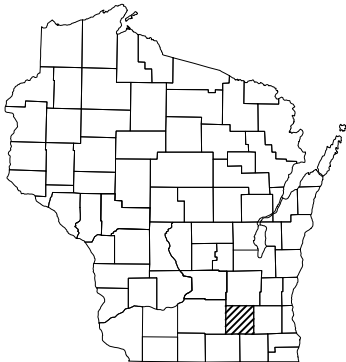


PROJECT ID: 3080-09-60
WITH: N/A
COUNTY: JEFFERSON

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Includes Erosion Control Plan)
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. (2019)	=	2,600
A.A.D.T. (2039)	=	3,000
D.H.V. (2039)	=	215
D.D.	=	60/40
T.	=	12.5 %
DESIGN SPEED	=	55 MPH (STA. 112+39-STA. 286+27)
ESALS	=	45 MPH (STA. 286+27-STA. 296+69)
	=	30 MPH (STA. 296+69-STA. 307+00)

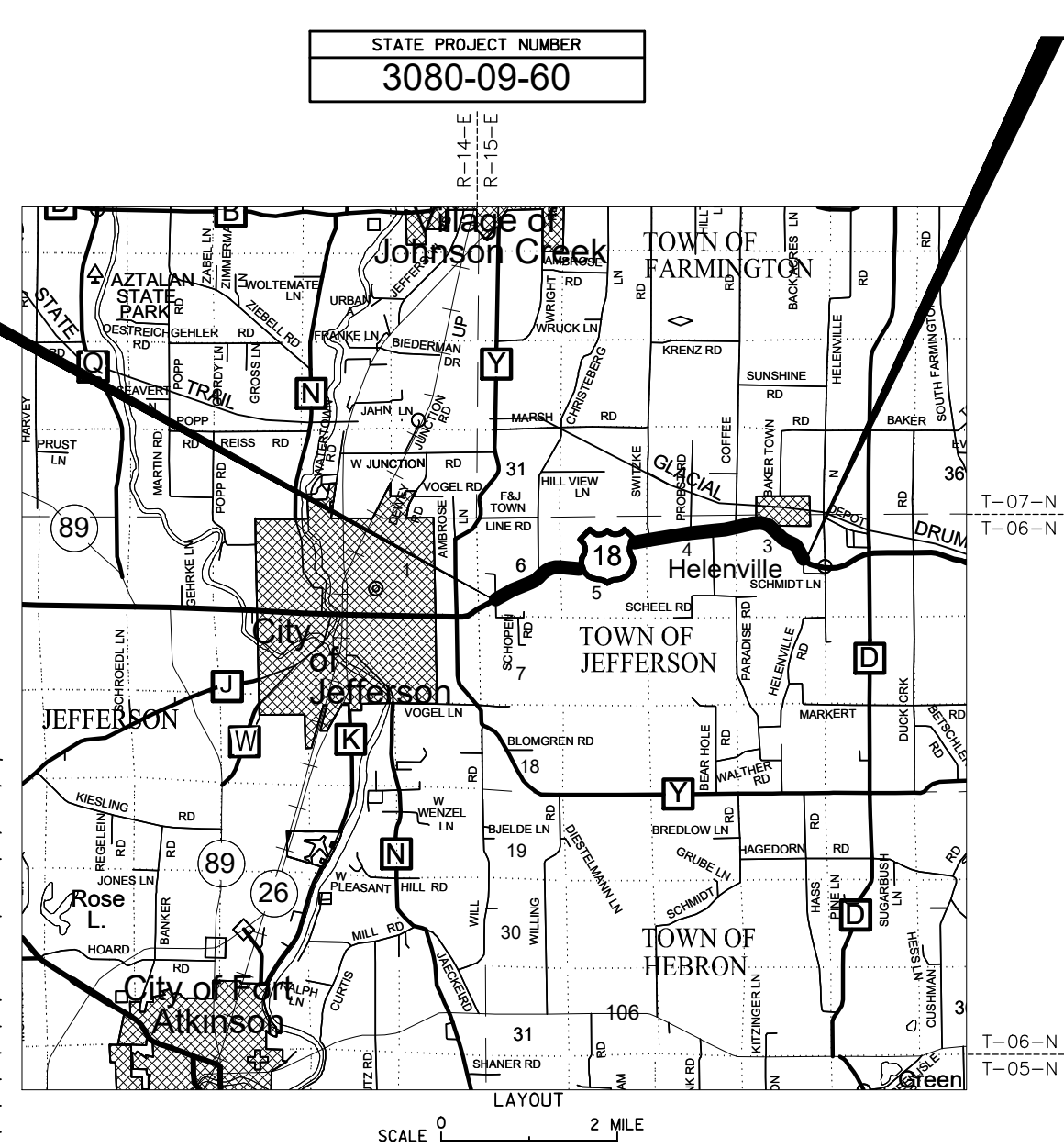
550,000 to match Pvt Report

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	

ROCK	
LABEL	
95.36	
E	
FO	
G	
SAN	
SS	
T	
W	



TOTAL NET LENGTH OF CENTERLINE = 4.114 MILES

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), JEFFERSON COUNTY."

"ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)."

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
JEFFERSON-WALES
CTH Y TO GRUENNERT STREET
USH 18
JEFFERSON COUNTY

STATE PROJECT NUMBER
3080-09-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3080-09-60		

60% Plan Review

No comments - Michelle Brokaw

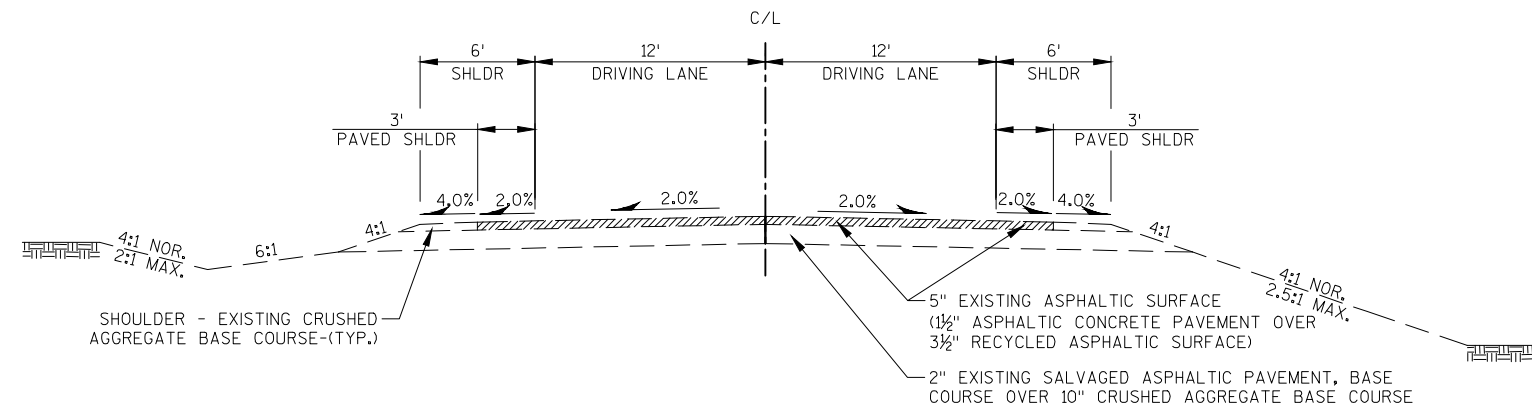
END PROJECT
STA. 307+00.00

ORIGINAL PLANS PREPARED BY
JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	MATTHEW DAPP, P.E.
Regional Examiner	SW REGION
Regional Supervisor	WILLIAM STROBEL, P.E.

APPROVED FOR THE DEPARTMENT
DATE: (Signature)

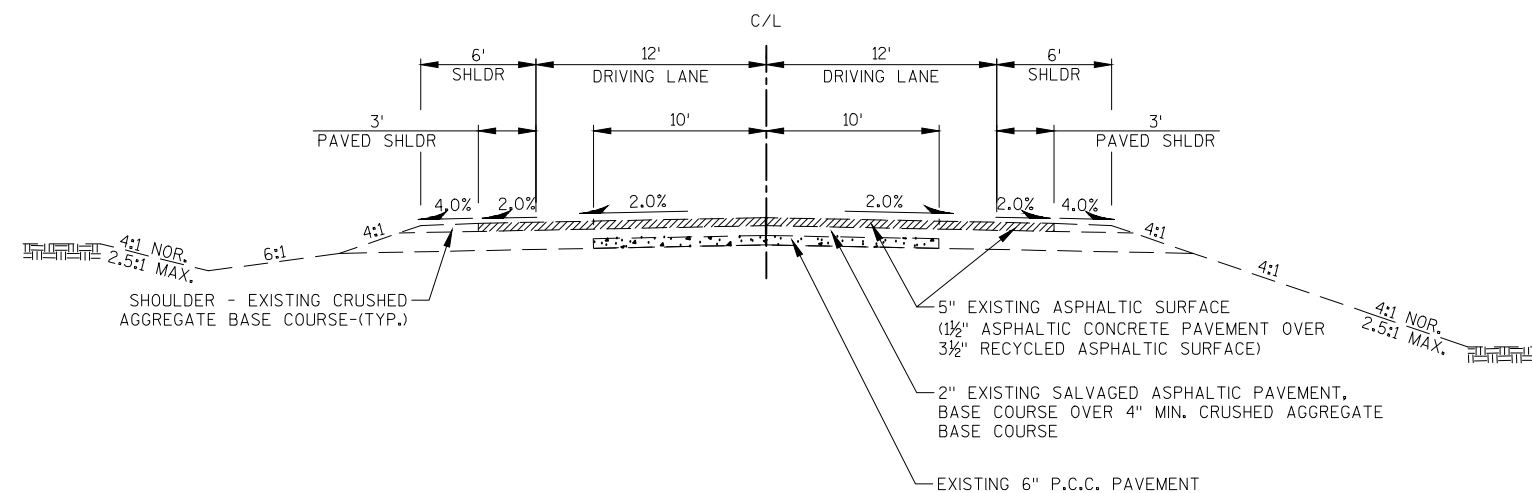
E



TYPICAL EXISTING SECTION

STA. 90+59 - STA. 92+00
STA. 109+00 - STA. 109+92
STA. 115+51 - STA. 124+68
STA. 169+80 - STA. 170+00
STA. 194+23 - STA. 233+23
STA. 240+60 - STA. 244+30
STA. 249+93 - STA. 259+00
STA. 282+05 - STA. 286+69
STA. 293+89 - STA. 296+64
STA. 302+56 - STA. 307+00

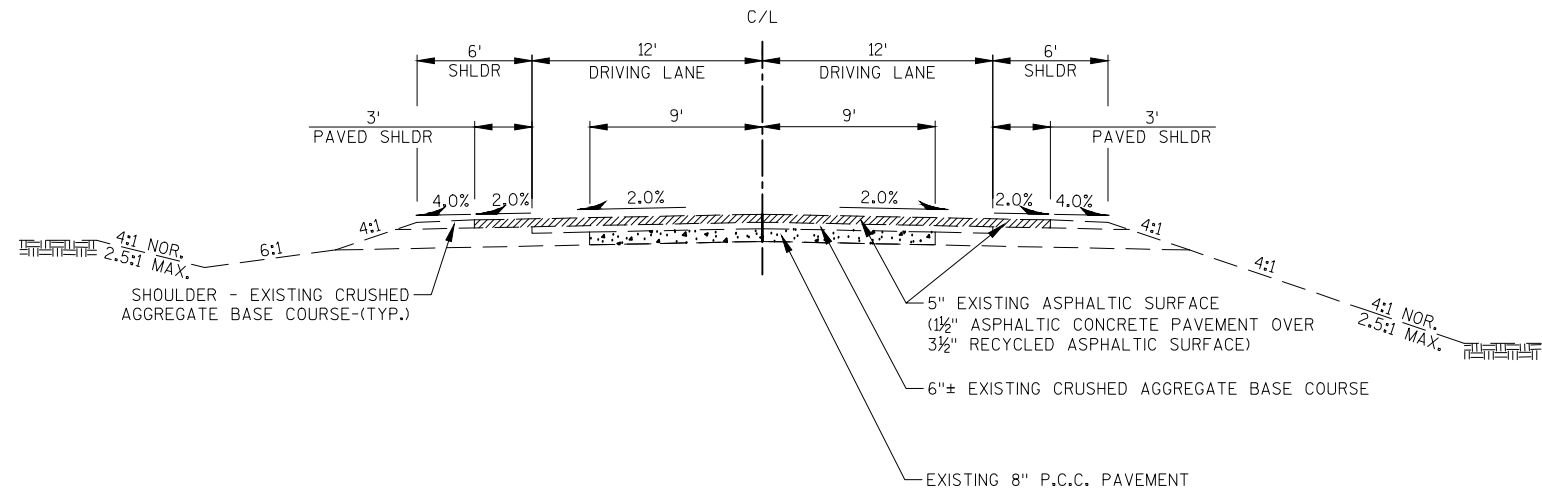
EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
EXISTING SECTIONS



