

HS Bu 11

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STATE PROJECT NUMBER	FEDERAL PROJECT	CONTRACT
8995-05-08	M 1303 (004)	I

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PROPOSED

STREET RESURFACING
CITY of ASHLAND
LOCAL STREETS
ASHLAND COUNTY

STATE PROJECT NUMBER
8995-05-08

ALL COORDINATES SHOWN ON THIS ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, NORTH ZONE, SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, ASHLAND WEST WISCONSIN (7.5 MINUTE SERIES) QUADRANGLE FOR IDENTIFICATION

DESIGN DESIGNATION
A.D.T. 1978 = 600 - 3400
A.D.T. 1993 = 1200 - 5800
D = 6%
T = 25 M.P.H.

N

END PROJECT 8995-05-08
STA. 80+03.0
30' S.W. OF E ELLIS ST. & E 6TH ST.
N. 519,600 ± 200'
E. 1,778,700 ± 200'

SECTION 4 (43+69.6 - 57+88.6)
APPROX. 12' N.W. OF E 10TH ST. TO
37' S.E. OF E 6TH ST.

SECTION 5 (57+88.6 - 65+20.6)
APPROX. 32' S.E. OF E 6TH ST. TO
33' S.E. OF E 6TH ST.

BEGIN PROJECT 8995-05-08
STA. 0+33
33' N.E. OF E BEASER AVE. &
E 11TH ST.
N. 515,700 ± 200'
E. 1,775,900 ± 200'

SECTION 1 (0+33 - 7+18.5)
APPROX. 33' N.E. OF E BEASER AVE. TO
31' S.W. OF E 11TH AVE. W.

SECTION 2 (7+18.5 - 40+06)
APPROX. 31' N.E. OF E 11TH AVE. W. TO
31' S.W. OF E 2ND AVE. W.

SECTION 3 (40+06 - 43+69.6)
APPROX. 31' N.E. OF E 2ND AVE. W. TO
50' S.W. OF E ELLIS AVE.

SECTION 5 (165+20.6 - 80+03.0)
APPROX. 33' S.W. OF E VAUGHN AVE. TO
33' S.W. OF E ELLIS AVE.

WISCONSIN
GARY R. GRAY
13593
CHIPPWA FALLS, WIS.
NON-RESIDENT ENGINEER

APPROVED:
DATE: 11/24/78
MAYOR

Layout
Scale 0 1/4 MI 1/2 MI

Total Net Length of Centerline = 1.486 Mi. (URBAN)

PREPARED BY
SHORT ELLIOTT HENDRICKSON, INC.
ST. PAUL, MINNESOTA • CHIPPEWA FALLS, WISC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor	District Checker
Designer	C.O. Checker
District Supt.	C.O. Monitor

Correct:

Date: 4/24/78
ACTING District Engineer

Date: 11/3/78
Chief Design Engineer

Date: 11/19/78
Director of Development

10'

REMOVE EXISTING BIT. PAV'T. - RESHAPE AND COMPACT BASE PRIOR TO PLACING TAPERED PAVEMENT

2" MIN.

2" MIN.

2" BIT. CONC. PAV'T.

EXISTING PAVEMENT

SAWCUT

EXISTING CONCRETE PAVEMENT

SAWCUT

EXISTING BIT. PAV'T.

TYPICAL BUTT JOINT TO CONCRETE PAV'T.

USE AT BEGINNING AND END OF EACH PROJECT SECTION AT THE INTERSECTIONS LISTED BELOW

1. 11TH STREET & 11TH AVE. W.
2. 11TH STREET & 2ND AVE. W.
3. 11TH STREET & ELLIS AVE.
4. PRENTICE AVE. & 6TH STREET
5. BEASER AVE. & 6TH STREET

FOR SIDE STREET WITH CONCRETE PAVEMENT (SOUTH SIDE 11TH ST. & 3RD AVE. W. AND 11TH ST. & 4TH AVE. W.) USE "TAPER JOINT"

PROVIDE FOR SURFACE DRAINAGE TO CATCH BASINS.

