

GENERAL NOTES

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXISTING UTILITIES ARE SHOWN FROM AS-BUILT PLANS PROVIDED BY THE UTILITY. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR MUST NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH BACKFILL GRANULAR. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND ENGINEER IN THE FIELD.

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. SANITARY SEWER MANHOLES, WATER MANHOLES, WATER VALVE BOXES, AND HYDRANTS WILL BE ADJUSTED AND PAID FOR AS NON-PARTICIPATING ITEMS.

THE EXACT LOCATION OF EXCAVATION BELOW SUBGRADE (EBS) WILL BE DETERMINED BY THE ENGINEER.

BROKEN CONCRETE CONTAINING RE-BAR SHALL NOT BE USED AS RIPRAP OR EBS BACKFILL.

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER OR THE THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

LOCATIONS OF DRAINAGE STRUCTURES IN CURB AND GUTTER REFER TO FACE OF CURB.

LOCATIONS OF DRAINAGE STRUCTURES NOT IN CURB AND GUTTER REFER TO CENTERLINE OF COVER.

ELEVATIONS ARE GIVEN TO FLOWLINE OF INLETS OR CENTERLINE OF COVER FOR MANHOLES.

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

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

CONCRETE DRIVEWAY REMOVAL WILL BE PAID FOR AS REMOVING PAVEMENT.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" WILL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM "TRAFFIC CONTROL COVERING SIGNS TYPE II."

REMOVAL OF EROSION CONTROL DEVICES WILL BE INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

TRAFFIC CONTROL DEVICES WILL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONTRACTOR MUST CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

STATIONING DISTANCES AND OFFSETS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL	SY	SQUARE YARD
AGG	AGGREGATE	T	TANGENT LENGTH
BAD	BASE AGGREGATE DENSE	TLE	TEMPORARY LIMITED EASEMENT
BM	BENCHMARK	VCL	VERTICAL CURVE LENGTH
BTWN	BETWEEN	VPC	POINT OF VERTICAL CURVE
C&G	CURB AND GUTTER	VPI	POINT OF VERTICAL INTERSECTION
C/L	CENTER OR CONSTRUCTION LINE	VPT	POINT OF VERTICAL TANGENT
CMCP	CULVERT PIPE CORRUGATED METAL		
CONC	CONCRETE		
CP	CULVERT PIPE		
CPRC	CULVERT PIPE REINFORCED CONCRETE		
CSD	CONCRETE SURFACE DRAIN		
CY	CUBIC-YARD		
D	DEGREE OF CURVE		
Δ	DELTA		
DISCH	DISCHARGE		
FE	FIELD ENTRANCE		
HMA	HOT MIX ASPHALT		
INV	INVERT		
L	LENGTH OF CURVE		
LHF	LEFT HAND FORWARD		
LT	LEFT		
MIN	MINIMUM		
M/L	MATCHLINE		
NB	NORTHBOUND		
NC	NORMAL CROWN		
PAVT	PAVEMENT		
PC	POINT OF CURVE		
PCC	POINT OF COMPOUND CURVE		
PE	PRIVATE ENTRANCE		
PI	POINT OF INTERSECTION		
PLE	PERMANENT LIMITED EASEMENT		
PT	POINT OF TANGENT		
R	RADIUS OF CURVE		
R/L	REFERENCE LINE		
R/W	RIGHT OF WAY		
RC	REVERSE CROWN		
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE		
REQD	REQUIRED		
RHF	RIGHT HAND FORWARD		
RO	RUN OFF LENGTH		
RRSP	RAILROAD SPIKE		
RT	RIGHT		
SALV	SALVAGED		
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE		
SB	SOUTHBOUND		
SDD	STANDARD DETAIL DRAWING		
SE	SUPERELEVATION		
SF	SQUARE FOOT		
STA	STATION		

UTILITY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE

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WE ENERGIES - GAS

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ORDER OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- REMOVAL PLAN
- PLAN DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL PLAN
- PAVEMENT MARKING
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT PLAN