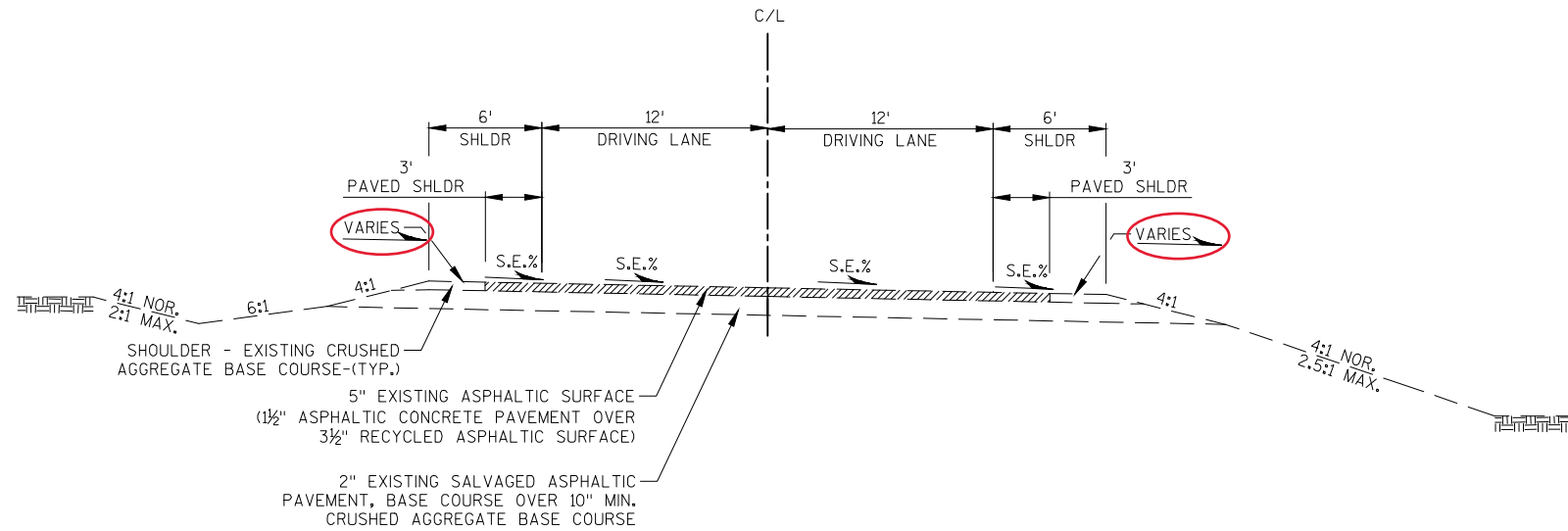
TYPICAL EXISTING SECTION

STA. 92+00 - STA. 109+00
STA. 148+80 - STA. 157+22
STA. 170+00 - STA. 176+84
STA. 185+42 - STA. 186+54

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
EXISTING SECTIONS

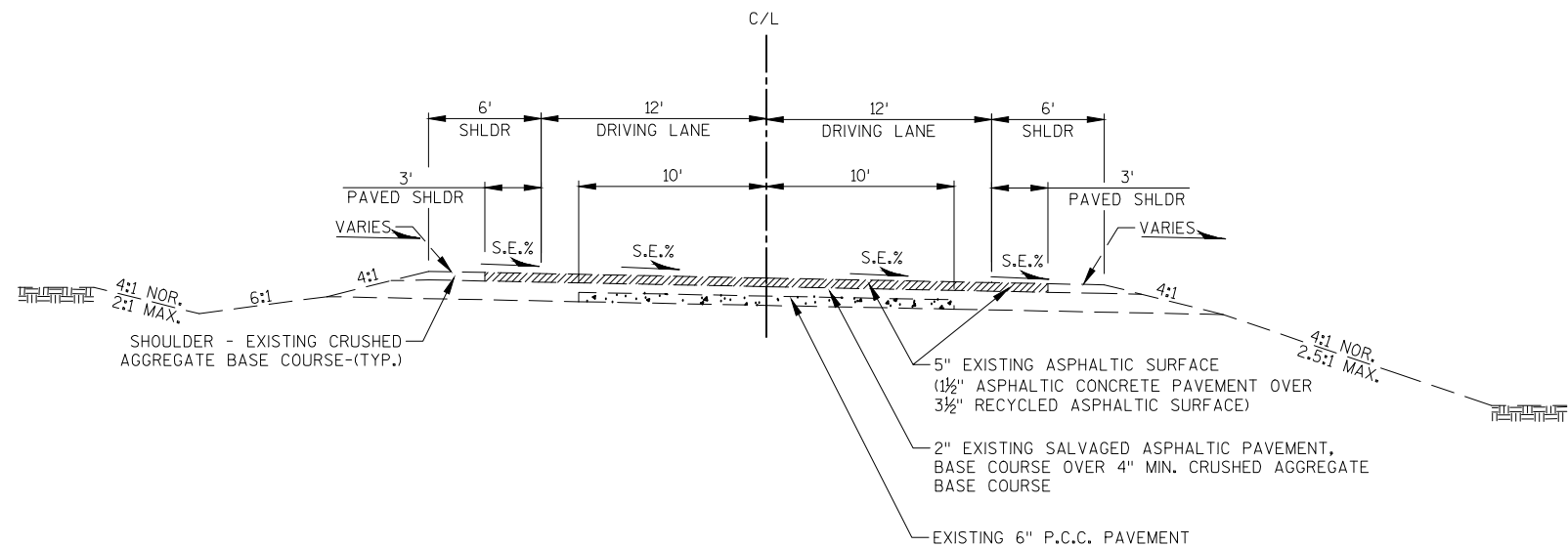


TYPICAL EXISTING SECTION
STA. 259+00 TO STA. 267+53

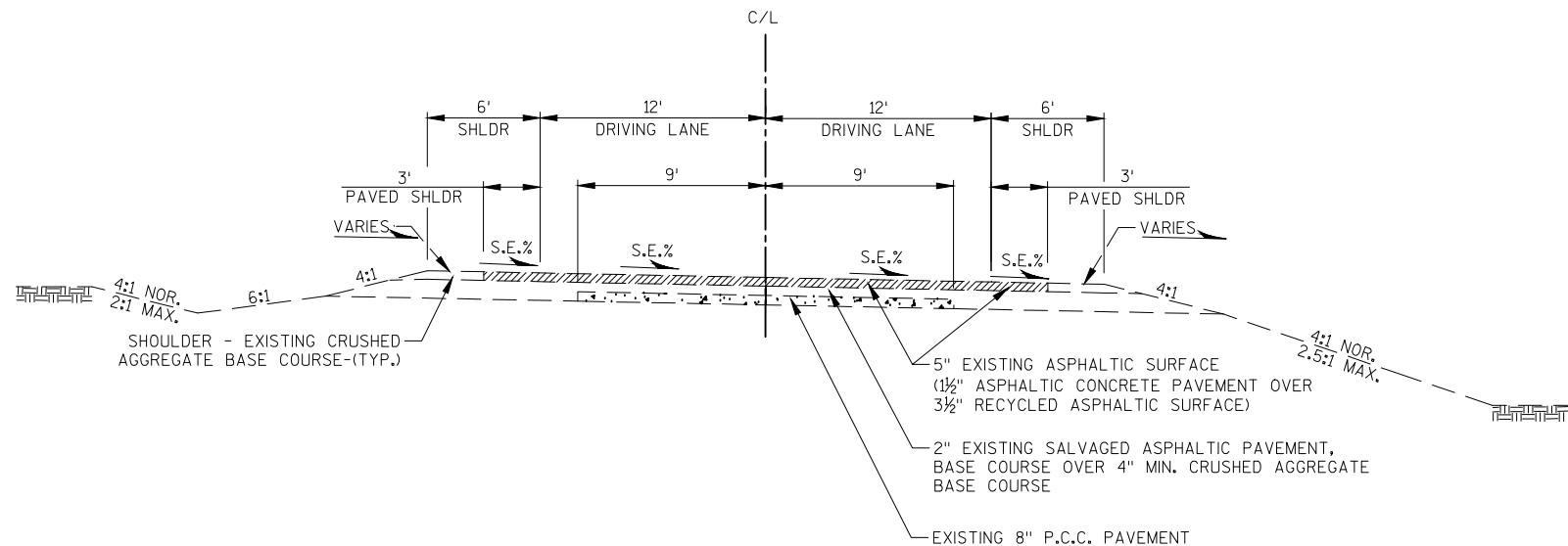


TYPICAL EXISTING SUPERELEVATED SECTION

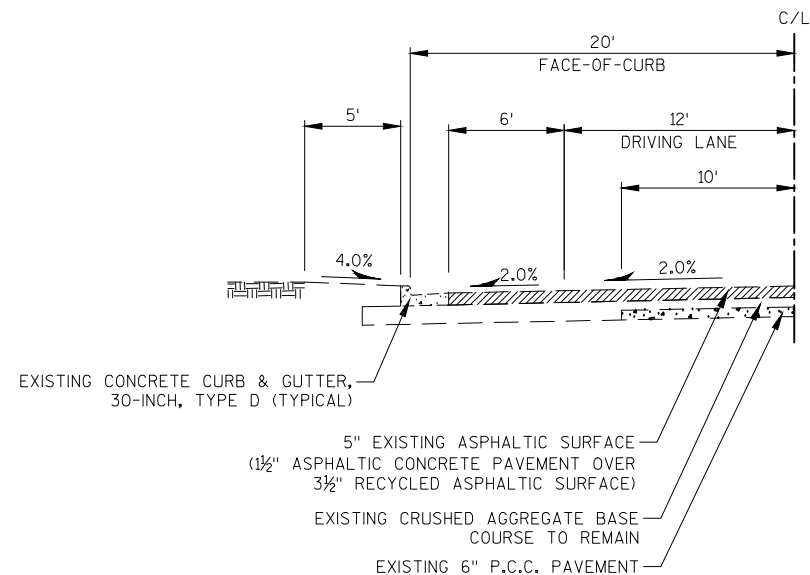
STA. 89+76.82 - STA. 90+59
STA. 109+92 - STA. 115+51
STA. 124+68 - STA. 148+00
STA. 160+00 - STA. 169+80
STA. 189+00 - STA. 194+23
STA. 233+23 - STA. 240+60
STA. 244+30 - STA. 249+93
STA. 269+00 - STA. 282+05
STA. 286+69 - STA. 293+89
STA. 296+64 - STA. 302+56

**TYPICAL EXISTING SUPERELEVATED SECTION**

STA. 148+00 - STA. 148+80
STA. 157+22 - STA. 160+00
STA. 176+84 - STA. 185+42
STA. 186+54 - STA. 189+00

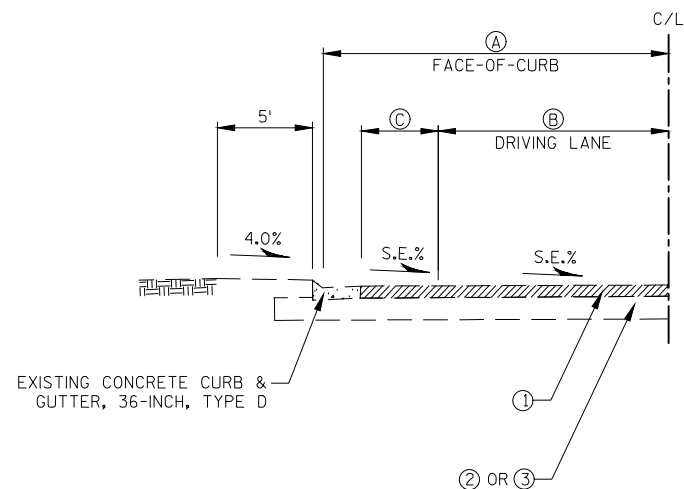
**TYPICAL EXISTING SUPERELEVATED SECTION**

STA. 267+53 - STA. 269+00



HALF URBAN TYPICAL EXISTING SECTION

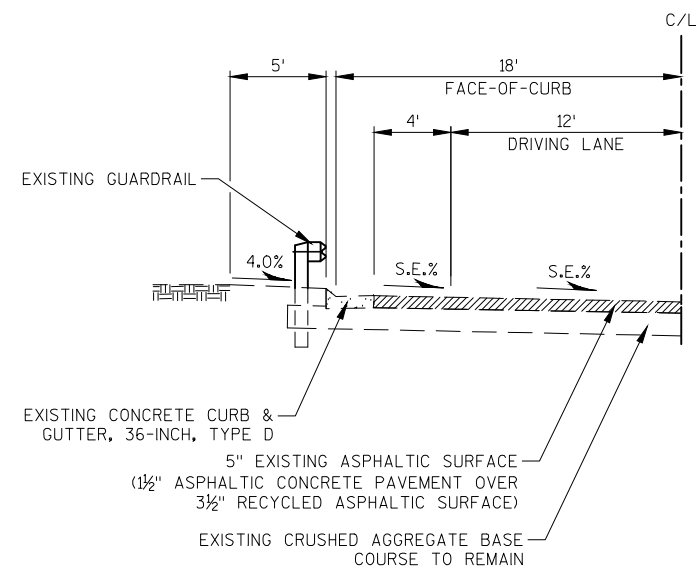
STA. 98+12 - STA. 101+69, LT.



HALF URBAN TYPICAL EXISTING SUPERELEVATED SECTION

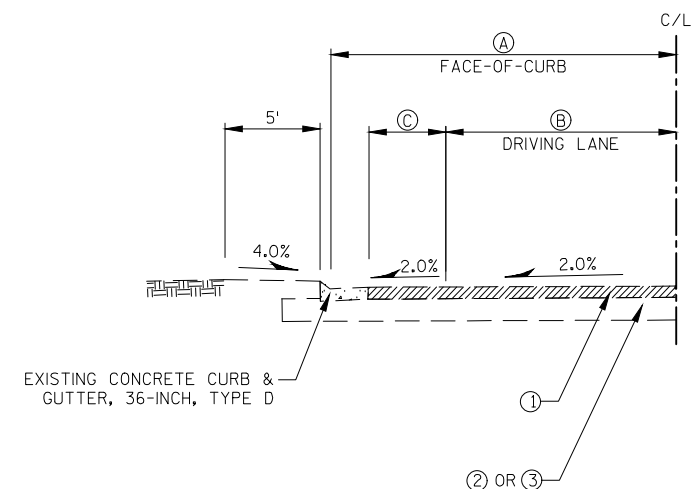
	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 134+15 - STA. 137+21, RT.	18	12	4
STA. 168+28 - STA. 169+80, LT.	18	12	4
STA. 178+53 - STA. 179+52, LT.	18	12	4
STA. 296+65 - STA. 302+56, RT.	18	12	4

- ① 5" EXISTING ASPHALTIC SURFACE (1½" ASPHALTIC CONCRETE PAVEMENT OVER 3½" RECYCLED ASPHALTIC SURFACE)
- ② 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE BASE COURSE OVER 6" P.C.C. PAVEMENT
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE COURSE



HALF URBAN TYPICAL EXISTING SUPERELEVATED SECTION

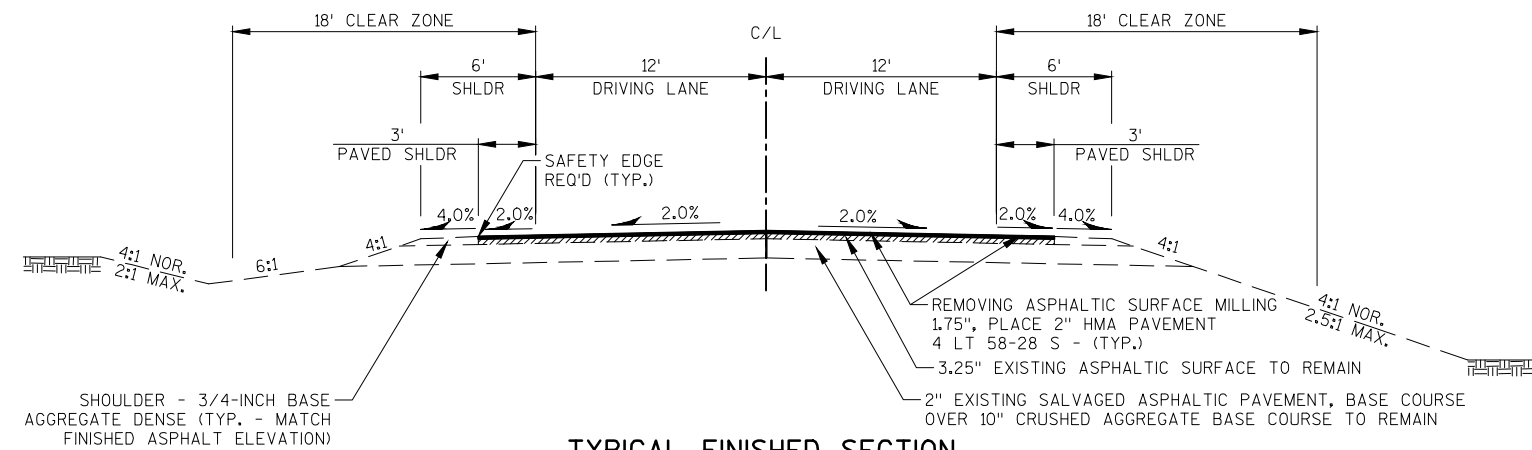
STA. 133+73 - STA. 137+45, LT.



HALF URBAN TYPICAL EXISTING SECTION

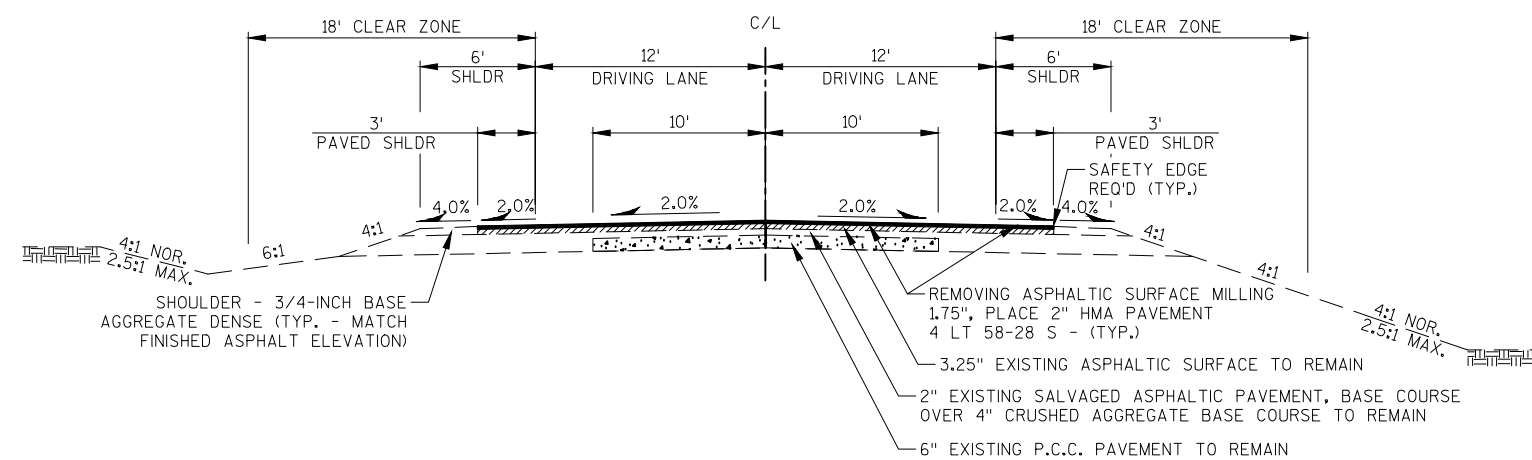
	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 169+80 - STA. 170+23, LT.	18	12	4
STA. 227+98 - STA. 230+34, LT.	18	12	4
STA. 252+02 - STA. 254+52, LT.	18	12	4
STA. 255+96 - STA. 258+55, RT.	18	12	4
STA. 285+99 - STA. 286+40, LT.	24	12	10
STA. 302+56 - STA. 307+00, RT.	18	12	4

- ① 5" EXISTING ASPHALTIC SURFACE (1½" ASPHALTIC CONCRETE PAVEMENT OVER 3½" RECYCLED ASPHALTIC SURFACE)
- ② 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE BASE COURSE OVER 6" P.C.C. PAVEMENT
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE COURSE

**TYPICAL FINISHED SECTION**

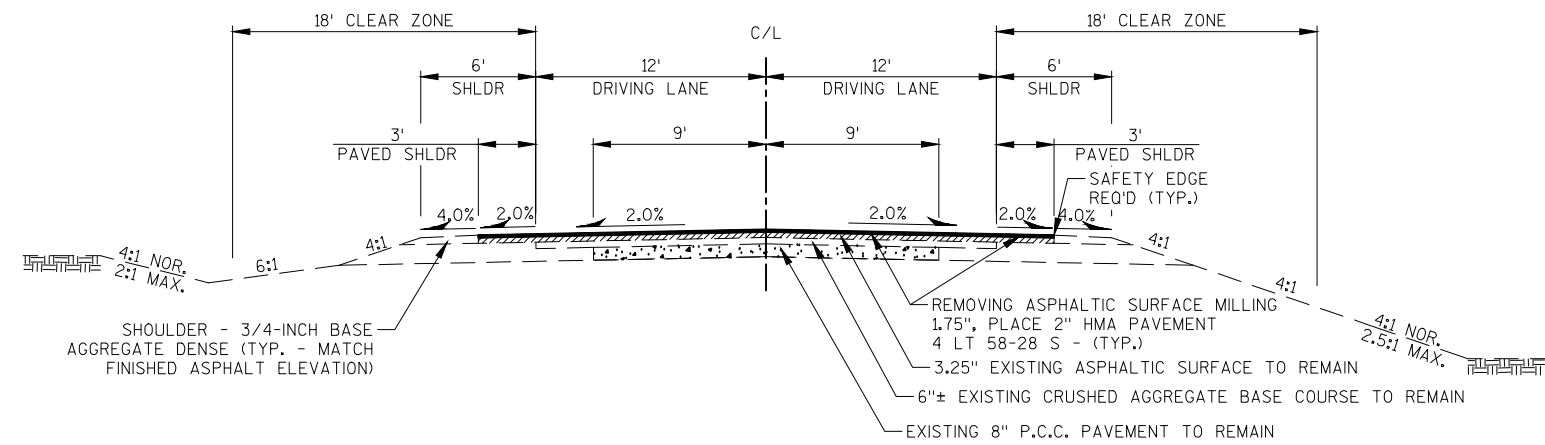
STA. 90+59 - STA. 92+00
STA. 109+00 - STA. 109+92
STA. 115+51 - STA. 124+68
STA. 169+80 - STA. 170+00
STA. 194+23 - STA. 233+23
STA. 240+60 - STA. 244+30
STA. 249+93 - STA. 259+00
STA. 282+05 - STA. 286+69
STA. 293+89 - STA. 296+64
STA. 302+56 - STA. 307+00

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
FINISHED SECTIONS

**TYPICAL FINISHED SECTION**

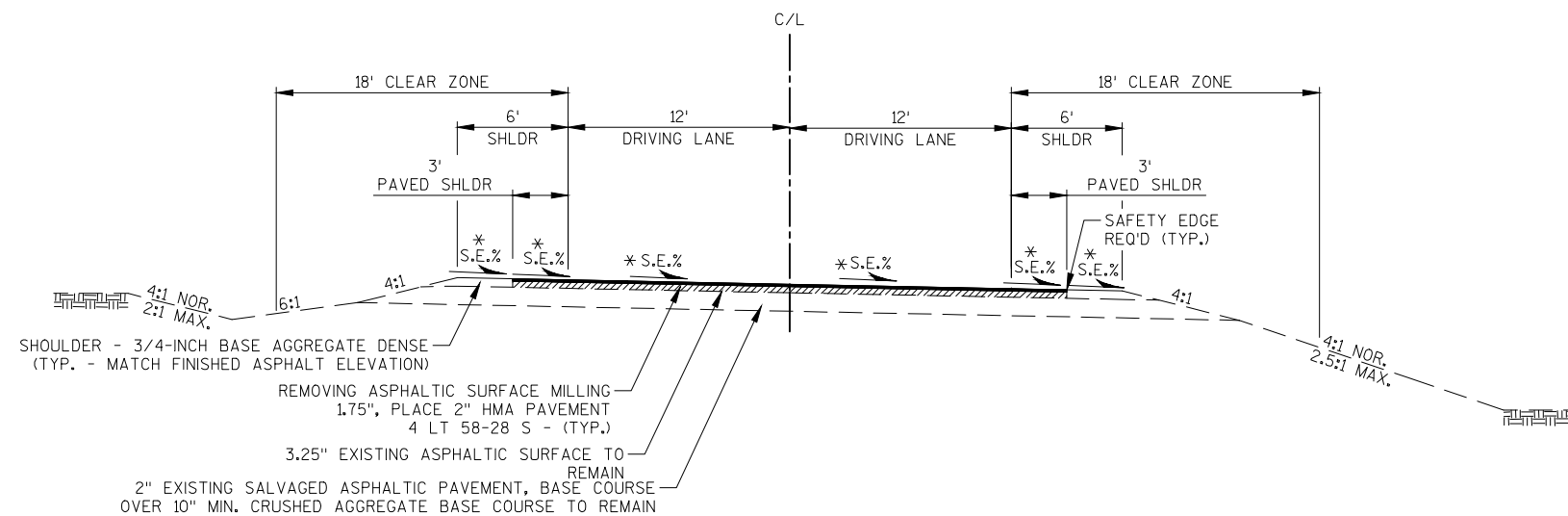
STA. 92+00 - STA. 109+00
STA. 148+80 - STA. 157+22
STA. 170+00 - STA. 176+84
STA. 185+42 - STA. 186+54

