From utilities unit

PROJECT ID: 2788-00-71

COUNTY: WAUKESHA

ORDER OF SHEETS

TOTAL SHEETS =

Section No. 1 - Title
2 - General Notes
3 - Project Overview
4 - Typical Sections
5 - Storm Sewer (construction details)
6 - Signal Plan
7 - Traffic Control
8 - Alignment
9 - Plat
10 - Plan and Profiles
11 - Cross Sections

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WAUKESHA BYPASS
USH 18

GENESEE ROAD TO MADISON STREET

WAUKESHA COUNTY

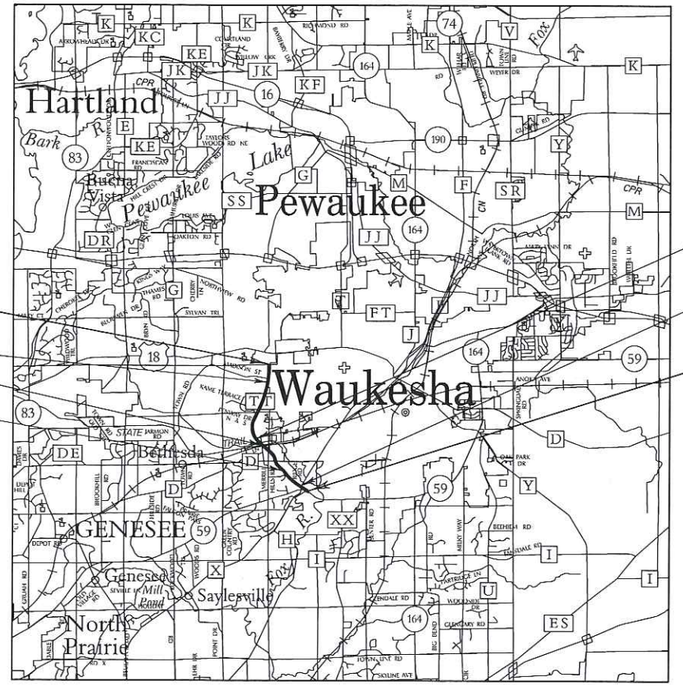
2

Summit Ave to Genesee Rd

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
~~2788-01-00~~		
2788-00-71		

STATE PROJECT NUMBER
2788-00-71

R-18-E R-19-E R-20-E



N

T-7-N

B-67-354
B-67-355

B-67-314
B-67-315

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

T-6-N

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

C-67-91
C-67-88

B-67-352
B-67-353

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) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

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).

DRAFT FOR REVIEW ONLY

ORIGINAL PLANS PREPARED BY
CH2MHILL
MILWAUKEE, WISCONSIN

(Date) (Signature)

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	XXXXXXXXX
Regional Examiner	
Regional Supervisor	XXXXXXXXX
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

E

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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.

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.

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PROJECT NO: 2788-01-00	HWY: WAUK BYPASS	COUNTY: WAUKESHA	GENERAL NOTES	SHEET NO:	E

FILE NAME: \\KAPUR-1\S-Drive\Wauk_Co\CO_Gov\100075 Waukesha Bypass Study\DGN\Plansheets\020101_GN.PPT
ORIGINATOR: LISA FLYNN
ORIG. DATE: DECEMBER 12, 2005
PLOTTED DATE: 6/26/2015 11:44 AM

2

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  - Carl Donahue
- TW Telecom

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www.DiggersHotline.com

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PROJECT NO: 2788-01-00	HWY: WAUK BYPASS	COUNTY: WAUKESHA	GENERAL NOTES	SHEET NO:	E

