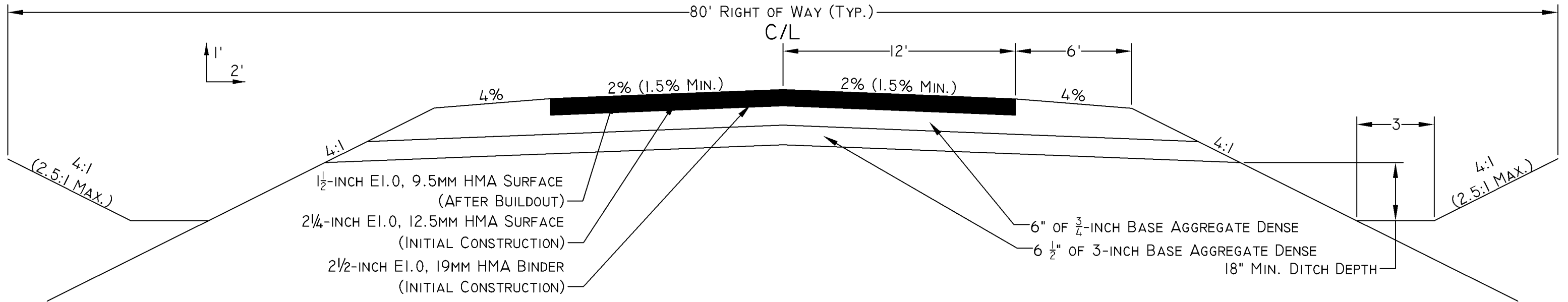


MINOR COLLECTOR ROAD CROSS SECTION (MINIMUM SPECIFICATIONS)



A) HOT MIXED ASPHALT PAVEMENT (HMA)

INSTALL A 24-FOOT WIDE, 6 1/4-INCH THICK (AFTER COMPACTION) HMA PAVEMENT.

CROSS-SLOPE FROM CENTERLINE TO EDGE OF PAVEMENT SHALL NORMALLY BE 0.020FT./FT. (2.0%) SLOPE. A MINIMUM CROSS-SLOPE OF 0.015 FT./FT. (1.5%) SHALL BE MAINTAINED AT ALL TIMES.

HMA MUST BE A CURRENT WISCONSIN DEPARTMENT OF TRANSPORTATION APPROVED MIX DESIGN USING APPROPRIATE PG GRADED AC FOR LOCATION. SUBMIT A COPY OF THE MIX DESIGN AND TEST RESULTS WITH THE PLANS.

FOR NEW CONSTRUCTION, NO HMA PAVEMENT MAY BE PLACED UNTIL THE UNDERLYING BASE AND SUBGRADE HAS BEEN IN PLACE FOR AT LEAST ONE WINTER, AND THE FINAL 1/2-INCH LAYER OF HMA SURFACE MAY NOT BE PLACED UNTIL AT LEAST 80% OF THE STRUCTURES WITHIN THE NEW DEVELOPMENT HAVE BEEN COMPLETED, OR FOUR YEARS, WHICHEVER IS LESS. APPLY TACK COAT BETWEEN ALL PAVEMENT LAYERS.

B) BASE AGGREGATE DENSE

INSTALL A 12 1/2 INCH THICK BASE CONSISTING OF 6 1/2 INCHES OF 3-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, FOLLOWED BY 6 INCHES OF 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE. SHOULDERS SHALL ALSO BE 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, AND SHALL BE 6 FEET WIDE.

ALL BASE MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION. THE CROSS-SLOPE OF THE BASE SHALL CONFORM TO THE PAVEMENT CROSS SLOPE.

C) SUBBASE

WHERE SUITABLE SOIL FOR ROAD CONSTRUCTION AS DESCRIBED BY THE SOIL SURVEY OF ROCK COUNTY, WI IS NOT PRESENT, UNSUITABLE SOILS MUST BE REMOVED AND REPLACED WITH PIT RUN MATERIAL MEETING THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION.

ALL TOPSOIL SHALL BE STRIPPED FROM THE IMMEDIATE CONSTRUCTION AREA PRIOR TO ANY GRADING OPERATIONS.

D) PROOF ROLLING

PROOF ROLLING SHALL BE PERFORMED ON ALL NEW AGGREGATE COURSES, AND SHALL BE WITNESSED BY A REPRESENTATIVE FROM THE ROCK COUNTY DEPARTMENT OF PUBLIC WORKS.

E) DITCHES

DITCHES SHALL BE INSTALLED TO A MINIMUM DEPTH OF 18 INCHES MEASURED FROM THE BOTTOM OUTSIDE EDGE OF THE BASE, AND SHALL BE A MINIMUM OF 3 FEET WIDE (EITHER ROUNDED OR FLAT) ON THE BOTTOM.

