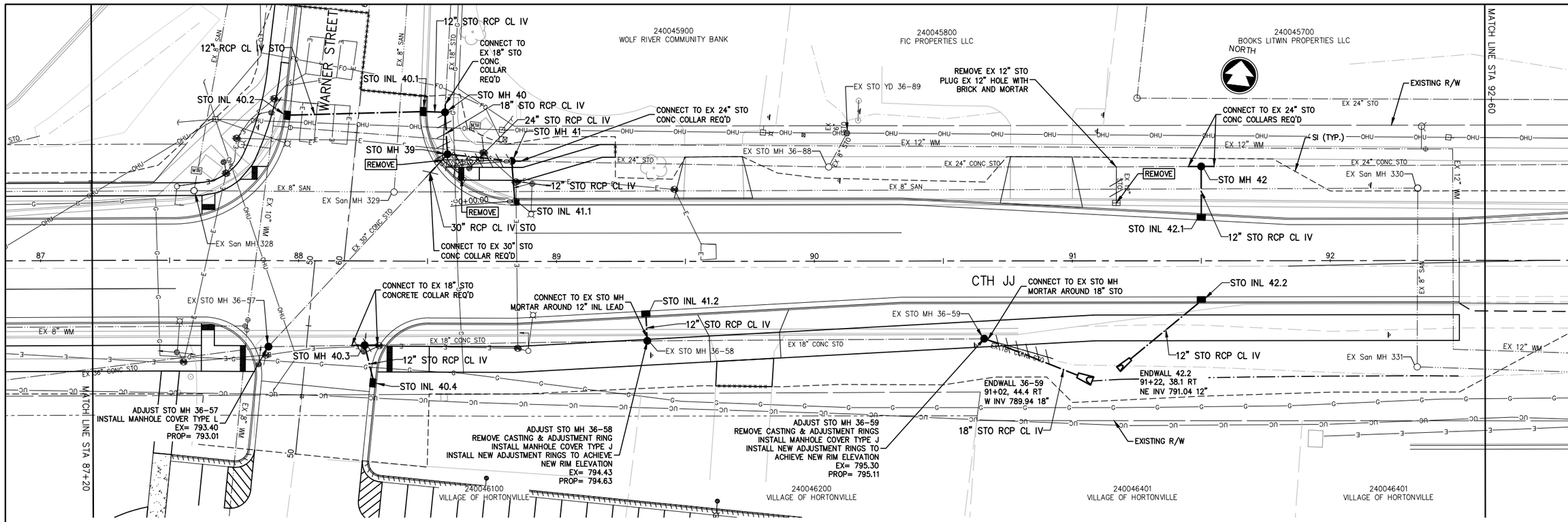
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JULY 2026

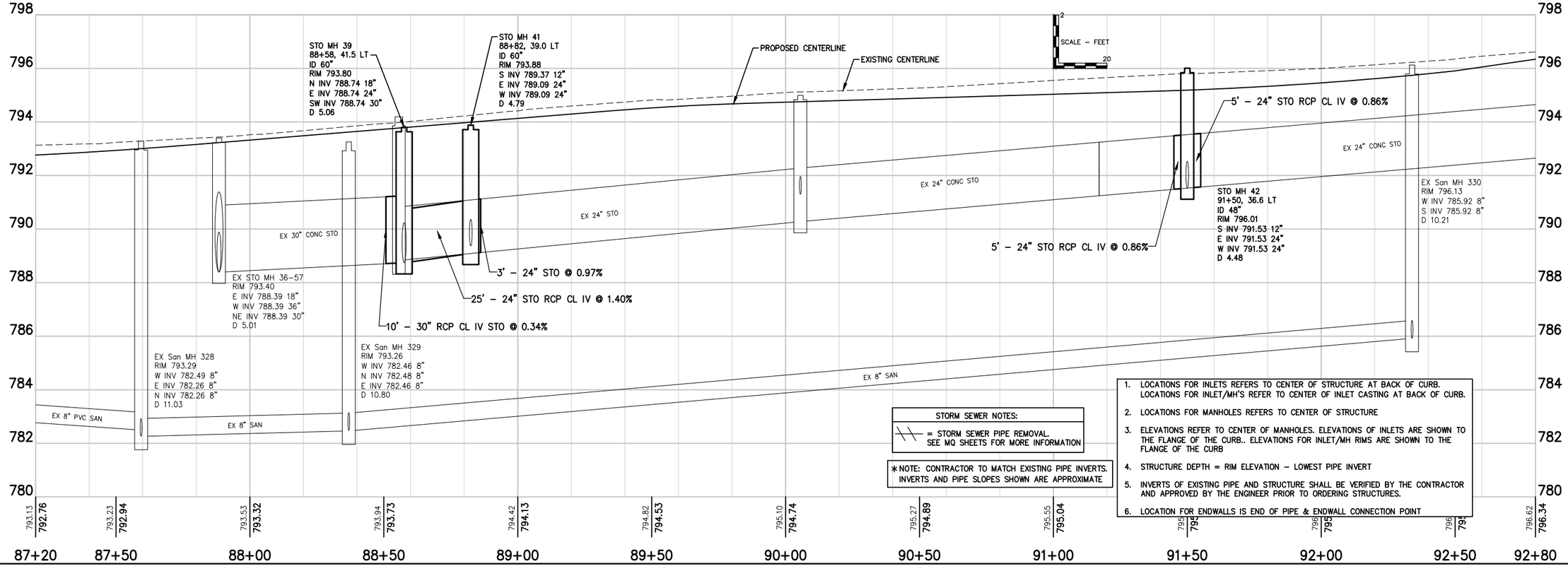
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Xrefs: ...\Plan Sheets\hortonville_mik_comps_x-prop_cth jj-_warner_intersection)





STORM SEWER NOTES:

= STORM SEWER PIPE REMOVAL. SEE MQ SHEETS FOR MORE INFORMATION

*NOTE: CONTRACTOR TO MATCH EXISTING PIPE INVERTS. INVERTS AND PIPE SLOPES SHOWN ARE APPROXIMATE

1. LOCATIONS FOR INLETS REFERS TO CENTER OF STRUCTURE AT BACK OF CURB. LOCATIONS FOR INLET/MH'S REFER TO CENTER OF INLET CASTING AT BACK OF CURB.
2. LOCATIONS FOR MANHOLES REFERS TO CENTER OF STRUCTURE
3. ELEVATIONS REFER TO CENTER OF MANHOLES. ELEVATIONS OF INLETS ARE SHOWN TO THE FLANGE OF THE CURB.. ELEVATIONS FOR INLET/MH RIMS ARE SHOWN TO THE FLANGE OF THE CURB
4. STRUCTURE DEPTH = RIM ELEVATION - LOWEST PIPE INVERT
5. INVERTS OF EXISTING PIPE AND STRUCTURE SHALL BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ORDERING STRUCTURES.
6. LOCATION FOR ENDWALLS IS END OF PIPE & ENDWALL CONNECTION POINT

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
STORM SEWER DETAILS

DESIGNED	DRAWN
-	-

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
12

W:\PROJECTS\00006\08-23-00501\CADD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION\CTH JJ Storm Sewer Details.dwg 8/12/2026 2:40:05 PM Jelinski, J
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comps_x-prop_cth_jj-_warner_intersection)

240047000
ZRH PARTNERSHIP

240045900
WOLF RIVER COMMUNITY BANK

240045800
FIC PROPERTIES LLC

240048700
VILLAGE OF HORTONVILLE

240046200
VILLAGE OF HORTONVILLE

240046401
VILLAGE OF HORTON

NORTH

MATCH LINE STA 87+20

WARNER STREET

CTH JJ

EX 12" STO
EX 15" STO
EX 46"x60" BOX CULV
EX 8" PVC SAN
EX STO INLET 36-13
EX 24" CONC STO
EX 24" CONC CULV
EX 36" CONC CULV
EX 8" SAN
EX San MH 329
EX San MH 328
EX 10" WM
EX 8" WM
EX STO MH 36-57
EX STO MH 36-58
EX STO MH 36-59
EX STO MH 36-88
EX STO YD 36-89
EX 18" CONC STO
EX 30" CONC STO
EX 12" WM
EX 24" STO
OHU
MH 327
36-11
36-10

REMOVE
REMOVE
REMOVE
REMOVE
REMOVE
REMOVE
REMOVE EX 12" STO PLUG EX 12" HOLE WITH BRICK AND MORTAR

24" STO RCP CL IV
STO INLET MH 37
STO INL 38.2
STO INL 38.1
STO MH 38
12" STO RCP CL IV
15" STO RCP CL IV
CONNECT TO EX 24" STO CONC COLLAR REQ'D
EXISTING R/W

12" STO RCP CL IV
CONNECT TO EX 18" STO CONC COLLAR REQ'D
STO INL 40.1
STO INL 40.2
STO MH 40
18" STO RCP CL IV
24" STO RCP CL IV
CONNECT TO EX 24" STO CONC COLLAR REQ'D
STO MH 41
STO MH 39
STO INL 41.1
30" RCP CL IV STO
CONNECT TO EX 30" STO CONC COLLAR REQ'D

CONNECT TO EX 18" STO CONCRETE COLLAR REQ'D
CONNECT TO EX STO MH MORTAR AROUND 12" INL LEAD
STO INL 41.2
CONNECT TO EX STO MH MORTAR AROUND 18" STO
STO MH 40.3
12" STO RCP CL IV
STO INL 40.4
ADJUST STO MH 36-57
INSTALL MANHOLE COVER TYPE L
EX= 793.40
PROP= 793.01
ADJUST STO MH 36-58
REMOVE CASTING & ADJUSTMENT RING
INSTALL MANHOLE COVER TYPE J
INSTALL NEW ADJUSTMENT RINGS TO ACHIEVE NEW RIM ELEVATION
EX= 794.43
PROP= 794.63
ADJUST STO MH 36-59
REMOVE CASTING & ADJUSTMENT RINGS
INSTALL MANHOLE COVER TYPE J
INSTALL NEW ADJUSTMENT RINGS TO ACHIEVE NEW RIM ELEVATION
EX= 795.30
PROP= 795.11
ENDWALL 36-59
91+02, 44.4 RT
W INV 789.94 18"
18" STO RCP CL IV

1. LOCATIONS FOR INLETS REFERS TO CENTER OF STRUCTURE AT BACK OF CURB. LOCATIONS FOR INLET/MH'S REFER TO CENTER OF INLET CASTING AT BACK OF CURB.
2. LOCATIONS FOR MANHOLES REFERS TO CENTER OF STRUCTURE
3. ELEVATIONS REFER TO CENTER OF MANHOLES. ELEVATIONS OF INLETS ARE SHOWN TO THE FLANGE OF THE CURB.. ELEVATIONS FOR INLET/MH RIMS ARE SHOWN TO THE FLANGE OF THE CURB
4. STRUCTURE DEPTH = RIM ELEVATION – LOWEST PIPE INVERT
5. INVERTS OF EXISTING PIPE AND STRUCTURE SHALL BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ORDERING STRUCTURES.
6. LOCATION FOR ENDWALLS IS END OF PIPE & ENDWALL CONNECTION POINT

STORM SEWER NOTES:
= STORM SEWER PIPE REMOVAL. SEE MQ SHEETS FOR MORE INFORMATION

*NOTE: CONTRACTOR TO MATCH EXISTING PIPE INVERTS. INVERTS AND PIPE SLOPES SHOWN ARE APPROXIMATE

SCALE – FEET
2
20

800
798
796
794
792
790
788
786
784
782
780

STO INL 38.1
STA 86+14, 24.5 RT
2' X 3'
F/L 792.07
E INV 788.50 12"
D 3.57

STO INL 38.2
STA 86+24, 24.5 RT
2' X 3'
F/L 792.07
W INV 788.40 12"
E INV 788.40 15"
D 3.67

STO MH 38
86+45, 28.3 RT
ID 72"
RIM 792.58
S INV 787.85 24"
W INV 788.18 15"
NW INV 787.90 24"
D 4.73

10' – 12" STO RCP CL IV @ 1.00%
22' – 15" STO RCP CL IV @ 1.00%

STO INL 40.4
STA 50+30, 28.5 RT
2' X 3'
F/L 793.01
N INV 789.02 12"
D 3.99

STO MH 40.3
50+45, 22.4 RT
ID 48"
RIM 793.20
S INV 788.94 12"
E INV 788.56 18"
W INV 788.56 18"
D 4.64

15' – 12" STO RCP CL IV @ 0.50%

STO INL 40.2
STA 60+54, 29.0 LT
2' X 3'
F/L 792.41
E INV 788.99 12"
D 3.42

STO INL 40.1
STA 60+61, 26.3 RT
2' X 3'
F/L 792.93
W INV 788.83 12"
E INV 788.83 12"
D 4.10

STO MH 40
60+61, 33.2 RT
ID 48"
RIM 793.49
W INV 788.79 12"
N INV 788.79 18"
S INV 788.79 18"
D 4.70

STO MH 39
88+58, 41.5 LT
ID 60"
RIM 793.80
N INV 788.74 18"
E INV 788.74 24"
SW INV 788.74 30"
D 5.06

54' – 12" RCP CL IV STO @ 0.30%
8' – 12" STO RCP CL IV @ 0.50%
16' – 18" STO RCP CL IV @ 0.31%

STO INL 41.1
STA 88+84, 24.5 LT
2' X 3'
F/L 793.34
N INV 789.68 12"
D 3.66

STO MH 41
88+82, 39.0 LT
ID 60"
RIM 793.88
S INV 789.37 12"
E INV 789.09 24"
W INV 789.09 24"
D 4.79

16' – 12" STO RCP CL IV @ 2.00%

EX STO MH 36-58
RIM 794.43
E INV 789.05 18"
W INV 789.05 18"
D 5.38

STO INL 41.2
STA 89+35, 21.8 RT
2' X 3'
F/L 794.03
S INV 790.11 12"
D 3.92

10' – 12" STO RCP CL IV @ 5.25%
CONNECT TO EX STO MH 36-58
INV 789.58 12"

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REVISION | DATE | NO.

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
STORM SEWER DETAILS

DESIGNED – | DRAWN –
PROJECT NO. 00006 08-23-00501
DATE JULY 2026
SHEET NO. 14

W:\PROJECTS\00006\08232005\01CADD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION\CTH JJ Storm Sewer Details.dwg 8/12/2026 2:40:21 PM Jeliwski, J.
J:\Projects\00006\08232005\01CADD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION\cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- warner intersection)

240045800
FIC PROPERTIES LLC

240045700
BOOKS LITWIN PROPERTIES LLC

NORTH

240045700
BOOKS LITWIN PROPERTIES LLC

240045600
GILBERT PROPERTIES OF HORTONVILLE

EX STO YD 36-89

REMOVE EX 12" STO
PLUG EX 12" HOLE WITH
BRICK AND MORTAR

CONNECT TO EX 24" STO
CONC COLLARS REQ'D

EXISTING R/W

EX 24" STO

SI (TYP.)

EX 12" WM

EX 24" CONC STO

EX 8" SAN

REMOVE

STO MH 42

STO INL 42.1

12" STO RCP CL IV

EX San MH 330

EX 12" WM

REMOVE EX 12" STO
PLUG EX 12" HOLE WITH
BRICK AND MORTAR

EX 12" STO

EX 24" STO

EX 15" STO

SI (TYP.)

EX STO MH 36-91

EX STO INLET 36-93

EX 24" CONC STO

EXISTING R/W

END PROJECT
STA 93+50

REMOVE

90 91 92 93 94 95 96

CTH JJ

CONNECT TO EX STO MH
MORTAR AROUND 18" STO

STO INL 42.2

EX STO MH 36-59

CONC STO

12" STO RCP CL IV

EX San MH 331

EX 8" SAN

EX 12" WM

EX 12" WM

EX 18" CULV

EX 8" SAN

ENDWALL 36-59
91+02, 44.4 RT
W INV 789.94 18"

ENDWALL 42.2
91+22, 38.1 RT
NE INV 791.04 12"

18" STO RCP CL IV

EXISTING R/W

ST STO MH 36-59
ADJUSTMENT RINGS
OLE COVER TYPE J
JSTMENT RINGS TO
NEW RIM ELEVATION
EX= 795.30
PROP= 795.11

EXISTING

46200
HORTONVILLE

240046401
VILLAGE OF HORTONVILLE

1. LOCATIONS FOR INLETS REFERS TO CENTER OF STRUCTURE AT BACK OF CURB. LOCATIONS FOR INLET/MH'S REFER TO CENTER OF INLET CASTING AT BACK OF CURB.
2. LOCATIONS FOR MANHOLES REFERS TO CENTER OF STRUCTURE
3. ELEVATIONS REFER TO CENTER OF MANHOLES. ELEVATIONS OF INLETS ARE SHOWN TO THE FLANGE OF THE CURB.. ELEVATIONS FOR INLET/MH RIMS ARE SHOWN TO THE FLANGE OF THE CURB
4. STRUCTURE DEPTH = RIM ELEVATION – LOWEST PIPE INVERT
5. INVERTS OF EXISTING PIPE AND STRUCTURE SHALL BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ORDERING STRUCTURES.
6. LOCATION FOR ENDWALLS IS END OF PIPE & ENDWALL CONNECTION POINT

240046401

STORM SEWER NOTES:

= STORM SEWER PIPE REMOVAL.
SEE MQ SHEETS FOR MORE INFORMATION

*NOTE: CONTRACTOR TO MATCH EXISTING PIPE INVERTS. INVERTS AND PIPE SLOPES SHOWN ARE APPROXIMATE

SCALE – FEET
2
20

800 798 796 794 792 790 788 786 784 782 780

38' – 18" STO
RCP CL IV @
0.05%

EX STO MH 36-59
RIM 795.30
E INV 789.92 18"
W INV 789.92 18"
D 5.38

CONNECT TO EX STO MH 36-59
INV 789.92 12"

36' – 12" STO RCP CL IV @ 0.30%

STO INL 42.2
STA 91+50, 16.5 RT
2' X 3'
F/L 794.91
SW INV 791.15 12"
D 3.76

STO INL 42.1
STA 91+50, 18.3 LT
2' X 3'
F/L 794.87
N INV 791.59 12"
D 3.28

STO MH 42
91+50, 36.6 LT
ID 48"
RIM 796.01
S INV 791.53 12"
E INV 791.53 24"
W INV 791.53 24"
D 4.48

19' – 12" STO RCP CL IV @ 0.30%

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
STORM SEWER DETAILS

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
15

W:\PROJECTS\00006\08-23-00501\CAD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION.dwg, 8/12/2026 2:40:58 PM, Jelinski, 1:2
Xrefs: (V:\Land Development\Subdivisions\Hortonville\Mik comps_x-lateral notes_x-prop_cth jj_ warner intersection)

240046705
CBG OF HORTONVILLE LLC

240047500
MASTAN LLC

240047000
ZRH PARTNERSHIP

NORTH

ADJUST RIM

San MH 327

MATCH LINE STA 87+20

REPLACE RINGS,
RE-USE CASTING
ADJUST RIM

CTH JJ

EX 8" WM

EX= 792.81 / PROP=

EX= 792.75 / PROP=

REMOVE & SALVAGE EXISTING HYDRANT
EXTEND 6" HYDRANT LEAD 10'
NEW 6" GV (TOP= 793.05)
INSTALL SALVAGED HYDRANT
(GROUNDLINE= 792.81)

MATCH LINE STA 81+80

240048901
MID CON PRODCUTS INC
262 E MAIN STREET

240048700
VILLAGE OF HORTONVILLE

240046000
VILLAGE OF HORTONVILLE

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NO.	DATE	REVISION

800
798
796
794
792
790
788
786
784
782

SCALE – FEET
2
20

EX 8" PVC SAN

EX 4' SAN MH San MH 327
RIM 793.47
W INV 784.29 8"
E INV 784.29 8"
D 9.18
PROP RIM= 793.03

EX 8" PVC SAN

796.80	796.48	795.13	**795.13**	794.12	**793.70**	793.40	**792.86**	792.96	**792.51**	793.06	**792.67**	793.13	**792.76**
81+80	82+00		83+00		84+00		85+00		86+00		87+00	87+20	

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
SANITARY AND WATER DETAILS

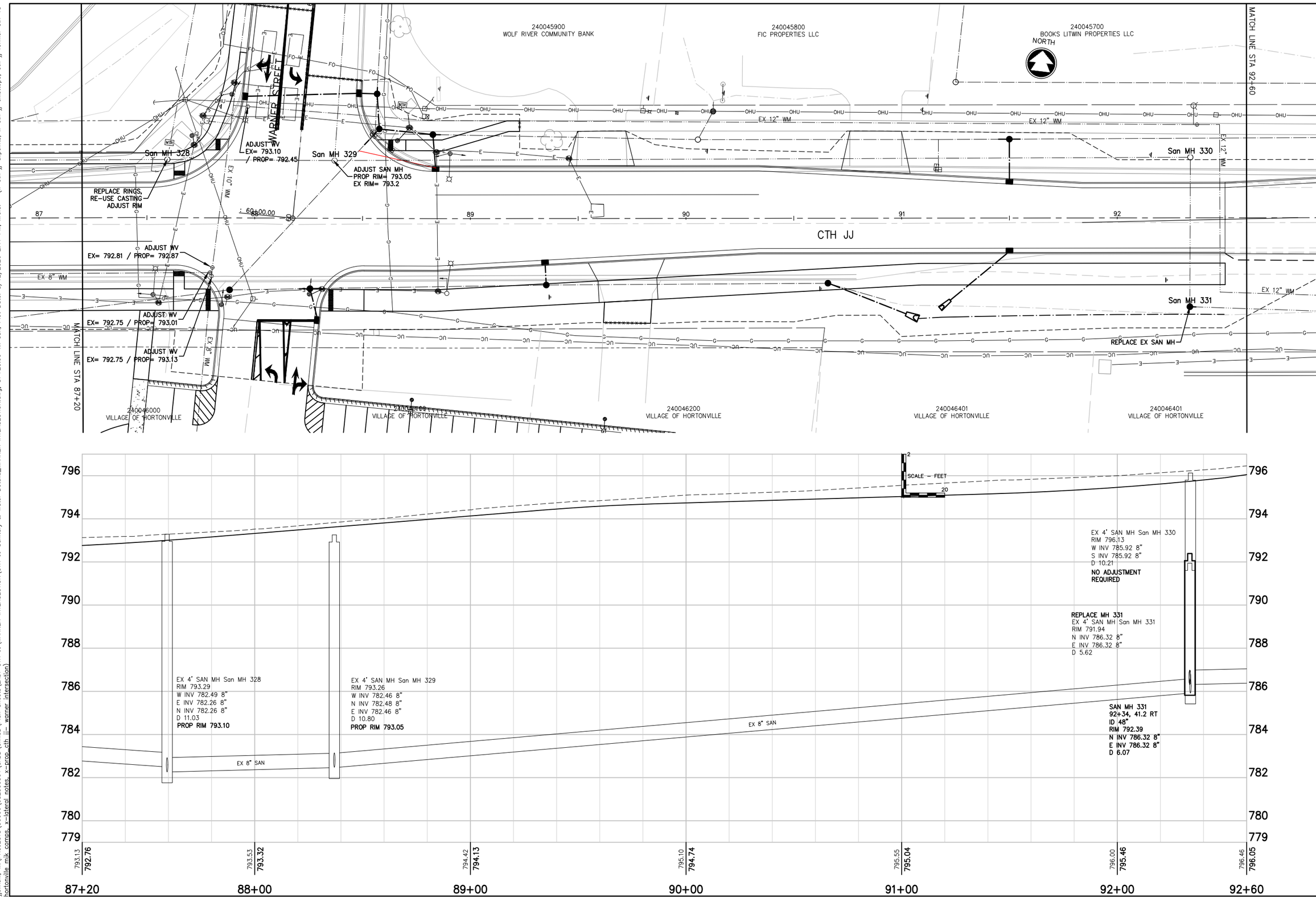
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
16

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Xrefs: (Topo_Base.dwg, Topo_Base_Xref.dwg, Topo_Base_Xref_Fullpoints, x-cth jj-existtopo, cth jj former sth 15 intersection.dwg, Sanitary & Water Details.dwg, Sanitary & Water Details_Xref.dwg, Sanitary & Water Details_Xref_Fullpoints, x-cth jj-existtopo, cth jj former sth 15 intersection.dwg)
Xrefs: (hortonville_mik_comps_x-lateral_notes, x-prop_cth jj_ warner intersection)



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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
SANITARY AND WATER DETAILS

DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
17

W:\PROJECTS\00006\08-23-00501\CADD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION.dwg, 8/12/2026 2:41:22 PM, Jelinski, 1:2
Xrefs: (Xrefs Detached)
Plotted: 8/12/2026 2:41:22 PM By: Jelinski, Jason
Plot Style: McMahon.ctb
Layout: 18 Sanitary & Water Details
Vars: (Vars Detached)
Images: (Images Detached)
Fullpaths, x-cth jj-existtopo, cth jj former sth 15
hortonville mik comps, x-lateral notes, x-prop_cth jj_ warner intersection)

240045700
BOOKS LITWIN PROPERTIES LLC

240045600
GILBERT PROPERTIES OF HORTONVILLE

240045500
VILLAGE OF HORTONVILLE

NORTH

MATCH LINE STA 98+00

n MH 330

EX 12" WM

93 94 95 96 97 98

CTH JJ

San MH 331

MH

EX 12" WM

EX 12" WM

San MH 332

EX 12" WM

MATCH LINE STA 92+60

240046401
VILLAGE OF HORTONVILLE

240046500
MJM ADVENTURES LLC

EX 4' SAN MH San MH 332
RIM 798.69
W INV 787.29 8"
E INV 787.29 8"
D 11.40

EX 8" SAN

SCALE – FEET
2
20

804 802 800 798 796 794 792 790 788 786

804 810 802 808 800 806 798 804 796 802 794 800 792 798 790 796 788 794 786 792

810 808 806 804 802 800 798 796 794 792

796.46 796.05 796.78 796.64 798.38 801.17 804.01 806.73 809.49

92+60 93+00 94+00 95+00 96+00 97+00 98+00

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
SANITARY AND WATER DETAILS

DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
18

W:\PROJECTS\00006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\CTH JJ Pavement marking_WARNER INTERSECTION.dwg, 8/12/2026 2:41:42 PM, JJelinski, 1:2

JJelinski, W:\PROJECTS\00006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\CTH JJ Pavement marking_WARNER INTERSECTION.dwg, 02 pmark, Plot Date: 8/12/2026 2:41 PM, xrefs:none

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4–INCH (YELLOW)
2. MARKING LINE EPOXY 4–INCH (DOUBLE YELLOW)
3. MARKING CROSSWALK EPOXY 6–INCH (WHITE)
4. MARKING STOP LINE EPOXY 18–INCH (WHITE)
5. MARKING ARROW EPOXY TYPE 2 (WHITE)
6. MARKING LINE EPOXY 10–INCH (WHITE)
7. MARKING DIAGONAL EPOXY 6–INCH

EXISTING SIGN
PROPOSED SIGN
(R) REMOVING SIGN
(M) MOVING SIGN

SIGNING NOTES:

1. WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY.
2. POST SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.
3. MOVING SIGN INCLUDES MOVING SIGN AND INSTALLING ON A NEW SIGN SUPPORT.

BEGIN PROJECT STA 83+00

MATCH LINE STA 85+20

MATCH LINE STA 90+80

MATCH LINE STA 85+20

NORTH

20 10 0 20

SCALE – FEET

CTH JJ

WARNER STREET

MAIN STREET

WORK BY OTHERS

Pi: 81+35.80

Pi: 82+35.82

Pi: 82+54.31

Pi: 87+44.27

Pi: 88+83.74

+00.00
3.43', RT

+00.01
0.00',

R7-1D

R2-1

R7-5D

R1-1F

R3-7R

M1-5A
24"X24"

M3-2

R3-5L

R3-5A

McMAHON ENGINEERS ARCHITECTS

McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

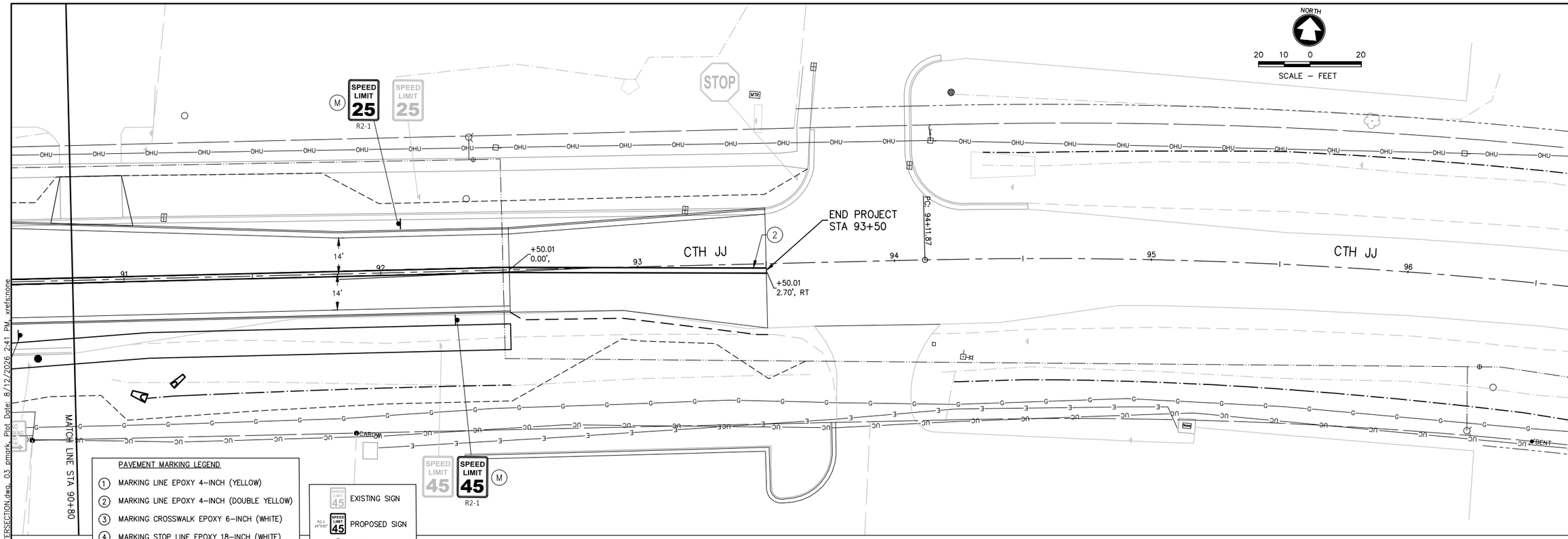
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
SIGNING AND PAVEMENT MARKING

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
19



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4–INCH (YELLOW)
2. MARKING LINE EPOXY 4–INCH (DOUBLE YELLOW)
3. MARKING CROSSWALK EPOXY 6–INCH (WHITE)
4. MARKING STOP LINE EPOXY 18–INCH (WHITE)
5. MARKING ARROW EPOXY TYPE 2 (WHITE)
6. MARKING LINE EPOXY 10–INCH (WHITE)
7. MARKING DIAGONAL EPOXY 6–INCH

EXISTING SIGN

PROPOSED SIGN

(R) REMOVING SIGN

(M) MOVING SIGN

SIGNING NOTES:

1. WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY.
2. POST SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.
3. MOVING SIGN INCLUDES MOVING SIGN AND INSTALLING ON A NEW SIGN SUPPORT.

