

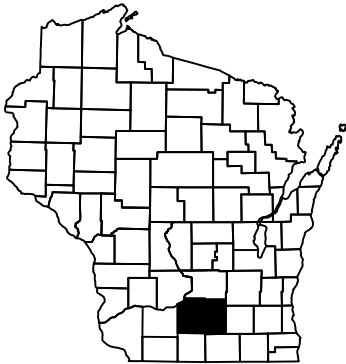
PROJECT ID: 6085-02-74

COUNTY: DANE

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. (2018)	=	19,900
A.A.D.T. (2038)	=	24,500
D.H.V.	=	2400
D.D.	=	59/41
T.	=	5.8%
DESIGN SPEED	=	35 MPH
ESALS	=	3,400,000

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

WAUNAKEE - SUN PRAIRIE

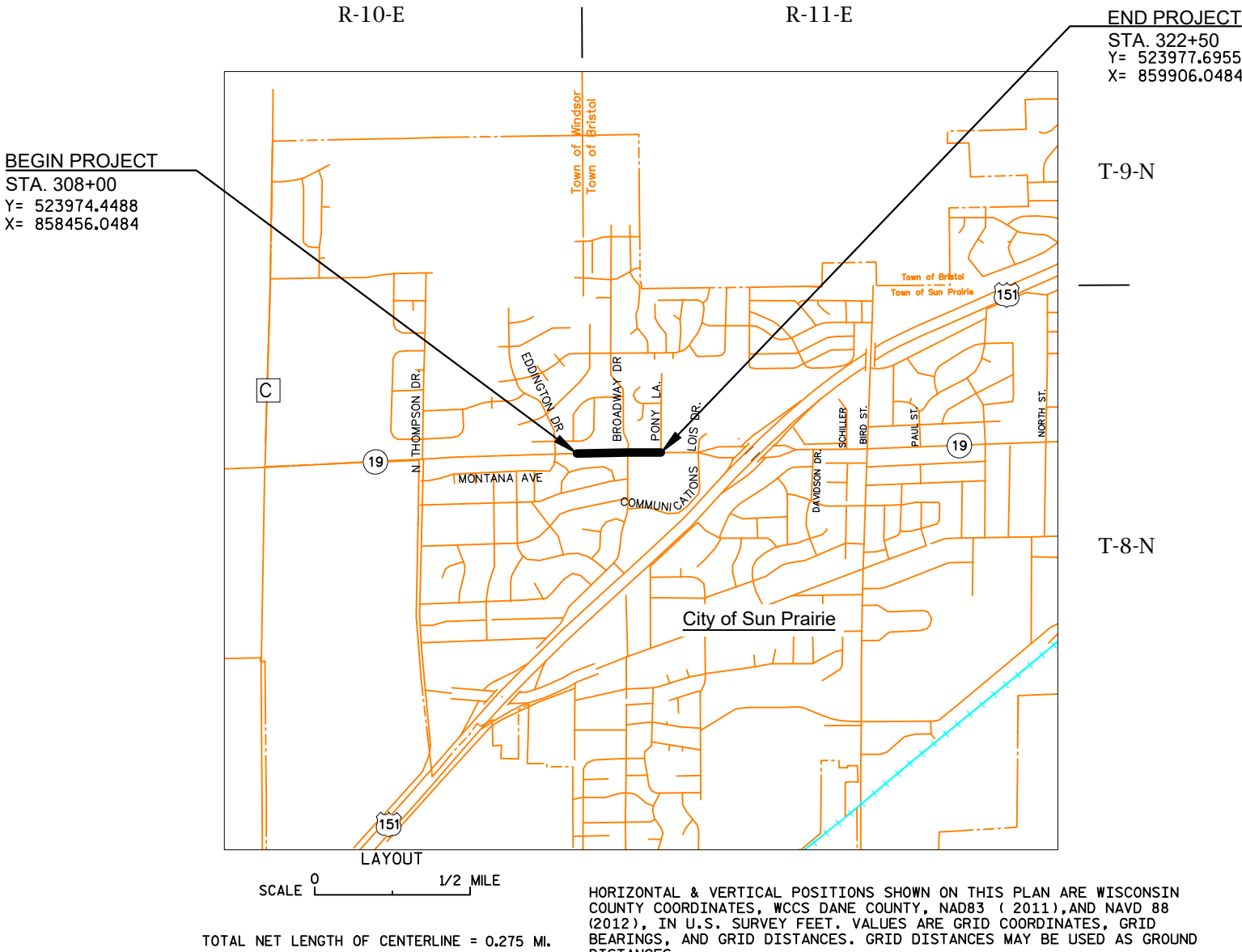
BROADWAY DRIVE INTERSECTION

STH 19
DANE COUNTY

STATE PROJECT NUMBER
6085-02-74

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6085-02-74		

FEBRUARY 14, 2018
PLAN APPROVED FOR
DESIGN OF UTILITY
ADJUSTMENTS.



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	ROBERT A. TALARCZYK
Designer	EMRAN BHUIYAN
Project Manager	JIM SIMPSON
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	KURT JOHNSON
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

E

GENERAL NOTES

AN EXPANSION FACTOR OF 1.42 SHOULD BE USED IN EARTHWORK CALCULATIONS.
HMA PAVEMENT WEIGHT CALCULATION CONVERSION TO 112 LB/SY/IN.
PLACE THE 4' OF ASPHALTIC SURFACE ON BROADWAY DRIVE IN TWO LAYERS. 1.75" UPPER LAYER AND 2.25" LOWER LAYER.
PLACE THE 3.5" OF ASPHALTIC SURFACE TEMPORARY ON STH 19 IN ONE LAYER.
PLACE THE 3" OF ASPHALTIC SURFACE ON THE BIKE PATH IN ONE OR TWO LAYER.
APPLY TACK COAT TO THE PAVEMENT SURFACE AND BETWEEN ASPHALT LAYERS(0.05 GAL/SY BETWEEN LAYERS OF NEW HMA PAVEMENT & 0.07 GAL/SY PLACED ON EXISTING & MILLED SURFACE).
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, BIKE OR PARKING LANE.
THE LOCATIONS OF THE EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE.
THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. 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.
THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES.
THE CONTRACTOR IS RESPONSIBLE FOR SEEDING, MULCHING & FERTILIZING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
THE EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE ENGINEER SHALL CONFIRM THE LOCATION OF EROSION CONTROL ITEMS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. AT THAT TIME, THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION CONTROL ITEM INCIDENTAL TO THE COST OF THE RESPECTIVE BID ITEM.
NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.
LOCATIONS SHOWN ON THE STORM SEWER SHEETS FOR THE INLETS, MANHOLES ARE BY STATION & OFFSET TO THE CENTER OF STRUCTURE.
DURING PAVING OPERATIONS CONSTRUCT ROADWAY CONSISTANT WITH THE PLAN TYPICAL SECTIONS AND PLAN OPERATIONS TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.
SAWCUTS AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.
FILL QUANTITIES HAVE BEEN EXPANDED BY THE FACTOR OF 1.25 ON YARDAGE SHEETS.
A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE. THE ENGINEER WILL REVIEW SIGN LOCATIONS PRIOR TO INSTALLATION.
CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED.
CURB AND GUTTER GRADES AND OFFSETS ARE TO THE FLANGE.
THE ENGINEER WILL ADJUST CURB & GUTTER ELEVATIONS TO FIT FIELD CONDITIONS.
UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE REFERENCED FROM   STH 19
EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD.
TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. NO WORK MAY BEGIN UNTIL PROPER TRAFFIC CONTROL DEVICES ARE PLACED AND APPROVED BY THE ENGINEER.
ALL EXCAVATIONS AND OFFSETS SHOWN IN THE PLAN SHALL BE VERIFIED IN THE FIELD.
EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT INFORMATION WHERE AVAILABLE.