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

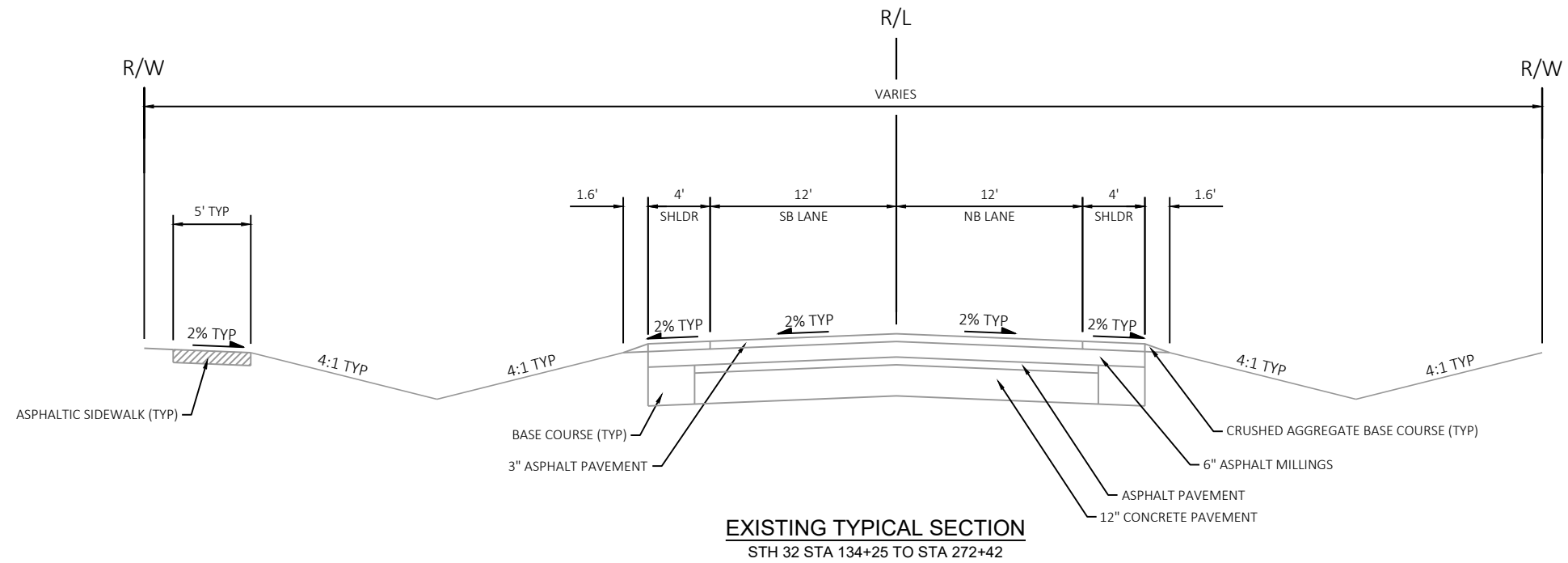


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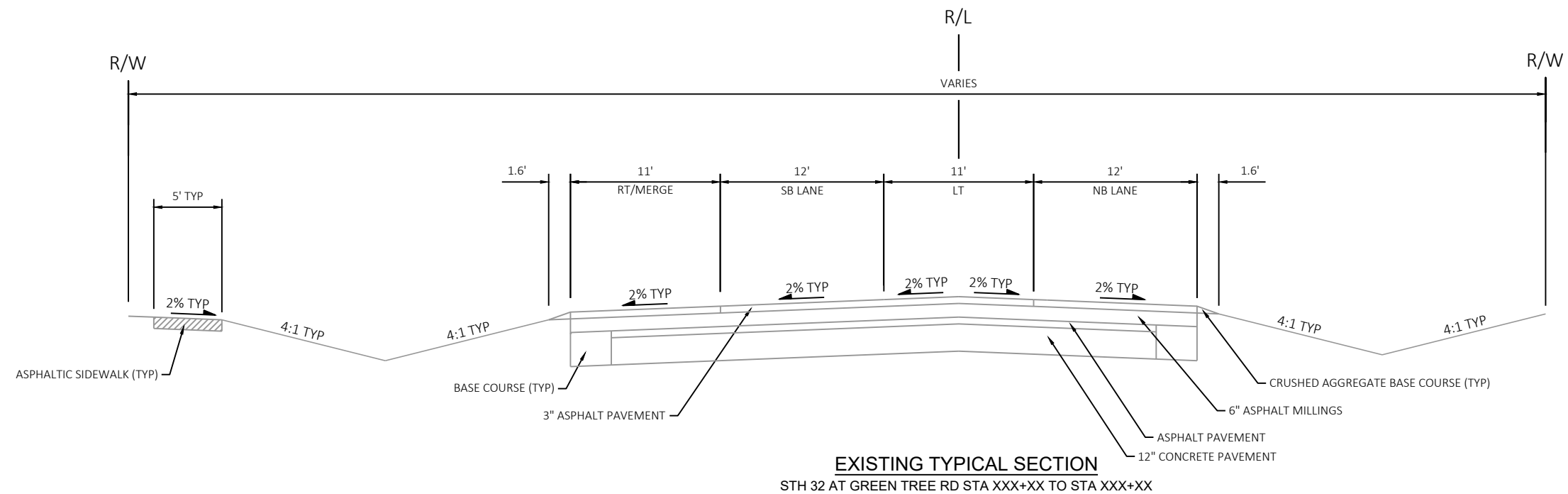
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PROJECT NO: 2225-00-73	HWY: STH 32	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET	E
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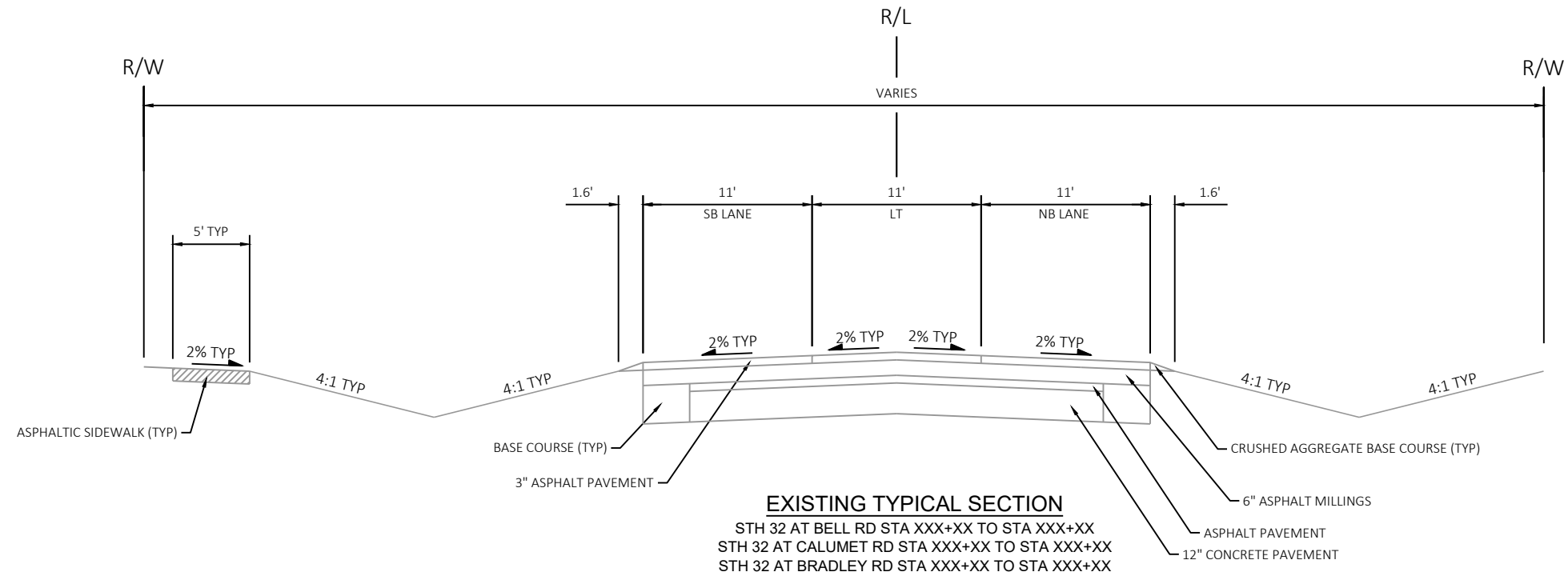