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	REVISION	DATE

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
SIGNING AND PAVEMENT MARKING

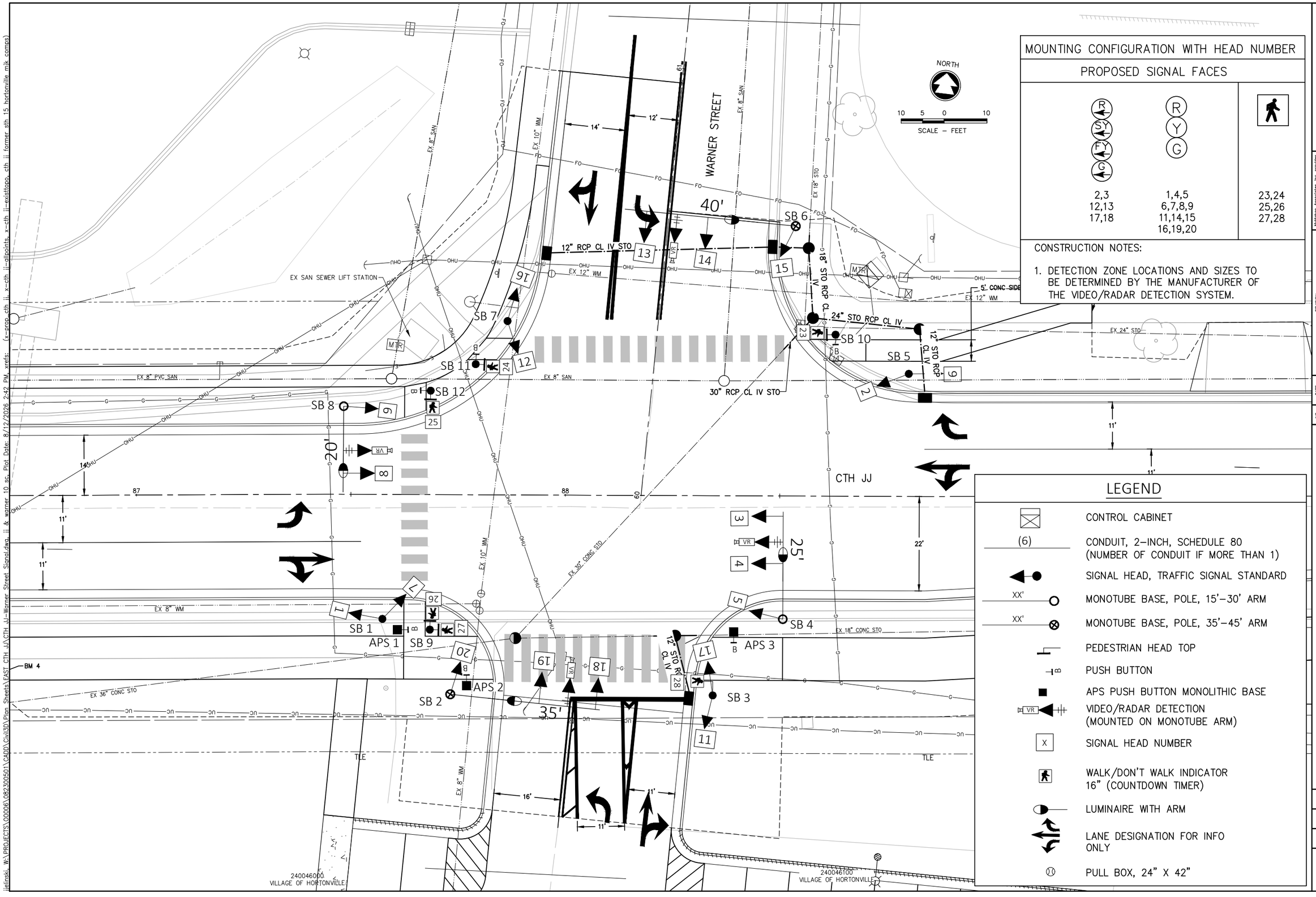
DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
20

W:\PROJECTS\C0006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\CTH JJ Pavement marking_WARNER INTERSECTION.dwg, 8/12/2026 2:41:50 PM, JJelinski, 1:2
JJelinski, W:\PROJECTS\C0006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\CTH JJ Pavement marking_WARNER INTERSECTION.dwg, 03 pmark, Plot Date: 8/12/2026 2:41 PM, xrefs:none



MOUNTING CONFIGURATION WITH HEAD NUMBER

PROPOSED SIGNAL FACES

2,3 12,13 17,18	1,4,5 6,7,8,9 11,14,15 16,19,20	23,24 25,26 27,28

CONSTRUCTION NOTES:

1. DETECTION ZONE LOCATIONS AND SIZES TO BE DETERMINED BY THE MANUFACTURER OF THE VIDEO/RADAR DETECTION SYSTEM.

LEGEND

- CONTROL CABINET
- (6) — CONDUIT, 2–INCH, SCHEDULE 80 (NUMBER OF CONDUIT IF MORE THAN 1)
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD
- XX' — MONOTUBE BASE, POLE, 15'–30' ARM
- XX' — MONOTUBE BASE, POLE, 35'–45' ARM
- PEDESTRIAN HEAD TOP
- PUSH BUTTON
- APS PUSH BUTTON MONOLITHIC BASE
- VIDEO/RADAR DETECTION (MOUNTED ON MONOTUBE ARM)
- X — SIGNAL HEAD NUMBER
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- LUMINAIRE WITH ARM
- LANE DESIGNATION FOR INFO ONLY
- PULL BOX, 24" X 42"

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
STREET SIGNAL PLANS

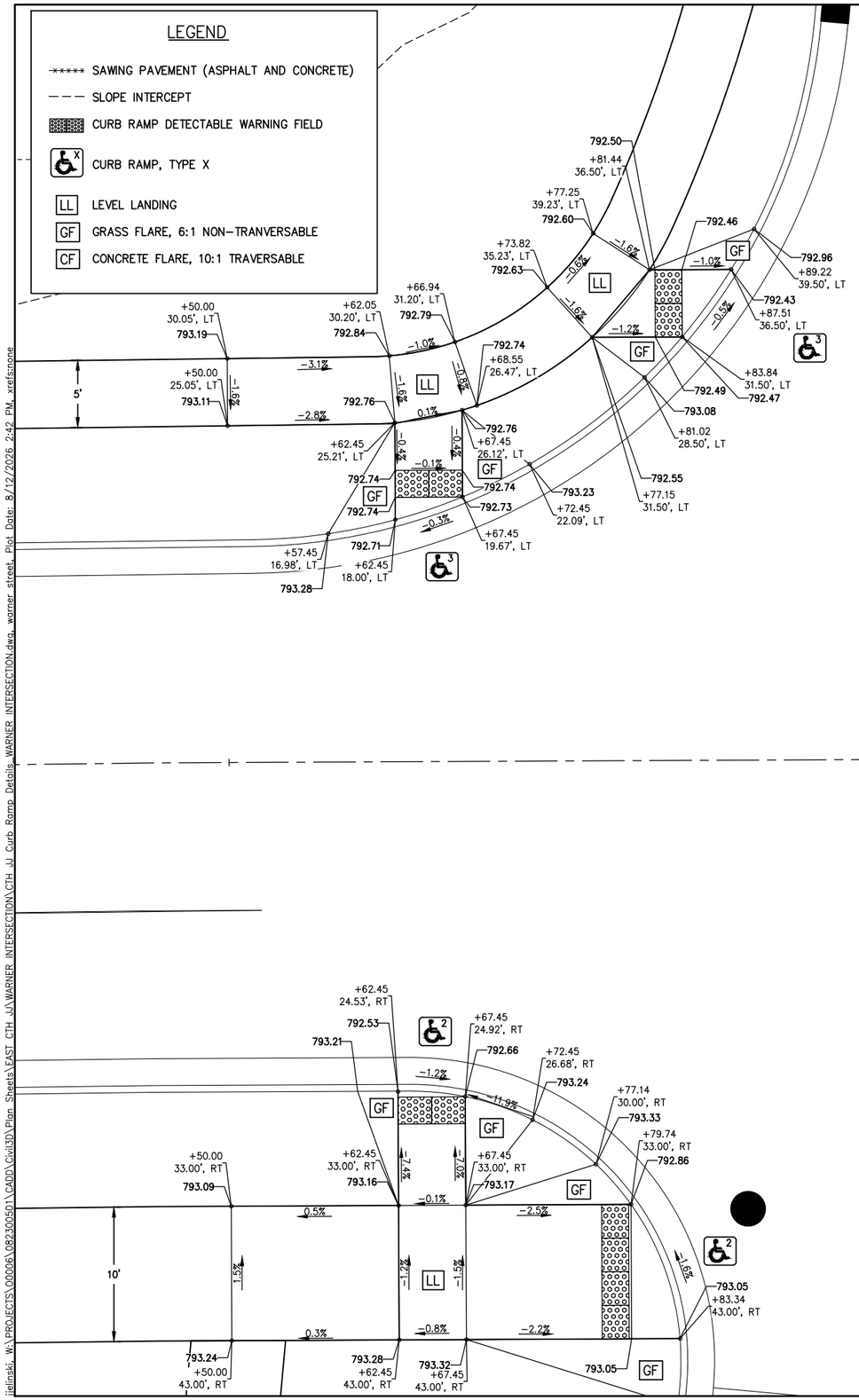
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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
21

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REVISION | DATE | NO.

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CURB RAMP DETAILS

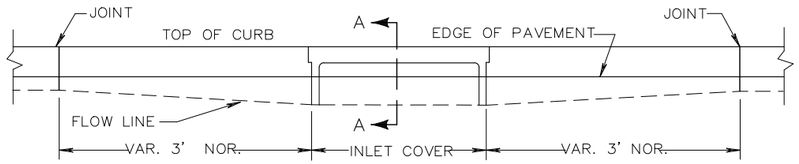
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PROJECT NO.
00006 08-23-00501

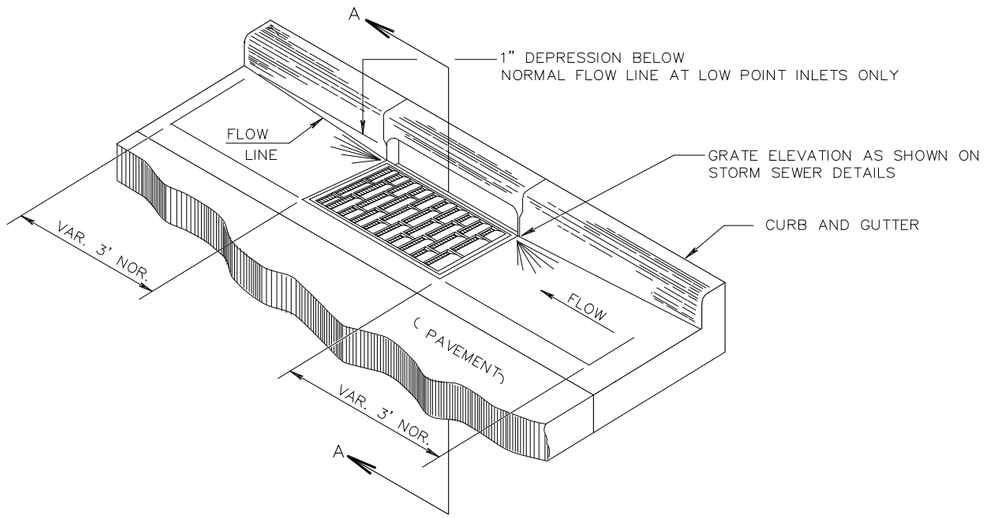
DATE
JULY 2026

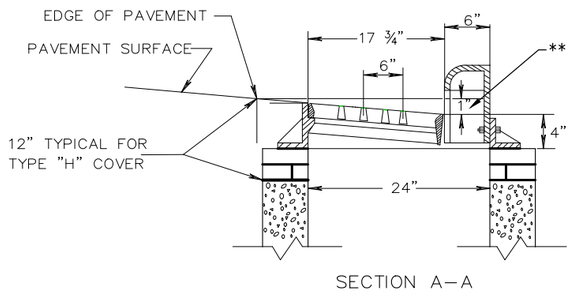
SHEET NO.
22

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ELEVATION





SECTION A–A

DETAIL OF CURB AND GUTTER AT INLETS (LOW POINTS)
(TYPE 3–H INLET SHOWN)

** INLETS 16.1, 16.2, 16.3, 16.4 = 2–INCH FALL

GENERAL NOTES

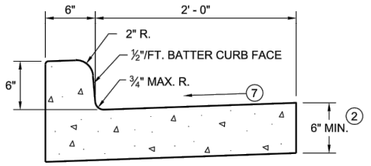
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 GUTTERS TYPES A, G, K, R, AND TBTT.
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. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. 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.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



TYPES A (1) & D

CONCRETE CURB AND GUTTER 30"

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-24a

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McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

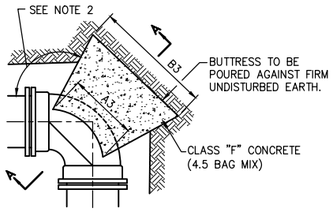
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00006 08–23–00501

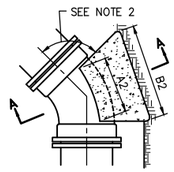
DATE
JULY 2026

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23

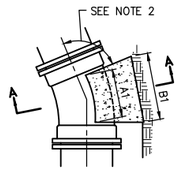
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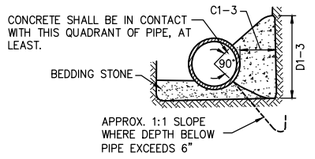
PLAN – 90° BEND



PLAN – 45° BEND



PLAN – 22-1/2° BEND



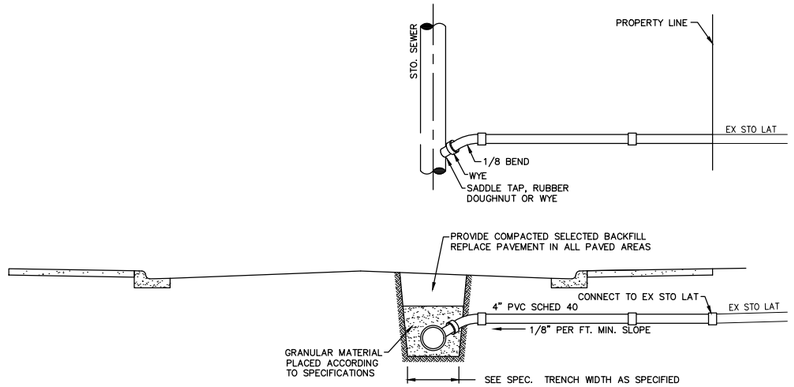
SECTION A–A

NOTES:
1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND ON EARTH RESISTANCE OF 2 TONS PER SQ. FT.
2. DIMENSION C1-3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A1-3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.

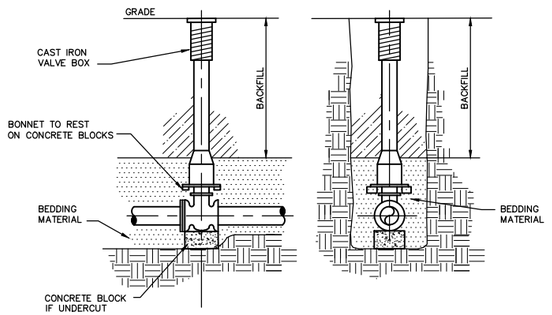
BUTTRESS DIMENSIONS

PIPE SIZE	22-1/2° BENDS		45° BENDS		90° BENDS	
	B1	D1	B2	D2	B3	D3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-6"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-0"	2'-3"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	2'-10"
20"	2'-4"	2'-0"	3'-3"	2'-10"	3'-0"	3'-4"
24"	2'-10"	2'-4"	4'-0"	3'-3"	6'-4"	3'-10"
30"	3'-6"	3'-0"	5'-4"	3'-10"	8'-0"	4'-8"

BLOCKING FOR BENDS



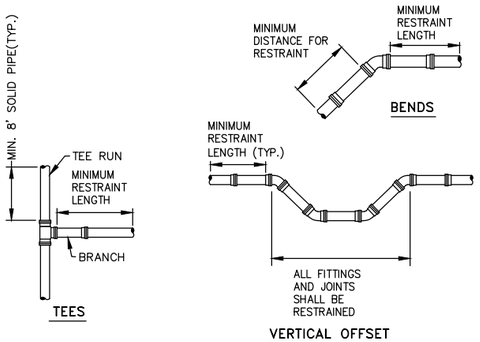
TYPICAL CONNECTION STORM SEWER



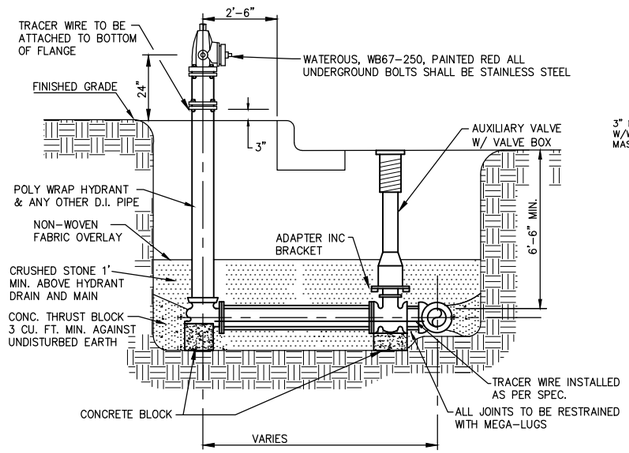
SIDE VIEW FRONT VIEW

STANDARD VALVE & VALVE BOX SETTING

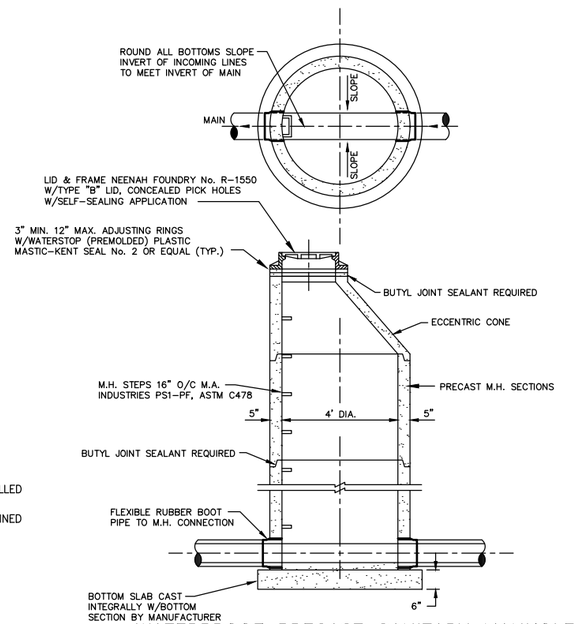
Minimum Restraint Length (ft) on both sides of the Fitting				
Fitting Type/Nominal Size	6"	8"	12"	16"
11 1/4° Bend	2	2	3	3
22 1/2° Bend	3	3	5	6
45° Bend	5	6	9	11
90° Bend	11	15	21	27
Dead End	30	40	56	73
Top Side of a Vertical Offset[1]	13	17	24	31
Tee Run x Branch 6"BY	14			
Tee Run x Branch 8"BY	10	24		
Tee Run x Branch 12"BY	1	15	40	
Tee Run x Branch 16"BY	1	7	33	56



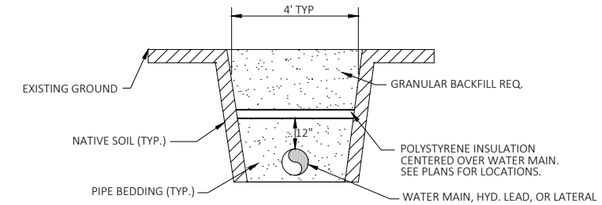
WATER MAIN RESTRAINT DETAIL



HYDRANT & VALVE INSTALLATION DETAIL

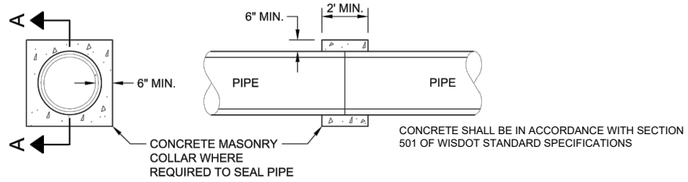


WATERPROOF PRECAST SANITARY MANHOLE



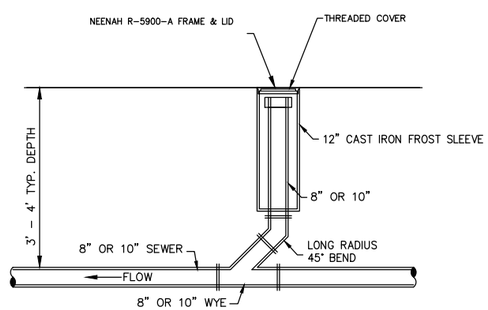
GRANULAR BACKFILL SHALL BE LEVELED OUT SO INSULATION IS UNIFORMLY SUPPORTED, ESPECIALLY IF ANY SHEETS ARE OVERLAPPED

INSULATION BOARD POLYSTYRENE, 4-INCH



SECTION A - A

CONCRETE COLLAR DETAIL



CLEANOUT DETAIL

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

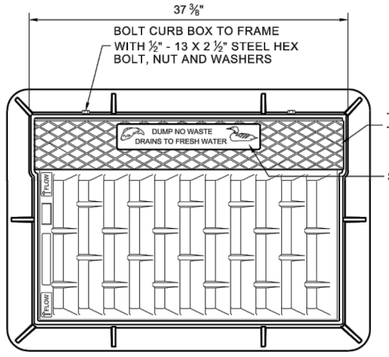
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PROJECT NO.
00006 08-23-00501

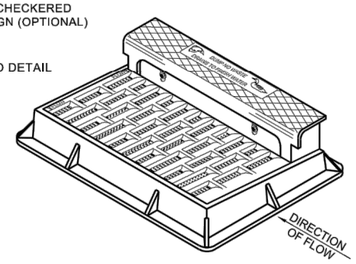
DATE
JULY 2026

SHEET NO.
24

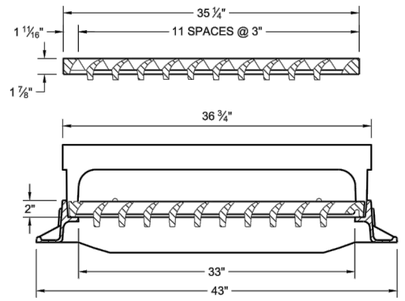
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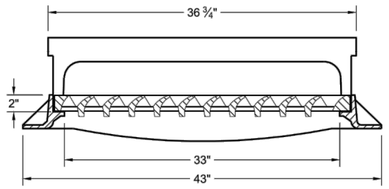


NOTE: EITHER CASTING IS ACCEPTABLE



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

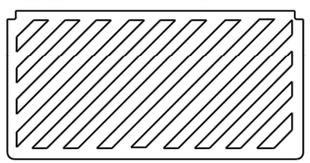




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

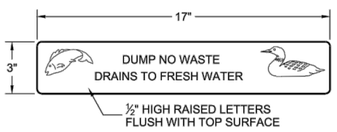
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



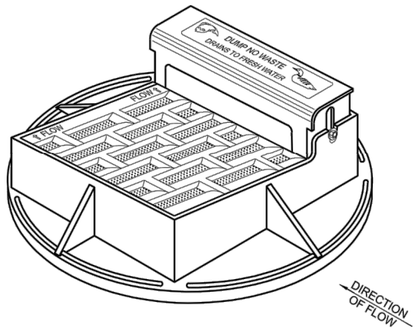
LOGO DETAIL

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.

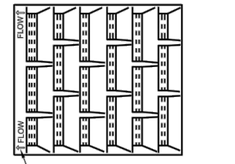
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

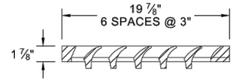
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

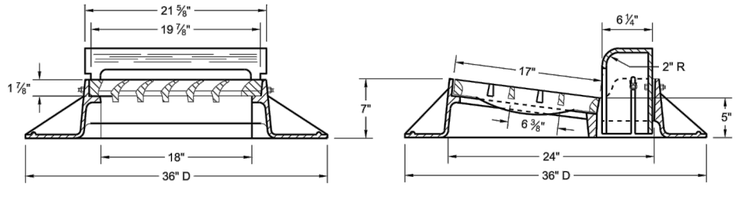


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

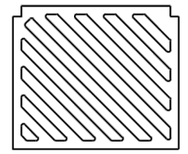






TYPE "A"

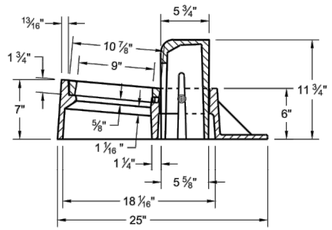
1" DIAGONAL BARS
WITH 1 ½" OPENINGS

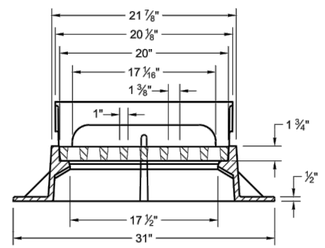


SPECIAL GRATE FOR TYPE "A" COVER

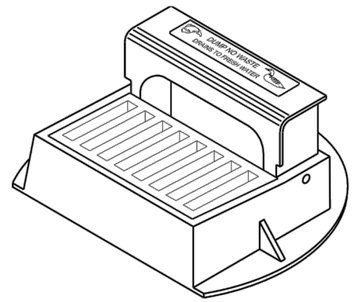
(MEASURES 19 ¾" X 17" X 1 7⁄8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

SDD 08A05-22a

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
25

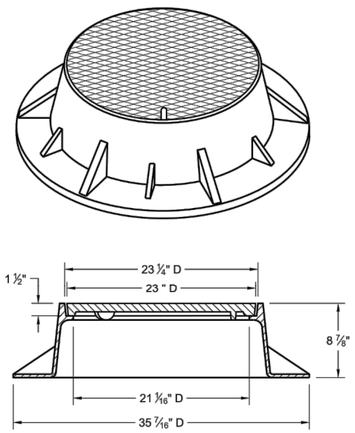
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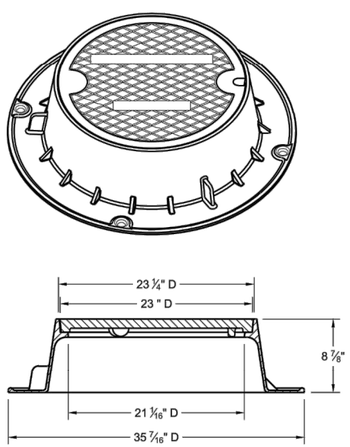
GENERAL NOTES

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.

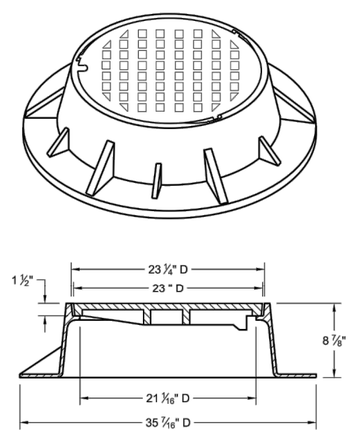
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

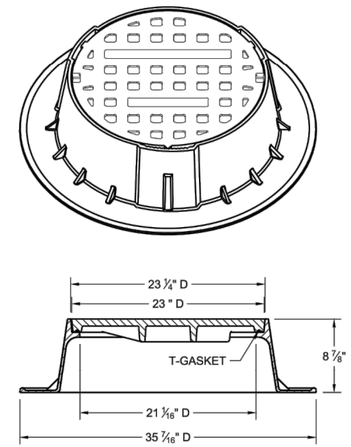




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

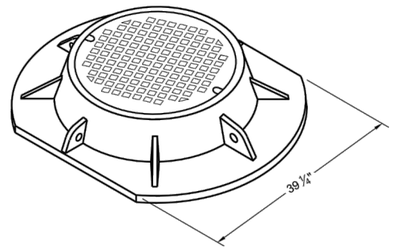


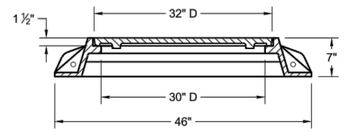


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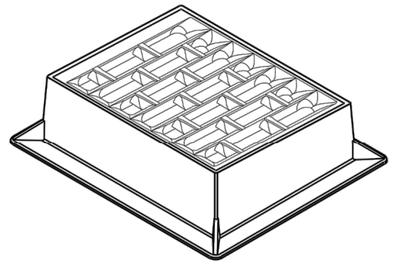
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

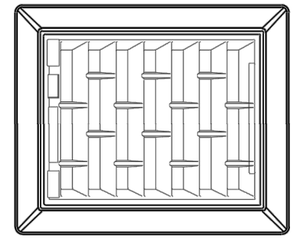
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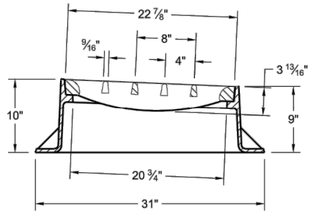


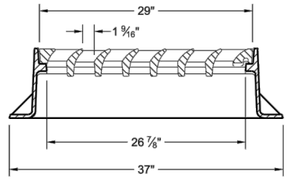


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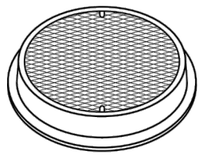


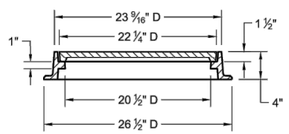




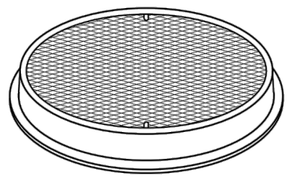


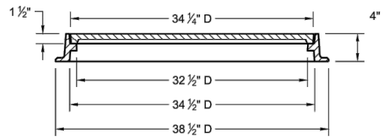
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

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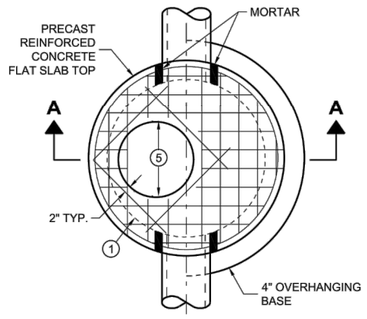
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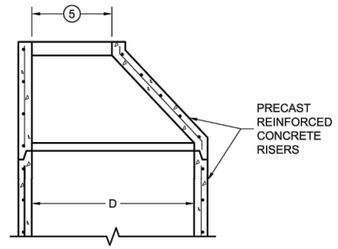
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SHEET NO.
26

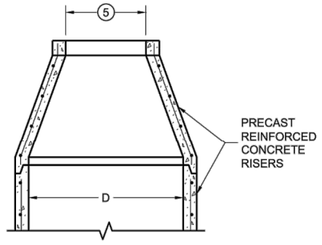
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PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

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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 FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. 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 IMENSION OF 1 INCH.