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ORDER OF SECTION 2 DETAIL SHEETS:

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTION
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- EROSION CONTROL
- PERMANENT SIGNING
- PAVEMENT MARKING
- TRAFFIC CONTROL

CONTACTS

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DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

STANDARD ABBREVIATIONS

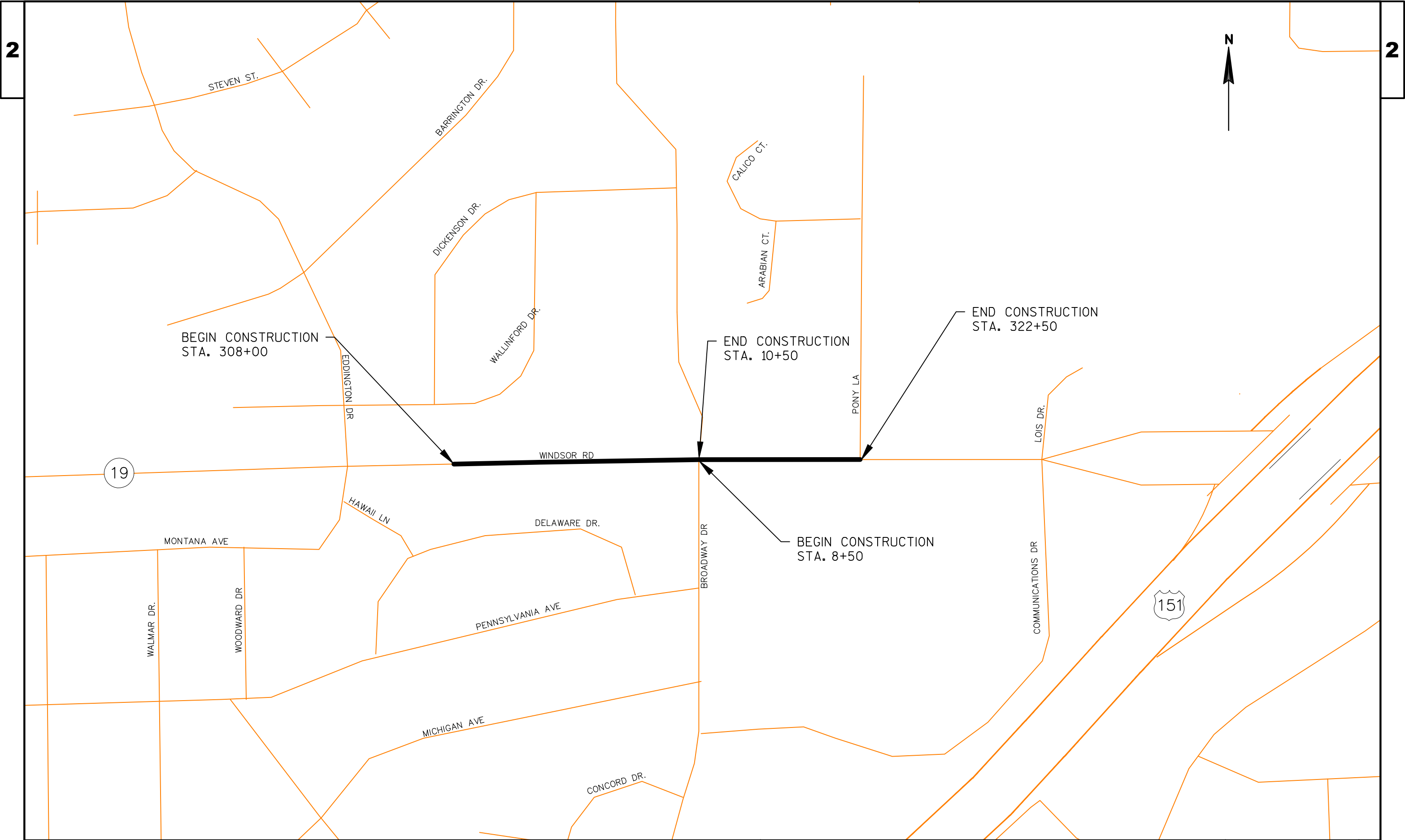
AP ACCESS POINT
AC ACRE
ADJ ADJUST
AECPRC APRON ENDWALLS FOR CULVERT
PIPE REINFORCED CONCRETE
AH AHEAD
AC ASPHALT CEMENT
ASPH ASPHALTIC
ACP ASPHALTIC CONCRETE PAVEMENT
AVG AVERAGE
ADT AVERAGE DAILY TRAFFIC
AV AVENUE
APPROX. APPROXIMATELY
ALUM ALUMINUM
ABUT ABUTMENT
AGG AGGREGATE
AADT ANNUAL AVERAGE DAILY TRAFFIC
ALI ALIGNMENT
BF BACK FACE
BL BASE LINE
BK BACK
BAD BASE AGGREGATE DENSE
BM BENCH MARK
BG BEAM GUARD/GUARD RAIL
CB CATCH BASIN
C/L CENTER LINE
C/L CONST CENTER LINE CONSTRUCTION
△ CENTRAL ANGLE OR DELTA
CL CLASS
CMCP CORRUGATED METAL CULVERT PIPE
CTH COUNTY TRUNK HIGHWAY
CABC CRUSHED AGGREGATE BASE COURSE
CFS CUBIC FEET PER SECOND
CY CUBIC YARD
CP CULVERT PIPE
CPCS CULVERT PIPE CORRUGATED STEEL
CPRC CULVERT PIPE REINFORCED CONCRETE
CPRCHE CULVERT PIPE REINFORCED CONCRETE
HORIZONTAL ELLIPTICAL
CT COURT
CIR CIRCLE
CS CONCRETE SIDEWALK
CMSL CONCRETE MEDIAN SLOPE NOSE
CE COMMERCIAL ENTRANCE
CSM CERTIFIED SURVEY MAP
COR CORNER
CC CENTER TO CENTER
CONC CONCRETE
CO COUNTY
CUL CULVERT
C&G CURB & GUTTER
DHV DESIGN HOUR VOLUME
DIA DIAMETER
DD DIRECTIONAL DISTRIBUTION
DWY DRIVEWAY
DR DRIVE
DOC DOCUMENT
DB DIRECTION BACK
DA DIRECTION AHEAD
DOT DEPARTMENT OF TRANSPORTATION
D DEGREE OF CURVE
X EAST GRID COORDINATE
EA EACH
E ELECTRIC /EAST
EB EASTBOUND
EL ELEVATION
ESALS EQUIVALENT SINGLE AXLE LOADS
EBS EXCAVATION BELOW SUBGRADE
EXIST EXISTING
EBT EXISTING BIKE TRAIL
EXC EXCAVATION
FPS FEET PER SECOND
FERT FERTILIZE
FE FIELD ENTRANCE
FL FLOW LINE
FT FOOT
FO FIBER OPTICS

