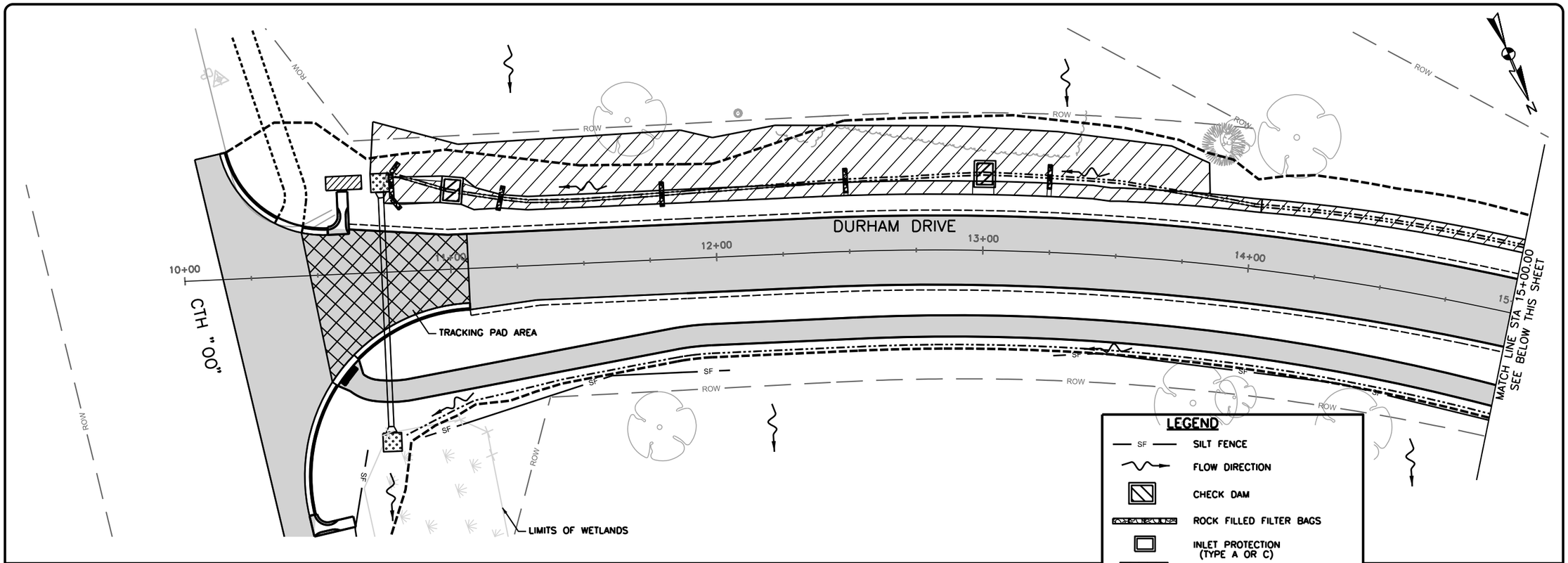

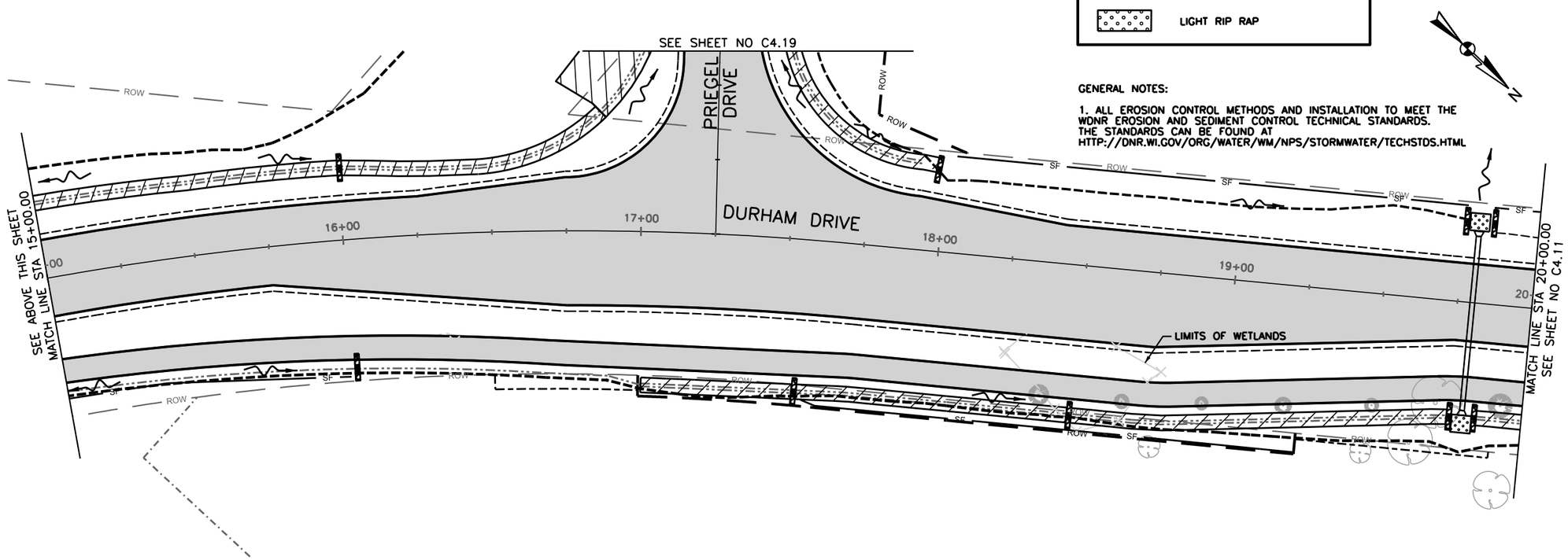

GENERAL NOTES:

1. ALL EROSION CONTROL METHODS AND INSTALLATION TO MEET THE WDNR EROSION AND SEDIMENT CONTROL TECHNICAL STANDARDS. THE STANDARDS CAN BE FOUND AT HTTP://DNR.WI.GOV/ORG/WATER/WM/NPS/STORMWATER/TECHSTDS.HTML

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DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO

WAUKESHA COUNTY MUSKEGO, WISCONSIN

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RECORD DRAWING OF COMPLETED CONSTRUCTION BY
RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTOR AND/OR OWNERS RECORDS.
BY _____ DATE _____

DATE OF PREPARATION

	BY	DATE
SURVEYED	TAA	
DRAWN	GTW	02/23/10
DESIGNED	CLM1	02/23/10
CHECKED	PAV	05/14/10

DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2
HORIZONTAL SCALE: 0 20 40

PROJECT ID 09M032

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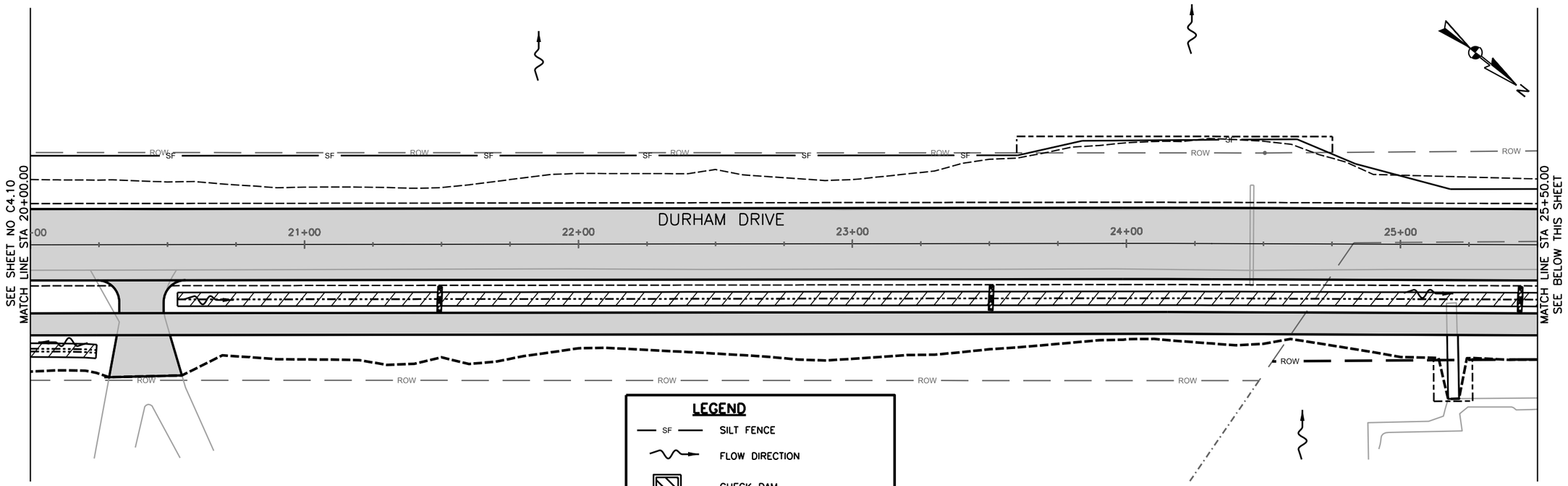

LEGEND

- SF — SILT FENCE
- FLOW DIRECTION
- CHECK DAM
- ROCK FILLED FILTER BAGS
- INLET PROTECTION (TYPE A AND C)
- EROSION MAT, CLASS I, TYPE B
- LIGHT RIP RAP

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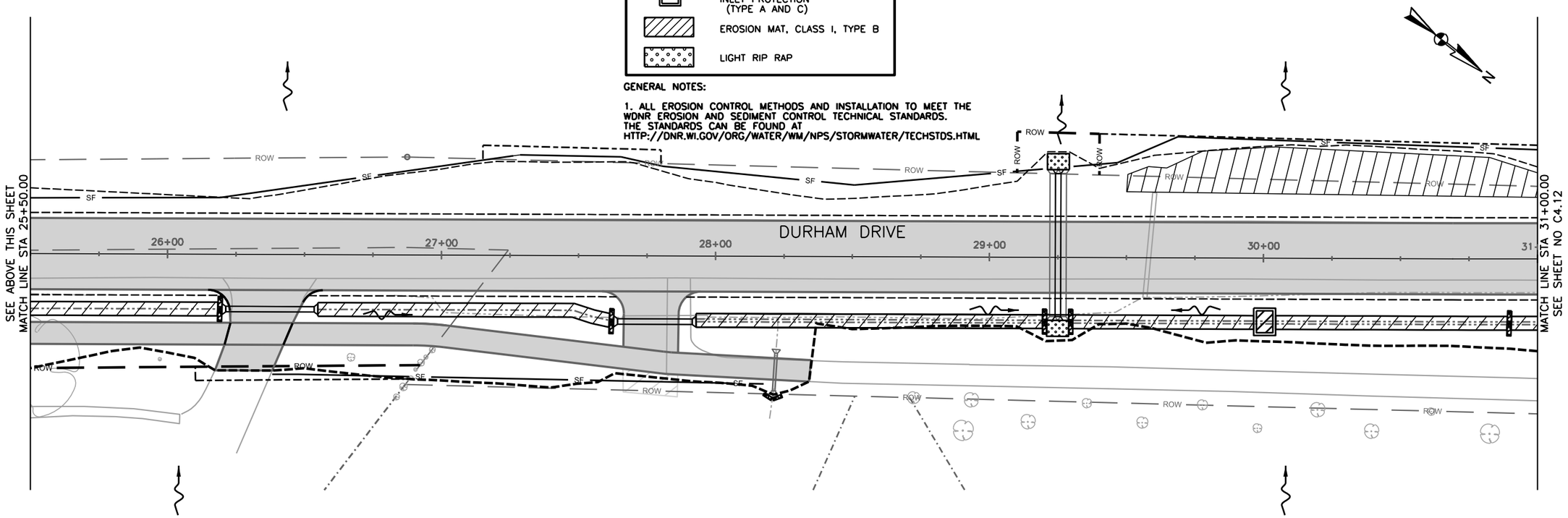

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DURHAM DRIVE RECONSTRUCTION FINAL PLANS

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CITY OF MUSKEGO

WAUKESHA COUNTY MUSKEGO, WISCONSIN

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2

HORIZONTAL SCALE: 0 20 40

PROJECT ID 09M032

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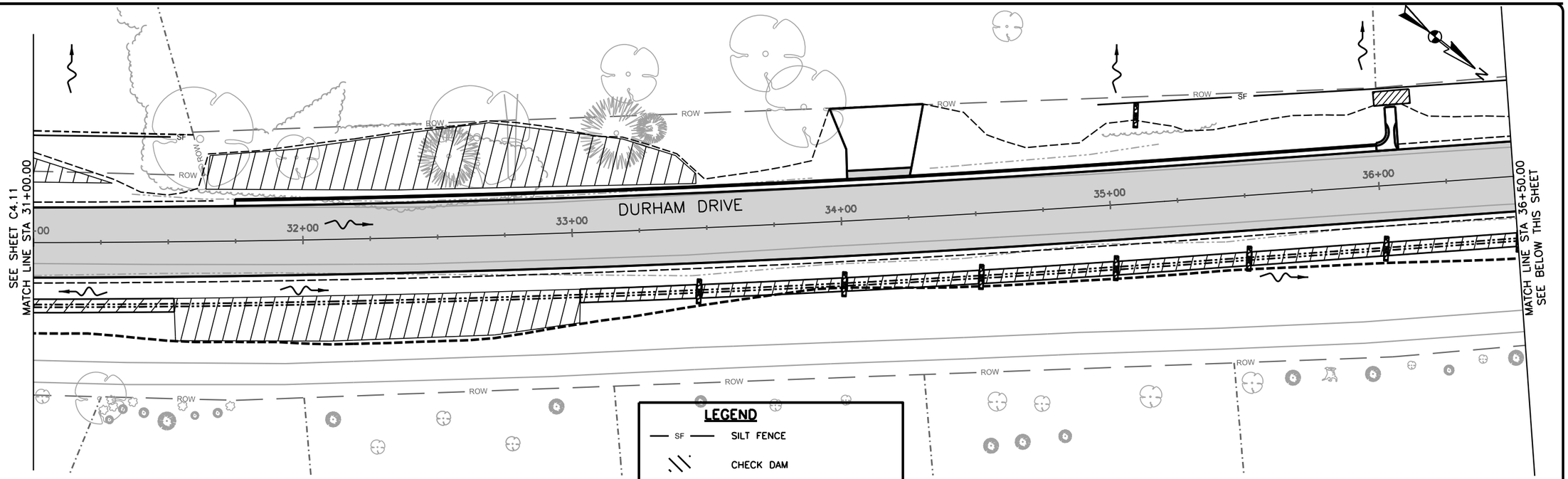