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

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

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE 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 "D".

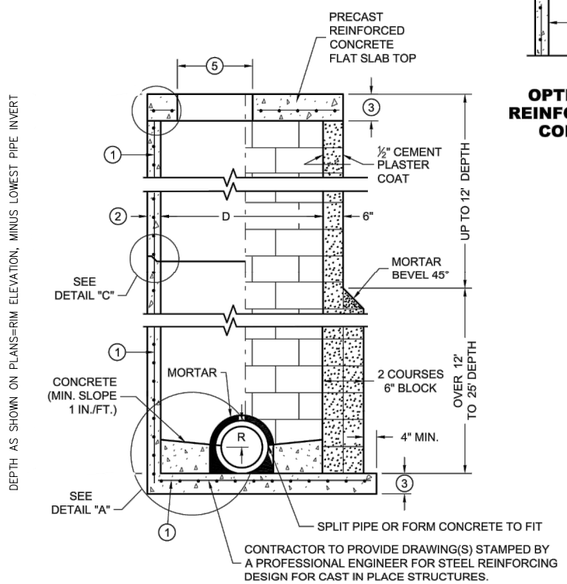
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

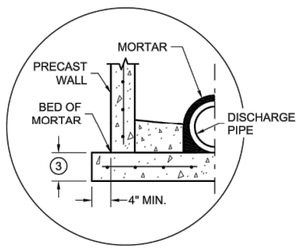
(5) SEE MANHOLE COVER OPENING MATRIX.



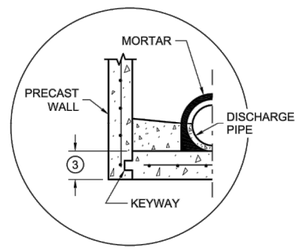
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

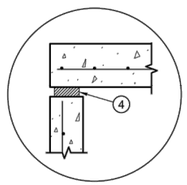


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

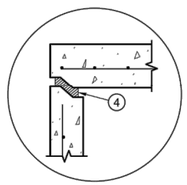


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

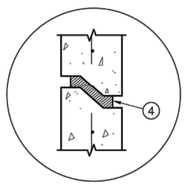
DETAIL "A"



TOP WITH PLAIN END JOINT

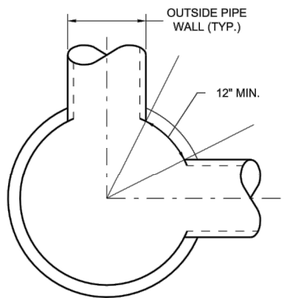


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

SDD 08B09-04

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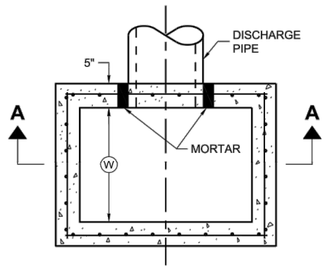
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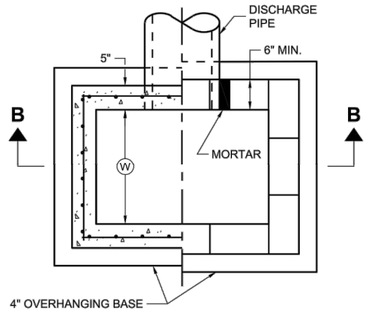
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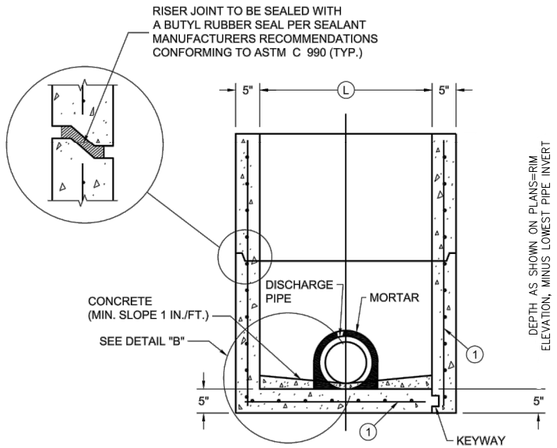
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PLAN VIEW



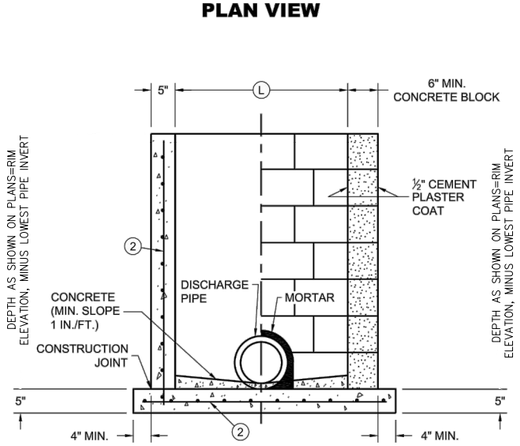
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

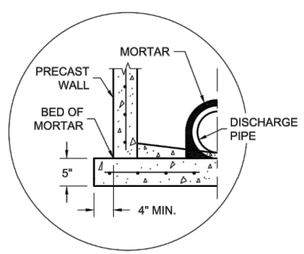
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

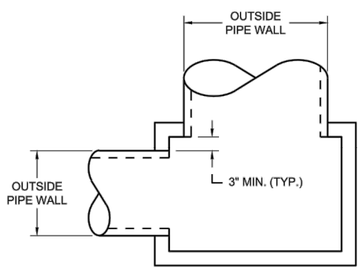
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION 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 SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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 AND REINFORCED CONCRETE BASES 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.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

SDD 08C07-03

McMAHON ENGINEERING ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

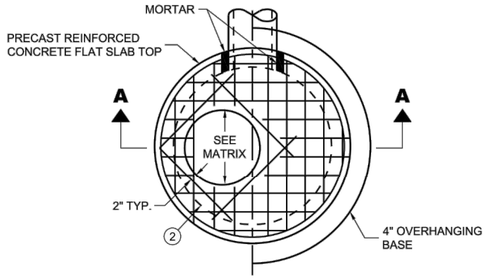
DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

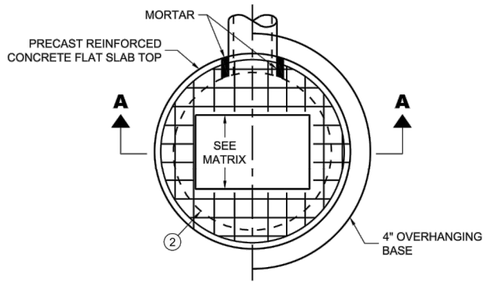
DATE
JULY 2026

SHEET NO.
28

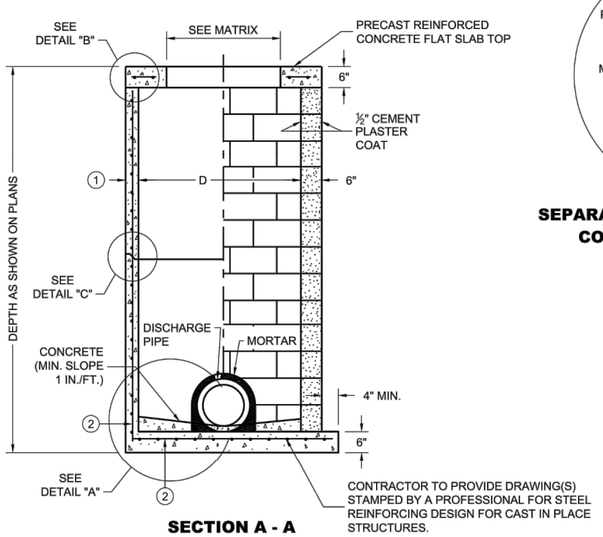
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PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

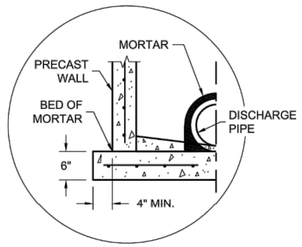
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

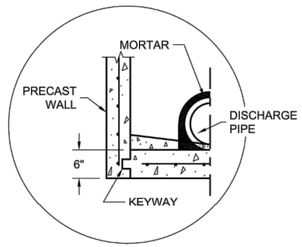
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

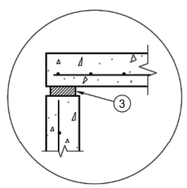


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

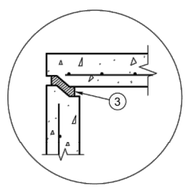


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

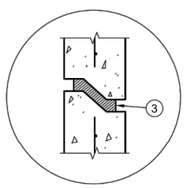
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST 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 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 FOUNDATION 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.

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

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

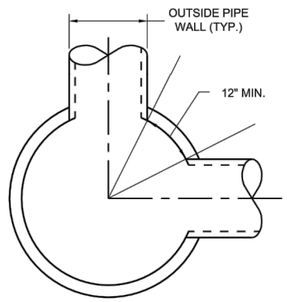
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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 "D".

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

SDD 08C06-03

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

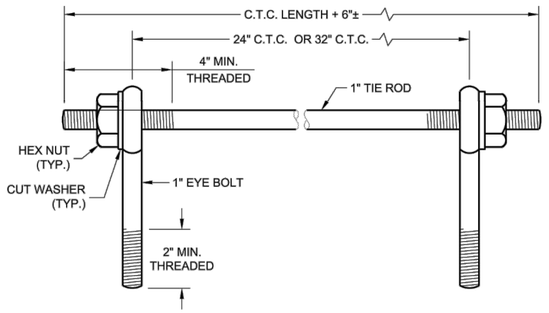
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PROJECT NO.
00006 08-23-00501

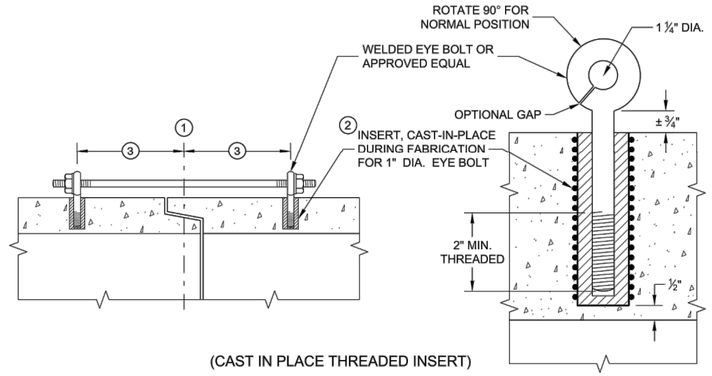
DATE
JULY 2026

SHEET NO.
29

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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) CENTER LINE 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.

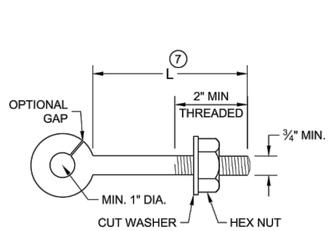
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

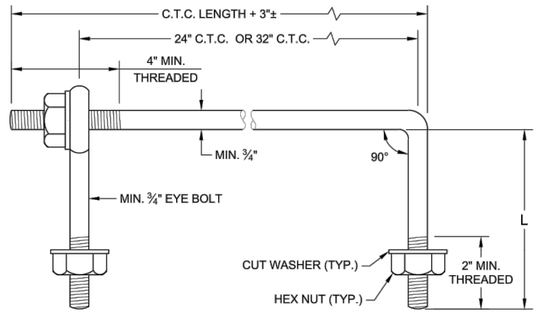
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

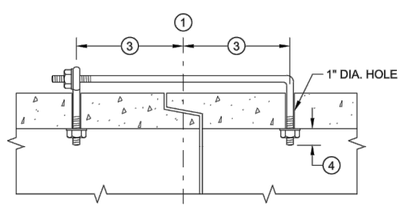


EYE BOLT (7)

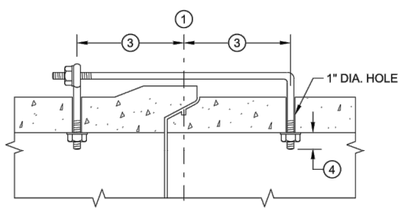
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

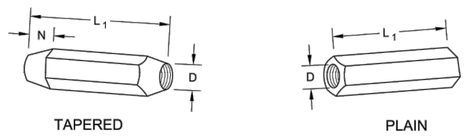
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

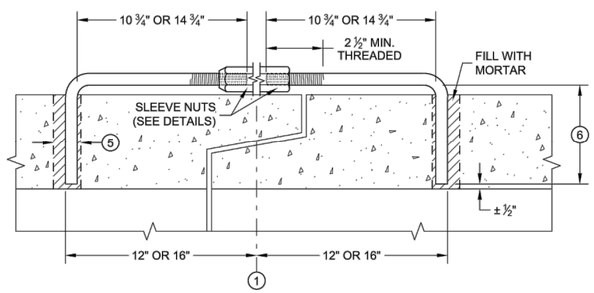
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



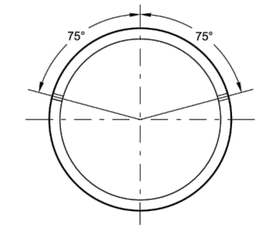
RIGHT AND LEFT THREADS

SLEEVE NUTS



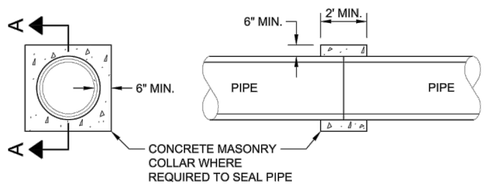
LONGITUDINAL SECTION

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
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

McMAHON ENGINEERING ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
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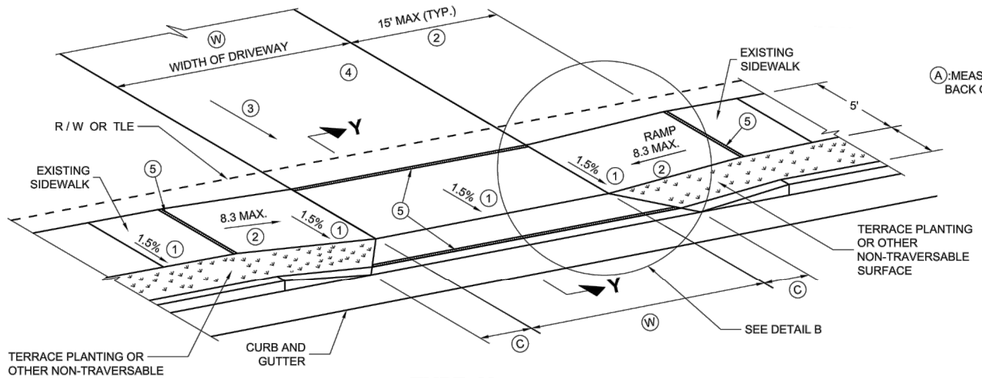
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REVISION | DATE | NO.

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED – | DRAWN –
PROJECT NO. 00006 08-23-00501
DATE JULY 2026
SHEET NO. 30

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Jelinski, W:\PROJECTS\00006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\CTH JJ_CD_WARNER INTERSECTION.dwg, 08, Plot Date: 8/12/2026 2:43 PM, xrefs:none



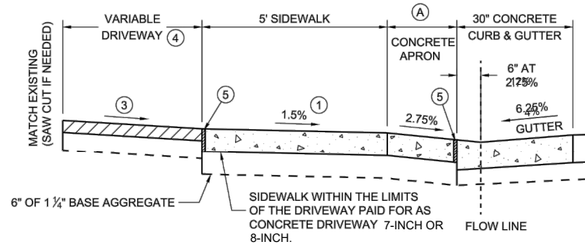
TYPE Y
SIDEWALK WITH VARIABLE TERRACE
TERRACE 8.5' (TYP.)

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

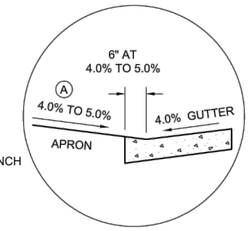
TABLE Y

Ⓐ FEET	Ⓒ FEET
8.5'	3.5'



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)



SECTION Y - Y
4% GUTTER SLOPE

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

1. CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
2. THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
3. DRIVEWAY AND DRIVEWAY APPROACH SLOPES: DESIRABLE MAXIMUM
   12.5% UP AWAY FROM SIDEWALK (SAG)
   DOWN AWAY FROM SIDEWALK (CREST)
   ABSOLUTE MAXIMUM 15%
4. DRIVEWAY TYPES
   * 7-INCH CONCRETE DRIVEWAY OVER 6-INCH BASE AGGREGATE
   8-INCH CONCRETE DRIVEWAY OVER 6-INCH BASE AGGREGATE
   4-INCH ASPHALTIC SURFACE OVER 12-INCH BASE AGGREGATE
   9-INCH BASE AGGREGATE
5. 1/2" EXPANSION JOINT FILLER
6. DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE) /S/ Rodney Taylor
FHWA

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

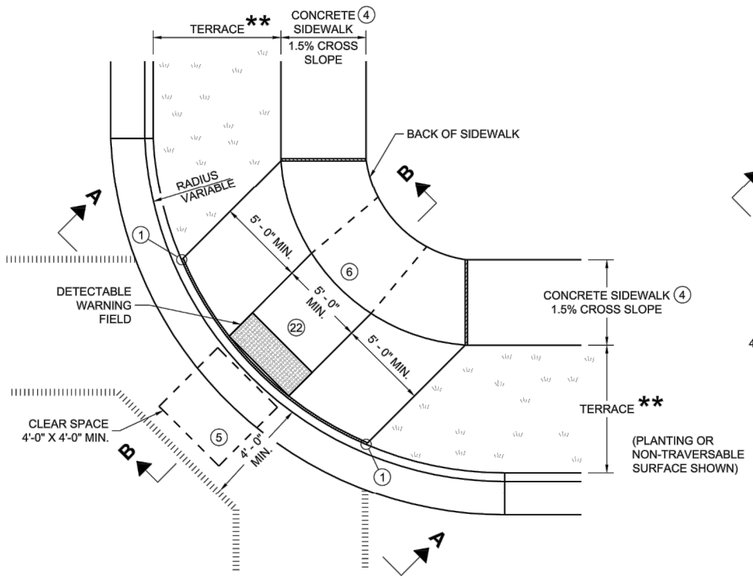
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DATE
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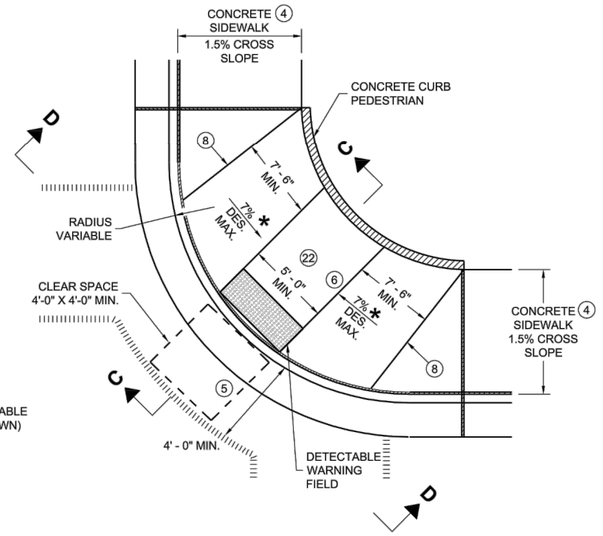
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PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

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

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

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

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

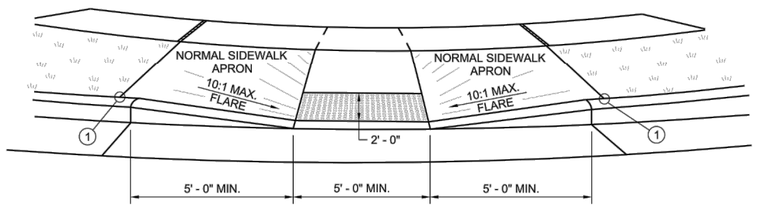
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE

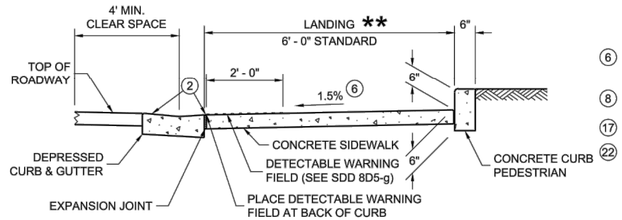
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

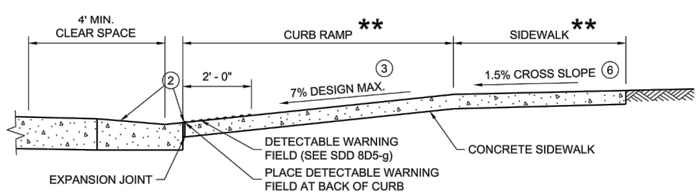
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS



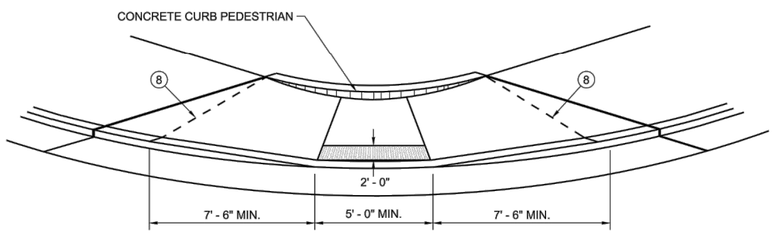
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22a

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1445 McMAHON DRIVE NEENAH, WI 54956
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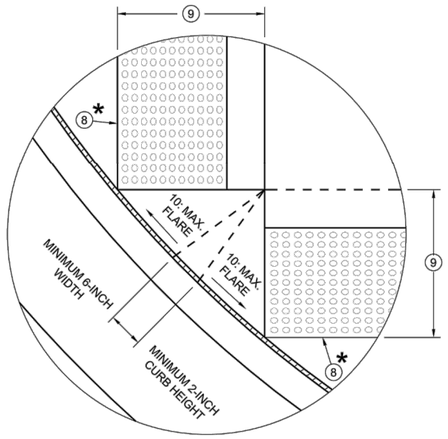
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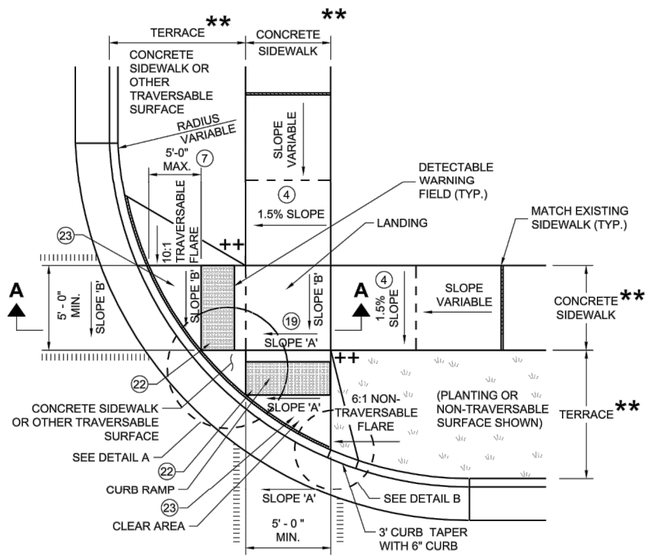
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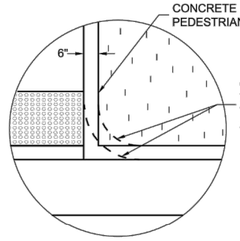
DETAIL A



PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)

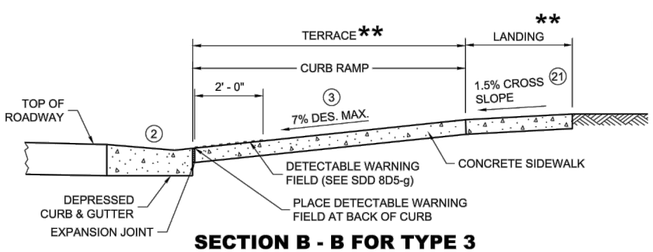


DETAIL B

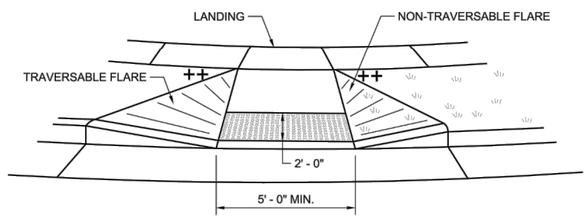
PLAN VIEW

CURB RAMP TYPE 3

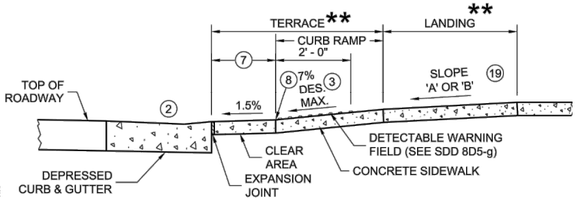
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

GENERAL NOTES

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

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22b

McMAHON ENGINEERING ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
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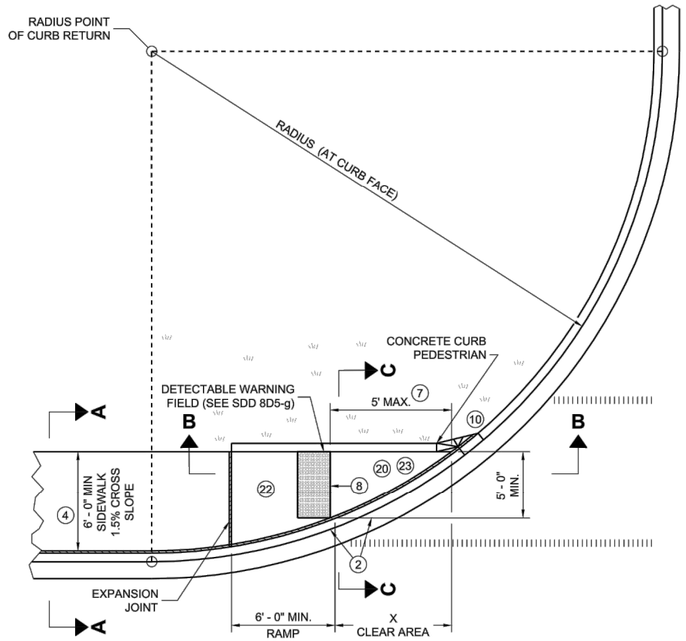
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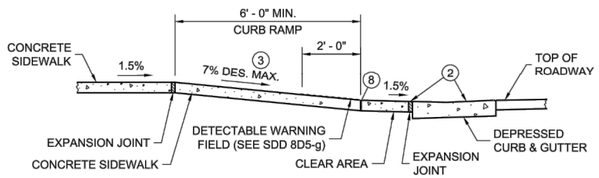
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PLAN VIEW

CURB RAMP TYPE 4A

SECTION C - C FOR TYPE 4A



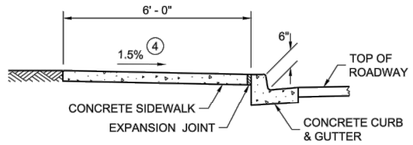
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

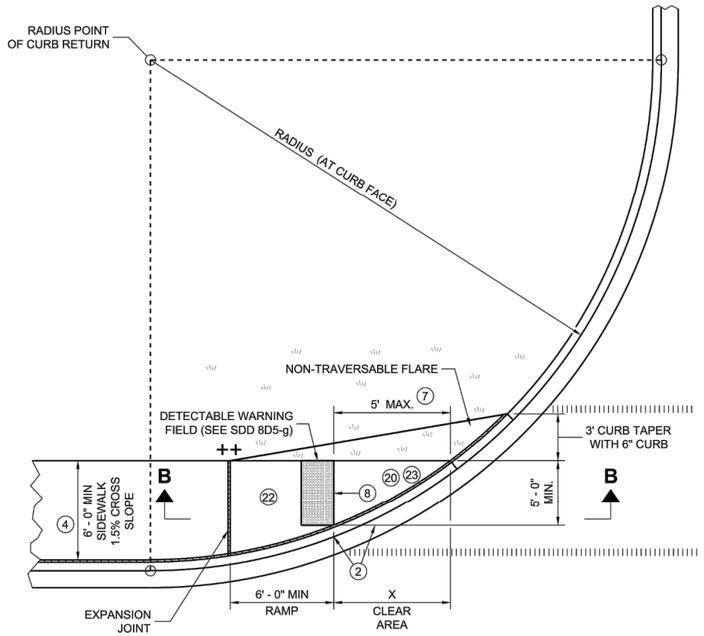
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

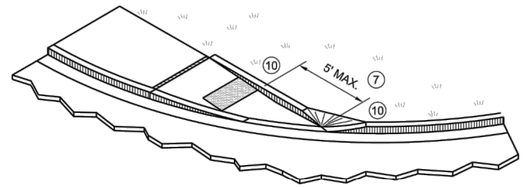
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