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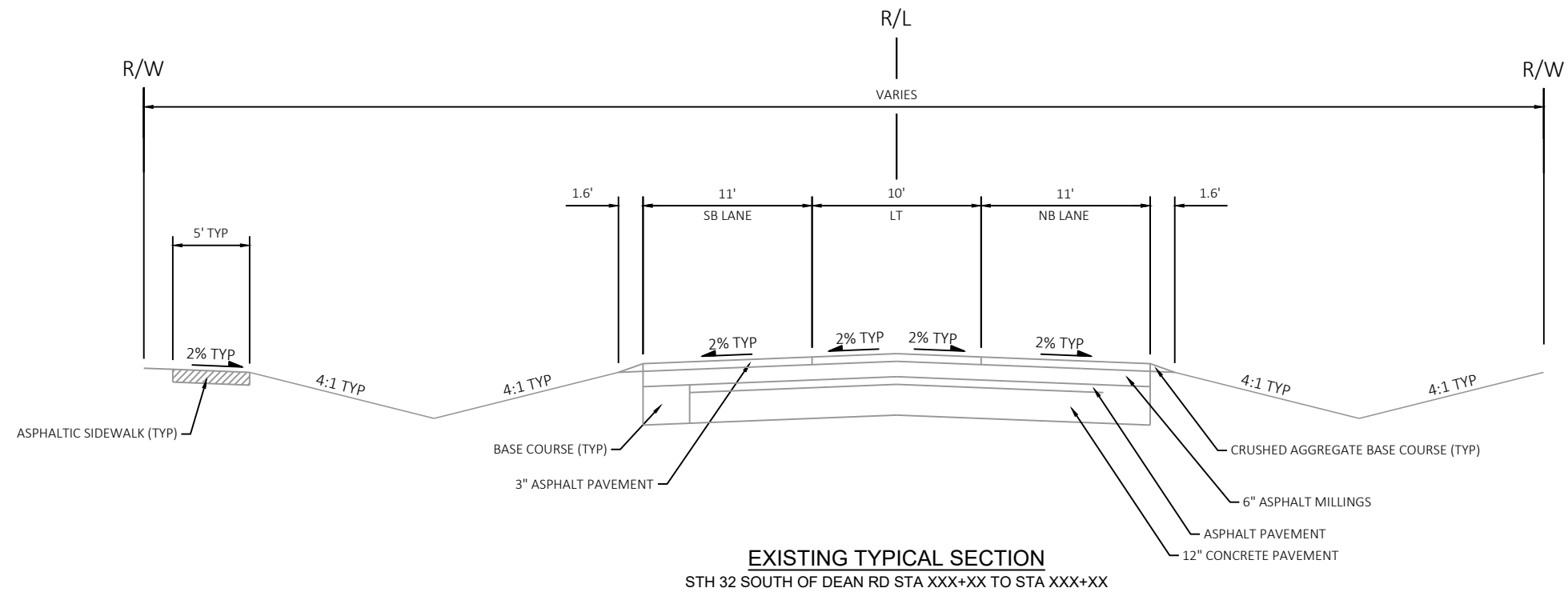
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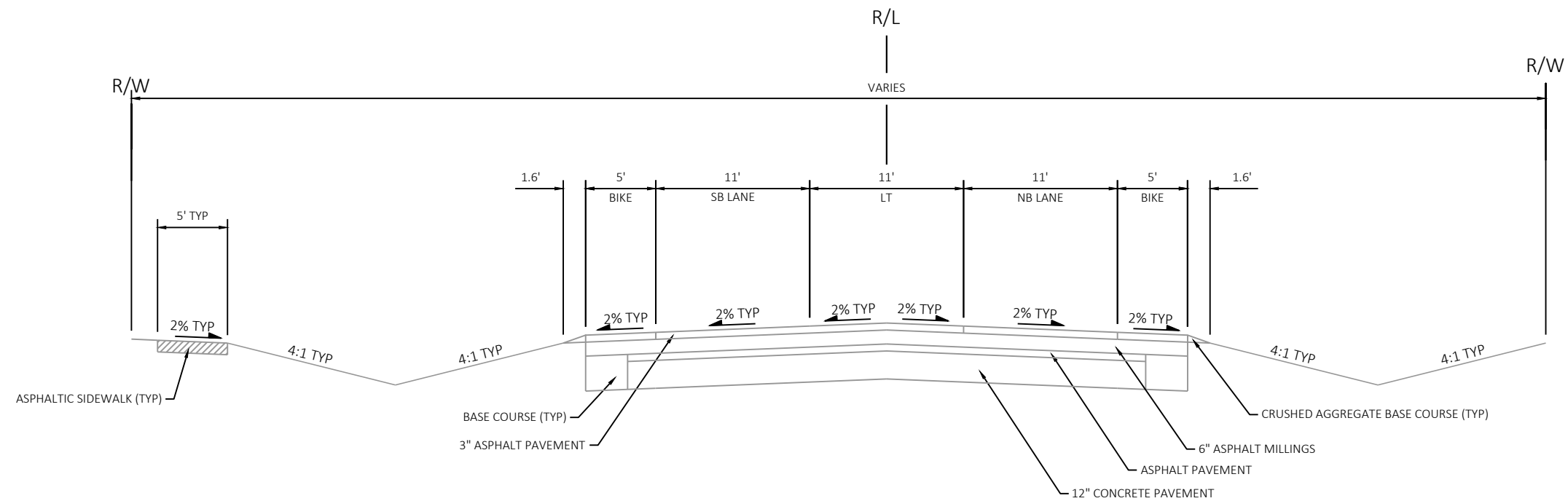
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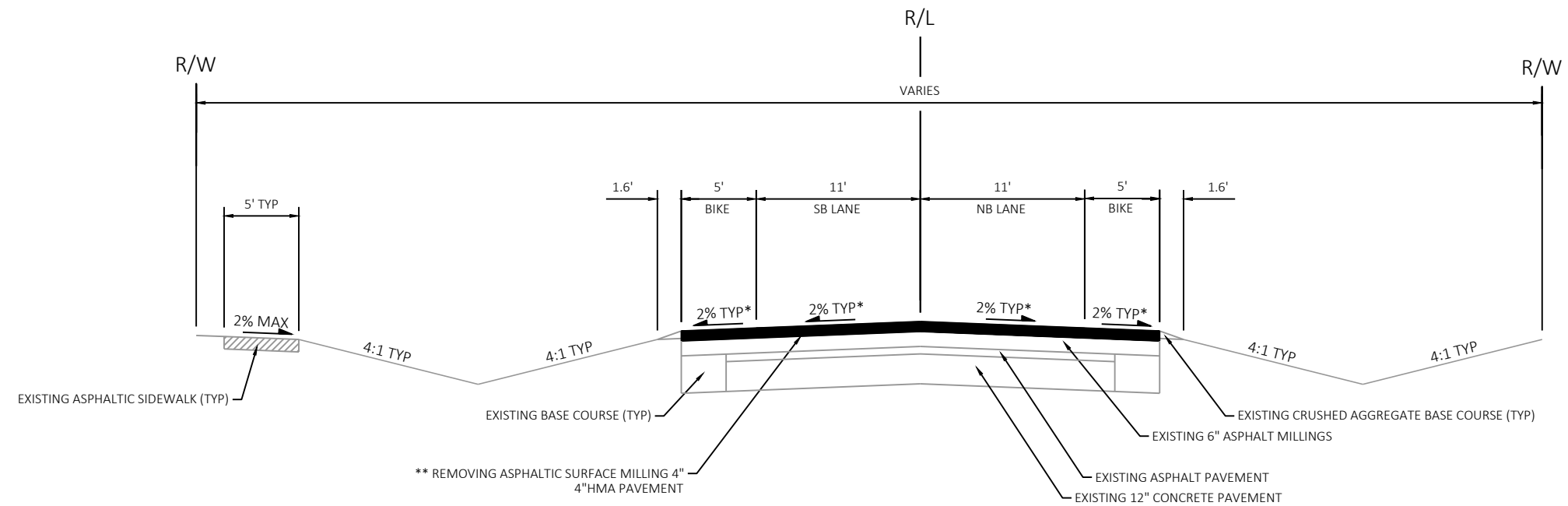
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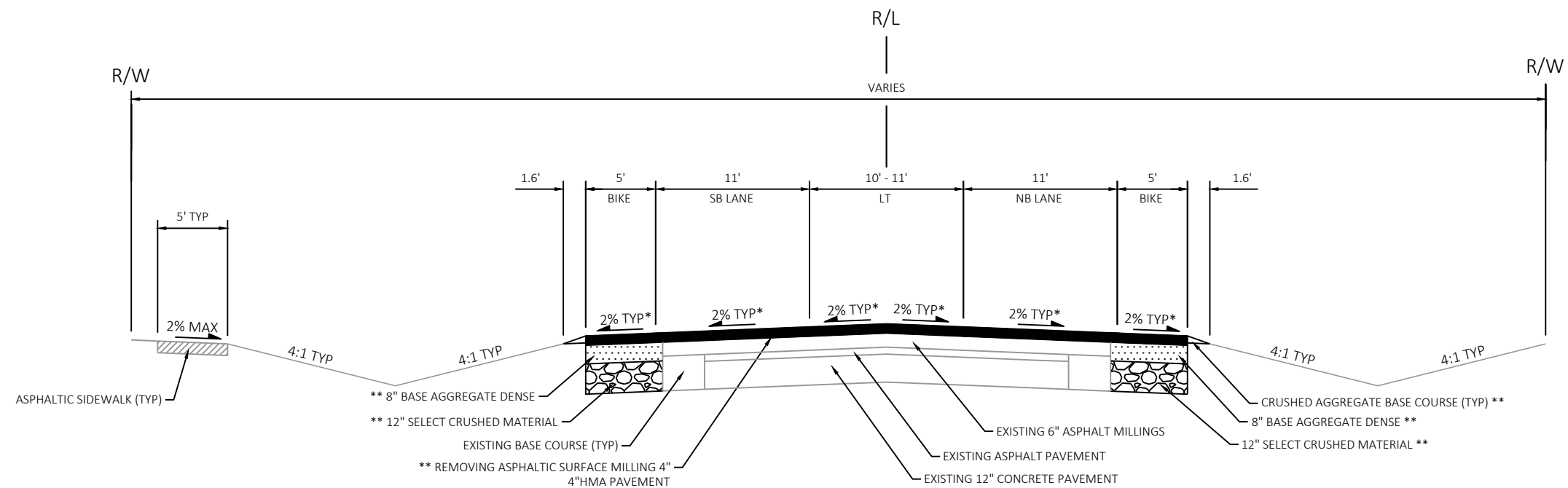
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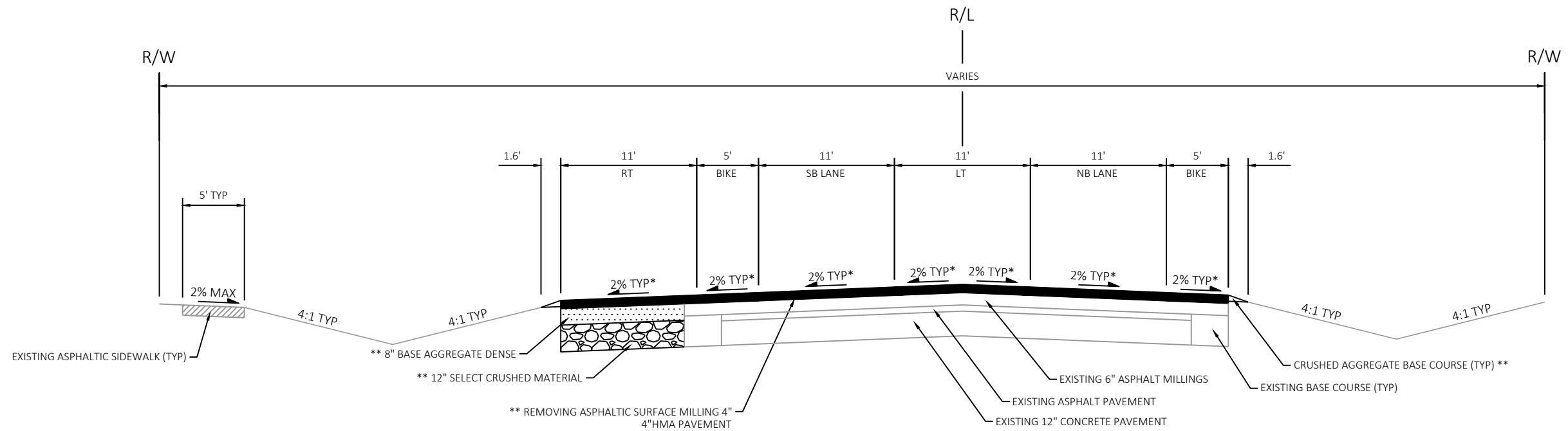


