MAD

NOVEMBER 2022

PROJECT ID: 5627-00-70

WITH: N/A

COUNTY: DANE

ORDER OF SHEETS

TOTAL SHEETS = 18

10

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	3431
A.A.D.T.	(2043)	=	5098
D.H.V.		=	233
D.D.		=	60/40
T.		=	5%
DESIGN SPEED		=	25 MPH
ESALS		=	1,560,000

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 (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 (EO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

VILLAGE OF OREGON, SOUTH BURR OAK AVENUE

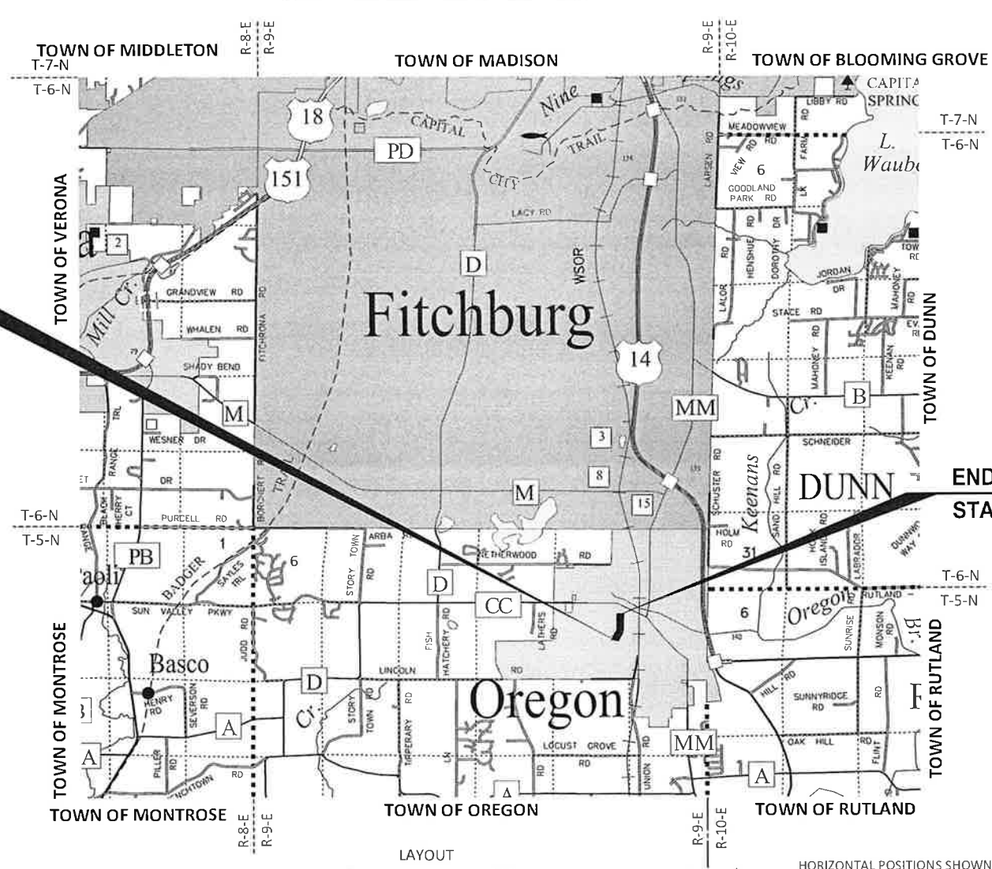
CHERRY WOOD DRIVE TO PINE WAY

LOCAL STREET
DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5627-00-70	WISC 2023064	1

STATE PROJECT NUMBER

5627-00-70



TOTAL NET LENGTH OF CENTERLINE = 0.396 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

GREEN COUNTY / ROCK COUNTY

ACCEPTED FOR

VILLAGE of OREGON

7/26/22 (Date) Lauren Dorrego (VILLAGE ENGINEER)

ORIGINAL PLANS PREPARED BY

TOWN & COUNTRY ENGINEERING, INC.

6264 NESBITT ROAD
Madison, WI 53719
(608) 273-3350

WISCONSIN CHRISTIAN J. REID E-48520-6 OREGON, WI PROFESSIONAL ENGINEER

Christian J. Reid 7/20/22

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	TOWN & COUNTRY ENGINEERING, INC.
Designer	TOWN & COUNTRY ENGINEERING, INC.
Project Manager	LORRAINE BETZEL, P.E.
Regional Examiner	SW REGION
Regional Supervisor	KYLE HEMP

APPROVED FOR THE DEPARTMENT

DATE: 7/28/22 Lorraine Betzel (Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), MULCHED, AND SEEDED (USE SEEDING TEMPORARY, & SEED MIX NO. 40).

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

3.25-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 1.75-INCH LOWER LAYER OF HMA PAVEMENT 4 LT 58-28 S, AND A 1.5-INCH UPPER LAYER OF HMA PAVEMENT 5 LT 58-28 S.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

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, OR PASSING LANE.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

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. 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.

CONTACTS

TRANSPORTATION DEPARTMENT OF WISCONSIN
LOCAL PROGRAM PROJECT MANAGER
2102 WRIGHT STREET
MADISON, WI 53704
ATTN: LORRAINE BETZEL
PH: (608) 246-3279
E-MAIL: lorraine.betzel@dot.wi.gov

DESIGN CONSULTANT:
TOWN & COUNTRY ENGINEERING, INC.
6264 NESBITT ROAD
MADISON, WI 53719
ATTN: CHRISTIAN REID, P.E.
PH: (608) 273-3350
CELL: (678) 863-4923
EMAIL: creid@tcengineers.net

WDNR LIAISON:
STATE OF WISCONSIN
DNR SOUTH CENTRAL REGIONAL HEADQUARTERS
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ERIC HEGGELUND
PH: (608) 228-7927
E-MAIL: eric.heggelund@wisconsin.gov

UTILITIES

ALLIANT UTLITIES (ELCTY)
1521 PROGRESS LANE
STOUGHTON, WI 53589
ATTN: NICHOLAS DACHNIWSKYJ
PH (608) 364-6566
CELL: (608)444-9362
EMAIL: nichlasdachniwskyj@alliantenergy.com

ALLIANT UTLITIES (GSPTR)
1521 PROGRESS LANE
STOUGHTON, WI 53589
ATTN: NICHOLAS DACHNIWSKYJ
PH (608) 364-6566
CELL: (608)444-9362
EMAIL: nichlasdachniwskyj@alliantenergy.com

CHARTER COMMUNICATION (COMLN)
2701 DANIELS STREET
MADISON, WI 53718
ATTN: DAVID MOLDENHAUER
PH: (608) 373-7538
CELL: (608) 206-0494
EMAIL: david.moldenhauer@charter.com

FRONTIER COMMUNICATIONS (COMLN)
118 DIVISION STREET
PLYMOUTH, WI 53073
ATTN: RUSSELL RYAN
PH: (920) 583-3275
CELL: (920) 737-9662
EMAIL: russell.w.ryan@ftr.com

TDS TELECOM (COMLN)
16925 W VICTOR ROAD
NEW BERLIN WI 53151
ATTN: MATTHEW SCHULTE
PH: (262) 754-3063
CELL: (262) 309-1108
EMAIL: matt.schulte@tdstelecom.com

VILLAGE OF OREGON (SEWR)
117 SPRING STREET
OREGON, WI 53575
ATTN: LAUREN STRIEGL
PH: (608) 835-6285
EMAIL: lstriegl@vil.oregon.wi.us

VILLAGE OF OREGON (WATR)
117 SPRING STREET
OREGON, WI 53575
ATTN: LAUREN STRIEGL
PH: (608) 835-6285
EMAIL: lstriegl@vil.oregon.wi.us
OREGON, WI 53575
ATTN: LAUREN STRIEGL
PH: (608) 835-6285
EMAIL: lstriegl@vil.oregon.wi.us