EXCEPT AS DETAILED FOR
HALF URBAN TYPICAL
FINISHED SECTIONS



TYPICAL FINISHED SECTION

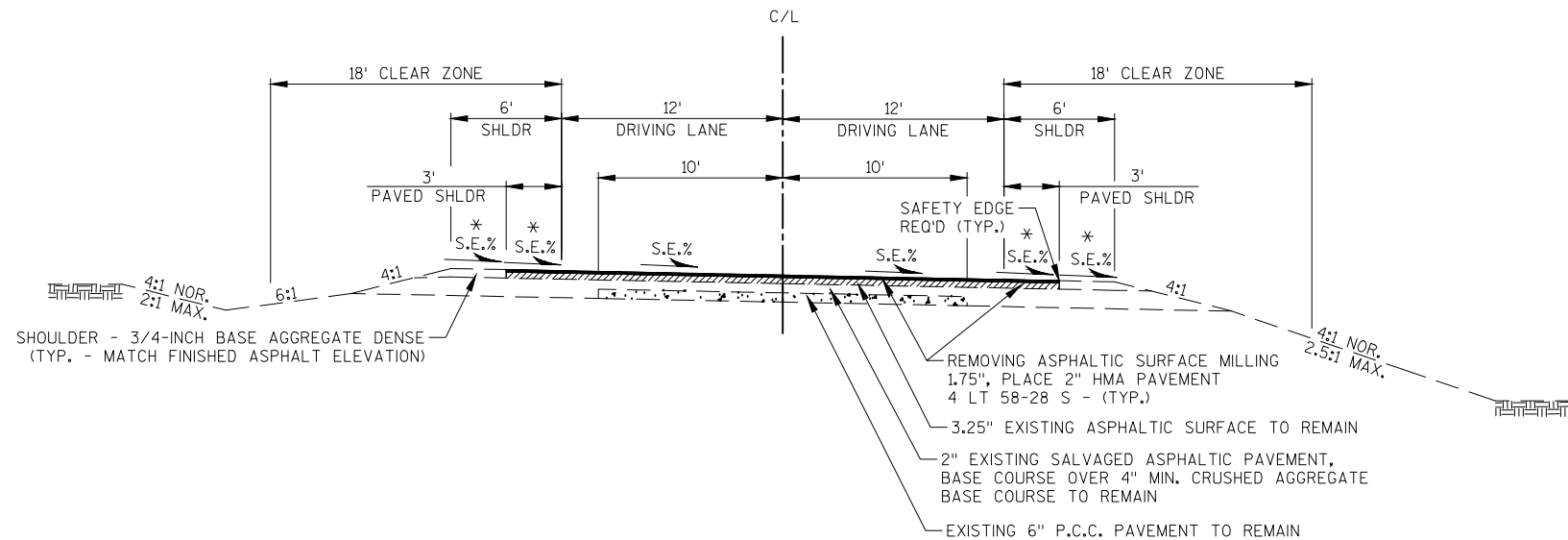
STA. 259+00 TO STA. 267+53



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 89+76.82 - STA. 90+59
STA. 109+92 - STA. 115+51
STA. 124+68 - STA. 148+00
STA. 160+00 - STA. 169+80
STA. 189+00 - STA. 194+23
STA. 233+23 - STA. 240+60
STA. 244+30 - STA. 249+93
STA. 269+00 - STA. 282+05
STA. 286+69 - STA. 293+89
STA. 296+64 - STA. 302+56

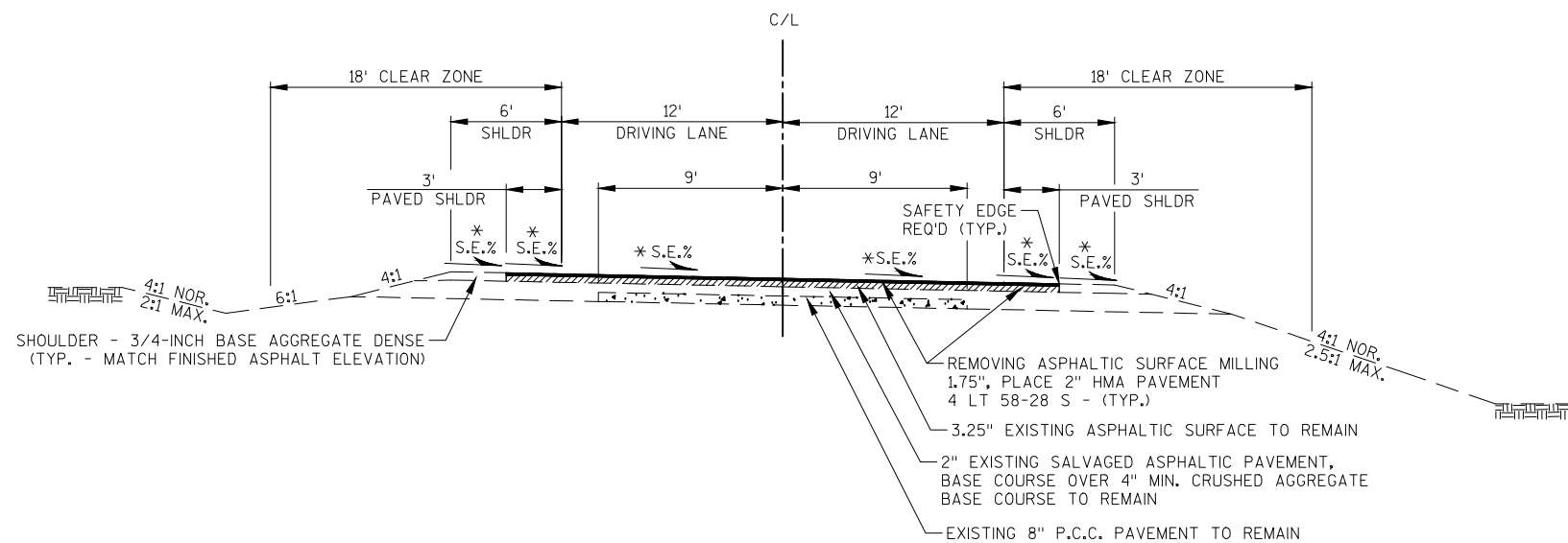
* SEE SUPERELEVATION TABLE



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 148+00 - STA. 148+80
STA. 157+22 - STA. 160+00
STA. 176+84 - STA. 185+42
STA. 186+54 - STA. 189+00

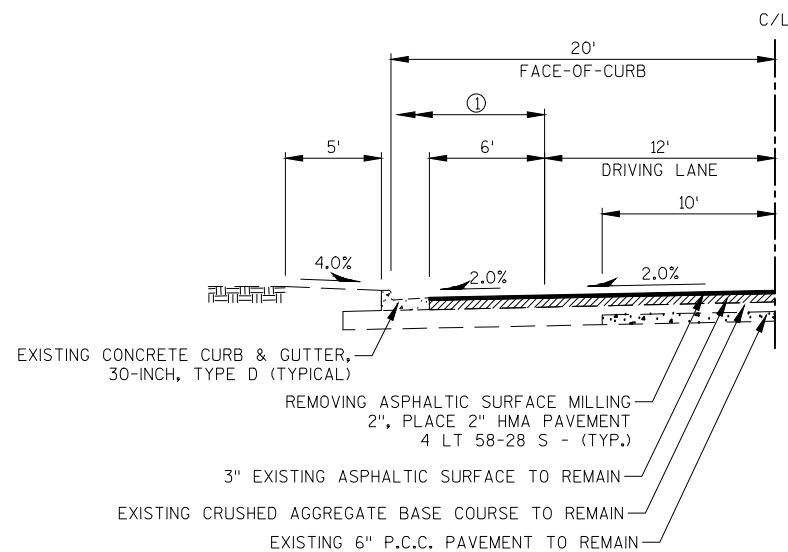
* SEE SUPERELEVATION TABLE



TYPICAL FINISHED SUPERELEVATED SECTION

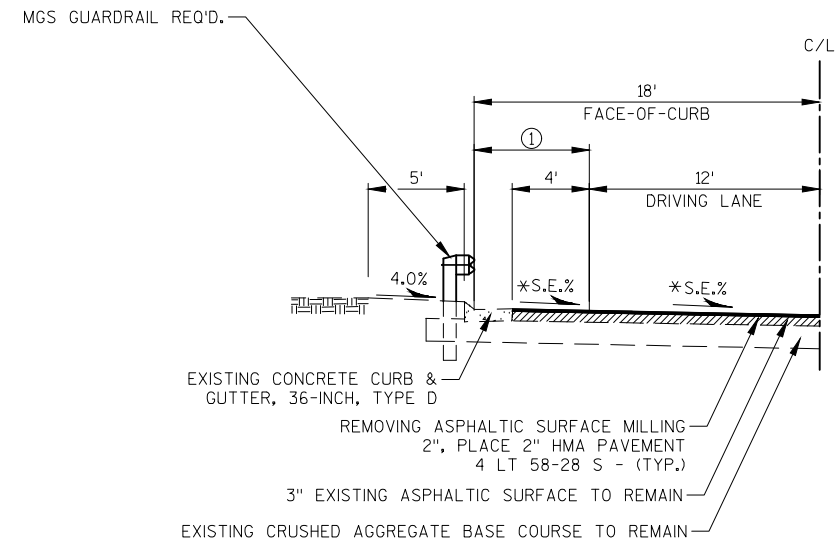
STA. 267+53 - STA. 269+00

* SEE SUPERELEVATION TABLE

**HALF URBAN TYPICAL FINISHED SECTION**

STA. 98+12 - STA. 101+69, LT.

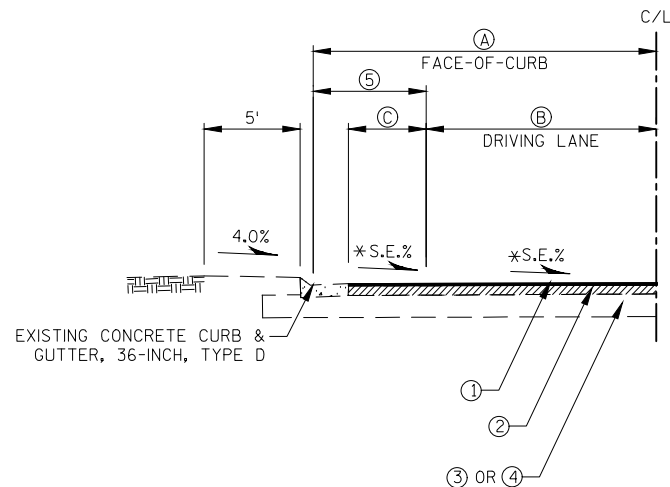
① 6' LATERAL CLEARANCE

**HALF URBAN TYPICAL FINISHED SUPERELEVATED SECTION**

STA. 133+73 - STA. 137+45, LT.

① 6' LATERAL CLEARANCE

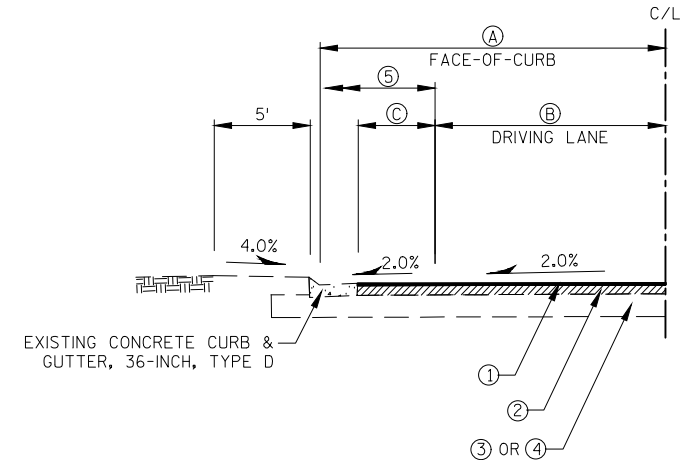
* SEE SUPERELEVATION TABLE

**HALF URBAN TYPICAL FINISHED SUPERELEVATED SECTION**

	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 134+15 - STA. 137+21, RT.	18	12	4
STA. 168+28 - STA. 169+80, LT.	18	12	4
STA. 178+53 - STA. 179+52, LT.	18	12	4
STA. 296+65 - STA. 302+56, RT.	18	12	4

- ① REMOVING ASPHALTIC SURFACE MILLING 2",
PLACE 2" HMA PAVEMENT
4 LT 58-28 S
- ② 3" EXISTING ASPHALTIC SURFACE TO REMAIN
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE
BASE COURSE OVER 6" P.C.C. PAVEMENT TO REMAIN
- ④ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE
COURSE TO REMAIN
- ⑤ 6' LATERAL CLEARANCE

* SEE SUPERELEVATION TABLE

**HALF URBAN TYPICAL FINISHED SECTION**

	(A) (FT.)	(B) (FT.)	(C) (FT.)
STA. 169+80 - STA. 170+23, LT.	18	12	4
STA. 227+98 - STA. 230+34, LT.	18	12	4
STA. 252+02 - STA. 254+52, LT.	18	12	4
STA. 255+96 - STA. 258+55, RT.	18	12	4
STA. 285+99 - STA. 286+40, LT.	24	12	10
STA. 302+56 - STA. 307+00, RT.	18	12	4

- ① REMOVING ASPHALTIC SURFACE MILLING 2",
PLACE 2" HMA PAVEMENT
4 LT 58-28 S
- ② 3" EXISTING ASPHALTIC SURFACE TO REMAIN
- ③ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 4" MIN. CRUSHED AGGREGATE
BASE COURSE OVER 6" P.C.C. PAVEMENT TO REMAIN
- ④ 2" EXISTING SALVAGED ASPHALTIC PAVEMENT, BASE COURSE OVER 10" CRUSHED AGGREGATE BASE
COURSE TO REMAIN
- ⑤ 6' LATERAL CLEARANCE

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
89+76.82	MATCH EXISTING	MATCH EXISTING
90+00	MATCH EXISTING	MATCH EXISTING
90+50	MATCH EXISTING	MATCH EXISTING
90+59	2.0	2.0

SUPERELEVATION TABLE-CURVE 2

STATION	LEFT(%)	RIGHT(%)
109+92	2.0	2.0
110+00	1.7	2.0
110+50	0.3	2.0
111+00	2.2	2.2
111+45	4.0	4.0
FULL SUPERELEVATION		
113+98	4.0	4.0
114+00	3.9	3.9
114+50	2.0	2.0
115+00	0.0	2.0
115+50	2.0	2.0
115+51	2.0	2.0

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
124+68	2.0	2.0
125+00	2.0	0.8
125+50	2.0	1.1
126+00	3.0	3.0
126+50	4.9	4.9
126+78	5.9	5.9
FULL SUPERELEVATION		
132+58	5.9	5.9
133+00	4.3	4.3
133+50	2.4	2.4
134+00	0.6	0.6
134+15	0.0	0.0

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
134+15	MATCH EXISTING	MATCH EXISTING
134+50	MATCH EXISTING	MATCH EXISTING
135+00	MATCH EXISTING	MATCH EXISTING
135+50	MATCH EXISTING	MATCH EXISTING
136+00	MATCH EXISTING	MATCH EXISTING
136+50	MATCH EXISTING	MATCH EXISTING
137+00	MATCH EXISTING	MATCH EXISTING
137+45	MATCH EXISTING	MATCH EXISTING
137+58	5.9	5.9
FULL SUPERELEVATION		
146+78	5.9	5.9
147+00	5.0	5.0
147+50	3.1	3.1
148+00	1.1	2.0
148+50	0.8	2.0
148+80	2.0	2.0

MATCH
FLANGELINE OF
EXISTING CURB
& GUTTER
(BOTH SIDES)

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
157+22	2.0	2.0
157+50	2.0	0.9
158+00	2.0	1.1
158+50	3.0	3.0
159+00	5.0	5.0
159+24	5.9	5.9
FULL SUPERELEVATION		
167+78	5.9	5.9
168+00	5.1	5.1
168+50	3.1	3.1
169+00	2.0	1.1
169+50	2.0	0.8
169+80	2.0	2.0

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 6

STATION	LEFT(%)	RIGHT(%)
176+84	2.0	2.0
177+00	1.4	2.0
177+50	0.4	2.0
178+00	2.3	2.3
178+37	3.7	3.7
FULL SUPERELEVATION		
183+89	3.7	3.7
184+00	3.3	3.3
184+50	1.4	2.0
185+00	0.4	2.0
185+42	2.0	2.0

SUPERELEVATION TABLE-CURVE 7

STATION	LEFT(%)	RIGHT(%)
186+54	2.0	2.0
187+00	0.3	2.0
187+50	1.6	2.0
188+00	3.5	3.5
188+50	5.4	5.4
188+67	6.0	6.0
FULL SUPERELEVATION		
192+10	6.0	6.0
192+50	4.5	4.5
193+00	2.6	2.6
193+50	0.8	2.0
194+00	1.1	2.0
194+23	2.0	2.0

SUPERELEVATION TABLE-CURVE 8

MAINTAIN NORMAL CROWN THROUGH CURVE 8

SUPERELEVATION TABLE-CURVE 9

STATION	LEFT(%)	RIGHT(%)
233+23	2.0	2.0
233+50	1.0	2.0
234+00	0.9	2.0
234+50	2.8	2.8
234+96	4.5	4.5
FULL SUPERELEVATION		
238+87	4.5	4.5
239+00	4.0	4.0
239+50	2.1	2.1
240+00	0.3	2.0
240+50	1.6	2.0
240+60	2.0	2.0

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 10

STATION	LEFT(%)	RIGHT(%)
244+30	2.0	MATCH EXISTING
244+50	2.0	MATCH EXISTING
244+65	2.0	MATCH EXISTING
245+00	2.0	MATCH EXISTING
245+50	2.7	2.7
246+00	4.7	4.7
246+34	6.0	6.0
FULL SUPERELEVATION		
247+89	6.0	6.0
248+00	5.6	5.6
248+50	3.6	3.6
249+00	2.0	1.6
249+50	2.0	0.3
249+93	2.0	2.0

MATCH EXISTING
PARADISE ROAD
(RIGHT SIDE)

SUPERELEVATION TABLE-CURVE 11

MAINTAIN NORMAL CROWN THROUGH CURVE 11

SUPERELEVATION TABLE-CURVE 12

STATION	LEFT(%)	RIGHT(%)
267+53	2.0	2.0
268+00	0.2	2.0
268+50	1.8	2.0
269+00	3.8	3.8
269+50	5.7	5.7
269+57	6.0	6.0
FULL SUPERELEVATION		
280+01	6.0	6.0
280+50	4.1	4.1
281+00	2.1	2.1
281+50	0.2	2.0
282+00	1.8	2.0
282+05	2.0	2.0

SUPERELEVATION TABLE-CURVE 13

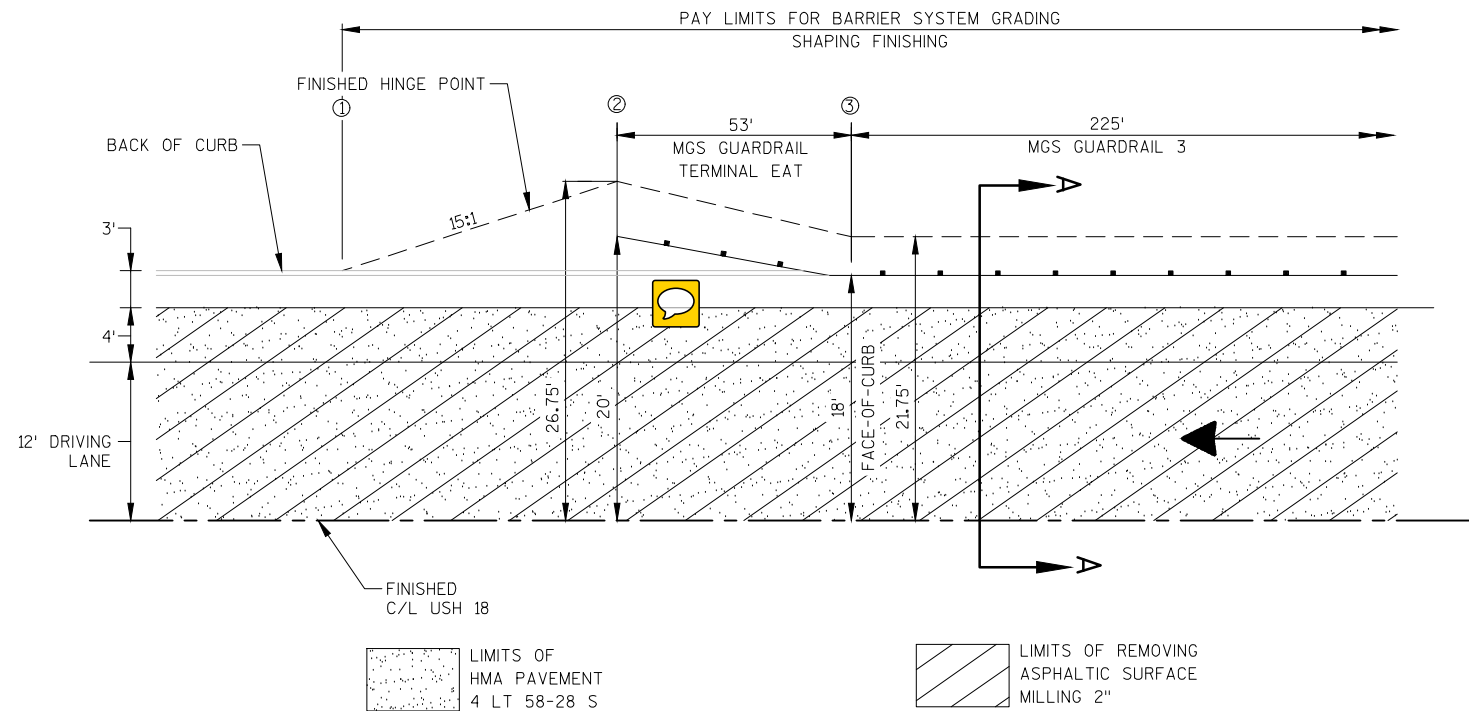
STATION	LEFT(%)	RIGHT(%)
286+69	MATCH EXISTING	2.0
287+00	MATCH EXISTING	0.7
287+50	MATCH EXISTING	1.4
287+80	MATCH EXISTING	2.7
288+00	3.5	3.5
288+50	5.6	5.6
288+51	5.6	5.6
FULL SUPERELEVATION		
292+07	5.6	5.6
292+50	3.8	3.8
293+00	2.0	1.7
293+50	2.0	0.4
293+89	2.0	2.0