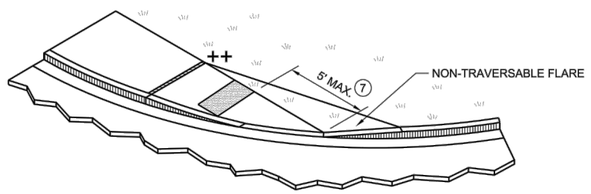


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
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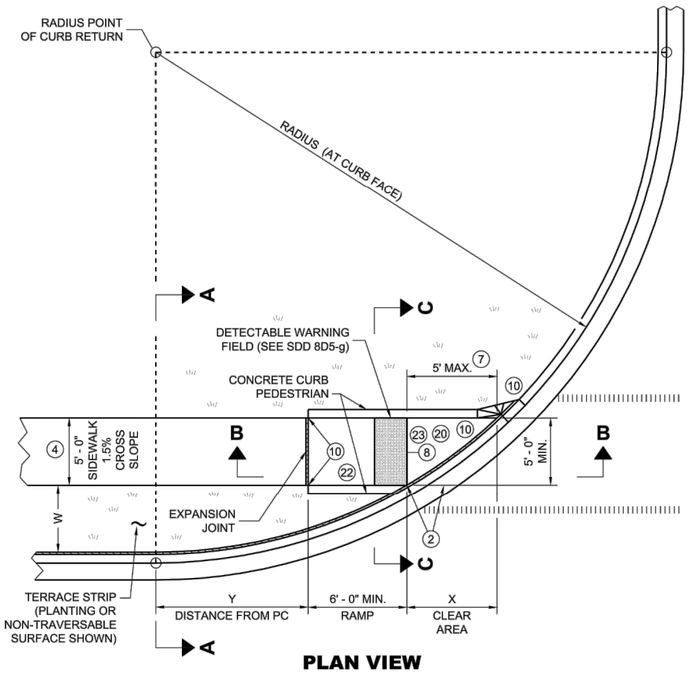
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SHEET NO.
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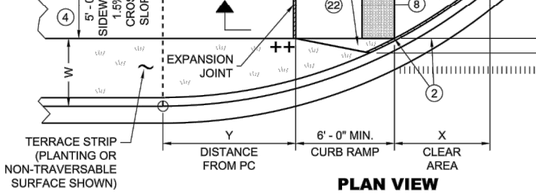
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PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¾"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

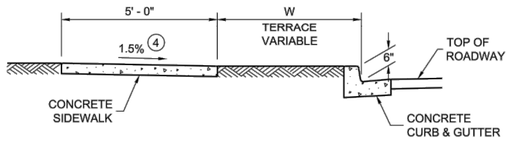
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

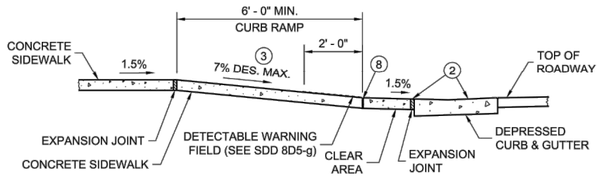
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

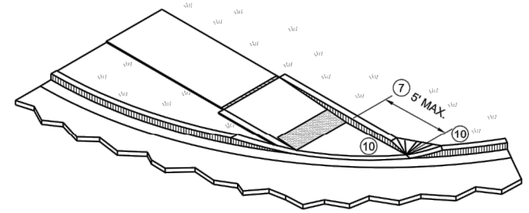


SECTION A - A FOR TYPE 4B

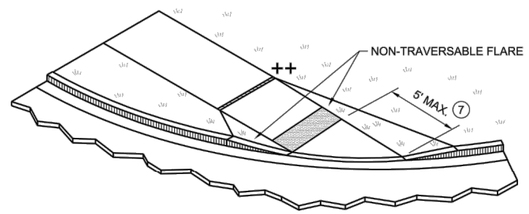


SECTION B - B FOR TYPE 4B AND TYPE 4B1

PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22d

McMAHON ENGINEERS ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO. | DATE | REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

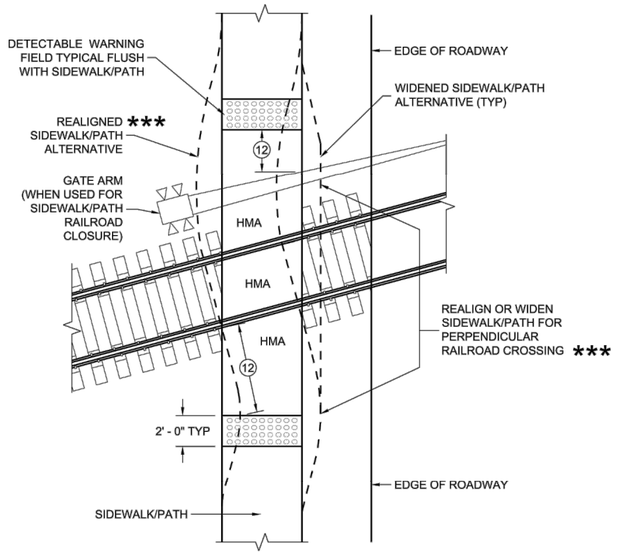
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

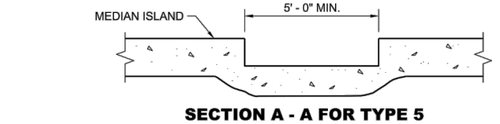
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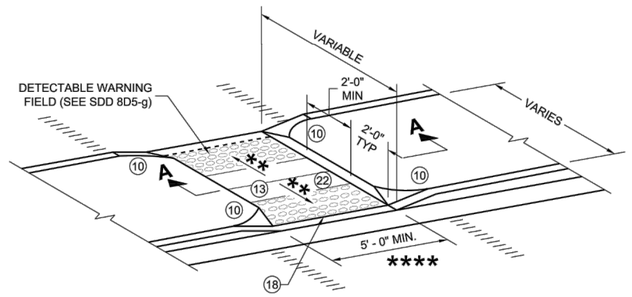


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS

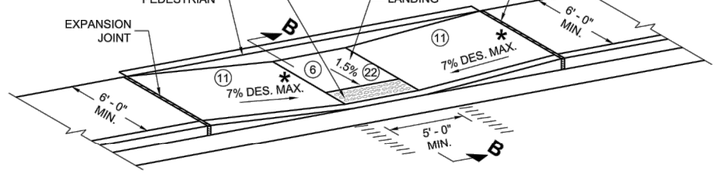


SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



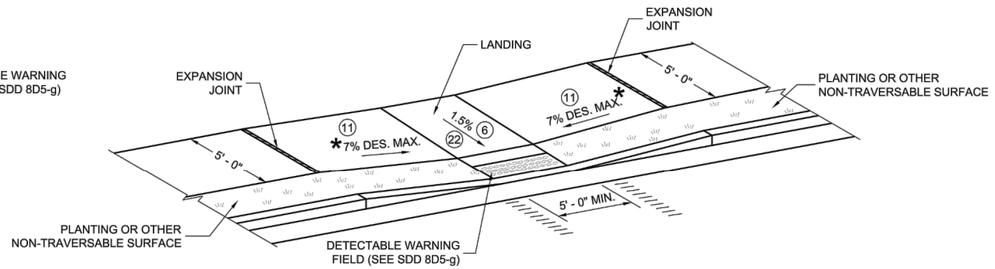
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

GENERAL NOTES

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

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

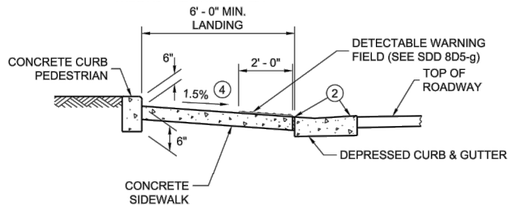
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK



SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22e

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED	DRAWN
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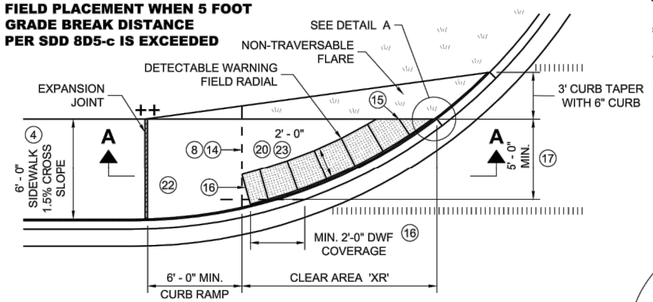
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DATE
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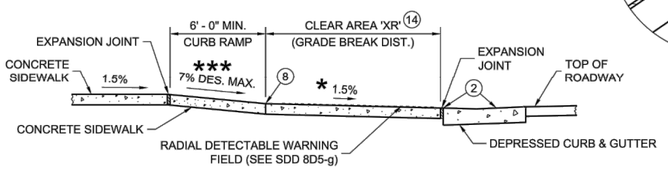
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RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

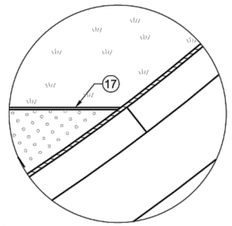


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.3%
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

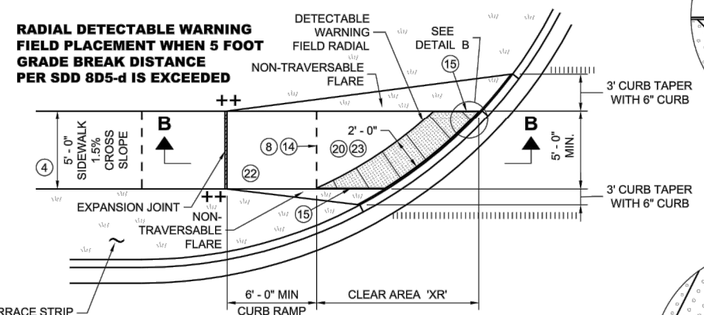
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

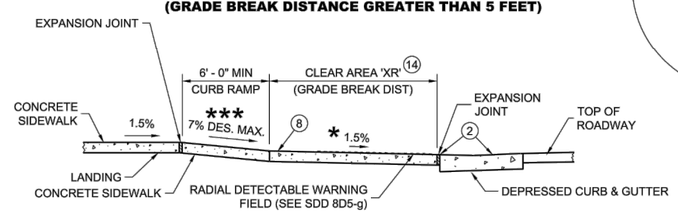
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

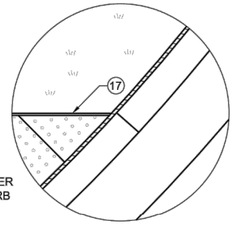


PLAN VIEW

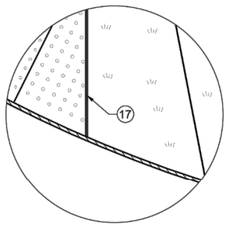
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

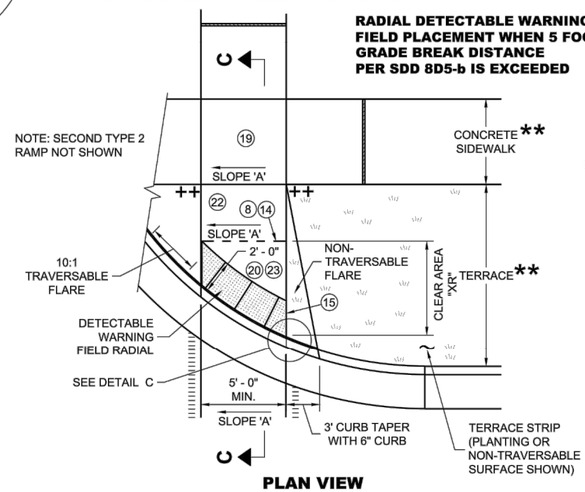


DETAIL B



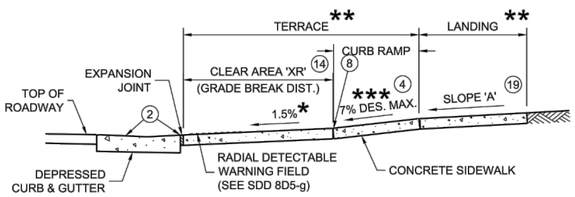
DETAIL C

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2

NOTE: ALL CURB RAMPS SHALL BE CONCRETE SIDEWALK 6-INCH

CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-22f

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

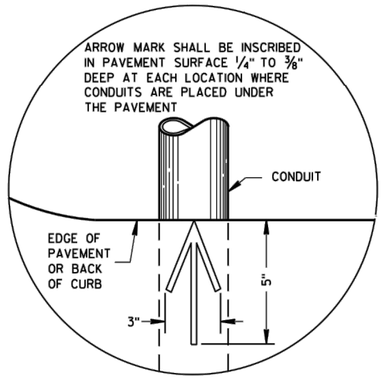
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
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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 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) 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 METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

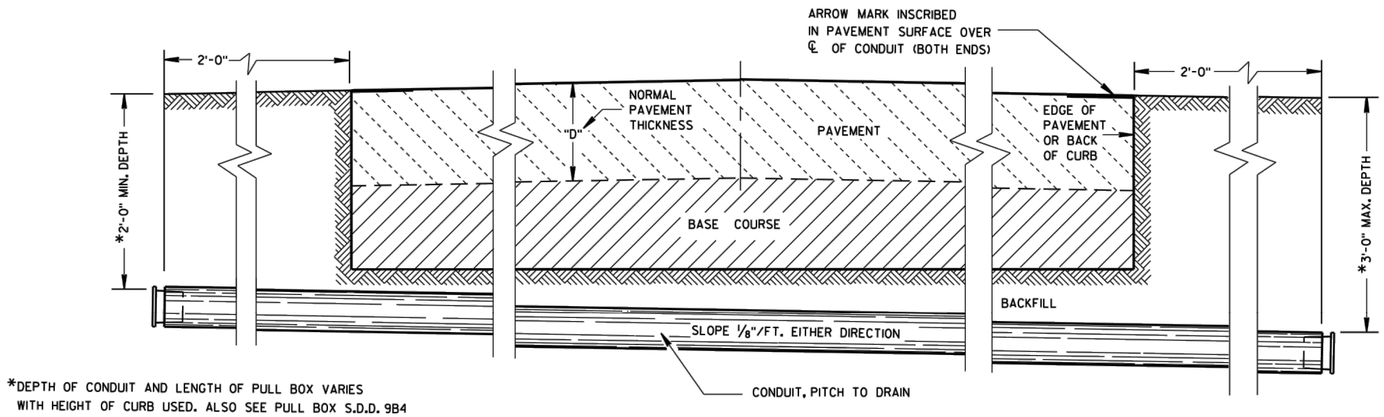
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March, 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER

S.D.D. 9 B 2-10

McMAHON ENGINEERING ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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PROJECT NO.
00006 08-23-00501

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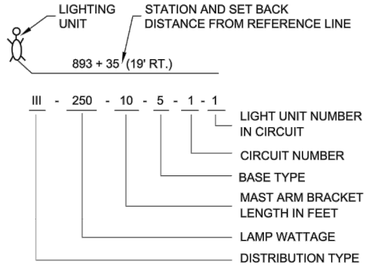
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GENERAL NOTES

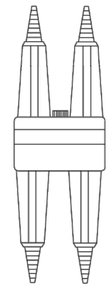
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

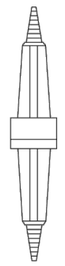
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



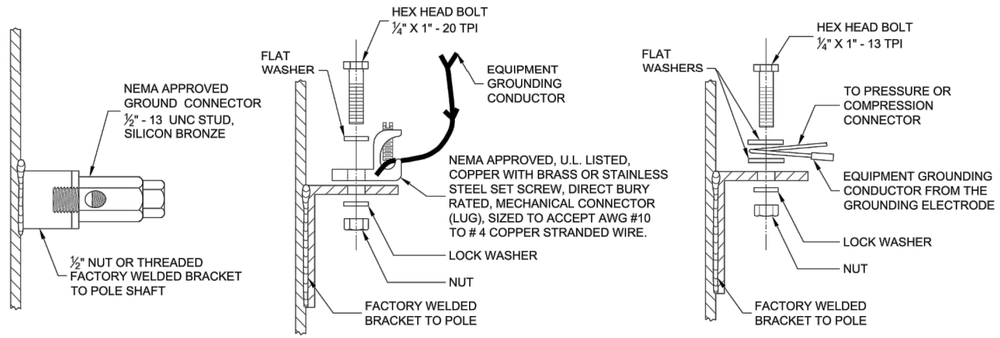
LIGHTING UNIT CODE
(TYPICAL)



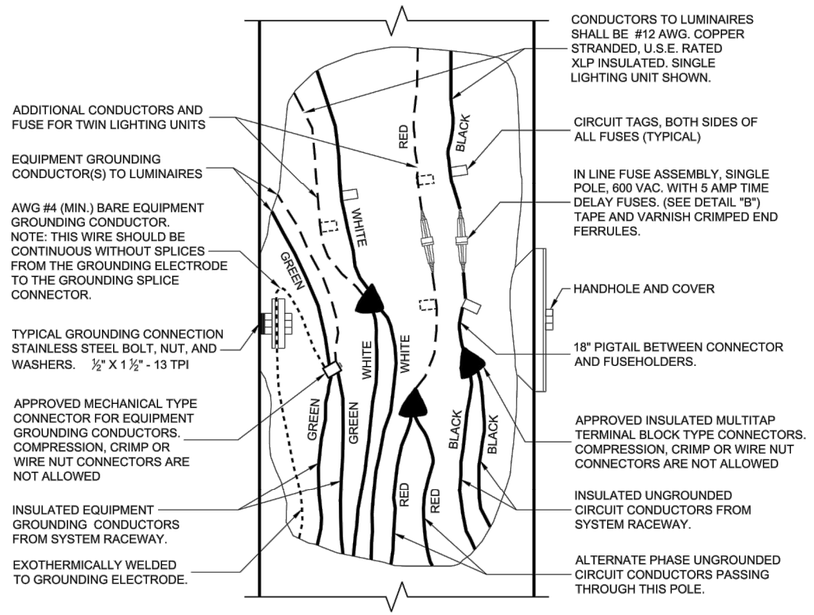
DETAIL "A"
BREAKAWAY
DOUBLE POLE WITH WATERPROOF INSULATING BOOT



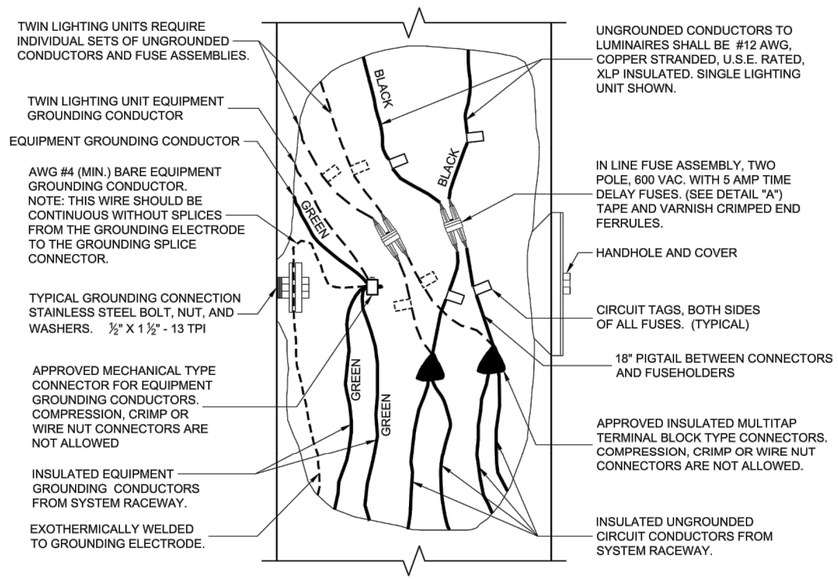
DETAIL "B"
BREAKAWAY
SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER
FHWA

SDD 09E03 - 06

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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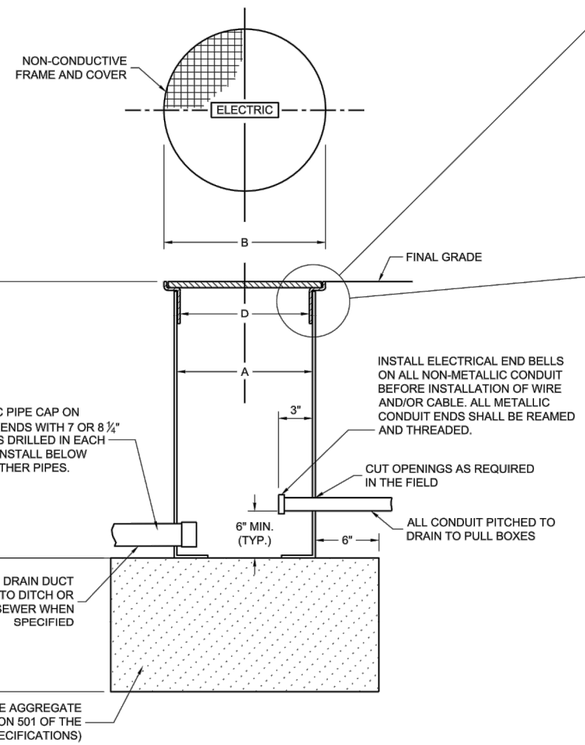
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TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

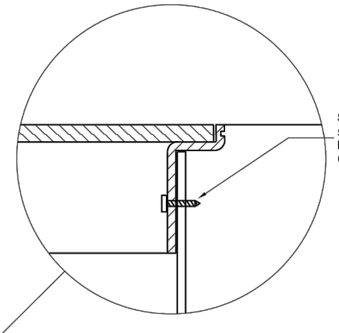
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

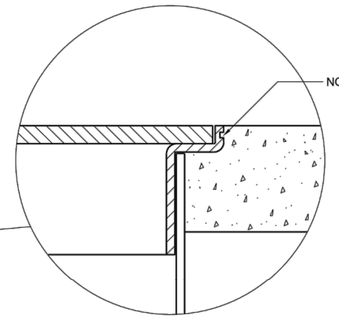
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



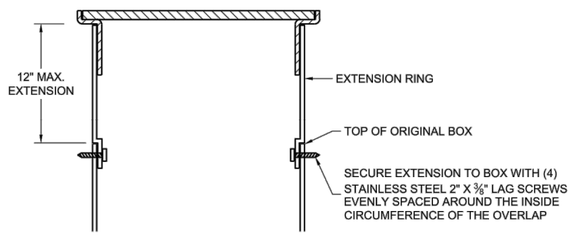
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

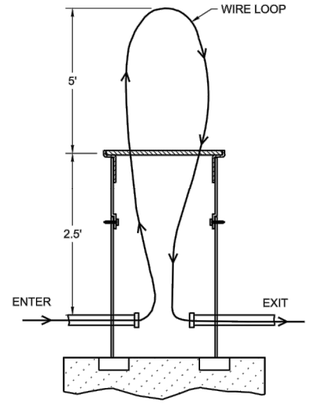
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER
FHWA

SDD 09B16-03

McMAHON ENGINEERS. ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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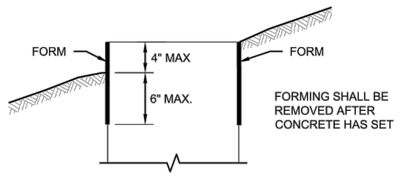
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FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

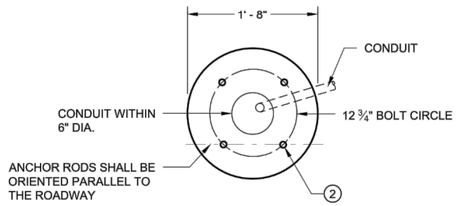
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

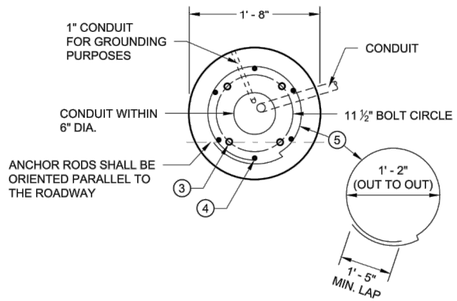
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

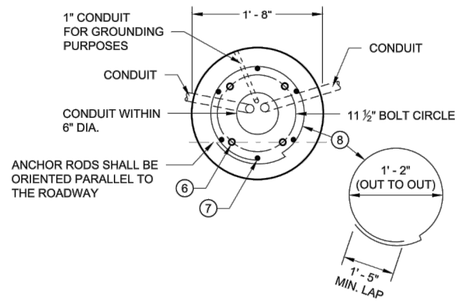
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







① THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

② (4) 1" DIA. X 3' - 6" ANCHOR RODS.

③ (4) 1" DIA. X 5' - 0" ANCHOR RODS.

④ (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

⑤ (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

⑥ (4) 1" DIA. X 3' - 6" ANCHOR RODS.

⑦ (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

⑧ (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

⑨ EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

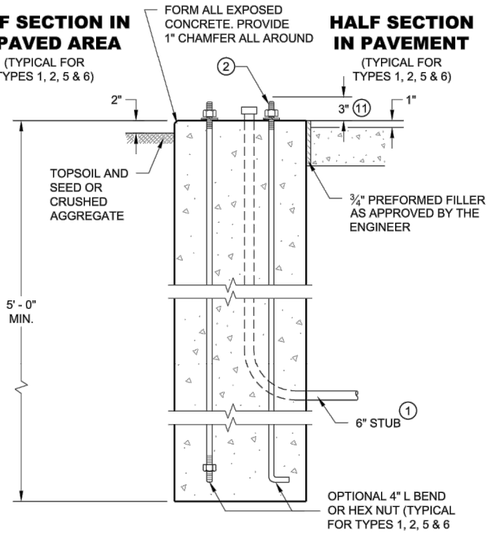
⑩ ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

⑪ ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

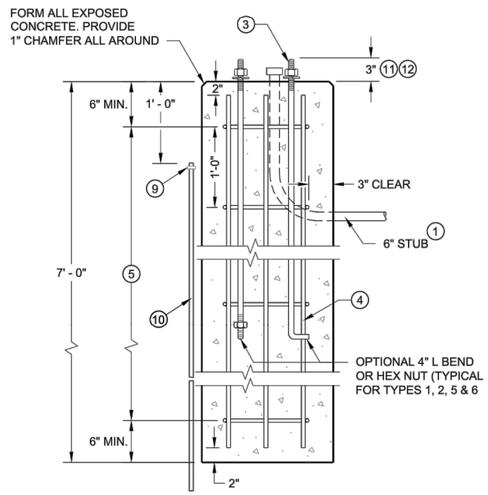
⑫ FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

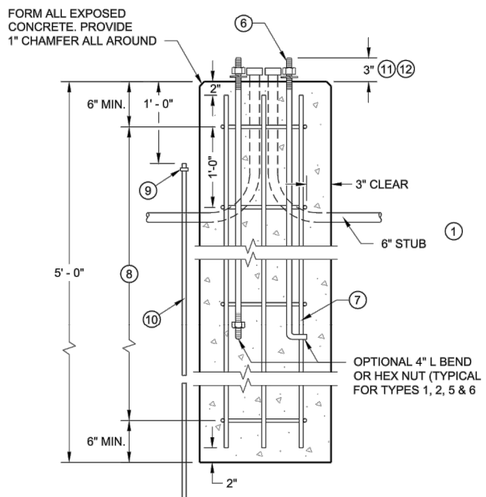
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER
FHWA

SDD 09C02 - 09

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
41

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 ½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

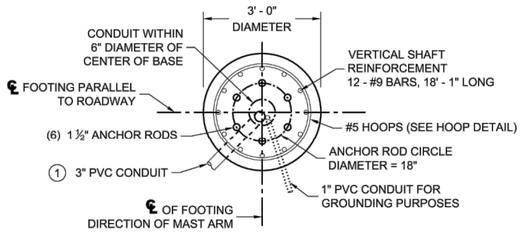
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

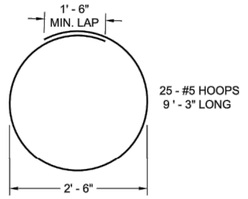
THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

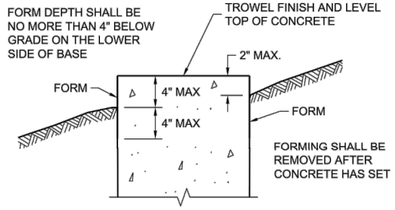
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



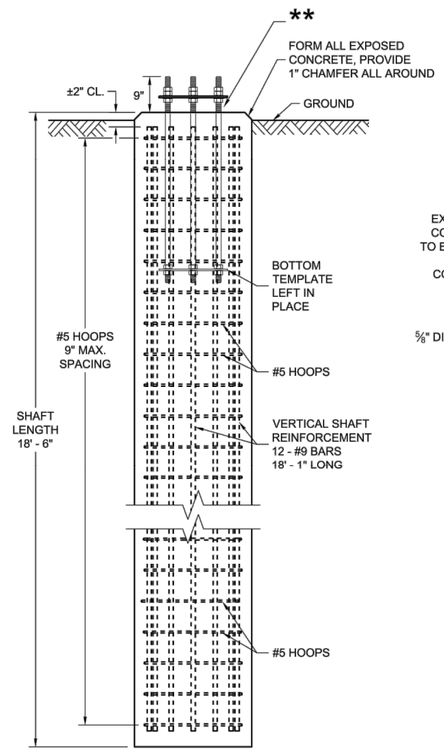
PLAN VIEW



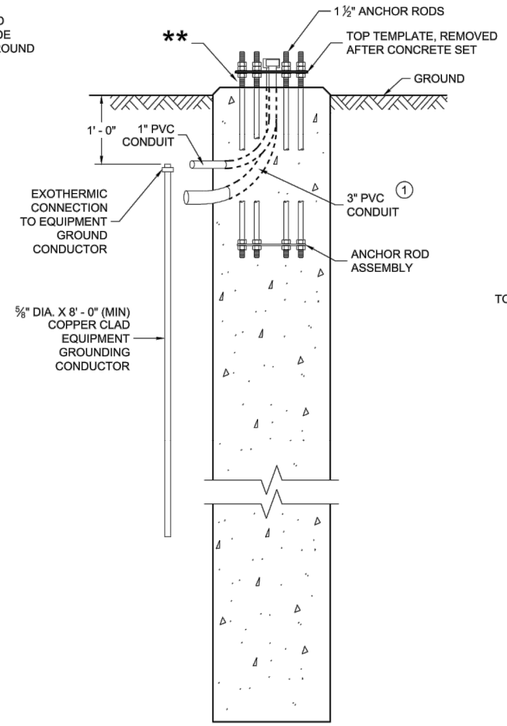
HOOP DETAIL



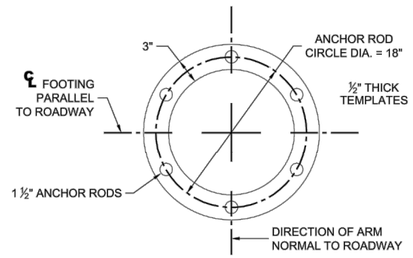
FORMING DETAIL



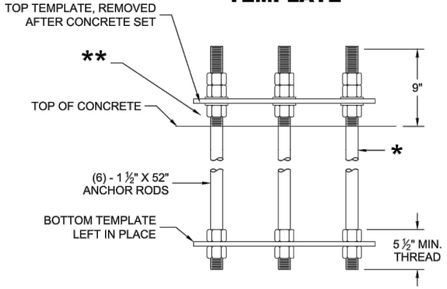
ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



SIDE VIEW
(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)



TOP AND BOTTOM TEMPLATE



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

** RODENT PROTECTION REQUIRED

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES AND OVER HEIGHT (OH) POLES)

CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 10 SPECIAL	SDD 09C15-03
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE /S/ Alex Crabtree WIND LOADED STRUCTURES PROGRAM LEADER	
FHWA	

McMAHON ENGINEERING ARCHITECT
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

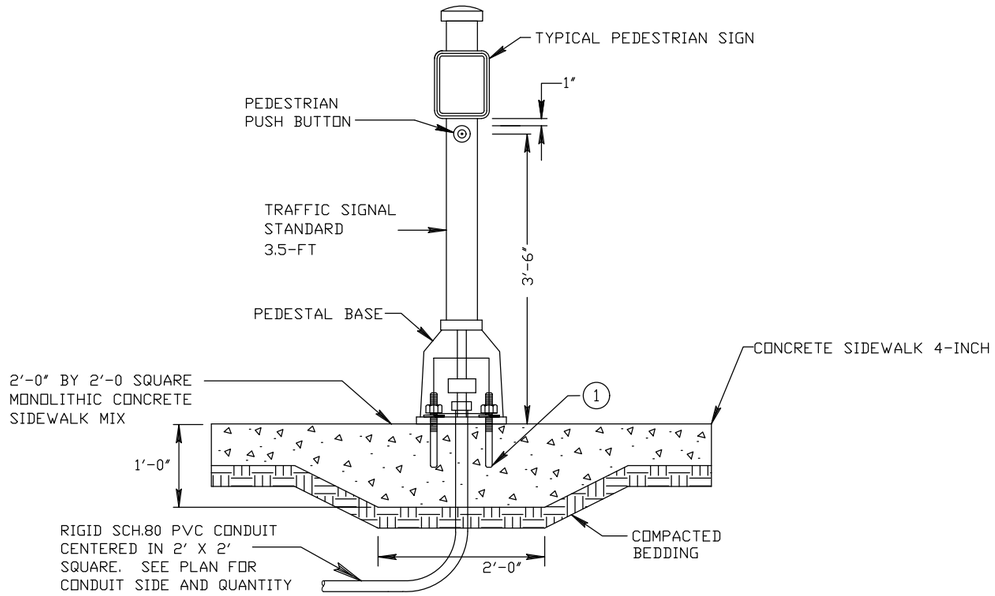
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
42

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(1) 5/8" (UNC) X 7 1/2" STAINLESS STEEL ANCHOR RODS. DRILL FOUR 3/4" HOLES BY 6" DEEP. INSERT FOUR ANCHOR RODS USING TWO-PART EPOXY MIX. VERIFY BOLT CIRCLE WITH PEDESTAL BASE MANUFACTURER.