WIDTH VARIES

P.T.

SAWCUT EXISTING PAV'T.

2" MIN. NEW BIT. PAV'T.

REMOVE EXISTING PAVEMENT

3 1/2" MIN. NEW BIT. PAV'T.

1 1/2" MIN. OVERLAY

SAWCUT EXISTING PAV'T.

2" OVERLAY

TYPICAL "SIDE STREET MATCH UP" PLAN
EXCEPT 6TH STREET

GENERAL NOTES

ALL STREET SWEEPING PRIOR TO PAVING WILL BE DONE BY CITY OF ASHLAND

THE CITY OF ASHLAND WILL MAKE ROADWAY AND CRACK REPAIRS PRIOR TO CONTRACTOR STARTING PAVING

ALL CONCRETE CURB REPAIRS AND/OR CONSTRUCTION AND ANY ADJUSTMENTS TO CATCH BASINS WILL BE DONE BY THE CITY OF ASHLAND PRIOR TO START OF PAVING

ALL EXISTING MANHOLE CASTINGS AND WATER VALVE BOXES SHALL BE ADJUSTED BY THE CONTRACTOR. ADJUSTMENT OF WATER VALVE BOXES SHALL BE INCIDENTAL. THE CONTRACTOR MAY USE METAL ADJUSTMENT RINGS TO ADJUST CASTING HEIGHT

SAWCUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO REMOVING PAVEMENT

WHEN THE QUANTITY OF THE ITEM OF SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER

WHEN DRAINAGE FROM A SIDE STREET MUST FLOW ALONG THE CURB RETURN INTO A CATCH BASIN, LOCATED WITHIN THE RETURN OR AT THE END OF THE RETURN, THE GUTTER ALONG THE RETURN SHALL NOT BE OVERLAID AND FINISHED PAVEMENT SHALL BE CONSTRUCTED TO MATCH LIP OF GUTTER. WHEN DRAINAGE FROM A SIDE STREET MUST FLOW OVER THE BITUMINOUS OVERLAY TO A CATCH BASIN, THE CONTRACTOR MUST PROVIDE ADEQUATE TAPER TO INSURE DRAINAGE.

THE CONTRACTOR SHALL MAKE ARRANGEMENT WITH PRIVATE UTILITY COMPANIES FOR ADJUSTMENT OF THEIR CASTINGS AND/OR SHUT OFF BOXES PRIOR TO START OF PAVING.

15C1-5

SANITARY
CITY OF
JIM H.
CITY I
ASHL
TELEPH
WATER S
ASHL
JIM G
220 E
ASHL
TELEPH
GAS & EL
LAKE
PETER
301 E
ASHL
TELEPH
TELEPH
WISC
(FRAN
304 S
EAU C
TELEPH
CABLE T
BADGE
DICK F
516 2
ASHL
TELEPH

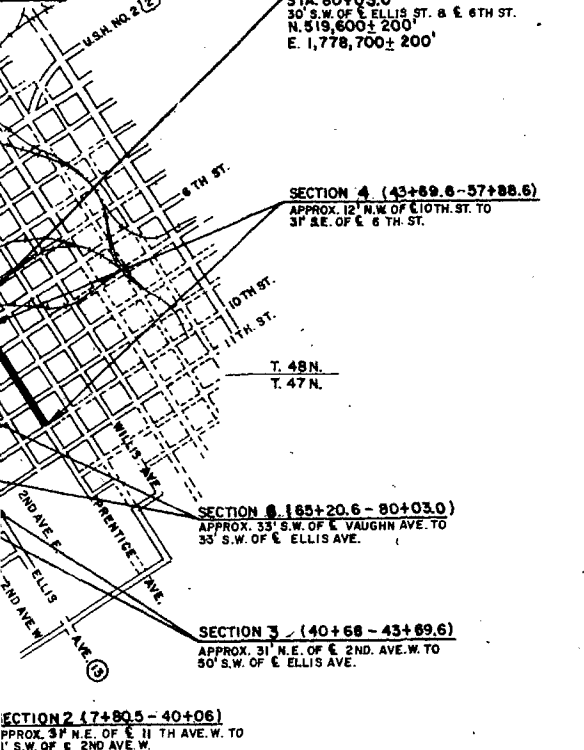
NUMBER	FEDERAL PROJECT	CONTRACT
08	M 1303(004)	1