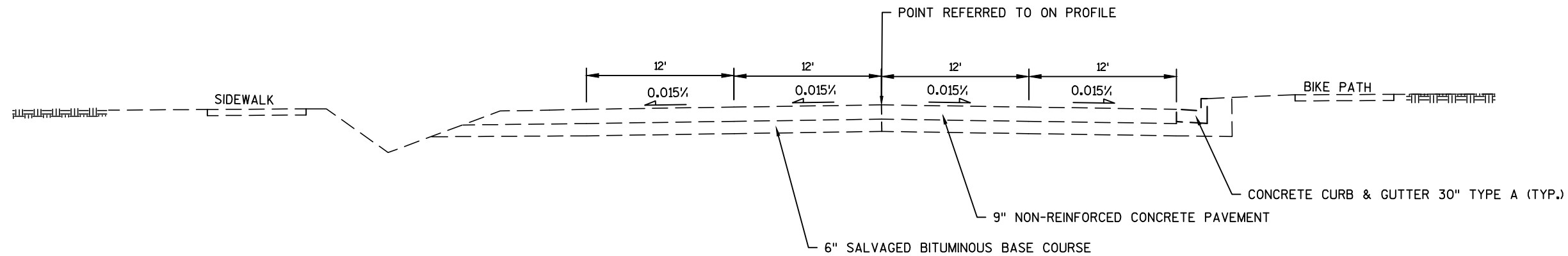
FF FACE TO FACE
FG FINISHED GRADE
FTMS FREEWAY TRAFFIC MANAGEMENT SYSTEM
G/GAS GAS LINE
GN GRID NORTH
GAL GALLON
HES HIGH EARLY STRENGTH
HP HIGH POINT
HW HIGH WATER
HMA HOT MIX ASPHALT
CWT HUNDREDWEIGHT
HYD HYDRANT
HE HIGHWAY EASEMENT
INL INLET
ID INSIDE DIAMETER
INV INVERT
IP IRON PIPE OR PIN
IN INCH
INC INCORPORATED
JT JOINT
JCT JUNCTION
K RATE OF CURVATURE
LT LEFT
LC LENGTH OF CURVE
LF LINEAR FOOT
LP LOW POINT
LA LANE
LB POUND
LLC LIMITED LIABILITY CORPORATION
L LENGTH OF CURVE
L LITTER
LHF LEFT HAND FORWARD
LS LUMP SUM
MH MANHOLE
MAX MAXIMUM
Mgal MEGAGALLON
MPH MILES PER HOUR
MDN MONUMENT
MB MESSAGE BOARD
MLB MAIL BOX
ML MATCH LINE
NOM NOMINAL
NC NORMAL CROWN
N NORTH
Y NORTH GRID COORDINATE
NE NORTHEAST
NW NORTHWEST
NB NORTHBOUND
OPT OPTIONAL
OH OVERHEAD ELECTRIC
OD OUTSIDE DIAMETER
PAVT PAVEMENT
PLE PERMANENT LIMITED EASEMENT
PACS PIPE ARCH CORRUGATED STEEL
PT POINT
PC POINT OF CURVATURE
PI POINT OF INTERSECTION
PT POINT OF TANGENCY
PVC POINT OF VERTICAL CURVE
PVI POINT OF VERTICAL INTERSECTION
PVT POINT OF VERTICAL TANGENCY
PERM PERMANENT
PVC POLYVINYL CHLORIDE
PCC PORTLAND CEMENT CONCRETE
PSF POUNDS PER SQUARE FOOT
PSI POUNDS PER SQUARE INCH
PE PRIVATE ENTRANCE
PGL PROFILE GRADE LINE
PL PROPERTY LINE
PE PROFESSIONAL ENGINEER
PO POST OFFICE
PBT PROPOSED BIKE TRAIL
QTY QUANTITY

Q100 100-YEAR FLOW RATE
R RADIUS
RR RAILROAD
R RANGE
R/L REFERENCE LINE
REINF REINFORCING OR REINFORCEMENT
REQD REQUIRED
RT RIGHT
R/W RIGHT-OF-WAY
RDWY ROADWAY
RN NOSE RADII
RCP REINFORCED CONCRETE PIPE
RM RIM
RDE RESTRICTED DEVELOPMENT EASEMENT
RHF RIGHT HAND FORWARD
RCCP REINFORCED CONCRETE CULVERT PIPE
SEC SECTION
SHLDR SHOULDER
S SOUTH
SB SOUTHBOUND
SE SOUTH EAST
SQ SQUARE
SF SQUARE FEET
SW SIDEWALK
SY SQUARE YARD
SDD STANDARD DETAIL DRAWINGS
STA STATION
SS STORM SEWER
SSPRC STORM SEWER PIPE REINFORCED CONCRETE
ST STREET
STR STRUCTURE OR STRUCTURAL
SW SOUTHWEST
SE SUPERELEVATION
SP SPECIAL PROVISION
STSP STANDARD SPACIFICATIONS
SL SURVEY LINE
STH STATE TRUNK HIGHWAYS
TEMP TEMPORARY
TI TEMPORARY INTEREST
TLE TEMPORARY LIMITED EASEMENT
t TON
T TOWN
T/L TRANSIT LINE
T TRUCKS (PERCENT OF)
TYP TYPICAL
TEL TELEPHONE
USH UNITED STATES HIGHWAY
UG UNDERGROUND
VAR VARIABLE
V VELOCITY OF DESIGN SPEED
VERT VERTICAL
VC VERTICAL CURVE
VOL VOLUME
VPI VERTICAL POINT OF INTERSECTION
VCL VERTICAL CURVE LENGTH
VPC VERTICAL POINT OF CURVATURE
W WATER
WM WATER MAIN
WV WATER VALVE
W WEST
WB WESTBOUND
WSOR WISCONSIN AND SOUTHERN RAILROAD
YD YARD