MATCH EXISTING
AT BAKERTOWN
ROAD (LEFT
SIDE)

STATIONING
REFERENCED TO
"STATIONING
AHEAD" STATION
EQUATION

SUPERELEVATION TABLE-CURVE 14

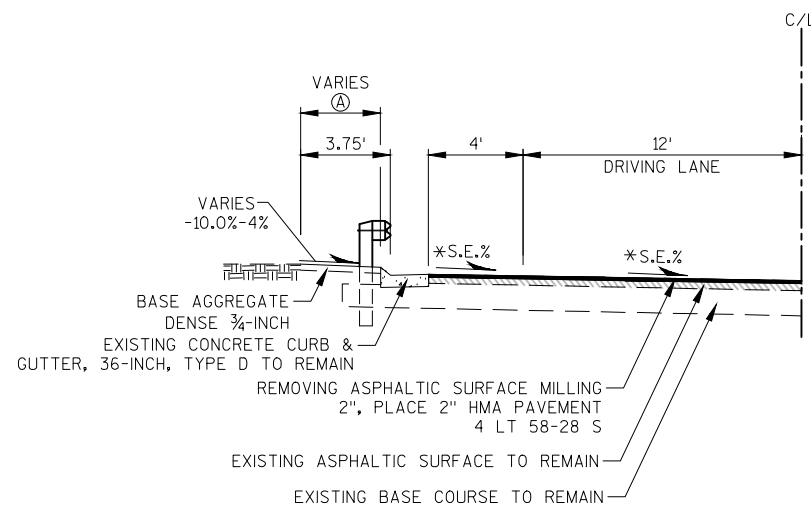
STATION	LEFT(%)	RIGHT(%)
296+64	2.0	2.0
297+00	0.2	2.0
297+50	2.8	2.8
297+91	5.0	5.0
FULL SUPERELEVATION		
301+29	5.0	5.0
301+50	3.9	3.9
302+00	1.1	2.0
302+50	1.7	2.0
302+56	2.0	2.0



BEAMGUARD LAYOUT DETAIL-URBAN

		BEAMGUARD LAYOUT TABLE		
		STATION		
STATION-STATION	LOCATION	①	②	③
134+27 - 134+90	MAINLINE, LT.	134+27	134+37	134+90
137+16 - 138+40	MAINLINE, LT.	138+40	137+69	137+16

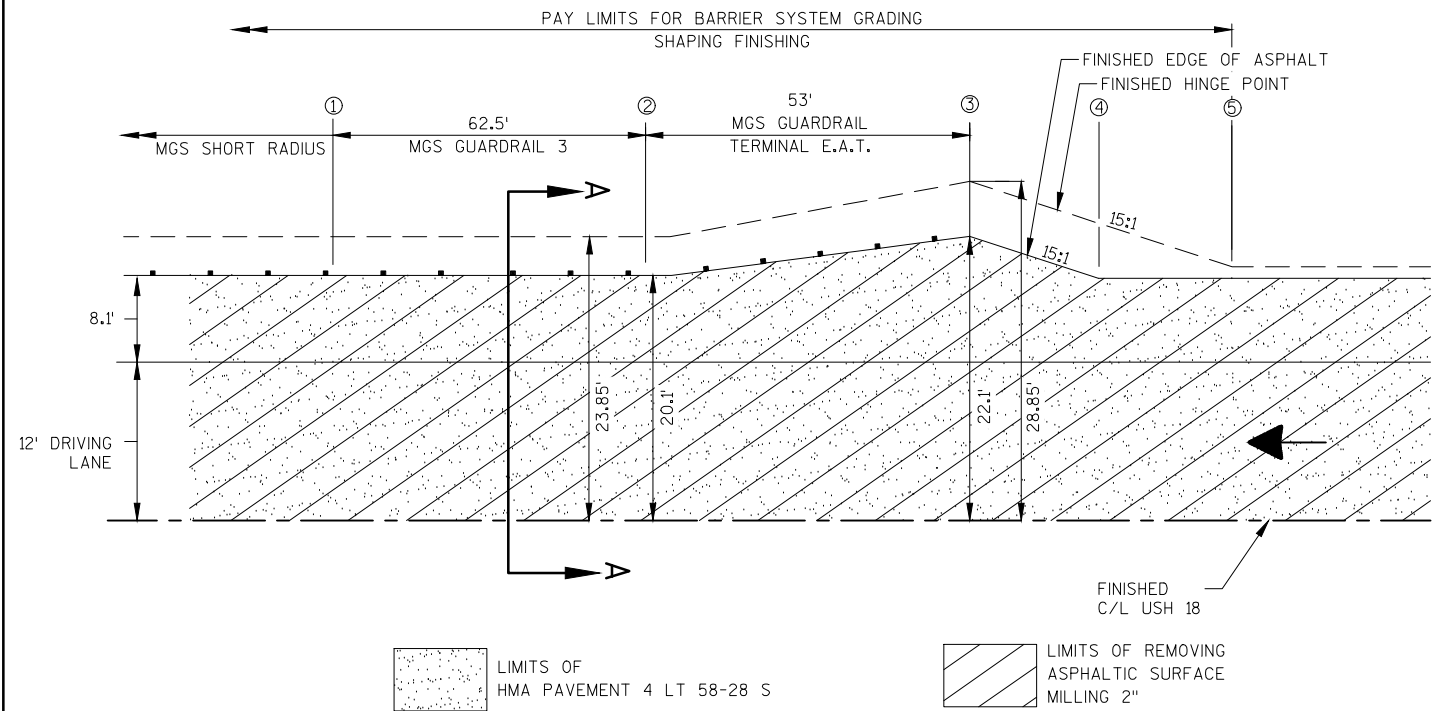
NOTE: IN AREAS WITHOUT CURB & GUTTER REFER TO BEAMGUARD LAYOUT DETAIL - RURAL FOR FURTHER INFORMATION.



SECTION A-A

* SEE SUPERELEVATION TABLE

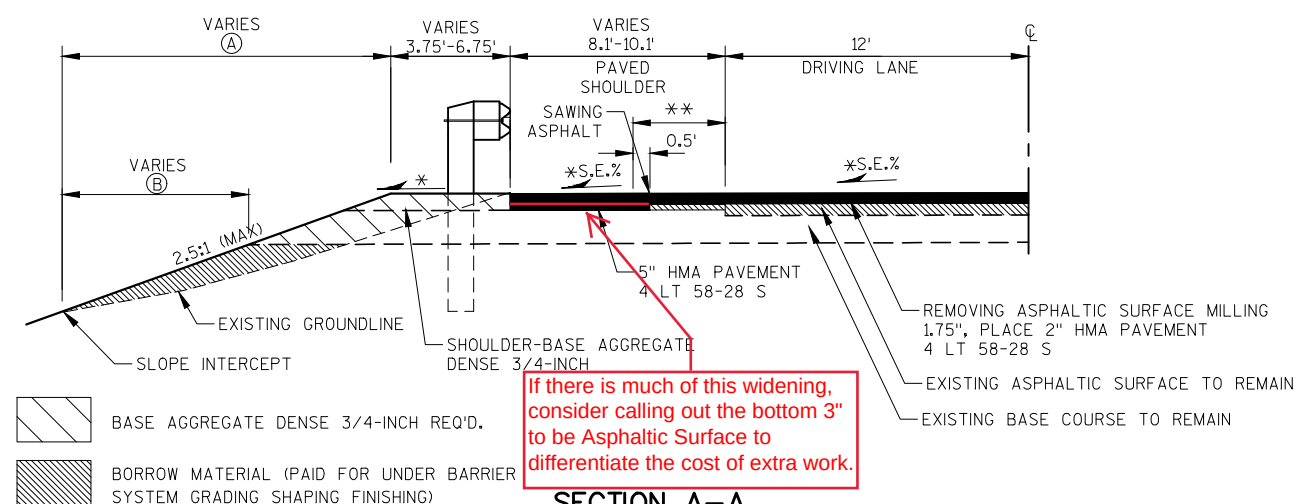
Ⓐ LIMITS OF EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND SALVAGED TOPSOIL. (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



BEAMGUARD LAYOUT DETAIL-RURAL

		BEAMGUARD LAYOUT TABLE				
		STATION				
STATION-STATION	LOCATION	①	②	③	④	⑤
132+69 - 133+94	MAINLINE, LT.	132+69	133+32	133+85	133+89	133+91

NOTE: IN AREAS WITH CURB & GUTTER REFER TO BEAMGUARD LAYOUT DETAIL - URBAN FOR FURTHER INFORMATION.



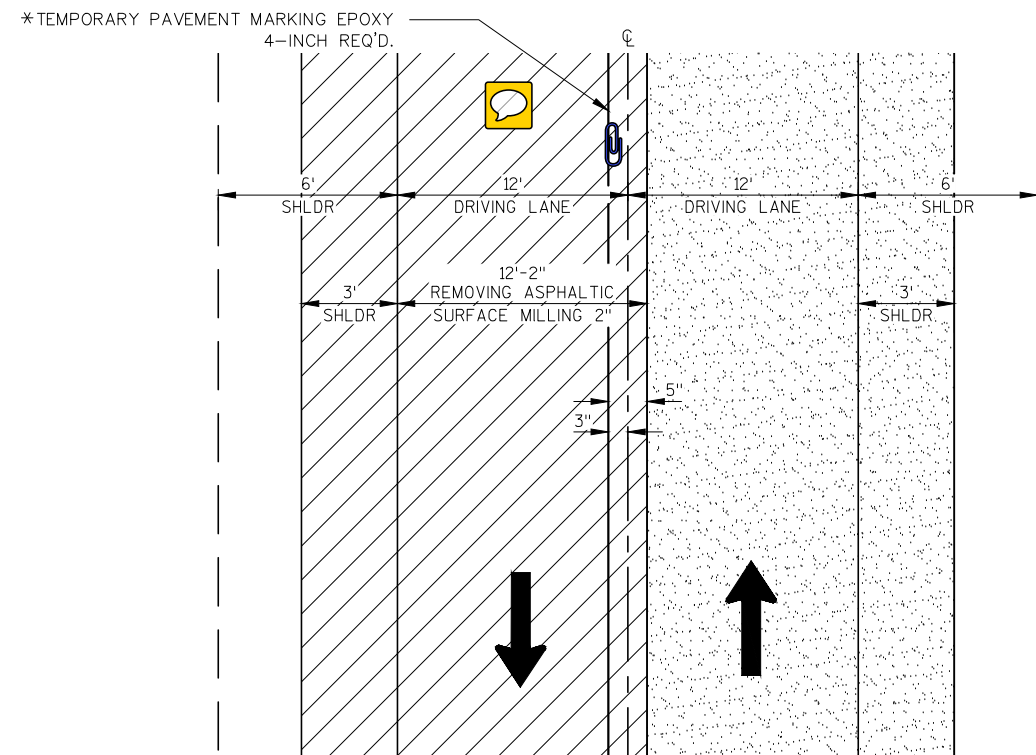
SECTION A-A

* SEE SUPERELEVATION TABLE

** EXISTING PAVED SHOULDER WIDTH VARIES

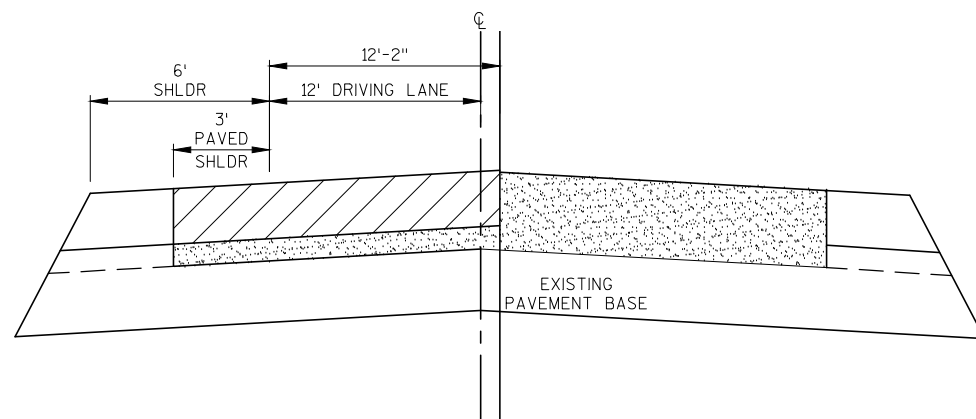
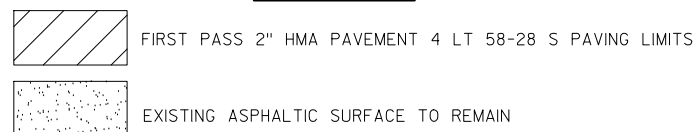
Ⓐ LIMITS OF EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, AND SEEDING MIXTURE NO. 30, (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



PLAN VIEW

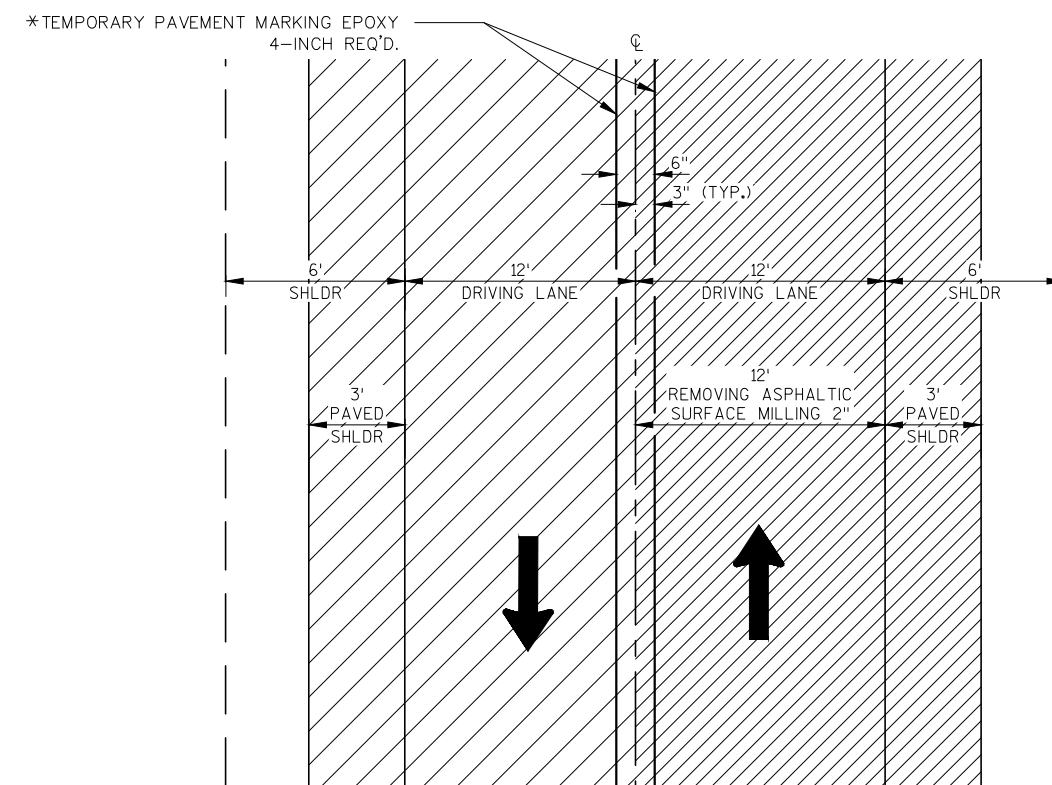
*LOCATING NO PASSING ZONES REQ'D.
PRIOR TO TEMPORARY PAVEMENT
MARKING EPOXY 4-INCH PLACEMENT



CROSS SECTION VIEW

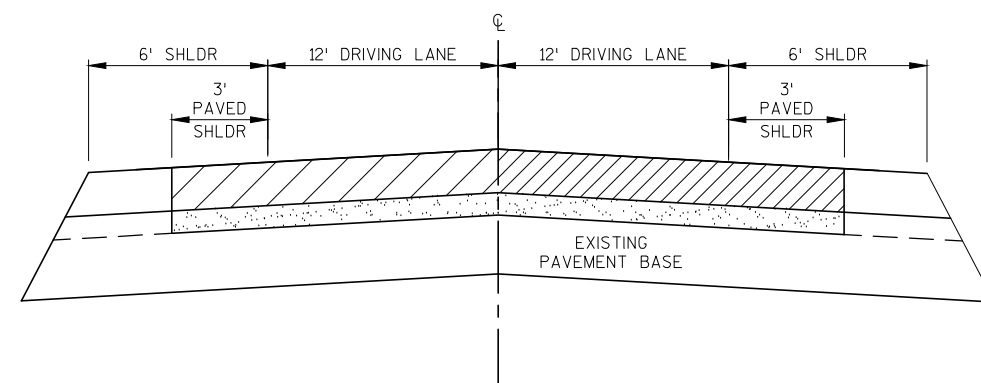
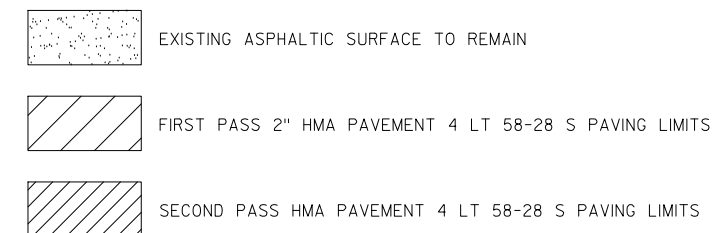
FIRST PASS DETAIL

Comment 2 in the Pavement Report talked about requiring one lane to be milled and paved prior to allowing the other side to be done. This would achieve similar results as this construction detail.