ATION

ALL COORDINATES SHOWN ON THIS ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, NORTH ZONE, SCALED FROM U.S.G.S. TOPOGRAPHIC MAP, ASHLAND WEST WISCONSIN (7.5 MINUTE SERIES) QUADRANGLE FOR IDENTIFICATION

ACING

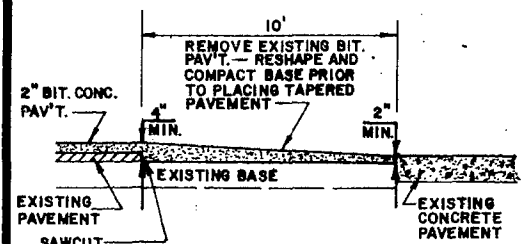
Y



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
Surveyor _____	District Checker <u>RJS</u>
Designer _____	C.O. Checker <u>RAH</u>
District Supt. _____	C.O. Monitor _____
Correct: _____	
Date <u>4/24/78</u>	<u>Del R. Loughlin</u> Acting District Engineer
Recommended for Approval: _____	
Date <u>11/8/78</u>	<u>R.D. Strand</u> Chief Design Engineer
Approved: _____	
Date <u>11/8/78</u>	<u>E.J. Byrd</u> Director of Development

Mi. (URBAN)

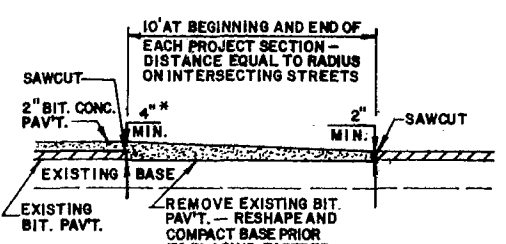
STATE PROJECT NUMBER	SHEET NO.
8995-05-08	2



TYPICAL BUTT JOINT TO CONCRETE PAV'T.

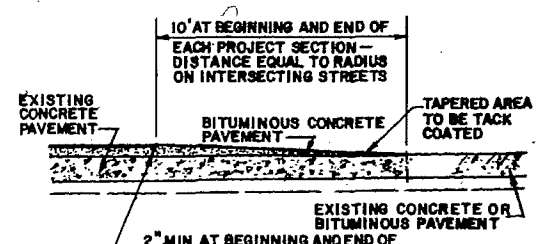
USE AT BEGINNING AND END OF EACH PROJECT SECTION AT THE INTERSECTIONS LISTED BELOW

- 11TH STREET & 11TH AVE. W.
- 11TH STREET & 2ND AVE. W.
- 11TH STREET & ELLIS AVE.
- PRENTICE AVE. & 6TH STREET
- BEASER AVE. & 6TH STREET



TYPICAL BUTT JOINT TO BITUMINOUS PAV'T.

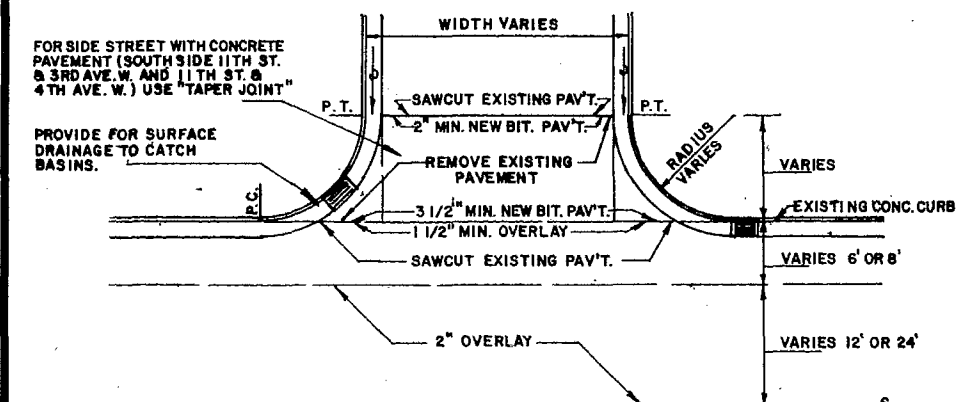
USE AT SIDE STREET INTERSECTIONS AND BEGINNING AND END OF EACH PROJECT SECTION ABUTTING EXISTING BITUMINOUS PAVEMENT, EXCEPT 6TH STREET.