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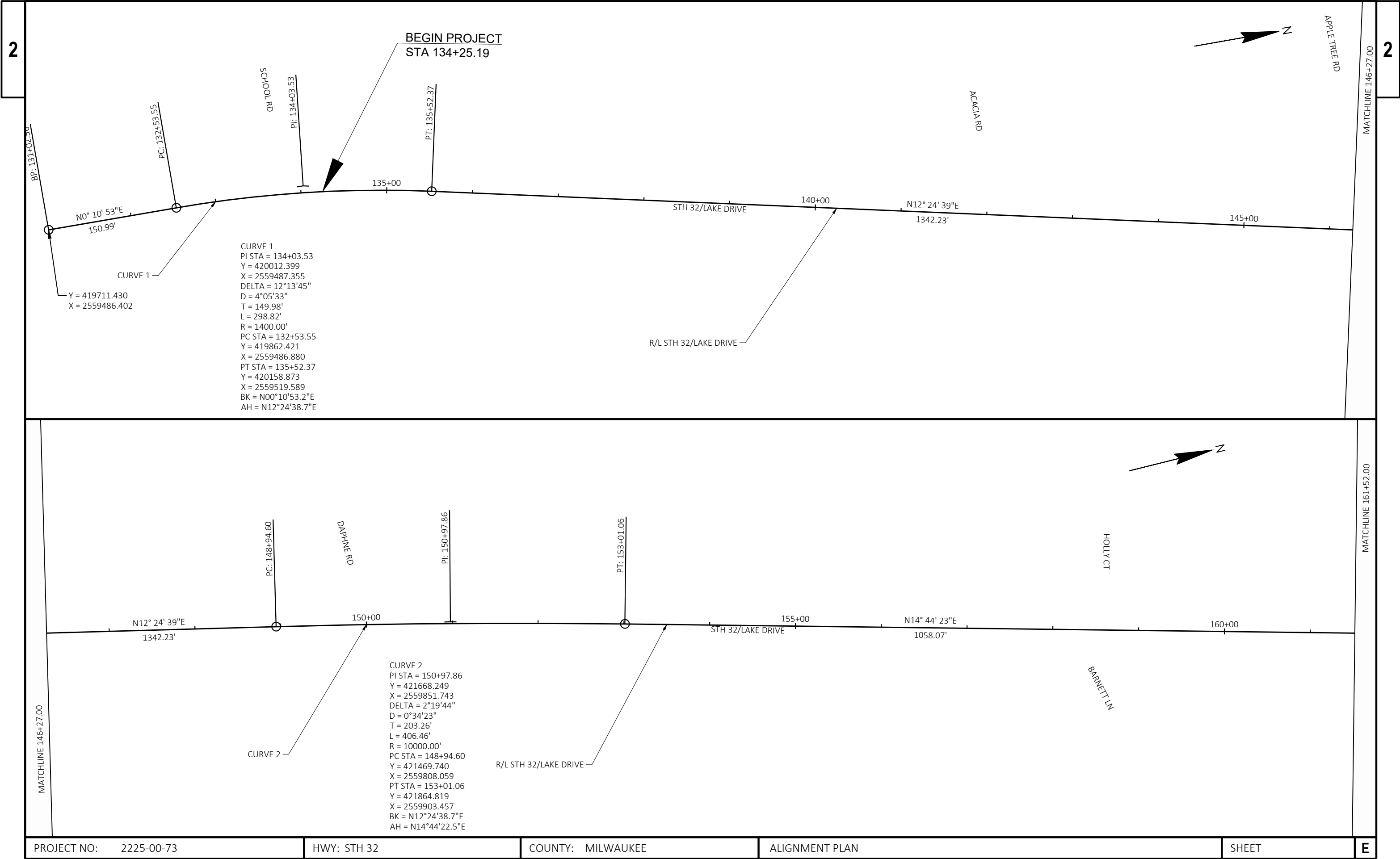
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STH 32 AT BELL RD STA XXX+XX TO STA XXX+XX
STH 32 AT CALUMET RD STA XXX+XX TO STA XXX+XX
STA 32 AT BRADLEY RD STA XXX+XX TO STA XXX+XX
STA 32 AT DEAN RD STA XXX+XX TO STA XXX+XX