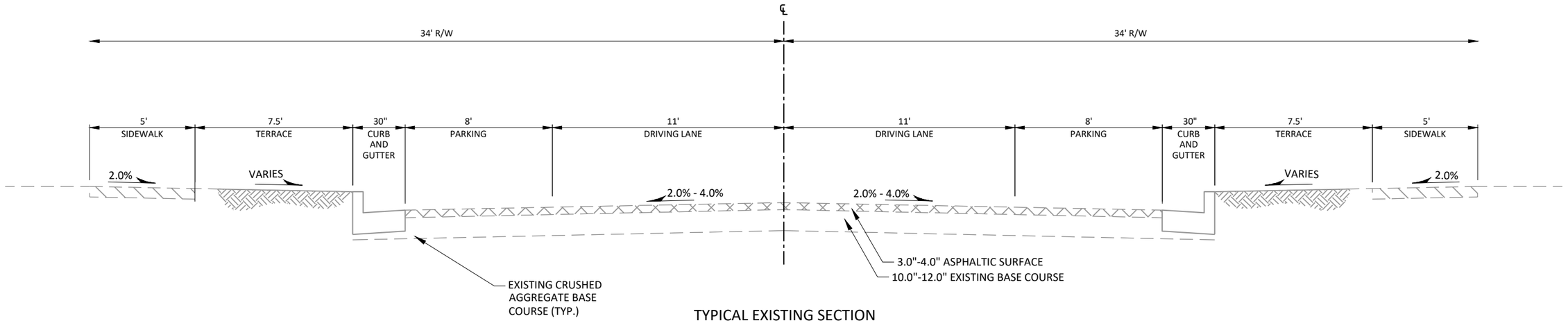
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT or LF	Linear Foot	S	South
BAD	Base Aggregate Dense	LC	Long Chord of Curve	SQ	Square
BK	Back	MH	Manhole	SF or SQ FT	Square Feet
BF	Back Face	MB	Mailbox	SY or SQ YD	Square Yard
BM	Bench Mark	ML or M/L	Match Line	STD	Standard
BR	Bridge	N	North	SDD	Standard Detail Drawings
C or C/L	Center Line	Y	North Grid Coordinate	STH	State Trunk Highways
CC	Center to Center	OD	Outside Diameter	STA	Station
C.E.	Commercial Entrance	PLE	Permanent Limited Easement	SS	Storm Sewer
CTH	County Trunk Highway	PT	Point	SG	Subgrade
CR	Creek	PC	Point of Curvature	SE	Superelevation
CR	Crushed	PI	Point of Intersection	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PRC	Point of Reverse Curvature	SV	Septic Vent
CP	Culvert Pipe	PT	Point of Tangency	T	Tangent
C & G	Curb and Gutter	POC	Point On Curve	TEL	Telephone
D	Degree of Curve	POT	Point on Tangent	TEMP	Temporary
DHV	Design Hour Volume	PVC	Polyvinyl Chloride	TI	Temporary Interest
DIA	Diameter	PCC	Portland Cement Concrete	TLE	Temporary Limited Easement
E	East	LB	Pound	t	Ton
X	East Grid Coordinate	PSI	Pounds Per Square Inch	T or TN	Town
ELEC	Electric (al)	P.E.	Private Entrance	TRANS	Transition
EL or ELEV	Elevation	R	Radius	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	RR	Railroad	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Range	TYP	Typical
FF	Face to Face	RL or R/L	Reference Line	UNCL	Unclassified
F.E.	Field Entrance	RP	Reference Point	UG	Underground Cable
F	Fill	RCCP	Reinforced Concrete Culvert Pipe	USH	United States Highway
FG	Finished Grade	REQD	Required	VAR	Variable
FL or F/L	Flow Line	RES	Residence or Residential	V	Velocity or Design Speed
FT	Foot	RW	Retaining Wall	VERT	Vertical
FTG	Footing	RT	Right	VC	Vertical Curve
GN	Grid North	RHF	Right-Hand Forward	VOL	Volume
HT	Height	R/W	Right-of-Way	WM	Water Main
CWT	Hundredweight	RD	Road	WV	Water Valve
HYD	Hydrant	R	River	W	West
INL	Inlet			WB	Westbound
ID	Inside Diameter			YD	Yard

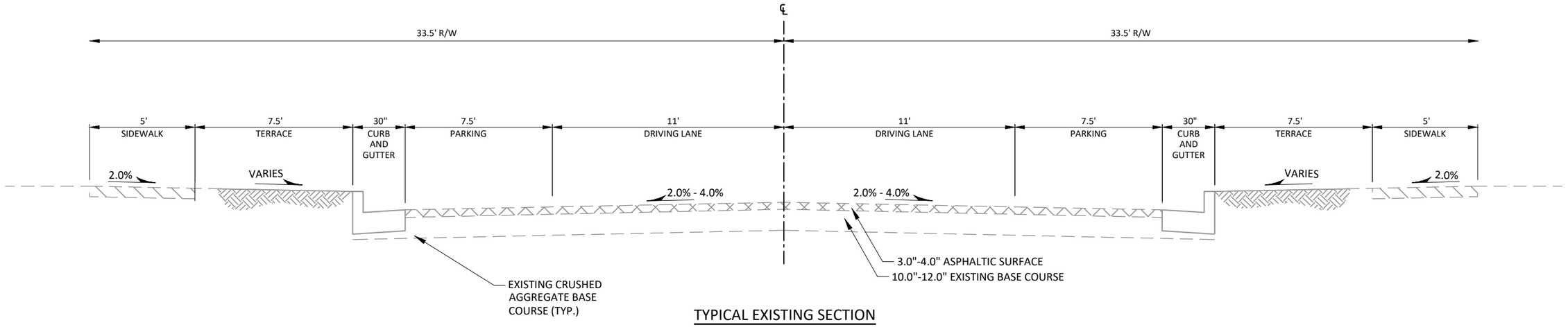
ORDER OF SECTION 2 SHEETS:

- TYPICAL SECTIONS
- CONSTRUCTION DETAILS



TYPICAL EXISTING SECTION

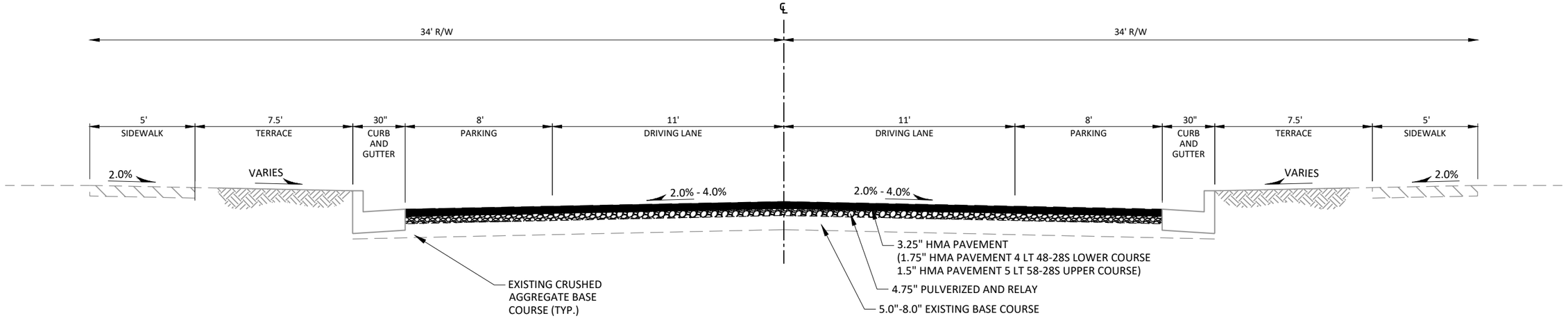
SOUTH BURR OAK AVENUE
STA. 10+00.00 to
STA. 13+88.00



TYPICAL EXISTING SECTION

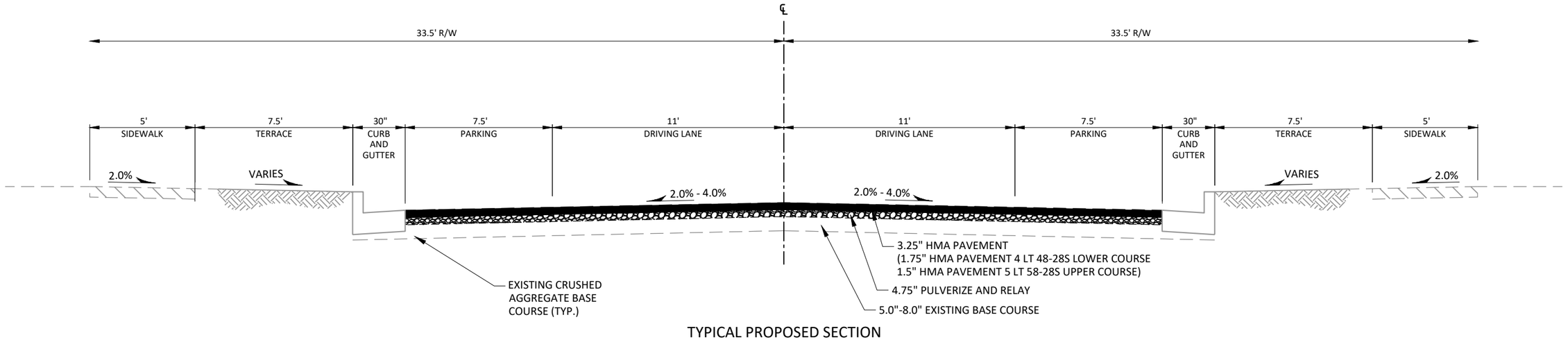
SOUTH BURR OAK AVENUE
STA. 13+88.01 to
STA. 30+95.32