LEGEND

SF	SILT FENCE
	CHECK DAM
	FLOW DIRECTION
	ROCK FILLED FILTER BAGS
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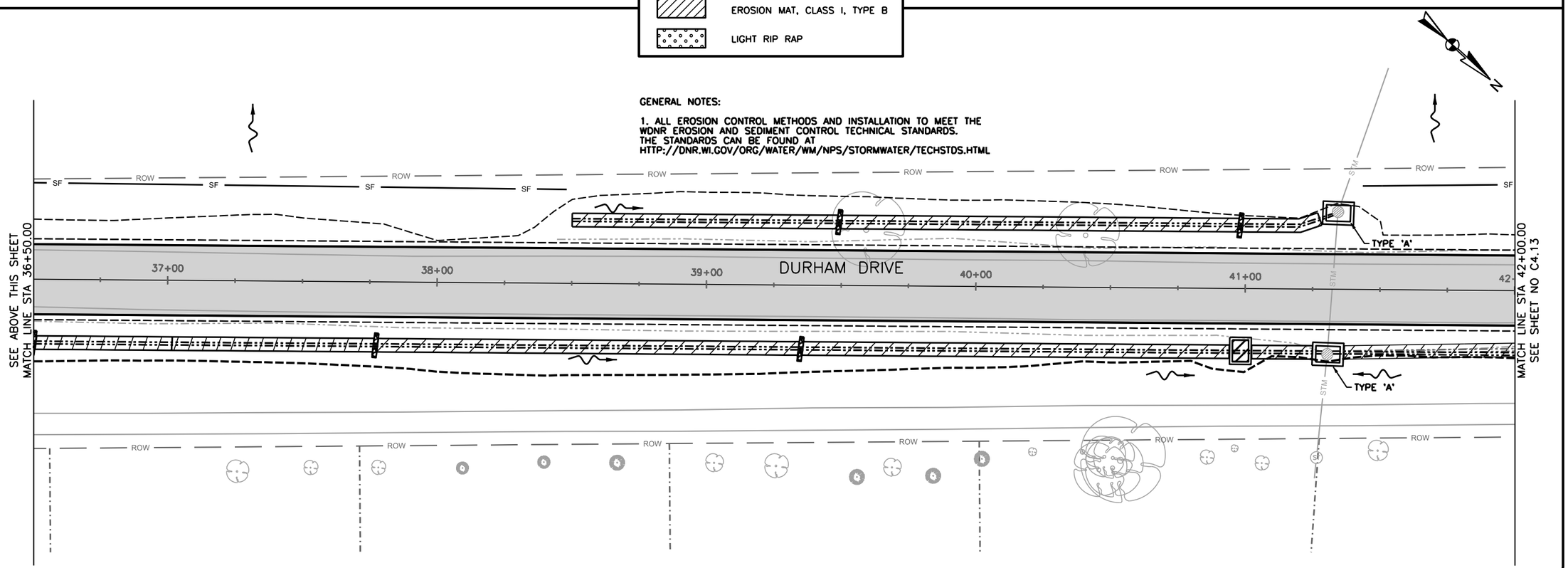

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WAUKESHA COUNTY
MUSKEGO, WISCONSIN

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2

HORIZONTAL SCALE: 0 20 40

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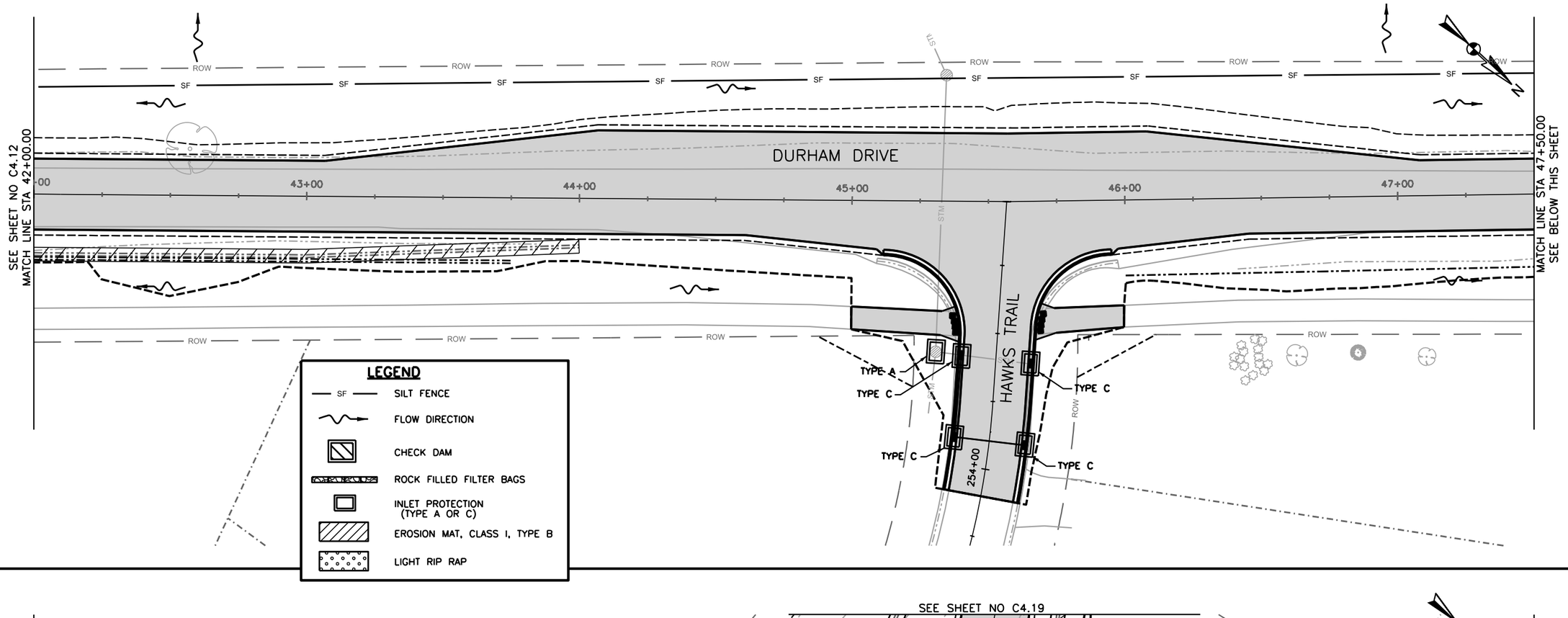

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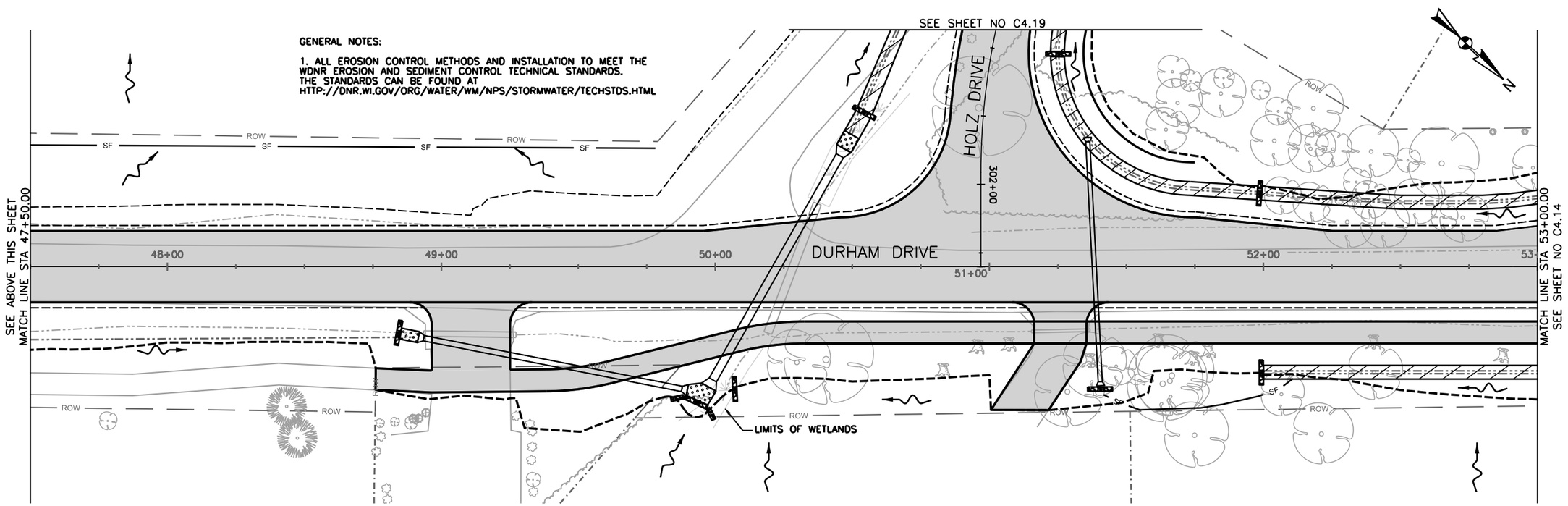

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MUSKEGO, WISCONSIN

WAUKESHA COUNTY

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 2 0
HORIZONTAL SCALE: 0 20 40

PROJECT ID 09M032

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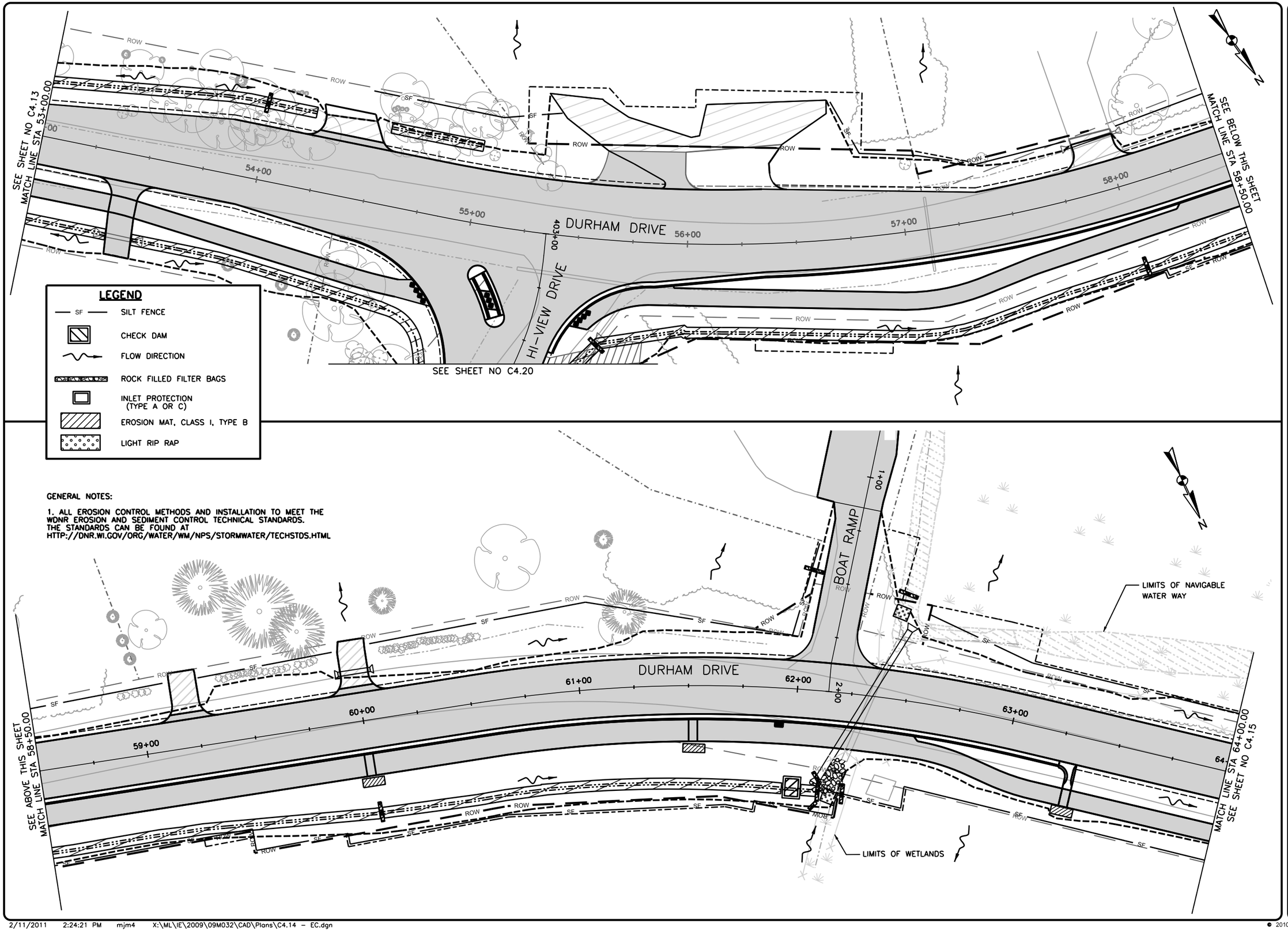

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 2

HORIZONTAL SCALE: 0 20 40

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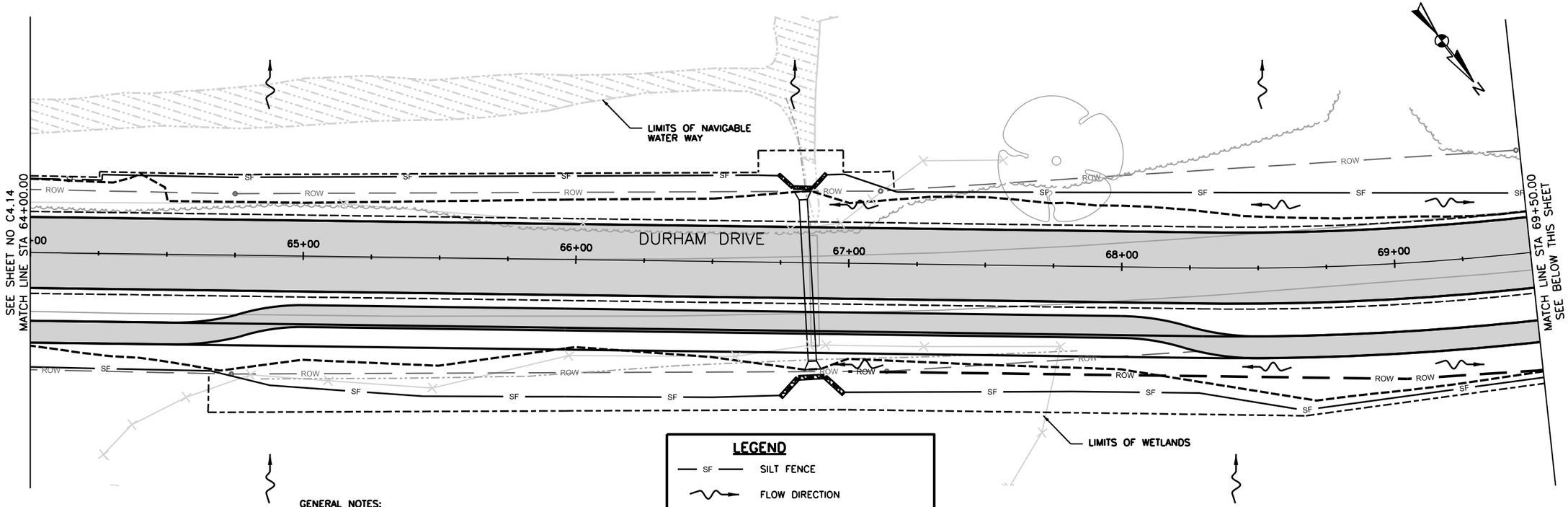