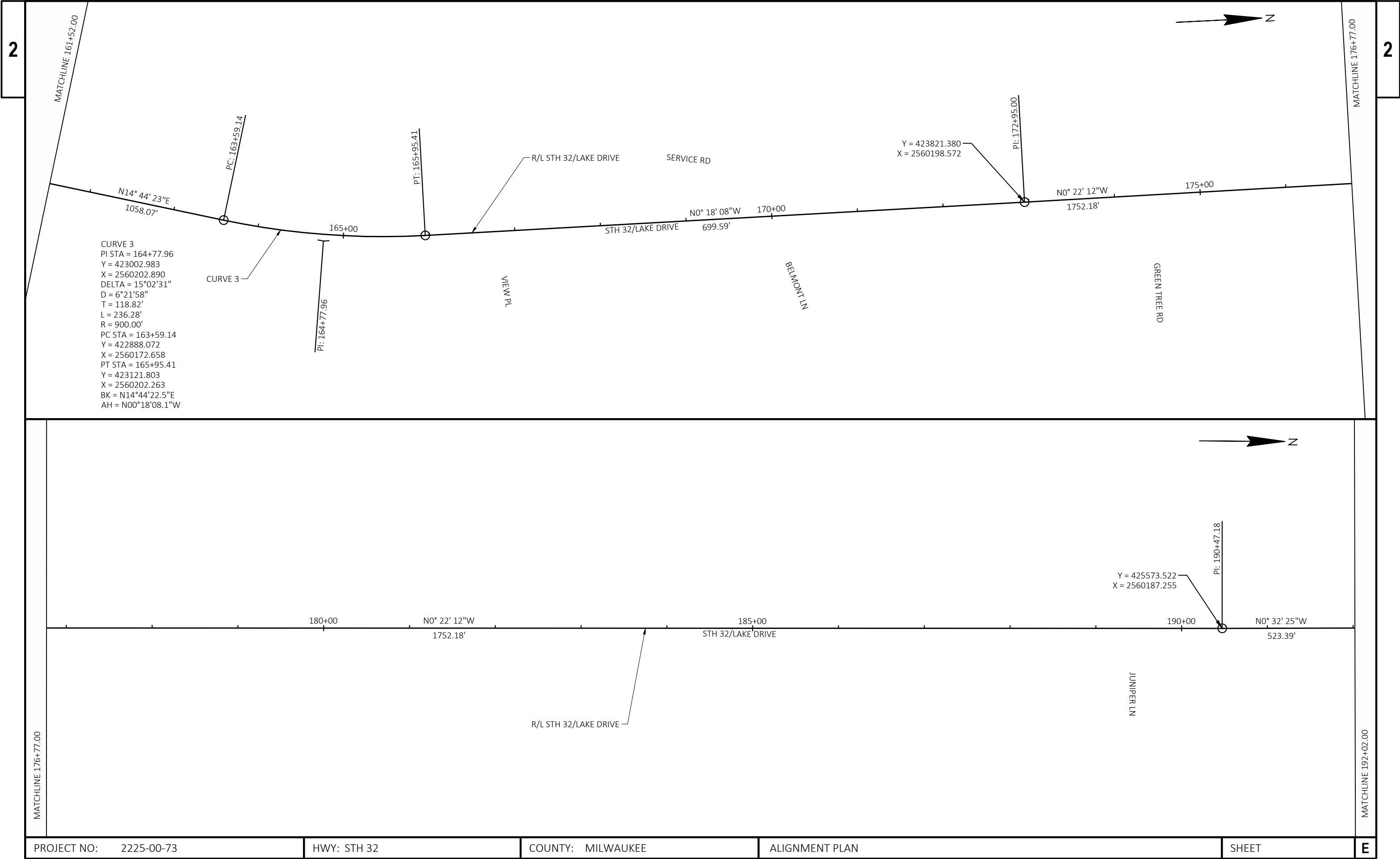
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** TO BE CONFIRMED WITH THE PAVEMENT DESIGN REPORT.