2



TYPICAL PROPOSED SECTION

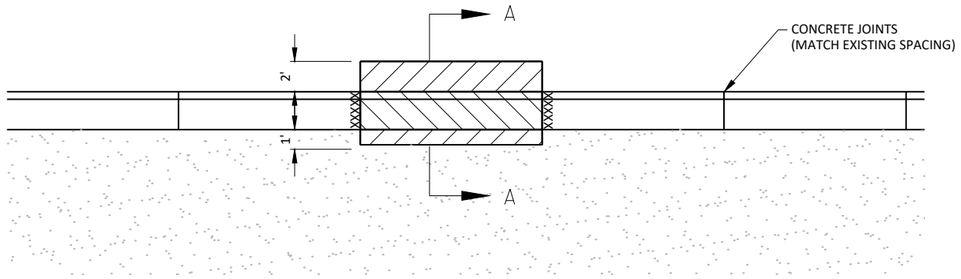
SOUTH BURR OAK AVENUE
STA. 10+00 to
STA. 13+88.00



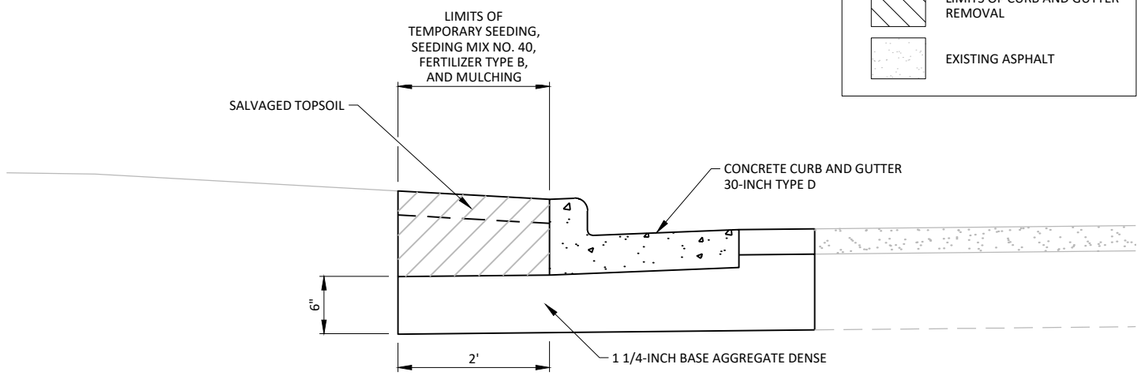
TYPICAL PROPOSED SECTION

SOUTH BURR OAK AVENUE
STA. 13+88.01 to
STA. 30+95.32

PROJECT NO: 5627-00-70	HWY: SOUTH BURR OAK AVENUE	COUNTY: DANE	PROPOSED TYPICAL SECTIONS	SHEET 4	E



PLAN VIEW (LIMITS OF CURB AND GUTTER REMOVAL)



SECTION A-A (CURB AND GUTTER REPLACEMENT)

LEGEND

XXXXXXX	SAWING CONCRETE
	LIMITS OF EXCAVATION *
	LIMITS OF CURB AND GUTTER REMOVAL
	EXISTING ASPHALT

NOTES

- AREAS OF CURB AND GUTTER REPLACEMENT ARE TO BE DETERMINED BY THE ENGINEER IN THE FIELD

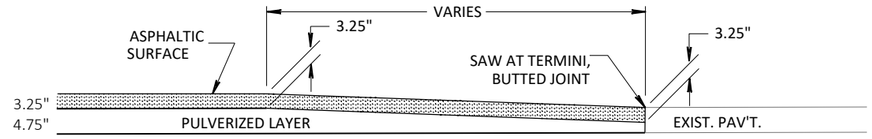
- CURB AND GUTTER REPLACEMENT IS TO BE PERFORMED PRIOR TO ASPHALT PAVING

- ALL CONCRETE REMOVAL IS TO REQUIRE SAWCUT

* EXCAVATION IS INCIDENTAL TO CONCRETE CURB & GUTTER 30-INCH TYPE D BID ITEM

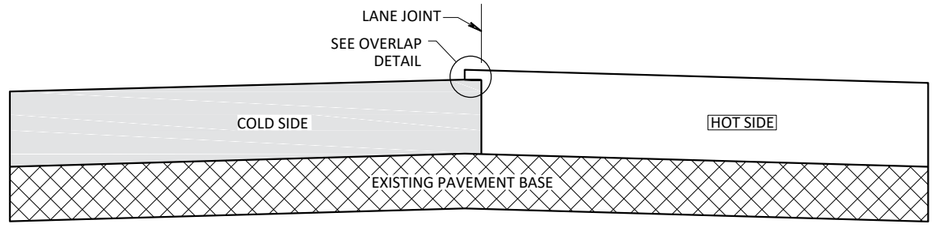
CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT

LOCATIONS TO BE DETERMINED BY ENGINEER IN THE FIELD

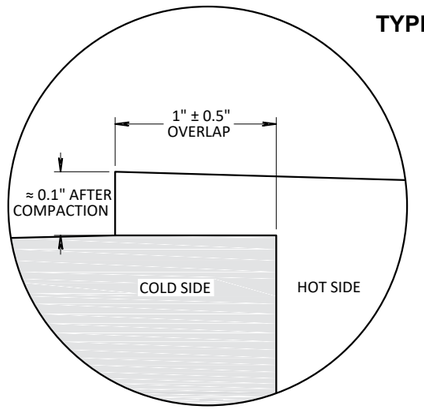


REMOVING ASPHALTIC SURFACE BUTT JOINT

STA. 10+00.00 SOUTH BURR OAK AVENUE
STA. 10+50.25 CHERRY WOOD DRIVE
STA. 14+29.83 BUTTERNUT DRIVE
STA. 19+46.74 WALNUT STREET
STA. 30+53.91 PINE WAY
STA. 30+95.32 SOUTH BURR OAK AVENUE



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)



GENERAL NOTES

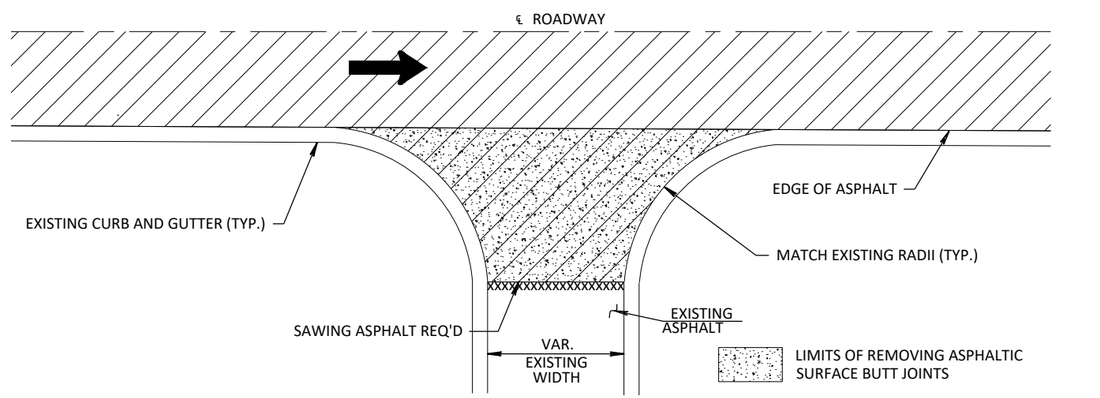
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