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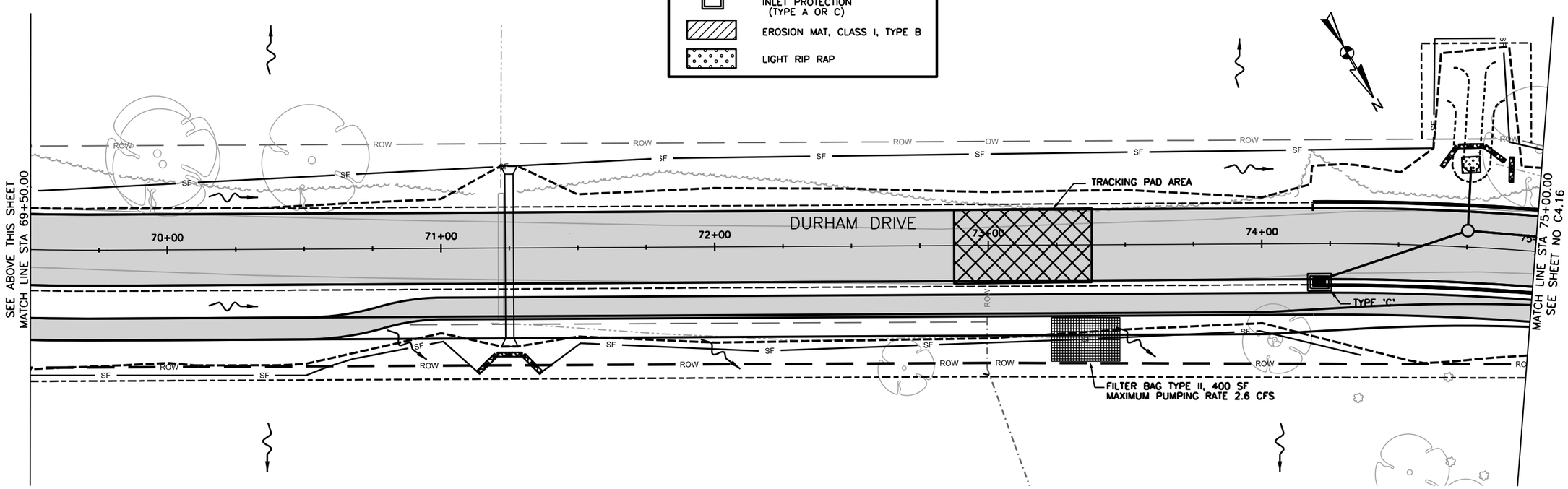
LEGEND

- SF — SILT FENCE
- FLOW DIRECTION
- CHECK DAM
- ROCK FILLED FILTER BAGS
- INLET PROTECTION (TYPE A OR C)
- EROSION MAT, CLASS I, TYPE B
- LIGHT RIP RAP



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WAUKESHA COUNTY MUSKEGO, WISCONSIN

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2
HORIZONTAL SCALE: 0 20 40

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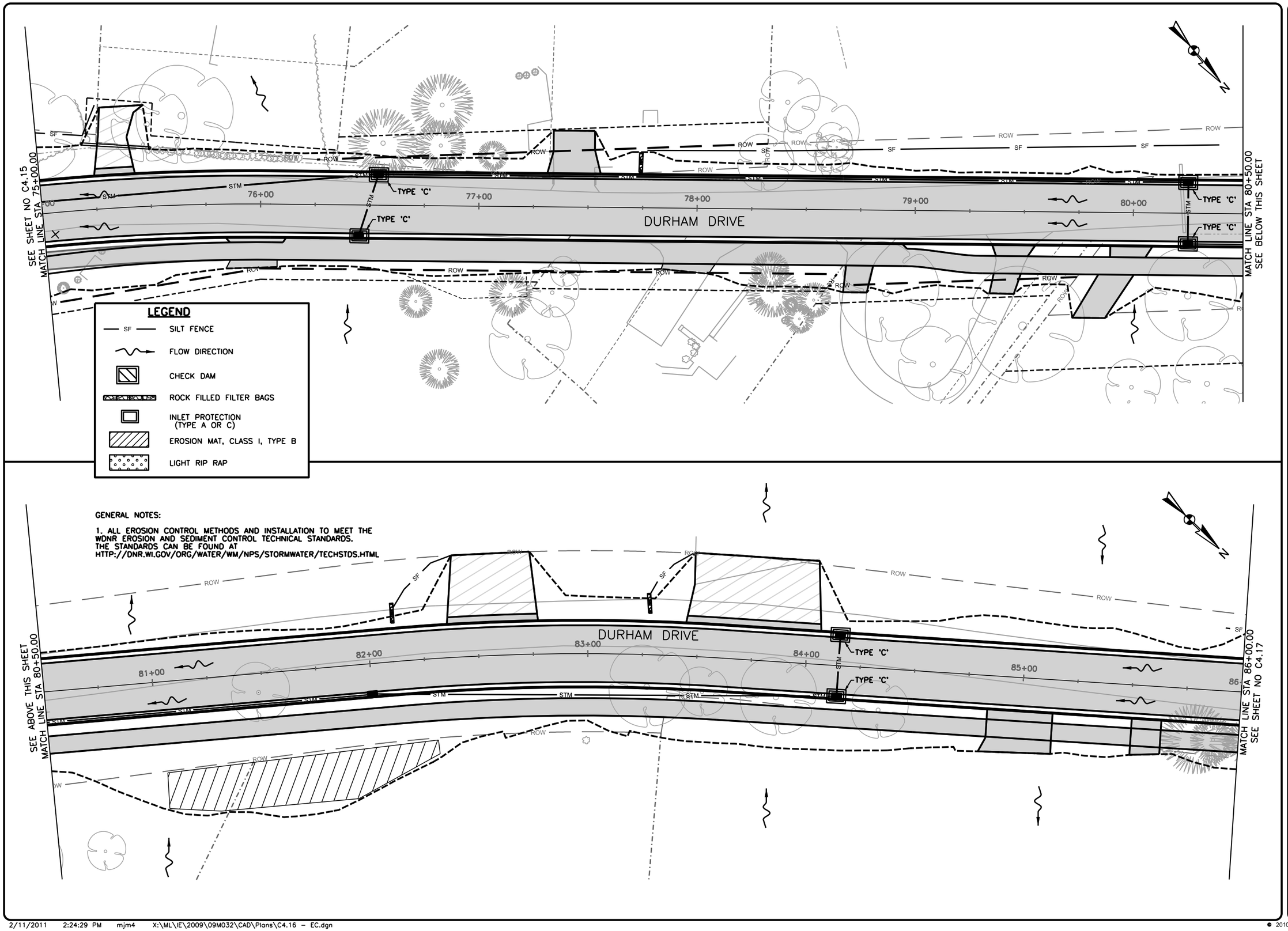

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RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO

MUSKEGO, WISCONSIN

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2

HORIZONTAL SCALE: 0 20 40

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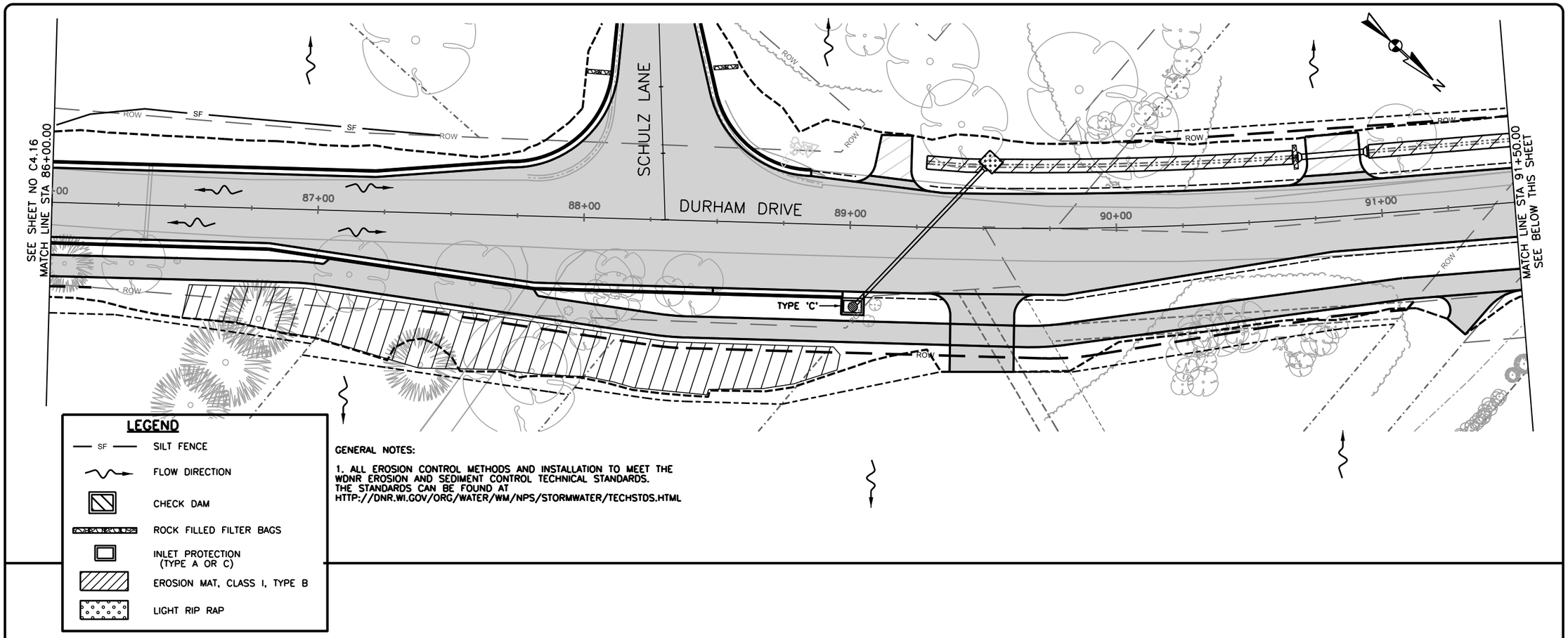

LEGEND

- SF — SILT FENCE
- FLOW DIRECTION
- CHECK DAM
- ROCK FILLED FILTER BAGS
- INLET PROTECTION (TYPE A OR C)
- EROSION MAT, CLASS I, TYPE B
- LIGHT RIP RAP

GENERAL NOTES:

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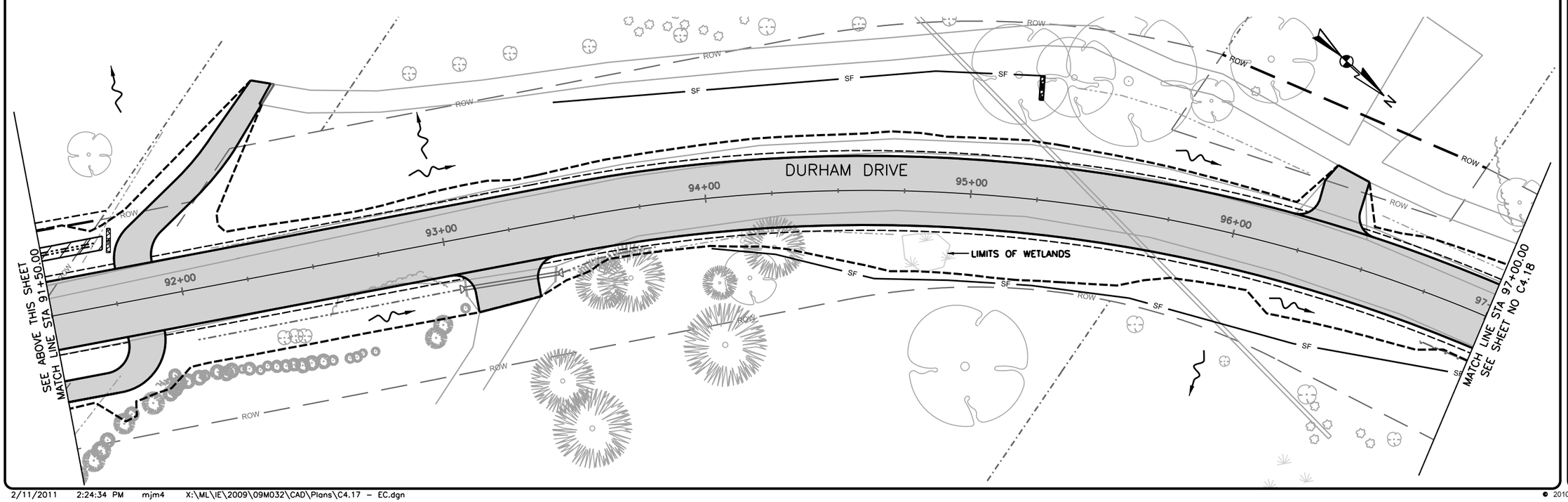

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 2 0
HORIZONTAL SCALE: 0 20 40

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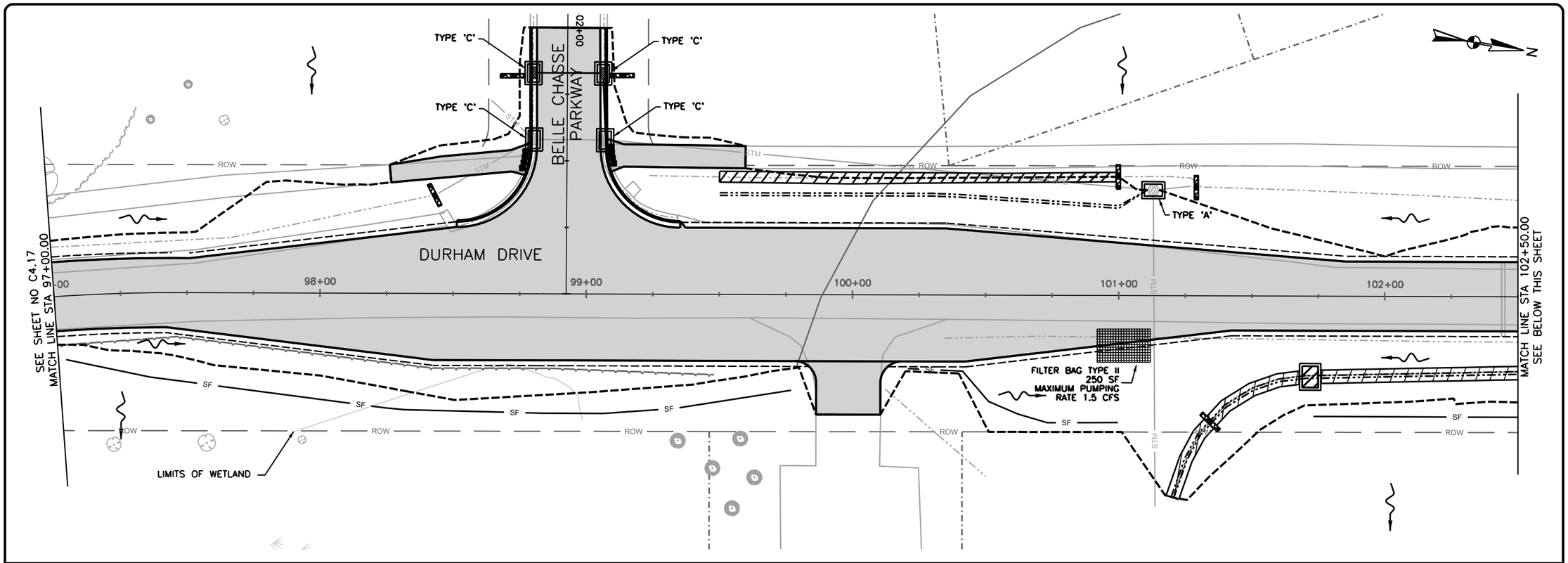