TYPICAL TAPER JOINT TO CONCRETE PAV'T.

USE AT BEGINNING AND END OF PROJECT SECTION ON 6TH STREET AND ON SIDE STREET INTERSECTIONS ON 6TH STREET AND SIDE STREET INTERSECTIONS LISTED BELOW

- 11TH STREET & 3RD AVE. W. (SOUTH SIDE)
- 11TH STREET & 4TH AVE. W. (SOUTH SIDE)



TYPICAL "SIDE STREET MATCH UP" PLAN

EXCEPT 6TH STREET

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STANDARD DETAIL DRAWINGS

15C1-5 CONSTRUCTION BARRICADES AND STANDARD SIGNS

UTILITIES

SANITARY SEWER - STORM SEWERS
CITY OF ASHLAND PUBLIC WORKS DEPARTMENT
JIM HEGBLOOM
CITY HALL, 601 W. 2ND STREET
ASHLAND, WISCONSIN, 54806
TELEPHONE NO. 682-6383

WATER SERVICES
ASHLAND WATER UTILITY
JIM GELLISH
220 E. 2ND STREET
ASHLAND, WISCONSIN, 54806
TELEPHONE NO. 682-5535

GAS & ELECTRIC SERVICES
LAKE SUPERIOR DISTRICT POWER COMPANY
PETER ERICKSON
301 E. FRONT STREET
ASHLAND, WISCONSIN, 54806
TELEPHONE NO. 682-5221

TELEPHONE SERVICES
WISCONSIN TELEPHONE COMPANY
(FRANK C. OSBORN, SUPERVISING ENGINEER)
304 S. DEWEY STREET
EAU CLAIRE, WISCONSIN, 54701
TELEPHONE NO. 1-800-472-6657

CABLE TELEVISION
BADGER CABLE TELEVISION
DICK FOSTER
516 2ND STREET W.
ASHLAND, WISCONSIN, 54806
TELEPHONE NO. 682-2166

ESTIMATE OF QUANTITIES

PROJECT DESIGNATION

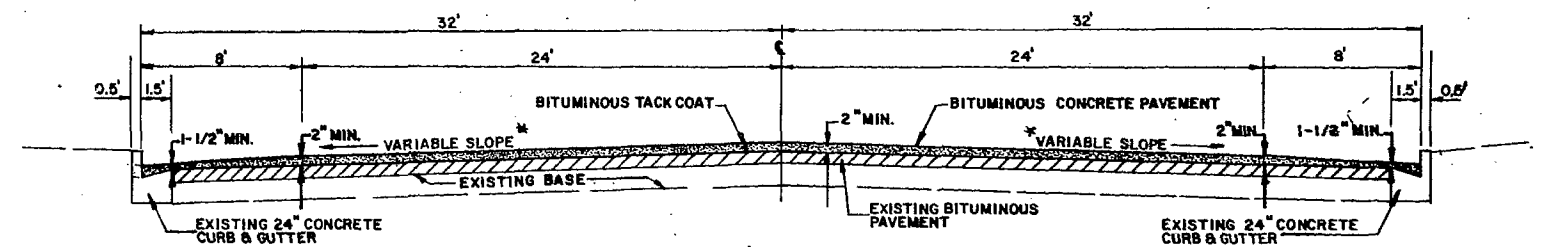
9995-05-06

SHEET NO.