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED WITH A MINIMUM OF 4 INCHES OF TOPSOIL AND SHALL BE SEEDED, FERTILIZED AND MULCHED. A 4-FOOT WIDE STRIP OF JUTE MATTING SHALL BE PLACED IN ALL DITCH BOTTOMS WHERE THE SLOPE EXCEEDS 4%.

ALL DITCH FORSLOPES SHALL BE 4:1; DITCH BACKSLOPES SHALL NORMALLY BE 4:1, BUT SHALL NOT EXCEED 2.5:1. BACKSLOPES MAY EXTEND BEYOND THE RIGHT OF WAY IF NECESSARY TO MAINTAIN A MINIMUM 2.5:1 BACKSLOPE.

F) TURNAROUNDS (CUL-DE-SACS)

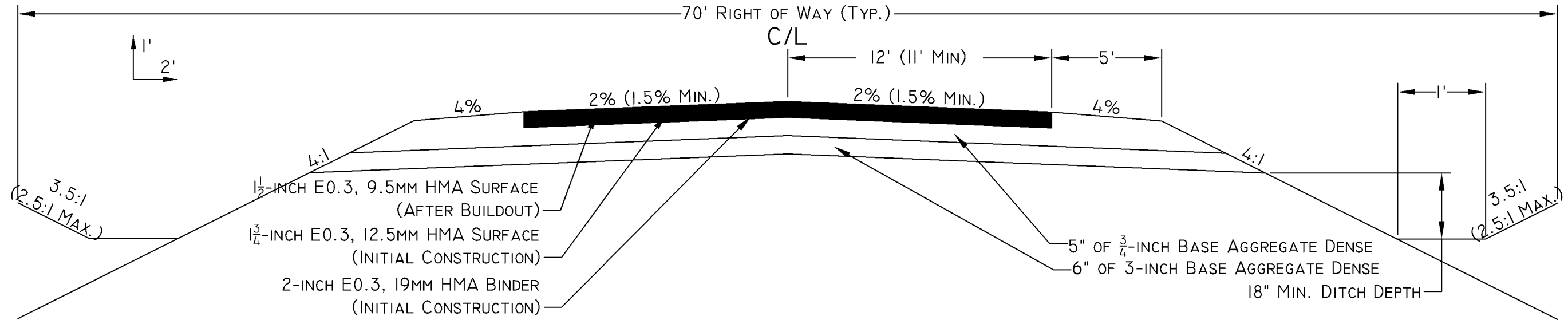
CUL-DE-SACS SHALL HAVE A MINIMUM 120-FOOT DIAMETER PAVEMENT, A 6 FOOT WIDE SHOULDER, AND A 4:1 FORESLOPE, IN A 180-FOOT DIAMETER RIGHT OF WAY.

G) INSPECTION/CERTIFICATION

THE DESIGN ENGINEER WILL BE REQUIRED TO SUBMIT A REPORT CONTAINING THE FOLLOWING INFORMATION UPON COMPLETION OF CONSTRUCTION:

1. CENTERLINE SUBGRADE, OUTSIDE EDGE AND DITCH BOTTOM ELEVATIONS AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
2. CENTERLINE AND OUTSIDE EDGE ELEVATIONS FOR EACH LAYER OF BASE AGGREGATE AND FOR THE 2ND LAYER OF HMA PAVEMENT AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
3. SUMMARY OF THE TOTAL TONNAGE USED IN EACH LAYER OF HMA PAVEMENT.
4. SUMMARY RESULTS OF NUCLEAR DENSITY TESTS TAKEN FOR EACH LAYER OF HMA PAVEMENT AT APPROXIMATELY 500-FOOT INTERVALS (MINIMUM 3 TESTS PER LAYER) ALONG THE ROAD ALIGNMENT.

RURAL ROAD CROSS SECTION (MINIMUM SPECIFICATIONS)



A) HOT MIXED ASPHALT PAVEMENT (HMA)