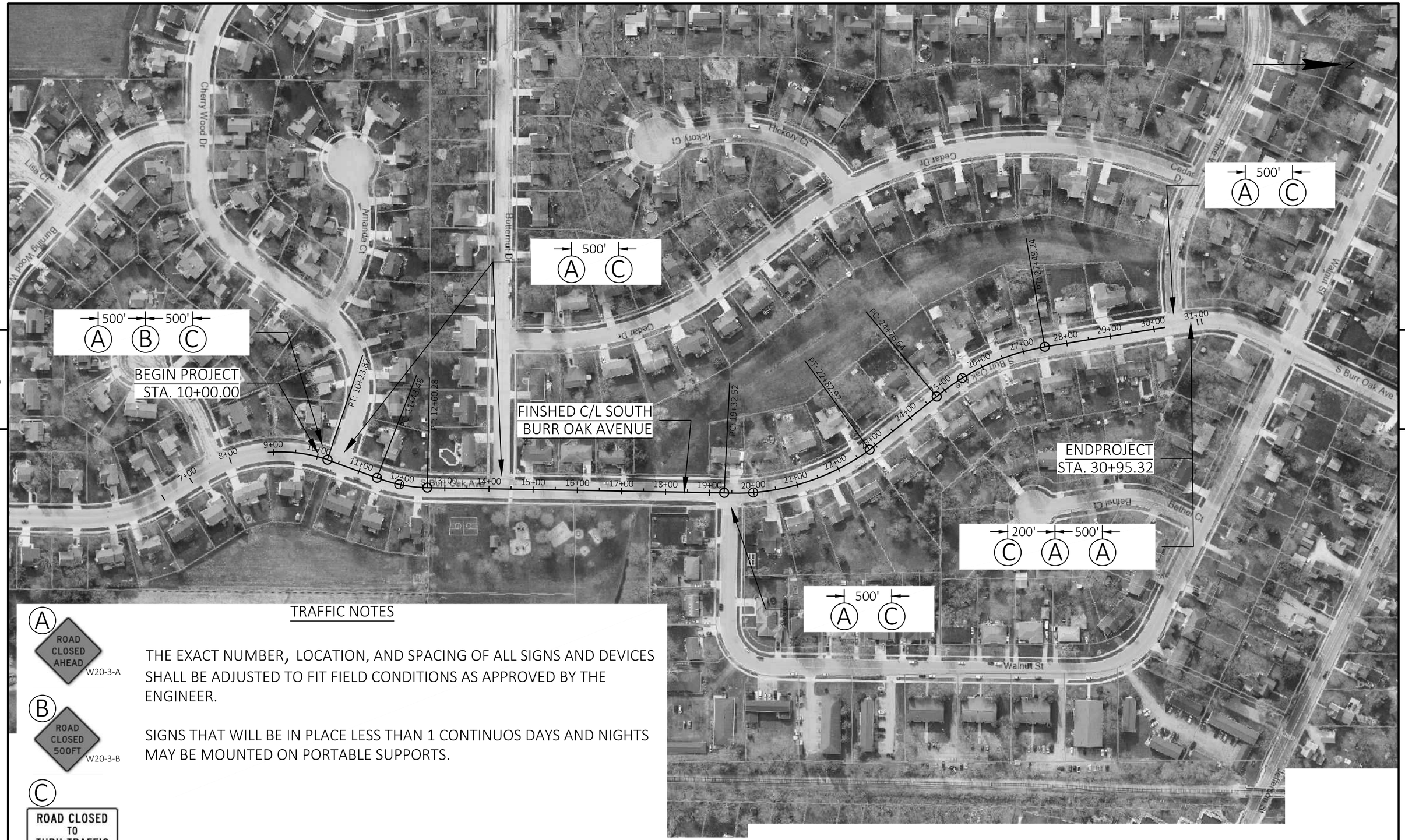
ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



PROJECT NO: 5627-00-70	HWY: SOUTH BURR OAK AVENUE	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 5	E



TRAFFIC NOTES

A — ROAD CLOSED AHEAD — W20-3-A

B — ROAD CLOSED 500FT — W20-3-B

C — ROAD CLOSED TO THRU TRAFFIC — R11-4

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 1 CONTINUOS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PROJECT NO: 5627-00-70	HWY: SOUTH BURR OAK AVENUE	COUNTY: DANE	TRAFFIC CONTROL	SHEET 6	E

FILE NAME : \\TSCLIENT\J\JOB#S\OREGON\OG-59-M4 S. BURR OAK AVENUE IMPROVEMENTS\DRAWINGS\SHEETS\025100-TC.DWG
LAYOUT NAME - Plan 1 IN 200 FT
PLOT DATE : 7/29/2022 9:54 AM
PLOT BY : CHRISTIAN REID
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

Estimate Of Quantities

5627-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	500.000	500.000
0004	204.0150	Removing Curb & Gutter	LF	400.000	400.000
0006	204.9180.S	Removing (item description) 01. Excess Pulverized Material	SY	9,173.000	9,173.000
0008	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5627-00-70	EACH	1.000	1.000
0010	213.0100	Finishing Roadway (project) 01. 5627-00-70	EACH	1.000	1.000
0012	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	100.000	100.000
0014	325.0100	Pulverize and Relay	SY	9,173.000	9,173.000
0016	455.0605	Tack Coat	GAL	459.000	459.000
0018	460.2000	Incentive Density HMA Pavement	DOL	1,070.000	1,070.000
0020	460.5224	HMA Pavement 4 LT 58-28 S	TON	899.000	899.000
0022	460.5225	HMA Pavement 5 LT 58-28 S	TON	771.000	771.000
0024	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	400.000	400.000
0026	611.8110	Adjusting Manhole Covers	EACH	13.000	13.000
0028	619.1000	Mobilization	EACH	1.000	1.000
0030	624.0100	Water	MGAL	3.000	3.000
0032	625.0500	Salvaged Topsoil	SY	90.000	90.000
0034	627.0200	Mulching	SY	90.000	90.000
0036	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0038	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0040	628.7010	Inlet Protection Type B	EACH	10.000	10.000
0042	629.0210	Fertilizer Type B	CWT	1.000	1.000
0044	630.0140	Seeding Mixture No. 40	LB	4.000	4.000
0046	630.0200	Seeding Temporary	LB	4.000	4.000
0048	642.5001	Field Office Type B	EACH	1.000	1.000
0050	643.0420	Traffic Control Barricades Type III	DAY	480.000	480.000
0052	643.0705	Traffic Control Warning Lights Type A	DAY	960.000	960.000
0054	643.0900	Traffic Control Signs	DAY	520.000	520.000
0056	643.5000	Traffic Control	EACH	1.000	1.000
0058	650.8000	Construction Staking Resurfacing Reference	LF	2,100.000	2,100.000
0060	650.9911	Construction Staking Supplemental Control (project) 01. 5627-00-70	EACH	1.000	1.000
0062	690.0150	Sawing Asphalt	LF	213.000	213.000
0064	690.0250	Sawing Concrete	LF	400.000	400.000
0066	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	200.000	200.000
0068	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	200.000	200.000

PULVERIZE AND RELAY
325.0100

STATION TO STATION	LOCATION	QUANTITY (S.Y.)
10+00.00 - 30+95.32	S. BURR OAK AVE	9,173

STAKING

CONSTRUCTION STAKING RESURFACE REFERENCE (L.F.) 650.8000	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 650.9910
2100	1

REMOVE ASPHALTIC SURFACE BUTT JOINTS
204.0115

℄ STATION	LOCATION	QUANTITY (S.Y.)
10+50.25	CHERRY WOOD DR	125
14+29.83	BUTTERNUT DRIVE	125
19+46.74	WALNUT STREET	125
30+53.91	PINE WAY	125

TOTAL = 500

REMOVING CURB AND GUTTER
204.0150

LOCATION	QUANTITY (S.Y.)
UNDISTRIBUTED	400

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SAWING ASPHALT
690.0150

℄ STATION	LOCATION	QUANTITY (L.F.)
10+00.00	S. BURR OAK AVE	38
10+50.25	CHERRY WOOD DR	38
14+29.83	BUTTERNUT DRIVE	34
19+46.74	WALNUT STREET	34
30+53.91	PINE WAY	32
30+95.32	S. BURR OAK AVE	37

TOTAL = 213

ASPHALT ITEMS

STATION TO STATION	LOCATION	PREPARE FOUNDATION FOR ASPHALT PAVING (LS) 211.0101	TACK COAT (GAL) 455.0605	HMA PVMT 4 LT 58-28 S (TON) 460.5224	HMA PVMT 5 LT 58-28 S (TON) 460.5225	INCENTIVE DENSITY HMA PAVEMENT (DOL) 460.2000
10+00.00 - 30+95.32	S. BURR OAK AVE	1	459	899	771	1070

REMOVING EXCESS PULVERIZED MATERIAL
204.9180.S.01

STATION TO STATION	LOCATION	QUANTITY (S.Y.)
10+00.00 - 30+95.32	S. BURR OAK AVE	9,173

SAWING CONCRETE
690.0250

LOCATION	QUANTITY (L.F.)
UNDISTRIBUTED	400

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

BASE AGGREGATE DENSE 1 1/4-INCH
305.0120

LOCATION	QUANTITY (TON)
UNDISTRIBUTED	100

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

CONCRETE CURB & GUTTER 30-INCH TYPE D
601.0411

LOCATION	QUANTITY (L.F.)
UNDISTRIBUTED	400

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

INLET PROTECTION TYPE B
628.7010

℄ STATION (SIDE)	LOCATION	QUANTITY (S.Y.)
10+16.57 (LEFT)	S. BURR OAK AVE	1
10+30.47 (LEFT)	S. BURR OAK AVE	1
10+39.15 (LEFT)	S. BURR OAK AVE	1
10+70.55 (LEFT)	S. BURR OAK AVE	1
13+87.99 (LEFT)	S. BURR OAK AVE	1
14+09.48 (LEFT)	S. BURR OAK AVE	1
14+45.49 (LEFT)	S. BURR OAK AVE	1
14+67.83 (LEFT)	S. BURR OAK AVE	1
19+05.05 (RIGHT)	S. BURR OAK AVE	1
19+29.58 (RIGHT)	S. BURR OAK AVE	1

