

PLAN OF PROPOSED IMPROVEMENT

EDGELAWN DRIVE TO WEST STREET

STATE PROJECT NUMBER
6070-02-60

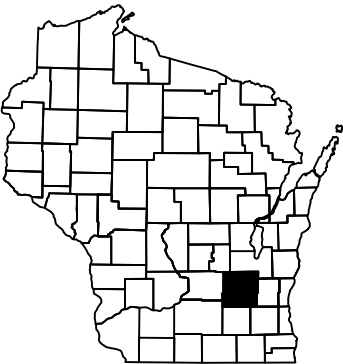
WEST STREET TO STH 49

STATE PROJECT NUMBER
6070-02-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6070-02-60		
6070-02-70		

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 =



A.A.D.T.	2004	=	2700
A.A.D.T.	2021	=	3200
D.H.V.		=	18.4%
D.D.		=	60/40
T.		=	21.9%
DESIGN SPEED		=	60 MPH (-60) / 30 MPH (-70)
ESALS		=	1,600,000

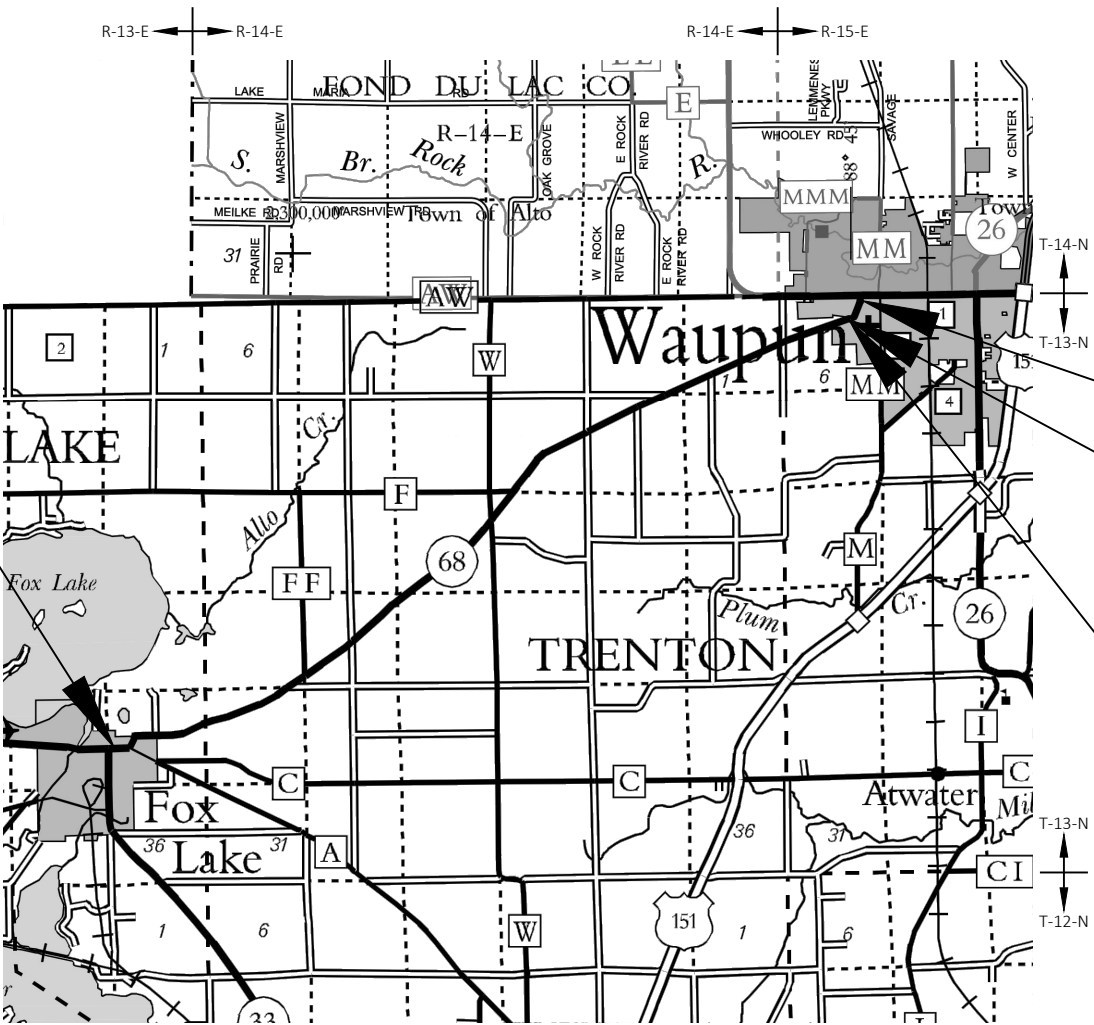
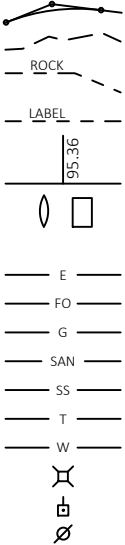
PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

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



END PROJECT 6070-02-60
STA 484+02

LAYOUT
 SCALE 0 2 MI
 TOTAL NET LENGTH OF CENTERLINE = 9.272 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DODGE COUNTY, 11NAD83 (2011), 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 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	_____ SURVEYOR
Designer	_____ MEGAN SCHERER
Project Manager	_____ JEREMY HALL
Regional Examiner	_____ SW REGION
Regional Supervisor	_____ JAMES OETTINGER

APPROVED FOR THE DEPARTMENT _____

DATE: _____ (Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

TOTAL PAVEMENT THICKNESS	PAVEMENT TYPE	LAYERS
3" HMA PAVEMENT	4 MT 58-28 S	1.75" UPPER LAYER 1.25" LOWER LAYER
3.5" HMA PAVEMENT	4 MT 58-28 S	1.75" UPPER LAYER 1.75" LOWER LAYER

Change address to:
1515 West
Washington Street
West Bend, WI 53095

Change contact to:
Elizabeth Bartley
13775 Clark Road
Rosemount, MN 55068
(612) 244-9950
Elizabeth.Bartley@FHR.com

WISDOT CONTACTS

WISDOT PROJECT MANAGER
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MADISON, WI 53704
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jeremy.hall@dot.wi.gov

WISDOT PROJECT LEADER
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944 VANDERPERREN WAY
GREEN BAY, WI 54304
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DNR CONTACTS

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WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
MADISON, WI 53711
(608) 275-3301
eric.heggelund@wisconsin.gov

COMMUNICATIONS

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CHUCK BARTELT
70 E DIVISION ST
FOND DU LAC, WI 54935
PHONE: (920) 929-1013
EMAIL: cb1461@att.com

COMMUNICATIONS

CHARTER COMMUNICATIONS
NICK FRASE
3315 LINCOLN AVE
TWO RIVERS, WI 54241
PHONE: (920) 304-6797
EMAIL: nick.frase@charter.com

COMMUNICATIONS

CENTURYLINK
KEVIN ZICKERT
24 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
PHONE: (262) 392-5200
MAIL: kevin.zickert@centurylink.com

GENERAL NOTES

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

SEE STANDARD DETAIL DRAWINGS 15C4 "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR TRAFFIC CONTROL DETAILS. PLACE ONE PCMS BOARD ON EACH END OF THE PROJECT ONE WEEK BEFORE CONSTRUCTION BEGINS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGHS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

THE EXACT LOCATIONS AND LIMITS OF COMMERCIAL, FIELD, AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE FIELD ENGINEER.

APPLY TACK COAT TO THE MILLED SURFACE AT A RATE OF 0.07 GAL/SY AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT LIMITS AT INTERSECTIONS ARE TO BE DETERMINED BY THE FIELD ENGINEER.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/IN/SY.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

MILLED EXISTING SALVAGED ASPHALTIC PAVEMENT BASE COURSE SHOULDER MATERIAL SHALL NOT BE INCORPORATED IN THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE FIELD ENGINEER.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN IN THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

LOCATE NO PASSING ZONES AND MOVE W14-3 "NO PASSING ZONE" SIGNS WHERE APPLICABLE.

SEE STANDARD DETAIL DRAWINGS 15C8 "PAVEMENT MARKING - MAINLINE, TURN LANE MARKING", AND 15C35 "PAVEMENT MARKING (INTERSECTIONS)" FOR PAVEMENT MARKING.

UTILITIES CONTACTS

ELECTRIC

ALLIANT ENERGY
MICHAEL BROLIN
4902 NORTH BILTMORE LN
MADISON, WI 53713
PHONE: (608) 458-4871
EMAIL: michaelbrolin@alliantenergy.com

ELECTRIC - TRANSMISSION

ATC MANAGEMENT, INC
TONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY CT
P.O. BOX 47
WAUKESHA, WI 53187
PHONE: (262) 506-6814
EMAIL: amarciniak@atcllc.om

ELECTRIC / WATER/ SEWER

WAUPUN UTILITIES
RANDY POSTHUMA
817 S MADISON ST
P.O. BOX 431
WAUPUN, WI 53963-0431

GAS

ALLIANT ENERGY
MICHAEL BROLIN
4902 NORTH BILTMORE LN
MADISON, WI 53713
PHONE: (608) 458-4871
EMAIL: michaelbrolin@alliantenergy.com

WATER

CITY OF FOX LAKE UTILITIES
BRAD RUENGER
248 E STATE ST
P.O. BOX 105
FOX LAKE, WI 53933
PHONE: (920) 928-2280
EMAIL: cityclerk@cityoffoxlake.net

STORM WATER

CITY OF WAUPUN
JEFF DAANE
201 E MAIN ST
WAUPUN, WI 53963
PHONE: (920) 324-7918
EMAIL: jeff@cityofwaupun.org

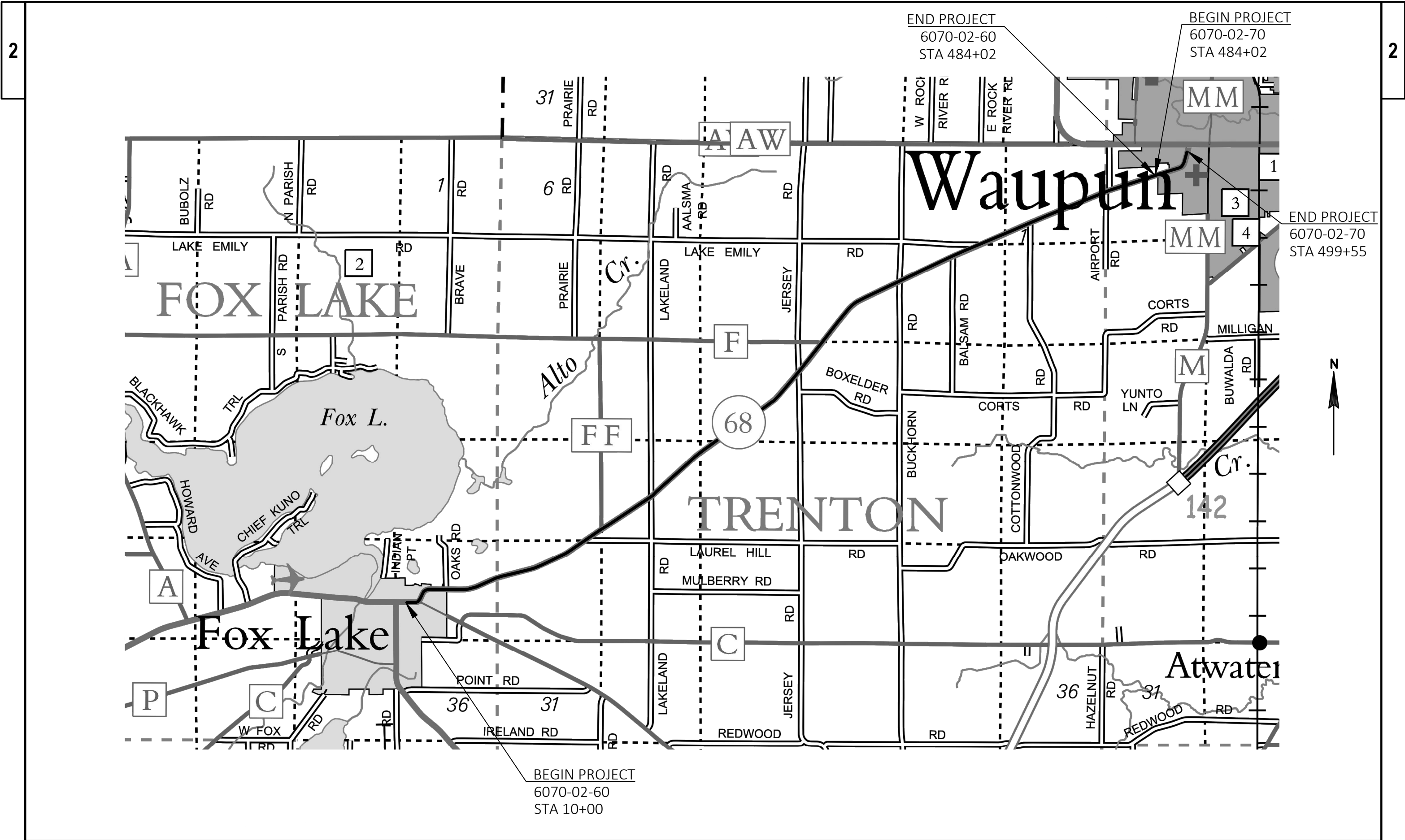
GAS

KOCH PIPELINE COMPANY L.P.
ADAM CROCKER
4111 E 37TH ST. N
P.O. BOX 2256
WICHITA, KS 67220
PHONE: (651) 480-2617
EMAIL: adam.crocker@kochpipeline.com

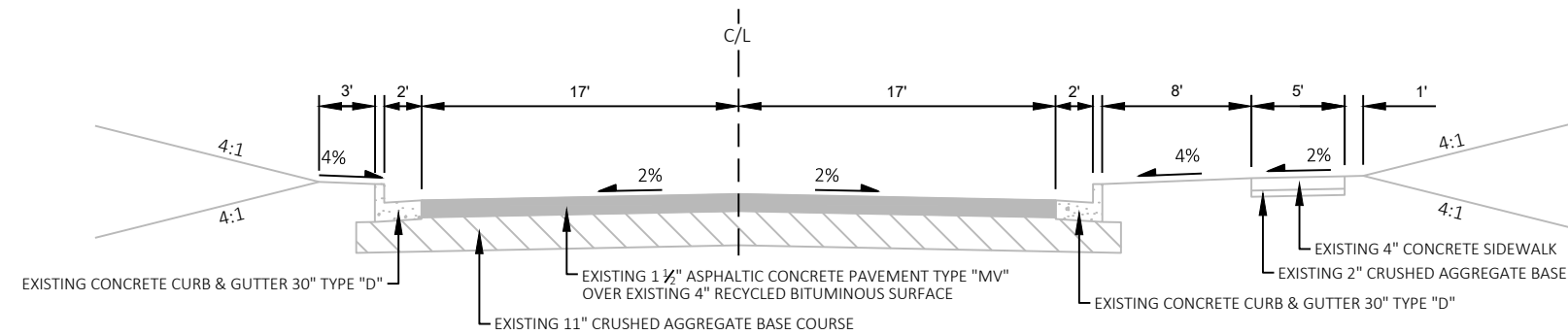
Add email and phone :
(920) 324-7920
rposthuma@wppienergy.org