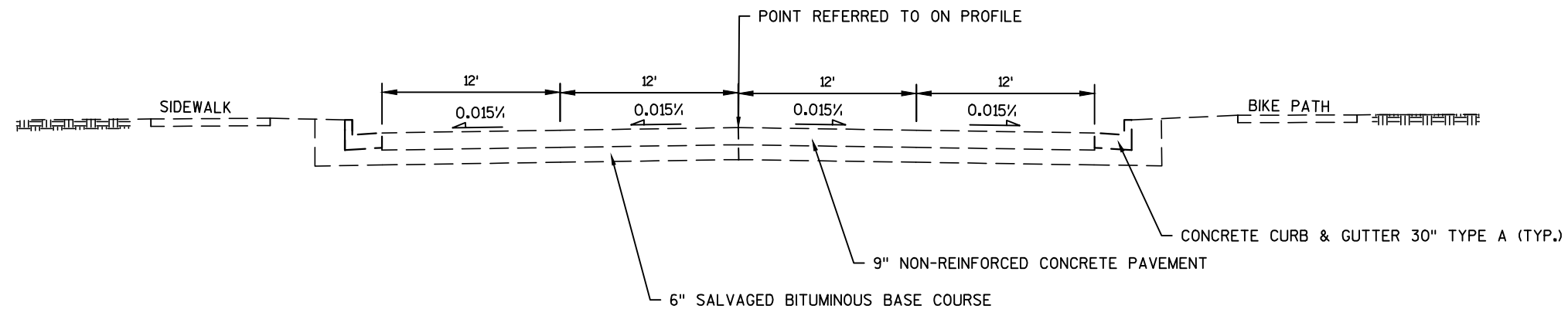
UTILITY/COMMUNICATION LINE ABBREVIATIONS

AE ALLIANT ENERGY - ELECTRIC
ATC AMERICAN TRANSMISSION COMPANY - ELECTRIC
CC-FO CHARTER - FIBRE OPTICS
CC-T CHARTER - TELEPHONE
FC-FO FRONTIER- FIBRE OPTICS
FC-T FRONTIER - TELEPHONE
TDS-FO TDS FIBRE OPTICS
SPE SUN PRAIRIE - ELECTRIC
SPW SUN PRAIRIE - WATER
SPSN SUN PRAIRIE - SANITARY
SPS SUN PRAIRIE - STORM SEWER
WEG WE ENERGIES - GAS

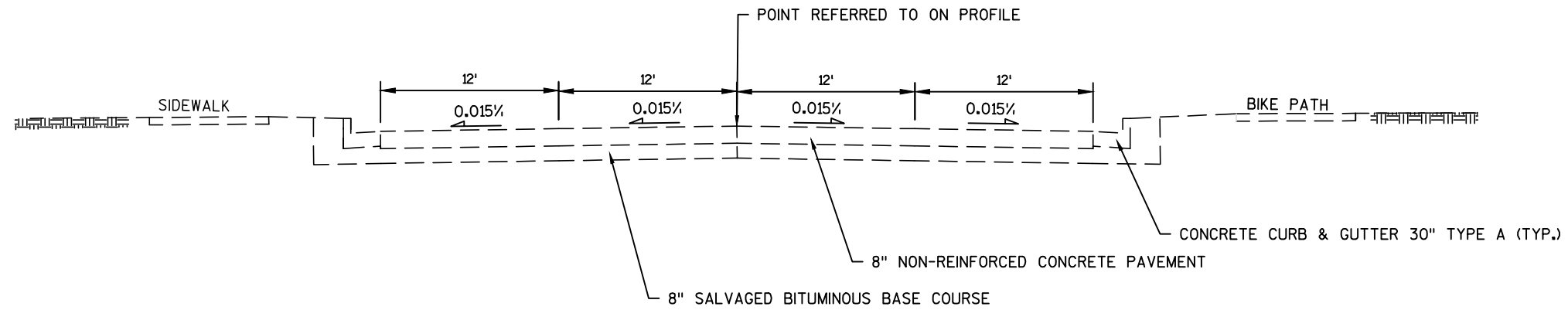




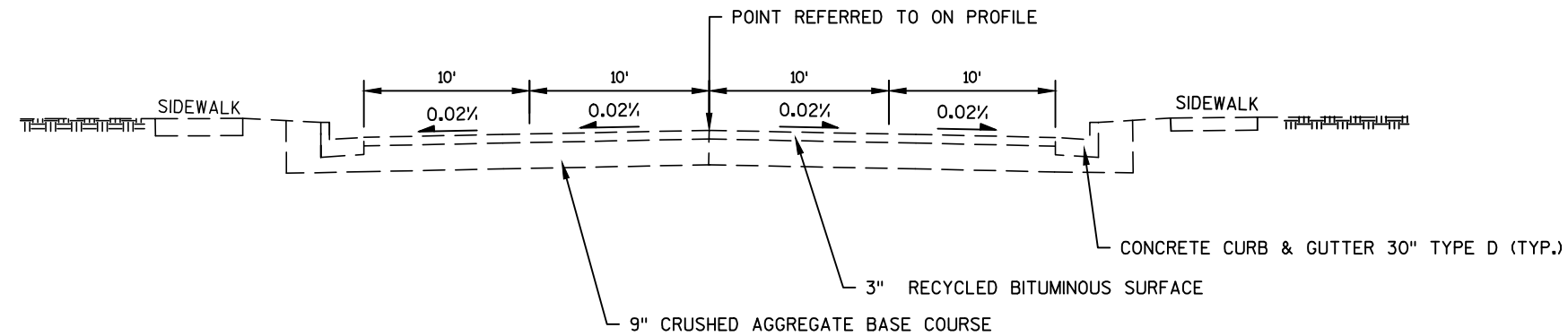
EXISTING TYPICAL SECTION
STH 19
STA 308+00 TO STA 311+00