TOTAL = 10

ADJUSTING MANHOLE COVERS
611.8110

℄ STATION	LOCATION	CATEGORY
10+39.95	S. BURR OAK AVE	020
10+67.18	S. BURR OAK AVE	020
12+67.17	S. BURR OAK AVE	020
14+27.35	S. BURR OAK AVE	020
14+84.14	S. BURR OAK AVE	010
16+66.13	S. BURR OAK AVE	020
17+65.19	S. BURR OAK AVE	010
18+86.00	S. BURR OAK AVE	010
18+98.61	S. BURR OAK AVE	020
21+71.80	S. BURR OAK AVE	020
24+69.98	S. BURR OAK AVE	020
27+04.76	S. BURR OAK AVE	020
30+40.61	S. BURR OAK AVE	020

TOTAL = 13

FINISHING ITEMS

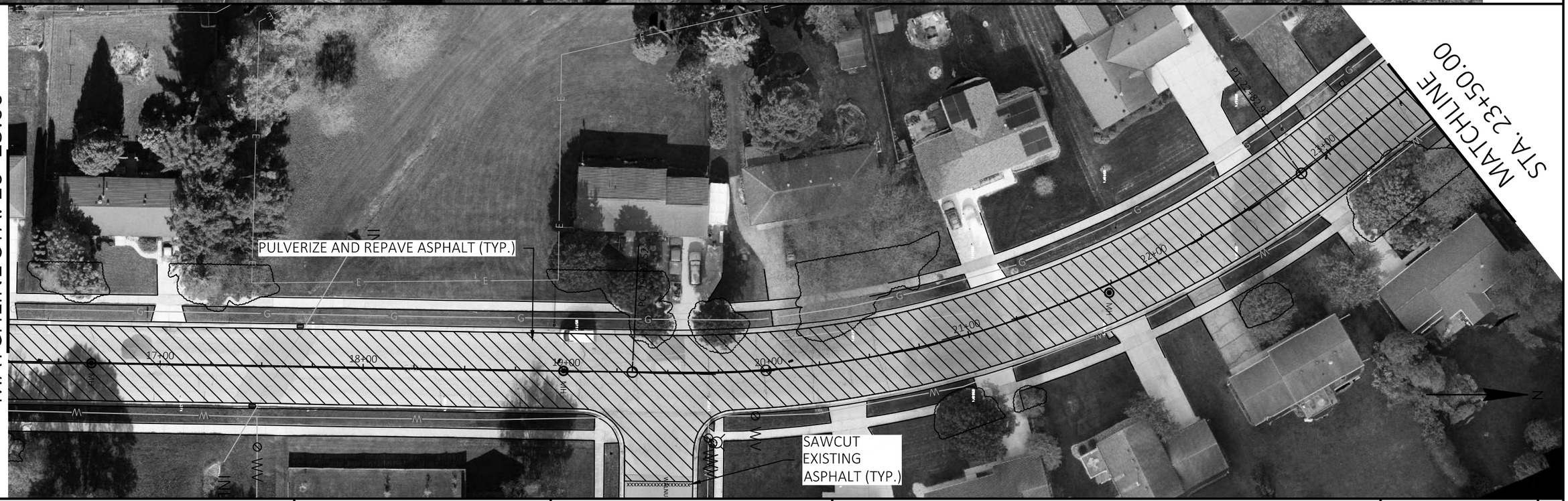
LOCATION	SALVAGED TOPSOIL (S.Y.) 625.0500	MULCHING (S.Y.) 627.0200	FERTILIZER TYPE B (CWT) 629.0210	SEEDING MIXTURE NO. 40 (LB) 630.0140	SEEDING TEMPORARY (LB) 630.0200	FINISHING ROADWAY PROJECT (LS) 213.0100	WATER (MGAL) 624.0100
UNDISTRIBUTED	90	90	1	4	4	1	3

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

TRAFFIC CONTROL

LOCATION	TRAFFIC CONTROL BARRICADES TYPE III (DAY) 643.0420	TRAFFIC CONTROL WARNING LIGHT TYPE A (DAY) 643.0705	TRAFFIC CONTROL SIGNS (DAY) 643.0900	TRAFFIC CONTROL (LS) 643.5000
UNDISTRIBUTED	480	960	520	1

UNDISTRIBUTED LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD



PROJECT NO: 5627-00-70	HWY: SOUTH BURR OAK AVENUE	COUNTY: DANE	PLAN SHEEETS STA. 10+00.00 TO STA. 23+50.00	SHEET 9	E

FILE NAME : \\TSCLIENT\J\OB#S\OREGON\OG-59-M4 S. BURR OAK AVENUE IMPROVEMENTS\DRAWINGS\SHEETS\050201-PN.DWG
LAYOUT NAME - Plan Dbl 1 IN 40 FT

PLOT DATE : 7/20/2022 11:43 AM PLOT BY : CHRISTIAN REID PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

5

5

PROJECT NO: 5627-00-70	HWY: SOUTH BURR OAK AVENUE	COUNTY: DANE	PLAN SHEETS STA. 23+50.00 TO END	SHEET 10	E

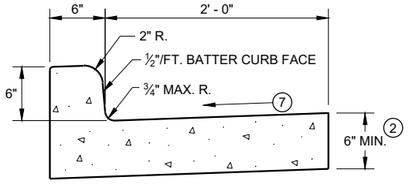
FILE NAME : \\TSCLIENT\J\JOB#S\OREGON\OG-59-M4 S. BURR OAK AVENUE IMPROVEMENTS\DRAWINGS\SHEETS\050201-PN.DWG
LAYOUT NAME - Plan Dbl 1 IN 40 FT (2)

PLOT DATE : 7/20/2022 11:45 AM PLOT BY : CHRISTIAN REID PLOT NAME : PLOT SCALE : 1" = 50'

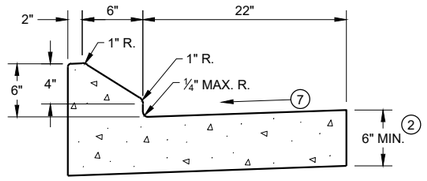
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

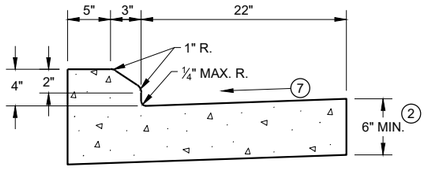
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS



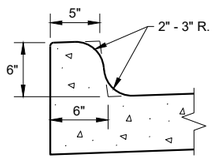
TYPES A[1] & D



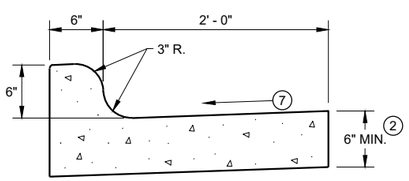
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

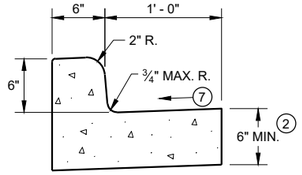


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



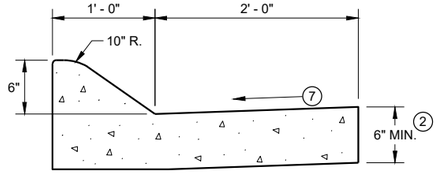
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

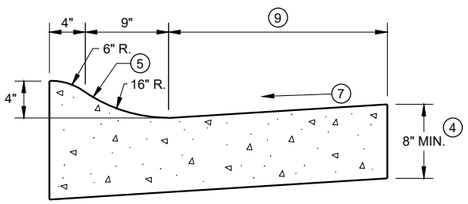
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

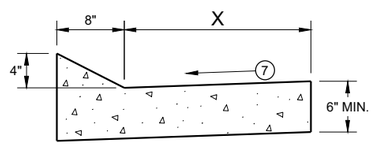
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

TBT & TBTT	X
30"	22"
36"	28"

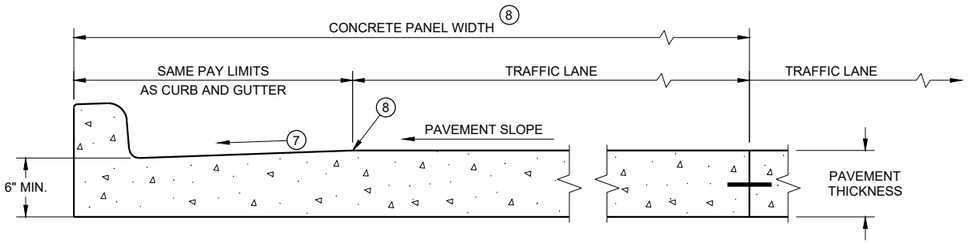


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

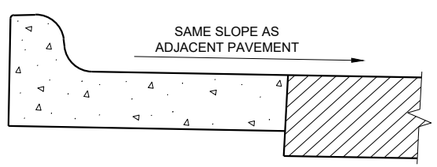
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER[6]
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