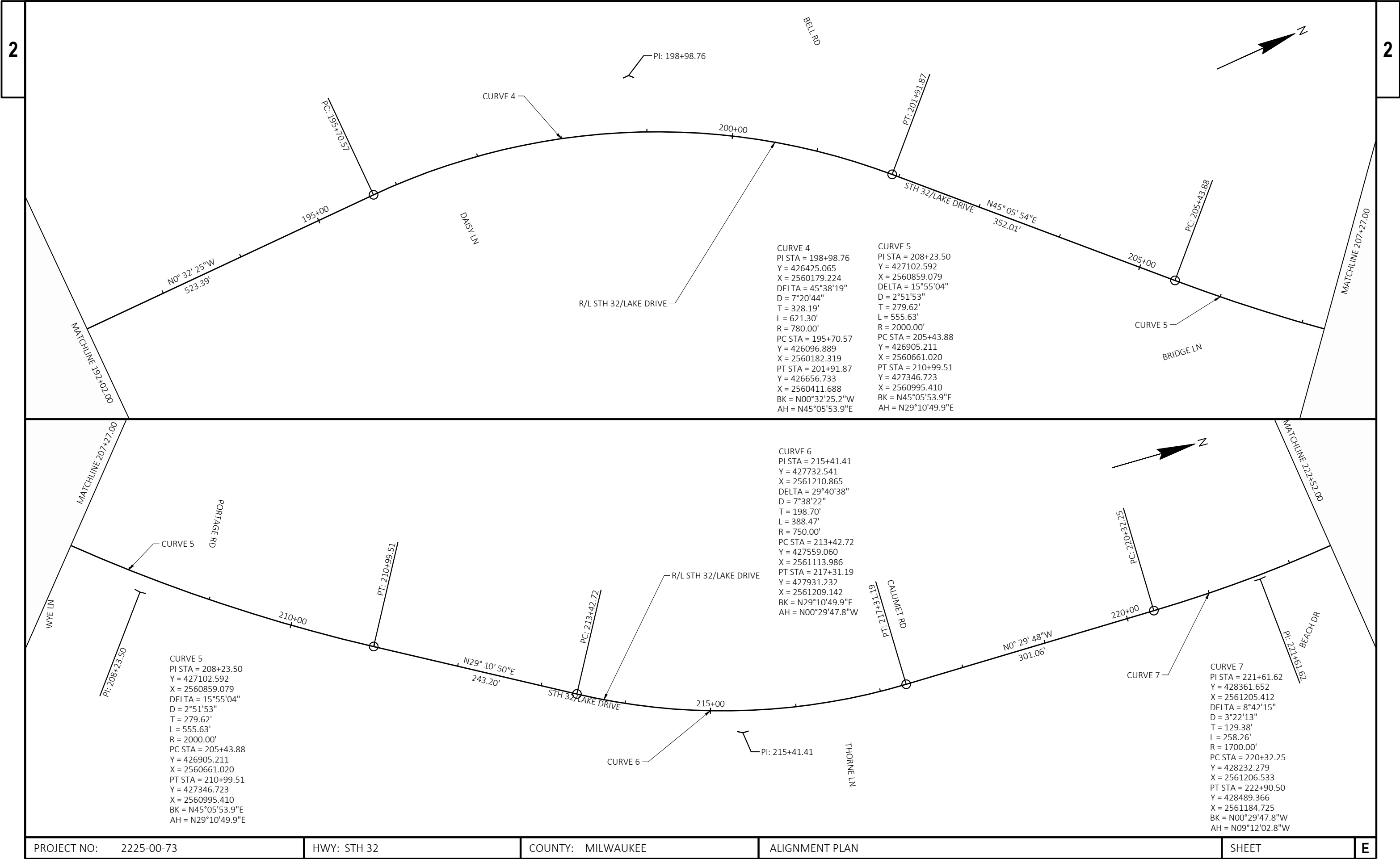
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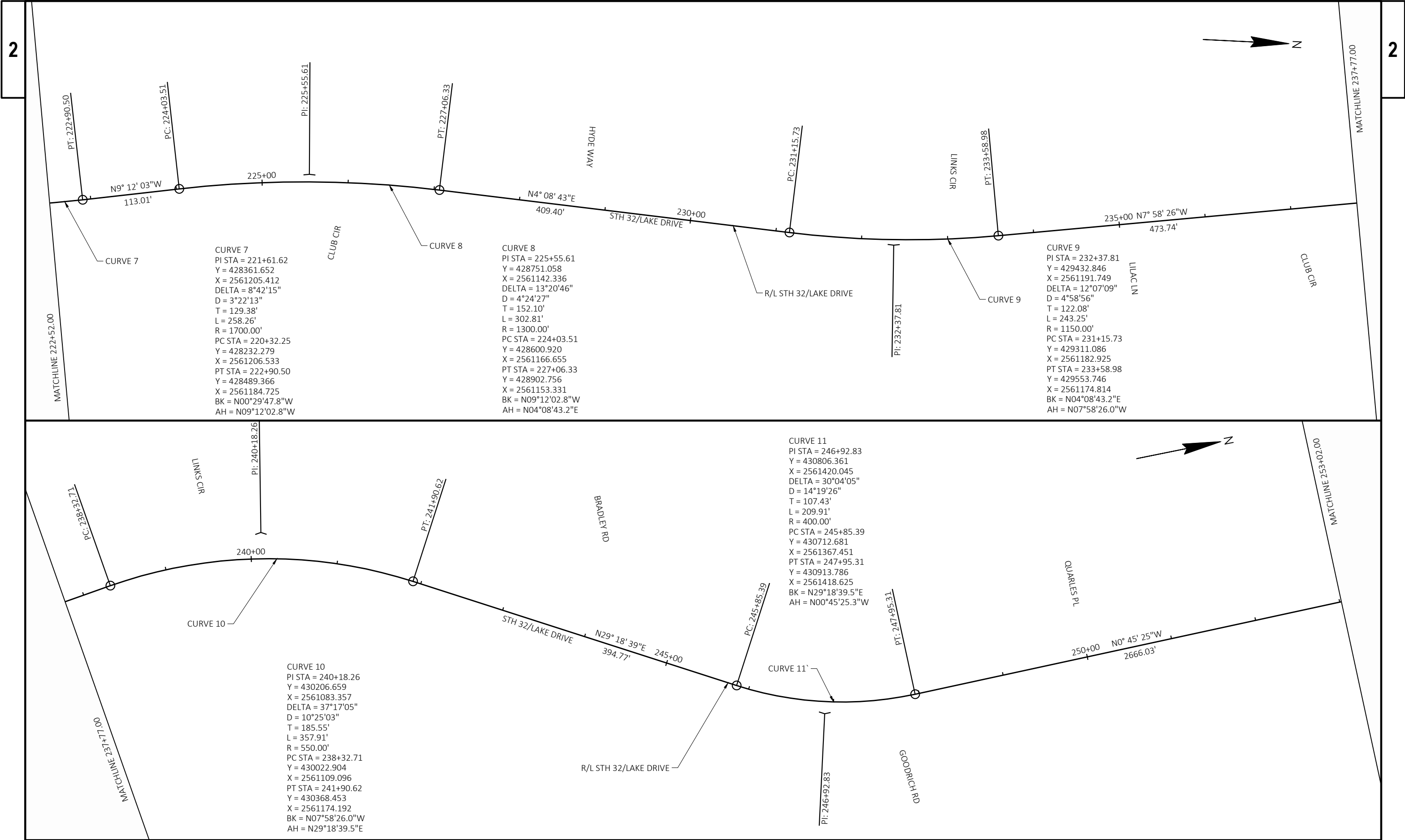
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* FOR SUPERELEVATED SECTIONS SEE THE SUPER ELEVATION TABLE.
** TO BE CONFIRMED WITH THE PAVEMENT DESIGN REPORT.