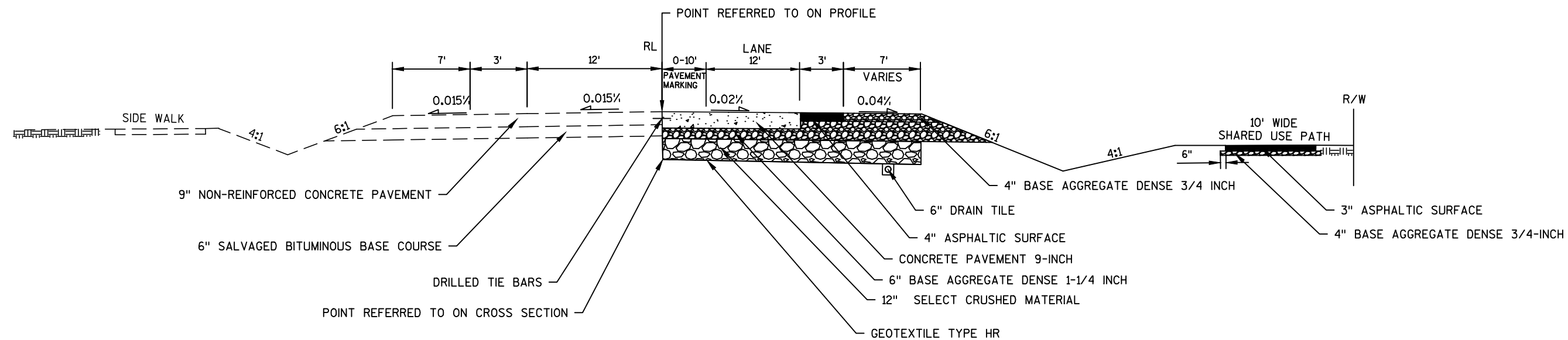
EXISTING TYPICAL SECTION
STH 19
STA 311+00 TO STA 316+00