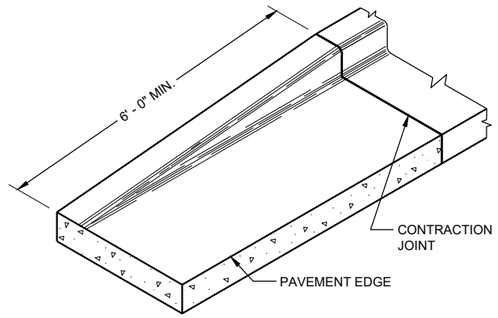
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

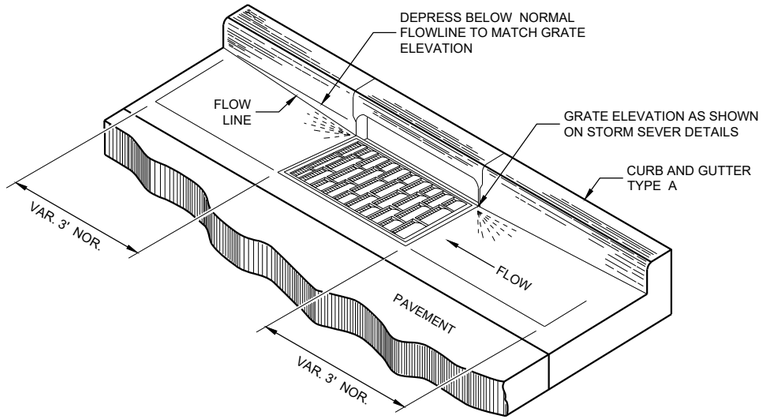
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
4. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
5. UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
6. WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
7. USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
8. INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
9. CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
   CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

SDD 08D01 - 22a
6



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

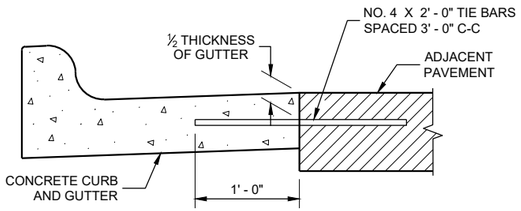
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

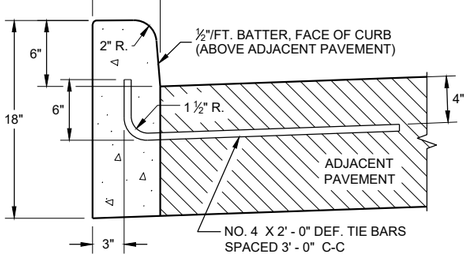
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

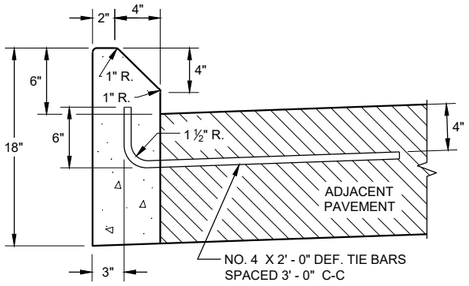
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

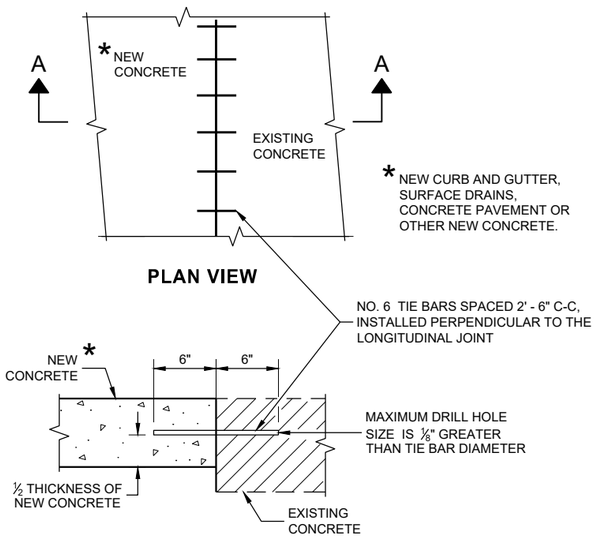


TYPES A (1) & D

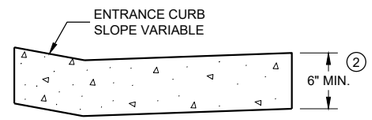


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

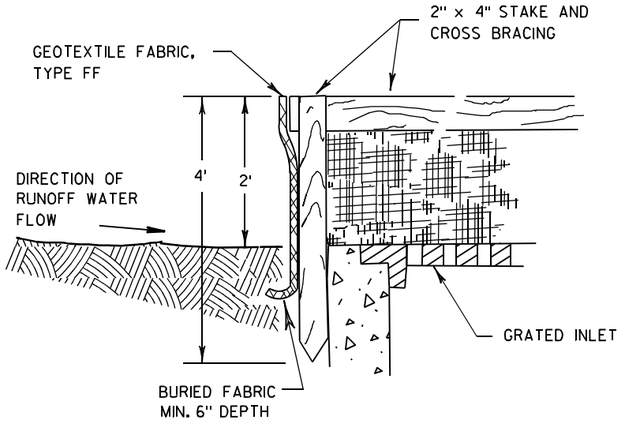
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

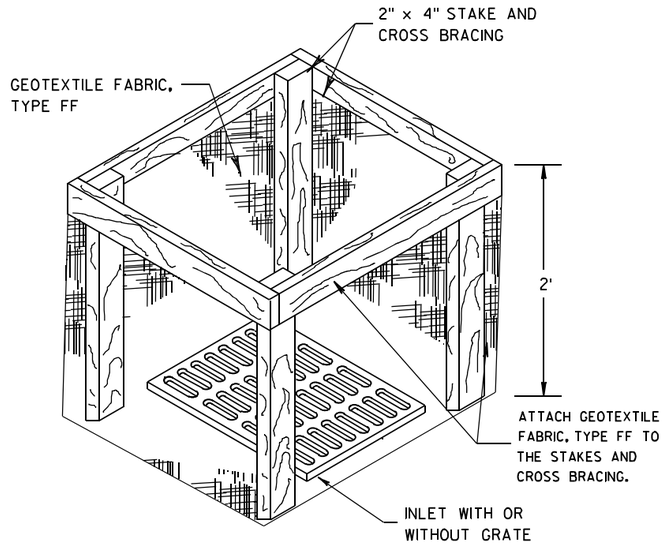
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

