

PROJECT ID: 2788-00-71
WITH:

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. 2017	=	12,100 - 20,900
A.A.D.T. 2037	=	17,300 - 25,000
D.H.V.	=	XXXXX
D.D.	=	59/41
T.	=	8.3%
DESIGN SPEED	=	50 mph
ESALS	=	XXXXX

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 | CAUTION |
| MARSH AREA | --- |
| WOODED OR SHRUB AREA | --- |

- | | |
|---|-------|
| PROFILE | |
| GRADE LINE | --- |
| ORIGINAL GROUND | --- |
| MARSH OR ROCK PROFILE (To be noted as such) | --- |
| SPECIAL DITCH | --- |
| GRADE ELEVATION | 92.56 |
| 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

WAUKESHA
BYPASS

USH 18

Summit Ave To Genesee Rd

GENESEE ROAD TO MADISON STREET - U.S. 18

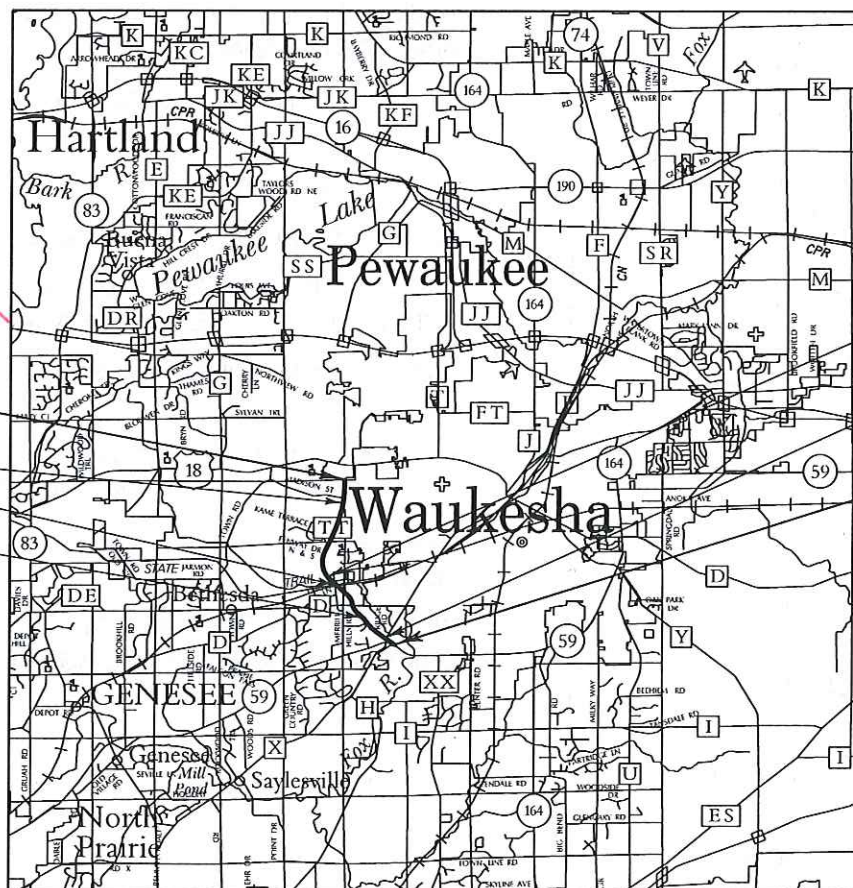
WAUKESHA COUNTY

STATE PROJECT NUMBER
2788-00-71

R-18-E

R-19-E

R-20-E



END PROJECT ID 2788-00-71
STA 261+00.00

T-7-N
B-67-354
B-67-355

BEGIN PROJECT ID 2788-00-71
STA 100+36.99
X=672902.16
Y=149229.17

T-6-N

LAYOUT
SCALE 0 0.75 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.042 MI.

-COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), WAUKESHA COUNTY NAVD 83 (1991).
-ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88 (1991).

STATE PROJECT

2788-01-00

FEDERAL PROJECT

PROJECT

CONTRACT

DRAFT
FOR REVIEW
ONLY

ORIGINAL PLANS PREPARED BY
CH2MHILL
MILWAUKEE, WISCONSIN

PLANS PREPARED BY

KAPUR & ASSOCIATES
CONSULTING ENGINEERS
414.751.7200

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	KAPUR & ASSOCIATES
Designer	CH2MHILL / KAPUR & ASSOCIATES
Project Manager	XXXXXXXXXX
Regional Examiner	
Regional Supervisor	XXXXXXXXXX
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: (Signature)

E

GENERAL NOTES

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.

ALL PRIVATE EXISTING UTILITIES NOT INCLUDED IN THE PLAN ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED. STORM SEWER MANHOLES WILL BE ADJUSTED AND PAID FOR AS A CONTRACT BID ITEM.

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

THE EARTHWORK YARDAGE WAS ESTIMATED BY EXPANDING THE FILL VOLUME. AN EXPANSION FACTOR OF 1.2 WAS USED.

THE LOCATION AND LIMITS OF EBS (EXCAVATION BELOW SUBGRADE), IF REQUIRED, WILL BE DETERMINED BY THE ENGINEER. SUCH EBS SHALL NOT BE USED TO BALANCE YARDAGE.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN THE FLOODPLAIN OR WETLAND AREAS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL OR SALVAGED TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE PLACED A MINIMUM OF 4 INCHES IN DEPTH.

SALVAGED TOPSOIL SHALL NOT BE PLACED ON SUBGRADE UNTIL APPROVED BY ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED BY DIRECTION OF THE ENGINEER WITH THE FOLLOWING FINISHING ITEMS: SALVAGED TOPSOIL, SEED, FERTILIZER, AND MULCH. QUANTITIES FOR FINISHING ITEMS INCLUDE RESTORATION EXTENDING 3 FEET BEYOND THE SLOPE INTERCEPT SHOWN ON THE PLANS. DISTURBED AREAS SHALL HAVE FINISHING ITEMS APPLIED WITHIN 15 WORKING DAYS AFTER GRADING WORK IS COMPLETED.

EROSION CONTROL DEVICES WILL BE PLACED IN SEQUENCE WITH CONSTRUCTION ACTIVITIES AS DETERMINED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

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

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

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES WILL BE FILLED WITH GRANULAR BACKFILL.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR MUST VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

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

LOCATION AND ELEVATION OF STORM SEWER STRUCTURES IN CURB AND GUTTER SECTION REFER TO FLOW LINE OF CURB.

70 Use the Construction ID Everywhere.

LOCATION AND ELEVATION OF STORM SEWER STRUCTURES NOT IN CURB AND GUTTER REFER TO CENTERLINE OF COVER.

ADJUSTING MANHOLES TO GRADE SHALL BE COMPLETED AFTER PAVING LOWER LAYER.

EXISTING INLET AND MANHOLE COVERS THAT ARE NOT REQUIRED TO BE REUSED ON THE PROJECT SHALL BECOME THE PROPERTY OF THE RESPECTIVE MUNICIPALITY.

REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING TWO SECTIONS OF CONCRETE PIPE WILL BE TIED TOGETHER AS SHOWN ON THE STANDARD DETAIL DRAWINGS. JOINT TIES WILL BE INCIDENTAL ITEMS INCLUDED IN THE COST OF THE CONCRETE PIPE.

CURB HEIGHTS AT THE END OF CURB AND GUTTER WILL BE TAPERED FROM 0 TO 6 INCHES OVER 10 FEET. CHANGES IN CURB TYPE SHALL TRANSITION OVER 10 FEET.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FACE.

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

CURB AND GUTTER JOINT SPACING SHALL BE 20 FEET ALONG TANGENT SECTIONS.

1/2-INCH FELT EXPANSION JOINT MATERIAL IS REQUIRED BETWEEN BACK OF CURB AND FRONT OF WALK OR DRIVEWAY APRON.

EXISTING DRIVEWAYS AND FIELD ENTRANCES WILL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

CONCRETE DRIVEWAY REMOVAL WILL BE PAID FOR AS REMOVING PAVEMENT.

BROKEN CONCRETE CONTAINING RE-BAR WILL NOT BE USED AS RIPRAP OR HEAVY RIPRAP.

A SAWED JOINT IS REQUIRED WHERE NEW ASPHALTIC CONCRETE SURFACE MEETS EXISTING ASPHALTIC CONCRETE SURFACE.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

MUNICIPAL-OWNED STREET SIGNS WILL BE REMOVED, STORED AND RE-INSTALLED BY THE MUNICIPALITY.

SIGNS TO BE MOVED WILL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

Add an HMA Table Showing Layers, ^{Thicknesses} ~~Grades~~, HMA Types, Agg. Sizes, Asphaltic Material Types, etc.