Change email address to :
bradruenger@foxlakeutilities.com

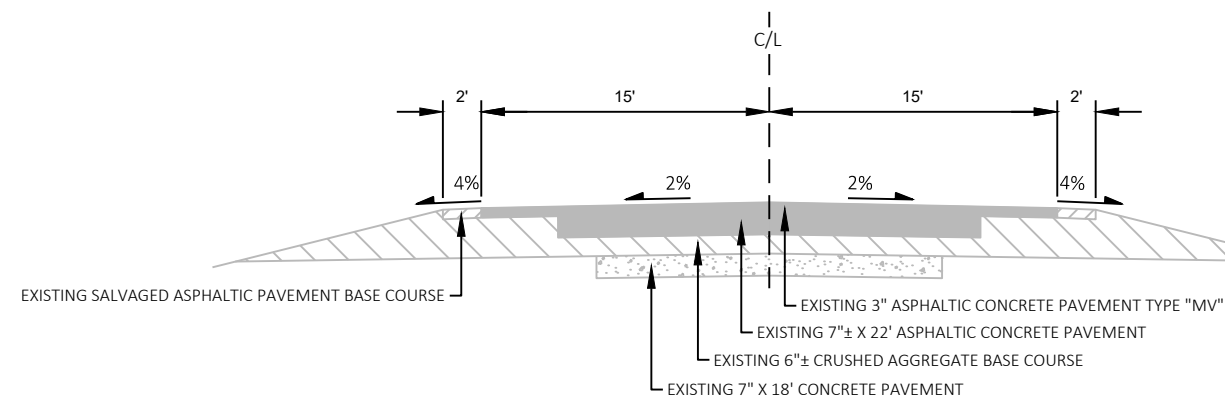




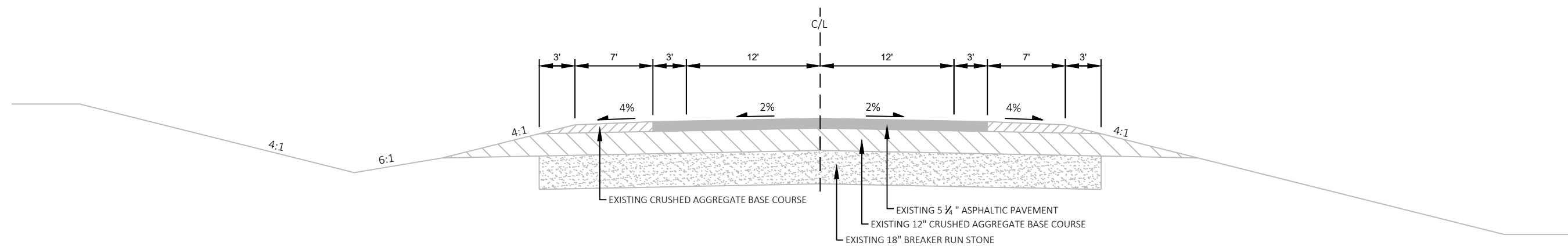
PROJECT NO: 6070-02-60	HWY: STH 68	COUNTY: DODGE	PROJECT OVERVIEW	SHEET	E
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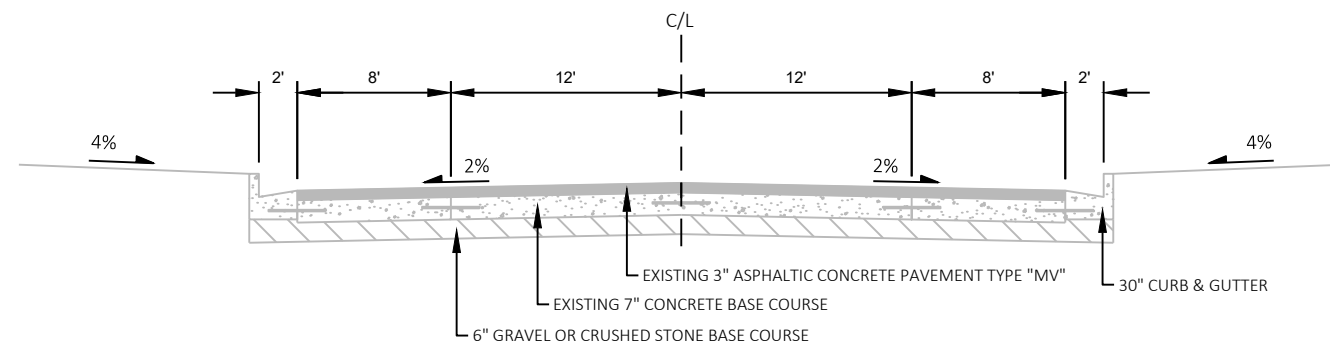
EXISTING TYPICAL SECTION
STA 10+00 TO 13+41



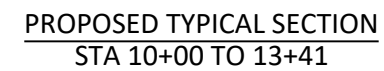
EXISTING TYPICAL SECTION
STA 13+41 TO 36+20
STA 66+30 TO 484+02



EXISTING TYPICAL SECTION
STA 36+20 TO 66+30



EXISTING TYPICAL SECTION
STA 484+02 TO 499+55



C/L

ASPHALTIC SURFACE MILLING LIMITS

2' 15' 15' 2'

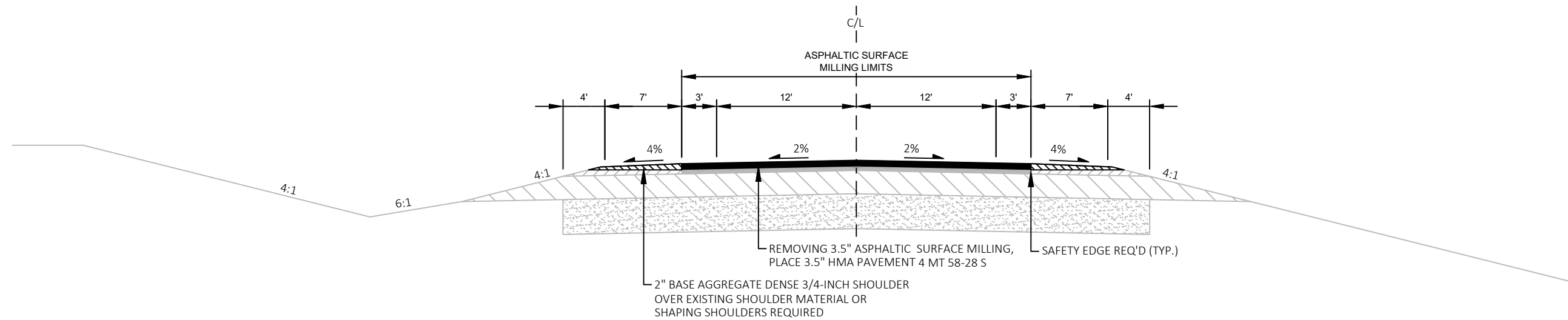
4% 2% 2% 4%

REMOVE 3.5" ASPHALTIC SURFACE MILLING, PLACE 3.5" HMA PAVEMENT 4 MT 58-28 S

SAFETY EDGE REQ'D (TYP.)

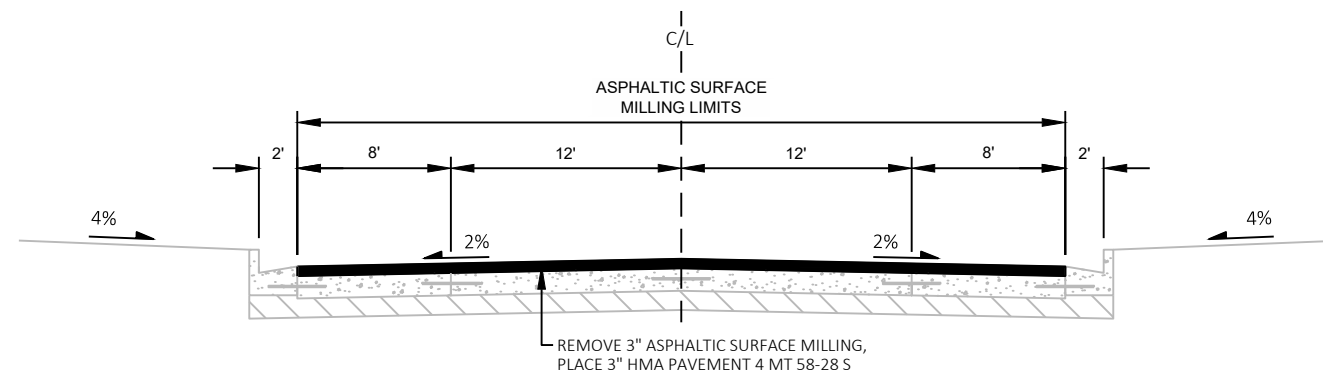
REMOVE & DISCARD 3.5" SALVAGED ASPHALTIC PAVEMENT BASE COURSE
PLACE 3.5" BASE AGGREGATE DENSE 3/4-INCH

PROPOSED TYPICAL SECTION
STA 13+41 TO 36+20
STA 66+30 TO 484+02

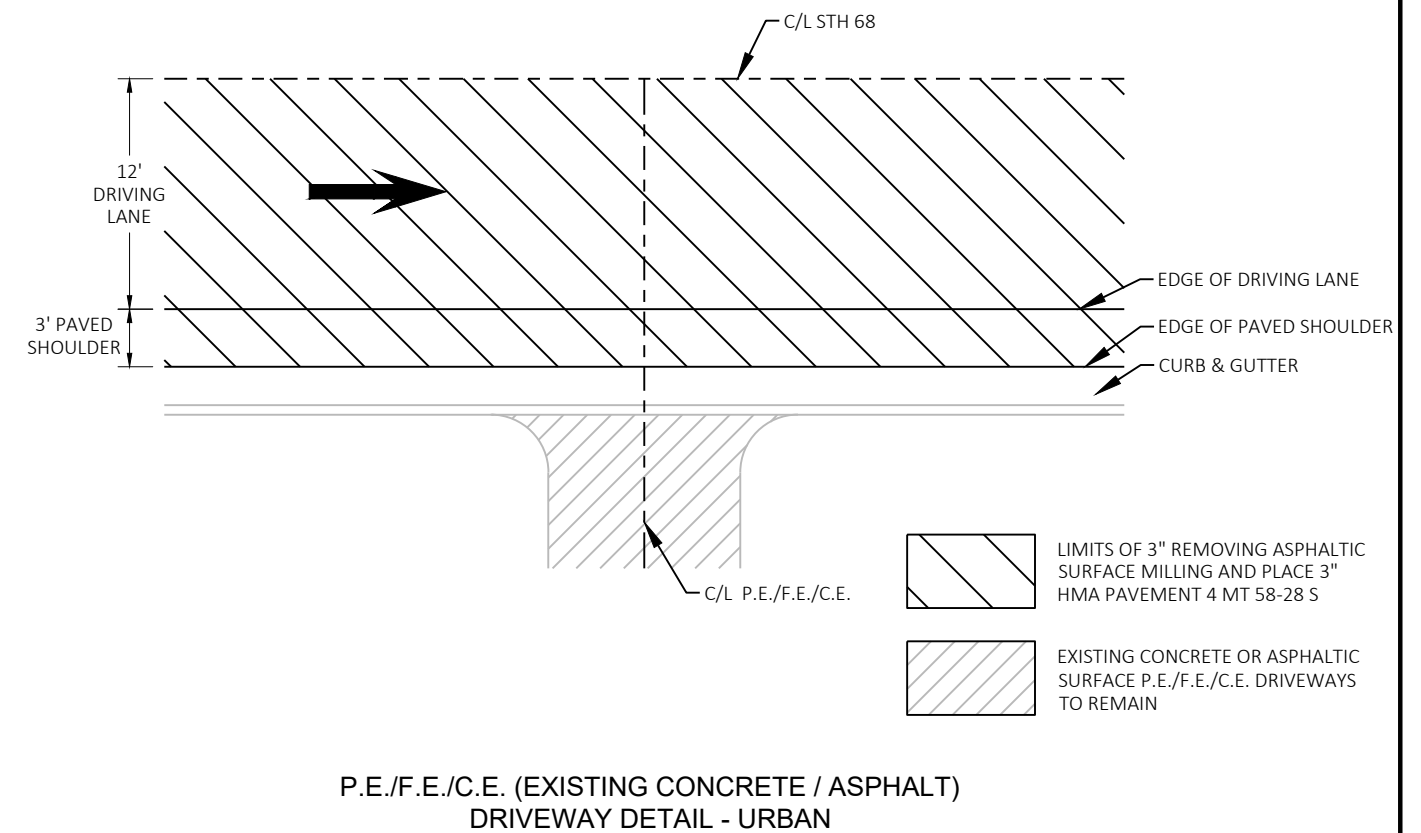
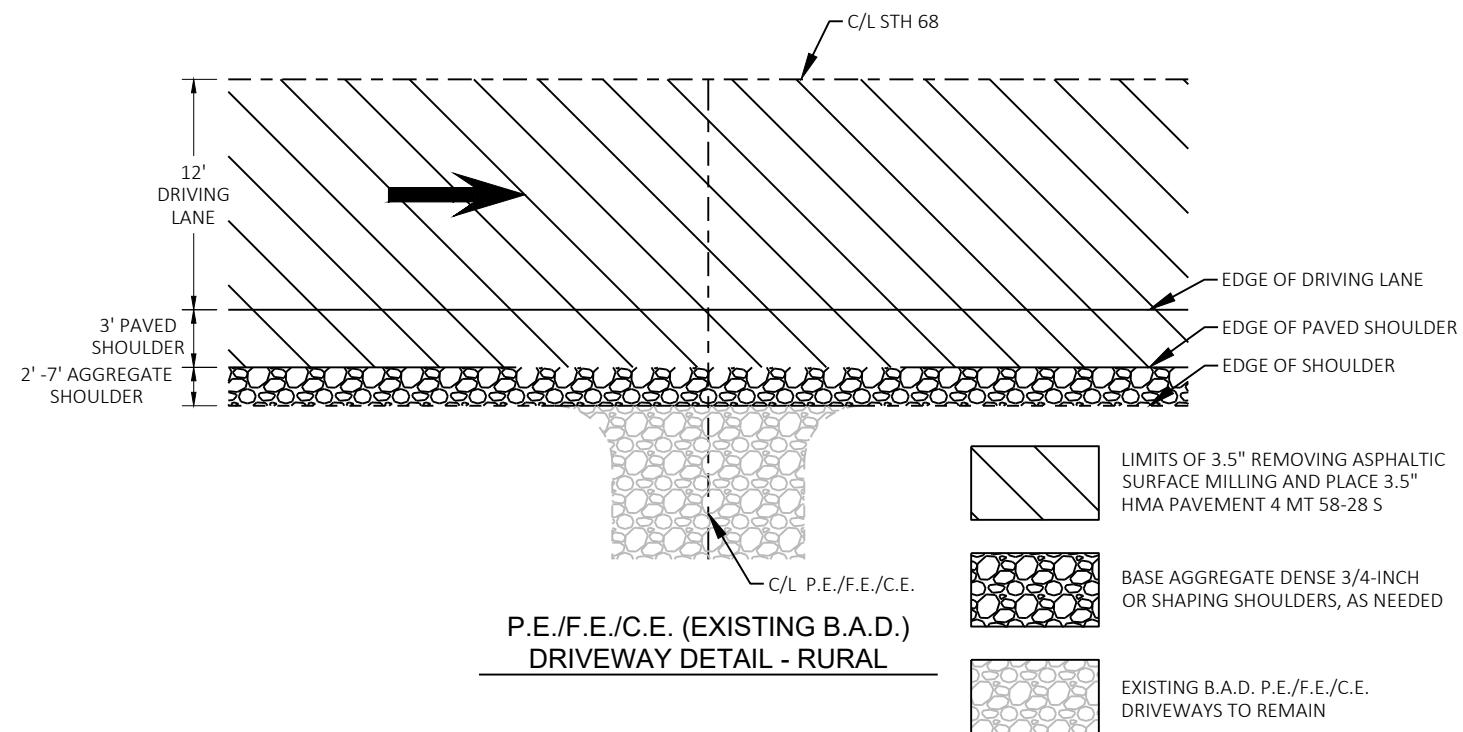
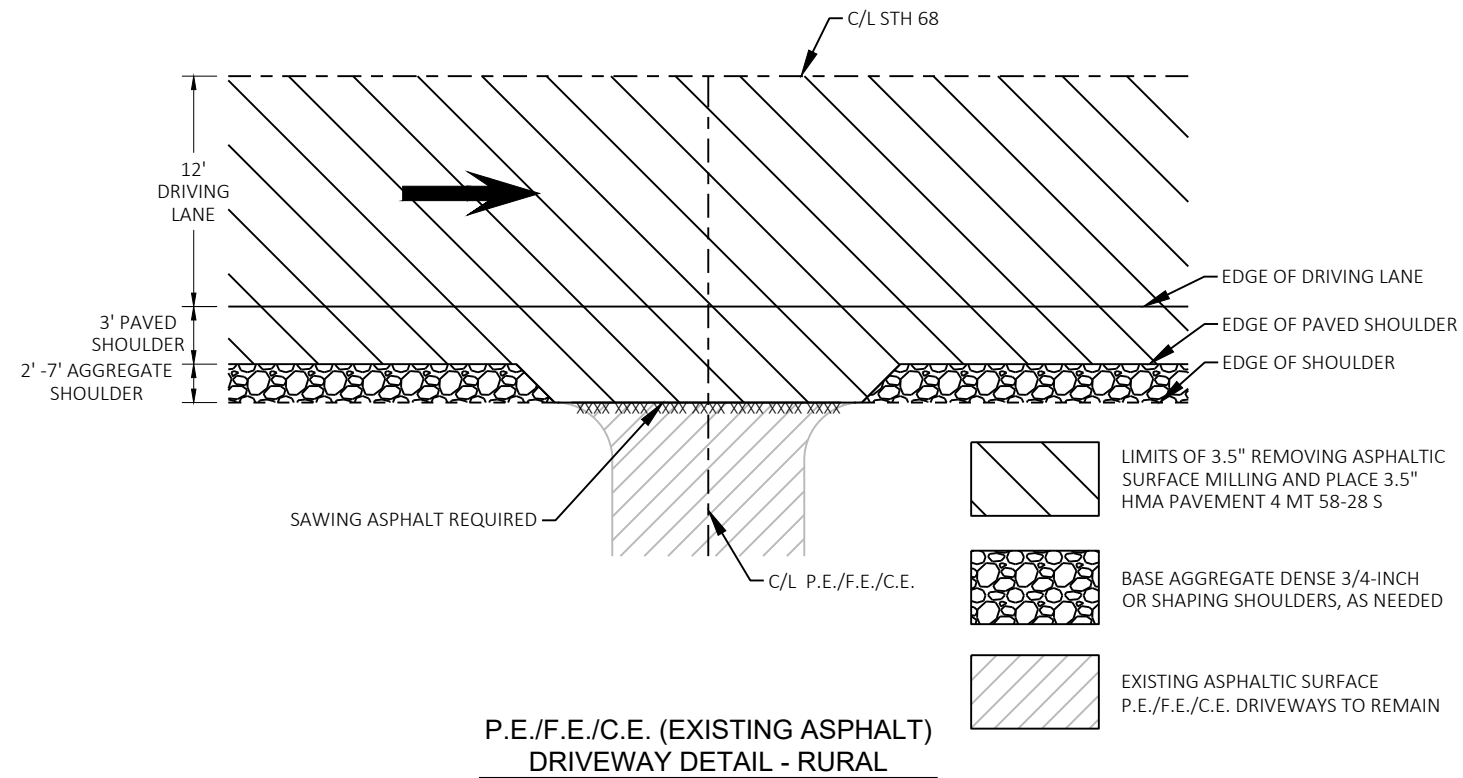