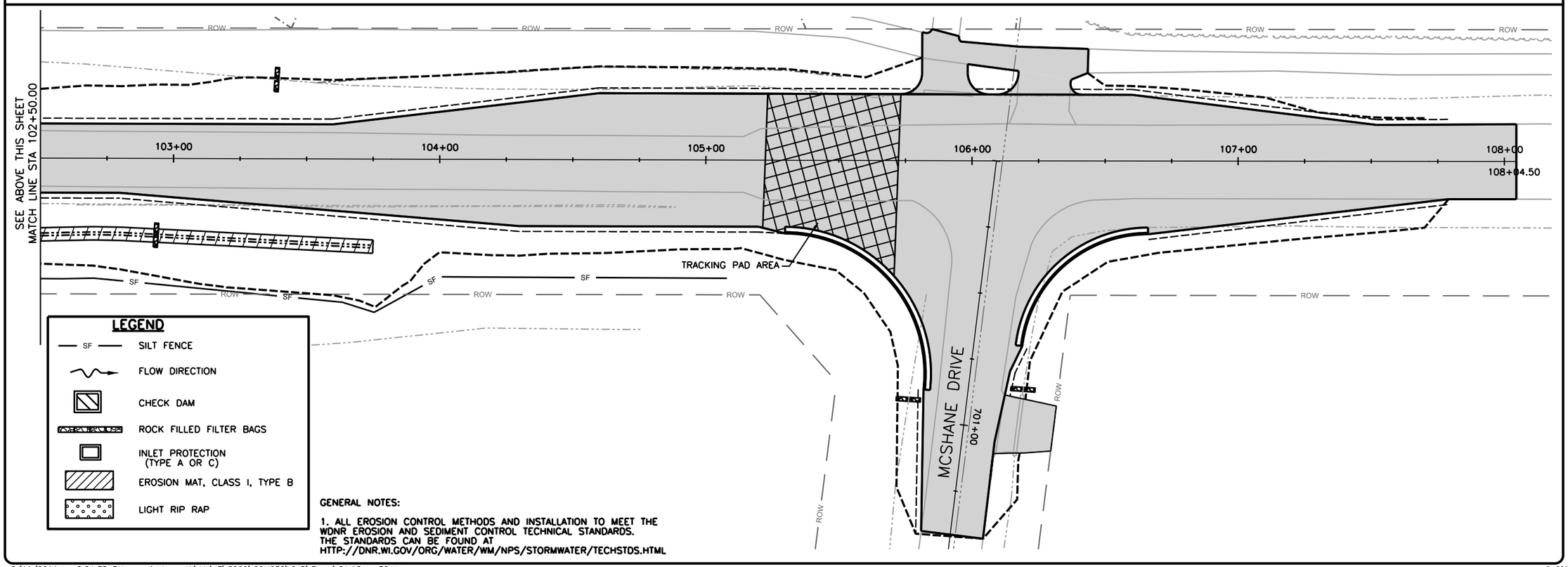

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DURHAM DRIVE

EROSION CONTROL

VERTICAL SCALE: 2 0
HORIZONTAL SCALE: 0 20 40

PROJECT ID 09M032

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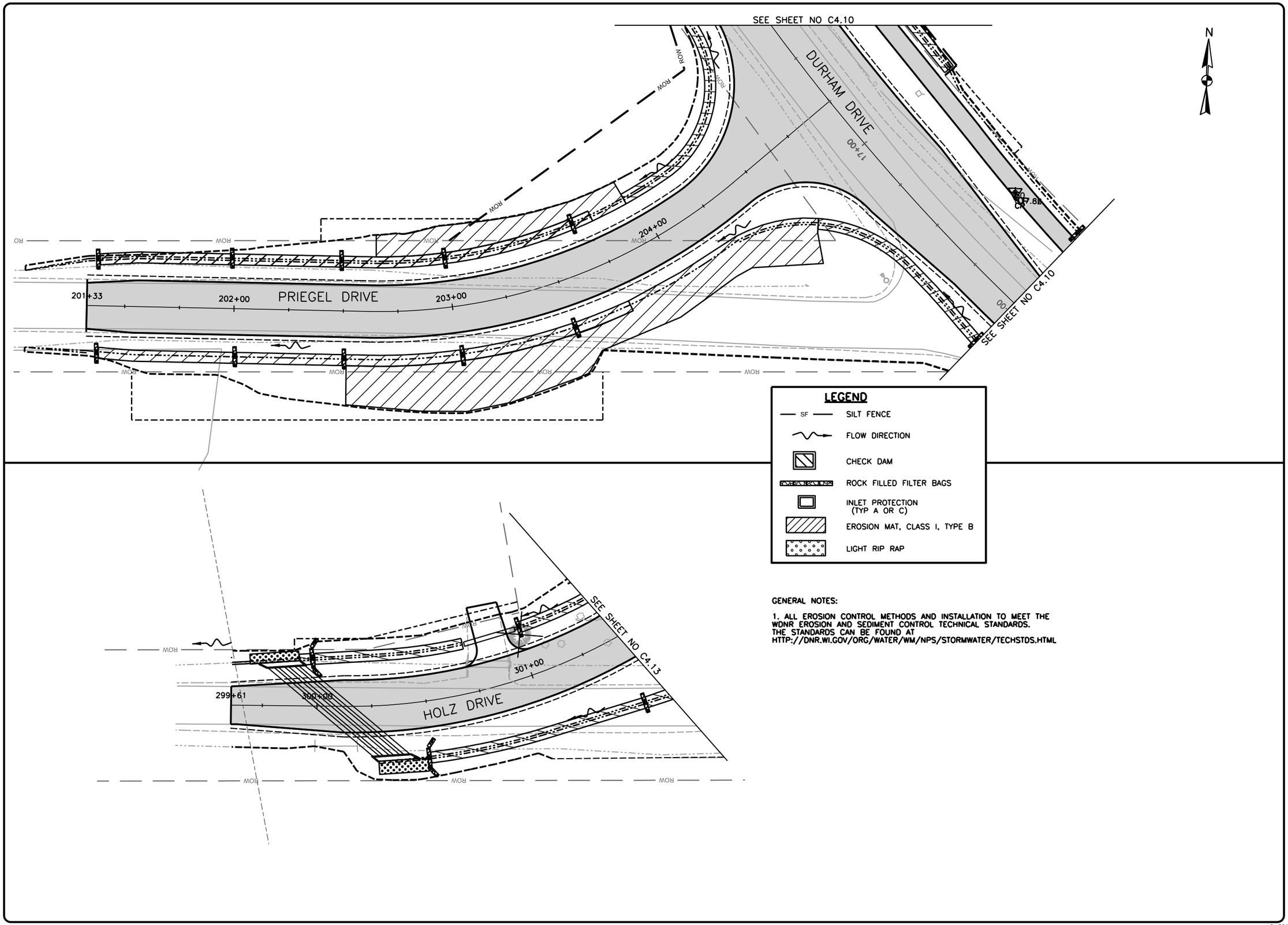

LEGEND

- SF — SILT FENCE
- FLOW DIRECTION
- CHECK DAM
- ROCK FILLED FILTER BAGS
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PRIEGEL DRIVE
AND
HOLZ DRIVE

EROSION
CONTROL

VERTICAL SCALE: 0 2
HORIZONTAL SCALE: 0 20 40

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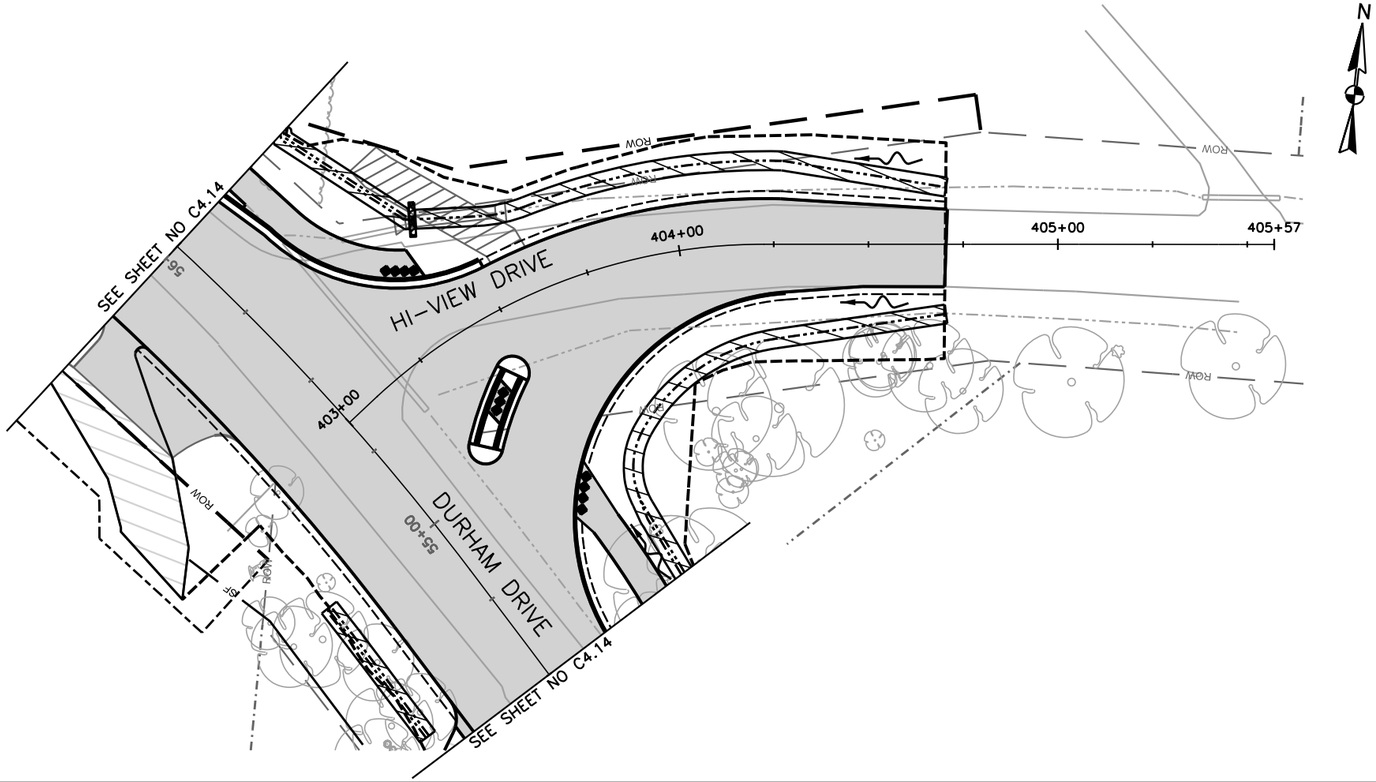

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HI-VIEW DRIVE

EROSION CONTROL

VERTICAL SCALE: 0 2

HORIZONTAL SCALE: 0 20 40

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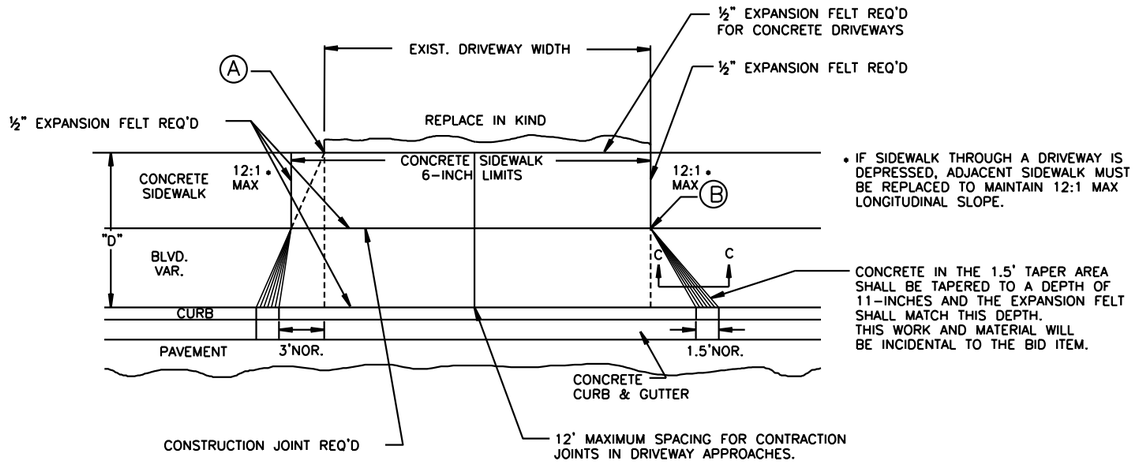
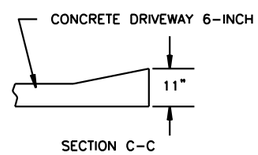


• IF SIDEWALK THROUGH A DRIVEWAY IS DEPRESSED, ADJACENT SIDEWALK MUST BE REPLACED TO MAINTAIN 12:1 MAX LONGITUDINAL SLOPE.

CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

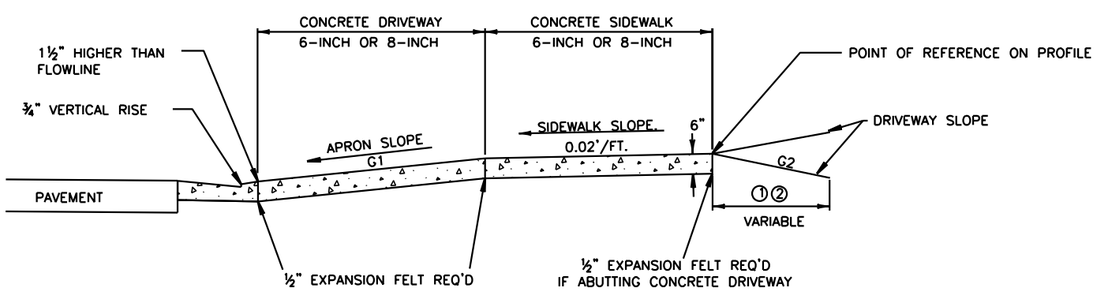
(A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

(B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C

PLAN VIEW



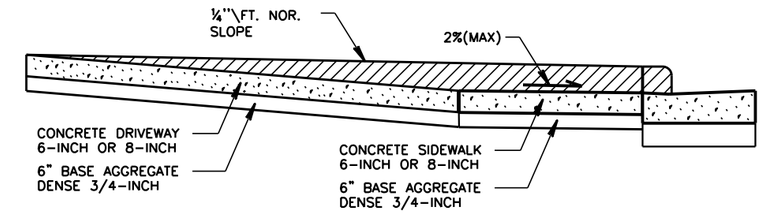
① – 6" OR 8" CONCRETE DRIVEWAY

② – 6" BASE AGGREGATE DENSE ¾-INCH

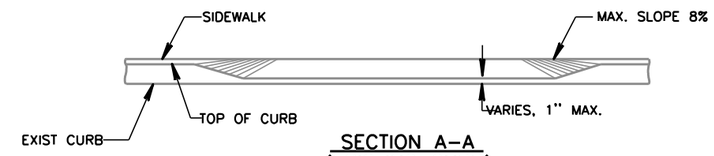
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

TYPICAL SIDEWALK SECTION

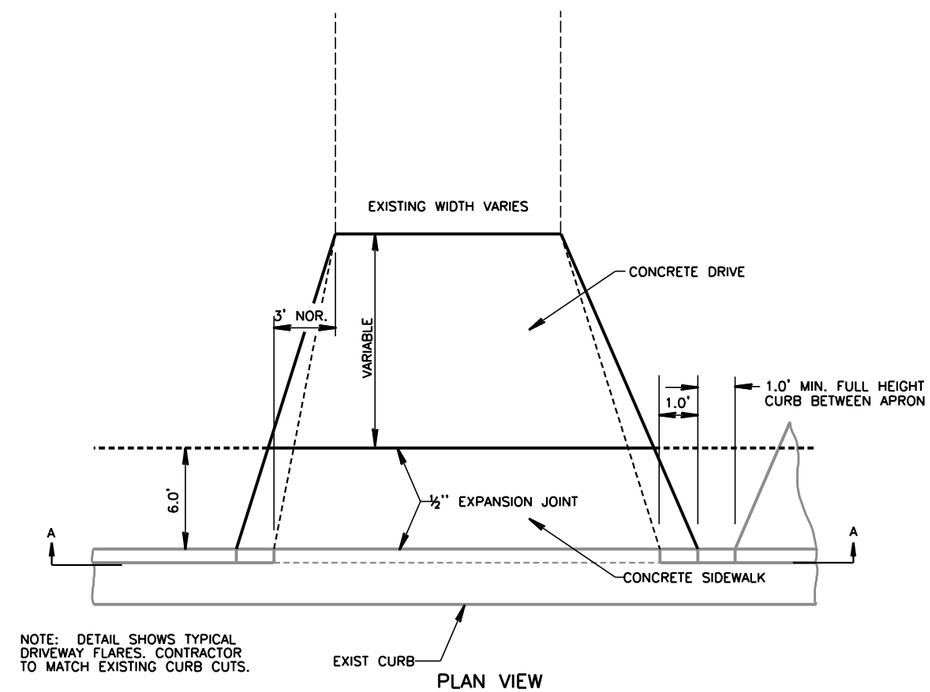
URBAN DRIVEWAY DETAIL (WITH TERRACE)



PROFILE



SECTION A-A (EXISTING CURB)



NOTE: DETAIL SHOWS TYPICAL DRIVEWAY FLARES. CONTRACTOR TO MATCH EXISTING CURB CUTS.

PLAN VIEW

URBAN DRIVEWAY DETAIL (WITHOUT TERRACE)

CONSTRUCTION DETAILS

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Suite 278, Lincoln Center II
West Allis, WI 53227
Phone: 414-336-7900 Fax: 414-336-7901

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DURHAM DRIVE RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO
MUSKEGO, WAUKESHA COUNTY, WISCONSIN

REVISION / ISSUE			
NO.	BY	DATE	DESCRIPTION
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RECORD DRAWING OF COMPLETED CONSTRUCTION BY
RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTOR AND/OR OWNERS RECORDS.
BY _____ DATE _____

DATE OF PREPARATION

	BY	DATE
SURVEYED	TAA	
DRAWN	GTW	02/23/10
DESIGNED	CLM1	02/23/10
CHECKED	PAV	05/14/10

DRIVEWAY DETAILS

NOT TO SCALE

PROJECT ID 09M032

C5.01

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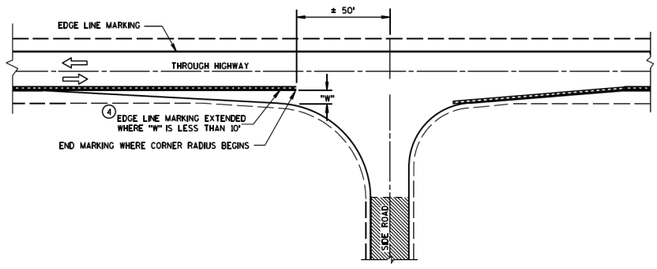
2/23/2011 11:53:49 AM mjm4 X:\WI\E\2009\09M032\CAD\Plans\C5.02 - Details.dgn

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

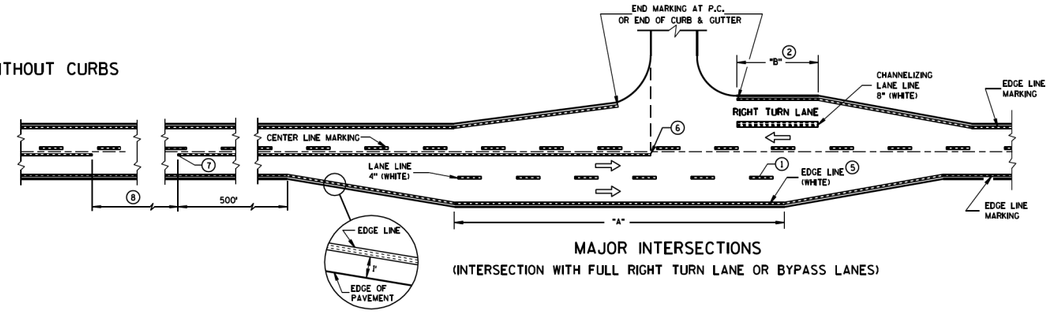
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
4. LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10'OR MORE.
5. THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
6. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
7. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
8. IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

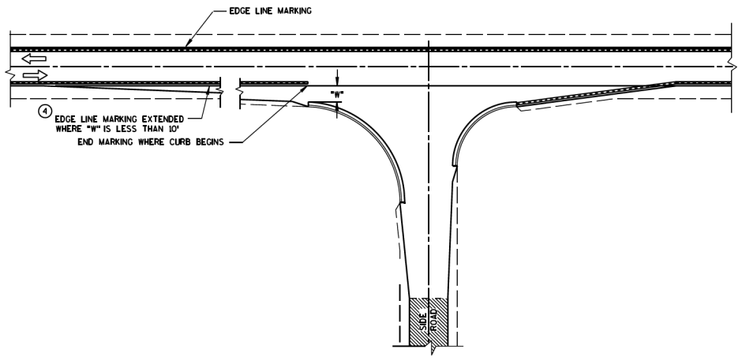


MINOR INTERSECTION WITHOUT CURBS

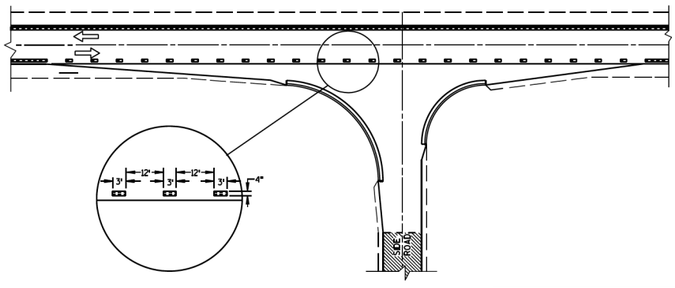
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS
3 (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-12b

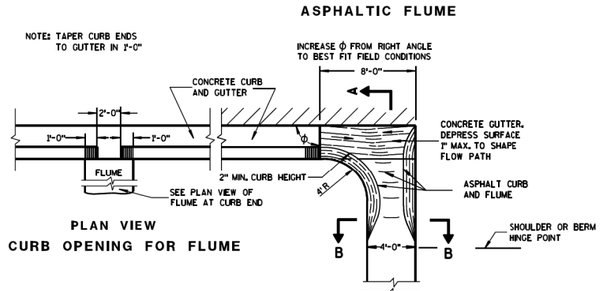
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

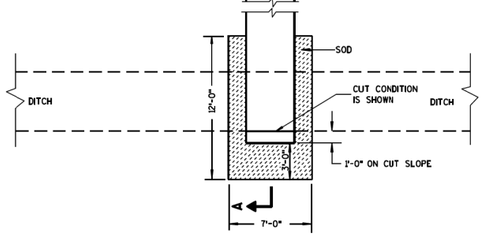
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

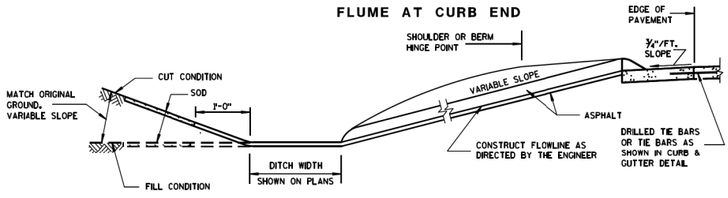
ASPHALTIC FLUME



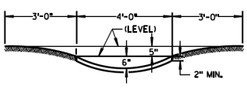
PLAN VIEW
CURB OPENING FOR FLUME



PLAN VIEW
FLUME AT CURB END

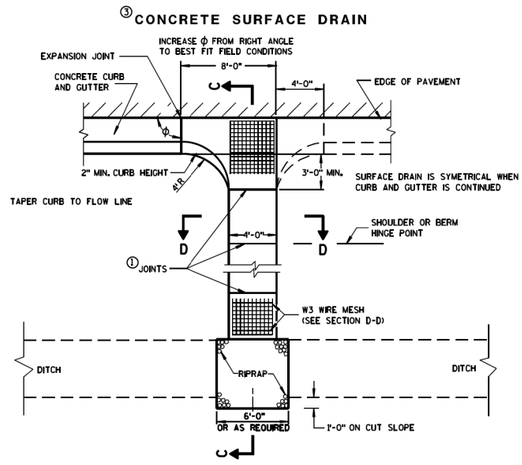


SECTION A-A

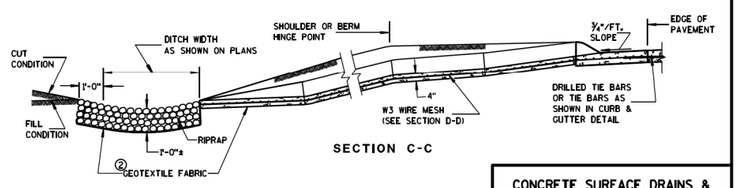


SECTION B-B

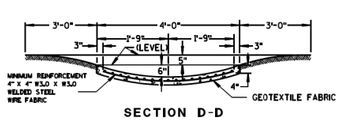
3 CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 /S/ Jerry M. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 4-5

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C5.02

PROJECT ID 09M032

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CURB AND GUTTER DETAILS

		BY	DATE
SURVEYED	TAA		
DRAWN	GTW	02/23/10	
DESIGNED	CLM1	02/23/10	
CHECKED	PAV	05/14/10	

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DURHAM DRIVE RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO

WAUKESHA COUNTY MUSKEGO, WISCONSIN

Foth
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Suite 278, Lincoln Center II
West Allis, WI 53227
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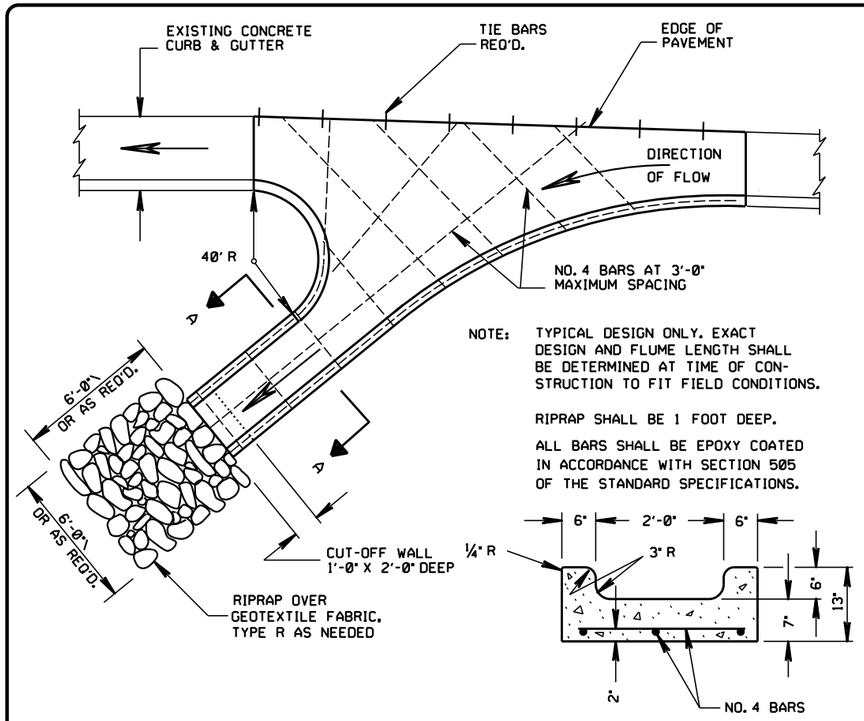


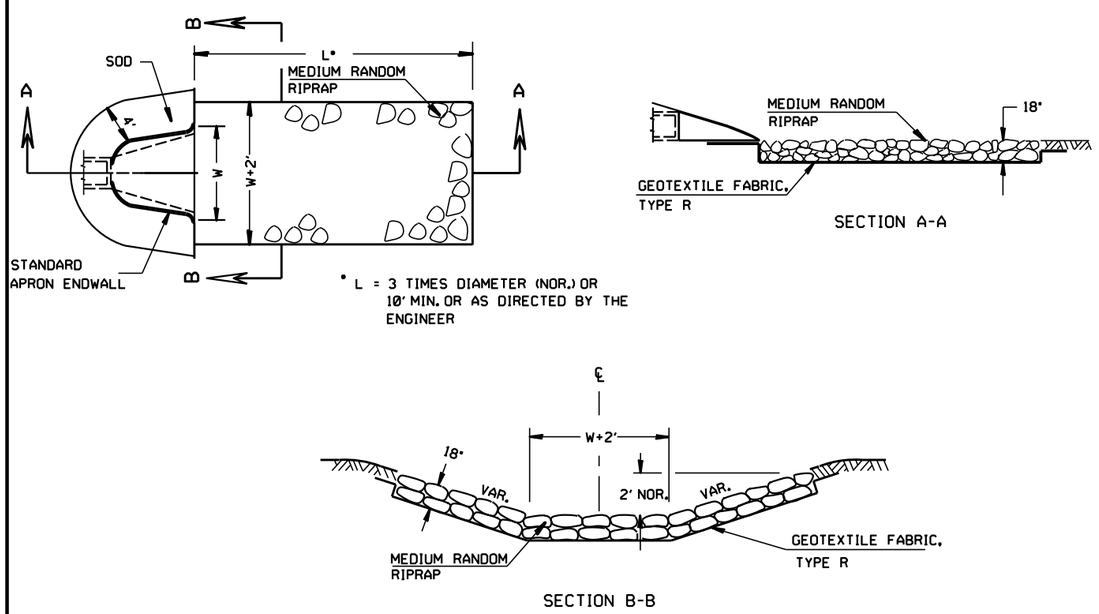
NOTE: TYPICAL DESIGN ONLY. EXACT DESIGN AND FLUME LENGTH SHALL BE DETERMINED AT TIME OF CONSTRUCTION TO FIT FIELD CONDITIONS.

RIPRAP SHALL BE 1 FOOT DEEP.

ALL BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

SECTION A-A

CONCRETE SURFACE DRAIN

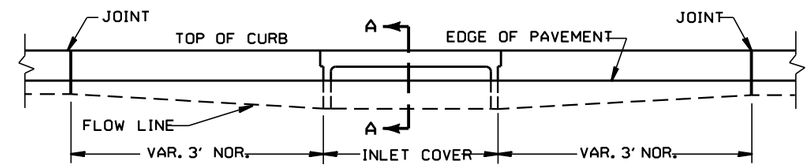


* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

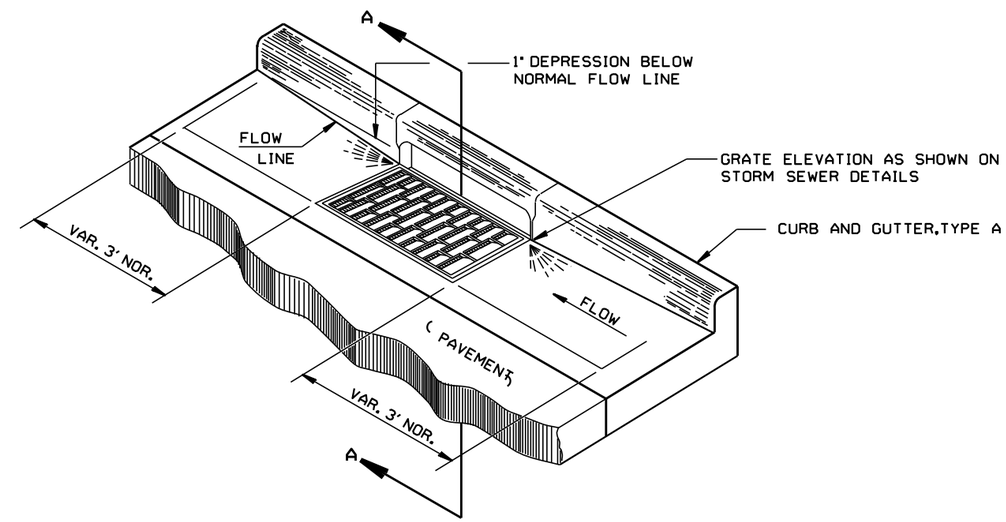
SECTION A-A

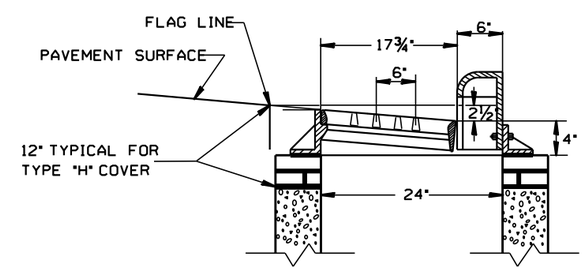
SECTION B-B

SOD, MEDIUM RANDOM RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS



ELEVATION





SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

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2/17/11
CITY OF MUSKEGO
WAUKESHA COUNTY MUSKEGO, WISCONSIN

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DURHAM DRIVE

CONSTRUCTION DETAILS

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PROJECT ID 09M032

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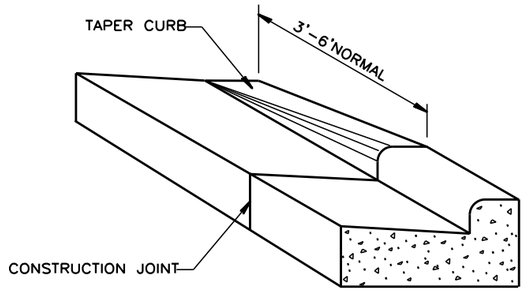
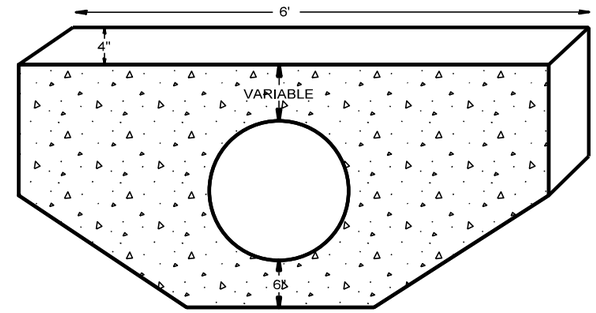
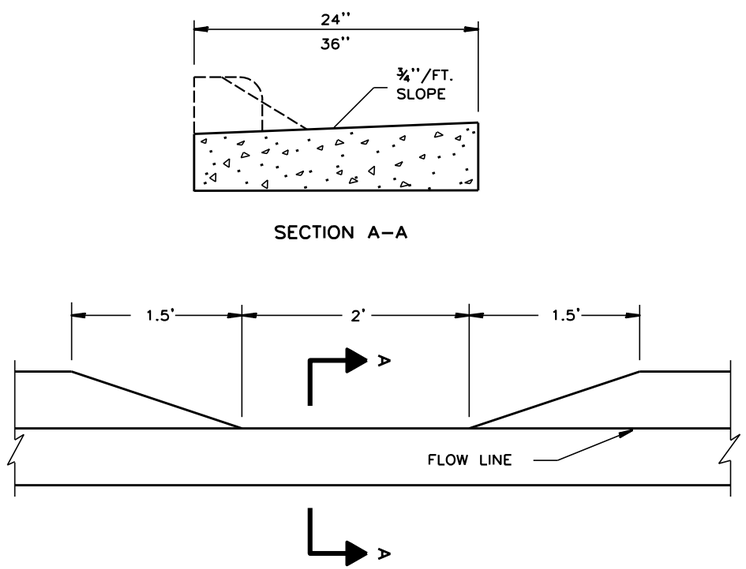


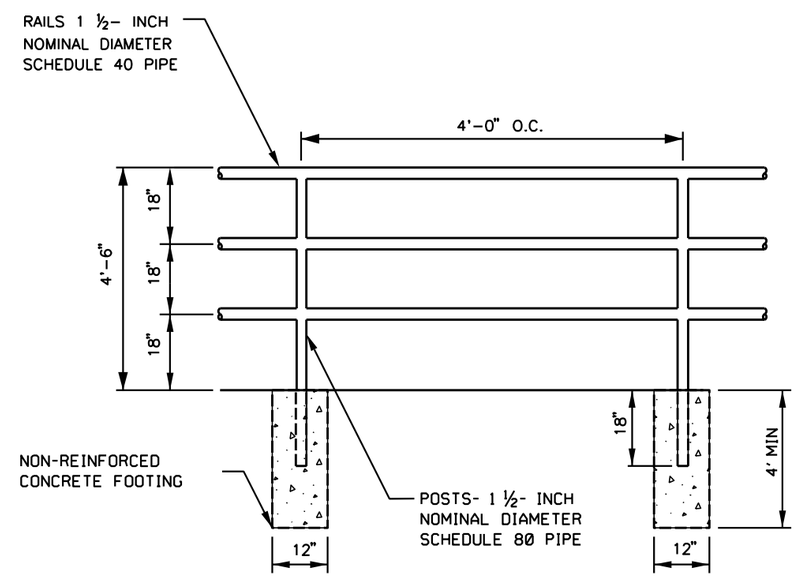
DETAIL OF CURB & GUTTER TERMINI



DRIVEWAY CULVERT CONCRETE ENDWALL DETAIL



DETAIL OF CURB HEAD DEPRESSION FOR DRAINAGE AT CURB & GUTTER SECTION



RAILING PIPE DETAIL

NOTE: PLACE RAILING .75' FROM EDGE OF PATH

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DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO

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DURHAM DRIVE

CONSTRUCTION DETAILS

NOT TO SCALE

PROJECT ID 09M032

C5.04

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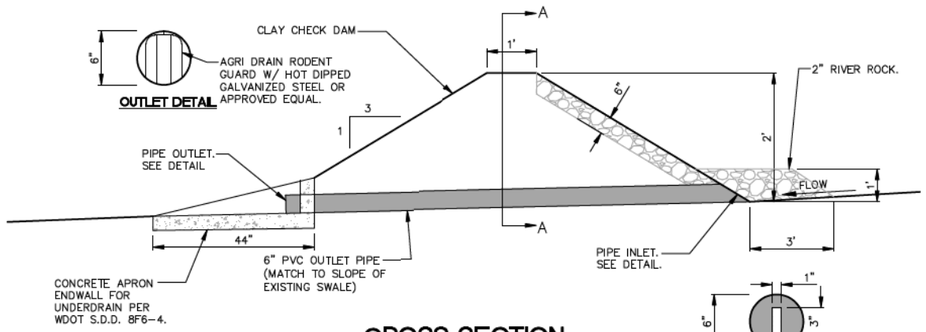
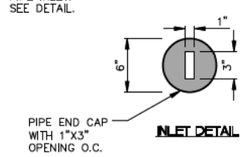
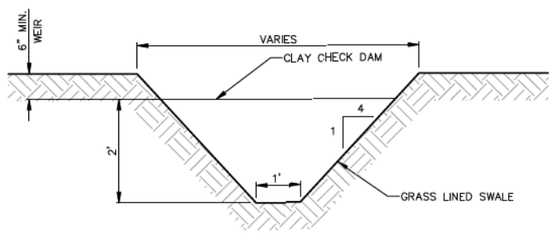


CROSS SECTION

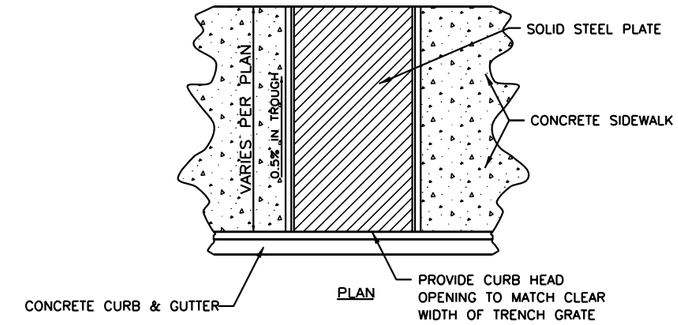


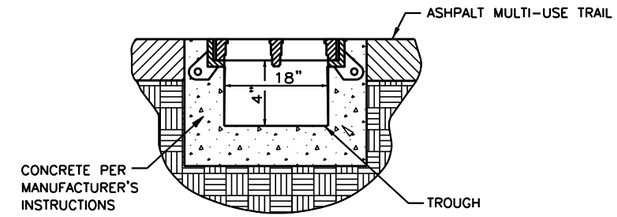
INLET DETAIL



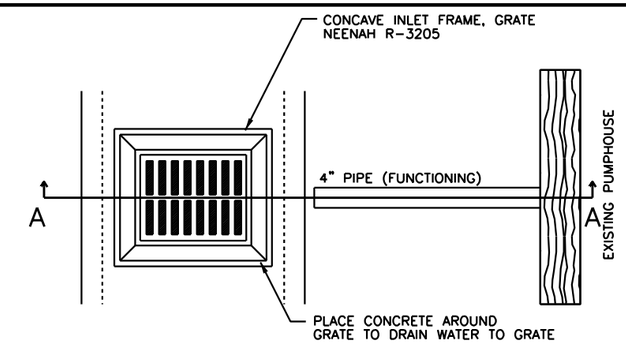
SECTION A-A

CHECK DAM DETAIL

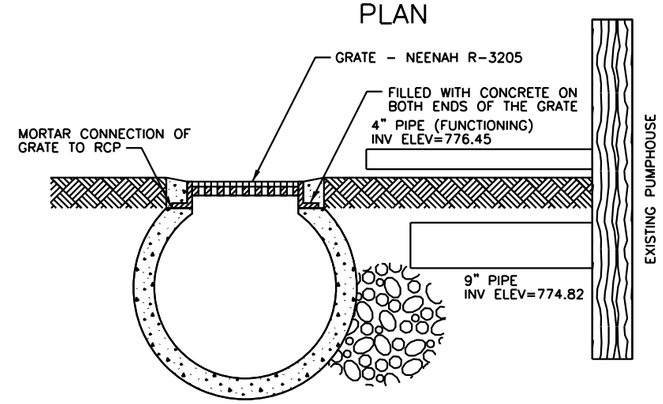




TRENCH GRATE DETAIL



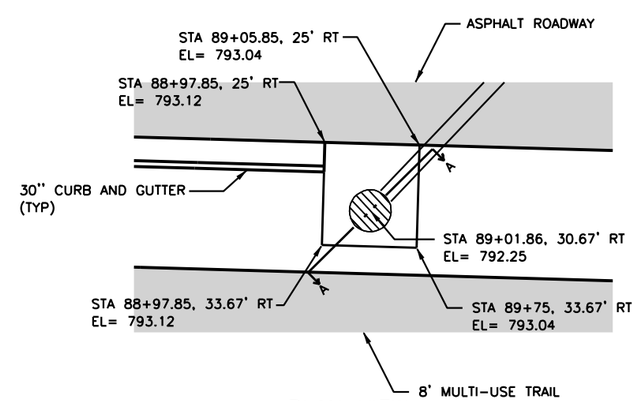
PLAN



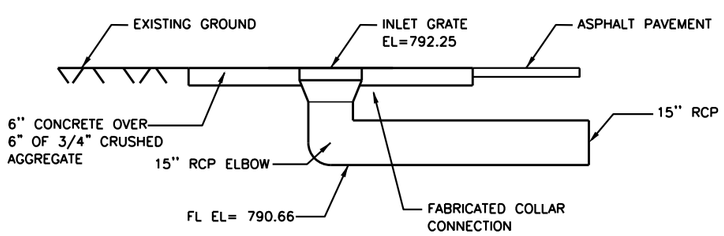
CROSS SECTION A-A

FABRICATION INCLUDES THE SAWCUTTING, MOUNTING AND INSTALLATION OF THE GRATE ON THE PIPE. FINAL LOCATION OF THE GRATE WILL BE DETERMINED IN THE FIELD WITH THE ENGINEER.

PUMP HOUSE OUTFALL

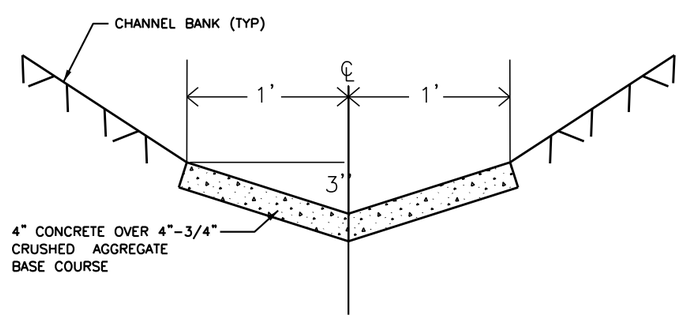


PLAN VIEW



SECTION VIEW A-A

CATCH BASIN DETAIL STA. 89+01.86, 36.67' RT



STA 18+50 TO 19+80
CONCRETE DITCH BOTTOM

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DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO
MUSKEGO, WISCONSIN
WAUKESHA COUNTY

NO.	BY	DATE	REVISION / ISSUE DESCRIPTION
1			
2			
3			
4			

RECORD DRAWING OF COMPLETED CONSTRUCTION BY
RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTOR AND/OR OWNERS RECORDS.
BY ____ DATE ____

DATE OF PREPARATION

	BY	DATE
SURVEYED	TAA	
DRAWN	GTW	02/23/10
DESIGNED	CLM1	02/23/10
CHECKED	PAV	05/14/10

DURHAM DRIVE

CONSTRUCTION DETAILS

NOT TO SCALE

PROJECT ID 09M032

C5.05

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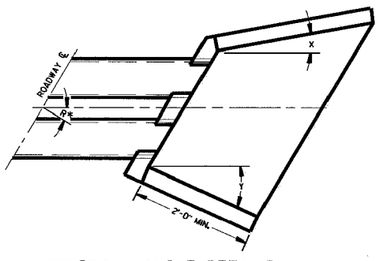


WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30"	30"	0 - 15°	15"	15"
8 - 22°	25"	"	16 - 45°	10"	"
23 - 37°	20"	"	46 - 75°	5"	"
38 - 52°	15"	"	OVER 75°	0"	"
53 - 67°	10"	"			
68 - 82°	5"	"			
OVER 82°	0"	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

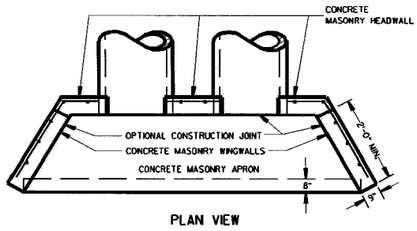
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

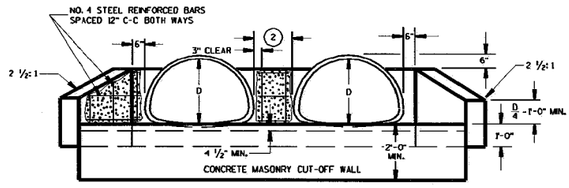
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



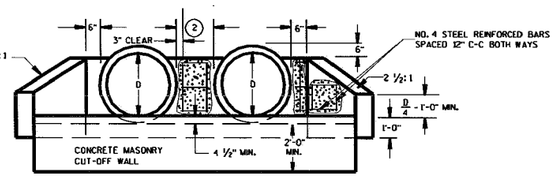
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



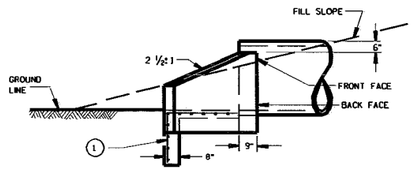
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

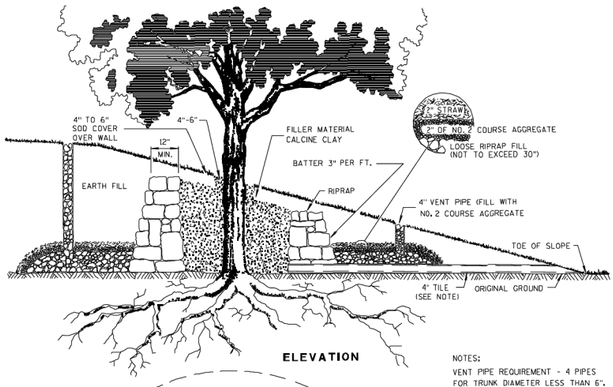
S.D.D. 8 F 10-1

S.D.D. 8 F 10-1

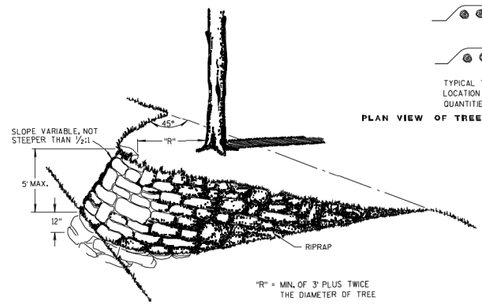
WISDOT S.D.D. 08F 10-1
MODIFIED AS NOTED

1) POINT NUMBER 2 SHALL BE MODIFIED TO BE: THE SPACE BETWEEN THE PIPES SHALL BE 9". TO OBTAIN COMPACTION BETWEEN THE PIPES, A SLURRY BACKFILL SHALL BE USED. THE SLURRY BACKFILL IS INCIDENTAL TO THE PIPE INSTALLATION.

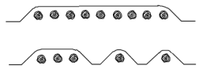
2) HEADWALL AND APRON QUANTITIES AND DIMENSIONS SHALL BE MODIFIED TO ACCOMMODATE THE 4-18" RCP PIPES.



ELEVATION



DETAILS OF TREE ISLAND AND ROOT PROTECTION



TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

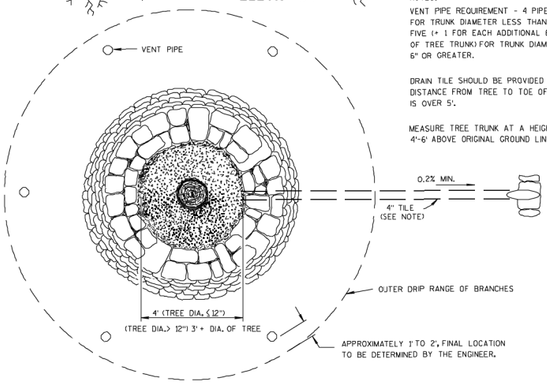
DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

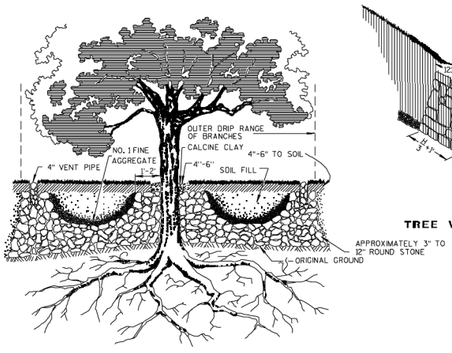
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.

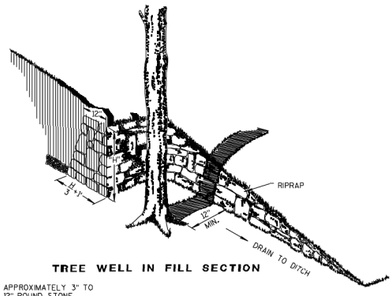


PLAN

FULL TREE WELL WITH RIPRAP WALL



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

DETAILS FOR TREE WELLS

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

DATE — STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 14A1-3

S.D.D. 14A1-3

REVISION DATE: 4/27/93

PLOT NAME:

PLOT SCALE:

FILE NAME:

ORIGINATOR: DENNIS HOAGLAND

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

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2/23/2011 11:55:35 AM mjm4 X:\WI\VE\2009\09M032\CAD\Plans\C5.06 - Details.dgn

C5.06

PROJECT ID 09M032

NOT TO SCALE

DURHAM DRIVE
CONSTRUCTION
DETAILS

	BY	DATE
SURVEYED	TAA	02/23/10
DRAWN	GTW	02/23/10
DESIGNED	CLM1	02/23/10
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DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO

WAUKESHA COUNTY — MUSKEGO, WISCONSIN

Foth
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2514 S. 102nd Street
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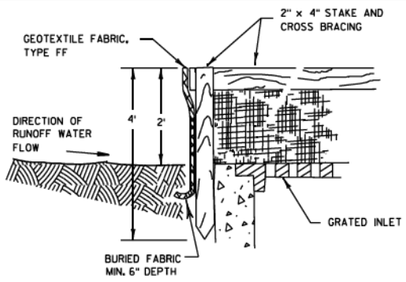
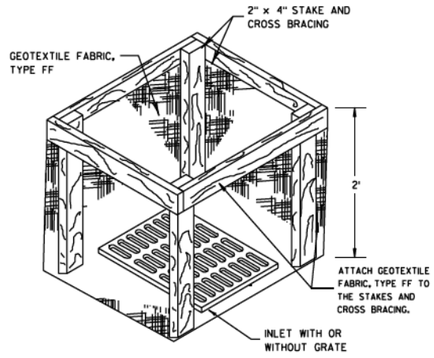
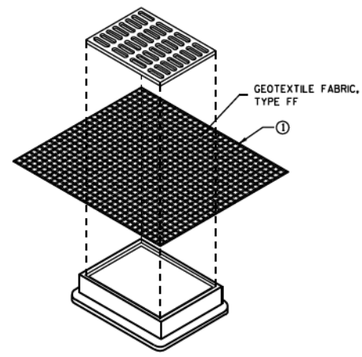


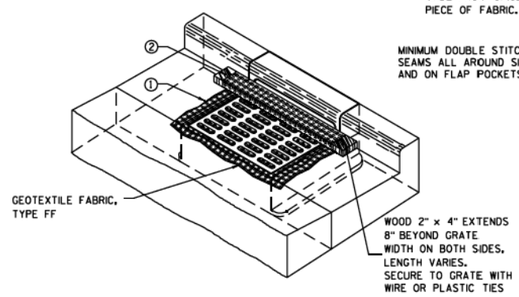


INLET PROTECTION, TYPE A

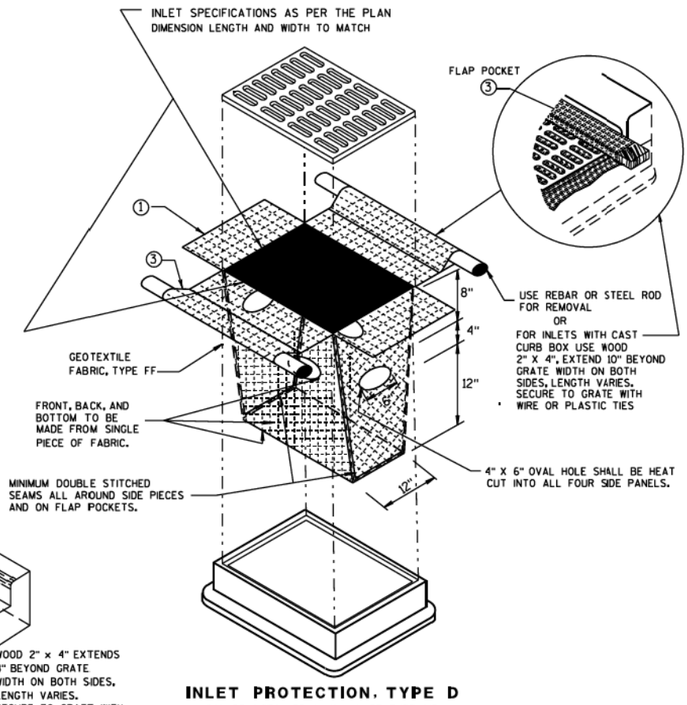


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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.

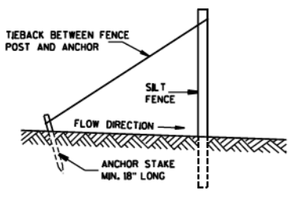
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 10-2.

INLET PROTECTION TYPE A, B, C, AND D

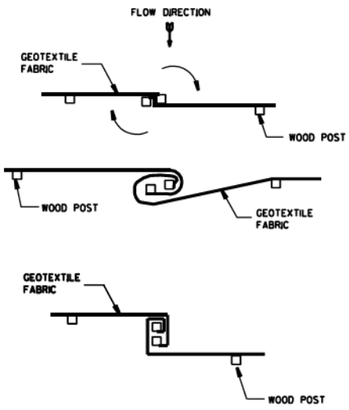
GENERAL NOTES

1. TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
2. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/6" X 1 1/6" OF OAK OR HICKORY.
3. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS: A) TWIST METHOD -- OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK METHOD -- HOOK THE END OF EACH SILT FENCE LENGTH.



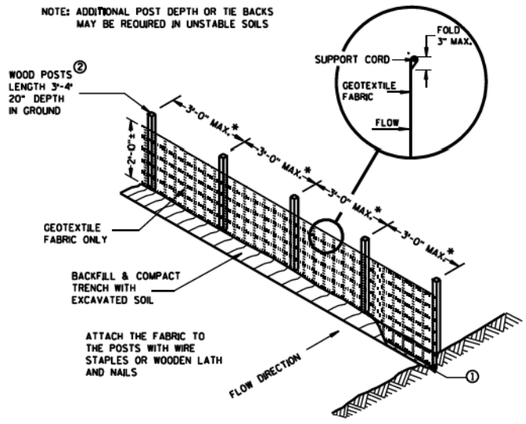
SILT FENCE TIE BACK

(WHEN ADDITIONAL SUPPORT REQUIRED)



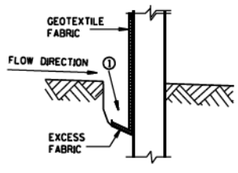
TWIST METHOD

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

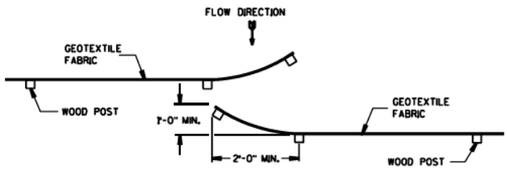


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



TRENCH DETAIL



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 4

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 9-6.

SILT FENCE

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PROJECT ID 09M032	NOT TO SCALE	EROSION CONTROL DETAILS	C5.07

	BY	DATE
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DESIGNED	CLM1	02/23/10
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DURHAM DRIVE RECONSTRUCTION
FINAL PLANS
11/12/10
CITY OF MUSKEGO

WAUKESHA COUNTY MUSKEGO, WISCONSIN

Foth
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2514 S. 102nd Street
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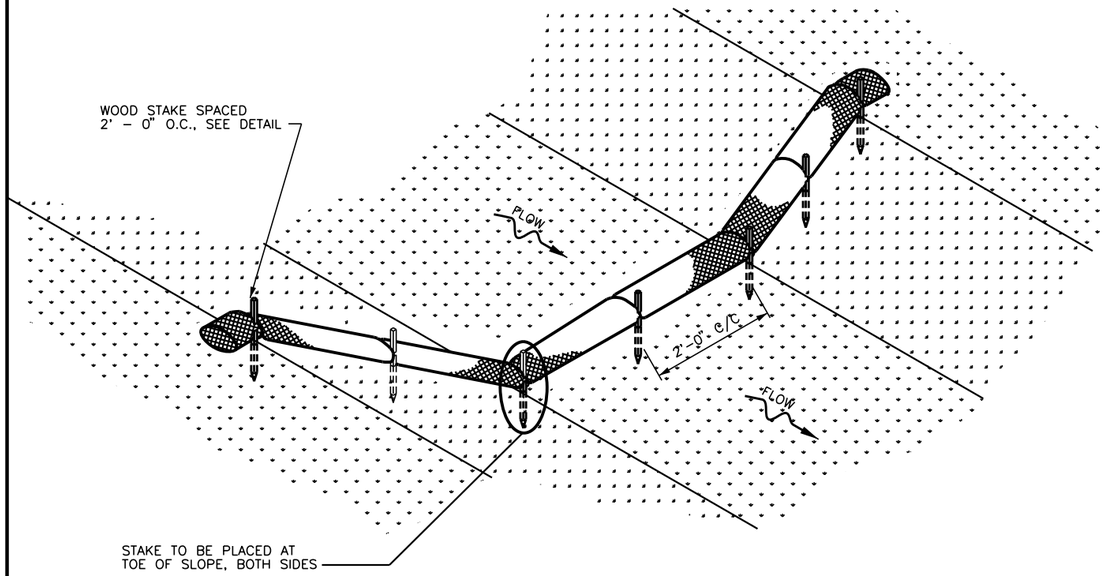


PLAN VIEW

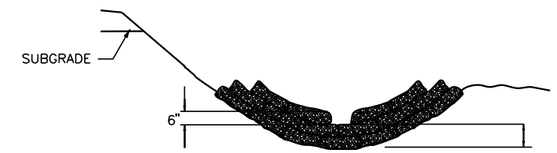
GENERAL NOTES:

18" X 30" ROCK FILLED FILTER BAG SHALL BE COMPRISED OF THE FOLLOWING:
- HDPE HIGH DENSITY POLYETHYLENE
- HDPE HIGH DENSITY POLYETHYLENE DRAW STRING KNITTED DIRECTLY INTO BAG OPENING.
- 80% FABRIC CLOSURE WITH APPARENT OPENING SIZE NO LARGER THAN *" X *"
- ROLLED SEAM USING A MINIMUM OF 480 DENIER POLYESTER SEWING YARN FOR STRENGTH AND DURABILITY.

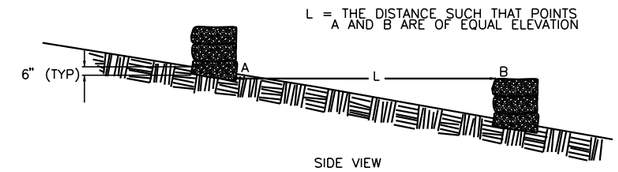
USE WELL GRADED COARSE AGGREGATE CONFORMING TO THE FOLLOWING GRADATION REQUIREMENTS

SIEVE SIZE	SIZE NO. AASHTO No. 67
2 INCH (50 mm)	
1.5 INCH (37.5mm)	
1 INCH (25.0 mm)	100
0.75 INCH (19.0mm)	90–100
0.5 INCH (9.5mm)	20–55
No. 4 (4.75mm)	0–10
No. 8 (2.36mm)	0–5

(1) SIZE No. ACCORDING TO AASHTO M 43



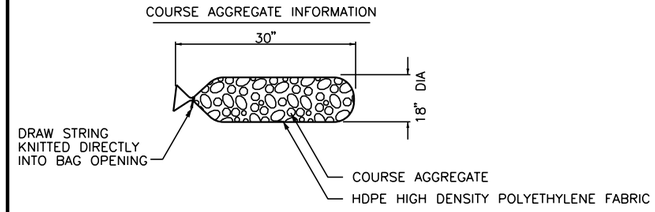
CROSS SECTIONAL VIEW



SIDE VIEW

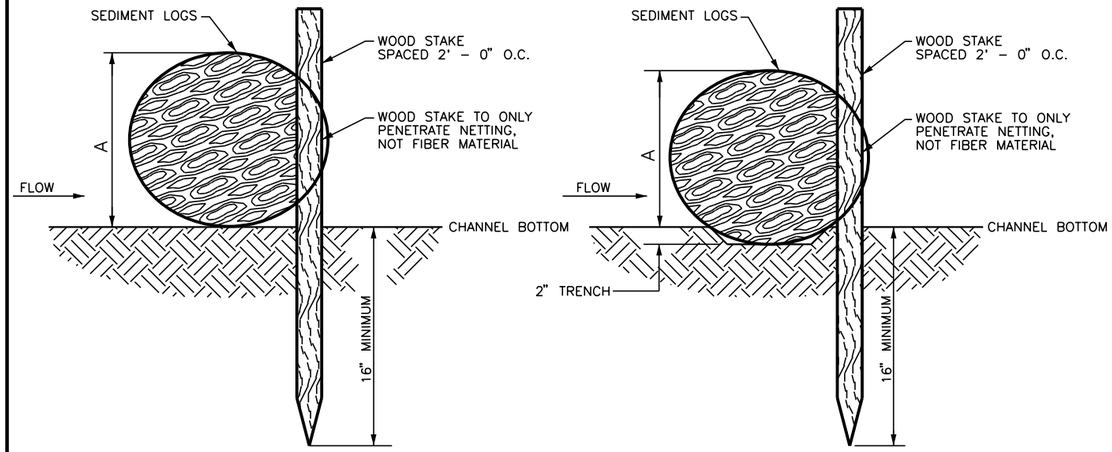
DITCH CHECK DETAIL

COURSE AGGREGATE INFORMATION



FILTER BAG DETAIL
(PRIOR TO INSTALLATION)

ROCK BAG DITCH CHECK
DETAIL 31 25 00-2



STAKE DETAIL
(NO TRENCH)

STAKE DETAIL
(WITH TRENCH)

SEDIMENT LOGS
DETAIL 31 25 00-1

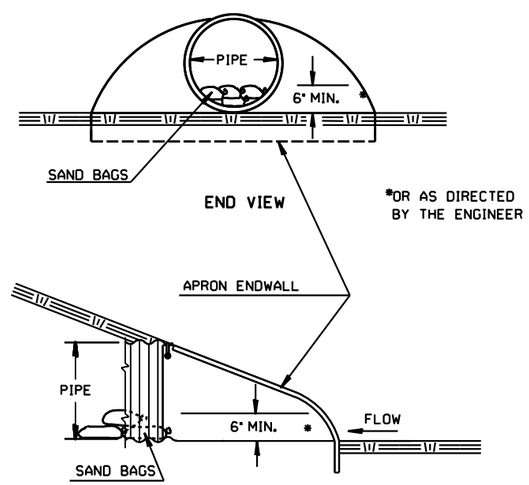
RECOMMENDED PLACEMENT INTERVAL BETWEEN SEDIMENT LOGS

[DISTANCE BETWEEN CHANNEL BOTTOM AND TOP OF INSTALLED SEDIMENT LOGS (D)(ft) / CHANNEL GRADIENT (%)] X 100 = SEDIMENT LOGS SPACING (ft)

NOTE: TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.

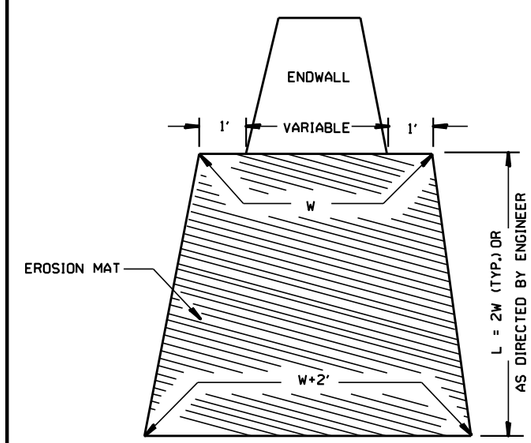
$1\frac{1}{8}$" X $1\frac{1}{8}$" X 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9", AND 12" SEDIMENT LOGS.

$1\frac{1}{8}$" X $1\frac{1}{8}$" X 48" WOODEN STAKES ARE RECOMMENDED FOR 20" SEDIMENT LOGS.



SIDE VIEW

CULVERT PIPE DITCH CHECK



EROSION MAT TREATMENT AT CULVERTS

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DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11
CITY OF MUSKEGO
WAUKESHA COUNTY
MUSKEGO, WISCONSIN

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5			

RECORD DRAWING OF COMPLETED CONSTRUCTION BY
RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTOR AND/OR OWNERS RECORDS.
BY _____ DATE _____

DATE OF PREPARATION

	BY	DATE
SURVEYED	TAA	
DRAWN	GTW	02/23/10
DESIGNED	CLM1	02/23/10
CHECKED	PAV	05/14/10

DURHAM DRIVE

EROSION CONTROL DETAILS

NOT TO SCALE

PROJECT ID 09M032

C5.08

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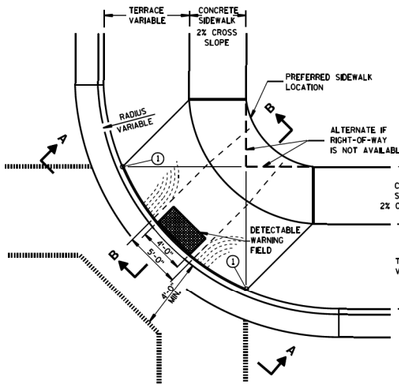
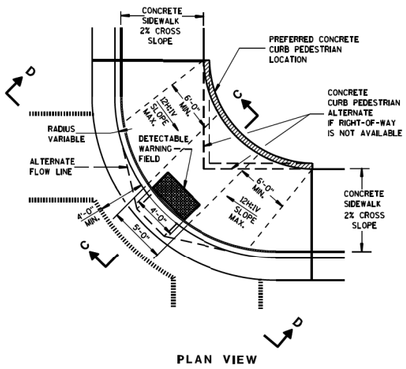


PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

RAMPS SHALL BE BUILT AT 12%IV OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

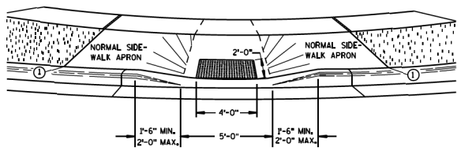
SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

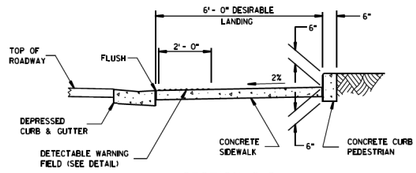
1. THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
2. GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

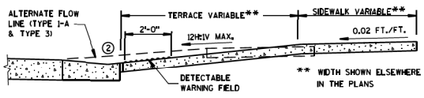
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



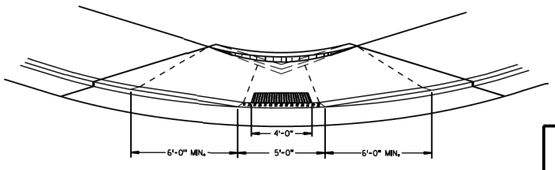
VIEW A-A



SECTION C-C



SECTION B-B



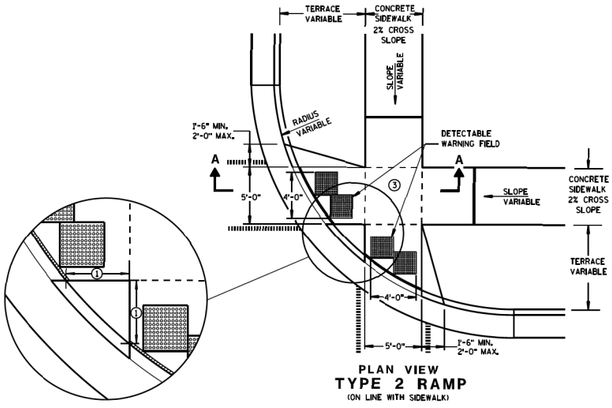
VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-14a



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

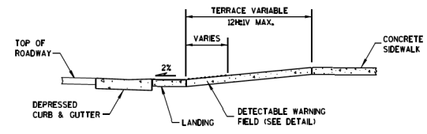
GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

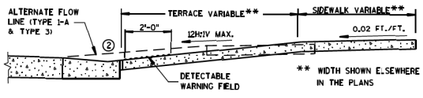
1. WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12%IV SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12%IV SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.
2. GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.
3. PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

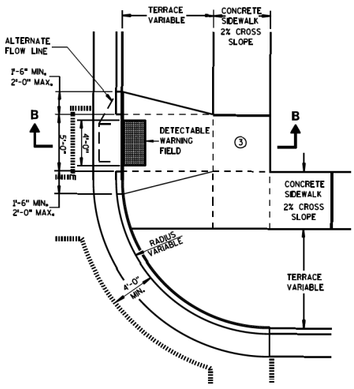
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION A-A



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-14b

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NOT TO SCALE

PROJECT ID: 09M032

C5.09

DURHAM DRIVE
CONSTRUCTION
DETAILS

CHECKED	PAV	05/14/10	DATE
DESIGNED	CLM1	02/23/10	
DRAWN	GTW	02/23/10	
SURVEYED	TAA		BY

DATE OF PREPARATION

REVISION / ISSUE

NO.	BY	DATE	DESCRIPTION
1			
2			
3			
4			

RECORD DRAWING OF COMPLETED CONSTRUCTION BY

RECORD DRAWINGS OF COMPLETED CONSTRUCTION CONFORMING TO CONTRACTOR AND/OR OWNERS RECORDS.

BY_____ DATE _____

DURHAM DRIVE
RECONSTRUCTION
FINAL PLANS
2/17/11

CITY OF MUSKEGO

WAUKESHA COUNTY MUSKEGO, WISCONSIN

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