APS PUSH BUTTON STATION
MONOLITHIC
(INTEGRAL TO SIDEWALK)

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
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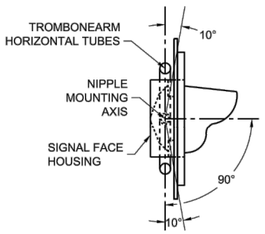
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
43

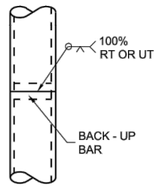
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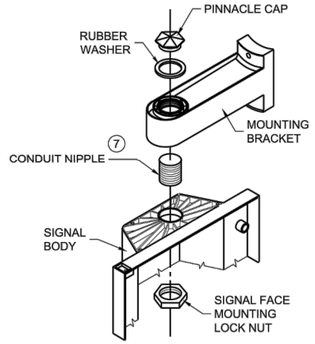
SECTION A-A
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X⅜" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE.

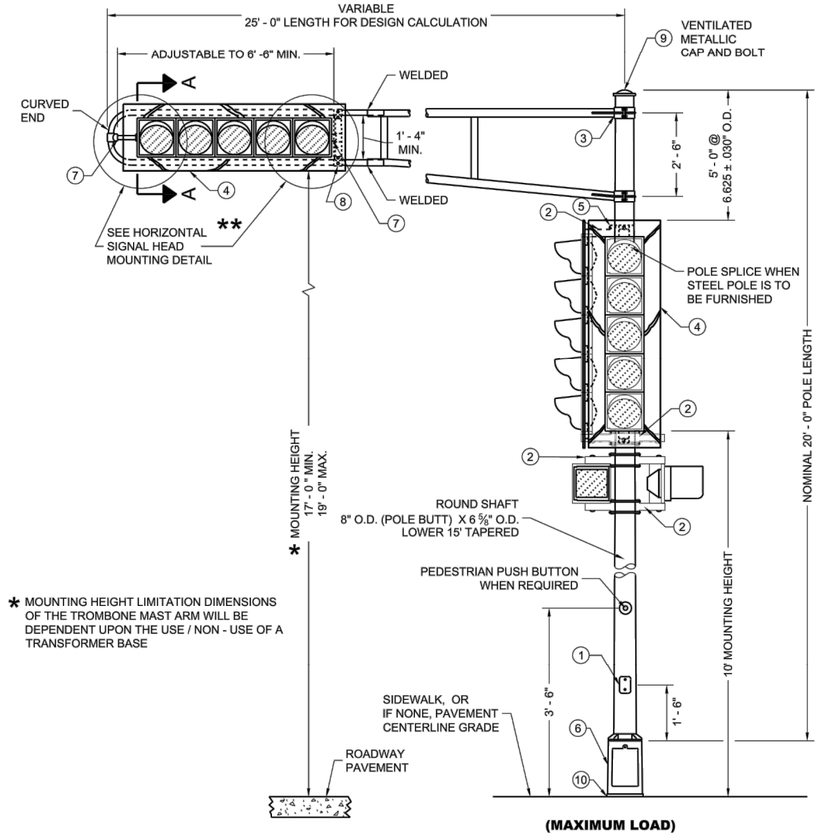
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

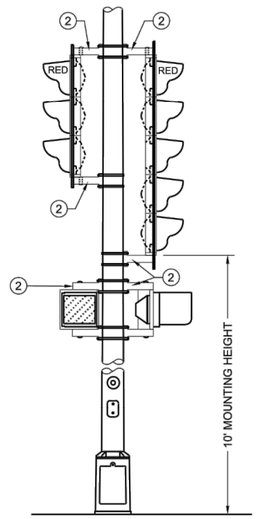
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

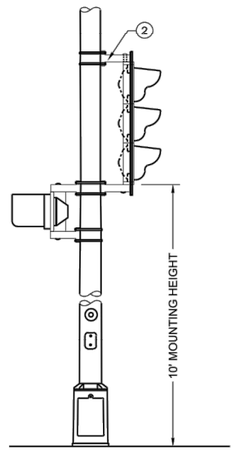


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

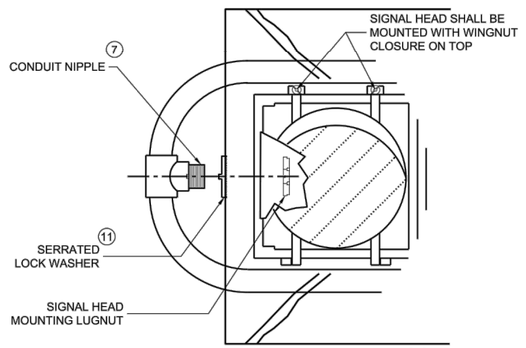
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E01-17a

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

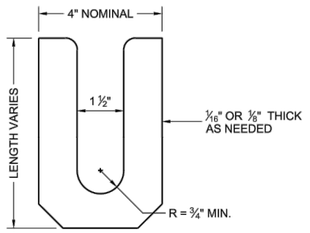
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PROJECT NO.
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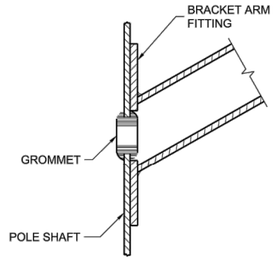
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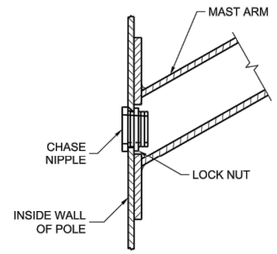


①

LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

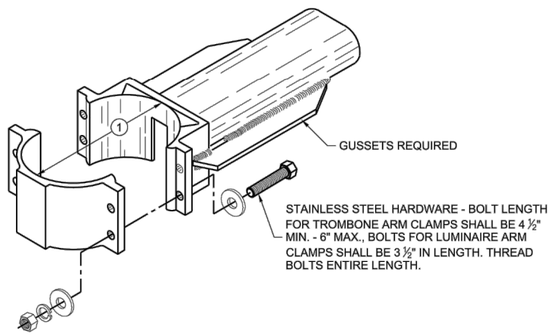
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

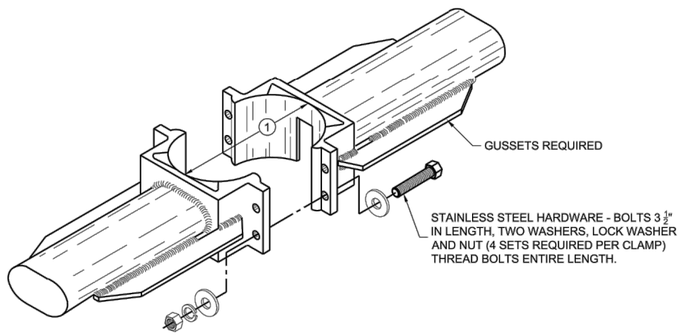
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

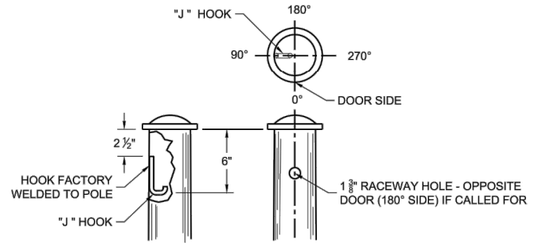
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



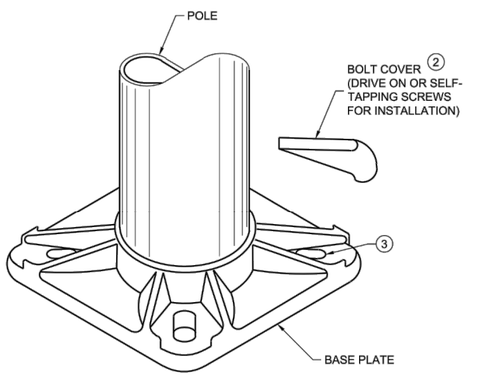
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



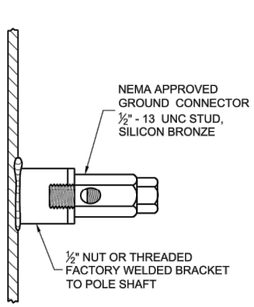
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

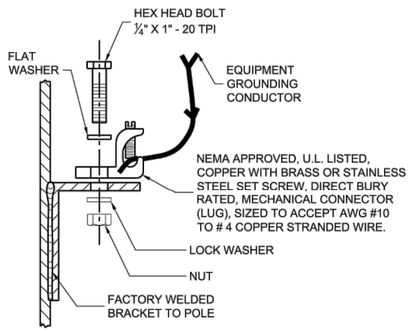


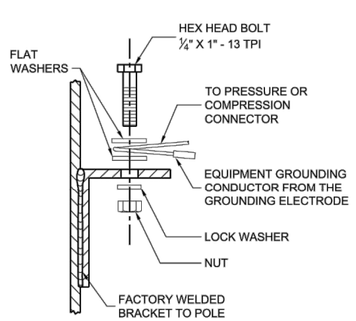
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER
FHWA

SDD 09E01-17g

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

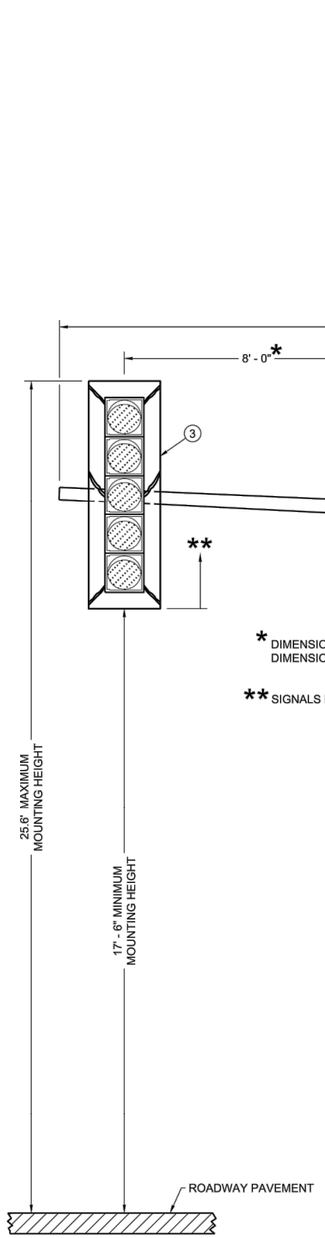
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PROJECT NO.
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DATE
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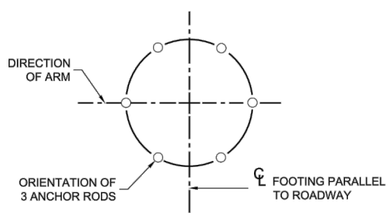
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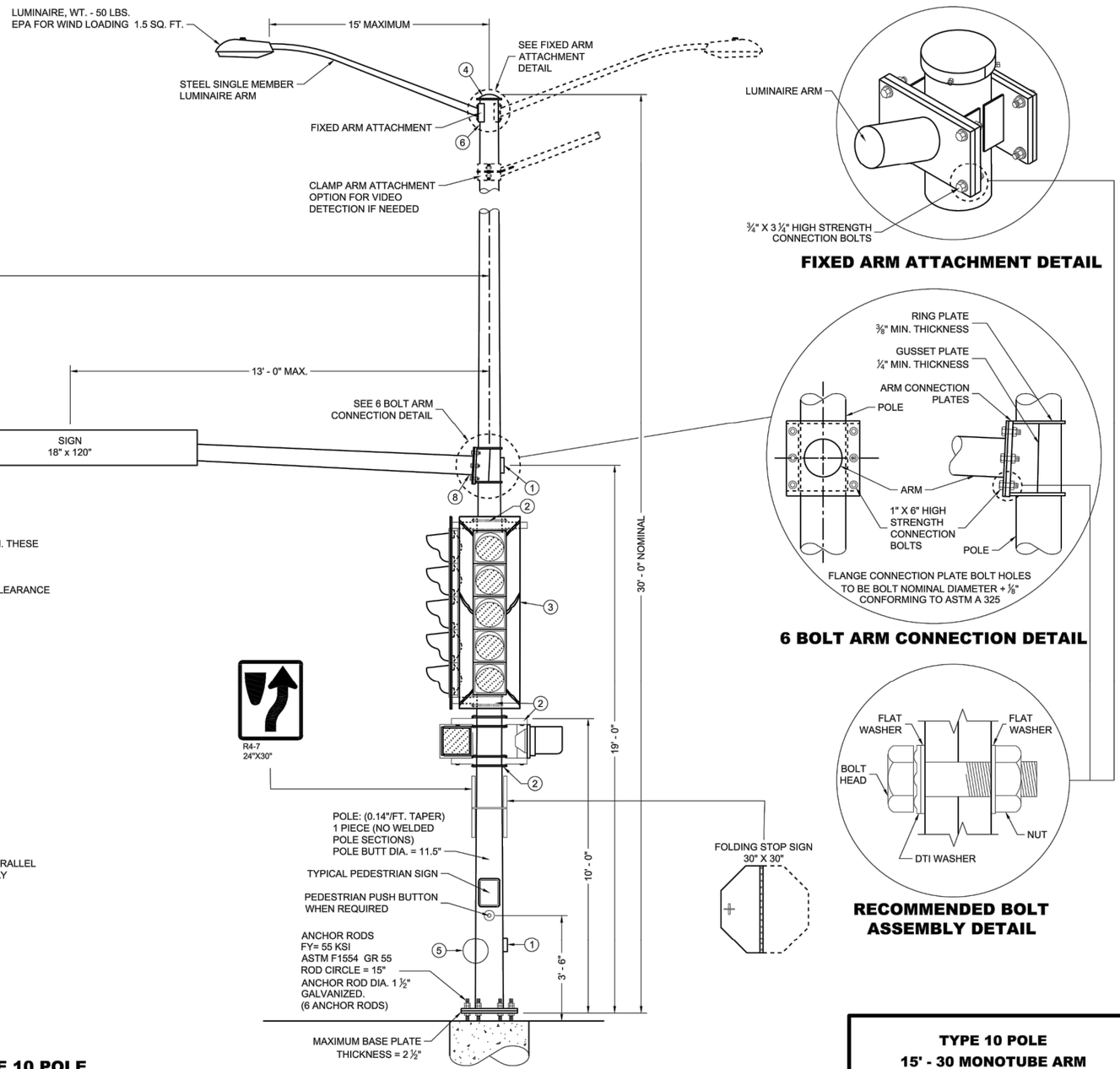


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



ANCHOR ROD LOCATION



TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

FIXED ARM ATTACHMENT DETAIL

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30 MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E08-11e

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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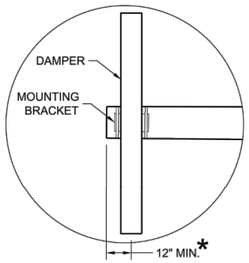
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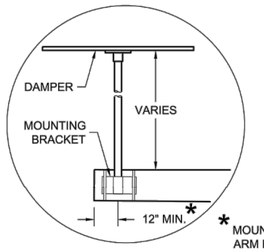
DATE
JULY 2026

SHEET NO.
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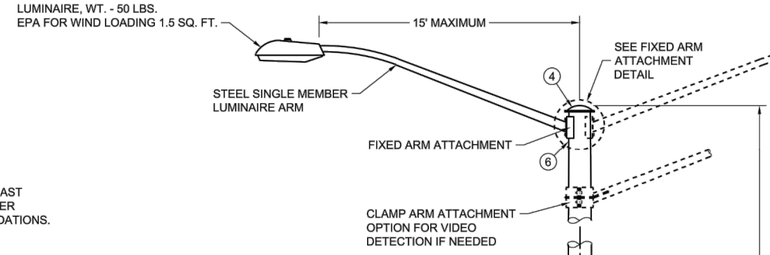


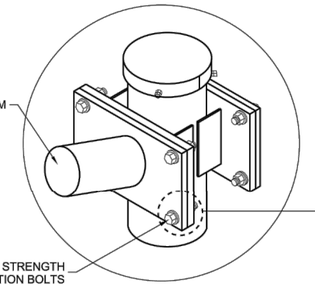
DUMBBELL VIBRATION DAMPER



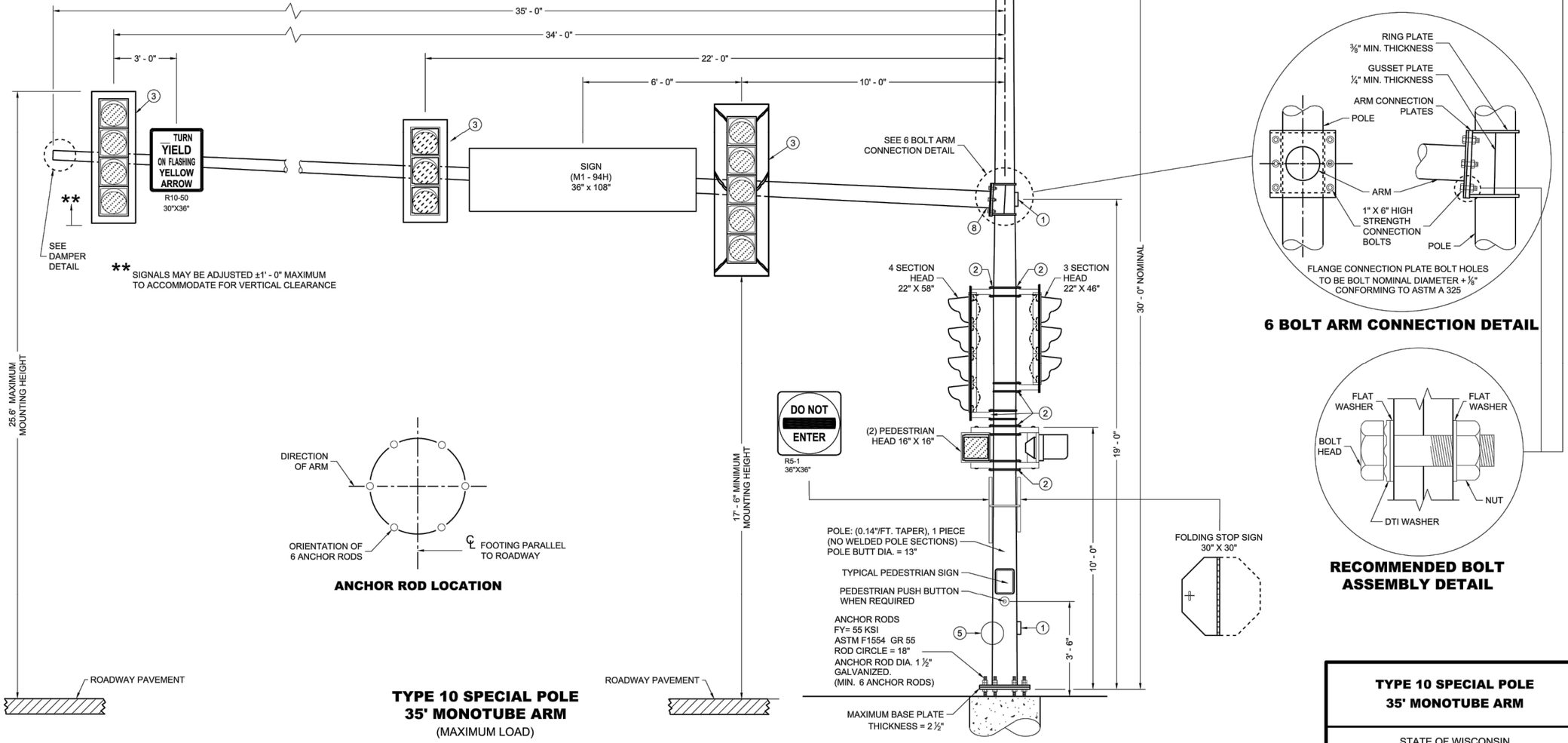
FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.





FIXED ARM ATTACHMENT DETAIL



ANCHOR ROD LOCATION

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
35' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E08-11f

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ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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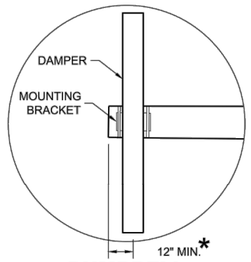
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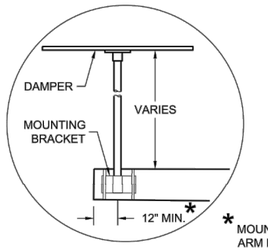
DATE
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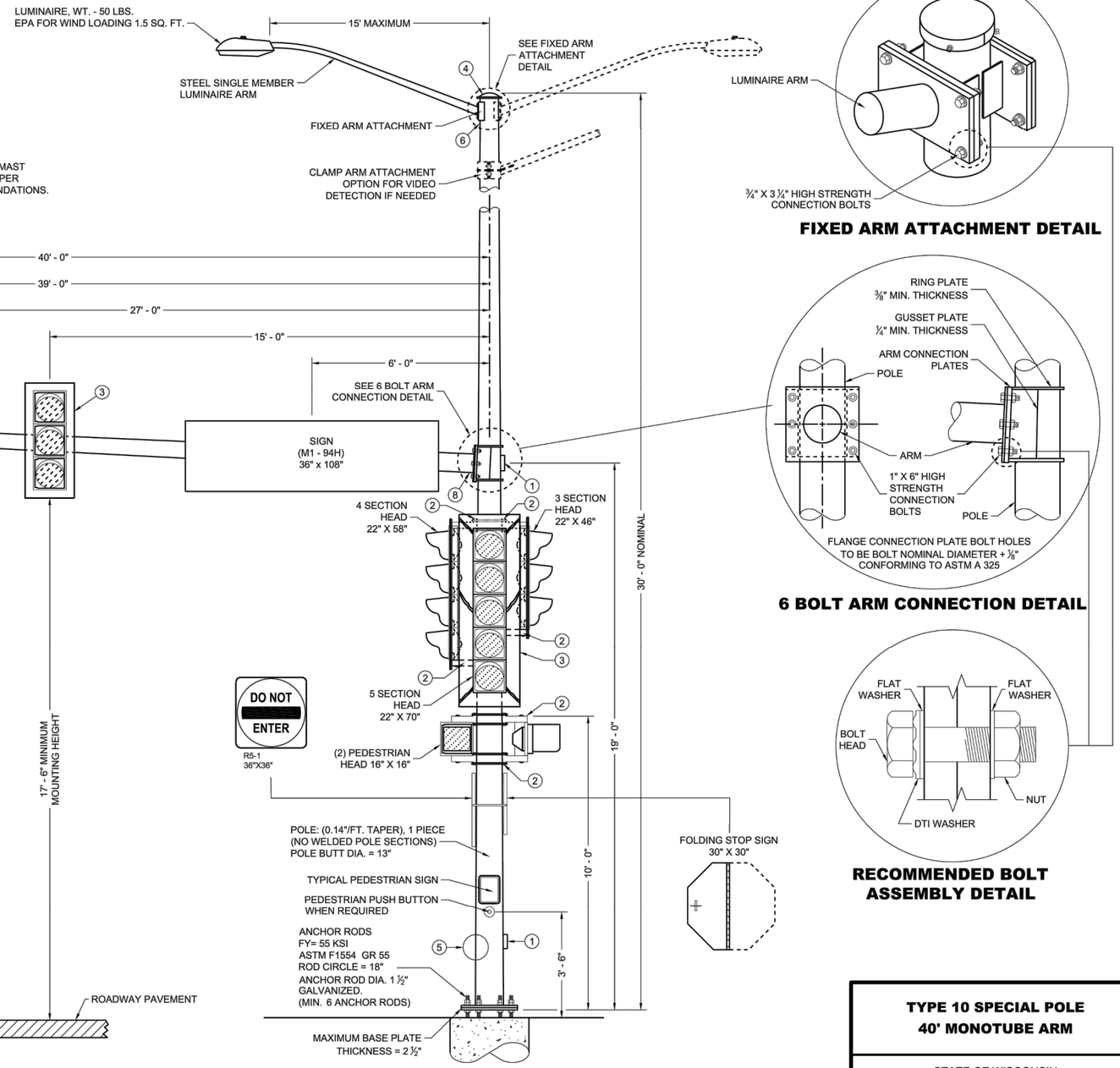


DUMBBELL VIBRATION DAMPER

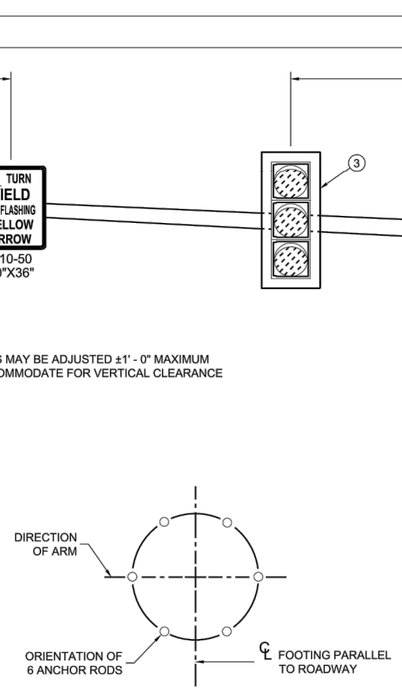


FLAT VIBRATION DAMPER

* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.