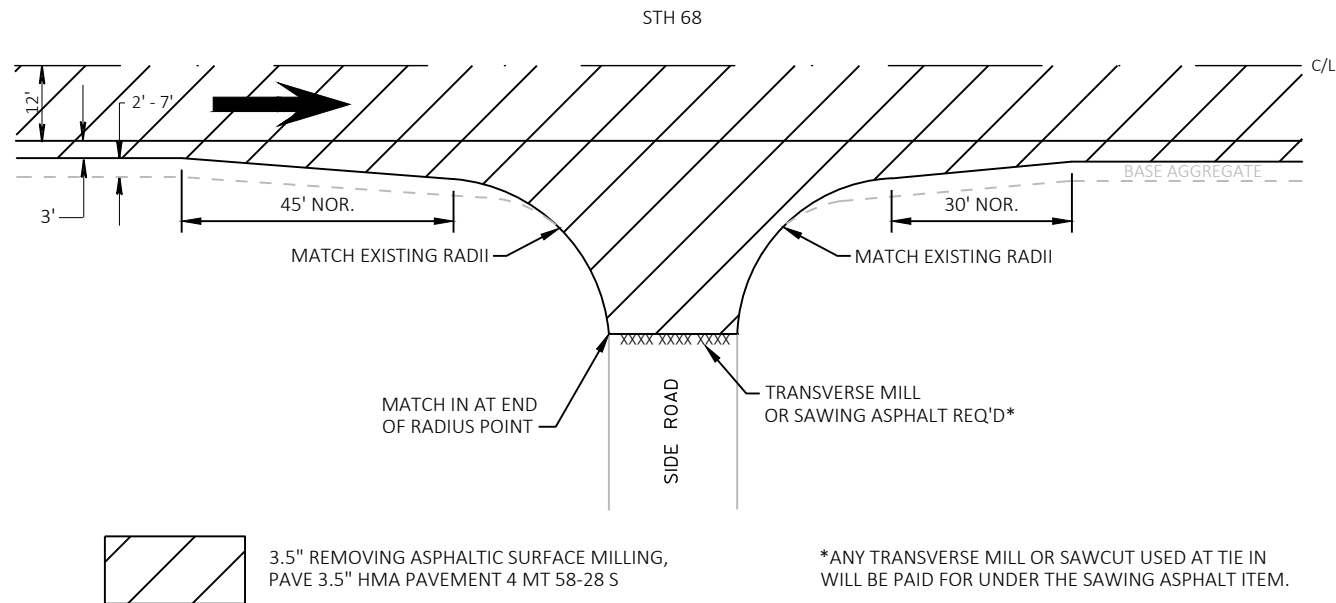
PROPOSED TYPICAL SECTION
STA 36+20 TO 66+30

NOTE:
THE CONTRACTOR SHALL VERIFY AND MAINTAIN
ALL EXISTING SUPERELEVATION RATES AND
SUPERELEVATION TRANSITION RATES OF ALL
EXISTING HORIZONTAL CURVES

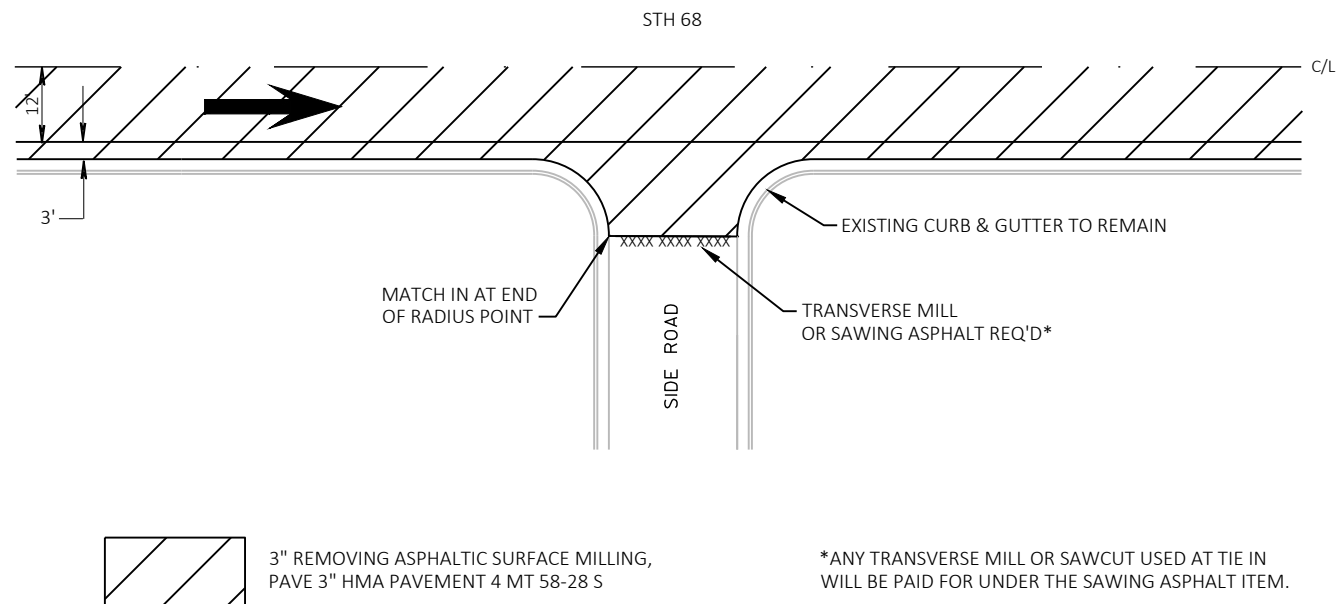


PROPOSED TYPICAL SECTION
STA 484+02 TO 499+55

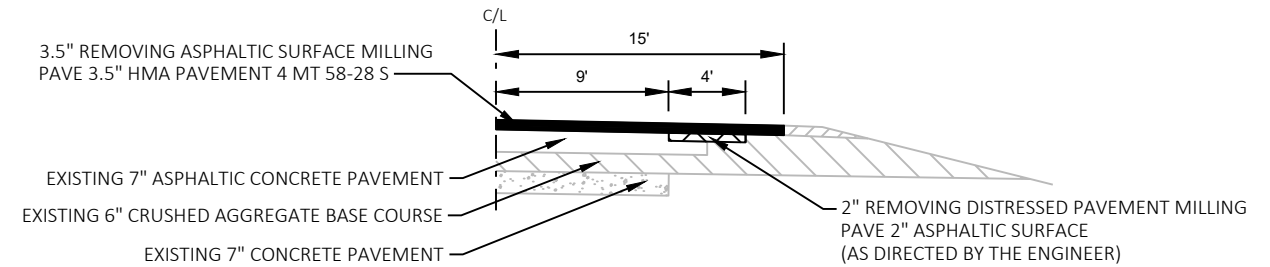




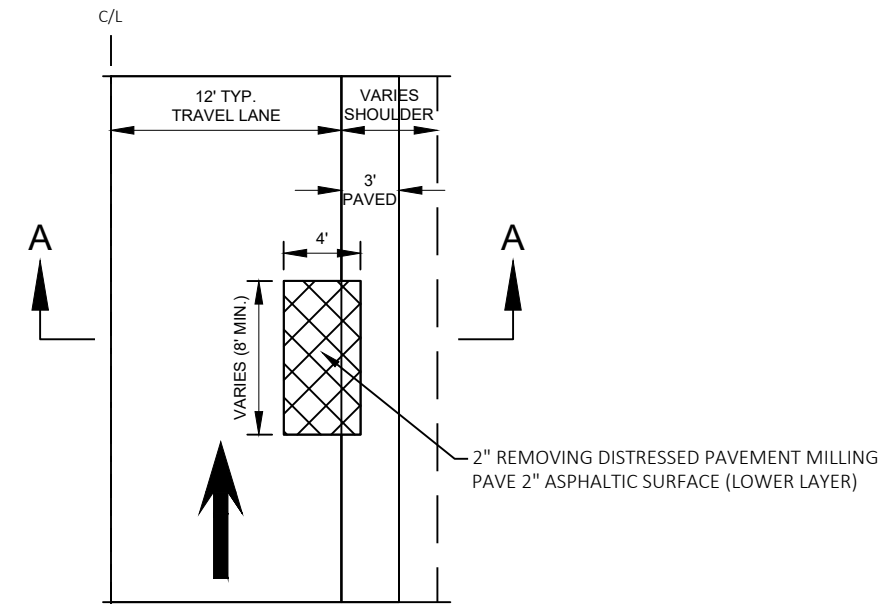
TYPICAL SIDE ROAD DETAIL - RURAL



TYPICAL SIDE ROAD DETAIL - URBAN



SECTION A-A



PLAN VIEW

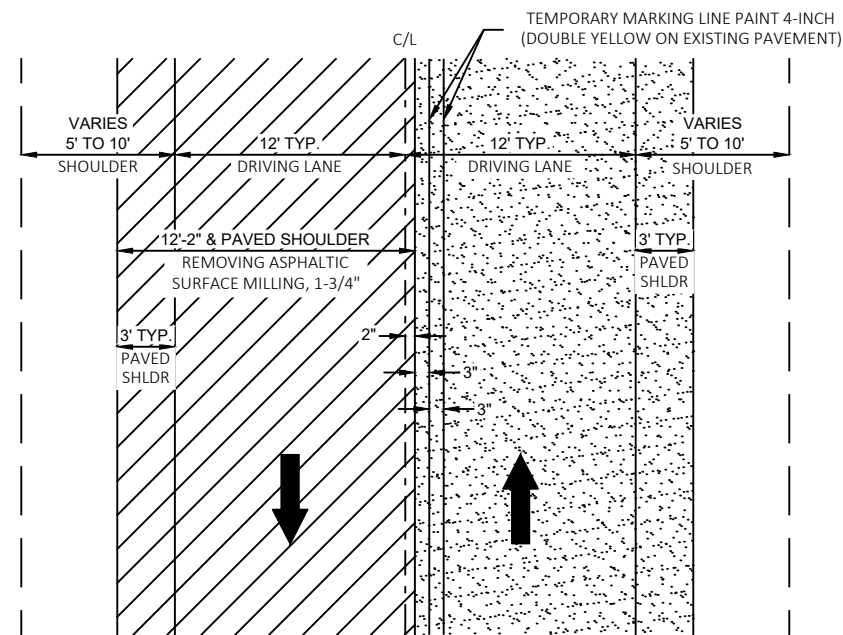
REMOVING DISTRESSED PAVEMENT MILLING DETAIL

SEE BELOW FOR APPROXIMATE LOCATIONS
EXACT LOCATIONS AND WIDTHS TO BE DETERMINED BY THE FIELD ENGINEER.

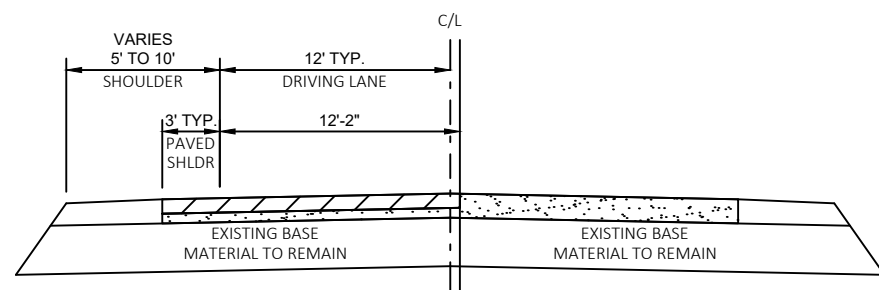
STATION TO STATION OFFSET		
56+90	-	69+50 RT
73+67	-	85+40 RT
89+20	-	139+70 RT
144+65	-	172+90 RT
178+40	-	197+40 RT
201+90	-	208+65 RT
215+70	-	223+40 RT
226+90	-	244+10 RT
252+00	-	285+30 RT
296+70	-	317+80 RT
317+60	-	350+50 RT
356+20	-	356+90 RT
360+30	-	393+25 RT
393+60	-	411+20 RT
414+85	-	473+90 RT

STATION TO STATION OFFSET		
26+20	-	13+90 LT
65+30	-	55+90 LT
77+30	-	72+30 LT
104+60	-	99+00 LT
113+30	-	108+90 LT
141+90	-	116+20 LT
173+20	-	142+20 LT
195+50	-	176+60 LT
218+00	-	200+20 LT
221+00	-	220+00 LT
230+30	-	229+30 LT
249+20	-	246+00 LT
256+90	-	252+60 LT
266+10	-	261+60 LT

STATION TO STATION OFFSET		
272+80	-	268+50 LT
285+65	-	284+10 LT
291+60	-	289+60 LT
297+80	-	294+60 LT
317+60	-	303+40 LT
344+85	-	341+95 LT
357+45	-	351+85 LT
395+35	-	392+60 LT
420+55	-	412+50 LT
434+15	-	423+55 LT
448+95	-	440+90 LT
468+65	-	457+60 LT
473+10	-	471+95 LT



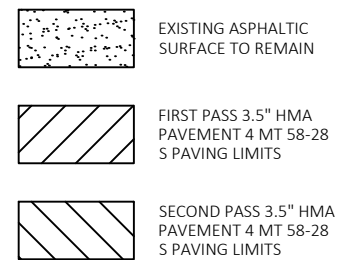
PLAN VIEW



CROSS SECTION VIEW

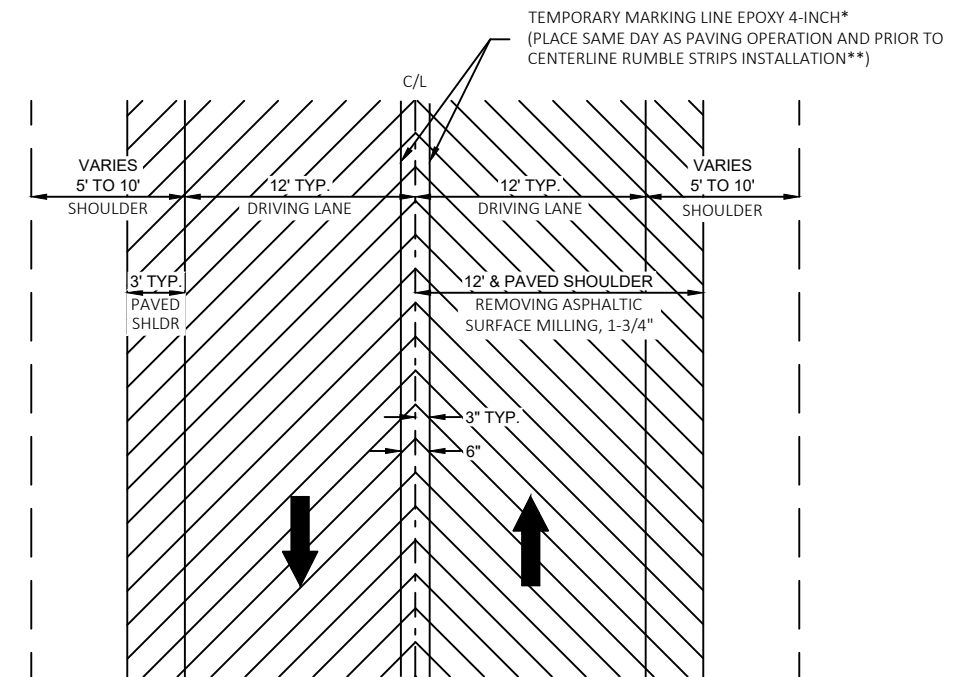
RURAL LONGITUDINAL PAVEMENT JOINT DETAIL - FIRST PASS

STA 13+41 - STA 484+02

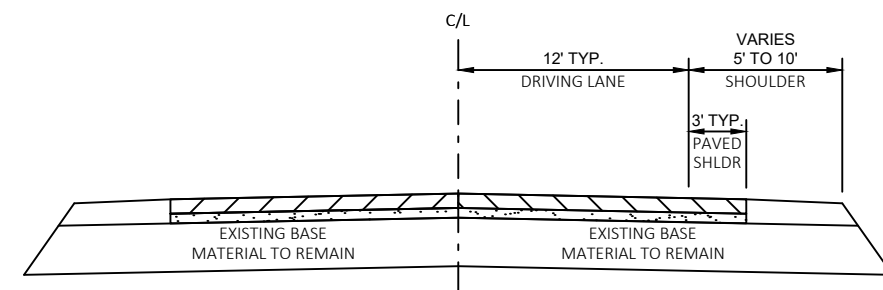


*LOCATING NO PASSING ZONES
REQUIRED PRIOR TO PLACEMENT OF
TEMPORARY MARKING LINE EPOXY
4-INCH.