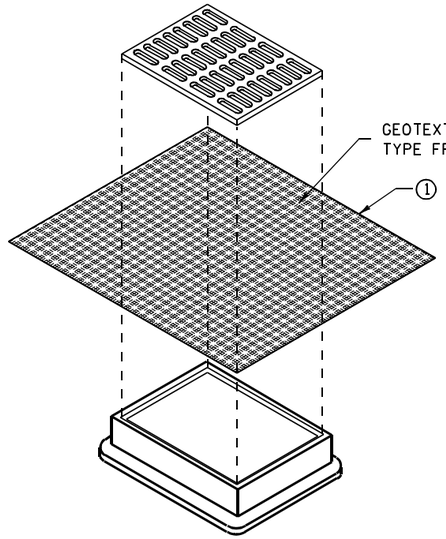
6

SDD08D01 - 22b
SDD08D01 - 22b



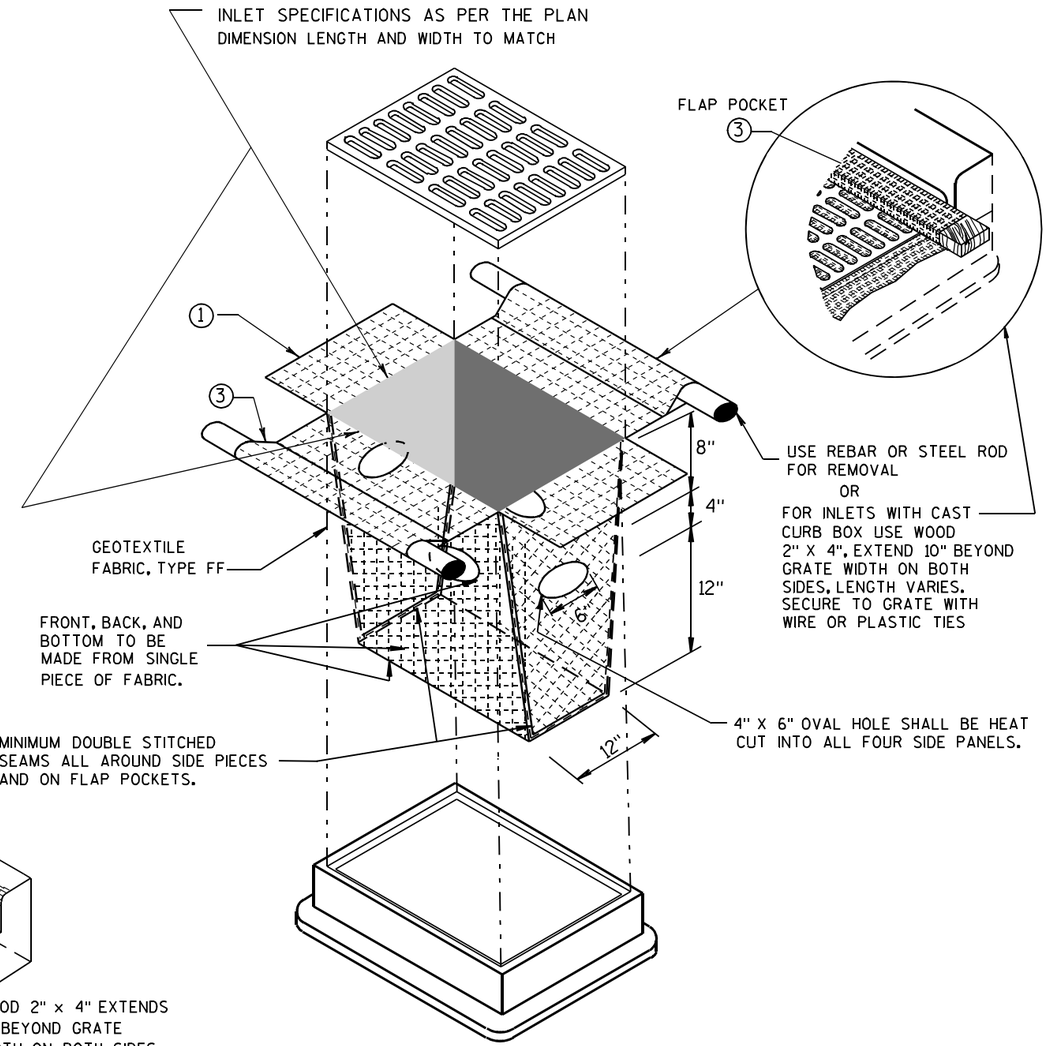


INLET PROTECTION, TYPE A



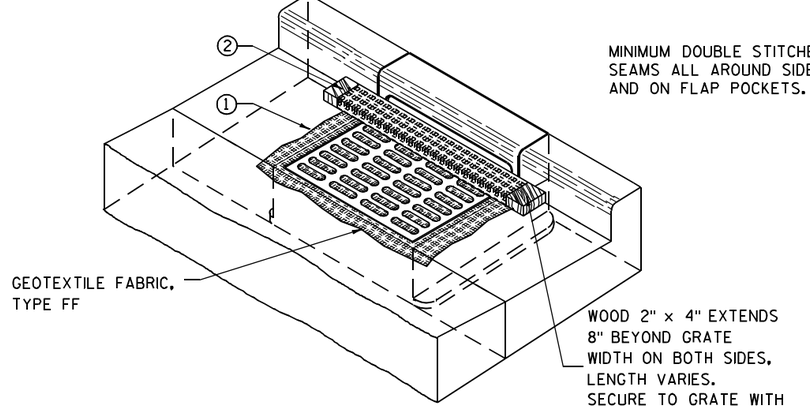
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

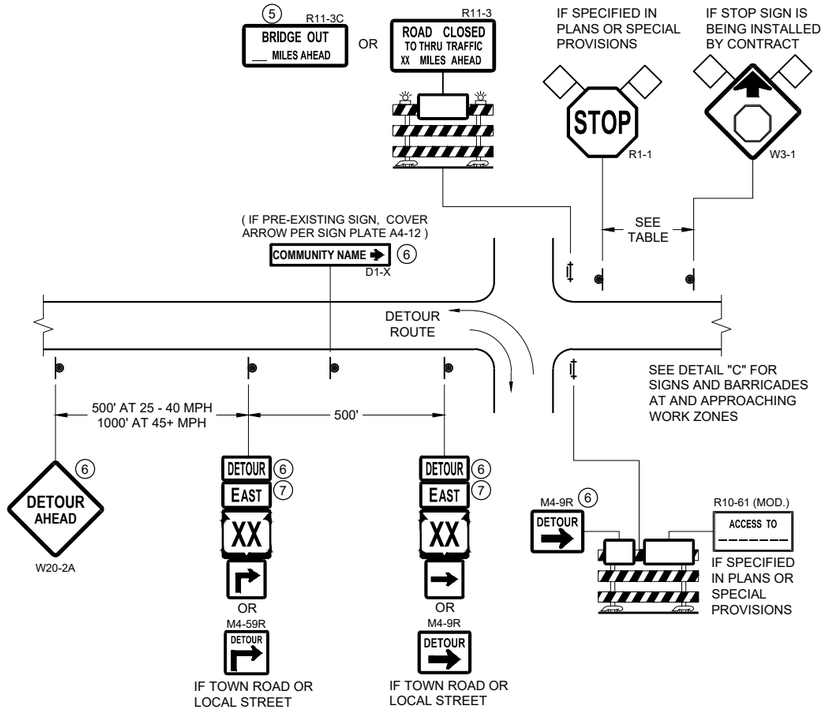
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