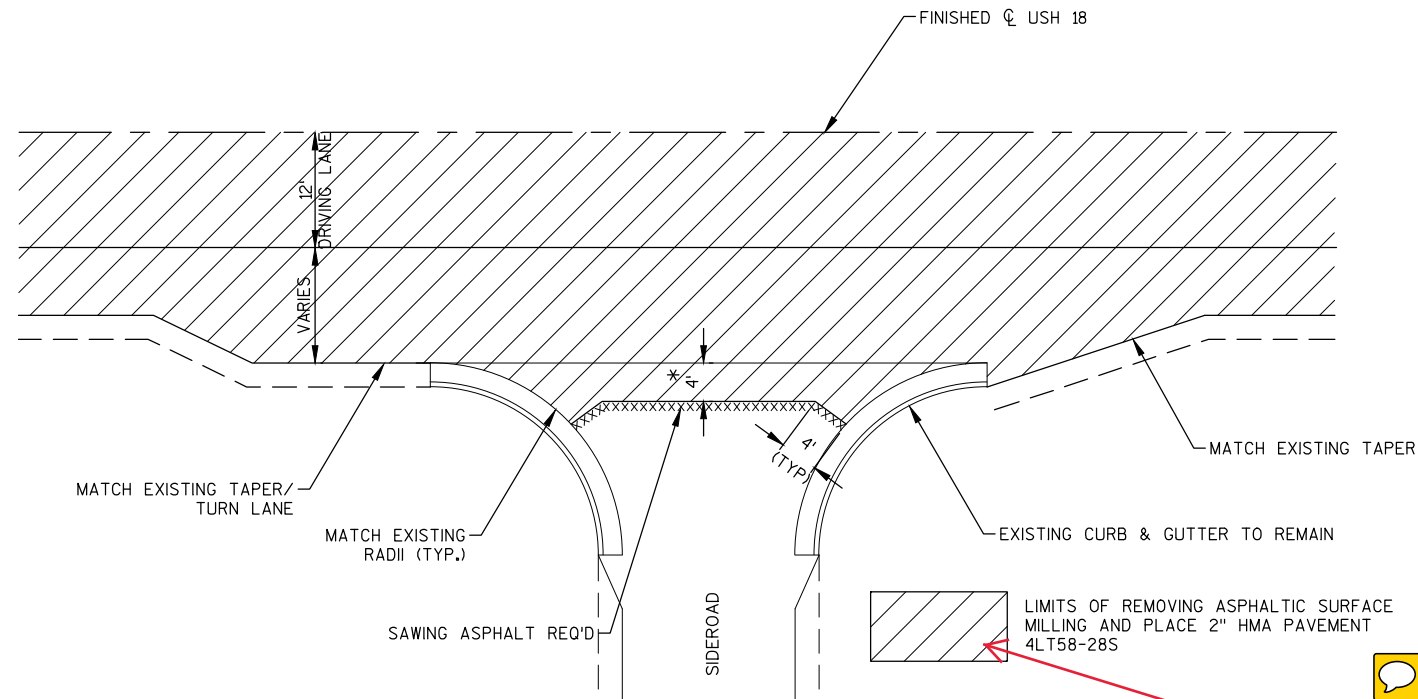
PLAN VIEW

*LOCATING NO PASSING ZONES REQ'D.
PRIOR TO TEMPORARY PAVEMENT MARKING
EPOXY 4-INCH PLACEMENT



CROSS SECTION VIEW

SECOND PASS DETAIL



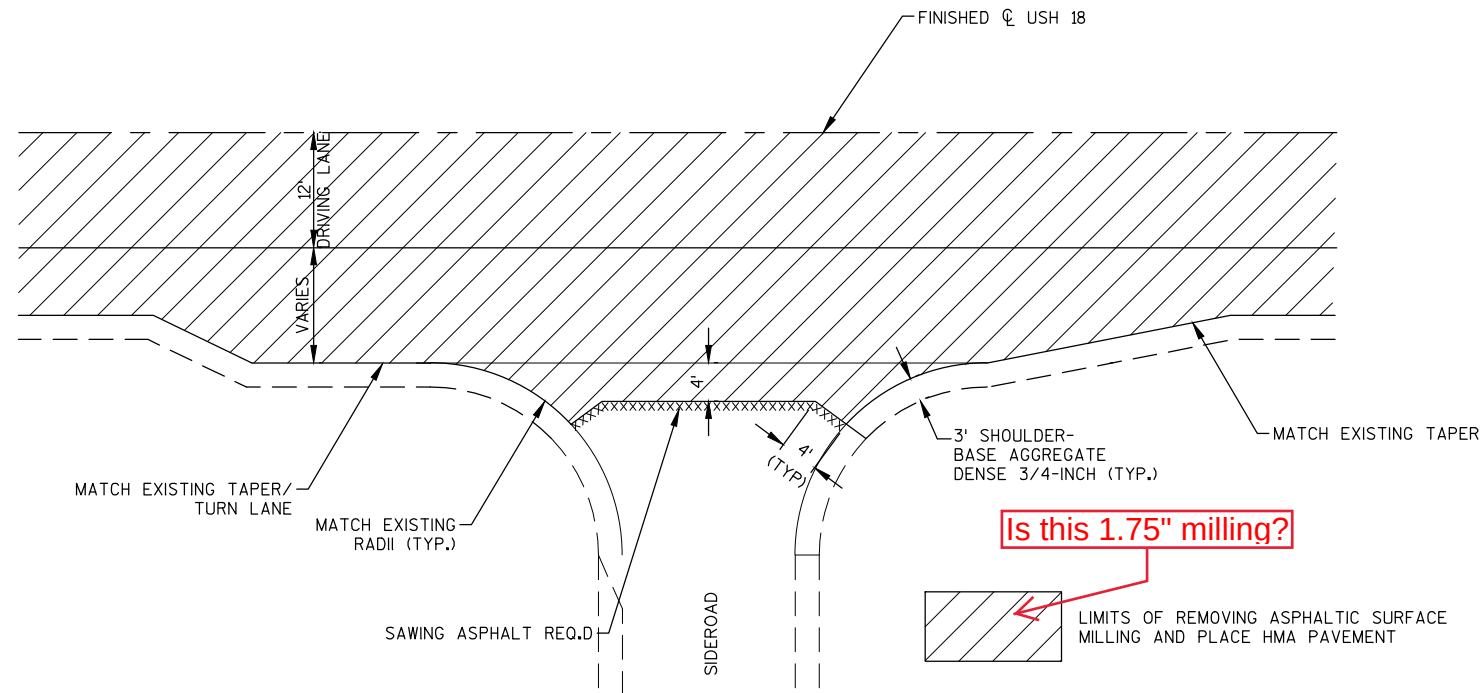
TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER

*CHRISTBERG ROAD
SWITZKE ROAD
PARADISE ROAD

BAKERTOWN ROAD
COFFEE ROAD

*SEE CONSTRUCTION DETAIL (BEAM GUARD LAYOUT)

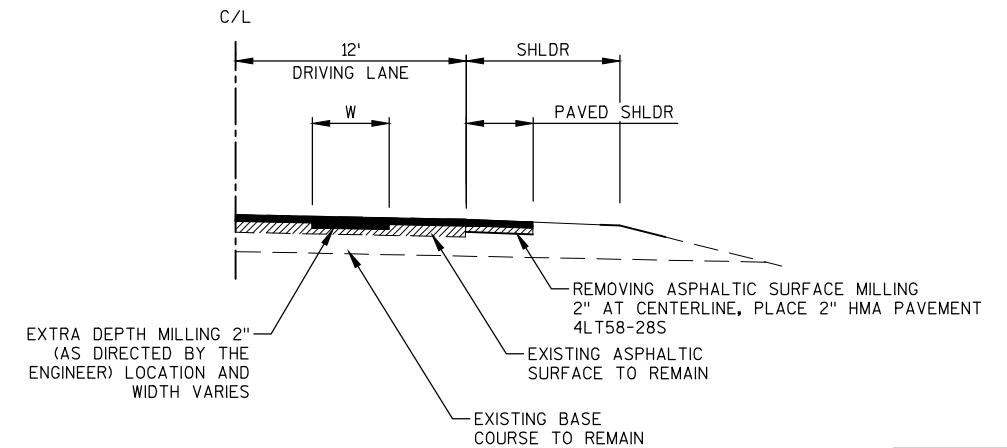
Where would the transition from 1.75" milling and the 2" milling take place?



TYPICAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

*SCHOPEN ROAD (NORTH)
SCHOPEN ROAD (SOUTH)
*PROBST LANE

*NORTHWEST QUADRANT INCLUDES CURB & GUTTER (SEE TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER FOR FURTHER DETAILS)



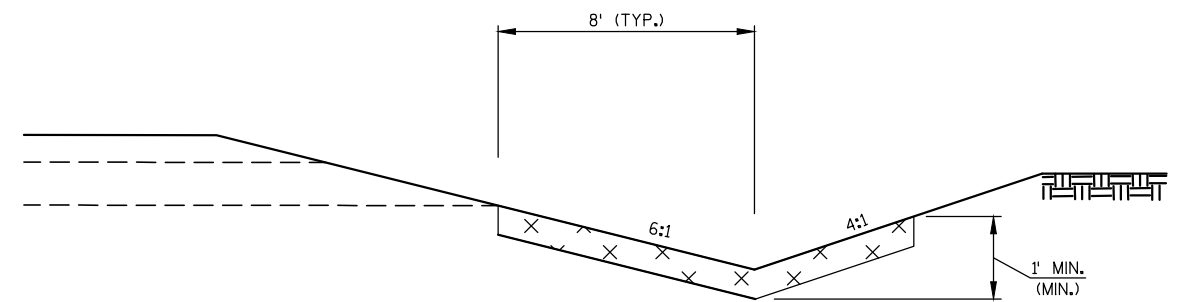
EXTRA DEPTH MILLING DETAIL

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

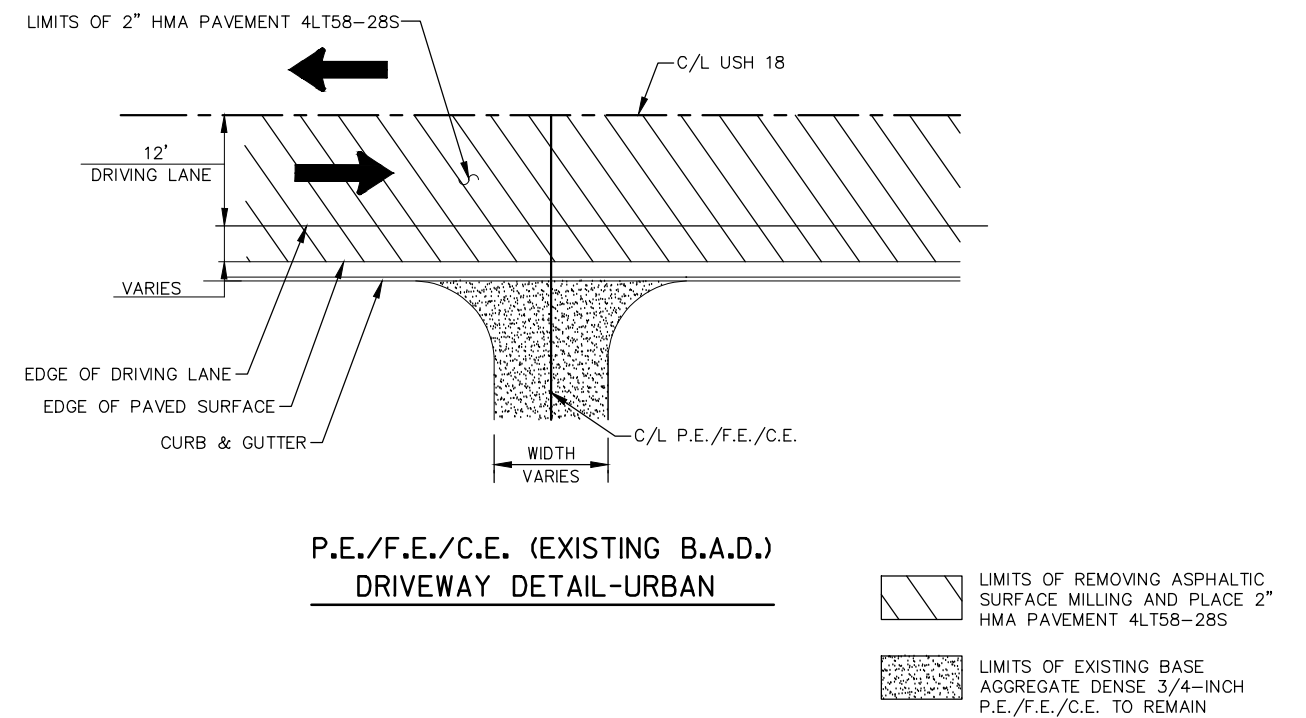
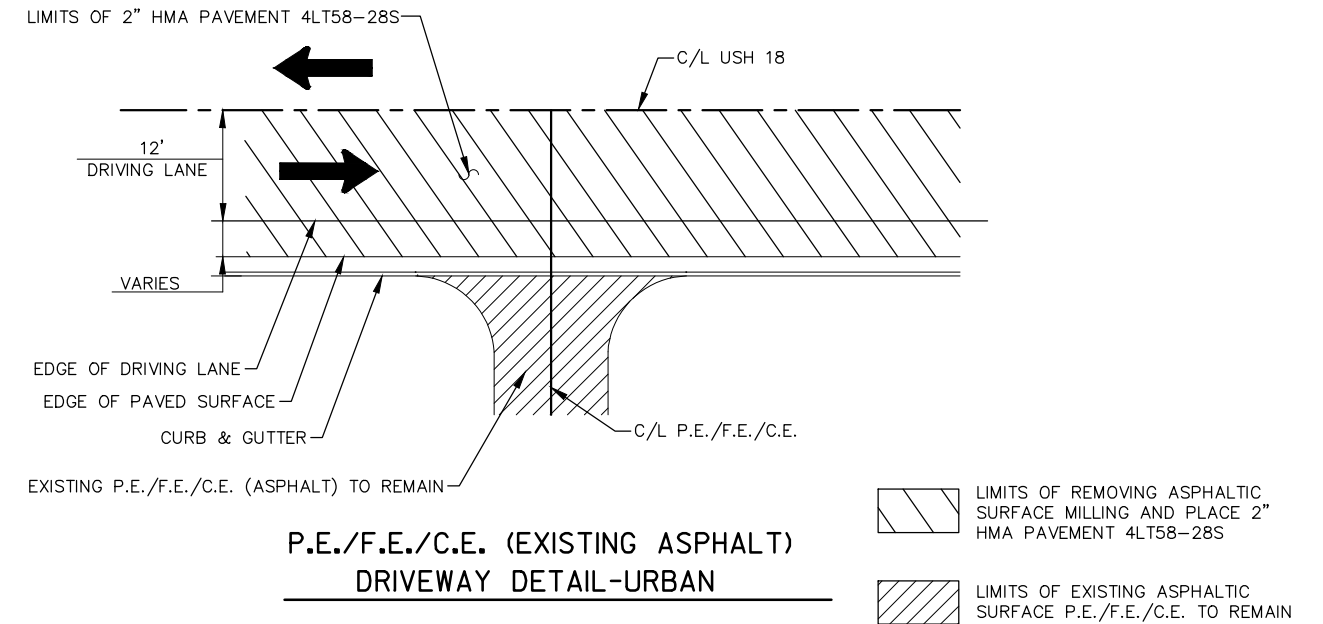
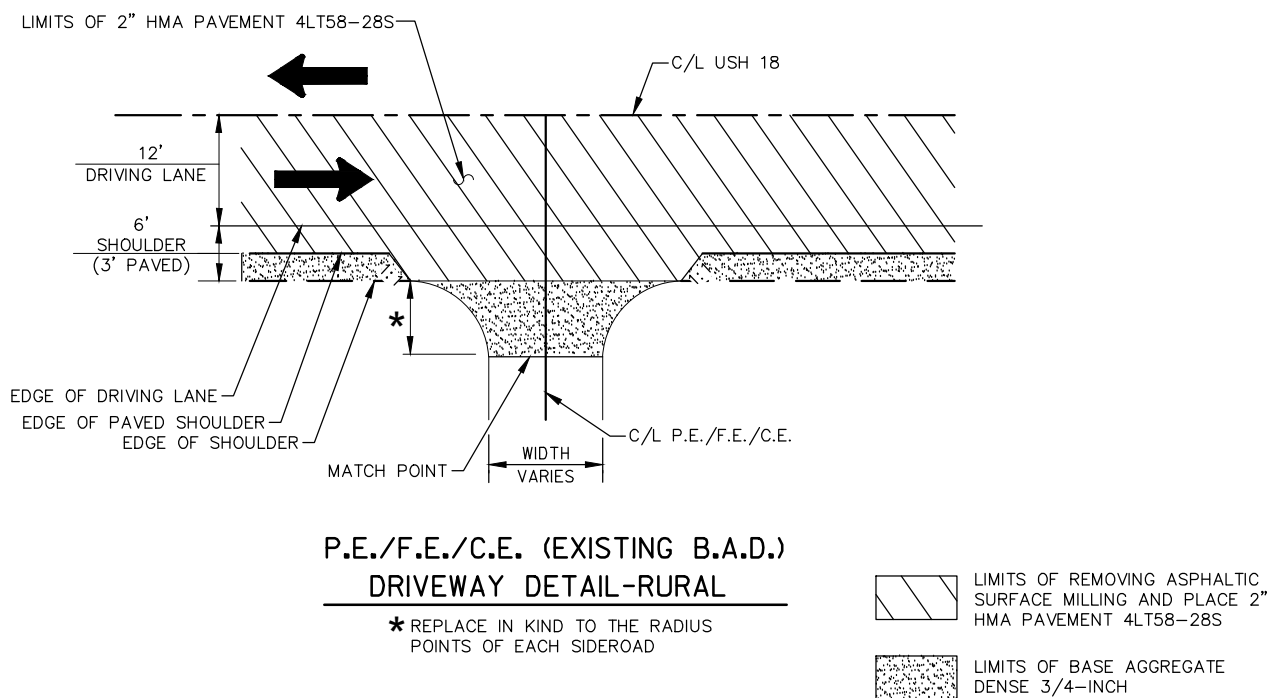
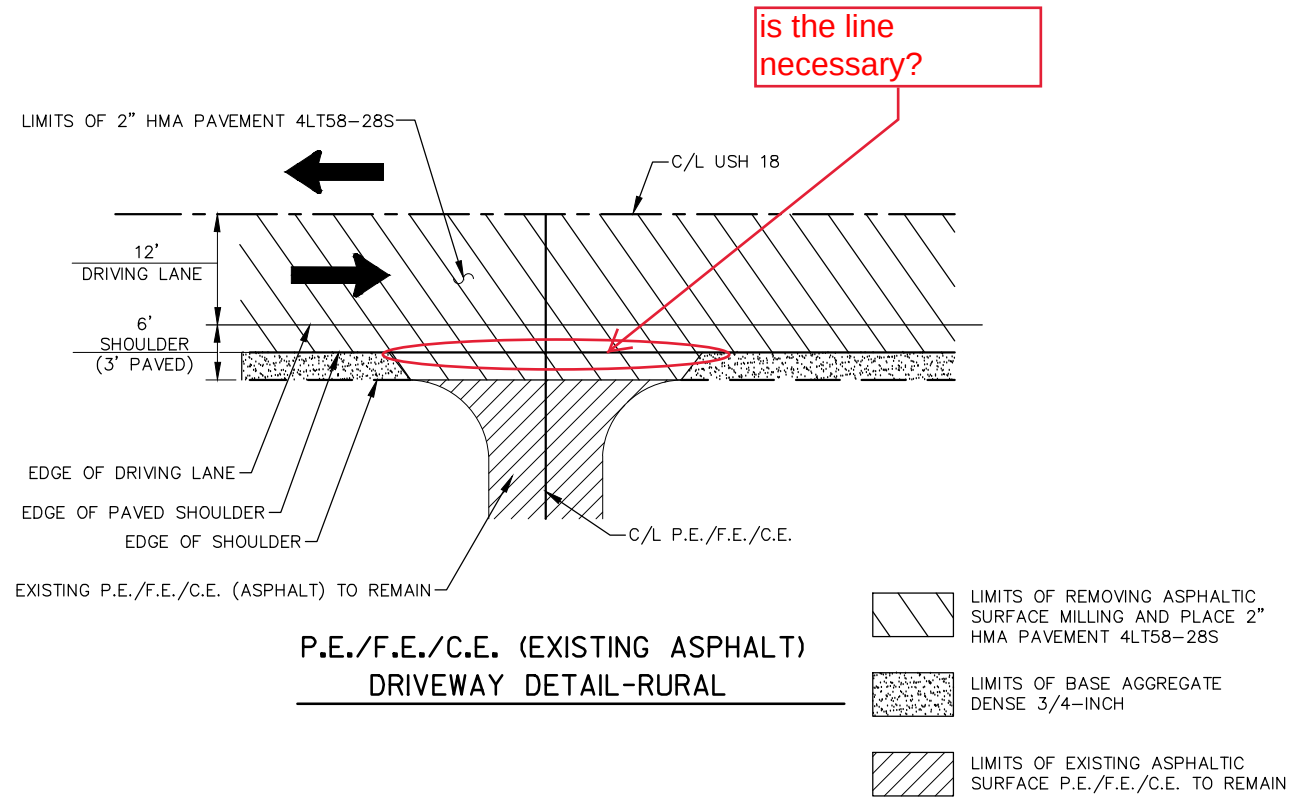
OR DIRECTED BY THE ENGINEER.