**MARKING LINE EPOXY 4-INCH
REQUIRED AFTER INSTALLING
CENTERLINE RUMBLE STRIPS.

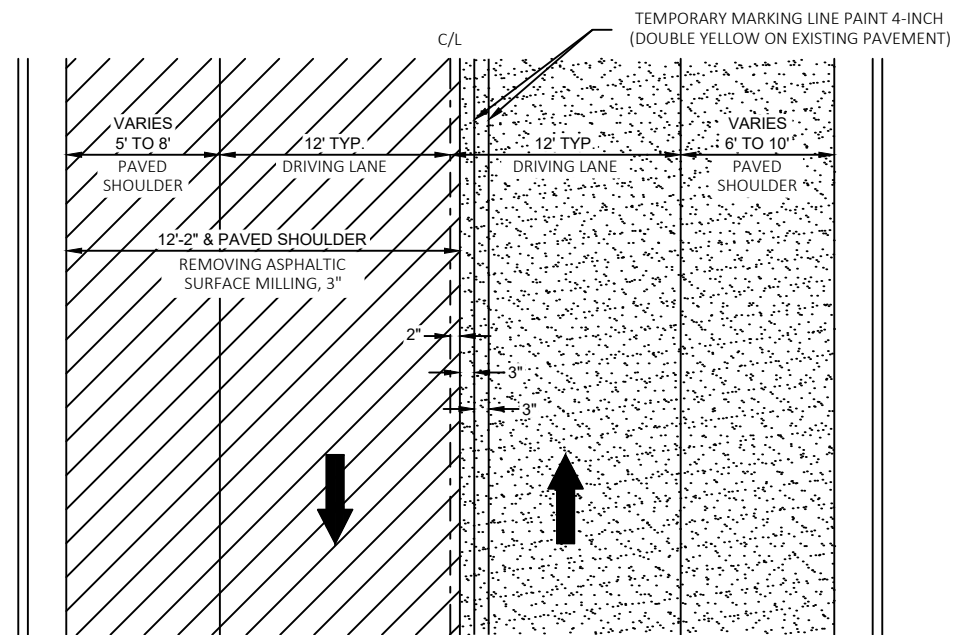


PLAN VIEW

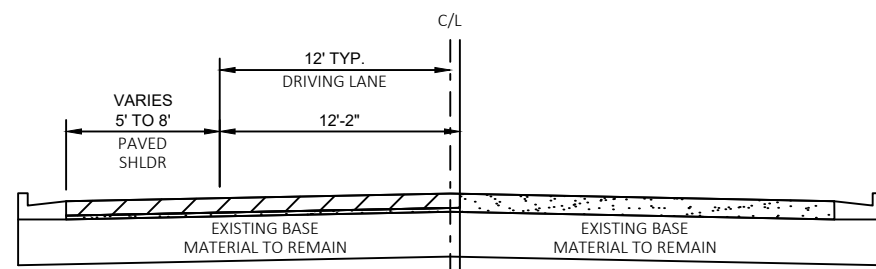


RURAL LONGITUDINAL PAVEMENT JOINT DETAIL - SECOND PASS

STA 13+41 - STA 484+02



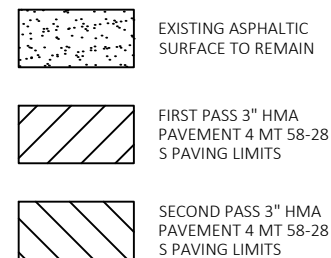
PLAN VIEW



CROSS SECTION VIEW

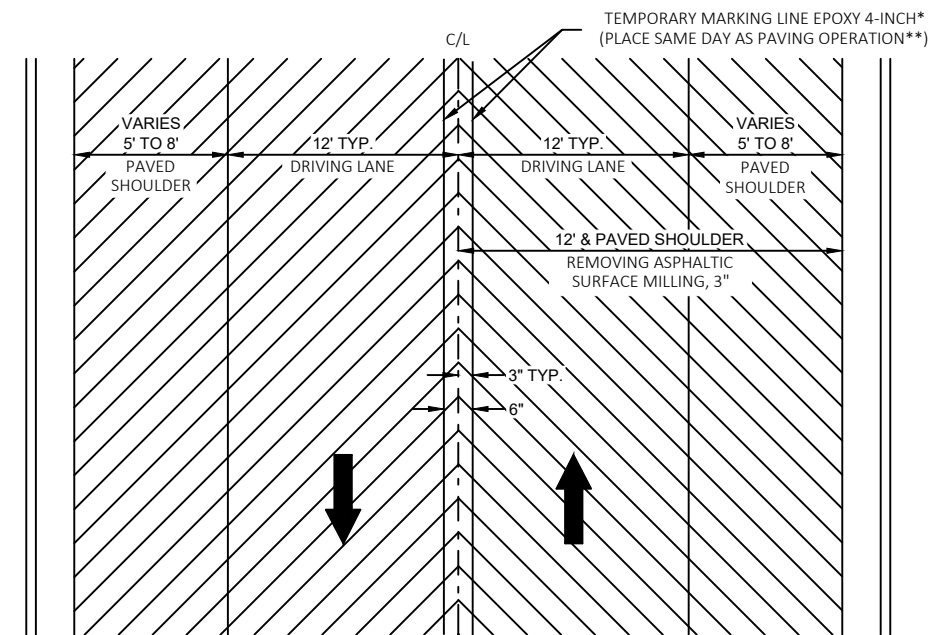
URBAN LONGITUDINAL PAVEMENT JOINT DETAIL - FIRST PASS

STA 10+00 - STA 13+41
STA 484+02 - STA 499+55

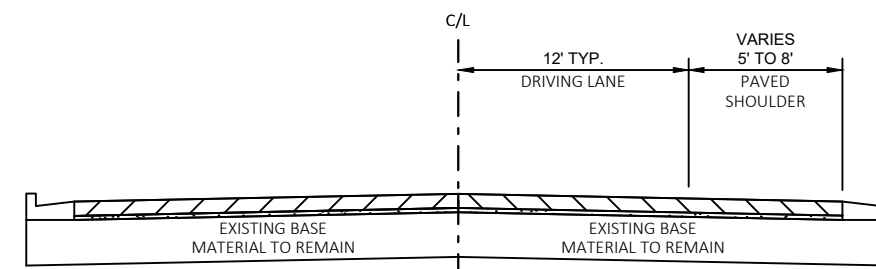


*LOCATING NO PASSING ZONES
REQUIRED PRIOR TO PLACEMENT OF
TEMPORARY MARKING LINE EPOXY
4-INCH.

**MARKING LINE EPOXY 4-INCH
REQUIRED



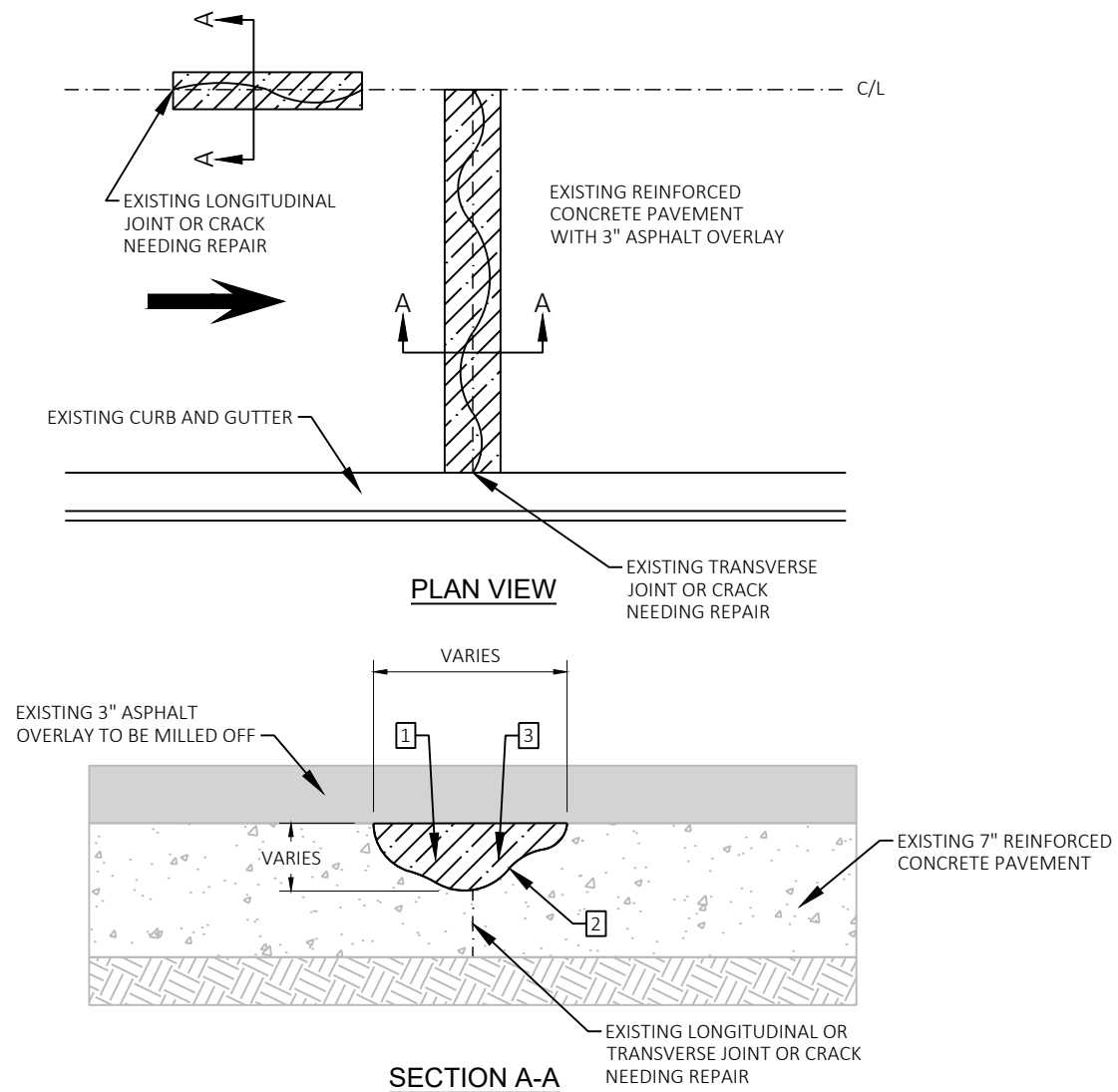
PLAN VIEW



CROSS SECTION VIEW

URBAN LONGITUDINAL PAVEMENT JOINT DETAIL - SECOND PASS

STA 10+00 - STA 13+41
STA 484+02 - STA 499+55

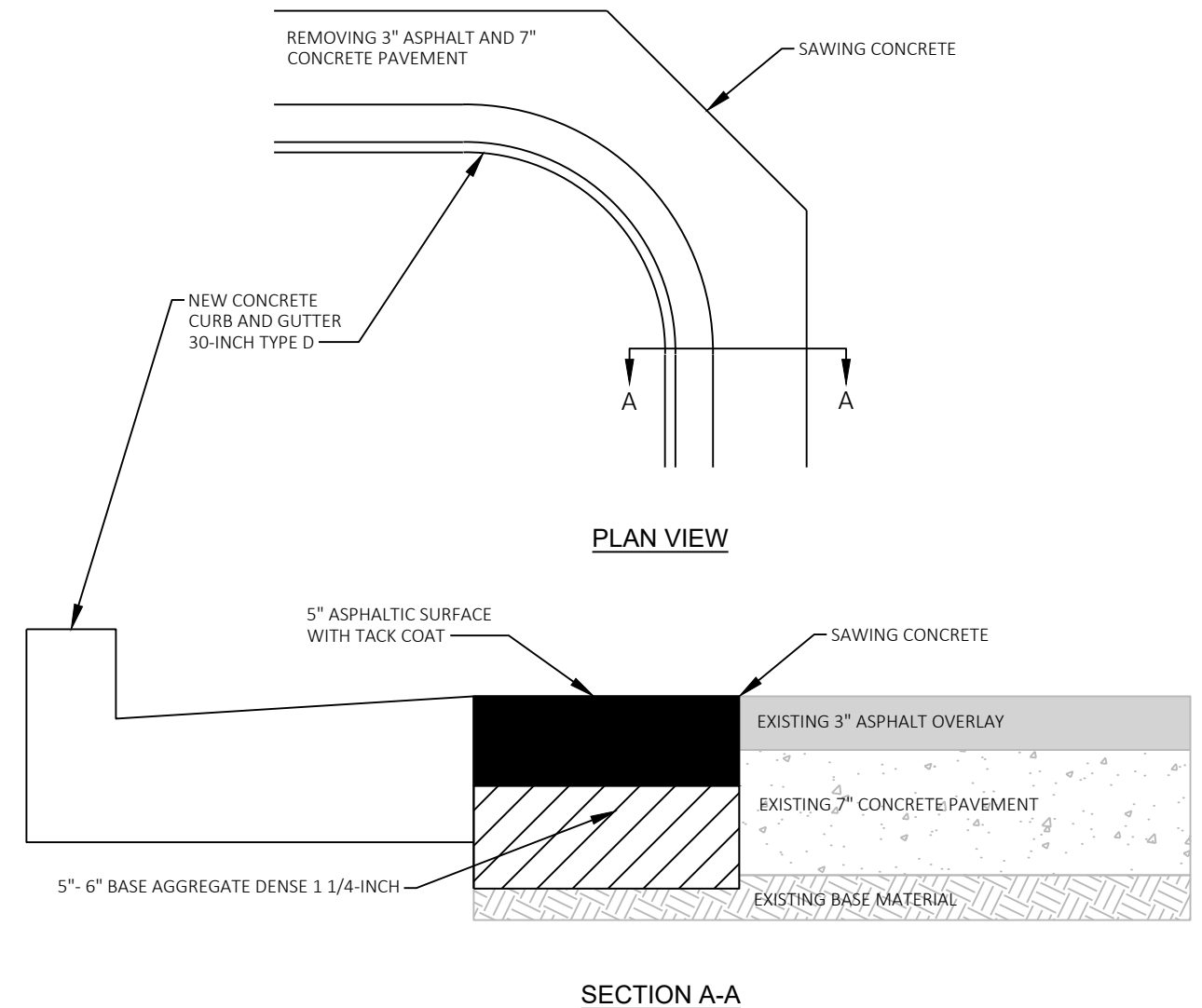


AFTER MILLING OFF ASPHALT OVERLAY, FOLLOW STEPS BELOW:

- 1 REMOVE ALL UNSOUND AND DETERIORATED MATERIAL
- 2 BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR
- 3 ASPHALTIC SURFACE WITH TACK COAT, CRACK OR JOINT FILLED TO ORIGINAL CONCRETE PAVEMENT LEVEL

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

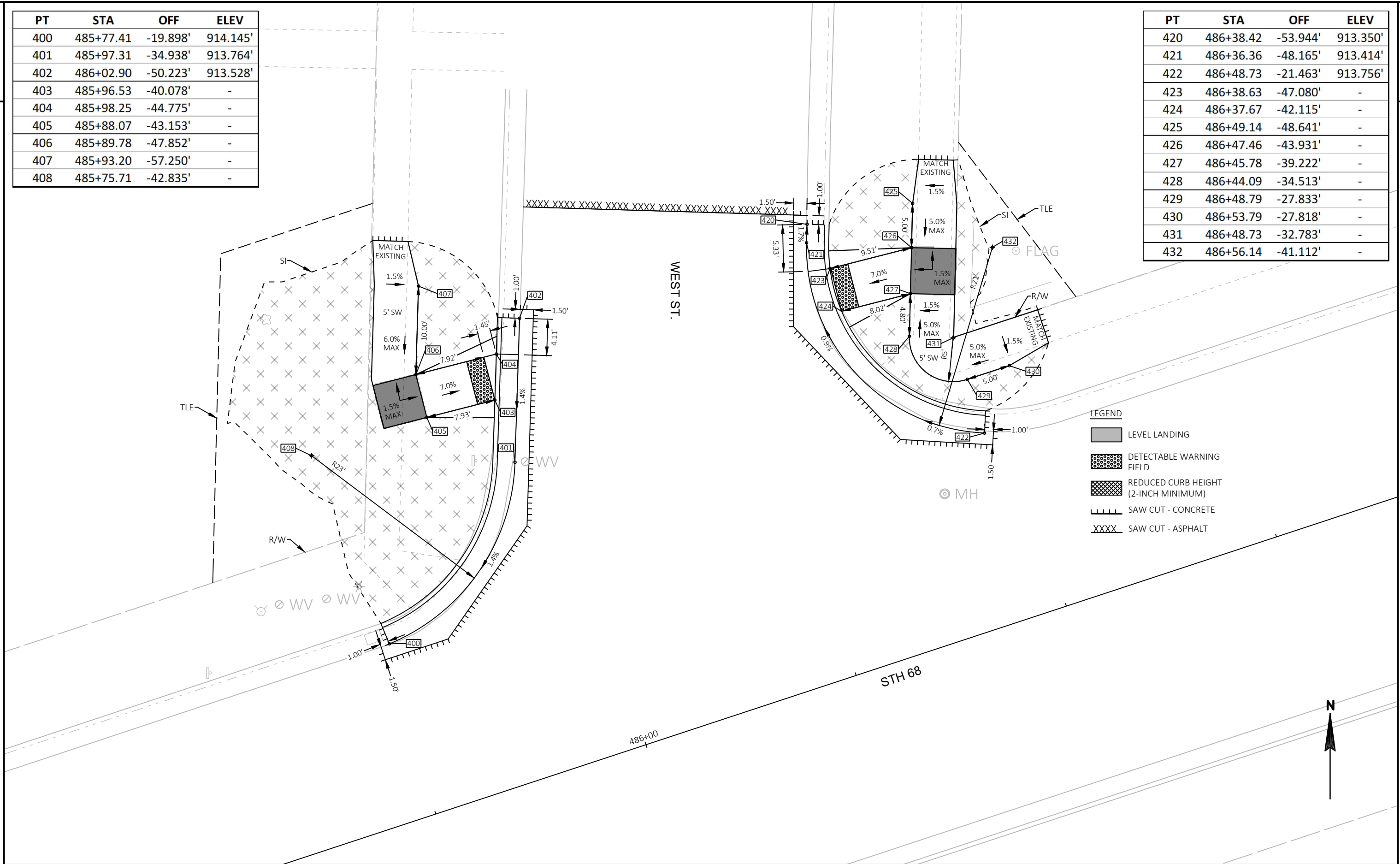
LOCATIONS DETERMINED BY THE ENGINEER

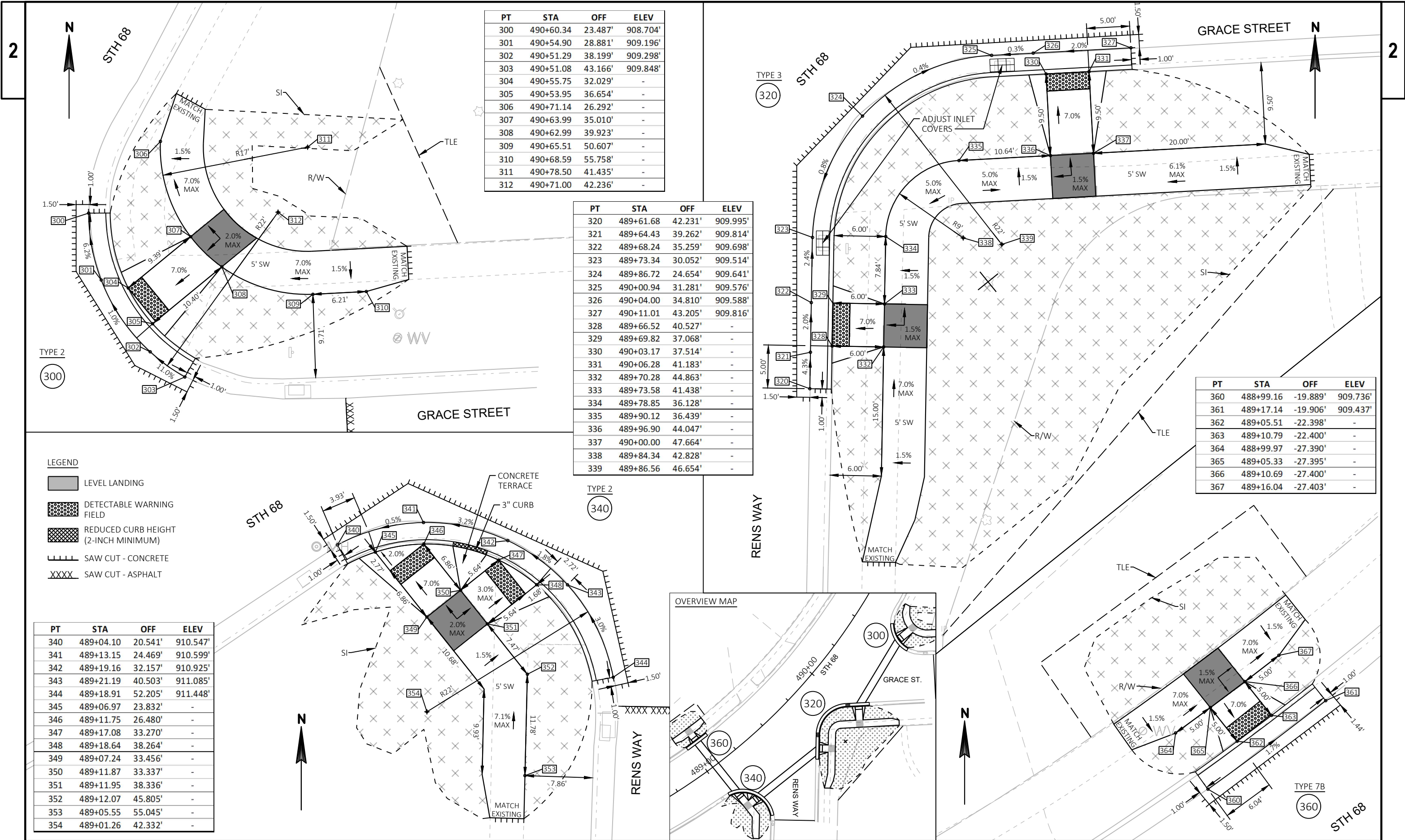


INTERMEDIATE PAVING AROUND NEW CURB AND GUTTER

PT	STA	OFF	ELEV
400	485+77.41	-19.898'	914.145'
401	485+97.31	-34.938'	913.764'
402	486+02.90	-50.223'	913.528'
403	485+96.53	-40.078'	-
404	485+98.25	-44.775'	-
405	485+88.07	-43.153'	-
406	485+89.78	-47.852'	-
407	485+93.20	-57.250'	-
408	485+75.71	-42.835'	-

PT	STA	OFF	ELEV
420	486+38.42	-53.944'	913.350'
421	486+36.36	-48.165'	913.414'
422	486+48.73	-21.463'	913.756'
423	486+38.63	-47.080'	-
424	486+37.67	-42.115'	-
425	486+49.14	-48.641'	-
426	486+47.46	-43.931'	-
427	486+45.78	-39.222'	-
428	486+44.09	-34.513'	-
429	486+48.79	-27.833'	-
430	486+53.79	-27.818'	-
431	486+48.73	-32.783'	-
432	486+56.14	-41.112'	-





PT	STA	OFF	ELEV
300	490+60.34	23.487'	908.704'
301	490+54.90	28.881'	909.196'
302	490+51.29	38.199'	909.298'
303	490+51.08	43.166'	909.848'
304	490+55.75	32.029'	-
305	490+53.95	36.654'	-
306	490+71.14	26.292'	-
307	490+63.99	35.010'	-
308	490+62.99	39.923'	-
309	490+65.51	50.607'	-
310	490+68.59	55.758'	-
311	490+78.50	41.435'	-
312	490+71.00	42.236'	-

PT	STA	OFF	ELEV
320	489+61.68	42.231'	909.995'
321	489+64.43	39.262'	909.814'
322	489+68.24	35.259'	909.698'
323	489+73.34	30.052'	909.514'
324	489+86.72	24.654'	909.641'
325	490+00.94	31.281'	909.576'
326	490+04.00	34.810'	909.588'
327	490+11.01	43.205'	909.816'
328	489+66.52	40.527'	-
329	489+69.82	37.068'	-
330	490+03.17	37.514'	-
331	490+06.28	41.183'	-
332	489+70.28	44.863'	-
333	489+73.58	41.438'	-
334	489+78.85	36.128'	-
335	489+90.12	36.439'	-
336	489+96.90	44.047'	-
337	490+00.00	47.664'	-
338	489+84.34	42.828'	-
339	489+86.56	46.654'	-

PT	STA	OFF	ELEV
360	488+99.16	-19.889'	909.736'
361	489+17.14	-19.906'	909.437'
362	489+05.51	-22.398'	-
363	489+10.79	-22.400'	-
364	488+99.97	-27.390'	-
365	489+05.33	-27.395'	-
366	489+10.69	-27.400'	-
367	489+16.04	-27.403'	-

PT	STA	OFF	ELEV
340	489+04.10	20.541'	910.547'
341	489+13.15	24.469'	910.599'
342	489+19.16	32.157'	910.925'
343	489+21.19	40.503'	911.085'
344	489+18.91	52.205'	911.448'
345	489+06.97	23.832'	-
346	489+11.75	26.480'	-
347	489+17.08	33.270'	-
348	489+18.64	38.264'	-
349	489+07.24	33.456'	-
350	489+11.87	33.337'	-
351	489+11.95	38.336'	-
352	489+12.07	45.805'	-
353	489+05.55	55.045'	-
354	489+01.26	42.332'	-

PROJECT NO: 6070-02-60

HWY: STH 68

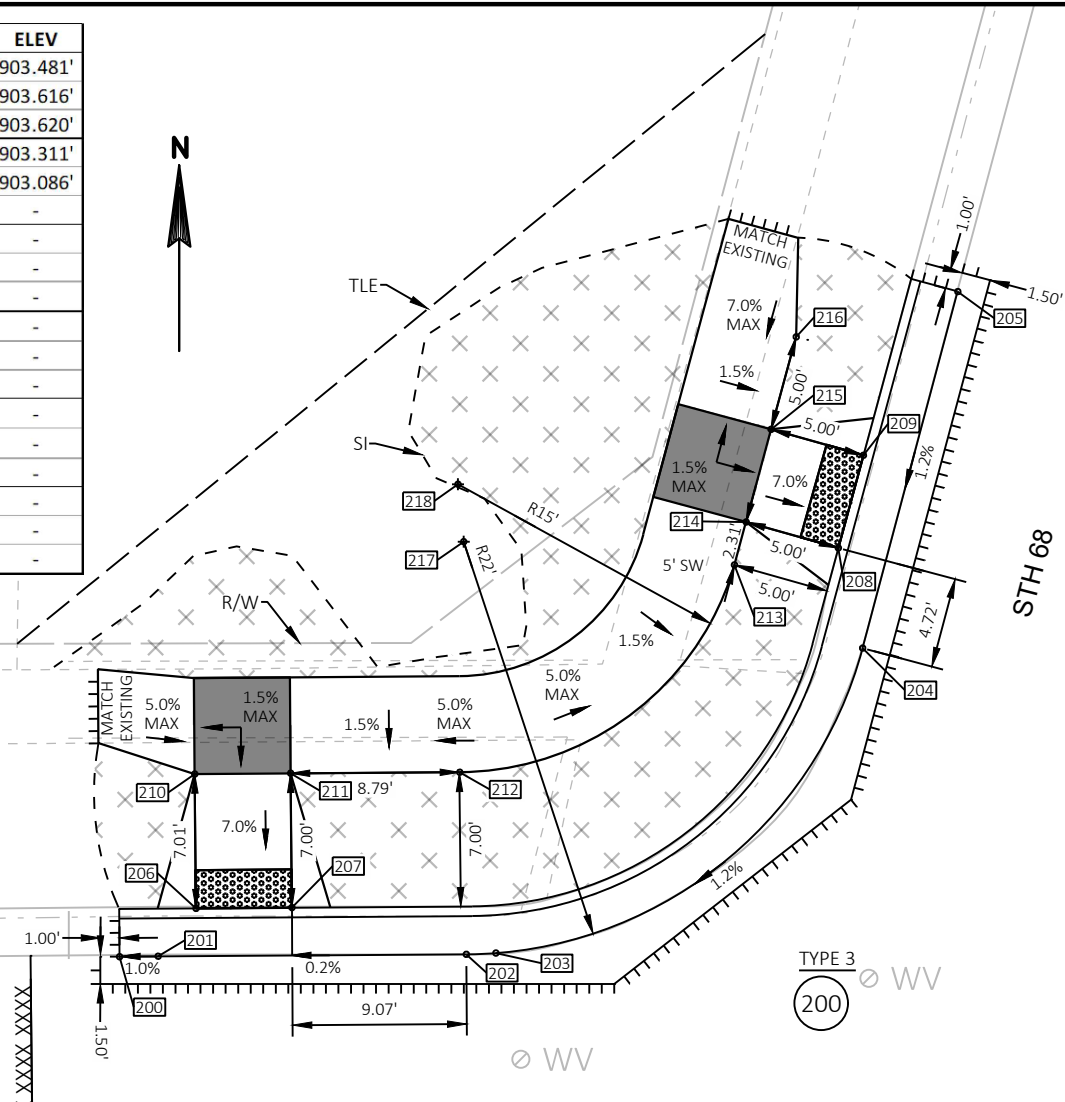
COUNTY: DODGE

PLAN DETAILS - GRACE STREET & RENS WAY CURB RAMPS

SHEET

E

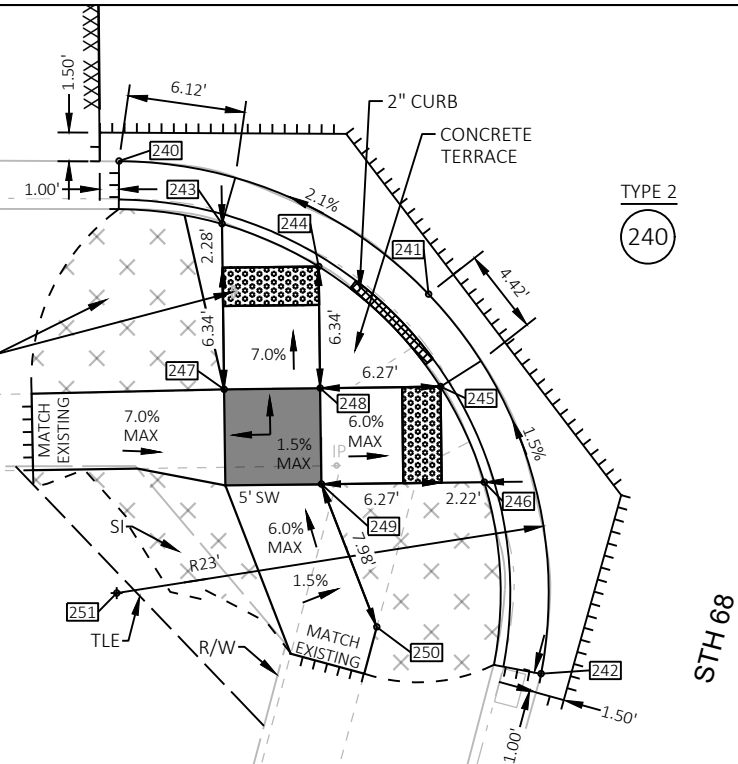
PT	STA	OFF	ELEV
200	494+10.72	-61.182'	903.481'
201	494+17.67	-35.764'	903.616'
202	494+18.13	-34.293'	903.620'
203	494+38.41	-19.934'	903.311'
204	494+57.63	-19.932'	903.086'
205	494+15.75	-52.206'	-
206	494+17.09	-47.381'	-
207	494+43.12	-22.487'	-
208	494+48.12	-22.471'	-
209	494+22.50	-54.075'	-
210	494+23.82	-49.252'	-
211	494+26.75	-38.553'	-
212	494+40.88	-27.496'	-
213	494+43.19	-27.491'	-
214	494+48.20	-27.473'	-
215	494+53.19	-27.455'	-
216	494+38.41	-41.434'	-
217	494+41.23	-42.492'	-



W BROWN ST.

W BROWN ST.