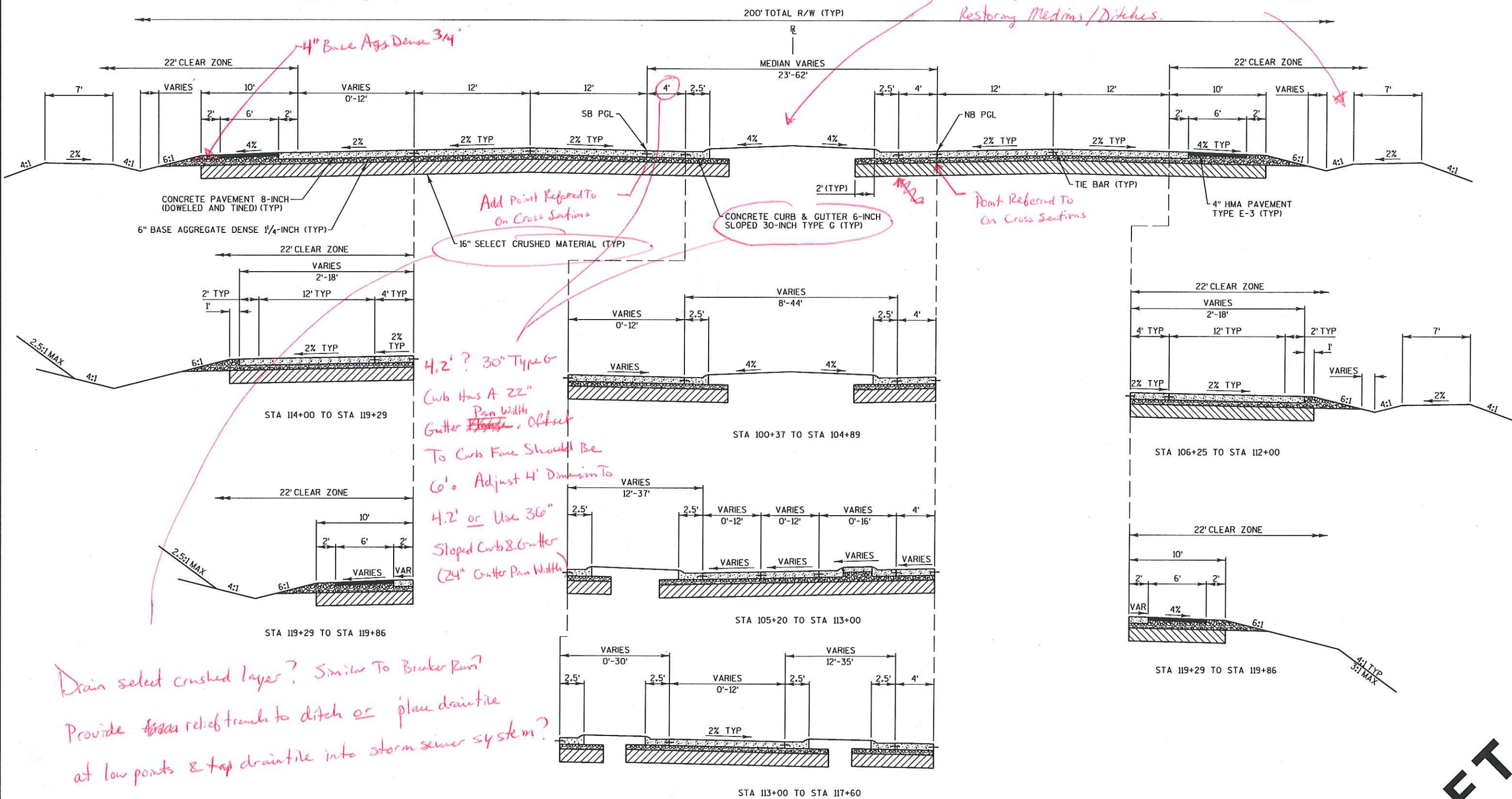
Apply To All Typical Sections

Surface & Agg. Shoulder Shall Be 3/4" Base Agg Dense

For Draft PS&E - Add Notes For Finishing / Restoring Medians / Ditches.

2

2



Add Point Referred To On Cross Sections

Point Referred To On Cross Sections

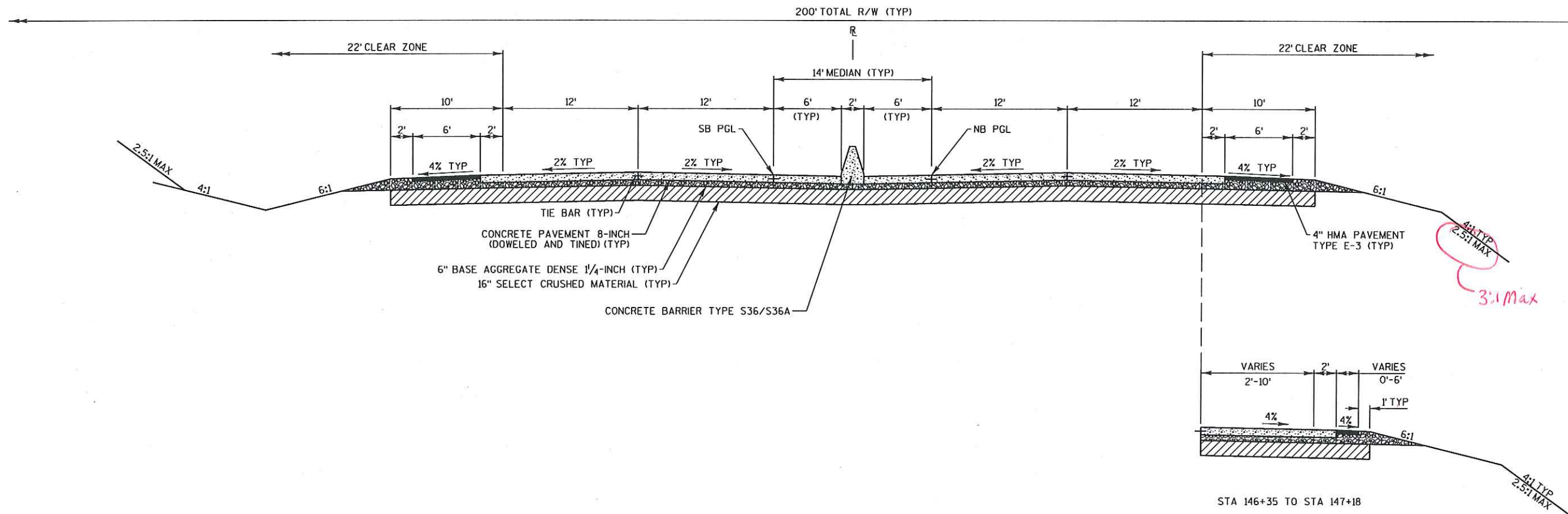
4.2' ? 30" Type 6
Curb Has A 22" Pan Width
Gutter ~~4.2'~~ Offset
To Curb Face Should Be
6'0" Adjust 4' Dimension To
4.2' or Use 36"
Sloped Curb & Gutter
(24" Gutter Pan Width)

Drain select crushed layer? Similar To Breaker Run?
Provide ~~area~~ relief trench to ditch or place drain tile
at low points & tap drain tile into storm sewer system?

TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 100+37 TO STA 119+86

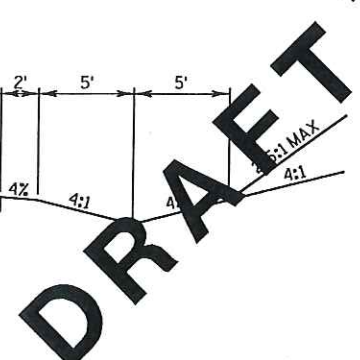
DRAFT

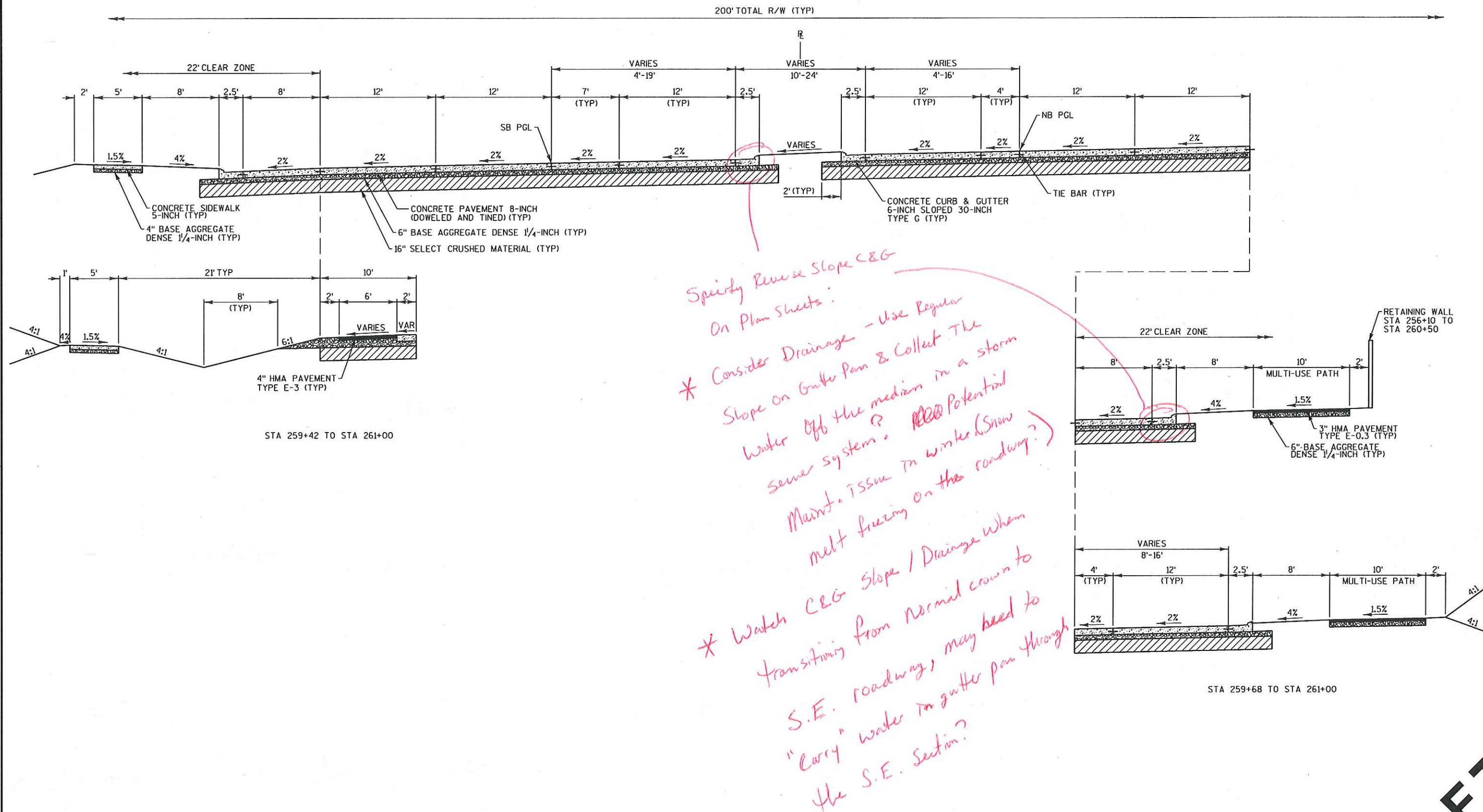


TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 119+86 TO STA 147+18

DRAFT

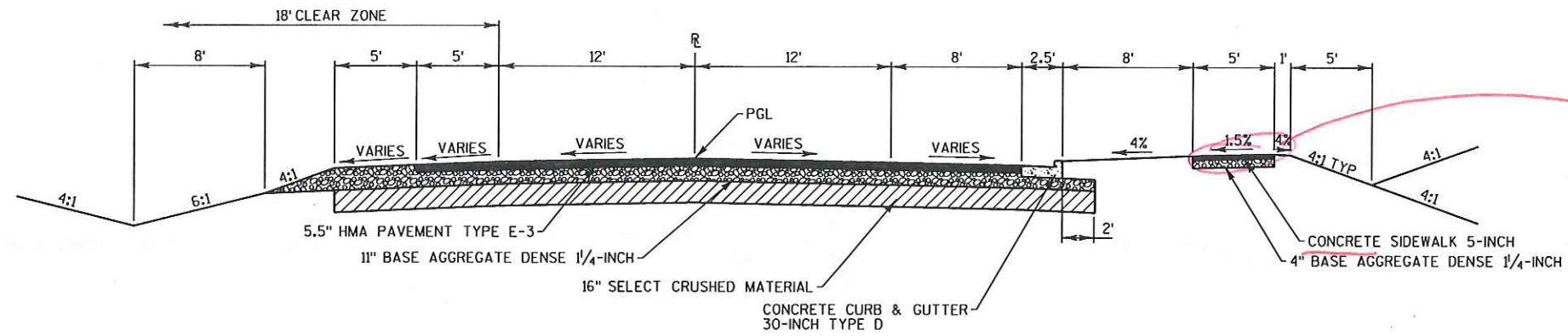




TYPICAL FINISHED SECTION

WAUKESHA BYPASS
STA 255+00 TO STA 261+00

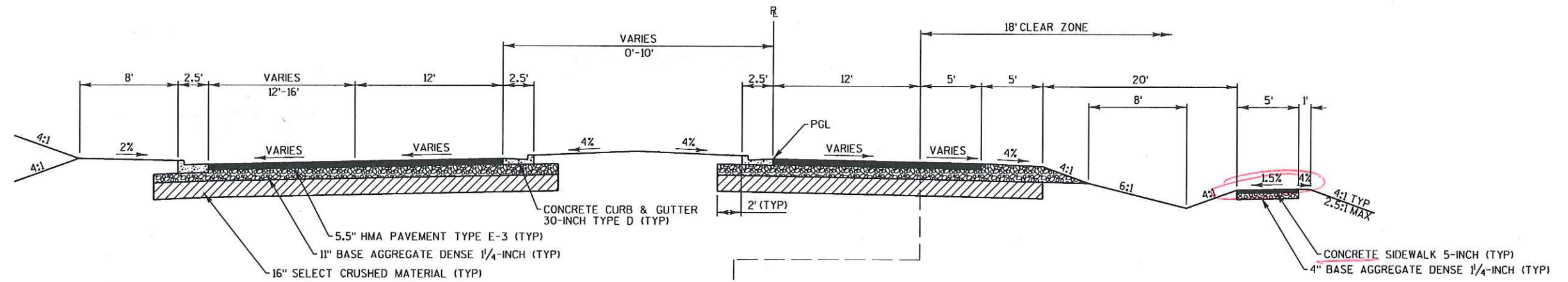
DRAFT



*Match Hatching For Concrete
As Shown on Previous
Sheets.*

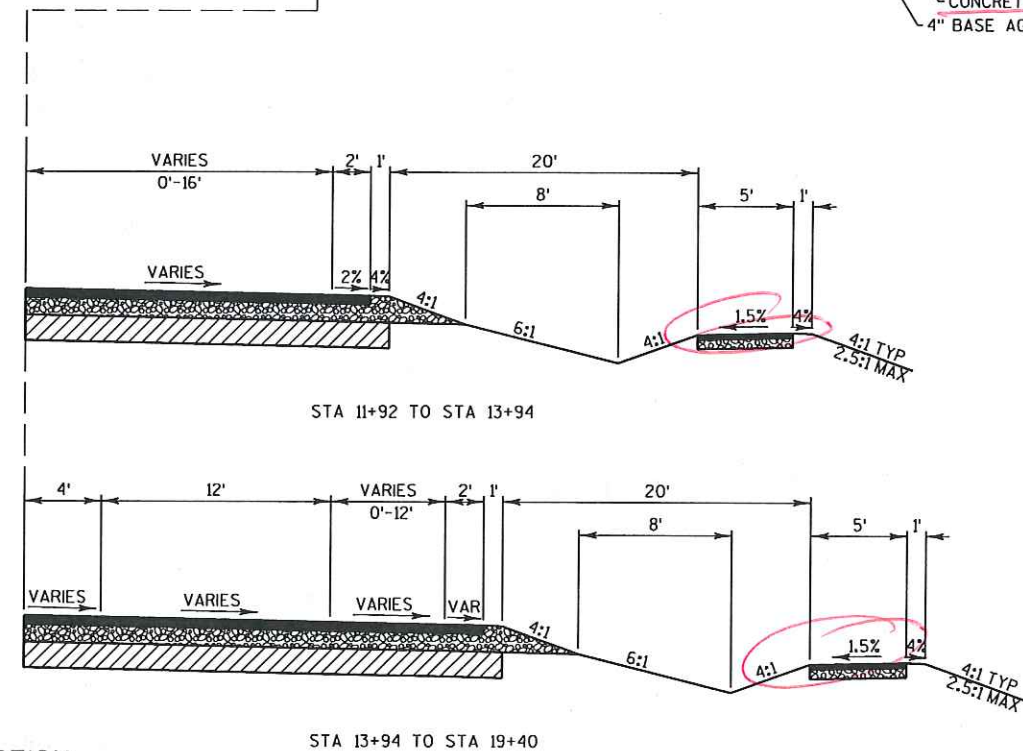
TYPICAL FINISHED SECTION

SAYLESVILLE RD
STA 7+50 TO STA 10+50



TYPICAL FINISHED SECTION

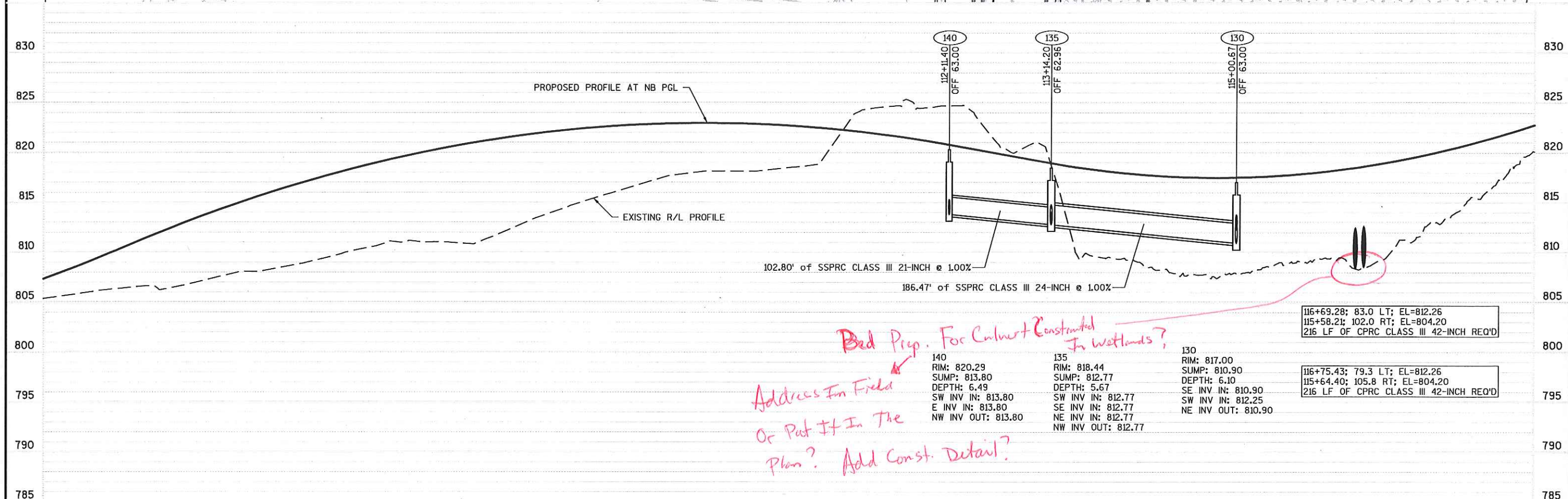
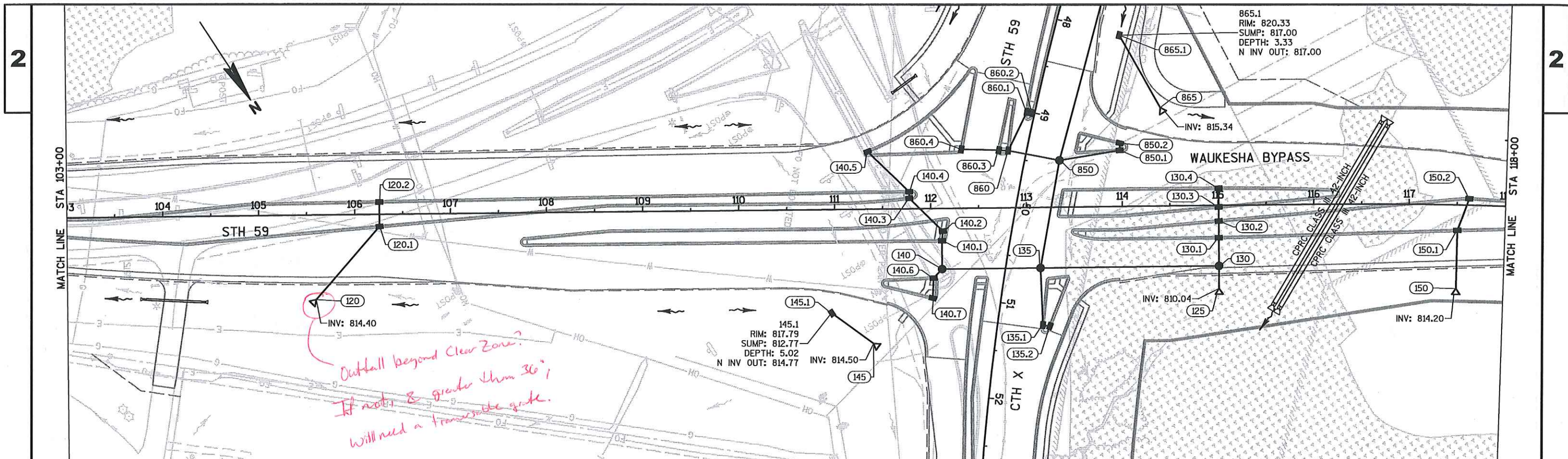
SAYLESVILLE RD
STA 10+50 TO STA 19+40

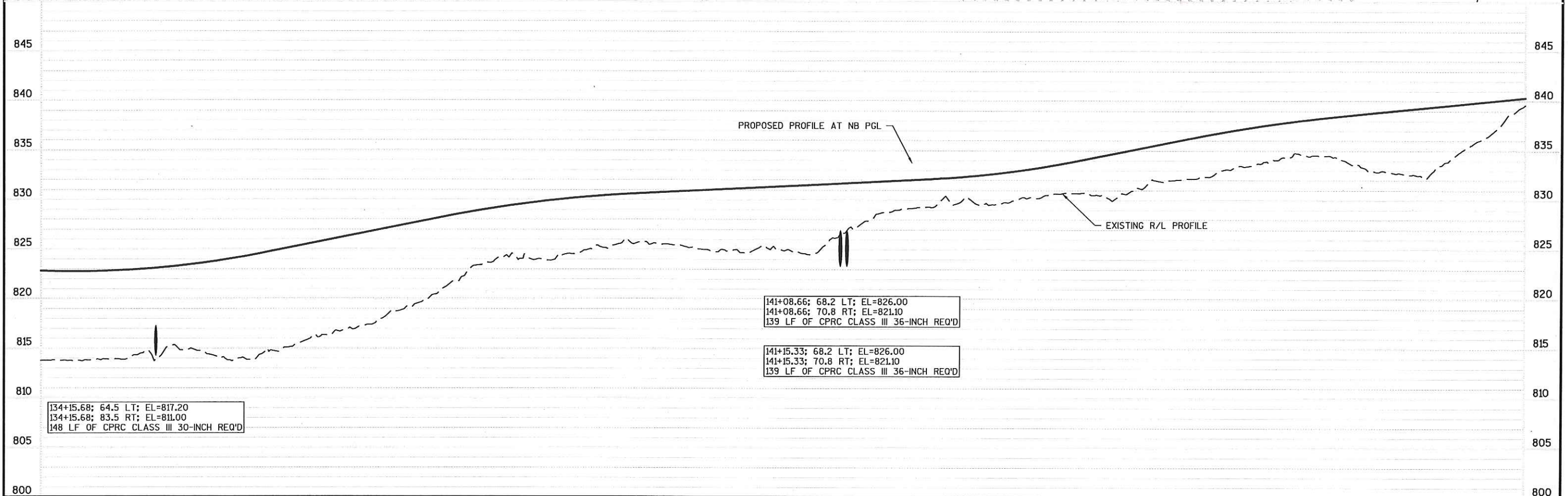
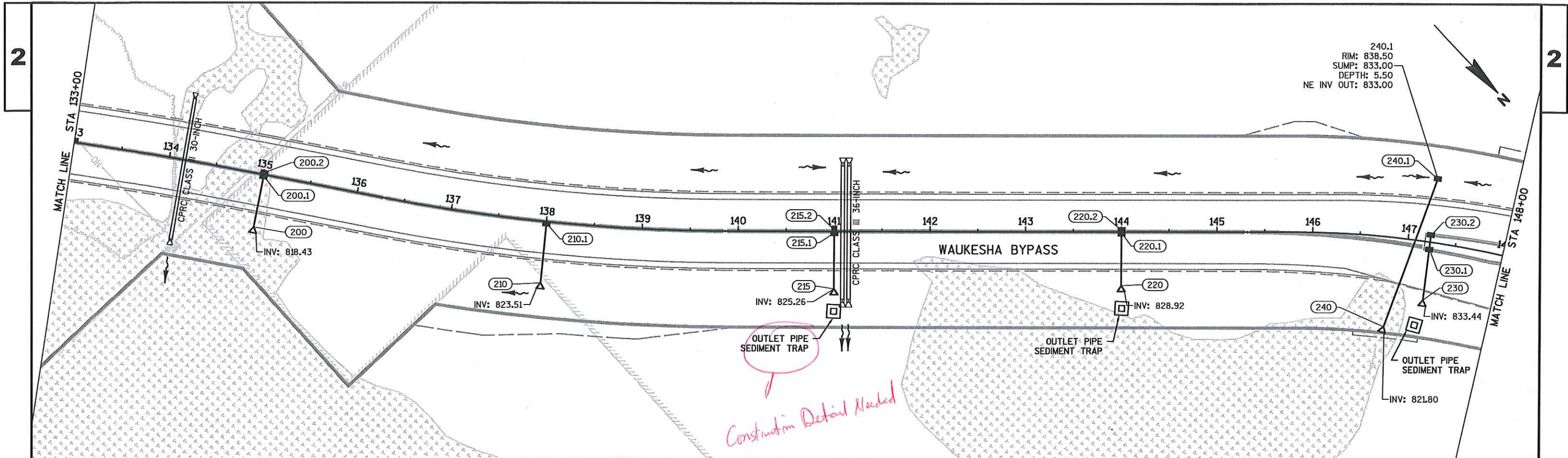