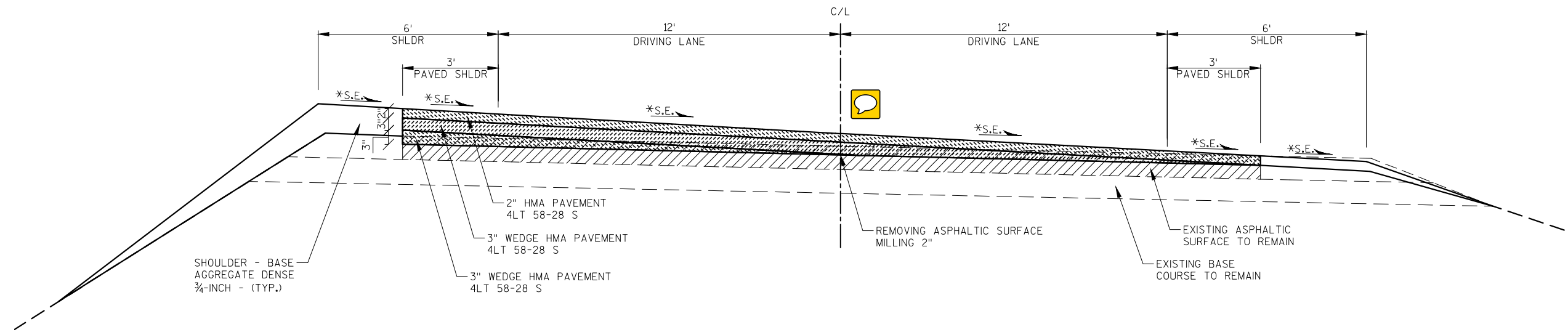
NOTE: PAVE 2" OF EXTRA DEPTH HMA PAVEMENT IN AREAS WHERE EXTRA DEPTH MILLING IS REQUIRED AS SHOWN IN THE PLANS.

STATION-STATION	W (FT)	STATION-STATION	W (FT)
89+76.82 - 95+00, LT.	4	197+00 - 199+00, RT.	12
89+76.82 - 98+00, RT.	12	202+00 - 204+00, RT.	4
100+00 - 109+00, LT.	12	205+00 - 228+00, LT.	4
112+00 - 120+00, LT.	4	209+00 - 210+00, RT.	4
121+00 - 129+00, RT.	12	230+00 - 234+00, LT.	12
125+00 - 132+00, LT.	4	232+00 - 237+00, RT.	12
139+00 - 151+00, RT.	12	234+00 - 237+00, LT.	4
149+00 - 155+00, LT.	4	237+00 - 239+00, RT.	4
151+00 - 158+00, RT.	4	241+00 - 245+00, RT.	12
155+00 - 167+00, LT.	12	243+00 - 254+00, LT.	4
162+00 - 166+00, RT.	12	251+00 - 253+00, RT.	4
170+00 - 176+00, LT.	4	254+00 - 260+00, LT.	12
170+00 - 179+00, RT.	4	256+00 - 264+00, RT.	4
176+00 - 186+00, LT.	12	262+00 - 268+00, LT.	12
179+00 - 185+00, RT.	12	270+00 - 280+00, RT.	12
189+00 - 197+00, RT.	4	281+00 - 287+00, LT.	4
190+00 - 192+00, LT.	4	301+00 - 307+00, RT.	4
192+00 - 204+00, LT.	12	303+00 - 305+00, LT.	12



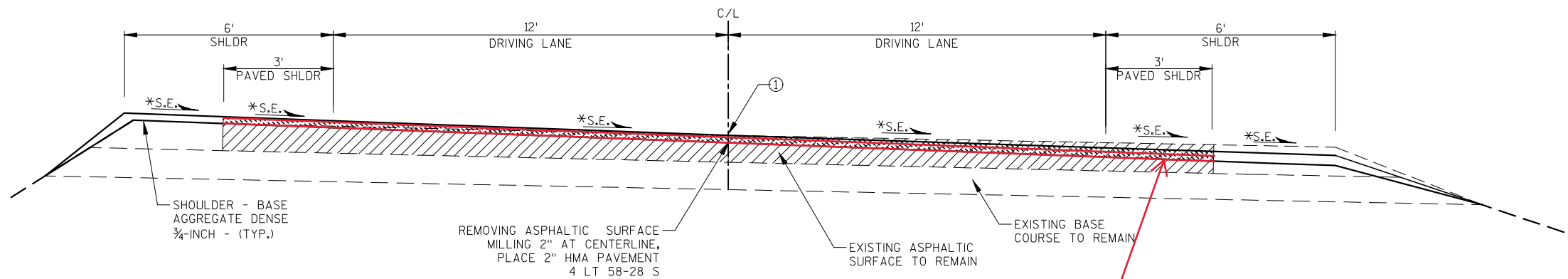
EROSION MAT DETAIL FOR DITCHES





SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
2	2.3	4.0	1.7



SUPERELEVATION CORRECTION DETAIL

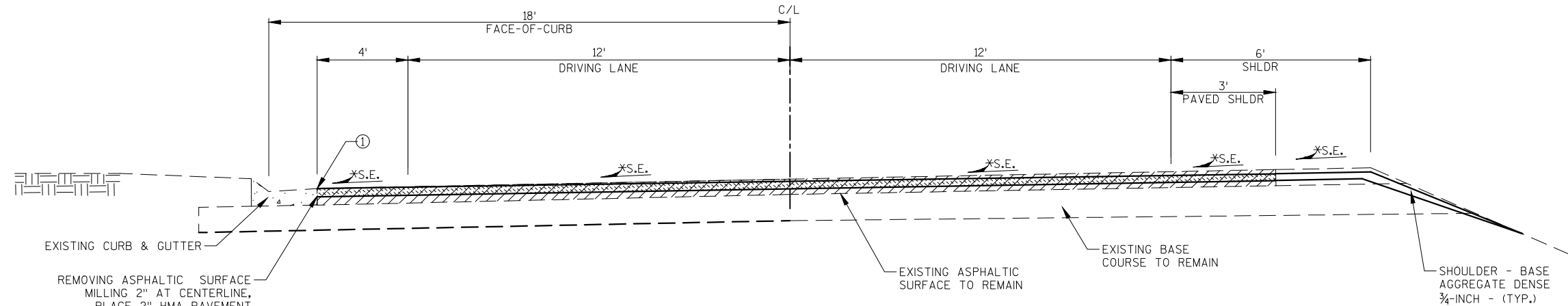
CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
*4	6.3	5.9	0.4
7	6.4	6.0	0.4
9	4.7	4.5	0.2
10	6.1	6.0	0.1
12	6.7	6.0	0.7
13	5.7	5.6	0.1

The overlay looks thicker on this end. Is that the intent?

- EXISTING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING 2" AT CENTERLINE, PLACE 2" HMA PAVEMENT 4 LT 58-28 S

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

- ① FINISHED USH 18 C PROFILE TO MATCH EXISTING C PROFILE.
- * CURVE 4 - CORRECT SUPERELEVATION OUTSIDE OF EXISTING CURB & GUTTER LIMITS (SEE SUPERELEVATION TABLE)



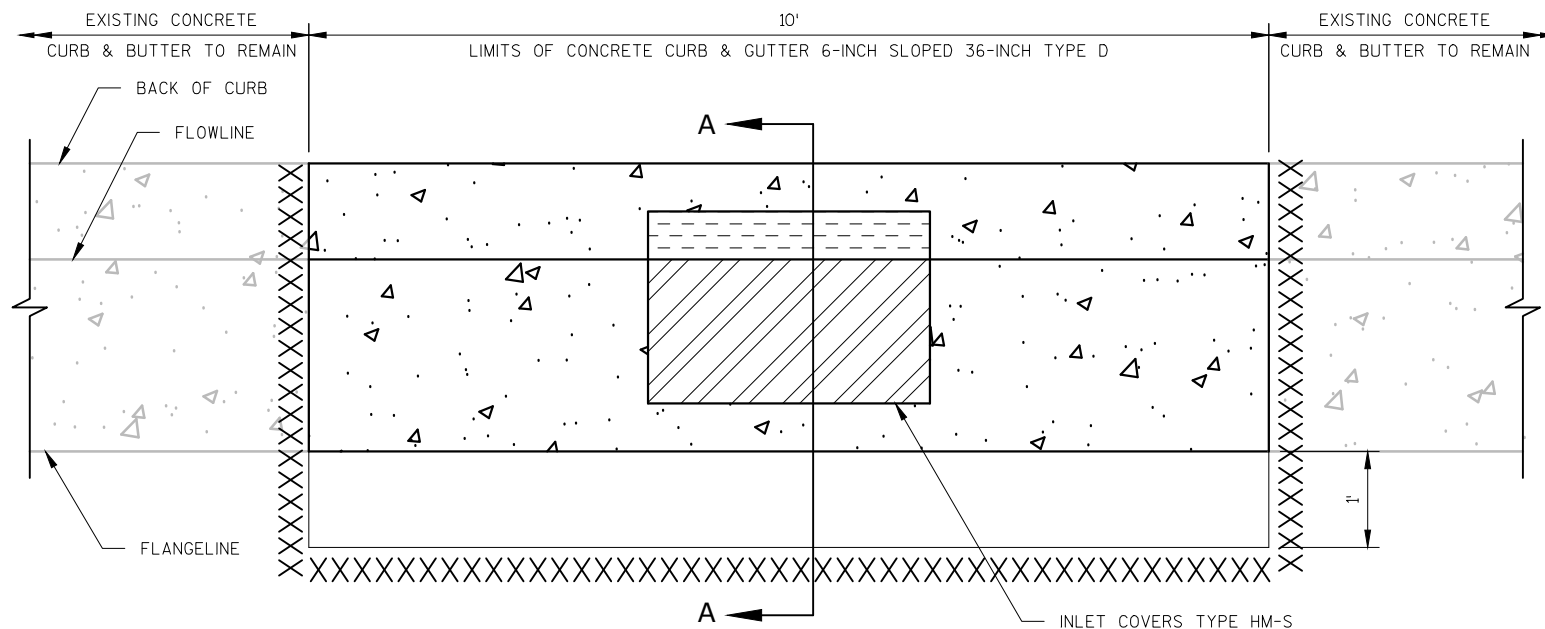
If we don't have curb on both sides would it be worth milling 1.75" and pave 2"? We typically have the pavement higher at curb.

SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
3	6.2	5.9	0.3
5	6.3	5.9	0.4
6	3.8	3.7	0.1
14	5.3	5.0	0.3

- EXISTING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING 2" AT FLANGE LINE OF EXISTING CURB & GUTTER, PLACE 2" HMA PAVEMENT 4 LT 58-28 S

① MATCH EXISTING FLANGE LINE ELEVATION

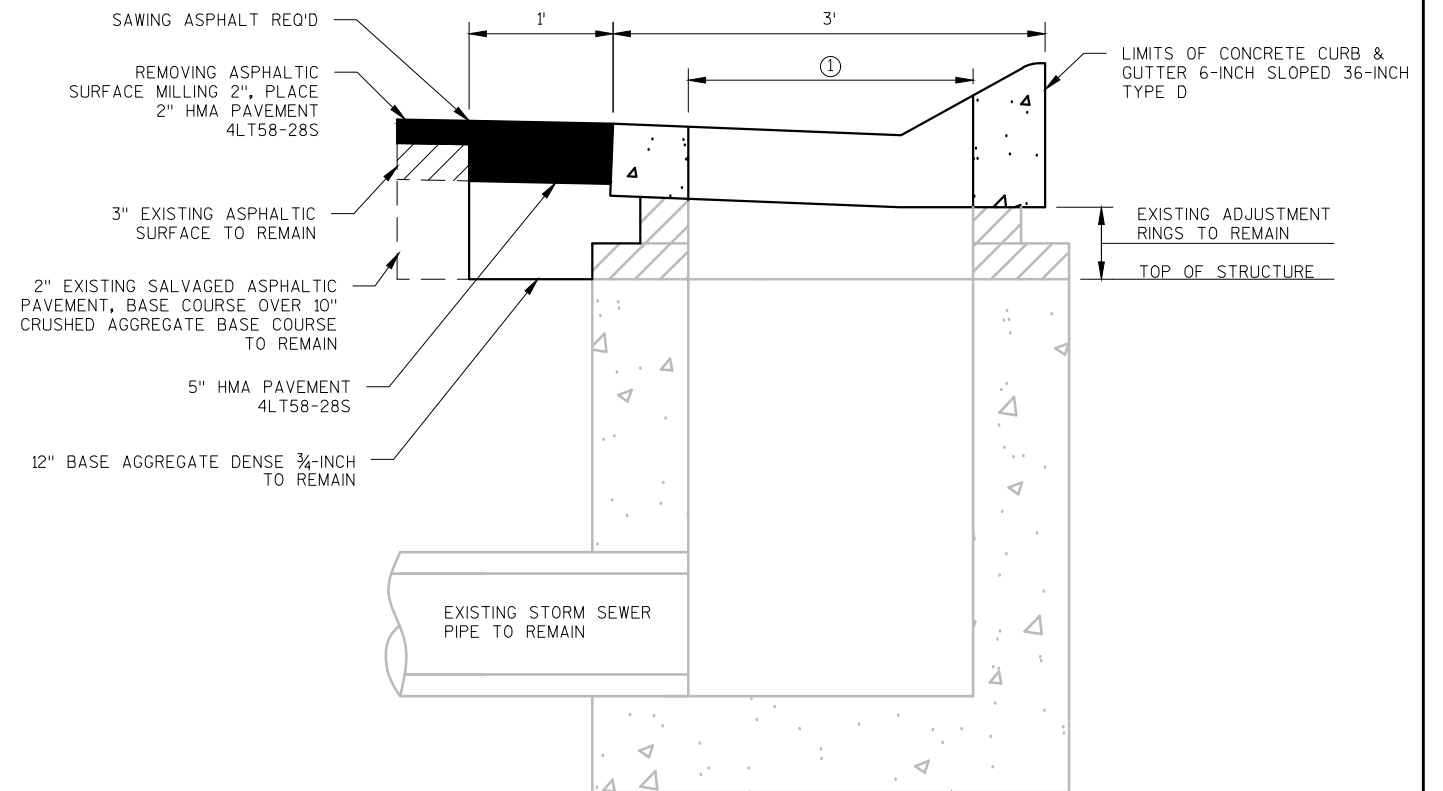


PLAN VIEW

STA. 300+95 - STA. 301+05, RT.

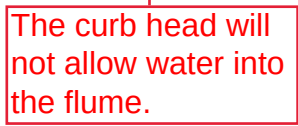
LEGEND

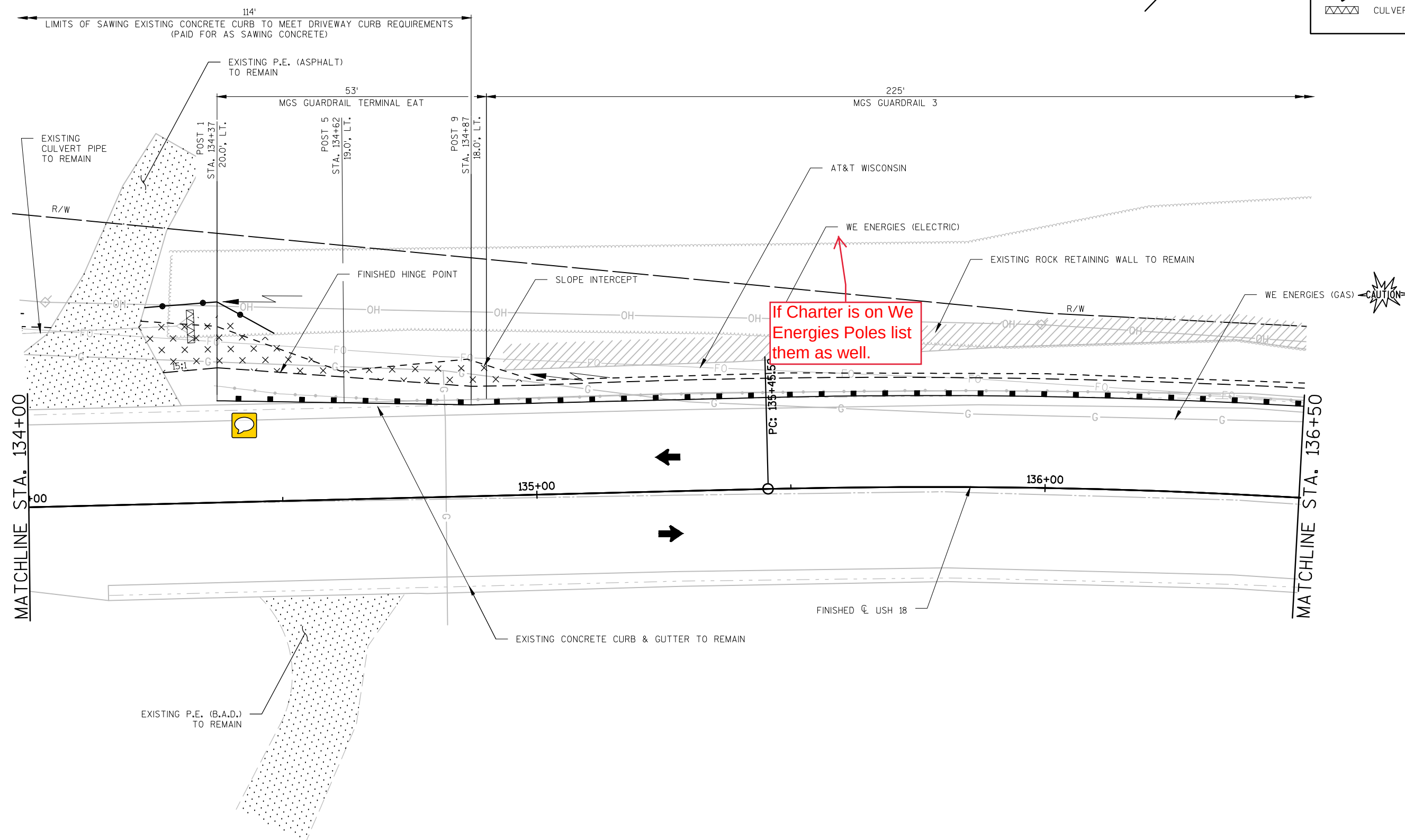
XXXXXX SAWING ASPHALT OR SAWING CONCRETE REQ'D

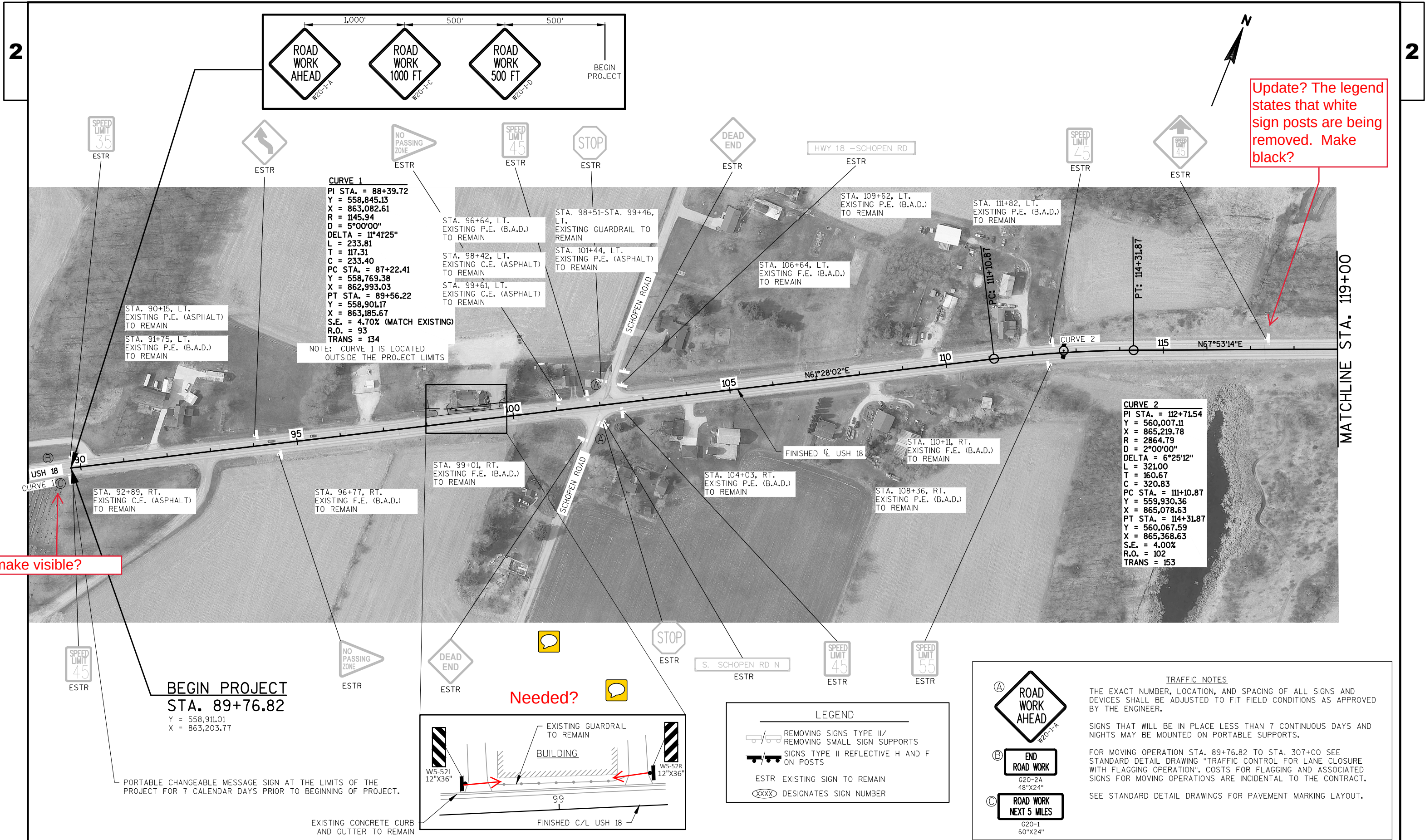


SECTION A-A

Include title of construction detail







STA. 132+14 - STA. 132+20, LT.
CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D REQ'D

STA. 132+20, LT.
CONCRETE SURFACE DRAIN REQ'D

LEGEND

- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- XXXXX DESIGNATES SIGN NUMBER



TRAFFIC NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

If Charter is on We
Energies Poles list
them as well.

