

PROJECT ID: 2210-12-70

COUNTY: WAUKESHA

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	2025	=	12,300
A.A.D.T.	2045	=	16,900
D.H.V.		=	1,850
D.D.		=	59/41
T.		=	8.2%
DESIGN SPEED		=	35-55 MPH
ESALS		=	1,700,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

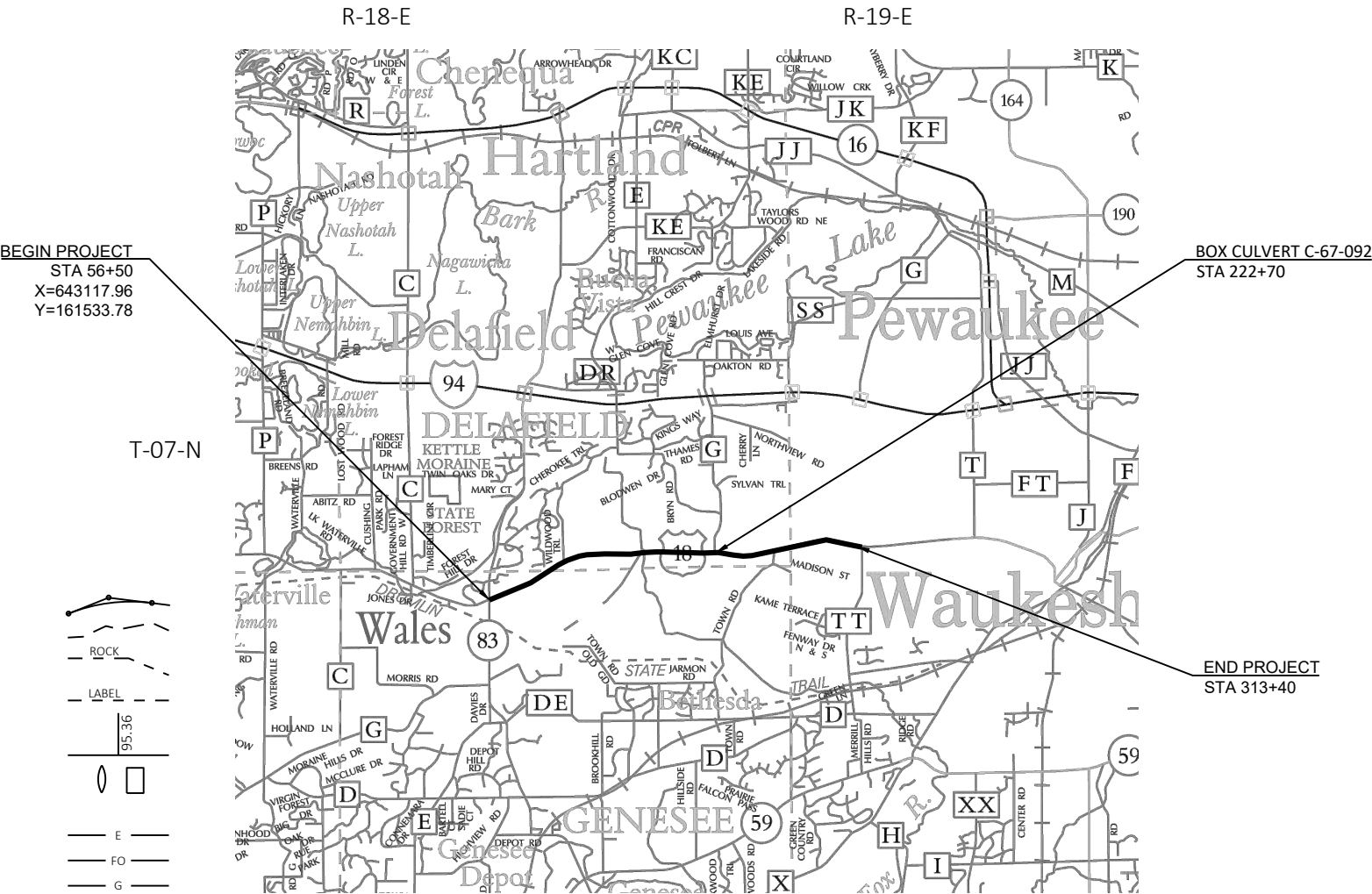
SUMMIT AVE, TOWN DELAFIELD

STH 83 TO CTH TT

USH 18

WAUKESHA COUNTY

STATE PROJECT NUMBER
2210-12-70



TOTAL NET LENGTH OF CENTERLINE = 4.865 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WAUKESHA COUNTY, NAD83 (2007), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2210-12-70		

60% PLAN
2/8/2021

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	ANDREW PINTER
Designer	DOUG CAIN, P.E.
Project Manager	
Regional Examiner	
Regional Supervisor	BEN ERUCHALU
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)
PRE_1	

GENERAL NOTES

THE CONTRACTOR SHALL CONTACT THE UTILITIES AND DIGGERS HOTLINE TO LOCATE AND FIELD VERIFY UTILITIES PRIOR TO THE START OF WORK. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. ANY LOCAL, MUNICIPAL OR OTHER UTILITY THAT IS NOT A MEMBER OF DIGGERS HOTLINE SHALL BE CONTACTED SEPERATELY.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

BENCHMARK LOCATIONS SHOWN ON PLAN ARE APPROXIMATE AND SHOULD BE VERIFIED.

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

THE REMOVAL OF MESH MATERIAL THAT IS FOUND IN EXISTING PAVEMENT SHALL BE INCIDENTAL TO THE REMOVAL OF THE PAVEMENT ITEM IN THAT SECTION.

LEAVE EXISTING PAVEMENT STRUCTURE INTACT UNLESS DIRECTED BY FIELD ENGINEER.

A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

SAW CUT SLURRY, GRINDING OR SHIPPING WASTE WILL BE COLLECTED DURING THE PROCESS AND NOT ALLOWED TO RUN, DIP OR FALL OUTSIDE THE PROJECT LIMITS OR INTO WATERWAYS OR WETLANDS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZER, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL.

IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FIVE (5) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THE STOCKPILE WITH TEMPORARY SEED AND MULCH.

PROVIDE A STOCKPILE AND MATERIAL STORAGE/STAGING PLAN DURING THE PRECON MEETING. MATERIALS SHALL NOT BE PILED TO BLOCK VISIBILITY OR ACCESS OF USERS AND ADJACENT PROPERTIES. DON'T STOCKPILE UNLESS LOCATIONS AND HEIGHTS ARE APPROVED BY ENGINEER. PROVIDE ENGINEER A STAGING PLAN WITH ECIP.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE BMP IS NO LONGER REQUIRED.

FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.

REMOVAL OF EROSION CONTROL DEVICES IS INCIDENTAL TO THE COST OF THEIR RESPECTIVE BID ITEMS.

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

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE AGGREGATE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS THE MINIMUM REQUIRED AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EXISTING SURFACE ELEVATIONS SHOWN IN CROSS SECTIONS DOES NOT ACCOUNT FOR ANY PLANNED REHABILITATION/OVERLAY WORK.

THE CONTRACTOR SHALL CONFIRM GRADES ON THE PLANS AND ENSURE POSITIVE DRAINAGE AT THE COMPLETION OF ALL WORK.