EXISTING TYPICAL SECTION
STH 19
STA 316+00 TO STA 322+50

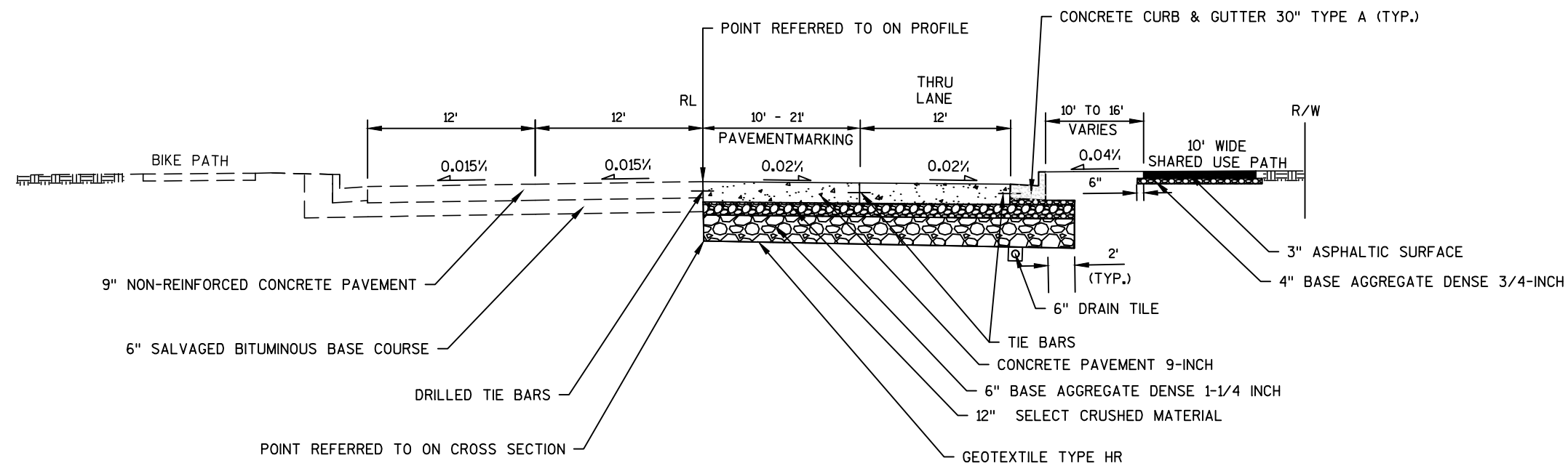


EXISTING TYPICAL SECTION
BROADWAY DRIVE
STA 8+50 TO STA 10+50



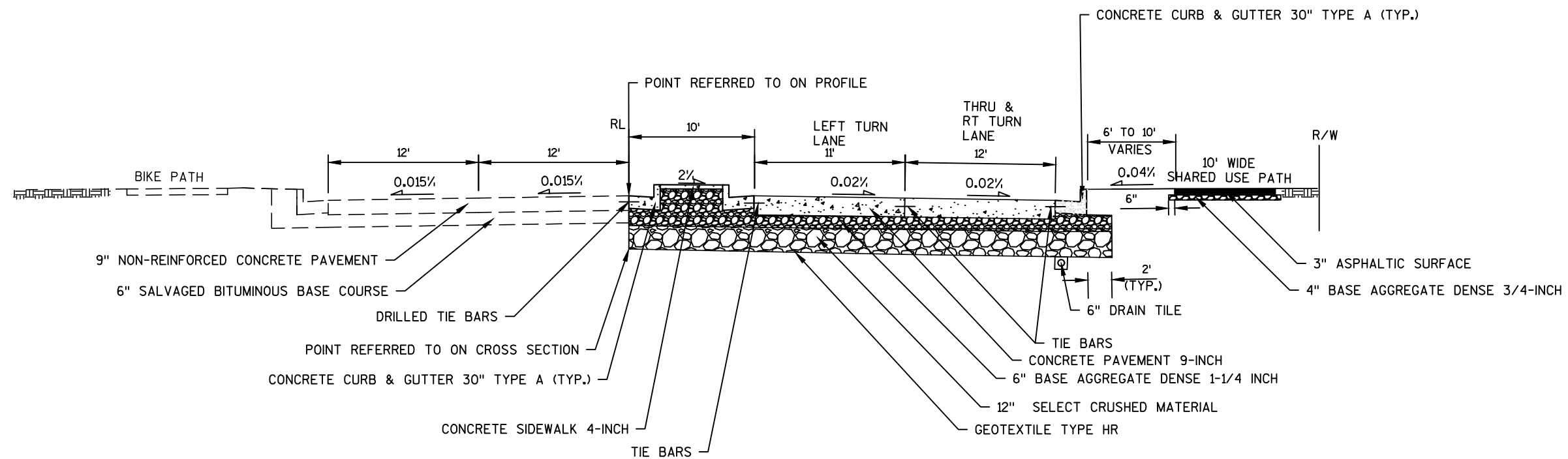
PROPOSED TYPICAL SECTION

STH 19 (BEFORE INTERSECTION)
STA 308+00 TO STA 310+00

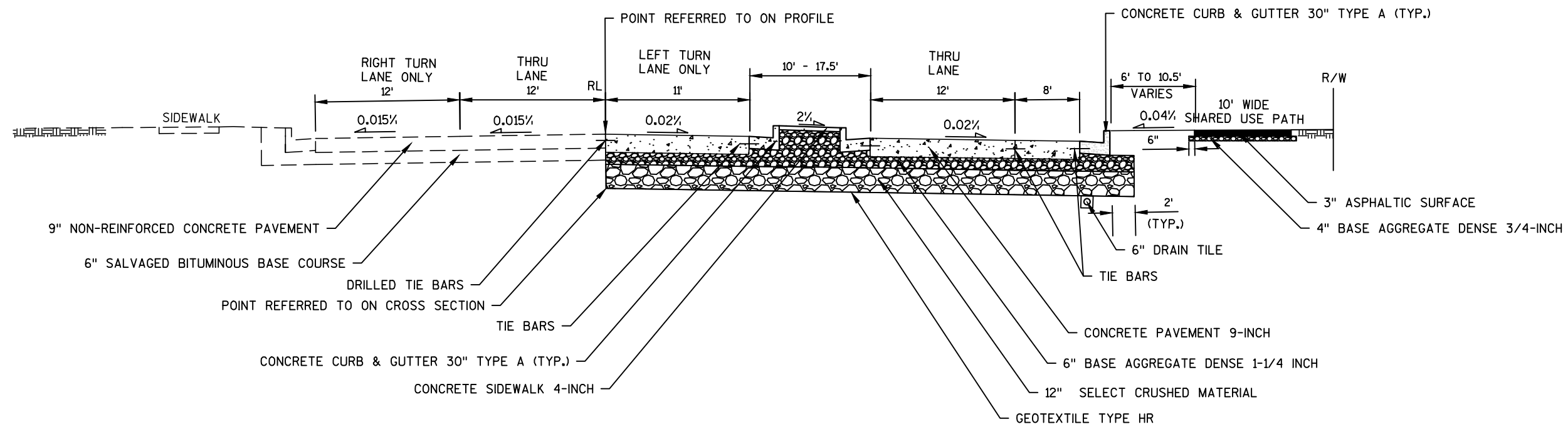


PROPOSED TYPICAL SECTION

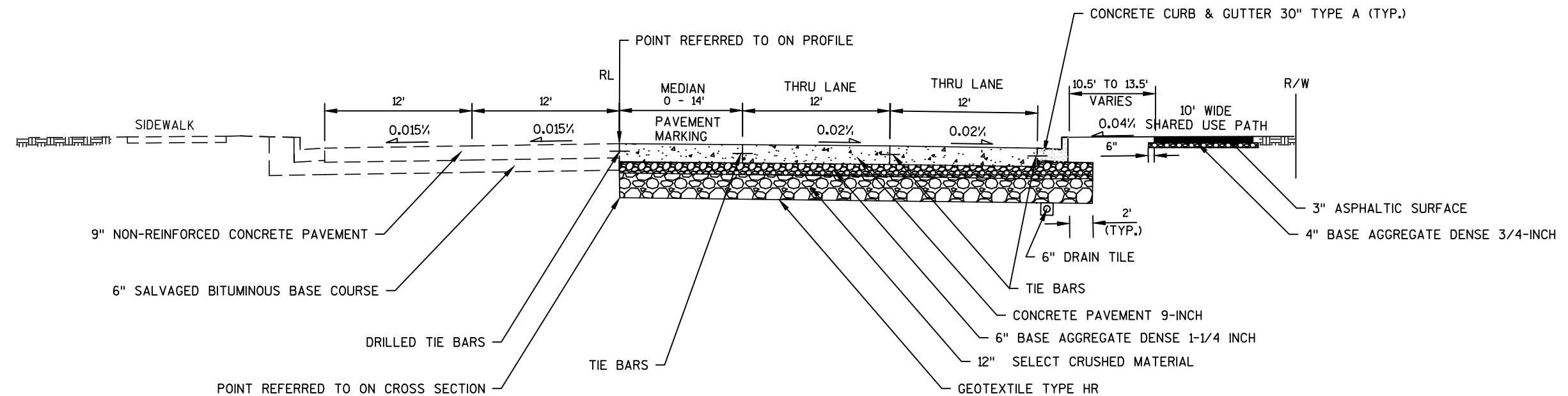
STH 19 (BEFORE INTERSECTION)
STA 310+00 TO STA 312+80



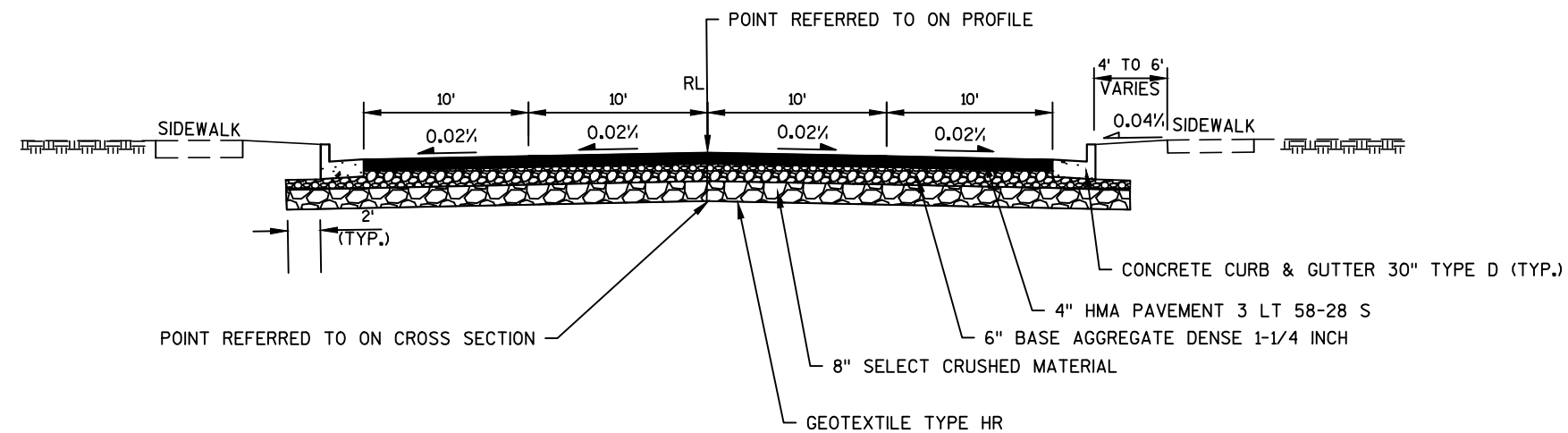
PROPOSED TYPICAL SECTION
 STH 19 (BEFORE INTERSECTION)
 STA 312+80 TO STA 315+00