END
STA
Y = 560,936.40
X = 866,890.89

WE ENERGIES (ELECTRIC)

WE ENERGIES (GAS)

AT&T WISCONSIN

STA. 140+59, LT.
EXISTING P.E. (ASPHALT)
TO REMAIN

CURVE 3
PI STA. = 129+64.09
Y = 560,644.36
X = 866,788.15
R = 1637.04
D = 3°30'00"
DELTA = 23°22'57"
L = 668.08
T = 338.75
C = 663.45
PC STA. = 126+25.34
Y = 560,516.85
X = 866,474.31
PT STA. = 132+93.42
Y = 560,885.96
X = 867,025.61
S.E. = 5.90%
R.O. = 157
TRANS = 210

CURVE 15
PI STA. = 7'C+10.07
Y = 560,842.94
X = 866,892.23
R = 117.24
D = 48°52'15"
DELTA = 40°09'36"
L = 82.18
T = 42.86
C = 80.50
PC STA. = 6'C+67.21
Y = 560,810.58
X = 866,920.33
PT STA. = 7'C+49.39
Y = 560,885.79
X = 866,891.62

CURVE 4
PI STA. = 141+64.88
Y = 561,507.48
X = 867,636.48
R = 1273.23
D = 4°30'00"
DELTA = 51°52'53"
L = 1152.91
T = 619.37
C = 1113.92
PC STA. = 135+45.52
Y = 561,065.76
X = 867,202.32
PT STA. = 146+98.43
Y = 561,438.59
X = 868,252.00
S.E. = 5.90%
R.O. = 151
TRANS = 202

STA. 146+24, RT.
EXISTING F.E. (B.A.D.)
TO REMAIN

STA. 146+77, RT.
EXISTING P.E. (ASPHALT)
TO REMAIN

Page 21 has this line marked as Sprint. I'm
confused. In TUMS you have Sprint marked
as NFPD (No Facilities as Per DT1077). Yet
this line is marked Sprint on page 21 and
looks like AT&T on this page (23). Need to
Verify!! Which one is it??

SEE CONSTRUCTION DETAILS

STA. 134+58, RT.
EXISTING P.E. (B.A.D.) TO REMAIN

STA. 136+88, RT.
EXISTING P.E. (B.A.D.) TO REMAIN

Y = 560,811.18
X = 866,919.82

BEGIN CONSTRUCTION
STA. 6'C+68.00

STA. 125+57, RT.
EXISTING F.E. (B.A.D.) TO REMAIN

STA. 120+66, LT.
EXISTING F.E. (B.A.D.) TO REMAIN

MATCHLINE STA. 119+00

MATCHLINE STA. 148+00



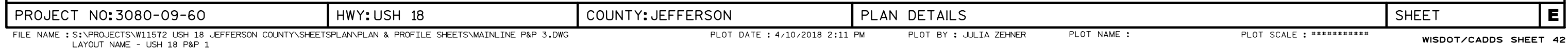
TRAFFIC NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



LEGEND

- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- XXXX DESIGNATES SIGN NUMBER



400

155-56
30"x36"

REMOVE

401R

G20-2A
48"x24"G20-1
60"x24"

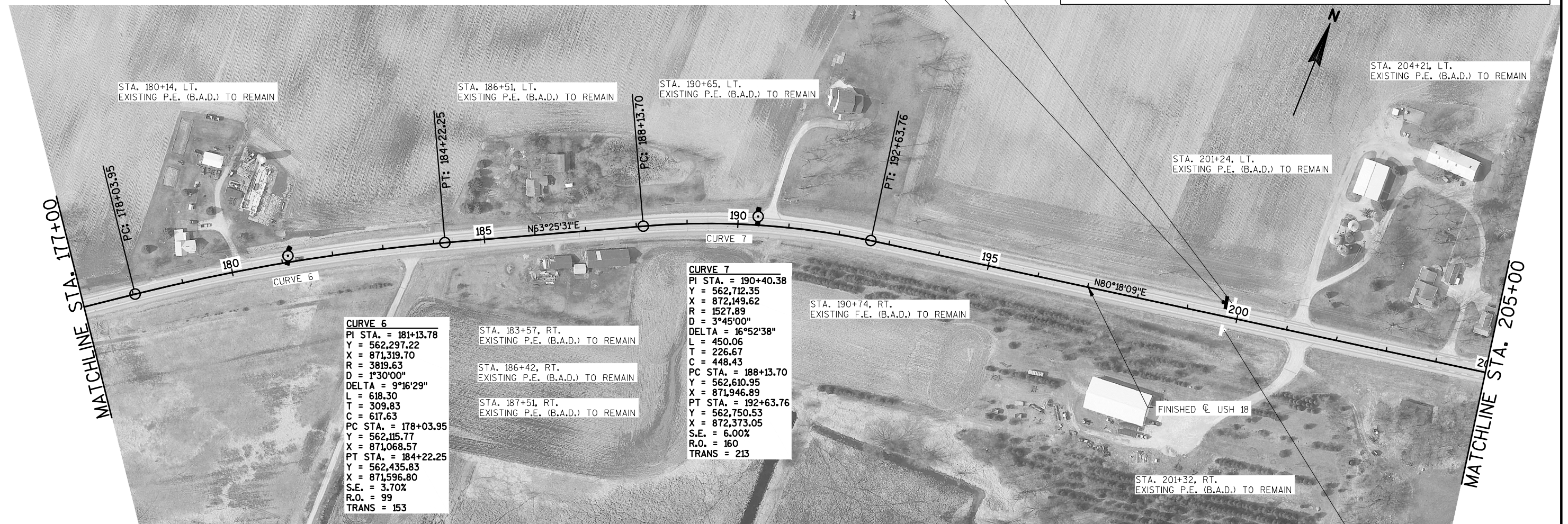
TRAFFIC NOTES

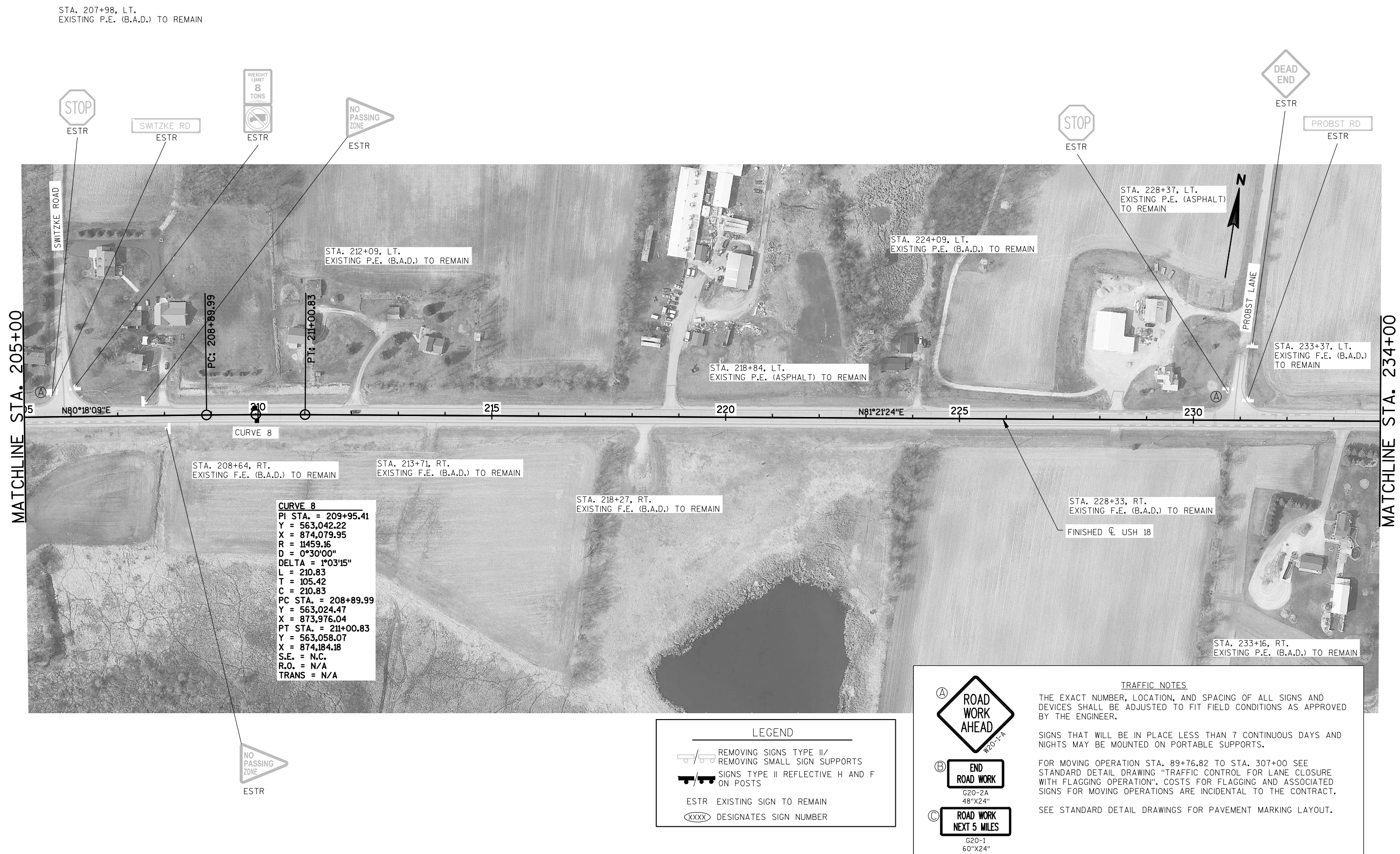
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

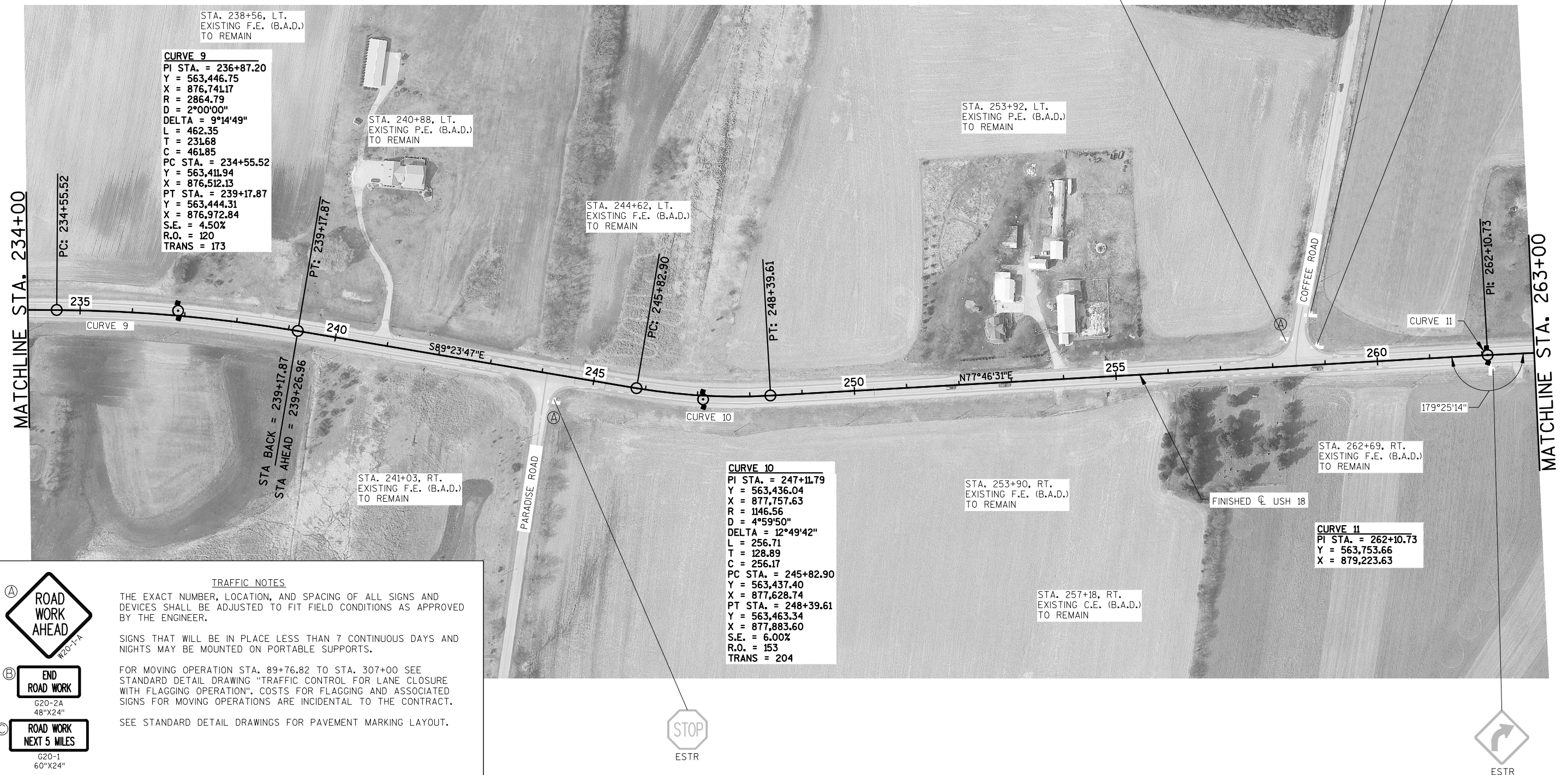
SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.



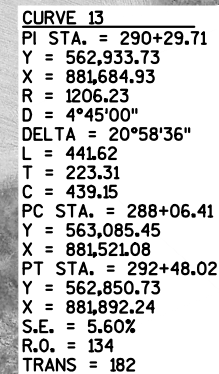


LEGEND

- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- XXXX DESIGNATES SIGN NUMBER



ESTR EXISTING SIGN TO REMAIN
 (XXXX) DESIGNATES SIGN NUMBER



E

STA. 293+13, LT.
EXISTING P.E. (ASPHALT) TO REMAIN

STA. 300+95 - STA. 301+05, RT.
CONCRETE CURB & GUTTER 6-INCH SLOPED
36-INCH TYPE D

STA. 301+00, RT.
(1) INLET COVER TYPE HM-S REQ'D

LEGEND

- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- XXXX DESIGNATES SIGN NUMBER



TRAFFIC NOTES

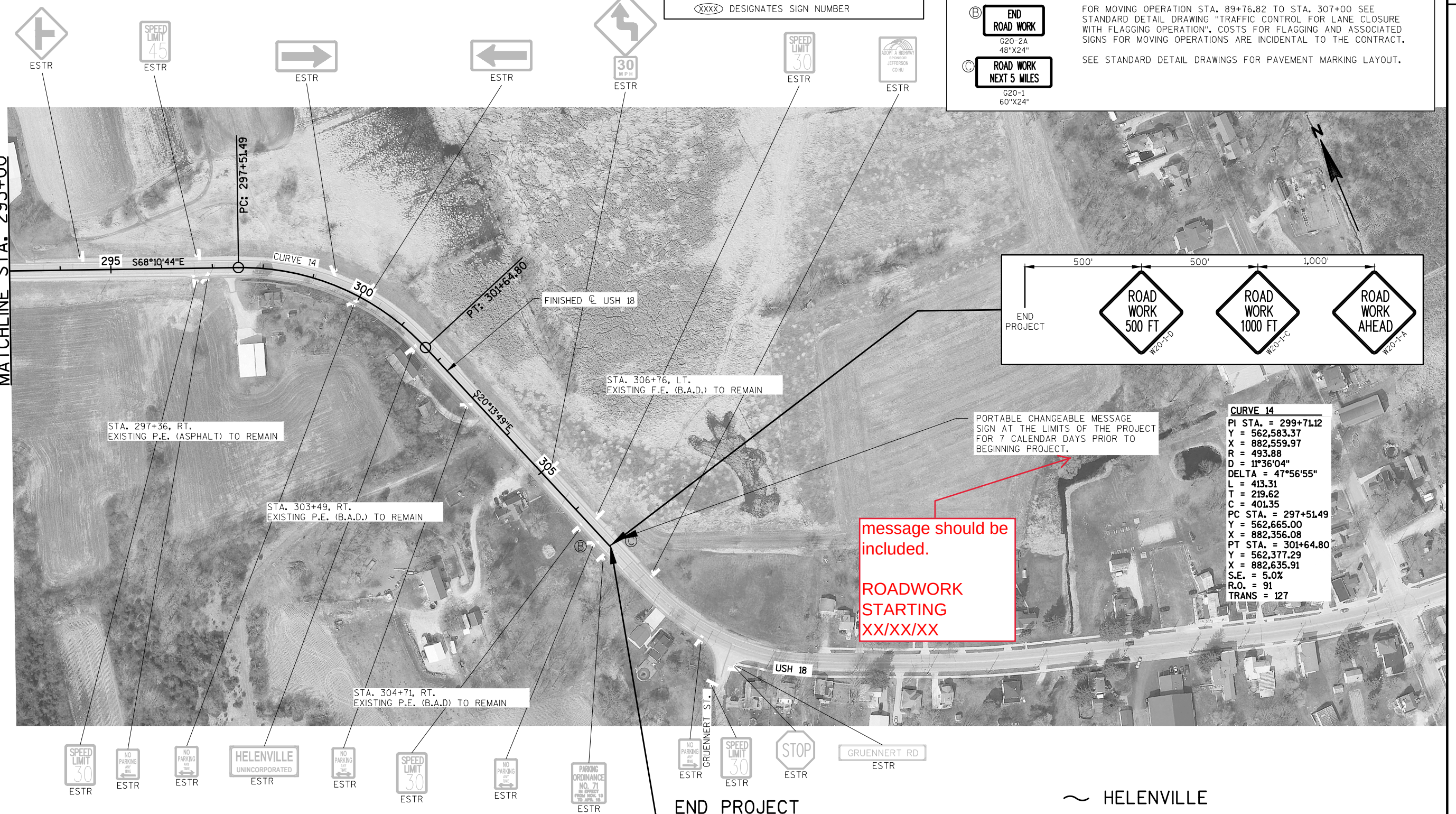
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA. 89+76.82 TO STA. 307+00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWINGS FOR PAVEMENT MARKING LAYOUT.