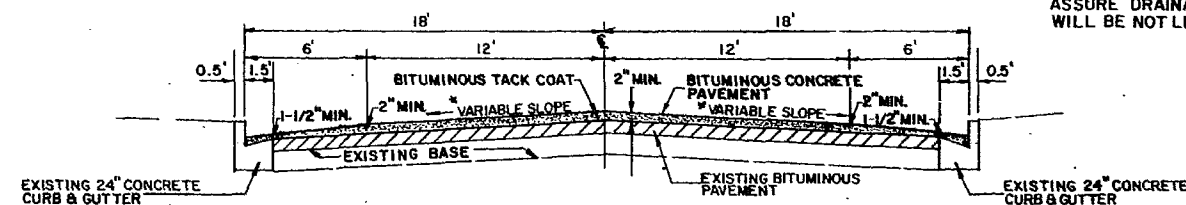
3

BITUMINOUS CONCRETE PAVEMENT

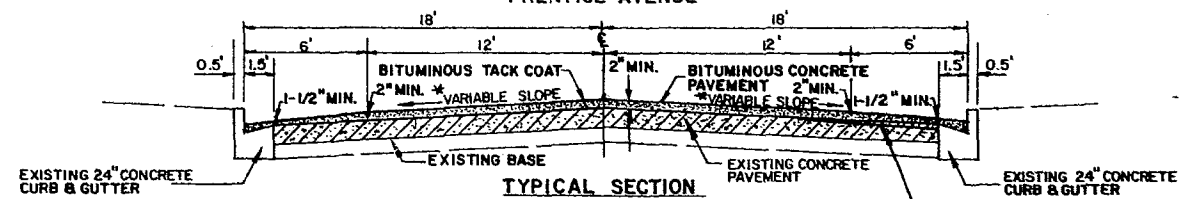
Station - Station		LOCATION	NET LENGTH OF	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	BITUMINOUS MATERIAL FOR PRIME COAT	TRAFFIC CONTROL	MOBILIZATION	REMOVING PAVEMENT	ADJUSTING MANHOLE COVERS
Sec. No.	Item No.		L.F.	40701	40702	40201	64301	61910	20401	61182
	Unit			TON	TON	TON	C.S.	L.S.	S.Y.	EACH
1	0+33.0 TO 7+18.5	11TH ST., BEASER AVE. TO 11TH AVE. W.	685.5	312	18	1.10			73	2
	INTERSECTION			13	1				102	
2	7+80.5 TO 40+06.0	11TH ST., 11TH AVE. W. TO 2ND AVE. W.	3225.5	1455	87	5.30	1	1	73	8
	INTERSECTIONS			83	5	0.06			631	17
3	40+68.0 TO 43+69.6	11TH ST., 2ND AVE. W. TO ELLIS AVE.	301.6	139	8	0.47			73	1
4	43+69.6 TO 57+88.6	PRENTICE AVE., 6TH ST. TO 10TH ST.	1419	642	39	2.30			79	
	INTERSECTIONS			30	2				214	
5	57+88.6 TO 65+20.6	BEASER AVE., 6TH ST. TO 8TH ST.	732	663	40	2.10			67	3
	INTERSECTIONS			44	3				156	
6	65+20.6 TO 80+03.0	6TH ST., VAUGHN AVE. TO ELLIS AVE.	1482.4	585	35	2.47			79	3
	INTERSECTIONS			38	2	0.20			138	10
	UNDISTRIBUTED QUANTITY			668	40					
	TOTALS		7846	4672	280	14	1	1	1695	46



TYPICAL SECTION
BEASER AVENUE



TYPICAL SECTION
11TH STREET &
PRENTICE AVENUE



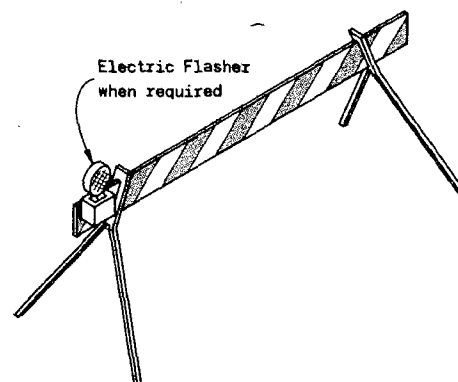
TYPICAL SECTION
6TH STREET

NOTE:
EXISTING 7" WIDE BITUMINOUS
PAVEMENT OVERLAY BETWEEN
ELLIS AVE. & 2ND AVE. W. AND
BETWEEN 2ND AVE. W. & 3RD
AVE. W. TO REMAIN IN PLACE