PT	STA	OFF	ELEV
240	493+79.38	-47.666'	903.553'
241	493+76.84	-30.302'	903.865'
242	493+59.24	-19.538'	904.235'
243	493+77.60	-41.635'	-
244	493+76.75	-36.205'	-
245	493+72.34	-28.457'	-
246	493+68.12	-24.971'	-
247	493+69.30	-39.310'	-
248	493+70.65	-34.495'	-
249	493+65.83	-33.147'	-
250	493+59.39	-28.440'	-
251	493+57.61	-41.983'	-

EXISTING STOP
SIGN TO BE MOVED

STH 68

PROJECT NO: 6070-02-60

HWY: STH 68

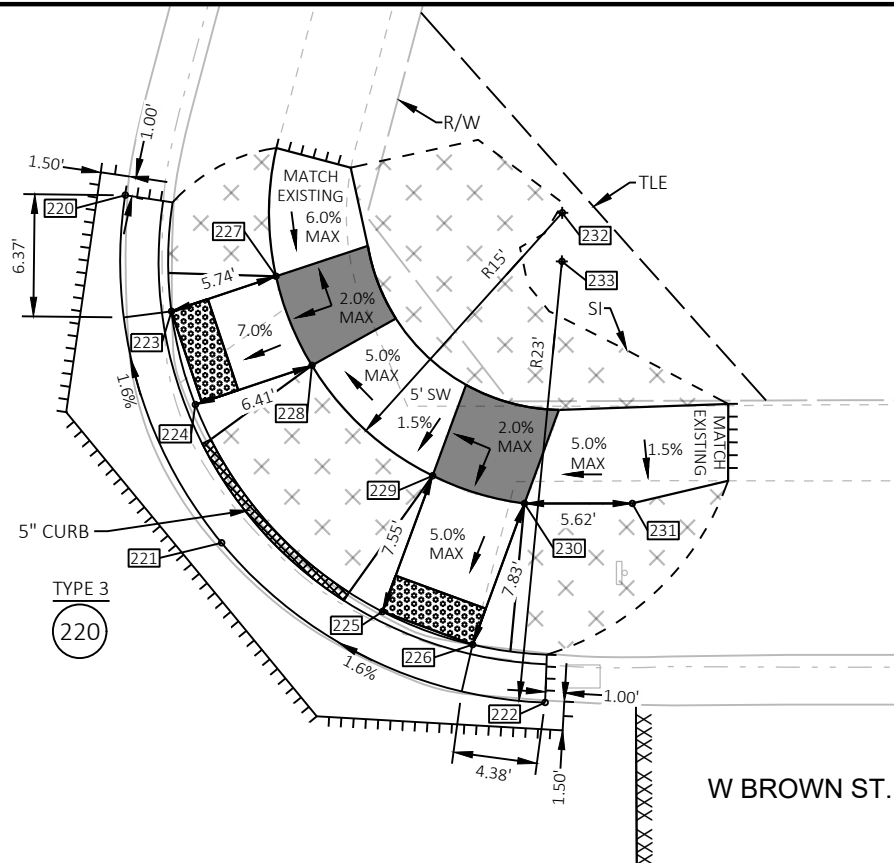
COUNTY: DODGE

PLAN DETAILS - W BROWN STREET CURB RAMPS

SHEET

E

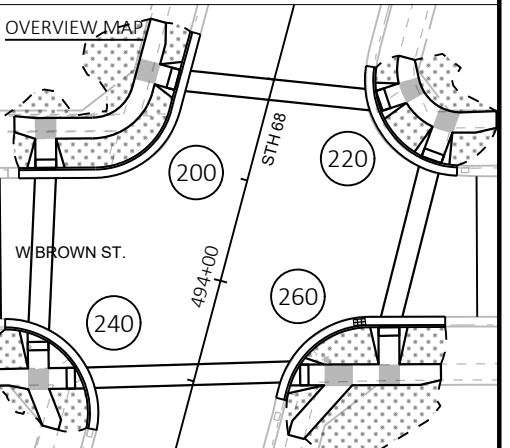
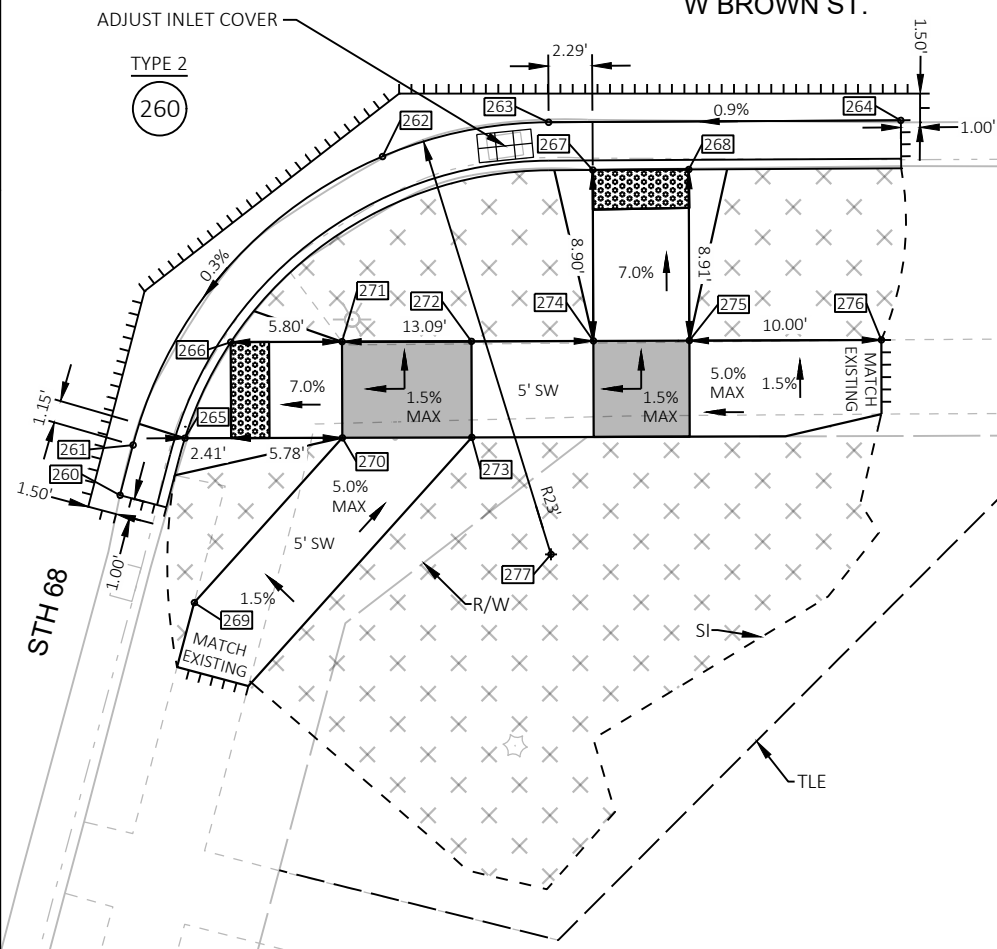
PT	STA	OFF	ELEV
220	494+60.56	20.498'	903.880'
221	494+44.35	30.012'	904.200'
222	494+40.65	48.433'	904.520'
223	494+55.33	24.382'	-
224	494+50.96	26.832'	-
225	494+43.05	39.031'	-
226	494+42.59	44.010'	-
227	494+58.50	29.175'	-
228	494+54.49	32.181'	-
229	494+50.56	39.729'	-
230	494+50.40	44.725'	-
231	494+51.85	50.155'	-
232	494+65.54	42.726'	-
233	494+63.09	43.358'	-



W BROWN ST.

W BROWN ST.

ADJUST INLET COVER



LEGEND

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

PT	STA	OFF	ELEV
260	493+77.86	20.169'	904.351'
261	493+80.56	20.156'	904.359'
262	493+98.42	28.838'	904.435'
263	494+02.37	36.738'	904.518'
264	494+07.20	54.439'	904.689'
265	493+82.49	22.739'	-
266	493+88.04	24.063'	-
267	494+00.56	39.603'	-
268	494+01.88	44.427'	-
269	493+73.45	25.351'	-
270	493+85.58	34.061'	-
271	493+90.40	32.747'	-
272	493+85.86	35.096'	-
273	493+88.07	43.182'	-
274	493+92.88	41.803'	-
275	493+94.19	46.628'	-
276	493+96.82	56.277'	-
277	493+80.67	42.656'	-

PT	STA	OFF	ELEV
100	498+13.07	-51.534'	900.290'
101	498+17.18	-36.232'	900.489'
102	498+19.75	-30.311'	900.575'
103	498+38.26	-19.933'	900.694'
104	498+38.42	-19.932'	900.694'
105	498+51.02	-19.834'	900.599'
106	498+16.78	-47.355'	-
107	498+18.08	-42.523'	-
108	498+40.88	-22.413'	-
109	498+46.07	-22.373'	-
110	498+19.35	-53.218'	-
111	498+20.65	-48.388'	-
112	498+21.94	-43.559'	-
113	498+23.45	-37.914'	-
114	498+31.51	-28.061'	-
115	498+40.92	-28.072'	-
116	498+46.11	-28.072'	-
117	498+38.43	-41.932'	-

LEGEND

- LEVEL LANDING
- DETECTABLE WARNING FIELD
- REDUCED CURB HEIGHT (2-INCH MINIMUM)
- SAW CUT - CONCRETE
- SAW CUT - ASPHALT

W JEFFERSON ST.

W JEFFERSON ST.

PT	STA	OFF	ELEV
140	497+82.98	-47.442'	900.183'
141	497+62.45	-19.928'	900.433'
142	497+81.16	-42.760'	-
143	497+80.74	-37.778'	-
144	497+69.81	-24.190'	-
145	497+65.03	-22.707'	-
146	497+75.78	-48.267'	-
147	497+75.33	-43.287'	-
148	497+74.70	-38.324'	-
149	497+68.20	-30.095'	-
150	497+63.43	-28.612'	-
151	497+61.68	-41.915'	-



STH 68

STH 68

TYPE 3
100

STH 68

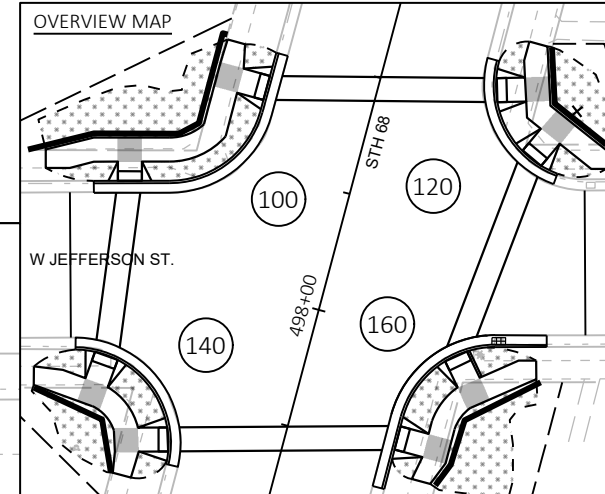
W JEFFERSON ST.

W JEFFERSON ST.

TYPE 3
160

STH 68

PT	STA	OFF	ELEV
120	498+61.35	20.439'	900.915'
121	498+39.62	39.360'	901.072'
122	498+39.90	47.081'	901.260'
123	498+57.73	23.274'	-
124	498+52.96	24.797'	-
125	498+44.51	32.423'	-
126	498+42.51	37.006'	-
127	498+59.43	29.030'	-
128	498+54.66	30.552'	-
129	498+49.94	34.964'	-
130	498+47.94	39.546'	-
131	498+61.40	42.439'	-



PT	STA	OFF	ELEV
160	497+69.04	20.280'	900.708'
161	497+84.46	20.201'	900.828'
162	497+93.27	22.090'	900.899'
163	498+05.39	35.034'	901.292'
164	497+77.55	22.739'	-
165	497+82.54	22.712'	-
166	497+98.01	28.195'	-
167	498+01.18	32.064'	-
168	497+77.53	28.727'	-
169	497+82.53	28.741'	-
170	497+93.44	32.088'	-
171	497+96.56	35.999'	-
172	498+02.09	42.923'	-
173	497+84.24	42.699'	-