TYPE 10 SPECIAL POLE
40' MONOTUBE ARM
(MAXIMUM LOAD)



ANCHOR ROD LOCATION

FIXED ARM ATTACHMENT DETAIL

6 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 09E08-11g

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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DATE
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GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

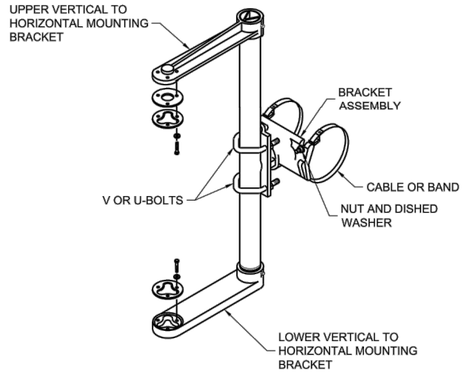
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

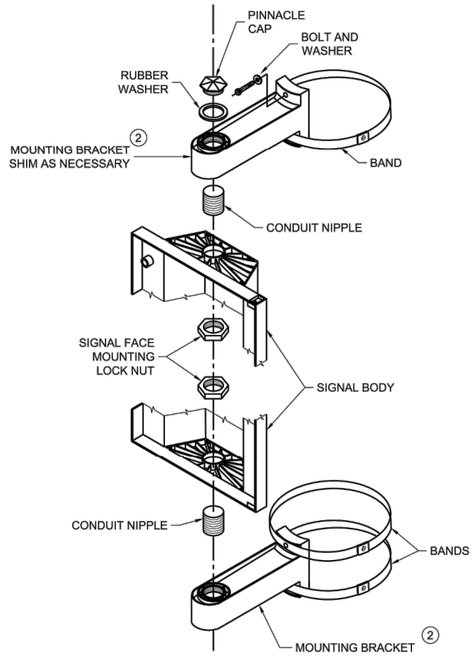
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

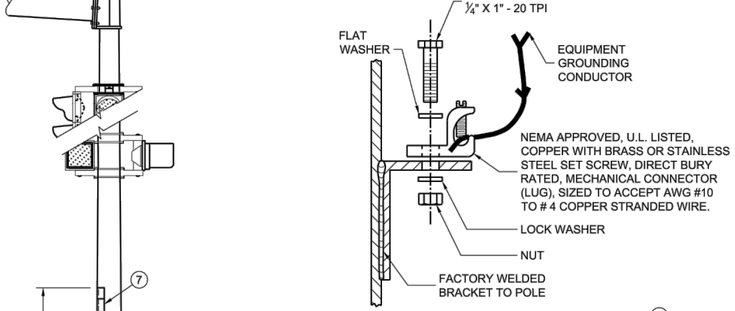
(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



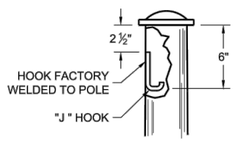
SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM
(MOUNT PER MANFACTURER'S RECOMMENDATION)



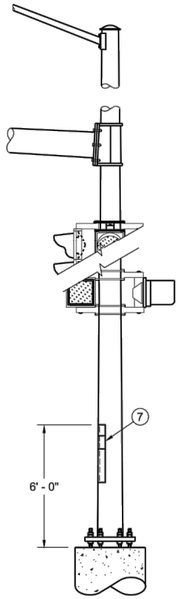
SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL GROUNDING (5) CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



TYPICAL "J" HOOK (6) WIRE SUPPORT



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

SDD 09E08-11k

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1445 McMAHON DRIVE NEENAH, WI 54956
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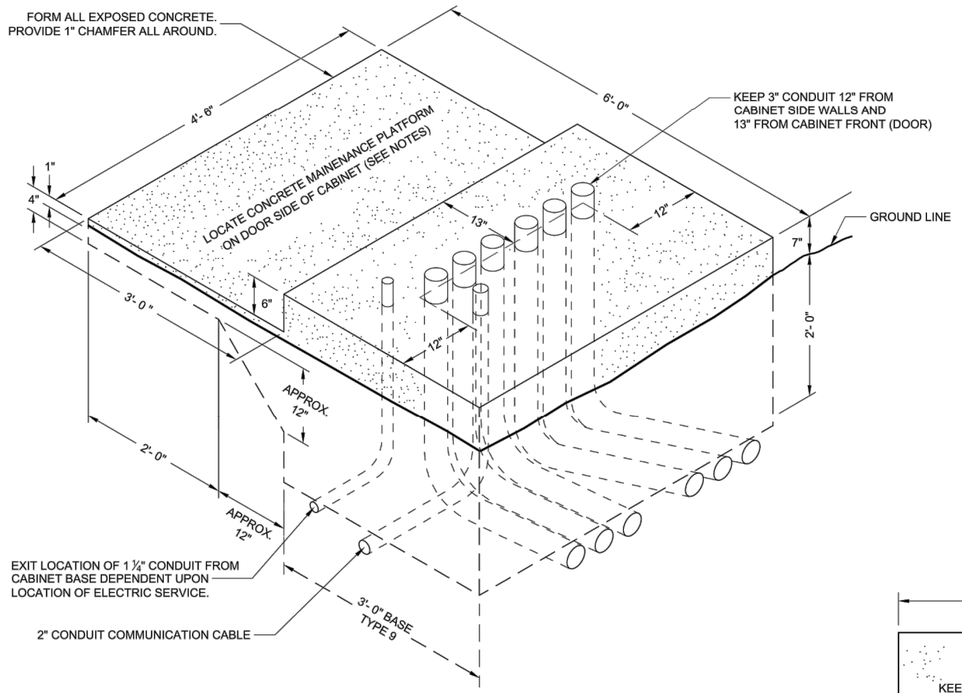
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49

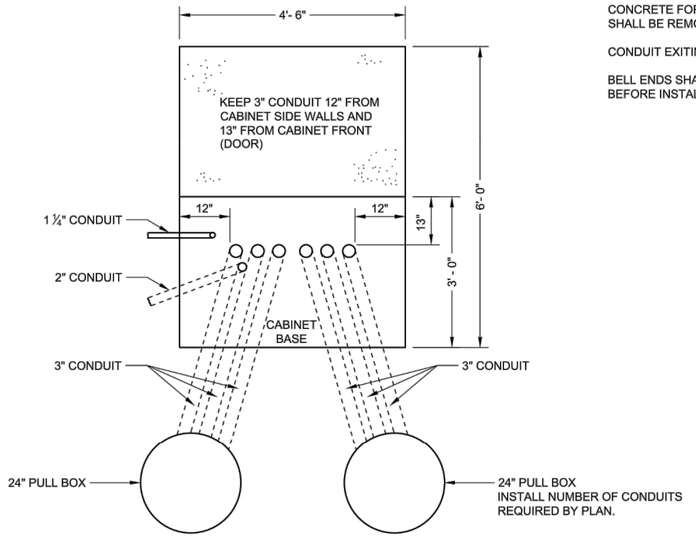
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ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NON - METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U. L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON - METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGINEER

FHWA

SDD 09C06 - 07

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

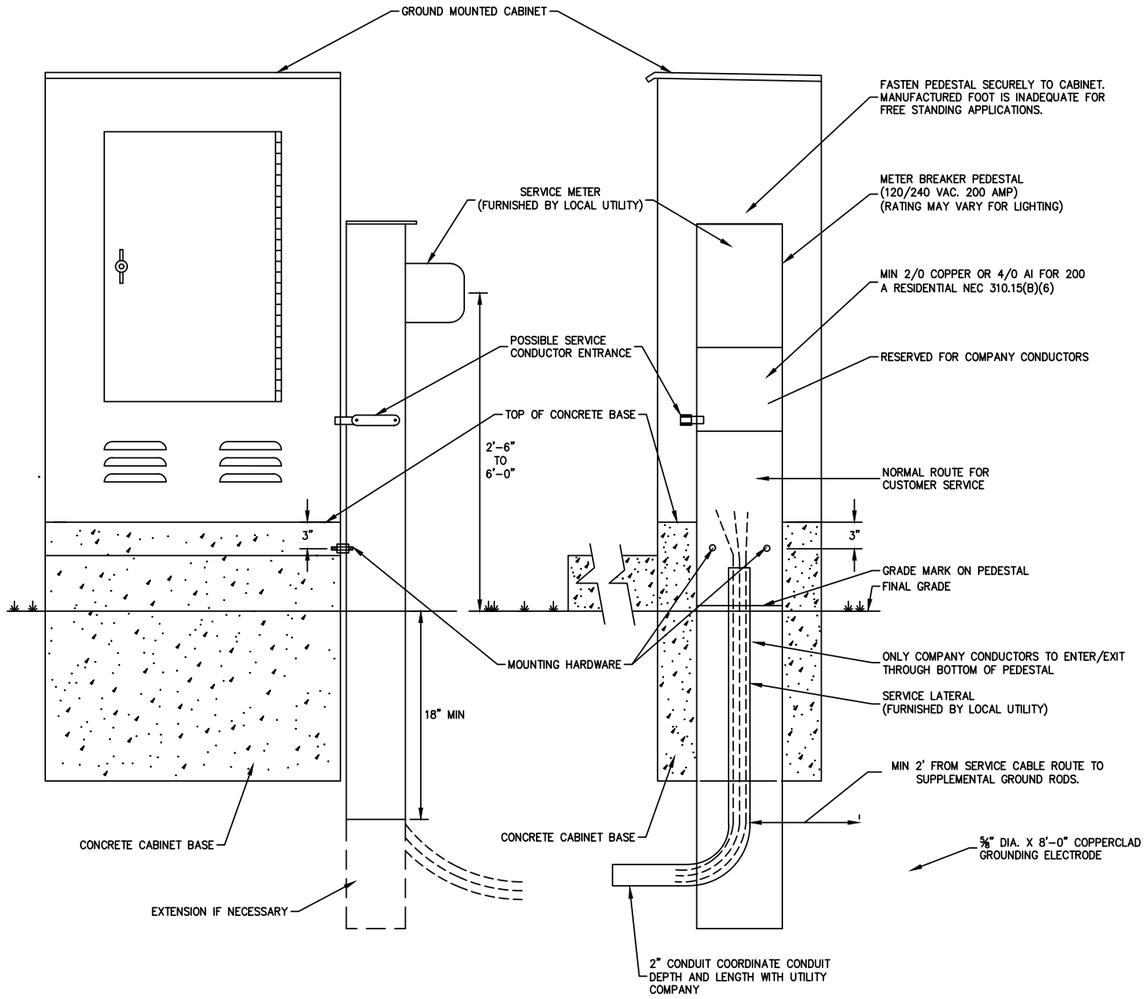
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
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TYPICAL CABINET SERVICE INSTALLATION

Notes:
1. The pedestal cannot be used for other customer wires such as a feeder out to the garage (NEC 230.7).
2. All meter pedestals must be ringless, have minimum of horn bypass, be sealable, and be UL-listed.
3. Only pedestals are allowed for underground because of frost heave problems.

Possible acceptable catalog numbers. Extension only needed if required for height reasons.

Milbank	U3358-0-KK	Ext. K5800 (15")
Schneider Electric	UHT-RP2423-63	Ext. 1007680 (18") or 1008786 (30")
Cutler Hammer	UHT-RP2423-63-CH	ext. 1007680-CH (18") or 1008786-CH (30")
Midwest	UHT-RP2423-63-MEP	Ext. 1007680-MEP (18") or 1008786-MEP (30")
Landis & Gyr (Siemens)	UAP317-PPWI	Ext. 5007718
Durham	UHT-RP2423-63	ext. 1007680 (18") or 1008786 (30")

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENT MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INS PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULE AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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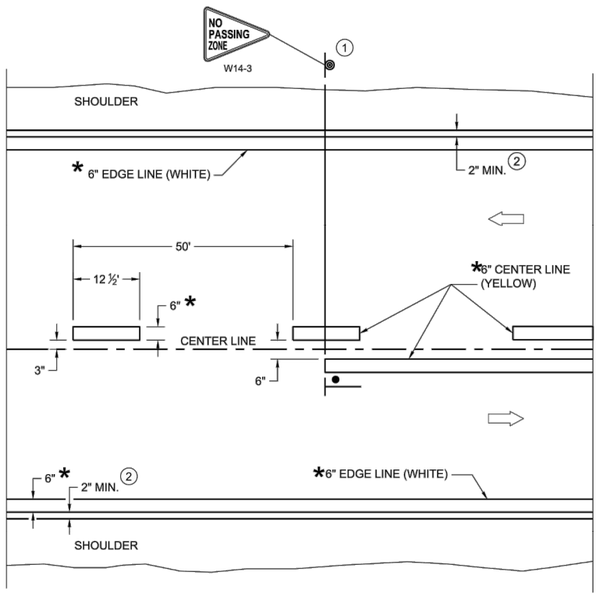
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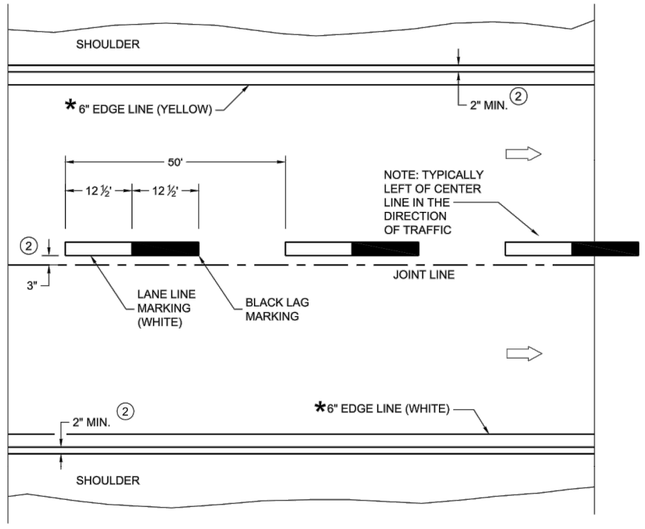
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*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

SDD 15C08-24a

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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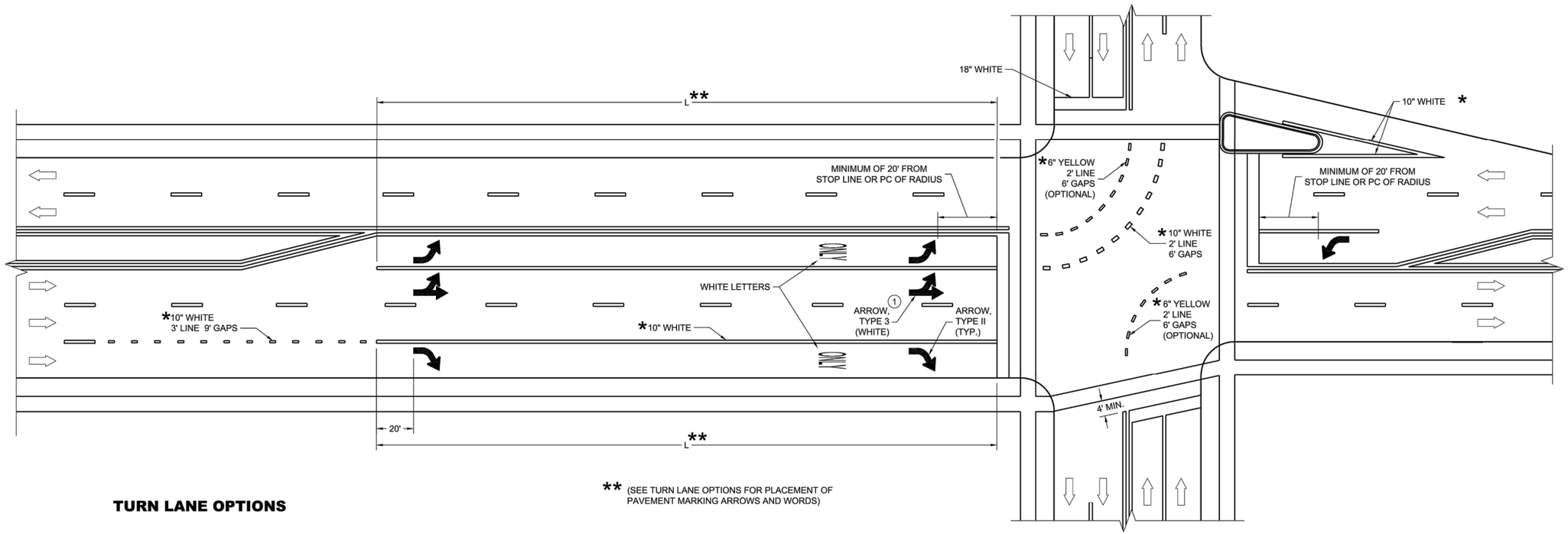
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

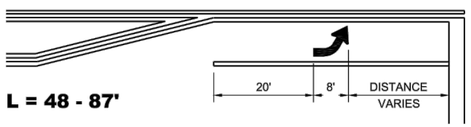
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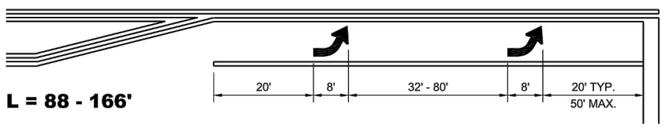
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

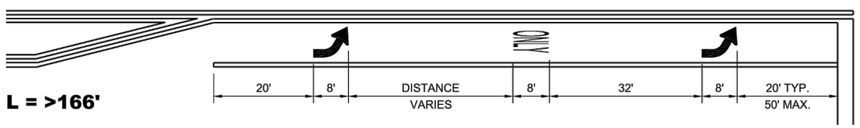
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08-24d

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McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

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DATE
JULY 2026

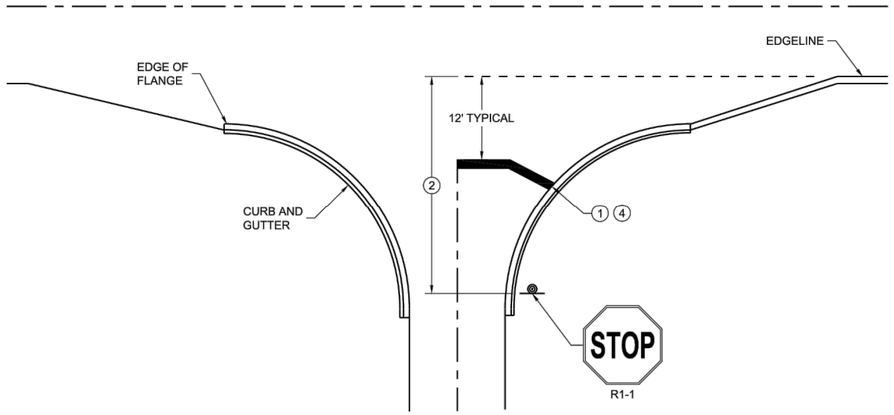
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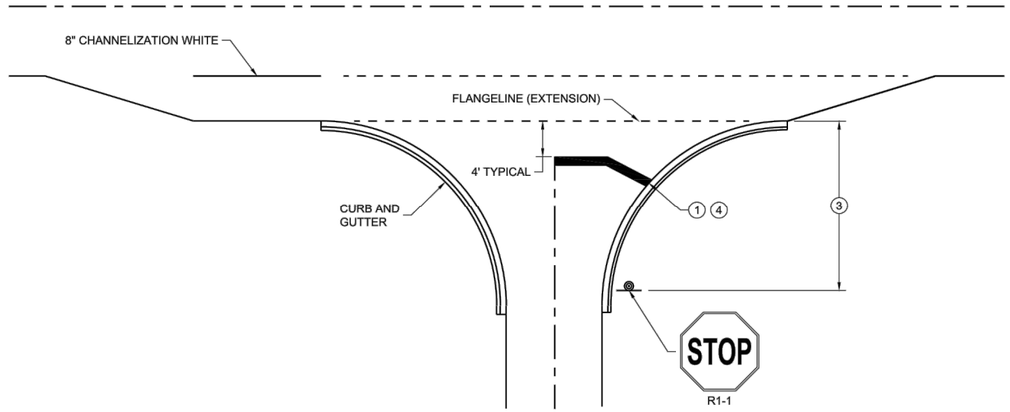
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

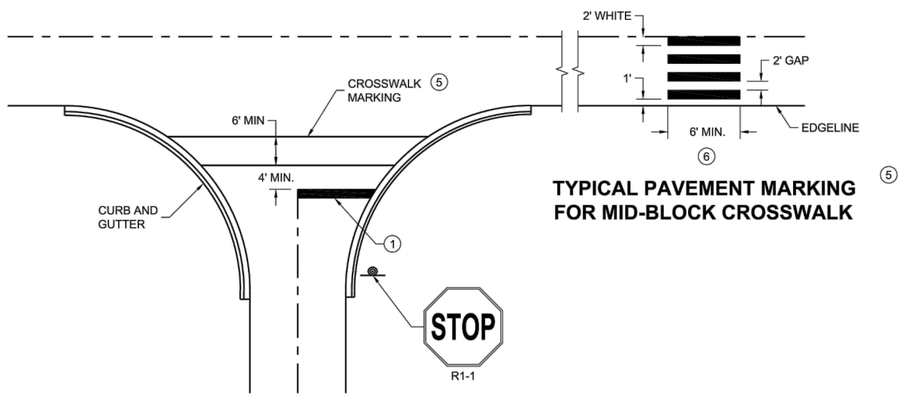
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

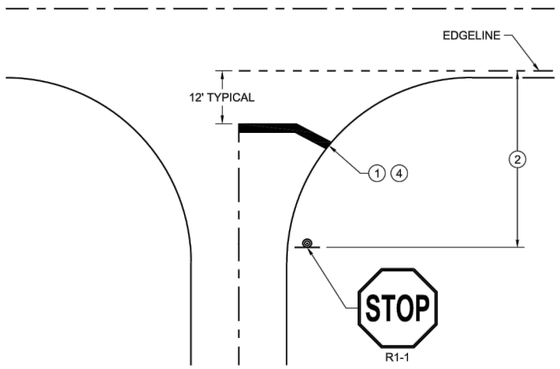


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

SDD 15C33-05

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

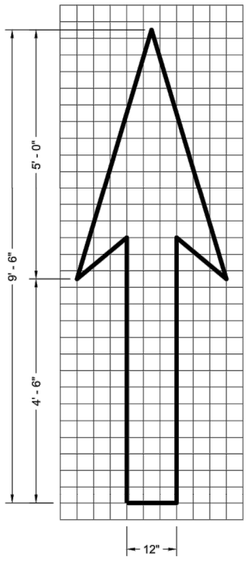
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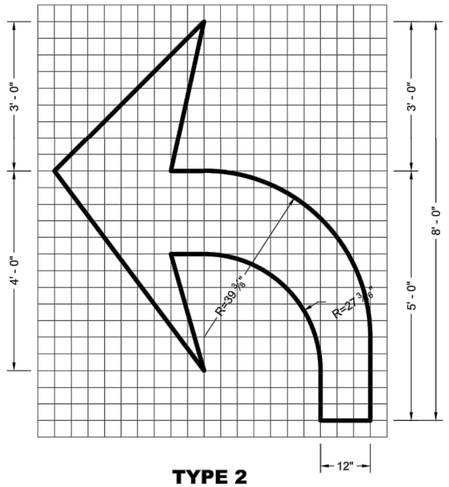
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JULY 2026

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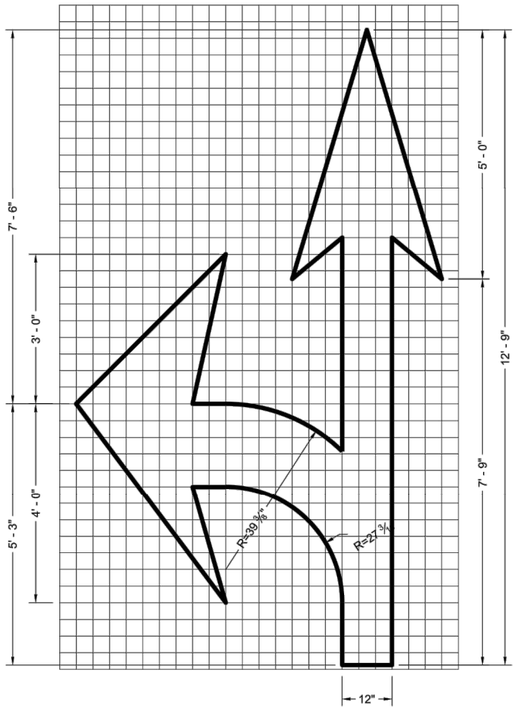
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TYPE 1



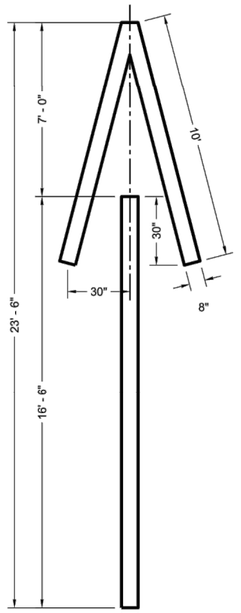
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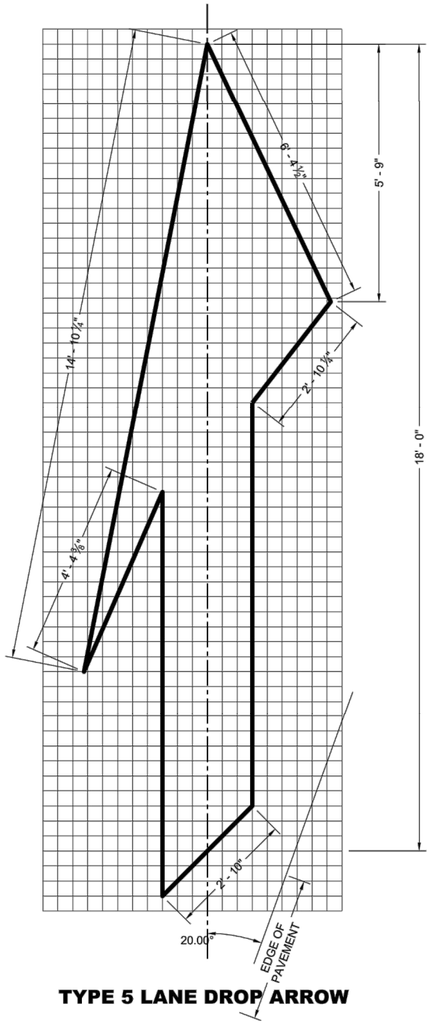
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GENERAL NOTES

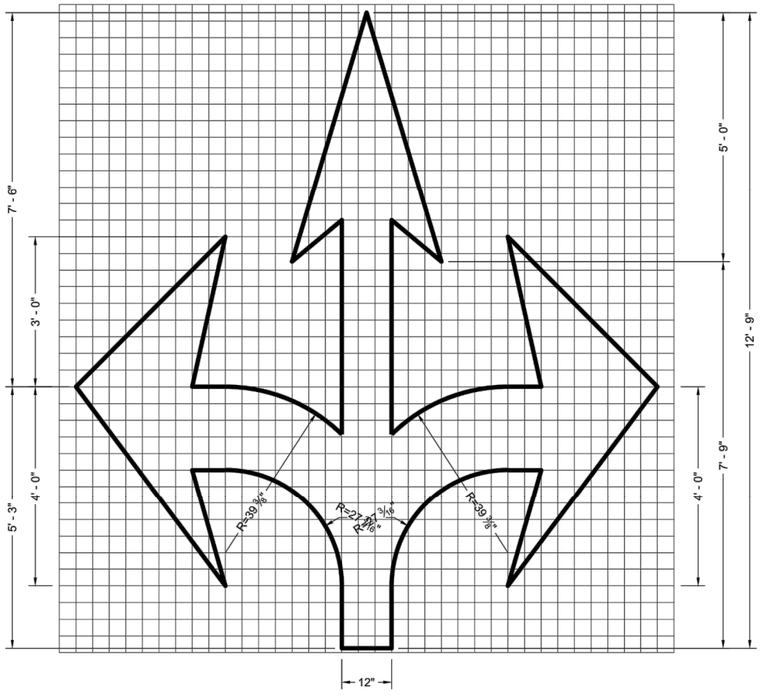
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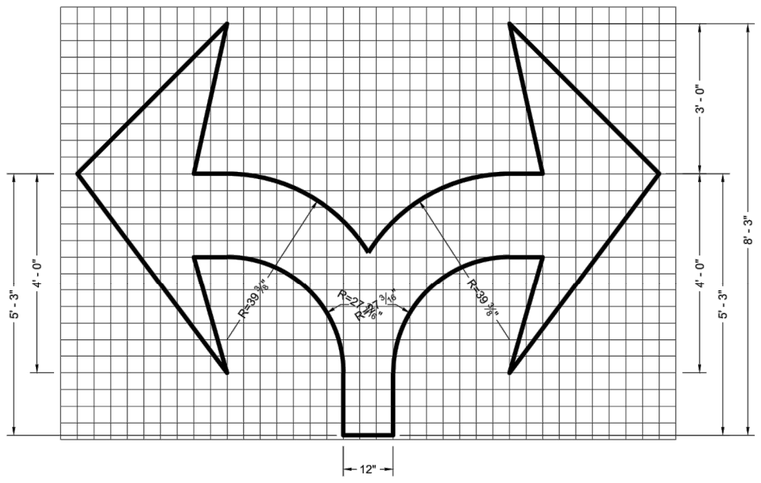
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE FHWA	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER

SDD 15C07-16c

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ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

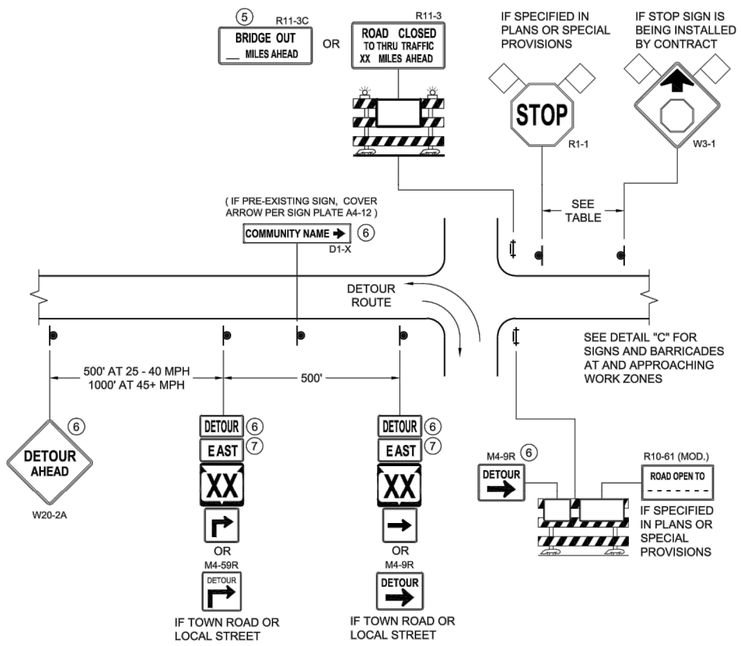
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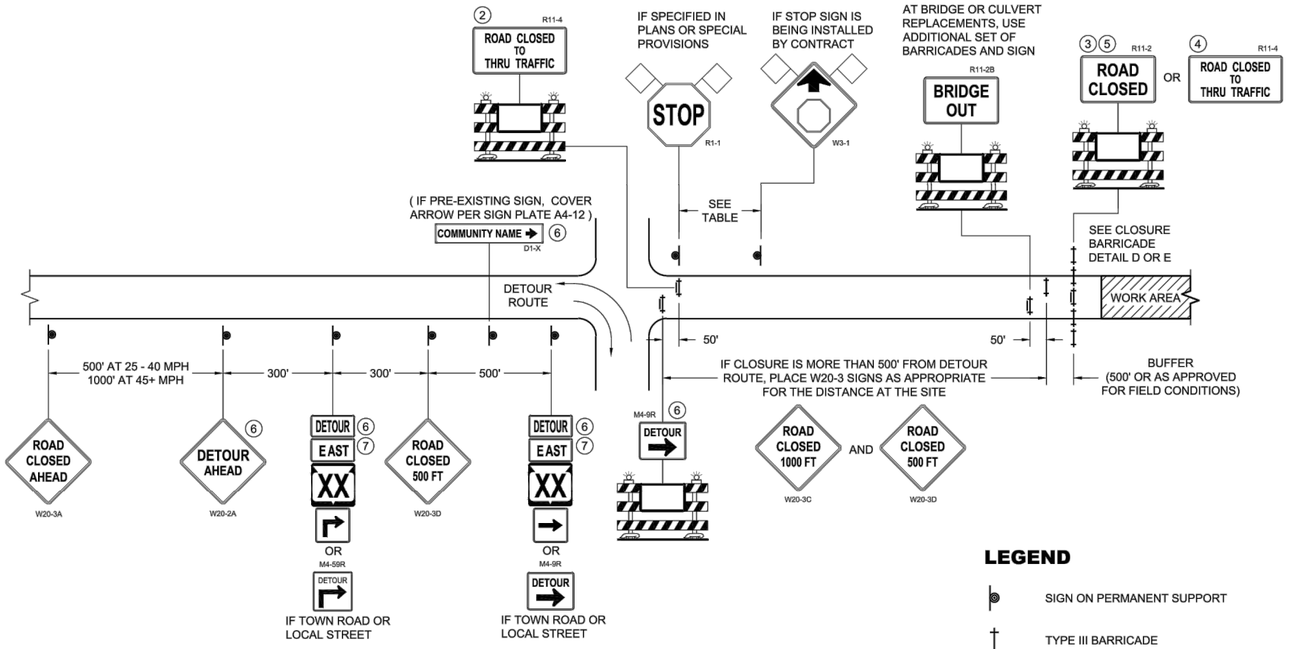
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SHEET NO.
55