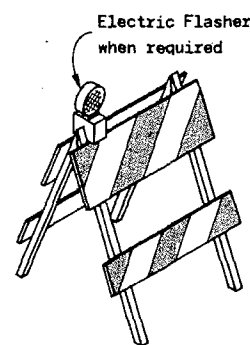
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
* Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum to variable Maximum		
** Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

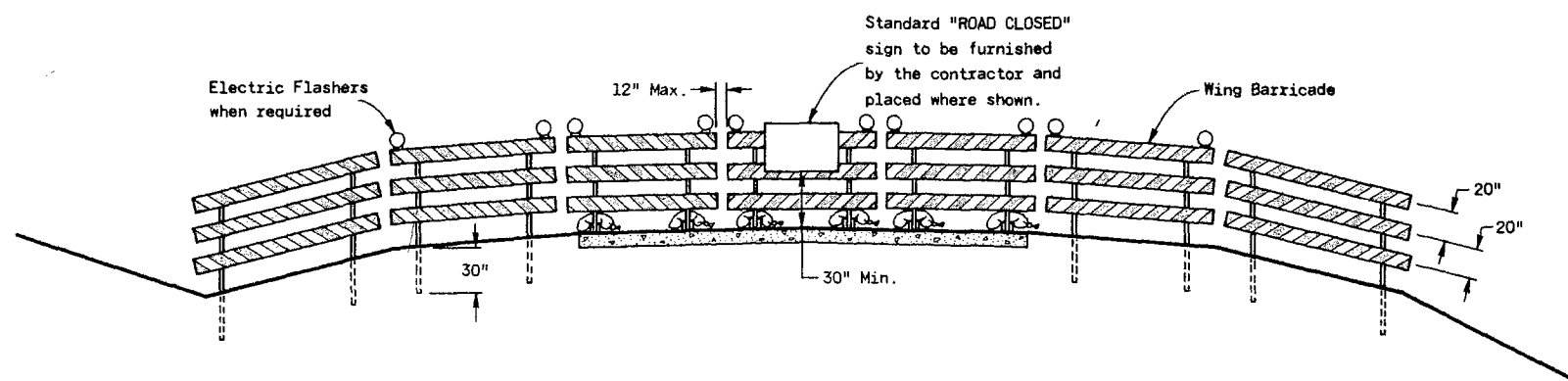
* Nominal dimensions when barricade is constructed of lumber.
 ** May be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE

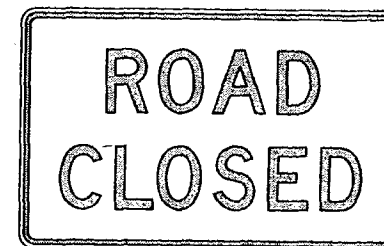


TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE

CONSTRUCTION BARRICADES



R11-2

48" x 30"

Black Lettering on Reflective
 White Background
 Letter Series "D"
 Letter height 8"



W20-3

48" x 48"

Black Lettering on Reflective
 Orange Background
 Letter Series "D"
 Letter height 7"

STANDARD SIGNS-TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain Barricades and Signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of Barricades and Signs shall conform to this drawing, the Wisconsin Manual on Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 3/4 inch in height.

CONSTRUCTION BARRICADES
 & STANDARD SIGNS

State of Wisconsin
 Department of Transportation
 Division of Highways

APPROVED
 10-1-76
 DATE

D. J. Stank
 CHIEF OF FACILITIES DEVELOPMENT

APPROVED
 10-1-76
 DATE

W. J. Siddle
 STATE HIGHWAY ENGINEER