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

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

ASPHALT SPECIFICATIONS

PAVEMENT TYPE	TOTAL LAYER PAVEMENT THICKNESS	LAYERS
4MT58-28S	1.75"	1.75" UPPER LAYER
3MT58-28S	2.25"	2.25" LOWER LAYER

ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BMP	BEST MANAGEMENT PRACTRICES
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
Δ	DELTA
D	DEGREE OF CURVE
DISCH	DISCHARGE
EAT	ENERGY ABSORBING TERMINAL
EB	EASTBOUND
ECIP	EROSION CONTROL IMPLEMENTATION PLAN
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
HMOD	HEIGHT MODERNIZATION
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SDD	STANDARD DETAIL DRAWINGS
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
WB	WESTBOUND

UTILITY CONTACTS

AT&T LEGACY

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222 W JACKSON
WOODSTOCK, IL 60098
(312) 734-2223
KC1298@ATT.COM

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CITY OF WAUKESHA - COMMUNICATION

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(262) 792-7938
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SPRINT COMMUNICATIONS CO LP

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7459 W 79TH ST
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VILLAGE OF WALES - SEWER

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VILLAGE OF WALES - WATER

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WISDOT - COMMUNICATION LINE

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OTHER AGENCY CONTACTS

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SOUTHEASTERN WISCONSIN
REGIONAL PLANNING COMMISSION

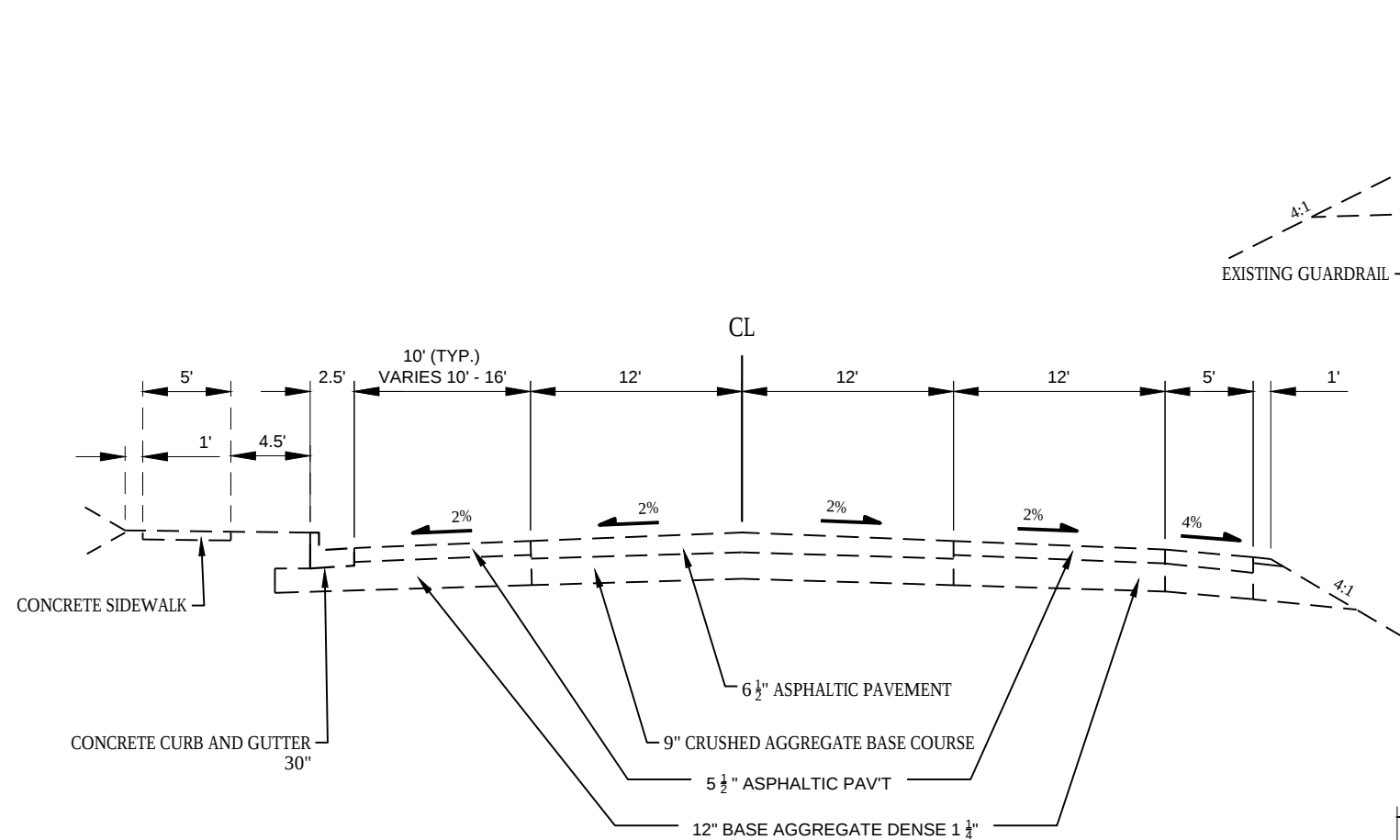
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CELL (920) 912-1036
merry@sewrpc.org

TOWN OF DELAFIELD

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CITY OF WAUKESHA

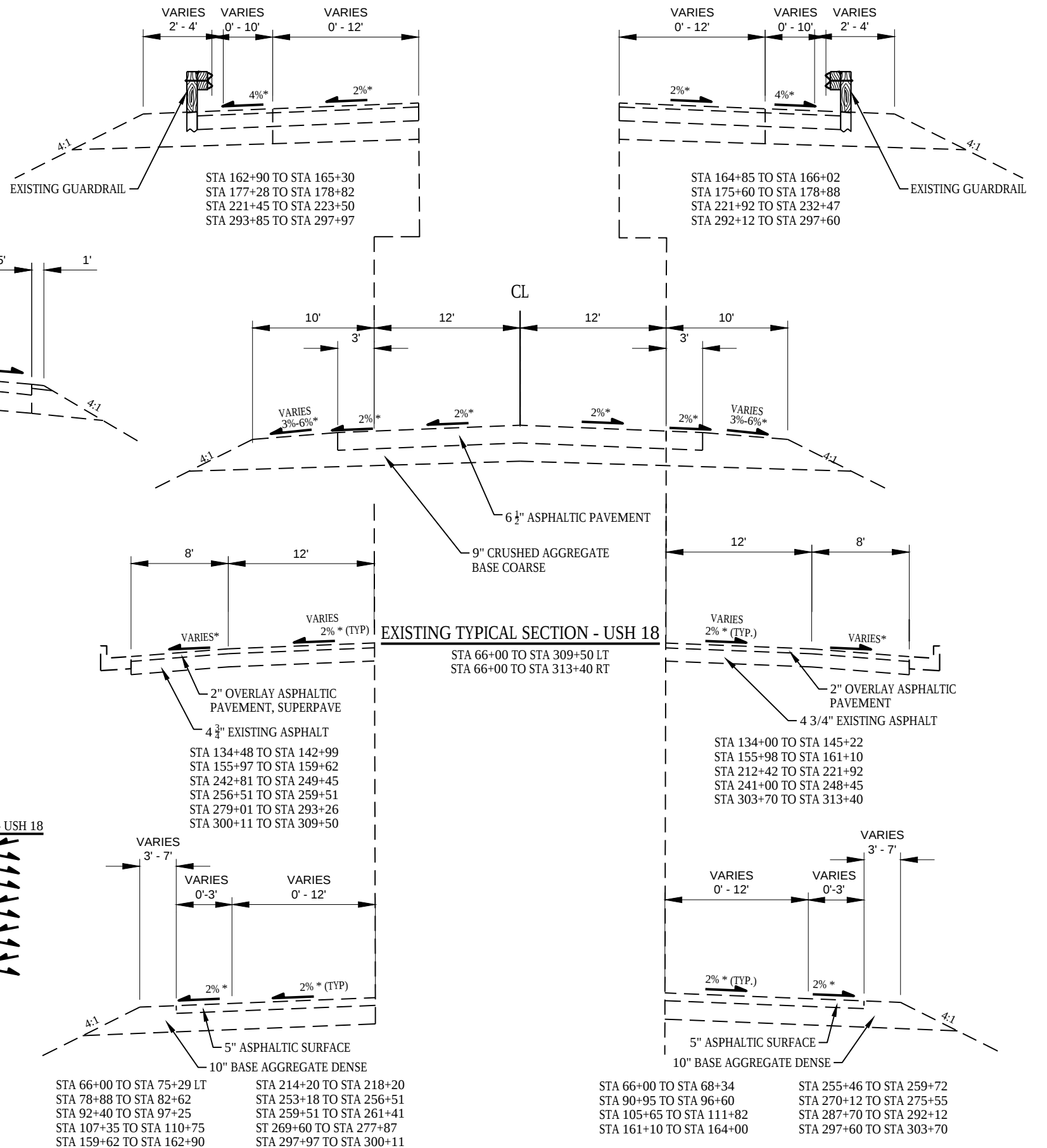
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(262) 524-3600
dpw@waukeshawi.gov

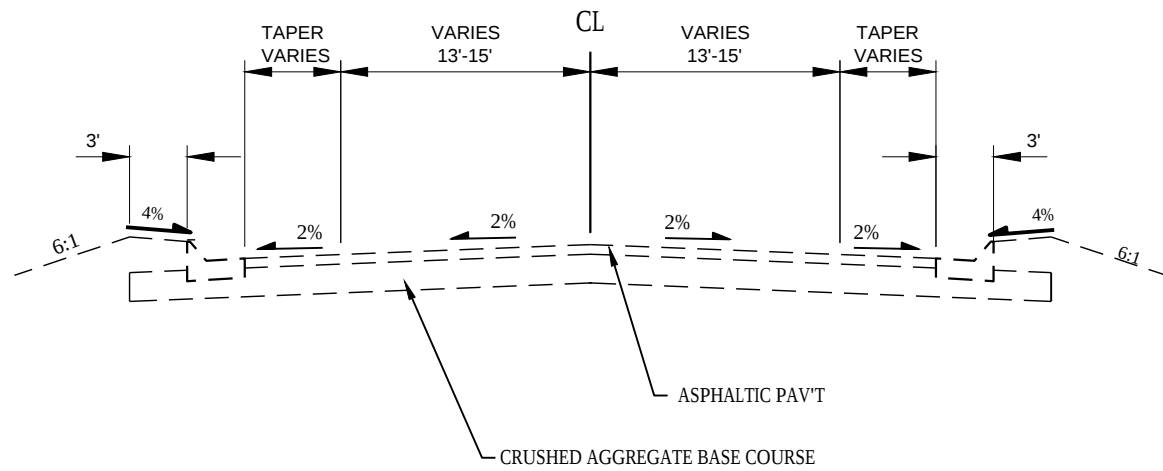


EXISTING TYPICAL SECTION - USH 18
STA 56+50 TO STA 66+00

***EXISTING SUPERELEVATED SECTION - USH 18**

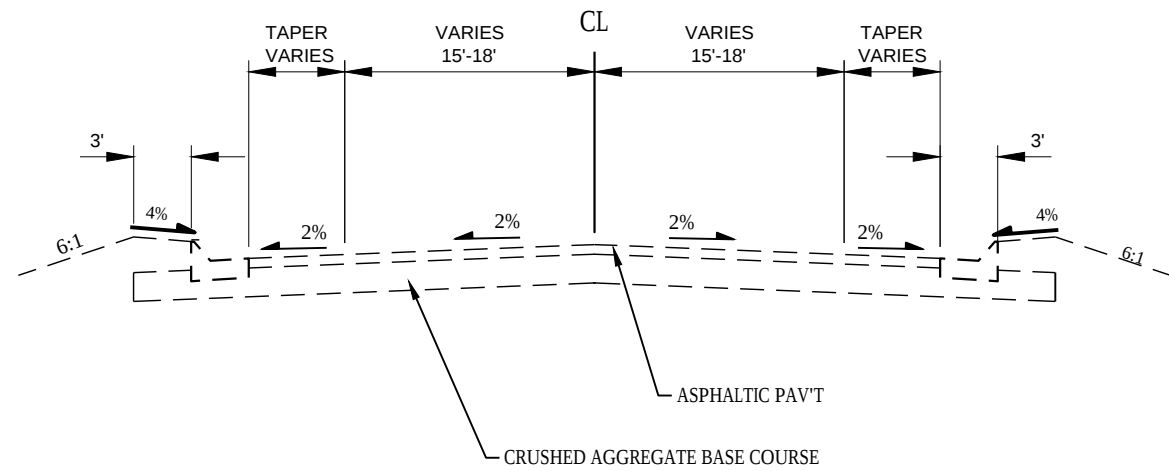
STA 75+55 TO STA 86+10	3.6%	➡
STA 98+70 TO STA 112+95	2.7%	➡
STA 113+05 TO STA 129+00	3.6%	➡
STA 129+00 TO STA 142+85	2.0%	➡
STA 142+85 TO STA 153+95	4.4%	➡
STA 165+45 TO STA 181+05	2.7%	➡
STA 197+70 TO STA 206+55	4.4%	➡
STA 210+30 TO STA 221+70	5.0%	➡
STA 225+45 TO STA 242+05	4.0%	➡
STA 286+30 TO STA 300+20	5.0%	➡





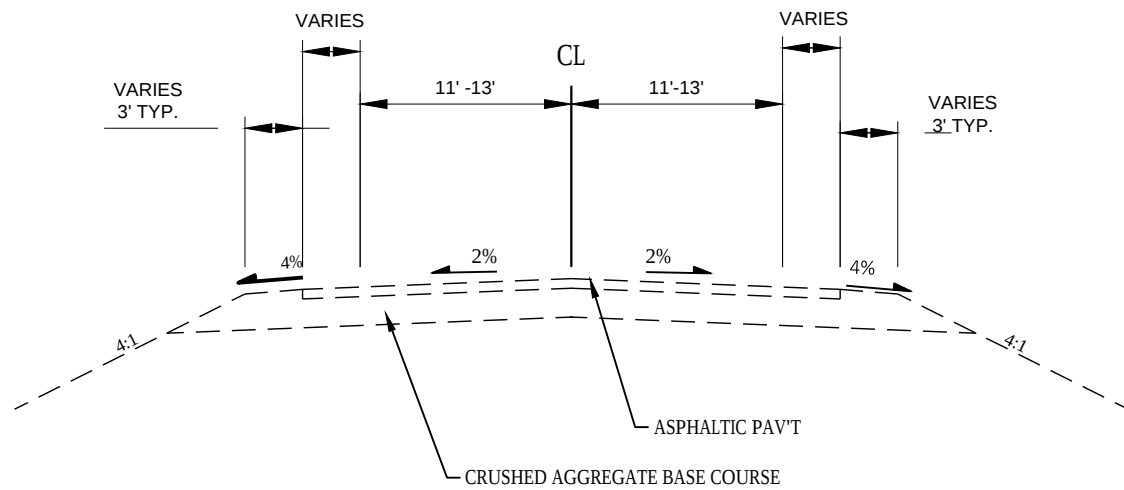
EXISTING TYPICAL SECTION - SIDE ROAD

NORTH OAK CREST DR
EAST OAK CREST DR



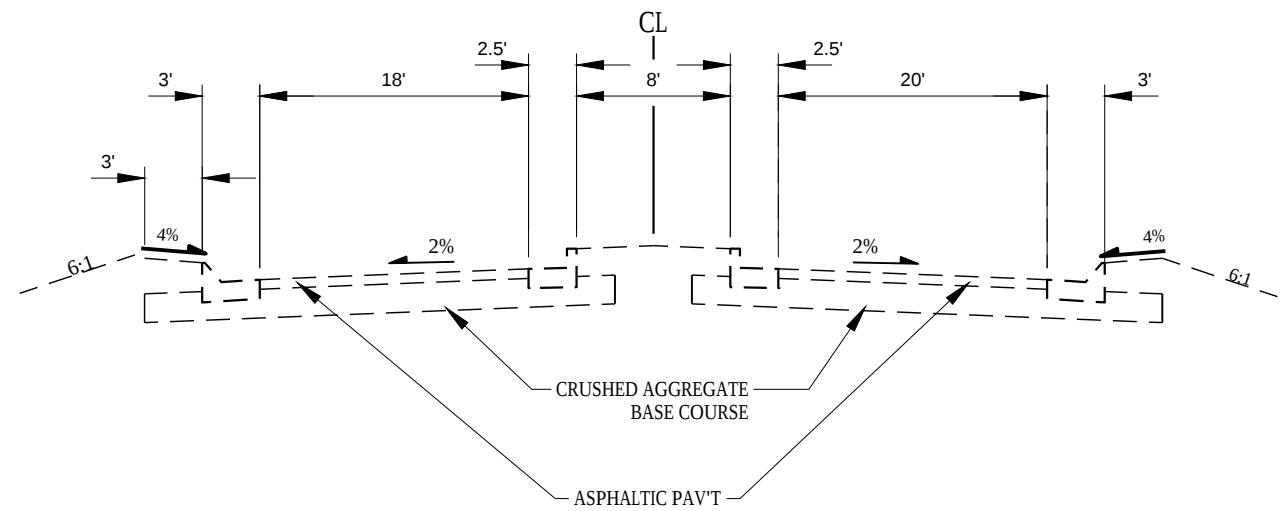
EXISTING TYPICAL SECTION - SIDE ROAD

15' - PEBBLE CREEK PASS
18' - WOODLAND HILLS DR
15' - COUNTRY CREST LN



EXISTING TYPICAL SECTION - SIDE ROAD

ACCESS ROAD (STA 73+25)
EAST OAK CREST DR
WILDWOOD TRAIL
MAPLE AVE
BRANDYBROOK RD
CTH G/ELMHURST RD
CTH DT/MADISON ST
CONIFER CT



EXISTING TYPICAL SECTION - SIDE ROAD

OAKMONT DR
CENTURY OAK DR

- 1 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
 STA 111+42 TO STA 160+13
 STA 165+15 TO STA 213+29
 STA 218+31 TO STA 255+65
 STA 260+81 TO STA 269+30

*BASE AGGREGATE DENSE $\frac{3}{4}$ INCH TO MATCH EXISTING SHOULDER

GUARDRAIL MOW STRIP
 ASPHALT

MGS GUARDRAIL
 (SEE PLAN DETAILS FOR TYPE)

STA 162+90 TO STA 165+30
 STA 176+94 TO STA 180+00
 STA 221+35 TO STA 225+42
 STA 293+85 TO STA 298+00

26' CLEAR ZONE

VARIES 0' - 12'

VARIES 0' - 10'

VARIES 2' - 4'

2%

4%

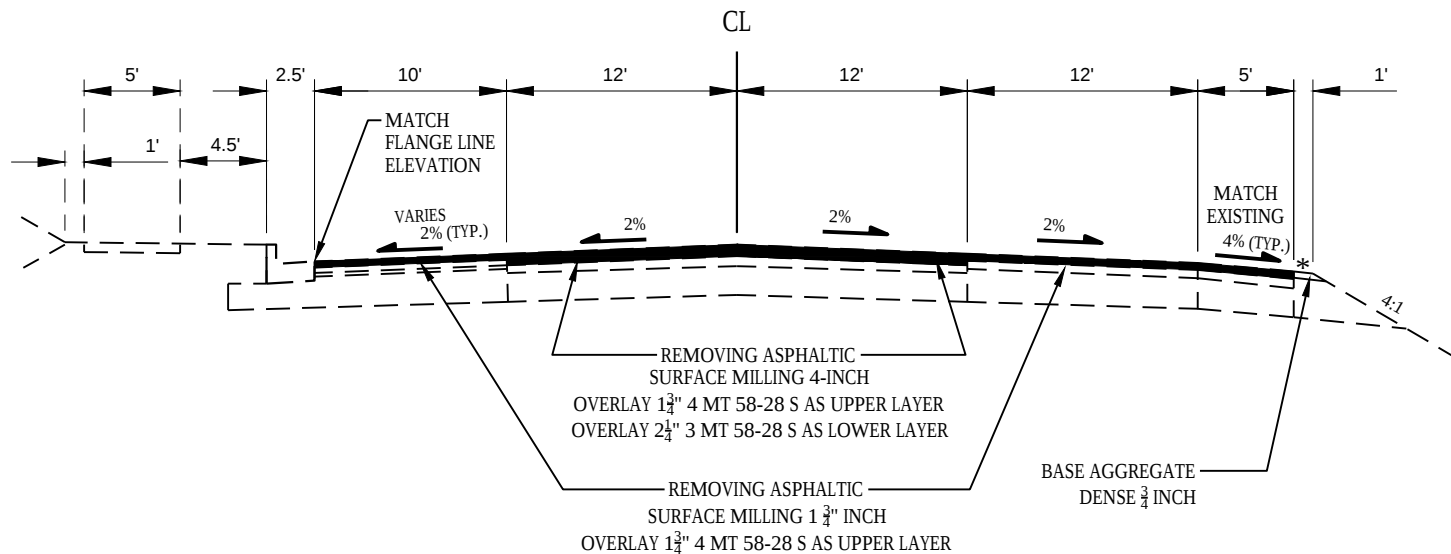
2%

GUARDRAIL MOW STRIP
 ASPHALT

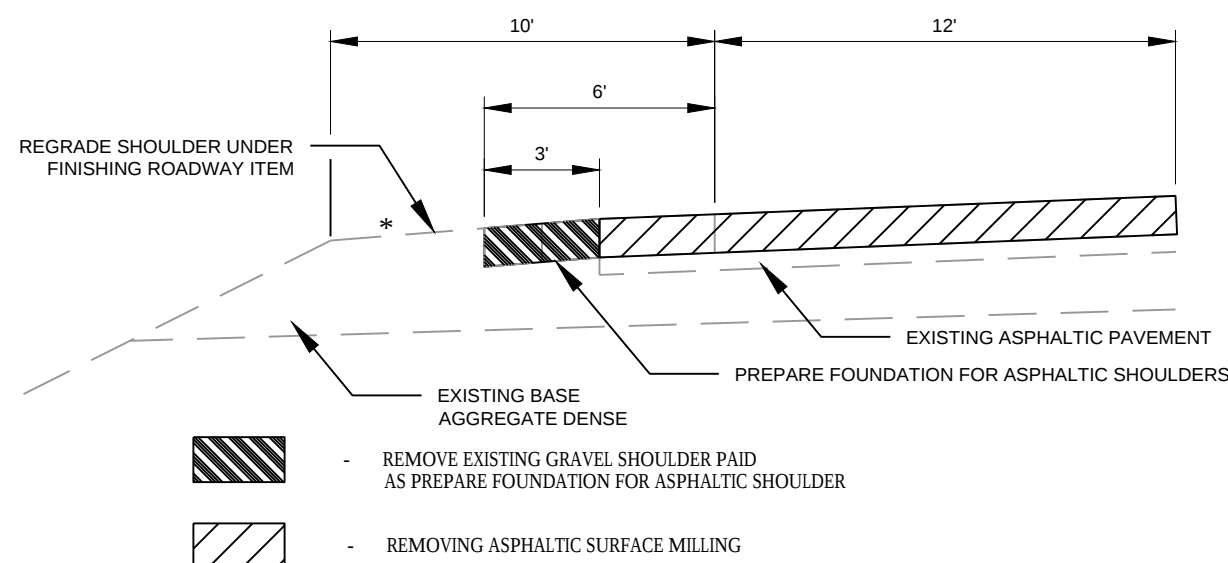
STA 163+52 TO STA 166+34
 STA 174+18 TO STA 179+02
 STA 221+92 TO STA 233+75
 STA 292+35 TO STA 298+97

26' CLEAR ZONE

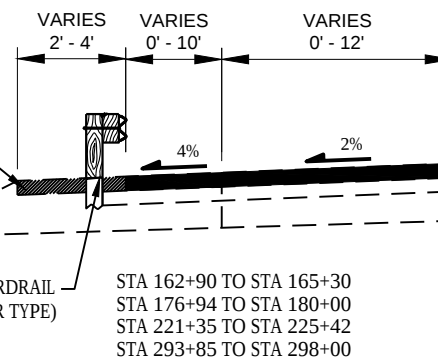
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PROPOSED TYPICAL SECTION - USH 18
 STA 56+50 TO STA 66+00



PROPOSED TYPICAL SECTION
SHOULDER MILLING DETAIL



STA 134+48 TO STA 142+99
 STA 155+97 TO STA 159+62
 STA 242+81 TO STA 249+45
 STA 256+51 TO STA 259+51
 STA 279+01 TO STA 293+26
 STA 300+11 TO STA 309+50

PROPOSED TYPICAL SECTION
USH 18

STA 66+00 TO STA 309+50 LT
 STA 66+00 TO STA 313+40 RT

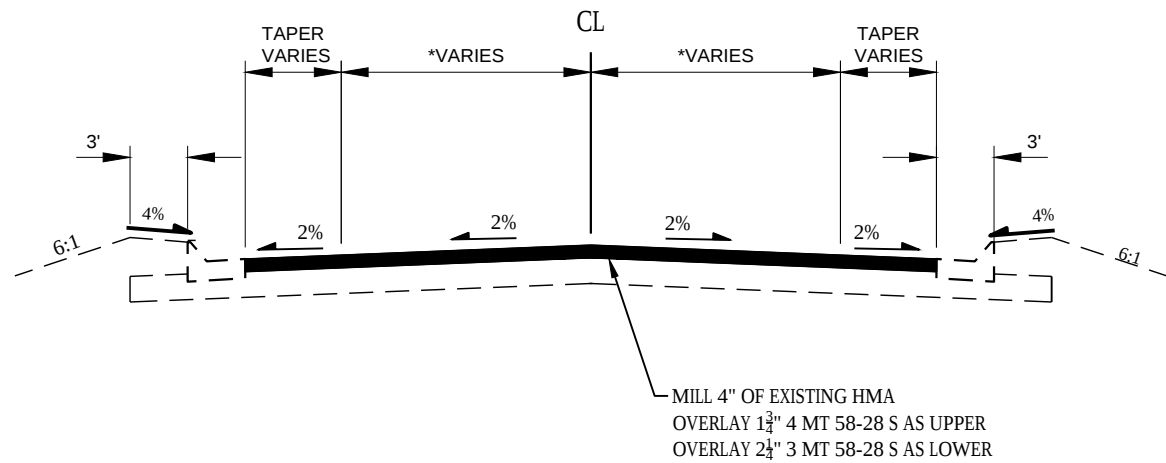
STA 134+00 TO STA 145+22
 STA 155+98 TO STA 161+10
 STA 212+42 TO STA 221+92
 STA 241+00 TO STA 248+45
 STA 303+70 TO STA 313+40

STA 66+00 TO STA 75+29
 STA 78+88 TO STA 82+62
 STA 92+40 TO STA 97+25
 STA 107+35 TO STA 110+75
 STA 159+62 TO STA 162+90

STA 214+20 TO STA 218+20
 STA 253+18 TO STA 256+51
 STA 259+51 TO STA 261+41
 ST 269+60 TO STA 277+87
 STA 297+97 TO STA 300+11

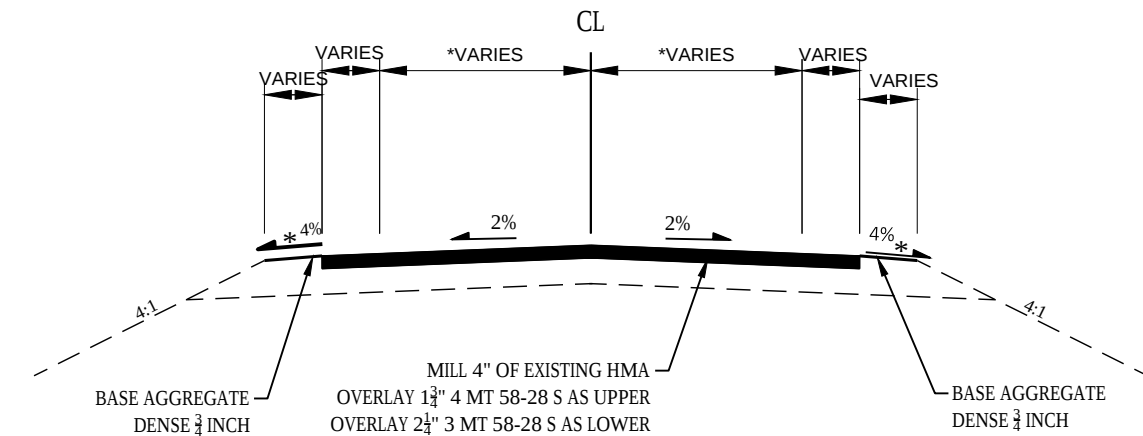
STA 66+00 TO STA 68+34
 STA 90+95 TO STA 96+60
 STA 105+65 TO STA 111+82
 STA 161+10 TO STA 164+00

STA 255+46 TO STA 259+72
 STA 270+12 TO STA 275+55
 STA 287+70 TO STA 292+12
 STA 297+60 TO STA 303+70



PROPOSED TYPICAL SECTION - SIDE ROAD

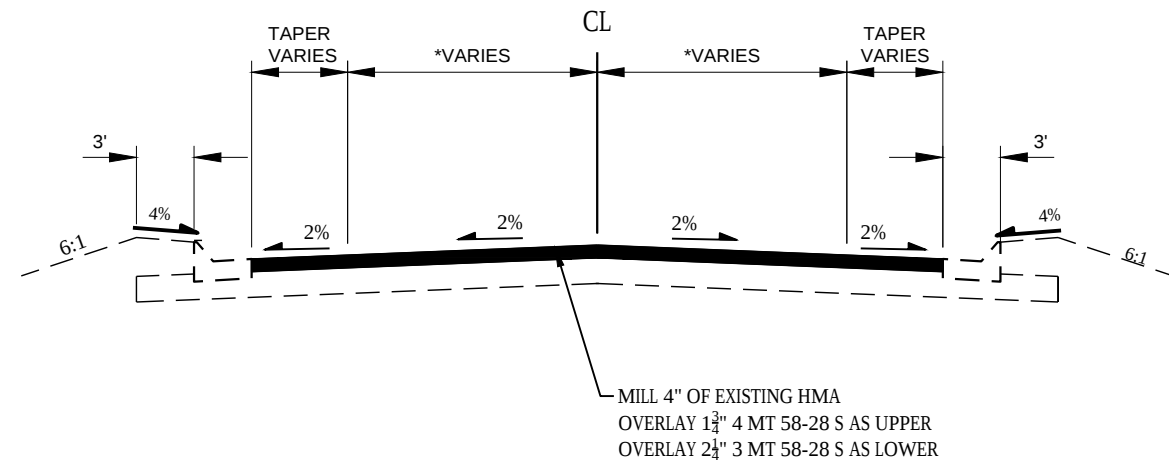
22' - NORTH OAK CREST DR
17' - EAST OAK CREST DR



PROPOSED TYPICAL SECTION - SIDE ROAD

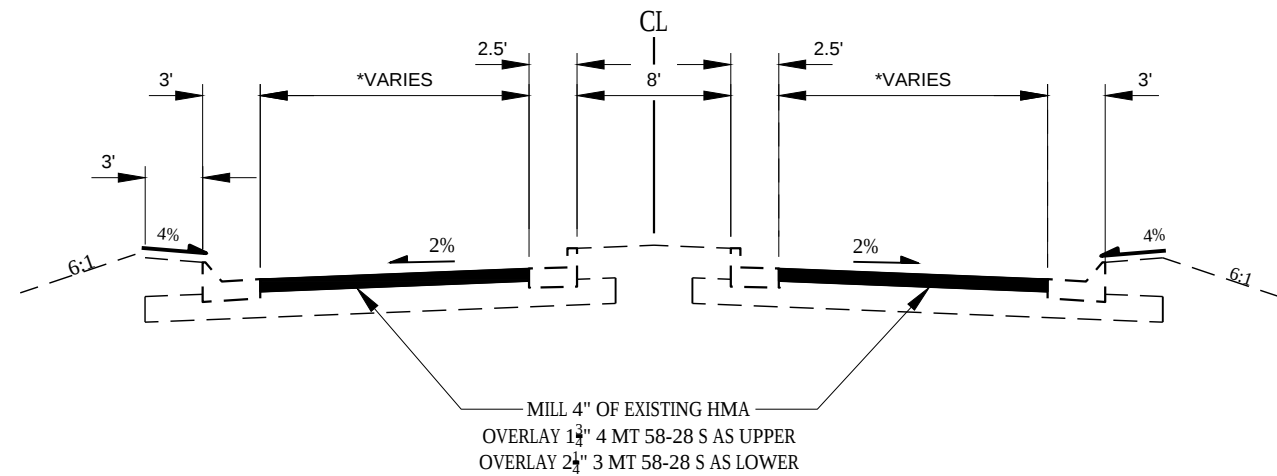
13' - EAST OAK CREST DR
15' - WILDWOOD TRAIL
12' - MAPLE AVE
14' - BRANDYBROOK RD
14' - CTH G/ELMHURST RD
10' - MADISON ST

*BASE AGGREGATE DENSE 3/4 INCH TO MATCH EXISTING SHOULDER



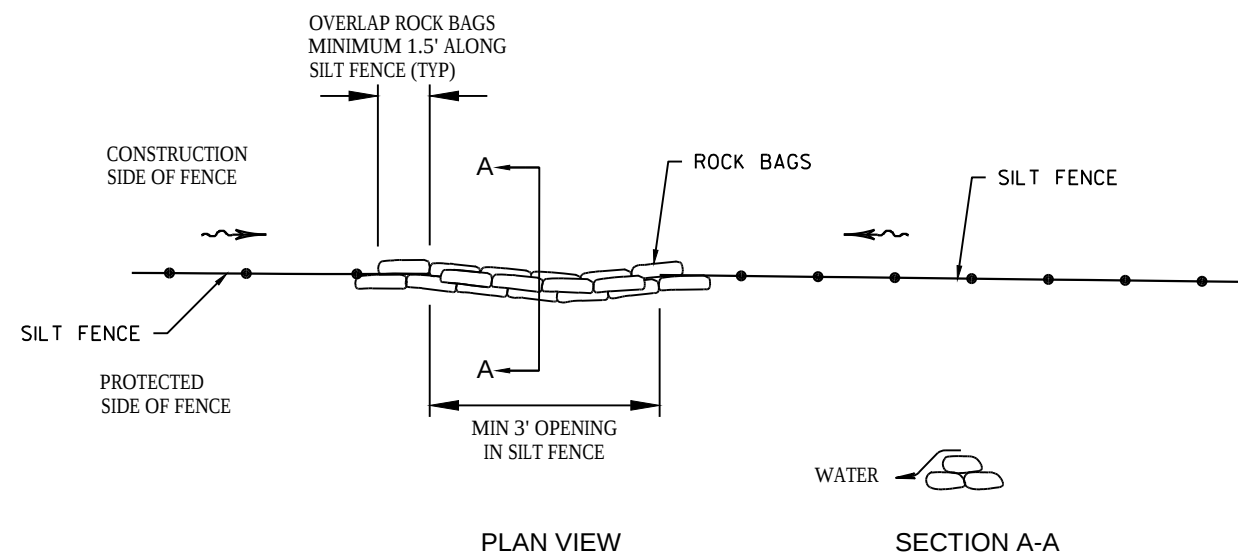
PROPOSED TYPICAL SECTION - SIDE ROAD

15' - PEBBLE CREEK PASS
18' - WOODLAND HILLS DR
15' - COUNTRY CREST LN

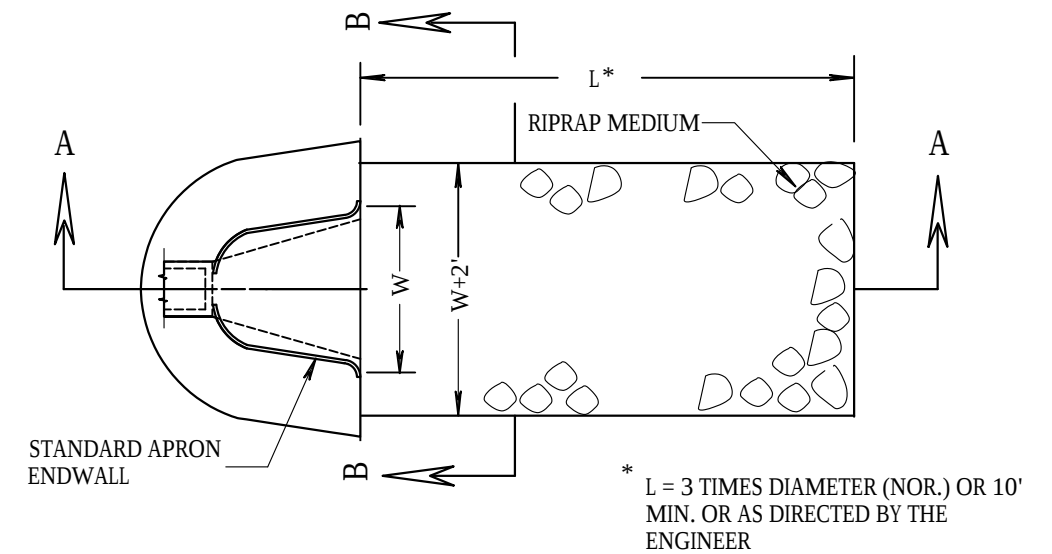


PROPOSED TYPICAL SECTION - SIDE ROAD

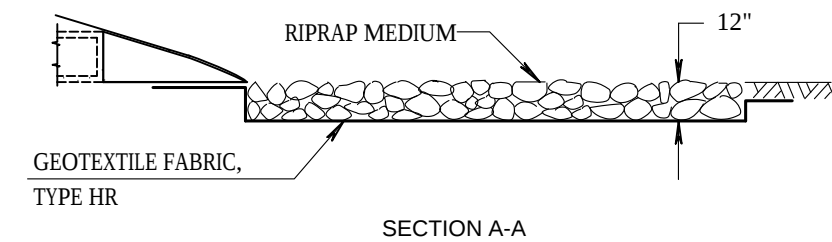
20' - OAKMONT DR



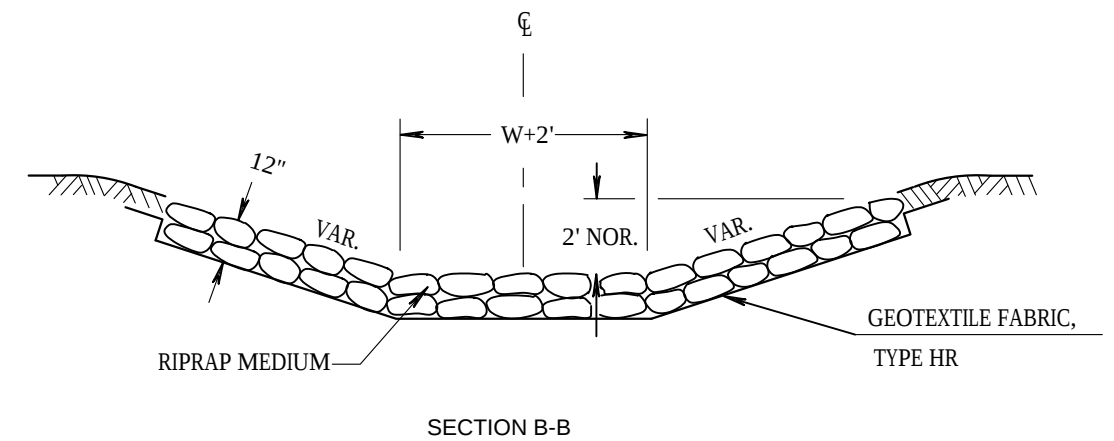
SILT FENCE DRAINAGE OUTLET, ROCK BAGS



* $L = 3$ TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

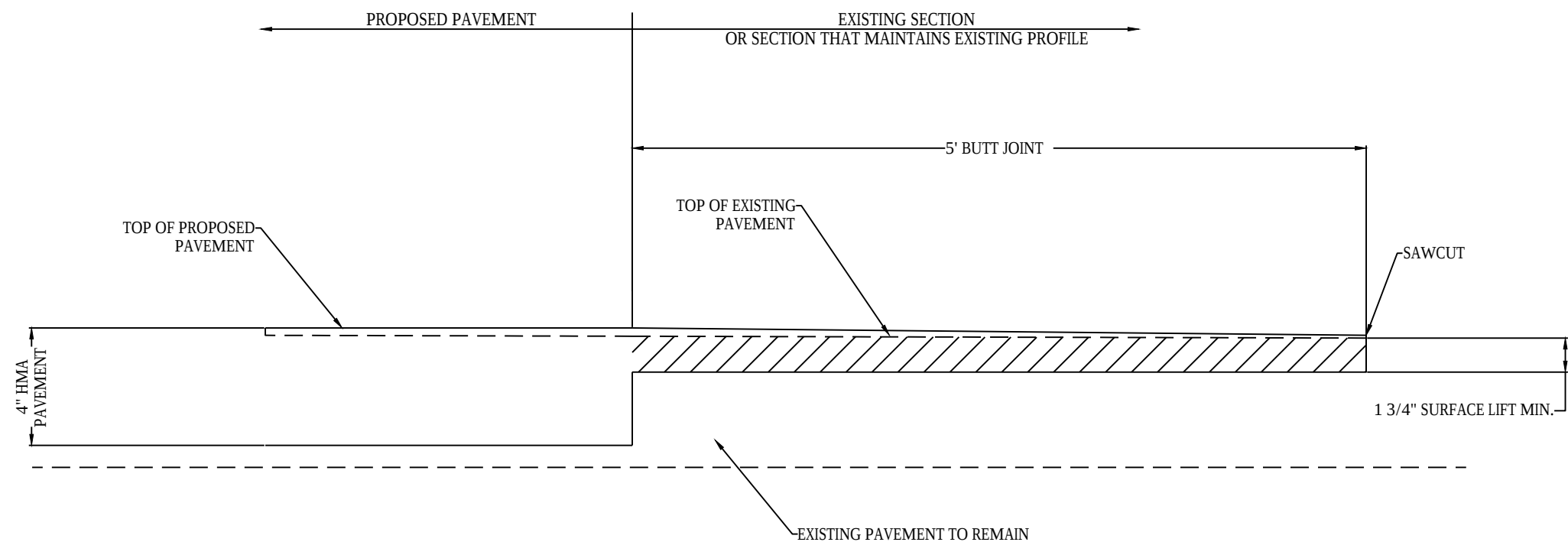


SECTION A-A

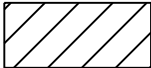


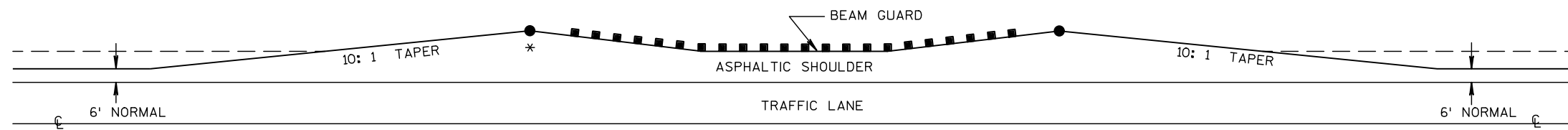
SECTION B-B

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



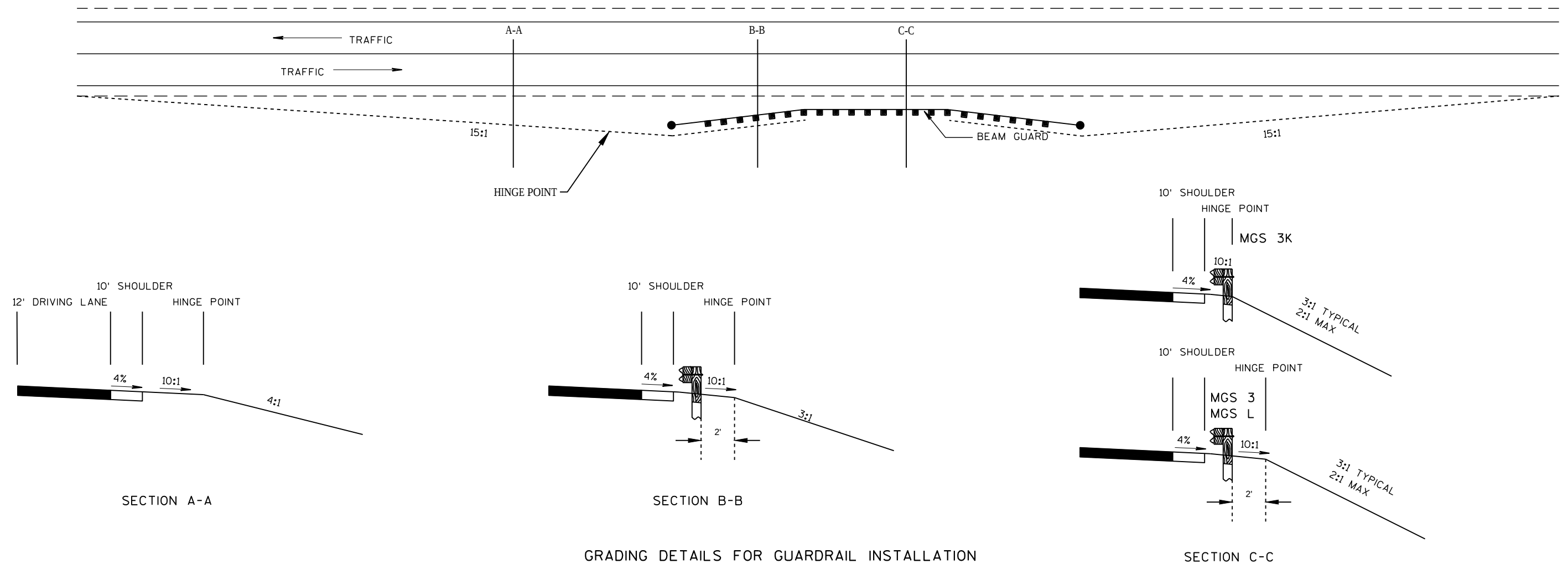
REMOVING ASPHALTIC SURFACE BUTT JOINT
AT SIDEROADS

 REMOVING ASPHALTIC SURFACE BUTT JOINT



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

* PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



GRADING DETAILS FOR GUARDRAIL INSTALLATION

PROJECT NO: 2210-12-70

HWY: USH 18

COUNTY: WAUKESHA

PLAN: CONSTRUCTION DETAILS

SHEET

PRE_12

E

FILE NAME: I:\76957\C3D\22101200\SHEETS\PLAN\021002_CD.DWG
LAYOUT NAME - 01

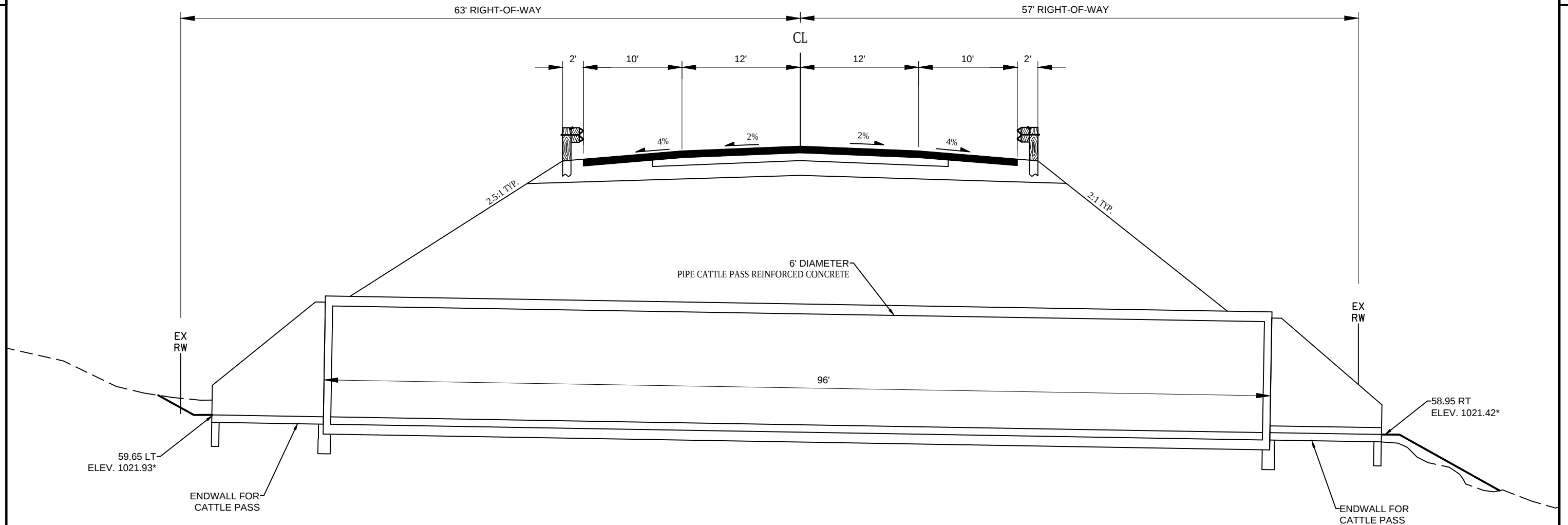
PLOT DATE: 2/8/2021 12:25 PM

PLOT BY: LAUREN ZIDEK

PLOT NAME:

PLOT SCALE: 1 IN:10 FT

WISDOT/CADDs SHEET 42



CATTLE PASS DETAIL
STA. 222+68.72

STRUCTURE NUMBER: C-67-92

NOTE: SEE STANDARD DETAIL DRAWING - DETAILS FOR PIPE CATTLE PASS, CONCRETE END WALL AND STEPS, FOR ADDITIONAL INFORMATION

*VERIFY ELEVATIONS TO FIT FIELD CONDITIONS

PLAN DETAIL LEGEND

- AP01

HMA PAVEMENT 1 $\frac{3}{4}$ " 4 MT 58-28 S AS UPPER
HMA PAVEMENT 2 $\frac{1}{4}$ " 3 MT 58-28 S AS LOWER
- AP02

HMA PAVEMENT 1 $\frac{3}{4}$ " 4 MT 58-28 S AS UPPER
- AP03

GUARDRAIL MOW STRIP ASPHALT
- AP04

ASPHALTIC FLUMES
- AP05

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AG01

BASE AGGREGATE DENSE 3/4-INCH
- CG01

CONCRETE CURB AND GUTTER 30-INCH, TYPE D
- CG02

CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH, TYPE D
- CS01

CONCRETE SIDEWALK 5-INCH
- BG01

MGS GUARDRAIL 3
- BG04

MGS GUARDRAIL 3K
- BG05

MGS GUARDRAIL SHORT RADIUS
- BG06

MGS GUARDRAIL TERMINAL EAT
- BG07

MGS GUARDRAIL SHORT RADIUS TERMINAL
- SW01

SAWCUT