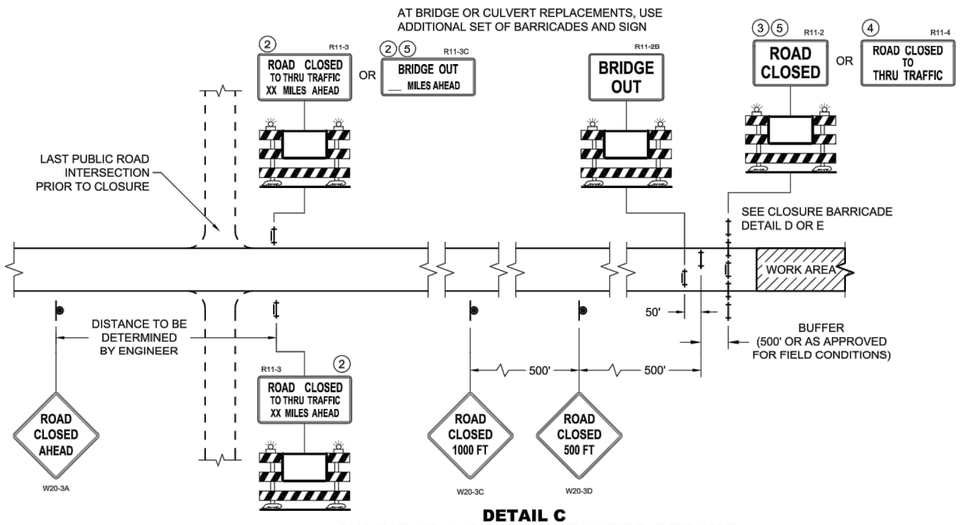
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DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX OR XX OR COUNTY X
M1 - 4 M1 - 6 M1 - 5A
OR
M05 - 1 M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

SDD 15C02-10a

McMAHON ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

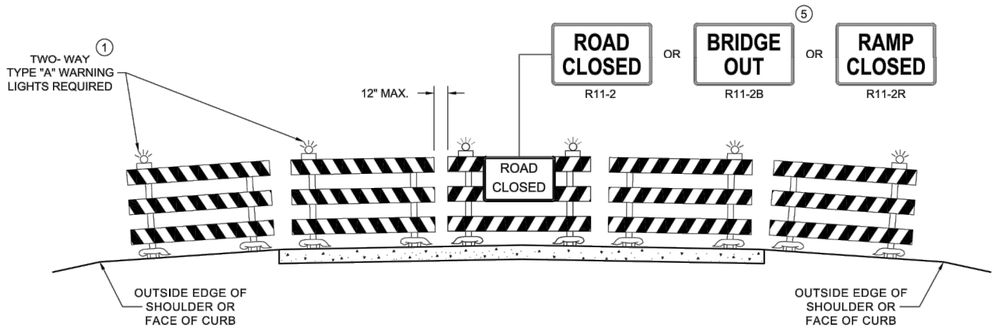
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NO. | DATE | REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED – | DRAWN –
PROJECT NO. 00006 08-23-00501
DATE JULY 2026
SHEET NO. 56

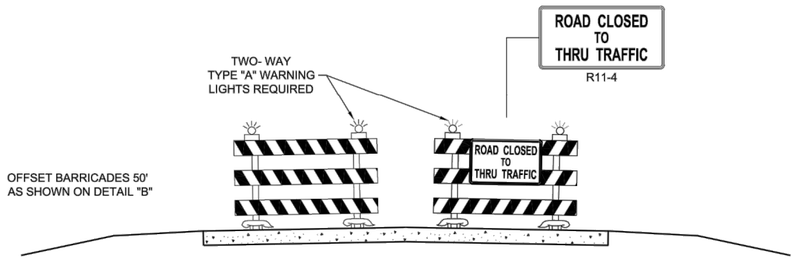
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DETAIL D

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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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 SHALL, 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" (36" X 18" 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)
- MO5 - 1 AND MO6 - 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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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 AN 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 ROAD 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 VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15C02-10b

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

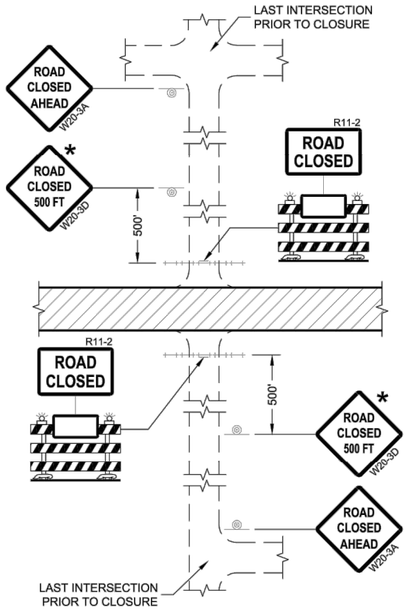
DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

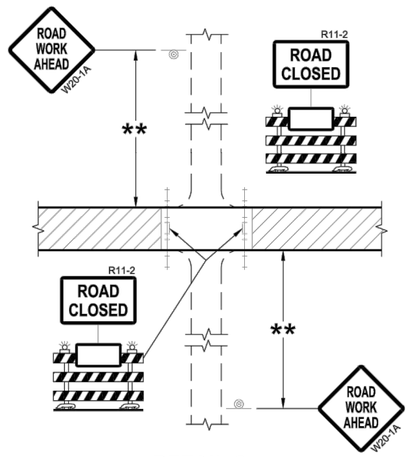
DATE
JULY 2026

SHEET NO.
57

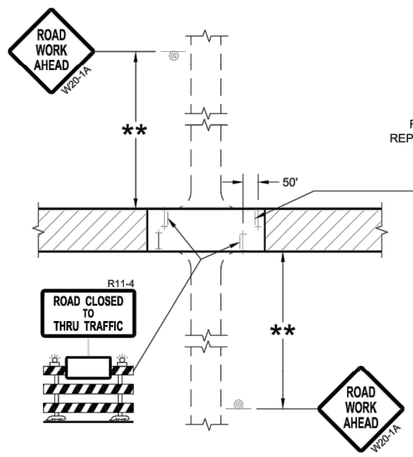
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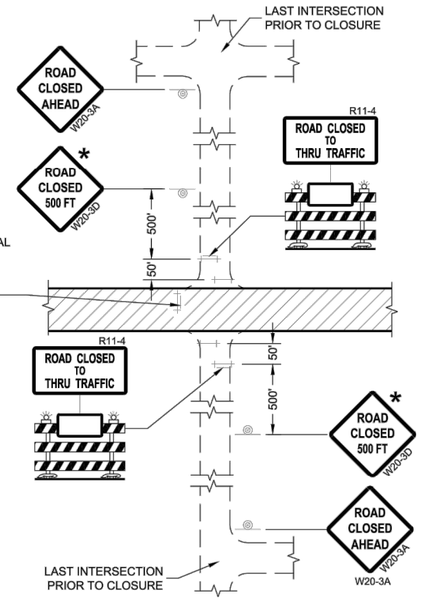
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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 (500 FEET DESIRABLE) 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 REESTABLISHED.

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS RETLECTORIZED 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 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C03 - 05

McMAHON
ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
PH 920.751.4200 FX 920.751.4284 MCMGRP.COM

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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
MISCELLANEOUS DETAILS

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
58

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mik comps)

240046705
CBG OF HORTONVILLE LLC

240047500
MASTAN LLC

240047000
ZRH PARTNERSHIP

NORTH

BEGIN PROJECT
STA 83+00

MATCH LINE STA 87+20

TLE

SI (TYP.)

R/W

5' CONC SIDEWALK

EX 18" CONC STO

EX STO INLET 36-12

EX 24" CONC STO

EX STO INLET 36-14

PROPOSED CTH JJ CENTERLINE

CTH JJ

82 84 85 86 87

EX 10" CONC STO

10' CONCRETE TRAIL

EX STO INLET 36-10

EX 24" CONC STO

EX 36" CONC CULV

EX 36" CONC CULV

EX 36" CONC CULV

EX STO INLET 36-15

BM 4

TLE

R/W

TLE

SI (TYP.)

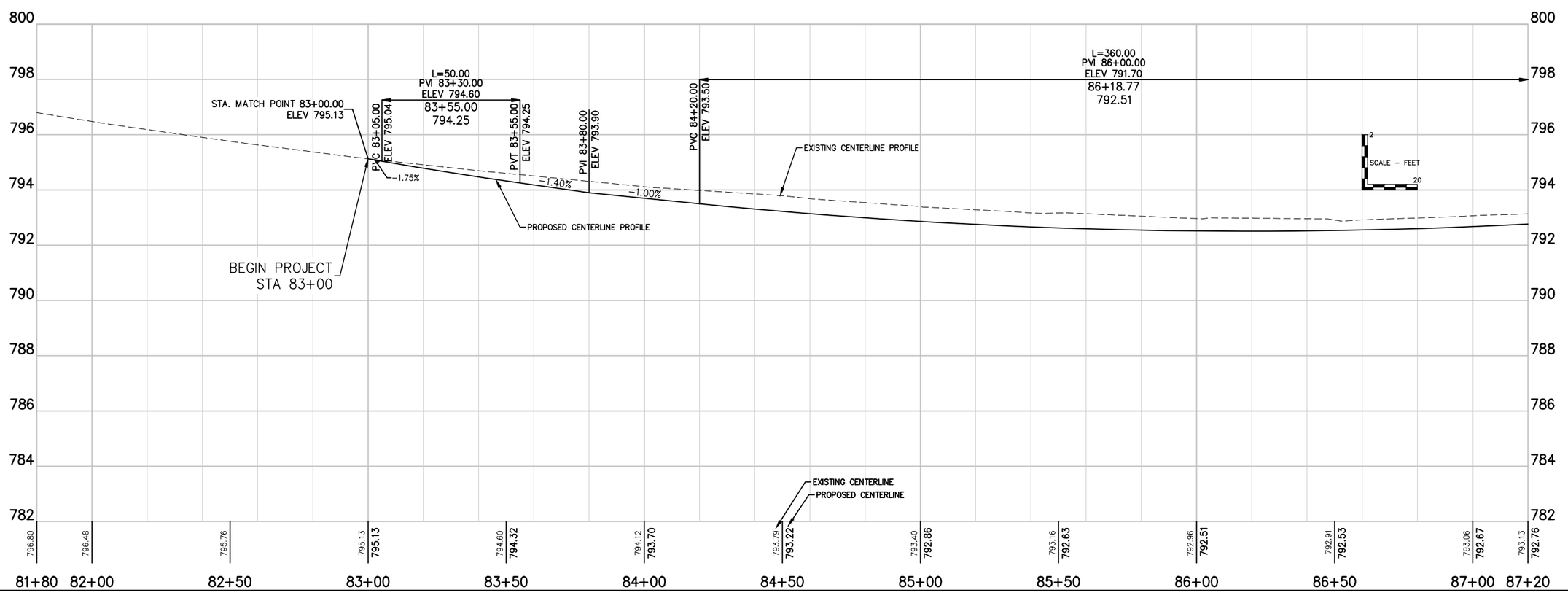
VERTICAL BENCHMARK CONTROL		
POINT #	ELEVATION	DESCRIPTION
4	793.53	CHISELED "X" BOX NORTHEAST CORNER CONCRETE CULVERT WALL

********* = PROPOSED SAWCUT

240048901
MID CON PRODCUTS INC
262 E MAIN STREET

240048700
VILLAGE OF HORTONVILLE

240046000
VILLAGE OF HORTONVILLE



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McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
PLAN AND PROFILE

DESIGNED	DRAWN
–	–

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
59

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240045700
BOOKS LITWIN PROPERTIES LLC

240045600
GILBERT PROPERTIES OF HORTONVILLE

240045500
VILLAGE OF HORTONVILLE

NORTH

END PROJECT
STA 93+50

TLE

R/W

EX STO INLET 36-92

PROPOSED CTH JJ CENTERLINE

93 94 95 96 97 98

CTH JJ

MATCHLINE STA 92+60

BM 6

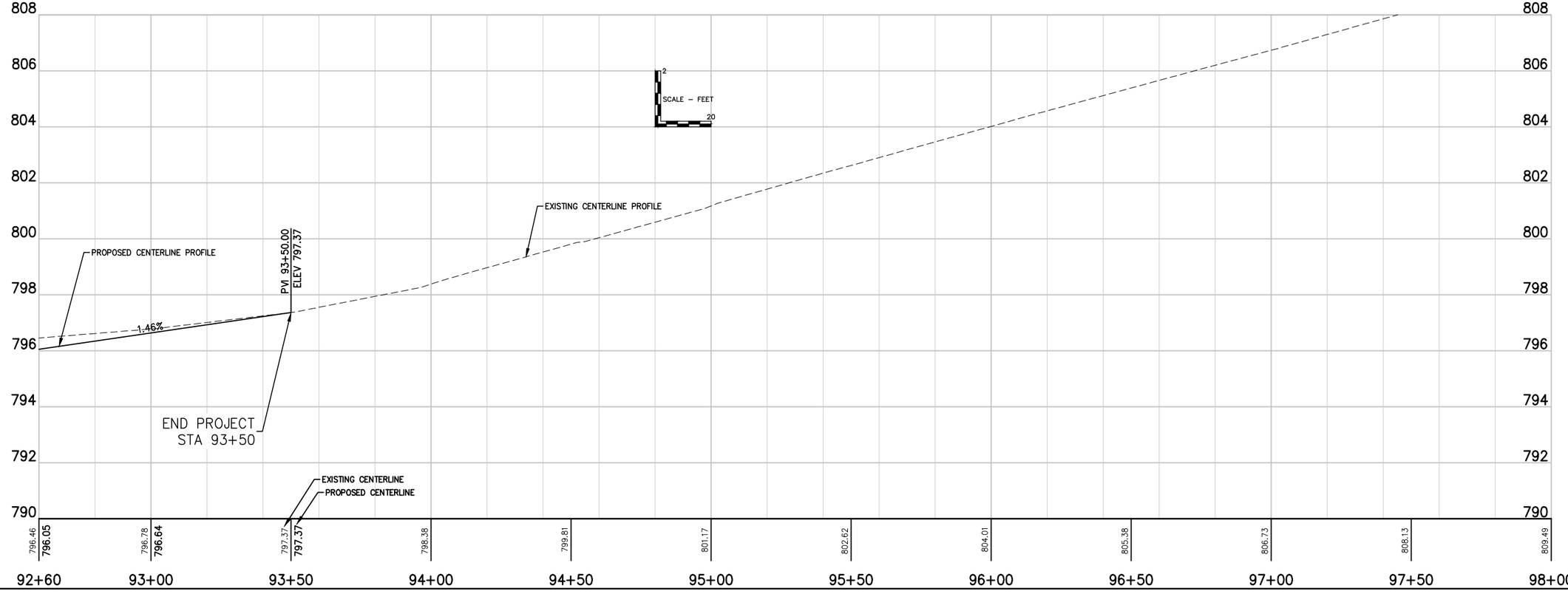
R/W

TLE

240046401
VILLAGE OF HORTONVILLE

240046500
MJM ADVENTURES LLC

VERTICAL BENCHMARK CONTROL		
POINT #	ELEVATION	DESCRIPTION
6	800.64	CHISELED "X" BOX AUTO SELECT SIGN



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ENGINEERS ARCHITECTS
McMAHON ASSOCIATES, INC.
1445 McMAHON DRIVE NEENAH, WI 54956
Mailing: P.O.BOX 1025 NEENAH, WI 54957-1025
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NO.	DATE	REVISION

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
PLAN AND PROFILE

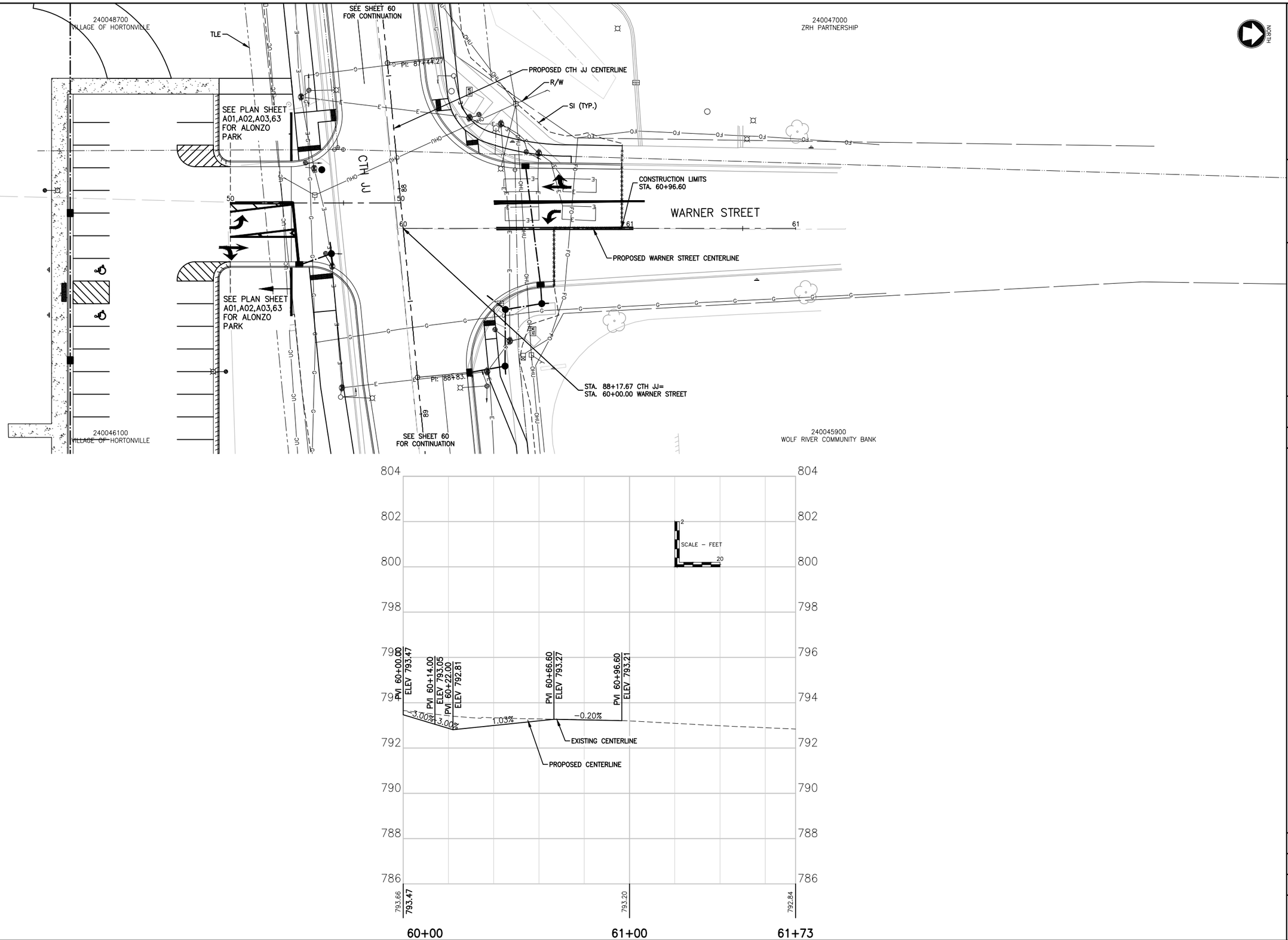
DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
61

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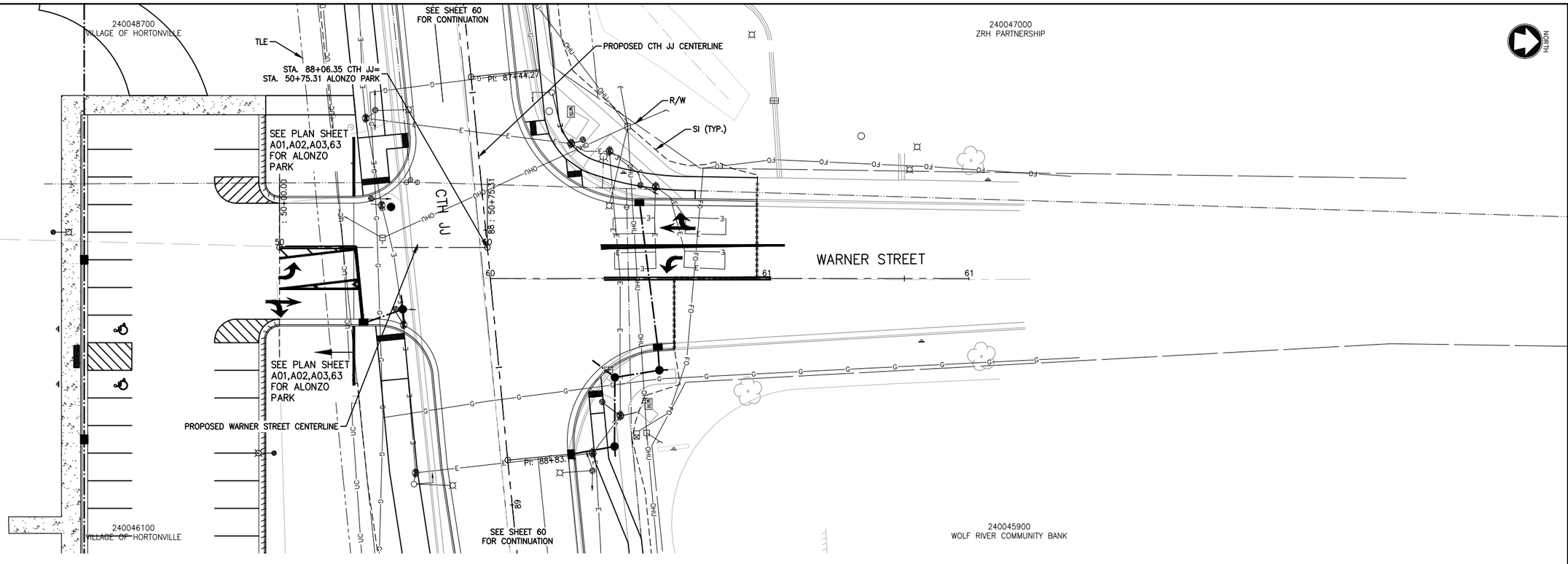
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
WARNER STREET PLAN AND PROFILE

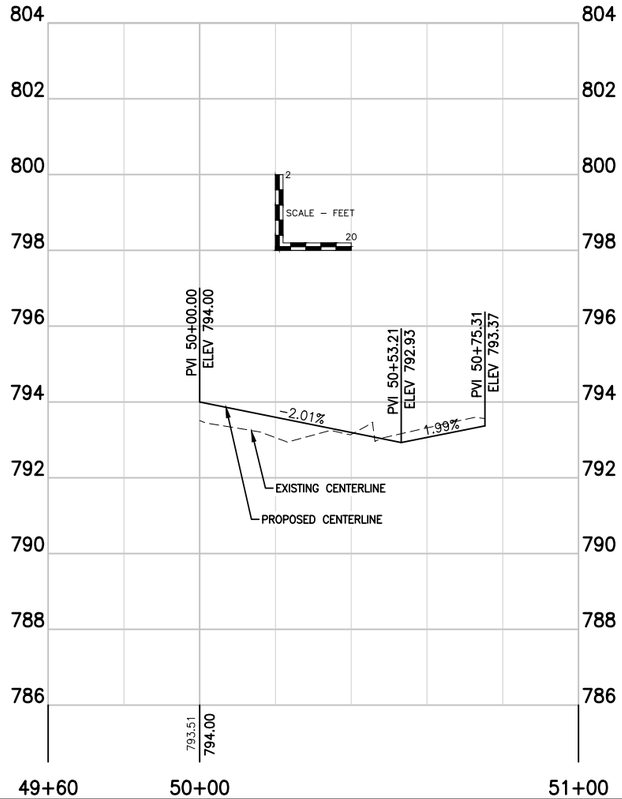
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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
62





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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAMIE CO., WI
ALONZO PARK ENTRANCE PLAN AND PROFILE

DESIGNED	DRAWN
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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
63

W:\PROJECTS\00006\08230050 1\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\Park entrance-PP.dwg, 8/12/2026 2:45:05 PM, JJelinski, 1:2
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W:\PROJECTS\00006\08230050\11CADD\Civil3D\C3D Source\CTH JJ Corridor - EAST\Warner Segment.dwg, 8/12/2026 2:45:44 PM, Jolin Sklar
(x-cth jj-allpoints, x-cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- east, x-wetlands)

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

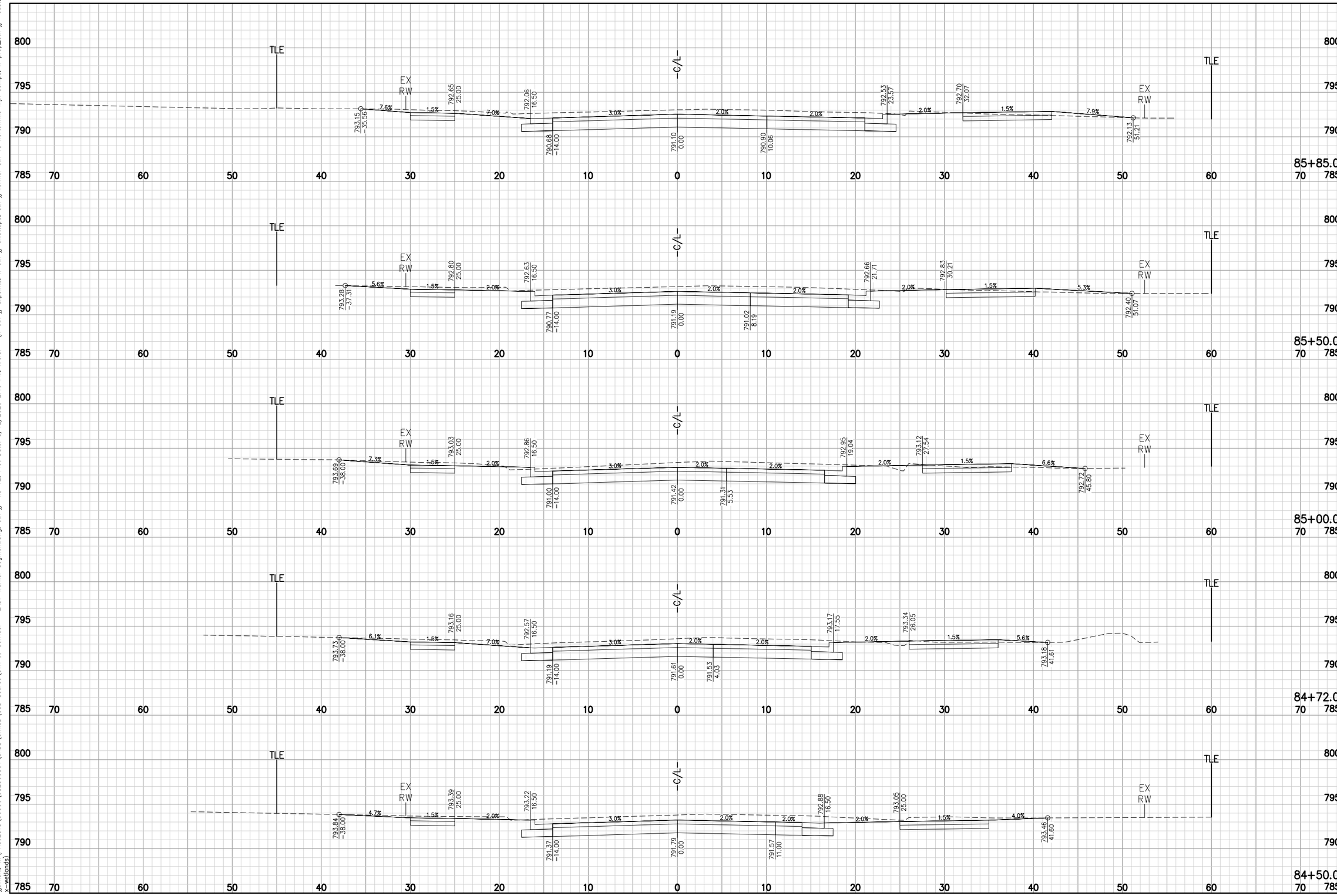
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DATE
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SHEET NO.
XS 01

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Plotted: 8/12/2026 2:46 PM, xrefs: (x-cth jj-allpoints, x-cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- east, x-wetlands)



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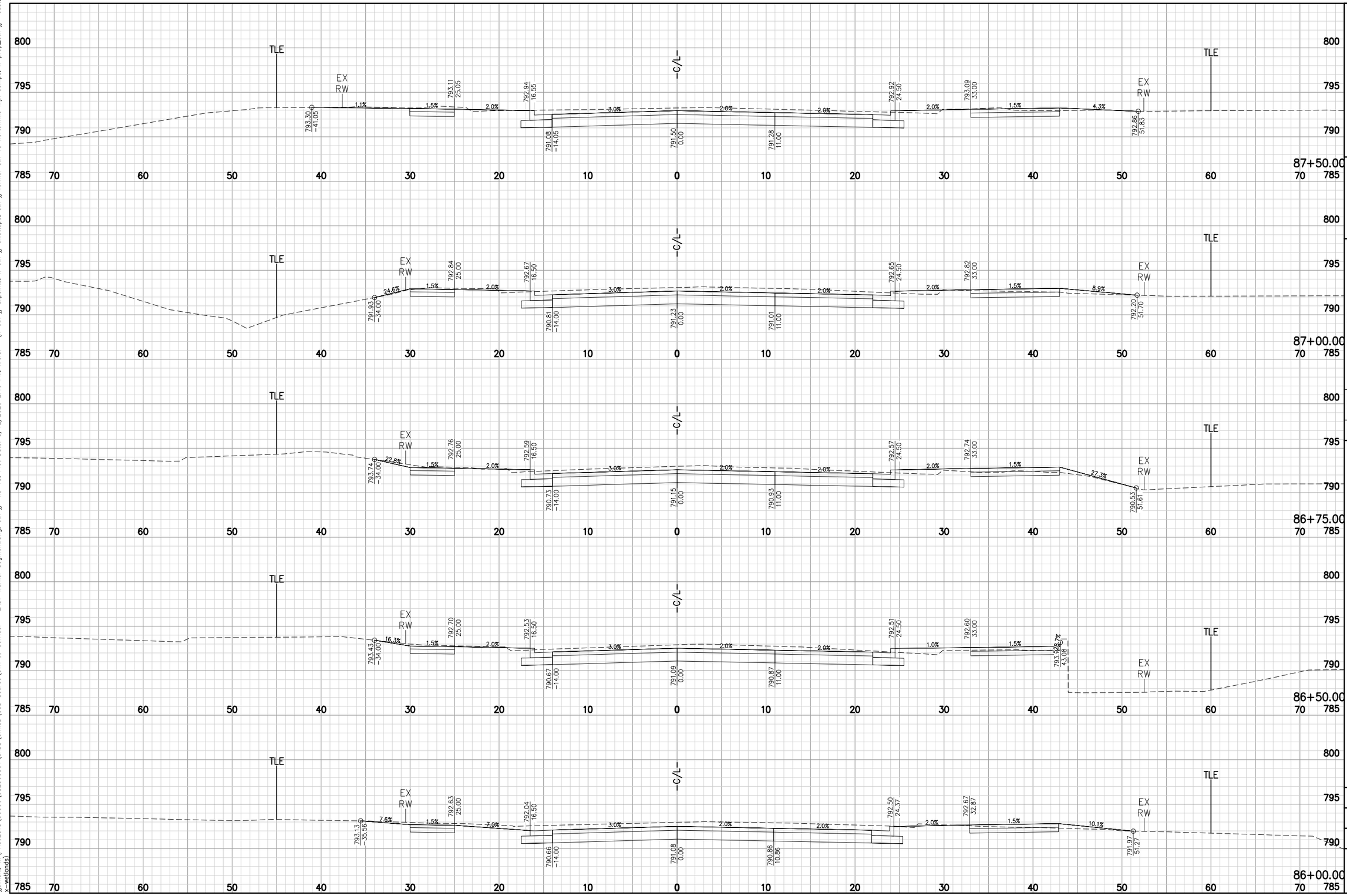
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