PROJECT NO: 6070-02-60

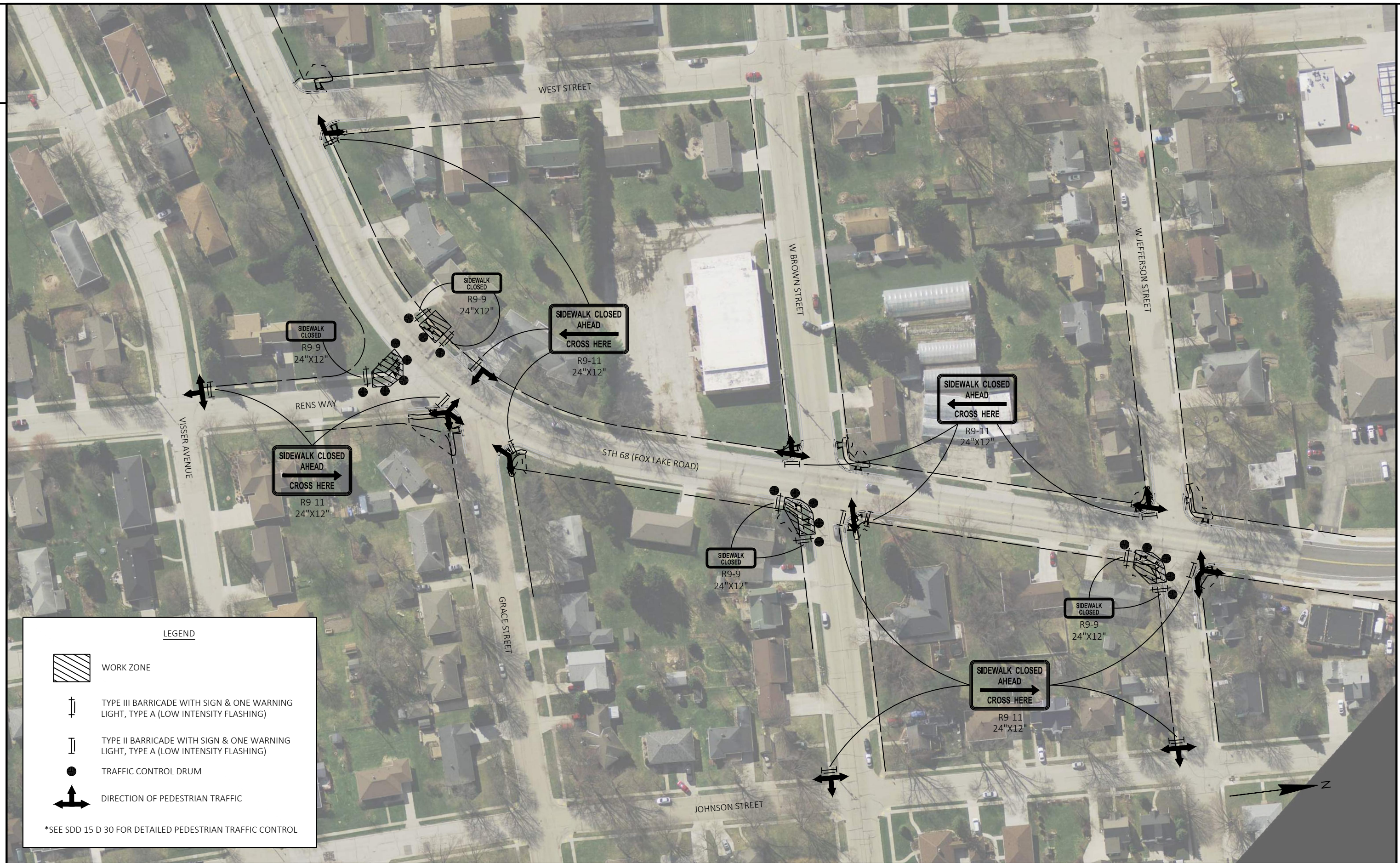
HWY: STH 68

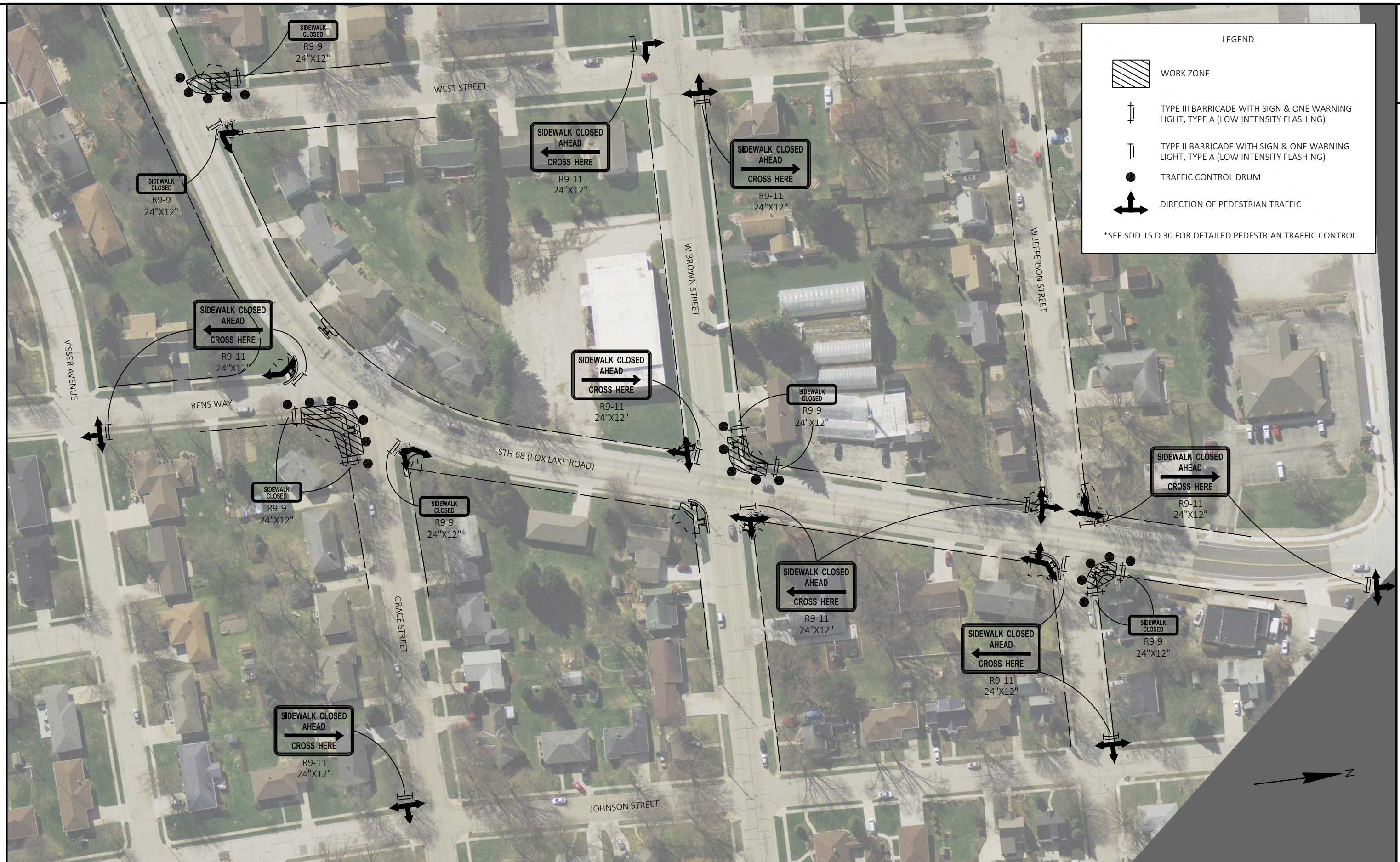
COUNTY: DODGE

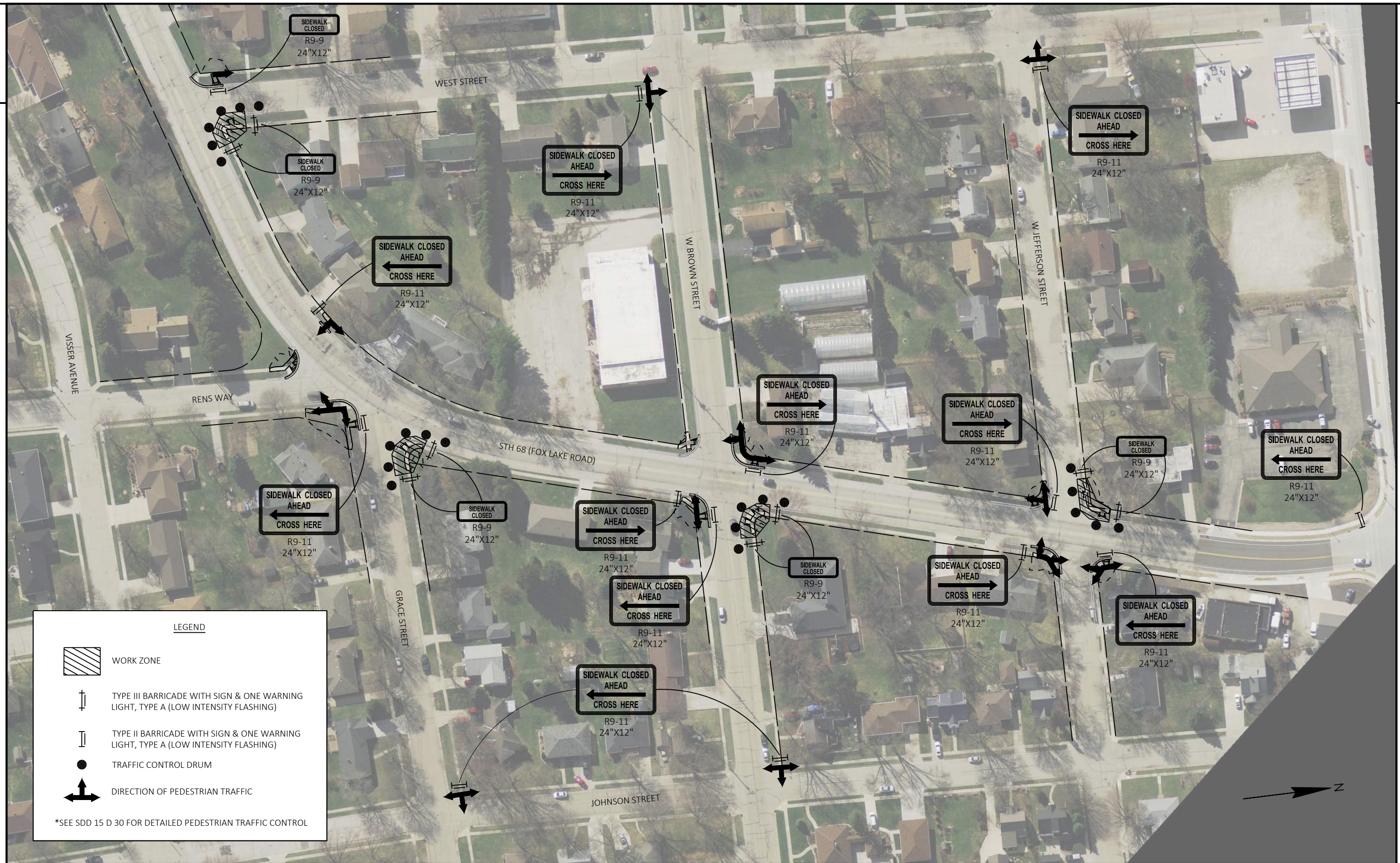
PLAN DETAILS - W JEFFERSON STREET CURB RAMPS

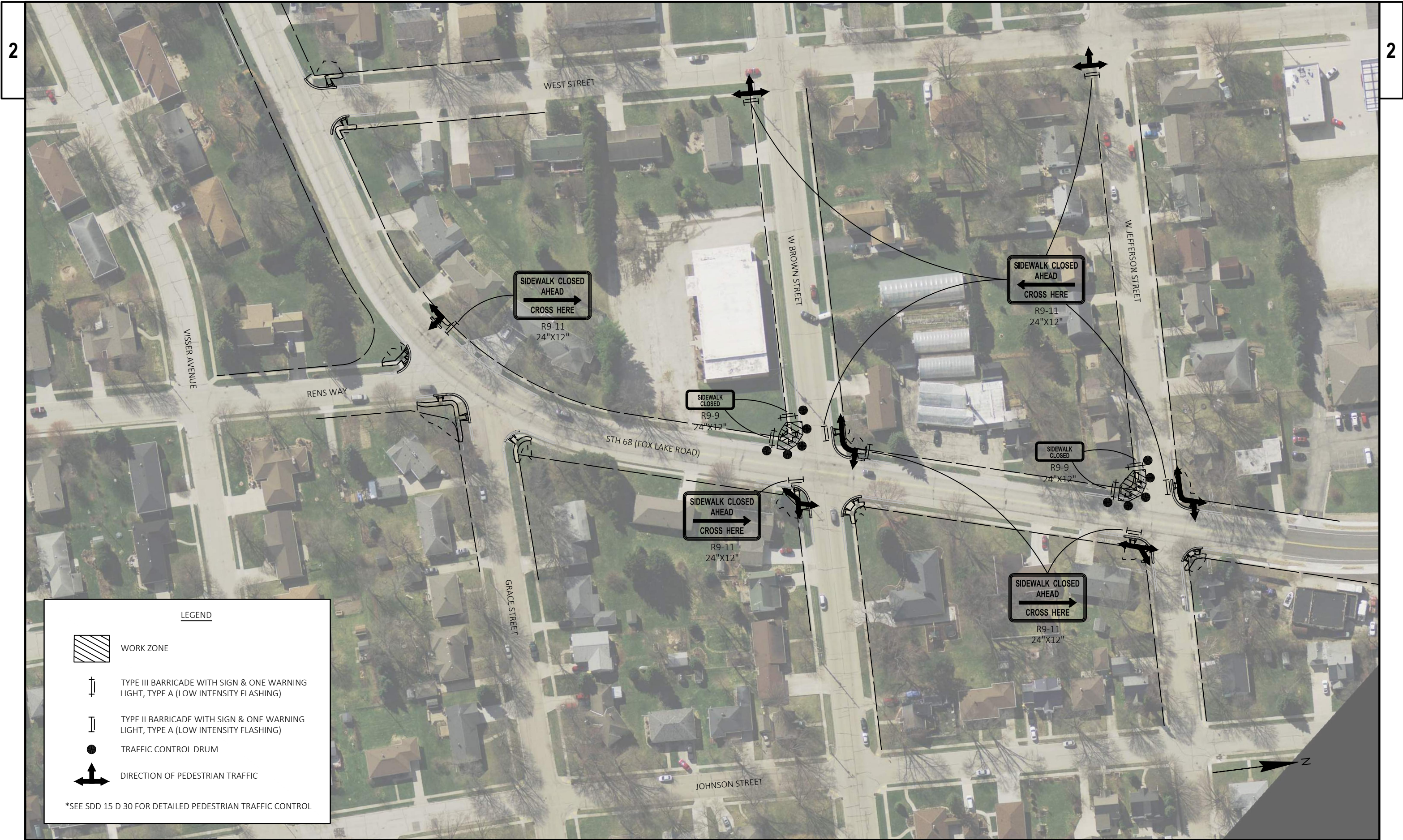
SHEET

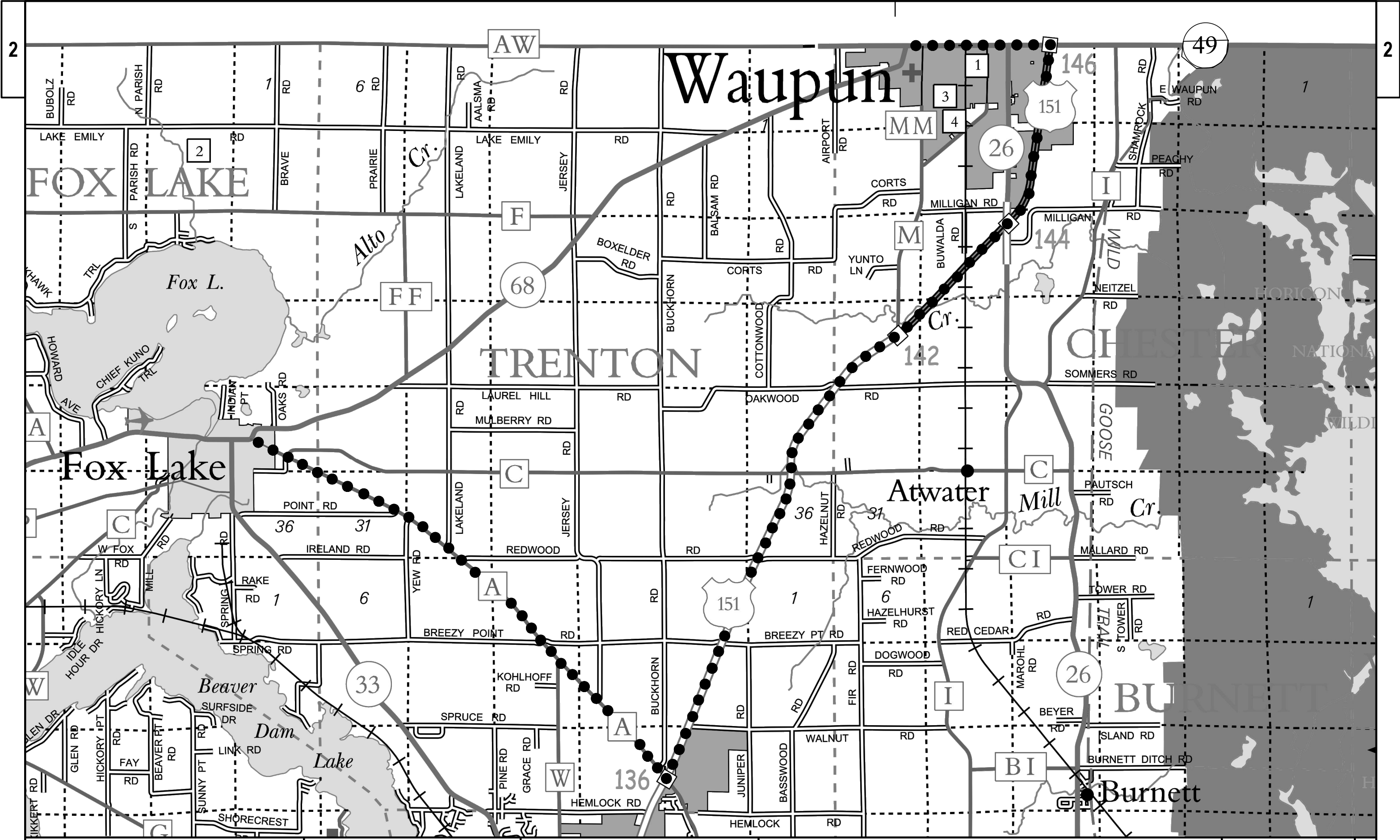
E











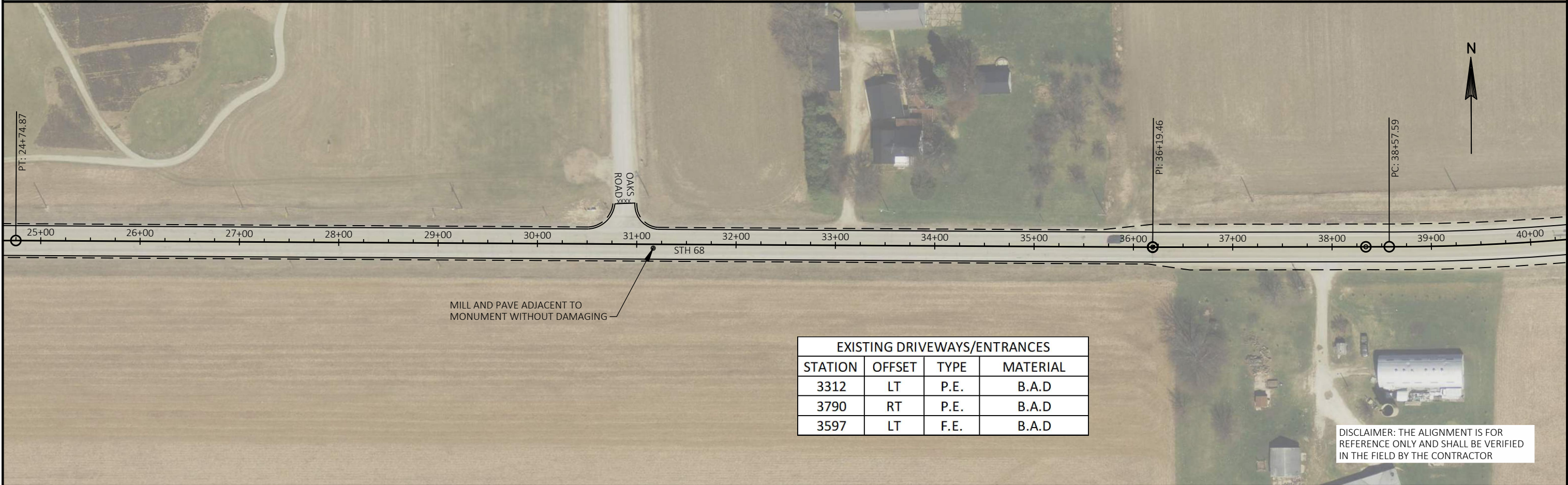
PROJECT NO: 6070-02-60	HWY: STH 68	COUNTY: DODGE	DETOUR	SHEET	E
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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
21+25	LT	P.E.	B.A.D

* Driveways/entrances in areas with curb and gutter are not listed in table above