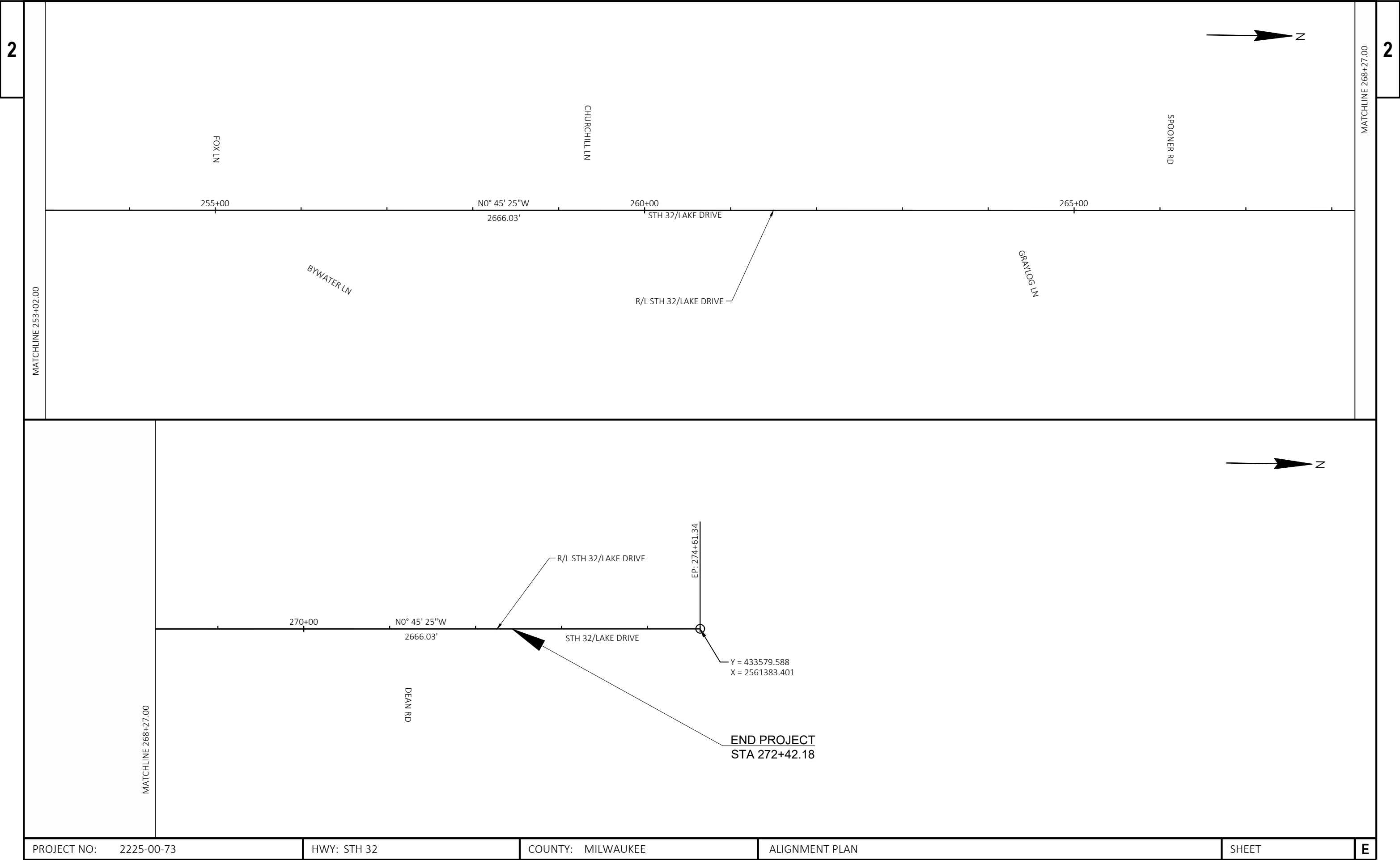




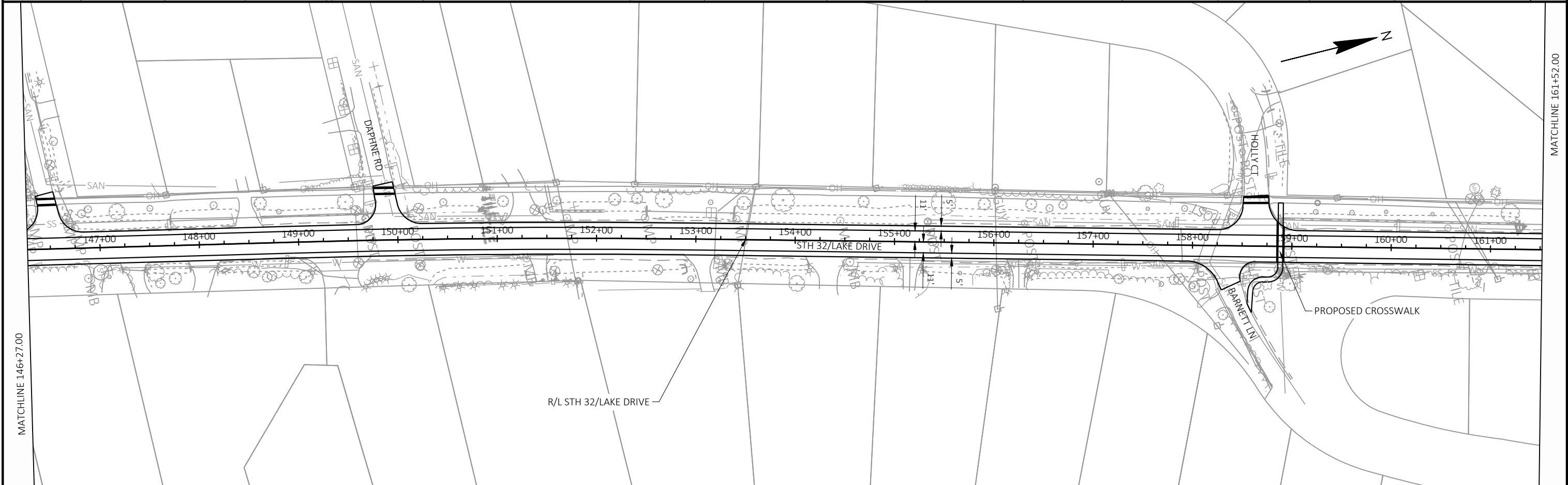
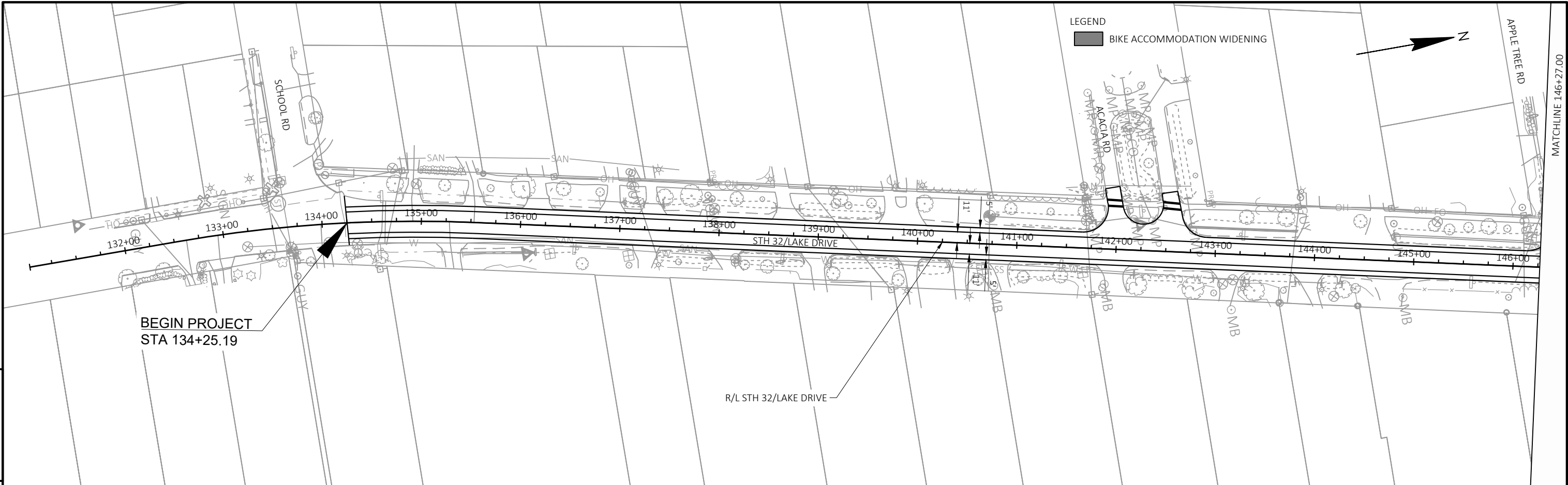
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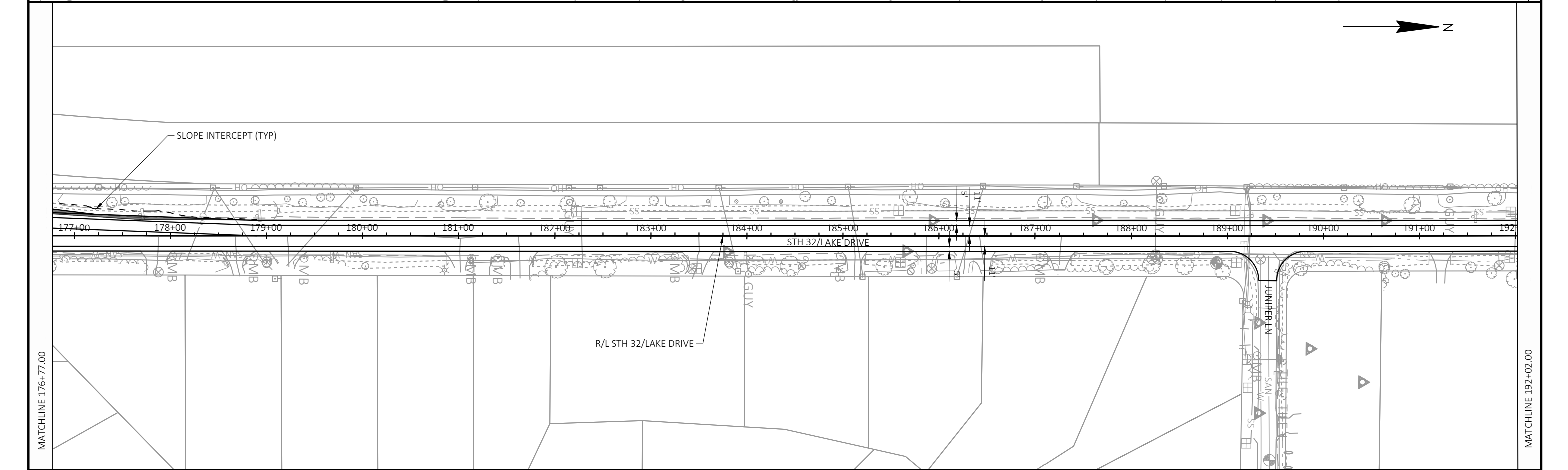
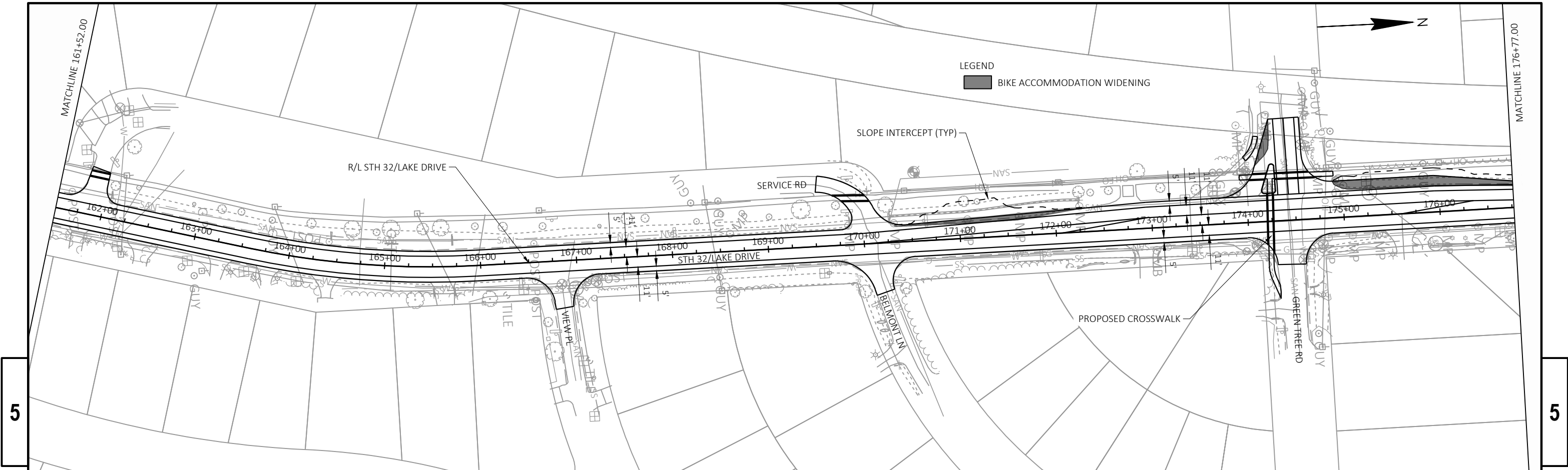