STA 11+92 TO STA 13+94

STA 13+94 TO STA 19+40

DRAFT

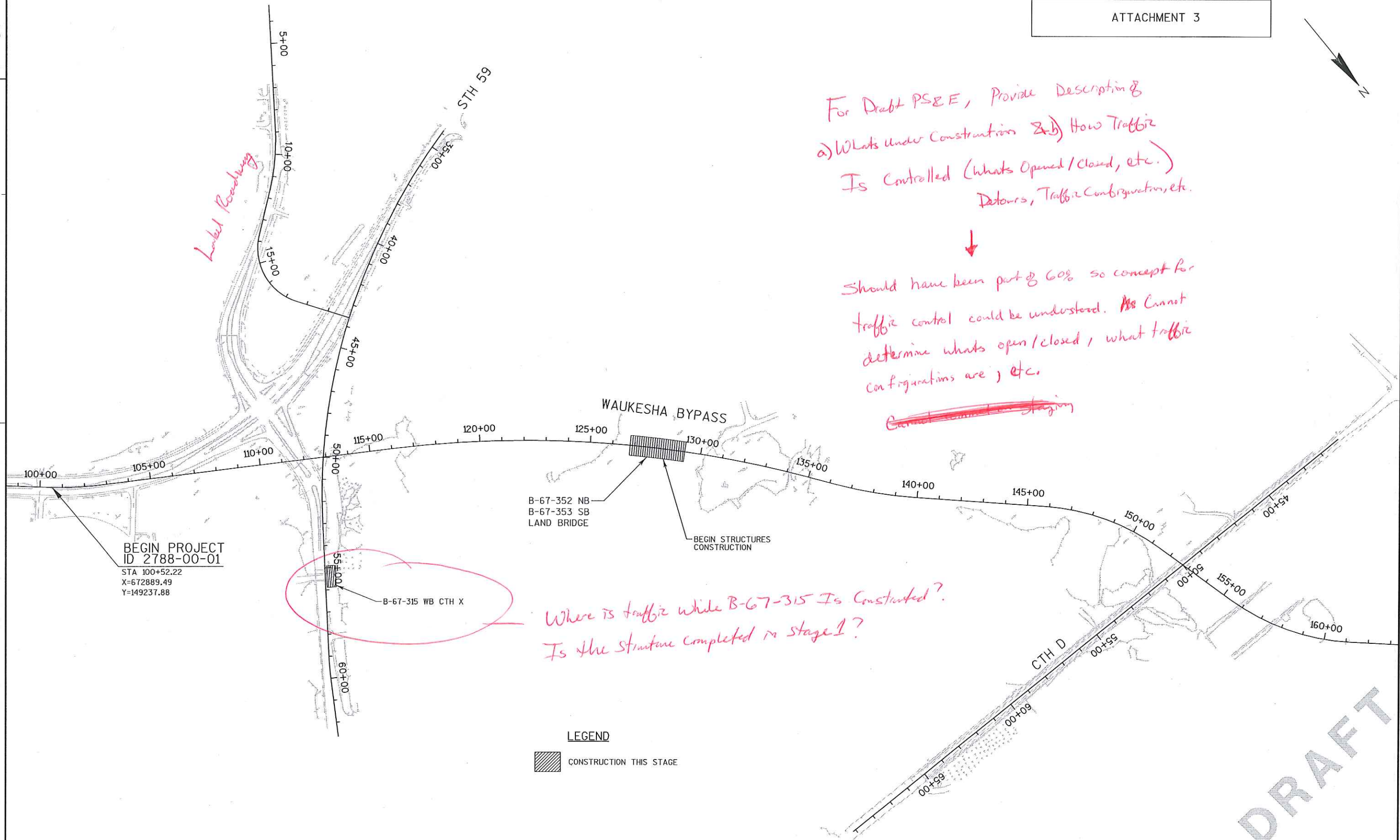


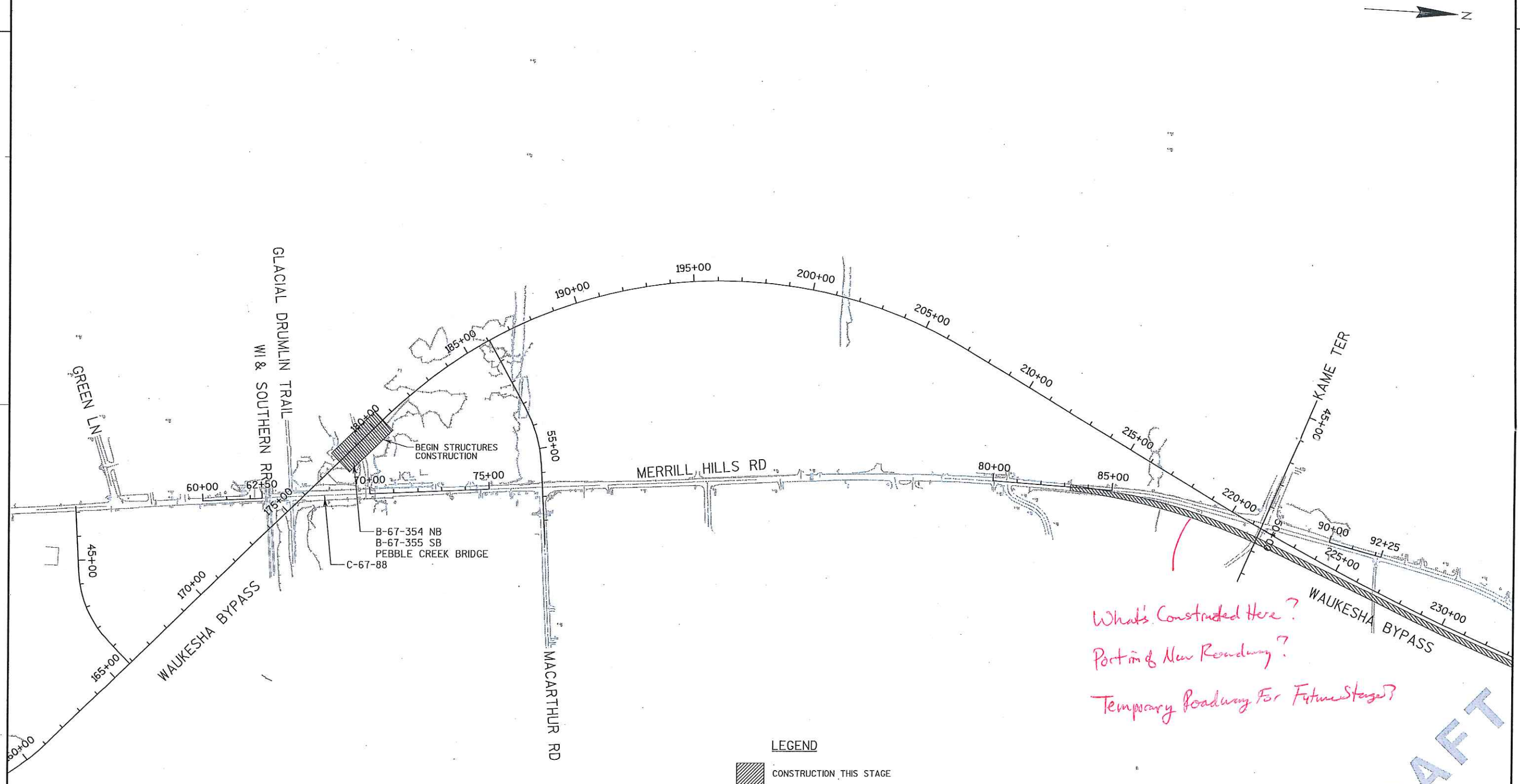


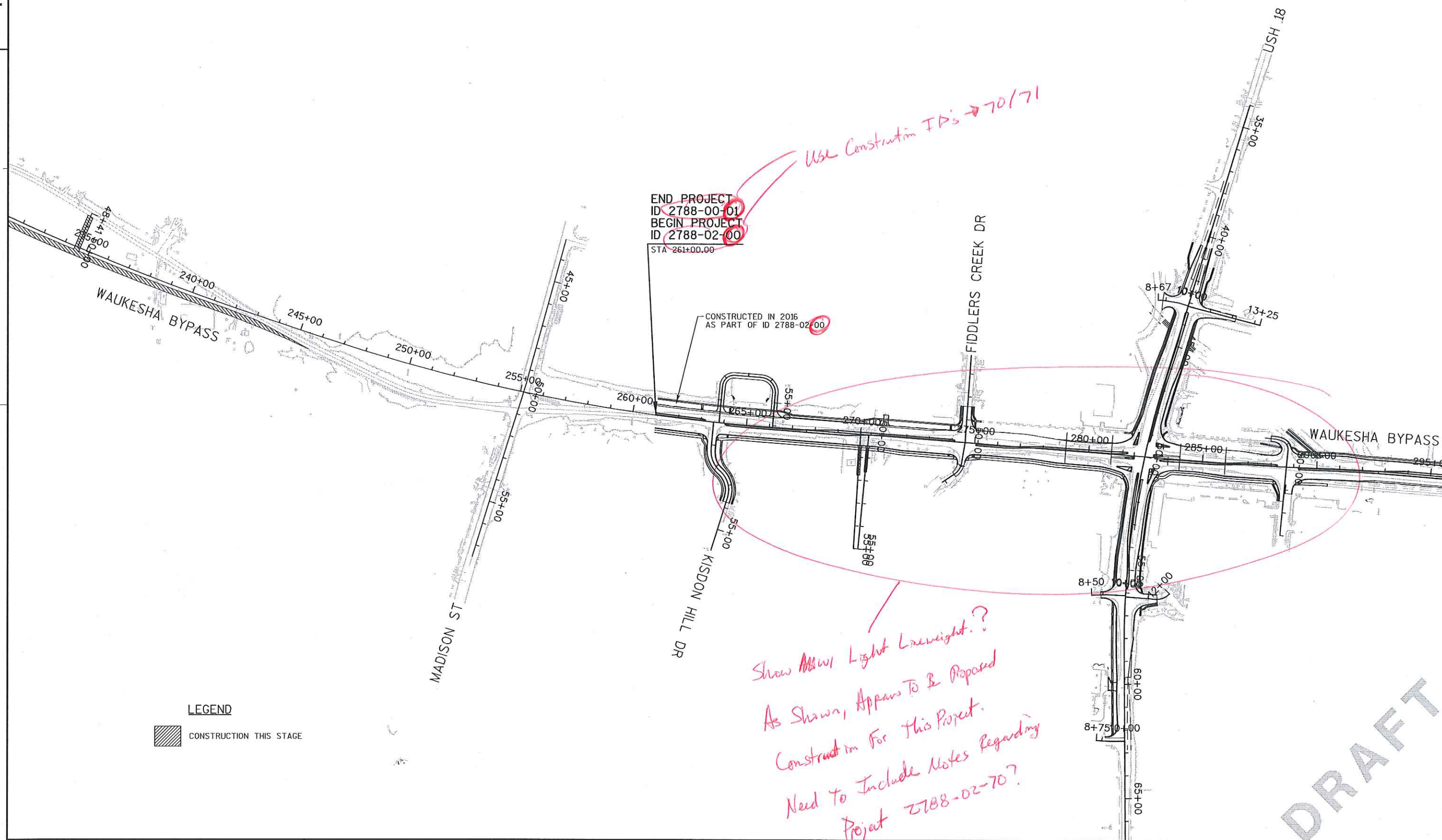
For Draft PS&E, Provide Description
 a) Whats under Construction & b) How Traffic
 Is Controlled (Whats Open/Closed, etc.)
 Detours, Traffic Configuration, etc.

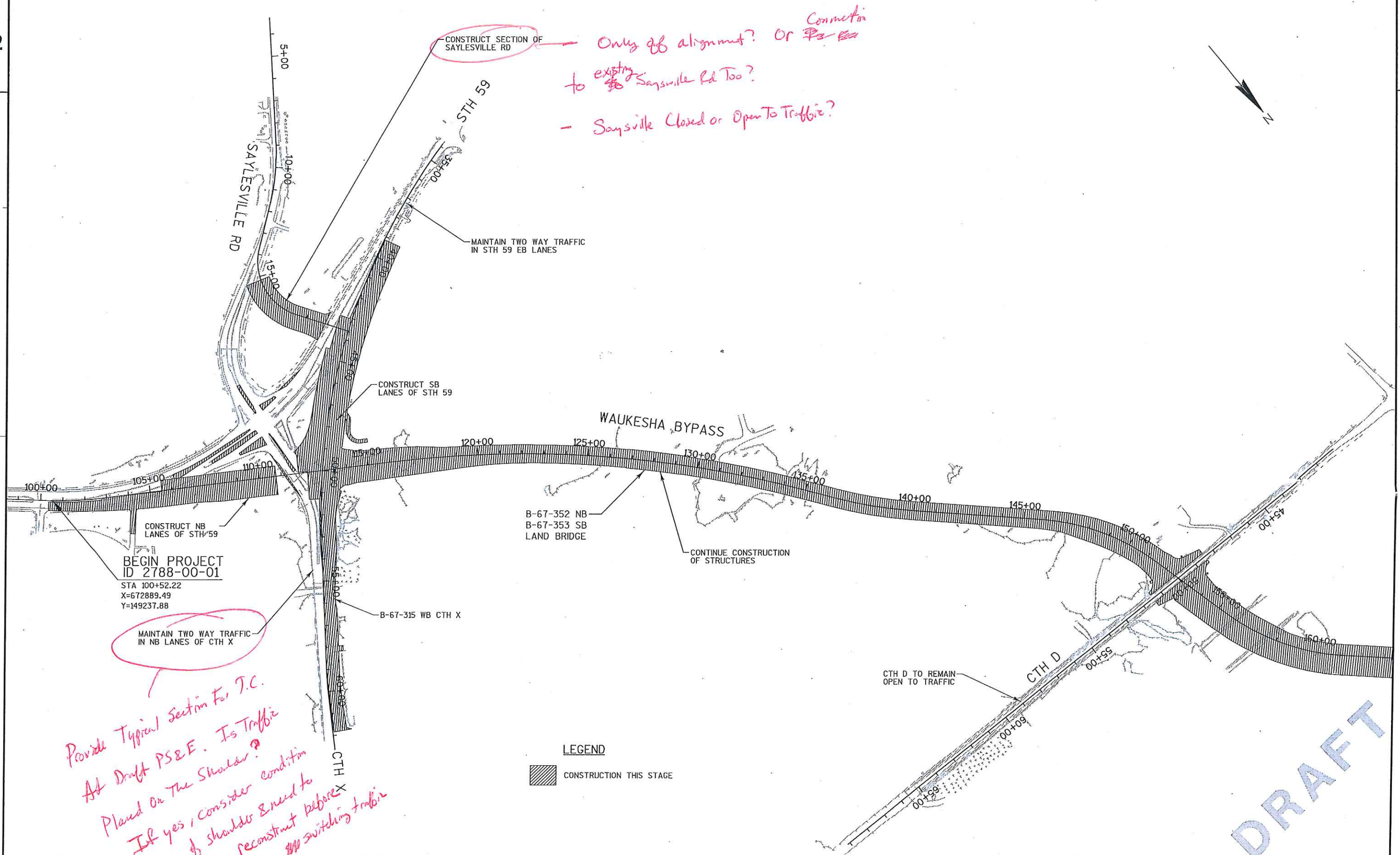
Should have been part of 60% so concept for
 traffic control could be understood. ~~As~~ Cannot
 determine whats open/closed, what traffic
 configurations are, etc.