INSTALL A 24-FOOT WIDE, 5/8-INCH THICK (AFTER COMPACTION) HMA PAVEMENT. A 22-FOOT WIDE PAVEMENT MAY BE INSTALLED IF APPROVED BY THE ROCK COUNTY DIRECTOR OF PUBLIC WORKS. CROSS-SLOPE FROM CENTERLINE TO EDGE OF PAVEMENT SHALL NORMALLY BE 0.020 FT./FT. (2.0%) SLOPE. A MINIMUM CROSS-SLOPE OF 0.015 FT./FT. (1.5%) SHALL BE MAINTAINED AT ALL TIMES. HMA MUST BE A CURRENT WISCONSIN DEPARTMENT OF TRANSPORTATION APPROVED MIX DESIGN USING APPROPRIATE PG GRADED AC FOR LOCATION. SUBMIT A COPY OF THE MIX DESIGN AND TEST RESULTS WITH THE PLANS. FOR NEW CONSTRUCTION, NO HMA PAVEMENT MAY BE PLACED UNTIL THE UNDERLYING BASE AND SUBGRADE HAS BEEN IN PLACE FOR AT LEAST ONE WINTER, AND THE FINAL 1/2-INCH LAYER OF HMA SURFACE MAY NOT BE PLACED UNTIL AT LEAST 80% OF THE STRUCTURES WITHIN THE NEW DEVELOPMENT HAVE BEEN COMPLETED, OR FOUR YEARS, WHICHEVER IS LESS. APPLY TACK COAT BETWEEN ALL PAVEMENT LAYERS.

B) BASE AGGREGATE DENSE

INSTALL A 11 INCH THICK BASE CONSISTING OF 6 INCHES OF 3-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, FOLLOWED BY 5 INCHES OF 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE. SHOULDERS SHALL ALSO BE 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, AND SHALL BE 5-FEET WIDE. ALL BASE MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION. THE CROSS-SLOPE OF THE BASE SHALL CONFORM TO THE PAVEMENT CROSS SLOPE.

C) SUBBASE

WHERE SUITABLE SOIL FOR ROAD CONSTRUCTION AS DESCRIBED BY THE SOIL SURVEY OF ROCK COUNTY, WI IS NOT PRESENT, UNSUITABLE SOILS MUST BE REMOVED AND REPLACED WITH PIT RUN MATERIAL MEETING THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION. ALL TOPSOIL SHALL BE STRIPPED FROM THE IMMEDIATE CONSTRUCTION AREA PRIOR TO ANY GRADING OPERATIONS.

D) PROOF ROLLING

PROOF ROLLING SHALL BE PERFORMED ON ALL NEW AGGREGATE COURSES, AND SHALL BE WITNESSED BY A REPRESENTATIVE FROM THE ROCK COUNTY DEPARTMENT OF PUBLIC WORKS.

E) DITCHES

DITCHES SHALL BE INSTALLED TO A MINIMUM DEPTH OF 18 INCHES MEASURED FROM THE BOTTOM OUTSIDE EDGE OF THE BASE, AND SHALL BE A MINIMUM OF 1 FOOT WIDE (EITHER ROUNDED OR FLAT) ON THE BOTTOM. ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED WITH A MINIMUM OF 4 INCHES OF TOPSOIL AND SHALL BE SEEDED, FERTILIZED AND MULCHED. A 4-FOOT WIDE STRIP OF JUTE MATTING SHALL BE PLACED IN ALL DITCH BOTTOMS WHERE THE SLOPE EXCEEDS 4%. ALL DITCH FORSLOPES SHALL BE 4:1; DITCH BACKSLOPES SHALL NORMALLY BE 4:1, BUT SHALL NOT EXCEED 3.5:1. BACKSLOPES MAY EXTEND BEYOND THE RIGHT OF WAY IF NECESSARY TO MAINTAIN A MINIMUM 2.5:1 BACKSLOPE.

F) TURNAROUNDS (CUL-DE-SACS)

CUL-DE-SACS SHALL HAVE A MINIMUM 90-FOOT DIAMETER PAVEMENT, A 5-FOOT WIDE SHOULDER, AND A 4:1 FORESLOPE, IN A 140 FOOT DIAMETER RIGHT OF WAY.

G) INSPECTION/CERTIFICATION

THE DESIGN ENGINEER WILL BE REQUIRED TO SUBMIT A REPORT CONTAINING THE FOLLOWING INFORMATION UPON COMPLETION OF CONSTRUCTION:

1. CENTERLINE SUBGRADE, OUTSIDE EDGE AND DITCH BOTTOM ELEVATIONS AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
2. CENTERLINE AND OUTSIDE EDGE ELEVATIONS FOR EACH LAYER OF BASE AGGREGATE AND FOR THE 2ND LAYER OF HMA PAVEMENT AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
3. SUMMARY OF THE TOTAL TONNAGE USED IN EACH LAYER OF HMA PAVEMENT.
4. SUMMARY RESULTS OF NUCLEAR DENSITY TESTS TAKEN FOR EACH LAYER OF HMA PAVEMENT AT APPROXIMATELY 500-FOOT INTERVALS (MINIMUM 3 TESTS PER LAYER) ALONG THE ROAD ALIGNMENT.