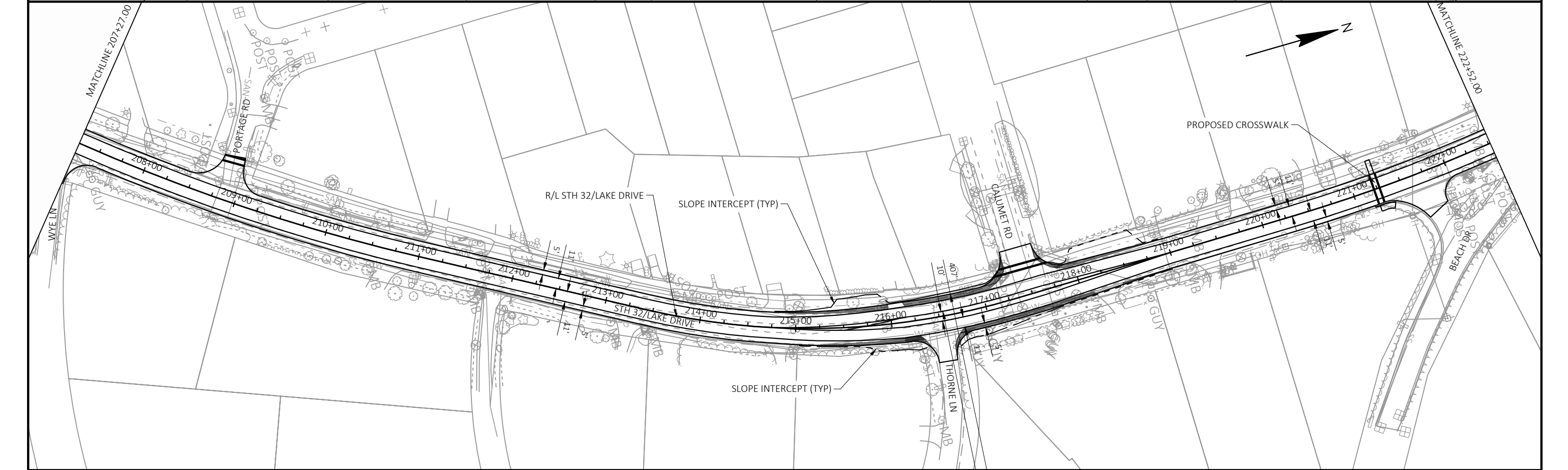
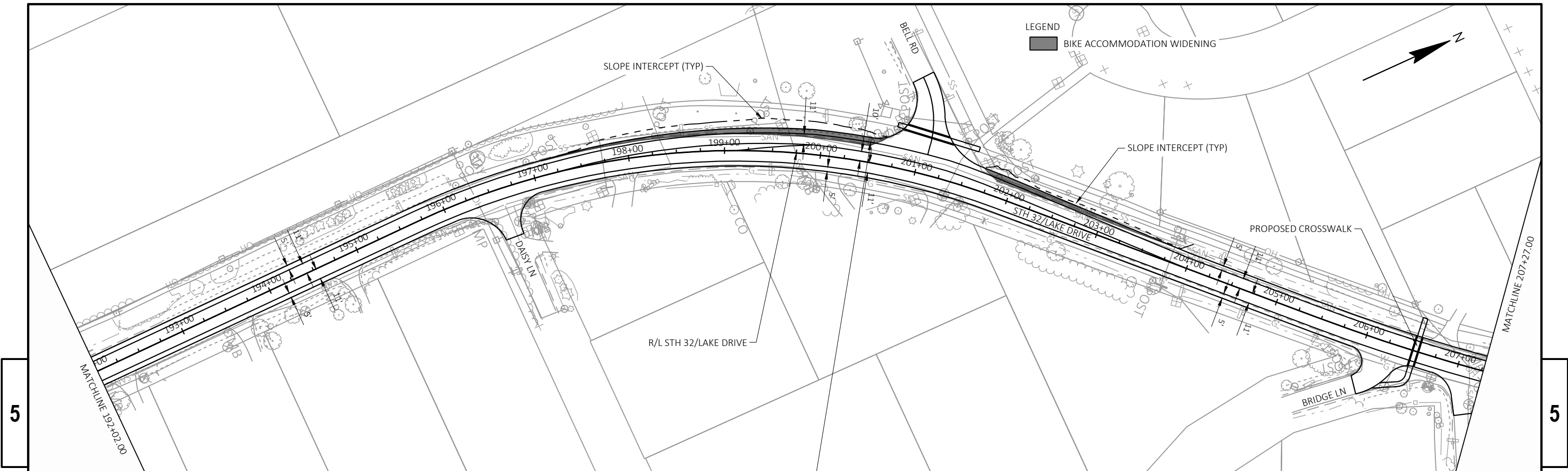
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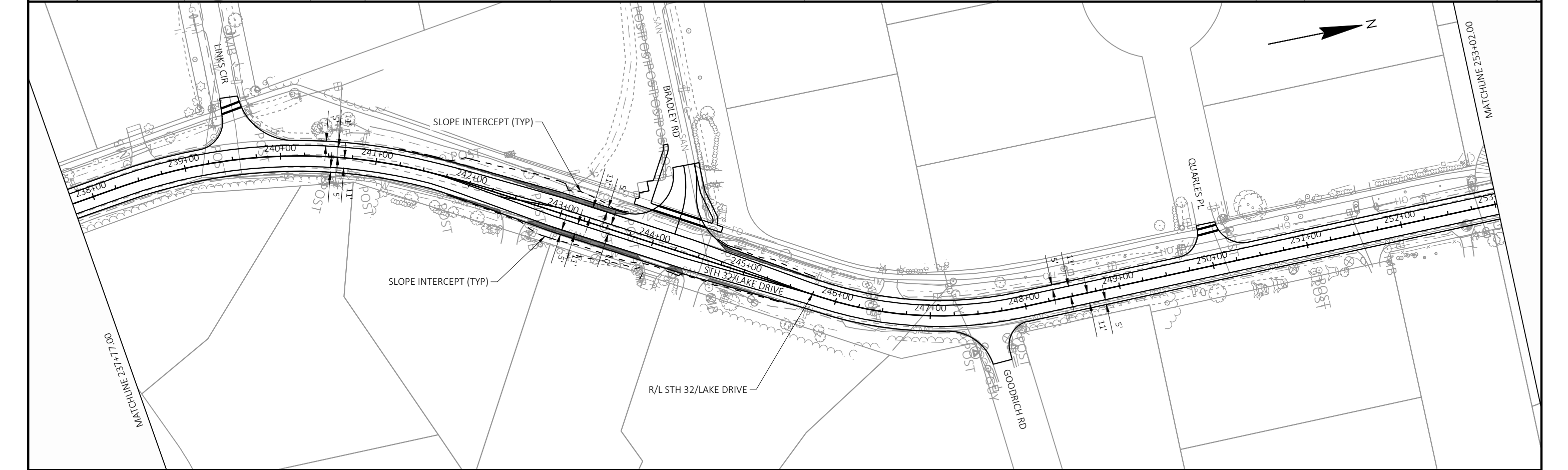
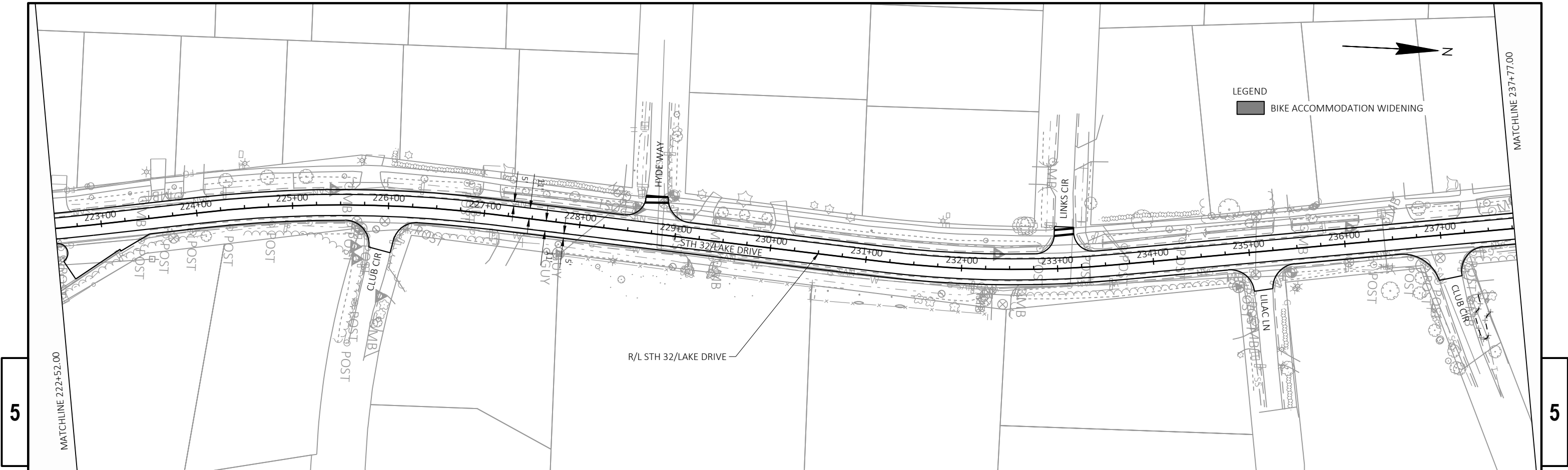
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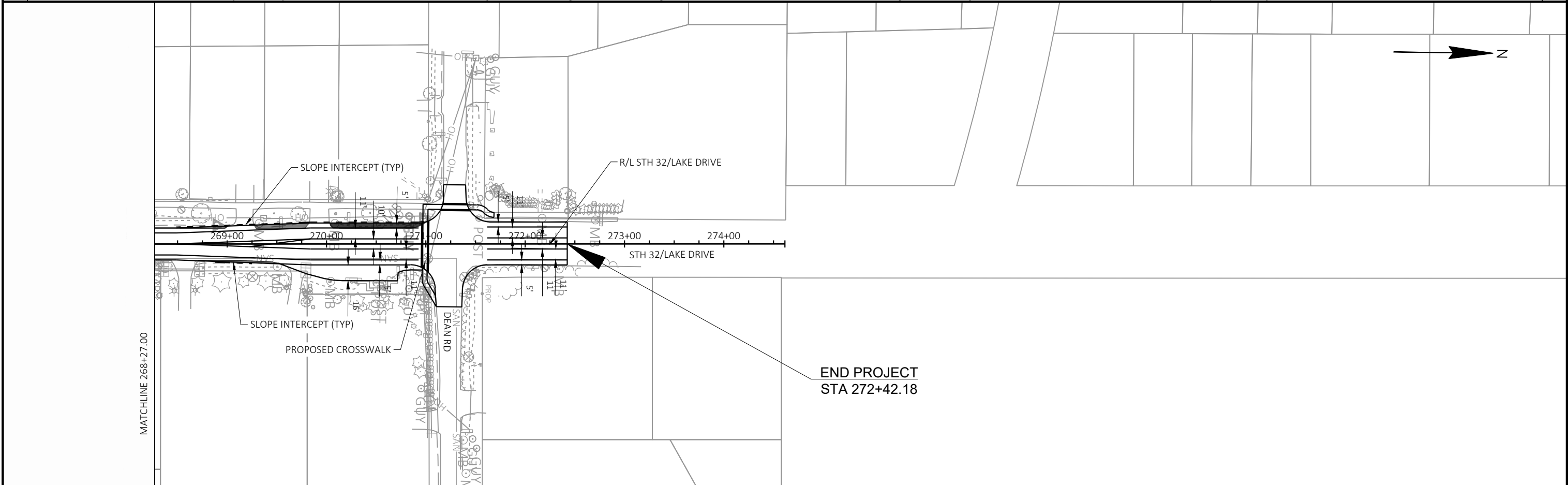
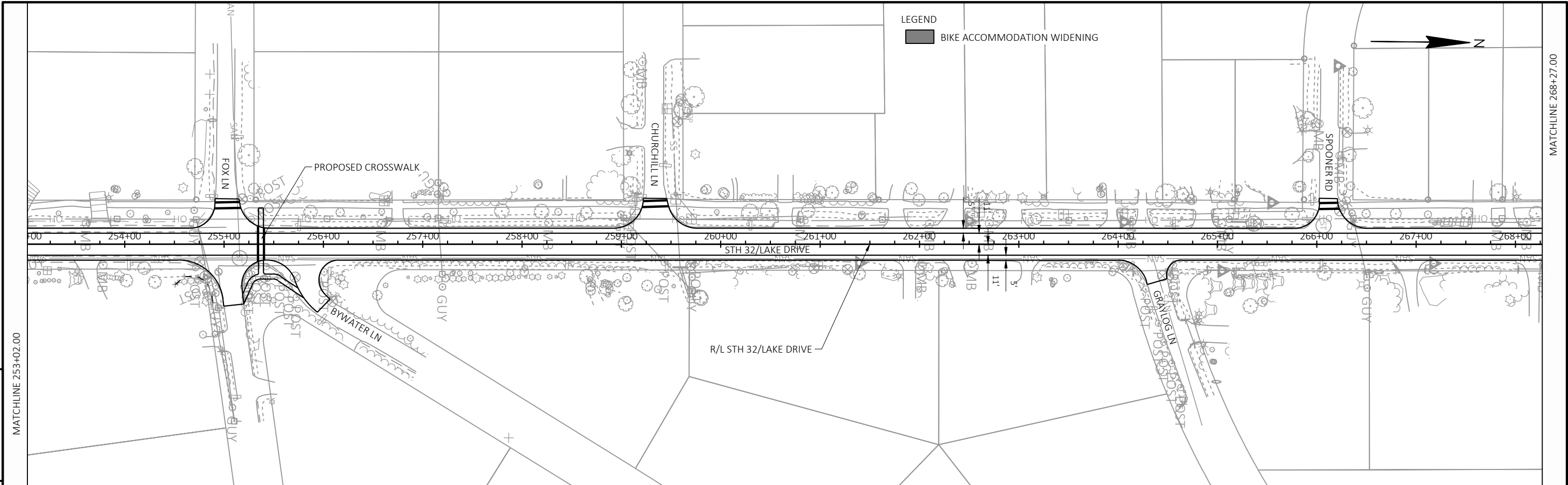
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