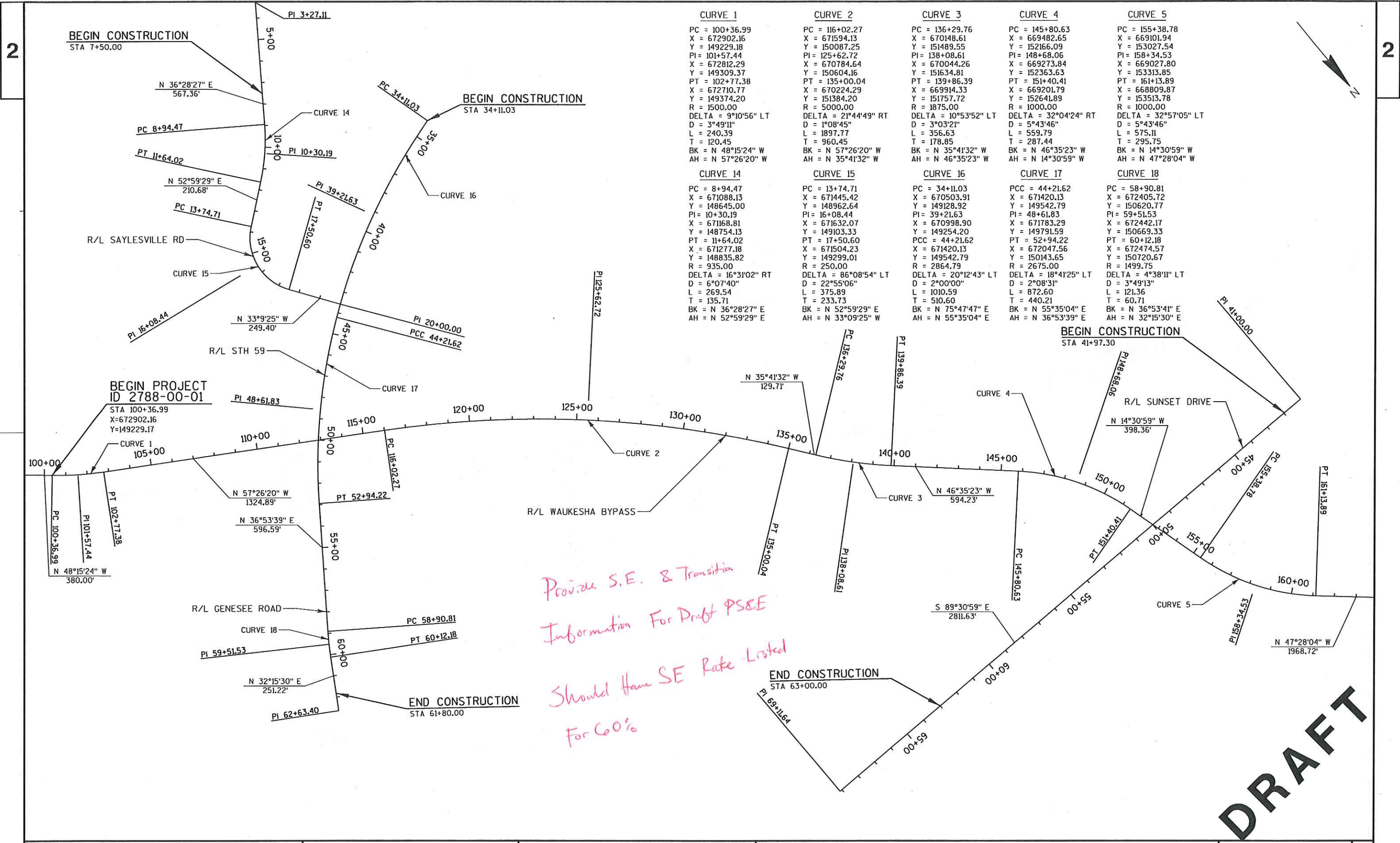
~~Cannot determine staging~~









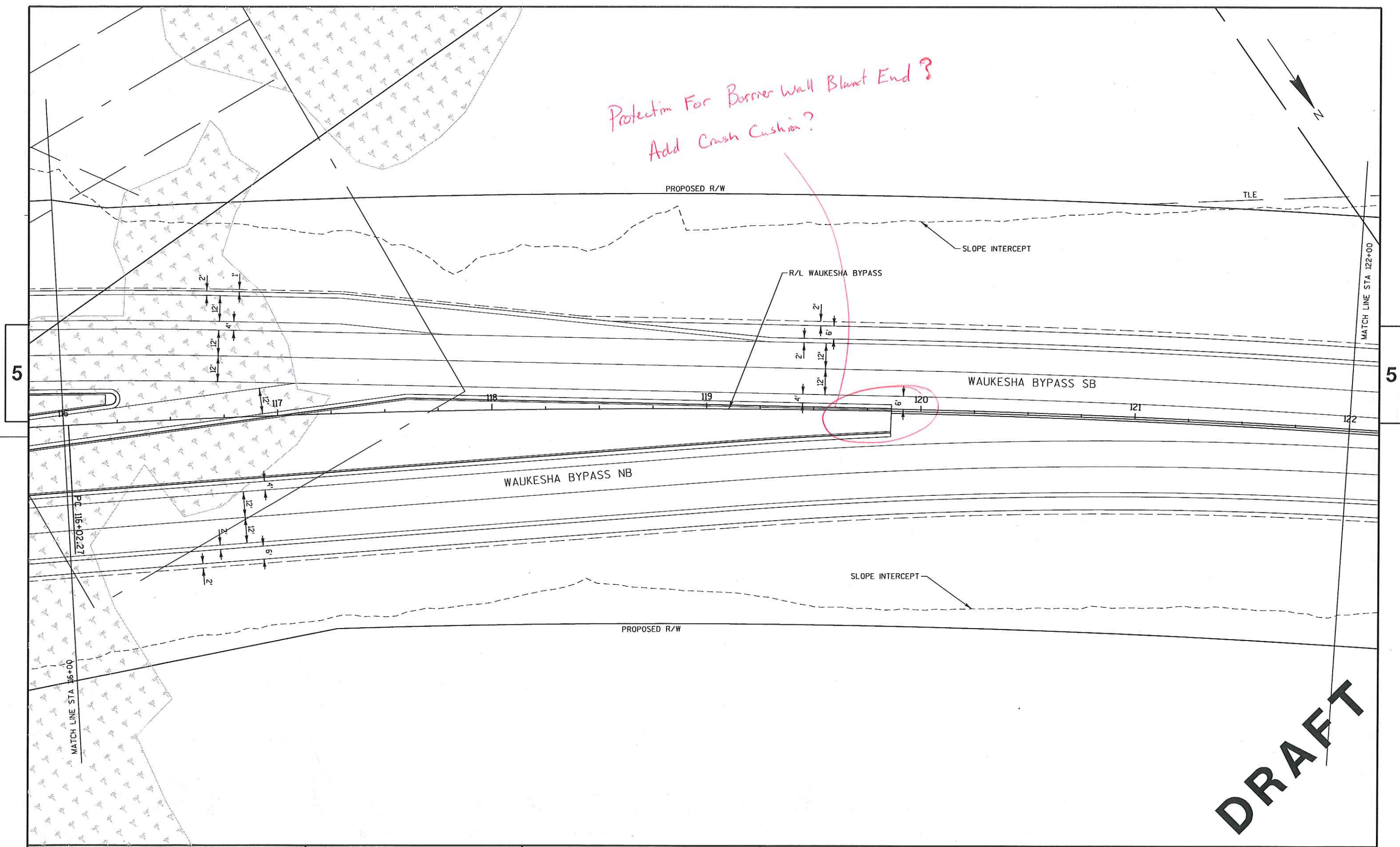


CURVE 1 PC = 100+36.99 X = 672902.16 Y = 149229.18 PI = 101+57.44 X = 672812.29 Y = 149309.37 PT = 102+77.38 X = 672710.77 Y = 149374.20 R = 1500.00 DELTA = 9°10'56" LT D = 3°49'11" L = 240.39 T = 120.45 BK = N 48°15'24" W AH = N 57°26'20" W	CURVE 2 PC = 116+02.27 X = 671594.13 Y = 150087.25 PI = 125+62.72 X = 670784.64 Y = 150604.16 PT = 135+00.04 X = 670224.29 Y = 151384.20 R = 5000.00 DELTA = 21°44'49" RT D = 1°08'45" L = 1897.77 T = 960.45 BK = N 57°26'20" W AH = N 35°41'32" W	CURVE 3 PC = 136+29.76 X = 670148.61 Y = 151489.55 PI = 138+08.61 X = 670044.26 Y = 151634.81 PT = 139+86.39 X = 669914.33 Y = 151757.72 R = 1875.00 DELTA = 10°53'52" LT D = 3°03'21" L = 356.63 T = 178.85 BK = N 35°41'32" W AH = N 46°35'23" W	CURVE 4 PC = 145+80.63 X = 669482.65 Y = 152166.09 PI = 148+68.06 X = 669273.84 Y = 152363.63 PT = 151+40.41 X = 669201.79 Y = 152641.89 R = 1000.00 DELTA = 32°04'24" RT D = 5°43'46" L = 559.79 T = 287.44 BK = N 46°35'23" W AH = N 14°30'59" W	CURVE 5 PC = 155+38.78 X = 669101.94 Y = 153027.54 PI = 158+34.53 X = 669027.80 Y = 153313.85 PT = 161+13.89 X = 668809.87 Y = 153513.78 R = 1000.00 DELTA = 32°57'05" LT D = 5°43'46" L = 575.11 T = 295.75 BK = N 14°30'59" W AH = N 47°28'04" W
CURVE 14 PC = 8+94.47 X = 671088.13 Y = 148645.00 PI = 10+30.19 X = 671168.81 Y = 148754.13 PT = 11+64.02 X = 671277.18 Y = 148835.82 R = 935.00 DELTA = 16°31'02" RT D = 6°07'40" L = 269.54 T = 135.71 BK = N 36°28'27" E AH = N 52°59'29" E	CURVE 15 PC = 13+74.71 X = 671445.42 Y = 148962.64 PI = 16+08.44 X = 671632.07 Y = 149103.33 PT = 17+50.60 X = 671504.23 Y = 149299.01 R = 250.00 DELTA = 86°08'54" LT D = 22°55'06" L = 375.89 T = 233.73 BK = N 52°59'29" E AH = N 33°09'25" W	CURVE 16 PC = 34+11.03 X = 670503.91 Y = 149128.92 PI = 39+21.63 X = 670998.90 Y = 149254.20 PCC = 44+21.62 X = 671420.13 Y = 149542.79 R = 2864.79 DELTA = 20°12'43" LT D = 2°00'00" L = 1010.59 T = 510.60 BK = N 75°47'47" E AH = N 55°35'04" E	CURVE 17 PCC = 44+21.62 X = 671420.13 Y = 149542.79 PI = 48+61.83 X = 671783.29 Y = 149791.59 PT = 52+94.22 X = 672047.56 Y = 150143.65 R = 2675.00 DELTA = 18°41'25" LT D = 2°08'31" L = 872.60 T = 440.21 BK = N 55°35'04" E AH = N 36°53'39" E	CURVE 18 PC = 58+90.81 X = 672405.72 Y = 150620.77 PI = 59+51.53 X = 672442.17 Y = 150669.33 PT = 60+12.18 X = 672474.57 Y = 150720.67 R = 1499.75 DELTA = 4°38'11" LT D = 3°49'13" L = 121.36 T = 60.71 BK = N 36°53'41" E AH = N 32°15'30" E

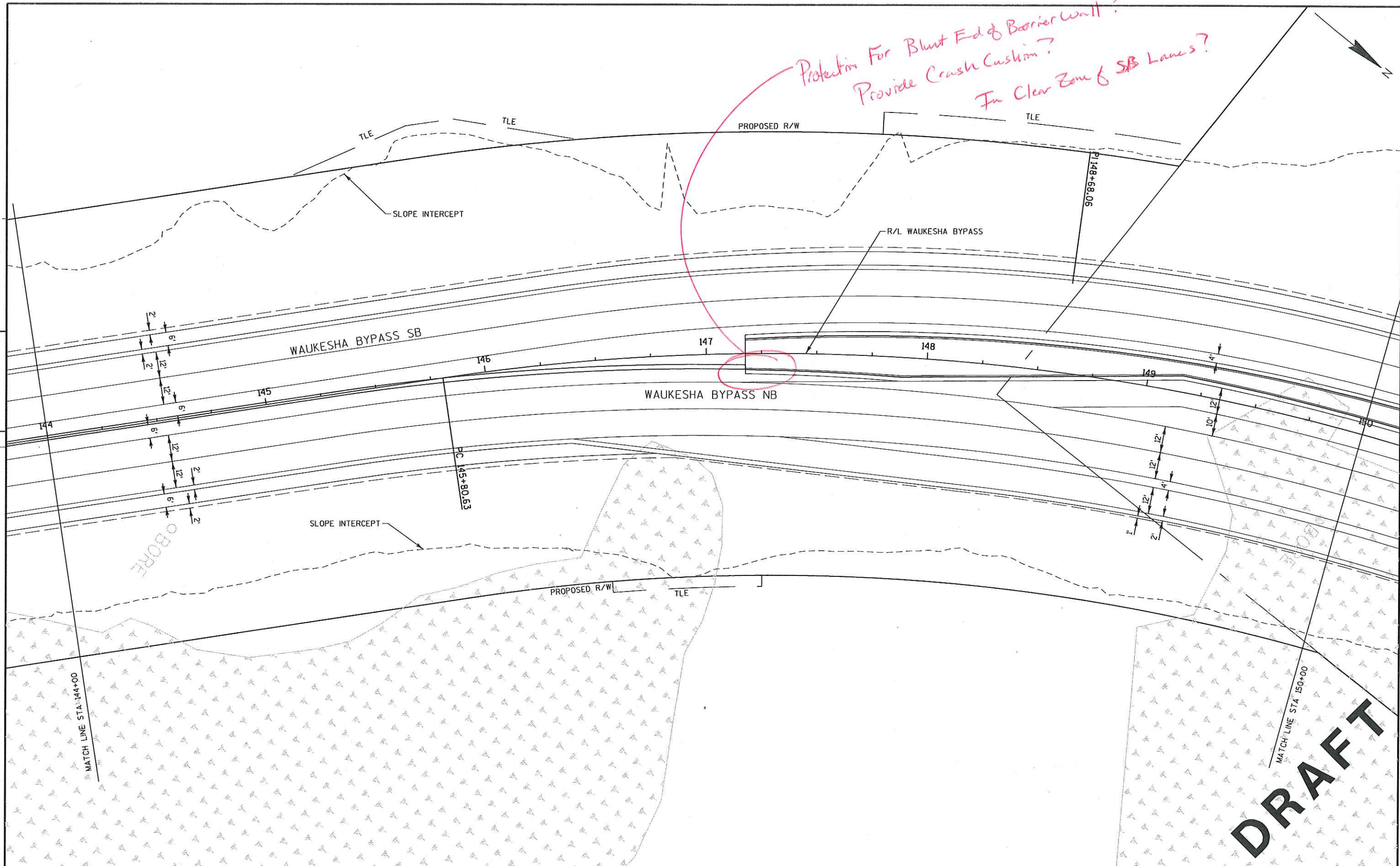
Provide S.E. & Transition
 Information For Draft PS&E
 Should Have SE Rate Listed
 For 60%