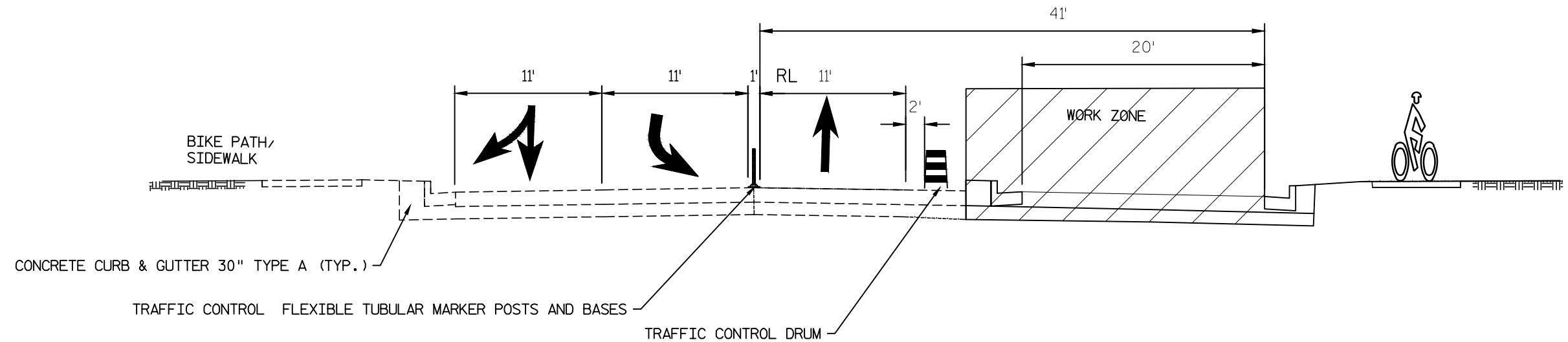
PROPOSED TYPICAL SECTION
 STH 19 (AFTER INTERSECTION)
 STA 315+90 TO STA 319+34



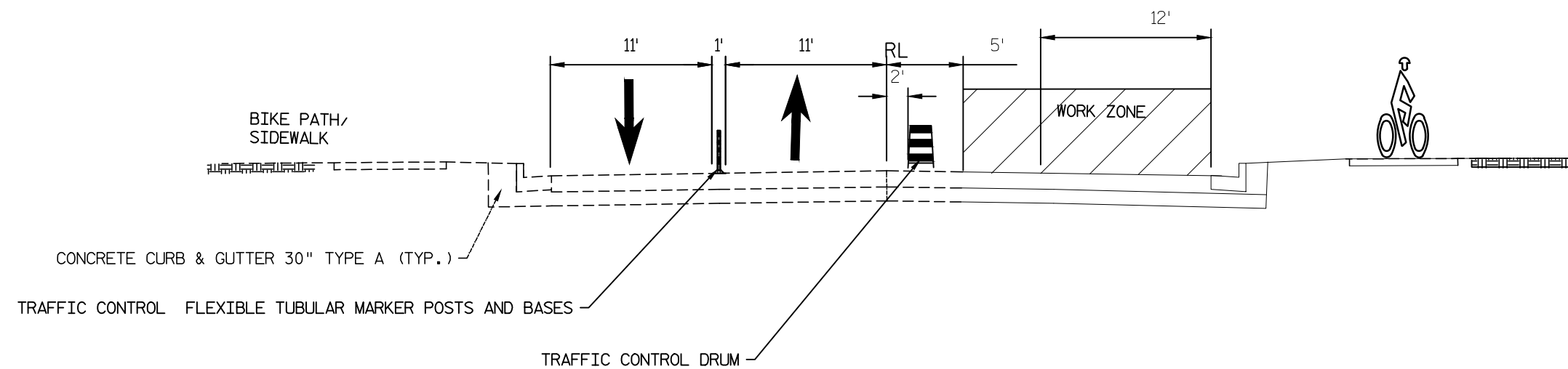
PROPOSED TYPICAL SECTION
STH 19 (AFTER INTERSECTION)
STA 319+34 TO STA 322+50



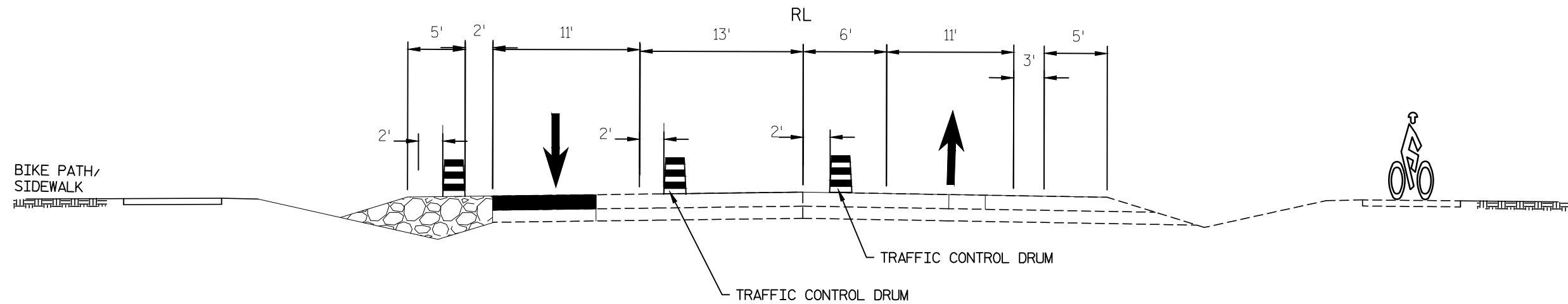
PROPOSED TYPICAL SECTION
BROADWAY DRIVE
STA 8+50 TO STA 8+94