2

STANDARD ABBREVIATIONS

<	ANGLE
ADT	AVERAGE DAILY TRAFFIC
AC	ACRE
AE, AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ASPH	ASPHALTIC
BC	BACK OF CURB
BF	BACK FACE
BIT	EXISTING BITUMINOUS
BM	BENCH MARK
BEG	BEGIN
BK	BACK
C & G	CURB AND GUTTER
CABC	CRUSHED AGGREGATE BASE COURSE
CB	CATCH BASIN
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CP	CULVERT PIPE
CY	CUBIC YARD
CL OR C/L	CENTER LINE
CO	COUNTY
CONC	CONCRETE
CONST	CONSTRUCTION
CR	CREEK
CTH	COUNTY TRUNK HIGHWAY
CWT	HUNDRED WEIGHT
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DISCH	DISCHARGE
E	EAST
EA	EACH
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EL, ELEV	ELEVATION
ELEC	ELECTRIC(AL), ELEC CABLE
EMB	EMBANKMENT
ESALS	EQUIVALENT SINGLE AXEL LOADS
ESMT	EASEMENT
EW	ENDWALL
EXC	EXCAVATION
EXIST	EXISTING BITUMINOUS
EXP	EXPANSION
FC	FACE OF CURB
FE	FIELD ENTRANCE
FF	FACE TO FACE
F/L, FL	FLOW LINE
FERT	FERTILIZER
FHWA	FEDERAL HIGHWAY
FT	FOOT (FEET)
G	GAS
GN	GRID NORTH
H	HOUSE
HP	HIGH POINT
HR	HANDICAP RAMP
HYD	HYDRANT
I	INTERSECTION ANGLE
ID	INSIDE DIAMETER
INL	INLET
INTER	INTERSECTION
INV	INVERT
IP	IRON PIPE
JT	JOINT
K	RATE OF VERTICAL CURVATURE
L	LENGTH OF CURVE
LB	POUND
LC	LONG CHORD OF CURVE
LP	LOW POINT
LF	LINEAR FOOT(FEET)
LHF	LEFT HAND FORWARD
LC	LONG CHORD
LS	LUMP SUM
LT	LEFT
M	MARSH
MATL	MATERIAL
MP	MARKER POST
MAX	MAXIMUM
MGAL	1000 GALLONS
MH	MANHOLE
MIN	MINIMUM
ML OR M/L	MATCH LINE
N	NORTH
NB	NORTHBOUND
NC	NORMAL CROWN OR NO CHANGE
NO	NUMBER
NW OR N/W	NORMAL WATER
OBLIT	OBLITERATE
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PRC	POINT OF REVERSE CURVE
PROJ	PROJECT
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PT	POINT OF TANGENCY
PAV'T	PAVEMENT
PCC	PORTLAND CEMENT CONCRETE
R	RADIUS OR RANGE
RCCP	REINFORCED CONCRETE CULVERT PIPE
RCHECP	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE
RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
RHF	RIGHT HAND FORWARD
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RD	ROAD
RDWY	ROADWAY
REL	RELOCATE
REM	REMAINING
REQD	REQUIRED
RT	RIGHT
RW	RETAINING WALL
S	SOUTH
SALV	SALVAGED
SAN	SANITARY
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWINGS
SE	SUPERELEVATION
SEC	SECTION
SF	SQUARE FOOT (FEET)
S/L	SURVEY LINE
SHLDR	SHOULDER(S)
SHR	SHRINKAGE
SPECS	SPECIFICATIONS
SS	STORM SEWER
STA	STATION
STH	STATE TRUNK HIGHWAY
STR	STRUCTURE
SW	SIDEWALK
SY	SQUARE YARD
TAN	TANGENT
TEL	TELEPHONE
T	(TRUCKS) PERCENT OF
TC	TOP OF CURB
TAN	TANGENT
TEMP	TEMPORARY
TL OR T/L	TRANSIT LINE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
UG	UNDERGROUND (CABLE)
UNCL	UNCLASSIFIED
VAR	VARIABLE
VCL	VERTICAL CURVE LENGTH
VPC	VERTICAL POINT OF CURVATURE
VPCC	VERTICAL POINT OF COMPOUND CURVE
VPI	VERTICAL POINT OF INTERSECTION
VPRC	VERTICAL POINT OF REVERSE CURVE
VPT	VERTICAL POINT OF TANGENCY
VLV	VALVE
VOL	VOLUME
W	WEST
WB	WESTBOUND
WV	WATER VALVE
X	EASTING OR EAST GRID COORDINATE
Y	NORTHING OR NORTH GRID COORDINATE
YD	YARD

2

DESIGN INDEX

TITLE

- Storm Sewer (Construction details)
- Signal Plans
- Traffic Control
- Alignment
- Plat
- Plan and Profile
- Cross Sections

PROJECT NO: 2788-01-00	HWY: WAUK BYPASS	COUNTY: WAUKESHA	GENERAL NOTES	SHEET NO:	E

FILE NAME: \\KAPUR-1\S-Drive\Wauk_CO\CO_Gov\100075 Waukesha Bypass Study\DGN\Plansheets\020101_GN.PPT

ORIGINATOR: LISA FLYNN

ORIG. DATE: DECEMBER 12, 2005

PLOTTED DATE: 6/29/2015 9:00 AM