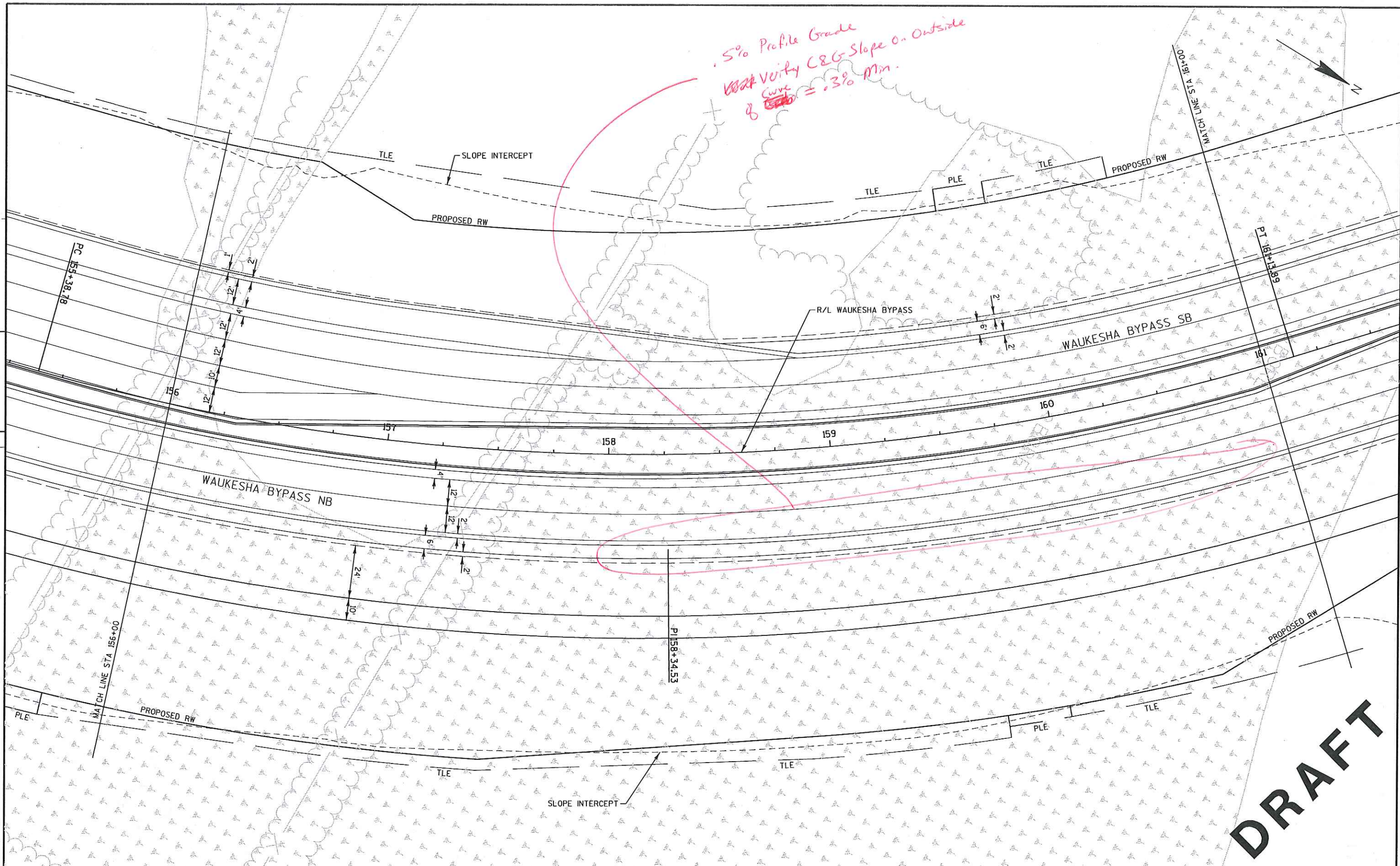
DRAFT

Protection For Barrier Wall Blunt End?
Add Crash Cushion?



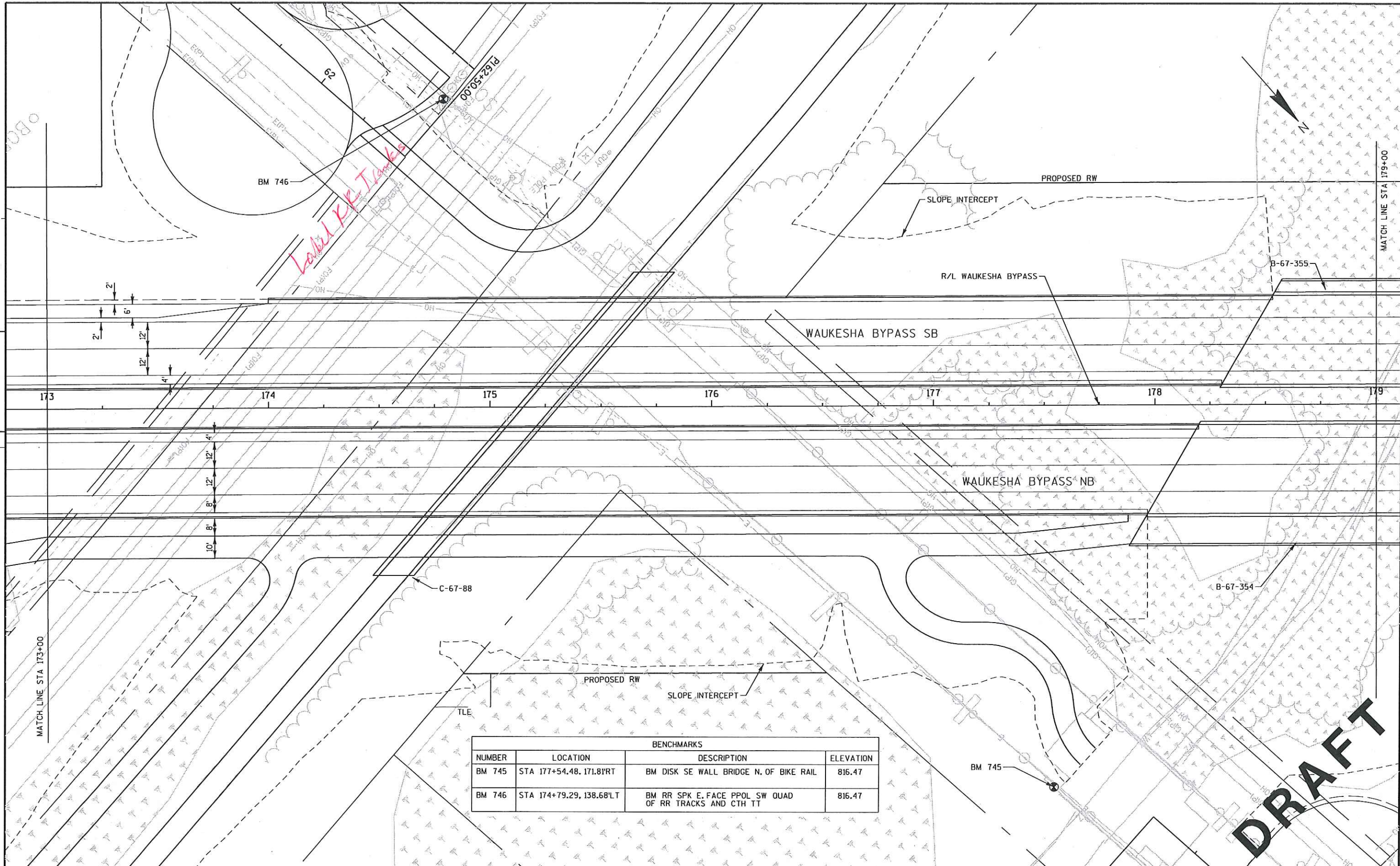
DRAFT





5% Profile Grade
Verify C&G Slope on Outside
Curve
of ~~100~~ = .3% min.

DRAFT



BENCHMARKS			
NUMBER	LOCATION	DESCRIPTION	ELEVATION
BM 745	STA 177+54.48, 171.81RT	BM DISK SE WALL BRIDGE N. OF BIKE RAIL	816.47
BM 746	STA 174+79.29, 138.68LT	BM RR SPK E. FACE PPOL SW QUAD OF RR TRACKS AND CTH TT	816.47