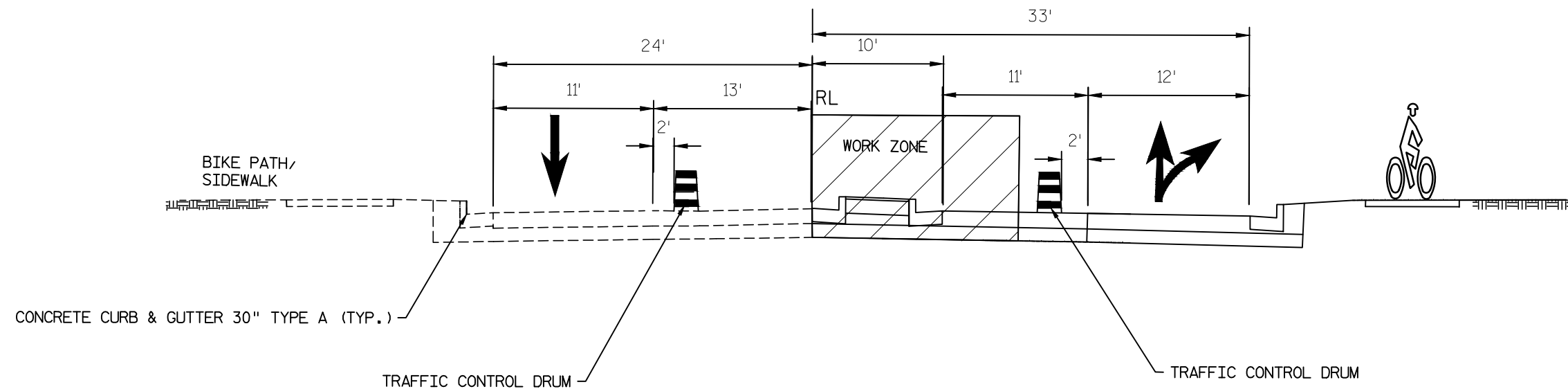
TYPICAL SECTION - STAGE 2B
 STH 19 EB & WB
 (EAST OF INTERSECTION)
 STA.315+75 TO 318+50



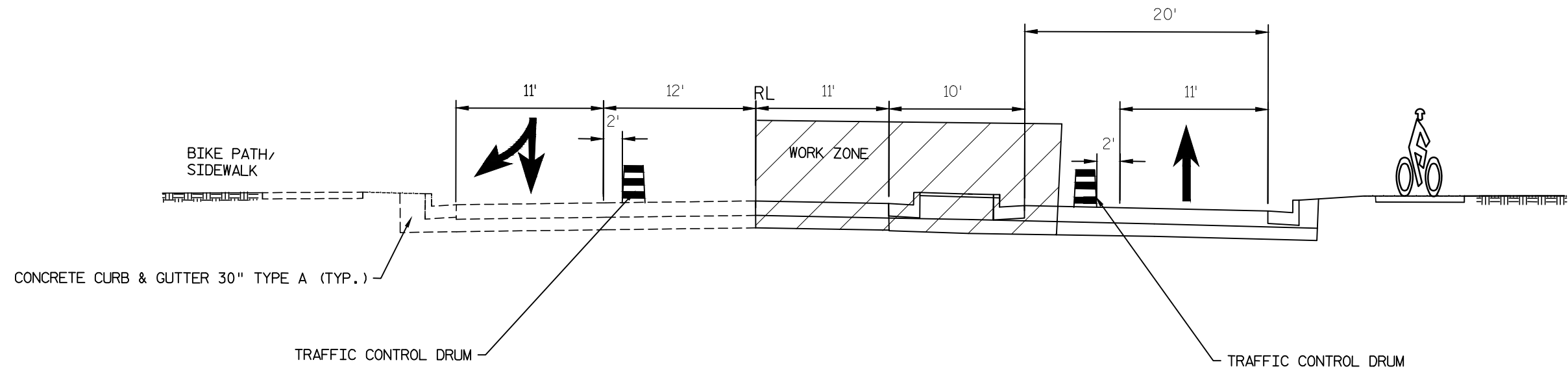
TYPICAL SECTION - STAGE 2B
 STH 19 EB & WB
 STA.318+50 TO 322+50



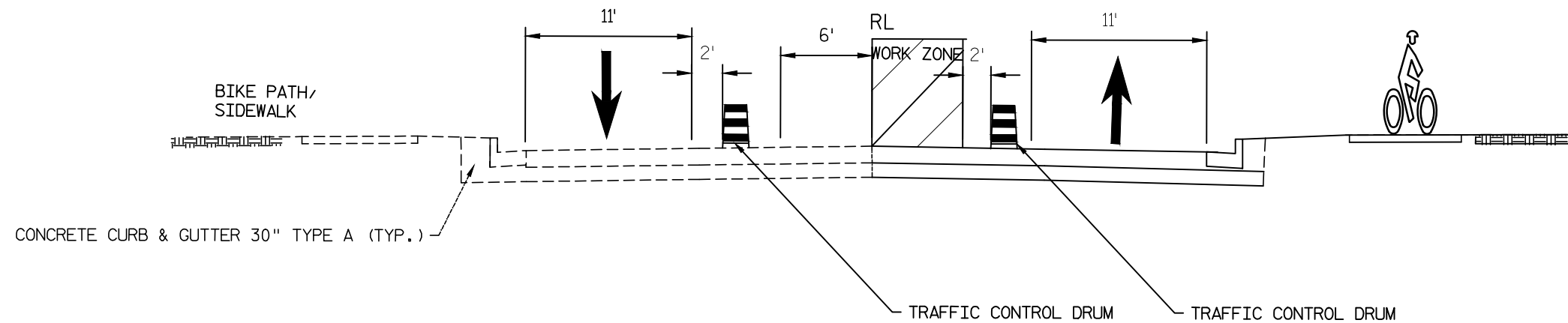
TYPICAL SECTION - STAGE 4
 STH 19 EB & WB
 STA. 305+00 TO STA. 311+00



TYPICAL SECTION STAGE 4
 STH 19 EB & WB
 (WEST OF INTERSECTION)
 STA. 309+00 TO 315+25



TYPICAL SECTION STAGE 4
 STH 19 EB & WB
 (EAST OF INTERSECTION)
 STA. 315+75 TO 322+50



TYPICAL SECTION STAGE 4
 STH 19 EB & WB
 STA. 318+50 TO 322+50