DISCLAIMER: THE ALIGNMENT IS FOR REFERENCE ONLY AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR

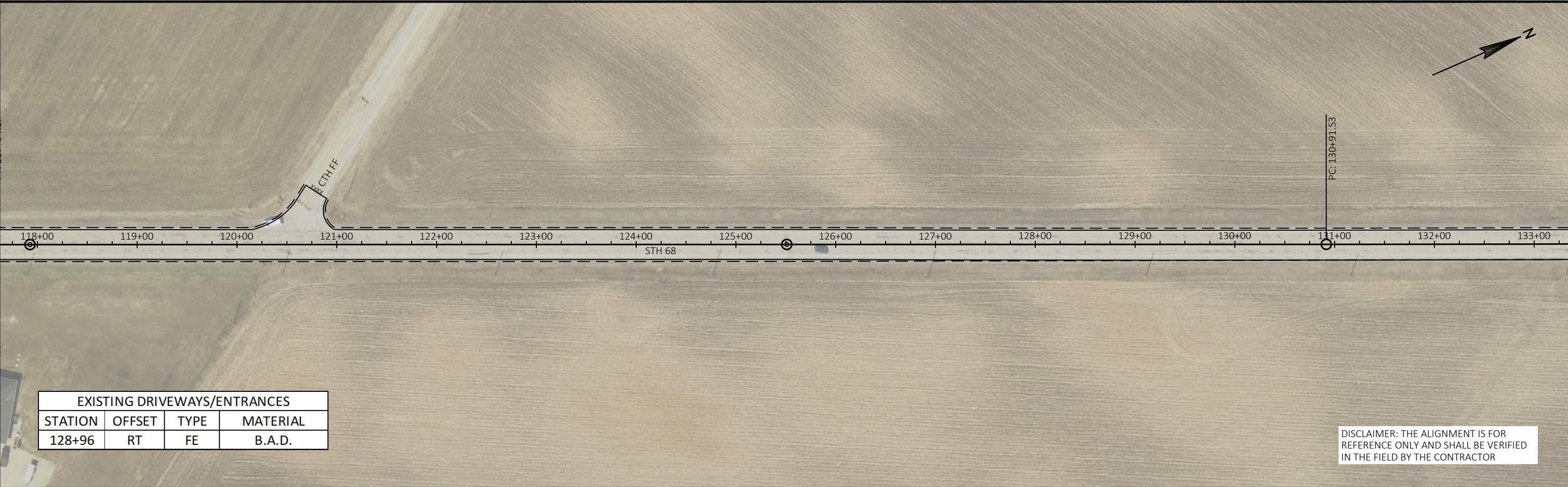


EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
3312	LT	P.E.	B.A.D
3790	RT	P.E.	B.A.D
3597	LT	F.E.	B.A.D

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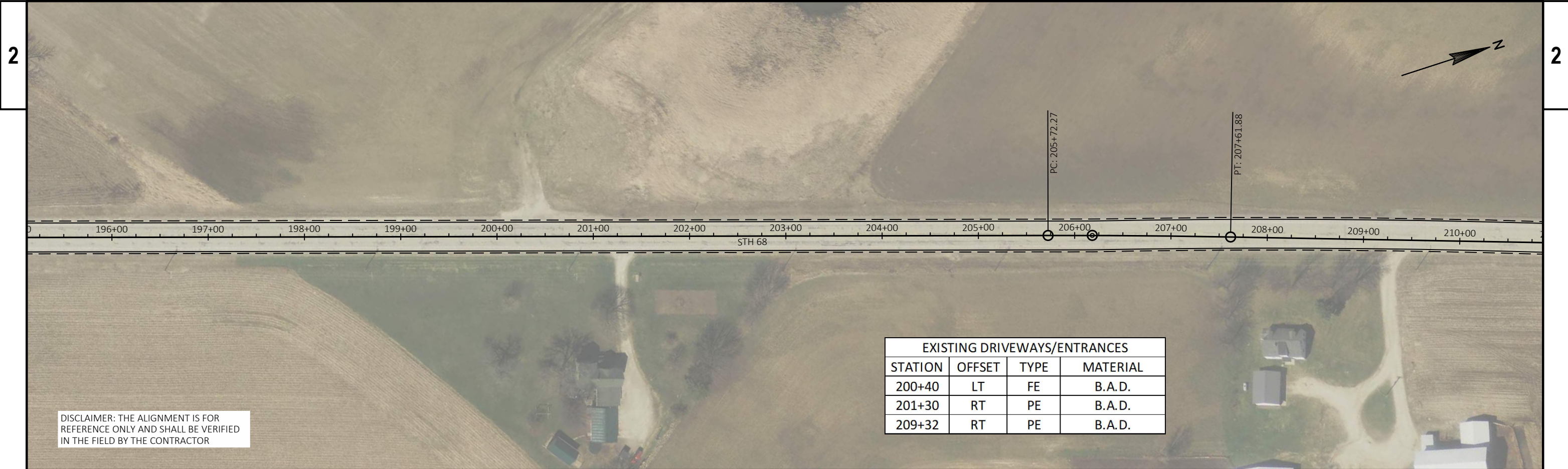


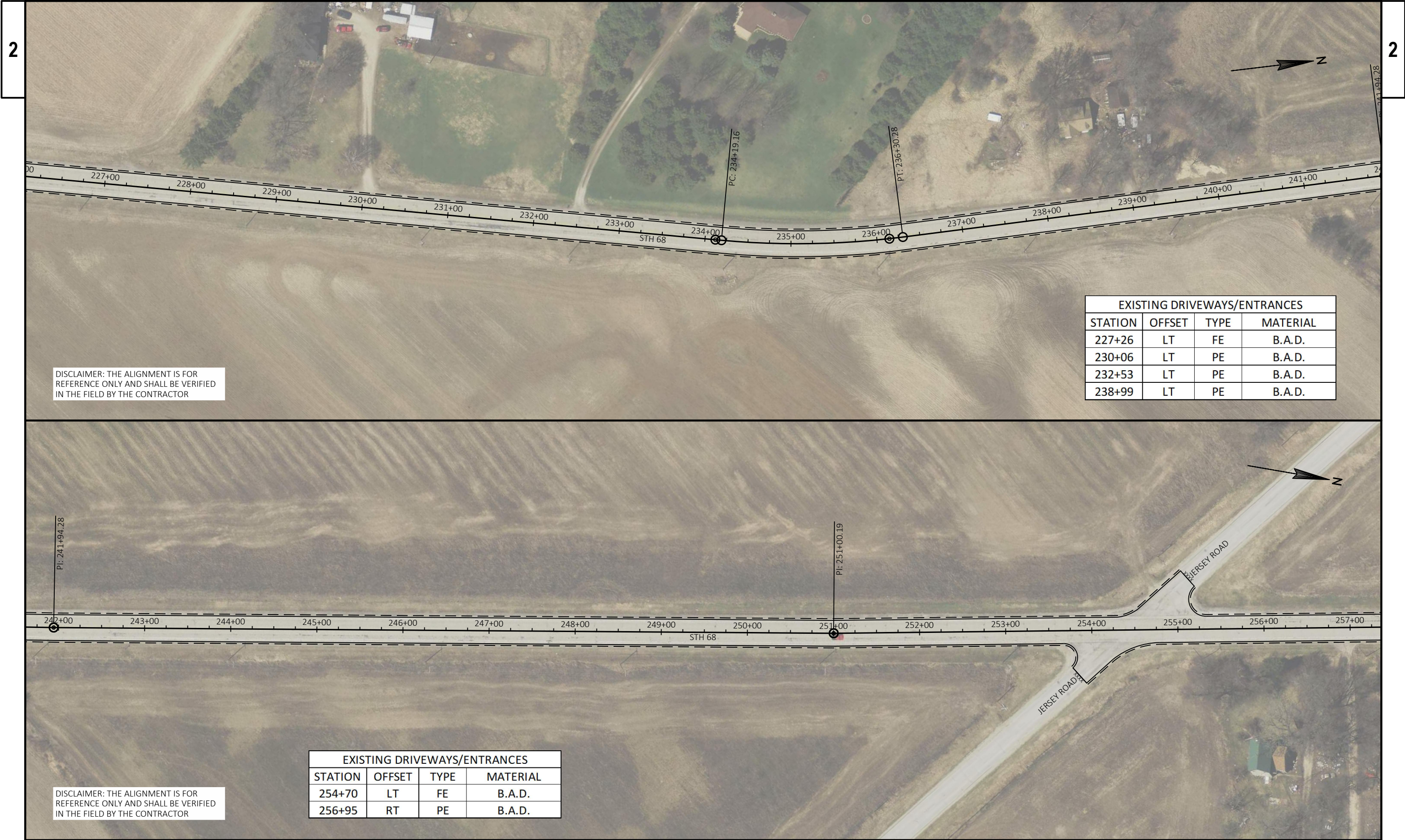












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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
227+26	LT	FE	B.A.D.
230+06	LT	PE	B.A.D.
232+53	LT	PE	B.A.D.
238+99	LT	PE	B.A.D.

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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
254+70	LT	FE	B.A.D.
256+95	RT	PE	B.A.D.



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
302+68	RT	PE	B.A.D.



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
307+48	RT	FE	B.A.D.
307+68	LT	FE	B.A.D.
309+27	LT	PE	ASPHALT
310+78	RT	PE	B.A.D.
311+32	LT	PE	ASPHALT
311+93	RT	PE	B.A.D.
314+90	RT	PE	B.A.D.
315+06	LT	FE	B.A.D.





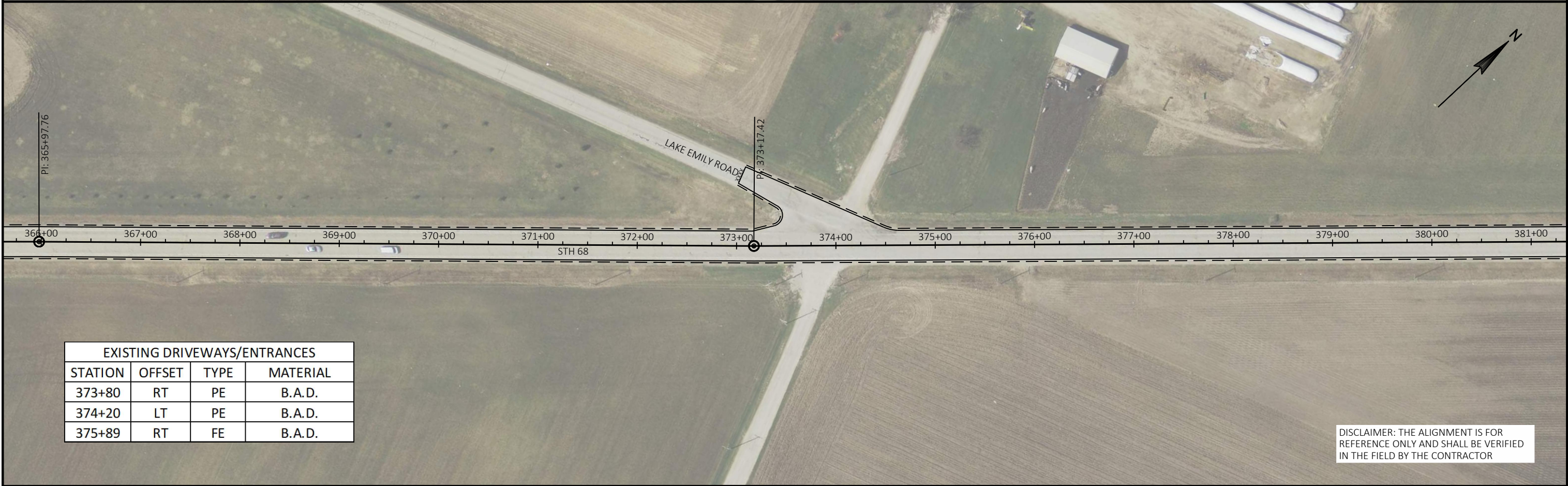
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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
333+48	RT	FE	B.A.D.
333+48	LT	PE	B.A.D.

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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
341+56	LT	FE	B.A.D.
341+56	RT	FE	B.A.D.
346+32	RT	FE	B.A.D.

EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
357+56	RT	PE	ASPHALT
358+78	LT	FE	B.A.D.



EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
373+80	RT	PE	B.A.D.
374+20	LT	PE	B.A.D.
375+89	RT	FE	B.A.D.

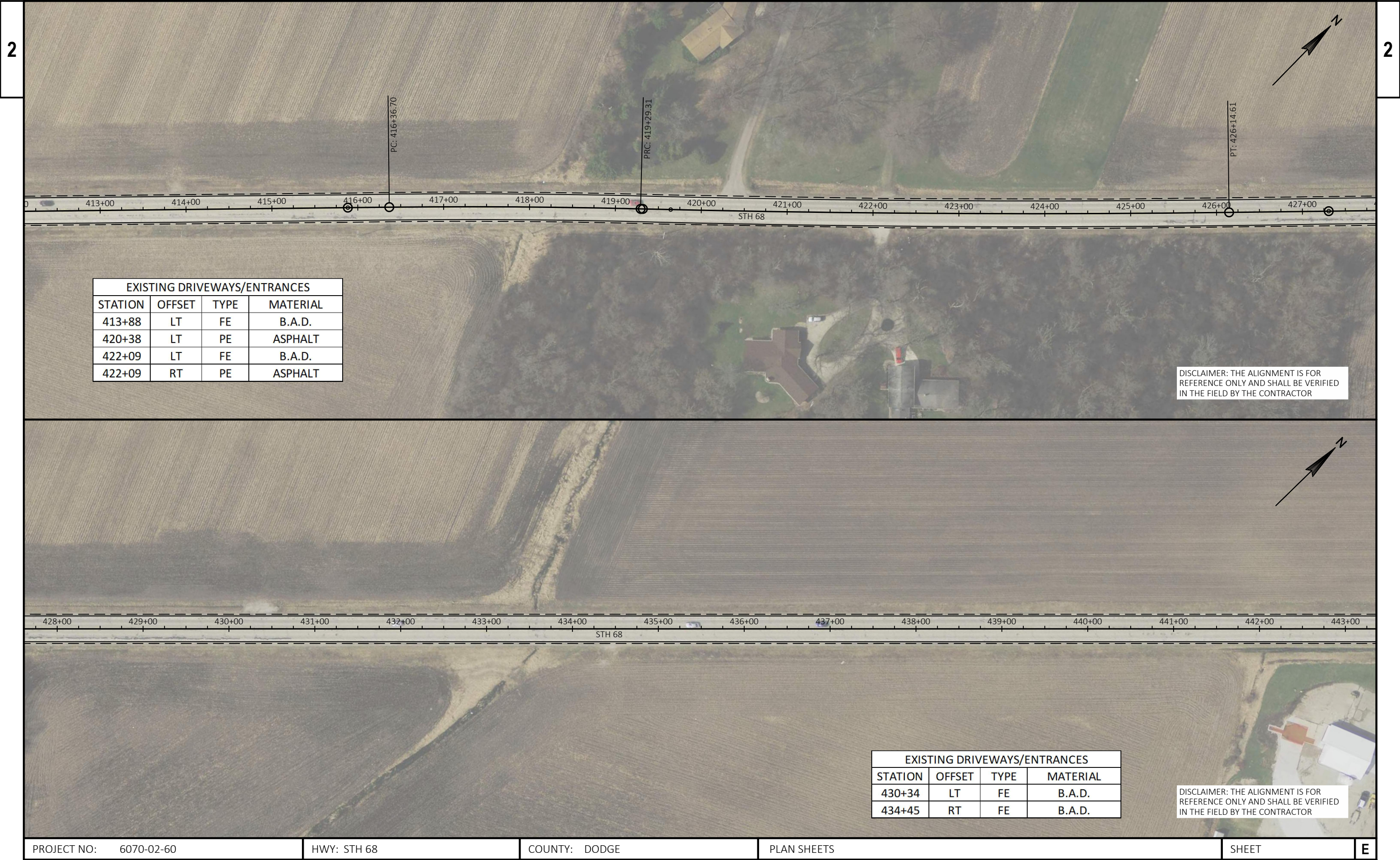


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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
389+66	LT	FE	B.A.D.
394+30	RT	PE	B.A.D.
396+73	RT	PE	B.A.D.

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EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
403+73	LT	FE	B.A.D.
409+65	LT	PE	B.A.D.
409+42	RT	PE	ASPHALT







EXISTING DRIVEWAYS/ENTRANCES			
STATION	OFFSET	TYPE	MATERIAL
478+21	LT	PE	B.A.D.
478+84	LT	PE	ASPHALT
479+48	RT	CE	ASPHALT
479+90	LT	PE	B.A.D.
480+60	LT	PE	B.A.D.
481+85	LT	PE	ASPHALT
482+57	RT	CE	ASPHALT
482+74	LT	PE	B.A.D.
482+87	LT	PE	ASPHALT

* Driveways/entrances in areas with curb and gutter are not listed in table above

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