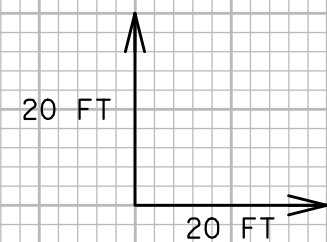
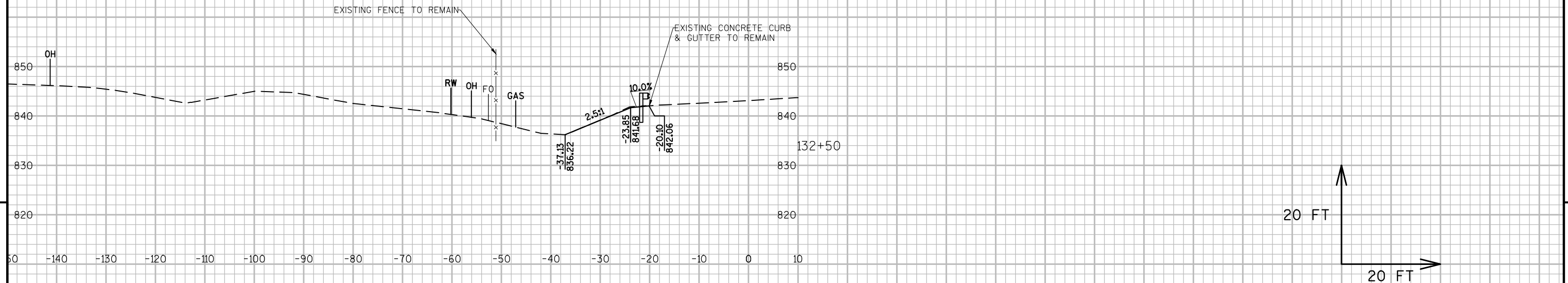
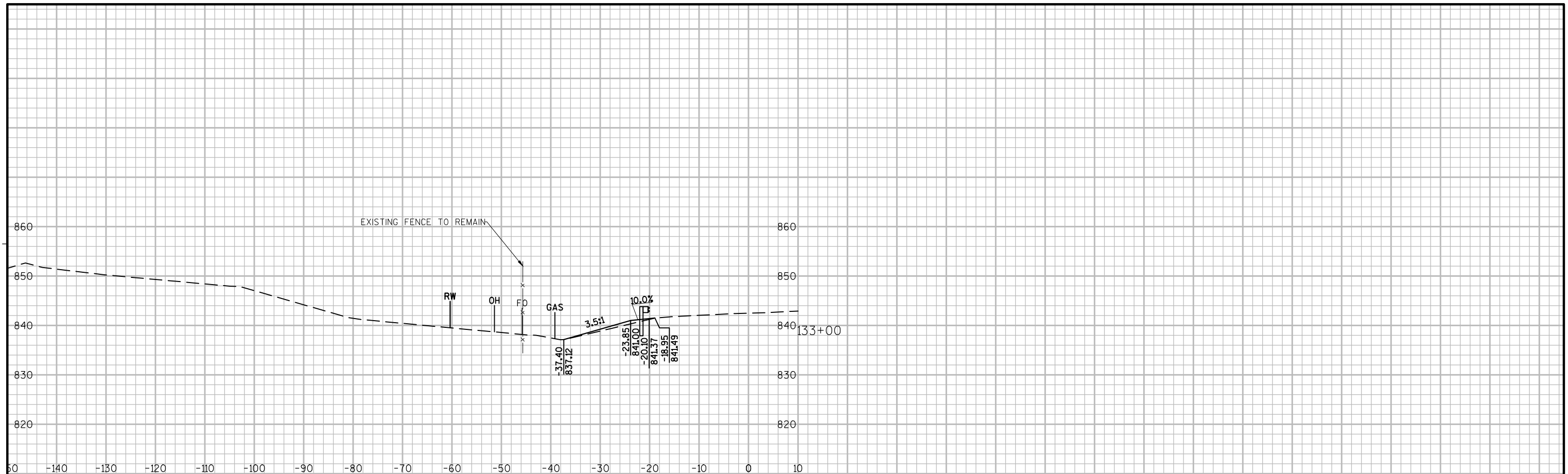
MATCHLINE STA. 293+00

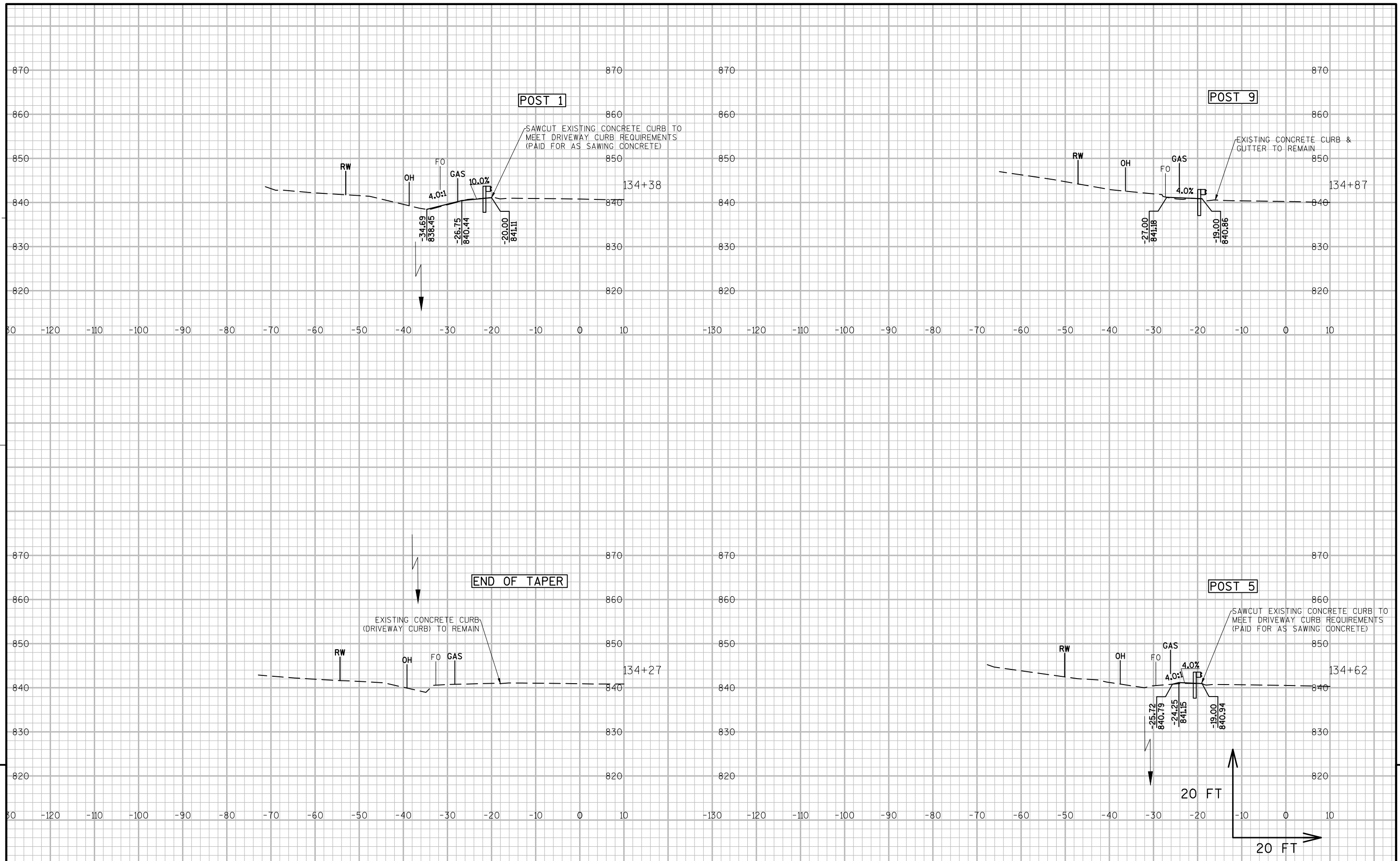


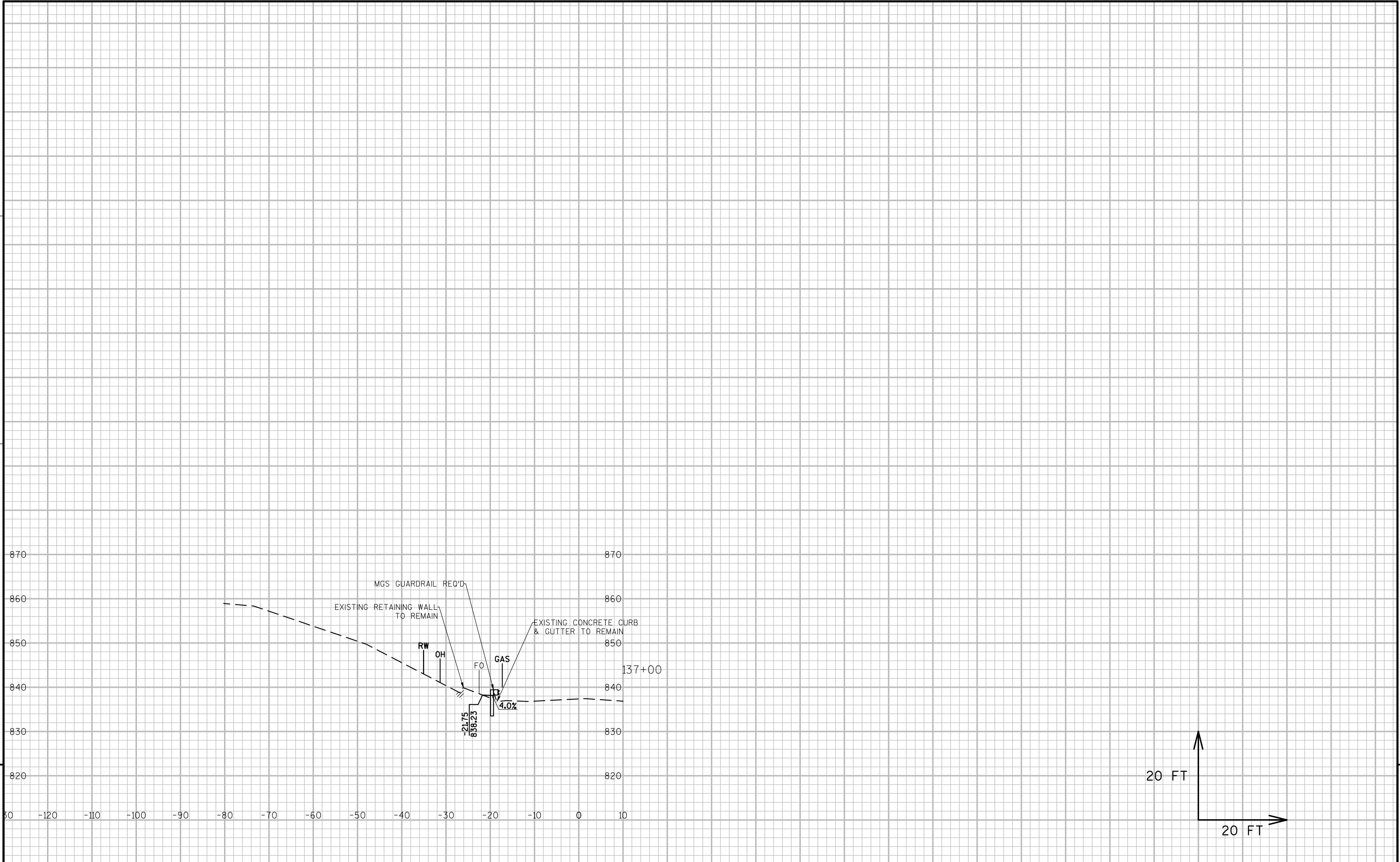
END PROJECT
STA. 307+00.00

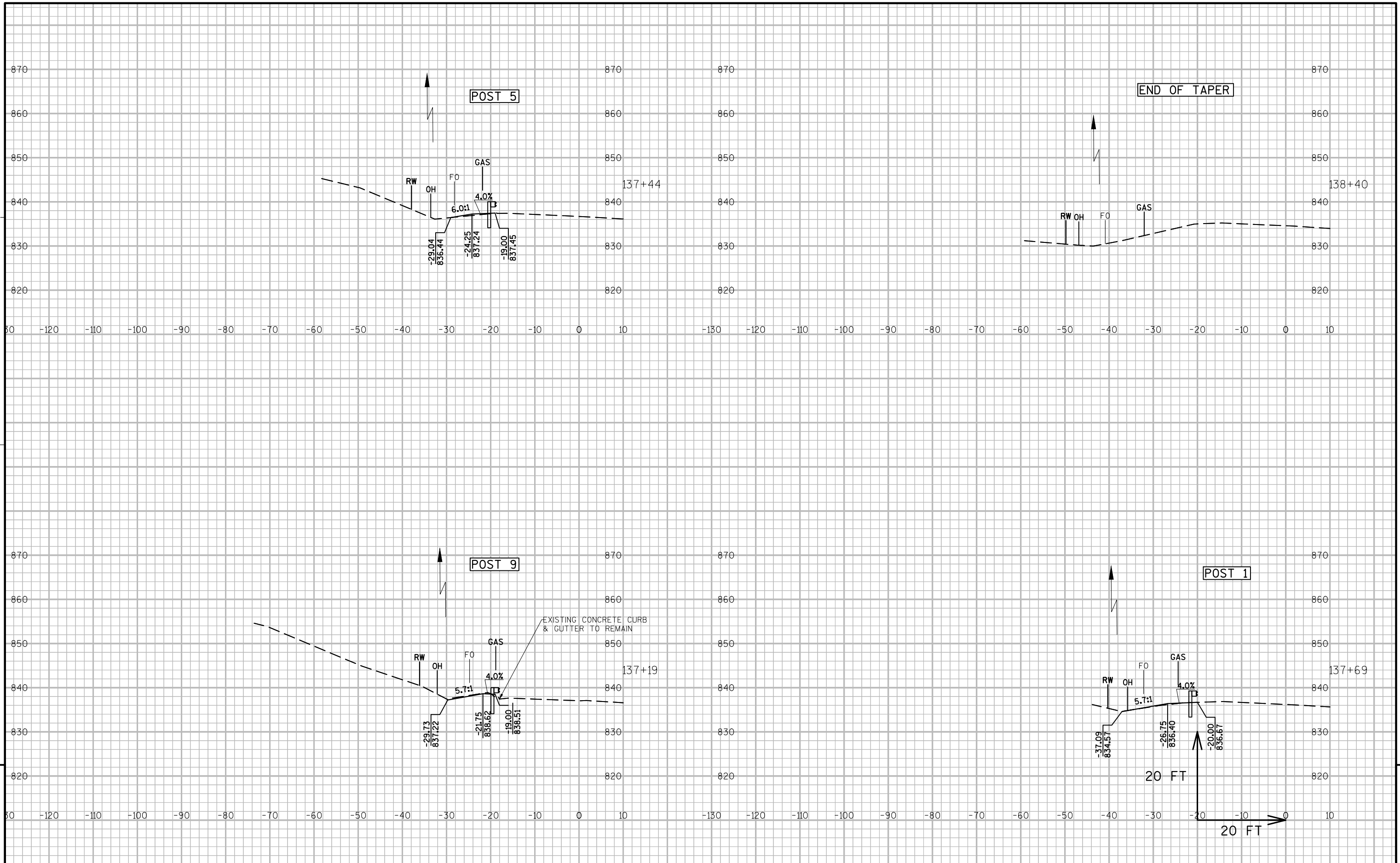
Y = 561,875.11
X = 882,820.98

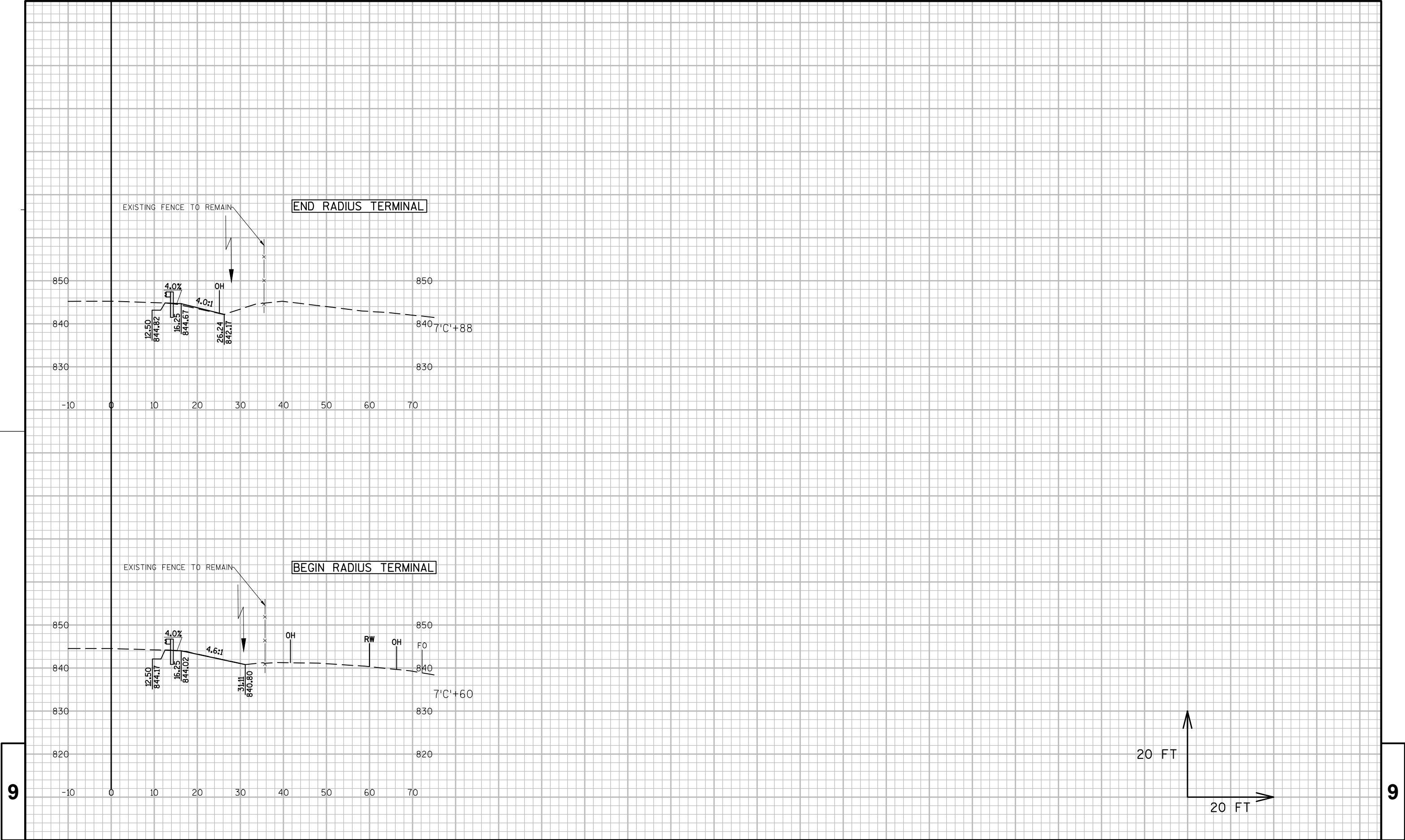
~ HELENVILLE
(CENSUS-DESIGNATED
PLACE) ~











9

9