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XS 02



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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

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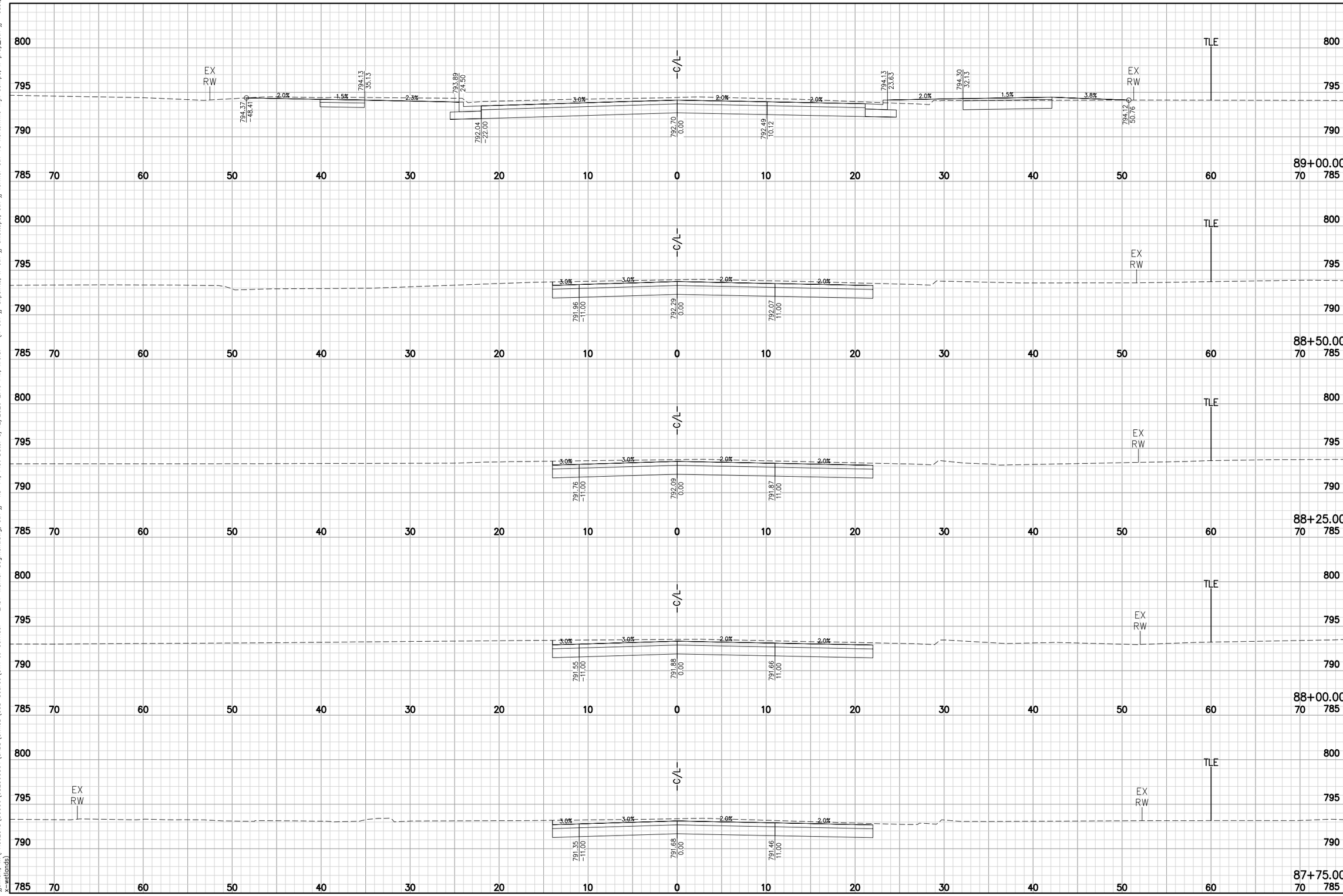
PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
XS 03

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(x-cth jj-allpoints, x-cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- east, x-wetlands)



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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

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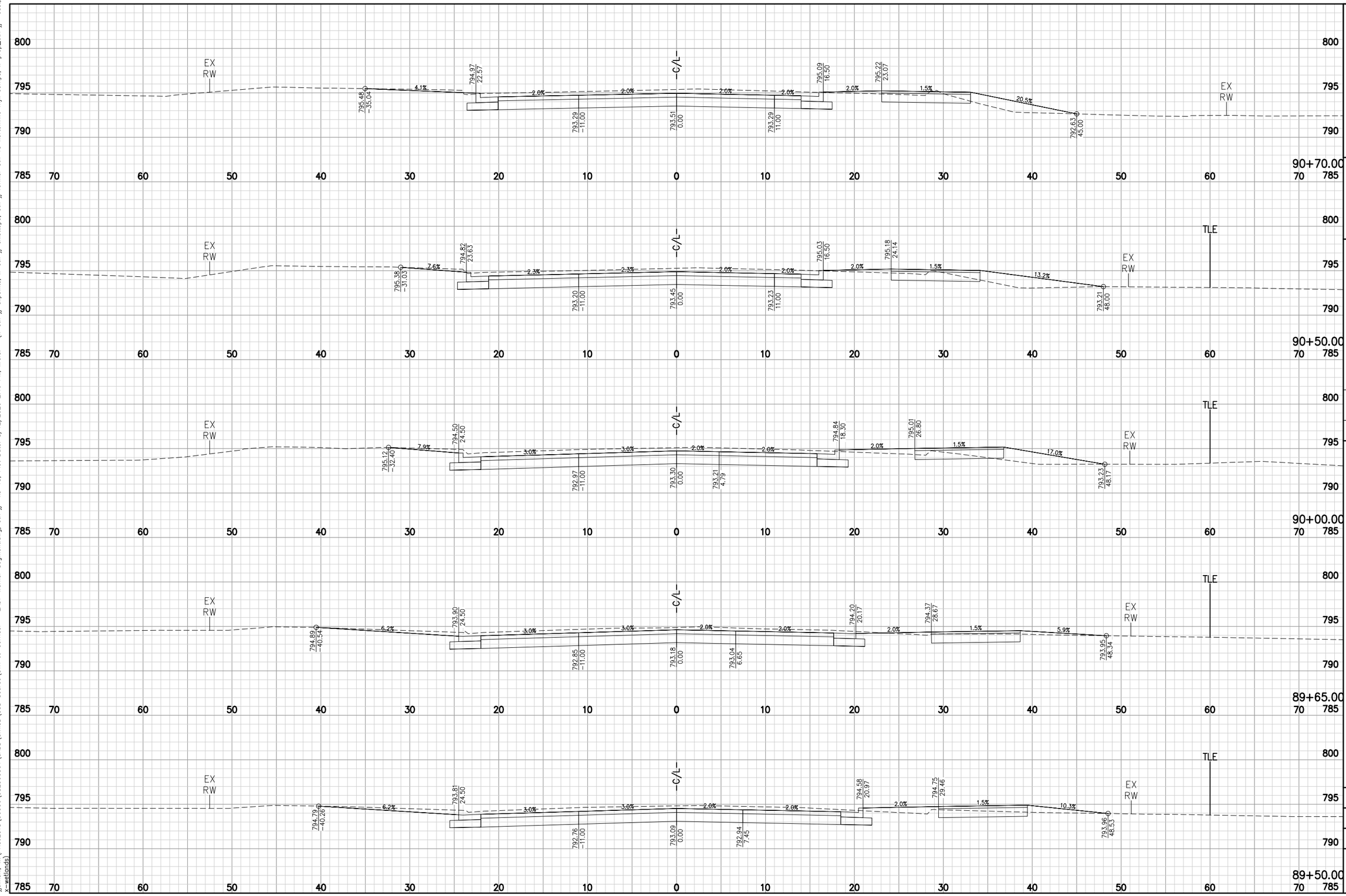
PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
XS 04

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Plotted: 8/12/2026 2:46 PM, xrefs: (x-cth jj-allpoints, x-cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- east, x-wetlands)

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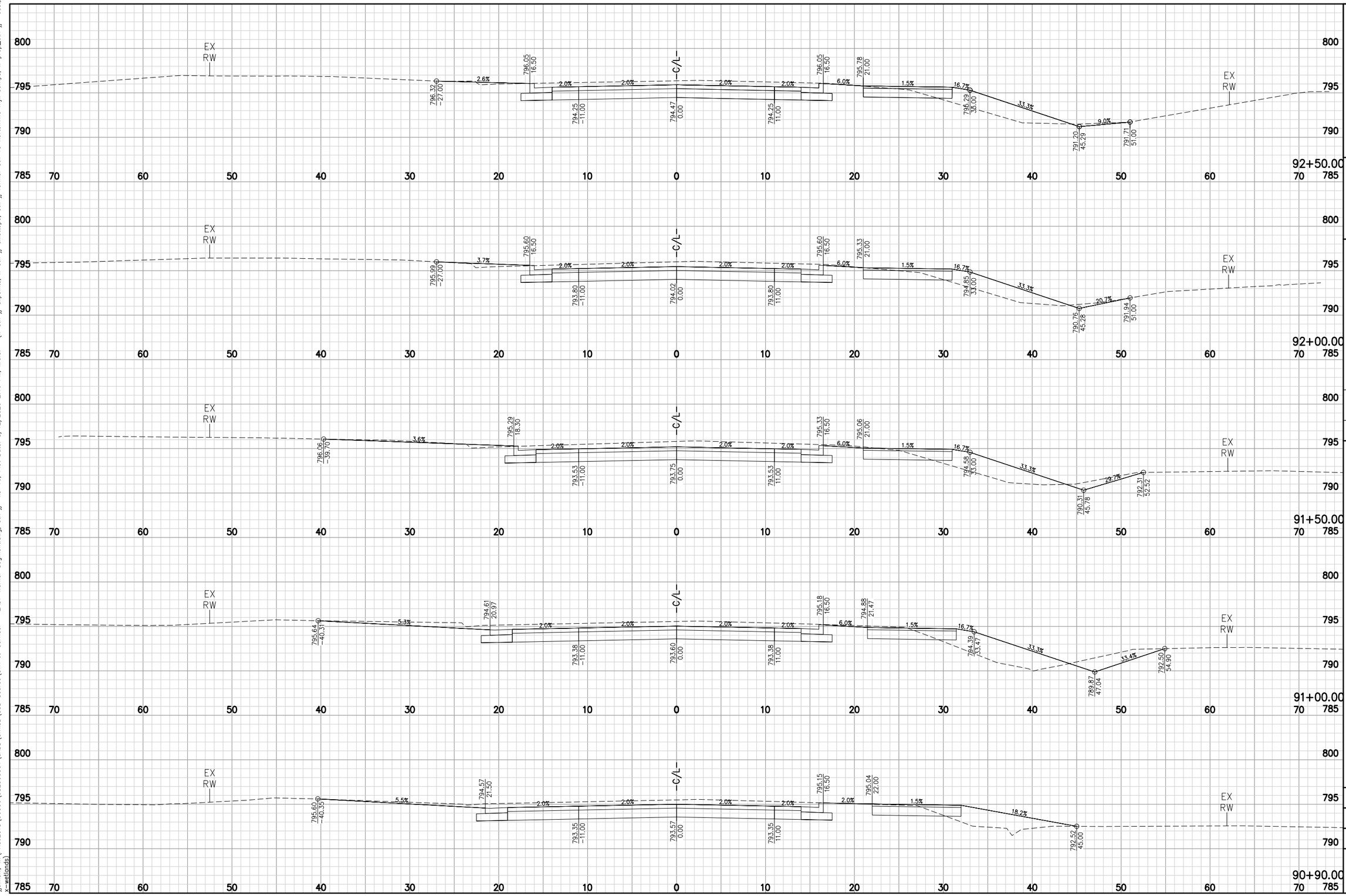
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

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VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

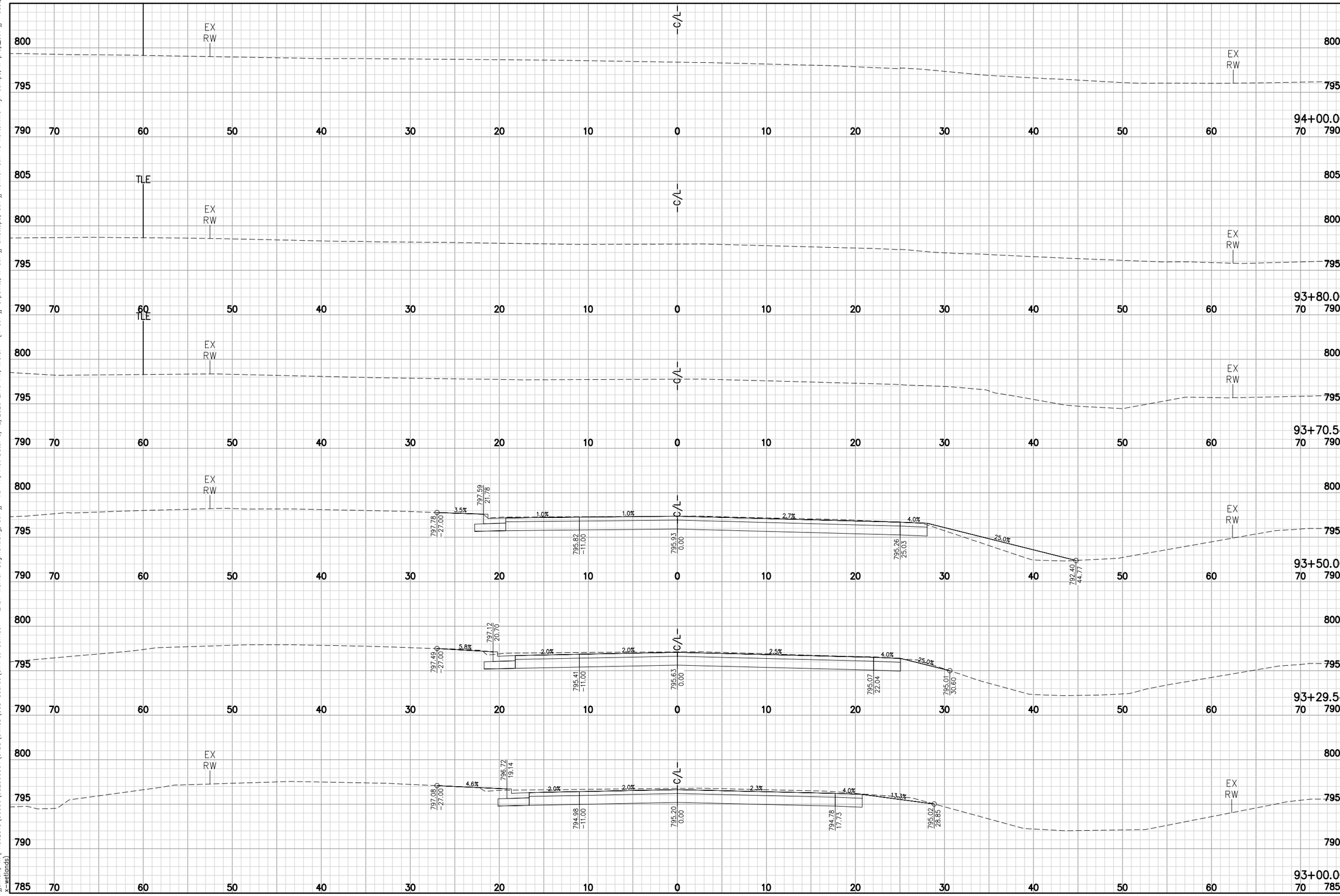
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00006 08-23-00501

DATE
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SHEET NO.
XS 06

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(x-cth jj-allpoints, x-cth jj-existtopo, cth jj former sth 15 hortonville mjk comps, x-prop_cth jj- east, x-wetlands)

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
CROSS SECTIONS

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SHEET NO.
XS 07

W:\PROJECTS\00006\08-23-00501\CADD\Civil3D\Plan Sheets\EAST CTH JJ\WARNER INTERSECTION\ALONZO PARK\PLAN SHEETS\demo.dwg, 8/12/2026 2:47:07 PM, Helinski, 1:2
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Xrefs: (x-prop_cth jj; x-aerial 2023,

NORTH

20 10 0 20

SCALE – FEET

INV RIM 794.56

INV RIM 795.00

INV F/L 792.73

INV F/L 792.79

INV RIM 794.71

INV RIM 793.29

SPRINKLER

SPRINKLER

INV RIM 795.30

INV RIM 794.43

INV RIM 793.46

INV F/L 791.75

787.57 787.57 787.57

787.60

CARDW

795

795

794

794

793

793

793

792

792

791

791

790

789

788

10"

8"

8"

30"

36"

REMOVE ASPHALT & GRAVEL BASE IN AREAS OF PROPOSED LAWN

PROTECT EXISTING SIGN, FLAG POLE, & WIRING TO GROUND LIGHT

COORDINATE FOR COMMUNICATION PEDESTAL TO BE RELOCATED

REMOVE ASPHALT & GRAVEL BASE IN AREAS OF PROPOSED LAWN

SALVAGE TOPSOIL

PULVERIZE ASPHALT & GRAVEL BASE IN AREAS OF PROPOSED PARKING LOT

REMOVE PORTABLE CONCRETE CURB BARRIERS (x26)

EXISTING LOT CAPACITY = 26

PULVERIZE ASPHALT & GRAVEL BASE IN AREAS OF PROPOSED PARKING LOT

REMOVE CONCRETE SIDEWALK

SAWCUT

SAWCUT

SALVAGE TOPSOIL

SAWCUT

SALVAGE TOPSOIL

PLAYGROUND REMOVED WITH SPLASH PAD PROJECT

REGRADE GRAVEL LOT TO BE USED AS GRAVEL BASE FOR NEW PARKING LOT

FFE ELEV=793.57

SAWCUT

EXISTING LOT CAPACITY = 20

REMOVE CONCRETE SIDEWALK

FFE ELEV=793.53

REGRADE GRAVEL LOT TO BE USED AS GRAVEL BASE FOR NEW PARKING LOT

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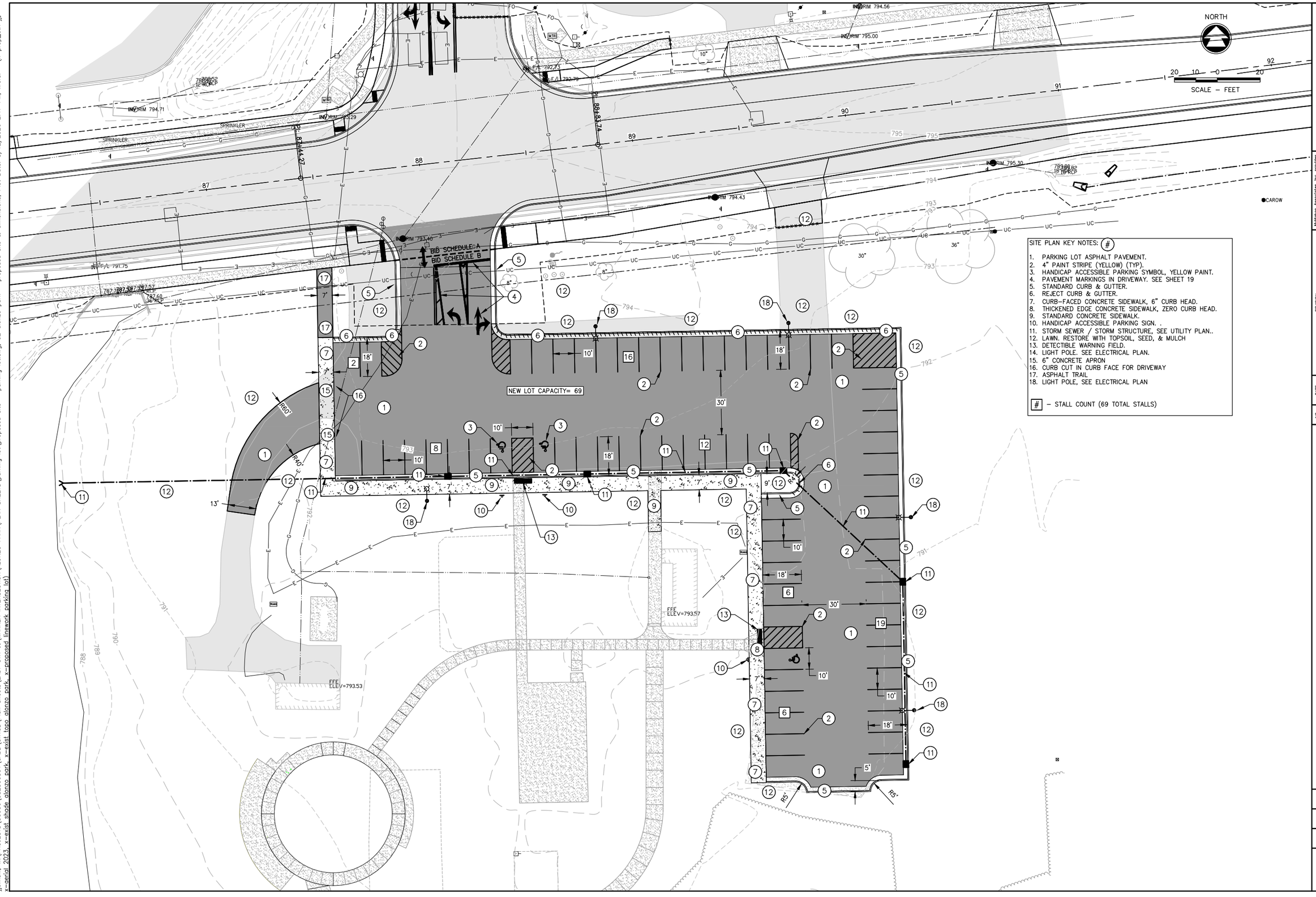
EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
ALONZO PARK – DEMOLITION PLAN

DESIGNED	DRAWN
RJW	CKA

PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
A01



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REVISION | DATE | NO.

EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAME CO., WI
ALONZO PARK – PROPOSED SITE & DIMENSIONS

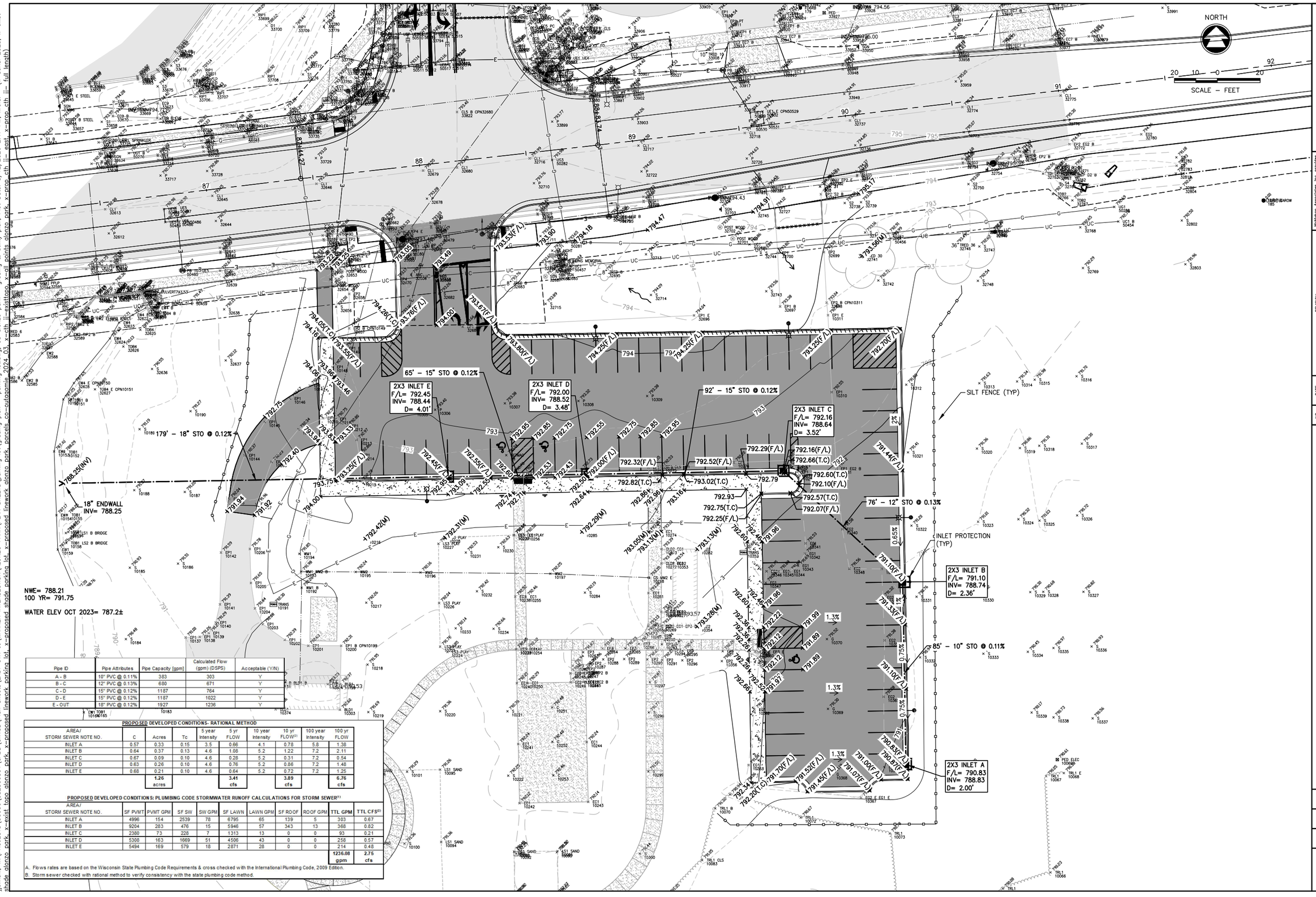
DESIGNED	DRAWN
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PROJECT NO.
00006 08–23–00501

DATE
JULY 2026

SHEET NO.
A02

W:\PROJECTS\00006\082300501\CADD\Civil3D\Plan Sheets\EAST CTH JJ WARNER INTERSECTION ALONZO PARK\A02 SITE PLAN.dwg, 8/12/2026 2:47:20 PM, Hellinga, 1:2
x-aerial 2023, x-exist shade alonzo park, x-exist topo alonzo park, x-proposed linework parking lot)



Pipe ID	Pipe Attributes	Pipe Capacity [gpm]	Calculated Flow (gpm) (DSPS)	Acceptable (Y/N)
A - B	10" PVC @ 0.11%	383	303	Y
B - C	12" PVC @ 0.13%	680	671	Y
C - D	15" PVC @ 0.12%	1187	764	Y
D - E	15" PVC @ 0.12%	1187	1022	Y
E - OUT	18" PVC @ 0.12%	1927	1236	Y

PROPOSED DEVELOPED CONDITIONS- RATIONAL METHOD

AREA/ STORM SEWER NOTE NO.	C	Acres	Tc	5 year Intensity	5 yr FLOW	10 year Intensity	10 yr FLOW[B]	100 year Intensity	100 yr FLOW
INLET A	0.57	0.33	0.15	3.5	0.66	4.1	0.78	5.8	1.38
INLET B	0.64	0.37	0.13	4.6	1.08	5.2	1.22	7.2	2.11
INLET C	0.67	0.09	0.10	4.6	0.28	5.2	0.31	7.2	0.54
INLET D	0.63	0.26	0.10	4.6	0.76	5.2	0.86	7.2	1.48
INLET E	0.68	0.21	0.10	4.6	0.64	5.2	0.72	7.2	1.25
		1.26 acres			3.41 cfs		3.89 cfs		6.76 cfs

PROPOSED DEVELOPED CONDITIONS: PLUMBING CODE STORMWATER RUNOFF CALCULATIONS FOR STORM SEWER[A]

AREA/ STORM SEWER NOTE NO.	SF PVMT	PVMT GPM	SF SW	SW GPM	SF LAWN	LAWN GPM	SF ROOF	ROOF GPM	TTL GPM	TTL CFS[B]
INLET A	4996	154	2539	78	6795	65	139	5	303	0.67
INLET B	9204	283	476	15	5946	57	343	13	368	0.82
INLET C	2380	73	228	7	1313	13	0	0	93	0.21
INLET D	5308	163	1669	51	4506	43	0	0	256	0.57
INLET E	5494	169	579	18	2871	28	0	0	214	0.48
									1236.08 gpm	2.75 cfs

A. Flows rates are based on the Wisconsin State Plumbing Code Requirements & cross checked with the International Plumbing Code, 2009 Edition.
B. Storm sewer checked with rational method to verify consistency with the state plumbing code method.

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EAST MAIN STREET (CTH JJ) / WARNER STREET INTERSECTION
VILLAGE OF HORTONVILLE, OUTAGAMIE CO., WI
ALONZO PARK – GRADING & UTILITY PLAN

DESIGNED	DRAWN
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PROJECT NO.
00006 08-23-00501

DATE
JULY 2026

SHEET NO.
A03

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shade_alonzo_park, x=exist_topo_alonzo_park, x=proposed_linework_alonzo_park_parcels_co-outagamie_2024_03, x=cth_jj=existtopo, x=all_points_alonzo_park, x=proposed_linework_parking_lot, x=proposed_shade_parking_lot, x=proposed_linework_alonzo_park, x=exist_topo_alonzo_park, x=proposed_linework_parking_lot, x=proposed_shade_parking_lot, jj=east, x=prop_cth_jj= full length) PM, xrefs: (x=aerial 2023, x=exist