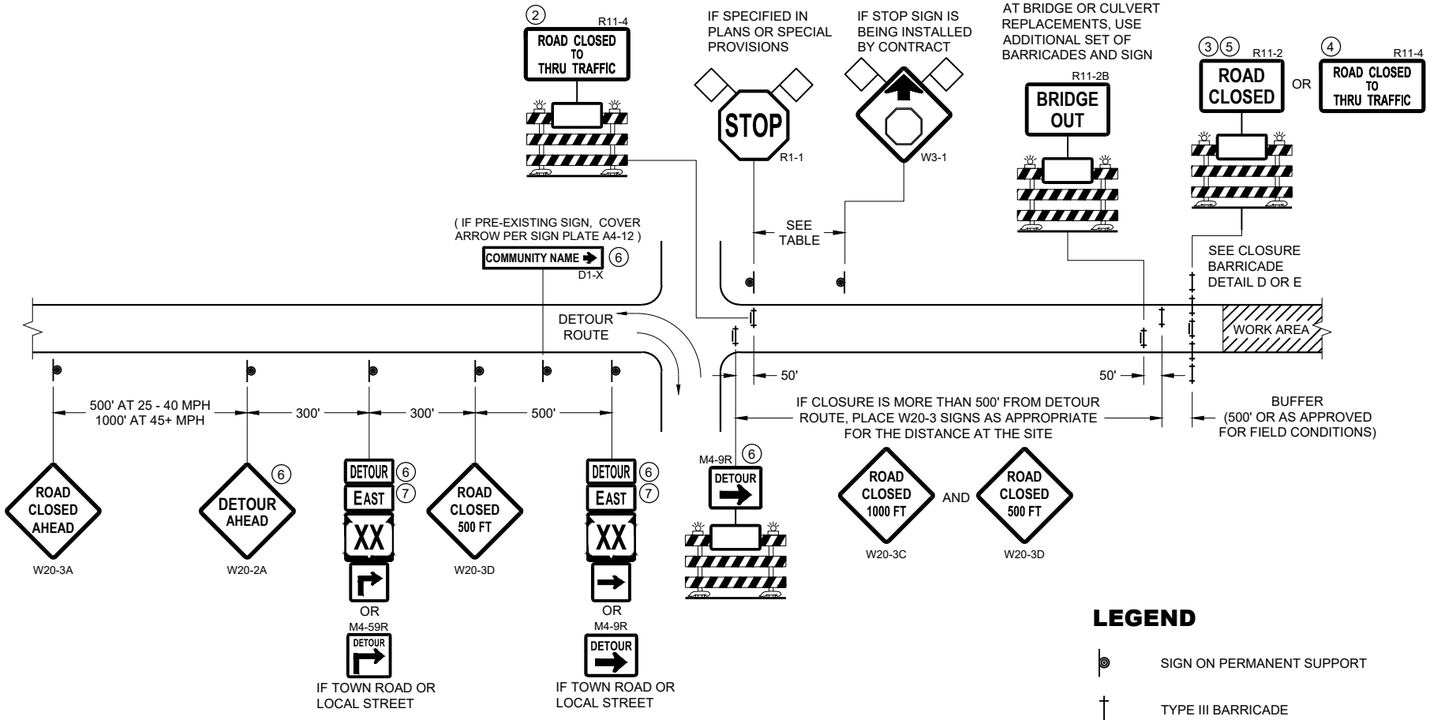
FHWA

6
S.D.D. 8 E 10-2



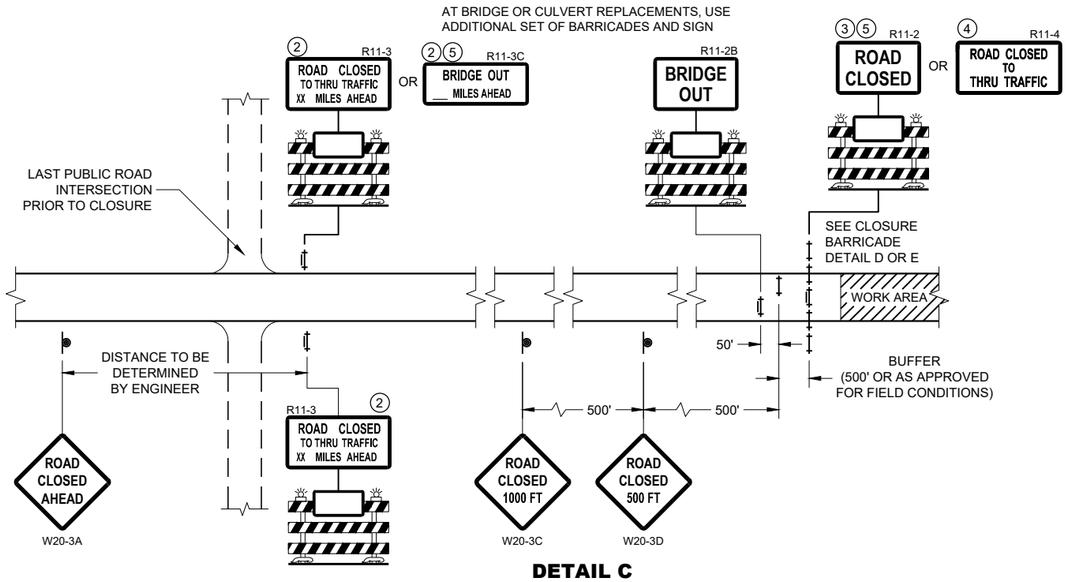
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

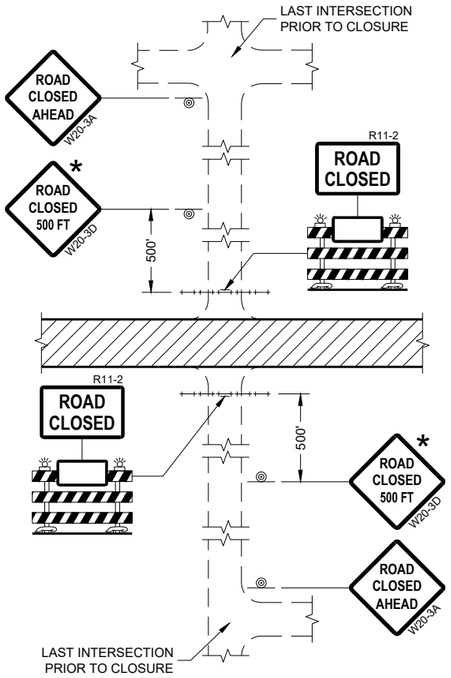
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

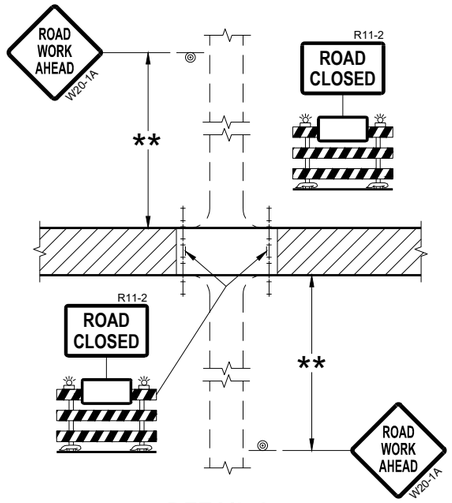
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08a



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

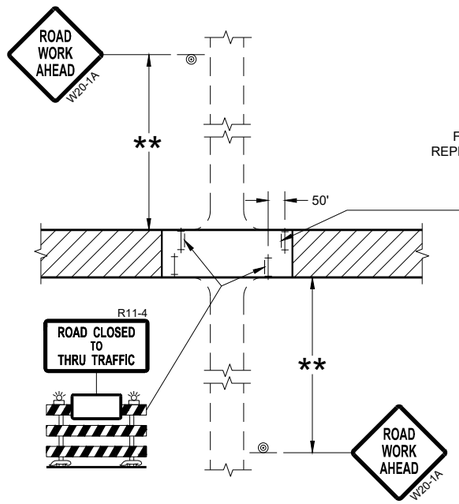
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

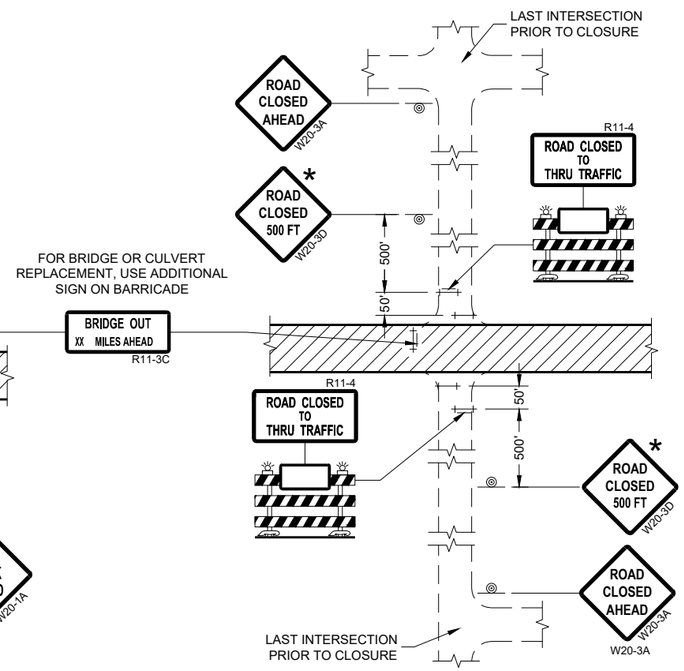
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

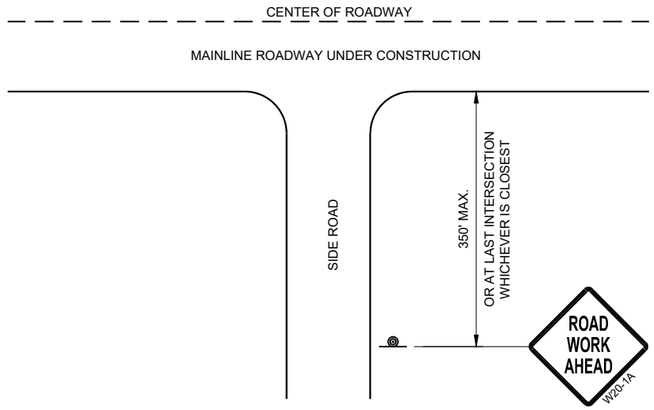
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



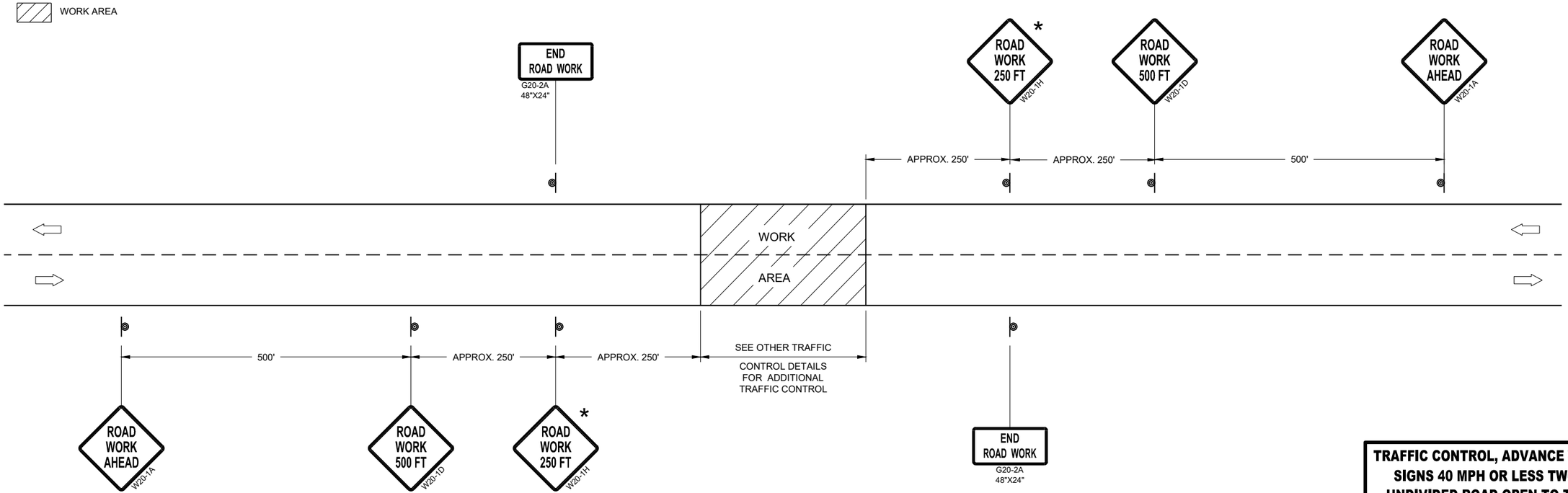
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov